

# Pace-Pea Ridge Bicycle/Pedestrian Plan



# APPROVED: 2017

PREPARED FOR SANTA ROSA COUNTY BOARD OF COUNTY COMMISSIONERS  
BY WEST FLORIDA REGIONAL PLANNING COUNCIL IN CONJUNCTION WITH  
SANTA ROSA COUNTY DEVELOPMENT SERVICES

For information regarding this document, please contact:

Cynthia Cannon, AICP | Senior Urban Planner

Santa Rosa County Development Services

6051 Old Bagdad Highway, Suite 202 | Milton, FL 32583

850-981-7078 | Fax: (850) 983-9874

[CynthiaC@santarosa.fl.gov](mailto:CynthiaC@santarosa.fl.gov)

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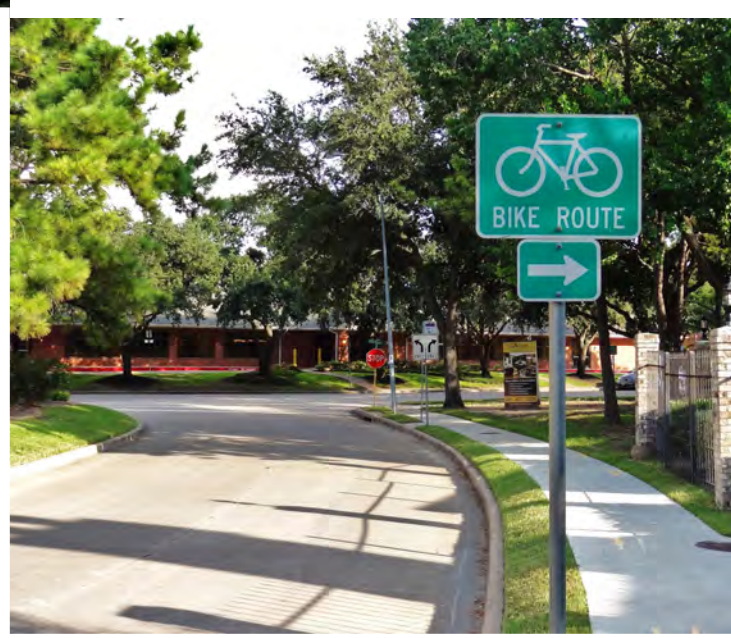






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# EXECUTIVE SUMMARY

Santa Rosa County obtained a grant from the Florida Department of Economic Opportunity to develop a much-needed bicycle and pedestrian master plan for the Pace-Pea Ridge area of Santa Rosa County. In October 2016, the county contracted with the West Florida Regional Planning Council to provide the technical assistance for the development of this plan. The overarching goals of the Pace-Pea Ridge Bicycle/ Pedestrian Plan are to:

- determine area needs and wants in regards to either non-motorized transportation alternatives or recreational bicycle, or pedestrian facilities
- analyze existing bicycle/pedestrian plans and programs and determine priorities based on identified and formulated goals and appropriate linkages
- integrate transportation and land use decisions and identify funding strategies for the development of the plan including prioritization of existing projects

This plan incorporates bicycle and pedestrian improvements, both identified and existing, and promotes connectivity between the systems while seeking to improve overall bicycle and pedestrian safety in the study area. This plan synthesizes the various bicycle and pedestrian activities related to multi-modal mobility, quality of life, safety, connectivity, health, education, and environmental concerns. It identifies over 40 needed projects and status of pending projects, as well as recommends four strategies to further our objectives.

- Maintenance
- Signage
- Linking the plan to the County's Comprehensive Plan and Land Development Code
- Education and Safety Programs



# Pace-Pea Ridge BICYCLE/PEDESTRIAN PLAN



- ONE WEB SITE / FIVE PAGES
- THREE PUBLIC WORKSHOPS
- 47 EMAIL SUBSCRIBERS
- 52 CITIZENS IN ATTENDANCE
- 172 FACEBOOK FANS
- 222 SURVEYS COMPLETED



FACEBOOK.COM/PacePeaRidgeBikePedPlan

## Task One: Citizen Participation

In the fall of 2016, Santa Rosa County contracted with WFRPC to develop a bicycle-pedestrian plan in the Pace-Pea Ridge area in Santa Rosa County as part of a grant by the Florida Department of Economic Opportunity.

The overarching goals of the plan are to determine area needs and public desires in regards to either non-motorized transportation alternatives or recreational bicycle, pedestrian, or equestrian facilities; analyze existing plans and programs and determine priorities based on identified and formulated goals and appropriate linkages; integrate transportation and land use decisions; and identify funding strategies for the development of the plan which will include prioritization of existing projects. The plan will synthesize

the various bicycle and pedestrian activities related to multi-modal mobility, quality of life, safety, connectivity, health, education, recreation, and environmental concerns in a manner that is pedicated on citizen input.

Social media has played a major role in public involvement for this project. A web site, online survey, and Facebook page were created for gathering feedback and sharing information on existing bike-ped facilities, crash data, and project ideas.

In October and November 2016, a series of meetings were held to gather vital public feedback. The citizen comments from public meetings, the surveys, and Facebook pages have been summarized for the goals and objectives.



## Task Two: Identification of Goals and Prioritization Objectives





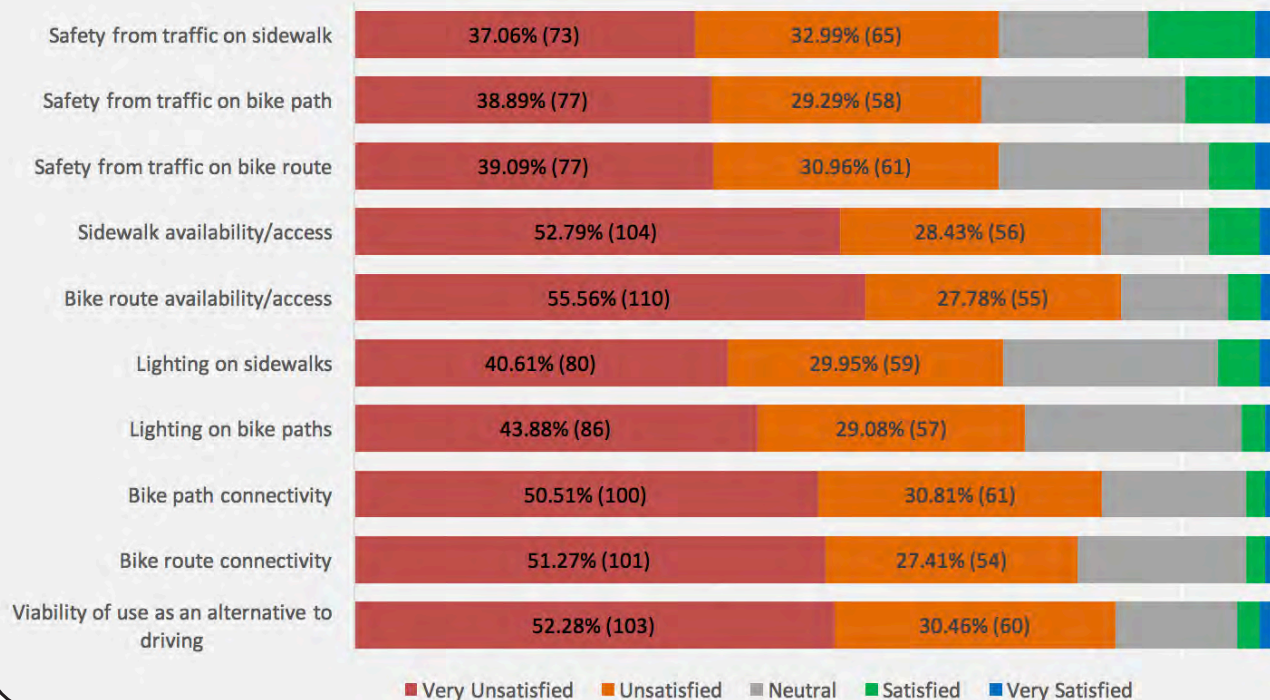
## General Findings

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.

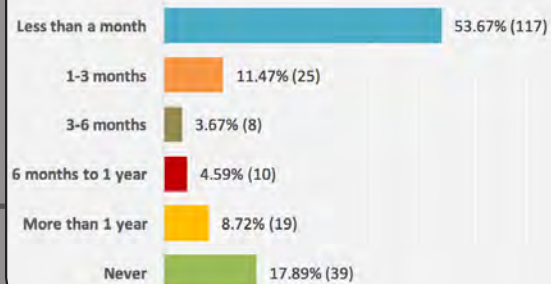


### How satisfied are you with the current infrastructure?



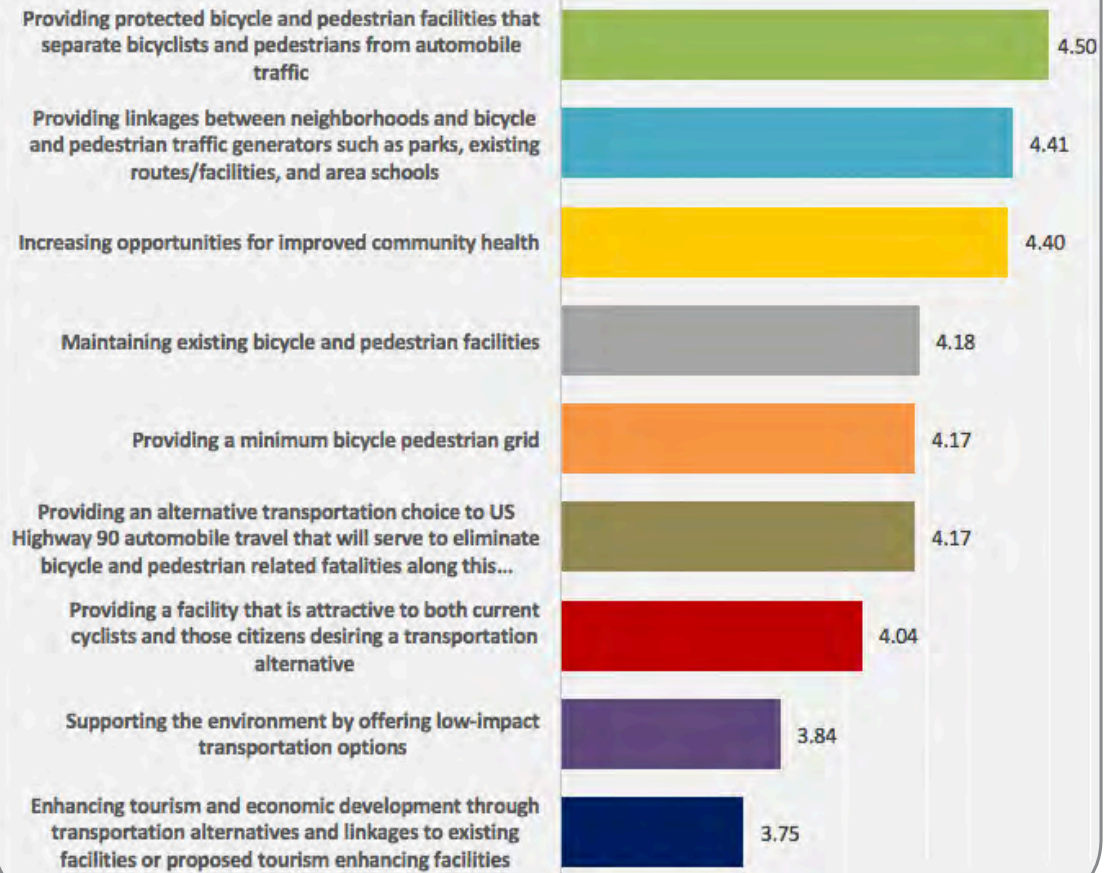
About half of the respondents rode a bicycle or took a walk or run in the last month (53.67%). However, about 18% of the respondents did not ride a bicycle or walk.

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

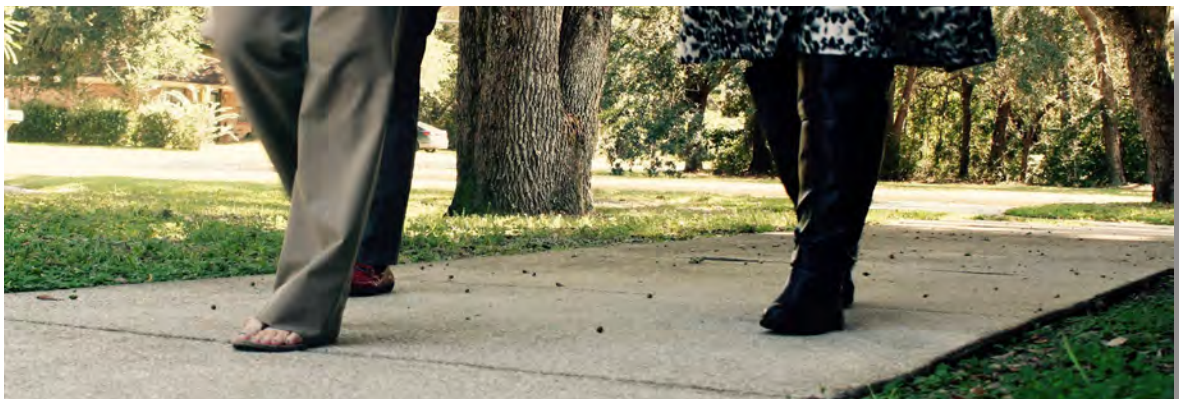


The top three bicycle and pedestrian improvements identified by the respondents were providing protected bicycle and pedestrian facilities that provide a physical separation for bicyclists and pedestrians from automobile traffic; providing linkages between neighborhoods and bicycle and pedestrian traffic 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.



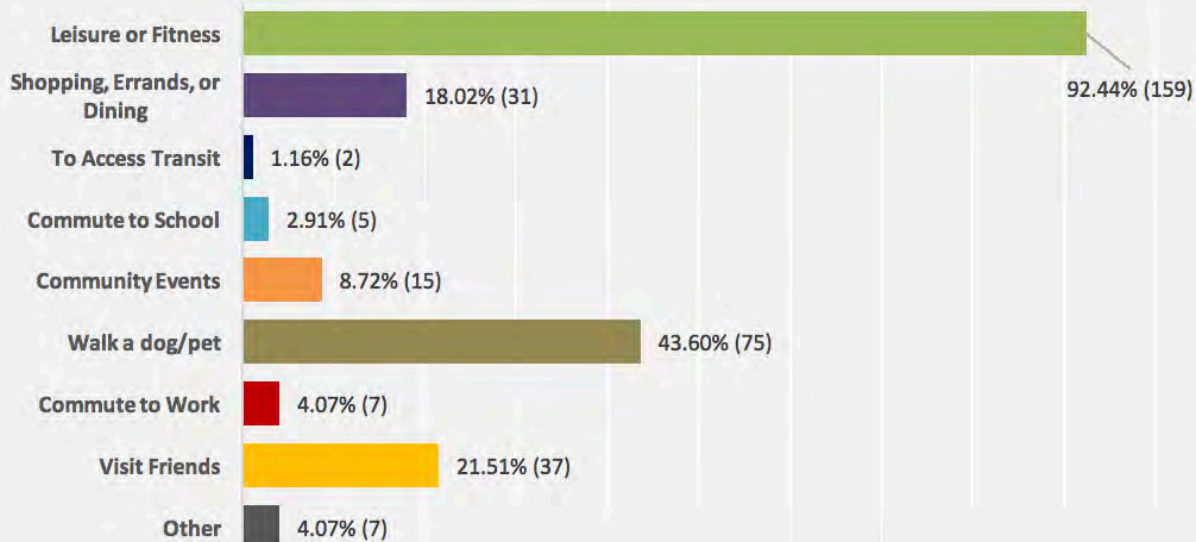
Over half of respondents (51.43%) stated that they walked or used pedestrian facilities daily or regularly.

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.

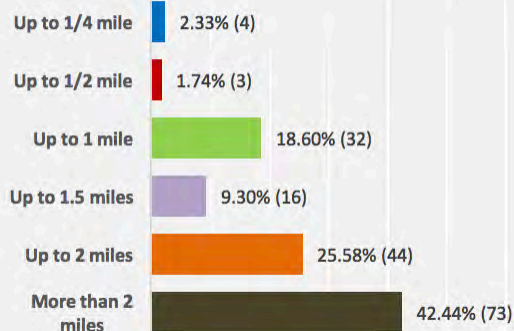
*"I am concerned by the lack of buffer between the sidewalk and the street on North Spencer Field Rd. I run on this path three times a week and see many drivers riding the white line or even on the minimal grass between the road and the sidewalk."*

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



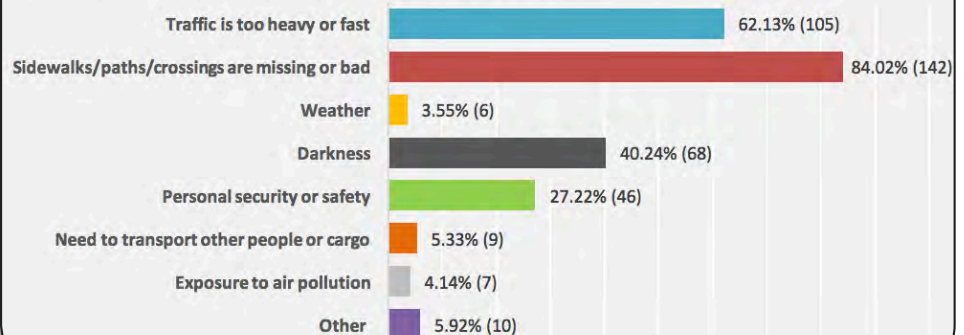
Many respondents (42.44%) reported that over two miles was a comfortable walking distance.

#### 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.

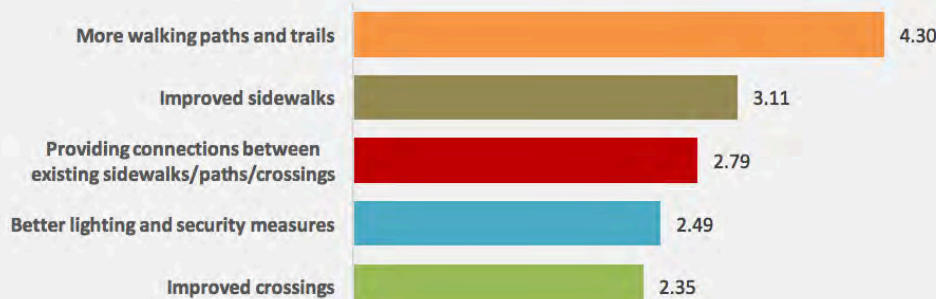
#### What are the biggest obstacles to walking?



*“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.*

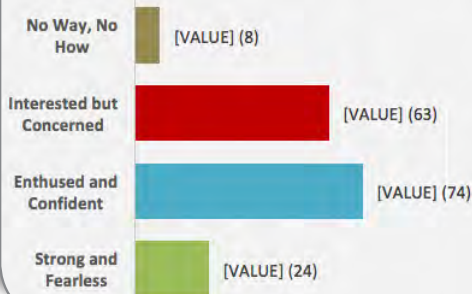


## Bicycle Findings

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.

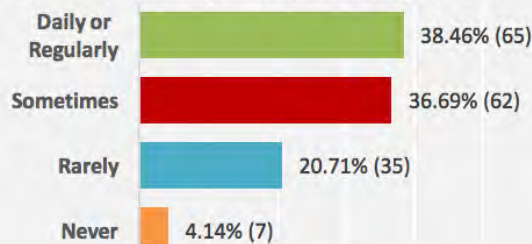
Most respondents classified their level of bicycling comfort and experience as “Interested but Concerned” (37.28%). 43.79% identified themselves as “Enthused and Confident” and only eight respondents chose “No Way, No How”.

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



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

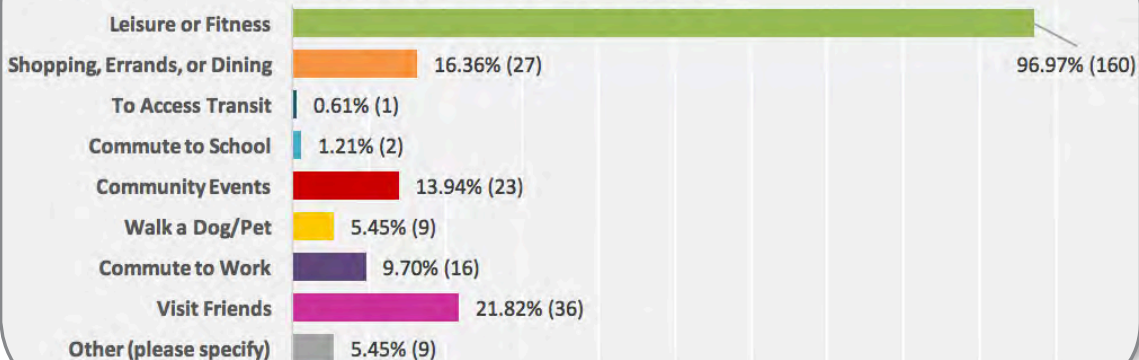
### How often do you ride a bicycle?



*“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!”*

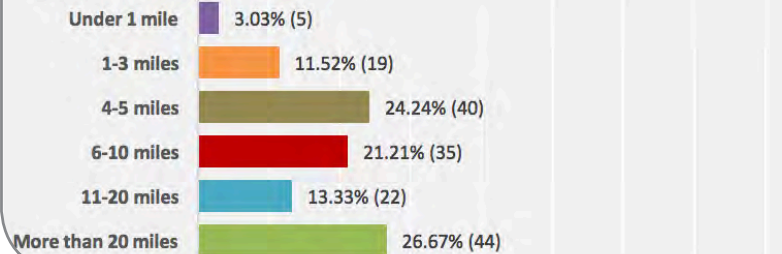
Bicycle activity is primarily for leisure or fitness purposes (96.97%) with biking to visit friends a distant second at 21.82%.

