PENSACOLA *in motion*

ACTIVE TRANSPORTATION PLAN (ATP)

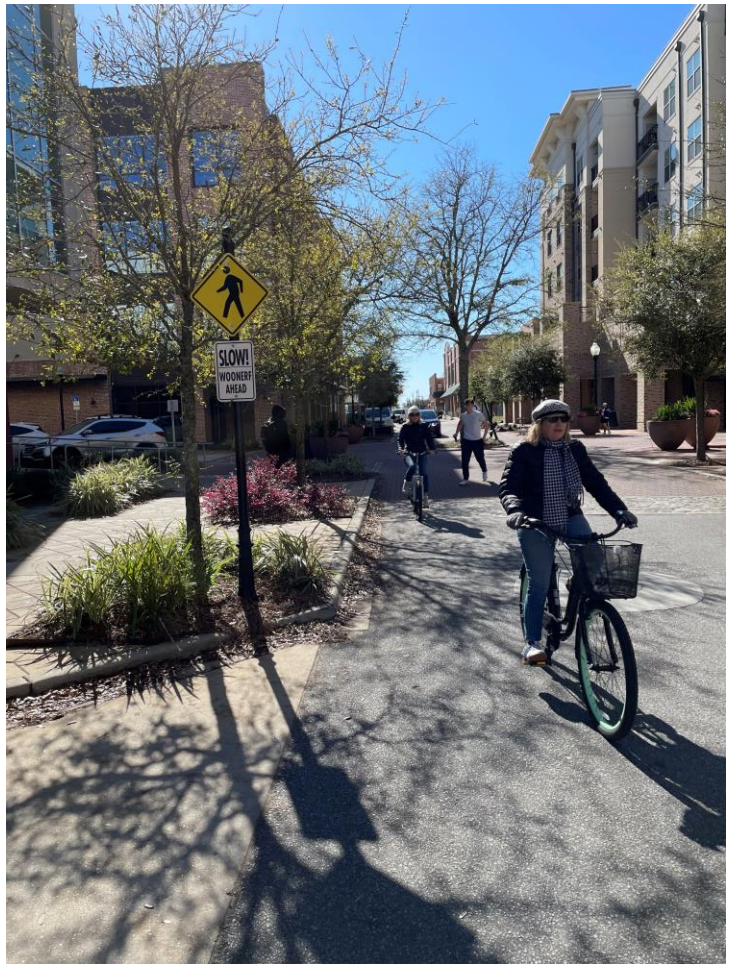
Steering Committee #2: January 13, 2022

AGENDA

- Introductions & Project Overview
- Vision Statement & Guiding Principles
- Public Engagement & Survey
- Initial Recommendations (Guidelines & Priorities)
- Next Steps

PROJECT OVERVIEW

- Build **on past efforts** and identify existing **challenges and barriers**
- Conduct a **safety analysis**
- **Maximize public engagement**
- Develop **guidance for future development** and street **improvements** **“framework”**
  - ***Identify critical infrastructure investments*** *that improve access, comfort, and safety for people walking, bicycling, and other self-propelled modes of transportation*
  - *Emphasis* ***on connections*** *to major* ***destinations and transit stops.***



PURPOSE OF TODAY

- Provide an update on the plan
  - Public Engagement, potential design guidance, and the active transportation network, and project priorities.
- Get your feedback on the ingredients going into the plan

PROJECT TIMELINE

Active Transportation Plan				
Project Timeline				
Summer/Fall 2022	**Fall 2022**	**Winter 2023**	**Spring 2023**	**Summer 2023**
Data Analysis	Public Outreach	Report Development	Public Outreach	Plan Adoption

VISION STATEMENT

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.

GUIDING PRINCIPLES

Put Safety First

Identify solutions that make moving around safer and more comfortable and push for zero fatalities

Connect People and Places

Through meaningful projects that fill a gap in the network, improve access, and promote placemaking

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 onto past efforts

DISCUSSION:

ANY COMMENTS?

PUBLIC ENGAGEMENT AND SURVEY

PUBLIC ENGAGEMENT UPDATE

- ✓Mobility Fairs (October 18 and 20, 2022)
- ✓Field visits (October 19 and 20, 2022)
- ✓Stakeholder meetings (Fall 2022)
- ✓Local events (Fall 2022)
- ✓Interactive online survey (Draw a route)

WHAT WE HEARD

- Bicycle facilities
  - Neighborhood greenways/low-speed streets
  - Designated on-street bike lanes
  - Multi-use trails
- Reduced lane widths
- Sidewalks
- Crossings/intersection improvements
- Shade trees and lighting
- Better maintenance

WHAT WE HEARD

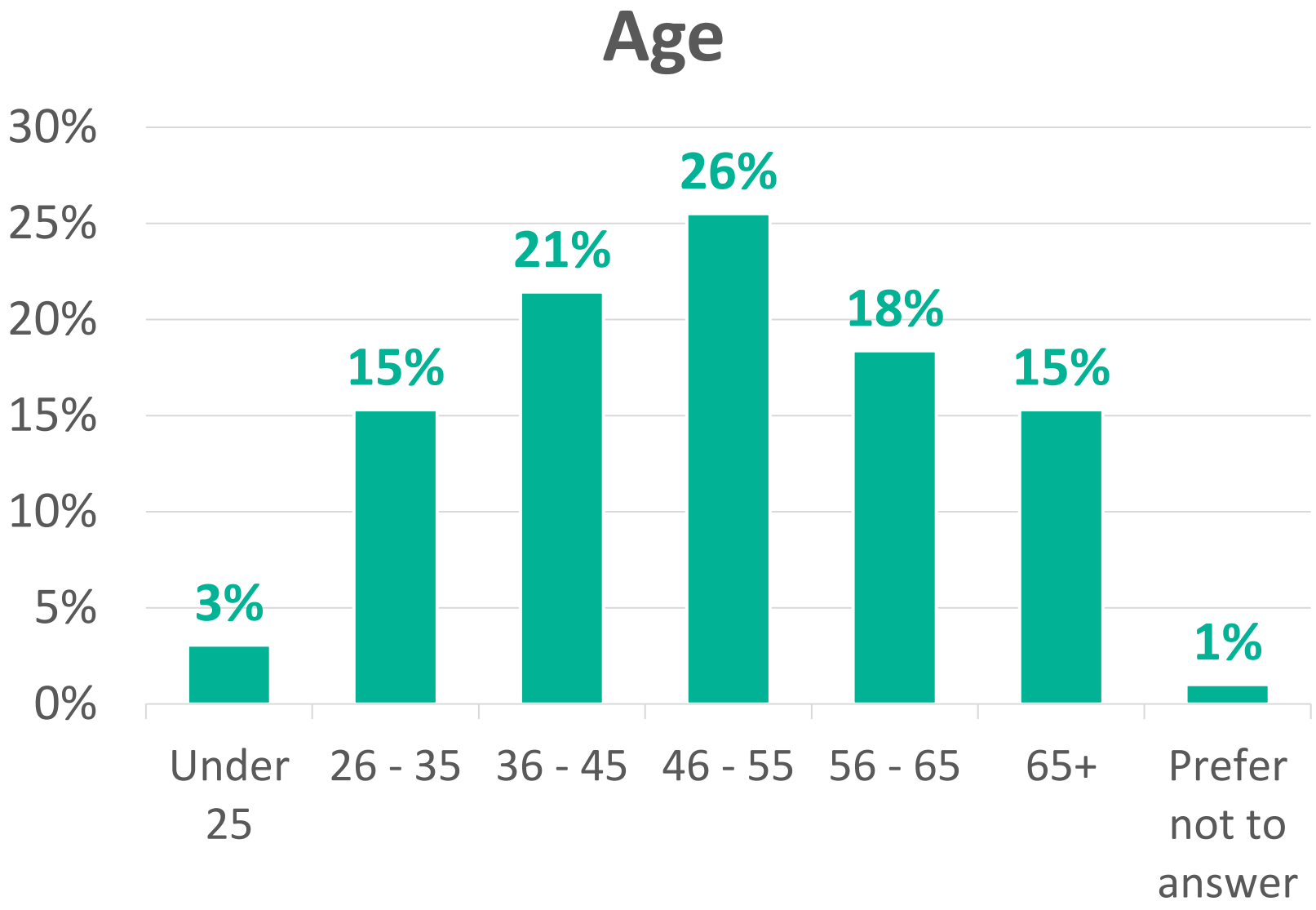
- **Access to the waterfront** (Bayfront Parkway)
- **North/south connectors** (Palafox/Hollice T Williams MUP, or two-way conversion of MLK Davis/Alcaniz, 12th Ave, 9th Ave, Tarragona)
- **East/west connectors** (Gonzalez, Jackson, Cervantes, Langley, & Creighton)
- **Multi-use trails** (Scenic Highway and LEAP trail around airport)

