SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

Emerald Coast Regional Council (ECRC) Safe Streets and Roads for All (SS4A) Planning and Demonstration Support

DRAFT: April 2026

EMERALD COAST REGIONAL COUNCIL

Baseline Summary Memorandum

Introduction

Purpose and Scope of the Study

In partnership with the Emerald Coast Regional Council (ECRC), Kimley-Horn prepared a Safety Action Plan in 2024 that included the City of Pensacola and Escambia County. The ECRC was subsequently awarded a Safe Streets and Roads for All (SS4A) Planning and Demonstration grant to conduct supplemental planning on two of the corridors identified on the High Injury Network in Escambia County: **S.R. 295/ Fairfield Drive** from Mobile Highway to Texar Drive and **S.R. 95/ Pensacola Boulevard** from Beverly Parkway to W Street.

Kimley-Horn is providing planning support for the SS4A Planning and Demonstration project. Both S.R. 295/ Fairfield Drive and S.R. 95/ Pensacola Boulevard are priority corridors due to inclusion on the ECRC Safety Action Plan high injury network. The purpose of the Baseline Summary Memorandum is to document existing conditions along the two study corridors in Escambia County by compiling, mapping, and summarizing readily available transportation, land use, jurisdictional, and contextual data. This memorandum establishes an understanding of current project corridor/study area conditions through a map-based review of the roadway network, multimodal facilities, safety information, surrounding land uses, community features, environmental and physical constraints, and existing or planned ITS infrastructure. The baseline findings documented herein provide a record of data sources, opportunities, and constraints, and serve as the foundation for subsequent traffic, safety, and technology analyses associated with the project corridors/study area.

Identification of Study Corridors and Surrounding Context

The two corridors selected to evaluate opportunities to integrate ITS strategies and improve conditions include:

- State Road (S.R.) 295/ Fairfield Drive from Mobile Highway to Texar Drive; and
- S.R. 95/ Pensacola Boulevard from Beverly Parkway to W Street.

Both roadways are located in unincorporated Escambia County and are state roads owned by Florida Department of Transportation (FDOT) that consist of a mix of commercial and residential properties and are within approximately a quarter- to half-mile of schools, parks, and other public facilities.

Study Area Locator Map

As shown in Figure 1, S.R. 295/ Fairfield Drive and S.R. 95/ Pensacola Boulevard are in the southern region of Escambia County, directly west of the City of Pensacola. The project corridors fall within the unincorporated areas of Escambia County and are governed by the Escambia County Board of County Commissioners (specifically District 3).

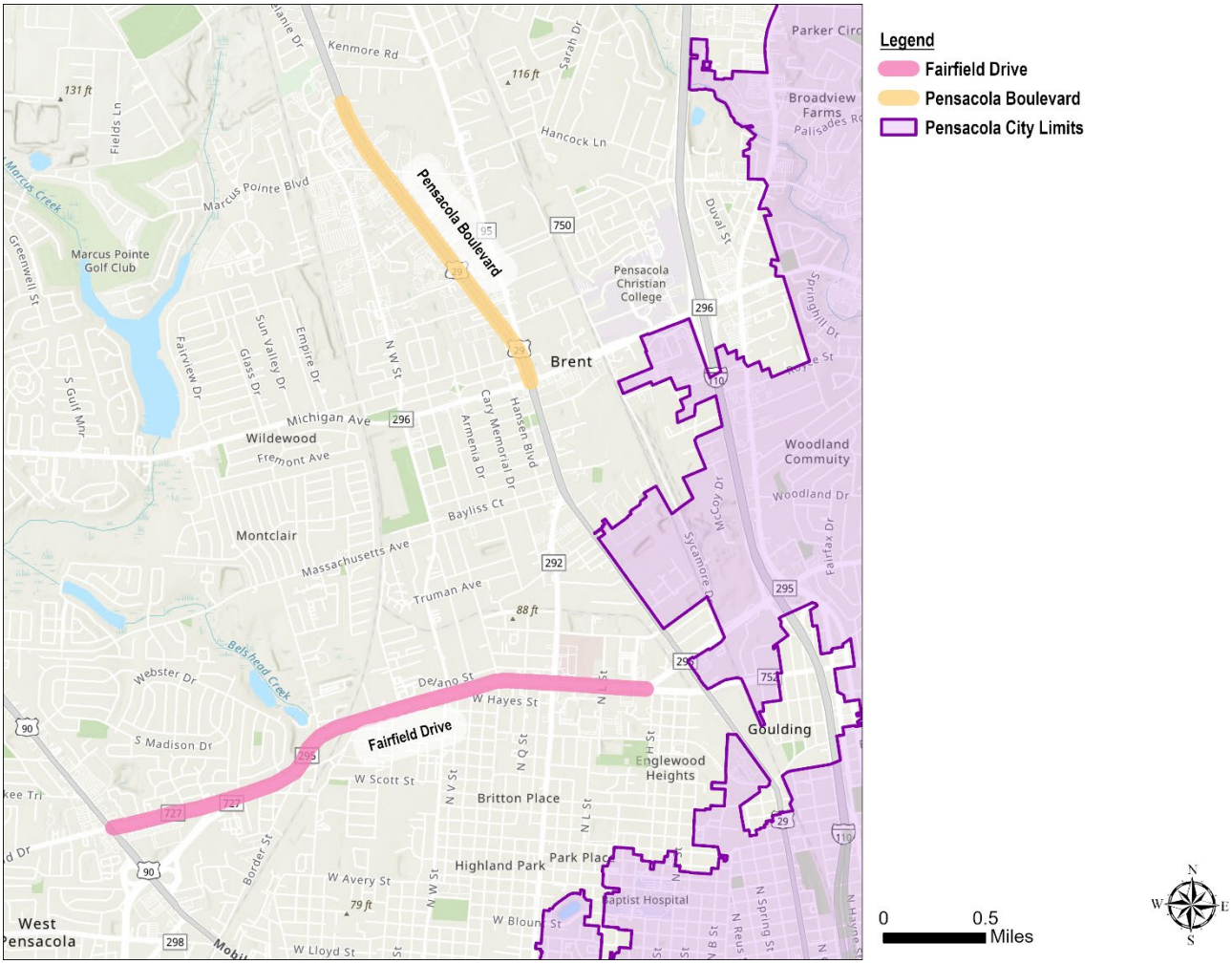

Figure 1. Study Area Locater Map

Data Sources and Mapping Approach

Summary of Readily Available and Agreed-Upon Data Sources

Existing data sources were used to understand the surrounding context of the project corridors/study area. These data sources include: the City of Pensacola, Escambia County, Escambia County Property Appraiser, Emerald Coast Regional Council (ECRC), Florida Department of Transportation (FDOT), Florida Geographic Data Library (FGDL), and the Florida Natural Areas Inventory (FNAI). Below is a brief overview of the existing conditions evaluated in this report.

1. **Existing Conditions Overview**
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1. Existing Conditions Overview

1.1. Transportation Network and Jurisdictional Context

1.1.1. Roadway Network

As shown in Figure 2, S.R. 295/ Fairfield Drive and S.R. 95/ Pensacola Boulevard are designated as FDOT owned and maintained roadways, along with several County and local roads that intersect the project corridors and study area. Both project corridors are high-capacity urban principal arterials. Table 1 provides details on the roadway classifications, length of corridors, number of lanes, maximum miles per hour, and average annual daily traffic (AADT). Notably, S.R. 295/ Fairfield Drive reaches its highest volume from Ruby Avenue to N W Street, while S.R. 95/ Pensacola Boulevard reaches its highest volume from Beverly Parkway to W Michigan Avenue.

Table 1. Roadway Network

Category	Functional Classification	Corridor Length	# of Lanes	Max. Miles Per Hour (mph)	AADT
S.R. 295/ Fairfield Drive	Urban Principal Arterial	2.8 miles	4	40 mph	22,000-44,500
S.R. 95/ Pensacola Boulevard	Urban Principal Arterial	1.7 miles	6	45 mph	22,000-27,500

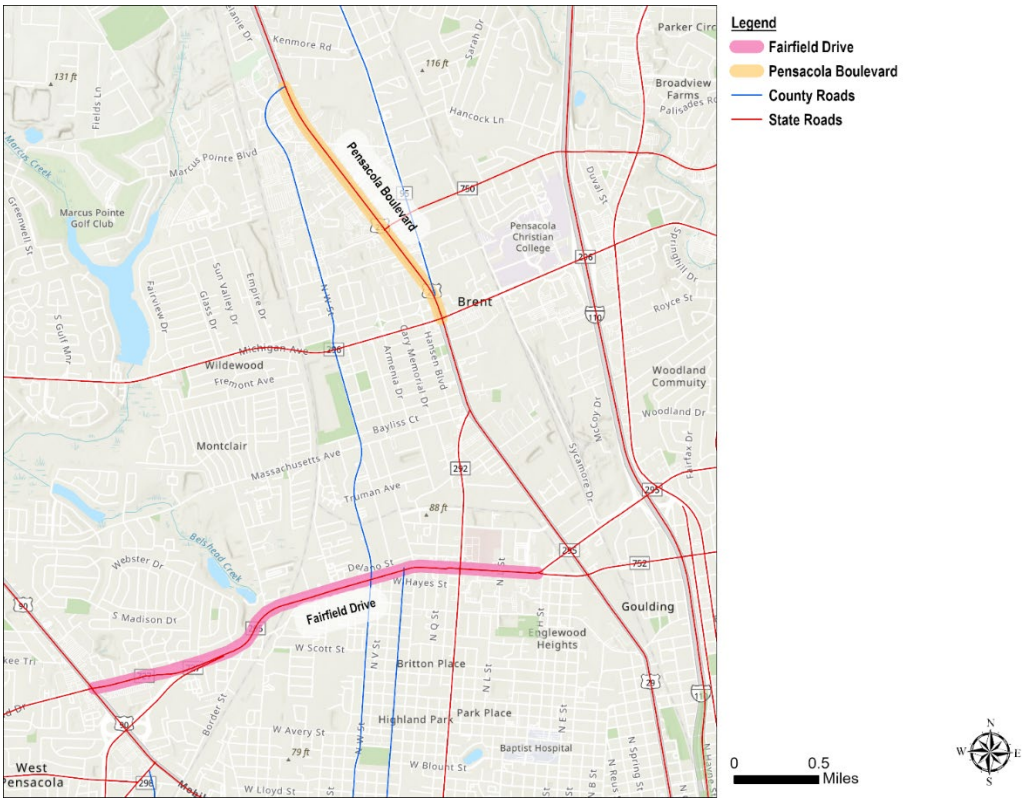


Figure 2. Roadway Network

2. Land Use and Community Features

2.1. Land Use and Zoning

2.1.1. Zoning

S.R. 295/ Fairfield Drive

S.R. 295/ Fairfield Drive is adjacent to commercial, industrial, and residential uses. Within a quarter mile radius of the project corridor, commercial zoning accounts for approximately **41%** of the area, followed by residential and industrial zoning categories. Commercial and industrial zoning are primarily located along the corridor frontage, providing a buffer between the roadway and surrounding residential areas. These zoning categories are illustrated in greater detail in Table 2 and Figure 3.

Table 2. Zoning

Category	Total Acreage	% of Total Acreage
Commercial-1 (C-1)	82.1	10.2%
Commercial-2 (C-2)	251.2	31.2%
Industrial District-1 (ID-1)	172.6	21.5%
Industrial District-2 (ID-2)	19.7	2.5%
Residential-2 (R-2)	100.9	12.5%
Residential-4 (R-4)	107.1	13.3%
Residential-5 (R-5)	52.4	6.5%
Residential-6 (R-6)	18.3	2.3%
Total	**804.4***	**100.0%**

**Total acreage may vary due to differences in data sources and boundary delineations.*

S.R. 95/ Pensacola Boulevard

Within a quarter mile radius of S.R. 95/ Pensacola Boulevard, commercial zoning districts account for over three-fourths **(78%)** of the area adjacent to the project corridor. Residential uses are buffered by commercial and industrial zoning districts, providing a transition from higher- to lower-intensity development and activity along the corridor. Further details are provided in Table 3 and Figure 3.

Table 3. Zoning

Category	Total Acreage	% of Total Acreage
Commercial-1 (C-1)	84.4	15.3%
Commercial-2 (C-2)	343.2	62.3%
Industrial District-1 (ID-1)	60.9	11.1%
Neighborhood Commercial (C-2NA)	1.6	0.3%
Residential-2 (R-2)	11.4	2.1%
Residential-5 (R-5)	31.1	5.6%
Residential-6 (R-6)	18.2	3.3%
Total	**550.7***	**100.0%**

**Total acreage may vary due to differences in data sources and boundary delineations.*

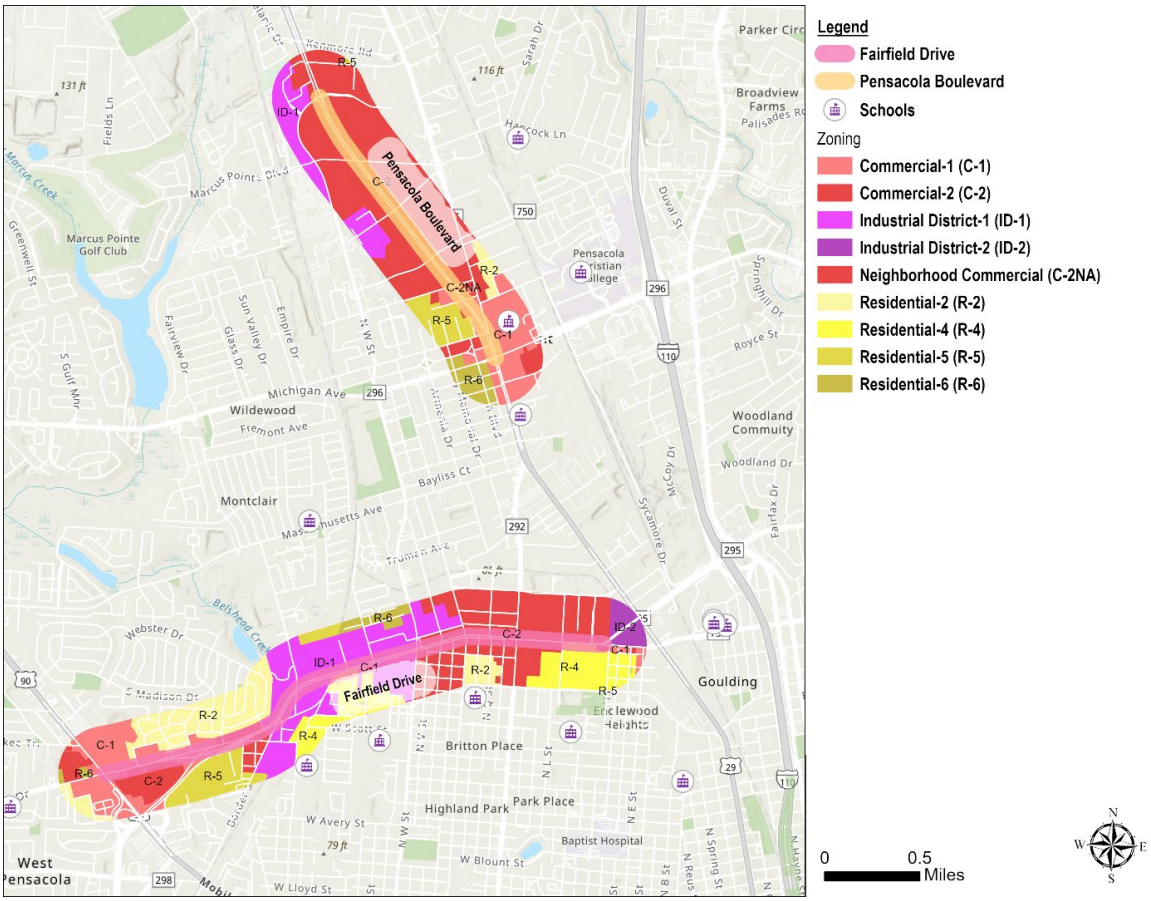


Figure 3. Zoning Districts

2.1.2. Future Land Use

S.R. 295/ Fairfield Drive

As displayed in Table 4 and Figure 4, within quarter mile radius of the project corridor, **59%** of the area is designated as mixed-use urban future land use. This is followed by commercial land use, which is projected to account for over **38%** of the area.

