EMERALD COAST REGIONAL COUNCIL 2.0

FLORIDA-ALABAMA TPO

CONGESTION ELIMINATION PLAN

JULY 2025

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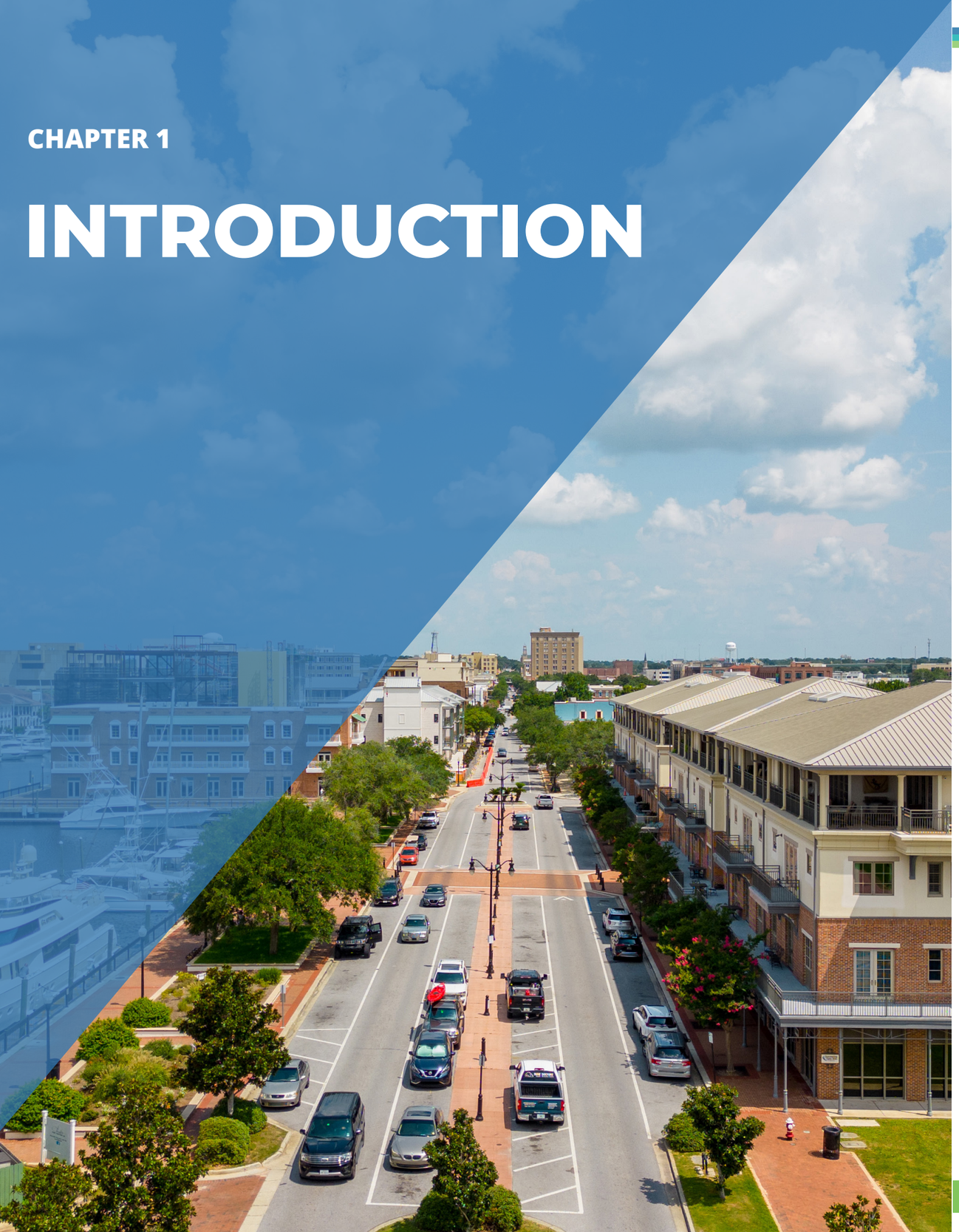
INTRODUCTION



Introduction

In recent years, increased roadway congestion has posed a challenge for municipalities across the United States. Within the Florida-Alabama Transportation Planning Organization (TPO), traffic delays have grown significantly. A 2020 study from Transportation for America found that between 1993 and 2017, the annual hours of delay due to congestion in Pensacola increased by 233%, even though the city's population only grew by 39% during this period.

Figure 1: Congestion Delays in Pensacola

BETWEEN 1993 AND 2017, DELAYS CAUSED BY CONGESTION INCREASED BY

233%

IN PENSACOLA.

Decreased efficiency, increased emergency response time, wasted fuel from idling, and time delays are only a handful of the obstacles caused by congestion. Such challenges also carry a monetary impact. The 2021 Urban Mobility Report released by the Texas Transportation Institute estimates that in 2019, the annual cost of traffic congestion for the Pensacola urban area was approximately $227 million.

Figure 2: Cost of Congestion in Pensacola

ANNUAL COST OF TRAFFIC CONGESTION FOR THE PENSACOLA URBAN AREA IN 2019:

$227 MILLION

Congestion is also a growing challenge nationally. A 2021 study on congestion completed by the Texas Transportation Institute evaluated 494 urbanized areas within the United States for issues with congestion. The study reported that the average commuter experienced 54 hours of congestion delay annually, with national total delay time and wasted fuels estimated to have cost more than $188 billion in 2018 alone.

The Emerald Coast Regional Council (ECRC) is committed to mitigating the impacts of roadway congestion. The Congestion Elimination Plan aims to identify the roadways within the Florida-Alabama TPO that have a demonstrated history of congestion and to recommend a variety of strategies to alleviate this congestion. The Congestion Elimination Plan will be used in conjunction with other plans developed by the ECRC to improve and modernize the region's transportation system.

The 7-Layer Cake

In the spring of 2024, the ECRC introduced the 7-Layer Cake Initiative, aimed at enhancing safety, efficiency, and technology infrastructure throughout the region's transportation network. Comprised of seven corresponding plans and projects, the 7-Layer Cake provides a multifaceted approach to achieving the region's infrastructure goals and largely relies on initiatives that will modernize the region's transportation system. The Congestion Elimination Plan represents one of the cake layers, complementing and building upon the:

- Safety Action Plan - Identifies locations within the Emerald Coast's transportation network where additional safety infrastructure can be implemented to help eliminate roadway deaths and serious injuries.
- Smart Regions Plan - Identifies technology strategies and infrastructure that can be leveraged to enhance roadway safety, efficiency, and connectivity throughout the region.
- Data Analytics Plan - Utilizes the infrastructure needs identified in the Smart Regions Plan to determine strategies for regional technology and software rollout to enable real-time transportation information processing.

The Congestion Elimination Plan aims to identify transportation projects within the Florida-Alabama TPO that will alleviate traffic congestion, promote commuting efficiency, and enhance emergency preparedness. To ensure the region's transportation goals are achieved, the plans implemented in the 7-Layer Cake initiative will be supplemented by long-range transportation plan (LRTP) integration, fiber and broadband deployment, and the construction of a regional Transportation Management Center.

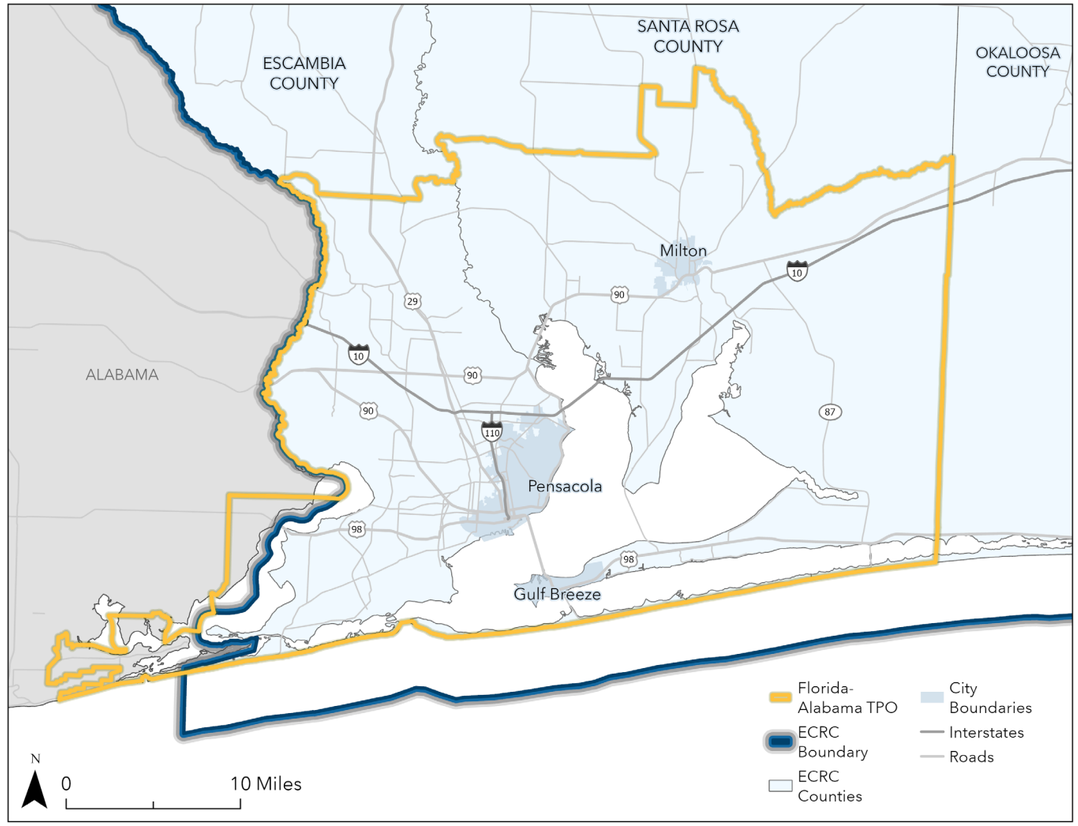
Figure 3: ECRC 7-Layer Cake

Background

The Florida-Alabama TPO is the metropolitan planning organization for the urbanized areas of Escambia and Santa Rosa Counties in Florida and Baldwin County in Alabama. The Florida-Alabama TPO is located within the ECRC, who serves as the TPO's regional planning council. As per the 2020 US Census, the population of the Florida-Alabama TPO is approximately 510,000 residents. The Florida-Alabama TPO is shown in Map 1.

The Congestion Elimination Plan identifies locations within the Florida-Alabama TPO that are in need of additional planning strategies to reduce congestion, promote commuting efficiency, facilitate the use of alternative modes of transportation, and enhance emergency preparedness.

Map 1: Florida-Alabama TPO



Plan Process

The Congestion Elimination Plan utilized a three-step process to identify the roadways in need of additional congestion mitigation efforts. The plan process is described in additional detail in Figure 5.

Figure 4: Congestion Elimination Plan Process

1 ESTABLISH GOALS

Establish overarching goals as a basis for strategies. The goals include transportation technology, safety & congestion, and transportation options.

2 DEVELOP STRATEGIES

Develop a range of planning, engineering, and programmatic strategies to meet goals and facilitate congestion alleviation along priority corridors.

3 IDENTIFY PRIORITY PROJECTS

Priority projects were identified by reviewing congestion data and identifying overlap with existing planning efforts.

Plan Purpose

By identifying key projects that are eligible for federal, state, and local funding, resources can be strategically leveraged to implement technology infrastructure in locations where such enhancements can have regional benefits and improve quality of life for residents.

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CHAPTER 2

TRENDS AND CONDITIONS

Trends and Conditions

To assess the current state of congestion within the Florida-Alabama TPO, four main datasets were analyzed: causes of congestion within the TPO, regional economic drivers, population growth projections for Escambia and Santa Rosa Counties, and over-capacity roadways within the TPO. By evaluating these factors, patterns associated with congestion in the Florida-Alabama TPO emerged, allowing for a better understanding of the specific challenges driving congestion. The analysis of trends and conditions was then used to inform the various strategies developed to help mitigate congestion within the TPO.

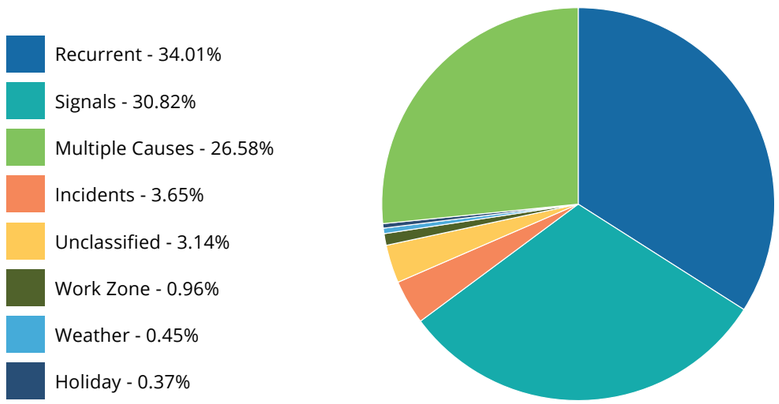
Causes of Congestion Report

Data from the University of Maryland's Center for Advanced Transportation Technology (CATT) Laboratory Regional Integrated Transportation Information System (RITIS) Causes of Congestion tool was used to better understand the underlying sources of congestion within the Florida-Alabama TPO, The Causes of Congestion report identifies the causes of congestion and classifies congestion in the following categories:

- Recurring - A predictable, regularly observed pattern of interruption in traffic flow that results in traffic delay
- Weather - Interruption in traffic flow caused by inclement weather conditions
- Work Zones - Interruption in traffic flow caused by a planned construction or maintenance project
- Incidents - Interruption in traffic flow caused by an unplanned in-road or roadside obstruction
- Signals - Interruption in traffic flow near signalized intersections
- Holidays - Interruption in traffic flow caused by a scheduled occasion
- Unclassified - Interruption in traffic flow with no discernable cause
- Multiple Causes - Congestion event is caused by more than one factor

Using data from January 1, 2024 to December 31, 2024, the main causes of congestion within the Florida-Alabama TPO were determined, as shown in Figure 6 below.

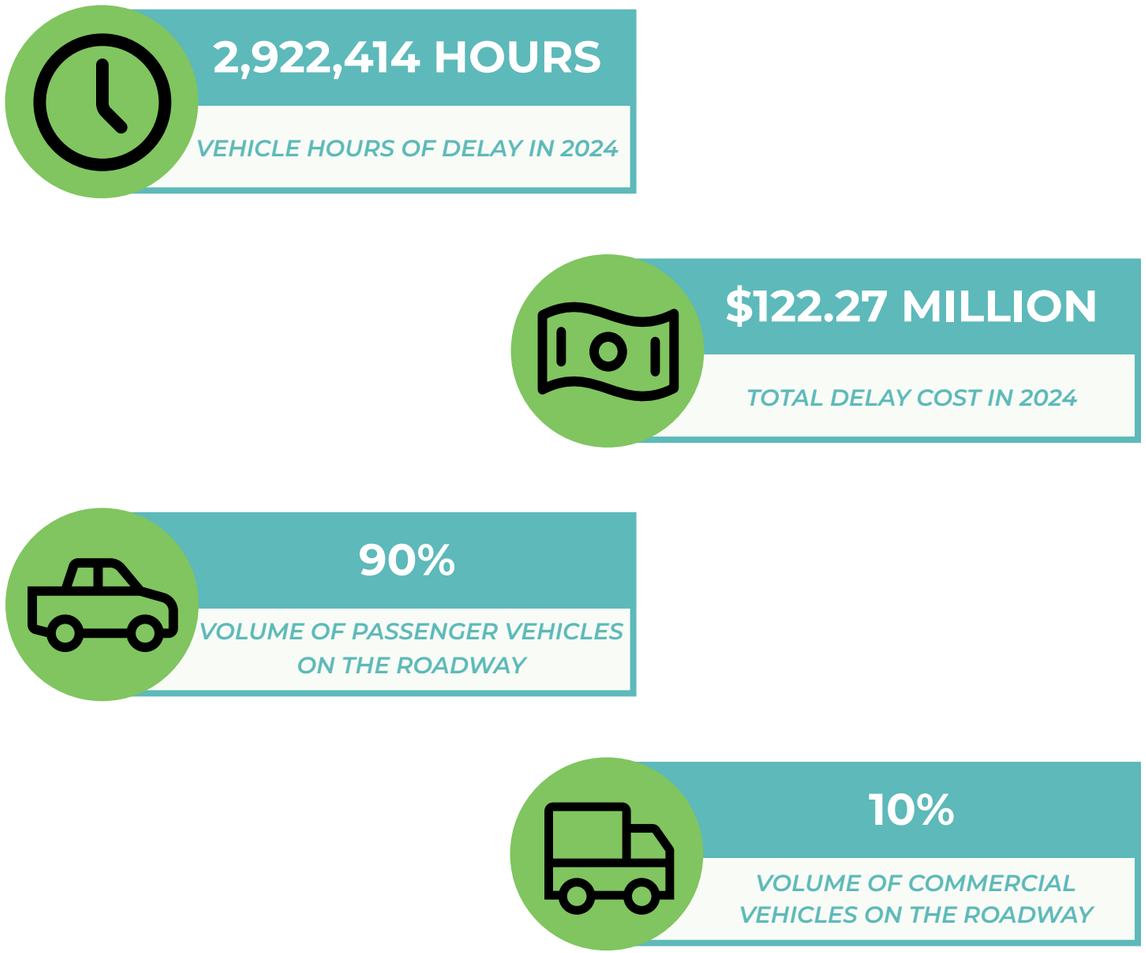
Figure 6: Florida-Alabama TPO Causes of Congestion



As per the RITIS Causes of Congestion Report, most congestion incidents within the Florida-Alabama TPO stem from recurrent issues, signals, or have multiple causes. These three categories accounted for more than 90% of congestion occurrences in the Florida-Alabama TPO during 2024. The RITIS Causes of Congestion Report also provided a breakdown of the impacts of these congestion events. In 2024, it is estimated that total delay time within the Florida-Alabama TPO reached more than 2.9 million hours, costing the region over $120 million. Such congestion events largely impact passenger vehicles, which make up 90% of total road volume within the TPO. Commercial vehicles make up only 10% of the TPO's road volume, but have larger monetary losses during traffic delays. Figure 7 describes the impact of congestion within the Florida-Alabama TPO in 2024.

The Smart Regions Plan, the second layer of the ECRC's 7-Layer Cake initiative, also utilized the RITIS Causes of Congestion tool to analyze congestion trends within the ECRC region at-large. The congestion information sourced from RITIS was used to develop the priority projects outlined in the Smart Regions Plan.