Safety, connectivity, *and* ***accessibility*** *are important*

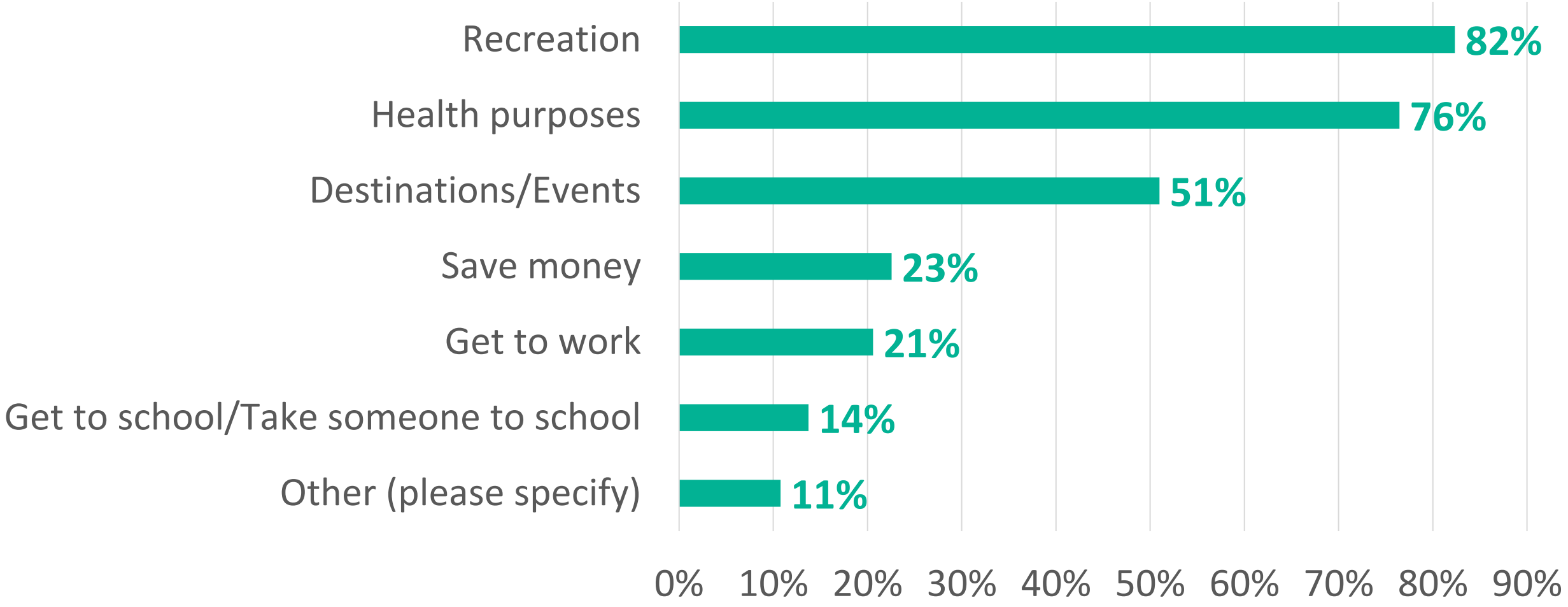
SURVEY RESULTS

***Over 100** responses*

***138** map comments*

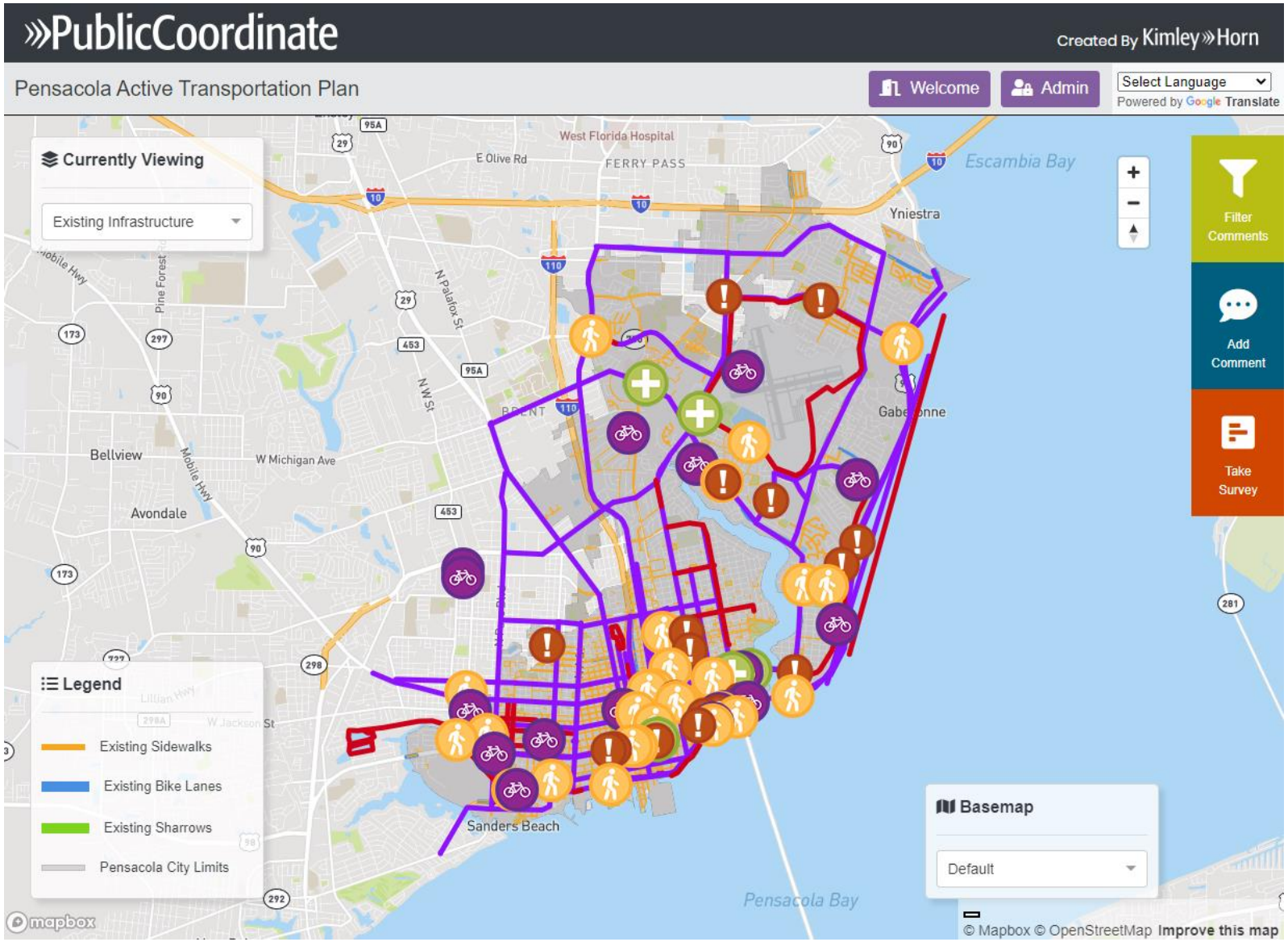


For what purpose do you walk/bike/skateboard/wheel around?



CONNECTIONS

- **Connections to Downtown and beyond:**
  - Northeast Pensacola to Downtown to Gulf Breeze & Beach
  - West Pensacola to Downtown
- **Connect neighborhoods:**
  - Scenic Heights, Cordova Park, East Pensacola Heights, East Hill, North Hill, West Side Garden District, Tanyard Neighborhood, Sanders Beach, & Downtown
- **Neighborhoods to commercial centers:**
  - Including to downtown, malls, shopping areas

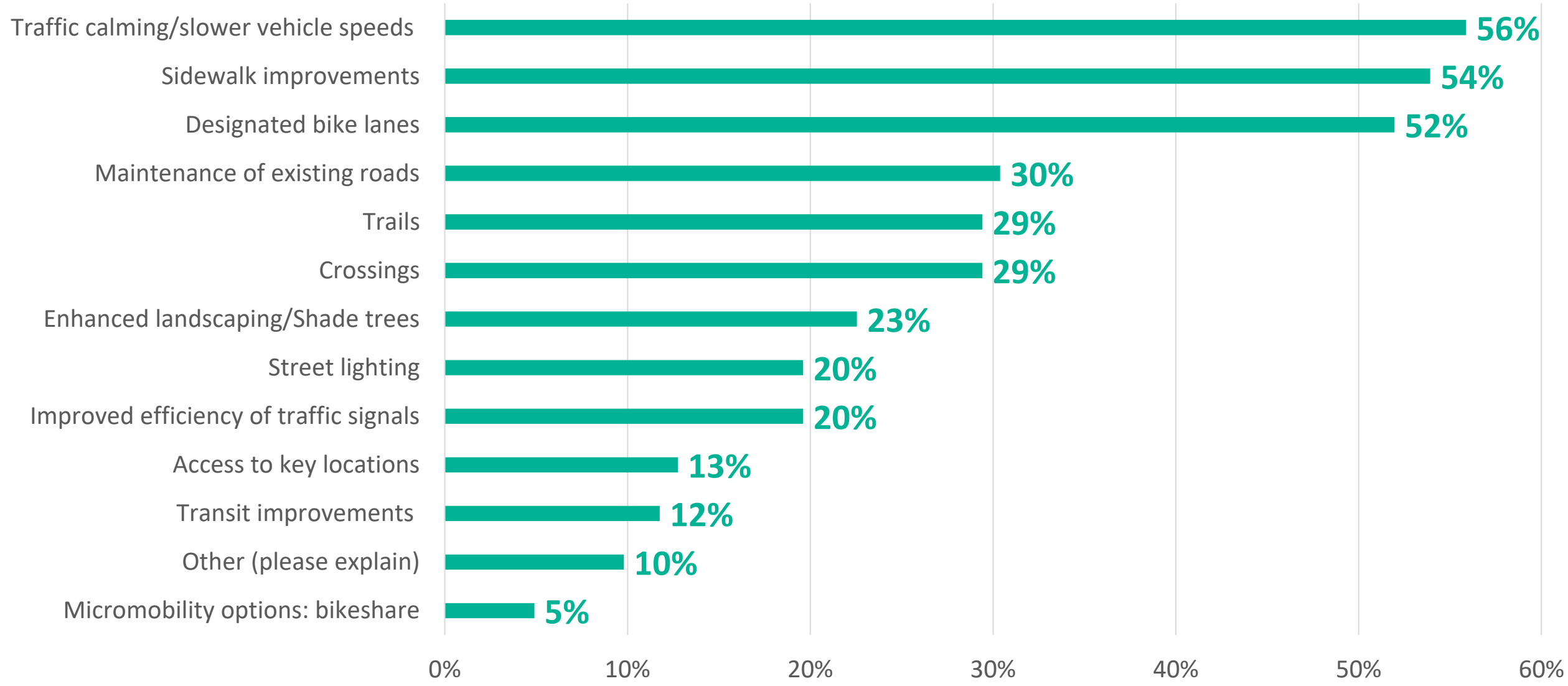


CONNECTIONS

*"**Connect Spanish Trail, Scenic Heights, Inverness, Cordova Park with East Hill and Downtown** via 9th and 12th from the North and East Cervantes and Scenic Highway from the East Scenic Highway/East Cervantes Rails-with-Trails aka Bluffline, Gonzalez Street Shareway, Bayou Blvd, Summit Blvd, Langley Blvd, Hyde Park Rd, Bayfront Pkwy, 17th Ave, 14th Ave, 12th Ave, 9th Ave, North Palafox, Jackson Street, Pace Blvd"*