Table 4. Future Land Use

Category	Total Acreage	% of Total Acreage
Commercial (C)	310.1	38.6%
Mixed-Use Suburban (MU-S)	16.4	2.0%
Mixed-Use Urban (MU-U)	475.3	59.2%
Recreation (REC)	1.4	0.2%
Total	**803.2***	**100.0%**

**Total acreage may vary due to differences in data sources and boundary delineations.*

S.R. 95/ Pensacola Boulevard

As shown in Table 5 and Figure 4, within quarter mile radius of the project corridor, **65%** of the area is designated as commercial future land use. An additional **25%** of the area is expected to remain as urban and mixed-use. Further details are provided in Table 5 and Figure 4.

Table 5. Future Land Use

Category	Total Acreage	% of Total Acreage
Commercial (C)	356.2	64.8%
Industrial (I)	53.7	9.8%
Mixed-Use Urban (MU-U)	137.6	25.0%
Recreation (REC)	2.0	0.4%
Total	**549.5***	**100.0%**

**Total acreage may vary due to differences in data sources and boundary delineations.*

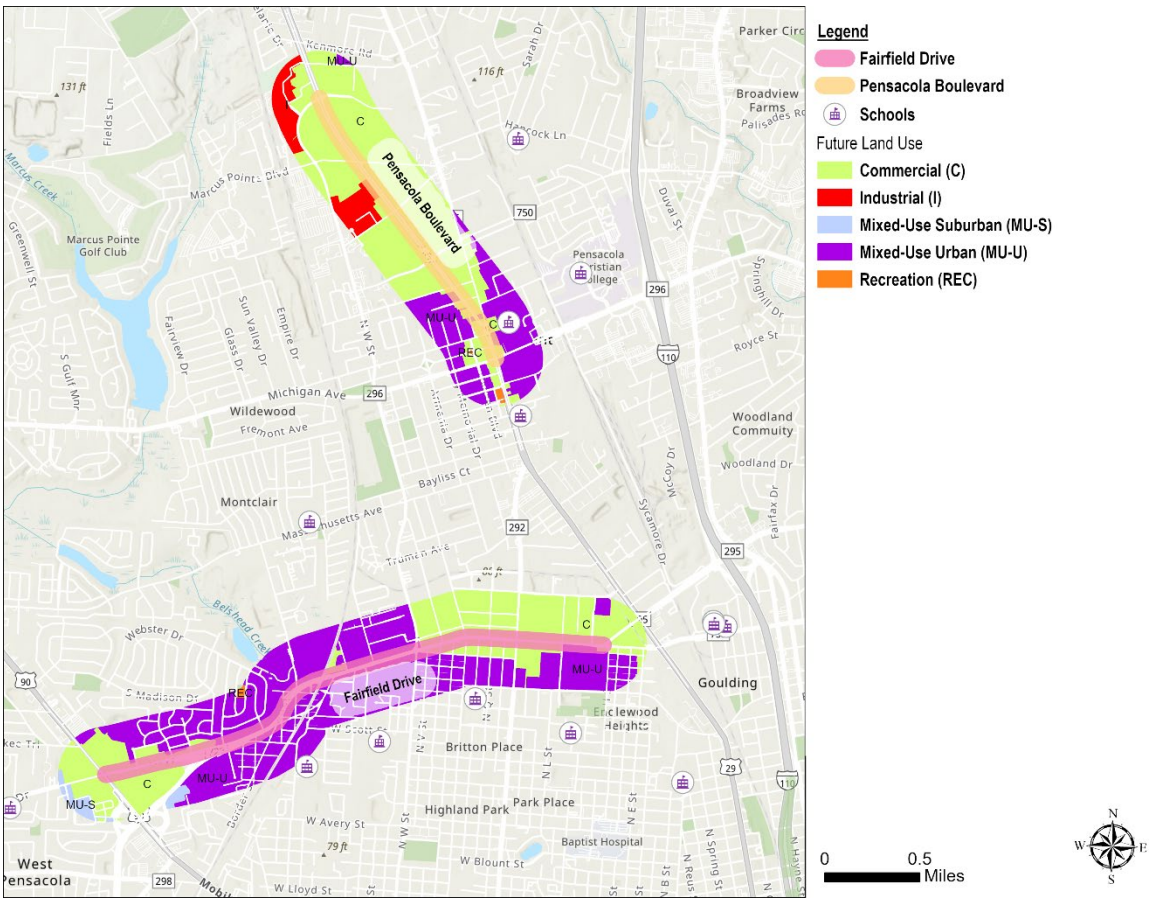


Figure 4. Future Land Use

2.1.3. Existing Land Use

S.R. 295/ Fairfield Drive

The existing land use is made up of a mixture of land uses. Several schools, parks, and employment centers are located within a quarter mile of S.R. 295/ Fairfield Drive. Specifically, two parks and **348 businesses** were identified within a quarter-mile radius, while three schools are located just outside of this distance.

Approximately **3,823 residents** and **1,093 households** (*Data Obtained from ESRI Business Analyst, U.S. Census Bureau, 2025*) are located within a quarter mile of S.R. 295/ Fairfield Drive. As shown in Figure 5, the corridor supports a range of employment opportunities within this fixed distance, employing approximately **4,416 individuals**. Notably, **17%** of households within this area do not have access to a personal vehicle, while **83%** have access to one or more vehicles. The lack of access to a personal vehicle increases households reliance on public transportation and alternative modes of travel. Additionally, **34%** of households have physical disabilities and **15%** of the population is over 65 years old, heightening the need for expanded ADA accommodations. Given that **20%** of the population is under 15 years old, pedestrian crossing time, school zone signage, and other factors related to age should be

considered. Within the quarter-mile radius, nearly **16%** of parcels are vacant, including **8%** classified as commercial. Because most commercial parcels front the project corridor, multimodal infrastructure improvements and safety strategies should be considered as part of future redevelopment efforts.

Table 6. Existing Land Use

Category	Total Acreage	% of Total Acreage
Commercial	279.1	34.7%
Industrial	73.7	9.2%
Institutional	20.7	2.6%
Residential	211.6	26.3%
State/Government	87.7	10.9%
Utility	5.0	0.6%
Vacant	125.8	15.7%
Total	**803.7***	**100.0%**

**Total acreage may vary due to differences in data sources and boundary delineations.*

S.R. 95/ Pensacola Boulevard

The existing land use is made up of a mixture of land uses. Several schools, parks, and employment centers are present within a quarter mile of S.R. 95/ Pensacola Boulevard. Specifically, one park and **271 businesses** are located within a quarter-mile radius. One school is located within a quarter-mile radius, while another falls just outside of it.

Within a quarter mile of S.R. 95/ Pensacola Boulevard, there are approximately **566 residents** and **213 households** (*Data Obtained from ESRI Business Analyst, U.S. Census Bureau, 2025*). As shown in Figure 5, S.R. 95/ Pensacola Boulevard provides a range of employment opportunities within this fixed distance and employs approximately **3,618 individuals**. Notably, **24%** of households within this area do not have access to a personal vehicle, while **76%** have access to one or more vehicles. The lack of access to a personal vehicle increases households reliance on public transportation and alternative modes of travel. Additionally, **46%** of households have physical disabilities and **24%** of the population is over 65 years old, heightening the need for expanded ADA accommodations. Given that **16%** of the population is under 15 years old, pedestrian crossing time, school zone signage, and other factors related to age should be considered. Within the quarter-mile radius, **7%** of properties are vacant, **6%** of which are commercial. Because most commercial properties front the project corridor, multimodal infrastructure and safety strategies should be given further consideration during future development of these properties.

Table 7. Existing Land Use

Category	Total Acreage	% of Total Acreage
Commercial	319.1	57.9%
Industrial	68.0	12.3%
Institutional	50.4	9.1%
Residential	52.5	9.5%
State/Government	11.4	2.1%
Utility	11.0	2.0%
Vacant	39.1	7.1%
Total	**551.5***	**100.0%**

**Total acreage may vary due to differences in data sources and boundary delineations.*

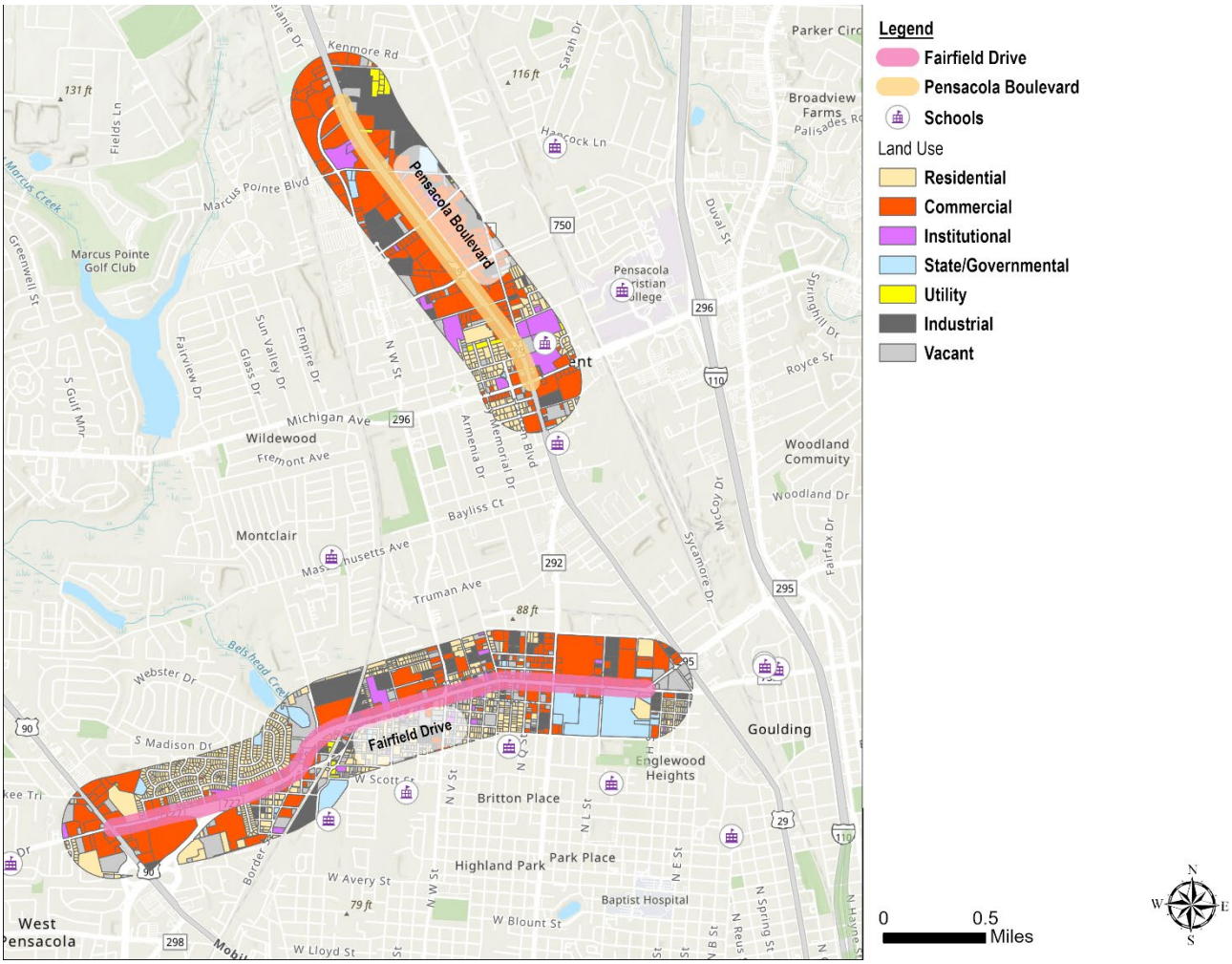


Figure 5. Existing Land Use Adjacent to Study Corridors

3. Multimodal Facilities and Connectivity

3.1. Crash Data and Safety Analysis

Crash Data Sources and Collection

Historical crash data for the past five years (2021–2025) was collected and analyzed using Signal Four Analytics, a crash report database maintained by the Florida Department of Transportation (FDOT) and the University of Florida. Signal Four Analytics allows analysis of crashes by time of day, weather, and the types of road users involved, leading to a deeper understanding of common circumstances behind crashes on the project corridors/study area.

The following section provides a summary detailing historical crash data, organized into an overall crash map density map, tables, and diagrams. The section also provides an overview of crash trends, frequencies, and patterns over the data period of 2021 to 2025. This information is intended to support data-driven decision-making and to inform recommendations for targeted safety improvements in the study area.

S.R. 295/ Fairfield Drive

Crash Density

As shown in Figure 6, crash density is highest at intersections along S.R. 295/ Fairfield Drive, with the intersections of Mobile Highway, W Street, Pace Boulevard, and Ruby Avenue with the highest crash rates.

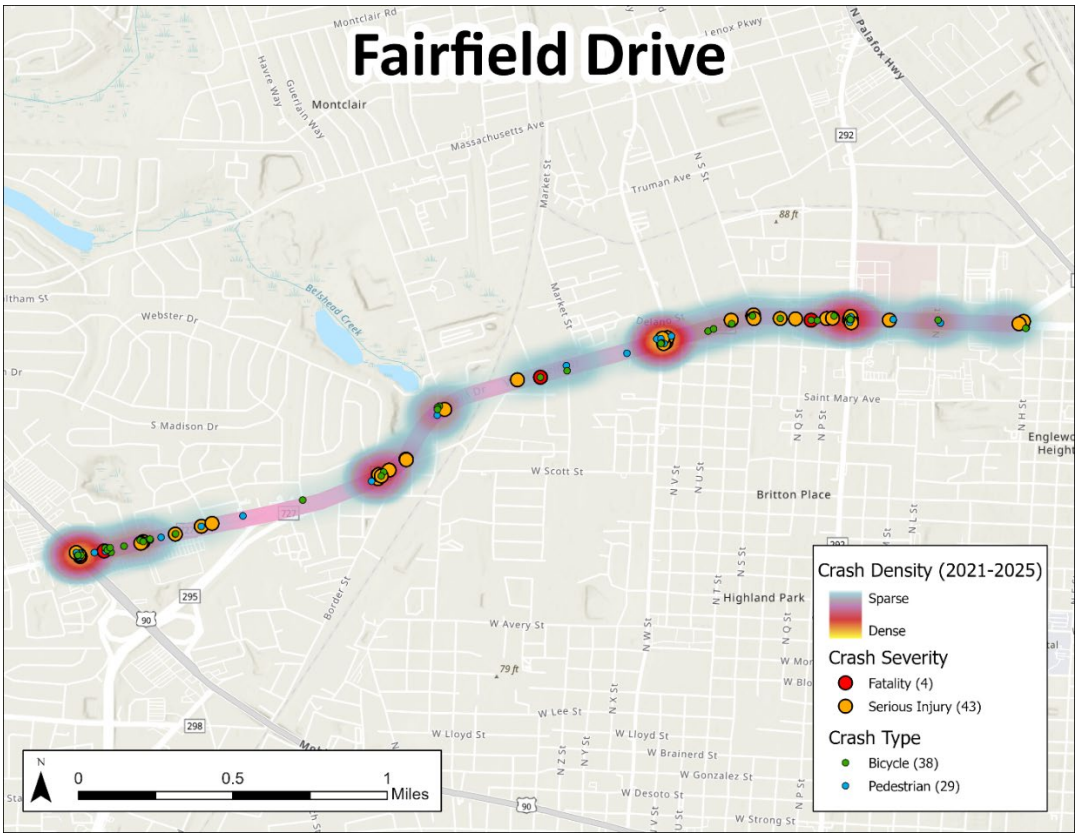


Figure 6. Crash Density

Crash Tables

The following tables provide a breakdown of crashes involving various types of road users and occurring under different conditions. The first summary table below presents the total number of crashes recorded along this segment of S.R. 295/ Fairfield Drive from 2021 to 2025, with a cumulative total of **1,725 crashes** during this period. To clarify the data: The *Total Fatalities* category represents all deaths associated with crashes, it is not a count of crashes involving fatalities. The same approach applies to *Incapacitating Injuries* and *Total Reported Injuries*—they include every injury related to crashes, not a count of crashes involving incapacitating injuries or other injuries. Total crashes have fluctuated overall with slight decreases in recent years, with 2022 seeing the highest number of crashes and reported injuries.

