Pace Boulevard (SR 292)

Corridor Management and Safety Implementation Plan

June 2026

EMERALD COAST REGIONAL COUNCIL

ESCAMBIA COUNTY FLORIDA

THE CITY OF PENSACOLA
WHERE FLORIDA BEGINS

Florida-Alabama TPO
Transportation Planning Organization

Pace Boulevard (SR 292)

Corridor Management and Safety Implementation Plan

June 2026

RESOLUTION FL-AL 26-16

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE PACE BOULEVARD (SR 292) CORRIDOR MANAGEMENT PLAN

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO planning area; and

WHEREAS, the Florida-Alabama TPO Unified Planning Work Program (UPWP) includes tasks for development of a Corridor Management Plan (CMP); and

WHEREAS, the TPO selected Pace Boulevard (SR 292), from Barrancas Avenue to West Fairfield Drive for a CMP; and

WHEREAS, the Pace Boulevard CMP was developed and reviewed through a series of working group meetings consisting of Escambia County, the City of Pensacola, Emerald Coast Regional Council staff, and the consultant partner; and

WHEREAS, public input was sought and received at a public working on February 17, 2026; and;

WHEREAS, Pace Boulevard (SR 292) CMP identifies strategies and projects to improve traffic flow and safety for all modes of travel at 8 intersections along the corridor, as agreed to by the City and County, based on a study process that included an analysis of existing and future safety and travel capacity needs, and local stakeholder review and recommendations;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO adopts the Pace Boulevard CMP and endorses implementation of transportation strategies and projects identified in the plan.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 13th day of May 2026.

FLORIDA- ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____

Executive Summary

Escambia County and City of Pensacola in partnership with the Emerald Coast Regional Council (ECRC), as staff to the Florida-Alabama Transportation Planning Organization (FL-AL TPO) have developed a Corridor Management and Safety Implementation Plan for State Road (SR) 292 (Pace Boulevard) from Barrancas Avenue to SR 295 (Fairfield Drive), approximately 2.9 miles of the corridor. The purpose of the Corridor Management and Safety Implementation Plan is to conduct a planning and engineering analysis to address pedestrian and cyclist safety and mobility concerns along SR 292 (Pace Boulevard) to create a safe, connected, and visually appealing corridor.

The Corridor Management and Safety Implementation Plan responds to the May 14, 2025 Scope of Services as modified on February 4, 2026; and considers public input received at the February 17, 2026 public meeting. A key aspect of the study was to find solutions that do not necessitate additional right-of-way (ROW), unless necessary, and to further advance recommendations made by the City of Pensacola 2025 Westside Community Redevelopment Plan Update (June 2025), the City of Pensacola Active Transportation Plan (August 2023), and the adopted ECRC Safe Streets and Roads for All (SS4A) Safety Action Plan (December 2024) which has identified portions of SR 292 (Pace Boulevard) on the TPO High-Injury Network as a Tier 1 Priority Project.

The eight intersections considered in the Corridor Management and Safety Implementation Plan are:

1. West Navy Boulevard / West Garden Street (signal) (City);
2. West Wright Street (uncontrolled crosswalk) (City);
3. West Jackson Street (signal) (City);
4. West Gonzalez Street (uncontrolled crosswalk) (City);
5. West Godfrey Street (uncontrolled crosswalk) (County);
6. West Moreno Street (uncontrolled crosswalk) (County);
7. West Avery Street (uncontrolled crosswalk) (County); and
8. West Jordan Street (signal) (County).

This study evaluates the corridor operations and identifies needed improvements to upgrade the corridor to enhance safety, multimodal accommodations, lighting, and aesthetics. Based on input received from the Project Advisory Team, the public, and the alternatives analysis, preliminary concepts were created.

The study concluded with the development of an icon map showing potential improvements along the corridor and preliminary concepts of eight intersections. These preliminary intersection concepts can be carried forward into the final design phase. The icon map can be used as a base for future improvements along the corridor. Additionally, a lane repurposing study is not required for this corridor, as the proposed changes utilize the center turn lane rather than a through travel lane.

This Pace Boulevard Corridor Management and Safety Implementation Plan is organized by the following chapters:

- Chapter 1: Introduction
- Chapter 2: Issues and Opportunities
- Chapter 3: Alternatives and Assessment
- Chapter 4: Preliminary Concepts
- Chapter 5: Public Involvement
- Chapter 6: Next Steps

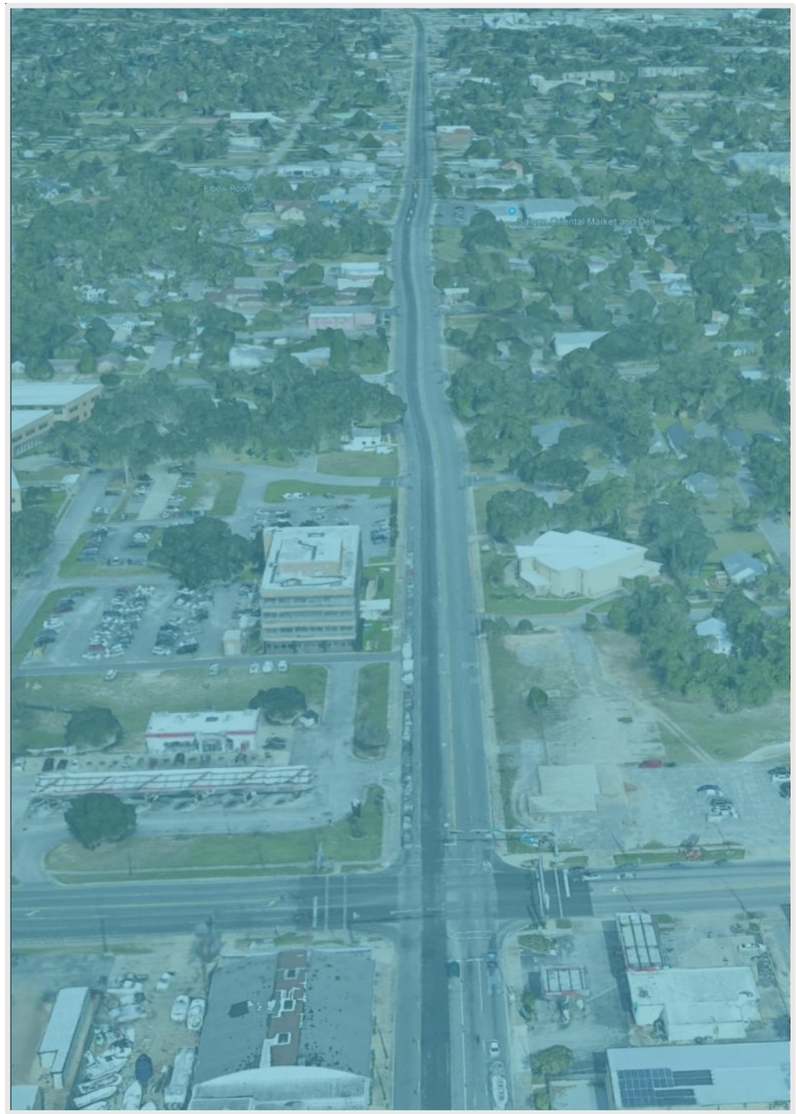


Table of Contents

Executive Summary ***3***

1. Introduction ***6***

Study Purpose **6**

Background **6**

Study Overview **6**

2. Issues and Opportunities ***7***

Existing Conditions **7**

Roadway Characteristics 7
Classification 7
Annual Average Daily Traffic 7
Speed Limit 7
Pedestrian and Bicycle Accommodations 7
Street Lighting 8
Transit 8
Land Use and Zoning 8
Schools and Community Focal Points 9

Crash History **9**

Traffic Operations **9**

Intersection Analysis 9
Pedestrian Crosswalk Evaluation 10

City and County Community Redevelopment Agency Grant Programs **14**

Summary of Opportunities **14**

Access Management 14
Midblock Crossing 14
Buffered Bike Lane 14
Partial Buffered Bike Lane 14
Speed Management 14
Beautification 14

3. Alternatives and Assessment ***15***

Design Considerations **15**

Speed Management 15
Access Management 15
Pedestrian and Bicycle Facilities 15
Utilities 16

Alternatives **16**

Alternatives Analysis **20**

4. Preliminary Concepts ***21***

West Navy Boulevard / West Garden Street **21**

West Wright Street **22**

West Jackson Street **23**

West Gonzalez Street **24**

West Godfrey Street **25**

West Moreno Street **26**

West Avery Street **27**

West Jordan Street **28**

Planning Level Cost Estimate **29**

Implementation Strategies **29**

5. Public Involvement ***30***

Project Advisory Team **30**

Public Workshop **30**

6. Next Steps ***30***

Appendices ***32***

Appendix A – Maps ***33***

Appendix B – Icon Map ***41***

Appendix C – Planning Level Cost Estimate ***42***

Appendix D – Public Involvement Material ***43***

Tables

Table 1 | Roadway Characteristics 7
Table 2 | AADT 7
Table 3 | FDOT Access Management Standards 15
Table 4 | Pedestrian and Bicycle Options 16
Table 5 | Evaluation Matrix for the Alternatives 20
Table 6 | Planning Level Cost Estimate 29

Figures

Figure 1 | Existing Typical Section 7
Figure 2 | Existing Pedestrian Level of Traffic Stress 8
Figure 3 | Existing Bicycle Level of Traffic Stress 8
Figure 4 | Street Lighting 8
Figure 5 | West Cervantes Street 9
Figure 6 | West Jackson Street 10
Figure 7 | West Godfrey Street Midblock Crosswalk 12
Figure 8 | Between West Moreno Street and West Mallory Street 13
Figure 9 | West Avery Street 13
Figure 10 | FDM Traffic Calming Strategies 15
Figure 11 | Existing Powerlines 16
Figure 12 | Alternative A 17
Figure 13 | Alternative B 18
Figure 14 | Alternative C 19
Figure 15 | Example of RRFB 21
Figure 16 | West Navy Boulevard / West Garden Street 21
Figure 17 | West Wright Street 22
Figure 18 | Preferred Route for Rerouted Left Turn Movements 23
Figure 19 | West Jackson Street 23
Figure 20 | West Gonzalez Street 24
Figure 21 | West Godfrey Street 25
Figure 22 | West Moreno Street 26
Figure 23 | West Avery Street 27
Figure 24 | West Jordan Street 28

1. Introduction

The Pace Boulevard Corridor Management and Safety Implementation Plan reviews the 2.9 mile corridor of State Road (SR) 292 (Pace Boulevard) from Barrancas Avenue to SR 295 (Fairfield Drive). The study area is shown in **Appendix A**.

Study Purpose

The purpose of the Pace Boulevard Corridor Management and Safety Implementation Plan is to conduct a planning and engineering analysis to address pedestrian and cyclist safety and mobility concerns along SR 292 (Pace Boulevard) to create a safe, connected, and visually appealing corridor. Specifically, the study addresses:

- Improving safety and managing vehicle speeds
- Making it easier and safer for people walking, biking, or using mobility devices
- Making the corridor look nicer and more welcoming
- Implementing existing plans

Based on the study purpose, the following guiding principles were established for the project:

Safety

Connectivity

Accessibility

Beautification

Mobility

This study provides a set of preliminary concepts to support the decision-making process for implementing corridor management improvements.

Background

Multiple studies have been completed previously including the City of Pensacola Westside Community Redevelopment Area (CRA) Plan Update (June 2025), the City of Pensacola Active Transportation Plan (August 2023), and the Emerald Coast Regional Council (ECRC) Safe Streets and Roads for All (SS4A) Safety Action Plan (December 2024).

The City of Pensacola 2025 Westside CRA Plan recommended the following intersections along SR 292 (Pace Boulevard) for intersection improvements such as removing redundant driveways, developing a wayfinding master plan, introducing traffic calming, and conducting further analysis and study for the reduction of speed limits:

- West Garden Street
- West Gregory Street
- West Wright Street
- West Jackson Stret
- West Cervantes Street

The City of Pensacola 2023 Active Transportation Plan provides the following guiding principles to guide future mobility work:

- Put Safety First
- Connect People and Places
- Access for All
- Add Mobility Options

The ECRC 2024 SS4A Safety Action Plan recommended pedestrian/bicyclist, intersection, and lighting countermeasures for SR 292 (Pace Boulevard). This study also identified the segment from West Cervantes Street to US 29 along SR 292 (Pace Boulevard) on the Transportation Planning Organization (TPO) High-Injury Network as a Tier 1 Priority Project.

Study Overview

The study was conducted in three phases.

Phase 1 – This study began with data collection and field reviews to gather information on existing conditions such as traffic volumes, speed limits, lane widths, lane geometry, signal timings, crash history, existing and future land use plans, and right-of-way (ROW) information to identify issues and opportunities.

Phase 2 – After issues and opportunities were identified in Phase 1, alternatives were developed to address the project goals and objectives.

Phase 3 – The findings of the study, along with the considered alternatives, public input, and the preliminary concepts were summarized in a final report.

2. Issues and Opportunities

Existing Conditions

The existing roadway conditions are summarized in **Table 1** and discussed below.

Table 1 | Roadway Characteristics

Characteristics	Description
Existing AADT	9,000 – 20,500
Number of Lanes	4
Median Type	Two-Way Left-Turn Lane
Access Classification	6
Context Classification	C4 – Urban General
Functional Classification	Urban Minor Arterial
Posted Speed Limit	40 mph
Pedestrian Facilities	Sidewalks on both sides, pedestrian signals at signalized intersections
Bicycle Facilities	Bicycle lanes along both sides
Transit	One route with multiple stops
Lighting	Present along the whole corridor
Drainage	Curb and inlet

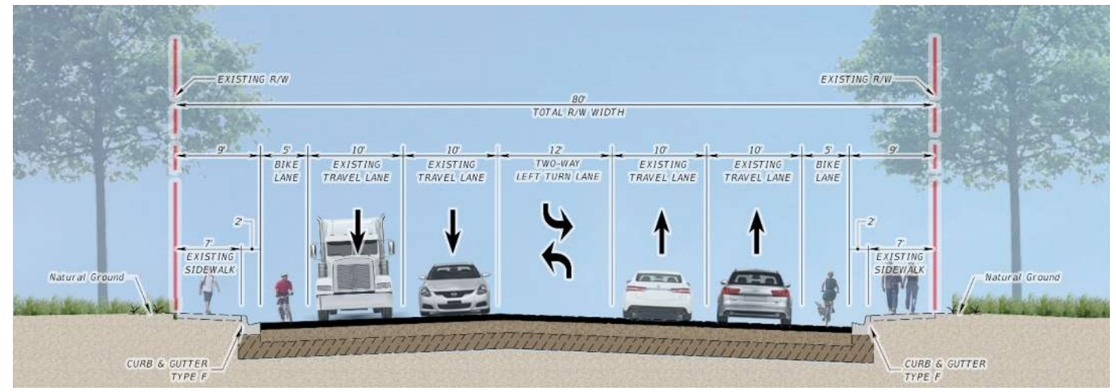
Roadway Characteristics

The typical cross section of the roadway includes four 10-foot travel lanes, one 12-foot two-way left turn lane (TWLTL), five-foot bicycle lanes on both sides, curb and gutter, and seven-foot sidewalks on both sides. There are two northbound lanes and two southbound lanes along the whole corridor. The current typical ROW is 80 feet. The existing typical section is shown in **Figure 1**. It is not on the FDOT Strategic Intermodal System (SIS), but it is designated as an evacuation route.

Classification

SR 292 (Pace Boulevard) within the study area is classified as C4 – Urban General. The C4 classification consists of mostly residential and commercial land uses. The roadway is also defined as an Urban Minor Arterial, serving large amounts of through traffic. This section of SR 292 (Pace Boulevard) is classified as Access Class 6. Per Florida Administrative Code (FAC) Rule 14-97, "Access Class 6 roadways are controlled access facilities where adjacent land has been extensively developed, and the probability of major land use change is not high. These roadways are distinguished by existing or planned non-restrictive medians or centerline."

Figure 1 | Existing Typical Section



Annual Average Daily Traffic

The Annual Average Daily Traffic (AADT) is shown in **Table 2** for the roadway. These AADTs were obtained from Florida Traffic Online (FTO) for the year 2024.

Table 2 | AADT

Segment	AADT	FTO Site
Barrancas Avenue to West Government Street	9,000	485018
West Government Street to West Navy Boulevard / West Garden Street	11,100	485017
West Navy Boulevard / West Garden Street to West Wright Street	14,700	485016
West Wright Street to West Cervantes Street	15,700	485015
West Cervantes Street to SR 295 (Fairfield Drive)	20,500	484023

Speed Limit

Speed limits establish an expectation for drivers and other roadway users. The speed limit along SR 292 (Pace Boulevard) is currently posted at 40 miles per hour (mph).

Pedestrian and Bicycle Accommodations

There are seven-foot sidewalks and five-foot bicycle lanes along both sides of the corridor. A recent resurfacing project (FPID 439735-1) established bicycle lanes. The Escambia County SW Greenway is located south of the study corridor.

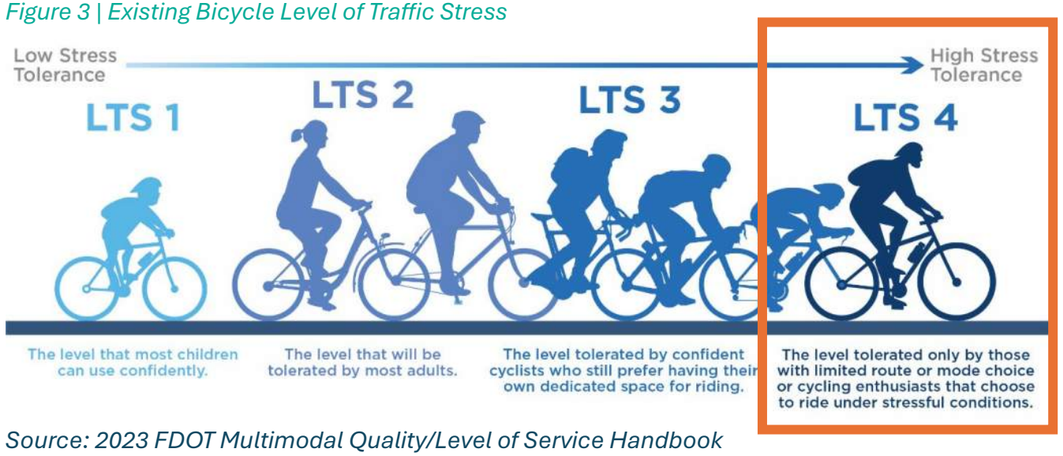
Each signalized intersection within the study area includes pedestrian crosswalks and signals across each leg of the intersection. However, signalized intersections along the corridor are separated at a minimum by over a tenth of a mile. Additionally, a midblock crosswalk is provided at the intersection of SR 292 (Pace Boulevard) and West Godfrey Street on the south leg.

A Level of Traffic Stress (LTS) evaluation was performed for pedestrian and bicycle accommodation within the study area. Based on the corridor's existing characteristics, the facility has a Pedestrian LTS of 3 and Bicycle LTS of 4. The LTS categories are described in **Figure 2** and **Figure 3** for pedestrian and bicyclist, respectively.

Figure 2 | Existing Pedestrian Level of Traffic Stress

Source: 2023 FDOT Multimodal Quality/Level of Service Handbook

Figure 3 | Existing Bicycle Level of Traffic Stress



Source: 2023 FDOT Multimodal Quality/Level of Service Handbook

Street Lighting

Street lighting is present along the whole corridor, as shown in **Figure 4**.

Figure 4 | Street Lighting

Transit

Escambia County Area Transit (ECAT) serves SR 292 (Pace Boulevard) with one bus route from Saint Mary Avenue to Barrancas Avenue and multiple bus stops along the corridor, as shown in **Appendix A**.

There are limited crossings to access the bus stop locations that may encourage pedestrians to make unsafe maneuvers and cross SR 292 (Pace Boulevard) not at legal crossing locations.

Land Use and Zoning

Appendix A shows the existing land use and future land use along the corridor. As shown in the existing land use, the fronting parcels are predominantly Commercial and Residential land uses. As shown in the future land use, the parcels on both sides of the corridor are zoned Mixed-Use Urban and Commercial.

The corridor is located in both the City of Pensacola (Council Districts 6 and 7) and Escambia County (Commission Districts 2 and 3). The corridor contains the following ZIP Codes: 32501, 32502, and 32505. The corridor contains portions of the City of Pensacola Westside Community Redevelopment Area (CRA), Escambia County Brownsville Redevelopment District CRA, and the Escambia County Englewood Redevelopment District CRA, which are shown in **Appendix A**.

Schools and Community Focal Points

Global Learning Academy, located west of SR 292 (Pace Boulevard) and south of West Wright Street, is a school located near the study area. There are also churches along the corridor, as well as a cemetery.

Crash History

The ECRC 2024 SS4A Safety Action Plan identified the segment from West Cervantes Street to US 29 along SR 292 (Pace Boulevard) on the TPO High-Injury Network as a Tier 1 Priority Project.

