RESOLUTION FL-AL 17-15

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE STATE ROAD 10A (U.S. 90) EAST CERVANTES STREET CORRIDOR MANAGEMENT PLAN

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

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

WHEREAS, the TPO selected State Road (SR) 10A (U.S. 90) West Cervantes Street, from North 9th Avenue to East Gonzalez Street for a CMP; and

WHEREAS, the TPO Long Range Transportation Plan (LRTP) includes $1,500,000 per year for implementation of projects identified in CMPs, which are plans for low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor; and

WHEREAS, SR 10A (U.S. 90) East Cervantes Street CMP identifies strategies and projects to improve traffic flow and safety for all modes of travel along the corridor, based on a study process that included an analysis of existing and future safety and travel capacity needs, and local stakeholder review and recommendations;

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

The TPO adopts the SR 10A (U.S. 90) East Cervantes Street CMP and endorses implementation of transportation strategies and projects identified in the plan.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 12th day of July 2017.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: [Signature]
Rob Williamson, Chairman

ATTEST: [Signature]
Acknowledgments

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Introduction
Introduction

In 2016, Atkins was commissioned by the Florida-Alabama Transportation Planning Organization (TPO) to conduct a corridor management plan (CMP) for East Cervantes Street (SR 10A, US 90) with the study limits consisting of North 9th Avenue at the western terminus to East Gonzalez Street at the eastern terminus - approximately 1.9 miles. The purpose of this CMP is to identify concepts and improvements to support all modes of transportation including vehicular, public transit, and bicycle and pedestrian modes. The intent of the East Cervantes Street CMP is to propose concepts and recommendations that can be implanted primarily within the current city-owned right-of-way (ROW).

This report provides a summary of the study process, the analyses conducted, and the recommendations identified. As discussed above, the study examined potential enhancements along the corridor through a multimodal approach. The document is divided into the following components:

- Context
- Existing Conditions
- Design Process
- Proposed Corridor Improvements

The East Cervantes Street CMP contains an assessment of existing corridor conditions including: existing traffic patterns, land use characteristics of the corridor, crash types and locations, and roadway access. One of the major components of the East Cervantes Street CMP was the 3 day long corridor design charrette in which the project team engaged the public to determine areas of concern and priority and then produced concepts and recommendations in response. This process is summarized in the Design Process section. Proposed corridor enhancements and recommendations are discussed in the Proposed Corridor Improvements section.
Context
Study Area

East Cervantes Street (SR 10A, US 90) within the project study area is an east-west roadway located in Escambia County, FL. It is functionally classified as a principal arterial and is approximately 1.9 miles long with a posted speed limit of 35 mph. The local jurisdiction for the portion of East Cervantes Street within the study area is the City of Pensacola (Figure 1). Public transportation for the study area is provided by Escambia County Area Transit (ECAT) bus route 41.

Historical Background

A large portion of the project study area traverses the East Hill neighborhood. The East Hill neighborhood was established in the late 19th century due in large part to the industrial boom occurring during that time period. It quickly became one of the most desired neighborhoods in Pensacola with its close proximity to the downtown as well as the Port. In recent years, as with many historic neighborhoods throughout the United States, individuals have begun relocating to the East Hill neighborhood, recognizing the neighborhood’s unique character as well as the historic architecture and style that older homes provide. Today the neighborhood is home to a diverse population with a wide ranging mix of dwellings.

The photographs on page 6 show the progression of development of the East Cervantes Street corridor over the past 75 years. It is interesting to note that the original Bayou Texar Bridge was located a block south of its current location.

Previous Planning Efforts

Pensacola Scenic Bluffs Highway Corridor Management Plan, 1997

This initial study officially designated Pensacola Scenic Bluffs Highway as a Florida Scenic Highway meeting five of the six intrinsic resources as defined by the State of Florida. This plan defines the Corridor Vision of Pensacola Scenic Bluffs Highway and also identifies goals, objectives, and strategies developed based on input from the Scenic Highway Corridor Advocacy Group, the Scenic Highway Foundation, as well as members of the public.

Pensacola Scenic Bluffs Highway Corridor Management Plan Update, 2007

The study updated the Corridor Management Plan (CMP) originally completed in 1997. It looks at changes that have occurred to the corridor primarily related to Hurricane Ivan, which made direct contact with Scenic Highway in October 2004 and caused severe damage to the bluffs and natural vegetation in addition to homes and other structures. This report analyzes the effectiveness and applicability of the goals, objectives and policies, and the Action Plan from the original CMP.

