

REIMAGINE Jackson Street

Recommendations

August 2023



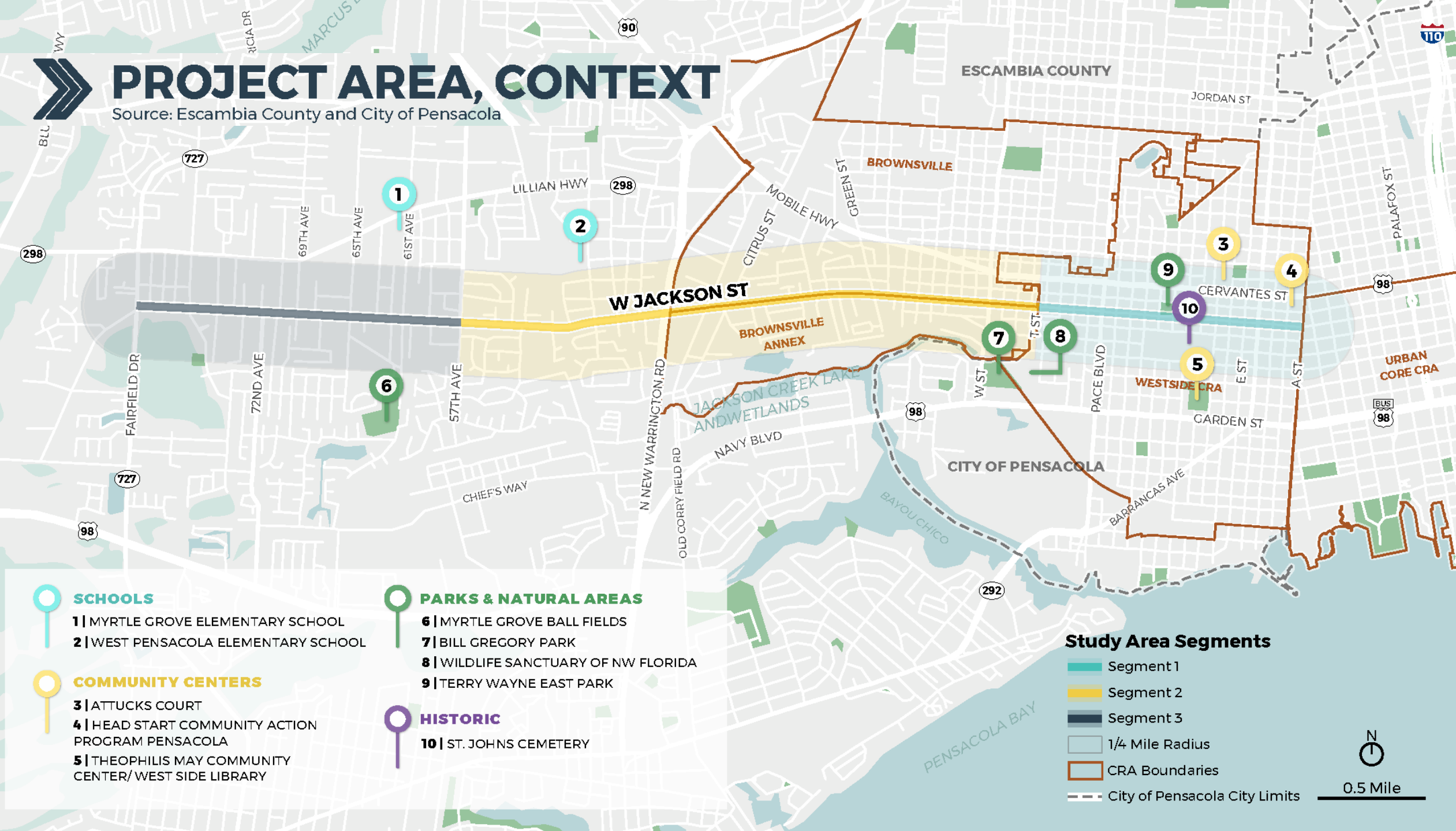
» TODAY'S AGENDA

- 1 Project Introduction
- 2 What We Heard from the Community
- 3 Recommendations
- 4 Cost Estimates, Grant Funding