Crashes were obtained from 2020 to October 2025 from Signal Four Analytics. **Appendix A** shows the density of the crashes along the corridor.

Of the total crashes, there were 23 pedestrian crashes and 13 bicycle crashes. Of the 36 total pedestrian and bicycle crashes, eight crashes resulted in fatalities and four crashes resulted in incapacitating injuries. The locations of the fatal crashes are shown in **Appendix A**.

Traffic Operations

Intersection Analysis

Intersection analysis was completed for two intersections along SR 292 (Pace Boulevard). These intersections included West Cervantes Street and West Jackson Street.

West Cervantes Street

A preliminary Intersection Control Evaluation (ICE) Stage 1 analysis was conducted for West Cervantes Street, shown in **Figure 5**, in accordance with the Florida Department of Transportation's (FDOT) Manual on Intersection Control Evaluation, January 2025 Edition (ICE Manual). The ICE process was completed to provide an assessment of alternative intersection configurations.

Turning movement counts (TMCs) were available from the 2019 West Cervantes Street Corridor Traffic Feasibility Study. These counts were collected on April 23, 2019 and were seasonally adjusted using the most current Peak Season Factor Category Report for Escambia County. These TMCs were grown to Existing Year 2025 and Design Year 2027 using a linear annual growth rate of 1.00%, based on the FDOT Florida Traffic Online (FTO) historical growth rates. The Design Year 2027 TMCs were utilized for the ICE screening.

Per FTO, the previous year 2024 Annual Average Daily Traffic (AADT) on Pace Boulevard was 20,500 and using the 1.00% growth rate, the projected Opening Year 2026 and Design Year 2027 AADT was calculated as 21,000. The previous year 2024 AADT on West Cervantes Street was 16,700 and using the 1.00% growth rate, the projected Opening Year 2026 and Design Year 2027 AADT was calculated as 17,000.

A Traffic Signal, Quadrant Roadway, and Two-Lane Roundabout were considered at the intersection. The Traffic Signal and Quadrant Roadway were determined to be the strategies to move forward.

Operational analysis was conducted for West Cervantes Street utilizing Synchro Version 12. Existing truck percentages and peak hour factors were used. The Traffic Signal Alternative utilized existing lane geometry which resulted in a Level of Service (LOS) of C for both the AM and PM peak hours. The Quadrant Roadway Alternative rerouted the left turn movements which resulted in a LOS of B and C in the AM and PM peak hours, respectively.

Figure 5 | West Cervantes Street

West Jackson Street

A preliminary ICE Stage 1 analysis was conducted for West Jackson Street, shown in **Figure 6**, in accordance with the ICE Manual. The ICE process was completed to provide an assessment of alternative intersection configurations.

TMCs were available from the City of Pensacola 2024 Roadway Functional Classification and Level of Service Analysis Study. These counts were collected on October 25, 2023 and were seasonally adjusted using the most current Peak Season Factor Category Report for Escambia County. These TMCs were grown to Existing Year 2025 and Design Year 2027 using a linear annual growth rate of 1.00%, based on the FDOT FTO historical growth rates. The Design Year 2027 TMCs were utilized for the ICE screening.

Per FTO, the previous year 2024 AADT on Pace Boulevard was 20,500 and using the 1.00% growth rate, the projected Opening Year 2026 and Design Year 2027 AADT was calculated as 21,000. The previous year 2024 AADT on West Jackson Street was 6,200 and using the 1.00% growth rate, the projected Opening Year 2026 AADT was calculated as 6,300 and Design Year 2027 AADT was calculated as 6,400.

A Traffic Signal, Quadrant Roadway, and Two-Lane Roundabout were considered at the intersection. The Traffic Signal and Quadrant Roadway were determined to be the strategies to move forward.

Operational analysis was conducted for West Jackson Street utilizing Synchro Version 12. Existing truck percentages and peak hour factors were used. The Traffic Signal Alternative utilized existing lane geometry which resulted in a LOS of B for both the AM and PM peak hours. The Quadrant Roadway Alternative rerouted the left turn movements which resulted in a LOS of A for both the AM and PM peak hours.

Figure 6 | West Jackson Street

Pedestrian Crosswalk Evaluation

Multiple locations along SR 292 (Pace Boulevard) were evaluated for crosswalks using the FDOT Traffic Engineering Manual (TEM), Section 5.2 methodology.

Between West Cervantes Street and West Godfrey Street

The segment between West Cervantes Street and West Godfrey Street was evaluated using the methodology described in the TEM. The results of each criteria evaluation are described below.

Proximity to Significant Generators and Attractors

This criterion is met due to the presence of residential properties on both sides of the roadway acting as generators and commercial and institutional properties on the east side of the roadway acting as attractors.

Recommended Levels of Pedestrian Demand

This criterion is not applicable to this location since SR 292 (Pace Boulevard) has a context classification of C4 – Urban General. Roadways with this designation are exempt from meeting the pedestrian demand threshold of 20 or more pedestrians in any one-hour period.

Minimum Location Characteristics

This criterion is met as the minimum vehicular volume of 2,000 AADT is met and the distance to the nearest alternative intersection or crossing location is over 300 feet. This location is also outside the influence area of adjacent signalized intersections.

Recommendations

This location met all criteria from the TEM methodology for midblock crosswalks. As such, the following is recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Install a special emphasis midblock crosswalk
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing
  - Install Rectangular Rapid Flashing Beacons (RRFBs)

Between West Godfrey Street and West Jordan Street

The segment between West Godfrey Street and West Jordan Street was evaluated using the methodology described in the TEM. The results of each criteria evaluation are described below.

Proximity to Significant Generators and Attractors

This criterion is met due to the presence of residential properties on both sides of the roadway acting as generators and commercial properties on both sides of the roadway acting as attractors.

Recommended Levels of Pedestrian Demand

This criterion is not applicable to this location since SR 292 (Pace Boulevard) has a context classification of C4 – Urban General. Roadways with this designation are exempt from meeting the pedestrian demand threshold of 20 or more pedestrians in any one-hour period.

Minimum Location Characteristics

This criterion is met as the minimum vehicular volume of 2,000 AADT is met and the distance to the nearest alternative intersection or crossing location is over 300 feet. This location is also outside the influence area of adjacent signalized intersections.

Recommendations

This location met all criteria from the TEM methodology for midblock crosswalks. As such, the following is recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Install a special emphasis midblock crosswalk
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing
  - Install RRFBs

West Chase Street

The intersection of West Chase Street was evaluated using the methodology described in the TEM. The results of each criteria evaluation are described below.

Proximity to Significant Generators and Attractors

This criterion is met due to the presence of residential properties on the east side of the roadway acting as generators and institutional properties on both sides of the roadway acting as attractors.

Recommended Levels of Pedestrian Demand

This criterion is not applicable to this location since SR 292 (Pace Boulevard) has a context classification of C4 – Urban General. Roadways with this designation are exempt from meeting the pedestrian demand threshold of 20 or more pedestrians in any one-hour period.

Minimum Location Characteristics

This criterion is met as the minimum vehicular volume of 2,000 AADT is met and the distance to the nearest alternative intersection or crossing location is over 300 feet. This location is also outside the influence area of adjacent signalized intersections.

Recommendations

This location met all criteria from the TEM methodology for midblock crosswalks. As such, the following is recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Install a special emphasis midblock crosswalk
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing
  - Install RRFBs

West Gregory Street

The intersection of West Gregory Street was evaluated using the methodology described in the TEM. The results of each criteria evaluation are described below.

Proximity to Significant Generators and Attractors

This criterion is met due to the presence of residential properties on the east side of the roadway acting as generators and institutional properties on both sides of the roadway acting as attractors.

Recommended Levels of Pedestrian Demand

This criterion is not applicable to this location since SR 292 (Pace Boulevard) has a context classification of C4 – Urban General. Roadways with this designation are exempt from meeting the pedestrian demand threshold of 20 or more pedestrians in any one-hour period.

Minimum Location Characteristics

This criterion is met as the minimum vehicular volume of 2,000 AADT is met and the distance to the nearest alternative intersection or crossing location is over 300 feet. This location is also outside the influence area of adjacent signalized intersections.

Recommendations

This location met all criteria from the TEM methodology for midblock crosswalks. As such, the following is recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Install a special emphasis midblock crosswalk
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing
  - Install RRFBs

West Wright Street

The intersection of West Wright Street was evaluated using the methodology described in the TEM. The results of each criteria evaluation are described below.

Proximity to Significant Generators and Attractors

This criterion is met due to the presence of residential properties on the east side of the roadway acting as generators and institutional properties on both sides of the roadway acting as attractors.

Recommended Levels of Pedestrian Demand

This criterion is not applicable to this location since SR 292 (Pace Boulevard) has a context classification of C4 – Urban General. Roadways with this designation are exempt from meeting the pedestrian demand threshold of 20 or more pedestrians in any one-hour period.

Minimum Location Characteristics

This criterion is met as the minimum vehicular volume of 2,000 AADT is met and the distance to the nearest alternative intersection or crossing location is over 300 feet. This location is also outside the influence area of adjacent signalized intersections.

Recommendations

This location met all criteria from the TEM methodology for midblock crosswalks. As such, the following is recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Install a special emphasis midblock crosswalk
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing
  - Install RRFBs

West Godfrey Street

The intersection of West Godfrey Street has an existing special emphasis crosswalk along the northbound approach of the intersection, shown in **Figure 7**. To enhance the existing crosswalk, the following are recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing by removing the northbound left turn lane
  - Install RRFBs

Figure 7 | West Godfrey Street Midblock Crosswalk

Between West Moreno Street and West Mallory Street

The segment between West Moreno Street and West Mallory Street, shown in **Figure 8**, was evaluated using the methodology described in the TEM. The results of each criteria evaluation are described below.

Proximity to Significant Generators and Attractors

This criterion is met due to the presence of residential properties on both sides of the roadway acting as generators and commercial properties on both sides of the roadway acting as attractors.

Recommended Levels of Pedestrian Demand

This criterion is not applicable to this location since SR 292 (Pace Boulevard) has a context classification of C4 – Urban General. Roadways with this designation are exempt from meeting the pedestrian demand threshold of 20 or more pedestrians in any one-hour period.

Minimum Location Characteristics

This criterion is met as the minimum vehicular volume of 2,000 AADT is met and the distance to the nearest alternative intersection or crossing location is over 300 feet. This location is also outside the influence area of adjacent signalized intersections.

Recommendations

This location met all criteria from the TEM methodology for midblock crosswalks. As such, the following is recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Install a special emphasis midblock crosswalk
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing
  - Install RRFBs

Figure 8 | Between West Moreno Street and West Mallory Street

West Avery Street

The intersection of West Avery Street, shown in **Figure 9**, was evaluated using the methodology described in the TEM. The results of each criteria evaluation are described below.

Proximity to Significant Generators and Attractors

This criterion is met due to the presence of residential properties on both sides of the roadway acting as generators and commercial properties on both sides of the roadway acting as attractors.

Recommended Levels of Pedestrian Demand

This criterion is not applicable to this location since SR 292 (Pace Boulevard) has a context classification of C4 – Urban General. Roadways with this designation are exempt from meeting the pedestrian demand threshold of 20 or more pedestrians in any one-hour period.

Minimum Location Characteristics

This criterion is met as the minimum vehicular volume of 2,000 AADT is met and the distance to the nearest alternative intersection or crossing location is over 300 feet. This location is also outside the influence area of adjacent signalized intersections.

Recommendations

This location met all criteria from the TEM methodology for midblock crosswalks. As such, the following is recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Install a special emphasis midblock crosswalk
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing by further studying the removal of the northbound or southbound left turn lane
  - Install RRFBs

Figure 9 | West Avery Street

Between Saint Mary Avenue and West Hayes Street

The segment between Saint Mary Avenue and West Hayes Street was evaluated using the methodology described in the TEM. The results of each criteria evaluation are described below.

Proximity to Significant Generators and Attractors

This criterion is met due to the presence of residential properties on the west side of the roadway acting as generators and commercial properties on both sides of the roadway and the County Correctional Facility property on the east side of the roadway acting as attractors.

Recommended Levels of Pedestrian Demand

This criterion is not applicable to this location since SR 292 (Pace Boulevard) has a context classification of C4 – Urban General. Roadways with this designation are exempt from meeting the pedestrian demand threshold of 20 or more pedestrians in any one-hour period.

Minimum Location Characteristics

This criterion is met as the minimum vehicular volume of 2,000 AADT is met and the distance to the nearest alternative intersection or crossing location is over 300 feet. This location is also outside the influence area of adjacent signalized intersections.

Recommendations

This location met all criteria from the TEM methodology for midblock crosswalks. As such, the following is recommended:

- Dictate a speed limit of 35 mph through geometric design to:
  - Install a special emphasis midblock crosswalk
  - Provide advance stop here for pedestrian signs and stop lines in both directions of travel before the crosswalk
  - Provide adequate lighting in advance of the crosswalk in both directions
  - Provide a median refuge area to allow for two-stage pedestrian crossing
  - Install RRFBs

City and County Community Redevelopment Agency Grant Programs

Escambia County and City of Pensacola offer opportunities for property owners to incorporate landscaping through the following programs.

Escambia County offers a Commercial Façade, Landscape, and Infrastructure Grant Program that provides a 50% match for up to $10,000. Improvements that are eligible include electrical rewiring, landscaping, sprinkler system installation, parking lot improvements, ADA handicap building access, fencing, sanitary sewer connection, exterior lighting, architectural feature restoration, and exterior painting.

The City of Pensacola offers a Commercial Façade Improvement Program that provides a 25% match. Improvements that are eligible include painting, lighting, windows, doors, stucco, masonry work, tile, signage, canopies, awnings, fencing, and landscaping.

Summary of Opportunities

The following are key opportunities to achieve the goals of the Pace Boulevard Corridor Management and Safety Implementation Plan.

Access Management

- Assess roadway improvements to reduce vehicular conflicts and improve safety along the corridor through access management, such as raised median.

Midblock Crossing

- Provide new pedestrian crossing opportunities and improved pedestrian facilities to enhance pedestrian comfort and safety.

Buffered Bike Lane

- Provide buffered bicycle lanes to enhance bicyclist comfort and safety.

Partial Buffered Bike Lane

- Provide partial buffered bicycle lanes to enhance bicyclist comfort and safety.

Speed Management

- Manage the vehicular speed along the corridor to provide a safer environment for both multimodal users, as well as vehicular users.

Beautification

- Beautify the roadway with landscaping. Landscaping can improve aesthetics, reduction of urban heat islands, provide traffic calming, and environmental benefits.

3. Alternatives and Assessment

The following sections discuss the design criteria that was used for the alternatives' development, the alternatives, and analysis of the alternatives.

Design Considerations

The applicable design criteria was reviewed for the corridor utilizing FDOT standards and guidelines.

Speed Management

As discussed in the **Existing Conditions** sections, the speed limit along SR 292 (Pace Boulevard) is currently posted at 40 mph within the study area. The FDOT Design Manual Table 202.3.1, shown in **Figure 10**, provides strategies that can be utilized to achieve the desired operating speed based on context classification and the target speed. Based on a C4 context classification and a target speed of 40 mph, the following strategies can be considered: roundabouts, lane narrowing, horizontal deflection, street trees, short blocks, speed feedback signs, pedestrian refuge islands, bulb-outs, pedestrian hybrid beacons (PHBs), terminated vistas, and speed pavement markings. In general, effective traffic calming standards create enclosure, engagement, and deflection.

Figure 10 | FDM Traffic Calming Strategies

Topic #625-000-002
FDOT Design Manual

Table 202.3.1 Strategies to Achieve Desired Operating Speed

Context Classification	Existing Speed Category (mph)	Minimum Design Speed (mph)	Target Speed (mph)	Strategies																	
				Roundabouts	On-Street Parking	Chicanes	Lane Narrowing	Horizontal Deflection	Street Trees	Short Blocks	Speed Tables	Raised Intersections	Raised Crosswalks (Type I Or Type II)	Speed Feedback Signs	Pedestrian Refuge Islands	Bulb-Outs	RRFBs	PHBs	Terminated Vistas	Islands in Curved Sections	Speed Pavement Markings
C2T	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C3R, C3C	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	35	35	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X
C4	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C5	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C6	Very Low	25	30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X

Notes:

1. Process the necessary Design Variations or Design Exceptions if initial speed category and Design Speed are outside of the Context Classification allowable ranges.
2. For C3R and C3C (50-55 mph): Project-specific; see ***FDM 202.1.2***
3. For greater reductions in Design Speed, a reconstruction or lane repurposing will be needed.

202 - Speed Management

Access Management

This section of SR 292 (Pace Boulevard) is currently classified as Access Class 6 and it is proposed to remain unchanged. Per Florida Administrative Code (F.A.C.) Rule Chapter 14-97, Access Class 6 can have non-restrictive medians. The standards also provide spacing requirement for median openings, signals, and connections, as shown in **Table 3**.

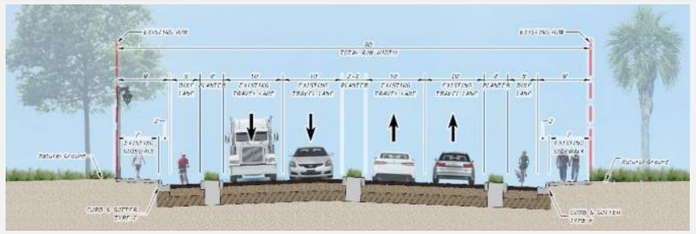
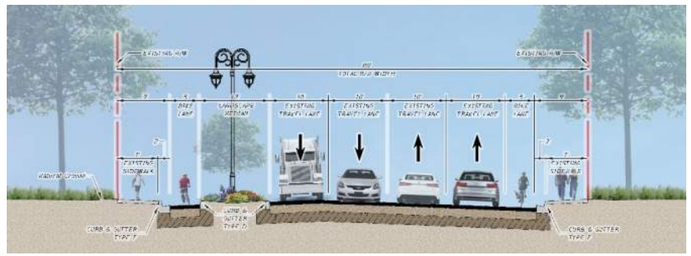
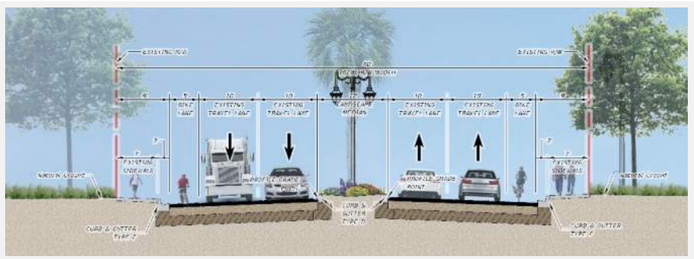
Table 3 | FDOT Access Management Standards

Access Management Standards for Controlled Access Facilities						
Access Class	Median	Median Opening Spacing Standard (feet)		Signal Spacing Standard	Connection Spacing Standard (feet)	
		Full	Directional		Posted Speed > 45 mph	Posted Speed ≤ 45 mph
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive			2,640	660	440
5	Restrictive	2,640 Posted Speed > 45 mph or 1,320 Posted Speed ≤ 45 mph	660	2,640 Posted Speed > 45 mph or 1,320 Posted Speed ≤ 45 mph	440	245
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

Pedestrian and Bicycle Facilities

As previously discussed in the **Existing Conditions** section, there is existing sidewalks and bicycle lanes along both sides of the roadway, and the facility has a Pedestrian LTS of 3 and Bicycle LTS of 4. **Table 4** shows the pedestrian and bicycle options that were considered for the corridor with the resulting Pedestrian and Bicycle LTS. As shown, the buffered bike lane facility provides the combined lowest stress environment for both pedestrians and bicyclists. It should be noted that the resulting LTS score represents the conditions on the worst side of the roadway.

Table 4 | Pedestrian and Bicycle Options

Option	Description	Pedestrian LTS	Bicycle LTS
	Maintain existing sidewalks and bicycle lanes and add a four-foot landscape buffer	3	1
	Maintains existing sidewalks and bicycle lanes and adds a 12-foot landscape median to one side of the corridor	3	4
	Maintains existing sidewalks and bicycle lanes	3	4

Utilities

There are existing overhead utilities on both the east and west sides of the corridor, shown in **Figure 11**. In the development of project alternatives, it was assumed that the overheard powerlines will remain.

