



Okaloosa County **2045 MOBILITY PLAN**

JULY 2024



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OKALOOSA COUNTY 2045 MOBILITY PLAN

JULY 2024

Produced for:

Okaloosa County
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INTRODUCTION

Okaloosa County's Story

Established in 1915 and carved out of existing Santa Rosa and Walton Counties, Okaloosa County has grown from a collection of small towns with established industries in lumber, turpentine, and fishing, to the thriving County with its several modern cities known today including Crestview, Destin, Fort Walton Beach, Laurel Hill, Mary Esther, Niceville, and Valparaiso. Okaloosa's growth in the 20th and 21st centuries can be largely attributed to the establishment of the Eglin Air Force Base in the 1940's, along with its beautiful beaches and recreational activities that attract visitors from around the world.

As the County's largest employer and landowner, comprising nearly three quarters of the local economy with unmeasurable economic impact, Eglin Air Force Base and the military are strong features of the local community and culture. In addition to its direct contribution to the local community, as the world's largest Air Force installation and a leader in military research and testing, the Base's impacts reach far beyond Okaloosa County and have attracted world-renowned businesses such as Boeing, BAE Systems, Lockheed Martin, and L3 Technologies.

Military folks and other residents who chose to live in Okaloosa benefit from its beautiful natural features, desirable climate, and high quality of life achieved through an 'A' rated primary school system, higher education opportunities, affordability, and its pro-business local government.

With 24 miles of white sand beaches and emerald green water, Okaloosa County is what Florida vacation dreams are made of. Residents and tourists visiting Okaloosa County can enjoy several beaches and water activities including boating, jet skiing, paddleboarding, and offshore fishing. While the beaches are Okaloosa's crown jewel, the County also offers many off-beach activities including world-class golf courses, shopping, river rafting, canoeing, and camping and hiking in Blackwater River State Park and Eglin Reservation. In north Okaloosa County, visitors and residents can enjoy historic "Small Town America" in Crestview's downtown main street.

Okaloosa County 2045 Mobility Plan

The Okaloosa 2045 Mobility Plan proposes multimodal infrastructure projects, policies, and programs, and brings together various County initiatives to proactively plan for growth so that Okaloosa County can continue to be an outstanding place. The Mobility Plan is more than just a list of piecemeal improvements to Okaloosa's streets, it is a vision and strategy, over the next 21 years, to improve its mobility, strengthen its economy, and promote continued growth while maintaining both a high quality of life for its resident and a high-quality experience for its visitors.

This is done by planning for multimodal transportation projects that provide people choices: whether they want to walk, bicycle, ride transit, use new mobility technology, or continue to drive their cars.

The Mobility Plan seeks to further emphasize and build upon existing plans and projects such as the Okaloosa-Walton County Long Range Transportation Plan, the Okaloosa County Comprehensive Plan, FDOT’s 5-Year Work Program, and the planned Crestview Bypass to improve mobility and accessibility for vehicles and multimodal travel throughout the County.

The 2045 Mobility Plan consists of two (2) distinct plans: (1) **Corridors Plan**; and (2) **Intersections Plan**. The two plans include sidewalks, multi-use trails, multi-use paths, bicycle lanes, multimodal lanes, road widenings, new complete streets, complete street corridor studies, multimodal safety enhancements, and the future Southwest Crestview Bypass, Northwest Crestview Bypass, and East-West Connector.

MOBILITY PLANNING

What is a Mobility Plan?

A Mobility Plan is a forward-looking and progressive approach that sets forth a **vision of a multimodal transportation system** that emphasizes the movement of people over cars and provides people with the opportunity to safely, comfortably, and conveniently walk, bicycle, ride transit, drive or use new mobility technology to move around their towns, cities, or counties.

An effective Mobility Plan provides a blueprint for that vision that identifies **multimodal transportation improvements** such as sidewalks, trails, multimodal lanes, and intersection and crosswalk improvements to accommodate new growth, based on the Future Land Use Element of the Comprehensive Plan, and serve as the basis for development of a Mobility Fee that serves as a funding source for multimodal transportation improvements (**Figure 1**).

Mobility Plans may also be used to reduce vehicle congestion by adding turn lanes at busy intersections and improving traffic signals. Lastly, Mobility Plans may also identify **strategic policies and programs** that facilitate implementation of the proposed infrastructure projects.

Figure 1. Integrating Land Use, Transportation & Funding



What is Different About a Mobility Plan?

As Florida continues to grow, it is becoming increasingly difficult and expensive for its counties and cities to strike a balance between reducing congestion and accommodating new development while also preserving the quality of life in a community and protecting existing residential neighborhoods. The traditional, car-oriented approach has been to solve congestion by adding road capacity and building new roads.

Transportation concurrency unintentionally intensified this approach by incentivizing developers to build outside urban areas where road capacity is readily available or cheaper to construct. However, many communities have found that this new road capacity is quickly consumed through what is known as induced demand – if driving is made more convenient (i.e., less traffic), more people will drive. Realizing that it is increasingly difficult to “build their way out of congestion,” many local governments are looking for opportunities to provide unique mobility solutions to their communities.

In 2007, in recognition that new and wider roads are not the only means in which to provide mobility, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency that would provide a more equitable and sustainable way for new development to mitigate its impact to the transportation system. A Mobility Plan provides local governments with more flexibility to take a Complete Streets approach to planning its transportation system and to provide more choices for how people get around. **It is intended to shift communities away from the traditional car-oriented approach and towards thinking about how to move people, not only cars, throughout the community.**

The Okaloosa Mobility Plan is focused on: (1) Improve traffic circulation to reduce vehicle congestion and better **move people and goods** to, from, and within the County; (2) building a **complete and connected multimodal infrastructure network** of sidewalks, multi-use paths, multi-use trails, bicycle lanes, and multimodal lanes; (3) improving intersection operations; (4) providing more **visible and safe multimodal crossings**; (5) providing an integrated transportation system that strengthens and provides **mobility and accessibility in Okaloosa County**.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Mobility Fees, as a replacement for transportation concurrency, proportionate share, and road impact fees (Florida Statute 163.3180). **Mobility Fees serve as a funding mechanism to fund the multimodal projects proposed in the Mobility Plan and compared to road impact fees, provide more flexibility in how the funds are expended.**

While projects funded by road impact fees are spent on widening roads and building new roads, Mobility Fees provide Okaloosa County with a funding source that can be used to fund a variety of multimodal transportation projects, policies, and programs that emphasize moving people and providing people with viable choices to move about the community (Figure 2).

Figure 2. Moving People, Providing Choices



Why Does Okaloosa County Need a Mobility Plan?

Okaloosa County is projected to continue experiencing significant population and employment growth that will add new homes, businesses, and shops to the community over the next 21 years based on the Future Land Use Elements of the Comprehensive Plan. These new residents and businesses will generate additional traffic and increase the demand for multimodal transportation projects to travel within the County and to and from surrounding communities.

A Mobility Plan is needed to guide the strategic implementation of multimodal transportation projects that will retrofit existing streets. A Mobility Plan assist the County with balancing the need to both accommodate new growth, while also enhancing mobility for its existing residents, employees, businesses, students, and visitors to the community.

The Mobility Plan also serves as a basis for the County's Mobility Fee by identifying multimodal projects and priorities. A Mobility Plan helps Okaloosa County to position itself to take advantage of additional funding opportunities such as federal, state, and regional assistance programs and grants. For example, in coordination with the Okaloosa-Walton County Transportation Planning Organization (TPO), projects in the Okaloosa County 2045 Mobility Plan may be identified for funding through inclusion in the region's Long Range Transportation Plan.

Mobility Planning in the Comprehensive Plan

The following are an excerpt of goals, objectives, and policies from the amended Multimodal Transportation Element:

CHAPTER 2.2 MULTIMODAL TRANSPORTATION ELEMENT

Goal 1: Provide a safe, efficient, convenient, and interconnected multimodal transportation system that enhances mobility for all users and provides people the choice to walk, bicycle, ride transit, use new mobility technology, or drive a vehicle.

Objective 1.1 Develop a forward-looking mobility plan that identifies multimodal projects to accommodate the mobility demands of projected growth in travel demand consistent with the Future Land Use Element and that serves as the foundation for adoption of an alternative transportation system.

Policy 1.1.1 The multimodal projects identified in the mobility plan shall emphasize:

- a. Improving traffic circulation for existing and future development to reduce vehicle congestion and better move people and goods to, from, and within the County;
- b. Creating a complete and connected network of sidewalks, paths, trails, and bicycle lanes that connect existing and planned residential areas with community, education, employment, recreation, and retail destinations;
- c. Enhancing existing intersection operations and safety and planning for safe and efficient future intersections that designed to meet the demands from new development and accommodate all users of the multimodal transportation system;
- d. Providing more visible and safe multimodal crossings of driveways, intersections, and roadways for existing and future residents walking, bicycling, using assisted mobility devices, accessing transit, and riding personal mobility devices;
- e. Continue developing an integrated multimodal transportation system that strengthens and provides mobility and accessibility for existing and future County residents, business, and visitors.

Policy 1.1.2 To ensure that the multimodal projects identified in the mobility plan are adequate to serve existing and future travel demand from new development, the horizon year for the mobility plan shall be consistent with either the latest Comprehensive Plan or the most recently adopted Long Range Transportation Plan.

Policy 1.1.3 The County shall utilize the multimodal projects identified in the mobility plan, the most recently adopted Long-Range Transportation Plan, and the infrastructure sales tax project list, to annually develop the Capital Improvements Program.

Policy 1.1.4 The mobility plan shall be implemented, maintained, and periodically updated by the County and incorporate projects from the Long-Range Transportation Plan, the infrastructure sales tax project list, and any accepted or approved plans or studies. The County shall utilize the Mobility Plan to identify funded multimodal projects and anticipated multimodal projects to be funded over a 10-year period. These projects shall be incorporated into updates of the Capital Improvements Element. The mobility plan shall be updated no later than every five (5) years consistent with the time frame for updates of the Long-Range Transportation Plan.

Policy 1.1.5 The multimodal projects in the mobility plan shall be coordinated with road reconstruction, rehabilitation, or resurfacing projects and new or upgraded utility projects within road rights-of-way or easements to potentially advance construction of the projects.

Policy 1.1.6 The mobility plan shall include an inventory of the existing functional classification, number of lanes, posted speed limit, sidewalks, bike lanes, shared-use paths and maps that illustrate new and widened roadways, intersection improvements, new roads and multimodal improvements, upgrades to roadways, and projected changes in functional classification.

Objective 1.3 Transition from a transportation concurrency system focused on the regulation of road capacity and the movement of motor vehicles towards an alternative transportation system focused on planning for mobility emphasizing the movement of people.

Policy 1.3.1 The County shall adopt a mobility fee, based on the multimodal projects identified in the mobility plan, as an alternative transportation system that replaces transportation concurrency and proportionate fair share through-out all of unincorporated Okaloosa County.

Policy 1.3.2 The mobility fee is a one-time payment to allow new development within unincorporated Okaloosa County to equitably mitigate its travel demand impact to the multimodal transportation system.

Policy 1.3.3 Mobility fees are intended to mitigate off-site impacts from new development to the multimodal transportation system. The County may establish separate criteria and requirements to address site-related impacts and impacts to the multimodal transportation system from future land use map or element amendments that result in an increase in traffic above existing land use designations.

Policy 1.3.4 The mobility fee shall initially feature a single uniform assessment area for all new development within unincorporated Okaloosa County. Future mobility fee updates may feature multiple assessment areas where mobility fee rates differ based on difference in travel demand, mixed-use development patterns, or the need for multimodal projects. Assessment areas shall be established in the implementing mobility fee ordinance.

Policy 1.3.5 The mobility fee shall initially feature a two benefit districts to ensure that mobility fees are expended on multimodal projects within the district to provide a mobility benefit to new development that paid the mobility fee. Future mobility fee updates may feature additional benefit districts, including districts established for new development that advance multimodal projects. Benefit districts shall be established in the implementing mobility fee ordinance.

Policy 1.3.6 Mobility fees shall be used as a funding source, along with gas taxes, sales taxes, and other available revenue sources, for multimodal projects.

Policy 1.3.7 The mobility plan and mobility fee shall be updated by the County at least once every five years from the date of last adoption. The mobility plan may be updated more frequently to reflect funding constraints and opportunities. More frequent updates of the mobility fee are subject to statutory requirements. In some instances, mobility fees may require update to address legal or statutory requirements.

Policy 1.3.8 A municipality may enter into an interlocal agreement with the County to participate in the mobility plan and mobility fee system. The interlocal agreement shall address the administration, implementation, maintenance, and update of mobility fees within the municipality.

LEVEL & QUALITY OF SERVICE

Okaloosa County has experienced sustained growth over the last few decades. While an increasing number of people across the nation look to call Florida home, Okaloosa County can expect to attract new residents with its beautiful natural features, recreational amenities, highly rated school system, and higher education opportunities. As it grows, Okaloosa County's biggest challenge will be to find a balance between accommodating this growth in development and maintaining its quality of life and local character.

One way to do this is by taking a close look at traditional transportation planning practices and approaching mobility from a new perspective. The adoption of a mobility plan is an opportunity to expand beyond the current practice of evaluating the current transportation system solely on the availability of road capacity on a segment-by-segment basis. Florida Statute Section 163.3180 allows local governments to establish areawide roadway level of service (LOS) standards and multimodal quality of service (QOS) standards for people bicycling, walking, accessing transit, and making roads safer for all users.

Areawide roadway LOS standards and multimodal QOS standards are intended to be used for the following planning and design activities and incorporation into the Comprehensive Plan (CP) and Land Development Code (LDC):

1. Identification of multimodal projects to develop and update the Mobility Plan,
2. Performance measures to evaluate over time changes in service and mobility provided,
3. Determining multimodal capacities for the multimodal projects in the Mobility Plan,
4. Prioritizing multimodal projects for annual capital improvement programming,
5. Developing Complete Streets design standards in the LDRs for new and retrofitted streets,
6. Implementing FDOT's Context Classifications for Complete Streets,
7. Developing mobility strategies in the CP and LDRs for new development,
8. Developing multimodal site access analysis,
9. Developing internal street evaluation requirements, and
10. Developing multimodal criteria to review CP amendments and Rezonings.

The intent of an areawide analysis is to evaluate the traffic and capacity of multiple roads across a transportation system versus an individual segment-by-segment analysis. The standard approach to evaluating individual segments is using a metric known as a volume-to-capacity (V/C) ratio, with the capacity based on an adopted LOS standard for the road. The V/C ratio is used to measure AM Peak Hour (between 7 AM and 9 AM), PM Peak Hour (between 4 PM and 6 PM), and Daily traffic (aka AADT) by dividing the traffic (for a given time-period) and capacity (based on an adopted LOS standard) for the roadway segment.

For example, a four-lane road with 30,000 cars a day and a capacity of 40,000 cars based on a LOS standard of "E" would have a V/C of .75%: meaning the road has available capacity. A two-lane road with 20,000 cars a day and a capacity of 18,500 based on a LOS standard of "E" would have a V/C of 1.08%: meaning the road is over capacity.

An areawide LOS analysis is conducted in recognition of the potential for an interconnected network to disperse traffic across multiple corridors. Using the two (2) road examples from above, the combined traffic for the two roads is 50,000 cars a day, with a combined capacity of 58,500, resulting in a V/C ratio of .86%. Under this approach, evaluating the two (2) roads together indicates that there is available road capacity. To truly account for the capacity over a given area, the V/C analysis is expanded to also include the length of roadways, resulting in a vehicle mile of travel (VMT) and vehicle miles of capacity (VMC) analysis, otherwise known as a VMT/VMC ratio.

An areawide VMT/VMC analysis combines the travel (AADT) and capacity (at the adopted LOS Standard) for multiple roads. The capacity of roadways can be based on the applicable adopted LOS standard. The intent of a roadway specific LOS would be to establish a capacity for use in the areawide analysis. The benefit of an areawide approach is that it provides the County with increased flexibility to determine when, or if, an existing road needs to be widened to add road capacity due to existing or projected traffic. An areawide approach allows Okaloosa County to either construct a new road or to utilize the capacity of existing roads within a defined area, as opposed to widening an existing road to achieve the adopted LOS standard.

An areawide LOS analysis was performed for **arterials and collectors** on County and State Roads detailed in the Okaloosa County Mobility Plan & Mobility Fee Technical Report (**Appendix A**). Based on the evaluation of existing conditions, the areawide LOS analysis for **arterials and collectors** on County and State Roads results in a VMT/VMC ratio for 2024 of 0.62 (**Table 1**). *In simplified terms, traffic in 2024 within the County is using 62% of the available capacity for arterials and collectors* on County and State Roads.

TABLE 1. 2024 EXISTING CONDITIONS EVALUATION

Functional Classification	Length (mi)	Lane Miles	2024 Vehicle Miles of Travel (VMT)	2024 Vehicle Miles of Capacity (VMC)	VMT /VMC
Minor Collector	15.48	30.96	28,769	190,274	0.15
Major Collector	62.84	133.66	404,362	885,088	0.46
Minor Arterial	97.74	251.22	1,089,805	1,710,603	0.64
Principal Arterial	94.49	365.40	2,936,450	3,602,499	0.82
Limited Access	39.24	132.46	971,718	2,312,145	0.42
Total	309.79	913.70	5,431,104	8,700,608	0.62

Source: Traffic Characteristics Report (**Appendix A**).

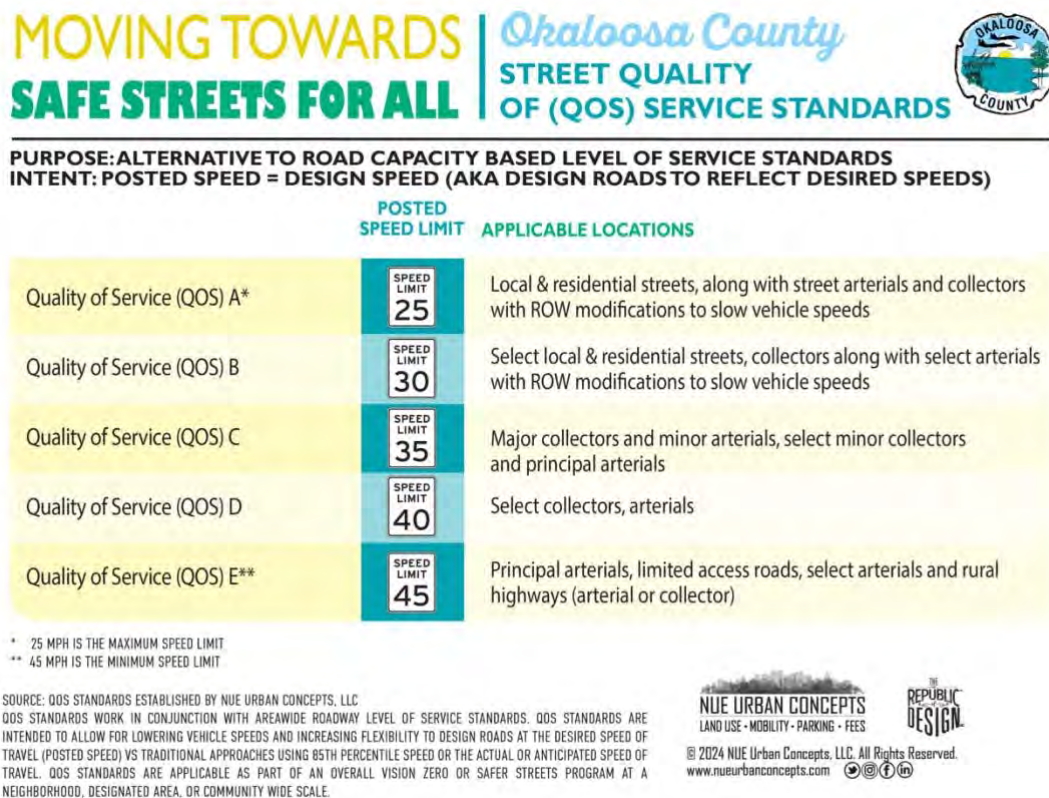
Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal quality of service (QOS) standards as part of a mobility plan and mobility funding systems. Street quality of service (QOS) standards, based on posted speed limits, are intended to be used in conjunction with areawide roadway LOS standards as a planning tool used for innovative street design. Multimodal QOS standards are based on the types of facilities for people walking, bicycling, using micromobility, and riding microtransit included in the Mobility Plan.

The establishment of street quality of service (QOS) standards based on the posted speed limit is both an alternative and a complement to areawide roadway LOS standards (**Figure 3**). *While areawide roadway LOS standards are based on road capacity to move cars, street QOS standards are intended to enhance mobility and safety for all users of the transportation system by prioritizing slower speeds for cars for local roads and residential streets.*

Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speeds increase, so does the probability that a crash involving people walking, bicycling, or driving will result in one or more fatalities. The street QOS standards are the inverse of roadway LOS standards. As speed limits go down, street QOS goes up and provides increased flexibility to design safer streets for all users. Whereas, for roadway LOS, as speed limits go down, road LOS also goes down, requiring the need to look at ways to add road capacity. *Street QOS standards allow for slower speeds in residential and urbanizing areas, providing planners and engineers with greater flexibility to implement innovative designs, such as shared, low speed, or complete streets, narrow travel lanes, and allowing buildings and trees closer to travel lanes.*

To ensure streets are designed to be safer for all users, design speeds are intended to be based on posted speed limits. This approach differs greatly from the 85th percentile speed of travel traditionally used to design roads and streets based on the speeds at which 85% of drivers travel. This traditional approach prioritizes driving vehicles. The following Street QOS standards allow for slower speeds, where appropriate, in urban and suburban residential areas, where more people walk and bike; while also recognizing that higher posted speeds occur on roads carrying higher volumes of motor vehicles that serve countywide and regional travel (Figure 3).

Figure 3. Multimodal QOS Standards for Complete Streets



Just because a lower speed limit is posted, does not mean cars will slow down. *Slowing down cars requires physical and visual changes to the street right-of-way that result in people driving slower and people feeling more comfortable bicycling and walking.* Changes in speed limits and resulting changes in street QOS standards would be phased in over time as part of: (1) designing new multimodal projects; (2) reimagining and repurposing existing right-of-way to emphasize the safe movement of people, versus the quick movement of cars (aka complete street reconstruction). The QOS standards and corresponding posted speed limit for the County are proposed to vary by type of multimodal facility, speed, and roadway. The adoption of Street QOS standards is the first step in providing increased flexibility in street design and moving towards the goal of zero fatalities (aka Vision or Target Zero).

The Street QOS establishes a baseline for **arterials and collectors** on County and State Roads from which to measure the Street QOS over-time as part of updates to the Mobility Plan. **The posted speed limits that are used to determine the existing Street QOS are the posted speeds that apply to the majority of the roadway facility being evaluated.**

Speed limits will often transition to lower posted speeds approaching intersections, schools, parks, commercial areas, and other adjacent land uses where lower posted speed limits are appropriate. Speed limits often increase as one drives away from a town, city, or built-up areas to less developed or rural areas. This is frequently the case in northern Okaloosa County.

An analysis of Street Quality of Service (QOS) in Okaloosa County reflects **existing conditions** for **arterials and collectors** on County and State Roads, many of which feature speed limits of 45 MPH or greater, which corresponds to QOS “E” (**Table 2**). The County is in the process of undertaking a systemwide analysis of posted speed limits that would include local roads and residential streets. The majority of local roads and residential streets have speed limits of 30 MPH, consistent with Florida Statute, which would be a QOS of “B”. The analysis allows for a benchmark from which to evaluate future updates of the Mobility Plan and reflect changes from including local and residential County Roads.

TABLE 2. 2024 STREET QUALITY OF SERVICE (QOS)

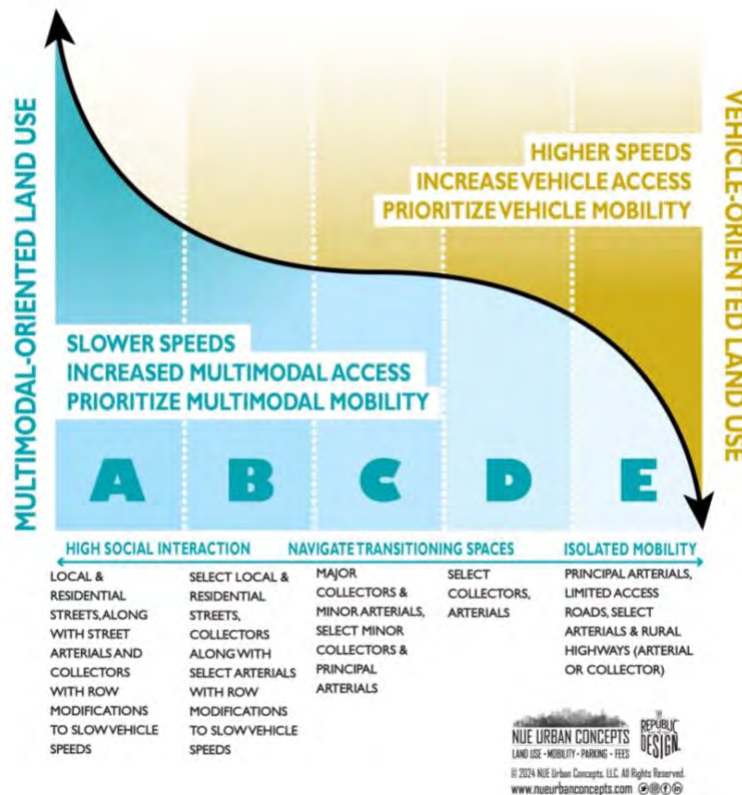
	QOS A (mi)	QOS B (mi)	QOS C (mi)	QOS D (mi)	QOS E (mi)	Total (mi)	Total Percent
County	10.56	5.45	22.84	3.13	53.57	95.55	35.32%
State	0.55	1.16	22.92	11.39	138.98	175.00	64.68%
Total	11.11	6.61	45.76	14.52	192.55	270.55	100%
Total Percent	4.11%	2.44%	16.91%	5.37%	71.17%	100%	

Source: Traffic Characteristics Report (**Appendix A**). Limited Access Facilities are excluded in **Table 2**.

The QOS analysis reflects the difference in urbanized areas where posted speed limits on **arterials and collectors** is typically 35 MPH (QOS “C”) compared with more rural areas where posted speed limits are typically 45 MPH or greater. The calculated Street QOS reflects the function of arterials and collectors on County and State Roads, which is to carry countywide and regional traffic.

The establishment of Street QOS provides guidance to the nine (9) municipalities within the County that may elect to move forward in a similar direction as the County to enhance multimodal transportation. Municipal streets which serve shorter trip lengths and greater access to residential and urban areas will feature higher levels of QOS “A” and “B”. Many of the County’s roads traverse urban areas where municipalities seek to create quality urban spaces for people. Transitioning to a Street QOS is a key component in allowing the County to be a cooperative partner to local municipalities and facilitating the development of these quality spaces.

Figure 4. Speed, Accessibility & Mobility



Establishing street QOS standards based on posted speed limits more accurately reflects:

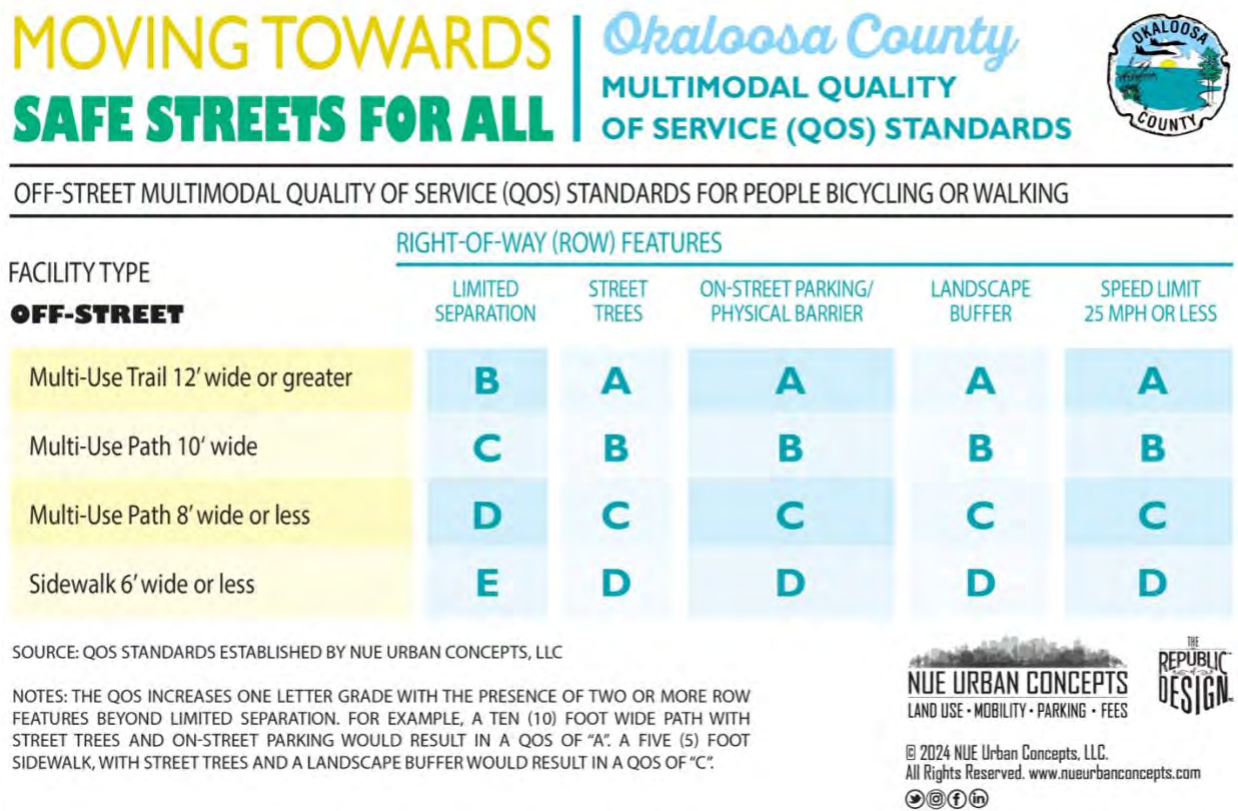
- (1) the purpose of a street (residential v. commercial);*
- (2) the desired level of people walking and bicycling;*
- (3) the primary type of access to adjacent land uses; and*
- (4) the type of travel such as access to homes and schools v. countywide and regional travel (Figure 4).*

Lower speed limits reflect greater accessibility to adjacent land uses by people walking and bicycling and driving in urban and residential areas. The higher the speed limit, the greater the accessibility of motor vehicles to adjacent land uses and driving in commercial areas and between municipalities and regional destinations.

Multimodal QOS standards are used to establish multimodal capacities for the mobility fee calculations. The multimodal QOS standards can also be used for: (1) developing performance measures; (2) mobility planning; (3) design standards; and (4) prioritizing multimodal projects.

The multimodal QOS standards for off-street facilities for people bicycling and walking are based on: (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, and other motor vehicles; and (3) the posted speed limit (**Figure 5**).

Figure 5. Bicycling and Walking Quality of Service (QOS) Standards



An analysis was conducted of the existing Quality of Service (QOS) on **arterials and collectors** on County and State Roads in Okaloosa County for people bicycling and walking on off-street multimodal facilities (sidewalks, multi-use paths, and trails). This analysis shows that roughly 13% of all off-street multimodal facilities in Okaloosa County achieve a QOS of D, while roughly 7% achieve a QOS of E (**Table 3**). The mileage with no facilities reflects that there are a fair amount of rural County and State Roads in the northern portions of Okaloosa County. State Roads also play a significant role in travel within Okaloosa County due to the presence of Eglin Airforce Base. Due to base operations and for national security reasons, SR 85 and SR 285 are the only two (2) publicly accessible roads that traverse Eglin Airforce Base.

