SANTA ROSA ISLAND AUTHORITY

Pensacola Beach Congestion Management Plan

Adopted May 30, 2017

VOLKERT

NOVA ENGINEERING AND ENVIRONMENTAL

EPR

vhb

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Background:

On March 1, 2016 Volkert was issued a notice to proceed (NTP) for the Pensacola Beach Congestion Management plan project from Escambia County Board of County Commissioners (BOCC). The scope of work for Pensacola Beach Congestion Management Plan project involved several tasks that includes three short term design/construction projects, public involvement, long -term congestion solutions for the core area of Pensacola Beach, additional Parking options and Transit/Trolley Analysis.

Pensacola Beach is one of the greatest amenities for all Escambia County citizens to enjoy. Research has shown that approximately 70% of the visitors to the beach are area residents making a day trip to enjoy the water, sand and sun. Over the years, the traffic congestion on the beach has gotten consistently worse and is creating a negative impact on the visitors to the beach, as well as, the residents who live on the beach.

The traffic congestion on Pensacola Beach is the result of three main factors: the inefficiency of the signal at Via DeLuna Drive/Fort Pickens Drive, numerous vehicle/pedestrian conflicts, and the inadequate parking during peak times.

The Pensacola Beach Congestion Management Plan will address the key factors impacting the congestion on Pensacola Beach by balancing the needs of pedestrians, vehicles and parking. Each component will be evaluated to develop solutions that provide relief in the short term and promote safe and efficient operations for many years to come.

Short Term Design/Construction Projects

The Pensacola Beach Congestion Management Plan project included several short term design/construction projects that will be constructed during the 2016/2017 off-season. Included below is a summary of the design projects and their current status as of this report.

1A- Task 2C- Ingress/Egress to the Circle K Parking Area-

This project provided the following improvements for Pensacola Beach

- Improved access to the Circle K/Boardwalk area
- Improved pedestrian access to the Circle K/Boardwalk area
- Removal of the existing "stormwater pond" located within the circulation area
- The addition of pervious pavers parking spaces
- The addition of 6 new parking spaces

Design was completed in July 2016
Construction NTP was issued in October 2016
Currently under construction with final completion scheduled for March 11, 2017

1B- Task 2B- Ingress/Egress to Casino Beach Parking Area

This project will provide the following improvements to Pensacola Beach

- New circulation for Casino Beach parking area
- One-way in access at Casino Beach/Sidelines entrance from Via Deluna Drive
- Exit only access at the Fort Pickens Road driveway from the Casino Beach parking area
- The addition of a protected signalized pedestrian crossing that is coordinated with the signal at Via DeLuna/Ft. Pickens West Bound access to Casino Beach Sidelines entrance
- Phase 2 will provide:
    - Extension of eastbound right turn lane on Via Deluna after relocation of Old Visitors Center
    - Additional access to public parking area near Sandshaker from Via Deluna

Design was completed in November 2016
Construction scheduled to begin January 2017, with anticipated completion April 2017

1C- TASK 2F- PEDESTRIAN CROSSWALK UPGRADES

This project will provide the following improvements to Pensacola Beach

- Modifications to four existing pedestrian crosswalks
  - Casino Beach crosswalk along Fort Pickens Road
  - Waves, RV Park and Holiday Beach crosswalks along Via Deluna Drive
- Removal of Rectangular Rapid Flashing Beacons (RRFB) at Waves, RV Park and Holiday Beach crosswalks along Via Deluna Drive. The RRFBs will be returned to Escambia County for use elsewhere.
- Provide passive speed table crosswalks with upgraded lighting

Design was completed in November 2016
Construction scheduled to begin January 2017, with anticipated completion April 2017

The above projects will provide immediate relief to the traffic congestion issues that Pensacola Beach has experienced over the last several years but, will not provide the long term relief that is needed for the beach.

Appendix A contains a Short Term Design/Construction Project Location Map

Public Involvement

2A- Kick-Off Public Involvement Meeting

The first public involvement meeting for the project was held on April 28th, 2016 from 5:30 – 7:00 pm at the Pensacola Community Church on Pensacola Beach. The meeting was held as an open house style format where the attendees were introduced to the project, provided an overview of the short term design/construction projects and solicited for long term congestion solutions that could be used by the team moving forward. Prior to the meeting 18 one-on-one meetings where held by the team with key stakeholders on Pensacola Beach, to introduce the project, provide an overview of the short term design/construction projects and solicit for long term congestion solutions that could be used by the team moving forward.

The well attended meeting had 95 attendees signed-in and 77 written comments were received.

Some of the key ideas that were provided by the attendees and used moving forward by the team were roundabouts, pedestrian overpasses, better signal timings, a parking garage at current SRIA Office site, park and ride and trolley adjustments.

Appendix B contains the Kick-Off Public Involvement Meeting summary/comments

2B- Second Public Involvement Meeting

The second public involvement meeting for the project was held on October 25th, 2016 from 5:30 – 7:00 pm at the Pensacola Community Church on Pensacola Beach. The meeting was held as an open house style format where the attendees were provided three (3) long term congestion alternatives, additional parking alternatives and an update on the Trolley/Transit recommendations. The attendees were solicited for comments and ranking of the three (3) proposed long term congestion recommendations. Prior to the meeting nine (9) one-on-one meeting where held by the team with key stakeholders on Pensacola Beach, these meeting were held to provide the three (3) long term congestion alternatives and to solicit comments and ranking.

The results of the nine (9) one on one meetings with key stakeholders were:

- 0 (0%) preferred Alternative A – On grade roundabouts at Via Deluna/Fort Pickens Intersection and Casino Beach Sidelines Entrance
- 2 (22%) preferred Alternative B- On grade roundabouts at Via Deluna/Fort Pickens Intersection and Casino Beach Sidelines entrance with elevated walkways
- 5 (56%) preferred Alternative C - On grade roundabouts at Via Deluna/Fort Pickens intersection and Casino Beach Sidelines entrance with pedestrian underpasses
- One did not prefer any alternatives and one did not select any alternatives.

The well attended meeting had 97 attendees signed-in and 40 written comments were received.

Of the 40 written responses received:

- 1 (3%) preferred Alternative A – On grade roundabouts at Via Deluna/Fort Pickens intersection and Casino Beach Sidelines entrance
- 10 (25%) preferred Alternative B- On grade roundabouts at Via Deluna/Fort Pickens intersection and Casino Beach Sidelines entrance with elevated walkways
- 26 (65%) preferred Alternative C - On grade roundabouts at Via Deluna/Fort Pickens intersection and Casino Beach Sidelines entrance with pedestrian underpasses

The above referenced Alternatives will be discussed further in section 3 of this report.

Some key positive quotes from the written responses received at the meeting include:

"Roundabout idea is a good solution. People will have to learn how to maneuver them or not come to the beach :-)"

"Vast improvement over the bridge schemes of 2 yrs ago. I do worry about the final roadway grades will allow an acceptable transition @ the pedestrian underpass."

"I like the idea of the roundabouts and separating the pedestrians from the vehicles. I don't have a strong preference either way but due to the increased cost of the underground walkways, option B might be better. I definitely disagree with option A because I don't think you are going to see that big of difference in the results and you are still going to spend a lot of money. Having pedestrians cross at the roundabouts goes against the purpose of this project."

"Do it right - This alternative is by far the best for traffic movement & pedestrian safety! All of the possible additional parking options seems workable but the garage would doubtlessly need 24/7 security and monitoring."

Appendix C contains the Second Public Meeting summary/comments

2C- ESCAMBIA COUNTY TOWN HALL MEETING

Escambia County held a Town Hall meeting on February 23rd, 2017 to discuss the Pensacola Beach Toll Plaza and the Pensacola Beach Congestion Management Plan. The meeting was held in the Board of County Commissioners Chambers and was scheduled from 5:30 – 7:00 pm. The attendees to the meeting were provided comment cards to fill out concerning the Toll Plaza and Pensacola Beach Congestion Management Plan.

Appendix D contains the Escambia County Town Hall Meeting comment cards

Long Term Congestion Alternatives

Proposed long term congestion alternatives were developed using existing traffic data, extensive field observations, and input from the comments provided during the project kick-off meeting. These alternatives are intended to provide a solution for one of the key components causing traffic congestion during peak times. Each alternative addresses the efficiency issues with the existing Via Deluna/Fort Pickens Road traffic signal. Additionally, alternatives B & C offer solutions to address the vehicle/pedestrian conflicts. Each alternative was presented at the second kick off meeting and the attendees were solicited for comments and ranking of the alternatives.

The alternatives presented were:

ALTERNATIVE A- ROUNDABOUTS WITH AT-GRADE PEDESTRIAN CROSSINGS

- This alternative provides an at grade roundabout at the Via Deluna Drive/Fort Pickens intersection and at the Casino Beach Sidelines entrance along Via Deluna Drive.
- Most economical alternative
- Pedestrian crossing will impact traffic flow
- Higher potential for pedestrian-vehicle conflicts
- Shortest construction time
- Estimated construction cost- 3-4 million dollars

ALTERNATIVE B- ROUNDABOUTS WITH ELEVATED WALK-WAYS

- This alternative provides an at grade roundabout at the Via Deluna Drive/Fort Pickens intersection and at the Casino Beach Sidelines entrance on Via Deluna Drive with elevated walkways at Via Deluna Drive/Fort Pickens Intersection and at the Casino Beach Sidelines entrance
- Increased cost over at grade crossing
- Increased capacity for vehicles
- Provides separation of vehicles and pedestrians
- Pedestrians will have to use ramp/stairs/elevator to cross
    - Takes longer
    - Can lead to jaywalking (will be discouraged with fencing and landscaping)
- Estimated construction cost- 8-10 million dollars

ALTERNATIVE C- ROUNDABOUTS WITH PEDESTRIAN UNDERPASSES

- This alternative provides an at grade roundabout at Via Deluna / Fort Pickens intersection and Sidelines Casino Beach entrance with 3 strategically placed pedestrian underpasses
- Most expensive option
- Provides protected crossing for pedestrians
- Direst route for pedestrians (more likely to use)
    - No need for stairs/elevators
- Will cause rise in roadway to accommodate
- Longest construction time
- Estimated construction cost- 12 – 15 million Dollars

All of the above options will provide for additional traffic flow through the Pensacola Beach core area and will provide additional safety for pedestrians. **Alternatives B & C** provide the most capacity for vehicles and also provide the desired separation of vehicles and pedestrians.

According to the information obtained during the second public meeting and one-on-one stakeholder meetings that took place prior to the meeting **Alterative C** appears to be the most attractive alternative.

After the initial meetings, presenting the ideas for the long term solutions, it has been suggested that for **Alternative C** that another pedestrian underpass be included east of the proposed second roundabout. While the pedestrian traffic in this area may not justify the need for the additional underpass adding the additional underpass to the project, to safely allow pedestrians to cross Via Deluna Drive without impacting traffic flow, may be a valid idea should the project budget allow for the additional costs.

Appendix E contains the Long Term Alternatives sketches and renderings

Additional Parking Options

The Pensacola Beach congestion is partially caused due to the fact that the existing parking within the core area cannot meet the demand during peak times. The lack of parking causes visitors to the beach to circle the core area looking for parking spaces which adds to the traffic congestion issues.

Currently the Pensacola Beach Core Area contains the following parking spaces:

Parking Area	Handicapped Spaces	Regular Spaces	Combined Total
1. Mom's Beach Area	3	101	104
2. Boardwalk	14	470	484
3. SRIA	2	45	47
4. Waves Shopping Center	6	202	208
5. Grass Open Area	0	58	58
6. Sandshaker Area	5	107	112
7. Sidelines Sports Bar	2	35	37
8. Casino Beach	36	1237	1273
Total	**68**	**2255**	**2323**

Appendix F contains Existing Parking Areas map

The core area currently contains approximately 2,323 parking spaces.

As part of the congestion management plan we have reviewed the area and proposed the following additional parking areas on the beach.

4A- SRIA Property near Fire Station along Via DeLuna

- SRIA owned property
- Surface parking area
- Provides approximately 167 parking spaces
- Existing trolley stop on south side of roadway
- Propose to add additional trolley stop on north side of road
- Propose to add new crosswalk
- Estimated construction cost- $709,750

4B-SRIA PROPERTY NEAR SHERIFF'S SUBSTATION AT CASINO BEACH

- SRIA owned property
- Surface parking area
- Provides approximately 106 parking spaces
- Estimated construction cost- $450,000

OPTIONAL SHERIFF/LIFEGUARD PARKING AREA

- *SRIA owned property*
- *Surface parking area*
- *Dedicated Parking area for Sheriff/Lifeguard(this will free up additional parking spaces east of Sheriff's substation in Casino Beach Parking Area)*
- *Provides approximately 30 parking spaces*
- *Estimated construction cost- $278,000- requires the conversion of the existing storm water pond into an underground storm water system*

4C- SRIA PROPERTY NEAR OLD VISITORS CENTER BUILDING

- SRIA owned property
- Surface parking area
- Provides approximately 16 parking spaces
- Requires relocation of Old Visitors Center building
- Estimated construction cost- $68,000

4D- SRIA PROPERTY WHERE CURRENT OFFICE IS LOCATED

- SRIA owned property
- Surface parking area
- Provides approximately 108 parking spaces
- Estimated construction cost- $459,000

Or

- SRIA owned property
- Parking garage
- Max. height- 4 floors
- Provides approximately 92 parking spaces per deck
- Maximum parking spaces provided 368 parking spaces
- Estimated construction cost- $1,400,000 per deck
- Maximum estimated construction cost- $5,600,000

The above options are all proposed on property that is already owned by the Santa Rosa Island Authority (SRIA) on Pensacola Beach and can add an additional 687 parking spaces to the Pensacola Beach which will help alleviate the traffic congestion caused by the visitors circling the core area looking for parking spaces during the peak times.

Appendix G contains the Additional Parking Options sketches and renderings

An additional alternative to help improve parking availability and reduce unnecessary circulations would be to implement a real time parking occupancy system. This Smart Parking system would at a minimum keep track of the overall parking occupancy and alert drivers when the lot is full. It could then direct new arriving vehicles to additional parking areas. Further features can include aisle indicators to inform drivers as to which aisles have vacancy. Escambia County Traffic Division has looked into the feasibility of implementing a Smart Parking System for Pensacola Beach independently of this report and may implement the system in the near future once funding is available.

The scope of the Pensacola Beach Congestion Management plan did not include a comprehensive study of the existing parking supply and demands. A Parking Supply/Demand study may be warranted for the area.

Transit/Trolley

Please see Appendix H for the Pensacola Beach Congestion Management Plan – Transit Component- Existing Conditions Report and Recommendations Report Prepared by VHB

Pensacola Beach Congestion Management Plan | Transit Component

Other Escambia County Projects on Pensacola Beach

The Santa Rosa Island Authority (SRIA) and Escambia County have completed or are currently working to complete several additional projects that will have an effect, both positive and negative, on the traffic congestion on Pensacola Beach.

The projects, as well as some information regarding the projects, are below:

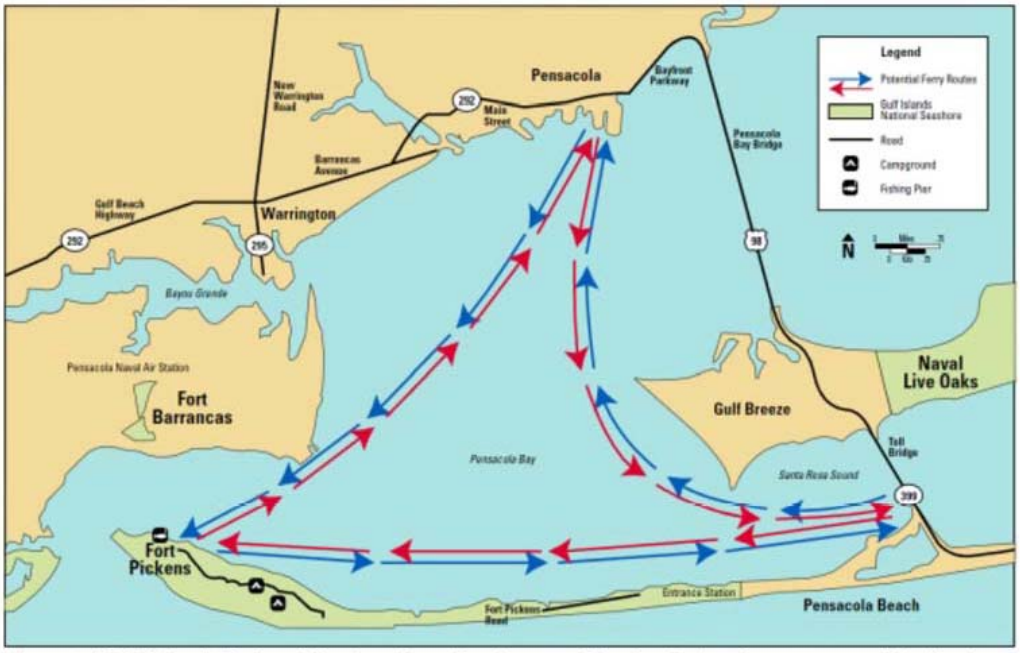
1- **Multi-Use Paths-** The construction of multi-use paths started in the 1980's to provide interconnected paths for pedestrian and bicyclists to travel around the beach without impeding traffic. Additional paths should be planned and constructed into order to provide additional connected travel ways for pedestrians and bicyclists to travel freely throughout the beach without impeding traffic.

2- **4-Laning Via DeLuna Drive-** This project, completed around 2004, provided for additional vehicular capacity for the roadway.

3- **Toll Plaza Upgrades for Electronic Tolling-** This was completed in 2016, but the possibility of implementing an all-electronic tolling configuration on Pensacola Beach is under consideration. The all-electronic tolling, if fully implemented, will greatly limit the congestion caused at the Toll Plaza. The all-electronic tolling may have a negative impact on traffic congestion, if the current issues with the traffic signal at Via Deluna and Fort Pickens Road are not resolved before full implementation.

4- **Pensacola Beach Boulevard Access Road-** This is currently being designed and construction is anticipated for fall of 2017. The project will provide access from the existing Boardwalk Parking area to the fishing pier without having to access Via Deluna Drive. The project will also provide some additional parking in the "Mom's Beach" Area.

5- **Pensacola Bay Ferry Passenger Service-** The upcoming Ferry service will provide access to Downtown Pensacola, Fort Pickens and Pensacola Beach. The ferry will dock at the existing Boardwalk Dock and provide service to approximately 150 passengers. The ferry has a potential to have a substantial negative impact on the traffic congestion if proper planning and infrastructure is not in place to provide access from the Boardwalk Area to Casino Beach area for the ferry passengers without impeding traffic.



Proposed Gulf Islands National Seashore Ferry Purchase and Service Project ferry routes and destinations

Conclusions and Recommendations

Pensacola Beach is one of the greatest amenities for all the citizens of Escambia County to enjoy and research has shown that approximately 70% of the visitors are locals that go to the beach to enjoy the water, sand and sun. Over the years, the traffic congestion on the beach has increased and is having a negative effect on the visitors to the beach, as well as the residents who live on the beach.

The traffic congestion on Pensacola Beach is primarily caused by three main components during the peak-times. The components are the existing traffic signal at the Via Deluna Drive/Fort Pickens intersection, vehicular/pedestrian conflicts, and inadequate parking during peak times.

The Pensacola Beach Congestion Management Plan has addressed the key components that are causing the congestion on Pensacola Beach with the understanding that all of the key components are equally important and all must be addressed in the long term to have a positive impact on the traffic congestion now and in the future.

In regard to prioritization of the proposed projects, with the understanding that all of the components need to addressed to fully address the traffic congestions issues, based on the feedback received through the public involvement we feel that the project prioritization should be as follows for the projects presented in the Pensacola Beach Congestion Management Plan:

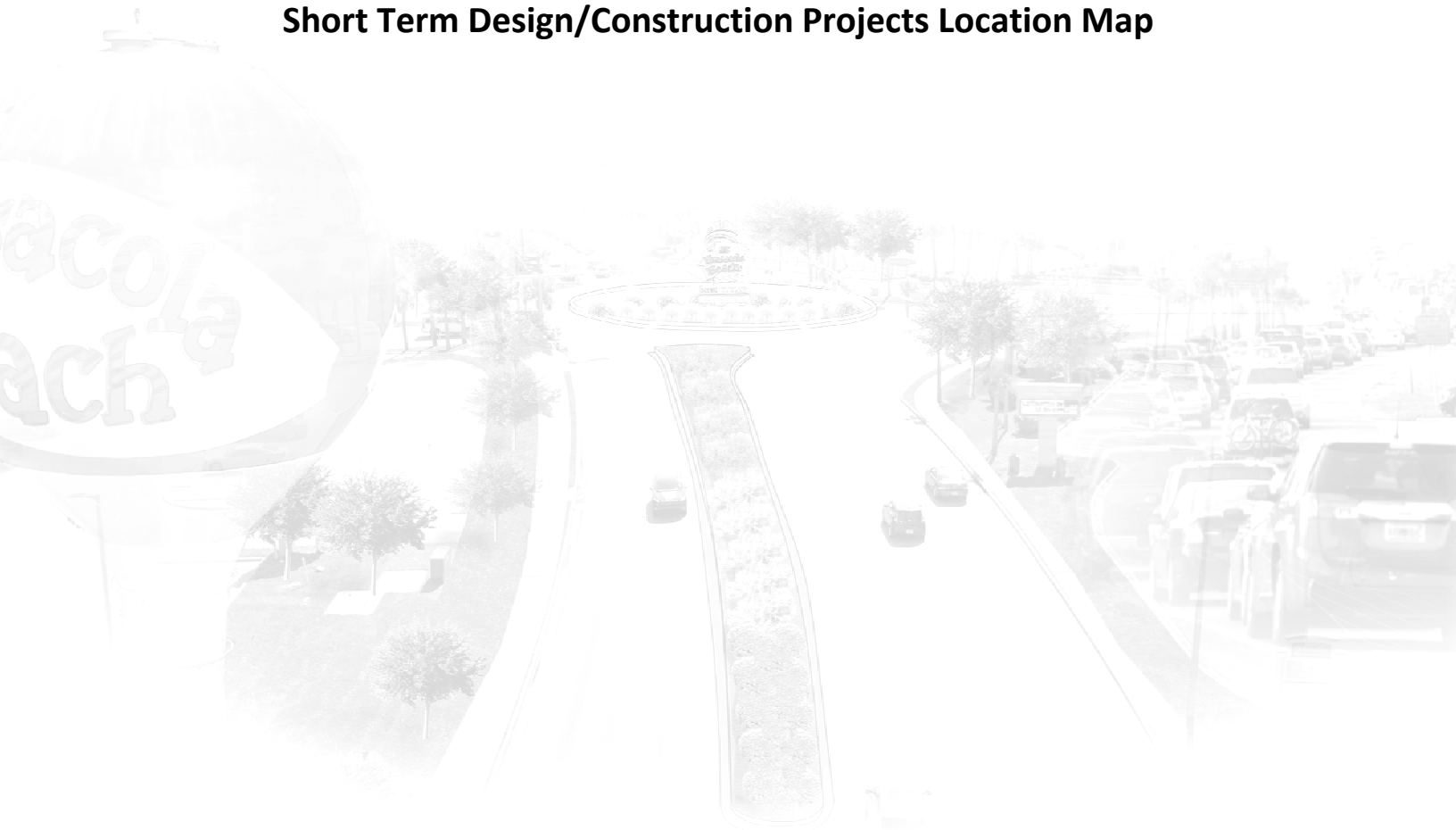
1- **Long Term Congestion Alternative C**- Roundabouts with pedestrian underpasses
2- **Transit/Trolley Upgrades-** Please see Appendix F for the Pensacola Beach Congestion Management Plan – Transit Component- Recommendations Report Prepared by VHB
3- **Additional Parking Option 4b**-SRIA Property near Sheriff's substation at Casino Beach
4- **Additional Parking Option 4c**- SRIA property near Old Visitors Center building
5- **Additional Parking Option 4a**- SRIA property near the Fire Station along Via Deluna
6- **Additional Parking Option 4d**- SRIA Property- Parking garage

Volkert may also be providing under a separate cover a long term capital improvement plan for the suggested traffic congestion projects that will look at available funding and project prioritization.

Due to the existing constraints on Pensacola Beach (limited land availability and popularity of the area), there are no feasible options that will totally eliminate the traffic congestion on the beach, especially during the peak season, but with the proposed improvements we will be able to eliminate a substantial portion of the congestion and make the beach much safer for vehicles, pedestrians and bicyclists.

Appendix A

Short Term Design/Construction Projects Location Map



PENSACOLA BEACH CONGESTION
MANAGEMENT PLAN
SHORT TERM DESIGN/CONSTRUCTION PROJECTS

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6601 N. DAVIS HWY. SUITE 53
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DRAWN BY: L. LANHAM	DESIGNED BY: M. WARNNE
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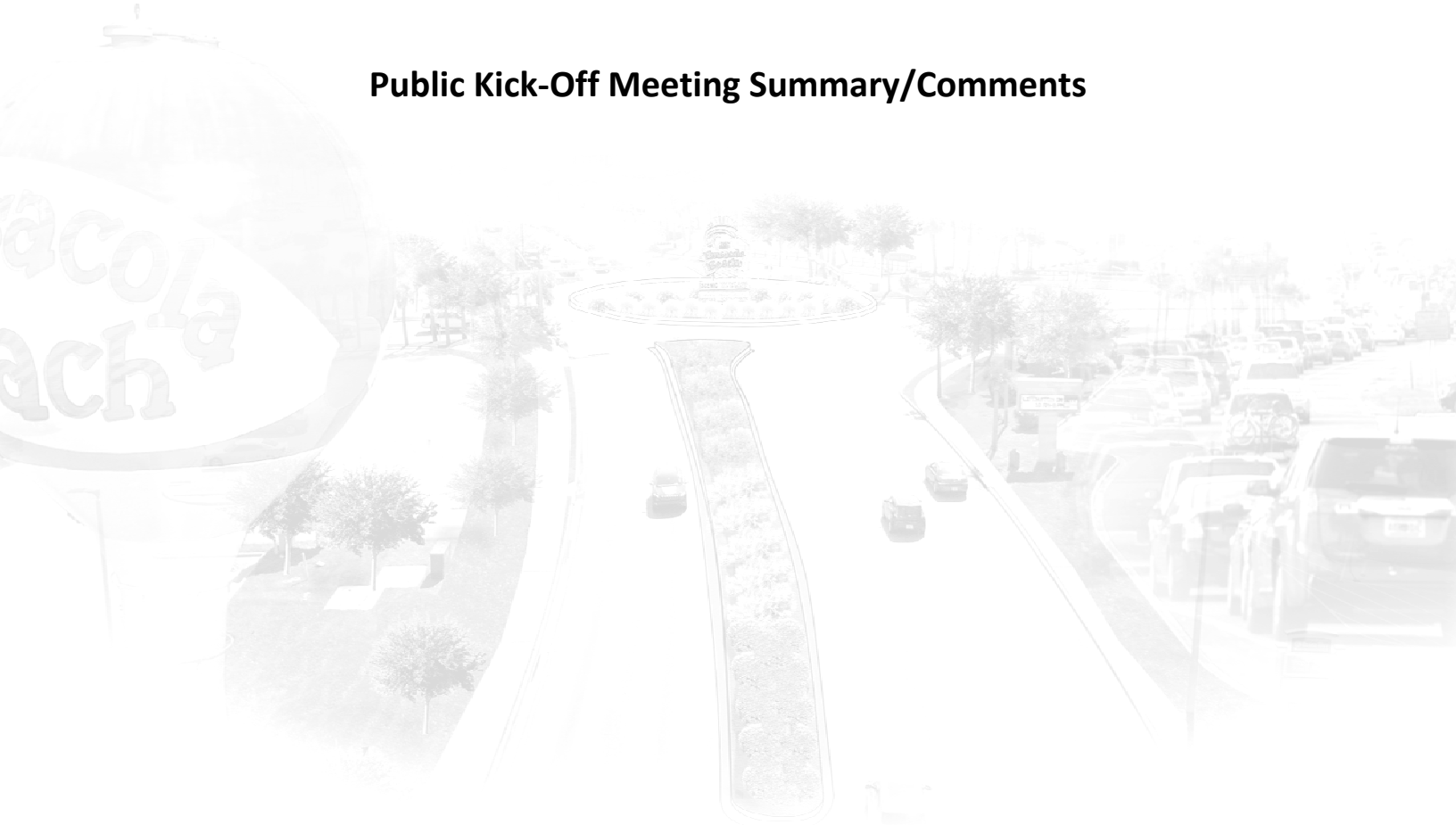
DATE: SEPTEMBER 2016	PROJECT MANAGER: M. WARNNE
DISTRICT:	DATE:
FIELD BOOK/PAGES:	SECTION/TOWNSHIP/RANGE: N/A
	SIGNATURE:

NUMBER	REVISIONS	DATE	APPROVED BY

DRAWING NUMBER
PROJECT NUMBER 635500.WR
SURVEY NUMBER
SHEET 1 OF 1

Appendix B

Public Kick-Off Meeting Summary/Comments



Pensacola Beach Congestion Management Study

04/27/2016
Public Kick-Off Meeting Report

Meeting Statistics	Number of attendees: **95** Number of email addresses collected: **55** Number of Written Commenters: **77** Number of Emailed Commenters/Requests: **2**
Meeting Summary	The kick-off public information meeting was held on April 27, 2016, from 5:30 p.m. to 7:00 p.m. at the Pensacola Beach Church in Pensacola Beach, Florida. The purpose of this meeting is to review the schedule of short-term traffic improvements and gather input from attendees about long-term improvements and community traffic needs. The meeting will be held in open house format with maps, display boards, an overview presentation and audience participation opportunities. Over 3,600 invitation postcards were mailed to residents/tenants, property owners, and business owners/managers in the project study area. A copy of the postcard mailed to the stakeholders is provided in the appendix. Separate letters were mailed/delivered to approximately 80 agency managers and local, state, federal, and public officials. The letter sample and public official mailing list are provided in the appendix. According to the attached sign-in sheet (see appendix), approximately 95 property owners, residents, business owners, and public officials attended the public meeting. The meeting was conducted in a workshop format. During the meeting, Escambia County representatives reviewed the schedule of short-term traffic improvements that provided immediate relief in selected areas and solicit from attendees' ideas for long-term improvements that reflect the current needs and desires voiced by the community. EPR Team members were also available for meeting support and facilitation. The meeting handout materials included handout sheets and comment forms (see appendix for meeting materials).
Attendees:	95 attendees (see Appendix for sign-in sheets)

	19 staff from Escambia County, Volkert, VHB, and EPR. **Escambia County Attendees:** David Forte – Escambia County Project Manager **Consultant Staff Attendees:** Mike Warkne, P.E. – Volkert Shawn Justice, P.E. – Volkert Scott Golden, P.E. – Volkert Clark Bailey, P.E. P.T.O.E – Volkert Clark Kennedy, P.E. – Volkert Karl Rothermel, P.E. P.T.O.E - Volkert Kenneth Nichols, PE Marcy Beasley - Volkert Jay Dickson – Volkert Justin O'Donnell, P.E.- Volkert Bonita Player, P.E. – EPR Kathi Fuller – EPR Randy Fuller - EPR **Attendees from Local Agencies:** Nathan Ford – City of Gulf Breeze Yuke Li – West Florida Regional Planning Council Jill Lavender - West Florida Regional Planning Council
Comment Forms Responses: *(see appendix for scans of the comment forms)*	See Comment Summary for details regarding individual items to that were suggested to mitigate beach congestion. For more details regarding individual comments see appendix for comment matrix and scans of comment forms.
Action Items:	Review comment and prepare matrix.
Appendix:	Appendix items include: Meeting invitations (Postcards and letters) Public official and staff mailing list Sign-in sheets Meeting handouts Comment forms Displays Meeting photos

PENSACOLA CONGESTION MANAGEMENT PLAN

KICK-OFF MEETING COMMENT SUMMARY

STAKEHOLDER IDEAS	TALLY RESULTS
ROUNDABOUTS	PRO (7) EXPRESSED NO (1)
PEDESTRIAN OVERPASS	PRO (22) EXPRESSED NO (1) **Crosswalks elevated with or without three legs* **One commenter asked for overpass at main light, beach marina and Hilton Garden Inn*
SOUTHBOUND PENSACOLA BEACH BLVD. RIGHT-TURN AUXILARY LANE	PRO (2) EXPRESSED NO (4)
TRAFFIC SIGNAL TIMING	PRO (5) EXPRESSED NO (0) **Swap all pedestrian crossings with complete signals* **Improve the existing signal timing* **No -Remove signal in Gulf breeze*
REMOVE TRAFFIC SIGNAL	PRO (2) EXPRESSED NO N/A **No -Remove signal in Gulf breeze*
TIMED PED SIGNALS	PRO (10) EXPRESSED NO (1) **Either swap pedestrian lights with signal or sync pedestrian lights together or with signal*

PEDESTRIAN UNDERPASS	PRO (2) EXPRESSED NO (1)
VEHICULAR OVERPASS	PRO (1) EXPRESSED NO (2)
PARKING FEE	PRO (5) EXPRESSED NO N/A
PARKING GARAGE SRIA	PRO STANDARD GARAGE (19) EXPRESSED A MULTI-USE GARAGE (5) EXPRESSED NO (3)
PARKING GARAGE CB	PRO STANDARD GARAGE (4) PRO MULTI-USE GARAGE N/A
PARKING GARAGE SEWER PLANT OR GULF BREEZE	PRO STANDARD GARAGE (1) EXPRESSED A MULTI-USE GARAGE N/A
EMPLOYEE PARK AND RIDE	PRO (2) EXPRESSED NO (0)
PARK AND RIDE	PRO (9) FREE (3) EXPRESSED NO (2) **Park and Ride in Gulf Breeze* **Park and Ride in Pensacola and Gulf Breeze* **Park and Ride on both ends of the beach*
TOLL ADJUSTMENT	FREE (1) GENERAL INCREASE (4) SEASONAL INCREASE (1) INCREASE FOR NON RESIDENTS (1)

	INCREASE USED TO FUND BEACH TRAFFIC PROJECTS (2) NO TOLL (2)
REMOVE VISITOR CENTER	PRO (2) EXPRESSED NO (0)
TROLLEY	PRO ADD STOP (2) ON/OFF ISLAND (3) ADD MORE TROLLEYS OR ROUTES (9) INCREASE FREQUENCY (3) SEPARATE TROLLEY LANE (2) BUSES INSTEAD OF TROLLEY TO PROVIDE SPACE FOR BEACH "STUFF" (1) EXPRESSED NO (3)
EAST WEST PARKING AREAS OR SMART PARKING	PRO (2)
TAX INCREASE	PRO BED TAX OR OTHER TOURIST TAX (2) GENERAL BEACH TAX (1) TAX INCREASE TO STAY ON THE BEACH (1)
FERRY	PRO (1) EXPRESSED NO (1)
LANE DIRECTION CHANGE	PRO (2) EXPRESSED NO (0)
PARKING BARGE	PRO (3) EXPRESS NO (0)
CLOSED SIDEWALK	PRO (1) EXPRESS NO (0)
SET BEACH CAPACITY LIMIT	PRO (4) EXPRESS NO (0)

SIDEWALK FENCING	PRO (1) EXPRESS NO (0)
CROSSING GUARD	PRO (9) SPECIAL EVENTS, PEAK HOURS, OR ONLY ON WEEKENDS EXPRESS NO (0)
SEPARATE BEACH FROM LOCAL TRAFFIC	PRO (3) PRO 3-MILE BRIDGE BY PASS (2) EXPRESS NO (0)
MULTI-USE PATHS	PRO (2) EXPRESS NO (0)
TRAM	PRO (2) EXPRESS NO (0) **Install tram from CB-Flounders-Quietwater*
LEFT TURN ONTO BOARDWALK	PRO (1) EXPRESS NO (0)
OFF ROAD PARKING	PRO (1) EXPRESS NO (0)
NO U-TURN ZONE FROM FLOUDERS TO AVENIDA	PRO (1) IN THE AFTERNOON EXPRESS NO (0)
SRIA SURFACE PARKING	PRO (1) EXPRESS NO (0)
TOLL PLAZA SIGNAGE CHANGES	PRO (2) EXPRESS NO (0)

APPENDIX

MEETING INVITATIONS

• • • YOU'RE INVITED • • •

to the

Pensacola Beach

Congestion Management Plan

Kick-off Meeting

April 28 • 5:30 - 7 p.m.

at the

Pensacola Beach Community Church (Randle Hall)

920 Panferio Drive • Pensacola Beach

For more information call:

(850) 602-9232

Photo courtesy Pensacola Bay Area CVB

YOUR'RE INVITED

Escambia County has scheduled a

Pensacola Beach Congestion Management Plan

Kick-off Meeting

on

Thursday, April 28 from 5:30 to 7 p.m.

at the Pensacola Beach Community Church

920 Panferio Drive (Randle Hall) • Pensacola Beach

The meeting will be held in an open house format. You can attend anytime during the open house to review project information and talk one-on-one with study team members.

The purpose of this meeting is to encourage full community member involvement in the development of a long-term capital improvement program for projects designed to relieve vehicular and pedestrian congestion on Pensacola Beach.

SPONSORED BY: ESCAMBIA COUNTY FLORIDA

For more information, contact the
Communication Outreach Coordination Office,
Bonita Player or Randy Fuller at (850) 602-9232
PcolaBeachTrafficPlan@epr-florida.com

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Bonita Player at (850) 602-9232 least seven days prior to the meeting. Hearing impaired citizens can call the toll free TDD number and relay service at 1-800-955-8771.

If you require information concerning this project, Bonita Player can be reached at (850) 602-9232 or via e-mail at pcolabeachtrafficplan@epr-florida.com.

Pensacola Beach Traffic Congestion
Management Project
c/o EPR Engineering & Planning Resources
309 W. Gregory Street
Pensacola, FL 32502

Board of County Commissioners • Escambia County, Florida

Colby Brown, P.E.
Deputy Director
Transportation & Traffic Operations

April 18, 2016

The Honorable Grover C. Robinson IV
Escambia County Commissioner-District 4 and Chairman
221 Palafox Place
Suite 400
Pensacola, FL 32502

Subject: **Pensacola Beach Congestion Management Plan**
Project Kick-off Meeting
Pensacola Beach
Escambia County, Florida

Dear Commissioner Robinson IV,

The Escambia County Board of County Commissioners has scheduled a public kick-off meeting for the above-referenced project. This project aims to develop a long-term capital improvement plan, with the goal of relieving traffic congestion on Pensacola Beach. The project also includes the implementation and planning of short-term projects that have been identified to provide immediate congestion relief over the next several years as long-term projects are developed and funded through the Pensacola Beach Congestion Management Plan.

The kick-off workshop will be held on **Thursday, April 28, 2016, from 5:30 p.m. to 7:00 p.m.** at the **Pensacola Beach Community Church (Randle Hall), located at 920 Panferio Drive, Pensacola Beach, FL 32561.**

The purpose of this meeting is to review the schedule of short-term traffic improvements and gather input from attendees about long-term improvements and community traffic needs. The meeting will be held in open house format with maps, display boards, an overview presentation and audience participation opportunities.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Bonita Player at (850) 602-9232 at least seven days prior to the meeting. Hearing-impaired citizens can call the toll free TDD number and relay service at 1-800-955-8771.

Project-related information may also be obtained by contacting Bonita Player/Randy Fuller at (850) 602-9232 or via email at pcolabeachtrafficplan@epr-florida.com. You may also visit the project website page at http://www.myescambia.com.

Sincerely,

David Forte
Division Manager
Escambia County Public Works Department

Pensacola Beach Congestion Manangement Plan Agency Mailing List

Job Title	Salutation	First Name	Last Name	Greeting Line	Company Name	Address Line 1	Address Line 2	City	State	ZIP Code	Notes	Email
ESCAMBIA COUNTY BOARD OF COUNTY COMMISSIONERS												
Escambia County Commissioner-District 2	The Honorable	Doug	Underhill	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4920	district2@myescambia.com
Escambia County Commissioner-District 4	The Honorable	Grover C.	Robinson IV	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4940	district4@myescambia.com
Escambia County Commissioner-District 3	The Honorable	Lumon	May	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4930	district3@myescambia.com
Escambia County Commissioner-District 5	The Honorable	Steven	Barry	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4950	district5@myescambia.com
Escambia County Commissioner-District 1	The Honorable	Wilson	Robertson	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4910	district1@myescambia.com
CITY OF PENSACOLA												
City of Pensacola Councilmember-District 3	The Honorable	Andy	Tarhaar	Councilman	City of Pensacola-District 3	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 377-3949	aterhaar@cityofpensacola.com
City of Pensacola Councilmember-District 6	The Honorable	Brian	Spencer	Councilman	City of Pensacola-District 6	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 426-8314	bspencer@cityofpensacola.com
City of Pensacola Councilmember-District At large B Seat	The Honorable	Charles	Bare	Councilman	City of Pensacola-District At large B Seat	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 426-7935	cbare@cityofpensacola.com
City of Pensacola Councilmember-District 5	The Honorable	Gerald	Wingate	Councilman	City of Pensacola-District 5	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 607-0185	gwingate@cityofpensacola.com
City of Pensacola Councilmember-District 7	The Honorable	Jewel Canada	Wynn	Councilwoman	City of Pensacola-District 7	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 346-7264	jcanada-wynn@cityofpensacola.com
City of Pensacola Councilmember-District 4	The Honorable	Larry B.	Johnson	Councilman	City of Pensacola-District 4	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 435-1609	ljohnson@cityofpensacola.com
City of Pensacola Councilmember-District 1	The Honorable	P.C.	Wu	Councilman	City of Pensacola-District 1	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 477-5279	pcwu@cityofpensacola.com
City of Pensacola Councilmember-District 2	The Honorable	Sheri F.	Myers	Councilwoman	City of Pensacola-District 2	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 484-0902	smyers@cityofpensacola.com
Mayor	The Honorable	Ashton	Hayward	Mayor	City of Pensacola	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	850-435-1626	mayorhayward@cityofpensacola.com
City Administrator	Mr.	Eric	Olson	Mr.	City of Pensacola	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	850-435-1626	eolson@cityofpensacola.com
Assistant City Administrator	Mr.	Keith	Wilkins	Mr.	City of Pensacola	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	850-435-1626	kwilkins@cityofpensacola.com
CITY OF GULF BREEZE												
City of Gulf Breeze City Councilmember	The Honorable	Matt	Dannheisser	Mayor	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 934-5115	mayor@gulfbreezefl.gov
City of Gulf Breeze City Councilmember	The Honorable	Cherry	Fitch	Conciliwoman	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 934-5115	cfitch@gulfbreezefl.gov
City of Gulf Breeze City Councilmember	The Honorable	Joseph	Henderson	Mayor Pro Tem	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 748-6395	joehenderson62@att.net
City of Gulf Breeze City Councilmember	The Honorable	Rene	Bookout	Councilwoman	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 932-2392	RBookout@gulfbreezefl.gov
City of Gulf Breeze City Councilmember	The Honorable	David G.	Landfair	Councilman	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 934-5115	dlandfair@gulfbreezefl.gov
City Manager	Mr.	Buzz	Eddy	Mr.	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 934-5115	eaeddy@gulfbreezefl.gov
Deputy City Manager	Mr.	Curt	Carver	Mr.	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 203-6033	CCarver@gulfbreezefl.gov
Assistant to the City Mananger	Mr.	Nathan	Ford	Mr.	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	850-934-5153	nford@gulfbreezefl.gov
SANTA ROSA ISLAND AUTHORITY												
Santa Rosa Island Authority Chairman	Mr.	Dave	Pavlock	Mr.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	arrodave@gulf.net
Santa Rosa Island Authority Vice President	Mr.	Thomas	Campanella	Mr.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	janice_gilley@sria-fla.com
Santa Rosa Island Authority Secretary/Treasurer	Mr.	Jerry	Watson	Mr.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	jerry_watson@sria-fla.com
Santa Rosa Island Authority Acting Secretary/Treasurer	Ms.	Karen	Sindel	Ms.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	karen_sindel@sria-fla.com
Santa Rosa Island Authority Board Member	Ms.	Janice	Gilley	Ms.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	tammy_bohannon@sria-fla.com
Santa Rosa Island AuthorityBoard Member	Ms.	Tammy	Bohannon	Ms.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	thomas_campanella@sria-fla.com
REGIONAL AND LOCAL AGENCIES/STAFF (The following agencies will be contacted by the consultant.)												
REGIONAL AGENCIES												
District Director	Mr.	Brett	Cyphers	Mr.	Northwest Florida Water Management District	81 Water Management Drive		Havana	FL	32333	(850) 539-5999	brett.cyphers@nwfwater.com
Assistant District Director	Mr.	Guy	Gowens	Mr.	Northwest Florida Water Management District	81 Water Management Drive		Havana	FL	32333	(850) 539-5999	guy.gowens@nwfwater.com
Executive Director	Mr.	Austin	Mount	Mr.	West Florida Regional Planning Council	West Florida Regional Planning Council	P.O. Box 11399	Pensacola	FL	32524	(850) 332-7976, ext. 201	austin.mount@wfrpc.org
Transportation Manager	Ms.	Mary Beth	Washnouth	Ms.	Florida-Alabama Transportation Planning Organization	P.O. Box 11399		Pensacola	FL	32524	(850) 332-7976, ext: 229	MaryBeth.Washnock@wfrpc.org
ECAT Manager	Mr.	Mike	Crittenden	Mr.	Escambia County Area Transit (ECAT)	1515 West Fairfield Drive		Pensacola	FL	32501	(850) 595-3228	mcrittenden@co.escambia.fl.us
ECAT Marketing Director	Ms.	Tonya	Ellis	Ms.	Escambia County Area Transit (ECAT)	1515 West Fairfield Drive		Pensacola	FL	32501	(850 595-3228, ext:	tellis@co.escambia.fl.us
Principal	Mr.	Danny	Brothers	Mr.	Gulf Breeze High School	675 Gulf Breeze Pkwy		Gulf Breeze	FL	32561	(850) 916-4100	brothersd@santarosa.k12.fl.us
Superintendent	The Honorable	Tim	Wyrosdick	Superintendent	Santa Rosa County School District	5086 Canal Street		Milton	Fl	32570	(850) 983-5000	wyrosdickt@santarosa.k12.fl.us
ESCAMBIA COUNTY/LOCAL AGENCIES												
County Administrator	Mr.	Jack R.	Brown	Mr.	Escambia County	221 Palafox Place	Suite 420	Pensacola	FL	32502	(850) 595-4946	administrator@myescambia.com
Assist. County Administrator	Ms.	Amy	Lovoy	Ms.	Escambia County	1515 West Fairfield Drive		Pensacola	FL	32501	(850) 595-3935	lmnewsom@co.escambia.fl.us
Bureau Chief/County Engineer	Ms.	Joy D.	Blackmon, P.E.	Ms.	Escambia County - Public Works	3363 West Park Place		Pensacola	FL	32505	(850) 595-3434	joy_blackmon@co.escambia.fl.us
Project Manager	Mr.	David	Forte	Mr.	Escambia County - Public Works	3363 West Park Place		Pensacola	FL	32505	(850) 554-2041	mrmooneyham@myescambia.com
Deputy Director	Mr.	Colby	Brown	Mr.	Escambia County - Public Works	3363 West Park Place		Pensacola	FL	32505	(850) 595-3404	traffic@myescambia.com
Division Manager	Mr.	Horace	Jones	Mr.	Escambia County - Planning and Development	213 Palafox Place		Pensacola	FL	32502	(850) 595-3625	hljones@co.escambia.fl.us
Chief Emergency Management	Mr.	John	Dosh	Mr.	Escambia County - Emergency Management	6575 North W Street		Pensacola	FL	32505	(850) 471-6400	john_dosh@co.escambia.fl.us
School Superintendent	Mr.	Malcolm	Thomas	Mr.	Escambia County School District	75 N. Pace Blvd.		Pensacola	FL	32505	(850) 469-6130	mthomas@escambia.k12.fl.us
Sheriff	Mr.	David	Morgan	Mr.	Escambia County Sheriff Department	1700 West Leonard Street		Pensacola	FL	32501	(850) 436-9630	www.escambiaso.com
Director	Mr.	Dan	Flynn	Mr.	Pensacola International Airport	P.O. Box 12910		Pensacola	FL	32521	(850) 436-5000	dflynn@cityofpensacola.com
Interim President	Mr.	Jerry Louis	Maygarden, M.A.	Mr.	Pensacola Regional Chamber of Commerce	117 West Garden Street		Pensacola	FL	32502	(850) 438-4081	jmaygarden@pensacolachamber.com
Planning Svcs. Administrator	Ms.	Sherry	Morris	Ms.	City of Pensacola - Planning Services	P.O. Box 12910		Pensacola	FL	32521	(850) 435-1670	smorris@cityofpensacola.com
Director	Mr.	L. Derrik	Owens, P.E.	Mr.	City of Pensacola - Public Works and Facilities	P.O. Box 12910		Pensacola	FL	32521	(850) 435-1755	dowens@cityofpensacola.com
Executive Assistant	Ms.	Leslie	Brosofsky	Ms.	Visit Pensacola	1401 E Gregory St		Pensacola	Fl	32502	(850) 433-5398	lbrosofsky@visitpensacola.com
President	Mr.	Steve	Hayes	Mr.	Visit Pensacola	1401 E Gregory St		Pensacola	Fl	32502	(850) 433-5398	shayes@visitpensacola.com
President	Ms.	Nicole	Stacey	Ms.	Pensacola Beach Chamber of Commerce	7 Casino Beach Boardwalk		Pensacola Beach	FL	32561	(850) 932-1500	
SANTA ROSA ISLAND AUTHORITY DEPARTMENTS												
Executive Director of Enviromenta And Developmental Svc	Mr.	Paolo	Ghio	Executive Director of Envirome	Santa Rosa Island Authority	SRIA Board Department	P.O. Box 1208	Pensacola Beach	Fl	32562	(850) 932-2257	paolo_ghio@sria-fla.com
Director of Administration	Mr.	Robbie	Schrock	Director of Administration	Santa Rosa Island Authority	SRIA Board Department	P.O. Box 1208	Pensacola Beach	Fl	32562	(850) 932-2257	robbie_schrock@sria-fla.com
Director of Finance	Ms.	Dottie	Ford	Director of Finance	Santa Rosa Island Authority	SRIA Board Department	P.O. Box 1208	Pensacola Beach	Fl	32562	(850) 932-2257	Dottie_Ford@sria-fla.com
HR and Events Coordinator	Ms.	Cheryle	Dill	HR and Events Coordinator	Santa Rosa Island Authority	SRIA Board Department	P.O. Box 1208	Pensacola Beach	Fl	32562	(850) 932-2257	cheryle_dill@sria-fla.com
NEIGHBORHOOD GROUPS/HIGH PRIORITY STAKEHOLDERS/SCHOOLS/CHURCHS/ORGANIZATIONS												
President	Mr.	T Bubba	Becthol Jr.	Mr.	Bechtol-Productions	339 Panferio Drive		Gulf Breeze,	Fl	32561	(800) 754-9404	www.tbubba.com
Owner	Ms.	Beverly	Campbell	Ms.	The Sandshaker Lounge & Package Store, LLC	731 Pensacola Beach Blvd		Pensacola Beach	Fl	32561	(850) 380-8772	bev@snadshaker.com
Owner	Mr.	McGuire Martin	McGuire Martin	Mr.	McGUIRE's Irish Pub, Crabs We got Them, Flounders Chowder Ho	600 E Gregory Street		Pensacola Beach	Fl	32505	(850) 433-6715	www.Mlguireirishpub.com
Chairman	Mr.	John Peacock	John Peacock	Mr.	Pensacola Downtown Improvement Board	41 North Jefferson Street, Suite 401		Pensacola Beach	Fl	32502	(850) 438-3815	
Executive Director	Mr.	Robert Overton,Jr	Robert Overton,Jr	Mr.	University of West Florida - Historical Trust	120 Church Street		Pensacola Beach	Fl	32502	(850) 595-5985 #106	roverton@uwf.edu.com
President	Ms.	Marilyn Hess	Marilyn Hess	Ms.	Margaritbville Beach Hotel/Little Sabine LLC	500 S Palafox St., Suite 200		Pensacola Beach	Fl	32502	(850) 916-9755	marilynhess@aol.com
Attorney	Mr.	James	Reeves	Mr.	Attorney	730 Bayfront Pkwy,Suite 4B		Pensacola Beach	Fl	32502	(850) 438-4400	jjreeves@bellsouth.net
Publisher	Ms.	Sherry	Johnson	Ms.	Island Times	PO Box 844		Gulf Breeze	Fl	32562	(850) 748-6878	shelley@myislandtimes.com
Co-Owner	Mr.	Robert	Rinke	Mr.	Levin Rinke Resort Realty	10 Portofino Dr		Pensacola Beach	Fl	32561	(850) 916-5050	
Government Affairs Committee Chair	Ms.	Terry	Preston	Ms.	Pensacola Beach Advocates	5 Ensenada Quatro		Pensacola Beach	Fl	32561	(850) 384-6884	terry@ehsmadeeasy.com
CEO	Mr.	Julian	McQueen	Mr.	Innsfree Hotel							
Office Mananger	Ms.	Cara	Morris	Ms.	James J. Reeves office -	730 Bayfront Pkwy,Suite 4B		Pensacola Beach	Fl	32502	(850) 438-4400	jjreeves.esq@gmail.com
Principal	Mr.	Jeff	Castleberry	Mr.	Pensacola Beach Elementary School	900 Via DeLuna		Pensacola Beach	Fl	32561	(850) 934–4020	jcastleberry@escambia.k12.fl.us
Senior Deacon	Mr.	Gordon	Paulus	Mr.	Pensacola Beach Coummunity Church	920 Panferio Drive		Pensacola Beach	Fl	32561	(850) 932-6628	
Pastor	Monsignor	Luke	Hunt	Monsignor	Our Lady of the Assumption Mission	920 Via De Luna		Pensacola Beach	Fl	32561	(850) 932-2859	
	Mr.	Tom	Carmichael					Gulf Breeze	Fl	32562		
	Mr.	Charlie	Rotenberry									

MEETING COMMENTS SUMMARY AND COMMENT SHEETS

PBCM KICK-OFF AND APRIL 2016 DOOR TO DOOR MEETING COMMENTS

(DOES NOT INCLUDE ONE ON ONE MEETINGS)

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
High Priority - 0					
1	Phone Call	Liz Houston		"Hi this is Liz Houston and I'm a resident of Pensacola Beach. I live on Ariola. My phone number is area code 301-997-6319 and I had wanted to put in some input in regards to the congestion on Pensacola Beach. It is not only in the core area but for those of us who live on Ariola Dr. There is incessantly a traffic problem it shouldn't be an residential neighbor but but it's due to parking or lack there of and we get no relief so I know that's about meeting at the top but I think that you get that well. I would appreciate a call back but I understand you're busy. I'm hoping to get the meeting. Again it's Liz Houston and I'm a resident of Ariola Dr on Pensacola Beach and my number is 301-997-6319 and I thank you for your time. Have a wonderful afternoon. Bye bye "	Resident of Ariola Drive - there is a traffic problem on Ariola Dr - Maybe due to parking and she is concerned about emergency vehicles being able to access the homes on Ariloa Dr.
2	Email	Lt. Otis Dunlap		don't know if this idea has been tossed around but what if you made the crosswalks an over pass like the one in Gulf Breeze by the high school. These would allow unlimited crossing without causing traffic delays and would eliminate pedestrians and drunks walking on the road (thus increasing safety) And also should improve traffic flowing more freely.This should reduce traffic lights as well or at least improve the timing and keep traffic moving.	Make the crosswalks elevated - similar to the one in Gulf Breeze
3	Phone Call	Randy Fuller		tried to contact T.Bubba for our meeting next week.	Called T.Bubba and left a voicemail for him to call us and confirm our meeting for next Monday or Wednesday.
4	Kick-Off MTG	Joe Wade		1. No roundaabout 2.No pedestrian activated ped lights 3. Yes to ped walk-over like GB	1. No roundaabout 2.No pedestrian activated ped lights 3. Yes to ped walk-over like GB
5	Kick-Off MTG	Mike Muran		Need 3 cheap nice-looking pedestrian crosswalks with fencing to keep people from jaywalking. Plus several ideas presented on the "maps" are goofy and need to be rejected.	1.Pedestrian Crossovers 2. Fencing along sidewalks to prevent J-Walking 3. Felt that some short term solutions were "goofy looking"
6	Kick-Off MTG	Lawrence (Larry) Porto		Goal 1: Unfortunately, with only 1 way on and off the beach, and only 1 road to travel from east to west there is NO solution that makes major improvements. Minor improvement only. Goal 2: Pedestrian walk over. Human traffic director at the light on busy days. Goal 3: Only solution is to go vertical, and that in not estheticly pleasing. Goal 4: Good idea. Goal 5: Coming to the beach to g o to the beach, not the restaurants requires coolers, chairs, umbrellas, etc. And NO ONE is going to try to unload the car and load it on a trolly or bus to "park and ride". Just going to eat, maybe but NOT to the beach. Goal 6:Good luck on that.	1. Yes to Ped Overpass 2. No to Vehicular Overpas 3.Trolleys Yes-add routes and increase frenquency but he has concerns about loading and unloading also P&R good for restaurant goers not beach goers

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
7	Kick-Off MTG	John Wade		Goal 1: charge $1.00 parking fee on beach public parking areas. Incentive a\carpooling by charging higher parking fees to single-occupant cars vs multi-occupant. Goal 2: (1) Crossover crosswalks (long-term solution) (2) Remove instant access on demand. Pedestrian flashing crosswalks and replace with "delayed access" that waits 2-3 minutes after button punch and no shorter intervals than 8 minutes (I.E. just like a traffic light works-short term). Goal 3: Remove old visitor center building out of Sandshaker parking lot. Goal 4: Must FIRST look for ways to INCENTIVISE trolley use- allow open container on trolleys, bicycle racks on trolleys, trolley waits less than 15 minutes, air conditioned trolleys. Goal 5: Good option. May consider a parking lot in Gulf Breeze just north of Bob Sikes bridge by charging a $1.00 parking fee on beach public parking and make gulf breeze free park and ride may incentivise users. Goal 6: NOT TO BE CHARGED AT TOLLS BOOTH!!! NOT raising beach toll- do not comingle bridge replacement funds with traffic parking improvements. Increase visitor bed tax by 1%. Submit a bond option to be voted on by pensacola residents.	1.Charge for parking not toll - give discount for carpoolers 2.Yes - Crossover crosswalks. 3.Change ped lights to timed lights 4.Remove Visitor Center 5. Offer incentives for P&R and Trolley use -open containing, bicycle racks, shorter waits, air condition. 6. Yes - Park and Ride in Gulf Breeze 7. Remove tolls, increase bed tax, submit bond option
8	Kick-Off MTG	Lila Davidson		Goal 1: Higher tolls during high traffic times and days. Example: $5 for 1 person per vehicle, $4 for 2 people per vehicle, $3 for 3 people and $2 for 4 or more people. Goal 2: Free toll for park and ride trollies. Goal 3: Employee Park & Ride with a Business incentive of free advertising on the trollies of the businesses who support the Park & Ride trollies.	Higher tolls during high traffic times and days.
9	Kick-Off MTG	Sonny & Beverly Campbell		Goal 1: Position deputies on special event days at traffic light to keep traffic moving. Goal 2: At main light, pedestrian walkover with 3 "arms" to access Casino Beach, Boardwalk, and condos/hotels/businesses, (and) Little Sabine. At top of walkover, have lookout. Need elevator access. (see red drawing) Could be constructed so structure is pleasing to the eye. Goal 3: Consider parking garage west of Sidelines or addition parking at current SRIA location. Goal 4: Add trolley stop on Pensacola Beach Blvd at location of current ECAT stop. Goal 5: Maybe consider park east and park west for park and trolley ride. Goal 6: ?	1. Decorative ped overpass with 3 legs 2.Crossing guard(deputy) for special events 3.Add trolly stop 4. Parking Gargae at SRIA or west of sidelines 5. East WEst Park and Ride
10	Kick-Off MTG	Patricia Holt		Goal 1: (1)Get more parking ASAP, Get people OFF the road-Build a parking deck at the current SRIA bldg. (2) Use walk overs for pedestrians. (3) Rework the area (a) Subway, Circle K=nightmare!! Goal 2: Please close sidewalk in front of Sidelines so cars can NOT drive on it. To save driving around Casino beach parking area. Goal 3: Parking deck @ Casino Beach. Floating deck too far away from core. If you make workers park off the island this opens tons of parking- this gets cars off the road looking for a parking space! Goal 4: Fund parking deck from toll bridge. More parking spaces ASAP= less cars on street looking, looking for a spot to park! Goal 5: Designated parking for service industry personnel off the island (Publix?) Trolley in! Free trolley rides. Goal 6: Toll bridge. Room tax on PB used for PB!	1.Add parking deck 2.Ped overpass 3.Redesign Subway, Circle K 4.Close sidewalk in front of Sidelines 5.Parking deck at Casino Beach 6.Employees park in GB 7. Free Trolleys rides 8. Toll bridge, Room Tax
11	Kick-Off MTG	Kim Hogan		Goal 1: Eliminate disfunctional crossing-lights. Install stop lights (you know: RED= vehicles stop; people cross; GREEN=vehicles go, people stop.) It takes me 20 minutes to travel 3 miles on the weekends (from our lady to Vina De Luna Ft Pickens Rd).Goal 2: Install traffic lights. Get rid of the tourist crossing lights. Goal 3: FIX THE TRAFFIC PROBLEM! Goal 6: SRIA Fees and taxing beach property should give you enough!	Swap dysfunctional ped light for traffic signals

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
12	Kick-Off MTG	Julie Azuma		Goal 1: All the crosswalks on Via DeLuna must be timed to traffic signal. Crosswalks cannot be instant gratification. Goal 2: If we can solve parking will immediately impact traffic as so many people driving around looking for a spot. Parking deck in GB, possibly around hospital/Anderson (Andrew's) as would blend in with existing decks. Goal 3: Really need to consider some deck parking. Need to consider parking decks off beach. Move sewage plant and replace with parking deck! Goal 5: Need to have trolley from mainland parking, not just on beach. Goal 6: RE: Parking, businesses will benefit if people can get to them. Taxes paid on the beach should stay on the beach.	1.Crosswalks synced with signals 2.Off-island parking garage 3. Parking Deck at Sewage plan 4. Trolley from maininland Parking 5.PB taxes stay on PB
13	Kick-Off MTG	Tom Allen		Goal 1: Need better coordination of traffic cox rd between island, Gulf Breeze, and 17th ave area on major traffic events- July 4, blue angels, Mardi Gras- Lights, lanes synchronization. Goal 2: Shut down opening lanes and open up to same direction flow temporarily, to increase traffic routes capacity. Goal 3: Not much possible. Goal 4: Not more routes-more trolleys-open up parking served by trolleys toward Fort Pickens and toward Navarre. Goal 5: Good. Goal 6: Don't tax beach leaseholders	1.Coordinate traffic from 17th Ave to beach for special events 2. Change lane direction at peak times 3.Add trolleys
14	Kick-Off MTG	Pam Murphey		Goal 1: One way at Casino beach. Goal 2: Pedestrian crosswalk has to go away. Replace with walk-over- like at schools in Gulf Breeze. Goal 3: Time Lapse video of core should tell when good time for traffic cop is needed to help 'exit' traffic. Goal 4: East/South Side= short loop, North side=long ride/whole length. Goal 5: Ferry better	Replace crosswalks with ped overpass, Add trolley routs (East/South Side= short loop, North side=long ride/whole length
15	Kick-Off MTG	Edward Galbavy		Goal 1: More parking needed with minimal change. Goal 2: Synchronize traffic signals. Goal 3: Additional decks on Casino Beach parking lot. Goal 4: With parking available on both sides. Goal 5: Could work.	1. Add parking 2.Synchronize Traffic Signals 3.Add parking garage at Casino Beach 4.Park and Ride with parking available on both sides 5. Park and ride trolley could work
16	Kick-Off MTG	Judy Galbavy		Goal 1: Charge $2.00- Fee ($1.00 has been forever) Manage the main light better "Many times no traffic off Ft Pickens Rd and from Portofino crazy! Goal 2: Put walkways over main light at Casino Beach and in front of "Sidelines" Goal 3: Buy the floating garage and charge half day $5- whole day $10- and holiday, double fee. Goal 5: And put a sign where there is "no" parking- so owners can still get on island. Visitor can divide (decide) if they want to trolley or carpool.	1.Increase toll 2.Buy floating parking garage 3.Improve signal timing 4. Add no parking signs (smart parking)
17	Kick-Off MTG	Rick Brown		Goal 1: Enforce current traffic and noise laws. Music ordinance to include motorcycles. Goal 2: Enforce current traffic and noise laws. Music ordinance to include motorcycles. Goal 3: Enforce current traffic and noise laws. Behavior Modifications- Goal 4: Less vehicles and park and ride. Goal 5: Toll $3.00 for non-beach residents. Free park and ride or $1.00 Goal 6: Raise the toll for vehicles for non beach residents to $3.00. Free park and ride.	1.Enforce current traffic and noise laws 2.Free Park and Ride 3.Raise tolls for non-beach residents
18	Kick-Off MTG	Jacque Falzone		Goal 1: More public transportation: buses and trolleys. Goal 2: (1) Walk-over like in Gulf Breeze (2) Timed flashing crosswalks (during the summer only. Every few minutes, like stop lights). Goal 3: Good luck. Goal 4: Yes, definitely. Goal 5: Great idea. Large bus from Pensacola. Trolleys from Gulf Breeze. Goal 6: The tourists! Charge them a traffic congestion fee. Only during May-September and July 4th- Blue Angels show is a nightmare!	1. Add more trolleys and buses 2.Pedestrian overpass 3.Timed crosswalk 4.Increase trolley frequency 5.Add on/off-island trolleys 6.Charge congestion fee to tourists

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19	Kick-Off MTG	Al Lucia		Goal 1: Better traffic light synchronization and/or live traffic person at peak times. (Not needed most of the time.) Goal 2: Do not change crosswalks- they save lives. Goal 3: Not a concern of mine as a resident-I put up with it the few times it is an issue. Goal 4: Very in favor of increased frequency. Goal 5. Will only work for the beach if there is "room" on the trolley for beach stuff. Goal 6: No clue.	1.Sync ped/veh signals 2.Crossing guard for peak times 3.Trolley's need space for beach stuff
20	Kick-Off MTG	not available		Goal 3: This is prime waterfront possible- shopping dining maybe private living on top? to make better use of the property.	Put parking garage on prime waterfront property with shopping or residents on top
21	Kick-Off MTG	David Piotrowski		Goal 1: Delay/time the crosswalk signals so they don't instantly flash with every press. Goal 2: Pedestrian overpass crosswalks. Widen Via De Luna from the booth to traffic light. Goal 3: Get rid of 'old' visitor info center- you just built a new one Goal 6: Raise toll- allow funds to go for other than just traffic.	1.Time delay for ped activated crosswalk, remove VC 2.Ped overpass 3.Increase toll
22	Kick-Off MTG	Gregory Argentine		Goal 1: Over head, crossovers would help congestion and safety. Goal 2: Lights at crossings should blink 15 seconds, then not blink for 45 seconds.	Ped overpass, change ped light timing
23	Kick-Off MTG	Johnnie Sue Stamps		Goal 1: Have stoplight controlled somehow by need not automatic. Have rental check-ins staggered expanded-some Thurs., Fri., Sun- not all Sat. Goal 2: One walkover near Flounders, One walkover in hotel area. We have too many ped walkways now. Goal 3: Garage-pay to park. Goal 4: Trolley lane. Goal 5: Gulf Breeze. Goal 6: Money from parking garage pay to park anywhere on beach	1. Timed traffic signal 2.Stagger rental check-ins 3.Pedestrain Crossovers. 4.Garage 5.Trolley lane
24	Kick-Off MTG	Mike Stahl		Goal 1: Increase length of E/W light timing to increase volume of traffic through the light from Via De Luna. Time crosswalks with traffic light. Goal 2: Integrate crosswalks with light by demand crosswalks do not walk. Goal 3: Add Parking garage.	1.Extend green light from E-W traffic 2.Sync ped & traffic signals 3.Add parking garage
25	Kick-Off MTG	Tim Jones		Goal 1: Need to time single light properly. Goal 2: The pedestrian crosswalks with lights have allowed the pedestrians to control traffic flow and stop traffic wherever they wish to cross. Goal 4: Not needed. Goal 5: Not needed. Goal 6: Up toll to $2	1.Signal timing corrections 2.Pedestrian crossings with signal light 3. Addional trolley routes and trolleys are not needed 4. Increase toll
26	Kick-Off MTG	Melba Argentine		Goal 1: Lights should not go on when pedestrians touch them (at least a 30 second delay should be enforced). Pedestrian crossovers should be elevated. Safety is everything. This would eliminate heavy traffic. Goal 4: Additional trolleys. Great idea. Goal 5: Yes both.	1.Delay response to ped activated lights 2.Ped overpass 3.Add trolleys 4.Yes to Park and Ride trolleys
27	Kick-Off MTG	Kim Crittender		Goal 1: Connect the Flounders parking lot with the SRIA lot. Connect the SRIA lot with waves shopping. Make a no u-turn zone from Flounders to Avereida in afternoon. Goal 2: Pedestrian overpass. Complete the "Round about" plan proposed a couple of years ago. Goal 3: Parking garage similar to the one @Hilton. Change for shaded parking. Goal 4: Start trolleys in the morning on the weekends. Charge $1. Goal 6: Charge for parking. Increase toll on weekends. Charge $1.00 for riding the trolley.	1.Interconnect parking lots (Flounders to Wave) 2.Pedestrain overpass 3.Roundabout 4.Parking garage 5.Pay for parking 6.Increase toll on weekends

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28	Kick-Off MTG	Star Search		Goal 1: Traffic backed up to Avenida 22 already. When Portofino puts up 2 more towers, there will really be a worse problem than now. Cordinating cross walks by Flounders to camp ground crossing to the East will help keep things moving. Goal 2: Seems a walkover gets shot down everytime it is brought up. Not sure why. Note: Escambia County Deputies did a GREAT job fourth of July and Blue Angels wkends keeping traffic moving. Goal 3: Good luck with that! Goal 4: Frequency is important. I hate to see someone wait 20-30 minutes for trolley. May if we can keep traffic moving through cross walks that will keep them move frequent im hoping. Goal 5: Do they give rides from Pensacola and Gulf Breeze? You might do that, but i'm not sure. Goal 6: Sorry- will take someone smarter than me to figure that one out	1. Coordinate crosswalks from Flounders-campground 2.Pedestrian Crossover 3. Shorter waits for trolley 4. Trolley rides (Pcola to GB) 5.Deputy crosswalk control
29	Kick-Off MTG	Bill Robertson		Goal 1: Limit cars on Island during Blue Angel weekend. Have police work traffic on Sunday all weekend. Peek periods. NOT just sit in the cars. Goal 2: Build over the road bridge for people. Remove the traffic light. Goal 3: Build 2 parking decks. Goal 4: Have. Goal 6: Parking fees to pay for bridge and deck.	1. Limit amount of cars during Blue Angel 2. Police work all weekend & peek events 3.Pedestrain overpass 4. Remove traffic light 5. Pay to park garages
30	Kick-Off MTG	Patrick Deutsch		Goal 1: Best way is to reduce the number of vehicles coming onto the beach. Need park and ride lots in Gulf Breeze and Pensacola. See #5. Goal 5: Not a trolley. A bus that can handle bikes/chairs/coolers/umbrellas etc. Make it customer friendly with easy access and free lots.	1.Control the number of vehicles 2.Free Park &Rides on Pensacola and GB 3. Bus not trolley (needs to handle bikes, coolers, etc)
31	Email	Otis Dunlap		Traffic team, I don't know if this idea has been tossed around but what if you made the crosswalks an over pass like the one in Gulf Breeze by the high school. These would allow unlimited crossing without causing traffic delays and would eliminate pedestrians and drunks walking on the road (thus increasing safety) And also should improve traffic flowing more freely. This should reduce traffic lights as well or at least improve the timing and keep traffic moving. Just an opinion, Very respectfully, LT OTIS DUNLAP Gulf breeze resident Sent from my iPhone	A ped overpass will improve safety and traffic flow

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32	Email	Shelley W. Johnson		Good Morning Bonita – Thank you for the good meeting yesterday. I am looking forward to further participating in the process. S Shelley W. Johnson Island Times | Pensacola Beach's Newspaper 850-748-6878 www.MyIslandTimes.com	NON-CONSENSUS COMMENT
33	Email	Terry Bechtol, Sr.		sure, just tell me where that is....J. Terryl Bechtol, Sr.	NON-CONSENSUS COMMENT
34	Email	Wendy C Eacret		Looks good to me.	NON-CONSENSUS COMMENT
35	Email	David V. Forte		Ok, so being a stickler. Mind changing email to dvforte@myescambia.com? It is easier for people than the co.escambia.fl.us. Other than that it looks good. David Forte, Division Manager Public Works Department Escambia County, FL	NON-CONSENSUS COMMENT
36	Email	David V. Forte		◆dc4d Sent from my iPhone	NON-CONSENSUS COMMENT
37	Email	Dawn Wise		He wasn't here today but it is on his desk and I expect him to be here tomorrow. Dawn Wise Guest Relations/Special Events Coordinator 850)433-2849 850)434-5400 fax	NON-CONSENSUS COMMENT
38	Email	Rebekah Campbell		Thank you for the invitation. April 28th is a Thursday. Is it on Thursday the 28th? Rebekah Ward rebekahw@resortrealtylife.com	NON-CONSENSUS COMMENT