*"I am an avid cyclist and bike commuter. **Bayview Parkway, 14th Ave, Scenic Hwy, Summit Blvd, Tarragona St, Pace Blvd, Barrancas, Government St, Cervantes, A St**..... examples of where cyclists are in **constant fear** from **speeding cars** added by **bad driver behavior.** We need new **bike lanes**, with **reflective paint**, **traffic calming additions**."*

Transportation Priorities



PROJECT PRIORITIZATION CRITERIA (FROM STEERING COMMITTEE)

- Fills a gap in the network and improved access
- Safety
- Feasibility
- Social Equity and Investment
- Propensity for Use
- Improved Comfort/Quality or Aesthetics of Existing Facilities:
- Economic Development/ Placemaking

- ***Others Mentioned:*** *Marketing/Advertising, ADA*
- ***Add:*** *Support from public and identified in other plans*

DISCUSSION:

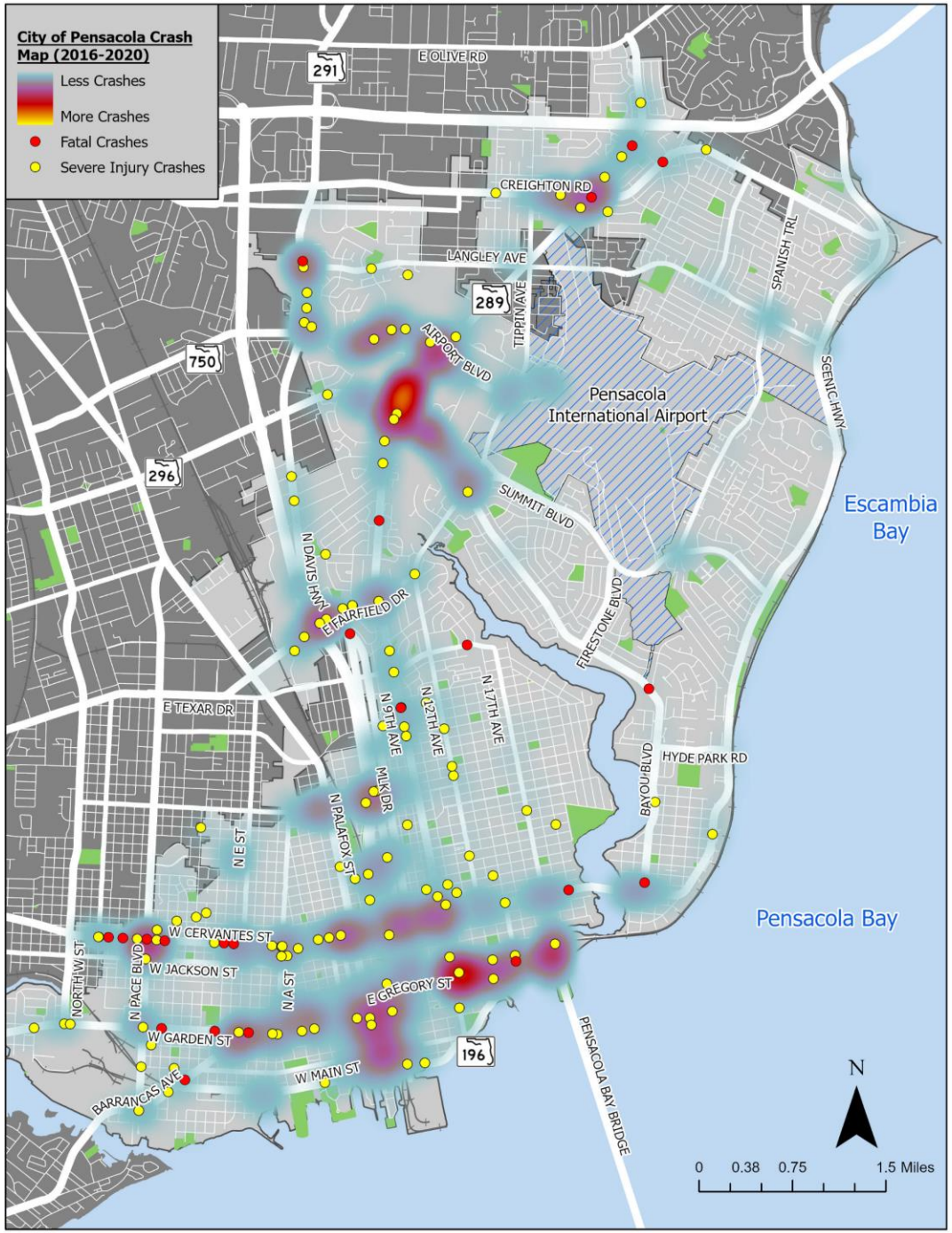
DID WE GET IT RIGHT?

INITIAL RECOMMENDATIONS
(GUIDELINES & PRIORITIES)

BARRIERS:

ALL CRASHES (2016-2020)

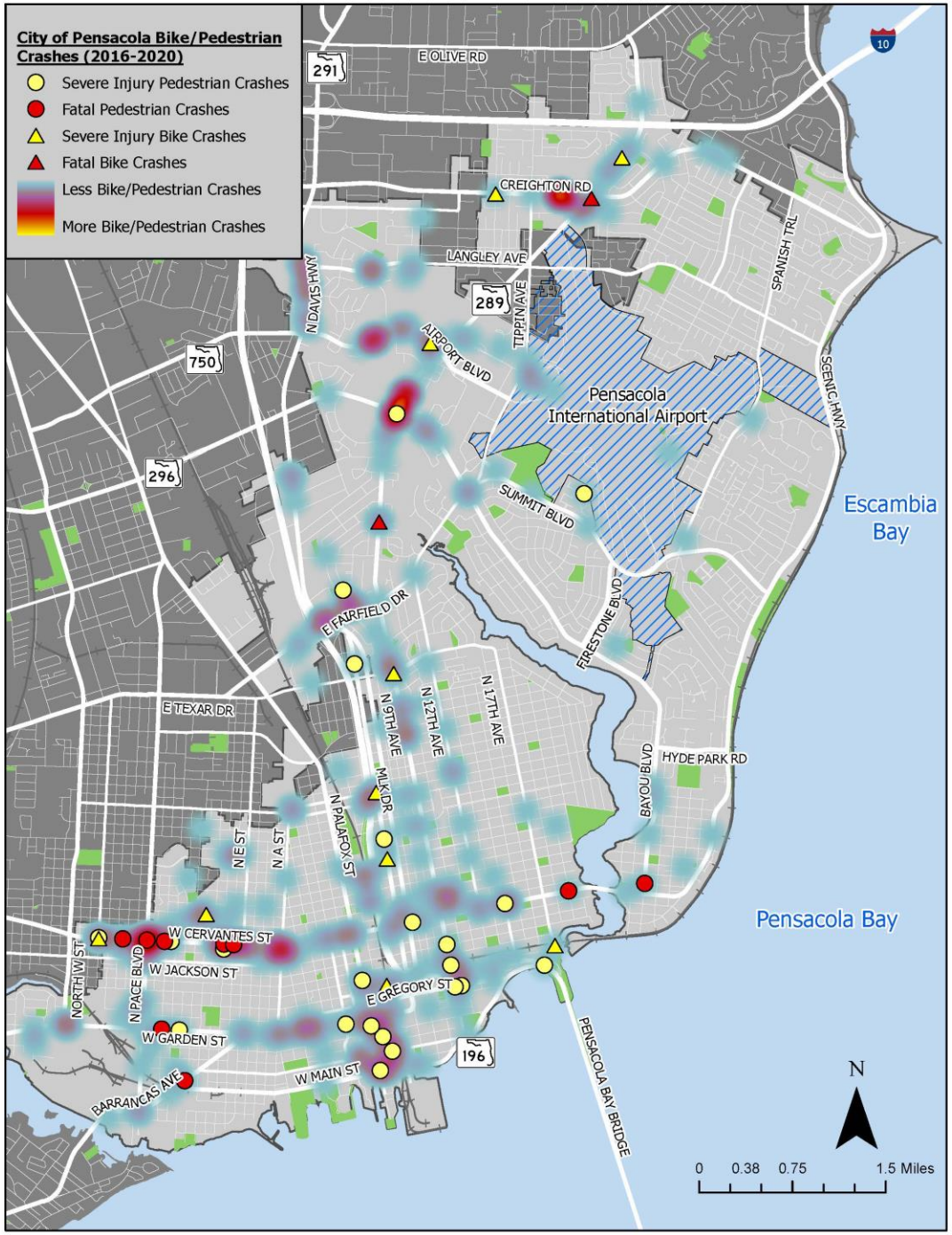
- **Total Crashes: 8,545**
- **Total Fatal Crashes: 26**
- **Total Severe Injury Crashes: 128**
- **Top Crash Types:**
  - **56% of fatal and severe injury crashes** occurred at speeds of 40 mph or higher
  - **53% of fatal and severe injury crashes** occurred in non-daylight conditions
  - **17% of fatal and severe injury crashes** occurred under influence of drugs/alcohol



BARRIERS:

BICYCLE/PEDESTRIAN CRASHES (2016-2020)

- **Total Bike Crashes: 137**
  - Fatal Bike Crashes: 2
  - Severe Injury Bike Crashes: 10
- **Total Pedestrian Crashes: 174**
  - Fatal Pedestrian Crashes: 10
  - Severe Injury Pedestrian Crashes: 24



BARRIERS:
OBSTACLES AND UNCOMFORTABLE STREETS

BICYCLIST DESIGN USER PROFILES

Interested but Concerned
51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident
5-9% of the total population