Figure 11 | Existing Powerlines

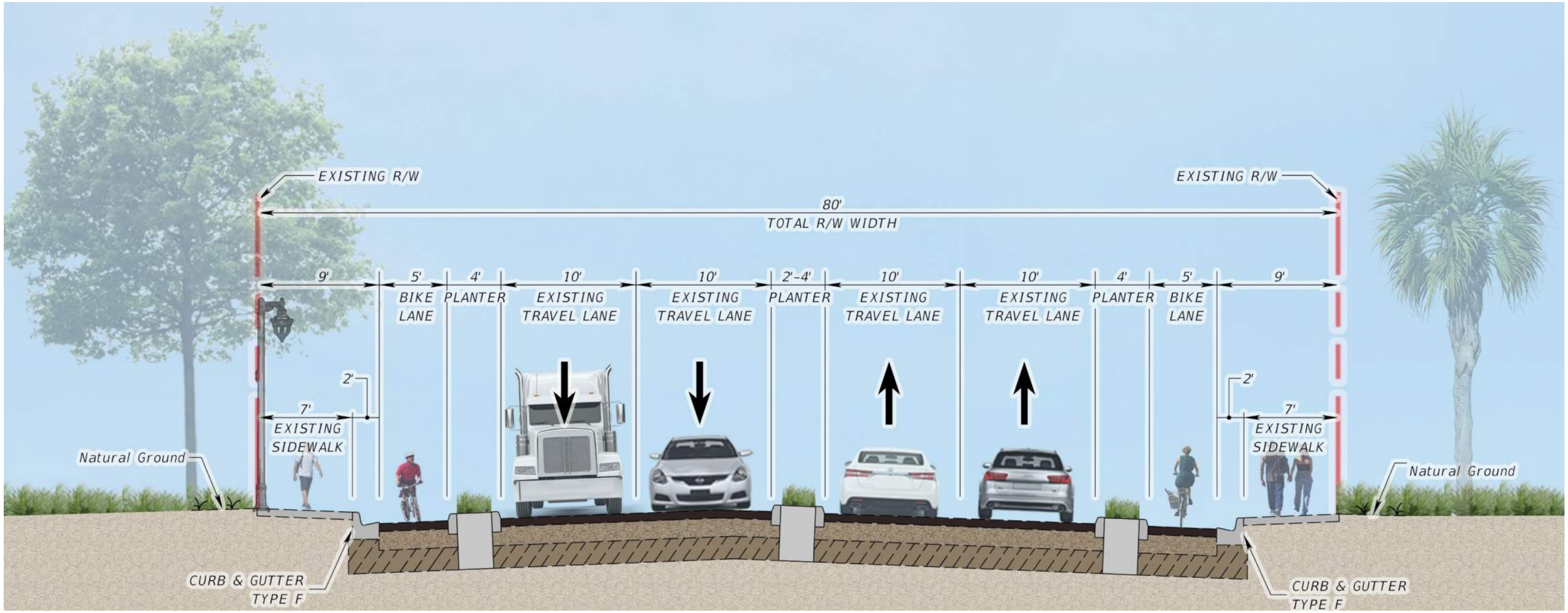
Alternatives

The development of alternatives for this study corridor began with using the identified issues and turning them into opportunities. Based on the identified issues and opportunities, alternatives were developed to address the project's goals. The typical sections of the segments considers context sensitivity, budget, and compatibility with future plans. **Appendix B** shows the icon map of the corridor with the potential improvements based on the project's goals.

The corridor was divided into eight segments. Three alternatives were developed for each segment, except for Segment 1 which only has two alternatives. All alternatives between the segments are compatible with each other.

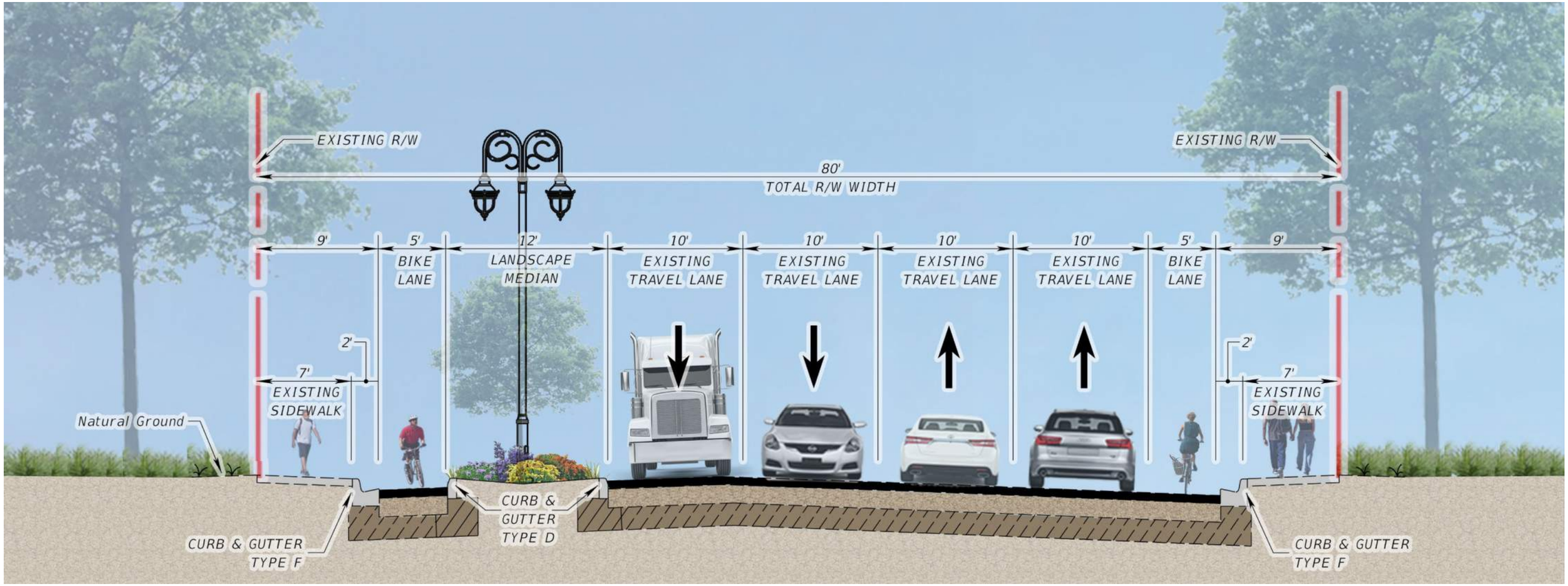
All improvements proposed by the alternatives are within the existing ROW and involve the removal of the center TWLTL to reallocate space to other features. The alternatives are presented in **Figure 12**, **Figure 13**, and **Figure 14** for Alternative A, B, and C, respectively.

Figure 12 | Alternative A



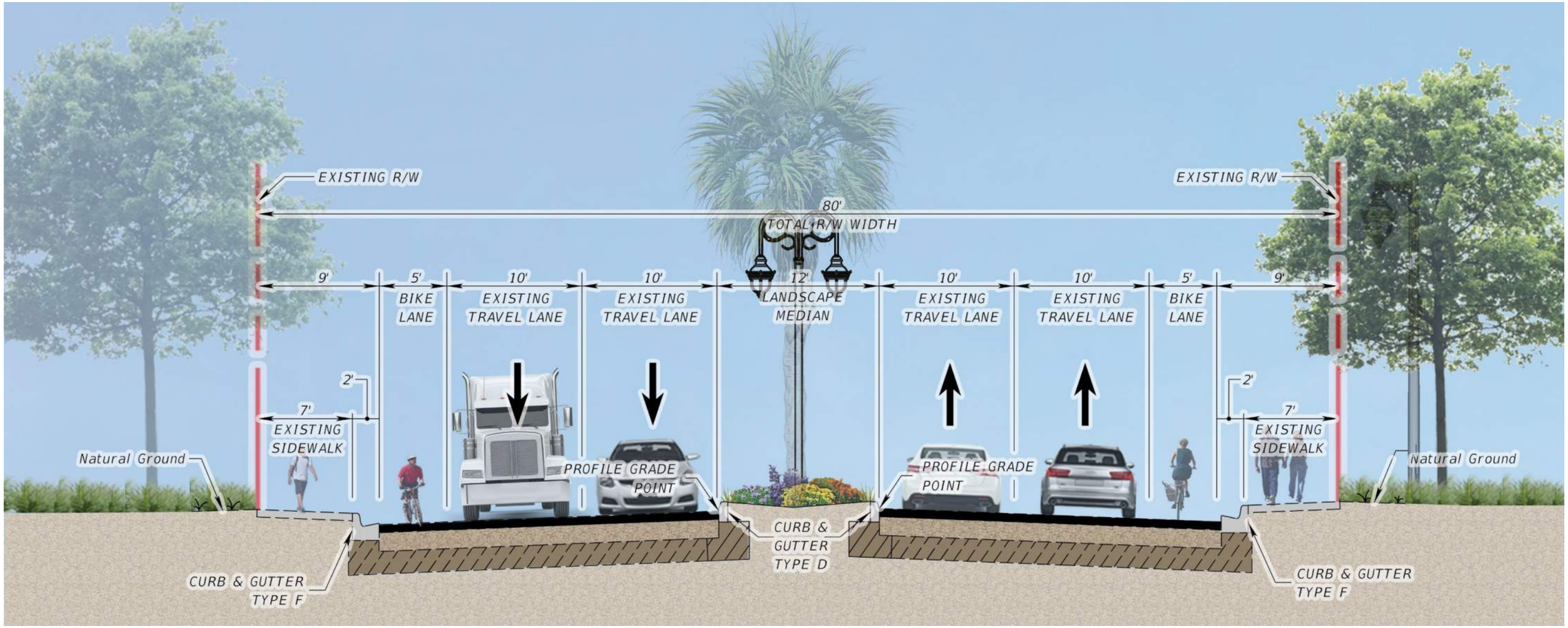
Alternative A provides four 10-foot travel lanes, a center two-to-four-foot landscape planter, five-foot bicycle lanes on both sides of the corridor with a four-foot buffer, and seven-foot sidewalks on both sides of the corridor.

Figure 13 | Alternative B



Alternative B provides four 10-foot travel lanes, five-foot bicycle lanes on both sides of the corridor with one side offering a 12-foot landscape median buffer, and seven-foot sidewalks on both sides of the corridor.

Figure 14 | Alternative C



Alternative C provides four 10-foot travel lanes with a center 12-foot landscape median, five-foot bicycle lanes on both sides of the corridor, and seven-foot sidewalks on both sides of the corridor.

Alternatives Analysis

An alternatives analysis was conducted by developing an evaluation matrix, shown in **Table 5**. The evaluation matrix compares key guiding principles of the project consisting of safety, connectivity, accessibility, beautification, and mobility. Evaluation criteria were developed to assess each guiding principle. Each criterion was then ranked as either excellent (three points), good (two points), or fair (one point). The total points for each alternative were summed to yield a Technical Evaluation Score, and a percentage of total possible points was calculated. As part of the public involvement effort, the public had the opportunity to indicate a preference on the alternatives through an in-person Public Workshop. More information on this process can be found in the **Public Involvement** section of this report.

As shown in the table, Alternative A provides more safety and mobility and less beautification, Alternative B provides more beautification and less connectivity, and Alternative C provides a balance of all five guiding principles.

Table 5 | Evaluation Matrix for the Alternatives

Guiding Principle	Evaluation Criteria	A	B	C
Safety	Non-motorist separation from vehicles (width of buffer)	●●●	●●	●●
	Ease of recognition from drivers	●●●	●	●●
	Increased visibility for drivers, pedestrians, and cyclists	●●●	●●	●●
Connectivity	Continuous sidewalks and bike lanes	●●●	●●●	●●●
	Opportunities for crosswalks	●●	●●	●●●
	Pedestrian median refuges	●	●●	●●●
Accessibility	Access to the left side parcels	●	●	●●●
	Access to refuge island	●	●	●●●
	Access to retail, commercial, mixed-use developments	●●	●	●●
Beautification	Opportunity for enhanced stormwater	●	●●	●●
	Opportunity for landscapes on medians	●●	●●●	●●●
	Opportunity for midblock crosswalks	●	●●	●●●
	Opportunity for shade trees	●	●●●	●●●
Mobility	Enhancing access management	●●●	●●	●●
	Bus stop improvement opportunities	●●	●●●	●
	Presence of bicycle lanes	●●●	●●	●●
●●● = Excellent **●● = Good** **● = Fair**	**Technical Evaluation Score:**	32	32	39
	Technical Evaluation Percentage:	67%	67%	81%

4. Preliminary Concepts

Based on input received from the Project Advisory Team, the public, and the alternatives analysis, preliminary concepts were prepared. The preliminary concepts for eight intersections are shown in the sections below. The eight intersections are:

1. West Navy Boulevard / West Garden Street
2. West Wright Street
3. West Jackson Street
4. West Gonzalez Street
5. West Godfrey Street
6. West Moreno Street
7. West Avery Street
8. West Jordan Street

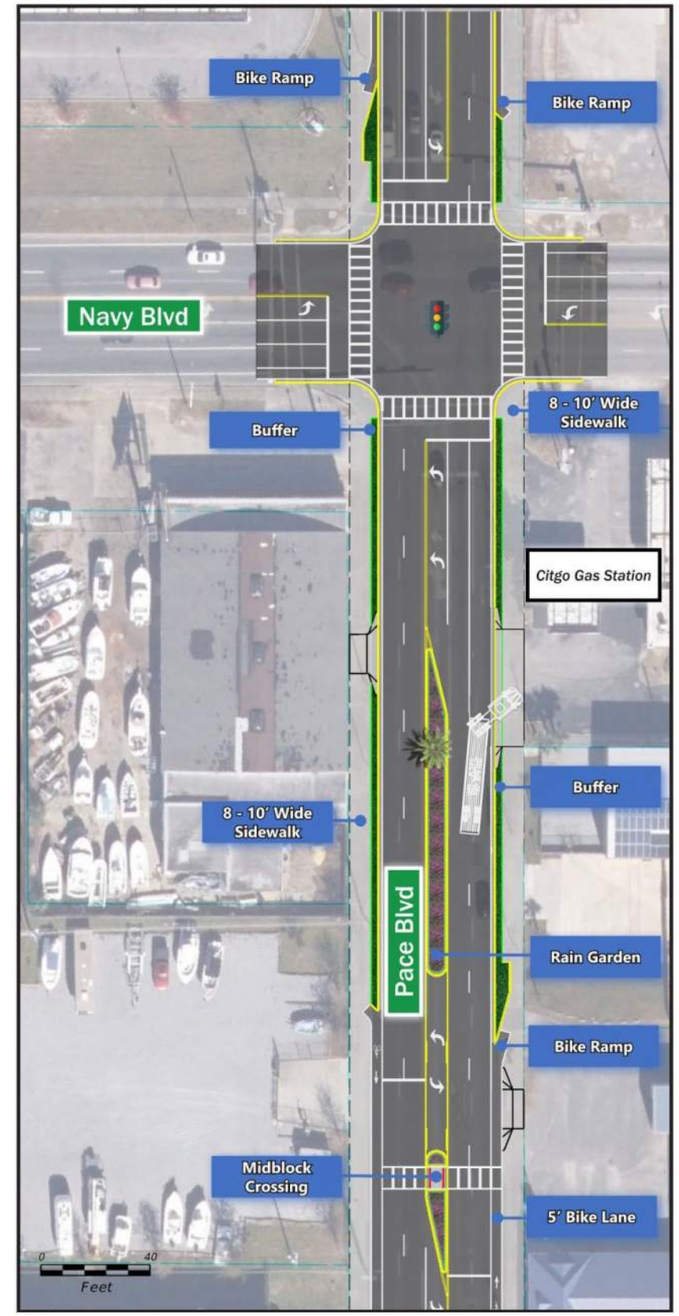
West Navy Boulevard / West Garden Street

The preliminary concept for West Navy Boulevard / West Garden Street is shown in **Figure 16**. This concept:

- Provides a midblock special emphasis crosswalk south of the intersection with RRFBs (shown in **Figure 15**) and a pedestrian median refuge
- Closes the driveway access to the Citgo Gas Station nearest to the intersection
- Provides a bike ramp up from the existing five-foot bicycle lane to an eight-to-ten-foot sidewalk with buffer at the intersection
- Provides a rain garden within the median
- Maintains existing intersection lane geometry
- Provides traffic calming strategies to reduce the speed limit to 35 mph

Figure 15 | Example of RRFB

Figure 16 | West Navy Boulevard / West Garden Street

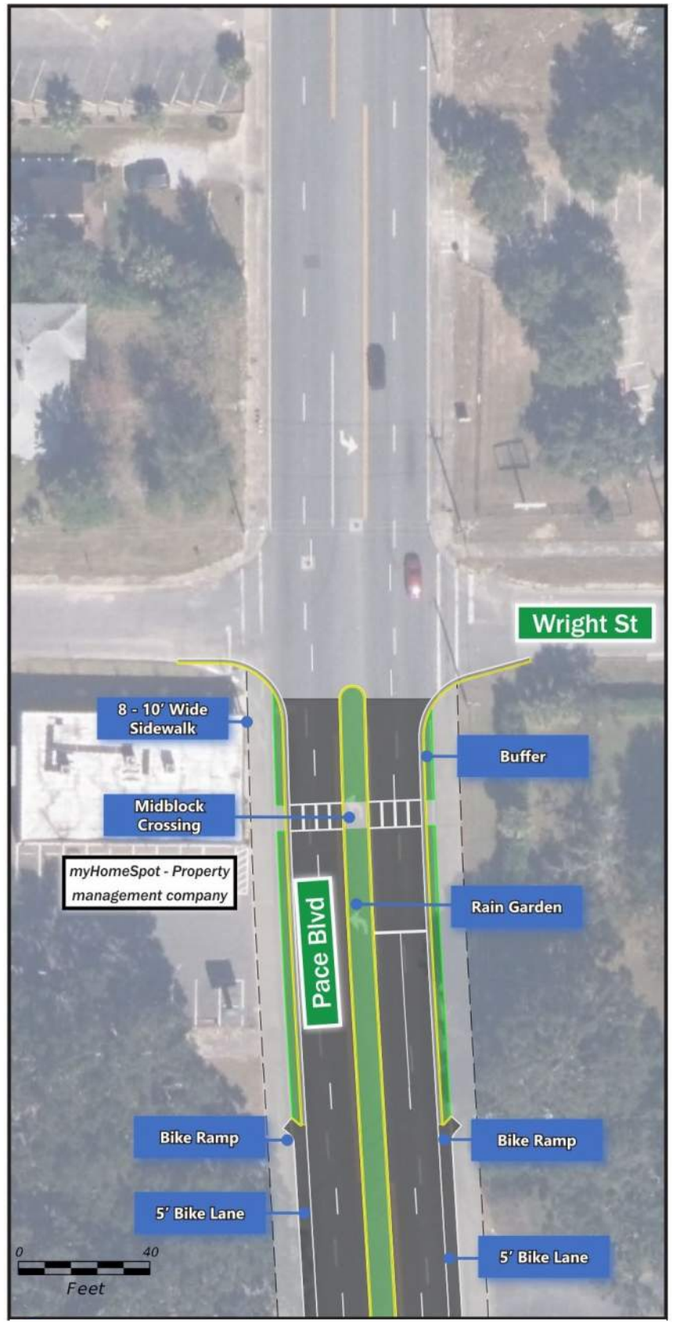


West Wright Street

The preliminary concept for West Wright Street is shown **Figure 17**. This concept:

- Provides a midblock special emphasis crosswalk south of the intersection with RRFBs (shown in **Figure 15**) and a pedestrian median refuge by removing the northbound left turn lane
- Provides a bike ramp up from the existing five-foot bicycle lane to an eight-to-ten-foot sidewalk with buffer at the intersection
- Provides a rain garden within the median
- Provides traffic calming strategies to reduce the speed limit to 35 mph

Figure 17 | West Wright Street



West Jackson Street

The preliminary concept for West Jackson Street is shown **Figure 19**. This concept:

- Provides pedestrian median refuges at the existing crosswalks by removing all left turn lanes at the intersection
- Provides an eight-to-ten-foot sidewalk with buffer
- Provides a rain garden within the median
- Provides traffic calming strategies to reduce the speed limit to 35 mph

Figure 18 shows the preferred route for the reroute left turn movements at West Jackson Street.

