



Agenda

Westside Redevelopment Board

Tuesday, January 28, 2020

3:30 PM

Whibbs Conference Room, 1st Floor

Call to Order

Determination of Quorum

Approval of Minutes

1. [20-00060](#) MINUTES OF THE WESTSIDE REDEVELOPMENT BOARD MEETING - 10/22/19

Attachments: [DRAFT WRB Minutes - 102219](#)

Old Business

New Business

Reports and Announcements

2. [20-00056](#) UPDATE ON RULES AND PROCEDURES
3. [20-00058](#) UPDATE ON COMMERCIAL FAÇADE IMPROVEMENT PROGRAM
4. [20-00059](#) UPDATE ON MULTI-MODAL TRANSPORTATION IMPROVEMENTS

Attachments: [Commerical Facade Improvement Program Guidelines](#)

Attachments: [West Main Concept Plan](#)
[L Street Concept Plan](#)
[Gregory Street Concept Plan](#)
[Wright Street Concept Plan](#)
[Pace Boulevard Concept Plan](#)

Board Member Comments

Open Forum

Adjournment

PLEASE NOTE: One or more members of the City Council/Community Redevelopment Agency Board may be in attendance.

The City of Pensacola adheres to the Americans with Disabilities Act and will make reasonable accommodations for access to city services, programs, and activities. Please call 850-435-1606 (or TDD 435-1666) for further information. Requests must be made at least 48 hours in advance of the event in order to allow the city time to provide the requested services.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 20-00060

Westside Redevelopment Board

1/28/2020

SUBJECT:

MINUTES OF THE WESTSIDE REDEVELOPMENT BOARD MEETING - 10/22/19

Approval of Westside Redevelopment Board (WRB) meeting minutes for October 22, 2019.



Westside Redevelopment Board

Tuesday, October 22, 2019 – 3:30 P.M. Central
222 W. Main Street, 1st Floor, Pensacola FL 32502
Vince Whibbs, Sr. Conference Room

DRAFT RECORD OF MINUTES

BOARD MEMBERS PRESENT	BOARD MEMBERS ABSENT
Doug Baldwin, Sr., Chair	Jimmie Perkins
James L. Gulley, Vice Chair	Norman Lee Baker
Dianne Robinson	
Jewel Cannada-Wynn	
C. Marcel Davis	

STAFF PRESENT

Helen Gibson CRA Administrator
Victoria D'Angelo Asst. CRA Administrator
Kerrith Fiddler Assistant City Administrator – Community Development
Don Kraher Council Executive
Lawrence Powell Neighborhoods Administrator

Call to Order/Quorum

Meeting was called to order at 3:31 p.m. by Chairman, Doug Baldwin, Sr.

Chairman Baldwin read the Board's Rules of Order and Decorum.

Determination of Quorum

A quorum was present.

Approval of Minutes

1. 19-00467 MINUTES OF THE WESTSIDE REDEVELOPMENT BOARD MEETING - 07/23/19

Board Member Jewel Cannada-Wynn made a motion to approve the July 23, 2019 minutes. Motion seconded by Vice-Chairman James Gulley and carried unanimously.

Old Business

No old business was discussed.

New Business

2. 19-00468 AMENDMENT OF WRB RULES AND PROCEDURES

Chairman Baldwin introduced this item and call on CRA staff for an overview. Ms. D'Angelo explained that this item was introduced by Vice-Chairman Gulley to amend the Board's Rules and Procedures to align with the new changes to the CRA's Bylaws. Mrs. Gibson further informed the Board that there is a distinct difference between the CRA which is a district with authority and the Westside Community Redevelopment Board which is an advisory board that gives recommendations.

Vice-Chairman Gulley then expressed his recommendation to amend **Section 2. Paragraph A.** of the Westside Community Redevelopment Boards Rules and Procedures to define who can be a member. Vice-Chairman Gulley requested that the language from the Ordinance be included in this paragraph.

Chairman Baldwin asked for a straw vote.

The straw vote failed:

No: 4 Doug Baldwin, Sr., C. Marcel Davis, Jewel Cannada-Wynn, Dianne Robinson

Yes: 1 James L. Gulley

Vice-Chairman Gulley expressed his recommendation to amend **Section 2. Paragraph B.** of the Westside Community Redevelopment Boards Rules and Procedures to remove the timeframe of (30) days regarding filling a Board vacancy since that has never been accomplished.

Chairman Baldwin asked for a straw vote.

The straw vote failed:

No: 4 Doug Baldwin, Sr., C. Marcel Davis, Jewel Cannada-Wynn, Dianne Robinson

Yes: 1 James L. Gulley

Vice-Chairman Gulley expressed his recommendation to amend **Section 2. Paragraph C.** of the Westside Community Redevelopment Boards Rules and Procedures to remove the month of May regarding electing officers because there has never been an election in May. The recommendation was to insert "at the first meeting after April 30".

The straw vote passed unanimously.

Vice-Chairman Gulley expressed his recommendation to amend **Section 3** of the Westside Community Redevelopment Boards Rules and Procedures as follows:

- **Paragraph A.** to change a typo in the second sentence from “meeting” to “meetings”;
- **Paragraph B (a.)** to change the preparation of the agenda to the Chairman of the Board instead of CRA staff;
- **Paragraph B (b.)** to revise the period of time required for Board members to request CRA agenda in advance of the meeting from three (3) weeks to 14 days; and
- **Paragraph B (c.)** to change the period of time required for the agenda and all supporting data to be provided to the Board and the public from three (3) days should to six (6) days in advance of the meeting.

Chairman Baldwin asked for a straw vote.

The straw vote failed:

No: 4 Doug Baldwin, Sr., C. Marcel Davis, Jewel Cannada-Wynn, Dianne Robinson

Yes: 1 James L. Gulley

Vice-Chairman Gulley expressed his recommendation to amend **Section 3. Paragraph D.** of the Westside Community Redevelopment Boards Rules and Procedures to add an additional method of voting. The recommendation was to add a paper ballot.

Chairman Baldwin asked for a straw vote.

The straw vote failed:

No: 4 Doug Baldwin, Sr., C. Marcel Davis, Jewel Cannada-Wynn, Dianne Robinson

Yes: 1 James L. Gulley

Vice-Chairman Gulley expressed his recommendation to amend **Section 3.** of the Westside Community Redevelopment Boards Rules and Procedures as follows:

- **Paragraph G (2).** to remove the Roll Call due to the small size of the Board;
- **Paragraph G (6.)** to replace the word Announcements with “Updates”; and
- **Paragraph G (7.)** to add “and Requests” after Board Member Comments.

Chairman Baldwin asked for a straw vote.

The straw vote failed:

No: 4 Doug Baldwin, Sr., C. Marcel Davis, Jewel Cannada-Wynn, Dianne Robinson

Yes: 1 James L. Gulley

Board Member Comments

Open Forum

No public comments were received.

Adjournment

With no further discussion, the meeting adjourned at 4:58 p.m.



Memorandum

File #: 20-00056

Westside Redevelopment Board

1/28/2020

DISCUSSION ITEM

SPONSOR: Doug Baldwin, Sr., WRB Chairperson

TITLE:

UPDATE ON RULES AND PROCEDURES

SUMMARY:

At its October 22, 2019 meeting, the Westside Redevelopment Board (WRB) considered amendments to its Rules and Procedures. An update will be provided regarding the status the WRB Rules and Procedures amendment.

STAFF CONTACT:

M. Helen Gibson, CRA Administrator
Victoria D'Angelo, Assistant CRA Administrator

ATTACHMENTS:

None.

PRESENTATION: No



Memorandum

File #: 20-00058

Westside Redevelopment Board

1/28/2020

DISCUSSION ITEM

SPONSOR: Doug Baldwin, Sr., WRB Chairperson

TITLE:

UPDATE ON COMMERCIAL FAÇADE IMPROVEMENT PROGRAM

SUMMARY:

On December 11, 2017, the CRA approved the Commercial Façade Improvement Program to be administered within targeted districts of the City's designated community redevelopment areas. The program officially launched in September 2018, however, due to low utilization and impact, the program was amended on December 10, 2018.

Community Redevelopment Agency (CRA) staff will provide an update on recent program awards and the status of the program.

STAFF CONTACT:

M. Helen Gibson, CRA Administrator
Victoria D'Angelo, Assistant CRA Administrator

ATTACHMENTS:

1) Commercial Façade Improvement Program Guidelines

PRESENTATION: No



**CITY OF PENSACOLA
COMMUNITY REDEVELOPMENT AGENCY**

COMMERCIAL FAÇADE IMPROVEMENT PROGRAM GUIDELINES

The Commercial Façade Improvement Program, offered by the City of Pensacola's Community Redevelopment Agency (CRA), is provided as part of an overall redevelopment program which assists in the elimination of blight within the City's designated community redevelopment areas. This program is designed to leverage private investment to improve the exterior facades of eligible commercial, historical and culturally significant buildings and to complement other community revitalization efforts.

Participants will receive funding for eligible façade improvements with 25% owner match. Funding is secured by a mortgage loan, forgivable over a five (5) year period.

The Commercial Façade Improvement Program Guidelines contain general information regarding program benefits, eligibility, terms and procedures. As these guidelines may change from time to time, we strongly encourage you to verify these requirements with CRA staff prior to submitting an application.

FOR INFORMATION

City of Pensacola

Community Redevelopment Agency

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PROGRAM BENEFITS

The Commercial Façade Improvement Program provides participants the opportunity to receive funding in the form of a forgivable loan for façade improvements to eligible commercial, historical or culturally significant properties, as defined within Section B, below.

PROGRAM FUNDING – FORGIVABLE DEFERRED MORTGAGE LOAN

All funding is based on a formula whereby seventy-five percent (75%) of total eligible project costs, up to the maximum award limit defined in Table 1 (below) may be awarded, with a twenty-five percent (25%) owner match. Funds are dispersed upon completion of approved façade improvement projects and secured over a five (5) year period by a deferred mortgage loan. This loan is forgiven on a daily basis over the course of five (5) years, such that at the end of the five (5) year period, the entire loan amount is deemed forgiven and the loan balance is zero.

Table 1: Maximum Award Limits – Commercial Façade Program

	Single Building Frontage	Multiple Building Frontages
Westside Target Area	Up to \$20,000	Up to \$20,000
Belmont DeVilliers		
Commercial Only	Up to \$20,000	Up to \$20,000 per improved building frontage*
Historic/Culturally Significant	Up to \$30,000	Up to \$30,000 per improved building frontage*

***Building frontage** is defined as the front or side of a building that faces a street, road or similar public way. Multiple building frontage awards shall be limited to the number of building frontages improved.

Prior to disbursement of funding, the participant shall provide proof of completion and payment of the twenty-five percent (25%) match, in accordance with the Funding Agreement. All payments will be made directly to the contractor.

ELIGIBILITY CRITERIA

A. ELIGIBLE PARTICIPANTS

Eligible participants include owners of eligible property as defined within Section B below. All participants who own or operate a business in conjunction with the proposed improvements must possess a valid City of Pensacola Business License.

Ineligible participants include:

- Government or public agency owners or operators
- Tax exempt organizations, except those whose proposed project shall renovate a historical or culturally significant site. Religious institutions are ineligible regardless of historical or cultural significance.

B. ELIGIBLE PROPERTY

Eligible property must be located within a Commercial Façade Improvement Program Target Area Boundary (See Exhibit A, Commercial Façade Improvement Program Target Areas). Eligible property types include commercial, historical or culturally significant properties, as allowable within the subject target area sub-boundary in which the property is located. See Exhibit A, for maps identifying the target area sub-boundaries and allowable property types within each sub-boundary. For the purpose of this program, commercial, historical and culturally significant properties are defined as follows:

Commercial, Historical or Culturally Significant Properties

- Commercial Property: Commercial property includes restaurants, retail sales, entertainment facilities, office, general business and service establishments that are oriented toward a general community market.
- Historical Property: Historical property includes buildings which are listed on the National Register of Historic Places. Historical property must be used for a non-residential purpose.
- Culturally Significant Property: Culturally significant property include buildings which are associated with events that have made a significant contribution to the broad patterns of our history or are associated with the lives of significant persons in our past. Culturally significant property must be used for a non-residential purpose.

Eligible properties must be current on ad-valorem property taxes, and shall not contain any outstanding tax liens or code violations which shall not be remedied through program participation.

Ineligible properties include:

- Properties used entirely for residential purposes
- Single family structures
- Properties which have received an award under a City of Pensacola CRA Façade Improvement Program with the past five (5) years, as measured from the date of final award disbursement
- Properties used for the following purposes: hotels/motels, lounge and package stores, auto repair, sales and/or service stations, adult oriented enterprises, gun, pawn and drug paraphernalia stores

C. ELIGIBLE PROJECTS AND IMPROVEMENTS

The objective of the program is for the improvement of building facades which contribute to the visual enhancement of the redevelopment district, as viewed from the public right of way.

Eligible improvements include exterior façade improvements which contribute to the visual enhancement of the property as viewed from the public right-of-way. Improvements must be comprehensive, incorporating enhancements/additions to several components of the existing façade.

Examples of eligible improvements include painting, lighting, windows, doors, stucco, masonry work, tile, signage, canopies, awnings, fencing and landscaping. While not the primary objective of the

program, parking lot improvements and structural improvements if necessary to maintain the integrity of the building, such as roofs, shall be eligible . Such improvements must be supplemental to the building façade improvements and shall not exceed 40% of the total eligible project costs.

