



# Pace-Pea Ridge Bicycle/Pedestrian Plan

Task Two: Identification of Goals  
and Prioritization Objectives



# Introduction

As part of the public input for the Pace-Pea Ridge Bicycle/Pedestrian Plan, a survey was developed to assist in determining the public's knowledge and opinions of the existing bicycle and pedestrian facilities, desired facilities and potential use if additional and improved facilities are available. The results of this survey offer helpful assistance in developing improvements and recommendations for the final plan. Full survey results can be found in Addendum.

The tabulation and analysis of the survey reveals key findings and provides a depth of insight regarding the problems and needs of the bicyclists and pedestrians. Over 200 surveys were completed during the public input process.

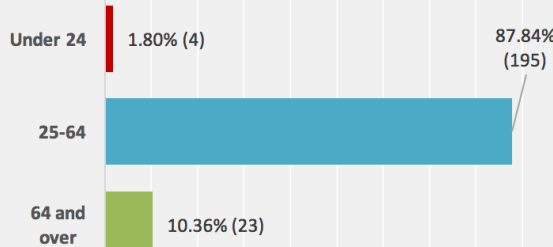


## Demographic Profile

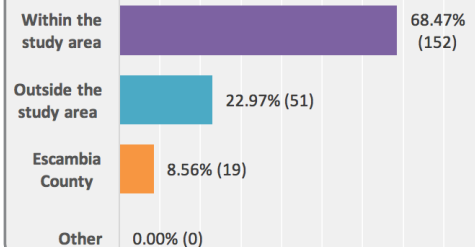
Sociodemographic questions were asked to get the idea of who participated and to help understand which communities may require additional outreach efforts.

- Most respondents are from the age groups of 25-64 (87.84% with only 1.8% of respondents under 24 years of age and 10.36% over age 64.
- 68.47% respondents live within the study area.
- The majority of respondents (61.99%) are employed outside of the home.
- The overwhelming majority of the respondents (98.1%) almost always have access to a motor vehicle

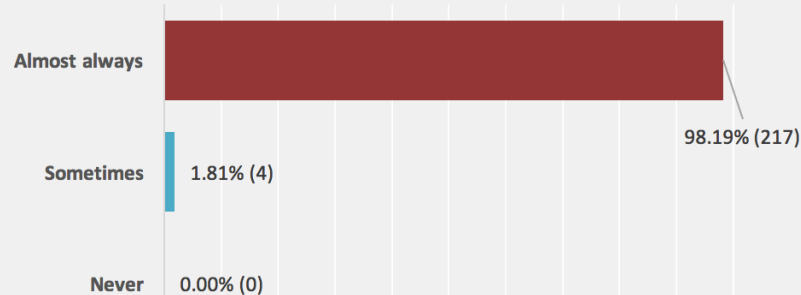
### What is your age?