Table 8. All Crashes

	2021	2022	2023	2024	2025	Total
Total Crashes	352	373	329	345	326	**1,725**
Total Fatalities	1	0	0	2	1	4
Incapacitating Injuries	9	8	12	12	7	48
Total Reported Injuries	162	197	200	184	194	934

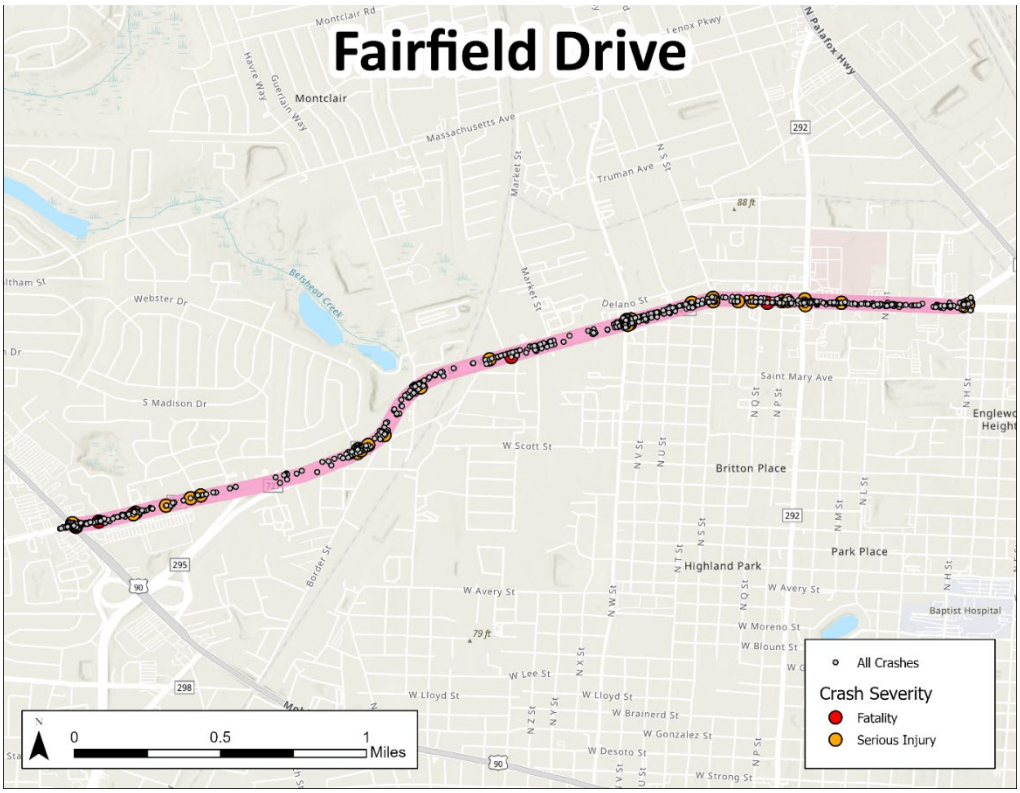


Figure 7. All Crashes

Vulnerable Road Users

The table below represents crashes involving vulnerable road users. A vulnerable road user, as classified by FDOT, "represents any roadway user not in a motorized vehicle capable of operating at the posted speed for the roadway in question, and also any roadway user in a vehicle not designed to encase (and thus protect) its occupants. This includes pedestrians, cyclists, wheelchair users, two-wheeled scooter micromobility users, as well as powered scooters and motorcycles." Vulnerable road users along S.R. 295/ Fairfield Drive are disproportionately involved in crashes at the intersections of Mobile Highway, Pace Boulevard, and North W Street.

Table 9. Vulnerable Road Users

	2021	2022	2023	2024	2025	Total
Total Crashes	17	17	16	27	22	**99**
Fatality Total Fatalities	1	0	0	2	1	**4**
Incapacitating Injuries	3	4	2	5	4	**18**
Total Reported Injuries	13	16	13	22	21	**85**

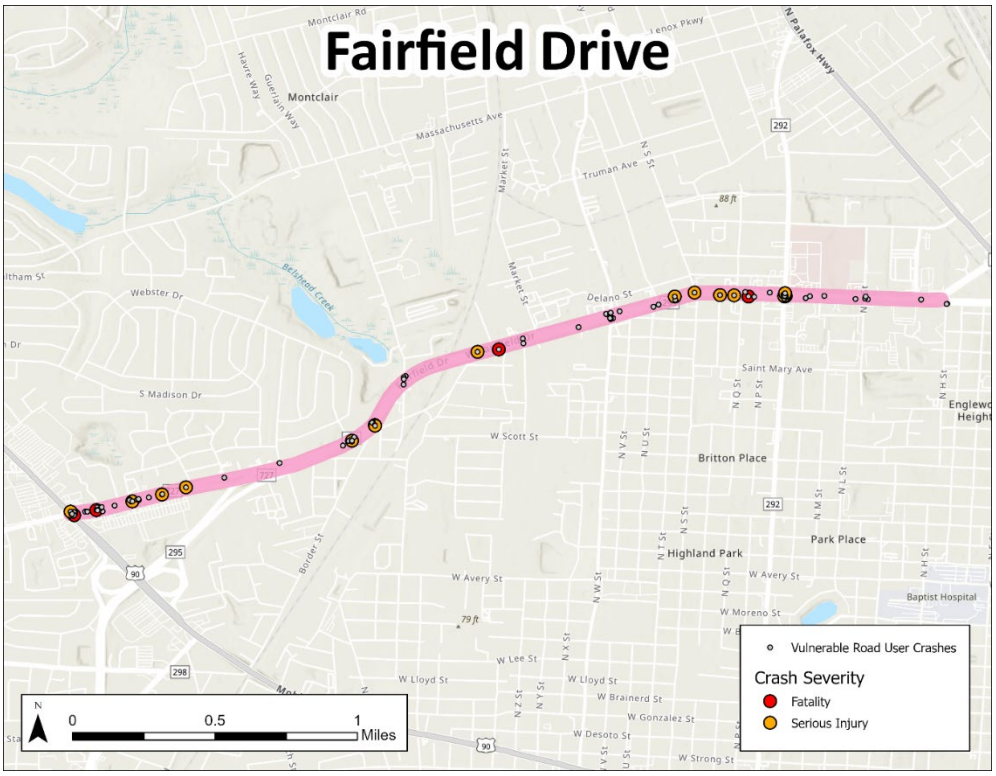


Figure 8. Vulnerable Road Users

Bicyclists and Pedestrians

Crashes involving bicyclists and pedestrians serve as critical indicators of areas where targeted infrastructure improvements can significantly enhance safety for the most vulnerable road users. By analyzing these crashes, specific locations and patterns that warrant upgrades such as improved crosswalks, dedicated bike lanes, enhanced signage, and traffic calming measures can be identified. These interventions not only reduce the likelihood of future collisions but also promote a safer, more accessible environment for both bicyclists and pedestrians. The following table provides a detailed overview of crash data involving bicyclists and pedestrians from 2021 to 2025, offering insight into trends and potential opportunities for infrastructure enhancements along S.R. 295/ Fairfield Drive. The

intersections of Mobile Highway, Pace Boulevard, and North W Street along S.R. 295/ Fairfield Drive have the highest incidence of bicycle and pedestrian crashes.

Table 10. Bicyclist and Pedestrian Crashes

	2021	2022	2023	2024	2025	Total
Total Crashes	11	12	10	16	18	**67**
Total Fatalities	0	0	0	2	1	**3**
Incapacitating Injuries	2	2	0	2	3	**9**
Total Reported Injuries	10	10	8	14	18	**60**

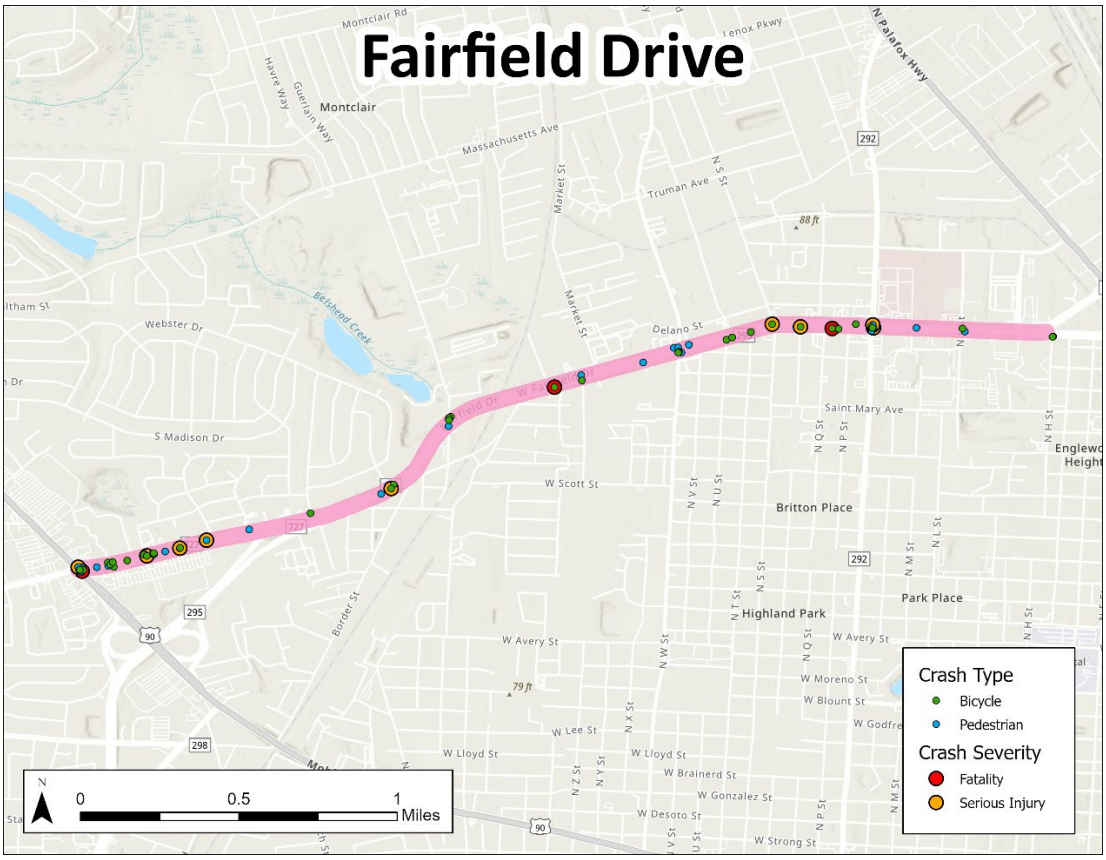


Figure 9. Bicyclist and Pedestrian Crashes

Dark – Not Lighted Conditions

The following table presents data on crashes that took place during dark – not lighted conditions for each year from 2021 through 2025 along S.R. 295/ Fairfield Drive. This information helps illustrate trends in nighttime crashes and underscores how common these types of crashes have been over the last five years. The persistence of nighttime collisions

points to ongoing challenges with visibility during these hours. Initiatives such as enhancing street lighting, adding reflective pavement markings, and increasing public education about nighttime travel safety can contribute to reducing these crashes and improving overall road safety. A closer examination revealed that certain intersections with little to no lighting experienced a concentration of nighttime crashes. Notable intersections with little to no lighting where these crashes were clustered include Fernwood Avenue, Peagler Plaza Road and Matthew Lane, North S Street, North E Street, Park Place, and Pace Boulevard.

Table 11. Dark – Not Lighted Conditions

	2021	2022	2023	2024	2025	Total
Total Crashes	37	26	26	22	22	133
Total Fatalities	0	0	0	2	0	2
Incapacitating Injuries	3	1	3	2	0	9
Total Reported Injuries	19	21	31	15	7	93

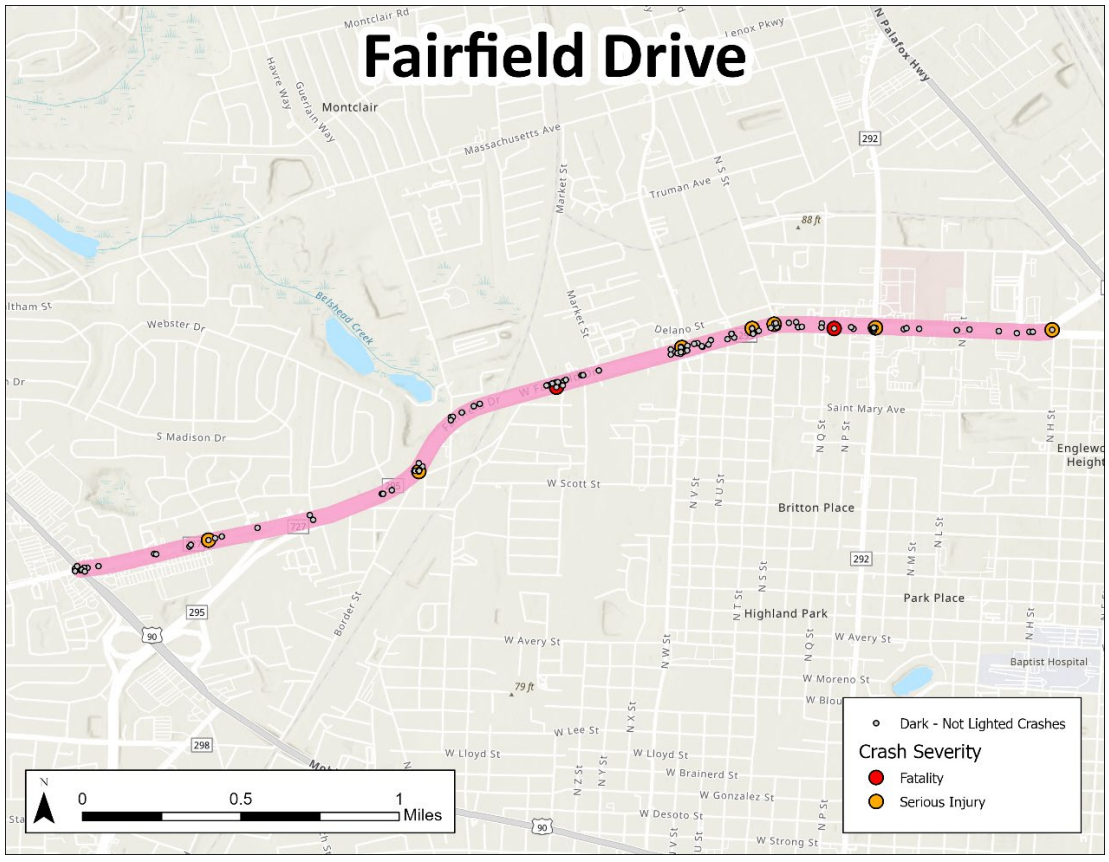


Figure 10. Crashes, Dark – Not Lighted Conditions

Wet Surface Conditions

Examining crashes and related injuries that occur during wet surface conditions is essential for pinpointing areas where road hazards caused by rain persist. This information can guide the implementation of targeted safety measures, such as reducing speed limits and establishing pavement friction standards. By addressing these concerns, communities can take proactive steps to minimize fatalities and injuries resulting from wet road surfaces, ultimately enhancing roadway safety for all users. Crashes involving wet conditions occur most frequently at several key intersections along S.R. 295/ Fairfield Drive, including North W Street, Pace Boulevard, and Mobile Highway.

