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PENSACOLA

## Pensacola is tired of trucks hitting Graffiti Bridge. Here's their plan to prevent it:



**Jim Little**

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Pensacola Mayor D.C. Reeves is taking a crack at a problem that has confounded previous mayors: stopping trucks from hitting the Graffiti Bridge.

Reeves announced during his weekly press conference Tuesday the city is beginning the process to formally designate 17th Avenue near the bridge as a "no truck corridor."

Hardly a month goes by without a truck running into the bridge, which only has a clearance of 10 feet. Many of the trucks that run into the bridge and get stuck or have their tops peeled back are rental moving trucks.

**Pensacola's Graffiti Bridge: Why does it keep getting hit?**

**Stop the trucks** From chains to trolls, Graffiti Bridge town hall generates ways to stop truck crashes

Several of the accidents are documented on the Graffiti Bridge Facebook page managed by local artist Joseph Seurkamp.

Reeves made reference to the Facebook updates during his remarks Tuesday.

"Maybe some people enjoy seeing all those updates on Facebook, but I know it's difficult on traffic. It's expensive," Reeves said. "We don't wish that on anybody to

have damage to their moving truck or their RV or anything like that. So, the first step we're going to take is we're going to formalize that being a no trucks corridor."

**More signs added** Graffiti Bridge maximum height clearance lowered, flashing signs hoped to deter drivers

Reeves said formalizing the designation will mean installing signs warning drivers that no trucks are allowed on the road, as well as allow the designation to show up on GPS programs like Google Maps.

Several years ago, the city installed more signs along the road to warn drivers of the low clearance, but the situation is complicated by the southern portion falling under the jurisdiction of the Florida Department of Transportation while the northern side falls under the city's jurisdiction.

Reeves said city staff is working with FDOT to have more signs on both sides installed.

Formalizing the no-truck designation is phase one of the plan, Reeves said, while phase two will be working with FDOT to warn drivers in a more effective way.

"Our team is working diligently on finding solutions that, you know, maybe you hit something a little softer before you get all the way to the bridge," Reeves said.