



South Santa Rosa Bicycle-Pedestrian Plan



Approved: August 27, 2015

PREPARED FOR SANTA ROSA COUNTY BOARD OF COUNTY COMMISSIONERS
BY WEST FLORIDA REGIONAL PLANNING COUNCIL IN CONJUNCTION WITH
SANTA ROSA COUNTY DEVELOPMENT SERVICES

For information regarding this document, please contact:

Kristen A. Shell, AICP | Senior Planner

Santa Rosa County Development Services

6051 Old Bagdad Highway, Suite 202 | Milton, FL 32583

South End Phone (MWF) 850-983-1816 | North End Phone (TTH) 850-981-7078 | Fax: (850) 983-9874

KristenS@santarosa.fl.gov

The preparation of this report has been financed through grant funding from the Department of Economic Opportunity.





TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
TASK ONE: CITIZEN PARTICIPATION	4
TASK TWO: IDENTIFICATION OF GOALS AND PRIORITIZATION OBJECTIVES	5
RANKING INFRASTRUCTURE IMPROVEMENTS	7
PRIORITIZED GOALS	15
TASK THREE: EXISTING AND PLANNED BICYCLE/PEDESTRIAN FACILITIES ANALYSIS	16
PLANNED PROJECTS	18
ANALYSIS OF PROPOSED AND PLANNED PROJECTS	20
TASK FOUR: BICYCLE LOOP OR CORRIDOR IDENTIFICATION	22
US 98 CORRIDOR AND ASSOCIATED TRAFFIC AND SAFETY ISSUES	22
ANALYSIS OF ALTERNATIVES BASED ON IDENTIFIED GOALS AND OBJECTIVES	23
PRELIMINARY FEASIBILITY ANALYSIS OF RECREATIONAL LOOPS A AND B	25
TASK FIVE: ADDITIONAL BICYCLE/PEDESTRIAN STRATEGIES AND RECOMMENDATIONS	29
WHAT ARE SEPARATED BIKE LANES?	30
TASK SIX: FUNDING SOURCES	33
FEDERAL FUNDING SOURCES	33
OTHER FEDERAL FUNDING	35
STATE FUNDING SOURCES.....	36
PRIVATE FUNDING SOURCES	36
LOCAL FUNDING SOURCES	38
CONCLUSION	40
APPENDICES	
SURVEY RESULTS	A
SURVEY COMMENTS AND SOCIAL MEDIA POSTS	B
SURVEY	C
FINAL RANKING TABLE	D
MAPS	E
EXISTING FACILITIES MAP	
CITIZEN-GENERATED PROJECTS MAP	
HIGHEST SCORING PROJECTS MAP	
RECREATIONAL LOOPS A & B MAP	



EXECUTIVE SUMMARY

Santa Rosa County obtained a grant from the Florida Department of Economic Opportunity to develop a much-needed bicycle and pedestrian master plan for the unincorporated area of the south end of Santa Rosa County. In October 2014, the county contracted with the West Florida Regional Planning Council to provide the technical assistance for the development of this plan. The overarching goals of the South Santa Rosa Bicycle-Pedestrian Plan are to:

- provide a mapped bicycle loop route and/or grid that is both an alternative to automobile travel on US 98 as well as a quality of life and tourism enhancing recreational route;
- analyze existing bicycle/pedestrian plans to determine priorities based on identified goals and appropriate linkages;
- integrate transportation and land use decisions and identify funding strategies for the development of the plan.

This plan incorporates bicycle and pedestrian improvements, both identified and existing, and promotes connectivity between the systems while seeking to improve overall bicycle and pedestrian safety along the US 98 corridor. This plan synthesizes the various bicycle and pedestrian activities related to multi-modal mobility, quality of life, tourism promotion, safety, connectivity, health, education, and environmental concerns. It identifies 18 segments of two recreational loops, detailing needed projects and status of pending projects, as well as recommends eight strategies to further our objectives.

- Signage
- Ensure that the Loops Accommodate All Users
 - Maintenance
 - Bicycle Counters
- Marketing for Tourism and Economic Development
- Education and Safety Programs
- State and Federal Alignment



TASK ONE: CITIZEN PARTICIPATION

A web site, online survey and Facebook page were created for gathering feedback and sharing information on existing bicycle-pedestrian facilities, crash data and project ideas.

In November 2014, a series of public meetings was held to gather public feedback. The citizen comments are summarized below with corresponding survey result charts. Complete survey results are available in **Appendix A** and a full listing of comments can be found in **Appendix B**.

A second series of meetings in February completed the citizen participation process. Citizens who attended meetings, subscribed online or through Facebook, or completed a survey were notified so they could be updated on the project status. During these meetings, participants were given the opportunity to provide feedback on the prioritization methodology.



FACEBOOK.COM/SSRBPP

- THREE PUBLIC WORKSHOPS
- 63 CITIZENS IN ATTENDANCE
- 388 FACEBOOK FANS TO DATE
- WEB SITE - WWW.SSRBPP.ORG
- 199 COMPLETED SURVEYS
- 164 EMAIL SUBSCRIBERS

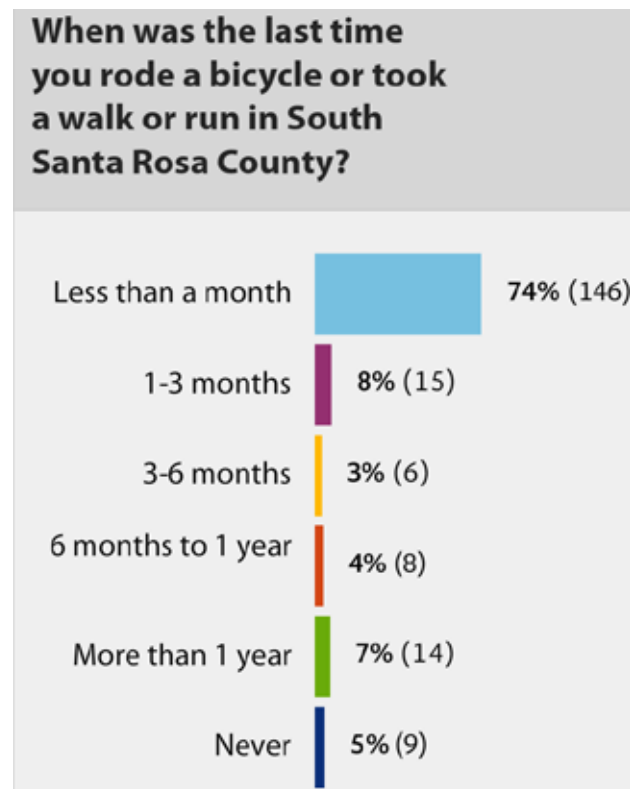
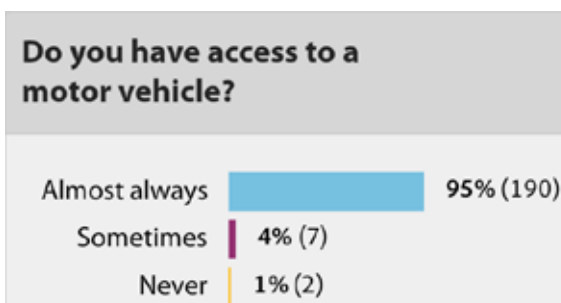
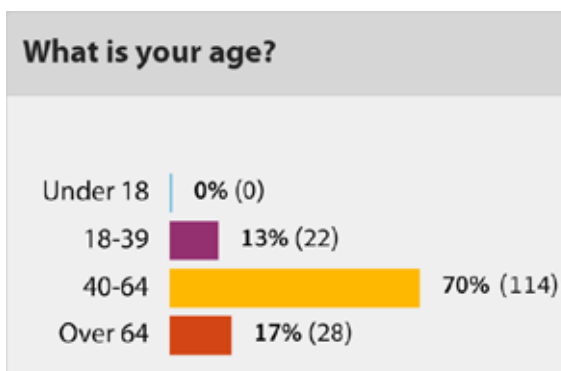
TASK TWO: IDENTIFICATION OF GOALS AND PRIORITIZATION OF OBJECTIVES

“Significant public investment in pedestrian and bike infrastructure will correspondingly significantly enhance the quality of life for the citizens and visitors in South Santa Rosa County. A community’s high quality of life has been proven to be the single most important driver of economic and job development in Santa Rosa County over the last 30 years. It’s why company owners want to bring their operations and employees families into our county... north or south end!”

SURVEY RESULTS SUMMARY

A survey (Appendix C) was developed and promoted through Facebook, public meetings and the web site, to identify pedestrian and bicycle related goals. The survey was available online throughout the extent of the plan development and hard copies were given out at all public meetings.

Of the survey respondents’ demographics and background, most are ages 40-64 and have walked/bicycled in the study area in the previous month. The vast majority (95 percent) almost always have access to a motor vehicle, 77 percent live within the study area, and 58 percent are employed outside of the home.

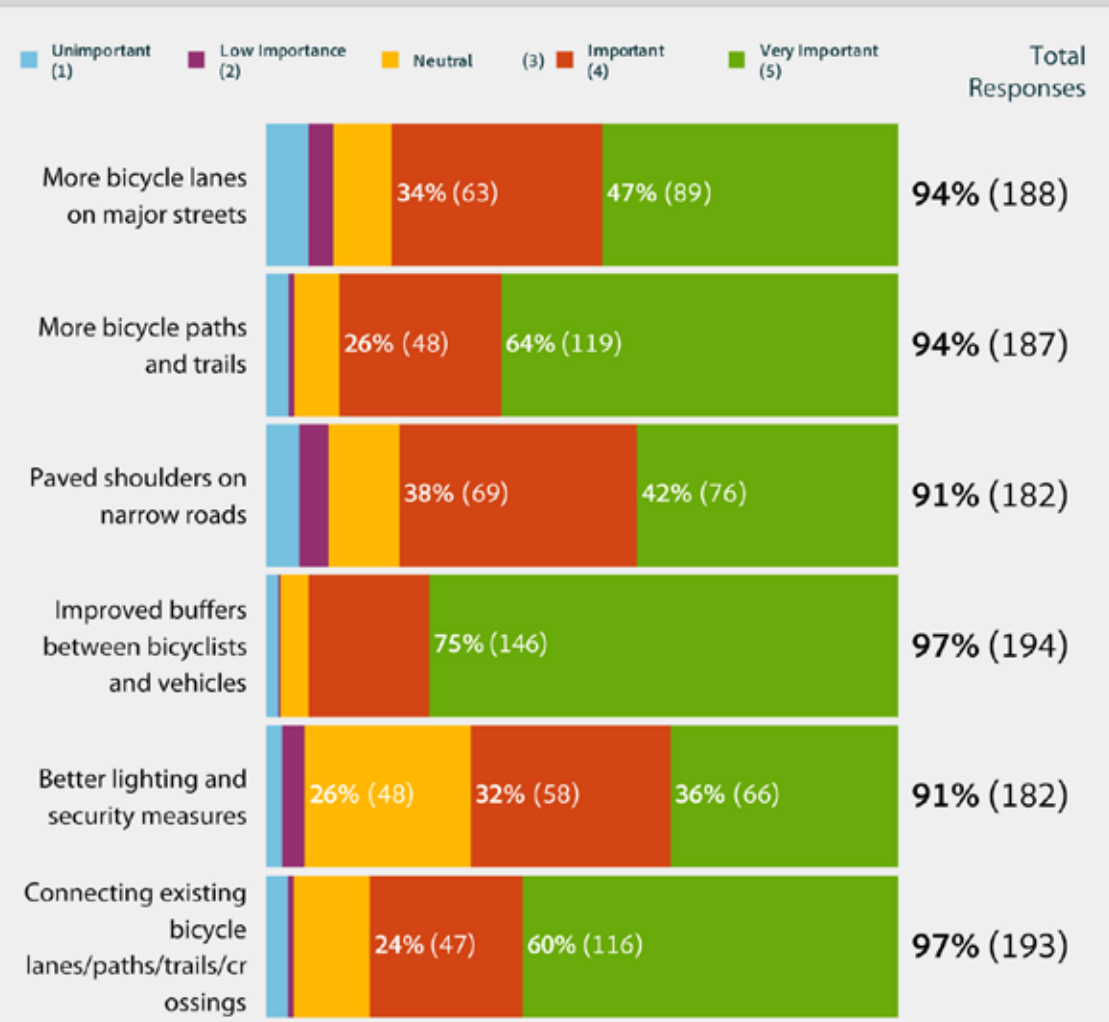




BICYCLE

When asked about ranking potential bicycle infrastructure improvements, respondents ranked “improved buffers between bicyclists and vehicles” the highest with 75 percent saying it is very important. “More paths and trails” and “more connections” ranked the next highest while “paved shoulders on narrow roads” and “better lighting and security measures” ranked the lowest.

Rank potential bicycle infrastructure improvements in South Santa Rosa County.

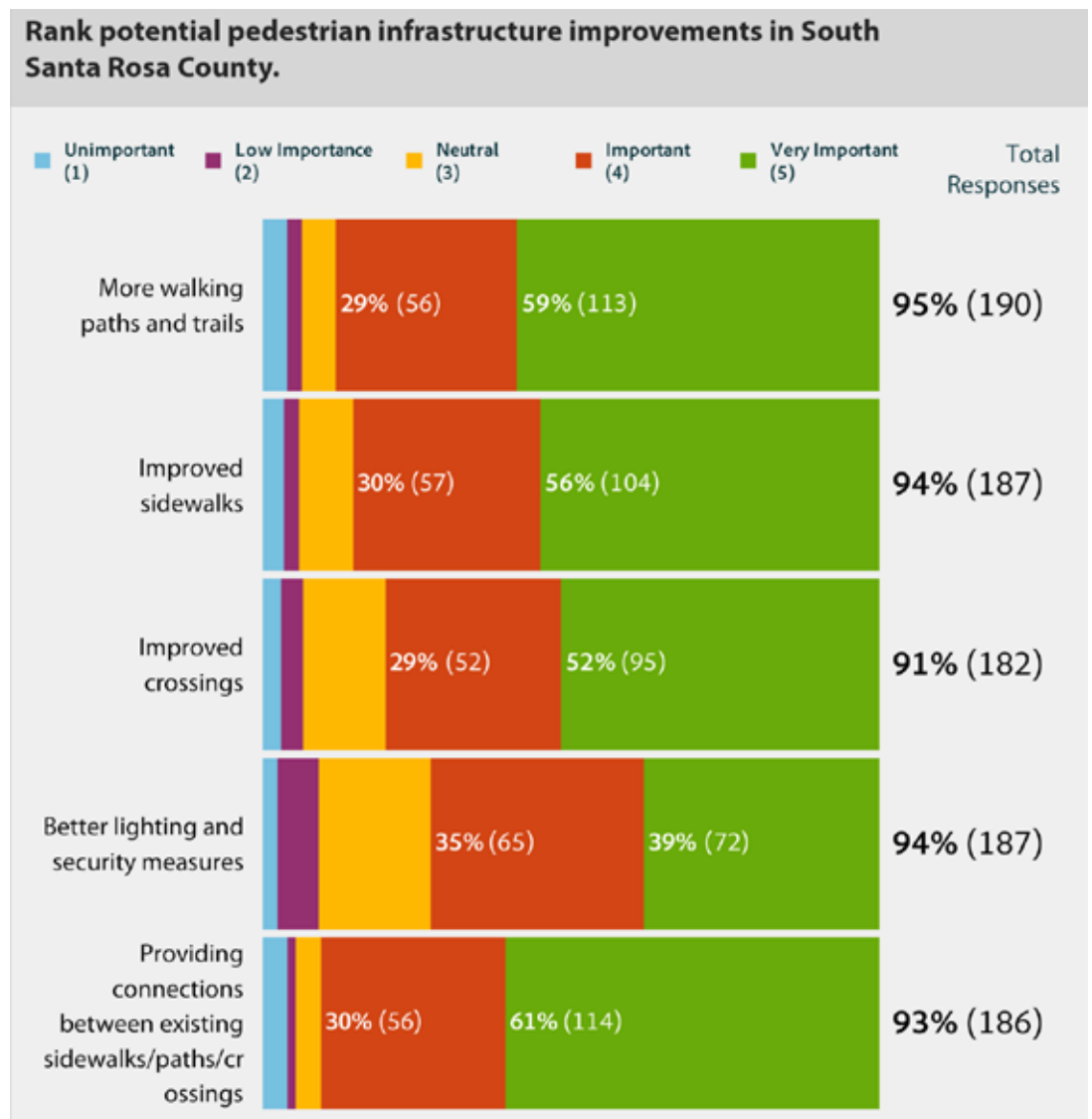


“I work just over a mile from my house. I would ride my bicycle much more frequently if I did not have to travel down Bay Street at a busy time. There is no bicycle trail at all, and the road is too narrow, with dangerous drop off shoulders on both sides.”

Ranking infrastructure improvements

PEDESTRIAN

Majority of respondents ranked all pedestrian infrastructure improvements as very important with the exception of “Better lighting and security measures”. This may be because they feel safe and/or they do not walk at night when lighting would be an issue. “Providing connections between existing sidewalks/paths/crossings” and “More walking paths and trails” received the highest number of votes for being important and very important.

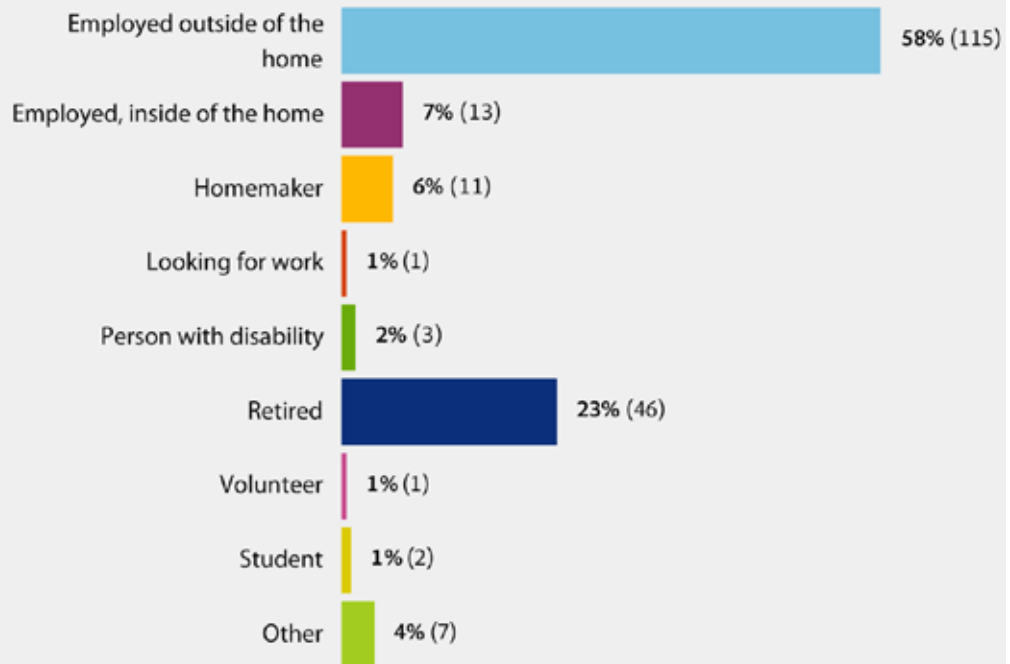


“We need more nature walks in Navarre, maybe up 87 around East River, or the few creeks we have. Nature is the cure to our stressful lives and better health for our community. I would love to have a beautiful nature trail in Navarre without having to drive 30 minutes in each direction to get to one.”

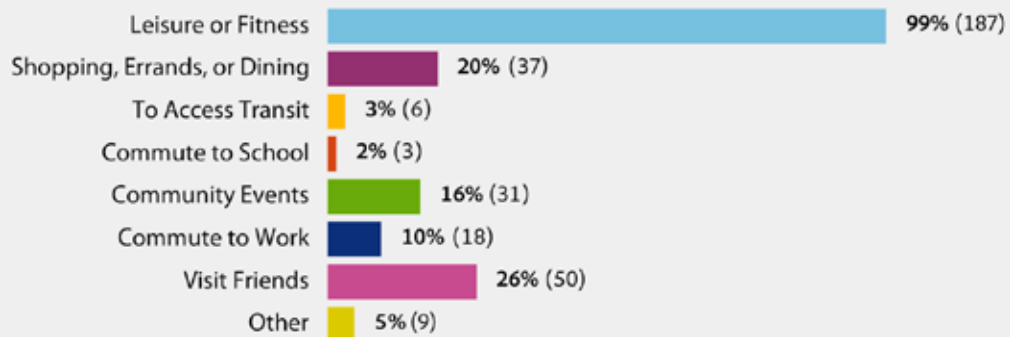
To ensure the respondents were a good representation of the area, there were asked questions related to their demographics and background with bicycle and pedestrian activities.



How would you describe yourself?



Why do you ride a bicycle?



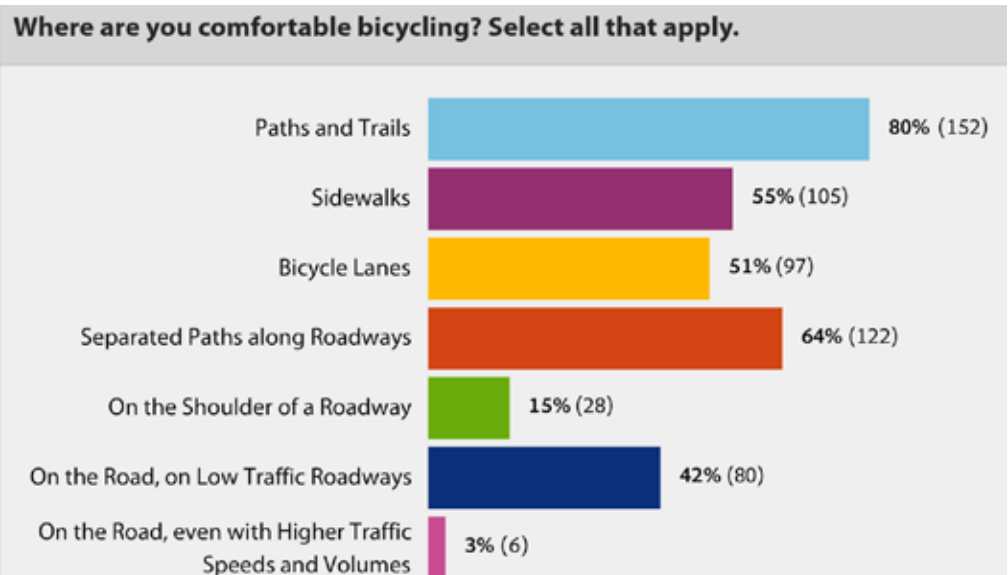
BICYCLING BACKGROUND

To get an idea of the level of bicycling comfort and experience, respondents were asked to categorize themselves as one of the “four types of cyclists,” as developed and defined by the Portland Office of Transportation (Geller): “The Strong and The Fearless,” “Enthusied and Confident,” “Interested but Concerned,” and “No Way, No How.” Most ranked in the middle two categories of “Interested but Concerned” and “Enthusied and Confident,” while only two percent said “No Way, No How.” Also, almost all respondents (99 percent) reported cycling for leisure or fitness, while accessing transit and commuting to school or work received the lowest number of responses.

The “four types” categorization was developed in 2005, by the city of Portland to better understand what types of infrastructure the city needed to dramatically increase bicycle use. The goal in developing this typology was to better understand the market for bicycle transportation (Geller). In Santa Rosa County, survey respondents identified themselves predominately (79 percent) in either the “Interested but Concerned” or “Enthusied but Confident” categories. The basic assumption for the “Interested but Concerned” group is “that under conditions where people feel safe and where bicycling makes sense, they will ride...but they are afraid.” For the “Enthusied but Confident” category they are less afraid, but prefer to ride on their own facilities such as bike lanes. These classifications represent important considerations in determining the type of cycling infrastructure to install. In Santa Rosa County, 64 percent of the respondents may be more inclined to ride on separated facilities.