Table 12. Wet Surface Conditions

	2021	2022	2023	2024	2025	Total
Total Crashes	45	48	44	31	21	189
Total Fatalities	0	0	0	0	0	0
Incapacitating Injuries	1	0	1	3	1	6
Total Reported Injuries	15	30	31	23	10	109

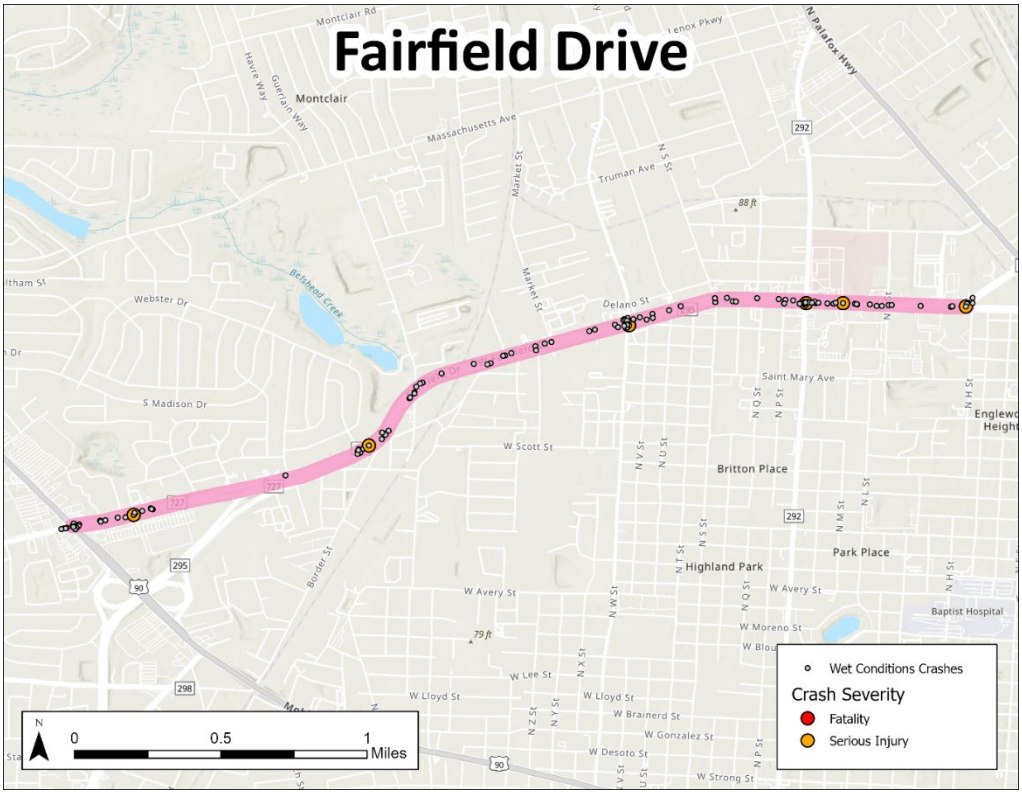
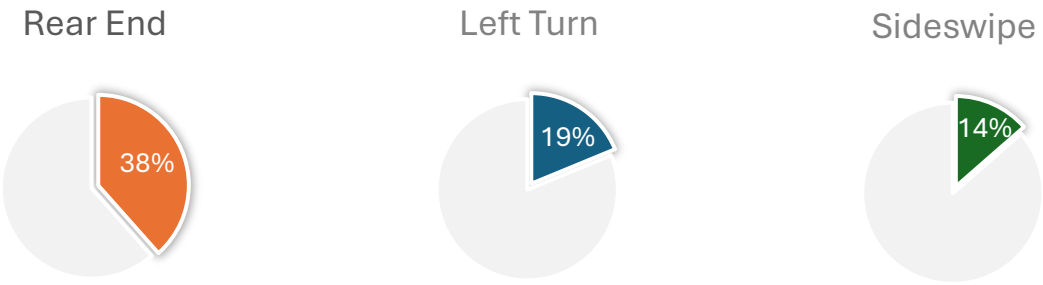


Figure 11. Crashes, Wet Surface Conditions

3.1.1. Crash Type Analysis – S.R. 295/ Fairfield Drive

The following section details the various crash types occurring within the study limits of S.R. 295/ Fairfield Drive. *Signal Four Analytics* provides valuable insights into both the locations and timing of specific crash types. This analysis is instrumental in identifying underlying issues with the physical infrastructure and determining targeted improvements, allowing for the implementation of effective countermeasures to address particular challenges along the corridor. The three most prevalent crash types along S.R. 295/ Fairfield Drive are illustrated below, in order of frequency: rear end collisions, sideswipes, and left-turn crashes.



As shown above, rear end crashes are the most common type of collision. Rear end crashes reflect a pattern of collisions where one vehicle strikes the back of another, frequently due to high speeds, congestion, or inadequate stopping distance. Rear end crashes accounted for **663 crashes**, making up **38% of the total crashes** along S.R. 295/ Fairfield Drive. This high percentage underscores the importance of managing traffic flow, enforcing speed limits, and maintaining safe spacing between vehicles. Additionally, left turn crashes are the second most frequent, with **324 crashes (19%)**, which often occur at intersections where drivers may misjudge gaps or fail to yield. Dedicated turn signal phases can help to limit misjudgment and limit left turn crash frequency. Sideswipe crashes, representing **234 crashes (14%)**, typically happen when vehicles travel parallel and one moves into another's lane, possibly due to improper lane changes or merging. These statistics suggest that targeted interventions, such as improved intersection design, enhanced signage, and public awareness campaigns, could help reduce these types of crashes. More specific targeted improvements are summarized in the *Improvements Based on Crash Type Analysis* section.

S.R. 95/ Pensacola Boulevard

Crash Density

Similarly to S.R. 295/ Fairfield Drive, crash concentration along S.R. 95/ Pensacola Boulevard is primarily located at intersections. The intersections of Brent Lane/Beverly Parkway, Airport Boulevard, and North W Street report the highest crash frequencies.

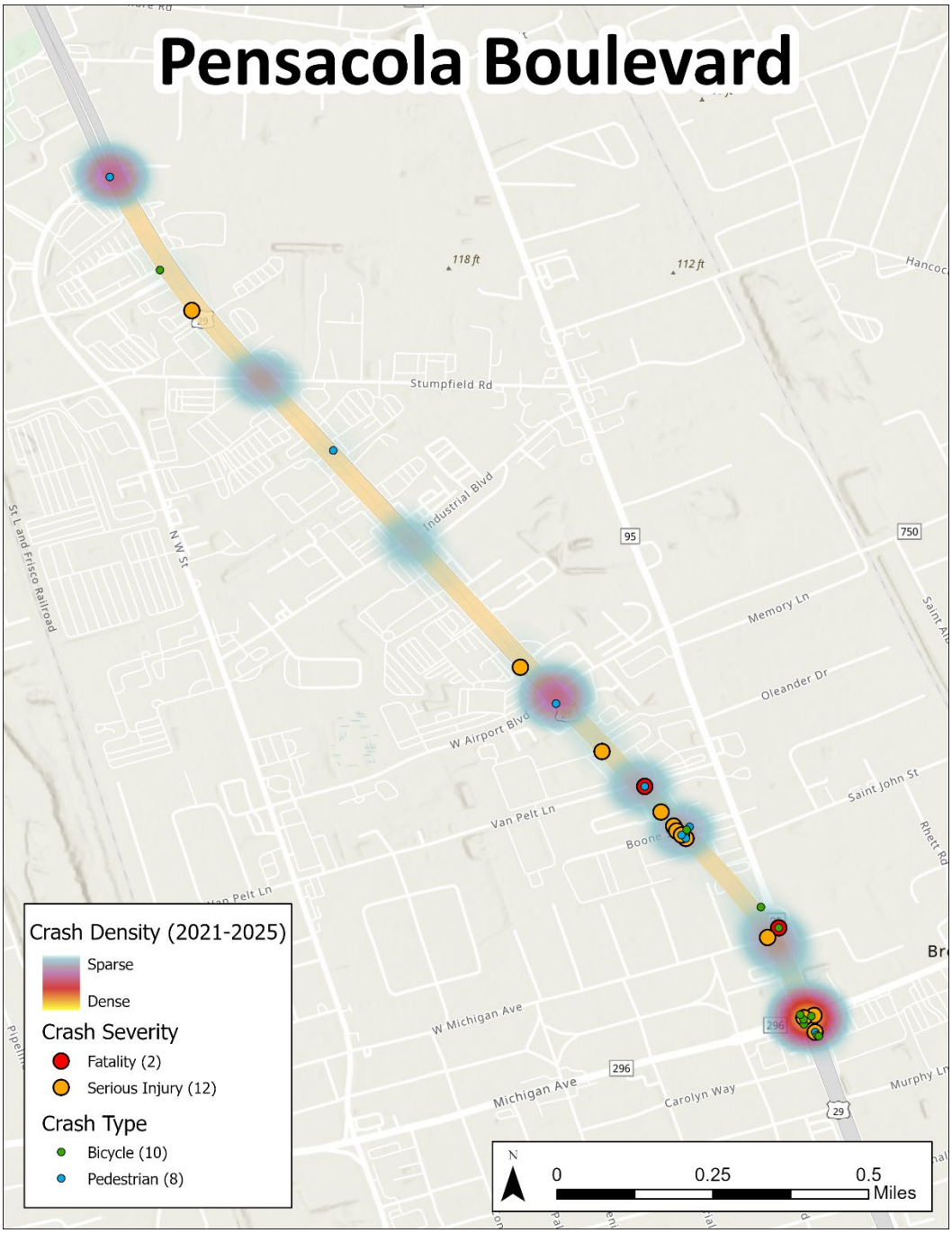


Figure 12. Crash Density

Crash Tables

Presented below are the crash tables separated by various factors including all crashes, vulnerable users, bicyclists/pedestrians, dark night-time conditions, and wet conditions. A total of **524 crashes** occurred within the study area boundaries of S.R. 95/ Pensacola Boulevard between 2021 and 2025. The years of 2023 and 2024 recorded the highest number of reported injuries along with incapacitating injuries.

Table 13. All Crashes

	2021	2022	2023	2024	2025	Total
Total Crashes	93	86	127	110	108	524
Total Fatalities	0	1	0	1	0	2
Incapacitating Injuries	2	1	5	4	2	14
Total Reported Injuries	40	48	72	74	49	283

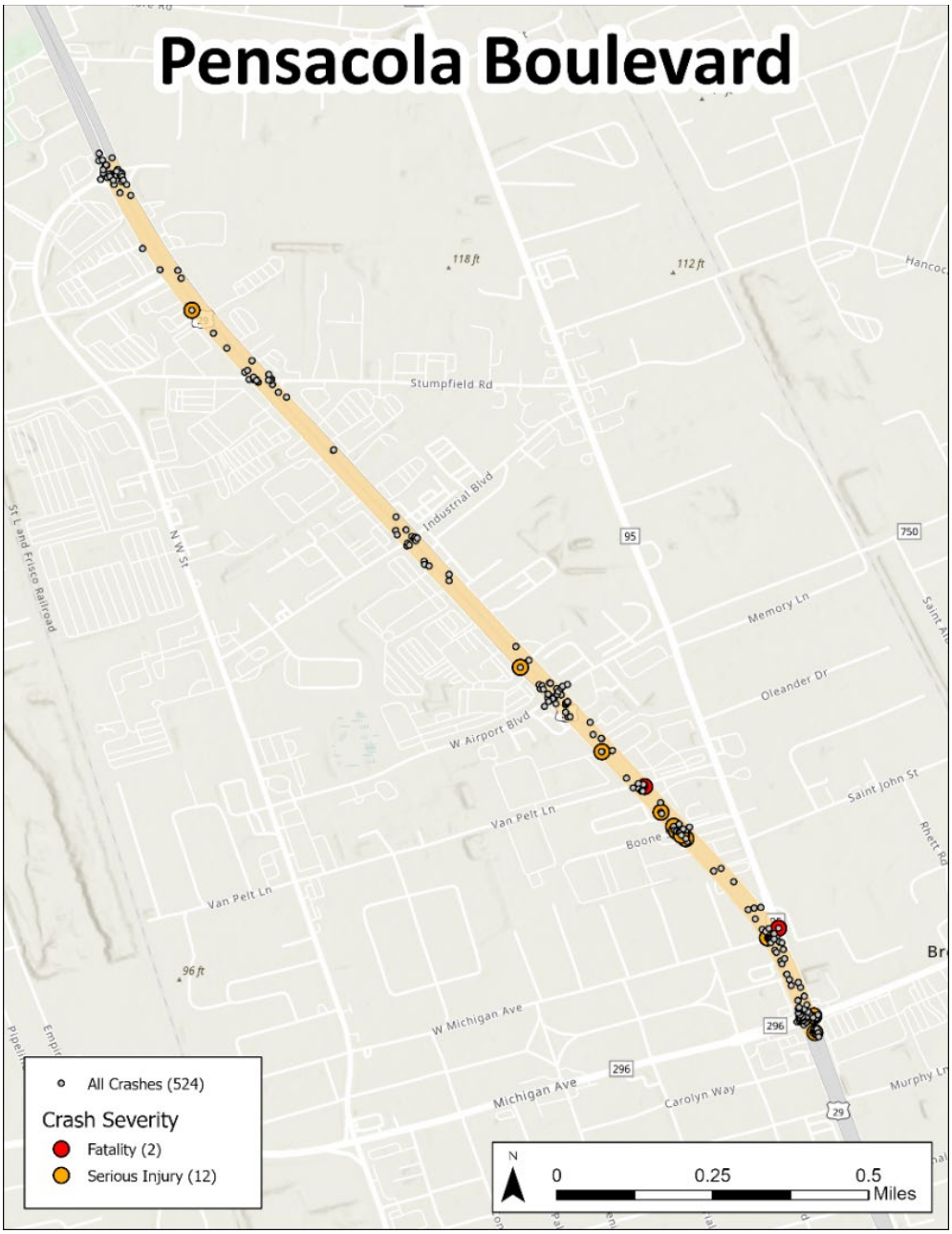


Figure 13. All Crashes

Vulnerable Road Users

The table below represents crashes involving vulnerable road users. S.R. 95/ Pensacola Boulevard is characterized by the presence of numerous large adjacent parking lots as well as businesses that primarily cater to automobiles. Consequently, the safety of vulnerable road users are currently overlooked and not given priority in this corridor. This lack of prioritization likely contributes to a scenario in which many vulnerable users opt to avoid the roadway altogether, seeking alternative routes that offer greater protection and accessibility. The current environment underscores the importance of re-evaluating corridor design and policies to ensure that all users, particularly those most at risk, are adequately considered and accommodated. Along S.R. 95/ Pensacola Boulevard, the highest number of crashes involving vulnerable users occur at the intersections of Brent Lane, Boone Street, and North W Street.

