

## Pensacola Community Redevelopment Agency

CRA Sidewalk and ADA Accessibility Street Revitalization Projects

A Street, DeVilliers Street, Reus Street

### Agenda

Public Meeting March 19, 2019

1. Introductions
2. CRA Project Goals
3. Why were these streets chosen?
4. Scope of work for revitalization
5. Digital tour of DeVilliers Street and A Street
6. What are the issues, constraints, and opportunities for revitalization?
  - Limitations within the right-of-way
  - Cost limitations
  - Utility conflicts
  - Driveway access and
  - ADA universal access
  - Parking
  - Transit access
7. Multi-modal approaches to use
8. Previous and current public comment
9. Schedule

Question: What is the subject of today's public meeting?

**Answer:** Revitalization of our community through rebalancing of our use of public street space.

**So, where to start?**

**Let's use an example you are familiar with.**



364 W Main St  
Pensacola, Florida



Street View - Nov 2009



Currently shown: Nov 2009

2009

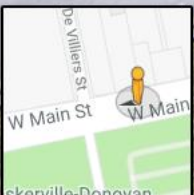
2018

## Main Street Revitalization

Main Street was formerly a four-lane divided high speed highway, inappropriate for a community street in the Central Business District.



Google





364 W Main St

Pensacola, Florida



Street View - Mar 2011



Currently shown: Mar 2011

2007

2016

Main Street had narrow sidewalks, marginal space for bicycles, and no landscape or street lighting. High speeds made walking along the sidewalk against speeding traffic feel unsafe.

Google





364 W Main St  
Pensacola, Florida

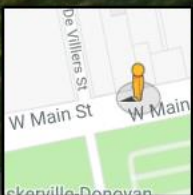
Google

Street View - Jul 2011



2007 2016

Main Street also included the sanitary sewage treatment plant and undeveloped parcels either side...in the heart of the community.



Google



364 W Main St  
Pensacola, Florida



Street View - May 2013



Currently shown: May 2013

2009

2018

The Main Street “road diet”, the removal of the treatment plant, and the development and construction of the Community Maritime Park thoroughly revitalized the corridor. The street now includes 8- to 10-foot wide landscaped green space, appropriate lighting, a standard bike lane, and an 8- to 10-foot sidewalk.

Traffic now moves more slowly allowing bike riders and pedestrians to feel more comfortable.

May 2013

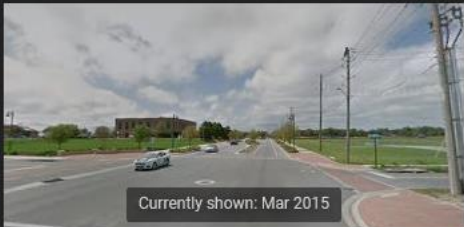
Google





398 W Main St  
Pensacola, Florida

Street View - Mar 2015

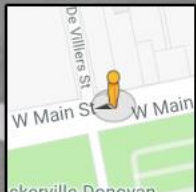


Currently shown: Mar 2015

2009 2016

The Main Street project also included special treatments for the street intersections with wide plazas paved with pavers allowing space for a large number of pedestrians to wait for a gap in traffic while waiting to go to events at the Community Maritime Park.

The intersection shown is DeVilliers at Main Street with the paver plazas.



Google



W Main St

Pensacola, Florida



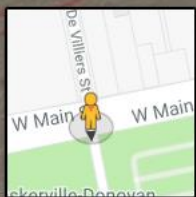
Street View - Apr 2015



Currently shown: Apr 2015

2011 • 2016

This intersection is DeVilliers at Main Street leading into Community Maritime Park with the paver plazas.



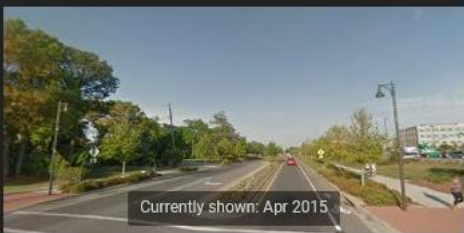
Google



399 W Main St  
Pensacola, Florida

Google

Street View - Apr 2015

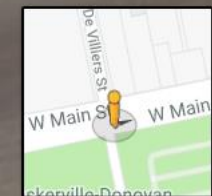


2011 • • • 2018

What has happened by converting a four-lane, divided highway to a multi-modal two-lane divided street with ample sidewalks and street landscape?

It has been transformed. The street speeds have been slowed making it a pleasant place to walk and jog, or ride a bike.

Now, what if these folks wanted to walk or ride a bike north along DeVilliers Street?



Google



W Main St  
Pensacola, Florida

Street View - Apr 2015



Currently shown: Apr 2015

2011 • • 2016

Walking north along DeVilliers Street, or riding a bike on the street are not comfortable options, so the street rebalancing for all users is necessary. Wider sidewalks, reconstructed to be compliant with Americans with Disabilities Act (ADA) rules is necessary. Perhaps adding “sharrows” to remind drivers to share the road would be advised.



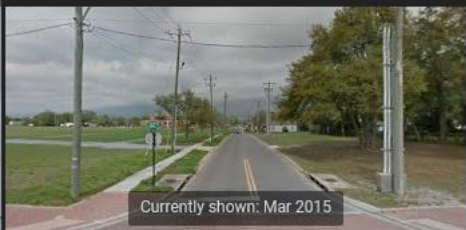
Google



W Main St  
Pensacola, Florida

Google

Street View - Mar 2015



Currently shown: Mar 2015

2009 2018

## DeVilliers Street Revitalization Digital Tour

Along DeVilliers Street there are a variety of conditions. Here the right-of-way is approximately 50-feet wide, the street is approximately 30-feet back of curb to back of curb and there are two 12-foot travel lanes.

There are locations where no sidewalk exists (east side here) and where the sidewalk is not standard width or has cracked or is misaligned and does not meet ADA standards (west side).

Google



198 S De Villiers St  
Pensacola, Florida

Street View - May 2016

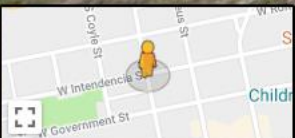
Currently shown: May 2016

2007 2018

Prior to repaving nominal parking lanes were striped each side.

May 2016

In some cases a standard good quality sidewalk is alongside standard  
FDOT style curb and gutter (east side here) and in some cases a  
substandard width and condition sidewalk exists with little or no curb.



Google

Navigation controls including a compass, zoom in (+) and zoom out (-) buttons, a street view pegman icon, and a bottom status bar with navigation arrows and a 'Report a problem' link.



143 S De Villiers St  
Pensacola, Florida

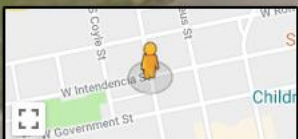
Google

Street View - Jun 2018



2007 2018

After repaving the parking lanes were not striped so parking here is informal and can occur on either side of the street.



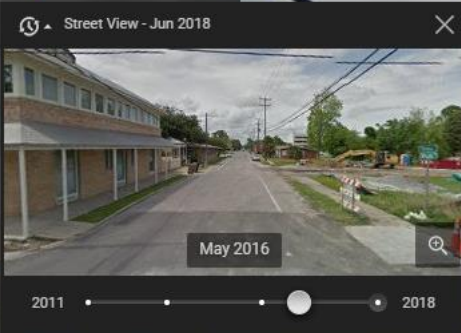
Google

Image capture: Jun 2018 © 2019 Google United States Terms Report a problem

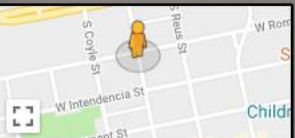




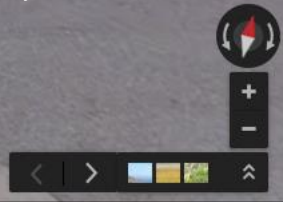
98 S De Villiers St  
Pensacola, Florida



In several locations the sidewalk is constrained by building structures immediately adjacent to the sidewalk or over it as with this arcade. A proposed sidewalk will bypass the arcade and be placed alongside the curb, and in this location special ramps will be required to achieve ADA compliance.



Google







18 S De Villiers St

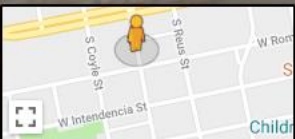
Pensacola, Florida

Google

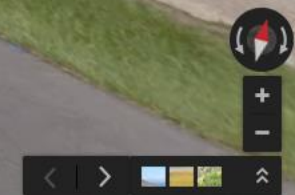
Street View - Jun 2018



In numerous locations vehicles are parked on the right-of-way grass or impeding access on the sidewalk. Enforcement of parking is required.



Google





18 S De Villiers St  
Pensacola, Florida

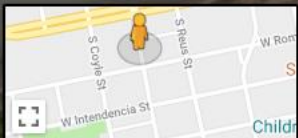
Google

Street View - May 2016



2007 • • • • 2018

Here, in the same location, cars are fully or partially parked on the street, however the striping no longer exists.



Google





10 S De Villiers St  
Pensacola, Florida

Google

Street View - Jul 2011



Currently shown: Jul 2011

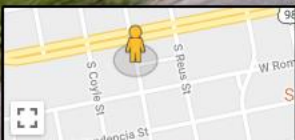
2007

2016

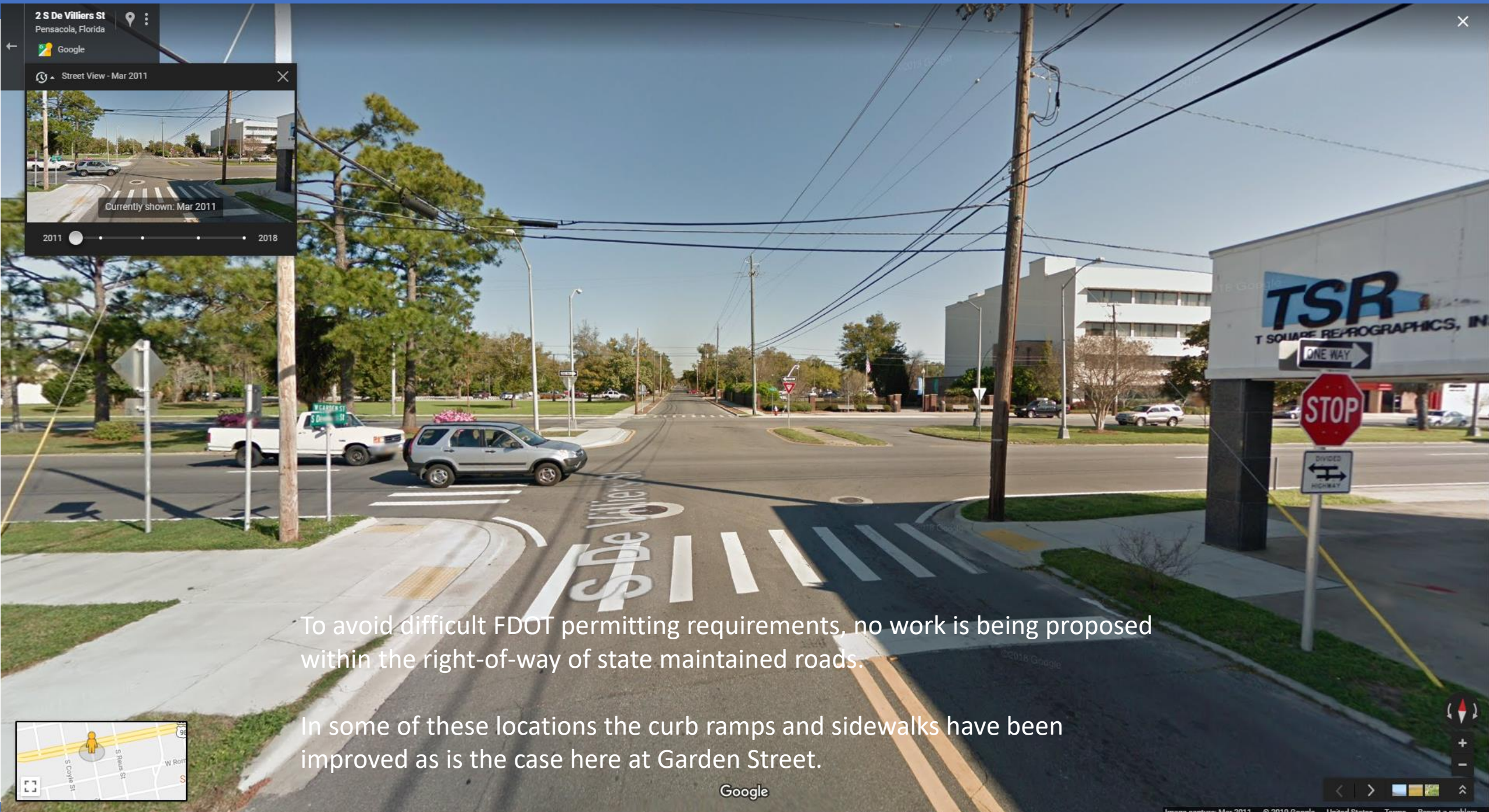
In most locations, trees and other vegetation must be removed from the narrow grass strip between sidewalk and the edge of the travel lanes, or where located under overhead utility lines.

