TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be contacted for guidance.

PART 1 – APPLICANT INFORMATION

1. **Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

- ● Local government (e.g., county, city, village, town, etc.).

  Regional transportation authority or transit agency.

  Natural resource or public land agency.

  School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

  Recognized Tribal Government.

  Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

  Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

  FDOT (only by request of another eligible entity, then enter the requesting entity). If "checked", enter the requesting entity in the space provided.

2. **Agency name of the applicant.**

   City of Pensacola

3. **Agency contact person's name and title.**

   Caitlin Cerame, Transportation Planner

4. **Agency contact person's telephone number and email address.**

   850-436-5689 ccerame@cityofpensacola.com

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT's primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities "to undertake and satisfactorily complete the work" for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

- **LAP Full Certification**

Provide:

Approval Date: May 20, 2025 and Expiration Date: June 30, 2028

Responsible Charge Name: Caitlin Cerame

LAP Project Specific Certification

Provide:

Approval Date: Project FM(s) Number:

Responsible Charge Name:

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring Agency Name: Contact Name:

Address: Phone:

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: Phone:

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:**. East Maxwell St Multi Use Path

2. **Is this a resubmittal of a previously unfunded project?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided.

   ● Yes No 2025

3. **Does this project connect a previously funded project(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program.

   ● Yes No Connects to two TA projects: FM # 451724-1, 2 and 455241-1

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it.

   Yes ● No N/A

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

The City respectfully submits a request to design and construct an ADA accessible 6' bicycle and pedestrian path with a 4' traffic lane separator on East Maxwell Street for approximately 0.34 miles from North Palafox Street to North Hayne Street. Due to limited City ROW, the outside westbound lane will be repurposed for the path. East Maxwell St is a local east/west collector roadway in downtown Pensacola. It is a connector that serves local residents accessing important destinations like employment hubs, schools, parks, and the Interstate 110 on-ramp. The proposed path is located in a transportation disadvantaged community with limited non-motorized facilities. This project is a continuation of connectivity from tbe previously funded Transportation Alternatives project on East Maxwell St east of Hollice T Williams Park and will also connect to the new buffered bicycle lane on North Palafox St. There are also health services and institutions along the corridor such a homeless service center and Missionary Baptist Church that have historically advocated for pedestrian connectivity. There have been ten (10) bicycle and pedestrian crashes along the project corridor in the past five (5) years, including two (2) crashes directly on the corridor. The benefit of designing a safe route is minimizing exposure to these high crash corridors. This project has been vetted by the community through the recently adopted Active Transportation Plan and has been identified as high priority on the City Sidewalk Prioritization Model.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.**

   City of Pensacola

2. **Indicate the county(ies) of the project location.**

   Escambia

3. **Roadway Classification**

   Yes ● No State roadway (on-system)

   Yes ● No Federal roadway

   ● Yes No Local roadway (off-system)

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].**

   East Maxwell St

5. **Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.**

   East Maxwell Street at the intersection with North Palafox Street

6. **Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.**

   East Maxwell Street at the intersection with North Hayne Street

7. **Indicate the total project length, in miles and linear feet.**

   0.34 miles or 1797.2 feet

8. **Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the trailway identification number, beginning and ending mile points.

   Yes ● No N/A

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select "no" and indicate N/A in the space provided. If so, select "yes", and briefly explain.

   ● Yes No Yes, City funds and CDBG funds are being expended on transportation and stormwater design and construction within Hollice T Williams Park which is adjacent to this project.

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the "Infrastructure" or "NI" selections.

- **A. Infrastructure.** If so, select "yes", then select the most appropriate "infrastructure" eligible activity from listing below. (Pages range 5-6)

B. Non-infrastructure (NI). If so, select "yes", then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal. As applicable, complete infrastructure eligible text fields.

- **Pedestrian and / or Bicycle facilities** (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If "yes", list any Florida Scenic Byways visible from the project or indicate N/A in text field.

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If "yes", list any Florida Scenic Byways within the project limits or indicate N/A in text field.

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If "yes", list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field.

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If "yes", list any Florida Scenic Byways within the project limits, or indicate N/A in text field.

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If "yes", list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field.

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow FDOT Context-Based Solutions). If "yes", list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field.

Recreational Trails Program (Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)). If "yes", list the parks / recreational areas within the project limits, or indicate N/A in the text field.

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If "yes", list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided.

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If "yes", list the eligible activity or indicate N/A in the space provided.

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TA funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If "yes", list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided.

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.

Number of school assemblies receiving pedestrian / bicycle safety instruction / education.

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).

Number of after school programs receiving pedestrian / bicycle safety instruction / education.

Number of bicycle rodeos.

Number of pedestrian safety skills events.

Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

PART 6 – AREA CONDITIONS

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. **Select one box that describes the geographic population size of the project area.**

   Non-Urban Area with a population of 5,000 or less

   Urban Area with a population greater than 5,000 but no more than 50,000

   ● Urban Area with a population greater than 50,000 but no more than 200,000

   Urban Area with a population greater than 200,000

2. **Is the project within the boundary of an MPO*?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the MPO in the space provided.

   ● Yes No Florida-Alabama Transportation Planning Organization

3. **Is the project within the boundary of a Transportation Management Area (TMA)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the TMA in the space provided.

   ● Yes No Pensacola, FL-AL

4. **Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.?** If not, select "no", and indicate N/A in the space provided. If so, select "yes" and indicate the REDI / RAO in the space provided.

   Yes ● No N/A

5. **Indicate the United States Congressional District number(s) of the project location.**

   District 1

6. **Will the project address transportation access by improving conditions and / or address solutions by providing mobility improvements for disadvantaged groups, underserved communities, and / or non-drivers (e.g., children, older adults, those with limited / restricted transportation options, people with health conditions or impairments, or vulnerable road users)?** If not, select "no" and indicate N/A in the space provided. If so, select "yes" and briefly explain how the project improves conditions (e.g., community access point(s) and destinations the project benefits, free or reduced-priced school meals, and how SRTS projects benefit the students, etc.).

   ● Yes No A portion of area is in persistent poverty and transportation disadvantaged cnesus tract indicating a lack of vehicular acess and need for alternative transportation. Census tract is 42% low income and 100% free school meal eligible.

7. **Are there transit stops / shelters / support facilities within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the identification number.

   ● Yes No Two stops at Maxwell/Palafox (Route 2)

8. **Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?**

   ● Yes No

**** Metropolitan / Transportation Planning Organization / Agency (MPO)***

9. **Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?**

   ● Yes No

10. **Would the project implement a bicycle or pedestrian action plan(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and specify the name of the plan and date of adoption.

    ● Yes No Active Transportation Plan, adopted 8/17/2023

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. **Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement?** If "yes", explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If "no", indicate N/A in the space provided.

   ● Yes No Active Transportation Plan accepted on 8/17/23. Community input with sidewalk priorities, pg 83.

2. **Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project?** If "yes", provide meeting information, including the date and type of advisory board meeting, and the input received. If "no", indicate N/A in the space provided.

   Yes ● No N/A

3. **Was there an advertised public meeting to discuss the project?** If "yes", provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If "no", indicate N/A in the space provided.

   Yes ● No N/A

4. **Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project?** If "yes", briefly explain. If "no", indicate N/A in the space provided.

   ● Yes No Survey conducted through Active Transportation Plan efforts. Pg 22.

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select "no", and indicate N/A in the space provided. If so, select "yes", and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption.

● Yes No City Active Transportation Plan Pg 83 https://www.cityofpensacola.com/DocumentCenter/View/256

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. **Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**

   Yes ● No

2. **Does the project involve state-owned conservation lands?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity.

   Yes ● No N/A

3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate railway facility.

   ● Yes No CSX railway bisects the project corridor

4. **Does the project physically cross a railway facility?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the crossing's railway identification number, and beginning and ending mile points.

   ● Yes No 339710 at mile post 0.323

5. **Would the project provide lighting at locations with nighttime crashes?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe the proposed lighting in the space provided.

   Yes ● No N/A

6. **Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe proposed ADA improvements in the space provided.

   ● Yes No 2017 ADA sidewalk survey Non Compliant sidewalk near Hayne St.

7. **Is an Environmental Assessment for the project complete?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe any specific issues in the space provided.

   Yes ● No N/A

8. **Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select "unknown".

   Yes ● No Unknown N/A

9. **Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list State Site Number (aka Site File Number) for the sites. If applicable, select "unknown".

   Yes ● No Unknown N/A

10. **Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the facilities in the space provided.

    ● Yes No Hollice T. Williams Park

11. **Are there any navigable waterways adjacent to or within the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the navigable waterways.

    Yes ● No N/A

12. **Are there any wetlands within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. Include permit types required and any obtained for the project.

    Yes ● No N/A

13. **Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown".

    Yes ● No Unknown N/A

14. **Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown".

    Yes ● No Unknown N/A

15. **Are there any noise-sensitive areas near the project area?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown"

    Yes ● No Unknown N/A

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. **Are signed and sealed design plans available for this project?**

   Yes ● No

2. **If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status and briefly describe in the space provided.**

   ● No design plans 30% design plans 60% design plans 90% design plans

   Other:

   The project is in concept phase and needs to be fully designed.

3. **If design is at 100 percent, indicate the date of the plans. Then, briefly describe in the space provided.**

   N/A

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

PART 11 – OWNERSHIP / ROW STATUS

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

   Yes ● No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.**

   There is no ROW acquisition needed for this project. The sidewalk will be entirely within the City ROW. Deed book 126 at Page 400.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.
1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable).
2) As applicable, letter from local agency budget office committing local funds to the project.

***** Note: Applications for NI Projects to skip to page 15.*****

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs ($)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate ($)
		Start (mm/yy)	End (mm/yy)	TA Program ($)	Other Federal ($)	Non-TA/ Local Funds ($)	Other ($)	
Planning Development (Corridor or Feasibility)								$ 0.00
PD&E								$ 0.00
Preliminary Engineering / Design (PE)	✓	07/28	07/29	$ 150,000.00				$ 150,000.00
Environmental Assessment (associated with PE)								$ 0.00
Permits (associated with PE)								$ 0.00
ROW								$ 0.00
Construction	✓	07/30	07/31	$ 344,241.36				$ 344,241.36
CEI	✓	07/30	07/31	$ 85,000.00				$ 85,000.00
Other costs (describe) Contingency	✓			$ 28,686.00				$ 28,686.00
							Total Infrastructure Project Cost Estimate	$ 607,927.36

***** Note: applications for infrastructure projects do not need to fill out this page*****

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	$ 0.00

RESOURCES

FDOT Transportation Alternatives Program:
https://www.fdot.gov/planning/systems/systems-management/tap

FDOT Local Programs Manual:
https://www.fdot.gov/programmanagement/lap/lap-toc.shtm

FDOT Office of Environmental Management PD&E Manual:
https://www.fdot.gov/environment/pubs/pdeman/pdeman-current

FDOT Context-Based Solutions
https://www.fdot.gov/roadway/context-based-solutions

Florida Safe Routes to School Guidelines:
https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm

TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: City of Pensacola - East Maxwell Street Multi Use Path

LOCATION: East Maxwell Street

PROJECT LIMITS: (from south or west limit) North Palafox Street

(to north or east limit) North Hayne Street

By checking the box you agree to do the following:

✓ Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.

✓ Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.

✓ Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).

✓ Pursue or retain LAP certification and enter into a LAP agreement with FDOT.

✓ Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.

* Signature

DAVID H STAFFORD

Name (please type or print)

CITY ADMINISTRATOR

Title

1/8/2020

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

Transportation Alternatives Set-Aside (TA)

ENGINEER'S COST ESTIMATE
Financial Management Number (if applicable):
Project Description: East Maxwell St Multi Use Path

Items		TA Eligible				Other Funds (must include all TA ineligible items)					TOTAL	
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
101-1	Mobilization	1	EA	10%	$ 28,686.70		EA		$ -		1	$ 28,686.70
102-1	Maintenance of Traffic	1	EA	10%	$ 28,686.70		EA		$ -		1	$ 28,686.70
104-18	Inlet Protection System	16	EA	$ 170.86	$ 2,733.76		EA		$ -		16	$ 2,733.76
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, ,12 SF	60	EA	$592.01	$ 35,520.60		EA		$ -		60	$ 35,520.60
0700-1-50	SINGLE POST SIGN, RELOCATE	15	EA	$ 402.13	$ 6,031.95		EA		$ -		15	$ 6,031.95
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	378	LF	$ 8.02	$ 3,031.56		EA		$ -		378	$ 3,031.56
0711 17 1	THERMOPLASTIC, REMOVE	558	SF	$ 1.23	$ 686.34		EA		$ -		558	$ 686.34
1080-21500	UTILITY FIXTURE, VALVE/METER BOX, ADJUST	15	EA	$ 425.00	$ 6,375.00		EA		$ -		15	$ 6,375.00
1080-24500	UTILITY FIXTURE, VALVE ASSEMBLY, ADJUST/MODIFY	15	EA	$ 924.76	$ 13,871.40		EA		$ -		15	$ 13,871.40
0520 5 41	TRAF SEP CONC-TYPE IV, 4' WIDE	1778	LF	$ 49.42	$ 87,868.76		EA		$ -		1778	$ 87,868.76
0527-2	DETECTABLE WARNINGS	325	SF	$ 37.03	$ 12,034.75		EA		$ -		325	$ 12,034.75
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG. DEPTH	1180	SY	$ 2.91	$ 3,433.80		EA		$ -		1180	$ 3,433.80
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	130	TN	$ 146.96	$ 19,104.80		EA		$ -		130	$ 19,104.80
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	66	TN	$ 172.08	$ 11,357.28		EA		$ -		66	$ 11,357.28
920714100	GREEN COL PAV MARK, BIKE LANE	7112	SF	$ 8.77	$ 62,372.24		EA		$ -		7112	$ 62,372.24
0711 14560	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	20	EA	$ 255.08	$ 5,101.60		EA		$ -		20	$ 5,101.60
0120-1	REGULAR EXCAVATION	132	CY	$ 6.91	$ 912.12		EA		$ -		132	$ 912.12
285704	OPTIONAL BASE GROUP 04	790	SY	$ 20.80	$ 16,432.00		EA		$ -		790	$ 16,432.00
			EA		$ -		EA		$ -		0	$ -
			EA		$ -		EA		$ -		0	$ -
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			EA		$ -		EA		$ -		0	$	-
			EA		$ -		EA		$ -		0	$	-
			EA		$ -		EA		$ -		0	$	-
			EA		$ -		EA		$ -		0	$	-
			EA		$ -		EA		$ -		0	$	-
		TA Eligible Costs / TA Funds Requested (not funded through other sources)			**$ 344,241.36**		**Other Funds (must include TA Ineligible Costs)**		**$ -**		**Subtotal**	**$**	**344,241.36**
Design Cost					$165,000							$	165,000.00
CEI Cost					$85,000							$	85,000.00
CONTINGENCY **(REQUIRED)**		Contingency is not a FHWA Participating Item							$ 28,686.00				
Total Cost Estimate					**$ 594,241.36**				**$ 28,686.00**			**$**	**622,927.36**

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Examples of Non-participating items:
Mowing, litter removal, optional services; video inspection; utility directional bore / utility agency owner directional bores; Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations, Contingency
Other elements may be non-participating, the ones listed above are non-particating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

Prepared by: M. Brad Hinote **PE Number:** 74549

Name: **Signature:** M. Brad Hinote **Date:** 1/17/26

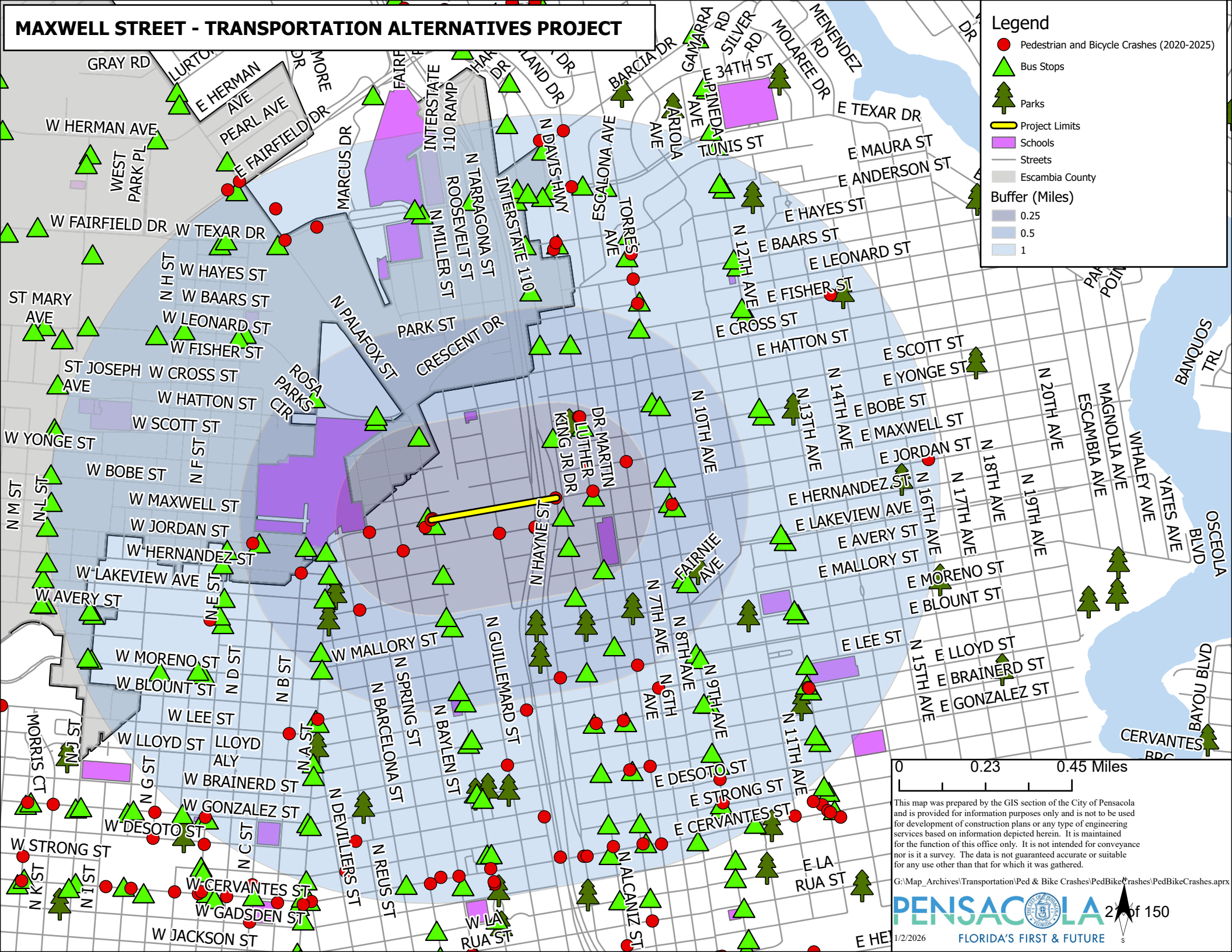
Reviewed by:

Name: **Signature:** **Date:**

References:

FDOT Design	https://www.fdot.gov/roadway
Environmental Management	https://www.fdot.gov/environment
FDOT Estimates	https://www.fdot.gov/construction
Local Programs Manual	https://www.fdot.gov/programmanagement/lap/lap-toc.shtm
TA Set-Aside Program	https://www.fdot.gov/planning/systems/systems-management/tap

The Resolution from Pensacola City Council for the East Maxwell St Sidewalk Project is anticipated to be approved on January 15, 2026 and will be uploaded after signature.


MAXWELL STREET - TRANSPORTATION ALTERNATIVES PROJECT
Legend
Pedestrian and Bicycle Crashes (2020-2025)
Bus Stops
Parks
Project Limits
Schools
Streets
Escambia County
Buffer (Miles)
0.25
0.5
1
0
0.23
0.45 Miles
This map was prepared by the GIS section of the City of Pensacola and is provided for information purposes only and is not to be used for development of construction plans or any type of engineering services based on information depicted herein. It is maintained for the function of this office only. It is not intended for conveyance nor is it a survey. The data is not guaranteed accurate or suitable for any use other than that for which it was gathered.
G:\Map_Archives\Transportation\Ped & Bike Crashes\PedBikeCrashes\PedBikeCrashes.aprx
PENSACOLA
FLORIDA'S FIRST & FUTURE
1/2/2026
GRAY RD
E HERMAN AVE
W HERMAN AVE
PEARL AVE
E FAIRFIELD DR
W FAIRFIELD DR
W TEXAR DR
WEST PARK PL
MARCUS DR
INTERSTATE 110 RAMP
N TARRAGONA ST
ROOSEVELT ST
N MILLER ST
INTERSTATE 110
N DAVIS HWY
ESCALONA AVE
TORRES AVE
BARCIA DR
GAMARRA RD
SILVER RD
MOLAREE DR
MENENDEZ RD
E 34TH ST
E PINEDA AVE
ARIOLA AVE
TUNIS ST
E TEXAR DR
E MAURA ST
E ANDERSON ST
E HAYES ST
E BAARS ST
E LEONARD ST
E FISHER ST
E CROSS ST
E HATTON ST
N 12TH AVE
N H ST
W HAYES ST
W BAARS ST
W LEONARD ST
W FISHER ST
W CROSS ST
W HATTON ST
W SCOTT ST
W YONGE ST
W BOBE ST
W MAXWELL ST
W JORDAN ST
W HERNANDEZ ST
W LAKEVIEW AVE
W AVERY ST
ST MARY AVE
ST JOSEPH AVE
N PALAFOX ST
PARK ST
CRESCENT DR
ROSA PARKS CIR
N F ST
N L ST
N M ST
N E ST
DR MARTIN LUTHER KING JR DR
N HAYNE N
N 10TH AVE
N 13TH AVE
N 14TH AVE
E SCOTT ST
E YONGE ST
E BOBE ST
E MAXWELL ST
E JORDAN ST
E HERNANDEZ ST
E LAKEVIEW AVE
E AVERY ST
E MALLORY ST
N 16TH AVE
N 17TH AVE
N 18TH AVE
N 19TH AVE
N 20TH AVE
ESCAMBIA AVE
MAGNOLIA AVE
WHALEY AVE
YATES AVE
OSCEOLA BLVD
BANQUOS TRL
FAIRNIE AVE
E MORENO ST
E BLOUNT ST
E LEE ST
E LLOYD ST
E BRAINERD ST
E GONZALEZ ST
N 15TH AVE
BAYOU BLVD
CERVANTES
W MORENO ST
W BLOUNT ST
W LEE ST
W LLOYD ST
LLOYD ALY
W BRAINERD ST
W GONZALEZ ST
W DESOTO ST
W STRONG ST
W CERVANTES ST
W GADSDEN ST
W JACKSON ST
W MALLORY ST
N D ST
N B ST
N A ST
N C ST
N G ST
MORRIS CT
N J ST
N K ST
N I ST
N GUILLEMARD ST
N SPRING ST
N BARCELONA ST
N BAYLEN ST
N DEVILLIERS ST
N REUS ST
N ALCANIZ ST
N 7TH AVE
N 8TH AVE
N 9TH AVE
N 6TH AVE
N 11TH AVE
E DESOTO ST
E STRONG ST
E CERVANTES ST
E LA RUA ST
W LA RUA ST
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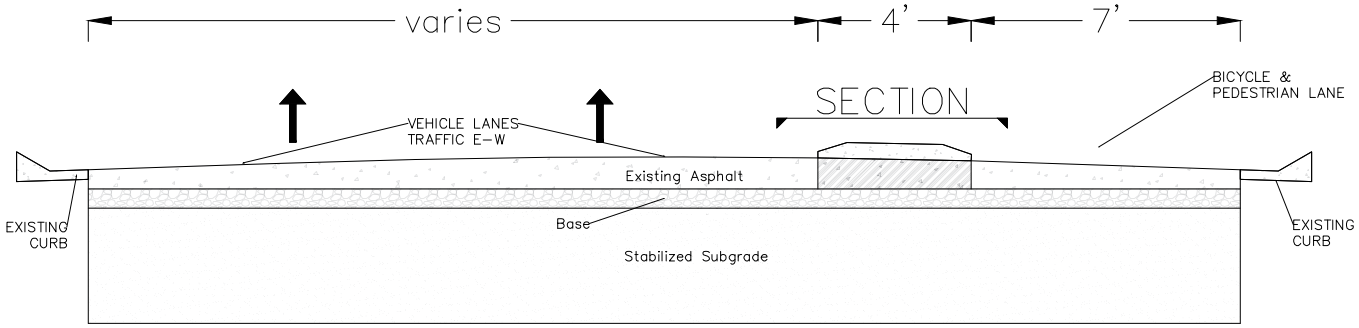
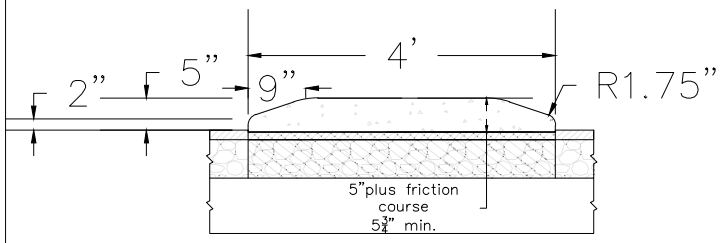
E MAXWELL STREET
PROPOSED CROSS SECTION

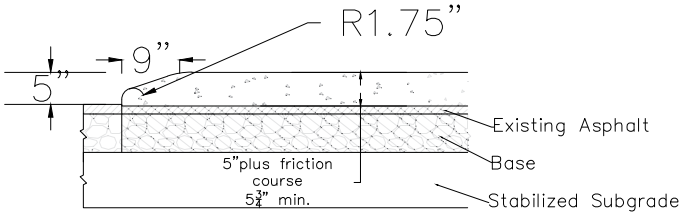
TYP. ROAD SECTION (N.T.S.)
WITH LANE SEPARATOR
FOR 3–LANE ROAD



MID SECTION (N.T.S.)
(perpendicular to traffic)



NOSE SECTION (N.T.S.)
(parallel to traffic)



CITY OF PENSACOLA, FLORIDA
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
ENGINEERING AND CONSTRUCTION SERVICES
222 W. MAIN STREET, PENSACOLA, FL. 32502–0052
CITY HALL
(850)435–1645

PENSACOLA
FLORIDA'S FIRST & FUTURE

E MAXWELL CROSS SECTION

Not to Scale

DRAWN: 12-11-24
DM

MAP OF PENSACOLA FLA.
Published by
THE WATSON AGENCY, INC.
REALTORS
INSURANCE - RENTS - LOANS
C.H. OVERMAN, C.E. & ASSOCIATES
ENGINEERS - SURVEYORS - APPRAISERS
Copyrighted 1949 By The Watson Agency, Inc. & C.H. Overman.
SCALE: 600 ft. to 1 inch.
THERE ARE THREE "WATSON" MAPS OF PENSACOLA
MAP A COPYRIGHTED 1884
MAP B " 1903
MAP C " 1906
THIS IS A REPRODUCTION OF MAP C SHOWING ALL LOTS AND BLOCKS AS DELINEATED ON THE ORIGINAL.
MAP B WAS FILED DEC. 1929 IN DEED BOOK 126 AT PAGE 400 OF RECORDS OF ESCAMBIA COUNTY, FLORIDA.
CERTIFICATE
I, C.H. OVERMAN JR., FLORIDA REGISTERED SURVEYOR, HEREBY CERTIFY THAT THIS MAP IS IDENTICAL WITH THE MAP B AS TO THE LOTS AND BLOCKS DELINEATED THEREON. THE NAMES OF CERTAIN STREETS WHICH SHOW CHANGED AND THE WATER FRONT WEST OF BAYLEN ST. WHICH IS DESIGNATED "PINTADO GRANT" ARE THE PRINCIPAL CHANGES FROM MAP B.
THIS MAP IS A REPRODUCTION OF MAP C AS TO THE BLOCKS AND LOTS DELINEATED THEREON.
MAP A DID NOT SHOW SUBDIVISION OF WATER FRONT WEST OF BAYLEN ST, LAKEVIEW ADDITION; W 1/2 OF CLAPP TRACT, ANY SUBDIVISION NORTH OF MAURA OR 30 TH. ST. ANY SUBDIVISION NORTH OF CITY LIMIT LINE; PETTERSON ADDITION; DONELSON TRACT, MAXENT TRACT EXCEPT LETTERED LOTS AND BLOCKS 4 TO 30, N 1/2 2, N 1/2 3, 34, 35, 42, 43, 44, 46,
MAP A IN WEST KING TRACT SHOWS LOTS 6, 7, AND 18 BLOCK 190 AND NUMBERS FRACTIONAL BLOCKS 167 (WEST OF 166) 141 AND 142
MAP A SHOWS THE WATER FRONT SOUTH LINE AS FURTHER SOUTH FROM FLORIDA BLANCA EAST AND FURTHER NORTH TO THE WEST OF SAID STREET, THUS GIVING MORE BLOCKS. SOME BLOCKS ARE UNNUMBERED; BLOCK 239 IS SHOWN AS BLOCK 3. LAKEVIEW SUBDIVISION OVER LAPS SOME NEW CITY BLOCKS
MARCH 1, 1949
SURVEYOR'S SEAL
I, CERTIFY TO THE ABOVE.
C.H. Overman, Jr.
FLORIDA REGISTERED SURVEYOR NO. 475
V. ORDOZGOITI TRACT
KUPFRIANS PARK
PETTERSEN ADDITION
MAXENT TRACT
WATER FRONT
FAIRNIE HILL PLACE
BAYVIEW PARK.
ST. MICHAEL'S CEMETERY
Bayou Chico
Bayou Texar
Pensacola Bay

MAP OF PENSACOLA FLA.
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Pensacola Bay
Bayou Texar
FAIRNIE HILL PLACE
BAYVIEW PARK.
ST. MICHAEL'S CEMETERY
CATALONIA
ZAMORA
MALAGA
OPORTO
CORDOVA
TOLEDO
GRENADA
ANDALUSIA
FLORIDA
HAVANA
LAKE VIEW
TUNIS TRACT
CITY LIMITS
Sec. 18.
Sec. 27

PENSACOLA *in motion*

ACTIVE TRANSPORTATION PLAN (ATP)

AUGUST 2023

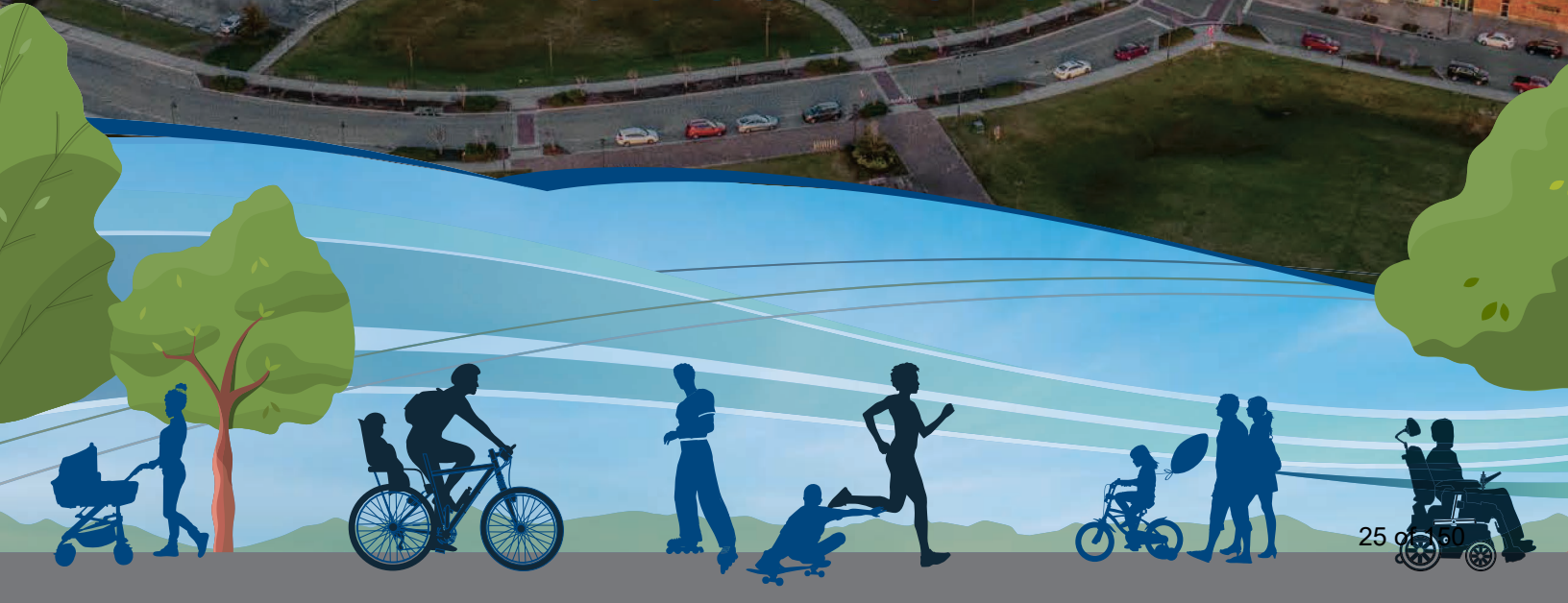


TABLE OF CONTENTS

PENSACOLA
FLORIDA'S FIRST & FUTURE

Executive Summary

The Pensacola in Motion Active Transportation Plan (ATP) is an important next step in realizing the vision for future mobility in the City. The ATP mobility vision is ambitious - to offer everyone safe mobility choices and access to opportunities.