Figure 7: Florida-Alabama TPO Congestion Impact



Economic Drivers

Economic drivers and major areas of employment within Escambia and Santa Rosa Counties were analyzed to determine employment hubs within the TPO that might be contributing to congestion and inefficient commuting. Military, financial services, healthcare, and tourism services rank among the highest-employing industries. Table 1 describes military employment with the Pensacola and Whiting Naval Air Stations (NAS), the only military installations in the TPO. Table 2 shows the private employers in Escambia and Santa Rosa Counties with 500 or more employees. Both tables have been sourced from the ECRC Smart Regions Plan.

Table 1: Military Base Direct Employment

County	Installation	Population Type	Persons	Civilian Labor Force	% Labor Force (Civilian + Military)
Escambia	Pensacola NAS	Military	17,000	153, 414	12.9%
		Civil Service and Contractors	5,000		
		County Total	22,000		
Santa Rosa	Whiting Field NAS	Military	2,000	90,152	3.8%
		Civil Service and Contractors	1,500		
		County Total	3,500		

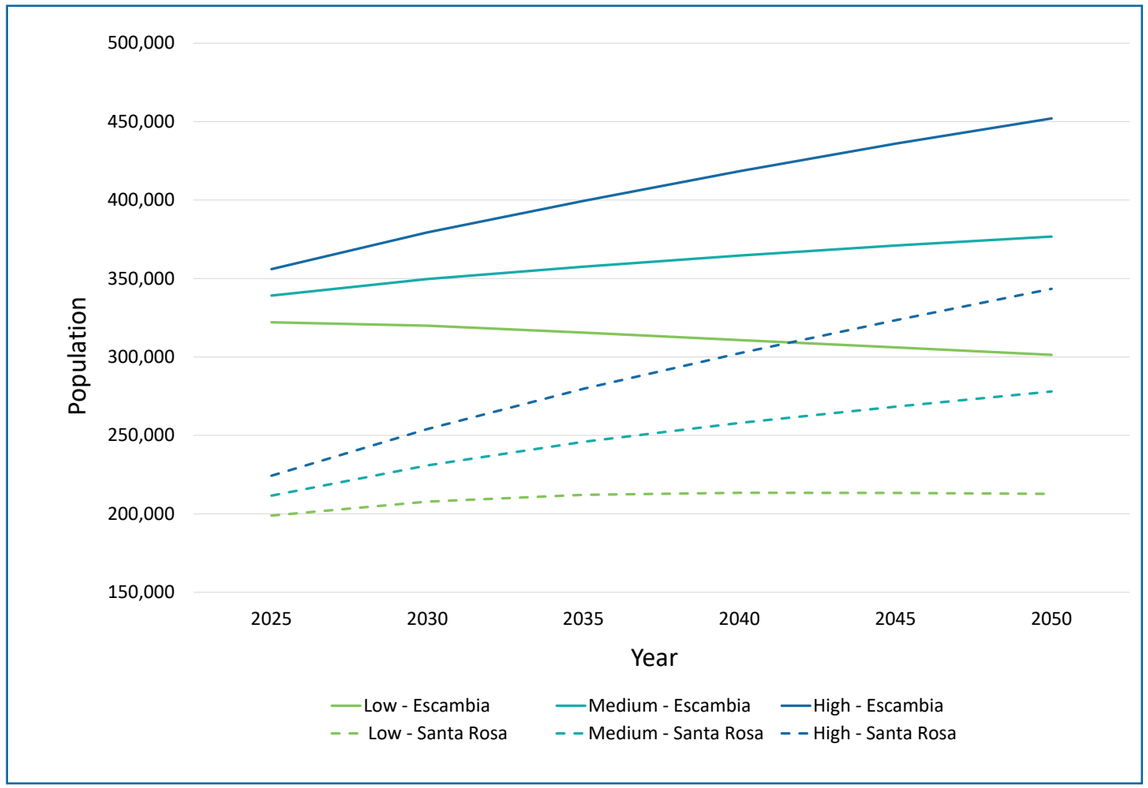
Table 2: Private Employers with 500 or More Employees

County	Rank	Company	Employees	Industry
Escambia	1	Navy Federal Credit Union	9,188	Financial Service Center
	2	Baptist Health Care	5,434	Healthcare
	3	Sacred Heart Health Systems	4,820	Healthcare
	4	University of West Florida	2,447	Education
	5	Pensacola Christian College	1,584	Education
	6	Ascend Performance Materials	1,288	Manufacturing
	7	West Florida Healthcare	1,200	Healthcare
	8	LifeView Group	1,199	Health and Human Services
	9	Innisfree Hotels	750	Hospitality
	10	GE Vernova	700	Manufacturing
Santa Rosa	1	Baptist Healthcare Systems	849	Hospital
	2	Wal-Mart Stores	800	Department Stores
	3	Santa Rosa Medical Center	700	Hospital
	4	Publix	500	Grocery

Population Trends

As part of the regional congestion analysis for the Florida-Alabama TPO, population trends for Escambia and Santa Rosa County were analyzed. Of the six projections analyzed, all but one predict population growth within the region over the next 25 years. Projections are shown in Figure 8. As population grows and more residents use the transportation network, issues with congestion will continue to pose a challenge for the region. Generally, an increase in population correlates with an increase in the number of vehicles on the road. This can exacerbate congestion issues and delays associated with traffic, largely due to roadways becoming over-capacity. Population growth can add additional strain to the transportation network and contribute to issues surrounding traffic congestion.

Figure 8: Escambia and Santa Rosa Counties Population Projections



Source: The University of Florida's Bureau of Economic and Business Research (BEBR) 2023 Projections of Florida Population by County

Capacity Constraints

Roadway volume to capacity within the Emerald Coast was assessed in the Smart Regions Plan. Using the FDOT District 3 Level of Service Tool, percentage of maximum service volume was calculated by dividing observed vehicle volume by the roadway's estimated capacity. Percentage of maximum service volume is used to identify the over-capacity roadways within the region.

Within the Florida-Alabama TPO, several roadways are at or above capacity, resulting in frequent congestion, delays, and bottlenecks. Over capacity roadways within the Florida-Alabama TPO can be seen on Map 2.

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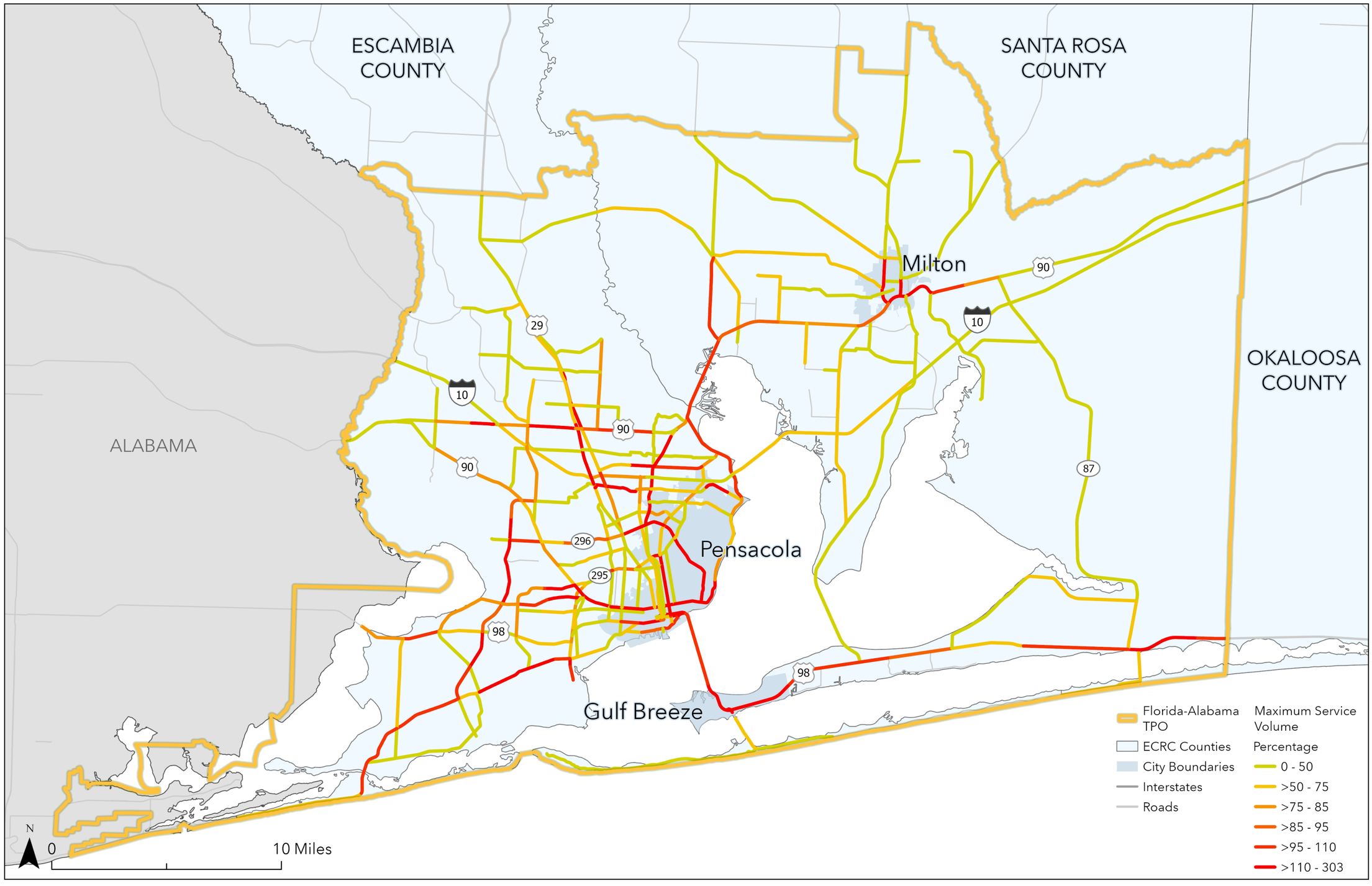
Map 2: Percentage of Maximum Service Volume



CHAPTER 3

GOALS & STRATEGIES

Goals & Strategies

There are numerous strategies and actions that can support the reduction and potential elimination of congestion within a transportation network. The Florida-Alabama TPO has developed its own toolbox of strategies to address the unique opportunities and challenges related to congestion in its region. The toolbox has been designed around three goal areas: Transportation Technology, Safety & Congestion, and Transportation Options. Nested within each goal is a range of strategies, from site-specific infrastructure upgrades to broad operational improvements. This wide variety of potential "tools" gives local decision makers flexibility in how they approach congestion elimination while maintaining a focus on the most important regional needs.

Figure 9: Strategy Goal Areas

TRANSPORTATION TECHNOLOGY: *Leverage technology and innovative design to mitigate transportation congestion.*

SAFETY & CONGESTION: *Improve congestion and safety by combining innovative, data-driven traffic management with traditional traffic control techniques.*

TRANSPORTATION OPTIONS: *Provide transportation options to residents and visitors to promote efficient movement and reduce congestion.*

As part of the ECRC's 7-Layer Cake Initiative, the strategies included in this plan are intended to complement and be incorporated into the strategies and projects featured in the other plans, or layers.

TRANSPORTATION TECHNOLOGY

Strategies that leverage technology and innovative design to mitigate transportation congestion.

Fiber Connectivity

Deploy municipally-owned fiber to integrate smart technologies for advanced warning systems, congestion management, and communications.

Data Analytics Platform

Use the robust data collected by the ECRC's Data Analytics Platform to improve decision making related to reducing carbon emissions.

Variable Speed Limits

Install electric speed limit signs that change dynamically based on real-time roadway conditions to reduce stop-and-go traffic and optimize vehicle fuel efficiency.

Signal Optimization

Improve the timing and coordination of traffic signals, especially on critical transportation corridors, to ensure better traffic flow and shorten vehicle idling time.

Transit Signal Priority (TSP)

Modify traffic signal timing and phasing to give preferential treatment to transit vehicles and routes, thus increasing transit reliability and reducing delays.

Traffic Management Solutions

Deploy other technology solutions, such as advanced traveler warning systems, active traffic management, and queue warning systems, that can dynamically improve traffic conditions.

SAFETY & CONGESTION

Improve congestion and safety by combining innovative, data-driven traffic management with traditional traffic control techniques.

Incident Management

Upgrade traffic incident detection and response capabilities to quickly and efficiently reroute traffic, reopen roadways, and reduce congestion.

Work Zone Management

Develop detailed protocols and coordination efforts for traffic management during construction projects to mitigate avoidable delays and traffic backups.

Dynamic Detours

Leverage technology and advanced planning to reroute vehicles around congestion and road closures in real time.

Access Management

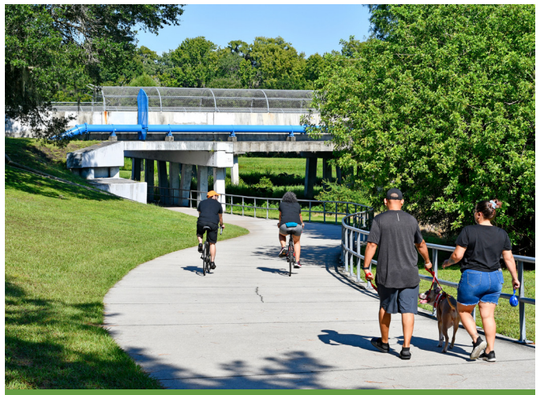
Strategic regulation and design of driveways, intersections, and median openings to improve traffic flow and reduce congestion.

Traffic Control Devices

Improve signage and wayfinding, add pavement markings, and modify signalized intersections to facilitate safety and better visibility.

TRANSPORTATION OPTIONS

Provide transportation options to residents and visitors to promote efficient movement and reduce congestion.



Sidewalks

Enhance the connectivity and condition of existing sidewalk networks to promote pedestrian accessibility.

Bike Lanes

Develop dedicated bicycle infrastructure along new and existing roadways to promote bicycle accessibility.

Multi-use Paths and Trails

Explore opportunities to develop off-street bicycle and pedestrian facilities that connect where people live, work, and play.

Programmatic Solutions

Implement non-infrastructural, programmatic solutions, such as bicycle-pedestrian safety campaigns, transit promotion, and telework programs, to reduce the total number of vehicle trips.

Transit

Invest in improving and expanding transit service to increase ridership and reduce single-occupancy vehicle trips.

SUPPLEMENTAL OPTIONS

Supplemental practices can be integrated into existing projects to mitigate the impacts of congestion and provide co-benefits, such as improved air quality.

Landscaping/Vegetation

Expand the use of native plant species in landscaping to support the restoration of natural systems and reduce the proliferation of invasive species.

Energy Efficient/Smart Street Lighting

Upgrade existing streetlights to LED alternatives that last longer and use less electricity.

Construction/Maintenance Practices

Adopt construction practices that reduce adverse impacts such as stormwater runoff, site erosion, and dust generation.

Alternative Fuel

Develop and expand alternative fuel technology such as electric vehicle charging infrastructure to support more widespread adoption of low- or zero-emission vehicles.

Transportation Technology

Fiber Connectivity

The installation of fiber optic networks allows for communications infrastructure to be utilized along a network of roadways to quickly transmit data over great distances. Fiber optic networks are the backbone of several different technologies that can be used to create a more connected transportation system that is less prone to congestion. The installation of fiber optics will allow for technologies such as traveler information systems, incident management systems, advanced warning systems, and dynamic message signs to be implemented throughout the region. These technologies give travelers, emergency responders, construction crews, and roadway professionals the ability to stay connected and up to date on current roadway conditions, alleviating congestion and boosting efficiency.

Data Analytics Platform

The Data Analytics Plan, the third layer of the ECRC 7-Layer Cake initiative, will evaluate how the technology infrastructure identified in the Smart Regions Plan can be used for real-time transportation information processing to enhance roadway safety, reduce congestion, and improve quality of life within the region. These technologies will constitute the region's Data Analytics Platform that is capable of compiling, organizing, and processing data sets into tools that will be used to modernize and fortify the transportation network. The Data Analytics Platform will be used as a cornerstone for the traffic management center to be constructed within the Florida-Alabama TPO. This management center will rely on the Data Analytics Platform to inform a number of transportation and traffic management challenges.

Variable Speed Limits

Variable speed limits are electronic signs that allow the speed limit to be modified depending on a range of variables. Roadway conditions such as weather, traffic volume, construction, or crashes can pose threats to motorists and impact the flow of traffic. As roadway conditions change, the speed limit can be lowered or raised as appropriate, allowing for safer travel speeds and reducing the likelihood of incidents such as crashes that can cause congestion and back-ups. Variable speed limits also help prevent stop-and-go traffic, improving flow and preventing fuel waste.

Signal Optimization

Signal optimization is used to coordinate the timing of traffic signals, avoiding bottlenecks and allowing for improved traffic flow. Signal optimization generally utilizes a series of algorithms or real-time traffic information to estimate the most efficient and effective signal timings. Signal optimization can be implemented along critical corridors or roadways with a recurrent history of congestion to ensure a more efficient movement of vehicles. On corridors with commuter congestion, signal optimization can be used only during peak hours to alleviate traffic.

Transit Signal Priority (TSP)

TSP is used to modify traffic signal timing, allowing transit vehicles such as buses to travel through intersections unhindered, reducing delay times and increasing the reliability of transit. TSP relies on the use of a special control mode to change normal signal operations. In addition to transit vehicles, TSP can be used to give emergency responders priority, shortening response times. The use of TSP facilitates improved traffic flow for select vehicles.

Traffic Management Solutions

A variety of technological solutions can be implemented within the transportation network to prevent congestion and improve network efficiency. Technology that relies on real-time roadway data can be integrated into the existing system to provide travelers with information on conditions and incidents. Technologies such as advanced traveler warning systems, active traffic management systems, dynamic message signs, and queue warning systems can assist in the improvement of traffic flow, preventing congestion.

Safety & Congestion

Incident Management

Incident management systems are used to detect roadway incidents and mitigate their impacts. In the event of a crash, construction, severe weather, or other unforeseen circumstances, incident management systems can be activated to reroute traffic or provide pertinent information to motorists via dynamic message signs or radio. Real-time surveillance in the form of closed-circuit television (CCTV) or traffic detectors allows roadways to be reopened once the incident is addressed.

Work Zone Management

During construction, work zone management practices are necessary to minimize traffic delays, avoid backups, and ensure the safety of workers and motorists. Best practices and protocols for traffic management during construction should be developed to mitigate possible impacts. To effectively plan for construction projects, work zone management requires an assessment of project constraints, work zone type, construction phasing, and anticipated impacts.

Dynamic Detours

Dynamic detours allow for traffic to be diverted around an incident or congestion based on real-time information. Dynamic detours work in tandem with intelligent transportation systems (ITS) such as CCTV, dynamic message signs, and vehicle detection systems (VDS). ITS systems are utilized to collect real-time information on traffic patterns and disseminate this information to motorists. Dynamic detours provide motorists with an alternate route to avoid incidents such as construction, crashes, or traffic from special events. Technology and advanced route planning should be leveraged to enhance the efficacy of dynamic detours.