In this location the curbs are only remnants after paving into the gutter.

Google







To avoid difficult FDOT permitting requirements, no work is being proposed within the right-of-way of state maintained roads.

In some of these locations the curb ramps and sidewalks have been improved as is the case here at Garden Street.

Google



15 N De Villiers St  
Pensacola, Florida



Street View - Jul 2011

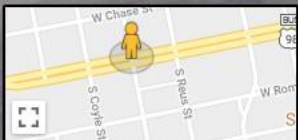


Currently shown: Jul 2011

2011

2018

In some locations the roadside sidewalks are in good repair and may not need to be replaced. In this location lava rock mulch is used in lieu of grass in the “green strip”.



Google





29 N De Villiers St  
Pensacola, Florida

Google

Street View - Jun 2018



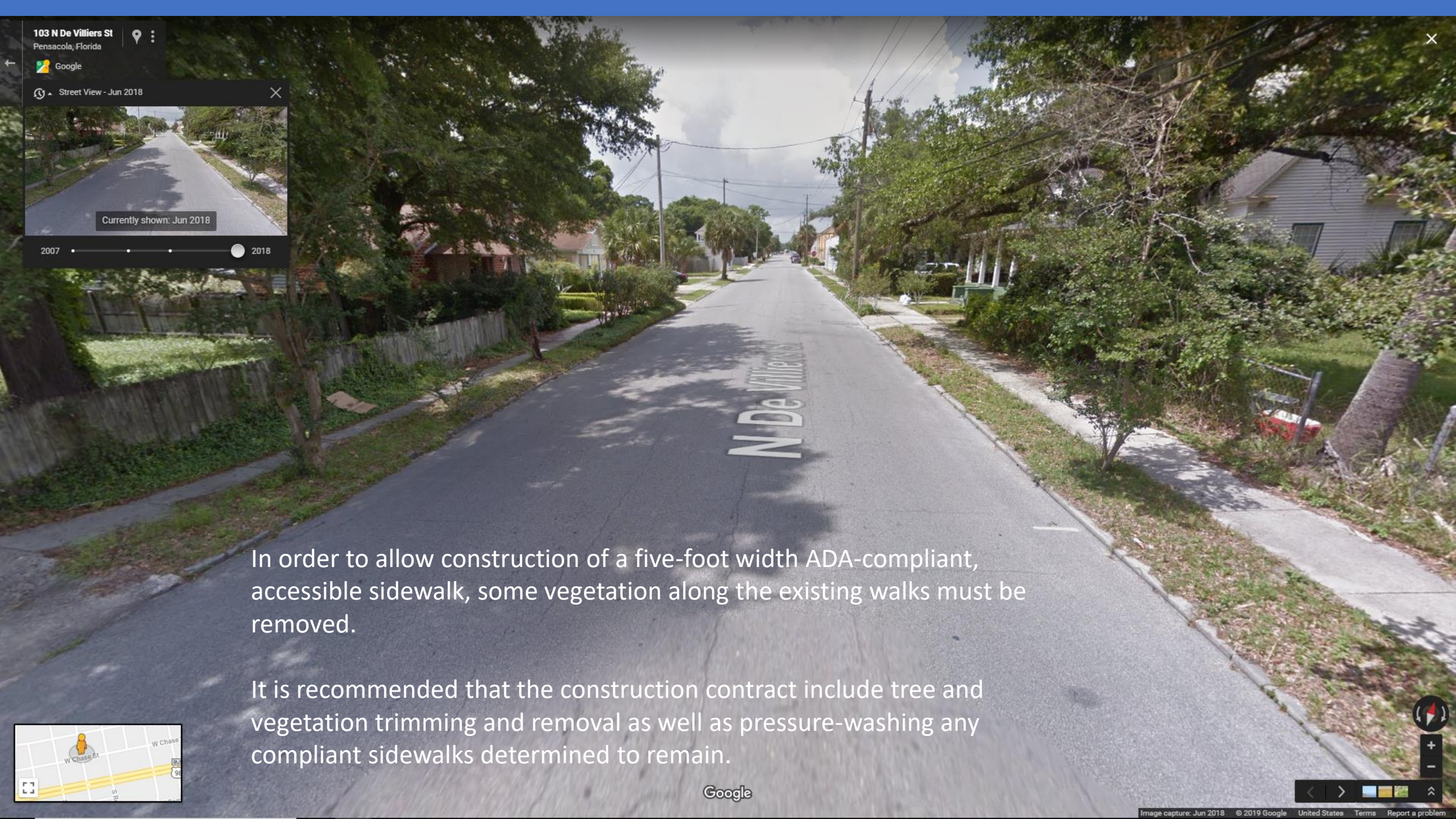
2007 2018

Trees within the narrow "green strip" are recommended for removal to clear overhead and over the street obstructions.

Google







103 N De Villiers St  
Pensacola, Florida



Street View - Jun 2018

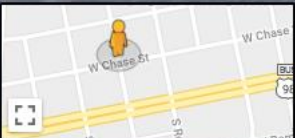


Currently shown: Jun 2018

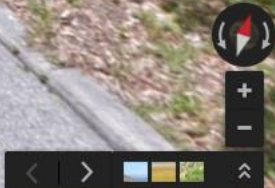
2007 2018

In order to allow construction of a five-foot width ADA-compliant, accessible sidewalk, some vegetation along the existing walks must be removed.

It is recommended that the construction contract include tree and vegetation trimming and removal as well as pressure-washing any compliant sidewalks determined to remain.



Google





124 N De Villiers St  
Pensacola, Florida

Google

Street View - Jun 2018

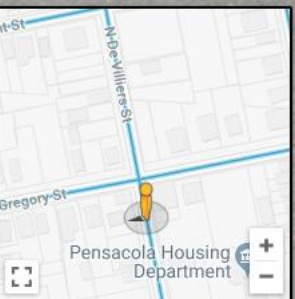
Currently shown: Jun 2018

2007

2018

In numerous cases, existing driveway ramps and adjacent sidewalks have been damaged by vehicles crossing the driveway. In most cases these driveways will be replaced with a City of Pensacola standard driveway ramp with an ADA-compliant flat sidewalk at the back side of the ramp.

Google





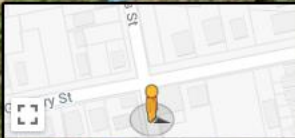


124 N De Villiers St  
Pensacola, Florida

Street View - May 2013

Currently shown: May 2013

2007 • • • 2018



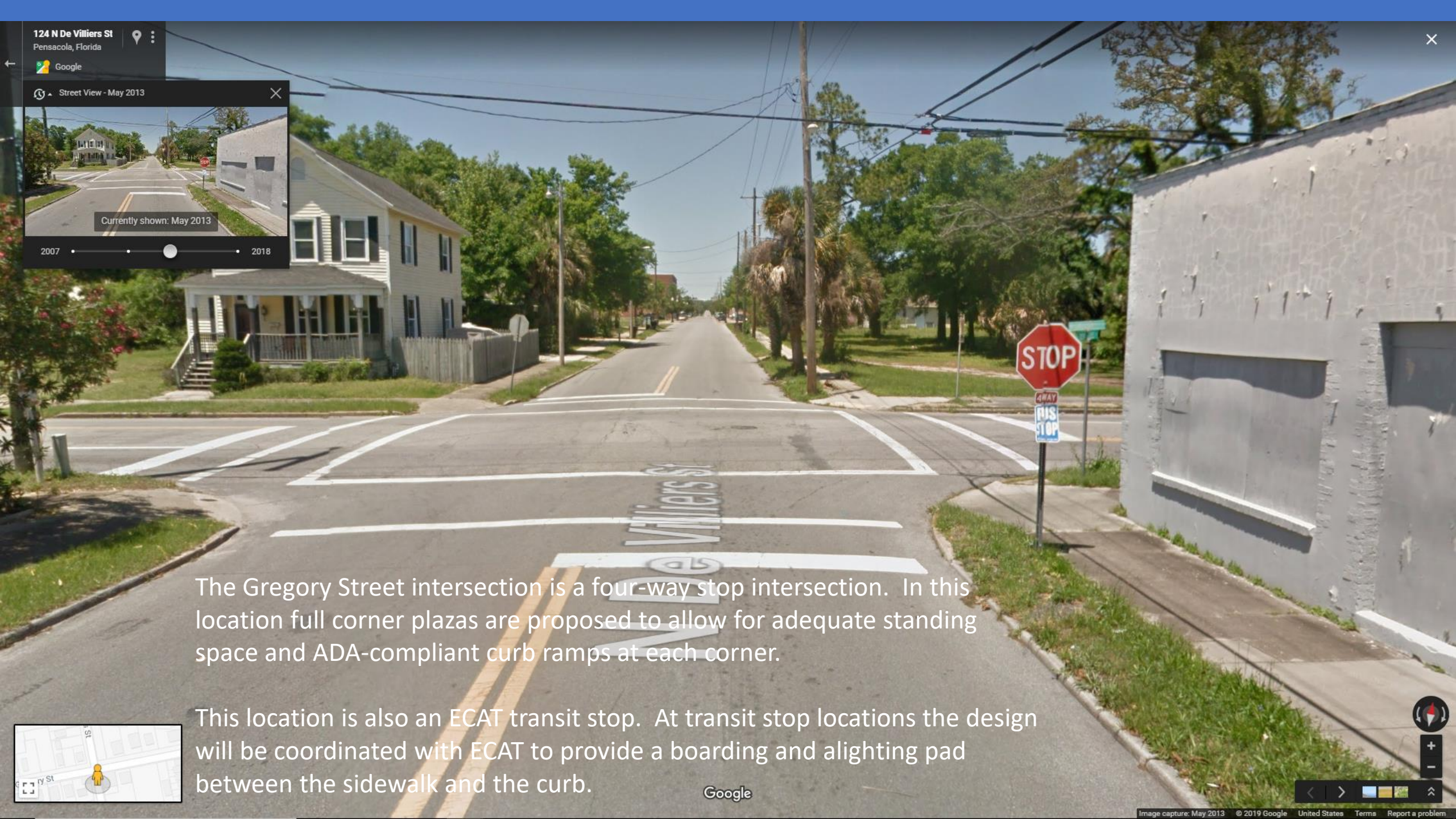
This driveway across the street does not include an ADA-compliant flat sidewalk across the back.

When driveways are no longer required a ramp may not be constructed.

Google

Navigation controls including a compass, zoom in (+) and zoom out (-) buttons, a Street View pegman icon, and a bottom status bar with left and right arrow buttons, a color palette, and an expand/collapse button.





124 N De Villiers St  
Pensacola, Florida

Google

Street View - May 2013



Currently shown: May 2013

2007

2018

The Gregory Street intersection is a four-way stop intersection. In this location full corner plazas are proposed to allow for adequate standing space and ADA-compliant curb ramps at each corner.