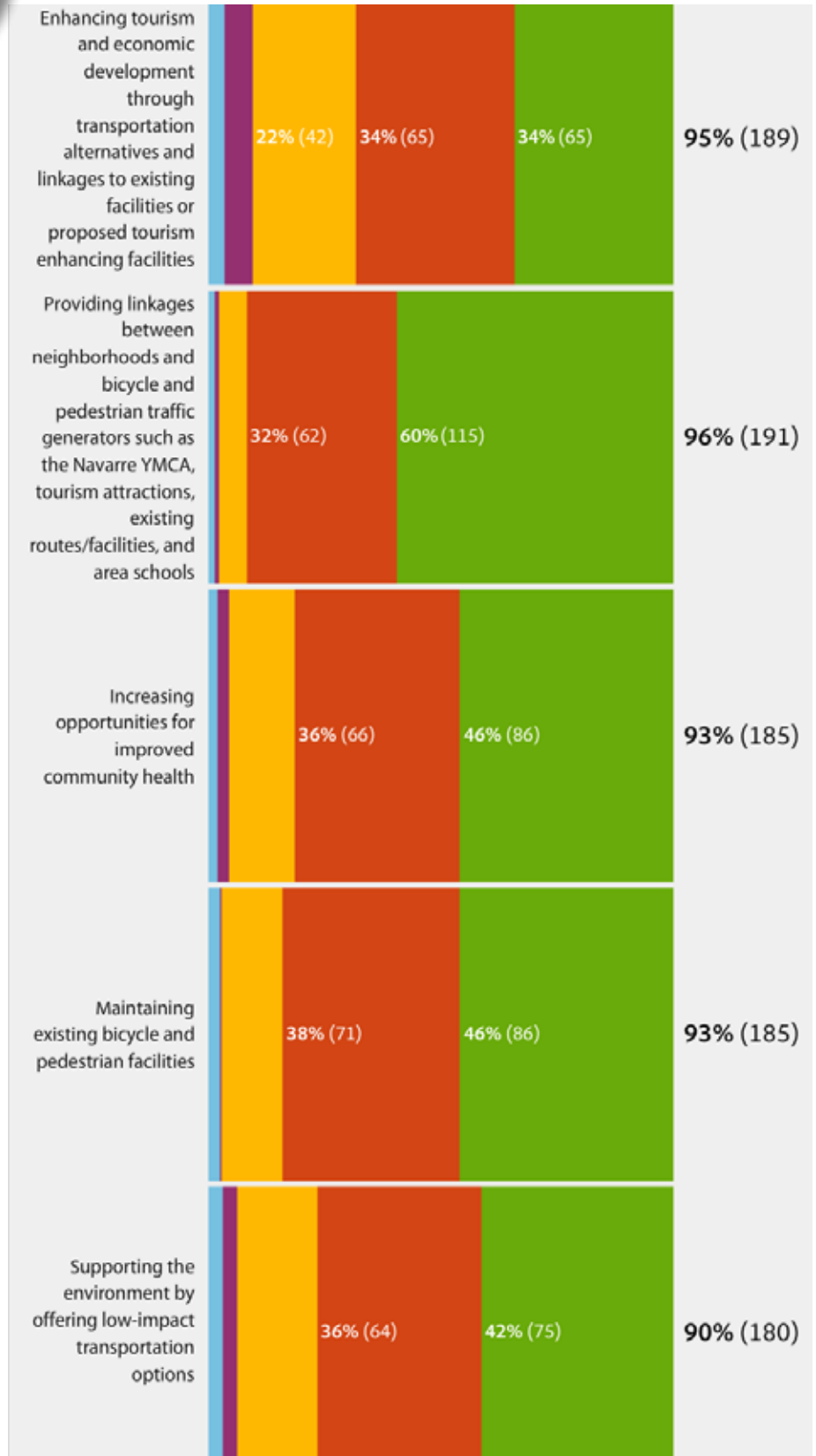
Even though the survey respondents’ background with bicycling would suggest they mainly use bicycle and pedestrian facilities for recreational purposes, they do see the need for safety improvements for those who depend on these facilities to travel throughout the area. The survey also asked where people felt comfortable cycling. The results show they prefer facilities that provide separation from the motor vehicles unless it is on a low traffic roadway. It follows the responses yielded from the question regarding the biggest obstacles to bicycling in the area with the top responses of “motorists do not exercise caution around cyclists,” “traffic is too fast or heavy” and “lack of, or poor condition of bicycle facilities.”

“Maintain bicycle and pedestrian paths - remove rocks, glass, debris and sand = remove risks of falling.”

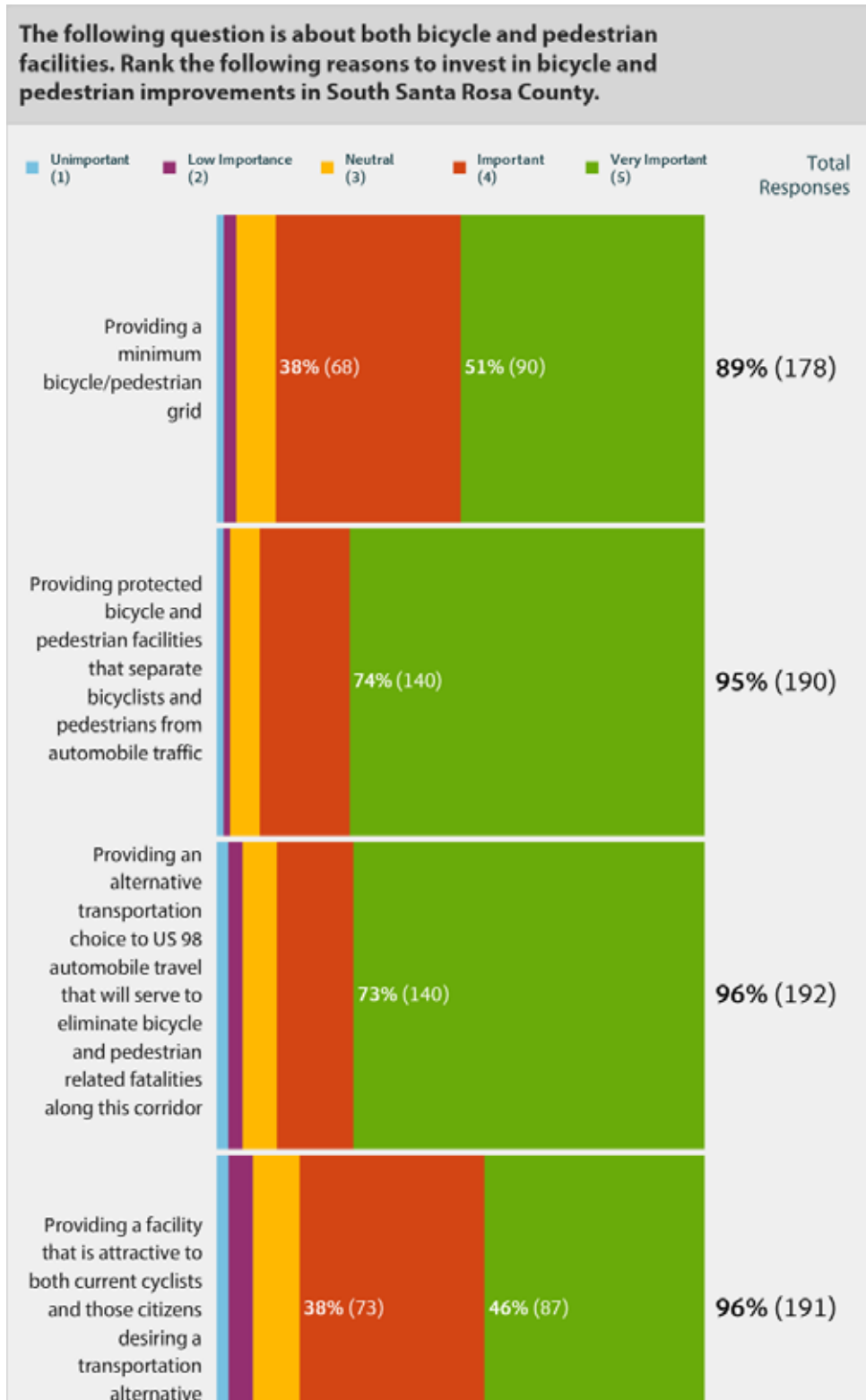




“Actually a few benches (maybe every four miles) might be nice also. It would encourage people to ride longer if they could stop and rest if needed. (I’m 71 but still love to ride my bike... just have to take a rest once in a while.) I ride about five miles right now for exercise but would ride longer if connectors were made and they had an occasional bench. Thanks for allowing our input.”



“It would be wonderful to have a safe walking and riding path away from HWY 98 to go shopping!”



“Connect isolated neighborhoods with interior streets.”

INVESTING IN BICYCLE AND PEDESTRIAN IMPROVEMENTS

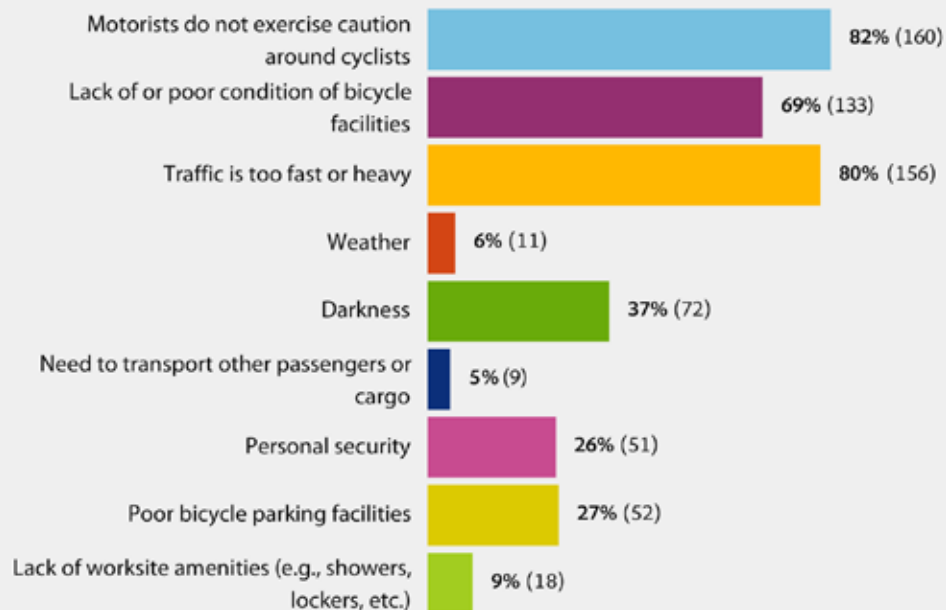
Overall, respondents ranked all reasons to invest in bicycle and pedestrian improvements as important and very important. “Providing protected bicycle and pedestrian facilities that separate cyclists, runners and walkers from automobile traffic ranked the highest with almost 75percent saying they are both very important. While still over 50percent saying it is important or very important, “enhancing tourism and economic development” ranked the lowest for importance of investing in bicycle and pedestrian improvements.



The next set of questions are about bicycle facilities. What is your level of bicycling comfort and experience?



What are the biggest obstacles to bicycling in South Santa Rosa County? Select all that apply.



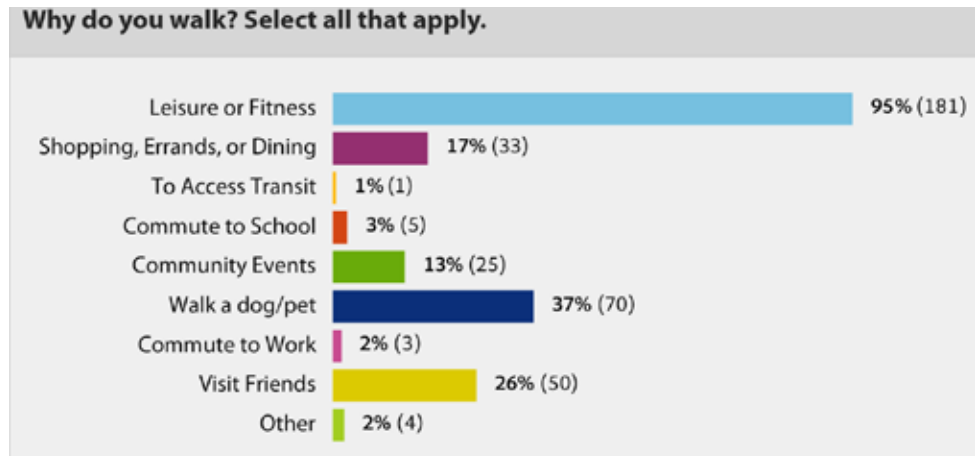
“If you want to save lives, then please install the white bumps on the white lines so that drivers are alerted that they are crossing into space that cyclists occupy (the shoulder).”

“Keep beach bike trails free of sand.”

“Connecting neighborhoods so that travel to and from shops, the beach etc. can happen without having to get on 98.”

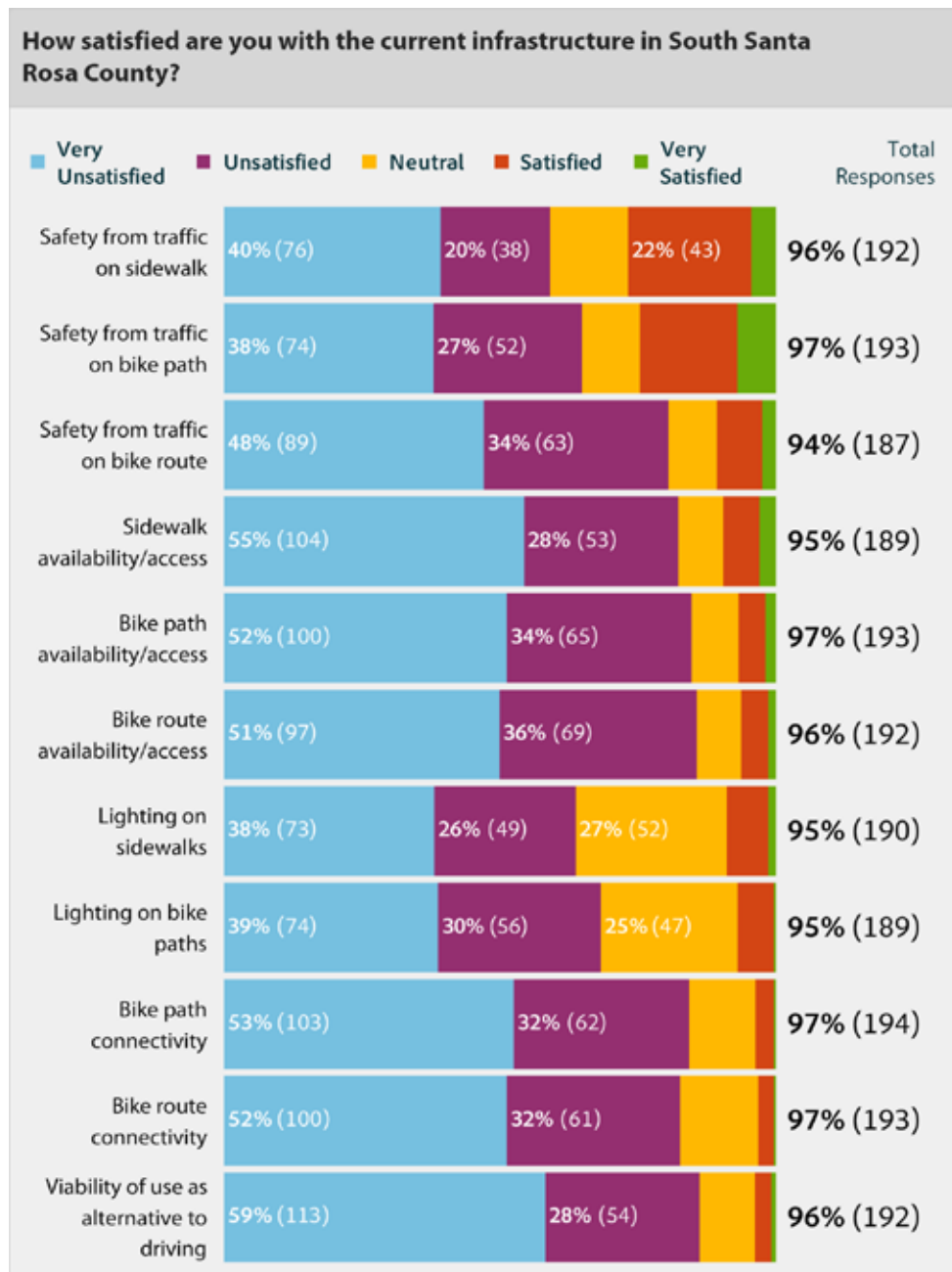
PEDESTRIAN BACKGROUND

Similar questions were asked about the survey respondents’ familiarity and views of pedestrian-related issues. Similar to the bicyclist question, most people (95percent) responded they walk for leisure or fitness purposes. Other top reasons for walking are to “walk a dog/pet” and to “visit friends.” Respondents claimed the biggest obstacles to walking in south Santa Rosa County are “traffic is too heavy or fast” and “sidewalks/paths/crossings are missing or bad.”



SATISFACTION RESULTS

Overall, analysis of the completed surveys, posts on Facebook and verbal comments shared in the public meetings show the majority of respondents are unsatisfied with the current bicycle and pedestrian infrastructure.



“Inter-connectivity between sub-divisions. Installation of ADA sidewalks mandated on all new sub-divisions. Designated bike/ped lane on all new streets. Mandatory sidewalks within one mile from all schools.”

Prioritized goals

Overall, people are concerned about the safety of pedestrians and bicyclists in the study area. The predominance of citizens surveyed (between 94-97percent) indicated they are generally dissatisfied with current infrastructure and would like to see more bicycle and pedestrian infrastructure in south Santa Rosa County. With US 98 being the only facility to traverse the entire region, it is a highly used roadway. However, with its high speeds, it is a dangerous route for pedestrians and bicyclists. The citizens want to see safer options on US 98, with buffers to provide better separation from vehicles. Between 95-96percent of respondents prefer bicycle and pedestrian facilities that are physically set apart from traffic to provide a safe alternative transportation choice to US 98 automobile travel.

PEDESTRIAN INFRASTRUCTURE GOALS BY ORDER OF PREFERENCE*

- a. **Provide protected or separated facilities, i.e. multi-use path, trail or sidewalk (74percent)**
- b. **Provide connections between existing sidewalks/multi-use paths/crossings (61percent)**
- c. **Providing linkages between neighborhoods and other generators such as the Navarre YMCA, tourism attractions, existing routes/facilities and schools (60percent)**
- d. **Provide improved street crossings (52percent)**
- e. **Provide a minimum grid (51percent)**
- f. Increasing opportunities for improved community health (46percent)
- g. Maintaining existing pedestrian facilities (46percent)
- h. Supporting the environment by offering low impact transportation options (42percent)
- i. Provide better lighting and security measures (39percent)
- j. Enhancing tourism and economic development via linkages to existing facilities or proposed tourism-enhancing facilities (34percent)

BICYCLE INFRASTRUCTURE GOALS BY ORDER OF PREFERENCE*

- a. **Provide improved buffers between bicyclists and vehicles – separated facilities, paths trails (74percent)**
- b. **Provide an alternate transportation choice to travel on US 98 (73percent)**
- c. **Provide connections to existing bicycle lanes/paths/trails/crossings (60percent)**
- d. **Providing linkages between neighborhoods and other generators such as the Navarre YMCA, tourism attractions, existing routes/facilities and schools (60percent)**
- e. **Provide a minimum grid (51percent)**
- f. Provide more bicycle lanes on major streets (47percent)
- g. Provide facilities that meet the needs of all cyclist including commuters and recreational cyclist (46percent)
- h. Increasing opportunities for improved community health (46percent)
- i. Maintaining existing bicycle facilities (46percent)
- j. Provide paved shoulders on narrow roads (42percent)
- k. Supporting the environment by offering low impact transportation options (42percent)
- l. Provide better lighting and security measures (36percent)
- m. Enhancing tourism and economic development via linkages to existing facilities or proposed tourism enhancing facilities (34percent)

TASK THREE: EXISTING AND PLANNED BICYCLE AND PEDESTRIAN FACILITIES ANALYSIS

Existing projects

There are currently several different types of bicycle and pedestrian facilities located in south Santa Rosa County, including unmarked signed-designated on-road bicycle routes, separated bicycle lanes, wide shoulders, multi-use paths and sidewalks. As the Existing Facilities Map shows, many of the roads in south Santa Rosa County do not have any bicycle or pedestrian facilities and the few existing facilities do not adequately connect to different points of interest or serve as a viable alternative to travel on US 98

BICYCLE LANES

Currently, bicycle lanes are located or planned to be located along US 98 and SR 87. The Navarre Beach Causeway has a very narrow grated pedestrian facility attached to the sides of the bridge. This facility on the Navarre Beach Causeway is too narrow for many cyclists and some choose to ride with vehicular traffic. There are also bike lanes located through the undeveloped portion of the Gulf Islands National Seashore which are heavily used. However, with its proximity near the beach, Gulf

Boulevard's bicycle lanes are often covered in sand in sections. Bicyclists

do not feel safe under this type of condition and prefer riding in the vehicular travel lanes. Cyclists have also raised concerns with the condition of the road indicating safety concerns related to the surface of the road. Soundside Drive, which is an important bike route, has a partial wide shoulder on the north side of the road only. This shoulder is unmarked. .

DESIGNATED BICYCLE ROUTES

The Soundside Loop is a very popular bicycle route in the study area. It is marked by signs along the route and vehicles and bicyclists must share the road with most of the roads not having bicycle facilities. The route is located on the western



unpaved sandy path connecting Madura Road to Soundside Drive. Depending on the type of bicycle they have, cyclists can walk or ride through this path to continue their journey. Unfortunately, to complete this loop as currently marked, cyclist must return using the US 98 shoulder.



FLEXPOST FACILITIES

Flexpost facilities exist on Oriole Beach Road and Sunrise Drive. Both roadways have the flexpost design on only one side of the road. It provides bicyclists and pedestrians a clearly identified space, as the flexposts offer a buffer between them and automobiles. However, individual flexposts are removed as more driveways are added to these types of roadways and maintenance has been an issue.

MULTI-USE PATHS/TRAILS

There is currently an existing multi use path along US 98 through the Gulf Islands National Seashore Naval Live Oaks Area. This trail is approximately three miles long and extends from Gondolier Boulevard into Gulf Breeze. There is an additional multi use path along Gulf Boulevard on Navarre Beach that extends from the Navarre Beach Causeway road to the undeveloped portion of the Gulf Islands National Seashore. The multi-use paths provide for physical separation from vehicular traffic. At the focus group meetings, many higher speed cyclists reported not liking to use these multi-use paths because of the conflict between themselves and other bikers and pedestrians using the facilities.

SIDEWALKS

There are sidewalks located in a few neighborhoods within the study area. However, most of the sidewalks do not connect to each other. The most notable areas lacking sidewalks are the neighborhoods in the immediate vicinity around schools. Historically, sidewalks are included in neighborhoods at the developer's discretion.

The county has also sought funding and completed sidewalk projects at various locations within the study area as funding has materialized. For instance, the county is currently working to install sidewalks from US 98 to Tiger Point Park along Tiger Point Boulevard. One very notable county sidewalk project has been the popular East Bay Boulevard (CR 399) sidewalk. This large sidewalk currently extends from SR 87 to just past Edgewood Drive. The Santa Rosa County Commission recently approved extending the East Bay Boulevard sidewalk to US 98 and the project is programmed for Fiscal Year 2016.

EXISTING NATIONAL AND STATE TRAIL FACILITIES IN THE STUDY AREA

The Gulf Islands National Seashore Trail runs throughout the study area along US 98 and north along SR 87. It connects to the Florida National Scenic Trail. As part of the Florida Greenways and Trails System Plan, Gulf Islands National Seashore

Trail is intended to connect to the Blackwater River State Forest in the

northern end of the county and its many trails. The following links provide additional information:

- The **Florida National Scenic Trail** through the Gulf Islands National Seashore in our study area: www.fs.usda.gov/main/fnst/maps-publications
- The **National Trails System** which includes Gulf Island National Seashore in our study area: www.nps.gov/nts/maps/Nationalpercent20Trailspercent20map.pdf
- Graphic illustration of how the **National Seashore Trail** is intended to connect to Blackwater River State Park: www.dep.state.fl.us/gwt/FGTS_Plan/PDF/FGTS_Plan_2013-17_publication.pdf (page 14)



Planned projects

US 98

US 98 is currently under construction. Eight-foot paved shoulders are being added from Gondolier Boulevard to the Navarre Beach Causeway. Plans indicate there will be a two-foot buffer and a six-foot paved bicycle lane. The buffer area is narrow enough that a bicyclist cannot confuse the buffer with a designated bicycle lane. The six-foot bicycle lane is wide enough for bicyclists to maneuver to avoid any debris that may collect at the edge of the paved shoulder. Audible/vibratory edge line marking on the painted stripe adjacent to the travel lane will also be included.

Shoulder widening is also scheduled from the Navarre Beach Causeway east on US 98. It is less than eight feet, but still offers a 1.6' (20") buffer with 5' of bike lane. FDOT will be reducing the travel lane to 11' wide to accommodate the buffer and shoulder. Audible edge marking is part of this project as well.