The guiding principles of the ATP that will guide future mobility work include:

Put Safety First: Identify solutions that make moving around safer and more comfortable and push for zero fatalities.

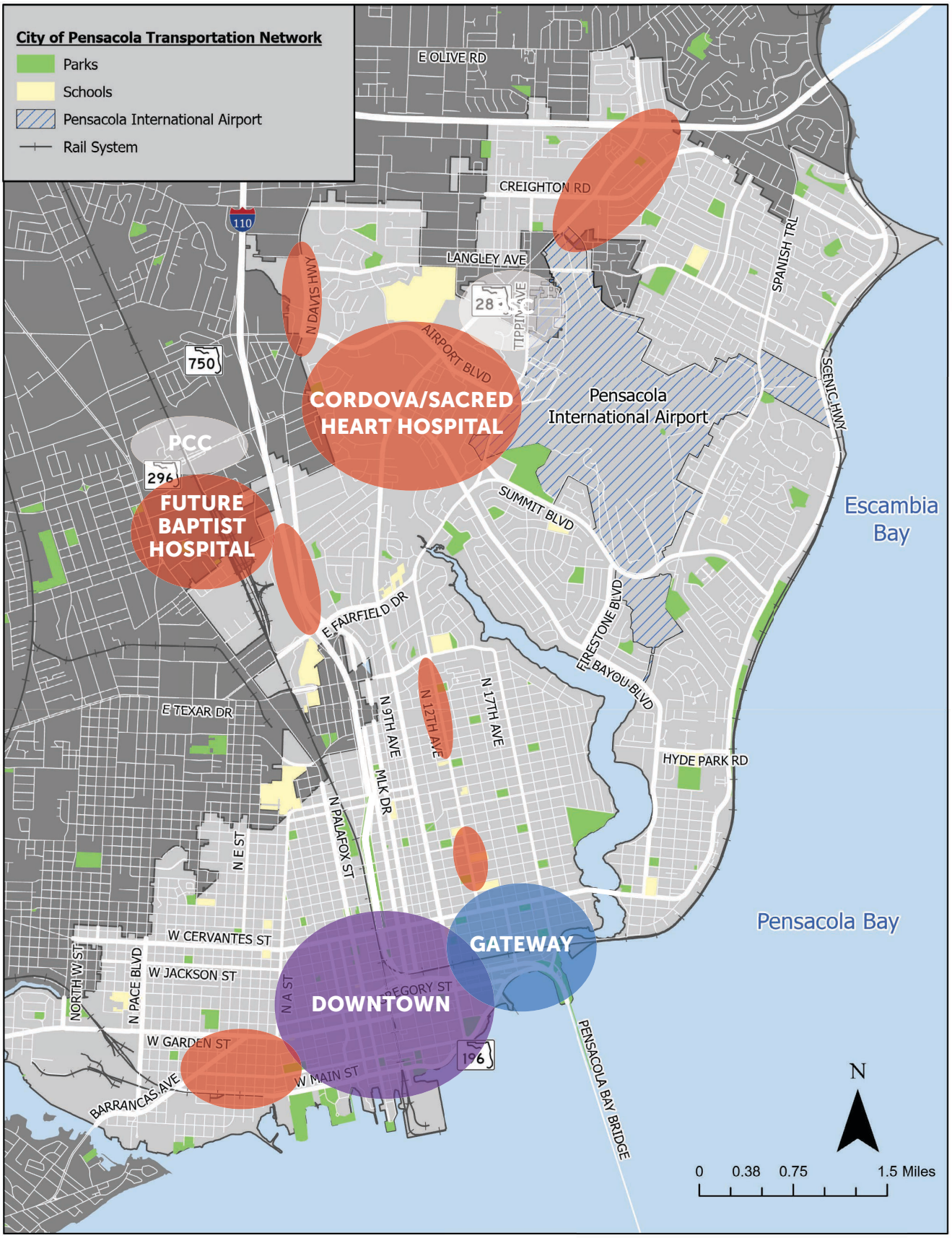
Connect People and Places: Improve access and promote placemaking through meaningful projects that fill gaps in the network.

Access for All: Consider everyone's needs when developing solutions.

Add Mobility Options: Focus on opportunities that are feasible, provide quality aesthetics, and build on past efforts.

These principles will shape the future of how people move in and around Pensacola. The guiding principles can only be achieved in complete partnership with all members of the community. Pensacola In Motion, is a blueprint to help provide choices for people moving around the City.

Figure 1. Context Map



Main Commercial Destinations

“The freedom to make and remake our cities and ourselves is, I want to argue, one of the most precious yet most neglected of our human rights.”

-David Harvey

SECTION 1
SETTING THE STAGE

An Introduction to the Active Transportation Plan

Purpose

Pensacola is a community in motion with amazing places and meaningful destinations that all citizens deserve access to. The Pensacola Active Transportation Plan (ATP), known as Pensacola In Motion, is a blueprint to help provide choices for people moving around the City. Pensacola has a rich and vibrant history. The City's transportation network has evolved over time which includes the creation of a street grid, a deep water port, streetcar lines, passenger and freight rail, larger roads for moving automobiles quickly, and improved streets for walkability. The ATP is just one layer of creating a safer transportation system. As Pensacola continues to grow and the demand for choices increases, there is an opportunity to create a network of safe streets for people walking, bicycling, and using other self-propelled modes of transportation in addition to driving and taking transit. Like a house with good bones, Pensacola's transportation network has a strong foundation that will continue to transform over time.

What is the ATP?

The plan is an overarching framework that provides guidance on design, policies, and critical infrastructure investments. An emphasis is placed on connections within and to major destinations such as schools, parks, the waterfront, community facilities, commercial areas, and transit stops. The ATP provides policy and street design guidance for governmental agencies, consultants, private developers, and the community that impacts our streets. The ATP recognizes different parts of the City have unique needs and not all streets are the same. Following a context sensitive approach, it's important to put the right street in the right place, based on the expected user type.

Momentum for a Connected Tomorrow

The City is passionate about creating safe, comfortable, and accessible options for moving around Pensacola. Community groups and organizations like Bike Pensacola, West Florida Wheelmen, the Bluffline Group, Center for Independent Living Disability Resource Center, Visit Pensacola, Ciclovia, and CivicCon champion this shared vision for the future. Now is the time to build on this momentum as well as past planning efforts to create a blueprint for making moving around Pensacola safer, more comfortable, and more accessible for those here today and for future generations.

We are at a moment when more federal funding is available to implement projects that reinvest in our communities, result in access for all, and improve our community's safety, livability, and resilience. By laying the groundwork now, Pensacola will be ready to take advantage of partnerships and funding opportunities that create meaningful change to the transportation network.

The ATP is a Call to Action

Pensacola In Motion unifies and builds onto past plans. The ATP provides strategies and actions and is meant to be flexible and re-calibrated over time by the various city departments, agencies involved, and steering committee. The ATP provides specific strategies and recommendations for governmental agencies that own our streets (City departments, Escambia County, and the Florida Department of Transportation) including others that may impact changes to our streets such as developers, other agencies, or the community. The call is to create a connected network of safe streets for people of all ages and abilities. In addition, the desire is for a transportation system that connects transit and creates a network that strengthens local connections and links to regional transportation. Safety and achieving Vision Zero, the idea that even one fatality is too many, is a priority.

Community engagement is the foundation of this plan. The ATP included listening early and often to identify what was most important to the community so that the recommendations reflect the community's vision.

Pensacola has a history and a good groundwork of plans that highlight improved walkability, and quality of life. The ATP is a framework for future plans that builds upon past planning efforts with a focus on implementation and actions. The intent is that the ATP could be updated overtime with changing conditions. Some of these past planning efforts include:

- Baywalk Project
- Davis Highway and Dr. MLK Jr Drive/Alcaniz Street Two-Way Conversion Traffic Feasibility Study
- FL-AL TPO Pedestrian Bicycle Master Plan
- Hollice T Williams Framework Plan
- Main Street Corridor Management Plan
- Pensacola Historic District Master Plan
- Reimagine Jackson Street Transportation Master Plan
- SCAPE Waterfront Master Plan

Why Now?

- Pensacola Continues to Change
  - » Pensacola's rich history, beautiful beaches, and strong economy helped it **make the top 100 list of America's Best Cities**. A unique economy and a growing population in downtown and other parts of the City creates increased demand on the transportation system from all travel modes.
- People Want Options
  - » Online survey results showed that while most people in the city travel with a car, many prefer more options to walk, bike, or take transit for certain trip purposes if a safe and convenient option is available.
- Reclaiming the Public Space
  - » Typically, **25-35% of the land in cities is dedicated to roads.** There is a huge opportunity to continue to celebrate Pensacola's original identity by reinventing the existing space downtown. There is also an opportunity to create trails and paths that connect different areas of the City so residents and visitors can safely and comfortably access and enjoy its natural beauty, history, and businesses.
- Accessibility for All is Important
  - » **8% percent of households in the City do not own a vehicle and 28% of individuals in the City have some type of disability.** As the City implements improvements, it must remove barriers created by the past and encourage access to jobs, food, education, healthcare, and other resources for those who may rely on walking, biking, or public transit.

What's in the ATP?

The plan is organized into four logical sections that the community can follow to drive implementation that connects back to the vision.

Section 1 Setting the Stage:
Conveys the community's vision and guiding principles that shape the strategies and actions for achieving a safer, more comfortable, and more accessible transportation network.

Section 2 Where Are We Now?:
Describes the current state of mobility in Pensacola. The community voices section summarizes the community experience today as it relates to transportation challenges and opportunities. Learning about what changes are needed is important to know where we are going. The section includes data on safety, demographics, and existing pedestrian, bicycle, and transit facilities and identifies three key themes: speeding, lack of connectivity, and intersections.

Section 3 Where Are We Going?:
Discusses strategies for improving the active transportation network through flexible design guidance when anyone desires to change a street. This includes a prioritized network of existing and future facilities and the tools for designing future improvements.

Section 4 How Are We Getting There?:
Describes actions for implementation. Actions include policy and program changes, details on how to deliver projects, identification of top-priority projects, funding recommendations, and methods for measuring success.

Vision and Guiding Principles

The vision provides the ideal future of what the City wants to be. It provides support for the recommended strategies and toolkit that will help us realize the vision.

The ATP will be a framework to help maintain the unique historic character of Pensacola while transforming the transportation network to be accessible, connected, comfortable, and safe for people walking, cycling, and using other self-propelled modes of transportation.

Guiding Principles

Put Safety First: Identify solutions that make moving around safer and more comfortable and push for zero fatalities.

Connect People and Places: Improve access and promote placemaking through meaningful projects that fill gaps in the network.

Access for All: Consider everyone's needs when developing solutions.

Add Mobility Options: Focus on opportunities that are feasible, provide quality aesthetics, and build on past efforts.

Safety is Paramount

In the last five years, **28 people died (including 10 that were walking or bicycling)** and **115 were seriously injured (including 36 that were walking or bicycling)** on Pensacola streets. This equates to about **six** (**6) deaths and 23 serious injuries on our streets every year.** With more people using our streets to get to work or to the bus stop, to visit shops and restaurants, walk or bicycle to school, explore the City for recreation, and visit our parks, it is important these experiences are safe and comfortable for all. In addition to guidance that improves sidewalks, bicycle facilities, trails, and crossings, the ATP includes traffic calming measures that encourage slower vehicle travel speeds. Coordinated design elements combined with education efforts will help create safe places to bicycle and walk.

Vision Zero

The City endorses a safety vision to eliminate all transportation-related fatalities and serious injuries for all modes of travel. This vision has been endorsed by the US Department of Transportation and Florida Department of Transportation. The initiative to address this problem is known as the Safe Systems Approach. It is a systematic approach for identifying locations and behaviors related to fatal and serious injury crashes to implement multi-disciplinary countermeasures.

Benefits of an Robust Transportation Network

In addition to physically improving the transportation network, providing options to move around the City on foot or by wheel offers many economic, social, and environmental benefits.

Health

- Walkable and bikeable communities contribute positively to health and active living by allowing people to incorporate physical activity into their daily routines easily.
- Moderate daily exercise can improve overall health outcomes, reduce the risk of chronic health issues, and improve physical and mental health.

Safety

- Designs that promote slower travel speeds and positively influence travel behavior create a safe environment for all users.
- Correctly implemented bicycle/pedestrian facilities and intersection crossings can help reduce the number and severity of crashes.
- Enhances safety for vulnerable populations that may rely more on walking, biking, and public transit.

Access for All

- A more accessible network considers all users, regardless of age, ability, ethnicity, income, or choice of travel.
- Walking, biking, and transit are more affordable forms of transportation.

Economy

- Connected communities stimulate economic growth by promoting business development and investments, attracting and retaining workers, and appealing to tourists and visitors.
- Commercial properties and retail establishments in pedestrian-friendly areas have proven more profitable.
- Walkable and bikeable neighborhoods have higher property values.

Environment

- Replacing vehicle trips with opportunities for biking, walking, and rolling reduces pollution from greenhouse gas emissions and fossil fuel consumption, which can result in improved air quality.
- Allows for designs incorporating green infrastructure to improve the City's stormwater management and retention and reduce the urban heat island effect from excess pavement.

Social

- Brings neighborhoods together.
- It allows for improved placemaking and enhances the look and feel of the community by incorporating public art, landscaping, furniture, and lighting.


“Streets are where life and history happen, and that places transportation at the cultural, social, and political center of cities.”
-Janette Sadik-Khan

SECTION 2
WHERE ARE WE NOW?

Current Mobility in the City

It is beneficial to take a step back and understand the transportation history that shaped the development of Pensacola's built environment today. Existing conditions of the transportation network create a benchmark to develop the strategies advocated for by the community. Through comprehensive public engagement the community responded to the current state of mobility with several reoccurring themes rising to the top.

A City That Continues to Evolve

Beginnings (1500s to 1880s): A Street Network is formed

Pensacola has a rich history and is often referred to as "America's First Settlement." Pensacola was home to Native Americans for thousands of years before European explorers and colonists developed the grid network. Spanish, British, French, and American cultures have influenced the City dating back to the mid-16th century. Pensacola's streets were first developed in a grid pattern during the colonial age by the Spanish and British. This network begins in downtown and extends toward Bayou Texar and Bayou Chico. A grid network design allowed people to easily move around the City before cars became the primary form of transportation.

The City has an extensive military heritage, and the Naval base is known as the "the Cradle of Naval Aviation." In the 19th century, the strategic deep water port and the introduction of rail-including freight and passengers-brought other opportunities. Throughout the City's history, the Port of Pensacola has been an important economic hub for shipping cargo, lumber, and bricks, as well as the military, with manufacturing having influenced the design of City streets.

Pre-1930s

Walking and horse-powered travel were the early modes of transportation. Rail for passengers and freight was introduced in the 1800's and took off in the 1880's when the Pensacola and Atlantic Railroad (P&A) was absorbed into the Louisville and Nashville Railroad (L&N). From the late 1880s to the early 1900s, streetcars dominated the landscape, allowing development to expand outward. This enabled people to travel into and around the City's core as well as other destinations to which they might walk. At its peak in 1920, there were four million streetcar passengers a year. During this time, African Americans boycotted the network due to a proposed segregation ordinance. Besides downtown, Kupfrian Park was a popular weekend destination with a streetcar connection. Automobiles were introduced in the early 1900s and gained more use during the 1920s and 1930s.

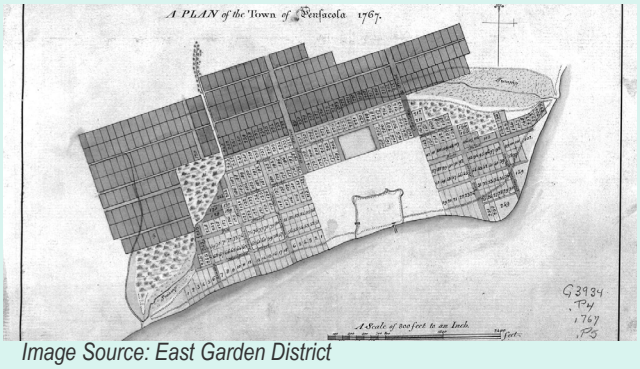


Image Source: East Garden District

Image Source: Florida Memory

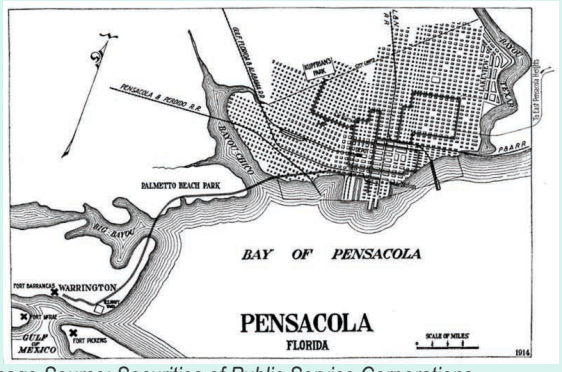


Image Source: Securities of Public Service Corporations

Image Source: UWF Archives/Special to the Pulse

Post-1930s

With the Great Depression and the rise of America's car culture, streetcars were replaced with a greater prevalence of cars and buses. With the bridges being built to accommodate the beach travel patterns, recreation changed. Following World War II, rapid suburbanization in northeast Pensacola and beyond City limits resulted in a different street pattern, with wide, winding roads, fewer intersections and a hollowing of downtown. Street design focused on moving cars efficiently, while other modes became an afterthought. In addition, major roads built during this period like I-110 provided regional connections and moved cars quickly through Pensacola but did not consider the surrounding neighborhoods and people walking and biking, creating barriers to moving about the City. With the shift of people and business into the suburbs, older buildings were removed for surface parking to encourage people to come back downtown. After intermittent years of service in the 20th century, passenger rail service ends in 2005.

Image Source: UWF Trust

Image Source: UWF Historic Trust

Today

Today, there is a desire for transportation choices. Many are interested in walking or bicycling not only for health but for errands such as going to the grocery store or post office or getting to school safely. Downtown Pensacola has seen a significant revitalization along with City and business efforts. Development has occurred not only downtown, but in adjacent areas with new housing, which brings tax revenue but other challenges such as increased housing prices and potential displacement of current residents. The ATP is Pensacola's vision and foundation to honor the City's rich history, reimagine the transportation network, and reinvent roads that allow people to move around the City without a car.

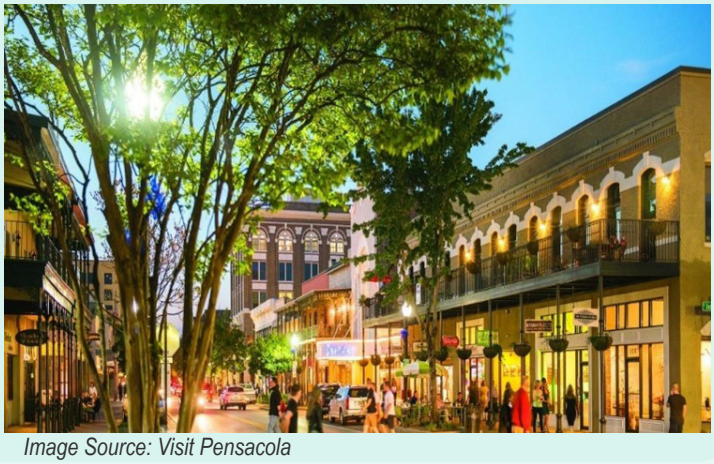


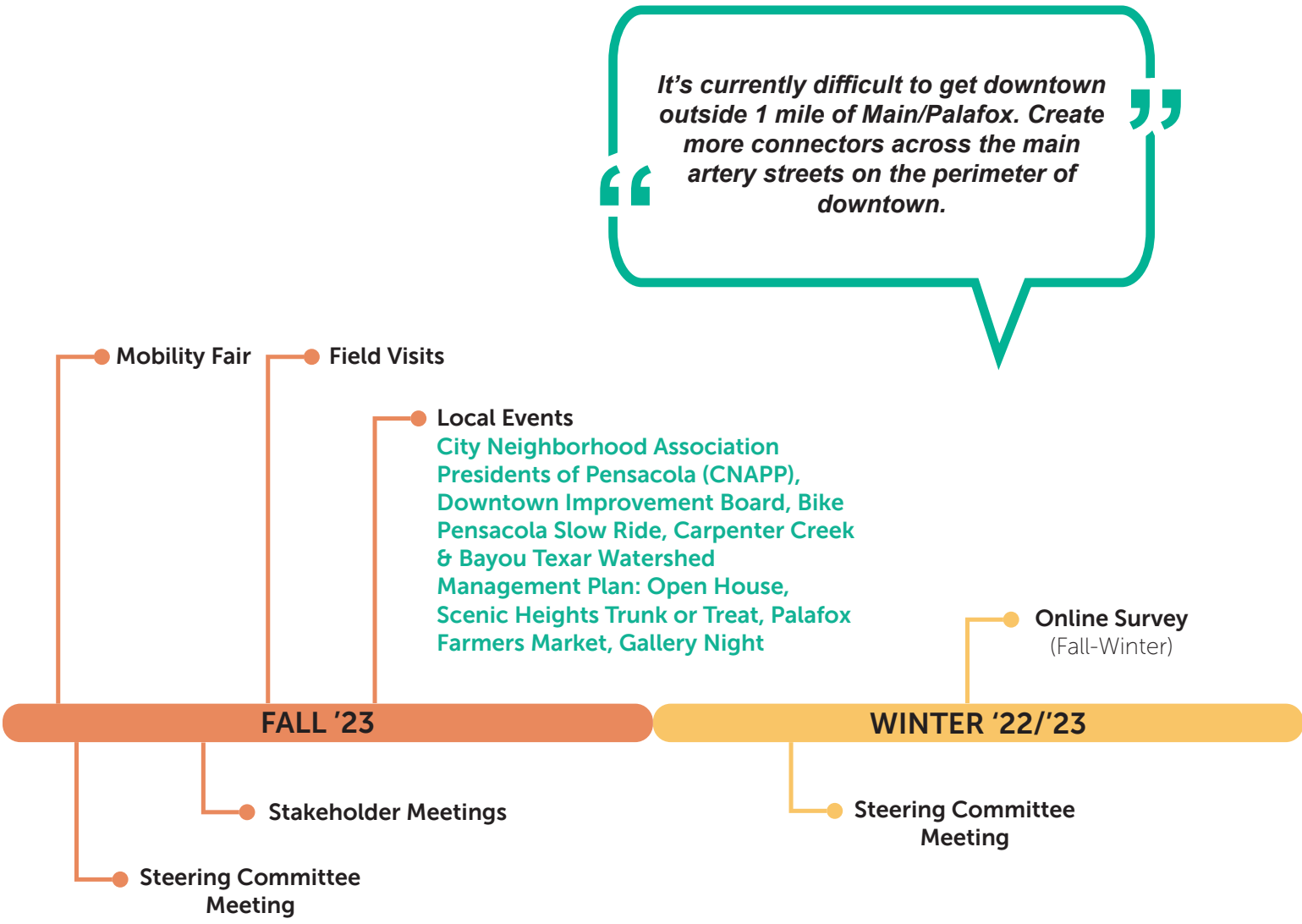
Image Source: Visit Pensacola

Voices of the Community: Current Experience and Vision

Meaningful community engagement was captured by listening and learning about different community members' needs and desires. Community members discussed how the transportation network could be improved and what was most important to them through in-person and virtual meetings as well as an online survey.

In the fall of 2022, community members were asked what transportation challenges, assets, and opportunities exist and where changes are needed. Touch points with the community included open house style mobility fairs, tabling at local events, and stakeholder interviews. In addition, everyone was invited via social media, email, and word of mouth to take an online survey.

The steering committee provided input through the planning process to develop the plan's vision and guiding principles and provide guidance on the network map, design guidance, and actions for implementation. To ensure the ATP reflects what we have heard, we hosted a second mobility fair to receive community input on the draft plan.



ATP Steering Committee
The steering committee represents a diverse group of community organizations and agencies that collaborated to help drive major components of the ATP. The members involved in the steering committee are:

- Bike Pensacola
- Ciclovia
- CIL of Northwest Florida
- City of Pensacola
- Escambia County
- Escambia County Public Schools
- Escambia County Area Transit (ECAT)
- Florida Department of Transportation (FDOT)
- Pensacola Chamber of Commerce
- Pensacola Police Department
- Visit Pensacola
- West Florida Wheelmen

Overall Key Themes

- Access to the waterfront
- Connect the City
- Create multi-use trails and bike infrastructure

Other Top Priorities We Heard

- Improve bicycle facilities
- Need slower speeds on some streets
- Reduce lane widths
- Add more sidewalks
- Improve crossings/intersections
- Add more shade trees and lighting
- Better maintenance

> ***I would love to see a sidewalk going the entire length of Bayou Blvd. To access things in our neighborhood, you must walk on the road or in very uneven yards. This was a huge safety concern when my daughter had to catch a bus behind our house on Bayou.***

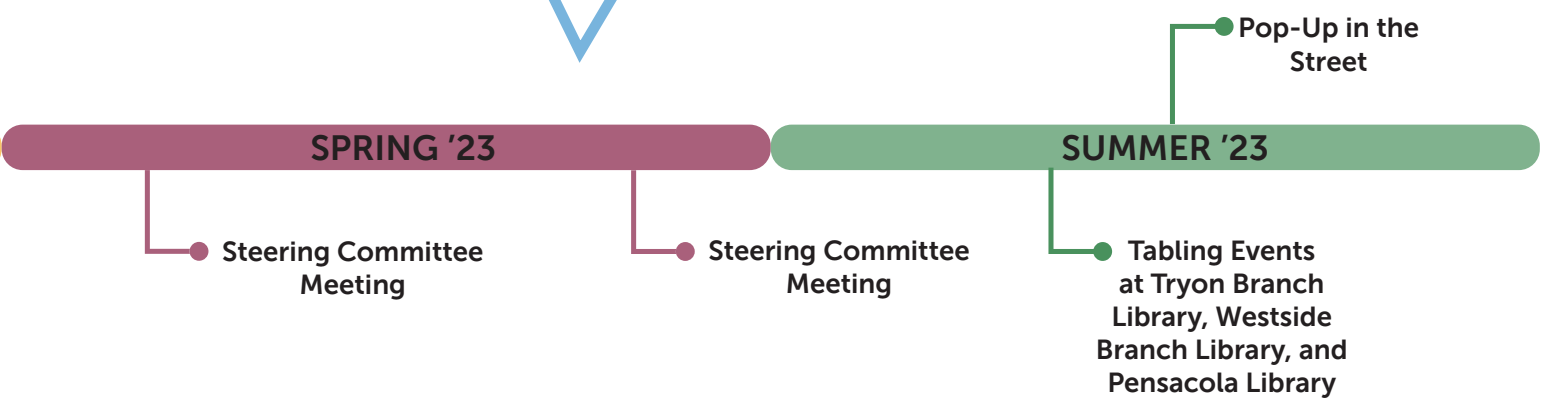
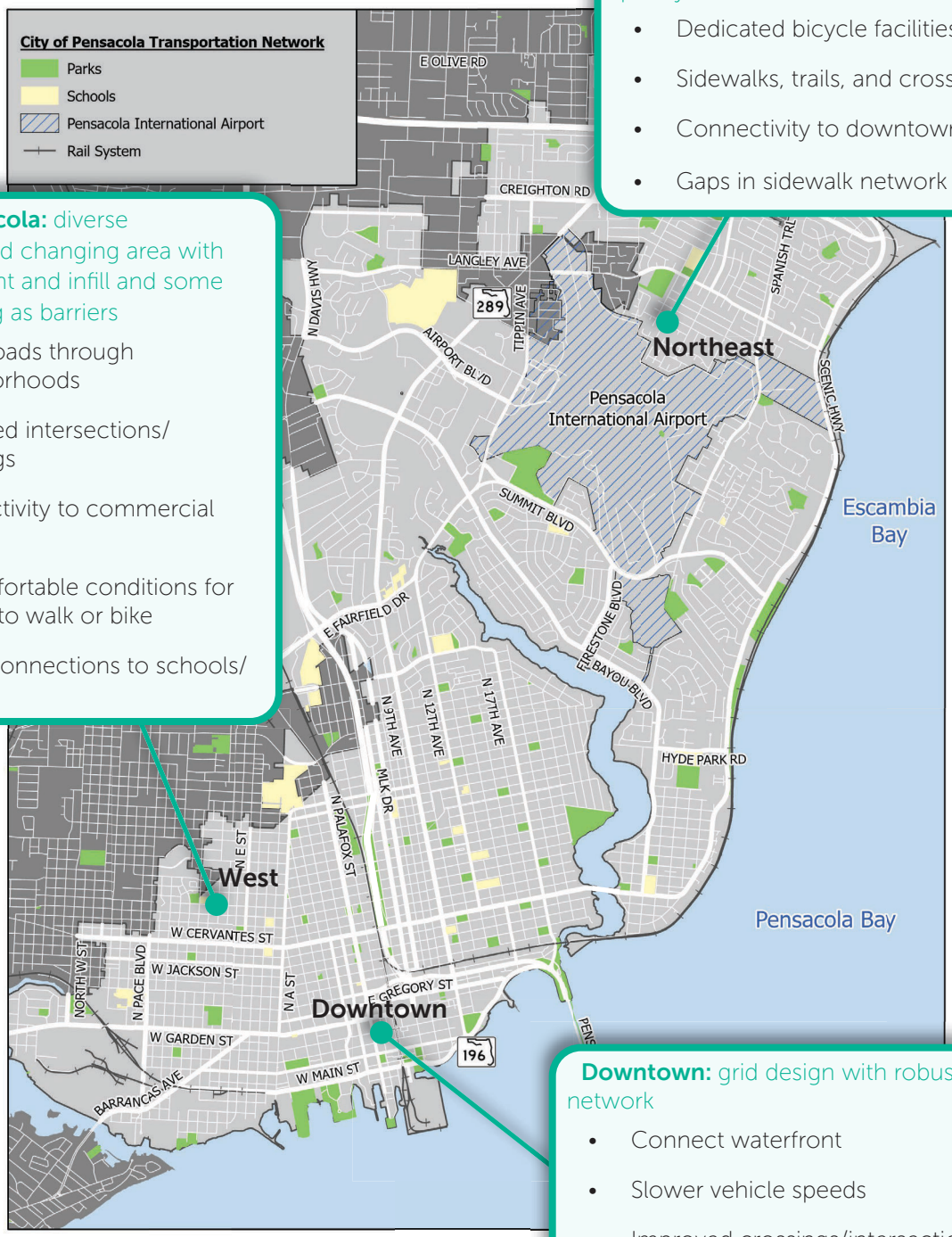


Figure 2. Community Discussions



Northeast Pensacola: winding, disconnected roads focused on moving cars quickly

- Dedicated bicycle facilities
- Sidewalks, trails, and crossings
- Connectivity to downtown
- Gaps in sidewalk network

West Pensacola: diverse population and changing area with redevelopment and infill and some streets serving as barriers

- Major roads through neighborhoods
- Improved intersections/ crossings
- Connectivity to commercial centers
- Uncomfortable conditions for people to walk or bike
- Better connections to schools/ parks

Downtown: grid design with robust sidewalk network

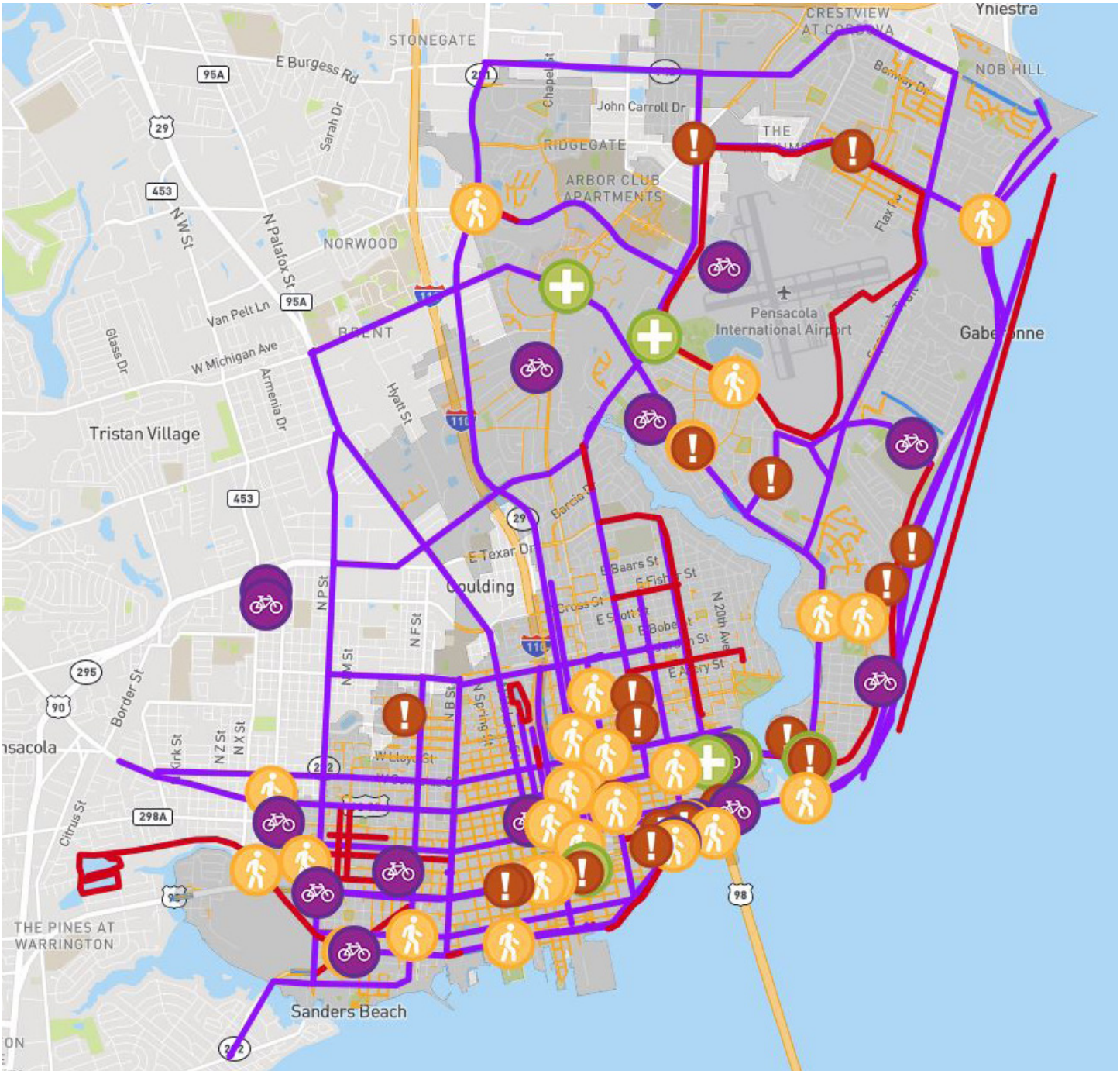
- Connect waterfront
- Slower vehicle speeds
- Improved crossings/intersections
- Neighborhood greenways/shared streets
- Need to change driver behavior
- Better maintenance of existing facilities would benefit all users

> *Need bike lanes on the less busy street going from East Hill to downtown and to the new skate park - safe for kids.*

> *Many people need to get from the mall to the university area, and cycling is the fastest way during rush hour. The City could benefit greatly from extending the wide, safer bike lane from downtown to University on Davis and doing the same in the opposite direction. Improving Creighton would also make cycling safer and more efficient.*

Figure 3. Online Community Map Survey

To capture community opinions and ideas, an online map survey, called PublicCoordinate, was utilized through the duration of the project. Community members were able to draw desired bike routes and sidewalk connections within the City. In addition, community members identified areas with safety concerns and locations for bicycle, pedestrian and intersection improvements.