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
39	Email	Beverly Pica		We will be unable to attend the kick-off meeting, but we hope that you will give some consideration to the construction of a parking garage to relieve some of the holiday and weekend traffic congestion. Michael and Beverly Pica 21 W. Galvez Court 32561	Parking garagae
40	Email	Marcie DeBardeleben		Charlie and Marcie DeBardeleben at 317 Panferio Drive will be unable to attend the kick-off meeting , we hope that a parking garage etc. to some level will relieve the holidays and weekend traffic congestion in giving this and anything any consideration to make the islands traffic a bit less hectic thank you Sent from my iPad	Parking garage
41	Email	Charles King		BY ALL MEANS, IN THE GREAT WISDOM OF OUR FLORIDA DEPARTMENT OF TRANSPORTATION, DUMP ALL THE TRAFFIC ROM THE PROPOSED BAY BRIDGE IN THE CITY OF GULF BREEZE, AND AT 17TH AVENUE IN PENSACOLA!!! DO YOU DUMB PEOPLE EVER LOOK TO FUTURE NEEDS??? My name is Charles King, and I have lived in Pensacola and Gulf Breeze since 1939. Our great planners are still stupid, in trying to ram traffic through Cities!!!	Due to the subject of the comment -\No response deemed neccessary

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
43	Email	David Vosbein		Bonita, I enjoyed our call today. I would like to present some ideas toward a solution to both traffic and parking at the meeting on April 28th. Attached is a written description and drawing of the proposed location. The plan includes making the Northbound bridge one-lane during the busy part of the day for traffic headed to the beach. Traffic would be designated as for parking barge on the approach to the bridge from Hwy 98. For those visitors who have already gone onto the beach in the hopes of finding parking, they can give up and head north to the parking barge. All of this can be better explained in person. At the meeting, I will present a model to help with the understanding. Today I met with Nicole Stacey who was also favorably impressed with the solution. I am available to meet with David Forte and/or Mike Warnke anytime before the meeting, if desired. (or by phone 934 1974) Thank you. David Vosbein 934 1974	Make northbound one-lane during peak hours, parking barge
44	Email	David Vosbein		> Here are the color drawings of the barges > Thanks, > David	Parking barge

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
45	Email	Taysha Blessington		Mr. Fuller, Priority 1: A pedestrian bridge at the main intersection (or at heavily used intersections) would greatly alleviate the issue of long traffic lights and congestion waiting for pedestrians by the main parking lot. Often the issue is pedestrians taking a long time to cross, or jay walking. Priority 2: I'd like to suggest making one lane of the toll electronic and starting the electronic express lane at the start of the bridge prior to the toll. Long term this will encourage locals to get an electronic pass to go to the beach. It could be prepaid or bill drivers at the end of the season for the amount of times passed through. Just my two cents.	1. Pedestrian overpass 2. Electronic Toll

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46	Email	Rita McGartland		Although I am a leaseholder, I did not receive notification of the meeting. I would like to express one concern, having witnessed the death of a neighbor last year. Ambulances can't get through the traffic to residents. Life Flight landed outside my house on Via De Luna far too late to save my neighbor. Is it going to take a lawsuit for someone to realize that traffic needs to be addressed? Levin Rinke's two new towers will only exasperate the traffic problems. The crosswalks are a problem, and if an officer could man the traffic light it would help. Where else can one pedestrian shut down four lanes of traffic? Consolidate crosswalks to one at light on timer . Pull the rest out. They are too close together. The island can no longer accommodate everyone in spite of your best efforts. A friend of mine in Seattle told me they simply shut their island down to incoming traffic when they reach maximum capacity. Rita McGartland 1658 Bulevar Menor Pensacola Beach	1.Fewer but coordinated crosswalks,consolidate the crosswalks to one at light on timer 2.Manned traffic signal 3.Shut down island when reaches capacity
47	Email	Jerron Barnett		I've been affected by this for going on eight years, as I commute back and forth to pensacola from gulf breeze for work. I'm convinced you need a way to divert traffic that isn't going to the beach or businesses in that area from the pensacola side of the three mile bridge to a point past or near the easternmost end of the national seashore area. The only way to reduce traffic congestion in that area is reduce the amount of cars traveling through there. I suspect 40 percent or more drivers heading east are just passing through there on their way to Gulf Breeze/Navarre like I do, because it's impractical to go that way via I-10 and the Garcon toll bridge, for example. A bridge project like this is probably pie in the sky, but it's a thought nonetheless.	Separate beach-bound and east-bound traffic at the 3-mile bridg

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48	Email	David Vosbein		Bonita, thank you very much for your assistance prior to the meeting last night. As a result, the guys at Volkert were already familiar with the barge plan. So, our discussions at the meeting were even more productive. I appreciate your guidance at the meeting, as I did not know the format or the rules. I did attempt to honor all of your requests and hope that I met with your ultimate approval. In speaking with Mike toward the end, we agreed to meet at his office in the near future. If there is anything else that I can do or provide to enhance the understanding of the Parking Barge concept, please let me know. Again, many thanks. Best regards, David	NON-CONSENSUS COMMENT
49	Email	Mary Lee Martelli		Sir or Madam: When I lived in Washington,D.C. there was always a serious problem for regular people and those more important elected officials to escape the city and head for rented or owned houses at Rehobeth Beach, Delaware. The ride could take hours with congested roads, mainly made so by stop lights on Kent Island. The powers that be and were decided to eliminate all stop lights by erecting cross over elevated lanes ... Overpasses...for local traffic on Kent Island. Voila...trip cut in half. If the 3 stop lights in Gulf Breeze could be eliminated by erecting over passes for local traffic, the back up congestion would be greatly reduced. Hope you'll consider this suggestion. Very truly yours, Mary Lee Martelli	Overpasses for local traffic in GB, remove traffic lights in GB

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50	Email	Michael R. Koran		Hello. Mike Koran checking in from Destin. We have the same problems here . The local TDC organizations are doing a great job making sure our mostly absentee beach property owners get a meager investment return to somewhat justify the cost of ownership. Take away subsidized flood insurance, ratchet up property tax on seasonal rentals. Require all beach development to provide token beach access and public parking. Utilize TDC moneyto develope isolated public beach parking by imminent domain of old or storm damaged property. Put turnover caps on short term rentals, Reduce beach vendor chair setups,regulate for public use all land forward to waterline from the primary dune line, develope more public water front parks and access away from the beach. Put strict development caps in place until infrastructure satisfies usage. Require all beach area condominiums to maintain a certain level of owners in residence. Discourage development of high density projects . Require all property transactions be accompanied by information package providing easy access and location of all rules and regulations affecting that property. Local governments must constantly review and update growth management issues from the perspective of protection of quality of life over focus on new and dense developement. A combination of these ideas will have a definite positive impact on the year round quality of life we have lost to careless, thoughtless, shortsighted delvelopement ,often at the hands of temporary or non residents and always before the proper protection or infrastructure for the community has been established. It's already pretty screwed up and will not change without some radical change.	SEE FULL COMMENT- Land Use/Land Develoment comments

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
51	Email	Joe & Janet Feallock		Mr. Fuller, Hopefully, this is the correct email address. William Feallock 850-450-0499 From: Joe & Janet Feallock [mailto:feallockjj@cox.net] Sent: Friday, April 29, 2016 2:24 PM To: Pcola Beach Traffic Plan Cc: Grover C. Robinson; Charlie Rotenberry; Tommy Grice; Dick Brown; Alice Ramsey; Bubba Bechtol; Thomas Campanella @ sria; Jack Kirk; Bev Shepard (bevanddrake@yahoo.com); Bob Weir; Andrew Sloan; Barry Bayuk; BILL JOYCE; Brian Finkbone; Chuck P. Sheldt; Dave Perry; Deborah and Bruce Mays; Dee Dee Pugh ; DICK BARR; Ed Mock ; Elaine Tenniman ; Heather Collins ; Jim Taylor; John F. Asmar ; John J. Costa (jjcosta46@yahoo.com); Kae Preston ; Michael C. Cramner (F1cranmer@gamil.com); Paul Robinson ; Pensacola Beach Elks Lodge 497; Pensacola Beach Elks Lodge 497 (Business Fax); Rich Firth; Rick Alberts; Ricky Ray ; Robyn Kurpuis; Ron Ramsey ; Sarah Messer; Terry Colley; Tom Sylvest (tigertoons@cox.net); TIM NORRBOM ; Wanda Radcliffe; Widge Fogarty Subject: Beach traffic and parking improvement recommendations	1.Extend green light from E-W traffic 2.Install a left turn lane light at boardwalk 3.Construct Pedestrain Overpass 4.Stabilize off-road parking 5. Move the SRIA staff to the Beach fire station 6. Parking Gargage 7. Off Beach parking and Park and Ride

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
52	Email	Joe & Janet Feallock		To all, the correct address is pcolabeachtrafficplan@epr-florida.com. Regretfully, William Feallock From: Joe & Janet Feallock [mailto:feallockjj@cox.net] Sent: Friday, April 29, 2016 2:24 PM To: Pcola Beach Traffic Plan Cc: Grover C. Robinson; Charlie Rotenberry; Tommy Grice; Dick Brown; Alice Ramsey; Bubba Bechtol; Thomas Campanella @ sria; Jack Kirk; Bev Shepard (bevanddrake@yahoo.com); Bob Weir; Andrew Sloan; Barry Bayuk; BILL JOYCE; Brian Finkbone; Chuck P. Sheldt; Dave Perry; Deborah and Bruce Mays; Dee Dee Pugh ; DICK BARR; Ed Mock ; Elaine Tenniman ; Heather Collins ; Jim Taylor; John F. Asmar ; John J. Costa (jjcosta46@yahoo.com); Kae Preston ; Michael C. Cramner (F1cranmer@gamil.com); Paul Robinson ; Pensacola Beach Elks Lodge 497; Pensacola Beach Elks Lodge 497 (Business Fax); Rich Firth; Rick Alberts; Ricky Ray ; Robyn Kurpuis; Ron Ramsey ; Sarah Messer; Terry Colley; Tom Sylvest (tigertoons@cox.net); TIM NORRBOM ; Wanda Radcliffe; Widge Fogarty Subject: Beach traffic and parking improvement recommendations	DUPLICATE - SEE ABOVE

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
53	Email	Joe & Janet Feallock		Perfect Sent from Samsung Mobile -------- Original message -------- From: Joe & Janet Feallock <feallockjj@cox.net> Date: 04/29/2016 2:37 PM (GMT-06:00) To: 'Joe & Janet Feallock' <feallockjj@cox.net>,Pcola Beach Traffic Plan <pcolabeachtrafficplan@epr-florida.com> Cc: "Grover C. Robinson" <GCROBINS@co.escambia.fl.us>,Charlie Rotenberry <charote@cox.net>,Tommy Grice <wtgrice@aol.com>,Dick Brown <Rwbpbch@aol.com>,Alice Ramsey <amanramsey@bellsouth.net>,Bubba Bechtol <tbubba@tbubba.com>,"Thomas Campanella @ sria" <thomas_campanella@sria-fla.com>,Jack Kirk <jk2133@aol.com>,Bev Shepard <bevanddrake@yahoo.com>,Bob Weir <BobWeir127@yahoo.com>,Andrew Sloan <andrewksloan@me.com>,Barry Bayuk <bikki228@yahoo.com>,BILL JOYCE <bjoyce@joneswalker.com>,Brian Finkbone <brianfinkbone@netzero.net>,"Chuck P. Sheldt" <sheldt007@aol.com>,Dave Perry <Dperry128@gmail.com>,Deborah and Bruce Mays <deborahmays@att.net>,Dee Dee Pugh	DUPLICATE - SEE ABOVE
54	Email	Ron		Not only is traffic unbearable on the beach but we live in Gulf Breeze and have to wait in this ongoing traffic simply to get home from work and on weekends even when food shopping! It is ridiculous to me that they don't utilize the 3 mile bridge suggested where the 3 mile bridge comes in through national seashore, with an exit into Gulf Breeze proper for those living there or shopping. Then it ends on highway 98 with a right ramp towards the beach and left ramp for 98 traffic running westbound to GB, Navarre or Ft Walton. I see no way to fix this issue without addressing the 3 mile bridge. It might be better to add a beach tax of 1% and open up the beach to no charge so they don't have to stop at toll booths? Ron	1. 3-mile bridge by-pass for non-beach traffic 2. Add 1% beach tax remove toll

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
55	Email	Kathy Winter		Keep in mind there are only 40 days out of the year that there is traffic congestion! That's if the weather is perfect every spring weekend day and for the Forth of July, Mardi Gras and Labor Day. So building a parking garage isn't an option. It will sit empty 325 days of the year. We have lived on the island for 35 years and there has never been parking or vehicular congestion on the beach except for the above times. In the 90's the beach trolley started early in the day between 9-10 am. It was very convenient for residents and rental/hotel visitors to commute to the core and back during peak traffic times. It also kept those vehicles from adding to the congestion. So start the trolley early in the day. This may also encourage visitors from town to park further away from the core and trolley back. There was a trolley that looped from Casino Beach to the Boardwalk and back. It was always full. Adding this route back may also aide in pedestrian safety as well. Adding a timed traffic light at the Flounders crosswalk, sounds good, BUT if it cannot be turned off during the weekdays and is automatically triggered even if no one is crossing the road, It will be hated by all and create even	1. Crosswalk do not impede traffic that is already at a stop. 2.The area outside the core is still ignored. Dangerous to cross Via DeLuna 3. Need more public eductions 4. Need more public transportation, walking,biking,scooters,golf carts 5. Seperate trolley lane

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
56	Email	Shelley W. Johnson		Hello Bonita – Thank you for the time on the phone this morning. Here are some details that I would like to include in my story, if possible: 1. Number of attendees on April 28 meeting 2. Potential dates for two future public workshops 3. I have sent a request to David Forte for a timeline on short term projects. If you have any input on expected dates, I would welcome that information 4. The website address where interested parties can go to get more information, read comments and further educate themselves. Cheers, S Shelley W. Johnson Island Times | Pensacola Beach's Newspaper 850-748-6878	NON-CONSENSUS COMMENT

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
57	Email	Shelley W. Johnson		Hello Bonita – I am sending this under separate cover since it is for your vast “input” list: 1. Ariola Drive should be one-way, the actual road should be improved with curbing 2. Multi-use path should be improved on the northside of Via de Luna. Perhaps concrete (as it is in some areas). a. Multi-use path on the southside of Via de Luna should be designed/constructed/enhanced for use as a “mini-service road” with a tiki tram that runs along it. No turn around needed for tram to run back and forth. Route could be expanded to Casino Beach. (People walk across the streetcar tracks in NOLA, so that would not pedestrians/cars from crossing; or prohibit pedestrians/bikes from using the path while tram is not present. The tram would have to be sleek to fit properly in the space allotted . 3. Tiki tram to take pedestrians from Casino Beach to Flounders/Quietwater. Would have to have a “right-of-way” in crossing traffic. A short loop route which was once a part of the previous trolley routes. Shelley W. Johnson Island Times | Pensacola Beach's Newspaper 850-710-0070	Ariola Dr make 1-way, improve multi-use paths, build Tiki Tram on south side w/multi-use path
58	Email	Elaine Tennimon		not available	NOT AVAILABLE

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
59	Email	Beverly Pica		Yes, please. -----Original Message----- From: pcolabeachtrafficplan <pcolabeachtrafficplan@epr-florida.com> To: Beverly Pica <beeperfl@aol.com> Sent: Tue, May 3, 2016 2:25 pm Subject: RE: April 28th meeting We appreciate your interest, your idea and the desire to be involved in this project. Your statement has been noted and it will be forwarded to the Project Manager as part of the public comment report. Would you like to receive the meeting materials for your review? -------- Original Message -------- Subject: April 28th meeting From: "Beverly Pica" <beeperfl@aol.com> Date: 4/26/16 3:29 pm To: PcolaBeachTrafficPlan@epr-florida.com We will be unable to attend the kick-off meeting, but we hope that you will give some consideration to the construction of a parking garage to relieve some of the holiday and weekend traffic congestion. Michael and Beverly Pica	Parking garage
60	Phone Call	Vicky Truitt		Hi my name is Vicky Truitt. I am a resident of the beach. Unfortunately, I was out of town when the meeting occurred about congestion. I am very concerned about that because I usually have to sit in that traffic because there's nowhere to go. So if you could call me at 380-0521 and give me any information or updates that you guys have decided upon. I would be very grateful. Thank you.	NON-CONSENSUS COMMENT
61	Phone Call	Rita McGartland		Yes, this is Rita McGartland, 1658 Boulevard Menor on Pensacola Beach. (UNABLE TO DECIPHER) check on it and leave me a message at 850-723-9000. Thank you	NON-CONSENSUS COMMENT
62	Phone Call	David Vossdean		Hi Benita it's David Vossdean again I called you yesterday at the end of the day. Missed you. Call me on my cell phone. If you wouldn't mind when you get the message 332-8851. I sent you some emails I don't know if you got them in time you know to take them with you when you went to meet with David Ford. Mike lanky (Wanakey) but let me know what you think I should do next. Thanks a lot. Bye	NON-CONSENSUS COMMENT

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
63	Phone Call	David Vossdean		Hi Benita this is David Vossdean. It's 3:30 so you might be already on your way to your meeting with David Ford and my warranty. I have sent you by email the write up and one drawing. I hope to get some more soon but I don't have up yet. Anyway if you can let me know if you got the email. If you can't open everything. I'd appreciate it. And if you want me. Somebody. Maybe you left your meeting. I could send directly by email to David and Mike from here. If you just let me know what you what you think I should do. Phone number 934-1974. Thank you.	NON-CONSENSUS COMMENT
64	Phone Call	David Vossdean		Hi Benita this is David from Austin. We spoke just a few minutes ago and hour ago. I sent you an email I just like to know if you received it and are able to open the attachment. If you can call me back and let me know I'd appreciate it. Phone number 934-1974. Thanks Benita	NON-CONSENSUS COMMENT
65		not available		(THIS CALLER DID NOT LEAVE A VOICEMAIL)	NO MESSAGE
66		Christopher Stark		Yes this is Christopher Stark. I would like to speak with Randy I believe. And if you would call me on my cell. Area code 850-221-1061. It's in regards to the casino parking lot during the concert Tuesday night music on the beach. Thank you so much.	NON-CONSENSUS COMMENT
67	Phone Call	Ken Nemyer		Yes, I received a card about the meeting is their some way to send in email comments or for those of us who live out of town. My telephone number is 251-583-0707. My name is Ken Nemyer.	NON-CONSENSUS COMMENT - Requested Meeting Information
68	Phone Call	Christina Cordell		Hi my name is Christina Cordell. I just got some information in the mail about the meeting on Thursday April 28. Unfortunately, I do live out of town and won't be able to attend and I just wanted to see if it was possible to have any information emailed to me. My number is 985-630-8530. Thank you. Bye bye.	NON-CONSENSUS COMMENT - Requested information
69	Phone Call	Gerald		Randy this is Gerald (Bubba). I'm calling you again I sent the email that you mailed to me last week back and told you I can meet with you at 8:30 AM on next week. I just don't know where to meet you. If you'll text me back and let me know where the traffic congestion committee gonna meet on the 20th of April. I will be there. Thank you	NON-CONSENSUS COMMENT
70	Phone Call	Liz Houston		Hi this is Liz Houston and I'm a resident of Pensacola Beach. I live on Areola. My phone number is area code 301-997-6319 and I just had wanted to put in some input in regards to the congestion on Pensacola Beach. It is not only in the core area but for those of us who live on Areola. There is incessantly a traffic problem which shouldn't be in a residential neighborhood, but it's due to parking or lack thereof and we get no relief. So, I know that's not what this meeting is about but I think that you get that as well. I would appreciate a call back but I understand you're busy. I'm hoping to get to the meeting. Again it's Liz Houston and I'm a resident of Areola Drive on Pensacola Beach and my number is 301-997-6319 and I thank you in advance for your time. Have a wonderful afternoon. Bye bye.	Ariola Drive congestion - SEE OTHER NOTE (LIZ HOUSTON)

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
71	Phone Call	Pam Murphy		Rethink the traffic problem as not getting onto the beach but EXITING the beach. Redirect traffic to a "One Way" system at the public parking lot. Put sign indicators to help make the decisions (West to Ft. Pickens - Stay in right lane; East to Alternate Parking - Stay in left lane; Public Beach Parking Stay in left lane and look for entrance sign on right.) There has to be a turning lane from the east into the public parking area. The south lane coming from the east in front of Pier Parking gets barricades to allow recircle. The stop sign at exit to public parking becomes yield on far lane for recircle. Second lane becomes an exit beach lane - right turn only. In order to turn left to go toward Ft. Pickens - the secondary exit is used. Left turn only. The Trolleys can become two separate routes (The Island South becomes Short Loop. The Island North becomes Long Haul.) Time lapse video of parking lot (already in use from rooftop of South Harbor) can be used to determine exit ebb & flow to determine if at certain times a Traffic Officer could be useful to expedite the exit process. The test run can be done on "Bands on the Beach" night. Unfortunately, the pedestrian crosswalk at Sidelines could prove an obstacle of this plan.	1. One-way for public parking & allow recircle 2.improved signage for lane designation at toll plaza 3. Trolley routes (Short & Long) 4.Timelapse video to judge if traffic officer needed at certain times.
72	Phone Call	LL		Parking garages are the last thing we need. They would only create concentrated areas of continual ingress and egress onto already jammed roads, exacerbating the problem. What we need, and it isn't going to happen, is to stop spending millions of tourism dollars to bring more and more people to a place that has no business inviting more visitors when it can't begin to handle the ones it has. And that's purely and simply because of the size and configuration of this part of the island, which cannot be changed except perhaps by a major act of Nature. One thing that people need to understand is that traffic is not only a problem for those trying to come onto the beach, but also for those trying to depart - and the later group is not looking for parking places, they only want to travel down the road and leave! Just this past Saturday evening - Not a Spring Break day, Not a holiday, Not a vacation day, just a sunny beach day - it took us well over a half hour to travel the short 1-1/2 miles straight down Via de Luna from our home just east of the churches to the traffic light, creeping and stopping all the way. All we wanted to do was go into Pensacola for dinner, realizing the beach eateries would likely all be jammed. I wrote a PNJ Viewpoint about this last year, and some article commenters (and a few of you [forum members]) accused me, as a beach resident, of trying to keep other people out. Baloney!! We love seeing people come out and enjoy the beach, and noting the multitude of out-of-state plates on the road just makes us proud and grateful to live here. But we residents, and all those same many visitors, were all stuck in the same traffic jam Saturday night. I felt sorry for all the fidgeting kids (and their parents) in the adjacent cars, and wondered how many of these people had appointments and/or reservations that they were surely going to miss. Heaven help the resident or visitor who makes an outbound plane reservation for a Saturday evening. Better leave for the airport many hours ahead of flight time! Last year, right before I wrote that Viewpoint, the manager of the top-rated Holiday Inn Express on Ft. Pickens Rod. lamented that many of her guests posting on Trip Advisor and other review sites said they loved the beach but hated the traffic, and might	1.No parking garages 2.Too many visitors for too little space 3. Traffic jams for incoming and outgoing travelers hurting both residents and visitors, 4. P&R didn't work in past, ferry = temporary fix 5.Propose reasonable traffic solution

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
74	Phone Message	Mr. Jean Vance		Randy, this is Gene Vance. I live in Pensacola and I think I have a solution for you on your travel problem with your congestion problems here at Via DeLuna and Ft Pickens Rd. My number is 850-934-6389. i would very much appreciate you getting back to me soon. Thanks you. Bye.	Mr. Vance disagrees with the recent PNJ artice where it said we are putting another light at the Flounder's crosswalk. He suggests we hire some M.P.s to direct traffic at peak hours.
78	Phone Call	David Vossdean		Hi Benita this is David Bost with the parking barge solution. We saw you of course at the presentation the other night. It's been a while now but you really ran a good ship there girl including me when to take my stuff off the table but anyway you did a good job. Like to talk to you I'd like to know your email address and the email address for for David forte. I have met with Mike Warnke and had a good meeting with him and I wanna pass on the notes from that meeting and also speak with you and and David and see how we can provide any additional information. My phone number here in Pensacola in Golf breeze. 850-934-1974. Thanks Benita bye."	He wants contact information
79	Phone Call	Jean Vance			
80	Email	Andrea Miller		GOAL 1: Relieving traffic congestion I agree that the one-way entry/exit to/from Casino Beach parking lot could help quite a bit, as would modifications to the Circle K parking lot. I was disappointed to learn at the meeting that these improvements would not be made until 2017. I think it's imperative to make changes now. We already know this season will be busier than years' past and already the traffic is unbearable. If anything happens this season, I would suggest these two projects take top priority. GOAL 2: Pedestrian and vehicular traffic management I would like a pedestrian crossover at the corner of Fort Pickens Road and Via de Luna to be seriously considered. Many people are opposed to this because of the aesthetic factor, but I think people think it would look like the crossover at Gulf Breeze High School. It is possible to build a crossover that is aesthetically pleasing as well as functional. Why not have local artists paint a mural with Pensacola iconic symbols on it, similar to what is being considered for the mural for the Jefferson Street Garage in Pensacola? Cozumel has a pedestrian walkover that serves thousands of people every day, yet it is still beautiful. Removing pedestrian traffic from the equation would greatly improve the overall traffic situation at this intersection. GOAL 3: Optimizing parking in the core area I agree with the proposal of building a parking garage on the existing SRIA office site. It would be functional yet not affect the view of the beach as visitors come onto the island. GOAL 4: Exploring the need for additional trolley route locations and increased frequency The trolley definitely needs to run more frequently than the current hours of 4pm-12am. This serves people who want transportation to dinner well, but if the goal is to reduce the amount of people who drive to the beach, you need to offer the trolley all day long, from 9am-12am. That way families on vacation headed to beach areas don't have to take their vehicles. GOAL 5: Researching a park and ride trolley	Ms. Miller answered the goal related questions. she wants to see the short term improvement completed this year.

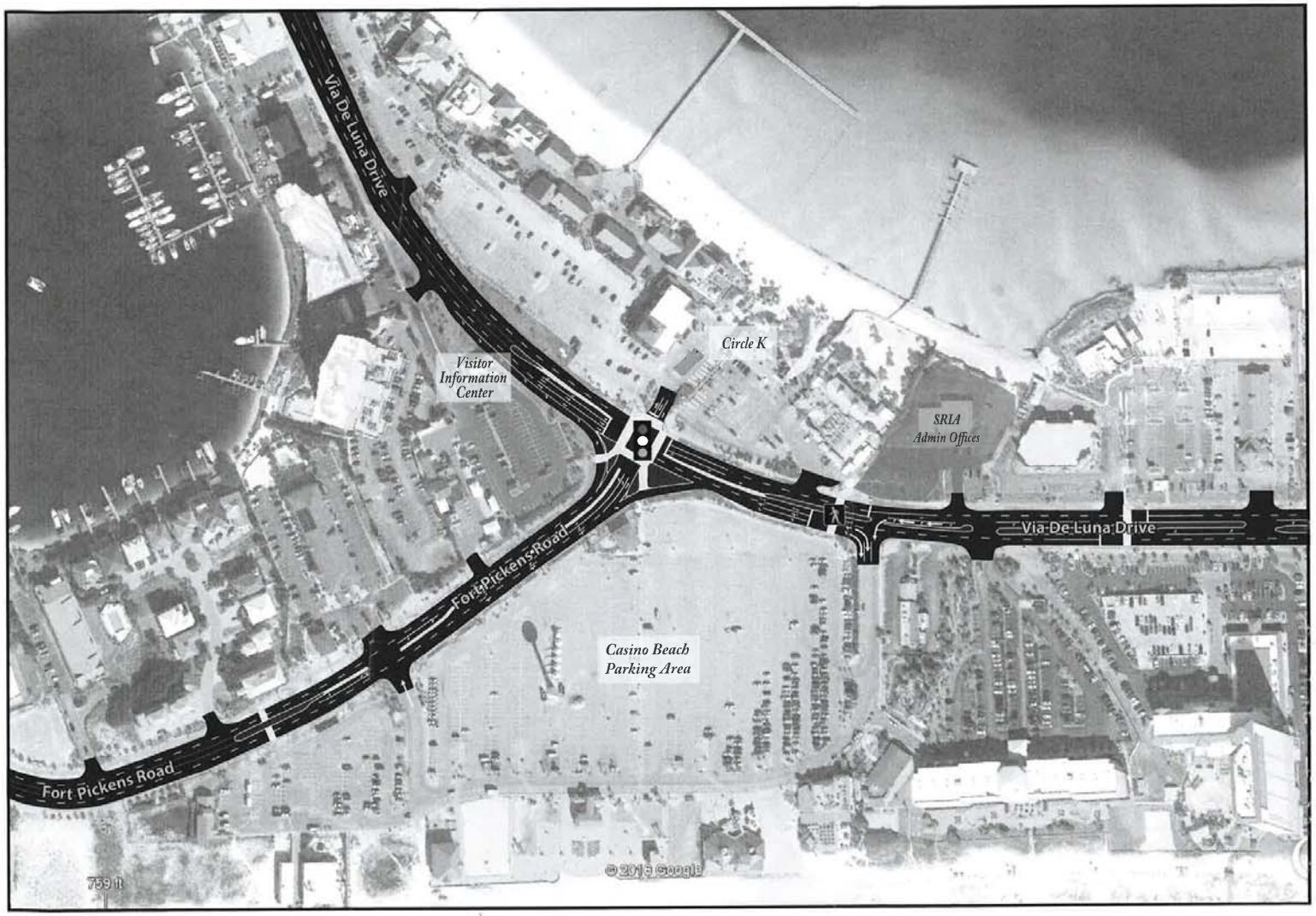
Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
81	Email	Patrick		I hear tell a cross walk bridge at porta fino is on the table at the tax payers expense ? Put that at the intersection of circle K would help with pedestrians. Take away the toll booths and tragic would not back up as bad ! Seems to me that things are being done for the residents that have the big bucks that don't pay there fair share of taxes get what they want. Someone needs to thing out of the box for 20 years down the road. Is the toll necessary ? After expenses does it make that kind of Money to warrant backing traffic up through gulf breeze ? Put parking lots down near portafino and trolly people if they want to come to the boardwalk and casino beach. If there are land that can be purchased. Sent from my iPhone	1. Remove the toll 2. Add crosswalk bridge 3. Parking near Portafino and trolley to get people to the boardwalk
82	Email	Russell Belanger		I wasn't able to make the meeting but I was wondering why no one has brought up the walk over like the one Gulfbreeze high school has going over 98. if the beach put three of them one by shaggy's I love the one by flounders and one more further down by paradise. That would let the traffic flow freely and not worry about the pedestrians the bases could be built on both sides of the rain ahead of time and then a crane could lift up the middle section from a truck and place it causing minimal disruption in traffic. As far as parking goes spend the money and build a parking garage over by the main beach two levels high or buy some land in Gulf Breeze turn it into a major parking lot and have A bus running non-stop between the lot a.m. the main beach area. Being so worried about the traffic problem I find it hard to understand why they are allowing Portofino to build two more high-rises just adding to the problems we all ready have.	1. Add crosswalk Bridge 2. Build a 2 level parking structure at Casino Beach or in Gulf Breeze with a shuttle running from the beach to GB parking area.
	Door to Door Inforr	Kypo Robello	Aloha Wine & Liquor	Met Kypo Robello and gave him a meeting invite	
	Door to Door Inforr	Chris/owner	Hot Spots Charters	Met Chris/owner and gave him an invite to the kickoff meeting	
	Door to Door Inforr	Alex/manager	Innerlight	Met Alex/manager and gave him an invite	
	Door to Door Inforr	Steve Gange/owner	Drowsy Poet	Met Steve Gange/owner and gave him an invite	
	Door to Door Inforr	Shelly/Assistant Manager	Shaggy's	Met with Shelly/Assistant Manager, and gave her the invite.	
	Door to Door Inforr	Nicole - Bartender	The Sandbar	Met Nicole the bartender and gave her the invite	
	Door to Door Inforr	Ron Wilson/Manager	Resort Quest by Wyndham	Met Ron Wilson/Manager and gave him the invite	
	Door to Door Inforr	Amanda/General Manager	Travelodge	Met Amanda/General Manager and gave her an invite to the kickoff meeting.	
	Door to Door Inforr	Beth Schachner/Owner	Pensacola Beach Properties	Beth Schachner/Owner	
	Door to Door Inforr	Beth Schachner/Owner	Kool Breeze Karts, Inc.	Beth Schachner/Owner	
	Door to Door Inforr	Judy Lenderman/teller	Bank of the South	Judy Lenderman/teller. She was given the invite.	

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
	Door to Door Inforr	John Gazoo	U.S. EPA	Met with John Gazoo and explained the upcoming meeting and left him an invite that he said he would email to his office.	
	Door to Door Inforr	Kala Pence-manager	Tom Thumb	Met Kala Pence the manager and gave her the invite	
	Door to Door Inforr	Scooter Montgomery/Manager	Peg Leg Pete's, Inc.	Met Scooter Montgomery/Manager of the day and gave him an invite	
	Door to Door Inforr	Dan Brown	Ft. Pickens State Park	Need to contact Dan Brown in Gulf Breeze for more info.	
	Door to Door Inforr	Ann-Front Desk	Holiday Inn Express	talked to Anna at the front desk and gave her the meeting invite.	
	Door to Door Inforr	Joe McKay-GM/Marylin Hess/Nancy-Admin Assistant	Margaretaville & Landshark		
	Door to Door Inforr	Frank Forte	Escambia County Sheriff's Office	Frank Forte/Lieutenant on the beach	
	Door to Door Inforr	Joanne Faddis	RMI Vacations	Met Joanne Faddis and gave her the invite	
	Door to Door Inforr	John Hollingsworth, Battalion Chief	Fire Station	Met John Hollingsworth, Battalion Chief for the Fire Dept. Gave him the invite. He said he would have someone contact us with good contact information and he would be at the kick off meeting.	
	Door to Door Inforr	McKenzie Soloman-GM	Southern Vacation Rentals	McKenzie Soloman is the GM.	
	Door to Door Inforr	Jess & Nate Roche'/Manager	Dog House Deli	Met Jess Roche'/Manager and gave her an invite.	
	Door to Door Inforr	Lewis Bohannon/Owner & SRIA Board member	Beach Laundry	Lewis Bohannon/Owner & SRIA Board member	
	Door to Door Inforr	Ben Hamami/manager	Bistro	Ben Hamami/manager gave him the invite	
	Door to Door Inforr	Cindy Bessman	Pensacola Beach Sales	Met Cindy Bessman and gave her an invite	
	Door to Door Inforr	Joe Billingsly - General Manager	Paradise Beach Homes	Met Joe Billingsly the General Manager and gave him an invite	
	Door to Door Inforr	Joe Billingsly - General Manager	Paradise Coastal Realty	Met Joe Billingsly the General Manager and gave him an invite	
	Door to Door Inforr	Kevin M. Hayes	Paradise Bar & Grill &	Met Kevin M. Hayes and gave him an invite. He also handles Paradise Inn,	
	Door to Door Inforr	Kevin M. Hayes	Paradise Inn	Met Kevin M. Hayes and gave him an invite. He also handles Paradise Inn,	
	Door to Door Inforr	Nan Harper-Owner	Island Realty	Met Nan Harper the owner and gave her the invite.	
	Door to Door Inforr	Becky Windisch	Paddy O'Leary's Irish pub	Met with Becky and gave her an invite. She wrote her contact info on a scrap of paper. No business card was available.	
	Door to Door Inforr	Robin-GM	Circle K	Met the person at the register and gave her the invite. She said she would pass it along to the GM named Robin	
	Door to Door Inforr	Scott Calvert	Subway	Met Scott Calvert and gave him the invite	
	Door to Door Inforr	William Porter/General Manager	Hemingway's Island Grill	William Porter/General Manager	

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
	Door to Door Inforr	Jahzmin-Manager	Hooter's	Met Jahzmin and gave her the meeting invite.	
	Door to Door Inforr	Michael Pinzone/Manager	Papa's Pizza	Met Michael Pinzone/Manager and gave him the invite. His comment over the phone to me on 6/20/26 at 3:23 while he is driving back from Fairhope is that they need a 8 story parking structure next to the police sub-station. More comments to follow when we set up the display at his restaurant next week.	
	Door to Door Inforr	Robert Gliem/bartender	Bamboo Willie's	Met Robert Gliem/bartender and gave him the invite	
	Door to Door Inforr	Mackenzie Wilson-Part time clerk	International Boutique and Gift Shop	Left the invite with part time clerk, Mackenzie Wilson. No contact info available	
	Door to Door Inforr	Jake, cashier	Islanders Coastal Outfitters	Left the invite with part time clerk, Jake. No contact info available	
	Door to Door Inforr	Michele Ciftci/owner	The Boardwalk Cafe	Met with Michele Ciftci/owner and gave her an invite to the meeting.	
	Door to Door Inforr	Sean - GM	Cactus Flower	Met with Sean and gave him an invite.	
	Door to Door Inforr	Meg Morrison/Manager	Salty Beach Outfitters	Met with Meg Morrison/Manager and gave her an invite	
	Door to Door Inforr	Amber Podojil-Assistant Manager or Tim Russel the GM	Crabs Gift Shop	Spoke with Angelina at the gift shop. Need to call either Amy or Billy at the accounting office. 10:15 - Went back to see Tim Russel the GM, but met with Amber Podojil and left her the invitation to the kick off meeting.	
	Door to Door Inforr	Bruce Parris/Manager	The Dock	Bruce Parris/Manager. Gave him the meeting invite	
	Door to Door Inforr	Victoria - manager	Tropical Wave	Victoria is the manager. Gave Vica the meeting invite. returned 4/18/16 to meet the manager Victoria to get contact info. She was not in, but I talked to Max the manager.	
	Door to Door Inforr	Aron Stevens/manager	Red Fish/Blue Fish	Aron Stevens/manager. Gave him the invite	
	Door to Door Inforr	Chris Kenney/Assistant Manager	Shrimp Basket	Chris Kenney/Assistant Manager. Gave him the invite. Abraham is the General Manager	
	Door to Door Inforr	Closed	Capri's kitchen	Closed	
	Door to Door Inforr	Karen Edwards	Metro Deli & BBQ	Met Karen Edwards. Gave her the meeting invite.	
	Door to Door Inforr	Closed	The Break Beach Bar	Closed	
	Door to Door Inforr	Robby Greene/Manager	Maverick	Robby Greene. Gave him the meeting invite. His Dad is Tom Green	
	Door to Door Inforr	Angelika Unzens/Owner	Geronimo's Outpost	Angelika Unzens/Owner. Gave Carol, an employee the invite. Angelika was not on the premesis	
	Door to Door Inforr	Shannon Marsh/Manager	Sidelines	Shannon Marsh/Manager - Gave her the meeting invite.	
	Door to Door Inforr	Chase Cole/manager	Flounder's	Chase Cole/manager	
	Door to Door Inforr	Busk Lee Jr.	Castaway's	Buck Lee Jr	
	Door to Door Inforr	Caitlyn manager	Envie	Caitlyn manager. Gave her the meeting invite.	
	Door to Door Inforr	Tom - Owner	Captain Fun	Met the cleaner, David. Left him the invite and planned to return later and talk to Tom the owner.	

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
	Door to Door Inforr	Dawn Wells-Assistant to McGuire Martin	McGuires	Met with Dawn the GM. I was told to email my information and a PDF of the invitation to her. Went back to the office and sent her the email.	
	Door to Door Inforr	Joey Lanier-Manager	Casino Beach Bar & Grill	Met with Joey Lanier and gave him the invite. The owner is Matt Lafon	
	Door to Door Inforr	Justin Schluter-manager	Innerlight Surf	Met Justin Schluter the manager and gave him the invite.	
	Door to Door Inforr	Chris Lucero manager	Gulf Fishing Pier	Met Chris Lucero manager. Gave him the invite	
	Door to Door Inforr	Lisa Bryant - Owner	The Stand	Lisa Bryan. Left her the invite	
	Door to Door Inforr	Jim Vasser - Owner	Tiki Island Mini Golf	Jim Vasser. Left him the meeting invite.	
	Door to Door Inforr	Courtney Fell	SRIA Building	Courtney Fell, receptionist. Left the invite with her to distribute to the board members	
	Door to Door Inforr	Nick at the front desk	Hampton Inn	Talked to Nick at the front desk. Left him the invite	
	Door to Door Inforr	Gina Dudley/GM 850-393-8604	Hilton	Left them an invitation	
	Door to Door Inforr	Jazzy-receptionist & Josh Butler-manager	Holiday Inn	Met Jazzy at the front desk. Left her the invite to give to manager, Josh Butler	
	Door to Door Inforr	Jeff Smith	Island Wine & Liquor	Left the invite with Jeff Smith.	
	Door to Door Inforr	Catherine McLaughlin/manager	Days Inn	Catherine McLaughlin/manager. Left her the invite	
	Door to Door Inforr	Unknown name	Beach Club Realty	Left them the invite	
	Door to Door Inforr	Sue	Gulf Blue Vacations	Left Sue the invitation	
	Door to Door Inforr	Jenny-Assistant Manager	Surf Side Food Store/Exxon	Jenny assistant manager. Left her the invite	
	Door to Door Inforr	Joseph Farley-General Manager	Springhill Suites	Joseph Farley/ General Manager. They already have the invitation to the meeting. It was emailed to him by Beverly at the Holiday Inn express. Scott Donovan, hotel manager. sdonovan@hotelequities.com	
	Door to Door Inforr	John Hollingsworth, Battalion Chief	Fire Station	Met John Hollingsworth, Battalion Chief for the Fire Dept. Gave him the invite.	
	Door to Door Inforr	Charles Morgan GM	Public Works Dept	Met Charles Morgan, gave him the invite.	
	Door to Door Inforr	Bartender, name unknown	Islander Tavern	Met the bartender,name unknown. Left her the invite to give to the owner.	
	Door to Door Inforr	Brittany, receptionist	Paradise Inn	Brittany, receptionist. Left her the invite.	
	Door to Door Inforr	Closed	Lillo's Tuscan Grill	Closed	
	Door to Door Inforr	Megan the Manager	Fusion Day Spa	Gave the manager Megan the invite	
	Door to Door Inforr	Richard the manager	The Fun Store	Richard the manger received the invite	
	Door to Door Inforr	Lucas the Manager	Wine World Bar	Gave the manager Lucas the invite	

Comment Number	Comment Setting	Name of Commentor	Business Name	Comment	Comment Summary
	Door to Door Inforr	Kirk Kirkland	Key Sailing	Met Kirk Kirkland and owner and gave him an invite.	
	Door to Door Inforr	Maggie & John	Bonifay Water Sports	Met Maggie & John and gave them the invite.	
	Door to Door Inforr	Cindy Bevan	Radical Rides	Left the invite with Cindy Bevan, owner	
	Door to Door Inforr	Lance and Natalie	Grand Marlin	Left the invite with the two at the hostess stand, Lance and Natalie. They said they would put the invite on Julie Linander's desk. She handles all the outside business affairs.	
	Face to Face Meet	Jim Amberson	Sidelines	During the meeting with Mike Warnke, Jim Amberson and EPR, the suggested round about at the Sidelines entrance was explained to the owner of Sidelines and he was informed that his parking lot would need to be configured to accommodate the proposed traffic pattern. Mike suggested that the county should pay to redo Sidelines parking lot since changes will need to be made to their entrance. It was suggested that a right in/right out be put in Via DaLuna to accommodate incoming traffic. Mr Amberson was agreeable to this suggestion.	
	Door to Door Inforr	Rebecca Campbell	Portofino Resort		
	Door to Door Informal Mtg		Soundside Holiday Beach Resort		
	Door to Door Inforr	Lori, Owner	The Un Named Restaurant		



COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

Limit Cars on Island During Blue Angle weekend.

Have Police Make Traffic on Sunday and Weekend Peak Periods, NOT Just Sit in the Cars.

GOAL #2: Identifying options for pedestrian and vehicular traffic management

Build Over the Road Bridge for People

Remove the Traffic Light

GOAL #3: Optimizing parking in the core area

Build 2 Parking Decks

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

have

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources

Park Fees to Pay for Bridge + Deck

CSH

PLEASE PRINT

FIRST NAME (Required): Bill

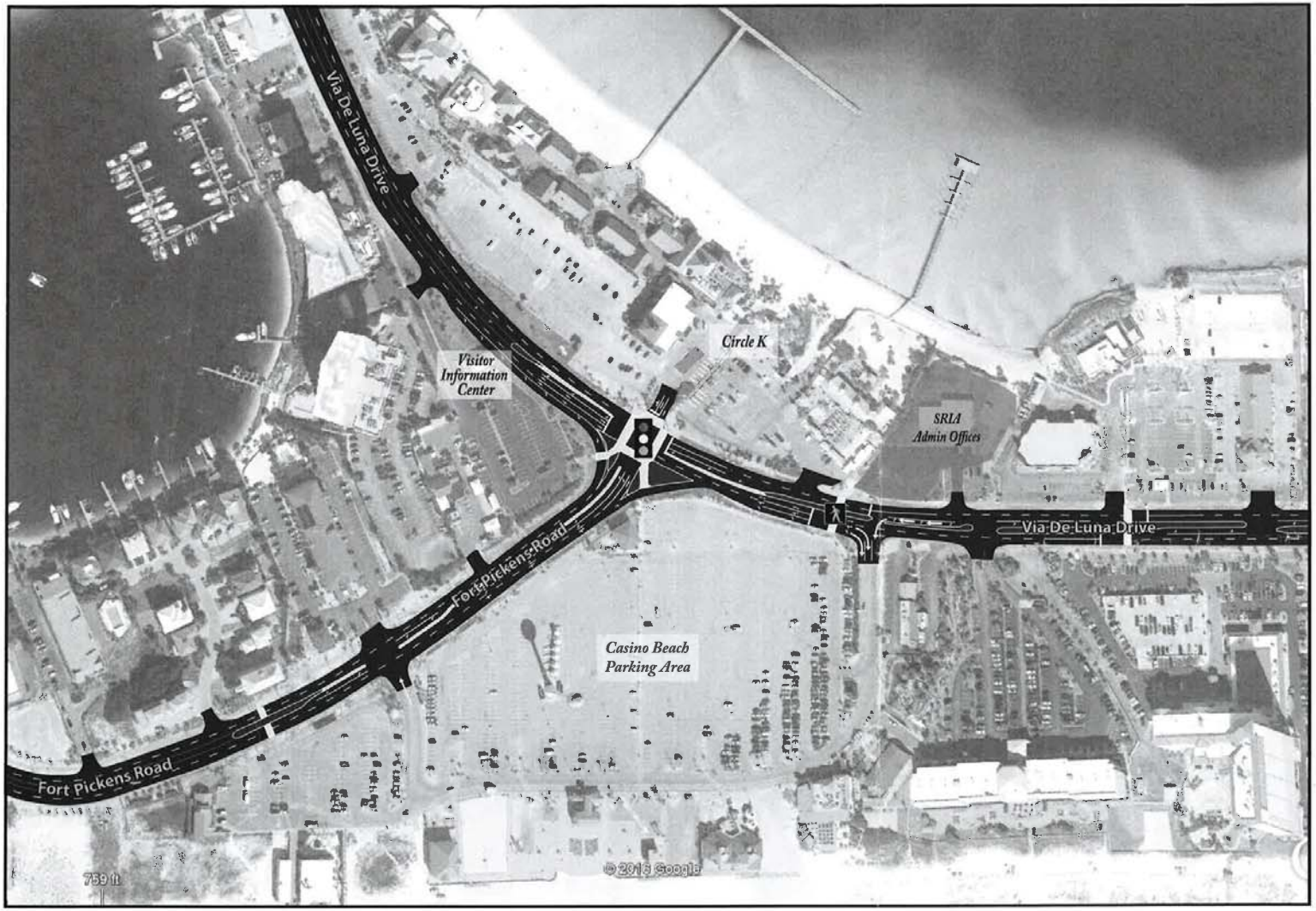
LAST NAME (Required): Robertson

ADDRESS: 211 Via De Luna

PHONE #: 985 630 8404 EMAIL: Covingtonmedical@AOL.com

To have your comments recorded, hand in this sheet or mail to: EPR • 309 W. Gregory St. • Pensacola, FL 32502 or email to pcolabeachtrafficplan@epr-florida.com

☐ Please check box if you continue your comments on that back of this sheet.



COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion Traffic backed up to Avenida 22 already. When Portafino puts up 2 more towers, there will really be a worse problem than now. Cordinating cross walks by Flounders to camp ground crossing to the East will help keep things moving

GOAL #2: Identifying options for pedestrian and vehicular traffic management Seems a walk over gets shot down everytime it is brought up. Not sure why

Note: Escambia County Deputies did a GREAT Job fourth of July + Blue angels wk ends keeping traffic moving.

GOAL #3: Optimizing parking in the core area Good Luck with that!

GOAL #4: Exploring the need for additional trolley route locations and increased frequency frequency is important. I hate to see someone wait 20-30 minutes for trolley. May if we can keep traffic moving through cross walks that will keep them more frequent im hoping

GOAL #5: Researching a park and ride trolley Do they give rides from Pensacola + Gulf Breeze? You might do that, but im not sure.

GOAL #6: Determining potential funding sources Sorry. Will take someone smarter than me to figure that one out ☺ CSH

PLEASE PRINT

FIRST NAME (Required): Stan

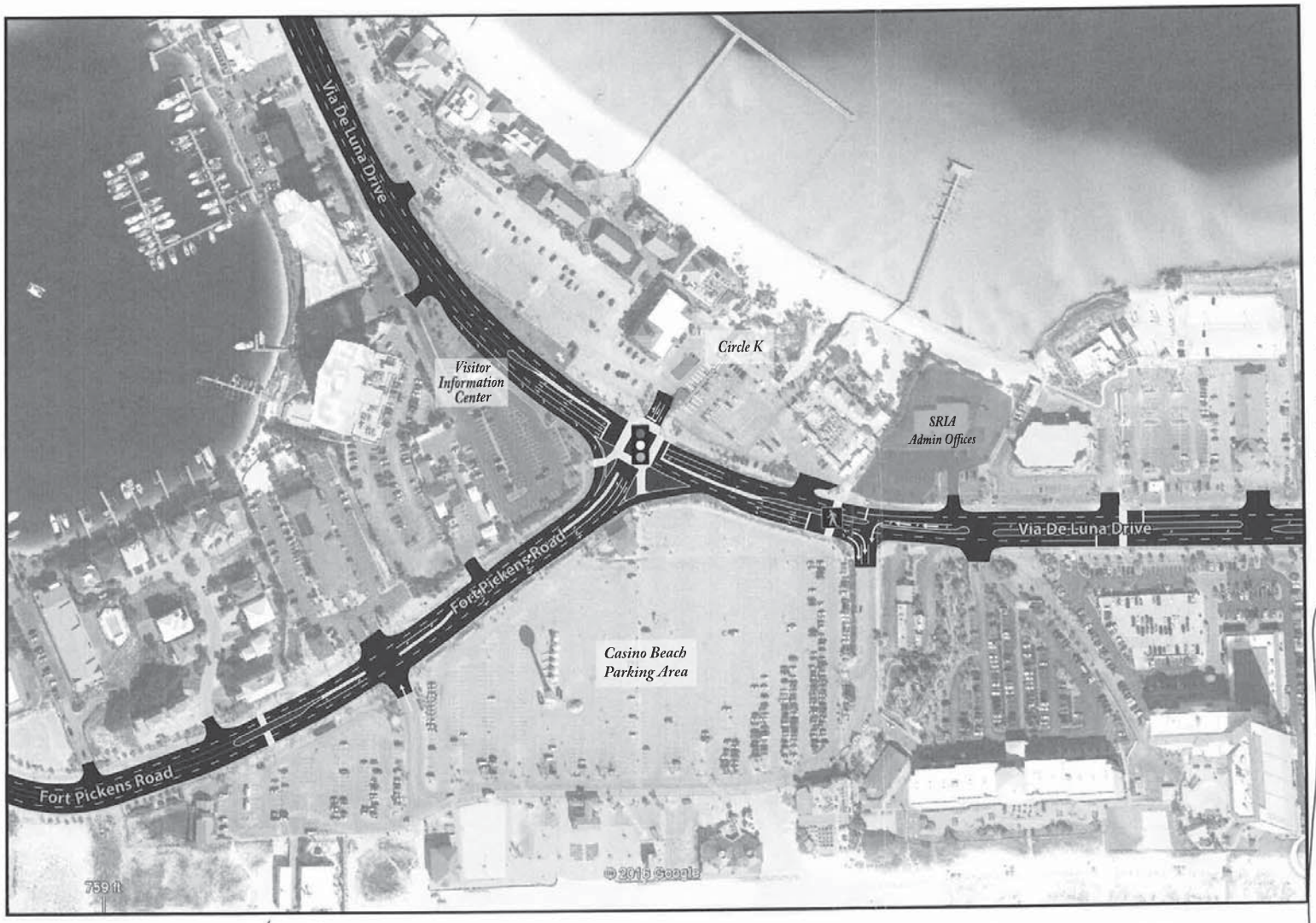
LAST NAME (Required): Searcy

ADDRESS:

PHONE #: EMAIL:

To have your comments recorded, hand in this sheet or mail to: EPR • 309 W. Gregory St. • Pensacola, FL 32502 or email to pcolabeachtrafficplan@epr-florida.com

☐ Please check box if you continue your comments on that back of this sheet.



COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

Connect the Flounder parking lot with the SRIA lot.
Connect the SRIA lot with Waves Shopping.
make a no u turn zone from flounder to Quietude in afternoon

GOAL #2: Identifying options for pedestrian and vehicular traffic management

Pedestrian overpass.

Complete the "Round a bout" plan proposed a couple of years ago.

GOAL #3: Optimizing parking in the core area

Parking garage ~~?~~ similar to the one @ Hilton.
Charge for shaded parking

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

Start trolleys in the morning on the weekends.
charge $1

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources

Charge for parking.
Increase toll on weekends. Charge $1 for riding the trolley

CSH

☐ Please check box if you continue your comments on that back of this sheet.

PLEASE PRINT
FIRST NAME (Required): Kim Crittenden

LAST NAME (Required): Crittenden

ADDRESS: 1209 Ariola Dr Pensacola Beach FL

PHONE #: 8509321271 EMAIL:

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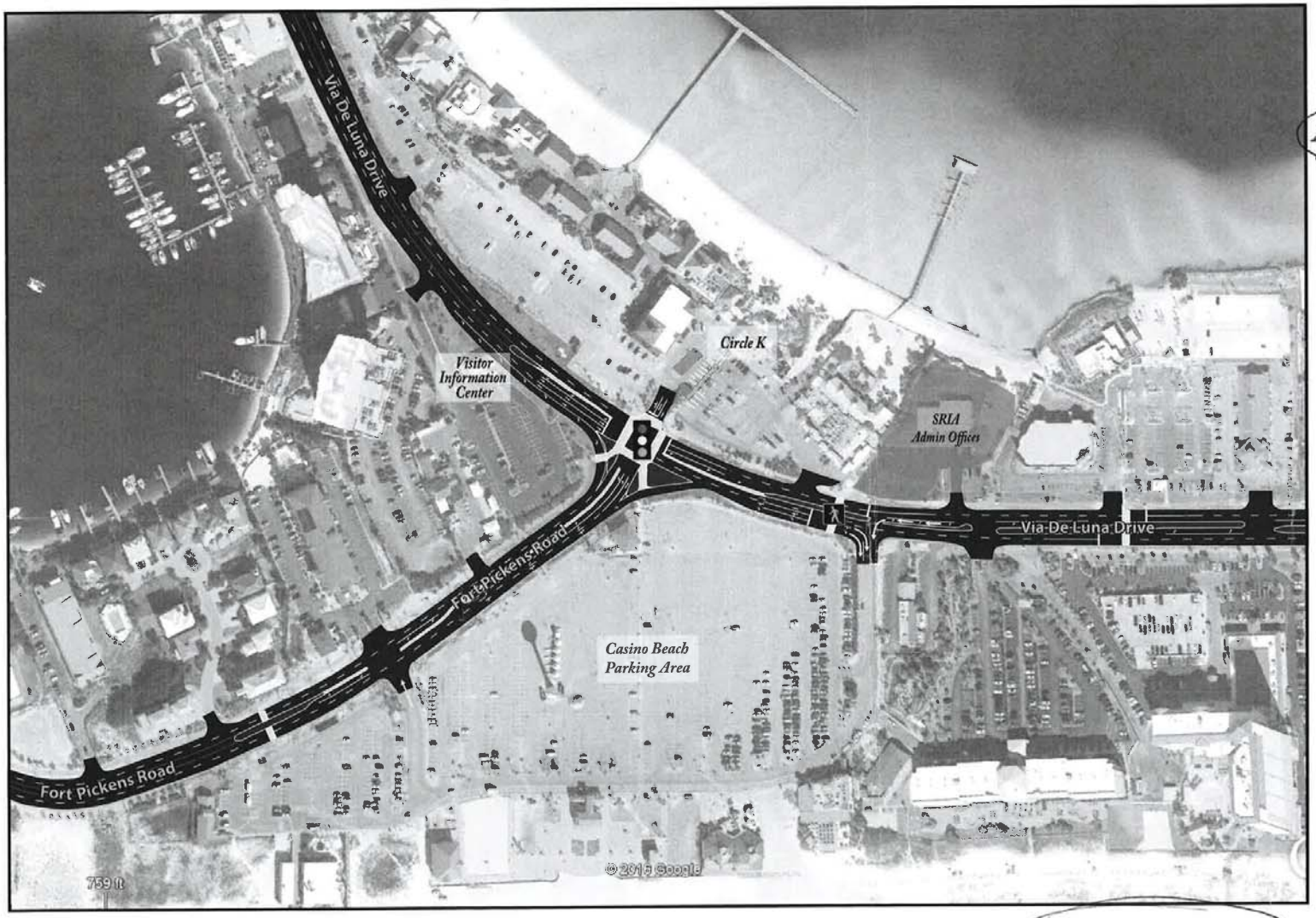

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

Lights should not go on when pedestrians touch them. At least a 30 second delay should be enforced. Pedestrian crossovers should be elevated. Safety is everything. This would eliminate heavy traffic.

GOAL #2: Identifying options for pedestrian and vehicular traffic management

GOAL #3: Optimizing parking in the core area

GOAL #4: Exploring the need for additional trolley route locations and increased frequency Additional trolleys. Great idea.

GOAL #5: Researching a park and ride trolley Yes Both

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT

FIRST NAME (Required): Melba

LAST NAME (Required): Argentine

ADDRESS: 1625 Bulavard Mayor

PHONE #: 850 501 2733 EMAIL:

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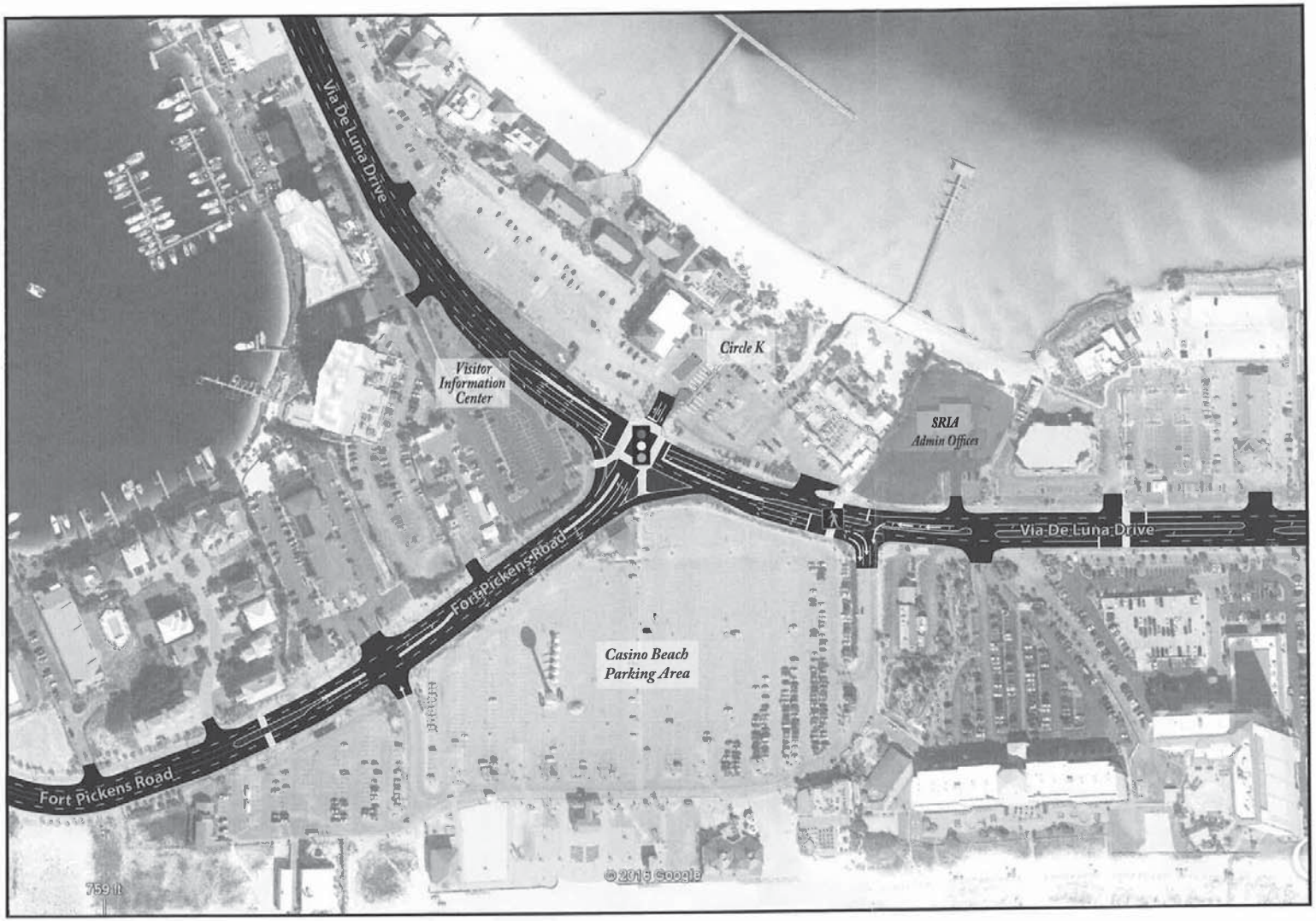

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion
Need to time single light properly and

GOAL #2: Identifying options for pedestrian and vehicular traffic management The ~~two~~ pedestrian crosswalks with lights have allowed the pedestrians to control traffic flow and stop traffic whenever they wish to cross

GOAL #3: Optimizing parking in the core area

GOAL #4: Exploring the need for additional trolley route locations and increased frequency
not needed

GOAL #5: Researching a park and ride trolley
not needed

GOAL #6: Determining potential funding sources ↑ toll to $2

CSH

PLEASE PRINT
FIRST NAME (Required): Tim
LAST NAME (Required): Jones
ADDRESS: 1593 Bulevar Menor
PHONE #: 850 9270145 EMAIL: tjjlblb@yahoo.com

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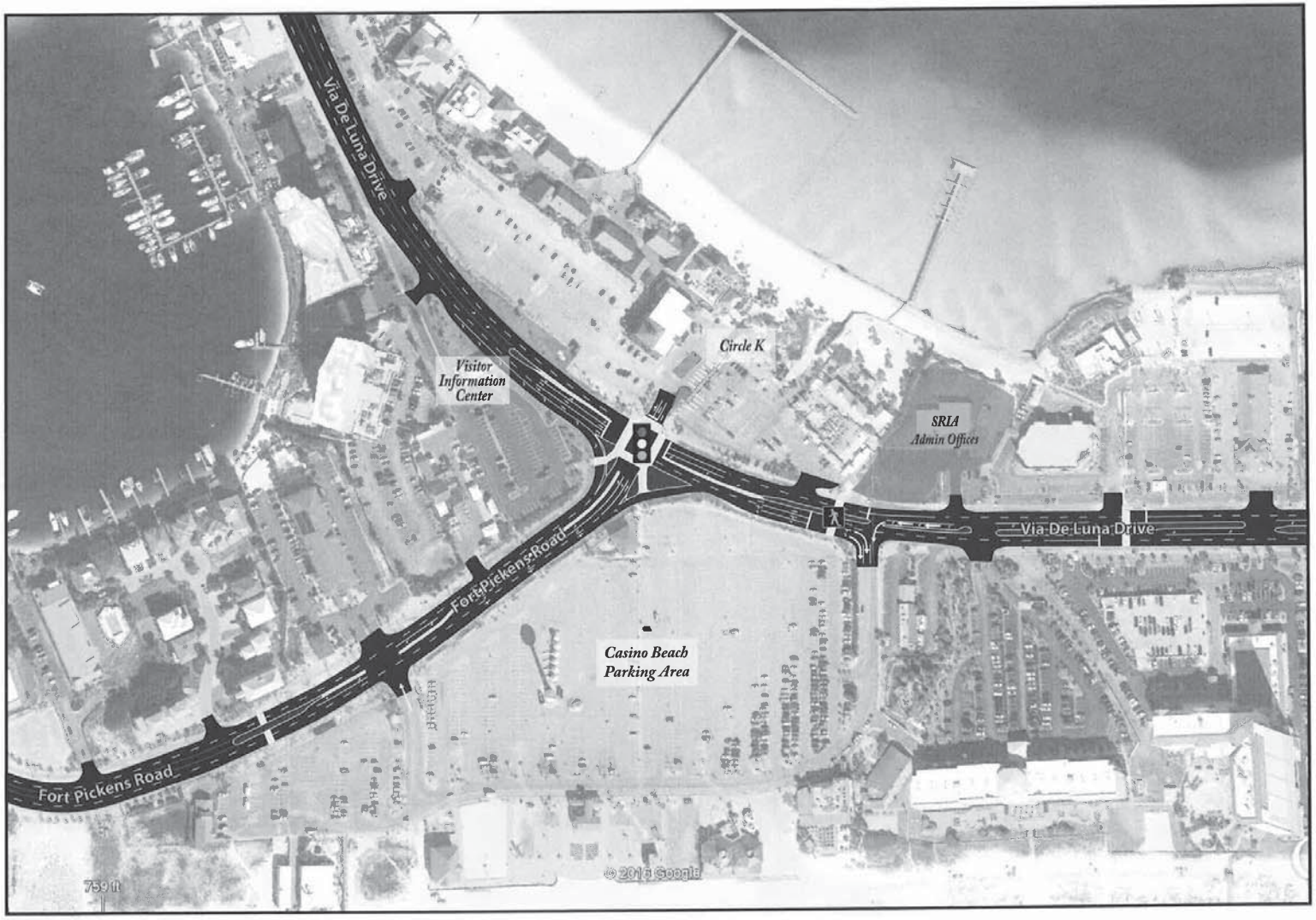

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion
- Increase length of E/W light timing to increase volume of traffic through the light from Via De Luna
- Time crosswalks with traffic light

GOAL #2: Identifying options for pedestrian and vehicular traffic management
- integrate cross walks w/ light by demand cross walks do not walk

GOAL #3: Optimizing parking in the core area
- Add parking garage

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT
FIRST NAME (Required): Mike Stahl
LAST NAME (Required): Stahl
ADDRESS: 301 Avenida 14 Pensacola Beach
PHONE #: 850-380-7387 EMAIL: mike.stahl82@gmail.com

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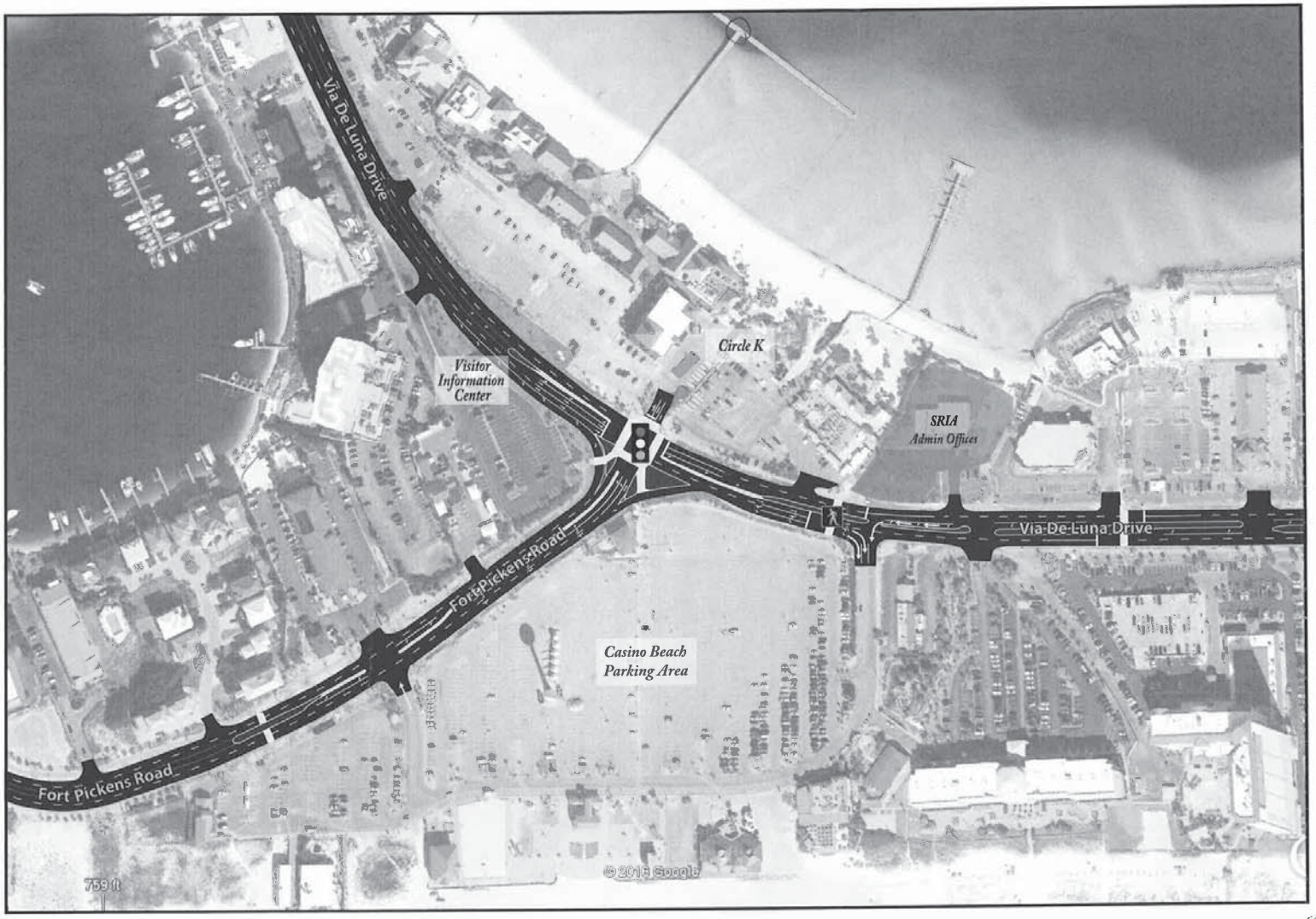

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

Have stoplight controlled somehow by need not automatic.

Have rental check-ins staggered expected — Some thurs., Fri., Sun — not all Sat.

GOAL #2: Identifying options for pedestrian and vehicular traffic management One walkover near Flounders One walkover in Hotel area. We have too many ped walkways now.

GOAL #3: Optimizing parking in the core area

Garage - pay to park

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

Trolley lane

GOAL #5: Researching a park and ride trolley Gulf Breeze

GOAL #6: Determining potential funding sources Money from parking garage pay to park anywhere on beach

CSH

PLEASE PRINT

FIRST NAME (Required): Johnnie Sue

LAST NAME (Required): Stamps

ADDRESS: 1114 Ariola Dr., Pensacola Beach

PHONE #: EMAIL:

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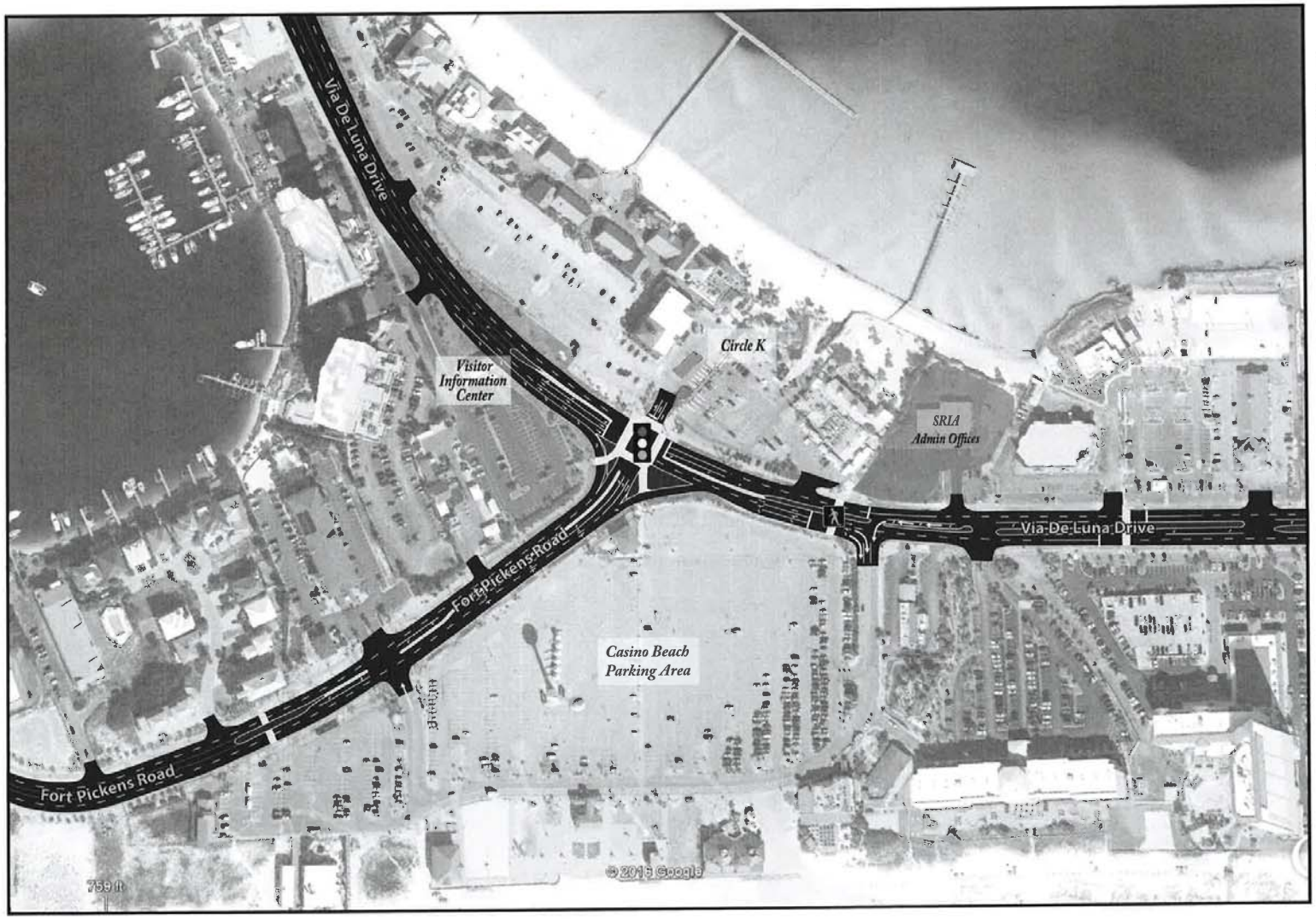

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

Over Head Crossovers would help congestion and Safety.