Ineligible improvements include non-permanent fixtures, security systems, personal property, interior window coverings, equipment, business equipment, operating capital or refinancing, new construction, and any improvements which are not visible from the right-of-way , other than the eligible improvements defined above, or are deemed to be inconsistent with redevelopment purposes and objectives.

All project proposals are subject to eligibility review and approval. The following factors will be considered in determining project eligibility and granting funding approval:

- Degree in which the improvements provide a public benefit to residents and businesses located within the community redevelopment area, and conform to the community’s traditional architectural character
- Need for improvements (i.e. substandard condition of the building and/or façade)
- Potential for revitalization effects in the community
- Consistency with CRA goals and objectives, community redevelopment plans, and any other plans relative to the community redevelopment or target area

PROCESS AND PROCEDURES

APPLICATION

To apply for funding under the Commercial Façade Improvement Program, prospective participants shall submit a Program Application and supporting documentation to the office of the Community Redevelopment Agency (CRA). CRA staff will review the application submittal and provide notice of eligibility determination.

Required Supporting Documentation
Property Deed
City of Pensacola Business License (if applicable)
For Historical or Culturally Significant Properties: <ol style="list-style-type: none">1) Proof of listing on the National Register of Historic Places and/or cultural significance, as defined under Section B, Eligible Property, if applicable.2) Documentation of support from entities or organizations that do not have financial or personal interest in the applicant or this program. This shall include four (4) or more letters of support.

Program participation is subject to the availability of funds. Funds are available on a first come first served basis and are subject to approval by the CRA. No member, officer or employee of the City of Pensacola, CRA or its designees or agents, no member of the City Council of the City of Pensacola, and no other public official of such locality who exercises any functions or responsibilities with respect to the Program during his tenure or for one (1) year thereafter shall have any interest, direct or indirect, in any contract or subcontract, or the proceeds thereof, for work to be performed in connection with this Program.

PROJECT DESIGN AND COST ESTIMATES

Upon a finding of eligibility, Community Redevelopment Agency (CRA) staff will coordinate with the participant to obtain proposed design plans and price estimates. The participant must submit final design plans, and cost estimates as specified below prior to submittal for funding approval.

Required Supporting Documentation
Design Plans and Elevations

Cost Estimates

The participant shall obtain at least three (3) written cost estimates from bonafide contractors for each individually required contract and secure proof of appropriate licensing or registration and insurance coverage. The participant shall notify the CRA of the contractor(s) which are to be selected and provide proof of appropriate licensing, registration and insurance coverage. **The participant shall not issue a Notice to Proceed or otherwise authorize work to commence prior to funding approval and execution of the required Funding Agreement, as described below.** Failure to comply with these terms will result in disqualification from program participation.

Required Supporting Documentation
Three (3) Written Price Proposals for Each Required Contract
CRA Notification of Selected Contractor(s)
Proof of Appropriate Licensing/Registration and Insurance Coverage for each Selected Contractor

FUNDING APPROVAL

Once the required Program Application, supporting documentation, design plans, cost estimates, and contractor documentation have been sufficiently submitted, CRA will review the completed application package for funding approval. If approved, CRA staff will issue a notification of award. The Participant will then submit payment of a deposit, and execute a Funding Agreement, as described below.

FUNDING AGREEMENT AND DEPOSIT

Deposit

Each participant is required to provide a one hundred and fifty dollar (\$150) deposit upon receipt of a notification of award. This deposit is non-refundable and is used to cover closing costs, fees, or taxes associated with the recording or filing of the program documents.

Funding Agreement

Upon receipt of the required deposit, the participant shall execute a Funding Agreement which establishes the terms, conditions and requirements of program participation.

NOTICE TO PROCEED/PROJECT COMMENCEMENT

The participant must issue a Notice to Proceed to the selected contractor within thirty (30) days of execution of the Funding Agreement. The date of written Notice to Proceed, issued by the participant to the contractor, shall be the commencement date. The participant shall notify the CRA of the date of commencement by providing to the CRA a copy of the Notice to Proceed within three (3) days of issuance. Failure to issue the Notice to Proceed

as prescribed shall be deemed a breach of contract and may immediately render the Funding Agreement null and void.

Required Supporting Documentation
CRA Notification of Date of Commencement/Copy of Notice to Proceed

The participant shall achieve full project completion no more than 180 calendar days following the issuance of the Notice to Proceed. If the work is delayed at any time while in progress then the deadline may be extended by written authorization for such reasonable time as the CRA may determine. The participant shall notify the CRA in writing of such delay within ten (10) calendar days of its occurrence.

Obligation to Refrain from Discrimination

Participants, by applicable law, shall not exclude from participation or discriminate against any contractor on the basis of age, race, color, religion, sex, handicap and/or disability, or national origin.

Insurance Requirements

The participant shall be required to keep all buildings and improvements on the property insured against loss or damage by fire or other such risks and matters as defined within the Funding Agreement and shall furnish proof of adequate hazard insurance on the property prior to project commencement. For complete insurance requirements refer to the Funding Agreement.

Required Supporting Documentation
Proof of Insurance (See Funding Agreement for Full Details)

PROJECT ADMINISTRATION AND MANAGEMENT

Participants shall be fully responsible for managing the construction of their respective project including, without limitation, obtaining bids, selecting a licensed contractor(s), obtaining all necessary approvals, permits, and insurances, overseeing work of contractors, and paying all invoices for the work, materials, and supplies.

The participant shall cooperate with the CRA during the full course of the project and shall agree to provide the CRA or its agent's access to inspect for compliance with approved plans and specifications. Any modifications to the final approved plans or changes to the construction documents shall require prior review and approval by the CRA. No additions, deletions or modifications to the work shall be authorized unless by a written Change Order signed by the participant and contractor and approved by CRA staff. Any payment for additional work shall be the responsibility of the participant. Except in an emergency endangering life or property, failure to obtain the required CRA approval shall invalidate the Funding Agreement and cause the agreement to be terminated.

NOTICE OF COMPLETION/FUND DISBURSEMENT

Program funds will not be disbursed until: (1) the City Building Inspections Department renders written determination that construction of the Project has been satisfactorily completed, (2) the Participant has issued a Statement of Completion, (3) the Participant provides proof, satisfactory to the CRA (including, but not limited to, a statement of final project costs, payments made and balance due and copies of all original invoices with affidavits or proof of payment), that all payments due the Contractors, except for Program funds, have been made, and (4) the Participant has delivered to the CRA a complete release of all liens arising out of the Contracts covering all labor, materials, and equipment for which a lien could be filed, or the Contractors have issued a bond in an amount needed to satisfy the amount owed for each such lien.

Upon the receipt of all required payment documentation and verification of program compliance, the CRA will process payment as outlined in the Funding Agreement. Payment of the approved program funds, will be disbursed, and secured by a deferred mortgage loan.

Required Supporting Documentation
Completed Owner's Statement of Completion Form
Itemized Contractor Invoices and Proof of Payment (Receipts, Affidavits)
Completed Contractor's Affidavit Form for Each Authorized Contractor
Certificate of Insurance Policies (See Program Funding Agreement)
Completed W-9 Form

MORTGAGE LOAN AGREEMENT/CLOSING

Funding provided by the CRA pursuant to this program shall be secured by a zero interest deferred mortgage loan, forgivable over a five (5) year period measured from the date of execution of Mortgage Documents, defined as documents related to securing the loan, including but not limited to a Mortgage and Security Agreement, Promissory Note and Assignment of Leases, Rents and Profits (as applicable). The participant shall be liable for all closing costs, fees, or taxes associated with the recording or filing of the Mortgage Documents, which shall be payable from the required program deposit.

During the term of the Mortgage and Security Agreement, the participant shall not cause or allow the CRA funded improvements to be modified, altered, removed or demolished and shall not cause or allow the property to be sold, conveyed, transferred, demolished, or converted to one hundred percent (100%) residential use. If at any time during the agreement term, the participant fails to comply with these terms then the remaining prorated share of the loan shall become due and payable to the CRA within thirty (30) calendar days.

Code Violations

During the term of the mortgage lien period, the property shall not incur any code violations.

Insurance Requirements

During the term of the mortgage lien period, the participant shall maintain insurance in accordance with the Mortgage and Security Agreement. The participant shall name the CRA as certificate holder on all insurance policies required under the agreement, and shall renew the required policies on an annual basis until the mortgage lien is satisfied or released.

Required Supporting Documentation
Submit Insurance Renewals to CRA During Mortgage Lien Period

MORTGAGE SATISFACTION

Upon a finding of satisfactory program compliance, the Mortgage and Security Agreement will be released. CRA staff will file a Satisfaction of Mortgage in the official records of the Escambia County Clerk of Court, and the loan will be forgiven.

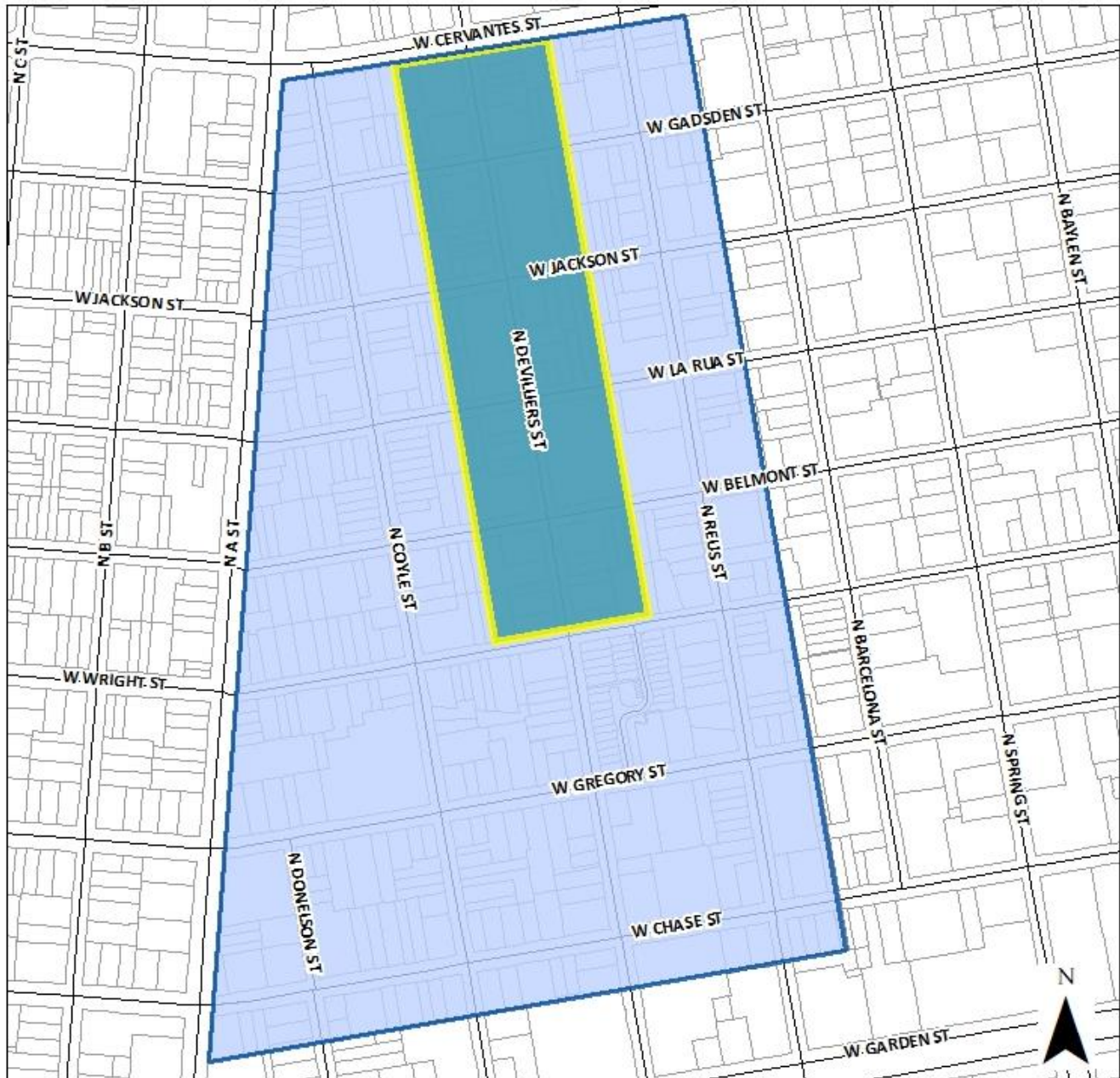
EXHIBIT A: COMMERCIAL FACADE IMPROVEMENT PROGRAM TARGET AREAS

See pages 10 - 11.

10



Commercial Façade Improvement Target Area: Belmont DeVilliers Commercial Core and Expansion Area



Last Updated: November 2018

Legend

Commercial Façade Sub-Boundary

- Belmont DeVilliers Commercial Core
- Belmont DeVilliers Expansion

Allowable Property Types

- Commercial, Historical and Culturally Significant
- Historical and Culturally Significant Only



Memorandum

File #: 20-00059

Westside Redevelopment Board

1/28/2020

DISCUSSION ITEM

SPONSOR: Doug Baldwin, Sr., WRB Chairperson

TITLE:

UPDATE ON MULTI-MODAL TRANSPORTATION IMPROVEMENTS

SUMMARY:

On January 22, 2019, the Westside Redevelopment Board (WRB) affirmed its support for the design and construction of multi-modal improvements to West Main Street, North "L" Street, West Gregory Street, West Wright Street, and Pace Boulevard.