Access Management

Access management improvements reduce traffic congestion by strategically regulating the location and design of driveways, intersections, and median openings to minimize conflict points and streamline vehicle movements. Techniques such as increasing spacing between access points, consolidating driveways, and implementing raised medians or dedicated turn lanes help maintain consistent traffic flow and reduce delays caused by frequent stops, turning maneuvers, and crashes. These measures can enhance roadway capacity and safety while preserving the roadway's function.

Traffic Control Devices

Traffic control devices work to manage traffic flow along roadways. Traffic control devices improve safety and efficiency along a corridor and should be applied in accordance with standards outlined in the Federal Highway Administrations *Manual on Uniform Traffic Control Devices*. Traffic control devices are varied, and may include mechanisms such as directional signage, wayfinding signage, signal modifications, and pavement markings. Roadways often benefit from a combination of traffic control devices that work to guide drivers, pedestrians, and bicyclists safely along a corridor."

Transportation Options

Sidewalks

The construction of new sidewalks and the improvement of existing sidewalks can provide routes for alternative modes of transportation, helping to alleviate strain on the region's roadways. Creating a more connected sidewalk network will allow pedestrians and cyclists to have safer routes to travel, leading to less vehicles and traffic congestion on the roadway.

Bike Lanes

Incident management systems are used to detect roadway incidents and mitigate their impacts. In the event of a crash, construction, severe weather, or other unforeseen circumstances, incident management systems can be activated to reroute traffic or provide pertinent information to motorists via dynamic message signs or radio. Real-time surveillance in the form of closed-circuit television (CCTV) or traffic detectors allows roadways to be reopened once the incident is addressed.

Multi-use Paths and Trails

During construction, work zone management practices are necessary to minimize traffic delays, avoid backups, and ensure the safety of workers and motorists. Best practices and protocols for traffic management during construction should be developed to mitigate possible impacts. To effectively plan for construction projects, work zone management requires an assessment of project constraints, work zone type, construction phasing, and anticipated impacts.

Programmatic Solutions

In addition to planning and engineering strategies, a variety of programmatic solutions can be utilized to reduce the region's total number of vehicle trips. Strategies such as bicycle and pedestrian safety campaigns and transit promotion can facilitate increased use of different transportation modes, helping to alleviate congestion by removing vehicles from the roadway. Additionally, vehicle trips can be avoided by reducing the need to travel, such as through the promotion of remote work programs.

Transit

Increased use of transit and public transportation can assist in reducing the region's total vehicle trips. By investing in the improvement and expansion of transit services within the Florida-Alabama TPO, single-occupancy vehicle trips can be reduced, helping to alleviate strain on the transportation network that can lead to bottlenecks and congestion.

Supplemental Options

Landscaping/Vegetation

To improve air quality and reduce the impact of congestion-related emissions, native plant species should be used in landscaping along the transportation network. In addition to air-quality benefits, native plant landscaping can support the restoration of natural systems and reduce the proliferation of invasive species.

Construction/Maintenance Practices

Construction and maintenance practices that reduce adverse environmental impacts should be adopted. Best practices should be developed to mitigate stormwater runoff, site erosion, dust generation, and air quality concerns associated with construction. Ensuring that best practices for construction and maintenance projects are followed can help shorten project timelines, reducing congestion delays associated with construction.

Energy Efficient/Smart Street Lighting

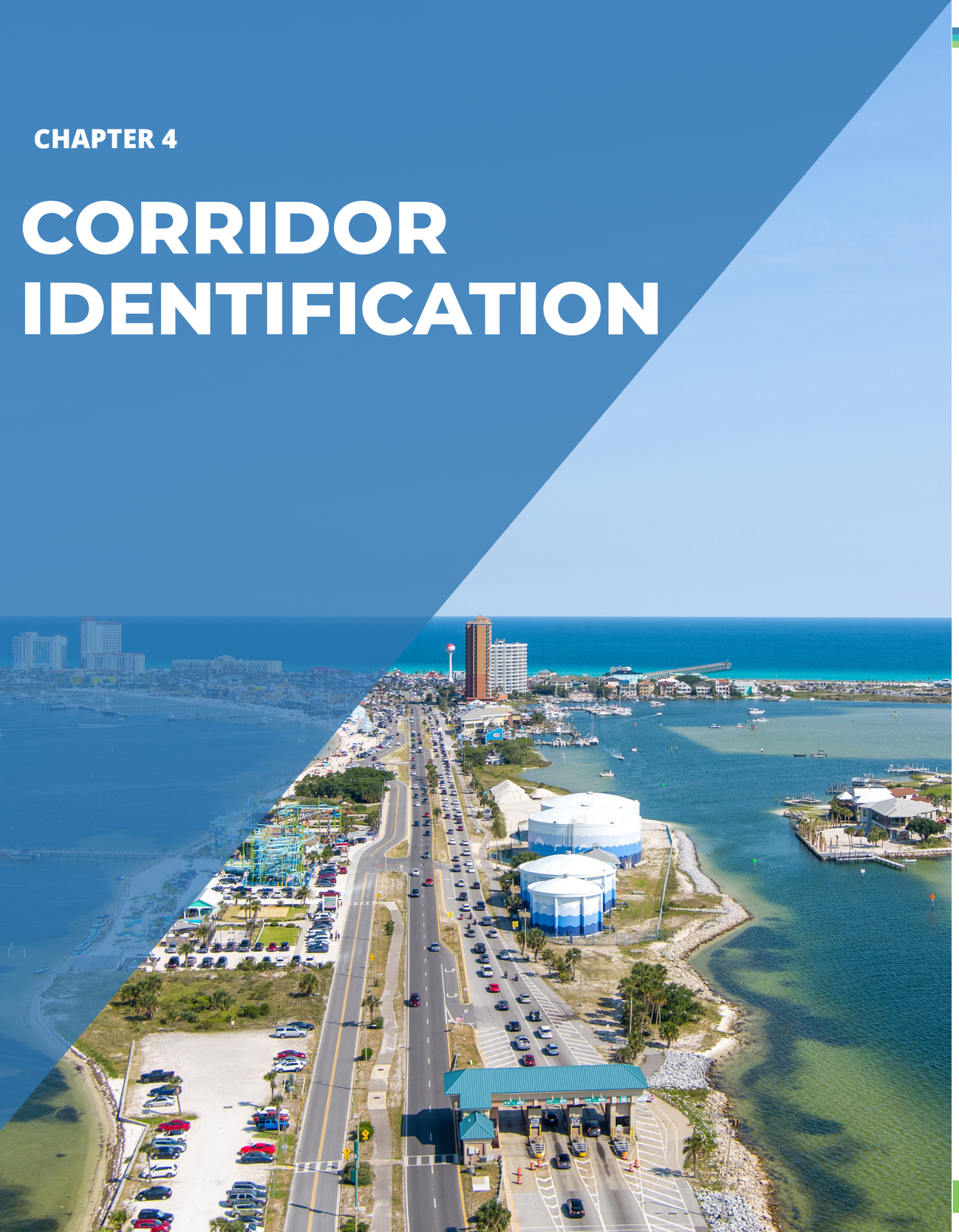
Existing streetlights should be upgraded to LED alternatives that consume less electricity, last longer, and create less emissions. Additionally, LED streetlights are generally brighter and provide more clarity, leading to enhanced visibility and safety for pedestrians, bicyclists, and motorists. The use of LED lighting can mitigate crashes, leading to less incident-related congestion.

Alternative Fuel

To improve air quality and mitigate the emission impact of congestion, alternative fuel technology such as electric vehicle charging infrastructure should be developed and expanded. The development of alternative fuel technologies can increase the number of low and no emission vehicles on the road.

CHAPTER 4

CORRIDOR IDENTIFICATION



Corridor Identification

The plan overlays congestion data with the other planning efforts associated with the 7-Layer Cake to identify priority corridors to apply congestion strategies, with a focus on transportation technology. Locations identified are those in need of additional measures to alleviate congestion, promote commuting efficiency, and enhance safety. Congestion data analyzed for this plan includes bottleneck locations, maximum service volumes, and causes of congestion. Safety data were also considered. Figure 10 summarizes the other planning efforts, while Table 3 and Map 6 show the resulting priority corridors for this plan. These projects represent the locations in the Florida-Alabama TPO that would benefit from technology and other strategies to alleviate congestion, promote commuting efficiency, and enhance safety.

Figure 10: Plans Analyzed

FLORIDA-ALABAMA TPO 2050 LONG RANGE TRANSPORTATION PLAN

The Florida-Alabama 2050 LRTP identifies long term strategies and projects within the MPO area. Twelve corridor studies from the Florida-Alabama LRTP were identified for this analysis.

ECRC SMART REGIONS PLAN

The Smart Regions Plan identifies a variety of roadway segments throughout the Emerald Coast where technology strategies and infrastructure can be leveraged to enhance roadway safety, efficiency, and connectivity. Each identified priority project features recommended strategies to address concerns, including fiber connectivity, vulnerable road users, speed management, congestion and incident management, base access strategies, mobility for the underserved, road weather information systems, corridor management, electric vehicle charging, and data analytics. For this analysis, only priority projects within the Florida-Alabama TPO were evaluated.

ECRC SAFETY ACTION PLAN

The Safety Action Plan includes several priority projects that have been identified as the most dangerous roadway locations within the Emerald Coast. The priority projects represent locations where additional planning, infrastructure, and engineering measures should be implemented to reduce deaths and serious injuries within the region's transportation network. The Safety Action Plan includes recommended strategies for each priority project to help fortify safety. These strategies include speed management, pedestrian/bicyclist, roadway departures, intersections, and lighting. For this analysis, only priority projects within the Florida-Alabama TPO were evaluated.

Table 3: Priority Corridors

Project ID	Segment Name	From	To
A1	CR-95A/Palafox St	US-90A/SR 10/Nine Mile Rd	SR-296/Brent Ln/Beverly Pkwy
A2	CR-95A/Palafox St	SR-752/Texar Dr	Main St
B1	SR-291/Davis Hwy	SR-296/Brent Ln	US-90/SR-10/Scenic Hwy
C1	SR-292/Pace Blvd	South of W McLeod St	US-29/SR-95/Palafox St
D1	SR-295/Fairfield Dr	US-90/SR-10A/Mobile Hwy	SR-752/Texar Dr
D2	SR-295/Fairfield Dr	US-98/SR-30	US-90/SR-10A/Mobile Hwy
D3	SR-295/Navy Blvd/New Warrington Rd	US-90/SR-10A/Mobile Hwy	Bayou Grand Bridge
E1	SR-296/Michigan Ave/Beverly Pkwy/Brent Ln	SR-173/Blue Angel Pkwy	US-29/SR-95/Palafox St
F1	SR 87	US-98/SR-30/Navarre Pkwy	E Bay Blvd/Turkey Bluff Rd
G1	US-29/SR-95/Pensacola Blvd/ Palafox St	North W St	SR-296/Beverly Pkwy/Brent Ln
G2	US-29/SR-95/Pensacola Blvd	Nine & Half Mile Rd	Old Chemstrand Rd
H1	US-90/SR-10	Woodbine Rd	Ward Basin Rd
H2	US-90/SR-10	Ward Basin Rd	SR-87
I1	US-90/SR-10A/Cervantes St/ Mobile Hwy	SR-297/Pine Forest Rd	SR-296/Perry Ave
J1	US-98/SR-30/Gulf Breeze Pkwy/ Navarre Pkwy	East Bay Blvd	Okaloosa County Line
J2	US-98/SR-30/Gulf Breeze Pkwy	Tiger Point Blvd	East Bay Blvd
J3	US-98/SR-30/Gulf Breeze Pkwy	Oriole Beach Rd	Tiger Point Blvd
J4	US-98/SR-30/Gulf Breeze Pkwy	South of Pensacola Bay Bridge	Oriole Beach Rd

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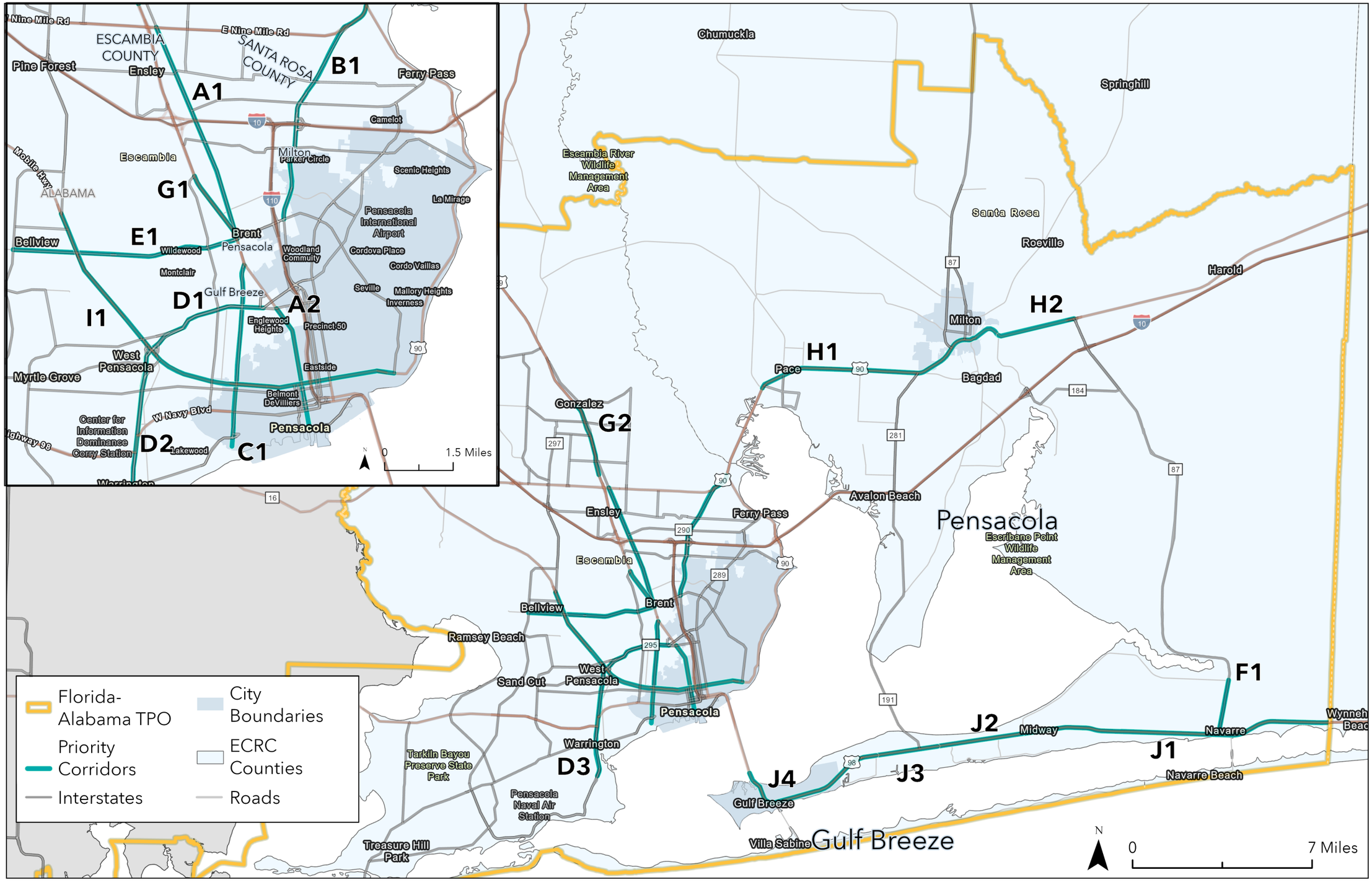
Map 3: Congestion Elimination Plan Priority Corridors



CHAPTER 5

PRIORITY CORRIDORS

Priority Corridors

The following pages describe each project in additional detail, including corridor characteristics, congestion conditions, recommended strategies to address congestion, and strategies from other plans associated with the 7-Layer Cake.

Table 4: CEP Strategies

Project ID	Segment Name	To	From	CONGESTION ELIMINATION PLAN STRATEGIES											OTHER PLAN STRATEGIES							
				Transportation Technology						Transportation Options					Safety Action Plan Strategies					Smart Region Plan Strategies		
				Fiber Connectivity	Signal Optimization	Transit Signal Priority	Traffic Management Solutions	Access Management	Traffic Control Devices	Sidewalks	Bike Lanes	Multi-Use Paths and Trails	Transit	Energy Efficient/ Smart Street Lighting	Speed Management	Pedestrian/ Bicyclist	Roadway Departure	Intersections	Lighting	Fiber Connectivity	Congestion and Incident Management	Base Access Strategies
A1	CR-95A/Palafox St	US-90A/SR 10/Nine Mile Rd	SR-296/Brent Ln/Beverly Pkwy	x	x	x	x	x		x	x	x	x	x		x		x	x	x		
A2	CR-95A/Palafox St	SR-752/Texar Dr	Main St	x	x	x		x	x	x	x	x	x			x	x	x	x	x		
B1	SR-291/Davis Hwy	SR-296/Brent Ln	US-90/SR-10/Scenic Hwy	D	x	x	x	x	x					x		x		x	x	x	x	
C1	SR-292/Pace Blvd	South of W McLeod St	US-29/SR-95/Palafox St	x	x	x	x	x	x	x	x	x	x			x		x	x			
D1	SR-295/Fairfield Dr	US-90/SR-10A/Mobile Hwy	SR-752/Texar Dr	C	x	x	x	x	x	x	x	x	x	x		x		x	x	x		
D2	SR-295/Fairfield Dr	US-98/SR-30	US-90/SR-10A/Mobile Hwy	x	x		x	x	x							x		x	x	x	x	
D3	SR-295/Navy Blvd/New Warrington Rd	US-90/SR-10A/Mobile Hwy	Bayou Grand Bridge	x	x	x	x	x	x	x	x	x	x	x		x		x	x			x
E1	SR-296/Michigan Ave/Beverly Pkwy/Brent Ln	SR-173/Blue Angel Pkwy	US-29/SR-95/Palafox St	x	x	x	x	x		x	x	x	x			x		x	x	x		
F1	SR 87	US-98/SR-30/Navarre Pkwy	E Bay Blvd/Turkey Bluff Rd	x					x	x	x	x										
G1	US-29/SR-95/Pensacola Blvd/ Palafox St	North W St	SR-296/Beverly Pkwy/Brent Ln	C	x	x					x		x			x		x	x	x		
G2	US-29/SR-95/Pensacola Blvd	Nine & Half Mile Rd	Old Chemstrand Rd	x	x	x		x	x	x	x	x	x	x						x		
H1	US-90/SR-10	Woodbine Rd	Ward Basin Rd	D	x		x			x	x	x		x	x			x	x			
H2	US-90/SR-10	Ward Basin Rd	SR-87	x						x	x	x		x	x			x	x			
I1	US-90/SR-10A/Cervantes St/ Mobile Hwy	SR-297/Pine Forest Rd	SR-296/Perry Ave	x	x	x	x			x	x	x	x			x		x	x	x		
J1	US-98/SR-30/Gulf Breeze Pkwy/ Navarre Pkwy	East Bay Blvd	Okaloosa County Line	x	x		x			x	x	x		x				x	x		x	
J2	US-98/SR-30/Gulf Breeze Pkwy	Tiger Point Blvd	East Bay Blvd	D	x					x	x	x		x				x	x		x	
J3	US-98/SR-30/Gulf Breeze Pkwy	Oriole Beach Rd	Tiger Point Blvd	C	x					x	x	x								x		
J4	US-98/SR-30/Gulf Breeze Pkwy	South of Pensacola Bay Bridge	Oriole Beach Rd	D	x					x	x	x								x		

D - Indicates a Project is in the Design Phase | C - Indicates a Project is in the Construction Phase

A1 – CR-95A/Palafox St from US-90A/SR 10/Nine Mile Rd to SR-296/Brent Ln/Beverly Pkwy

Existing Conditions

Corridor Characteristics

- Speed Limit: 40 mph
- AADT (2024): 11000-18500 vehicles
- Primarily undivided two lanes.
- No bicycle or pedestrian facilities.
- Part of the Surface Transportation Program (STP).
- Functional Classification: Urban major collector.

