



Davis Highway & Dr. Martin Luther King Jr. Drive / Alcaniz Street

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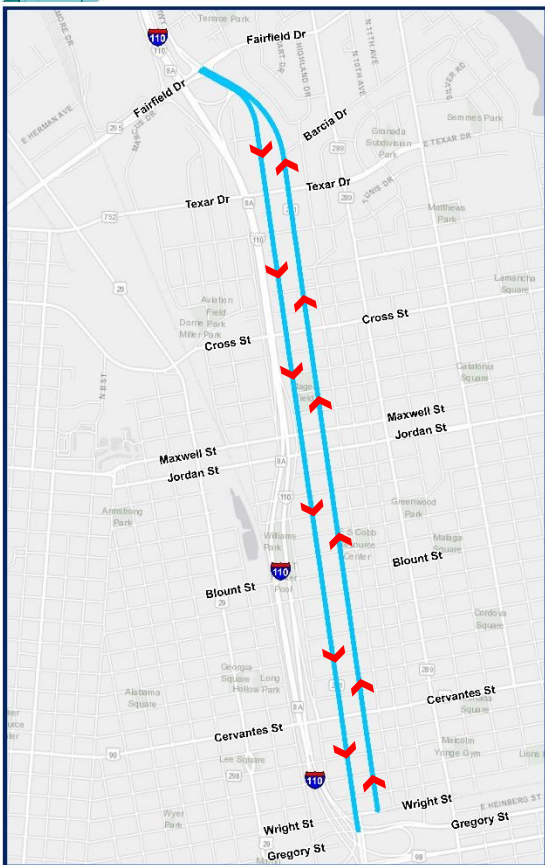


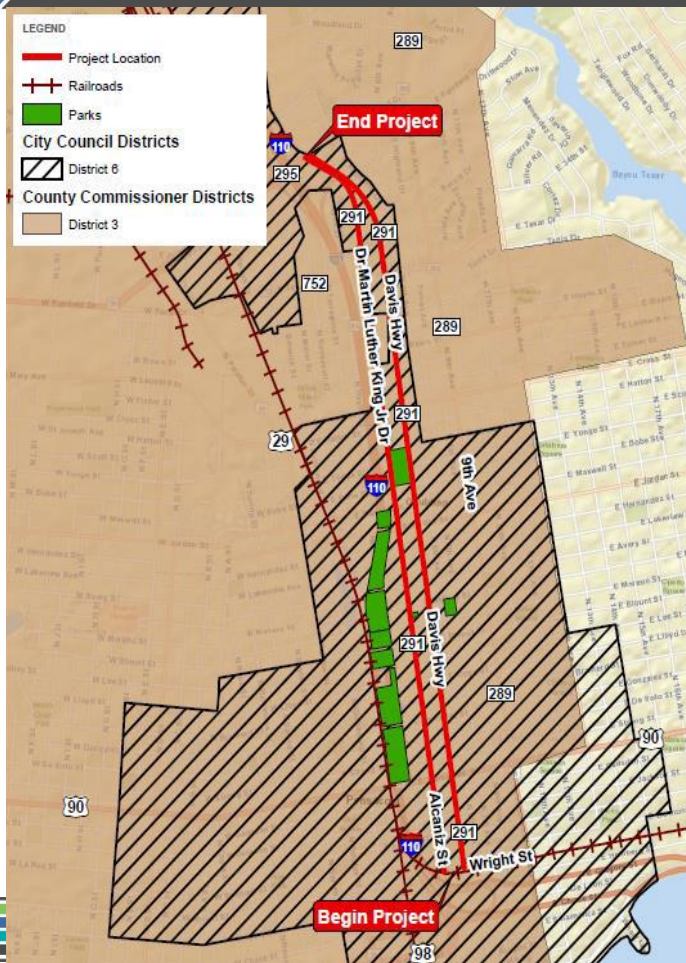
Purpose

The City of Pensacola Eastside Neighborhood Plan (January 2004) contains an Action Plan with the following goal, strategy, and action:

Section 5.2 Neighborhood Infrastructure

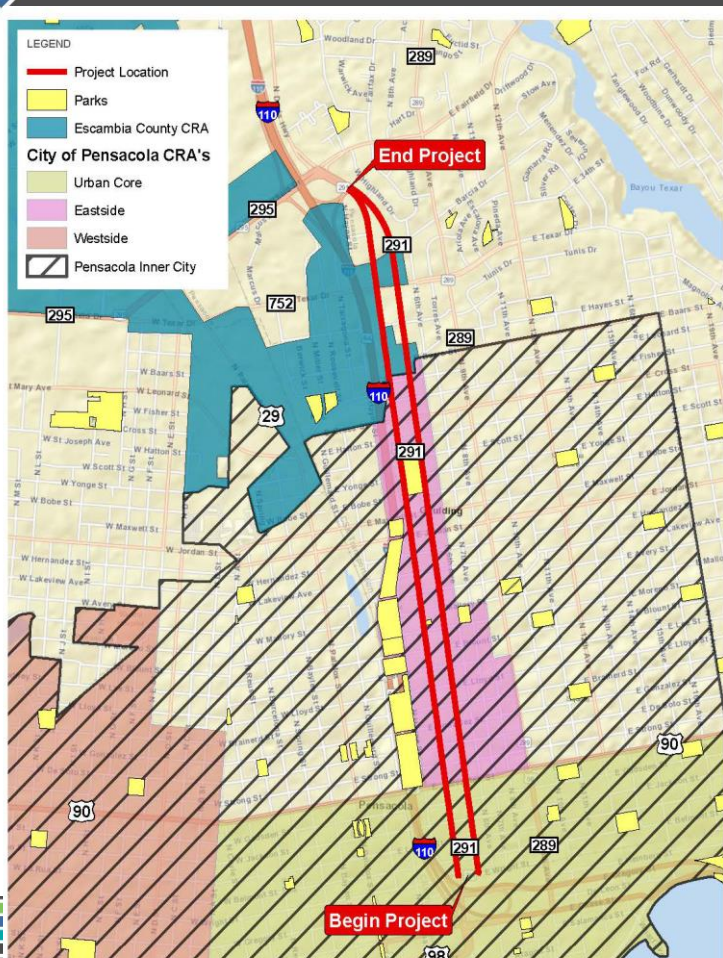
- (a) **Goal:** Improve public infrastructure to encourage the continued revitalization of the Eastside Neighborhood.
 - (b) **Strategy:** Enhance the function and appearance of major transportation corridors in the Neighborhood.
- (2) **Action:** Explore the possibility of returning Dr. Martin Luther King Jr. Drive and Davis Highway to two-way collector level streets.





Study Area

- 2.2 miles
- Fairfield Dr (SR 295) to E Wright St
- Council District 6
- Eastside and Urban Core CRA
- ECAT
- 30 mph Alcaniz, (Wright to Cervantes)
- 35 mph MLK
- 11-ft lanes north of Cervantes
- 10-ft lanes south of Cervantes



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What does this study cover?

In this Study

- ✓ Traffic Analysis & Results
- ✓ Conceptual Designs

Not in this Study

- ✗ Final Design
- ✗ Environmental Analysis

Any recommendation to proceed with the two-way conversion is at discretion of FL-AL TPO.

Design phase and public involvement to follow if concept is approved.



