

The graphic features a dark blue arrow pointing right, containing the text. To its right are three overlapping, stylized arrows pointing right, each with a different color gradient: teal, green, and yellow. The background is white with light blue and yellow diagonal stripes.

# REIMAGINE Jackson Street

**Public Workshop #2**

May 24, 2022

## » Good to know

- 'Menti' platform will be used during this presentation for interaction.
  - access using **QR Code**
  - go to **menti.com** type in **3941 3134**
  - go to **<https://www.menti.com/dvg9otiqvi>**
- In-person attendees, please hold your questions until the discussion portion, the second half of this meeting.
- Online attendees will remain **muted** for the first part. At that time, please use the "Chat" icon on your Zoom panel to ask questions.
- If you need Spanish translation, please chat with a staff member.



*Please note that this meeting is recorded.  
By participating you consent to being recorded.*

Travis:

Couple of house keeping items before we begin.

We look answer your questions during the discussions portion of the meeting, today.

For those online and those in our audience here- you can choose to add your feedback using menti.com

## » Today's Agenda

- 1 Introductions
- 2 What We Heard
- 3 Summary of our Analysis, Interactive Workshop

Good evening everyone. Thank you for joining us this evening.

We will begin with team introductions, then, we will review what we heard from you, then review our findings followed by an interactive workshop. We look forward to answer your questions during the discussions portion of the meeting, today.

I would like to acknowledge the immense effort by the City, County and CRA staff who brought this project together. Staff would be please stand up, or wave if you are online.

My name is Catherine Prince, the project manager for the Jackson street master plan. I bring close to two decades of transportation planning experience, as well as, implementation- that is overseeing installation of the planned improvements. We have an incredible team with me today.

Lets begin with those online: Jennifer, Steff, Peter, Allie  
Our team in the room: Jay, Rick, Travis, Stacey,

## REIMAGINE JACKSON STREET

### GOAL:

**Develop an inclusive vision,**  
an implementable  
master plan  
**based on community input.**

### GUIDING VALUE:

**Capture diverse views**  
by  
**providing opportunities**  
for varied voices to be  
heard.

REIMAGINE Jackson Street. What is your vision? The project slogan captures our intent for the master plan.

The master plan process is to provide a forum and opportunities for community members to provide your input.

We want to hear from the diverse voices along the corridor.

The ultimate goal of this project is to develop an inclusive community vision, this also must be implementable!

Your Consultant team will accomplish this by combining the data, your input along with our expertise working on similar project across Florida and the U.S.

» WHAT IS YOUR VISION?

Share improvement  
options &  
**Listen to the community**  
on expected improvements  
along Jackson Street.

Our goal today is to share some suggestions and listen to you. So, please share your ideas, with us.

## » Jackson Street Project Phases

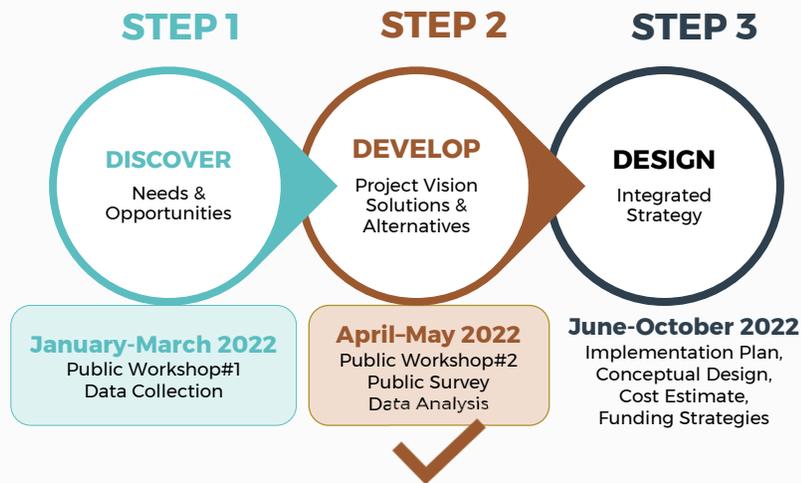


Taking a step back, this is the anticipated sequence of project phases from the City, County, the CRA.

We are in phase1- Master Plan phase now.

Next year, we will apply for grant funding. Timeframe for Engineering Design and construction are to be determined.