Consistent with the WRB's recommendation, the Community Redevelopment Agency (CRA) submitted a Florida Department of Transportation (FDOT) Transportation Alternatives Program (TAP) application in support of the following projects:

1. Multi-Modal Connectivity to Downtown Pensacola via West Main Street
 - a. West Main Street from Clubbs Street to B Street; and
2. Multi-Modal Connectivity to Legion Field Park and Global Learning Academy
 - a. L Street from Cervantes Street to Gregory Street
 - b. Gregory Street from Pace Boulevard to I Street
 - c. Wright Street from Pace Boulevard to P Street
 - d. Pace Boulevard from Wright Street to Jackson Street

CRA staff will provide an update on the status of these projects.

STAFF CONTACT:

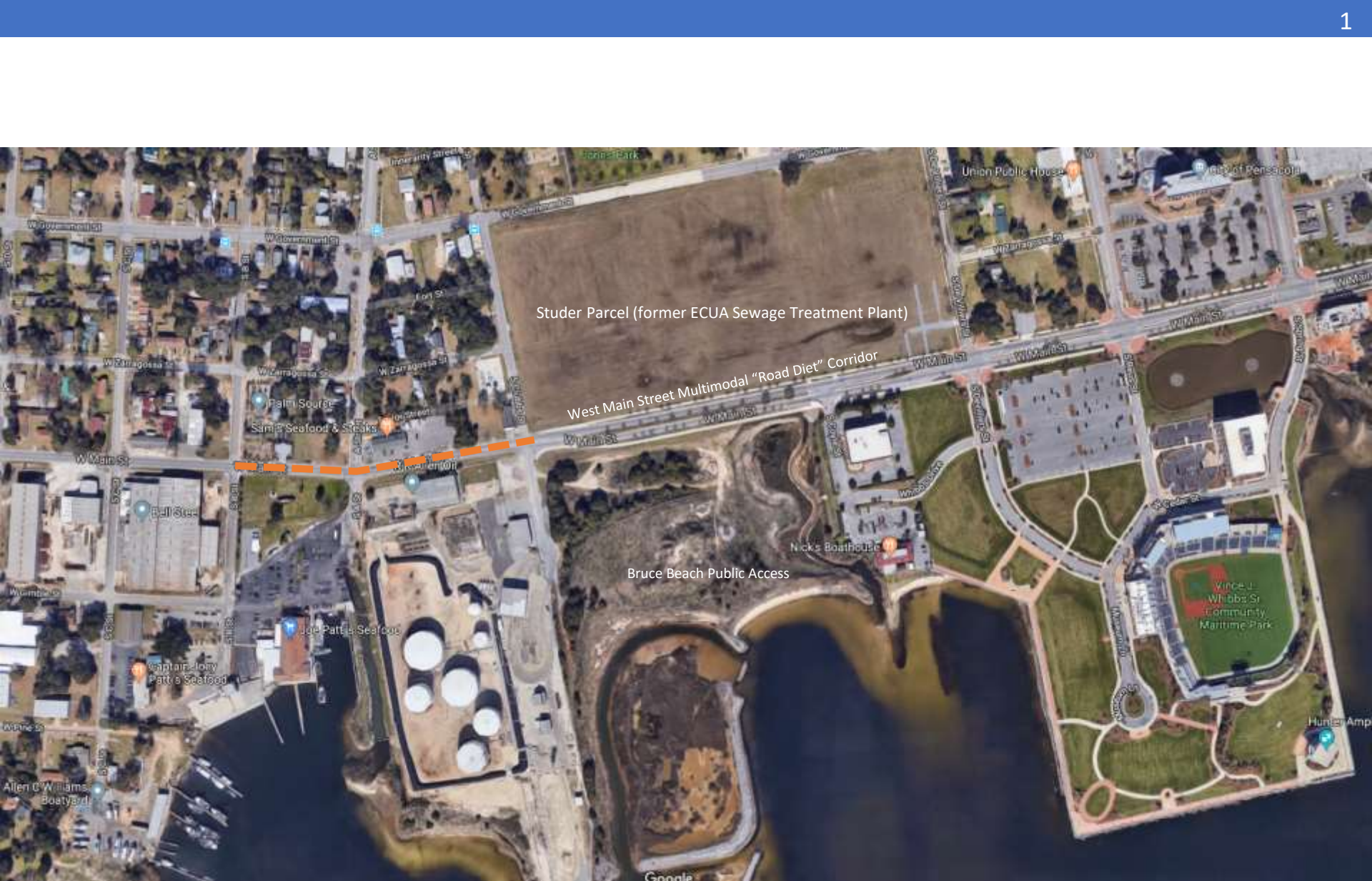
M. Helen Gibson, CRA Administrator
Victoria D'Angelo, Assistant CRA Administrator

ATTACHMENTS:

- 1) West Main Concept Plan
- 2) L Street Concept Plan
- 3) Gregory Street Concept Plan

- 4) Wright Street Concept Plan
- 5) Pace Boulevard Concept Plan

PRESENTATION: No







Main Street View West at Clubbs Street Intersection



View West along Main Street from Clubbs Street



Main Street View West at Sam's Restaurant



Main Street Intersection with A Street without Pedestrian Crossing



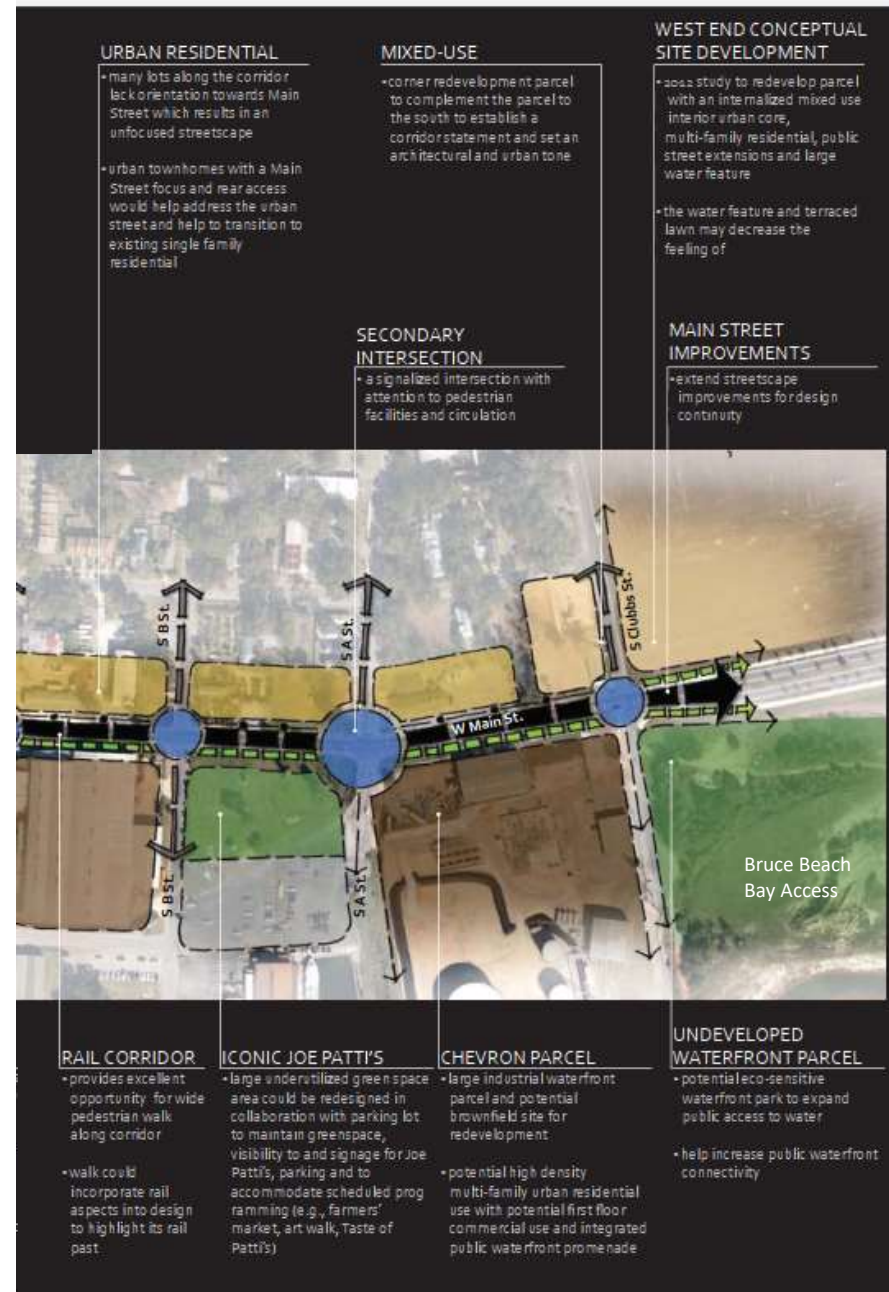
Main Street View West Joe Patti's



Main Street View West Approaching B Street

Consistency with Previous Plans and Details

- The West Main Street concepts and design criteria included in this TAP application are consistent with previous concepts for the corridor included in the West Main Street Corridor Management Plan, adopted in 2014. The recommended concept in the plan was to convert the existing abandoned railroad right-of-way to a multimodal greenway corridor similar to and extending the existing green landscape strip and wide pedestrian sidewalks along the “road diet” segment of Main Street east of the project.
- The Pensacola CRA is currently planning for construction of new sidewalk replacement along both sides of A Street from Cervantes Street to Main Street to revitalize the neighborhoods north of Main Street. This TAP project will provide the needed safe signalized pedestrian crosswalk at the A Street intersection and connection along the multimodal Main Street “road diet” to Bruce Beach Bay access park, the city CBD, and Community Maritime Park.
- Because Joe Patti’s Seafood is an iconic and often-visited destination in the Pensacola region, providing safe pedestrian access to it and along West Main Street will provide visitors in the city center and at the Community Maritime Park opportunities to walk or cycle to this destination.
- The street trees along the roadside green landscape buffer will provide a shaded walk as well as a sense of safety and security for pedestrians.
- Although the types of trees and landscape chosen will determine applicability, the green landscape strip can also be landscaped as a rain garden providing stormwater management. The rain garden concept may exclude the necessity of irrigation.
- Street lighting matching the lights at Community Maritime Park will allow the proposed project to be an extension of the West Main Street “road diet” without reconstruction of the driving surface.



3

Framework Analysis

Main Street Corridor Management Plan

Figure 3-1



Project Limits









Street Light Locations



Major Street Trees



Typical Section Design Details

- 56'6" right-of-way width (varies; verify by survey)
- Two 11-foot travel lanes
- 4-foot bike lane striping
- 10-foot concrete multiuse side-path on south side
- Curb and gutter on the south side of the existing roadway may not be constructed
- Approximate 8-foot landscape zone south of existing edge of pavement
- Street trees placed at regular spacing
- Street lights placed between tree locations to match Community Maritime Park and section of W. Main Street east of the project limits
- Benches, bike racks, and trash receptacles where space allows
- The existing typical section and proposed typical section dimensions are identical. The only additions are sidewalk, street trees, and lighting. No change is proposed for the right-of way or travel lane widths.