### 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?

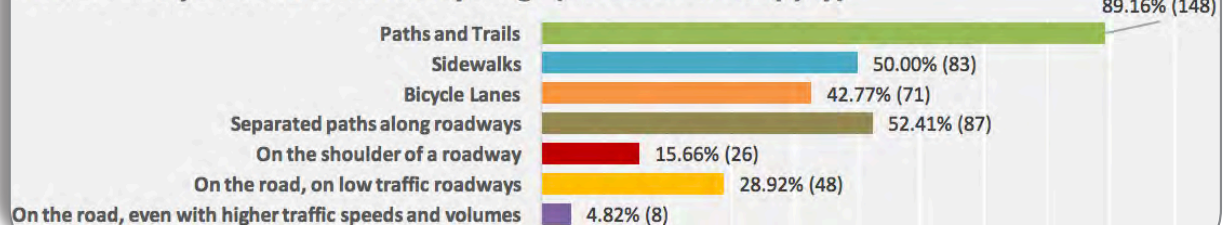


Approximately 27% of respondents reported that more than 20 miles was the maximum comfortable riding distance.

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

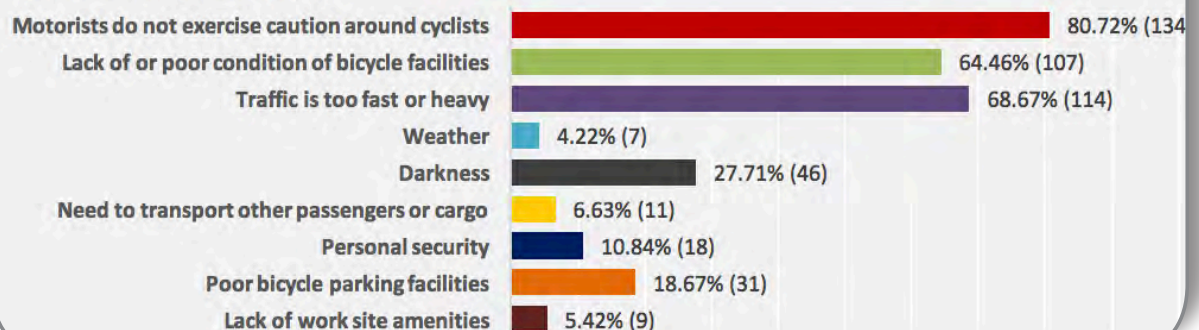
Over half of respondents also stated that separated paths along roadways and sidewalks were comfortable facilities to ride a bicycle. Only 42.77% of bicyclists indicated that they were comfortable with bicycle lanes.

### 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.

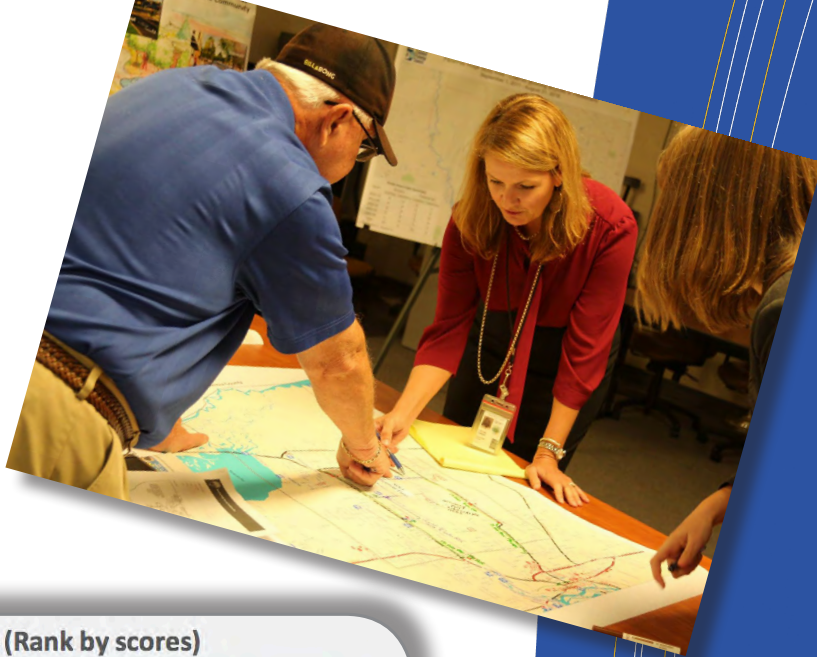
### What are the biggest obstacles to bicycling in Pace/Pea Ridge? (Select all that apply)



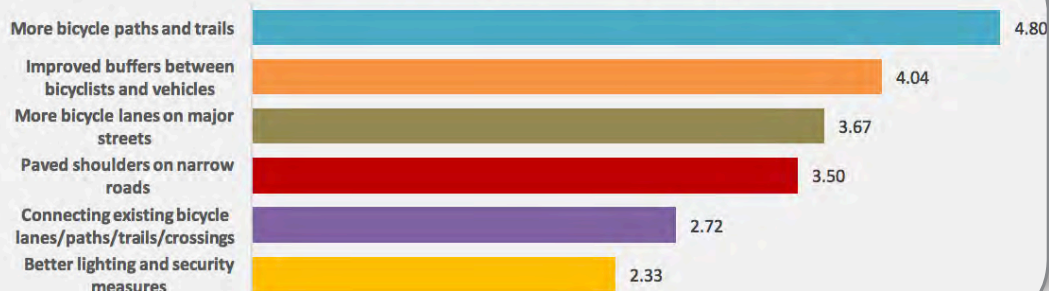


*"I like the sound of "multi-use path", serves many users, safe, and a few well-placed ones could give us a big ROI. Also, roundabouts!! - proven safer and more efficient than traditional intersections."*

"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.

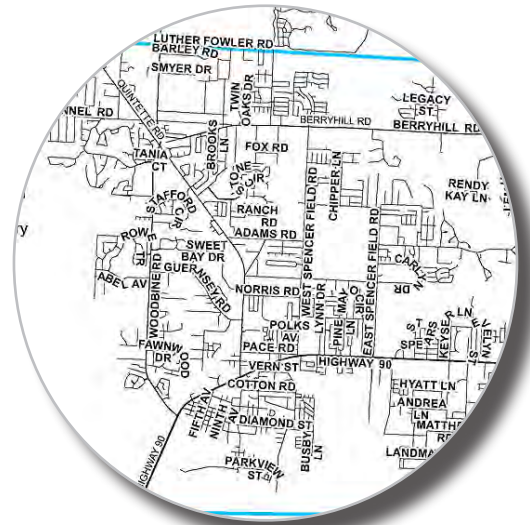
The maintenance of the existing bicycle and pedestrian facilities was identified as a concern by the public as well.

*"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.*



## Task Three: Existing and Planned Bicycle/Pedestrian Facilities Analysis





# EXISTING PROJECTS

Santa Rosa County has an inventory of existing sidewalks that can help identify and prioritize areas for improvements.

As shown in the Existing Facilities Map, found in the attached addendum,

many of the roads in the Pace Pea Ridge area do not have any bicycle or pedestrian facilities and the few existing facilities do not adequately connect to different points of interest or serve as a viable alternative to travel. Currently, there are two types of bicycle and pedestrian facilities located in the Pace Pea Ridge area, bicycle lanes and sidewalks.



## BICYCLE LANES

Bicycle lanes along Avalon Boulevard (SR 281) mainly provides the connection from Milton to the South Santa Rosa area. There is a small portion within the Pace-Pea Ridge area, which is the only dedicated facility for local bicyclists. Local cyclists have to use sidewalks or compromise safety by riding on the roadway. There also is a need for more signage to inform motorists what the laws are concerning cyclists and pedestrians. Without necessary bicycle facilities, cyclists do not feel safe.

## SIDEWALKS

Sidewalks have been installed around the one square mile Spencer Naval Outlying Field ("Spencer Field") creating a four-mile loop in the center of the Pace-Pea Ridge study area and adjacent to Benny Russell Park. This set of sidewalks is a very popular fitness/recreation destination with its location and lack of cross streets with the exception of crossing a street to get on or off the sidewalk loop.

Sidewalks have been included in some of the newer neighborhood developments, which results in walkability differences between adjacent neighborhoods. Even so, most of those neighborhoods do not connect to each other.

The most notable areas lacking sidewalks are the neighborhoods in the immediate vicinity around schools. Sidewalks along the major roads are crucial for providing an alternative transportation to access major destinations, such as schools, grocery stores, and parks.

# PLANNED PROJECTS

## US 90

Florida Department of Transportation (FDOT) is currently funding \$3.2 million to develop a Project Development and Environment (PD&E) study for US 90 from the Escambia County Line to Glover Lane in 2017. The project provides six lanes of capacity and will include bike/ped features. This project will improve the connection within the study area and towards Escambia County.



## HAMILTON BRIDGE ROAD

Santa Rosa County has been awarded \$600,000 by the Transportation Alternative Program (TAP) for constructing a 5-foot-wide concrete sidewalk on the north side of Hamilton Bridge Road from East Spencer Field Road to Jim Dandy Lane. The sidewalk will provide a connection from the neighborhoods on Hamilton Bridge Road to the Spencer Field sidewalks and Benny Russell Park. When completed, this segment of the Hamilton Bridge sidewalk will connect three subdivisions on the north side of Hamilton Bridge Road and two subdivisions on the south side with the Spencer Field sidewalks, leading to Benny Russell Park at the northwest corner of Spencer Field.





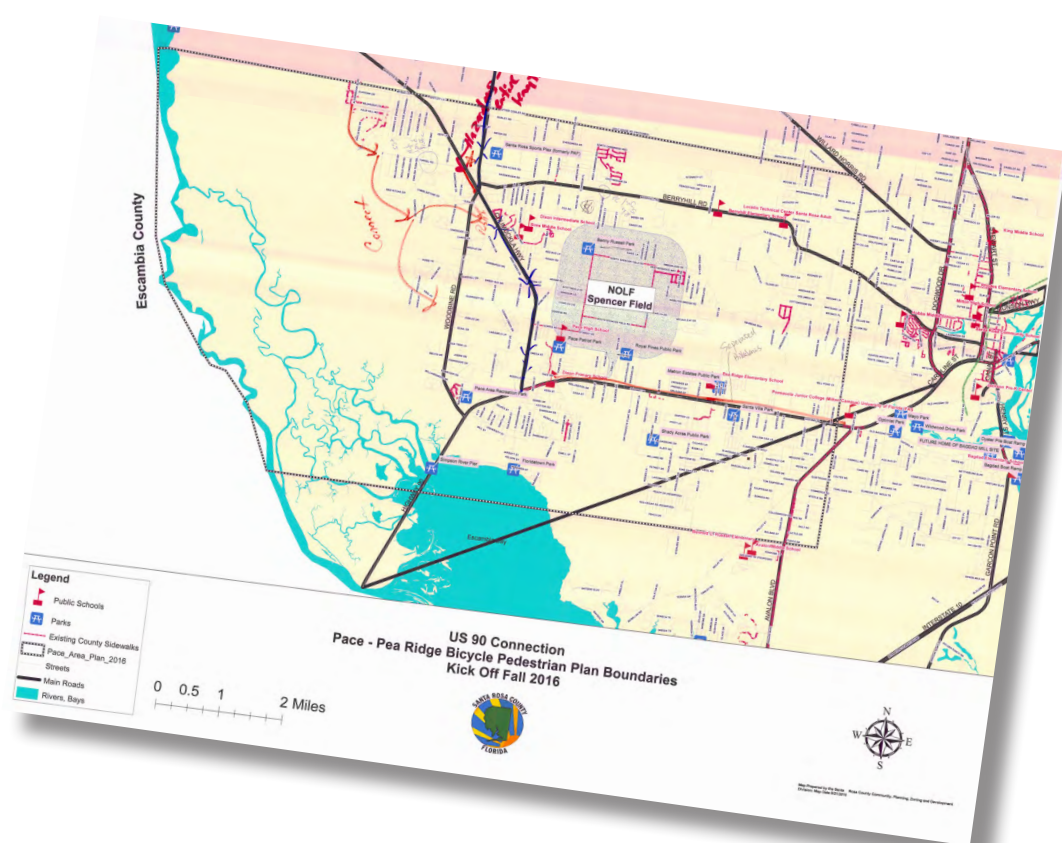
# Analysis of Proposed and Planned Projects

A list of 44 projects was developed through citizen participation for the Pace-Pea Ridge area. Three focus group meetings were held early in the plan development process as follows:

- October 25, 10:00 a.m. Benny Russell Park, Pace, FL
- November 2, 12:00 p.m. Santa Rosa County Development Services, Milton, FL
- November 3, 6:00 p.m. Pace Fire Rescue District, Pace, FL

All three meetings were an open house format that included informational exhibits. Project team members were available throughout the meeting for one-on-one discussions and comment cards were provided for those wishing to leave their feedback. The participants worked with planning staff to markup maps of the study area that only showed a street layer and existing sidewalks. During this map marking exercise, participants were heavily engaged in the process of showing areas for improvement and in showing areas they commonly use to get around by bicycle or foot.

The citizen-drawn maps, survey comments, and social media posts helped develop the list of Citizen Generated Projects. The public exercise resulted in citizens identifying projects such as additional sidewalks in neighborhoods, sidewalk connections, separated facilities on selected roads, infrastructure maintenance, bike/ped safety education to the general public, and bike/ped signage concerning the laws for and about cyclists and pedestrians.



## PROJECT RANKING MATRIX

The Project Ranking Matrix was developed to score the citizen generated projects (see the following Matrix). This matrix was developed from the results of the citizen survey. The scoring enables a prioritization of projects with the highest scoring projects being identified and mapped separately. Criterion 1.1 is related to how physically feasible the project is to implement. Project team members looked at land use and parcel information to determine any obstacles for each proposed project. Since participants identified separation from traffic as one of their highest priorities, Criterion 1.2 looks at whether the proposed project is located on a high traffic volume roadway. Tier 2 Criteria are directly derived from the goals developed in Task 2 selected as the top five proposed improvements. Tier 2 Criteria are divided by transportation mode (bicycle or pedestrian) as determined by the survey results. Projects that accommodate both modes such as multi-use paths and shoulders were scored using both sets of criteria.

## RESULTS

The project team members scored all projects relating to each criterion. The projects supporting the goals identified by the public scored the highest. The highest scoring projects with a score of 125 points or more are in bold on the table and can also be seen in the Highest Scoring Project Map. The highest scoring projects should be looked at first when pursuing funding and implementation opportunities.

### Pace Pea Ridge Bicycle Pedestrian Master Plan Project Ranking Matrix

Criteria	Points Available	Points Awarded
<b>Tier 1 – Feasibility and Overall Mobility/Recreation</b>		
1.1 Project is Physically Feasible	40	
1.2 Traffic volume on street (high volume = 20 pts, medium volume = 10 pts, low volume = 0 pts)	20	
<b>Tier 2 Project Provides Safer Bicycle or Pedestrian Facilities</b>		
2.1 Project is a physically separated facility, i.e. multi-use path, trail, or sidewalk	40	
2.2 Project provides connections between existing sidewalks/multi-use paths/crossings	40	
2.3 Project provides an alternative transportation choice to US Highway 90 automobile travel that will serve to eliminate bicycle and pedestrian related fatalities along this corridor	30	
2.4 Project provides improved street crossings	20	
2.5 Project helps complete a minimum pedestrian grid	10	





## Task Four: Alternatives Development



# U.S. 90 CORRIDOR AND ASSOCIATED TRAFFIC AND SAFETY ISSUES

There are several corridors in the Pace-Pea Ridge area. US 90 is the primary east-west corridor with many commuters in the Pace-Pea Ridge area traveling to Pensacola for work. Other higher traffic corridors include Woodbine Road, Berryhill Road, Chumuckla Highway, West and East Spencer Field Roads, Hamilton Bridge Road, Bell Lane, Sterling Way, Mulat Road, and Avalon Boulevard.

Crash data for vehicle crashes involving bicycles or pedestrians was collected for the study area to better understand the associated traffic and safety issues. Crash data was collected from September 1, 2011 through August 31, 2016. This was derived from Signal Four Analytics developed by the GeoPlan Center at the University of Florida funded by the state of Florida through the Traffic Records Coordinating Committee. As expected, most crashes occurred along US 90. Clusters can also be seen along the other higher traffic corridors. A GIS map of all the vehicle crashes involving bicycles or pedestrians can be seen on the map below. There were a total of 35 crashes with 3 resulting in fatalities.



During the 3 public meetings, the crash data was presented. This led to lengthy collaborative discussions related to safety. The focus groups discussed topics such as rules of the road for pedestrians, bicyclists and drivers; understandable and noticeable road markings and signage; and educating the public on all aspects of road safety. There was a clear consensus that safety needed to be a top priority within the study area. The public's recommendations not only included infrastructure projects, but bicycle and pedestrian safety education as well.

## NEW PUBLIX AT FIVE POINTS

Throughout the development of this plan, the public reported several times that the development of the Publix grocery store at the Five Points intersection where Woodbine Road, Chumuckla Highway, Quintette Road, and Berryhill Road come together would need bicycle and pedestrian facilities to and from the nearby neighborhoods. They expressed their desire to be able to safely walk or bicycle to pick up groceries.



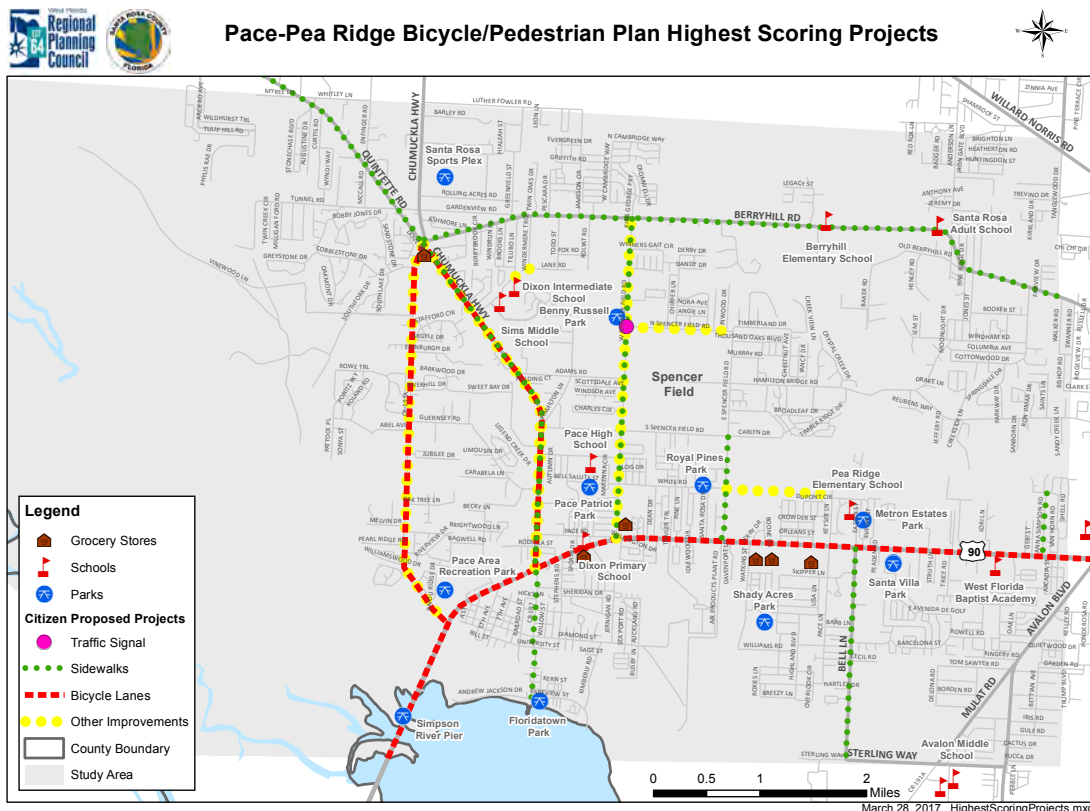


# Analyses of Alternatives Based on Identified Goals and Objectives

Two additional maps were created from the Citizen-Generated Projects Map - the Highest Scoring Projects Map and the Sidewalk and Bicycle Mobility Network Map. As discussed in the previous section, to determine which projects would have the most positive impact, they were scored based on the Project Ranking Matrix. The Project Ranking Matrix scored every citizen-generated project for feasibility and in relation to the survey results. Additionally a map of the highest scoring projects (those scoring 125 points or more) was created (Highest Scoring Projects Map), as well as a map of the proposed mobility network (Sidewalk and Bicycle Mobility Network Map).