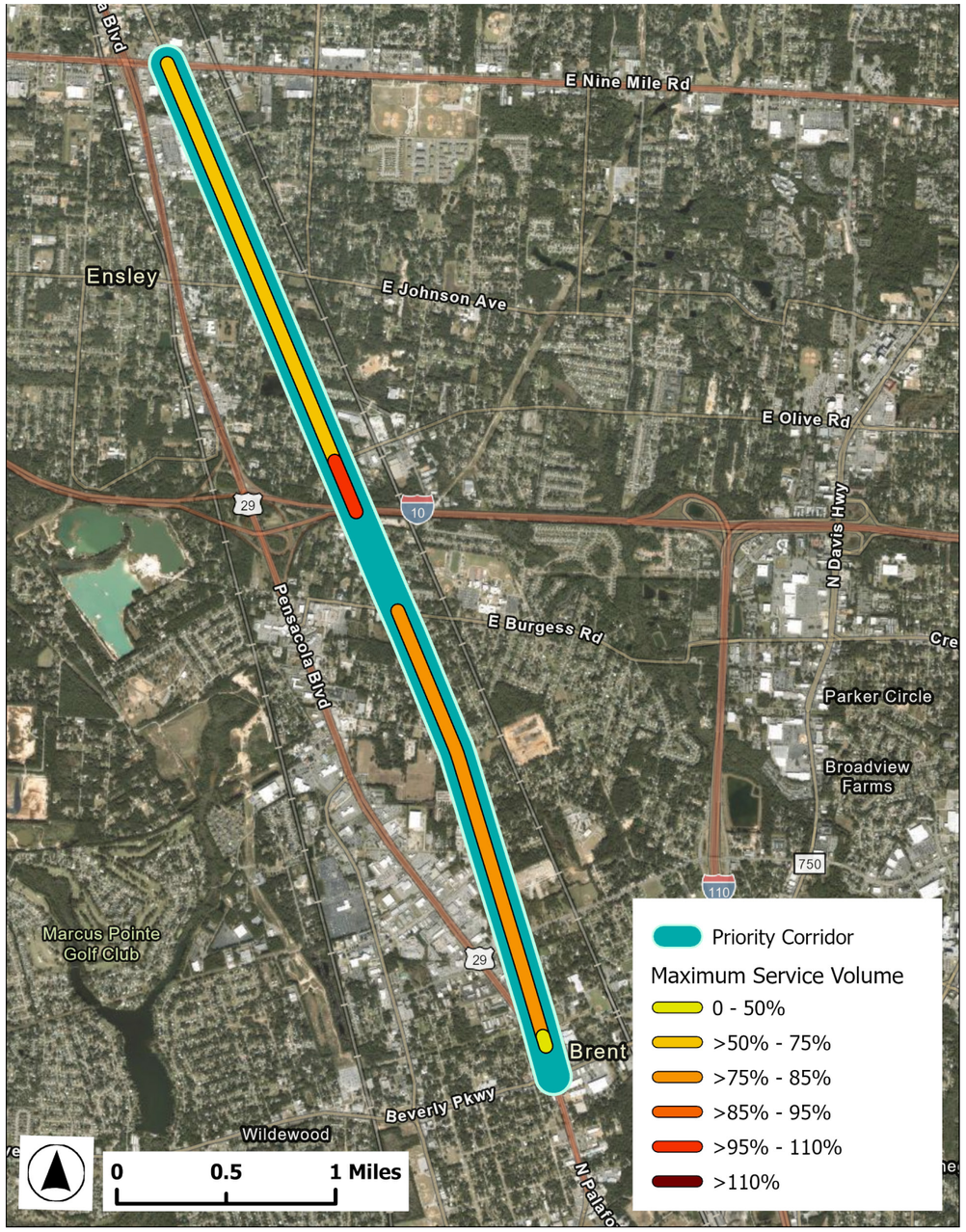
Congestion Issues

- South of I-10, the segment operates at 75%-85% of its maximum service volume (MSV), with a small portion at the very end of the segment operating below 50% of its MSV. Immediately north of I-10, the segment operates at 95%-110% of its MSV, indicating that the segment is above capacity, or approaching its capacity. The segment transitions to operating at 50%-75% of its MSV north of Olive Rd.
- 26 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This corridor operates as an urban major collector, and runs parallel to US-29, connecting US-90 and SR-296. There are a mix of commercial and residential uses along the corridor, with parcels east of the segment primarily residential. The proximity to major roadways and abundance of residential housing emphasizes the importance of improving safety along the corridor.

Map 4: CR-95A/Palafox St from US-90A/SR 10/Nine Mile Rd to SR-296/Brent Ln/Beverly Pkwy



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Energy Efficient/Smart Street Lighting: Improve lighting along the corridor to improve visibility.
- Access Management: Consider the addition of channelized turn-lanes at congested locations along the corridor.
- Signal Optimization: Coordinate signal timings along the corridor to improve traffic flow, especially during peak hours.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use transit services rather than personal vehicles.
- Transit: Expand the frequency of transit service along the corridor, especially for peak hours as this corridor is largely residential.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Adding bicycle and pedestrian facilities can help improve safety and quality of life for the many homes and apartments located along the road. Investing in multi-use paths can also encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.

Strategies from Previous Plans

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Fiber Connectivity

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

A2 – CR-95A/Palafox St from SR-752/Texar Dr to Main St

Existing Conditions

Corridor Characteristics

- Speed Limit: 30-40 mph
- AADT (2024): 7200-11300 vehicles
- Number of lanes:
- Two lanes with vegetated median and on-street parking from Wright St to Garden St.
- Two lanes continuing north, splitting through a landscaped square between Gadsden St and Jackson St.
- Four lanes north of Cervantes St, however future lane repurposing north of Cervantes St will reduce roadway to 2 lanes to add bicycle lanes.
- Sidewalk facilities throughout segment.
- Southbound bicycle lane north of Scott St. Shared bicycle/vehicle northbound lane from Cervantes St to Gadsden St. Exclusive bicycle lanes northbound and southbound from Cervantes St to Wright St. Future lane repurposing north of Cervantes St will reduce roadway to 2 lanes to add bicycle lanes.
- Part of the Surface Transportation Program (STP).
- Functional Classification: North of Cervantes: Principal arterial. South of Cervantes: Urban minor arterial.

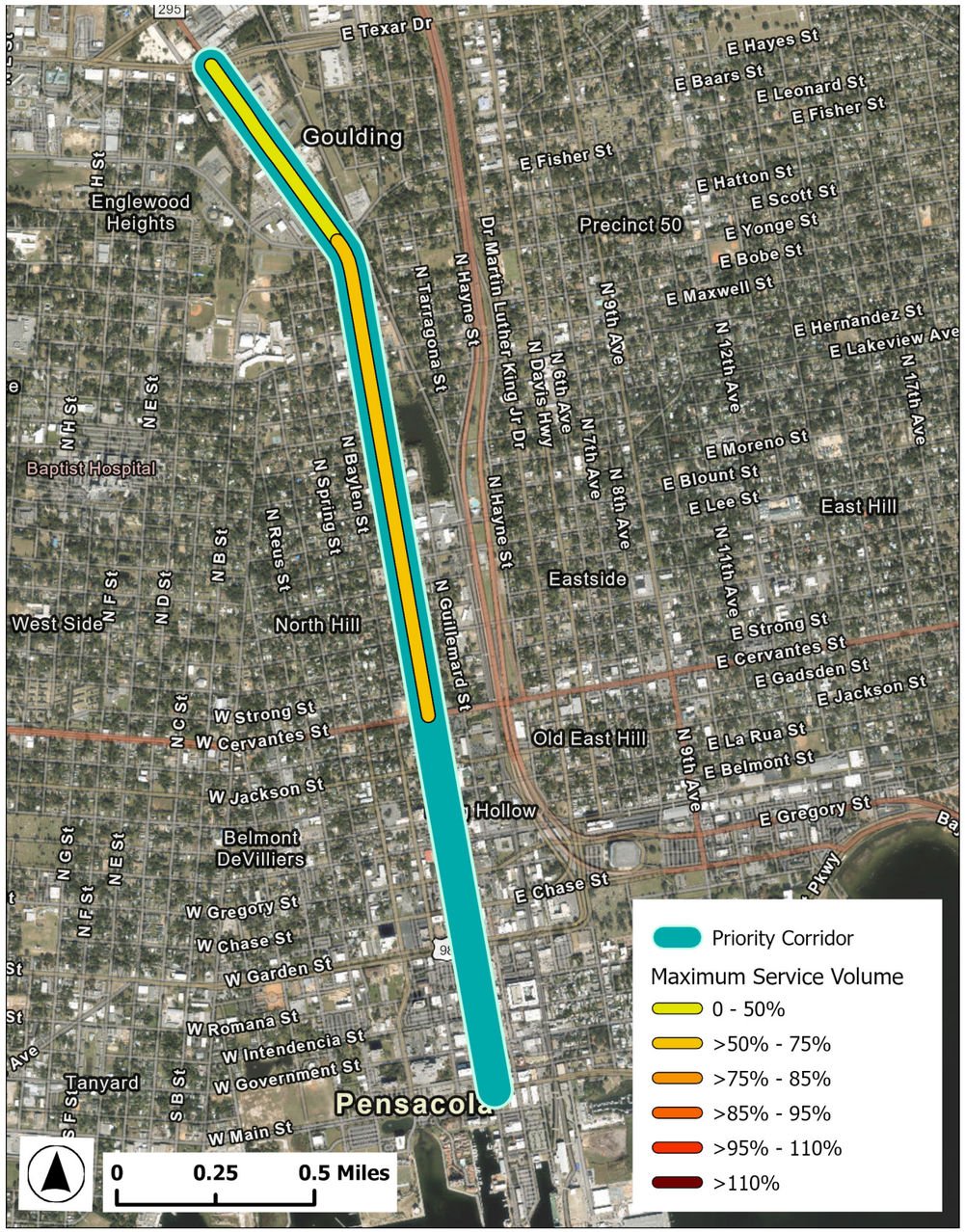
Congestion Issues

- The maximum service volume (MSV) of the segment is under 75%.
- 6 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This corridor operates as a principal arterial and as an urban minor collector, and runs parallel to I-110, connecting US-29 to the business district located in the south of Pensacola. There is a mix of commercial and residential uses along the corridor, with parcels near the north end of the segment identified as primarily residential, and parcels near the southern end of the segment identified as primarily commercial. Commercial uses in the south are dense. The proximity to major roadways, and transition from dense commercial district to residential areas in the north emphasizes the need for safety improvements.

Map 5: CR-95A/Palafox St from SR-752/Texar Dr to Main St



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings along the corridor to improve traffic flow, especially during peak hours.
- Roadway Geometry: Consider channelization of left-turn lanes to improve traffic flow.
- Traffic Control Devices: Add additional wayfinding signage to support traffic flow and safety within the corridor.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use transit services rather than personal vehicles.
- Transit: Expand the frequency of transit service along the corridor, especially for peak hours as this corridor has dense commercial uses and residential uses.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Extending bicycle facilities and further protecting pedestrian facilities can help improve safety and quality of life for residents and visitors to the area. Investing in multi-use paths can also encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.

Strategies from Previous Plans

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Fiber Connectivity

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement roadway departure safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

B1 – SR-291/Davis Hwy from SR-296/Brent Ln to US-90/SR-10/Scenic Hwy

Existing Conditions

Corridor Characteristics

- Speed Limit: 35-45 mph
- AADT (2024): 9700-70500 vehicles
- Number of lanes:
  - » Brent Ln to Langley Ave: Primarily four lane with two way left turn lane.
  - » Langley Ave to University Pkwy: Primarily six lane with raised or vegetated medians.
  - » University Pkwy to US-90: Primarily four lanes with two way left turn lane.
- Sidewalks and bike lanes present along on both sides of the corridor.
- Part of the State Highway System (SHS).
- Functional Classification: Urban minor arterial.

Congestion Issues

- Bottleneck location at SR-290/E Olive Rd and SR-291/N Davis Hwy.
- The majority of the segment is exceeding capacity with a maximum service volume (MSV) of >110%, with a small amount of the segment to the north experiencing 50%-80% MSV.
- 33 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This segment of SR-291/Davis Hwy provides access to HCA Florida West Hospital, a major regional medical facility and employer. Additionally, the corridor is a major thoroughfare to/from The University of West Florida. The road is an important north-south corridor and connects to both I-110, I-10, and US-90. The corridor is surrounded by commercial areas, including large shopping plazas, restaurants, and hotels. North of Johnson Avenue the surrounding land use becomes more residential.

Map 6: SR-291/Davis Hwy from SR-296/Brent Ln to US-90/ SR-10/Scenic Hwy

Congestion Elimination

Strategies

- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use transit services rather than personal vehicles.
- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings on either side of I-10 to improve traffic flow, especially during peak hours. Transit: Expand the frequency of transit service to West Florida Hospital, a major employer and destination, as well as the major commercial centers along the route.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Traffic Control Devices: Advanced traffic management signage and improved pavement markings can support intersection operations and help to alleviate some bottlenecked traffic near the hospital.
- Access Management: North of the interstate, channelization and improved access management could contribute to safety and traffic flow.
- Energy Efficient/Smart Street Lighting: Improving vehicle-scale street lighting along N Davis Hwy can improve safety and prevent disruptions from traffic crashes.

Strategies from Previous Plans

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Improve Fiber Connectivity
- Congestion and Incident Management

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

C1 – SR-292/Pace Blvd from South of W McLeod St to US-29/SR-95/Palafox St

Existing Conditions

Corridor Characteristics

- Speed Limit: 40 mph
- AADT (2024): 9000-20500 vehicles
- Primarily five lanes with two travel lanes in each direction and a center two-way left turn lane
- Sidewalks on both sides of the corridor.
- Designated bicycle lanes along both sides of the corridor are indicated by pavement markings.
- Part of the State Highway System (SHS).
- Functional Classification: Urban minor arterial

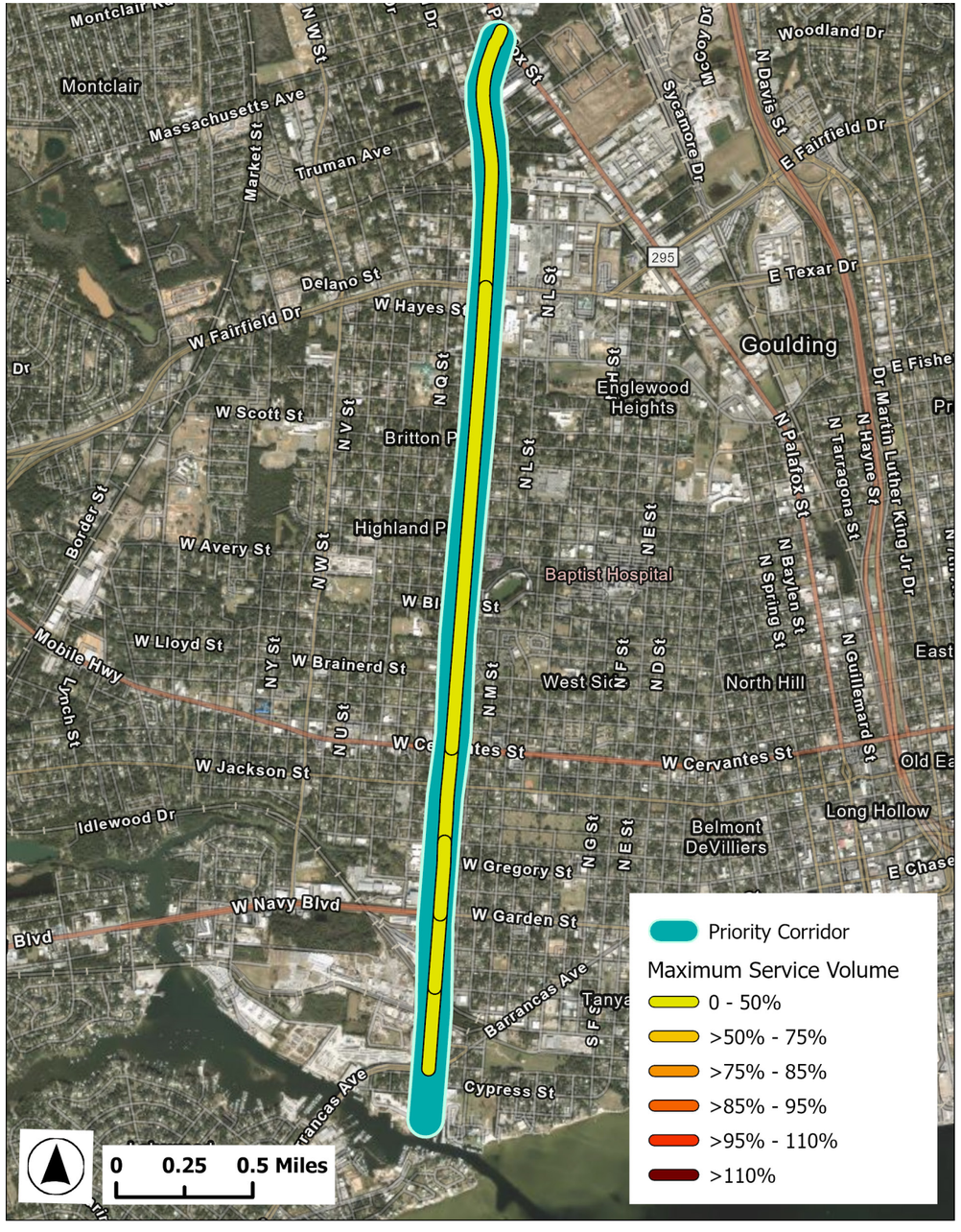
Congestion Issues

- Segment operates at less than 50% of its maximum service volume (MSV).
- 28 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

SR-292/Pace Blvd is a north-south corridor near downtown Pensacola that provides important connectivity for the surrounding neighborhoods. While the road is not as congested as some of the other nearby arterials, it can serve as a useful alternative route. Adjacent land uses are a mix of commercial and residential along most of the roadway, with the exception of the southern end, which passes through an industrial area.