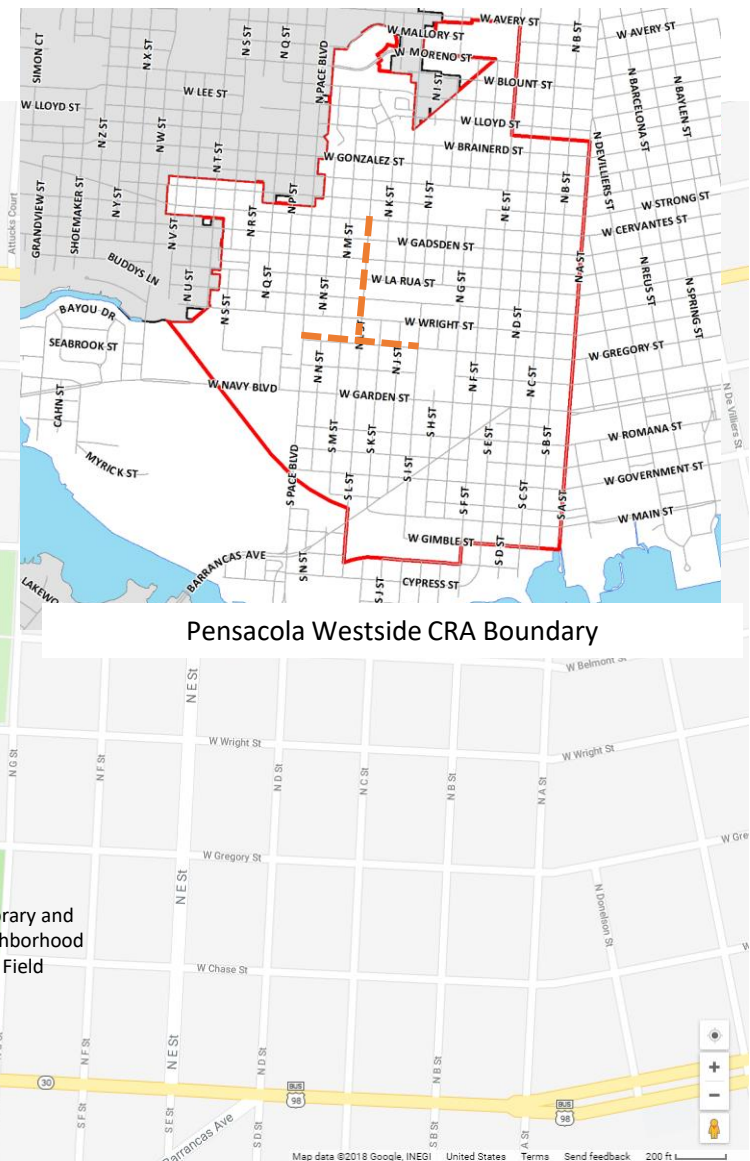
Construction Details

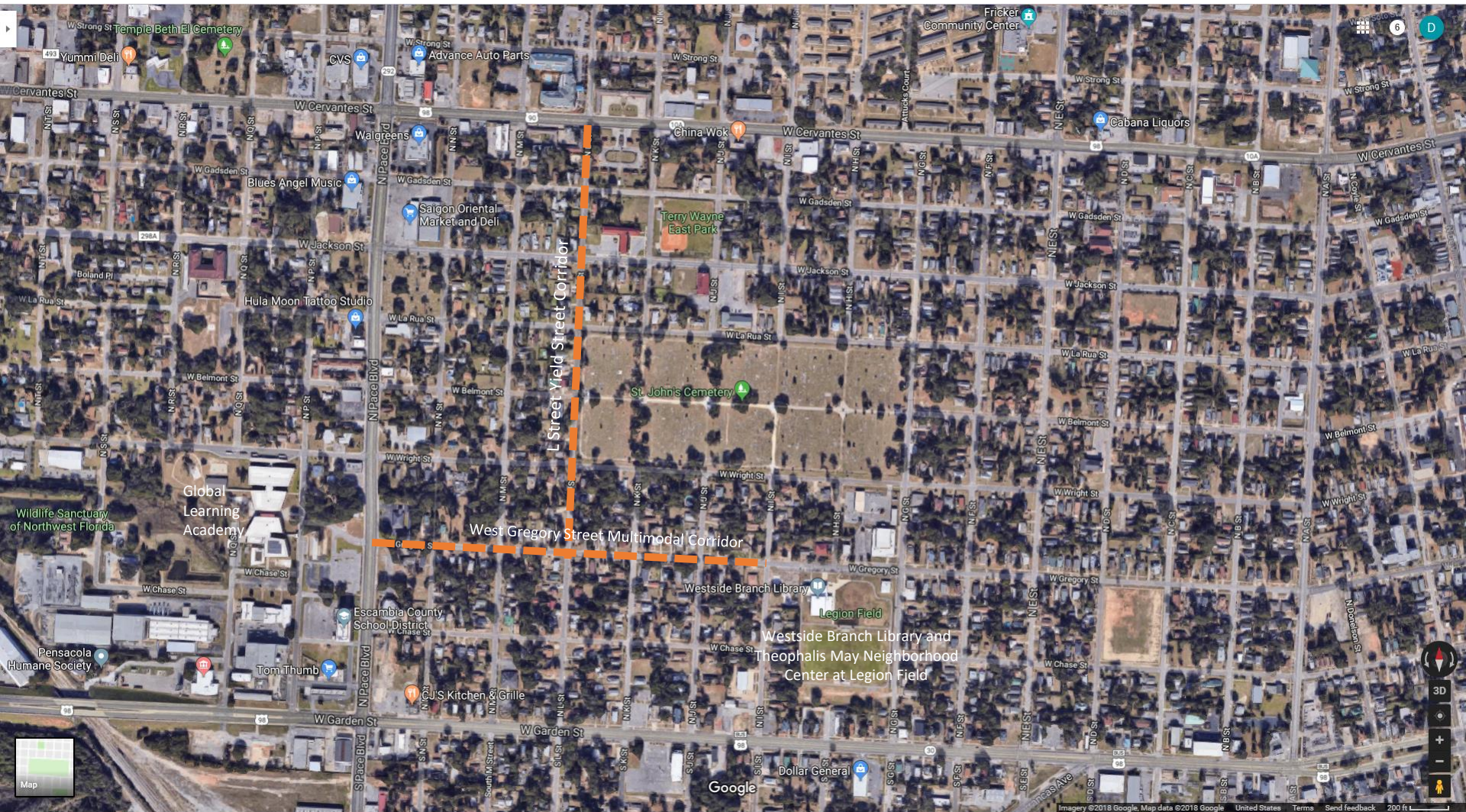
- Existing curb on the north side to remain
- No sidewalk on the north side due to difficult construction grades and existing business driveways
- West of Clubbs Street, pedestrians will be directed to the multiuse side-path on the south side
- New mast arm traffic signals with pedestrian phase will be installed at the A Street intersection at a future date
- An option for a pedestrian phase only added to the existing signal is provided in this application
- A crosswalk will be installed on the west side of the A Street/Main Street intersection
- The existing bike lane striping on the north and south side of Main Street will be refreshed
- High-use pedestrian warning signage will be installed at each end of the project limits

Estimate of Probable Construction Cost
 Multiuse Path, Landscape, and Lighting
 West Main Street
 Pensacola, Florida

Revised 07/29/2019

Pay Item	Description	Unit	Quantity	Price per Unit	Price	
0110-1-1	Clearing and grubbing	LS			\$5,000.00	\$5,000.00
0110-86	Remove and salvage rails	LS			\$2,500.00	\$2,500.00
0120-1	Regular excavation	CY	405	\$4.59		\$1,858.95
0120 6	Embankment	CY	405	\$8.04		\$3,256.20
285701	Optional base Group 1	SY	1083	\$11.22		\$12,151.26
0522 1	Concrete sidewalk, 4"	SY	917	\$37.20		\$34,112.40
0522 2	Concrete sidewalk and driveways, 6"	SY	167	\$68.00		\$11,356.00
0710 11101	Painted pvt mark, std.white, solid, 6" (bike lane)	LF	875	\$2.00		\$1,750.00
0711 11102	Thermoplastic, std. white, solid, 12" (crosswalk)	LF	80	\$4.50		\$360.00
	Signalization Components					
603-2-11	Conduit, F&I, Open Trench	LF	60	\$6.82		\$409.20
630-2-12	Conduit, F&I, Directional Bore	LF	240	\$18.01		\$4,322.40
632-7-1	Signal Cable- New or Reco, Fur & Install	PI	1	\$3,114.18		\$3,114.18
635-2-11	Pull & Splice Box, F&I, 13" x 24"	EA	8	\$603.22		\$4,825.76
639-1-111	Electrical Power SRV, F&I, OH, M, Furnished	AS	1	\$1,314.59		\$1,314.59
646-1-11	Aluminum Signals Pole, Pedestal	EA	8	\$1,701.93		\$13,615.44
653-1-11	Pedestrian Signal, F&I LED Count, 1 way	AS	8	\$687.64		\$5,501.12
665-1-11	Pedestrian Detector, F&I, Standard	EA	8	\$235.97		\$1,887.76
670-5-111	Traf Cntrl Assem, F&I, NEMA, 1 Preempt	AS	1	\$24,729.04		\$24,729.04
	Street trees	EA	15	\$600.00		\$9,000.00
	Landscape shrubs, various	EA	1000	\$7.00		\$7,000.00
	Sod, 24" strip	SY	389	\$2.80		\$1,089.20
	Streetlights	EA	18	\$7,000.00		\$126,000.00
				Subtotal		\$275,154
999-25	Construction contingency-10%	LS		10%		\$27,515
101-1	Mobilization-5%	LS		5%		\$13,758
0102-1	Maintenance of traffic and detour signage-10%	LS		10%		\$27,515
	Engineering and final plans preparation work-15%			15%		\$41,273
	Construction engineering and inspection activities=15%			15%		\$41,273
				Project Total		\$426,488

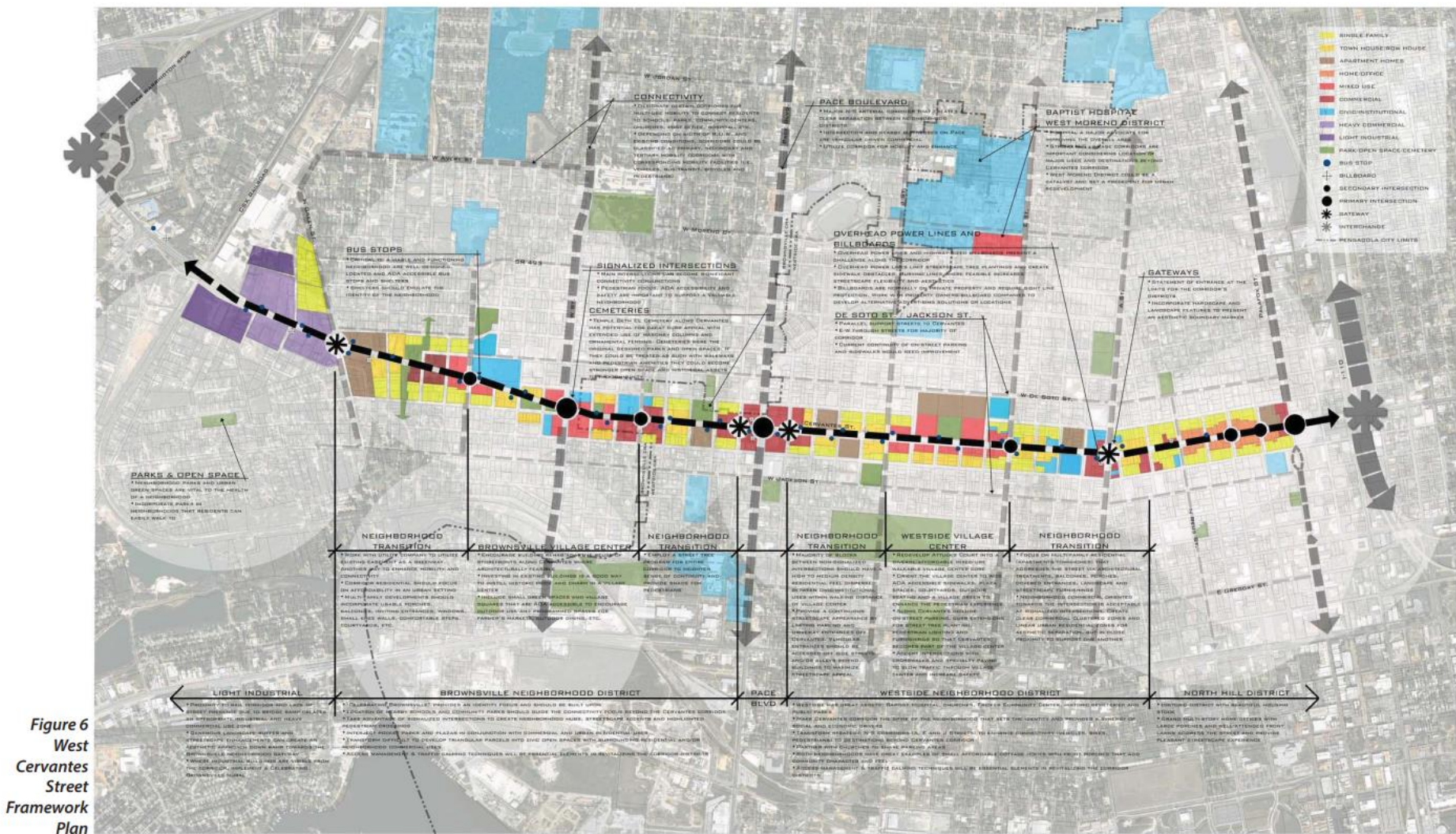




Notes:

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.