PROJECT AREA, CONTEXT

Source: Escambia County and City of Pensacola



Current State of Safety



» PROJECT PHASES

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



**Community
Vision &
Implementation
Master Plan**

**Allocate/Apply
for Funding**

**Engineering
Design**

Construction

**Phase 1
Year 2022**

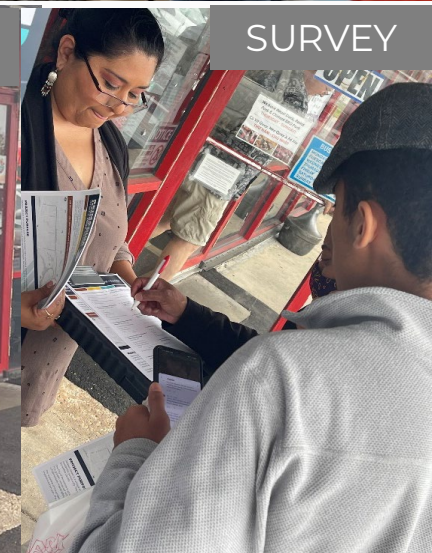
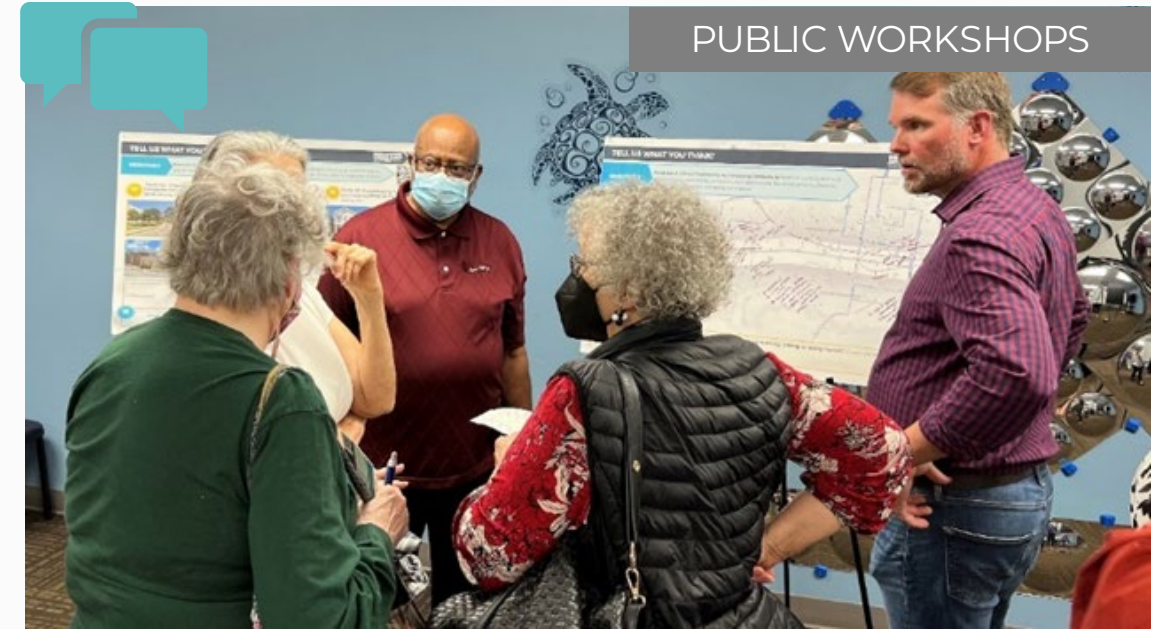
**Phase 2
Estimated Year
2023**

To be
determined

To be
determined

TOP COMMUNITY PRIORITIES

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





ROUNDBABOUTS AT MAJOR INTERSECTIONS

#1. Safe Accessible Mobility Opportunities

Major Intersection Treatment Options

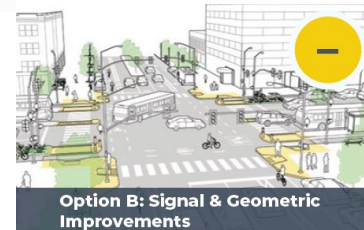
✓ Best – Medium ✗ Low



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

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★☆☆	★★★★	★★★★



Option B: Signal & Geometric Improvements

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

SAFETY	COST	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

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆☆	★★★★	★★★★	★★☆☆

Minor Intersection Treatment Options

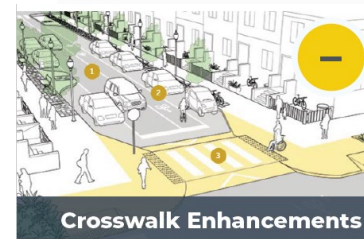
✓ Best – Medium ✗ Low



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

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★☆☆	★★★★	★★★★



Crosswalk Enhancements

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

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★☆☆	★★★★	★★☆☆



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 other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★★★	★★☆☆	★★☆☆

