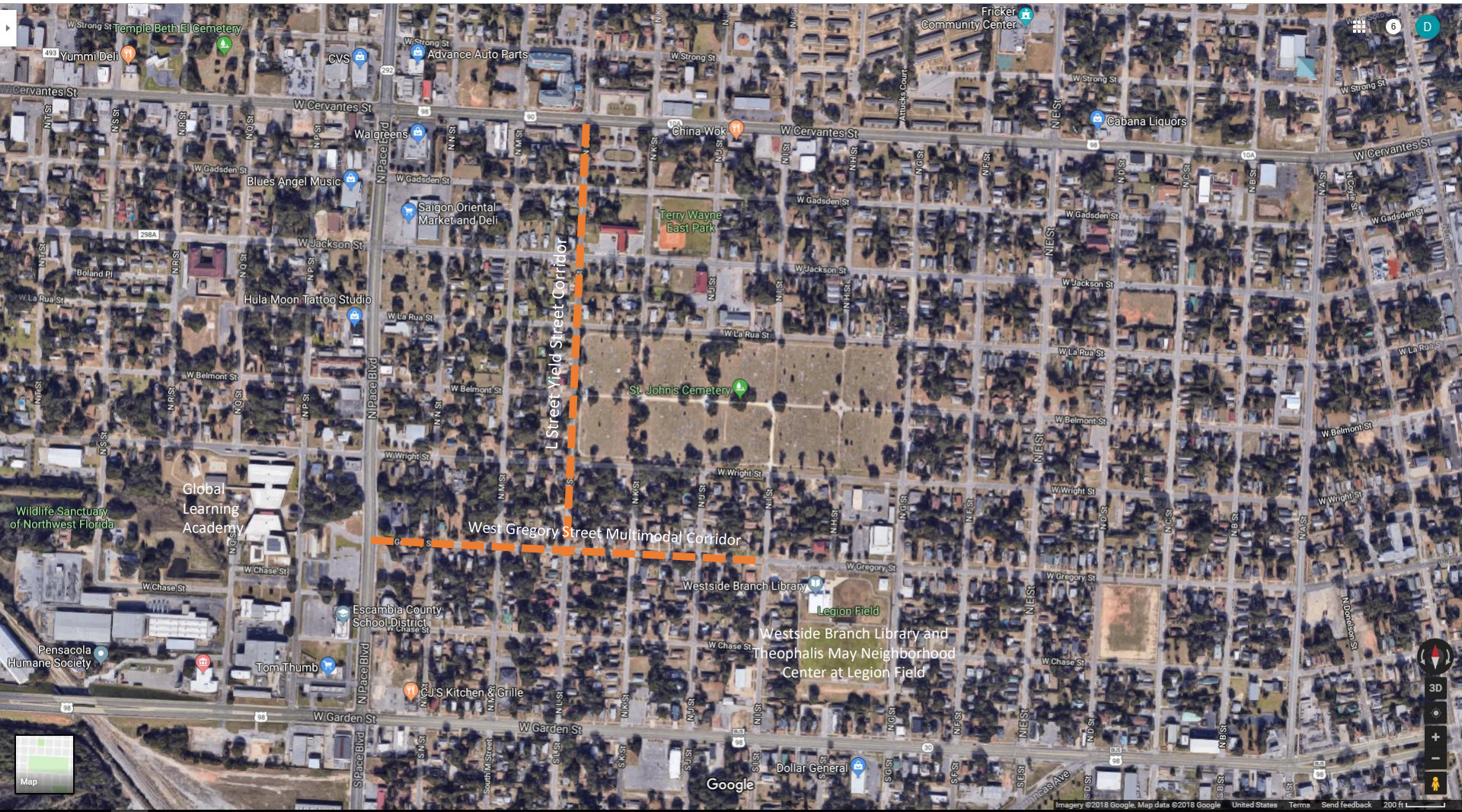


Pensacola Westside CRA Boundary



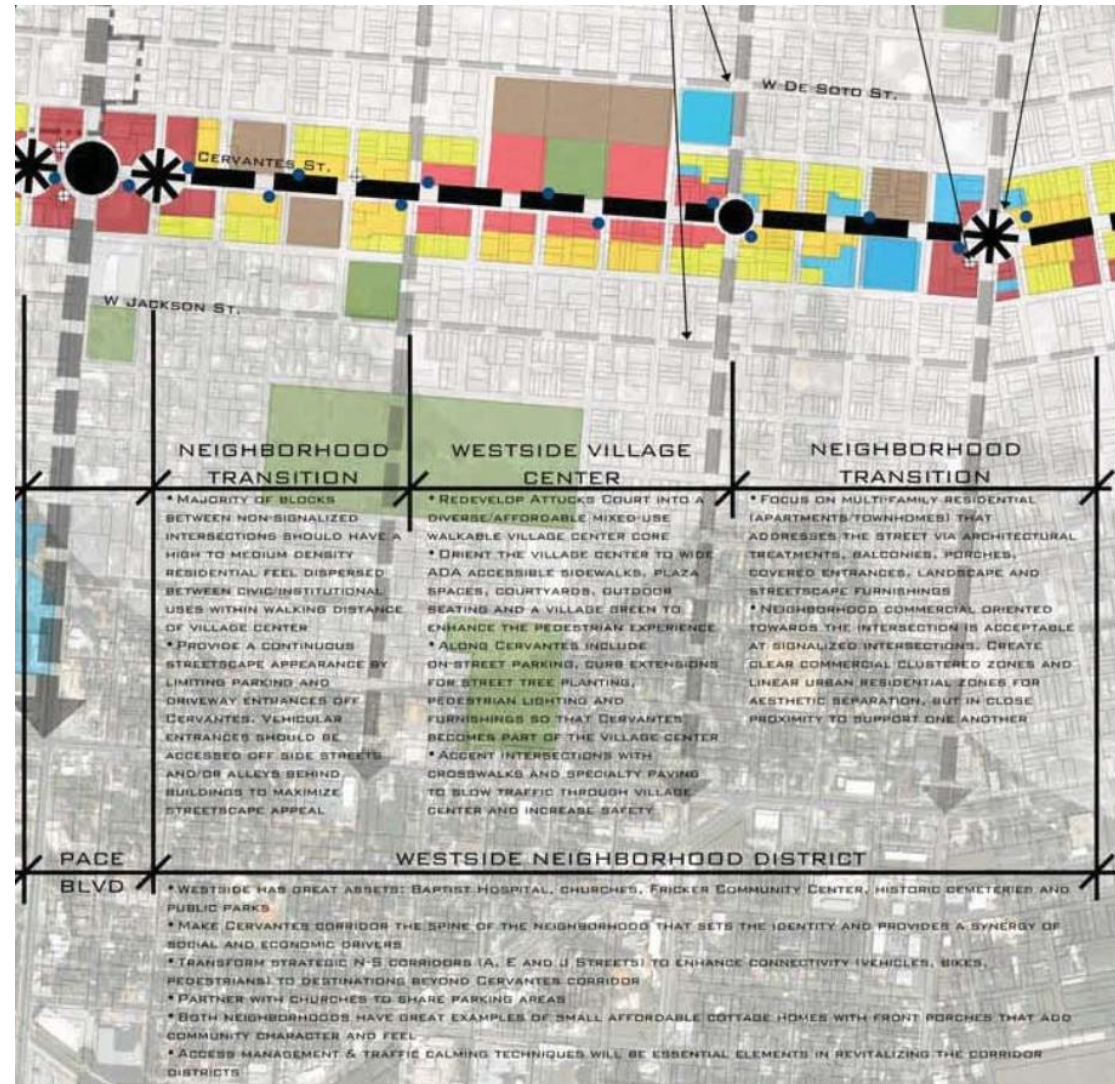
- Notes:
1. The L Street Yield Street corridor improvements are intended to implement revitalization efforts within the Westside CRA.
 2. The improvements to L Street will provide access to new developments on the SE and SW corners of the L Street/Cervantes Street intersection

