



# US 90 CORRIDOR MASTER PLAN

## MULTI-USE TRAIL





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# INTRODUCTION



## US 90 CORRIDOR MASTER PLAN

### BACKGROUND

Regional multi-use trails are becoming signature components of our communities due to the myriad of benefits they provide. They provide a safe, designated facility to allow for transportation options between longer distances, creating positive health impacts, and bringing economic opportunities to the communities they connect.

This US 90 Corridor Master Plan envisions what a multi-use trail could look like by building off a recreational and historic tourism focused initiative previously completed in 2016, to create a region-wide connected bicycle and pedestrian network in Northwest Florida. The study area is the portion of US 90 within Escambia, Santa Rosa, and Okaloosa counties. Walton, Holmes, Washington, and Jackson counties previously completed a similar effort for a tourism plan that draws upon the rich, cultural history of the Old Spanish Trail, which is a historic brick road predating US 90.

The plan evaluates existing conditions along US 90 and engaged a stakeholder working group and the public through a collaborative planning process to develop trail development recommendations. The recommendations are intended to set a regional vision for a trail system that not only fosters vibrant, healthy communities, but can be used as an economic development tool through recreational tourism. The plan is intended to be used by local jurisdictions to guide multi-modal transportation development decisions in the study area.

### Project Goals and Guiding Principles

A fifteen-member working group was formed to help guide the development of the plan. The working group was made up of citizens and technical staff from the local jurisdictions to ensure various perspectives were captured. The guiding principles that emerged from the group focused on creating spaces designed for people, not cars. Multi-use trails can provide a space with a low

### Study Area



level of stress and high level of comfort for the user. They are separated from the roadway, with the appropriate paved width for a two-directional path dependent upon context, volume and mix of users. Widths range from a minimum 10 feet to 14 feet, with a standard width of 12-feet. Short 8-foot wide sections may be used in constrained conditions. The working group also emphasized an unmet need for recreational trails in this part of state. A 2018 Pennsylvania Trails study found that that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend. A day-tripper

will spend four times as much as a local user will spend, and an overnight visitor will spend twice the amount that a day-tripper will spend.<sup>1</sup>

Extended trips on a multi-use trail also means increased health benefits. An economic impact study conducted by the North Carolina Department of Transportation over a three-year period found that the four main trails systems in the state generated

<sup>1</sup> Trails Towns-Capturing Trail Based Tourism, Alleghany Trail Alliance

## US 90 CORRIDOR MASTER PLAN

\$25.7 million in estimated savings associated from increased physical activity, decreased congestion, traffic injuries, and air pollution.<sup>2</sup>

The guiding principles informed the project goals, which entail creating connected infrastructure that feels safe and enjoyable for people of all backgrounds, income, age, and abilities. The most appropriate infrastructure application to achieve these goals varies along different segments of US 90 due to the diverse conditions along the corridor. In some instances, network

connectivity can only be achieved through other context specific design alternatives such as bike lanes and/or sidewalks.

Alternative routes are proposed in some instances and are delineated on the targeted site assessment maps. These routes deviate from US 90, but the roadways may either provide a higher level of comfort or be more conducive to a multi-use trail application.



<sup>2</sup> Evaluating the Economic Contribution of a Shared Use Path, NCDOT <https://itre.ncsu.edu/focus/bike-ped/sup-economic-impacts/>

# US 90 CORRIDOR MASTER PLAN PROJECT GOALS



### SAFETY

Provide a safe connection between destinations along US 90.



### ACCESSIBILITY

Create a facility that is accessible to a variety of user types and appropriate for most comfort levels.



### EQUITABLE

Make the facility available to people with disabilities, low-income areas, aging populations, and areas of low-vehicle ownership.



### NETWORK CONNECTIVITY

Grow network connectivity by providing opportunities to access destinations along and around US 90.



### POSITIVE USER EXPERIENCE

Ensure positive user experience by incorporating natural features, creative design, and ADA compliance.



### HEALTH AND RECREATION

Provide opportunities for extended trips to recreate and exercise.

## PROJECT BENEFITS

- Provide a safe, designated facility to allow for transportation options between longer distances.
- Aid in bringing new economic opportunities to the connected communities.
- Provide an off-road experience and build off a recreational and historic tourism focused initiative for the Old Spanish Trail.
- Expand recreational access to park and trail facilities, residential neighborhoods, commercial nodes, and downtowns.
- Supports bicycle and pedestrian mobility and economic development.



# THE OLD SPANISH TRAIL



## US 90 CORRIDOR MASTER PLAN

### OLD SPANISH TRAIL HISTORY

The Old Spanish Trail (OST) was a predecessor to US 90 and ran east to west from St. Augustine to San Diego. It was one of the dozens of named highways created to popularize automobile travel in the early 1900s. The intent is to reimagine this automobile-centric infrastructure as a connected non-motorized system for the community to enjoy in the 21st century. History shows this project was geared to bring economic prosperity and tourism to the panhandle of Florida and now this project seeks to modernize this perspective with an environmentally conscious and equitable approach to transportation.

In the early 1900s, the automobile and tourism had a major impact on the developments in Florida. As the tourism industry in Florida began to boom, state leaders determined that a road network was crucial to continue attracting people to the state. There was a new understanding that tourism, farming, trade, and potential military needs were provided by roads. They also realized the need for connecting the eastern and western sections of the state together to increase the appeal and accessibility to visitors of the state.

The idea an Old Spanish Trail Highway was initially discussed in Jacksonville, FL at a 1913 meeting of the Florida State Press Association. Two years later in 1915, the Old Spanish Trail got its official launch at a good roads' convention in Mobile, Alabama. Delegates from Florida, Alabama, Mississippi, Louisiana, Texas, and Arizona formed the Old Spanish Trail Association. That same year West Florida Old Spanish Trail Organization was founded at a meeting of the West Florida Good Roads Association in Marianna, FL.

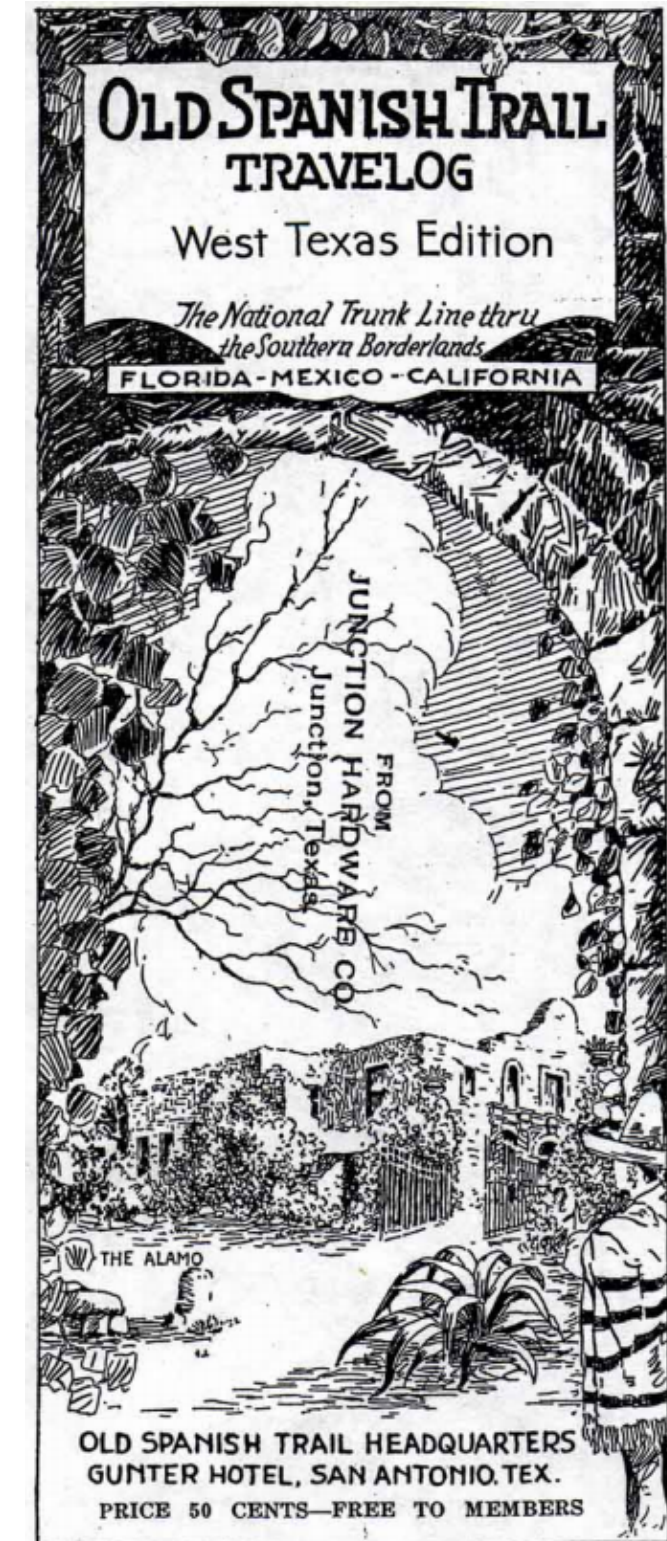
<sup>3</sup> National Register of Historic Places Registration, US Dept of Interior, <https://npgallery.nps.gov/GetAsset/14e1bd35-1ae7-4cee-a78e-ce402a14a1fa>)

Opening for travel in 1929, the Old Spanish Trail Association declared the highway was the most expensive and most highly engineered coast-to-coast trail. The Old Spanish Trail continued to attract travelers until the early 1960s when new interstates rerouted cars off the road and onto alternate routes.<sup>3</sup>

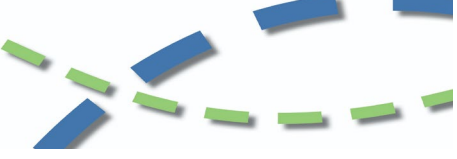
In 1925, a travel log was issued for the OST, which provided the public with travel and descriptive information like mileage and road conditions.

2433.6	CRESTVIEW, FLA.	383.4
31.2 mi. (Graded Dirt for 5 mi. Sand Clay, good, and Paving 26 mi.)		
Pop. 500. Elevation 229 ft.		
2402.4	MILTON, FLA. (Black Water River)	414.6
21.4 mi. (Sand Clay, good, to ferry 11 mi. Ferry 4 mi. Sand Clay, good to Pensacola.)		
Pop. 1594. Elevation 11 ft. Escambia Bay bridge 2.3 mi. to be finished February 1926.		
Ferry		
Two ferries. 6:00 A. M. to 6:00 P. M. Rates \$1.25.		
2381.0	PENSACOLA, FLA.	436.0
Zero at San Carlos Hotel.		
19.0 mi. Paving and Graded Sand Clay.		
Pop. 31,035. Elevation 27 ft. Tourist Camp—2 mi. from P. O. on the bay. Rest house, kitchenette, outdoor grates, tables, amusements, wood, water, showers, bathing pavilion, playgrounds, elec. lights, tent floors, police, shade, toilets, supplies. On Pensacola Bay and the Gulf of Mexico. OST Director, Fred W. Marsh.		
De Luna landed on the Pensacola mainland in 1559 with the largest expedition to attempt the conquest of Florida. Pensacola is rich in old history.		
2362.0	NUNEZ BRIDGE. Fla.-Ala. State Line	455.0
22.0 mi. Dirt and Gravel.		
Nunez bridge, Perdido River, toll 50c.		

Excerpt from 1925 Old Spanish Trail -West Texas Edition, explaining the points of interest along the road including Crestview, Milton, and Pensacola. Courtesy of the University of



1925 Cover of Old Spanish Trail Travelog - West Texas Edition. Courtesy of the University of Florida Archive.



## CLIMATE

5

Aside from rich natural advantages which are enjoyed by this Northwest Florida resort city, Pensacola is endowed with a climate so equable that it is a constant delight to visitors . . . mild and sunny in winter months, delightfully cool in summer months.

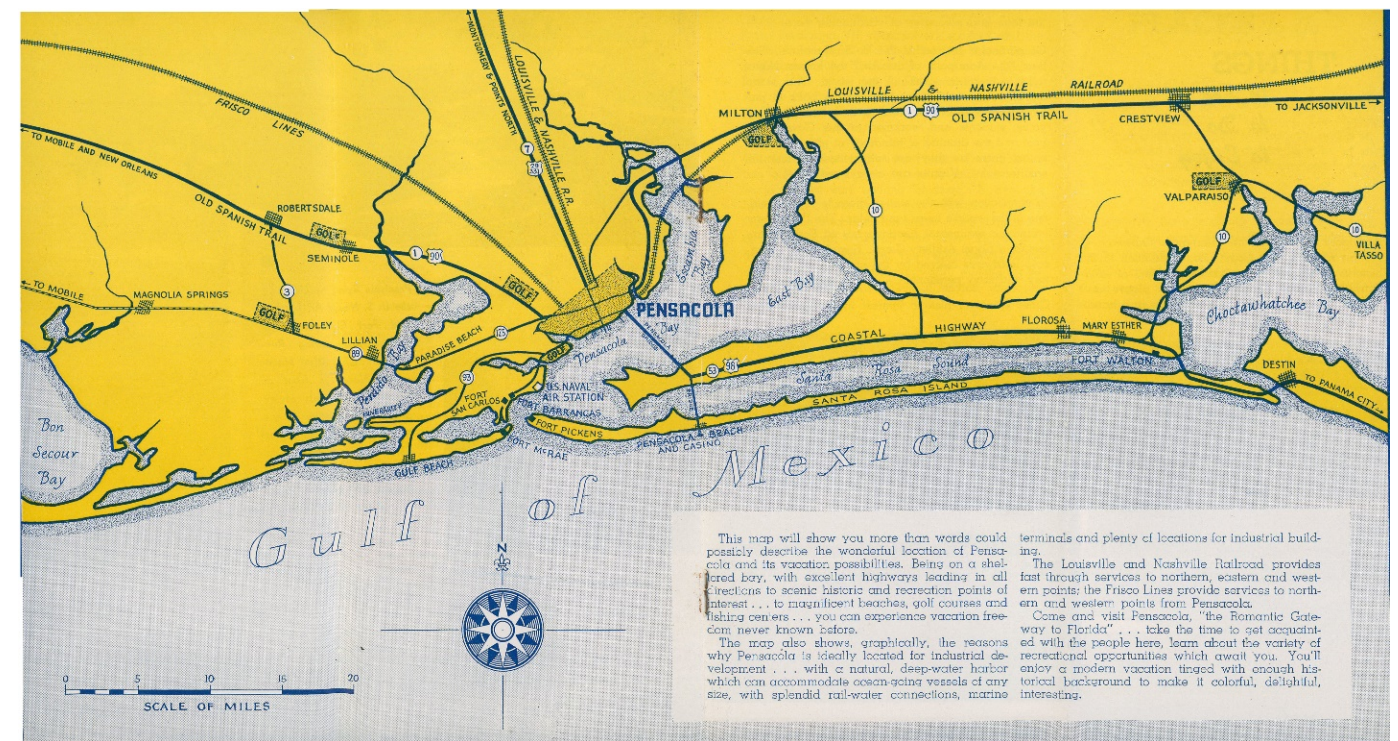
The annual mean temperature, based on a fifty-year average, is 68 degrees. Annual normal rainfall over the same period is 58 inches. Prevailing winds during the winter months of November, December, January and February are from the Northeast with an average velocity of 12.5 miles. During the spring, summer and early fall months, when everyone takes to the outdoors and when life be-

comes an idyllic existence for vacationists, the prevailing breezes are from southerly directions, coming fresh, clean and invigorating from countless miles of open salt waters.

Indeed, the tonic and invigorating airs, the rich perfumes of pines and flowers, the all-year climate of Pensacola affords a delightful haven from oppressive summer heat of inland communities and a welcome relief from the rigors of northern winter climates.

Pensacola has much to offer either the winter or summer visitor and no matter what **your** vacation inclinations may be, whatever your choice of recreation may be, you can enjoy yourself to the utmost here where nature has bestowed climatic conditions made-to-order for perfect vacationing.

A section of Scenic Highway along the bay, near Pensacola, and a part of The Old Spanish Trail. A delightful drive of diversified scenic beauty, long to be remembered.



In the 1950s, the Old Spanish Trail was still advertised to tourists as a way to enjoy the scenic beauty of northwest Florida. Eventually the route was abandoned or made part of US 90, but the significance of this early highway was not forgotten by the citizens of Florida. In 1966, Florida officially designated the highway as the "Old Spanish Trail" and in the 1970s, the Pensacola News-Journal launched a project to save a portion of the panhandle's first modern highway. An Old Spanish Trail Memorial sidewalk was created in downtown Pensacola using thousands of bricks removed from the original trail in Santa Rosa County.