PENSACOLA BAY BRIDGE

The Pensacola Bay Bridge is programmed in the FDOT Five-Year Work Program to be replaced. The replacement bridge will include separated bicycle-pedestrian facilities on each side. The City of Gulf Breeze is coordinating with FDOT to tie the bicycle-pedestrian facilities into their existing and planned network.

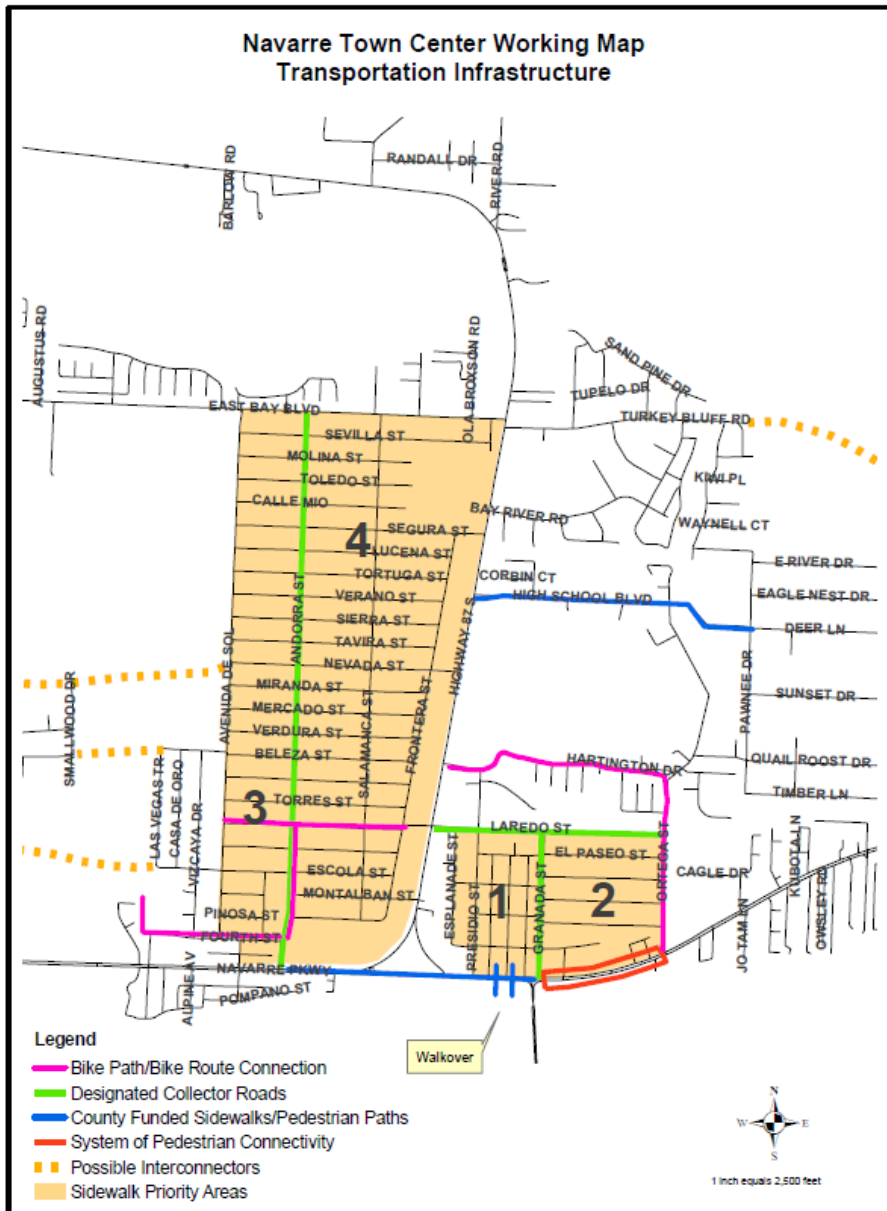
“By adding safer bike paths people might be more likely to run errands on their bikes. I would love to ride my bike up to the store, but there is no way I would ever ride a bike out on 98 - as it is right now.”

CITY OF GULF BREEZE BIKE/PED ROUTES

The City of Gulf Breeze has a recently adopted master plan that includes alternate bike/ped routes to US 98. All proposed projects adjacent to the City of Gulf Breeze will be coordinated with the city and their adopted master plan. Additionally, in the adopted project priorities for the Florida-Alabama Transportation Planning Organization (TPO), alternative routes on both sides of US 98 — consisting of approximately three miles of paved shoulders with signage for bicycles around the western end — in Gulf Breeze are the number nine and 10 bicycle and pedestrian priorities. The priorities were adopted September 10, 2014 and will be used by FDOT to develop their five-year work program.

NAVARRE PROJECTS

The Navarre Pedestrian Overpass is also in the FDOT Five-Year Work Program. The overpass will provide pedestrians a safe alternative to cross US 98 near the Navarre Visitors Center.



Santa Rosa County applied for a Transportation Regional Incentive Program (TRIP) grant to fund a feasibility study for a Navarre community access road parallel to US 98 from Edgewood Drive to Whispering Pines Boulevard east of SR 87. The PD&E study for this project is planned for years 2017 and 2018 in FDOT's FY 2016-2020 Work Program.

NAVARRE TOWN CENTER PLAN

The Navarre Town Center Plan was completed in October 2004. The plan recommended creating two districts in the Navarre area where stricter land use and development requirements would need to be met, including bicycle and pedestrian infrastructure along certain routes.

Analysis of proposed and planned projects

A list of more than 100 projects was developed through citizen participation. Three focus group meetings were held early in the plan development process in Gulf Breeze, Tiger Point, and

Navarre at various times. Each meeting began with

a presentation by the Santa Rosa County project manager explaining the purpose of the plan and the existing bicycle and pedestrian facilities throughout the study area. The participants were then asked to mark up maps of the study area that only showed a street layer and existing bicycle and pedestrian facilities. During this map marking exercise, participants were heavily engaged in the process of showing areas for improvement and in showing areas they commonly use to get around by bike or foot. The citizen-drawn maps, survey comments and social media posts (Appendix B), project Facebook page messages and emails received helped develop the list of Citizen-Generated Projects (see Citizen-Generated Projects Map and Final Ranking Table). The public exercises resulted in citizens identifying projects such as new bicycle routes connecting existing routes, more separated facilities on selected roads, more sidewalks in neighborhoods and more sidewalk connections, safer facilities on US 98, and a few rest stop accommodations on some of the longer routes among other projects.

PROJECT RANKING MATRIX

The Project Ranking Matrix was developed to score the citizen-generated projects (see Matrix on next page). This matrix was development for the most part on the citizen survey. This scoring enables a prioritization of projects with highest scoring projects making the cut and being mapped on the Highest Scoring Projects Map (see included map). Criterion 1.1 is related to how physically feasible the project is to implement. Santa Rosa County staff looked at land use and parcel information to determine any obstacles for every proposed project. Criterion 1.2 looks at whether or not the proposed project is located on the proposed loop identified in this plan. Since people identified separation from traffic as one of their highest priorities, Criterion 1.3 gives more points to projects that are located on higher volume roadways. Tier 2 Criteria are directly derived from the goals developed in Task 2 selected by more than 50 percent of survey respondents. Tier 2 Criteria are divided by transportation mode (bicycle or Pedestrian) as determined by the survey results. Projects that accommodate both modes such as multi use paths were scored using both sets of criteria.



*“Start with sidewalks in three-mile circles around each school.
Get the kids riding to and from school off the roads.”*

Pedestrian Facilities Criteria	Points Available	Points Awarded
Tier One – Feasibility and Overall Mobility/Recreation		
1.1 Project is physically feasible	50	
1.2 Project is on Identified loop or grid	50	
1.3 Traffic volume on street (high volume = 20 pts, medium volume = 10 pts, low volume = 0 pts)	20	
Tier Two - Project Provides Safer Bicycle or Pedestrian Facilities		
2.1 Project is a physically separated facility i.e. multi use path, trail or sidewalk	50	
2.2 Project provides connections between existing sidewalks/multi use paths/crossings	40	
2.3 Project provides linkages between neighborhoods and other generators such as the Navarre YMCA, tourism attractions, existing routes/facilities and schools	30	
2.4 Project provides improved street crossings	20	
2.5 Project helps complete a minimum grid	10	

Bicycle Facilities Criteria	Points Available	Points Awarded
Tier One – Feasibility and Overall Mobility/Recreation		
1.1 Project is physically feasible	50	
1.2 Project is on Identified loop or grid	50	
1.3 Traffic volume on street (high volume = 20 pts, medium volume = 10 pts, low volume = 0 pts)	20	
Tier Two - Project Provides Safer Bicycle or Pedestrian Facilities		
2.1 Project provides improved buffers between bicyclists and vehicles, i.e. separated facilities, paths, trails	50	
2.2 Project provides an alternate transportation choice to US 98	40	
2.3 Project provides connections between existing sidewalks/multi use paths/crossings	30	
2.4 Project provides connections between neighborhoods and other generators such as the Navarre YMCA, tourism attractions, existing routes/facilities and schools	20	
2.5 Project helps complete a minimum grid	10	

RESULTS

Santa Rosa County staff scored all projects relating to each criterion. The projects supporting the goals identified by the public scored the highest. A map of the highest scoring projects with a score of 200 points or more are in bold on the Table and can also be seen in the Highest Scoring Projects Map. The highest scoring projects should be looked at first when pursuing funding and implementation opportunities.

“I think tourists would be attracted to a more eco-friendly place with bicycle riding, walking paths, etc. and this would also be a boon to the health of our people and our environment.”

TASK FOUR: BICYCLE LOOP OR CORRIDOR IDENTIFICATION

US 98 corridor and associated traffic and safety issues

Given the geography of the south Santa Rosa County area, US 98 is the main corridor of traffic for everyone traveling within and through the area. Additionally, some of the region's biggest attractions are located just outside of the study area. US 98 through the city of Gulf Breeze and across the Pensacola Bay Bridge connects right to the heart of downtown Pensacola. Traveling south from Gulf Breeze across the Bob Sikes Bridge one will arrive at Pensacola Beach and its many restaurants, shops, and world famous beaches. A major employment center for the region, Hurlburt Field Air Force installation is located only six miles into Okaloosa County along US 98 to the east of the study area. Crash data for vehicle crashes involving bicycles or pedestrians was collected for the study area to better understand the associated traffic and safety issues. Crash data was collected from January 1, 2006 through October 30, 2014 from Signal Four Analytics developed by the GeoPlan Center at the University of Florida funded by the state of Florida through the Traffic Records Coordinating Committee. As expected, most crashes occurred along US 98 compared to the local neighborhood roads. Clusters can also be seen along US 98 near the intersections of College Parkway, SR 87 and the Navarre Beach Causeway. A GIS map of all the vehicle crashes involving bicycles or pedestrians can be seen on the map below. There were a total of 110 crashes with 18 resulting in fatalities.

South Santa Rosa County Vehicle Crashes Involving Bicycles or Pedestrians
January 1, 2006 - October 30, 2014





EAST BAY BOULEVARD MULTI-USE TRAIL

Throughout the development of this plan, the public reported several times that the East Bay Blvd. (CR 399) multi-use trail was not being used by road cyclists because of the dangers with other users of the facilities plus all the driveway and roadway cuts. The crash data along this roadway was filtered to determine the factors behind the seven reported crashes in the dataset from January 1, 2006 to October 30, 2014. There was one accident at a trail intersection when a car

pulled onto CR 399 and struck a bicyclist; there were three accidents in which

cyclists were on the road - not the trail - and were hit by cars; two crashes in which bicyclists were struck crossing the road to access the trail; and one crash in which a pedestrian was hit by an object. The crash data evidence shows that the multi-use trail is not removing cyclists from the road like other multi-use trails have been proven to accomplish. It is important to note trail design and context settings play a major role on how the trail be utilized by the public.

During the first set of focus group meetings, the crash data was presented to each group. This led to lengthy collaborative discussions related to safety. The focus groups discussed topics such as rules of the road for pedestrians, bicyclists and drivers: understandable and noticeable road markings and signage: and educating the public on all aspects of road safety. There was a definite consensus that safety needed to be a top priority within the study area. The focus groups made their recommendations (Citizen-Generated Projects Map) based on the crash data along with their own safety concerns they have individually have noticed.

Analyses of alternatives based on identified goals and objectives

Two additional maps were created from the Citizen-Generated Projects Map - the Highest Scoring Projects Map and the Recreational Loops A and B Map. As discussed in the previous section, to determine which projects would have the most positive impact, they were scored based on the Project Ranking Matrix. The Project Ranking Matrix scored every citizen-generated project for feasibility and in relation to the survey results. Additionally a map of the highest scoring projects (those scoring 200 points or more) was created (Highest Scoring Projects Map), as well as a map of the proposed bicycle loops (Recreational Loops A and B Map).

HIGHEST SCORING PROJECTS MAP

The Highest Scoring Projects Map was created by ranking each citizen-generated project based on the criteria developed through the survey results. Bicycle and pedestrian improvements along the entire stretch of US 98 ranked high and are currently underway. Many east-west roads, including Water St., Manatee St., Sandstone St., Leisure St., Montalban St. and Hartington Dr. - all within the Navarre Community Access Road Study Area scored high - showing the importance of the study. The Sound Loop through the Tiger Point area provides linkages for surrounding neighborhoods on the south side of US 98. In fact, the area from Gulf Breeze city limits to Oak Dr. has the greatest potential as an alternate route to US 98 for pedestrians and cyclists. Improvements along Hickory Shores Blvd. continue the linkages on the north side for an alternate route extending westward. Edgewood Dr. provides one of the best north-south routes connecting US 98 to East Bay Blvd. Sunrise Dr./Valley Rd./PGA Blvd. is another north-south route for the west Navarre area. Sidewalks near schools also scored high providing needed safety improvements for users.

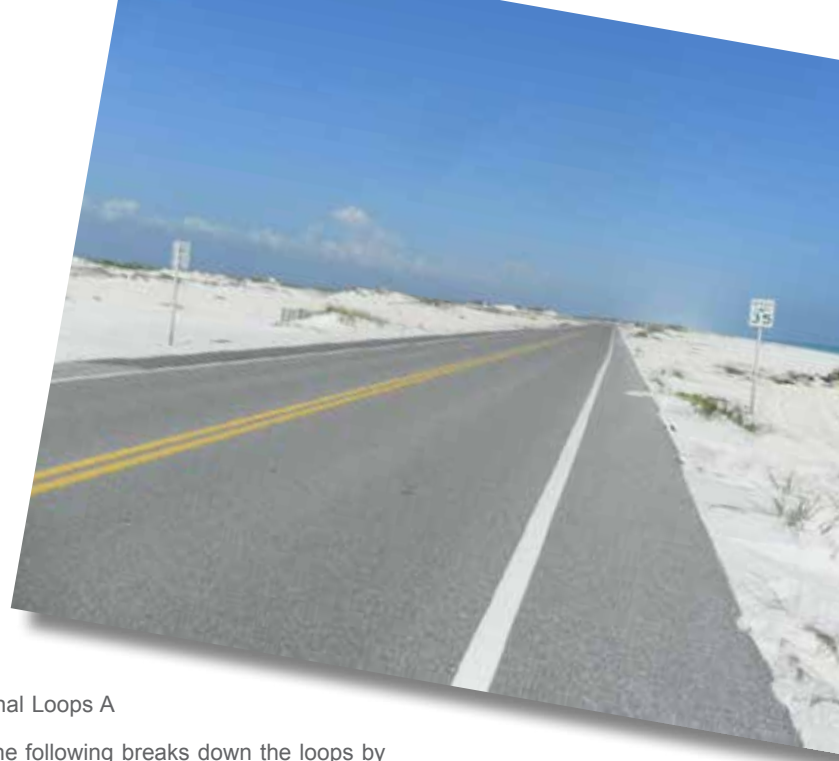
RECREATIONAL LOOPS A AND B MAP

Two loops were identified based on the citizen-generated projects, existing facilities, and connecting the missing links. Both loops use the Navarre Beach Causeway/Gulf Blvd. along the beach all the way west to Pensacola Beach, turn north across the Bob Sikes Bridge and west along the Gulf Islands National Seashore Naval Live Oaks multi-use trail. The loops turn go south through the Villa Venyce neighborhood the east on Bay St. and north on Bayview Ln. to the Sound Loop in Tiger Point. The Sound Loop continues east onto Soundside Dr. until Woodlawn Beach Rd.. Segments such as Soundside Dr., which were not identified by the focus groups, was identified by county staff and reaffirmed at the second round of public meetings to be included in the proposed recreational loops. The loops would need to use US 98 for a short distance to access the planned multi-use path on East Bay Blvd.. The intersections of US 98 with Woodlawn Beach Rd. and East Bay Blvd. need further study to determine the safest way for pedestrians and bicyclists to cross US 98. The loops utilize the planned extension of the East Bay Blvd. multi-use path to Edgewood Dr. where the loops separate. Loop A continues on East Bay Blvd. to Andorra St. Even though SR 87 has designated bicycle lanes, the public expressed safety concerns for pedestrians and bicyclists on high volume, high speed roadways. Loop B will utilize the proposed Navarre Community Access Road. Because it is only in the Project Development and Environmental (PD&E) phase, the exact route location has not been determined and is indicated on the map as a large blue shaded area.

Both loops join together again on Andorra St. which connects to Frontera St. behind Publix. The loops turn east on Laredo St. and cross SR 87. The loops turn south along Alahambra St. or Granada St., depending on which direction one is traveling, on the loops to cross US 98 to access the Navarre Beach Causeway.

The segments of the loops that intersect US 98 and SR 87 will need safety improvements to alert motorists of bicyclists and pedestrians in these areas as well as crossing improvements to allow bicyclists and pedestrians to safely cross these major roadways. The Tiger Point-Soundside Dr. Connection improvement is also needed for the loops. All of the neighborhood streets will require unique approaches for their individual needs because of right-of-way and drainage needs. However, the final design and signage should be consistent throughout.

Preliminary feasibility analysis of recreational loops A and B



A preliminary feasibility analysis of Recreational Loops A and B was completed as part of this plan. The following breaks down the loops by segments beginning at Soundside Park at the intersection of Navarre Beach Causeway and Gulf Blvd. There is a large parking lot located in the area, along with a convenience store, restaurants and the Navarre Beach Pier.

SEGMENT 1 - GULF BOULEVARD

- Santa Rosa County and Navarre Beach are home to Gulf Islands National Seashore, with miles of undeveloped beaches and dunes. Only 10 coastal areas in the country have received this special recognition and protection. For eight pristine miles, the beaches of Gulf Islands National Seashore remain untouched by development. It is home to towering dunes, nesting sea turtles, migratory birds and other wildlife, the park provides an opportunity to see the Florida coast at its best.
- Existing multi-use trail from Soundside Park to the Gulf Islands National Seashore Entrance. Cyclists have identified the need for on-street bicycle lanes.
- Existing wide shoulders through the Gulf Islands National Seashore. Maintenance of shoulders and possible maintenance on the road itself (tractor marks) is needed. Study signage and road marking alternatives to increase safety. This segment is identified as a Florida National Scenic Trail corridor or route.

SEGMENT 2 - ESCAMBIA COUNTY/SANTA ROSA ISLAND AUTHORITY

- Loop continues through Pensacola Beach, riders have the option of extending the ride through the Gulf Island National Seashore/Fort Pickens State Park. This segment is identified as a Florida National Scenic Trail corridor or route.
- Loop takes Pensacola Beach Blvd. across the Bob Sikes Bridge to Gulf Breeze.

SEGMENT 3 - NAVAL LIVE OAKS NATURE PRESERVE

- Existing multi-use trail through Gulf Breeze to Gondolier Blvd. that connects the loop to the Naval Live Oaks National Park and its trail systems, historical features and Soundside Beach area.

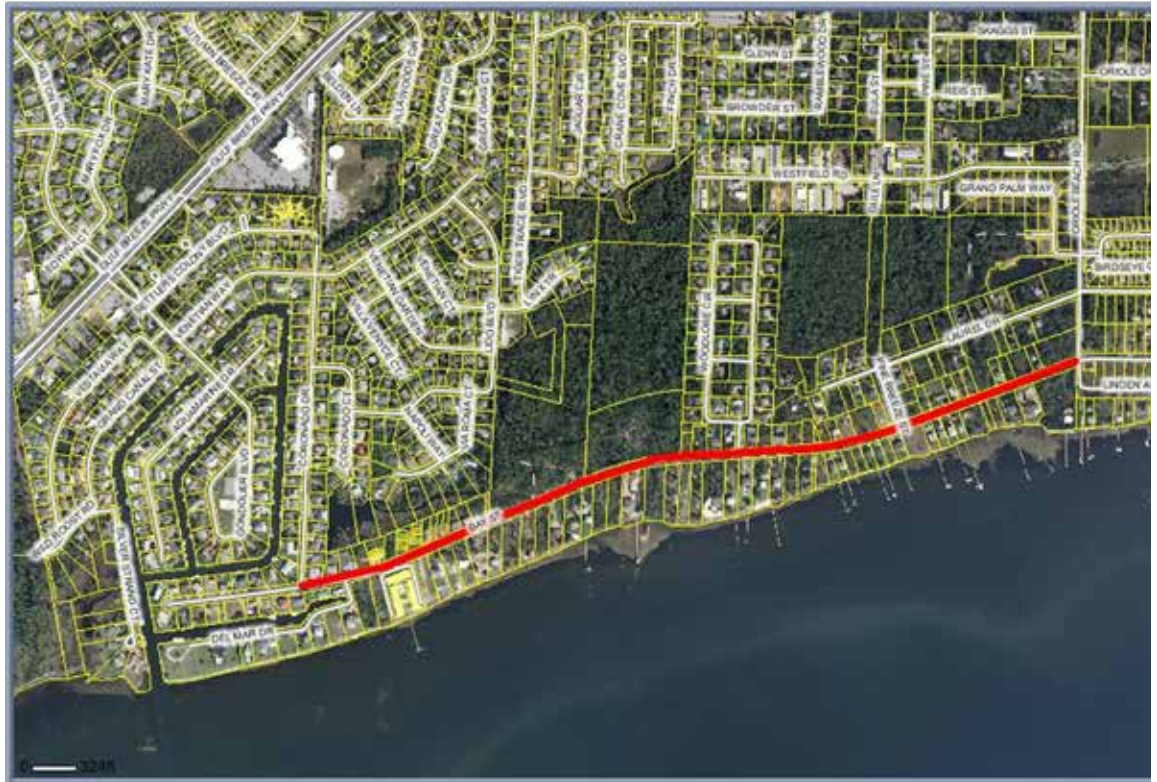
SEGMENT 4 - GONDOLIER BOULEVARD/VENETIAN WAY/CORONADO DRIVE

- Unimproved neighborhood streets.
- Recommended Project: sharrows

SEGMENT 5 – CR 191A (BAY STREET)

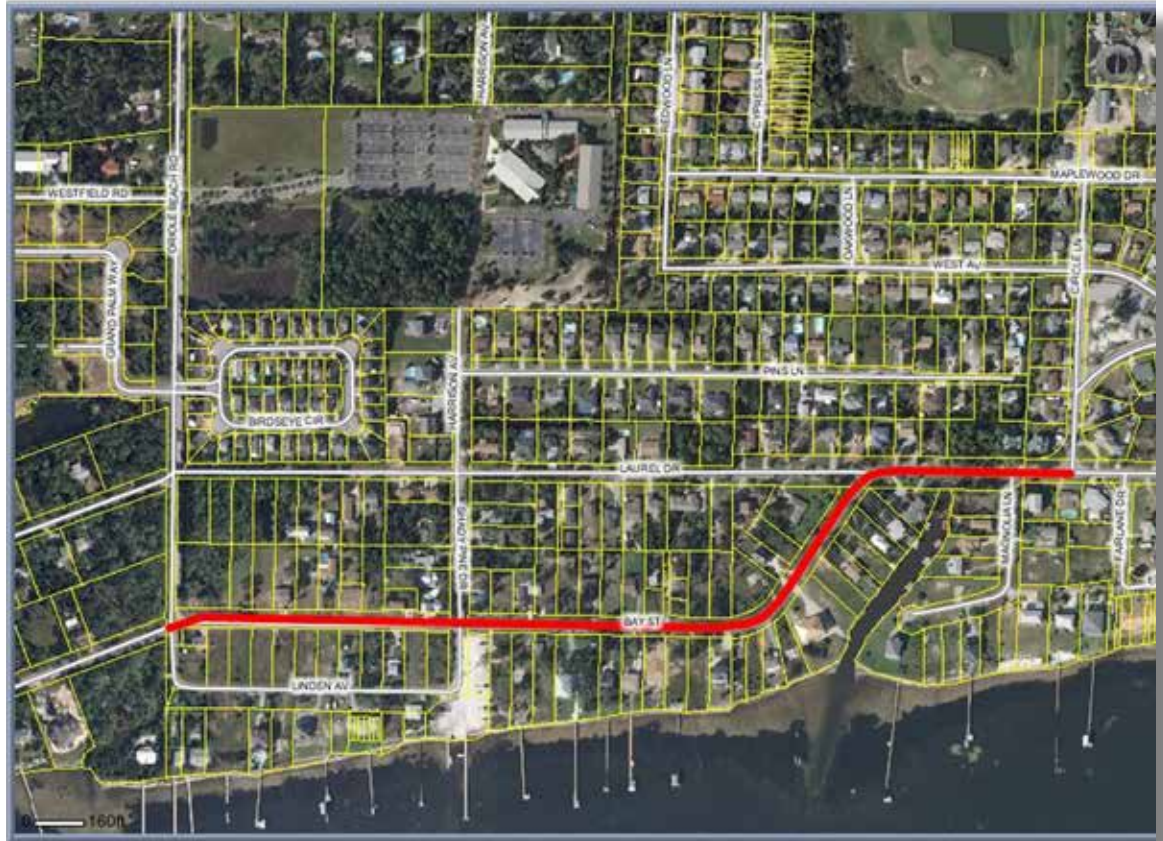
- Recommended Project: Possible consideration of revised design with buffered green lane to accommodate bicycles and pedestrians.
- Preliminary engineering study has been done for wide shoulders:

Bay Street Paved Shoulders (from Coronado Street to Oriole Beach Road)



- Recommended Project: 5 ft. wide paved bicycle lanes on both sides of Bay St. (6,800 LF).