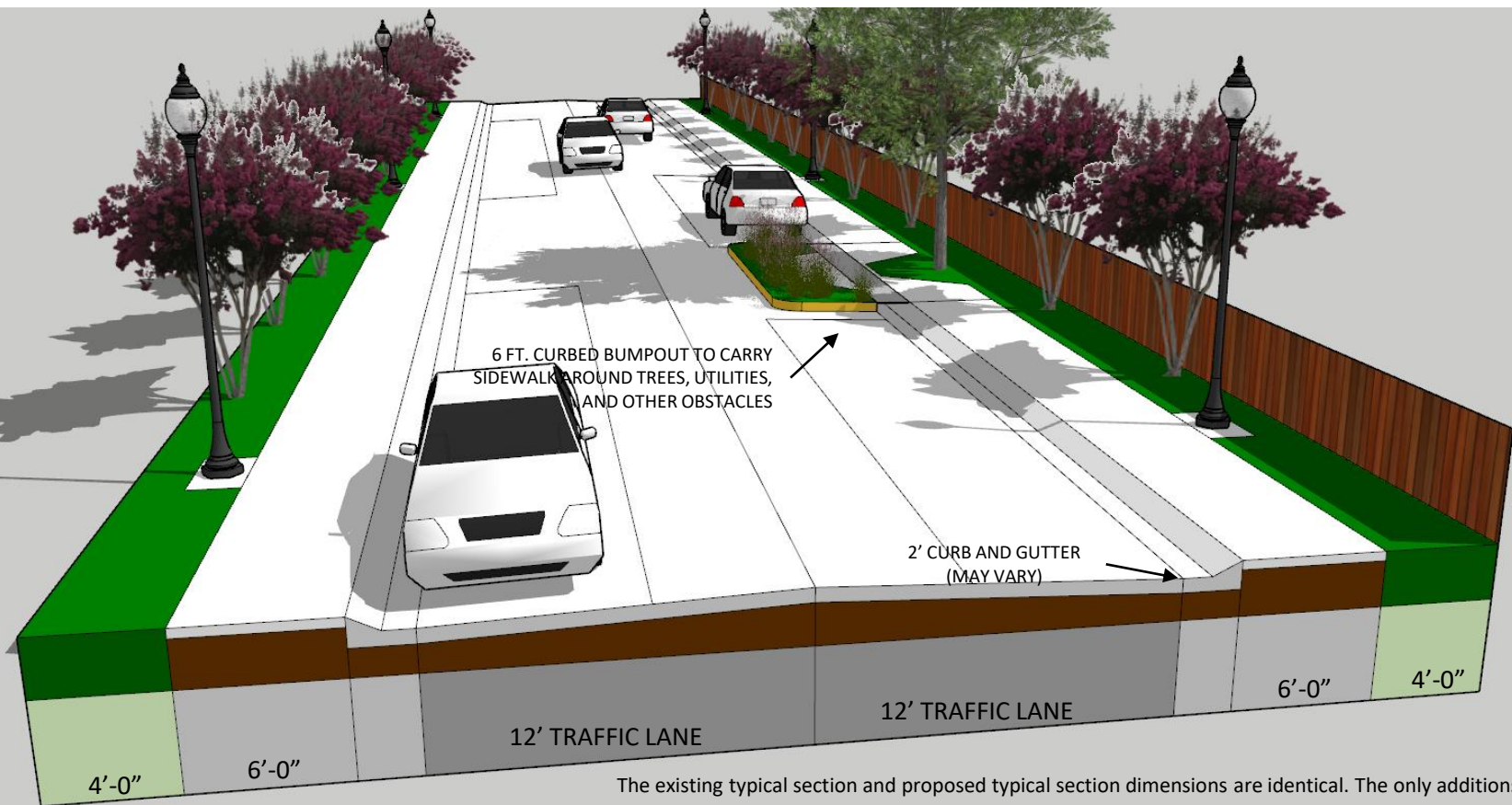
3. The L Street improvements will connect to and augment improvements along Gregory Street that will improve access between neighborhoods east and west of Pace Boulevard to and from Global Learning Academy and facilities at Legion Field.