### Where do you live?



### Do you have access to a motor vehicle?



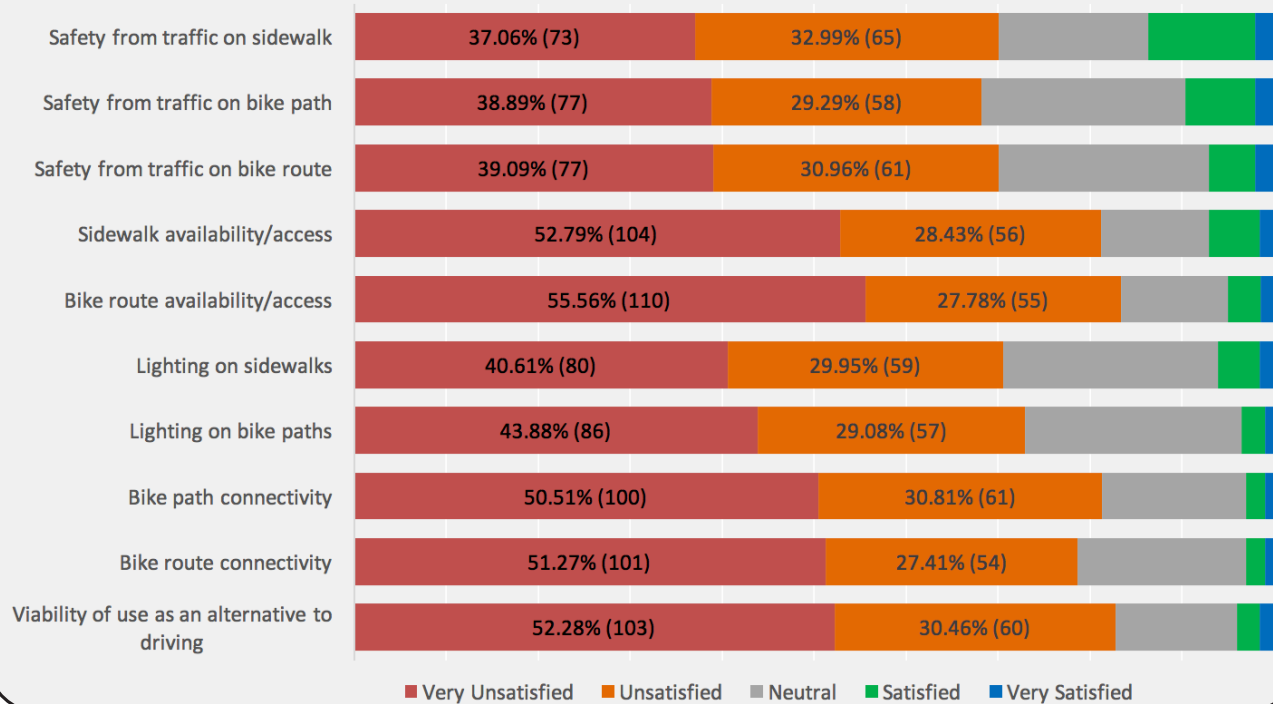
## General Findings

Three general questions related to both bicyclists and pedestrians were asked to help explore public opinion on the use of bicycle and pedestrian facilities.

Most respondents are not satisfied with the current bicycle and pedestrian infrastructure. Availability and access to the facilities, viability of use as an alternative to driving, and lighting on the facilities were the top three issues.

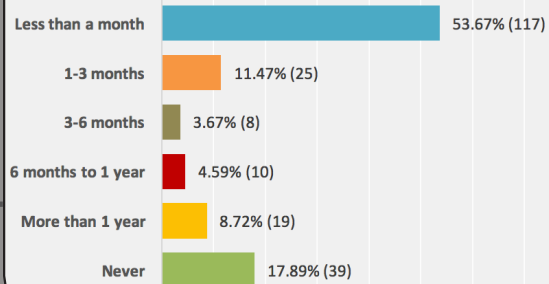


### How satisfied are you with the current infrastructure?



About half of the respondents rode a bicycle or took a walk or run in the last month (53.67%). However, about 18% of the respondents did not ride a bicycle or walk.