Bay Street Paved Shoulders (Oriole Beach Road to Circle Lane)



- Project Description: 5 ft. wide paved bicycle lanes on both sides of Bay St. (6,750 LF).
- Estimated Project Cost: \$1,032,664.

SEGMENT 6 - LAUREL DRIVE/CIRCLE DRIVE/BAYVIEW LANE/SANTA ROSA DRIVE

- Recommended Project: Sharrows.

SEGMENT 7 – TIBET DRIVE/TIGER POINT BOULEVARD/MADURA ROAD

- Recommended Project: Sharrows.

SEGMENT 8 – SOUNDSIDE DRIVE

- 66 ft. ROW
- Existing partial wide shoulder on north side of road
- Recommended Project: Continuance of wide shoulder on north side of the road. Study feasibility of both sides.
- Godwin Connector – April Recreational Trails Program (RTP) grant application. Feasibility study underway.

SEGMENT 9 – WOODLAWN BEACH ROAD

- Recommended Project: Safe Routes to School grant application for bicycle and pedestrian improvements.

SEGMENT 10 – US 98

- Buffered bicycle lane with audible markers are planned to be implemented in the planned 8 ft. shoulders.
- Recommended Project: Intersection improvements for Woodlawn Beach Rd. and East Bay Blvd.

SEGMENT 11 – CR 399 - EAST BAY BOULEVARD

- Multi-use path on the north side of road with many road and driveway cuts.
- Recommended Project: Complete missing link across bridge. Study underway for full cost estimate.
- Recommended Project: Bicycle lanes with buffer. Existing road ROW is 100 feet.

SEGMENT 12 – LOOP B EDGEWOOD DRIVE

- Recommended Project: Alternatives such as buffered lanes or multi-use path.

SEGMENT 13 – LOOP B COMMUNITY ACCESS ROAD

- Feasibility study is programmed for fiscal year 2016.
- Recommended Project: Ensuring multi-modal facility design - complete street.

SEGMENT 14 – ANDORRA STREET

- Recommended Project: Bicycle lanes and sidewalks. Identified as collector road in Navarre Town Center Plan.

SEGMENT 15 – FRONTERRA STREET

- Recommended Project: Bicycle lanes or sharrows.

SEGMENT 16 – LAREDO STREET

- Recommended Project: Bicycle lanes and sidewalks. Identified as collector road in Navarre Town Center Plan.

SEGMENT 17 – GRANADA STREET

- Recommended Project: Bicycle lanes and sidewalks. Identified as collector road in Navarre Town Center Plan.

SEGMENT 18 – NAVARRE BEACH CAUSEWAY

- Currently not multi-modal, new design would require this.

TASK FIVE: ADDITIONAL BICYCLE/ PEDESTRIAN STRATEGIES AND RECOMMENDATIONS

The South Santa Rosa Bicycle and Pedestrian Master Plan has been undertaken to accomplish several broad objectives:

1. To encourage alternative transportation options by developing a viable network of connected facilities as an alternate to US 98;
2. To promote recreational and better health opportunities for all users including the various types of cyclists and pedestrians;
3. To promote economic development & tourism; and
4. To integrate bicycle and pedestrian master planning with land use planning and transportation planning.

STRATEGY 1: SIGNAGE

Proper signage is needed for every type of roadway, path and trail. The crash data along East Bay Boulevard indicates trail crossing markings may be needed for people crossing East Bay Boulevard to access the multi-use trail. Signs need to be simple and clear to communicate where bicyclists and pedestrians are expected to be traveling. For roadways where bicyclists are using the roadway and there is not enough lane width for a vehicle to pass with the required 3 feet of clearance from the bicyclist, a “Bikes May Use Full Lane” signs may be used to describe to drivers and bicyclists what they should expect.

The identified Recreational Loops A and B need to be marked with bicycle-friendly, community wayfinding signs. The loops should have distinctive signs showing people the alternative, more bicycle-friendly way to navigate without having to stay on US 98 or SR 87.

STRATEGY 2: ENSURE THAT THE LOOPS ACCOMMODATE ALL USERS

Based on research, we know that a one-size-fits-all approach might not be the right way to encourage more cycling. For instance, higher speed cyclists do not prefer multi-use trails or sidewalks and will instead remain on street riding with traffic. More cautious, slower speed, recreational riders will prefer multi-use trails and even sidewalks. For these users, conflicts with pedestrians, curb cuts or other obstacles are not as much of a hazard. Bicycle commuters on the other hand may prefer the shortest route and may use US 98 for that very reason.

From the public meetings and our survey we found that South Santa Rosa has a mix of bike facility users. Forty-one percent surveyed identified themselves as the “interested but concerned” level of bicycling comfort and experience. Even with 19 percent identifying themselves as “strong and fearless” only three percent of survey respondents are comfortable bicycling on higher traffic speed and volume roadways and 15 percent are comfortable with riding on the shoulder of a roadway. The other types of facilities bicyclists surveyed are comfortable with varied, including paths and trails, separated paths along roadways, sidewalks, bicycle lanes and on the road, on low traffic roadways. This variation is important to note, as people of different skill and experience levels prefer and feel comfortable with different types of facilities.



What are separated bike lanes?



What exactly is a “separated bike lane” or “protected bike lane?” In simple terms, it’s like a sidewalk for bikes, with planters, curbs, parked cars or posts separating bike and auto traffic on busy streets. Protected lanes are essential to building a full network of bike-friendly routes, making riding a bike a pleasant and practical way for people of all ages and athletic ability to make trips of a mile or two.

Federal Highway Administration (FHWA)’s guide outlines planning considerations and design options for this innovative bicycle facility. It provides information on one and two-way facilities, outlines different options for providing separation, and highlights midblock design considerations including driveways, transit stops, accessibility, and loading zones. Intersection design is also taken into consideration, including the related operations, signalization, signage, and on-road marking concerns.

The guide’s chapter on determining the best physical locations for separated bike paths will be of significance for planning in south Santa Rosa County and include the following sections:

- Identifying a Successful Location
- Consider: Users of Separated Bike Lanes
- Consider: Connections with Separated Bike Lanes
- Consider: Context of Separated Bike Lanes
- Opportunities for Separated Bike Lane Installation

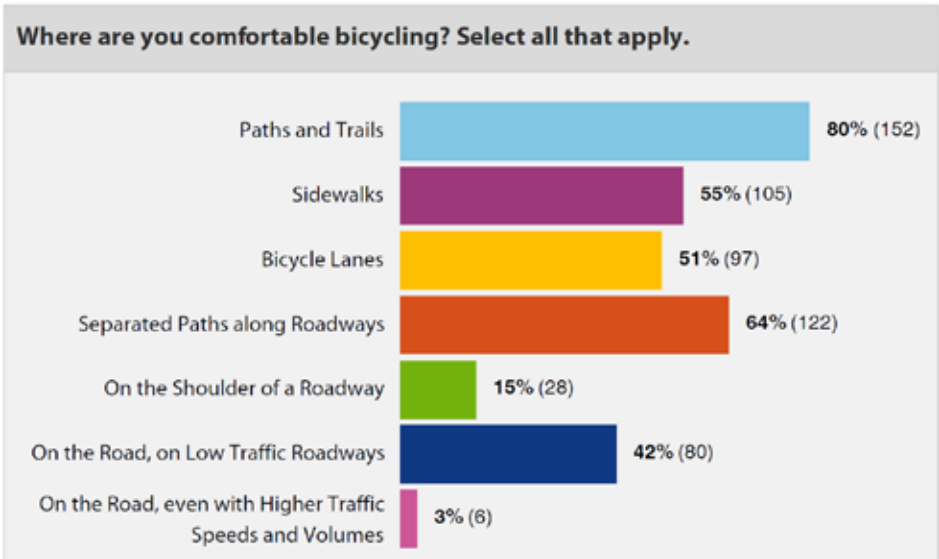
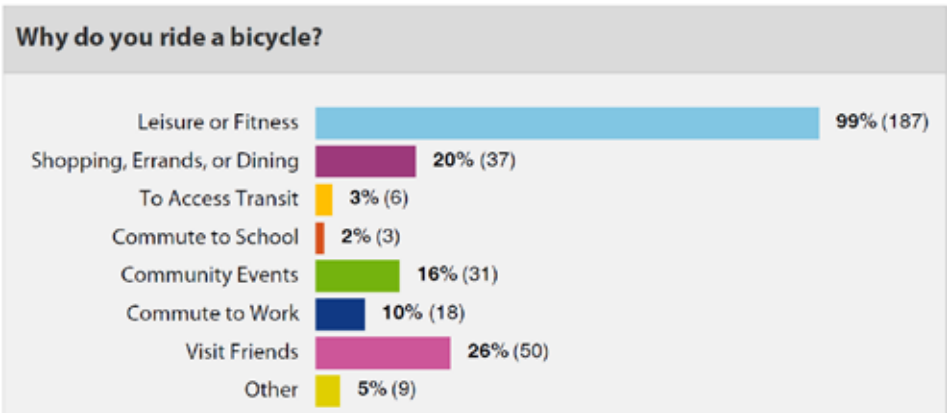
For more information, see the FHWA’s Separated Bike Lane Planning and Design Guide:

www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf





The recommended projects in the previous section demonstrate how this can be accomplished on the Recreational Loops A and B by identifying where sharrows, bicycle lanes, and multi-use paths are most appropriate. The surveys indicate a preference for physical separation between vehicles and all other users. The surveys also indicated a preference for signage and markings for sharrows when there are constraints not allowing for a separate facility.



STRATEGY 3: MAINTENANCE

Maintenance is very important for bicycle and pedestrian paths. A small piece of debris on a sidewalk or bicycle lane can cause people to swerve out of the way and potentially into a vehicular travel lane. Being a coastal community, sand is also an issue, especially along the beach on Gulf Boulevard and Gulf Islands National Seashore and Naval Live Oaks.

STRATEGY 4: BICYCLE COUNTERS

Bicycle counters can determine how many bicyclists are using the facilities each day and prove the need for the facilities.

STRATEGY 5: MARKETING FOR TOURISM AND ECONOMIC DEVELOPMENT

Bike-friendly towns, separated paths, and scenic bike loops and/or grids aren't just good for residents – they also attract tourists, who are an important part of south Santa Rosa's local economy. Residents and visitors appreciate the opportunity to tour the Gulf Islands National Seashore at a leisurely stroll or from the seat of a bicycle – rather than through the window of a car. Streets and roads where it feels comfortable to ride a bike are good for residents, visitors, the quality of life and the economy. Santa Rosa County will need to promote the completed recreational loop, the types of bicycle and pedestrian facilities, and existing recreational facilities and tourism attractions. A bicycle route map or web-based routes could be developed to direct users to facilities, show what facilities are available, and how routes connect to points of interest.

STRATEGY 6: LINKING THE BICYCLE PEDESTRIAN MASTER PLAN TO THE COUNTY'S COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE

Through the integration of this plan into the county's Comprehensive Plan and Land Development Code, the county can ensure that future developments and future road projects are consistent with and further the goals and objectives contained herein.

Chapter 163.3177, F.S. each local government's transportation element must address traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. Additionally, Section 163.3177(b)2a, F.S. requires that the County's Comprehensive Plan address all modes of travel including bicycle and pedestrian travel. The South Santa Rosa Bicycle and Pedestrian Master Plan establishes base line data and project priorities based on citizen input. This plan will serve as support documentation to county's Comprehensive Plan Capital Improvements Program and policies related to bicycle and pedestrian facilities within the southern portion of the county.

This plan also may be integrated into the county's Land Development Code so that, as land development projects come online in the future they can be reviewed for consistency and furtherance of this plan. Land Development Code requirements can be implemented which require connectivity to the bicycle and pedestrian facilities identified in the plan mitigation for impacts to roadways designated for bicycle and pedestrian uses.

STRATEGY 7: EDUCATION AND SAFETY PROGRAMS

Education will play a vital role during the implementation of this plan. While the design of every facility should be intuitive, a learning curve is to be expected for all users to understand how and where to navigate properly. Programs and campaigns for educating drivers, pedestrians and cyclists alike should be investigated.

STRATEGY 8: STATE AND FEDERAL ALIGNMENT

The recreational loops contained herein have been designed to implement state and federal trail priorities in the South End of the County, making connections, superseding and completing these trail systems. The mission of the Florida Greenways and Trails System is to create a network of greenways and trails throughout Florida, connecting one end of the state to the other, from Key West to Pensacola. The Florida National Scenic Trail begins on the edge of the everglades ecosystem in Big Cypress National Preserve. Over a thousand miles farther north, its end point lies in the white sands of Gulf Islands National Seashore at historic Fort Pickens. The Florida Trail is one of 11 National Scenic Trails and offers many experiences that hikers cannot have on any other trail in the world. The County should work with the Florida Department of Environmental Protection, the National Seashore, and the USDA Forest Service to merge the South Santa Rosa Bicycle and Pedestrian Plan with these state and federal trail systems.

TASK SIX: FUNDING SOURCES

Federal Funding Sources

Bicycle and pedestrian projects are broadly eligible for funding from almost all the major federal-aid highway, transit, safety, and other programs. Specific program requirements must be met, and eligibility must be determined, on a case-by-case basis. For example: transit funds must provide access to transit; Congestion Mitigation Air Quality (CMAQ) must benefit air quality; Highway Safety Improvement Program (HSIP) projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; NHPP must benefit National Highway System (NHS) corridors; Recreation Trails Program (RTP) must benefit trails; the Federal Lands and Tribal Transportation Programs (FLTTP) must provide access to or within federal or tribal lands.

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law July 6, 2012. MAP-21 authorizes the federal surface transportation programs for highways, highway safety, and transit. It replaces SAFTEA-LU, its legislative predecessor. MAP-21 authorized the Transportation Alternatives Program (TAP), which replaced the funding from pre-MAP-21 programs including the Transportation Enhancement Activities, Recreational Trails Program, and Safe Routes to School Program (SRTS). The Florida-Alabama Transportation Planning Organization (TPO) has requested local governments submit bicycle and pedestrian projects for their Transportation Alternative Program (TAP) applications. Applicants for TAP projects must be Local Agency Program (LAP) certified, in the process of becoming LAP certified or have a sponsor that is LAP certified. The Recreational Trails Program and Safe Routes to School Program projects are included in the TAP as set aside programs.

The county will monitor developments regarding the next surface transportation authorization bill to confirm continuations of many of these programs and potential new funding sources for bicycle and pedestrian projects.

FEDERAL-AID HIGHWAY PROGRAM

National Highway System funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.

SURFACE TRANSPORTATION PROGRAM (STP) funds may be used for the construction of bicycle transportation facilities and pedestrian walkways, as well as many other related facilities (bicycle parking, bike-transit interface, etc.). Other non-construction projects related to safe bicycle use and walking such as maps, brochures, and public service announcements are eligible for STP funds. Modifications of public sidewalks to comply with the Americans with Disabilities Act are also covered.

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION (HBRRP) funds are available for pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations (within reasonable cost).

The TAP combines what were previously the Transportation Enhancement, Recreational Trails, and Safe Routes to Schools

programs into one larger program. The TAP provides funding for projects that further develop transportation infrastructure for non-auto modes of transportation, including on-and-off road pedestrian and bicycle facilities, bicycle/pedestrian connections to transit facilities, community improvement activities, environmental mitigation activities, recreational trail program projects, safe routes to school projects, and various other projects. The Florida-Alabama TPO is the designated Metropolitan Planning Organization for the Pensacola urbanized area which is responsible for carrying out a continuing, cooperative and comprehensive transportation planning process. The TPO approves the prioritization criteria and final ranking of all TAP projects, based on such factors as connectivity, safety, and destination intensity.

RECREATIONAL TRAILS PROGRAM funds may be used for all kinds of trail projects. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

THE CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM, established in 1991 and reauthorized by MAP-21, is intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multi-modal approach to addressing transportation problems.

FEDERAL LANDS HIGHWAY PROGRAM (FLHP) funds may be used to construct roads and trails within or adjacent to (or, in some cases, providing access to) federal lands. FLHP funds, which are discretionary, generally total about \$550 million per year. Recreation interests often benefit from FLHP funds.

FEDERAL TRANSIT PROGRAM

Job Access and Reverse Commute Grants are available to support projects, including bicycle related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

Title 49 USC allows the Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other Than Urbanized Area transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in “pedestrian and bicycle access to a mass transportation facility” that establishes or enhances coordination between mass transportation and other transportation.

Mobility Management is an eligible expense under most FTA grant programs. Mobility Management provides technical assistance, develops planning methods and conducts outreach, research, demonstration, and project evaluations that assist local communities in improving regional transportation mobility.

HIGHWAY SAFETY PROGRAMS

Pedestrian and bicyclist safety remain priority areas for State and Community Highway Safety Grants funded by the Federal Section 402 formula grant program. A state is eligible for these grants by submitting a Performance Plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals). Research, development, demonstrations, and training to improve highway safety (including bicycle and pedestrian safety) are carried out under the Highway Safety Research and Development (Section 403) Program.

SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

MAP-21 did not provide specific funding for SRTS, but SRTS projects are eligible for TAP funds and for Surface Transportation Program (STP) funds. TAP provisions and requirements apply to projects using TAP funds. The Safe Routes to School

Program is designed to enable and encourage children to walk and bicycle to school, and to “facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.” Safe Routes to school projects include on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities.

Other Federal Funding

TIGER DISCRETIONARY GRANTS

The TIGER (Transportation Investment Generating Economic Recovery) discretionary grants are currently in their 7th round of funding. TIGER grants fund capital investments in surface transportation infrastructure and are awarded on a competitive basis to projects that have a significant impact on the nation, a region, or metropolitan area. The grant program focuses on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development, or community revitalization. Funds are available for projects in urban areas costing between \$10 million and \$200 million with a 20percent local match requirement.

LAND AND WATER CONSERVATION FUND (LWCF) GRANTS

National Park Service Land and Water Conservation Fund (LWCF) Grants: This federal funding source was established in 1965 to provide “close-to-home” parks and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases, and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50 percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each state’s Comprehensive Outdoor Recreation Plan.

COMMUNITY TRANSFORMATION GRANT PROGRAM

The Centers for Disease Control and Prevention’s Community Transformation Grant Program, funded by the Affordable Care Act’s Prevention and Public Health Fund, helps communities design and carry out local programs that prevent chronic diseases such as cancer, diabetes, and heart disease. The program supports community-level efforts to reduce chronic disease. All awardees are working to improve the health of the nation with strategies that focus on tobacco-free living, active living and healthy eating, and clinical and community preventive services to prevent and control high blood pressure and high cholesterol.

FLORIDA DIVISION OF FORESTRY (URBAN AND COMMUNITY FORESTRY GRANT PROGRAM)

As part of the federal government’s Urban and Community Forestry Matching Grant Program, funds will be available to organizations to develop or enhance their urban and community forestry programs. Awards are made as 50-50 matching grants (50 percent federal, 50 percent applicant) to local governments, educational institutions, Native-American tribal governments, and legally organized nonprofit (volunteer) organizations.

www.fl-dof.com/forest_management/cfa_urban_grants.html

NATIONAL PARK SERVICE

Mission: The mission of the Rivers, Trails and Conservation Assistance program (RTCA) is to assist community-led natural resource conservation and outdoor recreation initiatives. RTCA staff provides guidance to communities so they can conserve waterways, preserve open space, and develop trails and greenways.

The project applicant may be a state or local agency, tribe, non-profit organization, or citizens' group. RTCA does not provide financial assistance to support project implementation. Applicants should discuss their project with RTCA staff before applying for assistance. It can be helpful to schedule an advance field visit with staff to best understand how RTCA can be of assistance. Applications are due by August 1st for assistance beginning the following fiscal year (October 1st through September 30th).

www.nps.gov/orgs/rtca/apply.htm

State Funding Sources

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

The Florida Coastal Management Program is based on a network of agencies implementing 24 statutes that protect and enhance the state's natural, cultural and economic coastal resources. The goal of the program is to coordinate local, state and federal agency activities using existing laws to ensure that Florida's coast is as valuable to future generations as it is today. Florida's Department of Environmental Protection is responsible for directing the implementation of the state-wide coastal management program.

www.dep.state.fl.us/cmp

Private Funding Sources

Private funding sources can be extremely beneficial to public projects. These funds can leverage federal and state dollars by providing necessary local match contributions creating what is known as public-private partnerships. They also build community involvement and buy in to the project. Private funding opportunities are constantly changing as businesses and organizations change and grow.

PEOPLEFORBIKES

"The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S." Most of the PeopleForBikes grants awarded to government agencies are for trail projects. The program encourages government agencies to team with a local bicycle advocacy group for the application. PeopleForBikes seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by MAP-21 or its subsequent programs. PeopleForBikes will accept applications for grants of up to \$10,000 each (with potential local matches), and will consider successor grants for continuing projects. Grant applications are accepted twice per year.

www.peopleforbikes.org/pages/community-grants

AMERICORPS' NATIONAL CIVILIAN COMMUNITY CORPS (NCCC)

The AmeriCorps National Civilian Community Corps is a full-time residential program for men and women, ages 18-24, that strengthens communities while developing leaders through direct, team based national and community service." Local

governments can apply to host an NCCC team. One project that NCCC members work on is the building or improving of trails. Teams have cleared trees and brush, leveled trails to comply with federal guidelines on Americans with Disabilities Act (ADA) access, implemented erosion control techniques, and created and updated signs. These trails are located in rural, urban, and national parks from California to Maine, and are used by tens of thousands of Americans each year.

www.americorps.gov/for_organizations/apply/nccc.asp

FISH AMERICA FOUNDATION

Fish America Foundation provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. In the last 18 years, the Foundation has provided over 900 grants totaling more than \$10.6 million to improve the fisheries resource in all 50 states and Canada. The Foundation grant system includes several changing grant categories, each with different application cycles and some of which can include greenways that enhance or conserve water resources.

www.fishamerica.org/grants

AMERICAN HIKING SOCIETY NATIONAL TRAILS FUND

The American Hiking Society's National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns and traditional trail work projects. Since the late 1990s, the American Hiking Society has granted over \$588,000 to organizations across the US.

www.americanhiking.org/NTF.aspx

THE GLOBAL RELEAF PROGRAM

The Global ReLeaf Forest Program is American Forests' education and action program that helps individuals, organizations, agencies, and corporations improve the local and global environment by planting and caring for trees. The program provides funding for planting tree seedlings on public lands, including trailsides. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands, including along trail rights-of-way.

www.americanforests.org/our-programs/global-releaf-projects

CONSERVATION ALLIANCE

The Conservation Alliance is a group of outdoor businesses that supports efforts to protect specific wild places for their habitat and recreation values. Before applying for funding, an organization must first be nominated by a member company. Members nominate organizations by completing and submitting a nomination form. Each nominated organization is then sent a request for proposal (RFP) instructing them how to submit a full request. Proposals from organizations that are not first nominated will not be accepted. The Conservation Alliance conducts two funding cycles annually. Grant requests should not exceed \$35,000 annually. Deadlines for those cycles are:

- Summer Cycle: Nominations due May 1
 Proposals due June 1
 Grants announced early October
- Winter Cycle: Nominations due November 1
 Proposals due December 1
 Grants announced early April

www.conservationalliance.com

THE ROBERT WOOD JOHNSON FOUNDATION

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to “promote healthy communities and lifestyles.” Calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

www.rwjf.org/grants

GANNETT FOUNDATION

The Gannett Foundation is a corporate foundation sponsored by Gannett Co., Inc. Through its Community Grant Program, Gannett Foundation supports non-profit activities in the communities in which Gannett does business. Through its other programs, the Foundation invests in the future of the media industry, encourages employee giving, reacts to natural and other disasters, and contributes to a variety of charitable causes.

www.gannettfoundation.org

THE WALMART FOUNDATION'S STATE GIVING PROGRAM

The Walmart Foundation's State Giving Program plays an essential role in the Foundation's mission to create opportunities so people can live better. The Program provides grants to 501(c)(3) organizations, ranging from \$25,000 to \$250,000. The Community Engagement Giving grant cycles funding for programs focused on the unmet needs of underserved low-income populations, can apply in cycles 3 and 4 only. Examples of programs in Community Engagement Giving: education, health care access and other human services programs.

foundation.walmart.com/apply-for-grants/state-giving

THE ALLIANCE FOR BIKING AND WALKING

The Alliance for Biking and Walking creates, strengthens, and unites state and local bicycling and walking advocacy organizations. The Alliance along with Advocacy Advance (partnership with League of American Cyclists) offer Rapid Response Grants to advocacy organizations. Rapid Response Grants enable state and local bicycle and pedestrian advocacy organizations to win, increase, and preserve public funding in their communities. The Advocacy Advance team provides necessary resources, technical assistance, coaching, and training to supplement the grants.

www.bikewalkalliance.org/what-we-do/grants-a-scholarships

Local Funding Sources

It is important to mention that while grants and private funding is available, in most cases, the county must have adequate staffing levels and matching funds or the ability to match with in-kind services. Sometimes, grants cannot be leveraged due to limits associated with staffing the actual projects or providing a cash or in-kind services match.

