



Jerry Pate Design

Preliminary Plan Review

August 29, 2011

City of Pensacola

Main Street Improvements

B Street to Baylen Street

Jerry Pate Design has had the opportunity to review the preliminary engineering plans provided by City Engineering on August 24th, 2011. It is understood that these plans are preliminary and these comments are intended to be general in nature. They are provided for review and discussion in an effort to create a walkable and pedestrian friendly corridor linking the western waterfront to our downtown and eastern waterfront.

B to Clubbs

- Buffer strips are needed between the road and sidewalks. It is understood that historically these have been a maintenance concern, however material choices in these areas can greatly decrease the associated maintenance costs.
- The sidewalk should be wider—perhaps 8 feet wide.
- A nice landscape can be created at the corner and along the Transmontagne property to buffer the industrial nature of the site—is their fence within the ROW?
- Money spent on paver crosswalks could be better spent closer to downtown and CMP so that a cohesive plan is implemented to expand from the center of town out, rather than creating improvements that are fractured along the corridor.

SE corner at Bruce Beach – Clubbs

- Create pedestrian bulbs at intersection.
- Perhaps simplify improvements to crosswalks—no pavers at this location but perhaps locate them at Devilliers, Reus, and Spring.
- Delay improvements on north side of street adjacent to sewer plant until that demo work is completed. Create plan for the area however.
- Need wider sidewalk on Bruce Beach property...this is a non-urban context and should relate to the more rural feel with meandering path. Perhaps views to bay and inlet can be created via path location and removing low fence on retention area.
- Why do we need turn lanes into BDI, Crab Trap?

DeVilliers to Reus

- Create plazas for pedestrian staging on north side of corners. Created comfortable spaces for pedestrians at corners and mid-block will deter mid-block jay-walking.
- Bus stop could be located in front of BDI on south side.
- Why are right turn lanes going north needed?
- Create pedestrian bulbs at corners.
- Perhaps create paved crosswalks
- Have crosswalks go through refuge medians rather than in front of them...keep medians wide as possible

Spring

- Create paved crosswalks.
- Is the right turn deceleration lane necessary going north?
- Create northern pedestrian plazas to stage prior to crossing the street.
- Enlarge medians and narrow the intersection so crosswalks can go through medians.
- Reduce parking on NW side to increase median or north sidewalk width.
- Northern sidewalk should be wide to create comfortable sidewalk to discourage jay-walking. This can be done by cutting into the slope off of the city hall parking lot and creating a low retaining wall with planting above.
- Median should be planted to discourage mid-block jay-walking.
- Move sidewalk off of road to east of Spring on north side...work with county on creating a plaza at corner and to Baylen as well as visual improvements to the parking garage façade.
- Create pedestrian bulbs at corners.