Legend

Existing Facilities
- Bike Lane
- Sharrows
- Sidewalks

Community Line Comments
- Bike Route Improvements
- Pedestrian Route/Sidewalk Improvements

Community Point Comments
- Bicycle
- Intersection
- Pedestrian
- Safety

In the summer of 2023, the City conducted multiple events to present the draft ATP and recommendations to the community. This included tabling events at community libraries and a pop-up in the street event on East La Rua Street between North Tarragona Street and Hayne Street. The pop-up event including booths from local organizations, a demonstration of multimodal improvements, and opportunities to comment on the draft plan. These events kicked off the final stage of the community engagement for the ATP.

> ***I support more sidewalks, bike lanes, greenways, and neighborhood skate spots. I'd love to see the City more accessible to everyone.***

Current Active Transportation Network

Pensacola has a generally well-connected sidewalk network in its downtown area but has a larger amount of sidewalk gaps in neighborhoods directly north and west of downtown Pensacola. Additionally, there is a much less robust sidewalk network to destinations in the eastern and northern portions of the City. The City has performed an ADA sidewalk compliance survey and is currently upgrading sidewalks and curb ramps to comply with ADA standards. Bicycle infrastructure is much less prevalent with few dedicated bike lanes throughout the City.

The City of Pensacola contains the following facilities (includes both sides of the street combined):

- Approximately 35 miles of on-street bike facilities
- Approximately 260 miles of sidewalks

Additionally, Escambia Area County Transit (ECAT) bus stops are located throughout the City, particularly in west Pensacola, downtown, and in the north along corridors such as North 9th Avenue, North 12th Avenue, Airport Boulevard, Langley Avenue, and Creighton Road. Interest has continued to bring back passenger rail to Pensacola which could bring back a connection from New Orleans to Jacksonville.

A regional perspective was considered to account for connections across Escambia County, and with neighboring Santa Rosa County. The Pensacola Bay Bridge provides a direct connection to Santa Rosa County. A direct bicycle trail along the bridge provides access between the two counties. Additionally, Scenic Highway-which runs along the City's eastern coast-connects Pensacola to Santa Rosa County via northeast connections. Future enhancements to the bicycle and pedestrian network along these roadways would enhance regional connectivity overall.

Figure 4 shows a map of existing pedestrian and bicycle infrastructure in the City of Pensacola along with ECAT bus stops.

ADA-Compliant Sidewalks

Problem: Sidewalk with a greater slope of 2% requires people who use wheelchairs to use more energy.

Good Design: Sidewalk is wide and elevation is flat.

Figure 4. Existing Bicycle and Pedestrian Network Map

Types of Streets in Our City

The City's street network provides numerous opportunities for bicycle, pedestrian, and safety improvements. Approximately 82% of miles of roadway within Pensacola are considered City-owned; however, many of the larger, more heavily traveled streets are maintained by the State (Florida Department of Transportation - FDOT) or Escambia County. A number of streets with safety concerns such Cervantes Street, Garden Street, Palafox Street, Scenic Highway, and 9th Avenue, are maintained by these entities. Improvements on State and County-maintained roadways in the City would require coordination with FDOT and Escambia County. A map showing roadway jurisdictions in the City is shown in **Figure 5**.

The City of Pensacola contains:

- **420 Total Miles** of Roadways
- 53 miles of State Roadways (13% State Roadways)
- 3 Miles of County Roadways (1% County Roadways)
- **330 Miles of City-Maintained Roadways (82% City Roadways)**
- 34 Miles of Private Streets (4% Privately Maintianed Roadways)

Arterials- "the arteries of the City"-were developed in the second half of the 20th century to move cars to and through the City quickly for more regional and intercity trips. Collectors were meant to "collect" traffic from neighborhoods, moving them along to arterials and included more local or shorter intercity trips. Local streets are neighborhood streets which include the start and end of trips.

- Arterials and Interstates (55 Miles) – 13%
- Collectors (36 Miles) – 9%
- Local (329) – 78%

Roadway Ownership

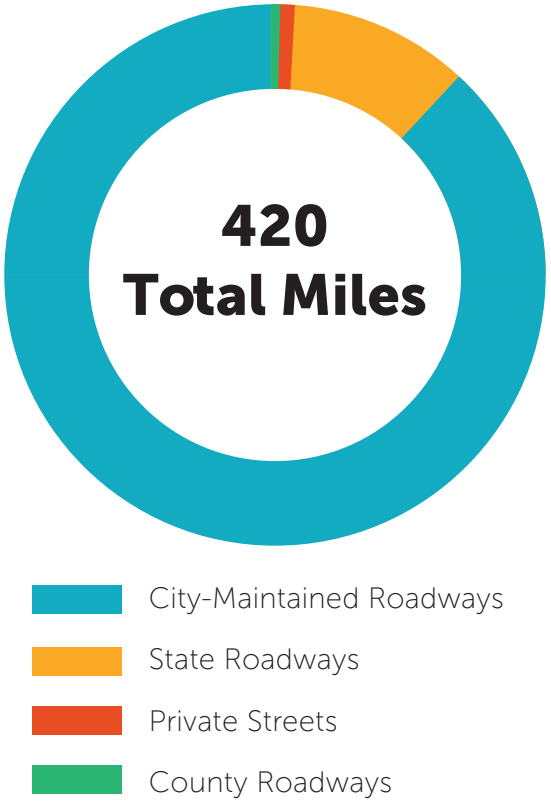
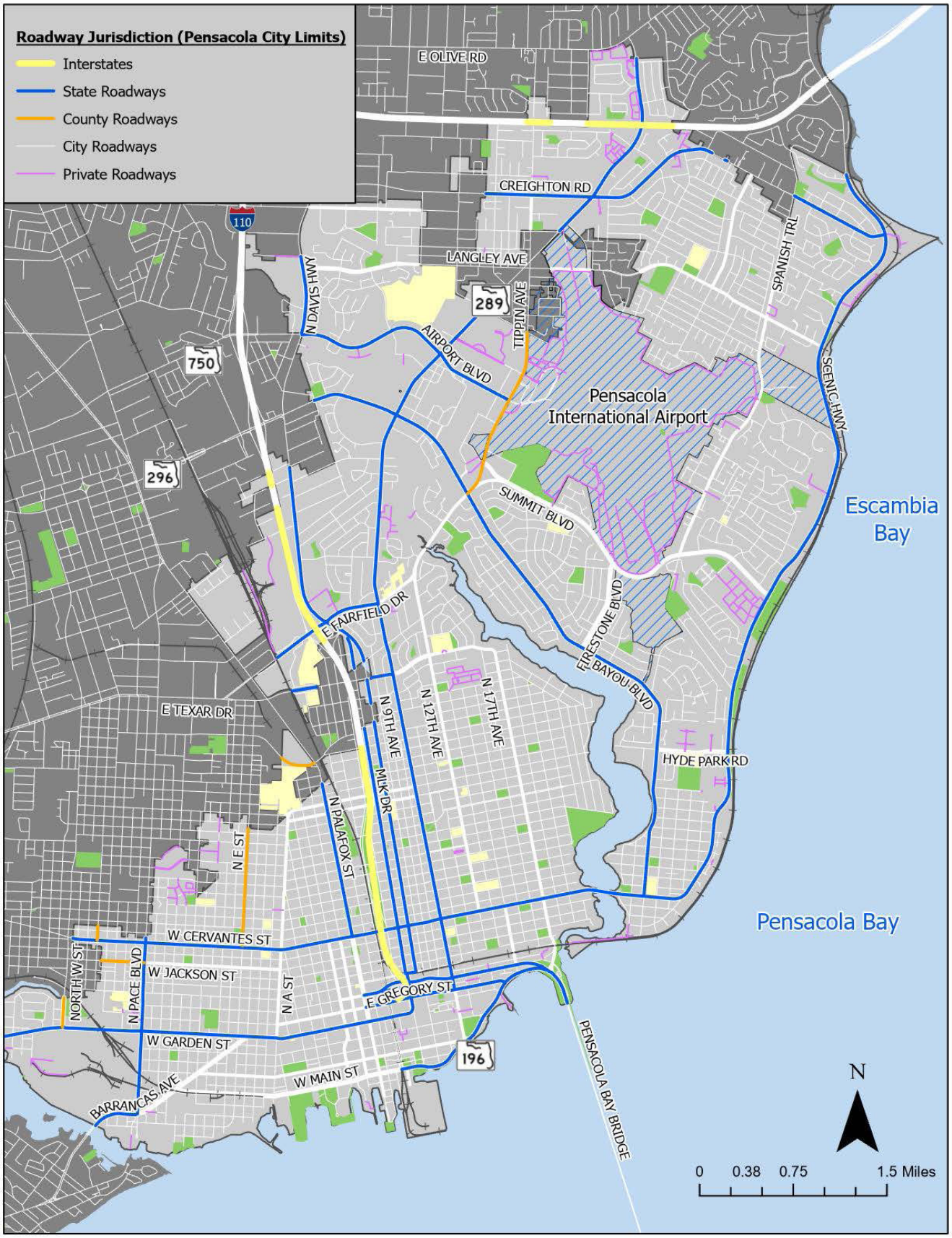


Figure 5. Roadway Jurisdiction Map



Comfortable Streets

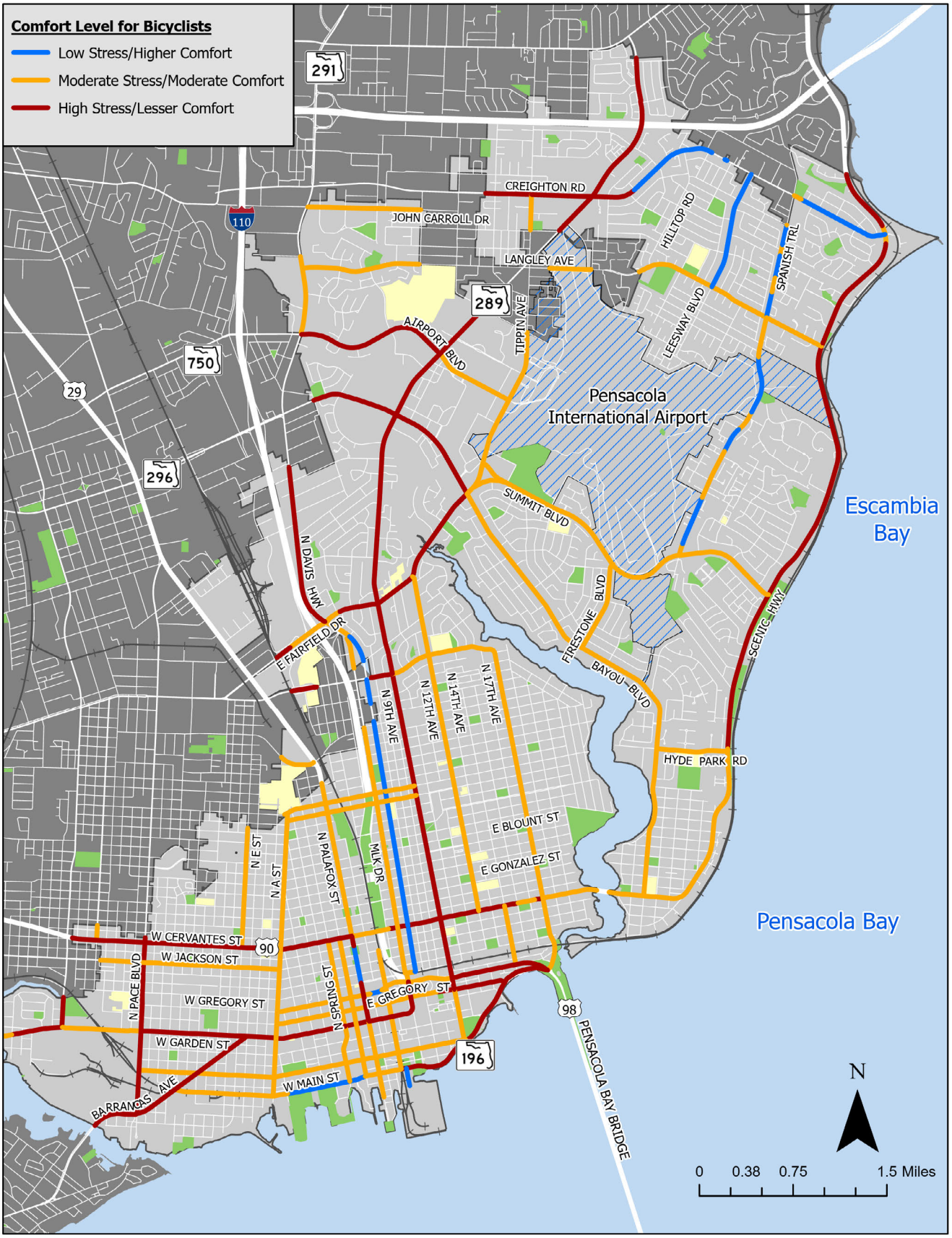
A level of traffic stress (LTS) analysis was conducted to assess the overall comfort level of roadways in the City. The analysis looked at the number of vehicles driving on a street per day, the posted speed, and whether or not bicycle infrastructure is available on only arterial and collector streets. The streets with higher volumes of vehicles and higher speeds are less safe and comfortable for bicyclists and pedestrians and have a higher "level of stress." In Pensacola, the majority of arterial roadways are high stress and a significant portion of collector street(s) are moderate stress:

- 83 miles of high stress streets with less comfort levels
- 337 miles of moderate/low stress roadways

Different people have different stress tolerances – some serious riders are comfortable riding on streets without bicycle lanes whereas the vast majority of the population will not be comfortable. The majority of riders will ride where there are protected bicycle facilities and/or off the street. If bicycle facilities are not present, the street must have a lower number of vehicles and slower speeds. The graphic below shows the different type of bicycle users and **Figure 6** shows the results of the analysis.

Comfort Typology of Bicyclists			
Design User Profile	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic; will use roads without bike lanes.
% of General Public	**51-56%**	**5-9%**	**4-7%**

Figure 6. Comfort Level for Bicyclist Map



Note: Streets not categorized on the map are local/neighborhood streets with low stress.

Safe Streets For All

Safety is a key consideration as unsafe bicycling and walking conditions create a significant barrier to encouraging non-motorized travel. By identifying high crash intersections and roadways where these conditions can be improved upon, the City can reduce existing rates of injuries and fatalities for all travelers while also encouraging more bike and pedestrian forms of travel. For this safety analysis, crash data was retrieved from FDOT's Signal 4 Analytics database for 2018 to 2022. The Crash Trends table below shows crash trends in the last five years. Crashes have been declining, demonstrating Vision Zero goals can be attainable. **Figure 7** shows a crash map for the city containing all crashes from 2018 to 2022, and **Figure 8** shows only bicycle and pedestrian crashes.

- Between 2018 and 2022 there were **12,141** total crashes. Of those crashes:
  - » **28** people died (35% were a pedestrian or a bicyclist)
  - » **115** people were severely injured (**31**% were a pedestrian or a bicyclist)
- Overall crashes have been decreasing.
- **41%** of fatal and severe injury crashes occurred in non-daylight conditions
- **20%** of fatal and severe injury crashes occurred under the influence of drugs or alcohol
- **100** crashes involved bicyclists and **171** involved pedestrians
  - » Ten (**10**) pedestrians died and **16** were seriously injured
  - » One (**1**) bicyclist died and **20** were seriously injured

10.31 annual fatalities per 100,000 persons

With this analysis, a high injury network (HIN) was developed to identify corridors and intersections where improvements can be focused in the future.

Crashes Trends (2018-2022)							
Crash Type	Year					5-Year Total	
	2018	2019	2020	2021	2022	Grand Total	%
Angle	405	420	306	356	334	1,821	13.9%
Animal	0	2	3	2	2	9	<.1%
Bicycle	22	22	17	24	15	100	0.8%
Head On	17	26	14	16	15	88	0.6%
Left Turn	319	331	232	264	223	1,369	11%
Off Road	223	204	196	196	194	1,013	7.7%
Other	799	778	439	478	390	2,884	27.5%
Pedestrian	50	40	25	27	29	171	1.7%
Rear End	723	778	439	478	390	2,988	24.9%
Right Turn	57	51	39	52	44	243	2%
Rollover	1	5	4	2	3	15	<.1%
Sideswipe	233	269	189	257	236	1,184	8%
Unknown	60	74	39	44	39	256	2.1%
Total:	2,909	2,950	2,006	2,287	1,989	12,141	100%

High Injury Network

Figure 7 shows the High Injury Network (HIN) that identifies intersections and roadways where safety improvements can be prioritized on FDOT, County, and City streets. Crash data from FDOT's Signal 4 Analytics database from 2018 to 2022 was utilized to identify locations where frequent injury, severe injury, and fatal crashes occurred for all modes of transportation. The HIN was developed based on streets with high-crash frequency with injuries as where continuous connecting routes occur with instances of injury crashes. In addition the HIN was refined to include input from the steering committee and City staff where high levels of safety issues are reported specifically from the Police Department. Additionally, locations for intersection/crossing improvements with high crash densities were identified, along with others based on City and stakeholder recommendations.

HIN roadways and intersections that are within the disadvantaged community Census Tracts (**Figure 9**), should be given further consideration when prioritizing future roadway safety improvements. Please note, that the HIN should be revisited as conditions change to better act as a tool to prioritize future safety enhancements in the City's roadway network.

Figure 7. 5-Year Crash Map (2018-2022)

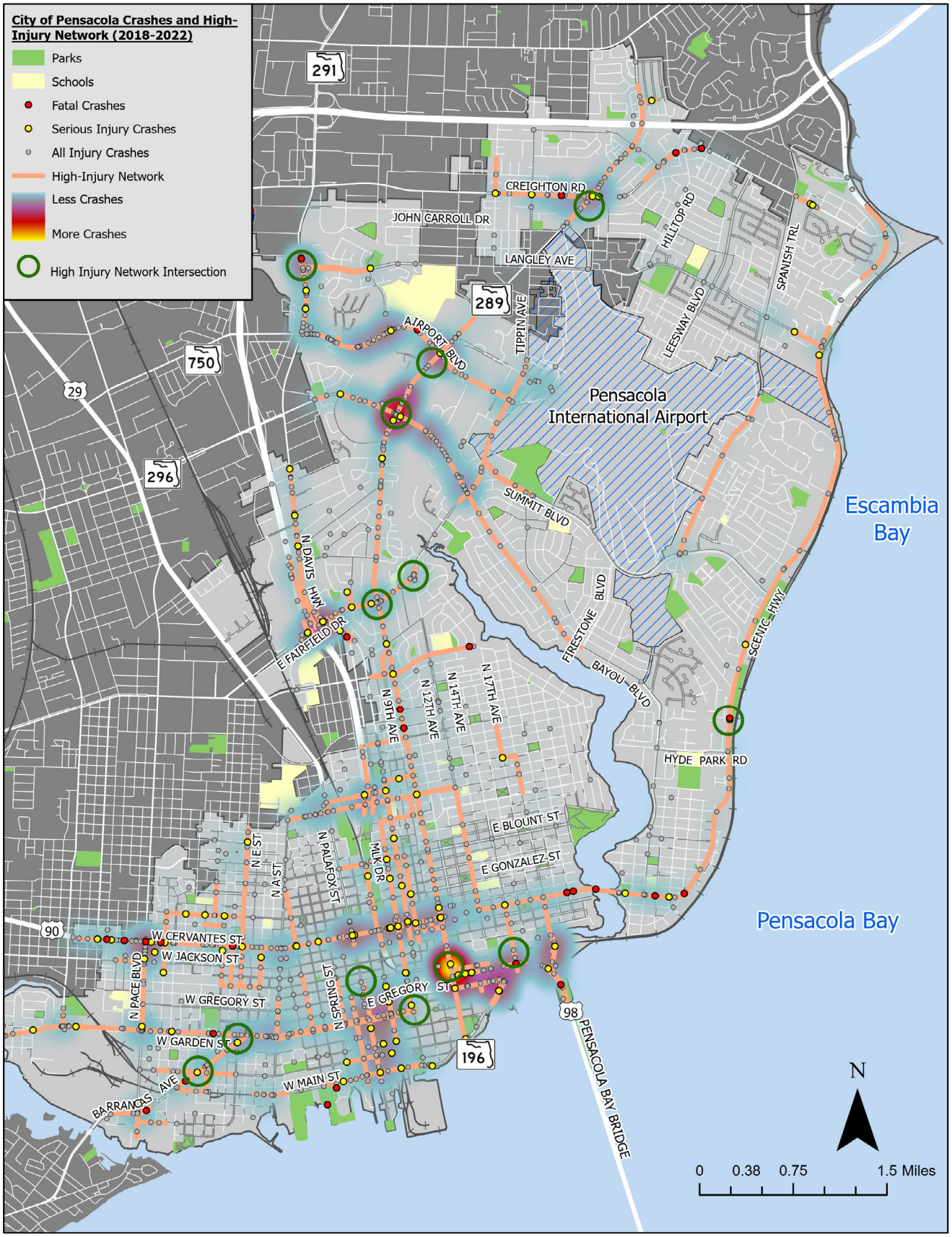
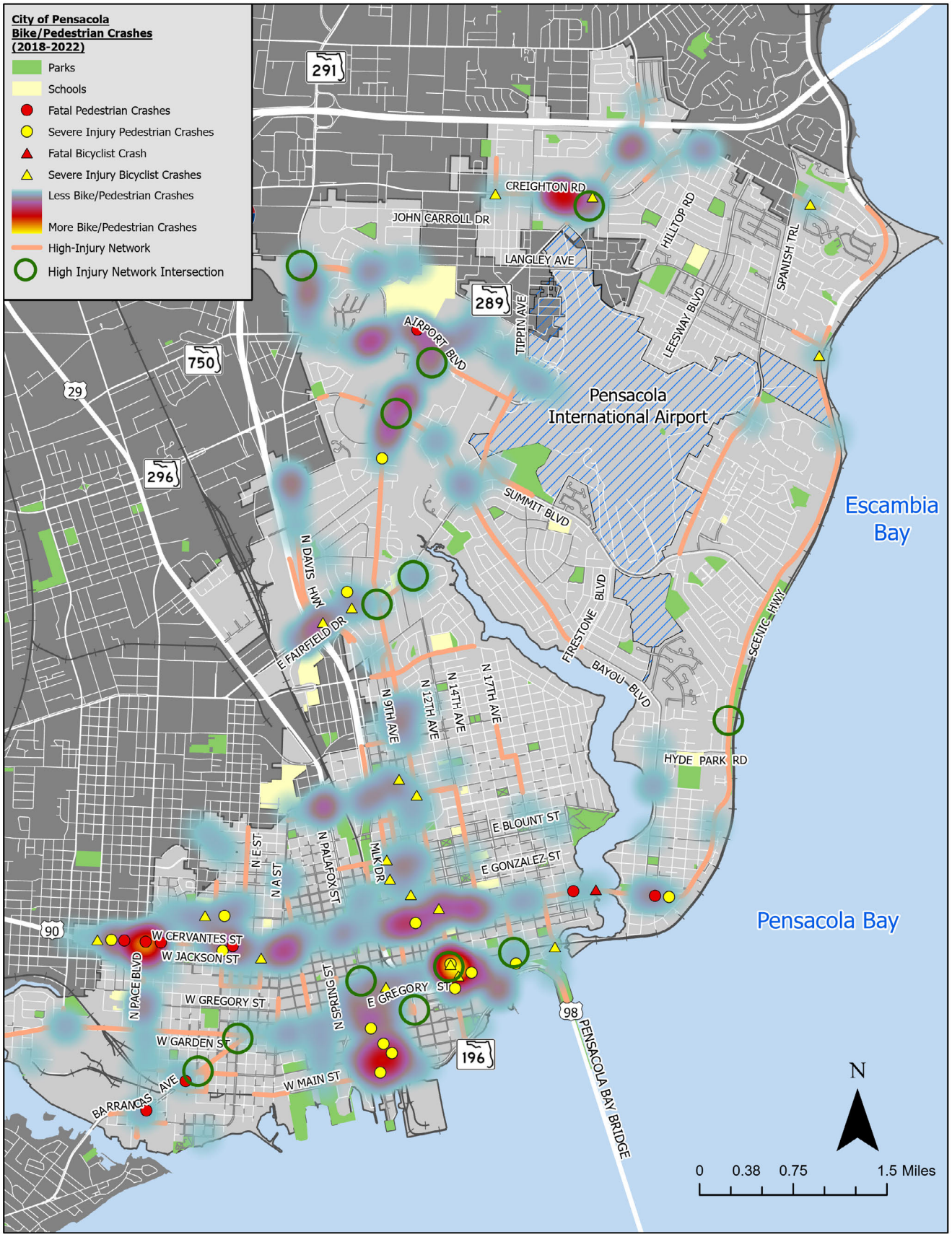


Figure 8. 5-Year Bicycle and Pedestrian Crash Map (2018-2022)



Disadvantaged Communities

When considering future improvements for the bicycle and pedestrian network in Pensacola, it is important to ensure enhancements are made for disadvantaged communities within the City. Pensacola's transportation network - which has prioritized automobile travel over the past decades - has created barriers for disadvantaged communities in the City to travel easily and safely. Providing equitable access to jobs, food, education, healthcare, and other community resources for all who live in Pensacola was a primary goal when developing this active transportation plan.

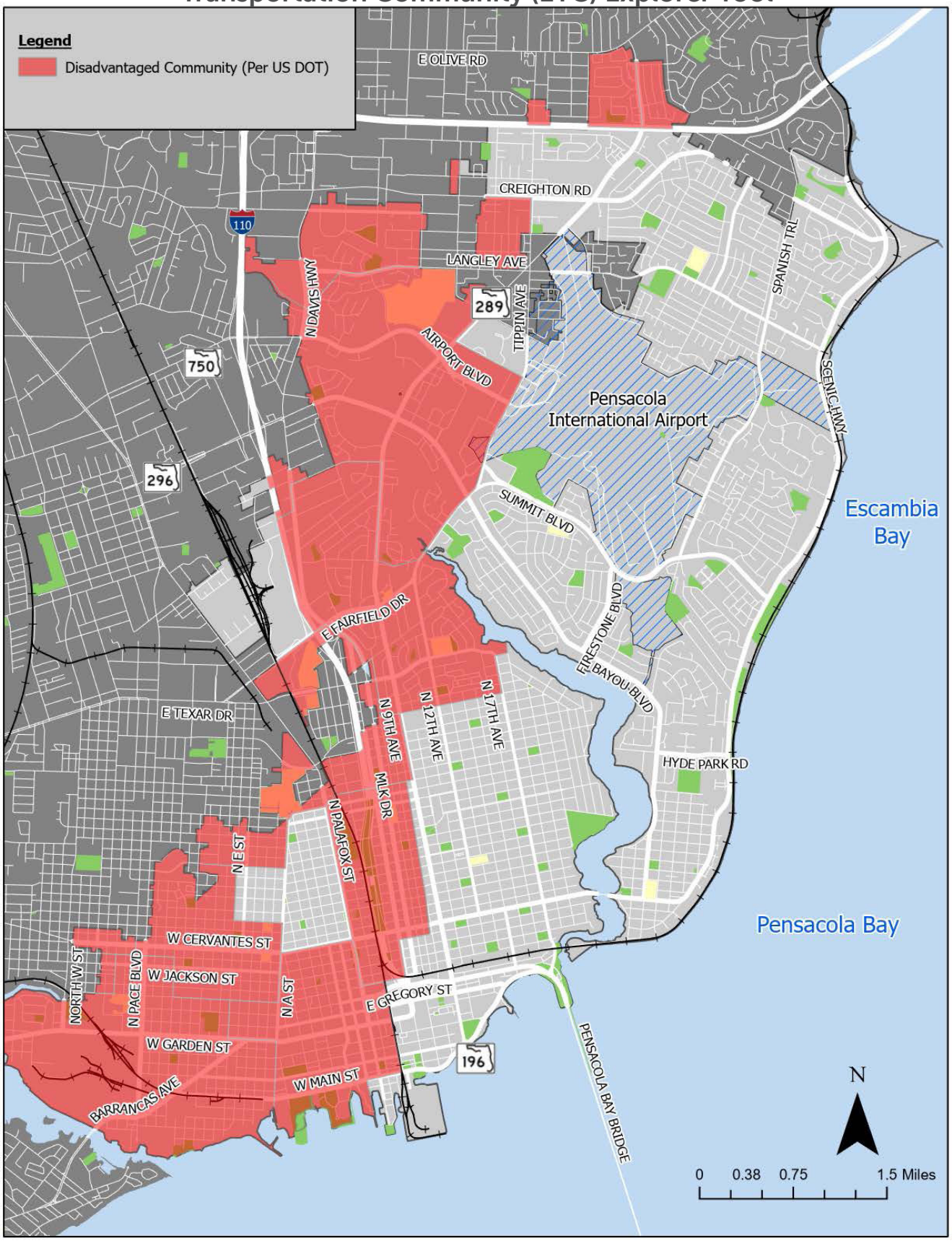
The U.S. Department of Transportation's (DOT) Equitable Transportation Community (ETC) Explorer Tool was utilized to better understand where disadvantaged households live throughout the City. **Figure 9** shows Census Tracts that were classified as transportation disadvantaged within the City using the ETC Explorer Tool. Tracts were considered disadvantaged depending on how they scored on various characteristics such as poverty status, vehicle access, environmental burdens, and transportation safety concerns. The Tracts considered disadvantaged in Pensacola are concentrated in the western portion of the City along with some tracts north of downtown.