Currently Santa Rosa County utilizes six cents per gallon, which is half of its available 12 cents per gallon local option gas tax. This gas tax helps fund local roadway projects throughout the county. A local option sales tax could also be used to fund infrastructure projects. Both of these local option taxes would have to be approved by the residents of the county by vote.

Santa Rosa County is no longer eligible for FDOT's Small County Outreach Program because of the increase in population based on the 2010 Census. This program only required a 25 percent local match. Impact fees are another source of revenue



for transportation projects. Impact fees are paid by developers to add sidewalks and capacity improvements required because of new development to an area. However, the county has suspended impact fees since 2009.

Some local governments have implemented a “payment in lieu of sidewalk” requirement where developers that are required by code to construct sidewalks can make a payment for future sidewalk construction. The Land Development Code, in these communities basically allows for developers to pay a fee in lieu of building sidewalks when projects meet certain criteria. When this occurs the monies paid are set aside in a fund for future sidewalk construction in that neighborhood or planning area. In these communities, sidewalk construction is often prioritized by the sidewalk or bicycle-pedestrian master plan that is linked to the Capital Improvements Program and well-vetted through a public process. This enables developer contribution in a manner that targets fast growing planning areas as well as enables consistency with a prioritization or master planning program by not necessarily requiring the sidewalks to be built in the proposed development.

Another option to finance infrastructure improvements is to develop a Community Redevelopment Agency (CRA). CRAs are designated by a local county or city and directed by a board created by the city or county. A Community Redevelopment Plan then can be created to draft a plan of action to implement projects that are needed.



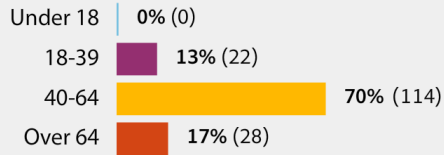
CONCLUSION

US 98 in South Santa Rosa County is the major east-west corridor for the area. It is characterized by high speeds and high volumes, making it dangerous for bicycling and walking to the many commercial destinations scattered along this corridor. The crash data shows 18 fatalities in the 110 crashes in less than eight years. From the abundant interest from the public throughout the development of this plan, it was clear to see that safety was a major concern. They clearly indicated they want to see more physical separation of vehicles from bicyclists and pedestrians, especially along US 98. With their assistance and knowledge of local roads, a recreational bicycle loop was identified along with over 100 projects for developing or improving new and existing routes. Local, state, federal, and private funding sources were also identified so the county can continue implementing the identified projects and recreational loop.

Appendix A

Survey Results

What is your age?

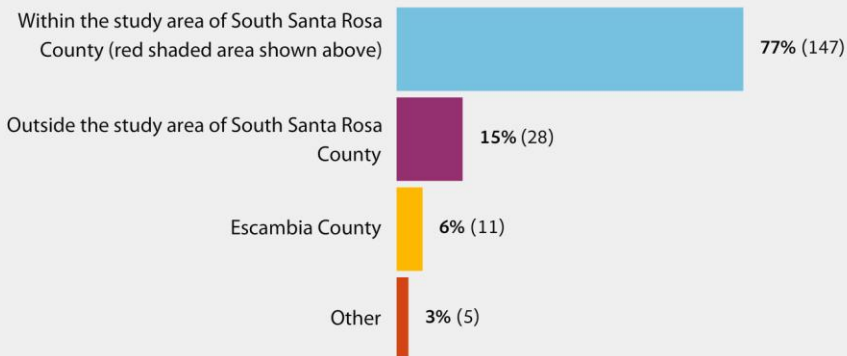


* 164 total responses, 82% of submissions

South Santa Rosa Bicycle-Pedestrian Plan - Study Area

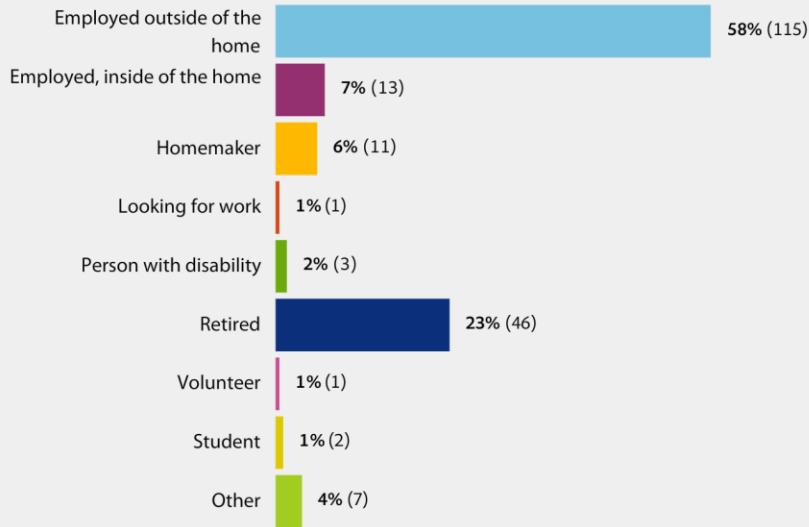


Where do you live?



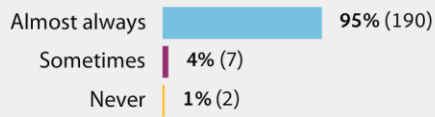
* 191 total responses, 96% of submissions

How would you describe yourself?



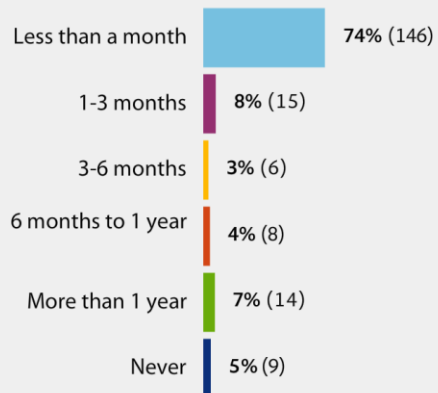
* 199 total responses, 100% of submissions

Do you have access to a motor vehicle?



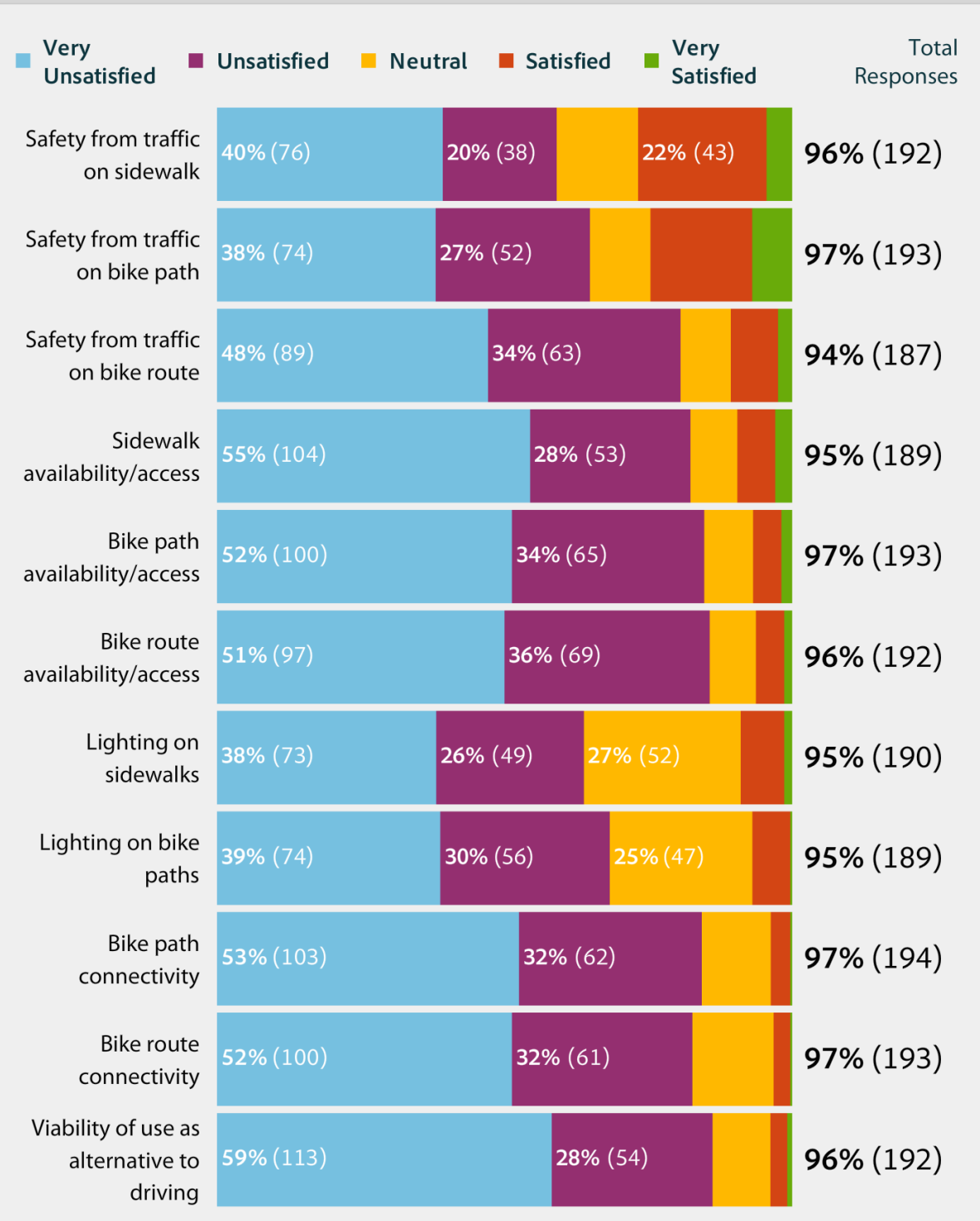
* 199 total responses, 100% of submissions

When was the last time you rode a bicycle or took a walk or run in South Santa Rosa County?

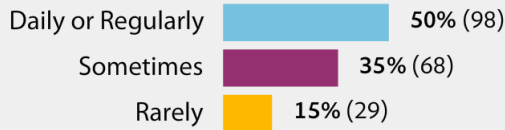


* 198 total responses, 99% of submissions

How satisfied are you with the current infrastructure in South Santa Rosa County?

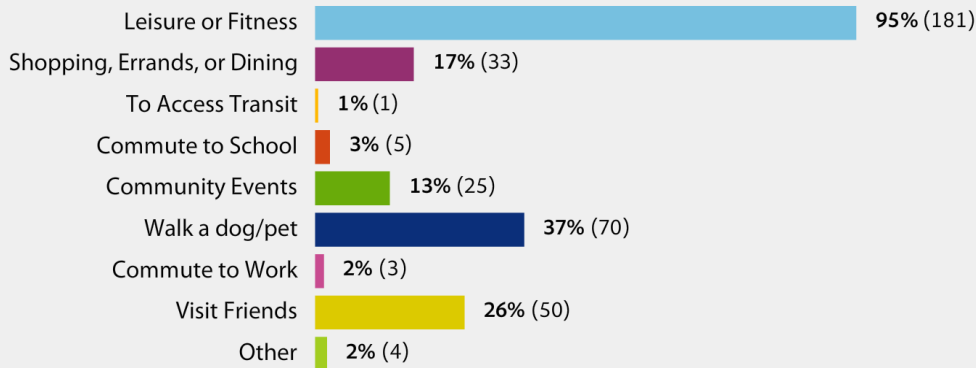


The following questions are about pedestrian facilities. How often do you walk or use pedestrian facilities?



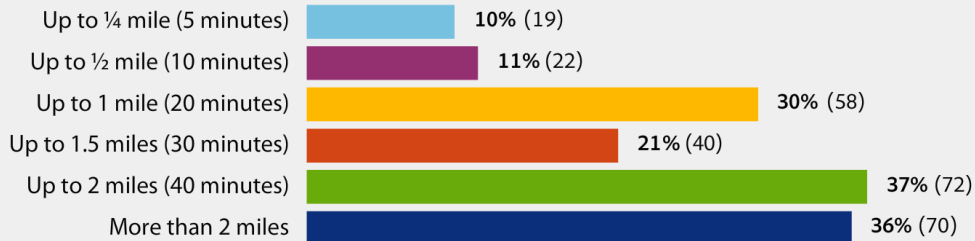
* 195 total responses, 98% of submissions

Why do you walk? Select all that apply.



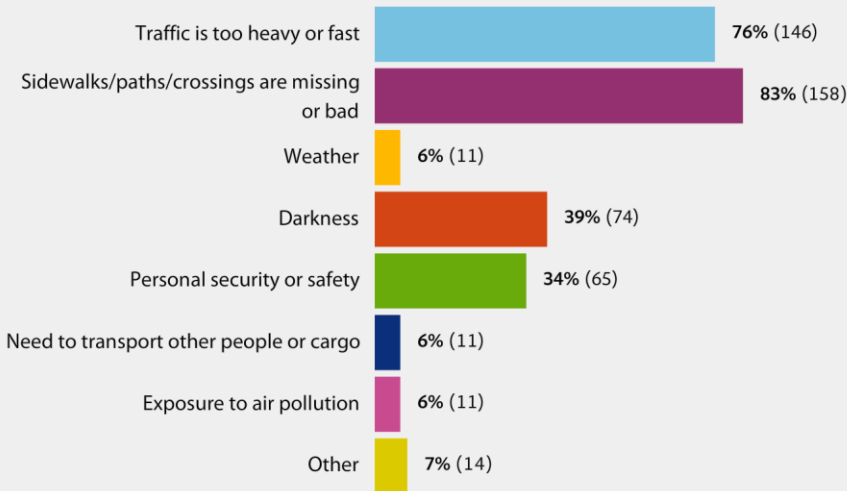
* 191 total responses, 96% of submissions

What do you consider a comfortable walking distance? Select all that apply.



* 194 total responses, 97% of submissions

What are the biggest obstacles to walking in South Santa Rosa County? Select all that apply.

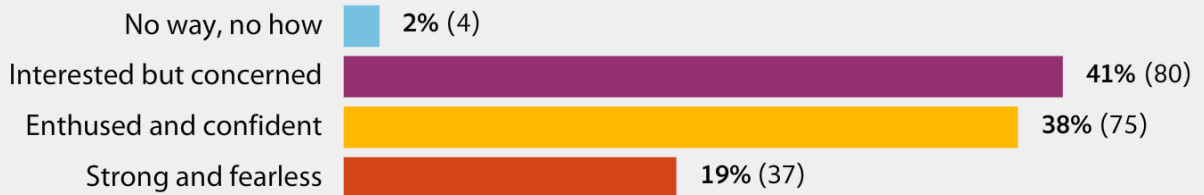


* 191 total responses, 96% of submissions

Rank potential pedestrian infrastructure improvements in South Santa Rosa County.

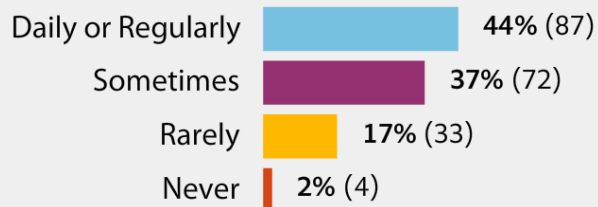


The next set of questions are about bicycle facilities. What is your level of bicycling comfort and experience?



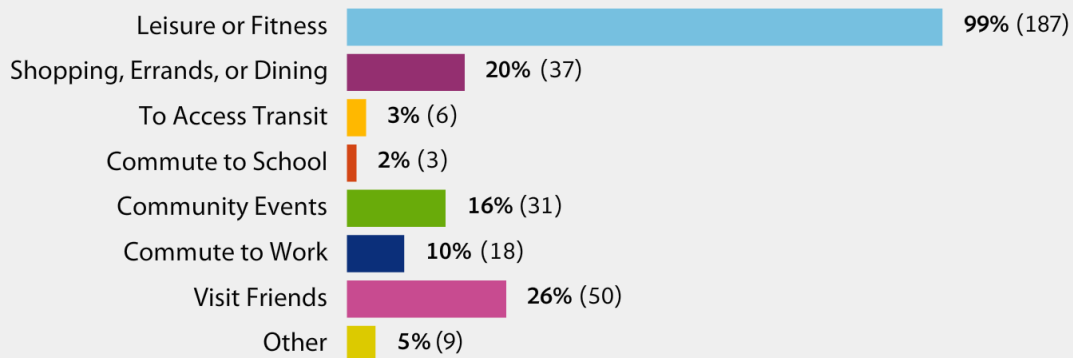
* 196 total responses, 98% of submissions

How often do you ride a bicycle?



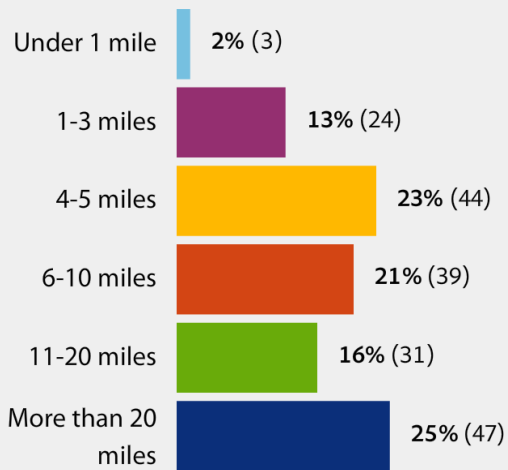
* 196 total responses, 98% of submissions

Why do you ride a bicycle?



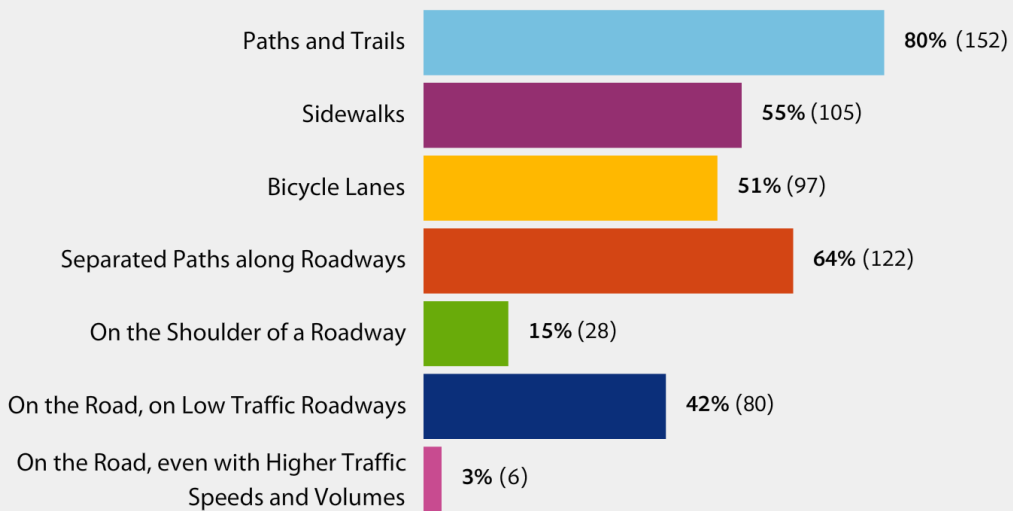
* 189 total responses, 95% of submissions

What is your maximum comfortable riding distance?



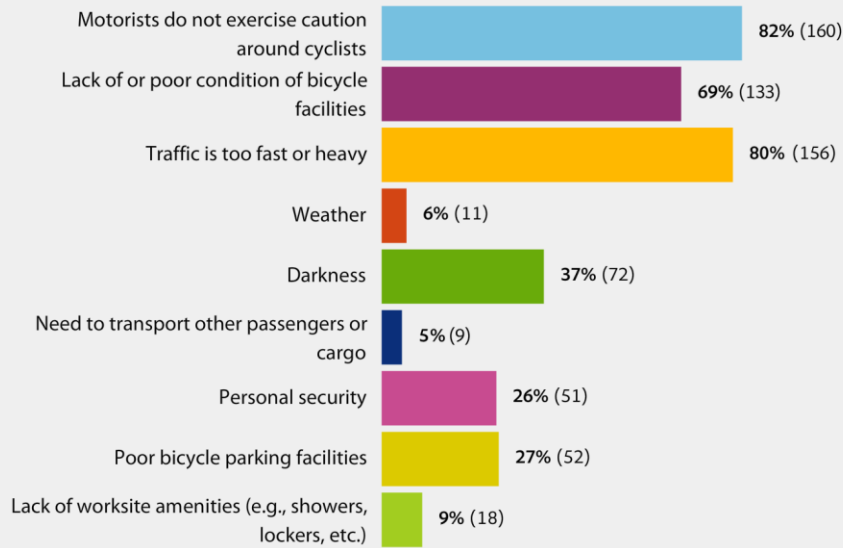
* 188 total responses, 94% of submissions

Where are you comfortable bicycling? Select all that apply.



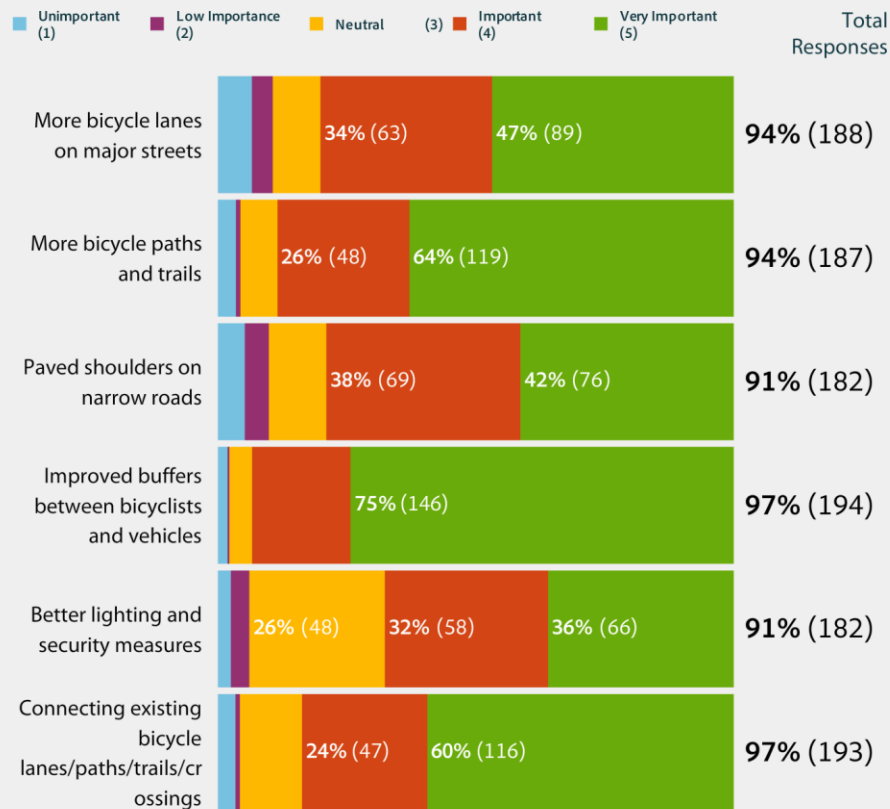
* 191 total responses, 96% of submissions

What are the biggest obstacles to bicycling in South Santa Rosa County? Select all that apply.

