



MOBILITY FAIR SUMMARY

Mobility Fair 1

Fricker Resource Center

October 18, 2022

5:30 pm

Mobility Fair 2

Tryon Branch Library

October 20, 2022

5:00 pm

Takeaways

Based on the results of the participant feedback at each of the stations, it appears that they place the highest priority on improving transportation safety, connectivity, and accessibility. These three elements were frequently mentioned in the One Word activity. In the Money Buckets activity, the improvements with the most money allocated to them were designated on-street bike lanes, reduced lane widths, and sidewalks, which each positively contribute to safety, accessibility, and connectivity. The stickers and markup on the maps demonstrate that participants live and work in various locations throughout the city, which reiterates the importance of advancing transportation connectivity.

Types of Improvements - Preliminary

Table 1 provides types of improvements by location that were frequently heard or documented based on preliminary conversations with the public at the mobility fairs and the icons/writing on the plot maps. This is not comprehensive of all public outreach, nor does it include any data analysis or prioritization via approved methodology.

Challenge/Opportunity	Location
Access Needed	3-Mile Bridge: From Downtown to Scenic Hwy Waterfront: Between 17 th Ave and 9 th Ave Bayfront Parkway
Bike Lane Pinchpoint	Cervantes between 19 th Ave and Bayou Texar Bridge
Bike Facilities Needed	W Garden near Pensacola State College Downtown Center W Main St N 12 th Ave N 9 th Ave N Davis Hwy Gaps on Spanish Trail
Crossing Needed	Gonzalez from at least E street to Bayview Park (at major intersections) Graffiti Bridge (pedestrian)
Intersection Improvements	Garden/Barrancas Cervantes and N Palafox Pl 9 th Ave, Langley Ave, and Tippin Ave Gonzalez from at least E street to Bayview Park 12 th and Scott 12 th Ave and Bayou Blvd 17 th Ave 14 th Ave and Bayfront Scenic and Summit



Challenge/Opportunity	Location
Lane Repurposing	9 th Ave Cervantes St between A St and Dominguez St
Lighting	9 th Ave N Pace Blvd Langley Ave between Spanish Trail and Hibiscus Rd
Mid-Block Crossing	N 17 th Ave and E La Rua St N 9 th Ave between E Fairfield Ave and Bayou Blvd N 12 th Ave between E Fairfield Dr and Summit Blvd
Multi-Use Trail	Scenic Highway LEAP Trail around Airport – Summit Blvd, Spanish Tr, Tippin Ave
Neighborhood Greenway	Gonzalez St
North/South Connector	Palafox, Hollice T Williams MUP, or two-way conversion of MLK Davis/Alcaniz
East/West Connector	Gonzalez St Jackson St
Sidewalk Enhancements	Leesway Blvd from Langley Ave to Leesway Cir N Pace Blvd Tarragona St.
Speed Reduction	Langley Ave

Station 1: One Word Activity

Table 2 shows the list of words and phrases that people wrote in the One Word Activity regarding how they view walking/biking/wheeling around Pensacola today. Words and phrases are shown by the number of times people wrote them down. Similar words and phrases have been aggregated from the responses (see figures 1-3 below). The most common words/phrases are bolded in Tables 1 and 2.

Table 2. One Word or Phrase that describes walking/biking/wheeling around Pensacola TODAY	Occurrences
unsafe	5
inconsistent	4
risky	2
pretty good inside urban street grid	1
segmented	1
difficult in my neighborhood	1
lack of sidewalks	1
inequitable	1
car-oriented	1
possible inside urban street grid	1
uncomfortable inside urban street grid	1
unpleasant in suburban areas	1
frustrating	1
unpleasant along state roads	1
unaccommodating	1
disconnected	1



family unfriendly	1
uncomfortable	1
loud	1
non-existent outside of downtown	1
scary	1
few designated areas	1

Table 3 shows the list of words and phrases that people wrote in the One Word Activity regarding how they envision walking/biking/wheeling around Pensacola in the future. Words and phrases are shown by the number of times people wrote them down. Similar words and phrases have been aggregated from the responses (see figures 1-3 above).