## HIGHEST SCORING PROJECTS MAP

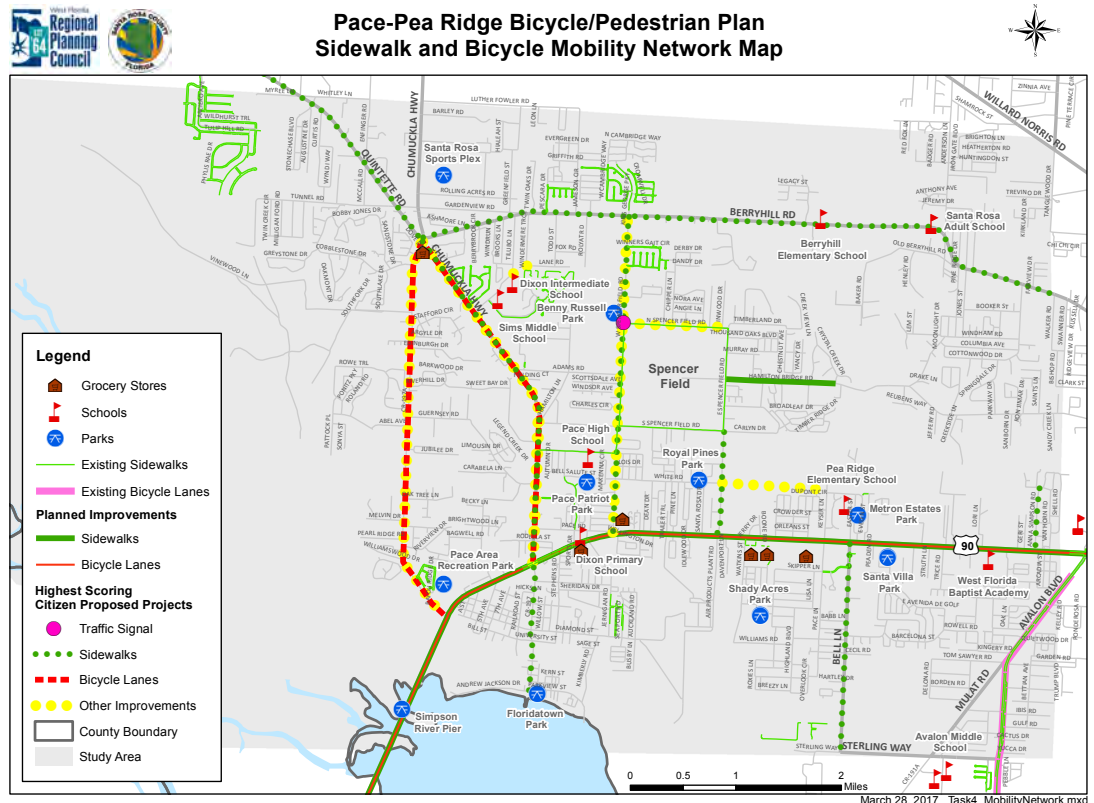
The Highest Scoring Projects Map was created by ranking each citizen-generated project based on the criteria developed through the survey results. Projects connecting existing and planned bicycle and pedestrian facilities scored the highest. The projects all around the Spencer Field sidewalks, including East and West Spencer Field Roads and White Road provide linkages for surrounding neighborhoods. Sidewalks near schools scored high providing needed safety improvements for users. Bicycle and pedestrian improvements along the entire stretch of US 90 also ranked high and are currently being looked at in the ongoing PD&E produced by the Florida Department of Transportation.



A full page map can be found in the addendum

## SIDEWALK AND BICYCLE MOBILITY NETWORK MAP

The Sidewalk and Bicycle Mobility Network Map was then created to develop a base network of facilities that would enable people to safely access grocery stores, neighborhood parks, and existing sidewalks and bicycle facilities. The mobility network map is comprised of existing and planned bicycle and pedestrian facilities as well as the projects identified on the Highest Scoring Projects Map. The mobility network map includes connections to major generators including schools, commercial uses, parks, and the Spencer Field sidewalks.



A full page map can be found in the addendum







## Task Five: Additional Bicycle/Pedestrian Strategies and Recommendations



# Additional strategies and recommendations

Additional strategies and recommendations have been identified for the Pace-Pea Ridge area.

The Pace-Pea Ridge Bicycle/Pedestrian Plan has been undertaken in order to accomplish several broad objectives:

1. To determine area needs and wants in regards to either non-motorized transportation alternatives or recreational bicycle, pedestrian or equestrian facilities; and
2. To analyze existing bike/ped plans and programs and determine priorities based on identified and formulated goals and appropriate linkages; and
3. To integrate transportation and land use decisions and identifying funding strategies for the development of the plan which may include prioritization of existing projects

Several additional strategies have been developed to further these objectives.

## STRATEGY 1: MAINTENANCE

During the public outreach phase maintenance was identified by the public as very important for having safe bicycle and pedestrian paths. A small piece of debris on a sidewalk or bicycle lane can cause people to swerve out of the way and potentially into a vehicular travel lane. The public placed tremendous emphasis on the importance of having paved shoulders and striped bike lanes. Additionally, throughout the public outreach phase there were numerous requests for the Public Works Department to consider adding paved shoulders as part of their ongoing maintenance and resurfacing projects.

## STRATEGY 2: SIGNAGE

Signage was a project requested by the public as well. Proper signage is needed for every type of roadway, path and trail. Signs need to be simple and clear to communicate where bicyclists and pedestrians are expected to be traveling. For roadways where bicyclists are using the roadway and there is not enough lane width for a vehicle to pass with the required 3 feet of clearance from the bicyclist, a "Bikes May Use Full Lane" signs may be used to describe to drivers and bicyclists what to expect. The identified Bicycle and Sidewalk Mobility Network needs to be marked with bicycle-friendly, community wayfinding signs. The Mobility Network should have distinctive signs showing more bicycle and pedestrian-friendly ways to





navigate the Pace-Pea Ridge area.

### STRATEGY 3: LINKING THE BICYCLE PEDESTRIAN PLAN TO THE COUNTY'S COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE

Through the integration of this plan into the county's Comprehensive Plan and Land Development Code, the county can ensure that future developments and future road projects are consistent with and further the goals and objectives contained herein.

Per Chapter 163.3177, F.S. each local government's transportation element must address traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. Additionally, Section 163.3177(b)2a, F.S. requires that the County's Comprehensive Plan address all modes of travel including bicycle and pedestrian travel. The Pace-Pea Ridge Bicycle/Pedestrian Plan establishes base line data and project priorities based on citizen input. This plan will serve as support documentation to the county's Comprehensive Plan Capital Improvements Program (CIP) and policies related to bicycle and pedestrian facilities within this region of the county. This plan also may be integrated into the county's Land Development Code so that, as land development projects come online in the future they can be reviewed for consistency and furtherance of this plan. Land Development Code requirements can be implemented which require connectivity to the bicycle and pedestrian facilities identified in the plan or mitigation for impacts to roadways designated for bicycle and pedestrian uses.

### STRATEGY 4: EDUCATION AND SAFETY PROGRAMS

During the public meetings for this plan many people stated that education is needed for drivers, pedestrians, and bicyclists alike. Education will play a vital role during the implementation of this plan. While the design of every facility should be intuitive, a learning curve is to be expected for users to understand how and where to navigate properly. Programs and campaigns for educating drivers, pedestrians and cyclists alike should be investigated.





## Task Six: Funding Sources





# FEDERAL FUNDING SOURCES

Bicycle and pedestrian projects are broadly eligible for funding most major federal-aid highway, transit, safety, and other programs. Specific program requirements must be met, and eligibility must be determined, on a case-by-case basis. For example: transit funds must provide access to transit; Congestion Mitigation Air Quality (CMAQ) must benefit air quality; Highway Safety Improvement Program (HSIP) projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; National Highway Performance Program (NHPP) must benefit National Highway System (NHS) corridors; Recreation Trails Program (RTP) must benefit trails; the Federal Lands and Tribal Transportation Programs (FLTTP) must provide access to or within federal or tribal lands.

The Fixing America's Surface Transportation (FAST) Act was signed into law December 4, 2015. The FAST Act reauthorizes the federal surface transportation programs for highways, highway safety, and transit. It replaces Moving Ahead for Progress in the 21st Century (MAP-21), its legislative predecessor. MAP-21 authorized the Transportation Alternatives Program (TAP), which replaced the funding from pre-MAP-21 programs including the Transportation Enhancement Activities, Recreational Trails Program, and Safe Routes to School Program (SRTS). The Florida-Alabama Transportation Planning Organization (TPO) requests, annually, local governments submit bicycle and pedestrian projects for their Transportation Alternative Program (TAP) applications. Applicants for TAP projects must be Local Agency Program (LAP) certified, in the process of becoming LAP certified or have a sponsor that is LAP certified. The Recreational Trails Program and Safe Routes to School Program projects are included in the TAP as set aside programs.

Santa Rosa County will monitor developments regarding the next surface transportation authorization bill to confirm continuations of many of these programs and potential new funding sources for bicycle and pedestrian projects.



## FEDERAL-AID HIGHWAY PROGRAM

National Highway System funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.

Surface Transportation Program (STP) funds may be used for the construction of bicycle transportation facilities and pedestrian walkways, as well as many other related facilities (bicycle parking, bike-transit interface, etc.). Other non-construction projects related to safe bicycle use and walking such as maps, brochures, and public service announcements are eligible for STP funds. Modifications of public sidewalks to comply with the Americans with Disabilities Act are also covered.

Highway Bridge Replacement and Rehabilitation (HBRRP) funds are available for pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations (within reasonable cost).

The Transportation Alternatives Program (TAP) combines what were previously the Transportation Enhancement, Recreational Trails, and Safe Routes to Schools programs into one larger program. The TAP provides funding for projects that further develop transportation infrastructure for non-auto modes of transportation, including on-and-off road pedestrian and bicycle facilities, bicycle/pedestrian connections to transit facilities, community improvement activities, environmental mitigation activities, recreational trail program projects, safe routes to school projects, and various other projects.

The Florida-Alabama TPO is the designated Metropolitan Planning Organization for the Pensacola urbanized area which is responsible for carrying out a **continuing, cooperative, and comprehensive** transportation planning process. The TPO approves the prioritization criteria and final ranking of all TAP projects, based on such factors as connectivity, safety, and destination intensity.

Recreational Trails Program funds may be used for all kinds of trail projects. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program, established in 1991 and reauthorized by the FAST Act, is intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems.

Federal Lands Highway Program (FLHP) funds may be used to construct roads and trails within or adjacent to (or, in some cases, providing access to) federal lands. FLHP funds, which are discretionary, generally total about \$550 million per year. Recreation interests often benefit from FLHP funds.



## **FEDERAL TRANSIT PROGRAM**

Job Access and Reverse Commute Grants are available to support projects, including bicycle related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

Title 49 USC allows the Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other Than Urbanized Area transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in “pedestrian and bicycle access to a mass transportation facility” that establishes or enhances coordination between mass transportation and other transportation.

Mobility Management is an eligible expense under most FTA grant programs. Mobility Management provides technical assistance, develops planning methods and conducts outreach, research, demonstration, and project evaluations that assist local communities in improving regional transportation mobility.

## **HIGHWAY SAFETY PROGRAMS**

Pedestrian and bicyclist safety remain priority areas for State and Community Highway Safety Grants funded by the Federal Section 402 formula grant program. A state is eligible for these grants by submitting a Performance Plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals). Research, development, demonstrations, and training to improve highway safety (including bicycle and pedestrian safety) are carried out under the Highway Safety Research and Development (Section 403) Program.

## **SAFE ROUTES TO SCHOOL PROGRAM (SRTS)**

The FAST Act did not provide specific funding for SRTS, but SRTS projects are eligible for TAP funds and for Surface Transportation Program (STP) funds. TAP provisions and requirements apply to projects using TAP funds. The Safe Routes to School Program is designed to enable and encourage children to walk and bicycle to school, and to “facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.” Safe Routes to school projects include on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities.



# OTHER FEDERAL SOURCES

## **TIGER DISCRETIONARY GRANTS**

The TIGER (Transportation Investment Generating Economic Recovery) discretionary grants are currently in their 8th round of funding. TIGER grants fund capital investments in surface transportation infrastructure and are awarded on a competitive basis to projects that have a significant impact on the nation, a region, or metropolitan area. The grant program focuses on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development, or community revitalization. Funds are available for projects in urban areas costing between \$10 million and \$200 million with a 20% local match requirement.

## **LAND AND WATER CONSERVATION FUND (LWCF) GRANTS**

National Park Service Land and Water Conservation Fund (LWCF) Grants: This federal funding source was established in 1965 to provide “close-to-home” parks and recreation opportunities to residents throughout the United States. The funds come from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases, and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50 percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each state’s Comprehensive Outdoor Recreation Plan.

## **FLORIDA DIVISION OF FORESTRY (URBAN AND COMMUNITY FORESTRY GRANT PROGRAM)**

As part of the federal government’s Urban and Community Forestry Matching Grant Program, funds will be available to organizations to develop or enhance their urban and community forestry programs. Awards are made as 50-50 matching grants (50 percent federal, 50 percent applicant) to local governments, educational institutions, Native-American tribal governments, and legally organized nonprofit (volunteer) organizations.

*For more information: <http://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/For-Communities/Urban-Forestry/Florida-Urban-and-Community-Forestry-Grant-Program>*



## **NATIONAL PARK SERVICE (RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM)**

National Park Service Mission: The mission of the Rivers, Trails and Conservation Assistance program (RTCA) is to assist community-led natural resource conservation and outdoor recreation initiatives. RTCA staff provides guidance to communities so they can conserve waterways, preserve open space, and develop trails and greenways.

Who may apply: The project applicant may be a state or local agency, tribe, non-profit organization, or citizens' group. RTCA does not provide financial assistance to support project implementation.

How to Apply: Download the application. Applicants should discuss their project with RTCA staff before applying for assistance. It can be helpful to schedule an advance field visit with staff to best understand how RTCA can be of assistance.

Due date: Applications are due by June 30th for assistance.

*For more information: [www.nps.gov/orgs/rtca/apply.htm](http://www.nps.gov/orgs/rtca/apply.htm)*

## **STATE FUNDING SOURCES**

Florida Department of Environmental Protection

The Florida Coastal Management Program is based on a network of agencies implementing 24 statutes that protect and enhance the state's natural, cultural and economic coastal resources. The goal of the program is to coordinate local, state and federal agency activities using existing laws to ensure that Florida's coast is as valuable to future generations as it is today. Florida's Department of Environmental Protection is responsible for directing the implementation of the state-wide coastal management program.

*For more information: [www.dep.state.fl.us/cmp](http://www.dep.state.fl.us/cmp)*

## **PRIVATE FUNDING SOURCES**

Private funding sources can be extremely beneficial to public projects. These funds can leverage federal and state dollars by providing necessary local match contributions creating what is known as public-private partnerships. They also build community involvement and buy in to the project. Private funding opportunities are constantly changing as businesses and organizations change and grow.

## **PEOPLEFORBIKES**

"The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S." Most of the PeopleForBikes grants awarded to government agencies are for trail projects. The program encourages government agencies to team with a local bicycle advocacy group for the application. PeopleForBikes seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by MAP-21 or its subsequent programs. PeopleForBikes will accept applications for grants of up to \$10,000 each (with potential local matches), and will consider successor *grants for continuing projects*. *Grant applications are accepted twice per year.*

*For more information: [www.peopleforbikes.org/pages/community-grants](http://www.peopleforbikes.org/pages/community-grants)*

### AMERICORPS' NATIONAL CIVILIAN COMMUNITY CORPS (NCCC)

The AmeriCorps National Civilian Community Corps is a full-time residential program for men and women, ages 18-24, that strengthens communities while developing leaders through direct, team-based national and community service.” Local governments can apply to host an NCCC team. One project that NCCC members work on is the building or improving of trails. Teams have cleared trees and brush, leveled trails to comply with federal guidelines on Americans with Disabilities Act (ADA) access, implemented erosion control techniques, and created and updated signs. These trails are located in rural, urban, and national parks from California to Maine, and are used by tens of thousands of Americans each year.

*For more information: [www.nationalservice.gov/programs/ameri-corps/ameri-corps-nccc](http://www.nationalservice.gov/programs/ameri-corps/ameri-corps-nccc)*

### FISHAMERICA FOUNDATION

FishAmerica Foundation provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. In the last 18 years, the Foundation has provided over 900 grants totaling more than \$10.6 million to improve the fisheries resource in all 50 states and Canada. The Foundation grant system includes several changing grant categories, each with different application cycles and some of which can include greenways that enhance or conserve water resources.

*For more information: [www.fishamerica.org/grants](http://www.fishamerica.org/grants)*

### AMERICAN HIKING SOCIETY NATIONAL TRAILS FUND

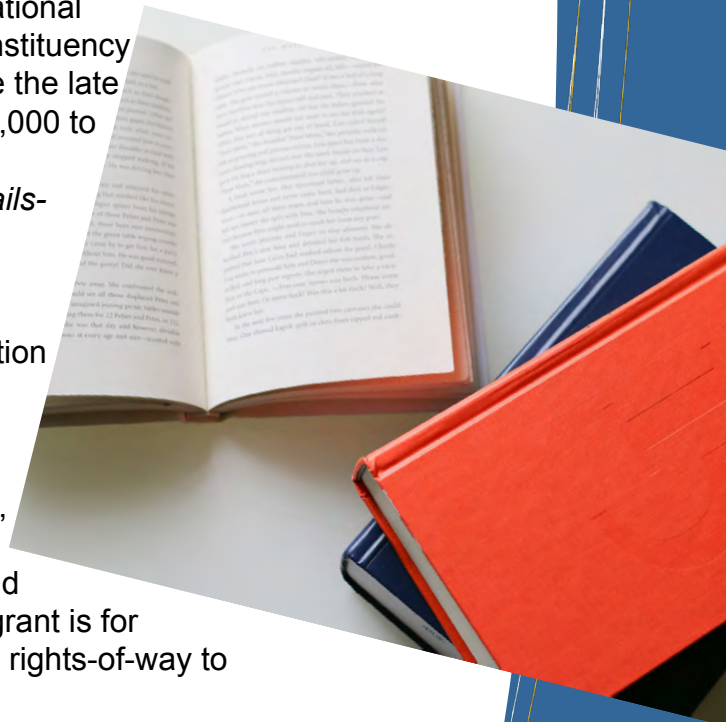
The American Hiking Society's National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns and traditional trail work projects. Since the late 1990s, the American Hiking Society has granted over \$679,000 to organizations across the US.

*For more information: [www.americanhiking.org/national-trails-fund/](http://www.americanhiking.org/national-trails-fund/)*

### AMERICAN RELEAF

The American ReLeaf program is American Forests' education and action program that helps individuals, organizations, agencies, and corporations improve the local and global environment by planting and caring for trees. The program provides funding for planting tree seedlings on public lands, including trailsides. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands, including along trail rights-of-way to enhance trails.

*For more information: [www.americanforests.org/discover-american-forests/our-work/](http://www.americanforests.org/discover-american-forests/our-work/)*





### **CONSERVATION ALLIANCE**

The Conservation Alliance is a group of outdoor businesses that supports efforts to protect specific wild places for their habitat and recreation values. Before applying for funding, an organization must first be nominated by a member company. Members nominate organizations by completing and submitting a nomination form. Each nominated organization is then sent a request for proposal (RFP) instructing them how to submit a full request. Proposals from organizations that are not first nominated will not be accepted. The Conservation Alliance conducts two funding cycles annually. Grant requests should not exceed \$50,000 annually. Deadlines for those cycles are:

Summer Cycle: Nominations due May 1

Proposals due June 1

Grants announced early October

Winter Cycle: Nominations due November 1

Proposals due December 1

Grants announced early April

*For more information: [www.conservationalliance.com](http://www.conservationalliance.com)*

### **THE ROBERT WOOD JOHNSON FOUNDATION**

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to “promote healthy communities and lifestyles.” Calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

*For more information: [www.rwjf.org/grants](http://www.rwjf.org/grants)*

### **GANNETT FOUNDATION**

The Gannett Foundation is a corporate foundation sponsored by Gannett Co., Inc. Through its Community Grant Program, Gannett Foundation supports non-profit activities in the communities in which Gannett does business. Through its other programs, the Foundation invests in the future of the media industry, encourages employee giving, reacts to natural and other disasters, and contributes to a variety of charitable causes.

*For more information: [www.gannettfoundation.org](http://www.gannettfoundation.org)*

### **THE WALMART FOUNDATION'S STATE GIVING PROGRAM**

The Walmart Foundation's State Giving Program plays an essential role in the Foundation's mission to create opportunities so people can live better. The Program provides grants to 501(c)(3) organizations, ranging from \$25,000 to \$200,000. The Community Engagement Giving grant cycles funding for programs focused on the unmet needs of underserved low-income populations, can apply in cycle 3 only. Examples of programs in Community Engagement Giving: education, health care access and other human services programs.

*For more information: [foundation.walmart.com/apply-for-grants/state-giving](http://foundation.walmart.com/apply-for-grants/state-giving)*

## THE ALLIANCE FOR BIKING AND WALKING

The Alliance for Biking and Walking creates, strengthens, and unites state and local bicycling and walking advocacy organizations. The Alliance along with Advocacy Advance (partnership with League of American Cyclists) offer Rapid Response Grants to advocacy organizations. Rapid Response Grants enable state and local bicycle and pedestrian advocacy organizations to win, increase, and preserve public funding in their communities. The Advocacy Advance team provides necessary resources, technical assistance, coaching, and training to supplement the grants.

## LOCAL FUNDING SOURCES

It is important to mention that while grants and private funding is available, in most cases, the county must have adequate staffing levels and matching funds or the ability to match with in kind services. Sometimes, grants cannot be leveraged due to limits associated with staffing the actual projects or providing a cash or in-kind services match.

Currently, Santa Rosa County utilizes six cents per gallon, which is half of its available 12 cents per gallon local option gas tax. This gas tax helps fund local roadway projects throughout the county. A newly approve, local option sales tax is also used to fund infrastructure projects. Increases in either of these local option taxes would have to be approved by the residents of the county by vote. Santa Rosa County is eligible for FDOT's Small County Outreach Program based on the 2010 Census population. This program only requires a 25 percent local match. Impact fees are another source of revenue for transportation projects. Impact fees are paid by developers to add sidewalks and capacity improvements required because of new development to an area. However, the county has suspended impact fees since 2009.

Some local governments have implemented a "payment in lieu of sidewalk" requirement where developers that are required by code to construct sidewalks can make a payment for future sidewalk construction. The Land Development Code, in these communities basically allows for developers to pay a fee in lieu of building sidewalks when projects meet certain criteria. When this occurs the monies paid are set aside in a fund for future sidewalk construction in that neighborhood or planning area. In these communities, sidewalk construction is often prioritized by the sidewalk or a bicycle-pedestrian master plan that is linked to the Capital Improvements Program and well-vetted through a public process. This enables developer contribution in a manner that targets fast growing planning areas. This also enables consistency with a prioritization or master planning program by not necessarily requiring the sidewalks to be built in the proposed development.

