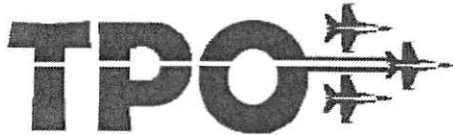


Florida-Alabama



Transportation Planning Organization

Rob Williamson
Chairman

Jeff Bergosh
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road-Suite A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.wfrpc.org

June 18, 2018

Mr. Phillip Gainer, District Secretary
Florida Department of Transportation
P.O. Box 607
Chipley FL 32428

Dear Secretary Gainer:

On June 13, 2018 the Florida-Alabama TPO approved a motion in support of the enclosed Change.org petition that has been signed by over 300 citizens at the writing of this letter and may be found at:
<https://www.change.org/p/philip-gainer-we-demand-a-safer-west-cervantes-st-now>

The Florida Alabama TPO expressed major concerns regarding the safety of the West Cervantes Street corridor in Escambia County. This month, while attempting to cross West Cervantes, two people were killed by a speeding vehicle. One of the victims was an 8 month old child. This follows several years of continued pedestrian/bicyclist injuries and deaths on this corridor. The TPO has committed to do all it can to implement immediate safety measures on West Cervantes. Specifically mentioned in the petition are requests to reduce lane widths from 11 feet to 10 or 10.5 feet, reduce speed limit to 30 miles per hour, add designated crosswalks, push button signals and other traffic calming measures.

If you have any questions concerning this matter, please contact me at 850-332-7976, Extension 228 or at marybeth.washnock@wfrpc.org.

Respectfully,

Mary Beth Washnock
WFRPC Transportation Manager

cc: FL-AL TPO Chairman Rob Williamson
Austin Mount, WFRPC Executive Director
Jack Brown, Escambia County Administrator
Eric Olson, City of Pensacola Administrator
Bryant Paulk, FDOT
Christy Johnson, FDOT

Enclosure

July X, 2018

Phillip Gainer, Secretary
Florida Department of Transportation
Highway 90 East
Chipley, Florida 32428- 0607

Dear Secretary Gainer:

The Pensacola City Council, at its July X, 2018 approved this letter supporting fast tracking construction of the short term safety improvements identified in Florida Department of Transportation's (FDOT) SR10A/US90 West Cervantes Street/Mobile Highway Corridor Management Plan (CMP).

The City of Pensacola and Escambia County commend FDOT for the affirmation action it has taken in installing 74 roadway lights along SR10A/US90 W Cervantes Street/Mobile Highway between A Street and Dominguez Street in response to our urgent safety needs. The number of pedestrian and cyclist injuries and fatalities along the corridor documented by FDOT's 2016 Corridor Management Plan has continued to rise to include four additional deaths in the first half of 2018, including the deaths of a young woman and an 8 month old infant in June. The seriousness of the West Cervantes Street safety problem makes it a high priority for the local community.

The City and County have jointly funded the \$600,000 FDOT Traffic Feasibility Study to evaluate the long term recommendations of the CMP. These recommendations include lane reduction to accommodate Complete Streets.

It is pressing that FDOT implement the short term improvements identified by the CMP right away including: mid-block crossings with safe haven refuges, upgraded traffic signalization, crosswalk enhancements, new pavement markings, new/additional traffic controls and pedestrian signage, sidewalk refurbishment, pedestrian level street lighting, and ADA upgrades to curb ramps. Additionally, restriping to narrow travel lanes and speed reduction to 30 MPH, as requested through by citizens' petition should be implemented.

It is the City Council's urgent desire that the committed local funds be used by FDOT to quickly construct these safety improvements on behalf of our citizens. As a partner with FDOT, and in order to expedite construction of the immediate improvements, the City of Pensacola has allocated an additional \$1 million in Local Option Sales Tax funding to augment any other available funding sources to quickly design and construct these improvements. A concept slide showing many of the requested improvements is attached.

We appreciate the support the Department has given the City and County in addressing this safety problem and look forward to the Department's response.

