



SANTA ROSA COUNTY DEVELOPMENT SERVICES

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TO: Board of County Commissioners

FROM: Shawn Ward, AICP, Long Range Planning Manager

THROUGH: Beckie Cato, AICP, Planning Director

SUBJECT: Grant Application for Highway Safety Improvement Program (HSIP)

DATE: May 16, 2016

DISCUSSION

Recommend approval of the Highway Safety Improvement Program (HSIP) grant application to the Florida Department of Transportation (FDOT) and authorize the Chairman to sign related documents.

BACKGROUND

The Highway Safety Improvement Program is federally-funded and administered by FDOT. The program is eligible for projects that have the potential to reduce traffic crashes and is primarily for locations with a documented crash history. Typical applications are signage, markings, intersection improvements, access management, adding paved shoulders, etc. The program is not intended to address capacity, beautification, economic development, drainage, bridge needs, maintenance or resurfacing.

In June 2014, Florida Department of Transportation completed a Road Safety Audit (FPID: 418439-1-32-06) for US 90 from the Escambia County Line to SR 87 South in Santa Rosa County. The objective of this Arterial Study is to summarize safety analysis results and recommended improvements along US 90, with a focus on vulnerable road users (VRUs). FDOT recommended that Santa Rosa County submit an HSIP Application so that the following projects can be addressed and processed by FDOT since US 90 is a state roadway facility. The application will also require support of the FL-AL TPO since the majority of US 90 is located within the Pensacola Urbanized Area.

Recommended projects justified in the US 90 RSA include:

- 1. Pond Creek Crossing** - Short-term recommendations apply to bicycle traffic only and consist of signing and pavement marking upgrades, which may draw emphasis to bicyclists who must use the travel lane to cross Pond Creek Bridge. Warning signs (W11-1, Bicycle Warning with W16-1P, Share the Road) should be installed at the bridge approaches along both sides of US 90 (\$2,000). Additionally, zig-zag edgeline pavement marking placed 250 feet prior to the bridge approaches may contribute to traffic calming and driver awareness of the upcoming narrow bridge (\$2,000). An estimated construction cost for this short-term safety improvement is \$4,000.

2. Signal Backplates – Backplates with retroreflective borders are proposed at the 20 signalized intersections along US 90 to improve signal visibility. Estimated cost is \$24,000 for corridor-wide implementation.

3. Roadway Lighting – Based on the findings of lighting justification analysis, roadway lighting is warranted along the US 90 corridor with the exception of .5 miles through downtown Milton which has existing lighting features as well as minimal night time crash occurrence. An estimated construction cost for this safety improvement is \$3,324,000.

US 90 from the Escambia County line to Glover Lane is currently within the Project Development and Environment (PD&E) study process. Sidewalks, bike lanes and other safety recommended capital projects listed in the US 90 RSA will be addressed through the PD&E study since they are not eligible through the HSIP application.

Next Steps

Upon approval by the board, the grant application will be developed and submitted to the Florida Department of Transportation. The application will also require the Transportation Planning Organization (TPO) and Community Traffic Safety Team (CTST) review.