

# REIMAGINE Jackson Street

---

**Recommendations**

August 2023



## TODAY'S AGENDA

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



# Current State of Safety



Most people do you NOT feel safe walking, biking, or using transit along Jackson Street.

Locations of concern are:

- » Pace Boulevard
- » New Warrington
- » Fairfield
- » 57th Street
- » A Street



**Number of People Sustained Severe Injuries or Death**

- 1
- 2

--- City of Pensacola City Limits



0.5 Mile

# PROJECT PHASES

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



**Community Vision & Implementation Master Plan**

**Allocate/Apply for Funding**

**Engineering Design**

**Construction**

**Phase 1**  
Year 2022

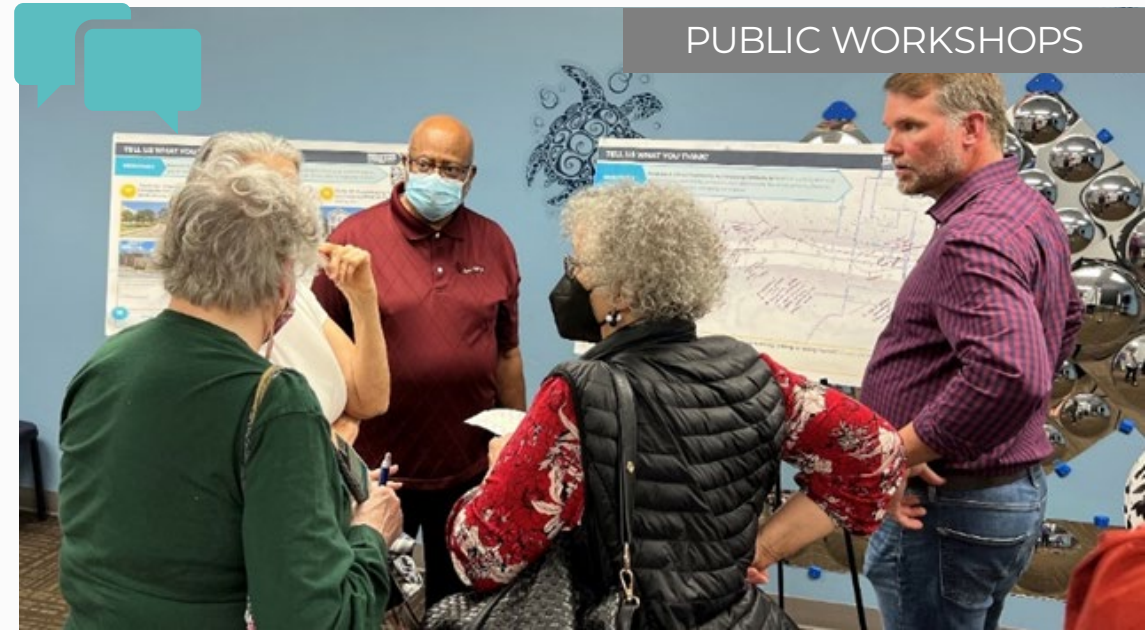
**Phase 2**  
Estimated Year 2023

To be determined

To be determined

# TOP COMMUNITY PRIORITIES

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





# ROUNDABOUTS AT MAJOR INTERSECTIONS

## #1. Safe Accessible Mobility Opportunities

### Major Intersection Treatment Options

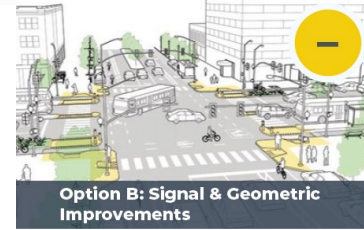
✓ Best   - Medium   ✗ Low



**Option A: Two-Lane Roundabout**

- » Safer intersection for all users
- » Improves traffic operations
- » Acts as a community or neighborhood gateway
- » Expensive to implement but lower lifecycle cost

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



**Option B: Signal & Geometric Improvements**

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

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



**Option C: Do Nothing**

- » Traffic operations are relatively good today
- » Maintaining existing infrastructure does not incur any capital cost for construction
- » Corridor safety and multimodal mobility would not change

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

### Minor Intersection Treatment Options

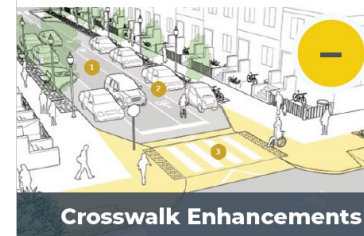
✓ Best   - Medium   ✗ Low



**Compact Roundabout**

- » Safer intersection for all users
- » Improves traffic operations
- » School buses and trucks can access
- » Acts as a community or neighborhood gateway
- » Expensive to implement but lower lifecycle cost

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



**Crosswalk Enhancements**

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

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



**4-Way Stop Control**

- » Safe type of intersection for drivers, pedestrians, and cyclists
- » Very inexpensive to install
- » All drivers must stop at intersection regardless of other traffic volumes