Redesigning The Pensacola Scenic Bluffs Corridor, 2012

This plan looks at potential opportunities enhancing the identity of Scenic Bluffs Highway as well as increasing its environmental and cultural sustainability. The study recommends enhancements such as: establishing a signature plan palette, erecting educational signage, installing wayfinding signage and street furniture, creating gateway features, and enhancing Bay Bluffs Park, among a number of other things.

Pensacola Scenic Bluffs Highway Corridor Management Plan Update, 2014

This plan is a subsequent iteration of the update to the CMP. In order to maintain the Florida Scenic Highway designation, periodic updates of the CMP is required to assess changes that have occurred along the corridor.

Previous Roadway Improvements

- East Cervantes Street Resurfacing
- East Cervantes Street/12th Avenue Intersection Improvements
- Bayou Texar Bridge Improvements
- East Cervantes Street Signalization and Signage Improvements
Figure 1 Study Area
East Cervantes Street Corridor Management Plan

1940

1958

2016

East Cervantes Street - Through the Years
Existing Conditions
Existing Land Use

Existing land uses within the study area consist primarily of residential uses. These residential uses range from low density single family residential to medium density multi-family residential. Commercial uses are present predominantly at the eastern and western portions of the study area along East Cervantes Street. Numerous parks and open spaces are located within the vicinity of the study area as are schools and institutional uses. A new Publix Supermarket opened in February 2017 on the northwest corner of East Cervantes Street and 12th Avenue.

Figure 2 illustrates the existing land uses for the study area.

Existing Zoning

The predominate zoning designations within the study area are low and medium density residential (R-1AAA, R-1A, R-1AA). Retail commercial (C-1, C-2) zoning is located along East Cervantes on the western portion of the corridor (west of 12th Avenue) with residential/neighborhood commercial (R-NC) present along the eastern portion of the corridor (east of Stanley Avenue).

Figure 3 illustrates the existing zoning for the study area.

Future Land Use

The predominate future land uses within the study area are low and medium density residential. Commercial and neighborhood commercial areas are located directly adjacent to East Cervantes Street on the western and eastern portions of the corridor.

Figure 4 illustrates the future land uses (FLU) for the study area.

Traffic Signals and Pedestrian Crossings

There are four signalized intersections within the study area at the following locations:

- 9th Avenue
- 12th Avenue
- 17th Avenue
- Perry Avenue

All signalized intersections have pedestrian crosswalks. There are three additional pedestrian crosswalks at unsignalized intersections at the following locations:

- Westbound approach to the Bayou Texar bridge
- Pickens Avenue
- Strong Street

The speed limit throughout the study area is 35 mph.

Figure 5 illustrates the existing traffic signal locations for the study area.

Access Management

According to the Florida Department of Transportation (FDOT), East Cervantes Street has an access management classification of 6. Signal spacing requirements are currently being met on East Cervantes Street.

State Highway System Access Management Classification System and Standards
Figure 2 Existing Land Uses

Legend
- Residential
- Commercial
- Institutional
- Public Space/Recreational
- Industrial
- Vacant

Bayview Park
Bayou Texar
Granada Square
Andalucia Square
East Cervantes Street Corridor Management Plan

Existing Conditions

Project Limit

Legend

Scale: 1,000 Feet
Figure 3 Existing Zoning
Figure 4 Future Land Uses
Figure 5 Existing Traffic Signal Locations
Right of Way and Existing Typical Sections

Right of way along East Cervantes Street within the study area varies from 70'-80'. The segment of East Cervantes Street from 9th Avenue to 15th Avenue is a 4 lane facility with a continuous two way left turn lane (TWLTL). The segment from 15th Avenue to Bayou Boulevard is a 4 lane undivided facility and changes back to a 4 lane facility with a TWLTL to the vicinity of Gonzalez Street where it drops to a two lane facility with a center turn lane. The images below and on the following page show the various roadway typical sections of East Cervantes Street through the study area.