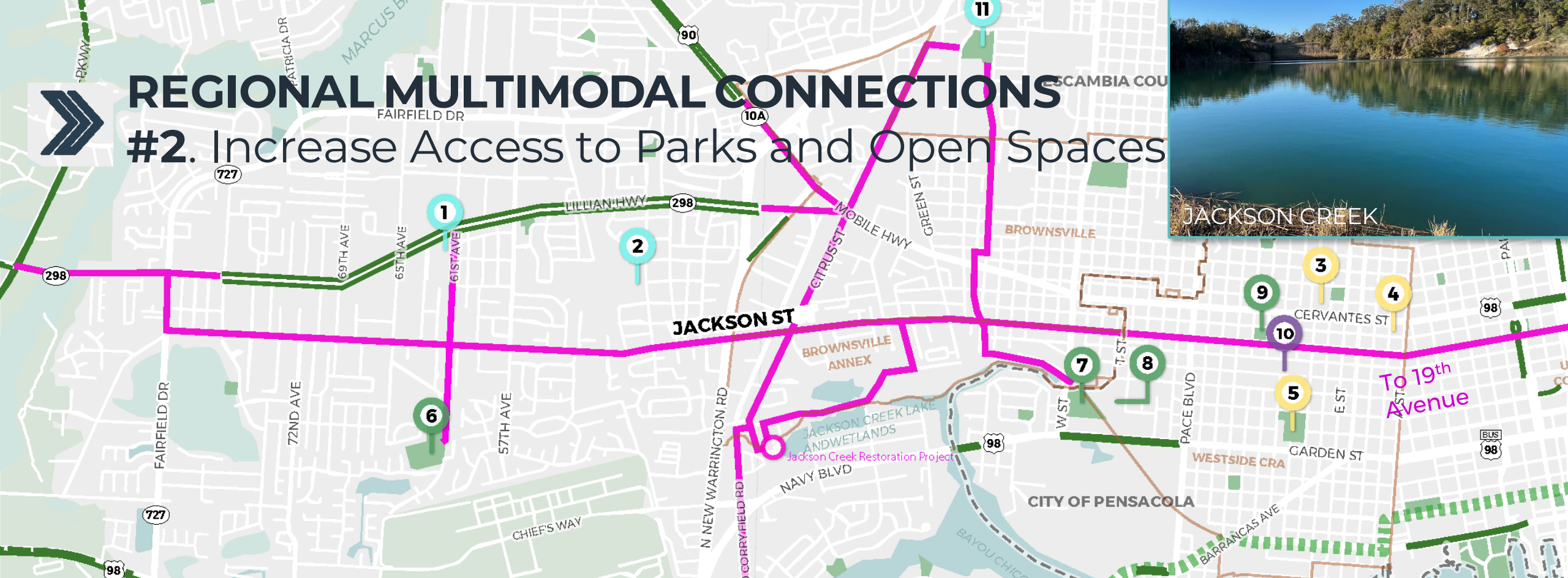


REGIONAL MULTIMODAL CONNECTIONS

#2. Increase Access to Parks and Open Spaces



JACKSON CREEK



76% would like near-by access to more open spaces like parks, public plazas



SCHOOLS

- 1 | MYRTLE GROVE ELEMENTARY SCHOOL
- 2 | WEST PENSACOLA ELEMENTARY SCHOOL
- 11 | OAKCREST ELEMENTARY SCHOOL



COMMUNITY CENTERS

- 3 | ATTUCKS COURT
- 4 | HEAD START COMMUNITY ACTION PROGRAM PENSACOLA
- 5 | THEOPHILIS MAY COMMUNITY CENTER/ WEST SIDE LIBRARY



PARKS & NATURAL AREAS

- 6 | MYRTLE GROVE BALL FIELDS
- 7 | BILL GREGORY PARK
- 8 | WILDLIFE SANCTUARY OF NW FLORIDA
- 9 | TERRY WAYNE EAST PARK



HISTORIC

- 10 | ST. JOHNS CEMETERY

Multimodal Connections

- Bike Lane
- Proposed Bike Lanes
- Proposed Florida Greenways
- Park and Open Space
- City of Pensacola City Limits
- Proposed Projects/Connections

Transit Improvements

- Install bus shelters
- On-demand transit serving east end of corridor & downtown



0.5 Mile

» #3. CELEBRATE, PRESERVE COMMUNITY IDENTITY

- Preserve historic assets
- Celebrate the cultural history of the community
- Establish additional affordable housing investments