Table 3. One Word or Phrase that describes how you want walking/biking/wheeling around Pensacola to be like in the FUTURE	Occurrences
safer	4
Connected	4
bike-friendly	2
Accessible	2
ADA accessible	1
greener	1
happy	1
fun	1
protected bike lanes	1
more walkable	1
pretty	1
predictable	1
consistent	1
separated bike lanes	1
pleasant	1
easy	1
safe for all	1
accessible for all	1
equitable	1
comfortable for all	1

Figure 1. One Word Activity (1)

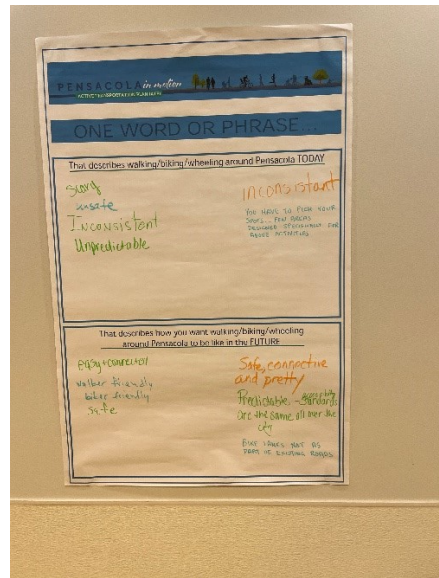


Figure 2. One Word Activity (2)

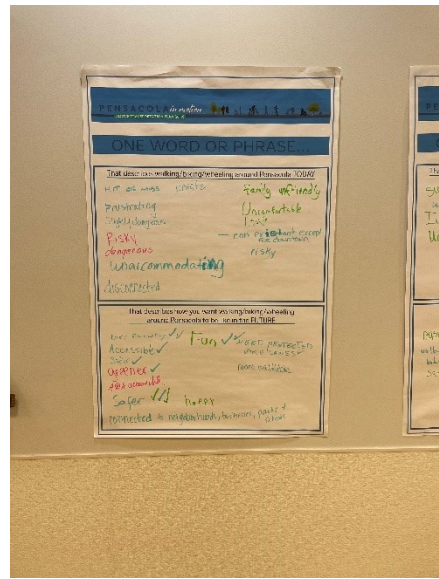
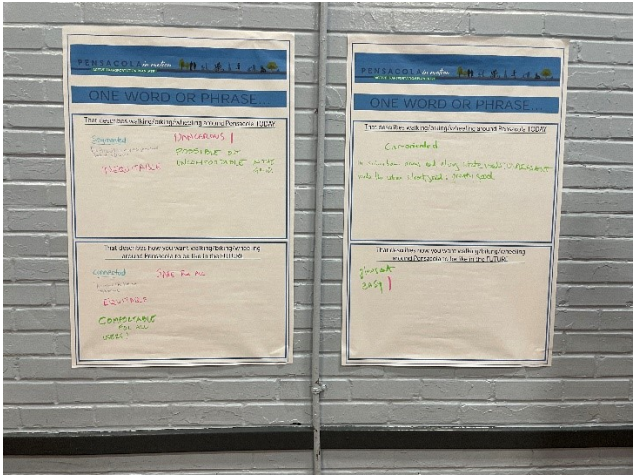


Figure 3. One Word Activity (3)



Station 2: Type of User

Table 4 lists the type of bicyclist or pedestrian that people identified with and shows the count and percentage that each type makes of the total. Recreational bicyclists or pedestrians and parents make up almost half of the participants.

Table 4. Which one of these types of users do you most identify with?	Percent of Total
Casual Stroller	25%
Independent Living	23%
Avid Athlete	20%
Recreational User	16%
Safe Parent	16%



Station 2: Money Buckets

Table 5 shows the amount of money that each type of bicyclist or pedestrian allocated by improvement and the total amount of money that was allocated to each improvement, across all user types. Overall, people allocated the most money to designated on-street bike lanes, reduced lane widths, and sidewalks. However, people who use bicycles or walk for recreation spent the most money on better maintenance and enhanced landscaping. Athletes and casual strollers also spent money on better maintenance.