Sincerely,

Gerald Wingate, President
City of Pensacola City Council



The Pedestrian Environment



Public Workshop 1 - December 2015

The initial opportunity for public involvement occurred on December 8, 2015, during the first public workshop held at the Brownsville Assembly of God. The purpose of this workshop was to inform the public of the details of the project and to receive initial thoughts and concerns by interested stakeholders. A presentation was given detailing the background of the project as well as data that had been collected to-date. Two activity boards were set up for attendees to participate in to identify general ideas about what the current issues are and what they would like to see happen on the corridor. One board allowed for participants to place stickers on improvement categories that were important to them. The other board was a Strengths, Weaknesses, Opportunities, Threats (S.W.O.T) board which participants could write directly on. The S.W.O.T analysis is summarized below.

Summary of S.W.O.T. Analysis from Public Workshop 1



- Strengths**
- Potential for urban revitalization
 - Community awareness
 - Vacant retail spaces
 - Key corridor
 - High population density

- Weaknesses**
- Lack of lighting
 - Vacant retail spaces
 - Pedestrian dangers

- Opportunities**
- More retail stores
 - Area beautification
 - Gateways
 - Wider sidewalks
 - Parking lanes
 - Commercial revitalization

- Threats**
- Sporadic non-desirable land uses
 - Vehicle speeds
 - Lack of lighting



Crash Data (2010-2015)

Crash Type	Number of Crashes
Rear End	168
Other	63
Left Turn	61
Angle	44
Sideswipe	42
Off Road	27
Pedestrian	24
Unknown	9
Bicycle	7
Head On	7
Right Turn	5
Total (2010-15)	457