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West of 15th Avenue

Vicinity of 17th Avenue

15th Avenue to 17th Avenue

18th Avenue to Bayou Texar Bridge
Existing Conditions

Bayou Texar Bridge

Bayou Texar Bridge to Knowles Avenue

DeSoto Street to Strong Street

Strong Street to Gonzalez Street
Traffic Analysis

The traffic operating conditions along East Cervantes Street were evaluated to determine the existing level of service (LOS) using data collected in October 2016. LOS is a measurement of roadway congestion determined by the number of vehicles on a roadway in relation to the capacity of the roadway. Data collected for the traffic analysis consisted of turning movement counts at the following intersections:

- 9th Avenue
- 12th Avenue
- 14th Avenue
- 17th Avenue
- Perry Avenue
- Pickens Avenue

LOS standards assign a grade of LOS A (least congestion) to LOS F (most congestion) to a roadway facility. The traffic analysis software Synchro 8 was used for the existing and future traffic analysis to determine the LOS for East Cervantes Street.

Corridor Volume By Time

Figure 6 summarizes the East Cervantes Street corridor traffic volumes by time. Currently, 9th Avenue and 17th Avenue exceed LOS F in both the AM and PM peak hours with 9th Avenue also exceeding LOS F for the midday peak hour. Perry Avenue exceeds LOS F in the AM peak hour.
**Corridor Volume By Intersection**

Figures 7-9 summarize the existing traffic volumes on East Cervantes Street by intersection during the AM, Midday, and PM peak hours.

**Figure 7 Corridor Volume By Intersection - AM Peak Hour**

LOS Performance - AM

**Figure 8 Corridor Volume By Intersection - Midday Peak Hour**

LOS Performance Midday

**Figure 9 Corridor Volume By Intersection - PM Peak Hour**

LOS Performance - PM
**Capacity Needs Analysis**

As part of the existing conditions traffic analysis, a capacity analysis was done at the study intersections to determine the need for additional vehicular capacity such as new or additional turn lanes.

**Second Lane on Minor Streets**

NCHRP Report 457 (Chapter 2, Figure 2-4) was used to determine whether or not a second lane was needed at the two-way stop controlled intersections on the minor roads (East Cervantes Street at 14th Avenue and Pickens Avenue).

PM peak hour traffic volumes at 14th Avenue northbound indicate that two approach lanes should be considered.

Peak hour traffic volumes at East Cervantes Street and Pickens Avenue indicate that one approach lane is acceptable.

While the traffic analysis reveals that an additional approach lane should be added on 14th Avenue, due to ROW and other constraints, no additional capacity is proposed at this time.

[Graph: Major-Road Volume (total of both directions), veh/h]

**Analysis of Need for Additional Lane at 14th Avenue (NCHRP Report 457)**

*East Cervantes and 14th Avenue Intersection*
Right-Turn Bay on Major Street

NCHRP Report 457 (Chapter 2, Figure 2-6) was used to determine if a right-turn bay is needed at the two-way stop controlled intersections on the major roads (East Cervantes Street at 14th Avenue and Pickens Avenue).

Peak hour traffic volumes and turning movement counts at 14th Avenue in both the eastbound and westbound directions indicate that a right-turn bay is needed.

Peak hour traffic volumes and turning movement counts at Pickens Avenue in both the eastbound and westbound directions indicate that a right-turn bay is needed.

While the traffic analysis reveals that right hand turn bays should be added at both 14th Avenue and Pickens Avenue, due to ROW and other constraints, no additional capacity is proposed at this time.
Additional Left Turn Lane at 17th Avenue

A cursory analysis was done at the intersection of East Cervantes Street and 17th Avenue to determine if an additional WB left turn lane was warranted on East Cervantes Street. This movement currently exhibits delay in the AM peak hour. The single WB left turn lane currently present is unable to be lengthened due to the proximity to the intersection of 18th Avenue. After review it was determined that an additional WB left turn lane was needed. However, current ROW constraints on East Cervantes Street at the intersection of 17th Avenue prohibit the addition of an additional WB left turn lane. Currently, ROW in at this intersection is 70’. Restriping all lanes to 10.5’ and adding a second 10.5’ left turn lane would require the elimination of the existing sidewalks on both sides of East Cervantes Street. Additional study will be required to determine geometric considerations as well as public support for the potential acquisition of additional ROW to accommodate additional capacity at this intersection.
Crashes

Existing crash data was analyzed to identify high crash locations and existing safety concerns. Crash data was obtained from FDOT via Signal 4 Analytics for the time period 2012-2016. The data is summarized in the following tables and figures. Figure 10 is a heat map of all crashes illustrating areas of high crash locations.