Basis of Analysis



Conservative Growth Rate

- -2.2% historical, 0.5% used



Traffic and Pedestrian Counts



Crash Analysis



Analysis Scenarios

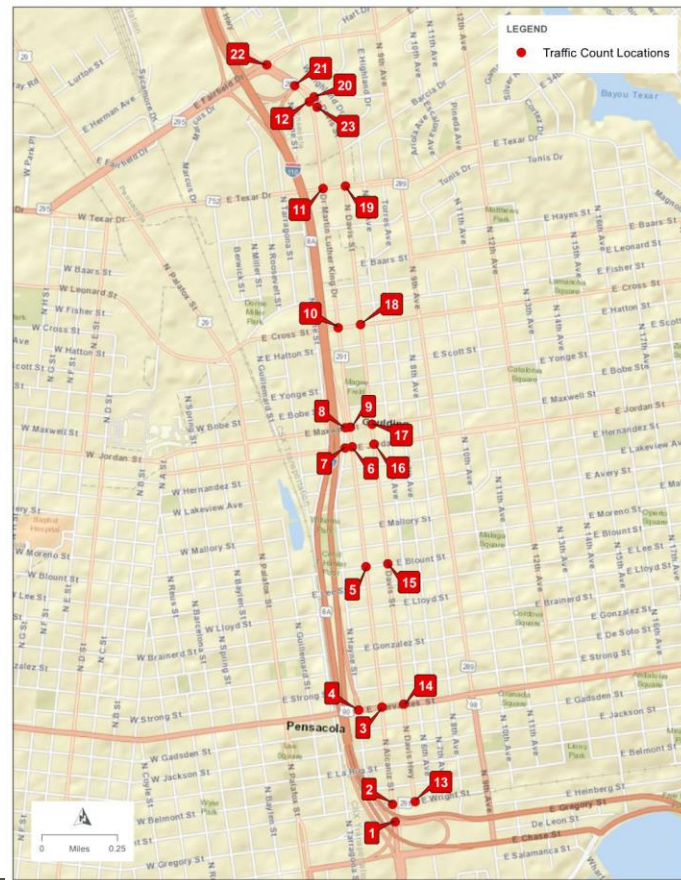
- Existing 2019 Conditions
- No-Build 2045 Alternative (one-way pair)
- Build 2045 Alternative (two-way conversion)



Generalized Planning Analysis

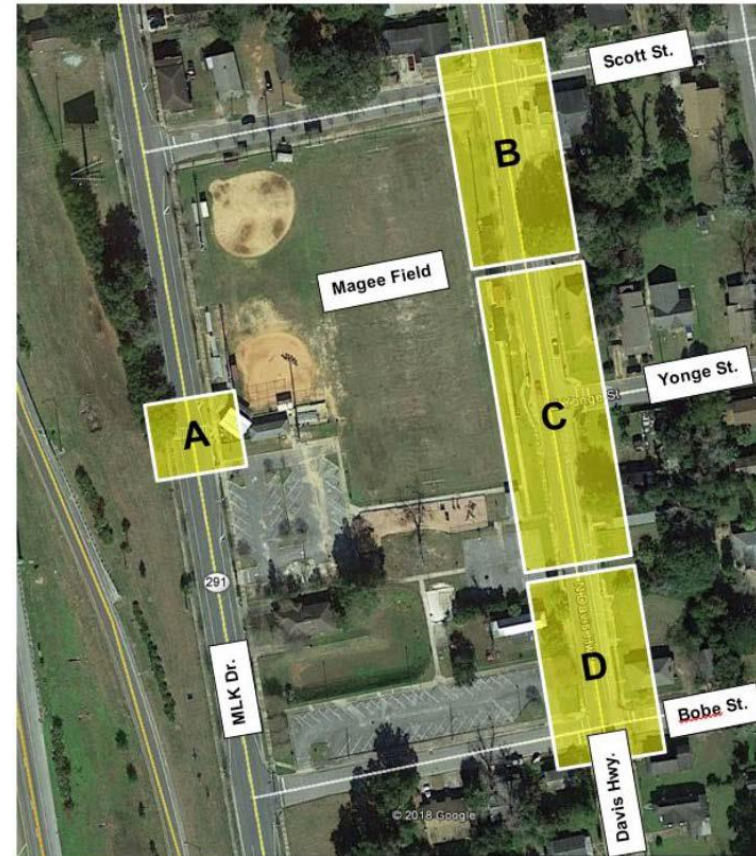
Study Intersections

- November 2019
- 7:00 am to 9:00 am
- 4:00 pm to 6:00 pm
- Saturday, November 9 Magee Field game day 7 am – 7 pm.
- Pedestrian counts



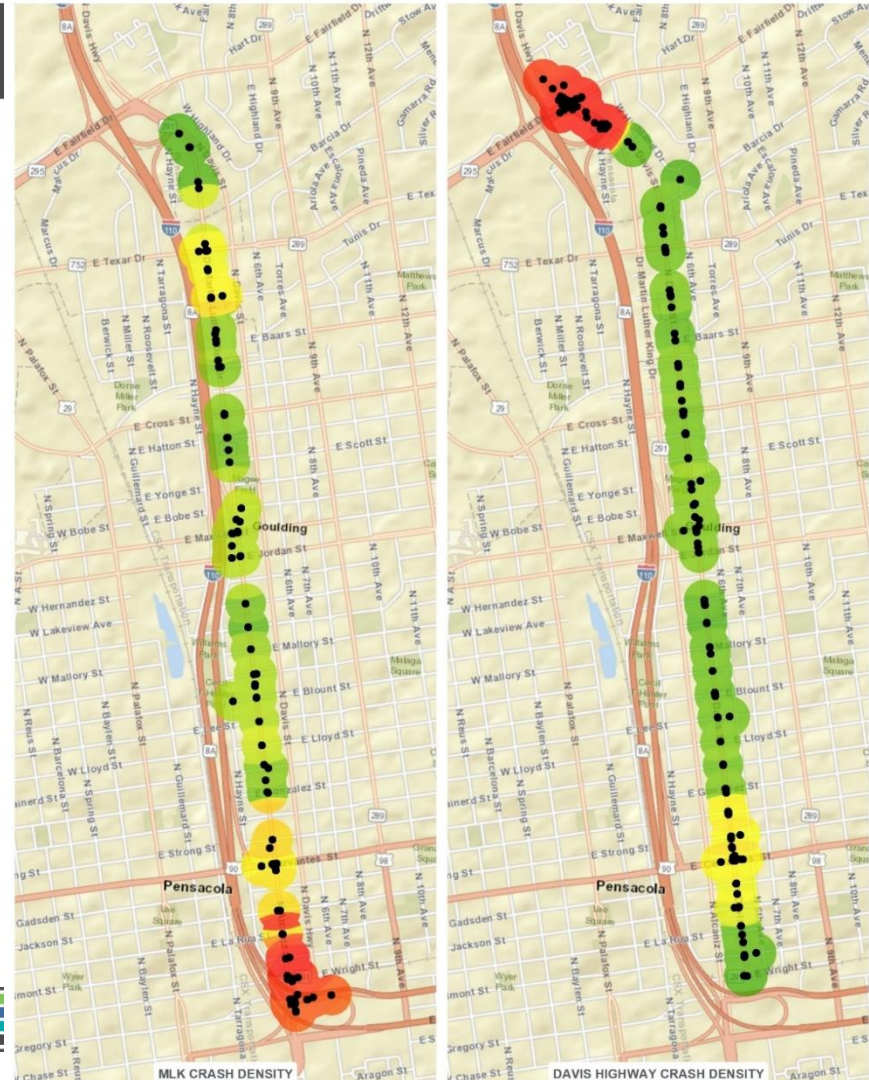
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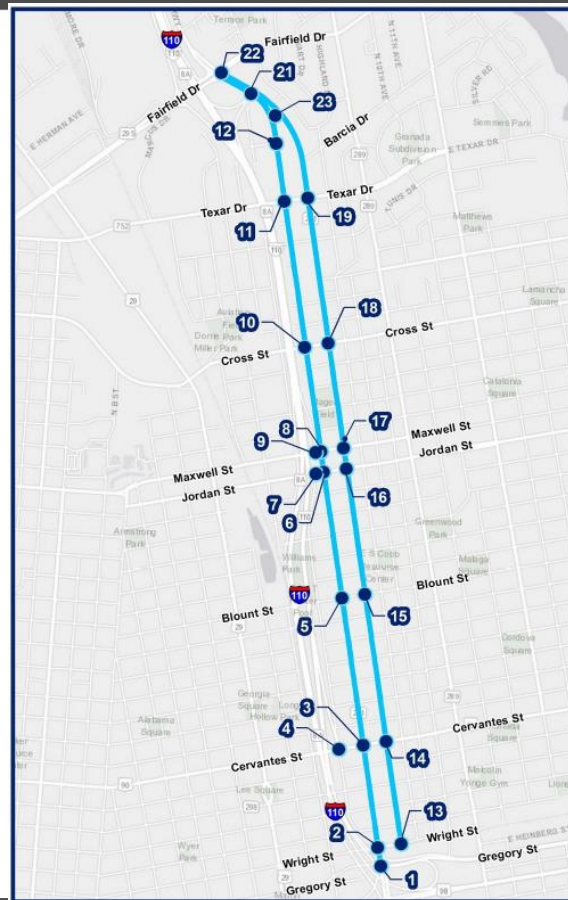
Crash Analysis