Figure 18 | Preferred Route for Rerouted Left Turn Movements

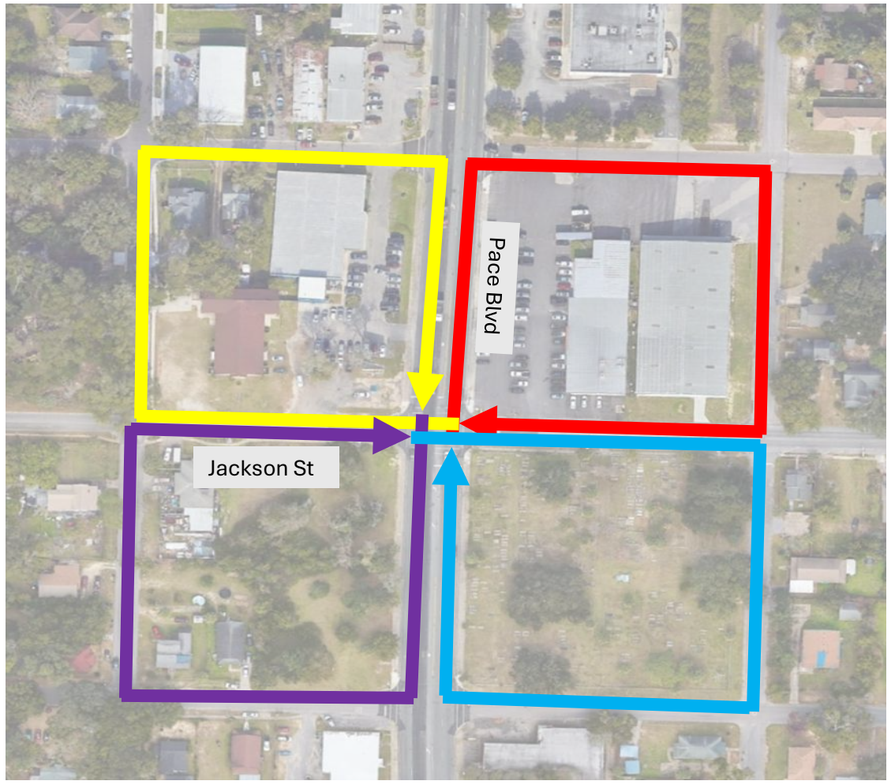
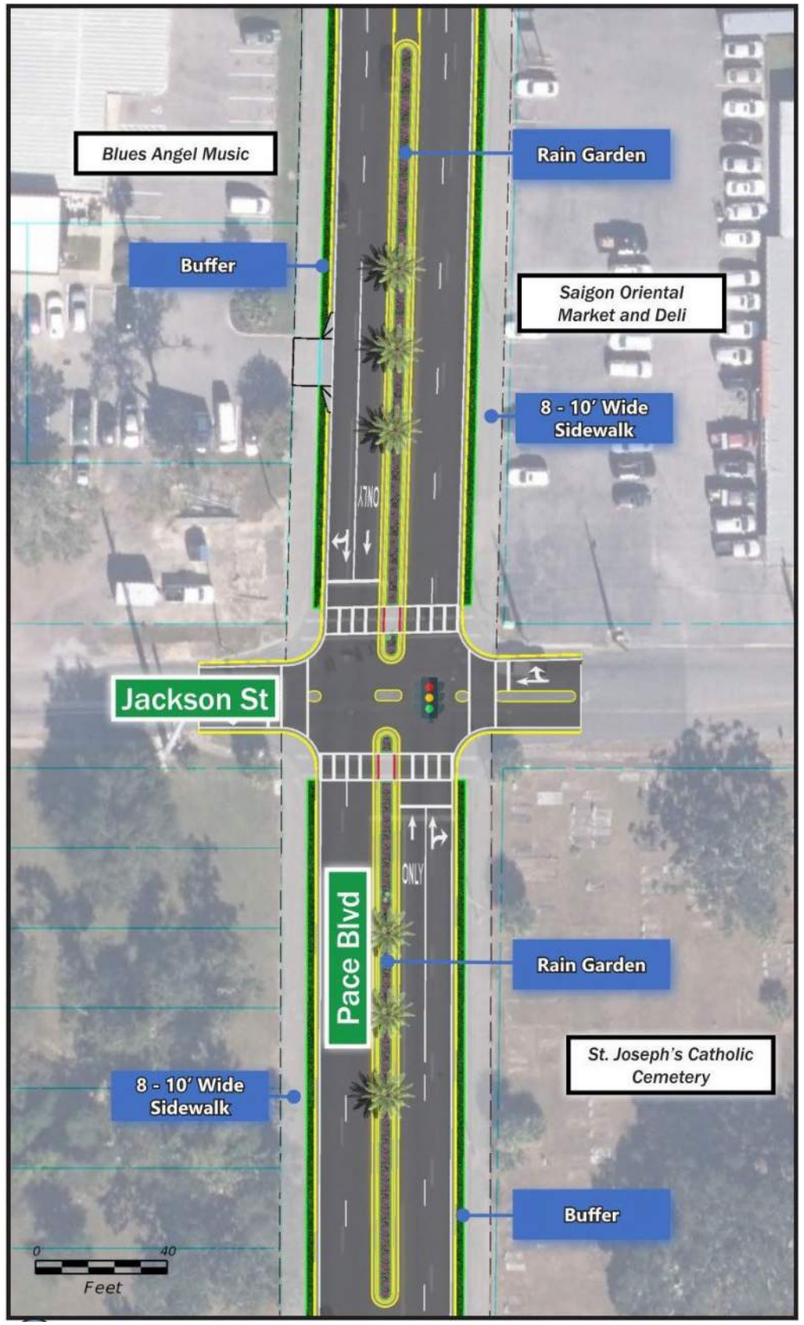


Figure 19 | West Jackson Street



West Gonzalez Street

The preliminary concept for West Gonzalez Street is shown **Figure 20**. This concept:

- Provides unsignalized special emphasis crosswalks north and south of the intersection with RRFBs (shown in **Figure 15**) and a pedestrian median refuge by removing all left turn lanes from the intersection
- Provides an eight-to-ten-foot sidewalk with buffer at the intersection
- Provides a rain garden within the median
- Provides traffic calming strategies to reduce the speed limit to 35 mph

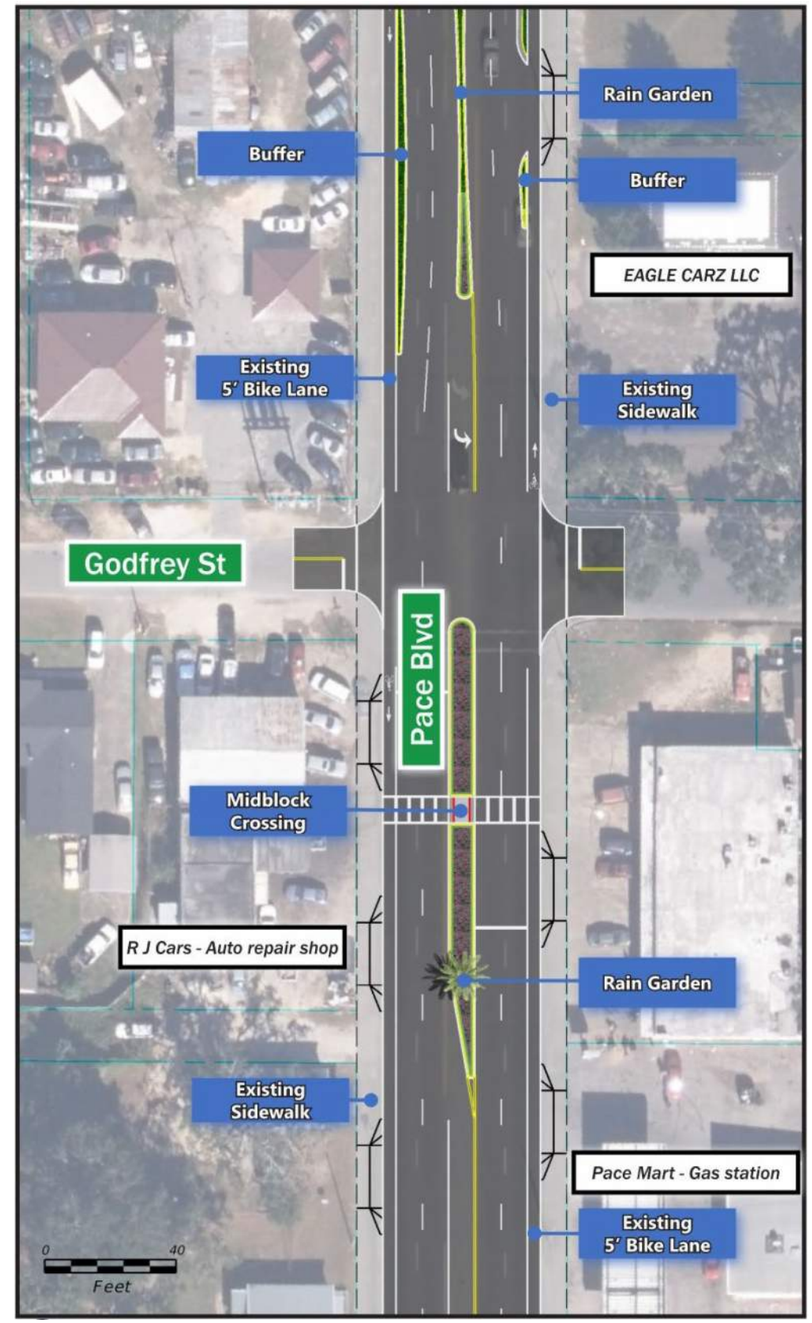
Figure 20 | West Gonzalez Street

West Godfrey Street

The preliminary concept for West Godfrey Street is shown **Figure 21**. This concept:

- Provides a midblock special emphasis crosswalk south of the intersection with RRFBs (shown in **Figure 15**) and a pedestrian median refuge by removing the northbound left turn lane from the intersection
- Utilizes existing sidewalks and bicycle lanes
- Provides a rain garden within the median
- Provides a center median by removing the existing TWLTL north of the intersection
- Provides bicycle lane buffers on both sides of the corridor north of the intersection
- Provides traffic calming strategies to reduce the speed limit to 35 mph

Figure 21 | West Godfrey Street

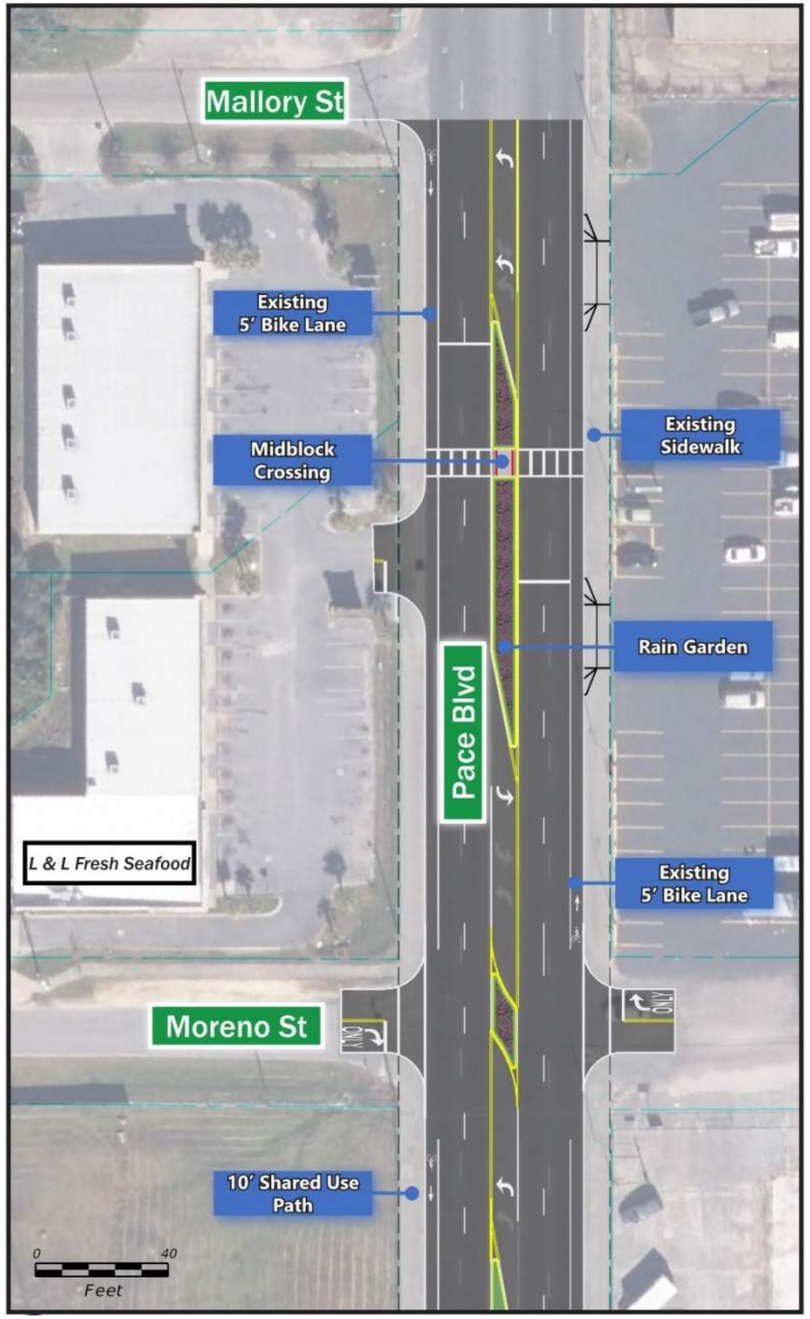


West Moreno Street

The preliminary concept for West Moreno Street is shown **Figure 22**. This concept:

- Provides a midblock special emphasis crosswalk north of the intersection with RRFBs (shown in **Figure 15**) and a pedestrian median refuge by utilizing the existing TWLTL
- Utilizes existing sidewalks and bicycle lanes
- Provides a rain garden within the median
- Converts the West Moreno Street intersection into a directional median opening
- Provides traffic calming strategies to reduce the speed limit to 35 mph

Figure 22 | West Moreno Street

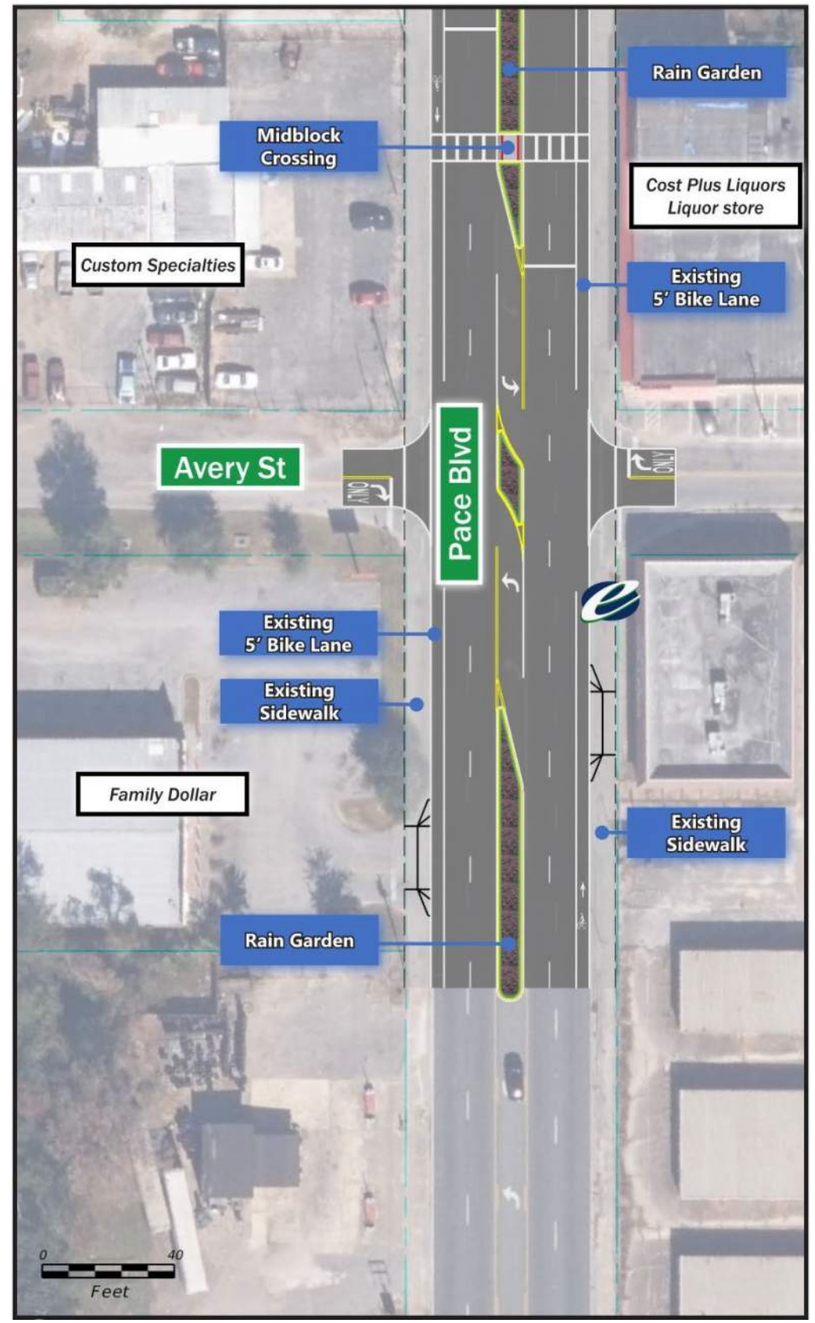


West Avery Street

The preliminary concept for West Avery Street is shown **Figure 23**. This concept:

- Provides a midblock special emphasis crosswalk north of the intersection with RRFBs (shown in **Figure 15**) and a pedestrian median refuge by utilizing the existing TWLTL
- Utilizes existing sidewalks and bicycle lanes
- Provides a rain garden within the median
- Converts the West Avery Street intersection into a directional median opening
- Provides traffic calming strategies to reduce the speed limit to 35 mph

Figure 23 | West Avery Street

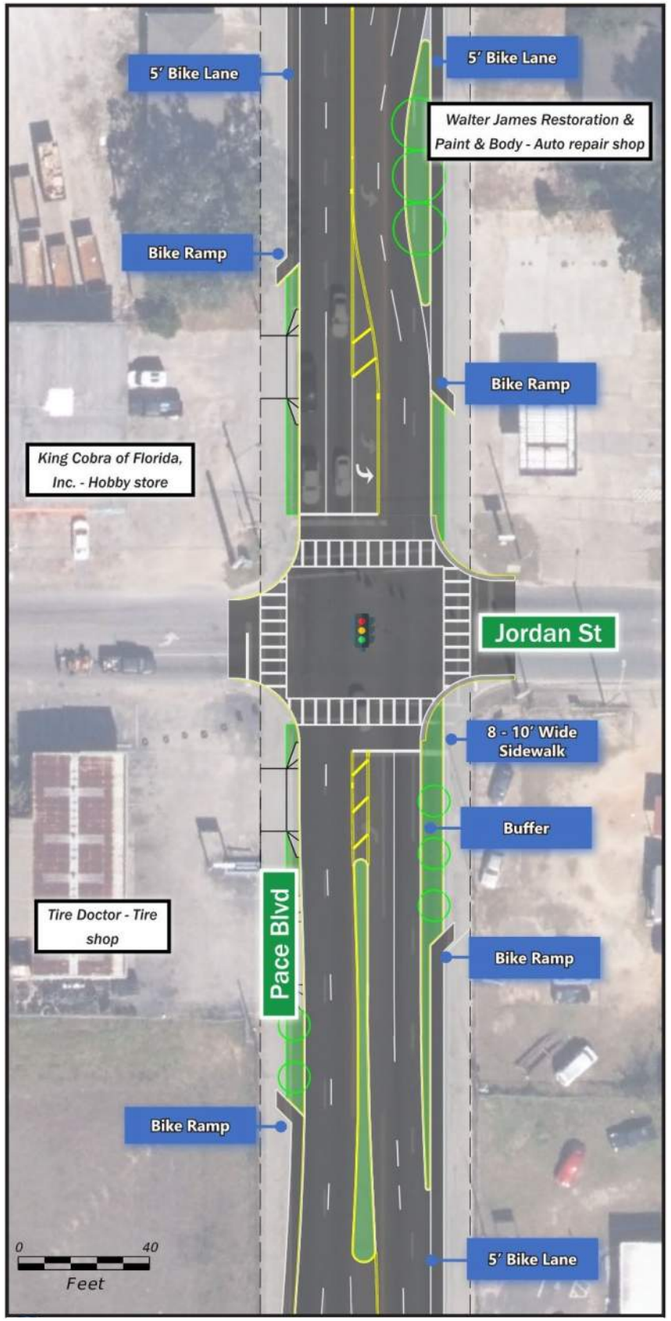


West Jordan Street

The preliminary concept for West Jordan Street is shown **Figure 24**. This concept:

- Provides a bike ramp up from the existing five-foot bicycle lane to an eight-to-ten-foot sidewalk with buffer at the intersection
- Provides a center median south of the intersection by removing the northbound left turn lane
- Provides bicycle lane buffers on both sides of the corridor north and south of the intersection
- Provides traffic calming strategies to reduce the speed limit to 35 mph

Figure 24 | West Jordan Street



Planning Level Cost Estimate

A planning level cost estimate was prepared for the preliminary concepts using FDOT's Long Range Estimate (LRE) cost per mile data and other planning level cost data. As shown in **Table 6**, the planning level cost is estimated at $2.4 million for all eight intersections. No ROW acquisition is anticipated. Costs show only construction materials without percentages for mobilization, temporary traffic control, or contingencies. Thus, costs were rounded to the next $100,000. The planning level cost estimate is provided in **Appendix C**.

Table 6 | Planning Level Cost Estimate

Intersection	Cost
West Navy Boulevard / West Garden Street	$400,000
West Wright Street	$200,000
West Jackson Street	$300,000
West Gonzalez Street	$400,000
West Godfrey Street	$300,000
West Moreno Street	$300,000
West Avery Street	$200,000
West Jordan Street	$300,000
Subtotal	*$2,400,000*
Right of Way	Not included
Engineering and Design (20% of Construction)	$480,000
Construction Inspection (CEI) (15% of Construction)	$360,000
Total	**$3,240,000**

Implementation Strategies

The recommended strategies for project implementation were categorized as short, medium, or long-term and are listed below.

