



# Pace-Pea Ridge Bicycle/Pedestrian Plan

## Task Four: Alternatives Development



# US 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.

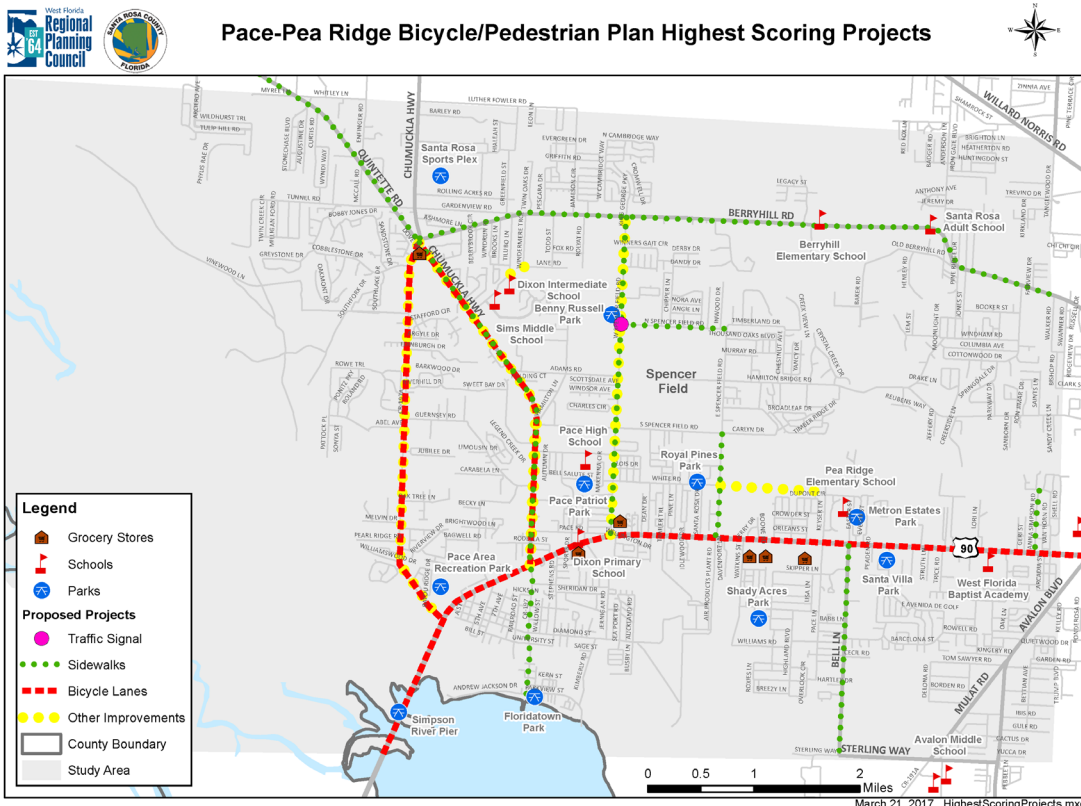


# Analyses of Alternatives Based on Identified Goals and Objectives

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

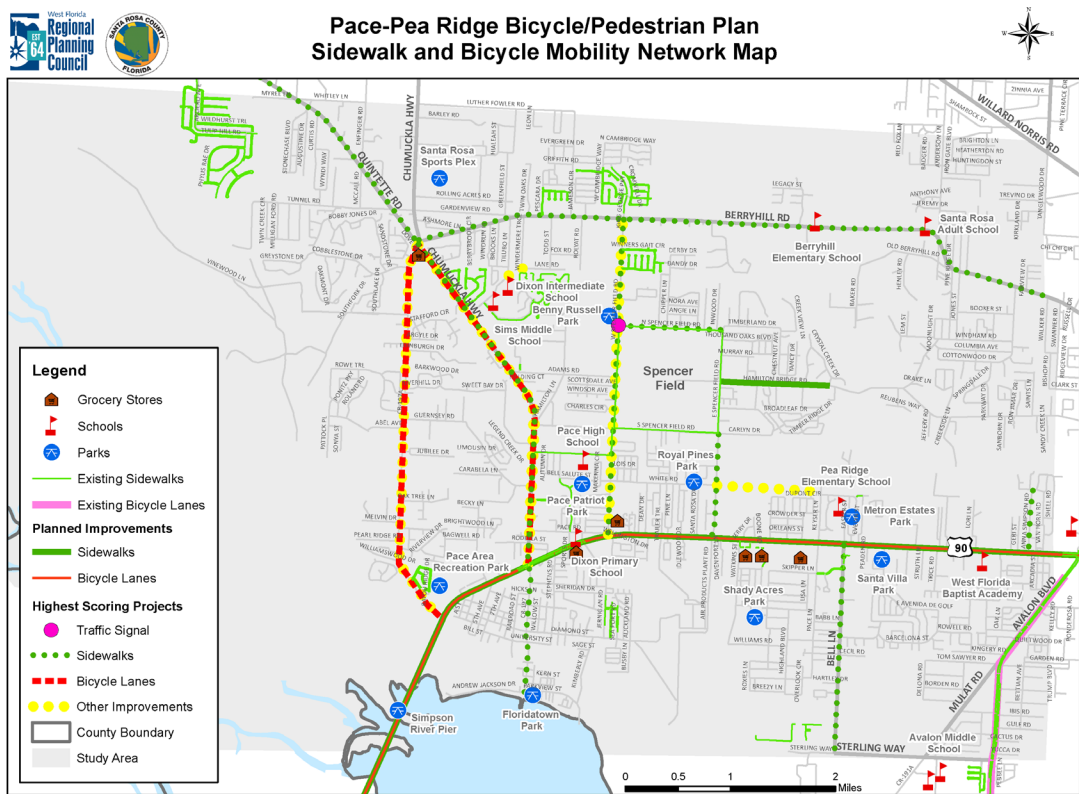
The Highest Scoring Projects Map was created by ranking each citizen-generated project based on the criteria developed through the survey results. Projects connecting existing and planned bicycle and pedestrian facilities scored the highest. The projects all around the Spencer Field sidewalks, including 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

