



**Highway 90 Public Outreach  
Special Called Meeting Agenda**

May 25, 2023  
6:00 PM  
6738 Dixon Street  
Milton, FL 32570

- 1. Welcome**
- 2. Introduction of Staff**
- 3. Highway 90 Design Presentation**  
Power Point Presentation
- 4. Station(s) Identification**
- 5. Public Participation**
- 6. Questionnaire**  
Sample Questionnaire
- 7. Closing**

# Caroline Street Design



Public Input Workshop  
May 25, 2023

The City of Milton knows and understands that we are part of a local, regional and national transportation system in a rapidly growing area.

FDOT, through the PD&E process has selected a preferred option of expanding US Highway 90 through Downtown Milton. As this decision has been made, we are not here to debate that issue.

The purpose of this public input meeting is to hear from you, the public, as we work toward a unified vision for what design aspects the City will request from FDOT for the new roadway.

On April 15, 2023, the City Council and various City boards came together to begin to craft that vision. Staff will consolidate your input and report the results to the City Council. The recommended design will be presented to the design firm and FDOT management.



# History

- FDOT has selected a preferred alternative to ease traffic congestion on Caroline Street (US HWY 90) through downtown Milton (area from US Hwy 87 North [Stewart Street] to Ward Basin Road).
- The PD&E was initiated in June 2014. The PD&E process focused on engineering solutions, environmental impacts, and public involvement.
- In 2014, FDOT adopted the “Complete Streets Policy”.
- The U.S. 90 Arterial Study: Vulnerable Road Users, performed by FDOT dated June 6, 2014, included a safety analysis and recommended improvements along U.S. 90.

# History

- In December 2015, FDOT initiated the “Complete Streets Implementation Plan”.
- In 2018, FDOT published a new Design Manual that has helped provide more context-sensitive roads.
- The Draft PD&E report was made available to the public on March 17, 2018, for a 30-day comment period.
- A Public Meeting was held on April 17, 2018 to discuss the Draft.
- FDOT entered into a contract with a design firm on January 30, 2023.
- FDOT has requested the City’s input into the Design Process.
- April 15, 2023, the City Council, Community Improvement Board, Historic Preservation Board and the Planning Board participated in a Design Charrette to develop the recommendations you will hear today.

# How Are Streets Designed?

- The old method for designing roads was very straight forward - The process is started by selecting a design speed, then the volume of traffic desired. Given the speed and volume, a road design manual is referenced to provide recommended dimensions for safe automobile travel. Finally, the cost of the project is calculated.
- The order of these values — speed, volume, safety, then cost — works well for roads, but it is nearly the complete inverse of what is needed to build a productive and safe street. Successful streets emphasize safety first — and that's safety for everyone, not just driver and their passengers— and then focus on cost, volume and finally speed.
- If we want a place to be successful, automobile speed and volume can't be the top priority of street design. It needs to be the lowest priority. The most compelling thing we can do today to make our cities wealthier and more successful is to substantially slow speeds on our streets.

# Complete Streets

- <http://www.flcompletestreets.com/>
- In Florida, Complete Streets are not a specific type of project. Instead, the FDOT utilizes a 360° approach to ensure that all roadway projects are context-sensitive and consider the needs of all users, regardless of age and ability.
- Today, FDOT plans, designs, constructs, and maintains transportation systems based on the individual and unique needs of these diverse communities utilizing the Complete Streets principles that are the foundation of the FDOT Design Manual.
- Regardless of context, all of Florida's Complete Streets strive to provide a multitude of benefits, including increased safety, enhanced mobility, improved connectivity, enriched quality of life and, economic development.