*Figure 10 Crash Heat Map*
Crashes by Severity

A review of the crash data indicates a total of 317 crashes occurred along East Cervantes Street for the time period 2012-2016. Of those crashes, 69 (22%) resulted in injury, and 248 (78%) caused property damage only. There were no fatalities during this time period.

Crash Type

The most common type of crash was a rear end, with 102 total crashes (32%). 50 (16%) crashes involved left turning vehicles. There were three crashes involving pedestrians and one crash involving a bicyclist.

Light Conditions

Light conditions at the time of the crash were included in the crash data. 215 (68%) of the crashes occurred during daylight, and 58 (18%) of the crashes occurred while it was dark, lighted (i.e. nighttime crashes where streetlights are present).

Crashes by Year

The number of crashes double from 2012 to 2013, with 2013 experiencing the highest number of crashes (78). The number of crashes has remained relatively similar from 2013 to the present.
Design Process
Corridor Field Review

Prior to the public design charrette, the project team conducted a field review of the entire corridor on the morning of December 6th. This was performed as a walking tour, and design issues were noted. Of particular concern were areas of potential conflict between vehicles and bicyclists.

Design Charrette

The project team utilized a design charrette to solicit comments and ideas from the public as well as to create a dialog with the community about what they would like the corridor to become. A charrette is defined as an intense period of design and planning activity. This process was the guide and vision for the development of the corridor concepts. Attendees of the charrette were encouraged to discuss their issues related to all modes of transportation on East Cervantes Street including vehicular travel, walking, biking, and transit.

The East Cervantes Street design charrette occurred on December 6-8, 2016 at the Gadsden Street United Methodist Church. Over 800 fliers were mailed out to the residences and businesses along the corridor. A newspaper ad was also placed in the Pensacola News-Journal advertising the charrette. Additionally WFRPC staff hand delivered fliers to local businesses along the corridor. The charrette began on the evening of December 6 with a presentation outlining the goals of the corridor management plan and providing background information and data related to the corridor itself. The presentation also included interactive audience voting in which a series of questions were asked of the audience, and responses were recorded in real time via keypads provided to all attendees. The following images show the responses to the questions asked during the presentation. One of the questions asked the audience what their top priority for the East Cervantes Street corridor was. The breakdown of responses to that question was:

- Better bicycle and pedestrian facilities - 45%
- Beautification - 40%
- New development/redevelopment - 10%
- Better bus service and amenities - 5%
- Additional turn lanes - 0%
How did you get to the meeting this evening?

- Drove yourself: 72%
- Dropped off by automobile: 28%
- Transit/Bus: 0%
- Bike/Walk: 0%
- Other: 0%

Composition of Group

- Live on or near corridor: 29%
- Work on or near corridor: 0%
- Live and work on or near corridor: 7%
- Travel corridor regularly: 64%
- I have no idea where I am: 0%

Sampling of Results from Interactive Audience Polling

What is your top priority for the corridor?

- Additional turn lanes: 0%
- Better bicycle and pedestrian facilities: 45%
- Better bus service and amenities: 5%
- Beautification (landscaping, lighting, etc.): 40%
- New development/redevelopment: 10%
Building Your Own Corridor Exercise

After the presentation, attendees were divided into two groups and given the opportunity to participate in a “Build your own corridor” activity. In this activity, participants were given various components of a roadway and were able to place them within the right of way limits of the corridor. Components included travel lanes, bike lanes, sidewalks, and many others. The activity highlighted the challenges of how to lay out a facility within a constrained right of way.

Corridor Enhancement Worksheet

Other individual activities were also available to charrette attendees. These included a corridor enhancements worksheet in which individuals used stickers to vote on categories of improvements to the corridor that they preferred. These worksheets were made available to attendees over the course of the three day charrette and a running tally was kept on a large board in the room. The image below summarizes the results of the enhancements worksheet received throughout the duration of the charrette.
Thought Wall

The final activity available for attendees of the design charrette was a “Thought Wall” that allowed attendees to post their ideas, concerns, or desires regarding the East Cervantes Street corridor. The Thought Wall was open throughout the design charrette and provided an outlet for attendees to post specific comments, or thoughts, about the corridor.

Comments posted on the thought wall were grouped into more general categories and then tallied. A summary of the results is shown on the chart below.