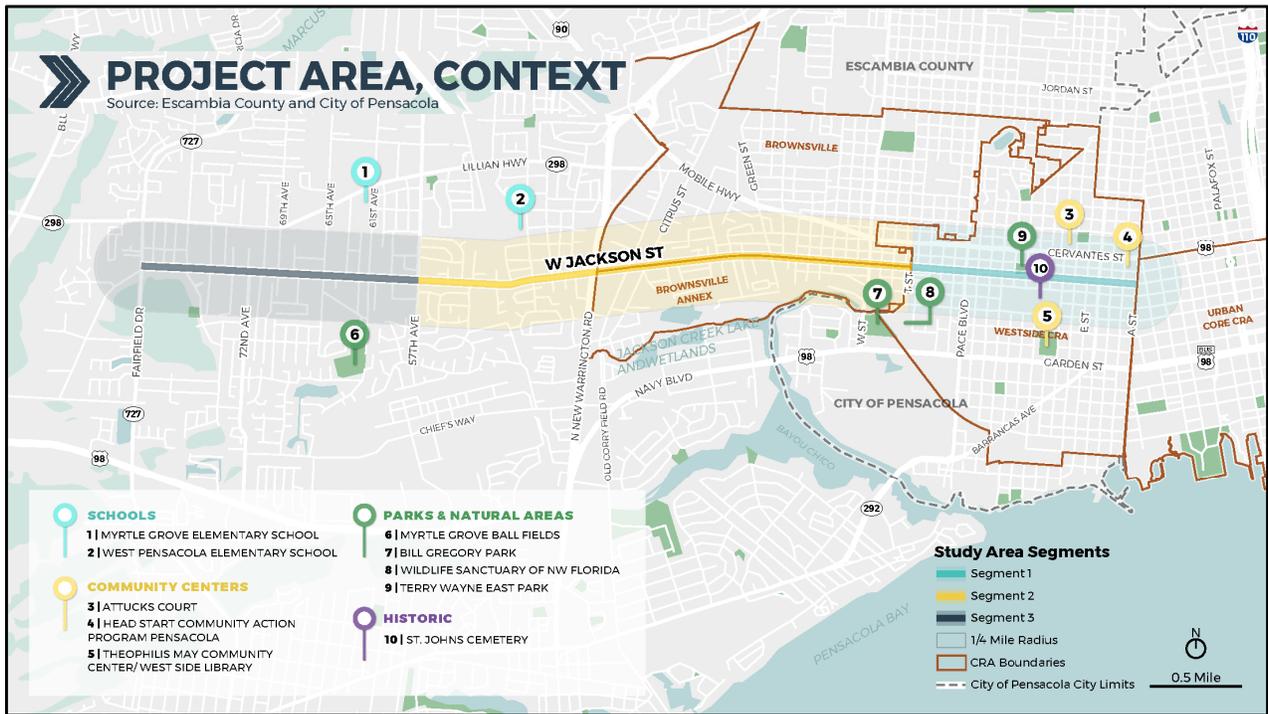
## Steps for Master Planning



Within the master plan phase this year,

We are at Step 1- Discover. This step is to gather listen to the community's needs, desires, challenges, and gather data that's on the ground, as well as, information on planned projects.

Next in Step 2- Develop. In this step, we will begin to match the community feedback with some solutions. We will comeback to the community on May 24, two months from today and share with you the ideas we have developed, and get your feedback. The last step in this phase is Step-3 Design. between June and October, we will develop and integrated strategy with a conceptual design, cost estimates, and funding strategies and list of grants to apply.



A brief overview of the project.

The project boundaries are from A Street on the East to Fairfield Drive on the West. We divided the corridor into three parts. The three segment have distinct characteristics compared to the other.

We are studying the corridor making recommendations by segment.

## » Community Engagement so far



Today's public meeting will mark the final community input phase. We spent a majority of the time over the past 5-months listening and gathering information.

### February

- Meetings with Community champions
- Walking Audit along Jackson with City & County Staff

### March

- Pop-up at three locations around Jackson Street
- Public meeting #1 with community (in-person & virtual)

### April

- Public Survey
- Staff City & County Workshop

### May

- County Commission & City Council Workshop
- **Public meeting #2 with community (in-person & virtual)**

# Communication Methods

- Postcards
- Social Media
- E-mails
- Earned Media

Reimagine Jackson Street created an event

**REIMAGINE JACKSON STREET**  
WHAT'S YOUR VISION?

**REIMAGINE JACKSON STREET**  
¿CUÁL ES SU VISIÓN?

**JOIN US ON ÚNASE CON NOSOTROS:**  
TUESDAY, MARCH 22, 5:30 P.M.- 7 P.M.

LOCATION  
Brownsville Community Center, 3200 W De Soto Street, Pensacola, FL 32505

**VIRTUAL OPTION AVAILABLE:**  
www.ReimagineJacksonStreet.com

**TUE, MAR 22**  
Jackson Street Public Workshop: What's YOUR vision?  
3200 W De Soto St, Pensacola, FL 32505-7047, United States  
8 Men, 17 interested

Like Comment Share

Write a comment...  
Press Enter to post.

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**REIMAGINE JACKSON STREET**  
WHAT'S YOUR VISION?

**REIMAGINE JACKSON STREET**  
¿CUÁL ES SU VISIÓN?

**YOU ARE INVITED! ESTÁ INVITADO!**

**JOIN US ON ÚNASE CON NOSOTROS:**  
TUESDAY, MARCH 22, 5:30 P.M.- 7 P.M.  
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LOCATION  
Brownsville Community Center  
3200 W De Soto Street  
Pensacola, FL 32505

**VIRTUAL OPTION AVAILABLE:**  
www.ReimagineJacksonStreet.com

**inweekly**

Select Page

**Reimagine Jackson Street**

By Tom St. Myer

A master plan for the revitalization of historic West Jackson Street is in the development stages after the community offered its input during a public meeting on Tuesday, March 22, in the Brownsville Community Center. Reimagine Jackson Street is a planning effort between Escambia County and the City of Pensacola, along with their community redevelopment agencies.

West Jackson Street traverses a diverse and predominantly residential community between A Street and Fairfield Drive. The street connects downtown Pensacola and the western portion of Escambia County.

Growth, a lack of adequate sidewalks, crosswalks and other road infrastructure make safety a concern for drivers, pedestrians and bicyclists on the roughly 5.5-mile corridor. Neighbors touched on those topics and cited drainage and lighting issues among other concerns during the meeting.

**REIMAGINE JACKSON STREET**  
WHAT'S YOUR VISION?

**REIMAGINE JACKSON STREET**  
¿CUÁL ES SU VISIÓN?

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**REIMAGINE JACKSON STREET**  
WHAT'S YOUR VISION?

Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA), are partnering to determine a vision for West Jackson Street. The goal of the effort is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable long-term economic redevelopment.

**THE PROJECT LIMITS RUN ALONG WEST JACKSON STREET, BETWEEN A STREET AND FAIRFIELD DRIVE.**

**PROJECT PURPOSE**

Jackson Street is a unique and historic street that traverses a diverse and predominantly residential community. The street connects downtown Pensacola and the western portion of Escambia County.

The City of Pensacola is growing, and more families are choosing to live along Jackson Street. This growth, combined with a lack of adequate sidewalks and crosswalks and other road infrastructure, makes safety a major concern.

The outcome of this project is to incorporate an implementation plan. The plan will include the

**Factsheets**

We used multiple communication tools to reach people. from mailing postcards, regular email updates to social media and press releases.

# What we heard



## List of Community's Needs and Desires collected on various forums

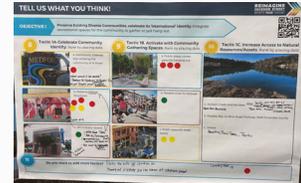
### Public Workshop #1

Over 60 people in-person, 20 online



### Survey

300 people responded online,  
30 people at pop-ups



Full Survey response is on [www.ReimagineJacksonStreet.com](http://www.ReimagineJacksonStreet.com)

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We had an incredible response rate from the community.

At public meeting we had about 80 people.

About 330 responded to the survey

Survey conducted in three languages (English, Spanish, Vietnamese), between 3/21 – 4/13.