# Context Classification

**FDOT CONTEXT CLASSIFICATIONS**



**C1-Natural**  
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

**C2-Rural**  
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

**C2T-Rural Town**  
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

**C3R-Suburban Residential**  
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

**C3C-Suburban Commercial**  
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

**C4-Urban General**  
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

**C5-Urban Center**  
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

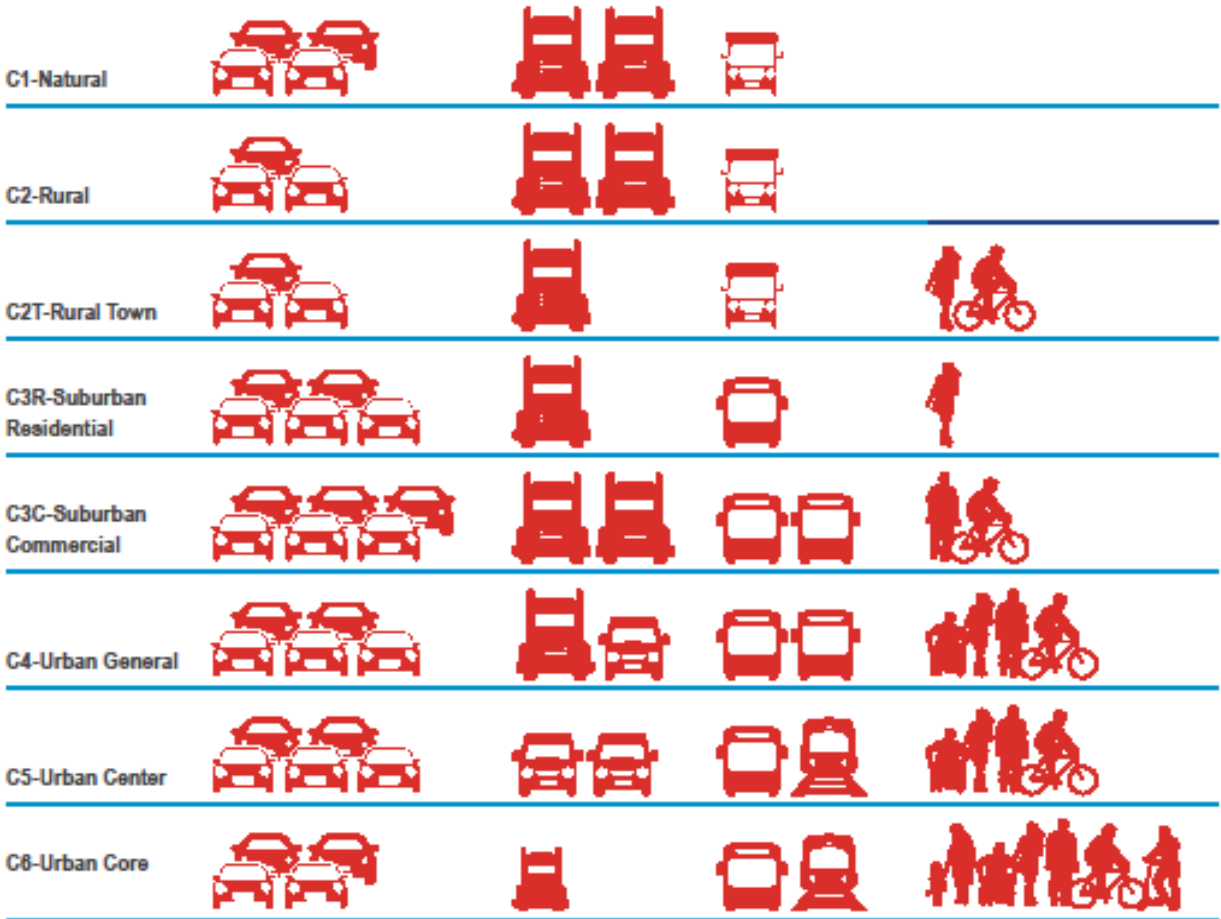
**C6-Urban Core**  
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.