- Pedestrian: 18%
- Traffic Calming: 22%
- Landscaping/Beautification: 39%
- Vehicle/Road Improvements: 14%
- Bike: 7%
Proposed Corridor Improvements
Concept Development

Utilizing the input received during the opening presentation, the project team developed a framework for which they compared existing data and observations. This allowed the project team to gain a well-rounded understanding of the current issues facing the corridor and helped to identify needed enhancements. Through a combination of data collection, field observations, and community input, the project team had a detailed understanding of the issues and opportunities for the East Cervantes Street corridor. The overarching themes that were identified through the design charrette included: beautification, traffic calming, and improvements for pedestrians.

A general theme heard during the design charrette was the desire to transform East Cervantes Street into a complete street that would increase the safety of all users of the corridor—especially bicyclists and pedestrians. Additionally, there is a strong community desire to increase aesthetic appeal of the corridor. In response to these comments and in keeping with the current direction of FDOT’s Complete Streets initiative, the project team developed recommendations to help achieve these desires.

Framework Plan

The first step in the development of proposed improvements for the East Cervantes Street corridor was to develop a framework plan (See Figure 11). The framework plan provided a broad overview of opportunities and constraints for the corridor as well as potential enhancements. Primary roadway corridors are identified on the plan and include East Cervantes Street as the primary east-west corridor. North-south corridors include: 9th Avenue, 12th Avenue, 14th Avenue, 17th Avenue, and Perry Avenue. The framework plan also identifies two distinct zones for the East Cervantes Street corridor: the commercial zone and the residential zone. There are two commercial zones at east and west ends of the corridor that bookend the residential zone located in the middle portion of the corridor.

Quarter mile walking distances to and from the centers of the proposed villages are indicated on the framework plan from destinations that would typically be accessed via walking including Grenada Square, Andalusia Square, and AK Suter Elementary School.

Long Term Improvements

A series of corridor concepts was developed during the design charrette that aim to reflect the vision and priorities of the community. These concepts specifically are meant to address:

- Bicycle and pedestrian amenities
- Increasing the ability for pedestrians to safely cross East Cervantes Street
- Beautification of the corridor
- Safety of the corridor (both vehicular and non-vehicular)

Initially, a number of concepts were developed. These concepts were then refined down to a proposed concept which is staged into two phases. Phase 1 includes restriping of the roadway and the construction of a raised median with landscaping. Phase 2 builds on Phase 1, requiring curb and gutter reconstruction. Phase 2 consists of two options—one with a multi-use path and the other with a raised bike lane. These improvements are considered long-term improvements. It is important to note that these concepts all assume an 80’ ROW which is typical of the corridor (west of 15th Avenue and east of the Bayou Texar Bridge). However, in areas where ROW may be less, design modifications would need to occur.

There are currently three uncontrolled marked pedestrian crosswalks within the study area at: Strong Street, Pickens Avenue, and the eastern approach to the Bayou Texar Bridge. It is recommended that these locations be further analyzed to determine the potential for adding a supplemental beacon such as a rectangular rapid flashing beacon (RRFB) to enhance pedestrian safety for those crosswalks.

It is also recommended that a more detailed traffic study occur at the intersection of 17th Avenue and East Cervantes Street to improve capacity. This study will be required to determine geometric considerations as well as public support for the potential acquisition of additional ROW to accommodate additional capacity at this intersection.

Other Improvements

In addition to the long-term improvements, a number of short-term and maintenance improvements were identified. The purpose of these recommendations is to propose solutions which can be completed in the near term and include aesthetic and safety improvements.

Aspirational Improvement

Through the charrette process, a potential aspirational improvement project of a shared use path along the CSX railroad tracks was conceptualized. Although the feasibility of the improvement still needs to be vetted, a photoreal rendering of the concept is presented on page 44.
Figure 11 Framework Plan
Long Term Improvements

Corridor Improvement Phase 1

- Add new center medians (10’ wide) where feasible
- Add landscape in new center medians
- Propose 5’sidewalk and 3’ greenbelt
- Improve pedestrian crossings at the main intersections (9th, 12th, 14th, and 17th Avenues)
- Add new street lighting as well as pedestrian-level lighting
- Will not require curb/drainage reconstruction
- May require FDOT access management reclassification
- General Cost Estimate: $2,800,000
**Long Term Improvements**

*Corridor Improvement Phase 2*

- Includes all improvements from Phase 1
- Reconstruct curb lines and inlets
- Reconstruct driveways
- Reconstruct sidewalks - 2 Options
  - Option 1: 8’ multi-use path with 5’ landscaped buffer
  - Option 2: 5’ sidewalk with 5’ raised bike lane, 3’ non-landscaped buffer
- May require FDOT access management reclassification
- General Cost Estimate: $4,700,000