1950s Tourist Guide courtesy of University of West Florida Archives

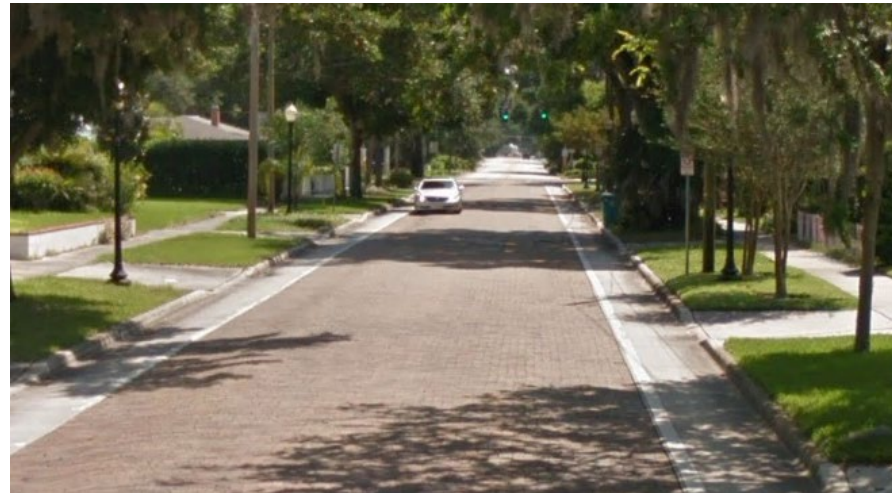
## US 90 CORRIDOR MASTER PLAN

A section of the remaining Old Spanish Trail in Milton is on the National Register of Historic Places. It is a 6-mile long, 24-foot wide, brick highway. Of the 9-foot wide, brick portion completed in 1921, six-tenths of a mile is still in use as a county road; and although now abandoned, an additional 4.85 miles is still in good condition, and is known locally as the Old Brick Road or Red Brick Road. Of that, .15 miles is covered by an overpass that is part of present-day US 90.

In 1955, a new segment of US 90 was completed just south of the original, and the remainder of the Brick Road was abandoned. Fortunately, it was left in its original condition, except for a few cuts made through it for roads to the north. The brick surface is in good condition, although some areas have been patched with thin asphalt or concrete. It is still used for biking and walking by the local public.<sup>4</sup>



*Brick Highway, Old Spanish Trail, [www.drivetheost.com](http://www.drivetheost.com)*



*Historic brick road with paved shoulders on E Livingston St., Orlando, FL*

The existing brick road in East Milton that extends east toward SR 87 is currently designated by the Florida Department of Transportation (FDOT) as an existing facility on the SUN Trail network. SUN Trail is the statewide system of high-priority, strategic paved trail corridors for bicyclists and pedestrians. Today, the SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails. While brick is not always conducive for cycling there are design options available where paved shoulders are provided and the historic brick is still preserved.

### Historic Landmarks

US 90 traverses through cities and towns offering an unforgettable trip through history, nature, and culture. Through consistent marketing of a historic corridor and expansion of interpretive signage, visitors could have the opportunity to learn about points of interests that are unique to this region. There are five designated historic districts and many historic sites easily accessed from US 90.

### North Hill Preservation District

The North Hill Preservation District occupies a 50-block area bound by Blount, Wright, Palafox, DeVilliers and Reus Streets, and represents one of the best preserved residential historic districts in Florida. After the Civil War, wealthy families left areas near the waterfront to build grand houses on Pensacola's North Hill. From 1890 to the outbreak of World War I (1914 -1918) as Northwest Florida entered the "lumber boom" era, local forests of yellow pine provided prosperity and building materials for many of the stately houses now treasured in the North Hill Preservation District.

### Pensacola Historic District

The Pensacola Historic District was the first to be designated within the city of Pensacola and is one of the oldest historic districts in the state of Florida. The area developed over a 200-year period, first as an early settlement during the Second Spanish period (c. 1757), then as the site of military barracks during the British occupation (1763-1781), as a burgeoning commercial and residential area during the last Spanish Period (1781-1821), and later as a hub of commercial activity for Pensacola's thriving 19th century fishing, transportation, and shipping industries.

### Milton Historic District

The Milton Historic District was listed on the National Register of Historic Places in 1987 and contains a number of historically significant structures, like the St. Mary's Episcopal Church, Ollinger-Cobb House, and the Louisville and Nashville Depot, which is now a museum. During the last half of the 19th century, Milton was one of the nation's largest exporters of yellow pine lumber, with exports as far away as South America, England, Germany, and Italy.

<sup>4</sup> National Register of Historic Places Registration Form, US Dept of Interior, <https://npgallery.nps.gov/GetAsset/14e1bd35-1ae7-4cee-a78e-ce402a14a1fa>

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### Bagdad Historic District

Bagdad emerged in the 1840s due to the logging of abundant long leaf pine. Joseph Forsyth and his partners moved their sawmill facilities from upper Pond Creek downstream to a more strategic location where Pond Creek empties her waters into the Blackwater River. It is here that the Village of Bagdad developed as a lumber mill community. The structures that remain today in the Bagdad Village Historic District date back to 1847. Bagdad's lumber industry carried the village through five major eras.

### Crestview Commercial Historic District

Crestview's name was chosen because it is located on the peak of a long woodland range between the Yellow and Shoal rivers. The area was settled because of the natural advantages offered at this particular site. The Crestview Commercial Historic District encompasses seventy (70) buildings and one (1) site located in the downtown core. The district is approximately 18.1 acres in size and is mostly situated along both sides of the six blocks of North Main Street between US 90 West to the north, and the CSX Railroad tracks to the south. The district contains mainly Commercial Vernacular buildings, and they were constructed between 1918 and 1955.



*Historic downtown Crestview's Main Street is a commercial hub for retail, coffee shops, and other points of interest that are easily accessible from US 90.*

# US 90 CORRIDOR MASTER PLAN - Historic Landmarks





# Existing Conditions

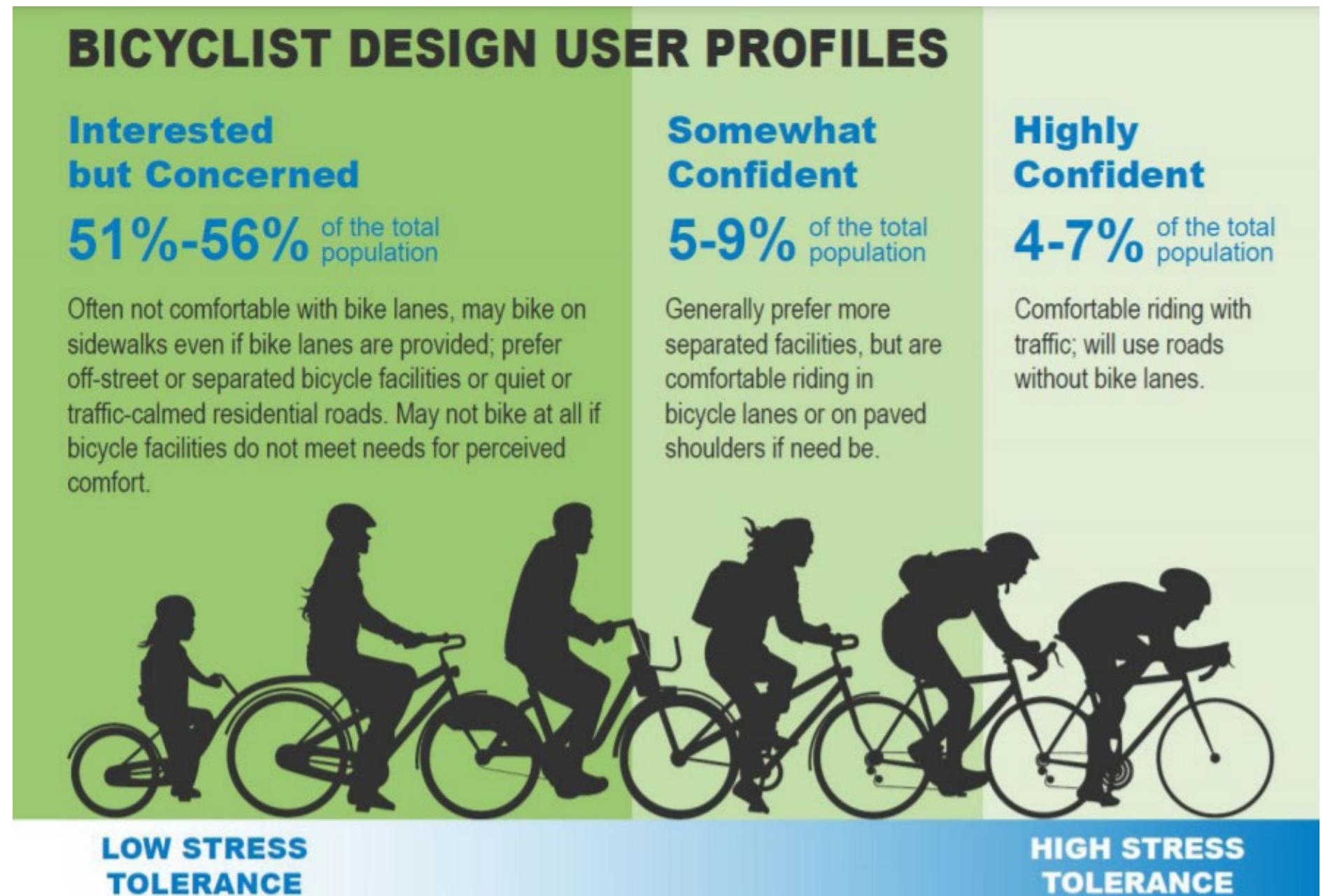
## US 90 CORRIDOR MASTER PLAN

### ROADWAY CHARACTERISTICS

US 90 extends for approximately 80 miles through Escambia, Santa Rosa, and Okaloosa counties. Its design varies considerably from six (6) lane curb and gutter in more urbanized areas to a two (2) lane, rural facility with ditches and swales. Some segments have existing sidewalks and bike lanes, while others only have a narrow-paved shoulder. The surrounding land uses are diverse and varying from commercial, big box stores to bona fide agriculture and silviculture. The commercial and mixed-use nodes are higher bicycle and pedestrian generators, but rural, pastoral areas also tend to attract recreational cyclists. When thinking about reimagining these communities based on project goals of accessibility and equity, the Federal Highway Administration (FHWA) design user profile for the Interested but Concerned portion of the population, is most applicable in these context-sensitive situations.

Data on the Annual Average Daily Traffic (AADT) can help determine the volume of vehicles a pedestrian and or bicycle may interact with on a given day. AADT is the total volume of vehicle traffic of a roadway for a year divided by 365 days. The speed and context of the road is important to consider because a high traffic volume, yet low speed downtown corridor may feel more comfortable to a pedestrian or cyclists than a high speed corridor with lower traffic volumes. The average AADT along US 90 is 19,436 with high volumes near West Pensacola, downtown Pensacola, Pace and West Milton. As expected, the less populated areas between Milton and Crestview have a lower AADT. The Federal Highway Administration, provides guidance for how motor vehicle volume and speed can be taken into consideration to determine a preferred bikeway type. Generally, the higher the speed and volume of a road, the more protective the recommended bikeway. Volumes over 7,000 a day may justify a separated bike lane or shared use path.<sup>5</sup>

<sup>5</sup> 2019 Bikeway Selection Guide, US DOT, Federal Highway Administration

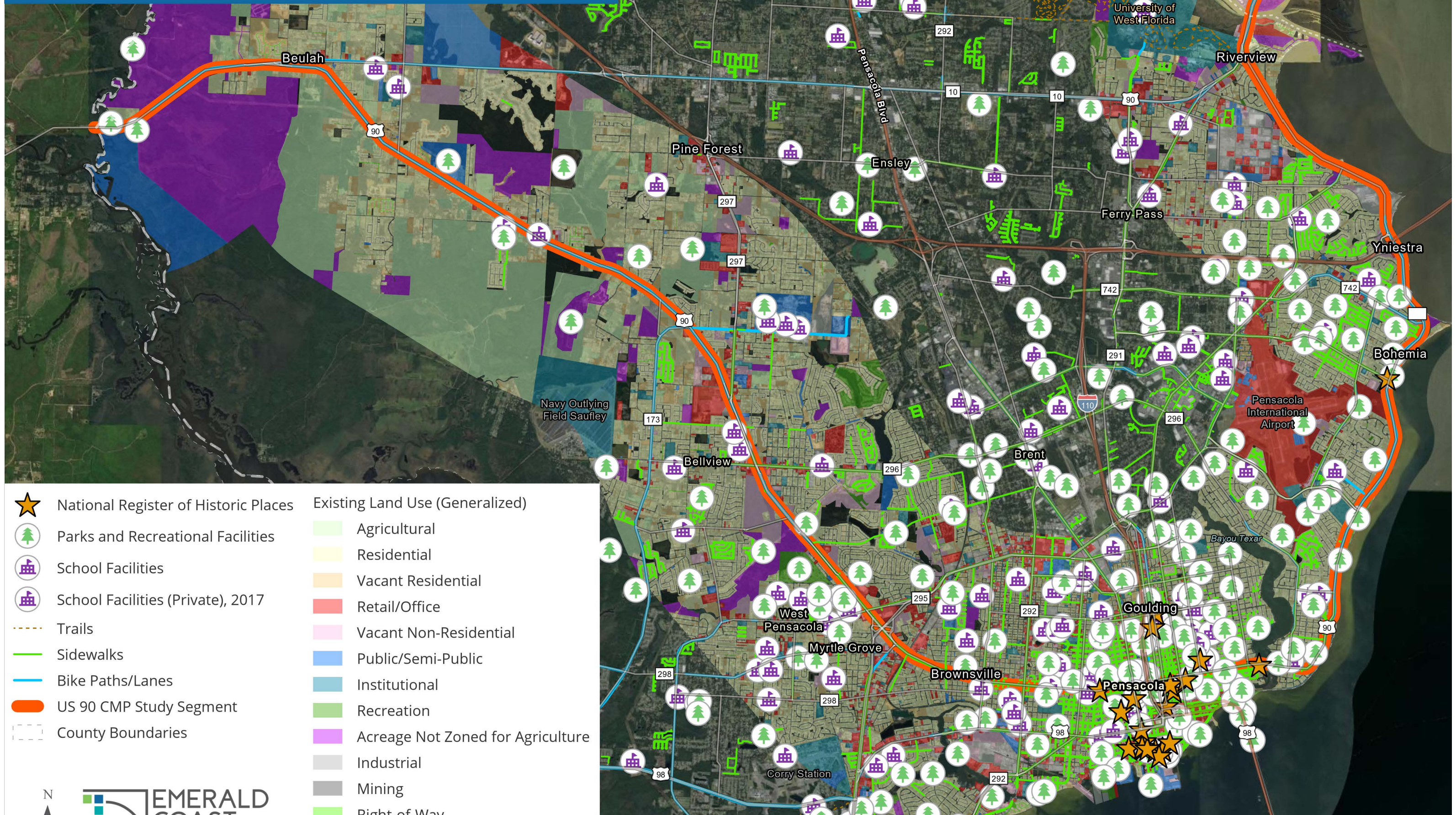


*FHWA research has revealed three types of potential and existing bicyclists, which can be categorized into design user profiles when selecting an appropriate bikeway design.*

*2019 Bikeway Selection Guide, FHWA*

*Note: The percentages above reflect only adults who have stated an interest in bicycling*