# Context Classification – C2T



FIGURE 6 EXPECTED USER TYPES IN DIFFERENT CONTEXT CLASSIFICATIONS



# Context Classification – C2T

Context Classification	(1) Distinguishing Characteristics	(2 A/B) Primary Measures			
		Roadway Connectivity			Land Use
		Intersection Density	Block Perimeters	Block Length	
		Intersections/ Square Mile	Feet	Feet	Description
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	N/A	N/A	N/A	Conservation Land, Open Space, and/or Park
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	<20	N/A	N/A	Agricultural and/or Single-Family Residential
<b>C2T-Rural Town</b>	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	>100	<3,000	<500	Retail, Office, Single-Family Residential, Multi-Family Residential, Institutional, and/or Industrial
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	<100	N/A	N/A	Single-Family and/or Multi-Family Residential



# Context Classification – C2T

## (2 C) Secondary Measures

Context Classification	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Allowed Residential Density	Allowed Office/Retail Density	Population Density	Employment Density
	Floor Levels	Description	Yes/No	Description	Dwelling Units/Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.
C2-Rural	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A.	<1	N/A.	<2	N/A.
C2T-Rural Town	1 to 2	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front.	>4	>0.25	N/A.	>2
C3R-Suburban Residential	1 to 2, with some 3	Detached buildings with medium (20' to 75') front setbacks	No	Mostly in front; occasionally in rear or side	1 to 8	N/A.	N/A.	N/A.



# Street vs Road vs Stroad

- Streets serve as a platform for building wealth. Streets are complex ecosystems of businesses and homes that produces wealth. Successful streets are environments where humans and human interaction flourish.
- Roads connect one productive place to another. You can think of a road as a refinement of the railroad where people board in one place, depart in another and there is a high-speed connection between the two.
- A “stroad” is a combination of a street and a road. Streets and roads are not synonymous – they are different things with different purposes.
- With a street, we’re trying to build a place. With a road, we’re trying to get from one place to another.

# Stroad

- Designing our streets as if they were roads is not safe. Stroads combine fast speeds with randomness and complexity, a condition unsafe for drivers and particularly unsafe for anyone outside of a vehicle.
- A stroad tries to do two things at once and is forced to compromise on each. A stroad tries to move cars quickly along a corridor that also builds some wealth. The result is expensive infrastructure serving low-returning properties that fails to move traffic quickly while being particularly dangerous.
- We need to incrementally shift stroads to become either a street or a road, distinguishing the parts of our existing transportation network over time to emphasize either a street function (wealth creation / complexity) or a road function (traffic movement / simplicity).

# Design Aspects



# Design Aspects

- Design Speed is a selected speed used to determine the various geometric features of a roadway. The design speed should be a logical one with respect to the topography, anticipated operating speed, the adjacent land use, and the functional classification of the roadway.
- Design Speed should be selected early in the design process and should reflect the Target Speed. Target Speed is the highest speed at which vehicles should operate on a thoroughfare in a specific context. Design Speeds of 35 mph and less are considered Very Low Speeds.
- In C2T, consider starting with Target Speeds on the lower end of the range with justification provided for higher speeds.
- Ideally, the Target Speed, Posted Speed, and Design Speed should all be the same where speeds are 45 mph or less.

**Table 201.5.1 Design Speed**

Limited Access Facilities (Interstates, Freeways, and Expressways)		
Area	Allowable Range (mph)	SIS Minimum (mph)
Rural and Urban	70	70
Urbanized	50-70	60
Arterials and Collectors		
Context Classification	Allowable Range (mph)	SIS Minimum (mph)
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50



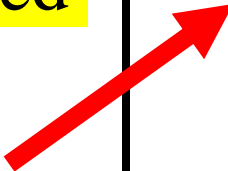
# Design Aspects

**Table 202.3.1 Strategies to Achieve Desired Operating Speed**

Context Classification	Target Speed (mph)	Strategies
C1	55-70	N/A: Speed Management Strategies are not used on high-speed roadways. See FDM 202.4 for information on transitions from high-speed to low-speed facilities.
C2	55-70	N/A: Speed Management Strategies are not used on high-speed roadways. See FDM 202.4 for information on transitions from high-speed to low-speed facilities.
C2T	40-45	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, RRFBs and PHBs
	35	Techniques for 40-45 mph, plus On-street Parking, Street Trees, Short Blocks, Islands at Crossings, Road Diet, Bulb-outs, Terminated Vista
	30	Techniques for 35-45 mph, plus Chicanes, Islands in curved sections
	≤ 25	Techniques for 30-45 mph, plus Vertical Deflection

- Speed Limit

C2T is allowed to incorporate all allowable methods to achieve a speed limit of 25.