There are ongoing discussions at a regional level through the Long Range Transportation Planning process to explore the addition of multimodal facilities along SR 85 and SR 285 in a manner that is compatible with base operations. Further, Eglin Airforce Base is a regional destination and employment hub, resulting in significant travel along US 90, US 98, and all State Roads within the County. The Mobility Plan and Long Range Transportation Plan both include the need for multi-use paths and trails along State Roads. The Crestview Bypass is also being designed and constructed as a multimodal corridor with wider off-street and on-street multimodal facilities.

The existing conditions reflect that there is the potential to construct more off-street multimodal facilities on both County and State Roads (**Table 3**). The intent of this data, inventory and analysis is to establish a benchmark from which to evaluate the performance of mobility planning. The Mobility Plan and Long Range Transportation Plan include a significant number of off-street multimodal improvements planned over the next 21 years. This baseline analysis allows the County to evaluate changes overtime and the performance of the adopted Plans.

TABLE 3. 2024 OFF-STREET MULTIMODAL QUALITY OF SERVICE (QOS)

	QOS A (mi)	QOS B (mi)	QOS C (mi)	QOS D (mi)	QOS E (mi)	No Facility	Total (mi)
North or West side of the right-of-way (ROW)							
County	0.0	2.23	2.08	8.87	3.18	79.19	95.55
State	0.44	0.32	3.01	26.23	15.92	129.07	175.00
Total	0.44	2.55	5.09	35.09	19.11	208.27	270.55
Total Percent	0.16%	0.94%	1.88%	12.97%	7.06%	76.98%	100%
South or East side of the right-of-way (ROW)							
County	0.00	0.44	0.27	11.39	3.37	80.09	95.55
State	0.00	0.00	8.00	23.48	15.37	128.15	175.00
Total	0.00	0.44	8.27	34.87	18.74	208.24	270.55
Total Percent	0.00%	0.16%	3.06%	12.89%	6.93%	76.97	100%

Source: Multimodal Quality of Service (**Appendix B**).

The multimodal QOS standards for on-street bike lanes and multimodal lanes that accommodate travel demand for people riding a bicycle, e-bike, e-scooter, other micromobility device, or for microtransit vehicles are based on the width of the facility, the level of physical separation from motor vehicle travel lanes, the visibility of the facility, and the posted speed limit (**Figure 6**).

The proposed multimodal QOS standards for people bicycling, riding micromobility devices, and microtransit vehicles are intended for on-street facilities (Figure 6). People riding bicycles may also use sidewalks, multi-use paths, and multi-use trails. The use of micromobility devices and microtransit vehicles on sidewalks and multi-use paths and trails would require adoption of ordinances by the County to permit their use on off-street multimodal facilities.

Figure 6. Bicycling, Micromobility & Microtransit Quality of Service (QOS) Standards

MOVING TOWARDS SAFE STREETS FOR ALL | Okaloosa County MULTIMODAL QUALITY OF SERVICE (QOS) STANDARDS 

ON-STREET MULTIMODAL QUALITY OF SERVICE (QOS) STANDARDS

MULTIMODAL LANE FOR MOTORIZED AND NON-MOTORIZED TRANSPORTATION (10-20 MPH)

FACILITY TYPE ON-STREET	TYPES OF SEPARATION FROM TRAVEL LANES			SIGNS AND/OR MARKINGS	
	LIMITED SEPARATION	PROTECTED	BUFFERED	ENHANCED VISIBILITY MARKINGS	25 MPH SPEED LIMIT
Bike / Multimodal Lane* 7' wide or wider	C	A	B	B	C
Bike / Multimodal Lane* 5' to 6' wide	D	B	C	C	C
Bike Lane 4' wide	E	C	D	D	C
Paved Shoulder (Arterial or Collector)	E	—	D	—	C
Advisory Bike Lane (3'- 8' wide) Local / Residential Street only	D	A	B	B	—

* MULTIMODAL = ELECTRIC MICROMOBILITY (E.G., SCOOTER) & MICROTRANSIT (E.G., GOLF CART)

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC

NOTES: THE QOS INCREASES ONE LETTER GRADE WITH THE PRESENCE OF TWO OR MORE ROW FEATURES BEYOND LIMITED SEPARATION (E.G., 5' BUFFERED BIKE LANE WITH ENHANCED MARKINGS = QOS B). PROTECTED BIKE LANES FEATURE A PHYSICAL BARRIER SUCH AS A RAISED MEDIAN BETWEEN VEHICLE AND BICYCLE LANES. BUFFERED BIKE LANES FEATURE A BUFFER AT LEAST TWO (2) FEET IN WIDTH WITH EITHER CHEVRONS, RPMS, OR FLEX POSTS BETWEEN VEHICLE AND BICYCLE LANES. ENHANCED VISIBILITY INCLUDES PAVEMENT MARKINGS, SUCH AS GREEN OR BLUE LANES, GREEN OR BLUE LANE MARKINGS APPROACHING INTERSECTIONS AND DRIVEWAYS, OR DOUBLE LINES SPACED A MINIMUM OF FOUR (4) INCHES APART AND FEATURING RPMS OR FLEX POSTS BETWEEN VEHICLE AND BICYCLE LANES.



The term “bike lane” no longer reflects all the potential users of these lanes that accommodate people traveling between 5 and 15 mph. Bicycle lanes or “multimodal” lanes provide a way for the County to accommodate additional modes of travel besides bicycles. Neither FDOT, AASHTO, or NACTO have settled on a defined term for lanes that accommodate modes of travel beyond just bicycles. “Advisory Bike Lanes” are primarily intended for local and residential streets and can accommodate multiple modes of travel.

An analysis was conducted of the existing On-Street Multimodal Quality of Service (QOS) on **arterials and collectors** on County and State Roads in Okaloosa County for bicycling, micromobility, and microtransit. This analysis shows that 4.08% of all streets in Okaloosa County achieve a QOS of D and 11.89% achieve a QOS of E (**Table 4**).

TABLE 4. 2024 ON-STREET MULTIMODAL QUALITY OF SERVICE (QOS)

	QOS A (mi)	QOS B (mi)	QOS C (mi)	QOS D (mi)	QOS E (mi)	No Facility	Total (mi)
County	0.0	0.0	0.0	0.0	2.14	93.41	95.55
State	0.0	0.0	0.0	11.04	30.03	133.93	175.00
Total	0.0	0.0	0.0	11.04	32.17	227.34	270.55
Total Percent	0.0%	0.0%	0.0%	4.08%	11.89%	84.03%	100%

Source: Multimodal Quality of Service (**Appendix B**).

Many of the County and State roads in rural parts of the County may not be appropriate contexts for bicycle, micromobility, and microtransit use. However, this evaluation serves as a baseline for existing conditions to evaluate changes over time. FDOT has adopted policies to include buffered bike lanes on State Road improvements. The plans for the Crestview Bypass also include buffered bike lanes. County Plan for Santa Rosa Blvd are evaluating different types of bicycle and multimodal lane options for the Corridor. There is a Statewide trend on higher traffic volume and higher speed roads to prioritize off-street multimodal facilities for people bicycling and walking. The Mobility Plan and Long Range Transportation Plan both reflect a greater number of off-street sidewalks, paths, and trails versus on-street bicycle lanes.

The County’s currently adopted roadway LOS standards are primarily intended to implement transportation concurrency and identify the need for additional road capacity on a segment-by-segment basis. Policy 1.2.5 of the Multimodal Transportation Element does include the following roadway LOS standards to be used for mobility plan, not regulating road capacity:

- a. South of the northern limits of Eglin Airforce Base: Road LOS Standard of “E”.
- b. North of Eglin Airforce Base: Road LOS Standard of “D”.
- c. Interstate 10, U.S. Highways, and State Roads: FDOT established Road LOS Standards.

These standards can be used for mobility planning and for conducting areawide LOS analysis to evaluate the overall capacity of the road network (**Table 1**). These standards may also be used to evaluate site access connections, traffic impacts from future land use amendments, and intergovernmental coordination for planning and pursuit of funding opportunities.

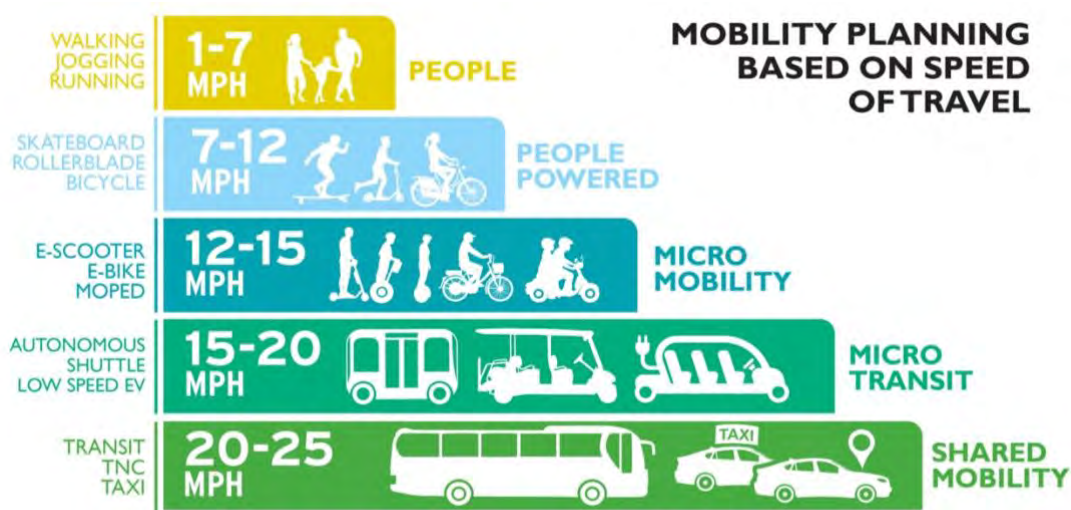
CREATING SAFER STREETS FOR ALL

Mobility Planning Based on Travel Speed

Transportation modes are often grouped into two categories, cars and “multimodal.” While slowing the speed of cars makes the biggest overall impact on street safety for other road users, there are significant speed differentials between different types of multimodal modes that can also sometimes create unsafe situations. Sidewalks and paths are designed to accommodate people bicycling, jogging, walking, or pushing a stroller at 1 to 7 miles per hour, while roads are designed to accommodate people driving cars between 20 and 50 miles per hour. This is a large speed difference that creates a “missing middle mode” in how local governments currently build their transportation infrastructure.

The speed of multimodal travel generally falls within five tiers, each of which requires appropriate multimodal improvements to accommodate the desired speed of travel (Figure 7). People riding electric bicycles or scooters, driving electric low speed vehicles or riding a transit circulator are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads. It is not preferred, and can be unsafe for pedestrians, for electric bicycles or electric scooters to use sidewalks in the County, even though Florida Statute allows them to be used wherever bicycles are used unless the County adopts regulations regarding their use. It is also not preferred, and most often not safe, for bicycles, low speed electric vehicles, or scooters to use the entire lane on major roads, even though Florida Statute allows them to use the entire lane where other infrastructure is not available.

Figure 7. Speed of Travel

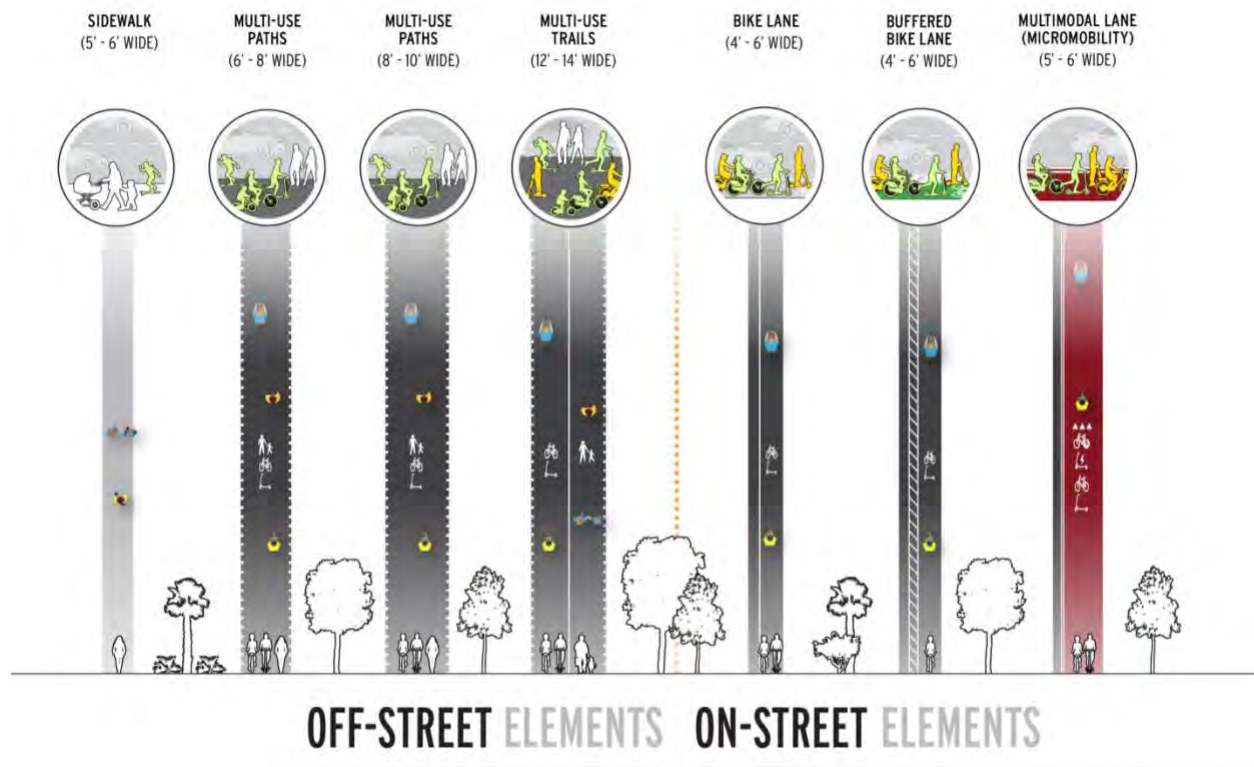


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The Mobility Plan attempts to accommodate multiple modes, traveling at varying speeds, with infrastructure that is appropriate and safe for each mode. As micromobility (e.g., electric bikes and electric scooters), microtransit (e.g., golf carts, neighborhood electric vehicles, and autonomous transit shuttles), and shared mobility (e.g., transit, ride-hail, and car-share) devices, services, and programs expand, there will be a need to reimagine and repurpose road and street rights-of-way and travel lanes to accommodate different speeds of travel. Future updates of the Mobility Plan may involve additional multimodal projects to accommodate desired modes of travel and reflect new mobility technology.

The Mobility Plan recommends a variety of multimodal facilities including sidewalks, bike lanes, multimodal lanes, multi-use paths, multi-use trails, and complete streets. The graphic below illustrates the types of multimodal projects, both on-street and off-street, that are included in the Mobility Plan (Figure 8). Sidewalks, bike lanes, and multi-use paths are intended to be primarily used by people bicycling and walking (non-motorized travel). However, multi-use paths and multi-use trails can also be used by micromobility devices (motorized travel).

Figure 8. Off-Street & On-Street Multimodal Project Types



*PAVEMENT MARKING (COLORS) OPTIONAL

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Further, multimodal lanes (on-street) are infrastructure typologies that could be implemented as part of a future Micromobility & Low Speed Electric Vehicle Program and would accommodate low speed electric vehicles such as golf carts and microtransit vehicles. As new micromobility and microtransit technology becomes more prevalent, the term “bike lane” becomes less representative of users of the facility. Thus, the term ‘multimodal lane’ is used in conjunction with the term ‘bike lane’ to reflect the different types of travel that could be accommodated.

MOVING TOWARDS TARGET ZERO

What is Target Zero?

Target Zero (aka Vision Zero) is a fundamentally different way to approach traffic safety that includes a multifaceted approach to:

1. Eliminating traffic fatalities and serious injuries; and
2. Implementing a strategy to reach this goal and provide safe, healthy, and equitable mobility for people of all ages and abilities.

Vision Zero originated in Sweden and in 2019 the City of Oslo was the first to achieve zero traffic deaths. While the feasibility of achieving Vision Zero has been controversial, the concept has quickly swept across the globe where many local governments have adopted Vision Zero policies and action plans that have facilitated significant steps forward to create safe transportation systems for all people.

FDOT uses the term “Target” Zero to address disagreement on the use of the term “Vision”. Other communities have used the phrase “Moving Towards Safer Streets for All.” The Target Zero strategy is governed by a Safe Systems approach. This approach acknowledges that people make mistakes, but these mistakes shouldn’t lead to death. A Safe System is designed and managed to be forgiving to human error and to keep the risk of a mistake low.

Why is Moving Toward Target Zero Needed?

Implementation of the Target Zero strategy is guided by three principles: 1) **Engineering**; 2) **Education**; and 3) **Enforcement**.

In 2022, there were a total of 3,493 lives lost on the state’s roadways and 249,990 injuries from crashes (Florida Highway Safety and Motor Vehicles, 2022). Florida consistently ranks as the most dangerous state in the United States for people walking and bicycling and annually tops the list of cities with the highest per capita rate of fatalities for people walking and bicycling.

In Okaloosa County last year there were a total of 20 fatalities from crashes, a quarter (25%) of which were bicyclists or pedestrians (Florida Highway Safety and Motor Vehicles, 2022). Even with the efforts of the State, counties, and local municipalities to implement Complete Streets, it’s not enough as the rate of both crashes and fatalities involving people walking and bicycling continues to increase.

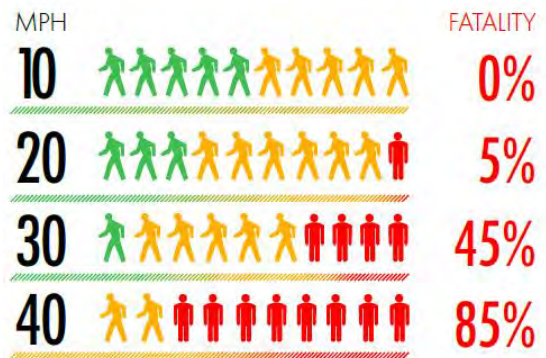
Traffic crashes and fatalities have been taken for granted as a fact of life for decades and “drive safe” has become a standard pliantry – but things haven’t always been this way, and they don’t have to be in the future. Crashes are preventable. A Mobility Plan that emphasizes the safe, comfortable, and convenient movement of all people using the transportation system is an opportunity to reverse this deadly trend and move towards Target Zero.

Design for Safe Speed

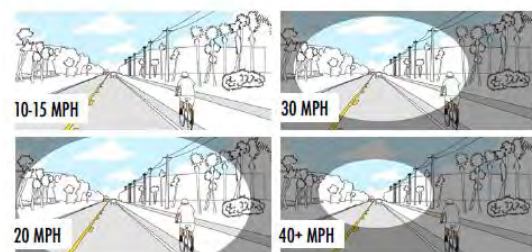
There are two primary components in moving towards Target Zero and Safer Streets for All: **(1) multimodal projects** and **(2) speed of cars**. The Mobility Plan addresses multimodal projects. Speed is the most important variable in reducing crashes, traffic deaths and serious injuries.

Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes (**Figure 9**). As speed increases, so does the probability that a crash involving vulnerable road users (people walking, bicycling, scooting, in wheelchairs, etc.) and motorists will result in one or more fatalities. The adoption of Street QOS is the first of many steps that can be used to evaluate the appropriate speed to reflect adjacent land uses and the desired speed of travel.

Figure 9. Speed and Crash Severity



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid a collision.



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BUILDING A COMPLETE STREETS NETWORK

What are Complete Streets?

Complete Streets are streets that are designed and maintained in consideration of people of all ages and abilities, whether they are walking, biking, scooting, taking the bus, driving, or using wheelchairs. There is no one-size-fits-all design standard for Complete Streets; each Complete Street is unique and context sensitive.

In order to enable safe, convenient, and comfortable travel and access for all people, Complete Streets may include bicycle lanes, multimodal lanes, multi-use paths, trails, traffic calming, landscaped medians / buffers, narrower travel lanes, roundabouts, mid-block crossings, curb extensions, high visibility crosswalks, and more.

What is a Complete Network?

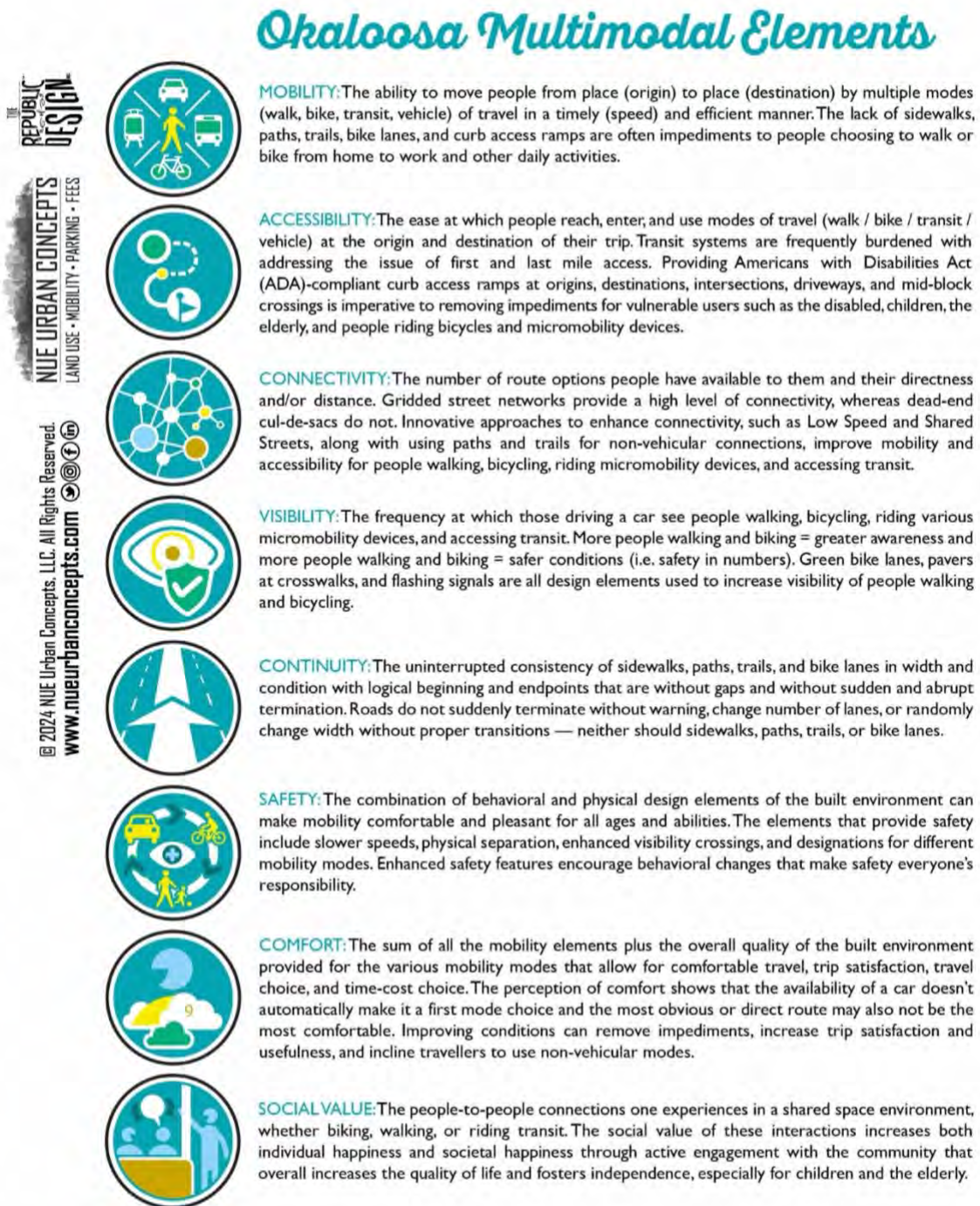
A Complete Network is a network of Complete Streets that is connected, without gaps, and forms a seamlessly integrated system between the various modes of transportation to provide system users with a safe and convenient, door-to-door travel experience. A Completed Network will provide Okaloosa County the opportunity to better partner with its local municipalities to improve its public space and offer safe and convenient transportation for all road users while providing convenient access to the County's assets.

Multimodal Elements of the Mobility Plan

The multimodal improvements identified in the Mobility Plan were established with a comprehensive approach towards building a Complete Street Network. Identified improvements were guided by the fundamental multimodal elements, demonstrated in the following graphic, necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient multimodal transportation system focused on moving people and providing mobility choices.

The multimodal elements to encourage walking and bicycling do not differ much from those that encourage driving: **(1) Mobility; (2) Accessibility; (3) Connectivity; (4) Visibility; (5) Continuity; (6) Safety; (7) Comfort; and (8) Social Value.** If multimodal systems for moving people were built like those for moving cars, far more people would walk, bike, and ride transit (**Figure 10**).

Figure 10. Multimodal Elements



OKALOOSA COUNTY 2045 MOBILITY PLAN

Corridors Plan

The 2045 Mobility Plan consists of separate Plans for **1) Corridors** and **2) Intersections**. The Corridors Plan features multimodal projects for sidewalks, multi-use paths, trails, bike and multimodal lanes, new and reconstructed Complete Streets, the widening of existing roads, and the future Crestview Bypass. The Transportation Map Series illustrates a Countywide Mobility Plan Corridors Map. Separate maps have been prepared for the 1) Crestview, 2) Destin, 3) Fort Walton Beach, 4) Shalimar, and 5) Niceville, Valparaiso, and Blue Water Bay areas to provide for a closer perspective of the multimodal projects in the Corridors Plan (**Appendix C**).

The Corridors Plan maps are accompanied by a corresponding Corridors Plan table that provides the facility name, limits of the project, the length of the project, the entity likely to construct the project, the proposed planning level cost (PLC), person miles of capacity (PMC), projected available funding, preliminary time frame of the multimodal projects, and a detailed description of each project (**Appendix D**). The planning level cost and person miles of capacity are adjusted for projected funding and used in the mobility fee calculations.

The Corridors Plan also includes supplemental multimodal programs and studies that will facilitate effective implementation of the proposed infrastructure projects. Included is a 'Development of a Fee-In-Lieu of Multimodal Improvements Program' that would allow smaller developers or a group of developers to make a payment to the County for site related access and immediately adjacent intersection improvements. This allows the County to pool resources for a given corridor or intersection and construct improvements such as center turn lanes, turn lanes, and traffic control devices in a systematic manner that connects attractors and generators.

The Corridors Plan also includes 'Multimodal Ordinances & Studies' such as corridor or multimodal plans and studies, a traffic count program, pursuit of grant opportunities, ordinances for micromobility and microtransit, and complete streets policies and programs.

To reflect that transportation needs are dynamic, the Corridors Plan includes a 'Mobility Plan Implementation' project which consist of four (4) miles of multimodal improvements 8' or less in width, three (3) miles of multimodal improvements 8' or greater in width, two (2) miles of new complete streets, and two (2) miles of complete street reconstruction.

These multimodal programs and studies allow the County to address new needs or opportunities that may arise and include multimodal projects not specifically identified in the Corridors Plan. New development and redevelopment may also provide opportunities for the County to enter public private partnerships to advance multimodal projects. These programs and studies have also been included in recognition that each year the County amends its Capital Improvements Program as part of the annual budget development and that priorities and elected officials change overtime.

The multimodal programs and studies have also been added to address the recent amendments to Florida Statute Section 163.31801 (The Impact Fee Act) that limit impact fee and mobility fee updates to once every four (4) years, unless there are extraordinary circumstances that warrant an update earlier than every four (4) years. The mobility fee ordinance includes additional details related to what would be considered extraordinary circumstances. The following is a summary of types of projects in the Corridors Plan detailing the length in miles, planning level cost estimate, and person miles of capacity added (**Table 5**). Limited access facilities are funded through state and federal sources and not included in mobility fee calculations.

TABLE 5. MOBILITY PLAN PROJECTS: CORRIDORS PLAN

Multimodal Project	Length (Miles)	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
Multimodal Improvement (8' wide or less)	37.57	\$37,033,057	226,560
Multimodal Improvement (10' wide or greater)	13.62	\$22,467,788	135,540
Multi-Use Trail (12' or wider)	28.21	\$64,144,450	237,828
Northwest Crestview Bypass (Widen Road, New / Reconstructed Complete Street)	18.90	\$157,564,000	686,888
Complete Street Reconstruction	3.42	\$1,553,963	35,832
Complete Street / Corridor Study	20.10	\$4,500,000	-
Multimodal Safety Enhancements	3.83	\$1,766,898	9,600
Widen Road & Multimodal Improvement	28.21	\$326,373,224	1,044,815
Widen Limited Access Facilities	24.56	\$1,511,909,053	-
Multimodal Programs	21.96	\$22,908,264	109,427
Total (with Limited Access Facilities)	200.38	\$2,150,220,715	2,486,490
Total (without Limited Access Facilities)	175.82	\$638,311,662	2,486,490

Source: Mobility Plan Projects (**Appendix D**).

Intersections Plan

Intersections Plan features proposed intersections improvements, a pedestrian overpass on SR 85 at Commerce Center Drive, interchange modifications on I-10, and two future interchanges at I-10 at CR 4 (Antioch Rd) and I-10 at Jericho Road (**Appendix D**). The Transportation Map Series includes a Countywide Mobility Plan Intersections map. Separate maps have been prepared for North Okaloosa County and South Okaloosa County to provide for a closer perspective of the multimodal projects in the Intersections Plan (**Appendix C**).

The Intersections Plan maps are accompanied by a corresponding Intersection Plans table that provides the location of the intersection projects, the entity likely to construct the project, the proposed planning level cost (PLC), person miles of capacity (PMC), projected available funding, preliminary time frame of the multimodal project, and a detailed description of each intersection project (**Appendix D**). The following is a summary of types and number of projects in the Intersections Plan including planning level cost and person miles of capacity (**Table 6**).

TABLE 6. MOBILITY PLAN PROJECTS: INTERSECTIONS PLAN

Multimodal Project	Number	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
Intersection	22	\$63,065,223	157,300
Interchange	4	\$57,171,687	79,700
Pedestrian Overpass	1	\$5,800,000	10,000
Multimodal Crossings	20	\$4,417,250	24,000
Mobility Plan Implementation: Intersections	20	\$15,000,000	70,000
<i>Total</i>	<i>42 intersections 4 interchanges 1 pedestrian overpass 20 multimodal crossings</i>	<i>\$145,454,160</i>	<i>341,000</i>

Source: Mobility Plan Projects (**Appendix D**).

THE MULTIMODAL TRANSPORTATION ELEMENT

Implementation

The implementation of the Multimodal Transportation Element will be through adoption, maintenance, and update of the County's Mobility Plan. A significant level of multimodal data collection has been undertaken as part of the development of the Mobility Plan. The amendments to the County's Comprehensive Plan were the first step in moving toward a transportation system focused on the regulation of road capacity towards a multimodal system that emphasizes safety, connectivity, and convenience.