Another option to finance infrastructure improvements is to develop a Community Redevelopment Agency (CRA). CRAs are designated by a local county or city and directed by a board created by the city or county. A Community Redevelopment Plan then can be created to draft a plan of action to implement projects that are needed.





# Addendum





# Pace/Pea Ridge Bike-Ped Plan

## Citizen Participation and Plan Marketing

### Week of October 3

- Develop logo options and have approved by PPRBPP team week.

### October 10

- Create Facebook page and web site after logo approval with project description, scheduled events and reminders, downloadable PDF flier of meetings, link to the survey and map of the project area.
- Purchase domain for web site – possibly [www.pprbpp.org](http://www.pprbpp.org).

### Week of October 17

- Solicit feedback on projects needed on Facebook page (via comments) and web site (via contact form) for those who cannot attend meetings to give feedback.
- Create Powerpoint presentation on project and printable surveys (to be hand-entered afterwards) for meetings.
- Create email list of stakeholders (with assistance from Development Services).

### October 18

- Send news release to media and residents regarding project and upcoming meetings while also promoting Facebook page and web site for feedback.
- After meeting, post photos to Facebook of the maps that were drawn on and solicit comments from them.

### By October 25

- GIS to create several paper copies of maps to make available at meetings with different colored markers so the attendees can draw where sidewalks/bike paths are needed and indicate where there are traffic concerns for cyclists and pedestrians.

### October 26 & 27

- Send reminder news releases for next week's meetings.



- After meetings, post photos to Facebook of the maps that were drawn on and solicit comments from them.

TBD

- After all three meetings are completed, post list of projects received and the survey results (to FB and web) and solicit feedback. Send news release announcing project list and survey results.
- Use surveys and comments to create rankings for project lists and post refined list to web site and Facebook for final feedback.
- Promote presentation of final plan via news release, social media and on web site.
- Post completed project deliverables to web site and Facebook as they are received.

### Pace Pea Ridge Outreach List

Organization / Citizen	Name	Title	Phone	Email	FB Page	Website	Other Info
Pace Rotary	Not available	Not available	Not available	Not available	yes	<a href="http://www.rotary6940.org/20.php">http://www.rotary6940.org/20.php</a>	
Pace Chamber of Commerce	Nicki Qualls	Executive Director	850-994-9633	<a href="mailto:admin@pacechamber.com">admin@pacechamber.com</a>	yes	<a href="http://www.pacechamber.com/">http://www.pacechamber.com/</a>	
Pensacola Off Road Cyclists					yes	<a href="http://porc.org/">http://porc.org/</a>	
Pace Concerned Citizens	Andy Williamson	President	850-995-0734	<a href="mailto:williamsonandy@hotmail.com">williamsonandy@hotmail.com</a>	yes		
Sacred Heart Medical Center	Dr. Henson	Family Medicine - Million Hearts Program	850-416-5631	<a href="mailto:Amishha.Gujral@shhpens.org">Amishha.Gujral@shhpens.org</a>	no		Amishha Gujral is the POC for Dr. Henson
Sacred Heart Medical Center	Debra Russell	Physician Advocate	850-416-1144	<a href="mailto:dcruessell@shhpens.org">dcruessell@shhpens.org</a>	no	<a href="http://www.sacred-heart.org">www.sacred-heart.org</a>	
Pace Sherrifs Branch Office	District 3 Office - Pace		850-981-2230		no		
Santa Rosa County Health Dept	Sandy Park-O'Hara	Director	850-983-5200 x108	<a href="mailto:Sandra.Park@flhealth.gov">Sandra.Park@flhealth.gov</a>	yes		
Blackwater Cycling Club	Andy Williamson	Board Member - Pace - Pea Ridge Rep	850-995-0734	<a href="mailto:williamsonandy@hotmail.com">williamsonandy@hotmail.com</a>	yes		
West Florida Wheelman	Jeff Boulton	President	850-932-3364 xt. 1106	<a href="mailto:boulton.j@sdnwf.com">boulton.j@sdnwf.com</a>	yes		
West Florida Wheelman	Mark	Board Member - Pace - Pea Ridge Rep		<a href="mailto:Mark@subwayofpace.com">Mark@subwayofpace.com</a>	yes		
Interested Citizen	Charles Boles			<a href="mailto:charlesboles@icloud.com">charlesboles@icloud.com</a>	no		
Interested Citizen	Jimmy Jarrett			<a href="mailto:treescrcool4u@gmail.com">treescrcool4u@gmail.com</a>			
Gulf Power Foundation & Interested Citizen	Verdell Hawkins	Community Relations Manager	850-444-6057	<a href="mailto:VHAWKINS@southernco.com">VHAWKINS@southernco.com</a>			
Baptist Health Care	Meghan McCarthy	Director	850-437-8432	<a href="mailto:meghan.mccarthy@bhcpns.org">meghan.mccarthy@bhcpns.org</a>		<a href="http://eBaptistHealthCare.org/HealthyLives">eBaptistHealthCare.org/HealthyLives</a>	
Pace High School	Stephen Shell	Principal	850-995-3600	<a href="mailto:shells@santarosa.k12.fl.us">shells@santarosa.k12.fl.us</a>		<a href="http://www.pacehighschool.net/">http://www.pacehighschool.net/</a>	
SS Dixon Primary School	Nancy Haupt	Principal	850-995-3660	<a href="mailto:hauptn@santarosa.k12.fl.us">hauptn@santarosa.k12.fl.us</a>		<a href="https://www.santarosa.k12.fl.us/ssdp/">https://www.santarosa.k12.fl.us/ssdp/</a>	
Pea Ridge Elemenatry School	Dana Fleming	Principal	850-995-3680	<a href="mailto:FlemingD@santarosa.k12.fl.us">FlemingD@santarosa.k12.fl.us</a>			
Berryhill Elementary School	Roger Golden	Principal	850-983-5690	<a href="mailto:goldenr@santarosa.k12.fl.us">goldenr@santarosa.k12.fl.us</a>			
Locklin Technical Center	Maria LaDouceur	Principal	850-983-5700	<a href="mailto:LadouceurM@santarosa.k12.fl.us">LadouceurM@santarosa.k12.fl.us</a>	yes	<a href="http://locklintech.com/general.htm">http://locklintech.com/general.htm</a>	
SS Dixon Intermediate	Linda Gooch	Principal	850-995-3650	<a href="mailto:goochl@santarosa.k12.fl.us">goochl@santarosa.k12.fl.us</a>			
Sims Middle School	Emily Donalson	Principal	850-995-3676	<a href="mailto:donalsone@santarosa.k12.fl.us">donalsone@santarosa.k12.fl.us</a>			
Santa Rosa County Schools	Dr. Karen Barber	Director of Federal Programs	850.983.5001	<a href="mailto:barberk@santarosa.k12.fl.us">barberk@santarosa.k12.fl.us</a>			
Santa Rosa County Schools	Dawn N. Stone	Secretary III, Federal Programs		<a href="mailto:StoneDN@santarosa.k12.fl.us">StoneDN@santarosa.k12.fl.us</a>			
SRC Board of County Commissioners							
SRC Public Works Division							
SRC Engineering							
Home Builders Association	Dave Peaden	President		<a href="mailto:dpeaden@hbawf.com">dpeaden@hbawf.com</a>			



# Pace • Pea Ridge Bicycle/Pedestrian Plan

Pace • Pea Ridge  
Bike/Ped Plan



Santa Rosa County planners have teamed up with West Florida Regional Planning Council to develop a much-needed bicycle/pedestrian plan for Pace and Pea Ridge. The overall objective is to determine area needs and wants regarding non-motorized transportation alternatives or bicycle/pedestrian facilities.

## Public meetings:

October, 25, 10 a.m.  
Benny Russel Park  
5417 W Spencer Field  
Rd. in Pace

November, 2, 12 p.m.  
Santa Rosa County  
Development  
Services Media Room  
6051 Old Bagdad  
Hwy. in Milton

November, 3, 6 p.m.  
Pace Fire Rescue  
District Training  
Room  
4773 Pace Patriot  
Blvd. in Pace

Let us hear  
from you!



Visit [www.PacePeaRidgeBikePedPlan.org](http://www.PacePeaRidgeBikePedPlan.org), or check out our Facebook page for more information, and to participate in surveys regarding the project.

# Pace Pea Ridge Bike Ped Plan



*Working Together for Safe Transportation  
Alternatives in Santa Rosa County*





**KEEP  
CALM  
AND  
WALK  
SILLY**

**MEETING FORMAT**



Santa Rosa County Commission project



Funded by a grant from Florida  
Department of Economic Opportunity



Technical assistance from  
West Florida Regional Planning Council

**WHO WE ARE**

**Purpose:** *to prepare a bicycle and pedestrian master plan for the Pace and Pea Ridge area*

## **Goals**

- To determine area needs for alternative transportation and promote connectivity and improve overall bike/ped safety or recreational opportunities.
- To improve community health, safety, and quality of life.

## **GOALS**





WEST FLORIDA  
WHEELMEN





# *The 8 80 Rule*

Think of an  
older adult.

Think of a  
child.

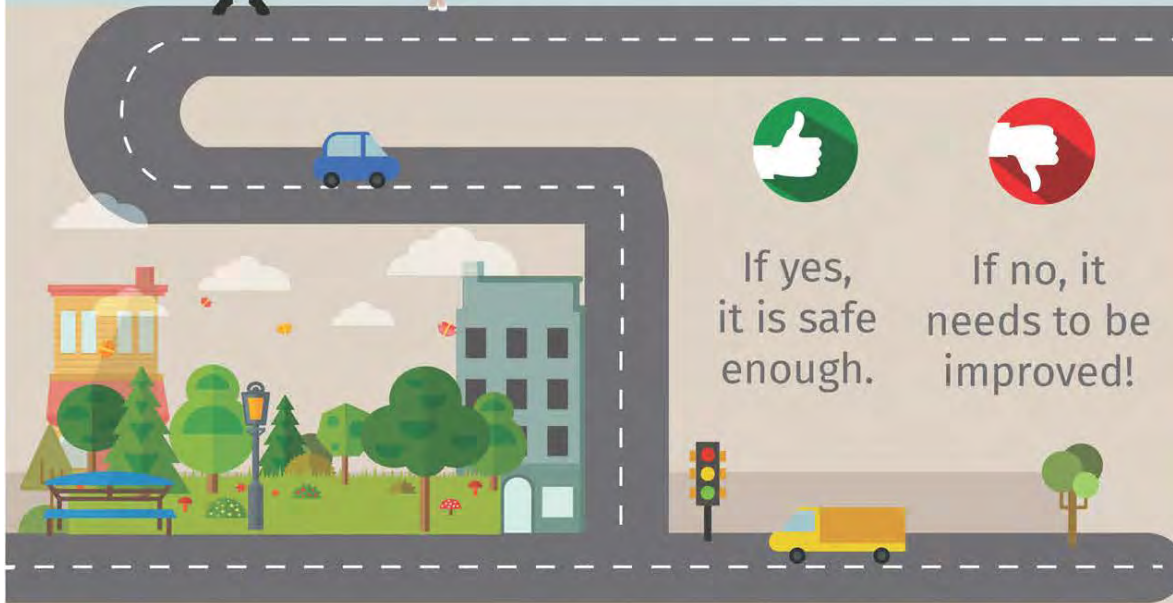
Would you send them  
out together to walk  
to the park?



If yes,  
it is safe  
enough.



If no, it  
needs to be  
improved!







# CURRENT CONDITIONS





- We want to be competitive! An overwhelming number of cities of all sizes are adopting goals to increase bike/ped safety
- Walking is medicine! Walkable communities lead to lower levels of diabetes, obesity, and high blood pressure

**MOTIVATION!**

# STEP IT UP!

EVERYONE CAN HELP  
MAKE OUR COMMUNITIES  
MORE WALKABLE

## WORKSITES:

Implement workplace policies and programs to promote walking.

## PARKS AND RECREATIONAL AND FITNESS FACILITIES:

Provide access to green spaces and recreation areas.

## MEDIA:

Spread the word about walking and creating safe and easy places to walk.

## SCHOOLS:

Implement safe routes to school and daily physical education programs.

## INDIVIDUALS & FAMILIES:

Walk with friends, family, and work colleagues.

## TRANSPORTATION, LAND USE, & COMMUNITY DESIGNERS:

Design safe and easy places to walk.

## PUBLIC HEALTH:

Provide information to plan, implement, and evaluate walking programs.

## HEALTH CARE PROFESSIONALS:

Talk to patients about physical activity.

## VOLUNTEER & NONPROFIT ORGANIZATIONS:

Offer free or low-cost community walking programs.



Step it up! Help make your community more walkable. Learn how by visiting  
[www.SurgeonGeneral.gov](http://www.SurgeonGeneral.gov)

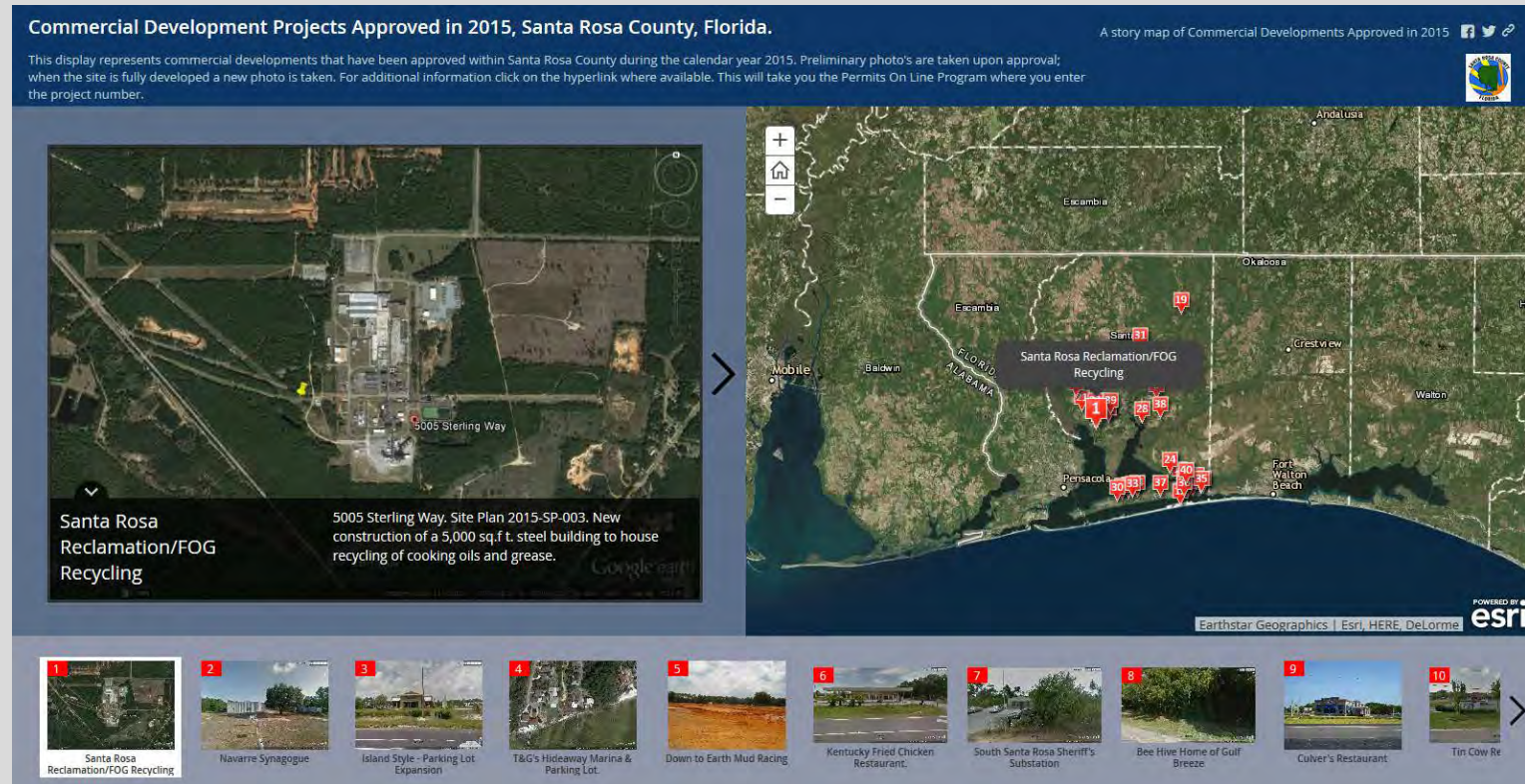




Lidzbark Warminski, Poland

## SOLAR-LIT BIKE LANE

Story maps contain approved commercial development projects. Visit [www.santarosa.fl.gov](http://www.santarosa.fl.gov) and keyword search “story map.”



**COMMERCIAL DEVELOPMENT STORY MAP**



Project Development and  
Environment (*PD&E*) Phase



```
graph TD; A[Project Development and Environment (PD&E) Phase] --> B[Design Phase]; B --> C[Right of Way (ROW) Phase]; C --> D[Construction Phase];
```

The diagram illustrates a four-stage process for federal and state roadway projects. It consists of four blue rectangular boxes with rounded corners and dark green borders, arranged in a descending staircase pattern from top-left to bottom-right. Each box is connected to the next by a light blue downward-pointing arrow. The stages are: Project Development and Environment (PD&E) Phase, Design Phase, Right of Way (ROW) Phase, and Construction Phase.

Design Phase

Right of Way (ROW) Phase

Construction Phase

**FEDERAL & STATE ROADWAY PROCESS**





## How to pay for it?

- State/Federal Funds
- Local Funding/Grant Match
- Grants
- Impact Fees
- Tolls
- Local Options Sale Tax (LOST)

# ROADWAY PROJECT FUNDING



## **SR 10 (US 90)**

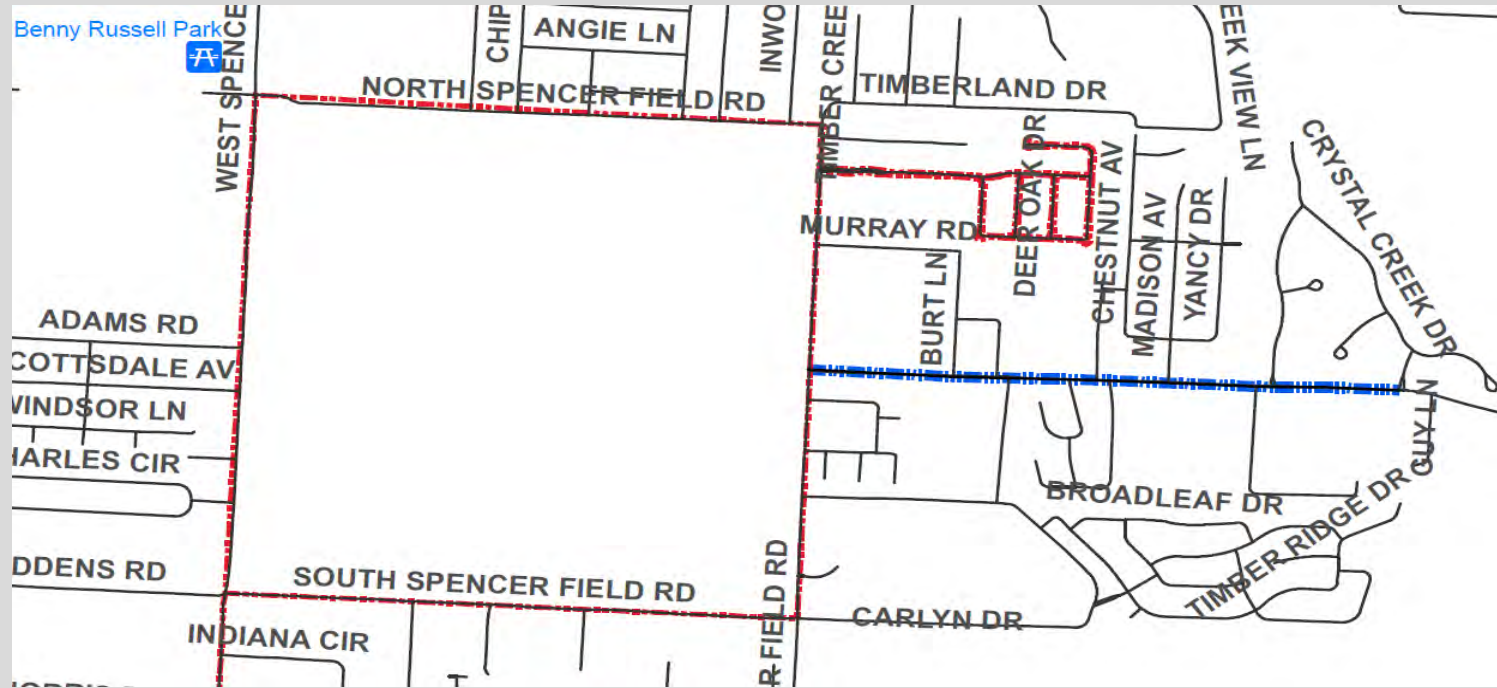
### **Escambia County Line to Glover Lane**

- Provide six lanes of capacity
- Provides bike/ped features  
(sidewalks, bike lanes)
- PD&E funded in 2017 - \$3.2 million
- Design through construction not programmed

## **CURRENT FDOT ROADWAY PROJECTS**

## Hamilton Bridge Road

- East Spencerfield Road to Jim Dandy Lane, the eastern entrance to Crystal Creek Subdivision.
- 5-foot sidewalk on the south side - \$600,000



## CURRENT SIDEWALK PROJECTS



# EVERY TRIP STARTS & ENDS WITH WALKING





- A well-designed road with sidewalks and paved shoulders bike lanes could give residents another mobility option and improve safety.
- Federal Highway and FDOT have adopted complete street policies.
- Santa Rosa County is currently reviewing bike/ped policies.