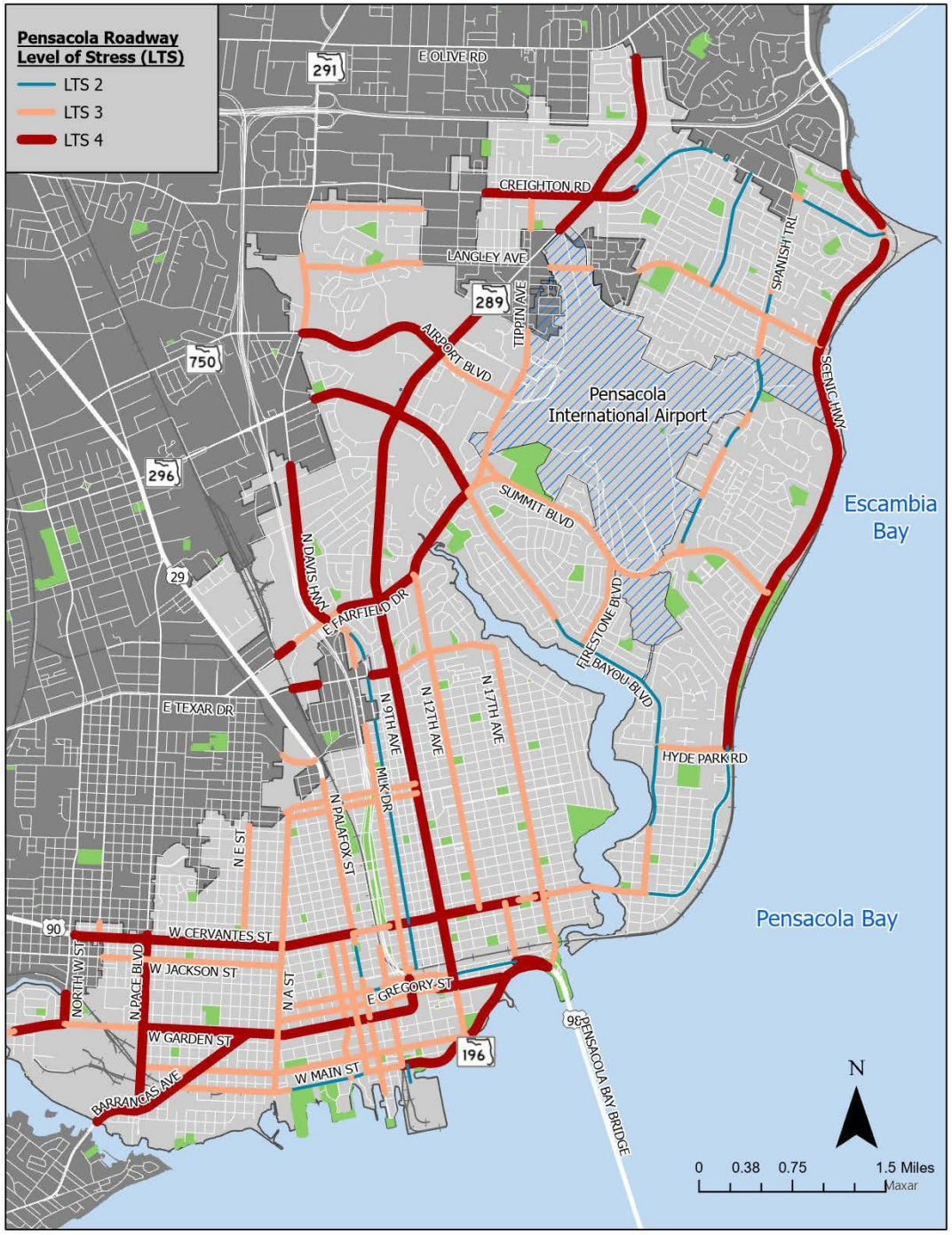
Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident
4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.

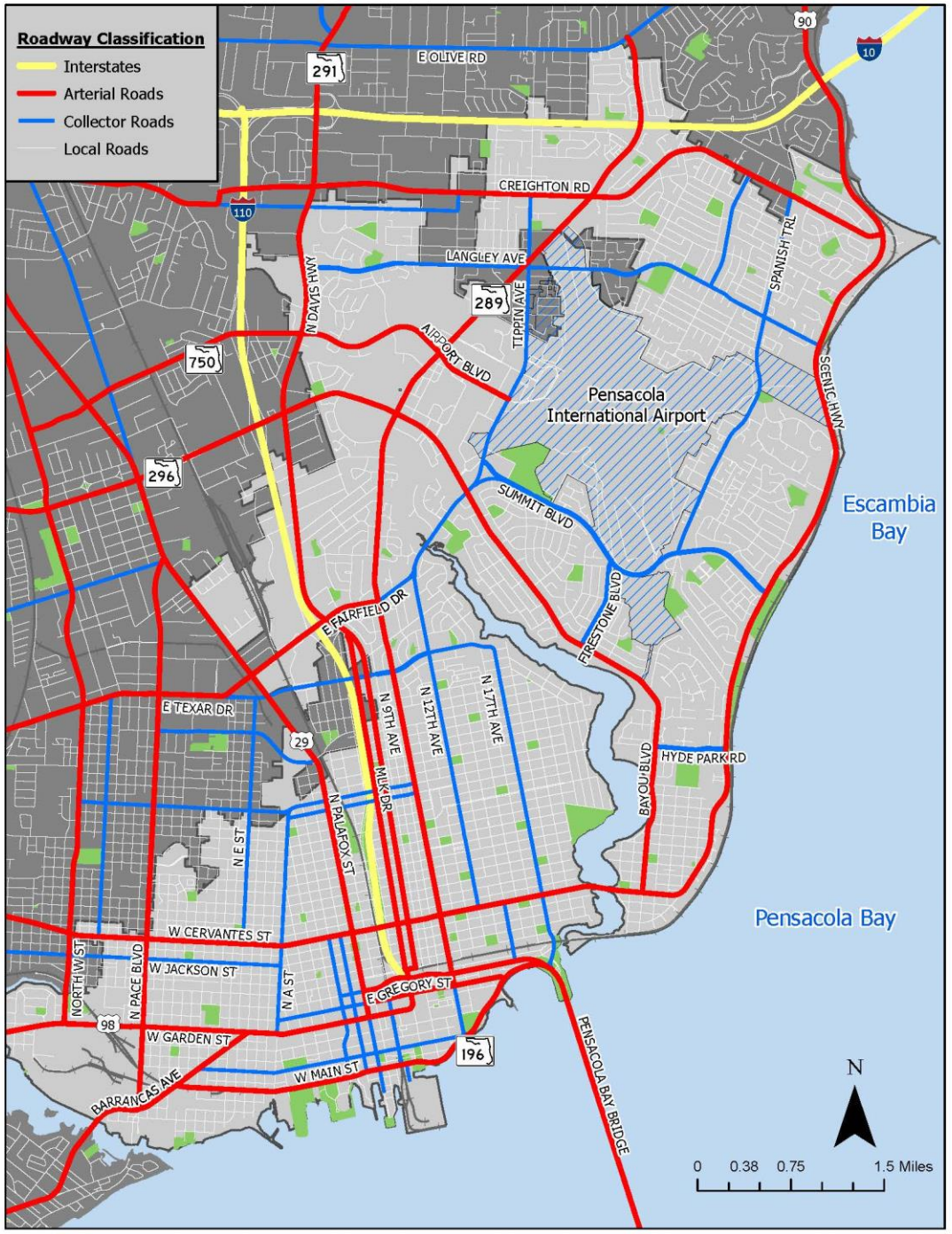
LOW STRESS TOLERANCE — HIGH STRESS TOLERANCE

LTS 1 | **LTS 2** | **LTS 3** | **LTS 4**



BARRIERS:
TYPE OF STREETS TODAY

Roadway Classification
- Interstates
- Arterial Roads
- Collector Roads
- Local Roads