Map 7: SR-292/Pace Blvd from South of W McLeod St to US-29/SR-95/Palafox St



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings along the corridor to improve traffic flow.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use transit services rather than personal vehicles.
- Traffic Control Devices: Install variable message signs along corridor, to allow for a variety of communication that may include safety, traffic flow, etc.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Transit: Expand the frequency of transit service along the corridor, especially for peak hours as this corridor is primarily residential.
- Access Management: Consider two-way left-turn channelization and medians to improve traffic flow.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: While this corridor already has bike lanes and sidewalks, further complete streets-type enhancements can improve safety and quality of life for nearby residents. Investing in multi-use paths can also encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.

Strategies from Previous Plans

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

D1 – SR-295/Fairfield Dr from US-90/SR-10A/Mobile Hwy to SR-752/Texar Dr

Existing Conditions

Corridor Characteristics

- Speed Limit: 40 mph
- AADT (2024): 11750-44500 vehicles
- Four lanes throughout corridor, divided by a vegetated median west of SR-292.
- Pedestrian facilities are located throughout the segment on both sides of the roadway, until the approach to US-90.
- No bicycle facilities.
- Part of the State Highway System (SHS).
- Functional Classification: Urban principal arterial.

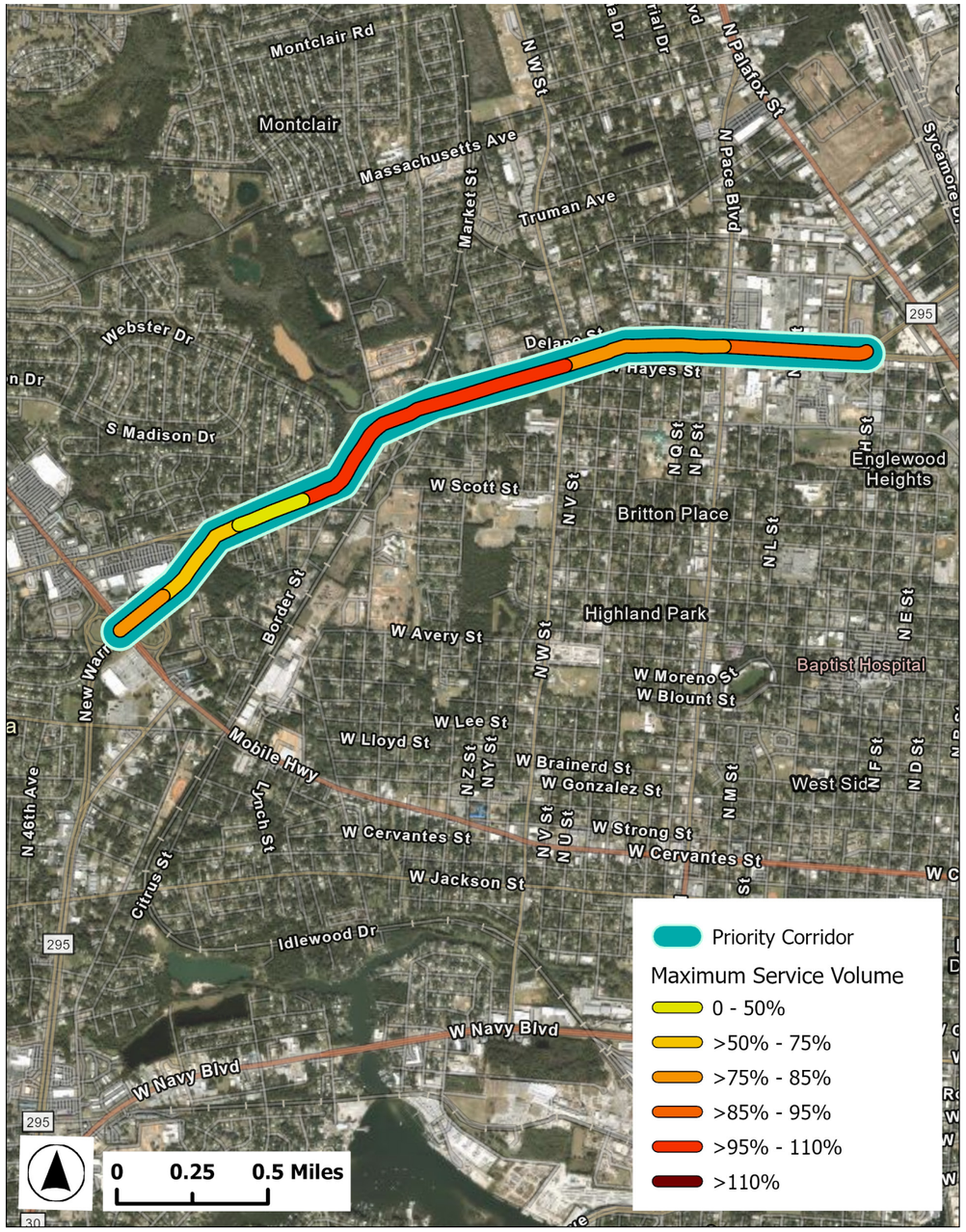
Congestion Issues

- The west portion of the segment operates under 85% of its maximum service volume (MSV). The central part of the segment from Ruby Ave to N W St operates at 95%-110% MSV, indicating that the segment is above capacity, or approaching its capacity.. East of N W St, the segment operates between 75%-95% MSV.
- There are 25 fatal/incapacitating injury crashes between 2019 and 2023

Corridor Context

This segment of SR-295 is an urban principal arterial that runs east to west. The segment is bordered by commercial uses at the eastern and western parts of the segment, with residential uses in the central part of the segment. Beyond the segment, uses are largely residential. The segment also facilitates connections between US-90, SR-292, US-29, and I-110. The segments proximity to residential and commercial areas, as well as its role in connecting other major arterials, indicates a need to improve safety along the corridor.

Map 8: SR-295/Fairfield Dr from US-90/SR-10A/Mobile Hwy to SR-752/Texar Dr



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Access Management: Improve access management along the corridor by channelizing left-turn lanes on the eastern portion of the segment near Texar Dr. Additionally, consider median closures or reducing pavement and the channelization of left-turns in the western portion of the segment.
- Energy Efficient/Smart Street Lighting: Install additional lighting along the corridor to improve visibility.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Signal Optimization: Coordinate signal timings along the corridor to improve traffic flow, especially during peak hours.
- Traffic Control Devices: Add backplates on signal heads to improve visibility and improve safety.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use transit services rather than personal vehicles.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Add protected bicycle lanes throughout the segment. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.
- Transit: Expand the frequency of transit service along the corridor.

Strategies from Previous Plans

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

D2 – SR-295/Fairfield Dr from US-98/SR-30 to US-90/SR-10A/Mobile Hwy

Existing Conditions

Corridor Characteristics

- Speed Limit: 40 mph
- AADT (2024): 30000-44000 vehicles
- Primarily four lanes with a vegetated median.
- Sidewalks on both sides of the corridor. No bicycle facilities.
- Part of the State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban principal arterial.

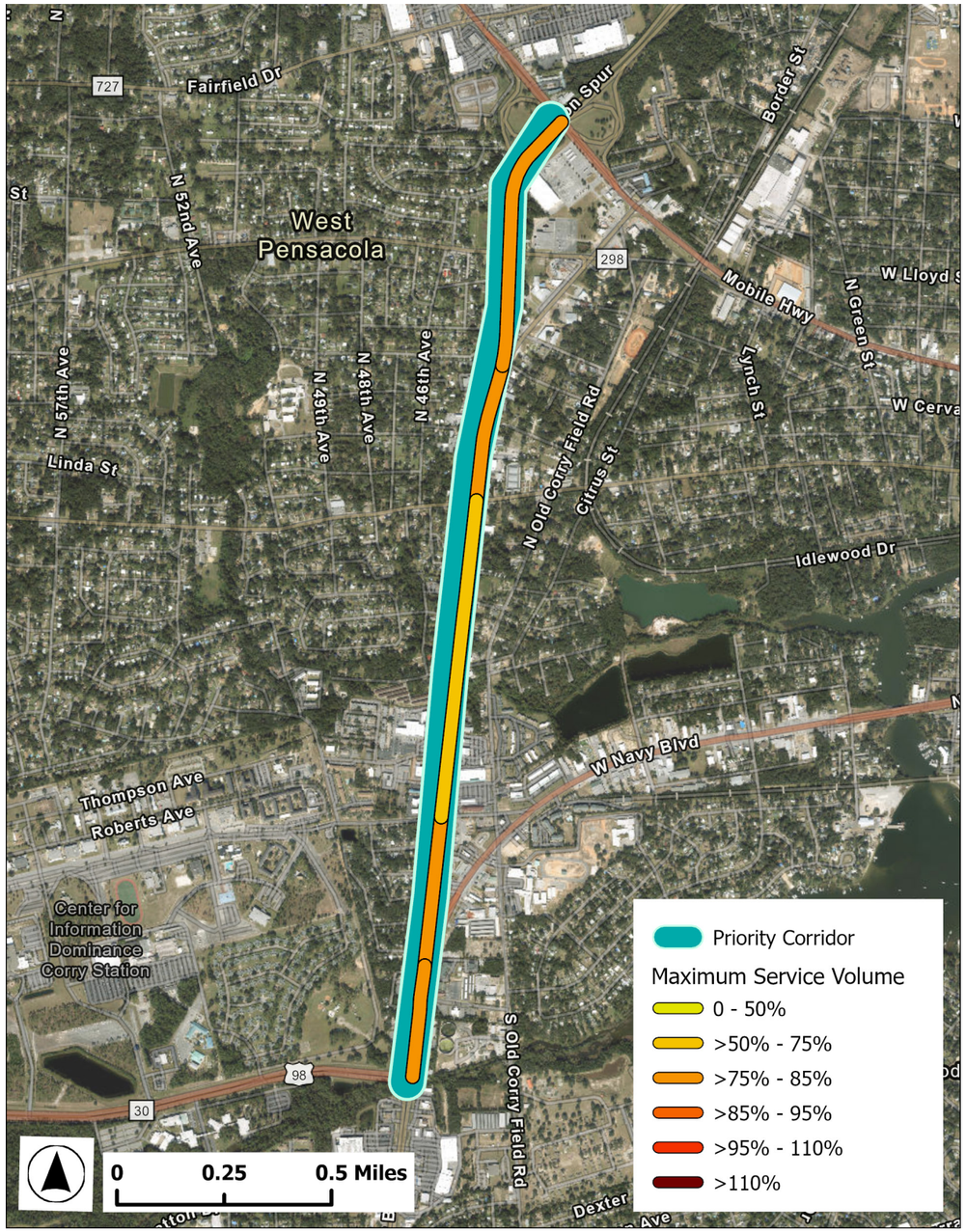
Congestion Issues

- The segment operates between 50%-85% of its maximum service volume (MSV).
- 23 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This segment of SR-295/Fairfield Dr is a large commercial corridor in the Pensacola area that intersects US-90 and US-98, emphasizing its importance as a regional connector. It provides connections to Corry Station and Naval Air Station Pensacola, two major employers. Directly adjacent land uses are mostly commercial, with some industrial.

Map 9: SR-295/Fairfield Dr from US-98/SR-30 to US-90/SR-10A/Mobile Hwy



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings, especially at the intersections at SR-295 and Jackson St, to improve traffic flow, especially during peak hours.
- Access Management: Add variable message boards and improve pavement markings and signage along corridor to improve traffic and safety.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Traffic Control Devices: Implement pavement markings and signage at Naval Air Station Exit.

Strategies from Previous Plans

Smart Regions Plan (Table 24: Non-HIN Summary of Needs)

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

D3 – SR-295/Navy Blvd/New Warrington Rd from US-90/SR-10A/Mobile Hwy to Bayou Grand Bridge

Existing Conditions

Corridor Characteristics

- Speed Limit: 35-40 mph
- AADT (2024): 18300-44000 vehicles
- Number of lanes:
- North of SR-292: Primarily four lanes and vegetated medians.
- South of SR-292: Three northbound lanes and two southbound lanes with center two way left turn lane.
- Sidewalks present on both sides of majority of corridor.
- No bicycle facilities.
- Part of the State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban principal arterial.

Congestion Issues

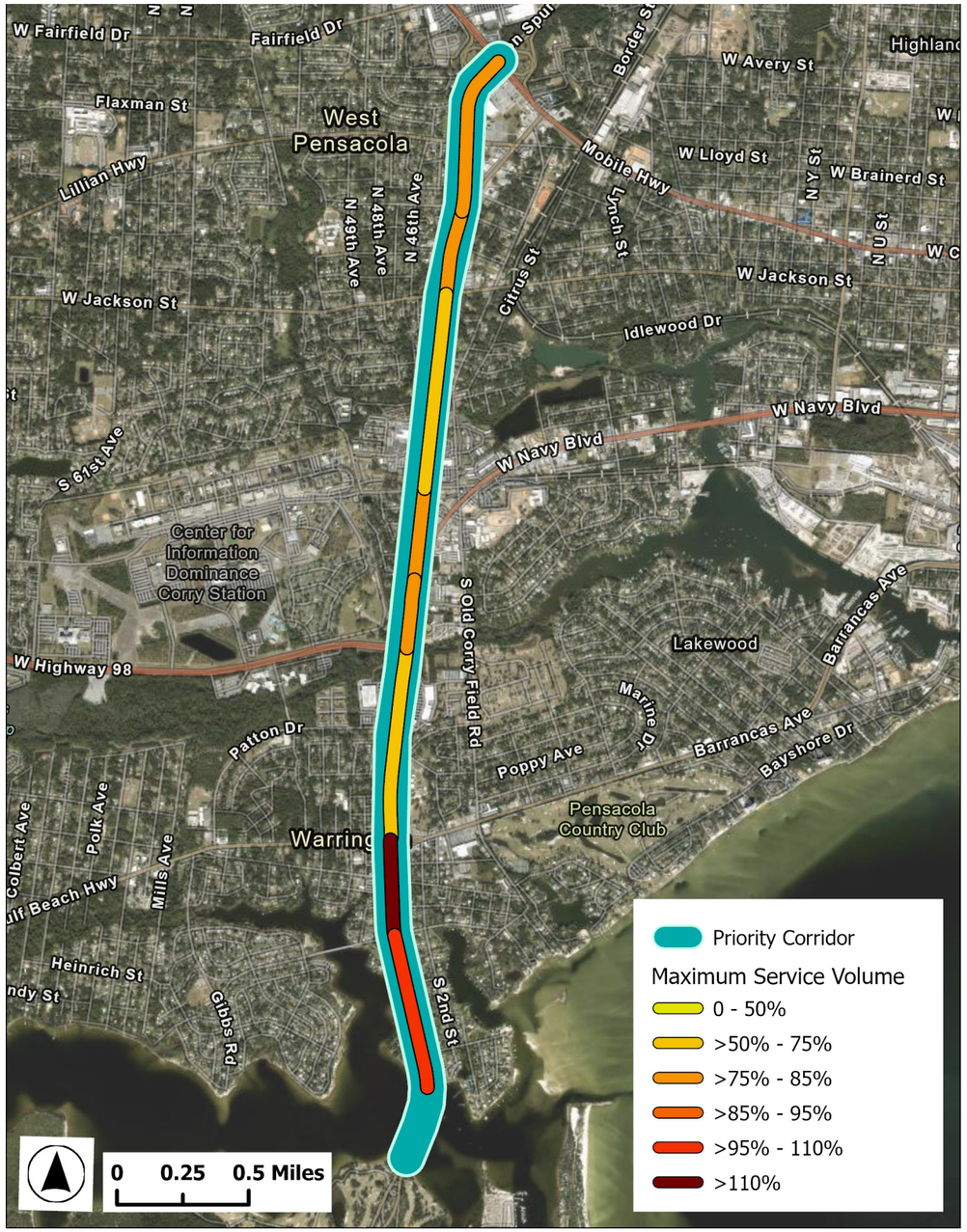
- South of SR-292, the segment operates between 95%->110% of its maximum service volume (MSV), indicating that the segment is above capacity, or approaching its capacity.. North of SR-292, the segment operates between 50%-85% of its MSV.
- 28 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

SR-295/South Navy Boulevard provides direct access to Naval Air Station (NAS) Pensacola, one of the region's largest employers, with over 20,000 military and civilian employees. The main entrance gate is located at the southern end of the corridor, leading to recurring congestion during peak hours as personnel commute on and off the base.

The corridor is surrounded by a mix of residential neighborhoods and commercial properties. However, all parcels directly adjacent to the road are currently zoned Commercial and have a future land use designation of Mixed Use-Urban, indicating potential for increased development density in the future.

Map 10: SR-295/Navy Blvd/New Warrington Rd from US-90/ SR-10A/Mobile Hwy to Bayou Grand Bridge



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings at the three signalized intersections along the corridor to improve traffic flow, especially during peak hours.
- Access Management: Consider the installation of channelized left-turns within medians. Additionally, evaluate driveway cuts for excessive width to improve pedestrian and bicyclist safety.
- Traffic Control Devices: Implement advanced signage and pavement markings to improve traffic flow and safety.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use ECAT bus transit services rather than personal vehicles.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: While South Navy Blvd has sidewalks, it lacks dedicated bicycle facilities. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.
- Transit: Expand the frequency of transit service along South Navy Blvd during peak hours.
- Energy Efficient/Smart Street Lighting: Improving street lighting on the South Navy Blvd corridor can improve safety and prevent disruptions from traffic crashes.

Strategies from Previous Plans

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Base Access Strategies - Arterial traveler information systems, priority phasing during quick response scenarios

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

E1 – SR-296/Michigan Ave/Beverly Pkwy/Brent Ln from SR-173/Blue Angel Pkwy to US-29/SR-95/Palafox S

Existing Conditions

Corridor Characteristics

- Speed Limit: 35-40 mph
- AADT (2024): 19000-34500 vehicles
- Number of lanes:
  - » From Blue Angel Pkwy to US-90: Primarily five lanes with two lanes in each direction and a center two-way left-turn lane.
  - » From US-90 to US-29: Primarily four lanes with center turn lane.
- Sidewalks on both sides between US-90 and US-29. No sidewalks west of US-90.
- No bicycle facilities throughout corridor.
- Part of the State Highway System (SHS).
- Functional Classification: Urban minor arterial.