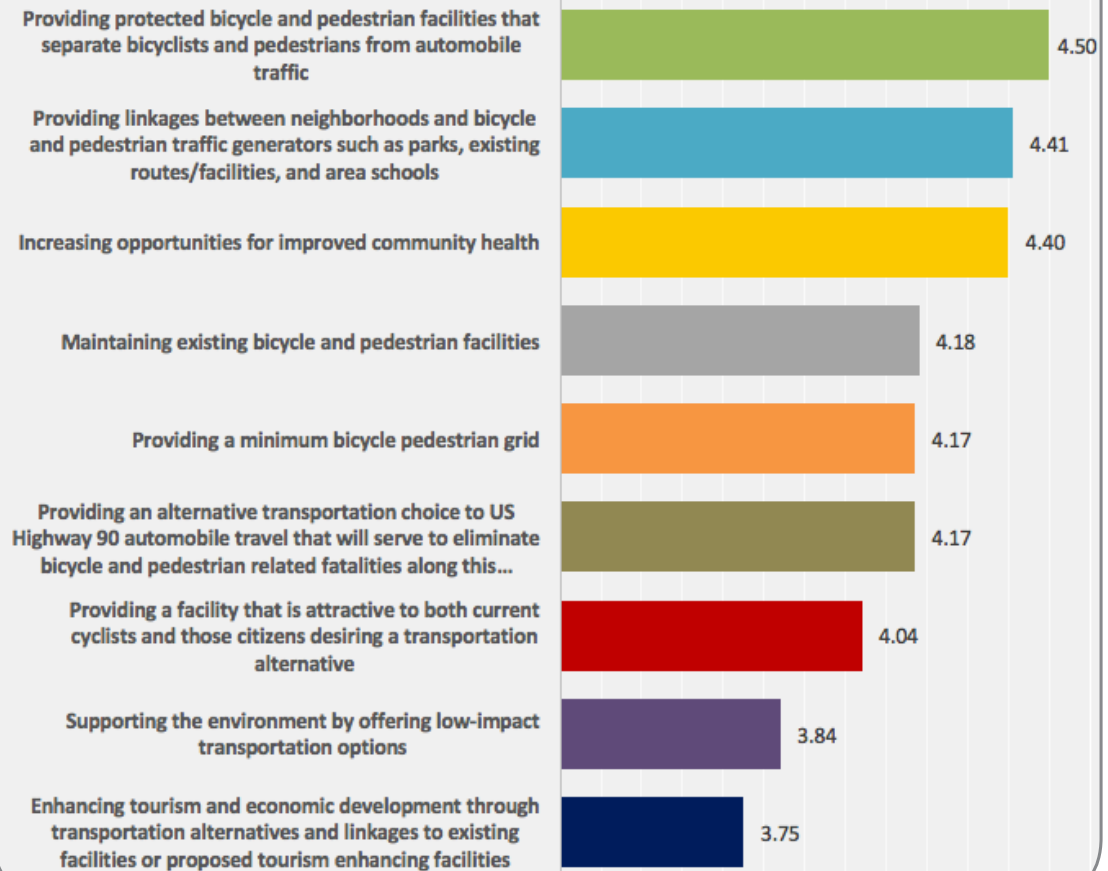
### When was the last time you rode a bicycle or took a walk or run?





The top three bicycle and pedestrian improvements identified by the respondents were providing protected bicycle and pedestrian facilities that provide a physical separation for bicyclists and pedestrians from automobile traffic; providing linkages between neighborhoods and bicycle and pedestrian traffic generators such as parks, existing routes/facilities, and area schools; and increasing opportunities for improved community health.

**Rank the following reasons to invest in bicycle and pedestrian improvements (Rank by scores)**



*Note: The responses are ranked based on average weighted scores, unimportant to very important ranging from 1 to 5.*





## Pedestrian Findings

Five pedestrian-related questions were asked to identify the prevalence, frequency and distance of walking to understand the public's sense of difficulty and potential improvements for walking.



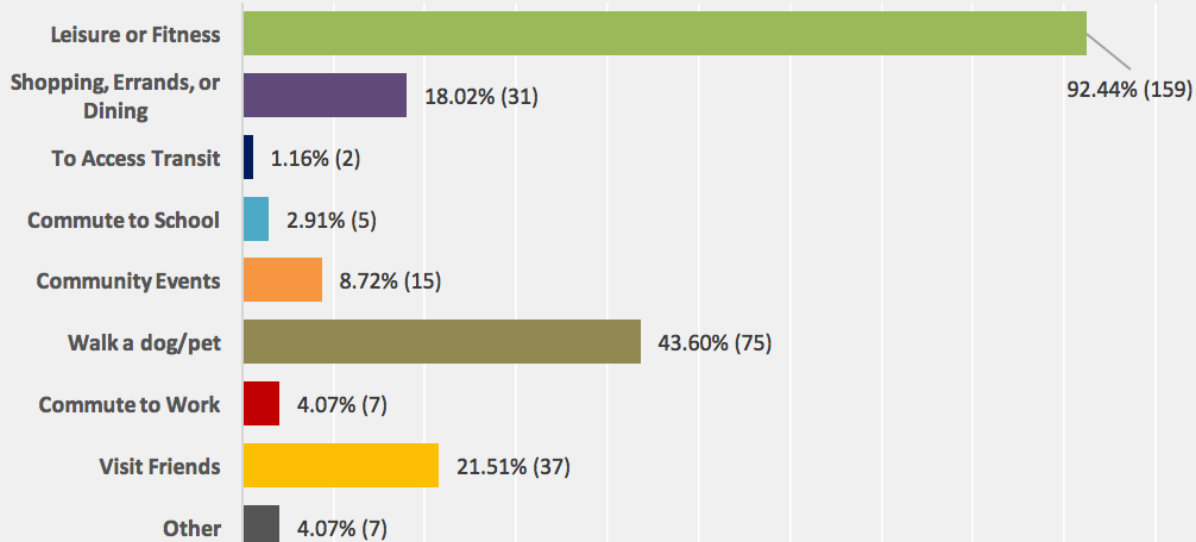
Over half of respondents (51.43%) stated that they walked or used pedestrian facilities daily or regularly.