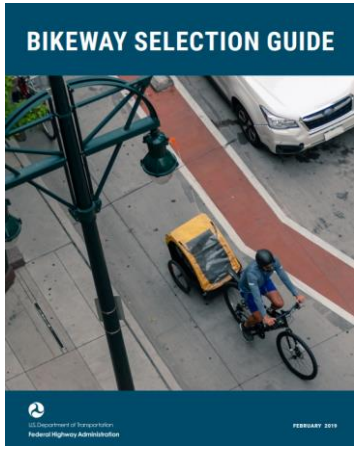


DESIGN GUIDANCE RESOURCES

NACTO

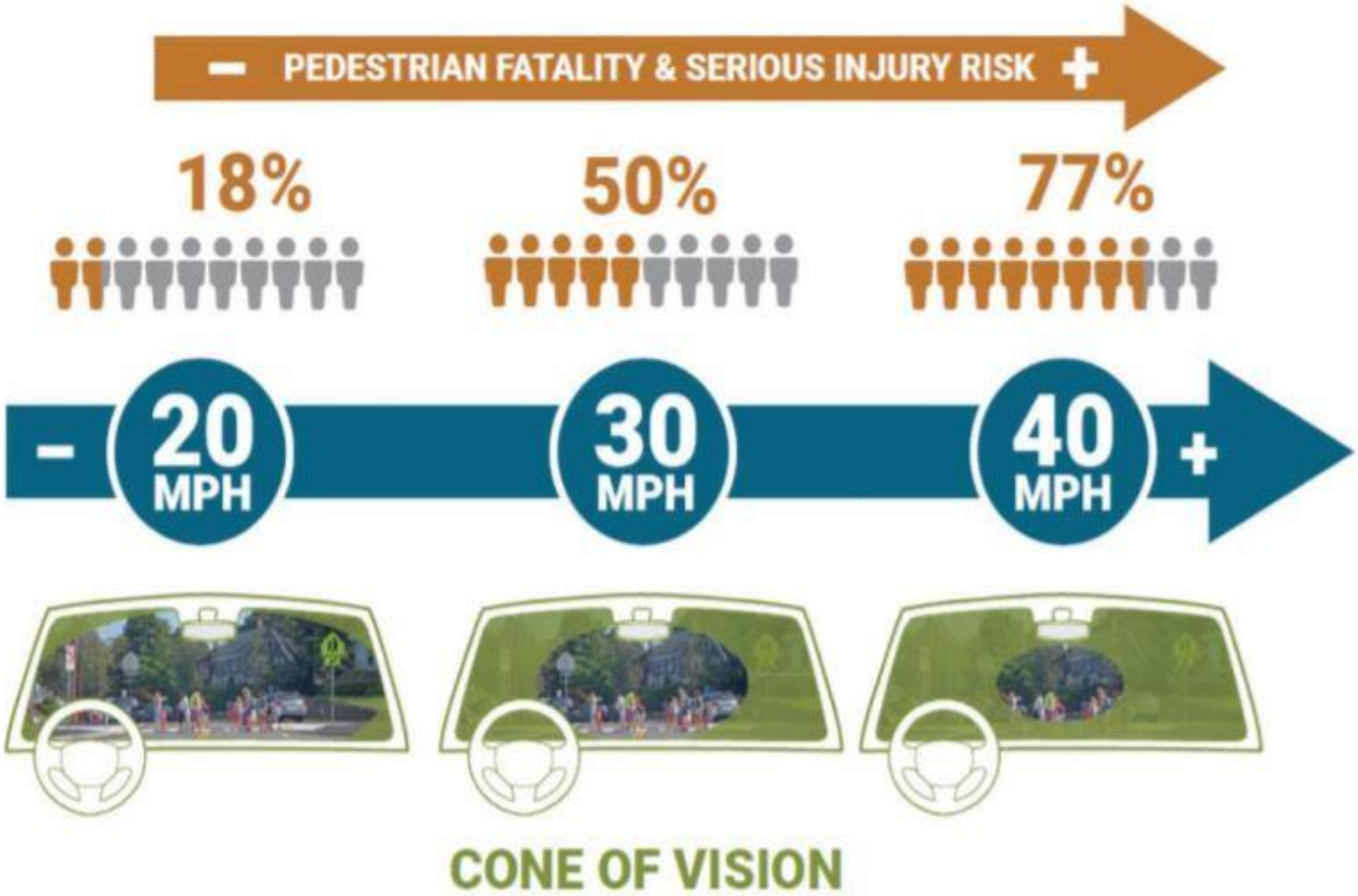
FDOT FLORIDA'S COMPLETE STREETS A 360° APPROACH

U.S. Department of Transportation
Federal Highway Administration



ite A Community of Transportation Professionals

CNU Congress for the New Urbanism


– PEDESTRIAN FATALITY & SERIOUS INJURY RISK +
18%
50%
77%
– 20 MPH
30 MPH
40 MPH +
CONE OF VISION

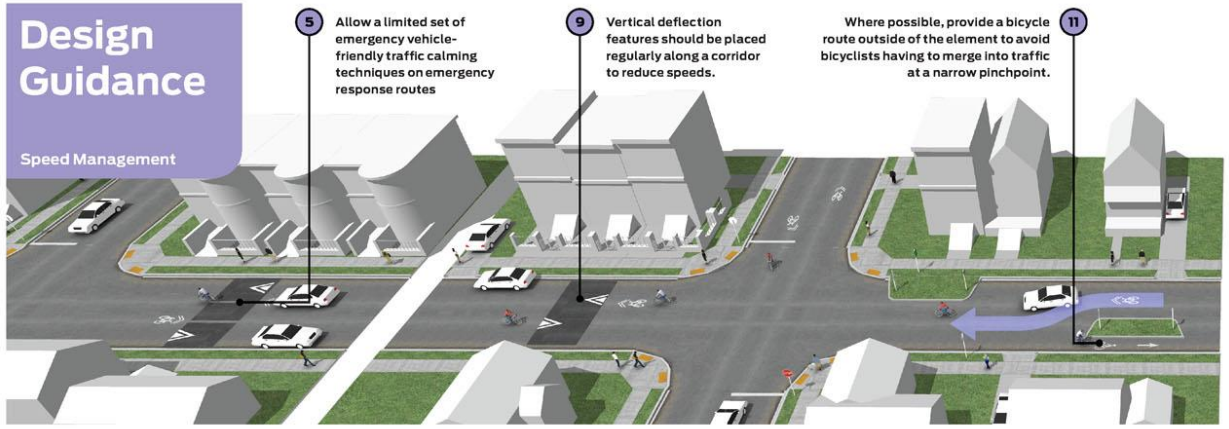
Source: AARP

PENSACOLA *in motion*

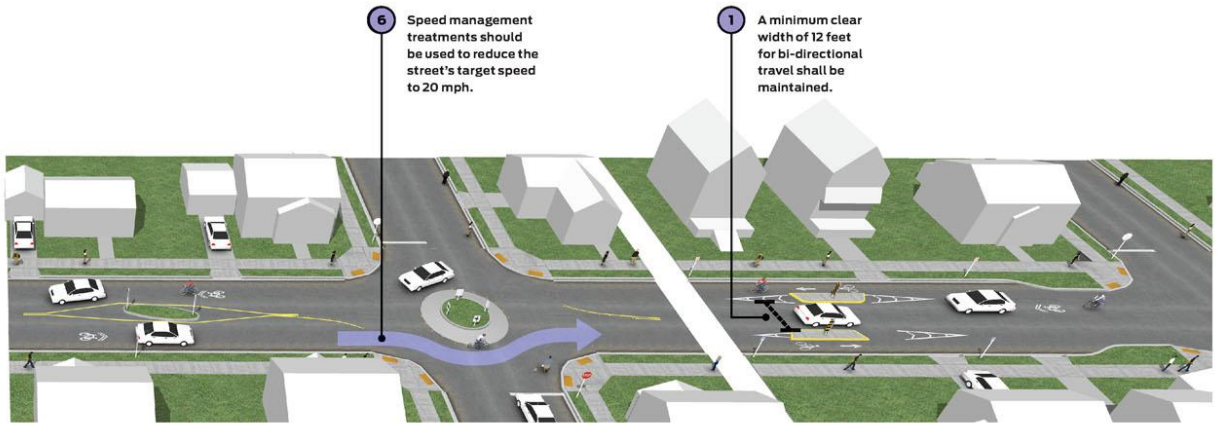
ACTIVE TRANSPORTATION PLAN (ATP)

Design Guidance

Speed Management



Speed Lump | Speed Hump | Chicane



Median Island | Neighborhood Traffic Circle | Pinchpoint | Neckdown

Required Features

1. When using horizontal speed management treatments, a minimum clear width of 12 feet for travel shall be maintained.
2. Speed limits shall comply with local restrictions.
3. Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices (MUTCD 2B.13).
4. Speed limits shall be in multiples of 5 mph and signs shall be located at the points of change from one speed limit to another (MUTCD 2B.13).

Recommended Features

5. Emergency services should be in sync with transportation departments in recognizing that reducing speed and volume on local roadways, in addition to getting more people on foot and bike and out of cars, benefits their overall safety goals by reducing crash frequency and severity. The primary way of doing this is to develop an emergency response route classification map at the onset of the planning process, as discussed in route planning. Emergency vehicle response times should be considered where vertical deflection is used. Because emergency vehicles have a wider wheel base than passenger cars, speed lumps/cushions allow them to pass unimpeded while slowing most traffic.

Strategies include the following:

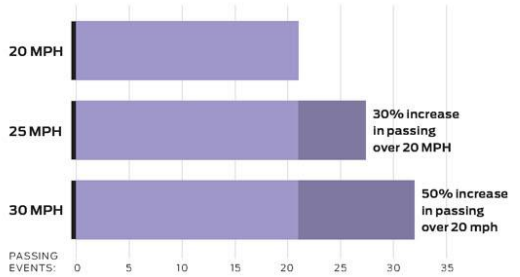
- Seek approval by emergency response officials for treatments on emergency response routes.
- Allow a limited set of emergency-vehicle-friendly traffic calming techniques on emergency response routes.[146]
- Estimate travel time impacts on emergency vehicle response time, and define goals to evaluate during a trial.[147]
- Implement speed management treatments on a trial basis, and work with emergency response officials to determine whether permanent features are appropriate.

6. Speed management treatments should be used to reduce the street's target speed to 20 mph.
7. After speed management measures are implemented, posted speed limits should be reduced to match 85th percentile speed (5 mph speed increments are recommended).
8. The impacts to traffic on adjacent streets should be monitored; while speed management treatments primarily affect motor vehicle speeds, they also reduce volumes, as drivers tend to avoid slower streets.[148]
9. Vertical deflection features should be placed regularly along a corridor to reduce speeds.[149]
10. Guidance for vertical traffic calming features:
    - Slopes should not exceed 1:10 or be less steep than 1:25.
    - Side slopes on tapers should be no greater than 1:6 to reduce the risk of bicyclists losing their balance.
    - The vertical lip should be no more than a quarter-inch high (Ewing, 2009).
11. Horizontal speed control measures should not infringe on bicycle space. Where possible, provide a bicycle route outside of the element to avoid bicyclists having to merge into traffic at a narrow pinchpoint. This technique can also improve drainage flow and reduce construction and maintenance costs.

Optional Features

12. Speed management may be implemented on a trial basis to gauge residents' support prior to finalizing the design. Temporary speed humps, tables, and lumps are available. Temporary traffic calming should be used with caution as they can diminish residents' opinions due to unappealing design and reduced functionality.