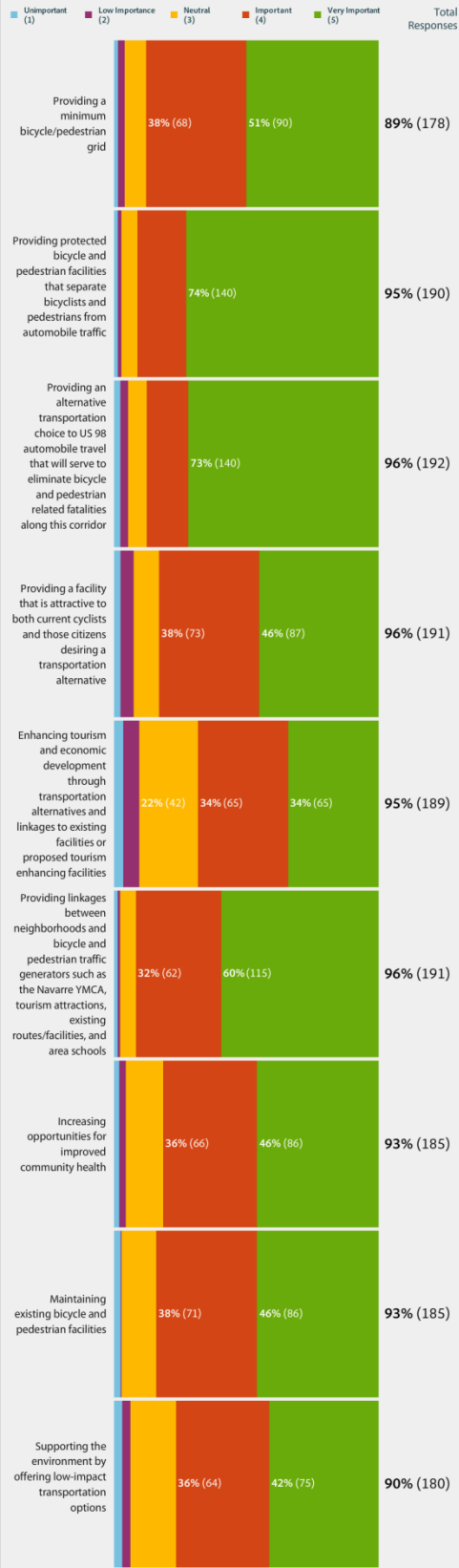


* 194 total responses, 97% of submissions

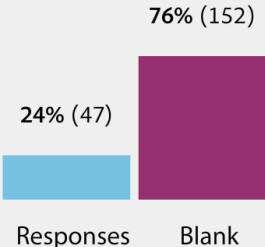
Rank potential bicycle infrastructure improvements in South Santa Rosa County.



The following question is about both bicycle and pedestrian facilities. Rank the following reasons to invest in bicycle and pedestrian improvements in South Santa Rosa County.



Would you like to join our newsletter list? If so, please put your email address below. Thank you!



* 47 total responses, 24% of submissions

Appendix B

Survey Comments and Social Media Posts

General Statements:

1. Concerned with the number of fatalities and injuries while people walk or ride near our roads.
2. A safe way to cross 98!
3. Improved outreach and education for motorists about pedestrian laws.
4. In general make the area more bike and pedestrian friendly.
5. It's important that low income people have alternatives to get to where they need to go. The existing traffic that continues to increase is not allowing this. Also, the more the traffic increases the less families are able to allow their children to ride their bikes unsupervised or supervised. It's just not safe. We need a healthy community.
6. What existing bicycle and pedestrian facilities? They are nearly non-existent.
7. Bicycling and walking provide healthy and relaxing alternative forms of transportation and leisure activity if they can be done safely and without fear of your life.
8. Significant public investment in pedestrian and bike infra-structure will correspondingly significantly enhance the quality of life for the citizens and visitors in south Santa Rosa County. A community's high quality of life has been proven to be the single most important driver of economic and job development in Santa Rosa County over the last 30 years. It's why company owners want to bring their operations and employees families into our county....north or south end!
9. Safe paths for biking and walking are very important.
10. It would be wonderful to have a safe walking and riding path away from HWY 98 to go shopping!
11. We desperately need safer options on route 98!
12. Connectivity!!!!!!!
13. I just want a place to ride my bike or walk where I won't be hit by a car.
14. Build frontage road on 98. Proper planning would have done so years ago.
Do it now.
15. Do something other than pouring money into hay hauling routes in northern SRC.
16. No connectivity. For me along the north sided of Hwy 98 from 281 into Gulf Breeze city limits.
17. Enforce speed limits with unmarked police cars along hwy 98 in Santa Rosa county.
Lower speed limit along HWY 98 to 35 MPH.

Enforce wide separation from motorized traffic and bicycle traffic.

Make driver test that includes bicycle safety requirement for motorists.

18. All the focus seems to be on the south side of Hwy. 98. There are thousands of affected residents and homes on the north side of Hwy. 98 from Bayshore Rd. to Hickory Shores that need access and connectivity to the businesses on the south side. i.e. WalMart, Lowe's, Winn Dixie, CVS, Walgreens, Ruby Tuesday, Zaxby's and the bike/ped path on the north side of the highway at the Naval Live Oaks area.
19. Take advantage of the wide and often unused public rights of way and certain public/utility easements to create ped./bike paths and connectivity between neighborhoods in south Santa Rosa County even in the face of NIMBY opposition.
20. There is a rather interesting article recently about a bike path in the Netherlands that they put glow in the dark stones in the path for use at night. With the high temperatures we get during the day this would be a neat alternative for the bike paths in our county. As well as a wonderful advertisement for more tourists to come to our county.
21. Although providing facilities for these activities, a small public bathroom would be useful. A good possible location would be near the corner of Woodlawn Beach and Soundside Drive. Specifically between 5283 Soundside Drive and 5275 Soundside Drive as I understand this is open property "Selected Parcel: 30-2S-27-5930-00000-PARK" has a "DOR Property Usage: "RESIDENTIAL VACANT LAND (00)" that is owned by: "WOODLAWN BEACH PARKS".
22. More enforcement of distracted driving laws up and down Hwy 98.
23. Another road or service roads.
Improved and enforced codes for appearance of business along Hwy 98.
Remove outdoor storage facilities from Hwy 98 (Boats/Rvs).
Landscaping/beautification of the median.
24. Spend south Santa Rosa tax money in south Santa Rosa County instead of on north end boondoggles!
25. We need to conserve some land. How about a metro park in Navarre with bike, walking and skating trails. In wooded areas. We are growing at such an extreme rate that if we don't set aside land for this type of use soon it will be gone.
26. Better drainage (actually digging out ditches and removing vegetation rather than cutting it and leaving it there to pile up and cause back ups of the water flow)!
27. Trees need to be trimmed along Highway 98 path. Better access to Bob Sikes bridge. Trash removal. Signage: mile markers, etc.
28. Mark traffic intersections at Andorra St, Highway 87, the causway intersection, and Winn Dixie entrance with brick pavers or heavy marker lines and signs showing this is a high pedestrian area.

29. Space traffic lights further apart, making the intersection larger and slow the delay on the lights timers...
30. Install reflectors that vibrate to separate the bike path from traffic on the Bob Sikes Bridge. Drivers are often taking in the view or digging for toll money and often drift into the bike lane.
31. With all the tourism navarre receives and hopes to keep receiving, one would think we could spend some money on improving the medians instead of LED lights. My car has lights. The medians look horrible.
32. I've frankly been dismayed over the years with the poor planning associated with growth in south Santa Rosa County. There's been virtually no effort to preserve pockets of the natural environment and the recent high number of fatalities involving pedestrians and bicyclists in our area is an indication that we have inadequately provided for their safety. I hope the county will get serious about accommodating bicyclists and pedestrians. If they do, I believe it will most certainly be a "win/win" situation.
33. I would run with a jogging stroller when I had one child. With two kids there is very limited safe places to run with a double jogging stroller. If we had a public track that would help with safety issues and add in a few bike trails by the track.
34. The lack of separation from traffic is a huge problem as well as loose dogs. It would also help to have a better bridge to get over the river to Eglin to ride horses. Navarre is a horse community as well and better access to Eglin would be great!!
35. Set shorter time lines for road construction. Ridiculous how long it takes. Start the project and stay on it till done.
36. The Heart of Navarre zoning plan really needs to be revived. There are many vacant and run-down buildings with ugly, neglected landscaping littering the two miles from the post office to Helen Back. This situation makes Navarre unattractive to prospective new businesses. Every successful new or redevelopment starts with a well-planned "walkability".
37. We should not expect bikers to ride on sidewalks, leave those to pedestrians.
38. Whoever is the final decision maker should go to nearby communities and see how bike paths/trails improve the community. Look at Destin/Walton County/30A, Orange Beach, Gulf Shores. Even Panama City Beach is making improvements. We are 20 years behind everyone else east and west of us.
39. Please put some effort into the south side residents and consider use of Gulf Power R.O.W. where feasible.
40. Having water fountains for pets as well as walkers and bicyclists would be nice.
41. I very much hope that Navarre is able to foster better and safer conditions for pedestrians and cyclists. I love Navarre, but the lack of bicycling lanes/sidewalks between my subdivision and the commercial areas I frequent (as well as the crazy driving conditions on the main roads) are a HUGE drawback.
42. I think the BOCC is finally on the right track.
43. Re-instate the Navarre Town Center plan that already had identified many of these problems over ten years ago.

44. There are too many places of business showing poor upkeep. Building codes must be established and enforced to ensure a semblance of consistency exists. Navarre has too many buildings in a state of poor repair. Remove all the trailer businesses. The place is ugly and getting worse.
45. We love the multi-modal beach path, but we have to DRIVE to get there safely to ride our bikes. We live in an established, older neighborhood with NO sidewalks, MINIMAL street lighting, and HIGH pedestrian and vehicle traffic. It is sad to see the weathered paths of pedestrians along some of the highly trafficked roadways (Laredo, Ortega, Grenada, Frontera, Andorra, you name it...). That is the citizen's way of silently asking for a safer way to travel and protect themselves. Sadly, we have to load our bikes up to drive to a safe, new neighborhood with sidewalks and enough street lights so that we can teach our boy to safely ride his bike. We like where we live...but we want to love it...to feel SAFE and HEARD and VALUED as SRC citizens, who pay taxes just like other residents of the county.
46. I enjoyed the opportunity to have input today at the public meeting at the Andrews Institute. We have some good cycling areas in south Santa Rosa County as well as the Pensacola Beach area and with a few small improvements they can become GREAT cycling areas. Thank you for that opportunity.
47. I beg that this same kind of thing is started for north Santa Rosa County. It is greatly needed as well!
48. Along 98 physically separated paths like through Gulf Breeze National Sea Shore. For walkers, bikers and skaters.
49. These striped bike lanes aren't safe...distracted motorists can easily run you over. If you're on a sidewalk you at least have the curb as a deterrent for distracted motorists.
50. These (audible cookies) would be great on the Bob Sikes Bridge. Drivers are frequently taking in the view or searching for toll money and often drift into the bike lane.
51. Actually a few benches (maybe every 4 miles) might be nice also. It would encourage people to ride longer if they could stop and rest if needed. (I'm 71 but still love to ride my bike... just have to take a rest once in a while.) I ride about 5 miles right now for exercise but would ride longer if connectors were made and they had an occasional bench. Thanks for allowing our input.
52. A light rail and busses to run to Pensacola and to Navy hospital and VA from SR county.

Sidewalks:

1. I would walk more in the evening if there was more lighting and more sidewalks. I would also allow my kids to ride their bikes more but since it is not safe I do not.
2. I live on Navarre Beach and although there is a bike path, there is no lighting on the streets so walking after dark can be dangerous and the risk of injury is higher.
3. I live on Hummingbird CT, off Woodlawn Beach Road. There are no sidewalks/bike paths from my house till I hit the corner of Barbarosa and Woodlake Trail (.5 mile). The traffic on Woodlawn Beach Road and Barbarosa is

heavy on both roads. If I walk from my house to down Woodlawn Beach to Soundside Drive, there are no sidewalks on either road.

4. There are no sidewalks on 98. There are no crosswalks on 98. Lighting can be "feco friendly" without being non-existent. There are no safe routes to school for West Navarre or Holley Navarre Schools.
5. Walking paths and trails are very important but just having walkways along the highway with no protection or barriers between the highways and walkways is not sufficient.
6. We live off of Soundside. With all the traffic in the mornings, it is dangerous to walk and then in the evenings between the darkness and all the work traffic returning to the area it is just as dangerous.
7. It would just be nice to have sidewalks. Even if we can't get a bike path or park.
8. Sidewalks would be my main priority in HBTS but connecting a bike/pedestrian loop with the existing or a new one would be nice.
9. 98 needs a separate pedestrian path.
10. Bike/Ped path on 98 is not good if there are no barriers! Please see map of proposed sidewalks and school in HBTS/Coral Mandtee connects and WNIS and WNP schools.
11. I wish to begin with a big " Thank YOU" for the Lighting on Hwy 98 and the continuation of Sidewalks down East Bay Blvd/ Hwy. 399. My Concern(s) are regarding the new sidewalks on west end of East Bay Blvd/ Hwy. 399. Specifically at the curve, there has been numerous car accidents at that curve, the sidewalk does not have a buffer between Road and Walk. It would be great to be able to add cement poles, or some sort of buffer to protect those walking around curve in the event a car , speeding around curve looses control and rolls. Secondly, I would love to see the LED Lighting down Hwy 399, there is hardly any lights and many areas are extremely dark.
12. Sidewalks on all streets! Overhead walk to cross 98!
13. Sidewalks are very needed in every resident Road. Woodlawn Beach Rd and Soundside Dr. are used by a lot.
14. The plan to construct bike path along 98 is an excellent plan. Walking in Navarre between Winn-Dixie strip mall and 87 exit has always been impossible. Talk of a walk-over/s in that area would be a benefit to both residents and visitors. Beach visitors would be able to walk/bike to shops and restaurants without risking life and limb.
15. Sidewalks and separated paths along roadways!
16. Please fix Bay Street from Villa Venyce to Santa Rosa Shores so that there is a separate SAFE area for walkers! I have had far too many close calls while walking in bright sunshine daylight! It's scary!
17. Build sidewalks on all neighborhood streets within 1 mi. of local schools.
18. Sidewalks. Lighting ordinance that would allow for attractive lighting closer to ground level. Safe routes to school should be employed in the neighborhoods, especially Holley By The Sea. Sidewalk infrastructure should be available to ALL SCHOOLS and for neighborhoods especially those with over 4000 homes!
19. Put pedestrian walkways/cyclist ways on both sides of 98 in this area.

20. Improve the cross walks on Pensacola Beach Road that connect the bike path to Soundview Dr. in Gulf Breeze Proper. Cross walks like they have on the beach now that flash in the road. Traffic is very fast turning off Hwy 98 headed towards the beach and from traffic north bound off the Bob Sikes Bridge.
21. Investing in a elevated crosswalk above 98 near the park, chamber and causeway would allow all of us on the north end of 98 walk to the park. If the cross walk had a ramp, it could be used for cycling as well and would be very great. It could be a cool selling point to attract tourists. We need to become a more walkable community that is connected and offers attractive small businesses that will keep us unique and sought after because we are not a cookie cutter beach destination.
22. Extend walking/biking path in front of National Sea Shore so that it connects to SOMETHING eastbound rather than just ends.
23. This is very encouraging!! Kids need sidewalks to school. I have never lived anywhere with so little opportunity for walking or biking. I have even considered moving because of it!!
24. Start with sidewalks in 3 miles circles around each school. Get the kids riding to and from school off the roads.
25. Need to put more sidewalks along Hwy 98!!
26. Panhandle Trail is in dire need of a pedestrian path, there is a lot of foot traffic on this very narrow/high traffic road.

Lighting:

1. Beyond the lack of current bike/walking paths in my neighborhood, with it being dark till almost 6 AM and by 5 PM exercising is required during the darkened periods of time. Saying that, new/improved traffic lights and reflectors are a must for Woodlawn Beach and Soundside Drive.
2. Install lighting on these roads allowing safe exercise between 5 PM and before 6 AM. Also add reflectors between the street and bike/walk paths.
3. Not enough street lights out on Navarre Beach.
4. Street lights!
5. Turtle friendly low level lighting and drinking fountains on the Navarre Beach path. We last presented the idea to the county commissioners a few years ago. The answer was, the Navarre Beach leaseholders would have to approve it and fund it. This is a public area used not only by county residents but also visitors. It would not be fair to place the burden on the leaseholders. Instead, the funding should come from bed taxes and county recreational funds. Also, this path is part of the Florida Trail system...are there any state funds available?
6. A flashing light crossing like were recently installed on Pensacola Beach would be great to cross Pensacola Beach Road in Gulf Breeze Proper to get over to Soundview Drive. Cars headed to the beach are coming around the corner fast off Gulf Breeze Parkway and likewise those leaving the beach are coming fast off the Bob Sikes Bridge. It's a difficult crossing.

Speed Limit/Improvements:

1. Providing speed limit signs where there are none. Providing traffic calming measures like stop signs where needed. Enforce existing traffic laws especially speeding on 98.
2. The planning and zoning department must adopt new pedestrian/bicycle accessibility rules for new developments. The Publix and Wal-Mart shopping centers, for instance, require automobiles, pedestrians and bicycles to share the roadway entering the complex. Curbs and landscaping prevent using the shoulder as an alternative.
3. The biggest reason for fatalities on busy roads like Hwy 98 is because drivers get distracted and wander across the white line that separates the driving lane from the shoulder where the cyclists are supposed ride. The absolute best thing that you can do reduce bicycle fatalities is to place the little white bumps (e.g., Botts' Dots) every few feet along the white line separating the traffic lanes from the shoulder. Please read my additional comments.
4. East / West alternative to Hwy 98.
5. Remove the current stop signs on the multi-use pedestrian paths requiring pedestrians to stop for motor vehicles. That isn't good policy. Motor vehicles should be looking out for pedestrians. Pedestrians should always have the right-of-way. Yield to pedestrian signs should be placed in those areas.
6. Keep beach bike trails free of sand.
7. Drop speed limit from 45 to 35 on highway 98 from Williams Creek Road to Ortega Street through Navarre.
8. Repave the section of Tibet Drive that separates the driving range from the practice putting green in Tiger Point. It is heavily pot holed from irrigation water running across it.
9. Put a stop sign for south bound traffic on Country Club Road where it intersects Santa Rosa Drive to allow easy access from Country Club Road to Santa Rosa Dr. when cycling west bound. It's blind on that corner and because it is down hill you have built up speed and momentum.
10. Patch the bulldozer track marks on 399 between Navarre Beach and west bound to the Santa Rosa/Escambia County line. It's probably unnoticeable by car but is a hazard for cyclists.
11. Paint a cycling lane where Gondolier Blvd intersects the bike path through the Live Oak Reservation on the left side of the north bound lane. As it is now the safest way to cycle west bound is through the Fresenius Dialysis Center parking lot. They have erected "No Thru Traffic" signs and installed speeds bumps. This means you have to travel to the intersection where it is 4 lanes wide plus a median to cross to the bike path or ride the wrong way up Gondolier Blvd where it is divided.
12. Use actual cyclists to consult with for planning and improvements. Start enforcing the existing traffic laws to control speeding on 98.
13. My Name is Steve Fikar. I am the former president and now current safety officer for the Emerald Coast Cyclists. We ride in Walton, Okaloosa, and Santa Rosa counties. Our organized rides are conducted on many roads and highways in the area. Our routes in Santa Rosa county are exclusively in the north county region, north of I-10. We

are passionate about safety. We ride on the highways every week of the year around here. I personally have been hit by vehicles twice on the highway over the 12 years I have been riding locally. If you want to save lives, then please install the white bumps on the white lines so that drivers are alerted that they are crossing into space that cyclists occupy (the shoulder). I am 100% absolutely positively convinced that this will save lives in Santa Rosa county. Please call me to discuss. I would be happy to meet with you. (Obligations have prevented me from going to your recent meetings).

14. We need to SLOW down traffic on 98. 45 is too fast for all the intersections, lights, and turns coming out of businesses and streets. Gulf Breeze has the right idea on that. Plus most people do not follow the 45 speed limit anyway..so more police would be great too!
15. Along the new pedestrian way on East Bay Blvd. the stop signs and stop pavement markers have never been changed. Cars pulling from side streets such as Sleepy Bay Blvd. must stop At East Bay Boulevard blocking the new pedestrian lane as traffic is backed up. The stop signs should be placed prior to the walkway, giving the cyclist and walkers the right of way. If you check out the same pedestrian way on Navarre Beach they are marked correctly. I ride this route about six days a week and it is very dangerous to cyclist and pedestrians.
16. To allow cycling on 98 and 87 in the areas where the speed limit is 55 (and everyone does 65) you will need to provide some protection for cyclists. Right now, a driver just needs to lose attention and drift into the bike lane/shoulder to kill a cyclist. This gets into the area of law enforcement and traffic calming measures, as well as proper education for cyclists and drivers. Honestly, I am a veteran and respect all law enforcement officials but I have seen few people even being pulled over for speeding on these roads, which is rampant. If things are not practical to change in this regard, cycling on 98 should be forbidden to save lives, as right now it is a speeders playground.
17. The bike crossing on Navarre Bridge is too narrow and will not allow pedestrians and cyclists to cross at the same time, having the bike lane go through a couple foot wide passage with concrete bridge posts on each side is not viable.
18. 87 in the 45 mph zone has bike lanes that cars routinely ignore and have a lot of glass and debris in them. There are also no crossing facilities where the 399 bike path meets 87. Where the speed limit is 55 on 87 North of Navarre speeding is rampant again, and the bike lane/shoulder is not respected by vehicles. Here the bike lane needs to be effectively separated from traffic travelling at high speed.

Connectivity:

1. Connecting neighborhoods so that travel to and from shops, the beach etc. can happen without having to get on 98. Connecting the bike path on 399 will be great. We enjoy riding on it.
2. Connect the bike route in Santa Rosa Shores/Villa Venyce with the road behind the zoo, and on to Navarre.

3. Inter-connectivity between sub-divisions. Installation of ADA sidewalks mandated on all new sub-divisions.
Designated bike/ped lane on all new streets. Mandatory sidewalks within one mile from all schools.
4. Connect neighborhood streets with local schools.
5. Connect isolated neighborhoods with interior streets.

Education:

1. Provide education for motorists and cyclists with regard to the law and courtesy in traffic. Provide cycling classes in schools. Hold community cycling events.

Nature Trails:

1. I love the walking trails in the Audubon park behind Tiger Point. More areas like that please.
2. Much of South Santa Rosa County is flat and I'm often reminded of the Netherlands (flat land, near water, etc.) and the fact that a large part of their population rides bicycles, walks, etc. I think tourists would be attracted to a more eco-friendly place with bicycle riding, walking paths, etc. and this would also be a boon to the health of our people and our environment.
3. A park before the building takes over all the land that is left. The bears are increasingly getting into the trash and deserve a sanctuary as well as we take over their home with all the building. This would be great for the native animals and environment as well as the families as the community continues to grow. It would also enhance and keep the beauty of the area preserved and be an added tourist attraction.
4. We need more nature walks in Navarre, maybe up 87 around East River, or the few creeks we have. Nature is the cure to our stressful lives and better health for our community. I would love to have a beautiful nature trail in Navarre without having to drive 30 minutes in each direction to get to one.
5. Purchase the large undeveloped wetland properties in south Santa Rosa and incorporate those areas into forest preserves with bike/walking paths. In Lake County IL, the forest preserve district purchased all the land along the Des Plaines River (from the Wisconsin border to Cook County, IL (an area plagued with flooding problems). The trails are beautiful as they wind through the wetland areas which not only show off the natural beauty of the area but provide a safe habitat for the wildlife.
6. I would love trails connecting neighborhoods...grew up in Colorado and there were few places we could not get to on bike paths! This is definitely what our beautiful and health crazed area needs!

Bicycle:

1. I even ride my bike to my office but I have to use a concrete drainage ditch to connect from my neighborhood and ultimately get to U.S. 98 where for at least 150 yds my life is in peril.