The transition away from Roadway Level-of-Service (LOS) towards Street and Multimodal Quality of Service (QOS) is a significant, but necessary step to transition from transportation concurrency and proportionate share to mobility fees for mitigation of development impacts. Okaloosa County features a different land use pattern and transportation system north and south of Eglin Air Force Base. South of Eglin, most of the developable land is already within a municipality and there is an interconnected roadway network with a need for retrofit of rights-of-way (ROW) to incorporate multimodal elements such as sidewalks, shared-use paths, and trails. Except for the need for capacity improvements along portions of US Hwy 98 and SR 20, there are few proposed road and intersection capacity improvements within unincorporated Okaloosa County. Municipalities are focused on enhancing multimodal access and facilities.

The need for future roadway capacity north of the City of Niceville would entail plans for widening SR 293 as a limited access toll road by the State. SR 285 to Walton County and SR 85 to Crestview are the only two north south corridors that connect north and south Okaloosa. Given both are State Roads and both traverse Eglin Air Force Base, the County has little control of what happens along both corridors, except through intergovernmental coordination. The Mobility Plan recognized the need for both roads to be improved by the State and the County's desire, if feasible, is for a multimodal trail or shared-use path along SR 85 to provide multimodal connectivity to the extent Eglin Air Force Base would agree to such an improvement.

North of Eglin Air Force Base is where most new growth is likely to occur in unincorporated County and within the City of Crestview. The biggest capacity improvement that the County seeks to make is to continue implementing the Crestview By-Pass to provide an alternative to SR 85. The County supports FDOT efforts to make capacity improvements where feasible along SR 85 and supports Crestview's efforts to implement access management along SR 85.

The City of Crestview and the County has been coordinating to develop a network of major local roads, minor and major collectors to enhance connectivity, provide parallel alternatives to SR 85 and US 90, and to ensure that as annexations occur into the City that new development helps to build out the complete street network within the greater Crestview Area.

The desire for greater connectivity and an emphasis on proactive mobility planning and working with developments and the City to enhance mobility is one of the primary factors in moving away from the more antagonist interactions that accompany proportionate share and towards planning for mobility through a mobility fee system.

Under a mobility fee system, all developments pay something for the system, whereas with transportation concurrency, there was always a push to not be the last one standing and getting saddled with the cost to improvement capacity. The City of Crestview is exploring either opting-in to the County’s system or developing its own mobility fee system to ensure development in the City also pays for expanding the multimodal system. The Mobility Plan is the most effective means from which to proactively plan for mobility as development pressures continue to expand and there is a need for continuous coordination with the City and with FDOT.

To that end, one part of development of the Mobility Fee was integrating FDOT’s context classification system into the Traffic Characteristics Report (**Appendix A**). This will require ongoing coordination with FDOT to refine the designations as the County works to integrate the context classification system (**Figure 11**).

Figure 11. FDOT Context Classifications



Transportation Map Series

Florida Statute requires that the Comprehensive Plan include an inventory of existing multimodal facilities and provides a map series to visually relay those facilities as well as plans for future improvements. The development of the Mobility Plan has assisted in establishing a baseline inventory for existing roads and multimodal facilities. The Mobility Plan also seeks to expand the multimodal network primarily through sidewalks and shared-use paths. The County is also actively upgrading existing dirt roads into local, major local, and collector roads. There is also significant development occurring through-out greater Crestview. This results in a constantly changing and evolving transportation system.

The County believes that the best way to maintain and update the system of roads, sidewalks, and other multimodal facilities is through the Mobility Plan. The County will also be actively using the Mobility Plan to develop annual updates of the Capital Improvements Program and will be working to integrate transportation improvements through the sales tax program. The County will also be updating its traffic impact analysis requirements to focus on driveway connections, internal circulation, complete streets, and multimodal connectivity with adjacent parcels. The Mobility Fee will provide a funding source for improvements and allow the County to work with developments to front-end improvements and be reimbursed through Mobility Fees.

The following is the map series that will be maintained and updated through the Mobility Plan to assist in implementation of the Multimodal Transportation Element:

Map A:	Functional Classification (Table 7)
Map B:	Number of Lanes (Table 8)
Map C:	Speed Limits (Table 9)
Map D:	Reserved (Table 10 - Reserved)
Map E:	Mobility Plan Corridors Plan (Table 5)
Map F:	Mobility Plan Intersection Improvements (Table 6)
Map G:	North Okaloosa Corridor Evaluation Plan (Table 11 - Reserved)
Map H:	Reserved (Table 12 - Reserved)
Map I:	Street Quality of Service (QOS) (Table 13)
Map J:	Off-Street Multimodal Facilities (Table 14)
Map K:	Off-Street Multimodal Quality of Service (QOS) South Okaloosa (Table 3)
Map L:	Off-Street Multimodal Quality of Service (QOS) North Okaloosa (Table 3)
Map M:	On-Street Multimodal Facilities (Table 15)
Map N:	Off-Street Multimodal Quality of Service (QOS) (Table 4)
Map O:	Reserved (Table 16 - Reserved)

Functional Classification

The functional classification map identifies arterial, collector, and limited access facilities for County Roads and State Roads. The Traffic Characteristics Report includes the functional classification for all major roads. The Multimodal Transportation Element also includes a table of functionally classified major roads. The following is a summary of the total mileage by functional classification for County and State Roads (**Table 7**).

TABLE 7. FUNCTIONAL CLASSIFICATION

Functional Classification	County (miles)	State (miles)	Total (miles)
Minor Collector	15.48	0.00	15.48
Major Collector	61.61	1.23	62.84
Minor Arterial	16.59	81.15	97.74
Principal Arterial	1.87	92.62	94.49
Limited Access	0.00	39.24	39.24
<i>Total</i>	95.55	214.24	309.79

Source: Traffic Characteristics Report (**Appendix A**).

Number of Lanes

The number of lanes maps identifies the number of lanes for all major County Roads and State Roads. The Traffic Characteristics Report includes the number of lanes as well as median type for all major roads. The following is a summary of the total mileage by number of lanes for County and State Roads (**Table 8**).

TABLE 8. NUMBER OF LANES

Number of Lanes	County (miles)	State (miles)	Total (miles)
Two (2) Lanes	87.02	73.64	160.66
Three (3) Lanes	0.00	0.84	0.84
Four (4) Lanes	8.53	89.73	98.26
Five (5) Lanes	0.00	0.38	0.38
Six (6) Lanes	0.00	10.41	10.41
<i>Total</i>	95.55	175.00	270.55

Source: Traffic Characteristics Report (**Appendix A**). Analysis excludes limited access facilities.

Speed Limits

The collection of posted speed limits for **arterial and collectors** on County and State Roads has been undertaken to calculate the Street QOS for the major roads in the County. The role of posted speed limits and its relationship to Street QOS and replacement of Roadway level of service (LOS) is discussed in more detail under the Quality of Service (QOS) Standard section.

The data in the Traffic Characteristics Report contains the existing posted speed limits for County and State arterials and collectors (**Appendix A**). *The posted speed limit represents the predominate speed limit along a corridor. The posted speed limits are not intended to reflect every change in posted speed along a corridor.* The following summary of posted speed limits corresponds to Street QOS standards and illustrates the miles of roads and percentage of overall mileage within the applicable Street QOS standards range by governmental entity (**Table 9**).

TABLE 9. SPEED LIMITS

Speed Limit	County (miles)	County (percentage)	State (miles)	State (percentage)	Total (miles)	Total (percentage)
25 MPH or Less	10.56	3.90%	0.55	0.20%	11.11	4.11%
30 MPH	5.45	2.01%	1.16	0.43%	6.61	2.44%
35 MPH	22.84	8.44%	22.92	8.47%	45.76	16.91%
40 MPH	3.13	1.16%	11.39	4.21%	14.52	5.37%
45 MPH or Greater	53.57	19.80%	138.98	51.37%	192.55	71.17%
<i>Total</i>	95.55	35.32%	175.00	64.68%	270.55	100%

Source: Traffic Characteristics Report (**Appendix A**). Analysis excludes limited access facilities.

The County is undertaking a further evaluation of posted speed limits that will include local roads, residential streets, and where applicable, unimproved roads. The posted speed limits illustrated on **Map C** and those included in the Traffic Characteristics Report (**Appendix A**) are subject to update as further evaluation is undertaken of the posted speed limits. Additional segments may be added to reflect the variation in posted speeds that can occur along a given road facility.

North Okaloosa Corridors

The City of Crestview and Okaloosa County have coordinating over the past year to develop a corridors evaluation map. This map will be used through development review by the City and County to ensure new development helps to expand the complete streets network. Corridors identified on this map maybe become part of a future functional classification map, mobility plan projects, or a separate action plan. Existing corridors are shown as either complete street retrofit candidates or candidates for upgrades in functional classification.

The future arterial corridor shown is the Crestview Bypass. Additional corridors may be added in the future. The underlying GIS data is being developed to add more detailed attributes. At this present time, these are just corridors and have not been incorporated into any tables or reports. The corridors in this map will be part of the mobility plan implementation improvements. Existing corridors that are not illustrated on this map may be included in the Mobility Plan for improvements. Corridors not identified on either the Mobility Plan or the North Okaloosa Corridors map are not intended for improvements at this present time.

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(Tables 10 thru 12 are reserved for future data)

Street Quality of Service (QOS)

To illustrate that QOS standards can meet the statutory requirement for measurable standards and can serve as performance measures, a detailed evaluation of all **arterials and collectors** on County and State Roads was developed (**Appendix A**). The current Street QOS for these **arterials and collectors** is summarized in **Table 13**.

The evaluated **arterials and collectors** on County and State Roads reflect existing conditions based on the posted speed limit applicable to the majority of the road facility evaluated. The County is undertaking additional analysis to collect posted speed limit data on County maintained roads. Many of these roads have posted speed limits of 30 MPH, consistent with Florida Statute. This would result in an increase in mileage achieving a QOS of “B”. The Street QOS analysis reflect that 35 MPH is the predominate posted speed limits on County and State **arterials and collectors** within more developed areas and 45 MPH or greater in less developed areas.

TABLE 13. STREET QUALITY OF SERVICE (QOS)

Functional Classification	QOS A (miles)	QOS B (miles)	QOS C (miles)	QOS D (miles)	QOS E (miles)	Total (miles)
Minor Collector	2.23	2.02	3.08	0.00	8.15	15.48
Major Collector	7.99	3.43	20.99	3.13	27.30	62.84
Minor Arterial	0.34	0.50	6.89	3.25	86.76	97.74
Principal Arterial	0.55	0.66	14.80	8.14	70.34	94.49
Limited Access	0.00	0.00	0.00	0.00	39.24	39.24
Total	11.11	6.61	45.76	14.52	231.79	309.79

Functional Classification	QOS A (percentage)	QOS B (percentage)	QOS C (percentage)	QOS D (percentage)	QOS E (percentage)	Total (percentage)
Minor Collector	0.72%	0.65%	0.99%	0.00%	2.63%	5.00%
Major Collector	2.58%	1.11%	6.78%	1.01%	8.81%	24.13%
Minor Arterial	0.10%	0.16%	2.22%	1.05%	28.01%	31.55%
Principal Arterial	0.18%	0.21%	4.78%	2.63%	22.71%	30.50%
Limited Access	0.00%	0.00%	0.00%	0.00%	12.67%	12.67%
Total	3.59%	2.13%	14.77%	4.69%	74.82%	100%

Source: Traffic Characteristics Report (**Appendix A**).

Off-Street Multimodal Facilities

The Mobility Plan emphasizes the construction of off-street multimodal facilities such as sidewalks and shared-use paths for people walking and bicycling. Off-street facilities have been shown to be safer and will appeal to a greater number of people looking to walk or ride bicycle. The County did not have a pedestrian level of service (LOS) prior to development of the Off-Street Multimodal QOS Standards.

The County has been actively constructing more sidewalks and shared-use paths. A portion of the infrastructure sales tax can be used for off-street multimodal facilities. The Mobility Fee will also provide the County with an additional funding source for off-street multimodal facilities. Most major roads do not currently have off-street multimodal facilities. This provided the County with the opportunity to increase both the total milage and off-street multimodal QOS for County arterials and collectors. The following is an inventory of existing off-street multimodal facilities on County and State arterials and collectors (**Table 14**).

TABLE 14. OFF-STREET MULTIMODAL FACILITIES

	Sidewalk 6' wide or less	Multi-use Path 8' wide of less	Multi-use Path 10' wide	Multi-use Trail 12' Wide or more	No Off-Street Facility	Total
North or West side of the right-of-way (ROW)						
County (miles)	12.05	2.08	2.23	0.00	79.19	95.55
State (miles)	38.48	6.43	1.02	0.00	129.07	175.00
Total (miles)	50.53	8.51	3.25	0.00	208.27	270.55
South or East side of the right-of-way (ROW)						
County (miles)	14.26	0.76	0.44	0.00	80.09	95.55
State (miles)	34.25	10.95	1.65	0.00	128.15	175.00
Total (miles)	48.51	11.71	2.09	0.00	208.24	270.55

Source: Multimodal Quality of Service (**Appendix B**).

On-Street Multimodal Facilities

The Mobility Plan established on-street multimodal QOS standards as it is still common practice to provide on-street bicycle lanes as part of design of complete streets. FDOT also has policies regarding the provision of buffered bike lanes on State Roads. Portions of the Northwest Crestview Bypass are being designed with buffered bicycle lanes. The Mobility Plan project description for the Northwest Crestview Bypass does include the potential to re-evaluate the provision of on-street facilities and to consider wider off-street multimodal facilities.

Most people feel safer riding a bicycle off-street on sidewalks or multi-use paths, unless speed limits are 25 MPH or lower or the street is in a residential area. On-street facilities have been shown to be appeal to a greater number of people if they protected from adjacent traffic through a physical barrier. Due to clear zone recovery areas, protected on-street multimodal facilities are not often provided on roadways where speed limits are 40 MPH or greater, which is where they are most needed.

Thus, many local governments and FDOT Districts is other parts of Florida are increasingly providing off-street multimodal facilities that are physically separated from vehicle travel lanes. A roadway cross-section with a five (5) foot on-street bicycle land and a five (5) foot sidewalk can be redesigned to provide a ten (10) foot wide multi-use path. If there is right-of-way to include a green buffer, an eight (8) foot wide multi-use path could be provided and the two (2) additional feet of right-of-way allocated to the green buffer to allow for street trees or landscape and provide additional separation from vehicle travel lanes.

The County did not have a bicycle level of service (LOS) prior to development of the On-Street Multimodal QOS Standards. The following is an inventory of existing on-street multimodal facilities for County and State arterials and collectors (**Table 15**).

TABLE 15. ON-STREET MULTIMODAL FACILITIES

	Bike Lane 7' Wide or more	Bike lane 5' to 6' wide	Bike lane 4' wide	Sharrow	No Off-Street Facility	Total
County (miles)	0.00	0.00	2.14	0.00	93.41	95.55
State (miles)	0.00	6.31	34.26	0.50	133.93	175.00
Total (miles)	0.00	6.31	36.40	0.50	227.34	270.55

Source: Multimodal Quality of Service (**Appendix B**).



Okaloosa County

APPENDIX A:

TRAFFIC CHARACTERISTICS REPORT

APPENDIX A- OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Context Classification for Complete Streets	Within Municipal Limits	Maintaining Entity	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Lane Miles	Street QOS	Road LOS Standard (Existing)	AADT	Daily Capacity	Year Count	Annual Growth Rate	2024 AADT	2024 VMT	2024 VMC	2045 AADT	2045 VMT	2045 VMC
CARMEL DR*	COMANCHE DR	SR 189/BEAL PKWY	Minor Collector	C3R	No	County	2D	2	35	0.99	1.98	C	E	2,400	21,280	2022	1.39%	2,500	2,475	21,067	3,300	3,267	21,067
COMMONS DR W	INDIAN BAYOU TRAIL	COMMONS DR ROUNDABOUT	Major Collector	C3C	No	County	2U	2	35	0.98	1.96	C	D	14,500	15,190	2022	1.39%	14,900	14,602	14,886	19,900	19,502	14,886
COMMONS DR W	COMMONS DR ROUNDABOUT	SR 293/SPENCE PKWY	Major Collector	C3C	No	County	2U	2	20	1.11	2.22	A	D	13,600	15,190	2022	1.39%	14,000	15,540	16,861	18,700	20,757	16,861
CR 2	SR 189	SR 85	Minor Arterial	C2	No	County	2U	2	55	9.43	18.86	E	D	2,700	14,000	2022	1.51%	2,800	26,404	132,020	3,800	35,834	132,020
CR 4/ANTIOCH RD	US 90	BEL AIRE DR	Major Collector	C2T	Partial	County	2U	2	35	2.62	5.24	C	D	10,900	12,600	2022	1.67%	11,300	29,606	33,012	16,000	41,920	33,012
CR 4/ANTIOCH RD	BEL AIRE DR	PJ ADAMS PKWY	Major Collector	C3R	Yes	County	2U	2	35	0.5	1.00	C	D	10,900	15,680	2022	1.67%	11,300	5,650	7,840	16,000	8,000	7,840
CR 4/ANTIOCH RD	PJ ADAMS PKWY	SR 85/S FERDON BLVD	Major Collector	C2T	Partial	County	2U	2	25	2.25	4.50	A	D	4,100	12,600	2022	1.67%	4,200	9,450	28,350	6,000	13,500	28,350
CR 4A*	SR 4	SR 189	Minor Collector	C1	No	County	2U	2	50	2.52	5.04	E	C	1,200	8,200	2022	1.67%	1,200	3,024	20,664	1,800	4,536	20,664
CR 30F/AIRPORT RD	US 98/SR 30/HARBOR BLVD	COMMONS DR W	Major Collector	C3C	Yes	County	4D	4	35	0.27	1.08	C	D	8,800	32,670	2022	1.39%	9,000	2,430	8,821	12,100	3,267	8,821
CR 188/AIRPORT RD	SR 85	POVERTY CREEK RD	Major Collector	C2T	Partial	County	2U	2	45	4.38	8.76	E	D	7,000	12,600	2022	1.67%	7,200	31,536	55,188	10,200	44,676	55,188
CR 188/GARDEN CITY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.07	6.14	E	D	3,500	14,000	2022	1.67%	3,600	11,052	42,980	5,100	15,657	42,980
CR 188/OLD BETHEL RD	US 90	NORMANDY RD	Major Collector	C2T	Partial	County	2U	2	35	3.76	7.52	C	D	7,300	12,600	2022	1.67%	7,500	28,200	47,376	10,700	40,232	47,376
CR 188/OLD BETHEL RD	NORMANDY RD	ENTRANCE OF DAVIDSON MIDDLE SCHOOL	Major Collector	C2T	Partial	County	2U	2	30	0.94	1.88	B	D	5,800	12,600	2022	1.67%	6,000	5,640	11,844	8,500	7,990	11,844
CR 188/OLD BETHEL RD	ENTRANCE OF DAVIDSON MIDDLE SCHOOL	SR 85	Major Collector	C2T	Partial	County	2D	2	30	0.24	0.48	B	D	5,800	12,600	2022	1.67%	6,000	1,440	3,024	8,500	2,040	3,024
CR 189/GALLIVER CUTOFF	US 90	SR 4	Minor Arterial	C2	No	County	2U	2	55	4.49	8.98	E	D	2,900	14,000	2022	1.67%	3,000	13,470	62,860	4,200	18,858	62,860
CR 189/LOG LAKE RD	WHIPPOORWILL DR	I-10	Major Collector	C2	No	County	2U	2	45	1.17	2.34	E	D	1,300	14,000	2022	1.67%	1,300	1,521	16,380	1,900	2,223	16,380
CR 189/LOG LAKE RD	I-10	US 90	Minor Collector	C2	No	County	2U	2	45	0.85	1.70	E	D	5,300	14,000	2022	1.67%	5,500	4,675	11,900	7,800	6,630	11,900
CR 190/COLLEGE BLVD	SR 85	KELLY WY	Major Collector	C2T	Partial	County	2U	2	45	1.50	3.00	E	E	6,800	12,600	2022	1.39%	7,000	10,500	18,900	9,300	13,950	18,900
CR 190/COLLEGE BLVD	KELLY WY	SR 85	Major Collector	C2T	Partial	County	2U	2	35	1.10	2.20	C	E	7,900	12,600	2022	1.39%	8,100	8,910	13,860	10,900	11,990	13,860
CR 190/COLLEGE BLVD	SR 85	PALM BLVD	Major Collector	C2T	Partial	County	2U	2	40	1.15	2.30	D	E	9,800	12,600	2022	1.39%	10,100	11,615	14,490	13,500	15,525	14,490
CR 190/COLLEGE BLVD	PALM BLVD	SR 285	Major Collector	C2T	Partial	County	2U	2	40	0.9	1.80	D	E	7,000	12,600	2022	1.39%	7,200	6,480	11,340	9,600	8,640	11,340
CR 190/COLLEGE BLVD	SR 285	FOREST RD	Major Collector	C2T	Partial	County	2U	2	40	1.08	2.16	D	E	4,000	12,600	2022	1.39%	4,100	4,428	13,608	5,500	5,940	13,608
CR 285B/BAYSHORE DR	SR 20/JOHN SIMS PKWY	PARTIN DR	Major Collector	C3R	Yes	County	2U	2	20	0.57	1.14	A	E	2,000	15,680	2022	1.39%	2,100	1,197	8,938	2,700	1,539	8,938
CR 285B/BAYSHORE DR	PARTIN DR	FINCK RD	Major Collector	C3R	Yes	County	2U	2	20	0.71	1.42	A	E	4,200	15,680	2022	1.39%	4,300	3,053	11,133	5,800	4,118	11,133
CR 285B/BAYSHORE DR	FINCK RD	VALPARAISO BLVD	Major Collector	C3R	Yes	County	2U	2	25	0.45	0.90	A	E	1,550	15,680	2022	1.39%	1,600	720	7,056	2,100	945	7,056
CR 285B/BAYSHORE DR	VALPARAISO BLVD	7TH ST	Major Collector	C3R	Partial	County	2U	2	30	2.08	4.16	B	E	1,250	15,680	2022	1.39%	1,300	2,704	32,614	1,700	3,536	32,614
CR 285B/REDWOOD AVE	7TH ST	SR 20/JOHN SIMS PKWY	Major Collector	C3R	Partial	County	2U	2	35	1.56	3.12	C	E	7,400	15,680	2022	1.39%	7,600	11,856	24,461	10,200	15,912	24,461
CR 393 / ROBINSON RD	SR 85	STEEL MILL CREEK RD	Major Collector	C1	No	County	2U	2	50	3.58	7.16	E	C	1,200	8,200	2022	1.51%	1,200	4,296	29,356	1,700	6,086	29,356
CR 393 / ROBINSON RD	STEEL MILL CREEK RD	US 90	Major Collector	C1	No	County	2U	2	50	12.15	24.30	E	C	2,900	8,200	2022	1.51%	3,000	36,450	99,630	4,100	49,815	99,630
FOREST RD	SR 293 / SPENCE PKWY	ROCKY BAYOU DR	Major Collector	C2T	Partial	County	2U	2	45	1.45	2.90	E	E	4,000	12,600	2022	1.39%	4,100	5,945	18,270	5,500	7,975	18,270
GREEN ACRES RD	GREEN ACRES BLVD	SR 189/BEAL PKWY	Major Collector	C3C	No	County	4D	4	35	0.76	3.04	C	E	23,000	32,670	2022	1.39%	23,600	17,936	24,829	31,600	24,016	24,829
HILL AVE	LOVEJOY RD NW	FREEDOM WAY	Minor Arterial	C3R	Partial	County	4U	4	25	0.34	1.36	A	E	27,000	24,245	2022	1.39%	27,800	9,452	8,243	37,100	12,614	8,243
HOLLYWOOD BLVD NW	SR 393/MARY ESTHER	WRIGHT PKWY NW	Major Collector	C4	Yes	County	2U	2	35	0.91	1.82	C	E	9,900	16,800	2022	1.39%	10,200	9,282	15,288	13,600	12,376	15,288
HOLLYWOOD BLVD NW	WRIGHT PKWY NW	MEMORIAL PKWY	Major Collector	C4	Yes	County	2U	2	35	0.51	1.02	C	E	10,800	16,800	2022	1.39%	11,100	5,661	8,568	14,800	7,548	8,568
HOLLYWOOD BLVD NW	MEMORIAL PKWY	ROBINWOOD DR SW	Major Collector	C4	Yes	County	2D	2	35	0.68	1.36	C	E	10,800	22,800	2022	1.39%	11,100	7,548	15,504	14,800	10,064	15,504
HOLLYWOOD BLVD NW	ROBINWOOD DR SW	SR 189/BEAL PKWY	Major Collector	C4	Yes	County	2D	2	35	0.38	0.76	C	E	13,000	22,800	2022	1.39%	13,400	5,092	8,664	17,900	6,802	8,664
HOLLYWOOD BLVD NW	SR 189/BEAL PKWY	SR 85/EGLIN PKWY NW	Major Collector	C4	Yes	County	2U	2	35	0.52	1.04	C	E	10,400	16,800	2022	1.39%	10,700	5,564	8,736	14,300	7,436	8,736
HURLBURT RD	MLK BLVD	SR 189/BEAL PKWY	Major Collector	C3R	No	County	4D	4	35	0.78	3.12	C	E	11,900	33,570	2022	1.39%	12,200	9,516	26,185	16,300	12,714	26,185
JOHN KING RD*	SR 85	TERMINUS WEST OF WINDSOR CIR	Minor Collector	C3C	Partial	County	2U	2	30	2.02	4.04	B	E	1,000	15,190	2022	1.67%	1,000	2,020	30,684	1,500	3,030	30,684
LEWIS ST*	SR 189/BEAL PKWY	DENTON BLVD	Minor Collector	C3C	Yes	County	2U	2	25	0.89	1.78	A	E	1,200	15,190	2022	1.39%	1,200	1,068	13,519	1,600	1,424	13,519
MAYFLOWER AVE	DENTON BLVD	JAMES LEE RD	Minor Collector	C3R	No	County	2U	2	25	0.38	0.76	A	E	1,200	15,680	2022	1.39%	1,200	456	5,958	1,600	608	5,958
MLK BLVD	FREEDOM WAY	HURLBURT RD	Minor Arterial	C3R	Partial	County	4D	4	45	1.84	7.36	E	E	32,000	33,570	2022	1.39%	32,900	60,536	61,769	44,000	80,960	61,769
MLK BLVD	HURLBURT RD	GREEN ACRES RD	Minor Arterial	C3C	No	County	4D	4	45	0.49	1.96	E	E	23,000	32,670	2022	1.39%	23,600	11,564	16,008	31,600	15,484	16,008
MOONEY RD NE	SR 188/RACETRACK RD	GARNIERS POST RD	Major Collector	C3R	Partial	County	2U	2	35	1.35	2.70	C	E	7,400	15,680	2022	1.39%	7,600	10,260	21,168	10,200	13,770	21,168
MOONEY RD NE	GARNIERS POST RD	SR 189/LEWIS TURNER BLVD	Major Collector	C3R	No	County	2U	2	35	0.9	1.80	C	E	4,800	15,680	2022	1.39%	4,900	4,410	14,112	6,600	5,940	14,112
NORTH BEAL EXTENSION*	SR 189/BEAL PKWY	WRIGHT LANDFILL	Minor Collector	C3C	No	County	2U	2	35	1.10	2.20	C	E	4,500	15,190	2022	1.39%	4,600	5,060	16,709	6,200	6,820	16,709
P J ADAMS PKWY	CR 4 / ANTOCH RD	SR 85	Principal Arterial	C3C	Yes	County	4D	4	45	1.87	7.48	E	D	19,500	32,670	2022	1.67%	20,200	37,774	61,093	28,500	53,295	61,093
POVERTY CREEK RD*	CR 188/AIRPORT RD	CR 393 / ROBINSON RD	Minor Collector	C1	No	County	2U	2	50	4.78	9.56	E	C	1,000	8,200	2022	1.67%	1,000	4,780	39,196	1,500	7,170	39,196
ROCKY BAYOU DR	SR 20/JOHN SIMS PKWY	FOREST RD	Major Collector	C3R	Yes	County	2U	2	25	0.67	1.34	A	E	12,100	15,680	2022	1.39%	12,400	8,308	10,506	16,600	11,122	10,506
ROCKY BAYOU DR*	FOREST RD	HUNTINGTON RD	Minor Collector	C3R	No	County	2U	2	35	0.99	1.98	C	E	4,000	15,680	2022	1.39%	4,100	4,059	15,523	5,500	5,445	1