Table 14. Vulnerable Road Users

	2021	2022	2023	2024	2025	Total
Total Crashes	7	5	4	7	5	28
Fatality Total Fatalities	0	1	0	1	0	2
Incapacitating Injuries	0	1	1	2	1	5
Total Reported Injuries	7	4	3	8	6	28

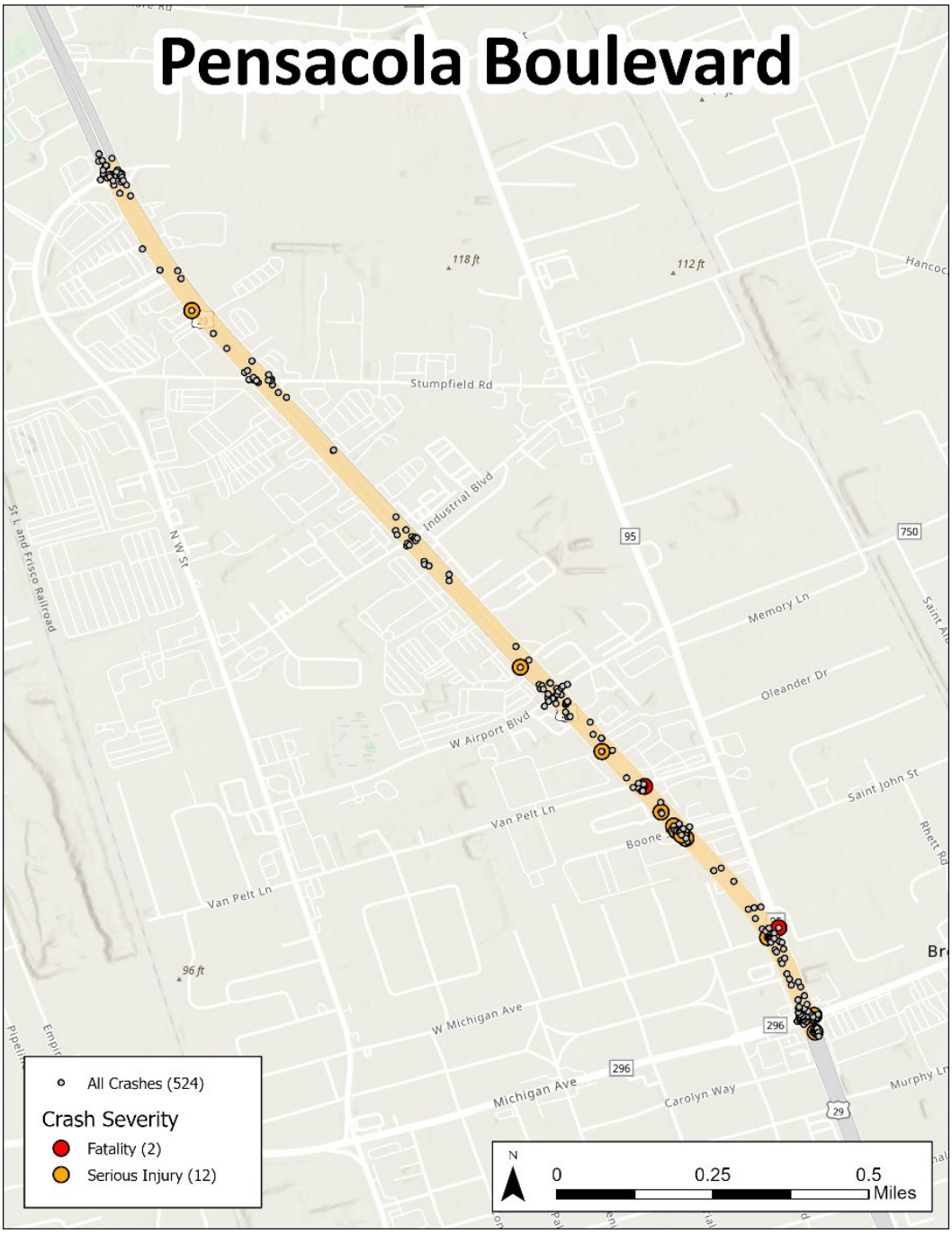


Figure 14. Vulnerable Road Users

Bicyclists and Pedestrians

Similarly to the above data description, specific bicycle and pedestrian needs are often overlooked in the current design of S.R. 95/ Pensacola Boulevard, where businesses cater to automobile access. The following table provides a detailed overview of crash data involving bicyclists and pedestrians from 2021 to 2025, offering insight into trends and potential opportunities for infrastructure enhancements to promote safe bicycle and pedestrian travel throughout this corridor. Specifically, the intersections of Brent Lane and Boone Street along S.R. 95/ Pensacola Boulevard have the highest incidence of bicycle and pedestrian crashes.

Table 15. Bicyclist and Pedestrian Crashes

	2021	2022	2023	2024	2025	Total
Total Crashes	2	4	2	7	3	18
Total Fatalities	0	1	0	1	0	2
Incapacitating Injuries	0	1	1	2	0	4
Total Reported Injuries	2	3	2	8	2	17

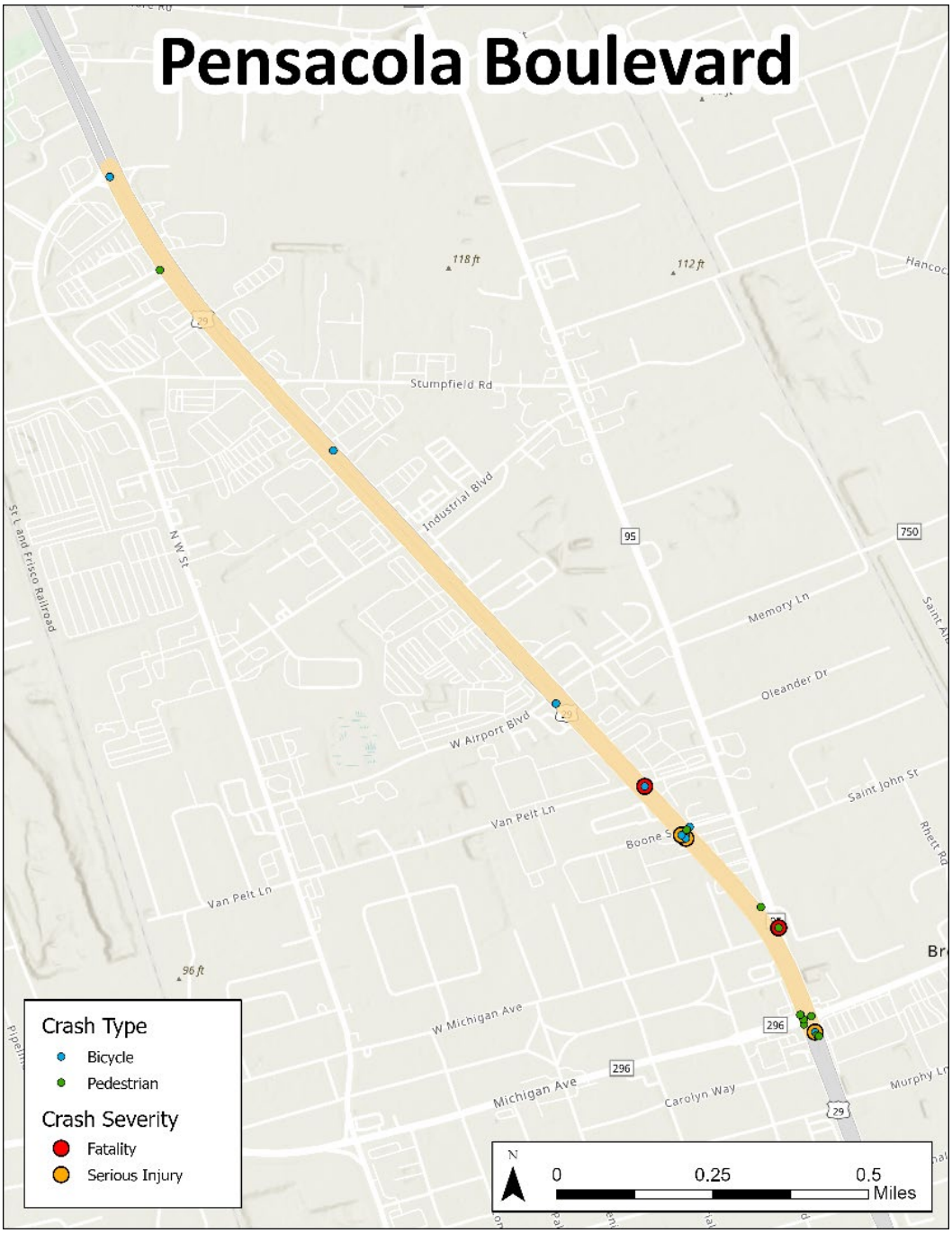


Figure 15. Bicyclist and Pedestrian Crashes

Dark – Not Lighted Conditions

Annual totals of crashes that took place during dark – not lighted conditions from 2021 through 2025 along S.R. 95/ Pensacola Boulevard are shown in the table below. Further analysis found that nighttime crashes tended to cluster at intersections with minimal or no lighting, with Van Pelt Lane, Boone Street, and Michigan Avenue being particularly notable for such concentrations.

Table 16. Dark – Not Lighted Conditions

	2021	2022	2023	2024	2025	Total
Total Crashes	7	12	7	7	5	38
Total Fatalities	0	1	0	0	0	1
Incapacitating Injuries	1	1	0	0	1	3
Total Reported Injuries	6	5	2	2	1	16

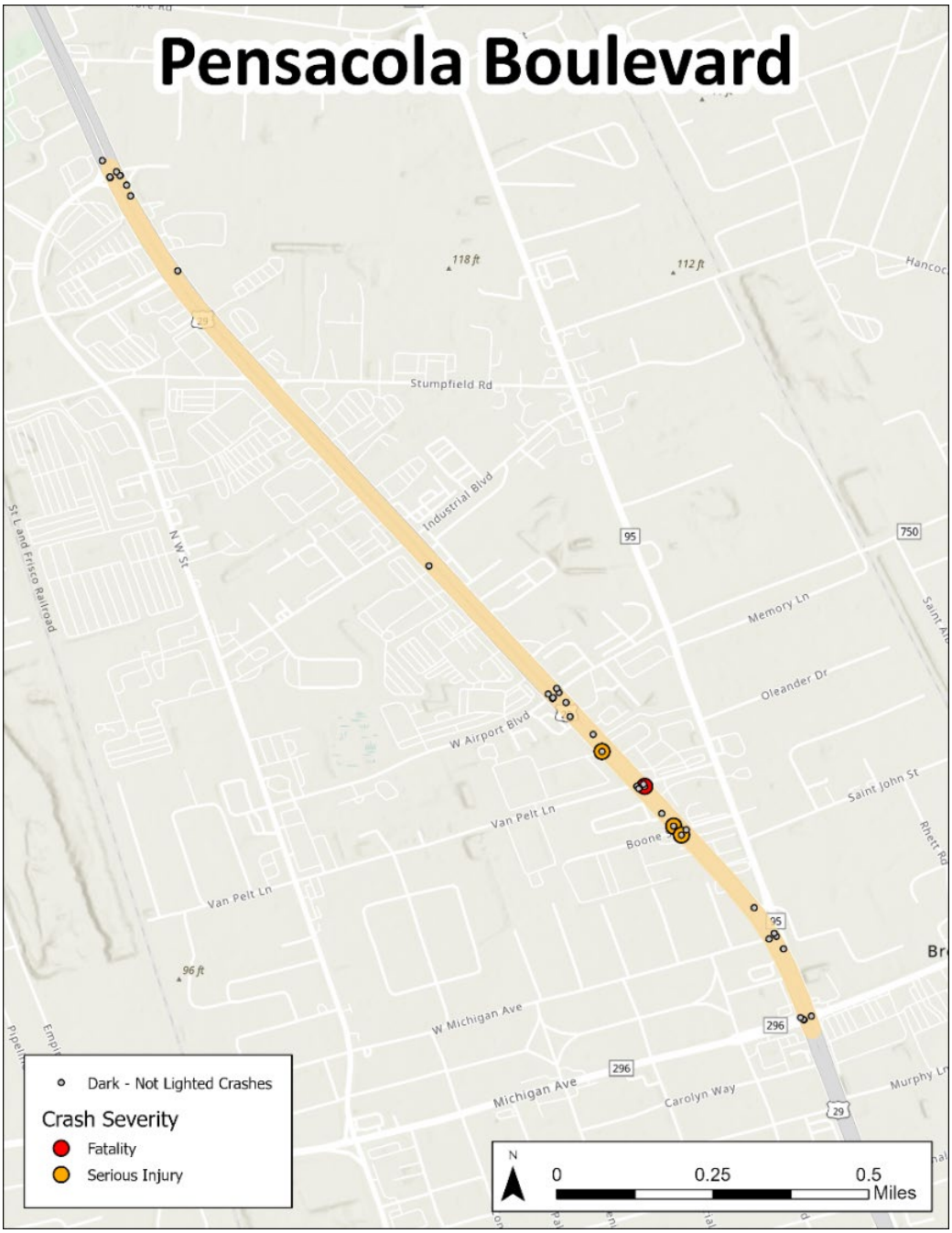


Figure 16. Crashes, Dark – Not Lighted Conditions

Wet Surface Conditions

The table below shows crashes that were associated with wet conditions along S.R. 95/ Pensacola Boulevard. In 2024, the number of injuries associated with wet roadway conditions reached its peak, with a total of **19 reported injuries**. This figure is significantly higher than the total injuries reported in other years, exceeding the next highest annual count by **14 injuries**. To address the **56 crashes** recorded in wet conditions from 2021 to 2025, infrastructure improvements such as upgraded drainage systems, enhanced signage and pavement markings, skid-resistant road surfaces, better lighting, and smart traffic signals could significantly improve safety. Additional measures like warning systems, barriers, and regular road maintenance would further reduce risks during adverse weather. Intersections along S.R. 95/ Pensacola Boulevard where crashes involving wet conditions most occur include Brent Lane, Airport Boulevard, and North W Street.

Table 17. Wet Surface Conditions

	2021	2022	2023	2024	2025	Total
Total Crashes	13	6	11	16	10	56
Total Fatalities	0	0	0	0	0	0
Incapacitating Injuries	0	0	1	1	1	3
Total Reported Injuries	3	6	4	19	5	37

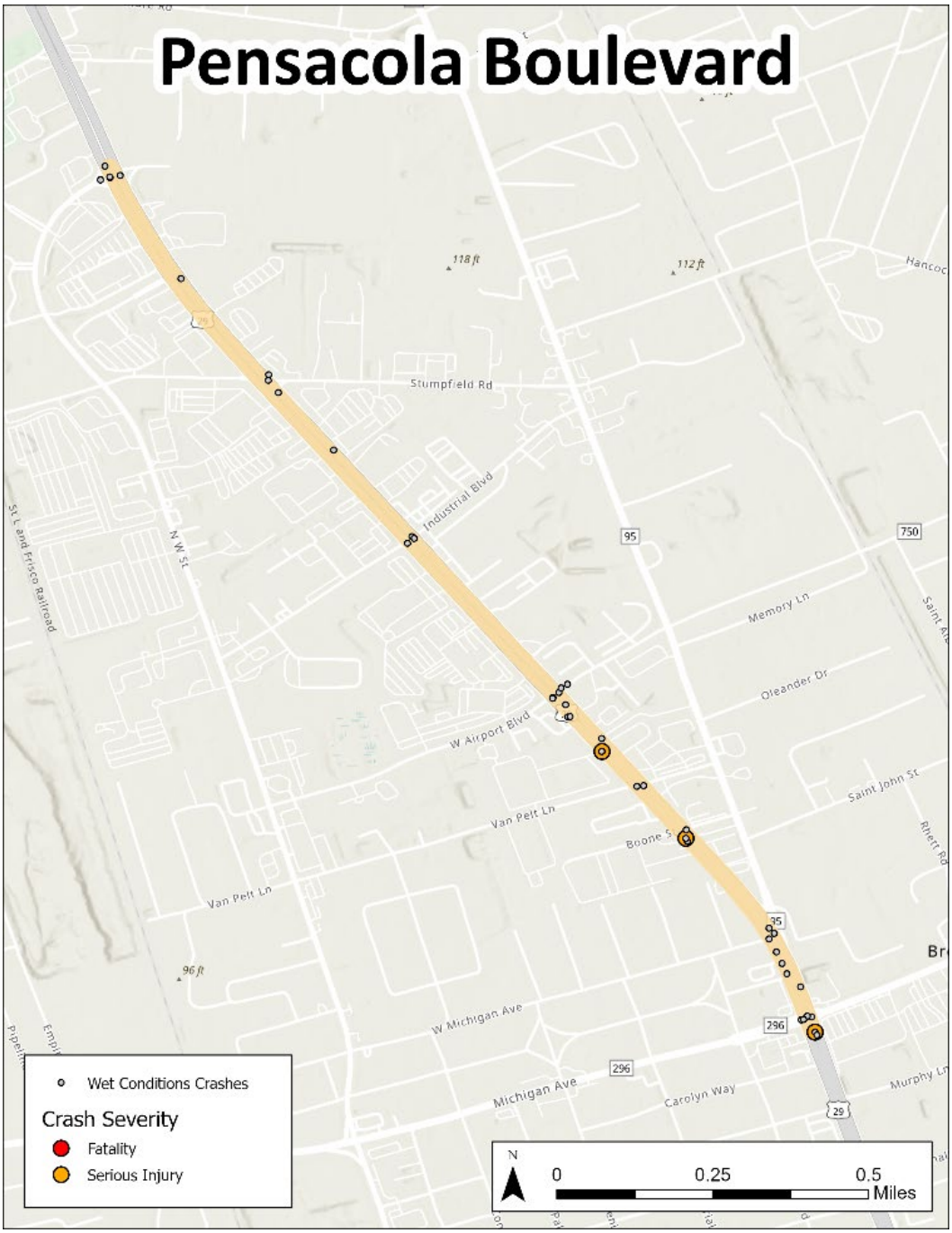
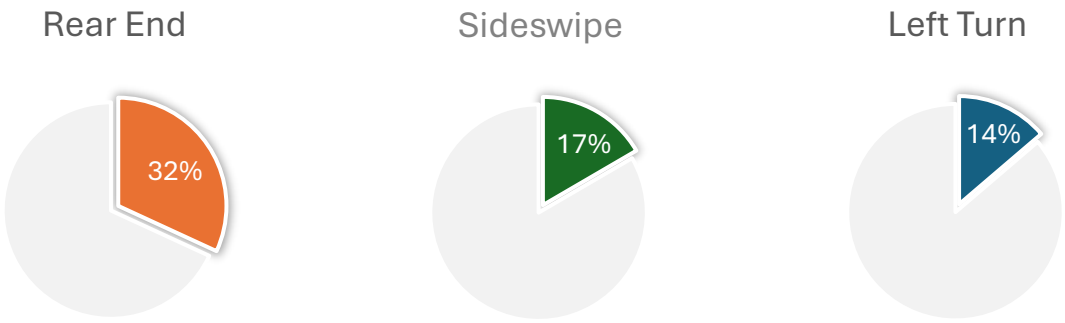