A large majority of respondents walked for leisure or fitness purposes (92.44%), while 43.6 % walked a dog/pet, and 22% walked to visit friends.

A small percentage (8.4%) of respondents walked out of necessity to access transit or walked to school or work.

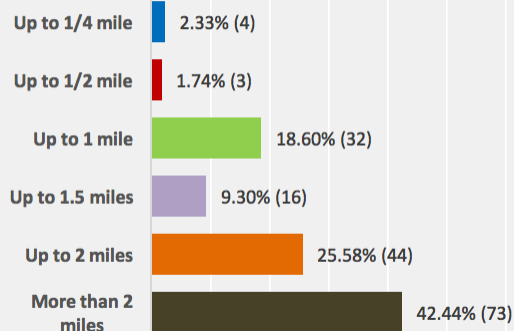
*"I am concerned by the lack of buffer between the sidewalk and the street on North Spencer Field Rd. I run on this path three times a week and see many drivers riding the white line or even on the minimal grass between the road and the sidewalk."*

### Why do you walk? (Select all that apply)



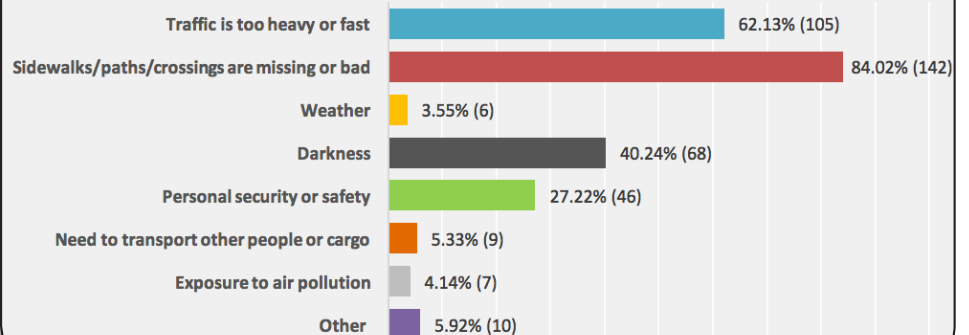
Many respondents (42.44%) reported that over two miles was a comfortable walking distance.

#### What do you consider a comfortable walking distance?



Respondents indicated that sidewalks/paths/crossings are missing or bad (84.02%), traffic is too heavy or fast (62.13%), and darkness (40.24%) were the major reasons for not walking.

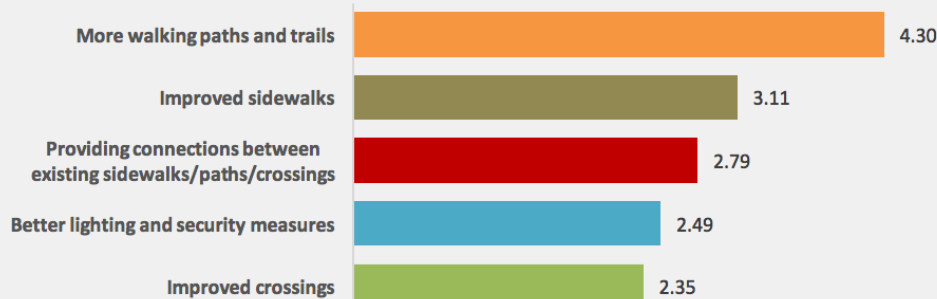
#### What are the biggest obstacles to walking?



*"At places, there is only 6-8" of buffer. I would like to see the 3 feet reflective posts placed along the North Spencer Field sidewalk. There are children and pets on that sidewalk that need more protection."*

More walking paths and trails were identified as the most important infrastructure improvement needed to encourage walking in the Pace Pea Ridge area.