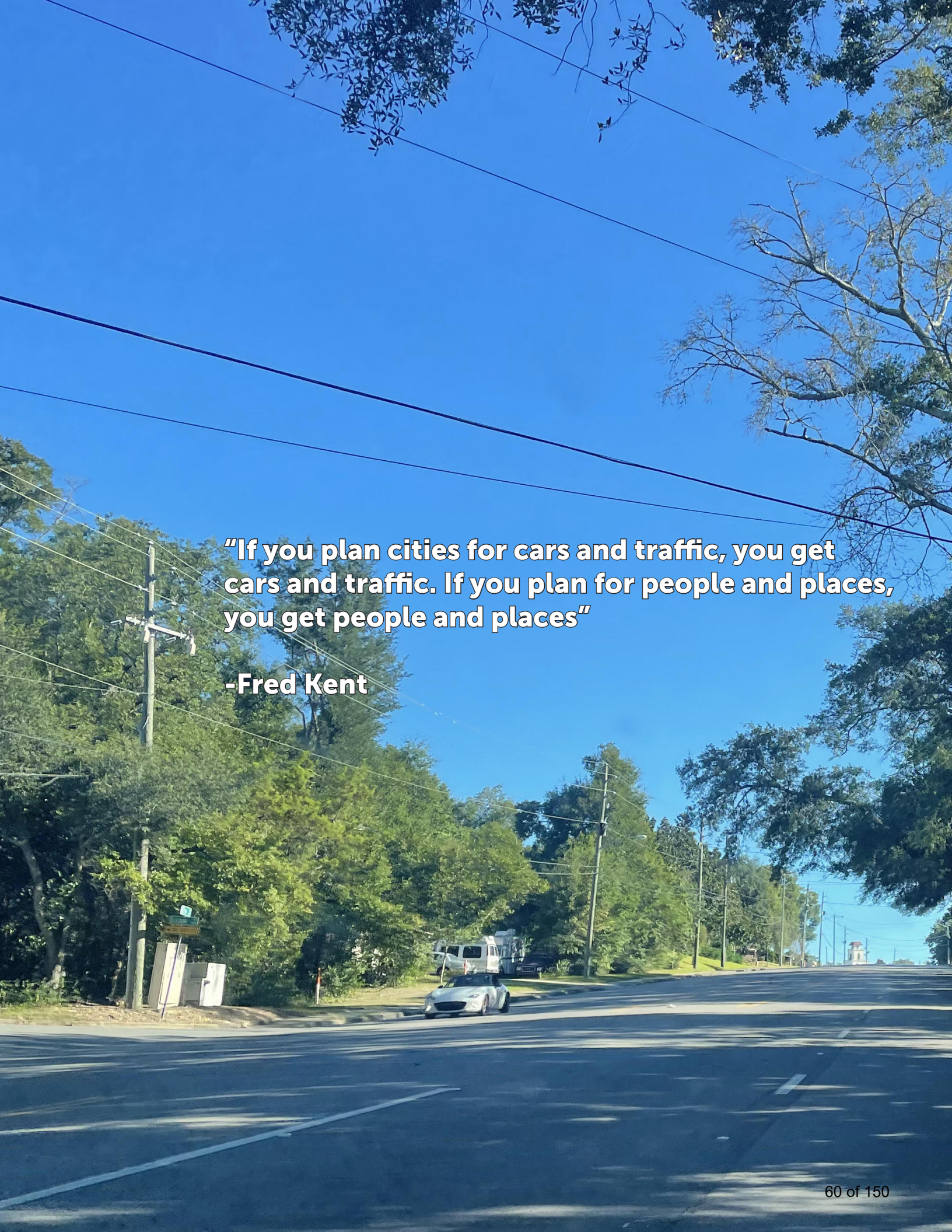
The City of Pensacola has:

- **8%** of households with zero-vehicles
- **40%** of households with one vehicle
- **15%** of households below the poverty line
- **28%** of households identifying as having a disability[1]

[1] Characterized as a difficulty with either hearing, vision, cognitive, ambulatory, selfcare, and/or independent living per U.S. Census Bureau

Figure 9. Disadvantaged Community Census Tract per DOT Equitable Transportation Community (ETC) Explorer Tool

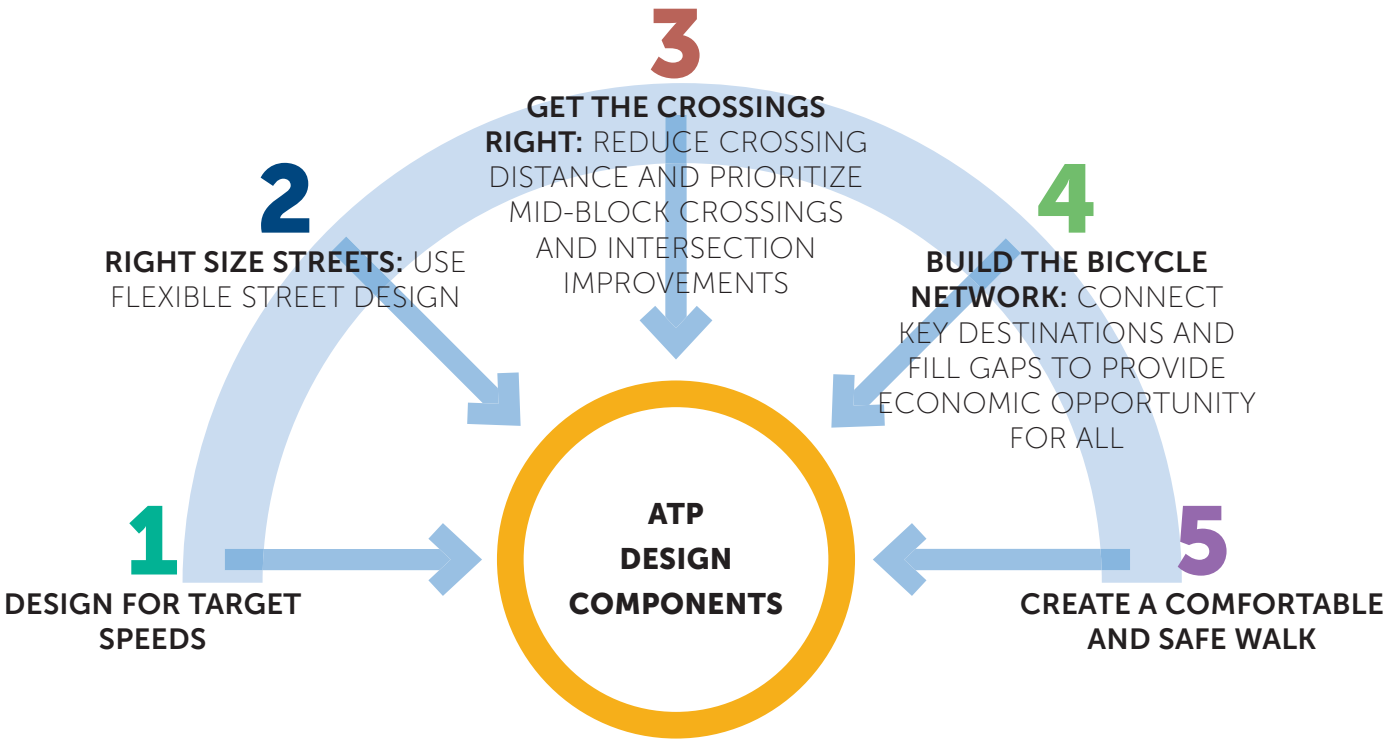



“If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places”
-Fred Kent

SECTION 3
WHERE ARE WE GOING?

Strategic Recommendations to Create a Comfortable ATP Network

This section discusses strategies and priorities in creating and building an active transportation network over time. The purpose is to create comfortable streets for people walking, bicycling, or wheeling around the City. These strategies can also help with the comfort and safety of those using other types of micromobility such as e-bikes and scooters.



Quick-Build Projects

The ATP includes a range of tools and strategies to create safer, well connected streets for bicyclists, pedestrians, and motorists. Some of these tools are quick-build projects which can be rapidly implemented and constructed. Quick-build projects can be pilot projects or interim build projects.

- Pilot projects tend to be based more on the concept of testing a solution during a cost-effective, quick-build implementation before deciding whether investment in a more permanent reconstruction is warranted.
- Interim-build projects are used to provide the public with the benefits of a project much earlier than otherwise would be available by waiting until the full reconstruction is funded, designed, and built.

Source: City Of Honolulu

Source: Kimley-Horn

Source: City Of Milwaukee

Source: City of Seattle

1 Design for Target Speeds

Ideally, the desired operating speeds or target speed in which we would like drivers to be driving should be aligned with the posted speed and the design of the street. However, design speed and posted speed will often take time to change and may even need to be changed over the course of several projects. Target speed can be set immediately and serves as the "target" or "goal" for design speed and posted speed on a project.

Other Guidance:

The table to the right is a design speed table that FDOT has identified for different areas within a city. The FDOT Design Manual has more information regarding speeds for each roadway context classification.

The National Association of City Transportation Official (NACTO) City Limits publication recommends starting by setting citywide default speeds. If feasible, set default speed limits by category of street (25 mph on arterials, 20 mph on non-arterials). NACTO discusses slow zones should be identified (schools, parks, other areas of high activity) and reviewed for reductions of posted speed beyond those mentioned.

NACTO Website

FDOT Design Speeds and Context Classification

Arterials and Collectors		
Context Classification	**Allowable Design Speed Range (mph)**	**SIS Minimum (mph)**
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	30-45	45
C5 Urban Center	25-35	35
C6 Urban Core	25-30	30

Top Priorities

Use best practices to change policies to **set posted speed limits** at:

- Transition to 20-25 mph posted speeds in downtown depending on the street type, in neighborhoods and in other areas with destinations and points of activity
- Will need proper design (outlined in the flexible design guidance) and traffic calming tools in tandem with priority ATP network to achieve desired operating speeds

Definitions

Design Speed: The speed on which the geometry or physical elements of the roadway is based.

Operating Speed: The speed at which vehicles are traveling along a roadway.

Posted Speed Limit: The maximum lawful speed as displayed on a regulatory sign.

Statutory Speed Limit: The speed limit established under law, which applies in the absence of a posted speed limit.

Target Speed (also referring to as desired operating speed): The highest speed that designers intend drivers to go on a specific street or road

Posted Speed Above Desired Operating Speed

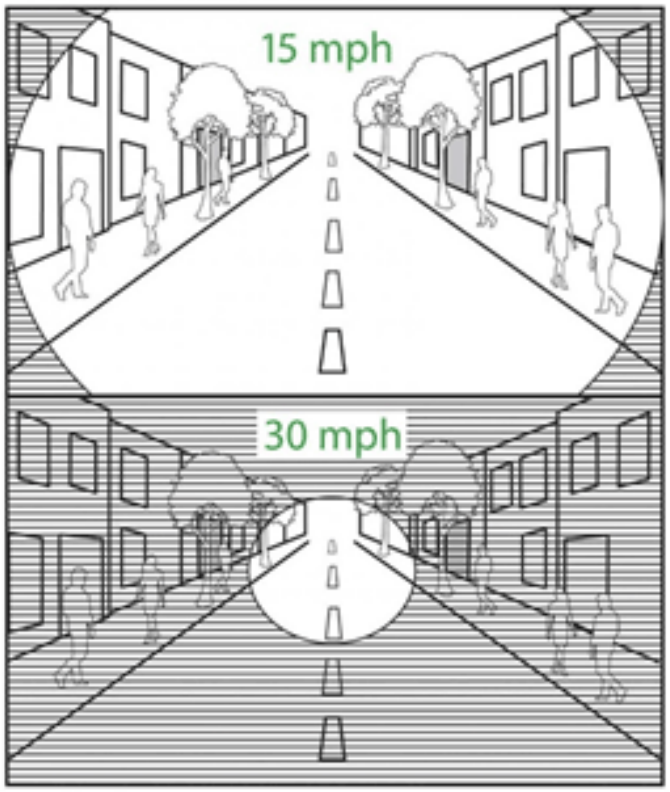
When vehicle speeds exceed design speeds, the roadway may pose significant safety issues.

Speed Kills

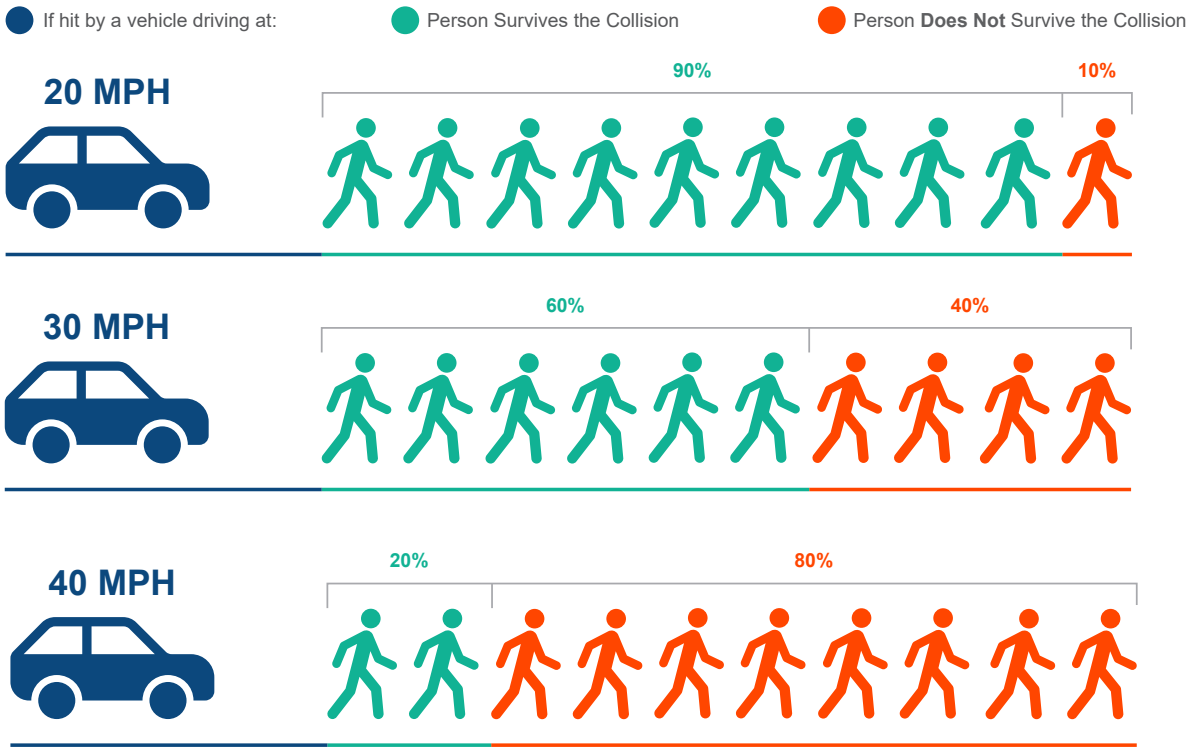
Speed plays a significant role in the severity of pedestrian and bicycle crashes. The graphic below depicts the likelihood a person survives a crash at various vehicle speeds, which significantly decreases as vehicles travel greater than 20 miles per hour.

How Speed Kills:

1. *Force:* Vehicles traveling at higher speeds have more force which increases the chances of death or serious injury over 30 miles per hour.
2. *Field of vision:* There is a narrower field of vision when driving fast - meaning you see less of your surroundings.
3. *Reaction time and braking:* When traveling at higher speeds you have less time to react and your braking distance is longer.



A drivers visual field shrinks as speed increases.
Source: Streets.mn



Speed Management Tools

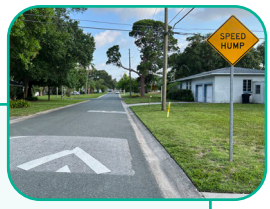
There are a number of tools to better align vehicles in which people are driving to desired operating or target speeds for safety purposes. Below is list of speed management tools, which generally have four main techniques, to design streets appropriately:

Vertical Deflection: Measures that use vertical obstacles that manage speeds

Horizontal Deflection: Measures which use curves to manage speeds or "straight shots"

Street Width Reduction: Roadway size changes that affect driver perceptions to manage speeds

Other Speed Management Techniques: Roadway changes related to traffic calming, like routing restrictions, that less directly manage speeds



Speed Hump and Speed Table

Benefits:

- Speed humps reduces vehicle speeds to 15-20 mph
- Speed tables may be used on streets that range from 25-35 mph
- Best used on low-volume, low-speed streets

Typical Costs:

- Moderate

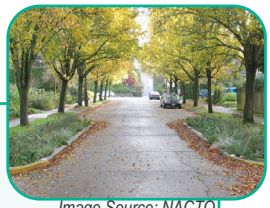


Image Source: NACTO

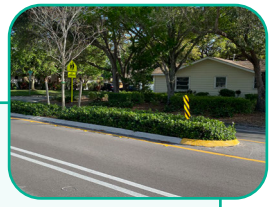
Pinchpoints

Benefits:

- Slows vehicle speeds by reducing the roadway width
- Can be used in conjunction with mid-block crossings
- Best used on low-volume streets

Typical Costs:

- Low to Moderate



Medians

Benefits:

- Separates and limits vehicle access
- Can be used in conjunction with pedestrian refuge islands
- Opportunity for landscaping/pervious surface

Typical Costs:

- Moderate

Image Source: NACTO

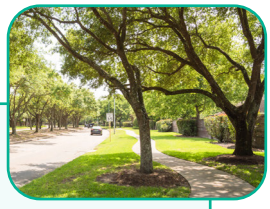
Chicanes

Benefits:

- Provides friction
- Slows vehicles speeds by reducing the roadway width at specific points
- Space may be used for landscaping, bike racks, lighting, and other street furniture
- Best used on low-volume, downtown streets

Typical Costs:

- Low to Moderate



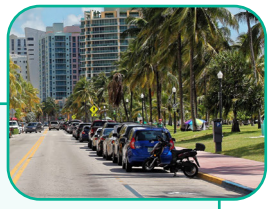
Shade Trees and Landscaping

Benefits:

- Create comfort in inhospitable environments, especially for pedestrians and transit users
- Limits sight lines for motorists, naturally causing vehicles to slow down

Typical Costs:

- Moderate



On-Street Parking

Benefits:

- Creates friction along the streets which results in slower vehicle speeds
- Provides a buffer between vehicle traffic, the sidewalk, and bike lane in some designs
- Best used in downtowns and slower speed residential streets

Typical Costs:

- Low to Moderate

Speed Feedback Signs

Benefits:

- Provides drivers with feedback about their speed in relationship to the posted speed limit.

Typical Costs:

- Low

Image Source: NACTO

Lane Width Reduction or Restriping

Benefits:

- Narrower travels lanes promote slower driving which reduces crash severity

Costs:

- Low

QUICK-BUILD PROJECT

Lane Elimination

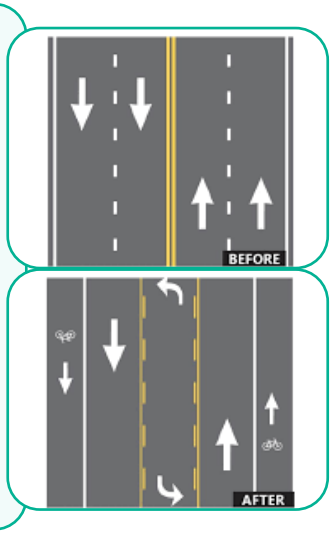
Benefits:

- Improves sight distances for left-turning vehicles
- May provide additional space for bike lanes, landscaping, on-street parking, traffic calming, or other street elements

Typical Costs:

- Low to Moderate

QUICK-BUILD PROJECT



2 Right Size Streets: Use Flexible Street Design

In order to achieve desired operating speeds, streets need to be designed appropriately. Not all streets should be designed the same, and they should take into account where they are in the City including the surrounding activities and propensity for regional versus local traffic, bicyclists, and pedestrians. Roadway design standards set the bases for speed limits, so the opportunity to reduce speeds through design, without significantly reducing travel time, is important. A goal is to not have a significant difference between target operating speeds, posted speed limits, and design speed.

Since the mid-20th century, the decision-making process for street improvements has been focused on moving a given amount of automobile traffic based on the street's functionality. Street design was one goal fits all, focused almost exclusively on automobiles regardless of the urban or suburban land use context. Sidewalks and bicycle facilities were added if sufficient right-of-way was available. The flexible design, context-sensitive approach flips that conventional decision-making process and considers context first. As depicted in the graphic on the following page, a flexible decision-making process considers how all people and modes use the transportation network. This section provides flexible street design guidance for City staff and private developers in planning a transportation network that is in tune with the varying land use contexts within the City. This guidance is for planning purposes and individual project design and construction will need to meet city engineering standards.

Top Priorities

Use best practices to change policies to reallocate space in areas such as downtown or near commercial areas, parks, schools, and transit stops for economic opportunities:

- Those bicycling and walking **should be separated from vehicles** where speeds are over 25 mph
- Reallocate space for quick-builds based on analysis. Reduce turn lanes, reduce lane widths when possible, repurpose lanes on lower volume streets
- For downtown context, design the sidewalk for walking, dining, trees for shade, and for flex spaces (bike parking, scooters, e-bikes)

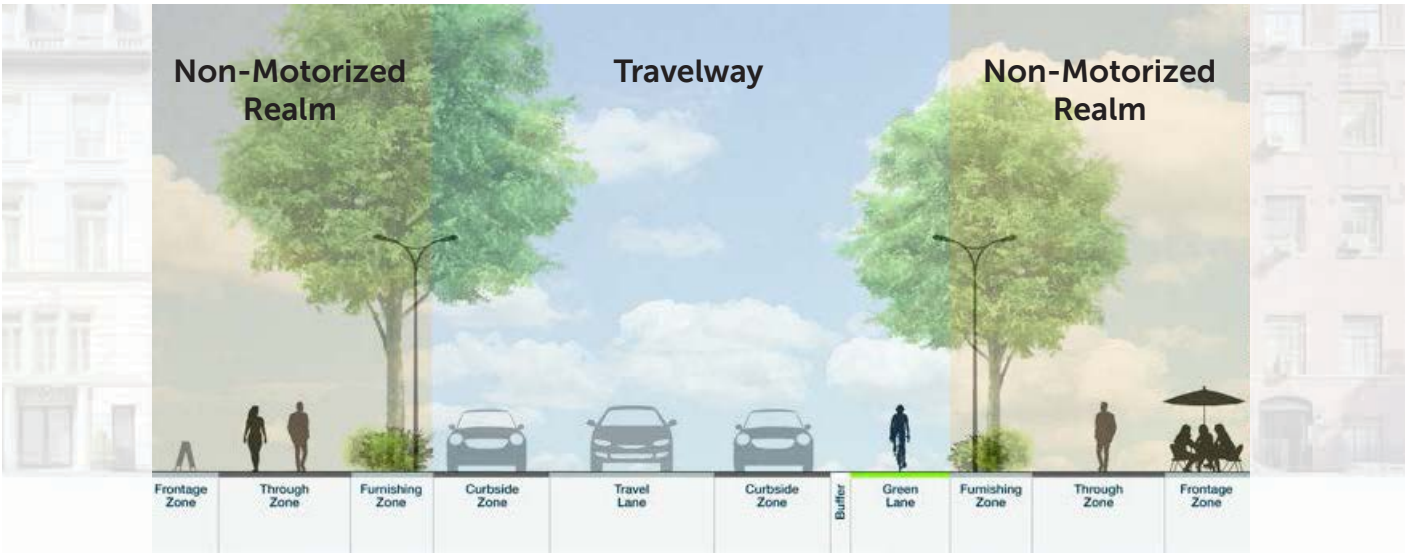
Flexible Street Design Guidance Overview

Flexible street design guidance helps City staff and private developers in planning a transportation network that is in tune with the varying land use contexts within the City.

The guidance addresses street components within the public right-of-way for changes to streets in the future. This includes the travelway and the non-motorized realm. Generally, these areas include sidewalks, street trees, landscaping, parking, bike facilities, trails, and travel lanes. Each context zone and street type outlines specific guidance for each of the components within the travelway and pedestrian realm. Some items in the guidance includes quick-build projects for rapid implementation.

Street design will change in different parts of the City from downtown to the suburban areas. For example, suburban areas may not have as many furnishings; or the curbside zone will be different where there isn't as much on-street parking or deliveries adjacent to curb like in downtown.

Design Guidance Street Realms



Non-Motorized Realm

The Non-Motorized Realm accommodates more than just pedestrian movement. The pedestrian-oriented setting of the Non-Motorized Realm is comprised of the sidewalk, street furnishings, landscaping, multimodal facilities, and frontages to the surrounding land uses. Accomodating multiple travel modes into a space separated from the roadway promotes a safer and more vibrant space for pedestrians. Shifting away from vehicle-focused trips to the Non-Motorized Realm begins with crafting attractive facilities that match their environments.

Travelway

The Travelway is defined as the space between the curbs on a street. This space is generally allocated to the movement of people, either in vehicles, on bicycles, or riding transit. Freight movement is significant roadway function that must be considered in the overall mobility network. It is essential to consider the operations and activity of nearby land uses and the importance of freight when designing or redeveloping future streets. Well-planned lane allocation and configuration of other on-street elements such as bicycle lanes, on-street parking, and medians ensure that a roadway is being used to its maximum potential. Target speeds are achieved and multimodal infrastructure is successful when a street is designed as a product of its context, thus improving safety and travel for all street users.

Example of Non-Motorized Realm

Example of Travelway

Example of Non-Motorized Realm

Example of Travelway

Curbside Zone

The Curb Zone occupies the space between the edge of the Travelway and the Furnishing Zone and typically consists of the street curb, and in some cases it may consist of other items. An effectively designed Curb Zone increases the flexibility of the Travelway, making it a space capable of supporting a variety of activities for many users. Curb management should first consider the uses critical to the street context such as transit stops, transit lanes, and micro-mobility infrastructure. Next, transit and business supportive elements like on-street parking, bikeshare stations, loading zones, and rideshare loading are assigned. The remaining portion of the curb can be used for the extension of the Non-Motorized Realm, stormwater infrastructure, on-street parking, trash collection, or beautification installments.

The Curb Zone may also be expanded to include sidewalk-level separated bicycle lanes (raised bicycle lanes) capable of supporting different modes of micro-mobility or elements that expand the sidewalk into the Travel Way (e.g., parklets). In more suburban settings, the Curb Zone may also include swale areas for roadway drainage.

Example of the Curbside Zone

Example of the Curbside Zone

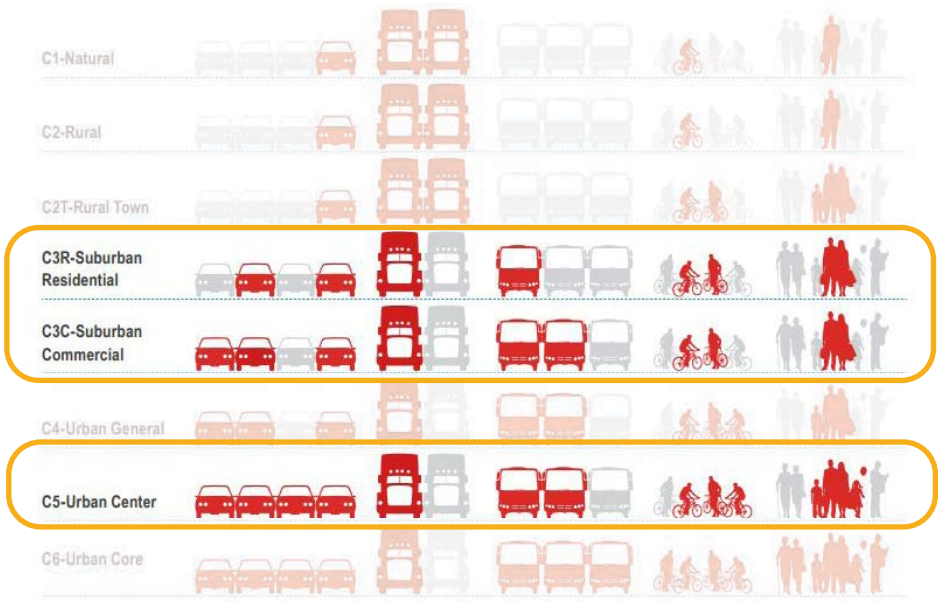
Context Zones

The context zones reflect general characteristics of streets within Pensacola. The defining characteristics largely reflect the era in which the streets were originally constructed. The Urban Center "Downtown" context consists of a central core, small, walkable blocks, connected street network, and narrow streets. The Urban General "Pre-Mid 20th Century" context includes a larger area outside of downtown with small, walkable blocks, connected street network, and mostly narrow streets. The Suburban "Post-Mid 20th Century" context includes winding streets, cul-de-sacs, and wider streets with excess pavement. Understanding there are unique development patterns within the City, the Special Areas context include industrial areas and historic areas that may have unique streets and need special design considerations.

C5 - Urban Center "Downtown"	Area with the highest density and an integrated mix of uses. Narrow streets with an interconnected street network with walkable block sizes and frequent crossings.
C4 - Urban General "Pre-Mid 20th Century"	Area with the moderate density and an integrated mix of uses. Narrow streets with an interconnected street network with walkable block sizes and frequent crossings.
C3 - Suburban "Post-Mid 20th Century"	Area with lower densities and separated uses. Wider streets with less connectivity and limited crossings.
Special Areas: • **Industrial** • **Historic**	Industrial areas with large parcels, brownfields, and warehouse uses. Historic areas with historically narrow streets and compact developments.

Expected User Types in Different Context Classifications

Source: FDOT



Street Types

A typology refers to a categorization of items that have similar characteristics. To apply consistent design elements across similar streets, the Flexible Street Design Guidance groups all Pensacola streets into select typologies based upon speed, use, and purpose within the overall transportation network. Since most of Pensacola's streets have reached their full width—except in places where redevelopment is planned to occur—an approach to classifying streets on the basis of physical characteristics and their purpose within the larger network was applied.

Arterials (A) **"Gateways"**	• Streets that carry the most capacity • Typically four lanes or above at intersections, some two-lane streets • Regional connections
Collectors (C) **"Connectors"**	• Streets that carry moderate capacity • May have two to four travel lanes • Inter-city connections
Local Streets (L) **"Neighborhood Community"**	• Streets that serve neighborhood and residential uses • Neighborhood connections

How to Use the Flexible Street Design Guidance

STEP 1: Find the Street Type

Figure 10, on the following page, contains all streets within the City and their assigned typologies based on their current and desired function within the transportation network. Before beginning any street improvement project or major development project along a street, the map should be referenced to determine the street type and context characteristics. It is also important to note who owns the street (City, County, FDOT) at this step.

STEP 2: Reference the Flexible Street Design Guidance Tables

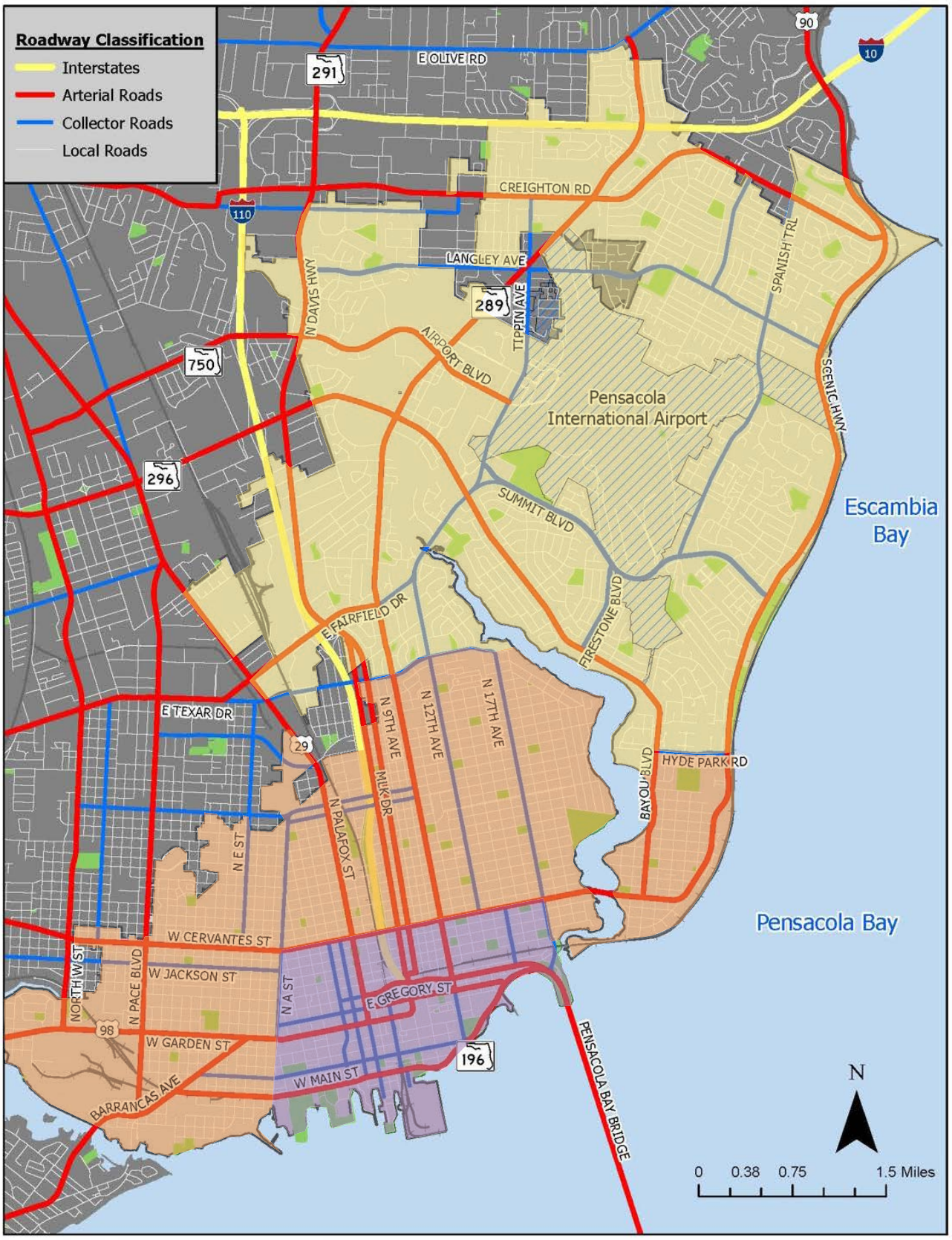
The following pages provide specific guidance for the standard design of bicycle and multimodal, pedestrian, curbside, and vehicular travel facilities for each street type. These standards provide a starting point and decision-making guide for the majority of streets within the City.