Average age was 46-64 years; 53% Live near Jackson Street

## » Your Top Priorities were

1. Safe, Accessible Mobility Opportunities
2. Celebrate, Preserve Community Identity
3. Increase Access to Parks and Open Spaces

Not surprisingly, we heard the same top priorities on the various forum we collected input.

- 1) Safety and Mobility opportunities
- 2) Celebrate the community identity
- 3) Increase access to open spaces

## ➤ 1. Safe, Accessible Mobility Opportunities



✓ **Separated bike facilities** (with green stormwater co-benefits)

When you, the community said safe mobility, they chose we achieve them with separated infrastructure, safe crossing opportunities

## 2. Celebrate, Preserve Community Identity



Plenty of HISTORY IN the NAME of JACKSON Street



- **Preserve Historic Structures**
- **'Tasteful' Art in Community Space**

When the community said preserve community, they want to achieve it by celebrating the historic structure, using Art in community spaces.

### 3. Increase Access to Parks and Open Spaces

Parks for kids on Jackson St.



- Preserve Historic Structures
- 'Tasteful' Art in Community Space



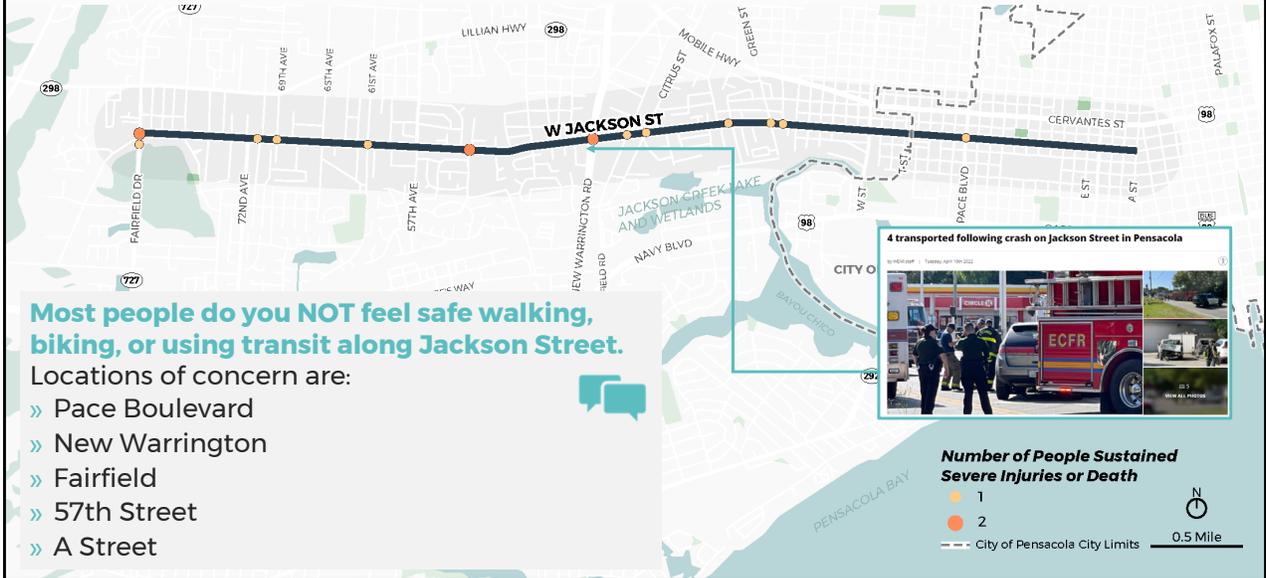
REIMAGINE JACKSON STREET

We heard carve out spaces along the corridor, also provide park spaces for children.

Also, provide mobility and access to Perdido bay on the West, Jackson Creek to the South, and Downtown.

# 1. Safe, Accessible Mobility

## Current State of Safety





## Challenge #1: Operating Speed & Posted Speed Limit

Most drivers travelled 10 to 20mph over posted speed limit

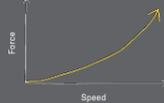
Residents recognize speed is an issue



### How Speed Kills

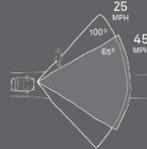
1

Crashes at higher speeds are more forceful and thus more likely to be fatal



2

Drivers traveling at higher speeds have a narrower field of vision



3

Drivers traveling at higher speeds travel further before they can react

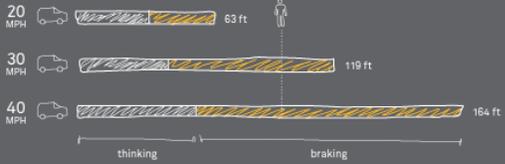


4

Vehicles traveling at higher speeds have longer braking distances

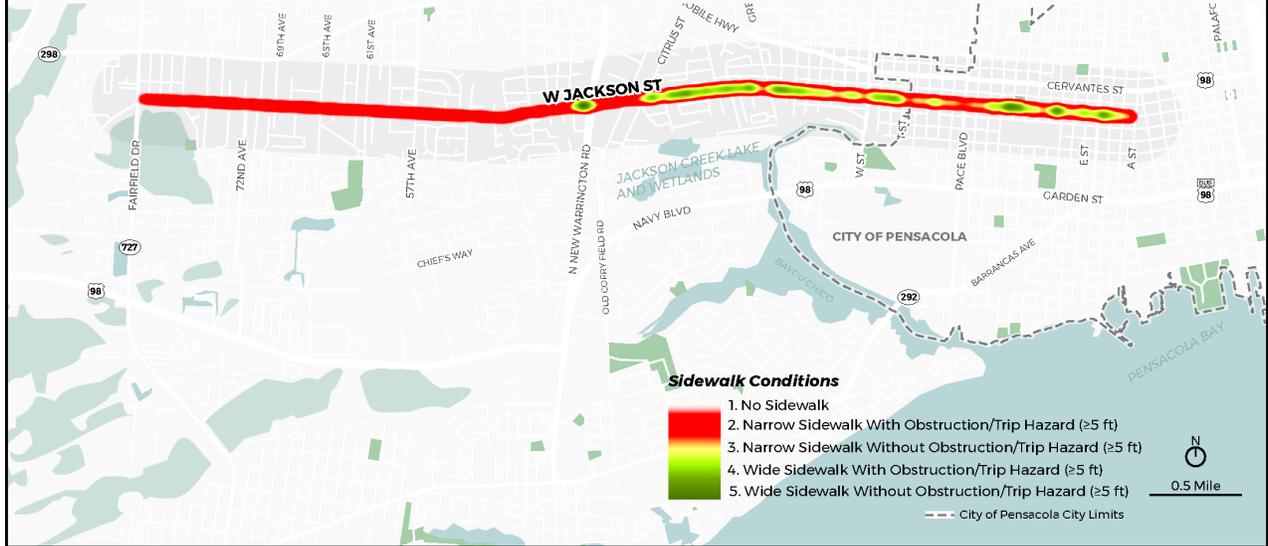


Source: City Limits, NACTO



## Challenge #2: Lack of sidewalks, safe crossings, dedicated bike facilities

57% would like dedicated bike facilities





## Recommendations are based on Proven Countermeasures for Safety

Sources:

**Countermeasures That Work, NHTSA, US DOT**

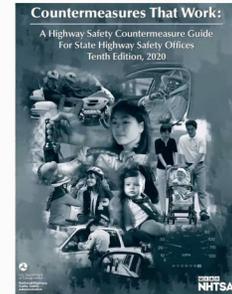
<https://www.nhtsa.gov/>

**National Association of City Transportation Officials (NACTO)**

<https://nacto.org/>

**Crash Modification Factors Clearinghouse**

<https://www.cmfclearinghouse.org/>



## Traffic Recommendations

Traffic operations are unlikely to be significantly impacted with future growth. Also, impact of potential one-way along Cervantes St showed minimal to no impact.

Jackson Street can remain a 2-lane road for foreseeable future. But, **address vehicle speed, people's safety, community livability.**

Implement safety and traffic calming measures

### **1. Throughout Corridor**

- » Reduce posted speed limit

### **2. At intersections**

- » Fairfield Drive, New Warrington Road, Old Corry Field Road, 57th Ave, and 65th Ave.

## 2. Celebrate Community Identity



## Vulnerability for Unintended Consequences

### **Gentrification is defined by the Urban Displacement Project as:**

“a process of neighborhood change that includes economic change in a historically disinvested neighborhood —by means of real estate investment and new higher-income residents moving in – as well as demographic change – not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents.”

### **Risk factors that may increase displacement:**

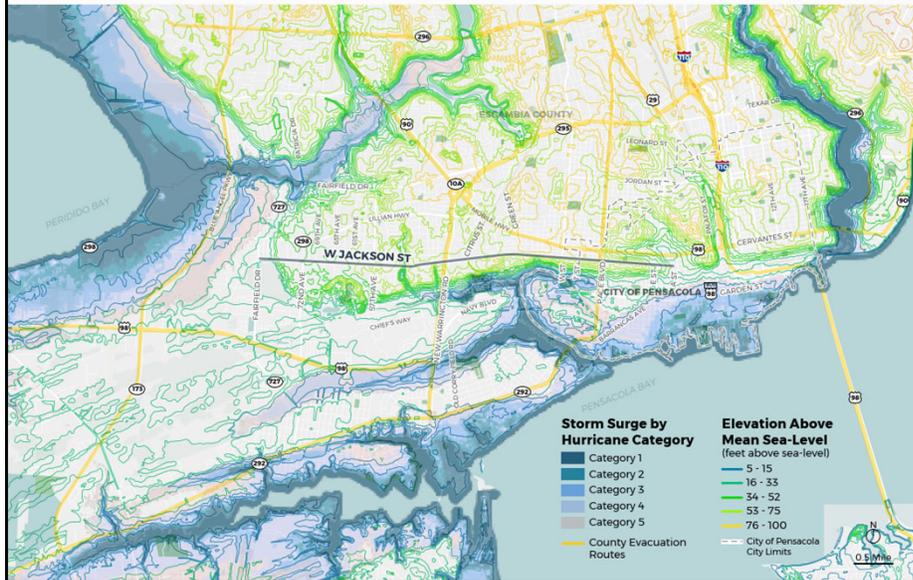
1. Jackson Street Improvements
2. Market-induced pressures
3. Climate Change-induced pressures

Source:

<https://www.urbandisplacement.org/about/what-are-gentrification-and-displacement/>

Possible mitigations for gentrification are grouped by the outcome (1) displacement and lack of building of community wealth. or (2) dilution of neighborhood’s culture and history

## Climate Change-Induced Displacement



**Climate Change impacts will influence property values.** Over time, the impacts will result in some properties more valuable and others less valuable, thereby displacing people.

On the Jackson Street corridor, influencing factors are:

- » Regional current/future flood risk
- » Elevation of the corridor

25

Keenan, Hill, Gumber (2018):

<https://iopscience.iop.org/article/10.1088/1748-9326/aabb32>

Flood risk – storm surge, slr, precipitation

## » Climate Change-Induced Displacement

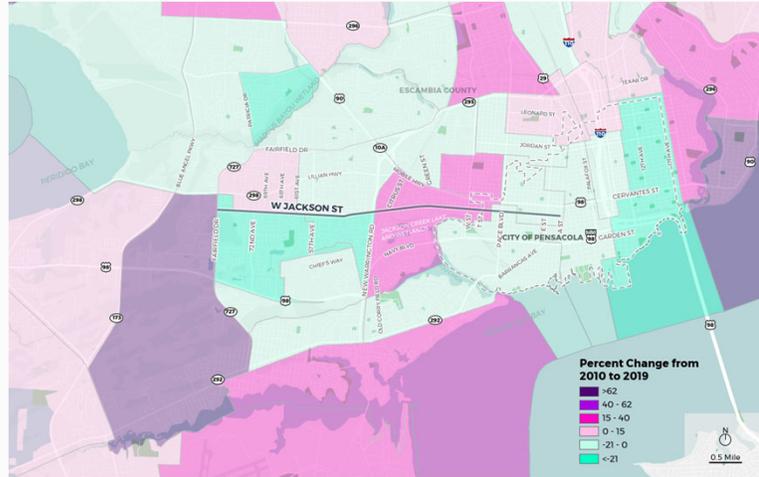
**Gentrification/displacement risk in the eastern area of the corridor, where:**

- » Rents are up,
- » Incomes are up, and
- » The percentage of minority residents is down