APPENDIX A- OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Context Classification for Complete Streets	Within Municipal Limits	Maintaining Entity	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Lane Miles	Street QOS	Road LOS Standard (Existing)	AADT	Daily Capacity	Year Count	Annual Growth Rate	2024 AADT	2024 VMT	2024 VMC	2045 AADT	2045 VMT	2045 VMC
INTERSTATE 10	WALTON COUNTY	SR 85	Limited Access	LAT	Partial	State LA	4D	4	70	10.72	42.88	E	D	25,500	70,300	2022	1.52%	26,300	281,936	753,616	36,100	386,992	753,616
INTERSTATE 10	SR 85	LOG LAKE RD	Limited Access	LAT	Partial	State LA	4D	4	70	11.23	44.92	E	D	32,807	70,300	2022	1.52%	33,800	379,574	789,469	46,400	521,072	789,469
INTERSTATE 10	LOG LAKE RD	SANTA ROSA COUNTY	Limited Access	LAT	No	State LA	4D	4	70	2.61	10.44	E	D	32,500	70,300	2022	1.52%	33,500	87,435	183,483	46,000	120,060	183,483
SR 123/ROGER J CLARY HWY	SR 85	SR 85/EGLIN PKWY	Principal Arterial	C2	No	State	4D	4	65	5.98	23.92	E	D	24,500	55,700	2022	1.50%	25,200	150,696	333,086	34,500	206,310	333,086
SR 145/PERRY AVE SE	US 98/SR 30	CHESTNUT AVE SE	Minor Arterial	C4	Yes	State	3U	3	30	0.3	0.90	B	C	24,000	18,480	2022	1.39%	24,700	7,410	5,544	33,000	9,900	5,544
SR 145/PERRY AVE SE	CHESTNUT AVE SE	SR 85/EGLIN PKWY SE	Minor Arterial	C4	Yes	State	3U	3	30	0.2	0.60	B	C	21,900	18,480	2022	1.39%	22,500	4,500	3,696	30,100	6,020	3,696
SR 188/RACETRACK RD	SR 189/BEAL PKWY	DENTON BLVD	Minor Arterial	C4	No	State	4D	4	35	0.88	3.52	C	C	28,500	24,400	2022	1.39%	29,300	25,784	21,472	39,200	34,496	21,472
SR 188/RACETRACK RD	DENTON BLVD	MOONEY RD	Minor Arterial	C4	No	State	4D	4	40	0.56	2.24	D	C	28,000	24,400	2022	1.39%	28,800	16,128	13,664	38,500	21,560	13,664
SR 188/RACETRACK RD	MOONEY RD	SR 85/EGLIN PKWY	Minor Arterial	C4	No	State	4D	4	40	1.14	4.56	D	C	28,500	24,400	2022	1.39%	29,300	33,402	27,816	39,200	44,688	27,816
SR 189	SR 4	VINSON RAY RD	Minor Arterial	C2	No	State	2U	2	60	4.01	8.02	E	D	6,100	14,000	2022	1.67%	6,300	25,263	56,140	8,900	35,689	56,140
SR 189	VINSON RAY RD	COUNTY HWY 2	Minor Arterial	C1	No	State	2U	2	60	5.60	11.20	E	C	4,900	8,200	2022	1.67%	5,100	28,560	45,920	7,200	40,320	45,920
SR 189	COUNTY HWY 2	COUNTY HWY 180	Minor Arterial	C1	No	State	2U	2	60	2.25	4.50	E	C	4,100	8,200	2022	1.67%	4,200	9,450	18,450	6,000	13,500	18,450
SR 189	COUNTY HWY 180	STATE OF ALABAMA	Minor Arterial	C1	No	State	2U	2	60	2.58	5.16	E	C	3,300	8,200	2022	1.67%	3,400	8,772	21,156	4,800	12,384	21,156
SR 189/BEAL PKWY N	US 98/SR 30	HOLLYWOOD BLVD	Minor Arterial	C4	Yes	State	4D	4	35	0.58	2.32	C	C	14,400	24,400	2022	1.39%	14,800	8,584	14,152	19,800	11,484	14,152
SR 189/BEAL PKWY N	HOLLYWOOD BLVD	YACHT CLUB DR	Minor Arterial	C4	Yes	State	4D	4	35	0.74	2.96	C	C	21,000	24,400	2022	1.39%	21,600	15,984	18,056	28,800	21,312	18,056
SR 189/BEAL PKWY N	YACHT CLUB DR	MEMORIAL PKWY NW	Minor Arterial	C4	Yes	State	4D	4	35	1.04	4.16	C	C	25,500	24,400	2022	1.39%	26,200	27,248	25,376	35,000	36,400	25,376
SR 189/BEAL PKWY N	MEMORIAL PKWY NW	MARY ESTHER CUR OFF/SR 393	Minor Arterial	C4	Partial	State	4D	4	35	0.49	1.96	C	C	31,000	24,400	2022	1.39%	31,900	15,631	11,956	42,600	20,874	11,956
SR 189/BEAL PKWY N	MARY ESTHER CUR OFF/SR 393	LEWIS ST	Minor Arterial	C4	Yes	State	4D	4	45	0.79	3.16	E	C	52,000	24,400	2022	1.39%	53,500	42,265	19,276	71,400	56,406	19,276
SR 189/BEAL PKWY N	LEWIS ST	SR 188/RACETRACK RD	Minor Arterial	C4	Yes	State	4D	4	45	0.68	2.72	E	C	43,000	24,400	2022	1.39%	44,200	30,056	16,592	59,100	40,188	16,592
SR 189/BEAL PKWY N	SR 188/RACETRACK RD	GREEN ACRES RD	Minor Arterial	C4	Yes	State	4D	4	45	0.44	1.76	E	C	34,500	24,400	2022	1.39%	35,500	15,620	10,736	47,400	20,856	10,736
SR 189/LEWIS TURNER BLVD	GREEN ACRES RD	MOONEY RD	Minor Arterial	C4	No	State	4D	4	45	1.66	6.64	E	C	31,500	24,400	2022	1.39%	32,400	53,784	40,504	43,300	71,878	40,504
SR 189/LEWIS TURNER BLVD	MOONEY RD	GEN BOND BLVD	Minor Arterial	C2	No	State	4D	4	55	2.34	9.36	E	C	35,500	45,800	2022	1.39%	36,500	85,410	107,172	48,800	114,192	107,172
SR 189/LEWIS TURNER BLVD	GEN BOND BLVD	SR 85	Minor Arterial	C2	No	State	4D	4	55	1.25	5.00	E	C	21,900	45,800	2022	1.39%	22,500	28,125	57,250	30,100	37,625	57,250
SR 189/LEWIS TURNER BLVD	SR 85	SR 397/EGLIN BLVD	Minor Arterial	C2	No	State	4D	4	45	0.51	2.04	E	C	11,900	45,800	2022	1.39%	12,200	6,222	23,358	16,300	8,313	23,358
SR 190/VALPARAISO PKWY	SR 85	NORDBERG AVE	Major Collector	C4	Yes	State	2U	2	35	0.41	0.82	C	C	4,100	14,080	2022	1.39%	4,200	1,722	5,773	5,600	2,296	5,773
SR 190/VALPARAISO PKWY	NORDBERG AVE	VALPARAISO PKWY	Major Collector	C4	Partial	State	2U	2	35	0.72	1.44	C	C	3,100	17,000	2022	1.39%	3,200	2,304	12,672	4,300	3,096	12,672
SR 190/VALPARAISO PKWY	VALPARAISO PKWY	SR 397/JOHN SIMS PKWY	Major Collector	C4	Yes	State	2D	2	35	0.10	0.20	C	C	3,100	18,480	2022	1.39%	3,200	320	1,848	4,300	430	1,848
SR 20	WALTON COUNTY	SR 293/SPENCE PKWY	Principal Arterial	C2T	No	State	2U	2	45	0.67	1.34	E	C	14,100	11,040	2022	1.39%	14,500	9,715	7,397	19,400	12,998	7,397
SR 20	SR 293/SPENCE PKWY	WHITE POINT RD	Principal Arterial	C3C	No	State	4D	4	45	0.87	3.48	E	C	25,000	30,700	2022	1.39%	25,700	22,359	26,709	34,300	29,841	26,709
SR 20	WHITE POINT RD	BAY DR	Principal Arterial	C3C	No	State	4D	4	45	0.76	3.04	E	C	31,500	30,700	2022	1.39%	32,400	24,624	23,332	43,300	32,908	23,332
SR 20	BAY DR	EDGEWATER DR	Principal Arterial	C3C	Partial	State	4D	4	45	1.75	7.00	E	C	40,000	30,700	2022	1.39%	41,100	71,925	53,725	54,900	96,075	53,725
SR 20/JOHN SIMS PKWY	EDGEWATER DR	REDWOOD AVE	Principal Arterial	C3C	Yes	State	4D	4	45	1.17	4.68	E	C	40,500	30,700	2022	1.39%	41,600	48,672	35,919	55,600	65,052	35,919
SR 20/JOHN SIMS PKWY	REDWOOD AVE	PALM BLVD	Principal Arterial	C3C	Yes	State	4D	4	35	0.91	3.64	C	C	42,000	30,700	2022	1.39%	43,200	39,312	27,937	57,700	52,507	27,937
SR 20/E JOHN SIMS PKWY	PALM BLVD	CR 285/PARTIN DR	Principal Arterial	C3C	Yes	State	6TWLT	6	35	0.45	2.70	C	C	38,000	54,100	2022	1.39%	39,100	17,595	24,345	52,200	23,490	24,345
SR 20/E JOHN SIMS PKWY	CR 285/PARTIN DR	DAVIS DR	Principal Arterial	C3C	Yes	State	6TWLT	6	35	0.25	1.50	C	C	44,500	54,100	2022	1.39%	45,700	11,425	13,525	61,100	15,275	13,525
SR 20/E JOHN SIMS PKWY	DAVIS DR	SR 85	Principal Arterial	C3C	Yes	State	6TWLT	6	35	0.53	3.18	C	C	45,000	54,100	2022	1.39%	46,300	24,539	28,673	61,800	32,754	28,673
SR 285/BAYSHORE DR	SR 20/JOHN SIMS PKWY	PALM BLVD	Minor Arterial	C3C	Yes	State	4D	4	35	0.57	2.28	C	C	7,900	30,700	2022	1.39%	8,100	4,617	17,499	10,900	6,213	17,499
SR 285/BAYSHORE DR	PALM BLVD	COLLEGE BLVD	Minor Arterial	C3R	Partial	State	4D	4	45	1.22	4.88	E	C	8,900	34,300	2022	1.39%	9,100	11,102	41,846	12,200	14,884	41,846
SR 285/BAYSHORE DR	COLLEGE BLVD	SR 293/SPENCE PKWY	Minor Arterial	C2	No	State	2U	2	45	0.56	1.12	E	D	6,700	14,700	2022	1.39%	6,900	3,864	8,232	9,200	5,152	8,232
SR 285/BAYSHORE DR	SR 293/SPENCE PKWY	WALTON COUNTY	Minor Arterial	C2	No	State	2U	2	60	8.76	17.52	E	D	7,800	11,200	2022	1.50%	8,000	70,080	98,112	11,000	96,360	98,112
SR 293/DANNY WUERFFEL WAY	US 98/EMERALD COAST PKWY	MIDDLE SCHOOL RD	Minor Arterial	C3C	No	State	4D	4	45	0.81	3.24	E	C	24,000	32,235	2022	1.39%	24,700	20,007	26,110	33,000	26,730	26,110
SR 293/SPENCE PKWY**	MIDDLE SCHOOL RD	WHITE PT RD/CR 293	Limited Access	LAU	No	State LA	2U	2	55	3.94	7.88	E	C	23,000	33,350	2022	1.52%	23,700	93,378	131,399	32,500	128,050	131,399
SR 293/SPENCE PKWY	WHITE PT RD/CR 293	LAKSHORE DR	Limited Access	LAU	No	State LA	4D	4	45	0.48	1.92	E	C	23,000	66,700	2022	1.52%	23,700	11,376	32,016	32,500	15,600	32,016
SR 293/SPENCE PKWY	LAKSHORE DR	JOHN SIMS PKWY/SR 20	Limited Access	LAU	No	State LA	4D	4	45	0.74	2.96	E	C	18,100	66,700	2022	1.52%	18,700	13,838	49,358	25,600	18,944	49,358
SR 293/SPENCE PKWY	SR 20	RANGE RD	Limited Access	LAU	No	State LA	4D	4	55	1.21	4.84	E	C	9,000	66,700	2022	1.52%	9,300	11,253	80,707	12,700	15,367	80,707
SR 293/SPENCE PKWY**	RANGE RD	BAYSHORE DR/SR 285	Limited Access	LAT	Partial	State LA	2U	2	55	5.3	10.60	E	D	11,100	35,150	2022	1.52%	11,400	60,420	186,295	15,700	83,210	186,295
SR 293/SPENCE PKWY**	BAYSHORE DR/SR 285	S FERDON BLVD/SR 85	Limited Access	LAT	No	State LA	2U	2	55	3.01	6.02	E	D	10,500	35,150	2022	1.52%	10,800	32,508	105,802	14,900	44,849	105,802
SR 393/MARY ESTHER CUT OFF	US 98 / MIRACLE STRIP	HOLLYWOOD BLVD	Minor Arterial	C4	Yes	State	4D	4	35	0.29	1.16	C	C	19,500	24,400	2022	1.39%	20,000	5,800	7,076	26,800	7,772	7,076
SR 393/MARY ESTHER CUT OFF	HOLLYWOOD BLVD	ANCHORS ST	Minor Arterial	C4	Yes	State	4D	4	40	0.58	2.32	D	C	26,000	24,400	2022	1.39%</						

APPENDIX A- OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Context Classification for Complete Streets	Within Municipal Limits	Maintaining Entity	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Lane Miles	Street QOS	Road LOS Standard (Existing)	AADT	Daily Capacity	Year Count	Annual Growth Rate	2024 AADT	2024 VMT	2024 VMC	2045 AADT	2045 VMT	2045 VMC
SR 397/EGLIN PKWY	SR 85 NB	EGLIN AFB GATE	Minor Arterial	C2T	No	State	4D	4	45	0.91	3.64	E	C	9,900	22,890	2022	1.39%	10,200	9,282	20,830	13,600	12,376	20,830
SR 397/JOHN SIMS PKWY	EGLIN AFB E GATE	N BAYSHORE DR	Principal Arterial	C3C	Partial	State	4D	4	35	0.97	3.88	C	C	15,300	30,700	2022	1.39%	15,700	15,229	29,779	21,000	20,370	29,779
SR 397/JOHN SIMS PKWY	N BAYSHORE DR	SR 190/VALPARAISO PKWY	Principal Arterial	C3R	Yes	State	4D	4	35	0.42	1.68	C	C	19,800	36,015	2022	1.39%	20,400	8,568	15,126	27,200	11,424	15,126
SR 397/JOHN SIMS PKWY	SR 190/VALPARAISO PKWY	CHICAGO AVE	Principal Arterial	C4	Yes	State	4D	4	35	0.12	0.48	C	C	19,800	24,400	2022	1.39%	20,400	2,448	2,928	27,200	3,264	2,928
SR 397/JOHN SIMS PKWY	CHICAGO AVE	GOVERNMENT AVE	Principal Arterial	C4	Yes	State	4D	4	35	0.76	3.04	C	C	22,000	24,400	2022	1.39%	22,600	17,176	18,544	30,200	22,952	18,544
SR 4	SANTA ROSA COUNTY	CR189/GALIVER CUTOFF	Minor Arterial	C2	No	State	2U	2	55	9.00	18.00	E	D	1,950	11,200	2022	1.67%	2,000	18,000	100,800	2,900	26,100	100,800
SR 4	CR189/GALIVER CUTOFF	US 90/SR 10	Minor Arterial	C2T	No	State	2U	2	55	3.71	7.42	E	D	11,400	14,400	2022	1.67%	11,800	43,778	53,424	16,700	61,957	53,424
SR 85/FLORIDA PL SE	FIRST ST SE	US 98/MIRACLE STRIP PKWY	Principal Arterial	C4	Yes	State	3U	3	30	0.12	0.36	B	C	6,800	18,480	2022	1.39%	7,000	840	2,218	9,300	1,116	2,218
SR 85/EGLIN PKWY	US 98/MIRACLE STRIP PKWY	SR 85/FLORIDA PL SE	Principal Arterial	C4	Yes	State	3U	3	35	0.22	0.66	C	C	6,200	18,480	2022	1.39%	6,400	1,408	4,066	8,500	1,870	4,066
SR 85/EGLIN PKWY	SR 85/FLORIDA PL SE	PERRY AVE SE	Principal Arterial	C4	Yes	State	5D	5	40	0.38	1.90	D	C	14,200	24,400	2022	1.39%	14,600	5,548	9,272	19,500	7,410	9,272
SR 85/EGLIN PKWY	PERRY AVE SE	HOLLYWOOD BLVD NE	Principal Arterial	C4	Yes	State	6TWLT	6	40	0.14	0.84	D	C	37,000	44,700	2022	1.39%	38,000	5,320	6,258	50,800	7,112	6,258
SR 85/EGLIN PKWY	HOLLYWOOD BLVD NE	WALTER MARTIN RD	Principal Arterial	C4	Yes	State	6TWLT	6	40	0.44	2.64	D	C	40,500	44,700	2022	1.39%	41,600	18,304	19,668	55,600	24,464	19,668
SR 85/EGLIN PKWY	WALTER MARTIN RD	YACHT CLUB DR	Principal Arterial	C4	Yes	State	6TWLT	6	40	0.45	2.70	D	C	42,000	44,700	2022	1.39%	43,200	19,440	20,115	57,700	25,965	20,115
SR 85/EGLIN PKWY	YACHT CLUB DR	MONAHAN DR	Principal Arterial	C4	Partial	State	6TWLT	6	40	0.59	3.54	D	C	52,000	44,700	2022	1.39%	53,500	31,565	26,373	71,400	42,126	26,373
SR 85/EGLIN PKWY	MONAHAN DR	4TH AVE	Principal Arterial	C4	No	State	6TWLT	6	40	0.81	4.86	D	C	42,500	44,700	2022	1.39%	43,700	35,397	36,207	58,400	47,304	36,207
SR 85/EGLIN PKWY	4TH AVE	12TH AVE	Principal Arterial	C4	Partial	State	6TWLT	6	40	1.57	9.42	D	C	46,500	44,700	2022	1.39%	47,800	75,046	70,179	63,900	100,323	70,179
SR 85/EGLIN PKWY	12TH AVE	SR 397	Principal Arterial	C2	Partial	State	4D	4	45	0.98	3.92	E	C	33,500	45,800	2022	1.39%	34,400	33,712	44,884	46,000	45,080	44,884
SR 85/EGLIN PKWY	SR 397	SR 189	Principal Arterial	C2	No	State	4D	4	45	0.89	3.56	E	C	23,500	48,090	2022	1.39%	24,200	21,538	42,800	32,300	28,747	42,800
SR 85/EGLIN PKWY	SR 189	GEN ROBERT M BOND BL	Principal Arterial	C2	No	State	4D	4	55	1.29	5.16	E	C	40,500	45,800	2022	1.39%	41,600	53,664	59,082	55,600	71,724	59,082
SR 85/EGLIN PKWY	GEN ROBERT M BOND BL	SR 123/ROGER J CLARY HWY	Principal Arterial	C2	No	State	6D	6	55	0.49	2.94	E	C	54,000	63,800	2022	1.39%	55,500	27,195	31,262	74,200	36,358	31,262
SR 85/EGLIN PKWY	SR 123/ROGER J CLARY HWY	SR 190/VALPARAISO PKWY	Principal Arterial	C2	No	State	4D	4	55	3.18	12.72	E	C	30,000	45,800	2022	1.39%	30,800	97,944	145,644	41,200	131,016	145,644
SR 85/GOVERNMENT AVE	SR 190/VALPARAISO PKWY	SR 397	Principal Arterial	C3C	Partial	State	4D	4	35	0.82	3.28	C	C	23,500	30,700	2022	1.39%	24,200	19,844	25,174	32,300	26,486	25,174
SR 85/JOHN SIMS PKWY	SR 397	SR 20	Principal Arterial	C3C	Yes	State	6D	6	35	0.64	3.84	C	C	47,500	54,100	2022	1.39%	48,800	31,232	34,624	65,300	41,792	34,624
SR 85	SR 20	CR 190/COLLEGE BLVD	Principal Arterial	C4	Partial	State	4D	4	35	0.89	3.56	C	C	14,600	24,400	2022	1.39%	15,000	13,350	21,716	20,100	17,889	21,716
SR 85	CR 190/COLLEGE BLVD	SR 293/SPENCE PKWY	Principal Arterial	C2	No	State	4D	4	45	0.89	3.56	E	D	13,200	55,700	2022	1.39%	13,600	12,104	49,573	18,100	16,109	49,573
SR 85	SR 293/SPENCE PKWY	SR 123/ROGER J CLARY HWY	Principal Arterial	C2	No	State	4D	4	65	2.42	9.68	E	D	17,700	58,485	2022	1.50%	18,200	44,044	141,534	24,900	60,258	141,534
SR 85	SR 123/ROGER J CLARY HWY	CR 4/ANTIOCH RD	Principal Arterial	C2	Yes	State	4D	4	65	9.78	39.12	E	D	42,500	55,700	2022	1.50%	43,800	428,364	544,746	59,900	585,822	544,746
SR 85	CR 4/ANTIOCH RD	PJ ADAMS PKWY	Principal Arterial	C2	No	State	4D	4	45	0.77	3.08	E	D	42,501	55,701	2022	1.50%	43,800	33,726	42,890	59,900	46,123	42,890
SR 85/S FERDON BLVD	PJ ADAMS PKWY	JOHN KING RD	Principal Arterial	C2T	Partial	State	4D	4	45	0.64	2.56	E	D	41,000	32,970	2022	1.67%	42,400	27,136	21,101	60,000	38,400	21,101
SR 85/S FERDON BLVD	JOHN KING RD	INTERSTATE 10	Principal Arterial	C3C	Yes	State	4D	4	45	0.31	1.24	E	D	51,500	38,430	2022	1.67%	53,200	16,492	11,913	75,400	23,374	11,913
SR 85/S FERDON BLVD	INTERSTATE 10	MIRAGE AVE	Principal Arterial	C2T	Yes	State	4D	4	45	0.29	1.16	E	D	47,500	32,970	2022	1.67%	49,100	14,239	9,561	69,500	20,155	9,561
SR 85/S FERDON BLVD	MIRAGE AVE	W REDSTONE AVE	Principal Arterial	C2T	Yes	State	4D	4	45	0.34	1.36	E	D	45,000	32,970	2022	1.67%	46,500	15,810	11,210	65,900	22,406	11,210
SR 85/S FERDON BLVD	W REDSTONE AVE	E CANE AVE	Principal Arterial	C2T	Yes	State	4D	4	45	1.29	5.16	E	D	45,500	31,400	2022	1.67%	47,000	60,630	40,506	66,600	85,914	40,506
SR 85/S FERDON BLVD	E CANE AVE	US 90/SR 10	Principal Arterial	C2T	Yes	State	4D	4	35	0.79	3.16	C	D	38,500	31,400	2022	1.67%	39,800	31,442	24,806	56,400	44,556	24,806
SR 85/N FERDON BLVD	US 90/SR 10	LONG DR	Principal Arterial	C2T	Yes	State	4D	4	35	0.57	2.28	C	D	29,000	31,400	2022	1.67%	30,000	17,100	17,898	42,400	24,168	17,898
SR 85	LONG DR	JONES RD	Principal Arterial	C2T	Partial	State	4D	4	35	0.72	2.88	C	D	28,500	31,400	2022	1.67%	29,500	21,240	22,608	41,700	30,024	22,608
SR 85	JONES RD	CR 188/AIRPORT RD	Principal Arterial	C2T	Partial	State	4D	4	45	1.13	4.52	E	D	27,000	32,970	2022	1.67%	27,900	31,527	37,256	39,500	44,635	37,256
SR 85	CR 188/AIRPORT RD	SANDY LANE	Principal Arterial	C2T	Partial	State	4D	4	55	2.53	10.12	E	D	12,700	31,400	2022	1.67%	13,100	33,143	79,442	18,600	47,058	79,442
SR 85	SANDY LANE	BILL LUNDY RD	Principal Arterial	C2T	No	State	2U	2	55	2.04	4.08	E	C	3,980	13,800	2022	1.67%	4,100	8,364	28,152	5,800	11,832	28,152
SR 85	BILL LUNDY RD	COUNTY HWY 2	Principal Arterial	C2T	No	State	2U	2	55	6.09	12.18	E	C	3,980	13,800	2022	1.67%	4,100	24,969	84,042	5,800	35,322	84,042
SR 85	COUNTY HWY 2	COUNTY HWY 602	Principal Arterial	C2T	No	State	2U	2	55	1.8	3.60	E	C	3,980	13,800	2022	1.67%	4,100	7,380	24,840	5,800	10,440	24,840
SR 85	COUNTY HWY 602	2ND AVE	Principal Arterial	C2T	Partial	State	2U	2	45	1.5	3.00	E	C	4,600	13,800	2022	1.67%	4,800	7,200	20,700	6,700	10,050	20,700
SR 85	2ND AVE	COUNTY ROAD 85-A	Principal Arterial	C2	Yes	State	2U	2	35	0.13	0.26	C	C	4,200	8,200	2022	1.67%	4,300	559	1,066	6,100	793	1,066
SR 85	COUNTY ROAD 85-A	LUDLUM RD	Principal Arterial	C2	Yes	State	2U	2	45	1.84	3.68	E	C	3,400	8,200	2022	1.67%	3,500	6,440	15,088	5,000	9,200	15,088
SR 85	LUDLUM RD	WALTON COUNTY	Principal Arterial	C2	No	State	2U	2	55	2.64	5.28	E	C	3,400	8,200	2022	1.67%	3,500	9,240	21,648	5,000	13,200	21,648
US 90/SR 10	SANTA ROSA COUNTY	CR 189/LOG LAKE RD	Minor Arterial	C2	No	State	2U	2	60	2.73	5.46	E	D	4,000	11,200	2022	1.67%	4,100	11,193	30,576	5,900	16,107	30,576
US 90/SR 10	CR 189/LOG LAKE RD	MIDDLEBROOKS RD	Minor Arterial	C2	No	State	2U	2	55	2.65	5.30	E	D	6,700	11,200	2022	1.67%	6,900	18,285	29,680	9,800	25,970	29,680
US 90/SR 10	MIDDLEBROOKS RD	SR 4	Minor Arterial	C2	No	State	2U	2	55	5.18	10.36	E	D	6,200	11,200	2022	1.67%	6,400	33,152	58,016	9,100	47,138	58,016
US 90/SR 10/W JAMES LEE BLVD	SR 4	CR 4/ANTIOCH RD	Minor Arterial	C2	No	State	2U	2	55	1.04	2.08	E	D	17,400	11,760	2022	1.67%	18,000	18,720	12,230	25,500	26,520	12,230
US 90/SR 10/WEST JAMES LEE BLVD	CR 4/ANTIOCH RD	OLD BETHEL RD	Minor Arterial	C2	No	State	4D	4	55	1.63	6.52	E	D	16,300	55,700	2022	1.67%	16,800	27,384	90,791	23,900	38,957	90,791
US 90/SR 10/WEST JAMES LEE BLVD	OLD BETHEL RD	LINDBERG ST	Minor Arterial	C2T	Partial	State	4TWLT	4	35	0.78	3.12	C	D	19,800	31,400	2022	1.67%	20,500	15,990	24,492	29,000	22,620	24,492
US 90/SR 10/WEST JAMES LEE BLVD	LINDBERG ST	N WILSON ST	Minor Arterial	C2T	Yes	State	4TWLT	4	35	0.62	2.48	C	D	22,000	31,400	2022	1.67%	22,700	14,074	19,468	32,200	19,964	19,468
US 90/SR 10/W JAMES LEE BLVD	N WILSON ST	SR 85	Minor Arterial	C2T	Yes	State	4TWLT	4	35	0.22	0.88	C	D	18,900	31,400	2022	1.67%	19,500	4,290	6,908	27,700	6,094	6,908
US 90/SR 10/EAST JAMES LEE BLVD	SR 85	BRACKIN ST	Minor Arterial	C2T	Yes	State	4TWLT	4	35	0.68	2.72	C	D	13,200	31,400	2022	1.67%	13,600	9,248	21,352	19,300	13,124	21,352
US 90/SR 10/EAST JAMES LEE BLVD	BRACKIN ST	FAIRCHILD RD	Minor Arterial	C2T	Partial	State	4D	4	45	2													

APPENDIX A: OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Context Classification for Complete Streets	Within Municipal Limits	Maintaining Entity	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Lane Miles	Street QOS	Road LOS Standard (Existing)	AADT	Daily Capacity	Year Count	Annual Growth Rate	2024 AADT	2024 VMT	2024 VMC	2045 AADT	2045 VMT	2045 VMC
US 98/SR 30/HARBOR BLVD	SANTA ROSA COUNTY	PARRISH BLVD	Principal Arterial	C3C	No	State	4D	4	55	3.07	12.28	E	D	39,400	38,430	2022	1.39%	40,500	124,335	117,980	54,100	166,087	117,980
US 98/SR 30/HARBOR BLVD	PARISH BLVD	CODY AVE	Principal Arterial	C3C	Partial	State	4D	4	45	2.78	11.12	E	D	50,000	38,430	2022	1.39%	51,400	142,892	106,835	68,700	190,986	106,835
US 98/SR 30/HARBOR BLVD	CODY AVE	DOOLITTLE BLVD	Principal Arterial	C3C	Yes	State	4D	4	40	2.19	8.76	D	D	45,500	38,430	2022	1.39%	46,800	102,492	84,162	62,500	136,875	84,162
US 98/SR 30/HARBOR BLVD	DOOLITTLE BLVD	SR393/MARY ESTHER BLVD	Principal Arterial	C3C	Yes	State	4D	4	40	0.54	2.16	D	D	36,000	38,430	2022	1.39%	37,000	19,980	20,752	49,500	26,730	20,752
US 98/SR 30/HARBOR BLVD	SR 393/MARY ESTHER BLVD	MEMORIAL PKWY SW	Principal Arterial	C4	Yes	State	4D	4	35	1.49	5.96	C	D	28,000	37,905	2022	1.39%	28,800	42,912	56,478	38,500	57,365	56,478
US 98/SR 30/HARBOR BLVD	MEMORIAL PKWY SW	SR 189/BEAL PKWY SW	Principal Arterial	C4	Yes	State	4D	4	35	1.07	4.28	C	D	30,500	37,905	2022	1.39%	31,400	33,598	40,558	41,900	44,833	40,558
US 98/SR 30/HARBOR BLVD	SR 189/BEAL PKWY SW	SR 85/EGLIN PKWY	Principal Arterial	C4	Yes	State	4TWLT	4	25	0.23	0.92	A	D	38,000	37,905	2022	1.39%	39,100	8,993	8,718	52,200	12,006	8,718
US 98/SR 30/HARBOR BLVD	SR 85/EGLIN PKWY	FLORIDA PL SE	Principal Arterial	C4	Yes	State	4U	4	25	0.21	0.84	A	D	34,500	37,905	2022	1.39%	35,500	7,455	7,960	47,400	9,954	7,960
US 98/SR 30/HARBOR BLVD	FLORIDA PL SE	PERRY AVE SE	Principal Arterial	C4	Yes	State	4U	4	25	0.11	0.44	A	D	34,500	37,905	2022	1.39%	35,500	3,905	4,170	47,400	5,214	4,170
US 98/SR 30/HARBOR BLVD	PERRY AVE SE	SANTA ROSA BLVD	Principal Arterial	C4	Partial	State	4D	4	30	0.54	2.16	B	D	49,500	38,430	2022	1.39%	50,900	27,486	20,752	68,000	36,720	20,752
US 98/SR 30/HARBOR BLVD	SANTA ROSA BLVD	PIER RD	Principal Arterial	C4	No	State	4TWLT	4	35	0.34	1.36	C	D	49,500	37,905	2022	1.39%	50,900	17,306	12,888	68,000	23,120	12,888
US 98/SR 30/HARBOR BLVD	PIER RD	GULF NATIONAL SEASHORE DR	Principal Arterial	C3C	No	State	4D	4	45	0.6	2.40	E	D	41,700	38,430	2022	1.39%	42,900	25,740	23,058	57,300	34,380	23,058
US 98/SR 30/HARBOR BLVD	GULF NATIONAL SEASHORE DR	WEST END OF DESTIN BRIDGE	Principal Arterial	C1	No	State	4D	4	55	3.64	14.56	E	D	41,700	45,800	2022	1.39%	42,900	156,156	166,712	57,300	208,572	166,712
US 98/SR 30/HARBOR BLVD	WEST END OF DESTIN BRIDGE	STAHLMAN AVE	Principal Arterial	C1	No	State	4D	4	35	0.87	3.48	C	D	41,700	45,802	2022	1.39%	42,900	37,323	39,848	57,300	49,851	39,848
US 98/SR 30/HARBOR BLVD	STAHLMAN AVE	MAIN ST	Principal Arterial	C4	Yes	State	4D	4	35	1.65	6.60	C	D	39,000	37,905	2022	1.39%	40,100	66,165	62,543	53,600	88,440	62,543
US 98/SR 30/HARBOR BLVD	MAIN ST	GULF SHORE DR	Principal Arterial	C4	Yes	State	4D	4	35	0.19	0.76	C	D	49,000	37,905	2022	1.39%	50,400	9,576	7,202	67,300	12,787	7,202
US 98/SR 30/HARBOR BLVD	GULF SHORE DR	AIRPORT RD	Principal Arterial	C3C	Yes	State	4D	4	40	1.03	4.12	D	D	53,500	38,430	2022	1.39%	55,000	56,650	39,583	73,500	75,705	39,583
US 98/EMERALD COAST PKWY	AIRPORT RD	KELLY PLANTATION	Principal Arterial	C3C	Yes	State	6D	6	45	1.75	10.50	E	D	47,000	56,805	2022	1.39%	48,300	84,525	99,409	64,600	113,050	99,409
US 98/EMERALD COAST PKWY	KELLY PLANTATION	HUTCHINSON ST	Principal Arterial	C3C	Yes	State	6D	6	45	0.54	3.24	E	D	58,000	56,805	2022	1.39%	59,600	32,184	30,675	79,700	43,038	30,675
US 98/EMERALD COAST PKWY	HUTCHINSON ST	WALTON COUNTY	Principal Arterial	C3C	Yes	State	6D	6	45	1.76	10.56	E	D	51,000	56,805	2022	1.39%	52,400	92,224	99,977	70,100	123,376	99,977

Source: Traffic data obtained from Florida Department of Transportation website, Okaloosa County, and field collected. LOS Standards based on FDOT District 3 Level of Service and adopted 2020 Comprehensive Plan for Okaloosa County. Context classification and daily capacity from FDOT 2023 Quality /Level of Service Handbook Service Volume Tables. Growth Factors of 1.67% (Crestview), 1.39% (South Okaloosa County), 1.50% (Mobility Study Area), and 1.52% (Limited Access) based on FDOT District 3 Northwest Florida Regional Planning Model Version 3.1.4. Roadway with an "" indicate that the AADT was estimated. 2024 AADT projected from base year of traffic count (2022) multiplied by the annual application of the model growth factor. 2024 and 2045 AADT rounded to the nearest 10th. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.