- 639 reported crashes along both corridors from 2014 to 2018
 - 0 fatalities
 - 12 incapacitating injuries
 - 79 non-incapacitating injuries
 - 153 possible injuries
- 7 wrong-way crashes
- Many sideswipe, other, and unknown crashes due to a vehicle turning left from the outside through lane



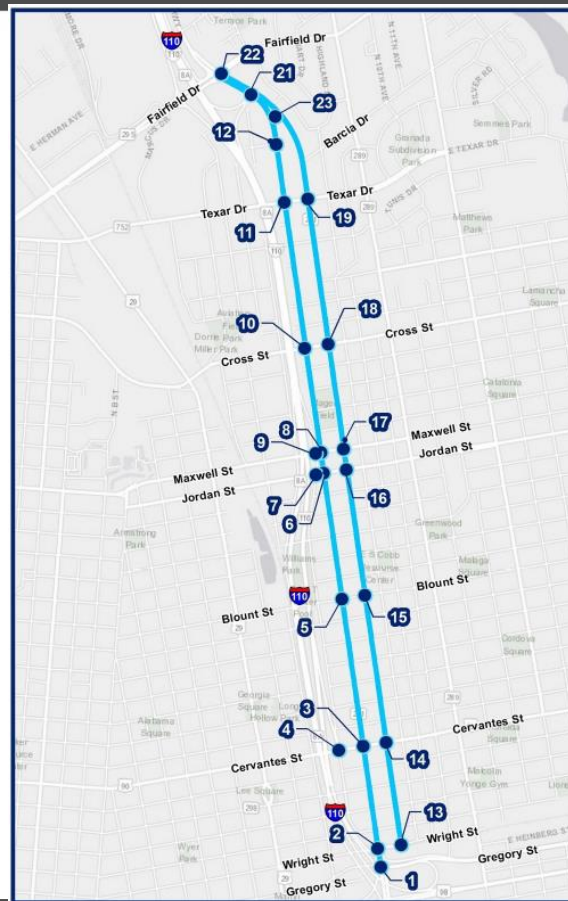
Traffic Operations

- ✓ 2045 projection (Design Year)
- ✓ All study intersections expected to operate acceptably with two-way conversion in place
- ✓ No significant queuing in the AM or PM peak hour for Build condition compared to the No Build condition