Table 5. Money Buckets		User Type					
		Safe Parent	Recreational User	Avid Athlete	Independent Living	Casual Stroller	Total
Improvement	Designated On-Street Bike Lanes	\$900	\$200	\$700	\$1,500	\$1,000	\$4,300
	Reduced Lane Widths	\$900	\$0	\$500	\$1,500	\$1,200	\$4,100
	Sidewalks	\$400	\$200	\$500	\$1,400	\$700	\$3,200
	Pedestrian Crossings	\$600	\$0	\$500	\$600	\$1,300	\$3,000
	Better Maintenance	\$0	\$300	\$700	\$400	\$1,300	\$2,700
	Street Lighting	\$0	\$0	\$400	\$900	\$800	\$2,100
	Upgraded Transit Stops	\$0	\$0	\$100	\$600	\$800	\$1,500
	Intersection Improvements	\$0	\$0	\$400	\$300	\$600	\$1,300
	Enhanced Landscaping	\$0	\$500	\$0	\$0	\$300	\$800
	Shared-Use Paths	\$0	\$0	\$800	\$0	\$0	\$800
	Bicycle Amenities	\$300	\$0	\$0	\$0	\$200	\$500

Station 3: Maps and Stickers

Figure 4 shows the categories of stickers that participants were available for participants to select and then place on the map (figures 5-11).

Figure 4. Stickers





Figure 5 shows a map of Downtown Pensacola with stickers and markup from participants. Although no home or work locations were identified along SR 196 (Bayfront Parkway), participants placed an *add or enhance sidewalks* sticker along this corridor.

Figure 5. Downtown Pensacola (1)





Figure 6 shows a map of Downtown Pensacola with stickers and markup from participants, which was a different group of participants than in Figure 5. The most common stickers in this map were *add street lighting* and *add bicycle facilities*.

Figure 6. Downtown Pensacola (2)





Figure 7 shows a map of Downtown Pensacola with stickers and markup from participants, which was a different group of participants than in Figures 5 and 6. The most common sticker in this map was *add bicycle facilities*, which were the most concentrated downtown, but still dispersed throughout the city.

Figure 7. Downtown Pensacola (3)





Figure 8 shows a map of Downtown Pensacola with stickers and markup from participants, which was a different group of participants than in Figures 5, 6, and 7. The most common sticker type selected by participants in this map was *add bicycle facilities*, which were all placed on either the eastern or northern sides of the city.

Figure 8. Downtown Pensacola (4)



Figure 9. North Pensacola





Figure 10 shows a map of the Pensacola Airport area with stickers and markup from participants. There were only two stickers placed on this map—*work* and *home*, which were on opposite sides of the city from one another.

Figure 10. Pensacola Airport





Figure 11 shows a map of the Pensacola Airport area with stickers and markup from participants, which was a different group of participants than in Figure 10. The only improvement stickers placed were *traffic calming* and *add bicycle facilities*. One of each was placed.

Figure 11. Pensacola Airport (2)



Station 5: Build-a-Street

Different elements were provided for residents to reconfigure the layout of an existing street. Figures 12 – 20 show the results of the resident’s choices for this activity.

Figure 12.