*Corridor Improvement Phase 2, Option 1 - Typical Section*
Corridor Improvement Phase 2, Option 2 - Typical Section

Photorealistic rendering of a typical section of the proposed corridor improvements.
Short Term Improvements

*Bayou Texar Bridge Bicycle/Pedestrian Improvements*

The current configuration of the Bayou Texar Bridge consists of 7.5’ bicycle lanes and a 5’ sidewalk separated by a barrier wall. It is recommended that the barrier wall be moved adjacent to the outside travel lane so that the sidewalk and bicycle lane are physically separated by the barrier wall. The images below show the existing conditions on the bridge as well as a photorendering of the proposed improvement.

*Bayou Texar Bridge - Existing Conditions*

*Bayou Texar Bridge - Photorendering Showing Proposed Improvements*
Short Term Improvements

Consolidate or improve driveways, replace driveways that are in excess of 2% cross slopes to meet ADA requirements

Improve existing greenbelt, evaluate and remove existing vegetation that is in poor condition; some greenbelt areas could be used to widen sidewalks

Add speed limit signs and consider speed feedback signage as a speed reduction measure

Example of Speed Feedback Sign (Langley Avenue)
Short Term Improvements

*Remove and consolidate redundant utility poles to help eliminate visual clutter*

- Remove existing utility poles from sidewalk; route sidewalk around poles where possible
Short Term Improvements

Provide improved community signage and add gateway features

Existing East Hill Neighborhood Signage

Examples of Enhanced Gateway Features
Short Term Improvements

*Install decorative lighting; add pedestrian-level lighting to existing poles where possible*

![Example of Improved Lighting](image)

*Add site furnishing: benches, bike racks, trash cans; improve transit amenities where demand warrants*

![Example of Site Furnishings (Admiral Mason Park & Downtown Pensacola)](image)
Short Term Improvements

*Designate alternative bike routes on both Gadsden Street and Strong Street*

An alternative bike route parallel to East Cervantes Street (Figure 12) would create a safer route for bicyclists due to the significantly lower traffic volumes on these parallel streets. Wayfinding signage (see following page) should be added to guide bicyclists to the alternative routes.

*Figure 12 Proposed Alternative Bike Route*
Existing Bicycling Conditions - East Cervantes Street

Existing Bicycling Conditions - Gadsden Street

Examples of Bicycle Route Wayfinding (Source: NACTO)
Short Term Improvements

East Cervantes Street at Knowles Avenue Bike Lane Improvements

The current pavement markings configuration on East Cervantes Street in the vicinity of Knowles Avenue creates an unsafe environment for bicyclists by causing them to weave across the outside lane as it turns into a right turn only lane near Chipley Avenue. Two solutions to eliminate unsafe conditions are proposed. The interim improvement would require restriping of the roadway. The ultimate improvement would require restriping along with the construction of medians. The existing bike lane configuration is shown below and the two proposed improvements are shown on the following page.
East Cervantes Street at Knowles Avenue Bike Lane Improvements - Interim Improvement

East Cervantes Street at Knowles Avenue Bike Lane Improvements - Ultimate Improvement
**Immediate Maintenance Needs**

*Improve ADA ramps and provide ADA drainage grates*

![Image of ADA ramps and drainage grates]

*Improve/repaint crosswalks*

![Image of crosswalks]

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**Proposed Corridor Improvements**
Immediate Maintenance Needs

*Repair broken and uneven sidewalks*

![Image of broken and uneven sidewalks](image1)

*Repair Bayou Texar bridge railing*

![Image of Bayou Texar bridge railing](image2)
Aspirational Project

*Shared Use Path Adjacent to CSX Railroad Tracks*

The CSX railroad tracks currently run adjacent to Scenic Highway before turning west and heading into downtown Pensacola approximately five blocks south of East Cervantes Street. The tracks provide a unique opportunity for a significant multimodal connection between downtown Pensacola and the neighborhood to the east along Scenic Highway. It is proposed that the feasibility of a shared use path along these railroad tracks be explored. This concept has been proposed in previous corridor studies completed on behalf of the Pensacola Scenic Bluffs Highway Foundation. An improvement of this type should be considered long term in nature as it requires complex coordination by numerous stakeholders. The image below shows a photorendering of what this concept could resemble.