Okaloosa County

APPENDIX B:

MULTIMODAL QUALITY OF SERVICE (QOS)

APPENDIX B: OKALOOSA COUNTY MULTIMODAL QUALITY OF SERVICE (QOS)

Street Characteristics			Multimodal Off-Street (North or West)											Multimodal Off-Street (South or East)				Multimodal On-Street				
Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length (miles)	Off-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	Off-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	On-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	Side of ROW		
CARMEL DR	COMANCHE DR	SR 189/BEAL PKWY	Minor Collector	County	2	35	0.99	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
COMMONS DR W	INDIAN BAYOU TRAIL	COMMONS DR ROUNDABOUT	Major Collector	County	2	35	0.98	C	MULTIUSE PATH 8' WIDE OR LESS	0.83	LIMITED SEPARATION / LANDSCAPE BUFFER	B	MULTIUSE PATH 10' WIDE	0.44	LIMITED SEPARATION / LANDSCAPE BUFFER / STREET TREES	NA	-	-	-	-		
COMMONS DR W	COMMONS DR ROUNDABOUT	SR 293/SPENCE PKWY	Major Collector	County	2	20	1.11	C	MULTIUSE PATH 8' WIDE OR LESS	0.80	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.04	LIMITED SEPARATION	NA	-	-	-	-		
CR 2	SR 189	SR 85	Minor Arterial	County	2	55	9.43	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 4/ANTIOCH RD	US 90	BEL AIRE DR	Major Collector	County	2	35	2.62	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.10	NO SEPARATION	BOTH		
CR 4/ANTIOCH RD	BEL AIRE DR	PJ ADAMS PKWY	Major Collector	County	2	35	0.5	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.17	NO SEPARATION	BOTH		
CR 4/ANTIOCH RD	PJ ADAMS PKWY	SR 85/S PERDON BLVD	Major Collector	County	2	25	2.25	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 4A	SR 4	SR 189	Minor Collector	County	2	50	2.52	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 505/AIRPORT RD	US 98/SR 30/HARBOR BLVD	COMMONS DR W	Major Collector	County	4	35	0.27	D	SIDEWALK 6' WIDE OR LESS	0.27	LANDSCAPE BUFFER	C	MULTIUSE PATH 8' WIDE OR LESS	0.27	LANDSCAPE BUFFER	NA	-	-	-	-		
CR 188/AIRPORT RD	SR 85	POVERTY CREEK RD	Major Collector	County	2	45	4.38	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 188/GARDEN CITY RD	POVERTY CREEK RD	SR 85	Major Collector	County	2	45	3.07	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 188/OLD BETHEL RD	US 90	NORMANDY RD	Major Collector	County	2	35	3.76	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 188/OLD BETHEL RD	NORMANDY RD	ENTRANCE OF DAVIDSON MIDDLE SCHOOL	Major Collector	County	2	30	0.94	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 188/OLD BETHEL RD	ENTRANCE OF DAVIDSON MIDDLE SCHOOL	SR 85	Major Collector	County	2	30	0.24	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 189/ALL LIVER CUTOFF	US 90	SR 4	Minor Arterial	County	2	55	4.49	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 189/DOG LAKE RD	WHIPPOORWILL DR	-10	Major Collector	County	2	45	1.17	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 189/DOG LAKE RD	-10	US 90	Minor Collector	County	2	45	0.85	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 190/COLLEGE BLVD	SR 85	KELLY WY	Major Collector	County	2	45	1.50	NA	-	-	-	D	SIDEWALK 6' WIDE OR LESS	0.08	LANDSCAPE BUFFER	NA	-	-	-	-		
CR 190/COLLEGE BLVD	KELLY WY	SR 85	Major Collector	County	2	35	1.10	NA	-	-	-	E	SIDEWALK 6' WIDE OR LESS	0.61	LIMITED SEPARATION	NA	-	-	-	-		
CR 190/COLLEGE BLVD	SR 85	PALM BLVD	Major Collector	County	2	40	1.15	NA	-	-	-	D	SIDEWALK 6' WIDE OR LESS	0.98	LANDSCAPE BUFFER	NA	-	-	-	-		
CR 190/COLLEGE BLVD	PALM BLVD	SR 285	Major Collector	County	2	40	0.90	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 190/COLLEGE BLVD	SR 285	FOREST RD	Major Collector	County	2	40	1.08	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 285B/BAYSHORE DR	SR 20/JOHN SIMS PKWY	PARTIN DR	Major Collector	County	2	20	0.57	E	SIDEWALK 6' WIDE OR LESS	0.57	LIMITED SEPARATION	NA	-	-	-	NA	-	-	-	-		
CR 285B/BAYSHORE DR	PARTIN DR	FINCK RD	Major Collector	County	2	20	0.71	E	SIDEWALK 6' WIDE OR LESS	0.51	LIMITED SEPARATION	NA	-	-	-	NA	-	-	-	-		
CR 285B/BAYSHORE DR	FINCK RD	VALPARAISO BLVD	Major Collector	County	2	25	0.45	E	SIDEWALK 6' WIDE OR LESS	0.45	LIMITED SEPARATION	NA	-	-	-	NA	-	-	-	-		
CR 285B/BAYSHORE DR	VALPARAISO BLVD	7TH ST	Major Collector	County	2	30	2.08	NA	-	-	-	E	SIDEWALK 6' WIDE OR LESS	2.08	LIMITED SEPARATION	NA	-	-	-	-		
CR 285B/REDWOOD AVE	7TH ST	SR 20/JOHN SIMS PKWY	Major Collector	County	2	35	1.56	NA	-	-	-	E	SIDEWALK 6' WIDE OR LESS	0.63	LIMITED SEPARATION	NA	-	-	-	-		
CR 393	SR 85	STEEL MILL CREEK RD	Major Collector	County	2	50	3.58	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
CR 393	STEEL MILL CREEK RD	US 90	Major Collector	County	2	50	12.15	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
FOREST RD	SR 293 / SPENCE PKWY	ROCKY BAYOU DR	Major Collector	County	2	45	1.45	D	SIDEWALK 6' WIDE OR LESS	0.21	LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-		
GREEN ACRES RD	GREEN ACRES BLVD	SR 189/BEAL PKWY	Major Collector	County	4	35	0.76	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
HILL AVE	LOVEJOY RD NW	FREEDOM WAY	Minor Arterial	County	4	25	0.34	E	SIDEWALK 6' WIDE OR LESS	0.22	LIMITED SEPARATION	NA	-	-	-	NA	-	-	-	-		
HOLLYWOOD BLVD NW	SR 393/MARY ESTHER	WRIGHT PKWY NW	Major Collector	County	2	35	0.91	D	SIDEWALK 6' WIDE OR LESS	0.91	LIMITED SEPARATION / LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.91	LANDSCAPE BUFFER	NA	-	-	-	-		
HOLLYWOOD BLVD NW	WRIGHT PKWY NW	MEMORIAL PKWY	Major Collector	County	2	35	0.51	D	SIDEWALK 6' WIDE OR LESS	0.10	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.51	LANDSCAPE BUFFER	NA	-	-	-	-		
HOLLYWOOD BLVD NW	MEMORIAL PKWY	ROBINWOOD DR SW	Major Collector	County	2	35	0.68	D	SIDEWALK 6' WIDE OR LESS	0.22	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.68	LANDSCAPE BUFFER	NA	-	-	-	-		
HOLLYWOOD BLVD NW	ROBINWOOD DR SW	SR 189/BEAL PKWY	Major Collector	County	2	35	0.38	D	SIDEWALK 6' WIDE OR LESS	0.31	LIMITED SEPARATION / LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.38	LIMITED SEPARATION / LANDSCAPE BUFFER	NA	-	-	-	-		
HOLLYWOOD BLVD NW	SR 189/BEAL PKWY	SR 85/NGLIN PKWY NW	Major Collector	County	2	35	0.52	D	SIDEWALK 6' WIDE OR LESS	0.52	LIMITED SEPARATION / LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.52	LIMITED SEPARATION / LANDSCAPE BUFFER	NA	-	-	-	-		
HURLBURT RD	MIX BLVD	SR 189/BEAL PKWY	Major Collector	County	4	35	0.78	E	SIDEWALK 6' WIDE OR LESS	0.53	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	0.78	LIMITED SEPARATION / LANDSCAPE BUFFER	NA	-	-	-	-		
JOHN KING RD	SR 85	TERMINUS WEST OF WINDSOR CR	Minor Collector	County	2	30	2.02	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
LEWIS ST	SR 189/BEAL PKWY	DENTON BLVD	Minor Collector	County	2	25	0.89	D	SIDEWALK 6' WIDE OR LESS	0.38	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.28	LANDSCAPE BUFFER	NA	-	-	-	-		
MAYFLOWER AVE	DENTON BLVD	JAMES LEE RD	Minor Collector	County	2	25	0.38	D	SIDEWALK 6' WIDE OR LESS	0.38	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.38	LANDSCAPE BUFFER	NA	-	-	-	-		
MIX BLVD	FREEDOM WAY	HURLBURT RD	Minor Arterial	County	4	45	1.84	C	MULTIUSE PATH 8' WIDE OR LESS	0.45	LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-		
MIX BLVD	HURLBURT RD	GREEN ACRES RD	Minor Arterial	County	4	45	0.49	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
MOONEY RD NE	SR 188/RACETRACK RD	GARNERS POST RD	Major Collector	County	2	35	1.35	D	SIDEWALK 6' WIDE OR LESS	1.35	LIMITED SEPARATION / LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-		
MOONEY RD NE	GARNERS POST RD	SR 188/LEWIS TURNER BLVD	Major Collector	County	2	35	0.90	E	SIDEWALK 6' WIDE OR LESS	0.9	LIMITED SEPARATION	NA	-	-	-	NA	-	-	-	-		
NORTH BEAL EXTENSION	SR 189/BEAL PKWY	WRIGHT LANDFILL	Minor Collector	County	2	35	1.10	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
PJ ADAMS PKWY	CR 4/ANTIOCH RD	SR 85	Principal Arterial	County	4	45	1.87	D	SIDEWALK 6' WIDE OR LESS	1.87	LIMITED SEPARATION / LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	1.87	LIMITED SEPARATION / LANDSCAPE BUFFER	E	BIKE LANE 4' WIDE	1.87	NO SEPARATION	BOTH		
POVERTY CREEK RD	CR 188/AIRPORT RD	CR 393/ROBINSON RD	Minor Collector	County	2	50	4.78	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
ROCKY BAYOU DR	SR 20/JOHN SIMS PKWY	FOREST RD	Major Collector	County	2	25	0.67	NA	-	-	-	D	SIDEWALK 6' WIDE OR LESS	0.67	LIMITED SEPARATION / LANDSCAPE BUFFER	NA	-	-	-	-		
ROCKY BAYOU DR	FOREST RD	HUNTINGTON D	Minor Collector	County	2	35	0.99	NA	-	-	-	D	SIDEWALK 6' WIDE OR LESS	0.95	LIMITED SEPARATION / LANDSCAPE BUFFER	NA	-	-	-	-		
SANTA ROSA BLVD	EGGINS AFB E GATE	US 98/SR 30	Major Collector	County	4	35	2.18	D	SIDEWALK 6' WIDE OR LESS	2.18	LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-		
SANTA ROSA BLVD	US 98/SR 30/HARBOR BLVD	TERMINUS OF SANTA ROSA BLVD	Major Collector	County	2	30	0.17	D	SIDEWALK 6' WIDE OR LESS	0.17	LIMITED SEPARATION / LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.17	LIMITED SEPARATION / LANDSCAPE BUFFER	NA	-	-	-	-		
SCENIC HIGHWAY 98	WESTERN TERMINUS OF SCENIC HIGHWAY 98	OCEAN BLVD	Major Collector	County	2	25	1.55	B	MULTIUSE PATH 10' WIDE	1.55	ON STREET PARKING / LANDSCAPE BUFFER / STREET TREES	D	SIDEWALK 6' WIDE OR LESS	1.55	STREET TREES	NA	-	-	-	-		
SCENIC HIGHWAY 98	OCEAN BLVD	TERRA COTTA WAY	Major Collector	County	2	25	0.49	B	MULTIUSE PATH 10' WIDE	0.49	LANDSCAPE BUFFER	D	MULTIUSE PATH 8' WIDE OR LESS	0.49	STREET TREES	NA	-	-	-	-		
SCENIC HIGHWAY 98	TERRA COTTA WAY	WALTON CCD LINE	Major Collector	County	2	25	0.19	B	MULTIUSE PATH 10' WIDE	0.19	ON STREET PARKING / STREET TREES	D	SIDEWALK 6' WIDE OR LESS	0.19	LANDSCAPE BUFFER	NA	-	-	-	-		
SOUTH AVE	JAMES LEE RD	SR 85/NGLIN PKWY	Minor Collector	County	2	25	0.96	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		

APPENDIX B: OKALOOSA COUNTY MULTIMODAL QUALITY OF SERVICE (QOS)

Street Characteristics		Multimodal Off-Street (North or West)														Multimodal Off-Street (South or East)					Multimodal On-Street				
Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length (miles)	Off-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	Off-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	On-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	Side of ROW					
SR 123/ROGER J CLARY HWY	SR 85	SR 85/EGLIN PKWY	Principal Arterial	State	4	65	5.98	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	3.99	NO SEPARATION	BOTH					
SR 145/FERRY AVE SE	US 98/SR 30	CHESTNUT AVE SE	Minor Arterial	State	3	30	0.30	E	SIDEWALK 6' WIDE OR LESS	0.30	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	0.30	LANDSCAPE BUFFER	E	SHARROW	0.30	NO SEPARATION	N/A					
SR 145/FERRY AVE SE	SR 85/EGLIN PKWY	SR 85/EGLIN PKWY	Minor Arterial	State	3	30	0.20	D	SIDEWALK 6' WIDE OR LESS	0.20	LIMITED SEPARATION/LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.20	LIMITED SEPARATION/LANDSCAPE BUFFER	E	SHARROW	0.20	NO SEPARATION	N/A					
SR 188/RACE TRACK RD	SR 189/BEAL PKWY	DENTON BLVD	Minor Arterial	State	4	35	0.88	D	SIDEWALK 6' WIDE OR LESS	0.88	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.88	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 188/RACE TRACK RD	SR 189/BEAL PKWY	DENTON BLVD	Minor Arterial	State	4	40	0.56	D	SIDEWALK 6' WIDE OR LESS	0.56	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.56	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 188/RACE TRACK RD	SR 85/EGLIN PKWY	MOONEY RD	Minor Arterial	State	4	40	1.14	D	SIDEWALK 6' WIDE OR LESS	1.14	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	1.14	LIMITED SEPARATION	NA	-	-	-	-					
SR 189	SR 4	VINSON RAY RD	Minor Arterial	State	2	60	4.01	NA	-	-	-	NA	-	-	-	NA	-	-	-	-					
SR 189	SR 4	COUNTY HWY 2	Minor Arterial	State	2	60	5.60	NA	-	-	-	NA	-	-	-	NA	-	-	-	-					
SR 189	SR 4	COUNTY HWY 180	Minor Arterial	State	2	60	2.25	NA	-	-	-	NA	-	-	-	NA	-	-	-	-					
SR 189	SR 4	STATE OF ALABAMA	Minor Arterial	State	2	60	2.58	NA	-	-	-	NA	-	-	-	NA	-	-	-	-					
SR 189/BEAL PKWY N	US 98/SR 30	HOLLYWOOD BLVD	Minor Arterial	State	4	35	0.58	C	MULTIUSE PATH 10' WIDE	0.58	LIMITED SEPARATION	D	MULTIUSE PATH 8' WIDE OR LESS	0.58	LIMITED SEPARATION	NA	-	-	-	-					
SR 189/BEAL PKWY N	SR 189/BEAL PKWY	HOLLYWOOD BLVD	Minor Arterial	State	4	35	0.74	D	SIDEWALK 6' WIDE OR LESS	0.74	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.74	LIMITED SEPARATION	NA	-	-	-	-					
SR 189/BEAL PKWY N	SR 189/BEAL PKWY	YACHT CLUB DR	Minor Arterial	State	4	35	1.04	E	SIDEWALK 6' WIDE OR LESS	1.04	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	1.04	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 189/BEAL PKWY N	SR 189/BEAL PKWY	MEMORIAL PKWY NW	Minor Arterial	State	4	35	0.49	E	SIDEWALK 6' WIDE OR LESS	0.49	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.49	LIMITED SEPARATION	NA	-	-	-	-					
SR 189/BEAL PKWY N	SR 189/BEAL PKWY	MEMORIAL PKWY NW	Minor Arterial	State	4	35	0.49	E	SIDEWALK 6' WIDE OR LESS	0.49	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.49	LIMITED SEPARATION	NA	-	-	-	-					
SR 189/BEAL PKWY N	SR 189/BEAL PKWY	MARY ESTHER CUR OFF/SR 393	Minor Arterial	State	4	45	0.79	E	SIDEWALK 6' WIDE OR LESS	0.79	LIMITED SEPARATION	C	MULTIUSE PATH 8' WIDE OR LESS	0.79	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.36	NO SEPARATION	WEST					
SR 189/BEAL PKWY N	SR 189/BEAL PKWY	LEWIS ST	Minor Arterial	State	4	45	0.68	E	SIDEWALK 6' WIDE OR LESS	0.68	LIMITED SEPARATION	C	MULTIUSE PATH 8' WIDE OR LESS	0.68	LIMITED SEPARATION	NA	-	-	-	-					
SR 189/BEAL PKWY N	SR 189/BEAL PKWY	SR 188/RACE TRACK RD	Minor Arterial	State	4	45	0.44	E	SIDEWALK 6' WIDE OR LESS	0.44	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.44	LIMITED SEPARATION	NA	-	-	-	-					
SR 189/BEAL PKWY N	SR 189/BEAL PKWY	GREEN ACRES DR	Minor Arterial	State	4	45	0.44	E	SIDEWALK 6' WIDE OR LESS	0.44	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.44	LIMITED SEPARATION	NA	-	-	-	-					
SR 189/LEWIS TURNER BLVD	SR 189/LEWIS TURNER BLVD	GREEN ACRES DR	Minor Arterial	State	4	45	1.66	E	SIDEWALK 6' WIDE OR LESS	0.87	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	1.66	STREET TREES	E	BIKE LANE 4' WIDE	0.78	NO SEPARATION	BOTH					
SR 189/LEWIS TURNER BLVD	SR 189/LEWIS TURNER BLVD	MOONEY RD	Minor Arterial	State	4	55	2.34	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	2.34	NO SEPARATION	BOTH					
SR 189/LEWIS TURNER BLVD	SR 85	GEN BOND BLVD	Minor Arterial	State	4	55	1.25	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	1.25	NO SEPARATION	BOTH					
SR 189/LEWIS TURNER BLVD	SR 85	SR 397/JOHN SIMS PKWY	Minor Arterial	State	4	45	0.51	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.51	NO SEPARATION	BOTH					
SR 190/VALPARAISO PKWY	SR 85	NORDBERG AVE	Major Collector	State	2	35	0.41	D	SIDEWALK 6' WIDE OR LESS	0.41	LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-					
SR 190/VALPARAISO PKWY	SR 85	NORDBERG AVE	Major Collector	State	2	35	0.72	D	SIDEWALK 6' WIDE OR LESS	0.26	LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-					
SR 190/VALPARAISO PKWY	SR 397/JOHN SIMS PKWY	VALPARAISO PKWY	Major Collector	State	2	35	0.10	D	SIDEWALK 6' WIDE OR LESS	0.10	LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-					
SR 20	SR 293/SPENCE PKWY	SR 293/SPENCE PKWY	Principal Arterial	State	2	45	0.67	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.67	NO SEPARATION	BOTH					
SR 20	SR 293/SPENCE PKWY	WHITE POINT RD	Principal Arterial	State	4	45	0.87	E	SIDEWALK 6' WIDE OR LESS	0.82	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.76	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.87	NO SEPARATION	BOTH					
SR 20	SR 20	WHITE POINT RD	Principal Arterial	State	4	45	0.76	E	SIDEWALK 6' WIDE OR LESS	0.76	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.76	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.76	NO SEPARATION	BOTH					
SR 20	SR 20	BAY DR	Principal Arterial	State	4	45	1.75	E	SIDEWALK 6' WIDE OR LESS	0.90	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.92	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	1.75	NO SEPARATION	BOTH					
SR 20/JOHN SIMS PKWY	SR 20/JOHN SIMS PKWY	EDGEWATER DR	Principal Arterial	State	4	45	1.17	E	SIDEWALK 6' WIDE OR LESS	0.56	LIMITED SEPARATION	D	MULTIUSE PATH 8' WIDE OR LESS	1.17	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.17	NO SEPARATION	BOTH					
SR 20/JOHN SIMS PKWY	SR 20/JOHN SIMS PKWY	REDWOOD AVE	Principal Arterial	State	4	35	0.91	D	SIDEWALK 6' WIDE OR LESS	0.50	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.88	LIMITED SEPARATION	NA	-	-	-	-					
SR 20/JOHN SIMS PKWY	SR 20/JOHN SIMS PKWY	PALM BLVD	Principal Arterial	State	6	35	0.45	D	SIDEWALK 6' WIDE OR LESS	0.45	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.45	LIMITED SEPARATION	NA	-	-	-	-					
SR 20/E JOHN SIMS PKWY	SR 285/BAYSHORE DR	CR 285/PARTN DR	Principal Arterial	State	6	35	0.25	D	SIDEWALK 6' WIDE OR LESS	0.25	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.25	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 20/E JOHN SIMS PKWY	SR 285/BAYSHORE DR	DAVIS DR	Principal Arterial	State	6	35	0.25	D	SIDEWALK 6' WIDE OR LESS	0.25	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.25	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 20/E JOHN SIMS PKWY	SR 285/BAYSHORE DR	DAVIS DR	Principal Arterial	State	6	35	0.53	D	SIDEWALK 6' WIDE OR LESS	0.53	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.53	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.22	NO SEPARATION	BOTH					
SR 285/BAYSHORE DR	SR 20/JOHN SIMS PKWY	PALM BLVD	Minor Arterial	State	4	35	0.57	D	SIDEWALK 6' WIDE OR LESS	0.57	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.57	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 285/BAYSHORE DR	SR 20/JOHN SIMS PKWY	PALM BLVD	Minor Arterial	State	4	45	1.22	D	SIDEWALK 6' WIDE OR LESS	0.37	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	1.22	LANDSCAPE BUFFER	E	BIKE LANE 4' WIDE	0.37	NO SEPARATION	SOUTH					
SR 285/BAYSHORE DR	SR 293/SPENCE PKWY	COLLEGE BLVD	Minor Arterial	State	2	45	0.56	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.05	NO SEPARATION	WEST					
SR 285/BAYSHORE DR	SR 293/SPENCE PKWY	WALTON COUNTY	Minor Arterial	State	2	60	8.76	NA	-	-	-	NA	-	-	-	NA	-	-	-	-					
SR 293/DANNY WUERFFEL WAY	US 98/EMERALD COAST PKWY	MIDDLE SCHOOL RD	Minor Arterial	State	4	45	0.81	E	SIDEWALK 6' WIDE OR LESS	0.81	LIMITED SEPARATION	D	MULTIUSE PATH 8' WIDE OR LESS	0.81	LANDSCAPE BUFFER	E	BIKE LANE 4' WIDE	0.81	NO SEPARATION	BOTH					
SR 393/MARY ESTHER CUT OFF	US 98 / MARACLE STRIP	HOLLYWOOD BLVD	Minor Arterial	State	4	35	0.29	D	SIDEWALK 6' WIDE OR LESS	0.29	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	0.29	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 393/MARY ESTHER CUT OFF	SR 189/BEAL PKWY	ANCHORS ST	Minor Arterial	State	4	40	0.58	E	SIDEWALK 6' WIDE OR LESS	0.58	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.58	LIMITED SEPARATION	NA	-	-	-	-					
SR 393/MARY ESTHER CUT OFF	SR 189/BEAL PKWY	WRIGHT PKWY NW	Minor Arterial	State	4	40	0.82	E	SIDEWALK 6' WIDE OR LESS	0.82	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.82	LIMITED SEPARATION	NA	-	-	-	-					
SR 393/MARY ESTHER CUT OFF	SR 189/BEAL PKWY	WRIGHT PKWY NW	Minor Arterial	State	4	40	0.15	D	SIDEWALK 6' WIDE OR LESS	0.15	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.15	LIMITED SEPARATION	NA	-	-	-	-					
SR 397/EGLIN PKWY	SR 85 NB	EGLIN AFB GATE	Minor Arterial	State	4	45	0.91	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.91	NO SEPARATION	BOTH					
SR 397/JOHN SIMS PKWY	SR 85 NB	EGLIN AFB GATE	Minor Arterial	State	4	45	0.91	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.91	NO SEPARATION	BOTH					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					
SR 397/JOHN SIMS PKWY	SR 85/SR ORNDORF PL SE	SR 85/SR ORNDORF PL SE	Principal Arterial	State	4	35	0.97	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.97	LANDSCAPE BUFFER	NA	-	-	-	-					

APPENDIX B: OKALOOSA COUNTY MULTIMODAL QUALITY OF SERVICE (QOS)