GOAL #2: Identifying options for pedestrian and vehicular traffic management

Lights at crossings should blink 15 seconds, then not blink for 45 seconds

GOAL #3: Optimizing parking in the core area

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT

FIRST NAME (Required): Gregory

LAST NAME (Required): Argentine

ADDRESS: 1650 via DeLuna Dr.

PHONE #: 850-686-1099 EMAIL:

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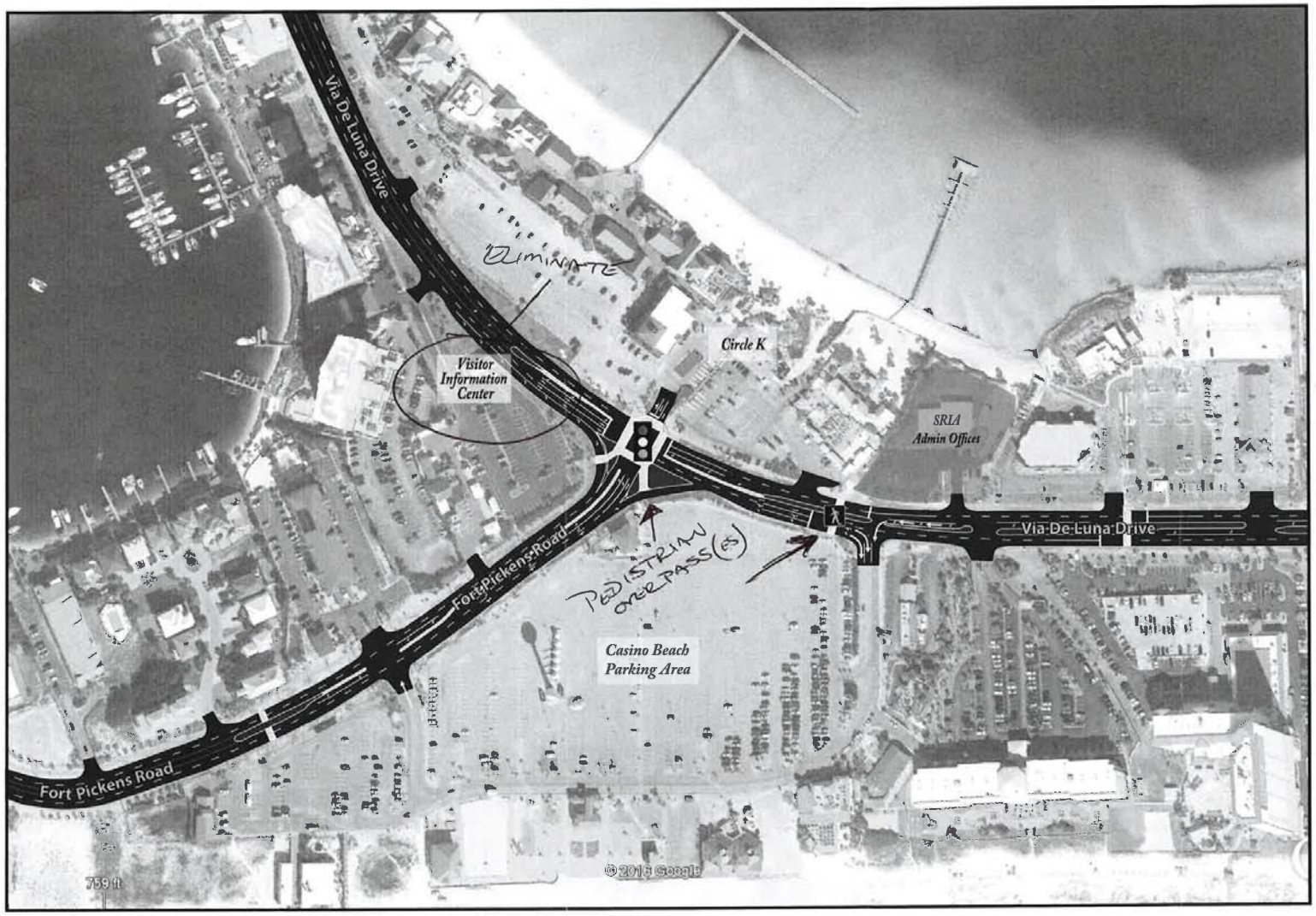

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion DELAY / TIME

THE CROSS WALK SIGNALS SO THEY DON'T INSTANTLY FLASH @ EVERY PRESS

GOAL #2: Identifying options for pedestrian and vehicular traffic management PEDISTRIAN OVERPASS CROSS WALK(S)

WIDEN VIA DE LUNA FROM TOLL BOOTH TO TRAFFIC LIGHT

GOAL #3: Optimizing parking in the core area GET RID OF 'OLD' VISITOR INFO CENTER – YOU JUST BUILT A NEW ONE

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources RAISE TOLL – ALLOW FUNDS TO GO FOR OTHER THAN JUST TRAFFIC

CSH

PLEASE PRINT

FIRST NAME (Required): DAVID

LAST NAME (Required): PIOTROWSKI

ADDRESS: 1214 VIA DE LUNA DR

PHONE #: 850-291-0722 EMAIL: dski332@cox.net

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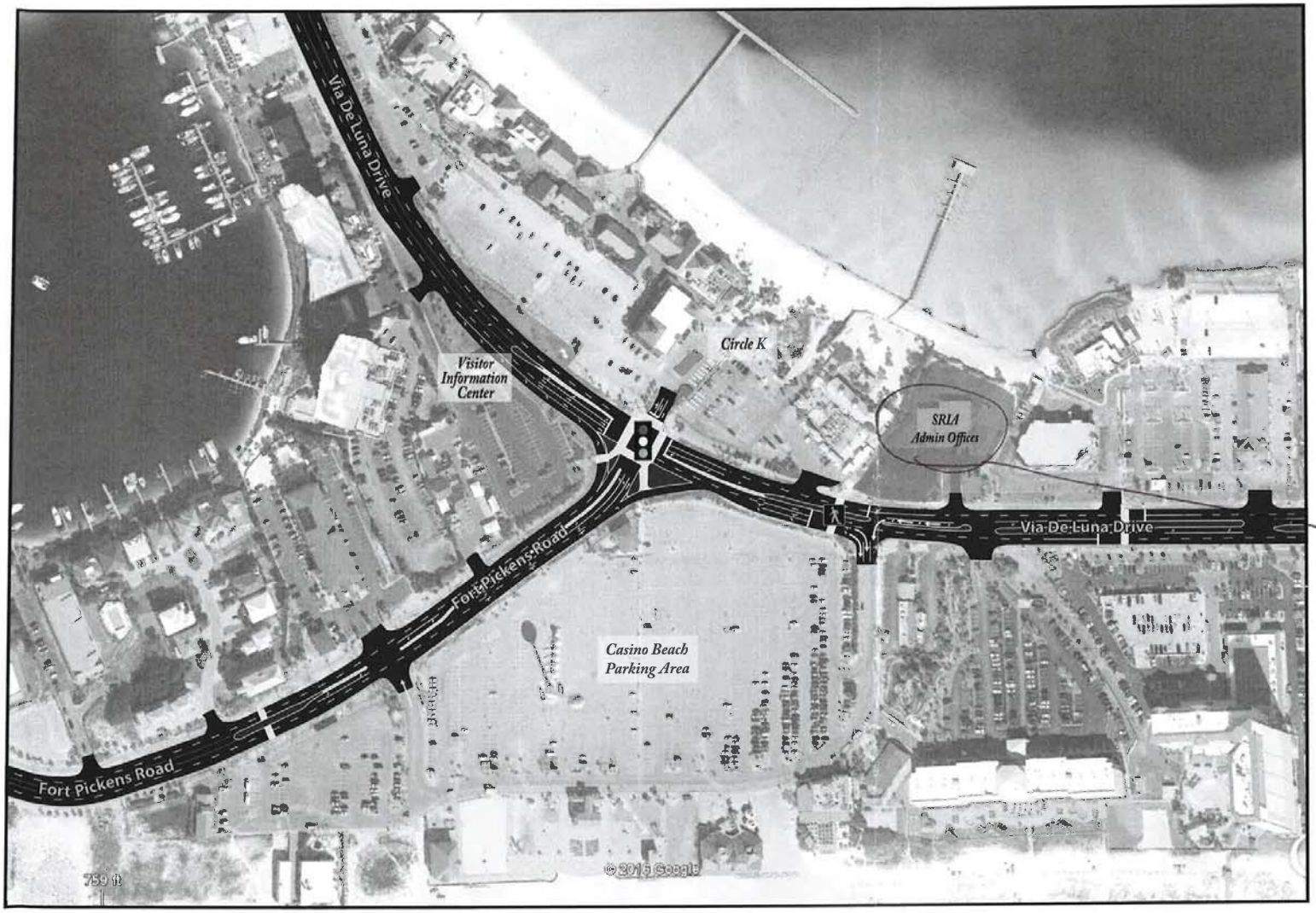

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

GOAL #2: Identifying options for pedestrian and vehicular traffic management

GOAL #3: Optimizing parking in the core area

This is prime waterfront possible - shopping [redacted] dining maybe private living on top? to make better use of the property

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT

FIRST NAME (Required):

LAST NAME (Required):

ADDRESS:

PHONE #: EMAIL:

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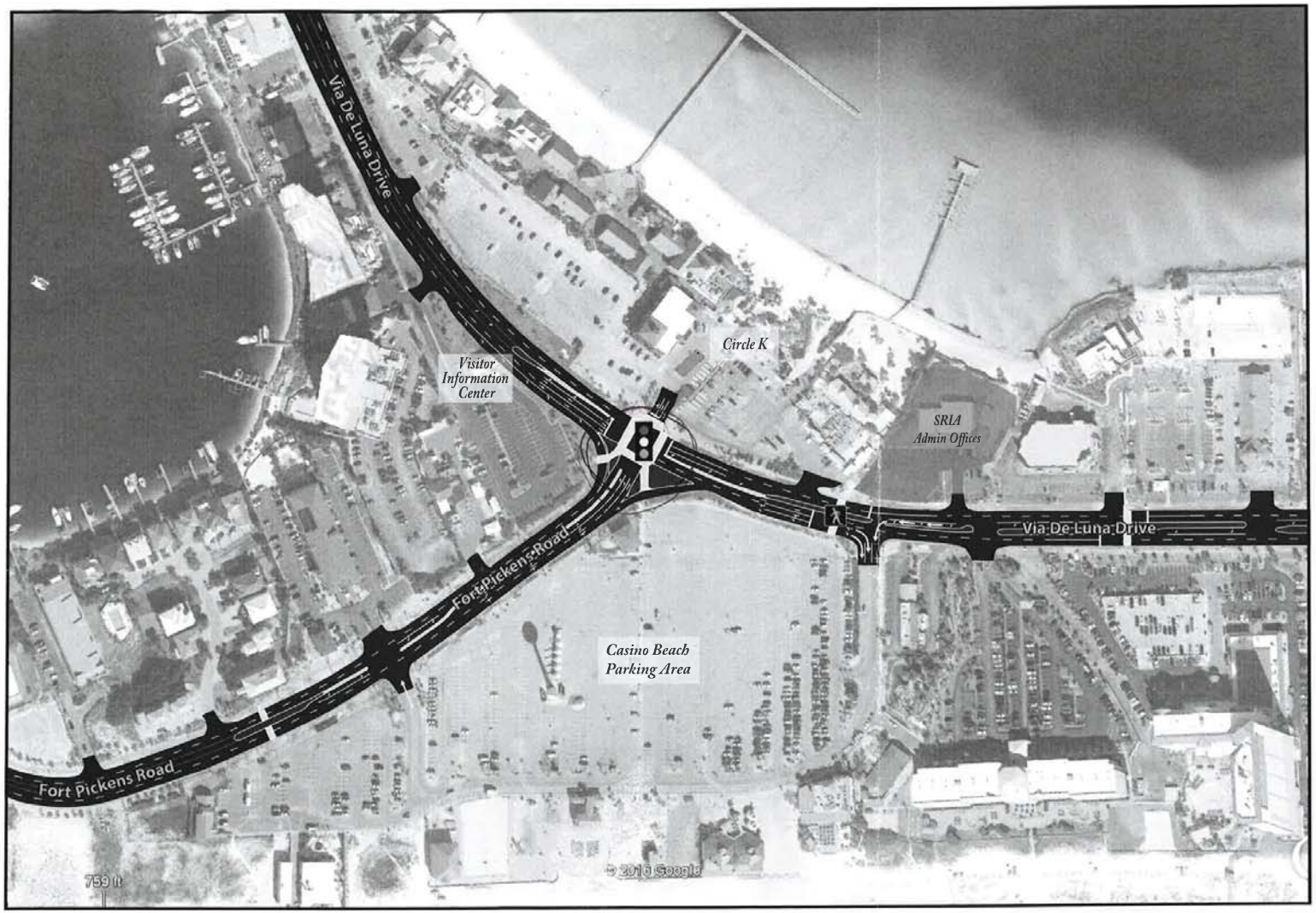

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion
Better Traffic light synchronization and/or live traffic person at peak times. (Not needed most of the time)

GOAL #2: Identifying options for pedestrian and vehicular traffic management Do not change cross walks - They save lives!

GOAL #3: Optimizing parking in the core area
Not a concern of mine as a resident - I put up with it the few times it is an issue.

GOAL #4: Exploring the need for additional trolley route locations and increased frequency
Very in favor of increased frequency

GOAL #5: Researching a park and ride trolley
Will only work for the beach if there is "room" on the trolly for beach stuff"

GOAL #6: Determining potential funding sources No clue.

CSH

PLEASE PRINT
FIRST NAME (Required): AL
LAST NAME (Required): Lucia
ADDRESS: 74 Calle Merbella
PHONE #: 972 839 3007 EMAIL: al@adlassociates.com

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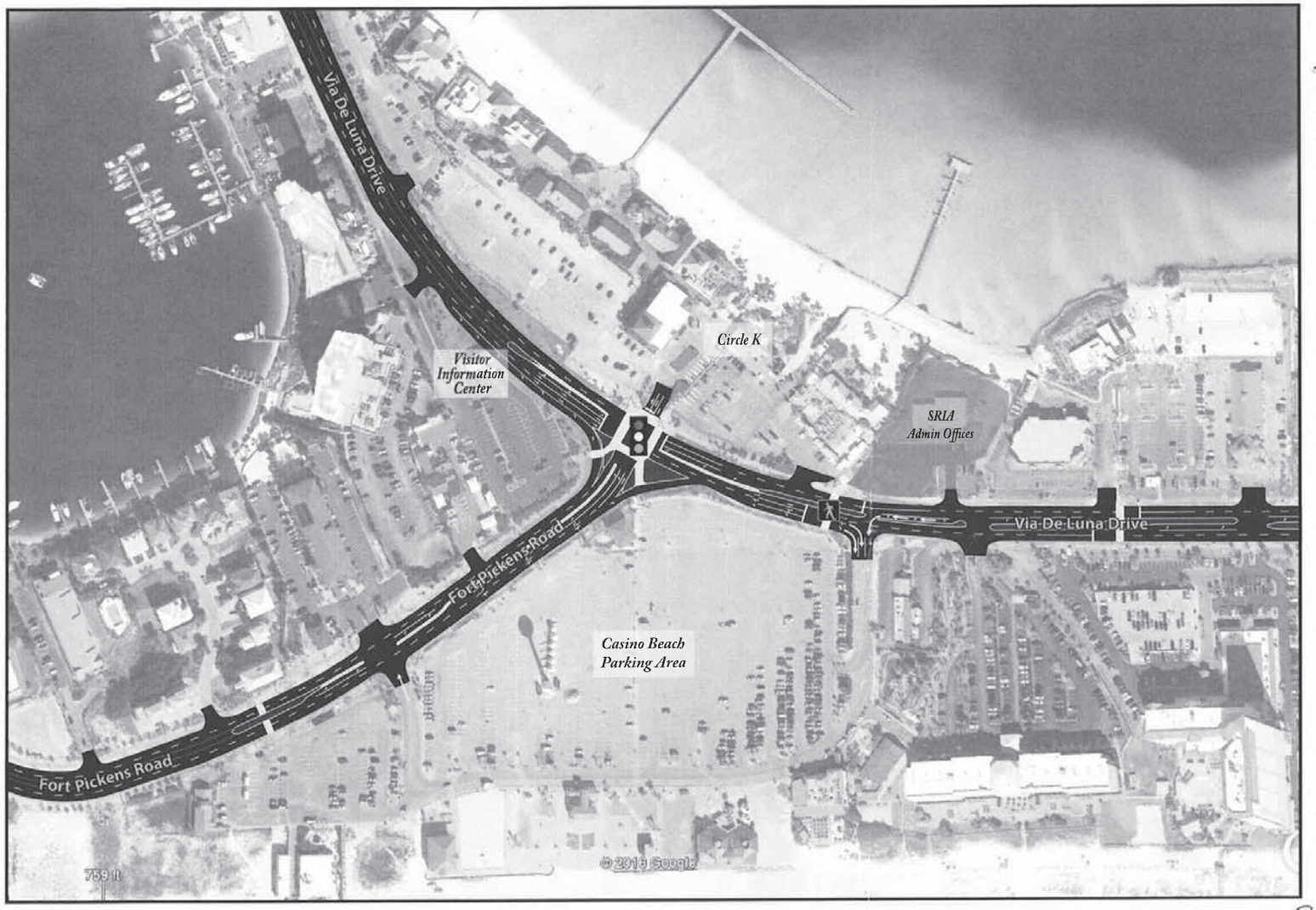

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion More Public transportation: Buses & trolleys

GOAL #2: Identifying options for pedestrian and vehicular traffic management

1) WALK-OVER LIKE in Gulf Breeze

2) Timed flashing crosswalks (during the summer only. Every few minutes, like stop lights)

GOAL #3: Optimizing parking in the core area Good luck

GOAL #4: Exploring the need for additional trolley route locations and increased frequency Yes definitely

GOAL #5: Researching a park and ride trolley Great idea. Large bus from Pensacola. Trolleys from Gulf Breeze.

GOAL #6: Determining potential funding sources The tourists! Charge them a traffic congestion fee. Only during May-September CS4

☑ Please check box if you continue your comments on that back of this sheet.

PLEASE PRINT

FIRST NAME (Required): Jacque ~~Falzone~~

LAST NAME (Required): Falzone

ADDRESS: 812 Rio Vista

PHONE #: 850-261-9745 EMAIL: jenifairy12@aol.com

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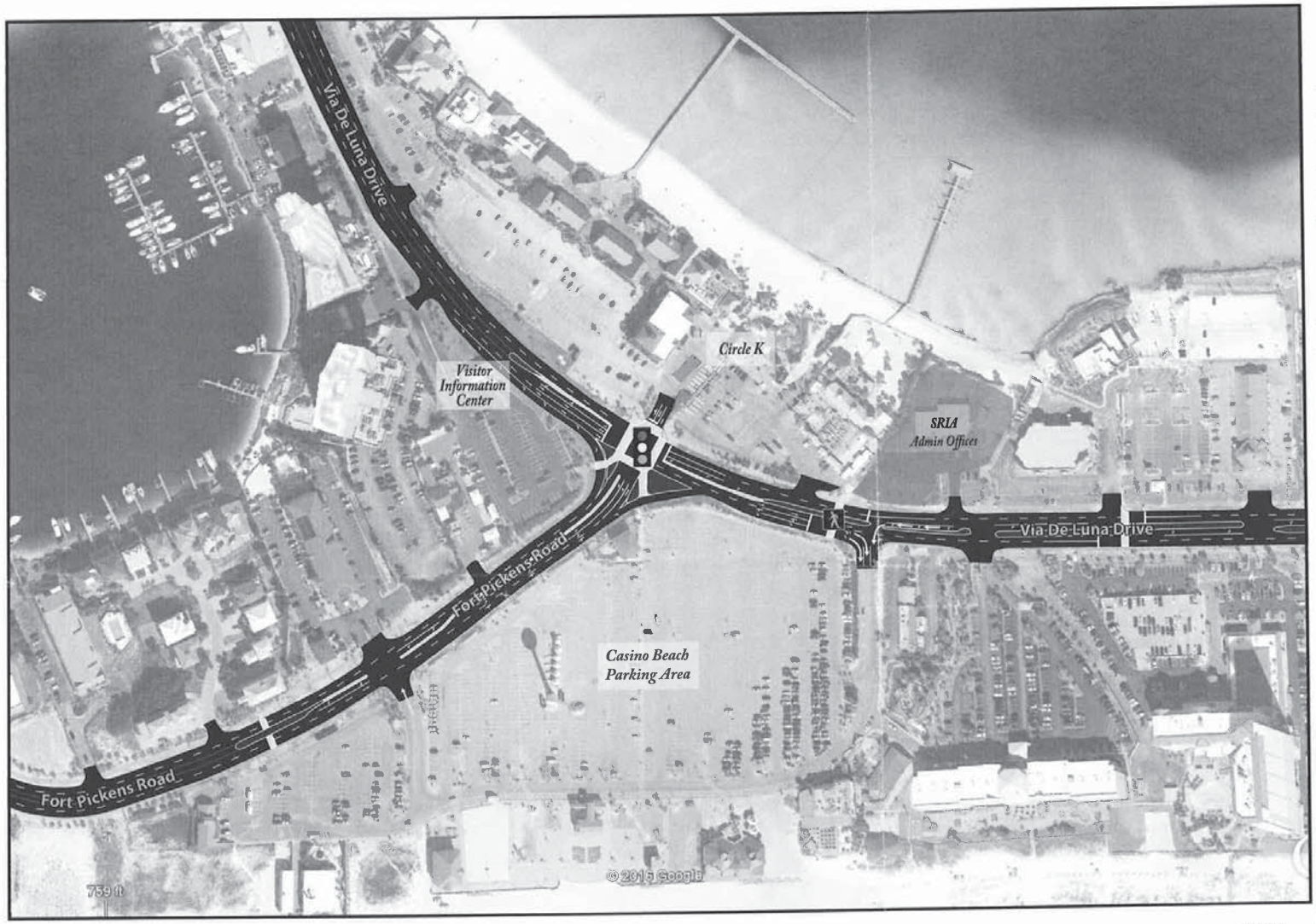

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion
Enforce currently traffic + noise laws.
Music Ordance to include motorcycles

GOAL #2: Identifying options for pedestrian and vehicular traffic management Enforce current traffic + noise laws.
Music Ordance to include motorcycles

GOAL #3: Optimizing parking in the core area
Enforce current traffic + noise laws.
Behavior Modification

GOAL #4: Exploring the need for additional trolley route locations and increased frequency
Less Vehicles
Park + and Ride

GOAL #5: Researching a park and ride trolley Toll $3.00 for non-beach residents. Free Park + Ride or $1.00

GOAL #6: Determining potential funding sources Raise the toll for vehicles for non beach residents. ~~Park + Ride~~ to $3.00 Free Park + Ride
CSH

PLEASE PRINT
FIRST NAME (Required): Rick
LAST NAME (Required): Brown
ADDRESS: 1 Sugar Bowl Lane Pensacola Fla. 32561
PHONE #: 850-512-7667 EMAIL: navarrecco@att.net

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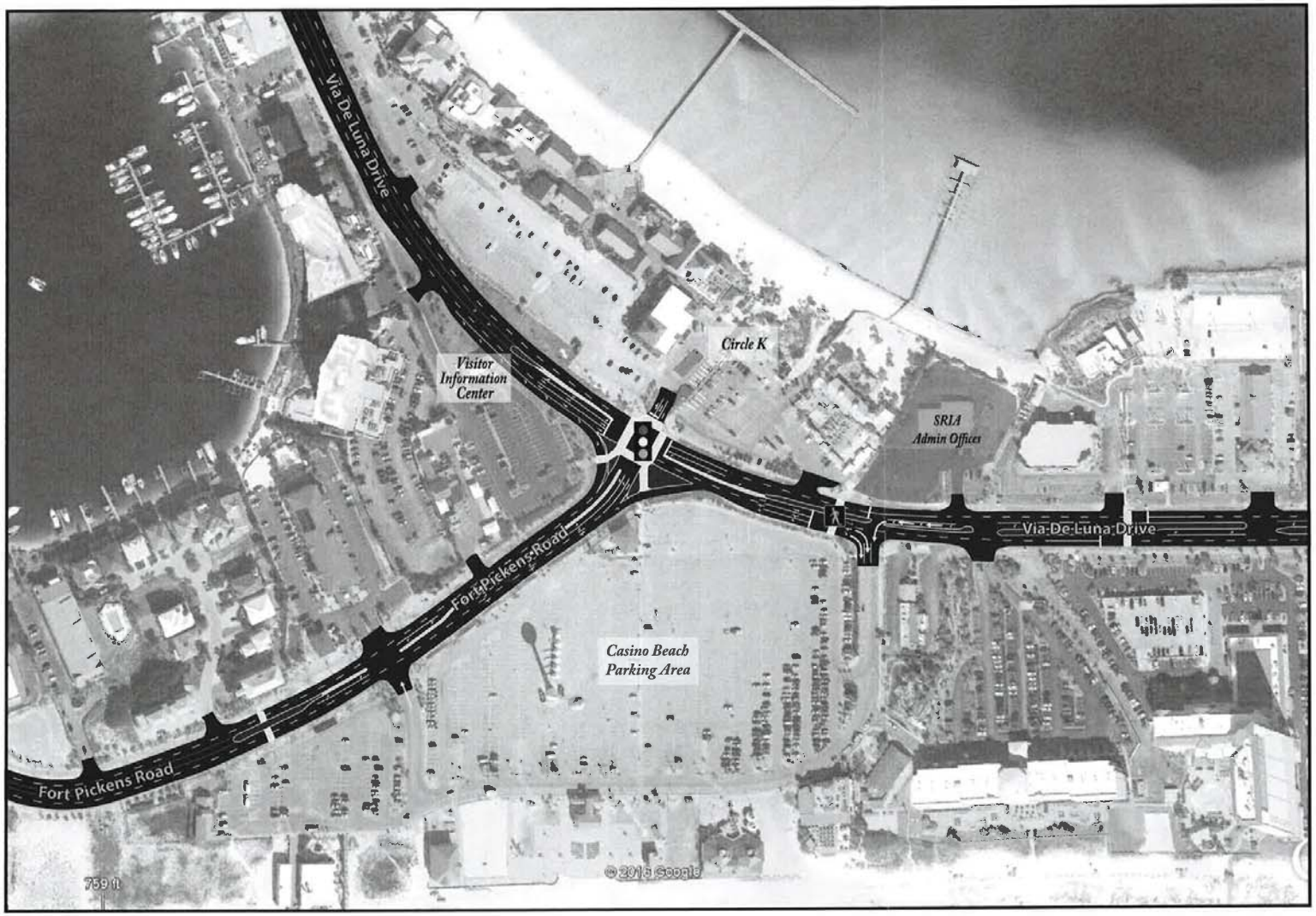

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

$2.00
Charge $200 - Fee
($1.00 has been
for ever)
Manage the main light better
"Many times No trafic off Ft.
Pickens Rd + from Portofino Crazy

GOAL #2: Identifying options for pedestrian and vehicular traffic management

put walk ways over
Main light at Casino Beach
+ in front of "Side Lines"

GOAL #3: Optimizing parking in the core area

Buy the floating garage
+ charge
half day $5 - whole day $10
+ holiday double fee.

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley + put a sign. when there is "No" parking - so owners can still get on island. Visitor can divide if the want to trolley or car pool

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT
FIRST NAME (Required): Judy
LAST NAME (Required): GALBAVY
ADDRESS: 18 Via DeLuna
PHONE #: (850) 380-1160 EMAIL:

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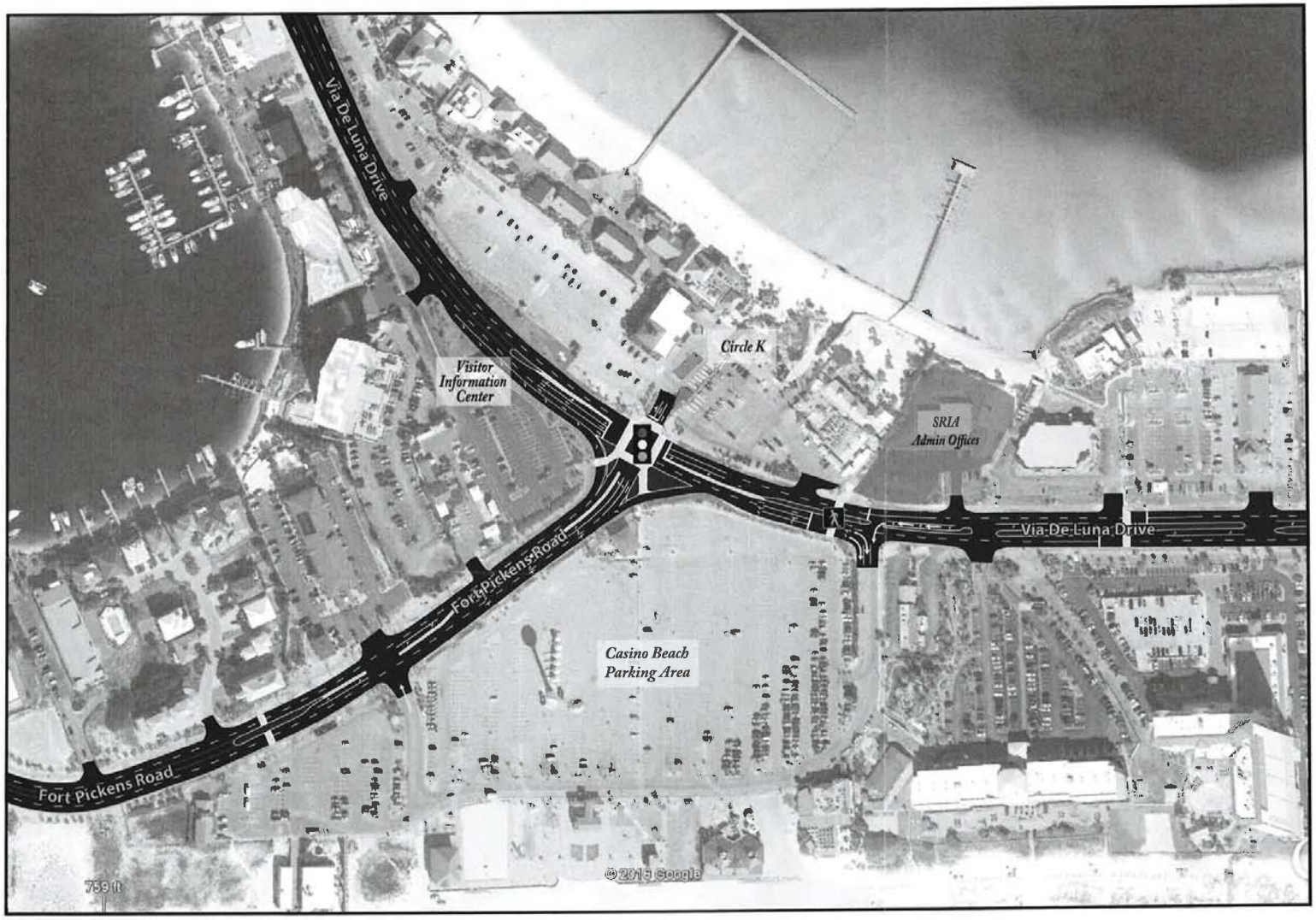

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

More parking needed
& convenient charge

GOAL #2: Identifying options for pedestrian and vehicular traffic management

Synchronize traffic signals

GOAL #3: Optimizing parking in the core area

Additional decks on Casino Beach Parking Lot

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

& parking available on both side

GOAL #5: Researching a park and ride trolley – could work

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT

FIRST NAME (Required): Edward

LAST NAME (Required): GALBAVY

ADDRESS: 18 Via Deluna Drive

PHONE #: 380-8181 EMAIL:

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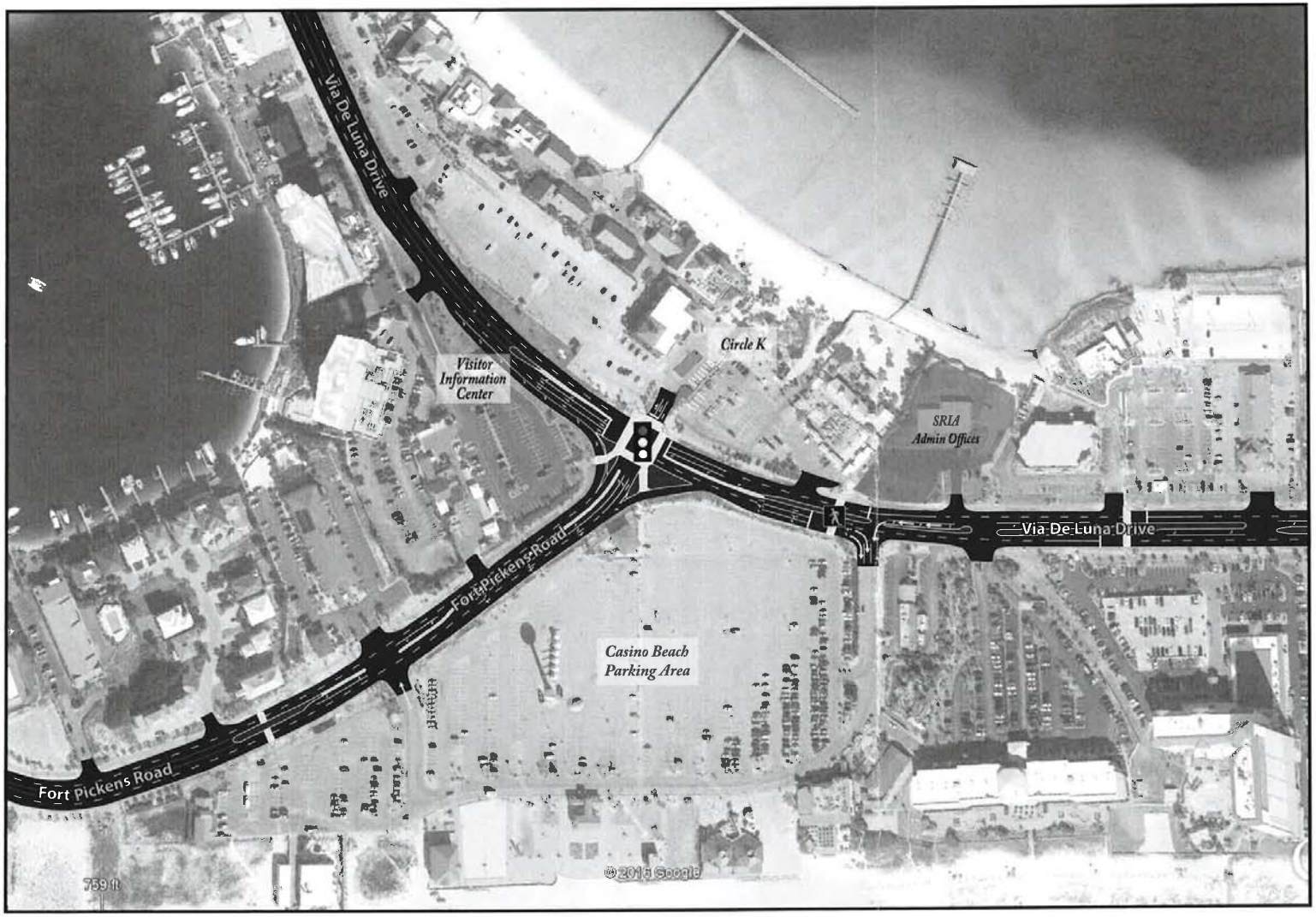

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

ONE WAY
AT CASINO

GOAL #2: Identifying options for pedestrian and vehicular traffic management

PEDESTRIAN CROSS WALK
HAS TO GO AWAY

REPLACE WITH
WALK-OVER-LIKE AT
SCHOOLS IN GULF BREEZE

GOAL #3: Optimizing parking in the core area

TIME LAPSE VIDEO
OF CORE SHOULD TELL
WHEN GOOD TIME
FOR TRAFFIC COP IS
NEEDED TO HELP
'EXIT' TRAFFIC.

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

EAST/SOUTH SIDE =
SHORT LOOP

NORTH SIDE =
LONG RIDE/
WHOLE LENGTH

GOAL #5: Researching **a park and ride** trolley

FERRY BETTER.

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT

FIRST NAME (Required): PAM MURPHEY

LAST NAME (Required): MURPHEY

ADDRESS: 408 VANCOUVER ST.

PHONE #: 850 485 5284 EMAIL: pj.murphey@yahoo.com

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4-5

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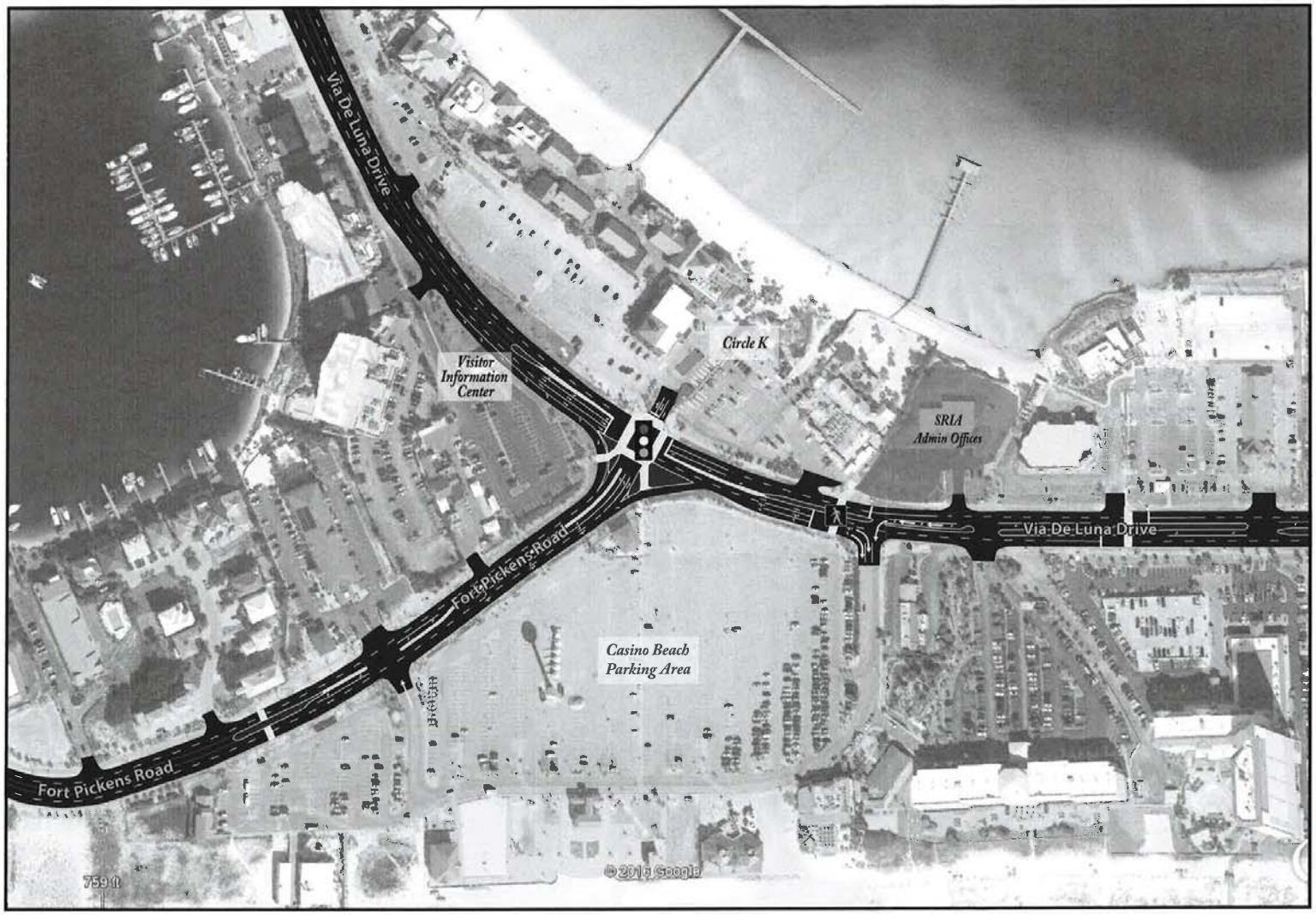

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

NEED BETTER COORDINATION OF TRAFFIC CONTRO BETWEEN ISLAND, GULF BREEZE, AND 17TH AVE AREA ON MAJOR TRFFIC EVENS – JULY 4, BLUE ANGELS, MARDI GRAS - LIGHTS, LANES, SYNCHRONIZATION.

GOAL #2: Identifying options for pedestrian and vehicular traffic management

SHUT DOWND OPPOSING LANES AND OPEN UP TO SAME DIRECTION FLOW TEMPORARILY TO INCREAS TRAFFIC ROUTES CAPACITY

GOAL #3: Optimizing parking in the core area

NOT MUCH POSSIBLE

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

NOT MORE ROUTES - MORE TROLLEYS – OPEN UP PARKING SERVED BY TROLLEYS ~~AT~~ TOWARD FORT PICKENS AND TOWARD NAVARRE

GOAL #5: Researching a park and ride trolley

GOOD

GOAL #6: Determining potential funding sources

DON'T TAX BEACH LEASEHOLDERS

CSH

PLEASE PRINT

FIRST NAME (Required): TOM ~~ALLEN~~

LAST NAME (Required): ALLEN

ADDRESS: 382 FORT PICKENS ROAD

PHONE #: 850-857-9303 EMAIL: tdazcom@bellsouth.net

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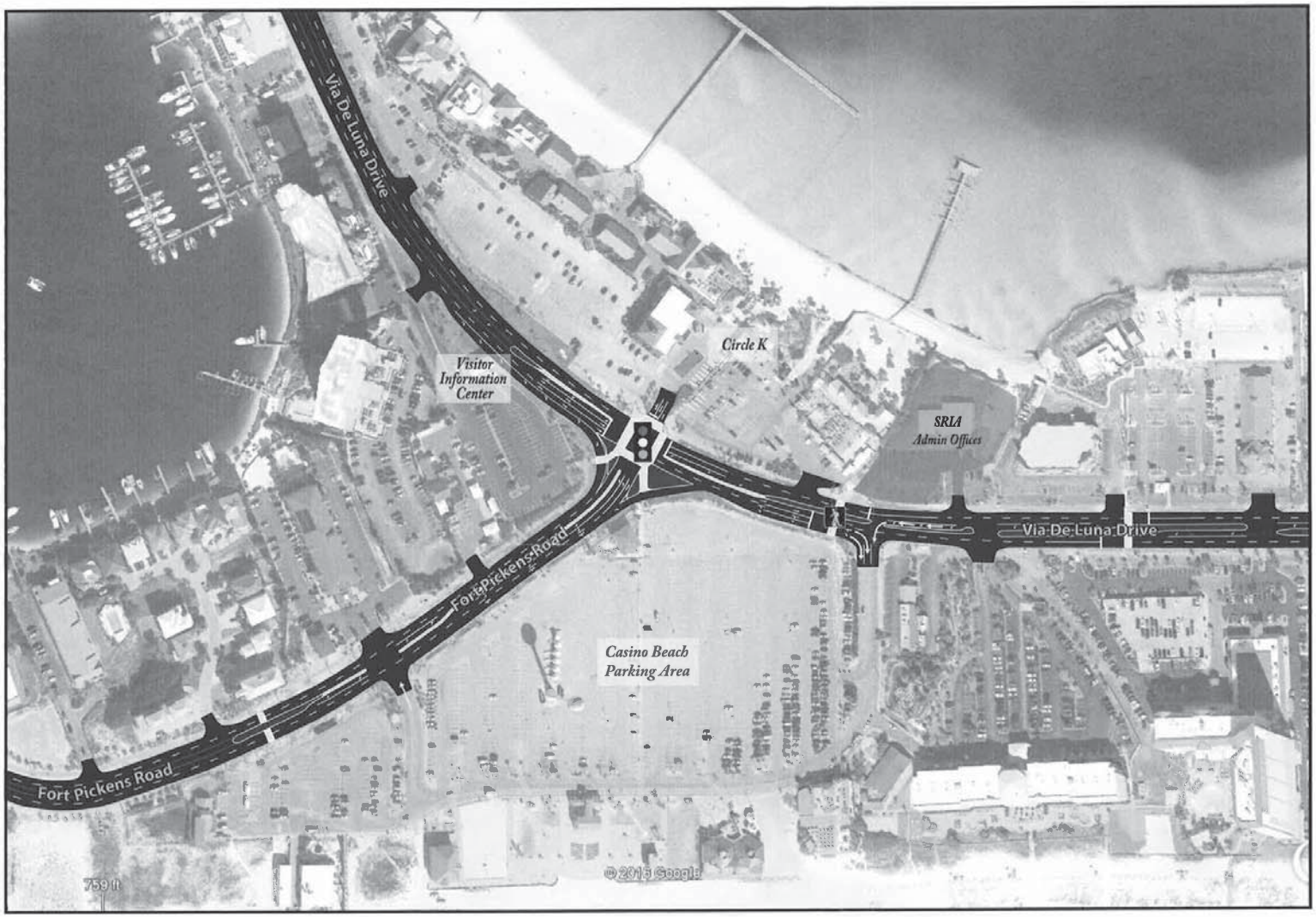

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion All the crosswalks on Via DeLuna MUST BE TIMED TO TRAFFIC SIGNAL. CROSSWALKS CANNOT BE INSTANT GRATIFICATION.

GOAL #2: Identifying options for pedestrian and vehicular traffic management If we can solve parking will immediately impact traffic as so many people driving around looking for a spot. ~~Put a deck at~~ Parking deck in GB, possibly around hospital / Anderson as would blend in with existing decks.

GOAL #3: Optimizing parking in the core area REALLY NEED TO CONSIDER SOME DECK PARKING. NEED TO CONSIDER PARKING DECKS OFF-BEACH WITH FREQUENT TRANSPORT TO BEACH. MOVE SEWAGE PLANT AND REPLACE WITH PARKING DECK!

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley Need to have trolley from mainland parking, not just on beach.

GOAL #6: Determining potential funding sources RE: PARKING, businesses will benefit if people can get to them. Taxes paid on the beach should stay on the beach. CSH

PLEASE PRINT

FIRST NAME (Required): Julie

LAST NAME (Required): Azuma

ADDRESS: 110 Bay Bridge Dr / soon to be 417 N. Sunset

PHONE #: 850-830-2711 EMAIL: AZUMAJU@GMAIL.COM

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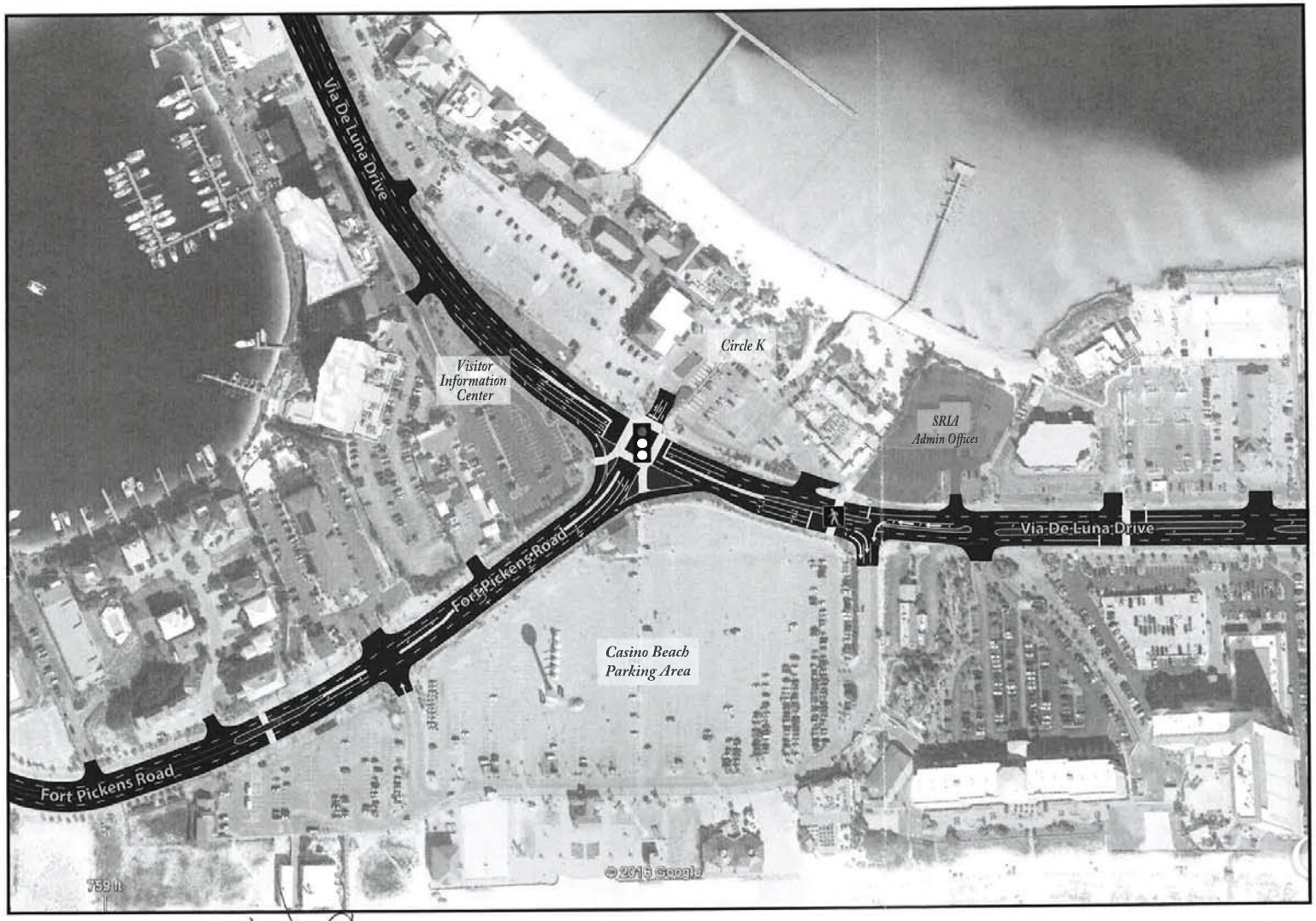

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

ELIMINATE DISFUNCTIONAL CROSSING LIGHTS. INSTALL STOP LIGHTS (YOU KNOW: RED = VEHICLES STOP; PEOPLE CROSS; GREEN = VEHICLES GO, PEOPLE STOP. IT TAKES ME 20 MINUTES TO TRAVEL 3 MILES ON THE WEEKENDS (FROM OUR LADY TO VIA DE LUNA FT PICKENS RD.

GOAL #2: Identifying options for pedestrian and vehicular traffic management

INSTALL TRAFFIC LIGHTS GET RID OF THE TOURIST CROSSING LIGHTS.

GOAL #3: Optimizing parking in the core area

Fix the traffic problem!

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources SRIA FEES & TAXING BEACH PROPERTY SHOULD GIVE YOU ENOUGH!

CSH

PLEASE PRINT

FIRST NAME (Required): KIM

LAST NAME (Required): HOGAN

ADDRESS: PO BOX 501 GULF BREEZE FL 32562

PHONE #: NO EMAIL: KPHOGAN@AOL.COM

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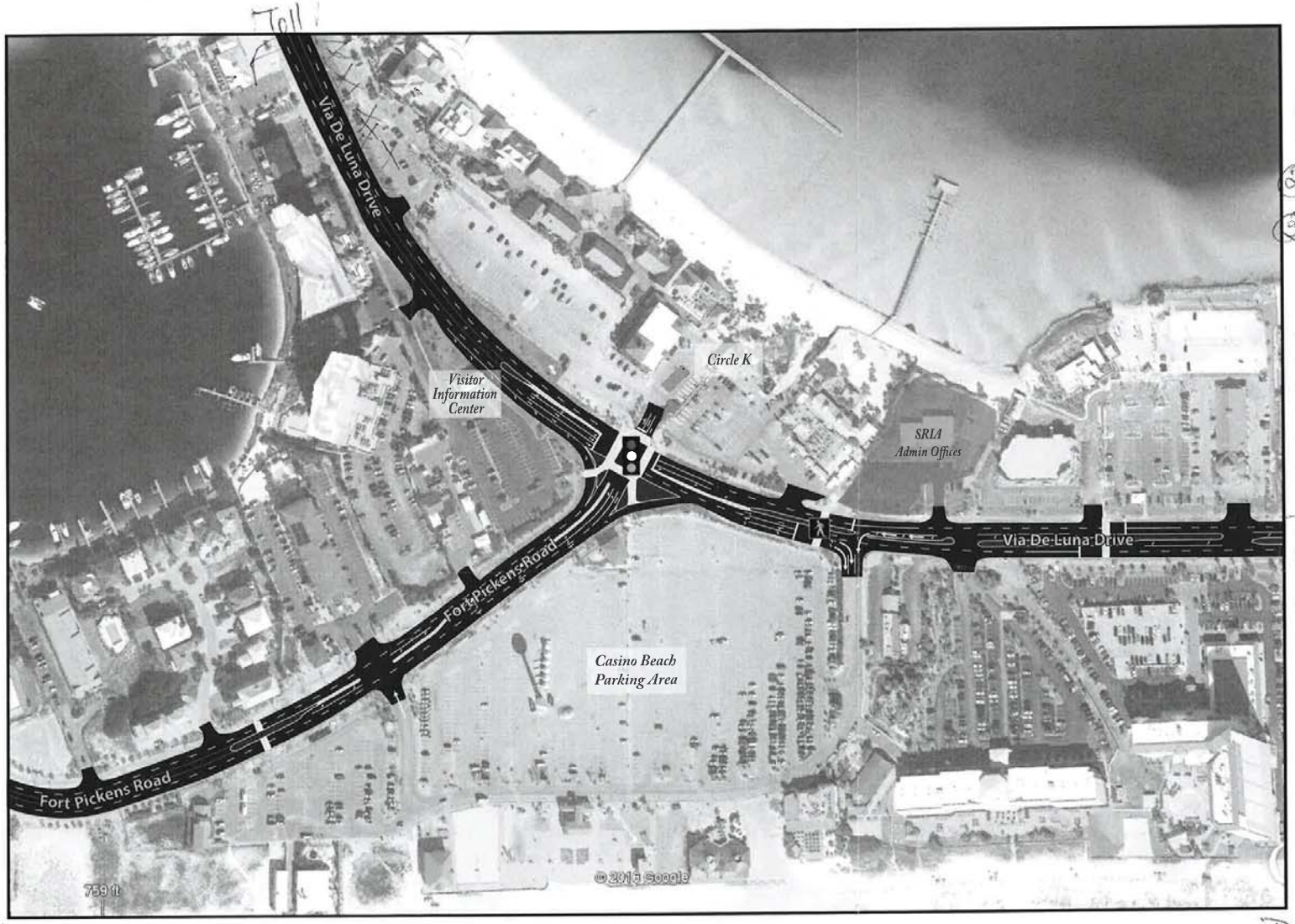

COMMENTS/SUGGESTIONS: (1)

GOAL #1: Relieving traffic congestion Get more parking ASAP, Get people off the Road - Build a Parking Deck at The current SRIA Bldg.

(2) Use walk overs for pedistrians

(3) Rework the area @ Subway o Nightmare!! Circle K

GOAL #2: Identifying options for pedestrian and vehicular traffic management

Please close Sidewalk in Front of Side lines so cars Can NOT drive on it, To save driving around Casino Beach Parking Area.

GOAL #3: Optimizing parking in the core area

Parking Deck @ Casino Beach Floating Deck too far away from Core

If you make workers park off the island this opens Tons of parking - This gets cars off the Road looking for a space!

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

Fund Parking Deck from toll Bridge

More Parking Spaces ASAP = less cars on Street Looking, Looking for a Spot to Park!

PLEASE PRINT

FIRST NAME (Required): Patricia

LAST NAME (Required): Holt

ADDRESS: 17 Sugar Bowl LN

PHONE #: 9164334 EMAIL: pholtrdh@mediacombb.net

GOAL #5: Researching a park and ride trolley Designated parking for Service industry personel off the Island (Publix?) Trolley In! Free trolley Rides

GOAL #6: Determining potential funding sources Toll Bridge, ~~State Funds~~ Room Tax on PB Used For PB!

CSH

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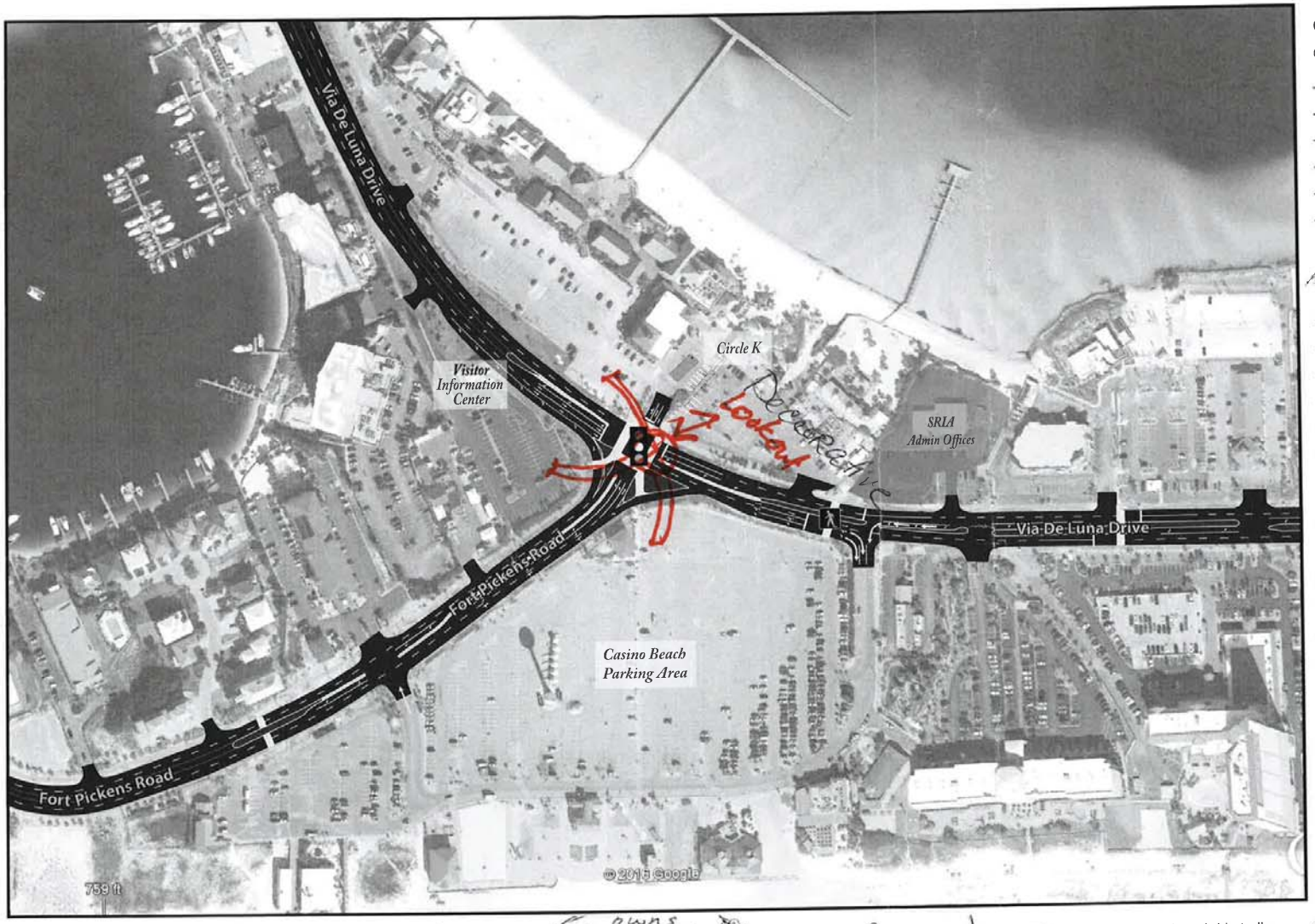
❒ Please check box if you continue your comments on that back of this sheet.



COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

Position deputies on special event days at traffic light to keep traffic moving

GOAL #2: Identifying options for pedestrian and vehicular traffic management

At main light Pedestrian walkover with 3 "Arms" to access Casino Beach, Boardwalk and Little Sabine. Center/Hotel/Businesses. At top of walkover, have Lookout. Need elevator access. (See Red Drawing) Could be constructed so structure is pleasing to the eye.

GOAL #3: Optimizing parking in the core area

Consider parking garage west of Sidelines or additional parking at current SRIA location.

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

Add trolley stop on Pensacola Beach Blvd at location of current ECAT stop

GOAL #5: Researching a park and ride trolley

Maybe consider Park East & Park west for Park & Ride Trolley.

GOAL #6: Determining potential funding sources

?

CSH

PLEASE PRINT

FIRST NAME (Required): Sonny & Beverly (owns Sandshaker @ 731 Pensacola Beach Blvd.)

LAST NAME (Required): Campbell

ADDRESS: 232 Sabine Dr, Pensacola Beach, FL 32561

PHONE #: (850) 324-0815 EMAIL: Bev@sandshaker.com

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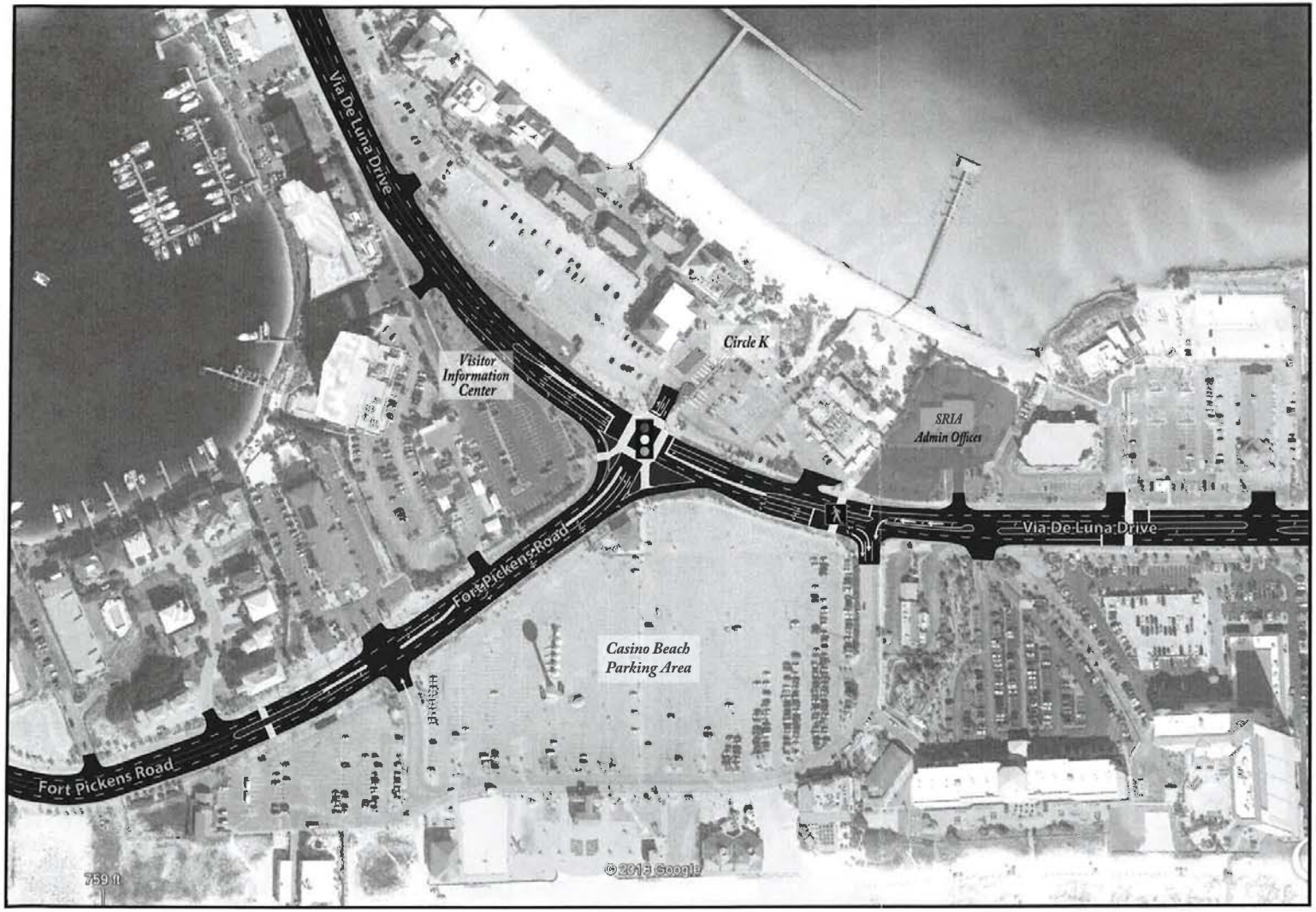

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

Higher tolls during high traffic times + days

See: Randy
gave him my info

GOAL #2: Identifying options for pedestrian and vehicular traffic management

GOAL #3: Optimizing parking in the core area

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT

FIRST NAME (Required): Lila

LAST NAME (Required): Davidson

ADDRESS: 18 Via De Luna Dr #1906

PHONE #: 850-426-2303 EMAIL: liladavidson@gmail.com

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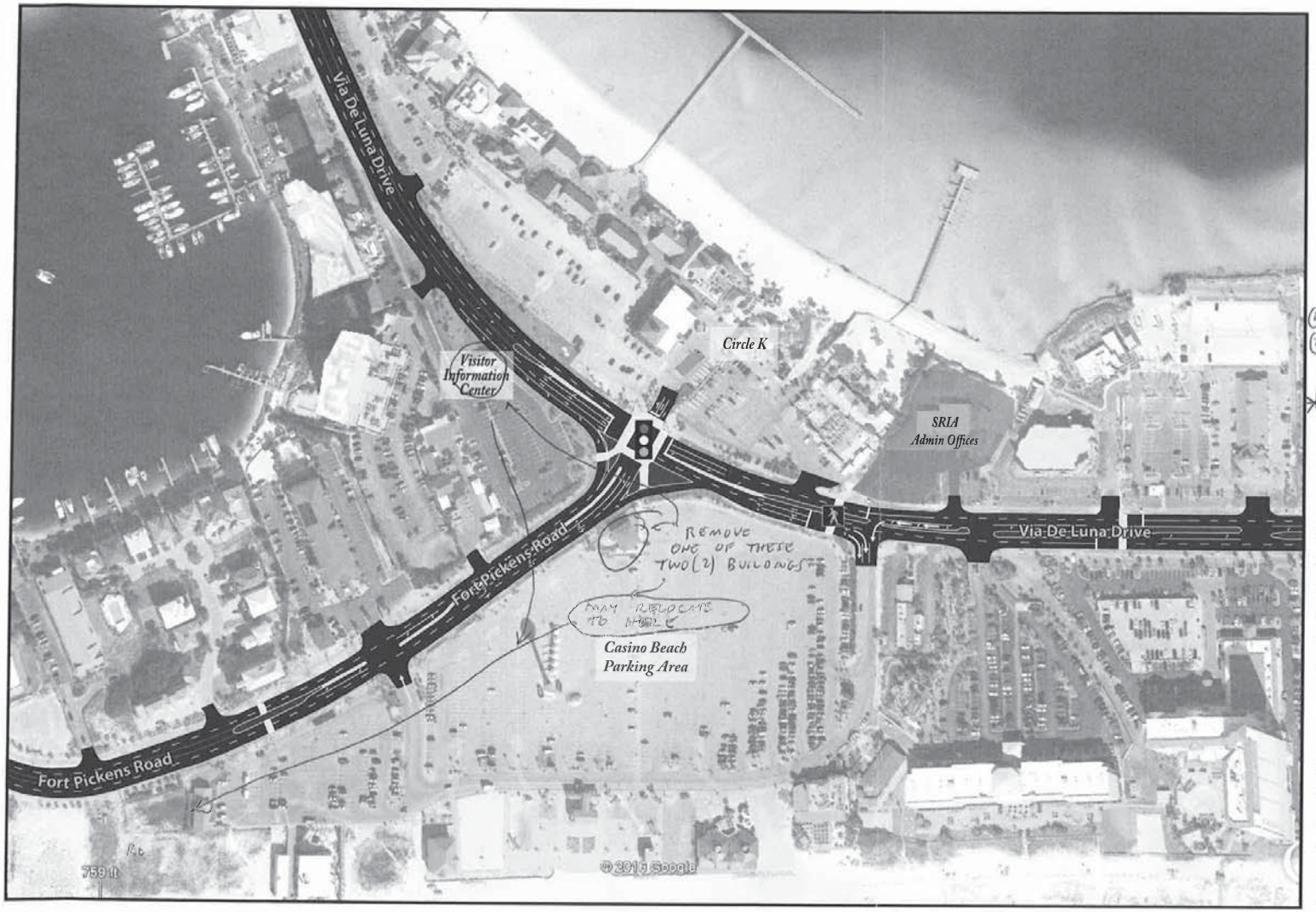

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

CHARGE $1.00 PARKING FEE ON BEACH PUBLIC PARKING AREAS

INCENTIVIZE CARPOOLING BY CHANGING HIGHER PARKING FEES TO SINGLE-OCCUPANT CARS VS MULTI-OCCUPANT

NOT TO BE CHARGED AT TOLL BOOTH !!

GOAL #2: Identifying options for pedestrian and vehicular traffic management

(1) CROSSOVER CROSSWALKS (LONG TERM SOLUTION)

(2) REMOVE "INSTANT ACCESS ON DEMAND" PEDESTRIAN FLASHING CROSSWALKS & REPLACE WITH "DELAYED ACCESS" THAT WAITS 2-3 MINUTES AFTER BUTTON PUSH & NO SHORTER INTERVALS THAN 8 MINUTES (I.E JUST LIKE A TRAFFIC LIGHT WORKS) (SHORT TERM)

GOAL #3: Optimizing parking in the core area

(1) REMOVE OLD VISITOR CENTER BUILDING OUT OF SANDSHAKER PARKING LOT

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

MUST FIRST LOOK FOR WAYS TO INCENTIVISE TROLLEY USE

- ALLOW OPEN CONTAINER ON TROLLEYS
- BICYCLE RACKS ON TROLLEYS
- TROLLEY WAITS LESS THAN 15 MINUTES
- AIR CONDITIONED TROLLEYS

GOAL #5: Researching a park and ride trolley

GOOD OPTION. MAY CONSIDER A PARKING LOT IN GULF BREEZE JUST NORTH OF BOB SIKES BRIDGE BY CHARGING A $1.00 PARKING FEE ON BEACH PUBLIC PARKING & MAKE GULF BREEZE FREE PARK & RIDE MAY INCENTIVIZE USERS.

GOAL #6: Determining potential funding sources

NOT RAISING BEACH TOLL - DO NOT COMINGLE BRIDGE REPLACEMENT FUNDS WITH TRAFFIC PARKING IMPROVEMENTS

(1) INCREASE VISITOR BED TAX BY 1%

(2) SUBMIT A BOND OPTION TO BE VOTED ON BY PENSACOLA RESIDENTS

(3)

☐ Please check box if you continue your comments on that back of this sheet.