## COMPLETE STREETS: MULTI-MODAL

- Focus group meeting schedule
  - Oct. 25, 10 a.m. at Benny Russell Park
  - Nov. 2, 12 p.m. at Santa Rosa Development Services
  - Nov. 3, 6 p.m. at Pace Fire Rescue
- Survey at [www.pacepearidgebikepedplan.org](http://www.pacepearidgebikepedplan.org) and Facebook (PacePeaRidgeBikePed Plan)
- Final plan submitted to DEO in May 2017

## WHAT'S NEXT?





# QUESTIONS?

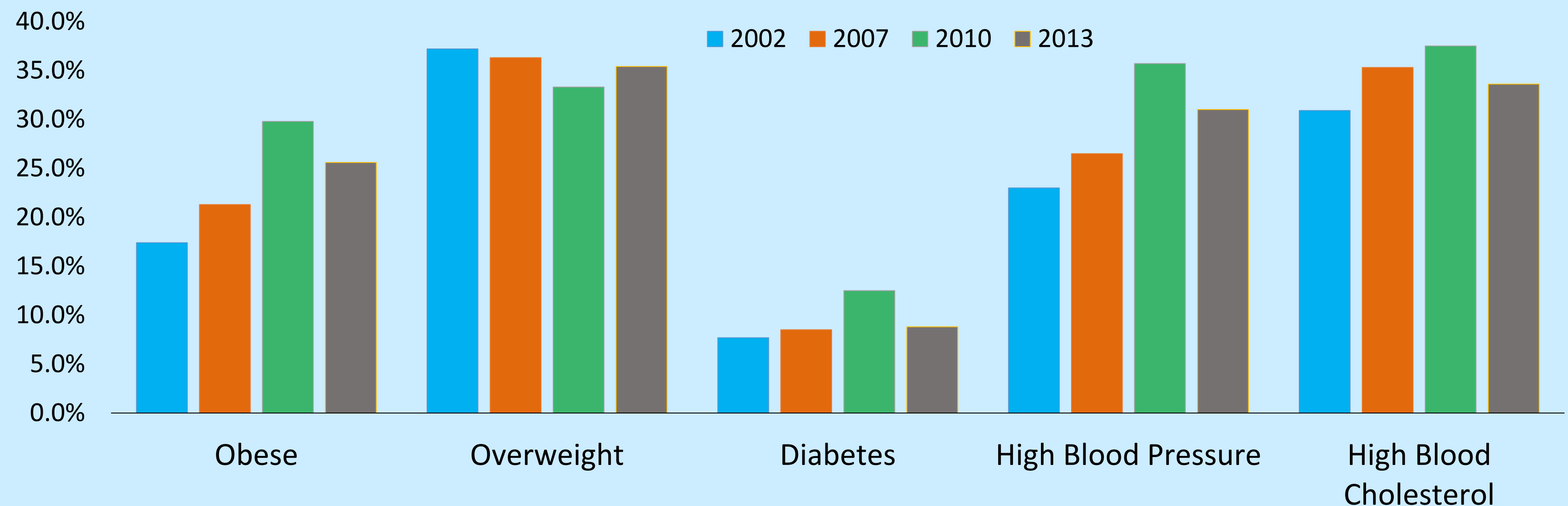
Cynthia Cannon, AICP  
Senior Urban Planner  
[cynthiac@santarosa.fl.gov](mailto:cynthiac@santarosa.fl.gov)  
850.981.7078

Shawn Ward, AICP  
Long Range Planning Manager  
[shawnw@santaosa.fl.gov](mailto:shawnw@santaosa.fl.gov)  
850.981.7082

# Santa Rosa County Community Health Statistics

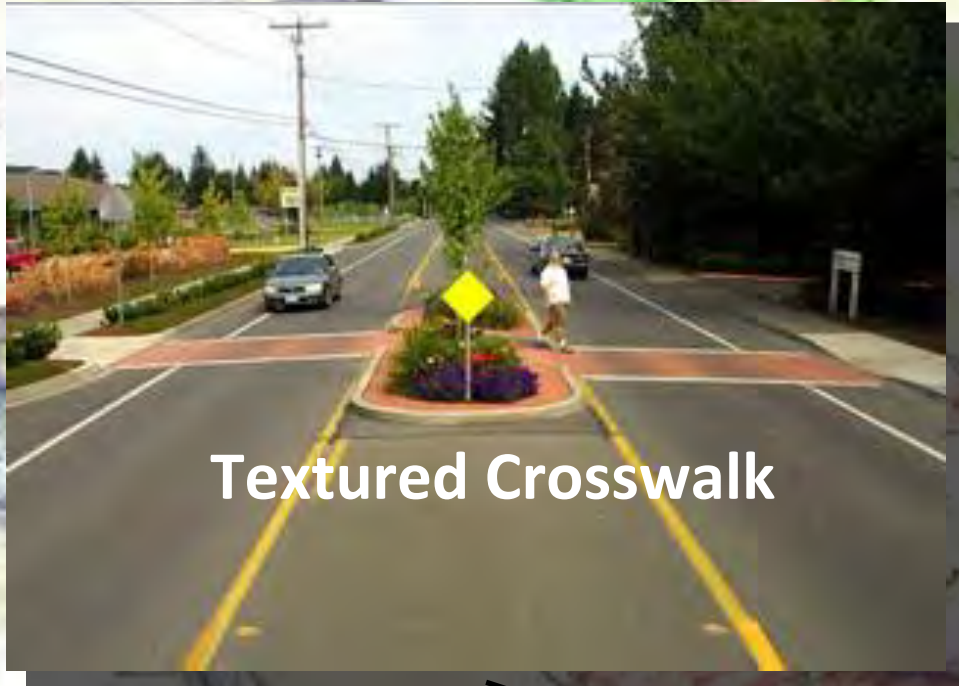
*“Promote healthy eating and physical activity as part of daily life through education, programs, and initiatives in a variety of settings including schools, workplaces, and public spaces.”*

----- Santa Rosa County Community Health Improvement Plan 2015-2016 Priority





# A Walkable and Bikeable Community



Textured Crosswalk



Roundabout



Sidewalk



Landscape



Bike Lane





**Facebook posts with comments as of November 28. To view all activity (likes, shares, photos, graphics) to date, visit: [www.facebook.com/PacePeaRidgeBikePedPlan](http://www.facebook.com/PacePeaRidgeBikePedPlan)**

**November 4** - Pretty cool web site shared with us last night by a citizen - this shows the bicycle and pedestrian use around our project area! Check it out online: <http://labs.strava.com/heatmap/...>

**Ronnie Otts** Lol, I was going to ask today if you guys have looked at Strava data.

Awesome!

**Ronnie Otts** Woodbine, chumukla, and berryhill. I would bike those if they had bike paths. As they are, it's a gamble with life.

**November 10** – Great turnout so far for our second public meeting! It's an open house format so stop by during your lunch hour.

**Andy Williamson** Great meeting today, heard some great ideas, lots of enthusiasm, and energy. Thanks for all the hard work!

**Cynthia Cannon** Great feedback from the community today!

**October 27** – Thanks for the help spreading the word, Santa Rosa Press Gazette!

**Andy Williamson** Nice work, thanks to all involved.

**October 26** - Here's a great example of what can come out of a bike-ped plan! The Godwin Connector is a multi-use path that will link Madura Road with Soundside Drive in Gulf Breeze. This project was identified by the public during the [South Santa Rosa Bicycle-Pedestrian Plan](#) public workshops. Be sure to attend one of the two remaining Pace • Pea Ridge Bike-Ped Plan meetings so you can share ideas like these with us!

**Andy Williamson** Great news! Hoping we can achieve similar results in this part of the county.

**October 25** - The first Pace/Pea Ridge Bike-Ped Plan meeting at Benny Russell Park today was a success! A lot of feedback was given and many areas were marked on the maps. If you weren't able to make it today, check out one of the upcoming meetings:

- Nov. 2 at 12 p.m. in the Santa Rosa County Development Services Media Room located at 6051 Old Bagdad Highway in Milton

- Nov. 3 at 6 p.m. in the Pace Fire Rescue District Training Room located at 4773 Pace Patriot Boulevard in Pace

**Andy Williamson** That's exciting - thanks for the update and pictures!

**October 13** - Sidewalks, bike lanes, multi-use paths, textured crosswalks, roundabouts - what do you think we need in the Pace and Pea Ridge area to encourage alternative transportation?

**Liz Barragan** Sidewalks!

**Andy Williamson** 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.

**Tina Pintor** We haven't the space in Pace/Pea Ridge for Roundabouts, for 1 to be proper, they need to have 2 lanes.

**October 12** - Would more - and safer - bicycle and pedestrian facilities help you improve your health?

**Ellie Peterson** Yes!! 

**Tommy James** Yes

**Diane Lagarde** Yes!! So needed in Pace!

**Christian Wagley** It's interesting that figures show that Santa Rosa has higher obesity rates than Escambia--one of the few health indicators in which Santa Rosa ranks lower. Is it because of the more suburban pattern in Santa Rosa in which it is not easy to walk or bicycle? Whereas in Escambia's more urban environment it is easier to move around without a car. Studies in other communities showed that residents weighed less in urban areas than in suburban and rural areas.

**October 10** - Share your thoughts with us on bicycle and pedestrian facilities in the Pace - Pea Ridge community! ([link to survey](#))

**Jimmy Donohoe** Pace is the only major community in Santa Rosa County without a community basketball gym. We have a large contention that want to see that built on the property the county already owns by the Pace Library. I hope we can do this project and that one out of the 1/2 cent sales tax.

**Pace • Pea Ridge Bike/Ped Plan** Thanks Jimmy for your comment. We'll make sure to pass the recommendation on to the County's Parks Department.

**Beth McPherson** Done! This was a topic of discussion over the wknd, so a very timely survey.

**Andy Williamson** Very encouraging to see this is receiving some much needed attention. Looking forward to hearing ideas and seeing what can be done.

**Becky Whitfield** Great idea. I hope this survey is taken by many.

**Mike VanWormer** Done. Where are they proposing? I thought, at one point, Chumuckla Hwy was supposed to have a shoulder all the way to 90 and I thought it was supposed to be in place by 2016.

**Pace • Pea Ridge Bike/Ped Plan** **Mike VanWormer** There have been ideas but no formal plan so we're looking for your recommendations. The survey and upcoming meetings will give you that opportunity. Shoulders on Chumuckla Hwy have been a priority for a while and funding requests have been submitted to FDOT through grant programs.

**Mike VanWormer** **Pace • Pea Ridge Bike/Ped Plan** let me know what I can do to help.

**Dale Maloney** Would like to see sidewalks along West Spencer Field Road from Berry Hill 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.

**Pace • Pea Ridge Bike/Ped Plan** Thanks Dale. We'll add your comments to the list.





## Pace-Pea Ridge Bike/Ped Plan

# Comment Card

Name: D. BALDWIN- SEDGWICK E-mail: dbaldwick@live.com

Street Address: 5008 FOREST CREEK DR

City: PACE State/Zip Code: FL 32571

Comments: MULTI-USE PATHS WOULD SAFER &

PREFERABLE TO SHOULDER BIKE LANES.

- PATHS SHOULD CONNECT SCHOOLS & PARKS.

\* SHOULDER LANES SHOULD BE KEPT CLEAR  
OF DEBRIS. & LABELED BETTER



## Pace-Pea Ridge Bike/Ped Plan

# Comment Card

Name: Kathy Williamson E-mail: Kathywilliamson@hotmail.com

Street Address: 5549 Timber Creek Dr.

City: Pace State/Zip Code: FL 32571

Comments: I am concerned by the lack of buffer between  
the sidewalk + the street on North Spencer Field Rd. I  
run on this path 3x/wk and see many drivers riding the  
white line or even on the minimal grass between the road  
+ the sidewalk. At places, there is only 6-8" of buffer.  
I would like to see the 3 ft reflective posts placed  
along the North SP sidewalk. There are children +  
pets on that sidewalk that need more protection.





## Pace-Pea Ridge Bike/Ped Plan

# Comment Card

Name: BEN BALLARD E-mail: BTB1940@AOL.NET

Street Address: 4747 COVENANT CIRCLE

City: PACE State/Zip Code: FL 32571

Comments: Good To see county is possibly going  
to take input.



## Pace-Pea Ridge Bike/Ped Plan

# Comment Card

Name: Andy Williamson E-mail: williamsonandy@hotmail.com

Street Address: 5549 Timber Creek Dr

City: Pace State/Zip Code: FL/32571

Comments: The Spencer Field area contains 4 public  
schools, several neighborhoods (with more on the way), Beny  
Russell Park & grocery stores. A multi-use path running  
the length of West Spencerfield 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.





## Pace-Pea Ridge Bike/Ped Plan

# Comment Card

Name: Adrienne Walker E-mail: asams@uwf.edu

Street Address: 5709 Mill Pond Ln

City: Milton State/Zip Code: 32583

Comments: Arcadia Mill - 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!



## Pace-Pea Ridge Bike/Ped Plan

# Comment Card

Name: Charles Hagg E-mail: cjhagg@gmail.com

Street Address: 7213 Pro Ln

City: Milton State/Zip Code: FL 32570

Comments: There are two ways to make a town  
bicycle friendly. Wide shoulders on main roads  
(even two feet would help) or residential streets  
that go somewhere. In general the Milton area  
has neither. Pine Blossom Rd is a classic example  
of a road some are forced to take but is dangerous  
even for an adult. Or Willard Norris, Northrup/Glover.  
Thanks to all who are giving this some thought.





## Pace-Pea Ridge Bike/Ped Plan

# Comment Card

call 703.309-9172

Name: J.F. Izard, Jr. E-mail: bobandhelen@bclsouth.net

Street Address: 5457 ROWZ TRAIL

City: PACE State/Zip Code: 22571

Comments: Bike Trails and pedestrian walkways needed on:

1. Hwy 90 east/west

2. Woodbine north/south

3. Chumuckla north/south

4. Berryhill east/west

5. Spencerfield Rd (East or West <sup>side</sup>) north/south

Call if you want to discuss.



## Pace-Pea Ridge Bike/Ped Plan

# Comment Card

Name: Mike Van Wormer E-mail: mike@three-sixtyinc.com

Street Address: 2410 Phylis Rae Dr

City: PACE State/Zip Code: 32571

Comments: Connectivity between subdivisions and 5 points.

Connectivity between all schools High school to middle.

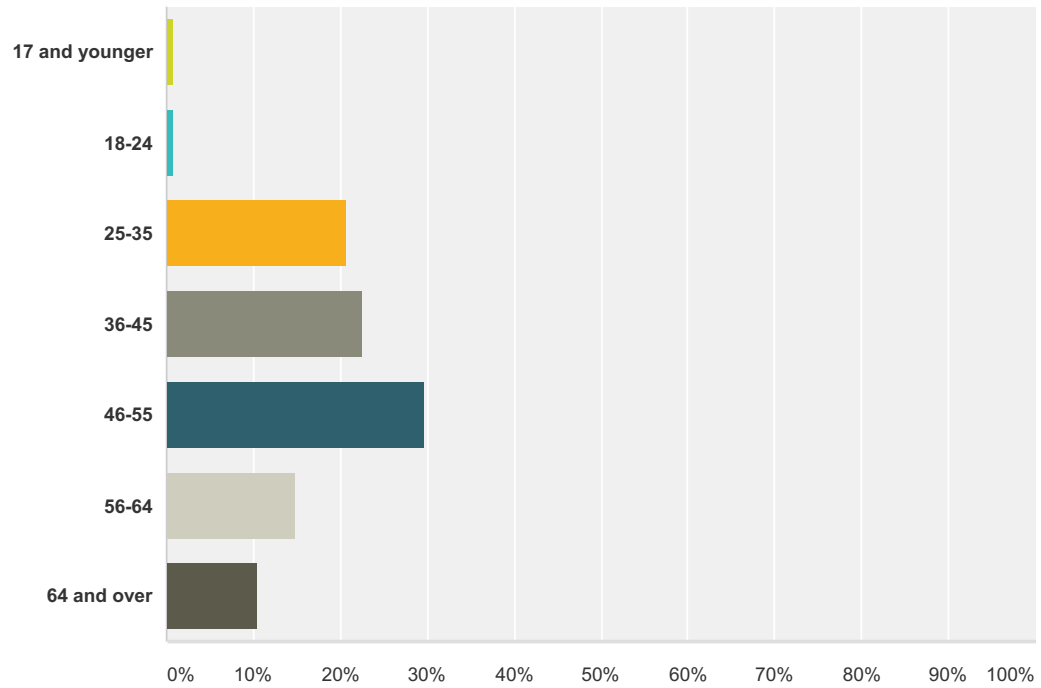
Shoulders on either Chumuckla or Quintette to 90



## Pace/Pea Ridge Pedestrian and Bicycle Use

## Q1 What is your age?

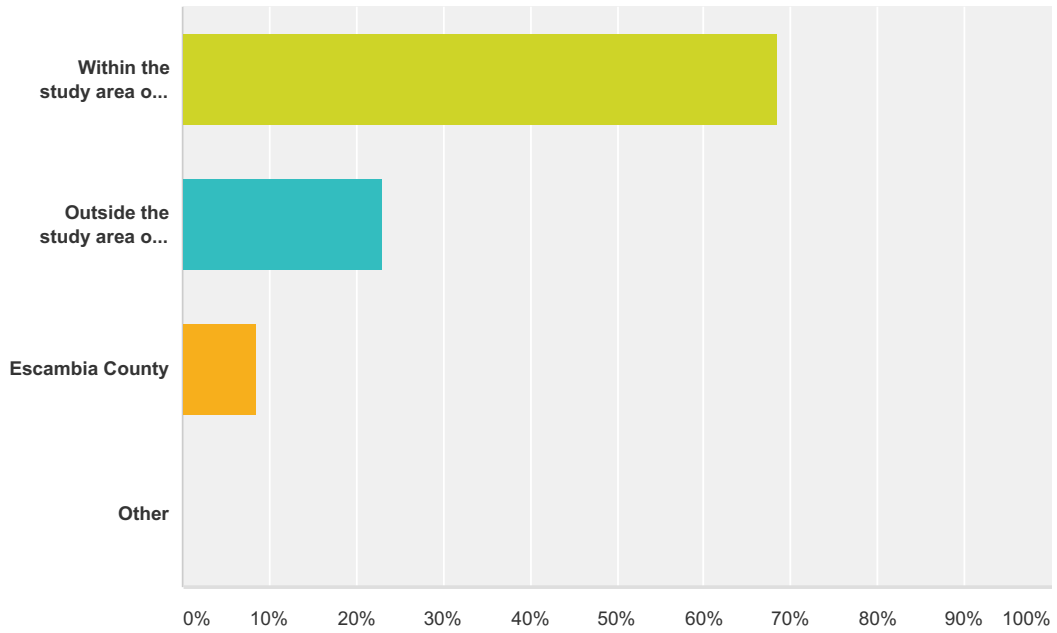
Answered: 222 Skipped: 0



Answer Choices	Responses	
17 and younger	0.90%	2
18-24	0.90%	2
25-35	20.72%	46
36-45	22.52%	50
46-55	29.73%	66
56-64	14.86%	33
64 and over	10.36%	23
<b>Total</b>		<b>222</b>

## Q2 Where do you live?

Answered: 222 Skipped: 0

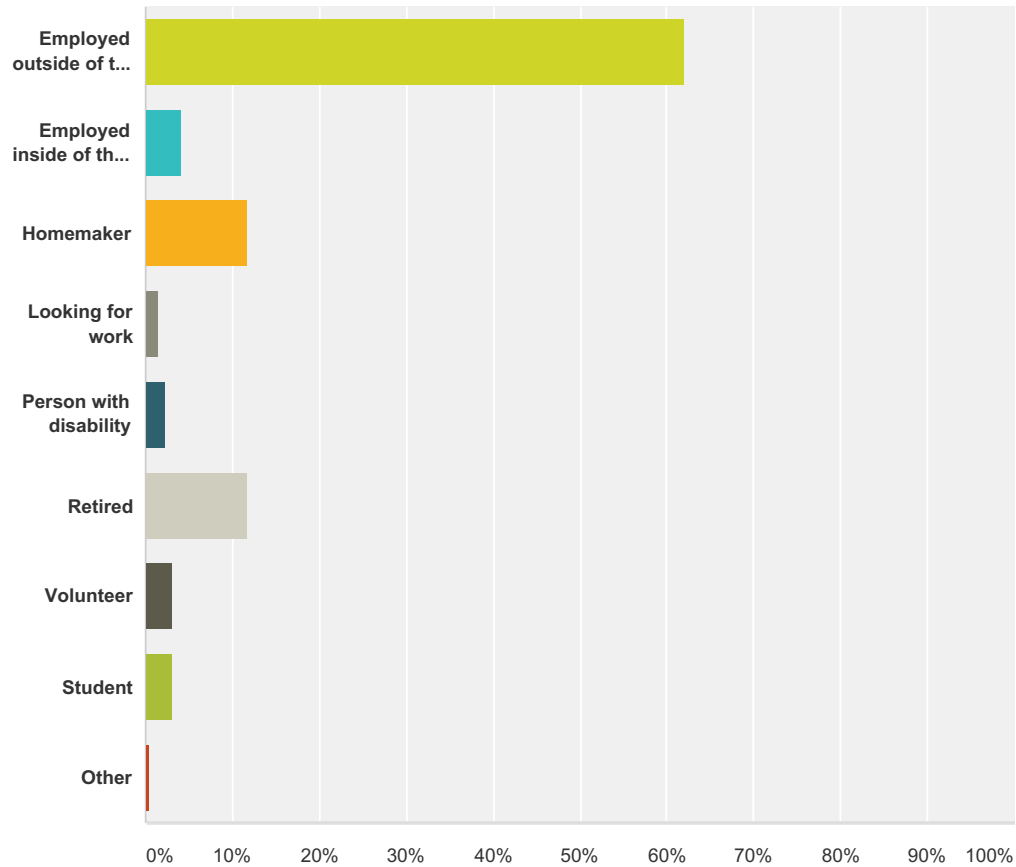


Answer Choices	Responses	
Within the study area of Pace/Pea Ridge	68.47%	152
Outside the study area of Pace/Pea Ridge	22.97%	51
Escambia County	8.56%	19
Other	0.00%	0
<b>Total</b>		<b>222</b>