Street Characteristics			Multimodal Off-Street (North or West)											Multimodal Off-Street (South or East)				Multimodal On-Street				
Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length (miles)	Off-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	Off-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	On-Street QOS	Facility Type	Length (miles)	Physical Barrier / Separation	Side of ROW		
SR 85	SR 20	CR 190/COLLEGE BLVD	Principal Arterial	State	4	35	0.89	D	SIDEWALK 6' WIDE OR LESS	0.89	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.14	LANDSCAPE BUFFER	E	BIKE LANE 4' WIDE	0.89	NO SEPARATION	WEST		
SR 85	CR 190/COLLEGE BLVD	SR 293/SPENCE PKWY	Principal Arterial	State	4	45	0.89	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.45	NO SEPARATION	BOTH		
SR 85	SR 293/SPENCE PKWY	SR 123/ROGER J CLARY HWY	Principal Arterial	State	4	65	2.42	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85	SR 123/ROGER J CLARY HWY	CR 4/ANTIOCH RD	Principal Arterial	State	4	65	9.78	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	1.03	NO SEPARATION	BOTH		
SR 85	CR 4/ANTIOCH RD	PJ ADAMS PKWY	Principal Arterial	State	4	45	0.77	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85/S FERDON BLVD	PJ ADAMS PKWY	JOHN KING RD	Principal Arterial	State	4	45	0.64	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85/S FERDON BLVD	JOHN KING RD	INTERSTATE 10	Principal Arterial	State	4	45	0.31	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85/S FERDON BLVD	INTERSTATE 10	MIRAGE AVE	Principal Arterial	State	4	45	0.29	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85/S FERDON BLVD	MIRAGE AVE	W REDSTONE AVE	Principal Arterial	State	4	45	0.34	D	SIDEWALK 6' WIDE OR LESS	0.34	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.31	LANDSCAPE BUFFER	NA	-	-	-	-		
SR 85/S FERDON BLVD	W REDSTONE AVE	ECANE AVE	Principal Arterial	State	4	45	1.29	E	SIDEWALK 6' WIDE OR LESS	1.29	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	1.29	ON STREET PARKING	NA	-	-	-	-		
SR 85/S FERDON BLVD	ECANE AVE	US 90/SR 10	Principal Arterial	State	4	35	0.79	E	SIDEWALK 6' WIDE OR LESS	0.79	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	0.79	LANDSCAPE BUFFER	NA	-	-	-	-		
SR 85/N FERDON BLVD	US 90/SR 10	LONG DR	Principal Arterial	State	4	35	0.57	D	SIDEWALK 6' WIDE OR LESS	0.57	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.57	LIMITED SEPARATION	NA	-	-	-	-		
SR 85	LONG DR	JONES RD	Principal Arterial	State	4	35	0.72	D	SIDEWALK 6' WIDE OR LESS	0.72	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.72	LIMITED SEPARATION	NA	-	-	-	-		
SR 85	JONES RD	CR 188/AIRPORT RD	Principal Arterial	State	4	45	1.13	D	SIDEWALK 6' WIDE OR LESS	1.13	LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-		
SR 85	CR 188/AIRPORT RD	SANDY LANE	Principal Arterial	State	4	55	2.53	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85	SANDY LANE	BILL LUNDY RD	Principal Arterial	State	2	55	2.04	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85	BILL LUNDY RD	COUNTY HWY 2	Principal Arterial	State	2	55	6.09	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85	COUNTY HWY 2	COUNTY HWY 602	Principal Arterial	State	2	55	1.8	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85	COUNTY HWY 602	2ND AVE	Principal Arterial	State	2	45	1.5	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85	2ND AVE	COUNTY ROAD 85-A	Principal Arterial	State	2	35	0.13	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85	COUNTY ROAD 85-A	LUDLUM RD	Principal Arterial	State	2	45	1.84	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
SR 85	LUDLUM RD	WALTON COUNTY	Principal Arterial	State	2	55	2.64	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
US 90/SR 10	CR 189/LOG LAKE RD	SANTA ROSA COUNTY	Minor Arterial	State	2	60	2.73	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
US 90/SR 10	CR 189/LOG LAKE RD	MIDDLEBROOKS RD	Minor Arterial	State	2	55	2.65	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	2.04	NO SEPARATION	BOTH		
US 90/SR 10	MIDDLEBROOKS RD	SR 4	Minor Arterial	State	2	55	5.18	NA	-	-	-	NA	-	-	-	D	BIKE LANE 5' TO 6' WIDE	5.18	NO SEPARATION	BOTH		
US 90/SR 10/WEST JAMES LEE BLVD	SR 4	CR 4/ANTIOCH RD	Minor Arterial	State	2	55	1.04	NA	-	-	-	NA	-	-	-	D	BIKE LANE 5' TO 6' WIDE	0.28	NO SEPARATION	BOTH		
US 90/SR 10/WEST JAMES LEE BLVD	CR 4/ANTIOCH RD	DLD BETHEL RD	Minor Arterial	State	4	55	1.63	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.03	NO SEPARATION	SOUTH		
US 90/SR 10/WEST JAMES LEE BLVD	DLD BETHEL RD	LINDBERG ST	Minor Arterial	State	4	35	0.78	E	SIDEWALK 6' WIDE OR LESS	0.78	LIMITED SEPARATION	C	MULTIUSE PATH 8' WIDE OR LESS	0.78	LANDSCAPE BUFFER	NA	-	-	-	-		
US 90/SR 10/WEST JAMES LEE BLVD	LINDBERG ST	N WILSON ST	Minor Arterial	State	4	35	0.62	D	SIDEWALK 6' WIDE OR LESS	0.62	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.62	LANDSCAPE BUFFER	NA	-	-	-	-		
US 90/SR 10/WEST JAMES LEE BLVD	N WILSON ST	SR 85	Minor Arterial	State	4	35	0.22	D	SIDEWALK 6' WIDE OR LESS	0.22	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.22	LANDSCAPE BUFFER	NA	-	-	-	-		
US 90/SR 10/EAST JAMES LEE BLVD	BRACKIN ST	BRACKIN ST	Minor Arterial	State	4	35	0.68	D	MULTIUSE PATH 8' WIDE OR LESS	0.68	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	0.68	LANDSCAPE BUFFER	NA	-	-	-	-		
US 90/SR 10/EAST JAMES LEE BLVD	BRACKIN ST	FARRCHILD RD	Minor Arterial	State	4	45	2.57	D	SIDEWALK 6' WIDE OR LESS	0.07	LANDSCAPE BUFFER	NA	-	-	-	NA	-	-	-	-		
US 90/SR 10/EAST JAMES LEE BLVD	FARRCHILD RD	CR 393/HWY 393	Minor Arterial	State	2	55	4.88	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
US 90/SR 10	CR 393/HWY 393	WALTON CO LINE	Minor Arterial	State	2	55	2.75	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	SANTA ROSA CO LINE	PARRISH BLVD	Principal Arterial	State	4	55	3.07	NA	-	-	-	NA	-	-	-	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	PARRISH BLVD	CODY AVE	Principal Arterial	State	4	45	2.78	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	0.07	NO SEPARATION	SOUTH		
US 98/SR 30/HARBOR BLVD	CODY AVE	DOOLITTLE BLVD	Principal Arterial	State	4	40	2.19	D	SIDEWALK 6' WIDE OR LESS	0.89	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	0.93	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.22	NO SEPARATION	NORTH		
US 98/SR 30/HARBOR BLVD	DOOLITTLE BLVD	SR393/MARY ESTHER BLVD	Principal Arterial	State	4	40	0.54	D	SIDEWALK 6' WIDE OR LESS	0.54	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.54	LANDSCAPE BUFFER	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	SR 393/MARY ESTHER BLVD	MEMORIAL PKWY SW	Principal Arterial	State	4	35	1.49	D	SIDEWALK 6' WIDE OR LESS	1.49	LANDSCAPE BUFFER	D	MULTIUSE PATH 8' WIDE OR LESS	1.49	LIMITED SEPARATION	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	MEMORIAL PKWY SW	SR 189/BEAL PKWY SW	Principal Arterial	State	4	35	1.07	D	SIDEWALK 6' WIDE OR LESS	1.07	LANDSCAPE BUFFER	E	SIDEWALK 6' WIDE OR LESS	1.07	LIMITED SEPARATION	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	SR 189/BEAL PKWY SW	SR 85/ROLIN PKWY	Principal Arterial	State	4	25	0.23	D	SIDEWALK 6' WIDE OR LESS	0.23	LANDSCAPE BUFFER	C	MULTIUSE PATH 8' WIDE OR LESS	0.23	ON STREET PARKING	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	SR 85/ROLIN PKWY	FLORIDA PL SE	Principal Arterial	State	4	25	0.21	D	MULTIUSE PATH 8' WIDE OR LESS	0.21	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	0.21	ON STREET PARKING / STREET TREES	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	FLORIDA PL SE	PERRY AVE SE	Principal Arterial	State	4	25	0.11	D	SIDEWALK 6' WIDE OR LESS	0.11	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.11	ON STREET PARKING / STREET TREES	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	PERRY AVE SE	SANTA ROSA BLVD	Principal Arterial	State	4	30	0.54	D	SIDEWALK 6' WIDE OR LESS	0.29	LANDSCAPE BUFFER	D	MULTIUSE PATH 8' WIDE OR LESS	0.09	LIMITED SEPARATION	NA	-	-	-	-		
US 98/SR 30/HARBOR BLVD	SANTA ROSA BLVD	PIER RD	Principal Arterial	State	4	35	0.34	B	MULTIUSE PATH 8' WIDE OR LESS	0.32	STREET TREES	D	MULTIUSE PATH 8' WIDE OR LESS	0.34	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.30	NO SEPARATION	BOTH		
US 98/SR 30/HARBOR BLVD	PIER RD	GULF NATIONAL SEASHORE DR	Principal Arterial	State	4	45	0.6	D	SIDEWALK 6' WIDE OR LESS	0.15	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	0.40	LANDSCAPE BUFFER	E	BIKE LANE 4' WIDE	2.24	NO SEPARATION	NORTH		
US 98/SR 30/HARBOR BLVD	GULF NATIONAL SEASHORE DR	WEST END OF DESTIN BRIDGE	Principal Arterial	State	4	55	3.64	NA	-	-	-	NA	-	-	-	E	BIKE LANE 4' WIDE	1.89	NO SEPARATION	NORTH		
US 98/SR 30/HARBOR BLVD	WEST END OF DESTIN BRIDGE	STAHLMAN AVE	Principal Arterial	State	4	35	0.87	E	SIDEWALK 6' WIDE OR LESS	0.15	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.87	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.20	NO SEPARATION	NORTH		
US 98/SR 30/HARBOR BLVD	STAHLMAN AVE	MAIN ST	Principal Arterial	State	4	35	1.65	D	SIDEWALK 6' WIDE OR LESS	1.65	LANDSCAPE BUFFER	C	MULTIUSE PATH 10' WIDE	1.65	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	1.65	NO SEPARATION	BOTH		
US 98/SR 30/HARBOR BLVD	MAIN ST	GULF SHORE DR	Principal Arterial	State	4	35	0.19	E	SIDEWALK 6' WIDE OR LESS	0.19	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	0.19	LIMITED SEPARATION	E	BIKE LANE 4' WIDE	0.19	NO SEPARATION	BOTH		
US 98/SR 30/HARBOR BLVD	GULF SHORE DR	AIRPORT RD	Principal Arterial	State	4	40	1.03	E	SIDEWALK 6' WIDE OR LESS	1.03	LIMITED SEPARATION	E	SIDEWALK 6' WIDE OR LESS	1.03	LIMITED SEPARATION	D	BIKE LANE 4' WIDE	0.70	BUFFERED	BOTH		
US 98/EMERALD COAST PKWY	AIRPORT RD	KELLY PLANTATION	Principal Arterial	State	6	45	1.75	D	SIDEWALK 6' WIDE OR LESS	1.65	LANDSCAPE BUFFER	C	MULTIUSE PATH 8' WIDE OR LESS	1.75	LANDSCAPE BUFFER	D	BIKE LANE 4' WIDE	1.75	BUFFERED	BOTH		
US 98/EMERALD COAST PKWY	KELLY PLANTATION	HUTCHINSON ST	Principal Arterial	State	6	45	0.54	E	SIDEWALK 6' WIDE OR LESS	0.28	LIMITED SEPARATION	D	SIDEWALK 6' WIDE OR LESS	0.28	LANDSCAPE BUFFER	D	BIKE LANE 4' WIDE	0.54	BUFFERED	BOTH		
US 98/EMERALD COAST PKWY	HUTCHINSON ST	WALTON CO LINE	Principal Arterial	State	6	45	1.76	C	MULTIUSE PATH 8' WIDE OR LESS	1.26	LANDSCAPE BUFFER	D	SIDEWALK 6' WIDE OR LESS	1.64	LANDSCAPE BUFFER	D	BIKE LANE 4' WIDE	1.74	BUFFERED	BOTH		

Source: Florida Department of Transportation Roadway Characteristics Inventory (RCI) Database (2023) and field verification; Multi-Use Paths are 8' wide or greater; For segments with sidewalks/multiuse paths or with differing types of barriers, the highest QOS was assigned.



APPENDIX C:
MOBILITY PLAN MAPS



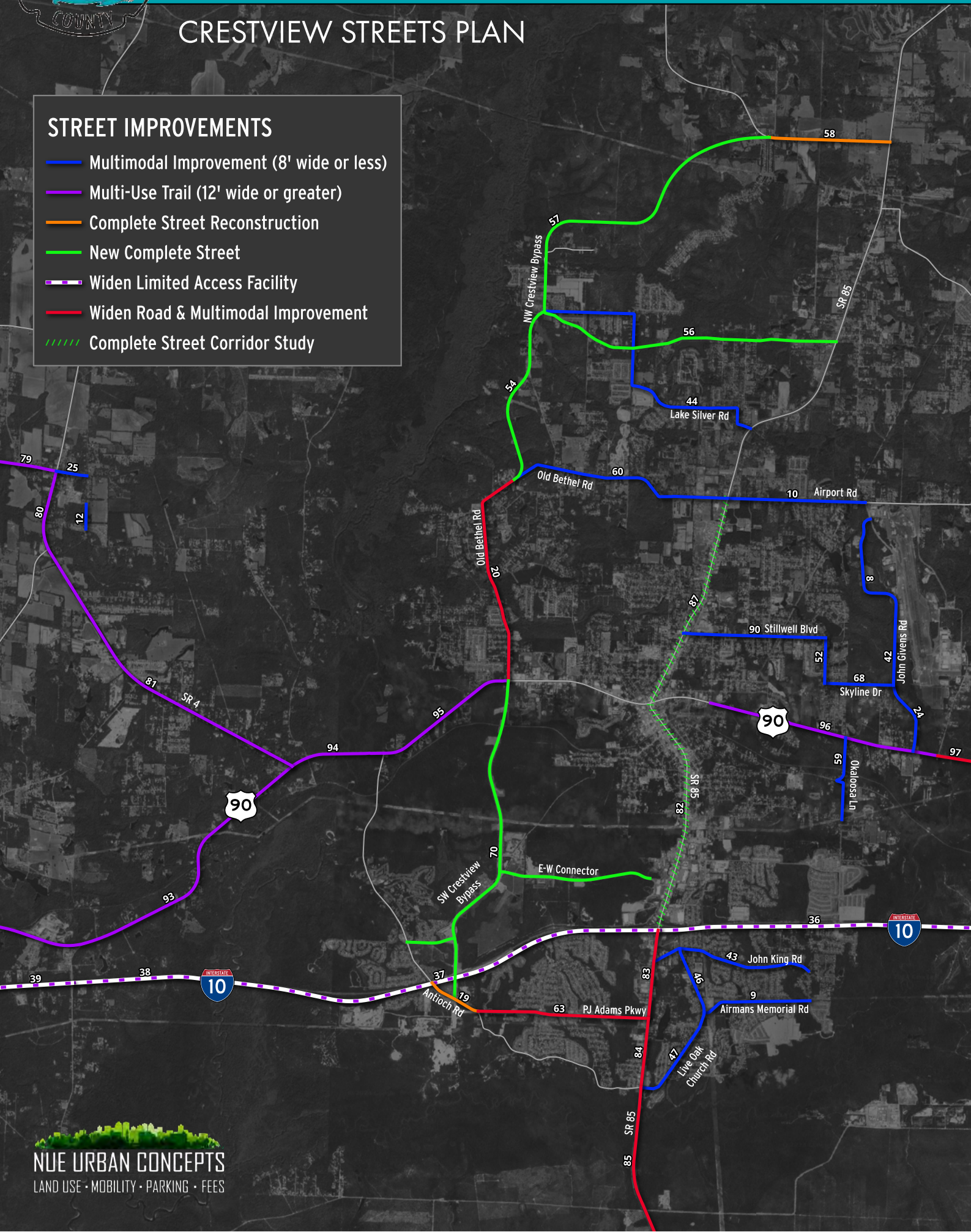
JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

CRESTVIEW STREETS PLAN

STREET IMPROVEMENTS

- Multimodal Improvement (8' wide or less)
- Multi-Use Trail (12' wide or greater)
- Complete Street Reconstruction
- New Complete Street
- - - Widen Limited Access Facility
- Widen Road & Multimodal Improvement
- - - - Complete Street Corridor Study





JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

DESTIN STREETS PLAN



STREET IMPROVEMENTS

- Multimodal Improvement (8' wide or less)
- Widen Road & Multimodal Improvement





JULY 2024

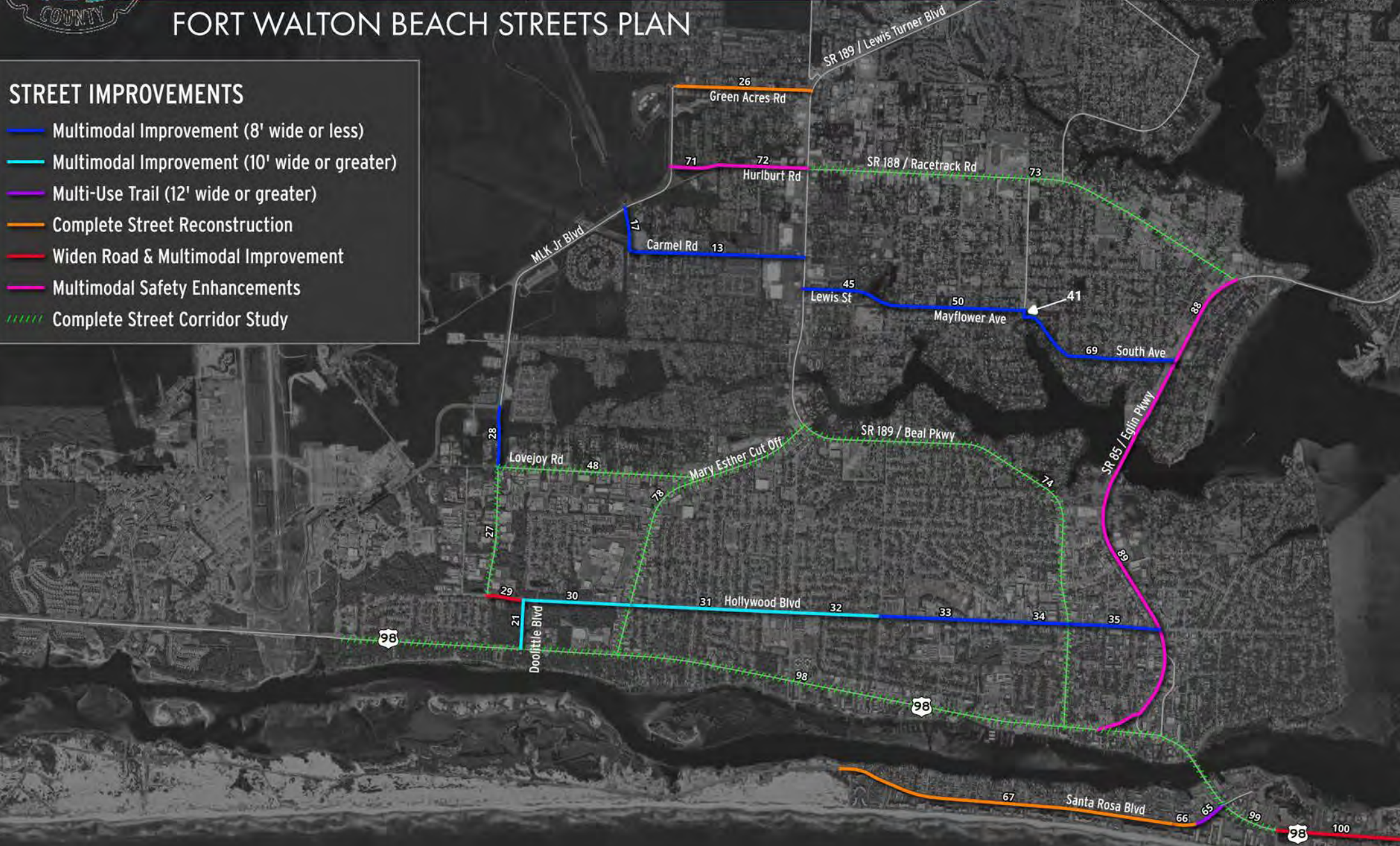
2045 OKALOOSA COUNTY MOBILITY PLAN

FORT WALTON BEACH STREETS PLAN

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

STREET IMPROVEMENTS

- Multimodal Improvement (8' wide or less)
- Multimodal Improvement (10' wide or greater)
- Multi-Use Trail (12' wide or greater)
- Complete Street Reconstruction
- Widen Road & Multimodal Improvement
- Multimodal Safety Enhancements
- - - - - Complete Street Corridor Study





JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN



SHALIMAR CORRIDORS PLAN

CORRIDOR IMPROVEMENTS

— Multimodal Improvement (8' wide or less)





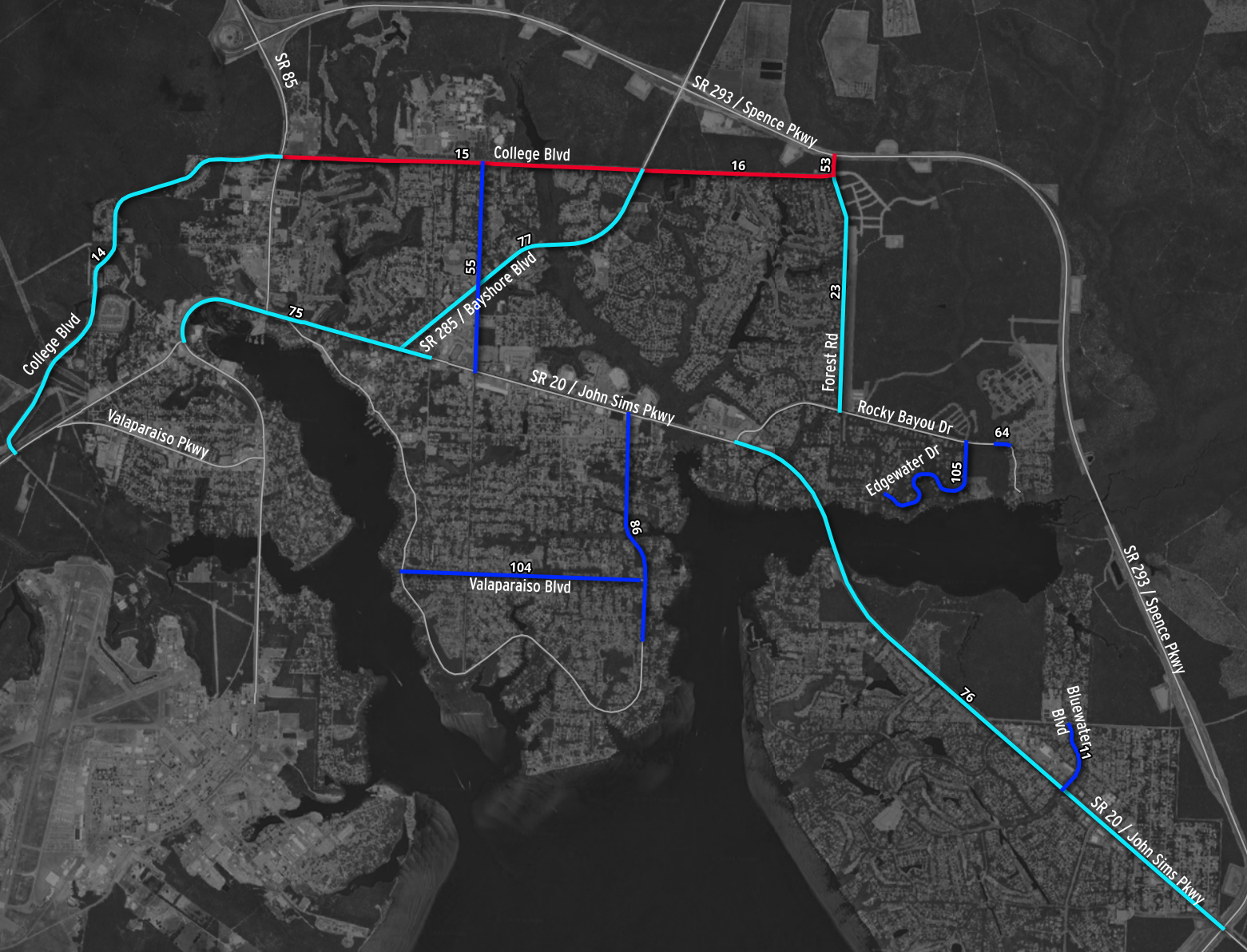
JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

NICEVILLE, VALPARAISO & BLUEWATER BAY CORRIDORS PLAN

CORRIDOR IMPROVEMENTS

- Multimodal Improvement (8' wide or less)
- Multimodal Improvement (10' wide or greater)
- Widen Road & Multimodal Improvement





Okaloosa County

APPENDIX D: MOBILITY PLAN PROJECTS

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: CORRIDORS PLAN

Project / Map ID	Facility Name	From	To	Length (Miles)	Project Type (colors correspond to Mobility Plan Maps)	Project Type Number	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes (PLC, PMC)	Current Funding Status	Anticipated Funding	Funding Sources
1A	1st Ave	Current Terminus of 1st Ave	12th St	0.54	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path	2026-2035	\$574,373	3,240	3	Unfunded		
1B	1st Ave Multimodal Connection	Meigs Dr	Current Terminus of 1st Ave	0.1	Multimodal Improvement (8' wide or less)	2	County	Construct an 12' wide multi-use trail	2026-2035	\$130,353	840	5	Unfunded		
2	4th Ave	2nd St	12th St	0.98	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path	2026-2035	\$1,042,381	5,880	3	Unfunded		
3	4th St	12th Ave	Meigs Dr	0.87	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path	2026-2035	\$925,379	5,220	3	Unfunded		
4	6th Ave	SR 85 (Eglin Pkwy)	11 St	0.95	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path	2026-2035	\$1,010,471	5,700	3	Unfunded		
5	8th St	12th Ave	Meigs Dr	0.97	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path	2026-2035	\$1,031,744	5,820	3	Unfunded		
6	9th Ave	SR 85 (Eglin Pkwy)	12th St	0.98	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide multi-use path.	2026-2035	\$1,042,381	5,880	3	Unfunded		
7	12th St	12th Ave	1st Ave	0.87	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path	2026-2035	\$925,379	5,220	3	Unfunded		
8	Adora Teal Way	John Givens Rd S	John Givens Rd N	1.43	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path on the south side of the ROW. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2031-2035	\$1,521,025	8,580	3	Unfunded		
9	Airmans Memorial Rd	Live Oak Church Rd	Kensington Lane	1.21	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2036-2040	\$1,287,021	7,260	3	Unfunded		
10	Airport Rd	SR 85	John Givens Rd	1.52	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path on the south side of the ROW. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2041-2045	\$1,616,754	9,120	3	Unfunded		
11	Bluewater Blvd	Range Rd	SR 20 (John Sims Pkwy)	0.41	Multimodal Improvement (8' wide or less)	2	County	Construct 6' wide sidewalks on both sides of the road, if ROW is available, provide 8' wide multi-use paths in lieu of one or both sidewalks.	2031-2035	\$774,727	3,936	2	Unfunded		
12	Buckward Rd	Long Needle Ct	School Entrance	0.27	Multimodal Improvement (8' wide or less)	2	County	Construct a new 5' sidewalk.	2026-2035	\$182,396	972	1	Unfunded		
13	Carmel Dr	Beal Pkwy	Comanche Dr	0.98	Multimodal Improvement (8' wide or less)	2	County	Construct multimodal improvements such as a sidewalk or multi-use path. Where ROW is available, a multi-use path at least 8' wide is preferred. 5' wide sidewalk is an alternative. Add high visibility RRB mid-block crossings with a raised island within existing two-way left turn lane (TWLTL) where there is crossing demand. See project #122 for additional intersection improvements.	2026-2030	\$1,103,754	5,928	1, 7	Unfunded		
14	Collage Blvd	SR 85 (South)	SR 85 (North)	2.61	Multimodal Improvement (10' wide or greater)	1	County	Construct a 10' wide multi-use path on south / east side of ROW. Add high visibility RRB mid-block crossing for development on north / west side of the ROW. Where ROW is constrained, the width of the multi-use path may be reduced to 8' or less.	2031-2035	\$3,217,861	18,060	3, 7	Unfunded		
15	Collage Blvd	SR 85	SR 285	2.05	Widen Road & Multimodal Improvement	7	County	Widen from two (2) to four (4) lanes with multimodal improvements. Multimodal improvements may be phased prior to widening per the following: Phase One: Construct a 8' to 10' wide multi-use path on south side of ROW from Cedar Ave to SR 285. Phase Two: Replace existing 5' sidewalk with a 8' to 10' multi-use path on south side of ROW from SR 85 to Cedar Ave. Phase Three: Construct a 8' to 10' wide multi-use path on north side of ROW from SR 85 to SR 285. Add intersection safety improvements at entrances to Northwest Florida State College. Where ROW is constrained, the width of the shared-use path may be reduced to 8' or less.	2026-2035	\$55,477,611	123,009	PLC based on Sales Tax Project Cost, PMC 2 & 13	Multimodal Partially Funded	\$49,929,850	\$1,500,000 (FDOT), \$550,000 (Sales Tax), \$1,650,000 (other CIP), \$46,229,850 (other funds) Up to 10% of cost from Mobility Fees. 10% of the PMC equates to 12,301.
16	Collage Blvd	SR 285	Forest Rd	1.08	Widen Road & Multimodal Improvement	7	County	Widen from two (2) to four (4) lanes with multimodal improvements. Multimodal improvements may be phased prior to widening per the following: Phase One: Widen portions of existing sidewalks and construct gaps to provide a 8' to 10' wide multi-use path on north side of ROW. Phase Two: Widen portions of existing sidewalks and construct gaps to provide a 8' to 10' wide multi-use path on north side of ROW.	2026-2035						
17	Comanche Dr	Carmel Dr	MLK Jr Blvd	0.25	Multimodal Improvement (8' wide or less)	2	County	Construct multimodal improvements such as a sidewalk or multi-use path. Where ROW is available, a multi-use path at least 8' wide is preferred. a 6' wide sidewalk is an alternative.	2026-2030	\$265,913	1,500	3	Unfunded		
18	Commons Dr	East of Matthew Blvd	SR 293 (Spence Pkwy)	0.26	Multimodal Improvement (8' wide or less)	2	County	Construct a new 8' wide multi-use path along the north side of the ROW. As an alternative a 6' wide sidewalk or multi-use path can be provided where ROW is constrained or there are utility conflicts.	2023-2025	\$225,000	1,560	PLC County, PMC 3	Funded	\$225,000	County Capital Improvements Program (CIP)
19	CR 4 (Antioch Rd) (SW Crestview Bypass)	I-10	PJ Adams Pkwy (Crestview Bypass)	0.6	Complete Street Reconstruction	3	County	Complete Street reconstruction as part of Southwest Crestview Bypass project #70. Total funded cost of \$212,000,000.	2023-2025	Under Construction	Under Construction	Under Construction	Funded	Under Construction	City & County Surtax, FDOT, CIP, PJ Adams TIF, Triumph Gulf Coast
70	Crestview Bypass (Southwest)	I-10	US 90	5.98	New Complete Street	5	County	Construct four (4) lane north-south bypass. Under construction as of Feb 2022. Total funded cost of \$212,000,000. Overall bypass project includes the construction of two (2) connector roads: (1) east-west connector between Antioch Rd and new north-south bypass; (2) east-west connector road between north-south bypass and SR 85.	2023-2026	Under Construction	Under Construction	Under Construction	Funded	Funded	City & County Surtax, FDOT, CIP, PJ Adams TIF, Triumph Gulf Coast
20	Crestview Bypass (Northwest)	US 90	Stacy Lane	2.44	Widen Road & Multimodal Improvement	7	County	Widen from two (2) to four (4) lanes. Consider a divided section with 8' to 10' wide multi-use paths on both sides of the ROW, or a 12' wide multi-use trail on one side of the ROW and a 6' to 8' wide multi-use path on the other side of the ROW. With the projected volumes and speed limits on the bypass, 7' wide on-street buffered bike lanes should be the last alternative considered. The off-street multi-use paths or multi-use trail would have higher levels of people walking and bicycling than on-street bicycle lanes. The Crestview bypass is intended to provide an alternative to SR 85 by providing parallel capacity and connecting with I-10.	2026-2035		101,748	PLC County, PMC 3, 5, 13	Partially Funded		
54	Crestview Bypass (Northwest)	Stacy Lane	Taylor Rd	2.04	New Complete Street	5	County	Construct a new four (4) lane divided corridor. Consider providing a 12' wide multi-use trail on one side of the ROW and a 6' to 8' wide multi-use path on the other side of the ROW or 8' to 10' wide multi-use paths on both sides of the ROW. With the projected volumes and speed limits on the bypass, 7' wide on-street buffered bike lanes should be the last alternative considered. The off-street multi-use paths or multi-use trail would have higher levels of people walking and bicycling than on-street bicycle lanes.	2030 - 2045		166,056	PLC County, PMC 3, 5, 11	Unfunded		
56	Crestview Bypass (Adams Road / Taylor Road)	Crestview Bypass (Northwest)	SR 85	3.35	New Complete Street	5	County	Construct a new (2) lane corridor with a 12' multi-use trail on one side of the ROW and a 6' to 8' wide multi-use path on the other side of the ROW. As an alternative, consider construction of 8' to 10' wide shared-use paths on both sides of the ROW. The existing portions of Adams Road and Taylor Road would be reconstructed. If ROW permits, evaluate the feasibility of constructing portions as a two (2) lane divided road to reduce crossing distances of vehicle lanes and to allow for future turn lanes to access adjacent land uses. Road could become two (2) lane undivided where ROW constraints exist.	2010 - 2045	\$157,564,000	181,235	PLC County, PMC 3, 5, 9	Unfunded	\$141,807,600	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Surtax, Federal & State Funds & Other Sources. 10% of the PMC equates to 66,903
57	Crestview Bypass (Northwest)	Taylor Rd	Bill Lundy Rd (CR 85A)	3.75	New Complete Street	5	County	Construct a new (2) lane corridor with a 12' wide multi-use trail on one side of the ROW and a 6' to 8' wide multi-use path on the other side of the ROW. As an alternative, consider construction of 8' to 10' wide shared-use paths on both sides of the ROW. A portion of the alignment will involve the reconstruction of Lake Silver Road. Evaluate the feasibility of constructing as a two (2) lane divided road to reduce crossing distance for any wildlife along the corridor and to provide a more context sensitive design.	2030 - 2045		202,875	PLC County, PMC 3, 5, 9	Unfunded		
58	Crestview Bypass (Bill Lundy Rd)	Crestview Bypass (Northwest)	SR 85	1.34	Complete Street Reconstruction	3	County	Reconstruct and upgrade Bill Lundy Rd (CR 85A) as a two (2) lane Complete Street. Construct a 12' wide multi-use trail on one side of the ROW and a 6' to 8' wide multi-use path on the other side of the ROW. As an alternative, consider construction of 8' to 10' wide shared-use paths on both sides of the ROW. If ROW permits, evaluate the feasibility of constructing as a two (2) lane divided road to reduce crossing distances and allow for future turn lanes to access adjacent land uses.	2030 - 2045		34,974	PLC County, PMC 3, 5, 16	Unfunded		