**This could be due to:**

- » Natural demographic changes
- » New renters paying more than long-term residents
- » New wealthier, non-minority residents moving in, leading to displacement

**Climate change risk may exacerbate these changes.**



**Percentage change in minority population from 2010 to 2019**

Historical trends (2010-2019) show:

- Increase in median gross rent
- Decrease in rent as a percentage of income
- Decrease in % minority population

## Sensitivity to Displacement/Gentrification

### Mitigation using Policy

**Mitigating displacement:** Some of the below programs already exist through CRAs / state

- » Build and preserve affordable housing
- » Community land trusts
- » Homeownership programs and housing advocates
- » Property tax relief and rent subsidies

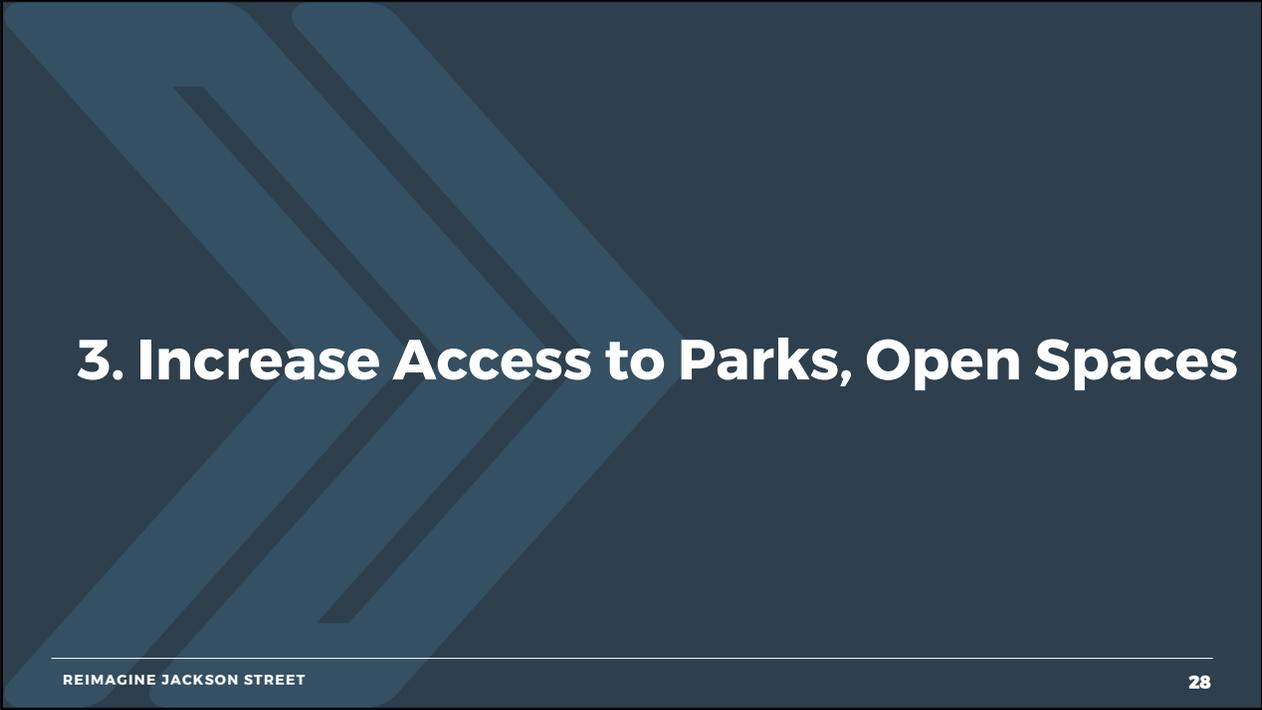
**Mitigating cultural change / lost history:**

- » Creation of cultural acknowledgements
- » Funding for art spaces, community spaces, or historic preservation

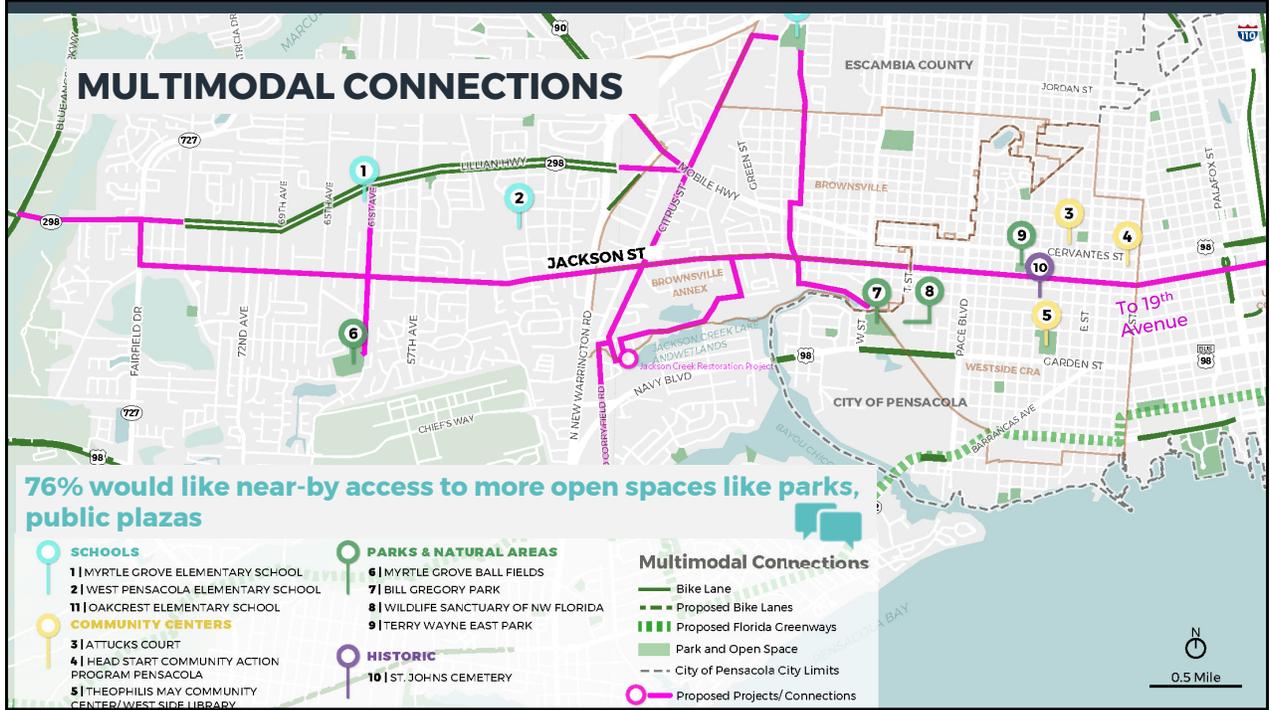
### Mitigation using Proactive Efforts

**Implementing affordable housing construction for City & County CRAs:**

- 1) Partner with faith-based not-for-profit development partners
- 2) Identify and engage Florida-active affordable multi-family housing developers