2. Bike paths or Multipurpose Paths.
3. Separate bike path parallel to Hwy 98. Widen bike lane on Beach Rd. Provide viable bike crossing on Navarre Beach Bridge, provide bike lane signage and separation on 87. Sweep road shoulders for glass and sand periodically.
4. Bike paths need to be kept clean of obstacles.
5. Maintain bicycle and pedestrian paths- remove rocks, glass, debris and sand = remove risks of falling.
6. More bike paths like the one through Naval Live Oaks but some kind of grid on the side of the road to alert the driver they are crossing off the road. Have seen people texting and driving through there that almost even hit the bike path.
7. It is difficult to drive on the National Seashore road when there are numbers of bikers. They practically dare you to run them over. They do not use the path that is separated from the road. The sand obstructs their being able to stay on the shoulder. Most try to stay on the side of the road, but it is not unusual for bikes to take up 40% of a driving lane.
8. There are no bike paths or sidewalks in Holley by the Sea. I watch as children riding bicycles to WNIS are nearly hit on a daily basis. It is alarming there is a poorly maintained "bike path" and no crosswalks or crossing guards.
9. Fix the bike lanes on hwy 98. Since the road work the bike lane has been scraped down and not resurfaced making it difficult to navigate safely. Post more signs informing motorist of bike Lanes/cycling right of way and laws protecting cyclist rights. Paint bike lanes clearly defining them.
10. It would be absolutely amazing to be able to commute to work. I'm only 5 miles away, and it would be an easy ride. However, the traffic is terrifying. The bike lane is too small and is not separated from traffic by anything more than a painted line. People go too fast and veer over the line. Crossings are unmarked and dangerous.
11. It is important to separate bike/pedestrians from cars but bike/pedestrians need to be separated from each other. The bike path along 98 can be a free for all with bikes, walkers (especially with dogs) and rollerblades. I would rather ride on a wider shoulder and walk on the paths.
12. Development of Bike/Walking paths from Oak Street through all of Soundside then up Woodlawn Beach and Nantahala Beach Roads.
13. Bicycle/pedestrian paths through existing parks, recreational facilities. Most visitors to the area come for the beaches, so we should have exceptional facilities there for pedestrian/bicycle traffic.
14. Bicycles are already LEGALLY on the roads as vehicles; it is the motorists that present the biggest obstacle to their safety. Sharrows and other outreach/signage/education options exist to help shift the motorists' paradigm from "bikes are in the way" to that of understanding and dealing with a bike on the road as another vehicle and as another community member.
15. Offer more protected bike lanes along major & minor roadways with update surface materials.

16. Fix the bike lanes on hwy 98. Since the road work the bike lane has been scraped down and not resurfaced making it difficult to navigate safely. Post more signs informing motorists of bike lanes/cycling right of way and laws protecting cyclist rights. Paint bike lanes clearly defining them. Promote more cycling and give businesses incentives to provide facilities like showers for biking, walking, running commuters.
17. There is one separated bike path in both North and South Santa Rosa. The rail to trail in Milton and the path in National Live Oak. That is all! There is a need for a protected bicycle/pedestrian lane along 98. If you look at the grass along 98 from the Walmart/Lowes and the Forest you will see a well worn path from where pedestrians walk without being protected. That indicates that there is a need for a path there.
18. Protected bike and pedestrian trails from residential areas to the sound area. It would also be great to have connected neighborhoods, similar to the West Chase area of Tampa, FL.
19. Used to ride my bike more when I lived in another state. Need bike or multi-use paths that are separated from vehicles and don't have a stop sign every few hundred feet. Need parking facilities if the path is something that can be driven to. Bonus if it's not next to a road where all you hear and see is cars going by; something paved but feels like you are visiting nature.
20. Would love it to have bike paths along the bay and/or sound as well.
21. Would like to see the multi-use path completed along CR 399 in south of the county.
22. Along 98 I believe it would be safest to have a multipurpose path separated as it is along 98 in Gulf Shores National Sea Shore park. Keep cars away from bikes and foot traffic. It would be nice to see it on the north side of the road so that people could go from route 87 to Walmart allowing people to shop or just walk/bike/skate away from the road.
23. I work just over a mile from my house. I would ride my bicycle much more frequently if I did not have to travel down Bay Street at a busy time. There is no bicycle trail at all, and the road is too narrow, with dangerous drop off shoulders on both sides. The bike trail on Oriole Beach Road helps, but I feel it could be improved as well. It would be very nice to be able to ride my bicycle from my house on Woodlore into Gulf Breeze, or to get safely to Winn Dixie or Walmart.
24. I live on Holley by the Sea, and there are no bike ways that enable my kids to bike into the main part of Navarre without going on a major roadway. I would love to see something done that would enable them some additional opportunities without needing a ride.
25. I have been cycling here for five years. I have been a cyclist most of my life. On the positive side, I have found the drivers in Santa Rosa county to be more polite than in most of the other places I have lived and cycled with regard to traffic safety and courtesy. On the negative side, like other places, many drivers do not pay attention to cyclists, speed, are distracted, make improper turns, run stop signs, etc.. Not that cyclists here are perfect either, there are

too many including children riding without helmets and not observing common sense and the law. Education of cyclists and motorists with regard to courtesy and the law is one thing that would definitely help.

26. Cyclists are in greater danger of experiencing an accident riding on a multi use path than riding in a road running next to it. This may seem counter intuitive, but add pedestrians, two way traffic on the multi use path, and complicate it with driveways and multiple crossings and the probability of a cyclist having an accident rises dramatically. If you want cyclists off the road, you need to provide a cycling only or limited use path. If you cannot afford or do not want to do that, then you need to provide a suitable bike lane on the road, protected by proper intersection crossings and signage.
27. By adding safer bike paths people might be more likely to run errands on their bikes. I would love to ride my bike up to the store, but there is no way I would ever ride a bike out on 98 - as it is right now. I have to time my bike rides on Soundside to avoid morning traffic, the school busses, garbage trucks and construction vehicles and in the afternoon it's the same thing - all the traffic with everyone returning home.
28. The idea of the pedestrian pathway along East Bay Blvd is fantastic. It is great for walkers/joggers & some riding, however, much like the paths on Pensacola Beach, it is not suitable for cyclists. The speed they carry, makes it hazardous for others. Is it possible for a bike lane. or possibly a out thru HBS?
29. I think it is really important to add a pedestrian/ bicycle bridge where East Bay Blvd crosses Tom King Bayou. The new bike/ walking path is great until you have to risk your life trying to cross the bridge and reconnect with the path. I personally have almost been hit several times. The existing conditions are a serious safety hazard. Kudos for building the walkway in the first place. Thank you.
30. We definitely need a path that runs the length of Edgewood and connects to the 399 path.
31. Need a "path/sidewalk" connector, not something on the road on Edgewood.

Project Based Statements:

Project 4:

There are no safe connections from north side of Hwy. 98 to the South side. Need crossover at College Pkwy. and connectivity from Bayshore Rd. to Hickory Shores on the N. side of Hwy. 98.

Project 6:

I agree that an overpass is needed either at Lighthouse Point or Sunrise.

Project 10:

On Laurel Dr. from Bay St. to Oriole Beach Rd. no place for kids to get off road to avoid fast traffic. From Bay St. to Oriole Beach Elementary School. Needs guard rail to protect kids going to school and pedestrians from fast traffic.

Project 31:

Bike path along Soundside drive and connect to Tiger Point.

Project 57:

1. Make a bi-directional bike path on the south side of Hwy 98 to connect Tiger Point Blvd with Soundside Drive (1/2 mile in length). This will connect Soundside Drive (8 mile out and back biking) with the 8 (16 miles out and back) miles of fairly safe biking through Tiger Point, down Bay Street through Villa Venyce and through the Naval Live Oak Reservation. It must be bi-directional to prevent having to cross Hwy 98 and Soundside Drive when riding west bound. There is no traffic light there.
2. This was on a lot of people's maps. This is 1/2 mile on HWY 98 that if a wide bi-directional bike path was built would connect 4 miles of Soundside Drive (8 miles out and back) to 8 miles (16 out and back) of relatively low traffic bike loop through Tiger Point, down Bay Street, through Villa Venyce and down through the Naval Live Oaks. If we had it on the south side of HWY 98 it would eliminate having to cross HWY 98 at Soundside when heading west bound. There is no traffic light there and it is very dangerous crossing here, the only other current option is to ride the wrong way down the shoulder of HWY 98, another NO-NO.

Project 68:

I live south of 98 and would love to be able to have an overpass (safe connection) to the north side of 98 to be able to ride on new pathways that may be put on Edgewood or Sunrise.

Project 106:

Put signage up on Navarre Beach to direct cyclists to South Carolina to White Sands Blvd to Arkansas and that gives you 2 miles off of the more heavily traveled main drag and keeps road bikes off the multi-use path.

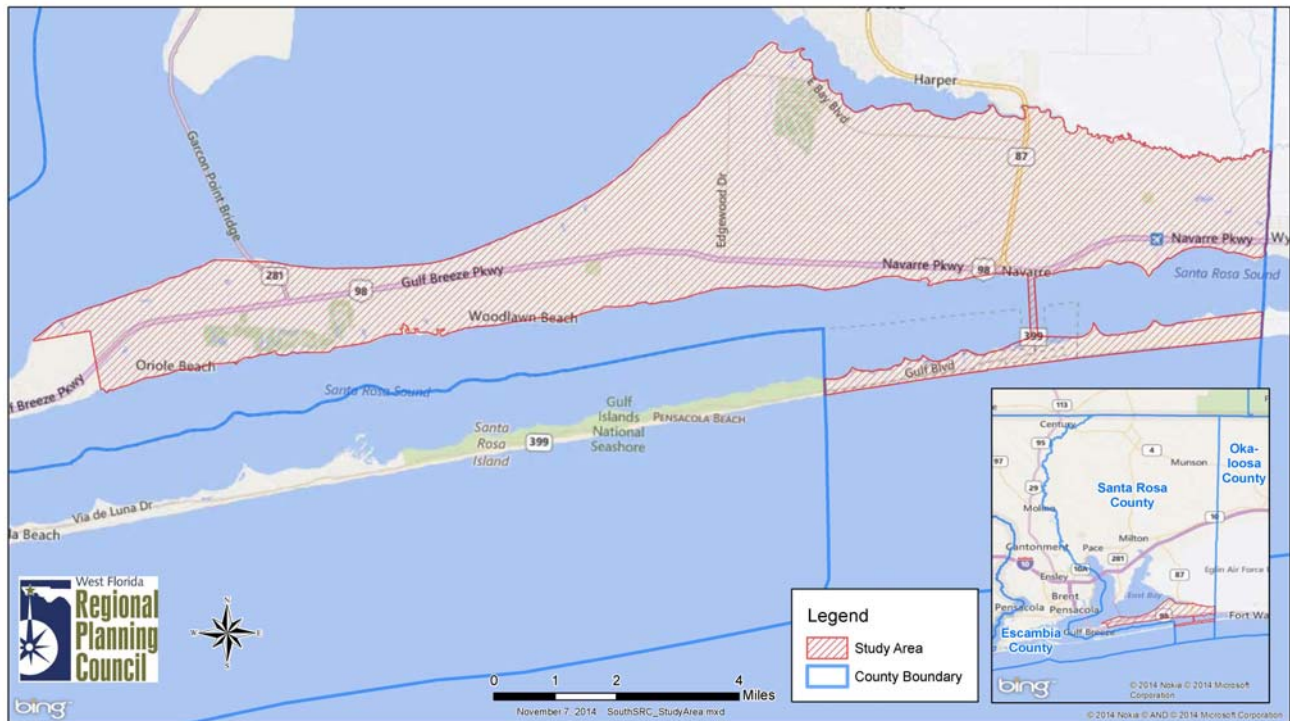
Thank you for your input!
 Please share your thoughts
 on bicycle and pedestrian
 infrastructure in
 South Santa Rosa County.
*You may also take this survey
 online at www.ssrbpp.org.*
*Thank you! We appreciate
 your feedback!*



What is your age?

- Under 18
 18-39
 40-64
 Over 64

South Santa Rosa Bicycle-Pedestrian Plan - Study Area



Where do you live?

- Within the study area of South Santa Rosa County (red shaded area shown above)
 Outside the study area of South Santa Rosa County



- Escambia County
- Other

How would you describe yourself?

- Employed outside of the home
- Homemaker
- Person with disability
- Volunteer
- Other
- Employed, inside of the home
- Looking for work
- Retired
- Student

Do you have access to a motor vehicle?

- Almost always
- Sometimes
- Never

When was the last time you rode a bicycle or took a walk or run in South Santa Rosa County?

- Less than a month
- 3-6 months
- More than 1 year
- 1-3 months
- 6 months to 1 year
- Never

How satisfied are you with the current infrastructure in South Santa Rosa County?

	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied
Safety from traffic on sidewalk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety from traffic on bike path	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety from traffic on bike route	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sidewalk availability/access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike path availability/access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike route availability/access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting on sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting on bike paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike path connectivity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike route connectivity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Viability of use as alternative to driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The following questions are about pedestrian facilities.

How often do you walk or use pedestrian facilities?

- Daily or Regularly
- Sometimes
- Rarely

Why do you walk? Select all that apply.

- Leisure or Fitness
- To Access Transit
- Community Events
- Shopping, Errands, or Dining
- Commute to School
- Walk a dog/pet

- Commute to Work
- Visit Friends
- Other

What do you consider a comfortable walking distance? Select all that apply.

- Up to ¼ mile (5 minutes)
- Up to ½ mile (10 minutes)
- Up to 1 mile (20 minutes)
- Up to 1.5 miles (30 minutes)
- Up to 2 miles (40 minutes)
- More than 2 miles

What are the biggest obstacles to walking in South Santa Rosa County? Select all that apply.

- Traffic is too heavy or fast
- Weather
- Personal security or safety
- Exposure to air pollution
- Other
- Sidewalks/paths/crossings are missing or bad
- Darkness
- Need to transport other people or cargo

Rank potential pedestrian infrastructure improvements in South Santa Rosa County.

	Unimportant (1)	Low Importance (2)	Neutral (3)	Important (4)	Very Important (5)
More walking paths and trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better lighting and security measures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing connections between existing sidewalks/paths/crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other/Explain:

The next set of questions are about bicycle facilities.

What is your level of bicycling comfort and experience?

- No way, no how
- Interested but concerned
- Enthused and confident
- Strong and fearless

How often do you ride a bicycle?

- Daily or Regularly
- Sometimes
- Rarely
- Never

Why do you ride a bicycle?

- Leisure or Fitness
- To Access Transit
- Community Events
- Visit Friends
- Other
- Shopping, Errands, or Dining
- Commute to School
- Commute to Work

What is your maximum comfortable riding distance?

- Under 1 mile
 1-3 miles
 4-5 miles
 6-10 miles
 11-20 miles
 More than 20 miles

Where are you comfortable bicycling? Select all that apply.

- Paths and Trails
 Sidewalks
 Bicycle Lanes
 Separated Paths along Roadways
 On the Shoulder of a Roadway
 On the Road, on Low Traffic Roadways
 On the Road, even with Higher Traffic Speeds and Volumes

What are the biggest obstacles to bicycling in South Santa Rosa County? Select all that apply.

- Motorists do not exercise caution around cyclists
 Lack of or poor condition of bicycle facilities
 Traffic is too fast or heavy
 Weather
 Darkness
 Need to transport other passengers or cargo
 Personal security
 Poor bicycle parking facilities
 Lack of worksite amenities (e.g., showers, lockers, etc.)

Rank potential bicycle infrastructure improvements in South Santa Rosa County.

	Unimportant (1)	Low Importance (2)	Neutral (3)	Important (4)	Very Important (5)
More bicycle lanes on major streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More bicycle paths and trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Paved shoulders on narrow roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved buffers between bicyclists and vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better lighting and security measures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connecting existing bicycle lanes/paths/trails/crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The following question is about both bicycle and pedestrian facilities.

Rank the following reasons to invest in bicycle and pedestrian improvements in South Santa Rosa County.

	Unimportant (1)	Low Importance (2)	Neutral (3)	Important (4)	Very Important (5)
Providing a minimum bicycle/pedestrian grid	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Providing protected bicycle and pedestrian facilities that separate bicyclists and pedestrians from automobile traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing an alternative transportation choice to US 98 automobile travel that will serve to eliminate bicycle and pedestrian related fatalities along this corridor	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing a facility that is attractive to both current cyclists and those citizens desiring a transportation alternative	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhancing tourism and economic development through transportation alternatives and linkages to existing facilities or proposed tourism enhancing facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing linkages between neighborhoods and bicycle and pedestrian traffic generators such as the Navarre YMCA, tourism attractions, existing routes/facilities, and area schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing opportunities for improved community health	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintaining existing bicycle and pedestrian facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supporting the environment by offering low-impact transportation options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other/Explain:

Suggestions for improvements in South Santa Rosa County.

Additional comments

Would you like to join our enewsletter list? If so, please put your email address below. Thank you!

Submit

ID	Project	From	To	Description	Comments Planning / Comments Engineering	1.1 (50)	1.2 (50)	1.3 (20)	2.1 (50)	2.2 (40)	2.3 (30)	2.4 (20)	2.5 (10)	TOTAL
1	East Bay Boulevard Multi-Use Path Extension	Shadow Lake Drive	Edgewood Drive	Multi-Use Path	Local Programmed FY 2016	100	100	40	100	80	60	20	20	520
2	US 98	Escambia County Line	Okaloosa County Line	Bicycle lanes	Programmed within Resurfacing	0	0	0	0	0	0	0	0	0
3	Overpass on US 98 at Gondolier Boulevard	NA	NA	Pedestrian Overpass	Financially Infeasible	0	0	40	100	0	0	20	0	160
4	Overpass on US 98 at College Parkway	NA	NA	Pedestrian Overpass	Financially Infeasible	0	0	40	100	0	0	20	0	160
5	Overpass on US 98 at Oak Drive	NA	NA	Pedestrian Overpass	Financially Infeasible	0	0	40	100	0	0	20	0	160
6	Overpass on US 98 at Lighthouse Pointe Drive	NA	NA	Pedestrian Overpass	Financially Infeasible	0	0	40	100	0	0	20	0	160
7	Overpass on US 98 at Sunrise Drive	NA	NA	Pedestrian Overpass	Financially Infeasible	0	0	40	100	0	0	20	0	160
8	Overpass on US 98 at Navarre Visitor Center	NA	NA	Pedestrian Overpass	Financially Infeasible	0	0	40	100	0	0	20	0	160
9	Gulf Power Multi-Use Trail	Bergen Rd	Edgewood Drive	Multi-Use Trail / MTB using	Multiple SD, private property, existing blocked access, potential new school	100	100	40	100	0	30	40	20	430
10	Oriole Beach Road Improvements	Bay Street	US 98	MultiModal	Existing flex posts on east side to school, Engineering: Costly drainage improvements rec	100	100	20	100	0	30	20	20	390
11	Gondolier Sidewalks	US 98	Villa Venyce Park	Sidewalk	Also on South Santa Rosa Loop	50	50	10	50	40	30	0	10	240
12	Villa Venyce Area Neighborhood Sidewalks	Multiple	Multiple	Sidewalks on Neighborhood L	Low volume residential streets	0	0	0	50	0	0	0	0	50
13	Soundside Drive Rest Stop at Oak Drive	NA	NA	Rest Stop at Oak Drive	South Santa Rosa Bike Loop marked at Woodlawn Beach	0	0	0	0	0	0	0	0	0
14	Soundside Drive Rest Stop at Lands End Lane	NA	NA	Rest Stop at Lands End Lane	East of existing South Santa Rosa Bike Loop	0	0	0	0	0	0	0	0	0
15	Church Street Extension	Church Street	US 98	New Route	Multiple S/D, private property, existing blocked access	0	0	0	0	0	0	0	0	10
16	West Holly by the Sea Sidewalks	Multiple	Multiple	Neighborhood sidewalks	Low volume residential streets, 2 connectors (Sunrise and Edgewood)	0	0	0	50	0	0	0	0	50
17	Navarre Beach Roundabout	NA	NA	Roundabout	Funding not likely, dual left turn lanes currently installed - traffic project	0	0	0	0	0	0	0	0	0
18	Sunrunner Ln Whisper Bay Blvd Connector	Sunrunner Lane	Whisper Bay Boulevard	NewRoute / Neighborhood C	Existing ROW, Plans	50	50	0	0	40	30	20	10	200
19	Manor Circle Sanibel PI Connector	Manor Circle	Sanibel Place	New Route / Neighborhood C	Sanibel LN Stubout to Private property - currently a vacant s/d lot on Manor Cir	0	0	0	0	0	0	30	0	30
20	Oakridge Dr Ranchette Square Connection	Whisper Bay Boulevard	Ranchette Square	New Route / Neighborhood C	Two large acre parcels separating Ranchettes and Whisper Bay- Cemetery. No access private property.	0	0	0	0	0	0	30	0	30
21	Duke Drive Extension/Improvements	Duke Drive	SR 281	New Route/Improvements	Large acreage with proposed subdivision in database/Powerline Easement	0	0	0	0	40	0	20	0	60
22	Ebbtide Lane Connector	Ebbtide Lane	Paradise Bay Drive	New Route	Single 5 acre lot private property separating	0	0	0	40	0	0	20	0	60
23	Paradise Bay Drive Connector	Paradise Bay Drive	Bay Pointe Drive	New Route	Existing homes in s/d	0	0	0	40	0	0	20	0	60
24	Bay Pointe Drive Connector	Bay Pointe Drive	Sandy Bluff Drive W	New Route	Existing homes in s/d	0	0	0	40	0	0	20	0	60
25	Green Briar Pkwy N Southwind Dr Connector	Green Briar Pkwy	N Southwind Drive	New Route	Existing homes in s/d	0	0	0	40	0	0	20	0	60
26	Hickory Shores Boulevard Sandy Bluff Connector	Sandy Bluff Drive E	Hickory Shores Boulevard	New Route	Two private large lots separating	0	0	0	40	0	0	20	0	60
27	Hickory Shores Road Improvements	US 98	Hickory Shores Boulevard	Bike Lanes	Soundside Loop to CR 399 Connector	50	50	10	50	40	30	20	10	260
28	Hickory Shores Blvd Improvements	Hickory Shores Road	Kell Road	Bike Lanes	Soundside Loop to CR 399 Connector	50	50	10	50	40	30	20	10	260
29	Keystone Drive Improvements	Kell Road	Cedar Street	Bike Lanes	Soundside Loop to CR 399 Connector	50	50	10	50	40	30	20	10	260
30	Cedar Street Improvements	Keystone Drive	CR 399	Bike Lanes	Soundside Loop to CR 399 Connector	50	50	10	50	40	30	20	10	260
31	Comanche Trail (Hickory Shores Blvd) Batar Rd Connector	Comanche Trail	Baltar Road	New Route/ Neighborhood C	Appears to be a trail or dirt road through 3 private properties	0	0	0	0	40	0	20	0	60
32	Coronado Drive Extension	Coronado Drive	US 98	New Route	Deadends into Avalex Complex drainage ditch	0	0	0	0	40	0	10	0	50
33	Service Road (near Crane Cove Blvd)	US 98	Crane Cove Boulevard	Sidewalk	Whisper Cove BLVD serves this purpose behind cinema, US 98 widening	0	0	0	0	0	30	0	0	30
34	Manhattan Court Multi-Use Path	Manhattan Court	Walmart	New Route	Current trails across private property at end of cul de sac stub, McNemar more likely	0	0	0	50	0	30	0	0	80
35	Oak Pointe Drive Soundside Connector	Oak Pointe Drive	Soundside Drive	New Route	Oak Point deadends into a FDEP Conservation Easement, southern connection to Madura on list	0	0	10	0	40	0	20	10	80
36	Tiger Point Soundside Multi Use Connection	Madura Road	Soundside Drive	New Route	Crossing through the Soundside Preserve, existing trail	200	200	20	100	80	60	20	20	700
37	PSC Connection	Nantahala Beach Road	Woodlawn Way	Improvements and signage th	Outreach to PSC, Woodlawn Beach Middle School, Woodlawn Bch is Grid Connector	50	0	0	50	0	30	0	10	140
38	Woodlawn Beach Middle School Connection	Summersweet Court	Woodlawn Way	New path to access school	Individually platted vacant lots on West Shores Blvd	0	0	0	50	0	0	0	0	130
39	Soundside Drive Extension	Soundside Drive	Emerald Sound Drive	New Route	Cat 2 storm surge, extensive wetlands, multiple property owners	0	0	0	0	40	0	20	0	60
40	Emerald Sound Drive Extension	Emerald Sound Drive	Winding Shore Drive	New Route	Cat 2 storm surge, extensive wetlands, multiple property owners	0	0	0	0	40	0	20	0	60
41	Beachcomber Drive Extension	Beachcomber Drive	Emerald Sound Drive Ext	New Route	Extensive wetlands, multiple property owners with lots from US 98 to Sound	0	0	0	0	0	0	20	0	20
42	Bergen Parallel Road	River Birch Road	US 98	New Route	Private property, no ROW, no connections	0	0	0	0	0	0	20	0	0
43	Marlin Street Sundown Drive Connector	Heronwalk Drive	Marlin Street	New Route	Hidden Shores HOA and HBTS HOA possible connections	50	0	0	0	40	0	20	0	110
44	Constitution Drive Extension	Manatee Street	Constitution Drive	New Route	One property owner with multiple lots on Constitution and HBTS HOA on Manatee St - Sunrise 400ft west is grid connector	0	0	0	0	0	0	20	0	20
45	Adams Street Extension	Manatee Street	Adams Street	New Route	Subdivision Proposed - 2012 Rezoning at end of Adams, wetlands	0	0	0	0	0	0	20	0	20
46	Alfred Boulevard	Low Rd	Zoe Circle	Sidewalk	SRTS	50	50	0	50	0	30	0	0	180
47	Zoe Circle	Alfred Blvd	Terminus	Sidewalk	SRTS	50	50	0	50	0	30	0	0	180
48	Antionette Circle	Alfred Blvd	Terminus	Sidewalk	SRTS - existing path from Antionette	50	50	0	50	0	30	0	0	180
49	Low Road	US 98	School	Sidewalk	SRTS	50	50	10	50	0	30	20	0	210
50	Sandstone	Low Rd (School)	Resort Street	Sidewalk	SRTS	50	50	10	50	0	30	20	10	220
51	Leisure Street Connection	Citrus Drive	Hemlock Drive	New Route	Undeveloped ROW - Community Access Road, not paved	0	0	0	0	40	0	20	10	70
52	Citrus Drive/ Lakes Edge Lane Extension	Citrus Drive	East Bay Boulevard	New Route/Neighborhood Co	Existing homes in s/d; However, Lakes Edge Ln connects to Gable Lake via undeveloped ROW. Citrus to Alfred to school.	50	50	10	0	40	0	20	10	180
53	Blackjack Drive Extension	Blackjack Drive	Brewster Street	New Route	Existing platted lots, wetlands. Possible to use NOLF Holley perimeter- future development	0	0	0	0	0	0	20	0	20
54	Leisure Street Extension	Leisure Street	Avenida de Sol	New Route	Existing platted lots. Possible to use NOLF Holley perimeter as shown on NTCP	0	0	0	0	0	0	20	0	20
55	Palmetto Lane Street Extension	Resort Street	Catlina Circle	New Route	Stormwater Pond, Williams Creek Crossing	0	0	0	0	0	0	20	0	20
56	Sandstone Road Extension	Sandstone Road	4th Street	New Route	Williams Creek Crossing, connection to school, possible CAR alignment	50	50	10	0	40	30	20	10	210
57	Publix Improvements	Publix	US 98	Improvements	CAR & US 98 Widening	50	50	20	50	40	30	20	10	270
58	Sunset Drive Extension	SR 87	Sunset Drive	New Route	CAR	0	0	10	0	40	0	20	10	80
59	Turkey Bluff Road Extension	Turkey Bluff Road	East River Drive	New Route	Large parcel acreage , wetlands	0	0	0	0	40	0	20	10	80
60	Sand Pine Drive Extension	Sand Pine Drive	Hartman Ct	New Route / Neighborhood C	Wetlands	0	0	10	0	40	0	20	0	70
61	Bone Bluff Drive Extension	Bone Bluff Drive	Okaloosa County Line	New Route	Large Parcel Acreage then Eglin AFB, wetlands	0	0	10	0	40	0	20	0	70
62	Walmart Connection	US 98	Prytania Circle	New Route	Existing homes, platted lots end of Prytania. Quail Roost dead ends in wetlands. CAR, Timber Lane created access to Dollar Store.	50	0	20	0	40	0	20	10	140
63	Gulf Boulevard Southern Route	Utility Drive	CR 399 Navarre Beach	Improvements	Parking for State Park per Engineering, possible RESTORE tourism, utility issues	50	50	20	50	40	30	20	10	270
65	Tiger Point Boulevard Improvements	Madura Road	US 98	Improvements	On the existing South Santa Rosa Loop, sidewalk project	50	50	10	50	40	30	20	10	260
66	Soundside Drive Improvements	US 98	Tiger Point Soundside	Bike Lanes	Currently only a partial wide shoulder on north side from Chinquapin to US 98	50	50	10	50	40	30	20	10	260
67	CR 281 Improvements	Garcon Point Bridge	US 98	Improvements	Existing wide shoulders not marked, FDOT	0	0	20	50	0	0	0	0	120
68	Bal Alex Improvements	Elliot Drive	Hickory Shores Boulevard	Bike Lanes	Low volume residential street - no through connection	0	0	0	50	0	0	20	0	70
69	Bergren Road Improvements	East Bay Boulevard	US 98	Bike Lanes	North South connector from US 98 to CR 399	50	50	10	50	40	30	20	10	260
70	Edgewood Drive Improvements	East Bay Boulevard	US 98	Improvements	North South connector from US 98 to CR 400	100	100	20	100	80	60	40	20	520
71	Water Street Improvements	Edgewood Drive	Sunrise Drive	Bike Lanes	Community Access Road Study Area	50	50	10	50	40	30	20	10	260
72	Marlin Street Improvements	Sundown Drive	Sunrise Drive	Bike Lanes	Community Access Road Study Area	50	50	10	50	40	30	20	10	260
73	Leisure Street Improvements	Edgewood Drive	Citrus Drive	Bike Lanes	Community Access Road Study Area - Currently paved	50	50	10	50	40	30	20	10	260
74	Leisure Street Improvements B	Hemlock Drive	Moray Drive	Improvements	Community Access Road Study Area - Not currently paved	50	50	10	50	40	30	20	10	260
75	East Bay Boulevard Multi-Use Path Connection	Paso de Vivoz	Avenida de Soto	Bridge for Multi-Use Path	Cost considerations?	50	50	10	50	40	30	20	10	260
76	Sunrise/ Valley Road/P.G.A. Boulevard Improvements	Sunrise Drive	East Bay Boulevard	Bike Lanes	North South Connector Could be bi directional with Edgewood	50	50	10	50	40	30	20	10	260
77	Citrus Drive Improvements	Manatee Street	Citrus Drive Extension	Improvements	North connection not feasible - private property, existing homes	0	0	0	50	0	0	20	0	70
78	Manatee Drive Improvements	Sunrise Drive	Seagrape Drive	Bike Lanes	Community Access Road Study Area	50	50	10	10	40	30	20	10	220
79	Sandstone Road Improvements	West Navarre Primary School	Resort Street	Bike Lanes	Community Access Road Study Area	50	50	10	10	40	30	20	10	220
80	Resort Street Improvements	Sandstone Road	North end of Resort Street	Bike Lanes	Dead end into wetlands no north connection	0	0	0	0	0	0	20	0	20
81	Blackjack Drive Improvements	Blackjack Circle	East Bay Boulevard	Bike Lanes	Currently not paved - closed loop south of CR 399	0	0	0	50	0	0	20	0	70
82	Williams Creek Drive Improvements	Holley-Navarre Middle School	4th Street	Sidewalk	SRTS - Drainage issues?	50	50	10	50	0	30	20	10	220