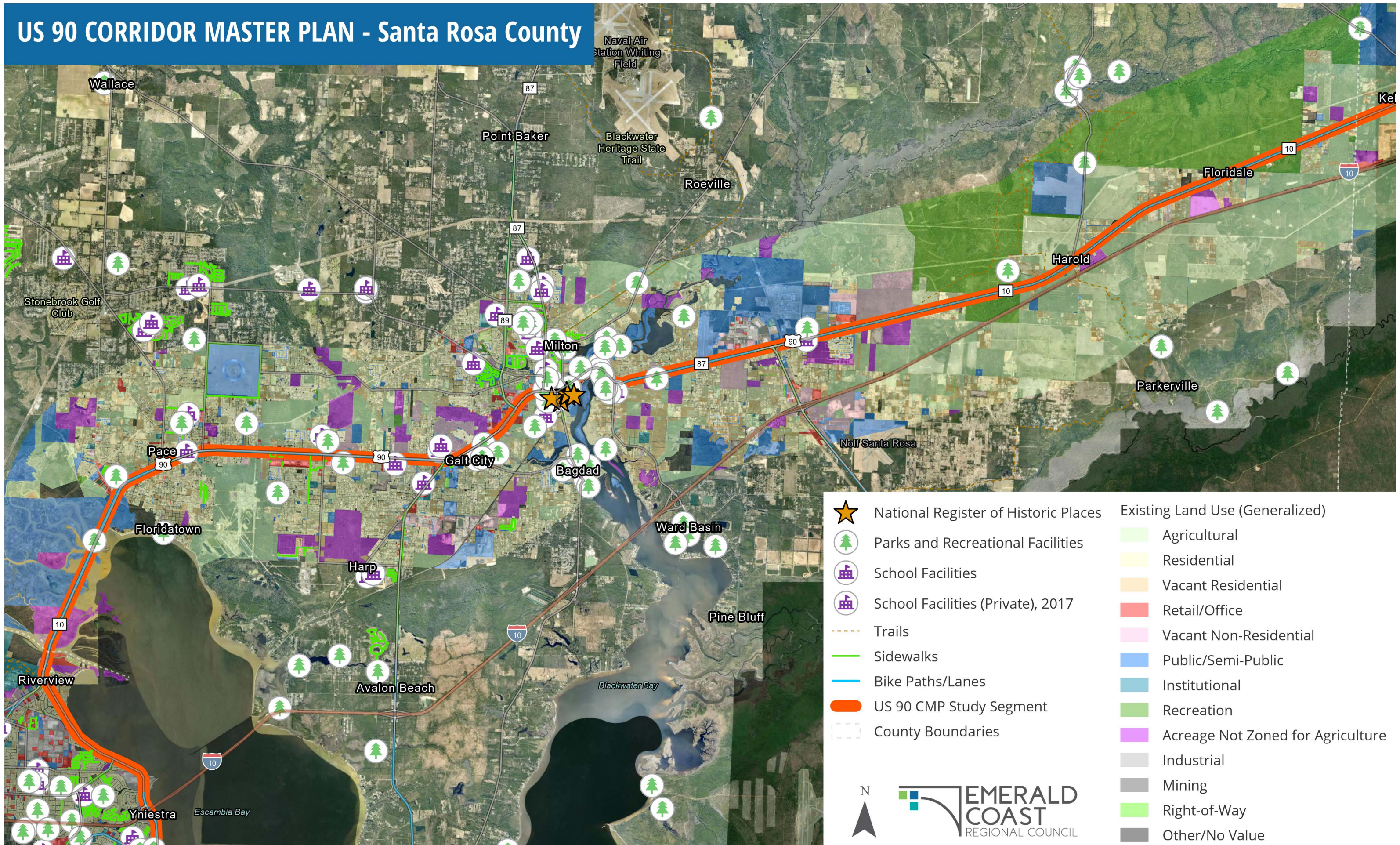
# US 90 CORRIDOR MASTER PLAN - Escambia County



★ National Register of Historic Places	Existing Land Use (Generalized)
🌳 Parks and Recreational Facilities	🌱 Agricultural
🏫 School Facilities	🏠 Residential
🏫 School Facilities (Private), 2017	🏠 Vacant Residential
⋯ Trails	🏢 Retail/Office
🟢 Sidewalks	🏢 Vacant Non-Residential
🚲 Bike Paths/Lanes	🏢 Public/Semi-Public
🟠 US 90 CMP Study Segment	🏢 Institutional
⋯ County Boundaries	🌳 Recreation
	🟡 Acreage Not Zoned for Agriculture
	🏢 Industrial
	🏢 Mining
	🟢 Right-of-Way
	🟡 Other/No Value



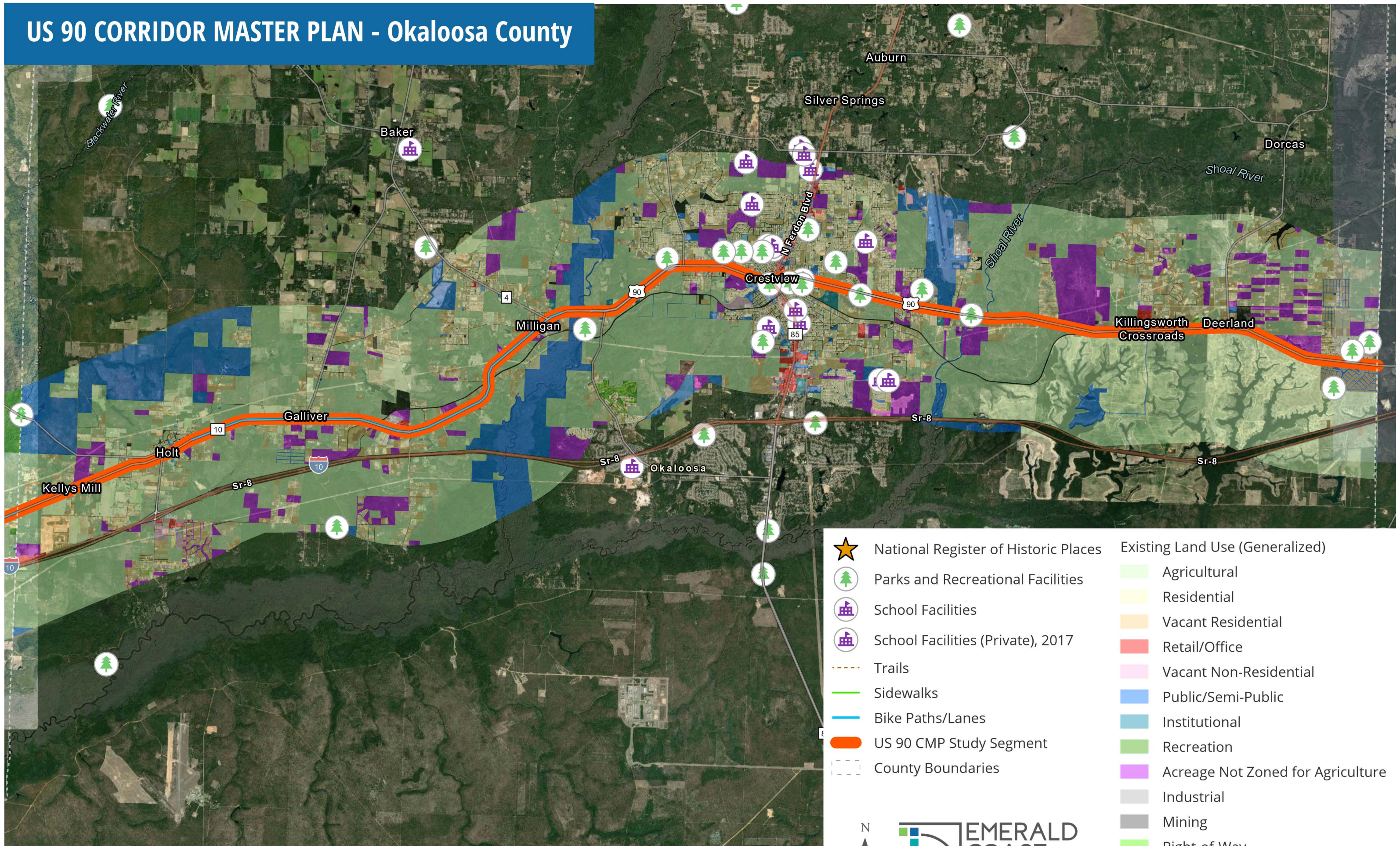
# US 90 CORRIDOR MASTER PLAN - Santa Rosa County



★ National Register of Historic Places	Existing Land Use (Generalized)
🌲 Parks and Recreational Facilities	🟩 Agricultural
🏫 School Facilities	🟨 Residential
🏫 School Facilities (Private), 2017	🟠 Vacant Residential
👤 Trails	🔴 Retail/Office
🟢 Sidewalks	🟫 Vacant Non-Residential
🚲 Bike Paths/Lanes	🟦 Public/Semi-Public
🟠 US 90 CMP Study Segment	🟩 Institutional
⋯ County Boundaries	🟩 Recreation
	🟪 Acreage Not Zoned for Agriculture
	🟤 Industrial
	🟤 Mining
	🟩 Right-of-Way
	🟤 Other/No Value



# US 90 CORRIDOR MASTER PLAN - Okaloosa County



★ National Register of Historic Places	Existing Land Use (Generalized)
🌲 Parks and Recreational Facilities	🟩 Agricultural
🏫 School Facilities	🟨 Residential
🏫 School Facilities (Private), 2017	🟠 Vacant Residential
👤 Trails	🔴 Retail/Office
🟢 Sidewalks	🟫 Vacant Non-Residential
🚲 Bike Paths/Lanes	🟦 Public/Semi-Public
🟠 US 90 CMP Study Segment	🟩 Institutional
⬜ County Boundaries	🟩 Recreation
	🟪 Acreage Not Zoned for Agriculture
	🟤 Industrial
	🟤 Mining
	🟩 Right-of-Way
	🟤 Other/No Value



## US 90 CORRIDOR MASTER PLAN

### Points of Interest

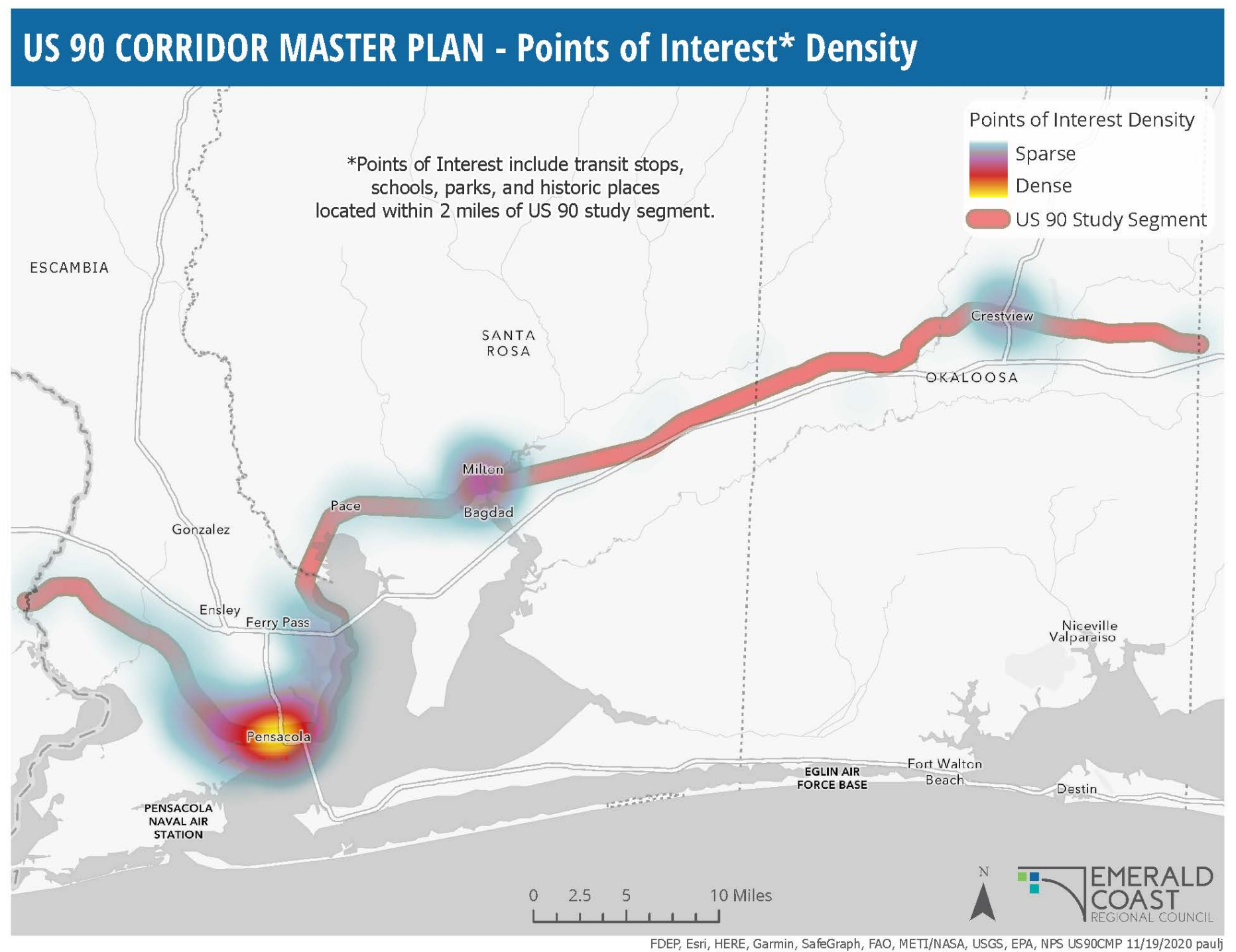
Corridors used by bicyclists and pedestrians typically link major generators and activity centers. Schools and recreational facilities typically serve as destinations for a large number of bicyclists and pedestrians. For longer trips, the population may also use transit and rely on bicycles for the first and last mile. High concentration of these points of interest usually means there is some type of pedestrian or bicycle infrastructure, but it may not always feel safe or comfortable. As expected, high densities are found in urbanized areas like Pensacola, Milton, and Crestview. A multi-use trail system can interconnect major recreational and activity centers, providing key linkages for the existing transportation network.

### Pedestrian and Bicycle Crashes

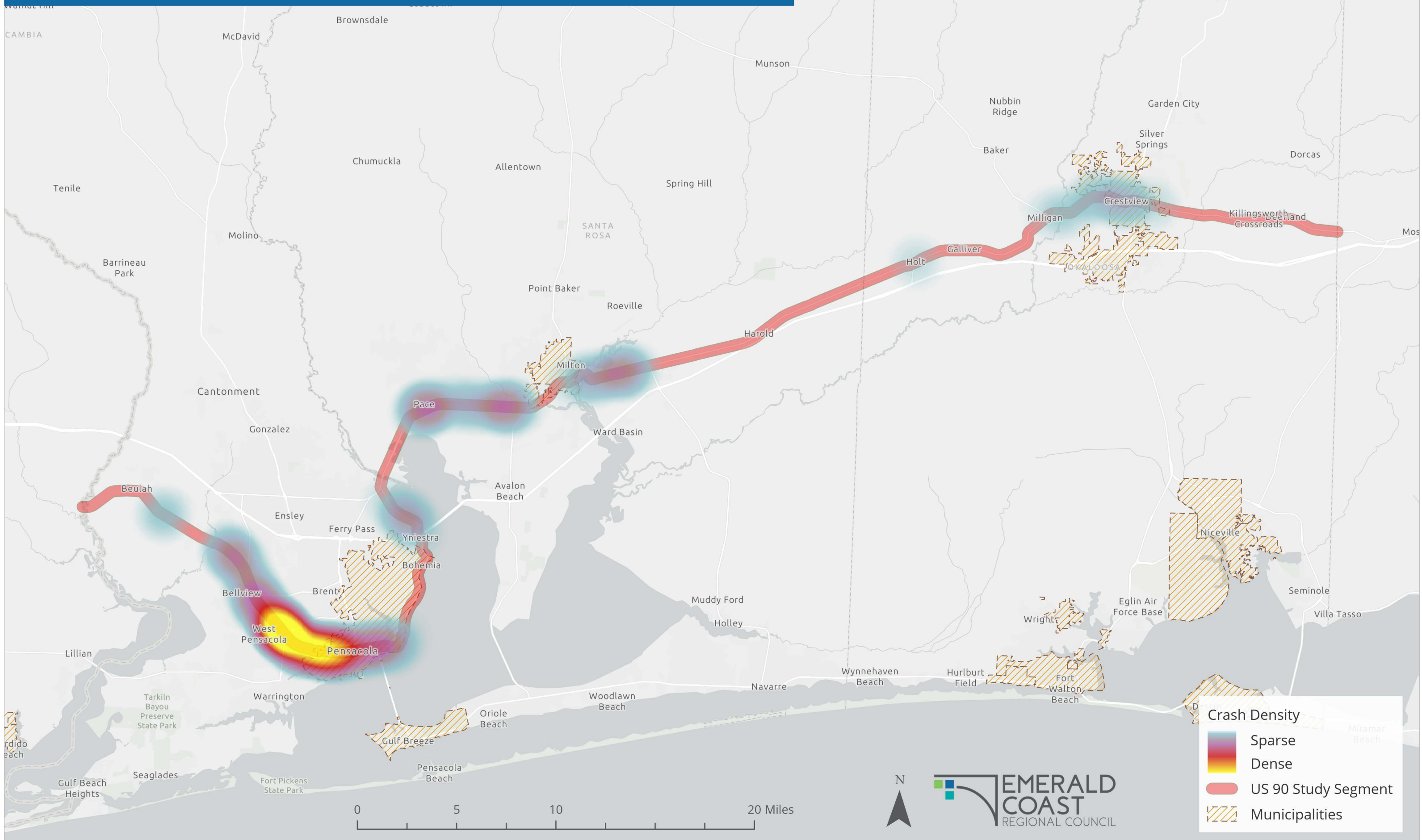
Safety is one of the most important factors when users consider whether they will use a facility for walking or biking. Between 2015-2020, there were a hundred (100) pedestrian crashes and thirty-six (36) bicycle crashes in the study area. The crashes were concentrated in the urbanized areas of Pensacola, Milton, and Crestview. Thirty-two (32) people were fatally injured. Most crashes occurred in dark-not lighted areas and were most frequent in the month of December when it tends to get darker earlier in the evening. This information highlights the importance of lighting to address safety.

Smart Growth America's Dangerous by Design 2021 publication underscores the need for safer design as Florida remains the most dangerous state for pedestrians. Unfortunately, the increase of people fatally struck has far outpaced motor vehicle occupant deaths. While the number of people struck and killed by drivers while walking increased by 45% between 2010 and 2019, driver and passenger fatalities increased by just 3.7%.<sup>6</sup>

<sup>6</sup> National Highway Traffic Safety Administration. (2019). Fatality Analysis Reporting System.