This location is also an ECAT transit stop. At transit stop locations the design will be coordinated with ECAT to provide a boarding and alighting pad between the sidewalk and the curb.

Google

X



+  
-





298 N De Villiers St  
Pensacola, Florida

Google

Street View - Jun 2018



No new construction is proposed within the Belmont-DeVilliers district, however restoration of some loose paver bricks may be added to the contract for repair.

A request has been made to incorporate a brick paver “soldier course” along the edge of all the sidewalks within the CRA projects. A pattern of crossing soldier courses at regular or irregular spacing is being considered as an embellishment to the sidewalks.

Google

Image capture: Jun 2018 © 2019 Google United States Terms Report a problem



298 N De Villiers St  
Pensacola, Florida

Google

Street View - Jun 2018



Currently shown: Jun 2018

2007

2018

A pattern of 12-foot high, pedestrian level street lights similar to those within the Belmont-DeVilliers district are proposed for both sides of the streets within each of the CRA projects. These lights are currently designed to be spaced in a regular pattern approximately 90- to 100-feet apart and opposite each other on the street. No final fixture has been chosen, however, the choice to be made will require stocking some replacement structures and repair parts.

A special plaque feature will be located on the sidewalk adjacent to each streetlight fixture.

Google

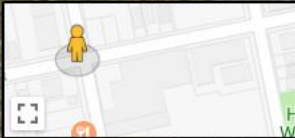
Image capture: Jun 2018 © 2019 Google United States Terms Report a problem



500 N De Villiers St  
Pensacola, Florida  
Google  
Street View - Jun 2018



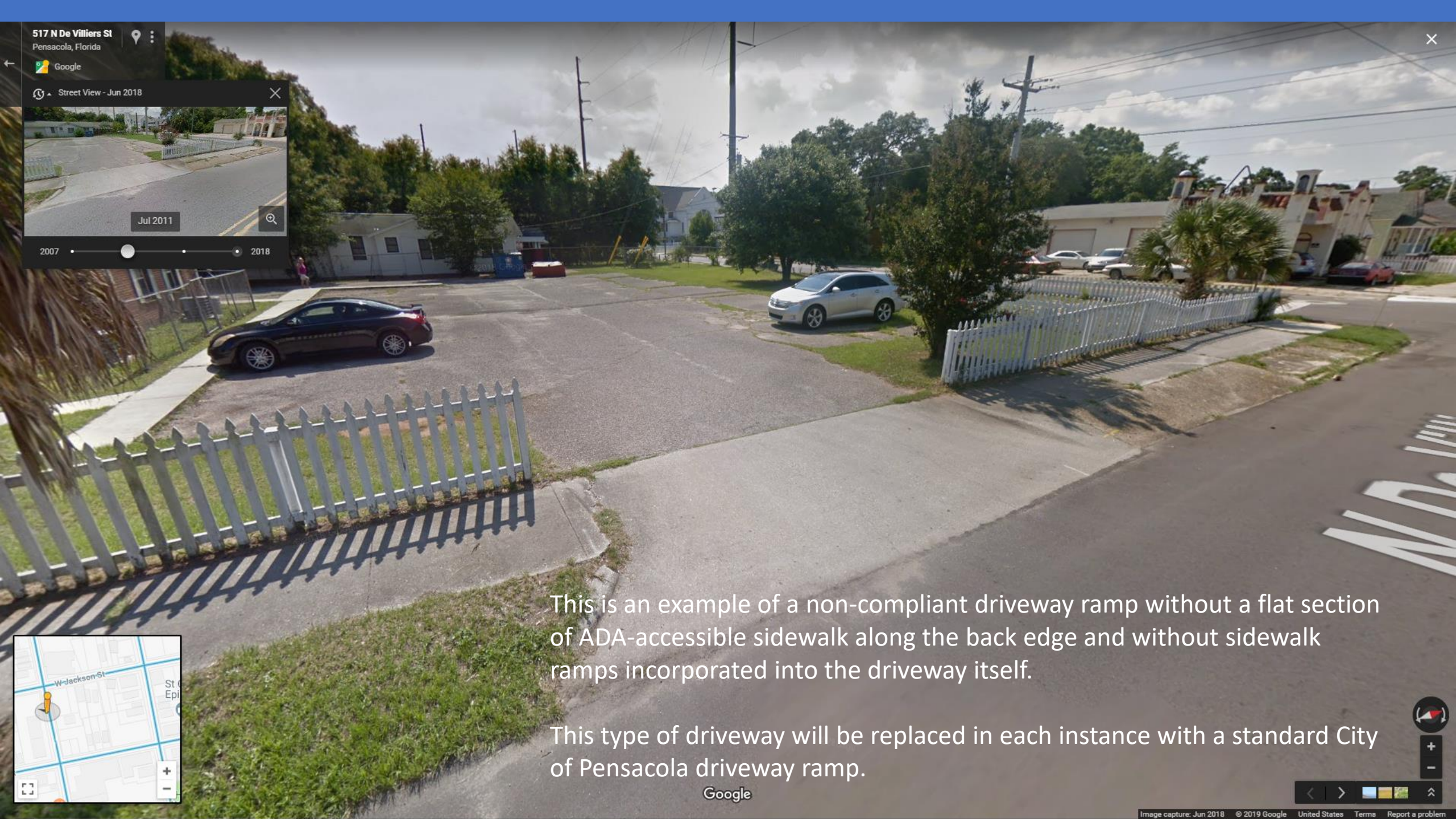
In some locations ADA-accessible sidewalk ramps will be constructed on each corner at the intersection. Grass strip slopes, utility conflicts, drainage structures, and irregular asphalt paving make replacing with compliant curb ramps difficult.



Google







This is an example of a non-compliant driveway ramp without a flat section of ADA-accessible sidewalk along the back edge and without sidewalk ramps incorporated into the driveway itself.

This type of driveway will be replaced in each instance with a standard City of Pensacola driveway ramp.

Google



598 N De Villiers St  
Pensacola, Florida

Google

Street View - Jun 2018



Currently shown: Jun 2018

2011 • 2018

The Gregory Street intersection is also a four-way stop intersection. In this location full corner plazas are proposed to allow for adequate standing space and ADA-compliant curb ramps at each corner.

The sidewalk on the northwest corner must be reconstructed to incorporate both a driveway and ADA-compliant curb ramps.

Google



< > [Color selection icons]



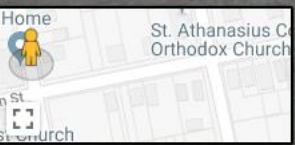
Street View - Mar 2015

Currently shown: Mar 2015

2007 2015

N De Villiers St

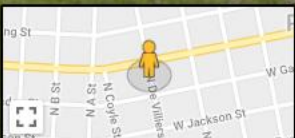
CAUTION







No construction is being proposed within the FDOT right-of-way at the intersection of DeVilliers Street and Cervantes Street.







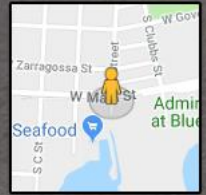
800 W Main St  
Pensacola, Florida

Street View - Apr 2015

Currently shown: Apr 2015

2007 2018

A sidewalk was added prior to this photo (April 2015).



Google



400 S A St

Pensacola, Florida

Google

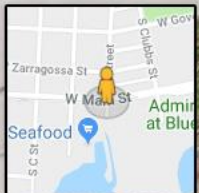
Street View - May 2016



2007 2016

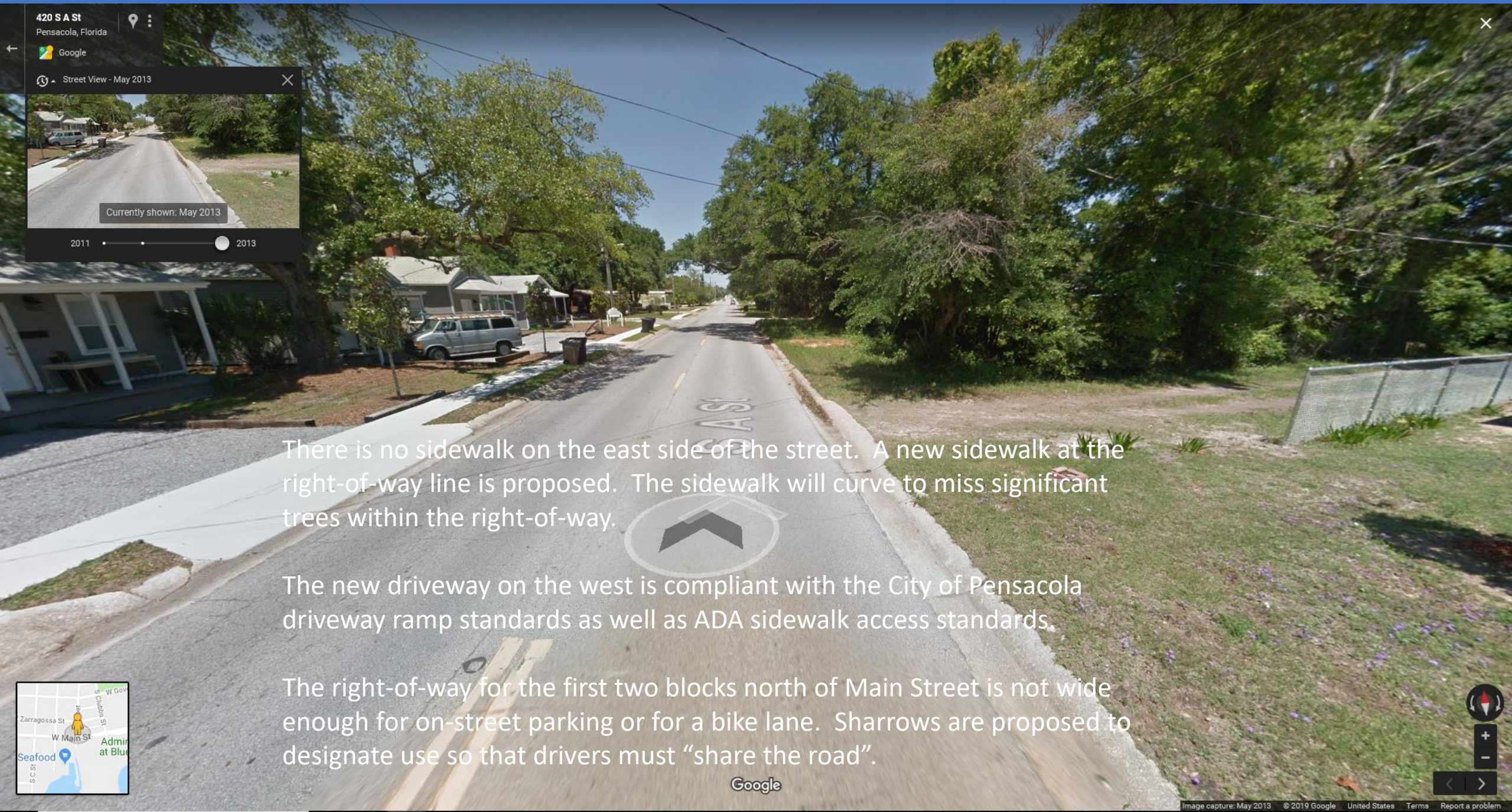
This sidewalk on the west side will be replaced.

Parking at sites that backs in to the street right-of-way poses a danger to pedestrians. A sidewalk is proposed to be placed from the NE corner of the intersection and north along the right-of-way line at this commercial site.



Google





420 S A St  
Pensacola, Florida

Google

Street View - May 2013



Currently shown: May 2013

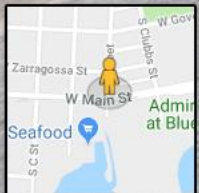
2011 2013

There is no sidewalk on the east side of the street. A new sidewalk at the right-of-way line is proposed. The sidewalk will curve to miss significant trees within the right-of-way.