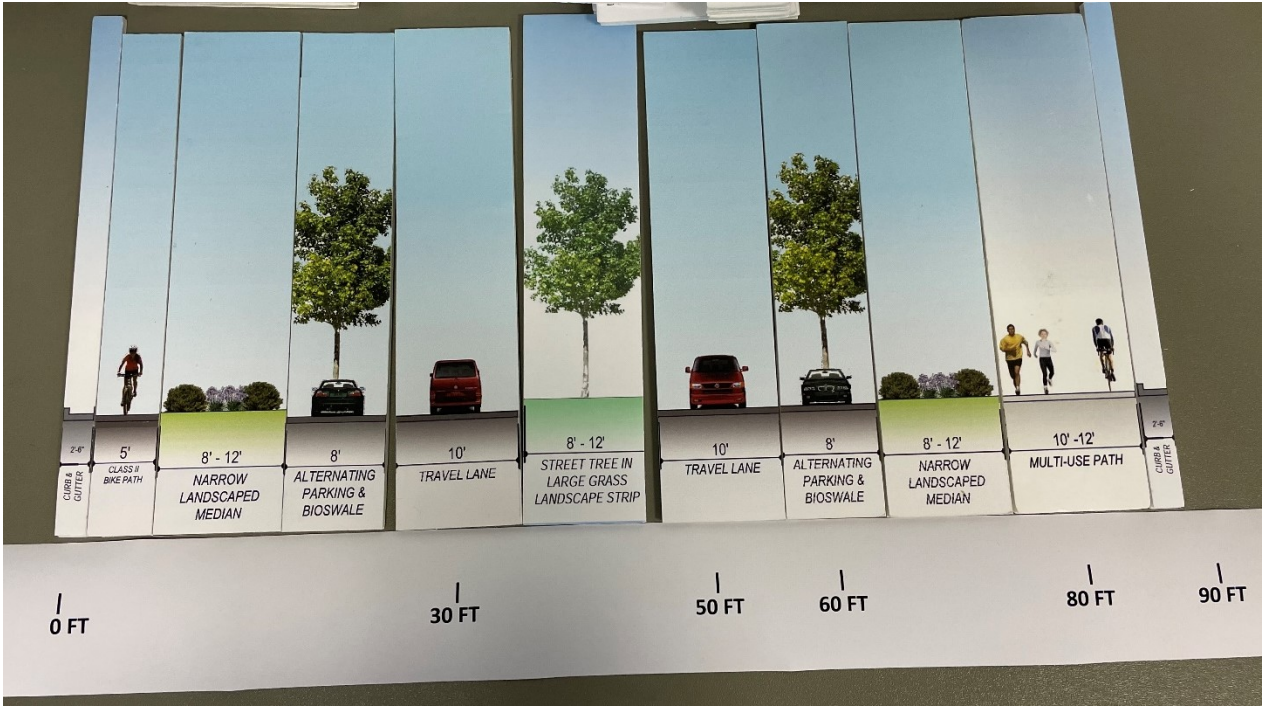


Figure 13.

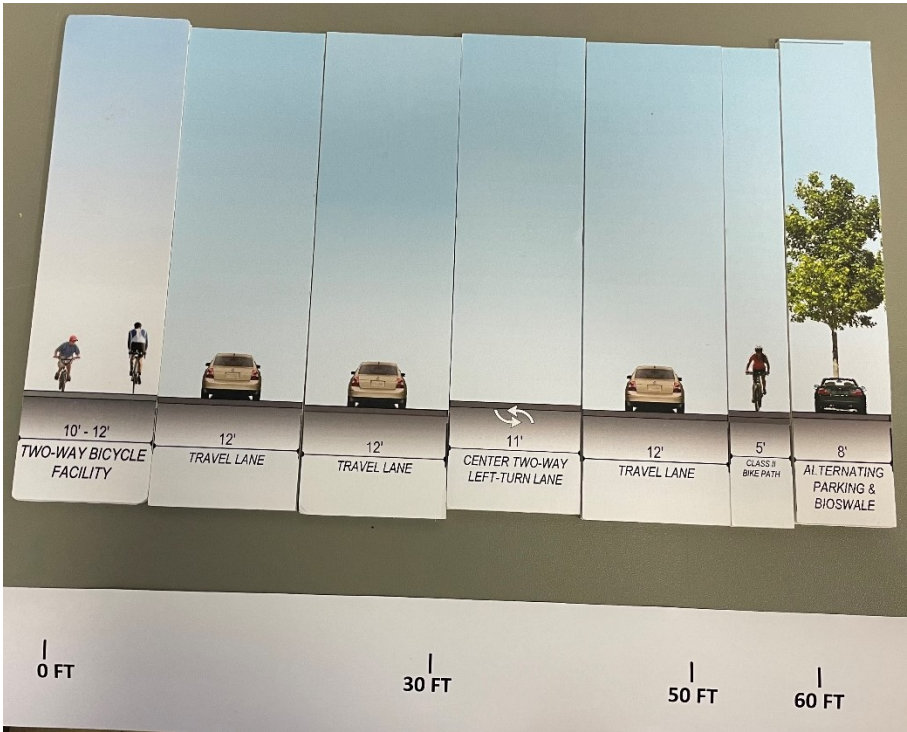


Figure 14.