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Recommendations

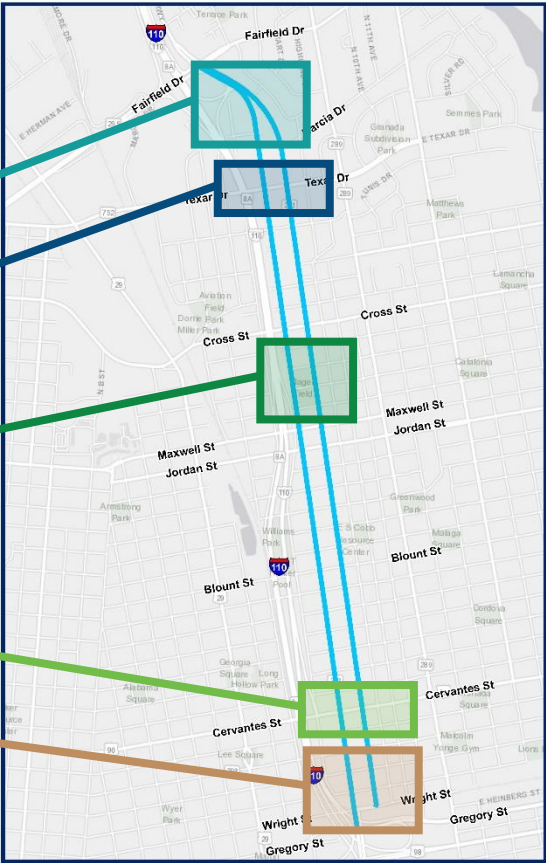
Northern Tie-in at I-110

Texar Drive

Magee Field

Cervantes Street

Southern Tie-in at Wright Street

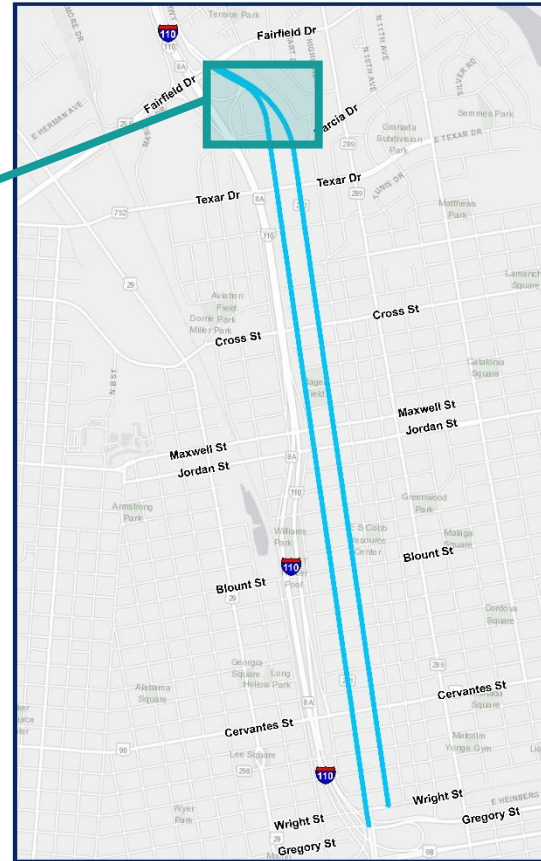


Corridor-Wide

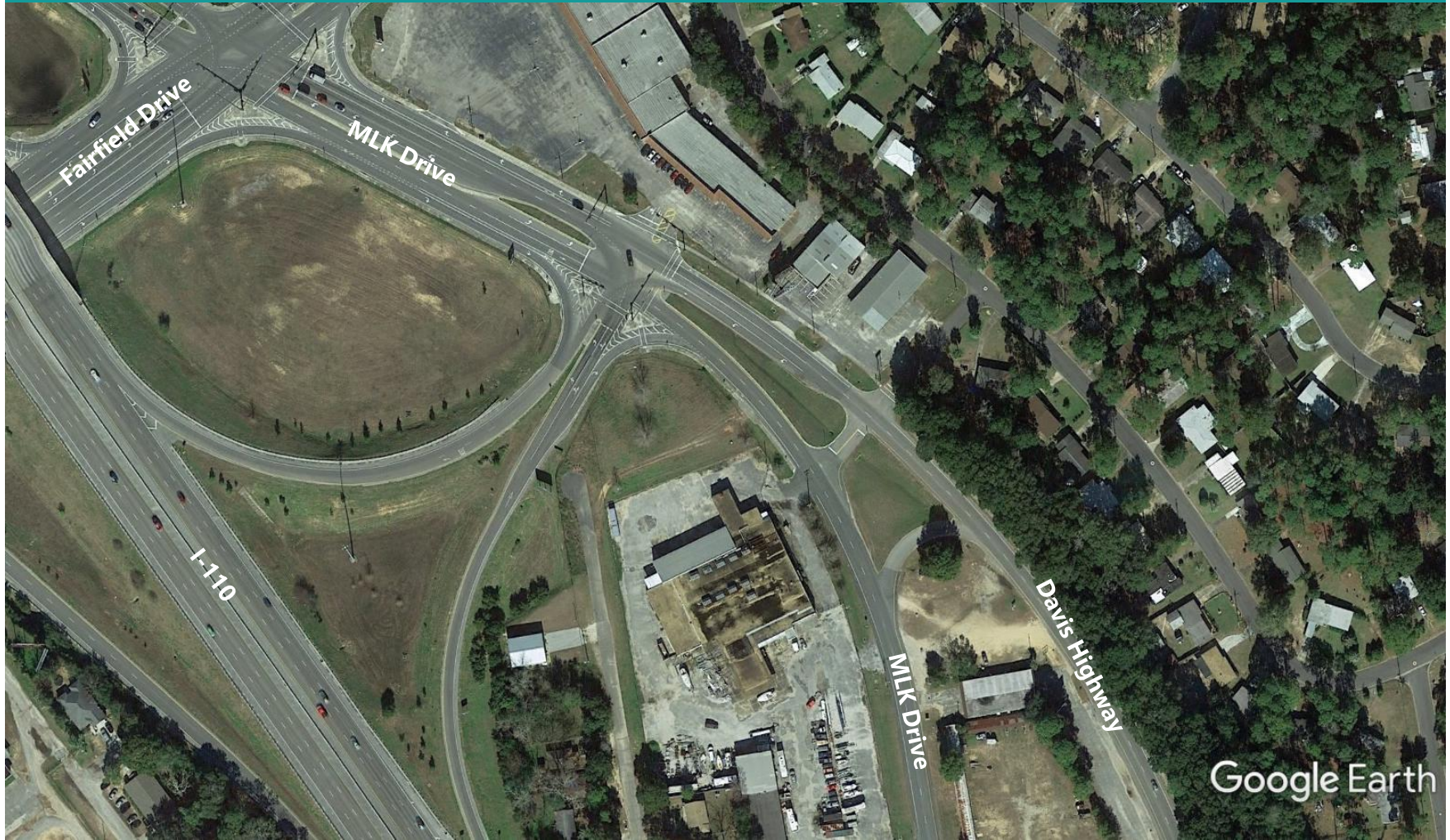


Recommendations

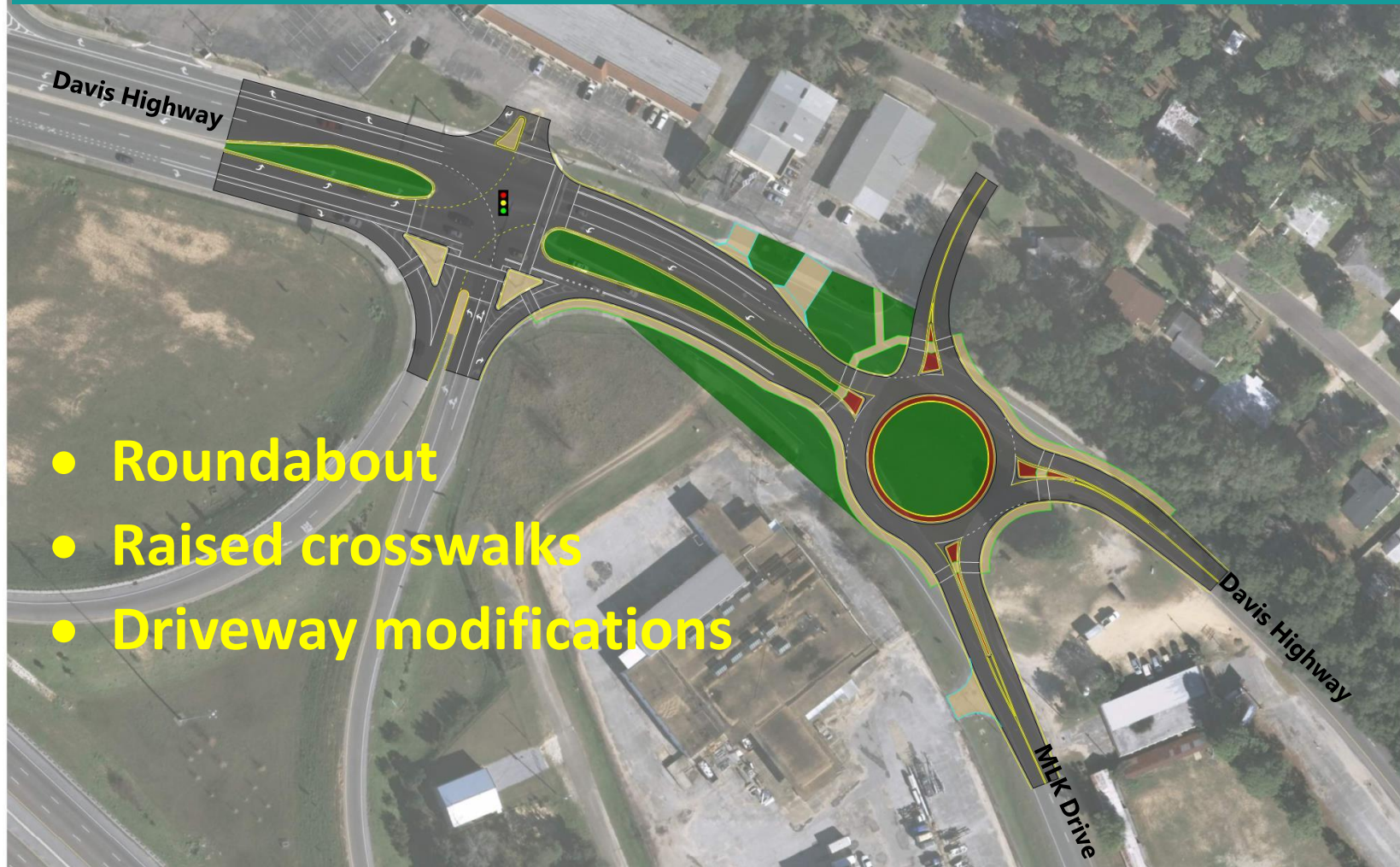
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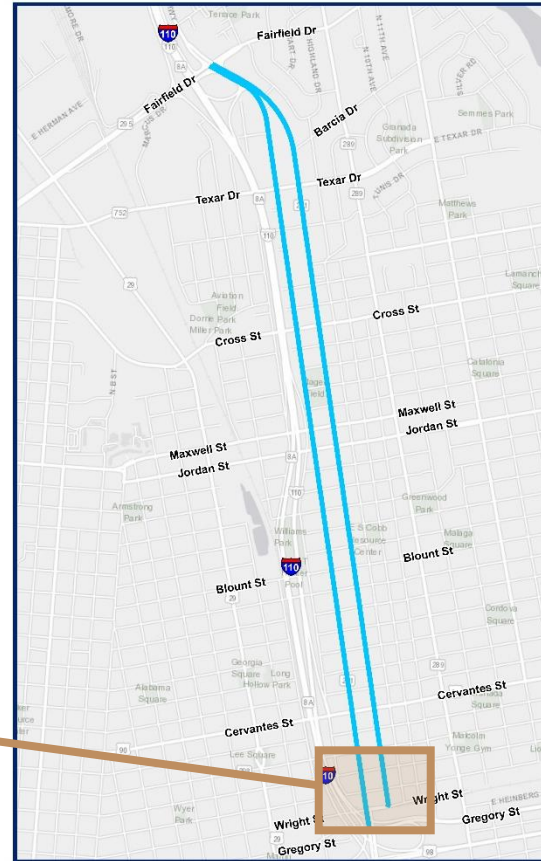
Northern Tie-in at I-110