- Short-Term:
  - Funding:
    - Explore funding opportunities such as SS4A.
    - Explore partnering with business owners to utilize funds from the City and County Façade Programs.
  - Update Long Range Transportation Plan and Priorities:
    - Add projects to the FL-AL 2050 Long Range Transportation Plan or otherwise identify as Transportation System Management (TSM) projects.
    - Incorporate into the next FL-AL TPO annual Priorities process.
- Medium-Term:
  - Design:
    - Seek FDOT approval of design variations, etc. as appropriate.
    - Determine appropriate crosswalk treatments, such as RRFBs.
    - A design speed of 35 mph is recommended along the corridor, together with RRFBs at any future crossing locations.
    - Coordinate with utility owners, including Emerald Coast Utilities Authority (ECUA) and Florida Power Light (FPL) for feasibility of sewer extension and overhead utility undergrounding.
    - Contact billboard owners and agree on the preliminary view zones.
    - Work collaboratively with business owners and the City and County to coordinate access to specific parcels such as schools and churches.
    - Conduct landscape design as a component of the roadway design project, not as a standalone project. This will help maximize the landscape opportunities.
- Long-Term:
  - Construction Phasing:
    - Consider construction phasing.
    - Coordinate with ECUA if sewer lines can be installed as part of construction activities to minimize roadway disruptions.
  - Public Involvement:
    - Coordinate closely with key stakeholders and the community to maintain consensus and construct improvements with minimal disruptions.
  - Coordination with Other Project/Plans:
    - Coordinate with other projects and existing plans in the area for consistency and alignment.

5. Public Involvement

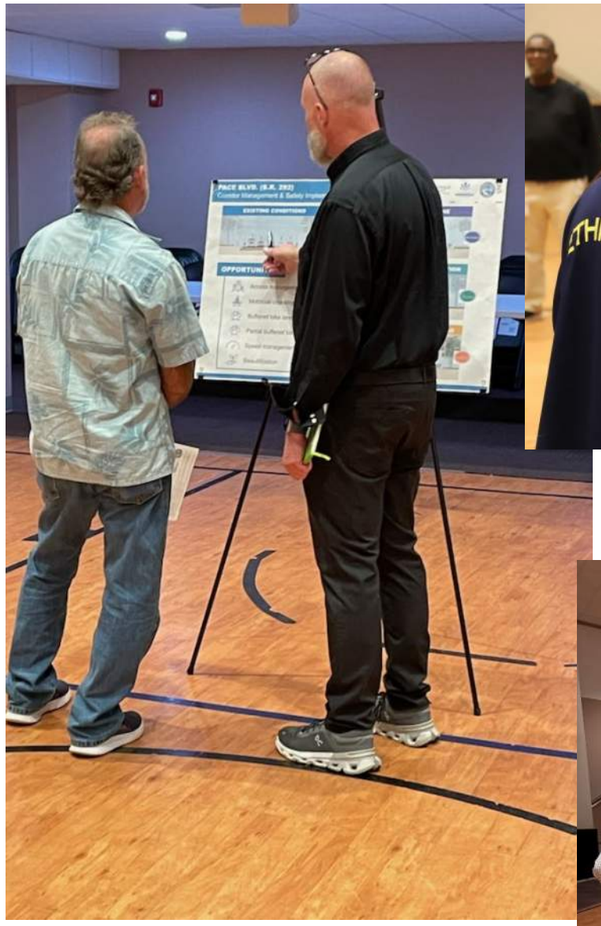
The public involvement effort for this project involved several components to provide multiple touchpoints and opportunities to engage both the public and stakeholders. These efforts are discussed in the following sections.

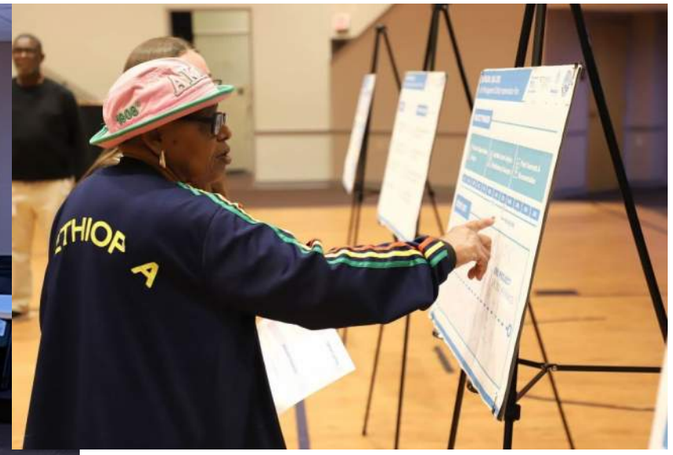
Project Advisory Team

A Project Advisory Team was formed consisting of key stakeholders from Florida-Alabama (FL-AL) TPO, ECRC, Escambia County, City of Pensacola, and FDOT. Coordination meetings were held throughout the project with the Project Advisory Team to understand the project's issues and goals, review conceptual improvements and alternatives.

Public Workshop

The public workshop was held at Brownsville Community Center on February 17, 2026 from 5:30 PM – 6:30 PM, near SR 292 (Pace Boulevard). This workshop was hosted to solicit the public's comments and opinions regarding the three possible alternatives for the eight segments of SR 292 (Pace Boulevard). This process assists in developing engagement to help foster community involvement in improvements on SR 292 (Pace Boulevard). There were 23 people in attendance. The workshop showcased boards and roll plots that illustrated the alternatives in comparison to each other and to the existing conditions of the corridor. The attendees of the workshop were encouraged to ask questions to the project team and record any comments on a comment card. The input collected from the workshop was used to best align with the needs of the community and SR 292 (Pace Boulevard). The public workshop notifications and materials presented at the public workshop along with the attendance sheet and the comment card received are in **Appendix D**.





6. Next Steps

For the next steps on this project, it is recommended that the design is continued for the segments in between the intersection concepts to enhance safety, multimodal accommodations, lighting, and aesthetics.

This design should be guided by safety, connectivity, accessibility, beautification, and mobility, finding opportunities for access management, midblock crossings, bike lanes, speed management, and beautification. The design should also consider public input, context sensitivity, budget, and compatibility with future plans.

Appendices

Appendix A – Maps

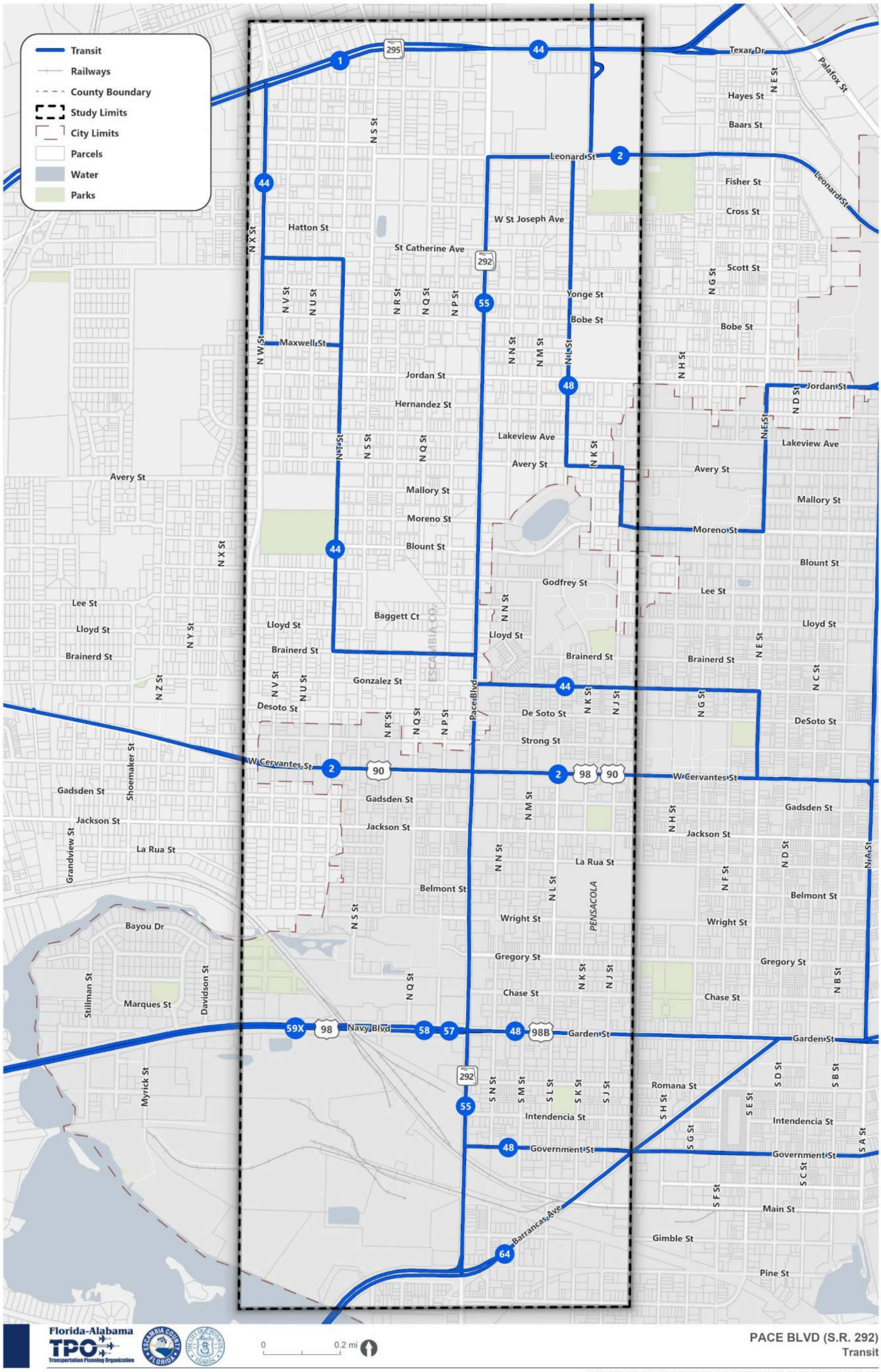
Appendix B – Icon Map

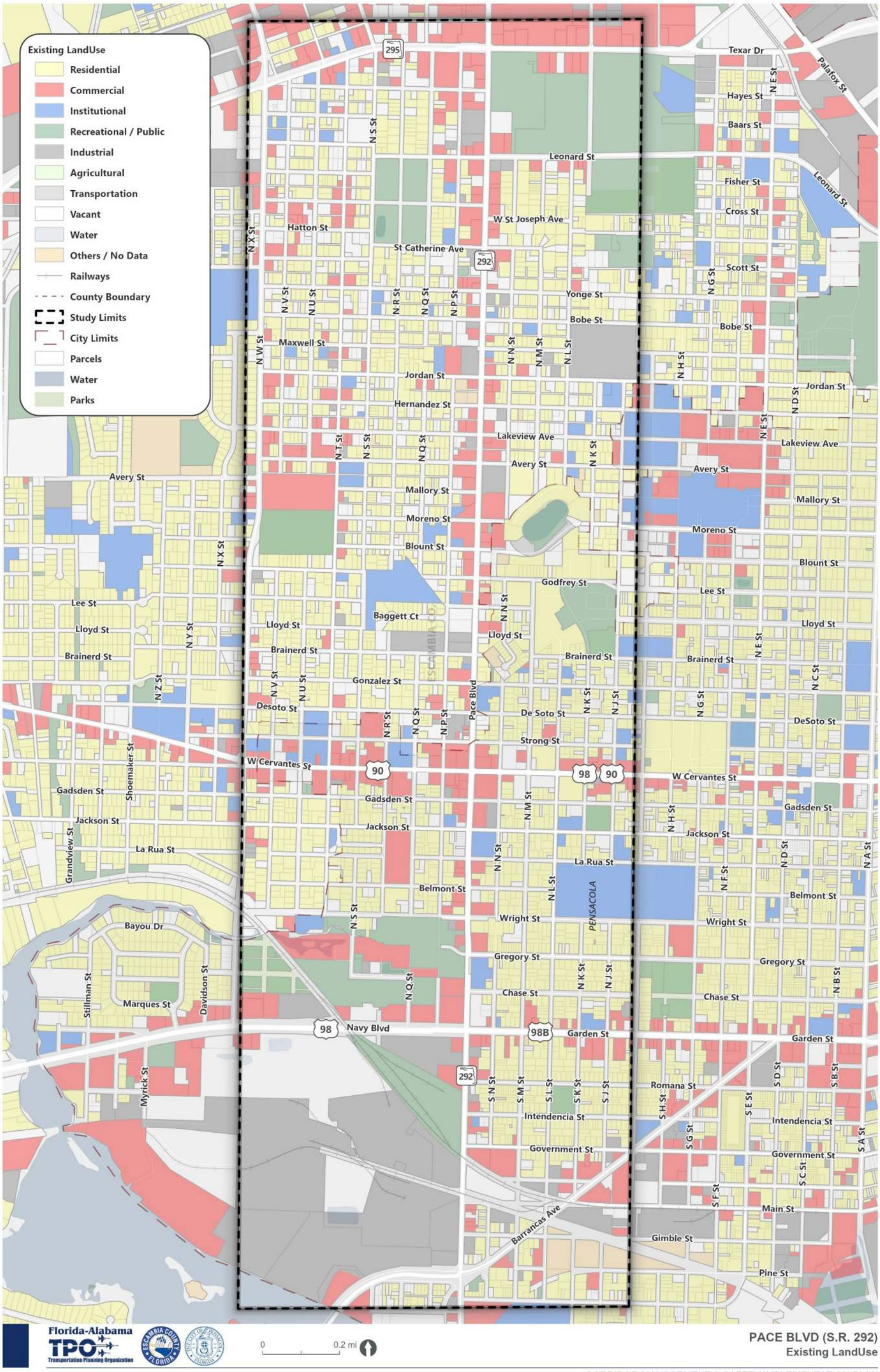
Appendix B – Planning Level Cost Estimate

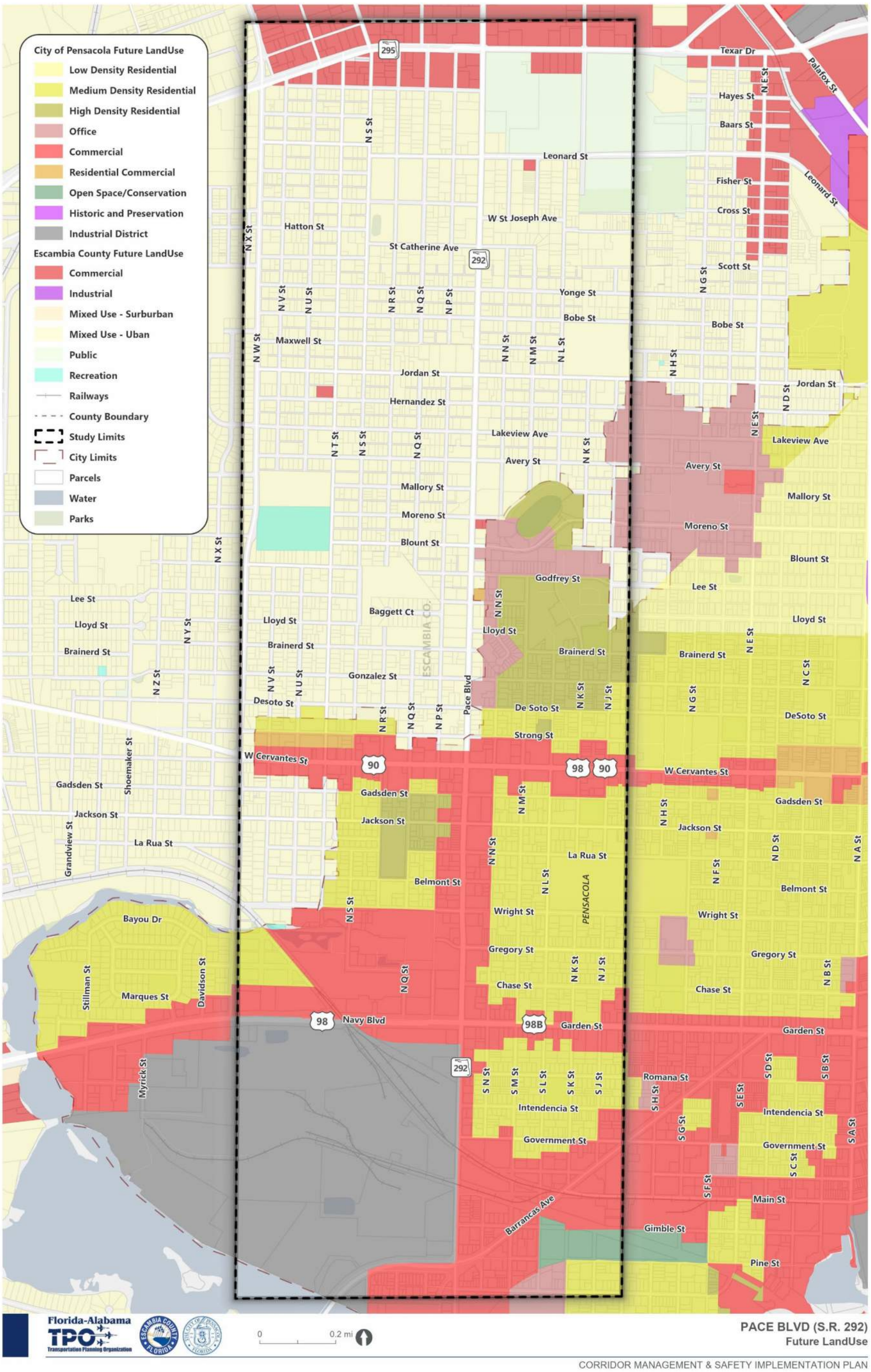
Appendix C – Public Involvement Material