Crash Severity	Number of Crashes
Property Damage Only	306
Injury	147
Fatality	4

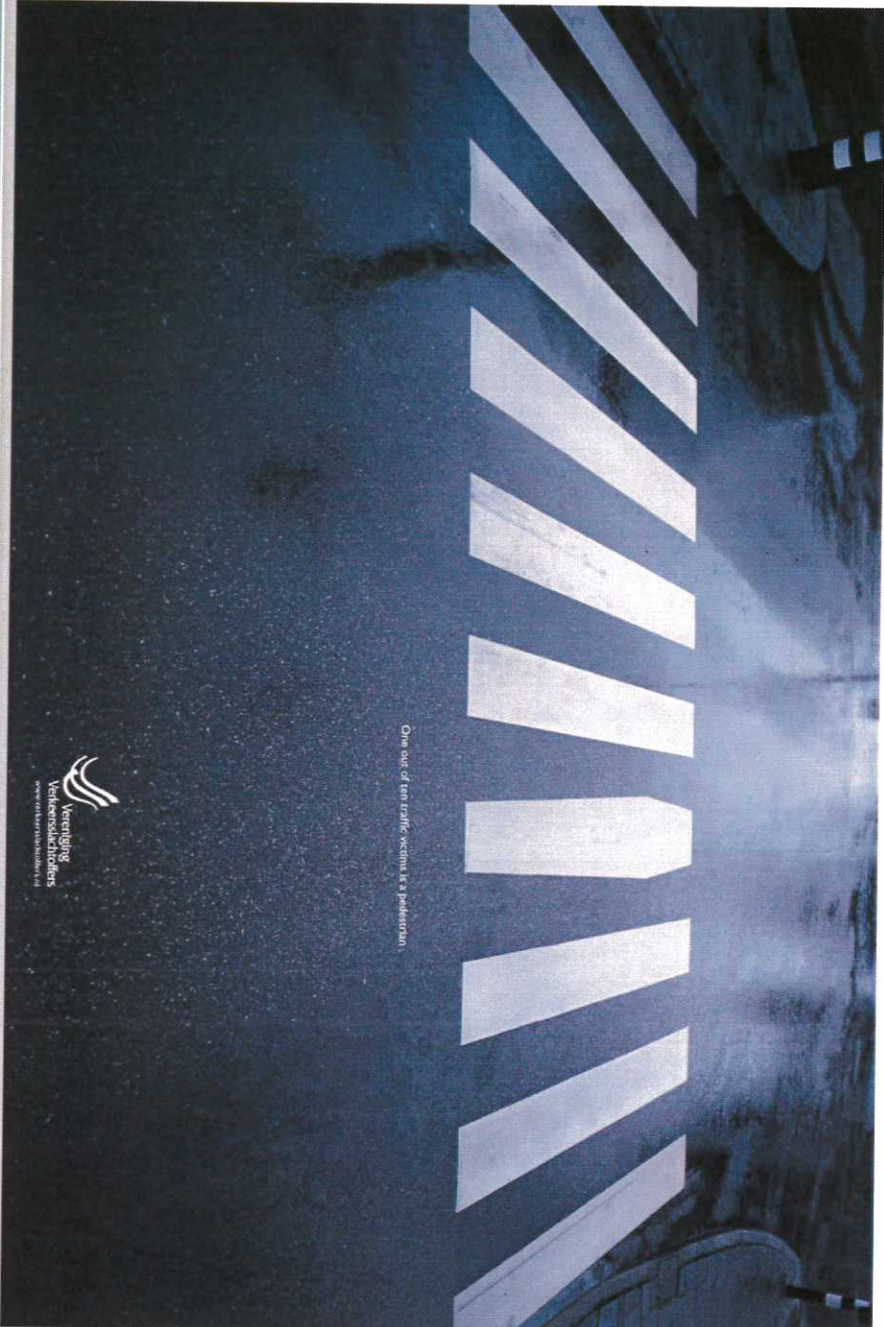


Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.



West Cervantes Street Corridor Management Plan

Pedestrian Environment



One out of ten traffic victims is a pedestrian.



Safety: One out of ten traffic victims is a **pedestrian**.

Pedestrian Crosswalk Safety

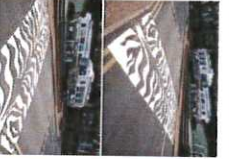
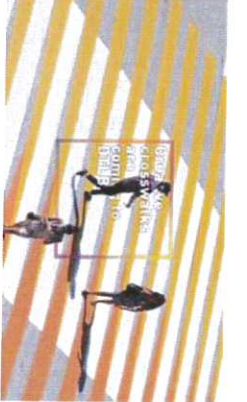
Pedestrian Crosswalk Markings

Raised Pedestrian Crosswalk

Pedestrian Crosswalk Design

Artistic Crosswalks

Pedestrian Safety





West Cervantes Street Corridor Management Plan

Pedestrian Environment

Ft. Walton Beach—US 98



<https://www.google.com/maps/@30.4038118,-86.6073613a,75y,123.4h,87.47t/data=!3m1!1e1!3m4!1s2ALs5n-tQZpeAB8urhzuxA12e01711331218i6656>

MID-BLOCK CROSSWALKS



West Cervantes Street Corridor Management Plan

Pedestrian Environment

Destin — US 98



<https://www.google.com/maps/@30.3875015,-86.4742084,3a,60y,85.06h,85.92t/data=!3m6!1e1!3m4!1seNDWwBYTxlDStoMDJQ142A12e0171!33121816656>