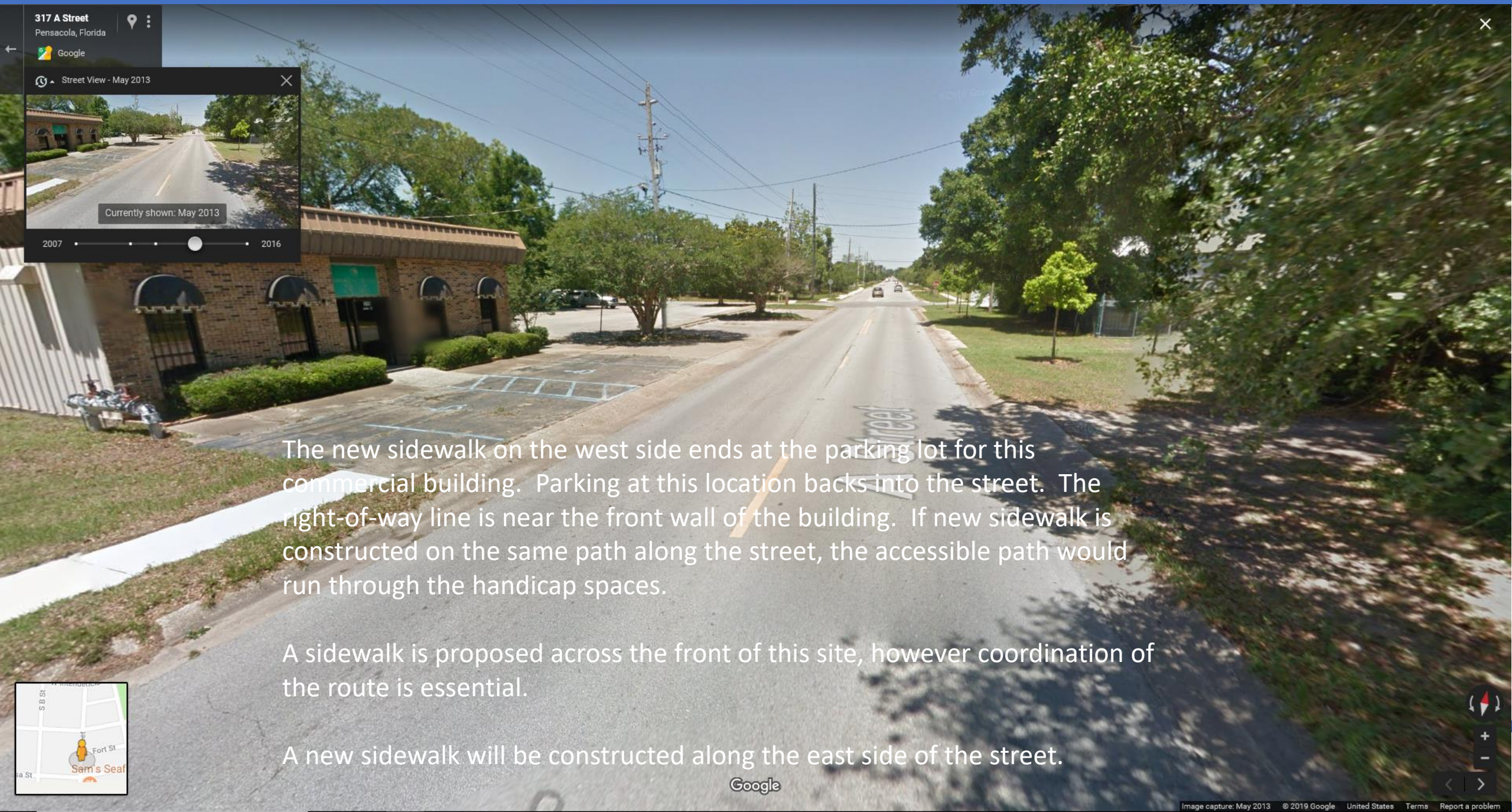
The new driveway on the west is compliant with the City of Pensacola driveway ramp standards as well as ADA sidewalk access standards.

The right-of-way for the first two blocks north of Main Street is not wide enough for on-street parking or for a bike lane. Sharrows are proposed to designate use so that drivers must “share the road”.

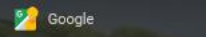
Google







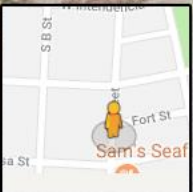
317 A Street  
Pensacola, Florida



The new sidewalk on the west side ends at the parking lot for this commercial building. Parking at this location backs into the street. The right-of-way line is near the front wall of the building. If new sidewalk is constructed on the same path along the street, the accessible path would run through the handicap spaces.

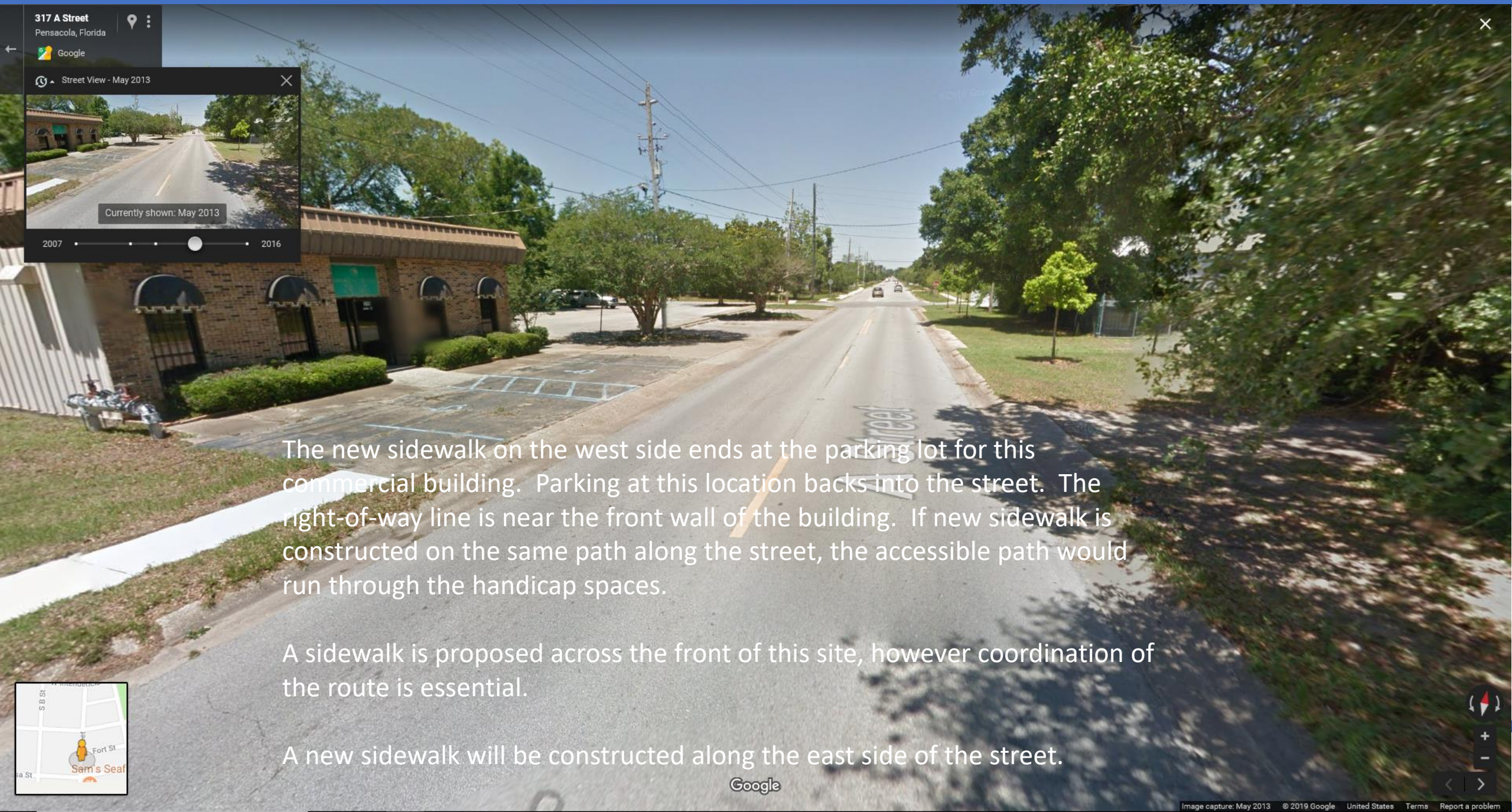
A sidewalk is proposed across the front of this site, however coordination of the route is essential.

A new sidewalk will be constructed along the east side of the street.

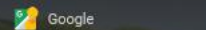


Google





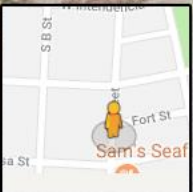
317 A Street  
Pensacola, Florida



The new sidewalk on the west side ends at the parking lot for this commercial building. Parking at this location backs into the street. The right-of-way line is near the front wall of the building. If new sidewalk is constructed on the same path along the street, the accessible path would run through the handicap spaces.

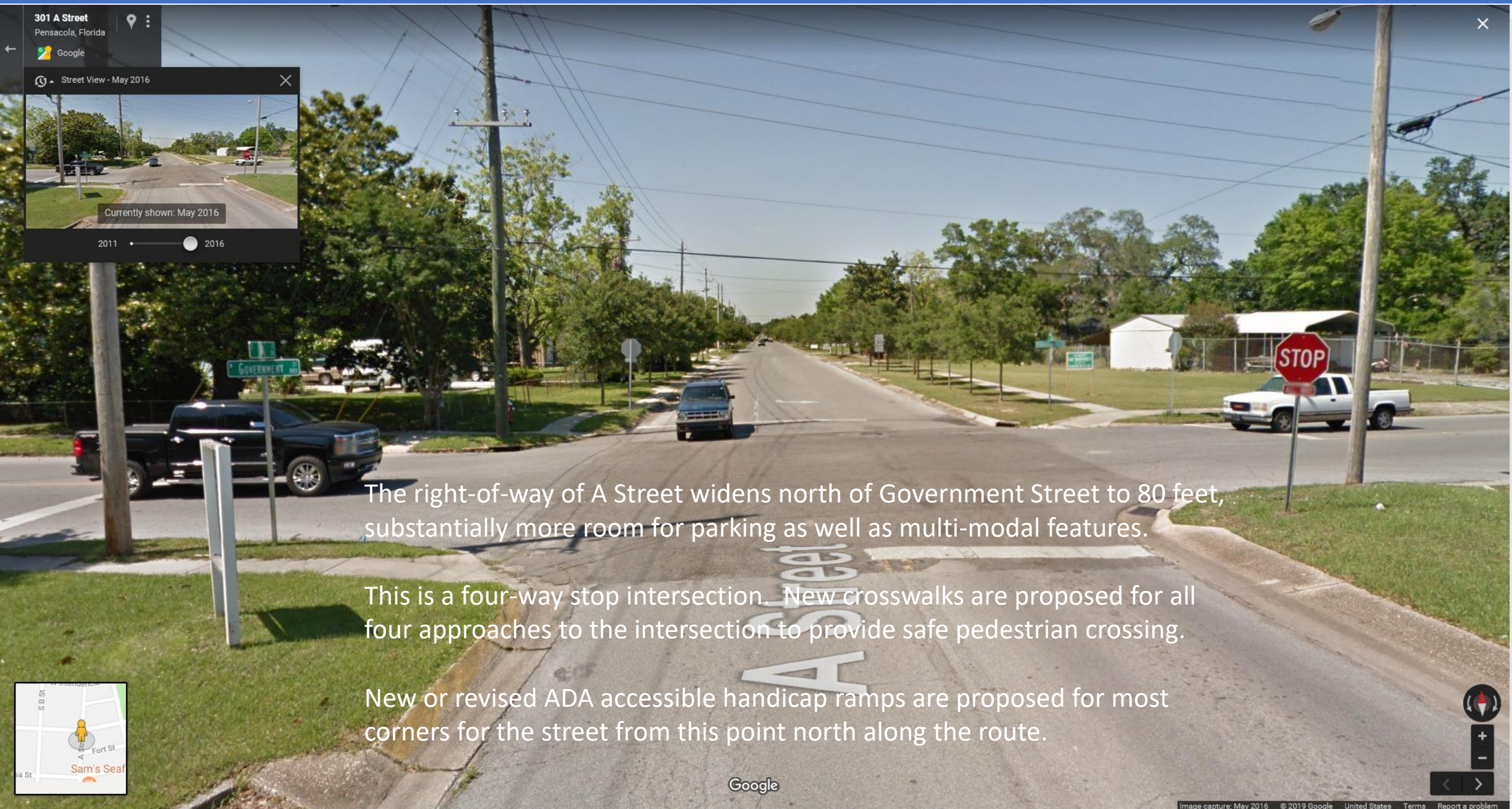
A sidewalk is proposed across the front of this site, however coordination of the route is essential.