Consistency with Previous Plans and Details

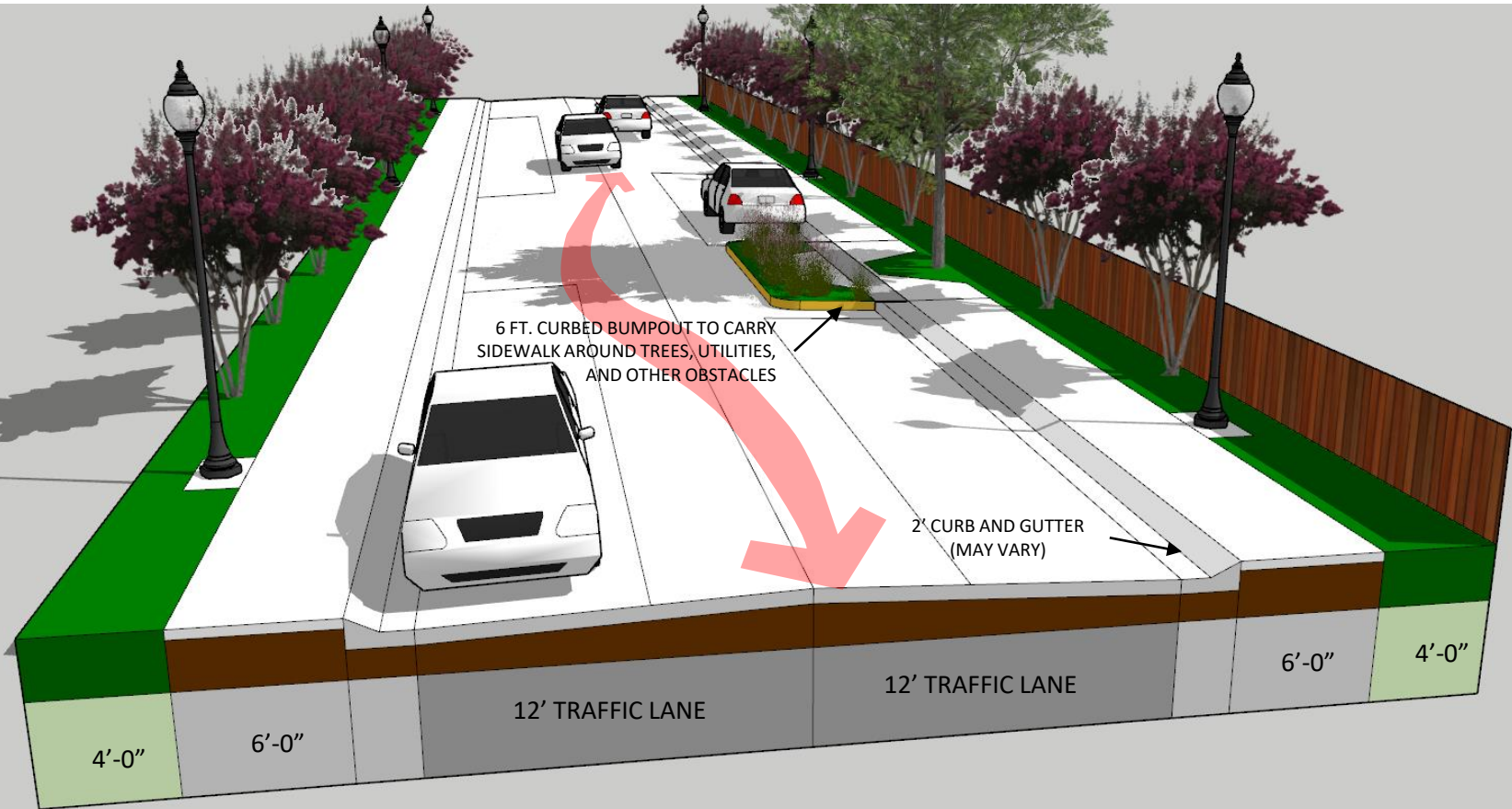
- The West Cervantes Street Corridor Management Plan, completed in December 2016, provided concepts and design criteria for revitalizing the east-west corridor with options for adding on-street parking, better pedestrian access, improved lighting, and other safety features to allow safe access for pedestrians to walk along and cross the corridor.
- This TAP application is consistent with these concepts for West Cervantes Street corridor revitalization through addressing better pedestrian access, traffic calming, sidewalk connections, lighting, and on-street parking.
- The Pensacola CRA is currently planning for construction of new sidewalk replacement along both sides of A Street, DeVilliers Street, and Reus Street from Cervantes Street to Main Street to revitalize the neighborhoods north of Main Street. This TAP project will provide the similar neighborhood revitalization improvements to connect the Cervantes Street corridor to important community facilities south at Gregory Street.