### Q3 How would you describe yourself?

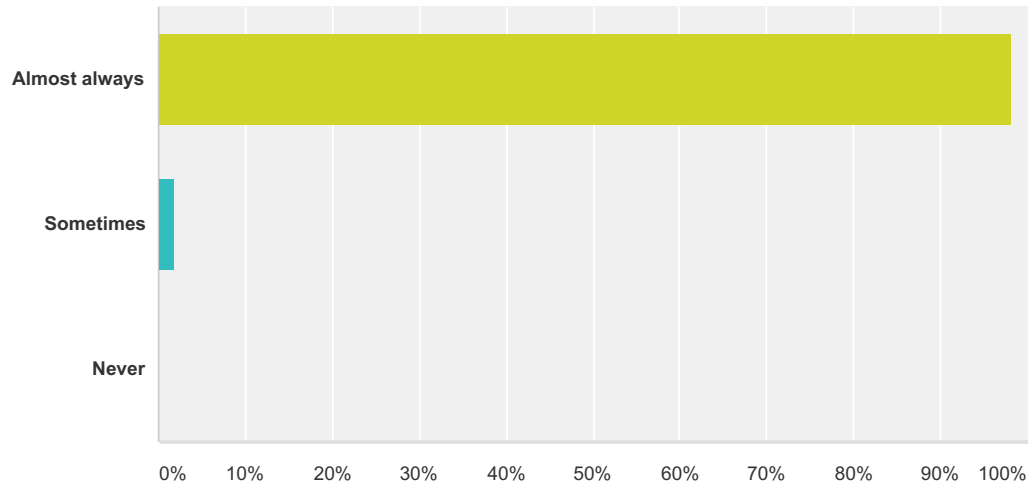
Answered: 221 Skipped: 1



Answer Choices	Responses	
Employed outside of the home	61.99%	137
Employed inside of the home	4.07%	9
Homemaker	11.76%	26
Looking for work	1.36%	3
Person with disability	2.26%	5
Retired	11.76%	26
Volunteer	3.17%	7
Student	3.17%	7
Other	0.45%	1
<b>Total</b>		<b>221</b>

## Q4 Do you have access to a motor vehicle?

Answered: 221 Skipped: 1

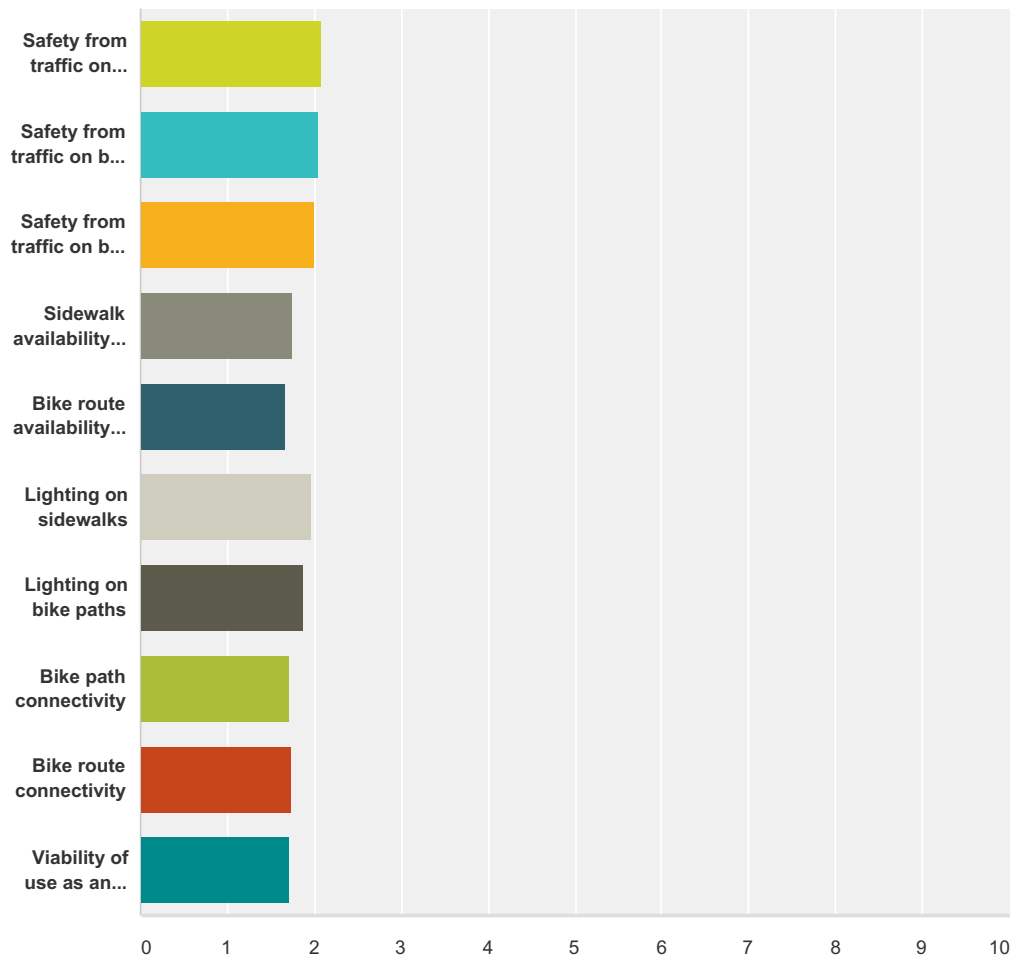


Answer Choices	Responses	
Almost always	98.19%	217
Sometimes	1.81%	4
Never	0.00%	0
<b>Total</b>		<b>221</b>



## Q5 How satisfied are you with the current infrastructure in Pace/Pea Ridge?

Answered: 198 Skipped: 24



	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total	Weighted Average
Safety from traffic on sidewalk	37.06% 73	32.99% 65	16.24% 32	11.68% 23	2.03% 4	197	2.09
Safety from traffic on bike path	38.89% 77	29.29% 58	22.22% 44	7.58% 15	2.02% 4	198	2.05
Safety from traffic on bike route	39.09% 77	30.96% 61	22.84% 45	5.08% 10	2.03% 4	197	2.00
Sidewalk availability/access	52.79% 104	28.43% 56	11.68% 23	5.58% 11	1.52% 3	197	1.75
Bike route availability/access	55.56% 110	27.78% 55	11.62% 23	3.54% 7	1.52% 3	198	1.68
Lighting on sidewalks	40.61% 80	29.95% 59	23.35% 46	4.57% 9	1.52% 3	197	1.96
Lighting on bike paths	43.88% 86	29.08% 57	23.47% 46	2.55% 5	1.02% 2	196	1.88

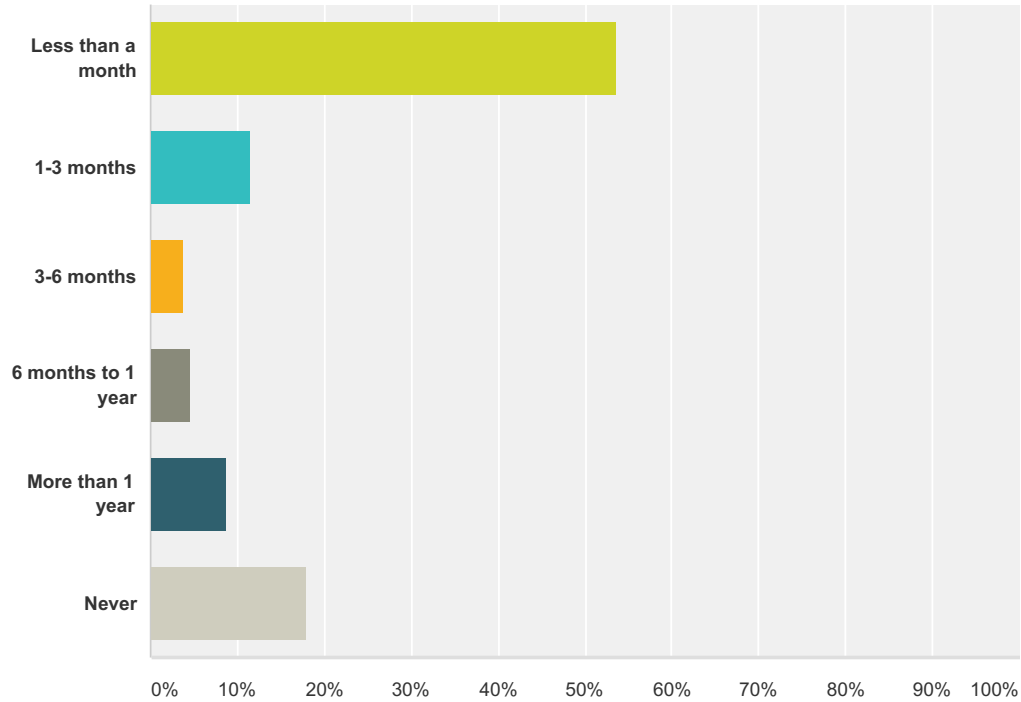
## Pace/Pea Ridge Pedestrian and Bicycle Use

Bike path connectivity	<b>50.51%</b> 100	<b>30.81%</b> 61	<b>15.66%</b> 31	<b>2.02%</b> 4	<b>1.01%</b> 2	198	1.72
Bike route connectivity	<b>51.27%</b> 101	<b>27.41%</b> 54	<b>18.27%</b> 36	<b>2.03%</b> 4	<b>1.02%</b> 2	197	1.74
Viability of use as an alternative to driving	<b>52.28%</b> 103	<b>30.46%</b> 60	<b>13.20%</b> 26	<b>2.54%</b> 5	<b>1.52%</b> 3	197	1.71



## Q6 When was the last time you rode a bicycle or took a walk or run in Pace/Pea Ridge?

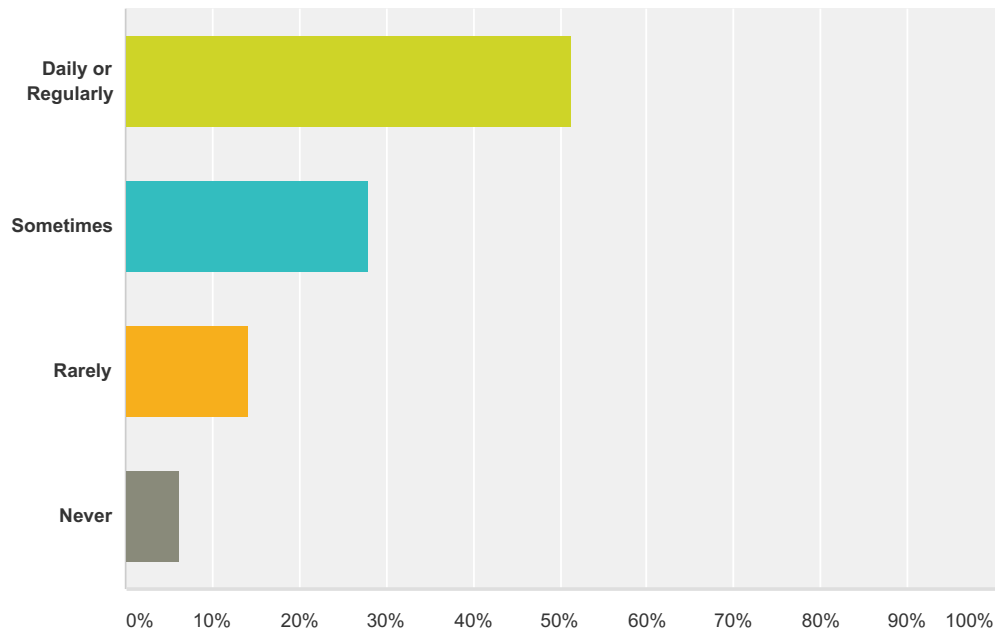
Answered: 218 Skipped: 4



Answer Choices	Responses	
Less than a month	53.67%	117
1-3 months	11.47%	25
3-6 months	3.67%	8
6 months to 1 year	4.59%	10
More than 1 year	8.72%	19
Never	17.89%	39
<b>Total</b>		<b>218</b>

## Q7 How often do you walk or use pedestrian facilities?

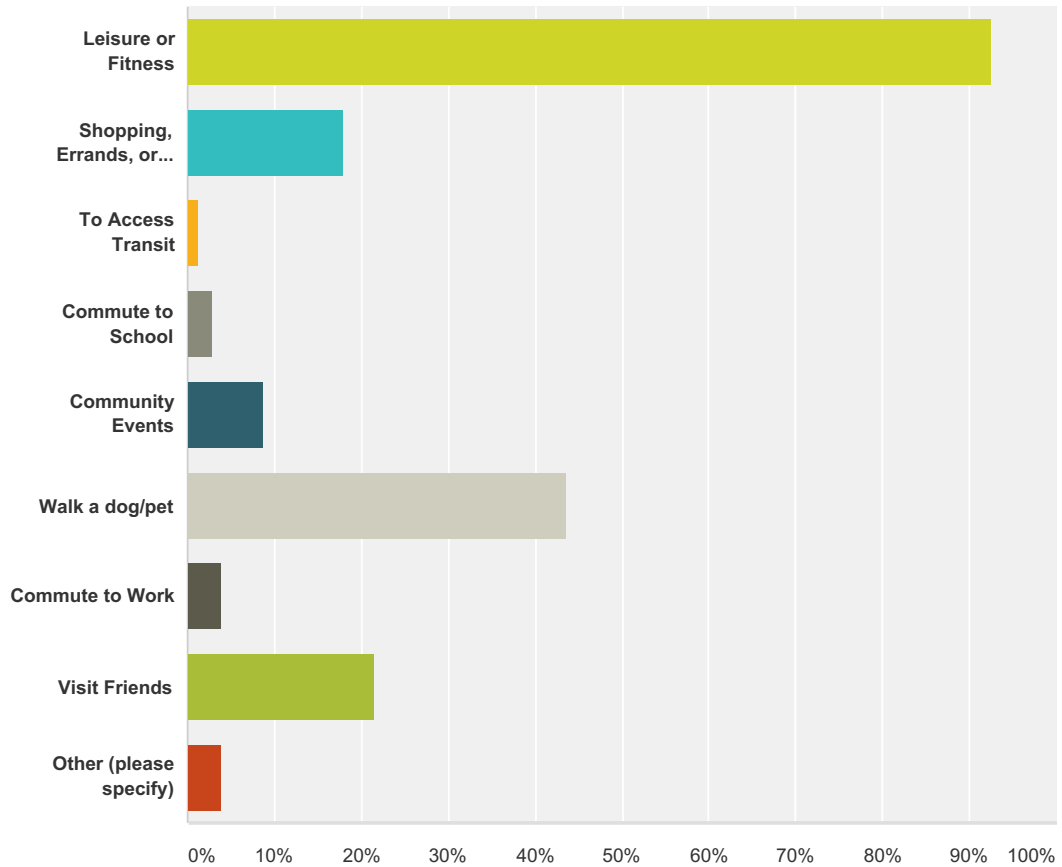
Answered: 175 Skipped: 47



Answer Choices	Responses	
Daily or Regularly	51.43%	90
Sometimes	28.00%	49
Rarely	14.29%	25
Never	6.29%	11
<b>Total</b>		<b>175</b>

## Q8 Why do you walk? Select all that apply.

Answered: 172 Skipped: 50

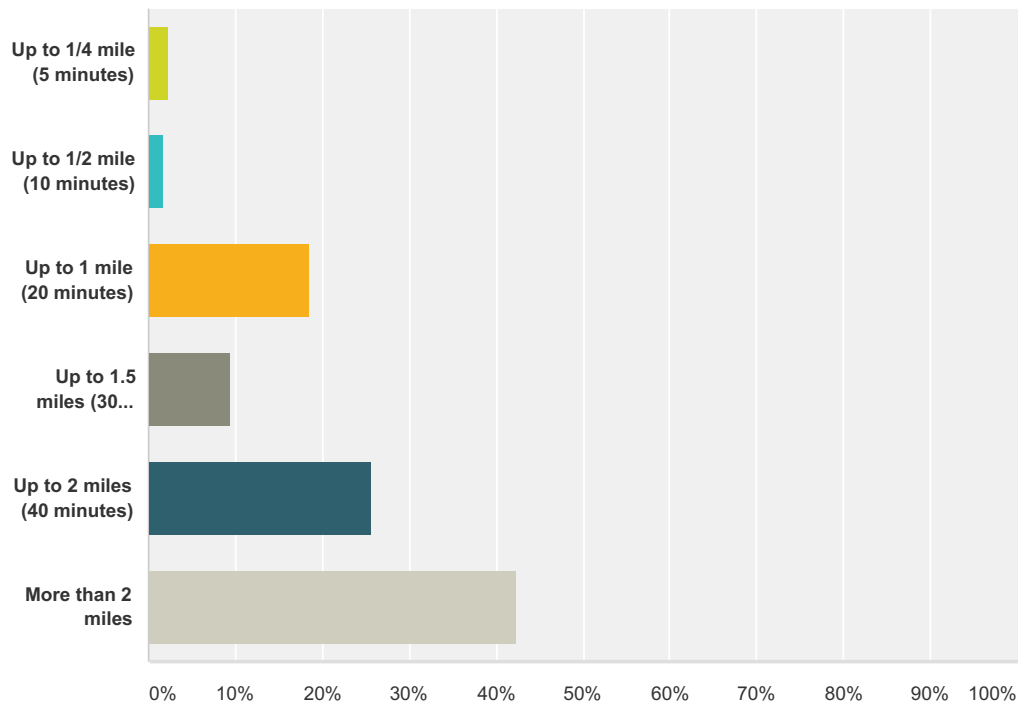


Answer Choices	Responses	
Leisure or Fitness	92.44%	159
Shopping, Errands, or Dining	18.02%	31
To Access Transit	1.16%	2
Commute to School	2.91%	5
Community Events	8.72%	15
Walk a dog/pet	43.60%	75
Commute to Work	4.07%	7
Visit Friends	21.51%	37
Other (please specify)	4.07%	7
Total Respondents: 172		



## Q9 What do you consider a comfortable walking distance?

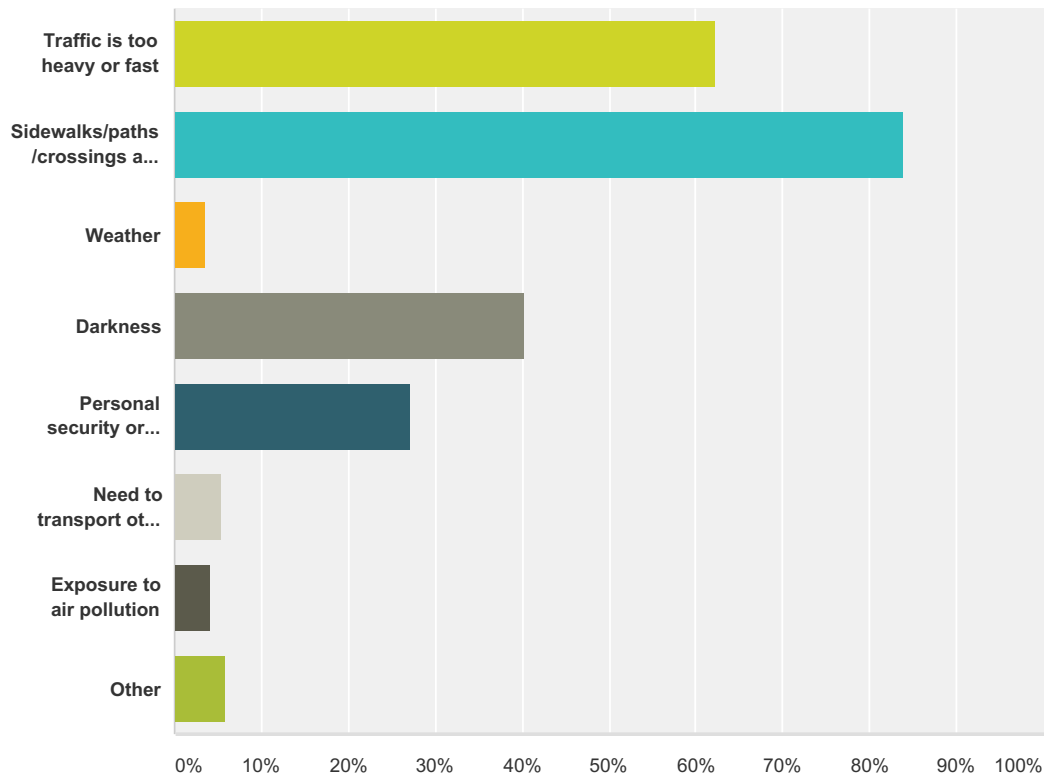
Answered: 172 Skipped: 50



Answer Choices	Responses	
Up to 1/4 mile (5 minutes)	2.33%	4
Up to 1/2 mile (10 minutes)	1.74%	3
Up to 1 mile (20 minutes)	18.60%	32
Up to 1.5 miles (30 minutes)	9.30%	16
Up to 2 miles (40 minutes)	25.58%	44
More than 2 miles	42.44%	73
<b>Total</b>		<b>172</b>