# Design Aspects

**Table 210.2.1 Minimum Travel and Auxiliary Lane Widths**

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

- Travel Lane Width

10ft lanes are typically provided on roads designed at 25 MPH.



The Truck Volume on HWY 90 through Milton does not exceed 10%.



**Notes:**

**Travel Lanes:**

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph) but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

# Design Aspects

**Table 222.2.1 Standard Sidewalk Widths**

Context Classification		Sidewalk Width (feet)
C1	Natural	5
C2	Rural	5
C2T	Rural Town	6
C3	Suburban	6
C4	Urban General	6
C5	Urban Center	10
C6	Urban Core	12



- Sidewalk Width

**Notes:**

- (1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.
- (2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.
- (3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.
- (4) See *FDM 260.2.2* for sidewalk width requirements on bridges.

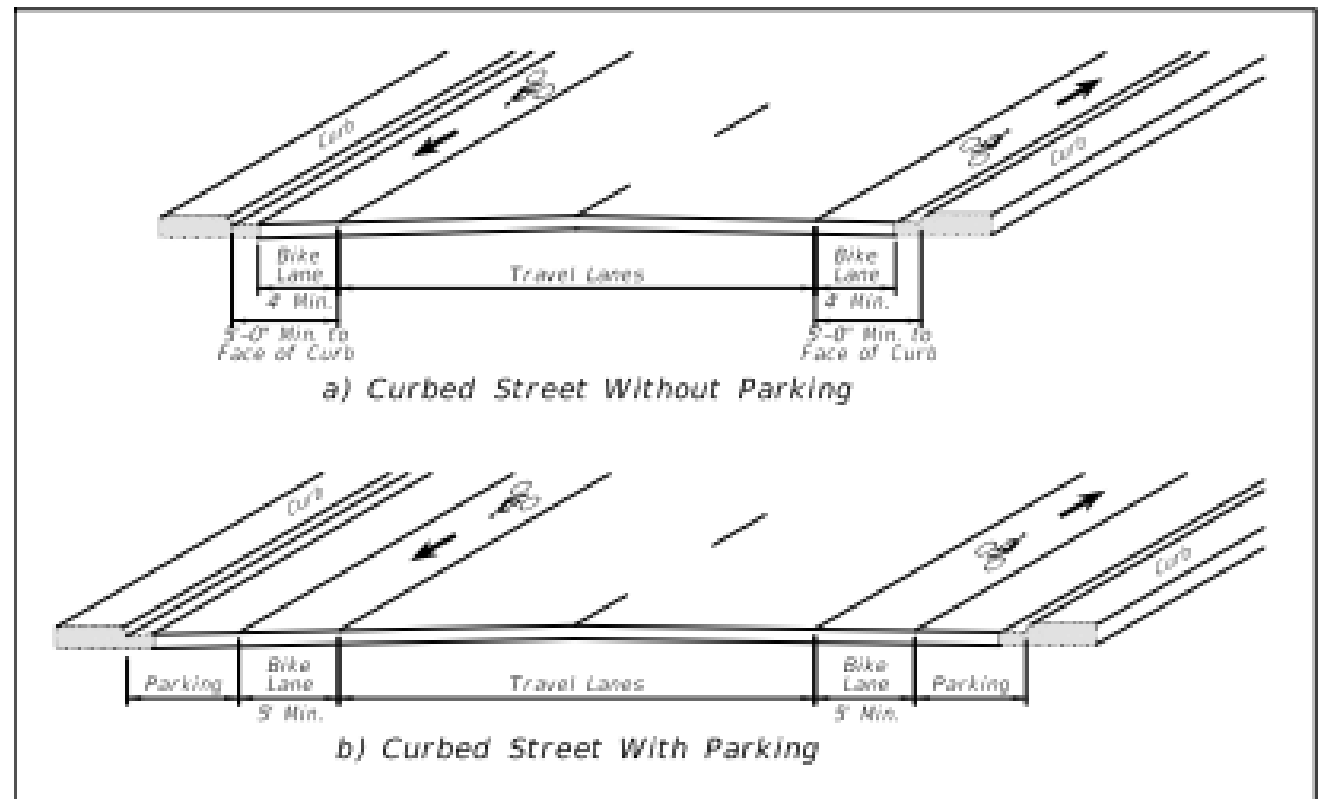
# Design Aspects

Topic # 625-000-015  
Manual of Uniform Minimum Standards  
for Design, Construction and Maintenance  
for Streets and Highways

2018

Figure 9 – 1 Minimum Widths for Bicycle Lanes

- Bike Lane Width



# Design Aspects

- Median Width
- Turn Lane Width
- Total Right of Way Width

# Design Aspects

- Stormwater Facilities



# Other Design Aspects

- Slip Lanes
- Project Aesthetics
  - Street Trees
  - Median Trees
  - Median Landscaping
  - Streetlights – Type and frequency
  - Brick Cross Walks – Locations
  - Benches
  - Gathering Places
- Closing Willing Street to Vehicular Traffic
  - North of Caroline Street
  - South of Caroline Street

# Cost

PANAMA CITY

## Florida Department of Transportation must purchase over 100 parcels for Highways 98 and 231 project

by: [Cortney Evans](#)  
Posted: Apr 4, 2023 / 08:22 PM CDT  
Updated: Apr 5, 2023 / 06:56 PM CDT

- “Over the next five years, we have **\$187 million** that is programmed to purchase right away from over **100 parcels** that we’ll have to purchase, that’s over **150 businesses** that will be affected,” FDOT Spokesman Ian Satter said. That acquisition is already underway. They’ve bought about 22 of the 150 properties.

# Cost

- If FDOT were a stand-alone country, it would be in the top 75 largest budgets of any nation on Earth. (Florida is #16 on the planet)