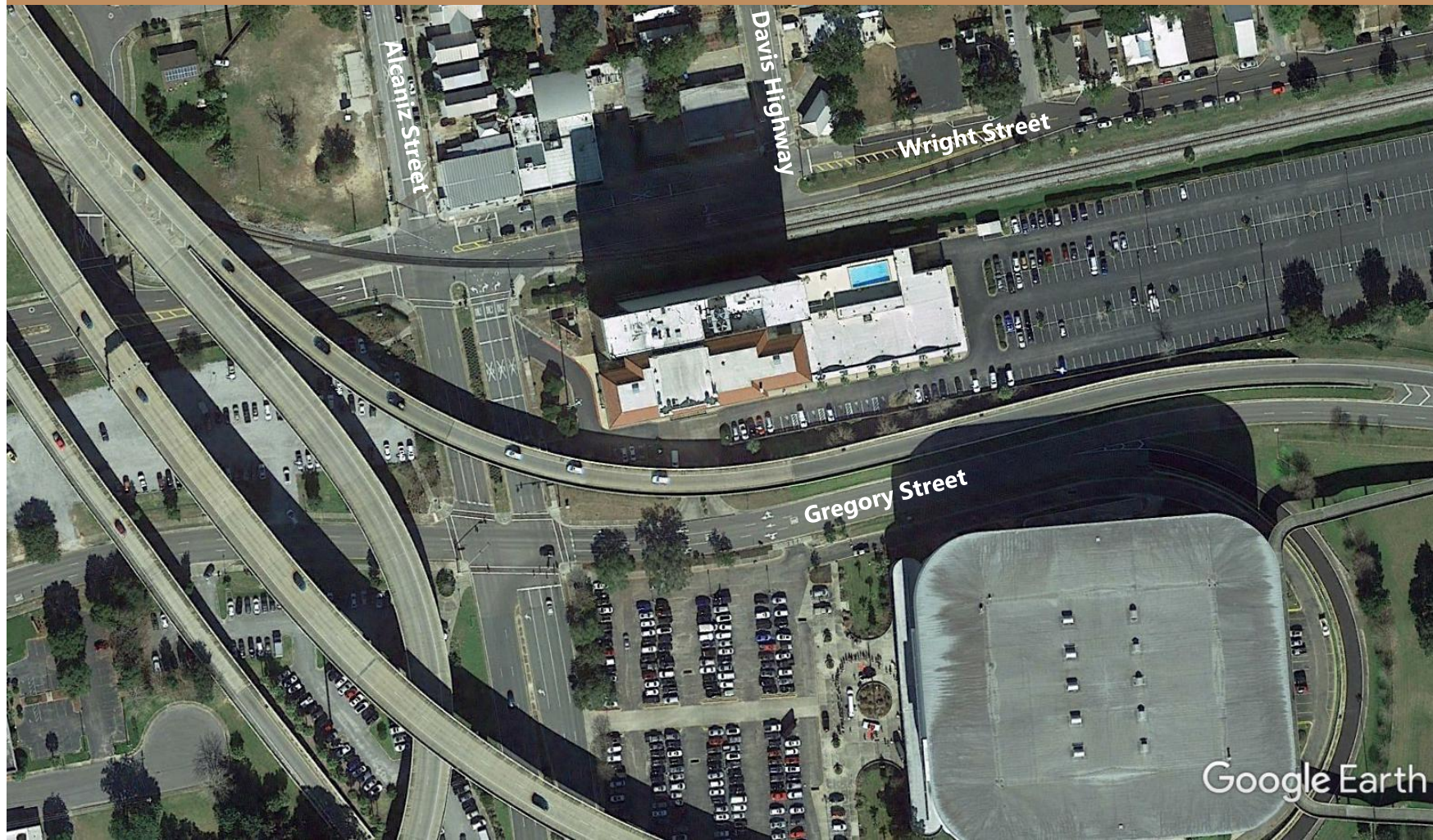
- Roundabout
- Raised crosswalks
- Driveway modifications

Recommendations

Southern Tie-in at Wright Street



Southern Tie-in at Wright Street



Southern Tie-in at Wright Street

- Reduce through lanes:
 - one northbound left turn lane,
 - one northbound through lane, and
 - one northbound right turn lane.
- Signal warrant analysis at Alcaniz Street and Wright Street
- Provide pedestrian refuge in northbound approach of Alcaniz Street at Wright Street
- Provide pedestrian and/or green space in remaining right of way.

Additional analysis recommended for Alcaniz Street to the south (Road Diet)

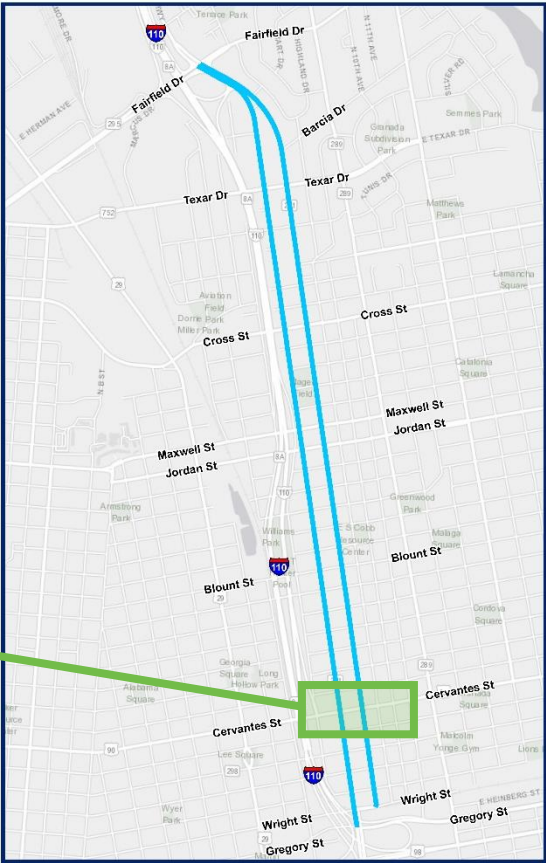
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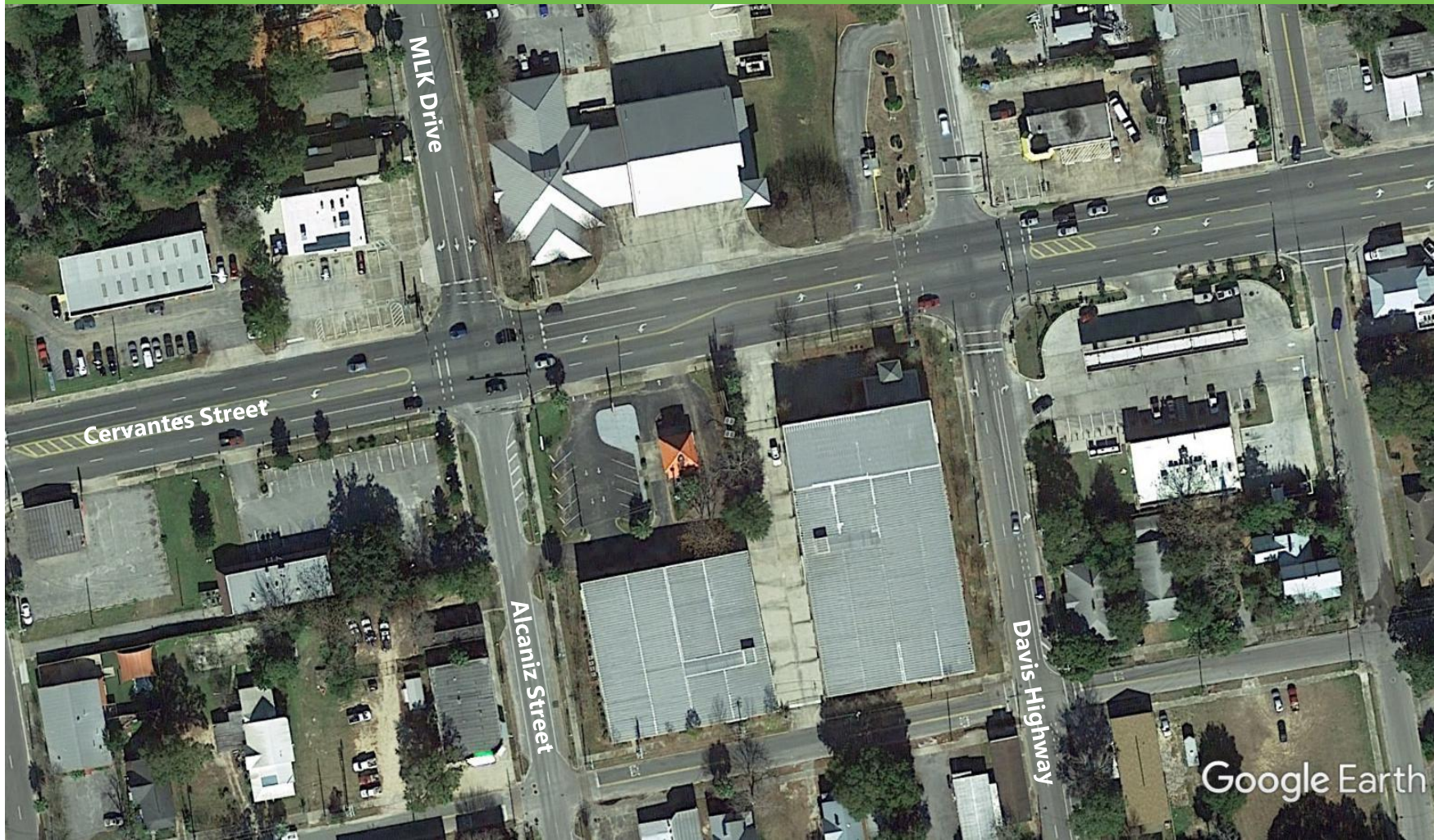