## **3. Increase Access to Parks, Open Spaces**



## **Public Spaces along Jackson Street**

- » Allocate urban public spaces along the corridor using setbacks at intersections.
- » Coordinate with City, County Park & Recreation Depts to evaluate potential to carve out active spaces within existing sports fields.

# Interactive Workshop



**Recommendation: Implement safety and traffic calming measures at intersections and throughout the entire corridor**

**Consider that unintended consequences when using unproven measures.**

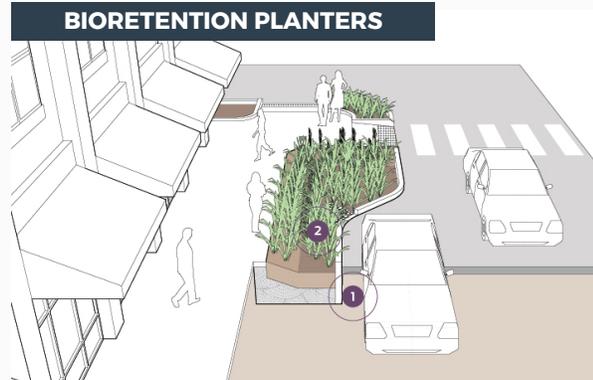
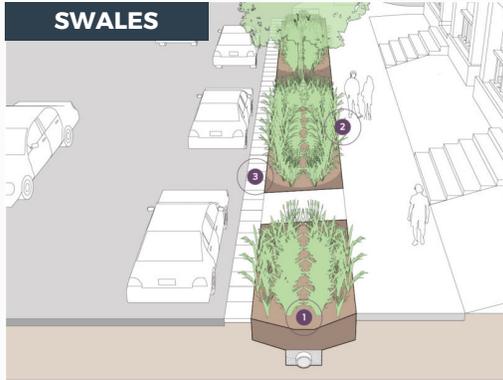
*For example, enforcement is an ineffective countermeasure but negatively impacts communities of color*

**The recommendations presented are based on proven countermeasures for safety & provide co-benefits.**



## Street improvements will provide co-benefits

1. Increases stormwater quality
2. Provides buffer between vehicle and people walking, biking
3. Provides shade
4. Provides habitat for native plants and trees



## Before- After Simulations





# F Street Option A





# F Street Option B





# F Street Option (C)



## » What do you think?



**Option A**

- Love it!
- Neutral
- Dislike



**Option B**

- Love it!
- Neutral
- Dislike



**Option C**

- Love it!
- Neutral
- Dislike



# Grandview Street Option A





# Grandview Street Option B



## » What do you think?



Option A



Option B

Love it!

Neutral

Dislike

Love it!

Neutral

Dislike



# 61st Street Option A





# 61st Street Option B





# 61st Street Option (C)



» What do you think?



Option A

- Love it!
- Neutral
- Dislike



Option B

- Love it!
- Neutral
- Dislike



Option C

- Love it!
- Neutral
- Dislike



## Major Intersection Improvement Options

1. Roundabout
2. Geometric/Signal improvements
3. Do Nothing

## Option A: Two-lane Roundabout



- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

### BENEFITS

SAFETY: ★★★★★

COST EFFECTIVE: ★☆☆

TRAFFIC OPERATIONS: ★★★★★

CO-BENEFITS: ★★★★★



## Option B: Signal & Geometric Improvements



- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads
- Increases safety of intersection without completely rebuilding

### BENEFITS

SAFETY: ★★☆☆

COST EFFECTIVE: ★★☆☆

TRAFFIC OPERATIONS: ★★☆☆

CO-BENEFITS: ★★☆☆

## ➤ Option C: Do Nothing



- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

### BENEFITS

SAFETY: ★☆☆

COST EFFECTIVE: ★★★

TRAFFIC OPERATIONS: ★★★

CO-BENEFITS: ★☆☆

## » What do you think?



**Option A : 2-lane roundabout**

- Love it!
- Neutral
- Dislike



**Option B : Signal/geometric improvements**

- Love it!
- Neutral
- Dislike



**Option C : Do nothing**

- Love it!
- Neutral
- Dislike



## Minor Intersection Improvement Options

1. Compact roundabout
2. Crosswalk enhancements
3. 4-Way Stop

## Option A: Compact Roundabout



- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

### BENEFITS

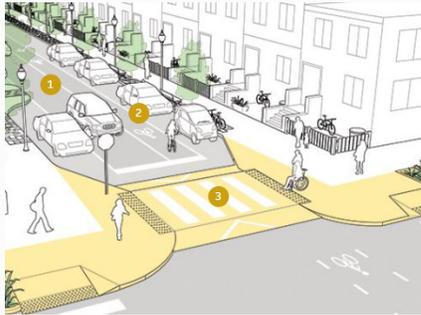
SAFETY: ★★★★★

COST EFFECTIVE: ★☆☆☆☆

TRAFFIC OPERATIONS: ★★★★★

CO-BENEFITS: ★★★★★

## Option B: Crosswalk Enhancements



- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

### BENEFITS

SAFETY: ★★ ★

COST EFFECTIVE: ★★ ★

TRAFFIC OPERATIONS: ★★ ★

CO-BENEFITS: ★ ★ ★

## ➤ Option C: 4-Way Stop Control



- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of traffic volumes

### BENEFITS

SAFETY: ★★★★★

COST EFFECTIVE: ★★★★★

TRAFFIC OPERATIONS: ★☆☆☆☆

CO-BENEFITS: ★☆☆☆☆

REIMAGINE JACKSON STREET

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## » What do you think?