STEP 3: Finalize the Preferred Design

Each street within the City is likely to have special circumstances, which will require exceptions from the standards laid out in this guidance. Proximity to schools, high density of commercial activities, constrained right-of-way, or stormwater challenges all call for customized solutions that work within the ATP guiding principles to provide enhanced accessibility to travelers of all ages and abilities. Temporary solutions are possible for more rapid implementation where additional engineering may be necessary for a permanent improvement.

Figure 10. Roadway Classification Map

The Flexible Street Design Guidance is intended to evolve based on the surrounding context. As the City changes and redevelops, some commercial areas may resemble an Urban Center (C5) context.



Flexible Street Design Guidance Table

The table below lists the recommended dimensions and uses for each of the street design elements contained within this Design Guide. More information is provided throughout the document. Lower ranges include minimum desired. **In some constrained environments or where there are narrow streets - particularly in downtown - sidewalk and amenity/buffer widths may not be achievable and improvements should be coordinated with the City Engineer.**

		Context Classification		
	Flexible Street Design Guidance	**Urban Center (C5)**		
		Arterial	Collector	Local Community
Overall Top Priority Guidance	**Target Speed (mph)**	30-35	25-30	20-25
	Modal Priority	Pedestrian, transit, vehicle	Pedestrian, bicycle, transit	Bicycle, pedestian
	Preferred Bicycle Network	Separated - trail/ shared use path, protected bicycle lane	Separated - trail/shared use path, protected bicycle lane (1)	Neighborhood greenway/ bicycle blvd
Non-Motorized Realm	**Pedestrian Through Zone Sidewalk Width (feet) - Minimum Desired**	8'-12'+	6'-12'+	5'-10'
	Amenity Zone - landscaping, furnishing, utilities (feet) Minimum - Desired	3'-6'	3'-6'	2'-5'
Curbside Zone	**Curb and Gutter (feet)**	2'	2'	2' (2)
	On-Street Parking	Analysis needed	Encouraged	Encouraged
	Flex Zone (could include bike parking, bikeshare, micromobility)	Not recommended	For drop-off/ freight loading	For drop-off/ freight loading
Traveled Way	**Lane Widths (3)**	11'	10'-11'	10'-11'
	Medians/Two-Way Left Turns in feet	11'-12'	11'-12'	-
	Bicycle Facility	10'-12' shared use path(4) with separation if possible	6' + 2' buffer	Neighborhood greenway/ bicycle blvd elements
	Distance Between Crossings	Every block	Every block	Every block

(1) Low speeds(<30 mph)/low volumes (<1,500 AADT) - Neighborhood Greenway/Bicycle facilities may be acceptable. Buffered or Conventional Bike Lanes are acceptable with volumes (under 6,000 AADT) and speeds <25 mph (with a buffer preferred)
(2) Opportunities for curbless streets
(3) Will depend on emergency/solid waste/freight and FDOT SIS facilities
(4) Shared use path may also be used as a pedestrian facility.

Note: The non-motorized realm can be combined to include varying widths of pedestrian through zone and amenity zone.

		Context Classification		
	Flexible Street Design Guidance	Urban General (C4)		
		Arterial	Collector	Local Community
Overall Top Priority Guidance	Target Speed (mph)	30-40	25-35	20-25
	Modal Priority	Vehicle, transit	Vehicle, bicycle, transit	Bicycle, pedestrian
	Preferred Bicycle Network	Separated - trail/ shared use path, protected bicycle lane	Separated - trail/shared use path, protected bicycle lane (1)	Neighborhood greenway/ bicycle blvd
Non-Motorized Realm	Pedestrian Through Zone Sidewalk Width (feet) - Minimum Desired	6'-8'	6'-8'	6'-8'
	Amenity Zone - landscaping, furnishing, utilities (feet) Minimum - Desired	4'-8'	4'-8'	2'-4'
Curbside Zone	Curb and Gutter (feet)	2'	2'	2' (2)
	On-Street Parking	Analysis needed	Encouraged	Encouraged
	Flex Zone	Not recommended	For drop-off/ freight loading	For drop-off/ freight loading
Traveled Way	Lane Widths (3)	11'	10'-11'	10'-11'
	Medians/Two-Way Left Turns in feet	11'-12'	11'-12'	-
	Bicycle Facility	10'-12' shared use path with separation if possible	6' + 2' buffer	Neighborhood greenway/ bicycle blvd elements
	Distance Between Crossings	1/16 to 1/8 mile(4)	1/16 to 1/8 mile	Every block

(1) Low speeds(<25mph)/low volumes (<1,500 AADT) - Neighborhood Greenway/Bicycle facilities may be acceptable. Buffered or Conventional Bike Lanes are acceptable with volumes (under 6,000 AADT) and speeds <25 mph (with a buffer preferred)
(2) Opportunities for curbless streets
(3) Will depend on emergency/solid waste/freight and FDOT SIS facilities
(4) See FDOT Crossing Distance Policy and Context Classification on page 61

Note: The non-motorized realm can be combined to include varying widths of pedestrian through zone and amenity zone.

		Context Classification		
	Flexible Street Design Guidance	**Suburban (C3)**		
		Arterial	Collector	Local Neighborhood
Overall Top Priority Guidance	**Target Speed (mph)**	40-45	30-40	20-25
	Modal Priority	Vehicle, transit	Bicycle, pedestrian, transit	Bicycle, pedestrian
	Preferred Bicycle Network	Separated - trail/ shared use path	Separated - trail/shared use path, protected bicycle lane (1)	Neighborhood greenway/ bicycle blvd
Non-Motorized Realm	**Frontage Zone/Door**	3'	3'	3'
	Pedestrian Through "Walk/Talk" Zone (feet) Minimum - Desired	6'-8'	6'-8'	6'-8'
	Amenity Zone - landscaping, furnishing, utilities (feet) Minimum - Desired	6'-8'	4'-6'	2'-4'
Curbside Zone	**Curb and Gutter (feet)**	2'	2'	2' (2)
	On-Street Parking	Off-street	Off-street	Encouraged
	Flex Zone	Not recommended	Not recommended	For drop-off/ freight loading
Traveled Way	**Lane Widths (3)**	11'	11'	10'-11'
	Medians/Two-Way Left Turns in feet	11'-12' with curbed median/speed management landscaping		-
	Bicycle Facility	10'-12' shared use path with 4' or more separation	6' + 2' buffer or shared use path	Neighborhood greenway/ bicycle blvd elements
	Distance Between Crossings	1/4 mile	1/8 to 1/4 mile	Every block

(1) Low speeds(<25mph)/low volumes (<1,500 AADT) - Neighborhood Greenway/Bicycle facilities may be acceptable. Buffered or Conventional Bike Lanes are acceptable with volumes (under 6,000 AADT) and speeds <25 mph (with a buffer preferred)
(2) Opportunities for curbless streets
(3) Will depend on emergency/solid waste/freight and FDOT SIS facilities

Note: The non-motorized realm can be combined to include varying widths of pedestrian through zone and amenity zone.

	Flexible Street Design Guidance	Context Classification	
		Special Areas (SA)	
		Historic	Industrial
Overall Top Priority Guidance	Target Speed (mph)	15-20	25-35
	Modal Priority	Pedestrian, bicycle	Vehicle
	Preferred Bicycle Network	On-street (1)	None
Non-Motorized Realm	Frontage Zone/Door	Coordinate with City Engineer	
	Pedestrian Through "Walk/Talk" Zone (feet) Minimum - Desired		
	Amenity Zone - landscaping, furnishing, utilities (feet) Minimum - Desired		
Curbside Zone	Curb and Gutter (2) (feet)		
	On-Street Parking		
	Flex Zone		
Traveled Way	Lane Widths (3)		
	Medians/Two-Way Left Turns in feet		
	Bicycle Facility		
	Distance Between Crossings		

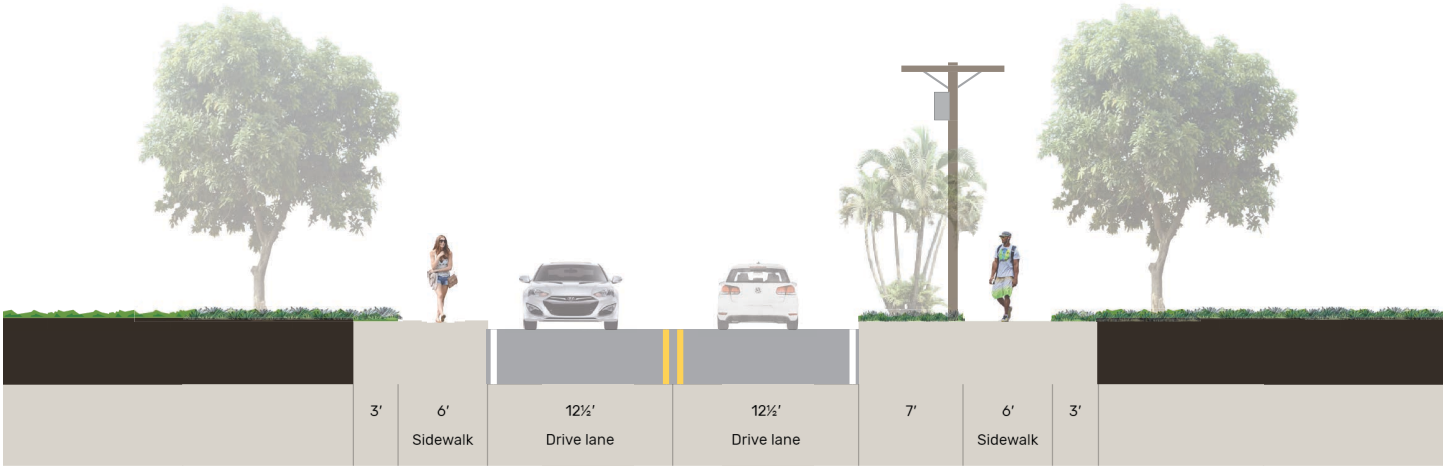
(1) Low speeds(<25mph)/low volumes (<1,500 AADT) - Neighborhood Greenway/Bicycle facilities may be acceptable. Buffered or Conventional Bike Lanes are acceptable with volumes (under 6,000 AADT) and speeds <25 mph (with a buffer preferred)
(2) Opportunities for curbless streets
(3) Will depend on emergency/solid waste/freight and FDOT SIS facilities

Note: The non-motorized realm can be combined to include varying widths of pedestrian through zone and amenity zone.

Gonzalez Street Typical Sections

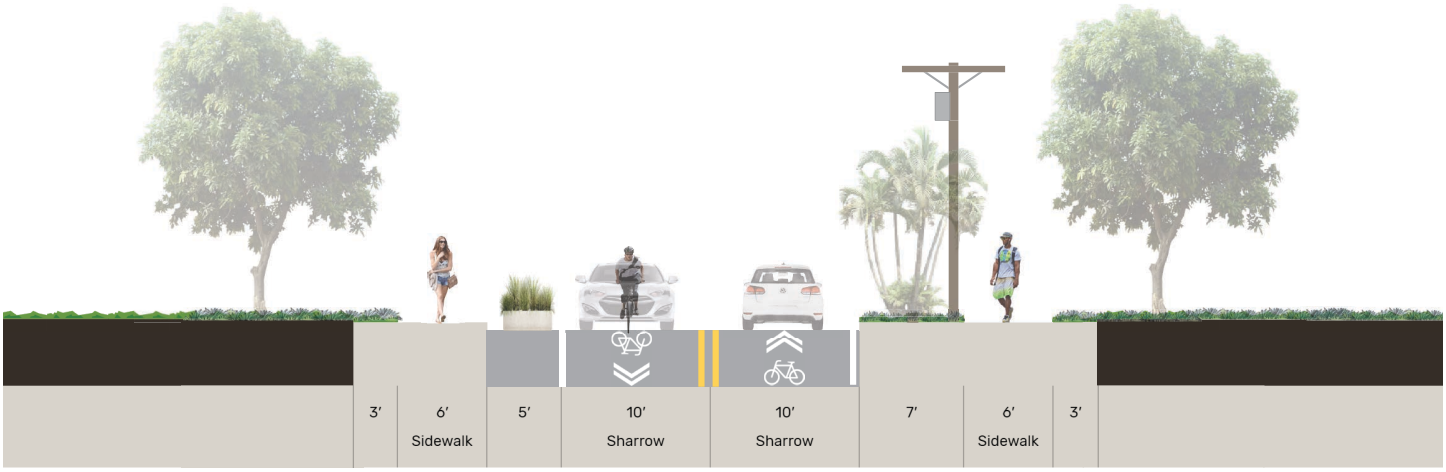
Below are typical sections that show the different elements and dimensions in facilities depending on the street type and context area.

EXISTING CROSS SECTION



Note: Measurements are approximate for visualization and do not include curbs.

IDEAL CROSS SECTION: NEIGHBORHOOD GREENWAY

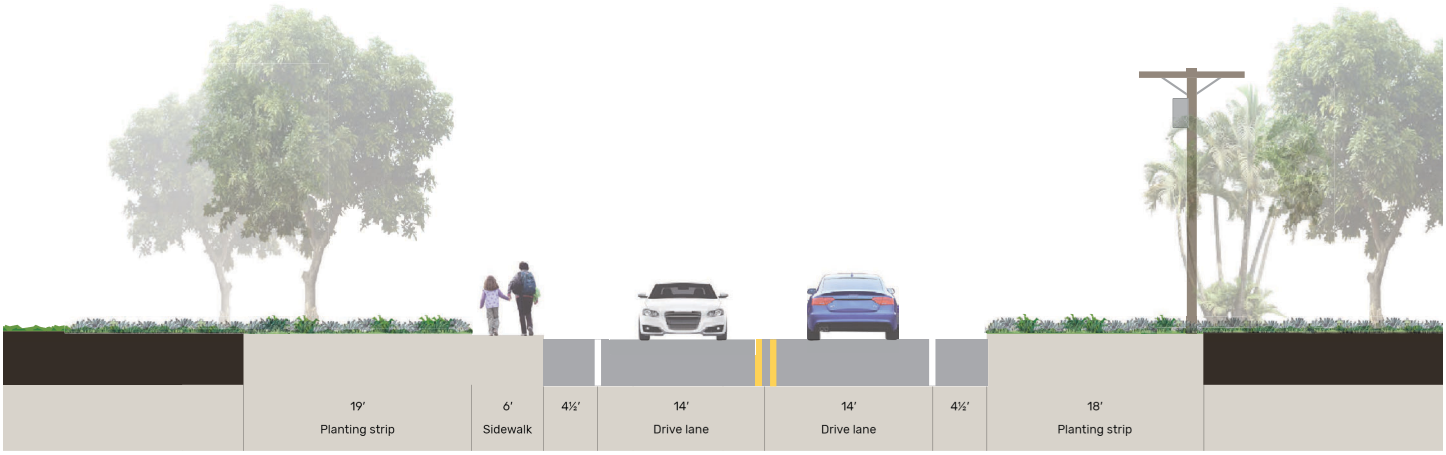


Note: Measurements are approximate for visualization and do not include curbs.

Spanish Trail Typical Sections (80' ROW)

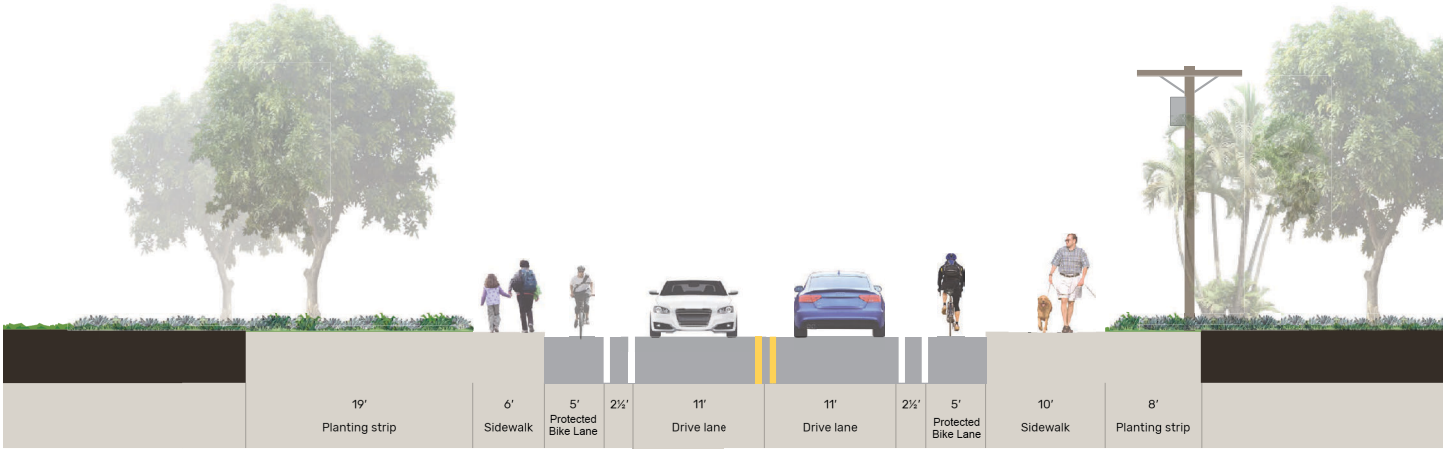
Below are typical sections that show the different elements and dimensions in facilities depending on the street type and context area.

EXISTING CROSS SECTION



Note: Measurements are approximate for visualization and do not include curbs.

IDEAL CROSS SECTION: PROTECTED BIKE LANE & SIDEWALK

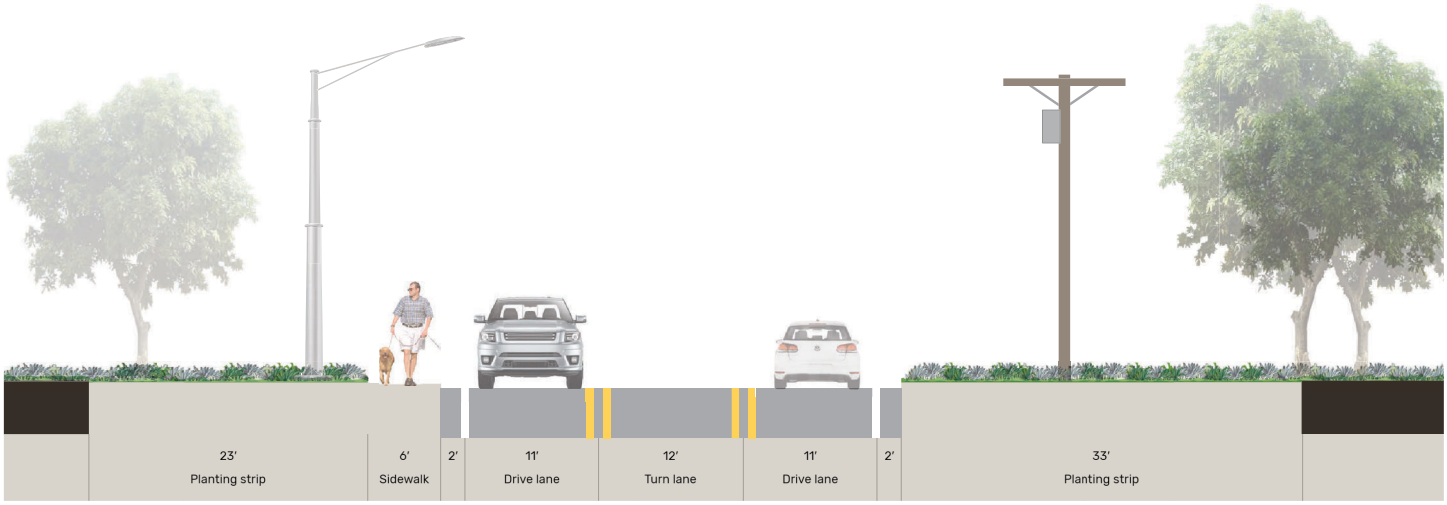


Note: Measurements are approximate for visualization and do not include curbs.

Spanish Trail Typical Sections (100' ROW)

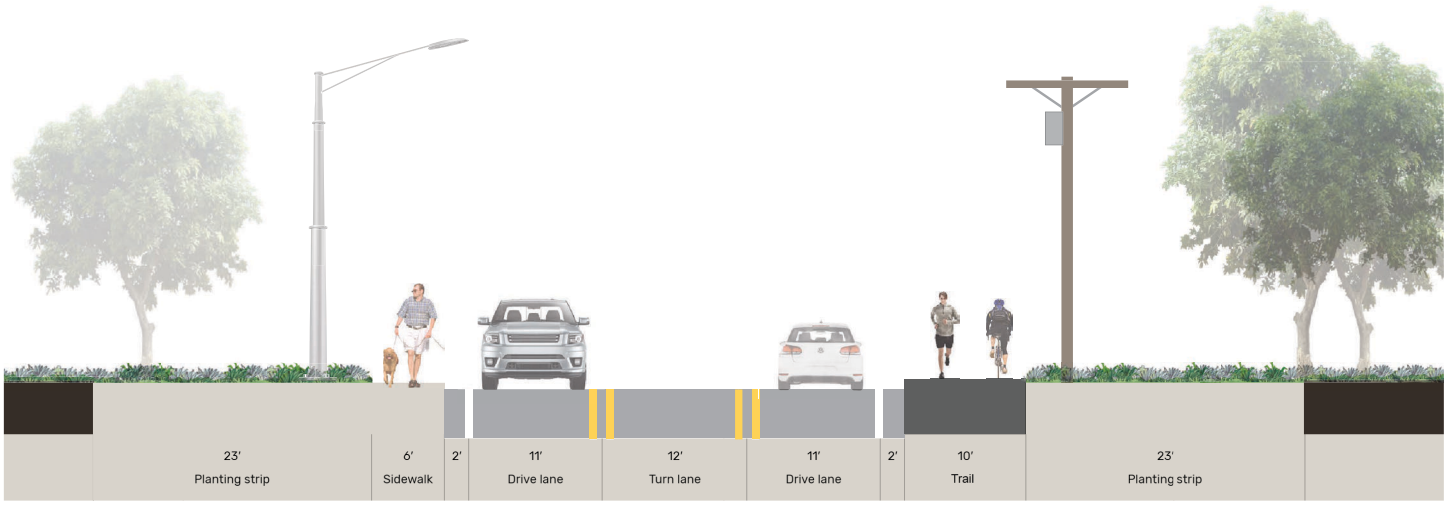
Below are typical sections that show the different elements and dimensions in facilities depending on the street type and context area.

EXISTING CROSS SECTION



Note: Measurements are approximate for visualization and do not include curbs.

IDEAL CROSS SECTION: TRAIL

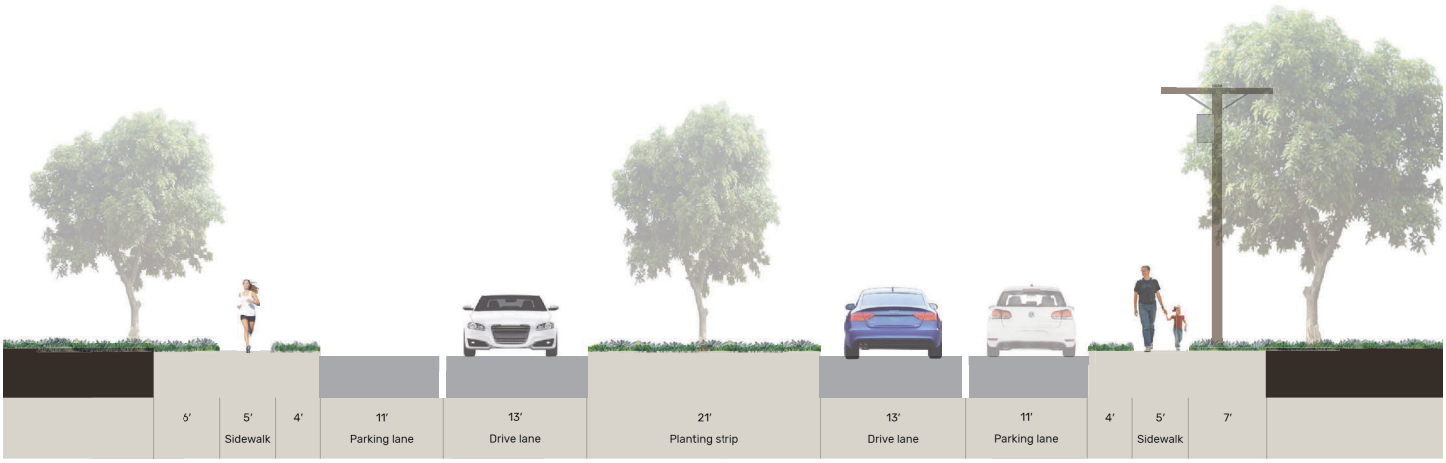


Note: Measurements are approximate for visualization and do not include curbs.

Langley Avenue Typical Sections

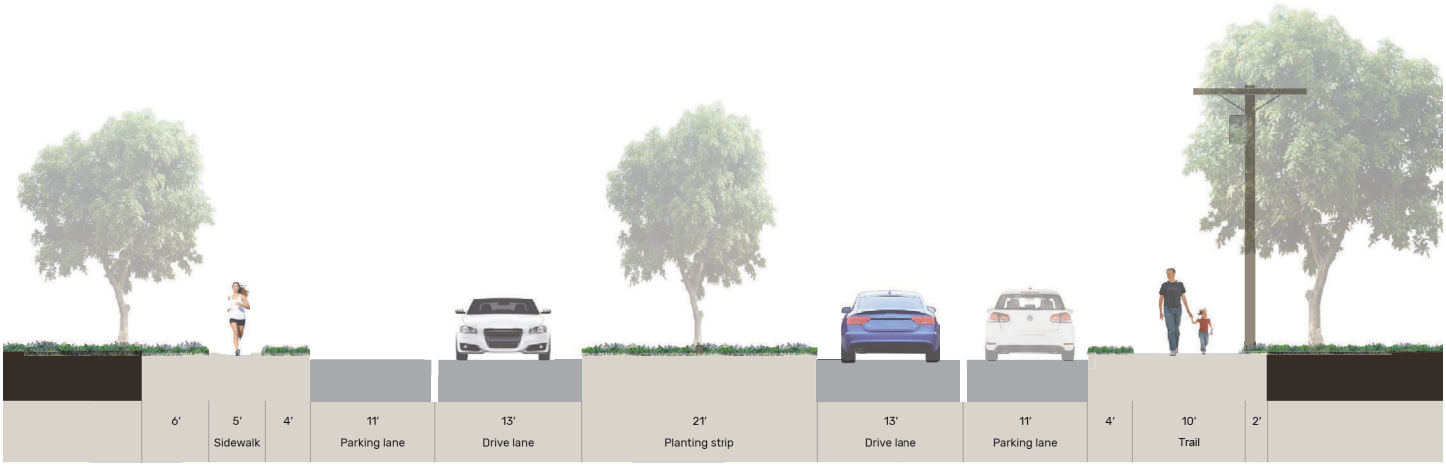
Below are typical sections that show the different elements and dimensions in facilities depending on the street type and context area.

EXISTING CROSS SECTION



Note: Measurements are approximate for visualization and do not include curbs.

IDEAL CROSS SECTION: TRAIL

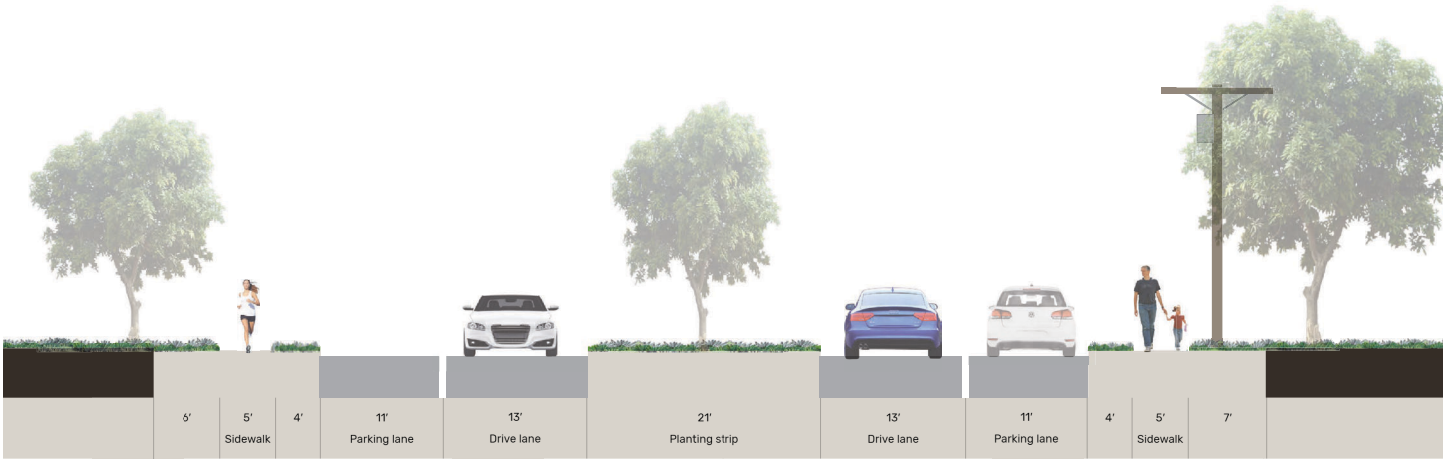


Note: Measurements are approximate for visualization and do not include curbs.

Langley Avenue Typical Sections

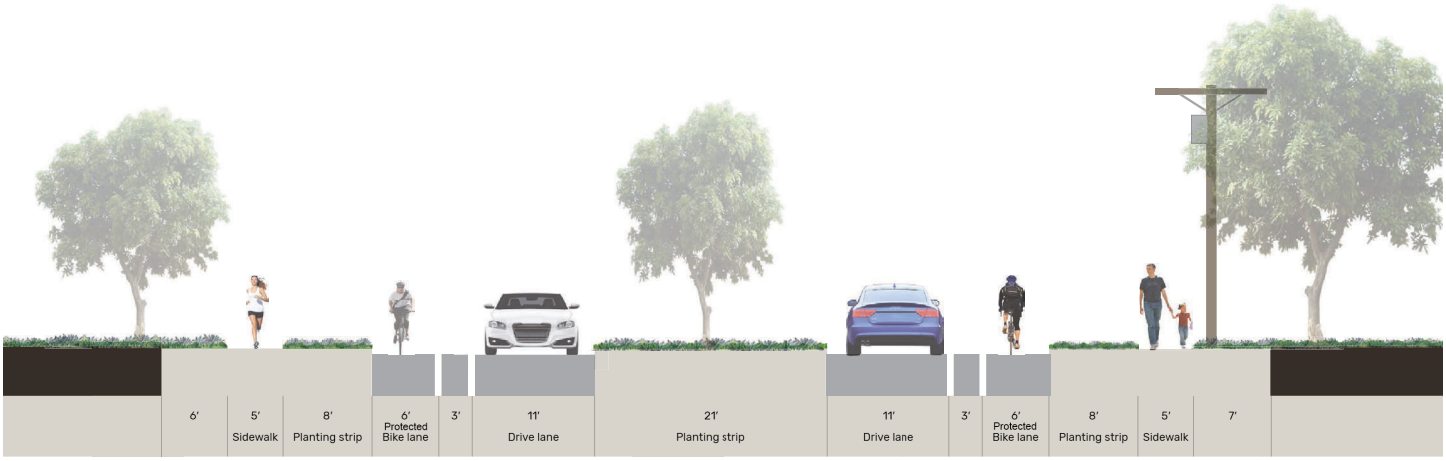
Below are typical sections that show the different elements and dimensions in facilities depending on the street type and context area.

EXISTING CROSS SECTION



Note: Measurements are approximate for visualization and do not include curbs.

IDEAL CROSS SECTION: PROTECTED BIKE LANES



Note: Measurements are approximate for visualization and do not include curbs.

Figure 11. Street Design Tools

Below is a summary of street elements typically appropriate for each street type. There are variations in different contexts - for example, on-street parking might be appropriate downtown versus in suburban areas.