PLEASE PRINT

FIRST NAME (Required): JOHN WADE

LAST NAME (Required): WADE

ADDRESS: PENSACOLA FL

PHONE #: 850-469-1513 EMAIL: JOE JUDY @ RUNBOX.COM

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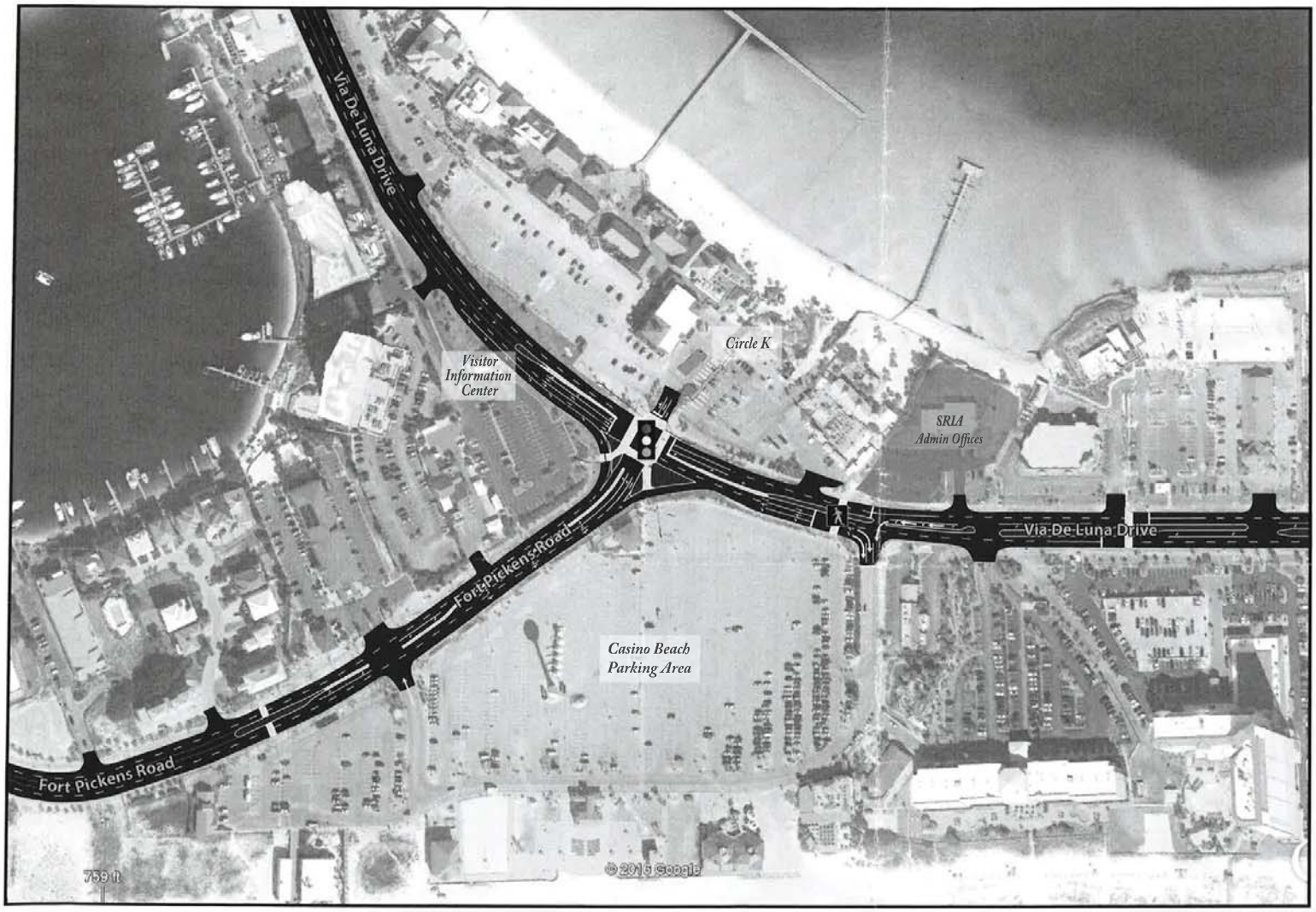

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

Unfortunatly, with only 1 WAY ON And off the Beach, And only 1 Road to travel From East to west there is NO solution that MAKES Major improvements. Minor improvement only.

GOAL #2: Identifying options for pedestrian and vehicular traffic management

Pedestrian walk over.

Human traffic Director At the light on Busy days.

GOAL #3: Optimizing parking in the core area

Only solution is to Go vertical And That is Not esthetically pleasing.

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

Good idea

GOAL #5: Researching a park and ride trolley

Coming to the Beach to go to the Beach, Not the Restaurants Requires coolers, chairs, umbrella's, etc. And NO ONE is going to TRY to unload the car and load it on a Trolly or bus to "Park And Ride". Just going to RAT, maybe but NO! To the Beach.

GOAL #6: Determining potential funding sources

Good Luck on that.

CSH

PLEASE PRINT

FIRST NAME (Required): LAWRENCE (LARRY)

LAST NAME (Required): PORTO

ADDRESS: 1140 Ft. Pickens Rd

PHONE #: 850-232-3282 EMAIL: lporto51@gmail.com

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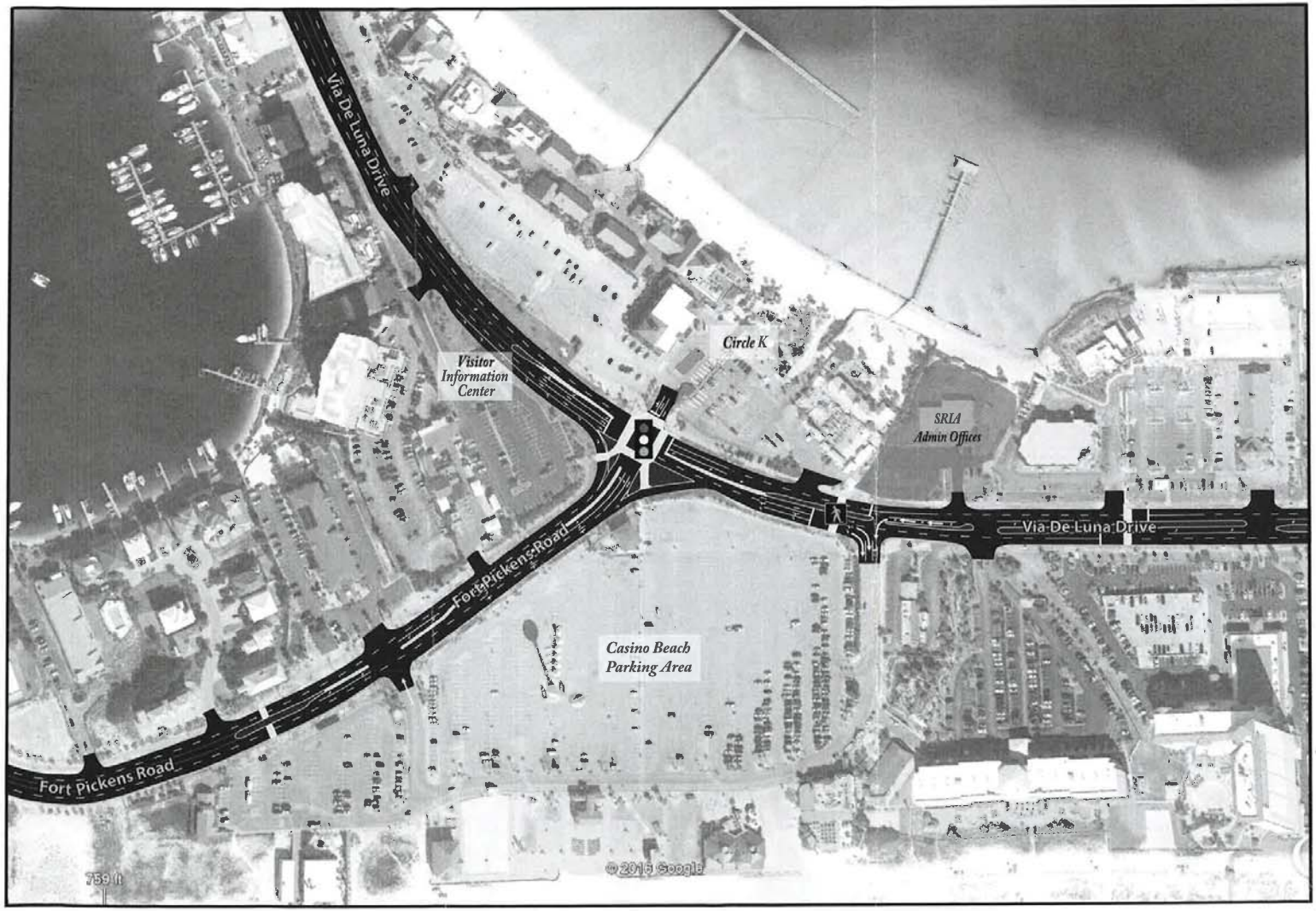

COMMENTS/SUGGESTIONS:

GOAL #1: **Relieving** traffic congestion

BEST WAY is to REDUCE the NUMBER OF VEHICLES COMING ON to the BEACH. NEED PARK & RIDE lots IN GULF BREEZE & PENSACOLA. SEE #5.

GOAL #2: Identifying options for pedestrian and vehicular traffic management

GOAL #3: Optimizing parking in the core area

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: **Researching** a park and ride trolley

Not a TROLLEY. A Bus That Can handle Bikes/Chairs/COOLERS/UMBRELLAS etc. MAKE it Customer friendly with EASY ACCESS & free lots.

GOAL #6: Determining potential funding sources

CSH

PLEASE PRINT

FIRST NAME (Required): PATRICK

NAME (Required): DEUTSCH

1550 Via DELUNA unit A.

EMAIL: PAT@PACEINTL.COM

or mail to: EPR • 309 W. Gregory St. • Pensacola, FL 32502 or email to pcolabeachtrafficplan@epr-florida.com

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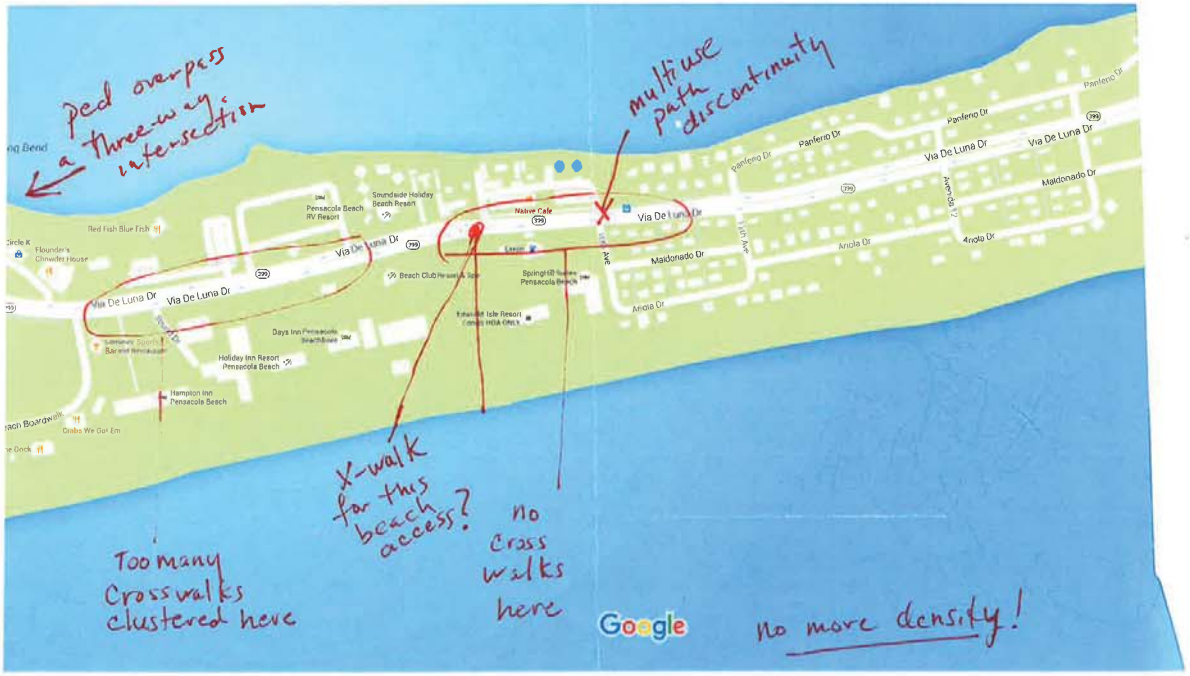
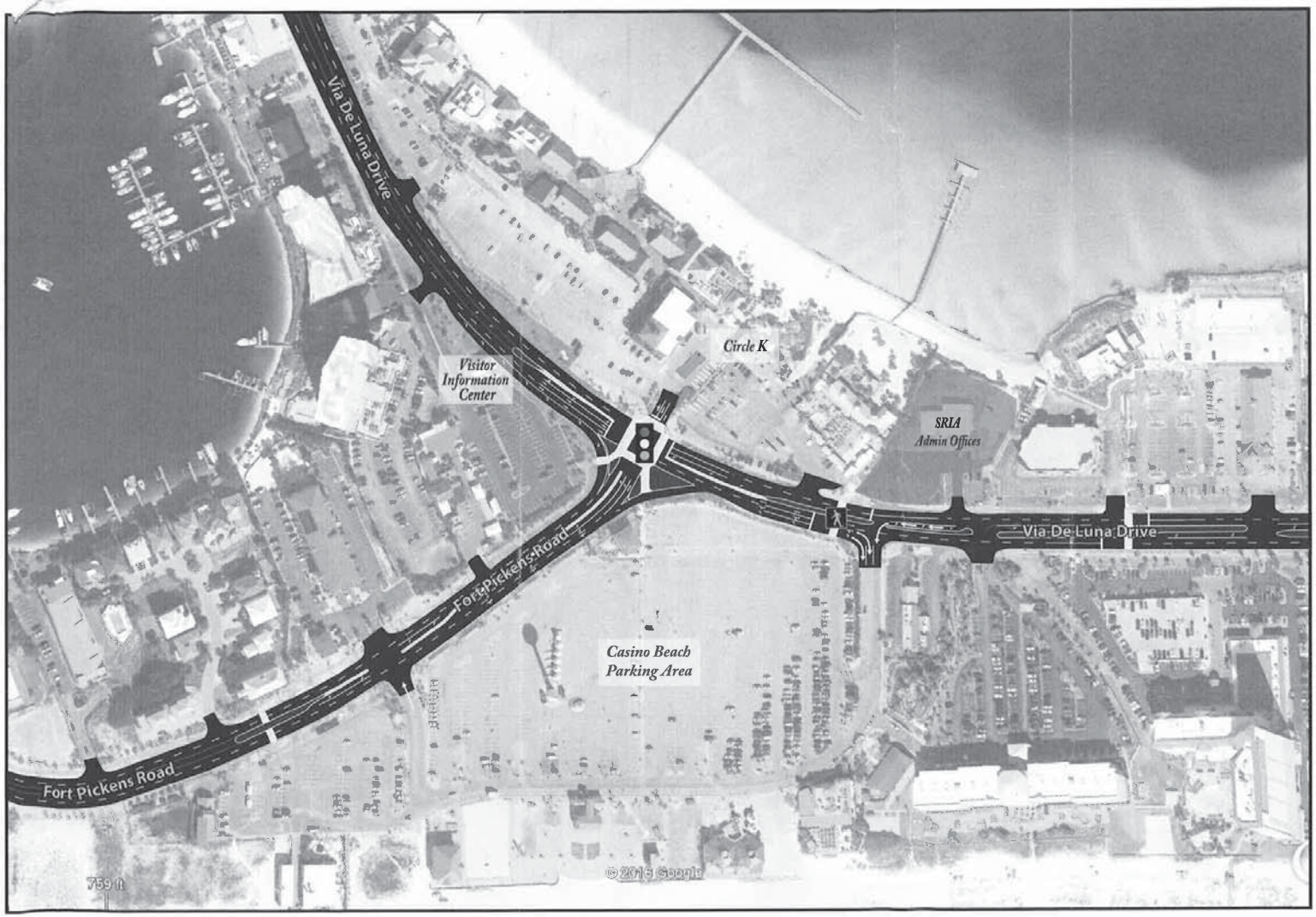
Google Maps



Map data ©2016 Google, INEGI 200 ft

Google Maps

Steven James



COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion

GOAL #2: Identifying options for pedestrian and vehicular traffic management pedestrian overpass; more cross walks in conjested areas

GOAL #3: Optimizing parking in the core area

GOAL #4: Exploring the need for additional trolley route locations and increased frequency

GOAL #5: Researching a park and ride trolley

GOAL #6: Determining potential funding sources

PLEASE PRINT

FIRST NAME (Required): Steven

LAST NAME (Required): James

251 243 6435 EMAIL:

mments recorded, hand in this sheet or mail to: EPR • 309 W. Gregory St. • Pensacola, FL 32502 or email to pcolabeachtrafficplan@epr-florida.com

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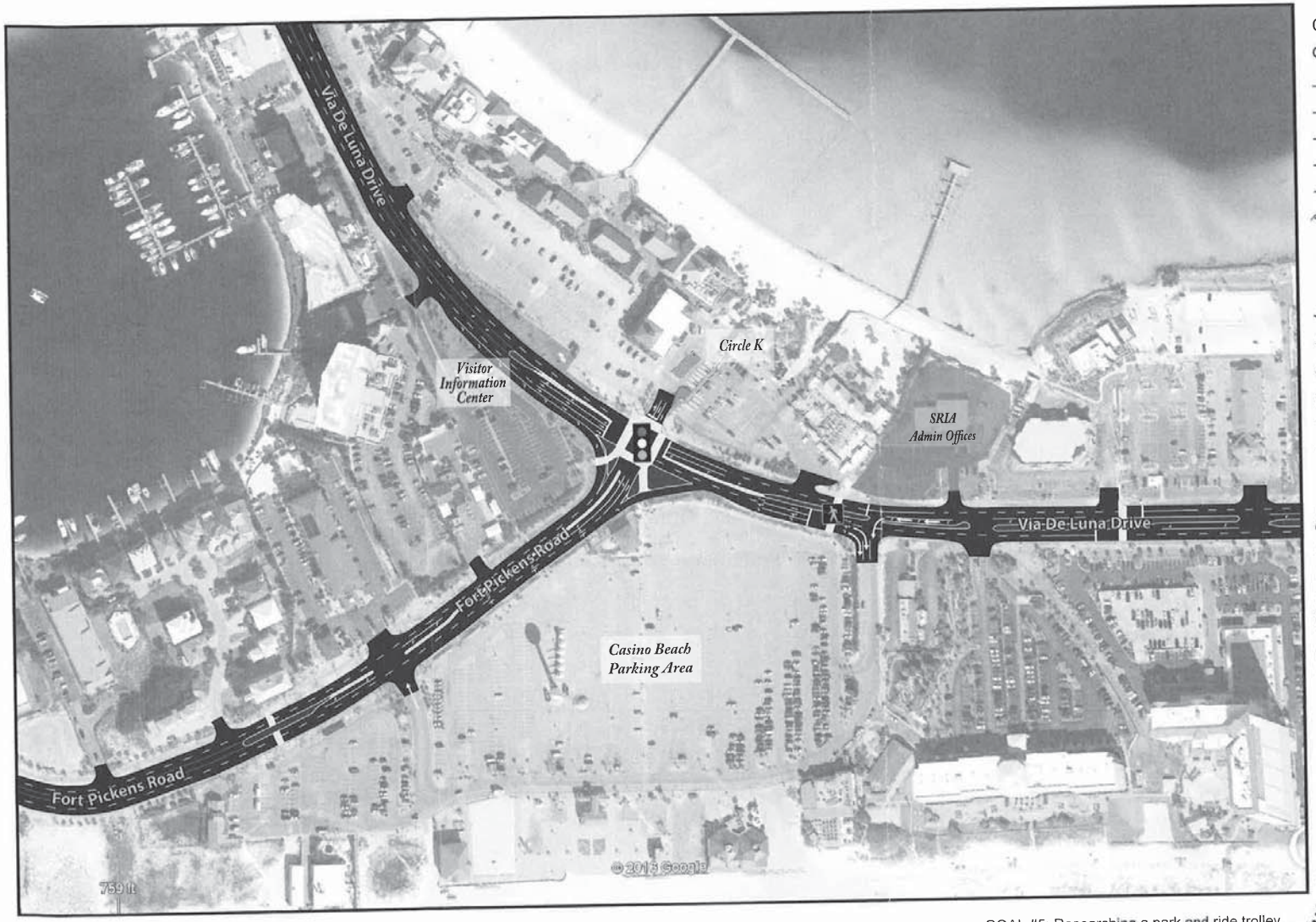


COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion
the choke point is the light
The master plan from 7 or 8 years ago addressed this
Built a overpass for auto's not a ped overpass.

GOAL #2: Identifying options for pedestrian and vehicular traffic management
Volkert works on 380 in B. ham & was successful addressing by computerizing, limited access & turn arounds
All the above needs to be used. Only have one light but every car goes thru it

GOAL #3: Optimizing parking in the core area
(1) limit employees to have decal or use remote parking on big event days (or most days) as the overpass will take out parking
The trolley, [illegible] are all nice but have limited effect. Built remote parking east @ Blk 400 public access.

GOAL #4: Exploring the need for additional trolley route locations and increased frequency
Again limited the choke point is the light.

The Master plan was shot down as the locals felt it was to expensive. Now I would think the commercial businesses would support anything that moves traffic

GOAL #5: Researching a park and ride trolley
Again built remote parking, might a parking deck, move SRIA office & use for parking.

GOAL #6: Determining potential funding sources
I would think the traffic engineers can determine where federal funding grants etc are. State funding also. I know the guide is to change toll fee but there has another way to blend the golden goose. not for increase [illegible] all of County uses this.

PLEASE PRINT
FIRST NAME (Required): Jimmie
LAST NAME (Required): Wright
[illegible]ESS: 602 Panferio Dr
[illegible]205-908-0287 EMAIL: JWRIGHT602@gmail.com

☐ Please check box if you continue your comments on that back of this sheet.

[illegible] recorded, hand in this sheet or mail to: EPR • 309 W. Gregory St. • Pensacola, FL 32502 or email to pcolabeachtrafficplan@epr-florida.com

MEETING HANDOUTS

Stakeholder: _____ Date: _____ Meeting _____ Location: _____ Rep:

Elements of the Pensacola Beach Master Plan that did not reach consensus.

We understand that the Master Plan identified several concepts that did not reach consensus. The table below details Master Plan elements that were rejected by the stakeholders, the stakeholders' concerns, and our proposed adjustments to bring the elements in line with the community's goals.

Master Plan Elements	Public's Initial Response	Adjustments Proposed by stakeholder
Pedestrian flyover bridge	**Cost** - concerns that the cost would exceed the benefit of the pedestrian flyover bridge and questions about funding **Safety** - concerns that pedestrians will forgo using the pedestrian bridge in favor of a more direct route along the at grade roadway **Aesthetics** - concerns that the structure will block the view of the Gulf and Sound **Parking loss** - the construction of the pedestrian flyover bridge would require the relocation of the visitor center, resulting in the loss of parking spaces **Publicly funded access to private businesses**	
Elevated vehicular roadway	**Cost** - concerns that the cost would exceed the benefit of the elevated roadway and questions about funding **Aesthetics** - concerns that the MSE walls will block the view of the Gulf and Sound **Publicly funded access to private businesses** **Parking loss** - the construction of the elevated vehicular roadway would require the visitor center, resulting in the loss of parking spaces	
Toll Increase	**Negative Business Impacts** - higher tolls may decrease dining and retail traffic from adjacent communities	
Roundabout	**Negative Business Impacts** - the loss of several hundred parking spaces will negatively impact adjacent condominiums and businesses **Parking loss** - the construction of the roundabout would require the relocation of the visitor center, resulting in the loss of parking spaces **Cost** - the roundabout would require the relocation of Pensacola Beach Boulevard and construction costs are prohibitive	

Large-format displays and handouts of this map can be found at Station 2.

SHORT-TERM IMPROVEMENTS

In order to provide immediate relief in selected areas, the following proposed short-term improvement projects are anticipated to be designed/implemented over the next couple of years:

- **Entrance/exit modifications to Casino Beach parking area**
- **Dual right turn lanes into Casino Beach parking area**
- **Coordinated pedestrian signal at Flounder's crosswalk**
- **Extension of existing southbound right turn lane onto Fort Pickens Road**
- **Circle K parking area entrance/exit modifications**
- **Via De Luna/Fort Pickens Road signal timing study/ recommendations**
- **Transit/trolley route analysis and recommendations**
- **Evaluation of park and ride transit/trolley service**
- **Additional parking area analysis for both surface and parking garage, with a focus on the existing SRIA site**
- **Additional pedestrian crosswalk location analysis**

You will play a CRUCIAL role in developing the Pensacola Beach Congestion Management Plan.

NEXT STEPS

The plan's direction depends wholly upon public input from consensus-building activities, including this meeting.

One-on-one meetings

Small group meetings*

Two additional public meetings

*If you would like to schedule a small group meeting to further discuss the Pensacola Beach Congestion Management Plan, please contact the Community Outreach Coordination Consultant. See below for contact information.

ADDITIONAL PUBLIC MEETINGS

Second Public Meeting – Fall 2016

Final Meeting – Early 2017

During the second meeting, scheduled for fall 2016, the project team will give the public an opportunity to prioritize their projects in the order in which they would like to see them constructed.

At the final public meeting in early 2017, the Pensacola Beach Congestion Management Plan and Capital Improvement Program will be presented.

This project is sponsored by: Escambia County Florida

For more information, contact the
Communication Outreach Coordination Consultant Office
Bonita Player, PE or Randy Fuller
Engineering & Planning Resources, PC
(850) 602-9232
PcolaBeachTrafficPlan@epr-florida.com

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Bonita Player at (850) 602-9232 at least seven days prior to the meeting. Hearing -impaired citizens can call the toll -free TDD number and relay service at 1-800-955-8771.

Pensacola Beach

Congestion Management Plan

Over the years, Escambia County and the Santa Rosa Island Authority have worked to address the Pensacola Beach traffic congestion. However, with increased growth, the need to manage congestion has continued. Therefore, the Escambia County Board of County Commissioners has developed the Pensacola Beach Congestion Management Plan project. The primary goal of this project is to encourage full public involvement in the development of a long-term congestion management plan for projects designed to relieve Pensacola Beach congestion.

Public input and consensus will determine how the county moves forward with improvements to Pensacola Beach.

The direction of this project will be wholly dependent upon the input of stakeholders, which will be obtained during consensus-building activities. To facilitate public involvement, county consultants will conduct face-to-face and doorstep meetings where stakeholders will have an opportunity to direct the project's course by presenting their ideas for future improvements to Pensacola Beach.

In order to promote full collaboration, the county will host three public workshops where individuals, community leaders and government representatives can come together and engage in thoughtful discussions that will lead to mutually agreed-upon decisions. During this kick-off meeting, Escambia County representatives will review the schedule of short-term traffic improvements that will provide immediate relief in selected areas and solicit from attendees' ideas for long-term improvements that reflect the current needs and desires voiced by the community.

Thank you for attending the Pensacola Beach Congestion Management Plan

Kick-off Meeting

April 28 • 5:30 - 7 p.m.

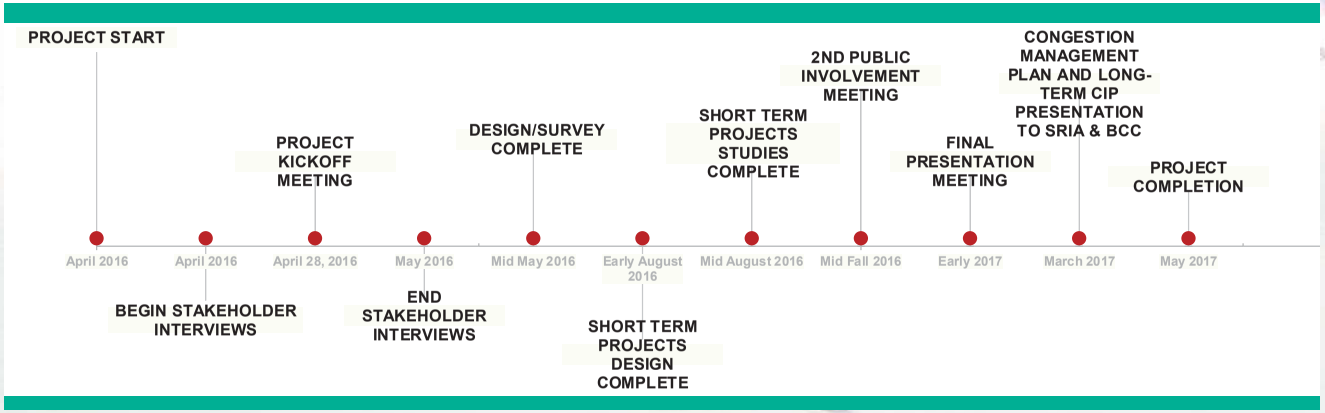
Photo courtesy Pensacola Bay Area CVB

THE CORE AREA

ISSUES ALREADY IDENTIFIED

- Traffic and pedestrian congestion
- Pedestrian safety
- Parking in the core beach area
- Corridor aesthetics
- Beach to bay access

CONGESTION MANAGEMENT PROJECT TIMELINE



LONG-TERM GOALS

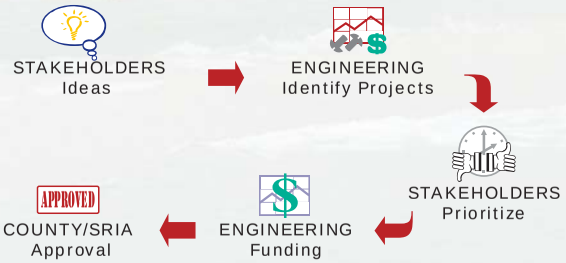
Over the past few years, Escambia County with the help of the Pensacola Beach stakeholders has identified a few goals that were well-received by the community. Now the county would like your help to turn these goals into projects that will be prioritized as part of the Pensacola Beach Congestion Management Plan. The long-term goals up for review include but are not limited to the following.

- **Relieving traffic congestion**
- **Identifying options for pedestrian and vehicular traffic management**
- **Optimizing parking in the core area**
- **Exploring the need for additional trolley route locations and increased frequency**
- **Researching a park and ride trolley**
- **Determining potential funding sources**

HOW WILL LONG-TERM PROJECTS BE IDENTIFIED?

We're going to start right here with you - tonight.

First, we, the project team, are going to gather your ideas, thoughts, comments and sketches at tonight's meeting and future one-on-one and small group meetings. From your comments and ideas, a list of possible projects will be created. Next, we will present that list at the second public meeting so that you can decide on their prioritization. Then we will take your priority list and determine the cost of each project. The final step will involve developing the Pensacola Beach Congestion Management Plan and Capital Improvement Program, which will be taken to the county and SRIA for review and final approval.



Photos courtesy Pensacola Bay Area CVB

COMMENTS/SUGGESTIONS:

GOAL #1: Relieving traffic congestion _____

GOAL #2: Identifying options for pedestrian and vehicular traffic management _____

GOAL #3: Optimizing parking in the core area _____

GOAL #4: Exploring the need for additional trolley route locations and increased frequency _____

GOAL #5: Researching a park and ride trolley _____

GOAL #6: Determining potential funding sources _____

PLEASE PRINT

FIRST NAME (Required): _____

LAST NAME (Required): _____

ADDRESS: _____

PHONE #: _____ EMAIL: _____

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❒ Please check box if you continue your comments on that back of this sheet.

Pensacola Beach
Congestion Management Plan

SHORT-TERM IMPROVEMENTS

FEASIBILITY STUDIES LIST

- Transit/trolley route analysis
- Park and ride feasibility analysis
- Review of employee only parking options
- Pedestrian crosswalks conceptual design and location

N

PROJECT NORTH
Scale = NTS

Short-term Improvements

The illustrated, proposed, short-term improvement projects will be designed/implemented over the next couple of years to provide immediate relief in selected areas.

Pensacola Beach Congestion Management Plan

LEGEND
- Design
- Study

ESCAMBIA COUNTY FLORIDA

VOLKERT
651 E. Burgess Rd. # 53
Pensacola, FL 32504
PH: 850-477-7485 • www.volkert.com

EPR
309 W. Gregory St.
Pensacola, FL 32507
PH: 850-471-9579 • www.epr-florida.com

MEETING SIGN IN SHEETS, VIDEO SCRIPT/PRESENTATOIN AND DISPLAYS

Pensacola Beach Congestion Management Plan
Sign-In Sheet

Kick-Off Meeting **April 27, 2016**

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Stan Searcy	302 Panferio	32561	stanSearcy@mchsi.com		
Mike Allen	342 Ft Pickens	32561	mikeAllen1@bellsouth.net		
Gregory Augentine	1650 Via Deluna	32561			
Dione Dunn	1002 Via Deluna	32561	dionedunn@yahoo.com		
Robert Randle	Gulf Breeze Police Dept. 311 Fairpoint Dr	32561			
James Crittenden	1209 Ariola Dr	32561			
Beverly & Sonny Campbell	232 Sabine Dr.	32561	Beve sandshaker.com		
Sinnie Wright	602 Panferio Dr.	32561	Swright602@gmail.com		
Andrea Beth Sloan	1413 Ariola	32561			
Corinne & Drake Miller	307 Ariola	32561	corinne.whitlock@gmail.com		
Jacquelyn Drewett	302 Avenida 5	32561			
Shelby Miller	1000 Via De Luna	32561			
Patrick Deutsch	1550 Via De Luna #A	32561			

16 ~~15~~

Pensacola Beach Congestion Management Plan
Sign-In Sheet

Kick-Off Meeting **April 27, 2016**

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Joseph A. Schiller	1513 Via de Luna	32561	Jschiller@SA01.org		
Kathy Winter	706 Panfirmo Dr	32561	BNKWINTER@BELLSOUTH.NET	449-7687	
Shelley Johnson	PO Box 844	32562	islandtimes@bellsouth.net	8507486878	
Kim Hogan	PO Box 501	32562	KPHOGAN@AOL.COM		
Anne Treadway	920 Via Deluna	32561			
Randle + Suzanne Carpenter	481 Ft. Pickens Rd.	32561	suzanne.carpenter@att.net		
Ray Rodriguez	18 Via Deluna #602		Scubaray sr@aol.com		
May Stinson	721 Pns Bch Blvd #1402		shayes@visitpensacola.com		
Steve Hayes	1401 E. Gregory St.	32502			
Larry Lowery	811 Via Deluna Dr.	32561			
Marilyn Mathewson	400 Avenue 14	32561	lmarily@earthlink.net		
Gene Rosenbaum	Box 2100	32513	GRosenbaum@SouthernScrapInc.com		
Jacque Falzone	2424 Lank Rd	32577	jenifairy12@aol.com		
Robin Green	701 Panfirmo Dr. P. Beach		robgreg2@gmail.com		
Al Green			Gree5381@gmail.com		

17

Pensacola Beach Congestion Management Plan
Sign-In Sheet

Kick-Off Meeting **April 27, 2016**

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
David Vosheim	GB	32561	dvosheim@GMAIL.COM		
* Patricia Holt	17 Sugar Bowl	32561		934-1974 916-4334	
* Mr & Mrs Ed GALBAXY	18 Via De Luna	32561			
Luke Hunt	OLOA Church	32561		9322859	Church
FRANK FORTE	ECSO / PENSACOLA BCH.	32561			
Johnnie Sue Stamps	1114 Ariola Dr.	32561			
Cynthia Jenkins	1104 Ariola Dr	32561			
Monica Kellner	808 Via De Luna	32561			
Teri & Danny Stephens	802 Rio Vista Dr.	32561			
ARNIE & LINDA LEITHNER	1008 VIA DE LUNA	32561			
* Jerry Holland	5645 Hill Top OK	32507		850-346-3367	
Melba Argentine	1650 Via De Luna	32561			

15

Pensacola Beach Congestion Management Plan
Sign-In Sheet

Kick-Off Meeting — **April 27, 2016**

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Andrea Miller	1608 Bulevar Manor	32561	andrea rosamiller @yahoo.com	n/a	n/a
Cheryl Lukehart	802 Maldonado Dr	32561	CLUKE393@AOL.com		
Kim Crittenden	1209 Ariola Dr	32561	JamieKimCritter@Yahoo.com		
Nathan Ford	403 Fairpoint Dr.	32563	nford@gulfbreezefl.gov		City of Gulf Breeze
Yuke Li	7709 Kipling Street.	32514	yuke.li@wfrpc.org	N/a	WFRPC.
James Womack	12 Sabine Dr.	32561	jhwomac@Ascendmaterials.com	NA	NA
Kerri Jensen	1000 Crosswinds Lndg	32547	kjensen@gmail.com	NA	NA
David + Pamela Piotrowski	1214 Via DeLuna Dr.	32561	pamela.p@cox.net	NA	NA
Larry + Carlene Smith	3 Portofino Dr #905	32561	csmithcat333@gmail.com	—	
Al Lucia	74 Calle Marbella	32561	al@adlassociates.com	—	
Debbie Miles	123 Sabine Dr.	32561	debmiles1@aol.com	—	
Tina Leonard	801 Ariola Dr.	32561	leonard040364@gmail	NA	—

Pensacola Beach Congestion Management Plan
Sign-In Sheet

Kick-Off Meeting **April 27, 2016**

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Pam Brannon - Gulf Breeze News			beacheditor325@AOL.com		
✓ Jacob Kearley - ECUA	751 P.B BLVD		jacob.kearley@ecua.fl.gov	850	
✓ Buck Lee	P.B - Fl	32561		383-0578	
Bob Tugwell	Knoxville Tn				
✓ Sara Lewis	P.B.	32561			
✓ Joe Pace	908 Rio Vista	32561	JOEPACEAGENCY@BELLSOUTH.NET		
✓ Thomas Campanella	106 Siguenza Dr.	32561			

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Pensacola Beach Congestion Management Plan
Sign-In Sheet

Kick-Off Meeting **April 27, 2016**

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Lila Davidson	18 Via De Luna Dr #1906	32561	liladavidson@gmail.com	850-426-2303	
Tommy Chavis	1411 Aruba				
Pam Murphey	408 Vancouver	32507	pj.murphey@yahoo.com		
Melissa Daniel	PNJ Palafox		mnelsongab@pnj.com		
Bill Preston	Co Shoreline		Marine Design@bellsouth.net		
Bill Robertson	211 Via De Luna CB		Covingtonmedical@AOL.com		
Tom Allen (Mr & Mrs.)	1023 Gerhardt Dr.		tda2com@bellsouth.com		
Jill Lavender	4081 E. Olive Rd. Ste. A	32514	jill.lavender@wfrpc.org		WFRPC
Tim Jones	1593 Bulevar Menor	32561	tjj1616@yahoo.com	850-377-0145	
Julie Azuma	110 Bay Bridge Dr	32561	Azumagu@gmail.com		
Steve Cilino	18 Via de Luna #2006		Steve Cilino@Yahoo		
Rick Brown	1 Sugar Bowl Lane	32561	navarrecco@att.net		
E.P. Southworth	380 Fort Pickens Road		EEMCSOUTH7@HOTMAIL.COM	850-572-0853	

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Pensacola Beach Congestion Management Plan
Sign-In Sheet

Kick-Off Meeting **April 27, 2016**

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Darrell McIntyre	1600 Via De Luna Drive	32561	scotsman@mac-ant-saois.net.		(2)
Jack Cerone	1776 Ensenada DOS	32561	JCeronese@Aol.Com		
Bill Wedel	919 Aviola Dr.	32561			
Peter Neuhaus	910 Largo Dr.	32561	neuhauspd@gmail.com		
MORANS	1188 CEYCON DR	32563	MDMORANZ@MCHSI.COM		AQUA REALTY
Joe Leonard	801 Aviola Dr.	32561	joe@joeleonard.biz		
Kathy + Larry Porto	1140 Fort Pickens Rd	32561	lporto51@gmail.com		
Dan Schultz	706 Maldonado DR		mgdbeach@bellsouth.net		
Danny Ballas	1102 Maldonado Dr				
April Glover	4278 Brookside Dr.	32503	april.glover@hotmail.com		
Sally Chamberlin	1767 Ensenada DOS	32561	sccpenbch@aol.com		

(12)

Pensacola Beach

Congestion Management Plan

Kick-off Meeting

April 28, 2016

Pensacola Beach
Congestion Management Plan

Tonight's Schedule

Station 1

Video Presentation

Pensacola Beach
Congestion Management Plan

Tonight's Schedule

Station 1

Video Presentation

Station 2

Short-term Improvements

Identified Issues & Long-term Goals

ESCAMBIA COUNTY FLORIDA

Pensacola Beach
Congestion Management Plan

Tonight's Schedule

Station 1

Video Presentation

Station 2

Short-term Improvements

Identified Issues & Long-term Goals

Station 3

Share Your Ideas

ESCAMBIA COUNTY FLORIDA

Please remember…

These suggestions will play a CRUCIAL role in developing the Pensacola Beach Congestion Management Plan.

Pensacola Beach

Congestion Management Plan

ESCAMBIA COUNTY FLORIDA

Pensacola Beach

Congestion Management Plan

ESCAMBIA COUNTY FLORIDA

Pensacola Beach

Congestion Management Plan

ESCAMBIA COUNTY FLORIDA

Pensacola Beach
Congestion Management Plan

Meetings

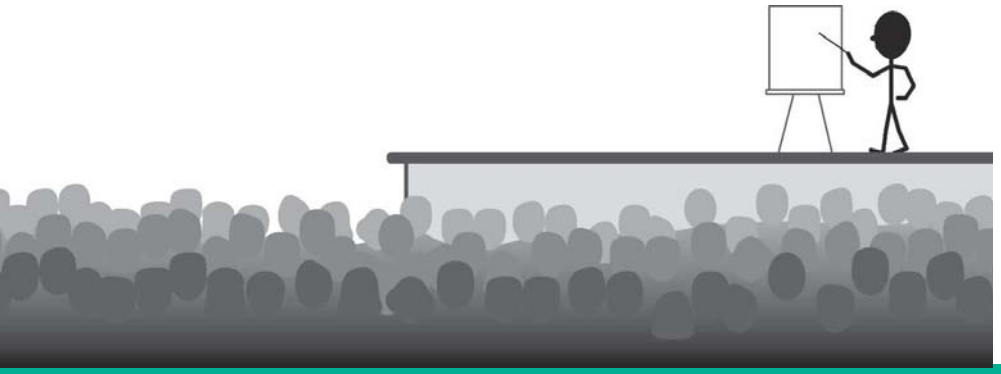
Upcoming Meetings

One on One Meetings – Ongoing

Small Group Meetings – Ongoing

Public Meeting – Fall 2016

Final Meeting – Early 2017



Pensacola Beach

Congestion Management Plan

Core Area

ESCAMBIA COUNTY FLORIDA

Issues Already Identified

Issues Already Identified

- Traffic and pedestrian congestion
- Pedestrian safety
- Parking in the core beach area
- Corridor aesthetics
- Beach to bay access

Short-Term Improvements

- Entrance/exit modifications to Casino Beach parking area
- Dual right turn lanes into Casino Beach parking area
- Coordinated pedestrian signal at Flounder's crosswalk
- Extension of existing southbound right turn lane onto Fort Pickens Road
- Circle K parking area entrance/exit modifications
- Via De Luna/Fort Pickens Road signal timing study/recommendations
- Transit/trolley route analysis and recommendations
- Evaluation of park and ride transit/trolley service
- Additional parking areas analysis for both surface and parking garage, with a focus on the existing SRIA site
- Additional pedestrian crosswalk locations analysis

FEASIBILITY STUDIES LIST

- Transit/trolley route analysis
- Park and ride feasibility analysis
- Review of employee only parking options
- Pedestrian crosswalks conceptual design and location

FEASIBILITY STUDIES LIST

- Transit/trolley route analysis
- Park and ride feasibility analysis
- Review of employee only parking options
- Pedestrian crosswalks conceptual design and location

Long-Term Goals

- Relieving traffic congestion
- Identifying options for pedestrian and vehicular traffic management
- Optimizing parking in the core area
- Exploring the need for additional trolley route locations and increased frequency
- Researching a park and ride trolley
- Determining potential funding sources

How will the long-term improvements be determined?
We're going to start right here with you - tonight.

Pensacola Beach
Congestion Management Plan

The Process

STAKEHOLDERS
Ideas

ENGINEERING
Identify Projects

STAKEHOLDERS
Prioritize

ENGINEERING
Funding

APPROVED

COUNTY/SRIA
Approval

ESCAMBIA COUNTY FLORIDA

Pensacola Beach
Congestion Management Plan

Meetings

Over the next few weeks, we will be:

Conducting one-on-one meetings concerning congestion management

Holding small group meetings

and also asking for your input

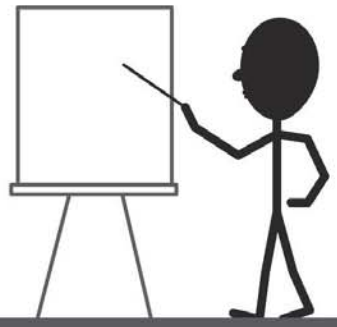
on long-term improvements for Pensacola Beach.

ESCAMBIA COUNTY FLORIDA

Upcoming Meetings

Public Meeting – Fall 2016

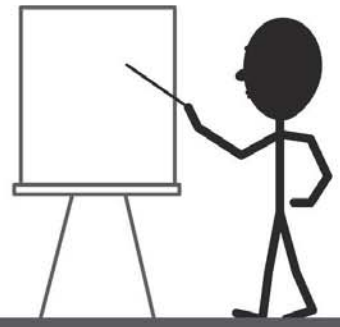
During the second meeting, scheduled for fall 2016, the consultant will give the public an opportunity to prioritize their projects into the order in which they would like to see them constructed.



Upcoming Meetings

Final Public Meeting – Early 2017

At the final public meeting in early 2017, the **Pensacola Beach Congestion Management Plan and Capital Improvement Program** will be presented.



Now it's your turn!

We invite you to

- Visit one of the discussion tables
- Speak with a county representative or consultant
- Share your ideas
- Shape Pensacola Beach for the future

Thank you

For more information, contact:

Bonita Player, PE or Randy Fuller

Engineering & Planning Resources (EPR)

Public Information Coordination Office

(850) 602-9232 - pcolabeachtrafficplan@epr-florida.com

or visit us at: www.MyEscambia.com

Chris instruction in Red

Voiceover instruction in Green

SLIDE 1: INTRO MUSIC FADES TO VOICEOVER > Good evening and welcome to the Pensacola Beach Congestion Management Plan Kick-off Meeting. The purpose of tonight's meeting is to provide an overview of the project and present the next steps that will be taken in developing a congestion management plan and a long-term capital improvements program.

SLIDE 2: Tonight's meeting is in open house format with three stations. The first station is this video that will provide you with a project overview and the program for tonight's meeting.

SLIDE 3: Station two will describe the short-term congestion relief actions that the county has approved for Pensacola Beach. Station two will also give you a preliminary list of the Beach's transportation issues and a set of long-term goals that addresses those issues.

SLIDE 4: At station three you will have an opportunity to ask questions and give your input on how to reach those long term goals. Engineers and staff will be on hand to answer questions and facilitate open discussions. We encourage you to use your meeting handout to take notes and list ideas as you visit each station.

SLIDE 5: Please remember…

SLIDE 6: Your suggestions are crucial to the Pensacola Beach Congestion Management Plan's development and success.

SLIDE 7: Over the years, Escambia County and the Santa Rosa Island Authority have worked to address traffic and pedestrian congestion at Pensacola Beach. However, with increase growth, the need to manage congestion continues which has led the Escambia County Board of County Commissioners to initiate the Pensacola Beach Congestion Management Plan. (CONGESTION SLIDE 1)

SLIDE 8: The project's primary goal is to involve the public in the development of a long-term congestion management plan and capital improvement program for Pensacola Beach.(CONGESTION SLIDE 2)

SLIDE 9: And it's direction depends wholly upon public input from several consensus-building activities, including this meeting…

SLIDE 10: …one-on-one meetings, small-group meetings and two future public meetings. (UPCOMING MEETING SLIDE)

SLIDE 11: The congestion management plan will focus on the area which starts at the Bob Sykes Bridge and continues into the Pensacola Beach Core area then turns west on Fort Pickens Road and circles back east toward Portofino. (SLIDE OF CORE AREA) **(Chris please draw a line around the area as the directed indicated in the script)**

SLIDE 12: The plan will address specific issues previously identified by Escambia County and SRIA staff which include: **Please animate the bullets as you like as sliders or etc**

- Traffic and Pedestrian Congestion
- Pedestrian Safety
- Parking on the Core Beach Area
- Corridor Aesthetics
- And Beach to Bay Access

SLIDE 13: Based on the identified issues the county has approved the following short-term improvements which will provide some immediate relief to traffic and pedestrian congestion. **(Pause so that they can read the list)**

…Let's walk through each proposed improvement.

SLIDE 14:

Improving access to and from the Casino Beach parking area and the Circle K parking lot;

Coordinating the timing of the signal at Fort Pickens Road with the pedestrian signal at Flounder's crosswalk

Extension of the existing southbound right turn lane onto Ft Pickens Rd.

Signal Timing Analysis and recommendations

Additional park areas analysis - with a focus on the existing SRIA site.

(Chris I am send you a separate file named Short Term Improvements that will tell you where to zoom in as the Max (voiceover) reads through slide 13.)
(Max you may need to pause a bit as we zoom in on each improvement for slide 14 only.)

SLIDE 15:**(Chris and Max we are now zooming out since these are area wide improvements)**

Evaluation of the existing Park and Ride trolley service

Transit/ trolley route analysis and recommendations

While these short-term improvements will immediately relieve some congestion, long-term improvements will come right from the ideas and suggestions offered by stakeholders and citizens like you. This means you will have a direct impact on how Pensacola Beach functions in the future.

SLIDE 16: Here are long-term goals that have been extracted from the list of issues stated earlier.

- Relieving traffic congestion
- Identifying options for pedestrian and vehicular traffic management
- Optimizing parking in the core area
- Exploring the need for additional trolley route locations and increased frequency
- Researching a park and ride trolley
- Determining potential funding resources (LONG-TERM SLIDE)

SLIDE 17: We are looking for your help to determine how we achieve these goals and further reduce congestion at Pensacola Beach for the long term. And We're going to start right here -with you - tonight.

SLIDE 18:309 First we're going to gather your ideas, thoughts, comments and sketches at tonight's meeting and at future one-on-one and small group meetings. The consultant will glean from your comments and ideas and create a list of possible projects. Next, we will present your list at the second public meeting so that you can decide on their prioritization. Then the consultant will take your priority list and determine the cost of each project. The final step will involve developing the Pensacola Beach Congestion Management Plan and Capital Improvement Program that will be taken to the county and SRIA for review and final approval. (FLOWCHART)

SLIDE 19: So just to summarize ...at tonight's meeting and at future one on one and small group meetings, stakeholders will have an opportunity to discuss their concerns about Beach access, Parking issues, Pedestrian Safety, multi-modal transportation options and Park and Ride areas. That information will be used to determine methods of lessening traffic congestion with the goal of keeping, and possibly increasing, available parking.

SLIDE 20: Following the conclusion of the information gathering meetings, two additional public meetings will be held. During the second meeting, scheduled for fall 2016, the consultant will give stakeholders an opportunity to prioritize their projects into the order in which they would like to see them constructed. (UPCOMING MEETINGS SLIDE 1)

SLIDE 21: At the final public meeting in early 2017, we will present the Pensacola Beach Congestion Management Plan and Capital Improvement Program. (UPCOMING MEETINGS SLIDE 2)

SLIDE 22: CONCLUSION: Now, we encourage all to go to Stations II-III and speak with a representative to answer any questions and to discuss your ideas.

SLIDE 23: Thank You

SLIDE 24: (MORE INFO SLIDE)

Pensacola Beach

Congestion Management Plan

ISSUES ALREADY IDENTIFIED

- Traffic and pedestrian congestion
- Pedestrian safety
- Parking in the core beach area
- Corridor aesthetics
- Beach to bay access

This project is sponsored by: Escambia County Florida

Pensacola Beach

Congestion Management Plan

LONG-TERM GOALS

- Relieving traffic congestion
- Identifying options for pedestrian and vehicular traffic management
- Optimizing parking in the core area
- Exploring the need for additional trolley route locations and increased frequency
- Researching a park and ride trolley
- Determining potential funding sources

This project is sponsored by: Escambia County Florida

Pensacola Beach
Congestion Management Plan

SHORT-TERM IMPROVEMENTS

FEASIBILITY STUDIES LIST

- Transit/trolley route analysis
- Park and ride feasibility analysis
- Review of employee only parking options
- Pedestrian crosswalks conceptual design and location

N

PROJECT NORTH
Scale = NTS

Short-term Improvements

The illustrated, proposed, short-term improvement projects will be designed/implemented over the next couple of years to provide immediate relief in selected areas.

Pensacola Beach Congestion Management Plan

LEGEND
- Design
- Study

ESCAMBIA COUNTY FLORIDA

VOLKERT
651 E. Burgess Rd. # 53
Pensacola, FL 32504
PH: 850-477-7485 • www.volkert.com

EPR
309 W. Gregory St.
Pensacola, FL 32507
PH: 850-471-9579 • www.epr-florida.com

WELCOME!

PENSACOLA BEACH
Congestion Management Plan

Kick-off Open House *5:30 - 7 p.m.*

FEASIBILITY STUDIES LIST

- Transit/trolley route analysis
- Park and ride feasibility analysis
- Review of employee only parking options
- Pedestrian crosswalks conceptual design and location

Pensacola Beach
SHORT-TERM IMPROVEMENTS

EXIT
WELCOME!

Station One
WELCOME!

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WELCOME!
PENSACOLA BEACH
Plan Take One

Pensacola Beach
Tonight's Schedule
Station 1
Video Presentation
Station 2
Short-term Improvements
Identified Issues & Long-term Goals
EXIT

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Pensacola Beach
Congestion Management Plan
SHORT-TERM IMPROVEMENTS
PENSACOLA BEACH
Congestion Management Plan
Station Two
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NEXT STEPS

Pensacola Beach
Station
Two

IMPROVEMENTS
Station
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EPR

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Peninsula Beach
Scott

Pensacola Beach
Kick-off Meeting

Pensacola Beach
Congestion Management Plan
SHORT-TERM IMPROVEMENTS
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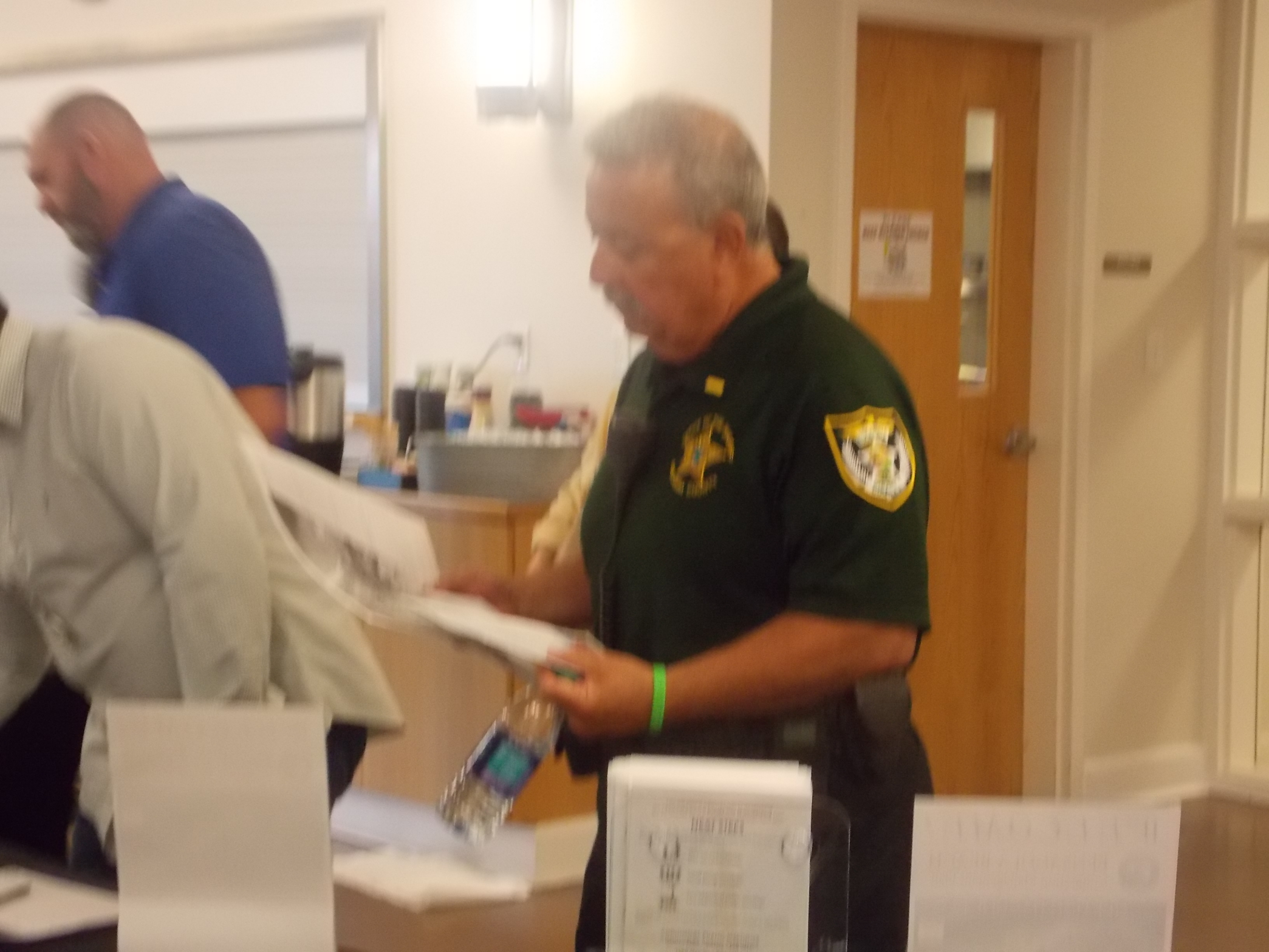

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SHORT-TERM IMPROVEMENTS
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Traffic and pedestrian
Pedestrian safety
Parking in the core beach area
Corridor aesthetics
Beach to bay access
SHORT-TERM

Pensacola Beach
Congestion Management Plan
LONG-TERM GOALS
Relieving traffic congestion
Identifying options for pedestrian and vehicular traffic management
Optimizing parking in the core area
Exploring the need for additional trolley route locations and increased frequency
Researching a park and ride trolley
Determining potential funding sources

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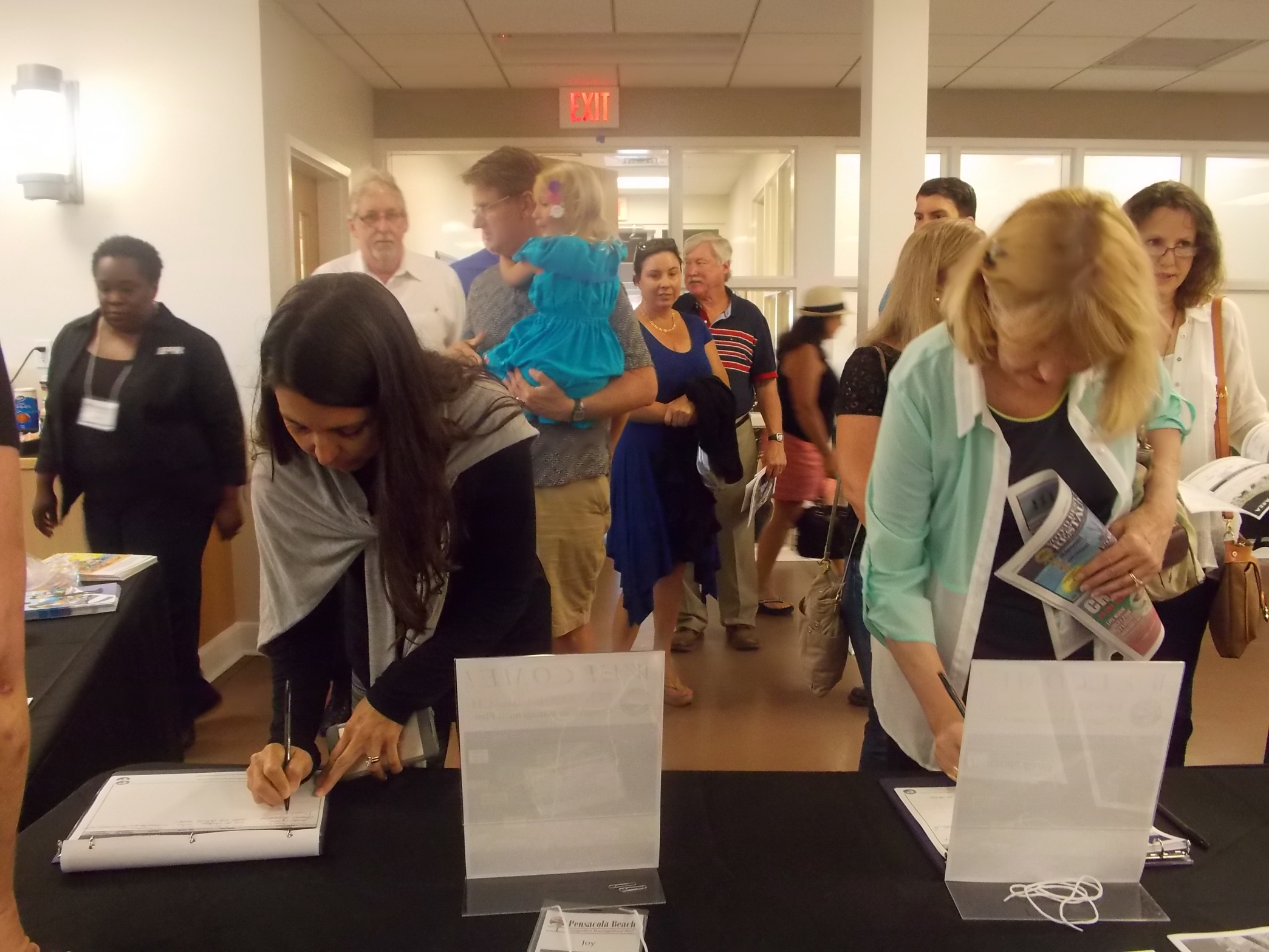
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• Pedestrian safety
• Parking in the core beach area
• Corridor aesthetics
• Beach to bay access
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EPR

April 2016 One on One Meetings

Julian McQueen

Marilyn Hess

Terry Prescount

Jim Reeves

Robert Rinke

Peter Neuhaus - IHMC

Shelly Johnson

John Peacock

Robert Overton

Dave Pavlock

Janice Gilley

Dr. Thomas Capanella

Pensacola Beach Advocates group – Governmental Affairs committee

Nathan Ford (Gulf Breeze)

John Prescount

Mr. Stark

Transit Mtg.

Sandshaker Owners and Lawyer

Attempted meetings with

Jerry Watson and T Bubba

October 2016 One on One Meetings

Paolo Ghio

Tammy Bohannon

Robert Rinke

Marilyn Hess

Julian McQueen

Dr. Thomas Capanella

Dave Pavlock

Beverly Campbell

Sunny Campbell

Appendix C

Second Public Involvement Meeting Summary/Comments

Pensacola Beach Congestion Management Study Second Meeting Statistics:
(Data details actual meeting attendees)

Number of attendees: **97**

Number of email addresses collected: **56**

Number of Written or Emailed Commenters: **40**

(two comment forms were received via email following the second public meeting)

Written comments responses:

Stakeholders that preferred alternative A: **1**

Stakeholders that preferred alternative B: **10**

Stakeholders that preferred alternative C: **26**

Three responders preferred Alt. B and C.

Stakeholders that **did not** prefer any of the Alternatives:**3**

These responders expressly stated that they did not like any of the alternatives.

Stakeholders that **did not** select any of the Alternatives:**3**

These responders did not pick an alternative but they did not expressly state that they did not like any of the alternatives.

Pensacola Beach Congestion Management Study November and October Face to Face Meeting Statistics:
(Data details actual one one one meeting attendees only)

Number of face to face meetings: **9**

Verbal comments responses:

Stakeholders that preferred alternative A: **0**

Stakeholders that preferred alternative B: **2**

Stakeholders that preferred alternative C: **5**

Stakeholders that **did not** prefer any of the Alternatives:**1**

These responders expressly stated that they did not like any of the alternatives.

Stakeholders that **did not** select any of the Alternatives:**1**

These responders did not pick an alternative

Pensacola Beach Congestion Management Study

11/01/2016
Second Public Meeting Report

Meeting Statistics	Number of attendees: **97** Number of email addresses collected: **56** Number of Written Commenters: **38** Number of Emailed Commenters/Requests: **4**
Meeting Summary	A second public information meeting was held on October 25, 2016, from 5:30 p.m. to 7:00 p.m. at the Pensacola Beach Church in Pensacola Beach, Florida. The purpose of this meeting was to present the congestion management options, which were prepared based on the comments received from the public at the April project kickoff meeting. The meeting was held an open house format with maps, display boards, a digital overview presentation and forms that allowed participants to share their comments. Commissioner Grover Robinson formally welcome the stakeholders to the meeting and encouraged active participation. Over 3,600 invitation postcards were mailed to residents/tenants, property owners, and business owners/managers in the project study area. A copy of the postcard mailed to the stakeholders is provided in the appendix. Separate letters were mailed/delivered to approximately 80 agency managers and local, state, federal, and public officials. The letter sample and public official mailing list is provided in the appendix. According to the attached sign-in sheet (see appendix), 100 property owners, residents, business owners, and public officials attended the public meeting. The meeting was conducted in a workshop format. Boards and rollouts of the overall congestion management alternatives, alternative parking configuration options and transit findings were displayed for the stakeholders' review. Staff members from Volkert and VHB were present to answer stakeholders' questions. EPR Team members were also available for meeting support and facilitation. The meeting handout materials included alternatives displays, handout sheets and comment forms (see appendix for meeting materials).

Attendees:	97 attendees (see Appendix for sign-in sheets) 19 staff from Escambia County, Volkert, VHB, and EPR. **Escambia County Attendees:** Commissioner Grover C. Robinson IV Jack Brown – Escambia County Administrator David Forte – Escambia County Project Manager **Consultant Staff Attendees:** Mike Warkne, P.E. – Volkert Shawn Justice, P.E. – Volkert Scott Golden, P.E. – Volkert Clark Bailey, P.E. P.T.O.E – Volkert Clark Kennedy, P.E. – Volkert Karl Rothermel, P.E. P.T.O.E - Volkert Amy O'Laughlin - Volkert Marcy Beasley - Volkert Jay Dickson – Volkert Fabricio Ponce – VHB - VHB Bonita Player, P.E. – EPR Kathi Fuller – EPR Deborah Rowland – EPR **Attendees from Local Agencies:** Tonya Ellis – ECAT Ted Woolcock – ECAT
Comment Forms Responses: *(see appendix for scans of the comment forms)*	The comment forms provided space for commenting as well as directed the stakeholder to select their preferred congestion management alternative. **Written Comments Tally**: Number that preferred alternative A: **1** Number that preferred alternative B: **10** Number that preferred alternative C: **27**

Number that preferred none of the Alternatives: **6**

Two responders preferred Alt. B and C.

Written Comments: *(punctuation and spelling of written comments were not corrected/adjusted)*

Callender George ((803) 270-9307) -Alternative A will not help or solve the existing problems. (1) All existing cross walks how should have a time delay after the button is pushed. (like most cross walks in major cities in the usa.) (2) I prefer Alternate 'L", as it is the best of the 3 options presented. We should go for solving the issues/problems rather than puting in bandaids. (3) A designated lane for tolley use should be considered at peak times such as Blue Angels air show. (4) Full time homeowners needs should be considered and not only tourists needs. (we pay taxes an lease fees). During the last Blue Angel air show, at 7:00 PM it took me 2 1/2 hours to go from Sugar Bowl Ln. to the traffic light (approx. 3 miles). (5) Elevate the section of the road between the roundabouts, eliminate the toll on the Bob Skyes till bridge and have all the funds go toward funding alternative "C" since tourists create most of the issue, they should pay for some of the cost.

Cheryl Lukehart () -I don't have a strong preference for B or C. Seems like A would not really solve the pedestiian bottleneck issue. With the underpass option - be sure to think about the impact of a hurricane on driving sand into that space. My home is the third house back from the Gulf and after Ivan I had 4 feet of sand in my carport. Parking: on the garage at SRIA option. Would be good to consider keeping the top floor for commercial use - Seems a shame that the best sunset view on the beach would be from a car park. - the small lot beside the Casino beach bar-seems like that would negatively impact the beach continuity in that area & be sort of unsightly. Parking by the fire station - is there not something more that could be done with that space - Ideas - more the SRIA office there, put in some recreation facilities - a public pool, - the elementary school could use it for swimming classes - a splash park, It just seems a waste to use that all for parking when it is hard to see that it would be used very often - only during Mardi Gras, Blue Angel

Robert Kellner () -The roundabouts are A positive solution. The parking option were presented are not desired. - The Casino Beach option is environmently unacceptable and takes away from the existing beach setting. - The proposed garage might be acceptable if properly integrated w/ the roundabout. The Sandshaker lot expansion doesn't add enough to warrant - The Fire Station location is just fuel to encourage more weddings.

Scott Holland ((850) 393-2168) -Vast improvement over the bridge schemes of 2 yrs ago. I do worry about the final roadway grades will allow an acceptable transition @ the pedestrian underpass. To help control cars, it would help greatly to increase toll to $5.00 …. Too many 1-person drivers in cars. Lower parking garage; maybe relocate parking garage to larger parking areas & have 2-3 levels; similar to Hilton.

Pat Lutz (251-923-9744) -(1) Ped. Over pass-(Does not accommodate the heavy bike traffic. Need cage on walk overs. (Drunks, Trash etc) Need ramp on boardwalk side. (2) Need to accom. Big Semi Trucks & over size loads (3)

Diane Smith (850/995-7347) -Look at Synchronizing pedestrian crossings farther down Via de Luna - at least in the spring & summer. Parking: Prefer Garage Transit: Run trolleys: - more hours - more days

Chuck Zwerg (850 934-3189) -Do it right - This alternative is by far the best for traffic moderment & pedestian safety! All of the possible additional parking options seems workable but the garage would doubtlessly need 24/7 security and monitoring.

Phillip Stewart (601 842-4111) -No comments

Jim Cox () -Seperation of pedesterans & traffic needs to be prime objectives. With the pedestrian overpass many people will run access the street rather than walk up the ramp. I am very concerned about the 2 lane roundabout at the location of the transfer light. There is a big

rush of accidents with all the ignorant tourist. The parking lot by the fire station & Brnt Church is a lousy noles. Despite the Trolley this will not work. The parking garage at the SRIA site makes a lot of sense

Teresa (Terry) Preston (850-565-4225) -this separates people & vehicles the other option do not safety is foremost importance. I also highly support the parking lot between the fire station & the church. I do not support adding parking on the Gulf Side anywhere - - particularly by the safety bldg & the sheriff's Station. You do need to consider a floodgate to option 3 for hurricanes

Rick Brown (850-512-7667) -Will greatly impact the flow (NO) Roundabouts will work. Raise the toll to fund them. Rough guess break even point is about $3.00 maybe $2.50 Based on funding from the increase of tolls - determine if the underpass can be funded by the increase in tolls. It not go with the raised boardwalk. Ticket jay walkers and increase the police to return the island to the owners, not renters. not tourist. As always they are welcome, lets not because party beach exclusively, we are headed that way. Orange Beach has excellent control of the Beach. We can do the same 1. Roundabout Yes 2. Raise toll Yes Automate the tolls - If they are automated then the toll price cane be used to affect behavior - Early morning toll $2.00 - Afternoon toll $4.00 - Weekend toll higher

Jack Womack (850-454-4186) -No parking garage!! We have too many people on the beach now during Blue Angles Mardi Gras, Etc.

Randy Sharp (850-916-0120) -Alternative A does not accomplish anything because vehicles will still be held up by crossing pedestrians. Alt. B is much better than A, but I see people avoiding trek up & down & option to J. walk. Toll plaza. Moving to a totally automated sun pass system will probably tick off some tourist that get their tolls mailed to them after vacation - of course including A "convenience fee"

Wayne & Patricia Holt (850 916-4334) -SRIA Parking deck turned N/S orientation-lessens visual impact. Possible Parking behind sheriff's substation too big - Take up too much of the beach - make it smaller -

We think the pedestrians will do their best not to use A Ped overpass \. Raise Island toll to help pay for this - It will take legislative action. Additional pedestrian underpass @ Hilton Area. Yes, but most effective. Expand traffic circle diameter at least 50 feet - The larger the circle the more efficient. Possibly extend elev roadway

Sandra Holman (850-748-0902) -(1) The traffic is not as big a problem as the compasity of the sewage plant . Building is ongoing and nothing is done about the mess sewage generated. Is nobody concerned except me? Stop the building until sewage problem is addressed. (2) What are the plans to control the flooding from the ground at high tide on Ensanada Uno?

Michael Wolf (850-698-2256) -Separate Ped. & Vehicular Traffic C = Most attractive & Functional Alternative

Lynn Clark (239-336-4215) -Anything that keep cars moving. - Parking garage a must - Parking between ave. 17&18 Good for Our Lady of assumption church - Roundabouts a great idea!

Tom Pruter (850-380-0997) -the combination of roundabout and pedestrian boardwalks appear to be a combination of safety and mid grade cost. Elevated walkways can be designed to incorporate beach motif grillworks and level "beauty" to otherwise potential eyesores. We need to solicit support from the beach residents as well as the general Escambia county population. All we do to improve the flow of traffic to/from the beach is a benefit and contribution to reputation of Pensacola Beach. Our summer visitors are our best sales teams for promoting Pensacola Beach as a wonderful family vacation location.

Andrea Miller () -I like the idea of the roundabouts and separating the pedestrians from the vehicles. I don't have a strong preference either way but due to the increased lost of the underground walkways, option B might be better. I definitely disagree with option A because I dont think you are going to see that big of difference in the results and you are still going to spend a lot of money. Having pedestrians cross at the roundabouts goes against the purpose of this project. I agree with the parking garage of SRIA by the Sherriff's substation but not the lot on the other side of Casino Beach Bar or the one by the fire station. I dont

think there's a need for a lot at the fire station. People coming onto the island want to go to the main beach. This would be full on holidays but not on a regular basis. I do thin the SRIA lot should involve commercial businesses, whether on the bottom floor as restaurants or retail or on the top floor which would offer a beautiful view. one suggestion for the land instead of the parking lot would be to use the land as a swimming pool for the community.

Jan Chapman (850-261-3725) -(NO) at grade crosswalks No parking lot residential area (firehouse). There are no restrooms. Underpass best of ALC solutions

Dell Lori (850-525-4965) -No comments

Lawrence Smith (214-543-5157) -A will not affect pedestrian flow which is 50% of problem other than stoplights. Not favorable B. Will ramps for walkways be ADA compliant? C. What is water table on beach? Will it affect digging underpass? Also what about drainage for flooding during rain as Via de Luna floods oftern on south side. Also will homeless use it as a shelter. How will product be funded? Perhaps we should charge for parking!