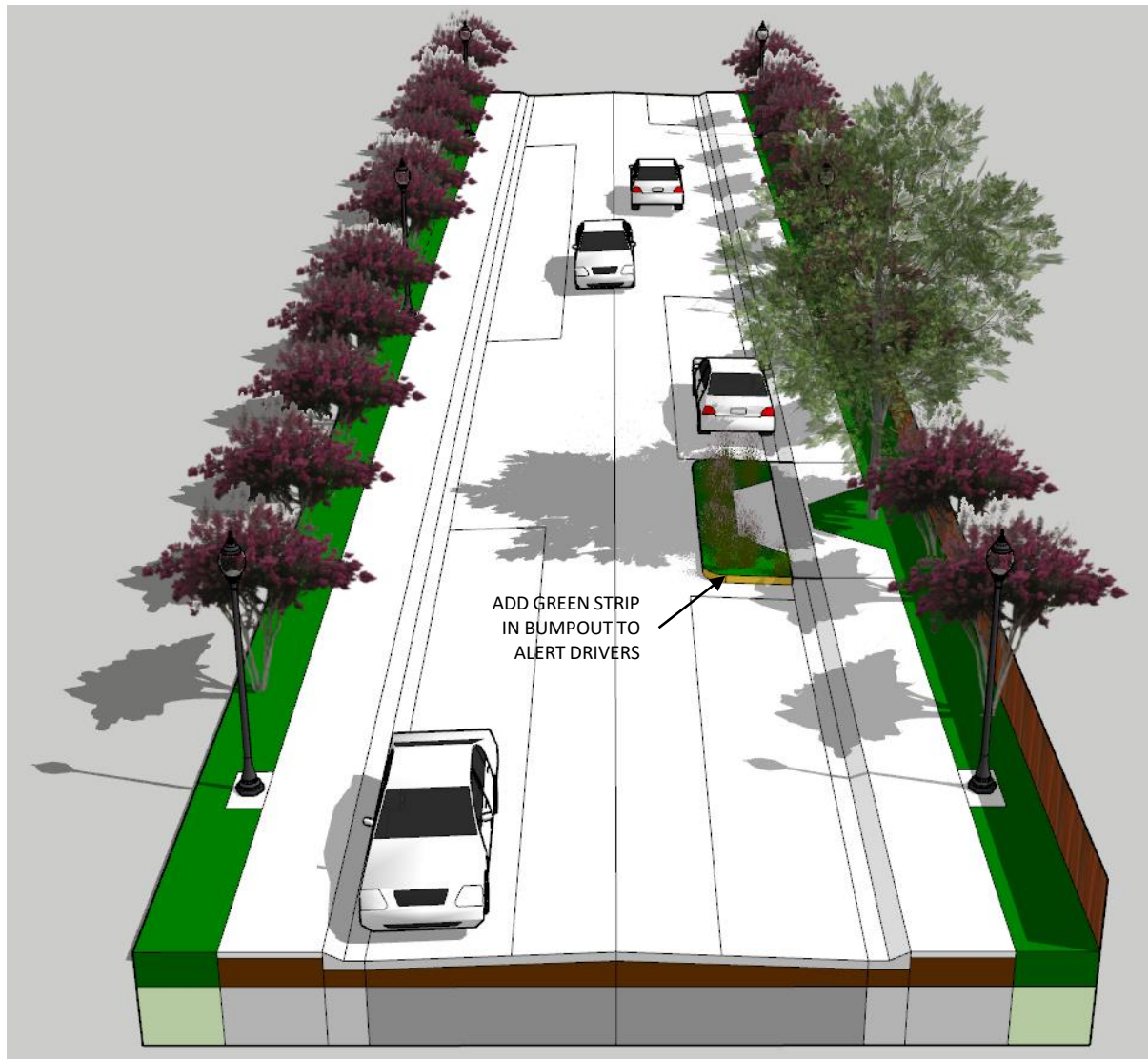
Notes:

1. The Yield Street concept uses a traffic calming technique in which oncoming traffic in both lanes "share the lane" in locations where intentional bumpouts are placed on either side of the street, when needed to allow the sidewalk to avoid major trees and utility infrastructure.
2. Parking on a Yield Street is permissible on either side, informally, and the bumpout structures are intended to duplicate the space taken by a parked car.
3. The Yield Street may require parking day notifications and enforcement on days when trash collection or street sweeping occurs.
4. The curbed bumpout will be set to the edge of the travel lane and will allow the gutter to flow between the back edge and the existing curb. A diamond plate will be installed between the existing curb and sidewalk to carry the sidewalk to the bumpout and around obstacles.
5. Street lights will be placed approximately on 100 foot spacing set to the outside of the sidewalk and are intended to provide light to the sidewalk.
6. L Street has a 50 foot right-of-way. Final field surveys will set the right-of-way line to be used for design.



Notes:

1. The Yield Street concept uses a traffic calming technique in which oncoming traffic in both lanes "share the lane" in locations where intentional bumpouts are placed on either side of the street, when needed to allow the sidewalk to avoid major trees and utility infrastructure.
2. Parking on a Yield Street is permissible on either side, informally, and the bumpout structures are intended to duplicate the space taken by a parked car.
3. The Yield Street may require parking day notifications and enforcement on days when trash collection or street sweeping occurs.
4. Traffic flow will be maintained on a Yield Street, but traffic calming is the primary purpose.



How it works:

1. The Yield Street concept uses a traffic calming technique in which oncoming traffic in both lanes “share the lane” in locations where intentional bumpouts are placed on either side of the street, when needed, to allow the sidewalk to avoid major trees and utility infrastructure.
2. Parking on a Yield Street is permissible on either side.
3. The bumpout structures are intended to duplicate the space taken by a parked car.



Yield Street

2-way yield streets are appropriate in residential environments where drivers are expected to travel at low speeds. Many yield streets have significant off-street parking provisions and on-street parking utilization of 40-60% or less.

Create a "checkered" parking scheme to improve the functionality of a yield street.

The street illustrated below depicts a 30-foot roadway within a 45-foot right-of-way.



For a yield street to function effectively, motorists should be able to use the street intuitively without risk of head-on collision.



National Best Transportation Management Practices NACTO Yield Street

- The L Street concept is to create a "Yield Street", utilizing limited curbed bumpouts at strategic locations to allow the sidewalks to "bump out" to avoid major trees and infrastructure too costly to move. The Yield Street concept described by the National Association of City Transportation Officials (NACTO) is one where informal parking is permissible on both sides of a two-way street, and along with curbed bumpouts, creates traffic calming. The street curbs and drainage structures will not be modified to save cost.
- For L Street, the curbed bumpouts will be offset from the existing curb to allow drainage flow to continue, and will allow sidewalks to move toward the street to avoid major trees and infrastructure. The bumpouts will take the same place as a parked vehicle along the existing street curb.

RECOMMENDATIONS

For a yield street to function effectively, motorists should be able to use the street intuitively without risk of head-on collision. Depending on whether the yield street has high or low parking utilization, flush curbs, or other features, its configuration may vary. A yield street with parking on both sides functions most effectively at 24-28 feet, while yield streets with parking on only one side can be as narrow as 16 feet, assuming that parking utilization is low enough for cars to safely yield and pass one another.¹

1 All residential streets should provide safe and inviting places to walk and good access to local stores and schools. Design should mitigate the effects of driveway conflicts, reduce cut-through traffic, and maintain slow speeds conducive to traffic safety.

2 Driveways should be constructed to minimize intrusion upon the sidewalk. Maintain sidewalk materials and grade across driveways.

3 The planted furniture zone of the sidewalk creates opportunities for street trees, bioswales, pervious strips, and rain gardens.

[+ More Info](#)

4 While most yield streets should have a minimum of signage and striping, signage should be used to indicate bidirectional traffic at transition points or where 2-way operation has recently been introduced.

[+ More Info](#)

Parking utilization on yield streets should be monitored closely. Before and after conversion, cities should consult with local residents to see whether or not a "checkered" parking scheme should be striped or remain unofficial.

Bike Route Wayfinding

Signage and Markings System

A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.