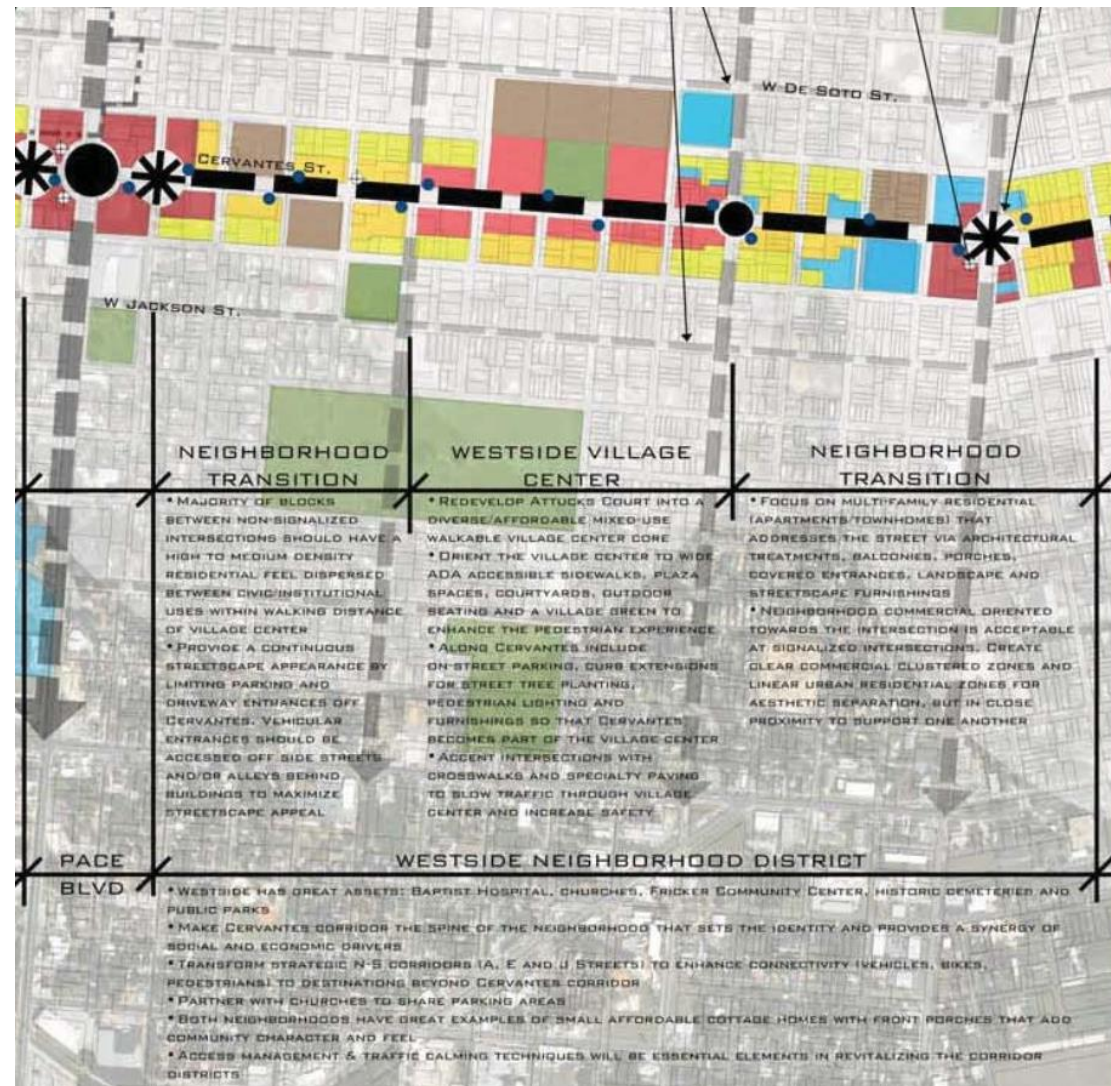




WEST CERVANTES STREET CORRIDOR MANAGEMENT PLAN ■ Florida-Alabama TPO ■ December 2016

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.





View North Along L Street at Gregory Street Intersection



View North along L Street in 200 Block



View North Along L Street in 300 Block Indicating Obstacles for Sidewalk



View North Along L Street in 400 Block Indicating Obstacles for Sidewalk



View North Along L Street in 500 Block



View North Along L Street Approaching Jackson Street



L Street at Jackson Street Intersection



View North along L Street in 600 Block



View North along L Street Approaching Gadsden Street



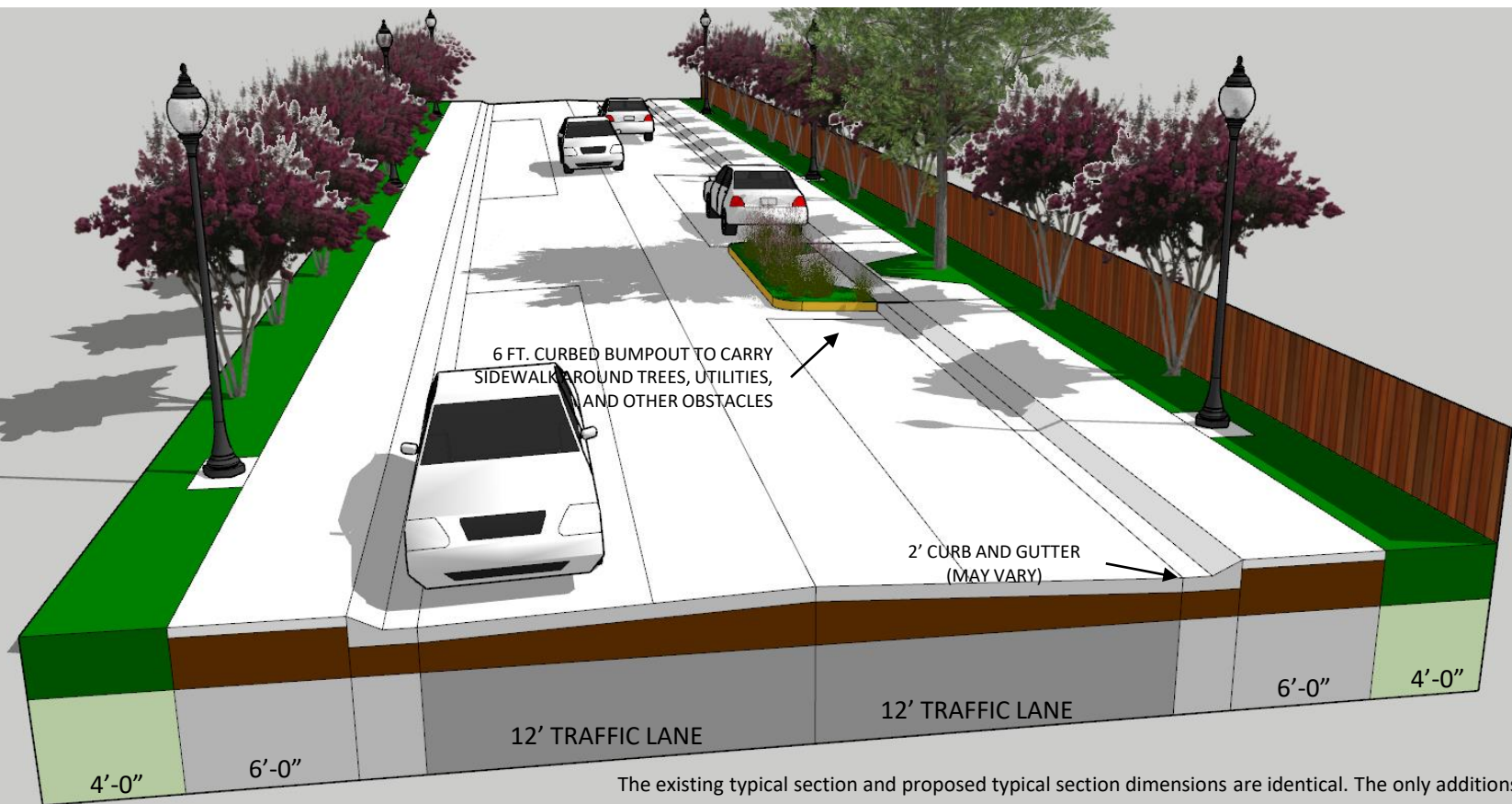
View North Along L Street Approaching Cervantes Street Prior to Clearing



View North Along L Street Toward Cervantes Street Intersection Prior to Clearing

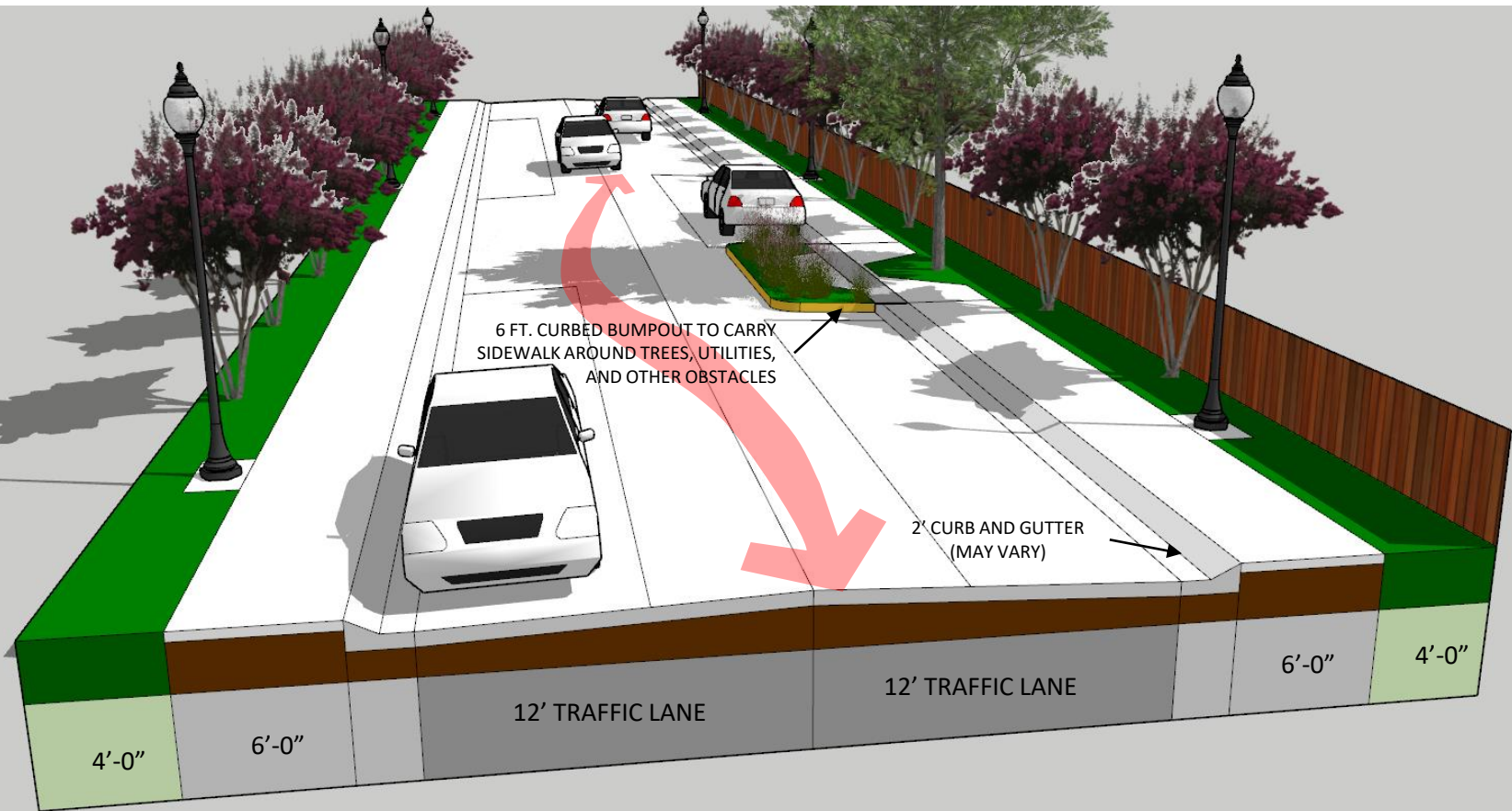


View South at Cervantes Street Intersection After Site Clearing



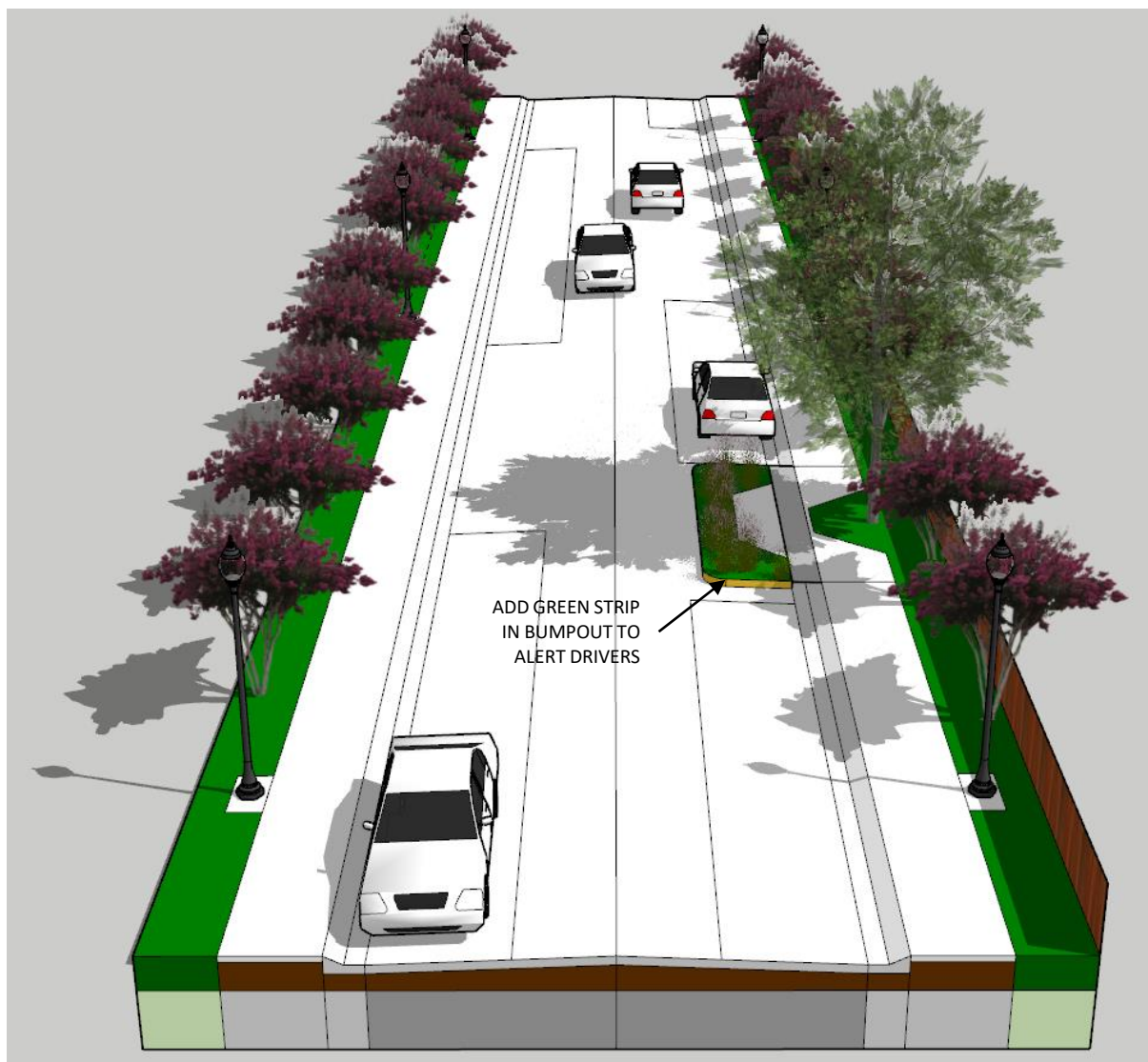
Notes:

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.