- On January 30, 2023, Governor DeSantis announced **Moving Florida Forward**, a bold and historic infrastructure initiative that will invest **\$7 billion** towards 20 critical transportation infrastructure projects in the existing FDOT Five-Year Work Program.
- In short, don't worry about the \$\$\$\$\$

# Timeline

- The Highway 90 Expansion project stretches from the Escambia/Santa Rosa County line in the west to Highway 87 in the east, including 9 bridges. The @17 miles project is currently at the Simpson River Causeway.
- The Stewart Street to Ward Basin Road Street segment (@1.6 miles) began the Design Phase on 1/30/23. (the segment through downtown Milton is 0.6 miles)
- Design will take 2-2.5 years. (2025-2026)
- FDOT has programmed 5 years for Right-Of-Way Acquisition after design. (2030-2031)
- Construction, current best guestimate, will begin 10-15 years from today. (2033-2038)
- Actual construction time, for this segment, is in the range of 3-5 years. (2036-2043)
- Currently, ROW acquisition and construction are unfunded.

# Design Charrette Recommendations



# Design Charrette Recommendations

The following design criteria were the consensus of the City Council, Community Improvement Board, Historic Preservation Board and Planning Board reached during the Design Charrette on April 15, 2023.

- 1. Recommended Design Speed 25 MPH
- 2. Recommended Target Speed 25 MPH
- 3. Recommended Speed Limit 25 MPH
- 4. Recommended Travel Lane Width 10 Feet Wide
- 5. Recommended Median Width No Median through Downtown Corridor to maintain all crossings
- 6. Recommended Turn Lane Width Minimum Required
- 7. Recommended Sidewalk Width 5-6 Feet Wide
- 8. Recommended Bike Lane Width Alternate Route from Stewart St. to River
- 9. Recommended Total Right-Of-Way Width Varied as needed, maximum 50 feet wide
- 10. Recommended Stormwater Facilities Underground through Downtown
- 11. Recommendation for the use of Slip Lanes No Slip Lanes in Downtown
- 12. Project Aesthetics Maximize all
- 13. Recommendation for closing Willing Street Close Willing St. north of Caroline St.
- 14. Recommendation for Traffic Lights Red lights at Elmira, Canal, and Stewart only



THANK YOU!



