



STEERING COMMITTEE: JANUARY 10, 2023 SUMMARY

ATTENDEES

Name	Organization
Jared Schneider	Kimley-Horn
Macy Falcon	Kimley-Horn
Caitlin Cerame	City of Pensacola
Rachael Bennet	City of Pensacola
Carolyn Grawi	CIL of Northwest Florida
Frank Pesce	Bike Pensacola
Brittany Ellers	Ciclovia
Darien Schaefer	Visit Pensacola
Chris Phillips	Esc Co Trans Engineer
Don Christian	Esc Co
Todd Thomson	Pensacola Chamber
Tiffany Bates	ECRC
John Iten	ECRC
Peter Montgomery	Citizen

GENERAL DISCUSSION

INTRODUCTION & PROJECT OVERVIEW

- The plan is a framework/blueprint to build a multimodal transportation network for all users as the city grows. It was discussed that the purpose is to look at streets that can connect people to places.
- A significant amount of community engagement and data analysis has been conducted
- A purpose of the discussion is to review outcomes of the community engagement and initial data analysis and get feedback on the information used to develop the report. Another meeting will be setup in the spring to go over the draft report, network, project recommendations, and funding sources. The plan will be adopted in the summer.

VISION STATEMENT & GUIDING PRINCIPLES

- The draft vision statement is: “The ATP will be a framework to help maintain the unique historic character of Pensacola while transforming the transportation network to be accessible, connected, comfortable, and safe for people walking, bicycling, and using other self-propelled modes of transportation.”
- Draft guiding principles were developed based on the Steering Committee rankings from the first meeting:
 - o Put Safety First: Identify solutions that make moving around safer and more comfortable and push for zero fatalities.
 - o Connect People and Places: Identify solutions that make moving around safer and more comfortable and push for zero fatalities.



- Center on Equity: Consider everyone’s needs when developing solutions.
- Add Mobility Options: Focus on opportunities that are feasible and provide quality aesthetics and build on past efforts.
- Discussion
 - It was discussed that reducing crashes and creating actions related to safety is part of this project.
 - It was suggested to add a Vision Zero statement to plan (eliminate fatalities and serious injuries) and have a resolution signed by Council as part of the project.

PUBLIC ENGAGEMENT & SURVEY

- Discussion
 - More people may walk or bike to complete errands by building out a multimodal network.
 - Traffic calming was the top transportation priority in the online survey completed by the public.
 - Several people mentioned that speeding cars is a challenge.

INITIAL RECOMMENDATIONS (GUIDELINES & PRIORITIES)

- Some of the barriers include:
 - 56% of fatal and severe injury crashes occurred at speeds of 40 mph or higher.
 - 53% of fatal and severe injury crashes occurred in non-daylight conditions.
- Vision Zero may be attainable for the City.
- Numbers don’t always show a perception of safety.
 - Level of comfort of streets.
 - Bigger/wider streets, like Davis Hwy and 9th Ave are the highest stress streets to ride on (red and orange on the map in the presentation).
 - This analysis helps us identify priority improvements and prepare guidelines for types of streets.
 - The design guidance will relate street types to speeds, number of lanes, and other design parameters.
 - During community engagement, a number of comments discussed bicycle improvements (bike network/bike blvds/neighborhood greenway/etc.) The design guidance will help developers consistently apply design standards.
 - A part of the design guidance is taking context and types of streets into account.
- Discussion
 - Gonzalez St could be a low-stress bike/ped street.
 - Local neighborhood greenway
 - Bulb-outs
 - Crossing improvements (low-cost/high uses at safety hotspots)
 - Four-way stops – Baylen St, Spring St, Rue St (another low-cost option)
 - Tippin Ave – landscaped medians, reduced lane widths, midblock crossings, etc.
 - More lanes are harder to cross for pedestrians.
- Prioritization - It may be helpful to group opportunities into tiers:



- Tier 1: lower cost, education, smaller/medium-sized projects.
- Tier 2: larger infrastructure projects.
- Discussion
 - Crosswalk locations can include: Barrancas and Garden, 12th Ave and Bayou Blvd.
 - A map will be impactful.
 - There is a culture in our area where people don't know cycling is a viable option, so education and campaigns are important.
 - Accessible infrastructure is important. Traveling by Blind Pedestrians shows you how people have to navigate our city.
 - It is helpful to provide access to commercial locations through less busy paths or parallel routes.
 - For example, the Carrollwood area provides access to the grocery store through the back of a shopping center rather than on Dale Mabry.
 - Access can be provided through subdivisions and lower-stress streets and not on thoroughfare streets.
- Policies can be implemented to direct design decisions at the land use level. The design guidance can help developers consider multimodal options during development.

NEXT STEPS

- Potential engagement opportunities coming up include:
 - CivicCon
 - Kids Slow Ride in March or April
- The draft report will be developed this spring.
- Share additional ideas for priority projects with Caitlin.