Urban Street Design Guide

PURCHASE GUIDE

GUIDE NAVIGATION -



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 "checked" 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 "checked" 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 Association of
City Transportation Officials

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.

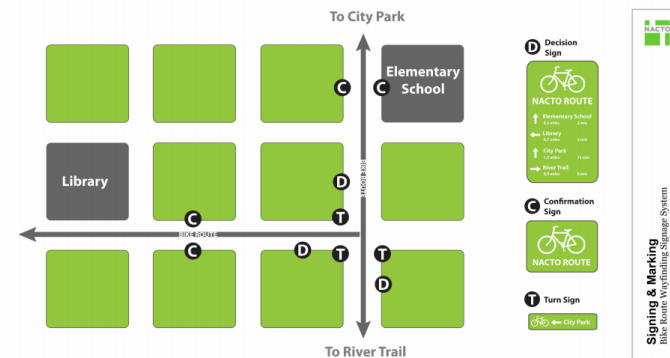
Typical Applications

- 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

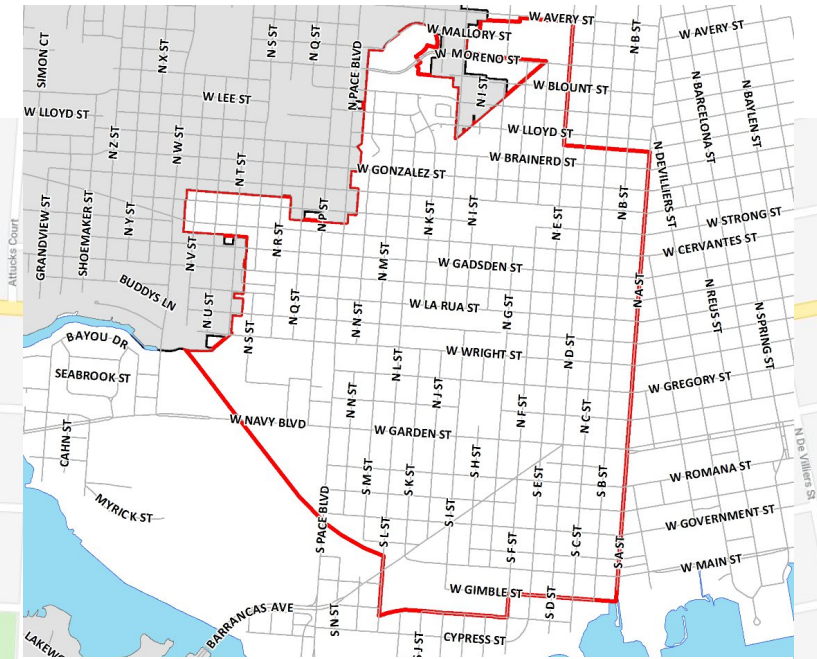
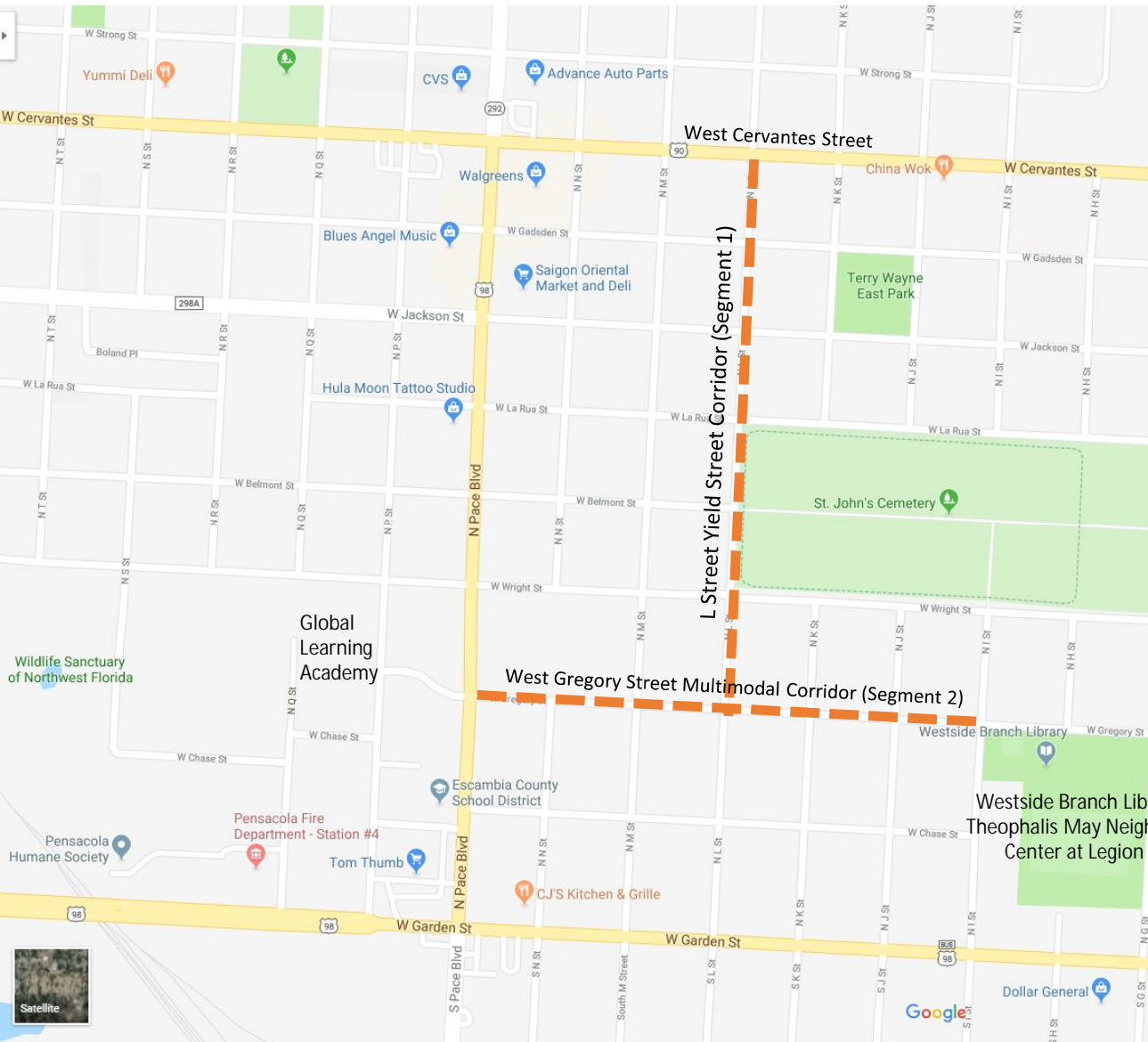


View a high resolution image here: http://nacto.org/wp-content/uploads/2010/08/WayfindingSignage_Plan1.jpg

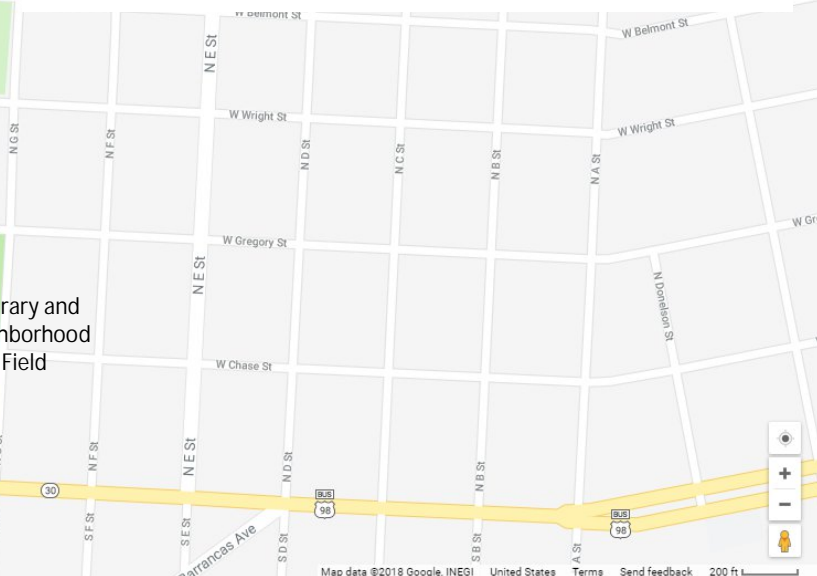


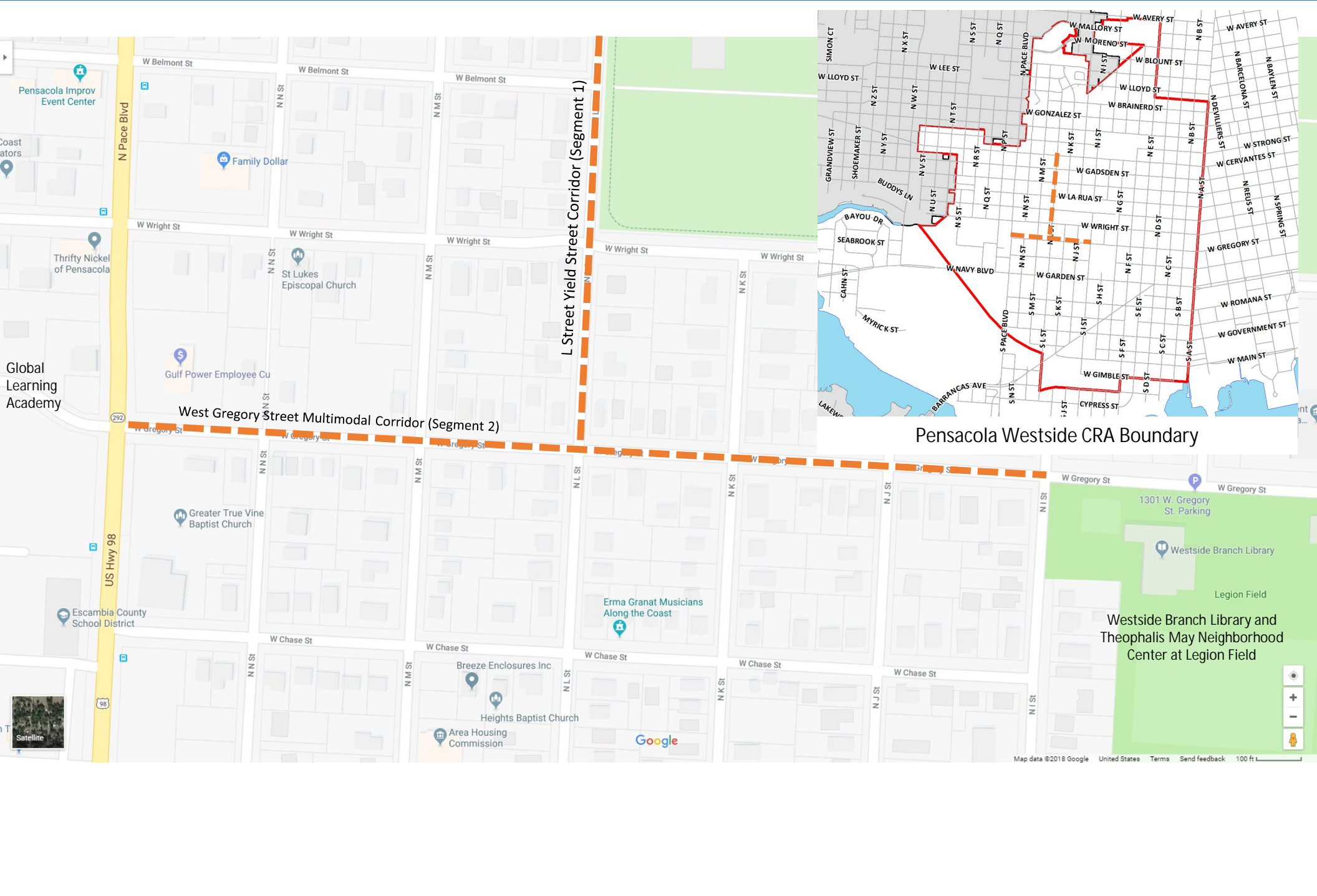
NACTO
National Association of City Transportation Officials
Signing & Marking
Bike Route Wayfinding Signage System