# Bicycle and Pedestrian Crashes, January 1, 2015 - December 31, 2019



# US 90 CORRIDOR MASTER PLAN

## Targeted Corridor Segments

Due to the length of the US 90, the working group was asked to focus on targeted areas for more detailed data collection, including on site field reconnaissance. Two site assessments were held in each of the three counties within the study area to capture the pedestrian and cyclist user experience. Site assessment participants evaluated the onsite conditions, opportunities, and constraints of a multi-use trail application

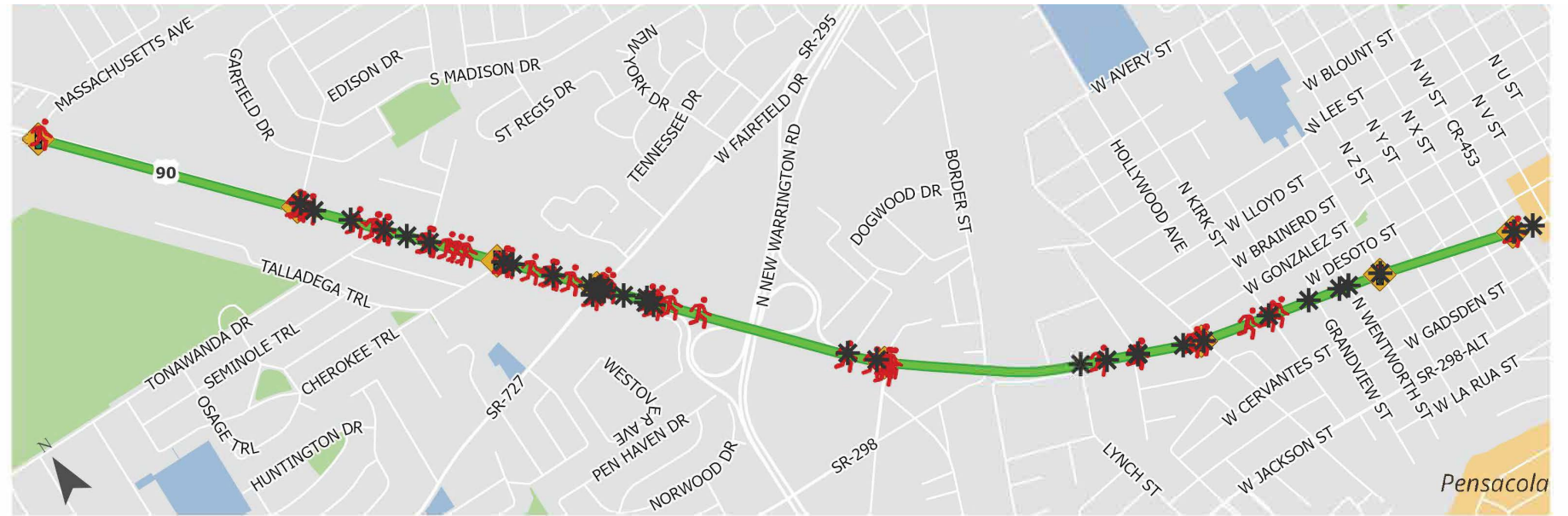
For comprehensive data on the entire study area, an online interactive map is available at:

<https://tinyurl.com/US90CorridorMasterPlan>.

## Mobile Highway

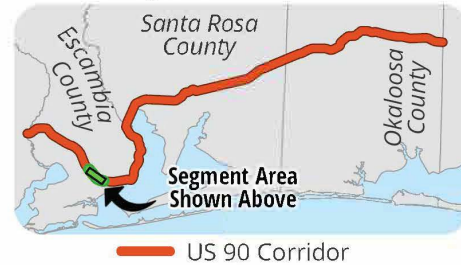
Limits: North W Street to Massachusetts Ave

Roadway Characteristics
Roadway Classification: Urban Principal Arterial - Other
Western Limits near W Fairfield Dr
Total Road Width = 92.0'
6 - 10' travel lanes
20.0 Curb and Vegetative Median
2 - 4.0' Paved Shoulders
2 - 2.0' Curb and Gutter
Sidewalks
Eastern Limits near North W Street
Total Road Width = 60.0'
4 -11.0' Travel Lanes
12.0' Paved Median
2 - 2.0' Curb and Gutter Shoulders



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 66-105 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

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

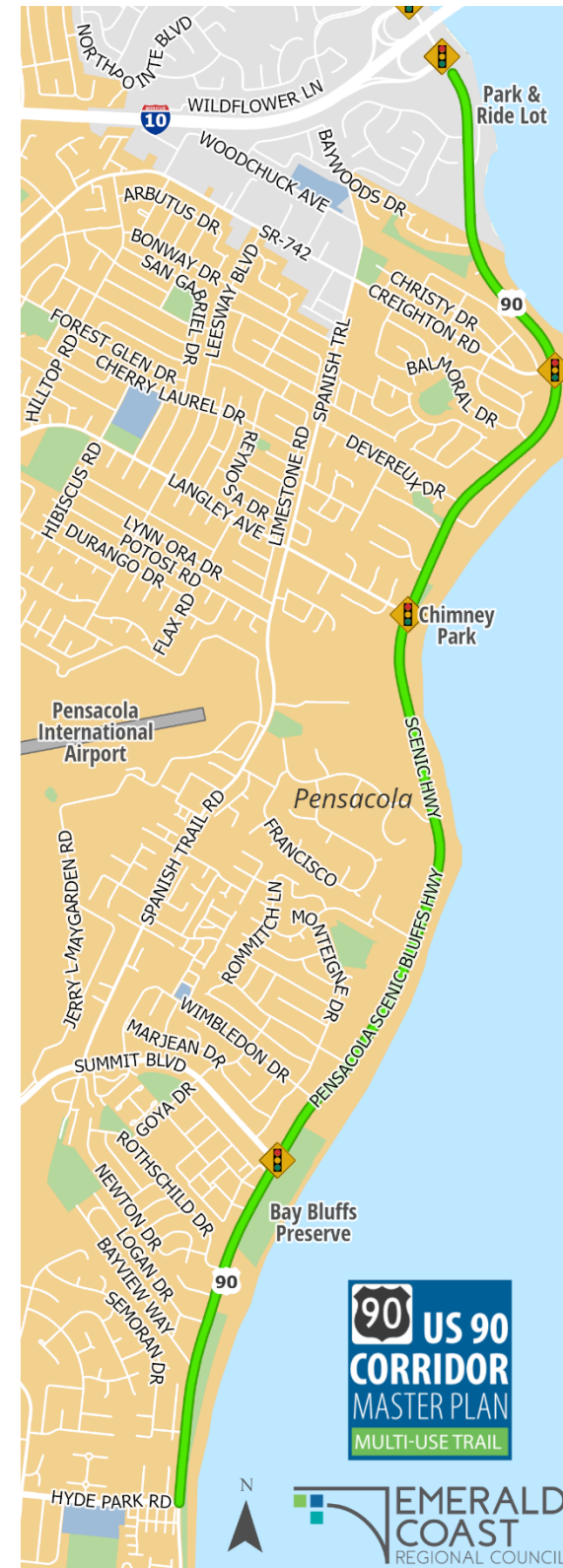


# US 90 CORRIDOR MASTER PLAN

## Scenic Highway

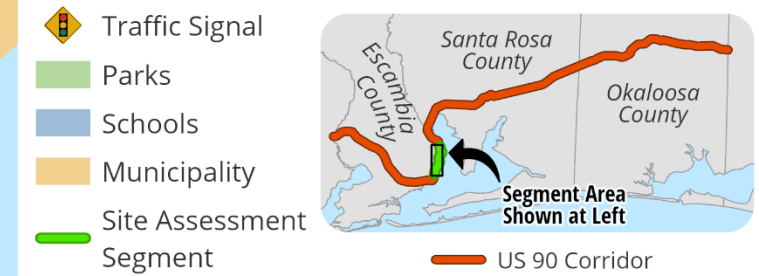
Limits: Hyde Park Rd. to Scenic Park and Ride Lot

Roadway Characteristics	
Roadway Classification: Urban Principal Arterial - Other	
Western Limits near Hyde Park Rd.	
Total Road Width = 56.0'	
2 - 12.0' Travel Lanes	
10.0' Paved Median	
2 - 4.0' Paved Shoulders	
6.0' Lawn Shoulder - Left	
8.0' Lawn Shoulder - Right	
Eastern Limits near Baywoods Dr.	
Total Road Width = 41.0'	
2 - 12.0' Travel Lanes	
4.0' Paved Shoulder - Left	
7.0' Paved Shoulder - Right	
6.0' Lawn Shoulder - Left	

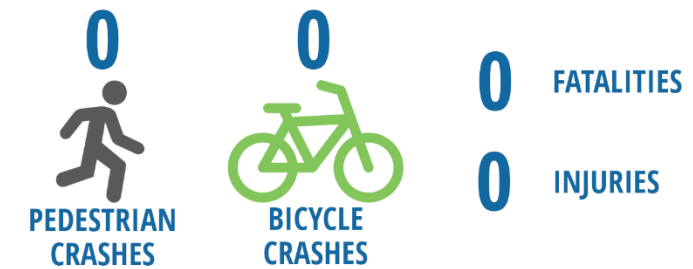


This US 90 segment, also known as Scenic Highway, is a two-lane facility with right-of-way varying from 78-150 feet wide. There are no sidewalk facilities and bike lanes are intermittent. The surrounding land use is primarily residential and features water access via the Bay Bluff Preserve.

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:



0 occurred within or near a marked crosswalk

Traffic Characteristics:



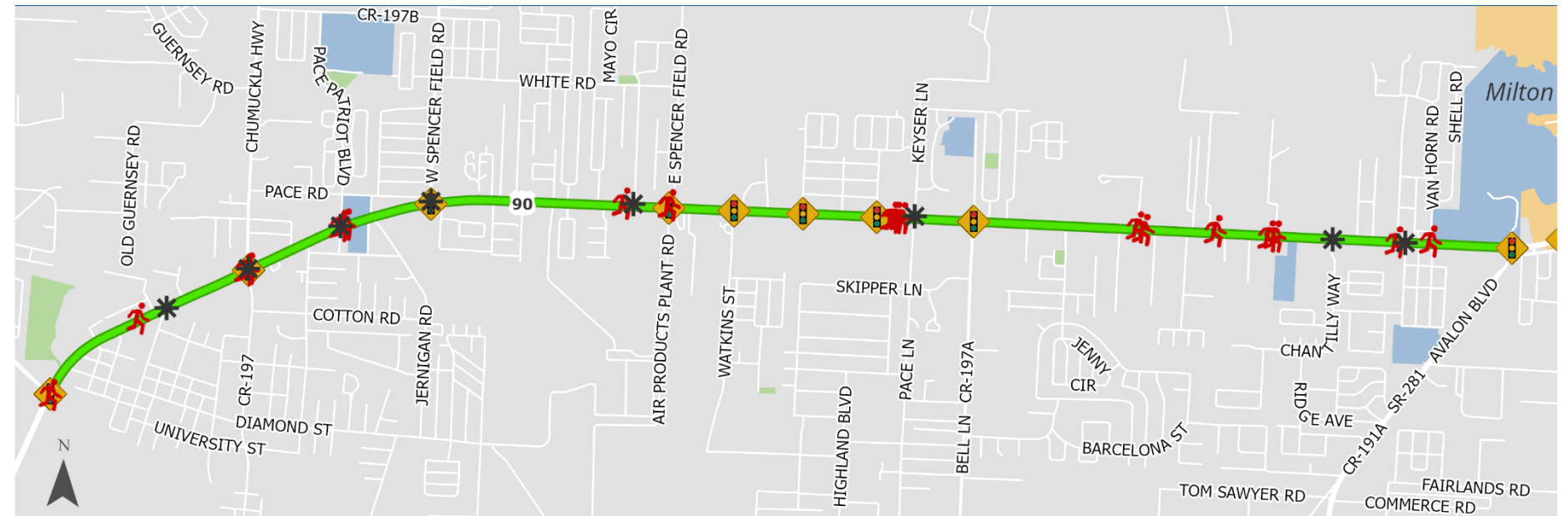
CONTEXT CLASSIFICATION: C3R - SUBURBAN RESIDENTIAL  
Allowable design speed of 35-55 mph

# US 90 CORRIDOR MASTER PLAN

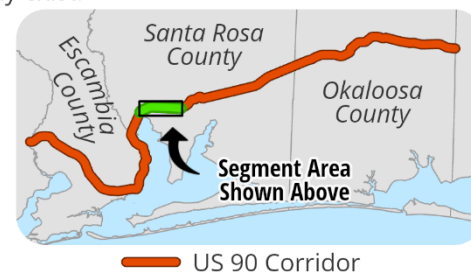
## Pace

Limits: US 90 from Woodbine Rd. to Avalon Blvd.

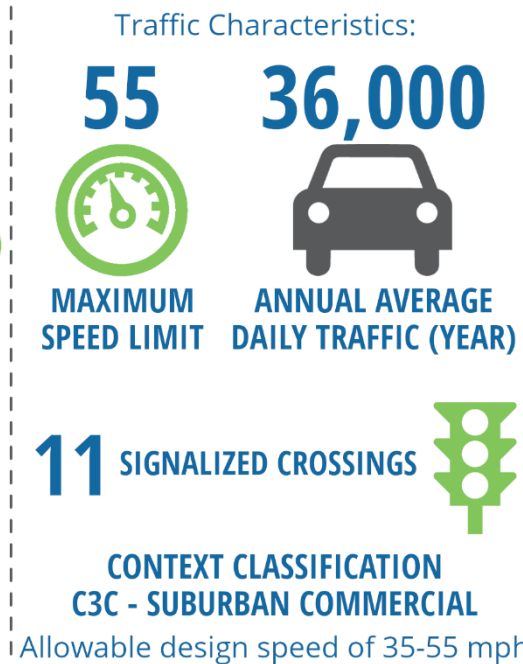
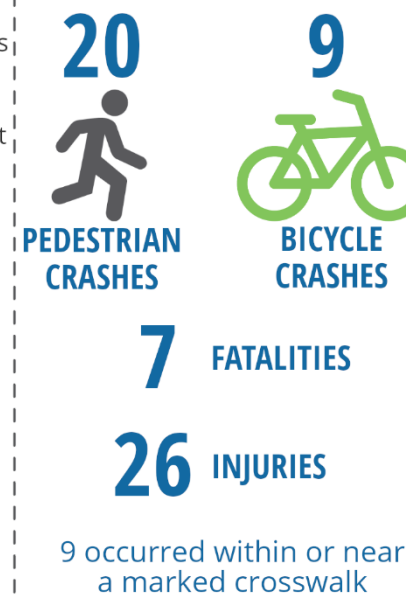
Roadway Characteristics	
Roadway Classification: Urban Minor Arterial	
Western Limits near Woodbine Rd.	
Total Road Width = 98.0'	
4 - 12.0' Travel Lanes	
30.0' Vegetative Median	
4.0' Paved Shoulders - Left	
7.0' Paved Shoulder -Right	
9.0' Lawn Shoulder - Left	
Eastern Limits near Avalon Blvd.	
Total Road Width = 86.0'	
4 -12.0' Travel Lanes	
26.0' Curb and Vegetative Median	
2 - 2.0' Curb and Gutter Inside Shoulder	
2 - 4.0' Paved Shoulder	
2 - 2.0' Curb and Gutter Shoulder	
Sidewalks	



This US 90 segment extends from Woodbine Rd. to Avalon Blvd. and is surrounded primarily by commercial uses with many residential neighborhoods further to the north and south. It is a four-lane roadway facility with a median strip or center turn lane. The corridor is adjacent to an elementary school and features a right-of-way that ranges from 100-150 feet. There are paved shoulders for bicyclists and sidewalks are present near the Chumuckla Hwy intersection. 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:



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

**90 US 90 CORRIDOR MASTER PLAN MULTI-USE TRAIL**

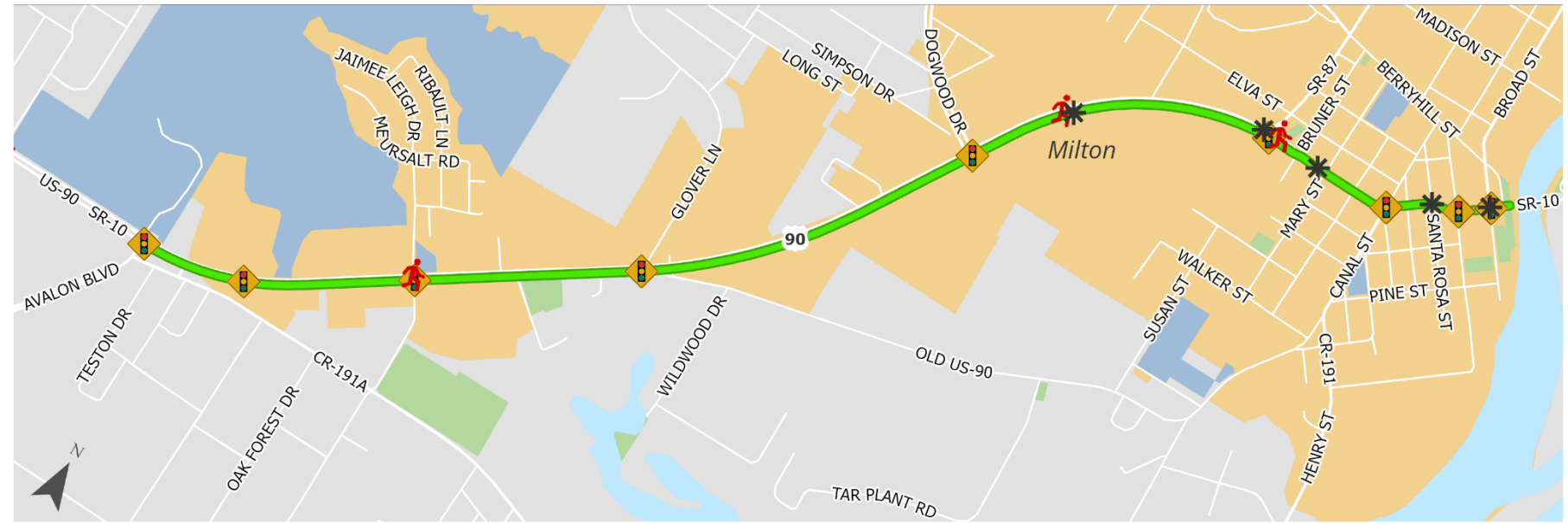
**EMERALD COAST REGIONAL COUNCIL**

# US 90 CORRIDOR MASTER PLAN

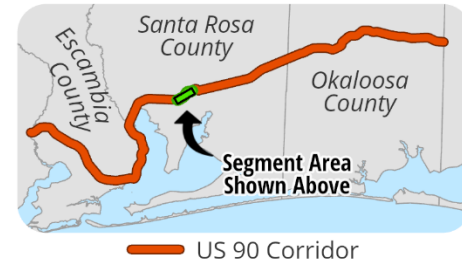
## Milton

Limits: Avalon Blvd. to Blackwater River

Roadway Characteristics	
Roadway Classification: Urban Minor Arterial	
Western Limits near Avalon Blvd.	
Total Road Width = 92.0'	
4 - 12.0' Travel Lanes	
26.0' Vegetative Median	
2 - 4.0' Paved Shoulder	
2-5.0' Lawn Shoulder	
Sidewalks	
Eastern Limits near Willing St.	
Total Road Width = 54.0'	
2 -12.0' Travel Lanes	
12.0' Paved Median	
2.0' Curb with Resurfaced Gutter Shoulder - Left	
16.0' Paved Shoulder - Right	
Sidewalks	



This US 90 segment extends from Avalon Blvd to downtown Milton and is surrounded primarily by commercial uses. There are limited bicycle facilities near the Avalon Blvd. and Stewart St. intersections and sidewalks are present only in the downtown area. It is a four-lane facility that transitions to two lanes east of Mary St. The corridor's right-of-way varies from 60-150 feet and features access to the Blackwater Heritage State Trail. 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:**

**3**

**PEDESTRIAN CRASHES**

**5**

**BICYCLE CRASHES**

**0 FATALITIES**

**7 INJURIES**

4 occurred within or near a marked crosswalk

**Traffic Characteristics:**

**45**

**MAXIMUM SPEED LIMIT**

**28,333**

**ANNUAL AVERAGE DAILY TRAFFIC (YEAR)**

**15 SIGNALIZED CROSSINGS**

**CONTEXT CLASSIFICATIONS**  
C3C - SUBURBAN COMMERCIAL  
C2T - RURAL TOWN

Allowable design speeds of 25-55 mph

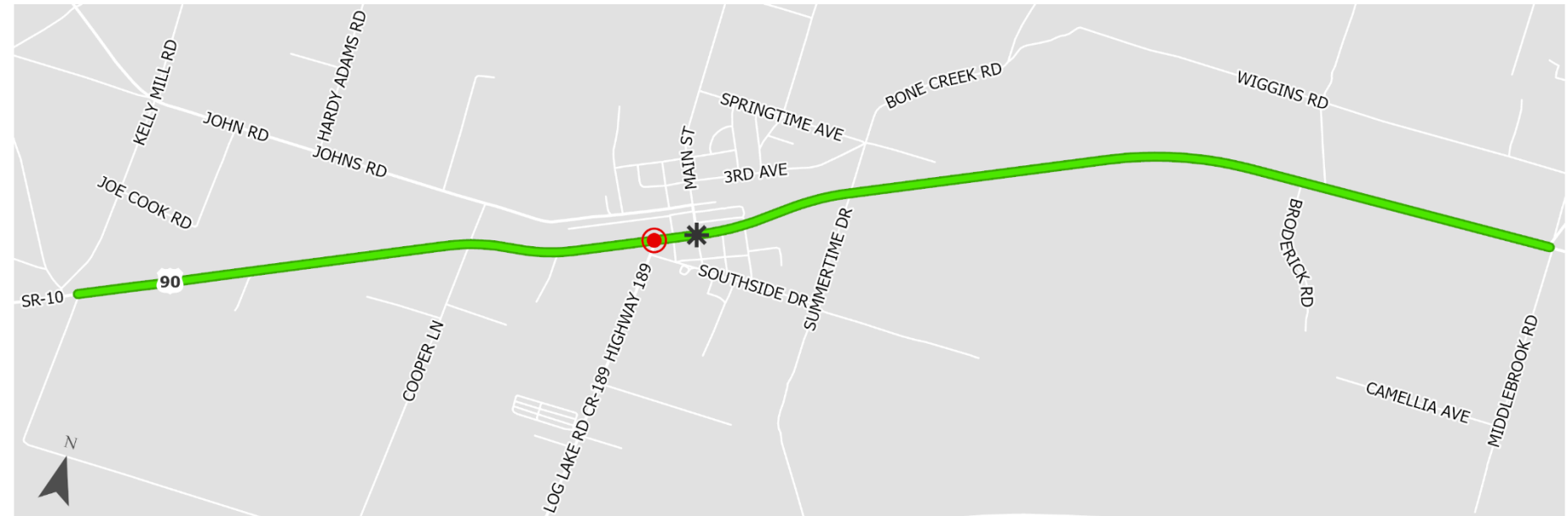
- Pedestrian Crash
- Bicycle Crash
- Traffic Signal
- Parks
- Schools
- Municipality
- Site Assessment Segment

# US 90 CORRIDOR MASTER PLAN

## Holt

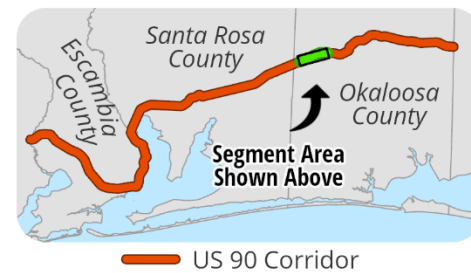
Limits: US 90 from Cooper Lane to Middle Brook Rd.

Roadway Characteristics	
Roadway Classification: Rural Minor Arterial	
Western Limits near Cooper Ln.	
Total Road Width = 48.0'	
2 - 12.0' Travel Lanes	
2 - 4.0' Paved Shoulder	
2 - 8.0' Lawn Shoulder	
Eastern Limits near Middle Brook Rd.	
Total Road Width = 63.0'	
2 - 12.0' Travel Lanes	
13.0' Paved Median	
2 - 5.0' Paved Shoulder	
2 - 8.0' Lawn Shoulder	

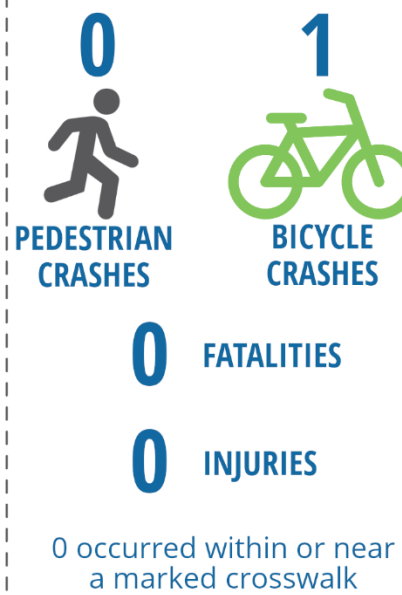


This US 90 segment extends through the town of Holt and is surrounded by a variety of land uses, including residential, vacant residential, commercial, and agricultural. It is a two-lane roadway with paved shoulders, but no sidewalk facilities. Right-of-way ranges from 60-125 feet and the CSX rail line parallels much of the corridor.

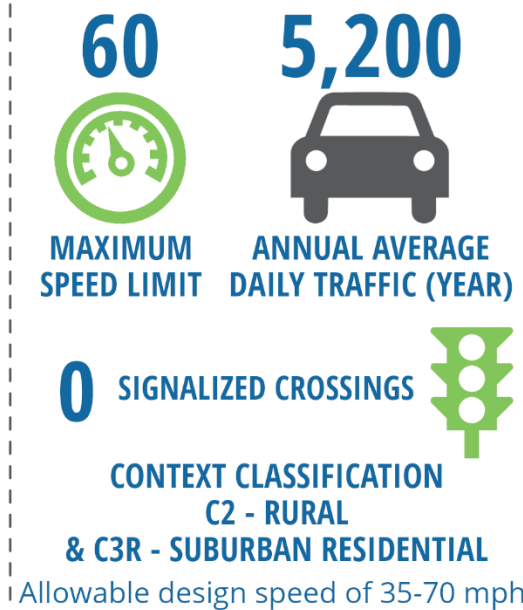
During the site assessment think about how a multi-use trail could fit within context of the corridor and what potential hazards and conflicts may exist.



### Between 2015 and 2021:



### Traffic Characteristics:



- \* Bicycle Crash
- Flashing Beacon
- Site Assessment Segment

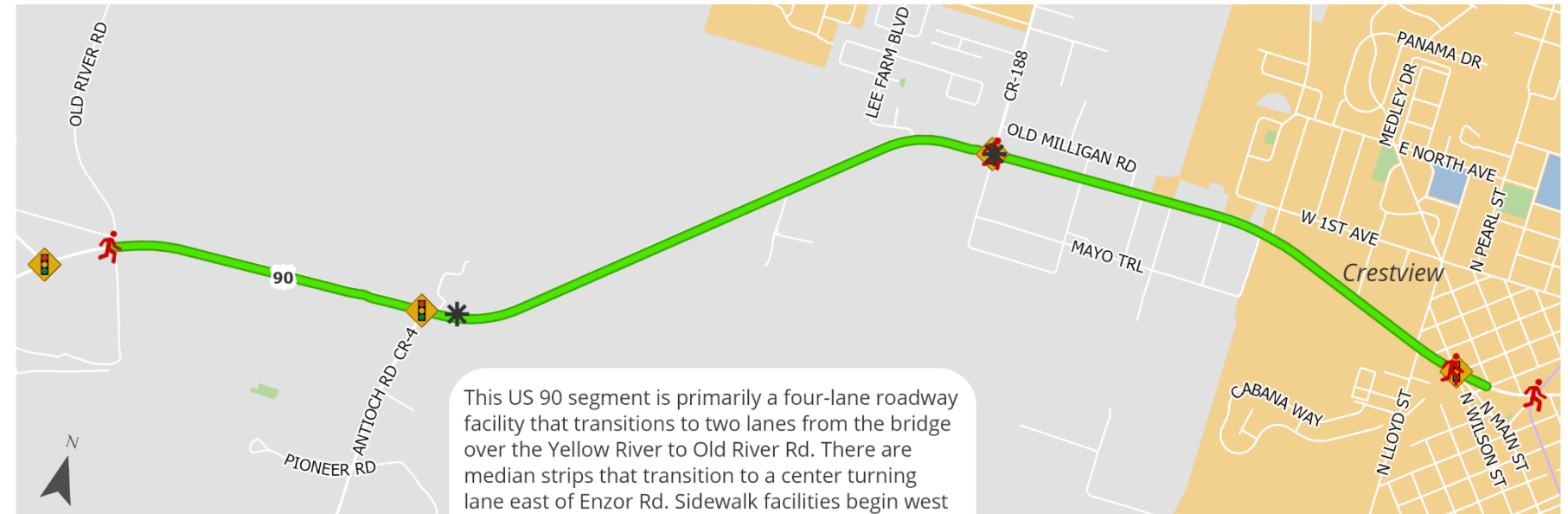


# US 90 CORRIDOR MASTER PLAN

## Crestview

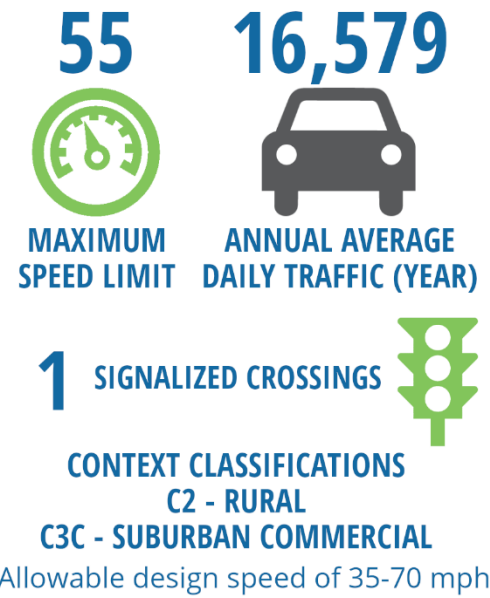
Limits: US 90 from Old River Rd. to Cedar Ave.

Roadway Characteristics	
Roadway Classification: Rural Minor Arterial	
Western Limits near Old River Rd.	
Total Road Width = 50.0'	
2 - 12.0' Travel Lanes	
2 - 5.0' Paved Shoulder	
2 - 8.0' Lawn Shoulder	
Eastern Limits near Cedar Ave.	
Total Road Width = 62.0'	
4 - 12.0' Travel Lanes	
12.0' Paved Median	
2.0' Curb and Gutter Shoulder - Left	
Sidewalks	

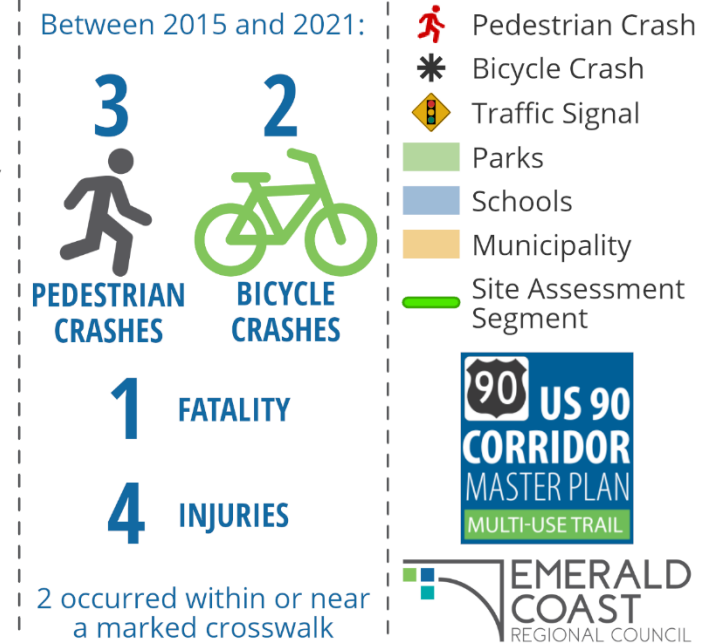
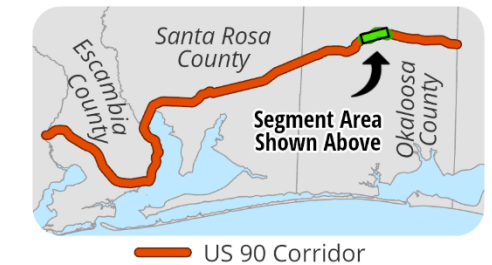


This US 90 segment is primarily a four-lane roadway facility that transitions to two lanes from the bridge over the Yellow River to Old River Rd. There are median strips that transition to a center turning lane east of Enzor Rd. Sidewalk facilities begin west of Enzor Rd. and are present as you continue into downtown Crestview. The western portion of the corridor has intermittent paved shoulders and is surrounded by residential, vacant residential, and agricultural land. East of the Enzor Rd. intersection, the paved shoulders end and the corridor becomes more developed with commercial uses. Right-of-way varies greatly from 80 feet in the downtown area to 190 feet on the western portion of the corridor.

### Traffic Characteristics:



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.





# Opportunities

## US 90 CORRIDOR MASTER PLAN

### PUBLIC ENGAGEMENT

The public was invited to participate in several opportunities to provide input on the plan. There were various channels to provide input, including the electronic comment card, online interactive map comments, and in-person events such as the public workshop and site assessments. Public engagement was planned so the working group could initially influence focus areas of the technical analysis and meaningful input could then be captured from the public after opportunities were identified.