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: CORRIDORS PLAN

Project / Map ID	Facility Name	From	To	Length (Miles)	Project Type (colors correspond to Mobility Plan Maps)	Project Type Number	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes (PLC, PMC)	Current Funding Status	Anticipated Funding	Funding Sources
21	Doolittle Blvd	Hollywood Blvd	US Hwy 98 (Miracle Strip Pkwy)	0.27	Multimodal Improvement (10' wide or greater)	1	County	Replace existing 5' sidewalk with a 10' wide multi-use path on the west side of ROW. Where ROW is constrained, a multi-use path of 8' or less in width maybe constructed.	2026-2030	\$287,187	1,620	3	Unfunded		
105	Edgewater Dr	Martin Dr	Rocky Bayou Dr	0.93	Multimodal Improvement (8' wide or less)	2	County	Construct a new 5' sidewalk.	2026-2030	\$628,252	3,348	1	Unfunded		
22	Egin Drive	12th St	Country Club Drive	0.15	Multimodal Improvement (8' wide or less)	2	County	Construct a new 5' sidewalk along the east side of the ROW.	2026-2035	\$101,331	540	1	Unfunded		
53	Forest Rd	SR 293	College Blvd	0.11	Widen Road & Multimodal Improvement	7	County	Widen from two (2) to four (4) lanes and add 12' wide multi-use trail on one side of the ROW and a 6' to 8' wide multi-use path on the other side of the ROW. Or construct 8' wide multi-use paths on both sides of the ROW.	2030-2040	\$1,963,004	4,455	1, 5, 13	Unfunded	\$1,766,703	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Surtax, Toll Revenues from SR 293, Federal & State Funds & Other Sources. 10% of PMC equates to 608.
23	Forest Rd	College Blvd	Rocky Bayou Dr	1.34	Multimodal Improvement (10' wide or greater)	1	County	Construct an 10' wide multi-use path on west side of ROW. Where ROW is constrained, a multi-use path of 8' or less in width maybe constructed.	2023-2025	\$370,000	8,040	PLC County, PMC 3	Funded	\$370,000	Sales Tax
24	FoyShaw Pkwy	US 90	Skyline Drive	0.82	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path on the south side of the ROW. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2031-2035	\$872,196	4,920	3	Unfunded		
25	Georgia Ave	SR 4	Backward Rd	0.34	Multimodal Improvement (8' wide or less)	2	County	Construct a new 5' sidewalk.	2023-2025	\$229,684	1,224	1	Unfunded		
26	Green Acres Rd	Beal Pkwy (SR 189)	MLK Jr Blvd	0.76	Complete Street Reconstruction	3	County	Evaluate reconstruction as a two (2) lane divided complete street with the curbside lanes converted into a 5' to 6' wide sidewalk and a 5' to 6' wide bike / golf cart (multimodal) lane, with a 1' to 2' marked buffer along the vehicle travel lane. As approach to Beal Parkway and MLK Jr Blvd, the multimodal improvement maybe required to transition to a raised off-street 8' to 10' wide multi-use path on the back of curb.	2036-2040	\$1,553,963	13,452	3, 16	Unfunded		
27	Hill Ave	Freedom Way	Hollywood Blvd	1.07	Complete Street / Corridor Study	11	County	Conduct Corridor Management Study. The Hill Avenue complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promote safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified as a need in the 2045 Needs Plan at a cost of \$8,167,253. Provides for connectivity between MLK & Hollywood Blvd. Projected Cost to be based on Management Study.	2023-2025	\$500,000	--	Projected Corridor Study Cost	Unfunded		
28	Hill Ave	Freedom Way	Lovejoy Rd	0.34	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path along the east side of ROW, as an alternative a 6' wide sidewalk or multi-use path can be provided where ROW is constrained or there are utility conflicts. Provides for connectivity between MLK & Hollywood Blvd.	2026-2030	\$361,642	2,040	3	Unfunded		
29	Hollywood Blvd	Hill Ave	Doolittle Blvd	0.21	Widen Road & Multimodal Improvement	7	County	Widen from two (2) to four (4) lanes and add 8' to 10' multi-use path on the north side of ROW.	2036-2040	\$1,860,301	6,993	PLC 2045 LRTP, PMC 3, 11	Unfunded		
30	Hollywood Blvd	Doolittle Blvd	Mary Esther Blvd (SR 393)	0.6	Multimodal Improvement (10' wide or greater)	1	County	Add 10' multi-use path on the north side of ROW. Where ROW is constrained, a multi-use path of 8' or less in width maybe constructed.	2026-2030		3,600	3	Unfunded		
31	Hollywood Blvd	Mary Esther Blvd	Wright Parkway	0.92	Multimodal Improvement (10' wide or greater)	1	County	Replace existing 5' sidewalk with a 10' multi-use path on the south side of ROW. Add high visibility RRB mid-block crossings at between Bryn Mawr and Marcia / Jonquil intersections and between the Viking Drive and Brewer Circle intersections. Where ROW is constrained, a multi-use path of 8' or less in width maybe constructed.	2026-2030		10,320	3, 7	Unfunded		
32	Hollywood Blvd	Wright Parkway	Memorial Parkway	0.51	Multimodal Improvement (10' wide or greater)	1	County	Construct 5' to 6' wide sidewalk on north side of the ROW. Replace existing 5' sidewalk with a 10' multi-use path on the south side of ROW. Add high visibility RRB mid-block crossings at Lula Belle Lane NW Crosswalk. Where ROW is constrained, a multi-use path of 8' or less in width maybe constructed.	2026-2030		5,460	3, 7	Unfunded	\$2,914,484	
33	Hollywood Blvd	Memorial Parkway	Robinwood Drive	0.69	Multimodal Improvement (8' wide or less)	2	County	Construct 5' to 6' wide sidewalk on north side of the ROW. Add high visibility RRB mid-block crossings in conjunction with transit stops.	2031-2035		4,884	1, 7	Unfunded		
34	Hollywood Blvd	Robinwood Drive	Beal Parkway	0.38	Multimodal Improvement (8' wide or less)	2	County	Replace substandard 3' to 4' wide sidewalk with a 5' to 6' wide sidewalk on north side of the ROW. Add high visibility RRB mid-block crossings at Jet Drive.	2031-2035		3,768	1, 7	Unfunded		
35	Hollywood Blvd	Beal Parkway	SR 85/Egin Pkwy	0.52	Multimodal Improvement (8' wide or less)	2	County	Complete missing sidewalk gaps on both sides of ROW with 5' to 6' wide sidewalk. Replace substandard 3' to 4' wide sidewalk sections with a 5' to 6' wide sidewalk on both sides of the ROW. Reclaim ROW from driveways and parking lots for sidewalks. Add high visibility RRB mid-block crossings between Harberson and Carson intersections.	2031-2035		6,144	1, 7	Unfunded		
36	I-10	Walton County Line	SR 85 (Ferdon Blvd)	10.72	Widen Limited Access Facility	6	State	Widen from four (4) lanes to six (6) lanes. For Reference Purposes, not part of Mobility Fee Calculation.	2041-2045	\$299,803,885	--		Unfunded	\$299,803,885	Federal & State Funds
37	I-10	SR 85 (Ferdon Blvd)	E of Yellow River	4.91	Widen Limited Access Facility	6	State	Widen from four (4) lanes to six (6) lanes. For Reference Purposes, not part of Mobility Fee Calculation.	2036-2040	\$172,357,151	--		Unfunded	\$172,357,151	Federal & State Funds
38	I-10	E of Yellow River	Wilkinson Bluff	1.71	Widen Limited Access Facility	6	State	Widen from four (4) lanes to six (6) lanes. For Reference Purposes, not part of Mobility Fee Calculation.	2036-2040	\$128,917,544	--	Provided for Reference, Not in Mobility Fee Calculation	Unfunded	\$128,917,544	Federal & State Funds
39	I-10	Wilkinson Bluff	CR 189 (Log Lake Rd)	4.61	Widen Limited Access Facility	6	State	Widen from four (4) lanes to six (6) lanes. For Reference Purposes, not part of Mobility Fee Calculation.	2041-2045	\$91,083,047	--		Unfunded	\$91,083,047	Federal & State Funds
40	I-10	CR 189 (Log Lake Rd)	Santa Rosa County Line	2.61	Widen Limited Access Facility	6	State	Widen from four (4) lanes to six (6) lanes. For Reference Purposes, not part of Mobility Fee Calculation.	2041-2045	\$819,747,426	--		Unfunded	\$819,747,426	Federal & State Funds
41	James Lee Blvd	Mayflower Ave	Pocahontas Dr	0.04	Multimodal Improvement (8' wide or less)	2	County	Construct multimodal improvements such as a sidewalk or multi-use path. Where ROW is available, a multi-use path at least 8' wide is preferred, a 6' wide sidewalk is an alternative. Add high visibility RRB mid-block crossings with a raised island where there is crossing demand.	2031-2035	\$484,271	2,640	3, 7	Unfunded		
42	John Givens Rd	Skyline Drive	Adora Teal Way	0.71	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path on the south side of the ROW. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2031-2035	\$755,194	4,260	3	Unfunded		
43	John King Rd	SR 85 (Ferdon Blvd)	Windsor Circle	1.8	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path on the south side of the ROW. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2031-2035	\$2,200,000	10,800	PLC based on Sales Tax Project Cost, PMC 3	Partially	\$850,000	Sales Tax, County Capital Improvements Program
44	Lake Silver Rd	SR 85	Crestview Bypass (Northwest)	3.35	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2041-2045	\$3,563,240	20,100	3	Unfunded		
45	Lewis St	Beal Pkwy	Justin St	0.52	Multimodal Improvement (8' wide or less)	2	County	Construct multimodal improvements such as a sidewalk or multi-use path. Where ROW is available, consider a multi-use path, currently projected as a 5' wide sidewalk by FDOT.	2023-2025	\$440,739	1,872	PLC from FDOT, PMC 1	Funded	\$440,739	FDOT

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: CORRIDORS PLAN

Project / Map ID	Facility Name	From	To	Length (Miles)	Project Type (colors correspond to Mobility Plan Maps)	Project Type Number	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes (PLC, PMC)	Current Funding Status	Anticipated Funding	Funding Sources
46	Live Oak Church Rd	John King Rd	Armans Memorial Rd	0.76	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2026-2030	\$808,377	4,560	3	Unfunded		
47	Live Oak Church Rd	Armans Memorial Rd	SR 85 (Ferdon Blvd)	1.16	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2026-2030	\$1,233,838	6,960	3	Unfunded		
48	Lovely Rd	MLK Jr Blvd	Mary Esther Blvd	1.12	Complete Street / Corridor Study	11	County	Conduct Corridor Management Study. The Lovley Road complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promote safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. 2045 LRTP Project Cost (Needs Plan) of \$12,087,414. Final Cost based on Corridor Study.	2023-2025	\$500,000	-	Projected Corridor Study Cost	Unfunded		
49	Matthew Blvd	Commons Dr	US 98	0.06	Multimodal Improvement (8' wide or less)	2	County	Construct a new 8' wide multi-use path along the west side of the ROW. As an alternative a 6' wide sidewalk or multi-use path can be provided where ROW is constrained or there are utility conflicts.	2026-2030	\$63,819	360	3	Unfunded		
50	Mayflower Ave	Justin St	James Lee Blvd	0.75	Multimodal Improvement (8' wide or less)	2	County	Construct multimodal improvements such as a sidewalk or multi-use path. Where ROW is available, a multi-use path at least 6' wide is preferred, a 6' wide sidewalk is an alternative. Add high visibility RRB mid-block crossings with a raised island where there is crossing demand.	2023-2025	\$1,239,465	6,900	3, 7	Unfunded		
51	Meigs Dr	4th St	Entrance to Meigs Park	0.25	Multimodal Improvement (8' wide or less)	2	County	Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2023-2025	\$265,913	1,500	3	Unfunded		
52	Monterrey Rd	Stillwell Blvd	Skyline Drive	0.5	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path on the south side of the ROW. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2031-2035	\$531,827	3,000	3	Unfunded		
59	Okaloosa Ln	US 90	Aplin Rd	1	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2036-2040	\$1,063,654	6,000	3	Unfunded		
60	Old Bethel Road	Stacy Lane	SR 85	2.5	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2041-2045	\$1,500,000	15,000	PLC County, PMC 3	Funded	\$1,500,000	Sales Tax
55	Palm Blvd	College Blvd	SR 285	1.18	Multimodal Improvement (8' wide or less)	2	County	Widen existing sidewalk to an 8' wide multi-use path or construct a 5' to 6' wide sidewalk along portions of the ROW without an existing sidewalk. Provide high visibility crosswalks as warranted.	2026-2035	\$1,255,111	7,080	3	Unfunded		
61	Paraiso Blvd	Commons Dr	SR 293 (Spence Pkwy)	0.14	Multimodal Improvement (8' wide or less)	2	County	Construct a new 8' wide multi-use path along the west side of the ROW. As an alternative a 6' wide sidewalk or multi-use path can be provided where ROW is constrained or there are utility conflicts.	2026-2030	\$148,912	840	3	Unfunded		
62	Paraiso Blvd	Commons Dr	US 98	0.07	Multimodal Improvement (8' wide or less)	2	County	Construct a new 8' wide multi-use path along the west side of the ROW. As an alternative a 6' wide sidewalk or multi-use path can be provided where ROW is constrained or there are utility conflicts.	2026-2030	\$74,456	420	3	Unfunded		
63	PJ Adams Pkwy (SW Crestview Bypass Phases I-IV)	Antioch Rd	SR 85/Ferdon Blvd	1.88	Widen Road & Multimodal Improvement	7	County	Widen from two (2) to four (4) lanes as part of Southwest Crestview Bypass project #70. Under construction.	2022-2025	Under Construction	Under Construction	Under Construction	Funded	Under Construction	Under Construction
86	Redwood Ave	SR 20 (John Sims Pkwy)	11th Street	1.31	Multimodal Improvement (8' wide or less)	2	County	Widen existing sidewalk to an 8' wide multi-use path or construct a 5' to 6' wide sidewalk along portions of the ROW without an existing sidewalk. Provide high visibility crosswalks as warranted.	2026-2035	\$1,393,386	7,860	3	Unfunded		
64	Rocky Bayou Dr	Deer Moss Loop	300' west of Deer Moss Loop	0.08	Multimodal Improvement (8' wide or less)	2	County	Fill existing sidewalk gaps with 6' sidewalk along south side.	2016-2030	\$75,583	384	2	Unfunded		
65	Santa Rosa Blvd	US 98	Amberjack Dr	0.18	Multi-Use Trail (12' wide or greater)	8	County	Construct a 12' to 14' wide multi-use trail along one side of the ROW and provide a 5' wide sidewalk on the other side of the ROW.	2031-2035		2,376				
66	Santa Rosa Blvd	Amberjack Dr	1st Beach Park	0.15	Complete Street Reconstruction	3	County	Construct a 12' to 14' wide multi-use trail along one side of the ROW and provide a 5' wide sidewalk on the other side of the ROW.	2031-2035	\$2,800,000	1,980	PLC County, PMC 1, 6, 17	Partially	\$2,520,000	Sales Tax
67	Santa Rosa Blvd	1st Beach Park	Eastern Terminus	1.91	Complete Street Reconstruction	3	County	Reconstruct as a Complete Street with a multi-use path.	2031-2035		20,400				
68	Skyline Drive	Monterrey Rd	John Givens Rd	0.76	Multimodal Improvement (8' wide or less)	2	County	Construct a 8' wide multi-use path on the south side of the ROW. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path.	2031-2035	\$808,377	4,560	3	Unfunded		
69	South Ave	James Lee Blvd	SR 85	0.96	Multimodal Improvement (8' wide or less)	2	County	Construct multimodal improvements such as a sidewalk or multi-use path. Where ROW is available, a multi-use path is preferred, a 5' wide sidewalk is an alternative. Add high visibility RRB mid-block crossings with a raised island where there is crossing demand. Partially-Funded FOOT LAP project.	2023-2025	\$1,285,685	5,856	1, 7	Partially Funded	\$843,960	FOOT
71	SR 188/Hurlburt Rd	MLK Jr Blvd	Landry St	0.27	Multimodal Safety Enhancements	11	State	Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRB mid-block crossings with raised island in center turn lanes.	2026-2030	\$441,725	2,400	7	Unfunded	\$397,552	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
72	SR 188 (Hurlburt Rd)	Landry St	SR 189 (Lewis Turner Blvd)	0.5	Multimodal Safety Enhancements	11	State	Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRB mid-block crossings with raised island in center turn lanes/median.	2026-2030	\$441,725	2,400	7	Unfunded	\$397,552	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
73	SR 188 (Racetrack Rd)	SR 189 (Lewis Turner Blvd)	SR 85 (Eglin Pkwy)	2.58	Complete Street / Corridor Study	11	State	Conduct Corridor Management Study along SR 188/ Racetrack Road from SR 189 / Beal Parkway to SR 85 / Eglin Parkway. A number of commercial uses are located along the corridor, as are Choctawhatchee High School and Fort Walton Beach Medical Center. This corridor management study is needed to envision low cost improvements to Racetrack Road to make it a more functional facility. The corridor management study will consider modes of travel that are alternative to the automobile. Projected Needs Plan project with cost estimate of \$1,152,992. Final Cost and need to be based on Study outcome.	2026-2030	\$500,000	-	Projected Corridor Study Cost	Unfunded	\$450,000	For Mobility Fee purposes, 10% of the PLC is used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
74	SR 189 (Beal Pkwy)	Mary Esther Pkwy	US 98	2.85	Complete Street / Corridor Study	11	State	Conduct a Corridor Management Study along SR 189/ Beal Parkway from US 98 / SR 30 to SR 393 / Mary Esther Boulevard. This section of Beal Parkway is located in downtown Ft. Walton Beach. The corridor management study will make recommendations for low-cost improvements to Beal Parkway to make it a more functional facility. The corridor management study will consider modes of travel that are an alternative to the automobile. Beal Parkway connects US 98 and Lewis Turner Boulevard, and traverses Fort Walton Beach. Projected Needs Plan project with cost estimate of \$2,076,129. Final Cost and need to be based on Study outcome.	2026-2030	\$500,000	-	Projected Corridor Study Cost	Unfunded	\$450,000	For Mobility Fee purposes, 10% of the PLC is used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
75	SR 20 (John Sims Pkwy)	SR 85 (Government Ave)	Cedar Ave	1.6	Multimodal Improvement (10' wide or greater)	1	State	Add 10' multi-use paths on both sides of ROW or a 12' to 14' multi-use trail on one side of the ROW and a 5' to 6' sidewalk on the other side. Where ROW is constrained, a multi-use path of 8' or less in width may be constructed.	2036-2040	\$3,403,692	19,200	3	Unfunded	\$340,369	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
76	SR 20 (John Sims Pkwy)	Rocky Bayou Drive	SR 293 (Spence Pkwy)	3.98	Multimodal Improvement (10' wide or greater)	1	State	Add 10' multi-use paths on both sides of ROW or a 12' to 14' multi-use trail on one side of the ROW and a 5' to 6' sidewalk on the other side. Where ROW is constrained, a multi-use path of 8' or less in width may be constructed.	2031-2035	\$8,466,684	47,760	3	Unfunded	\$846,668	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
77	SR 285 (Bayshore Blvd)	E College Blvd	SR 20 (John Sims Pkwy)	1.79	Multimodal Improvement (10' wide or greater)	1	State	Replace existing 5' wide sidewalks with a 10' wide multi-use paths on both sides of ROW. Where ROW is constrained, a multi-use path of 8' or less in width may be constructed.	2036-2040	\$3,807,880	21,480	3	Unfunded	\$380,788	For Mobility Fee purposes, 10% of the PLC is used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
78	SR 393 (Mary Esther Cutoff)	SR 189 (Beal Pkwy)	US 98	1.83	Complete Street / Corridor Study	11	State	Conduct a Corridor Management Study along SR 393 / Mary Esther Boulevard from US 98 / SR 30 to SR 189 / Beal Parkway. This section of Mary Esther Boulevard is located in the City of Ft. Walton Beach. The corridor management study will make recommendations for low-cost improvements to Mary Esther Boulevard to make it a more functional facility. The corridor management study will consider modes of travel that are alternatives to the automobile. Mary Esther Boulevard connects US 98 to SR 189 / Beal Parkway. Projected Needs Plan project with cost estimate of \$1,152,992. Final Cost and need to be based on Study outcome.	2026-2030	\$500,000	-	Projected Corridor Study Cost	Unfunded	\$450,000	For Mobility Fee purposes, 10% of the PLC is used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: CORRIDORS PLAN

Project / Map ID	Facility Name	From	To	Length (Miles)	Project Type (colors correspond to Mobility Plan Maps)	Project Type Number	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes (PLC, PMC)	Current Funding Status	Anticipated Funding	Funding Sources
79	SR 4	Cotton Bridge Park (NW of Blackrock River)	SR 189	4.24	Multi-Use Trail (12' wide or greater)	8	State	Construct a 12' wide multi-use trail on north side of ROW. As an alternative, due to ROW constraints, construct an 8' to 10' wide multi-use path.	2041-2045	\$5,526,970	35,616	5	Unfunded	\$4,974,473	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
80	SR 4	Georgia Ave	CR 189 (Galiver Cutoff)	0.88	Multi-Use Trail (12' wide or greater)	8	State	Construct a 12' wide multi-use trail on one side of the ROW. As an alternative, due to ROW constraints, construct an 8' to 10' wide multi-use path.	2041-2045	\$1,147,107	7,392	5	Unfunded	\$1,032,396	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
81	SR 4	CR 189 (Galiver Cutoff)	US 90	3.71	Multi-Use Trail (12' wide or greater)	8	State	Construct a 12' wide multi-use trail on one side of the ROW. As an alternative, due to ROW constraints, construct an 8' to 10' wide multi-use path.	2041-2045	\$4,836,099	31,164	5	Unfunded	\$4,352,489	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
82	SR 85	US 90	I-10	2.67	Complete Street / Corridor Study	15	State	Conduct a 85 Corridor Management Plan will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promote safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Projected Needs Plan project with cost estimate of \$3,556,885. Final Cost and need to be based on Study outcome.	2026-2030	\$500,000	-	Projected Corridor Study Cost	Unfunded	\$450,000	For Mobility Fee purposes, 10% of the PLC is used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
83	SR 85	I-10	PJ Adams Pkwy	0.98	Widen Road & Multimodal Improvement	7	State	Widen from four (4) to six (6) lanes and add 12' to 14' multi-use trail.	2036-2040	\$17,776,310	48,608	PLC 2045 LRTP, PMC 5, 14	Unfunded	\$15,998,679	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
84	SR 85	PJ Adams Pkwy	CR 4 (Antioch Rd)	0.77	Widen Road & Multimodal Improvement	7	State	Widen from four (4) to six (6) lanes and construct a new 12' wide multi-use trail.	2036-2040	\$107,700,399	38,192	PLC 2045 LRTP, PMC 5, 14	Unfunded	\$96,930,359	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
85	SR 85	CR 4 (Antioch Rd)	SR 123	9.07	Widen Road & Multimodal Improvement	7	State	Widen from four (4) to six (6) lanes.	2036-2040		373,684	PLC 2045 LRTP, PMC 14	Unfunded		For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
87	SR 85 Corridor Management Plan	Airport Rd (Old Bethel Rd)	US 90	2.43	Complete Street / Corridor Study	15	State	The SR 85 Corridor Management Plan will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promote safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Projected Needs Plan project with cost estimate of \$3,556,885. Final Cost and need to be based on Study outcome.	2026-2030	\$500,000	-	Projected Corridor Study Cost	Unfunded	\$450,000	For Mobility Fee purposes, 10% of the PLC is used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
88	SR 85 (Eglin Pkwy)	SR 188 (Racetrack Rd)	South Ave	0.58	Multimodal Safety Enhancements	11	State	Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes / median.	2026-2030	\$441,725	2,400	7	Unfunded	\$397,552	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
89	SR 85 (Eglin Pkwy)	South Ave	US 98	2.48	Multimodal Safety Enhancements	11	State	Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes / median.	2026-2030	\$441,725	2,400	7	Unfunded	\$397,552	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
90	Stillwell Blvd	SR 85 (Ferdon Blvd)	Monterrey Rd	1.57	Multimodal Improvement (8' wide or less)	2	County	Construct a 5' wide sidewalk as an FOOT LAP Project. Where ROW exist, consider widening to 8' wide multi-use path.	2023-2025	\$723,039	5,652	PLC from FOOT, PMC 1	Funded	\$723,039	FOOT
91	US 90	Santa Rosa County Line	Log Lake Rd E	2.74	Multi-Use Trail (12' wide or greater)	8	State	Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path.	2041-2045		23,016	5	Unfunded		For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
92	US 90	Log Lake Rd E	CR 189 (Galiver Cutoff)	2.65	Multi-Use Trail (12' wide or greater)	8	State	Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path.	2041-2045		22,260	5	Unfunded		For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
93	US 90	CR 189 (Galiver Cutoff)	SR 4	5.17	Multi-Use Trail (12' wide or greater)	8	State	Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path.	2036-2040		43,428	5	Unfunded		For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
94	US 90	SR 4	CR 4 (Antioch Rd)	1.04	Multi-Use Trail (12' wide or greater)	8	State	Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path.	2036-2040	\$45,834,273	8,736	5	Unfunded	\$41,250,846	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
95	US 90	CR 4 (Antioch Rd)	CR 188 (Old Bethel Rd)	1.63	Multi-Use Trail (12' wide or greater)	8	State	Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path.	2036-2040		13,692	5	Unfunded		For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
96	US 90	Brackin St	Fairchild Rd	2.57	Multi-Use Trail (12' wide or greater)	8	State	Construct a new 12' wide multi-use trail on the north side of ROW. If ROW constrained, provide 10' wide or less multi-use path.	2036-2040		21,588	5	Unfunded		For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
97	US 90	Fairchild Rd	Walton County Line	7.62	Widen Road & Multimodal Improvement	7	State	Widen roadway from two (2) lanes to four (4) lanes, construct a 12' wide multi-use trail on the north side of the ROW.	2041-2045	\$73,946,771	272,034	5, 13	Unfunded	\$66,552,094	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
98	US 98 (Miracle Strip Pkwy)	Hurlburt Field Entrance	Santa Rosa Blvd	5.21	Complete Street / Corridor Study	15	State	Conduct a Corridor Management Study of US 98 from the Hurlburt Field Entrance to Santa Rosa Boulevard. This study is intended to identify operation and safety projects needed along this segment of US 98 to allow the corridor to function as safely and efficiently as possible recognizing that it is unlikely to be expanded beyond 4 lanes. The study will consider modes of travel beyond the automobile, including bicycling, walking, and utilizing transit. US 98 serves as the primary east-west roadway in this part of Florida. It connects Pensacola with Panama City and moves a significant number of people and goods each day. Projected cost is \$5,427,886. Final improvement and cost per Corridor Study.	2026-2030	\$938,739	-	Projected Corridor Study Cost	Unfunded	\$844,865	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
99	US 98 (Miracle Strip Pkwy)	Santa Rosa Blvd	Pier Rd	0.34	Complete Street / Corridor Study	15	State	This study is intended to identify operation and safety projects needed along this segment of US 98 to allow the corridor to function as safely and efficiently as possible recognizing that it is unlikely to be expanded beyond 4 lanes. The study will consider modes of travel beyond the automobile, including bicycling, walking, and utilizing transit. US 98 serves as the primary east-west roadway in this part of Florida. It connects Pensacola with Panama City and moves a significant number of people and goods each day. Projected cost is \$5,427,886. Final improvement and cost per Corridor Study.	2026-2030	\$61,261	-	Projected Corridor Study Cost	Unfunded	\$55,135	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
100	US 98	Pier Road	Gulf National Sea Shore Dr	0.87	Widen Road & Multimodal Improvement	7	State	Widen from four (4) to six (6) lanes and add 8' to 10' multi-use path or a 12' wide multi-use trail.	2026-2030	\$13,890,399	35,148	PLC Widening (2045 LRTP), PLC & PMC 5	Partially PD&E plus Design \$2,319,332	\$12,501,359	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
101	US 98	Gulf National Sea Shore Dr	Destin Bridge	3.4	Multi-Use Trail (12' wide or greater)	8	County	Construct 12' - 14' multi-use trail on south side of ROW. If ROW constrained, provide 10' wide or less multi-use path.	2023-2025	\$4,000,000	28,560	PLC 2045 LRTP, PMC 5	Funded	\$4,000,000	FOOT, Tourism Tax
102	US 98 (Destin Bridge)	Destin Bridge (west end)	CR 30A (Calhoun Ave)	0.64	Widen Road & Multimodal Improvement	7	State	Widen from four (4) to six (6) lanes and add 8' to 10' multi-use path.	2026-2030	\$11,651,204	24,320	3, 15	Unfunded	\$10,486,084	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
103	US 98	CR 30A (Calhoun Ave)	Airport Rd	2.93	Widen Road & Multimodal Improvement	7	State	Allow for PD&E to widen from four (4) to six (6) lanes. Add 10' multi-use path or 12' multi-use trail on north side of ROW.	2036-2040	\$42,107,226	118,372	PLC 2045 LRTP, PMC 5, 15	Unfunded	\$37,896,503	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.
104	Valparaiso Blvd	Redwood Ave	Osceola Ave	1.34	Multimodal Improvement (8' wide or less)	2	County	Fill gaps in sidewalk network from Redwood Ave to Magnolia Shores Dr and Linden Ave to Osceola Ave with 4' sidewalk along south side of ROW.	2026-2030	\$1,266,017	6,432	2	Unfunded	\$1,139,415	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by Federal & State Funds & Other Sources.

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: CORRIDORS PLAN

Project / Map ID	Facility Name	From	To	Length (Miles)	Project Type (colors correspond to Mobility Plan Maps)	Project Type Number	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes (PLC, PMC)	Current Funding Status	Anticipated Funding	Funding Sources
105	US 98 Adaptive Signal Control System	Stahlman Ave	Tequesta Dr	6.96	Multimodal Program, Service, Study or System	20	State	The US 98 Adaptive Signal Control System will provide the US 98 segment from Stahlman Ave to Tequesta Dr with updated and communicative traffic signal systems that would improve traffic control and traffic flow in the area.	2025-2045	\$750,000	18,827	PLC 2045 LRTP, PMC Estimated	Funded	\$750,000	Federal & State Funds
106A	Fee-In-Lieu of Multimodal Improvement Program	Municipalities	Unincorporated County		Multimodal Program, Service, Study or System	20	County	Develop land development regulations that require site related access improvements such as turn lanes and traffic control devices and at major adjacent impacted intersections for developments that have access intersections with County and State roads. Offer a fee-in-lieu of program, if warranted, that allows smaller developers or a group of developers to make a payment to the County for site related access and immediately adjacent intersection improvements so that the County can pool resources for a given corridor or intersection and construct improvements such as center turn lanes, turn lanes, and traffic control devices in a systematic manner that connects logical attractions and generators.	2025-2045	\$125,000	--	Projected one time study	Unfunded		
106B	Multimodal Ordinances & Studies	Municipalities	Unincorporated County		Multimodal Program, Service, Study or System	20	County	Conduct corridor and multimodal plans or studies, develop traffic count program, pursue matching grant fund opportunities through TPO LRTP Funding Programs, develop ordinances for micromobility and microtransit (i.e., golf carts), develop complete street policies and programs.	2025-2045	\$3,300,000	--	Projected Studies at \$50,000 a year for 22 years	Unfunded	\$1,650,000	Between 50% and 100% of the cost to be funded by Sales Tax, Federal & State Sources, Mobility Fees, & Other Sources
106C	Mobility Plan Implementation: Streets	Municipalities	Unincorporated County	15	Multimodal Program, Service, Study or System	20	County	The Mobility Plan is updated every five years and multimodal projects are prioritized on an annual basis through the County's Capital Improvement Program (CIP). In recognition of the dynamics of the market and the electoral process, needs, opportunities, and priorities may arise before the next update of the Mobility Plan. To reflect that transportation needs are dynamic, the Mobility Plan implementation consist of four (4) miles of multimodal improvements 8' or less in width, three (3) miles of multimodal improvements 8' or greater in width, two (2) miles of new complete streets, and two (2) miles of complete street reconstruction. This allows the County to pursue public / private partnerships, coordinate with municipalities, and provide local match contributions to advance federal and state funded projects.	2025-2045	\$18,733,264	90,600	2, 3, 8, 16	Unfunded		

Source: For further information related to types of projects, costs, and capacity please see the Okaloosa County Mobility Plan & Mobility Fee Technical Report dated July 2024.

