WEST CERVANTES STREET CORRIDOR

Northwest Florida ROAD DIET CANDIDATE
West Cervantes Street - Context

- Four-lane undivided highway corridor (w/center turn lane)
- Urban district- Grid block development pattern w/neighborhood-level commercial & residential
- Multi-jurisdictional - portion in City/portion in County
- Historically served as Pensacola’s central business district
- At the heart of Pensacola’s Westside and Brownsville Community Redevelopment Area planning efforts
West of Pace Boulevard
Right-of-Way Width Varies

East of Pace Boulevard
Right-of-Way Width: 70 feet
West Cervantes Street - Location

- Bisects the Westside community neighborhoods on the north and south
- Existing conditions create a physical barrier between residents and community recreation, libraries and waterfront to the south
- Previously served as a primary transportation route to the Naval Aviation Base, and Mobile, AL
- No longer serves primary transportation function since construction of I-110 highway
West Cervantes Street - Conditions

- No on-street parking (Existed prior to 4-laning)
- Inadequate accommodations of non-vehicle users
- Narrow sidewalks, no crosswalk features, no mid-block crossings, no crossing islands
- Considerable foot traffic: pedestrians, cyclists, pedestrians with strollers, motorized wheelchairs
- Poor lighting, no streetscape amenities, few trees
- High speed limit – 45 mph

Lack of Mid-Block Crossings
West Cervantes Street – Historic Conditions

- On-Street Parking
- Two-Lanes (No suicide lane)
- Connected and consistent sidewalk network
- Thriving Business Climate
- Consistent Development Patterns - Urban
West Cervantes Street – Current Conditions

- Four-Lanes (w/ suicide lane)
- High Speed – Highway Environment
- Inadequate sidewalk network
- Critical safety impairments
- Inconsistent Development Patterns (Mix of Urban and Suburban Forms)
- Substantial number of business and lot vacancies
West Cervantes Street - Challenges

- 2015 FDOT Safety Study generated concern over number of pedestrian involved crashes
- ROW currently maximized in a number of locations (buildings at the ROW line) or severely constrained
- Lack of on-street parking and walkability inhibits commercial viability along corridor
- Inadequate street lighting exacerbates safety issues during nighttime hours
## Crash Data (2010-2015)

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

<table>
<thead>
<tr>
<th>Crash Severity</th>
<th>Number of Crashes</th>
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<tbody>
<tr>
<td>Property Damage Only</td>
<td>306</td>
</tr>
<tr>
<td>Injury</td>
<td>147</td>
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<tr>
<td>Fatality</td>
<td>4</td>
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</tbody>
</table>

**HIT BY A VEHICLE TRAVELING AT:**

- **20 MPH:** 1 out of 10 pedestrians survive
- **30 MPH:** 5 out of 10 pedestrians survive
- **40 MPH:** Only 1 out of 10 pedestrians survives

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 - Opportunities

- Potential as vibrant “town center”
- Potential for economic development
- Important for a more walkable and livable district
- Focus of community revitalization and blight removal initiatives
Actions and Activities

- FDOT Corridor Management Plan completed in 2016 with significant community involvement
- Recommendations include road diet option (citizen preferred), or rebalancing of travel lanes
- City of Pensacola and Escambia County officials interested and engaged
- Collaborative partnership underway between City and County staff, Florida-Alabama TPO, and FDOT
Actions and Activities

• **Vision is holistic**
  • Safety
  • Complete street for multiple users
  • Place-making/revitalization
  • Economic Development
  • Transformative impact

• Road diet option necessary to widen sidewalks, add amenities, and improve pedestrian and cyclist safety and walkability

• Improvements will offer a two-fold benefit of restoring the districts historical development form and economic viability
Actions and Activities

• City & County working with FDOT to implement short-term incremental improvements

• Multiple funding sources
  • Local Option Sales Tax Revenue
  • Local Bond money/CRA
  • Outside Grants
  • FDOT
  • Federal sources (?)
Actions and Activities

• LRTP Amendment adopted by the FL/AL TPO on December 17, 2017 to include evaluation of the W. Cervantes corridor for Road Diet

• Seeking prioritization for design and construction funding through 2018 Transportation Plan update process
Take Aways

• Excellent candidate/test case for the new Florida Road Diet policy
• Corridors have value on many levels/multiple users in urban districts
• Supports all modes of transportation
• Need for multiple funding sources (short and long term)
• True partnership required at local, state and federal levels