DEDICATED MID-BLOCK CROSSWALKS



West Cervantes Street Corridor Management Plan

Pedestrian Environment



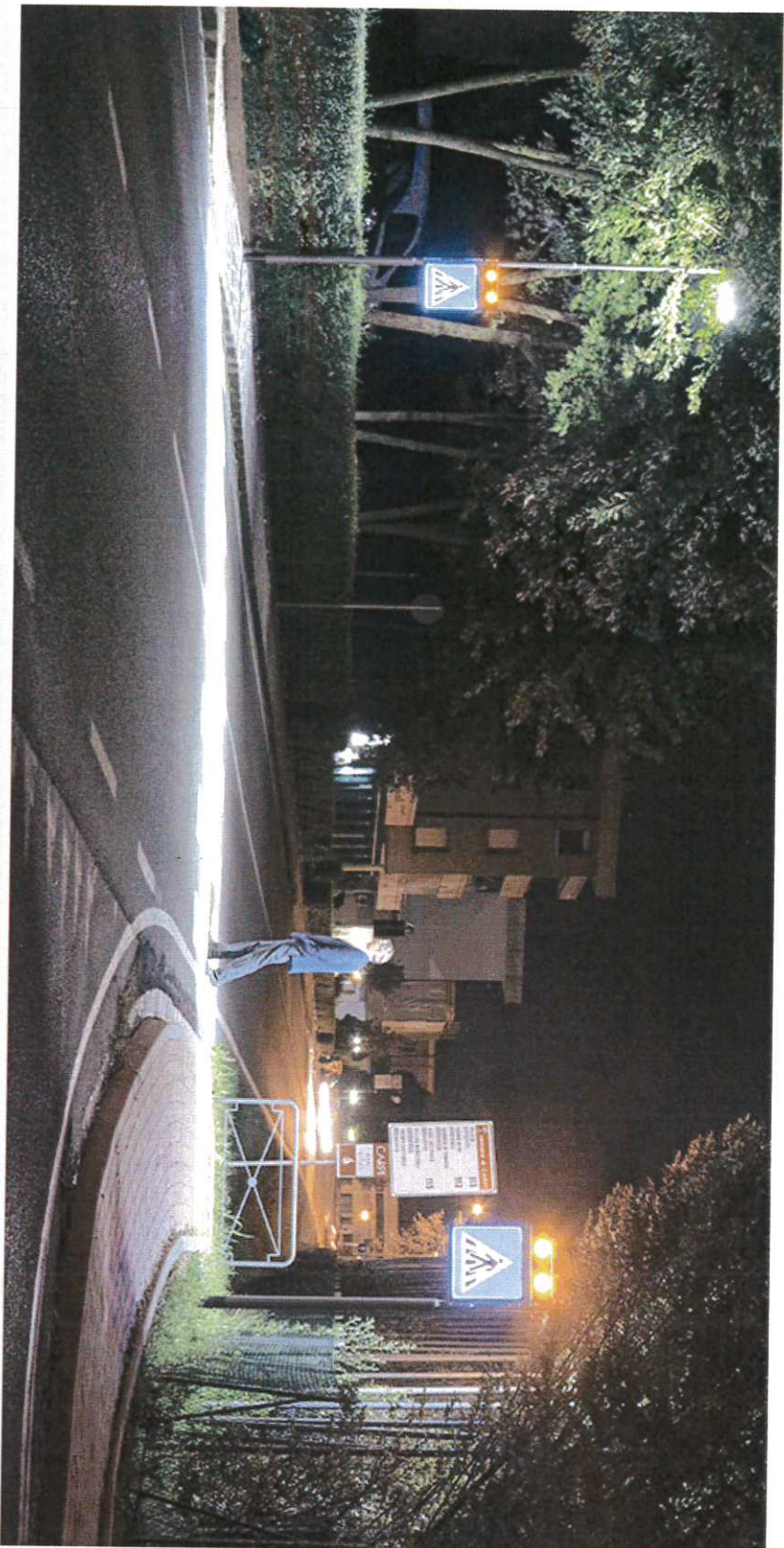
Miami

DEDICATED MID-BLOCK CROSSWALKS



West Cervantes Street Corridor Management Plan

Pedestrian Environment



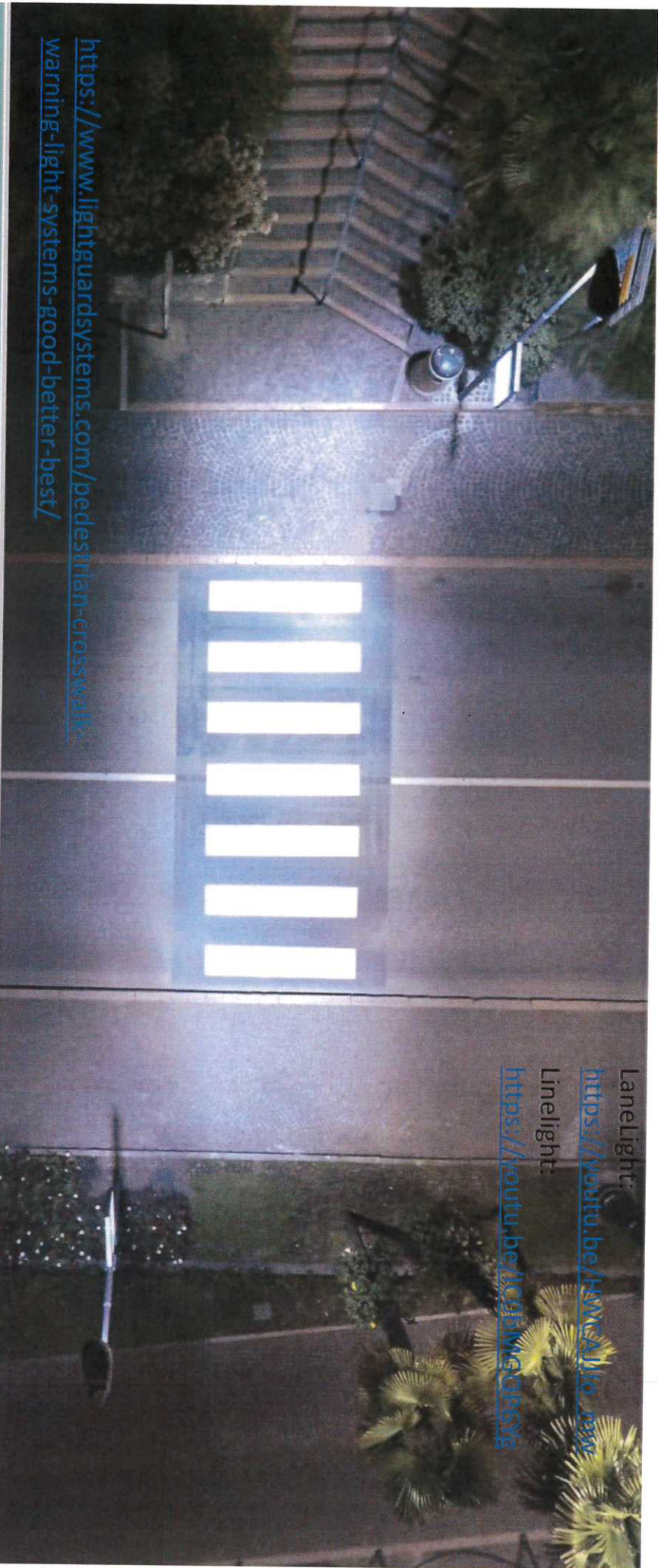
http://www.ledpedestriancrossing.com/images/ap-smart_animaz.gif?crc=476672094