Figure 17. Crashes, Wet Surface Conditions

3.1.1. Crash Type Analysis – S.R. 95/ Pensacola Boulevard

The following section details the various crash types occurring within the study limits of S.R. 95/ Pensacola Boulevard. The three most prevalent crash types are illustrated below, in order of frequency: rear end collisions, sideswipes, and left-turn crashes.



As shown in the pie charts above, rear end collisions represent the largest share of crashes along S.R. 95/ Pensacola Boulevard, accounting for **167 crashes (32%)**. Sideswipe crashes are the next most common at **87 crashes (17%)**, followed closely by left turn at **72 crashes (14%)**. Collectively, these three crash types comprise over half of all reported crashes, indicating that following-distance conflicts, lane-change/merge maneuvers, and turning movements at intersections are key contributors to corridor safety performance. Crashes along S.R. 95/ Pensacola Boulevard are primarily concentrated at intersections, with the intersection of Pensacola Boulevard and Brent Lane standing out as the most dangerous location based on crash density. Of the **524 total crashes** recorded, **160** occurred at this intersection, underscoring its significant safety concern.

Traffic Counts at Major Intersections

Similarly to S.R. 295/ Fairfield Avenue, crash concentration along S.R. 95/ Pensacola Boulevard is primarily located at intersections. The intersections of Brent Lane/Beverly Parkway, Airport Boulevard, and North W Street reporting the highest crash frequencies

3.1.2 Key Observations

Improvements Based on Crash Type Analysis

Given that the crash type analysis for both S.R. 295/ Fairfield Drive and S.R. 95/ Pensacola Boulevard produced comparable findings, potential targeted infrastructure enhancements (not meant to be a complete list) to address these specific crash types are outlined below. Further enhancements will be potentially identified as part of the demonstration grant process.

Rear-End Collisions:

- Reduce posted speed limits to allow for safer stopping distances.
- Upgrade signal timing and optimize traffic flow to reduce sudden stops.
- Install advance warning signs for upcoming signals or congested areas.
- Implement adaptive traffic signal systems that respond to real-time traffic conditions.
- Increase visibility at intersections with improved lighting and clear signage.
- Provide dedicated turn lanes to minimize abrupt braking.

Sideswipe Crashes:

- Restripe lanes for greater clarity and add reflective lane markers.
- Install channelizing devices (such as raised pavement markers or flexible posts) to guide drivers through merges and lane changes.
- Install proper yield signage paired with proper lane lengths to allow for safer merging.
- Improve access management by consolidating driveways and reducing points of conflict.

Left-Turn Crashes:

- Add protected left-turn phases at signalized intersections to separate turning movements from oncoming traffic.
- Construct median islands or refuge areas to provide safer turning opportunities and improve non-motorized safety.
- Install high-visibility crosswalks and signage to alert drivers to pedestrian activity.
- Consider roundabouts at high-crash intersections to reduce conflict points, slow down traffic, and reduce crashes involving fatalities.

3.2. Sidewalks and Bicycle Facilities

S.R. 295/ Fairfield Drive

Sidewalks and bicycle facility data were obtained from the Florida Department of Transportation (FDOT) and the Emerald Coast Regional Council (ECRC). The project corridor provides protected sidewalk infrastructure from Mobile Highway to S.R. 292/ N Pace Boulevard. From S.R. 292/ N Pace Boulevard to Texar Drive, the sidewalk infrastructure is not protected and is placed at back of curb. Although there are minimal sidewalk gaps along the project corridor, there are consistent curb cuts throughout the sidewalk network, raising safety concerns for all road users.

While the sidewalk infrastructure along the project corridor is consistent and connected, the bicycle network presents significant gaps. As shown in Figure 18, there is a portion of S.R. 295/ Fairfield Drive that has unprotected bicycle lanes from S.R. 292/ N Pace Boulevard to W Park Plaza, however there is no bicycle infrastructure from Mobile Highway to S.R. 292/ N Pace Boulevard, and W Park Plaza to N Palafox Street.

S.R. 95/ Pensacola Boulevard

The project corridor provides a consistent and connected sidewalk and bicycle network. Most of the corridor's sidewalk infrastructure is unprotected and placed at back of curb, which ranges from Beverly Parkway to Marcus Pointe Boulevard. There is protected sidewalk infrastructure from Marcus Point Boulevard to W Street.

The bicycle network along the project corridor mirrors the sidewalk network and provides a connected path from Beverly Parkway to W Street. Notably, the entire bicycle network is unprotected along a six-lane road.

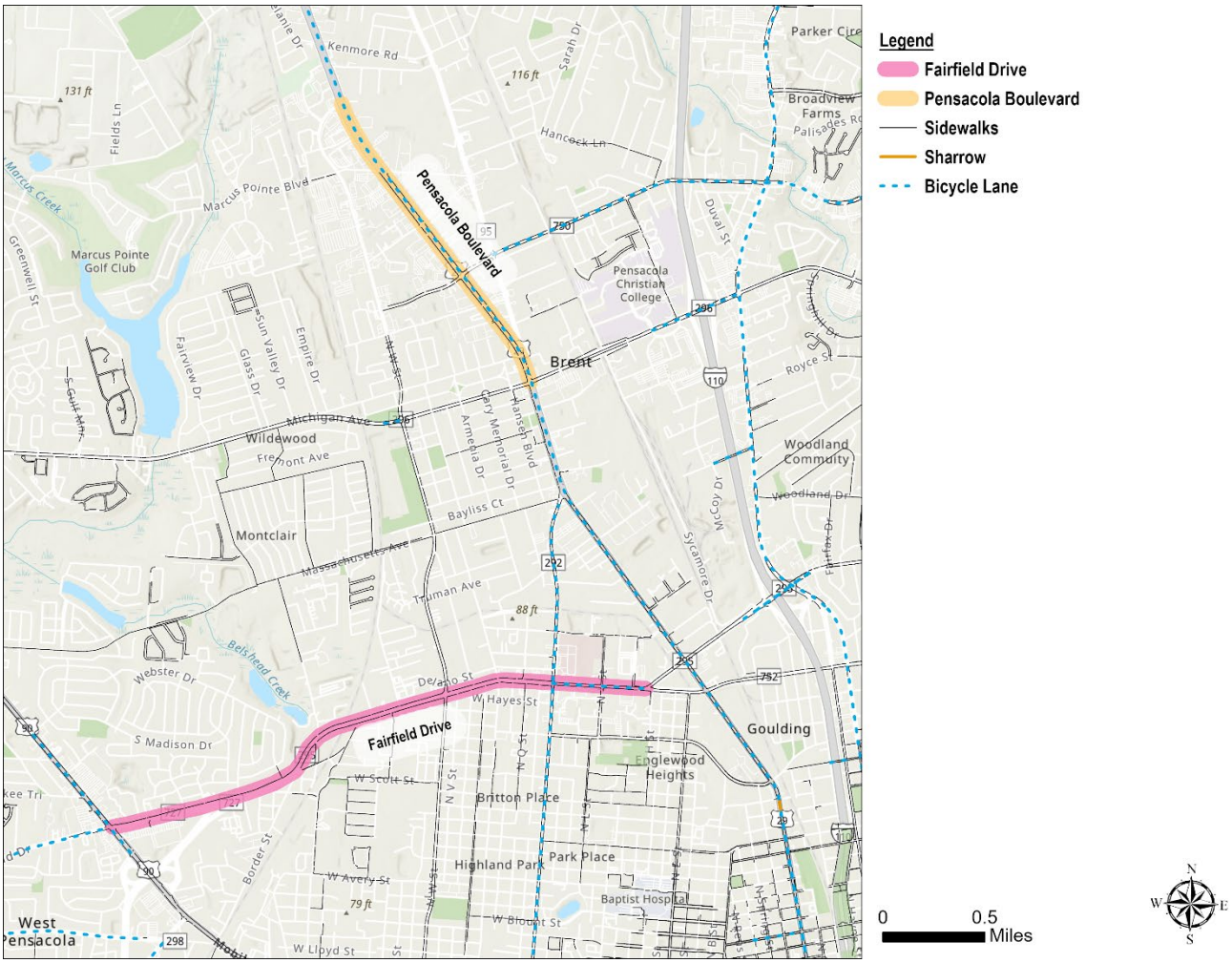


Figure 18. Sidewalks and Bicycle Facilities

3.3. Transit Facilities

S.R. 295/ Fairfield Drive

As shown in Figure 19, there are **nine transit routes** and **14 bus stops** that service S.R. 295/ Fairfield Drive. The ECAT Transfer Station is a major transit complex, located at the corner of N L Street and S.R. 295/ Fairfield Drive, providing greater opportunities for expanded services in the study area.

S.R. 95/ Pensacola Boulevard

As shown in Figure 19, there are **four transit routes** and **12 bus stops** that services S.R. 95/ Pensacola Boulevard.

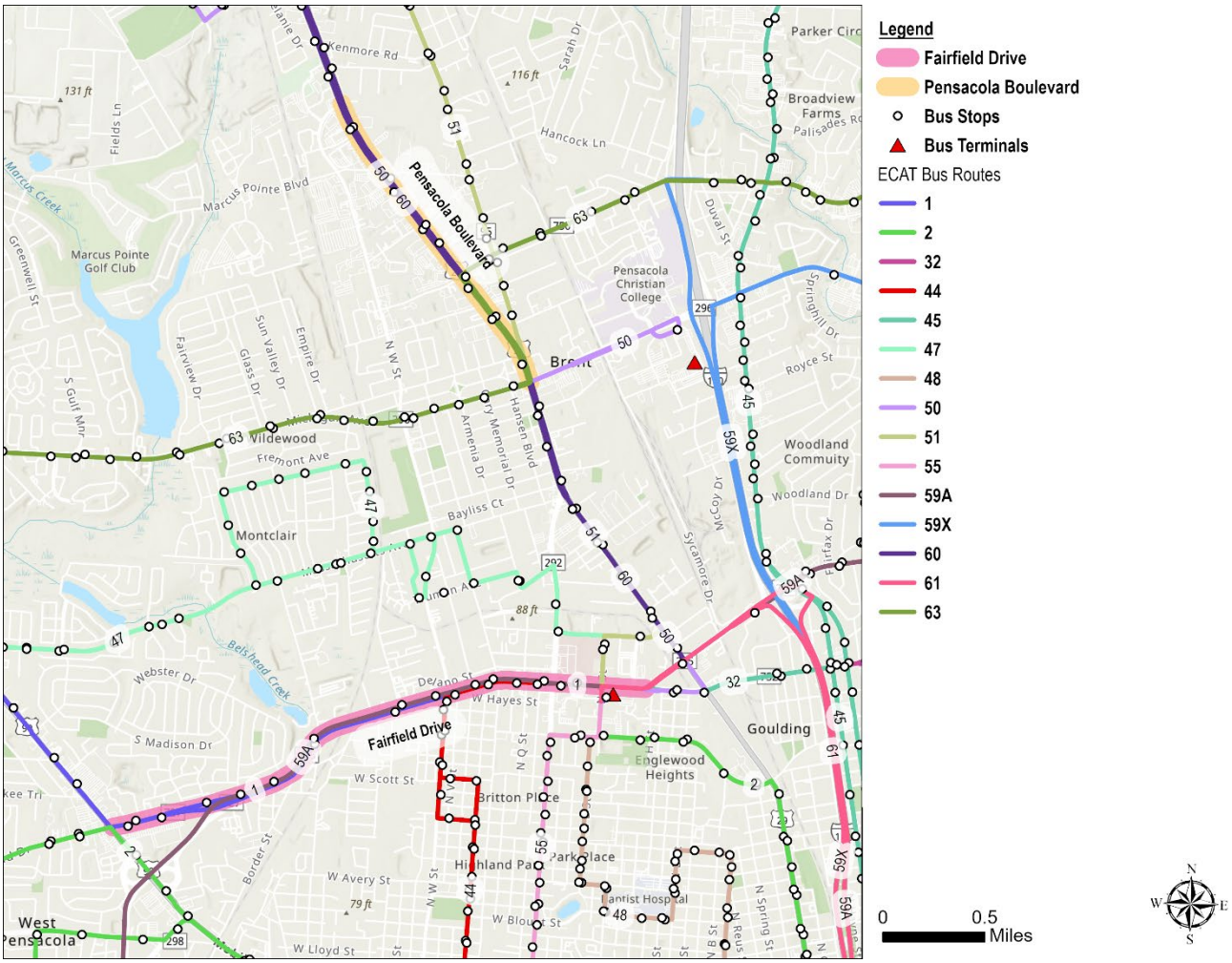


Figure 19. Transit Facilities

3.4. Streetlighting, Key Intersections and Signal Locations

S.R. 295/ Fairfield Drive

Based on readily available parcel data, the public right of way ranges from approximately **75 to 150 feet**. The general pavement width of the corridor ranges from approximately **60 to 100 feet**.

As shown in Figure 20, streetlighting is most concentrated around signalized intersections on the project corridor. Figure 21 shows there are eight signalized intersections and **49 non-signalized intersections** along S.R. 295/ Fairfield Drive. There are approximately **50 streetlights** along the project corridor, averaging six lights per signalized intersection. One exception is the signalized intersection at North E Street and W Texar Drive, which does not have any streetlighting based on available data. Notably, non-signalized intersections and public right-of-way have little to no streetlighting along the project corridor.

S.R. 95/ Pensacola Boulevard

Based on readily available parcel data, the public right of way ranges from approximately **115 to 205 feet**. The general pavement width of the corridor ranges from approximately **100 to 120 feet**.