#### Rank potential pedestrian infrastructure improvements (Rank by scores)



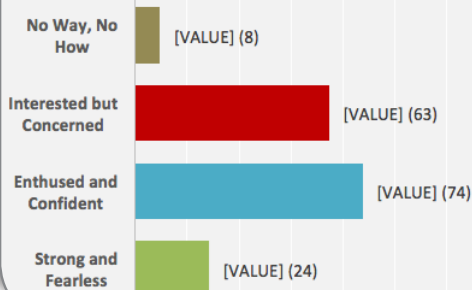
*Note: The improvements are ranked based on average weighted scores, unimportant to most important ranging from 1 to 5.*

## Bicycle Findings

The survey also posed seven bicycle-related questions to learn the prevalence, frequency and distance of bicycling, to explore the reasons for not bicycling, and to gather recommendations for increasing the ease of bicycling.

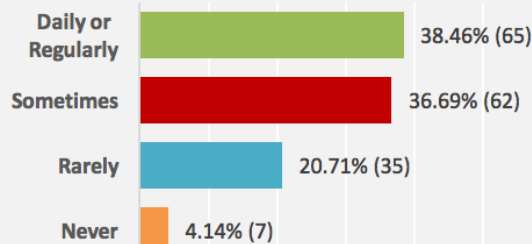
Most respondents classified their level of bicycling comfort and experience as “Interested but Concerned” (37.28%). 43.79% identified themselves as “Enthused and Confident” and only eight respondents chose “No Way, No How”.

### What is your level of bicycling comfort and experience?



One-fourth of respondents said that they rarely or never rode a bicycle (24.85%).

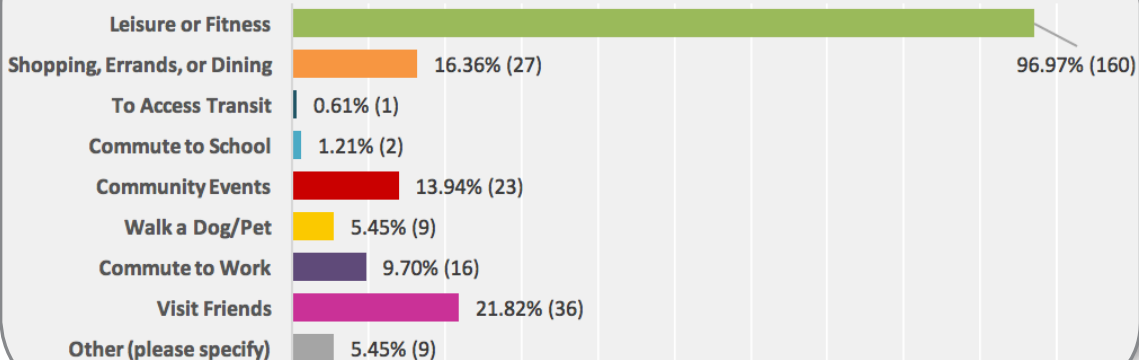
### How often do you ride a bicycle?



*“Arcadia Mill, which is owned by UWF and managed by UWF Historic Trust would like to be involved in any way possible. We would love more connectivity to the surrounding area!”*

Bicycle activity is primarily for leisure or fitness purposes (96.97%) with biking to visit friends a distant second at 21.82%.

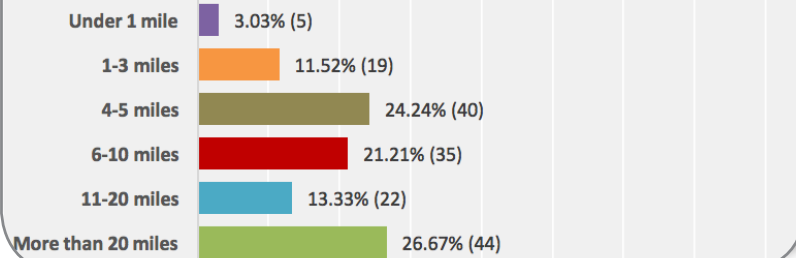
### Why do you ride a bicycle? (Select all that apply)





Paths and trails were commonly cited as comfortable bicycling facilities (89.16%).