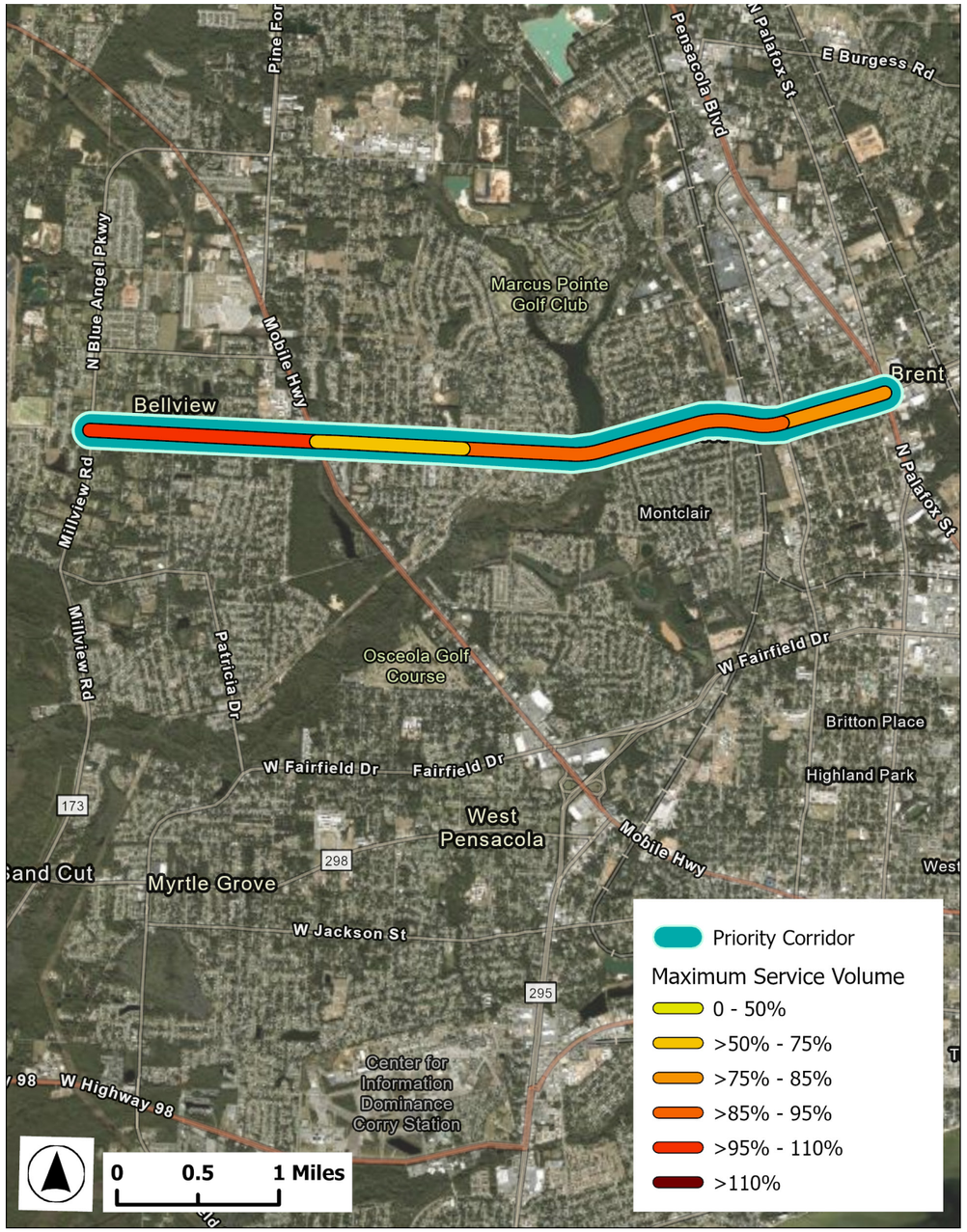
Congestion Issues

- West of US-90, the segment operates from 95%->110% of its maximum service volume (MSV) , indicating that the segment is above capacity, or approaching its capacity. East of US-90, the segment operates between 50%-95% of its MSV.
- 43 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This portion of SR-296 is an urban minor arterial connecting the Brent area with Pensacola's western suburbs. The road connects US-29 and US-90, providing an important east-west corridor for nearby residents. Nearby land uses are a mix of commercial and residential. The adjacent apartments and single family homes highlight the importance of safety improvements for residents living along the roadway.

Map 11: SR-296/Michigan Ave/Beverly Pkwy/Brent Ln from SR-173/Blue Angel Pkwy to US-29/SR-95/Palafox St



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Access Management: Implement channelized two-way left turn lanes to improve safety and travel times for automobile users.
- Signal Optimization: Coordinate signal timings along the corridor to improve traffic flow, especially during peak hours.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use transit services rather than personal vehicles.
- Transit: Expand the frequency of transit service along the corridor, especially for peak hours as this corridor is primarily residential.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Improving bicycle and pedestrian facilities can help improve safety and quality of life for the many homes and apartments located along the road, Investing in multi-use paths can also encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.

Strategies from Previous Plans

Smart Regions Plan (Table 24: Non-HIN Summary of Needs)

- Fiber Connectivity

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement intersection safety countermeasures
- Implement street lighting improvements

F1 – SR 87 from US-98/SR-30/Navarre Pkwy to E Bay Blvd/Turkey Bluff Rd

Existing Conditions

Corridor Characteristics

- Speed Limit: 40-45 mph
- AADT (2024): 23500 vehicles
- Four lanes throughout the corridor, divided by a vegetated median.
- Sidewalks on both sides of the corridor.
- Designated northbound and southbound bicycle lanes throughout corridor, indicated by pavement markings.
- Part of the State Highway System (SHS).
- Functional Classification: Urban principal arterial.

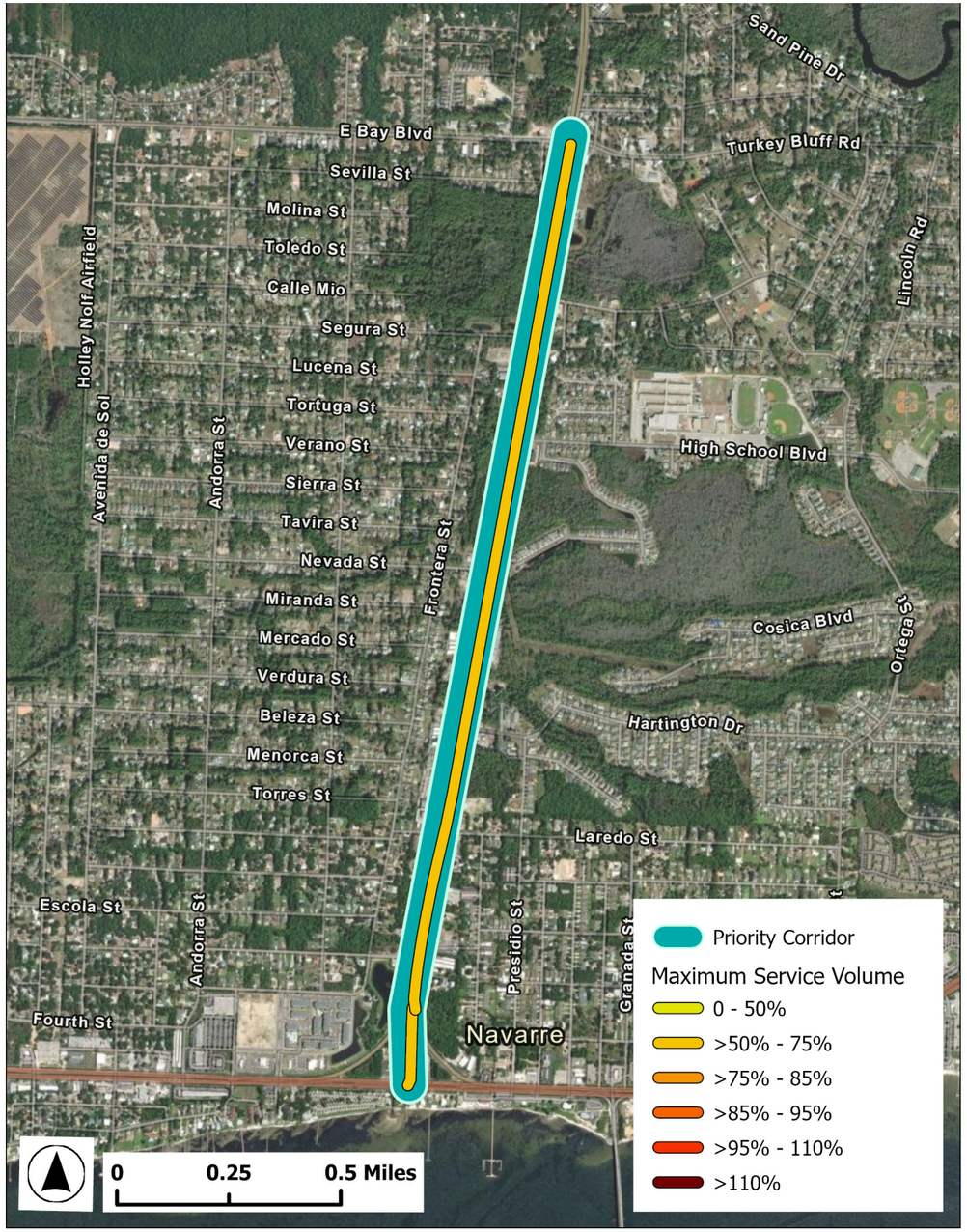
Congestion Issues

- The entire segment operates from 50%-70% of its maximum service volume (MSV).
- 5 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This segment of SR-87 is an urban principal arterial that runs north to south, serving as the southern part of the roadway that connects the community of Navarre to I-10. The segment is bordered in the south by immediate commercial uses, but overall is surrounded by residential uses. Near the northern end of the segment, the roadway traverses the East Bay River. While the segment does not exceed its operational capacity, its proximity to residential and commercial areas, as well as the amount of developable land to the north, indicates a need to improve safety along the corridor.

Map 12: SR 87 from US-98/SR-30/Navarre Pkwy to E Bay Blvd/Turkey Bluff Rd



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Bike Lanes, Multi-Use Paths and Trails: Sharrows should be converted to separated, protected bike lanes or multi use trails. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.
- Sidewalks: Sidewalks should be further separated from the roadway.
- Traffic Control Devices: Consider the addition of signage and pavement markings at major intersections along the corridor.

Strategies from Previous Plans

N/A

G1 – US-29/SR-95/Pensacola Blvd/Palafox St from North W St to SR-296/Beverly Pkwy/Brent Ln

Existing Conditions

Corridor Characteristics

- Speed Limit: 40-45 mph
- AADT (2024): 22000-22900 vehicles
- Six lanes throughout the corridor, divided by a vegetated median.
- Sidewalks located throughout the segment on both sides of the roadway.
- No bicycle facilities.
- Part of the State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban principal arterial.

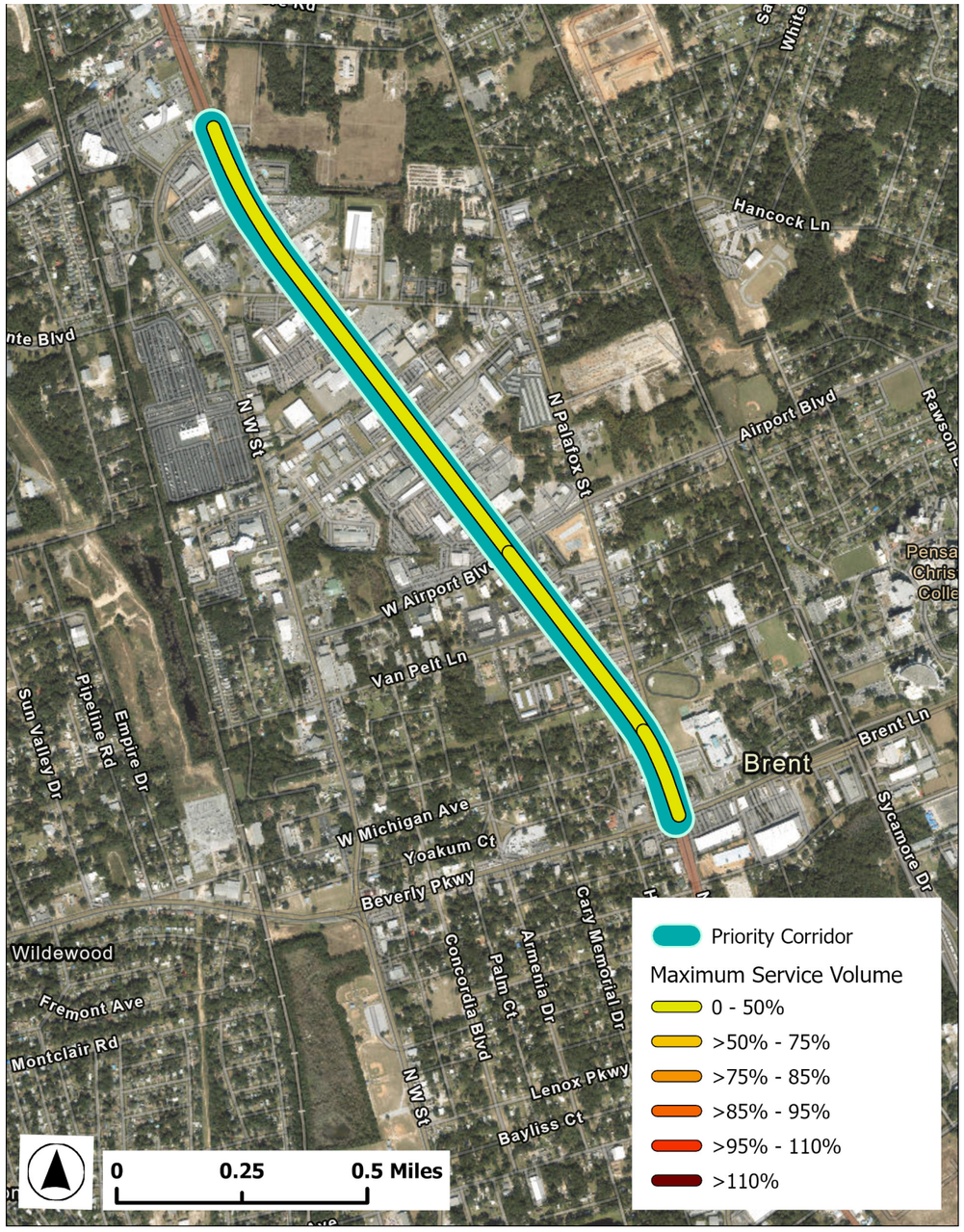
Congestion Issues

- The entire segment operates under 50% of its maximum service volume (MSV).
- 9 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This segment of US-29 is an urban principal arterial that runs north to south. Located in the northern part of Pensacola, it serves as a connector to the city center and I-10. While the segment is immediately bordered by predominantly commercial uses (largely car dealerships), residential neighborhoods are just beyond. While the segment does not exceed its operational capacity, its proximity to residential and commercial areas, as well as the amount of developable land to the north, indicates a need to improve safety along the corridor.

Map 13: US-29/SR-95/Pensacola Blvd/Palafox St from North W St to SR-296/Beverly Pkwy/Brent Ln



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings along the corridor to improve traffic flow, especially during peak hours.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use transit services rather than personal vehicles.
- Bike Lanes only: Add protected bicycle lanes throughout the segment.
- Transit: Expand the frequency of transit service along the corridor. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic. Intersection Design: Channelize left turns along the northern part of the corridor. Additionally, add backplates to the intersection signals without them to provide contrast and improve visibility of signals.

Strategies from Previous Plans

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Fiber connectivity

G2 – US-29/SR-95/Pensacola Blvd from Nine & Half Mile Rd to Old Chemstrand Rd

Existing Conditions

Corridor Characteristics

- Speed Limit: 40-45 mph
- AADT (2024): 32750-33000 vehicles
- Four-lanes throughout corridor, divided by a vegetated median.
- No pedestrian or bicycle facilities.
- Part of the State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban principal arterial.

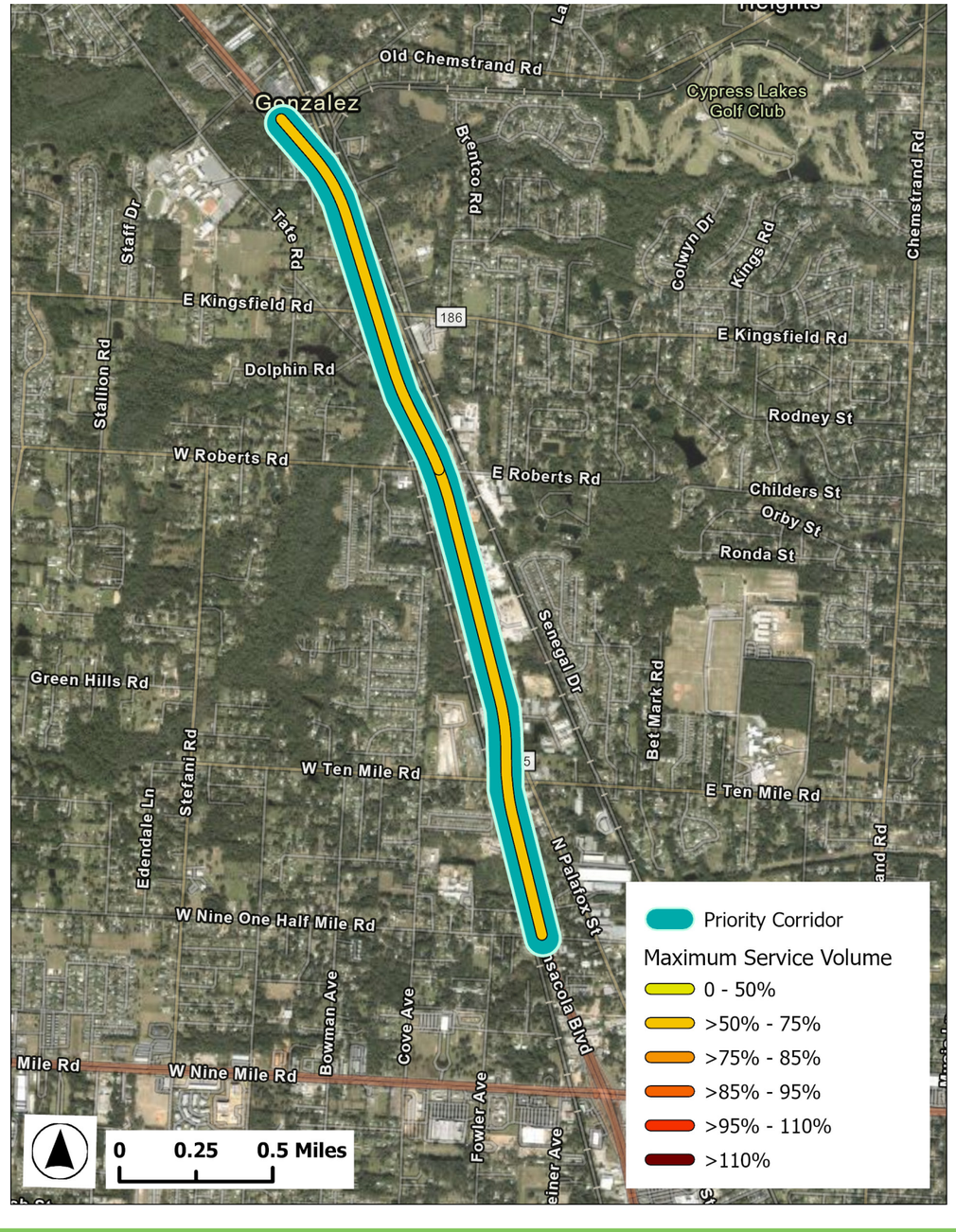
Congestion Issues

- The entire segment operates from 50%-70% of its maximum service volume (MSV).
- 14 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This segment of US-29 is an urban principal arterial that runs north to south. Located in the northern part of Pensacola, it serves as a connector to the city center and I-10. While the segment is immediately bordered by predominantly commercial uses, residential neighborhoods are just beyond. While the segment does not exceed its operational capacity, its proximity to residential and commercial areas, as well as the amount of developable land to the north, indicates a need to improve safety along the corridor.