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

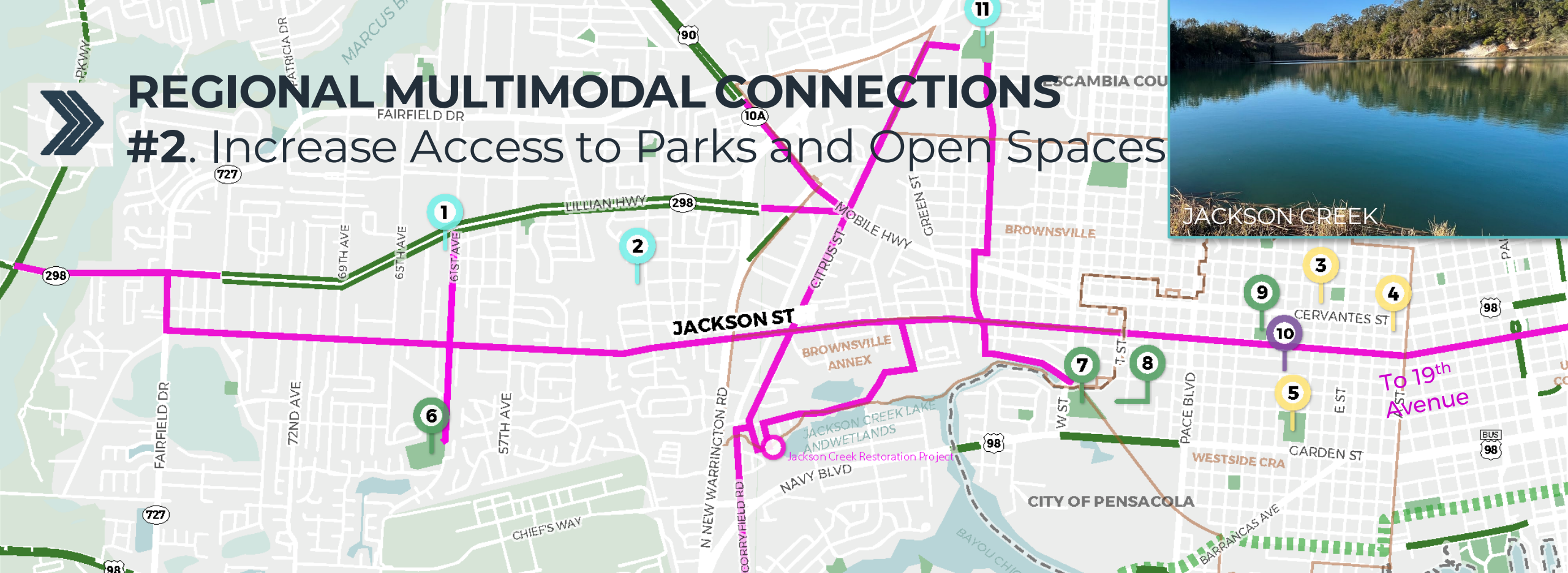


# REGIONAL MULTIMODAL CONNECTIONS

## #2. Increase Access to Parks and Open Spaces



JACKSON CREEK

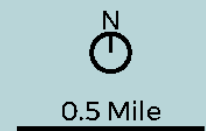


76% would like near-by access to more open spaces like parks, public plazas

- SCHOOLS**
  - 1 | MYRTLE GROVE ELEMENTARY SCHOOL
  - 2 | WEST PENSACOLA ELEMENTARY SCHOOL
  - 11 | OAKCREST ELEMENTARY SCHOOL
- COMMUNITY CENTERS**
  - 3 | ATTUCKS COURT
  - 4 | HEAD START COMMUNITY ACTION PROGRAM PENSACOLA
  - 5 | THEOPHILIS MAY COMMUNITY CENTER/ WEST SIDE LIBRARY
- PARKS & NATURAL AREAS**
  - 6 | MYRTLE GROVE BALL FIELDS
  - 7 | BILL GREGORY PARK
  - 8 | WILDLIFE SANCTUARY OF NW FLORIDA
  - 9 | TERRY WAYNE EAST PARK
- HISTORIC**
  - 10 | ST. JOHNS CEMETERY

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

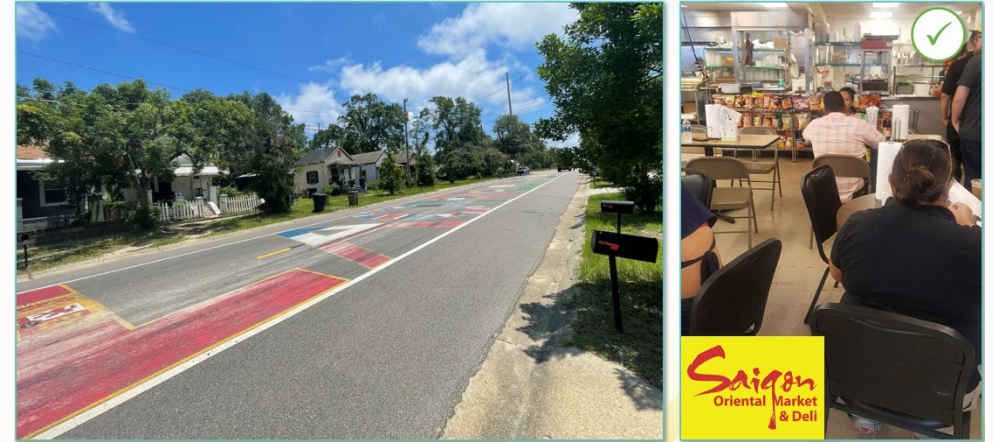
- Transit Improvements**
- Install bus shelters
  - On-demand transit serving east end of corridor & downtown