City of Milton  
Highway 90 Design  
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1. The design speed, target speed and speed limit should all be 25 MPH. \_\_\_\_\_ YES \_\_\_\_\_ NO  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
2. The travel lanes through downtown Milton should be 10 ft wide. \_\_\_\_\_ YES \_\_\_\_\_ NO  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
3. There should not be a center median on Caroline Street, from Stewart to the Bridge. \_\_\_\_\_ YES \_\_\_\_\_ NO  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
4. No cross streets in the downtown corridor should be closed, preserving the grid. \_\_\_\_\_ YES \_\_\_\_\_ NO  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
5. The sidewalks through downtown should be 5-6 ft wide. \_\_\_\_\_ YES \_\_\_\_\_ NO  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
6. The bike path should be rerouted off Caroline Street to reduce the required Right-Of-Way and save existing buildings. \_\_\_\_\_ YES \_\_\_\_\_ NO YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
7. A stand-alone bicycle/pedestrian bridge should be built crossing the Blackwater River. \_\_\_\_\_ YES \_\_\_\_\_ NO  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
8. A stand-alone bicycle/pedestrian bridge would be best located at:  
\_\_\_\_\_ Berryhill & Willing \_\_\_\_\_ The Alleyway at Willing  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
9. Willing Street should be closed to all vehicular traffic north of Caroline Street. \_\_\_\_\_ YES \_\_\_\_\_ NO  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_
10. Willing Street should be closed to all vehicular traffic south of Caroline Street. \_\_\_\_\_ YES \_\_\_\_\_ NO  
YOUR RECOMMENDATION: \_\_\_\_\_  
\_\_\_\_\_

11. Right hand turns, off west bound Caroline Street onto northbound Willing Street, should be prohibited.  
 \_\_\_\_\_ YES                      \_\_\_\_\_ NO                      YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
12. The Right-Of-Way total width should vary, as needed throughout the downtown corridor and curve where necessary to control speeding and limit the loss of buildings. \_\_\_\_\_ YES                      \_\_\_\_\_ NO  
 YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
13. Any necessary stormwater facilities should be underground or at a location not visible from Caroline Street. Any stormwater ponds should be made into park-like settings to be amenities for the local area.  
 \_\_\_\_\_ YES                      \_\_\_\_\_ NO                      YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
14. Slip-lanes should not be used in this project at any location. \_\_\_\_\_ YES                      \_\_\_\_\_ NO  
 YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
15. Turn lanes should be limited to south bound left turn at Elmira, and north and south bound at Canal.  
 \_\_\_\_\_ YES                      \_\_\_\_\_ NO                      YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
16. Project amenities should be maximized for this project, including, street trees, benches, period appropriate streetlights at an interval of 50-100 ft apart to increase safety, real brick crosswalks in all directions at each intersection as both an aesthetic enhance and speed control device. \_\_\_\_\_ YES                      \_\_\_\_\_ NO  
 YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
17. Traffic lights be utilized at Stewart, Canal, and Elmira Street only. \_\_\_\_\_ YES                      \_\_\_\_\_ NO  
 YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
18. A roundabout should be built at the intersection of Berryhill, Broad and North Willing Streets.  
 \_\_\_\_\_ YES                      \_\_\_\_\_ NO                      YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
19. FDOT should explore a roundabout at which, if any, of the following locations on Caroline Street  
 \_\_\_\_\_ Stewart Street                      \_\_\_\_\_ Canal Street                      \_\_\_\_\_ Elmira Street  
 YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
20. Overall, I support the recommendations for the widening of Caroline Street through Downtown Milton as shown.  
 \_\_\_\_\_ YES                      \_\_\_\_\_ NO                      YOUR RECOMMENDATION: \_\_\_\_\_  
 \_\_\_\_\_
21. Based on the information presented and design aspects shown, please provide any additional comments, concerns or recommendations to make this project the best possible for the City of Milton: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_