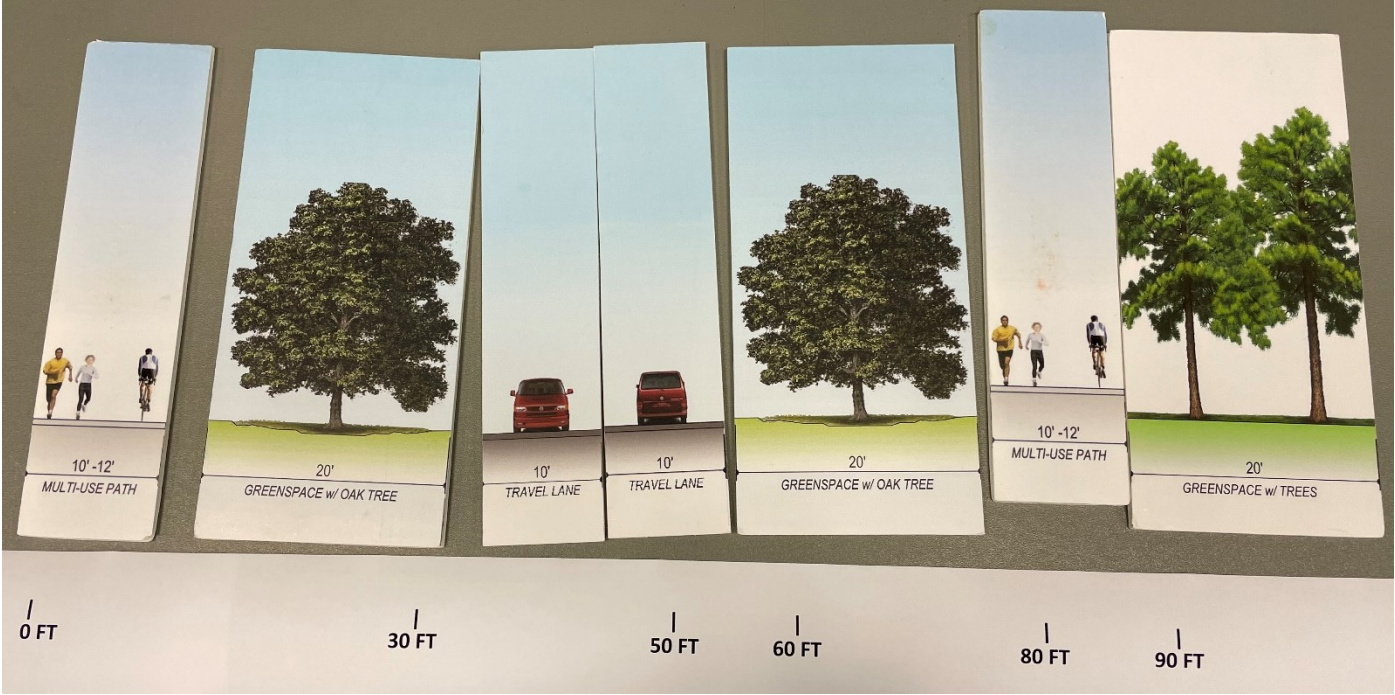


Figure 15.



Figure 16.



Figure 17.



Figure 18.