Depending on motor vehicle speeds, a bicyclist will be passed by a car going the same direction this many times during a 10 minute trip:

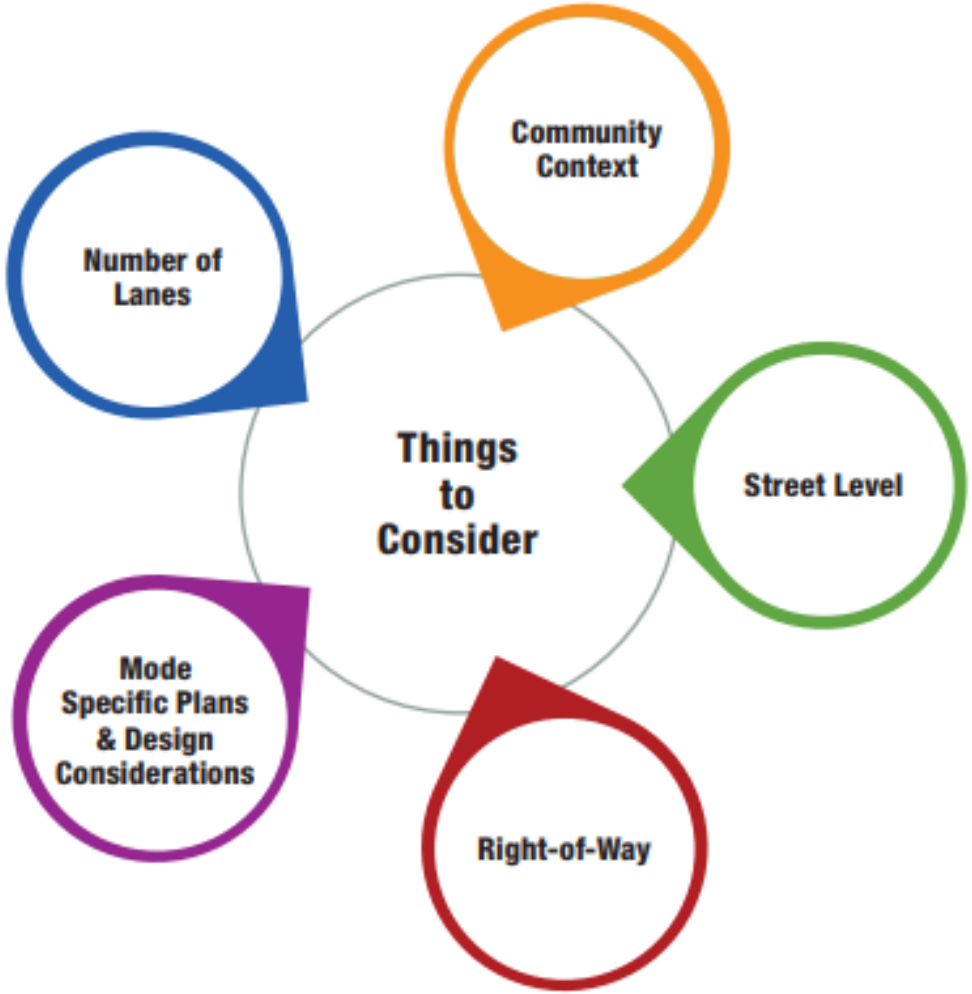


Values shown assume 3,000 VPD. Local street peak hour is 15 percent of ADT. 70 percent of peak hour traffic is in the peak direction. Cars are evenly spaced along the street: no platooning. Ten minute trip calculated during peak hour. Cars are travelling the posted speed limit (speed management techniques may be necessary). Note: Cars may pass bicyclists more or less frequently depending on how well these assumptions reflect reality.

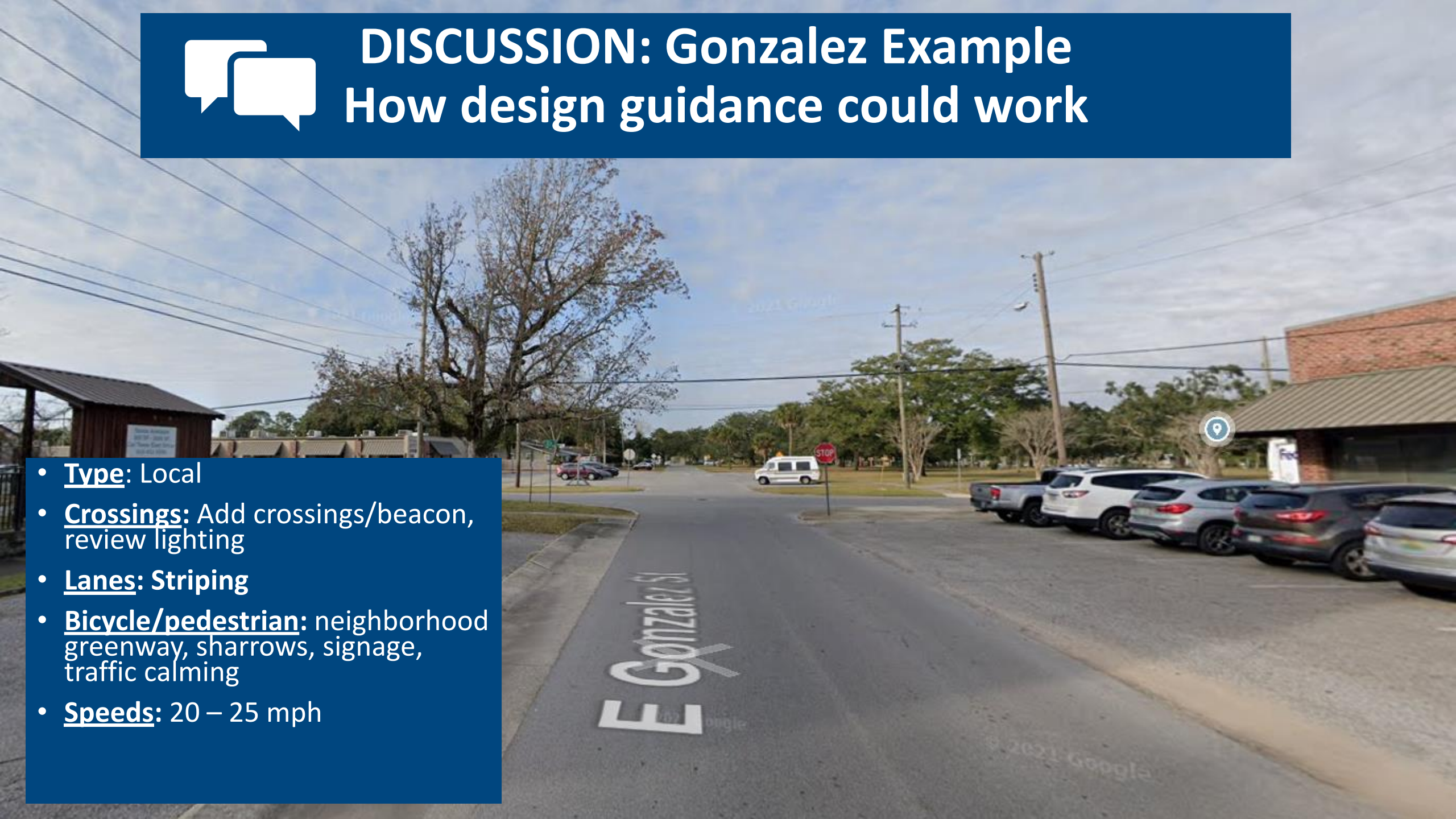
Source: NACTO

DESIGN GUIDANCE EXAMPLE

- Context Zones
- Street Level/Type
- Number of Lanes
- Mode Specific Plan
- Maximum Desired Operating Speed



DISCUSSION: Gonzalez Example
How design guidance could work



- **Type**: Local
- **Crossings:** Add crossings/beacon, review lighting
- **Lanes: Striping**
- **Bicycle/pedestrian:** neighborhood greenway, sharrows, signage, traffic calming
- **Speeds:** 20 – 25 mph

DISCUSSION:
How design guidance could work

List out your ideas on that could improve this street section

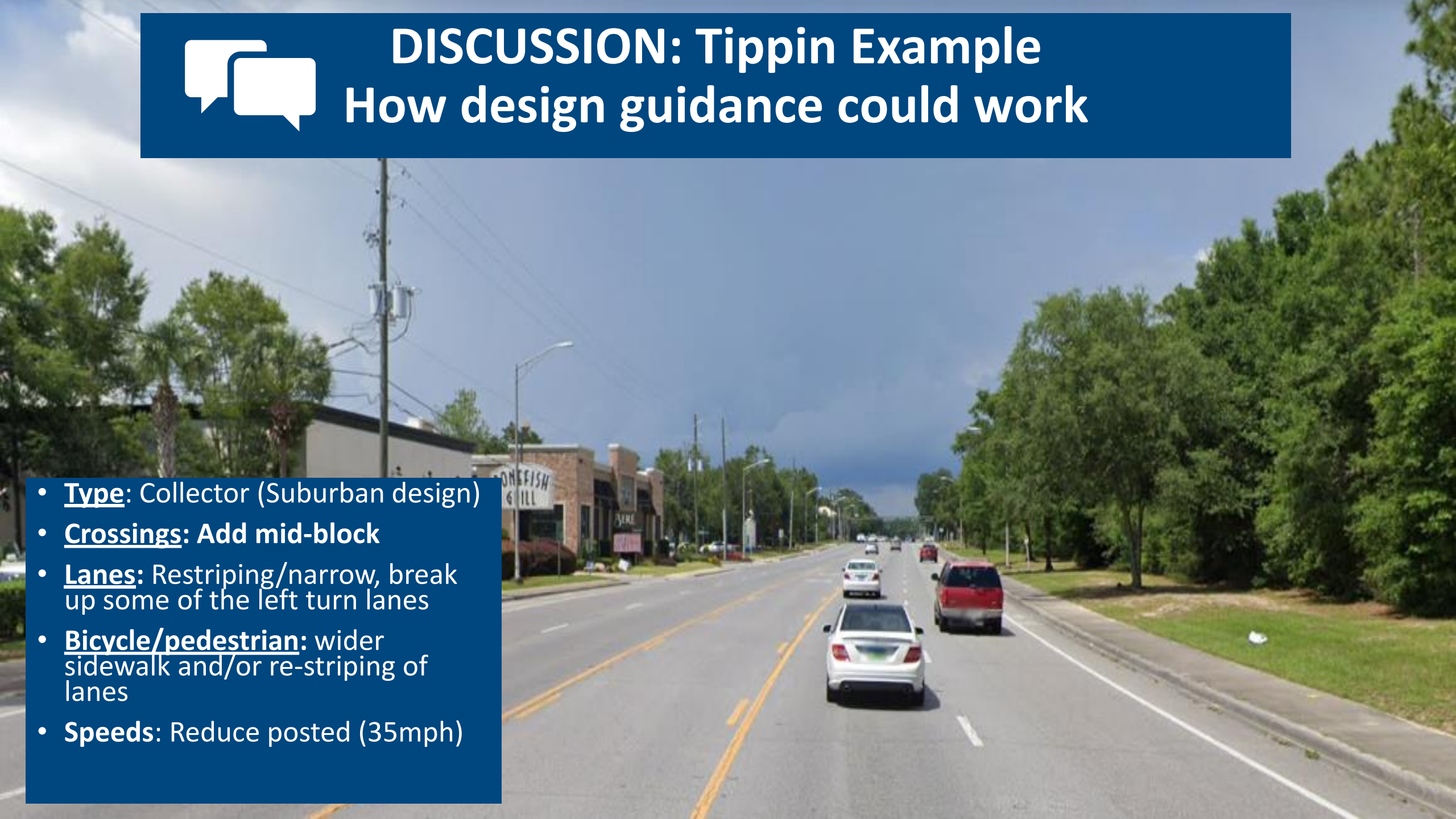
DISCUSSION: Guillemard Street Example
How design guidance could work