A new sidewalk will be constructed along the east side of the street.



Google





301 A Street  
Pensacola, Florida

Street View - May 2016

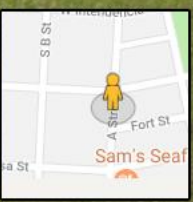
Currently shown: May 2016

2011 — 2016

The right-of-way of A Street widens north of Government Street to 80 feet, substantially more room for parking as well as multi-modal features.

This is a four-way stop intersection. New crosswalks are proposed for all four approaches to the intersection to provide safe pedestrian crossing.

New or revised ADA accessible handicap ramps are proposed for most corners for the street from this point north along the route.



Google

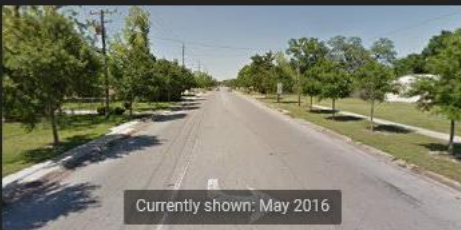


299 A Street

Pensacola, Florida



Street View - May 2016



Currently shown: May 2016

2011

2016

The new sidewalk on the west side is a very narrow walk placed against the back of the curb. The current plan is to construct a 5-foot sidewalk near the right-of-way line closer to the fence shown.

The sidewalk on the east side ends mid-block and will be extended.

Google





213 A Street  
Pensacola, Florida



The current posted speed limit on A Street is 30 mph, however, the long stretches of straight street, with very wide travel lanes and with no stop conditions, encourages speeding.

Parking is permissible here but can be designated with striping to be encouraged as a means of traffic calming.



Google

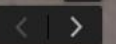




160 S Clubbs St  
Pensacola, Florida

Google

Street View - May 2018



Google







200 S A St

Pensacola, Florida



Street View - May 2016



2011

2016

The east side of A Street immediately north of Intendencia Street currently does not have sidewalks.

Google





99 A Street

Pensacola, Florida

Google

Street View - May 2018



Currently shown: May 2018

2016 • • 2018

An agreement has been reached with Greenhut Construction to modify the current back-out parking to parallel parking with a sidewalk across the site near the face of the building.

ADA compliant curb ramps will be constructed at the intersection.

Google







1 A Street  
Pensacola, Florida

Street View - May 2018

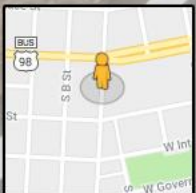


Currently shown: May 2018

2007 2018

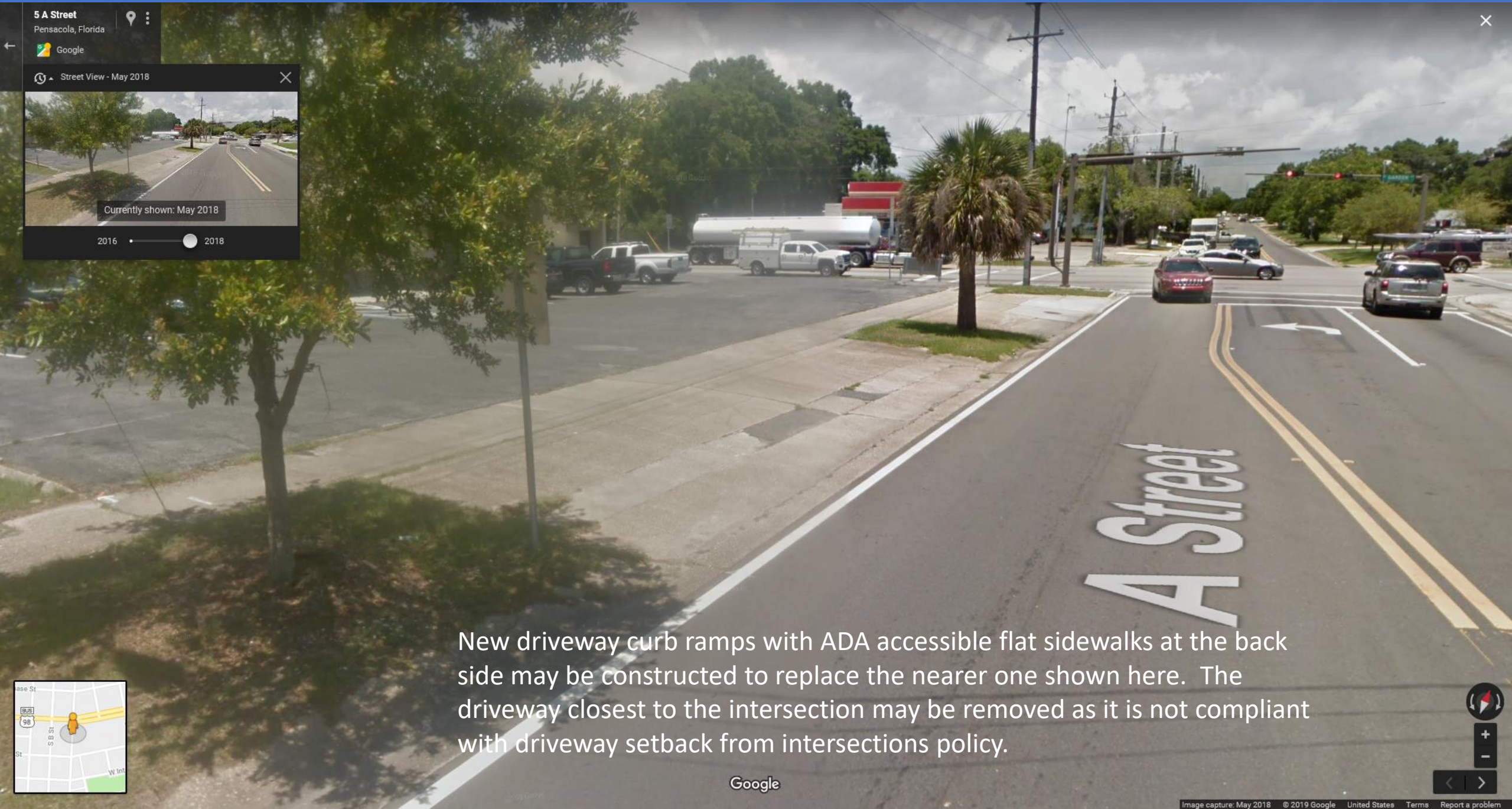
New driveway curb ramps with ADA accessible flat sidewalks at the back side may be constructed both on the west driveway and the east driveway.

The east driveway currently lacks ADA compliant curb ramps and if a new driveway is not constructed new curb ramps will be constructed.



Google





5 A Street  
Pensacola, Florida  
Google

Street View - May 2018

Currently shown: May 2018

2016 • 2018



New driveway curb ramps with ADA accessible flat sidewalks at the back side may be constructed to replace the nearer one shown here. The driveway closest to the intersection may be removed as it is not compliant with driveway setback from intersections policy.

Google





9 A Street

Pensacola, Florida

Google

Street View - May 2018

Currently shown: May 2018

2007

2018

Intersection curb ramps at Garden Street are ADA-compliant.

No new work is proposed within the Garden Street FDOT right-of-way.

Google





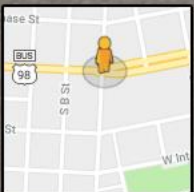
FL-30  
Pensacola, Florida  
Google

Street View - Jun 2018

Currently shown: Jun 2018

2011 2018

Convenience stores with fuel sales are often located at major intersection for each of access and typically have large wide driveways on both adjacent streets. In this case on the NW corner, access driveways nearest the intersection are typically not permitted under new permitting rules.

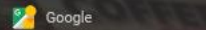


Google





30 N A St  
Pensacola, Florida



The driveway ramp and sidewalk at the back of the ramp are proposed to be replaced. If removal of the ramp closest to the intersection, shown on the left here, can be negotiated it will not be replaced.



Google





19 N St

Pensacola, Florida



Street View - May 2016



Currently shown: May 2016

2007

2016

In locations as shown here the sidewalk is proposed to be replaced. The driveway and ramp will also be replaced.

Google





23 N A St  
Pensacola, Florida



Google

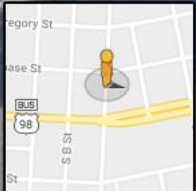
Street View - May 2016



Currently shown: May 2016

2007

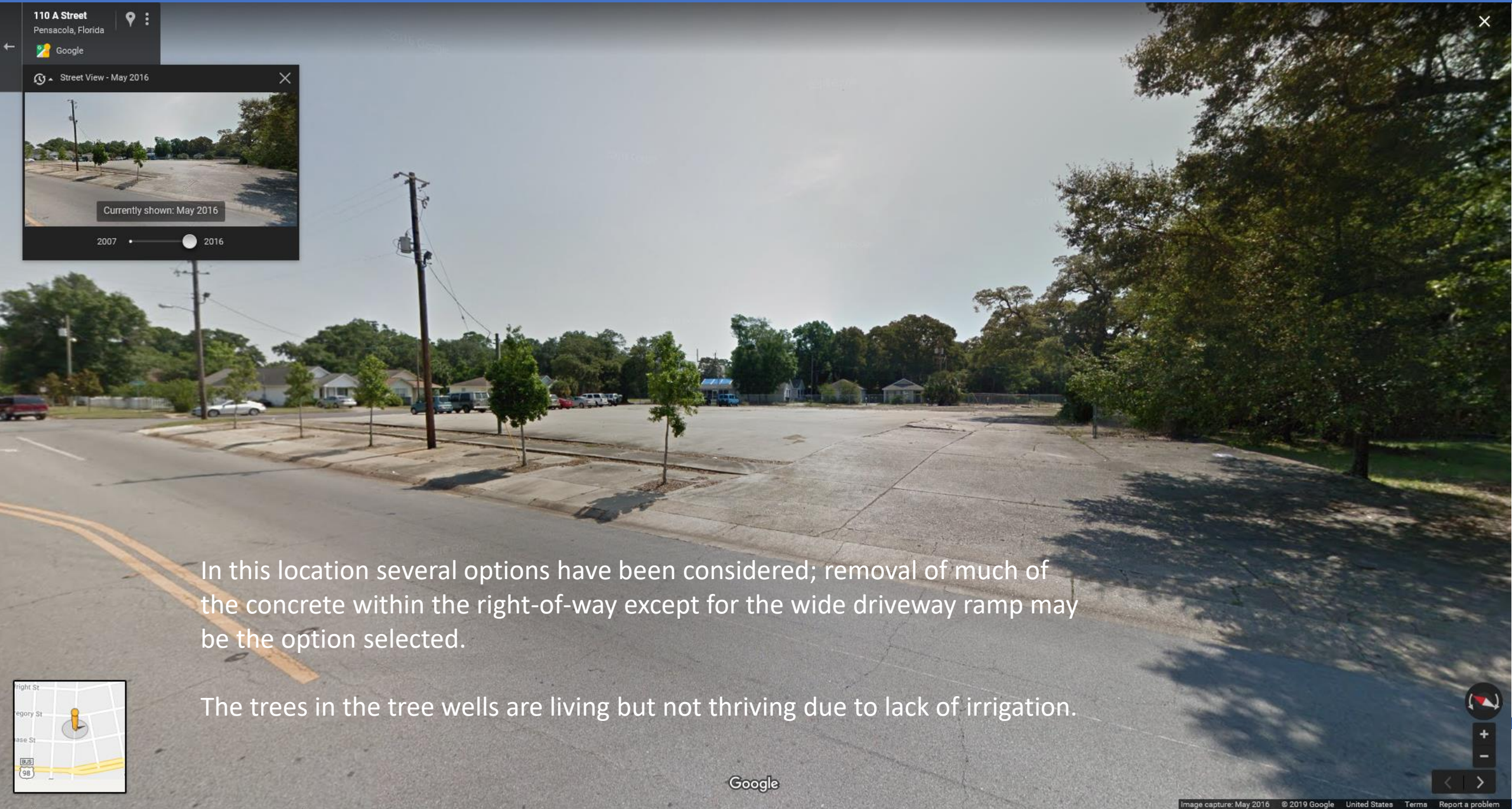
2016



Google





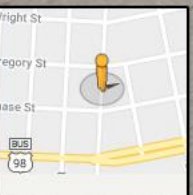


110 A Street  
Pensacola, Florida



In this location several options have been considered; removal of much of the concrete within the right-of-way except for the wide driveway ramp may be the option selected.