Map 14: US-29/SR-95/Pensacola Blvd from Nine & Half Mile Rd to Old Chemstrand Rd



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings along the corridor to improve traffic flow, especially during peak hours.
- Traffic Control Devices: Install signal head backplates at all signalized intersections along the corridor to improve visibility and safety.
- Access Manageme nt: Reduce the amount of median openings and consider channelized turn-lanes to improve traffic flow.
- Energy Efficient/Smart Street Lighting: Install additional lighting along the corridor near Old Chemstrand Rd to improve visibility and safety.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use ECAT bus transit services rather than personal vehicles.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Sharrows should be converted to separated, protected bike lanes or multi use trails. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.
- Transit: Expand the frequency of transit service along the corridor, especially for events at the Interstate fair.

Strategies from Previous Plans

Smart Regions Plan (Table 24: Non-HIN Summary of Needs)

- Fiber Connectivity

H1 – US-90/SR-10 from Woodbine Rd to Ward Basin Rd

Existing Conditions

Corridor Characteristics

- Speed Limit: 25-45 mph
- AADT (2024): 24500-39500 vehicles
- Number of lanes:
  - » West of Stewart Street: Primarily four lanes with a mix of median types.
  - » East of Stewart Street: Primarily two lanes.
- Majority of the corridor has no sidewalks, except for the area around downtown Milton.
- Majority of the corridor has designated bicycle lanes, indicated by pavement markings.
- Part of State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban minor arterial/urban principal arterial.

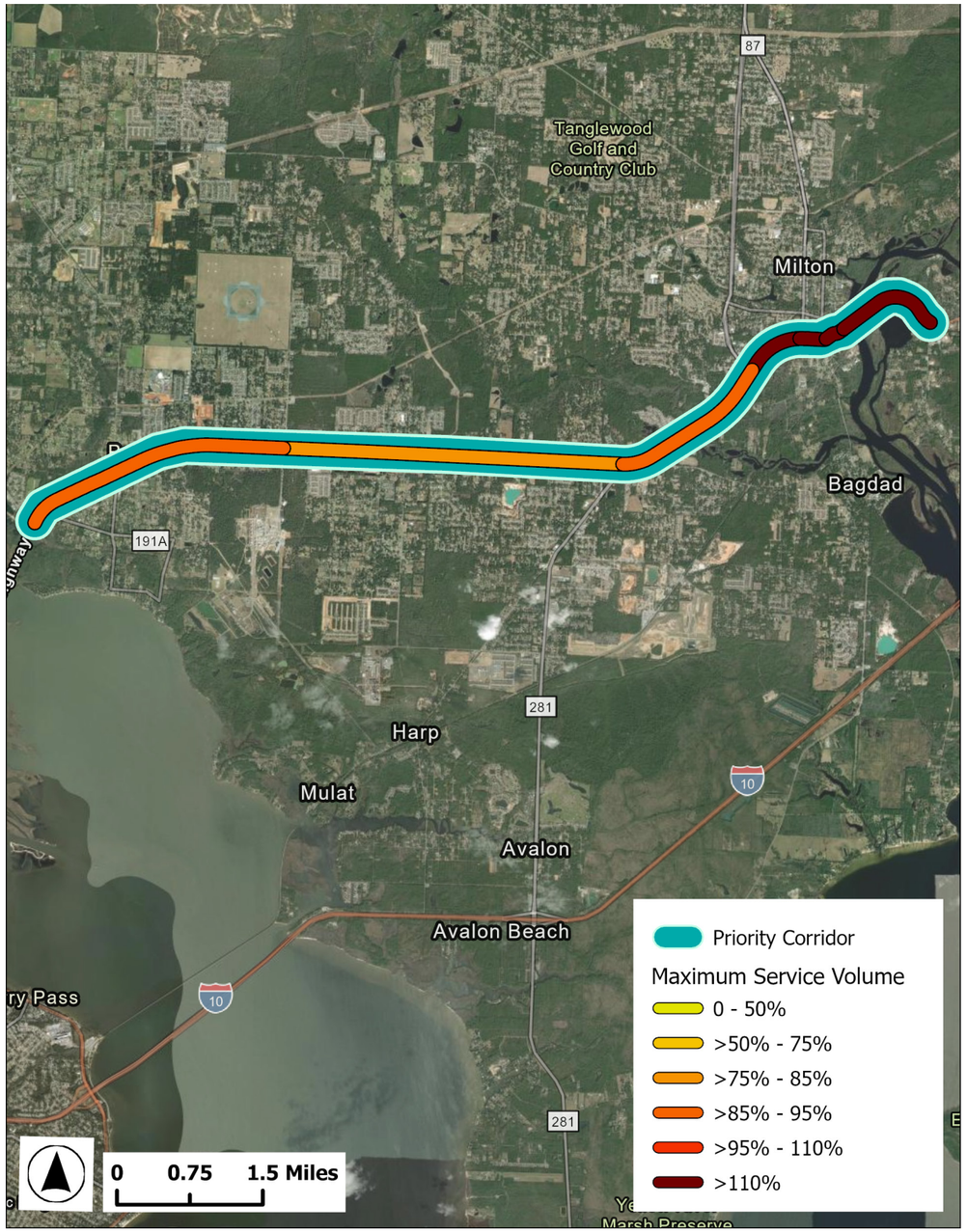
Congestion Issues

- The western portion of the segment from Woodbine Rd to SR-89 is approaching its capacity and operating at 75%-95% of its maximum service volume (MSV). East of SR-89, the segment operates in excess of its 110% MSV, indicating that the corridor is exceeding its capacity.
- 36 fatal/incapacitating injury crashes.

Corridor Context

This segment of US-90 is a major corridor in Santa Rosa County that connects Pace, Milton, and Bagdad to the Pensacola area in the west. The road provides access to important regional employment centers, such as Naval Air Station Whiting Field and to the University of West Florida to the west. Most of the adjacent land uses are commercial or residential. Part of the corridor passes through historic downtown Milton, presenting challenges for traffic management and capacity enhancements.

Map 15: US-90/SR-10 from Woodbine Rd to Ward Basin Rd



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Energy Efficient/Smart Street Lighting: Improving street lighting along US-90 can improve safety and prevent disruptions from traffic crashes.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Much of this corridor has no sidewalks and unprotected bike lanes that merge with turn lanes. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.
- Signal Optimization: Coordinate signal timings along US-90 to improve traffic flow, especially during peak hours.

Strategies from Previous Plans

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement street lighting improvements
- Implement intersection safety countermeasures
- Implement speed management safety measures

H2 – US-90/SR-10 from Ward Basin Rd to SR-87

Existing Conditions

Corridor Characteristics

- Speed Limit: 35-45 mph
- AADT (2024): 18300-19400 vehicles
- Number of lanes:
  - » West of Stewart Street: Primarily four lanes with a mix of median types.
  - » East of Stewart Street: Primarily two lanes.
- Majority of corridor has no sidewalks, with the exception of the very western part of the segment.
- Majority of the corridor has on-street bicycle lanes.
- Part of State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban minor arterial/urban principal arterial.

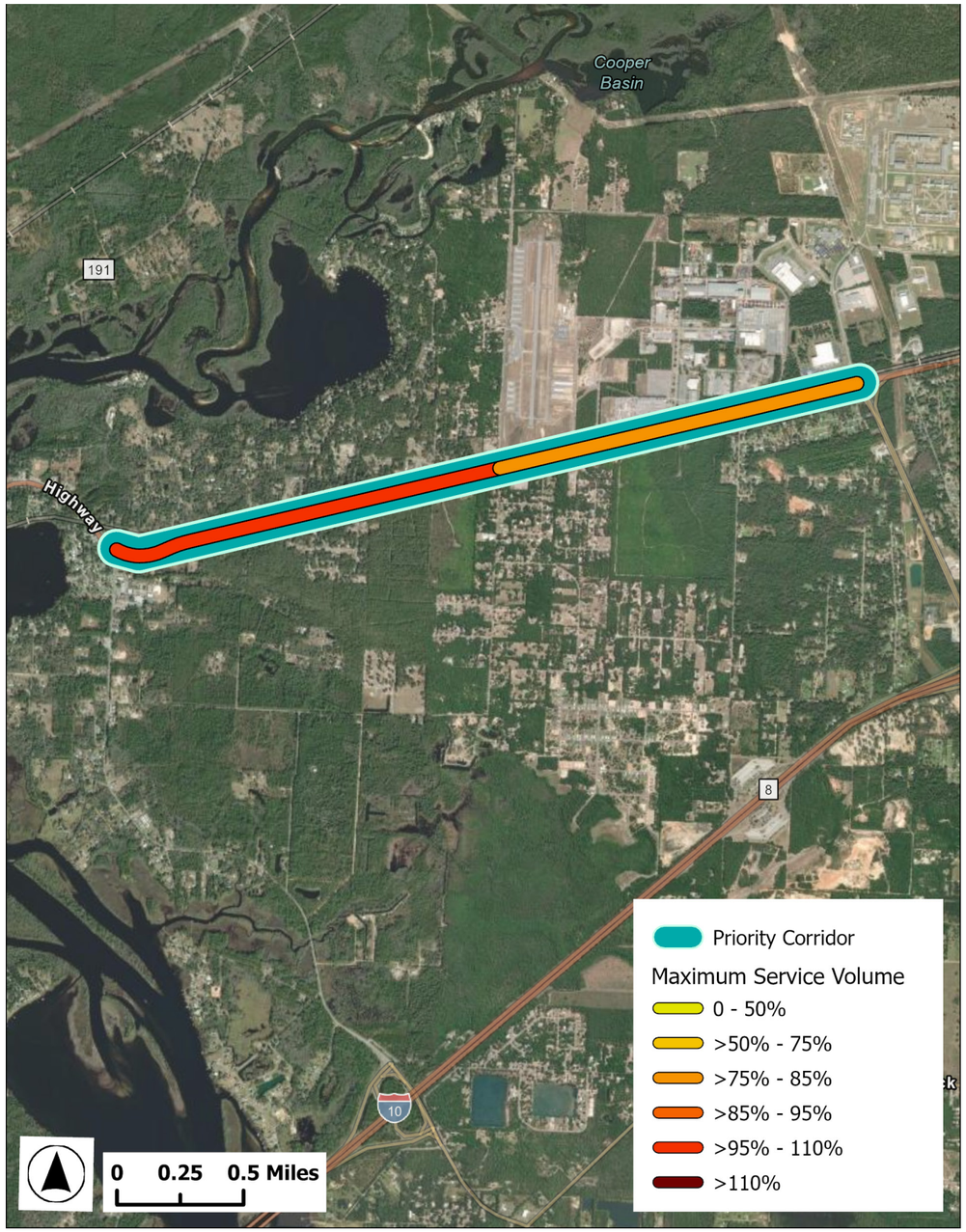
Congestion Issues

- West of N Airport Rd, the segment operates at 95%-110% of its maximum service volume (MSV), indicating that the segment is above capacity, or approaching its capacity.. East of N Airport Rd the segment operates at 75%-85% of its MSV.
- 7 fatal/incapacitating injury crashes.

Corridor Context

This segment of US-90 is a major corridor in northern Santa Rosa County that connects Pace, Milton, and Bagdad to the Pensacola area in the west. The road provides access to important regional employment centers, such as Naval Air Station Whiting Field, the Milton Airport, and several distribution companies. The segment is also in close proximity to the Escambia County Fairgrounds. Most of the adjacent land uses are commercial or residential.

Map 16: US-90/SR-10 from Ward Basin Rd to SR-87



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Energy Efficient/Smart Street Lighting: Improving Street lighting along US-90 can improve safety and prevent disruptions from traffic crashes.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Much of this corridor has no sidewalks and unprotected bike lanes that merge with turn lanes. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.

Strategies from Previous Plans

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement street lighting improvements
- Implement intersection safety countermeasures
- Implement speed management safety measures

I1 – US-90/SR-10A/Cervantes St/Mobile Hwy from SR-297/Pine Forest Rd to SR-296/Perry Ave

Existing Conditions

Corridor Characteristics

- Speed Limit: 35-45 mph
- AADT (2024): 15900-37500 vehicles
- Number of lanes:
  - » From North W St to N Pace Blvd: Primarily undivided four-lanes.
  - » From N Pace Blvd to North A St: Primarily four-lanes with a raised median.
  - » Sidewalks on both sides of the corridor. Designated bicycle lanes from N Palafox St to N Haynes St, N 15th Ave to N 17th Ave, and N 18th Ave to Bayou Texar Bridge. Sharrows from N 17th Ave to N 18th Ave.
- Part of the State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban principal arterial.

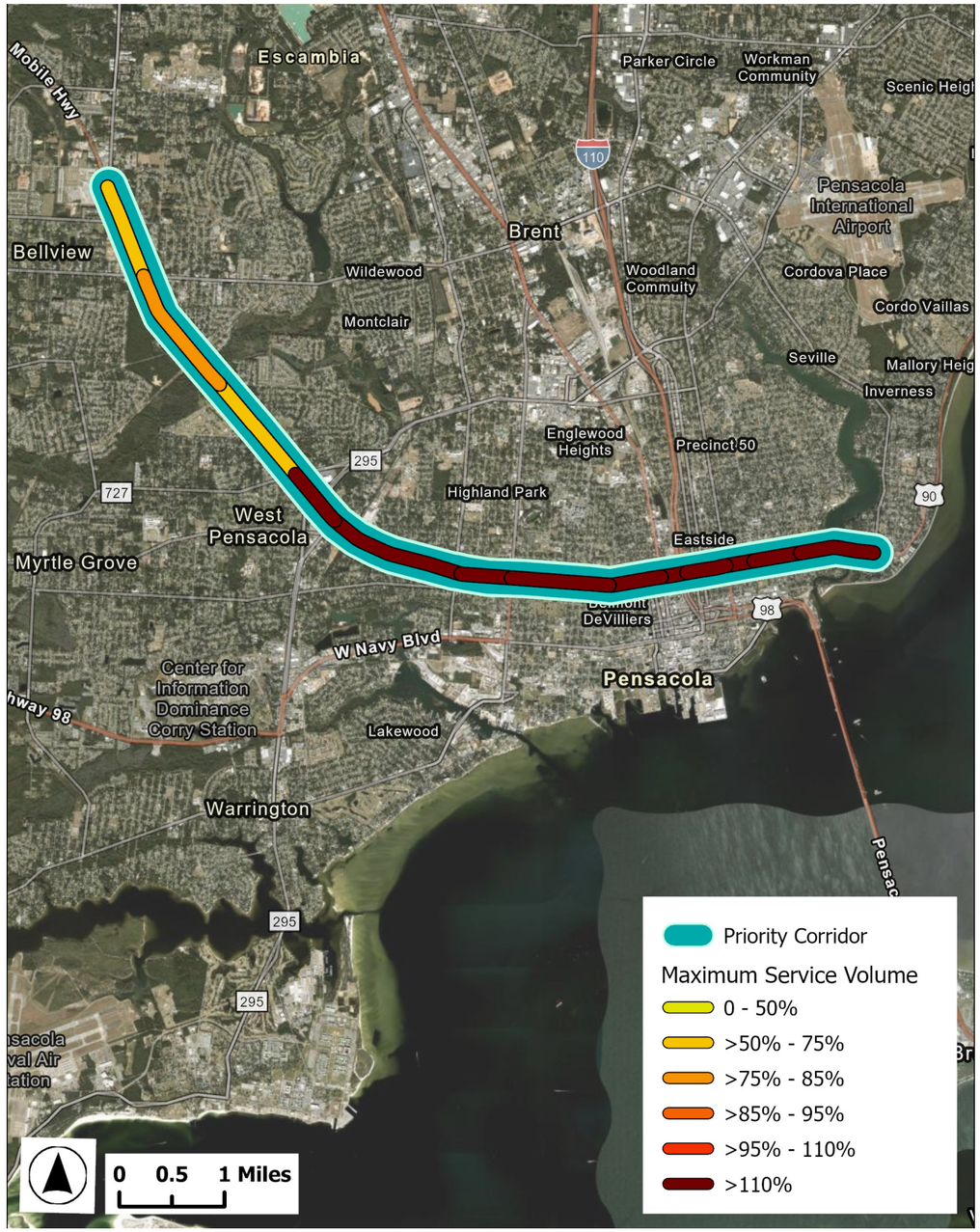
Congestion Issues

- North of Fairfield Rd, the segment operates at 50%-85% of its maximum service volume (MSV). South of Fairfield Dr, the segment operates in excess of 110% of its MSV, and is exceeding its capacity.
- 74 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This segment of US-90 is a large urban arterial that runs east to west/northwest across the Pensacola area. The eastern end traverses the heart of downtown Pensacola, passing through historic neighborhoods and parks. Heavy traffic delays are frequently experienced in this area. Moving west, the surrounding area becomes more suburban and commercial, passing several large shopping centers, before ending at the Pensacola Interstate Fairgrounds. While congestion is not as severe on this end of the corridor, the region's ongoing growth will continue to put pressure on the existing facilities.

Map 17: US-90/SR-10A/Cervantes St/Mobile Hwy from SR-297/Pine Forest Rd to SR-296/Perry Ave



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings along the corridor to improve traffic flow, especially during peak hours.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Transit Signal Priority: Improving transit reliability through priority traffic signals can encourage more commuters to use transit services rather than personal vehicles.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Sharrows should be converted to separated, protected bike lanes or multi use trails. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.
- Transit: Expand the frequency of transit service along the corridor, especially for events at the Interstate fair.