- **Type**: Local
- **Crossings:** Add crossings/beacon, review lighting
- **Lanes: Striping**
- **Bicycle/pedestrian:** neighborhood greenway, sharrows, signage, traffic calming
- **Speeds:** 20 – 25 mph

DISCUSSION:
How design guidance could work

List out your ideas on that could improve this street section

DISCUSSION: Tippin Example
How design guidance could work

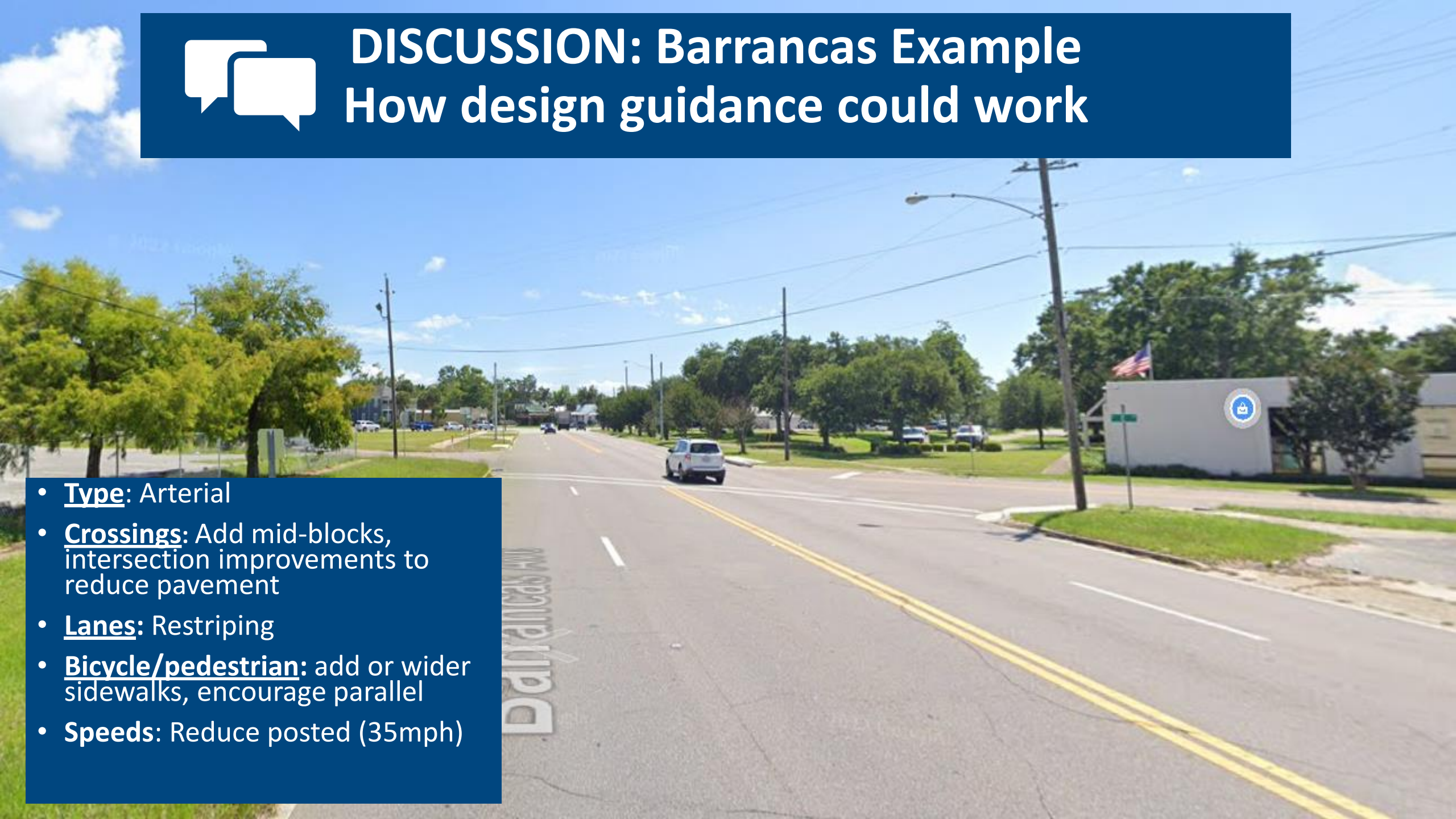


- **Type**: Collector (Suburban design)
- **Crossings: Add mid-block**
- **Lanes:** Restriping/narrow, break up some of the left turn lanes
- **Bicycle/pedestrian:** wider sidewalk and/or re-striping of lanes
- **Speeds**: Reduce posted (35mph)

DISCUSSION:
How design guidance could work

List out your ideas on that could improve this street section

DISCUSSION: Barrancas Example
How design guidance could work



- **Type**: Arterial
- **Crossings**: Add mid-blocks, intersection improvements to reduce pavement
- **Lanes:** Restriping
- **Bicycle/pedestrian:** add or wider sidewalks, encourage parallel
- **Speeds**: Reduce posted (35mph)

DISCUSSION:
How design guidance could work

List out your ideas on that could improve this street section

OPPORTUNITIES

TIER 1:

Lower cost/smaller to medium sized projects

TIER 2:

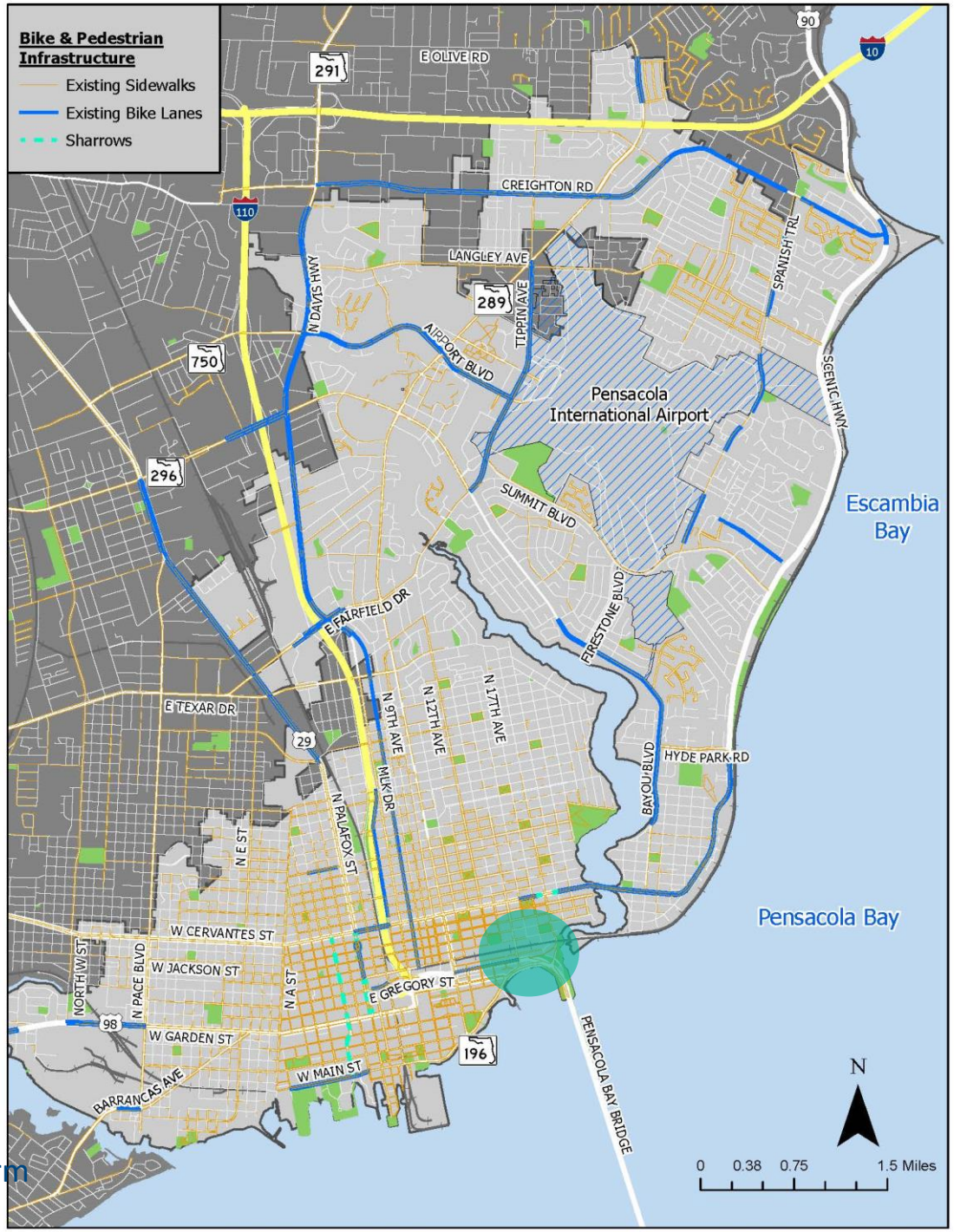
Larger infrastructure projects

OPPORTUNITIES

SMALLER/MEDIUM PROJECTS

- Posted speed reduction/traffic calming strategies
  - Spanish Trail, Langley Avenue, Creighton
- Crossing improvements – break up long continuous
  - (e.g., Langley Ave, 3-mile bridge connection)
- Intersection improvements
  - Barrancas at Garden, Langley Ave roundabout
- Neighborhood greenways/bike boulevards (start with signage)
  - Gonzalez Street and/or Jackson Street
- Re-striping opportunities
- Others:
  - Advertise or market bicycle facilities
  - Education, Enforcement, and Encouragement Strategies