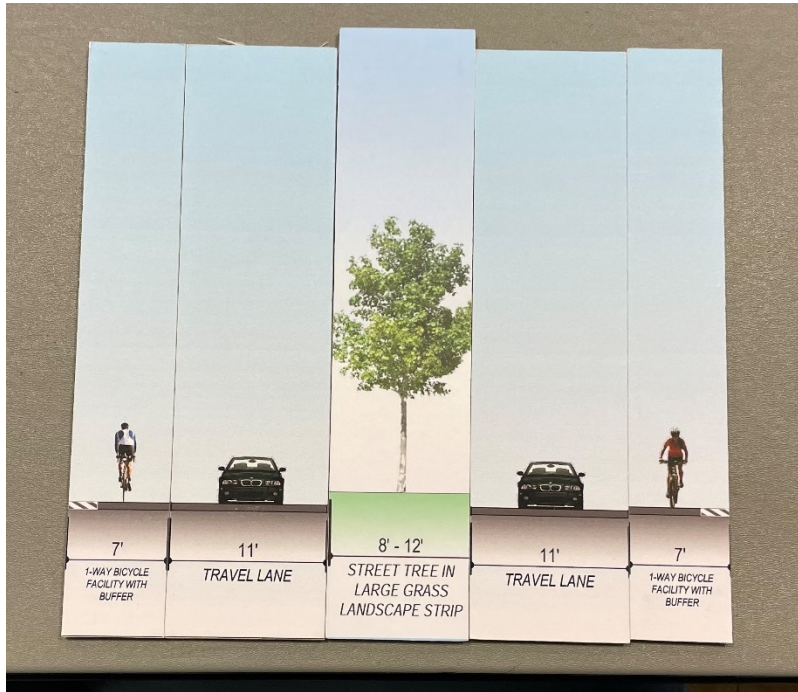


Figure 19.





Figure 20.



List of Materials

Figure 21. One Word or Phrase Activity Sheet

PENSACOLAin motion

ACTIVE TRANSPORTATION PLAN (ATP)

ONE WORD OR PHRASE...

That describes walking/biking/wheeling around Pensacola **TODAY**

That describes how you want walking/biking/wheeling around Pensacola to be like in the **FUTURE**

Figure 22. User Type Sheet (1)

Safe Parent – My child’s safety is most important

Recreational User – I enjoy scenic paths and shaded pathways

PENSACOLAin motion

ACTIVE TRANSPORTATION PLAN (ATP)

Figure 23. User Type Sheet (2)

Avid Athlete

– I am here to exercise, and I want to avoid people and cars

Independent Living

– I walk, bike, or roll to work, the grocery store, or to complete errands

PENSACOLA

in motion

ACTIVE TRANSPORTATION PLAN (ATP)

Figure 24. User Type Sheet (3)

Casual Stroller

– I walk, bike, or roll to dinner, shops, parks, and local events

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ACTIVE TRANSPORTATION PLAN (ATP)

Figure 25. Shared-Use Paths Improvement

Shared-Use Paths





Figure 26. Designated On-Street Bike Lanes Improvement

Designated On-Street Bike Lanes



Figure 27. Bicycle Amenities (Parking, Showers) Improvement

Bicycle Amenities (Parking, Showers)