83	4th Street Improvements	Navarre School Road	Andorra Street	Sidewalk	Existing sidewalk	0	0	0	0	0	0	0	0	0
84	Andorra Street Improvements	US 98	CR 399	Sidewalk	Loop road, in Navarre Town Center Plan as designated collector	50	50	10	50	40	30	20	10	260
85	Fronterra Street Improvements	Andorra Street	Publix	Sidewalk	TAP/Drainage?	50	50	0	50	0	30	20	10	210
86	Montalblan Street Improvements	Andorra Street	SR 87	Sidewalk	Needs sidewalk connection to SR 87	50	50	0	50	40	30	0	10	230
87	Verdura Street Improvements	Avenida de Sol	Fronterra Street	Bike Lanes	Low volume residential street East West HBTS	50	0	0	50	40	0	20	0	160
88	Nevada Street Improvements	Avenida de Sol	SR 87	Bike Lanes	Existing sidewalk, connects to 87, NTCP shows future west connection	50	50	10	50	40	30	20	10	260
89	Avenida de Sol Improvements	4th Street	East Bay Boulevard	Bike Lanes	NBTS North South Connector, Andorra close by on loop	50	0	10	50	0	0	20	10	140
90	Fronterra Street Improvements	Segura Street	Montalblan Street	Bike Lanes	Avenida de Sol and Andorra are through connectors, commercial access NTCP	50	0	10	50	0	0	20	10	140
91	Segura Street Improvements	Fronterra Street	SR 87	Bike Lanes	East West Connector	50	0	10	50	0	0	20	10	140
92	Laredo Street Improvements	Fronterra Street	Granada Street	Bike Lanes	Identified in Navarre Town Center Plan as Collector Road	50	50	10	50	40	0	20	10	230
93	SR 87 Improvements	East Bay Boulevard	US 98	Bike Lanes	FDOT, sidewalks and bike lanes already there	0	0	0	0	0	0	0	0	0
94	Presidio Street Improvements	James M. Harvell Road	US 98	Bike Lanes	In Navarre Town Center Area	50	50	0	50	0	0	20	10	180
95	Alhambra Street Improvements	El Paseo Street	US 98	Bike Lanes	In Navarre Town Center Area	50	50	0	50	0	0	20	10	180
96	Granada Street Improvements	Laredo Street	US 98	Bike Lanes	Identified in Navarre Town Center Plan as Collector Road	50	50	10	50	40	0	20	10	230
97	High School Boulevard Improvements	SR 87	Ortega Street	Bike Lanes	Existing sidewalk	0	0	0	0	0	0	0	0	0
98	Ortega Street Improvements	Hartington Dr	US 98	Bike Lanes	Ortega is high school collector, in Navarre Town Center Plan as bike path/route	50	50	10	50	40	0	20	10	230
99	Hartington Drive	Ortega Street	SR 87	Bike Lanes	Identified in Navarre Town Center Plan as bike path/route	50	50	10	50	40	0	20	10	230
100	Turkey Bluff Road Improvements	SR 87	East end of Turkey Bluff	Bike Lanes	Connects YMCA etc	50	50	10	50	40	0	20	10	230
101	Sand Pine Drive Improvements	West end of Sand Pine Drive	East end of Sand Pine Dr	Bike Lanes	No connections	0	0	0	50	0	0	20	0	70
102	East River Drive Improvements	Pawnee Drive	Abaco Dr	Bike Lanes	Ditches both sides of road, YMCA/Park connector	50	50	10	50	40	0	20	10	230
103	Sunset Drive Improvements	Pawnee Drive	Sunset Drive Extension	Bike Lanes	Dead end into drainage area	0	0	0	50	0	0	20	0	70
104	Prytania Circle Improvements	Sunset Drive Extension	Walmart Access	Multi Path	Pyrantania is built out cul de sac									0
105	Bone Bluff Drive Improvements	Bob White Circle	Bone Bluff Drive Extension	Bike Lanes	Low traffic volume residential loop - no connection	50	0	0	50	0	0	0	0	100
106	US 98 Sidewalks	Mar Mar Drive	Crescent Wood Road	Sidewalks on north side of US	US 98 widening will accommodate	0	0	0	0	0	0	0	0	0
107	Navarre Beach Causeway Improvements	US 98	Gulf Boulevard	Bike Lanes	Should be considered in any new bridge design.	50	50	20	50	40	30	20	10	270
108	White Sands Boulevard Alternate Beach Route	South Carolina Street	Arkansas Street	Bicycle Route Signage	Low traffic volume residential street - alternate to bike lanes on Gulf Blvd	50	0	0	50	0	30	20	0	150
109	Bay Street	Laural St	Coronado St	Bike Lanes	On existing South Santa Rosa Loop, engineering analysis in house	50	50	10	50	40	30	20	10	260

South Santa Rosa Bicycle-Pedestrian Plan

Maps

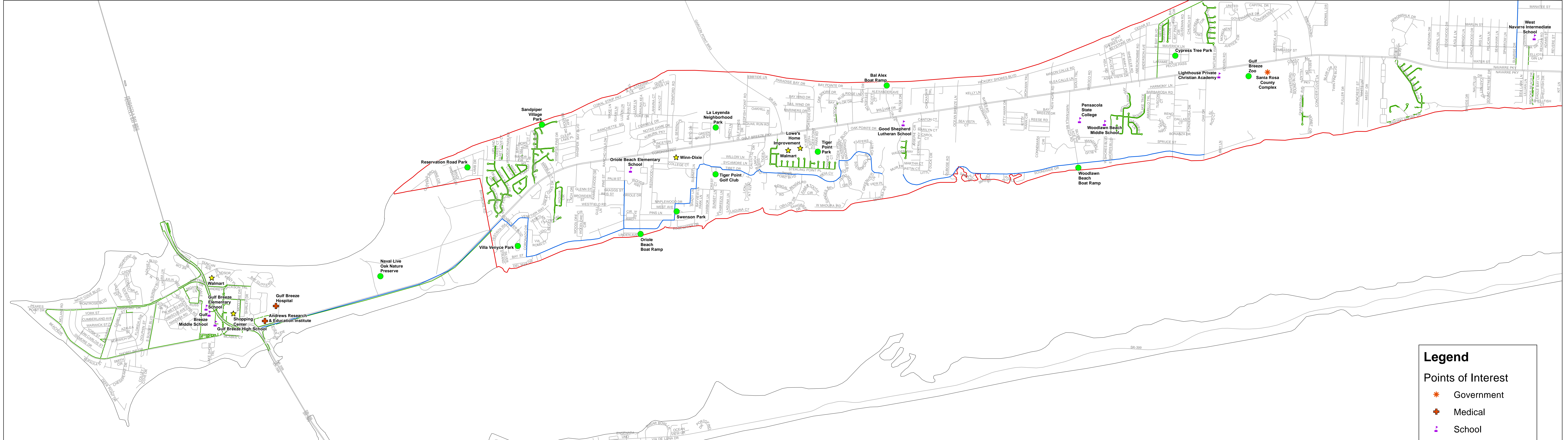
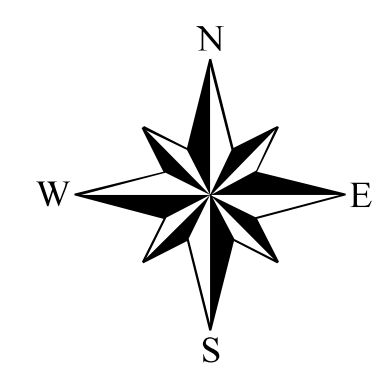
EXISTING FACILITIES MAP

CITIZEN-GENERATED PROJECTS MAP

HIGHEST SCORING PROJECTS MAP

RECREATIONAL LOOPS A & B MAP

South Santa Rosa Bicycle-Pedestrian Plan Study Area and Existing Facilities - Working Map



Legend

Points of Interest

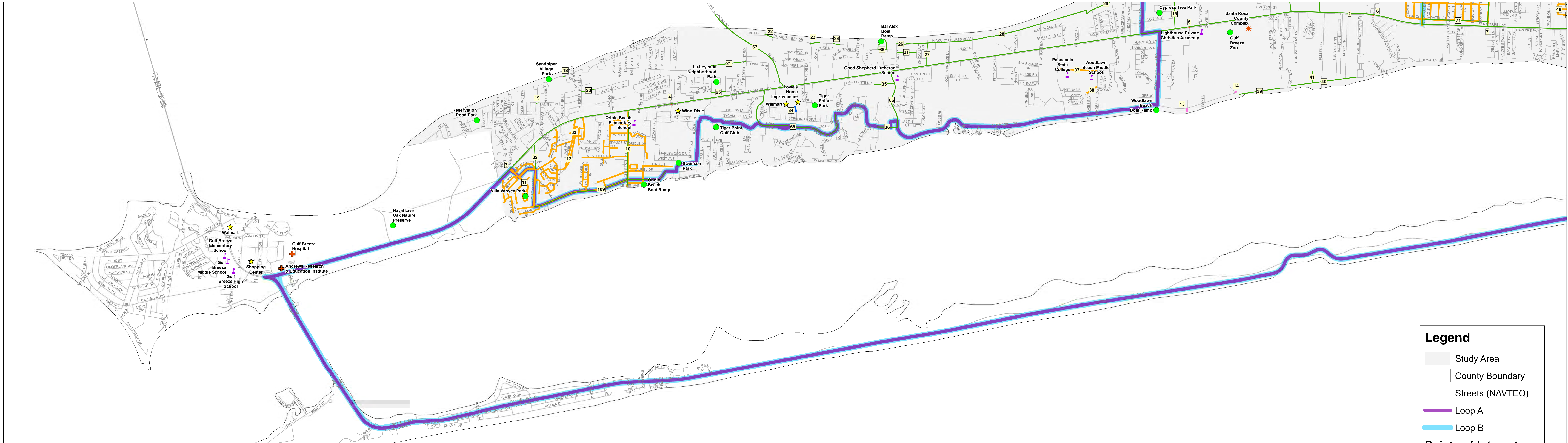
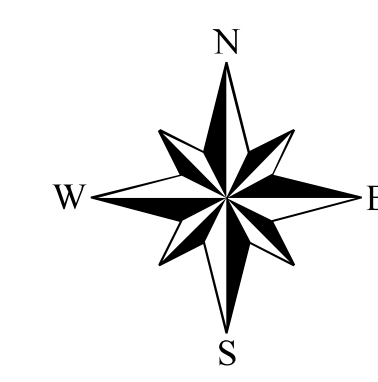
- ★ Government
- ✚ Medical
- ✪ School
- ★ Shopping Center
- Tourism/Recreation

Existing Facilities

- Bicycle Routes
- Sidewalks/Paths
- Streets (NAVTEQ)
- Study Area
- County Boundary



South Santa Rosa Bicycle-Pedestrian Plan Citizen-Generated Projects



Legend

- Study Area
- County Boundary
- Streets (NAVTEQ)
- Loop A
- Loop B

Points of Interest

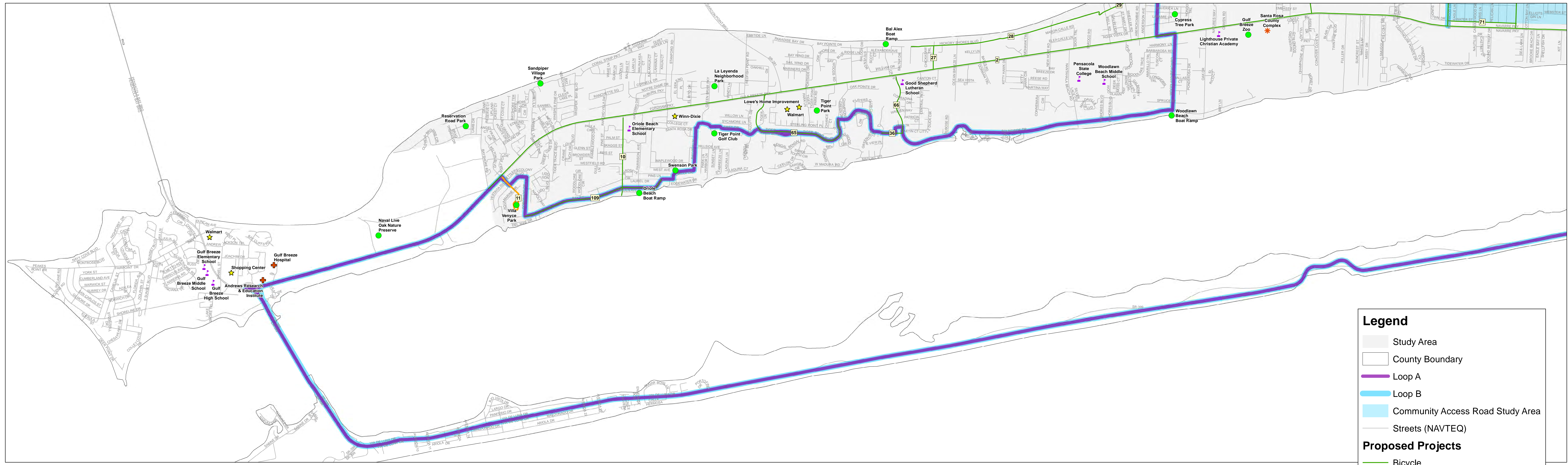
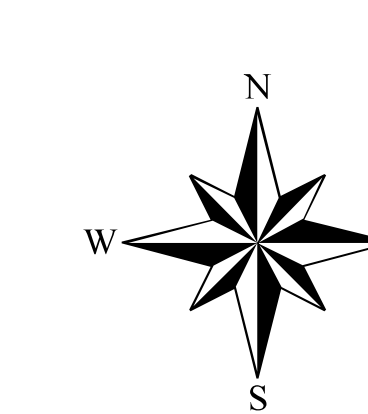
- Government
- Medical
- School
- Shopping Center
- Tourism/Recreation

Proposed Projects

- Bicycle
- Multi-Use Path
- Pedestrian Overpass
- Rest Stop
- Roundabout
- Sidewalk



South Santa Rosa Bicycle-Pedestrian Plan Highest Scoring Recommended Projects



Legend

- Study Area
- County Boundary
- Loop A
- Loop B
- Community Access Road Study Area
- Streets (NAVTEQ)

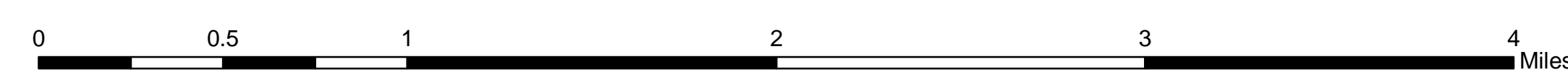
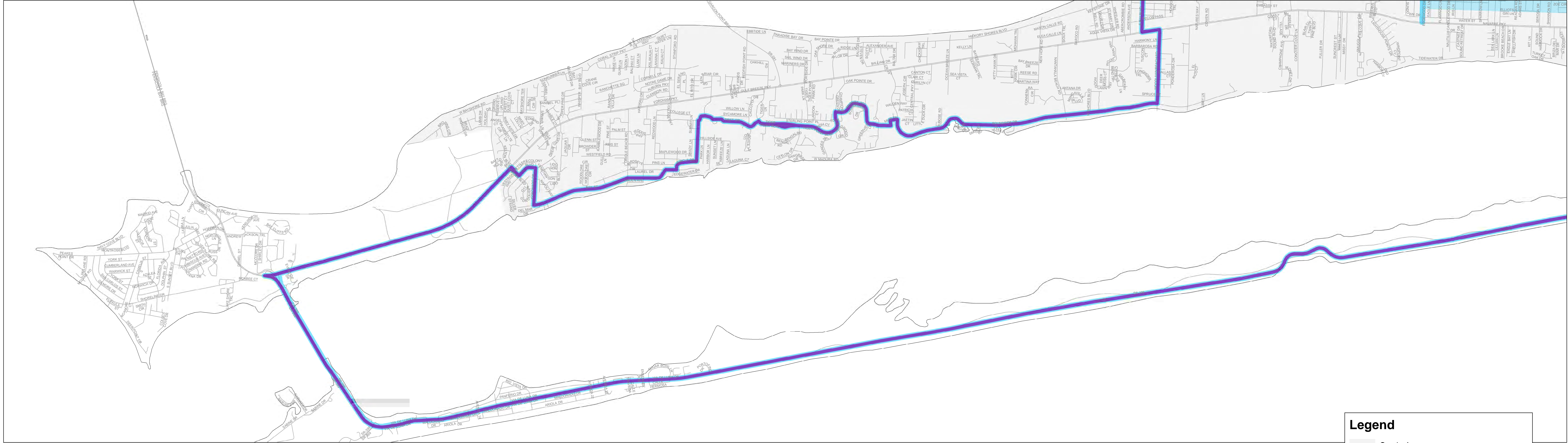
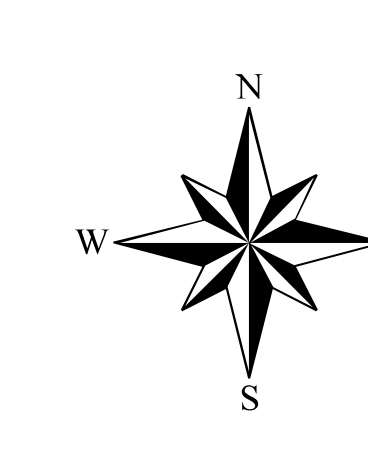
Proposed Projects

- Bicycle
- Multi-Use Path
- Pedestrian Overpass
- Sidewalk

Points of Interest

- Government
- Medical
- School
- Shopping Center
- Tourism/Recreation

South Santa Rosa Bicycle-Pedestrian Plan Recreational Loops A and B



Legend

- Study Area
- Loop A
- Loop B
- Community Access Road Study Area
- County Boundary
- Streets (NAVTEQ)