F Street intersection



EXISTING



PROPOSED



Grandview Street intersection



EXISTING

PROPOSED



61st Street intersection



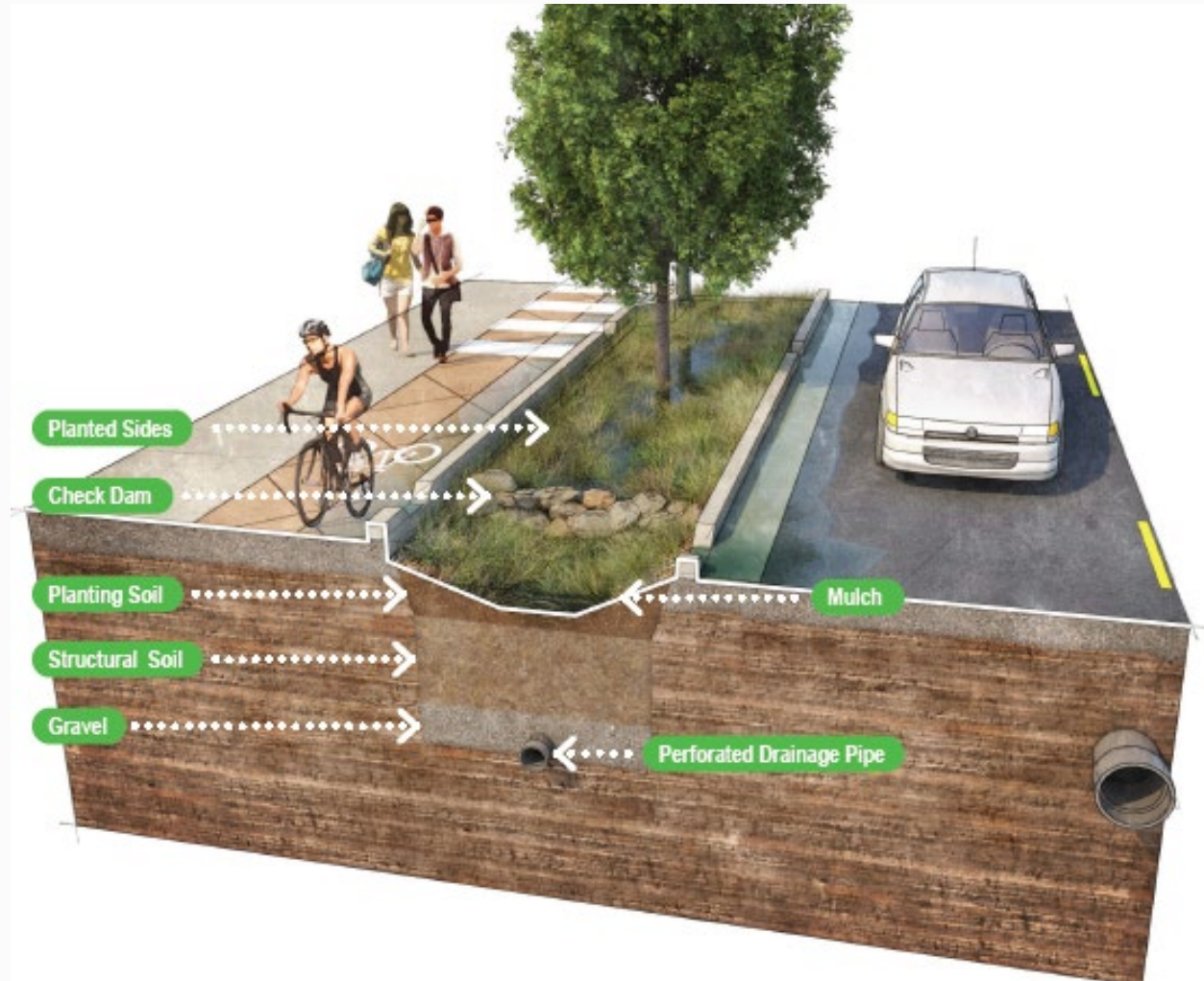
EXISTING



PROPOSED



IMPROVEMENTS WITH CO-BENEFITS, ONE-DIG SOLUTIONS TO INVEST IN NEW UNDERGROUND UTILITIES





NEXT STEPS

Apply for Grant Funding,
Identify Local Match

	Engineering Design Cost
Segment 1	\$938,000
Segment 2	\$1,868,000
Segment 3	\$2,576,000
Fairfield Drive (FDOT)	\$42,000
New Warrington Road (FDOT)	\$19,120
Pace Boulevard (FDOT)	\$150,000

Eligible Federal Grants	Engineering Design	Match Required?
RAISE , U.S. Dept of Transportation (USDOT)	YES	YES
PROTECT , U.S. Dept of Transportation (USDOT)	YES	YES
Surface Transportation Block Grant , USDOT	YES	YES
Safe Streets for All (SS4A) , USDOT	YES	YES
Healthy Streets Program , USDOT	<i>New program TBD</i>	YES
Safeguarding Tomorrow Revolving Loan Fund Program , Federal Emergency Management Agency	YES	<i>New program TBD</i>

Questions