

Site Assessment Results



Road Redesign



Redesign road to minimize median and allow more space for ped/bike.

Bridge Safety Hazard



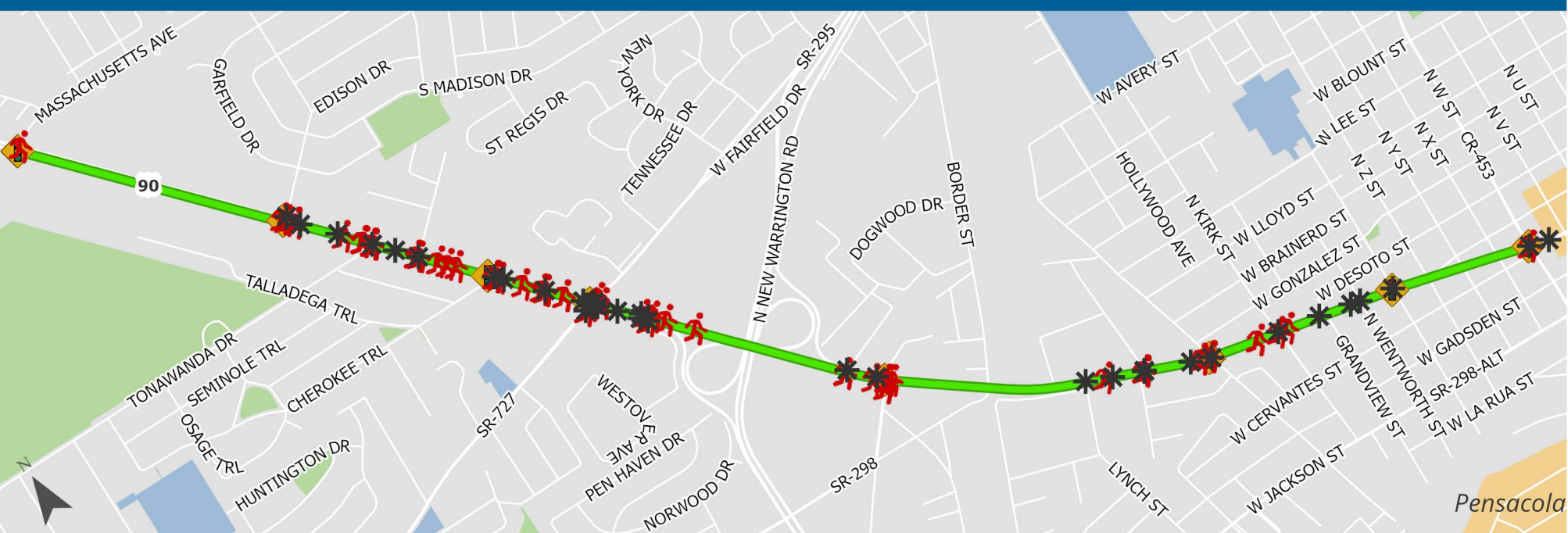
Very narrow ped/pike lane over bridge

County-Owned Property



Vacant property that could be used as trail amenity and historical landmark

Segment #2: US 90 from North W Street to Massachusetts Avenue



This US 90 segment, also known as Mobile Highway, transitions from a four-lane roadway facility on the eastern side of the segment to six lanes with a center turning lane and bicycle lanes west of Fairfield Drive. It is commercially developed with residential development to the north and south. The corridor right-of-way ranges from 65-105 feet and includes sidewalks on both sides.

During the site assessment think about how a multi-use trail could fit within context of the corridor and what potential hazards and conflicts may exist.

Between 2015 and 2021:

56 PEDESTRIAN CRASHES

38 BICYCLE CRASHES

10 FATALITIES

82 INJURIES

35 occurred within or near a marked crosswalk

Traffic Characteristics:

40 MAXIMUM SPEED LIMIT

30,666 ANNUAL AVERAGE DAILY TRAFFIC (YEAR)

14 SIGNALIZED CROSSINGS

CONTEXT CLASSIFICATIONS
C3C - SUBURBAN COMMERCIAL
C4 - URBAN GENERAL

Allowable design speed of 30-55 mph

Legend:

- Pedestrian Crash
- Bicycle Crash
- Traffic Signal
- Parks
- Schools
- Municipality
- Site Assessment Segment

US 90 CORRIDOR MASTER PLAN

EMERALD COAST REGIONAL COUNCIL

- #### Conflicts

 - Power Pole
 - Business Signs
 - Drainage
 - Fences
 - Trees/Landscaping
- #### Safety Hazards

 - Busy Intersections
 - Visibility
 - Lighting
 - Steep Side Slopes
 - Alignment/Dangerous Curves
- #### Legend

 - Site Assessment Segment
 - Potential Alternate Route
 - Railroad
 - Parks
 - Schools
 - Municipality

Railroad



Rails to Trails, or Rails with Trails, connecting to Main Street could be an alternative

Power Poles



Limited right of way with utilities close to existing sidewalk are a conflict