**Option A : Compact Roundabout**

- Love it!
- Neutral
- Dislike



**Option B : Crosswalk enhancements**

- Love it!
- Neutral
- Dislike



**Option C : 4-way stop control**

- Love it!
- Neutral
- Dislike

## Segment Improvements Options

1. Mid-block crossings refuge islands
2. Rectangular rapid-flashing beacons (RRFB)
3. Chicanes

## » Segment treatments

### » Mid-block crossing with refuge island



- Improves safety by increasing car yielding to crossing pedestrians
- Acts as street calming, reducing vehicle speeds
- Co-benefits for placemaking and stormwater-management

#### BENEFITS

SAFETY: ★★★★★

COST EFFECTIVE: ★★★☆☆

TRAFFIC OPERATIONS: ★★★★★

CO-BENEFITS: ★★★★★

## » Segment treatments

### » Rectangular Rapid-Flashing Beacons (RRFB)



- Increases driver awareness at crosswalks
- Safe and improves yielding rate for cars
- Does not slow traffic overall

#### BENEFITS

SAFETY: ★★★★★

COST EFFECTIVE: ★★★★★

TRAFFIC OPERATIONS: ★★★★★

CO-BENEFITS: ★☆☆☆☆

## » Segment treatments

### » Chicanes



- Acts as street calming, reducing vehicle speeds
- Co-benefits for stormwater management, trees, or other amenities

#### BENEFITS

SAFETY: ★★☆☆

COST EFFECTIVE: ★☆☆☆

TRAFFIC OPERATIONS: ★★☆☆

CO-BENEFITS: ★★☆☆

## » What do you think?

**Mid-block crossing with  
refuge island**



Love it!

Neutral

Dislike

**Rectangular Rapid Flashing  
Beacon (RRFB)**



Love it!

Neutral

Dislike

**Chicanes**

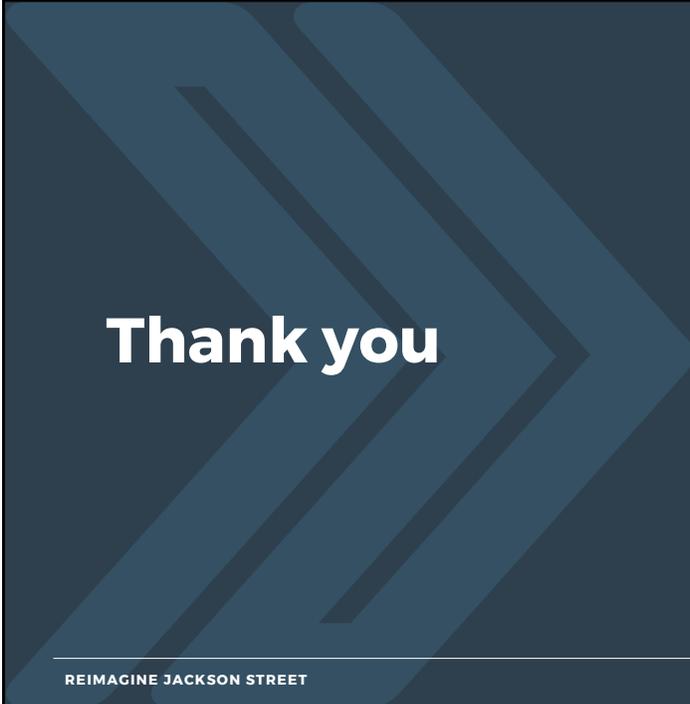


Love it!

Neutral

Dislike





**Thank you**



## Impact from Cervantes Blvd Analysis

- » Sensitivity analysis studied how much traffic would need to divert to Jackson Street
  - » Based on potential diversion traffic if other road diets are performed in the area
  - » Intersections at W Street, Pace Blvd, and A Street were analyzed with recommended improvements
  
- » Results indicated that to experience LOS F, traffic volumes need to increase:
  - » **80% increase** at W Street and Pace Blvd
  - » **30% increase** at A Street if 4-way stop
  - » **130% increase** at A Street if roundabout

# Market Recommendations



## Along commercial intersections PC11 PC12

1. **Retail:** Approx. 250,000 sq ft over 10 years (about 3 Targets)
2. **Hotels:** Approximately 1,500 new rooms over 10 years (about 7 Hilton Garden Inns)
3. **Apartments:** Approximately 1,000 new units (about 5 buildings at 3-4 stories each)

*Do not plan for any significant new office towers or industrial/warehouse developments*

<p><b>SCHOOLS</b></p> <ul style="list-style-type: none"> <li>1 MYRTLE GROVE ELEMENTARY SCHOOL</li> <li>2 WEST PENSACOLA ELEMENTARY SCHOOL</li> </ul> <p><b>COMMUNITY CENTERS</b></p> <ul style="list-style-type: none"> <li>3 ATTUCKS COURT</li> <li>4 HEAD START COMMUNITY ACTION PROGRAM PENSACOLA</li> <li>5 THEOPHILUS MAY COMMUNITY CENTER/ WEST SIDE LIBRARY</li> </ul>	<p><b>PARKS &amp; NATURAL AREAS</b></p> <ul style="list-style-type: none"> <li>6 MYRTLE GROVE BALL FIELDS</li> <li>7 BILL GREGORY PARK</li> <li>8 WILDLIFE SANCTUARY OF NW FLORIDA</li> <li>9 TERRY WAYNE EAST PARK</li> </ul> <p><b>HISTORIC</b></p> <ul style="list-style-type: none"> <li>10 ST. JOHNS CEMETERY</li> </ul>	<p><b>Study Area Segments</b></p> <ul style="list-style-type: none"> <li>Segment 1</li> <li>Segment 2</li> <li>Segment 3</li> <li>1/4 Mile Radius</li> <li>CRA Boundaries</li> <li>City of Pensacola City Limits</li> </ul>
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## Slide 64

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- PC10**    [@Waldt, Peter], can you confirm if the recommendation is at key intersections, an dnot through the entire corridor?  
Prince, Catherine, 5/18/2022
- PC11**    message language  
Prince, Catherine, 5/23/2022
- PC12**    remove slide for public meeting  
Prince, Catherine, 5/23/2022

## Sensitivity to Unintended Consequences - Gentrification

### Mitigation using Policy

**Mitigating displacement:** Some of the below programs already exist through CRAs / state

- » Build and preserve affordable housing
- » Community land trusts
- » Homeownership programs and housing advocates
- » Property tax relief and rent subsidies