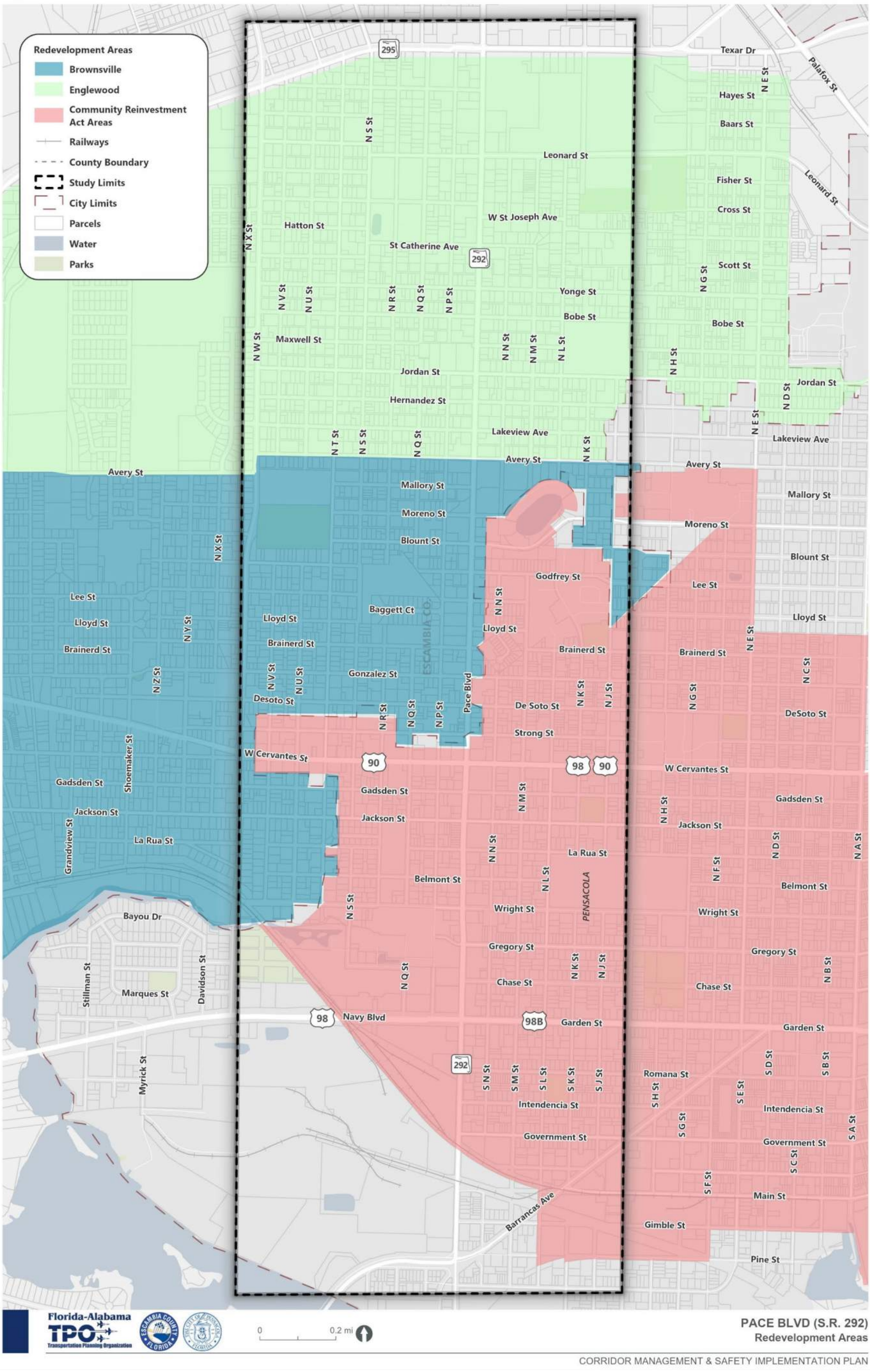
Appendix A – Maps

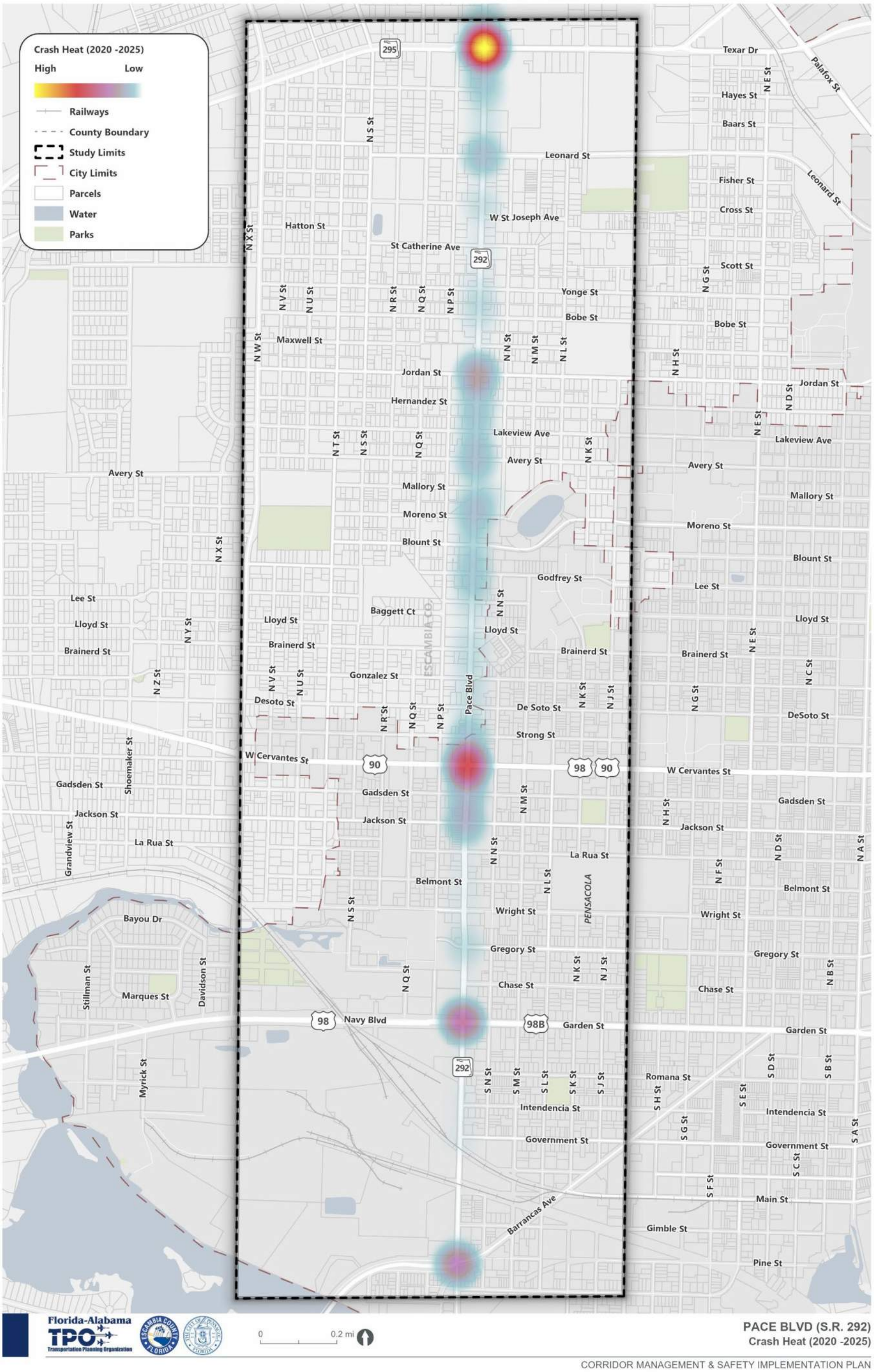
Railways
County Boundary
Study Limits
City Limits
Parcels
Water
Parks
Texar Dr
Palafox St
Hayes St
Baars St
Leonard St
Fisher St
Cross St
W St Joseph Ave
Hatton St
St Catherine Ave
Scott St
Yonge St
Bobe St
Maxwell St
Jordan St
Hernandez St
Lakeview Ave
Avery St
Mallory St
Moreno St
Blount St
Godfrey St
Lee St
Lloyd St
Baggett Ct
Brainerd St
Gonzalez St
Desoto St
De Soto St
DeSoto St
Strong St
W Cervantes St
Gadsden St
Jackson St
La Rua St
Belmont St
Wright St
Gregory St
Chase St
Navy Blvd
Garden St
Romana St
Intendencia St
Government St
Main St
Gimble St
Pine St
Barrancas Ave
Shoemaker St
Grandview St
Bayou Dr
Stillman St
Marques St
Davidson St
Myrick St
ESCAMBIA CO.
PENSACOLA
Pace Blvd
Florida-Alabama TPO Transportation Planning Organization
0
0.2 mi
PACE BLVD (S.R. 292)
Study Limits
CORRIDOR MANAGEMENT & SAFETY IMPLEMENTATION PLAN

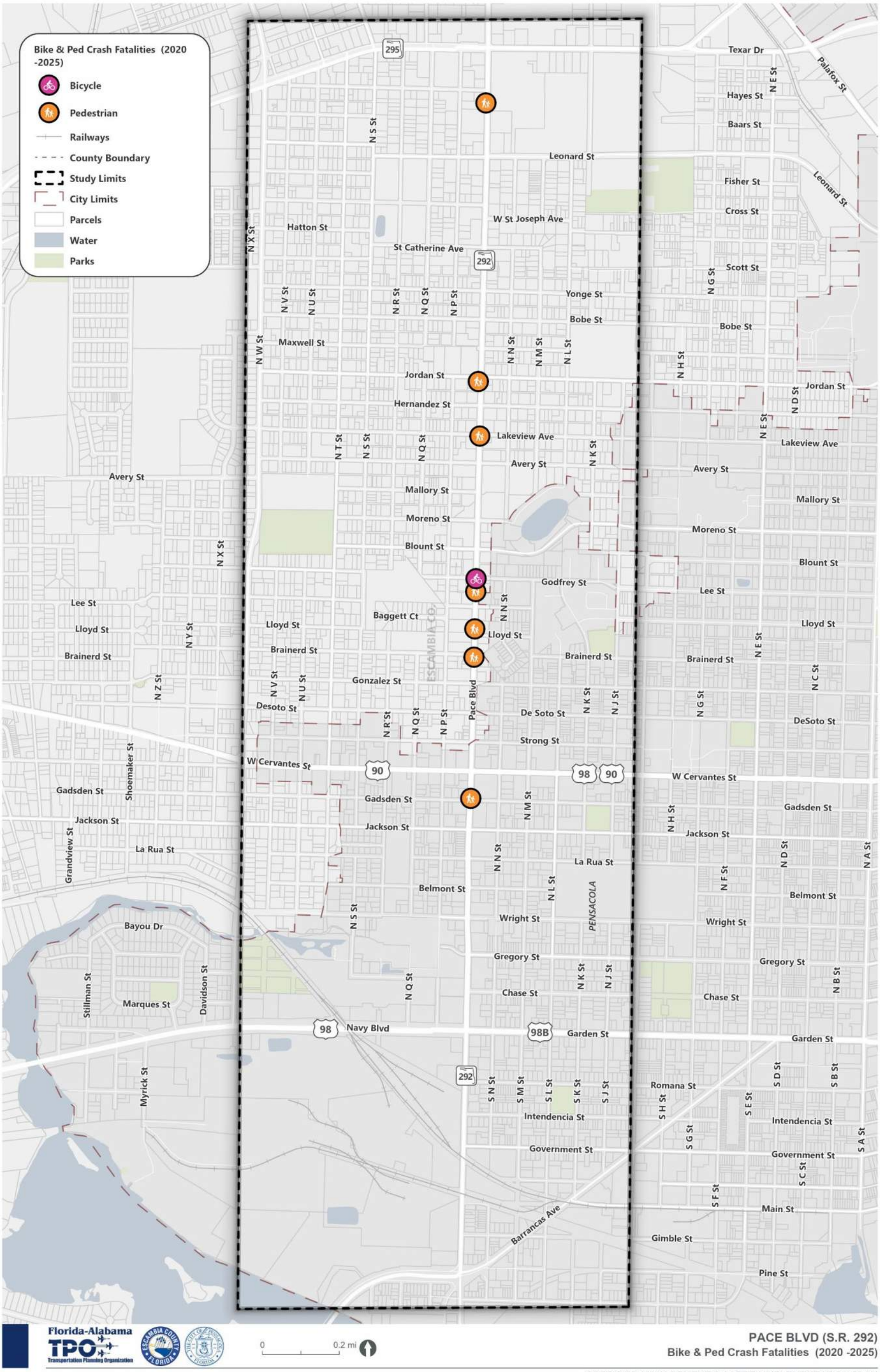

Transit
Railways
County Boundary
Study Limits
City Limits
Parcels
Water
Parks
Texar Dr
Palafox St
Hayes St
Baars St
Leonard St
Fisher St
Cross St
Hatton St
St Catherine Ave
W St Joseph Ave
Scott St
Yonge St
Bobe St
Maxwell St
Jordan St
Hernandez St
Lakeview Ave
Avery St
Mallory St
Moreno St
Blount St
Godfrey St
Lee St
Lloyd St
Baggett Ct
Brainerd St
Gonzalez St
Desoto St
De Soto St
DeSoto St
Strong St
W Cervantes St
Gadsden St
Jackson St
La Rua St
Belmont St
Wright St
Gregory St
Chase St
Navy Blvd
Garden St
Romana St
Intendencia St
Government St
Main St
Barrancas Ave
Gimble St
Pine St
Bayou Dr
Marques St
Pace Blvd
ESCAMBIA CO.
PENSACOLA
Florida-Alabama TPO
Transportation Planning Organization
0
0.2 mi
PACE BLVD (S.R. 292)
Transit
CORRIDOR MANAGEMENT & SAFETY IMPLEMENTATION PLAN


Existing LandUse
Residential
Commercial
Institutional
Recreational / Public
Industrial
Agricultural
Transportation
Vacant
Water
Others / No Data
Railways
County Boundary
Study Limits
City Limits
Parcels
Water
Parks
Texar Dr
Palafox St
Hayes St
Baars St
Leonard St
Fisher St
Cross St
W St Joseph Ave
Hatton St
St Catherine Ave
Scott St
Yonge St
Bobe St
Maxwell St
Jordan St
Hernandez St
Lakeview Ave
Avery St
Mallory St
Moreno St
Blount St
Godfrey St
Lee St
Lloyd St
Baggett Ct
Brainerd St
Gonzalez St
Desoto St
De Soto St
Pace Blvd
Strong St
W Cervantes St
Gadsden St
Jackson St
La Rua St
Belmont St
Wright St
Gregory St
Chase St
Navy Blvd
Garden St
Romana St
Intendencia St
Government St
Main St
Barrancas Ave
Gimble St
Pine St
Bayou Dr
Marques St
Shoemaker St
Grandview St
Stillman St
Davidson St
Myrick St
PENSACOLA
Florida-Alabama TPO
Transportation Planning Organization
0
0.2 mi
PACE BLVD (S.R. 292)
Existing LandUse
CORRIDOR MANAGEMENT & SAFETY IMPLEMENTATION PLAN


City of Pensacola Future LandUse
Low Density Residential
Medium Density Residential
High Density Residential
Office
Commercial
Residential Commercial
Open Space/Conservation
Historic and Preservation
Industrial District
Escambia County Future LandUse
Commercial
Industrial
Mixed Use - Surburban
Mixed Use - Uban
Public
Recreation
Railways
County Boundary
Study Limits
City Limits
Parcels
Water
Parks
Texar Dr
Palafox St
Hayes St
Baars St
Leonard St
Fisher St
Cross St
Hatton St
W St Joseph Ave
St Catherine Ave
Scott St
Yonge St
Bobe St
Maxwell St
Jordan St
Hernandez St
Lakeview Ave
Avery St
Mallory St
Moreno St
Blount St
Godfrey St
Lee St
Lloyd St
Baggett Ct
Brainerd St
Gonzalez St
Desoto St
De Soto St
DeSoto St
Strong St
W Cervantes St
Gadsden St
Jackson St
La Rua St
Belmont St
Wright St
Gregory St
Chase St
Navy Blvd
Garden St
Romana St
Intendencia St
Government St
Main St
Gimble St
Pine St
Barrancas Ave
Bayou Dr
Marques St
Stillman St
Davidson St
Myrick St
Shoemaker St
Grandview St
PENSACOLA
ESCAMBIA CO.
Florida-Alabama TPO Transportation Planning Organization
0
0.2 mi
PACE BLVD (S.R. 292)
Future LandUse
CORRIDOR MANAGEMENT & SAFETY IMPLEMENTATION PLAN


Redevelopment Areas
Brownsville
Englewood
Community Reinvestment Act Areas
Railways
County Boundary
Study Limits
City Limits
Parcels
Water
Parks
Texar Dr
Palafox St
Hayes St
Baars St
Leonard St
Fisher St
Cross St
Scott St
Bobe St
Jordan St
Lakeview Ave
Avery St
Mallory St
Moreno St
Blount St
Lee St
Lloyd St
Brainerd St
Gonzalez St
Desoto St
W Cervantes St
Gadsden St
Jackson St
La Rua St
Belmont St
Wright St
Gregory St
Chase St
Garden St
Romana St
Intendencia St
Government St
Main St
Gimble St
Pine St
Barrancas Ave
Navy Blvd
Bayou Dr
Marques St
Myrick St
Stillman St
Davidson St
Grandview St
Shoemaker St
Maxwell St
Hernandez St
Hatton St
St Catherine Ave
W St Joseph Ave
Yonge St
Godfrey St
Baggett Ct
Strong St
De Soto St
Pace Blvd
ESCAMBIA CO.
PENSACOLA
295
292
90
98
98B
Florida-Alabama TPO Transportation Planning Organization
0
0.2 mi
PACE BLVD (S.R. 292)
Redevelopment Areas
CORRIDOR MANAGEMENT & SAFETY IMPLEMENTATION PLAN


Crash Heat (2020 -2025)
High
Low
Railways
County Boundary
Study Limits
City Limits
Parcels
Water
Parks
Texar Dr
Palafox St
Hayes St
Baars St
Leonard St
Fisher St
Cross St
Hatton St
W St Joseph Ave
St Catherine Ave
Scott St
Yonge St
Bobe St
Maxwell St
Jordan St
Hernandez St
Lakeview Ave
Avery St
Mallory St
Moreno St
Blount St
Godfrey St
Lee St
Lloyd St
Baggett Ct
Brainerd St
Gonzalez St
Desoto St
De Soto St
DeSoto St
Strong St
W Cervantes St
Gadsden St
Jackson St
La Rua St
Belmont St
Wright St
Gregory St
Chase St
Navy Blvd
Garden St
Romana St
Intendencia St
Government St
Main St
Barrancas Ave
Gimble St
Pine St
Bayou Dr
Marques St
Shoemaker St
Grandview St
Stillman St
Davidson St
Myrick St
ESCAMBIA CO.
PENSACOLA
Pace Blvd
295
292
90
98
98B
Florida-Alabama TPO Transportation Planning Organization
0
0.2 mi
PACE BLVD (S.R. 292)
Crash Heat (2020 -2025)
CORRIDOR MANAGEMENT & SAFETY IMPLEMENTATION PLAN


Bike & Ped Crash Fatalities (2020 -2025)
Bicycle
Pedestrian
Railways
County Boundary
Study Limits
City Limits
Parcels
Water
Parks
Texar Dr
Palafox St
Hayes St
Baars St
Leonard St
Fisher St
Cross St
W St Joseph Ave
Hatton St
St Catherine Ave
Scott St
Yonge St
Bobe St
Maxwell St
Jordan St
Hernandez St
Lakeview Ave
Avery St
Mallory St
Moreno St
Blount St
Godfrey St
Lee St
Lloyd St
Baggett Ct
Brainerd St
Gonzalez St
Desoto St
De Soto St
DeSoto St
Strong St
W Cervantes St
Gadsden St
Jackson St
La Rua St
Belmont St
Wright St
Gregory St
Chase St
Navy Blvd
Garden St
Romana St
Intendencia St
Government St
Main St
Barrancas Ave
Gimble St
Pine St
Bayou Dr
Marques St
Stillman St
Davidson St
Myrick St
Shoemaker St
Grandview St
ESCAMBIA CO.
PENSACOLA
Pace Blvd
Florida-Alabama TPO Transportation Planning Organization
0
0.2 mi
PACE BLVD (S.R. 292)
Bike & Ped Crash Fatalities (2020 -2025)
CORRIDOR MANAGEMENT & SAFETY IMPLEMENTATION PLAN

Appendix B – Icon Map

PACE BLVD. (S.R. 292)
Corridor Management & Safety Implementation Plan
Existing Conditions Analysis

Florida-Alabama TPO Transportation Planning Organization
EMERALD COAST REGIONAL COUNCIL
PENSACOLA
ESCAMBIA COUNTY FLORIDA

PACE BOULEVARD AT ST. MARY AVENUE FACING SOUTH

PACE BOULEVARD AT W CROSS STREET FACING SOUTH

PACE BOULEVARD NEAR MAXWELL STREET FACING SOUTH

PACE BOULEVARD AT AVERY STREET FACING SOUTH

PACE BOULEVARD AT STRONG STREET FACING SOUTH

PACE BOULEVARD AST GADSDEN STREET FACING SOUTH

PACE BOULEVARD AT GARDEN STREET FACING SOUTH

PACE BOULEVARD AT ROMANA STREET FACING SOUTH

PACE BOULEVARD NEAR GOVERNMENT STREET FACING SOUTH

PACE BOULEVARD AT FAIRFIELD DRIVE FACING NORTH

PACE BOULEVARD AT ST. CATHERINE AVENUE FACING NORTH

PACE BOULEVARD AT JORDAN STREET FACING NORTH

PACE BOULEVARD NEAR AVERY STREET FACING NORTH

PACE BOULEVARD NEAR BLOUNT STREET FACING NORTH

PACE BOULEVARD NEAR GONZALEZ STREET FACING NORTH

PACE BOULEVARD AT JACKSON STREET FACING NORTH

PACE BOULEVARD AT GARDEN STREET FACING NORTH

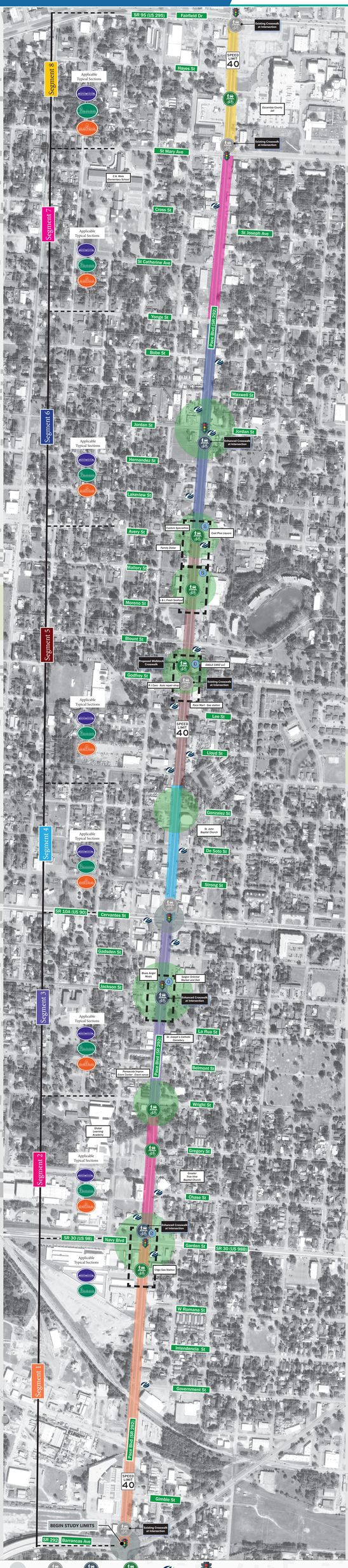
LEGEND

HIGH CRASH INTERSECTION
OBSERVED CONFLICT
PEDESTRIAN FATALITY
BICYCLIST FATALITY
RAILROAD CROSSING
NO DESIGNATED PED/BIKE CROSSING
EXISTING PED/BIKE CROSSING
EXISTING ECAT BUS STATION
EXISTING SIGNALIZED INTERSECTION