Figure 28. Sidewalks Improvement

Sidewalks

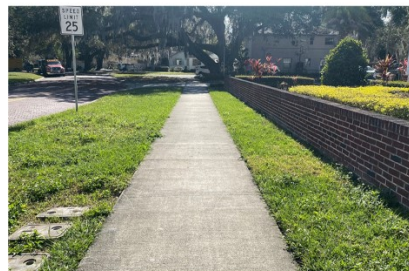




Figure 29. Street Lighting Improvement

Street Lighting



Figure 30. Enhanced Landscaping Improvement

Enhanced Landscaping

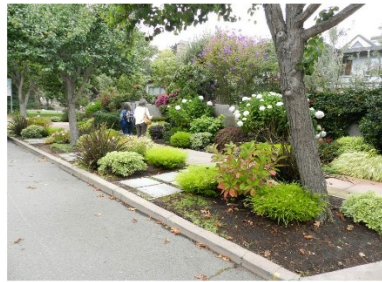


Figure 31. Better Maintenance Improvement

Better Maintenance

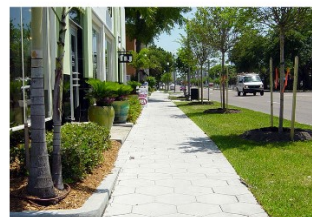


Figure 32. Reduced Lane Widths Improvement

Reduced Lane Widths

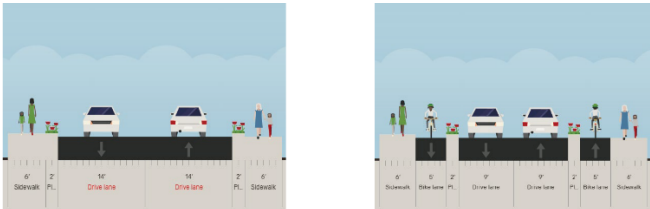


Figure 33. Upgraded Transit Stops Improvement

Upgraded Transit Stops



Figure 34. Pedestrian Crossings Improvement

Pedestrian Crossings



Figure 35. Intersection Improvement

Intersection Improvements



Figure 36. Money



Figure 37. Pensacola Downtown Map

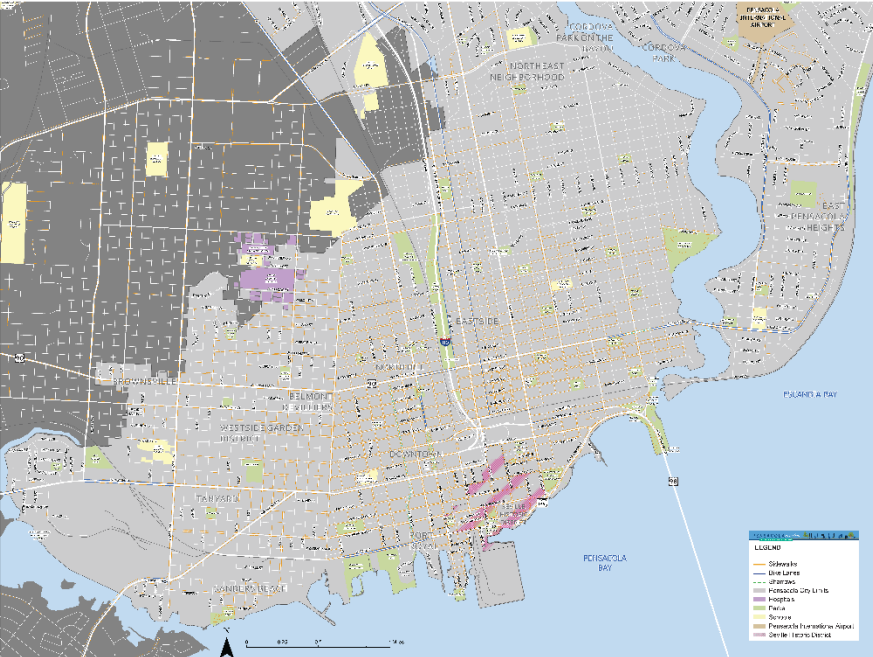


Figure 38. Pensacola Airport Area Map

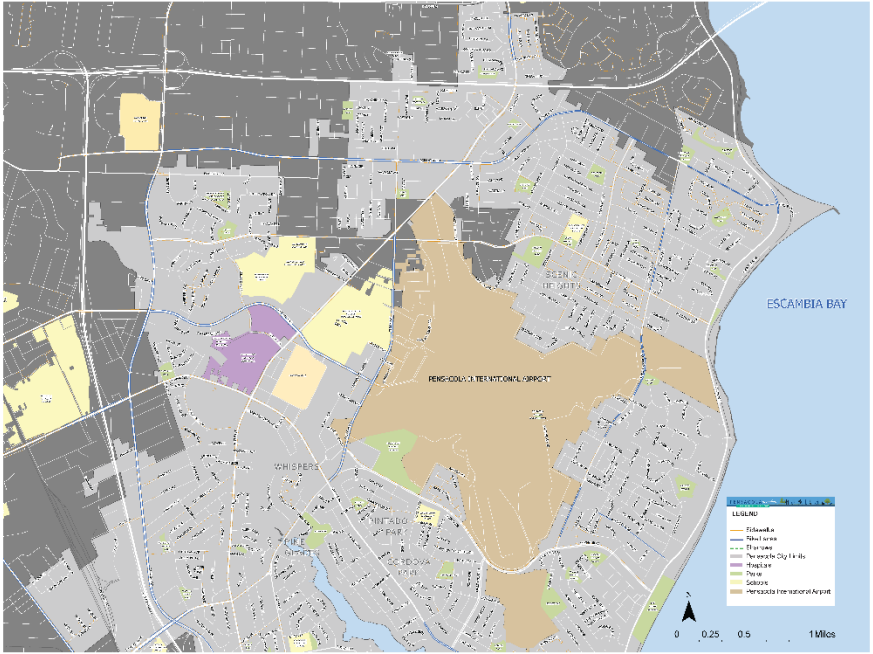


Figure 39. Survey QR Code Handout



Scan the QR Code to take our survey!

<https://www.cityofpensacola.com/3392/Active-Transportation-Plan>

Figure 40. Survey Questions Page 1

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ACTIVE TRANSPORTATION PLAN (ATP)

Survey/Map Questions and Comments

Pedestrian
1. Where should sidewalks be added or improved?

2. Where is more lighting needed at night?

3. What would encourage you to walk more often? (Please select your top 2)

☐ Better lighting

☐ Better landscaping/more shade trees

☐ Slower speeds and calmer streets

☐ More destinations within walking distance

☐ Other (please specify) _____

Bicycle
1. Where would you like to see bicycle connections in the City? Please list locations.

2. What would allow you to bicycle more often? (Please select 1)

☐ Bike paths/routes and streets that feel safer

☐ Better driver behavior

☐ More direct bike paths/routes

☐ Access to bikeshare

☐ More bike parking

Roadway/Intersections/Crossings