## Q10 What are the biggest obstacles to walking in Pace/Pea Ridge?

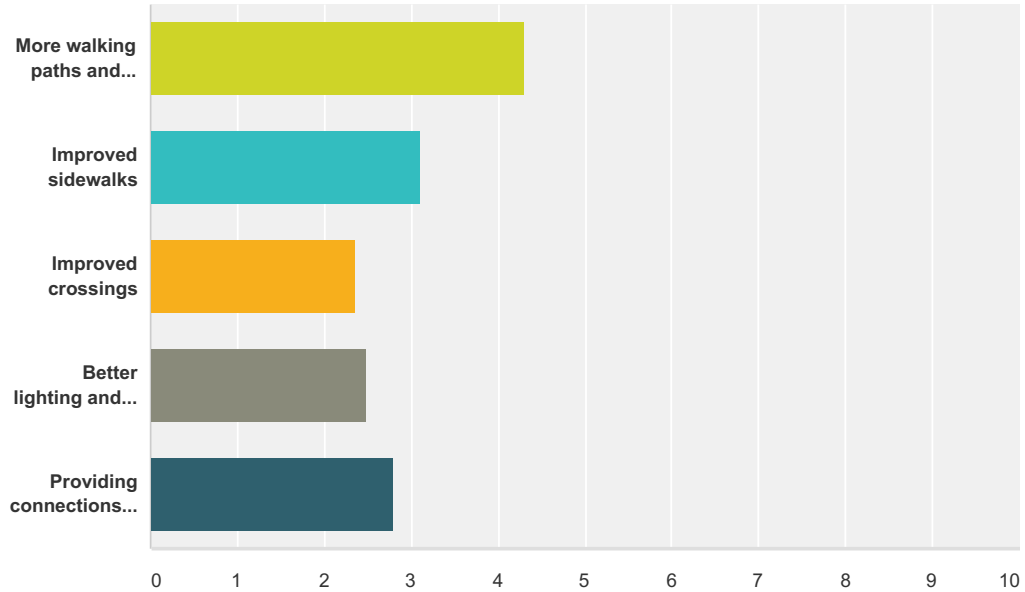
Answered: 169 Skipped: 53



Answer Choices	Responses	
Traffic is too heavy or fast	62.13%	105
Sidewalks/paths/crossings are missing or bad	84.02%	142
Weather	3.55%	6
Darkness	40.24%	68
Personal security or safety	27.22%	46
Need to transport other people or cargo	5.33%	9
Exposure to air pollution	4.14%	7
Other	5.92%	10
Total Respondents: 169		

# **Q11 Rank potential pedestrian infrastructure improvements in Pace/Pea Ridge, 1 being most important.**

Answered: 169 Skipped: 53

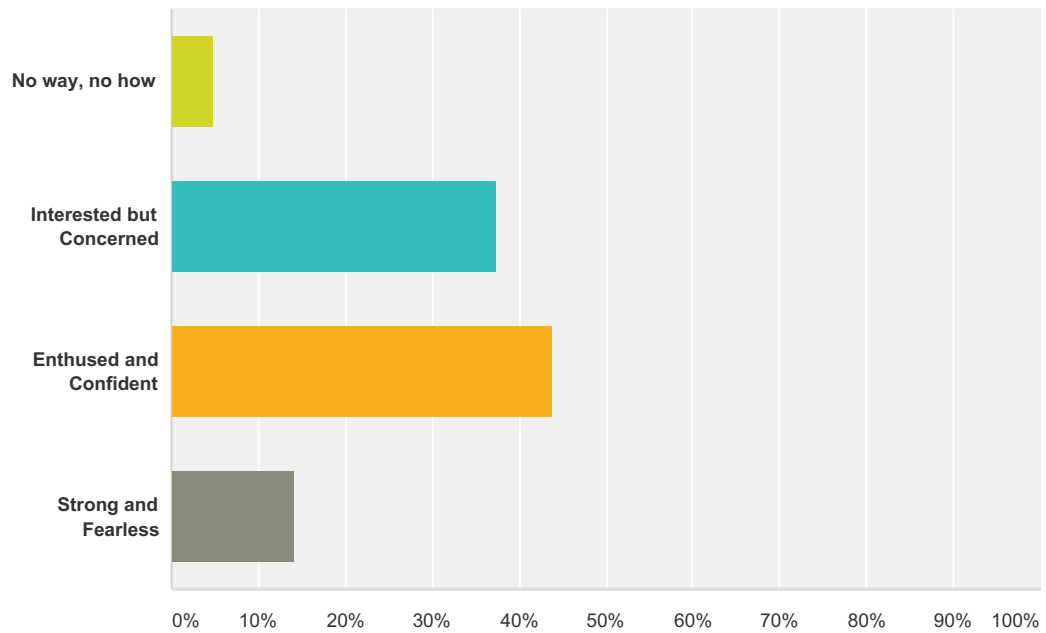


	1	2	3	4	5	Total	Score
More walking paths and trails	65.27% 109	16.17% 27	7.78% 13	4.79% 8	5.99% 10	167	4.30
Improved sidewalks	14.97% 25	27.54% 46	25.15% 42	17.96% 30	14.37% 24	167	3.11
Improved crossings	5.36% 9	10.71% 18	22.02% 37	36.90% 62	25.00% 42	168	2.35
Better lighting and security measures	7.14% 12	19.64% 33	21.43% 36	19.05% 32	32.74% 55	168	2.49
Providing connections between existing sidewalks/paths/crossings	8.33% 14	26.19% 44	23.21% 39	20.83% 35	21.43% 36	168	2.79



## Q12 What is your level of bicycling comfort and experience?

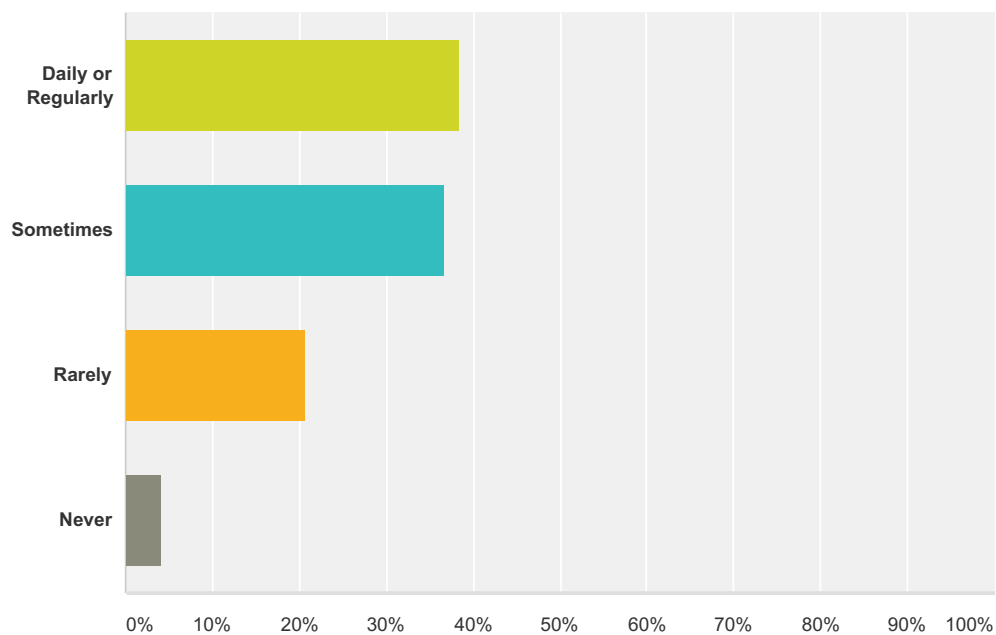
Answered: 169 Skipped: 53



Answer Choices	Responses	
No way, no how	4.73%	8
Interested but Concerned	37.28%	63
Enthused and Confident	43.79%	74
Strong and Fearless	14.20%	24
<b>Total</b>		<b>169</b>

## Q13 How often do you ride a bicycle?

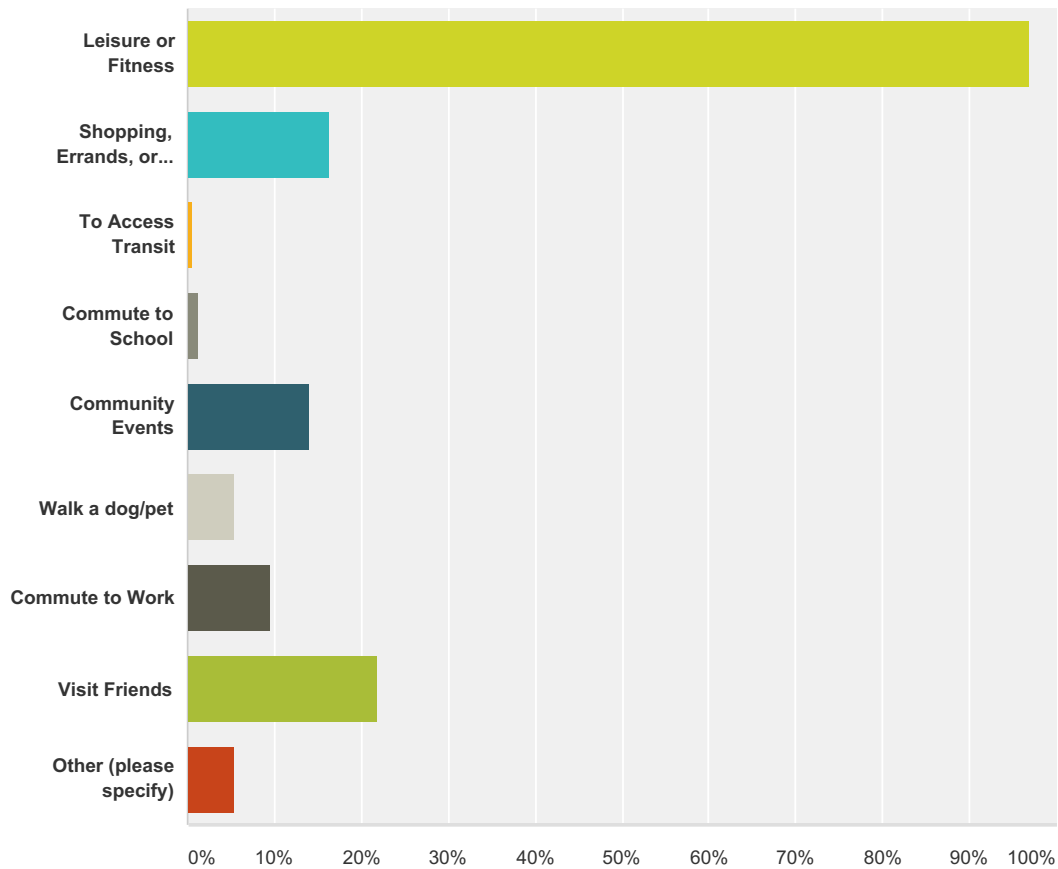
Answered: 169 Skipped: 53



Answer Choices	Responses	
Daily or Regularly	38.46%	65
Sometimes	36.69%	62
Rarely	20.71%	35
Never	4.14%	7
<b>Total</b>		<b>169</b>

## Q14 Why do you ride a bicycle? Select all that apply.

Answered: 165 Skipped: 57

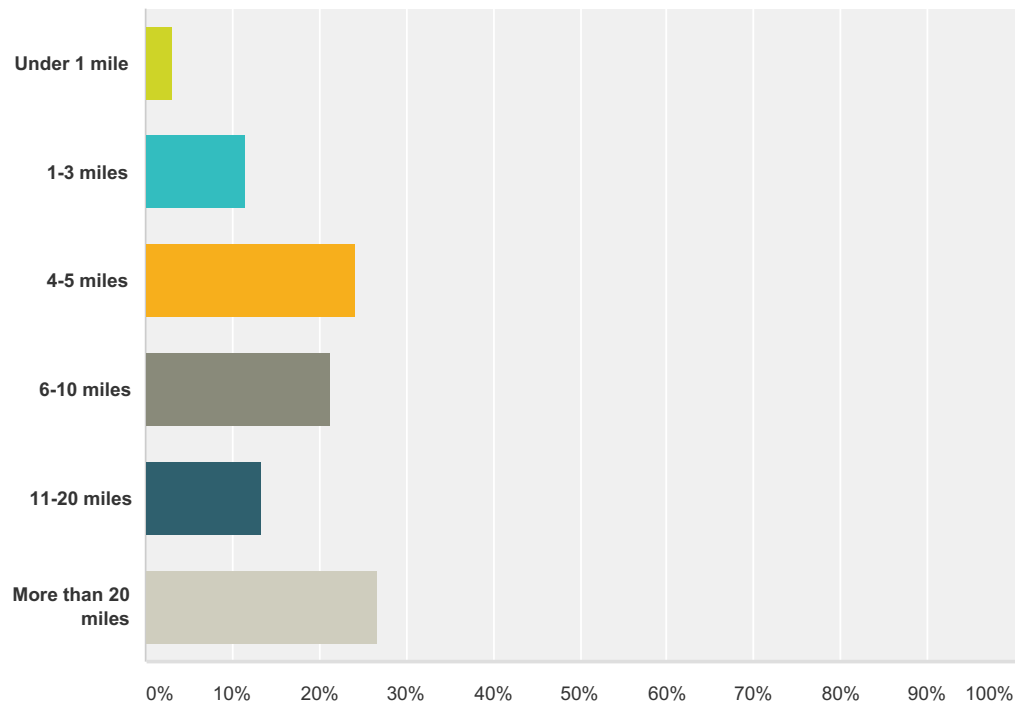


Answer Choices	Responses
Leisure or Fitness	96.97% 160
Shopping, Errands, or Dining	16.36% 27
To Access Transit	0.61% 1
Commute to School	1.21% 2
Community Events	13.94% 23
Walk a dog/pet	5.45% 9
Commute to Work	9.70% 16
Visit Friends	21.82% 36
Other (please specify)	5.45% 9
Total Respondents: 165	



## Q15 What do you consider your maximum comfortable riding distance?

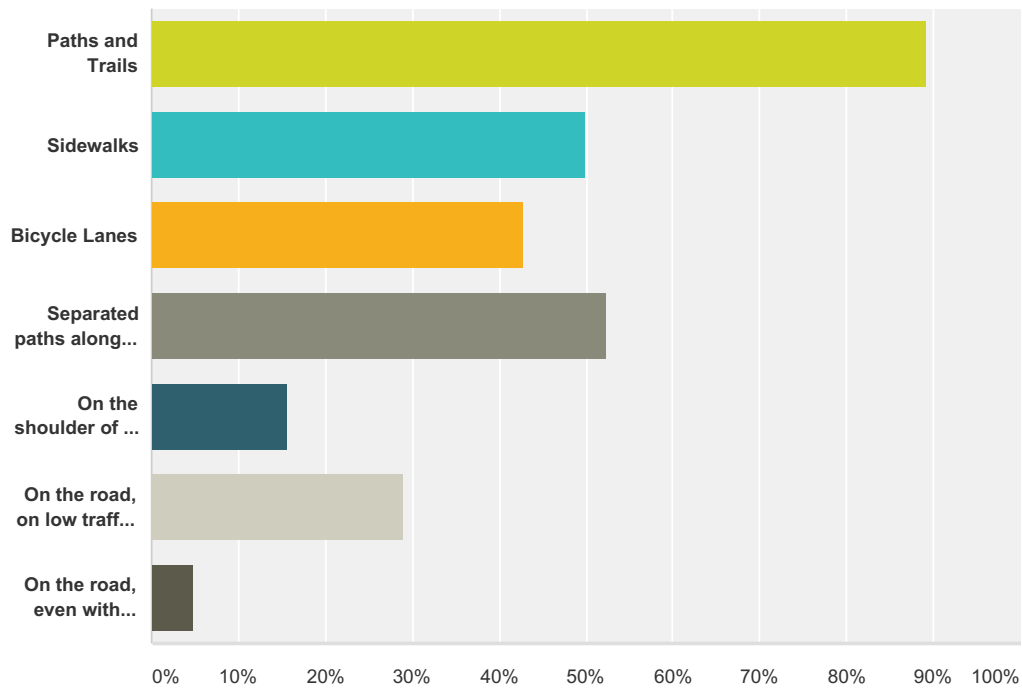
Answered: 165 Skipped: 57



Answer Choices	Responses	
Under 1 mile	3.03%	5
1-3 miles	11.52%	19
4-5 miles	24.24%	40
6-10 miles	21.21%	35
11-20 miles	13.33%	22
More than 20 miles	26.67%	44
<b>Total</b>		<b>165</b>

## Q16 Where are you comfortable bicycling? Select all that apply.

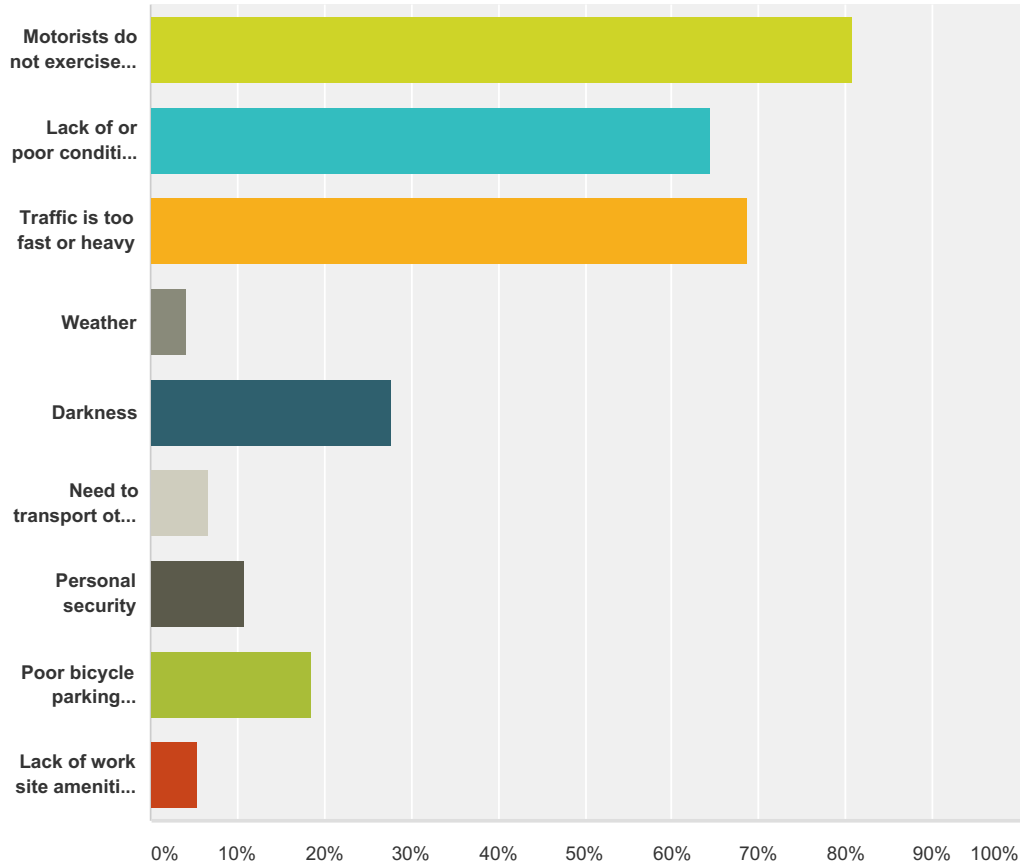
Answered: 166 Skipped: 56



Answer Choices	Responses	
Paths and Trails	89.16%	148
Sidewalks	50.00%	83
Bicycle Lanes	42.77%	71
Separated paths along roadways	52.41%	87
On the shoulder of a roadway	15.66%	26
On the road, on low traffic roadways	28.92%	48
On the road, even with higher traffic speeds and volumes	4.82%	8
Total Respondents: 166		

# **Q17 What are the biggest obstacles to bicycling in Pace/Pea Ridge? Select all that apply.**

Answered: 166 Skipped: 56

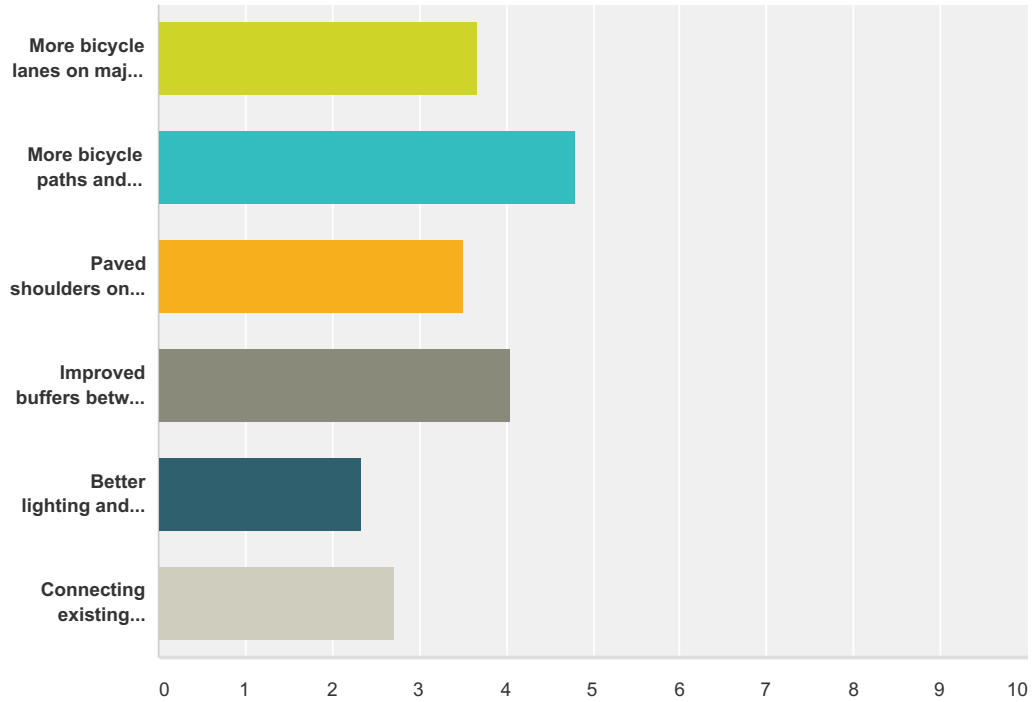


Answer Choices	Responses	
Motorists do not exercise caution around cyclists	80.72%	134
Lack of or poor condition of bicycle facilities	64.46%	107
Traffic is too fast or heavy	68.67%	114
Weather	4.22%	7
Darkness	27.71%	46
Need to transport other passengers or cargo	6.63%	11
Personal security	10.84%	18
Poor bicycle parking facilities	18.67%	31
Lack of work site amenities (e.g., showers, lockers, etc.)	5.42%	9
Total Respondents: 166		