Diane Davis (850-889-6766) -But with regret for beautiful local business and design. Perhaps extra signage at underpass. Great work. Thank you

Karen Holland (850-393-4333) -Education for the public will be a key element. Knowing that they must cross over the elevated crossways.

Patricia Jackson ((760) 855-5544) -Too many crazy drivers. One wreck and traffic backs up forever. Only answer is to limit cars on beach. We are a small area and cannot possibly accommodate so many. We should strive to be more exclusive - raise prices all over the beach Sanibel & Captiva and upscale - or charge for parking

Max Scroggin (850-748-0573) -Need another 3rd maybe smaller roundabout toward Ft. Pickens at the parking lot entrance Please! Great Job!

Theresa Scroggin (850-501-1439) -All alternatives will be an improvement however you need another 3rd maybe smaller roundabout toward Ft. Pickens @ parking lot entrance

Mary Stinson () -A) Worry about people crossing traffic at ground level B) don't like up & down of this option C) under passes need to be very wide so women crossing alone don't feel frightened. But is best (only) choice from my pint of view

Ty Cowen (850-293-4457) -No comments

Michael Vandenberg (850-206-6936) -(1) At grade crosswalks no good slow traffic too much. (2) at grade parking lot at SRIA site most cost effective & more sites. (3) most parking at casino beach best option - best for safety (4) thanks for your help! Thanks! Mike V

Tommie Toler () -The proposed parking lot next to the SRIA property on the beach fire station: should not be located in the residential area. Will not relive the parking problems at Casino Beach. Visitors are parking at the churches parking lots now.

Lloyd Mattair (850-433-7538) -No comments

Julie Estess (850-449-8568) -No comments

Yana Shanholtzer () -No comments

Janet Mayeaux (850-501-3266) -(1) Auto traffic & Pedestrian Traffic must be separated. (2) I like option C the best but think economically B is more feasible (3) I think post-storm clean-up/repair must be considered. (4) I am concerned about traffic coming from Ft. Pickens

	Rd. to exit the beach. Will they be able to get into the circle& out to go over the bridge. I dont want cars to back up on Ft. Pickens Rd. Carolyn Schnabl (850-607-0958) -None of these above A redlight at sidelines would allow people to turn left and go home to Pensacola KISS Sean Eklund () -Alternative B is not only cheaper than alternative C it seems like a much safer alternative. Al Lucia (972-839-3007) -Roundabout idea is a good solution. People will have to learm how to maneuver them or not come to the beach :-)
Request for Information	The following stakeholders made requests for information. The information was provide via email. • Drew Buchanon – The Pulse – requested meeting materials – materials were provided via email • Rebekah Ward – requested meetings materials for Julian McQueen, Marilyn Hess and Robert Rinke. The materials were provided via email.
Action Items:	On October 31, 2016, images of the meeting materials and displays were uploaded to the county website.(See appendix for copy) EPR will continue to follow-up with resident requests for information.
Appendix:	Appendix items include: Meeting invitations (Postcards and letters) Public official and staff mailing list Sign-in sheets Meeting handouts Comment forms Displays Meeting photos

Board of County Commissioners • Escambia County, Florida

Colby Brown, P.E.
Deputy Director
Transportation & Traffic Operations

October 17, 2016

The Honorable Grover C. Robinson IV, Commissioner
Escambia County Commissioners, District 4
221 Palafox Place
Suite 400
Pensacola, FL 32502

Subject: **Pensacola Beach Congestion Management Plan**
Public Meeting
Pensacola Beach
Escambia County, Florida

Dear Commissioner Robinson IV:

The Escambia County Board of County Commissioners has scheduled a public meeting for the Pensacola Beach Congestion Management Plan. This project aims to develop a long-term capital improvement plan, with the goal of relieving traffic congestion in Pensacola Beach. The project also includes the implementation and planning of short-term projects that have been identified to provide immediate congestion relief over the next several years as long-term projects are developed and funded through the Pensacola Beach Congestion Management Plan.

The workshop will be held on **Tuesday, Oct. 25, 2016, from 5:30 to 7 p.m.** at the **Pensacola Beach Community Church (Randle Hall), located at 920 Panferio Drive, Pensacola Beach, FL 32561**.

The purpose of this meeting is to present the congestion management options, which were prepared based on the comments received from the public at the April project Kickoff Meeting. The meeting will be held in open house format with maps, display boards, a digital overview presentation and forms on which participants may share their comments.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Bonita Player at (850) 602-9232 at least seven days prior to the meeting. Hearing-impaired citizens can call the toll-free TDD number and relay service at 1-800-955-8771.

Project-related information may also be obtained by contacting Bonita Player or Randy Fuller at (850) 602-9232 or via email at pcolabeachtrafficplan@epr-florida.com. You may also visit the project website at https://myescambia.com/pensacola-beach/congestion-management-plan.

Sincerely,

David Forte
Division Manager
Escambia County Public Works Department

Company	Salutation	Title	First Name	Last Name	Greeting Line	Company Name	Address 1	Address 2	City	State	Postal Code	Notes	Email	Company
Escambia County Commissioners, District 2	The Honorable Doug Underhill, Commissioner	The Honorable	Doug	Underhill	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4920	district2@myescambia.com	Escambia County Commissioners, District 2
Escambia County Commissioners, District 4	The Honorable Grover C. Robinson IV, Commissio	The Honorable	Grover C.	Robinson IV	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4940	district4@myescambia.com	Escambia County Commissioners, District 4
Escambia County Commissioners, District 3	The Honorable Lumon May, Commissioner	The Honorable	Lumon	May	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4930	district3@myescambia.com	Escambia County Commissioners, District 3
Escambia County Commissioners, District 5	The Honorable Steven Barry, Commissioner	The Honorable	Steven	Barry	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4950	district5@myescambia.com	Escambia County Commissioners, District 5
Escambia County Commissioners, District 1	The Honorable Wilson Robertson, Commissioner	The Honorable	Wilson	Robertson	Commissioner	Escambia County Board of County Commissioners	221 Palafox Place	Suite 400	Pensacola	FL	32502	(850) 595-4910	district1@myescambia.com	Escambia County Commissioners, District 1
City of Pensacola Council, District 3	The Honorable Andy Terhaar, Councilman	The Honorable	Andy	Terhaar	Councilman	City of Pensacola-District 3	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 377-3949	aterhaar@cityofpensacola.com	City of Pensacola Council, District 3
City of Pensacola Council, District 6	The Honorable Brian Spencer, Councilman	The Honorable	Brian	Spencer	Councilman	City of Pensacola-District 6	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 426-8314	bspencer@cityofpensacola.com	City of Pensacola Council, District 6
City of Pensacola Council, District At large B Seat	The Honorable Charles Bare, Councilman	The Honorable	Charles	Bare	Councilman	City of Pensacola-District At large B Seat	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 426-7935	cbare@cityofpensacola.com	City of Pensacola Council, District At large B Seat
City of Pensacola Council, District 5	The Honorable Gerald Wingate, Councilman	The Honorable	Gerald	Wingate	Councilman	City of Pensacola-District 5	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 607-0185	gwingate@cityofpensacola.com	City of Pensacola Council, District 5
City of Pensacola Council, District 7	The Honorable Jewel Canada Wynn, Councilwom	The Honorable	Jewel Canada	Wynn	Councilwoman	City of Pensacola-District 7	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 346-7264	jcanada-wynn@cityofpensacola.com	City of Pensacola Council, District 7
City of Pensacola Council, District 4	The Honorable Larry B. Johnson, Councilman	The Honorable	Larry B.	Johnson	Councilman	City of Pensacola-District 4	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 435-1609	ljohnson@cityofpensacola.com	City of Pensacola Council, District 4
City of Pensacola Council, District 1	The Honorable P.C. Wu, Councilman	The Honorable	P.C.	Wu	Councilman	City of Pensacola-District 1	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 477-5279	pcwu@cityofpensacola.com	City of Pensacola Council, District 1
City of Pensacola Council, District 2	The Honorable Sheri F. Myers, Councilwoman	The Honorable	Sheri F.	Myers	Councilwoman	City of Pensacola-District 2	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	(850) 484-0902	smyers@cityofpensacola.com	City of Pensacola Council, District 2
City of Pensacola	The Honorable Ashton Hayward, Mayor	The Honorable	Ashton	Hayward	Mayor	City of Pensacola	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	850-435-1626	mayorhayward@cityofpensacola	City of Pensacola
City of Pensacola	Mr. Eric Olson, City Administrator	Mr.	Eric	Olson	Mr.	City of Pensacola	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	850-435-1626	eolson@cityofpensacola.com	City of Pensacola
City of Pensacola	Mr. Keith Wilkins, Assistant City Administrator	Mr.	Keith	Wilkins	Mr.	City of Pensacola	Pensacola City Hall	222 W. Main St.	Pensacola	FL	32502	850-435-1626	kwilkins@cityofpensacola.com	City of Pensacola
City of Gulf Breeze	The Honorable Matt Dannheisser, Mayor	The Honorable	Matt	Dannheisser	Mayor	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 934-5115	mayor@gulfbreezefl.gov	City of Gulf Breeze
City of Gulf Breeze	The Honorable Cherry Fitch, Councilwoman	The Honorable	Cherry	Fitch	Councilwoman	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 934-5115	cfitch@gulfbreezefl.gov	City of Gulf Breeze
City of Gulf Breeze	The Honorable Joseph Henderson, Mayor Pro Te	The Honorable	Joseph	Henderson	Mayor Pro Tem	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 748-6395	joehenderson62@att.net	City of Gulf Breeze
City of Gulf Breeze	The Honorable Rene Bookout, Councilwoman	The Honorable	Rene	Bookout	Councilwoman	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 932-2392	RBookout@gulfbreezefl.gov	City of Gulf Breeze
City of Gulf Breeze	The Honorable David G. Landfair, Councilman	The Honorable	David G.	Landfair	Councilman	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 934-5115	dlandfair@gulfbreezefl.gov	City of Gulf Breeze
City of Gulf Breeze	Mr. Buzz Eddy, City Manager	Mr.	Buzz	Eddy	Mr.	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 934-5115	eaeddy@gulfbreezefl.gov	City Manager, City of Gulf Breeze
City of Gulf Breeze	Mr. Curt Carver, Deputy City Manager	Mr.	Curt	Carver	Mr.	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	(850) 203-6033	CCarver@gulfbreezefl.gov	Deputy City Manager, City of Gulf Breeze
City of Gulf Breeze	Mr. Nathan Ford, Assistant to the City Manager	Mr.	Nathan	Ford	Mr.	City of Gulf Breeze	Gulf Breeze City Hall	1070 Shoreline Drive	Gulf Breeze	FL	32561	850-934-5153	nford@gulfbreezefl.gov	Assistant to the City Manager, City of Gulf Breeze
Santa Rosa Island Authority	Mr. Dave Pavlock, Chairman and SRIA Board Men	Mr.	Dave	Pavlock	Mr.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	arrodave@gulf.net	Santa Rosa Island Authority Chairman
Santa Rosa Island Authority	Mr. Thomas Campanella, SRIA Board Member	Mr.	Thomas	Campanella	Mr.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	janice_gilley@sria-fla.com	Santa Rosa Island Authority Vice President
Santa Rosa Island Authority	Mr. Jerry Watson, SRIA Board Member	Mr.	Jerry	Watson	Mr.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	jerry_watson@sria-fla.com	Santa Rosa Island Authority Secretary/Treasurer
Santa Rosa Island Authority	Ms. Karen Sindel, SRIA Board Member	Ms.	Karen	Sindel	Ms.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	karen_sindel@sria-fla.com	Santa Rosa Island Authority Acting Secretary/Treasurer
Santa Rosa Island Authority	Ms. Janice Gilley, SRIA Board Member	Ms.	Janice	Gilley	Ms.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	tammy_bohannon@sria-fla.com	Santa Rosa Island Authority Board Member
Santa Rosa Island Authority	Ms. Tammy Bohannon, SRIA Board Member	Ms.	Tammy	Bohannon	Ms.	Santa Rosa Island Authority	SRIA Board Member	P.O. Box 1208	Pensacola Beach	FL	32561	(850) 932-2257	thomas_campanella@sria-fla.com	Santa Rosa Island Authority Board Member
Northwest Florida Water Management District	Mr. Brett Cyphers, District Director	Mr.	Brett	Cyphers	Mr.	Northwest Florida Water Management District	81 Water Management Drive		Havana	FL	32333	(850) 539-5999	brett.cyphers@nwfwater.com	District Director, Northflorida Water Management District
Northwest Florida Water Management District	Mr. Guy Gowens, Assistant District Director.	Mr.	Guy	Gowens	Mr.	Northwest Florida Water Management District	81 Water Management Drive		Havana	FL	32333	(850) 539-5999	guy.gowens@nwfwater.com	Assistant District Director,Northflorida Water Management District
West Florida Regional Planning Council	Mr. Austin Mount, Executive Director	Mr.	Austin	Mount	Mr.	West Florida Regional Planning Council	West Florida Regional Planning Council	P.O. Box 11399	Pensacola	FL	32524	(850) 332-7976, ext. 201	austin.mount@wfrpc.org	Executive Director, West Florida Regional Planning Council
Florida-Alabama Transportation Planning Organization	Ms. Mary Beth Washnouth, Transportation Mana	Ms.	Mary Beth	Washnouth	Ms.	Florida-Alabama Transportation Planning Organization	P.O. Box 11399		Pensacola	FL	32524	(850) 332-7976, ext: 229	MaryBeth.Washnock@wfrpc.org	Transportation Manager,West Florida Regional Planning District
Escambia County Area Transit (ECAT)	Mr. Mike Crittenden, General Manager	Mr.	Mike	Crittenden	Mr.	Escambia County Area Transit (ECAT)	1515 West Fairfield Drive		Pensacola	FL	32501	(850) 595-3228	mcrittenden@co.escambia.fl.us	General Manager, Escambia County Area Transit
Escambia County Area Transit (ECAT)	Ms. Tonya Ellis, Director of Marketing and Comm	Ms.	Tonya	Ellis	Ms.	Escambia County Area Transit (ECAT)	1515 West Fairfield Drive		Pensacola	FL	32501	(850 595-3228, ext:	tellis@co.escambia.fl.us	Director of Marketing and Community Affairs, Escambia County Area Transit
Gulf Breeze High School	Mr. Danny Brothers, Principal	Mr.	Danny	Brothers	Mr.	Gulf Breeze High School	675 Gulf Breeze Pkwy		Gulf Breeze	FL	32561	(850) 916-4100	brothersd@santarosa.k12.fl.us	Principal
Santa Rosa County School District	The Honorable Tim Wyrosdick, Superintendent	The Honorable	Tim	Wyrosdick	Superintendent	Santa Rosa County School District	5086 Canal Street		Milton	Fl	32570	(850) 983-5000	wyrosdickt@santarosa.k12.fl.us	Superintendent
Escambia County	Mr. Jack R. Brown, County Administrator	Mr.	Jack R.	Brown	Mr.	Escambia County	221 Palafox Place	Suite 420	Pensacola	FL	32502	(850) 595-4946	administrator@myescambia.com	County Administrator, Escambia County
Escambia County	Ms. Amy Lovoy, Assistant County Administrator	Ms.	Amy	Lovoy	Ms.	Escambia County	221 Palafox Place		Pensacola	FL	32502	(850) 595-3935		Assistant County Administrator, Escambia County
Escambia County - Public Works	Ms. Joy D. Blackmon, P.E., Bureau Chief/County E	Ms.	Joy D.	Blackmon, P.E.	Ms.	Escambia County - Public Works	3363 West Park Place		Pensacola	FL	32505	(850) 595-3434	joy_blackmon@co.escambia.fl.us	Bureau Chief/County Engineer,Escambia County
Escambia County - Public Works	Mr. David Forte, Deputy Director	Mr.	David	Forte	Mr.	Escambia County - Public Works	3363 West Park Place		Pensacola	FL	32505	(850) 554-2041		Project Manager
Escambia County - Public Works	Mr. Colby Brown, Deputy Director	Mr.	Colby	Brown	Mr.	Escambia County - Public Works	3363 West Park Place		Pensacola	FL	32505	(850) 595-3404	traffic@myescambia.com	Deputy Director
Escambia County - Planning and Development	Mr. Horace Jones, Division Manager	Mr.	Horace	Jones	Mr.	Escambia County - Planning and Development	213 Palafox Place		Pensacola	FL	32502	(850) 595-3625	hljones@co.escambia.fl.us	Division Manager
Escambia County - Emergency Management	Mr. John Dosh, Chief of Emergency Management	Mr.	John	Dosh	Mr.	Escambia County - Emergency Management	6575 North W Street		Pensacola	FL	32505	(850) 471-6400	john_dosh@co.escambia.fl.us	Chief of Emergency Management
Escambia County School District	The Honorable Malcolm Thomas, Superintendent	The Honorable	Malcolm	Thomas	Superintendent	Escambia County School District	75 N. Pace Blvd.		Pensacola	FL	32505	(850) 469-6130	mthomas@escambia.k12.fl.us	Superintendent, Escambia County School District
Escambia County Sheriff Department	Mr. David Morgan, Sheriff	Sheriff	David	Morgan	Sheriff	Escambia County Sheriff Department	1700 West Leonard Street		Pensacola	FL	32501	(850) 436-9630	aingram@escambiaso.com	Sheriff
Pensacola International Airport	Mr. Dan Flynn, Director	Mr.	Dan	Flynn	Mr.	Pensacola International Airport	P.O. Box 12910		Pensacola	FL	32521	(850) 436-5000	dflynn@cityofpensacola.com	Interim Director
Greater Pensacola Chamber of Commerce	Mr. Clay Ingram, President	Mr.	Clay	Ingram	Mr.	Greater Pensacola Chamber of Commerce	117 West Garden Street		Pensacola	FL	32502	(850) 438-4081	cingram@pensacolachamber.cor	President
City of Pensacola - Planning Services	Ms. Sherry Morris, Planning Services Administrat	Ms.	Sherry	Morris	Ms.	City of Pensacola - Planning Services	P.O. Box 12910		Pensacola	FL	32521	(850) 435-1670	smorris@cityofpensacola.com	Planning Services Administrator
City of Pensacola - Public Works and Facilities	Mr. L. Derrik Owens, P.E., Director	Mr.	L. Derrik	Owens, P.E.	Mr.	City of Pensacola - Public Works and Facilities	P.O. Box 12910		Pensacola	FL	32521	(850) 435-1755	dowens@cityofpensacola.com	Director
Visit Pensacola	Ms. Leslie Brosofsky, Executive Assistant	Ms.	Leslie	Brosofsky	Ms.	Visit Pensacola	1401 E Gregory St		Pensacola	Fl	32502	(850) 433-5398	lbrosofsky@visitpensacola.com	Executive Assistant
Visit Pensacola	Mr. Steve Hayes, President	Mr.	Steve	Hayes	Mr.	Visit Pensacola	1401 E Gregory St		Pensacola	Fl	32502	(850) 433-5398	shayes@visitpensacola.com	President
Pensacola Beach Chamber of Commerce	Ms. Nicole Stacey, President	Ms.	Nicole	Stacey	Ms.	Pensacola Beach Chamber of Commerce	7 Casino Beach Boardwalk		Pensacola Beach	FL	32561	(850) 932-1500	penbeach@visitpensacolabeach.	President
Santa Rosa Island Authority	Mr. Paolo Ghio, Executive Director	Mr.	Paolo	Ghio	Mr.	Santa Rosa Island Authority	SRIA Board Department	P.O. Box 1208	Pensacola Beach	Fl	32562	(850) 932-2257	paolo_ghio@sria-fla.com	Executive Director of Environmental And Developmental Services
Santa Rosa Island Authority	Ms. Robbie Schrock, Director of Administration	Ms.	Robbie	Schrock	Ms.	Santa Rosa Island Authority	SRIA Board Department	P.O. Box 1208	Pensacola Beach	Fl	32562	(850) 932-2257	robbie_schrock@sria-fla.com	Director of Administration
Santa Rosa Island Authority	Ms. Dottie Ford, Director of Finance	Ms.	Dottie	Ford	Ms.	Santa Rosa Island Authority	SRIA Board Department	P.O. Box 1208	Pensacola Beach	Fl	32562	(850) 932-2257	Dottie_Ford@sria-fla.com	Director of Finance
Santa Rosa Island Authority	Ms. Cheryle Dill, President	Ms.	Cheryle	Dill	Ms.	Santa Rosa Island Authority	SRIA Board Department	P.O. Box 1208	Pensacola Beach	Fl	32562	(850) 932-2257	cheryle_dill@sria-fla.com	HR and Events Coordinator
Bechtol-Productions	Mr. T Bubba Becthol Jr., President	Mr.	T Bubba	Becthol Jr.	Mr.	Bechtol-Productions	339 Panferio Drive		Gulf Breeze,	Fl	32561	(800) 754-9404	www.tbubba.com	President
The Sandshaker Lounge & Package Store, LLC	Ms. Beverly Campbell, Owner	Ms.	Beverly	Campbell	Ms.	The Sandshaker Lounge & Package Store, LLC	731 Pensacola Beach Blvd		Pensacola Beach	Fl	32561	(850) 380-8772	bev@snadshaker.com	Owner
McGuire's Irish Pub, Crabs We got Them, Flounders (	Mr. McGuire Martin, Owner	Mr.	McGuire Martin	McGuire Martin	Mr.	McGuire's Irish Pub, Crabs We got Them, Flounders Chowder He	600 E Gregory Street		Pensacola Beach	Fl	32505	(850) 433-6715	www.Miquireirishpub.com	Owner
Pensacola Downtown Improvement Board	Mr. John Peacock John Peacock, Chairman	Mr.	John Peacock	John Peacock	Mr.	Pensacola Downtown Improvement Board	41 North Jefferson Street, Suite 401		Pensacola Beach	Fl	32502	(850) 438-3815		Chairman
University of West Florida - Historical Trust	Mr. Robert Overton,Jr Robert Overton,Jr, Executi	Mr.	Robert Overton,Jr	Robert Overton,Jr	Mr.	University of West Florida - Historical Trust	120 Church Street		Pensacola Beach	Fl	32502	(850) 595-5985 #106	roverton@uwf.edu.com	Executive Director
Margaritiville Beach Hotel/Little Sabine LLC	Ms. Marilyn Hess Marilyn Hess, President	Ms.	Marilyn Hess	Marilyn Hess	Ms.	Margaritiville Beach Hotel/Little Sabine LLC	500 S Palafox St., Suite 200		Pensacola Beach	Fl	32502	(850) 916-9755	marilynhess@aol.com	President
Attorney	Mr. James Reeves, Attorney	Mr.	James	Reeves	Mr.	Attorney	730 Bayfront Pkwy,Suite 4B		Pensacola Beach	Fl	32502	(850) 438-4400	jireeves@bellsouth.net	Attorney
Island Times	Ms. Sherry Johnson , Publisher	Ms.	Sherry	Johnson	Ms.	Island Times	PO Box 844		Gulf Breeze	Fl	32562	(850) 748-6878	shelley@myislandtimes.com	Publisher
Levin Rinke Resort Realty	Mr. Robert Rinke, Owner	Mr.	Robert	Rinke	Mr.	Levin Rinke Resort Realty	10 Portofino Dr		Pensacola Beach	Fl	32561	(850) 916-5050		Co-Owner
Pensacola Beach Advocates	Ms. Terry Preston, Government Affairs Committe	Ms.	Terry	Preston	Ms.	Pensacola Beach Advocates	5 Ensenada Quatro		Pensacola Beach	Fl	32561	(850) 384-6884	terry@ehsmadeeasy.com	Government Affairs Committee Chair
Innsfree Hotel	Mr. Julian McQueen, CEO	Mr.	Julian	McQueen	Mr.	Innsfree Hotel	113 Bay Bridge Drive		Gulf Breeze	FL	32561			CEO
James J. Reeves office -	Ms. Cara Morris, Office Manager	Ms.	Cara	Morris	Ms.	James J. Reeves office -	730 Bayfront Pkwy,Suite 4B		Pensacola Beach	Fl	32502	(850) 438-4400	jjreeves.esq@gmail.com	Office Mananger
Pensacola Beach Elementary School	Mr. Jeff Castleberry, Principal	Mr.	Jeff	Castleberry	Mr.	Pensacola Beach Elementary School	900 Via DeLuna		Pensacola Beach	Fl	32561	(850) 934–4020	jcastleberry@escambia.k12.fl.us	Principal
Pensacola Beach Coummunity Church	Mr. Gordon Paulus, Senior Deacon	Mr.	Gordon	Paulus	Mr.	Pensacola Beach Coummunity Church	920 Panferio Drive		Pensacola Beach	Fl	32561	(850) 932-6628		Senior Deacon
Our Lady of the Assumption Mission	Monsignor Luke Hunt, Monsignor	Monsignor	Luke	Hunt	Monsignor	Our Lady of the Assumption Mission	920 Via De Luna		Pensacola Beach	Fl	32561	(850) 932-2859		Pastor
Innsfree Hotel	Mr. Michael W. Nixon, CHA, President	Mr.	Michael	Nixon	Mr.	Innsfree Hotel	113 Bay Bridge Drive		Gulf Breeze	FL	32561	(850) 934-3603		
Innsfree Hotel	Mr. Jason Nicholson, CHA, Vice-President	Mr.	Jason	Nicholson	Mr.	Innsfree Hotel	113 Bay Bridge Drive		Gulf Breeze	FL	32561			

12x6+6+1+1+1+1+1 +14

Pensacola Beach Congestion Management Plan
Sign-In Sheet
Public Open House

October 25, 2016

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Brown Rick	1 Sugar Bowl Lane Pensacola Bch	32561	navarrecoe@att.net	850-512-7667	—
David Forte	3363 West Park Place, PCLAFL	32505	DVForte@myescambia.com	850 595-3404	Escambia County
Diane Smith	5453 Powe Trail Place	32571			—
GEORGE CALLENDER	9 SUGAR BOWL LANE PENSACOLA BEACH, FL	32561	CALLENDG@BELLSOUTH.NET	803-270-9307	—
Ted Woolcock	1515 W Fairfield Dr Pensacola	32501	Twoolcoc@co.escambia.fl.us	850 595 3228	ECAT
Melissa Daniel	Pensacola News Journal				
Sean Eklund	4231 Cambridge Way	32571	Eklunds147@gmail.com		
CHRIS SHEARMAN	14 Sabine Dr	32561	CHRISSHEARMAN@MSN.COM		
Julie Estess	220 W. Garden	32502	jwelk@accustaff.com	477-9915	AccuStaff
Amanda Taft	221 Palafox Pl	32502	ALTAFT@myescambia	595 4971	BC
Tom Pruter	436 Ft Pickens	32561	TPRUTER27@GMAIL.	—	TREEHOUSE
Al Lucia	74 Calle Marbella	32561	al@adlassociates.com	—	—

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Pensacola Beach Congestion Management Plan
Sign-In Sheet
Public Open House

October 25, 2016

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
2 KIM & BILL RAY	850 FT PICKENS #540 P.B.	32561	WRRAYIII@AOL.COM		
JACK WOMACK	1044 FT. PICKENS RD	32561	BLACKJACK2WOMACK AT GMAIL.COM		
Steve Young	News Radio 1620, Pcola	32561	news@newsradio1620.com		NewsRadio1620
LORI DELL	330 Ft. Pickens Rd, 500 Quietwater Beach Rd	32561	lorid113@yahoo		
Diana Davis	4 La Caribe Dr	32561	floridianadavis@gmail.com		
LYNN CLARK	1620 BULEVAR MENDOR BEACH	32561	LCLARK1581@GMAIL.COM		OUR LADY OF ASSUMPTION
May Stinson	721 Pns Beach Blvd	32561			
Sandra Holman	1723 Esenado Uno	32561			
2 Ray + Carol Ascherfeld	901 Ariola Dr P.B.	3261	RCAscherfeld@gmail.com		
L Cox	1600 Via De Luna	32561			
Jim Stephens	802 Rio Vista	32562			
[illegible]	811 VIA DeLuna DR	32561			

Pensacola Beach Congestion Management Plan
Sign-In Sheet
Public Open House

October 25, 2016

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Jim Cox + Lila Cox	423 Williamsburg Dr	GB 32561			PBA
Terry Preston	5 Ensenada Quatro	32561			PBA

Pensacola Beach Congestion Management Plan
Sign-In Sheet
Public Open House

October 25, 2016

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Janet Mayeaux	5624 Russell Dr ~~1100 Ft Pickens Rd~~ Milton	32570	kidzmom1029@yahoo.com		
Lloyd Mattair	1207 Panferio	32561	lloyd@mattairconstructor.com		
Deborah Graves	22 VIA DELUNA #1102	32561	graves336@AOL.com		
TONYA ELLIS	(on file)				ECAT
DAVE PAVLOCK	SRIA	32533	ARRODAVE@GCCF.NET		
Walter Pierce	10 Portofino dr	32561	walter@WalterPierce.com	434-9444	
NEAL Colley	11 Pinetree Dr	3254	—	—	—
Jim Matt Mandwin (2)		32561			
YShanholtzer	1305 Sterling Pt PL GB	32563	yshan@mchsi.com	—	—
Jeff Huggins	6526 East Bay Blvd	32563			
(2) Sammie + Newman Rodgers	1404 Via Deluna	61	Rodgers.Sammie@gmail.com		

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Pensacola Beach Congestion Management Plan
Sign-In Sheet
Public Open House

October 25, 2016

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Patricia Holt	17 Sugar Bowl	32561			
WAYNE HOLT	" " "	" " "			
Cheryl Lukehart	800 Maldonado Dr	32561			
Andrea Miller	1608 Bulevar Menor	32561			
Ty Cowen	711 Via De Luna	32561			
Fred Jackson (2)	850 Ft. Pickens #710	32561			
[illegible]	1600 Via De Luna #208	32561			
John Cosh	109 Avenida 23	32561			
Carol Schnall	808 LARGO DRIVE	32561			
Theresa + Max Scroggin	903 Rio Vista	32561			
Mike [illegible]	1692 Calle Bonita	32561			
(2) Tim and Ann Sumner	4 Portofino DR #909	32561			

Pensacola Beach Congestion Management Plan
Sign-In Sheet
Public Open House

October 25, 2016

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Kerrianne Jensen	1799 Coast Court	32563	kerrianne jensen 37@gmail.com		
John Dillon	210 Sabine	32561			
Cherry Fitch	306 Plantation Field	32561	cherry.fitch@gmail.com		
Karen Holland	101 Entrada 2	32561	kph1010@mediacombb.net		
Scott Holland	"	"			
(2) Beverly & Sonny Campbell	232 Sabine	32561	beve@sandshaker.com		
(2) Charlie & Kommie Tolar	1000 Panfeno	32561	cfttrt@gmail.com		
(2) Dan & Dione Dunn	1002 Via Deluna	32561	dionedunn@yahoo.com		
(2) Shelley & Richard Johnson	22 Via de Luna	32561	shelley@myislandtimes.com		
Dan Huff, Jr	18 Via De Luna	32561			
Michael Wolf	6048 Augustine Dr Pace, FL. 32571	32571	mike.wolf@riddleassociates@gmail.com		
Debbie Miles	123 Sabine Dr.	32561	debmiles1@aol.com		

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Pensacola Beach Congestion Management Plan
Sign-In Sheet
Public Open House

October 25, 2016

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
Pat Lutz	PNS Bch FL 1044 Ft. Pickens	32561			
NATALIE SOLOWAY	2444 SEMUR RD.	32503			
(2) GENE + MARY VANCE	800 Ft. Pickens #190	32561			
LARRY SMITH	3 PORTOFINO DR #408	32561			
Bob KELLNER (2)	808 VIA DELUNA	32561			
JAN CHAPMAN	815 MACDONALD	32561			
Gary Kramer (3)	4081 E. Olive Road	32514			
Gregg Pachkowski	PNJ	32502			
Phillip & MARY Stewart (2)	1696 Via DeLuna	32561	loganplaid@gmail.com	601-942-2948	
RANDY SHARP (2)	613 Ft PICKENS E212	32561			
Chuck + Lynne Zwerg (2)	1600 Via de Luna D, 606W	32561			

Pensacola Beach Congestion Management Plan
Sign-In Sheet
Public Open House

October 25, 2016

Name (Please Print)	Address	Zip Code	Email	Phone No. (optional)	Organization (optional)
June Guerra	123 Arthur Ave 400 Quietwater Beach	32503		8504769212	Leaseholder
Robert Twelle	114 Avila	32501	r.webb@sbcglobal.net		
STEVE DAVIS	336 FT. PICKENS RD W 107	32561			
Cathy Collins (2)	810 Maldonado				
Doug Collins			userdgc@msn.com		
Benjamin Stevenson	919 Pontar	61			

Obtained from PNJ

Obtained from PNJ

Obtained from PNJ

Obtained from PNJ

April 2016 One on One Meetings

Julian McQueen

Marilyn Hess

Terry Prescount

Jim Reeves

Robert Rinke

Peter Neuhaus - IHMC

Shelly Johnson

John Peacock

Robert Overton

Dave Pavlock

Janice Gilley

Dr. Thomas Capanella

Pensacola Beach Advocates group – Governmental Affairs committee

Nathan Ford (Gulf Breeze)

John Prescount

Mr. Stark

Transit Mtg.

Sandshaker Owners and Lawyer

Attempted meetings with

Jerry Watson and T Bubba

October 2016 One on One Meetings

Paolo Ghio

Tammy Bohannon

Robert Rinke

Marilyn Hess

Julian McQueen

Dr. Thomas Capanella

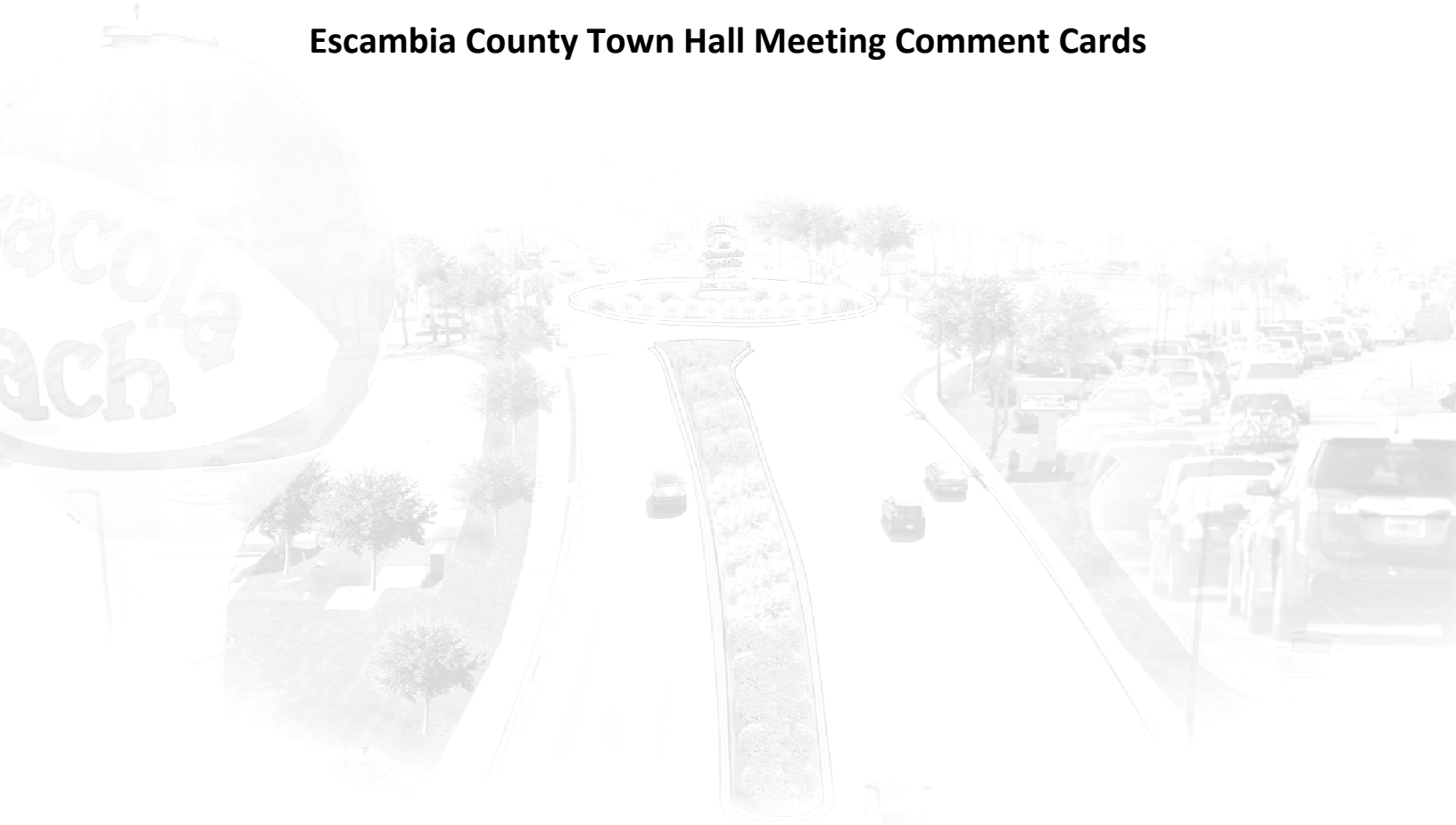
Dave Pavlock

Beverly Campbell

Sunny Campbell

Appendix D

Escambia County Town Hall Meeting Comment Cards



BEACH TRAFFIC

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): SCOTT

LAST NAME (Required): EVANS

ADDRESS: 4 ENSENADA QUATRO, PENSACOLA BEACH

PHONE NUMBER: 704-589-3251

EMAIL: scott.evans@intowncartoonballoons.com

COMMENTS: traffic circles

Beach Traffic

Bob Sikes Bridge Toll Plaza

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): Chris

LAST NAME (Required): Sheatman

ADDRESS: 14 Sabine Dr.
Pensacola Beach, FL 32561

PHONE NUMBER: 850-777-1169

EMAIL: chris@birkshinedownstone.com

COMMENTS:

See attached

Chris Shearman, lived on Beach since 1960, 57 years.

Worked five years as Lifeguard and five years as Part time Building Inspector.

Have been involved in two of about five Master Plans

All the Master Plans over the past 40 years are basically the same: Develop the Commercial, Public or Central Core.

None have been developed simply because of the lack of leadership.

Traffic issue has been the same for at least 57 years. 30 to 40 days per year unless it rains on the weekends.

Big day in 1960 was about 16,000 people.

Big day in 2016 about 116,000.00 people.

Travel times in 1960 up to 1.5 hours coming or going.

Travel times in 2016 up to 1.5 hours coming or going.

Most of the backup leaving the Beach is in Gulf Breeze.

Toll Plaza not the issue, it is simple parking in the Central Public Core

There is no street shoulder parking.

There is less public parking in the Central Core than in 1960.

The roundabouts proposed in the last dog and pony show are laughable.

If someone proposes a roundabout as a solution to a traffic problem please have them drug tested.

The original design in the 50,s was for the beach to be divided in to Public Center Core and East and West residential areas.

For the past 40 years the Island Authority has been canvasing the Residents on what to do to develop the Central Core.

The Residents should not have anything to do with the development of the Central Core, it is for the general public and the residents of

Escambia County which until the mid 70,s paid for the operation of the Beach.

Since the retirement of Jack Cowley, the original Manager, there has been a deep void of leadership.

To be honest The only reason to go to an Island Authority meeting is to remind yourself what paint looks like drying.

No less than five master plans have been paid and presented to the Authority with no action what so ever.

A plan was put forth to the Island Authority to build two parking decks at Casino Beach and put out a RFP for a developer to construct a new Casino Building. The Island Authority approved a plan to spend 25K on a local architect to prepare preliminary plans for the decks and the Casino Building so the RFP could be put out for bids.

The General Manager refused to hire the recommended Architect and follow the direction of the Board, in essence the 25K was wasted.

Recommendation:

1. Next winter modify the turn lane to Fort Pickens Road. The Engineers on the 2nd Floor of the COC Building have the capacity to make this happen.

2. Put out a Casino Beach Redevelopment Proposal which would include two parking decks. (you don't need the residents input)

3. Relocate the Sewerage Treatment Plant to Big Sabine. Redevelop the property.

4. Increase the toll to $2.00 immediately in order to pay for the parking decks and road modifications. Currently people pay up to $20.00 to home owner for parking.

BEACH TRAFFIC

~~BOB SIKES BRIDGE TOLL PLAZA~~

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): GEORGE W SPAIN

LAST NAME (Required): SPAIN

ADDRESS: 2570 BAYOU BLVD
PENSACOLA, FL 32503

PHONE NUMBER: 850-433-6269

EMAIL: ~~ANB~~ ANBSPAIN@COX.NET

COMMENTS: SEE ATTACHED!

EDDIE FRENCH

THANK YOU FOR YOUR PUBLIC SERVICE.

TRANSPORTATION IS A VITAL, HUGE PART OF AMERICAN LIFE.

YOU HAVE AN AWESOME RESPONSIBILITY

SO PRAY FOR WISDOM + VIRTUE!

BLESS YOU ALL! W SPAIN

VISION - LEGACY - CONSEQUENTIAL

GULF BREEZE IS A PRESTIGIOUS, SPLENDID BEDROOM COMMUNITY HOWEVER, I DONT WANT TO GO THERE AND THE MILLIONS OF CITIZENS WEST NORTH OF PENSACOLA DO NOT CHOOSE GULF BREEZE AS THEIR DESINATION EITHER. WE WANT TO VISIT PENSACOLA BEACH OR DRIVE EAST TO FW PC OR TALLAHASSEE. NOR DO WE ~~CAN~~ DESIRE TO CONGEST MAIN ST GULF BREEZE AND MAKE THEM PRISIONERS OF THE BRIDGE.

WHAT ABOUT OUR LEGACY AND RESPONSIBILITY TO ~~OUR~~ THOSE THAT FOLLOW! WHAT WILL THE FUTURE GENERATIONS THINK OF OUR MOTIVES AND TRAFFIC TECHNOLOGY of 2017 WHILE SITTING STILL IN BUMPER TO BUMPER TRAFFIC DAILY IN DT GB.

HOW CONSEQUENTIAL WOULD A PERPETUAL TRAFFIC HAZARD AND BOTTLENECK BE TO FUTURE REGIONAL ECONOMIC DEVELOPMENT AND CITIZEN SAFETY!

MAKE NO MISTAKE, WE WILL LOOSE BIG TIME BEING KNOWN FAR + WIDE FOR TRAFFIC CONGESTION AND THE NOTORIOUS GULF BREEZE SPEED TRAP.

PLEASE LAND THE SOUTH END OF OUR NEW BRIDGE EAST OF GULF BREEZE AND DO YOUR PART TO ADVANCE THE FUTURE OF NW FL + AMERICA!

BEACH TRAFFIC

~~BOB SIKES BRIDGE TOLL PLAZA~~

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): JIM

LAST NAME (Required): COX

ADDRESS: 423 WILLIAMSBURG DR
SURF BREEZE 32561

(13 YEARS A PENSACOLA BEACH RESIDENT)

PHONE NUMBER: 393 2202

EMAIL:

COMMENTS: I STRONGLY believe the roundabouts will worsen the traffic problems on heavy traffic days.

1. On heavy traffic days, cars trying to enter from Ft Pickens Rd will find it difficult to impossible, especially the far left lane.

2. The circles are very small in diameter due to the beach space constraints. There is simply not enough room between the various ingress / egress points to safely

BEACH TRAFFIC

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): _____

LAST NAME (Required): _____

ADDRESS: _____

PHONE NUMBER: _____

EMAIL: _____

COMMENTS: navigate the roundabout and change lanes within the roundabout.

3. Most motorists on heavy traffic days will be the tourists and occasional beach visitors, not residents. They will be confused & inept.

4. Many beach drivers are impaired drivers.

5. Accidents will be frequent, and will completely stop all traffic.

BOB SIKES BRIDGE TOLL PLAZA

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): RUSTY ~~BRANCH~~

LAST NAME (Required): BRANCH

ADDRESS: 1920 PEACHES LN CANTONMENT, FL 32533

PHONE NUMBER: 850.982.2271

EMAIL: rustybranch@gmail.com

COMMENTS: As many SunPass lanes as possible.

BEACH TRAFFIC

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): "

LAST NAME (Required): "

ADDRESS: "

PHONE NUMBER: "

EMAIL: "

COMMENTS: The Escambia MPO suggests the Walk Under / Roundabout Solution

BOB SIKES BRIDGE TOLL PLAZA

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): Claud

LAST NAME (Required): Gillette

ADDRESS: 10820 W Hiway 98
32506

PHONE NUMBER: 850-512-3207

EMAIL: Billy508@gmail.com

COMMENTS: There should Always a Cash Lane.
I am Against "TOTAL" SUN PASS"

BOB SIKES BRIDGE TOLL PLAZA

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): Rick

LAST NAME (Required): Brown

ADDRESS: 1 Sugar Bowl Lane
Pensacola Bch. Fld. 32561

PHONE NUMBER: 850-512-7667

EMAIL: navarreco@att.net

COMMENTS: Our goals are all the same

1. Access for all
2. Safety - Beach can only hold so many people safely + enjoyably
3. Money - Make Money + take care of the Beach

To reach these goals:

1. Automatic Toll - Behavior / Time direct
2. Toll - $2.00 or $3.00 } Early $1.00 Prime Time $3.00 Late $1.00
3. Beach Ambassadors → instead of toll Booth employees
   1. No Beach Tents/Toys/Boards left overnight
   2. Dog Beaches - Not Dog Beach.

Use traffic and tolls to affect behavior in a positive manner.

BOB SIKES BRIDGE TOLL PLAZA

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): Brian

LAST NAME (Required): Underwood

ADDRESS: 1200 Fort Pickens Rd
Pensacola Beach FL 32561

PHONE NUMBER: 850450249

EMAIL: Brianu@1521.com

COMMENTS: The original plan was to convert to Sunpass and Pay-By-Plate to help keep traffic moving. Just Because people dont want to pay the admin fee for pay-by-plate should not derail the plan. & Traffic can not continue to Back up into Gulf Breeze because of the Toll Booth.

BEACH TRAFFIC

To have your comments recorded, hand in this sheet or mail by March 2, 2017 to:
Escambia County BOCC, Transportation and Traffic Operations Division, Attn: David Forte
3363 West Park Place, Pensacola, FL 32505

FIRST NAME (Required): JOE

LAST NAME (Required): PACE

ADDRESS: 908 RIO VISTA DRIVE
PENSACOLA BEACH, FL.
32561

PHONE NUMBER: 850/932-8880

EMAIL: JOEPACEAGENCY@BELLSOUTH.NET

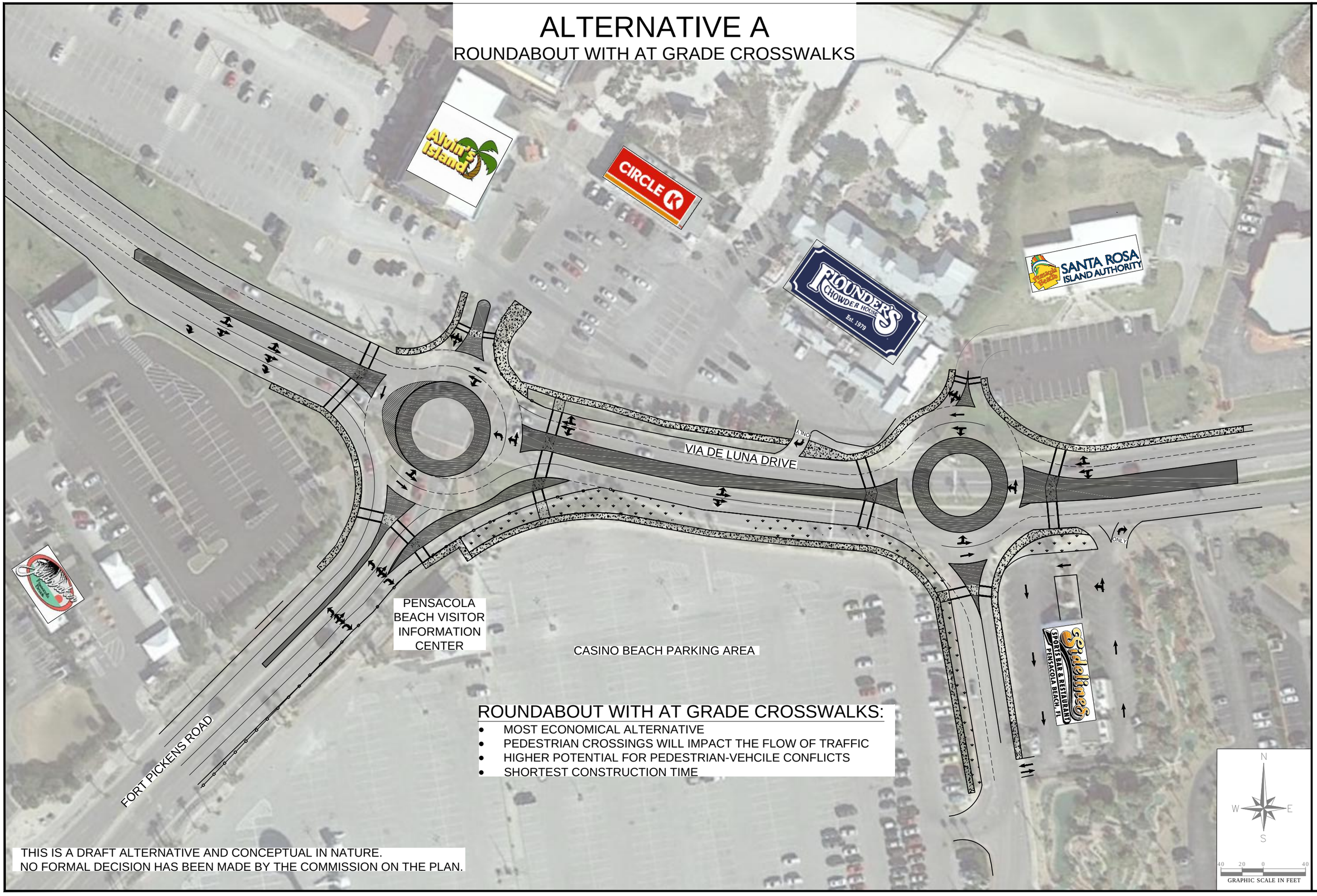
COMMENTS: I KNOW THIS DESIGN WILL NEED TWEEKING AS TO COMING IN + OUT OF 'THE BOARDWALK' AREA. THE MAIN ASPECT OF EFFECTIVELY MOVING THE MOST TRAFFIC ONTO THE BEACH + OFF THE BEACH WOULD SEEM TO BE SOLVED: OVERPASS OVER VIA DE LUNA/FT PICKENS INTERSECTION GOING BOTH WAYS; FT PICKENS ROAD WOULD MERGE INTO; NO TUNNELING AS PEDESTRIANS WOULD WALK SAFELY UNDER OFF OVERPASS

Appendix E

Long Term Congestion Alternatives

ALTERNATIVE A

ROUNDABOUT WITH AT GRADE CROSSWALKS



ROUNDABOUT WITH AT GRADE CROSSWALKS:

- MOST ECONOMICAL ALTERNATIVE
- PEDESTRIAN CROSSINGS WILL IMPACT THE FLOW OF TRAFFIC
- HIGHER POTENTIAL FOR PEDESTRIAN-VEHCILE CONFLICTS
- SHORTEST CONSTRUCTION TIME

THIS IS A DRAFT ALTERNATIVE AND CONCEPTUAL IN NATURE.
NO FORMAL DECISION HAS BEEN MADE BY THE COMMISSION ON THE PLAN.

PENSACOLA BEACH
CONGESTION MANAGEMENT PLAN
ROUNDABOUT WITH AT GRADE CROSSWALKS
ALTERNATIVE A

VOLKERT
Engineers • Surveyors • Planners
6601 N. DAVIS HWY, SUITE 53
PENSACOLA, FL. 32504 Telephone
(850) 477-7485

DRAWN BY:	AMY O'LAUGHLIN
DESIGNED BY:	MIKE WARNKE, P.E.
CHECKED BY:	
REG. ELA. ENC. NO.	64091
DATE:	
DATE:	SEPTEMBER, 2016
PROJECT MANAGER:	DAVID FORTE
DISTRICT:	4
SIGNATURE:	
FIELDBOOK / PAGES:	
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PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

ALTERNATIVE A: ROUNDABOUT WITH AT GRADE CROSSWALKS

FEBRUARY 2017

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ALTERNATIVE B

ROUNDABOUT WITH ELEVATED WALKWAY

ROUNDABOUT WITH ELEVATED WALKWAY:

- INCREASED COST OVER THE PEDESTRIAN AT GRADE
- PROVIDES PROTECTED CROSSING FOR PEDESTRIANS
- INCREASES CAPACITY FOR VEHICLES
- PEDESTRIANS WILL HAVE TO USE RAMP/STAIRS/ELEVATOR TO CROSS
  - TAKES LONGER
  - CAN LEAD TO JAYWALKING (WILL BE DISCOURAGED WITH FENCING AND LANDSCAPING)

THIS IS A DRAFT ALTERNATIVE AND CONCEPTUAL IN NATURE.
NO FORMAL DECISION HAS BEEN MADE BY THE COMMISSION ON THE PLAN.

PENSASCOLA BEACH
CONGESTION MANAGEMENT PLAN
ROUNDABOUT WITH ELEVATED WALKWAY
ALTERNATIVE B

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PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

ALTERNATIVE B: ROUNDABOUT WITH ELEVATED WALKWAY

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ALTERNATIVE C

ROUNDABOUT WITH PEDESTRIAN UNDERPASS

ROUNDABOUT WITH PEDESTRIAN UNDERPASS:

- MOST EXPENSIVE OPTION
- PROVIDES PROTECTED CROSSING FOR PEDESTRIANS
- DIRECT ROUTE FOR PEDESTRIANS
  - NO NEED FOR STAIRS/ELEVATORS
- WILL CAUSE SLIGHT RISE IN THE ROAD (4-6 FEET)
- LONGEST CONSTRUCTION TIME

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PENSACOLA BEACH
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ROUNDABOUT WITH PEDESTRIAN UNDERPASS
ALTERNATIVE C

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ALTERNATIVE C

ROUNDABOUT WITH PEDESTRIAN UNDERPASS

ROUNDABOUT WITH PEDESTRIAN UNDERPASS:

- MOST EXPENSIVE OPTION
- PROVIDES PROTECTED CROSSING FOR PEDESTRIANS
- DIRECT ROUTE FOR PEDESTRIANS
  - NO NEED FOR STAIRS/ELEVATORS
- WILL CAUSE SLIGHT RISE IN THE ROAD (4-6 FEET)
- LONGEST CONSTRUCTION TIME

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PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

ALTERNATIVE C: ROUNDABOUT WITH PEDESTRIAN UNDERPASS

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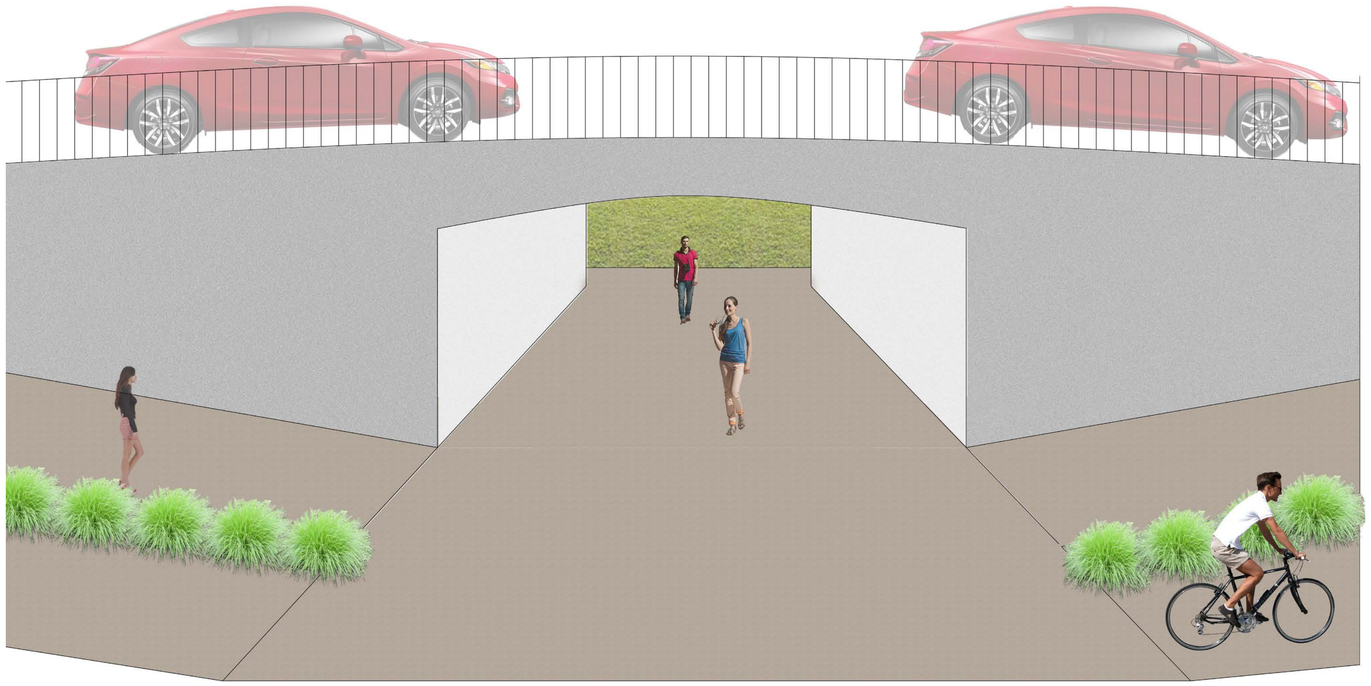

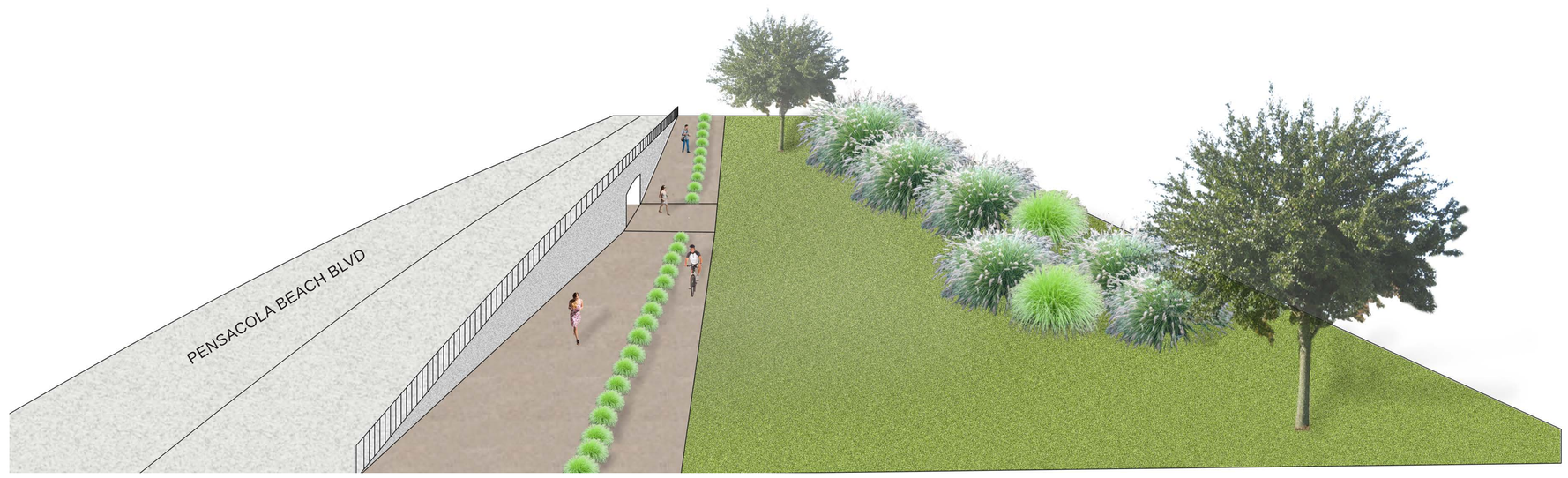

PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

ALTERNATIVE C: ROUNDABOUT WITH PEDESTRIAN UNDERPASS

FEBRUARY 2017

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Appendix F

Existing Parking Areas Map

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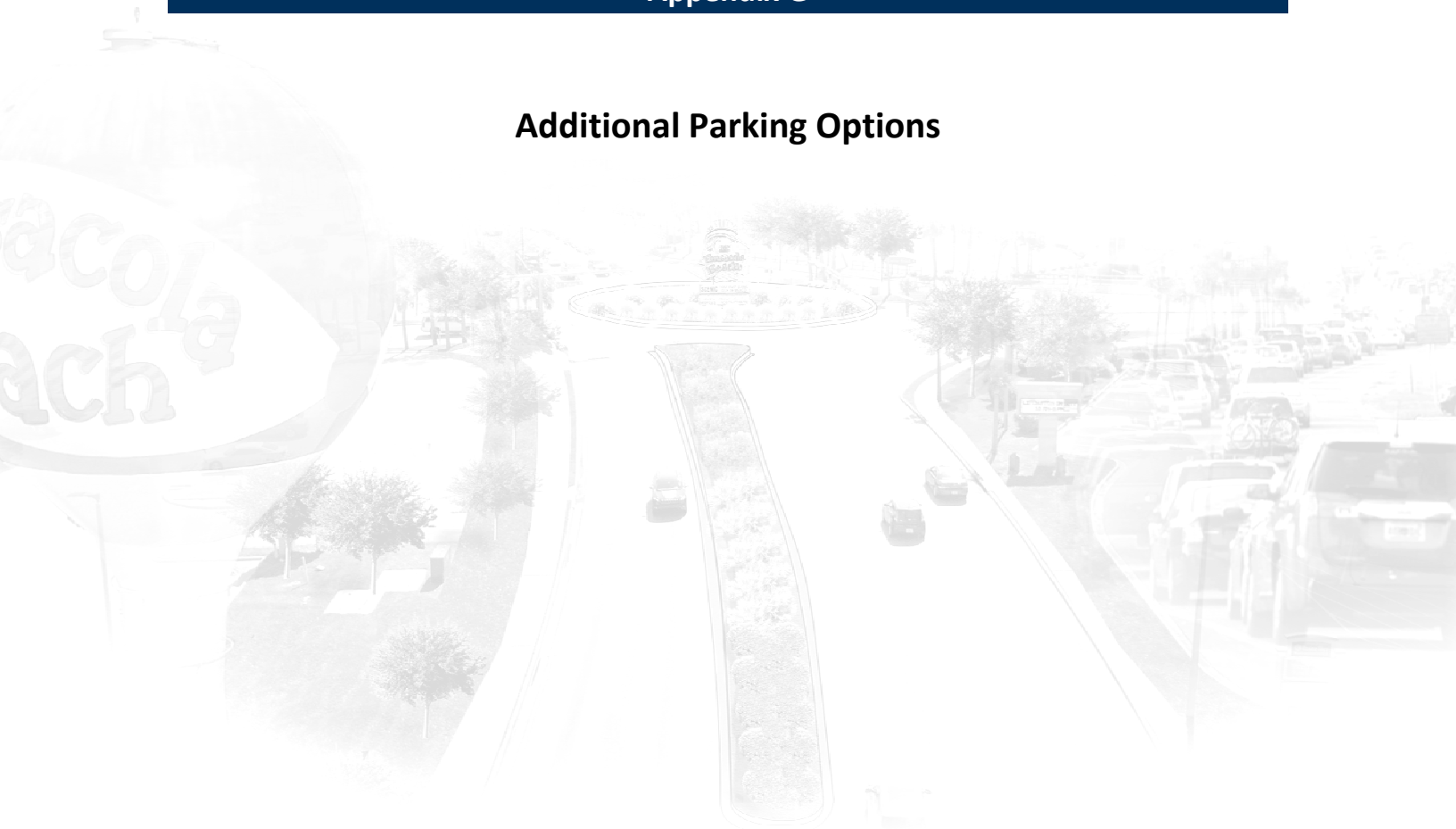
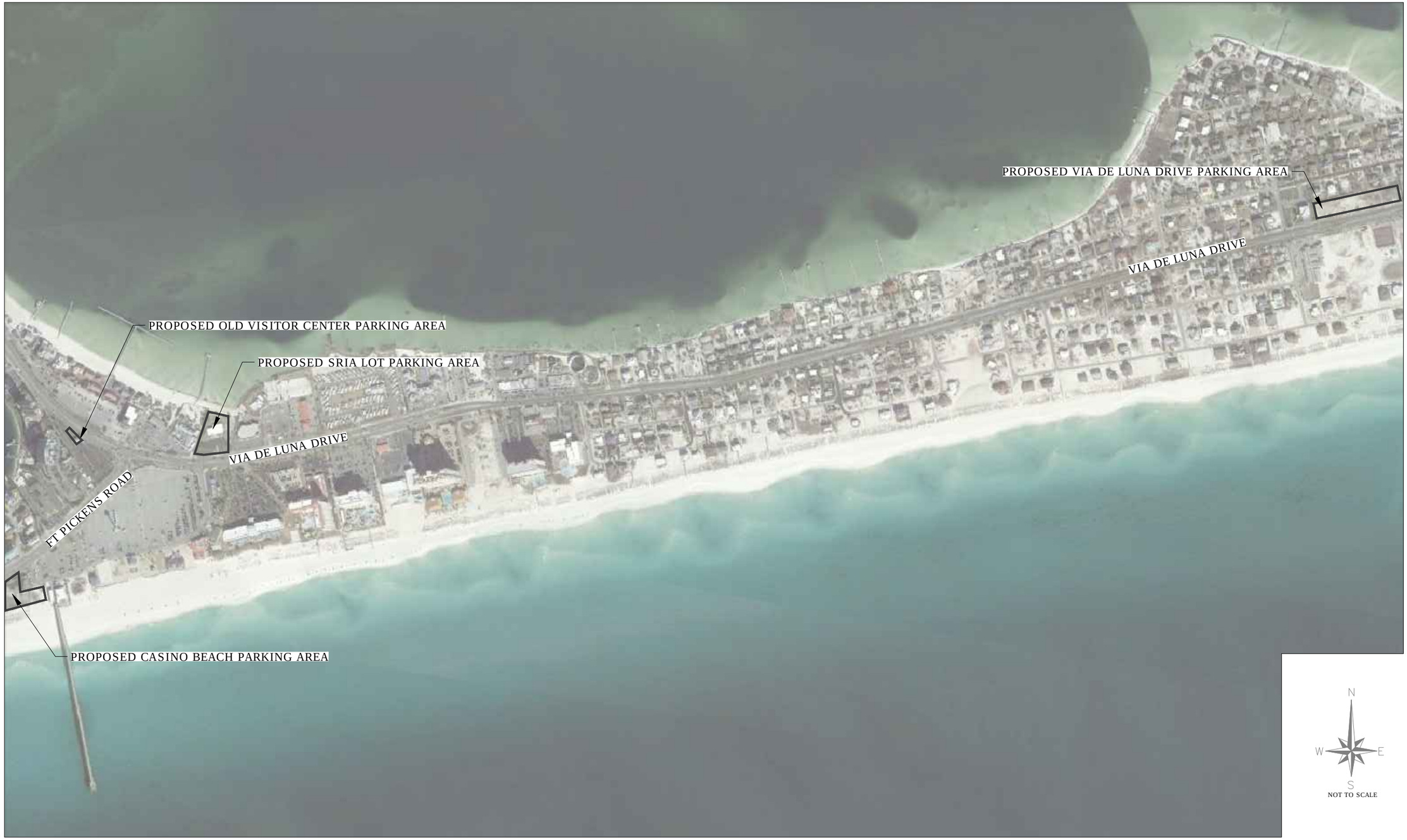
La Caribe

Appendix G

Additional Parking Options





PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

TASK 2G - PARKING RECOMMENDATIONS OVERALL AERIAL MAP EXHIBIT

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30 15 0 30
GRAPHIC SCALE IN FEET
FULL SIZE 1" = 40'
HALF SIZE 1" = 80'

TOTAL PARKING PROVIDED:
167 SPACES

ADA ACCESSIBLE PARKING:
6 SPACES
(WITH 60" ACCESS AISLE: 5 SPACES
VAN ACCESSIBLE WITH 96" ACCESS AISLE: 1 SPACES)

APPROXIMATE CONSTRUCTION COST = $709,750

PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

TASK 2G- PARKING RECOMMENDATIONS

VIA DE LUNA DRIVE

PARKING EXHIBIT

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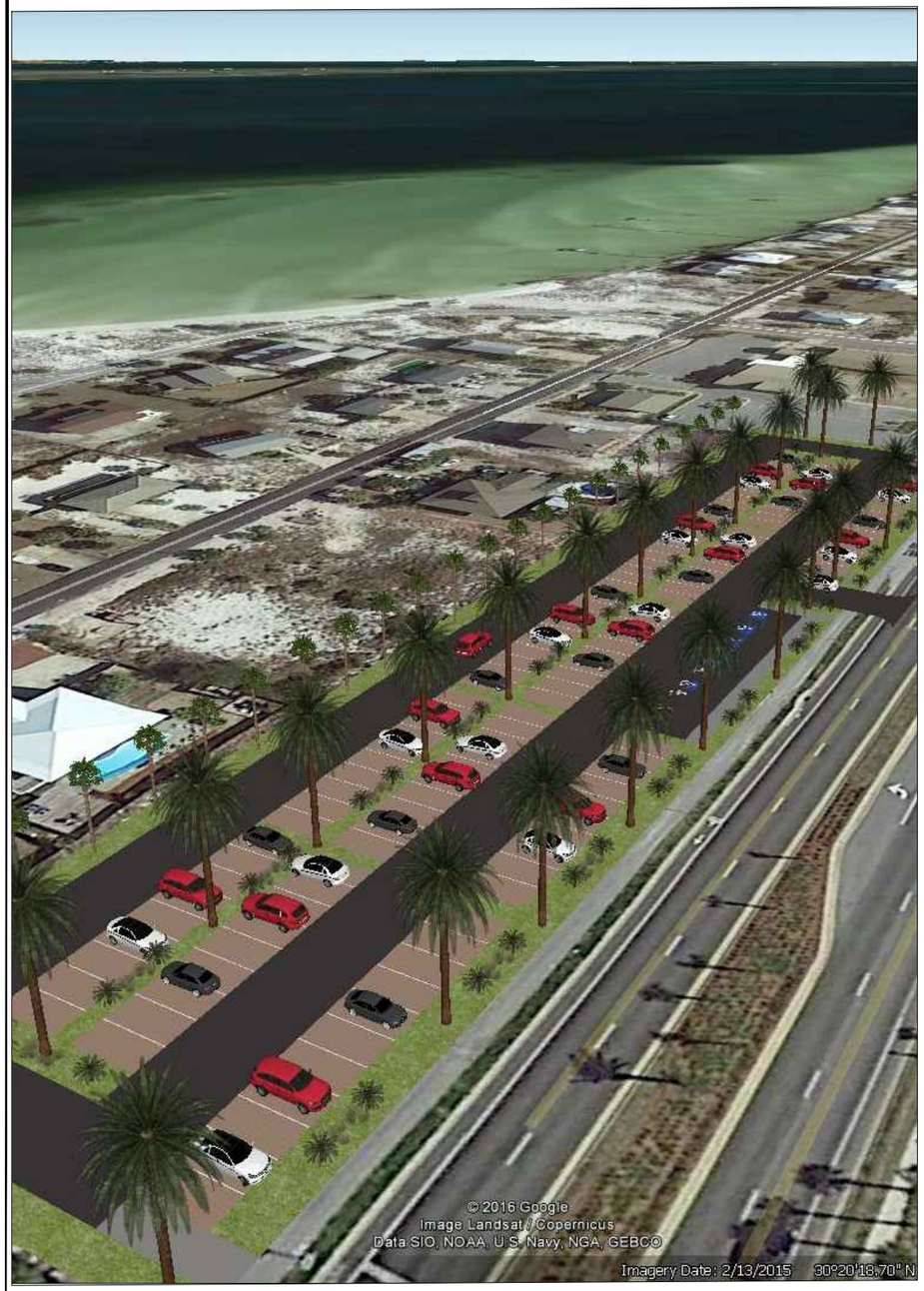

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PENSACOLA BEACH CONGESTION MANAGEMENT PLAN
TASK 2G-PARKING RECOMMENDATIONS
VIA DE LUNA DRIVE
PARKING EXHIBIT RENDERING

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PROJECT NUMBER 635500.WR
SURVEY NUMBER
SHEET 2 OF 10

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30 15 0 30
GRAPHIC SCALE IN FEET
FULL SIZE 1" = 30'
HALF SIZE 1" = 60'

PARKING LOT
TOTAL PARKING PROVIDED:
106 SPACES

ADA ACCESSIBLE PARKING:
6 SPACES
(WITH 60" ACCESS AISLE: 4 SPACES
VAN ACCESSIBLE WITH 96" ACCESS AISLE: 2 SPACES)

APPROXIMATE CONSTRUCTION COST = $450,000

OPTIONAL SHERIFF/LIFEGUARD PARKING AREA
30 SPACES

ADA ACCESSIBLE PARKING:
2 SPACES WITH 60" ACCESS AISLE

APPROXIMATE CONSTRUCTION COST = $277,500
INCLUDES THE COST TO CONVERT STORM WATER POND TO UNDERGROUND STORM SYSTEM

THE CONSTRUCTION OF THIS OPTIONAL PARKING AREA REQUIRES THE CONVERSION OF THE EXISTING STORM WATER POND TO UNDERGROUND STORM WATER SYSTEM AT AN ESTIMATED COST OF $150,000

PENSACOLA BEACH CONGESTION MANAGEMENT PLAN
TASK 2G- PARKING RECOMMENDATIONS
CASINO BEACH
PARKING EXHIBIT

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PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

TASK 2G-PARKING RECOMMENDATIONS

CASINO BEACH

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SHEET 4 OF 10

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30 15 0 30
GRAPHIC SCALE IN FEET
FULL SIZE 1" = 30'
HALF SIZE 1" = 60'

TOTAL PARKING PROVIDED:
16 SPACES

ADA ACCESSIBLE PARKING:
1 SPACE
(WITH 60" ACCESS AISLE: 0 SPACES
VAN ACCESSIBLE WITH 96" ACCESS AISLE: 1 SPACE)

APPROXIMATE CONSTRUCTION COST: $68,000

PENSACOLA BEACH CONGESTION MANAGEMENT PLAN
TASK 2G- PARKING RECOMMENDATIONS
PENSACOLA BEACH OLD VISITOR CENTER
PARKING EXHIBIT

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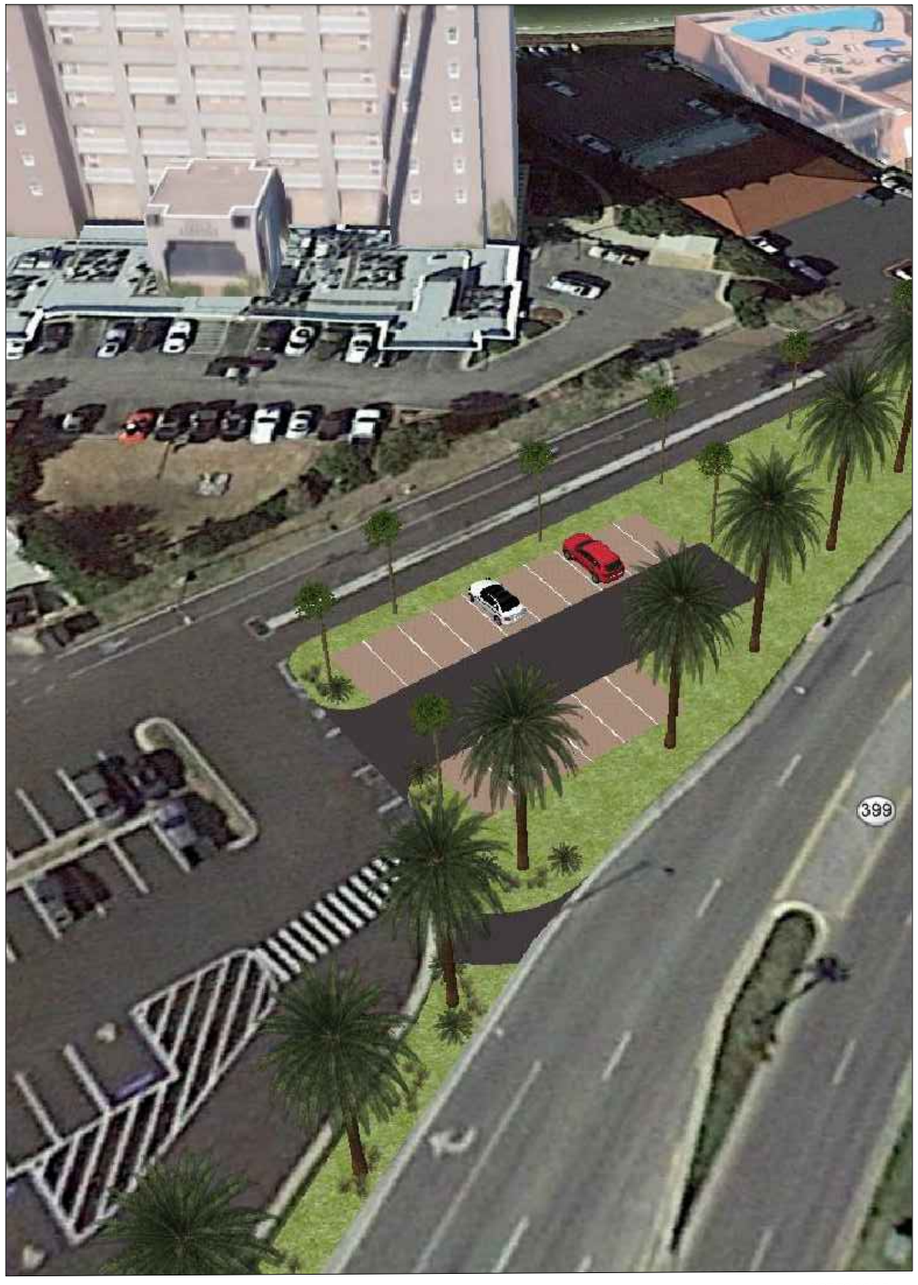

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SURVEY NUMBER
SHEET 6 OF 10

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30 15 0 30
GRAPHIC SCALE IN FEET
FULL SIZE 1" = 30'
HALF SIZE 1" = 60'

TOTAL PARKING PROVIDED:
108 SPACES

ADA ACCESSIBLE PARKING:
5 SPACES
(WITH 60" ACCESS AISLE: 3 SPACES
VAN ACCESSIBLE WITH 96" ACCESS AISLE
2 SPACES)

APPROXIMATE CONSTRUCTION
COST = $270,000

PENSACOLA BEACH CONGESTION
MANAGEMENT PLAN
TASK 2G-PARKING RECOMMENDATIONS

SRIA LOT SURFACE PARKING
PARKING EXHIBIT

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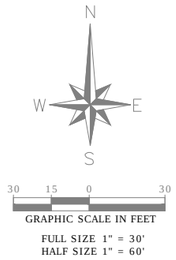
PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

TASK 2G-PARKING RECOMMENDATIONS

SRIA LOT SURFACE PARKING

PARKING EXHIBIT RENDERING



TOTAL PARKING PROVIDED:
92 SPACES PER DECK

APPROXIMATE CONSTRUCTION
COST = $1,400,000 PER
PARKING DECK

PENSACOLA BEACH CONGESTION
MANAGEMENT PLAN
TASK 2G-PARKING RECOMMENDATIONS

SRIA LOT PARKING GARAGE
PARKING EXHIBIT

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PENSACOLA BEACH CONGESTION MANAGEMENT PLAN

TASK 2G-PARKING RECOMMENDATIONS

SRIA LOT PARKING GARAGE

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Appendix H

Pensacola Beach Congestion Management Plan – Transit Component-Existing Conditions Report and Recommendations Report Prepared by VHB

Pensacola Beach Congestion Management Plan | Transit Component

Existing Conditions Report

October 2016

Prepared By:

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1 Introduction

1.1 Introduction

Pensacola Beach, located on Santa Rosa Island, is one of the top beaches in Florida. As can be expected, summer is one of the busier times of the year for visitors, which often results in traffic congestion both getting onto and circulating around the island.