STREET TYPE	Arterial	Collector	Local
Pedestrian			
Sidewalks	✓	✓	✓
Leading Pedestrian Intervals (LPIs)	✓	✓	✓
Pedestrian Lighting	✓	✓	✓
Woonerf	✗	✗	✓
Bicycle			
Shared Lane Markings	✗	✗*	✓
Neighborhood Greenway	✗	✗	✓
Bike Lane	✗*	✓	✓
Protected Bike Lane	✓	✓	✗
Multi-use Path	✓	✓	✗
Bike Boxes	✗	✓	✓
Intersections and Crossings			
High Emphasis Crosswalks	✓	✓	✓
Curb Extensions/Bulb Outs	✓	✓	✓
Curb Radii Reduction	✗[1]	✓	✓
Raised Intersection	✗	✗	✓
Rectangular Rapid Flashing Beacons (RRFBs)	✓	✓	✓
Pedestrian Hybrid Beacons (PHBs)	✓	✓	✗
Pedestrian Refuge Islands	✓	✓	✗
Mid-block Crossings	✓	✓	✓
Roundabout	✓	✓	✗
Neighborhood Traffic Circles	✗	✓	✓
Signal Progression	✓	✓	✗
Speed Management			
Reduce Speed Limit	✓	✓	✓
Lane Width Reduction	✓	✓	✓
Speed Hump/Table	✗	✗[1]	✓
Pinchpoints	✓[1]	✗[1]	✓
Chicanes	✓[1]	✓	✓
Medians	✓	✓	✓
Enhanced Landscaping/Street Trees	✓	✓	✓
On-street Parking	✗[1]	✓	✓
Lane Elimination	✓	✓	✗
Paint/Striping	✓	✓	✓

✗* May be implemented if right-of-way is constrained.

[1] Allowed in urban downtown contexts

Summary of Flexible Design Guidance and Other Resources

Engineers and planners follow established standards and guidelines to prepare designs for roadway projects. The following standards and guides, shown in the table below, currently form the basis of Complete Streets best practices and policy guidelines. Each of these resources provide guidance for a particular area of street design:

Organization/Legislation	Guidance
National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2nd Edition)	Bicycle facilities and intersection design
NACTO Designing for All Ages & Abilities	Bicycle facilities guidance
NACTO Transit Street Design Guide	Transit facility design
NACTO Urban Street Stormwater Guide	Green infrastructure integration
A Policy on Geometric Design of Highways and Streets (American Association of State High and Transportation Officials [AASHTO] Green Book)	Roadway design, including multimodal facilities
Manual on Uniform Traffic Control Devices (MUTCD)	Street striping, markings, signage
USDOT Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts	Multimodal network design
Americans with Disabilities Act (ADA) Standards for Accessible Design	Accessible street design
Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach	Walkable street design
FDOT Design Manual (2023)	Design criteria for state roadways
FDOT Complete Streets	Complete Streets approach in Florida

3 Get The Crossings Right: Reduce Crossing Distances and Points of Conflict, and Prioritize Mid-block Crossings and Intersection Improvements

Intersections and crossings are places where vehicles and bicyclists and pedestrians intermingle. They are also where there are the most conflict points which can create safety concerns for those driving, walking, bicycling, or wheeling. These locations are also common places for pedestrian and bicycle crashes and, often times based on speed, can be fatal or cause injury. Some of these crashes include locations where there are currently no crossings but one may be needed. This principle aims to provide safer crossings and intersections by limiting the amount of time a pedestrian is in the roadway, forcing vehicles to drive slower, and adding more crossing opportunities.

Top Priorities

Use best practices to change policies to provide:

- Focus at key locations **where ATP network improvements** are contemplated and at **High Injury network locations**
- Reduce pavement for large turns unless needed for trucks
- Mid-block crossings that are protected
- Lighting at intersections
- Keep signals simple and timed for maximum desired operating speeds and bicyclists.
- Replace signals when possible with all-way stops and analyze roundabouts or traffic circles
- Install pushbutton-integrated Accessible Pedestrian Signals

FDOT Guidance

Below is guidance from FDOT related to crossing distances. When crossing location distances are lengthy, those walking naturally cross mid-block. Additionally, mid-block crossings should be taken into consideration at key locations.

FDOT Crossing Distance Policy and Context Classification

Context Classification	Target Maximum Spacing (feet)
C1 Natural and C2 Rural	As needed based on pedestrian generators
C3R - Suburban Residential	Within 300 feet of pedestrian generator or attractor; OR no more than 0.50 miles
C3C - Suburban Commercial	Within 300 feet of pedestrian generator or attractor; OR no more than 0.25 miles
C4 Urban General	250 - 660 feet
C5 Urban Center and C6 Urban Core	250 - 500 feet

Curb Radii Guidance

Below is guidance for reducing curb radii on various roadway types and context.

Roadway Type and Curb Radii

Roadway Type	Land Use Context	Actual Curb Radius	Effective Curb Radius
Principal and Minor Arterials	Urban Center/Core	15’	20’
	Suburban/Rural Town	25’	30’
	All intersection corners without vehicle turns	5’	-
Major Collector	Urban Center/Core	15’	20’
	Suburban/Rural Town	25’	30’
	Rural/Natural	25’	40’
	All intersection corners without vehicle turns	5’	-
Minor Collector	Urban Center/Core	15’	25’
	Suburban/Rural Town	25’	30’
	Rural/Natural	25’	30’
	All intersection corners without vehicle turns	5’	-
Local Roads	Urban Center/Core	15’	20’
	Suburban/Rural Town	15’	20’
	Rural/Natural	15’	20’
	All intersection corners without vehicle turns	5’	-

High Visibility Crosswalks

Benefits:

- Clear and noticeable to oncoming vehicles which creates a safer environment for pedestrians to cross

Costs:

- Low

QUICK-BUILD PROJECT

Standard Crosswalk Signage

Benefits:

- Emphasizes and alerts drivers to the presence of a crosswalk
- Directs pedestrians to cross at appropriate and safe locations

Costs:

- Low

QUICK-BUILD PROJECT

Image Source: City of Saanich

Leading Pedestrian Intervals (LPIs)

Benefits:

- The pedestrians walk signal turns prior to the parallel street signal turning green
- Pedestrians are more visible in the crosswalks for turning vehicles
- Best used in high pedestrian and high vehicle traffic areas

Costs:

- Low

QUICK-BUILD PROJECT

Image Source: MnDOT

Accessible Pedestrian Signals (APS)

Benefits:

- Devices affixed to pedestrian signal poles to assist pedestrians who are blind or low vision in crossing the street.
- APSs are wired to a pedestrian signal and send audible and vibrotactile indications when pedestrians push a button installed at the crosswalk.

Costs:

- Low

QUICK-BUILD PROJECT

Curb Radii Reduction

Benefits:

- Minimizes the size of a corner radius and improves safety for pedestrians by slowing down the speed at which a vehicle can make a turn
- Reducing the crossing distance of the intersection
- Can be implemented with paint, delineators, or concrete

Costs:

- Low to Moderate *(drainage and full intersection improvements may affect costs)*

QUICK-BUILD PROJECT

Raised Crosswalk

Benefits:

- Reinforce slow speeds and encourage motorists to yield to pedestrians
- Best suited for local streets with slower speeds and high pedestrian activity

Costs:

- Moderate

Image Source: FHWA

Mid-Block Crossing

Benefits:

- Designated crossing areas that provide pedestrians a safe place to cross the street between intersections

Costs:

- Low to Moderate

Image Source: City of Cambridge

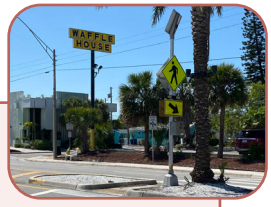
Raised Intersections

Benefits:

- Reinforce slow speeds and encourage motorists to yield to pedestrians
- Best suited for minor intersections

Costs:

- Moderate



Rectangular Rapid Flashing Beacons (RRFBs)

Benefits:

- Enhance safety by increasing motorist awareness
- Directs vehicles to stop for pedestrians crossing the street

Costs:

- Moderate

Image Source: FHWA

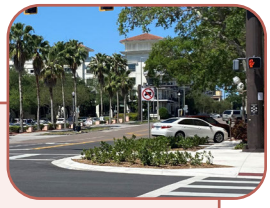
Pedestrian Hybrid Beacons (PHBs)

Benefits:

- Enhance safety by increasing motorist awareness
- Directs vehicles to stop for pedestrians crossing the street

Costs:

- High



Curb Extensions

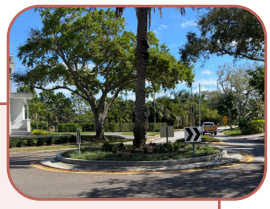
Benefits:

- Visually and physically narrow the roadway
- Creates safer and shorter crossing distances while increasing available space for pedestrians and street furniture
- Can be implemented with paint, delineators, or concrete

Costs:

- Low to Moderate

QUICK-BUILD PROJECT



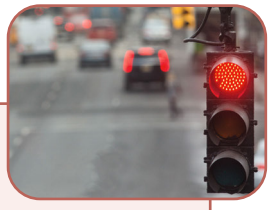
Neighborhood Traffic Circles

Benefits:

- Lowers speeds at minor intersection crossings
- Ideal for uncontrolled intersections
- May be designed with painted crossings markings or raised islands
- Best implemented in conjunction with landscaping to further calm traffic
- Best suited for low volume, residential streets

Costs:

- Low to moderate



Signal Progression

Benefits:

- Decreased cut-through traffic
- Reduces traveler frustration
- Can be used to lower speeds also making it more efficient for bicyclists
- Improves transit performance

Costs:

- Low

QUICK-BUILD PROJECT

Pedestrian Refuge Island

Benefits:

- Provide pedestrians with a safe place to stop halfway through an intersection or when crossing a busy street
- Particularly useful for elderly residents and people who are disabled who may require more time to cross large intersections

Costs:

- Moderate

Roundabouts

Benefits:

- Significantly reduces the number of conflict points compared to traditional intersections
- Promotes lower speeds and traffic calming
- Improves operational performance
- Can be used in a wide range of contexts
- Sustainable alternative to signalized intersections because they function without electricity, reduce congestion and pollution from idling cars, and provide opportunities for Florida-friendly landscaping

Costs:

- Moderate to High

Intersection Spotlight

Ten high-crash intersections within the City were examined to determine which tools for traffic calming and safety can be implemented. The ten intersection are depicted in **Figure 7**, on the following pages with potential improvement projects.

Location: Barrancas Avenue & W Main Street
Jurisdiction: City & City

SE down Barrancas. Source: Google Maps

List of Improvements:

A. Reduce travel area with gore striping and construct ADA compliant curb ramps
B. Add high-emphasis crosswalks
C. Fill sidewalk gap
D. Construct pedestrian refuge island
E. Add pedestrian arm oriented to the sidewalk
F. Conduct a study to examine closing S K Street to traffic between Zarragossa Street and Barrancas Avenue *(long-term)*
G. Add retroreflective backplates to all signal heads *(not shown)*
H. Re-time signal for pedestrian crossing *(not shown)*

Future Bike Network

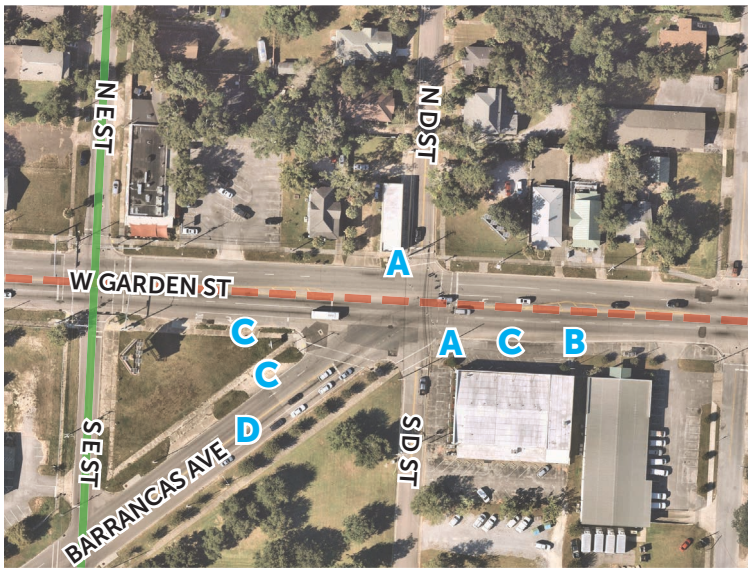
- Shared Street/Neighborhood Greenway
- Trail/Protected Bicycle Lane
- Potential Bicycle Facility to be Determined

Location: Barrancas Avenue & W Garden Street
Jurisdiction: City & State

E down Garden. Source: Google Maps

List of Improvements:

A. Construct ADA compliant curb ramps
B. Extend curb with gore striping
C. Eliminate unused driveway openings
D. Conduct a study to examine closing Barrancas Avenue to traffic from S E Street to S D Street *(long-term)*
E. Re-stripe all crosswalks with high-emphasis crosswalks *(not shown)*
F. Add retroreflective backplates to all signal heads *(not shown)*
G. Conduct an ICE study and consider a potential roundabout *(not shown, long-term)*



Future Bike Network

- Shared Street/Neighborhood Greenway
- Trail/Protected Bicycle Lane
- Potential Bicycle Facility to be Determined

Location: MLK Drive & E Blount Street
Jurisdiction: State & City

W down Blount. Source: Google Maps

List of Improvements:

A. Extend curb at the intersection to create bulb-outs with ADA compliant curb ramps
B. Replace the painted median on the west side with a concrete median
C. Plant street trees
D. Add retroreflective backplates to all signal heads *(not shown)*
E. Re-stripe all crosswalks with high-emphasis crosswalks *(not shown)*

Future Bike Network

Shared Street/Neighborhood Greenway
Trail/Protected Bicycle Lane
Potential Bicycle Facility to be Determined

Location: N Palafox Street & W Wright Street
Jurisdiction: City & City
List of Improvements:

A. Straighten crosswalk
B. Construct median or pedestrian refuge island
C. Extend curb with paint, delineators, or concrete
D. Add high-emphasis crosswalks
E. Add green paint and/or flex posts to existing bike lane
F. Add a hardened centerline
G. Conduct a study for a mid-block crossing *(long-term)*
H. Reorient parking for curbside angled parking, two central travel lanes, and a protected bike lane *(long-term)*
I. Add retroreflective backplates to all signal heads *(not shown)*
J. Add detectable warnings to all curb ramps *(not shown)*
K. Conduct study for potential roundabout (*not shown)*

Future Bike Network

Shared Street/Neighborhood Greenway
Trail/Protected Bicycle Lane
Potential Bicycle Facility to be Determined

E down E Wright. Source: Google Maps

Location: N 9th Avenue & E Gregory Street
Jurisdiction: State & State

E down Gregory. Source: Google Maps

List of Improvements:

A. Examine access management at Shell (400 E Gregory Street) and Whataburger (417 E Gregory Street)
B. Add green paint and/or flex posts to existing bike lane
C. Add retroreflective backplates on all signal heads *(not shown)*
D. Re-stripe all crosswalks with high-emphasis crosswalks *(not shown)*
E. Re-stripe roadway and worn pavement markings *(not shown)*
F. Conduct a lane re-purposing study on E Gregory Street *(not shown, long-term)*

Future Bike Network

Shared Street/Neighborhood Greenway
Trail/Protected Bicycle Lane
Potential Bicycle Facility to be Determined

Location: N 12th Avenue & E Fairfield Drive
Jurisdiction: City & City

S down Fairfield. Source: Google Maps

List of Improvements:

A. Replace the painted median on the south side of the intersection with a concrete median
B. Re-stripe crosswalk with high-emphasis crosswalk
C. Install speed feedback and/or "Curve Ahead" signage (W1-2)
D. Conduct a lane re-purposing study to determine if either slip lane can be removed *(long-term)*
E. Add retroreflective backplates to all signal heads *(not shown)*
F. Improve lighting throughout the intersection *(not shown)*

Future Bike Network

Shared Street/Neighborhood Greenway
Trail/Protected Bicycle Lane
Potential Bicycle Facility to be Determined

Location: N 12th Avenue & E Hatton Street
Jurisdiction: City & City

S down 12th. Source: Google Maps

List of Improvements:

A. Construct ADA compliant curb ramps
B. Plant street trees
C. Add high-emphasis crosswalk striping *(not shown)*
D. Conduct a study for a four-way stop or mid-block crossing on N 12th Avenue *(not shown)*
E. Conduct a neighborhood traffic circle or mini-roundabout feasibility study *(long-term, not shown)*

Future Bike Network

Shared Street/Neighborhood Greenway
Trail/Protected Bicycle Lane
Potential Bicycle Facility to be Determined

Location: N 14th Avenue & E Gregory Street

E down Gregory. Source: Google Maps

List of Improvements:

A. Add high-emphasis crosswalk striping
B. Conduct a mid-block crossing study near Another Broken Egg Cafe (721 E Gregory Street) and construct Pedestrian Hybrid Beacons (PHBs)
C. Conduct signal warrant analysis
D. Add pedestrian-scale lighting throughout the intersection *(not shown)*
E. Conduct a lane re-purposing study on E Gregory Street *(long-term, not shown)*

Future Bike Network

Shared Street/Neighborhood Greenway
Trail/Protected Bicycle Lane
Potential Bicycle Facility to be Determined

Location: East of 2021 E Cervantes Street
Jurisdiction: State

E down Cervantes. Source: Google Maps

List of Improvements:

A. Add signage: "Share the Road With Bikes" (W16-1), "Bicycle Route" (M1-8), or "Bike Lane Ends" (R3-17bP)
B. Add green paint and/or flex posts to existing bike lane

Future Bike Network

Shared Street/Neighborhood Greenway
Trail/Protected Bicycle Lane
Potential Bicycle Facility to be Determined

Location: Creighton Road & Keating Road, Creighton Road & Hilltop Road
Jurisdiction: State & City (both)
List of Improvements:

A. Extend curbs at Keating Road with paint, delineators, or concrete
B. Fill sidewalk gap
C. Add high-emphasis crosswalk
D. Restripe all crosswalks at Keating Road with high-emphasis crosswalks
E. Extend bike lanes through both intersections with skip lane markings
F. Add "Intersection Warning" signage (W2-1)
G. Install speed feedback signs
H. Conduct a mid-block crossing study near Hilltop Road *(long-term)*
I. Conduct a neighborhood traffic circle or mini-roudabout feasibility study at Keating Road *(long-term)*
J. Add green paint and/or flex posts to existing bike lanes *(not shown)*
K. Conduct a lighting analysis of Creighton Road *(not shown)*

Future Bike Network

Shared Street/Neighborhood Greenway
Trail/Protected Bicycle Lane
Potential Bicycle Facility to be Determined

Creighton & Keating intersection, S down Creighton. Source: Google Maps

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4 Build The Bicycle Network: Connect Key Destinations And Filling Gaps To Provide Economic Opportunity For All

A key strategic recommendation for the future is to develop a connected bicycle network. The priority is to focus on connecting destinations and places of interest. The network should build onto the other recommendations in this section - safe streets and intersections. Where speeds are higher (greater than 25 miles per hour) or volumes are higher (greater than 3,000 to 5,000 vehicles per day generally) bike facilities should buffered and separated facilities. Ideally, bike facilities should be physically protected. For slower speed and low stress streets, neighborhood greenways/shared streets or bicycle boulevards can be applied. For streets higher than 25 miles per hour, bicycle facilities should be buffered and separated and protected whenever possible.

Top Priorities

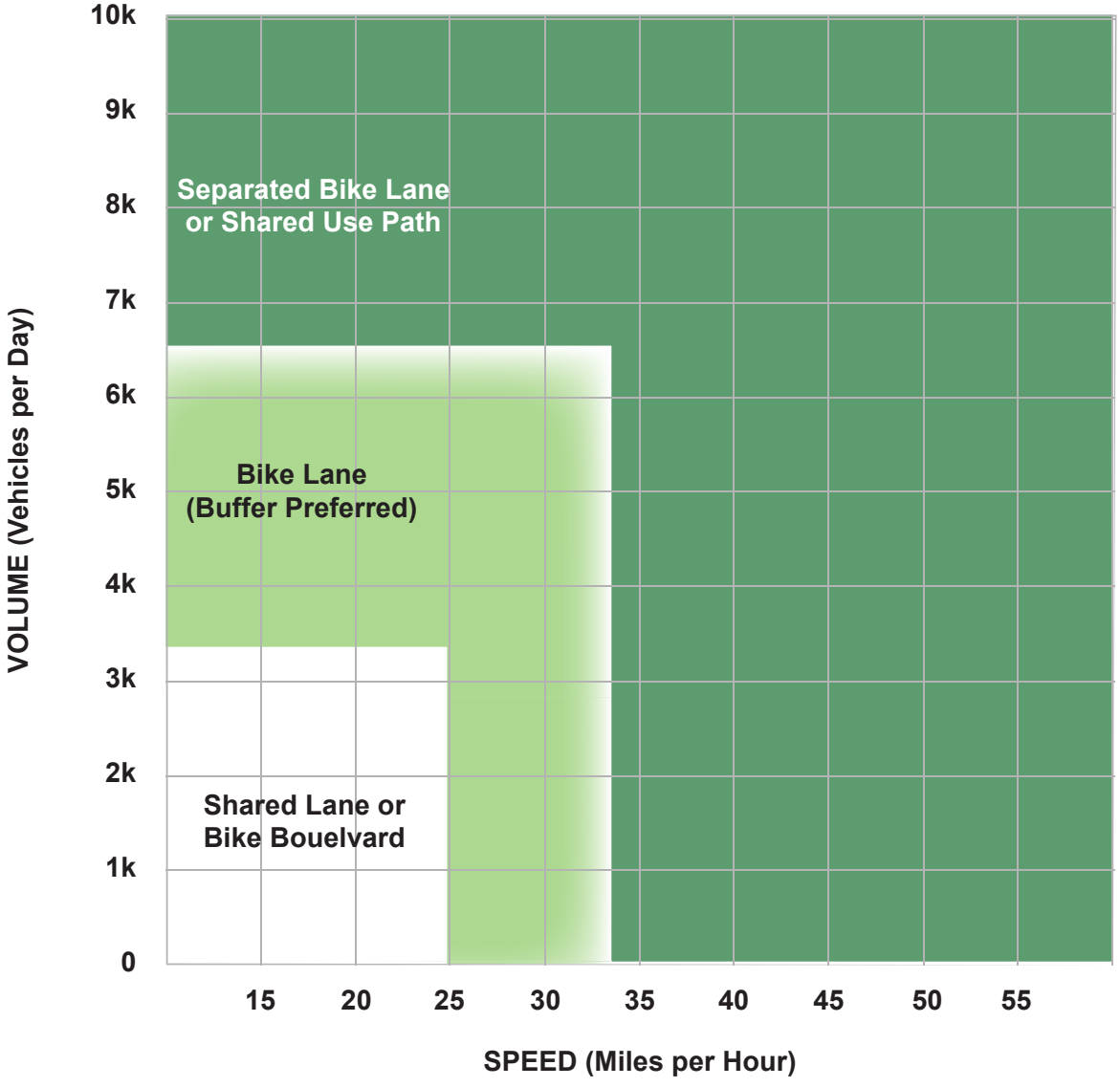
Use best practices to change policies to provide:

- **Overall Network development** – focus on direct access to destinations and points of interest, and a seamless connected network for all ages and abilities (including wayfinding and signage)
- **Separation is key** - Implement protected bike lanes with permanent separations such as barriers, curbs, planters, landscaping, or parked vehicles (where bike facilities are on higher-speed roadways) and continue to expand bicycle connections with neighborhood greenways on slower-speed streets.
- **Focus on pinch points/transitions** that cause safety concerns (e.g. Cervantes, Langley, etc.) where bicycle lanes abruptly stop or the streets gets narrower
- Improve **crossings at intersections** and **include lighting**

Bicycle Facilities based on Traffic Volume and Speed

Different streets require different bicycle facilities. The greater the vehicles speeds and greater the vehicle volumes, the more important it is to provide dedicated, separated bicycle facilities.

Figure 12. Bicycle Facility based on Traffic Volume and Speed



Source: FHWA

Shared Lane Markings

Benefits:

- Alerts drivers to the potential presence of bicyclists and indicate where bicyclists should position themselves
- Best used on low volume, traffic calmed streets

Costs:

- Low

QUICK-BUILD PROJECT

Bicycle Lane

Benefits:

- Creates a dedicated space for bicyclists within the roadway
- Can be constructed with green paint to create further awareness

Costs:

- Low to Moderate

Buffered Bicycle Lane

Benefits:

- Safer than typical painted bicycle lanes
- The use of additional paint creates a larger buffer between bicyclist and vehicle traffic

Costs:

- Low

Image Source: Rural Design Guide

Neighborhood Greenways/Shared Streets

Description/Benefits:

- Streets with low vehicle volumes and speeds, designated and designed for bicycles
- Includes speed management design techniques, and wayfinding and signage for bicyclists
- Alerts drivers to the potential presence of bicyclists and indicate where bicyclists should position themselves
- Best used on low volume, traffic calmed streets

Costs:

- Low to Medium

Separated Bicycle Lane

Benefits:

- Safer than typical painted bicycle lanes
- The use of landscaping, raised curbs, bollards, planters, and other methods create a protective barrier for bicyclists from vehicle traffic
- Protected bicycle lanes improve safety and encourage more people to bike to their destinations
- Other options for protected bicycle lanes include: Zicla Zipper, raised separated bicycle lanes, and two-way cycle tracks

Costs:

- Moderate to High

Multi-Use Trail

Benefits:

- Separated facility designed to accommodate the movement of pedestrians and bicyclists while providing maximum comfort and safety
- Promotes recreational activities and could be a major scenic feature depending on the location and use of materials

Costs:

- Moderate to High

Bicycle Street Furniture

Benefits:

- Encourage more people to bike to their destinations
- Increases convenience for bicyclists

Costs:

- Low

QUICK-BUILD PROJECT

Intersection Bicycle Boxes

Benefits:

- Provide cyclists with safe and clear access to the intersection ahead

Costs:

- Low

QUICK-BUILD PROJECT

Painted Bicycle Lanes

Benefits:

- Identifies a clear path and zone for bicycle lanes
- Alerts drivers to the presence of a bicycle facility
- Best used at intersections, intersection approaches, and large driveway openings

Costs:

- Low

QUICK-BUILD PROJECT

On-street Parking Bicycle Buffer

Benefits:

- Provide a protected buffer between bicyclists and vehicle

Costs:

- Low

QUICK-BUILD PROJECT

Bicycle Facilities Target and Constrained Widths

The goal is to add or improve bicycle facilities within existing right-of-ways (ROW) and create a baseline standard of facility widths. The target widths are the dimensions that should be followed throughout the City with ROW permitting. Some streets and ROW may be more constrained than others which is why there is a separate column of bicycle facilities standard widths for these conditions.

Bicycle Facility Target and Constrained Widths

Element	Target		Constrained	
	Lane	Buffer	Lane	Buffer
Separated Bicycle Lane	6′	2′	5′	2′
Two-way Separated Bicycle Lanes	12′	3′	8′	3′
Raised Separated Bicycle Lane	6.5′	1′ for vertical element	4′	1′ for vertical element 3′ (next to parked cars)
Two-way Median Bicycle Lanes	12′	6′ (3′ for each side)	8′	6 (3′ for each side)
Buffered Bicycle Lane	5′	3′	-	-
Conventional Bicycle Lane	6′	-	4′	-
Contra-Flow Bicycle Lane	6′	-	4′	-

Big Ideas

Smaller Infrastructure Projects

- Prioritize one east/west bicycle route north of Cervantes Street
    - Consider Gonzalez Street
- Prioritize one east/west bicycle route south of Cervantes Street
    - Jackson Street or La Rua Street or Belmont Street
- Make intersection and mid-block crossings improvements to set the foundation where on the High Injury Network or on streets on the ATP network recommendations

Larger Infrastructure Projects

- Build a full "spine" multi-use trail under I-110 that connects Hollice T Williams to the waterfront
- Implement past waterfront plans to create a downtown east/west multi-use trail - provide connections to the surrounding neighborhoods
- Advance other larger infrastructure trails into the Long Range Transportation Plan
    - Scenic Highway/Bluffline, Complete LEAP Trail
    - Multi-use trail along Spanish Trail
- Other Priorities: Coordinate regional connections, create wayfinding system (consider theming and digital attraction platform), expand bicycle racks, expand educational efforts

Figure 13. Bicycle and Pedestrian Future Network Opportunities Map

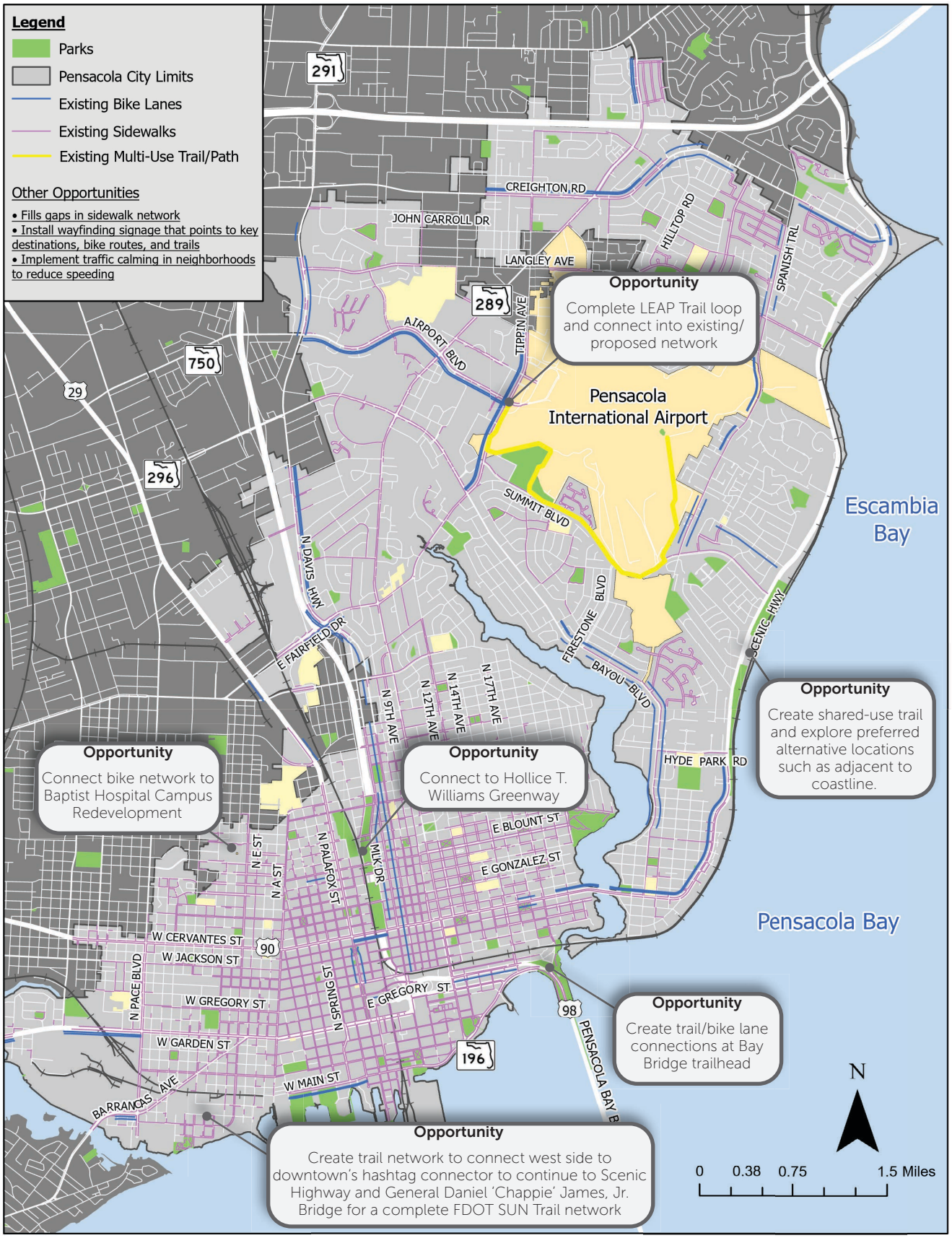
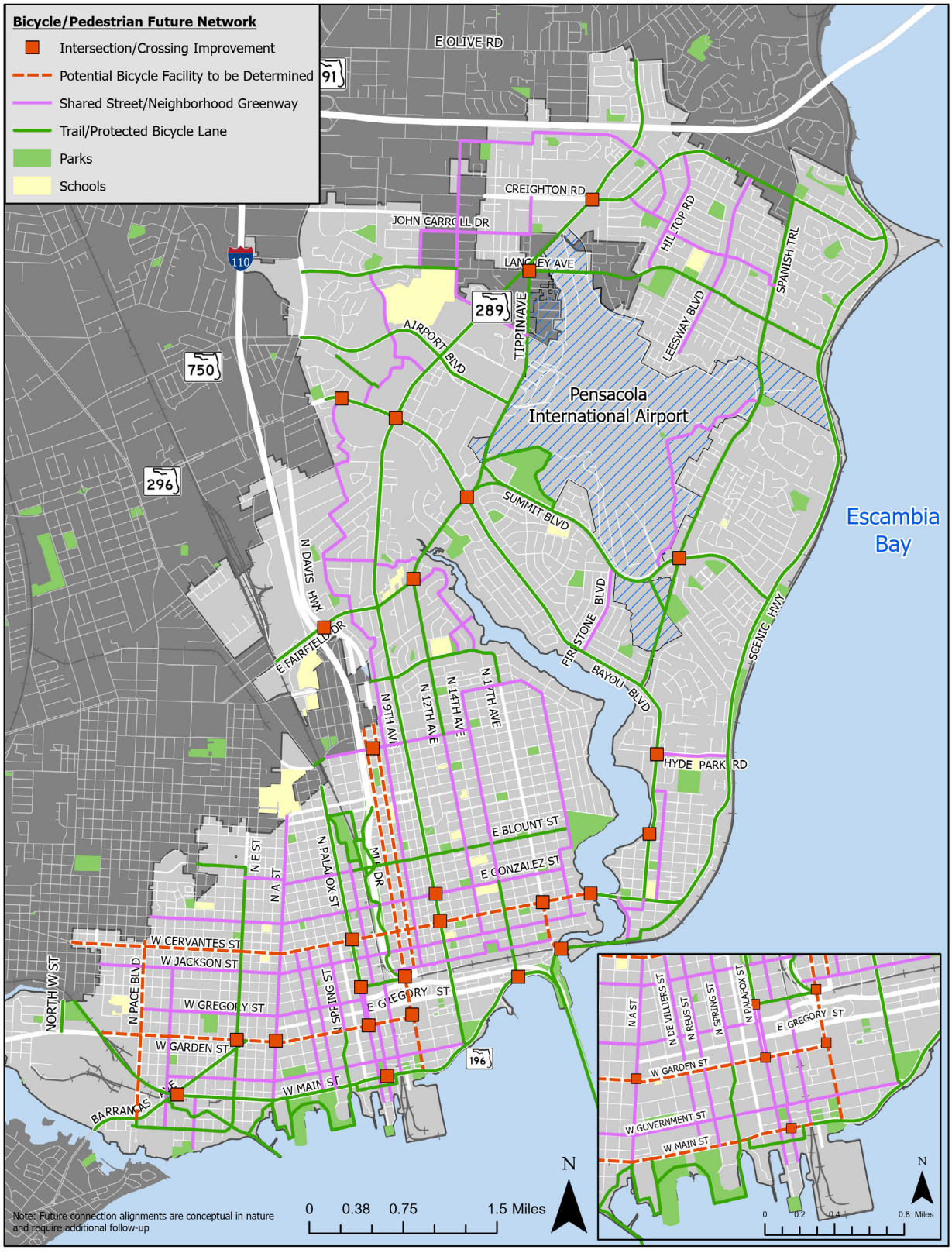


Figure 14. Bicycle and Pedestrian Future Network Map

A full future network map was developed based off of analysis and public engagement. The map groups trails and protected/separated facilities (could include a range of designs) and neighborhood greenways that are on-street facilities.