Estimate of Probable Construction Cost					
Multimodal Connectivity to Legion Field Park & Global Learning Academy					
Segment 1: L Street					
Pensacola, Florida					12/28/2018
Pay Item	Description	Unit	Quantity	Price per Unit	Price
0110-1-1	Clearing and grubbing	LS		\$5,000.00	\$5,000.00
0120-1	Regular excavation	CY	513	\$4.59	\$2,354.67
0120 6	Embankment	CY	513	\$8.04	\$4,124.52
0285701	Optional base Group 1	SY	1280	\$11.22	\$14,361.60
0522 2	Concrete sidewalk, 4"	SY	1280	\$37.20	\$47,616.00
0522 2	Concrete sidewalk and driveways, 6"	SY	2133	\$68.00	\$145,044.00
	Bumpout curb and sidewalk	EA	10	\$5,000.00	\$50,000.00
0710 11101	Painted pvt mark, std.white, solid, 6" (parking lane)	LF	1733	\$2.00	\$3,466.00
	Sod, 24" strip	SY	389	\$2.80	\$1,089.20
	Wayfinding signage (estimated)	LS		\$5,000.00	\$5,000.00
	Pedestrian Lighting (4 each per block; 6 blocks; 2 sides)	EA	48	\$7,000.00	\$336,000.00
				Subtotal	\$614,056
999-25	Construction contingency-10%	LS		10%	\$61,406
101-1	Mobilization-5%	LS		5%	\$30,703
0102-1	Maintenance of traffic and detour signage-10%	LS		10%	\$61,406
	Engineering and final plans preparation work-15%			15%	\$92,108
	Construction engineering and inspection activities=15%			15%	\$92,108
				Project Total	\$951,787
	Elements to be sought through other sources:				
	Street trees (Traffic Calming/Strmwtr)	EA	120	\$600.00	\$72,000.00
	Landscape shrubs, various (Traffic Calming/Strmwtr)	LS		\$10,000.00	\$10,000.00



Pensacola Westside CRA Boundary









View West Along Gregory St. from Westside Library and Theophalis May Center



View West Along Gregory Street at I Street Intersection



View West Along Gregory Street Showing Existing Sidewalk on South Side



View West Along Gregory Street Indicating Sidewalk Offset to South Right-of-Way



View West Along Gregory Street from J Street Intersection with Sidewalk Both Sides



View West Along Gregory Street at K Street Intersection with No Sidewalk North Side



View West Along Gregory St. Indicating Difficult Sidewalk Construction North Side



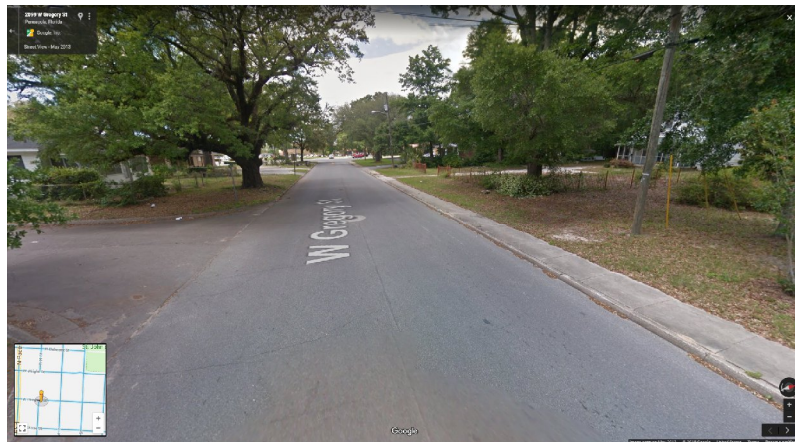
View West along Gregory Street Approaching L Street



View West along Gregory Street Between L and M Streets (Sidewalk Both Sides)



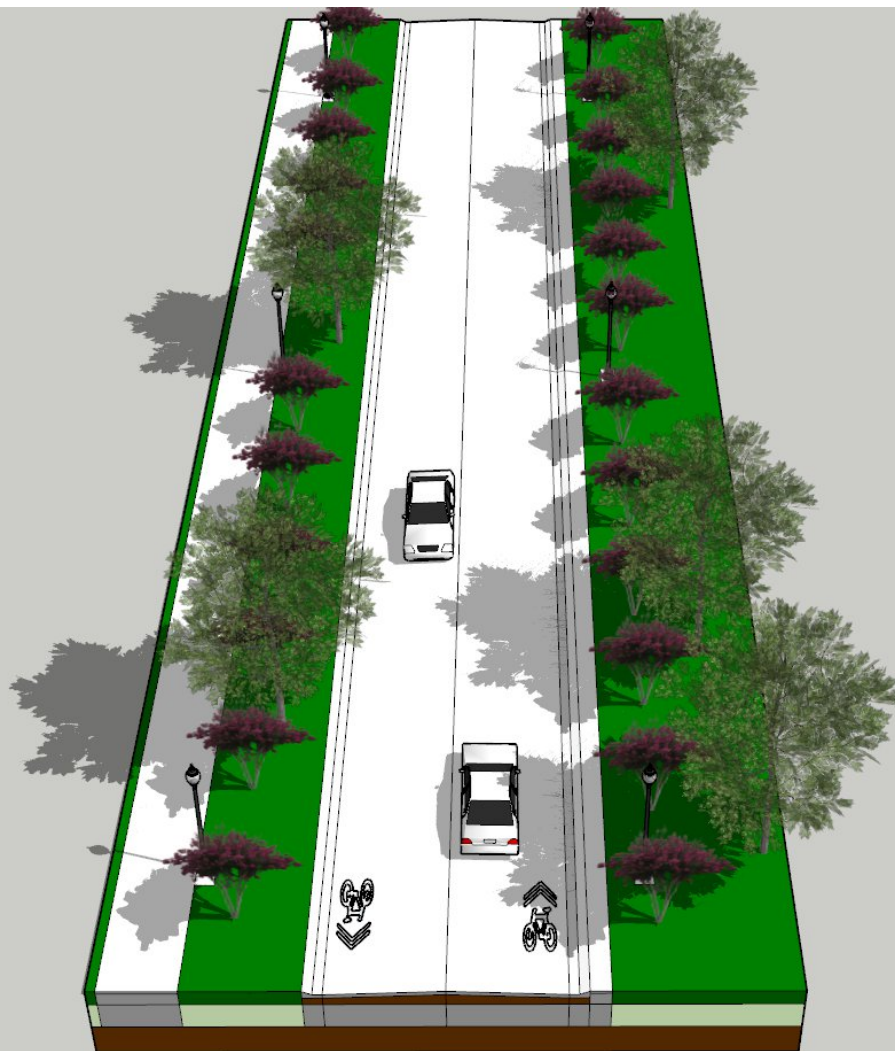
View West Along Gregory Street at M Street with Wide Right-of-Way



View West Along Gregory Street at N Street Intersection

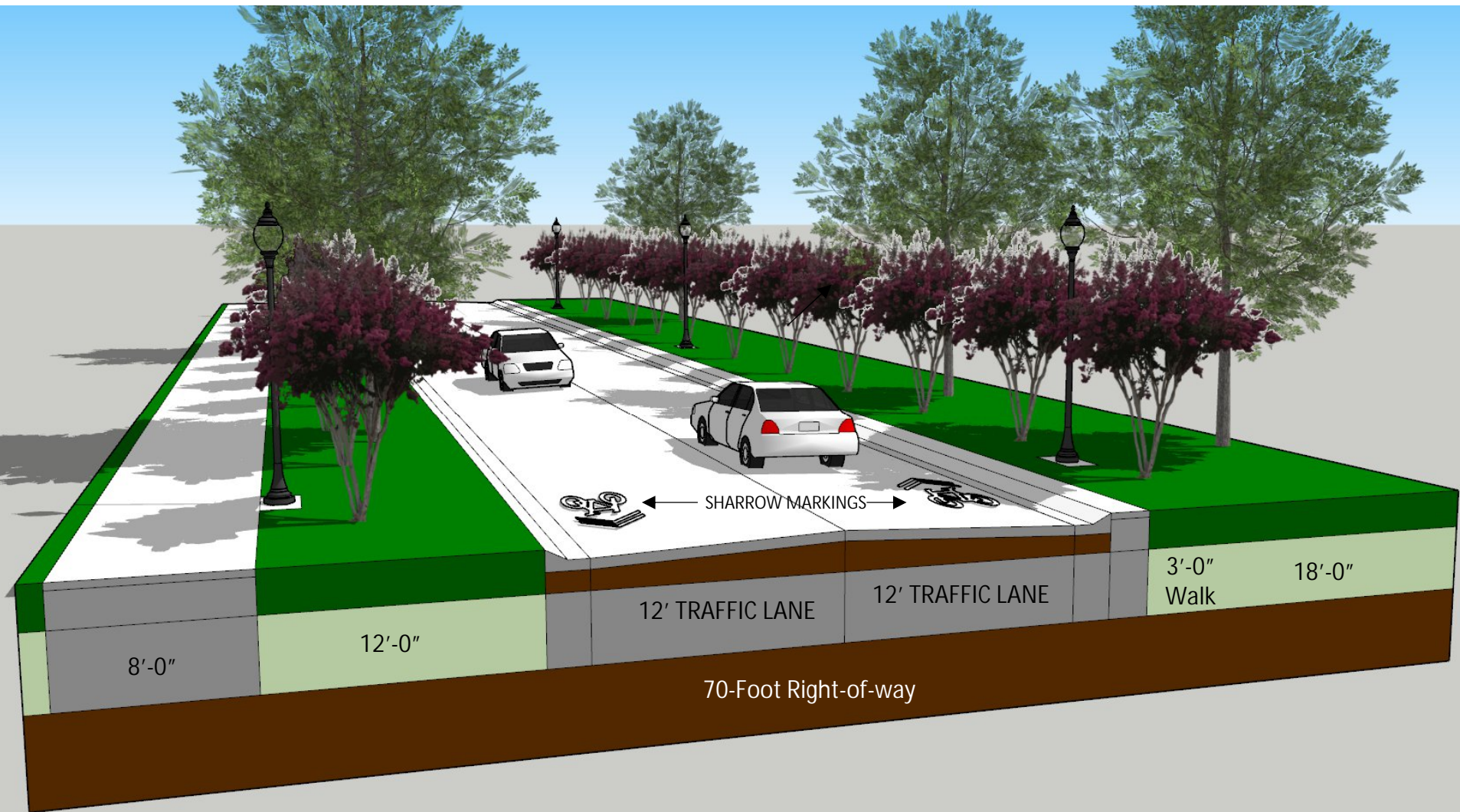


View West Along Gregory Approaching Pace Boulevard Intersection



Notes:

1. Gregory Street has a 70-foot right-of-way with two 12-foot travel lanes. The street includes sidewalks on both sides within some blocks with a continuous narrow sidewalk on the south side. The project proposes to remove the narrow south sidewalk and construct an 8-foot concrete sidewalk.
2. Parking on the street may be permissible on either side, however if sharrows are used, parking should not be permitted to ensure continuous safe bicycle space.
3. Major oaks and other trees line the street in places and the sidewalk may be meandered to avoid impacting the trees. Street trees will be installed to provide shade along the sidewalk where space allows.
4. Street lights will be placed near the road edge on the north side, and closer to the sidewalk on the south side.



Notes:

1. Gregory Street has a 70-foot right-of-way with two 12-foot travel lanes. The street includes sidewalks on both sides within some blocks with a continuous narrow sidewalk on the south side. The project proposes to remove the narrow south sidewalk and construct an 8-foot concrete sidewalk.
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4. Street lights will be placed near the road edge on the north side, and closer to the sidewalk on the south side.

REQUIRED



The Shared Lane Marking in use within the United States is the bike-and-chevron “sharrow,” illustrated in MUTCD figure 9C-9.



Shared Lane Markings shall not be used on shoulders, in designated bicycle lanes, or to designate bicycle detection at signalized intersections. (MUTCD 9C.07 03)

Second Street Sharrows and Green Lane Long Beach, CA

Second Street in the Belmont Shore area of Long Beach, California is a busy corridor which runs parallel to the beach. Many cyclists use the route as a connection between the beach, Orange County, and Ocean Boulevard. The street has significant motorized and pedestrian traffic, and bicyclists often choose to bicycle on the sidewalk rather than in the street. Since Second Street did not have sufficient room for a bike lane, in 2009, the city of Long Beach received FHWA and CTCDC approval to experiment with a shared lane marking that is set within a 5' green painted area at the midpoint of the roadway in the left-most and right-most lanes. A study conducted as part of the experiment measured an 100% increase in cyclists and an improvement in bicyclist lateral position in the roadway.



National Association of
City Transportation Officials

Bike Route Wayfinding

Signage and Markings System

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National Association of
City Transportation Officials

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
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- 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.



National Association of
City Transportation Officials

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.