In response to this, Escambia County is working on a Pensacola Beach Congestion Management Plan to improve beach access and alleviate traffic congestion. One of the means of doing this is to improve the existing Pensacola Beach Trolley service. This study will evaluate the existing operations of the trolley, identify potential improvements, and evaluate each of these improvements to determine their feasibility. The ultimate goal of this study is to develop a series of recommendations that could be implemented to improve existing operations of the trolley.

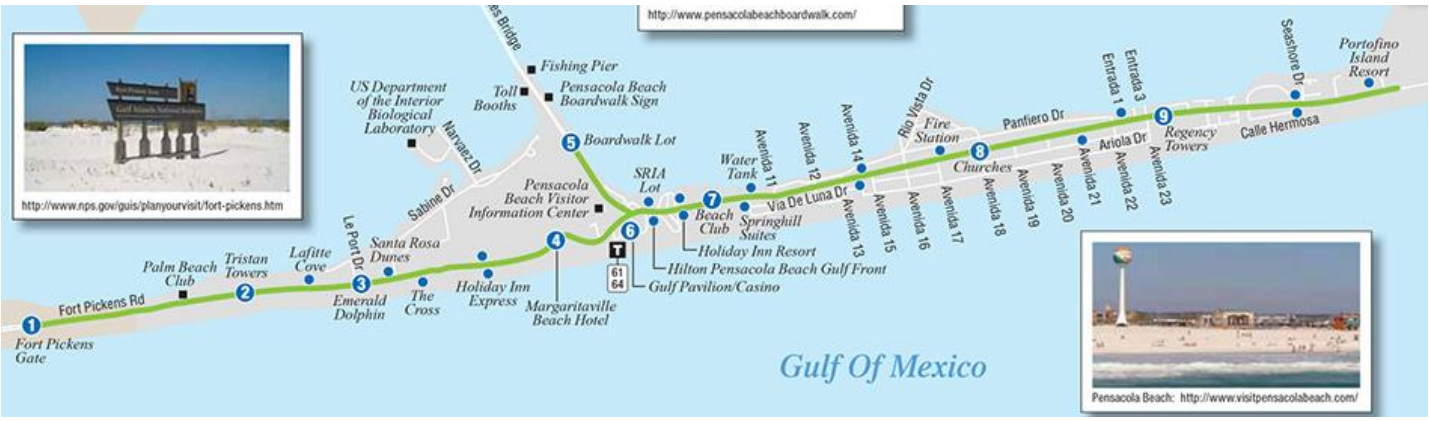
One of the first steps in improving the trolley's operations is performing an existing conditions assessment. This work provides the foundation upon which the service can be evaluated, and ultimately, have recommendations developed.

This report summarizes the existing conditions for the trolley and the area in which it operates. The report is organized by topic area with each chapter focusing on a different topic. The topics that will be covered in this report are: land use and demographics (Chapter 2), traffic conditions (Chapter 3), and existing & planned transit operations (Chapter 4).

1.2 The Study Area

The Study Area for this effort encompasses the area served by the existing trolley service (illustrated in Figure 1.2-1), and is roughly defined as the following portion of Santa Rosa Island: west of the Portofino Island Resort (the easternmost blue dot), east of the Fort Pickens gate (numbered dot 1), and south of the Boardwalk parking lot (numbered dot 5).

Figure 1.2-1: Study Area



Source: Escambia County Area Transit Route Map

1.2.1 Major Destination Areas

There are six major destination areas that visitors to Pensacola Beach are heading to:

1. Quietwater Beach and Boardwalk (Denoted by timepoint 5 on the map)
2. Casino Beach (Denoted by timepoint 6)
3. Fort Pickens (Denoted by timepoint 1 on the map)
4. The Portofino Island Resort (Denoted by the dot at the far east end of the map)
5. West Casino Beach (Roughly bound by timepoint 4 and the Holiday Inn Express dot on the map)
6. East Casino Beach (Roughly bound by the Hilton Pensacola Beach Gulf Front dot and the Springhill Suites dot on the map)

These will be discussed in greater detail in Chapter 2.

1.2.2 Known Traffic Issues

Through conversations with various individuals, it is VHB's understanding that there is major congestion on weekends going to the island and on the island itself. This problem stems from three issues: 1) The lack of capacity at the toll booth to handle the vehicular demand, 2) The lack of parking in high-demand areas on the beach that results in motorists circling to find a parking spot, and 3) a large number of pedestrians crossing the street. The traffic conditions will be discussed in greater detail in Chapter 3.

2

Land Use and Demographics

2.1 Introduction

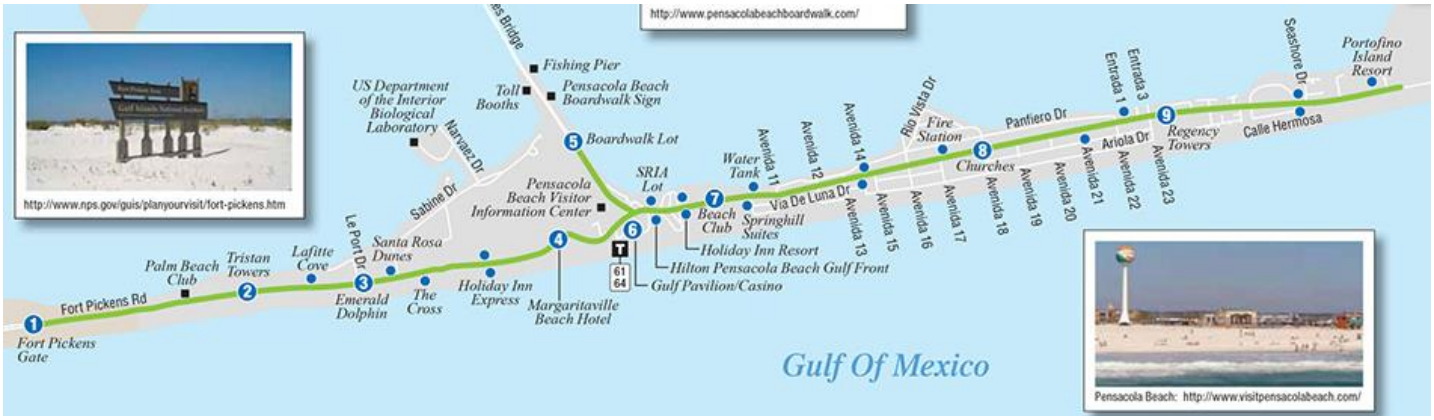
Inventorying the land use and demographics within the Study Area is important in understanding the environment in which the trolley service operates. For example, by knowing where people live and work, improvements can be targeted to specific areas that would benefit the most riders. Similarly, understanding the type of development/land use along the trolley route can provide better insight into why people are traveling to particular places.

2.2 Major Destinations

Based on a desktop review, there are six places in Pensacola Beach that generates a large number of trips. These places can be called major destinations because of the scale of the development and/or the popularity of the site. They are as follows:

1. Quietwater Beach and Boardwalk (Denoted by timepoint 5 on the map)
2. Casino Beach (Denoted by timepoint 6)
3. Fort Pickens (Denoted by timepoint 1 on the map)
4. The Portofino Island Resort (Denoted by the dot at the far east end of the map)
5. West Casino Beach (Roughly bound by timepoint 4 and the Holiday Inn Express dot on the map)
6. East Casino Beach (Roughly bound by the Hilton Pensacola Beach Gulf Front dot and the Springhill Suites dot on the map)

These major destinations are described in greater detail below.



Source: Escambia County Area Transit Route Map

Quietwater Beach and Boardwalk
Quietwater Beach is adjacent to the Boardwalk. The beach features a large sandy area for lounging, a walking pier, and docks for boaters. The popular Boardwalk features numerous small shops and restaurants. There is also a terraced seating area near the beach to accommodate concerts and other small events.

Casino Beach
Casino Beach is considered by many to be the most popular beach at Pensacola Beach. It is south of the Pensacola Beach Boardwalk development and features a large sandy area for lounging and a fishing pier. There is a large parking lot for Casino Beach; however, during the peak summer season, parking demand often exceeds capacity. Many people visiting Casino Beach also visit The Boardwalk, resulting in a large number of pedestrians crossing Via De Luna Drive. This large pedestrian flow often contributes to the traffic congestion in the area.

Fort Pickens Area
Located at the far west end of Santa Rosa Island, Fort Pickens is a part of the National Park Service's Gulf Islands National Seashore. There is a historical fort, visitor center, beach area, and camp grounds. Visitor fees are collected upon entry.

Portofino Island Resort
The Portofino Island Resort is a vacation condominium rental complex located at the far east of Pensacola Beach. It features five high rise towers with a variety of amenities including a spa, fitness center, on-site dining and shopping, and more.

West Casino Beach
The West Casino Beach area is roughly bounded by the Holiday Inn Express Pensacola Beach hotel to the west and the Margaritaville Beach Hotel to the east. The Holiday Inn Express hotel features 76 rooms on eight floors. The Margaritaville Beach Hotel is a 162 room hotel with a variety of on-site amenities including an outdoor pool, tiki bar, fitness center, and spa.

East Casino Beach
The West Casino Beach area is roughly bounded by the Hampton Inn Pensacola Beach Hotel to the west and the Springhill Suites Pensacola Beach Hotel to the east. This area is predominantly hotels and condominiums. There are six hotels in this area which includes the following:

- Hampton Inn Pensacola Beach
- Hilton Pensacola Beach
- Holiday Inn Resort Pensacola Beach
- Days Inn Pensacola Beachfront
- Beach Club Resort and Spa
- Springhill Suites Pensacola Beach

In addition to the hotels mentioned above, there is one condominium: Emerald Isle Resort Condominiums.

2.3 Existing Land Use and Major Destinations

Pensacola Beach is unique from a land use perspective in the sense that all of the land is owned by the Santa Rosa Island Authority (SRIA) and leased for varying periods of time. According to SRIA, 60% of

Pensacola Beach is public use or public service land while the remaining 40% is leased for residential and commercial use.

GIS-specific existing land use data is not available for Pensacola Beach; however, a basic desktop review of satellite imagery reveals the following information:

- Most of the commercial development is in the Quietwater Beach/Boardwalk/Casino Beach area (near the intersection of Pensacola Beach Boulevard/Via De Luna Drive and Fort Pickens Road).
- Hotels are predominantly located in the Quietwater Beach/Boardwalk/Casino Beach area with the exception of the Portofino Island Resort.
- The majority of single family residential housing is located east of the Quietwater Beach/Boardwalk/Casino Beach area, between 10th Avenue and Avenue 23. Outside of this area, residential housing is a mix of townhomes, mid-rises, and high-rises.

2.4 Current Demographics

Using the Northwest Florida Regional Planning Model, basic demographic information was extracted for both existing (year 2006) and future (year 2035) scenarios. Data was collected for the four Traffic Analysis Zones (TAZs) that were located in Pensacola Beach. This data examined:

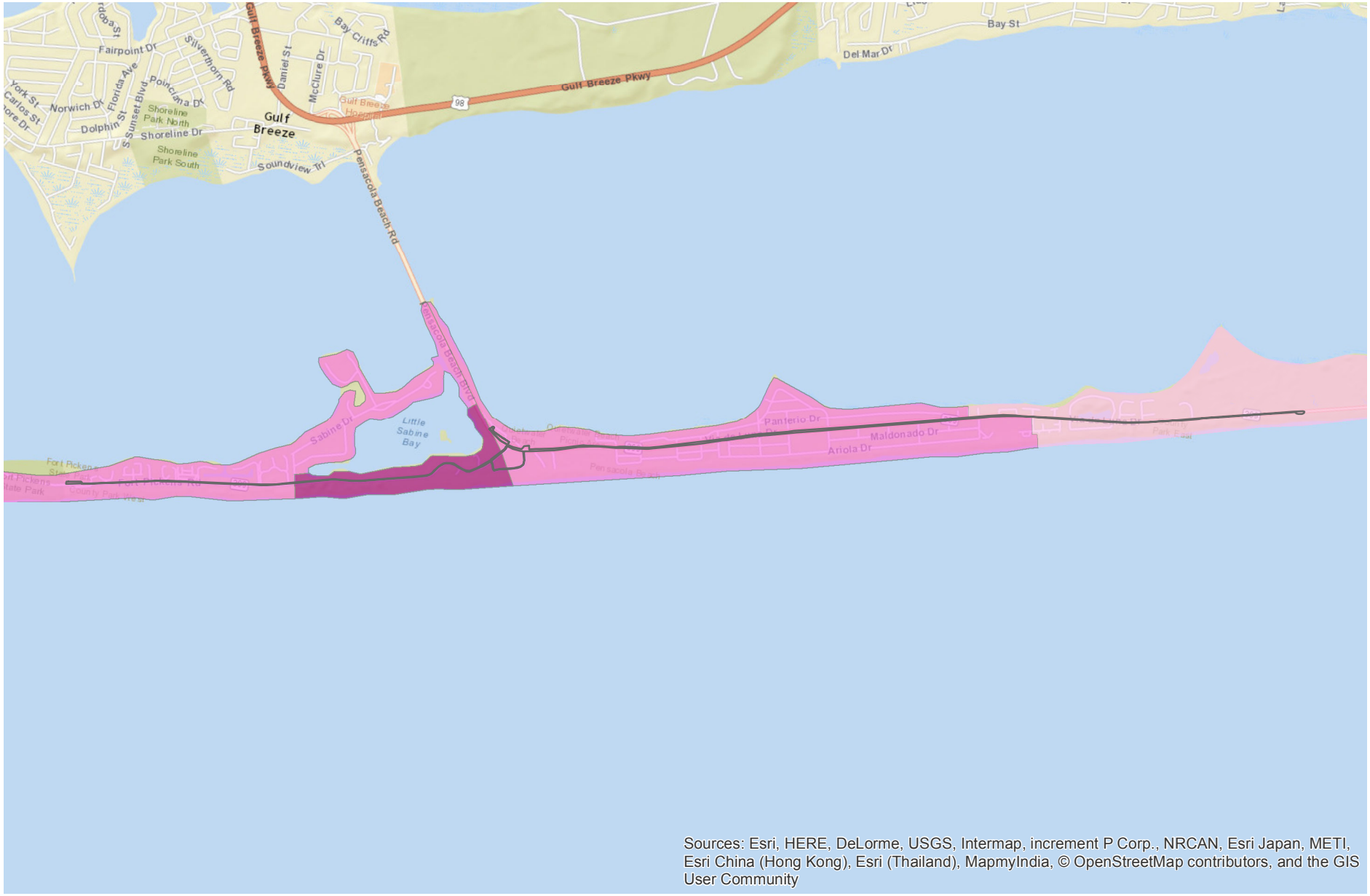
- Population per acre
- Employment per acre
- Number of hotel rooms per acre (a proxy for counting the number of visitors)

This data is presented graphically in Figures 2.4-1 to 2.4-6.

The following observations can be gleaned from the figures:

- Population density is expected to increase from 2006 to 2035 in the TAZ that incorporates the Boardwalk development.
- Employment density is expected to increase from 2006 to 2035 in the TAZ located just west of the Boardwalk.
- Hotel room density is expected to remain similar from 2006 to 2035.

In essence, this data indicates moderate growth in population and employment from 2006 to 2035 in the Quietwater Beach/Boardwalk/Casino Beach area.



0 0.25 0.5 1 Miles

2006 Population Density

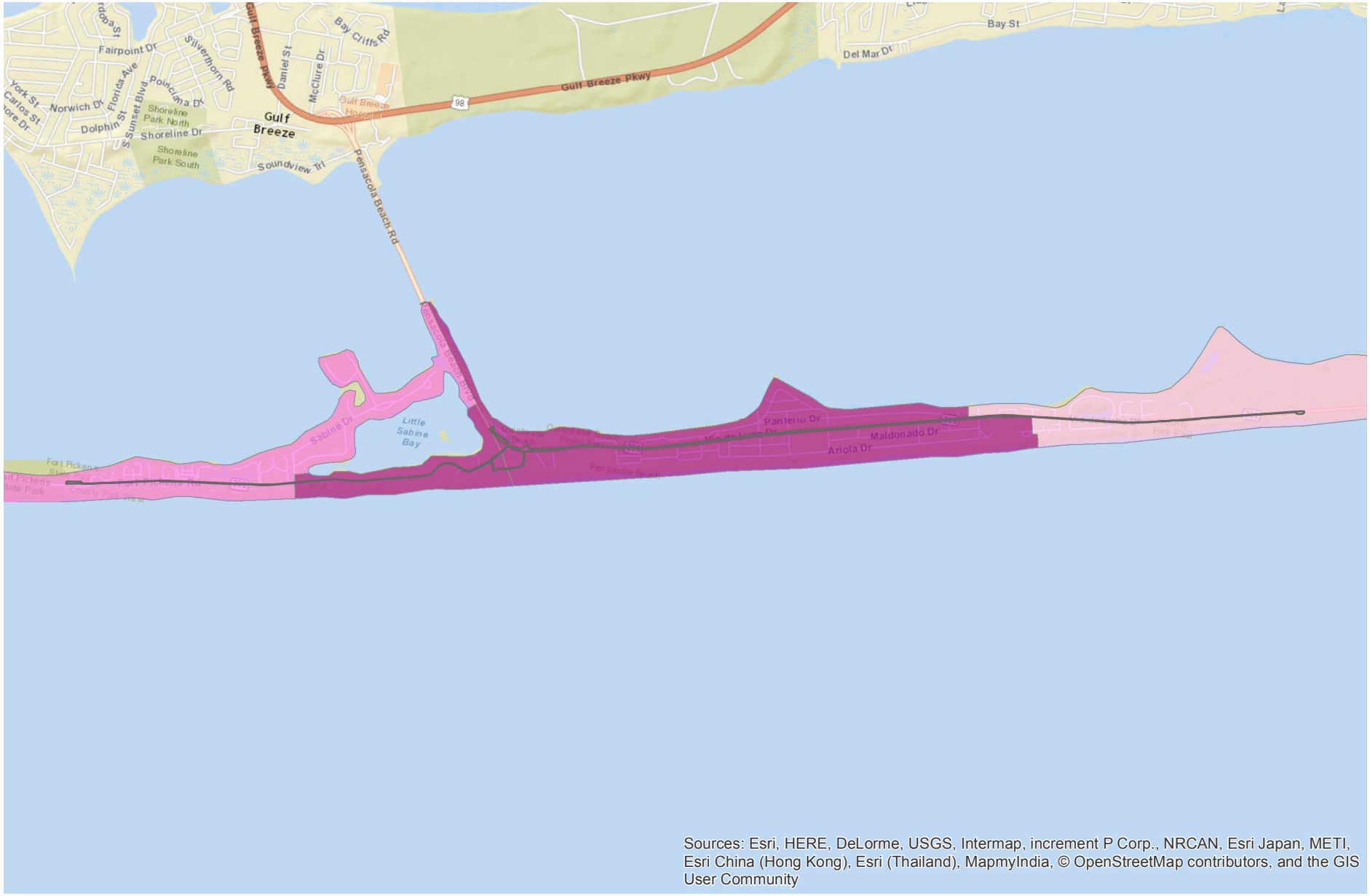
- Less than 1 person per acre
- 1 to 2 persons per acre
- More than 2 persons per acre

Trolley Route

Pensacola Beach Congestion Management Plan | Pensacola Beach, FL

Figure 2.4-1:
2006 Population Density

VHB, ESRI Basemaps, NWFRP Model
September 2016



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

0 0.25 0.5 1 Miles

2035 Population Density

- Less than 1 person per acre
- 1 to 2 persons per acre
- More than 2 persons per acre

Trolley Route

Pensacola Beach Congestion Management Plan | Pensacola Beach, FL

Figure 2.4-2:
2035 Population Density

VHB, ESRI Basemaps, NWFRP Model
September 2016

0 0.25 0.5 1 Miles

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

2006 Employment Density

- Less than 0.5 Employees per acre
- 0.5 to 1 Employees per acre
- 1 to 2 Employees per acre
- More than 2 Employees per acre
- Trolley Route

Figure 2.4-3:
2006 Employment Density

VHB, ESRI Basemaps, NWFRP Model
September 2016

0 0.25 0.5 1 Miles

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

2035 Employment Density

- Less than 0.5 Employees per acre
- 0.5 to 1 Employees per acre
- 1 to 2 Employees per acre
- More than 2 Employees per acre
- Trolley Route

Figure 2.4-4:
2035 Employment Density

VHB, ESRI Basemaps, NWFRP Model
September 2016

0 0.25 0.5 1 Miles

2006 Hotel Room Density

- Less than 1 hotel room per acre
- 1 to 1.5 hotel room per acre
- 1.5 to 2 hotel room per acre

Trolley Route

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Figure 2.4-5:
2006 Hotel Room Density

VHB, ESRI Basemaps, NWFRP Model
September 2016

0 0.25 0.5 1 Miles

2035 Hotel Room Density

Trolley Route

Less than 1 hotel room per acre

1 to 1.5 hotel room per acre

1.5 to 2 hotel room per acre

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Figure 2.4-6:
2035 Hotel Room Density

VHB, ESRI Basemaps, NWFRP Model
September 2016

3 Existing Traffic Conditions

3.1 Introduction

An inventory of the traffic conditions on Santa Rosa Island was performed to better understand the nature of travel to the island and on the island itself. This inventory included an examination of the toll plaza traffic volumes, parking lot inventory, and the existing bicycle and pedestrian network.

3.2 Access to Island/Toll Booth

There is only one primary route connecting Pensacola to Pensacola Beach on Santa Rosa Island. That route involves traveling on the Bob Sikes Bridge between Gulf Breeze and Pensacola Beach. The Bob Sikes Bridge is a toll bridge with tolls charged in the southbound (beach bound) direction only. The next closest bridge onto Santa Rosa Island is approximately 20 miles east and is toll-free. Table 3.2-1 shows the toll rates for the Bob Sikes Bridge.

Table 3.2-1: Toll Rates for the Bob Sikes Bridge

Toll Type (Southbound Traffic Only)	Cost
One-Time Passage	$1
Public Annual Pass	$50
Commercial Annual Pass	$70
Homestead Residents Annual Pass	$5

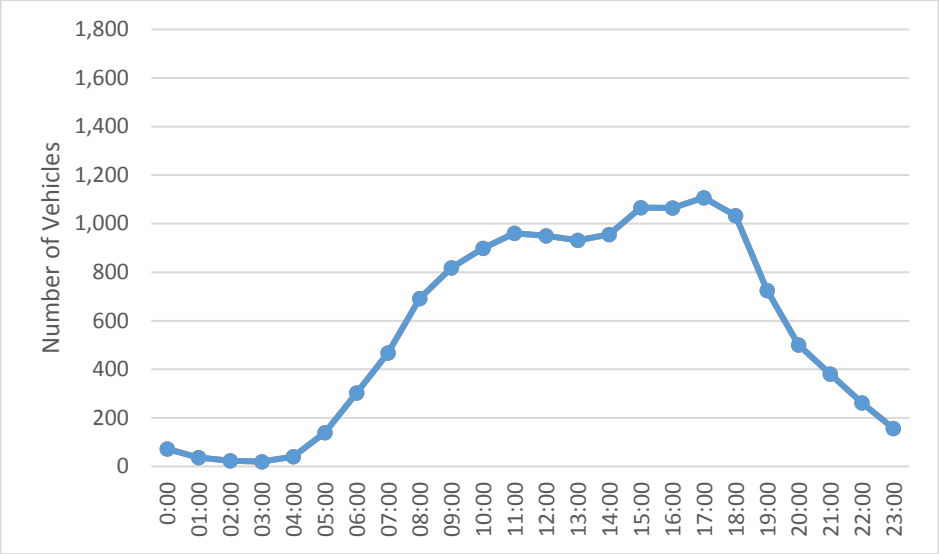
The toll plaza is operated by Escambia County and includes four toll lanes. VHB has heard that the toll plaza is often a bottleneck for traffic on the weekend with travel times from Pensacola to Pensacola Beach that can easily reach 45 minutes or more (compared to 15 minutes in uncongested conditions). VHB has also heard that employees that work in Pensacola Beach (but do not live there) often leave early in the morning in order to beat the traffic.

In an effort to alleviate some of the congestion, Escambia County recently introduced the SunPass electronic tolling system at the toll plaza, which went live in May 2016. With the introduction of the new SunPass system, the leftmost lane was converted into a “SunPass/Annual Passholder Only” lane which does not require motorists to stop in order to pay a toll. With the new system, annual passes must be loaded onto a SunPass. No later than next summer, the county plans to convert the toll plaza to all-electronic tolling; completely eliminating cash as a payment method. Motorists that do not have a SunPass will have a photo taken of their license plate and will be billed for the toll via mail.

3.2.1 Temporal Distribution of Traffic Heading to Island

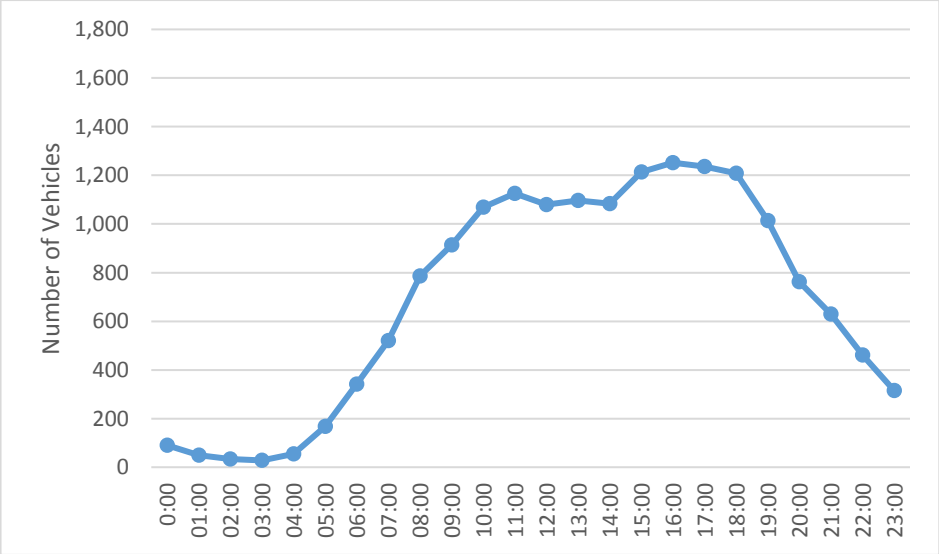
Using toll booth data provided by Escambia County from May 2016 to August 2016, an analysis was performed on the temporal distribution of traffic for an average weekday (Monday-Thursday), average Friday, average Saturday, and average Sunday (Figure 3.2-1 to Figure 3.2-4, respectively). This data excludes Memorial Day weekend and Independence Day weekend, which typically experiences higher than normal traffic volumes. As can be seen, Saturdays are the busiest day of the week, with vehicles peaking between 10 AM and 11 AM.

Figure 3.2-1: Temporal Distribution for Average Weekday (Monday-Thursday)



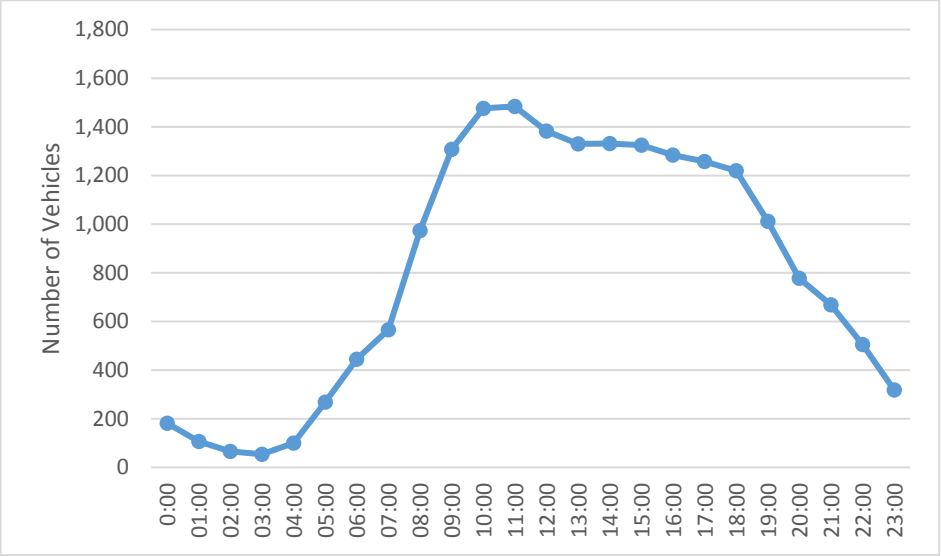
Note: This data is for southbound (beach bound) traffic only.

Figure 3.2-2: Temporal Distribution for Average Friday



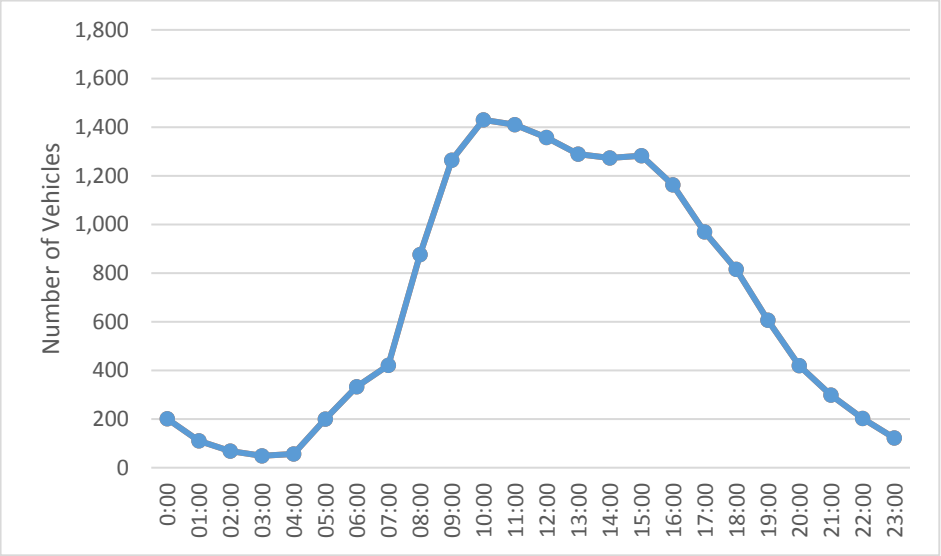
Note: This data is for southbound (beach bound) traffic only.

Figure 3.2-3: Temporal Distribution for Average Saturday



Note: This data is for southbound (beach bound) traffic only.

Figure 3.2-4: Temporal Distribution for Average Sunday

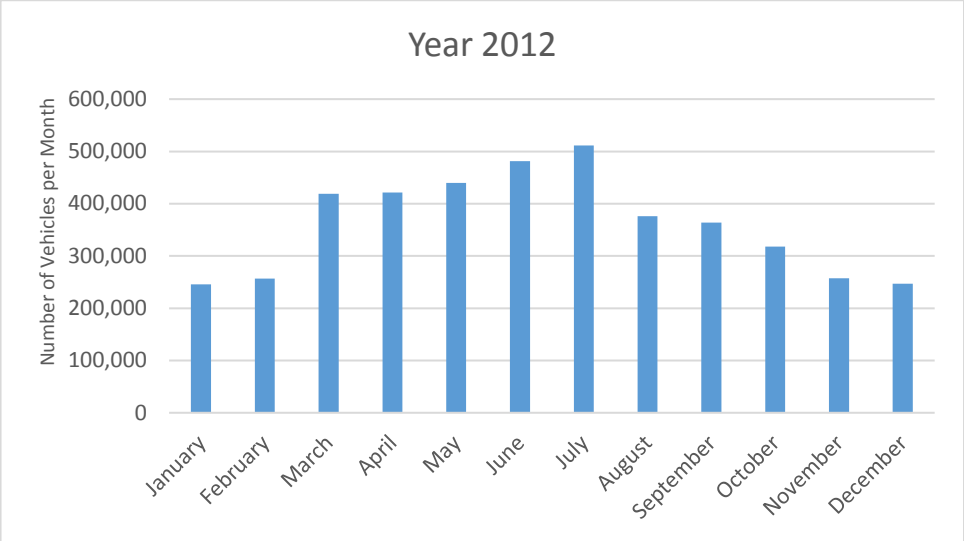


Note: This data is for southbound (beach bound) traffic only.

3.2.2 Seasonal Traffic Volumes

Daily traffic volumes at the toll booth (southbound, beach bound direction only) were also collected in order to determine the seasonality of traffic on Santa Rosa Island. The most recent and reliable full year of monthly data for the toll plaza was analyzed and is presented in Figure 3.2-5 (year 2012). The figure indicates that the period from March to July sees the highest traffic volumes of the year.

Figure 3.2-5: 2012 Monthly Traffic Volumes at Toll Plaza



Note: This data is for southbound (beach bound) traffic only.

3.3 Parking Lot Locations

Day visitors to Pensacola Beach are predominantly headed for the Quietwater Beach/Boardwalk/Casino Beach area. As such, an inventory of parking lots in this area was conducted. Table 3.3-1 shows the inventory of parking spaces for parking lots in the Boardwalk/Casino Beach Area (locations are identified in Figure 3.3-1). There are estimated to be approximately 2,300 parking spaces in this area.

VHB has heard that during the peak summer season, the parking supply cannot meet demand, resulting in motorists circling the area trying to find parking and often resorting to parking on the side of the road. The lack of parking spaces can be seen as a partial contributor to the traffic congestion in Pensacola Beach.

Table 3.3-1: Number of Parking Spaces in the Boardwalk/Casino Beach Area

Lot Number	Parking Lot	Handicapped Spaces	Regular Spaces	Combined Total
1	Pensacola Beach Dr	3	101	104
2	Boardwalk	14	470	484
3	Santa Rosa Island Authority	2	45	47
4	Waves Shopping Center	6	202	208
5	Grass open area	0	58	58
6	Via De Luna/ Fort. Pickens Rd	5	107	112
7	Sidelines Sports Bar	2	35	37
8	Casino Beach	36	1,237	1,273
Total		68	2,255	2,323

Figure 3.3-1: Existing Parking Lots

3.4 Planned Roadway Improvements

A review of the Florida Alabama Transportation Planning Organization's 2035 Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) does not reveal any cost feasible improvements within the Study Area. However, just north of the Study Area, the TIP documents that the Phillip D. Beall Sr Bridge (more commonly known as the Pensacola Bay Bridge) is expected to undergo replacement. This project will replace the existing 4-lane bridge with a wider, 6-lane bridge.

According to the FDOT Five Year Work Program, funding for the project (to be completed as design build) is expected to be awarded in fiscal year 2017. Additional information on this project can be found in Appendix A of this report.

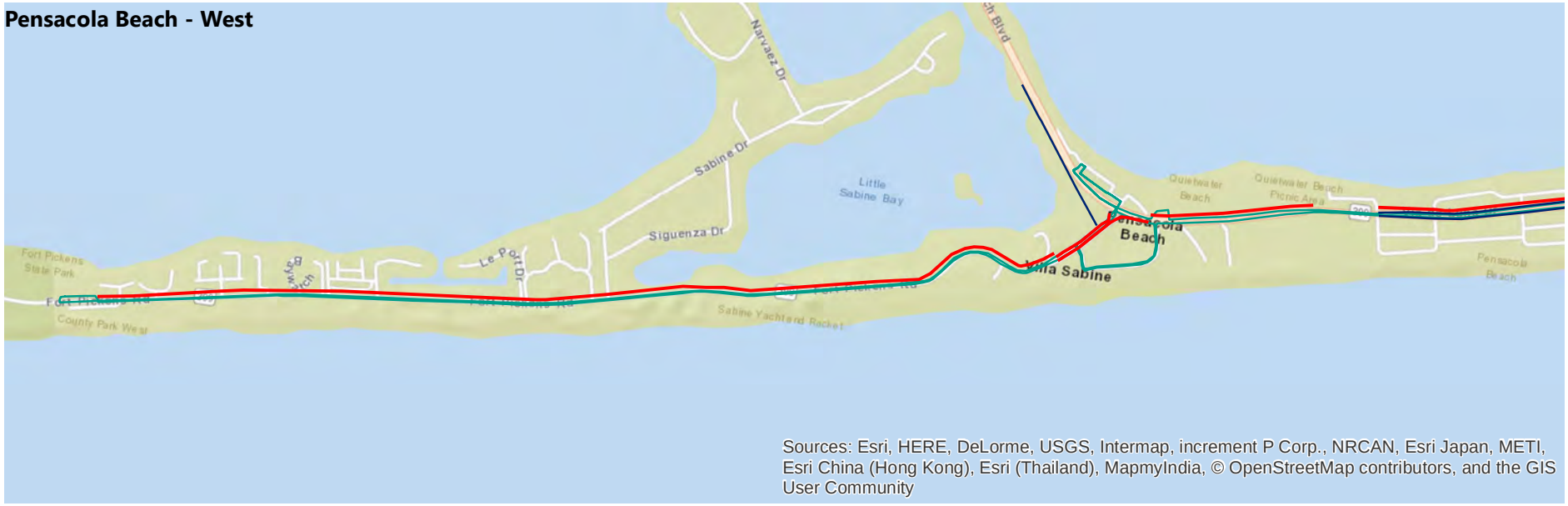
3.5 Bicycle and Pedestrian Network

This section describes the bicycle and pedestrian network in Pensacola Beach.

Bicycle Facilities
Throughout most of the Study Area, bicycle facilities are readily available. The Pensacola Beach Trail, running east-west along the island, parallels Fort Pickens Road and Via de Luna Drive. The trail begins at the Fort Pickens gate at the western end of the Study Area and continues east past the eastern boundary of the Study Area (the Portofino Island Resort). There is a small gap in the trail (approximately 600 feet long) just west of the intersection of Via de Luna Drive and 10th Avenue. The trail's alignment can be seen in Figure 3.5-1.

In some areas, bike lanes are also provided (in addition to the trail). Bike lanes are provided between 10th Avenue and Avenue 23.

Pedestrian Facilities
In addition to the trail, select portions of the Study Area also have sidewalks. Sidewalks are located on the opposite side of the street the trail is located. As can be seen in Figure 3.5-2, sidewalks are provided between Fort Pickens Road and Bulevar Menor.



0 0.125 0.25 0.5 Miles

Existing Bicycle Network

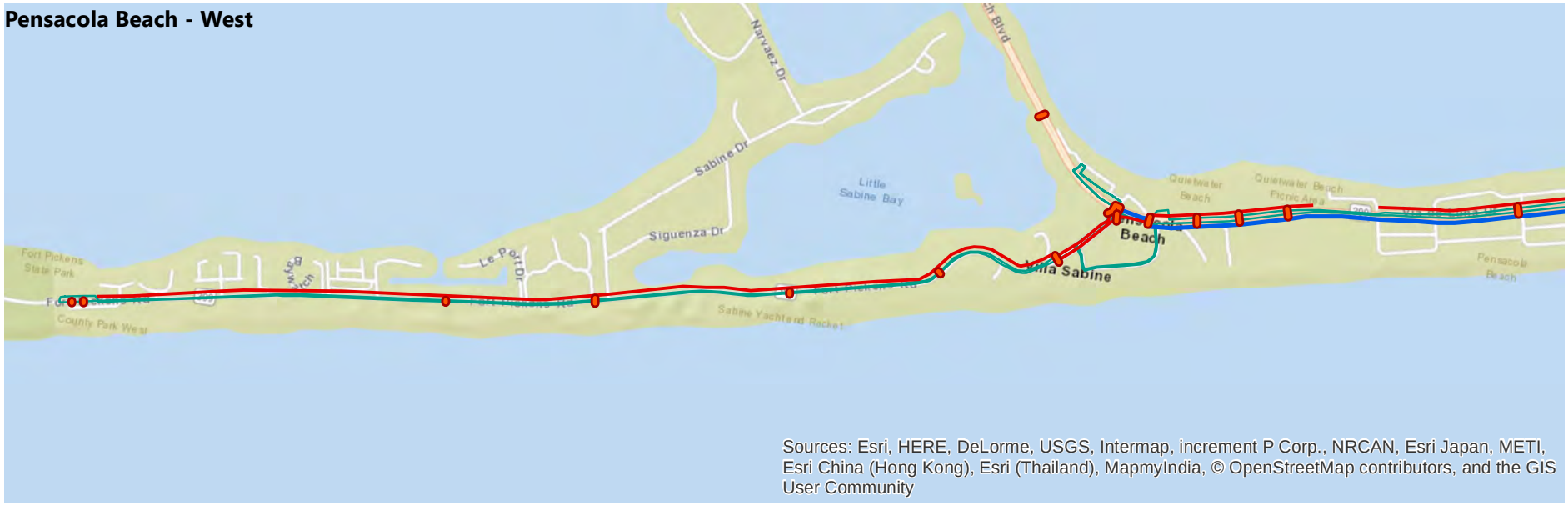
Trail

Bike Lane

Trolley Route

Figure 3.5-1:
Existing Bicycle Network

VHB, ESRI Basemaps
September 2016



0 0.125 0.25 0.5 Miles

Existing Pedestrian Network

- Crosswalk
- Sidewalk
- Trail

Trolley Route

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Figure 3.5-2:
Existing Pedestrian Network

VHB, ESRI Basemaps
September 2016

4

Existing and Planned Transit Operations

4.1 Introduction

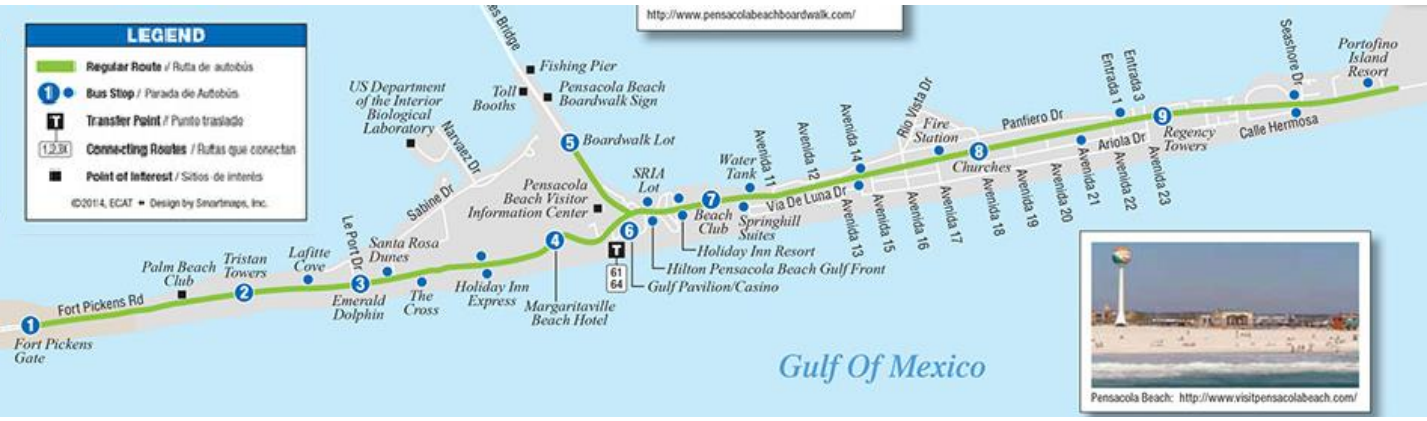
The Pensacola Beach Trolley is a seasonal, free service provided by the Santa Rosa Island Authority for island visitors. This section provides an overview of the service structure, historical and current ridership statistics, and rider characteristics.

4.2 Pensacola Beach Trolley

The Pensacola Beach Trolley is a fixed route service that operates exclusively on Pensacola Beach. As seen in Figure 4.2-1, it primarily operates along Fort Pickens Road and Via De Luna Drive. The route starts at the Fort Pickens Gate to the west and terminates at the Portofino Island Resort in the east.

The Santa Rosa Island Authority (SRIA) produces the schedule (i.e., determines the hours of operation) and contracts with Escambia County Area Transit (ECAT) to run the service. ECAT is reimbursed on a monthly basis from SRIA at the agreed upon contracted rate.

Figure 4.2-1: Trolley Alignment and Stops



4.2.1 Overview of Operations

Hours of Operation: The trolley operates from Memorial Day weekend to Labor Day weekend. The hours of operation are as follows:

- Monday through Thursday: 4 PM to Midnight
- Friday through Sunday: 11 AM to Midnight

Frequency and Run Time: While the trolley is supposed to operate with a frequency of every 30 minutes, data collected by VHB indicates slightly less frequent service. Based on a survey conducted by VHB (to be discussed in greater detail in Section 4.2.4), it is estimated that the one-way run time from end to end ranges from 30 to 42 minutes.

Further analysis by segment, shown in Table 4.2-1, reveals that the average run time is relatively similar for the portions of the route east and west of the Boardwalk.

Table 4.2-1: Measured Running Time by Segment

Segment	Direction	Measured Run Time*		
		Minimum	Maximum	Average
Fort Pickens Gate-Boardwalk	Eastbound (to Boardwalk)	9 mins	25 mins	13 mins
	Westbound (to Fort Pickens)	10 mins	16 mins	12 mins
Portofino Resort-Boardwalk	Eastbound (to Portofino)	13 mins	18 mins	14 mins
	Westbound (to Boardwalk)	12 mins	23 mins	16 mins

*Note: Excludes the run time between the Boardwalk and Casino Beach stops

Fares: No fares charged.

Stops: Per published literature, the trolley only stops at designated stops as shown in Figure 4.2-1. However, during field visits, it was observed that some trolley drivers, upon request, will pick up and/or drop off passengers anywhere along the route.

Vehicles Used: The Santa Rosa Island Authority acquired three open air trolleys in 2015 using the Portofino Island Improvement Fund. Two of the vehicles operate in service and one is a backup. When service is being operated in season, the trolleys are parked overnight at the Pensacola Bay Civic Center for easy access to the island. In the off-season when the trolley is not running, ECAT stores these vehicles in their bus yard.

4.2.2 Operating and Maintenance Costs

As mentioned previously, SRIA reimburses ECAT for the operating and maintenance (O&M) cost of the trolley at the agreed upon contracted rate. Per the interlocal agreement executed on May 5, 2016, SRIA will reimburse ECAT up to $197,198 for operating the service for the 2016 Summer Season.

A breakdown of the cost is provided in Table 4.2-2.

Table 4.2-2: 2016 Summer Season O&M Costs

Cost Item	Cost
Operations	$106,766
Maintenance	$36,518
Insurance	$19,614
General Administration	$7,000
Management Fee	$27,300
Total	**$197,198**

The actual hourly O&M cost for operating the trolley, based on 2016 data provided by the Santa Rosa Island Authority, is $78.88 per vehicle hour.

4.2.3 Historical Ridership

Five years of historical data on the trolley's ridership was collected from Escambia County Area Transit. As can be seen in Table 4.2-3, ridership has increased for the last four years, showing growing demand and utilization of the service.

Table 4.2-3: FY 2012 to FY 2016 Trolley Annual Ridership

Year	Trolley Annual Ridership
FY 2012	48,414
FY 2013	53,247
FY 2014	67,686
FY 2015	88,120
FY 2016	88,889

4.2.4 Current Ridership

To understand how the beach trolley is being used during the summer, VHB used mobile tablets with an in-house application to count the number of riders boarding and alighting at each stop. VHB data collectors counted on a typical Saturday, July 23, 2016 and typical weekday, Monday July 25, 2016. A total of 962 riders boarded the trolley on Saturday and 935 on Monday.

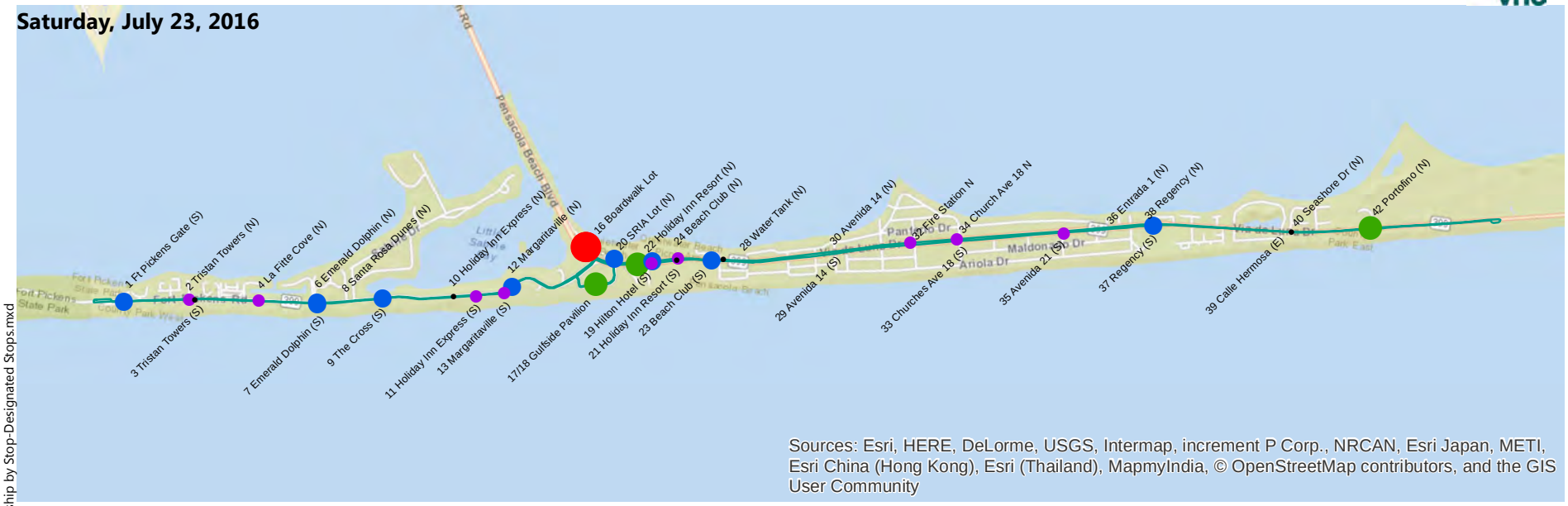
While maps and brochures state that the trolley only stops at designated stops (shown in Figure 4.2-1), some drivers will pick up and/or drop off passengers anywhere along the route when requested. This practice most frequently happens at the parking lot at the westernmost end of the route where the trolley turns around and at locations where there is no equivalent stop in the opposing direction.

Figure 4.2-2 and Figure 4.2-3 shows the daily boardings and alightings, respectively, at all designated stops. As can be seen, the stops near the Boardwalk as well as at the Portofino Island Resort were the most heavily used.

Figure 4.2-4 and Figure 4.2-5 show the daily boardings and alightings at undesignated stops, respectively. As can be seen, aside from the activity in the vicinity of the Boardwalk, undesignated boardings and alightings were primarily clustered along the western portion of the route and near the Portofino Island Resort.

Figure 4.2-6 to Figure 4.2-9 present the boardings and alightings data using a chart. For the undesignated boardings, they were assigned to the nearest designated stop for the purposes of this analysis.

Additionally, while not formally advertised, a few employees of the Portofino Island Resort park at the Pensacola Bay Center in downtown Pensacola and ride the trolley to work when the trolley begins service. At the end of their shift, they take the last trolley back to the mainland. This service is only utilized by a few workers who have coordinated with trolley drivers.



\\vhb\proj\Orlando\62618.00 Escambia Congestion Mgmt\GIS\Transfer\Incoming\Ridership by Stop-Designated Stops.mxd

0 0.25 0.5 1 Miles

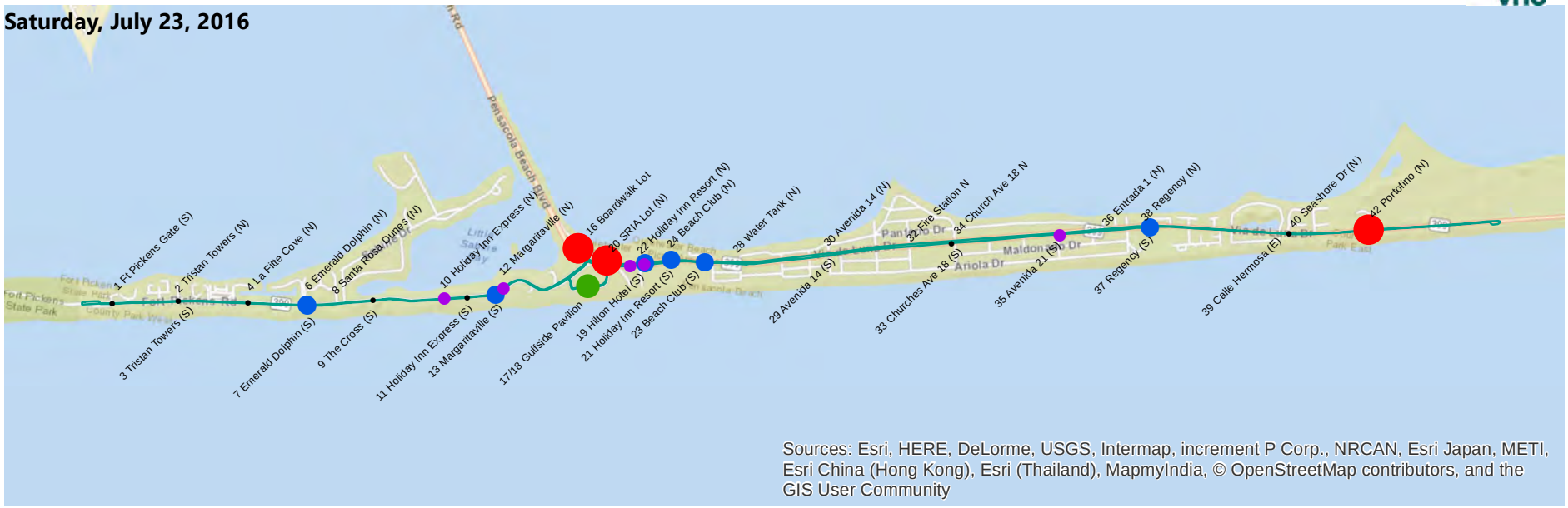
Daily Boardings at Designated Trolley Stops

- 1 - 5
- 6 - 15
- 16 - 50
- 51 - 100
- 101 - 200

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Figure 4.2-2:
Daily Boardings at Designated Stops

VHB, ESRI Basemaps
September 2016



0 0.25 0.5 1 Miles

Daily Alightings at Designated Trolley Stops

- 1 - 5
- 6 - 15
- 16 - 50
- 51 - 100
- 101 - 200

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Figure 4.2-3:
Daily Alightings at Designated Stops

VHB, ESRI Basemaps
September 2016

0 0.25 0.5 1 Miles

Daily Boardings at Undesignated Stops

- 1 - 5
- 6 - 10
- 11 - 20
- 21 - 30

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Figure 4.2-4:
Daily Boardings at Undesignated Stops

VHB, ESRI Basemaps
September 2016

0 0.25 0.5 1 Miles

Daily Alightings at Undesignated Stops

- 1 - 5
- 6 - 10
- 11 - 20
- 21 - 30

Pensacola Beach Congestion Management Plan -Transit Component | Pensacola Beach, FL

Figure 4.2-5:
Daily Alightings at Undesignated Stops

VHB, ESRI Basemaps
September 2016

Figure 4.2-6: Boardings and Alightings by Nearest Designated Stop (July 23, 2016) - Westbound

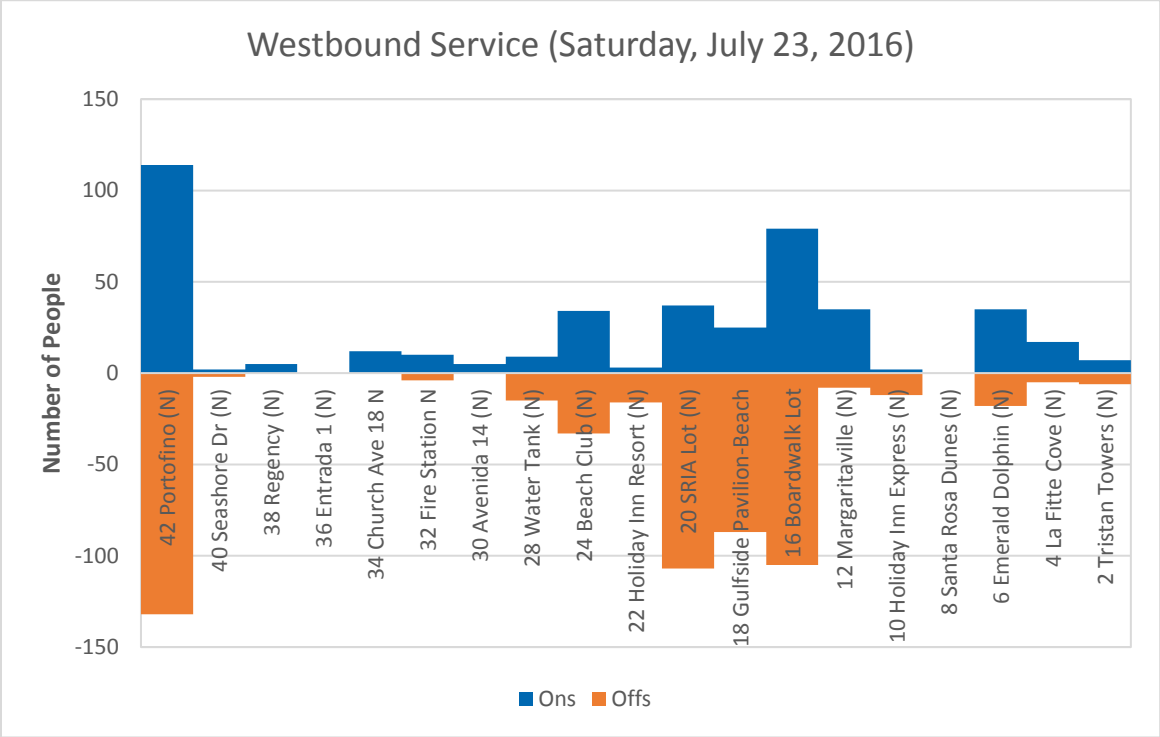


Figure 4.2-7: Boardings and Alightings by Nearest Designated Stop (July 23, 2016) - Eastbound

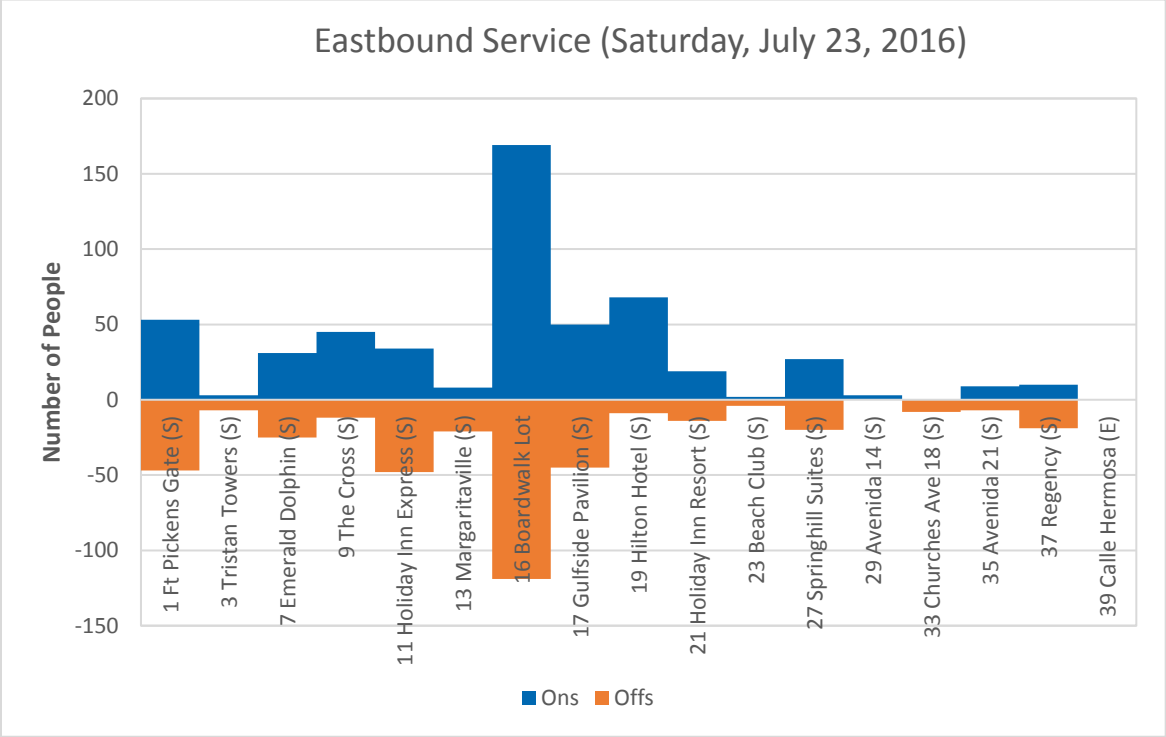


Figure 4.2-8: Boardings and Alightings by Nearest Designated Stop (July 25, 2016) - Westbound

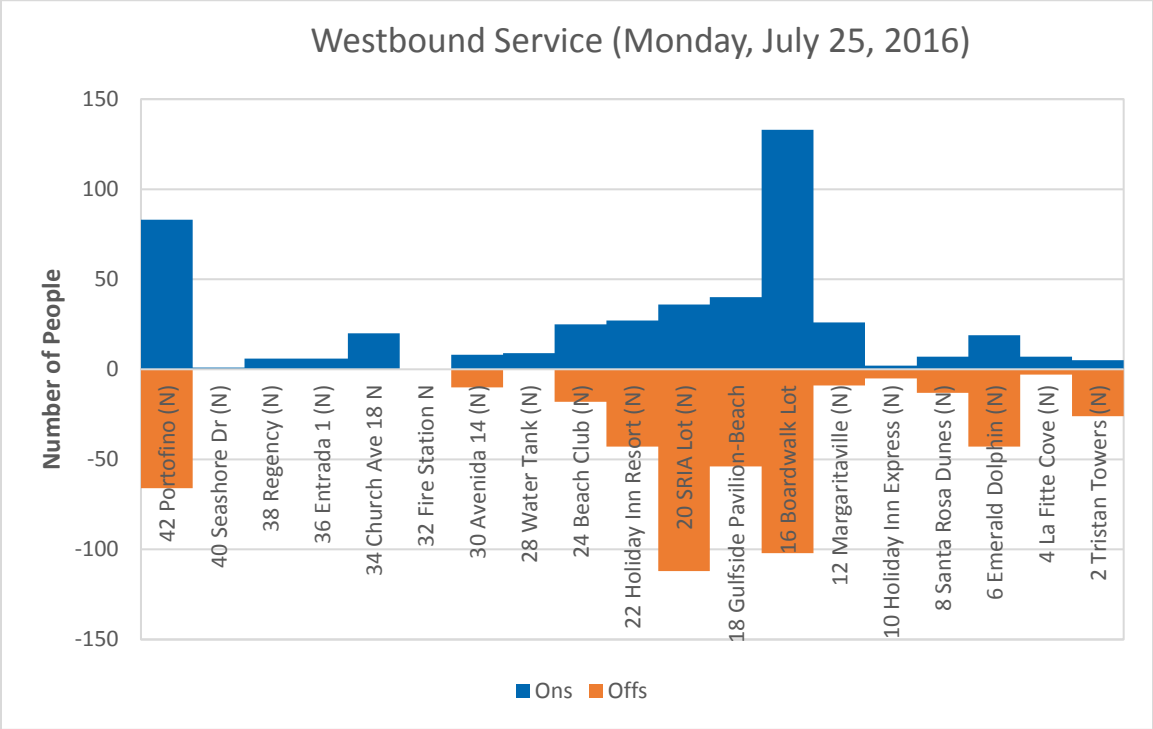
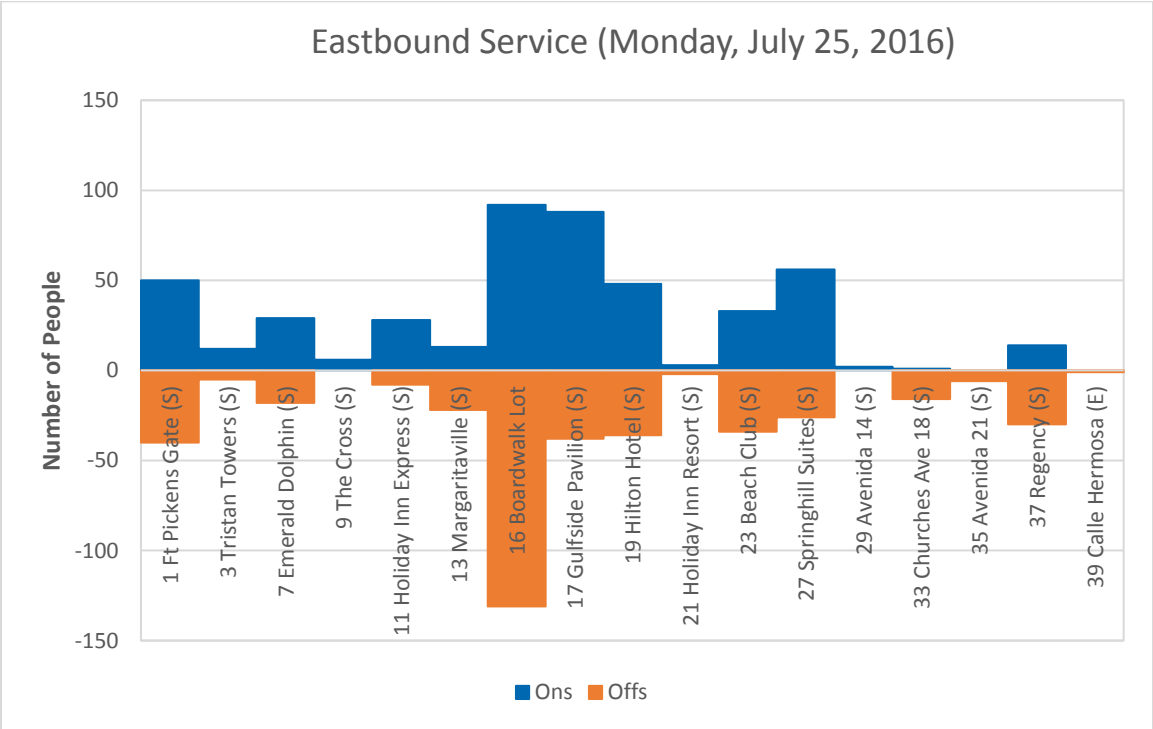


Figure 4.2-9: Boardings and Alightings by Nearest Designated Stop (July 25, 2016) - Eastbound



Temporal Distribution of Ridership

A temporal analysis of ridership was also performed on the data that was collected (see Figure 4.2-10 and Figure 4.2-11). The temporal distributions indicate that peak ridership on the trolley occurs in the early evening hours. Understandably, this peak has a longer duration on Saturday than on Monday. On Saturday, outside of this peak, one can see that ridership is relatively low until about mid-afternoon. The first hour of trolley operation on Saturday in particular (11 AM to noon) is seeing very little utilization with just five boardings in an hour.