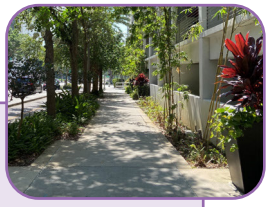
5 Create a Comfortable and Safe Walk

There is significant opportunity to improve the pedestrian network and provide connections from neighborhoods to community amenities. Almost all neighborhoods in the City are within a five-minute walk to a park or school. Proximity to these locations paired with a good sidewalk network encourages more walking and safer environments for people who walk. There are funding opportunities outlined in the next section. Strategies to consider are found on the next few pages.

Top Priorities

Use best practices to change policies to provide:

- Separate sidewalks from the streets where posted speeds are greater than 25 mph
- Safe crossings (more on the following pages)
- Fill in sidewalk gaps near schools and parks



Sidewalks

Benefits:

- Improve neighborhood connectivity
- Promote recreation and active transportation
- Improve safety for all roadway users

Typical Costs:

- Moderate to High

Wayfinding

Benefits:

- Directs residents and visitors to districts and destinations while encouraging walking and bicycling

Typical Costs:

- Low to Moderate

QUICK-BUILD PROJECT

Pedestrian Scale Lighting

Benefits:

- The quality, placement, and sufficiency of lighting help create safe environments for motorists and pedestrians

Typical Costs:

- Moderate

ADA Compliant Curb Ramps

Benefits:

- ADA-compliant curb ramps slope gently into the roadway, making it possible for people using a wheelchair, scooter, walker, or other mobility devices to travel safely between the sidewalk and the roadway

Costs:

- Low to Moderate

Image Source: NACTO

Woonerf

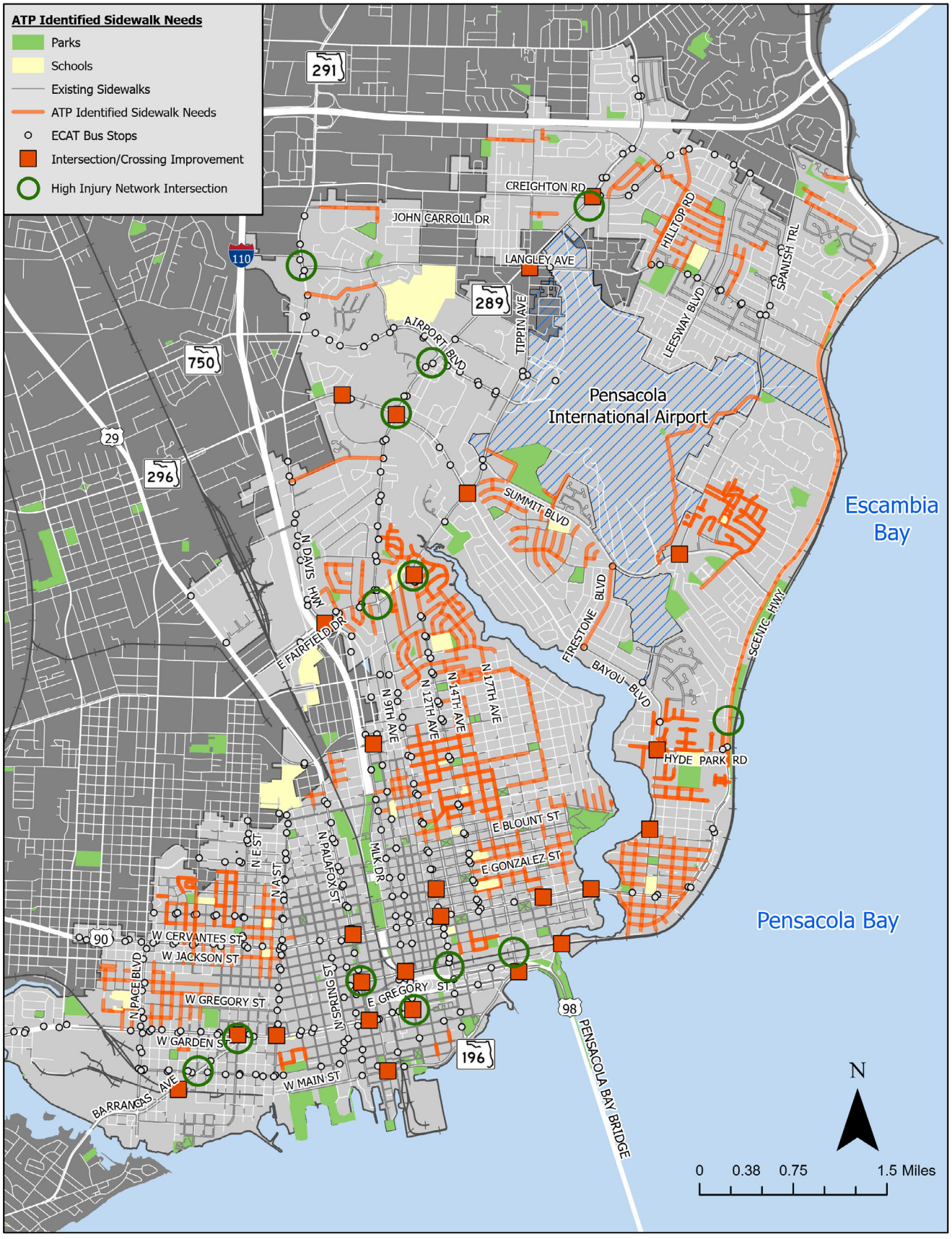
Benefits:

- Lower speed streets oriented for pedestrians and sometimes closed to vehicle traffic
- Opportunity for public space

Costs:

- Moderate to High

Figure 15. Sidewalk Connections Map



Prioritizing the ATP Network

A project priority methodology was developed to help provide guidance on priorities for developing a network as well as top priority potential projects. The criteria used to prioritize projects were based off of the steering committee meetings, stakeholders meetings, and community engagement activities. The criteria and top priorities projects for the ATP network should be monitored and reviewed over time for changing conditions. Additional review, feasibility, and engagement will need to be required when programming projects.

Crossings and Intersections

Crossing and intersection improvements were identified from the safety analysis (including the High Injury Network), locations identified by the public (those that rose to the top with multiple mentions – there are additional intersections that could be identified in the future), as well as site visits.

Bicycle Facilities

Bicycle facilities including multi-use trails/ separated and protected bicycle facilities as well as neighborhood greenways/bicycle boulevards were prioritized based on a number of criteria and related to the guiding principles shown in the table on the following page. The prioritized projects were grouped by tier as follows: Tier 1 (High/ Initial Priorities), Tier 2 (Medium/Other Priorities that are typically more complex), and Tier 3 (Low/ Visionary Priorities that may be longer-term and will include coordination from other agencies). The recommended projects are planning-level recommendations and will need to be further developed through the design process. For example, a corridor with a sidewalk project may evolve to a trail over time as projects are implemented.

Decision Process

1. Review
The context and desired type of improvement (from design guidance/and feasibility in more detail)

- Context Area
- Street Type
- Street Ownership
- Desired Facility
- Feasibility

2. Engage
Within the community and stakeholders

3. Explore Possibilities
If not possible (in short-term) or desired time frame, look at parallel route or add on-street facilities

Pedestrian Facilities

Pedestrian facilities - specifically sidewalks - were identified near major destinations and points of interest including schools, parks, and transit and in higher activity areas like Pensacola State College and downtown. In addition, sidewalk gaps near the High Injury Network intersections and from the community engagement were included as priorities. The City of Pensacola could continue to review these, along with citizen requests, with other projects and during budgeting.

Prioritization Criteria

For the prioritization mapping of the future network projects, criteria was based around four guiding principles: Safety, Connectivity, Accessibility, and Community Support. The guiding principles were developed in cooperation with the steering committee and through public input. When evaluating safety, various types of crashes were accounted for that fell within a 100ft buffer along the proposed project location. Additional data was gathered to evaluate whether the proposed project will fill a gap in the pedestrian transportation network, connects pedestrians to major destinations, or whether the proposed project will have significant utility or right of way impacts. The United States Department of Transportation's "Equitable Transportation Community (ETC)" boundary was utilized to further understand if a project would provide options and accessibility to an under-served area. Community input was gathered from several public meetings and web based form submittals to understand if a project aligns with public and stakeholder input. The prioritization was developed to help guide ranking of potential future projects. Additional considerations should be included over time based on changing conditions including a review of feasibility of projects, the continuation of projects, and where there are opportunities with resurfacing or other maintenance projects.

Prioritization Criteria

Guiding Principles	Prioritization Criteria
Put Safety First	**Safety:** High crash areas (pedestrian, bicyclists, vehicular), dark conditions, noted safety concern **Traffic Calming/Speed Reduction:** Difference between posted and desired speeds
Connect People and Places	**Connectivity:** Fills a gap or barrier in the network, connects to destinations
Access for All	Project is identified in a disadvantaged area, provides options
Add Mobility Options	**Community Support:** Aligns with public and stakeholder feedback, included in other plans/ projects

Figure 16. Neighborhood Greenway Priority Map

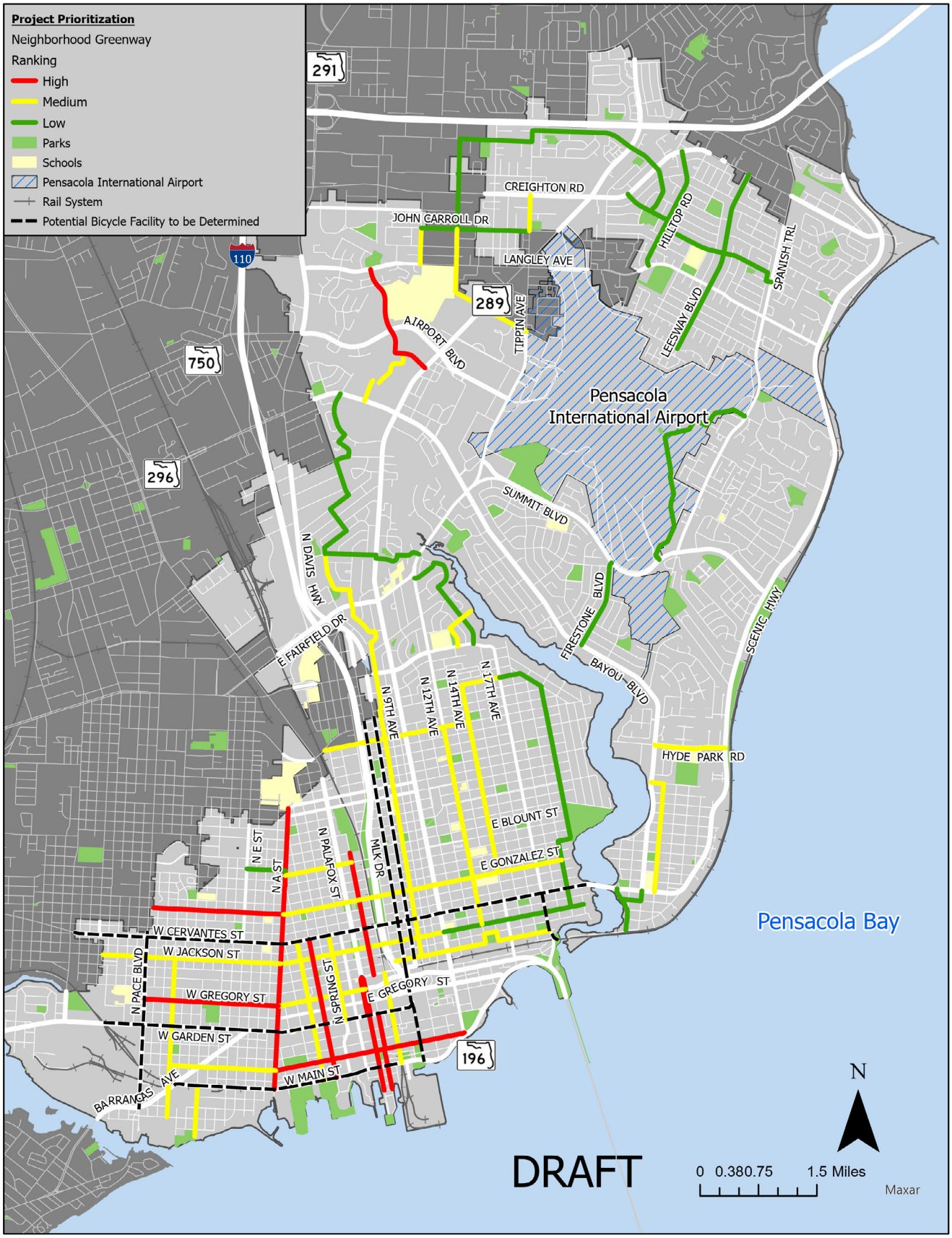


Figure 17. Trail/Protected Bike Lane Priority Map


ADELYN RD
5600
DEAD END
"To make a good city, you need good streets"
-Victor Dover

SECTION 4
HOW ARE WE GOING TO GET THERE?

Actions for Implementation

Implementing the approaches and recommendations from the previous sections are vital to continue the momentum of creating a connected and comfortable active transportation network. This section includes actions for governmental agencies that own our streets (City departments, Escambia County, ECAT, and the FDOT) including others that may impact changes to our streets such as developers, other agencies, or the community. The call is to create a connected network of safe streets for everyone of all ages and abilities.

The action plan outlined in this section is a blueprint to ensure that the active transportation vision and guiding principles are fully implemented throughout the City and becomes a foundational part of all projects moving forward.

The actions for implementation are grouped into four main areas:

1

Update Policies and Regulations – especially the Land Development Code to implement recommendations

2

Leverage Quick-Build and Tactical Projects

3

Partner to implement and promote the active transportation network

4

Seek funding and grant opportunities

This section includes general timing for the actions including:

CONTINUOUS

IMMEDIATE: 0-1 YEARS

SHORT-TERM: 0-3 YEARS

MID-TERM: 4-6 YEARS

LONG-TERM: 6+ YEARS

1. Update Policies and the Regulations

A key step for implementation is for the City to continue to modernize and coordinate policies and regulations related to active transportation. Updating policies - and in particular the Land Development Code - are vital to make sure the recommendations can be implemented in conjunction with future changes to streets.

Policies and Regulations Actions

Action No.	Action	Description	Responsible Parties	Timing
1.01	Adopt a Vision Zero Policy	An adoption of an ordinance will make it clear that safety is paramount and not one death in our City is acceptable	City of Pensacola	**Immediate**
1.02	Update the Land Development Code and Standards to Add Authority to ATP	Create technical design standards/manual to include flexible design guidance and typical cross sections, bicycle facility, pedestrian, and intersection guidance Apply Form-Based Code standards to include walkability, lighting, urban design standards (consider areas near the Civic Center and commercial areas in Northeast Pensacola and areas east of downtown first) Update to include information from flexible design guidance and FDOT Design Manual on speed management, lane widths, bicycle facilities, sidewalks, landscaping (shade), lighting, and intersections Update to include bicycle parking and storage requirements for new developments Explore strategies and tools like Transportation Demand Management, Concurrency, Mobility Fees, etc.	City of Pensacola	**Short-term**
1.03	Develop an Active Transportation Plan Checklist and Procedures	Create a checklist to use during the project development phase and interdepartmental review process to ensure that all projects within the public right-of-way comply with the intent of the ATP Utilize with roadway projects and for major site plans, and assign staff to utilize with roadways projects and site plan review for multimodal opportunities and compliance with the ATP	City of Pensacola	**Short-term**
1.04	Update the Comprehensive Plan	Update policies to incorporate ATP guiding principles including measures from the ATP beyond Auto Level of Services, context classification, and focus on safe speeds	City of Pensacola	**Short-term**
1.05	Monitor and Fine-tune	Review how policies, regulations, procedures are working and update as appropriate. Create a dashboard to monitor guiding principle measurables	City of Pensacola	**Short-term** to **Mid-term**

2. Leverage Quick-Build and Tactical Projects

Implementing the ATP network may require re-allocating existing roadway space. The flexible design guidance displays modal priorities with the understanding that streets have different users. Some streets in the City have little auto traffic compared to what they were designed to carry. These streets present an opportunity to provide options and economic vitality. The Potential Lane Repurposing map, **Figure 18**, identifies roads within the City where some vehicle travel lanes could be removed or repurposed to build a connected network for other modes of travel or to meet other ATP goals such as speed reduction. Each project that may involve lane repurposing would need to include further study, targeted public involvement, and coordination with regional stakeholders such as Escambia County and the FDOT.

Leverage Quick-Build and Tactical Projects Actions

Actions No.	Action	Description	Responsible Parties	Timing
2.01	Enact temporary pop-up or demonstrations that assess/lead to quick-build projects	Quick build projects are planned with the expectation that the design may undergo changes in the future with minimal investment Quick build projects fit between pop-up projects and capital projects. Pilot projects test solutions before a significant investment is required. Interim build projects provide the benefits much earlier than otherwise would be available	City of Pensacola	**Continuous**
2.02	Leverage opportunities for quick-builds	Examine the City's roadways to determine which lanes (**Figure 18**) may be repurposed to re-allocate space for other facilities which could include space for pedestrians, bicyclists, and/or vehicles (improvements include additional studies and coordination as needed) Tie in quick builds with 3R (resurfacing, restoration, and rehabilitation) or maintenance projects	City of Pensacola	**Continuous**
2.03	Form a quick-build team	With City staff, include the community on tactical projects such as crossing and intersection improvements	City of Pensacola	**Mid-term**

Quick-Build Projects

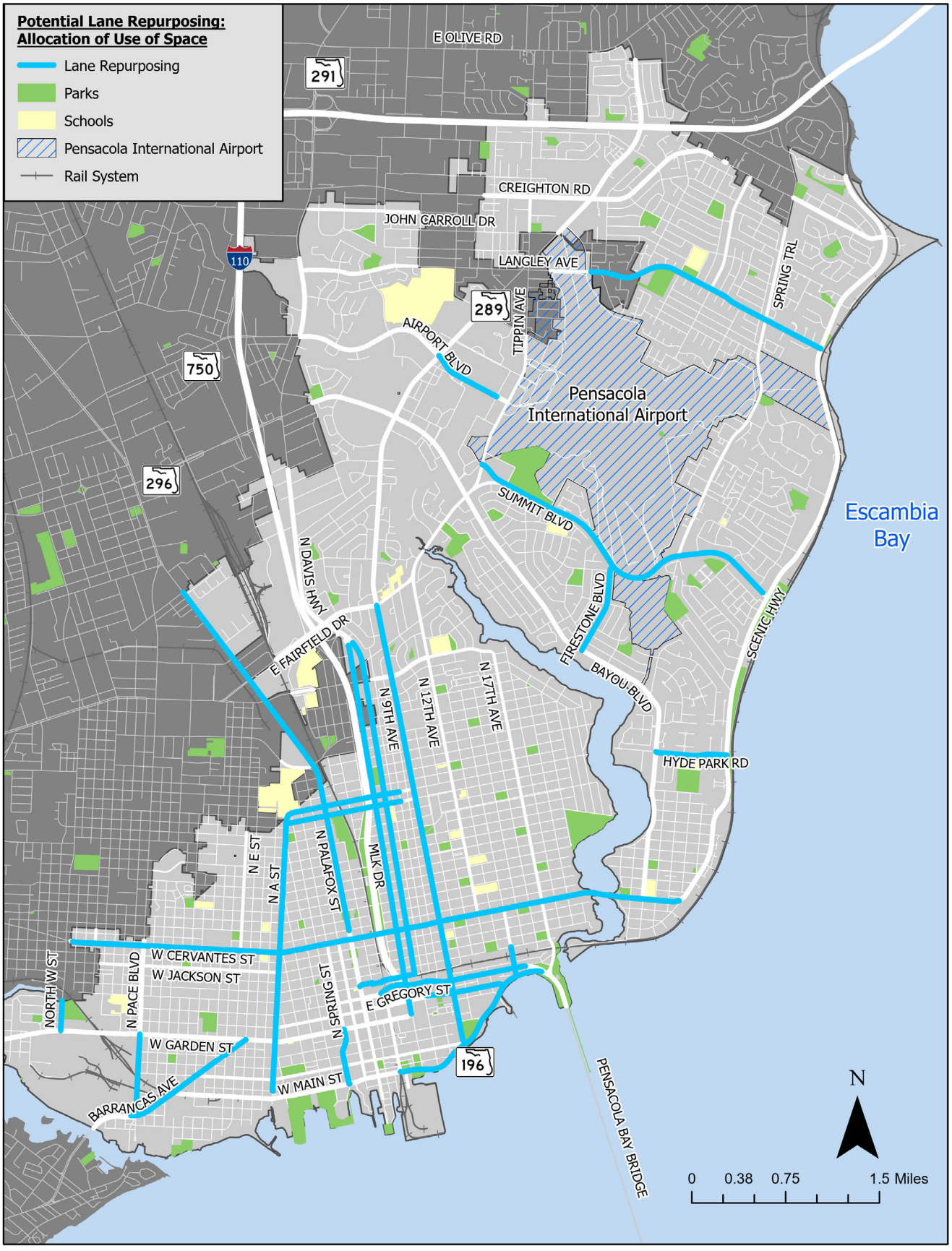
Quick-build projects can be pilot projects or interim build projects.

- Pilot projects tend to be based more on the concept of testing a solution during a cost-effective, quick-build implementation before deciding whether investment in a more permanent reconstruction is warranted.
- Interim-build projects are used to provide the public with the benefits of a project much earlier than otherwise would be available by waiting until the full reconstruction is funded, designed, and built.

Source: Kimley-Horn

Source: City Of Honolulu

Figure 18. Potential Lane Repurposing Map



3. Partner to Implement and Promote the Active Transportation Network

Implementing ATP projects will require partnerships with agencies. Coordination and partnerships with local, regional, public, and private entities, particularly on funding, are key to implementing the ATP guiding principles.

Partner to Implement and Promote the Active Transportation Network Actions

Actions No.	Action/Partnership	Description	Responsible Parties	Timing
3.01	Develop Annual and 5-Year Project Priority Lists	Develop a master list and map of annual and 5-year projects from the departments to review opportunities to leverage funding and implement ATP projects. The possibility of developing an interactive or web map should be reviewed to further coordinate the process. The City should review and update the prioritization spreadsheet, in Appendix, for Neighborhood Greenways and Trails/ Protected Bike Lanes for changing conditions overtime. Focus on the following: • Implement intersection and mid-block crossings (focus on high injury network, City controlled streets, or in partnership with other agencies or in tandem with other projects) • Implement wayfinding/signage to promote the network • Start with smaller infrastructure project – start with east/west neighborhood greenways • Build a full "spine" multi-use trail under I-110 that connects Hollice T Williams to the waterfront • Implement past waterfront plans to create a downtown east/west multi-use trail - provide connections to the surrounding neighborhoods • Advance other larger infrastructure trails into the Long Range Transportation Plan • Fill sidewalk gaps near destinations • Continued intersection and crossing improvements. Explore implementing RRFBs and PHBs	City of Pensacola	**Immediate** to **Mid-term**
3.02	TIP and LRTP Integration	Coordinate and partner with the TPO, County, and FDOT to integrate ATP projects in the TIP and LRTP.	City of Pensacola Florida-Alabama TPO	**Continuous**
3.03	Implement Projects with Future Development	Partner with the private sector and other agencies to implement ATP infrastructure such as pedestrian facilities and bicycle facilities (including parking)	City of Pensacola	**Continuous**

Partner to Implement and Promote the Active Transportation Network Actions (cont...)

Actions No.	Action/Partnership	Description	Responsible Parties	Timing
3.04	Conduct Education and Initiatives for Safer Streets	Provide training and education to staff to learn best practices from FDOT, NACTO, Institute of Transportation Engineers, and Federal Highway Administration Conduct educational campaigns through PSAs, collaboration with Pensacola Police Department, etc. to help people understand rules of the road and promote slower streets. Promote ATP through slow rides, coffee chats, food truck ralleys, CivicCon, other events Seek American League of Bicyclist Certification Engagement with local schools and tourism board	City of Pensacola	**Continuous**
3.05	Form a Bicycle and Pedestrian Advisory Committee (BPAC)	Form an Advisory Committee to provide input to decision makers on bicycle and pedestrian projects, programs, and policies.	City of Pensacola	**Short-term**
3.06	Pursue Bikeshare	Partner with a private vendor to implement bikeshare within the City	City of Pensacola	**Short-term**
3.07	Implement Additional Bicycle Parking	Include additional bicycle parking (key employers, schools, parks, Pensacola Bay City Ferry to connect to beaches)	City of Pensacola	**Short-term** to **Mid-term**
3.08	Pursue a Curb Management Plan	Identify a plan to provide further clarity on curb zones - bike/micromobility parking (corrals), transit, outdoor dining, and on-street parking	City of Pensacola	**Short-term**
3.09	Change Roadway Ownership	Look for opportunities to take ownership and change roadway jurisdiction from State or County to City on select streets. Focus on streets on the lane repurposing/allocation map.	City of Pensacola, County, and FDOT	**Mid-term** to **Long-term**
3.10	Explore Micromobility and Microtransit Options	Explore additional micromobility options such as a looper, downtowner, etc. to further connect active transportation network Explore microtransit for smaller circulator routes	City of Pensacola	**Mid-term**
3.11	Explore feasibility of mobility hubs	Mobility hubs are places in a community that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle	City of Pensacola	**Mid-term**

Partner to Implement and Promote the Active Transportation Network Actions (cont...)

Actions No.	Action/Partnership	Description	Responsible Parties	Timing
3.12	Conduct an Engineering Study	Conduct a further engineering study for regional trail system to explore alignment and overcoming barriers to connections for projects that help complete the SUN Trail system.	City of Pensacola	**Mid-term**

4. Actively Seek Funding

There are various funding sources available to implement the projects within the ATP. Some of these sources are City funds, while others may come from the County, state, and federal level. There are also grant opportunities at the state and federal level that can be applied for to implement the ATP.

Actively Seek Funding Actions

Actions No.	Action/Partnership	Description	Responsible Parties	Timing
4.01	Pursue Dedicated and Additional Funding for the ATP	The City will seek diversified funding not only to mitigate larger infrastructure costs such as street re-designs, intersection projects, or even resurfacing, but also to focus on other less expensive interim projects, such as re-striping, signal timings, neighborhood greenways, and street trees. The City will also work with regional and local partners to fund ATP projects.	City of Pensacola	**Immediate**
4.02	Internal City Coordination	Combine ATP projects while reviewing pavement maintenance, 3R projects, or other CIP projects	City of Pensacola	**Immediate**
4.03	Partner with Escambia County	Coordinate with local partners to fund ATP projects that are adjacent to the City and leverage funding	Local City Partners	**Immediate**
4.04	Partner with FDOT	Work with FDOT on their Complete Streets efforts and fund projects within the City Pursue Safe Routes to School funding and Surface Transportation Program (STP) dollars	City of Pensacola, FDOT	**Immediate**
4.05	Partner with Florida-Alabama TPO	Coordinate on transportation alternatives funding Coordinate on recreational trails funding Program projects into the TIP and LRTP including trail and bicycle improvements	City of Pensacola, TPO	**Immediate**
4.06	Escambia County Area Transit	Work with Escambia County Area Transit (ECAT) to prioritize funding for improvements such as stop improvements on streets with high performing transit routes Prioritize funding for improvements that complete first and last mile connections to transit stops Seek grants and funding for transportation disadvantaged areas that could include demand response service	City of Pensacola, ECAT	**Immediate**

Additional Funding Opportunities

Opportunity	Description	Agency
State Infrastructure Bank Loans	Loan from the State of Florida for the development of Infrastructure Projects.	FDOT
Environmental Protection Agency (EPA)	Grant opportunities for green infrastructure and landscaping, healthy communities initiatives, and brownfields.	Environmental Protection Agency (EPA)
Community Development Block Grant Program (CDBG)	CDBG grants to benefit low to moderate income persons and communities, sustainable communities grants.	Housing and Urban Development (HUD)
AARP Community Challenge	Small grants to fund "quick-action" projects. AARP will prioritize projects that support residents age 50 or over, are inclusive, address disparities, AND directly engage volunteers.	American Association of Retired Persons (AARP)
Recreational Trails Program	Matching-grant funds to renovate, develop, or maintain recreational motorized, nonmotorized, and mixed-use trails and trailside facilities.	Florida Department of Environmental Protection (FDEP)
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Grants are for capital investments in surface transportation that will have a significant local or regional impact.	USDOT OST
Community Planning Technical Assistance Grant (CPTAG)	Supports innovative, creative, or unique approaches to planning and development, and infrastructure.	Florida Department of Economic Opportunity (DEO)
Safe Streets and Roads for All (SS4A) - Implementation Grant	Funding to support Vision Zero initiatives that prevent death and serious injury on roads and streets, including the implementation of a safety action plan.	USDOT OST
Reconnecting Communities Pilot (RCP) Program	Funds are to be awarded on a competitive basis and dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure.	USDOT OST
Advanced Transportation Technology and Innovation (ATTAIN) Program	The ATTAIN Program is intended to provide funding to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	USDOT FHWA
The Trail Fund	Can be used for trail maintenance backlog on State and Local Lands, research with a focus on the development and understanding of how trails and the industry create value and impact, or Stewardship Training.	American Trails

Additional Funding Opportunities (cont...)

Opportunity	Description	Agency
Shade Structure Program	Must be used to implement a shade structure that meets the stringent requirements of the AADA. Examples include bench shelters, bus shelters, and shade for playgrounds.	American Academy of Dermatology Association (AADA)
People for Bikes Grants	PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation or community development; from city or county agencies or departments and from state or federal agencies working locally.	PeopleforBikes

Source: City of Edmonton

Evaluation and Measuring Success

The Guiding Principles in Section 3 provide the framework for transportation improvements that develop a multimodal mobility system. This system must be safe, accessible, and efficient for people of all ages and abilities. Performance measures evaluate the success of future developments, local, and regional programs and City improvements in achieving the principles. Performance measures for each guiding principle are listed below from a Citywide perspective. Specific ATP projects should also be measured for effectiveness after construction.