National Best Transportation Management Practices NACTO Yield Street

- The L Street concept “Yield Street”, will utilize limited curbed bumpouts at strategic locations to allow the sidewalks to “bump out” to avoid major trees and infrastructure too costly to move. In addition, informal parking will be permissible on both sides of the street, making a formal bike lane inadvisable. For that reason, advance warning signs, such as “Share the Road with Bikes”, and intermittent use of sharrows, may be advised.
- Sharrows will be utilized on Gregory Street, the companion project street.
- Wayfinding and information signs will be important to advise bicycle users of the routes and types of conditions.

Types of Signs

There are three general types of wayfinding signs:

CONFIRMATION SIGNS



Berkeley, CA



Chicago, IL



Oakland, CA

PURPOSE

Indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route.

INFORMATION

Can include destinations and distance/time. Do not include arrows.

PLACEMENT

Every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign). Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

DECISION SIGNS



Oakland, CA



Concept



Portland Metro Cities, OR

PURPOSE

Mark the junction of two or more bikeways.
Inform bicyclists of the designated bike route to access key destinations.

INFORMATION

Destinations and arrows, distances, and travel times are optional but recommended.

PLACEMENT

Near-side of intersections in advance of a junction with another bicycle route.
Along a route to indicate a nearby destination.

Types of Destinations

Wayfinding signs can direct users to a number of different types of destinations, including the following:

- On-street bikeways
- Commercial centers
- Public transit centers and stations
- Schools
- Civic/community destinations
- Local or regional parks and trails
- Hospitals
- Bridges

Prior to developing the wayfinding signage, it can be useful to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. A particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as the downtown area) may be included on signage up to five miles away. Secondary destinations (such as a transit station) may be included on signage up to two miles away. Tertiary destinations (such as a park) are more local in nature and may be included on signage up to one mile away.



Pavement Markings

Pavement markings can be installed to help reinforce routes and directional signage and to provide bicyclist positioning and route branding benefits. Pavement markings may be useful where signs are difficult to see (due to vegetation or parked cars) and can help bicyclists navigate difficult turns and provide route reinforcement. In the United States, pavement markings have been experimented with in cities like Portland OR, and Berkeley, CA. Berkeley has applied a large stencil taking up nearly the entire travel lane designating the street as a 'bicycle boulevard.' In Portland, smaller stencils including a small circle and arrow system were initially used; however, since the adoption and wide spread use of the shared lane marking, most bicycle boulevards are being retrofitted with these larger markings. Portland has also applied the shared lane marking as a wayfinding device by turning the chevrons of the marking in the direction of intended travel.

Wayfinding Signage Benefits

- Familiarizes users with the bicycle network.
- Identifies the best routes to destinations.
- Overcomes a "barrier to entry" for infrequent bicyclists.
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle.
- Visually indicates to motorists that they are driving along a bicycle route and should use caution.
- Passively markets the bicycle network by providing unique and consistent imagery throughout the jurisdiction.

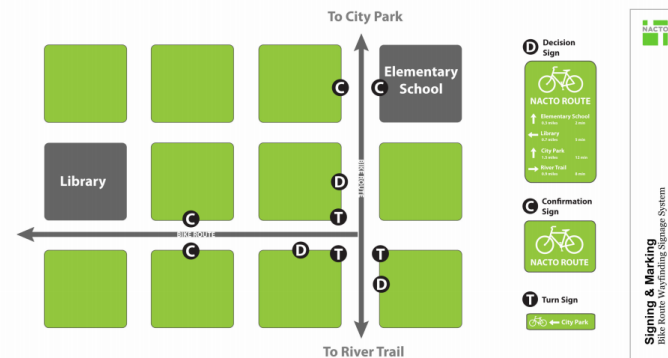
Typical Applications

- Along all streets and/or bicycle facility types that are part of the bicycle network.
- Along corridors with circuitous bikeway facility routes to guide bicyclists to their intended destination.

URBAN BIKEWAY DESIGN GUIDE

SIGNING & MARKING: Bike Route Wayfinding Signage and Markings System 245

Design Guidance



View a high resolution image here: http://nacto.org/wp-content/uploads/2010/08/WayfindingSignage_Plan1.jpg