Recommendations

Cervantes Street



Cervantes Street





Cervantes Street

- Eastbound left turn lane on Cervantes Street at the intersection of Cervantes Street and MLK Drive/Alcaniz Street.
- Westbound left turn lane on Cervantes Street at the intersection of Cervantes Street and Davis Highway.



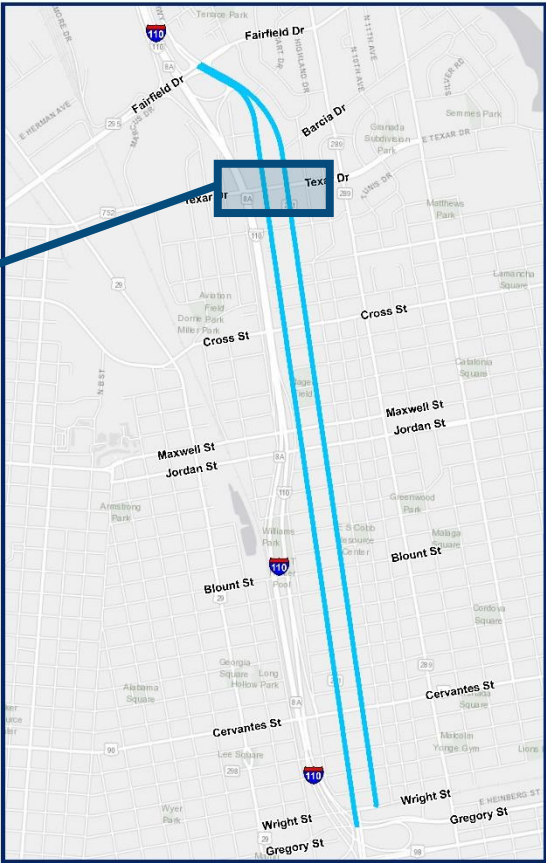
Cervantes Street





Recommendations

Texar Drive



Texar Drive



Google Earth

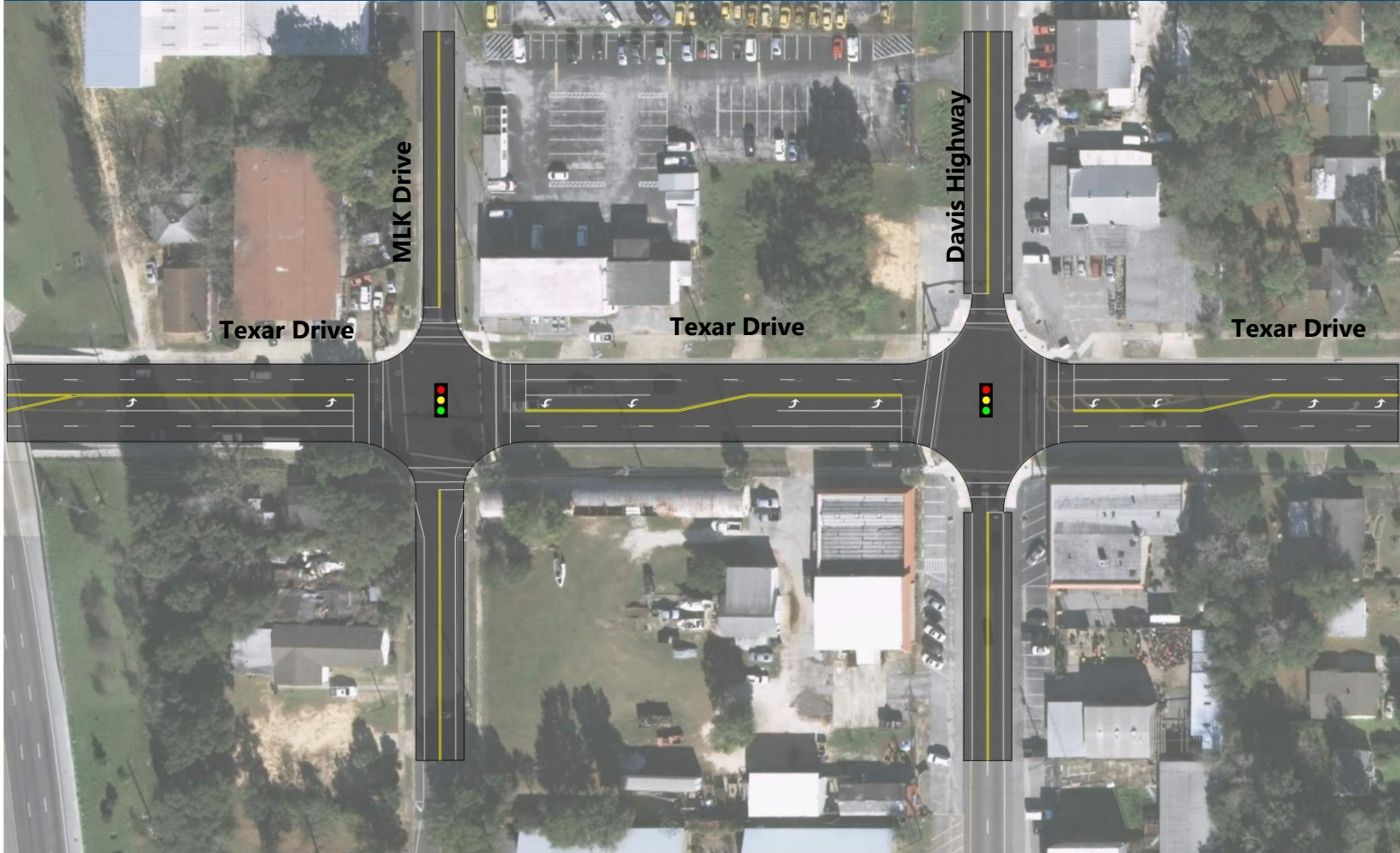
Texar Drive

- Eastbound left turn lane on Texar Drive at Texar Drive and MLK Drive.
- Westbound left turn lane on Texar Drive at Texar Drive and Davis Highway.

Additional queuing possible on southbound approach of Davis Highway at Texar Drive.

The addition of a southbound turn lane on Davis Highway could be considered at this intersection; however, this may involve right of way and driveway impacts. This option was not further evaluated as the proposed turn lanes accommodate.