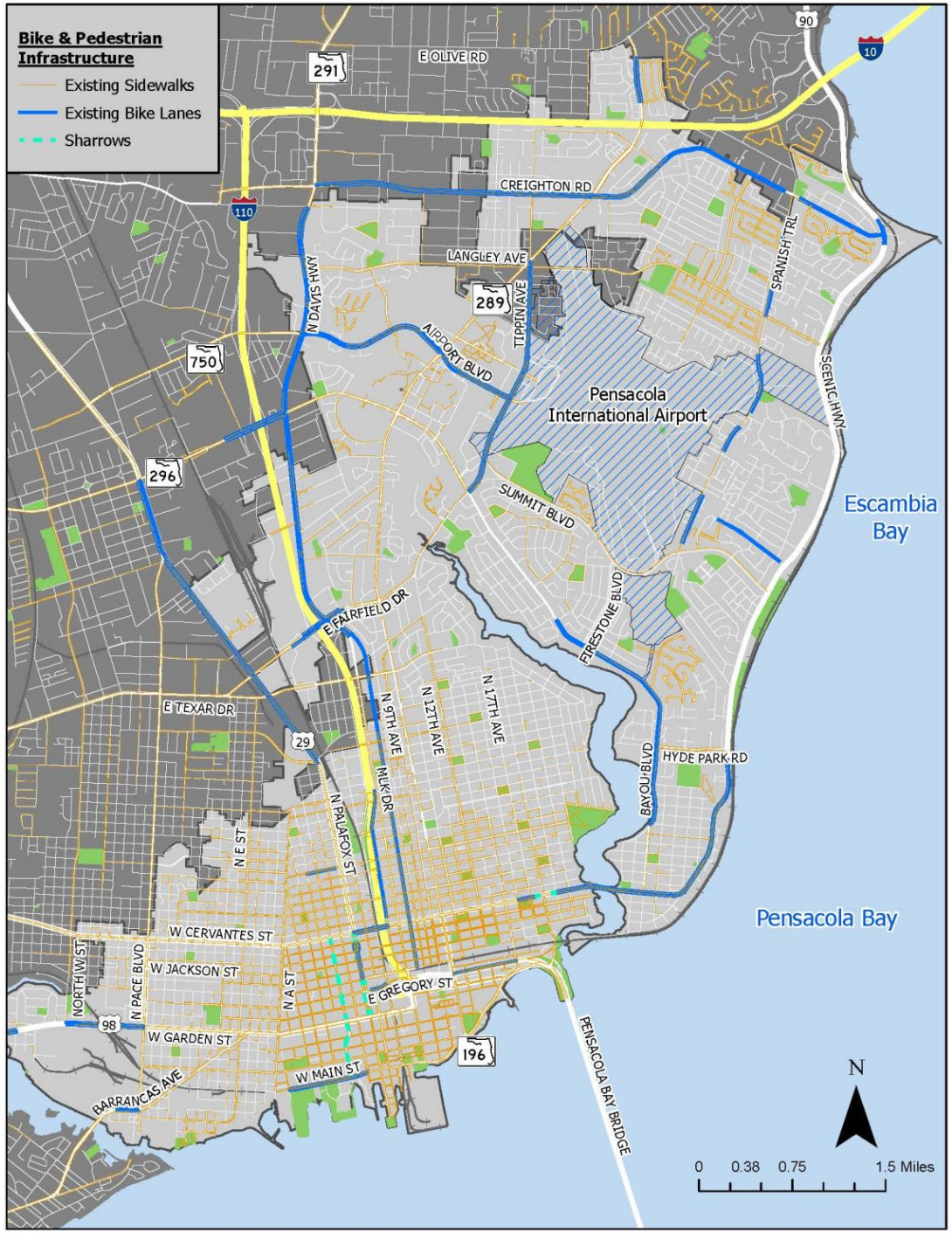
Note: there are short-term improvements, several retrofits would be longer-term



OPPORTUNITIES

LARGER PROJECTS

- Multi-use trails:
  - Scenic Highway, LEAP trail, Spanish Trail
- North/South Connector “Spine” Connector
  - Hollice T. Williams trail and/or two-way MLK/Davis
- Sidewalk enhancement that include drainage or right-of –ways
- Full Corridor retrofits
  - (e.g. 9th Avenue)

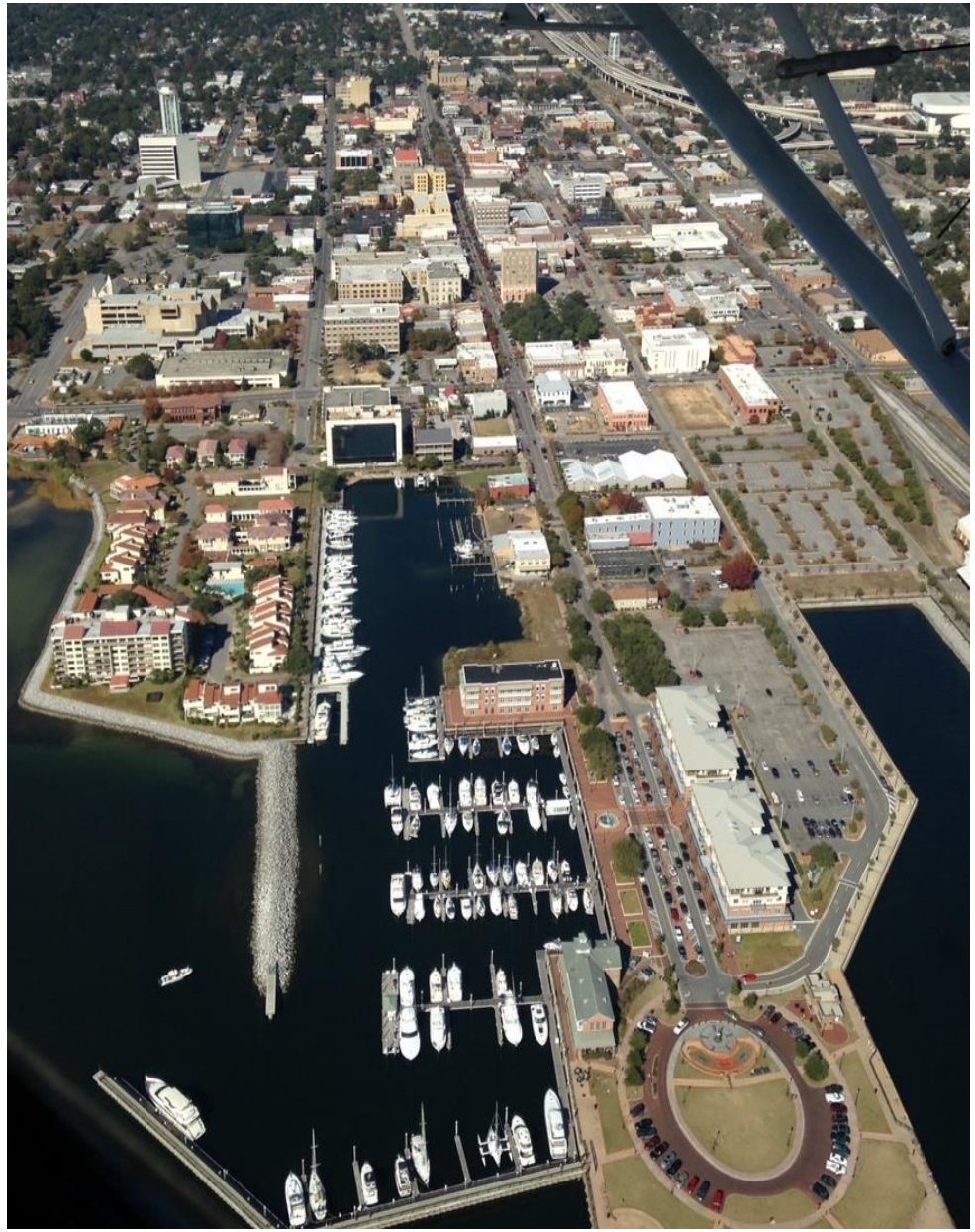


PRIORITIZATION EXAMPLE FOR 3-MILE BRIDGE CONNECTION

GUIDING PRINCIPLES	PRIORITIZATION CRITERIA	RANGE (Low / Med / High)
Put Safety First	• **Safety:** high crash area (bike/ped/vehicles), dark conditions, noted safety concern • **Traffic calming/speed reduction:** large difference between posted and desired speeds	● ●
Connect People and Places	• **Connectivity:** Fills a gap or barrier in the network, connects to destinations • **Feasibility:** Lower right-of-way and/or utility impacts	● ●
Center on Equity	• **Equity:** Project is identified in a disadvantaged area, provides options	●
Add Mobility Options	• **Improved Comfort/Quality:** improved existing conditions and aesthetics • **Community Support:** aligns with public and stakeholder feedback • **Other Infrastructure:** identified in other plans/projects	● ● ●

NEXT STEPS

- Spring 2023: Draft report & Mobility fair
- Summer 2023: Final report & Presentation to Council Board



Guiding Principles	Steering Committee Member							Total	Total %
	1	2	3	4	5	6	7		
Fills a gap in the network	1	1		1	1	1		5	21%
Safety	1		1		1		1	4	17%
Feasibility	1						1	2	8%
Social Equity and Investment		1				1		2	8%
Propensity for Use				1			1	2	8%
Improved Access		1			1			2	8%
Economic Development/Placemaking			1	1				2	8%
Improved Comfort/Quality Aesthetics				1		1		2	8%
Added Mobility Options			1					1	4%
Other: Accessibility/ADA		1						1	4%
Other: Marketing/Advertising							1	1	4%
Low Cost								0	0%
Health								0	0%
Sustainability								0	0%