### What do you consider your maximum comfortable riding distance?

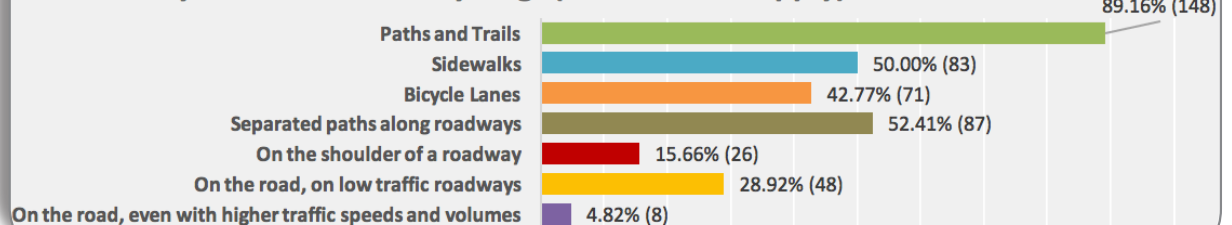


Approximately 27% of respondents reported that more than 20 miles was the maximum comfortable riding distance.

*“Multi-use paths would be safer and preferable to shoulder bike lanes.”*

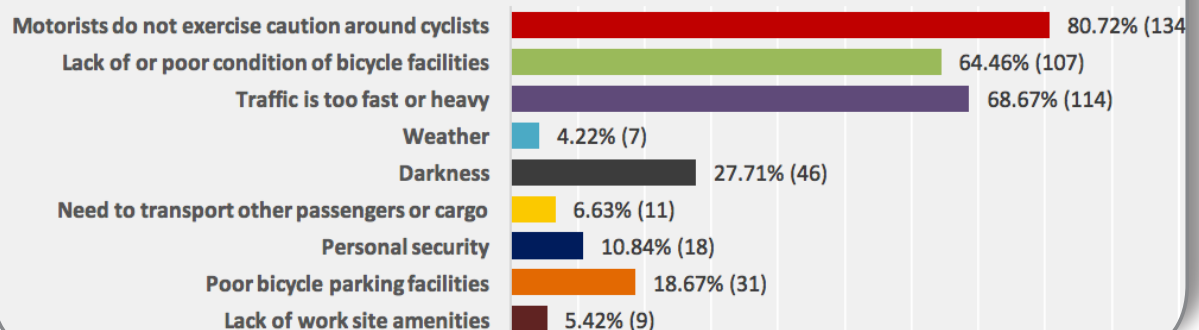
Over half of respondents also stated that separated paths along roadways and sidewalks were comfortable facilities to ride a bicycle. Only 42.77% of bicyclists indicated that they were comfortable with bicycle lanes.

### Where are you comfortable bicycling? (Select all that apply)



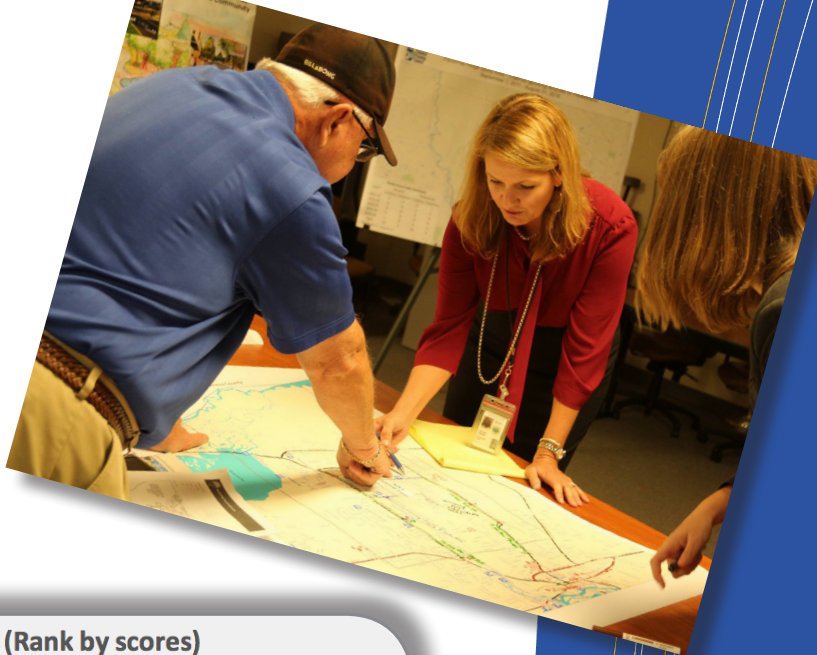
The major reasons preventing people from bicycling were “Motorists do not exercise caution around cyclists” (80.72%) followed by “Traffic is too fast or heavy” (68.67%). Both concerns are interrelated, as dedicated bicycle lanes would decrease safety concerns. “Lack of or poor condition of bicycle facilities” was the third with 64.46% of responses.