As shown in Figure 20, street lighting is most concentrated around signalized intersections on the project corridor. Figure 21, shows there are five signalized intersections and **24 non-signalized intersections** along S.R. 95/ Pensacola Boulevard. There are approximately **56 streetlights** along the project corridor, averaging eleven lights per signalized intersection. Notably, non-signalized intersections and public right-of-way have little to no streetlighting along the project corridor.

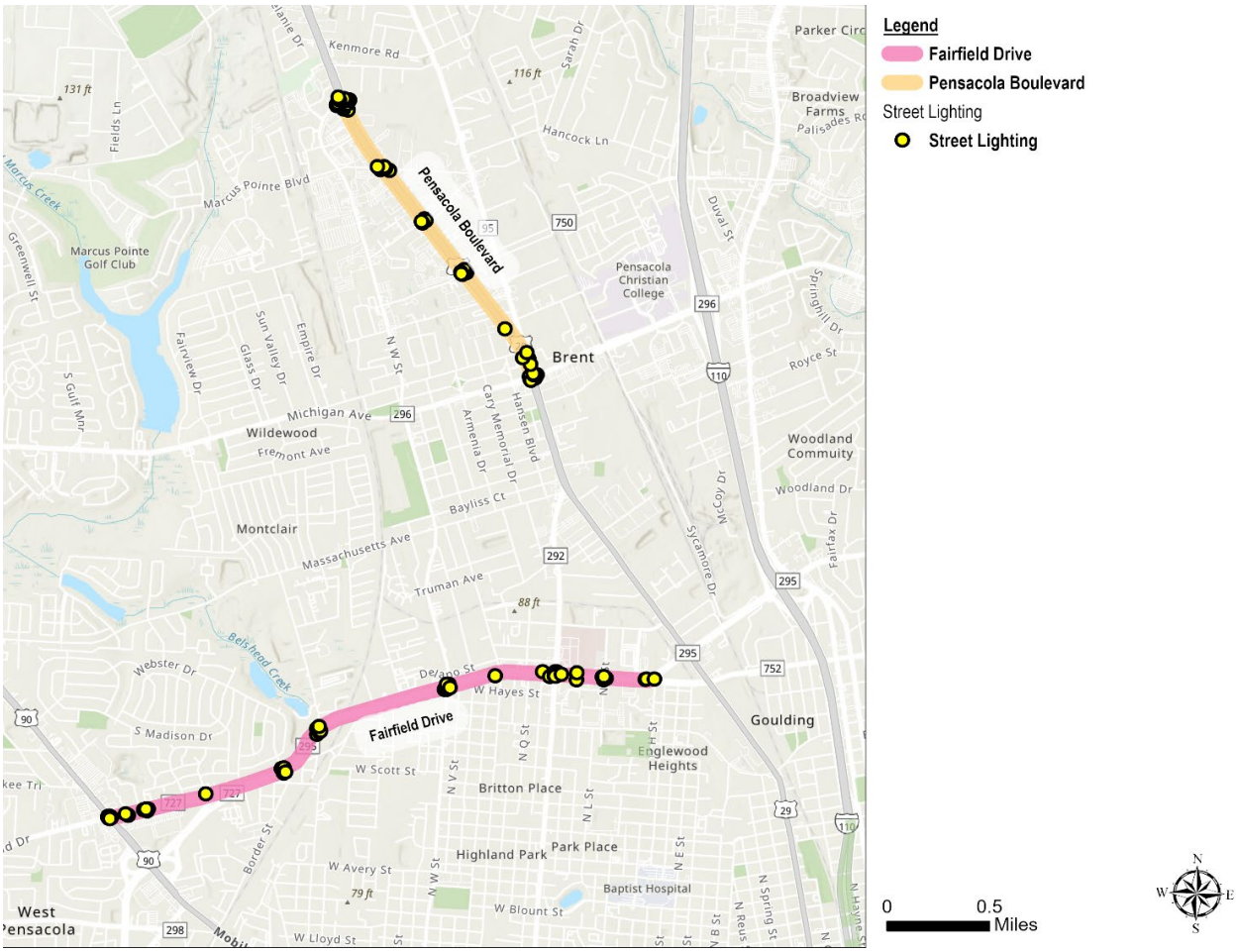


Figure 20. Street Lighting

Figure 21. Key Intersections and Signal Locations

3.5. Parallel Facilities and Connectivity

S.R. 295/ Fairfield Drive

As previously stated, connected sidewalks are present along the S.R. 295/ Fairfield Drive. However, the discontinuity of bicycle lanes throughout the corridor and to parallel connecting facilities poses future challenges and safety concerns for bicyclists. Curb cuts and large driveway entrances are prevalent along the project corridor, creating additional safety concerns for both pedestrians and bicyclists. Additionally, there are no wide walks or trails along the corridor.

S.R. 95/ Pensacola Boulevard

The lack of landscaped and protected sidewalks along S.R. 95/ Pensacola Boulevard poses safety concerns for pedestrians and bicyclists who use the corridor. As shown in Figure 22, crossing concerns exist near Pensacola Christian Academy, particularly related to the visibility and awareness of students entering and exiting the school. Additionally, there are no wide walks or trails along the project corridor.

4. Water/Wastewater Facilities

S.R. 295/ Fairfield Drive

As shown in Figure 22, water and wastewater facilities are located along and within a quarter to half mile radius of S.R. 295/ Fairfield Drive. Small quantity generators for solid and hazardous waste facilities are most common along the project corridor while treatment, storage, and disposal; and brown field site are less common.

S.R. 95/ Pensacola Boulevard

As shown in Figure 22, water and wastewater facilities are located along and within a quarter to half mile radius of S.R. 95/ Pensacola Boulevard. Small quantity generators for solid and hazardous waste facilities are most common along the project corridor while treatment, storage, and disposal; and brown field sites are in parallel facilities.

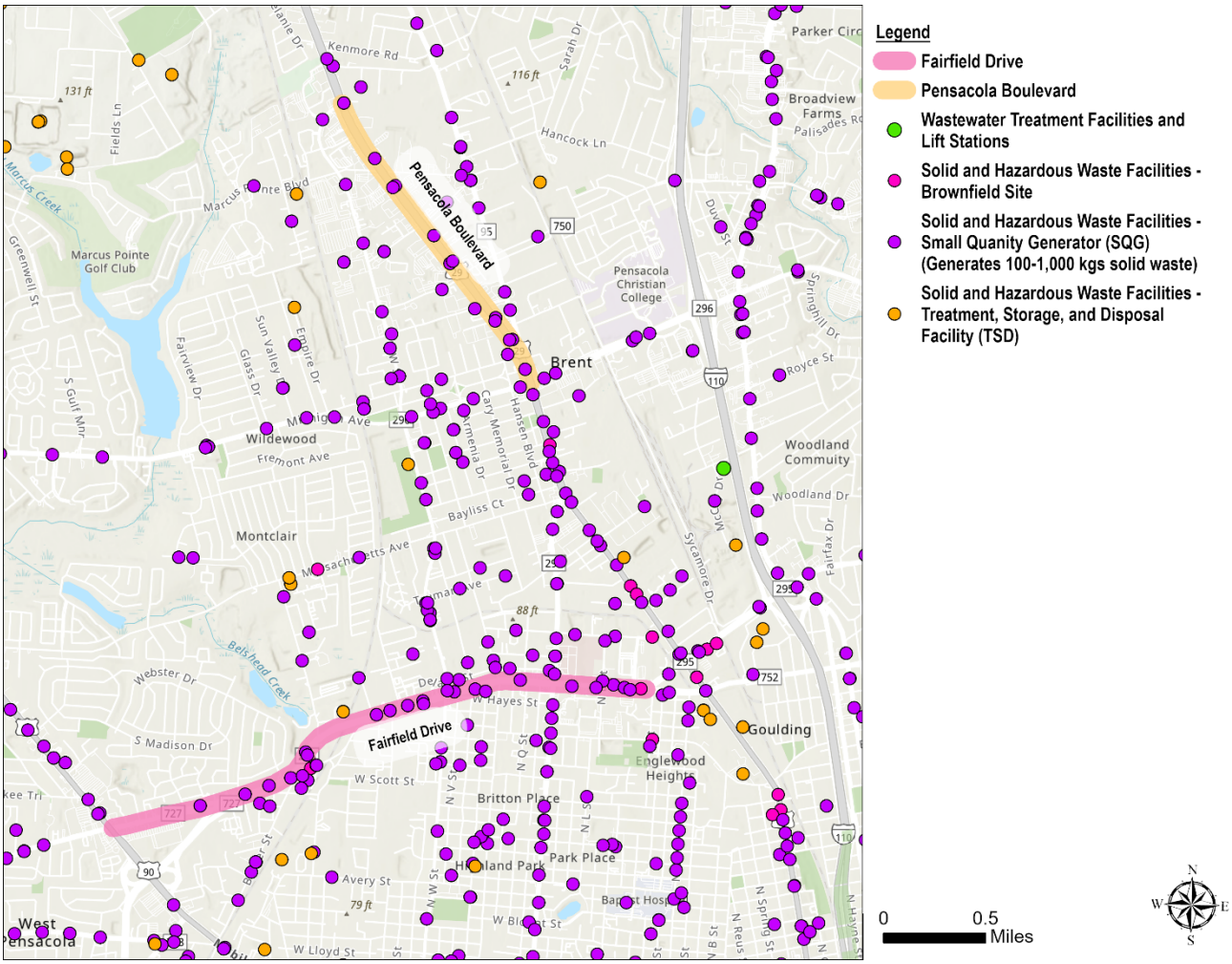


Figure 22. Water/Wastewater Facilities

5. Environmental, Cultural, and Physical Features

5.1. Environmental Resources

S.R. 295/ Fairfield Drive

As shown in Figure 23, two natural resources and conservation areas border S.R. 295/ Fairfield Drive, including upland hardwood forests and a strategic habitat conservation area. Although the conservation area is rated as a lower priority, it should be considered during future development and multimodal improvements.

As shown in Figure 24, natural floodplains and surface waters intersect portions of the project corridor. While these features could pose future challenges, both are rated as lower priorities and do not present a high flood risk.

S.R. 95/ Pensacola Boulevard

As shown in Figure 23, no natural resources or conservation areas directly intersect with S.R. 95/ Pensacola Boulevard. Although rated as a lower priority, upland hardwood forests and strategic habitat conservation areas are located within a quarter mile of the project corridor and should be considered when planning future multimodal connections to nearby recreational and open spaces.

As shown in Figure 24, natural floodplains and surface waters do not intersect with the project corridor and are rated as a lower priority. However, these are located within a quarter mile of the project corridor and could pose a risk in the future.