The trees in the tree wells are living but not thriving due to lack of irrigation.



Google





113 A Street  
Pensacola, Florida

Street View - May 2016

Currently shown: May 2016

2007 2016

The intersection with Gregory Street includes left turn lanes but is not a stop condition. This intersection has been considered for conversion to a four-way stop condition with crosswalks for safe pedestrian crossing.

Google







200 A Street

Pensacola, Florida

Google

Street View - May 2013

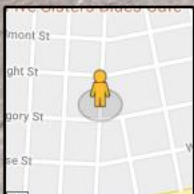


Currently shown: May 2013

2011 • 2013

North of Gregory Street the street includes permissive parking lanes.

Google







Add to Favorites bar  
Pensacola, Florida  
Google

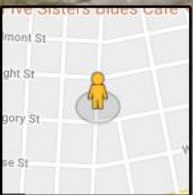
Street View - Jul 2011

Currently shown: Jul 2011

2011 2013

With allowable parking on the street, parking on the right-of-way grass is prohibited, however, parking on the grass is a continuing issue.

Signs have been placed to note the prohibition.



Google





216 A Street

Pensacola, Florida

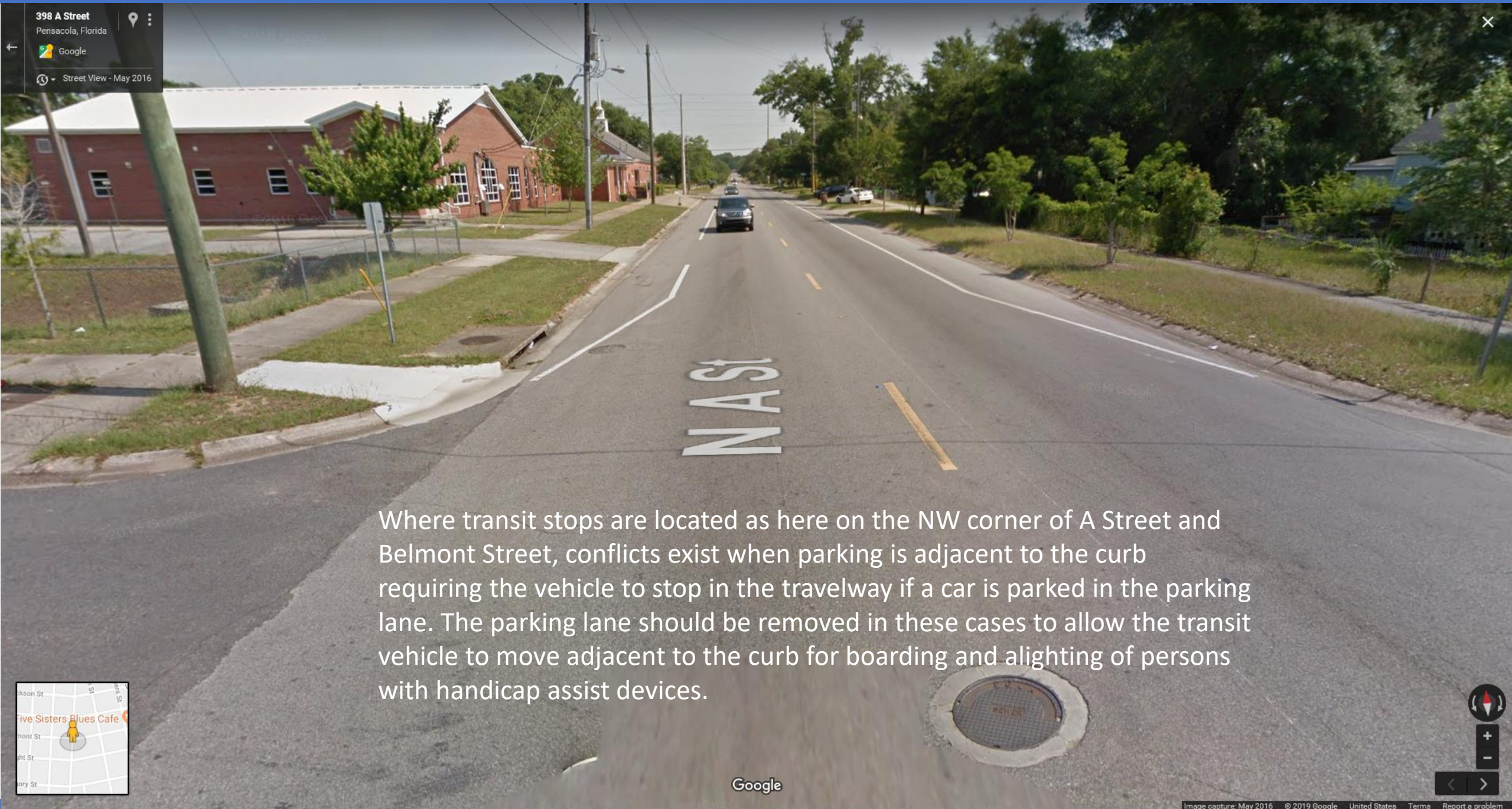
Google

Street View - May 2013

Where transit stops exist, conflicts exist when parking is adjacent to the curb requiring the vehicle to stop in the travelway if a car is parked in the parking lane. The parking lane should be removed in these cases to allow the transit vehicle to move adjacent to the curb for boarding and alighting of persons using handicap assist devices.

Google





Where transit stops are located as here on the NW corner of A Street and Belmont Street, conflicts exist when parking is adjacent to the curb requiring the vehicle to stop in the travelway if a car is parked in the parking lane. The parking lane should be removed in these cases to allow the transit vehicle to move adjacent to the curb for boarding and alighting of persons with handicap assist devices.



401 N A St  
Pensacola, Florida



Street View - May 2016



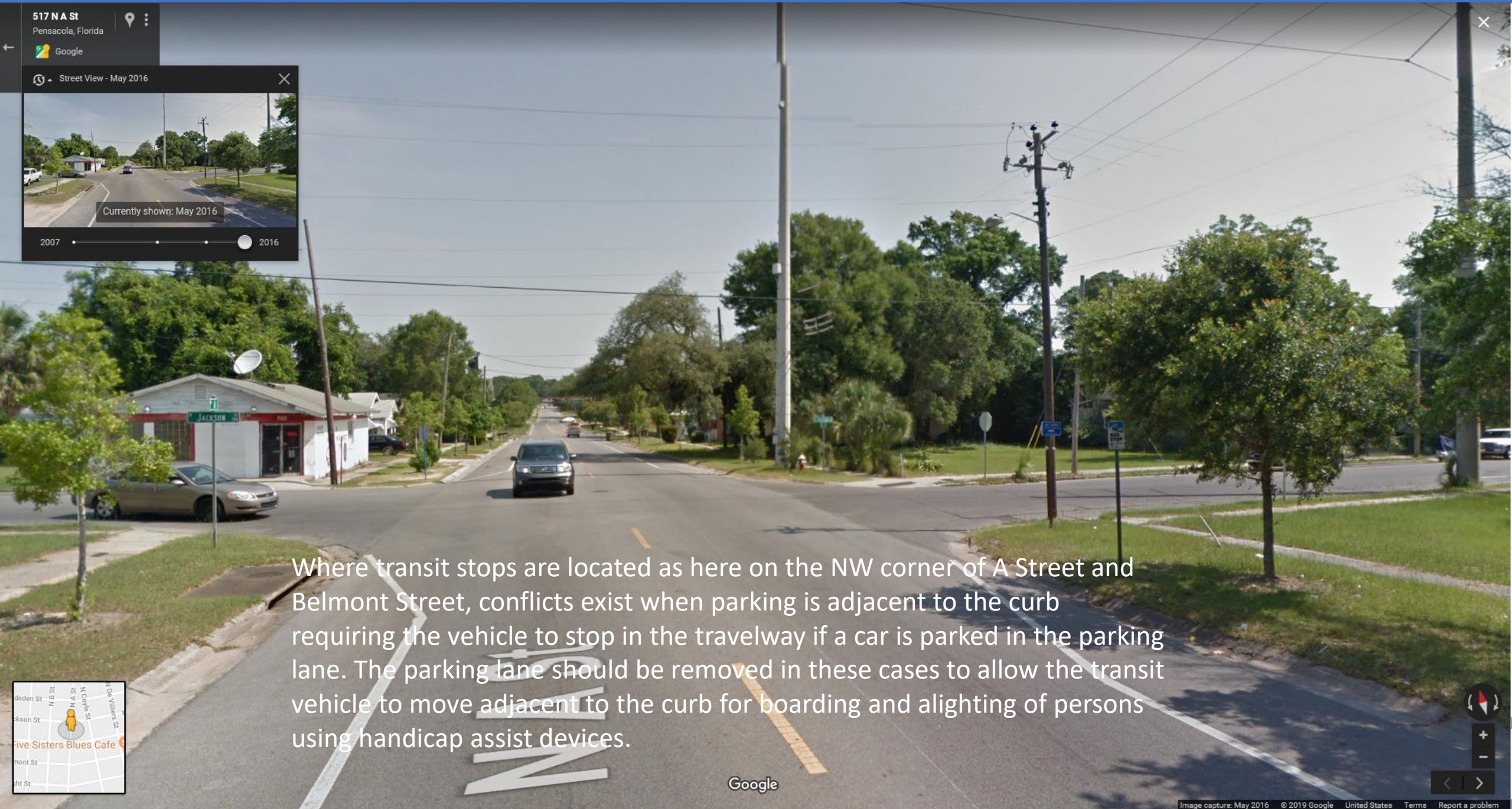
Currently shown: May 2016

2007 2016



Google





517 N A St  
Pensacola, Florida



Street View - May 2016



Currently shown: May 2016

2007 2016

Where transit stops are located as here on the NW corner of A Street and Belmont Street, conflicts exist when parking is adjacent to the curb requiring the vehicle to stop in the travelway if a car is parked in the parking lane. The parking lane should be removed in these cases to allow the transit vehicle to move adjacent to the curb for boarding and alighting of persons using handicap assist devices.



Google



743 N A St  
Pensacola, Florida

Street View - May 2016

Currently shown: May 2016

2007 2016

W Cervantes St

No new work is proposed within the Garden Street FDOT right-of-way.