## ➤ #3. CELEBRATE, PRESERVE COMMUNITY IDENTITY

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





# F Street intersection



EXISTING



PROPOSED



# Grandview Street intersection



EXISTING



PROPOSED



# 61<sup>st</sup> Street intersection



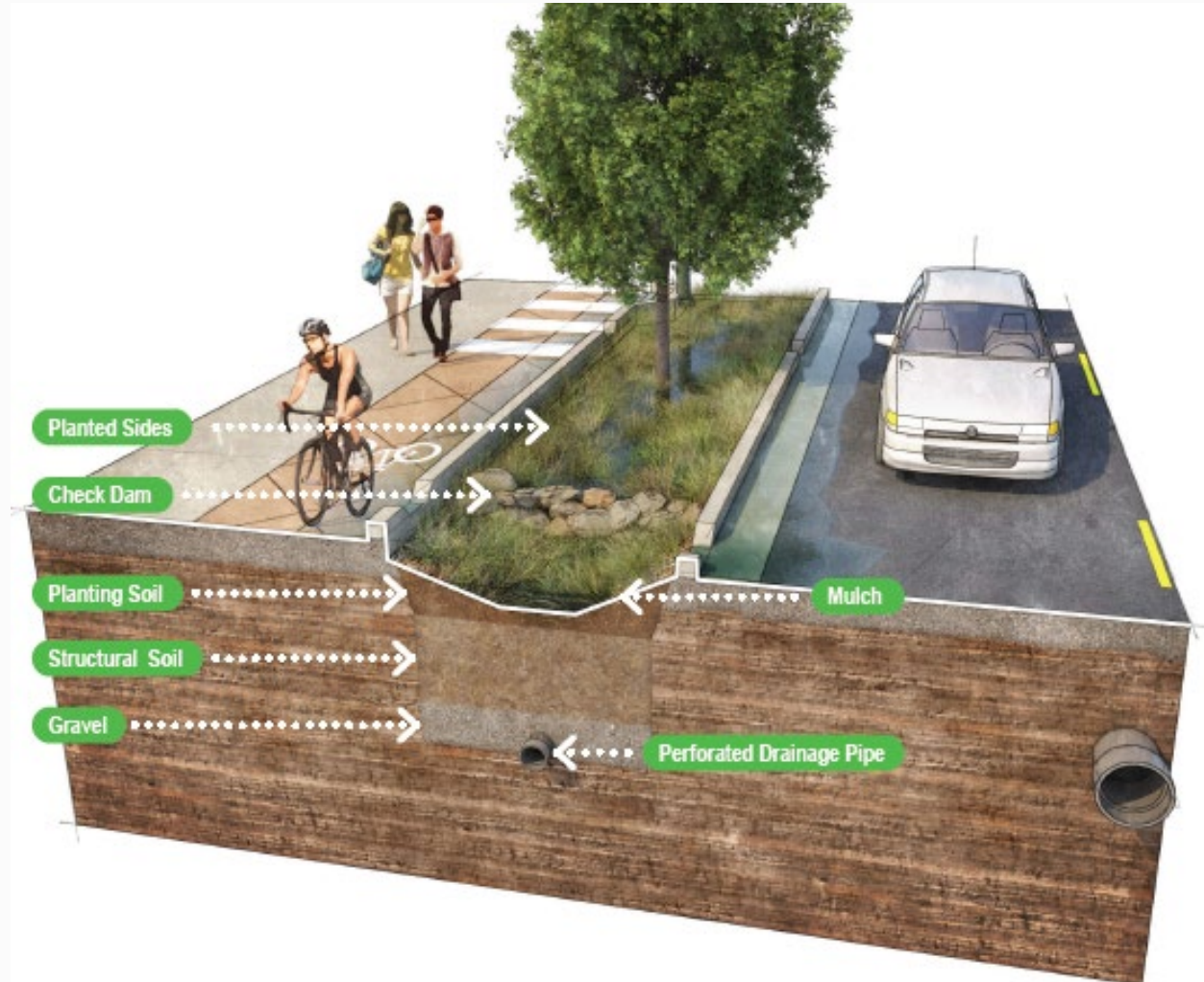
EXISTING



PROPOSED



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





## NEXT STEPS

Apply for Grant Funding,  
Identify Local Match

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

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



# Questions