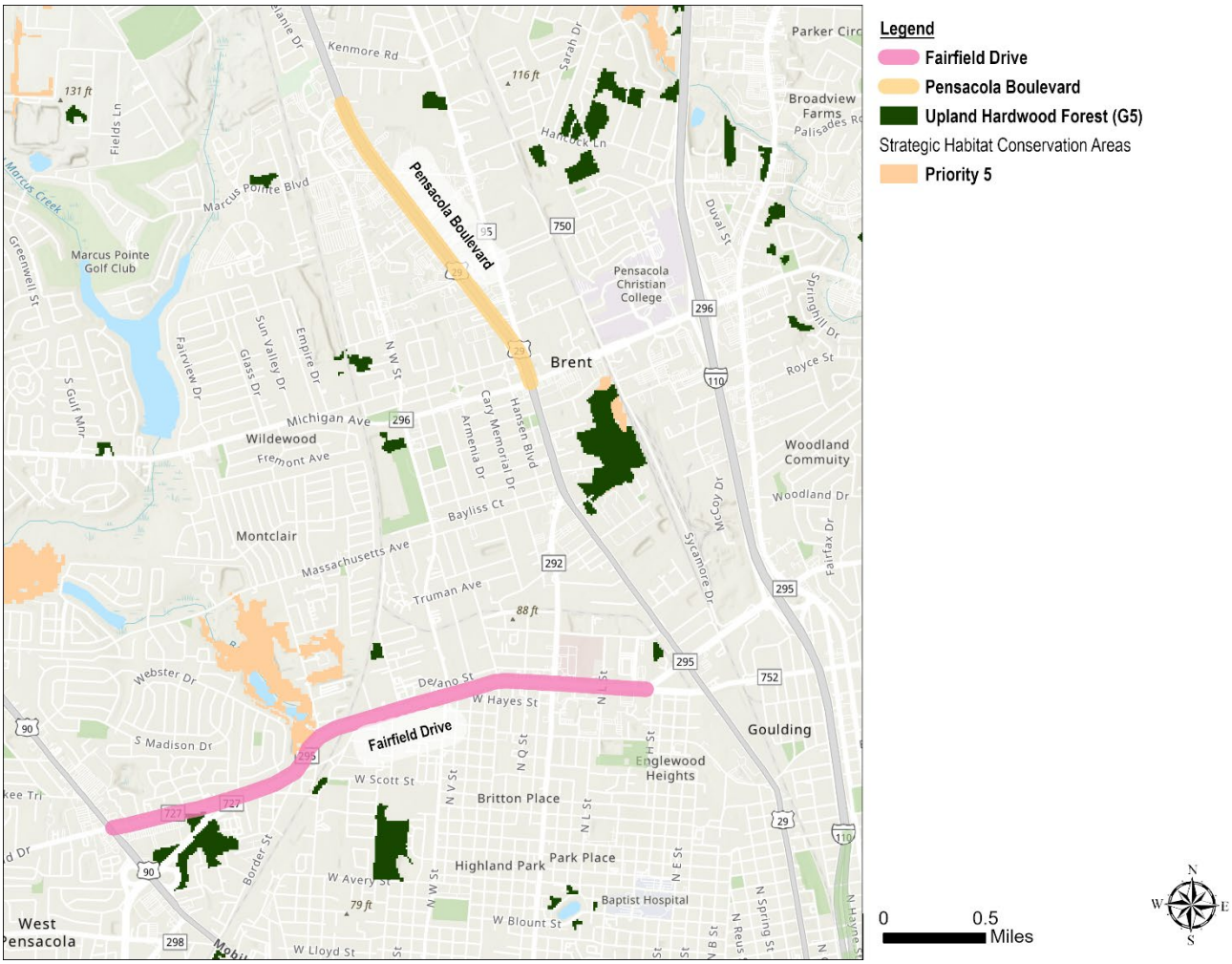


Figure 23. Natural Resources Near the Study Corridors

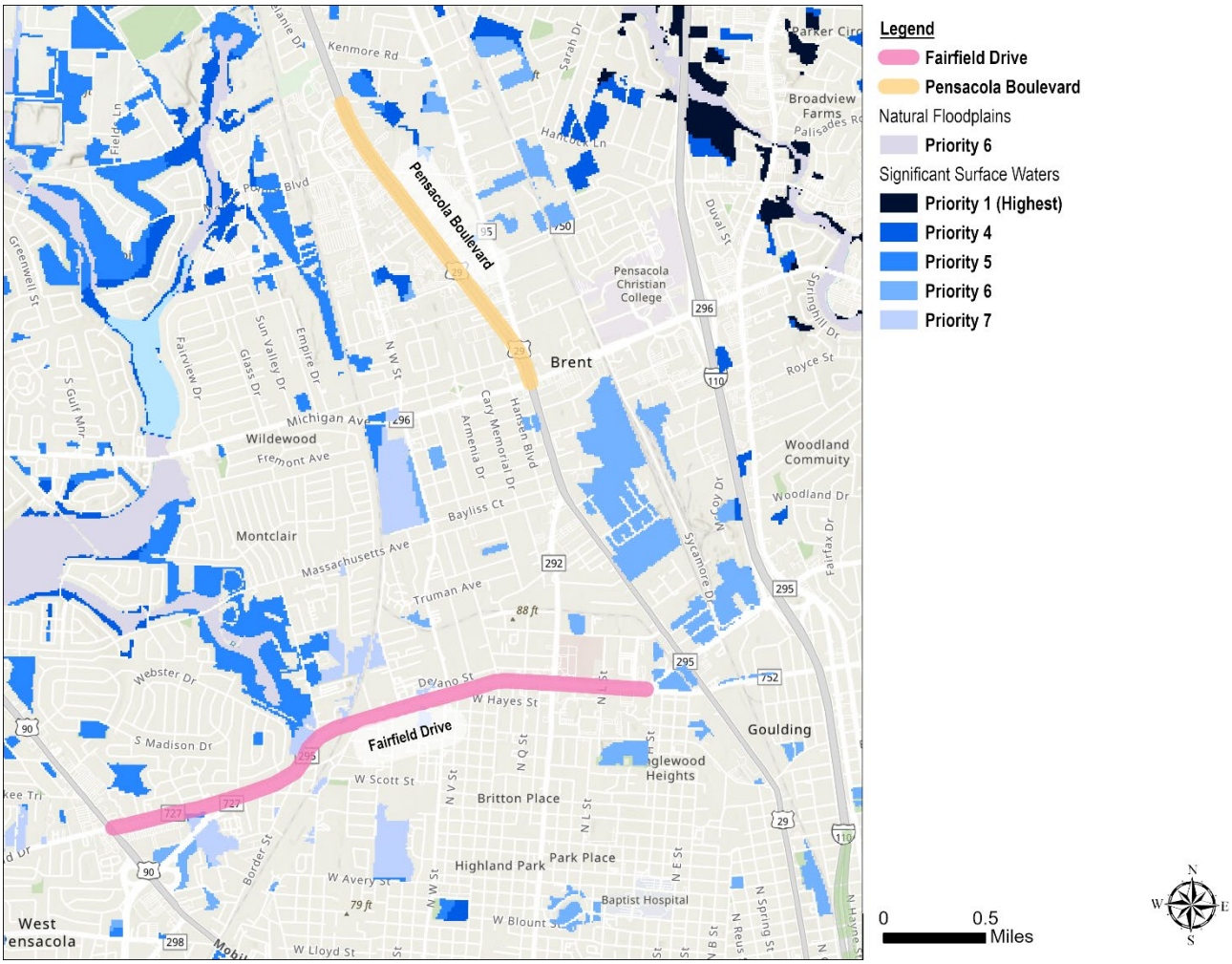


Figure 24. Flood Plains and Surface Water Near the Study Corridors

5.2. Historic and Cultural Resources

S.R. 295/ Fairfield Drive

As shown in Figure 25, seven field surveys have been conducted throughout S.R. 295/ Fairfield Drive. No historic structures, cultural centers, or historic cemeteries were found along the project corridor.

S.R. 95/ Pensacola Boulevard

As shown in Figure 25, six field surveys have been conducted throughout S.R. 95/ Pensacola Boulevard. There are **28 historic structures** along the project corridor, one cultural center (AMC Theater), and one historic cemetery located within a quarter mile of the project corridor.

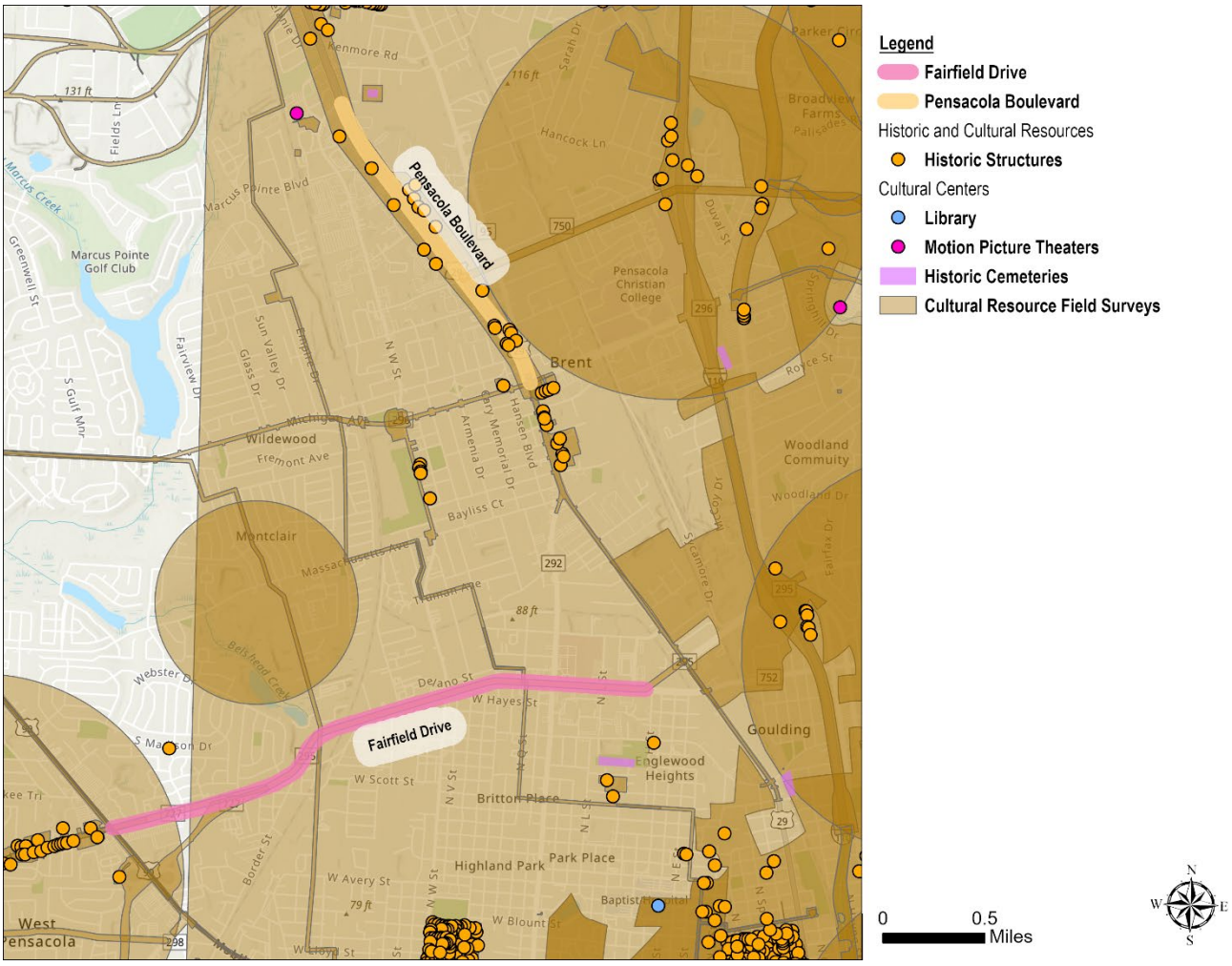


Figure 25. Historic and Cultural Resources

5.3. Structures, Railroads, and Other Physical Constraints

S.R. 295/ Fairfield Drive

As shown in Figure 26, the AGR Mainline SG Rail Corridor intersects S.R. 295/ Fairfield Drive, traveling above the project corridor. No railroad crossing intersects with the project corridor.

S.R. 95/ Pensacola Boulevard

As shown in Figure 26, the CSXT Mainline operates adjacent to S.R. 95/ Pensacola Boulevard. No railroad crossings intersect with the project corridor.

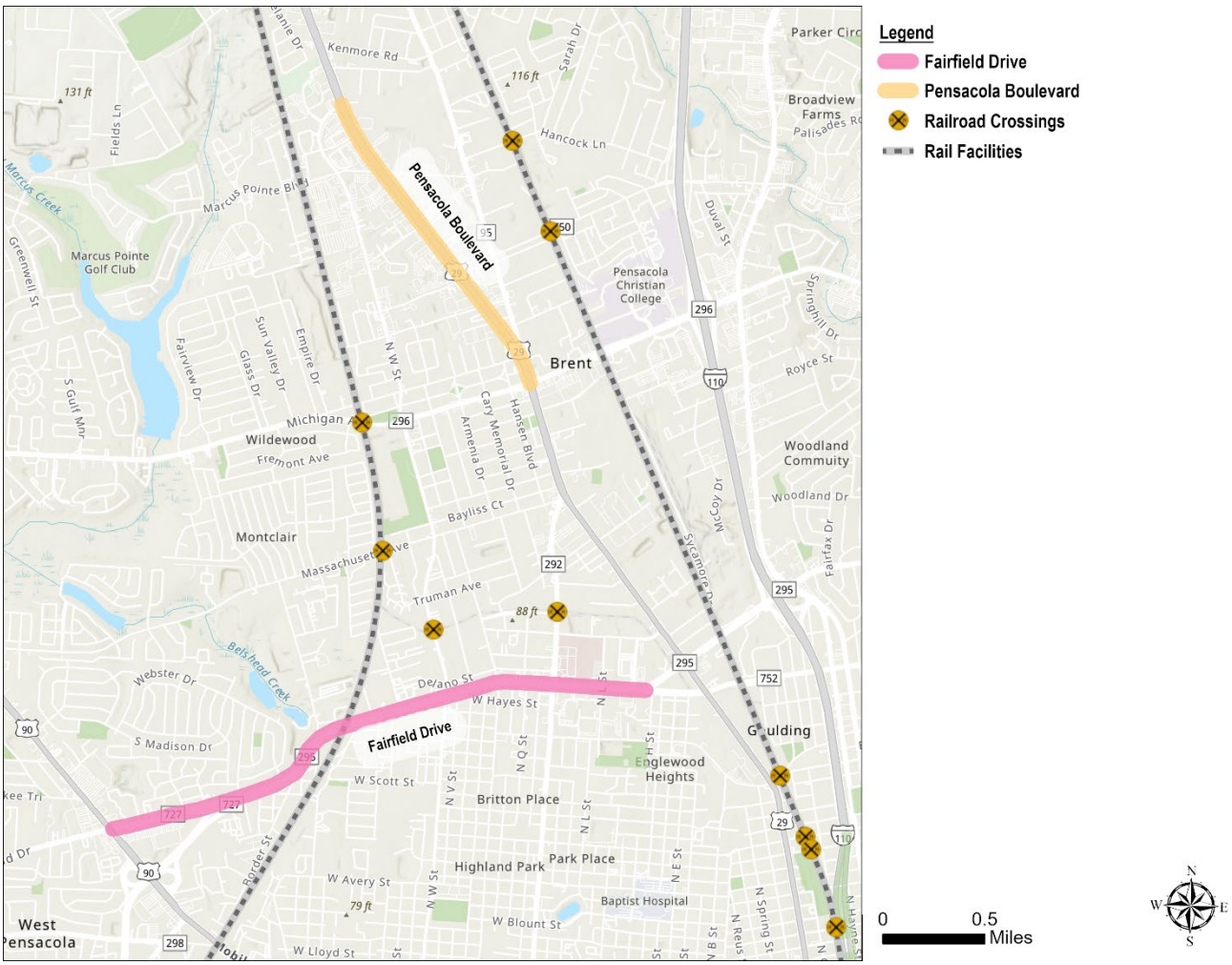


Figure 26. Rail Facilities

6. Existing and Planned Projects

6.1. Existing and Planned Roadway Projects

S.R. 295/ Fairfield Drive

As shown in Figure 27, 2050 LRTP-funded projects, along with existing and proposed fiber networks, are planned along S.R. 295/ Fairfield Drive and adjacent or connecting roadways. One ITS/ATMS project is planned for the entire project corridor. Additionally, existing and future fiber networks are planned to connect to both the western and eastern ends of the project corridor.

S.R. 95/ Pensacola Boulevard

As shown in Figure 27, 2050 LRTP-funded projects, along with existing and proposed fiber networks, are planned along S.R. 95/ Pensacola Boulevard and on adjacent or connecting roadways. One ITS/ATMS project is planned for the entire corridor. Existing fiber networks are currently connected to the southern end of the project corridor.

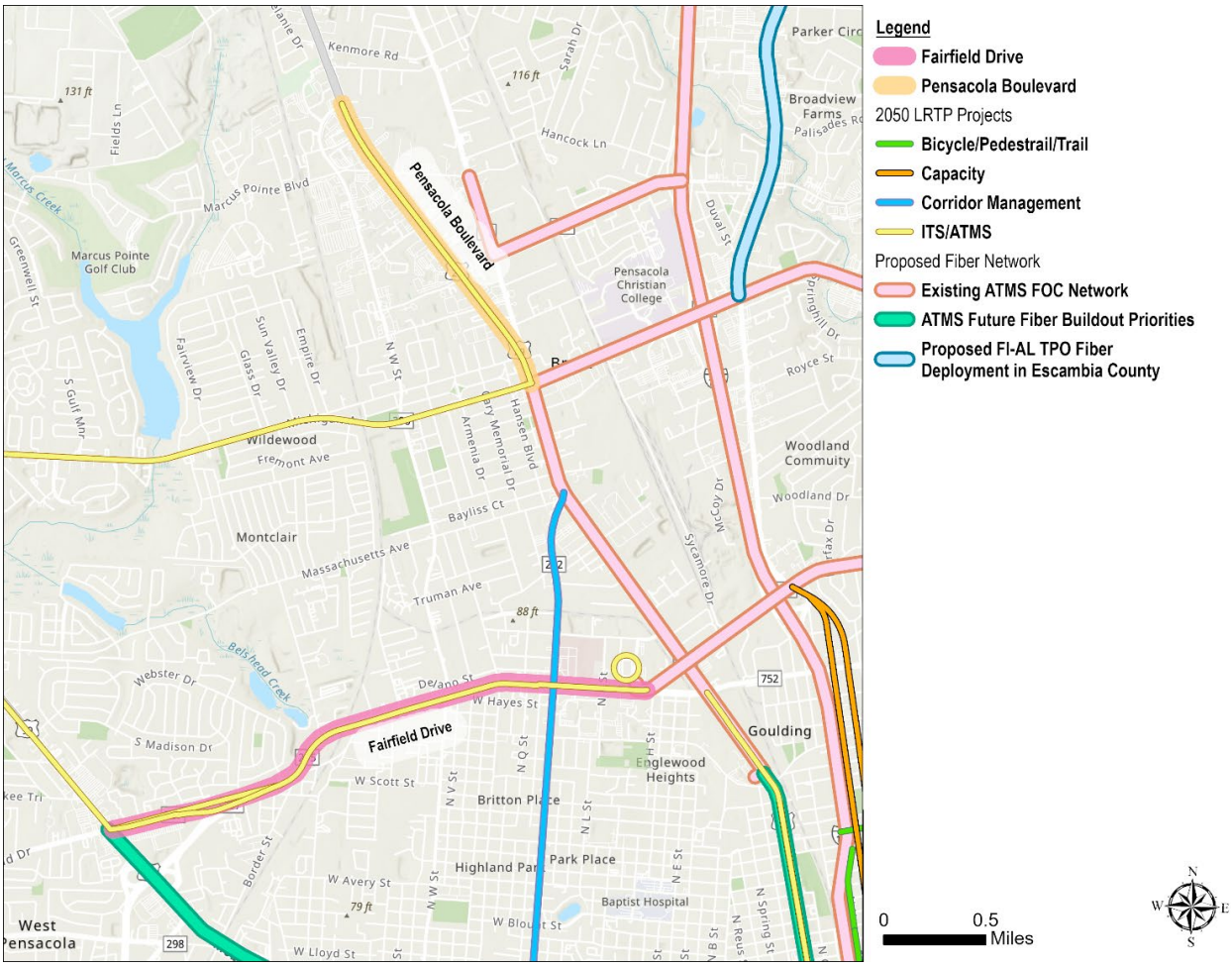


Figure 27. Planned 2050 LRTP Projects and Existing/Proposed Fiber Network

7. Key Observations and Considerations

Previous studies have identified S.R. 295/ Fairfield Drive and S.R. 95/ Pensacola Boulevard as high-injury corridors in Escambia County. Readily available existing data indicates that deficiencies in street lighting, bicycle facilities, and pedestrian infrastructure may be contributing to heightened safety concerns for all road users.