50' 0 100' Feet

N

PACE BLVD. (S.R. 292)
Corridor Management & Safety Implementation Plan
Icon Map



LEGEND

- INTERSECTION IMPROVEMENTS
- SUBJECT TO SEPARATE STUDY
- EXISTING PED/BIKE CROSSING
- ENHANCED PED/BIKE CROSSING
- PROPOSED PED/BIKE CROSSING
- EXISTING ECAT BUS STATION
- SIGNALIZED INTERSECTION

50' 0 100' Feet

N

Appendix C – Planning Level Cost Estimate

Planning Level Cost Estimate - West Navy Boulevard/West Garden Street

Element	Qty.	Unit	Unit Cost	Total Cost
Roadway Materials				
CLEARING & GRUBBING	0.09	AC	$ 44,858.88	$ 3,830.51
REMOVAL OF EXISTING CONCRETE	1028.01	SY	$ 36.10	$ 37,111.10
EMBANKMENT	58.45	CY	$ 9.76	$ 570.48
MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	4043.14	SY	$ 2.17	$ 8,773.61
ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	444.75	TN	$ 191.44	$ 85,142.06
CONCRETE CURB & GUTTER, TYPE F	1019.43	LF	$ 41.44	$ 42,245.10
CONCRETE CURB, TYPE B	305.09	LF	$ 46.71	$ 14,250.62
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	1050.59	SY	$ 67.24	$ 70,641.59
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	172.26	SY	$ 95.46	$ 16,443.54
DETECTABLE WARNINGS	240.00	SF	$ 36.71	$ 8,810.40
PERFORMANCE TURF, SOD	350.70	SY	$ 4.46	$ 1,564.13
Signing and Pavement Markings				
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	0.41	GM	$ 1,877.86	$ 779.08
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	660.85	LF	$ 1.73	$ 1,143.28
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	709.53	LF	$ 2.85	$ 2,022.17
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	0.13	GM	$ 948.57	$ 125.61
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	2.00	EA	$ 66.32	$ 132.64
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	7.00	EA	$ 45.10	$ 315.70
PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.26	GM	$ 1,968.14	$ 509.46
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	660.85	LF	$ 4.07	$ 2,689.67
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	709.53	LF	$ 7.66	$ 5,435.03
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	2.00	EA	$ 192.41	$ 384.82
THERMOPLASTIC, STANDARD, WHITE, ARROW	7.00	EA	$ 91.51	$ 640.57
			Total Cost	$ 303,561.17

Planning Level Cost Estimate - West Wright Street

Element	Qty.	Unit	Unit Cost	Total Cost
Roadway Materials				
CLEARING & GRUBBING	0.09	AC	$ 44,858.88	$ 4,230.00
REMOVAL OF EXISTING CONCRETE	630.64	SY	$ 36.10	$ 22,766.22
EMBANKMENT	53.12	CY	$ 9.76	$ 518.47
MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	1140.00	SY	$ 2.17	$ 2,473.80
ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	125.40	TN	$ 191.44	$ 24,006.58
CONCRETE CURB & GUTTER, TYPE F	420.02	LF	$ 41.44	$ 17,405.49
CONCRETE CURB, TYPE B	486.67	LF	$ 46.71	$ 22,732.23
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	538.92	SY	$ 67.24	$ 36,236.66
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	9.62	SY	$ 95.46	$ 918.54
DETECTABLE WARNINGS	120.00	SF	$ 36.71	$ 4,405.20
PERFORMANCE TURF, SOD	318.73	SY	$ 4.46	$ 1,421.55
Signing and Pavement Markings				
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	0.15	GM	$ 1,877.86	$ 277.30
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	80.00	LF	$ 1.73	$ 138.40
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	80.00	LF	$ 2.85	$ 228.01
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	0.09	GM	$ 948.57	$ 88.58
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	0.00	EA	$ 66.32	$ -
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	0.00	EA	$ 45.10	$ -
PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.09	GM	$ 1,968.14	$ 182.19
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	80.00	LF	$ 4.07	$ 325.60
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	80.00	LF	$ 7.66	$ 612.81
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	0.00	EA	$ 192.41	$ -
THERMOPLASTIC, STANDARD, WHITE, ARROW	0.00	EA	$ 91.51	$ -

Total Cost $ 138,967.62

Planning Level Cost Estimate - West Jackson Street

Element	Qty.	Unit	Unit Cost	Total Cost
Roadway Materials				
CLEARING & GRUBBING	0.16	AC	$ 44,858.88	$ 7,324.86
REMOVAL OF EXISTING CONCRETE	1057.13	SY	$ 36.10	$ 38,162.50
EMBANKMENT	90.35	CY	$ 9.76	$ 881.83
MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	2554.76	SY	$ 2.17	$ 5,543.82
ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	281.02	TN	$ 191.44	$ 53,799.10
CONCRETE CURB & GUTTER, TYPE F	1077.50	LF	$ 41.44	$ 44,651.64
CONCRETE CURB, TYPE B	871.49	LF	$ 46.71	$ 40,707.32
CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	29.70	SY	$ 166.25	$ 4,937.95
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	1036.81	SY	$ 67.24	$ 69,715.35
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	50.13	SY	$ 95.46	$ 4,785.01
DETECTABLE WARNINGS	240.00	SF	$ 36.71	$ 8,810.40
PERFORMANCE TURF, SOD	542.11	SY	$ 4.46	$ 2,417.81
Signing and Pavement Markings				
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	0.25	GM	$ 1,877.86	$ 476.71
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	274.10	LF	$ 1.73	$ 474.20
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	211.72	LF	$ 2.85	$ 603.40
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	0.12	GM	$ 948.57	$ 112.83
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	2.00	EA	$ 66.32	$ 132.64
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	6.00	EA	$ 45.10	$ 270.60
PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.19	GM	$ 1,968.14	$ 376.99
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	274.10	LF	$ 4.07	$ 1,115.59
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	211.72	LF	$ 7.66	$ 1,621.77
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	2.00	EA	$ 192.41	$ 384.82
THERMOPLASTIC, STANDARD, WHITE, ARROW	6.00	EA	$ 91.51	$ 549.06

Total Cost $ 287,856.20

Planning Level Cost Estimate - West Gonzalez Street

Element	Qty.	Unit	Unit Cost	Total Cost
Roadway Materials				
CLEARING & GRUBBING	0.18	AC	$ 44,858.88	$ 8,273.67
REMOVAL OF EXISTING CONCRETE	1205.91	SY	$ 36.10	$ 43,533.40
EMBANKMENT	42.44	CY	$ 9.76	$ 414.21
MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	2676.41	SY	$ 2.17	$ 5,807.80
ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	294.40	TN	$ 191.44	$ 56,360.83
CONCRETE CURB & GUTTER, TYPE F	1015.44	LF	$ 41.44	$ 42,080.03
CONCRETE CURB, TYPE B	850.64	LF	$ 46.71	$ 39,733.27
CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	29.70	SY	$ 166.25	$ 4,937.95
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	1287.63	SY	$ 67.24	$ 86,580.15
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	50.13	SY	$ 95.46	$ 4,785.10
DETECTABLE WARNINGS	240.00	SF	$ 36.71	$ 8,810.40
PERFORMANCE TURF, SOD	254.64	SY	$ 4.46	$ 1,135.68
Signing and Pavement Markings				
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	0.25	GM	$ 1,877.86	$ 460.60
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	315.80	LF	$ 1.73	$ 546.33
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	236.29	LF	$ 2.85	$ 673.43
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	0.12	GM	$ 948.57	$ 112.36
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	2.00	EA	$ 66.32	$ 132.64
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	6.00	EA	$ 45.10	$ 270.60
PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.19	GM	$ 1,968.14	$ 366.11
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	315.80	LF	$ 4.07	$ 1,285.30
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	236.29	LF	$ 7.66	$ 1,810.00
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	2.00	EA	$ 192.41	$ 384.82
THERMOPLASTIC, STANDARD, WHITE, ARROW	6.00	EA	$ 91.51	$ 549.06
			Total Cost	$ 309,043.76

Planning Level Cost Estimate - West Godfrey Street

Element	Qty.	Unit	Unit Cost	Total Cost
Roadway Materials				
CLEARING & GRUBBING	0.06	AC	$ 44,858.88	$ 2,824.94
REMOVAL OF EXISTING CONCRETE	1025.75	SY	$ 36.10	$ 37,029.58
EMBANKMENT	27.88	CY	$ 9.76	$ 272.12
MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	3279.96	SY	$ 2.17	$ 7,117.51
ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	360.80	TN	$ 191.44	$ 69,070.71
CONCRETE CURB & GUTTER, TYPE F	0.00	LF	$ 41.44	$ -
CONCRETE CURB, TYPE B	850.64	LF	$ 46.71	$ 39,733.27
CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	0.00	SY	$ 166.25	$ -
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	825.77	SY	$ 67.24	$ 55,524.62
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	199.98	SY	$ 95.46	$ 19,090.33
DETECTABLE WARNINGS	160.00	SF	$ 36.71	$ 5,873.60
PERFORMANCE TURF, SOD	167.28	SY	$ 4.46	$ 746.09
Signing and Pavement Markings				
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	0.58	GM	$ 1,877.86	$ 1,089.51
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	279.43	LF	$ 1.73	$ 483.42
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	148.00	LF	$ 2.85	$ 421.80
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	0.12	GM	$ 948.57	$ 112.36
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	4.00	EA	$ 66.32	$ 265.28
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	1.00	EA	$ 45.10	$ 45.10
PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.10	GM	$ 1,968.14	$ 203.26
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	279.43	LF	$ 4.07	$ 1,137.28
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	148.00	LF	$ 7.66	$ 1,133.68
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	4.00	EA	$ 192.41	$ 769.64
THERMOPLASTIC, STANDARD, WHITE, ARROW	1.00	EA	$ 91.51	$ 91.51

Total Cost $ 243,035.61

Planning Level Cost Estimate - West Moreno Street

Element	Qty.	Unit	Unit Cost	Total Cost
Roadway Materials				
CLEARING & GRUBBING	0.06	AC	$ 44,858.88	$ 2,754.52
REMOVAL OF EXISTING CONCRETE	779.49	SY	$ 36.10	$ 28,139.65
EMBANKMENT	23.10	CY	$ 9.76	$ 225.44
MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	3107.56	SY	$ 2.17	$ 6,743.39
ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	341.83	TN	$ 191.44	$ 65,440.14
CONCRETE CURB & GUTTER, TYPE F	0.00	LF	$ 41.44	$ -
CONCRETE CURB, TYPE B	532.92	LF	$ 46.71	$ 24,892.81
CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	0.00	SY	$ 166.25	$ -
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	824.57	SY	$ 67.24	$ 55,443.87
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	73.33	SY	$ 95.46	$ 7,000.40
DETECTABLE WARNINGS	200.00	SF	$ 36.71	$ 7,342.00
PERFORMANCE TURF, SOD	138.59	SY	$ 4.46	$ 618.12
Signing and Pavement Markings				
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	0.39	GM	$ 1,877.86	$ 736.72
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	289.42	LF	$ 1.73	$ 500.69
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	156.00	LF	$ 2.85	$ 444.61
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	0.17	GM	$ 948.57	$ 164.55
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	5.00	EA	$ 66.32	$ 331.60
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	6.00	EA	$ 45.10	$ 270.60
PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.20	GM	$ 1,968.14	$ 397.23
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	289.42	LF	$ 4.07	$ 1,177.92
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	156.00	LF	$ 7.66	$ 1,194.98
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	5.00	EA	$ 192.41	$ 962.05
THERMOPLASTIC, STANDARD, WHITE, ARROW	6.00	EA	$ 91.51	$ 549.06
			Total Cost	$ 205,330.34

Planning Level Cost Estimate - West Avery Street

Element	Qty.	Unit	Unit Cost	Total Cost
Roadway Materials				
CLEARING & GRUBBING	0.06	AC	$ 44,858.88	$ 2,716.69
REMOVAL OF EXISTING CONCRETE	695.12	SY	$ 36.10	$ 25,093.83
EMBANKMENT	23.10	CY	$ 9.76	$ 225.44
MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	2447.99	SY	$ 2.17	$ 5,312.13
ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	269.28	TN	$ 191.44	$ 51,550.70
CONCRETE CURB & GUTTER, TYPE F	0.00	LF	$ 41.44	$ -
CONCRETE CURB, TYPE B	492.81	LF	$ 46.71	$ 23,019.11
CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	0.00	SY	$ 166.25	$ -
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	693.09	SY	$ 67.24	$ 46,603.46
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	73.33	SY	$ 95.46	$ 7,000.37
DETECTABLE WARNINGS	160.00	SF	$ 36.71	$ 5,873.60
PERFORMANCE TURF, SOD	138.59	SY	$ 4.46	$ 618.12
Signing and Pavement Markings				
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	0.24	GM	$ 1,877.86	$ 442.23
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	251.43	LF	$ 1.73	$ 434.98
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	142.00	LF	$ 2.85	$ 404.71
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	0.12	GM	$ 948.57	$ 111.70
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	4.00	EA	$ 66.32	$ 265.28
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	4.00	EA	$ 45.10	$ 180.40
PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.20	GM	$ 1,968.14	$ 397.23
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	251.43	LF	$ 4.07	$ 1,023.33
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	142.00	LF	$ 7.66	$ 1,087.73
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	4.00	EA	$ 192.41	$ 769.64
THERMOPLASTIC, STANDARD, WHITE, ARROW	4.00	EA	$ 91.51	$ 366.04
			Total Cost	$ 173,496.72

Planning Level Cost Estimate - West Jordan Street

Element	Qty.	Unit	Unit Cost	Total Cost
Roadway Materials				
CLEARING & GRUBBING	0.09	AC	$ 44,858.88	$ 3,985.50
REMOVAL OF EXISTING CONCRETE	1067.90	SY	$ 36.10	$ 38,551.34
EMBANKMENT	58.90	CY	$ 9.76	$ 574.85
MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	2904.63	SY	$ 2.17	$ 6,303.04
ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	319.51	TN	$ 191.44	$ 61,166.81
CONCRETE CURB & GUTTER, TYPE F	90.32	LF	$ 41.44	$ 3,742.76
CONCRETE CURB, TYPE B	1365.13	LF	$ 46.71	$ 63,765.19
CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	0.00	SY	$ 166.25	$ -
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	940.05	SY	$ 67.24	$ 63,208.66
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	140.73	SY	$ 95.46	$ 13,433.61
DETECTABLE WARNINGS	160.00	SF	$ 36.71	$ 5,873.60
PERFORMANCE TURF, SOD	353.39	SY	$ 4.46	$ 1,576.14
Signing and Pavement Markings				
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	0.43	GM	$ 1,877.86	$ 805.25
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	382.97	LF	$ 1.73	$ 662.55
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	456.72	LF	$ 2.85	$ 1,301.65
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	0.12	GM	$ 948.57	$ 115.33
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	0.00	EA	$ 66.32	$ -
PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	1.00	EA	$ 45.10	$ 45.10
PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.20	GM	$ 1,968.14	$ 397.23
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	382.97	LF	$ 4.07	$ 1,558.71
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	456.72	LF	$ 7.66	$ 3,498.47
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	0.00	EA	$ 192.41	$ -
THERMOPLASTIC, STANDARD, WHITE, ARROW	1.00	EA	$ 91.51	$ 91.51
			Total Cost	$ 270,657.30

Appendix D – Public Involvement Material

PUBLIC WORKSHOP

Florida-Alabama TPO
Transportation Planning Organization

PACE BOULEVARD (S.R. 292)

CORRIDOR MANAGEMENT & SAFETY IMPLEMENTATION PLAN

FEBRUARY 17

5:30 - 6:30 PM
BROWNSVILLE COMMUNITY CENTER
3200 W De Soto Street,
Pensacola, FL, 32505

YOU ARE INVITED TO A PUBLIC WORKSHOP

The Florida-Alabama Transportation Planning Organization (TPO) invites you to attend a Public Workshop on Tuesday, February 17, 2026, as part of the Pace Boulevard (S.R. 292) Corridor Management & Safety Implementation Plan.

The Public Workshop will be held at the Brownsville Community Center, 3200 W De Soto Street, Pensacola, FL 32505. Attendees may come anytime between 5:30 p.m. and 6:30 p.m. The workshop will provide an opportunity for the public to view project exhibits and speak with project team.

STUDY PURPOSE

The Florida-Alabama TPO is conducting a planning and engineering analysis to address pedestrian and cyclist safety and mobility concerns along Pace Boulevard (S.R. 292) from Barrancas Avenue to S.R. 295 (W Fairfield Drive) approximately 2.9 miles, in the City of Pensacola and Escambia County, Florida to create a safe, connected, and visually appealing corridor.

STUDY GOALS

- SAFETY
- CONNECTIVITY
- ACCESSIBILITY
- MOBILITY
- COMMUNITY BEAUTIFICATION

NEEDS

- Improve Safety and Manage Vehicle Speeds
- Make it Easier and Safer for People Walking, Biking, or Using Mobility Devices
- Make the Corridor Look Nicer and More Welcoming

OPPORTUNITIES

- Add Midblock Crosswalks Where People Often Cross
- Enhance Pedestrian and Bicycle Accommodations
- Use the Surrounding Street Network to Move Traffic More Efficiently
- Plant Shade Trees and Attractive Landscaping

PROVIDE COMMENTS

We welcome your comments and ideas regarding the proposed improvements. Comments received or postmarked by **Friday, February 27, 2026**, will be included in the official public record.

CONTACT INFORMATION

Jill Nobles
Transportation Planner
Emerald Coast Regional Council
Phone: 850-332-7976, ext. 212
Email: jill.nobles@ecrc.org

Florida-Alabama TPO Transportation Planning Organization

EMERALD COAST REGIONAL COUNCIL

THE CITY OF PENSACOLA WHERE FLORIDA BEGINS

ESCAMBIA COUNTY FLORIDA

In compliance with the Americans with Disabilities Act, reasonable accommodations to access meeting, and for limited English proficiency, are available upon request. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services should contact Public Involvement toll-free 800-226-8914 or TTY 711, at least 48 hours in advance. Para informacion en espanol, puede llamar a Ada Clark al 850-332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, por favor llame 48 horas de antemanos.

Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who believe they have been discriminated against on these conditions may file a complaint with Leandra Meredith, Title VI Coordinator, 850-332-7976, ext. 203 or email at leandra.meredith@ecrc.org.

Emerald Coast Regional Council
Published by EC RC · February 6 ·

The Florida-Alabama Transportation Planning Organization (TPO) is hosting a Public Workshop for the Pace Boulevard Corridor Management & Safety Implementation Plan on Tuesday, February 17, 2026, at the Brownsville Community Center (3200 W. De Soto Street, Pensacola, FL 32505) from 5:30 to 6:30 p.m.

The Florida-Alabama TPO is conducting this planning and engineering analysis to address pedestrian and cyclist safety and mobility concerns along Pace Boulevard (S.R. 292) from Barrancas Avenue to S.R. 295 (W Fairfield Drive) approximately 2.9 miles, in the City of Pensacola and Escambia County, Florida to create a safe, connected, and visually appealing corridor.

Join us to learn more, share your input, and speak with our project team!

Notice of Meeting/Workshop Hearing

REGIONAL PLANNING COUNCILS
Emerald Coast Regional Council
The Florida-Alabama Transportation Planning Organization announces a public meeting to which all persons are invited.
DATE AND TIME: February 17, 2026, 5:30 p.m.
PLACE: Brownsville Community Center, 3200 W De Soto Street, Pensacola, FL 32505.
GENERAL SUBJECT MATTER TO BE CONSIDERED: The Florida-Alabama Transportation Planning Organization (TPO) will host a public workshop on Tuesday, February 17, 2026, as part of the Pace Boulevard (S.R. 292) Corridor Management & Safety Implementation Plan. Join us in-person at the Brownsville Community Center, 3200 W De Soto Street, Pensacola, FL 32505. Workshop will begin at 5:30 p.m.
A copy of the agenda may be obtained by contacting: Jill.Nobles@ecrc.org
Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 48 hours before the workshop/meeting by contacting: Marketing and Outreach toll-free at (800)226-8914 or TTY 711. Para informacion en espanol, puede llamar a Ada Clark al (850)332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, por favor llame 48 horas de antemanos.
Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who believe they have been discriminated against on these conditions may file a complaint with the Title VI Coordinator, (850)332-7976, ext. 223. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

Calendar Name: Master
Event Name: Pace Boulevard (S.R. 292) Corridor Management Public Worshop

CLOSE iCAL

Date:	Feb 17, 2026
Day:	Tue
Time:	05:30 pm
Detail:	The Florida-Alabama Transportation Planning Organization (TPO) will host a **public workshop on Tuesday, February 17, 2026,** as part of the Pace Boulevard (S.R. 292) Corridor Management & Safety Implementation Plan. Join us in-person at the **Brownsville Community Center,** 3200 W De Soto Street, Pensacola, FL 32505. **Workshop will begin at 5:30 p.m.**

Bcc: **FL-AL Interested Parties; FL-AL Interested Parties**

The Florida-Alabama Transportation Planning Organization (TPO) is hosting a Public Workshop for the Pace Boulevard Corridor Management & Safety Implementation Plan on Tuesday, February 17, 2026, at the Brownsville Community Center (3200 W. De Soto Street, Pensacola, FL 32505) from 5:30 to 6:30 p.m.