**Mitigating cultural change / lost history:**

- » Creation of cultural acknowledgements
- » Funding for art spaces, community spaces, or historic preservation

### Mitigation using Proactive Efforts

**Implementing affordable housing construction for City & County CRAs:**

- 1) Partner with faith-based not-for-profit development partners;
- 2) Identify and engage Florida-active affordable multi-family housing developers;

A two-prong approach for site selection:

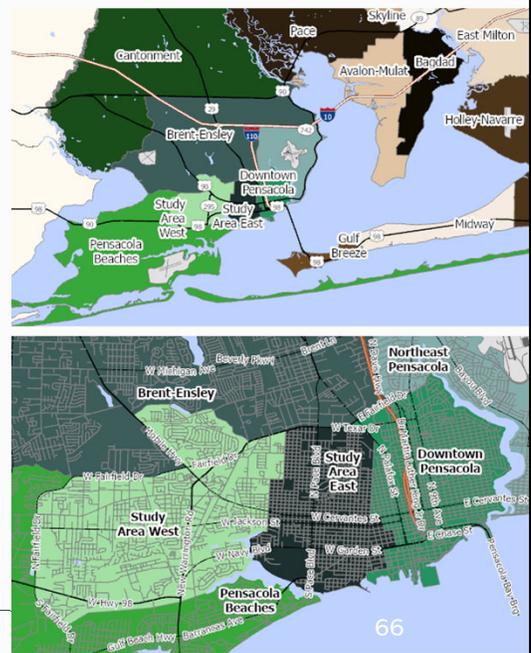
- » Vacant single-family lots along Jackson/298A that could lend themselves to a Pensacola Habitat for Humanity model
- » Approx. 14 sites may lend themselves to multi-family housing and proximate to 10 faith-based institutions along the corridor

## Overview

- Looking at the history of growth in Escambia County to understand where new buildings are most likely to be built
- Brent and Ensley have attracted the most new buildings over the last 20 years
- Although less in-demand, the Jackson Street Corridor has seen some new hotels, retail stores, and apartment buildings
- Most likely new building within the study area are hotel, apartment, and supporting ground-floor retail
- The historical pace of annual growth for five land use types:

Hospitality	Multi-Family	Retail	Office	Industrial
4.3%	2.0%	2.4%	1.3%	0.1%

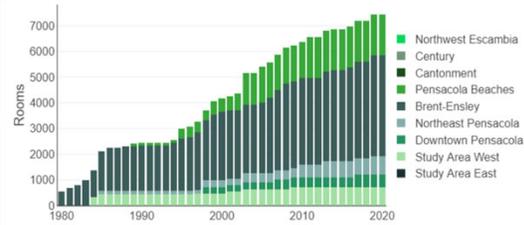
REIMAGINE JACKSON STREET



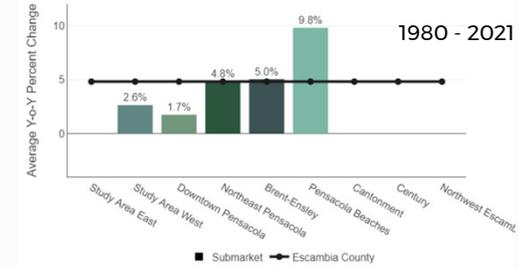
## Methodology

- Market Projection means looking to the past to see what pace of growth has been, then measuring how far we'll get if we continue at a similar pace for the next 30 to 40 years
- The future isn't set in stone, so we're looking at a range based on growth rates that might be slightly faster or slower in comparison to the last 40 years
- Policy changes to development rules and zoning would have some effect on when and where new building occurs
- But policy changes are unlikely to affect the large trends: how many people will move to/from Pensacola, which kinds of businesses will grow and which kinds will shrink, whether people come back to offices or stay remote, and so on

Hotel Rooms in Escambia County 1980-2021



Comparative Average Annual Growth in Hotel Rooms 1980 - 2021







## Survey Summary

**Tell us in a few words what you enjoy most about Jackson Street.**

- 1. Historic homes and neighborhoods**
- 2. Tree canopy**
- 3. Diversity**

**Tell us in a few words what you would like to change on Jackson Street the most.**

- 1. Safety and security**
  - Lighting
  - Law enforcement presence
  - Pedestrian safety
- 2. More parks**
- 3. Affordable housing**

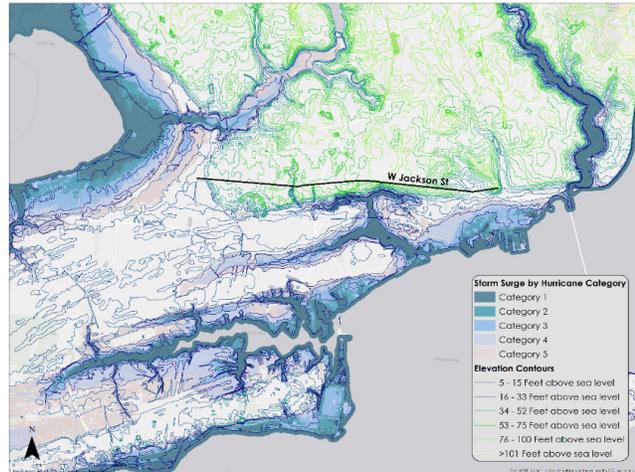
## » What is Climate Gentrification?

- » Climate impacts will influence property values, making some properties more valuable and others less valuable over time (Keenan, Hill, Gumber, 2018)

### Considerations for the Jackson Street corridor

- » Regional current/future flood risk
- » Elevation of the corridor

Storm surge projections in the corridor



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Keenan, Hill, Gumber (2018):

<https://iopscience.iop.org/article/10.1088/1748-9326/aabb32>

Flood risk – storm surge, slr, precipitation

## » Climate Gentrification Risk on Jackson Street

- » Area of concern on the eastern portion of the corridor study area
- » Historical trends from 2010-2019 indicate that people of lower incomes are displaced. Indicators are
  - » Increase in median gross rent
  - » Decrease in rent as a percentage of income
  - » Decrease in % minority population
  - » Decrease in zero car households

**Climate change risk may exacerbate these changes**