### What are the biggest obstacles to bicycling in Pace/Pea Ridge? (Select all that apply)

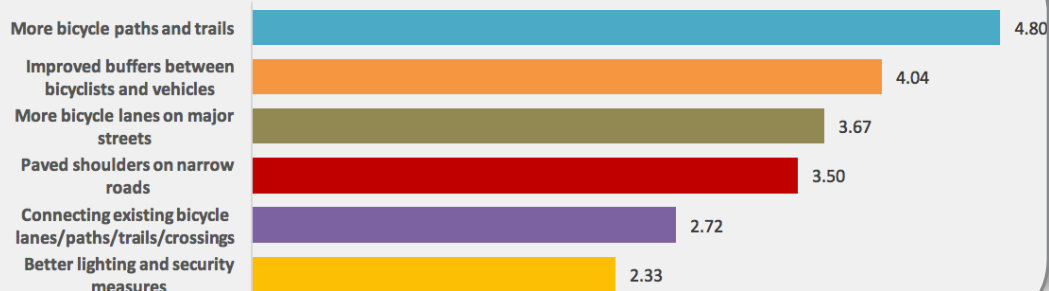


*"I like the sound of "multi-use path", serves many users, safe, and a few well-placed ones could give us a big ROI. Also, roundabouts!! - proven safer and more efficient than traditional intersections."*

"More bicycle paths and trails" and "needed improved buffers between bicyclist and vehicles" were identified as the two most important improvements to encourage



#### Rank potential bicycle infrastructure improvements (Rank by scores)



*Note: The improvements are ranked based on average weighted scores, unimportant to most important ranging from 1 to 5.*





# Comments Summary

In addition to the survey, a series of open house workshops and the project's Facebook page gathered numerous comments, which provided a greater depth of understanding regarding the problems and needs of bicyclists and pedestrians. A summary of these comments is listed below.



In discussing specific streets or roads that would benefit the most from improvements, the public identified Chumuckla Highway the most often, with other roads receiving numerous mentions as well, in order of frequency: Berryhill Road, West Spencer Field Road, Woodbine Road, and Quintette Road.

*"We believe that lanes on Woodbine Road or alternately Chumuckla Highway from Hwy 90 to Five Points and then down Berryhill Road to Milton would not only connect Pace to Milton for the area cyclists but would also provide a much better section of the Southern Tier of the Adventure Cyclists route, which is used by many touring cyclists. Currently the route goes through Pace and Milton on Highway 90, which is less than ideal for cyclists. We believe this would help promote our area as a cycling destination."*

*"Woodbine, Chumuckla, and Berryhill. I would bike those if they had bike paths. As they are, it's a gamble with life."*

Neighborhoods around schools were identified as a focus for where pedestrian facilities should be located. Several projects were proposed to improve school and neighborhood connections.

*"Connectivity between subdivisions and Five Points. Connectivity between all schools, high school to middle."*

The public showed a high desire to improve the connections to local parks or recreation facilities, such as Benny Russel Park, Arcadia Mill, and Floridatown Park.





Respondents felt that since Spencer Field and Benny Russell Park were key to the community, and connection improvements in this area should have a high priority.

*"Would like to see sidewalks along West Spencer Field Road from Berryhill Road to connect to existing sidewalks surrounding Spencer Field. Also, traffic is increasing at the 4-way stop at West Spencer Field Road and North Spencer Field Road intersection. A traffic signal light or roundabout could be considered there."*

*"The Spencer Field area contains four public schools, several neighborhoods (with more on the way), Benny Russell Park and grocery stores. A multi-use path running the length of West Spencer Field Rd would safely connect all of these and therefore a huge ROI (bang for the buck). This combined with connecting existing neighborhoods would greatly enhance bicycle/pedestrian opportunities and safety."*

Most bicyclists felt more comfortable with separated paths along roads and sidewalks than bike lanes that were next to the high-speed traffic.

More informing on-road signage about cyclists and pedestrians should be placed to increase public awareness.