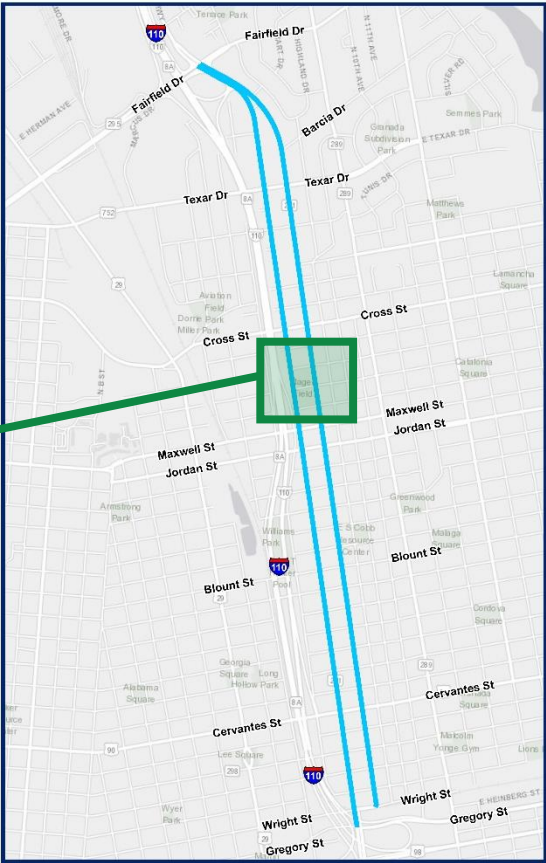
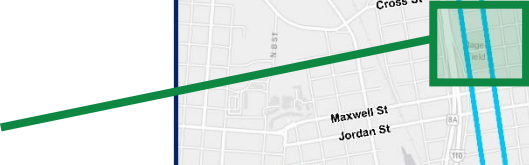
Texar Drive





Recommendations

Magee Field



Magee Field





Magee Field

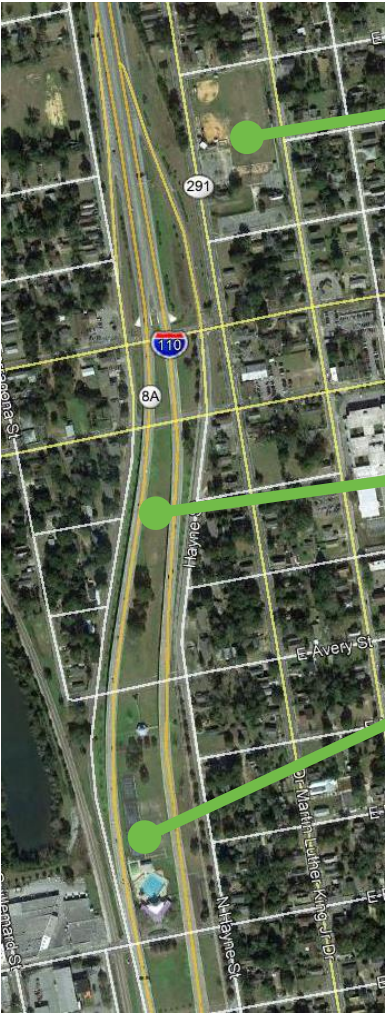
The following improvements are recommended to **enhance the safety of pedestrians and bicyclists**:

- Install Advisory Speed for **25 mph** on both Davis Highway and MLK Drive approaching Magee Field:
- Provide **6 raised crosswalks** at the following locations:
 - MLK Drive at Scott Street (south side)
 - MLK Drive at existing midblock crossing
 - MLK Drive at Bobe Street (north side)
 - Davis Highway at Scott Street (south side)
 - Davis Highway at Young Street (south side)
 - Davis Highway at Bobe Street (north side)
- Perform all-way stop control analysis at Davis Highway and E Scott Street.

Further study for pedestrian and bicycle connections and improvements to/from Magee Field to the existing practice fields under I-110, and to Hollice T Williams Park under I-110.



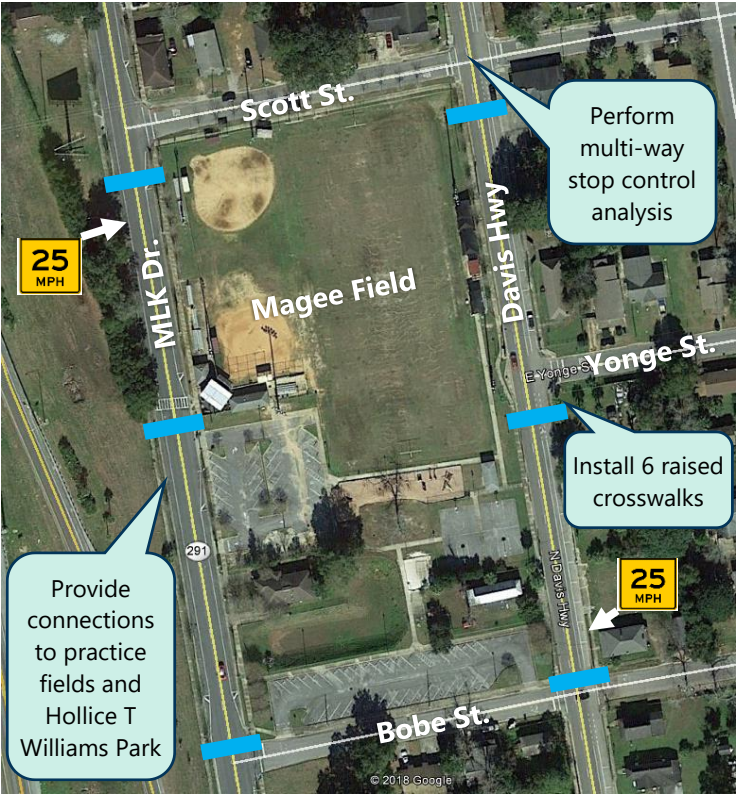
Magee Field



Magee Field

Existing Practice Field

Hollice T Williams Park



Perform multi-way stop control analysis

Install 6 raised crosswalks

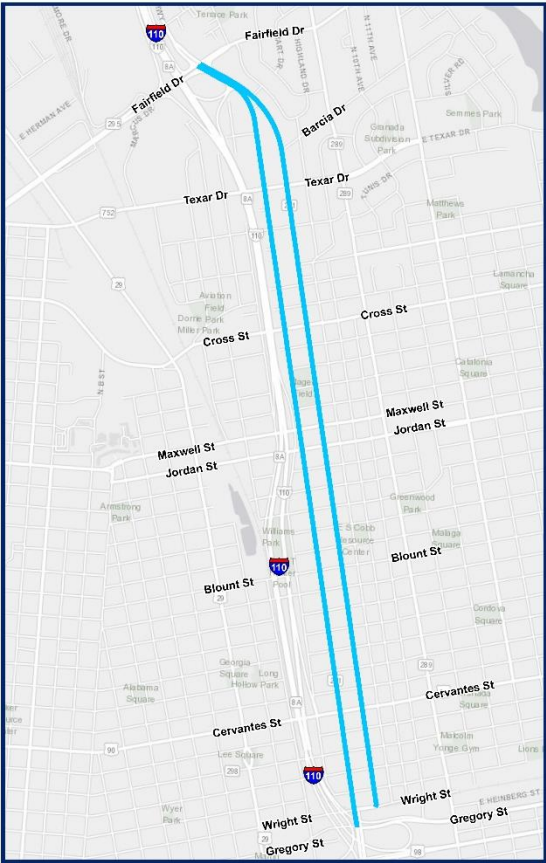
Provide connections to practice fields and Hollice T Williams Park

25 MPH

25 MPH



Recommendations

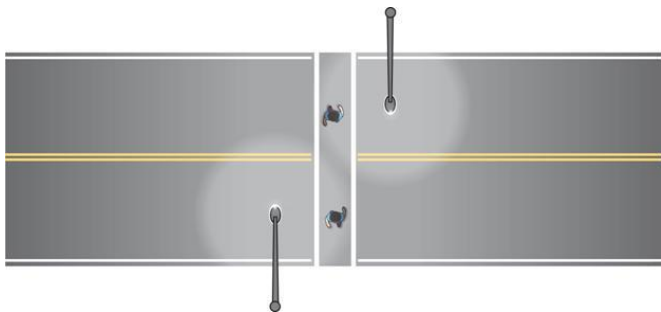


Corridor-Wide



Corridor-Wide

- Post the speed limit of both corridors at **30 mph** within the study area. Provide signal modification at signalized intersections to accommodate two-way conversion.
- Add **enhanced lighting** throughout the corridor, especially at the crosswalks.