# **Q18 Rank potential bicycle infrastructure improvements in Pace/Pea Ridge, 1 being the most important.**

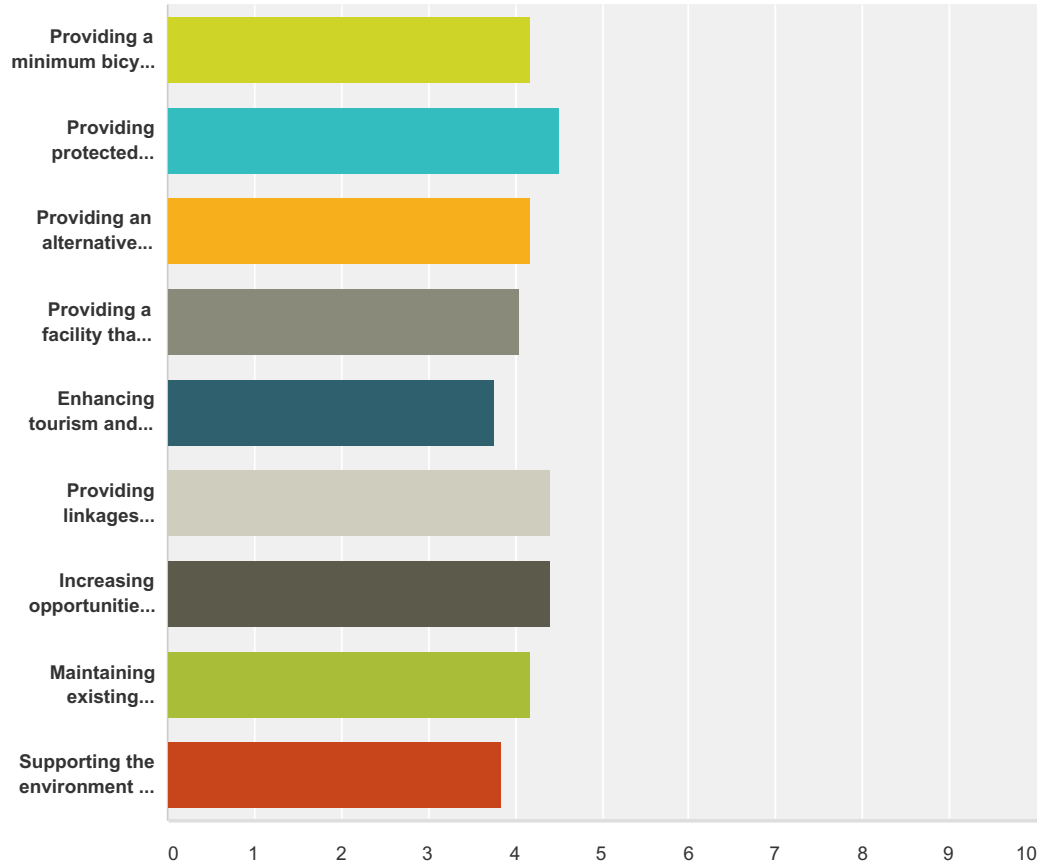
Answered: 164 Skipped: 58



	1	2	3	4	5	6	Total	Score
More bicycle lanes on major streets	20.13% 32	21.38% 34	13.84% 22	13.84% 22	11.95% 19	18.87% 30	159	3.67
More bicycle paths and trails	44.44% 72	19.14% 31	17.28% 28	11.73% 19	6.17% 10	1.23% 2	162	4.80
Paved shoulders on narrow roads	9.94% 16	16.15% 26	24.84% 40	21.12% 34	19.25% 31	8.70% 14	161	3.50
Improved buffers between bicyclists and vehicles	19.51% 32	22.56% 37	20.12% 33	23.17% 38	9.76% 16	4.88% 8	164	4.04
Better lighting and security measures	2.47% 4	9.26% 15	9.88% 16	11.73% 19	30.86% 50	35.80% 58	162	2.33
Connecting existing bicycle lanes/paths/trails/crossings	4.32% 7	11.73% 19	14.81% 24	18.52% 30	22.22% 36	28.40% 46	162	2.72

## Q19 Rank the following reasons to invest in bicycle and pedestrian improvements in Pace/Pea Ridge

Answered: 168 Skipped: 54



	Unimportant	Low Importance	Neutral	Important	Very Important	Total	Weighted Average
Providing a minimum bicycle pedestrian grid	2.98% 5	2.38% 4	10.12% 17	43.45% 73	41.07% 69	168	4.17
Providing protected bicycle and pedestrian facilities that separate bicyclists and pedestrians from automobile traffic	1.79% 3	1.19% 2	5.36% 9	28.57% 48	63.10% 106	168	4.50
Providing an alternative transportation choice to US Highway 90 automobile travel that will serve to eliminate bicycle and pedestrian related fatalities along this corridor.	2.98% 5	5.36% 9	15.48% 26	24.40% 41	51.79% 87	168	4.17
Providing a facility that is attractive to both current cyclists and those citizens desiring a transportation alternative	2.38% 4	4.76% 8	15.48% 26	41.67% 70	35.71% 60	168	4.04
Enhancing tourism and economic development through transportation alternatives and linkages to existing facilities or proposed tourism enhancing facilities	5.36% 9	5.95% 10	26.79% 45	32.14% 54	29.76% 50	168	3.75
Providing linkages between neighborhoods and bicycle and pedestrian traffic generators such as parks, existing routes/facilities, and area schools	2.38% 4	1.19% 2	4.17% 7	37.50% 63	54.76% 92	168	4.41

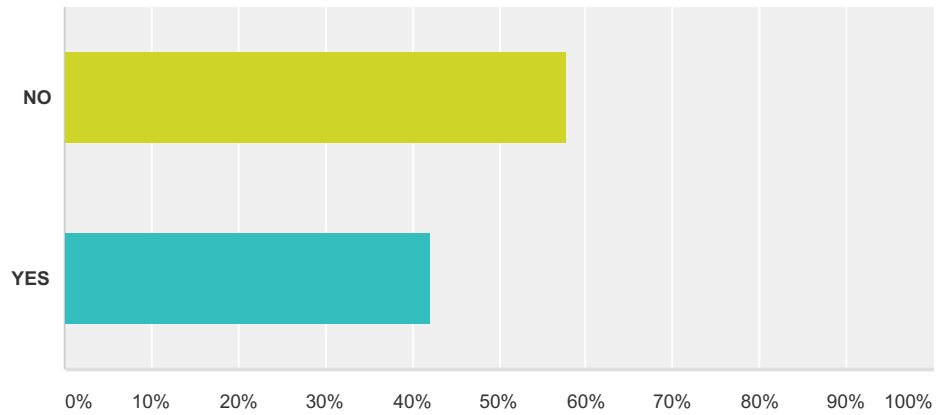
## Pace/Pea Ridge Pedestrian and Bicycle Use

Increasing opportunities for improved community health	<b>1.80%</b> 3	<b>1.80%</b> 3	<b>7.19%</b> 12	<b>33.53%</b> 56	<b>55.69%</b> 93	167	4.40
Maintaining existing bicycle and pedestrian facilities	<b>1.19%</b> 2	<b>2.38%</b> 4	<b>13.10%</b> 22	<b>43.45%</b> 73	<b>39.88%</b> 67	168	4.18
Supporting the environment by offering low-impact transportation options	<b>5.36%</b> 9	<b>5.95%</b> 10	<b>22.62%</b> 38	<b>31.55%</b> 53	<b>34.52%</b> 58	168	3.84



## Q20 Would you like to join our email list?

Answered: 168 Skipped: 54



Answer Choices	Responses	
NO	57.74%	97
YES	42.26%	71
Total		168

## Q21 Contact

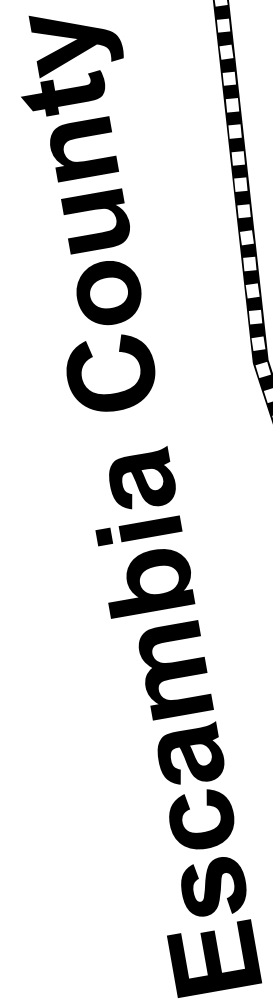
Answered: 71 Skipped: 151

Answer Choices	Responses	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	71
Phone Number	0.00%	0

Pace-Pea Ridge Bicycle/Pedestrian Plan  
Citizen Generated Projects Ranking Scoresheet

Rank	Project	From	To	Description	1.1 (40)	1.2 (20)	2.1 (40)	2.2 (40)	2.3 (30)	2.4 (20)	2.5 (10)	TOTAL	
1	Woodbine Rd	Hwy 90	Chumuckla Highway	Multi-Use Path	30	20	40	40	30	15	10	185	
2	Woodbine Rd	Hwy 90	Chumuckla Highway	Bicycle Lanes	40	20	40	40	30	10	0	180	
3	Chumuckla Highway	Hwy 90	Woodbine Rd	Sidewalks	30	20	20	40	30	15	10	165	
3	Chumuckla Highway	Hwy 90	Woodbine Rd	Multi-Use Path	10	20	40	40	30	15	10	165	
3	East Spencer Field Rd	South Spencer Field Rd	Hwy 90	Sidewalks	30	20	20	40	30	15	10	165	
6	West Spencer Field Rd	Berryhill Rd	Hwy 90	Sidewalks	30	10	20	40	30	15	10	155	
6	West Spencer Field Rd	Berryhill Rd	Hwy 90	Multi-Use Path	10	10	40	40	30	15	10	155	
6	Bell Ln	Hwy 90	Sterling Way	Sidewalks	30	10	20	40	30	15	10	155	
9	Three Feet Reflective Posts along Sidewalk	W Spencer Field Rd	E Spencer Field Rd	Reflective Posts	40	20	40	40	0	0	10	150	
10	White Rd Extension	E Spencer Field Rd	Keyser Ln	Multi-Use Path	10	0	40	40	30	15	10	145	
10	Connection Improvements	Hwy 90	Mill Pond Ln	Sidewalks	30	0	20	40	30	15	10	145	
10	Floridatown Rd	Hwy 90	Floridatown Park	Sidewalks	30	0	20	40	30	15	10	145	
13	Chumuckla Highway	Hwy 90	Woodbine Rd	Shoulders	40	20	0	40	30	0	10	140	
13	Intersection of North and West Spencer Field Roads	N/A	N/A	Traffic Signal Light or Roundabout	30	20	0	40	20	20	10	140	
15	Berryhill Rd	Walker Rd	Chumuckla Highway	Sidewalks	30	20	20	40	0	15	10	135	
16	Chumuckla Highway	Hwy 90	Woodbine Rd	Bicycle Lanes	30	20	0	40	30	10	0	130	
16	Hwy 90	Escambia Bay	Avalon Blvd	Separated Bike Lanes	20	20	40	40	0	10	0	130	
18	Quintette Rd	Chumuckla Highway	Alderbrook Blvd	Sidewalks	30	10	20	40	0	15	10	125	
18	Lane Rd Extension	Education Dr	Lane Rd	Multi-Use Path	20	0	40	40	0	15	10	125	
20	Connection Improvements	Tilubo Ln	Pace Mill Way	Sidewalks	30	0	20	40	0	20	10	120	
20	Hamilton Bridge Rd	Westport Dr	East Spencer Field Rd	Shoulders	40	0	0	40	30	0	10	120	
20	Connection Improvements	Cyanamid Rd	End of Road	Sidewalks	30	0	20	40	0	20	10	120	
20	King Arthurs Way Sidewalks	Excalibur Way	Mulat Rd	Sidewalks	30	0	20	40	0	20	10	120	
20	Mulat Road Sidewalks	King Arthurs Way	Cyanamid Rd	Sidewalks	30	0	20	40	0	20	10	120	
25	Western Woodbine Multi-Use Path	Ashley Plantation Subdivision	Five Points Corridor	Multi-Use Path	20	0	40	40	0	15	0	115	
25	Dixon Intermediate and Sims Middle Schools	Berryhill Rd	Education Dr	Sidewalks	30	0	20	40	0	15	10	115	
25	Arcadia Mill Surrounding Area	Arcadia Mill Site	Anna Simpson Rd	Sidewalks	30	0	20	40	0	15	10	115	
28	Giddens Ln	W Spencer Field Rd	Chumuckla Highway	Shoulders	40	0	0	40	20	0	10	110	
28	Floridatown Rd	Hwy 90	Floridatown Park	Bicycle Lanes	30	0	0	40	30	10	0	110	
28	Bennett Russell Elementary/Avalon Middle School	Mulat Rd	Excalibur Way	Sidewalks	30	0	20	0	30	20	10	110	
31	Sterling Way	Bell Ln	Mulat Rd	Sidewalks	30	0	20	0	30	15	10	105	
32	Berryhill Rd	Walker Rd	Chumuckla Highway	Bicycle Lanes	30	20	0	40	0	10	0	100	
32	Berryhill Rd	Walker Rd	Chumuckla Highway	Shoulders	40	20	0	40	0	0	0	100	
32	Rolyat Rd	West Spencer Field Rd	Benny Russell Park Gate	Sidewalks	30	0	20	40	0	0	10	100	
32	Giddens Ln	W Spencer Field Rd	Chumuckla Highway	Bicycle Lanes	30	0	0	40	20	10	0	100	
36	Chumuckla Highway	Quintette Rd	Luther Fowler Rd	Bicycle Lanes	30	10	0	40	0	10	0	90	
36	Quintette Rd	Chumuckla Highway	Alderbrook Blvd	Bicycle Lanes	30	10	0	40	0	10	0	90	
38	Plantation Subdivision Connection Improvements	Tunnel Rd	Granite Springs Dr	Paved Bicycle Lanes	10	0	40	0	30	5	0	85	
39	Chestnut Ave	Chestnut Ave	Pembrook Pl	Sidewalks	30	0	20	0	0	15	0	65	
40	Luther Fowler Rd	Berryhill Rd	Chumuckla Highway	Bicycle Lanes	30	0	0	0	0	10	0	40	
41	Anderson Ln	Berryhill Rd	Willard Norris Rd	Bicycle Lanes	20	0	0	0	0	10	0	30	
42	Willard Norris Rd	Hwy 89	Chumuckla Highway	Shoulders	Outside the Study Area								0
42	Willard Norris Rd	Hwy 89	Chumuckla Highway	Bicycle Lanes	Outside the Study Area								0
42	Glover Ln	Hwy 90	Hobbs Middle School	Shoulders	Outside the Study Area								0
42	Glover Ln	Hwy 90	Hobbs Middle School	Sidewalks	Outside the Study Area								0
42	Infrastructure Maintenance	N/A	N/A	Maintenance								0	
42	Bike/Ped Safety Education to the general public	N/A	N/A	Education								0	
42	Informing Signage about cyclists and pedestrians	N/A	N/A	Signages								0	





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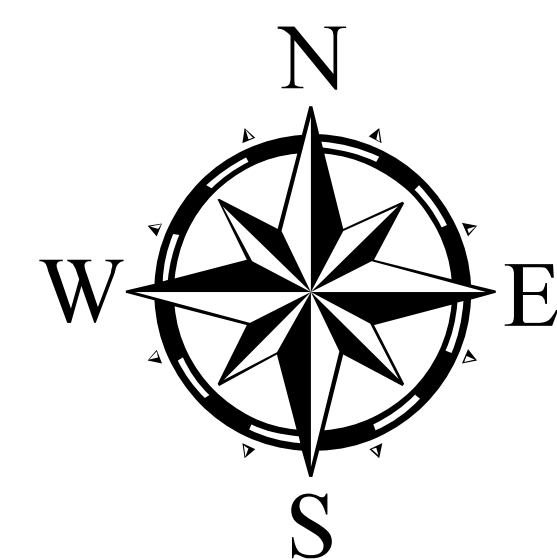
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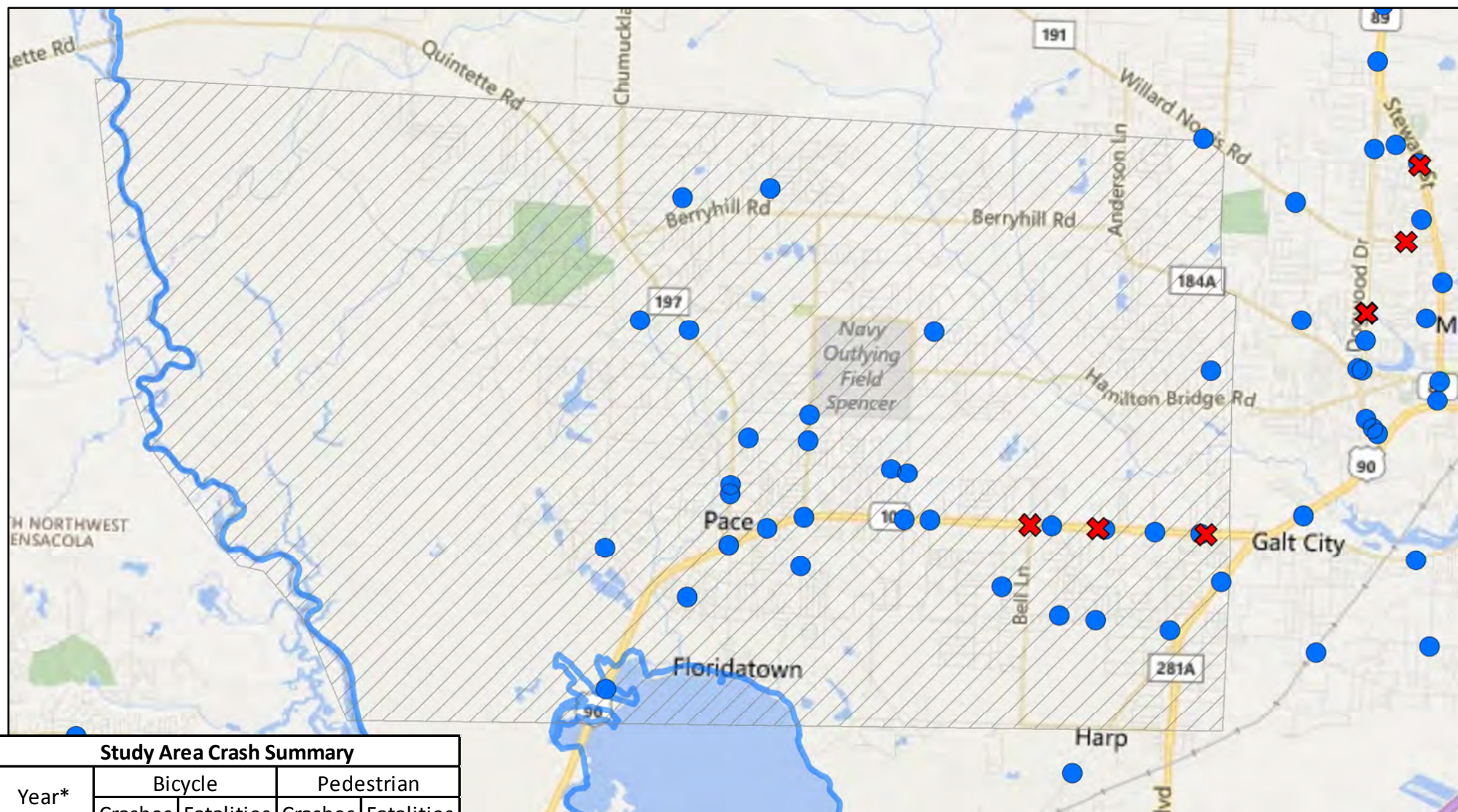
## 2 Miles



Map Prepared by the Santa Rosa County Community, Planning, Zoning and Development Division: Map Date 9/21/2016



# Pace/Pea Ridge Study Area - Crashes Involving Bicycles or Pedestrians September 1, 2011 - August 31, 2016



**Study Area Crash Summary**

Year*	Bicycle		Pedestrian	
	Crashes	Fatalities	Crashes	Fatalities
2011-12	4	0	6	1
2012-13	4	0	5	1
2013-14	0	0	3	0
2014-15	5	0	3	0
2015-16	1	0	4	1
<b>Total</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>3</b>

\*September 1 - August 31

## Legend

- Vehicle Crashes Involving Bicycles or Pedestrians
- ✕ Vehicle Crashes Involving Bicycles or Pedestrians (With Fatalities)
- Study Area
- County Boundary

0 0.75 1.5 3 Miles









# Pace-Pea Ridge Bicycle/Pedestrian Plan Highest Scoring Projects