#### Public Workshop

A public workshop was held to present technical analysis results from the data collection and site assessment and capture citizen input on what their preferences and priorities are regarding a regional multi-use trail. The public was invited to provide comment on opportunities for trail location, corridor beautification, and identify what is most important to them in terms of safety, connectivity, recreation, and comfort. There was consensus that bicycle and pedestrian infrastructure is sorely needed along US 90 and existing infrastructure needs to be upgraded to make it safer. Safety was the most significant concern from the public. Corridor beautification and wayfinding signage were not as important because participants stressed that safety needed to be addressed first. There was discussion how corridor beautification with streetscaping serves dual purposes by creating a more enjoyable experience with shade opportunities while also creating a traffic calming effect. There were segments of US 90 like the Pace area, that the public had not considered a multi-use trail application, while trail design was on the forefront of discussion in areas like Scenic Highway. Overall, a multi-use trail was supported if it was part of a larger initiative to help with safety and connectivity by filling in gaps, improving existing unsafe areas, and accompanied by other improvements like intersection upgrades and enhanced pedestrian crossings.



*Public workshop attendees provided input on what was most important to them regarding bicycle and pedestrian infrastructure.*

## US 90 CORRIDOR MASTER PLAN

### Site Assessments

Six site assessments were conducted to capture user experience of the corridor in real time. The assessment considered current navigability of the roadways for all users, physical constraints of a multi-use trail application to the site, current driver behavior, conditions of the site, and nearby roadway segment alternatives.

### Mobile Highway

Participants supported the previous 2016 Florida-Alabama Transportation Planning Organization's (TPO) Corridor Management Plan recommendation of a road diet, which does not include a multi-use trail. While walking the corridor there was acknowledgement that due to limited right of way, a multi-use trail would not be feasible from W St to New Warrington Rd. An alternative route was discussed which would head south from Cervantes on W St or Pace Blvd and use Jackson Street as an east/west connector before connecting back to Mobile Hwy via N Green St. Participants also brought up a potential rail to trails or rails with trails option that would be accessed via Main Street and Barrancas before heading north and connecting to Mobile Hwy near Citrus and Border St. Other road rebalance techniques such a lane narrowing and reduction of median width to accommodate a multi-use trail was discussed for the segment with adequate right of way, west of the New Warrington Spur.

### Scenic Highway

Scenic Highway has limited land availability and right of way on the eastern side of the roadway. There is significant drainage and erosion issues that may constrain implementation. There appears to be adequate right of way on the western side, but this area is not adjacent to the water. A rail with trails concept is an option with public support, however, coordination with the rail company may be difficult and there are known liability issues from other case studies. Citizens use this segment because it is adjacent to the Bay Bluffs Park, a premier recreational area with water access; therefore, a trail solution is still desired. If a trail within the right of way is pursued, there are examples of

coastline trails such as the Devil's Slide Trail in California that have used soil stabilization construction best management practices. This segment also provides direct access into downtown Pensacola providing desired connectivity to activity centers.

### Pace

The US 90 segment in the Pace area has adequate right of way for a multi-use trail, but overall analysis results show that is not appropriate application for a long-distance multi-use trail. There are neither major points of interest nor the scenic land use to support a trail project. There is also a heavy concentration of driveways. There is a significant lack of pedestrian and bicycle infrastructure; therefore, sidewalks and bikes lanes are still needed to make this area safer. A Potential Alternate Route involves bypassing this assessment segment of 90 and traveling north on West Spencer Field to North Spencer Field, continuing on East Spencer Field (around Navy Outlying Field) and connecting to Hamilton Bridge Rd.

### Milton

The portion of US 90 west of Stewart St. has adequate right of way and needs bicycle and pedestrian infrastructure, but much like the Pace area, the land use does not support a multi-use trail application. East of Stewart St. there is limited right of way. It is recommended that a complete streets design with a multi-use path is implemented when FDOT design plans are funded for this section. A Potential Alternate Route is to continue east from Pace on Hamilton Bridge Rd to Berryhill Rd. Cross Stewart St. and take the existing Blackwater Heritage Trail south to US 90.

### Holt

The portion of US 90 in the Holt area is ideal for a multi-use trail because of the low density, rural environment with limited driveway intersections. There is a high-speed limit outside of the downtown area, so it is recommended that the speed limit is lowered at least up to the future location of the Holt Community Center. There are also major recreational destinations that can be

accessed via this segment. There is an issue with constrained right of way in the small downtown area and vehicles were observed parking in the right of way therefore a brief alternate route could be designated on Johns Rd just north of US 90 from Main St to Berry Rd.

### Crestview

The US 90 segment in the Crestview area currently has sidewalks and it may be cost prohibited to replace with a multi-use trail. Current design includes multi-lane traffic and high-speed limits that create a low level of comfort for bicyclist and pedestrians. There are also power pole conflicts closer to the downtown area of Crestview. Despite adequate right of way on US 90, potential alternate routes were identified by heading south on Enzor Rd to Mayo Trail from the western portion of the segment. The route can head back north on Lindberg Dr., then back on to US 90. As the route heads east, turn north on Lindberg st. then right on 1st Ave. Turn right on Llyod St. to connect back on US 90 and arrive at the beginning of the Crestview downtown core.



Site assessment conducted in Crestview, FL.

# Site Assessment Results - Mobile Highway

## Road Redesign



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

## Bridge Safety Hazard

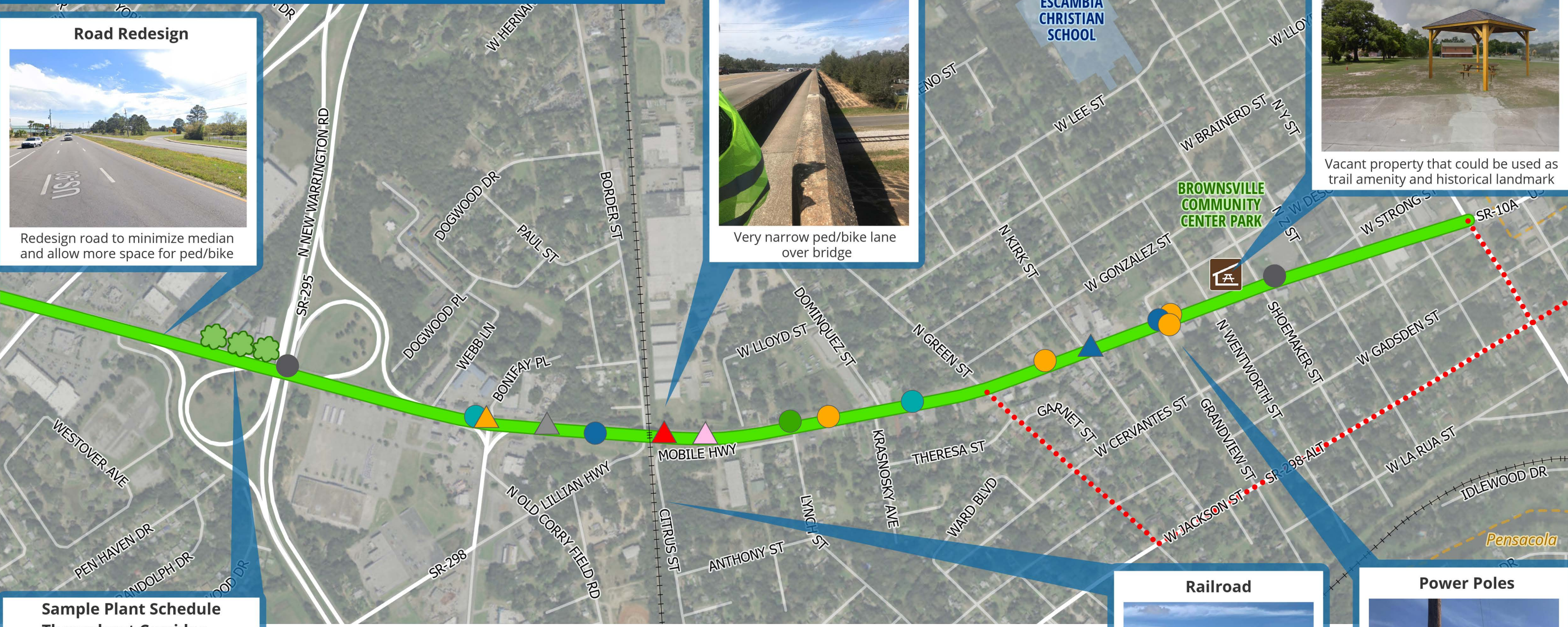


Very narrow ped/bike lane over bridge

## County-Owned Property



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

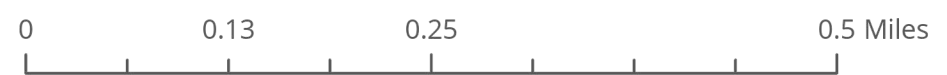


## Sample Plant Schedule Throughout Corridor



Southern Live Oak (Pictured), Japanese Yew, Eastern Redbud, or East Bay Holly

- | Conflicts  | Safety Hazards   | Recommendations   | Legend  |
|--|--|---|---|
| <ul style="list-style-type: none"> <li><span style="color: orange;">●</span> Power Pole</li> <li><span style="color: teal;">●</span> Business Signs</li> <li><span style="color: blue;">●</span> Drainage</li> <li><span style="color: grey;">●</span> Fences</li> <li><span style="color: green;">●</span> Trees/Landscaping</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">▲</span> Busy Intersections</li> <li><span style="color: grey;">▲</span> Visibility</li> <li><span style="color: orange;">▲</span> Lighting</li> <li><span style="color: pink;">▲</span> Steep Side Slopes</li> <li><span style="color: red;">▲</span> Alignment/Dangerous Curves</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: green;">🌳</span> Tree</li> <li><span style="color: yellow;">🚶</span> Enhanced Pedestrian Crossing</li> <li><span style="color: brown;">🪑</span> Viewing Area</li> <li><span style="color: brown;">🏠</span> Picnic Shelter</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: green;">—</span> Site Assessment Segment</li> <li><span style="color: red;">⋯</span> Potential Alternate Route</li> <li><span style="color: grey;">—+—</span> Railroad</li> <li><span style="color: lightgreen;">—</span> Parks</li> <li><span style="color: lightblue;">—</span> Schools</li> <li><span style="color: orange;">—</span> Municipality</li> </ul> |

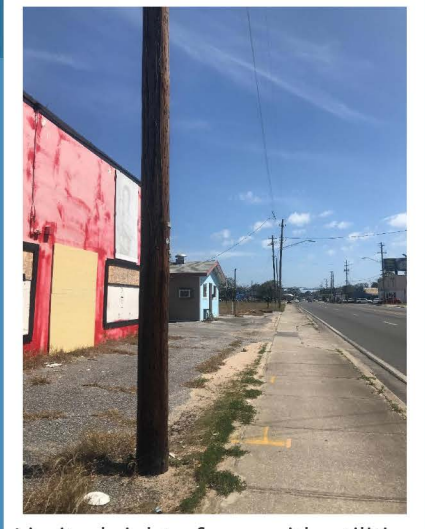


## Railroad



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

# Site Assessment Results - Scenic Highway

### Erosion




Erosion issues throughout the corridor segment

### Steep Side Slopes




Easterly side of Scenic has a lot of steep side slopes immediately after the edge of pavement

### Proposed Infrastructure Placement



Due to serious constraints on eastern side, the western side of Scenic may offer more ROW

### Alignment/ Dangerous Curves




Visibility issues with curve

### Viewing Areas



Potential viewing area with trail amenity

### Opportunity




Potential area to transition trail to eastern side

### Sample Plant Schedule Throughout Corridor



Southern Live Oak, Japanese Yew, Eastern Redbud (pictured), or East Bay Holly

### Opportunity



Place trail adjacent to railroad for Rails with Trails

### Drainage




### Conflicts

- Power Pole
- Business Signs
- Drainage
- Utility Markers

### Safety Hazards

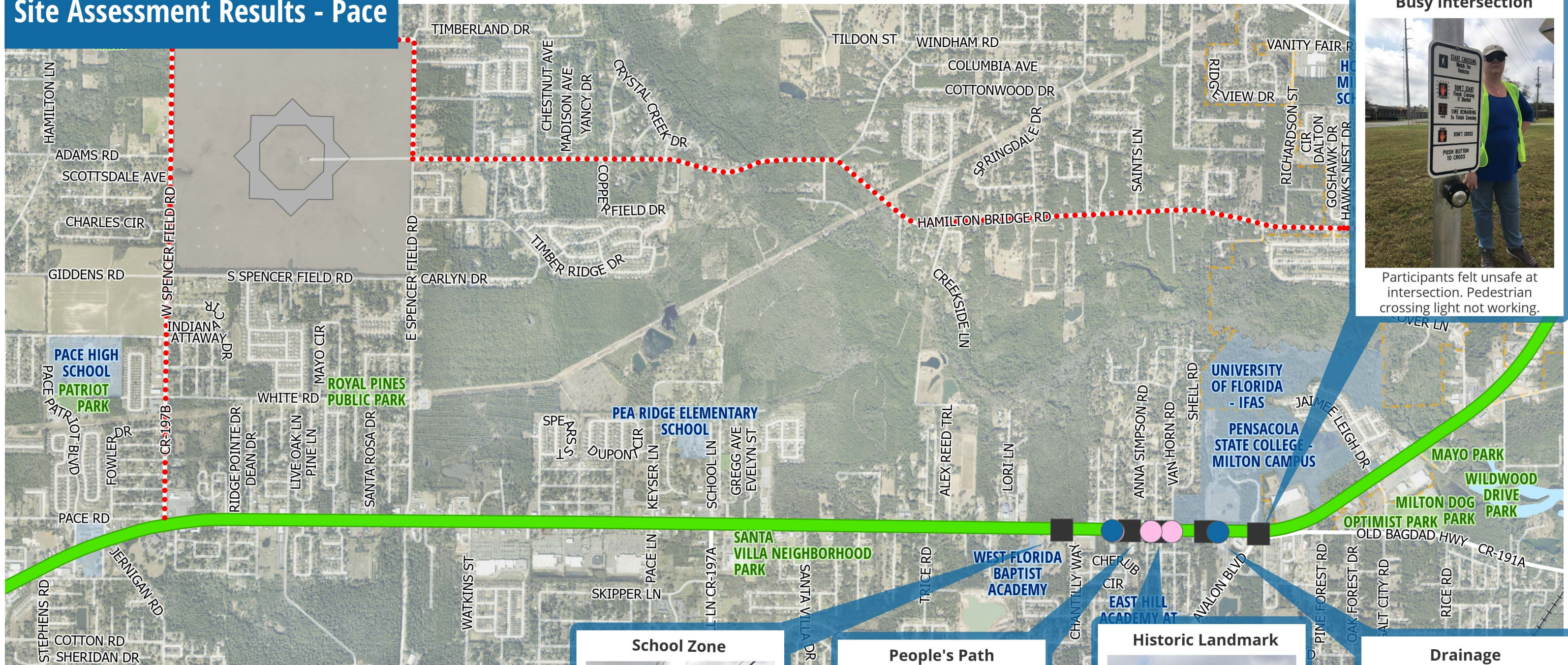
- Busy Intersections
- Road Gradient
- Steep Side Slopes
- Alignment/Dangerous Curves
- Other Comments

### Recommendations

- Tree
- Enhanced Pedestrian Crossing
- Viewing Area

0 0.1 0.2 0.4 Miles

# Site Assessment Results - Pace



### Busy Intersection

Participants felt unsafe at intersection. Pedestrian crossing light not working.

### School Zone

School zone for West Florida Baptist Academy

### People's Path

Path indicating pedestrian traffic

### Historic Landmark

Historic Arcadia Mill access via Anna Simpson Rd.

### Drainage

Drainage in ROW



# Site Assessment Results - Milton

## Opportunity



Available ROW on south side of Hamilton Bridge Rd.

## Opportunity



Undeveloped land on north side of Berryhill Rd.

## Hazard



Busy, high speed road that's not currently conducive for a multi-use trail.



- Conflicts**
- Power Pole
  - Drainage
  - Utility Markers
- Safety Hazards**
- High Concentration of Driveways
  - Other Comments

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

- Recommendations**
- Tree
  - Enhanced Pedestrian Crossing

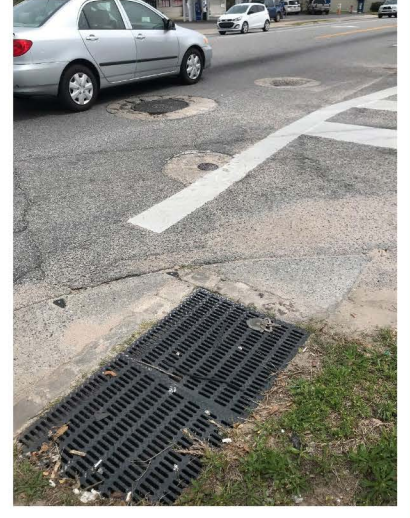


## Existing Trail Amenity



Tables and bathrooms

## Drainage



Stormwater grate

## Sample Plant Schedule Throughout Corridor



Southern Live Oak, Japanese Yew, Eastern Redbud, or East Bay Holly (pictured)

# Site Assessment Results - Holt

## Sample Plant Schedule Throughout Corridor



Southern Live Oak, Japanese Yew (pictured), Eastern Redbud, or East Bay Holly



### Conflict

Drainage Ditch with slope

### Conflict

Cars parked in right-of-way and buildings close to road. Consider brief detour onto Johns Rd.