N A St

Google



308 W Main St  
Pensacola, Florida



Street View - May 2018



Currently shown: May 2018

2009 2018

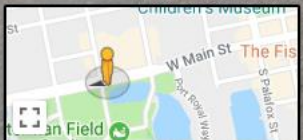
## Reus Street Revitalization Digital Tour



Google



Image capture: May 2018 © 2018 Google United States Terms Report a problem





401 S Reus St  
Pensacola, Florida



Street View - Jan 2017

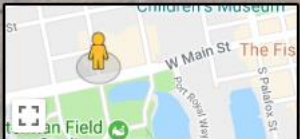


Currently shown: Jan 2017

2011 2017

S Reus St

Google





400 S Reus St  
Pensacola, Florida



Street View - Jan 2017



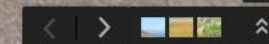
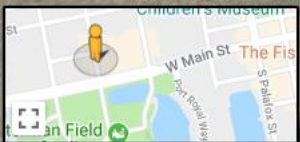
Jun 2018

2007

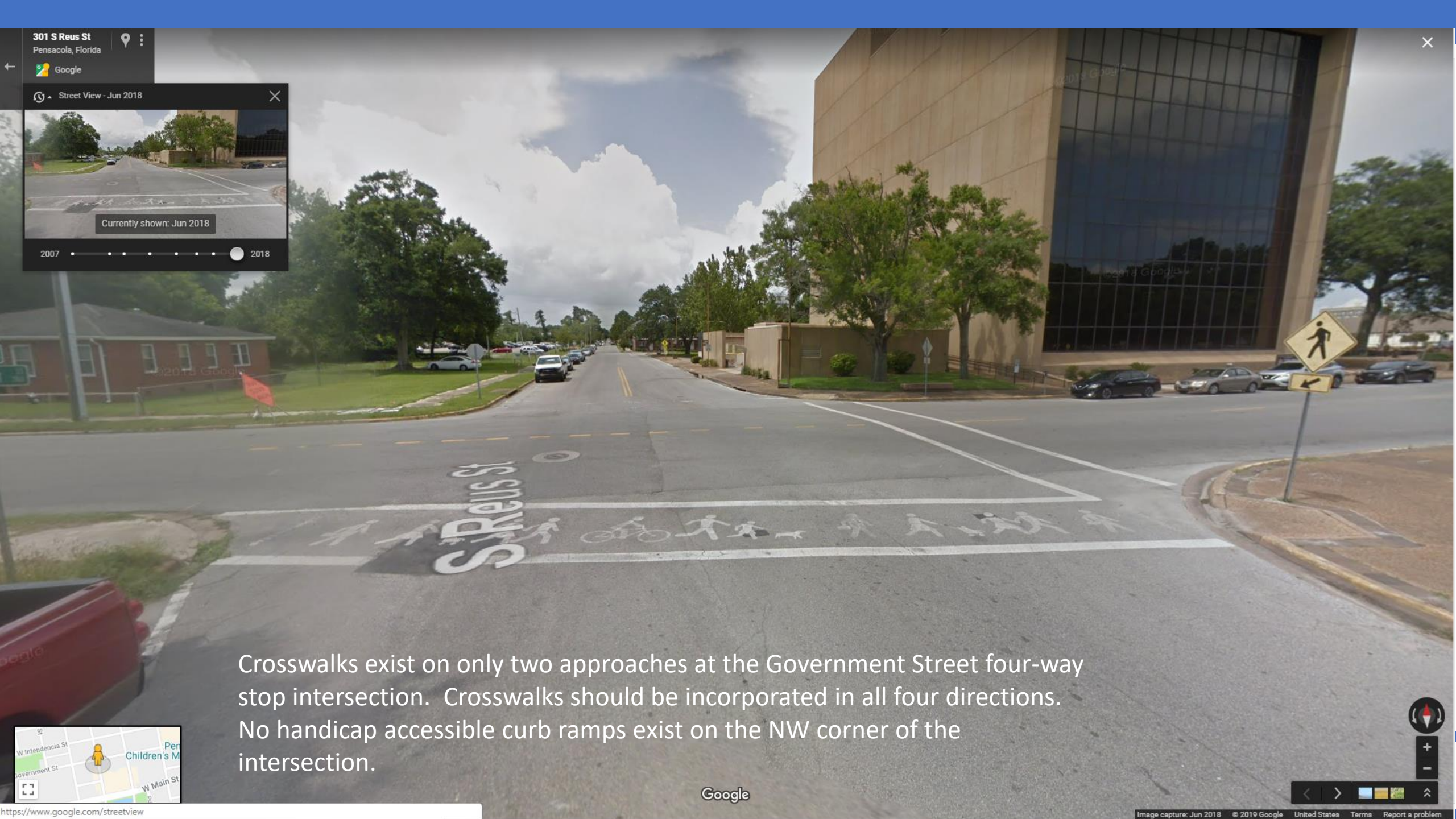
2018

Driveway ramps from City Hall to Reus Street are also “pebble finish” walks and lack the ADA accessible flat sidewalk crossing at the back of the ramps.

Google





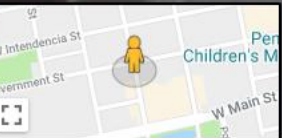


301 S Reus St  
Pensacola, Florida

Street View - Jun 2018

Currently shown: Jun 2018

2007 2018



Crosswalks exist on only two approaches at the Government Street four-way stop intersection. Crosswalks should be incorporated in all four directions. No handicap accessible curb ramps exist on the NW corner of the intersection.

Google

Navigation controls including a compass, zoom in (+) and zoom out (-) buttons, a street view pegman icon, and a bottom status bar with navigation arrows and a 'Report a problem' link.



201 S Reus St  
Pensacola, Florida

Google

Street View - Jun 2018



2007 2018

Reus Street narrows after the Intendencia Street one-way street intersection.

Google







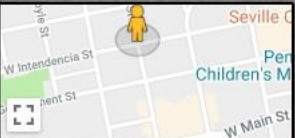
199 S Reus St  
Pensacola, Florida

Street View - Jun 2018

Currently shown: Jun 2018

2007 2018

Although some driveway ramps lack the flat sidewalk section at the back of the ramp, these appear to have slopes less than the 2% maximum slope. This will be determined in the design phase.



Google

Navigation controls including a compass, zoom in (+) and zoom out (-) buttons, a street view pegman icon, and a bottom status bar with image capture date, copyright, and links to United States, Terms, and Report a problem.





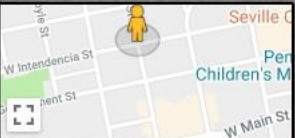
199 S Reus St  
Pensacola, Florida

Street View - Jun 2018

Currently shown: Jun 2018

2007 2018

Although some driveway ramps lack the flat sidewalk section at the back of the ramp, these appear to have slopes less than the 2% maximum slope. This will be determined in the design phase.



Google

Navigation controls including a compass, zoom in (+) and zoom out (-) buttons, a street view pegman icon, and a bottom status bar with image capture date (Jun 2018), copyright (© 2019 Google), and links to United States, Terms, and Report a problem.



154 S Reus St  
Pensacola, Florida

Google

Street View - Jun 2018



Currently shown: Jun 2018

2007

2018

This driveway does not meet the driveway ramp specification with the accessible sidewalk at the back of the ramp. This ramp would be of a type that should be replaced.

Google

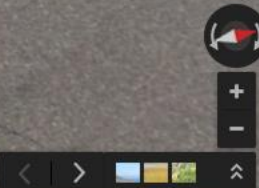
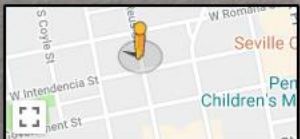
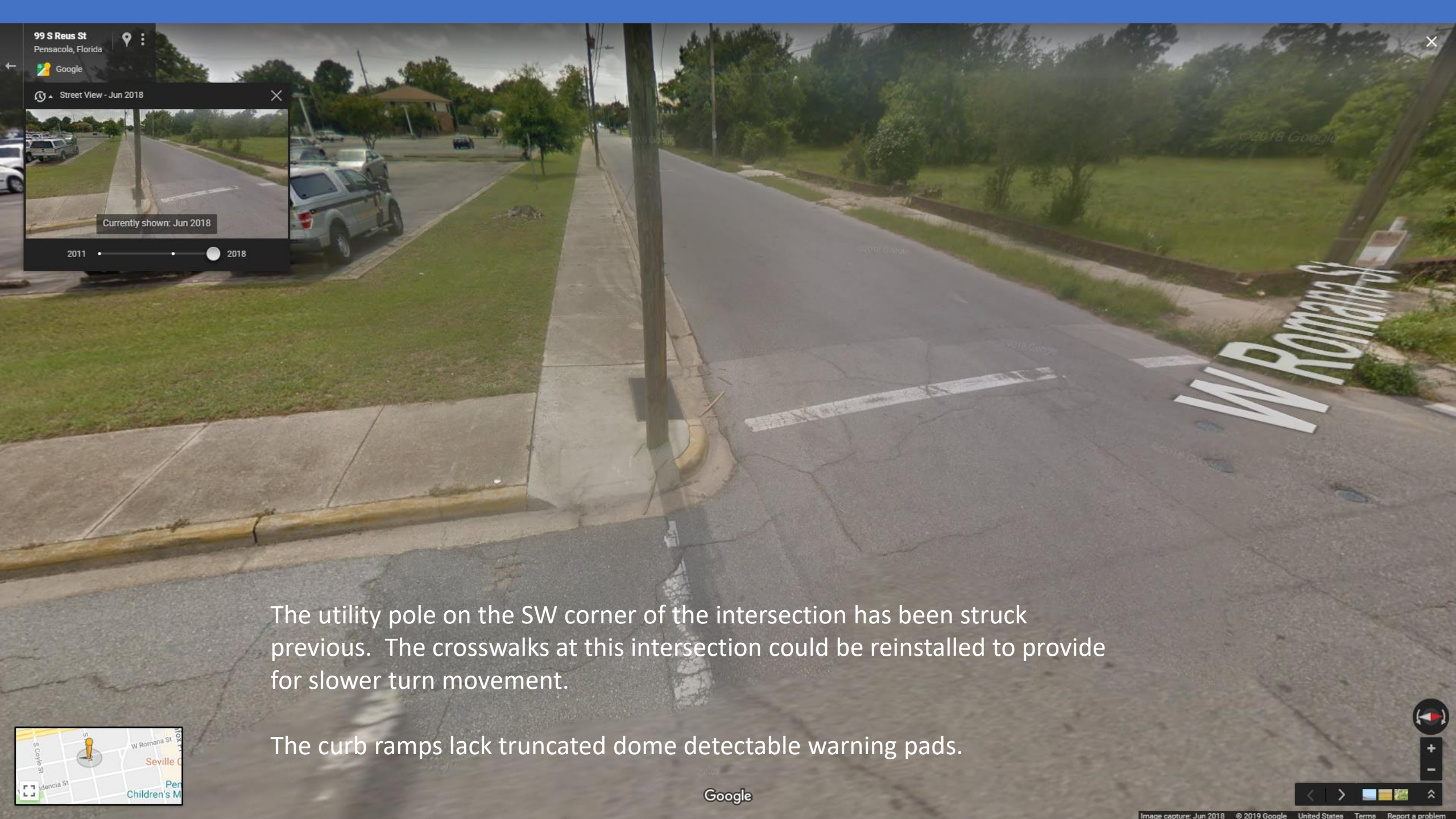


Image capture: Jun 2018 © 2019 Google United States Terms Report a problem





99 S Reus St  
Pensacola, Florida

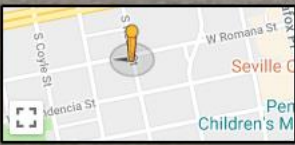
Street View - Jun 2018

Currently shown: Jun 2018

2011 2018

The utility pole on the SW corner of the intersection has been struck previous. The crosswalks at this intersection could be reinstalled to provide for slower turn movement.

The curb ramps lack truncated dome detectable warning pads.



Google

Image capture: Jun 2018 © 2019 Google United States Terms Report a problem



34 S Reus St  
Pensacola, Florida

Google

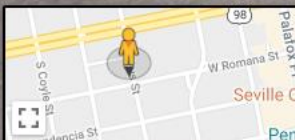
Street View - Jun 2018



Currently shown: Jun 2018

2011 2018

Looking south in the same location signage notes no parking on the west side of the street.