Strategies from Previous Plans

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement pedestrian/bicyclist safety countermeasures
- Implement intersection safety countermeasures
- Implement street lighting improvements

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Fiber connectivity

J1 – US-98/SR-30/Gulf Breeze Pkwy/Navarre Pkwy from East Bay Blvd to Okaloosa County Line

Existing Conditions

Corridor Characteristics

- Speed Limit: 40-55 mph
- AADT (2024): 32500-48000 vehicles
- Primarily fours lanes with a vegetated median.
- Designated bike lanes on both sides of road are indicated by pavement markings. No sidewalks.
- Part of State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban principal arterial.

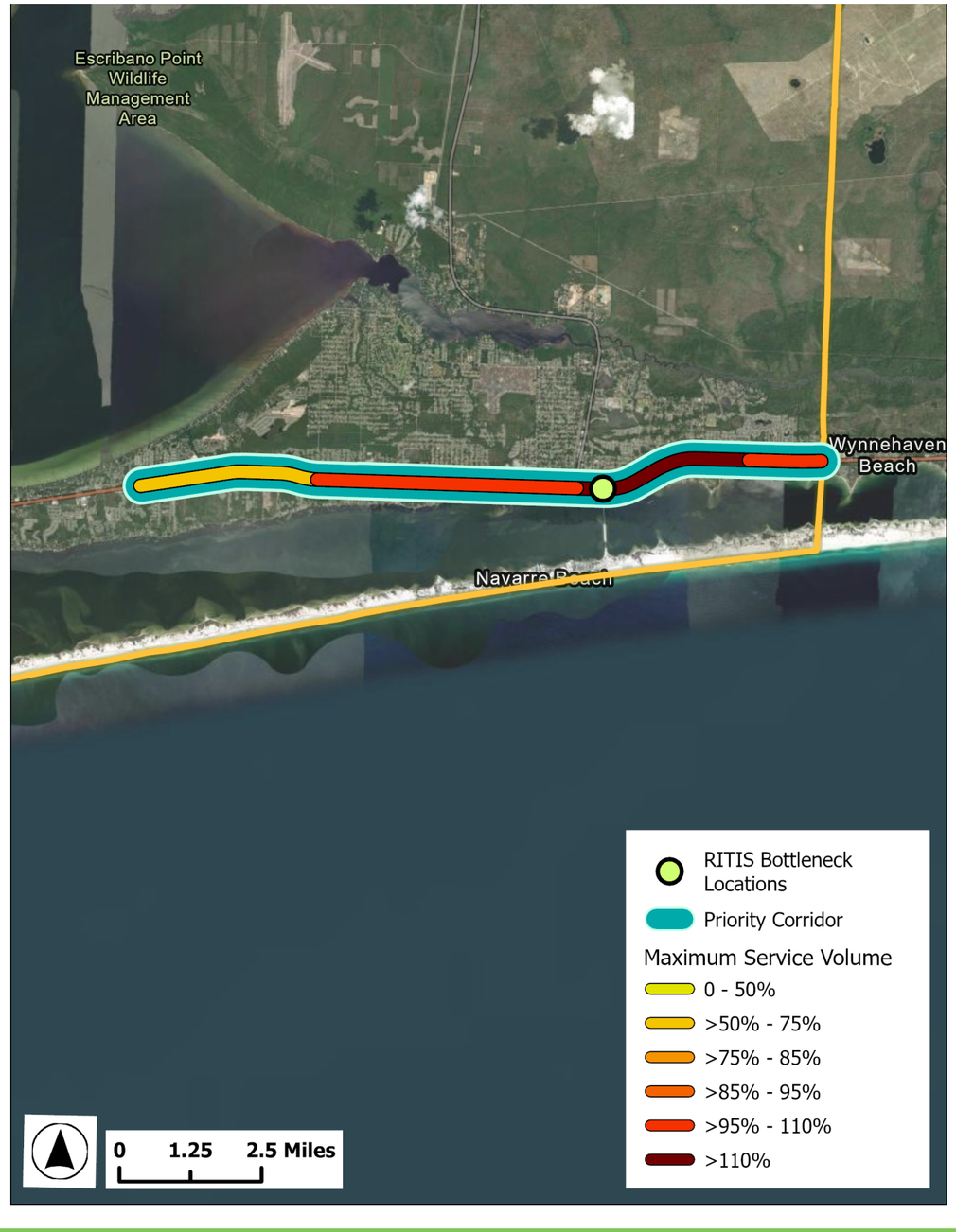
Congestion Issues

- Severe bottleneck at Navarre Beach Causeway and US-98.
- The western portion of the segment is operating at 50%-75% of its maximum service volume (MSV). Along the central and eastern portion of the segment, the segment operates between 95% and >110% MSV, indicating that the segment is above capacity, or approaching its capacity.
- 50 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This segment of US-98 is of critical regional importance, as it is the only major east-west connector south of I-10 in the area. As such, it is heavily used by commuters and tourists alike. As part of the Scenic Hwy 98 route, this segment of US-98 sees large numbers of visitors either traveling through or stopping at the local beaches and tourist attractions. The land use adjacent to the corridor is characterized by a mixture of commercial, residential, and industrial.

Map 18: US-98/SR-30/Gulf Breeze Pkwy/Navarre Pkwy from East Bay Blvd to Okaloosa County Line



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings on along the corridor, especially during peak hours.
- Energy Efficient/Smart Street Lighting: Improving street lighting along US-98 can improve safety and prevent disruptions from traffic crashes.
- Traffic Management Solutions: Implement speed feedback technology to reduce corridor speeds and improve safety.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Most of this corridor has no sidewalks, and the bicycle facilities are largely unprotected and do not have a physical barrier with vehicle traffic.. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.

Strategies from Previous Plans

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Congestion and Incident Management

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement street lighting improvements
- Implement intersection safety countermeasures

J2 – US-98/SR-30/Gulf Breeze Pkwy from Tiger Point Blvd to East Bay Blvd

Existing Conditions

Corridor Characteristics

- Speed Limit: 45 mph
- AADT (2024): 36000-39000 vehicles
- Primarily four lanes with a vegetated median.
- Designated bike lanes on both sides of road are indicated by pavement markings. No sidewalks.
- Part of State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban principal arterial.

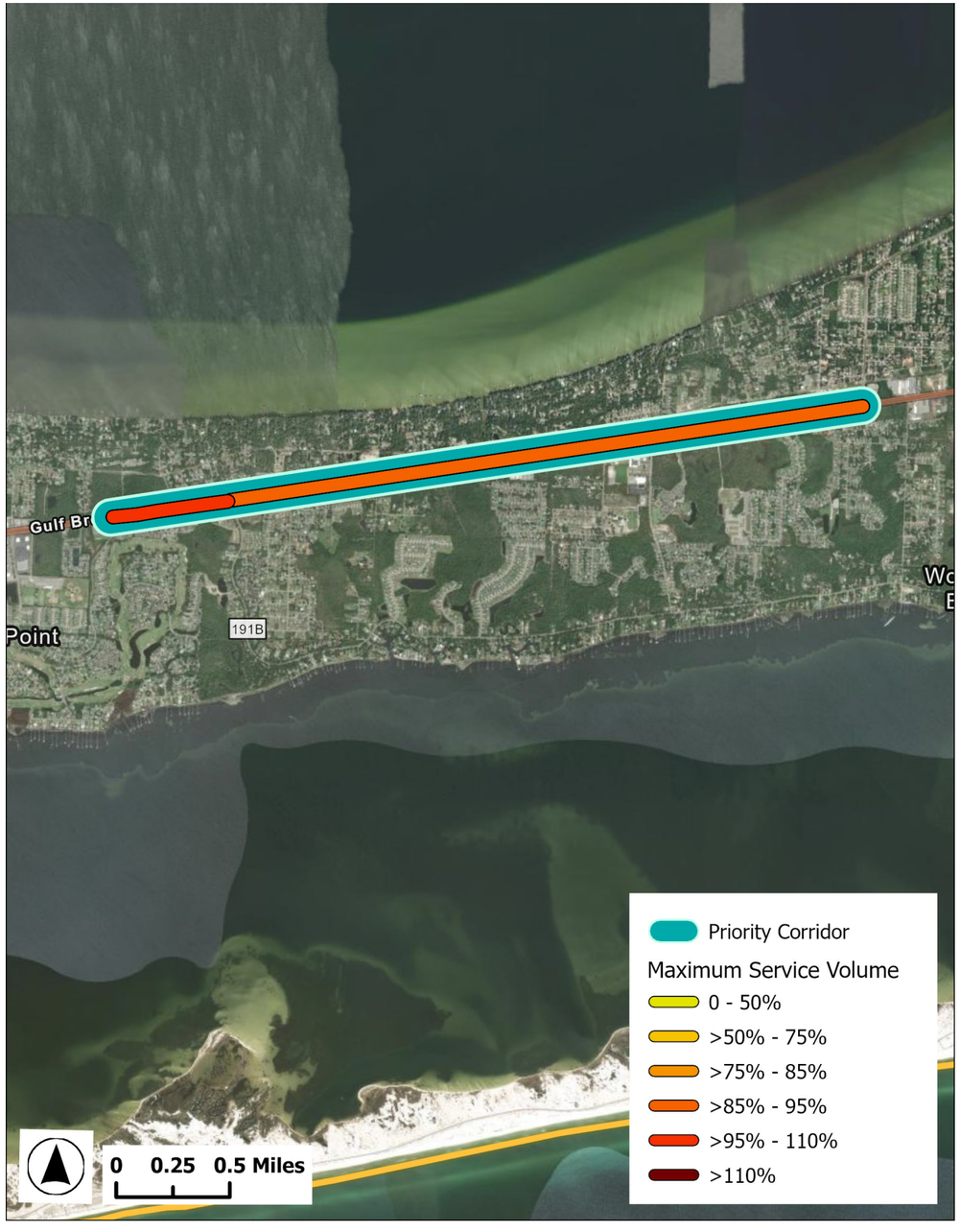
Congestion Issues

- The majority of the segment operates at 85%-95% of its maximum service volume (MSV), with a small portion of the segment in the west operating at 95%-110% MSV, indicating that the segment is above capacity, or approaching its capacity.
- 10 fatal/incapacitating injury crashes between 2019 and 2023.

Corridor Context

This segment of US-98 is of critical regional importance, as it is the only major east-west connector south of I-10 in the area. As such, it is heavily used by commuters and tourists alike. As part of the Scenic Hwy 98 route, this segment of US-98 sees large numbers of visitors either traveling through or stopping at the local beaches and tourist attractions. The land use adjacent to the corridor is characterized by a mixture of commercial, residential, and industrial.

Map 19: US-98/SR-30/Gulf Breeze Pkwy from Tiger Point Blvd to East Bay Blvd



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings on along the corridor, especially during peak hours.
- Energy Efficient/Smart Street Lighting: Improving street lighting along US-98 can improve safety and prevent disruptions from traffic crashes.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Most of this corridor has no sidewalks, and the bicycle facilities are largely unprotected, and do not have a physical barrier with vehicular traffic. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic..

Strategies from Previous Plans

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Congestion and Incident Management

Safety Action Plan (Table 23: Florida-Alabama TPO Project Specific Countermeasures)

- Implement street lighting improvements
- Implement intersection safety countermeasures

J3 – US-98/SR-30/Gulf Breeze Pkwy from Oriole Beach Rd to Tiger Point Blvd

Existing Conditions

Corridor Characteristics

- Speed Limit: 45 mph
- AADT (2024): 39000-50000 vehicles
- Primarily four lanes with a vegetated median.
- Designated bike lanes on both sides of road are indicated by pavement markings. No sidewalks.
- Part of the State Highway System (SHS) and National Highway System (NHS).
- Functional Classification: Urban principal arterial

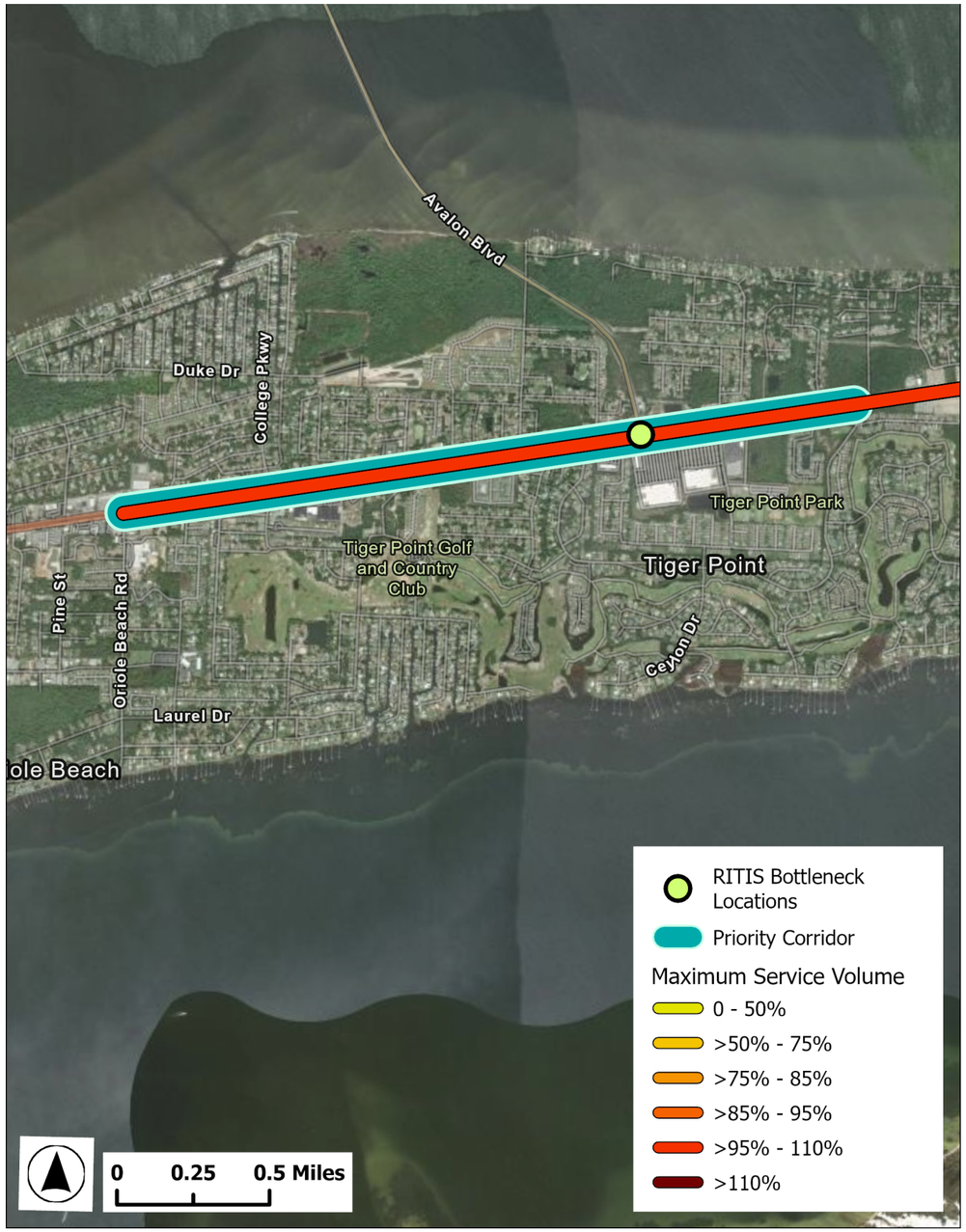
Congestion Issues

- Severe bottleneck at US-98 and SR-191.
- The corridor is operating at 95%-110% maximum service volume, indicating that the segment is above capacity, or approaching its capacity. (MSV).
- 14 fatal/incapacitating crashes between 2019 and 2023.

Corridor Context

The segment of US-98 through the Tiger Point area is surrounded by suburban development, with a mix of residential, commercial, and retail land uses. As a major regional corridor, this segment experiences frequent congestion at peak hours, especially near the intersection with SR-191, which connects the area to I-10 in the north.

Map 20: US-98/SR-30/Gulf Breeze Pkwy from Oriole Beach Rd to Tiger Point Blvd



Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Most of this corridor has no sidewalks, and the bicycle facilities are largely unprotected, and do not have a physical barrier with vehicular traffic. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.
- Signal Optimization: Coordinate signal timings along US-98 to improve traffic flow, especially during peak hours.

Strategies from Previous Plans

Smart Regions Plan (Table 23: HIN Summary of Needs)
Fiber Connectivity

J4 – US-98/SR-30/Gulf Breeze Pkwy from South of Pensacola Bay Bridge to Oriole Beach Rd

Existing Conditions

Corridor Characteristics

- Speed Limit: 35-45 mph
- AADT (2024): 40000-58000 vehicles
- Number of lanes:
  - From SR-399/Pensacola Beach Rd to Oriole Beach Rd: Primarily four lanes with a raised or vegetated median.
- No sidewalks.
- Designated bicycle lanes are indicated by pavement markings.
- Part of the State Highway System (SHS) and National Highway System (NHS)
- Functional Classification: Urban principal arterial.

Congestion Issues

- From the Pensacola Bay Bridge to Bayshore Rd operates over 110% maximum service volume (MSV). The remainder of the corridor operates at 95%-110% of its MSV, indicating that the segment is above capacity, or approaching its capacity..
- 16 fatal/incapacitating crashes between 2019 and 2023.

Corridor Context

This segment of US-98 passes through Gulf Breeze and the Naval Live Oaks Nature Preserve. Despite passing through conservation land, this is one of the most congested corridors in the Florida-Alabama TPO area. Not only is the road the only major east-west corridor in Pensacola south of I-10, but it also carries traffic to and from Pensacola Beach, one of the most popular tourist destinations in the region. This is in addition to the thousands of residents of Gulf Breeze who depend on US-98 as their only major thoroughfare. Congestion is heaviest in Gulf Breeze, with the road surrounded by dense commercial development as well as Gulf Breeze High School.

Map 21: US-98/SR-30/Gulf Breeze Pkwy from South of Pensacola Bay Bridge to Oriole Beach Rd

Congestion Elimination

Strategies

- Fiber Connectivity: Deploy fiber optic infrastructure along the corridor to support real-time transportation data processing.
- Signal Optimization: Coordinate signal timings along US-98 to improve traffic flow, especially during peak hours.
- Sidewalks, Bike Lanes, Multi-Use Paths and Trails: Robust bicycle and pedestrian facilities could help alleviate congestion by allowing students and locals to make daily trips without using a personal vehicle. Investing in multi-use paths can encourage alternative modes of transportation and protect pedestrians and cyclists from high-speed traffic.

Strategies from Previous Plans

Smart Regions Plan (Table 23: HIN Summary of Needs)

- Fiber Connectivity