*"We would like some signage that informs motorists what the laws are concerning cyclists, first that we do have the right to ride on the roads and that motorists must give the cyclists room (at least 3') when passing. (Share the Road Signs are NOT recommended by many cities and states because they cause confusion). Close calls with cars, especially motorists who take risks when passing us, are a major concern of all cyclists in this area."*

Additionally, public safety campaigns and education could improve the public awareness about bicyclists and pedestrians.

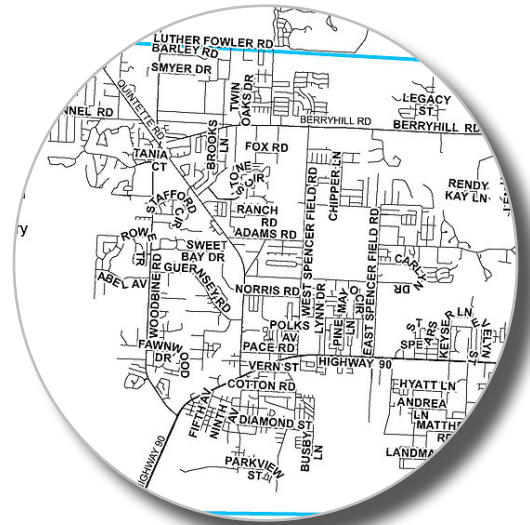
The maintenance of the existing bicycle and pedestrian facilities was identified as a concern by the public as well.

*"Shoulder lanes should be kept clear of debris and labeled better."*



# Prioritized Goals

Overall, stakeholders are concerned about the safety of pedestrians and bicyclist in the study area. For instance, with its high speeds, US 90 is a dangerous route for pedestrians and bicyclists. The citizens want to see safer options on US 90, with buffers to provide better separation from vehicles. Additionally, opportunities to improve community health and connectivity between neighborhoods and traffic generators are highly desired by the public.



## Pedestrian Infrastructure Goals by Order of Preference\*

- A. More walking paths and trails
- B. Providing protected bicycle and pedestrian facilities that separate bicyclists and pedestrians from automobile traffic
- C. Increasing opportunities for improved community health
- D. Providing linkages between neighborhoods and bicycle and pedestrian traffic generators such as parks, existing routes/facilities, and area schools
- E. Providing an alternative transportation choice to US Highway 90 automobile travel that will serve to eliminate bicycle and pedestrian related fatalities along this corridor
- F. Providing a minimum bicycle pedestrian grid
- G. Maintaining existing bicycle and pedestrian facilities
- H. Providing a facility that is attractive to both current cyclists and those citizens desiring a transportation alternative
- I. Supporting the environment by offering low-impact transportation options
- J. Enhancing tourism and economic development through transportation alternatives and linkages to existing facilities or proposed tourism enhancing facilities
- K. Improved sidewalks
- L. Providing connections between existing sidewalks/paths/crossings
- M. Better lighting and security measures
- N. Improved crossings



*\*Goals based on citizen surveys and public comments. Goals in bold will be used to rank the proposed projects.*





#### Bicycle Infrastructure Goals by Order of Preference\*

- A. Providing protected bicycle and pedestrian facilities that separate bicyclists and pedestrians from automobile traffic
- B. Increasing opportunities for improved community health
- C. Providing linkages between neighborhoods and bicycle and pedestrian traffic generators such as parks, existing routes/facilities, and area schools
- D. Providing an alternative transportation choice to US Highway 90 automobile travel that will serve to eliminate bicycle and pedestrian related fatalities along this corridor
- E. More bicycle paths and trails
- F. Providing a minimum bicycle pedestrian grid
- G. Maintaining existing bicycle and pedestrian facilities
- H. Providing a facility that is attractive to both current cyclists and those citizens desiring a transportation alternative
- I. Supporting the environment by offering low-impact transportation options
- J. Enhancing tourism and economic development through transportation alternatives and linkages to existing facilities or proposed tourism enhancing facilities
- K. More bicycle lanes on major streets
- L. Improved buffers between bicyclists and vehicles
- M. Paved shoulders on narrow roads
- N. Connecting existing bicycle lanes/paths/trails/crossings
- O. Better lighting and security measures

*\*Note: Goals are ranked based on the responses of three survey questions.*



*\*Goals based on citizen surveys and public comments. Goals in bold will be used to rank the proposed projects.*