Figure 4.2-10: Temporal Distribution of Ridership on July 23, 2016

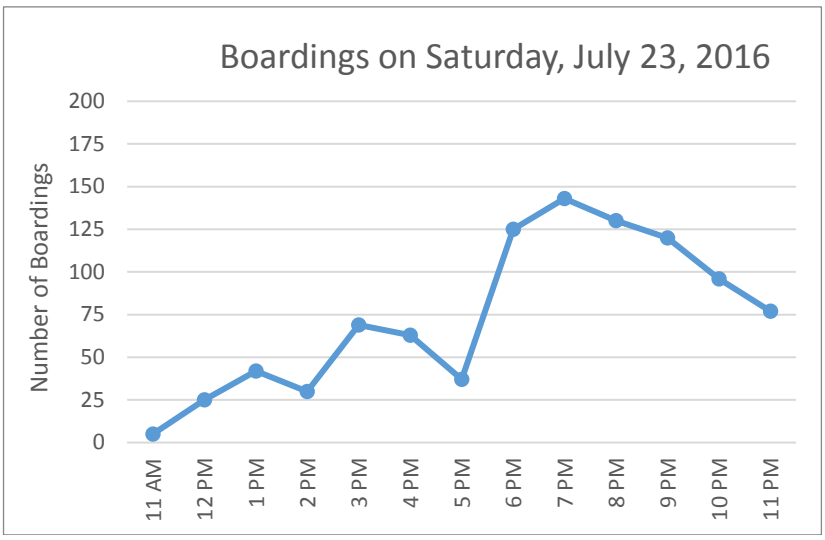
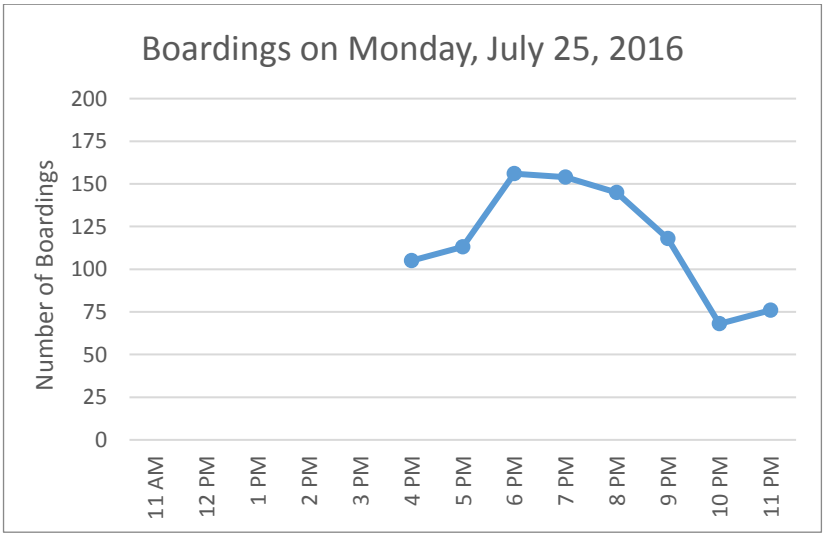


Figure 4.2-11: Temporal Distribution of Ridership on July 25, 2016



Passenger Loads

Passenger loads provide an indication of how full the trolley is. The higher the passenger load is, the more people that are on the trolley. Figure 4.2-12 and Figure 4.2-13 show the passenger loads on each trolley for July 23, 2016 and July 25, 2016, respectively. As can be seen, the load on board each trolley generally exceeded the seated capacity from 6 PM to 10 PM on both Saturday and Monday. This is indicative of strong transit demand during this time period.

Figure 4.2-12: Load by Trolley on July 23, 2016

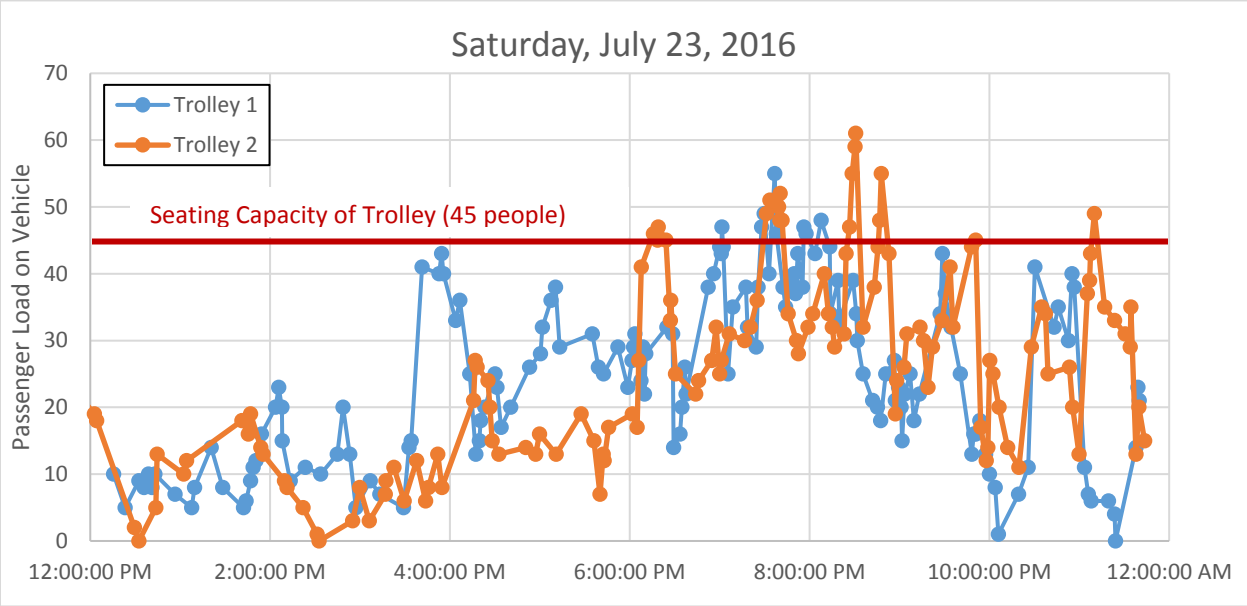
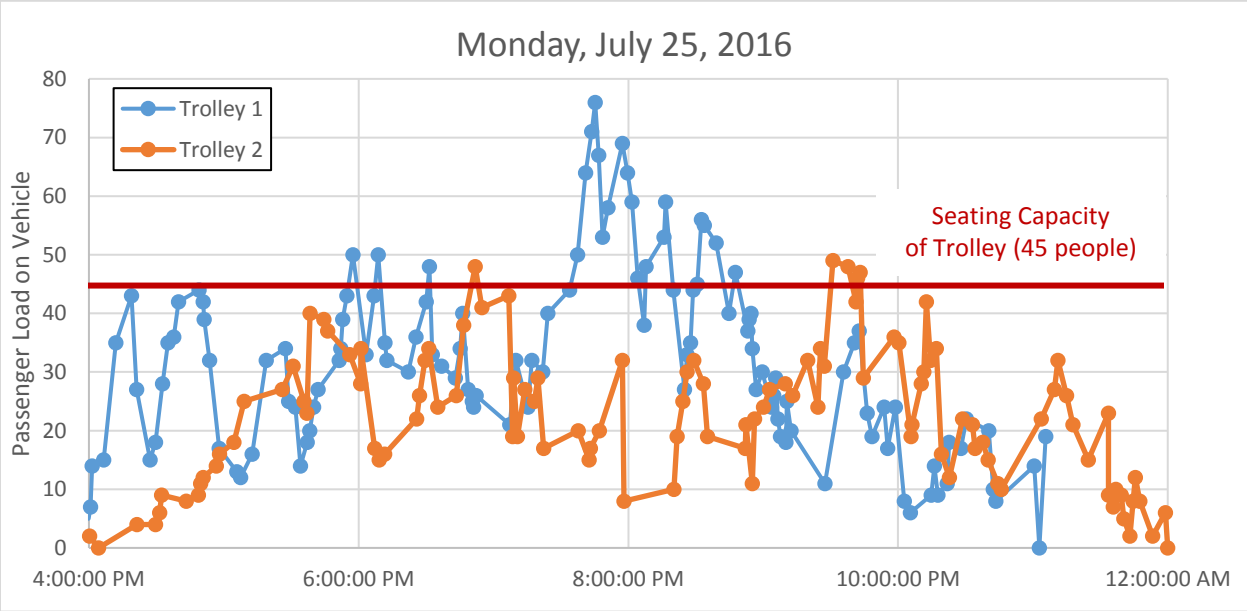


Figure 4.2-13: Load by Trolley on July 25, 2016



4.2.5 Rider Characteristics

As part of the data collection process, an on-board survey was conducted to find out more about the riders of the trolley. The survey asked riders where they were coming from, where they were going to, why they were riding the trolley, and how long they were staying on the island. The results from the survey are shown in Table 4.2-4. As can be seen, the majority of riders are multi-day visitors (74% of all respondents). The predominant places people are coming from or going to are either vacation rentals/hotels or restaurants/shops at the Boardwalk.

Table 4.2-4: On-Board Survey Results

Question 1: How long are you staying in Pensacola Beach?	
Answer	**Percentage of Respondents**
For the day	9%
For a few nights	33%
For a week or more	41%
I live here year-round	17%
Question 2: Where are you coming from?	
Answer	**Percentage of Respondents***
Beach for the day	4%
Vacation Rental/Hotel	45%
Home	8%
Restaurants/Shops at the Boardwalk	34%
Other	10%
Question 3: Where are you going?	
Answer	**Percentage of Respondents***
Beach for the day	5%
Vacation Rental/Hotel	29%
Home	4%
Restaurants/Shops at the Boardwalk	34%
Other	29%
Question 4: What is the main reason you use the trolley?	
Answer	**Percentage of Respondents***
Because there is no place to park where I want to go	4%
Because I do not want to worry about driving	22%
Because it is free, and cheaper than driving	14%
Because it is convenient	40%
Other	21% (predominant answer was sightseeing or for fun)

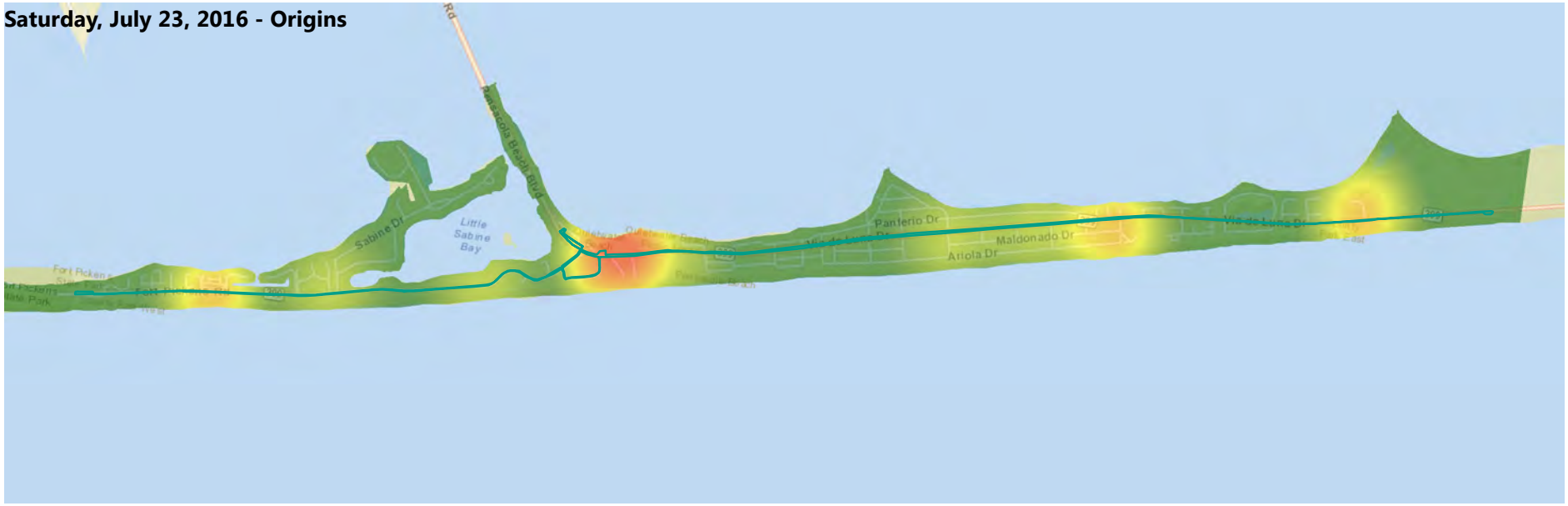
*Note: Numbers do not add up to 100% due to rounding.

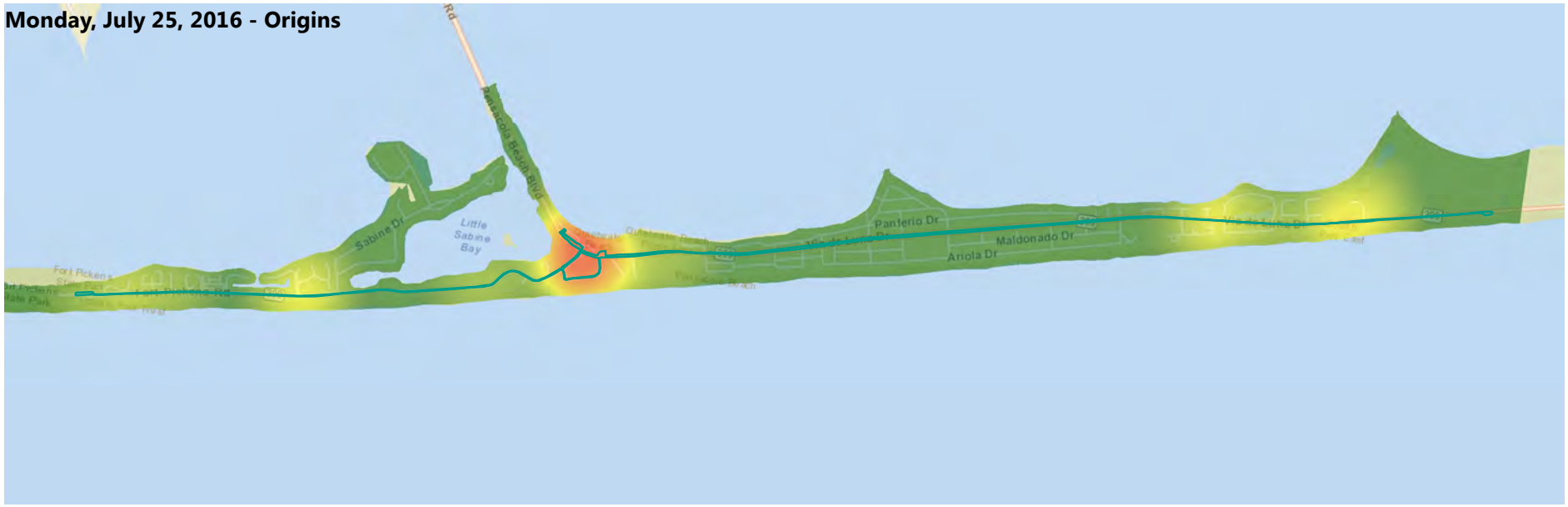
As a follow-up to questions 2 and 3, riders were asked which hotel/resort they were coming from or going to, respectively. As Table 4.2-5 shows, the majority of riders are coming from/going to the Portofino Island Resort.

Table 4.2-5: Hotel/Resort Coming From and Going To

Subset of Question 2: Which hotel/resort are you coming from?		Subset of Question 3: Which hotel/resort are you going to?	
Answer	**Percentage of Respondents**	**Answer**	**Percentage of Respondents**
Portofino Island Resort	31%	Portofino Island Resort	46%
Holiday Inn	11%	Holiday Inn	0%
Margaritaville	8%	Margaritaville	4%
Others	31%	Others	29%
Did not Disclose	19%	Did not Disclose	21%

A series of maps were generated to better illustrate the travel patterns of trolley riders. Figure 4.2-14 to Figure 4.2-16 are a series of heat maps that illustrate where riders are coming from and going to. Based on the combined data shown in Figure 4.2-16, it can be seen that most riders are destined for the Quietwater Beach/Boardwalk/Casino Beach area. Interestingly, a large portion of riders begin their trip just east of that same area.





0 0.25 0.5 1 Miles

Pensacola Beach Trolley - Origin — Trolley Route

Density Map

High Density

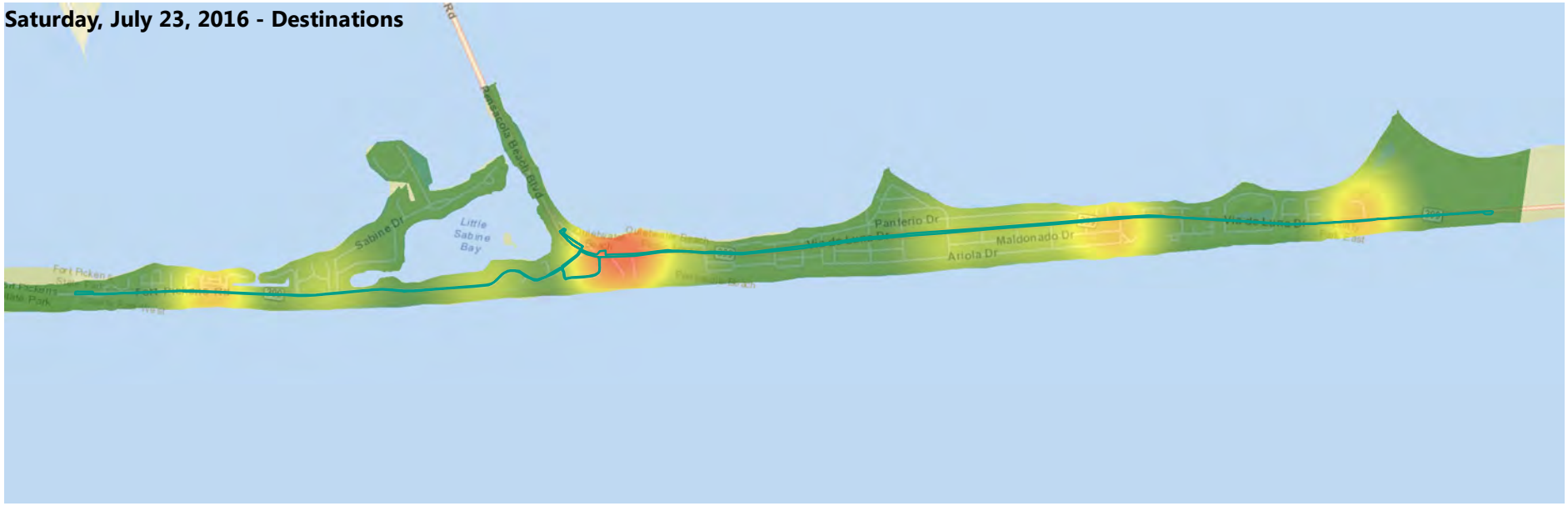
Low Density

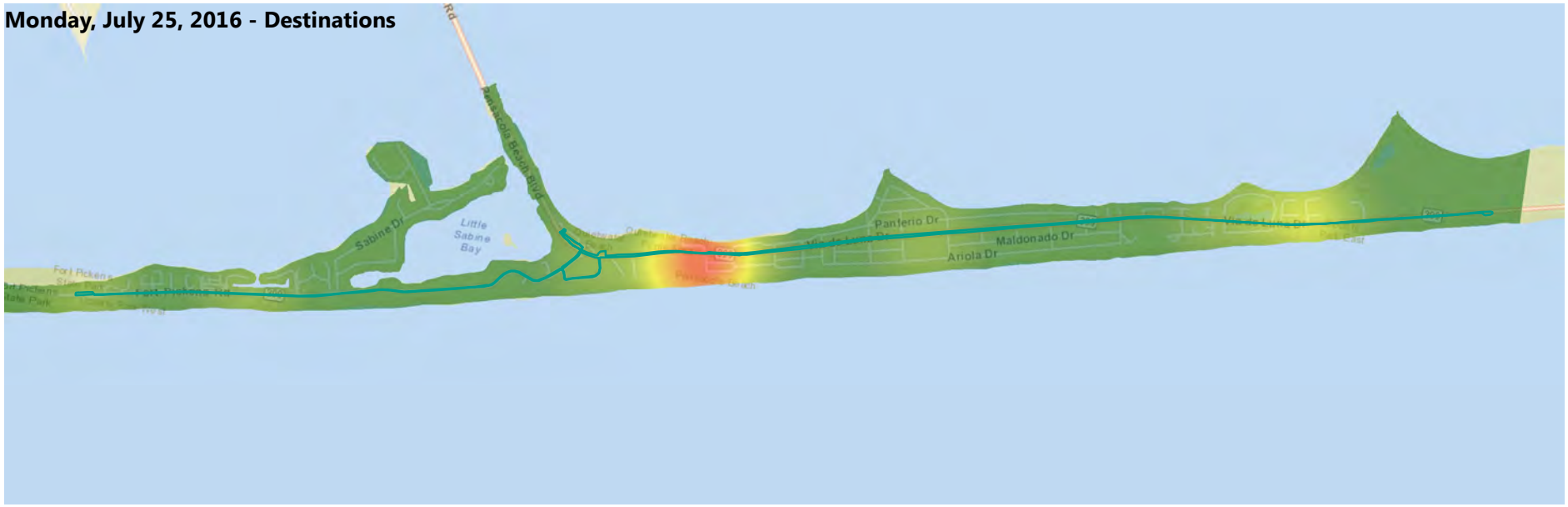
Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Figure 4.2-14:
Pensacola Beach Trolley Survey Heat Map of Origins

VHB, ESRI Basemaps

September 2016





0 0.25 0.5 1 Miles

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Pensacola Beach Trolley - Destination

Trolley Route

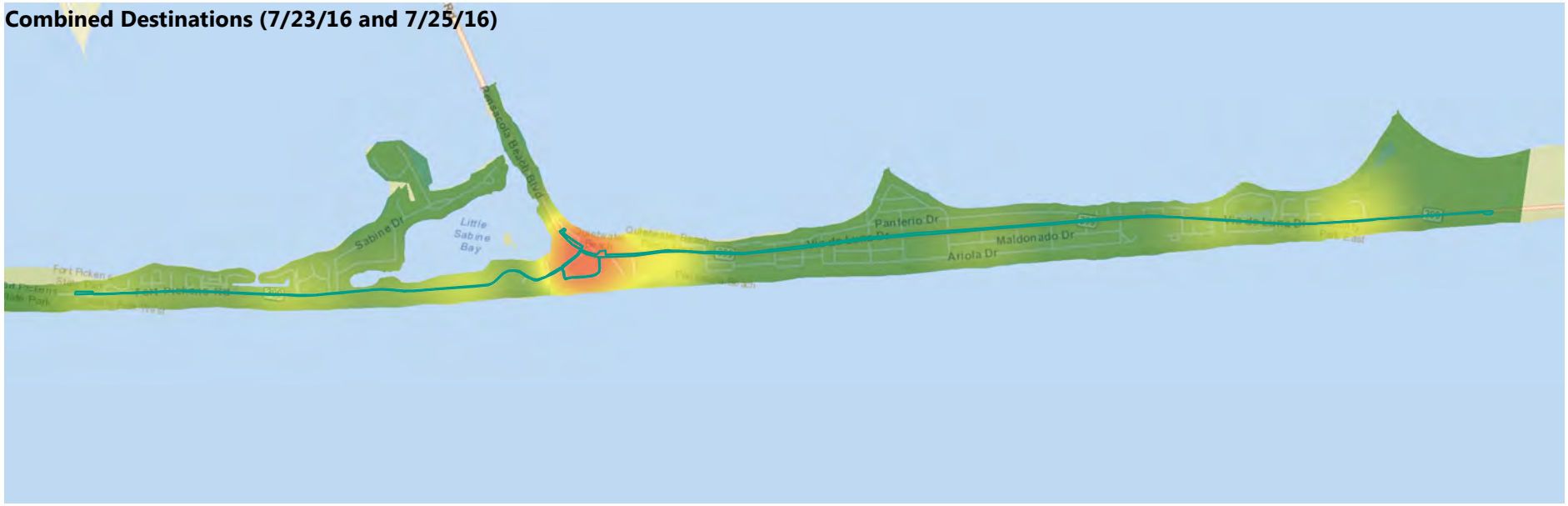
Density Map

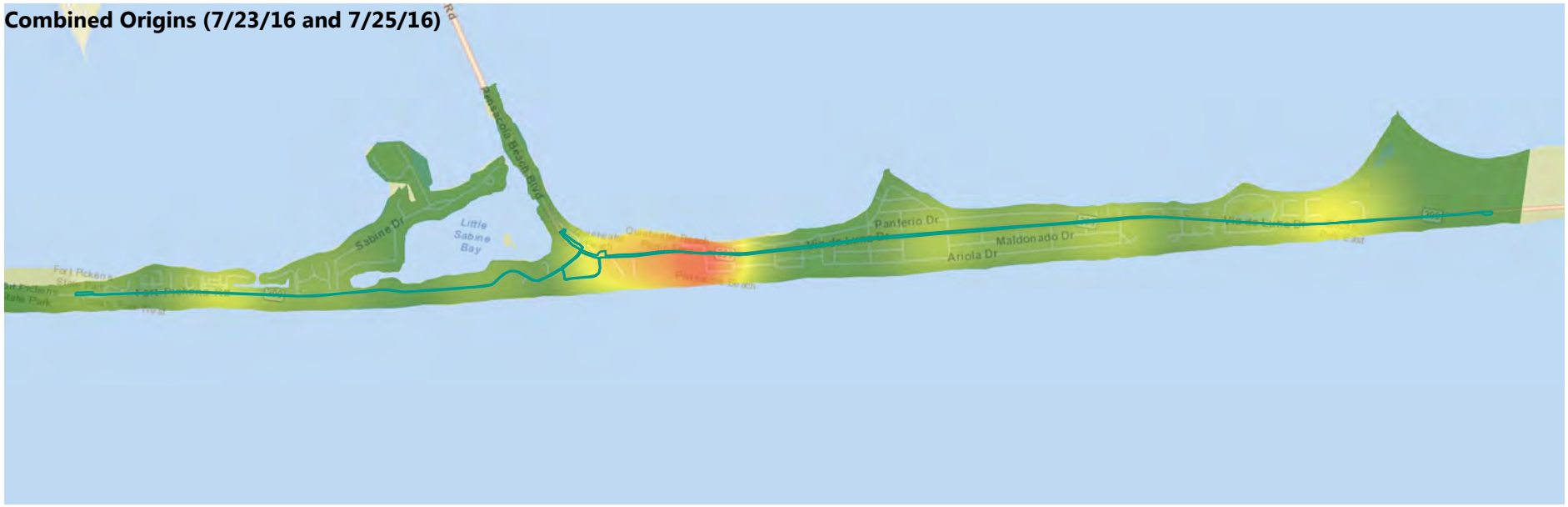
High Density

Low Density

Figure 4.2-15:
Pensacola Beach Trolley Survey
Heat Map of Destinations

VHB, ESRI Basemaps
September 2016





0 0.25 0.5 1 Miles

Pensacola Beach Congestion Management Plan - Transit Component | Pensacola Beach, FL

Pensacola Beach Origin - Destination — Trolley Route

Density Map

High Density

Low Density

Figure 4.2-16:
Pensacola Beach Trolley Survey
Heat Map of Combined Origins and Destinations

VHB, ESRI Basemaps
September 2016

Using the origin-destination (O-D) data, an O-D flow map was also created. As Figure 4.2-17 shows, most of the trips go from the west end to the Quietwater Beach/Boardwalk/Casino Beach area or from the east end to the Quietwater Beach/Boardwalk/Casino Beach area. The data shows very few trips being made from end-to-end. The data presented in Figure 4.2-17 is also presented in a tabular format in Table 4.2-6.

Table 4.2-6: Origins and Destinations Matrix

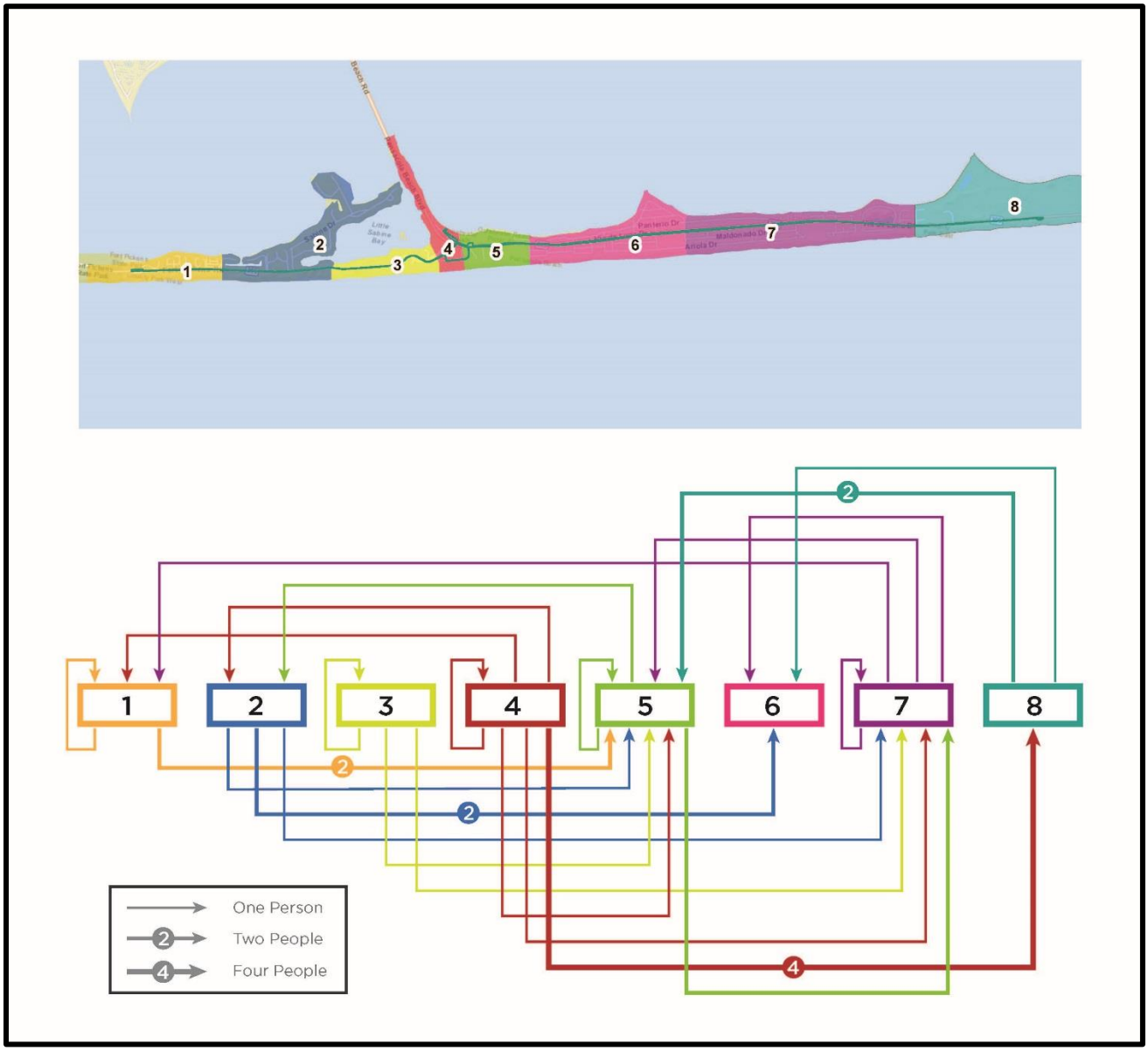
Destination

Origin

Section	1	2	3	4	5	6	7	8	Total
1	1	0	0	0	2	0	0	0	3
2	0	0	0	0	1	2	1	0	4
3	0	0	1	0	1	0	1	0	3
4	1	1	0	1	1	0	1	4	9
5	0	1	0	0	1	0	2	0	4
6	0	0	0	0	0	0	0	0	0
7	1	0	0	0	1	1	1	0	4
8	0	0	0	0	2	1	0	0	3
Total	3	2	1	1	9	4	6	4	**30**

Note: Please refer to Figure 4.2-17 for definition of each section.

Figure 4.2-17: Origins and Destinations Flow Map



4.2.6 Peer Comparison

In order to understand how other cities/jurisdictions operate their trolley services, a peer review was conducted.

Based on VHB's knowledge of trolley systems in the state of Florida, it was determined that the Fort Myers Beach Trolley was the most appropriate peer to the Pensacola Beach Trolley. The Fort Myers trolley is a great peer system to study because similar to the Pensacola Beach Trolley, it operates on a barrier island with one major access point to the mainland, has a peak visitor season (albeit from late January to late April instead of Pensacola's summer peak), and operates its vehicles in similar roadway congestion levels during the peak season.

The Fort Myers trolley system operates a peak and off-peak season schedule. The peak season schedule is in effect from late January to late April.

During the peak season, two trolley routes are operated. One serves as a feeder route (Route 490) from the mainland to the island and the other (Route 410) operates north-south on the island itself. The feeder route connects from the mainland se terminus at a park and ride lot (in a Walmart shopping plaza). The alignment of these two routes is shown in Figure 4.2-19 and Figure 4.2-18.

Figure 4.2-19: Route 490 Alignment

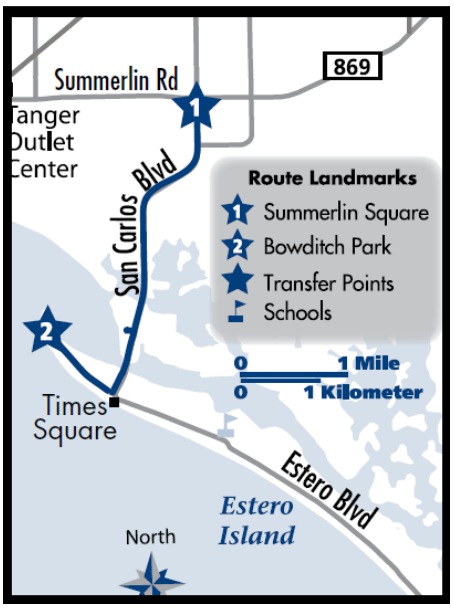
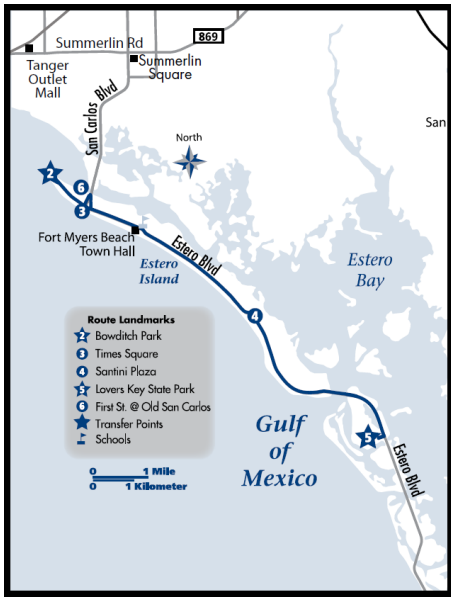


Figure 4.2-18: Route 410 Alignment



During the off-peak season, a combined
trolley route is operated from the mainland and along the island itself. The off-peak service features less frequent service and shorter hours of operation than the peak service.

The following are the characteristics of the Fort Myers Beach Trolley service in the **peak season**:

Operated by: Trolley service is operated by LeeTran.

Hours of Operation (Peak Season):

- Route 490 (Mainland to Island): Monday through Sunday: 7:05 AM to 8:45 PM
- Route 410 (Along Island): Monday through Sunday: 5:50 AM to 10:20 PM

Frequency (Peak Season):

- Route 490: 15-20 minutes during peak times, 30-40 minutes in off-peak times
- Route 410: 15 minutes during peak times, 30 minutes in off-peak times

Fares: LeeTran charges a different (lower priced) fare structure than its normal routes. The fares are as follows:

- Adult: $0.75
- Reduced fare (Student, Disabled, Elderly): $0.35
- All Day Pass: $2.00
- 3-Day Pass: $4.00

Stops: Vehicles only stop at designated stops.

Vehicles Used: LeeTran uses branded, air conditioned trolleys similar to the one shown below.

Source: Google Street View

Ridership: Using seasonal ridership totals, the average daily ridership can be computed. As Table 4.2-7 shows, the route running along the island carries a larger share of the trolley system's ridership (63% of all ridership).

Table 4.2-7: Fort Myers Trolley Average Daily Ridership

Route	Seasonal Ridership Total	Number of Days in Season	Average Daily Ridership
490 (Mainland to Island)	68,481	112	611
410 (Along Island)	118,761	112	1,060
Total	187,242	112	1,672

Unique Operating Conditions: Similar to Pensacola Beach, the traffic congestion at Fort Myers Beach is predominantly in the "beach-bound" direction. As such, traffic often backs up on the Matanzas Bridge from the mainland. However, the trolleys do not need to sit in that congestion because there is a dedicated bus lane on the bridge (shared with bicycles). The bus lane is approximately half a mile in length. Figure 4.2-20 shows the bus lane on the bridge.

Figure 4.2-20: Bus Lane on Matanzas Bridge

Source: Google Street View

4.3 Planned Ferry Service

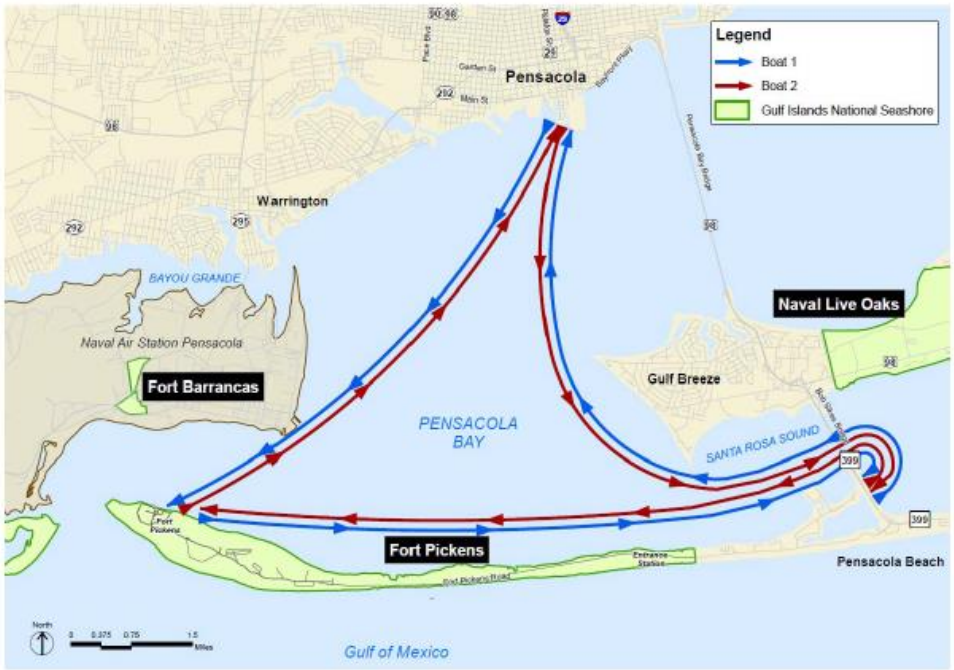
In 2014, the Gulf Islands National Seashore (part of the National Park Service) completed a feasibility study that ultimately recommended introducing a ferry service that would connect Fort Pickens, Pensacola Beach, and downtown Pensacola. According to the feasibility study, the ferry service would utilize two ferry boats operating using the alignment shown in Figure 4.3-1. One ferry would operate the loop in a clockwise manner while the other ferry would operate the loop in a counter-clockwise manner.

As of October 2015, the National Park Service has awarded a contract for the design and construction of two 150 passenger catamaran ferry boats. Service is expected to commence sometime in 2017.

Once operational, it is expected that the ferry will operate with the following service characteristics:

- Seasonal Service: mid-March through October
  - Daily service during the peak season (mid-May to mid-August)
  - Weekend service during the rest of the operating season
- Travel time (assuming a cruising speed of 12 knots):
  - Pensacola – Fort Pickens: 33 minutes
  - Pensacola – Pensacola Beach: 40 minutes
  - Pensacola Beach – Fort Pickens: 44 minutes
- Fares: $5 to $10 with hop-on, hop-off privileges

Figure 4.3-1: Proposed Alignment for the Ferry Service



Source: Pensacola Bay Ferry Service Feasibility Study (June 2014), Figure 2-1

The feasibility study identified that the ferry's Pensacola Beach landing site would be at the public docks located at Quietwater Beach (see Figure 4.3-2). Coordination with trolley operations will need to be done to ensure seamless transfers between the ferry and shuttle system.

Figure 4.3-2: Proposed Location for Pensacola Beach Landing Site

Source: Pensacola Bay Ferry Service Feasibility Study (June 2014), Figure 3-12

5 Conclusion

5.1 Conclusion

This report documents the existing conditions for the Pensacola Beach Trolley as part of the Pensacola Beach Congestion Management Plan update.

This study will evaluate the existing operations of the trolley, identify potential improvements, and evaluate each of these improvements to determine their feasibility. The ultimate goal of this study is to develop a series of recommendations that could be implemented to improve existing operations of the trolley.

Traffic Conditions
There is only one primary route connecting Pensacola to Pensacola Beach: The Bob Sikes Bridge. Tolls are collected for vehicles traveling southbound on the bridge. The temporal distribution of traffic passing through the toll booth indicates that Saturdays are generally the busiest day of the week with vehicles peaking between 10 AM and 11 AM. Monthly traffic volumes indicate that the period from March to July sees the highest traffic volumes throughout the year.

Current Trolley Ridership
As presented in this report, a boardings and alightings survey was done on July 23, 2016 (Saturday) and July 25, 2016 (Monday). As expected, most of the ridership activity was in the Quietwater Beach/Boardwalk/Casino Beach area. A temporal analysis shows that on Saturday, ridership is generally low until about mid-afternoon before peaking in the early evening. Monday follows a similar pattern with a slightly smaller peak. A passenger load analysis showed that the max load on Saturday was 61 people (at roughly 8:30 PM) while the max load on Monday was 76 people (at approximately 7:45 PM).

In addition, an on-board survey was also conducted to better understand rider's travel patterns. The data revealed that the trolley is primarily ridden because it is convenient. Most respondents to the on-board survey indicated they were destined for the Quietwater Beach/Boardwalk/Casino Beach area, rather than traveling from end-to-end. Approximately 21% of respondents indicated that they were just riding the trolley for fun/sightseeing.

5.2 Next Steps

The next step in this study will be to identify a long list of improvements for the trolley. Following the development of the long list of improvements, an analysis will be done to prioritize which improvements should be implemented first.

Appendix A:

FDOT Five Year Work Program Data on Pensacola Bay Bridge Replacement

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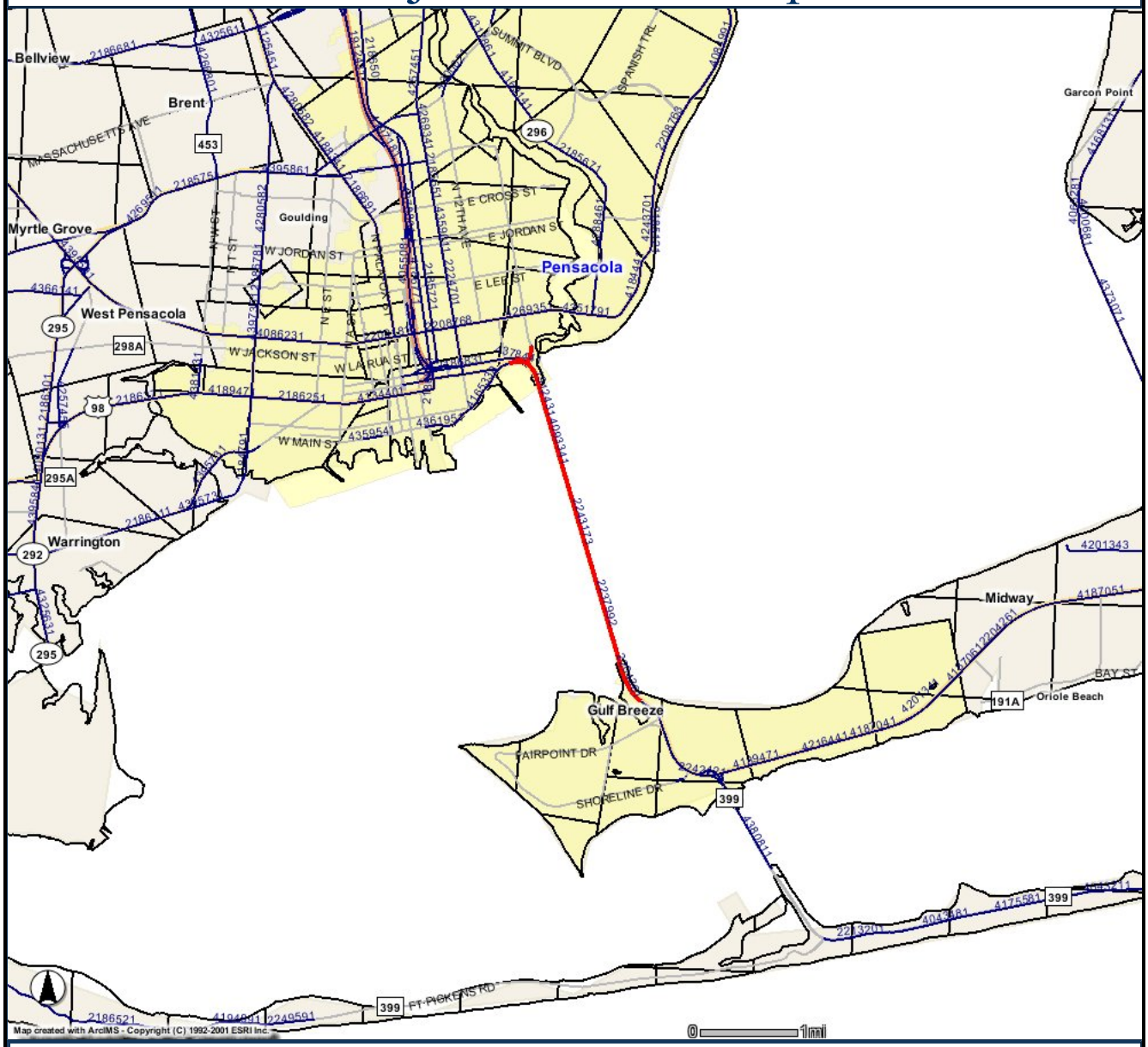
Project Location Map



Florida Department of Transportation
District Two
1109 South Marion Avenue
Lake City, Florida 32025-5874

DISCLAIMER : This is a product of the Florida Department of Transportation. The data depicted here have been developed using the best possible datasets availible .Florida Department of Transportation expressly disclaims responsibility for damages or liability that may arise from the use of this map.

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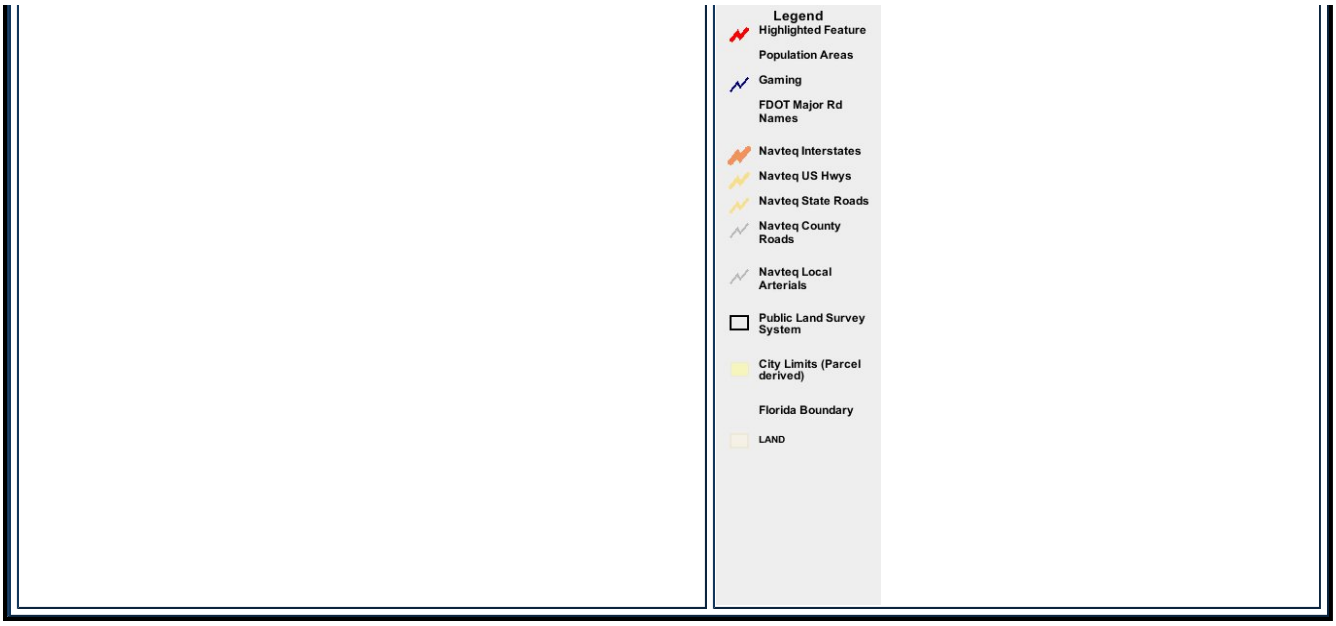
Legend
Highlighted Feature
Population Areas
Gaming
FDOT Major Rd Names
Navteq Interstates
Navteq US Hwys
Navteq State Roads
Navteq County Roads
Navteq Local Arterials
Public Land Survey System
City Limits (Parcel derived)
Florida Boundary
LAND

Florida Department of

TRANSPORTATION

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All in State (Updated: 8/21/2016-19.15.01)	2017-2021 AD Item Number:409334-1

409334-1 SR 30 (US 98) PENSACOLA BAY BRIDGE NO. 480035

District 03 - Escambia County **Project Manager:** KERRIE HARRELL

Type of Work: BRIDGE REPLACEMENT

Activity	Description	Resp. Person	Early Start	Early Finish	Total Float
932999900	ENVIRONMENTAL REVIEW	B.BRUNER	08/15/2001 A	08/21/2001 A	0
164999000	PREPARE PROJECT CONCEPT REPORT	B.BRUNER	08/22/2001 A	11/15/2001 A	0
224999000	CLEARINGHOUSE EARLY NOTICE	B.BRUNER	08/22/2001 A	12/14/2001 A	0
999232000	CONSULTANT ADVERTISE	PH22 01-02	11/07/2001 A	11/07/2001 A	0
164998000	CONCEPT / DRAFT SCOPE COMPLETED	B.BRUNER	11/15/2001 A	11/15/2001 A	0
401999000	CONSULTANT SHORTLIST	PH22 01-02	12/14/2001 A	12/14/2001 A	0
230999000	CONSULTANT SCOPE MEETING	PH22 01-02	01/24/2002 A	01/24/2002 A	0
402999000	CONSULTANT FINAL SELECTION	PH22 01-02	02/22/2002 A	02/22/2002 A	0
363999000	DATA COLLECTION	B.BRUNER	06/03/2002 A	07/26/2002 A	0
999135000	EMO STUDY	B.BRUNER	06/03/2002 A	09/25/2006 A	0
999239000	PD&E CONSULTANT CONTRACT EXECUTED	PH22 01-02	06/28/2002 A	06/28/2002 A	0
256999000	DESIGN TRAFFIC	B.BRUNER	07/29/2002 A	09/16/2003 A	0
364999000	ALTERNATIVE DEVELOPMENT	B.BRUNER	01/09/2003 A	11/07/2003 A	0
365999000	PREPARE FOR PUBLIC HEARING	B.BRUNER	02/07/2003 A	12/06/2004 A	0
333999000	ARCH. COORDINATION & SURVEY	A.MARSHALL	09/15/2003 A	01/04/2007 A	0
339999000	VALUE ENGINEERING REVIEW (PH 1)	H.WALLER	11/14/2003 A	11/14/2003 A	0
292999000	PUBLIC HEARING	B.BRUNER	12/07/2004 A	12/07/2004 A	0
367999000	DEVELOP PREFERRED ALIGNMENT	B.BRUNER	12/08/2004 A	02/11/2005 A	0
339998000	VALUE ENGINEERING REVIEW (PH 2)	H.WALLER	02/10/2005 A	02/10/2005 A	0
141999000	CONCEPT STG RELOC PLAN	B.BRUNER			0

			02/11/2005 A	05/06/2005 A	
238999000	INTERIM EVALUATION OF CONSULT	B.BRUNER	03/15/2005 A	03/15/2005 A	0
368999000	ENV/ROW ANALYSIS	B.BRUNER	05/09/2005 A	08/11/2005 A	0
998239000	ENCUMBER (CLOSED CONTRACT #C8385	B.BRUNER	09/25/2006 A	09/25/2006 A	0
252022000	PROGRAM PH 22 W/FHWA (FEDERAL)	T.HAGANS	07/01/2010 A	07/01/2010 A	0
164010000	PREPARE PH 22 SCOPE OF SERVICES	B.BRUNER	08/02/2010 A	09/10/2010 A	0
164022000	PD&E FINAL SCOPE COMPLETED	B.BRUNER	09/10/2010 A	09/10/2010 A	0
450022000	PH 22 TIP / STIP AMENDMENT	L.LITTLE	09/13/2010 A	09/14/2010 A	0
451022000	PD&E PH 22 PD&E AUTHORIZATION	T.HAGANS	09/14/2010 A	09/17/2010 A	0
705010000	PD&E CONSULTANT ADVERTISE	R.NORRIS	09/20/2010 A	09/20/2010 A	0
401022000	PD&E CONSULTANT SHORTLIST	R.NORRIS	10/11/2010 A	10/11/2010 A	0
230022000	PD&E CONSULTANT SCOPE MEETING	R.NORRIS	10/19/2010 A	10/19/2010 A	0
402022000	PD&E CONSULTANT FINAL SELECTION	R.NORRIS	11/15/2010 A	11/15/2010 A	0
451020000	PD&E PH 22 PD&E ENCUMBRANCE	B.BRUNER	12/08/2010 A	12/08/2010 A	0
135010000	EMO / PD&E STUDY	A.PITTS	12/20/2010 A	05/05/2015 A	0
239022000	PD&E CONSULTANT CONTRACT EXECUTED		12/20/2010 A	12/20/2010 A	0
358010000	EA STUDY	B.BRUNER	12/21/2010 A	05/05/2015 A	0
358020000	SECTION 7	B.BRUNER	12/21/2010 A	04/06/2015 A	0
333022000	PH 22 CULTURAL RESOURCES ASSESSMENT SURVEY	A.MARSHALL	04/30/2012 A	04/11/2013 A	0
252032000	PROGRAM PH 32 W/FHWA (FEDERAL) (FY 13)	T.HAGANS	11/27/2012 A	11/27/2012 A	0
104010000	1ST DRAFT PRELIMINARY ENGINEERING REPORT (PER)	B.BRUNER	02/18/2013 A	02/18/2013 A	0
450032000	PH 32 TIP / STIP AMENDMENT APPROVED	L.LITTLE	02/26/2013 A	02/26/2013 A	0
106010000	PREPARE SURVEY (DESIGN / ROW / BRIDGE)	D.DEAL	03/01/2013 A	06/05/2013 A	0
452010000	PH 32 DESIGN AUTHORIZATION (FY 13)	T.HAGANS	03/25/2013 A	03/25/2013 A	0
233032000	EXECUTE SUPPLEMENTAL PH 32 (FY 13)		04/01/2013 A	04/01/2013 A	0
113030000	PRELIMINARY ENGINEERING	K.HARRELL	04/02/2013 A	05/29/2015 A	0
324010000	PREPARE R/W CONTROL MAPS	K.HARRELL	05/20/2013 A	09/27/2013 A	0
138010000	PREPARE R/W REQUIREMENTS	K.HARRELL	06/03/2013 A	08/15/2014 A	0
106020000	REVIEW SURVEY (DESIGN / ROW / BRIDGE)	D.DEAL	06/05/2013 A	07/11/2013 A	0
250010000	PRELIMINARY ENGINEERING BEGIN (FY 14)	A.PITTS	07/01/2013 A	07/01/2013 A	0
371010000	PREPARE PAVEMENT TYPE RPT INITIAL - N/A	S.WEEDE	07/02/2013 A	07/02/2013 A	0
371020000	SUBMIT PAVEMENT TYPE RPT INITIAL - N/A	S.WEEDE	07/03/2013 A	07/03/2013 A	0
373010000	PREPARE PAVEMENT TYPE RPT PH II (60%) - N/A	S.WEEDE	07/03/2013 A	07/03/2013 A	0
373020000	SUBMIT PAVEMENT TYPE RPT PH II (60%) - N/A	S.WEEDE	07/03/2013 A	07/03/2013 A	0

228010000	RECEIVE SUNSHINE811 DESIGN TICKET	J.MACDONAL	07/09/2013 A	07/09/2013 A	0
264010000	UTILITY CONTACT	J.MACDONAL	07/10/2013 A	07/10/2013 A	0
45004X000	PH 4X TIP / STIP AMENDMENT	L.LITTLE	08/19/2013 A	08/19/2013 A	0
153010000	PERFORM PAVEMENT SURVEY	S.TOOLE	08/20/2013 A	08/20/2013 A	0
324020000	REVIEW / APPROVE R/W CONTROL MAPS	J.HOLLAND	11/11/2013 A	02/19/2014 A	0
339010000	VALUE ENGINEERING STUDY (1400303) - N/A	K.HINSON	11/18/2013 A	11/18/2013 A	0
233014000	EXECUTE SUPPLEMENTAL (FY 14)		03/31/2014 A	03/31/2014 A	0
999100000	COMPLETE PM PLAN	K.HARRELL	04/17/2014 A	09/26/2014 A	0
336020000	REEV. FOR R/W - N/A	N.NELSON	05/20/2014 A	05/20/2014 A	0
197010000	PAVEMENT DESIGN	K.HARRELL	05/30/2014 A	06/20/2014 A	0
262010000	HOLD PUBLIC HEARING	B.BRUNER	06/10/2014 A	06/10/2014 A	0
292023000	PUBLIC HEARING COMMENTS PERIOD	B.BRUNER	06/11/2014 A	06/20/2014 A	0
187090000	INITIAL DESIGN / BUILD R/W CERTIFICATION FORM	G.MILES	06/12/2014 A	06/12/2014 A	0
173010000	RAILROAD CLEAR LETTER TO PM	E.CHADWELL	06/27/2014 A	07/24/2014 A	0
28604X000	SUBMIT TO FHWA - REEV. FOR R/W - N/A	N.NELSON	06/27/2014 A	06/27/2014 A	0
999200000	FINANCIAL PLAN	K.HARRELL	07/02/2014 A	09/22/2015 A	0
210020000	ROW REVIEW R/W REQUIREMENTS	H.SMITH	08/18/2014 A	08/27/2014 A	0
142010000	SUBMIT R/W REQUIREMENTS	K.HARRELL	08/19/2014 A	08/19/2014 A	0
210010000	MAPPING REVIEW R/W REQUIREMENTS	J.BUSH	08/19/2014 A	08/27/2014 A	0
151010000	PREPARE FINAL R/W REQUIREMENTS	K.HARRELL	08/27/2014 A	04/15/2015 A	0
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233015000	EXECUTE SUPPLEMENTAL FOR COST RISK ASSESSMENT WORKSHOP (FY 1		09/29/2014 A	09/29/2014 A	0
148010000	MOT REVIEW / APPROVE	S.GOLDEN	12/24/2014 A	01/13/2015 A	0
237020000	FHWA REVIEW AND APPROVAL	B.BRUNER	02/27/2015 A	05/05/2015 A	0
140010000	ROW WORKSHOP	K.HARRELL	03/30/2015 A	03/30/2015 A	0
319010000	SUBMIT FINAL R/W REQUIREMENTS	K.HARRELL	04/15/2015 A	04/15/2015 A	0
322010000	REVIEW / APPROVE FINAL R/W REQUIREMENTS	J.BUSH	04/15/2015 A	05/05/2015 A	0
263010000	LOCATION DESIGN CONCEPT ACCEPTANCE (LDCA)	B.BRUNER	05/05/2015 A	05/05/2015 A	0
139010000	PREPARE R/W MAPS	J.BUSH	05/06/2015 A	07/13/2015 A	0
999348000	COST RISK ASSESSMENT WORKSHOP UPDATE	K.HARRELL	06/19/2015 A	06/19/2015 A	0
376010000	ENVIRONMENTAL CERTIFICATION TO PM	V.CARLISLE	06/24/2015 A	06/24/2015 A	0
297030000	PRELIM ENG DESIGN ESTIMATE	R.YATES	06/26/2015 A	07/16/2015 A	0
207010000	NAME / TITLE SEARCH	R.CARROLL	06/29/2015 A	08/20/2015 A	0

252052000	PROGRAM PH 52 W/FHWA (FEDERAL)	T.HAGANS	07/01/2015 A	07/01/2015 A	0
157010000	REVIEW / APPROVE FINAL R/W MAPS	J.BUSH	07/20/2015 A	08/17/2015 A	0
144010000	INSTRUMENTS PREP	R.GIBSON	07/31/2015 A	08/24/2015 A	0
461010000	DISTRICT RFP REVIEW	K.HARRELL	08/12/2015 A	08/26/2015 A	0
450052000	PH 52 TIP / STIP AMENDMENT APPROVED	L.LITTLE	08/18/2015 A	08/18/2015 A	0
999268000	DOCUMENTS COMPLETE	D.DEAL	08/19/2015 A	08/19/2015 A	0
268010000	DOCUMENTS TO R/W	D.DEAL	08/20/2015 A	08/20/2015 A	0
121016000	PH 43 FEDERAL AUTHORIZATION FOR R/W (FY 2016)	T.HAGANS	09/10/2015 A	09/10/2015 A	0
352010000	PH 45 FEDERAL AUTHORIZATION FOR R/W (FY 2016)	T.HAGANS	09/10/2015 A	09/10/2015 A	0
926801000	PH 41 REQUEST FOR FEDERAL AUTHORIZATION (FY 2016)	T.HAGANS	09/10/2015 A	09/10/2015 A	0
107010000	DISTRICT RFP APPROVAL	K.HARRELL	09/11/2015 A	09/11/2015 A	0
107020000	RFP TO CENTRAL OFFICE STRUCTURES FOR REVIEW / APPROVAL	K.HARRELL	09/13/2015 A	10/12/2015 A	0
460020000	RFP TO CENTRAL OFFICE D/B FOR REVIEW / APPROVAL	K.HARRELL	09/13/2015 A	10/12/2015 A	0
999292000	INDUSTRY FORUM	K.HARRELL	09/22/2015 A	09/22/2015 A	0
265010000	UTILITY UPDATE CONFERENCE	K.HARRELL	10/01/2015 A	10/01/2015 A	0
458010000	ADVERTISE DESIGN / BUILD	R.NORRIS	10/12/2015 A	10/12/2015 A	0
999052000	PH 52 DESIGN BUILD ENCUMBRANCE	R.NORRIS	10/12/2015 A	10/12/2015 A	0
460010000	RFP TO FHWA REVIEW	K.HARRELL	10/20/2015 A	11/23/2015 A	0
999358000	UPDATE COST RISK ASSESSMENT - N/A	K.HARRELL	10/30/2015 A	10/30/2015 A	0
127010000	PH 42 R/W SERVICE CONTRACT EXECUTED (FY 2016)		11/02/2015 A	11/02/2015 A	0
349010000	PH 4B R/W SERVICE CONTRACT EXECUTED (FY 2016)	B.PETTIS	11/02/2015 A	11/02/2015 A	0
349016000	PH 4B R/W SERVICE CONTRACT EXECUTED (FY 2016)	B.PETTIS	11/02/2015 A	11/02/2015 A	0
459010000	EXPANDED LETTERS OF INTEREST DUE	K.HARRELL	11/02/2015 A	11/02/2015 A	0
459030000	ELOI SCORES DUE TO TECHNICAL REIVEW COMMITTEE	K.HARRELL	11/23/2015 A	11/23/2015 A	0
461020000	FHWA RFP APPROVAL	K.HARRELL	11/23/2015 A	11/23/2015 A	0
459040000	PHASE I SELECTION MEETING & NOTIFY FIRMS OF SCORES	K.HARRELL	12/07/2015 A	12/07/2015 A	0
285010000	PH 52 D/B AUTHORIZATION - RFP PKG APPROVAL	T.HAGANS	12/09/2015 A	12/09/2015 A	0
459050000	DEADLINE TO SUBMIT WRITTEN PHASE II INTENT	K.HARRELL	12/09/2015 A	12/09/2015 A	0
462010000	DESIGN / BUILD SHORTLIST	K.HARRELL	12/09/2015 A	12/09/2015 A	0
401020000	RFP TO SHORTLISTED FIRMS	K.HARRELL	12/14/2015 A	12/14/2015 A	0
217010000	ARMY CORP PERMIT	K.HARRELL	12/17/2015 A	07/17/2016 A	0
219010000	DEP PERMIT	K.HARRELL	12/17/2015 A	06/13/2016 A	0
230020000	PRE-PROPOSAL MEETING	K.HARRELL	12/17/2015 A	12/17/2015 A	0
999001000	ATC MEETING 1	K.HARRELL	01/06/2016 A	01/07/2016 A	0

999002000	ATC MEETING 2	K.HARRELL	01/19/2016 A	01/22/2016 A	0
999003000	ATC MEETING 3	K.HARRELL	02/04/2016 A	02/05/2016 A	0
999004000	ATC MEETING 4	K.HARRELL	02/15/2016 A	02/16/2016 A	0
999020000	AESTHETIC ATC DUE DATE	K.HARRELL	02/25/2016 A	02/25/2016 A	0
999030000	ATC DUE DATE	K.HARRELL	03/10/2016 A	03/10/2016 A	0
999040000	ATC DECISION DUE DATE	K.HARRELL	03/24/2016 A	03/24/2016 A	0
121010000	NEGOTIATIONS (FY16/17)	B.PETTIS	04/11/2016 A	11/18/2016	17
129010000	RELOCATION WORK (FY 2016)	B.PETTIS	04/11/2016 A	11/21/2016	16
405010000	CEI CONSULTANT ADVERTISE	S.THAMES	04/18/2016 A	04/18/2016 A	0
249010000	DEADLINE FOR TECHNICAL QUESTIONS	K.HARRELL	04/21/2016 A	04/21/2016 A	0
249020000	DEADLINE FDOT RESPONSE TO QUESTIONS	K.HARRELL	04/28/2016 A	04/28/2016 A	0
249030000	PHASE II TECHNICAL PROPOSALS DUE	K.HARRELL	05/05/2016 A	05/05/2016 A	0
218010000	USCG PERMIT	K.HARRELL	05/06/2016 A	08/18/2016	87
249040000	TECHNICAL PROPOSAL REVIEW	K.HARRELL	05/06/2016 A	05/09/2016 A	0
249050000	TECHNICAL PROPOSAL PAGE TURN MEETINGS	K.HARRELL	05/10/2016 A	05/10/2016 A	0
406010000	CEI SHORTLIST	S.THAMES	05/23/2016 A	05/23/2016 A	0
294040000	Q&A QUESTIONS TO DESIGN BUILD TEAMS	K.HARRELL	05/27/2016 A	05/27/2016 A	0
464010000	QUESTION AND ANSWER SESSIONS	K.HARRELL	06/01/2016 A	06/01/2016 A	0
464020000	WRITTEN CLARIFICATIONS DUE	K.HARRELL	06/09/2016 A	06/09/2016 A	0
464030000	DEADLINE SUBMITTAL QUESTIONS TO PRE-BID WEBSITE	K.HARRELL	06/23/2016 A	06/23/2016 A	0
464040000	DEADLINE FOR DEPARTMENT TO POST RESPONSES TO PRE-BID WEBSITE	K.HARRELL	06/30/2016 A	06/30/2016 A	0
121017000	PH 43 FEDERAL AUTHORIZATION FOR R/W (FY 2017)	T.HAGANS	07/01/2016 A	07/01/2016 A	0
926802000	PH 41 REQUEST FOR FEDERAL AUTHORIZATION (FY 2017)	T.HAGANS	07/04/2016 A	07/04/2016 A	0
283010000	OPEN DESIGN / BUILD BID	JUL16	07/07/2016 A	07/07/2016 A	0
901010000	PHASE II FINAL SELECTION MEETING	K.HARRELL	07/11/2016 A	07/11/2016 A	0
901020000	POSTING INTENT TO AWARD	K.HARRELL	07/11/2016 A	07/11/2016 A	0
901030000	FHWA CONCURRENCE IN AWARD	K.HARRELL	07/11/2016 A	07/11/2016 A	0
407010000	CEI FINAL SELECTION	S.THAMES	07/25/2016 A	07/25/2016 A	0
349017000	PH 4B R/W SERVICE CONTRACT EXECUTED (FY 2017)	B.PETTIS	07/29/2016	07/29/2016	240
500010000	ANTICIPATED AWARD DATE	K.HARRELL	07/29/2016	07/29/2016	5
205010000	PH 56 CONSTRUCTION UTILITY EXECUTED AGREEMENT (FY 17)	K.HARRELL	08/19/2016	08/19/2016	4
284090000	EXECUTE DESIGN / BUILD CONTRACT	S.THAMES	08/22/2016	08/22/2016	4
408010000	CEI ENCUMBERED	S.THAMES	08/29/2016	08/29/2016	0
233017000	PH 32 STIPENDS (FY 17)		08/31/2016	08/31/2016	16
999101000	UPDATE PM PLAN	K.HARRELL	08/31/2016	09/20/2016	2
203010000	CEI CONTRACT EXECUTED	SEP16	09/05/2016	09/05/2016	0
234090000	ISSUE NOTICE TO PROCEED	K.HARRELL	09/19/2016	09/19/2016	4
312090000	DESIGN / BUILD CONSTRUCTION (E3N51)	J.MILLER	09/23/2016	07/26/2020	0

999284000	NOISE MONITORING CONTRACT EXECUTION	K.HARRELL	10/18/2016	10/18/2016	9
145010000	PERMITS	K.HARRELL	11/15/2016	06/26/2017	25
292010000	PUBLIC INFORMATION WORKSHOP	K.HARRELL	11/15/2016	11/15/2016	11
323010000	MITIGATION (FY 2017)	K.HARRELL	11/15/2016	11/15/2016	163
243010000	ALL R/W CLEARED	B.PETTIS	11/22/2016	11/22/2016	16
187010000	FINAL R/W CERTIFICATION FORM	G.MILES	12/15/2016	12/15/2016	68
255010000	R/W CERTIFIED	DEC16	12/15/2016	12/15/2016	0
298100000	CERTIFIED R/W ESTIMATE UPDATE	H.SMITH	12/16/2016	03/09/2017	8
266010000	UTILITIES CERTIFIED	K.HARRELL	03/21/2017	03/21/2017	0
166010000	PH 5A ALTERNATIVE CONTRACT PAYMENT (FY 2019)	K.HARRELL	07/02/2018	07/02/2018	259
193010000	FINAL ACCEPTANCE	J.MILLER	07/27/2020	07/27/2020	0

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Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
District 03 (Updated: 8/21/2016-19.15.01)	2017-2021 AD Escambia County
Category:Highways	Item Number:409334-1

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE STATE HIGHWAY — District 03 - Escambia County
Description: SR 30 (US 98) PENSACOLA BAY BRIDGE NO. 480035
Type of Work: BRIDGE REPLACEMENT — View Scheduled Activities
Item Number: 409334-1
Length: 4.169 — View Map of Item

Construction Contract Information

Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used
		0	58	0.00%
Vendor Name: SKANSKA USA CIVIL SOUTHEAST INC				
		0	58	0.00%
Vendor Name: SKANSKA USA CIVIL SOUTHEAST INC				

Project Detail

Fiscal Year:	2017	2018	2019	2020	2021
Highways/PD & E					*(On-Going)*
Amount:					
Highways/Preliminary Engineering					*(On-Going)*
Amount:	$8,164,309				
Highways/Right of Way					*(On-Going)*
Amount:	$4,972,968				
Highways/Railroad & Utilities					
Amount:	$500,000				
Highways/Contract Incentives					
Amount:			$15,000,000		
Highways/Environmental					
Amount:	$28,494				
Highways/Design Build					
Amount:	$443,690,555				
Item Total:	**$457,356,326**		**$15,000,000**		

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Pensacola Beach Congestion Management Plan | Transit Component

Recommendations Report

December 2016

Prepared By:

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1 Introduction

1.1 Introduction

Pensacola Beach, located on Santa Rosa Island, is one of the top beaches in Florida. As can be expected, summer is one of the busier times of the year for visitors, which often results in traffic congestion both getting onto and circulating around the island.

In response to this, Escambia County is currently working to update its *Pensacola Beach Congestion Management Plan*. One of the components of the *Congestion Management Plan* is to improve the existing Pensacola Beach Trolley service. This study will evaluate the existing operations of the trolley, identify potential improvements, and evaluate each of these improvements to determine their feasibility. The ultimate goal of this study is to develop a series of recommendations that could be implemented to improve existing operations of the trolley.

One of the first steps in improving the trolley's operations was to perform an existing conditions assessment. This work, documented in the *Existing Conditions Report,* included an evaluation of land use & demographics, existing traffic conditions, and existing & planned transit operations.

The next step in this project is to identify recommendations to improve the trolley's operations based on the existing conditions. This report presents these improvements and then prioritizes which ones should be implemented first.

1.2 Purpose of this Report

The purpose of this report is to present the improvements that were developed to improve the trolley's operations.

Chapter 2 of this report presents the recommended operational improvements and the reasons they were developed. Chapter 3 presents the evaluation of the improvements in terms of the ridership impact, capital costs, and operations & maintenance (O&M) costs. Chapter 4 presents the prioritization plan for the given improvements and any special considerations. Chapter 5 presents the recommended infrastructure improvements.