### Hazard

55 mph Speed Limit. Perception of vehicles speeding.

### Point of Interest

Location of Future Holt Community Center

### Opportunity

Available right-of-way with open space on south side

### Point of Interest

Access to Bone Creek Recreation Area

- |                           |                       |                              |
|---------------------------|-----------------------|------------------------------|
| <b>Conflicts</b>          | <b>Safety Hazards</b> | <b>Recommendations</b>       |
| Business Signs            | High Speed Limits     | Site Assessment Segment      |
| Drainage                  | Steep Side Slopes     | Potential Alternate Route    |
| Parking Lots or Buildings | Other Comments        | Railroad                     |
| Trees/Landscaping         |                       | Tree                         |
| Utility Markers           |                       | Enhanced Pedestrian Crossing |



# Site Assessment Results - Crestview



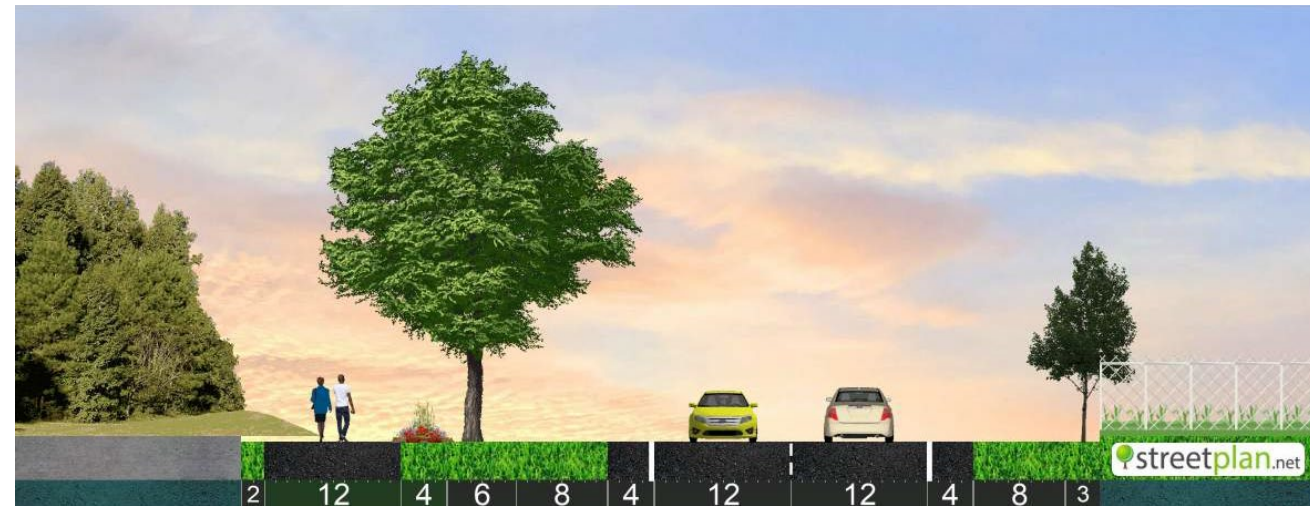
- Conflicts**
- Power Pole
  - Utility Markers
- Safety Hazards**
- Steep Side Slopes
  - Other Comments
- Site Assessment Segment**
- Potential Alternate Route
- Recommendations**
- Parks
  - Schools
  - Municipality
  - Tree
  - Picnic Shelter



# US 90 CORRIDOR MASTER PLAN

## Conceptual Cross Sections

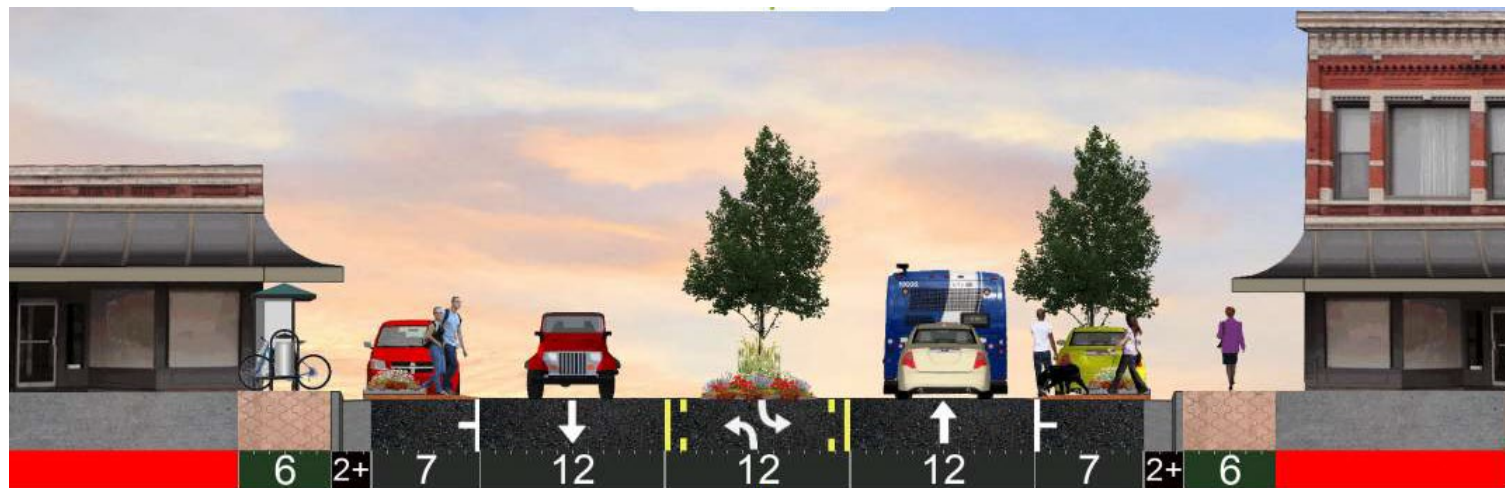
The site assessments revealed that there are opportunities for a multi-use trail on a case-by-case basis. US 90 is very a diverse highway with various land uses and roadway characteristics. Long distance trails do not always have a continuous separated, paved facilities and in this case, it would be necessary to depend on sharing the road on residential blocks, and using bike lanes or sidewalks in certain areas to fill in the gaps.



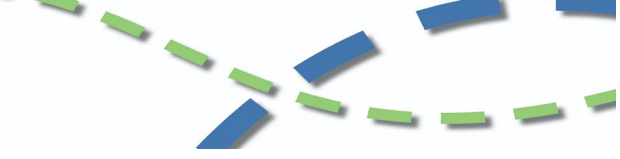
*The Holt area boasts some ideal spaces for multi-use trails. There is adequate right-of-way and an appropriate context classification.*



*Scenic Highway has significant public support for a multi-use trail. A trail on the western side of the roadway may be feasible, as the eastern side appears to have environmental constraints. The roadway has an appropriate context classification for this element. There is also a preferred alternative for a trail adjacent to the railroad that is not pictured in this rendering. The project was identified in the 2017 East Cervantes Corridor Management Plan – a product of the Florida-Alabama Transportation Planning Organization.*



*A portion of Mobile Highway within the Brownsville Community does not have the appropriate context classification for a multi-use trail. This plan supports the existing 2016 West Cervantes Corridor Management Plan – Option B preferred alternative. The community supported lane elimination with sidewalks and a median. The Plan is a product of the Florida-Alabama Transportation Planning Organization.*



*1<sup>st</sup> Ave is a residential road identified as an alternate route during the Crestview site assessment. It appears to have adequate right-of-way, but a context classification has not been assigned. The road runs parallel just north of US 90 prior to entering downtown Crestview from the west.*



*Hamilton Bridge Rd. is a residential road identified as an alternate route during the Pace and Milton site assessments. It appears to have adequate right-of-way, but is constrained in certain areas and a context classification has not been assigned. The road runs parallel just north of US 90 prior to entering downtown Milton from the west.*

## TRAIL DESIGN

Understanding the required standards for multi-use trails is one of the most important planning components because it dictates funding opportunities and construction feasibility. A multi-use trail, shared-use path, and multi-use path are similar terminologies referring to a facility separated from the road, paved, and 10 -14 ft wide. Width may be reduced to 8 feet when certain constraints exist. As this project progresses, one potential issue of applying this facility to US 90 is the design standard recommendation of minimal access points and road intersections. Many publications provide recommendations on the application of a multi-use trail, based on the context and fabric of the surrounding built environment. FDOT's context classification includes a shared-use path cross-section element for C3R, C3C, C1, and C2. These categories include suburban

residential, suburban commercial, rural, and natural areas. The areas tend to have lower traffic volumes, but higher targeted speeds that can range from 35 mph – 70 mph. When a separated facility for non-motorists is desirable in Context Classifications C2T, C4, C5 or C6, the Design Manual recommends considering a separated bike lane with a sidewalk. When considering targeted users, the Federal Highway Administration notes that separated bike lanes and sidepath rank high in functionality, safety, and predictability.

### Sun Trail

FDOT defines a multi-use trail as a paved shared-use path which is typically 12 feet wide but, may vary from 10 feet to 14 feet wide (or larger), depending upon physical or environmental constraints or usage. In some areas of extreme constraints (such

as at bridges or in environmentally sensitive lands) a multi-use trail may be as narrow as eight feet wide.

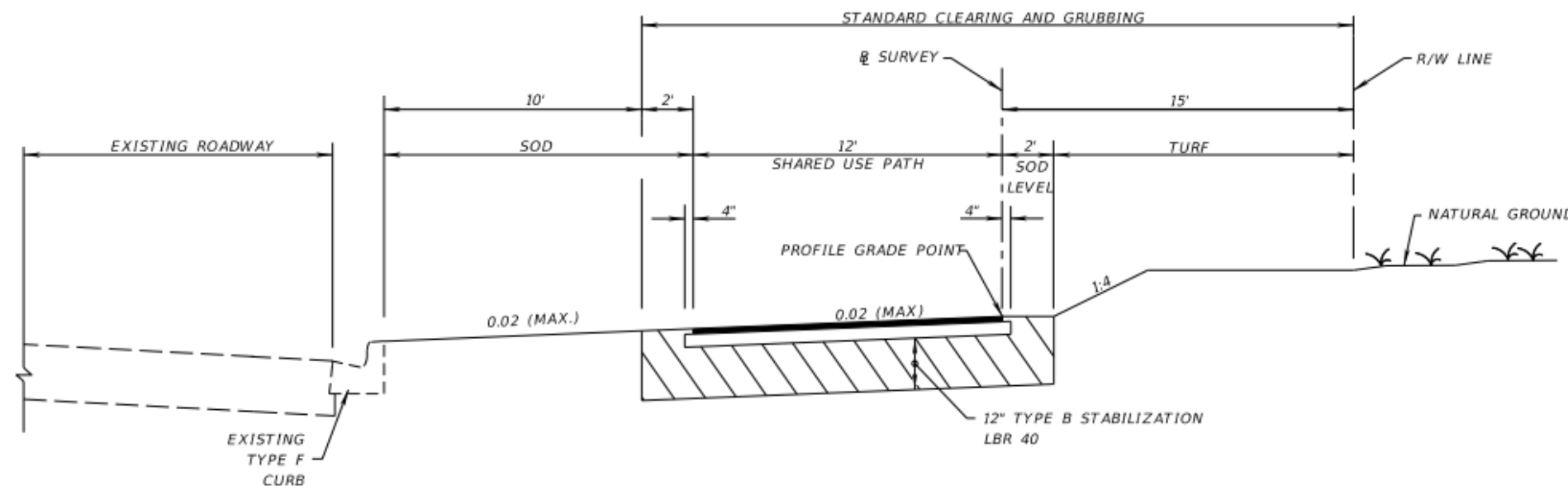
### FDOT Design Manual

The Florida Design Manual (FDM) is the department's design manual for state highways. The 2021 FDM provides for the ability to substitute a multi-use trail where a sidewalk is required under certain situations and it may substitute for bicycle lanes on roads with a design speed of 35 mph or greater. Shared use paths should be placed as close to the right-of-way line as possible or outside the clear zone. At a minimum, provide a separation between the shared use path and the roadway. This demonstrates to both path users and motorists that the shared use path is a separate facility. Minimum separation is as follows:

- On flush shoulder roadways with design speed 45 mph or less, the edge of the path is to be at least 5 feet from the edge of the paved shoulder.
- On curbed roadways with design speed 45 mph or less, the edge of the path is to be at least 4 feet from the back of curb, with consideration of other roadside obstructions (e.g., signs and light poles).
- On all roadways with design speed 50 mph or greater, the edge of a the path is to be at least 5 feet from the shoulder break.<sup>7</sup>

### FDOT Greenbook

The Florida Greenbook provides criteria for public streets, roads, highways, beyond just the state highway system. Using a context-based approach the Greenbook states that shared-use paths as part of a regional trail system or for access to schools or parks may be needed in high-speed rural context, where higher truck traffic is anticipated. Width and clearance requirements are similar to SUN Trail and the FDM. In contrast with the FDM, the Greenbook states that shared-use path should be used to



**TYPICAL SECTION  
SR 22 (WILLOW BEND WAY)  
STA. 122+00.000 TO STA. 210+65.000**

**SHARED USE PATH**

Chapter 306 Typical Sections, Design Manual, FDOT

<sup>7</sup> Chapter 224, 2021 Design Manual, FDOT, <https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2021/2021fdm224sharedusepaths.pdf?>

## US 90 CORRIDOR MASTER PLAN

supplement the on-street facilities, instead of acting as an alternative.<sup>8</sup>

### FDOT Context Classification

The Context Classification guide is intended to aid planners and engineers in designing, constructing, and operating a context sensitive system of streets that supports safety and mobility. There are eight classifications based on general characteristics of the land use, development patterns, and roadway connectivity. Preliminary context classifications have already been developed for the state highway system, so we can use this resource to help determine trail feasibility.

The Classification Guide, does not explicitly state where multi-use trail may or may not be built, but it does reference the FDM criteria that provides for a trail element in the following classifications:

- C1 – Natural
- C2 – Rural
- C2T – Rural Town
- C3R – Suburban Residential
- C3C – Suburban Commercial

The Guide provides cross section element examples based on target speeds, which can help determine appropriateness of the facility on certain corridors.

Transportation Characteristics Supporting Target Speeds			
	40-45 mph	50-55 mph	60-70 mph
<b>Context Classification</b>	C2T (Rarely), C3R, C3C, C4 (Rarely)	C1 and C2, C3R, C3C (Rarely)	C1 and C2
<b>Population Density</b>	Medium	Low	Low
<b>Cross Section Elements</b>	Shared-Use Path	Shared-Use Path	Shared-Use Path
<b>Pedestrian &amp; Bicycle Generators</b>	Sporadic	Low	Low



According to the Context Classification Guide, the two photos to the left are from the same roadway and illustrate an example of a high-volume roadway that balances the needs of freight traffic, transit, and pedestrians and bicyclists of varying abilities. The corridor includes a shared use path, bicycle lanes, bus pull-outs, bus shelters, and other amenities.

Location: US 98, Polk County, FL

Source: KAI, FDOT Context Classification Guide

<sup>8</sup> Chapter 9 Bicycle Facilities, Florida Greenbook, FDOT, <https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook-web-draft.pdf?>

## US 90 CORRIDOR MASTER PLAN

### CORRIDOR BEAUTIFICATION

An important factor for the working group was comfort and amenities for long distance trails. Street trees provide not only much needed shade in Florida, but also assist with speed management. Wayfinding signage provides needed directions especially for out-of-town visitors and also brings a cohesive look to a regional trail. It is commonly used as an economic development tool to brand and market a trail.

#### Tree Plantings and Landscaping

According to the FDM, street trees are an effective speed management strategy, by reinforcing a sense of enclosure. It also helps the non-motorized user feel protected from cars. Landscape design still has to preserve required sight distance, lateral offset, and clear zones to provide a safe area for an errant vehicle. The clear zone is established based on the design speed and lane type. Reduced speeds can allow for shorter clear zones and reduced minimum lateral offsets, providing more opportunity for tree plantings.

The working group emphasized using Florida Friendly and native plantings where possible to ensure viability and low maintenance. The following trees and shrubs were identified for planting along the corridor where appropriate:

**Japanese Yew**



**Southern Live Oak**



**Eastern Redbud**



**Pink Muhly Grass**



**East Bay Holly**



**Dwarf Yaupon Holly**



## US 90 CORRIDOR MASTER PLAN

### Wayfinding Signage and Amenities

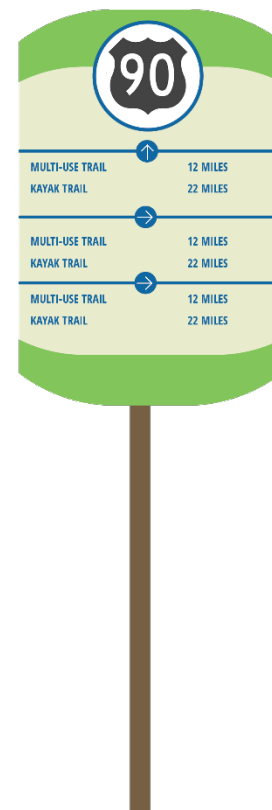
Most well-known regional trails have associated wayfinding signage to provide safety information related to directions and location. It also helps brand the trail and make it a recognizable asset to the region.