- Sidewalks on both sides of the road and **sidewalk gaps completed** from E Leonard Street to Texar Drive on Davis Highway.
- The southbound right turn lane at MLK Drive/Alcaniz Street at Cervantes Street and at MLK Drive at Maxwell Street could be considered for removal in place for additional green space or pedestrian space.
- Bicycle lanes are not proposed at the recommendation of the City of Pensacola to emphasize the prioritized need for on-street parking, and to not acquire additional right-of-way.

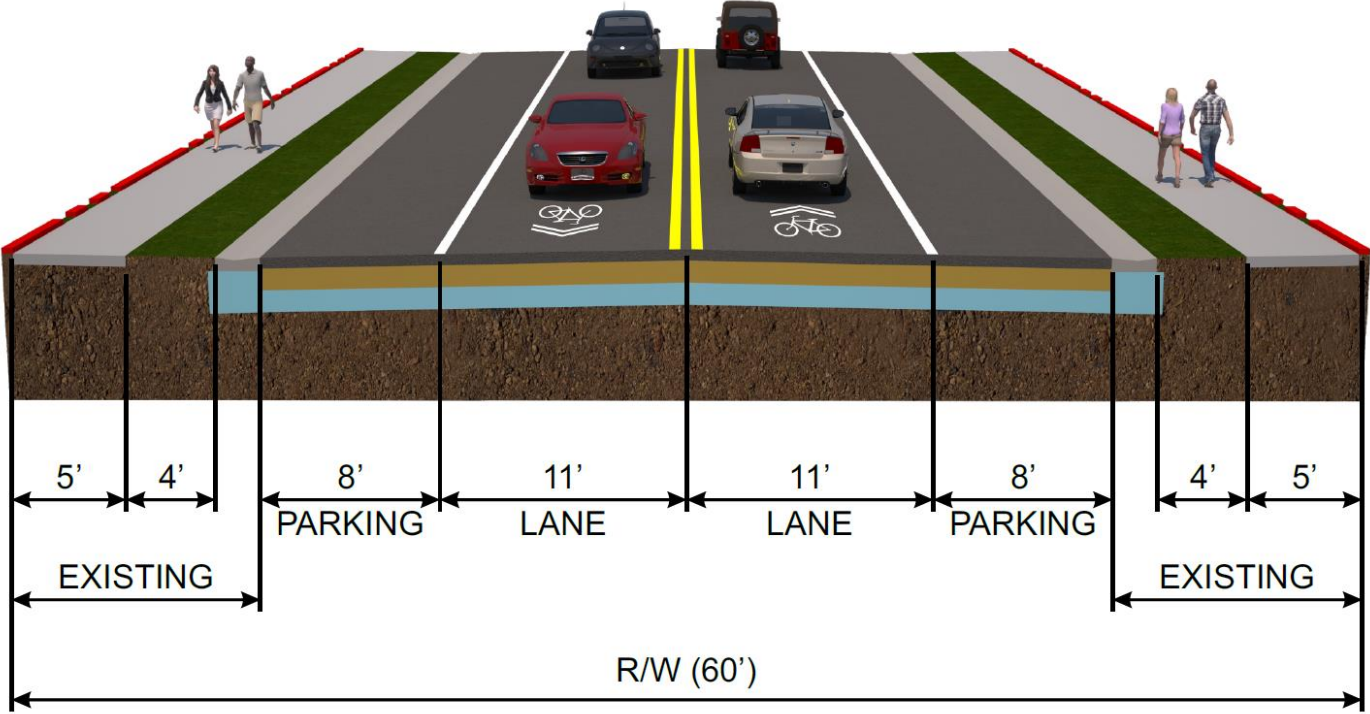
Corridor-Wide

- Countermeasures (such as signal backplates and advanced signal warning signage) should be considered to **increase the signal visibility and awareness**.
- Review and improve possible **sight distance** issues due to trees, landscaping, or buildings at the intersections.
- Provide improved **stop sign conspicuity** and awareness at unsignalized intersections along the corridor.
- If the two-way conversion is not implemented along Davis Highway and MLK Drive, it is recommended to provide additional signage to indicate the one-way flow and discourage wrong-way travel. The safety improvements previously discussed should also be implemented.



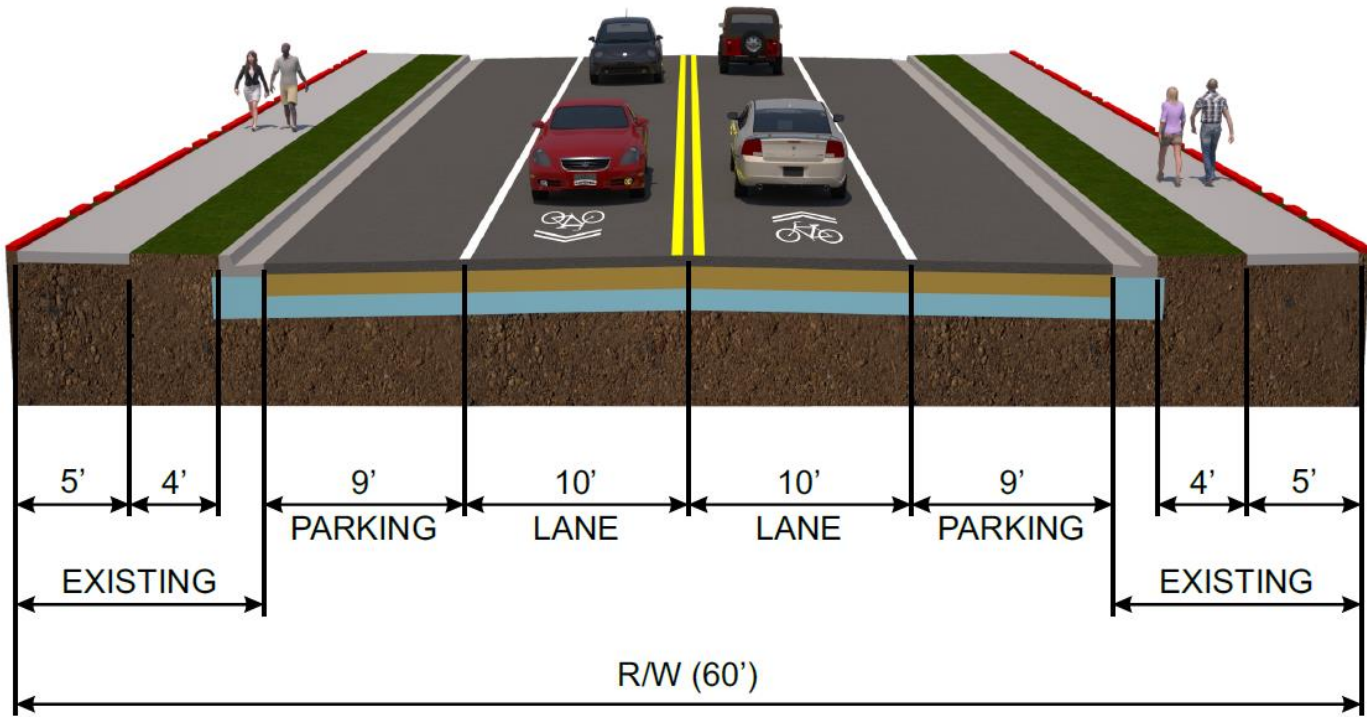


DR. MARTIN LUTHER KING JR. DRIVE
NORTH OF CERVANTES ROAD





DR. MARTIN LUTHER KING JR. DRIVE
SOUTH OF CERVANTES ROAD





Summary

- All study intersections expected to operate acceptably with two-way conversion in place
- No significant queuing in the AM or PM peak hour for Build conditions compared to the No Build condition
- Several improvements along both corridors were identified including:
 - **Roundabout** at the northern end at Hart Drive to combine the two roadways into Davis Highway to the north
 - **Signalization** and reduced footprint of **Alcaniz Street at Wright Street** at the southern end to improve alignment and safety
 - **Turn lanes** on Cervantes Street and Texar Drive
 - **Pedestrian safety improvements at Magee Field**
 - **Improved lighting and sidewalks corridor-wide**
 - **Reduced speed limit of 30 mph**
- The estimated cost for this project is \$7.9 million.
- The final recommendation/s will be provided following review by the FL-AL TPO.