Google



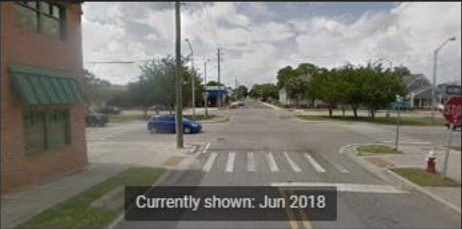




17 S Reus St  
Pensacola, Florida

Google

Street View - Jun 2018



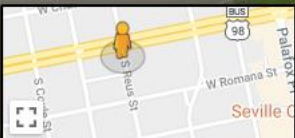
Currently shown: Jun 2018

2011 2018

No improvements are proposed within the FDOT right-of-way of Garden Street. Handicap curb ramps appear to be compliant with ADA accessibility requirements.

Crossing Garden street at this intersection is more difficult than the other CRA projects since the intersection lacks signalization.

Google





17 S Reus St  
Pensacola, Florida

Google

Street View - Jun 2018

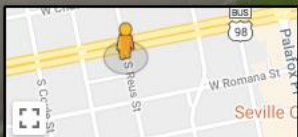


Currently shown: Jun 2018

2011 • • • • • 2018

No improvements are proposed within the FDOT right-of-way of Garden Street. Handicap curb ramps appear to be compliant with ADA accessibility requirements. Crossing Garden street at this intersection is more difficult than the other CRA projects since the intersection lacks signalization.

Google





298 W Garden St  
Pensacola, Florida

Google

Street View - Jun 2018



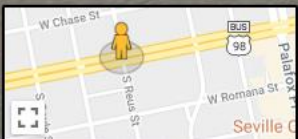
2007

2018

No improvements are proposed within the FDOT right-of-way of Garden Street. Handicap curb ramps appear to be compliant with ADA accessibility requirements. Crossing Garden street at this intersection is more difficult than the other CRA projects since the intersection lacks signalization.

The sidewalks in the block north of Garden Street are compliant.

Google







32 N Reus St  
Pensacola, Florida

Google

Street View - Apr 2016



Google







The travel lanes are too narrow for buffered bike lanes, however, sharrows can be installed to remind drivers to “share the road with bikes”.



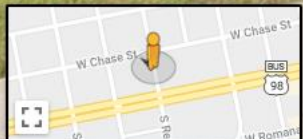
20 N Reus St  
Pensacola, Florida



Street View - Jan 2017

Many driveway ramps lack the ADA accessible flat walk behind the ramp.

Google





101 N Reus St  
Pensacola, Florida

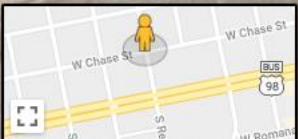


Google



Street View - Jan 2017

Although existing sidewalks appear to be compliant field review noted some sidewalk slabs are misaligned or cracked. Final determination of replacement will be made during plan production.

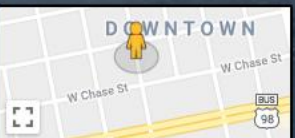


Google





In some locations with a narrow green strip, the grass could be removed and replace with disaggregated granite or lava/pumice rock as was done in the other locations. This would eliminate turf maintenance.



Google



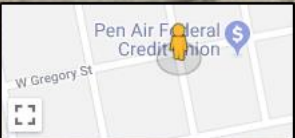


199 N Reus St  
Pensacola, Florida

Google

Street View - Jan 2017

The Gregory Street intersection would be a good candidate for a four-way stop condition with crosswalks in all directions. The SE corner lacks an ADA accessible curb ramp.



Google



202 N Reus St  
Pensacola, Florida

Google

Street View - Jan 2017



Currently shown: Jan 2017

2007

2018

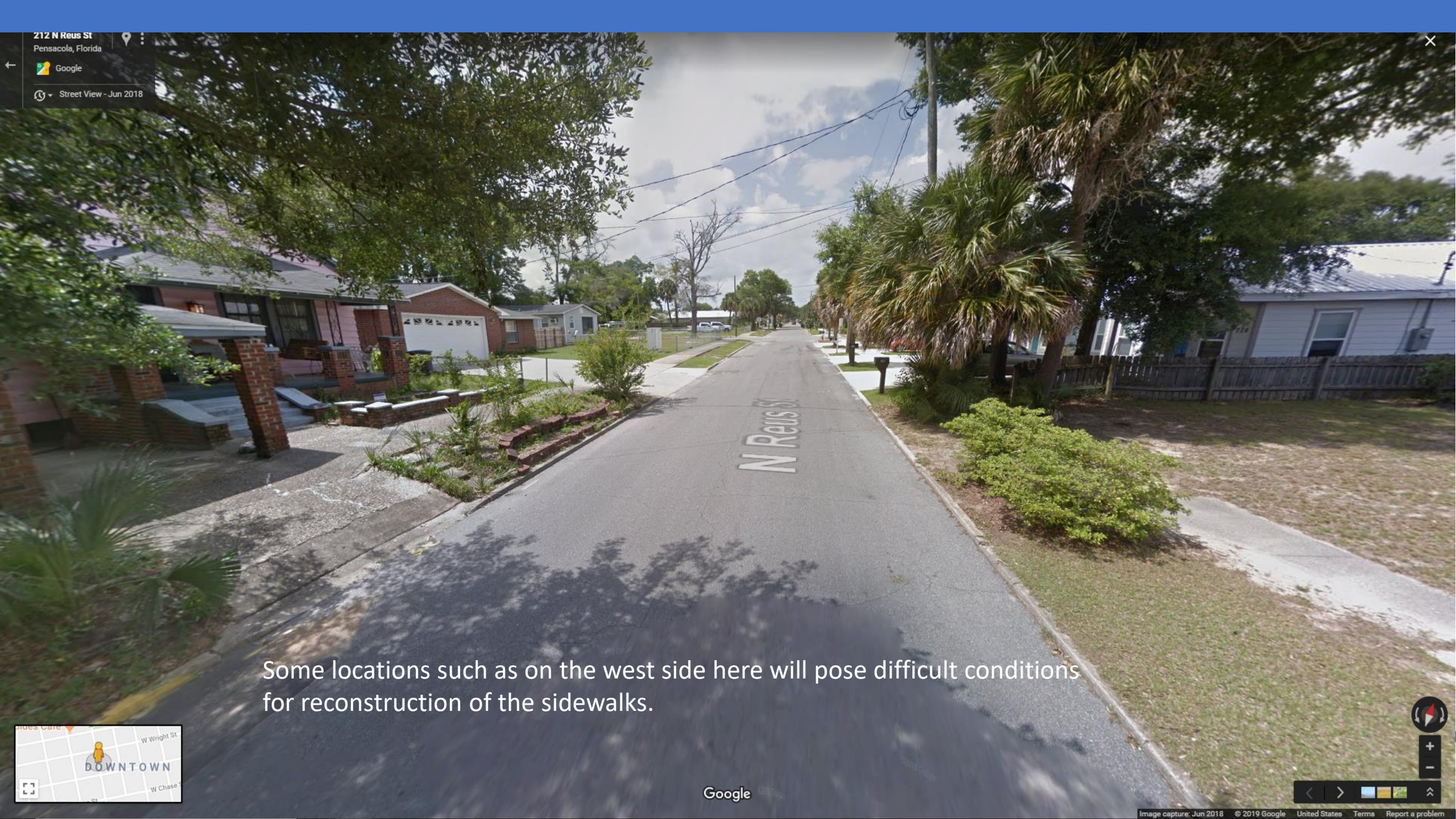
In many locations on all three corridors vegetation within the right-of-way should be removed or trimmed severely to provide clearance over the street and sidewalks and to clear overhead utility lines.

Google

Pen Air Federal  
Credit Union

Gregory St



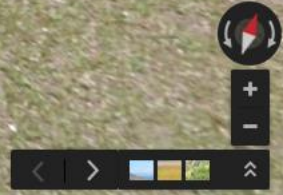


212 N Reus St  
Pensacola, Florida  
Google  
Street View - Jun 2018

Some locations such as on the west side here will pose difficult conditions for reconstruction of the sidewalks.



Google





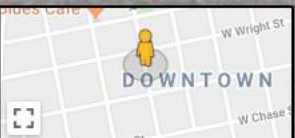


223 N Reus St  
Pensacola, Florida

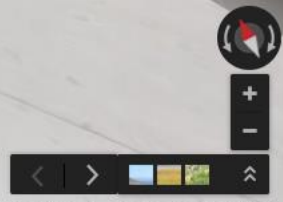
Google

Street View - Jun 2018

Redevelopment has begun in the neighborhoods and new ADA-compliant driveways and sidewalks have been installed along with the new construction.



Google





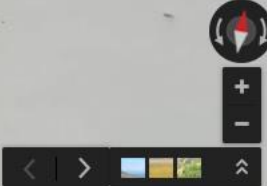


230 N Reus St  
Pensacola, Florida  
Google  
Street View - Jun 2018

The Wright Street intersection may be a candidate for a four-way stop condition with crosswalks in all four directions.



Google



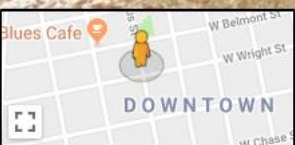




313 N Reus St  
Pensacola, Florida

Google  
Street View - Jan 2017

Properly constructed ADA-compliant driveways will not need replacement.  
Parking on the grass within the right-of-way requires enforcement.



Google





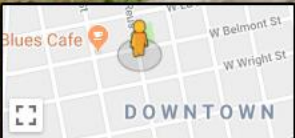


327 N Reus St  
Pensacola, Florida

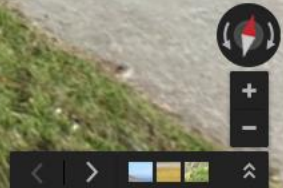
Google

Street View - Jan 2017

The block north of Belmont Street would be an opportunity to match the Belmont-DeVilliers streetscap/hardscape. Belmont Street would be an opportunity for a four-way stop condition.



Google





400 N Reus St  
Pensacola, Florida



Street View - May 2013



Jun 2018

2007 2018

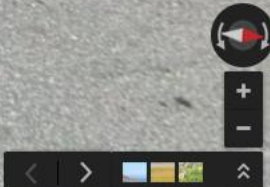
ST 15

N Reus St

W Belmont



Google





420 N Reus St  
Pensacola, Florida

Google

Street View - May 2013



Currently shown: May 2013

2007 2013

LaRua Street is a four-way stop intersection that requires adequate crosswalks.

Google



Image capture: May 2013 © 2019 Google United States Terms Report a problem



507 N Reus St  
Pensacola, Florida

Google

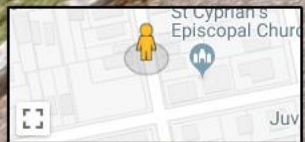
Street View - May 2013



Currently shown: May 2013

2007 2013

Some locations include a curb ramp flare but don't have a ramp.



Google

< > [Color selection icons]

Image capture: May 2013 © 2019 Google United States Terms Report a problem



599 N Reus St  
Pensacola, Florida

Google

Street View - May 2013



Currently shown: May 2013

2007 • 2013

Remnants of the old brick streets still exist in many locations.  
Jackson Street is also a candidate for a four-way stop condition.

W Jackson St



Google

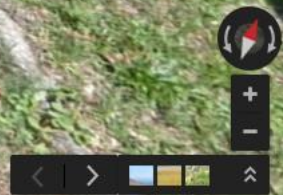


Image capture: May 2013 © 2019 Google United States Terms Report a problem



699 N Reus St  
Pensacola, Florida

Google

Street View - May 2013



2007 2013

Gadsden Street is a stop condition and is also a candidate for a four-way stop.

St. Athanasius Coptic  
Orthodox Church

Google



716 N Reus St  
Pensacola, Florida

Google

Street View - Apr 2016



Currently shown: Apr 2016

2011

2016



Google