2

Definition of the Recommended Operational Improvements

2.1 Introduction

This chapter defines the four recommended operational improvements that were developed to improve the Pensacola Beach Trolley. The four operational improvements are as follows:

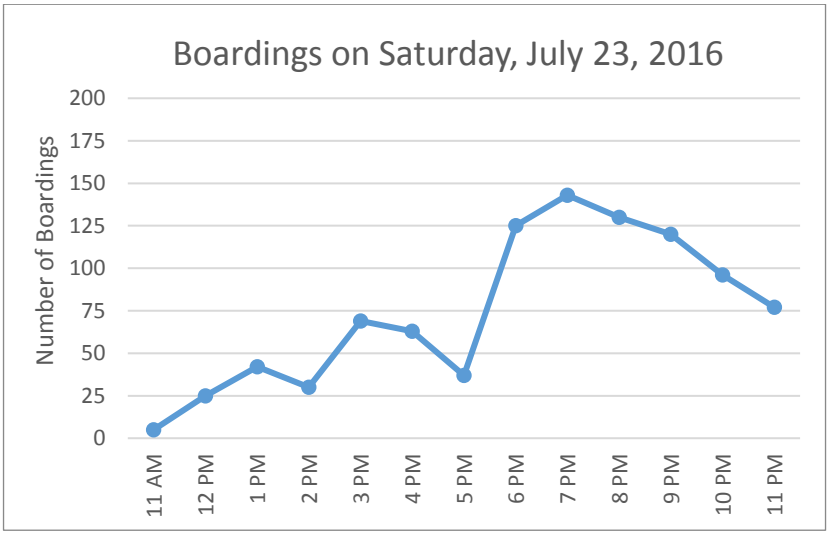
- Improvement 1: Shift the Span of Service
- Improvement 2: Increased Frequency of the Trolley
- Improvement 3: Split the Trolley Service into Three Routes
- Improvement 4: Extend the Trolley Service to Gulf Breeze

These improvements were developed after performing an existing conditions assessment. This effort is documented in the *Existing Conditions Report.*

2.2 Improvement 1: Shift the Span of Service

As documented in the *Existing Conditions Report*, the trolley sees low ridership on Saturday until about mid-afternoon (see Figure 2.2-1 below). In particular, the first hour of trolley operations on Saturday (11 AM to noon) sees very little utilization with approximately five boardings in an hour.

Figure 2.2-1: Temporal Distribution of Ridership on July 23, 2016

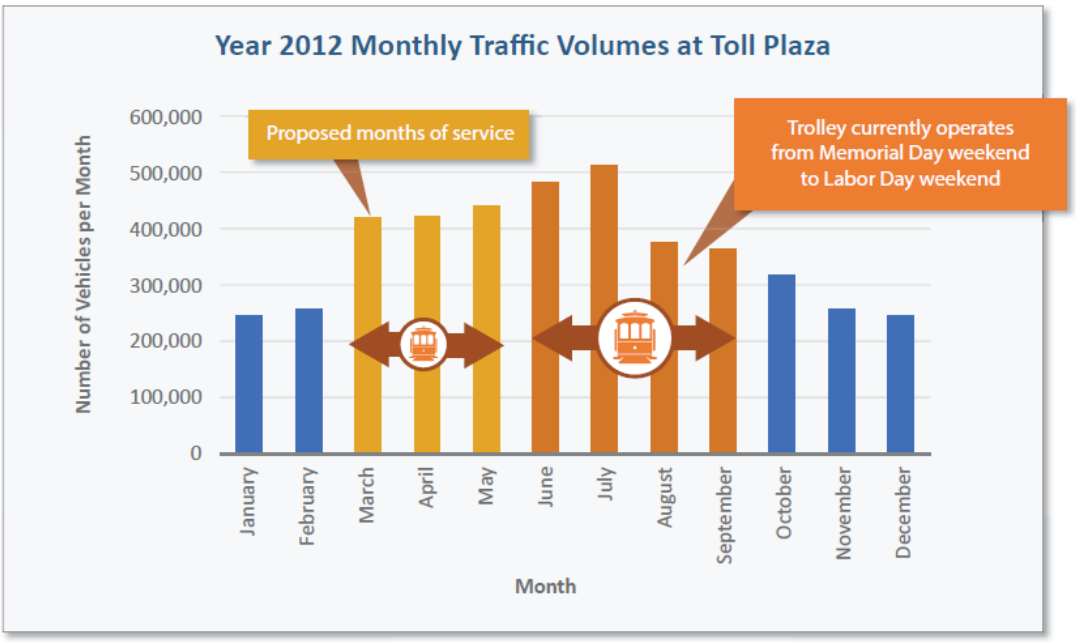


Since the five boardings from 11 AM to noon is lower than the other hours the trolley is in operation and the last hour of operation shows relatively high ridership (more than 75 riders), there is the potential to shift the trolley's span of service to make the service more productive. As such, this improvement recommends starting trolley operations one hour later and ending one hour later on Fridays, Saturdays, and Sundays (days when the trolley begins service at 11 AM). This would result in the trolley operating from noon to 1 AM (currently it runs from 11 AM to midnight).

2.3 Improvement 2: Extend Months of Service

As presented in the *Existing Conditions Report,* and shown in Figure 2.3-1, traffic volumes at the Bob Sikes Toll Plaza (beach bound/southbound traffic only), indicate that the months of March, April, and May experience vehicular volumes that are higher than some months the trolley currently operates (Memorial Day Weekend to Labor Day Weekend). This seems to indicate that during these months, there are as many visitors as the months when the trolley currently operates. As such, there is the potential to extend the operating season of the trolley to serve these visitors by starting service earlier (early- to mid-March). This improvement would still propose having the trolley end on Labor Day Weekend.

Figure 2.3-1: 2012 Monthly Traffic Volumes at Toll Plaza

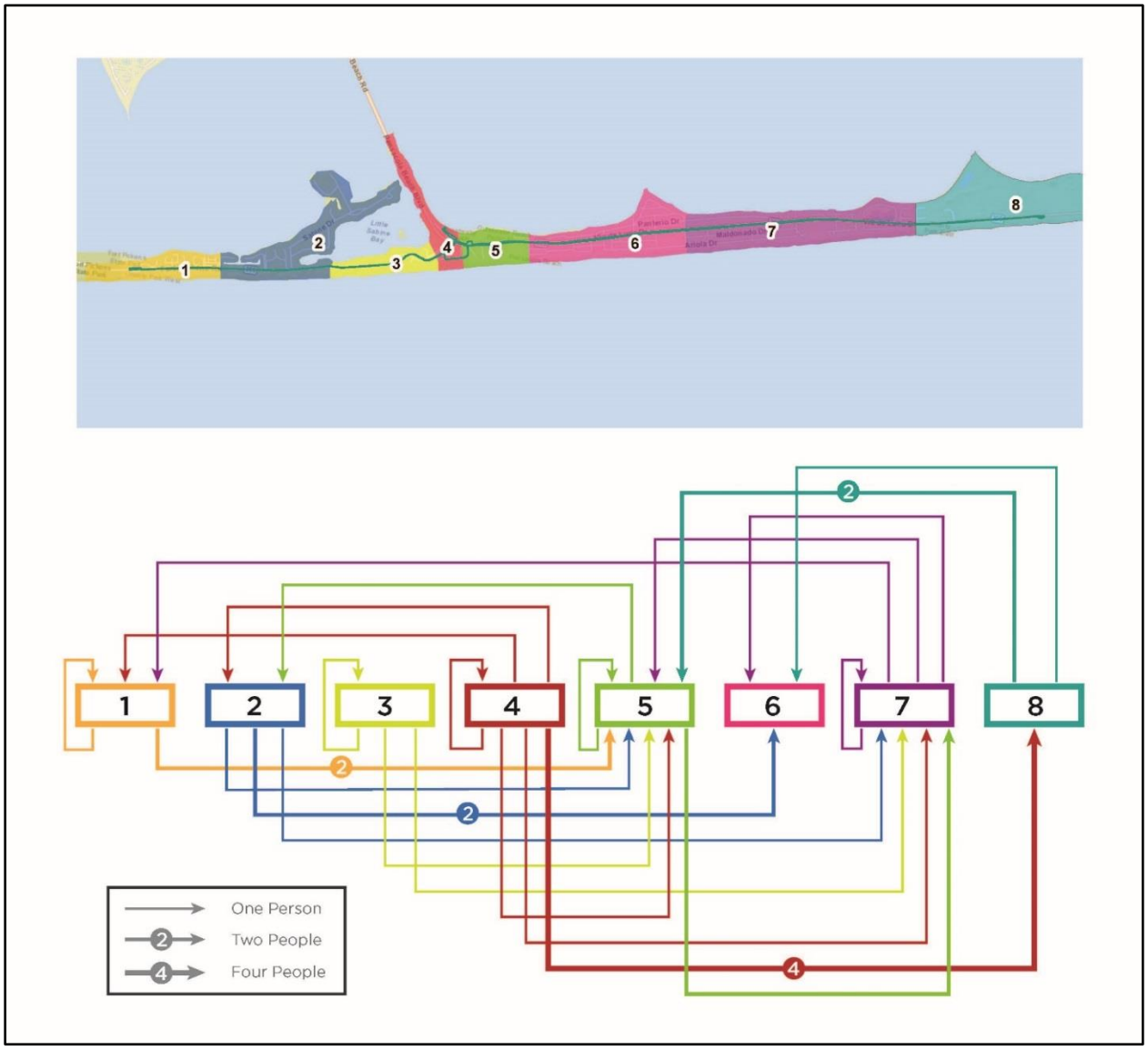


Note: This data is for southbound (beach bound) traffic only.

2.4 Improvement 3: Split Trolley Service into Three Routes

As presented in the *Existing Conditions Report,* and shown below in Figure 2.4-1, the origin and destination flow data indicates that the vast majority of people utilizing the trolley service are destined for the Quietwater Beach/Boardwalk/Casino Beach area (zones 4 and 5 on the map). Furthermore, while not shown in the data, field observations and an examination of the land uses in zones 4 and 5 indicate that there is a demand for service within and between these two zones.

Figure 2.4-1: Origin and Destination Flow Map



Combined, the data indicates that splitting the current route into three separate routes would improve existing trolley operations and result in minimal impact on existing riders (very few passengers ride from end to end).

Splitting the route will result in several improvements:

- Improves on-time performance by reducing the current long route into three shorter ones. Longer routes are more difficult to maintain a schedule (i.e., be on-time) than shorter routes because there is a greater likelihood of encountering a delay along the route. Furthermore, when a delay is encountered, the delay has a greater "ripple effect" to more customers simply because the route is longer.
- Improves the frequency of service in the core area (Quietwater Beach/Boardwalk/Casino Beach area) where service is needed most, which will in turn reduce crowding on vehicles and reduce wait time.

- Provide greater accessibility to destinations northwest of the current trolley stop at the Boardwalk/Quietwater Beach, which includes the Bob Sikes Fishing Pier and the Grand Marlin restaurant.

The proposed alignment for the three new trolley routes is dependent on the construction of the following improvements being planned as part of the overall Pensacola Beach Congestion Management Plan:

- Construction of two new roundabouts: One at the intersection of Fort Pickens Road and Via De Luna Drive, and the other at Via De Luna Drive and the Casino Beach Parking Lot Driveway.
- Extension of the frontage road along Pensacola Beach Boulevard from the Boardwalk Shopping Center to the Bob Sikes Bridge

Following the completion of these improvements, the trolley routes shown in Figure 2.4-2 can be implemented. Prior to the completion of these improvements, interim route alignments can be implemented. Both the interim and final proposed alignments are shown in Figure 2.4-2.

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Trolley Route 1 (Central)

Trolley Route 2 (West)

Trolley Route 3 (East)

Transfer Point

Route Direction

Figure 2.4-2
Proposed Alignment for Three Trolley Routes

2.5 Improvement 4: Extend Trolley Service to Gulf Breeze

Based on conversations with stakeholders, there is strong interest in extending the trolley to Gulf Breeze to facilitate park and ride service to Pensacola Beach. Instituting a park and ride service is a potential way to increase access to Pensacola Beach without increasing congestion on Santa Rosa Island. This alternative has the potential to reduce (1) the parking demand, or at least reduce its growth, in the popular Quietwater Beach/Boardwalk/Casino Beach area and (2) queues and delays experienced at the toll plaza.

Two sites have been identified on Gulf Breeze that can potentially provide park and ride service (indicated in Figure 2.5-1):

- Site 1: The Publix Shopping Plaza Parking Lot
- Site 2: The O'Grady Orthopaedics Parking Lot

The feasibility of using these sites to provide park and ride service will need to further studied at the next phase; however, a cursory evaluation has been performed as part of this study which identified the preferred site for park and ride service as Site 1. If initial efforts show that there is insufficient parking at Site 1 to meet the high demand, Site 2 can be considered as an "overflow lot".

In addition, prior to initiating park and ride service, agreements would need to be worked out between the landowners and Escambia County Area Transit (the operator of the service).

A preliminary alignment to serve Site 1 is included as Figure 2.5-2.

Figure 2.5-1: Proposed Park and Ride Locations

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Trolley Route 1 (Central)

Trolley Route 2 (West)

Trolley Route 3 (East)

Transfer Point

Route Direction

Figure 2.5-2
Preliminary Alignment
for Service to Gulf Breeze

3 Evaluation of the Operational Improvements

3.1 Introduction

This chapter will present the evaluation of the operational improvements in terms of ridership, expected capital costs, and change in operations and maintenance (O&M) costs. This information can be used to prioritize which improvement(s) should be implemented first.

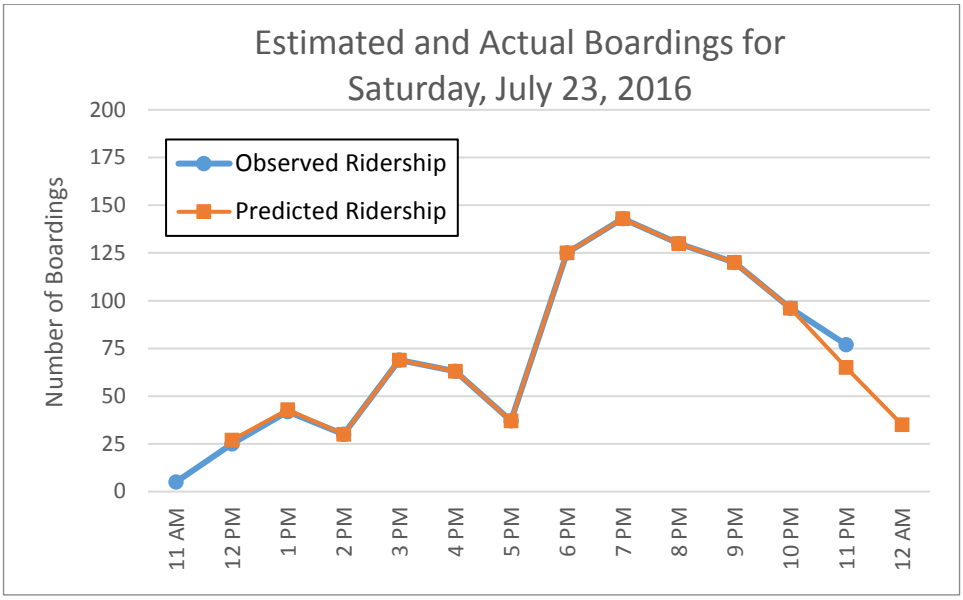
3.2 Ridership Analysis

Ridership was estimated for each of the four recommended improvements, as documented below.

3.2.1 Improvement 1: Shift the Span of Service

Using a trend analysis, the impact of starting service one hour later and ending one hour later was examined. As shown in Figure 3.2-1, ridership will increase slightly in the 12:00 PM hour and decrease slightly during the 11:00 PM hour. This accounts for individuals shifting of departure times based on the new hours of operation for the trolley. Altogether, this change is estimated to generate 21 new trips per day. In a typical week, this can generate 63 new trips (this calculation assumes this change is applied to Friday, Saturday, and Sunday only).

Figure 3.2-1: Estimated Ridership Based on Data from July 23, 2016



3.2.2 Improvement 2: Extend Months of Service

To estimate the ridership associated with providing trolley service in March, April, and May two things needed to be done. First, the mode share for transit needed to be determined (i.e., the percentage of all trips taken by transit on the island). Second, the historical average daily vehicular volume of cars entering Pensacola Beach (via the toll plaza) for the months of March and April needed to be ascertained.

To determine the mode share for transit, daily toll booth volumes and daily transit ridership numbers from the 2016 summer season were used. Based on this data, it was calculated that the trolley has approximately 2% mode share.

Once mode share was calculated, historical traffic volumes at the toll plaza were analyzed for the months of March, April, and May. Based on the average traffic volumes for each month, the 2% mode share for the trolley was applied, along with an average occupancy rate (2.5 people per vehicle).

The results of this analysis are presented in Table 3.2-1.

Table 3.2-1: Estimated Ridership for Improvement 2

	March	April	May
Typical Weekday Ridership	600	600	650
Typical Weekend Day Ridership	800	875	900
WEEKLY TOTAL	**4,800**	**5,025**	**5,300**

3.2.3 Improvement 3: Split Trolley Service into Three Routes

Since this improvement will result in headway changes (i.e., time until next bus) and alignment changes resulting in new areas of service, a two-step approach to estimate ridership was taken.

First, to account for the headway changes at various points of the route, a headway-ridership elasticity was used. Elasticities are used to provide a correlation between two items. In this case, an elasticity of +0.5 (provided in the *Transit Capacity and Quality of Service Manual-Third Edition*) was used which indicates that for a 100% decrease in headway, there is a 50% increase in ridership.

Using the data collected on July 23 and 25, 2016, stops were assigned to one of the three new routes. Stops served exclusively by the new West and East routes will experience an increase in headway as a result of this change (from 30 to 45 minutes). Stops served by both the East and Central routes will experience a decrease in headway (from 30 to 20 minutes). As a result, ridership is expected to experience a decrease at stops served exclusively by either the new West or East routes while ridership is expected to increase at stops served by both the East and Central routes (core area).

Once the elasticity was applied, the additional ridership generated from providing new service north of the boardwalk to the Grand Marlin was estimated. Based on the land uses along the new alignment, and proximity to existing bus stops, a ridership estimate was computed.

Table 3.2-2 summarizes the ridership computations for this improvement for both a typical weekday and a typical weekend day. For a typical week, this improvement is expected to generate approximately 1,018 new trips.

Table 3.2-2: Estimated Ridership for Improvement 3

	Existing Systemwide Ridership	Systemwide change due to…			Total Estimated Systemwide Ridership
		Headway	Extension	Subtotal	
Typical Weekday Ridership	935	-15	+175	+160	1,095 (+160 trips)
Typical Weekend Day Ridership	955	-36	+162	+126	1,081 (+126 trips)
WEEKLY TOTAL*	**6,605**	**-168**	**+1,186**	**+1,018**	**7,623 (+1,018 trips)**

*Note: Values are estimated from typical weekday and weekend day numbers.

3.2.4 Improvement 4: Extend Trolley Service to Gulf Breeze

Estimating ridership for this improvement involved two steps. First, the average daily traffic volumes at the toll plaza (typical weekday and typical weekend day) were ascertained for both the summer season (Memorial Day weekend to Labor Day weekend) and the months of March, April, and May.

Once the average daily traffic volumes were obtained, an average auto occupancy (2.5 people per vehicle) and mode share (1% on weekend, 0.5% on weekdays) was applied to the traffic volumes to estimate the ridership from Gulf Breeze to Pensacola Beach.

Table 3.2-3 presents the result for both the summer season and the months of March, April, and May.

Table 3.2-3: Estimated Ridership for Improvement 4

	March, April, and May	Summer Season (June-September)
Typical Weekday Ridership	150	175
Typical Weekend Day Ridership	425	450
WEEKLY TOTAL	**1,875**	**2,050**

3.3 Capital Cost Analysis

The implementation of Improvements 3 and 4 may require some additional capital funding for vehicle acquisition. This section documents the estimated capital cost for these two improvements.

3.3.1 Improvement 3: Split Trolley Service into Three Routes

Implementation of this improvement will require a third trolley be put into regular revenue service. Collectively, with the three trollies, one trolley will be used to provide service for each of the three new routes (East, Central, and West). A conceptual schedule was developed and is included as Appendix A.

Currently, two of the three new open-air trollies (delivered in 2015) are put into daily revenue service. With the implementation of this improvement, all three of these new trollies will need to be used.

As such, one of the two older trollies (still kept in the ECAT bus yard) will need to be on standby as a spare when one of the three open-air trollies goes out of service for either routine or unscheduled maintenance. Prior to implementation of this improvement, one of these older trollies should be inspected and upgraded as needed prior to the operating season.

If there is a desire to maintain a consistent fleet using a similar, open-air trolley as a spare, approximately $300,000 should be budgeted for vehicle acquisition.

3.3.2 Improvement 4: Extend Trolley Service to Gulf Breeze

Implementation of this improvement will require a fourth trolley be put into regular revenue service. This fourth vehicle will need to be placed on the Central Route in order to keep the headways to under one hour. A conceptual schedule was developed and is included as Appendix B.

For this improvement, another open-air trolley needs to be acquired in order to maintain a consistent fleet. As such, approximately $300,000 should be budgeted for vehicle acquisition for the fourth vehicle (assuming this vehicle was not already acquired as part of implementing Improvement 3). If there is a desire to make the spare consistent with the rest of the fleet, a total of $600,000 should be budgeted.

3.4 Operations and Maintenance Cost Analysis

Based on the costs provided by the Santa Rosa Island Authority (see Appendix C), an hourly rate of $78.88 per vehicle hour (2016 dollars) was used to compute the Operations and Maintenance (O&M) cost of implementing each of the four recommended improvements. The anticipated O&M cost for each improvement is described in greater detail in each subsection.

3.4.1 Improvement 1: Shift the Span of Service

Since the number of vehicle hours remains the same for this improvement (just the hours of operation are shifted by an hour), there is no anticipated change in O&M cost.

3.4.2 Improvement 2: Extend Months of Service

For Improvement 2, the O&M cost was computed for weekends only and for daily service. The results are presented in Table 3.4-1 and Table 3.4-2, respectively. The complete calculations for the O&M cost are included in Appendix D.

Table 3.4-1: Estimated O&M Cost for Improvement 2 (Weekends Only)

	Anticipated O&M Cost	
	Typical Weekend Day	Weekly Total
Improvement 2: Additional Months of Service	$2,300	$7,000

Note: Cost is presented in 2016 dollars.

Table 3.4-2: Estimated O&M Cost for Improvement 2 (Daily Service)

	Anticipated O&M Cost		
	Typical Weekday	Typical Weekend Day	Weekly Total
Improvement 2: Additional Months of Service	$1,500	$2,300	$13,000

Note: Cost is presented in 2016 dollars.

3.4.3 Improvement 3: Split Trolley Service into Three Routes

For Improvement 3, this O&M cost estimate includes the cost of introducing a third trolley into revenue service (see conceptual schedule included in Appendix A). The results, presented in Table 3.4-3, use the existing service as the baseline for comparison. The complete calculations for the O&M cost are included in Appendix D.

Table 3.4-3: Estimated O&M Cost for Improvement 3

	Baseline for Comparison	Anticipated Change in O&M Cost		
		Typical Weekday	Typical Weekend Day	Entire Week
Improvement 3: Split Trolley into Three Routes	Existing Service	+$800	+$1,200	+$6,800

Note: Cost is presented in 2016 dollars.

3.4.4 Improvement 4: Extend Trolley Service to Gulf Breeze

This improvement is contingent on Improvement 3 being implemented first. In addition, it will also require a fourth vehicle be put into revenue service to keep the headways to the Central Route (which provides service to Gulf Breeze) under one hour. A conceptual schedule is included in Appendix B. For Improvement 4, the O&M cost was computed for weekdays, weekends, and the entire week. The results, presented in Table 3.4-4, use Improvement 3 as the baseline for comparison (since this improvement requires Improvement 3 to be implemented first). The complete calculations for the O&M cost are included in Appendix D.

Table 3.4-4: Estimated O&M Cost for Improvement 4

	Baseline for Comparison	Anticipated Change in O&M Cost		
		Typical Weekday	Typical Weekend Day	Entire Week
Improvement 4: Extend to Gulf Breeze	Improvement 3	+$700	+$1,200	+$6,400

Note: Cost is presented in 2016 dollars.

4

Prioritization and Implementation of the Operational Improvements

4.1 Introduction

This chapter presents the prioritization plan for implementing each of the four recommended operational improvements. It also presents special considerations for three improvements that must be addressed prior to implementation.

4.2 Prioritization Plan

Three of the four improvements are "standalone improvements" and can be implemented as early as the 2017 season. They are:

- Improvement 1: Shift the Span of Service
- Improvement 2: Extend the Months of Service
- Improvement 3: Split Trolley Service into Three Routes

The fourth improvement, Improvement 4: Extend Trolley Service to Gulf Breeze, is contingent on Improvement 3 being implemented first.

Improvements 2 through 4 require some special considerations prior to implementation and are discussed further in the next section.

The prioritization order for implementing the improvements is summarized in Table 4.2-1.

Table 4.2-1: Recommended Order for Implementation of Improvements

Rank	Improvement	Implementation Timeframe	Additional Requirements
1	Improvement 1: Shift the Span of Service	Short-term (stand-alone)	
2	Improvement 2: Extend the Months of Service	Short-term (stand-alone)	
3	Improvement 3: Split Trolley Service into Three Routes	Short-term* (stand-alone)	Requires a 3rd vehicle be put into service. This may necessitate acquiring an additional open-air trolley if there is a desire not to use one of the older, enclosed trollies as a spare.
4	Improvement 4: Extend Trolley Service to Gulf Breeze	Longer-term (must be implemented after Improvement 3)	Requires a 4th open-air trolley be acquired and put into service. A fifth open-air trolley may also need to be acquired if there is a desire not to use one of the older, enclosed trollies as a spare.

*Note: Can be implemented in the short-term if no vehicle acquisition is required.

4.3 Special Considerations Prior to Implementation

The following improvements require special consideration prior to being implemented. They are:

- Improvement 2: Extend the Months of Service
- Improvement 3: Split Trolley Service into Three Routes
- Improvement 4: Extend Trolley Service to Gulf Breeze

4.3.1 Improvement 2: Extend Months of Service

One of the challenges with extending the months of service into March, April, and May in peak season destinations such as Pensacola Beach is the uncertainty with the ridership response. In order to reduce risk and slowly build “brand recognition”, it is recommended that this improvement be implemented incrementally.

This incremental approach would provide a one or two year trial of weekend only service (Friday, Saturday, and Sunday) in March and April which will assess ridership demand. After the trial period is over, if the ridership is strong, daily service can be implemented in these months, similar to the rest of the operating season. If ridership is not sufficient, the service can be discontinued.

4.3.2 Improvement 3: Split Trolley Service into Three Routes

As mentioned previously, implementation of this improvement will require a third vehicle be put into regular revenue service. Currently, two of the three new open-air trollies (delivered in 2015) are put into daily revenue service. With the implementation of this improvement, all three of these new trollies will need to be used.

As such, one of the older trollies (still kept in the ECAT bus yard) will need to be on standby as spares when one of the three open-air trollies goes out of service for either routine or unscheduled

maintenance. Prior to implementation of this improvement, the trolley should be inspected and upgraded as needed prior to the operating season. Alternatively, if there is a desire to maintain a consistent fleet using a similar, open-air trolley as a spare, approximately $300,000 should be budgeted for vehicle acquisition.

4.3.3 Improvement 4: Extend Trolley Service to Gulf Breeze

Implementing this improvement has four requirements:

1. Improvement 3 must already be implemented
2. Acquisition of at least one new trolley (two if a consistent fleet with spare is desired)
3. Feasibility study to identify preferred park and ride location
4. The Bob Sikes Toll Plaza needs to be converted to all-electronic tolling

Vehicle Acquisition
As mentioned previously, implementation of this improvement will require a fourth trolley be put into regular revenue service. This fourth vehicle will need to be placed on the Central Route in order to keep the headways to under one hour.

For this improvement, another open-air trolley needs to be acquired in order to maintain a consistent fleet. As such, approximately $300,000 should be budgeted for vehicle acquisition for the fourth vehicle (assuming this vehicle was not already acquired as part of implementing Improvement 3). If there is a desire to make the spare consistent with the rest of the fleet, a total of $600,000 should be budgeted.

Toll Plaza Conversion
Once the toll plaza has been converted to all-electronic tolling, traffic conditions must be assessed to determine whether or not congestion is still present at the toll plaza. If it is not, no further action is needed to implement this improvement. If there is, further due diligence will be needed.

The success of the park and ride service depends on quick and reliable travel times to/from Pensacola Beach. If congestion persists at the toll plaza, there is no incentive for drivers to park their cars and board the trolley at Gulf Breeze, especially if they can wait in the traffic in the comfort of their own cars. In order to make the trolley a more competitive and attractive option, a contraflow lane will need to be setup.

Since congestion occurs primarily in the beachbound direction in the morning, trollies headed for Pensacola Beach would utilize a proposed contraflow lane that is created by converting one of the two northbound lanes. This contraflow lane would be used by trollies headed to Pensacola Beach and authorized emergency vehicles. Trollies headed to Gulf Breeze would utilize the remaining northbound lane, which is shared with other vehicles.

Some work will need to be done to implement this contraflow lane, including identifying necessary geometric improvements (i.e., modifications to medians), installing appropriate signage, and coordinating with the local police department to provide a schedule for opening and closing the contraflow lane.

Feasibility Study for Park and Ride Location
As documented in Section 2.5, two sites have been identified as potential candidates for park and ride service on Gulf Breeze. The feasibility of using these sites to provide park and ride service will need to

further studied at the next phase; however, a cursory evaluation that has been performed as part of this study has identified the preferred site for park and ride service as the Publix Shopping Center.

Once the feasibility study has been completed, an agreement would need to be worked out between the landowner(s) and Escambia County Area Transit (the operator of the service) prior to commencing the service.

Incremental Implementation
Similar to Improvement 2, it is recommended that improvement be implemented incrementally in order to test ridership demand for the service. This incremental approach would provide a one or two year trial of weekend only service (Friday, Saturday, and Sunday) to Gulf Breeze. After the trial period is over, if the ridership is strong, daily service can then be implemented. If ridership is not sufficient, the service can be discontinued.

5 Recommended Infrastructure Improvements

5.1 Introduction

In addition to identifying operational improvements, it is also important to identify applicable improvements to the infrastructure (i.e., bus stops) for the trolley service. Good infrastructure makes the trolley inviting to ride, improves the waiting experience, and makes it accessible for individual of all ages and abilities. This section documents the recommended infrastructure improvements.

5.2 Bus Stop Inventory

An inventory of all 35 existing bus stops was conducted on October 25, 2016. This inventory looked at amenities available at each stop, general accessibility, and overall operations at each bus stop. The table showing the results of this effort, as well as the photos for each stop are included in Appendix E.

5.2.1 Recommendations

Since this is just and inventory and not a comprehensive evaluation of each bus stop, it is recommended that a bus stop assessment/evaluation study be undertaken to better understand what improvements should be made at each stop and to identify necessary improvements to bring stops to ADA compliance.

This bus stop assessment/evaluation can help identify:

- Whether the existing infrastructure meets ADA code
- Which bus stops warrant additional amenities
- Which amenities (and at which stops) should be replaced/upgraded
- Whether any stops should be relocated to improve traffic operations or passenger safety

In addition, this effort can help to prioritize improvements based on urgency of need and available funding.

6 Conclusion

6.1 Conclusion

This report presented the four improvements that were developed, along with anticipated ridership and capital and O&M cost. It also presented a prioritization plan for implementing the improvements and identified special considerations for each of them.

These four recommended improvements are as follows:

- Improvement 1: Shift the Span of Service
- Improvement 2: Extend the Months of Service
- Improvement 3: Split Trolley Service into Three Routes
- Improvement 4: Extend Trolley Service to Gulf Breeze

The anticipated weekly ridership and change in weekly O&M cost for each improvement is summarized in Table 6.1-1 below.

Table 6.1-1: Summary of Ridership and O&M Costs for each Improvement

Improvement Number	Baseline for Comparison	Weekly Ridership	Change in Weekly O&M Cost	Anticipated Capital Cost
1-Shift the Span of Service	Existing Service	+63	No added cost	No added cost
2-Extend the Months of Service	Existing Service	+4,800 (March) +5,025 (April) +5,300 (May)	+$13,000	No added cost
3-Split Trolley Service into Three Routes	Existing Service	+1,018	+$6,800	+$300,000*
4-Extend Trolley Service to Gulf Breeze	Improvement 3	+1,875 (March, April, and May) +2,050 (Summer Months)	+$6,400	+$600,000**

*Note: Assumes acquisition of one new trolley to serve as a spare. This cost can be eliminated by using one of the old trollies as a spare.
**Note: Assumes acquisition of two new trolleys (one for revenue service, one for spare). Assumes a new trolley was not acquired for Improvement 3.

To summarize, Improvements 1, 2, and 3 can be implemented as early as the 2017 season with minimal effort. The last improvement, Improvement 4: Extend Trolley Service to Gulf Breeze, will require vehicle acquisition and additional due diligence prior to implementation (if a contraflow lane must be established). This due diligence work includes identifying necessary geometric improvements (i.e., modifications to medians), installing appropriate signage, and coordinating with the local police department to provide a schedule for opening and closing the contraflow lane.

Appendix A:

Conceptual Schedule for Improvement 3

Conceptual Schedule for Improvement 3 - Weekends

Western Route

Eastbound		
Fort Pickens Gate	Casino Beach	Boardwalk
12:23 PM	12:38 PM	12:43 PM
1:08 PM	1:23 PM	1:28 PM
1:53 PM	2:08 PM	2:13 PM
2:38 PM	2:53 PM	2:58 PM
3:23 PM	3:38 PM	3:43 PM
4:08 PM	4:23 PM	4:28 PM
4:53 PM	5:08 PM	5:13 PM
5:38 PM	5:53 PM	5:58 PM
6:23 PM	6:38 PM	6:43 PM
7:08 PM	7:23 PM	7:28 PM
7:53 PM	8:08 PM	8:13 PM
8:38 PM	8:53 PM	8:58 PM
9:23 PM	9:38 PM	9:43 PM
10:08 PM	10:23 PM	10:28 PM
10:53 PM	11:08 PM	11:13 PM
11:38 PM	11:53 PM	11:58 PM
12:23 AM	12:38 AM	12:43 AM

Westbound	
Boardwalk	Fort Pickens Gate
12:00 PM	12:15 PM
12:45 PM	1:00 PM
1:30 PM	1:45 PM
2:15 PM	2:30 PM
3:00 PM	3:15 PM
3:45 PM	4:00 PM
4:30 PM	4:45 PM
5:15 PM	5:30 PM
6:00 PM	6:15 PM
6:45 PM	7:00 PM
7:30 PM	7:45 PM
8:15 PM	8:30 PM
9:00 PM	9:15 PM
9:45 PM	10:00 PM
10:30 PM	10:45 PM
11:15 PM	11:30 PM
12:00 AM	12:15 AM
12:45 AM	1:00 AM

Hours of Service: 13:00:00

Conceptual Schedule for Improvement 3 - Weekends

Central Route

Eastbound			
Grand Marlin	Boardwalk	Casino Beach	Native Café
12:00 PM	12:07 PM	12:11 PM	12:18 PM
12:45 PM	12:52 PM	12:56 PM	1:03 PM
1:30 PM	1:37 PM	1:41 PM	1:48 PM
2:15 PM	2:22 PM	2:26 PM	2:33 PM
3:00 PM	3:07 PM	3:11 PM	3:18 PM
3:45 PM	3:52 PM	3:56 PM	4:03 PM
4:30 PM	4:37 PM	4:41 PM	4:48 PM
5:15 PM	5:22 PM	5:26 PM	5:33 PM
6:00 PM	6:07 PM	6:11 PM	6:18 PM
6:45 PM	6:52 PM	6:56 PM	7:03 PM
7:30 PM	7:37 PM	7:41 PM	7:48 PM
8:15 PM	8:22 PM	8:26 PM	8:33 PM
9:00 PM	9:07 PM	9:11 PM	9:18 PM
9:45 PM	9:52 PM	9:56 PM	10:03 PM
10:30 PM	10:37 PM	10:41 PM	10:48 PM
11:15 PM	11:22 PM	11:26 PM	11:33 PM
12:00 AM	12:07 AM	12:11 AM	12:18 AM
12:45 AM	12:52 AM	12:56 AM	1:03 AM

Westbound		
Via De Luna Dr/10th Ave	Boardwalk	Grand Marlin
12:20 PM	12:26 PM	12:33 PM
1:05 PM	1:11 PM	1:18 PM
1:50 PM	1:56 PM	2:03 PM
2:35 PM	2:41 PM	2:48 PM
3:20 PM	3:26 PM	3:33 PM
4:05 PM	4:11 PM	4:18 PM
4:50 PM	4:56 PM	5:03 PM
5:35 PM	5:41 PM	5:48 PM
6:20 PM	6:26 PM	6:33 PM
7:05 PM	7:11 PM	7:18 PM
7:50 PM	7:56 PM	8:03 PM
8:35 PM	8:41 PM	8:48 PM
9:20 PM	9:26 PM	9:33 PM
10:05 PM	10:11 PM	10:18 PM
10:50 PM	10:56 PM	11:03 PM
11:35 PM	11:41 PM	11:48 PM
12:20 AM	12:26 AM	12:33 AM

Hours of Service: 13:03:00

Note: Shaded areas denote segment of the route that is shared with the Eastern Route.

Conceptual Schedule for Improvement 3 - Weekends

Summary of Total Vehicle Hours

Route	Revenue Hours	Non-Revenue Hours		Total Vehicle Hours
		Number of Vehicles	Deadhead Time*	
Western	**13:00:00**	1	1:30	14:30:00
Eastern	**13:28:00**	1	1:30	14:58:00
Central	**13:03:00**	1	1:30	14:33:00
Total				44:01:00

*Includes 45 minutes each way to/from bus yard.

Conceptual Schedule for Improvement 3 - Weekends

Eastbound			
Boardwalk	Casino Beach	Via De Luna Dr/10th Ave	Dog Park
11:56 AM	11:58 AM	12:03 PM	12:14 PM
12:41 PM	12:43 PM	12:48 PM	12:59 PM
1:26 PM	1:28 PM	1:33 PM	1:44 PM
2:11 PM	2:13 PM	2:18 PM	2:29 PM
2:56 PM	2:58 PM	3:03 PM	3:14 PM
3:41 PM	3:43 PM	3:48 PM	3:59 PM
4:26 PM	4:28 PM	4:33 PM	4:44 PM
5:11 PM	5:13 PM	5:18 PM	5:29 PM
5:56 PM	5:58 PM	6:03 PM	6:14 PM
6:41 PM	6:43 PM	6:48 PM	6:59 PM
7:26 PM	7:28 PM	7:33 PM	7:44 PM
8:11 PM	8:13 PM	8:18 PM	8:29 PM
8:56 PM	8:58 PM	9:03 PM	9:14 PM
9:41 PM	9:43 PM	9:48 PM	9:59 PM
10:26 PM	10:28 PM	10:33 PM	10:44 PM
11:11 PM	11:13 PM	11:18 PM	11:29 PM
11:56 PM	11:58 PM	12:03 AM	12:14 AM
12:41 AM	12:43 AM	12:48 AM	12:59 AM

Westbound		
Dog Park	Via De Luna Dr/10th Ave	Boardwalk
12:23 PM	12:34 PM	12:39 PM
1:08 PM	1:19 PM	1:24 PM
1:53 PM	2:04 PM	2:09 PM
2:38 PM	2:49 PM	2:54 PM
3:23 PM	3:34 PM	3:39 PM
4:08 PM	4:19 PM	4:24 PM
4:53 PM	5:04 PM	5:09 PM
5:38 PM	5:49 PM	5:54 PM
6:23 PM	6:34 PM	6:39 PM
7:08 PM	7:19 PM	7:24 PM
7:53 PM	8:04 PM	8:09 PM
8:38 PM	8:49 PM	8:54 PM
9:23 PM	9:34 PM	9:39 PM
10:08 PM	10:19 PM	10:24 PM
10:53 PM	11:04 PM	11:09 PM
11:38 PM	11:49 PM	11:54 PM
12:23 AM	12:34 AM	12:39 AM
1:08 AM	1:19 AM	1:24 AM

Hours of Service: 13:28:00

Note: Shaded areas denote segment of the route that is shared with the Central Route.

Conceptual Schedule for Improvement 3 - Weekends

Western Route

Eastbound		
Fort Pickens Gate	Casino Beach	Boardwalk
12:23 PM	12:38 PM	12:43 PM
1:08 PM	1:23 PM	1:28 PM
1:53 PM	2:08 PM	2:13 PM
2:38 PM	2:53 PM	2:58 PM
3:23 PM	3:38 PM	3:43 PM
4:08 PM	4:23 PM	4:28 PM
4:53 PM	5:08 PM	5:13 PM
5:38 PM	5:53 PM	5:58 PM
6:23 PM	6:38 PM	6:43 PM
7:08 PM	7:23 PM	7:28 PM
7:53 PM	8:08 PM	8:13 PM
8:38 PM	8:53 PM	8:58 PM
9:23 PM	9:38 PM	9:43 PM
10:08 PM	10:23 PM	10:28 PM
10:53 PM	11:08 PM	11:13 PM
11:38 PM	11:53 PM	11:58 PM
12:23 AM	12:38 AM	12:43 AM

Westbound	
Boardwalk	Fort Pickens Gate
12:00 PM	12:15 PM
12:45 PM	1:00 PM
1:30 PM	1:45 PM
2:15 PM	2:30 PM
3:00 PM	3:15 PM
3:45 PM	4:00 PM
4:30 PM	4:45 PM
5:15 PM	5:30 PM
6:00 PM	6:15 PM
6:45 PM	7:00 PM
7:30 PM	7:45 PM
8:15 PM	8:30 PM
9:00 PM	9:15 PM
9:45 PM	10:00 PM
10:30 PM	10:45 PM
11:15 PM	11:30 PM
12:00 AM	12:15 AM
12:45 AM	1:00 AM

Hours of Service: 13:00:00

Conceptual Schedule for Improvement 3 - Weekends

Central Route

Eastbound			
Grand Marlin	Boardwalk	Casino Beach	Native Café
12:00 PM	12:07 PM	12:11 PM	12:18 PM
12:45 PM	12:52 PM	12:56 PM	1:03 PM
1:30 PM	1:37 PM	1:41 PM	1:48 PM
2:15 PM	2:22 PM	2:26 PM	2:33 PM
3:00 PM	3:07 PM	3:11 PM	3:18 PM
3:45 PM	3:52 PM	3:56 PM	4:03 PM
4:30 PM	4:37 PM	4:41 PM	4:48 PM
5:15 PM	5:22 PM	5:26 PM	5:33 PM
6:00 PM	6:07 PM	6:11 PM	6:18 PM
6:45 PM	6:52 PM	6:56 PM	7:03 PM
7:30 PM	7:37 PM	7:41 PM	7:48 PM
8:15 PM	8:22 PM	8:26 PM	8:33 PM
9:00 PM	9:07 PM	9:11 PM	9:18 PM
9:45 PM	9:52 PM	9:56 PM	10:03 PM
10:30 PM	10:37 PM	10:41 PM	10:48 PM
11:15 PM	11:22 PM	11:26 PM	11:33 PM
12:00 AM	12:07 AM	12:11 AM	12:18 AM
12:45 AM	12:52 AM	12:56 AM	1:03 AM

Westbound		
Via De Luna Dr/10th Ave	Boardwalk	Grand Marlin
12:20 PM	12:26 PM	12:33 PM
1:05 PM	1:11 PM	1:18 PM
1:50 PM	1:56 PM	2:03 PM
2:35 PM	2:41 PM	2:48 PM
3:20 PM	3:26 PM	3:33 PM
4:05 PM	4:11 PM	4:18 PM
4:50 PM	4:56 PM	5:03 PM
5:35 PM	5:41 PM	5:48 PM
6:20 PM	6:26 PM	6:33 PM
7:05 PM	7:11 PM	7:18 PM
7:50 PM	7:56 PM	8:03 PM
8:35 PM	8:41 PM	8:48 PM
9:20 PM	9:26 PM	9:33 PM
10:05 PM	10:11 PM	10:18 PM
10:50 PM	10:56 PM	11:03 PM
11:35 PM	11:41 PM	11:48 PM
12:20 AM	12:26 AM	12:33 AM

Hours of Service: 13:03:00

Note: Shaded areas denote segment of the route that is shared with the Eastern Route.

Conceptual Schedule for Improvement 3 - Weekends

Summary of Total Vehicle Hours

Route	Revenue Hours	Non-Revenue Hours		Total Vehicle Hours
		Number of Vehicles	Deadhead Time*	
Western	**13:00:00**	1	1:30	14:30:00
Eastern	**13:28:00**	1	1:30	14:58:00
Central	**13:03:00**	1	1:30	14:33:00
Total				44:01:00

*Includes 45 minutes each way to/from bus yard.

Conceptual Schedule for Improvement 3 - Weekends

Eastbound			
Boardwalk	Casino Beach	Via De Luna Dr/10th Ave	Dog Park
11:56 AM	11:58 AM	12:03 PM	12:14 PM
12:41 PM	12:43 PM	12:48 PM	12:59 PM
1:26 PM	1:28 PM	1:33 PM	1:44 PM
2:11 PM	2:13 PM	2:18 PM	2:29 PM
2:56 PM	2:58 PM	3:03 PM	3:14 PM
3:41 PM	3:43 PM	3:48 PM	3:59 PM
4:26 PM	4:28 PM	4:33 PM	4:44 PM
5:11 PM	5:13 PM	5:18 PM	5:29 PM
5:56 PM	5:58 PM	6:03 PM	6:14 PM
6:41 PM	6:43 PM	6:48 PM	6:59 PM
7:26 PM	7:28 PM	7:33 PM	7:44 PM
8:11 PM	8:13 PM	8:18 PM	8:29 PM
8:56 PM	8:58 PM	9:03 PM	9:14 PM
9:41 PM	9:43 PM	9:48 PM	9:59 PM
10:26 PM	10:28 PM	10:33 PM	10:44 PM
11:11 PM	11:13 PM	11:18 PM	11:29 PM
11:56 PM	11:58 PM	12:03 AM	12:14 AM
12:41 AM	12:43 AM	12:48 AM	12:59 AM

Westbound		
Dog Park	Via De Luna Dr/10th Ave	Boardwalk
12:23 PM	12:34 PM	12:39 PM
1:08 PM	1:19 PM	1:24 PM
1:53 PM	2:04 PM	2:09 PM
2:38 PM	2:49 PM	2:54 PM
3:23 PM	3:34 PM	3:39 PM
4:08 PM	4:19 PM	4:24 PM
4:53 PM	5:04 PM	5:09 PM
5:38 PM	5:49 PM	5:54 PM
6:23 PM	6:34 PM	6:39 PM
7:08 PM	7:19 PM	7:24 PM
7:53 PM	8:04 PM	8:09 PM
8:38 PM	8:49 PM	8:54 PM
9:23 PM	9:34 PM	9:39 PM
10:08 PM	10:19 PM	10:24 PM
10:53 PM	11:04 PM	11:09 PM
11:38 PM	11:49 PM	11:54 PM
12:23 AM	12:34 AM	12:39 AM
1:08 AM	1:19 AM	1:24 AM

Hours of Service: 13:28:00

Note: Shaded areas denote segment of the route that is shared with the Central Route.

Appendix B:

Conceptual Schedule for Improvement 4

Conceptual Schedule for Improvement 4 - Weekdays

Western Route

Eastbound		
Fort Pickens Gate	Casino Beach	Boardwalk
4:23 PM	4:38 PM	4:43 PM
5:08 PM	5:23 PM	5:28 PM
5:53 PM	6:08 PM	6:13 PM
6:38 PM	6:53 PM	6:58 PM
7:23 PM	7:38 PM	7:43 PM
8:08 PM	8:23 PM	8:28 PM
8:53 PM	9:08 PM	9:13 PM
9:38 PM	9:53 PM	9:58 PM
10:23 PM	10:38 PM	10:43 PM
11:08 PM	11:23 PM	11:28 PM
11:53 PM	12:08 AM	12:13 AM

Westbound	
Boardwalk	Fort Pickens Gate
4:00 PM	4:15 PM
4:45 PM	5:00 PM
5:30 PM	5:45 PM
6:15 PM	6:30 PM
7:00 PM	7:15 PM
7:45 PM	8:00 PM
8:30 PM	8:45 PM
9:15 PM	9:30 PM
10:00 PM	10:15 PM
10:45 PM	11:00 PM
11:30 PM	11:45 PM

Hours of Service: 8:13:00

Conceptual Schedule for Improvement 4 - Weekdays

Eastern Route

Eastbound			
Boardwalk	Casino Beach	Via De Luna Dr/10th Ave	Dog Park
4:00 PM	4:02 PM	4:07 PM	4:18 PM
4:45 PM	4:47 PM	4:52 PM	5:03 PM
5:30 PM	5:32 PM	5:37 PM	5:48 PM
6:15 PM	6:17 PM	6:22 PM	6:33 PM
7:00 PM	7:02 PM	7:07 PM	7:18 PM
7:45 PM	7:47 PM	7:52 PM	8:03 PM
8:30 PM	8:32 PM	8:37 PM	8:48 PM
9:15 PM	9:17 PM	9:22 PM	9:33 PM
10:00 PM	10:02 PM	10:07 PM	10:18 PM
10:45 PM	10:47 PM	10:52 PM	11:03 PM
11:30 PM	11:32 PM	11:37 PM	11:48 PM

Westbound		
Dog Park	Via De Luna Dr/10th Ave	Boardwalk
4:27 PM	4:38 PM	4:43 PM
5:12 PM	5:23 PM	5:28 PM
5:57 PM	6:08 PM	6:13 PM
6:42 PM	6:53 PM	6:58 PM
7:27 PM	7:38 PM	7:43 PM
8:12 PM	8:23 PM	8:28 PM
8:57 PM	9:08 PM	9:13 PM
9:42 PM	9:53 PM	9:58 PM
10:27 PM	10:38 PM	10:43 PM
11:12 PM	11:23 PM	11:28 PM
11:57 PM	12:08 AM	12:13 AM

Hours of Service: 8:13:00

Note: Shaded areas denote segment of the route that is shared with the Central Route.

Conceptual Schedule for Improvement 4 - Weekdays

Central Route

Eastbound

	Publix Shopping Center	Grand Marlin	Boardwalk	Casino Beach	Native Café
(Trolley 1 starts)	4:05 PM	4:13 PM	4:20 PM	4:24 PM	4:30 PM
(Trolley 2 starts)	4:35 PM	4:43 PM	4:50 PM	4:54 PM	5:00 PM
	5:05 PM	5:13 PM	5:20 PM	5:24 PM	5:30 PM
	5:35 PM	5:43 PM	5:50 PM	5:54 PM	6:00 PM
	6:05 PM	6:13 PM	6:20 PM	6:24 PM	6:30 PM
	6:35 PM	6:43 PM	6:50 PM	6:54 PM	7:00 PM
	7:05 PM	7:13 PM	7:20 PM	7:24 PM	7:30 PM
	7:35 PM	7:43 PM	7:50 PM	7:54 PM	8:00 PM
	8:05 PM	8:13 PM	8:20 PM	8:24 PM	8:30 PM
	8:35 PM	8:43 PM	8:50 PM	8:54 PM	9:00 PM
	9:05 PM	9:13 PM	9:20 PM	9:24 PM	9:30 PM
	9:35 PM	9:43 PM	9:50 PM	9:54 PM	10:00 PM
	10:05 PM	10:13 PM	10:20 PM	10:24 PM	10:30 PM
	10:35 PM	10:43 PM	10:50 PM	10:54 PM	11:00 PM
	11:05 PM	11:13 PM	11:20 PM	11:24 PM	11:30 PM
	11:35 PM	11:43 PM	11:50 PM	11:54 PM	12:00 AM

Westbound

Via De Luna Dr/10th Ave	Boardwalk	Grand Marlin	Publix Shopping Center	
4:32 PM	4:38 PM	4:44 PM	4:51 PM	
5:02 PM	5:08 PM	5:14 PM	5:21 PM	
5:32 PM	5:38 PM	5:44 PM	5:51 PM	
6:02 PM	6:08 PM	6:14 PM	6:21 PM	
6:32 PM	6:38 PM	6:44 PM	6:51 PM	
7:02 PM	7:08 PM	7:14 PM	7:21 PM	
7:32 PM	7:38 PM	7:44 PM	7:51 PM	
8:02 PM	8:08 PM	8:14 PM	8:21 PM	
8:32 PM	8:38 PM	8:44 PM	8:51 PM	
9:02 PM	9:08 PM	9:14 PM	9:21 PM	
9:32 PM	9:38 PM	9:44 PM	9:51 PM	
10:02 PM	10:08 PM	10:14 PM	10:21 PM	
10:32 PM	10:38 PM	10:44 PM	10:51 PM	
11:02 PM	11:08 PM	11:14 PM	11:21 PM	
11:32 PM	11:38 PM	11:44 PM	11:51 PM	(Trolley 1 returns to yard)
12:02 AM	12:08 AM	12:14 AM	12:21 AM	(Trolley 2 returns to yard)

Hours of Service: 15:32:00

Notes:
1) Shaded areas denote segment of the route that is shared with the Eastern Route.
2) Green shading denotes trips covered by trolley 1, orange shading denotes trips covered by trolley 2.

Conceptual Schedule for Improvement 4 - Weekdays

Summary of Total Vehicle Hours

Route	Revenue Hours	Non-Revenue Hours		Total Vehicle Hours
		Number of Vehicles	Deadhead Time*	
Western	**8:13:00**	1	1:30	9:43:00
Eastern	**8:13:00**	1	1:30	9:43:00
Central	**15:32:00**	2	1:30	18:32:00
Total				37:58:00

*Includes 45 minutes each way to/from bus yard.

Conceptual Schedule for Improvement 4 - Weekends

Western Route

Eastbound		
Fort Pickens Gate	Casino Beach	Boardwalk
12:23 PM	12:38 PM	12:43 PM
1:08 PM	1:23 PM	1:28 PM
1:53 PM	2:08 PM	2:13 PM
2:38 PM	2:53 PM	2:58 PM
3:23 PM	3:38 PM	3:43 PM
4:08 PM	4:23 PM	4:28 PM
4:53 PM	5:08 PM	5:13 PM
5:38 PM	5:53 PM	5:58 PM
6:23 PM	6:38 PM	6:43 PM
7:08 PM	7:23 PM	7:28 PM
7:53 PM	8:08 PM	8:13 PM
8:38 PM	8:53 PM	8:58 PM
9:23 PM	9:38 PM	9:43 PM
10:08 PM	10:23 PM	10:28 PM
10:53 PM	11:08 PM	11:13 PM
11:38 PM	11:53 PM	11:58 PM
12:23 AM	12:38 AM	12:43 AM
1:08 AM	1:23 AM	1:28 AM

Westbound	
Boardwalk	Fort Pickens Gate
12:00 PM	12:15 PM
12:45 PM	1:00 PM
1:30 PM	1:45 PM
2:15 PM	2:30 PM
3:00 PM	3:15 PM
3:45 PM	4:00 PM
4:30 PM	4:45 PM
5:15 PM	5:30 PM
6:00 PM	6:15 PM
6:45 PM	7:00 PM
7:30 PM	7:45 PM
8:15 PM	8:30 PM
9:00 PM	9:15 PM
9:45 PM	10:00 PM
10:30 PM	10:45 PM
11:15 PM	11:30 PM
12:00 AM	12:15 AM
12:45 AM	1:00 AM

Hours of Service: 13:28:00

Conceptual Schedule for Improvement 4 - Weekends

Eastern Route

Eastbound			
Boardwalk	Casino Beach	Via De Luna Dr/10th Ave	Dog Park
12:00 PM	12:02 PM	12:07 PM	12:18 PM
12:45 PM	12:47 PM	12:52 PM	1:03 PM
1:30 PM	1:32 PM	1:37 PM	1:48 PM
2:15 PM	2:17 PM	2:22 PM	2:33 PM
3:00 PM	3:02 PM	3:07 PM	3:18 PM
3:45 PM	3:47 PM	3:52 PM	4:03 PM
4:30 PM	4:32 PM	4:37 PM	4:48 PM
5:15 PM	5:17 PM	5:22 PM	5:33 PM
6:00 PM	6:02 PM	6:07 PM	6:18 PM
6:45 PM	6:47 PM	6:52 PM	7:03 PM
7:30 PM	7:32 PM	7:37 PM	7:48 PM
8:15 PM	8:17 PM	8:22 PM	8:33 PM
9:00 PM	9:02 PM	9:07 PM	9:18 PM
9:45 PM	9:47 PM	9:52 PM	10:03 PM
10:30 PM	10:32 PM	10:37 PM	10:48 PM
11:15 PM	11:17 PM	11:22 PM	11:33 PM
12:00 AM	12:02 AM	12:07 AM	12:18 AM
12:45 AM	12:47 AM	12:52 AM	1:03 AM

Westbound		
Dog Park	Via De Luna Dr/10th Ave	Boardwalk
12:27 PM	12:38 PM	12:43 PM
1:12 PM	1:23 PM	1:28 PM
1:57 PM	2:08 PM	2:13 PM
2:42 PM	2:53 PM	2:58 PM
3:27 PM	3:38 PM	3:43 PM
4:12 PM	4:23 PM	4:28 PM
4:57 PM	5:08 PM	5:13 PM
5:42 PM	5:53 PM	5:58 PM
6:27 PM	6:38 PM	6:43 PM
7:12 PM	7:23 PM	7:28 PM
7:57 PM	8:08 PM	8:13 PM
8:42 PM	8:53 PM	8:58 PM
9:27 PM	9:38 PM	9:43 PM
10:12 PM	10:23 PM	10:28 PM
10:57 PM	11:08 PM	11:13 PM
11:42 PM	11:53 PM	11:58 PM
12:27 AM	12:38 AM	12:43 AM
1:12 AM	1:23 AM	1:28 AM

Hours of Service: 13:28:00

Note: Shaded areas denote segment of the route that is shared with the Central Route.

Conceptual Schedule for Improvement 4 - Weekends

Central Route

Eastbound

	Publix Shopping Center	Grand Marlin	Boardwalk	Casino Beach	Native Café
(Trolley 1 starts)	12:05 PM	12:13 PM	12:20 PM	12:24 PM	12:30 PM
(Trolley 2 starts)	12:35 PM	12:43 PM	12:50 PM	12:54 PM	1:00 PM
	1:05 PM	1:13 PM	1:20 PM	1:24 PM	1:30 PM
	1:35 PM	1:43 PM	1:50 PM	1:54 PM	2:00 PM
	2:05 PM	2:13 PM	2:20 PM	2:24 PM	2:30 PM
	2:35 PM	2:43 PM	2:50 PM	2:54 PM	3:00 PM
	3:05 PM	3:13 PM	3:20 PM	3:24 PM	3:30 PM
	3:35 PM	3:43 PM	3:50 PM	3:54 PM	4:00 PM
	4:05 PM	4:13 PM	4:20 PM	4:24 PM	4:30 PM
	4:35 PM	4:43 PM	4:50 PM	4:54 PM	5:00 PM
	5:05 PM	5:13 PM	5:20 PM	5:24 PM	5:30 PM
	5:35 PM	5:43 PM	5:50 PM	5:54 PM	6:00 PM
	6:05 PM	6:13 PM	6:20 PM	6:24 PM	6:30 PM
	6:35 PM	6:43 PM	6:50 PM	6:54 PM	7:00 PM
	7:05 PM	7:13 PM	7:20 PM	7:24 PM	7:30 PM
	7:35 PM	7:43 PM	7:50 PM	7:54 PM	8:00 PM
	8:05 PM	8:13 PM	8:20 PM	8:24 PM	8:30 PM
	8:35 PM	8:43 PM	8:50 PM	8:54 PM	9:00 PM
	9:05 PM	9:13 PM	9:20 PM	9:24 PM	9:30 PM
	9:35 PM	9:43 PM	9:50 PM	9:54 PM	10:00 PM
	10:05 PM	10:13 PM	10:20 PM	10:24 PM	10:30 PM
	10:35 PM	10:43 PM	10:50 PM	10:54 PM	11:00 PM
	11:05 PM	11:13 PM	11:20 PM	11:24 PM	11:30 PM
	11:35 PM	11:43 PM	11:50 PM	11:54 PM	12:00 AM
	12:05 AM	12:13 AM	12:20 AM	12:24 AM	12:30 AM
	12:35 AM	12:43 AM	12:50 AM	12:54 AM	1:00 AM

Westbound

Via De Luna Dr/10th Ave	Boardwalk	Grand Marlin	Publix Shopping Center	
12:32 PM	12:38 PM	12:44 PM	12:51 PM	
1:02 PM	1:08 PM	1:14 PM	1:21 PM	
1:32 PM	1:38 PM	1:44 PM	1:51 PM	
2:02 PM	2:08 PM	2:14 PM	2:21 PM	
2:32 PM	2:38 PM	2:44 PM	2:51 PM	
3:02 PM	3:08 PM	3:14 PM	3:21 PM	
3:32 PM	3:38 PM	3:44 PM	3:51 PM	
4:02 PM	4:08 PM	4:14 PM	4:21 PM	
4:32 PM	4:38 PM	4:44 PM	4:51 PM	
5:02 PM	5:08 PM	5:14 PM	5:21 PM	
5:32 PM	5:38 PM	5:44 PM	5:51 PM	
6:02 PM	6:08 PM	6:14 PM	6:21 PM	
6:32 PM	6:38 PM	6:44 PM	6:51 PM	
7:02 PM	7:08 PM	7:14 PM	7:21 PM	
7:32 PM	7:38 PM	7:44 PM	7:51 PM	
8:02 PM	8:08 PM	8:14 PM	8:21 PM	
8:32 PM	8:38 PM	8:44 PM	8:51 PM	
9:02 PM	9:08 PM	9:14 PM	9:21 PM	
9:32 PM	9:38 PM	9:44 PM	9:51 PM	
10:02 PM	10:08 PM	10:14 PM	10:21 PM	
10:32 PM	10:38 PM	10:44 PM	10:51 PM	
11:02 PM	11:08 PM	11:14 PM	11:21 PM	
11:32 PM	11:38 PM	11:44 PM	11:51 PM	
12:02 AM	12:08 AM	12:14 AM	12:21 AM	
12:32 AM	12:38 AM	12:44 AM	12:51 AM	(Trolley 1 returns to yard)
1:02 AM	1:08 AM	1:14 AM	1:21 AM	(Trolley 2 returns to yard)

Hours of Service: 25:32:00

Notes:
1) Shaded areas denote segment of the route that is shared with the Eastern Route.
2) Green shading denotes trips covered by trolley 1, orange shading denotes trips covered by trolley 2.

Conceptual Schedule for Improvement 4 - Weekends

Summary of Total Vehicle Hours

Route	Revenue Hours	Non-Revenue Hours		Total Vehicle Hours
		Number of Vehicles	Deadhead Time*	
Western	**13:28:00**	1	1:30	14:58:00
Eastern	**13:28:00**	1	1:30	14:58:00
Central	**25:32:00**	2	1:30	28:32:00
Total				58:28:00

*Includes 45 minutes each way to/from bus yard.

Appendix C:
Historical Trolley O&M Costs

EXHIBIT B

Cost of Service

Operating costs for Fiscal 2016 are budgeted as follows:

Variable and Fixed Costs	2016	2015	2014
Operations……..	$106,766.		
Maintenance……	$36,518.		
Insurance……..	$19,614.		
General Administration……	$7,000.		
Management Fee…….	$27,300.		
Totals ……	**$197,198.00**	**$169,101.00**	**$177,022.00**

*** Hours: 2016 = 2500 2015 = 2112 2014 = 2020**

Variable Costs	2016	2015	2014
Operations	$106,766.	$65,410.	$73,535.
Maintenance	$36,315.	$70,852.	$70,650.
Totals:	**$143,284.00**	**$136,262.00**	**$144,185.00**

Fixed Costs	2016	2015	2014
Management Fee	$27,300.	$21,839.	$21,839.
General Admin.	$7,000.	$5,500.	$5,487.
Insurance	$19,614.	$5,500.	$5,511.
Totals: ……	**$53,914.00**	**$32,839.00**	**$32,837.00**

***Hourly Rates:**	**2016 = $78.88**	**2015 = $80.07**	**2014 = $87.63**
***Riders:**	**“ = 88,889**	**“ = 88,120**	**“ = 67,686**
***Cost per rider**	**“ = $2.21**	**“ = $1.92**	**“ = $ 2.62**

Appendix D:

Complete Calculations of O&M Costs

Computed O&M Costs for Improvements 2, 3, and 4

	Existing Vehicle Hours	Days per Week	Hourly Rate ($ per Vehicle Hour)	Daily Cost	Rounded Daily Cost	Weekly Cost	Weekly Cost Rounded
Improvement 2: Extend Months of Service							
Weekends	29:00:00	3	$78.88	$2,288	$2,300	$6,863	$7,000
Weekdays	19:00:00	4	$78.88	$1,499	$1,500	$5,995	$6,000
Entire Week	163:00:00	7	$78.88	N/A	N/A	$12,857	$13,000

	Baseline for Comparison	Existing Vehicle Hours	Proposed Vehicle Hours	Change in Number of Vehicle Hours	Change in Number of Hours (Rounded)	Days per Week	Hourly Rate ($ per Vehicle Hour)	Daily Increase in Cost	Rounded Daily Cost	Weekly Increase in Cost	Weekly Cost Rounded
Improvement 3: Split Trolley into Three Routes											
Weekends	Existing Service	29:00:00	44:01:00	15:01:00	15.00	3	$78.88	$1,183	$1,200	$3,550	$3,600
Weekdays		19:00:00	28:59:00	9:59:00	10.00	4	$78.88	$789	$800	$3,155	$3,200
Entire Week		163:00:00	247:59:00	84:59:00	85.00	7	$78.88	N/A	N/A	$6,705	$6,800
Improvement 4: Extend to Gulf Breeze											
Weekends	Improv. 3	44:01:00	58:28:00	14:27:00	14.50	3	$78.88	$1,144	$1,200	$3,431	$3,500
Weekdays		28:59:00	37:58:00	8:59:00	9.00	4	$78.88	$710	$700	$2,840	$2,900
Entire Week		247:59:00	327:16:00	79:17:00	79.50	7	$78.88	N/A	N/A	$6,271	$6,400

Appendix E:
Results from Bus Stop Inventory

Pensacola Beach Congestion Management Plan - Transit Component
Bus Stop Inventory

Trolley Stop		Amenities Available										Picture Numbers
#	Name	Bus Stop Sign	Sign with Trolley Schedule /Info	Bench	Tiki Shelter	Trash Can	Bus Bay	Landing Pad	Lighting (Directly or Nearby)	Connection to Sidewalk	Comments	
1	Ft Pickens Gate (S)	X	X	X	X	X	X	X	X	No Sidewalk		1-3
2	Tristan Towers (N)	X	X	X	X	X	X	X	X	X		7-9
3	Tristan Towers (S)	X	X			X	X	X*	X	No Sidewalk	*Could be improved	5-6
4	La Fitte Cove (N)	X	X	X	X	X	X		X	X		10-11
6	Emerald Dolphin (N)	X	X	X	X	X	X	X	X	X	Trail should go behind stop	12-13
7	Emerald Dolphin (S)	X	X			X	X			No sidewalk		14-15
8	Santa Rosa Dunes (N)	X	X			X	X		X	X		16, 18
9	The Cross (S)	X	X			X			X	No sidewalk		19-20
10	Holiday Inn Express (N)	X	X			X	X		X			21-22
11	Holiday Inn Express (S)	X	X			X				No sidewalk	AT&T Utility Box used as landing pad	23-24
12	Margaritaville (N)	X	X	X	X	X			X	X	Trail should go behind stop	27-29
13	Margaritaville (S)	X	X			X				No sidewalk	No connection to hotel (could be moved to entrance)	25-26
16	Boardwalk Lot	X	X	X	X	X		X*		No sidewalk	Parking lot is the pad	75-76
17	Gulfside Pavilion (S)	X	X	X	X	X		X		X		30-31
18	Gulfside Pavilion-Beach	X	X					X		X	Landing pad too narrow to qualify	32-33
19	Hilton Hotel (S)	X	X	X	X	X			X	X		34-35
20	SRIA Lot (N)	X	X	X	X	X		X		No Sidewalk		73-74
21	Holiday Inn Resort (S)	X	X			X			X	X	-Sprinklers are issue -Close to previous stop -Bus blocks crosswalk	36-37
22	Holiday Inn Resort (N)	X	X			X			X	X		38-39
23	Beach Club (S)	X	X	X	X	X			X	X		40-41

Pensacola Beach Congestion Management Plan - Transit Component
Bus Stop Inventory

Trolley Stop		Amenities Available										Picture Numbers
#	Name	Bus Stop Sign	Sign with Trolley Schedule /Info	Bench	Tiki Shelter	Trash Can	Bus Bay	Landing Pad	Lighting (Directly or Nearby)	Connection to Sidewalk	Comments	
24	Beach Club (N)	X	X	X	X	X			X	X		42-43
27	Springhill Suites (S)	X	X	X	X	X		X		X		44-45
28	Water Tank (N)	X	X	X	X	X						46-47
29	Avenida 14 (S)	X	X	X	X	X	X	X		X		48-49
30	Avenida 14 (N)	X	X	X		X	X	X		X		50-51
32	Fire Station (N)	X	X	X	X	X	X	X		X		71-72
33	Churches Ave 18 (S)	X	X	X	X	X	X	X		X		52-53
34	Church Ave 18 (N)	X	X	X	X	X	X	X		X		54-55
35	Avenida 21 (S)	X	X	X	X	X	X	X		X		56-57
36	Entrada 1 (N)	X	X	X	X	X	X	X		X		69-70
37	Regency (S)	X	X	X	X	X	X	X		X		58-59
38	Regency (N)	X	X	X	X	X	X*			X	*Old driveway used as bay	60-62
39	Calle Hermosa (E)	X	X	X	X	X	X*			No Sidewalk	*Substandard	63-64
40	Seashore Dr (N)	X	X	X	X	X	X	X		X		65-66
42	Portofino (N)			X	X	X	X	X				67-68

Stop: 1 Ft Pickens Gate (S)

Photo ID: 1

Photo ID: 2

Photo ID: 3

Stop: 2 Tristan Towers (N)

Photo ID: 7

Photo ID: 8

Photo ID: 9

Stop: 3 Tristan Towers (S)

Photo ID: 5

Photo ID: 6

Stop: 4 La Fitte Cove (N)

Photo ID: 10

Photo ID: 11

Stop: 6 Emerald Dolphin (N)

Photo ID: 12

Photo ID: 13

Stop: 7 Emerald Dolphin (S)

Photo ID: 14

Photo ID: 15

Stop: 8 Santa Rosa Dunes (N))

Photo ID: 16

Photo ID: 18

Stop: 9 The Cross (S)

Photo ID: 19

Photo ID: 20

Stop: 10 Holiday Inn Express (N)

Photo ID: 21

Photo ID: 22

Stop: 11 Holiday Inn Express (S)

Photo ID: 23

Photo ID: 24

Stop: 12 Margaritaville (N)

Photo ID: 27

Photo ID: 28

Photo ID: 29

Stop: 13 Margaritaville (S)

Photo ID: 25

Photo ID: 26

Stop: 16 Boardwalk Lot

Photo ID: 75

Photo ID: 76

Stop: 17 Gulfside Pavilion (S)

Photo ID: 30

Photo ID: 31

Stop: 18 Gulfside Pavilion-Beach

Photo ID: 32

Photo ID: 33

Stop: 19 Hilton Hotel (S)

Photo ID: 34

Photo ID: 35

Stop: 20 SRIA Lot (N)

Photo ID: 73

Photo ID: 74

Stop: 21 Holiday Inn Resort (S)

Photo ID: 36

Photo ID: 37

Stop: 22 Holiday Inn Resort (N)

Photo ID: 38

Photo ID: 39

Stop: 23 Beach Club (S)

Photo ID: 40

Photo ID: 41

Stop: 24 Beach Club (N)

Photo ID: 42

Photo ID: 43

Stop: 27 Springhill Suites (S)

Photo ID: 44

Photo ID: 45

Stop: 28 Water Tank (N)

Photo ID: 46

Photo ID: 47

Stop: 29 Avenida 14 (S)

Photo ID: 48

Photo ID: 49

Stop: 30 Avenida 14 (N)

Photo ID: 50

Photo ID: 51

Stop: 32 Fire Station (N)

Photo ID: 71

Photo ID: 72

Stop: 33 Churches Ave 18 (S)

Photo ID: 52

Photo ID: 53

Stop: 34 Church Ave 18 (N)

Photo ID: 54

Photo ID: 55

Stop: 35 Avenida 21 (S)

Photo ID: 56

Photo ID: 57

Stop: 36 Entrada 1 (N)

Photo ID: 69

Photo ID: 70

Stop: 37 Regency (S)

Photo ID: 58

Photo ID: 59

Stop: 38 Regency (N)

Photo ID: 60

Photo ID: 61

Photo ID: 62

Stop: 39 Calle Hermosa (E)

Photo ID: 63

Photo ID: 64

Stop: 40 Seashore Dr (N)

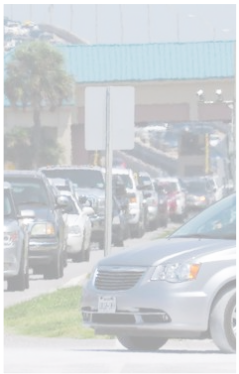
Photo ID: 65

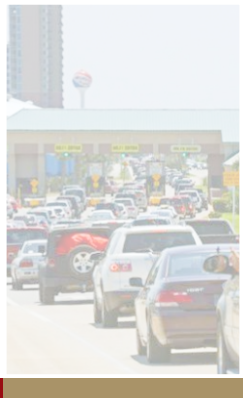
Photo ID: 66

Stop: 42 Portofino (N)

Photo ID: 67

Photo ID: 68





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