Measurements for Success

Overall

- Create a dashboard to start to monitor and evaluate some of the items below. Others may take more time to gather and may not be evaluated each year.
- Bicycle and Pedestrian Advisory Committee will help monitor progress on ATP goals and projects.

Put Safety First

- Number of deaths (all, bicycle, pedestrian)
- Number of Injuries (all, bicycle, pedestrian)
- Number of crashes, deaths, injuries withing disadvantaged areas
- Number of streets with speed management improvements or re-allocation/retrofits
- % of arterial and collector streets where posted speed is within target speed range
- Number of intersections with adaptive signal control or pedestrian improvements (LPI)
- Number of City-controlled lighting improvements
- Number of training events each year
- Number of trees planted by City within ROW adjacent to streets.

Connect People and Places

- % sidewalk or bicycle coverage near schools, parks, major employment
- Number of gaps connected
- Number of new developments with ATP improvements

Access for All

- Miles of ATP network within Disadvantaged Areas
- Miles of ATP network within areas with high concentrations of those with disabilities
- Number of new transit stop connections

Add Mobility Options

- Miles of bicycle infrastructure completed
- Miles of sidewalks
- # of crossings and intersection improvements
- # of new bicycle parking locations
- % mode split (US Census)
- Number of ATP related events held each year

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Next Steps

Pensacola In Motion was developed to build onto the momentum from the last few years in creating an active transportation network. It is a unique time in history when there is more focus on creating safe and comfortable streets with additional funding coming from the federal government.

To achieve the development of a safe and comfortable network, and the guiding principles of the ATP, it will take short-term and long-term actions. There will need to be collaboration and partnership with Escambia County, FDOT, and other government agencies as well as the private sector, community-based organizations, and local partners. Despite available federal funding, local funding is not in endless supply, but there is an opportunity to get tactical and resourceful. Of utmost importance is to update the policies and procedures. There will need to be flexibility and evaluation of the recommendations. The City will continue the prioritization criteria and changing conditions to continue to monitor and reassess priority projects identified in **Figures 15 - 17**.

The opportunity is to build onto the history and vibrancy of Pensacola and to implement one of the premier networks in the country for a mid-sized city. With this comes economic vitality and options. There is also a chance to achieve Vision Zero and create safer streets. The real opportunity is to create a connected network not only for people that live and visit the City today but also for future generations to keep **Pensacola In Motion!**


STOP
ALL WAY

PENSACOLA *in motion*

ACTIVE TRANSPORTATION PLAN

Friday, January 3, 2025

Tanya Branton
Planning Specialist
1074 US-90
Chipley, FL 32428

Dear Ms. Branton,

The Last Mile would like to offer strong support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to improve bicycle and pedestrian connectivity in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is a bicycle and pedestrian path on East Maxwell Street from North Palafox St to North Hayne Street. Filling in this gap will continue connectivity efforts westward since the previous phase from North Hayne Street to North 9th Ave was funded by FDOT in the FY 26-30 tentative work program. This is a collector street with residential homes and religious institutions with no ped/bike infrastructure to keep people safe.

Both gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

Sincerely,

Frankie Pesce III

January 7, 2025

Tanya Branton
Planning Specialist
1074 US-90
Chipley, FL 32428

Dear Ms. Branton,

Bike Pensacola is a six-year-old organization with the goal of promoting bikes as a safe means of transportation by organizing social rides and advocating for safer streets. Our regular social rides attract upwards of 200 participants who can experience the benefits and pleasures of using a bike as a means of transportation.

We offer our full support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to improve bicycle and pedestrian connectivity in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is a bicycle and pedestrian path on East Maxwell Street from North Palafox St to North Hayne Street. Filling in this gap will continue connectivity efforts westward since the previous phase from North Hayne Street to North 9th Ave was funded by FDOT in the FY 26-30 tentative work program. This is a collector street with residential homes and religious institutions with no ped/bike infrastructure to keep people safe.

Both gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places" – Fred Kent, Project for Public Spaces.

Sincerely,

Executive Director

On behalf of the Bike Pensacola Board of Directors:

Zachary Lane
Jarah Jacquay
Travis Coleman
Jon Spears
Abby Nonnemacher
Hannah Trevino Martinez
Christian Wagley

1/7/24
Tanya Branton
Planning Specialist
1074 US-90
Chipley, FL 32428

Dear Ms. Branton,

Cíclovía Pensacola board would like to offer resounding support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to improve bicycle and pedestrian connectivity in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is a bicycle and pedestrian path on East Maxwell Street from North Palafox St to North Hayne Street. Filling in this gap will continue connectivity efforts westward since the previous phase from North Hayne Street to North 9th Ave was funded by FDOT in the FY 26-30 tentative work program. This is a collector street with residential homes and religious institutions with no ped/bike infrastructure to keep people safe.

Both gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

Sincerely,

Brittany Ellers

Brittany Ellers
President, Cíclovía Pensacola

January 8th, 2025

Tanya Branton
Planning Specialist
1074 US-90
Chipley, FL 32428

Dear Ms. Branton,

The Parks & Recreation Department would like to offer strong support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to improve bicycle and pedestrian connectivity in areas where there are current gaps in our transportation network.

One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is a bicycle and pedestrian path on East Maxwell Street from North Palafox St to North Hayne Street. Filling in this gap will continue connectivity efforts westward since the previous phase from North Hayne Street to North 9th Ave was funded by FDOT in the FY 26-30 tentative work program. This is a collector street with residential homes and religious institutions with no ped/bike infrastructure to keep people safe.

Both gaps are currently identified in the City Council adopted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. Additionally, one of the objectives of the Parks & Recreation Department is to support accessibility, walkability, and alternative modes of transportation that betters the quality of life and wellness of our community members. This project strongly aligns with that objective and FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

Sincerely,

Ben Heistein
Parks & Recreation Director
(850) 436-5679

Office of the Chief
PENSACOLA POLICE DEPARTMENT

December 24, 2024

Tanya Branton
Planning Specialist
1074 US-90
Chipley, FL 32428

Dear Ms. Branton,

The Pensacola Police Department would like to offer strong support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to improve bicycle and pedestrian connectivity in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street, from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is a bicycle and pedestrian path on East Maxwell Street, from North Palafox St to North Hayne Street. Filling in this gap will continue connectivity efforts westward since the previous phase from North Hayne Street to North 9th Ave was funded by FDOT in the FY 26-30 tentative work program. This is a collector street with residential homes and religious institutions with no ped/bike infrastructure to keep people safe.

Both gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

Sincerely,

Eric Randall
Chief of Police
/hr

Transportation Alternatives

City of Pensacola - East Maxwell Street Multi Use Path

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	14
Criterion 2	Connectivity	15	15
Criterion 3	Location Efficiency	15	15
Criterion 4	Proximity to School	15	15
Criterion 5	Design Quality	15	5
Criterion 6	Environmental/Archeological Projects/ Historic Preservation	15	4
	Total	100	
Bonus Points	Local Contribution and Public Support	5	5
	Total Points Possible	105	73

Criterion 1: Safety - The project is scored for making significant safety improvements to the existing and proposed transportation network. Please submit crash data to verify your selection for crashes within the project area.

Crash data reports must use the Signal Four Analytics data. Please contact TPO staff if your application claims accidents that are not reported in the Signal Four database.

Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists.	**Pts**	
Low crash corridor = < 3 car/pedestrian/cyclist incidents from the past 5 years	1	
Moderate crash corridor = 3-10 car/pedestrian/cyclist incidents from the past 5 years 3 ped/bike crashes on corridor as shown on location map.	2	2
High crash corridor = >10 car/pedestrian/cyclist incidents from the past 5 years	3	

Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists.	**Pts**	
Moderate crash corridor = 3-10 car/pedestrian/cyclist incidents from past 5 years 10 ped/bike crashes in past 5 years. See Location Map.	2	2
High crash corridor = >10 car/pedestrian/cyclist incidents from past 5 years	3	

Safety Issue ***Provide brief descriptions for each claimed criterion***	**Pts**	
Posted speed limit over 30 mph in project area	1	
Improves mobility for disabled, elderly or youth populations – *(Please provide an address and note location on map for the affected facility)* Project connects to Hollice T Williams Park, specifically the football field where youth football is played.	1	1
Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as defined by the Census	1	

Project design encourages traffic calming or vehicle lane narrowing (road diet) The project includes a road diet by repurposing the outside westbound lane into a separate multi use path.	1	1
Reduces traffic volume in tourist/commercial areas Hollice T Williams Park is currently being redesigned as a signature park and tourist destination similar to Cascades Park in Tallahassee. This project will improve non-vehicular access to the park.	1	1

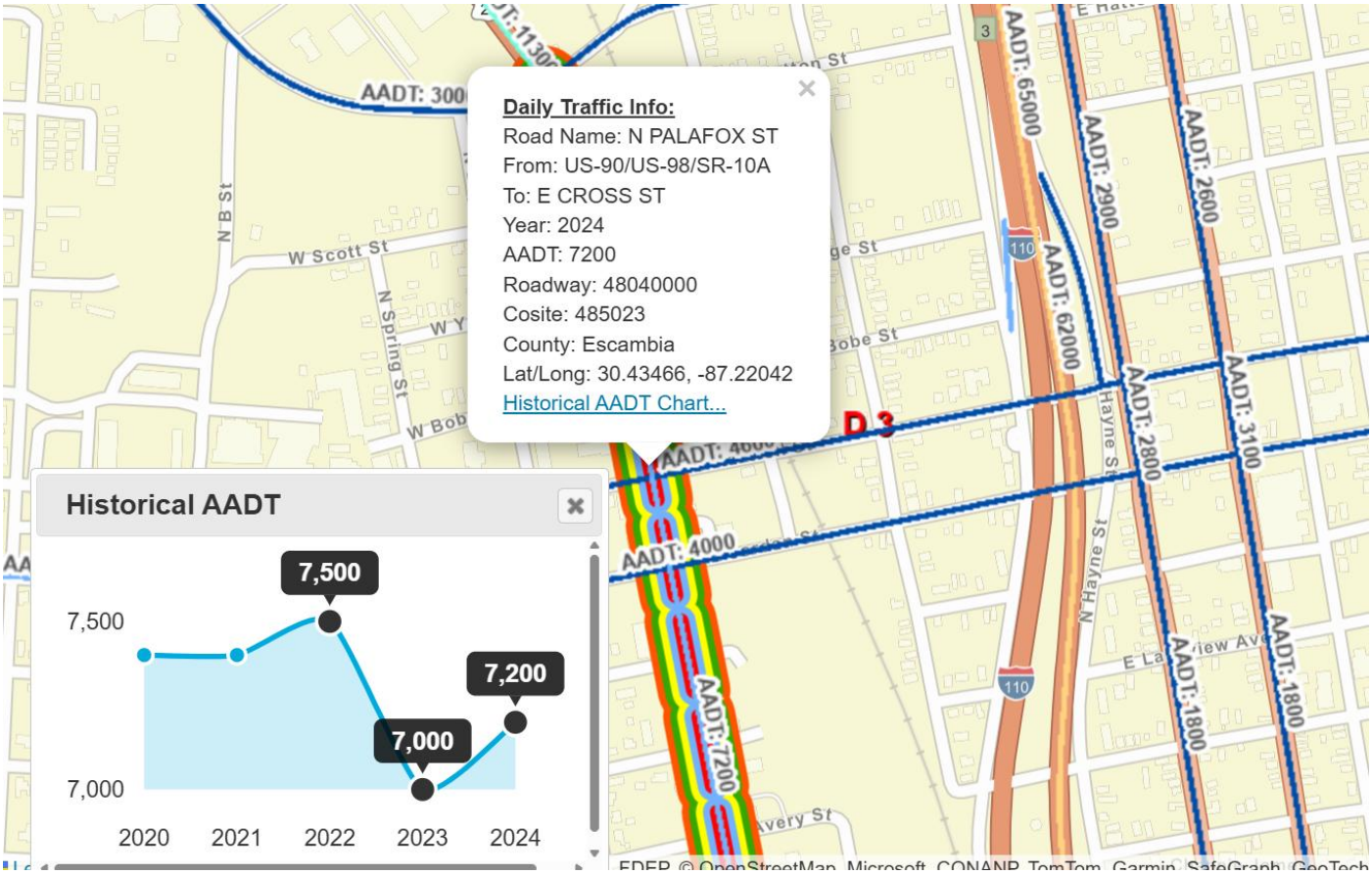
Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design. ***Provide a brief description for each claimed criterion – notate on map where applicable.***	**Pts**	
Physical Separation Barrier A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility. This project will include a traffic lane separator.	1	1
Defined Space A "defined space" includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4 foot wide shoulder. Project will include a designated multi use path with crosswalks at intersections.	1	1

Vehicle Traffic					
The current AADT for the affected roadway facilities within the project area – from which exposure would be reduced by the project. The maximum radius for exposure is ¼ mile. Documented traffic counts at the county and city level will be accepted once the source and methodology is verified by TPO staff.					
40,001+ **12 pts**	35,001-40,000 **11 pts**	30,001 to 35,000 **10 pts**	25,001-30,000 **9 pts**	20,001-25,000 **8 pts**	15,001-20,000 **7 pts**
10,001-15,000 **6 pts**	5,001-10,000 **5 pts**	4,001-5,000 **4 pts**	3,001-4,000 **3 pts**	2,001 – 3,000 **2 pts**	Less than 2,000 **1 pt**

Total Points for Safety Criteria	14

Florida Traffic Online

North Palafox St AADT of 7,200 where it intersects with Maxwell St.



Criterion 2: Connectivity - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

General Connectivity ***Provide a brief description for each claimed criterion – notate on map where applicable***	**Pts**	
Improves access to commercial areas The project intersects with Palafox St which contains commercial destinations such as the Cycle Sports (2125 N Palafox St), Action Labor Pensacola (2226 N Palafox St), and Hillman	2	2

Veterinary Clinic (2101 N Palafox St)		
Improves access to parks and recreational areas Project connects to Hollice T Williams Park.	2	2
Provides pedestrian/bicycle facilities where none exist There are currently no bicycle facilities on E Maxwell St and the sidewalk is intermittent.	2	2
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity. Identified in City Active Transportation Plan as a sidewalk connectivity gap and in City Sidewalk Priority Project Model **Sidewalk Priority Model**  	2	2
Fills a documented gap in an existing transportation network City of Pensacola Future Sidewalk Priority Model shows this segment as an existing gap.	3	3

Transit Connectivity (select one) ***Transit stops must be noted on an attached project map***	**Pts**	
Connects to existing bike/ped facility & does not connect to a transit stop	2	
Connects to existing bike/ped facility & <1/2 mile from transit stop	3	

Connects to existing bike/ped facility & <1/4 mile from transit stop Path will connect to transit stops on Maxwell/Palafox.	4	4

Total Points for Connectivity Criteria	15

Criterion 3: Location Efficiency - Project makes significant improvements to a facility in proximity to a medium-to-high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourists to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial or social activity occurs.

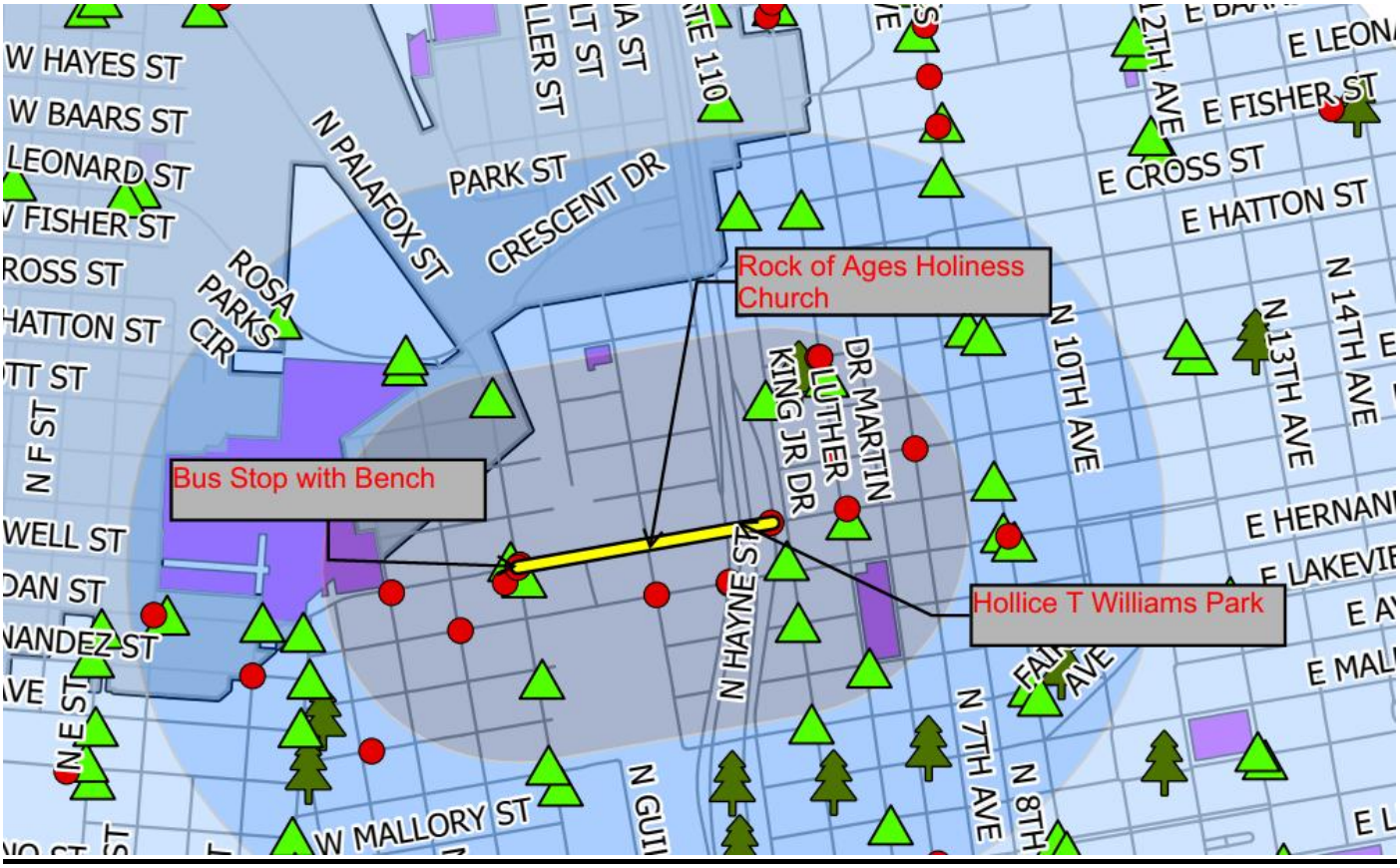
Please provide brief description of proximity location in relationship to destination of interest.

Maximum Points Allowed: 15

Does the project provide access to destinations of interest?

High Interest Select One (7 pts total)	Moderate Interest Select One (5 pts total)	Low Interest Select One (3pts total)
Town Center – Square	Multi-Family Development	Low Density Single Family (detached single family developments)
Mixed Use Center	Park n Ride Lot	Post Office
Major Employment Center (Office Park, Big Box Retail)	Park	Bank
Transit Center/Station (hub that serves as central location for multiple routes and network)	Greenway	Bus Stop (a bench or 5-15 person shelter)
School (within 2 miles)	Retail Center	
University/College (direct connection)	Religious/Civic Center	
Hospital	Unique Destination (Tourist Destinations)	
Entertainment Center Combination of Restaurants/ Theaters/Music Venues	Health Care Clinic (multiple doctors on staff < 10)	
Marinas	Libraries	
Recreation Facility (sport fields, gymnasium, etc)	Grocery Store/Farmers Market/ Stationary Food Providers/Restaurants	
	Hotels	
	Rural Road Bike Routes	

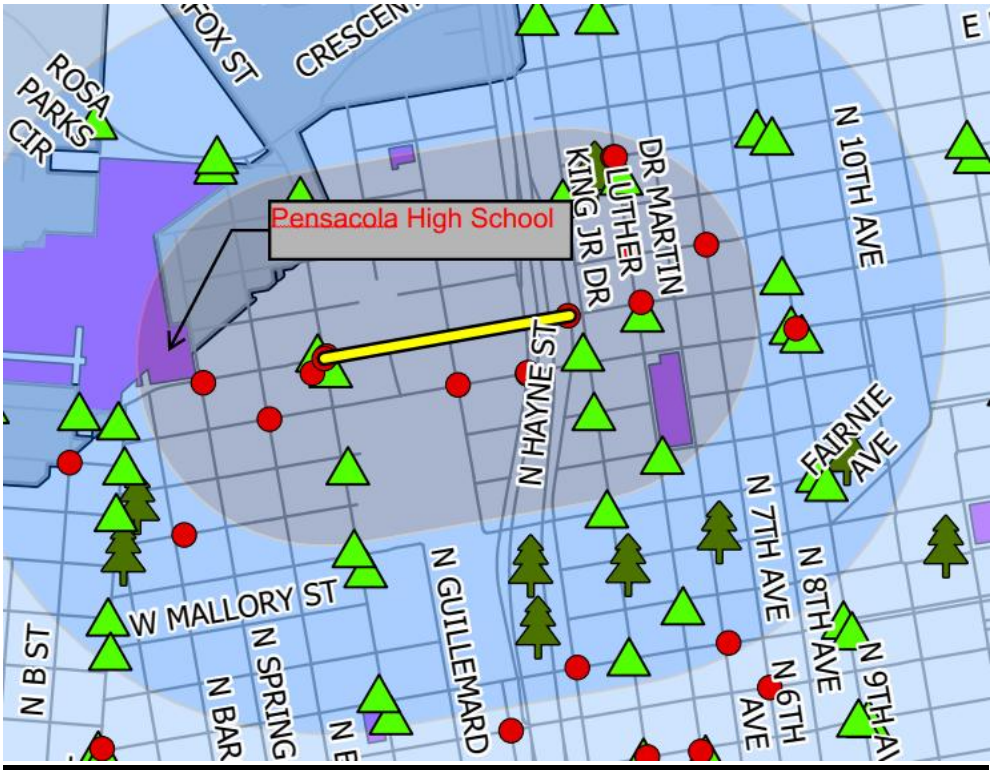
Total Points for Location Efficiency Criteria	15



Criterion 4: Proximity to School - Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools program. Schools are defined as a K-12 facility; or a public or private university, college or community college.

Proximity to School (select one) ***List the name and address of schools within the 2-mile project radius***	**Pts**	
Project >2 Mile from a school	0	
Project within 1-2 mile of a school	5	
Project within 1 mile of a school Pensacola High School	15	15

Total Points for Proximity to School Criteria	15



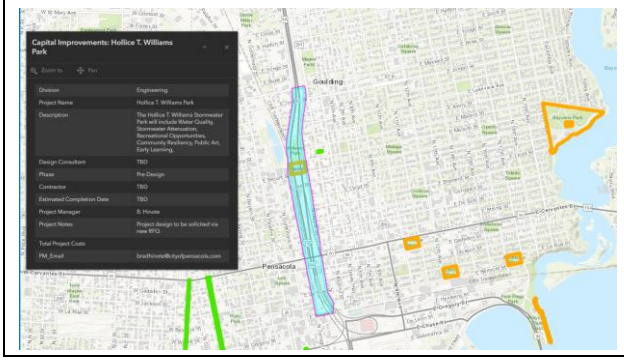
Criterion 5: Design Quality - Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

General Design ***Provide a brief description for each claimed criterion – notate on map where applicable***	**Pts**	
Addresses both walking and biking The facility will be a bicycle and pedestrian path.	1	1
Buffered/Protected bicycle lane, separated multiuse path > 5', or sidewalk > 5' Multi use path buffered by traffic lane separator.	3	3
Provides bike parking or seating for pedestrian areas	2	
Provides trailheads, staging areas and parking	1	
Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	3	

Prior Phases of this project are under construction or have been completed. *Provide documentation for the prior phases.*	4	
All Right of Way has been secured or none is needed	1	1

Total Points Design Quality Criteria	5

Criterion 6: Environmental/Archaeological Projects/ Historic Preservation

Environmental/Archaeological Projects/Historic Preservation ***Provide a brief description for each claimed criterion – notate on map where applicable***	**Pts**	
Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	1	
Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users	2	
Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to **avoid, minimize or mitigate impacts**	2	
Includes community partnership between governmental and non-governmental organizations. City has been working with Friends of Hollice T Williams Park to learn about what transportation modalities are important to accessing the park.	1	1
Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities	1	
Construction of turnouts, overlooks, and viewing areas	1	
Project enhances access to an existing or planned activity center. ***(Planned activity centers must be defined in a Capital Improvement Plan or similar document. Please reference and attach information in addendum.)*** Hollice T Williams Park is a planned activity center which is identified in City Capital Improvement Dashboard. 	1	1

Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	2	
Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	2	
Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109) Project will deter automobile access to Hollice T Williams Park by providing a safe alternative way to walk to the park. The Park is being designed for stormwater management via attenuation and conveyance. It will also serve to improve nutrient loading.	2	2

Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	4

Bonus Points:

Local Contributions and Public Support	Pts	
Local Contribution: monetary and non-monetary, to include drainage, right-of-way, and professional services. Claiming ROW because we are repurposing one lane of City maintained roadway into a ped/bike path.	3	3
Public Support: submit 4 or more letters of support. This must include 2 letters from a private source and 2 from a public source. * *Supporting letters can be gathered from public officials, municipalities, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations; businesses and residents located within the project limits.* *Letters of support must be dated within the past 3 years* Have letter of support from: • Pensacola Police Department • Pensacola Parks and Recreation • The Last Mile • Ciclovia • Bike Pensacola	2	2

Total Bonus Points	5

The information below will aid the TPO in ranking projects for the TPO TAP Priority List.

Information Only – The following answers are for the TPO project review and will not be scored			
Total project cost:	$622,927.36 (includes contingency)		
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.	No		
Total length of the project (miles)?	0.34		
How many intersections are located within the project boundaries?	4		
Does the project address a unique safety issue not detailed in the Safety Criteria?			
Project Readiness – Project Phase as submitted:	Conceptual Only	Preliminary Plans Complete	Final Plans Complete (shovel ready)

RESOLUTION
NO. 2025-102

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA FLORIDA; SUPPORTING AN APPLICATION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION ALTERNATIVES PROGRAM TO DESIGN AND CONSTRUCT PEDESTRIAN FACILITIES ON WEST JACKSON STREET AND PEDESTRIAN AND BICYCLE FACILITIES ON EAST MAXWELL STREET; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Pensacola has an interest in promoting and encouraging alternative modes of transportation to support revitalization and connectivity; and

WHEREAS, the following proposed projects are endorsed by the City Council of the City of Pensacola:

Design and construction of a sidewalk, crosswalks, and curb extension on West Jackson St from North E Street to North A Street for 0.25 miles.

Design and construction of a bicycle and pedestrian path on East Maxwell Street from North Palafox Street to North Hayne Street for 0.34 miles.

WHEREAS, a majority of the Project blocks are considered high in the City of Pensacola Sidewalk Prioritization Model.

WHEREAS, Federal Transportation Alternatives (TA) Program funds are now available for transportation alternatives projects through the State of Florida Department of Transportation; and

WHEREAS, the Project meets the eligibility requirements for funding; and

WHEREAS, in order that these improvements may be constructed to the fullest extent, the City Council of the City of Pensacola supports filing an application with the State of Florida Department of Transportation to design and construct the Project;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA THAT:

Section 1. That the above stated recitals in the Whereas clauses are true and correct and incorporated herein by reference.

Section 2. That the Project is endorsed by the City Council of the City of Pensacola as serving an unmet vital transportation need for the public health, safety and

welfare of the citizens of the City of Pensacola.

Section 3. That the City Council of the City of Pensacola, in furtherance of such purpose, supports filing an application with the State of Florida Department of Transportation for Federal Transportation Alternatives (TA) program funding for the Project.

Section 4. The City Council of the City of Pensacola hereby authorizes the Mayor to take all actions necessary to effectuate the provisions of this Resolution.

Section 5. This Resolution shall become effective on the fifth business day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: January 15, 2026

Approved: _____
President of City Council

ATTEST:

_____
City Clerk

Jurisdiction: City of Pensacola
Project Title: East Maxwell Street Multi Use Path
Project Limits: from North Palafox Street to North Hayne Street
Requested Phases and Costs: PE, CST, CEI for $622,927
Contact Person: Caitlin Cerame

ECRC Evaluation and Cross-Check (FL-AL TPO)					
#	*Category*	*Max Possible Score*	*Applicant Initial Score*	*ECRC Revised Score*	*Notes*
1	**Safety**	**25**	**14**	**14**	
	Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists **(select one)**				
	Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	**1**	-		3 bike/ped crashes
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	**2**	2	2	
	High crash corridor = > 10 pedestrian /cyclist incidents from the past 5 years	**3**	-		
	Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. **(select one)**				
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	**2**	2	2	10 bike/ped crashes
	High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	**3**	-		
	Safety Issue - ***Provide brief descriptions for each claimed criterion***				
	Posted speed limit over 30 mph in project area	**1**	0	0	
	Improves mobility for disabled, elderly or youth populations - *(Please provide an address and note location on map for the affected facility)*	**1**	1	1	Hollice T Williams Park - youth football
	Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as I Identified by the Census	**1**	0	0	
	Project design encourages traffic calming or vehicle lane narrowing (road diet)	**1**	1	1	Road diet, repurposing lane into a separate multi use path
	Reduces traffic volume in tourist / commercial areas	**1**	1	1	Hollice T williams Park - signature park and tourist destination
	Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design.				
	A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	**1**	1	1	
	A "defined space" includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	**1**	1	1	
	Vehicle Traffic (select one)				
	40,001+	**12**	-	-	
	35,001-40,000	**11**	-	-	
	30,001 to 35,000	**10**	-	-	
	25,001-30,000	**9**	-	-	
	20,001-25,000	**8**	-	-	
	15,001-20,000	**7**	-	-	

	10,001-15,000	**6**	-	-	
	5,001-10,000	**5**	5	5	N Palafox St: 7200 AADT
	4,001-5,000	**4**	-	-	
	3,001-4,000	**3**	-	-	
	2,001 – 3,000	**2**	-	-	
	Less than 2,000	**1**	-	-	
2	**Connectivity**	**15**	**15**	**15**	
	General Connectivity				
	Improves access to commercial areas	**2**	2	2	
	Improves access to parks and recreational areas	**2**	2	2	
	Provides pedestrian/bicycle facilities where none exist	**2**	2	2	
	Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	**2**	2	2	
	Fills a documented gap in an existing transportation network	**3**	3	3	
	Transit Connectivity (select one)				
	Connects to existing bike/ped facility & does not connect to a transit stop	**2**	-	-	
	Connects to existing bike/ped facility & <1/2 mile from transit stop	**3**	-	-	
	Connects to existing bike/ped facility & <1/4 mile from transit stop	**4**	4	4	Transit stops at Palafox/Maxwell intersection
3	**Location Efficiency**	**15**	**15**	**15**	
	High Interest	**7**	7	7	Hollice T Williams Park
	Moderate Interest	**5**	5	5	Rock of Ages Holiness Church
	Low Interest	**3**	3	3	Bus Stops
4	**Proximity to School**	**15**	**15**	**15**	
	Project > 2 Mile from a school	**0**	-		
	Project within 1-2 mile of a school	**5**	-		
	Project within 1 mile of a school	**15**	15	15	Pensacola High School
5	**Design Quality**	**15**	**5**	**5**	
	Addresses both walking and biking	**1**	1	1	
	Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	**3**	3	3	

	Provides bike parking or seating for pedestrians	**2**	-	-	
	Provides trailheads, staging areas and parking	**1**	-	-	
	Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	**3**	-	-	
	Prior Phases of this project are under construction or have been completed.	**4**	-	-	
	All Right of Way has been secured or none is needed	**1**	1	1	
6	**Env / Archy / Historic**	**15**	**4**	**4**	
	Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	**1**	0	0	
	Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users	**2**	0	0	
	Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and/or there is a plan to **avoid, minimize or mitigate impacts**	**2**	0	0	
	Includes community partnership between governmental and non-governmental organizations	**1**	1	1	Friends of Hollice T. Williams Park
	Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic 1transportation facilities	**1**	0	0	
	Construction of turnouts, overlooks, and viewing areas	**1**	0	0	
	Project enhances access to an existing or planned activity center. (Planned activity centers must be defined in a Capital improvement Plan or similar document that shows construction beginning in 5 years.)	**1**	1	1	Hollice T. Williams Park
	Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	**2**	0	0	
	Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	**2**	0	0	
	Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109)	**2**	2	2	
	Bonus	***5***	**5**	**5**	
	Local Contribution: monetary and non-monetary, to include drainage, right-of-way, and professional services.	**3**	3	3	ROW repurposing one lane of City maintained roadway into a ped/bike path
	Public Support: submit 4 or more letters of support. This must include 2 letters from a private source and 2 from a public source **w/in past 3 years.**	**2**	2	2	Private: Ciclovia, Bike Pensacola, and The Last Mile Public: Pensacola Police Dept and Pensacola Parks & Rec
	Total Points	***105***	***73***	***73***	