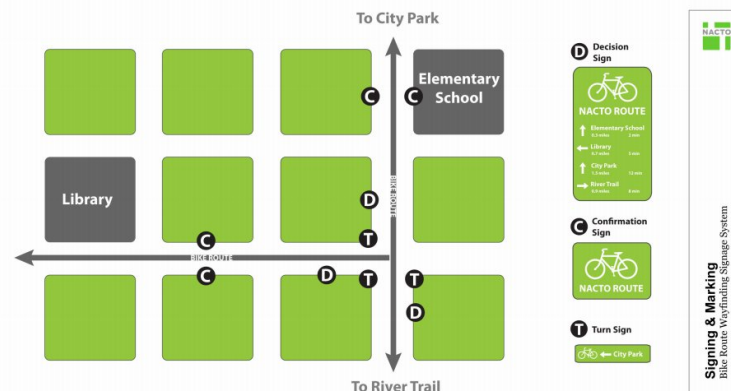
Typical Applications

- 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



National Association of
City Transportation Officials

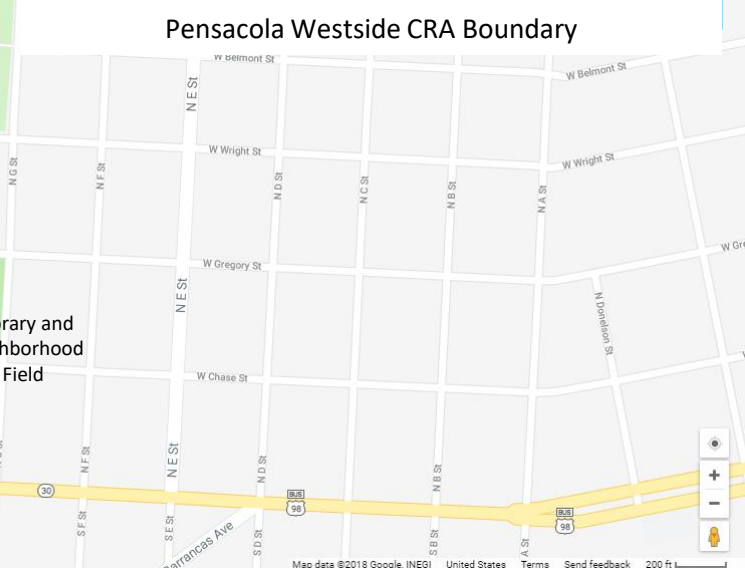
Signing & Marking
Bike Route Wayfinding Signage System

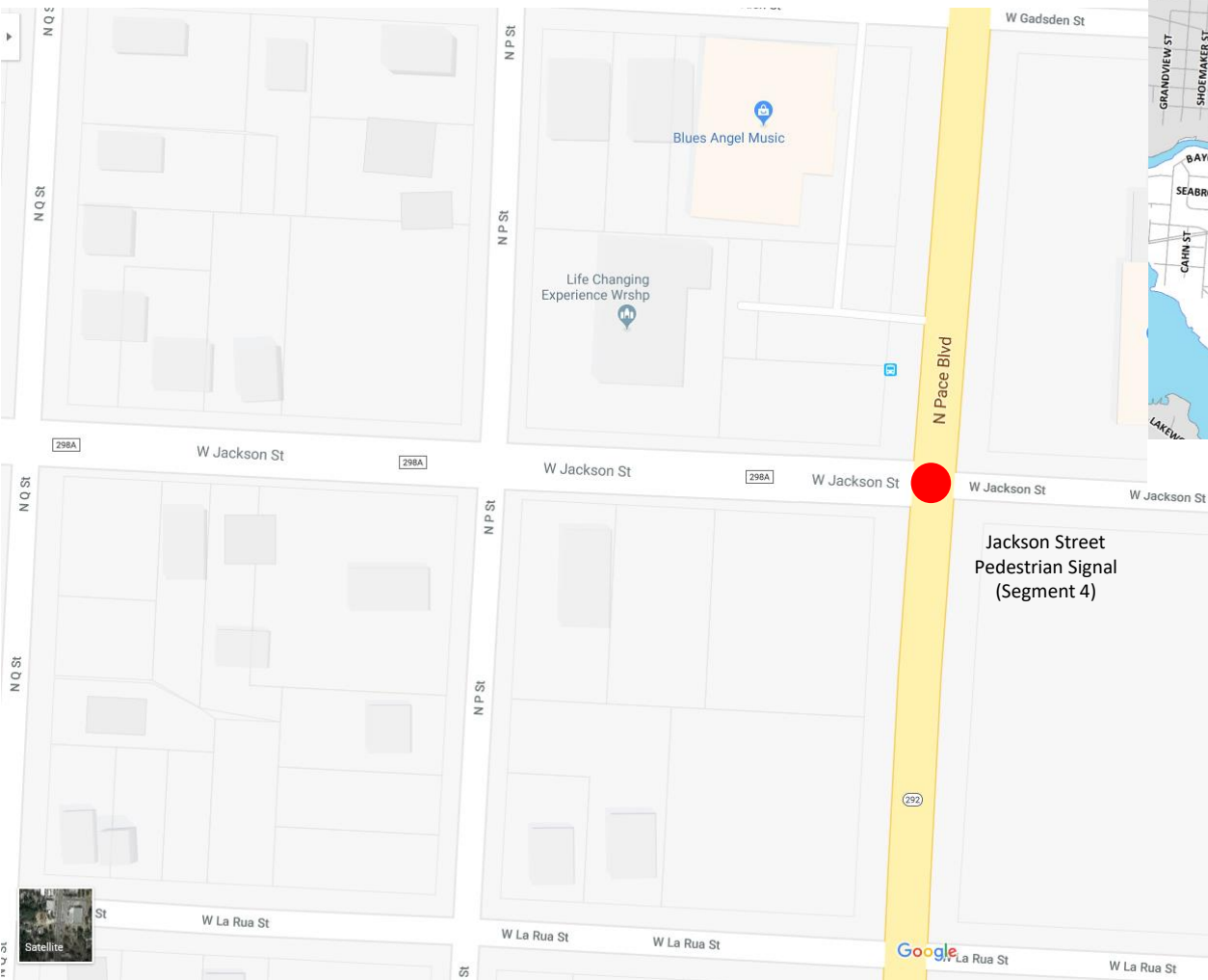
Estimate of Probable Construction Cost					
Multimodal Connectivity to Legion Field Park & Global Learning Academy					
Segment 2: Gregory Street					
Pensacola, Florida					12/28/2018
Pay Item	Description	Unit	Quantity	Price per Unit	Price
0110-1-1	Clearing and grubbing	LS		\$5,000.00	\$5,000.00
0120-1	Regular excavation	CY	266	\$4.59	\$1,220.94
0120 6	Embankment	CY	266	\$8.04	\$2,138.64
0285701	Optional base Group 1	SY	1819	\$11.22	\$20,409.18
0522 2	Concrete sidewalk, 4"	SY	1819	\$37.20	\$67,666.80
0522 2	Concrete sidewalk and driveways, 6"	SY	64	\$68.00	\$4,352.00
0710 11101	Painted pvt mark, std.white, solid, 6" (Crosswalks)	LF	144	\$3.00	\$432.00
	Sharrow markings	EA	24	\$250.00	\$6,000.00
	Sod, 24" strip	SY	798	\$2.80	\$2,234.40
	Wayfinding signage (estimated)	LS		\$5,000.00	\$5,000.00
	Pedestrian Lighting (4 each per block; 6 blocks; 2 sides)	EA	48	\$7,000.00	\$336,000.00
				Subtotal	\$450,454
999-25	Construction contingency-10%	LS		10%	\$45,045
101-1	Mobilization-5%	LS		5%	\$22,523
0102-1	Maintenance of traffic and detour signage-10%	LS		10%	\$45,045
	Engineering and final plans preparation work-15%			15%	\$67,568
	Construction engineering and inspection activities=15%			15%	\$67,568
				Project Total	\$698,204
	Elements sought through other sources				
	Street Trees (Traffic Calming/Strmwtr)	EA	120	\$600.00	\$72,000.00

Pay Item (If Applicable)	Description	Unit	Quantity	Price per Unit	Price
0110-1-1	Clearing and grubbing	LS		\$5,000.00	\$5,000.00
0120-1	Regular excavation	CY	40	\$4.59	\$183.60
0120 6	Embankment	CY	40	\$8.04	\$321.60
285701	Optional base Group 1	SY	485	\$11.22	\$5,441.70
0522 2	Concrete sidewalk, 4"	SY	243	\$37.20	\$9,039.60
0522 2	Concrete sidewalk and driveways, 6"	SY	242	\$68.00	\$16,456.00
NA	Sod, 24" strip	SY	97	\$2.80	\$271.60
NA	Wayfinding signage (estimated)	LS		\$1,500.00	\$1,500.00
NA	Pedestrian Lighting (4 each per block; 6 blocks; 2 sides)	EA	15	\$7,000.00	\$105,000.00
				Subtotal	\$143,214
999-25	Construction contingency-10%	LS		10%	\$14,321
101-1	Mobilization-5%	LS		5%	\$7,161
102-1	Maintenance of traffic and detour signage-10%	LS		10%	\$14,321
				Construction Total	\$179,018

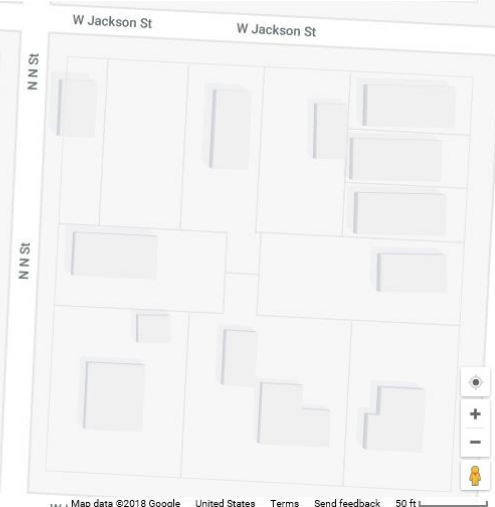
NA	Engineering and final plans preparation work-15%			15%	\$21,482
NA	Construction engineering and inspection activities-15%			15%	\$21,482
Project Total					\$221,982

Elements to be sought through other sources:					
<i>Street trees (Traffic Calming/Strmwtr)</i>		<i>EA</i>	<i>20</i>	<i>\$600.00</i>	<i>\$12,000.00</i>
<i>Traffic Signal; Mast Arm & Signal Controls @ Wright St and Pace Blvd</i>		<i>LS</i>		<i>\$350,000.00</i>	<i>\$350,000.00</i>





Pensacola Westside CRA Boundary





Notes:

1. The improvements at the intersection of Pace Boulevard and Jackson Street will include adding a pedestrian phase and pedestrian heads to the existing signal at the intersection.
2. These improvements are intended to implement revitalization efforts within the Westside CRA by improving walkability.
3. The Jackson Street TAP improvements will also include refreshing the crosswalk striping.
4. Jackson Street is Segment 4 of the TAP application. L Street is Segment 1. Gregory Street is Segment 2. Wright Street is Segment 3.



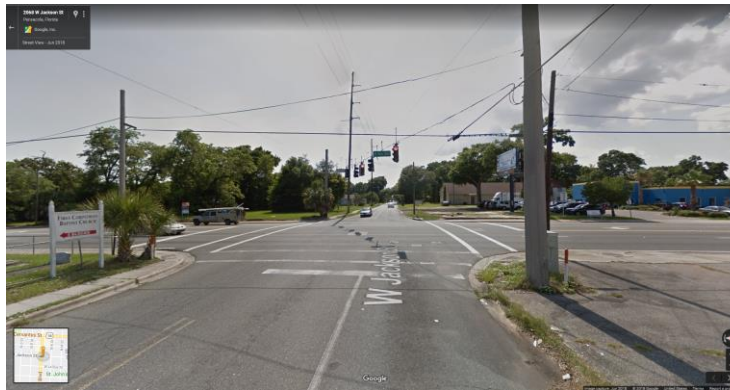
View of Jackson Street Intersection at Pace Boulevard



Jackson Street Intersection at Pace Boulevard Showing Need to Refresh Crosswalk Paint



View East Along Jackson Street at Pace Boulevard Intersection



View West Along Jackson Street at Pace Boulevard Intersection



View South Along Pace Boulevard Toward Jackson Street Intersection



View of North Along Pace Boulevard Toward Jackson Street Intersection

Estimate of Probable Construction Cost					
Segment 4. Jackson Street Pedestrian Signal					
Pensacola, Florida					12/28/2018
Pay Item	Description	Unit	Quantity	Price per Unit	Price
	Add Pedestrian Phase to Existing Signal	LS		\$80,000.00	\$80,000.00
0710 11101	Painted pvt mark, std.white, solid, 6" (Crosswalks)	LF	460	\$3.00	\$1,380.00
				Subtotal	\$81,380
999-25	Construction contingency-10%	LS		10%	\$8,138
101-1	Mobilization-5%	LS		5%	\$4,069
0102-1	Maintenance of traffic and detour signage-10%	LS		10%	\$8,138
	Engineering and final plans preparation work-15%			15%	\$12,207
	Construction engineering and inspection activities=15%			15%	\$12,207
				Project Total*	\$126,139
				*To be sought through other sources	