1. What intersections that feel unsafe? Please list locations.

2. What locations need improved crossings?

Figure 41. Survey Questions Page 2

PENSACOLA

in motion

ACTIVE TRANSPORTATION PLAN (ATP)

Additional Survey Questions

- What purpose do you walk/bike/skateboard/wheel around? (Check all that apply)
 - ☐ Recreation
 - ☐ Get to work
 - ☐ Get to school/Take someone to school
 - ☐ Shopping/Dining/Go to events or other destinations
 - ☐ Health purposes
 - ☐ Save money
 - ☐ Other (please specify): _____
- Who are you typically riding with?
 - ☐ Yourself
 - ☐ Group ride
 - ☐ Family/Children
- What are your top transportation priorities (Please select your top 4)
 - ☐ Maintenance of existing roads (i.e. resurfacing)
 - ☐ Traffic calming/slower vehicle speeds on streets
 - ☐ Improved efficiency of traffic signals
 - ☐ Sidewalk improvements
 - ☐ Crossings
 - ☐ Trails
 - ☐ Designated bike lanes
 - ☐ Micromobility options: bikeshare
 - ☐ Transit improvements (more frequent buses, enhanced bus stops)
 - ☐ Enhanced landscaping/Shade trees
 - ☐ Street lighting
 - ☐ Access to key locations
 - ☐ Other, explain: _____
- How do you typically travel around Pensacola? (Please select 1)
 - ☐ Personal Vehicle
 - ☐ Golf Cart
 - ☐ Transit
 - ☐ Bicycle
 - ☐ Walking
 - ☐ Ride share
 - ☐ Micromobility (electric scooters, etc.)

Figure 42. Survey Questions Page 3

PENSACOLA

in motion

ACTIVE TRANSPORTATION PLAN (ATP)

- How would you like to travel around Pensacola? (Please select 1)
 - ☐ Personal Vehicle
 - ☐ Golf Cart
 - ☐ Transit
 - ☐ Bicycle
 - ☐ Walking
 - ☐ Ride share
 - ☐ Autonomous Vehicle
 - ☐ Micromobility (bikeshare, electric scooters, etc.)

Optional

- Name
- Address
- Email
- Phone Number
- Age
 - ☐ Under 25
 - ☐ 26 – 35
 - ☐ 36 – 45
 - ☐ 46 – 55
 - ☐ 55 – 65
 - ☐ 65+
 - ☐ Prefer not to answer

Figure 43. Distances for Build-a-Street