Safety—Lighting Crosswalks



West Cervantes Street Corridor Management Plan

Pedestrian Environment



Lanelight:

https://youtu.be/HWVSAJl0_r3w

Linelight:

<https://youtu.be/1c9d1MGp0Yg>

<https://www.lightguardsystems.com/pedestrian-crosswalk-warning-light-systems-good-better-best/>

Safety — Lighting Crosswalks



West Cervantes Street

Corridor Management Plan

Pedestrian Environment

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[Crosswalk Warming Lights](#)
 45th Annual VENDORS NIGHT
 Have the vendor at the event?

[Radar & Flashing LED Signs](#)
 YOUR SPEED 35

[Vehicle Inspection Lights](#)
 2017 ILLINOIS SAFETY AWARD

[Click for detail on additional sign styles](#)

General Description
 Our Photo-Sensor Bollard is a passive detector device used to trigger in-pavement crosswalk lights or LED pedestrian signs used with the TS1000 crosswalk lighting system. Typically, a pair of bollards is placed at each end of a crosswalk. When a pedestrian passes between the two bollards, an IR light beam is broken, and the crosswalk lighting system is activated.

Features
 • Pedestrian detection, no pedestrian input required
 • Photo-sensor bollards IR sensor only activates when pedestrian enters crosswalk, not when the car is in the crosswalk
 • Easy sensor alignment via independent sensor mounts
 • Technology: No IRSE • Vandal-proof stainless steel housings
 • Active visibility of the sign • Quick and easy installation
 • Driver awareness of IR • Rugged design

Style
 • Typical applications: male and hospitals
 • Size: 7" W x 42" H x 4 FT D
 • 120°C power input

Why Our Signs are Superior
 • Aluminum enclosure thickness: 1/2" • Enclosure color: white powder-coated steel
 • High Visibility cones (weather) • Type IX reflective • High intensity LEDs • Superior Performance Part # TS-SB000 • Low power LED kit

Outstanding Durability
 • Highway grade 304 stainless steel deck
 • Signs are weather-resistant

Features
 • MUTCD section 26 • High visibility, low glare • Fast, easy installation • Field adjustable LE



FHWA Prohibits Installation of New RRFBS

On December 21, 2017, the [FHWA terminated Interim Approval 11](#), which permitted the use of rectangular rapid flashing beacons (RRFBs). All highway agencies are prohibited from installing any new RRFBS.

To help enhance pedestrian safety at uncontrolled marked crosswalks, the FHWA now recommends alternatives such as [pedestrian-activated flashing LED warning signs](#) that command the attention of drivers and help improve compliance.



Safety — Lighting Crosswalks