Long distance trails typically include supportive facilities, such as trailheads, frequent rest shelters, restrooms, and parking.

Viewing areas and picnic shelters are also critical to providing necessary rest stops on a long-distance trail. They are typically placed in strategic locations based on land availability or to enjoy a natural vista. Shelter and bench locations were identified on the site assessment maps. An additional shelter location was recommended in Floridale, where the historic water tower was once located and where there has been significant conservation efforts to purchase land for the wildlife corridor from Conecuh National Forest to the Eglin Airforce Base.



*Pictured above is a rendering of a multi-use trail, signage, and shelter with map on US 90 in Holt, FL.*

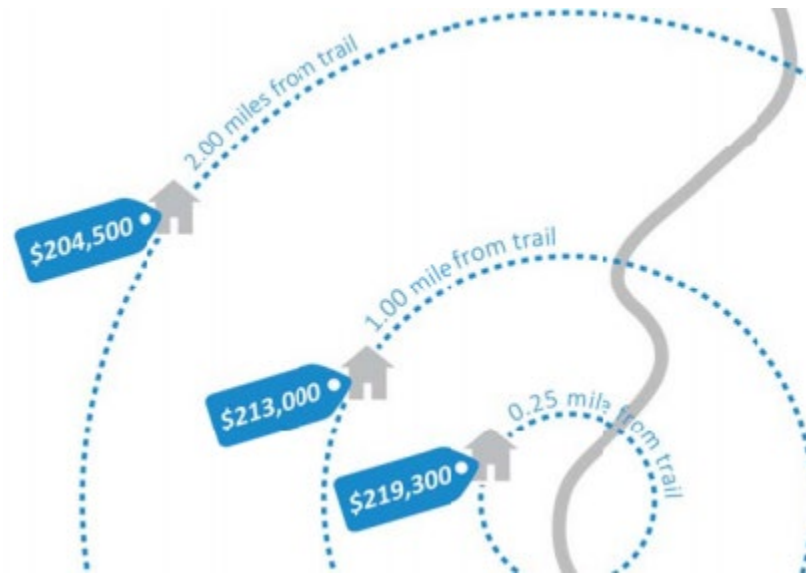


*Example wayfinding signage for US 90 trail.*

## US 90 CORRIDOR MASTER PLAN

### FISCAL IMPACTS

Many communities across the country have experienced the positive economic impacts of building trails. Studies have shown that visitor expenditures increase, store vacancy rates go down, and local business output increases. A 2018 economic and health impact study in northwest Arkansas even found that property value increased the closer the structure was located near a trail.<sup>9</sup>



*Pictured above is the effect of distance from a shared-use paved trail based on the Northwest Arkansas economic impact study.*

### Economic Impact Study

An economic impact analysis was conducted to determine the impact of a regional trail in northwest Florida using the Regional Economic Models, Inc. Policy Insight (REMI PI+) model, which can calculate the economic effects of a variety of policies and investments. An economic impact model estimates the direct, indirect, and induced effects of a new activity or investment. The direct effect is defined as the benefits created by the original investment or policy change. Besides these direct effects, this new activity will also generate additional demand for goods and

services that are usually met by local suppliers. This is considered an indirect economic impact. Finally, the new employees will spend their incomes on household needs such as rent, food, and entertainment, among others. This is considered the local consumption or induced economic effect. These indirect and induced impacts are often referred to as the economic ripple effect. Project construction costs and visitor spending were two variables used to develop the economic simulation scenarios.

Based on current county visitation numbers, it is estimated that this new amenity could help to attract just over 1.1 million visitors once its built. The construction of this project alone could help to generate 114 positions, \$13 million in sales, and \$5.7 million in personal income to the region's residents. According to REMI, the construction of the trail will also add \$7 million to the region's GDP. Most of the economic benefits from the US 90 Trail will come from expected visitor expenditures. It's estimated that overnight and day visitors could spend just over \$117.9 million on a variety of good and services including lodging, food, and gas. Visitor spending has a ripple effect on the economy. According to the REMI model, this spending will create just over 2,000 jobs and generate \$162.3 million in sales and \$63.3 million in personal income. It is also expected to add \$97.3 million to the region's GDP.

### Conceptual Planning Costs

The cost to build a 12' paved trail follows the same concept as building a one lane roadway facility. A rule of thumb has often been cited at \$1 million per mile. FDOT's estimates department annually updates cost per mile for roadway bicycle and pedestrian facilities based on construction, MOT, mobilization, unknown factors, and initial contingency. Construction total for an average 12' facility costs \$879,603.27. This does not include CEI and Design, which can vary based on the local context. Based on the total miles of needed network, a regional trail could approximately cost a little over \$68.5 million. Project segments would be constructed over time and in phases with potential funding sources from local, state, and federal partners.

Summary of Economic Impacts		
Economic Indicators	Construction	Visitor Spending
Total Employment	114	2,022
Output	\$13,000,000	\$162,333,333
Personal Income	\$5,666,667	\$63,333,333
Gross Domestic Product	\$7,000,000	\$97,333,333

*Economic impacts were estimated by the East Central Florida Regional Planning Council using the REMI PI+ model.*

<sup>9</sup> Economic & Health Benefits of Bicycling in Northwest Arkansas, BBC Research & Consulting, <https://8ce82b94a8c4fdc3ea6d->

[b1d233e3bc3cb10858bea65ff05e18f2.ssl.cf2.rackcdn.com/d0/97/cf26b21948308adae6828624729a/march-2018-nw-arkansas-final-report-corrected.pdf](https://b1d233e3bc3cb10858bea65ff05e18f2.ssl.cf2.rackcdn.com/d0/97/cf26b21948308adae6828624729a/march-2018-nw-arkansas-final-report-corrected.pdf)

## US 90 CORRIDOR MASTER PLAN

### CONCLUSION

This regional trail effort is a significant undertaking that can only happen through a foundation of local leadership, citizen advocates, and technical staff that are leading the way in pedestrian and bicycle infrastructure implementation. This cooperative effort has already begun through this visioning process. The trail can ultimately transform the landscape of this region, benefiting the multiple communities and jurisdictions through which it extends.

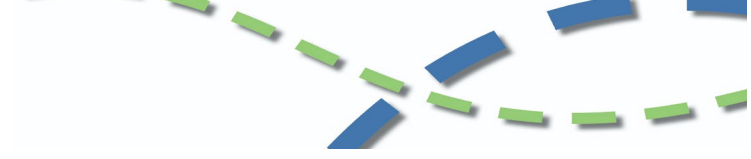
A phased approach is needed to implement a project of this size. This is a long-term vision that can be segmented out based on opportunities through grant funding, and state and local transportation work programs.

### Recommendations

- Designate responsible entities for trail maintenance through appropriate agreements prior to funding applications. Documentation is often needed as part of the application requirements.
- Continue natural progression of the Scenic Highway Feasibility Study currently being conducted by FDOT and extend into Santa Rosa County.
- Advocate for Scenic Highway to be added to the Office of Greenways and Trails (OFT) – Land Trail Priority list in their next plan update.
- Ensure multi-use trail segments are identified in TPO bicycle and pedestrian plans and/or regional trail set-aside process.
- Santa Rosa County and Milton should apply for SUN Trail funding for Hamilton Bridge Rd.
- Advocate for a multi-use trail as part of the downtown Milton design during the FDOT capacity project.

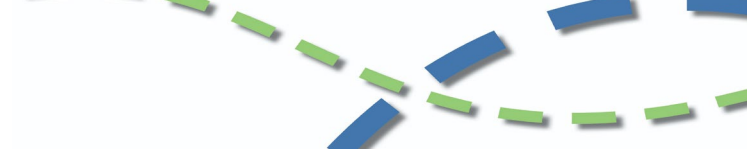
- Continue exploring rail-with-trail option in West Pensacola and Scenic Highway. The Alabama and Gulf Coast Railway is a Class II railroad owned by Genesee & Wyoming and the Florida Gulf & Atlantic Railroad is a Class III railroad owned and operated by RailUSA.
- Explore Slow Street option based on NACTO design guidelines for street parallel to Mobile Highway such as Jackson St.
- Monitor annual Florida-Alabama TPO project priorities for Road Diet on Cervantes from Dominguez St to A Street.
- Apply for SUN Trail funding and Transportation Alternatives funding directly through FDOT for the area of US 90 in Holt, which is outside the Okaloosa-Walton TPO boundary.
- Amend Capital Improvements Plans and Recreation and Open Space Comprehensive Plan Elements to include priority multi-use trail segments.
- Add multi-use trail to Okaloosa-Walton TPO Long Range Transportation Needs Plan and advocate for design element if capacity project occurs due to level of service deficiency.



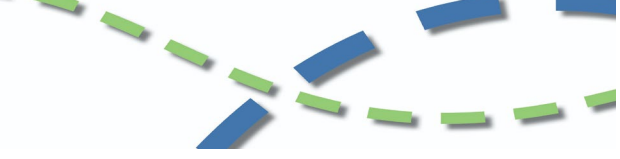


Funding Sources

Funding Sources				
Program	Funder	Description	Contact	Notes
Advertising Matching Grant	Visit Florida	Funds are for marketing purposes to promote the tourism advantages of Florida	<a href="mailto:Grants@visitflorida.org">Grants@visitflorida.org</a>	Maximum award \$2,500. Local government or non-profit in municipality having a population of 50,000 persons or less or in counties having a population of 200,000 persons or less
Communities Facilities Grant	USDA – Rural Development	Funds to purchase, construct, and/or improve essential community facilities, purchase equipment and pay related project expenses. Community facilities include healthcare facilities, public facilities (e.g. town halls, courthouses, or street improvements), community support services (e.g. community centers), public safety services, educational facilities (e.g. museums, libraries or private schools), utility services, local food systems (e.g. community gardens, food hubs).	Loria Phillips, Area Director USDA Marianna Area Office <a href="mailto:loria.phillips@usda.gov">loria.phillips@usda.gov</a>	Grant percentage based on financial need. Highest priority to small communities with a population of 5,500 or less and low-income communities having a median household income below 80% of the state nonmetropolitan median household income.
Viva Florida Landscape Demonstration Grant	Florida Wildflower Foundation	Native plantings for demonstration sites in park, nature centers, and public spaces.	Stacey Matrazzo <a href="mailto:SMatrazzo@flawildflowers.org">SMatrazzo@flawildflowers.org</a>	Up to \$3,000 for public agencies and non-profits for projects in highly visible, publicly accessible areas with frequent pedestrian traffic.
Shade Structure Program	American Academy of Dermatology	For purchase of permanent shade structures for schools, day cares, and parks.	<a href="mailto:shadestructure@aad.org">shadestructure@aad.org</a>	Non-profits and public schools are eligible.
Trail Grant Program	Rails-to-Trails Conservancy (RTC)	Funds projects to build and improve multi-use trails.	<a href="https://www.railstotrails.org/our-work/grants/doppelt/">https://www.railstotrails.org/our-work/grants/doppelt/</a>	RTC will award approximately \$85,000 per year, distributed among several qualifying projects, through a competitive process to local governments and support organizations. While applications for projects on rail-trails and rails-with-trails will be given preference, rail-trail designation is not a requirement. However, the trail must serve or plan to serve multiple user types (e.g., bicycling, walking/hiking or horseback riding) and be considered a trail,



				greenway, multi-use trail or shared-use path. The project must advance trail development, help establish corridor connections or improve current conditions on the trail.
Hurricane Michael Urban and Community Forestry Recovery Grant	Florida Forest Service	The purchase and installation of community trees on public right-of-way, in parks or other public spaces; tree study; educational program.	Michelle Faircloth Phone: 850-617-7181 FAX: 850-617-7190 <a href="mailto:Michelle.Faircloth@FDACS.gov">Michelle.Faircloth@FDACS.gov</a>	Nonprofit organizations, educational institutions, local governments, state governments listed in the 2018 Hurricane Michael Federal Disaster Declaration may apply.
PeopleForBikes (PFB) Community Grant	PeopleForBikes Foundation	Funds for bicycle infrastructure projects, such as bike paths, lanes, trails, and bridges, mountain bike facilities, bike parks and pump tracks, BMX facilities, end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Includes engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs.	Zoe Kircos, Director of Grants and Partnerships 720-726-3335 <a href="mailto:zoe@peopleforbikes.org">zoe@peopleforbikes.org</a>	Grants up to \$10,000. Non-profits or local governments may apply. Excludes feasibility studies, master plans, policy documents, signs, maps, trailheads, information kiosks, benches, and restroom facilities, parking lots for motorized vehicles.
Transportation Alternatives	Florida Department of Transportation (FDOT)	Small-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	Maria Showalter, TA Coordinator 850-330-1550 <a href="mailto:maria.showalter@dot.state.fl.us">maria.showalter@dot.state.fl.us</a>	Local government may apply directly to the department or through TPO if in urbanized areas. Funding competitive through FDOT District three.
Shared-Use Nonmotorized (SUN) Trail Program	FDOT	Funding for separated, paved trail corridors for bicyclists and pedestrians (preliminary and environmental planning; design; acquisition of real property/land/right-of-way (ROW); new construction, reconstruction or resurfacing of trail surfaces or bridges.	Robin Birdsong 850-414-4922 <a href="mailto:Robin.Birdsong@dot.state.fl.us">Robin.Birdsong@dot.state.fl.us</a>	Local government may apply. Must be a paved, multi-use trail within SUN Trail network and FOGT Priority trail network (typically 12 ft wide, may vary between 10-14 ft wide). Also, must be priority of MPO, county, tribal government, federal or state agency. Must demonstrate long-term commitment for operation/maintenance
Beautification Grant	FDOT	Projects include landscaping on state highway ROW or property owned by a local governmental entity that abuts Department	Dustie Moss, FDOT District 3 Beautification Grant Coordinator 850-330-1271 <a href="mailto:dustie.moss@dot.state.fl.us">dustie.moss@dot.state.fl.us</a>	Maximum \$100,000. Applications evaluated based on aesthetic value, cost effectiveness, feasibility of installation and maintenance, compliance with state



		right-of-way and is visible to the state highway system.		and federal regulations, litter prevention, level of local support, context appropriateness, low maintenance, level of impact, and plant palette. FDOT recommends that applicants meet with the Grant coordinator 3 months or more in advance of the deadline to allow time for revisions.
TPO Priority Process and Set-Aside Funding	TPOs, FDOT	Projects identified in long range transportation plan or bicycle and pedestrian plan may be identified and prioritized for funding in the FDOT work program.	Mary Beth Washnock Transportation Planning Manager <a href="mailto:marybeth.washnock@ecrc.org">marybeth.washnock@ecrc.org</a>	Local governments within the boundaries of Transportation Planning Organization areas may participate. Projects must have been previously identified in a plan.
Recreational Trails Program	Florida Department of Environmental Protection (FDEP)	Projects that provide, renovate, or maintain motorized and non-motorized recreational trails, trail heads and trailside facilities; federally funded competitive grant program that provides financial assistance to agencies of city, county, state governments, and organizations, approved by the state for the development of recreational trails, trailheads and trailside facilities.	Tara Reynolds <a href="mailto:Tara.V.Reynolds@floridadep.gov">Tara.V.Reynolds@floridadep.gov</a>	Local governments or non-profits may apply. Project must be on public lands or be under applicant's or government's control by a 99-year lease or similar control
Florida Recreation Development Assistance Program (FRDAP)	FDEP	Acquisition or development of public outdoor recreation.	LaShae Grice 850- 245-2501 <a href="mailto:LaShae.Grice@dep.state.fl.us">LaShae.Grice@dep.state.fl.us</a>	Local governments are eligible and can request up to \$200,000.
Land and Recreation Grant	FDEP	Federal competitive program that provides grants for acquisition or development of land for public outdoor recreation.	Linda Reeves <a href="mailto:Linda.reeves@dep.state.fl.us">Linda.reeves@dep.state.fl.us</a>	The maximum grant request may not exceed \$1,000,000. An applicant's requested grant funds may be revised by the department due to the availability of program funds. Grant awards are contingent upon appropriation by the federal government.
RAISE Grant	US Department of Transportation	\$1 billion multimodal, merit-based, competitive discretionary grant program for surface transportation infrastructure	<a href="mailto:RAISEgrants@dot.gov">RAISEgrants@dot.gov</a> 202-366-0301	Highly competitive on a national level. Recommended that project receive letter of support from FDOT. Planning grants for pre-construction activities and construction grants. Project must align with merit criteria.