The Florida-Alabama TPO is conducting this planning and engineering analysis to address pedestrian and cyclist safety and mobility concerns along Pace Boulevard (S.R. 292) from Barrancas Avenue to S.R. 295 (W Fairfield Drive) approximately 2.9 miles, in the City of Pensacola and Escambia County, Florida to create a safe, connected, and visually appealing corridor.

FLAL-TPO_PaceBlvd_2026_Fa...
1,009 KB

Dear Chairman Barry, FL-AL TPO, TCC and CAC Members:

We are pleased to inform you of a public workshop for the Pace Boulevard (S.R. 292) Corridor Management & Safety Implementation Plan. The workshop will be held on **Tuesday, February 17, 2026, from 5:30-6:30 p.m. at the Brownsville Community Center, 3200 W De Soto Street, Pensacola, FL 32505.**

The Florida-Alabama TPO is conducting a planning and engineering analysis to address pedestrian and cyclist safety and mobility concerns along Pace Boulevard (S.R. 292) from Barrancas Avenue to S.R. 295 (W Fairfield Drive) of approximately 2.9 miles. This segment in the City of Pensacola and Escambia County is being studied to create a safe, connected, and visually appealing corridor. The workshop will provide an opportunity for the public to view project exhibits and speak with the project team. You may find more information about the plan and the workshop in the attached flyer.

FLAL-TPO_PaceBlvd_2026_Fa...
1,006 KB

FOR IMMEDIATE RELEASE:

The Florida-Alabama Transportation Planning Organization (TPO) will hold a public workshop for the Pace Boulevard (S.R. 292) Corridor Management & Safety Implementation Plan on Tuesday, February 17, 2026 at the Brownsville Community Center. The workshop will provide an opportunity for the public to view project exhibits and speak with project team.

When:
Tuesday, February 17, 2026 at 5:30 p.m.

Where:
Brownsville Community Center
3200 W De Soto Street, Pensacola, FL 32505.

For media inquiries, please contact Marketing and Outreach at 850-332-7976. Please see attached fact sheet for project information.

The Emerald Coast Regional Council staffs the Florida-Alabama Transportation Planning Organization, a regional entity providing professional technical assistance, planning, coordinating, and advisory services to local governments, state and federal agencies, and the public to preserve and enhance the quality of life in northwest Florida.

Title VI of the Civil Rights Act of 1964

The Emerald Coast Regional Council values diversity and welcomes input from all interested parties, regardless of cultural identity, background or income level. Moreover, the Agency believes that the best programs and services result from careful consideration of the needs of all of its communities and when those communities are involved in the transportation decision-making process. Thus, the Agency does not tolerate discrimination in any of its programs, services or activities. Pursuant to Title VI of the Civil Rights Act of 1964 and other federal and state authorities, the Agency will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion or family status.

Complaint Procedures

The Agency has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when found. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, religion, age, disability or family status in any Agency program, service or activity may file a complaint with the Agency Title VI/Nondiscrimination Coordinator.

Contact

Title VI/Nondiscrimination Coordinator
Name: Leandra Meredith
Address: PO Box 11399, Pensacola, FL 32524
Phone: (850) 332-7976 ext. 203
Email: Leandra.Meredith@ecrc.org
Hearing Impaired: TTY 711

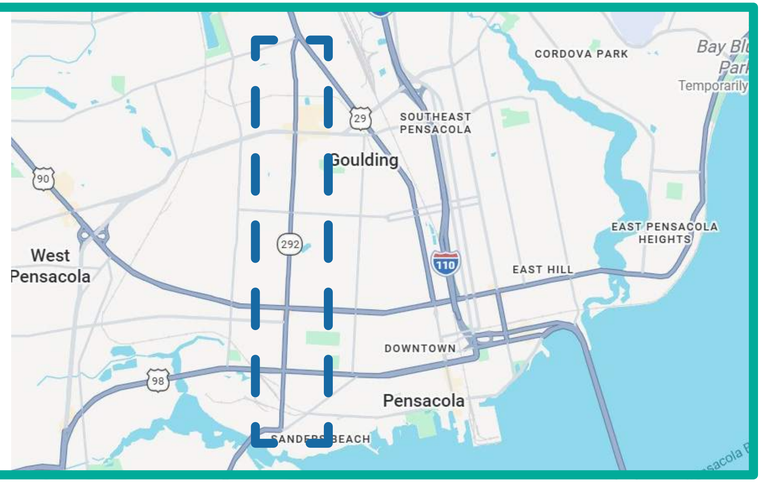
EMERALD COAST REGIONAL COUNCIL

PACE BLVD. (S.R. 292)
Corridor Management & Safety Implementation Plan

Florida-Alabama TPO Transportation Planning Organization
EMERALD COAST REGIONAL COUNCIL
THE CITY OF PENSACOLA WHERE FLORIDA BEGINS
ESCAMBIA COUNTY FLORIDA

STUDY PURPOSE

Conduct a **planning and engineering analysis** to address pedestrian and cyclist safety and mobility concerns along S.R. 292 Pace Blvd to create a **safe, connected, and visually appealing corridor**.



STUDY GOALS

SAFETY

CONNECTIVITY

ACCESSIBILITY

BEAUTIFICATION

MOBILITY

PACE BLVD. (S.R. 292)
Corridor Management & Safety Implementation Plan

Florida-Alabama TPO Transportation Planning Organization | Emerald Coast Regional Council | The City of Pensacola | Escambia County Florida

PROJECT PHASES

Needs & Opportunities Analysis

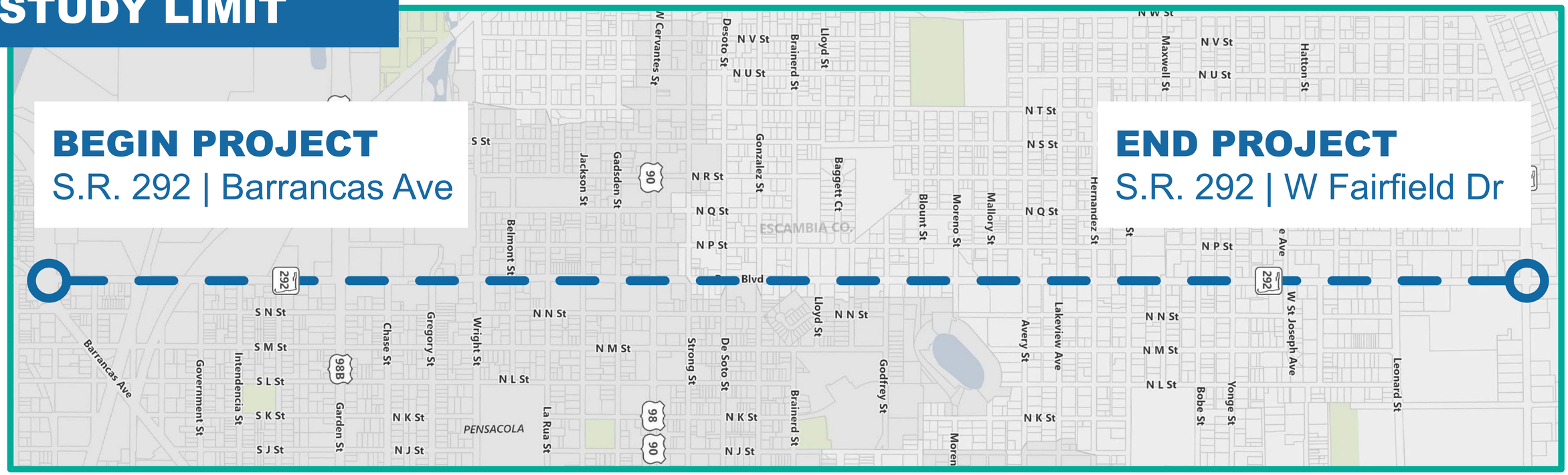
Corridor Level Analysis & Preliminary Concepts

Final Concepts & Documentation

JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY.	JUN.
2025						2026					

WE ARE HERE

STUDY LIMIT



PACE BLVD. (S.R. 292)
Corridor Management & Safety Implementation Plan

NEEDS

- Improve safety and manage vehicle speeds
- Make it easier and safer for people walking, biking, or using mobility devices
- Make the corridor look nicer and more welcoming
- Implement existing plans

OPPORTUNITIES

- Add midblock crosswalks where people often cross
- Enchance pedestrian and bicycle accommodations
- Use the surrounding street network to move traffic more efficiently
- Plant shade trees and attractive landscaping

PACE BLVD. (S.R. 292)

Corridor Management & Safety Implementation Plan

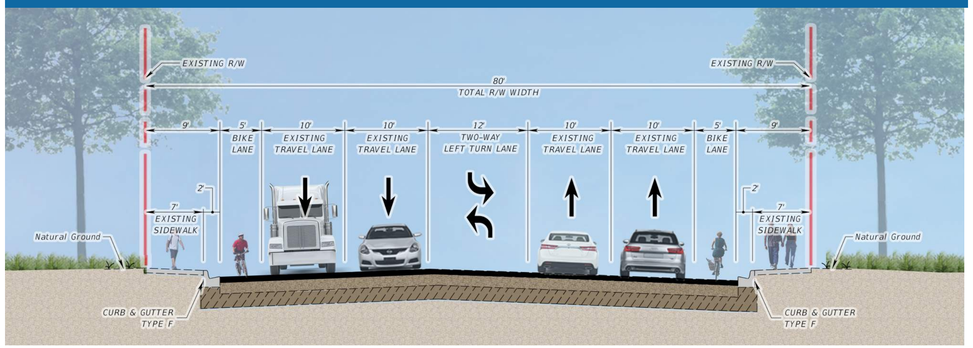
Florida-Alabama TPO Transportation Planning Organization

EMERALD COAST REGIONAL COUNCIL

THE CITY OF PENSACOLA WHERE FLORIDA BEGINS

ESCAMBIA COUNTY FLORIDA

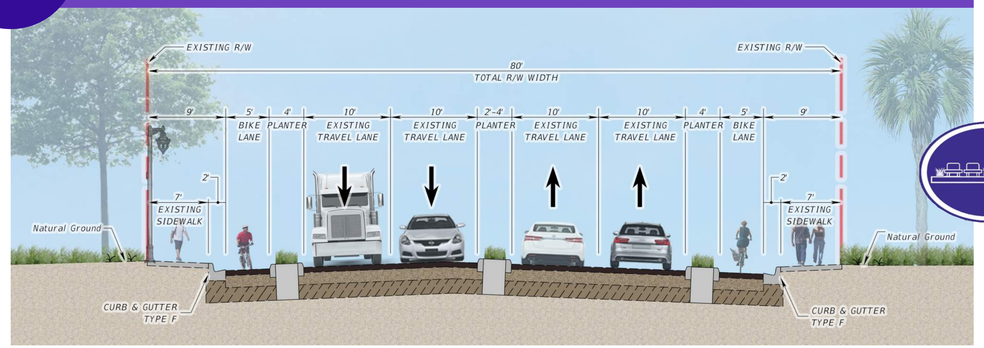
EXISTING CONDITIONS



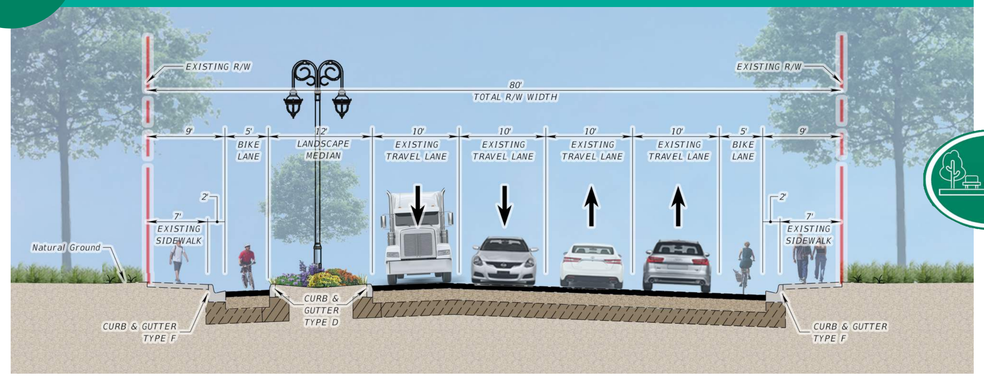
OPPORTUNITIES

- Access management
- Midblock crossings
- Buffered bike lane
- Partial buffered bike lane
- Speed management
- Beautification

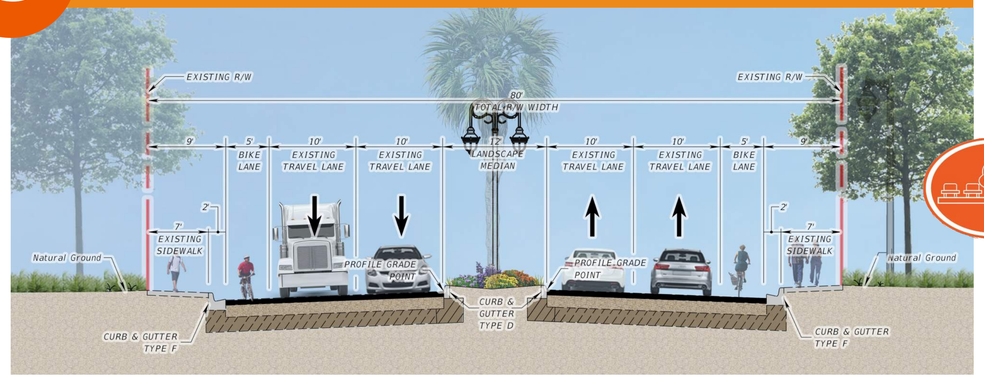
A BUFFERED BIKE LANE



B WIDE BUFFER - BEAUTIFICATION



C MEDIAN - MIDBLOCK CROSSING



PACE BLVD. (S.R. 292)
Corridor Management & Safety Implementation Plan
Existing Conditions Analysis

Florida-Alabama TPO Transportation Planning Organization
EMERALD COAST REGIONAL COUNCIL
PENSACOLA
ESCAMBIA COUNTY FLORIDA

PACE BOULEVARD AT ST. MARY AVENUE FACING SOUTH

PACE BOULEVARD AT W CROSS STREET FACING SOUTH

PACE BOULEVARD NEAR MAXWELL STREET FACING SOUTH

PACE BOULEVARD AT AVERY STREET FACING SOUTH

PACE BOULEVARD AT STRONG STREET FACING SOUTH

PACE BOULEVARD AST GADSDEN STREET FACING SOUTH

PACE BOULEVARD AT GARDEN STREET FACING SOUTH

PACE BOULEVARD AT ROMANA STREET FACING SOUTH

PACE BOULEVARD NEAR GOVERNMENT STREET FACING SOUTH

PACE BOULEVARD AT FAIRFIELD DRIVE FACING NORTH

PACE BOULEVARD AT ST. CATHERINE AVENUE FACING NORTH

PACE BOULEVARD AT JORDAN STREET FACING NORTH

PACE BOULEVARD NEAR AVERY STREET FACING NORTH

PACE BOULEVARD NEAR BLOUNT STREET FACING NORTH

PACE BOULEVARD NEAR GONZALEZ STREET FACING NORTH

PACE BOULEVARD AT JACKSON STREET FACING NORTH

PACE BOULEVARD AT GARDEN STREET FACING NORTH

LEGEND

- HIGH CRASH INTERSECTION
- OBSERVED CONFLICT
- PEDESTRIAN FATALITY
- BICYCLIST FATALITY
- RAILROAD CROSSING
- NO DESIGNATED PED/BIKE CROSSING
- EXISTING PED/BIKE CROSSING
- EXISTING ECAT BUS STATION
- EXISTING SIGNALIZED INTERSECTION

50' 0 100' Feet

N

PACE BLVD. (S.R. 292)
Corridor Management & Safety Implementation Plan
Concepts / Feedback

Florida-Alabama TPO Transportation Planning Organization
EMERALD COAST REGIONAL COUNCIL
PENSACOLA
ESCAMBIA COUNTY FLORIDA

EXISTING CONDITIONS

PROPOSED CONCEPTS

LEGEND

- INTERSECTION IMPROVEMENTS
- SUBJECT TO SEPARATE STUDY
- EXISTING PED/BIKE CROSSING
- ENHANCED PED/BIKE CROSSING
- PROPOSED PED/BIKE CROSSING
- EXISTING ECAT BUS STATION
- SIGNALIZED INTERSECTION

50' 0 100' Feet

N

Welcome!

Meeting: PACE Blvd Public Workshop
Location: Brownsville Community Center
Date: 2/17/26

Florida-Alabama TPO
Transportation Planning Organization

Name	Community	Contact Information
Everette PAULER	ECUNBIA CNAS.	
Cory WILKINSON	HDR	
Karen Harrell	Quest	Karen.Harrell@QCAUSA.com
Alexia Glasgow	HDR	
Macy Hanna	HDR	macyred.hanna@HDRINC.com
mary morgan	HDR	mary.morgan@hdrinc.com
Jill Nobles	ECRC	jill.nobles@ecrc.org
Pastor Sylvia Tisdale	EPPS Christian Ctr	sylviatisdale1951@gmail.com
Dr Trei McMullen	Candidate D-2 State Rep	trei.mcmullen@gmail.com
Caitlin Cerame	Pensacola	ccerame@ci.pensacola.fl.us
Rand Hicks	"	randhicks@me.com
Dr Christian	Escambia Cun	[illegible]
EDDIE TODD.	✓	Todd[illegible]@BELLSOUTH.NET
Victoria DAngelo	City of Pensacola	vdangelo@cityofpensacola.com

* This document is subject to public record laws and may be released to the media or public upon request.

EMERALD COAST REGIONAL COUNCIL

Welcome!

Meeting: PACE Blvd PUBLIC WORKSHOP
Location: Brownsville Community Center
Date: 2/17/26

Florida-Alabama TPO
Transportation Planning Organization

Name	Community	Contact Information
Kaycee Lagarde	Escambia County	kmlagarde@myescambia.com
Shirley Bayles	City of Pensacola	sbayles@cityofpensacola.com
Kelly Hagen	Sunders Beach	Kellyohagen@gmail.com
Robert Bellanova	CITIZEN	BELLAWASS321@gmail.com
Leandra Meredith	ECRC Staff	
Jessica Francois	ECRC	
Barry Johnson	Warrington	
Moira Johansen	Westside Garden District	moirajohansen@gmail.com
Heidy Miner	realestate.heidy@gmail.com	Cordova/olive area.

* This document is subject to public record laws and may be released to the media or public upon request.

EMERALD COAST REGIONAL COUNCIL

Florida-Alabama TPO Transportation Planning Organization

EMERALD COAST REGIONAL COUNCIL

Pace Boulevard (S.R. 292)
Corridor Management & Safety Implementation Plan
Public Workshop

COMMENT FORM

(Please print)

Public input is crucial to the transportation planning process. You may submit your comments using the "comment box" provided at the workshop, or you may mail or email them to the contact listed below. Please write your comments below as legibly as possible. Comments received or postmarked by February 27, 2026, will be included in the official public record.

Contact Information

Name: Robert Bellanova

Address: 321 N. Intendencia St.

City, State, Zip: Pensacola FL 32502

Phone Number: (850) 293-5685

Email: bellawass321@gmail.com

Firstly - Let me Thank you for attempting to make a positive change to one of our most traveled and populated streets - Pace Blvd. I own 2 parcels 2110 N Pace + 2200 N. Pace and have worked on Pace Blvd since 1979 (Rambell's foundation) so I have seen the many changes over the years - we moved our business 15 years ago to the Cordova area. Had this plan been implemented a while ago - perhaps mine business would stay or will open. Pace is a widely used and trafficed thoroughfare - I would like proposal #3 to be visited - I think it's got the quality of alot of issues that need to be addressed - safety, ease of use and visually attractive to drivers by pedestrians

Jill Nobles
Transportation Planner
Emerald Coast Regional Council
Phone: (850) 332-7976 ext. 212
Email: jill.nobles@ecrc.org

Thank you Mr. Nobles

I hope this project comes to fruition!

* This document is subject to public record laws and may be released to the media or public upon request.

EMERALD COAST REGIONAL COUNCIL

ESCAMBIA COUNTY FLORIDA

THE CITY OF PENSACOLA
WHERE FLORIDA BEGINS

Florida-Alabama TPO
Transportation Planning Organization