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: INTERSECTIONS PLAN

Project / Map ID	Facility Location	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Current Funding Status	Anticipated Funding	Funding Sources
109	College Blvd @ Forest Road	Intersection	County	Add a SB right turn lane, Signalize Intersection when warranted.	2026-2030	\$762,500	2,300	Unfunded		
110	College Blvd @ NW Florida State College Entrance	Intersection	County	Make Improvements to the NW Florida State College entrance and signalize intersection when warranted.	2031-2035	\$3,700,000	23,500	Partially Funded	\$3,330,000	\$1,500,000 (FDOT) \$550,000 (Sales Tax) \$1,650,000 (other CIP) Up to 10% of cost from Mobility Fees
111	College Blvd @ SR 285	Intersection	State	Add EB & WB dual left turn lanes on College Blvd. Add a NB right turn lane on SR 85 and EB & WB right turn lanes on College Blvd. Extend NB receiving lane on SR 285.	2031-2035					
112	College Blvd @ SR 85 (North)	Intersection	County	Add EB & WB dual left turn lanes on College Blvd and SB dual left turn lanes on SR 85. Add a NB right turn lane on SR 85 and a EB right turn lane on College Blvd. Add a EB receiving lane on College Blvd.	2031-2035					
113	College Blvd @ SR 85 (South)	Intersection	County	Extend and upgrade SB left and right turn lanes on College Blvd. Signalized intersection when warranted and approved by FDOT.	2031-2035					
114	Hill Ave @ Lovejoy Rd	Intersection	County	Remove split phasing for eastbound and westbound turning movements.	2022-2025	\$400,000	2,300	Funded	\$400,000	Sales Tax
115	I-10 @ Jericho Rd	Interchange	State	Construct new interchange at I-10 and a new/upgraded roadway connecting I-10 with US 90.	2041-2045	\$9,000,000	25,000	Unfunded	\$8,100,000	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Surtax, Federal & State Funds & Other Sources.
116	I-10 @ Wilkerson Bluff Road	Interchange	State	Interchange modifications; The need for this interchange was included in the SIS first 5 years funding plan. This project would greatly improve connectivity between US 90 and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents.	2036-2040	\$47,011,687	50,000	Unfunded	\$42,310,518	
117	I-10 @ CR 4 (Antioch Rd)	Interchange	State	Interchange is currently under construction and funded as part of the greater Crestview Bypass Project.	2036-2040	Under Construction	Under Construction	Funded	Under Construction	FDOT
118	I-10 @ SR 85	Interchange	State	This project involves improving the interchange at SR 85 and I-10. The SR 85 at I-10 interchange is currently a choke point for traffic during the AM and PM peak periods. The interchange does not operate efficiently and therefore causes delay.	2041-2045	\$1,160,000	4,700	Unfunded	\$1,044,000	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Surtax, Federal & State Funds & Other Sources.
119	John Sims Pkwy @ Redwood Ave	Intersection	State	Add northbound dual left turn lanes and a right turn lane.	2031-2035	\$1,012,500	4,700	Unfunded	\$911,250	
120	Lewis Turner Blvd @ Poquito Rd	Intersection	State	Add signal or remove left turn movements.	2022-2025	\$300,000	2,300	Funded	\$300,000	Sales Tax
121	PJ Adams Parkway @ Antioch Rd	Intersection	County	Intersection realignment at PJ Adams / Antioch / Crab Apple with signal.	2036-2040	\$3,800,000	4,700	Funded	\$3,800,000	County Sales Tax, Federal & State Funds
122	SR 189/Beal Pkwy @ Carmel Dr/Clifford St	Intersection	State	Add dual eastbound left turn lanes.	2022-2025	\$1,750,000	4,700	Partially Funded	\$1,600,000	County Sales Tax, FDOT
123	SR 189/Beal Pkwy @ CR 188/Racetrack Rd	Intersection	State	Major Intersection Improvements; The intersection of SR 189 and Racetrack Road will be improved. This improvement project is needed to increase the safety and functionality of this intersection.	2022-2025	\$4,320,000	9,400	Unfunded	\$3,888,000	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Surtax, Federal & State Funds & Other Sources.
124	SR 293 (Danny Wuerfell Wy) @ Commons Drive	Intersection	State	Add eastbound dual left turn lanes.	2022-2025	\$1,012,500	4,700	Unfunded	\$911,250	

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: INTERSECTIONS PLAN

Project / Map ID	Facility Location	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Current Funding Status	Anticipated Funding	Funding Sources
125	SR 85 @ Commerce Dr	Pedestrian Access	State	Construct pedestrian overpass to allow pedestrians a safer option to cross SR 85 at Commerce Drive.	2036-2040	\$5,800,000	10,000	Partially Funded	\$5,220,000	Federal & State Funds
126	SR 85 @ John King Rd	Intersection	County	Add westbound left turns at SR 85. Add receiving lanes for southbound dual left turns from SR 85. Add capacity and multimodal improvements on John King Road and at the intersection with Live Oak Church Road.	2022-2025	\$2,200,000	9,400	Partially	\$2,024,995	Sales tax
127	SR 85 @ Live Oak Church Road	Intersection	County	Add SB left turn lane at SR 85. Add two WB lanes and a WB right turn lane on Live Oak. Add capacity and safety improvements on Live Oak Church between SR 85 and Shoal River Drive.	2022-2025	\$4,000,000	9,400	Partially Funded	\$3,800,000	FDOT, Developer Contribution, Sales Tax
128	SR 85 @ Mirage Ave	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and Mirage Ave. This project will improve the intersection of SR 85 and Mirage Ave to facilitate a safe and efficient travel along the respective roadways.	2036-2040	\$4,500,000	9,400	Unfunded	\$4,050,000	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Surtax, Federal & State Funds & Other Sources.
129	SR 85 @ PJ Adams Pkwy	Intersection	State	Intersection Improvements including adding right turn lanes; This project would greatly improve connectivity between local traffic and the major north/south thoroughfare of SR 85 and provide access north to Crestview and south to Niceville and Fort Walton Beach.	2036-2040	\$1,860,312	4,700	Unfunded	\$1,674,281	
130	SR 85 @ Redstone Ave	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and Redstone Ave. This project will improve the intersection of SR 85 and Redstone Ave to facilitate a safe and efficient travel along the respective roadways.	2036-2040	\$3,750,000	9,400	Unfunded	\$3,375,000	
131	SR 85 @ US 90	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and US 90. This project will improve the intersection of SR 85 and US 90 to facilitate a safe and efficient travel along the respective roadways.	2036-2040	\$3,750,000	9,400	Unfunded	\$3,375,000	
132	US 90 @ Jericho Rd	Intersection	State	Intersection Improvements; Realign Mount Olive Road to intersect US 90 at Jericho Road. The need for this improvement would include turn lanes on all approached or additional turn lanes not funded through widening of both roads and would be done in conjunction with an interchange at I-10. Signalized intersection when warranted and approved by FDOT.	2041-2045	\$3,750,000	9,400	Unfunded	\$3,375,000	
133	US 98 @ Danny Wuerffel Wy (SR 293)	Intersection	State	A major intersection improvement will be constructed at the intersection of US 98 and Danny Wuerffel Way. This project will improve the intersection of Danny Wuerffel Way and US 98 to facilitate a safe and efficient travel along US 98.	2026-2030	\$16,697,411	18,800	Unfunded	\$15,027,670	
134	US 98 @ Stahlman Ave	Intersection	State	Intersection improvement under study by City of Destin and FDOT. Improvements may include NB and SB turn lanes and pedestrian grade separation; Improvement will create an alignment that will allow efficient use of the Destin Cross Town Connector.	2022-2025	\$3,000,000	9,400	Funded	\$3,000,000	Sales Tax, CIP
135	ADA Curb Ramp Retrofits	Intersection	County	Retrofit existing curbs, driveways, and intersections to provide American with Disability Act (ADA) compliant curb ramps and warning devices.	2022-2045	\$2,500,000	9,400	Unfunded		
136	Mobility Plan Implementation: Intersections	Intersection	County	Construct capacity and safety improvements such as turn lanes, roundabouts, signalization, raised islands, and crosswalks for up to 20 major and minor intersections.	2022-2045	\$15,000,000	70,000	Unfunded		
137	Countywide Multimodal Crossings	Intersection	County	Construct high visibility driveway, intersection, and mid-block crossings through improvements such as pavement markings, various materials, signs, Rectangular Rapid Flashing Beacons (RRFBs), and High-Intensity Activated CrossWalk Signals (HAWKS).	2022-2045	\$4,417,250	24,000	Unfunded		

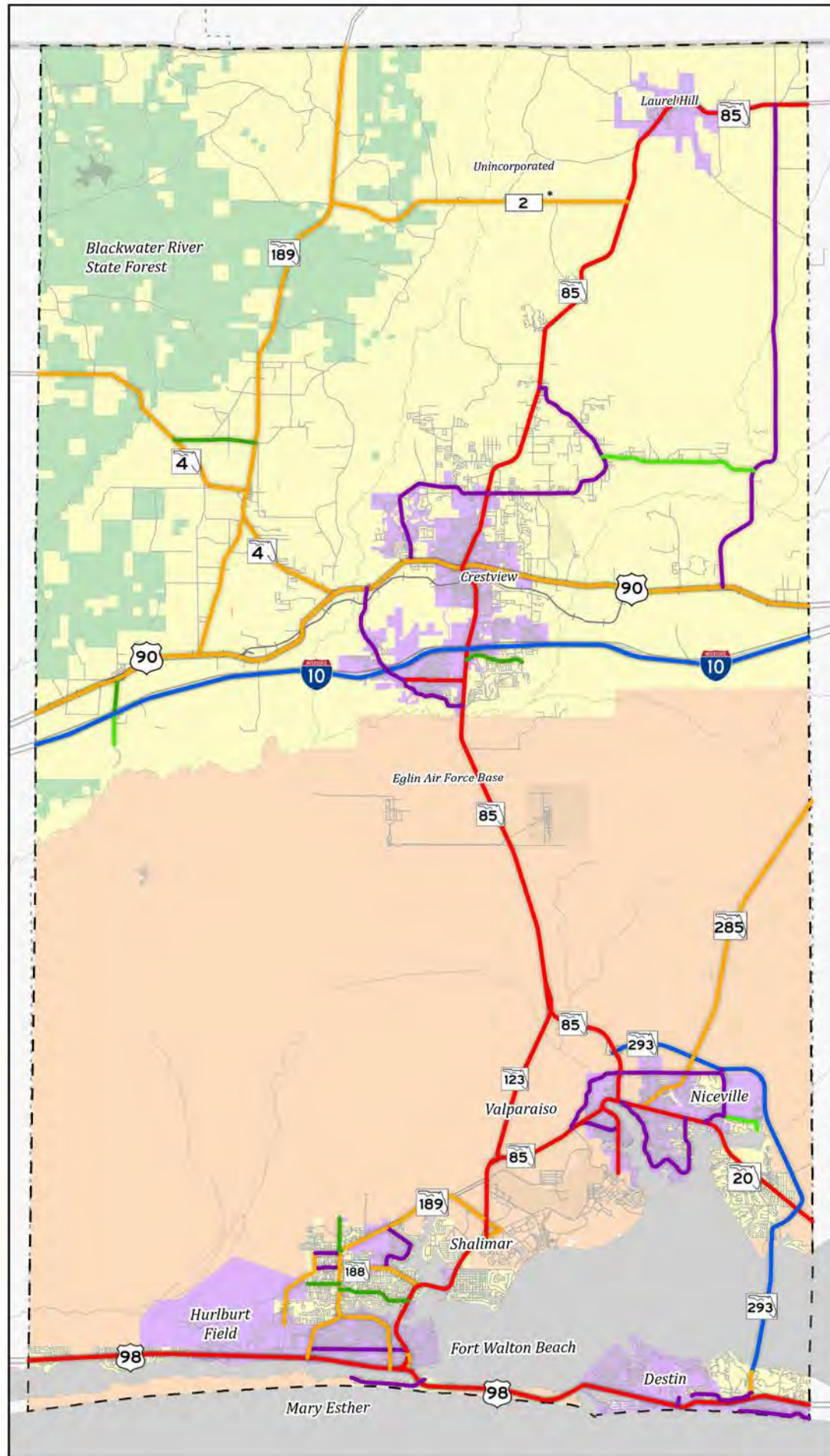
Source: For further information related to types of projects, costs, and capacity please see the Okaloosa County Mobility Plan & Mobility Fee Technical Report dated July 2024.



TRANSPORTATION MAP SERIES

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map A. Roadway Functional Classification



- Limited Access (9)
- Principal Arterial (70)
- Minor Arterial (49)
- Major Collector (42)
- Minor Collector (8)
- Minor Collector* (3)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

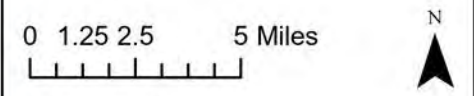
NOTE:
 *Roads do not qualify for Non-Residential Allowance for Suburban Residential (SR) Land Uses per Land Use Element Policy 10.1A.

MAP PROJECTION:
 Universal Transverse Mercator (UTM)
 NAD83 / UTM Zone 17 (26917)

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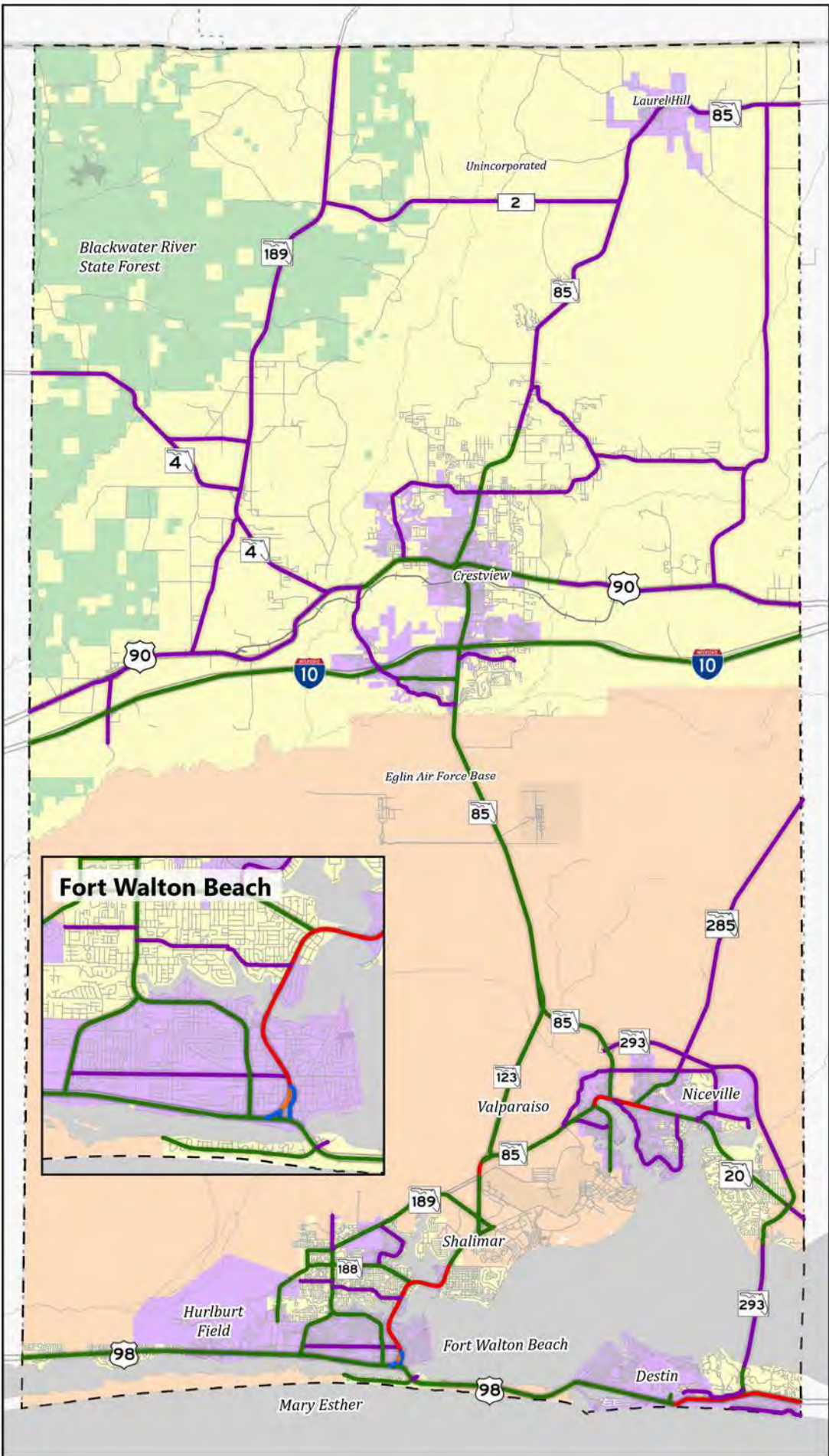
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Okaloosa County Growth Management
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 (July 2024)



Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map B. Number of Lanes



- 2 Lanes (75)
- 3 Lanes (4)
- 4 Lanes (87)
- 5 Lanes (1)
- 6 Lanes (14)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

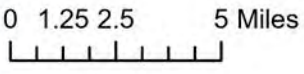
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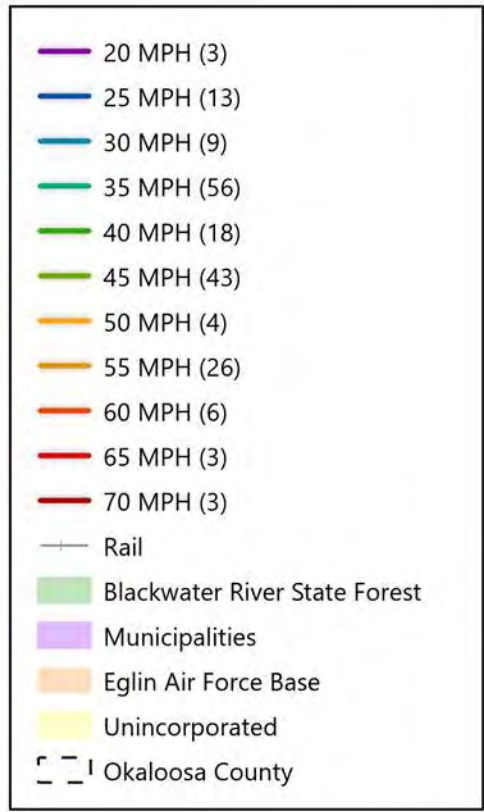
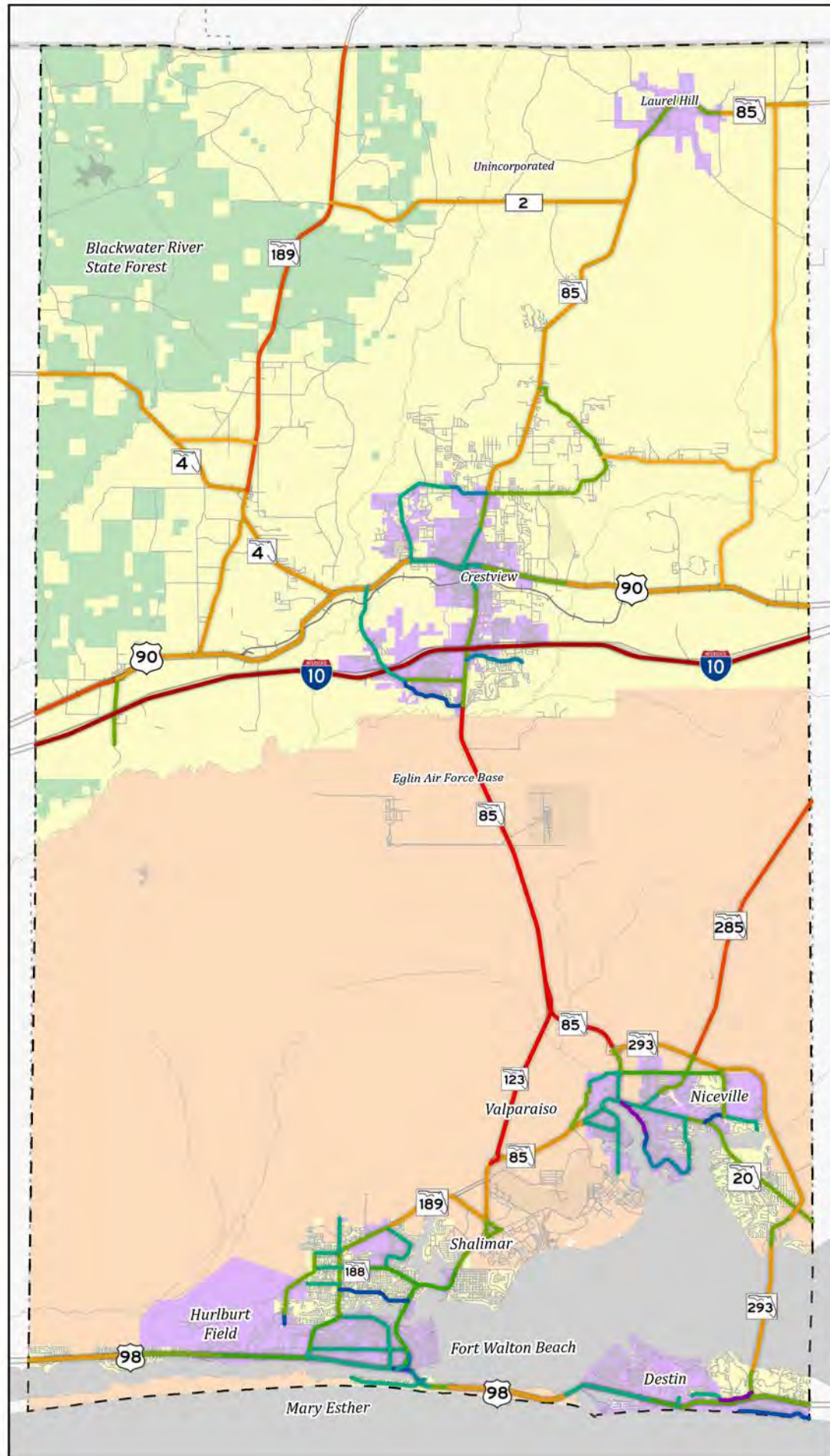
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NUE URBAN CONCEPTS
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map C. Posted Speed Limits



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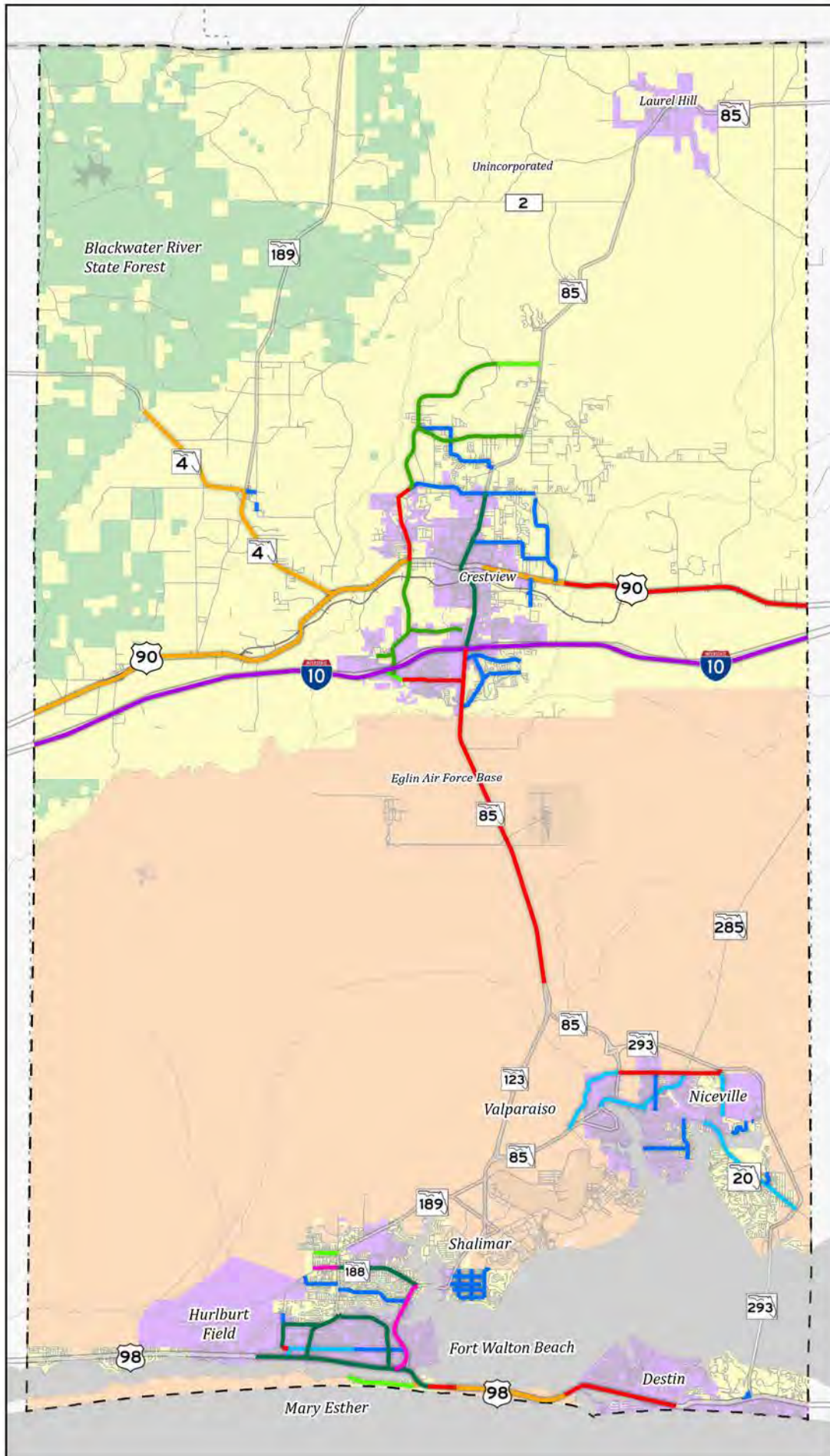
0 1.25 2.5 5 Miles

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Map D
Reserved

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map E. 2045 Okaloosa Mobility Plan Corridors



- Multi-Use Trail (12' wide or greater) (11)
- Multimodal Improvement (10' wide or greater) (9)
- Multimodal Improvement (8' wide or less) (46)
- Complete Street Reconstruction (5)
- New Complete Street (4)
- Complete Street / Corridor Study (9)
- Widen Limited Access Facility (5)
- Widen Road & Multimodal Improvement (13)
- Multimodal Safety Enhancements (4)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

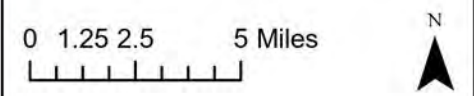
NOTE:
Detailed project information can be found in the 2045 Okaloosa County Mobility Plan.

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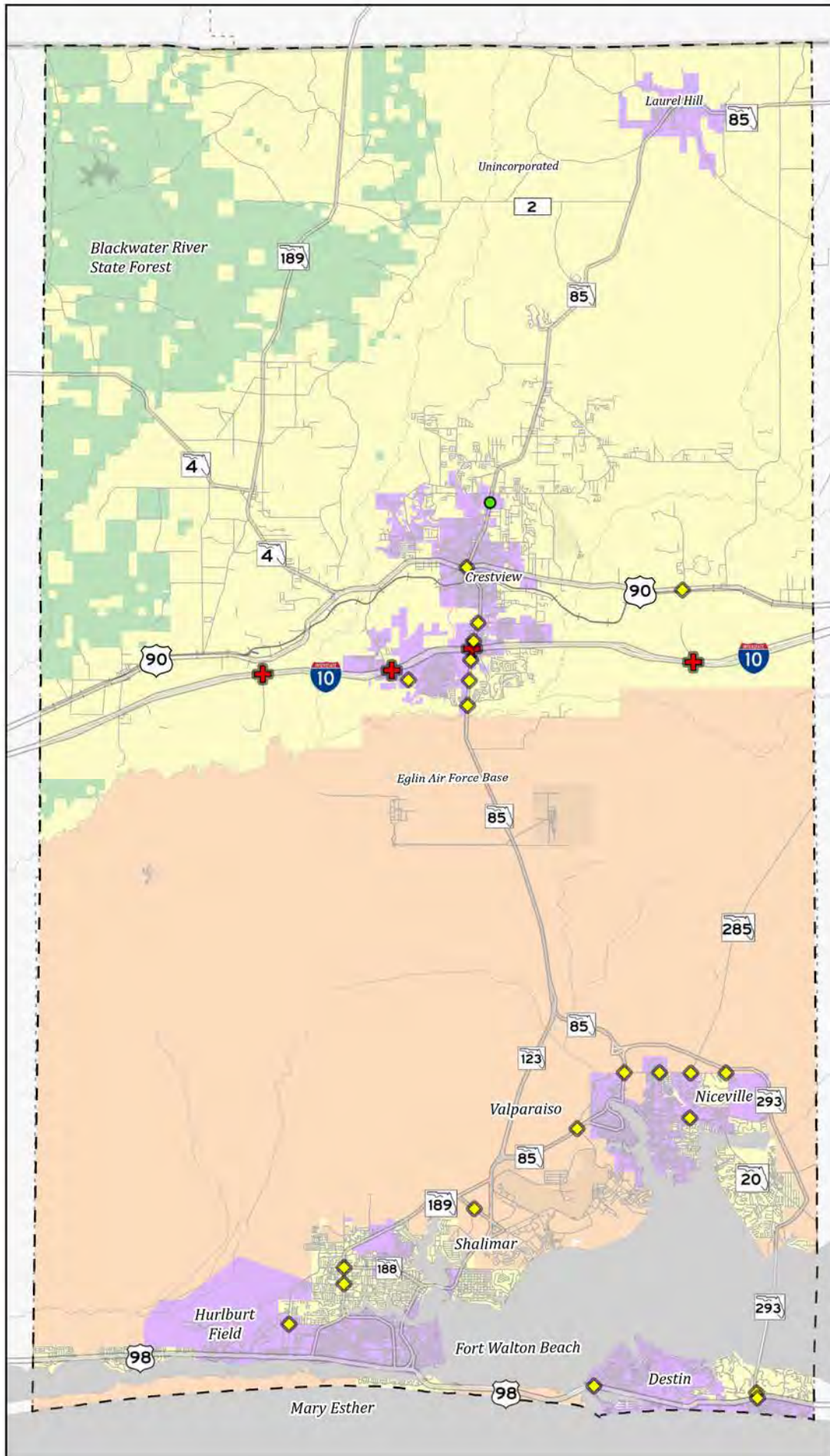
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(July 2024)



Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map F. 2045 Okaloosa Mobility Plan Intersection Improvements



- Intersection (21)
- Interchange (4)
- Pedestrian Access (1)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

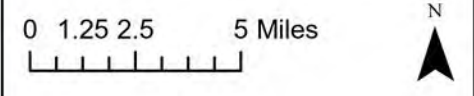
NOTE:
Detailed project information can be found in the 2045 Okaloosa County Mobility Plan.

MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

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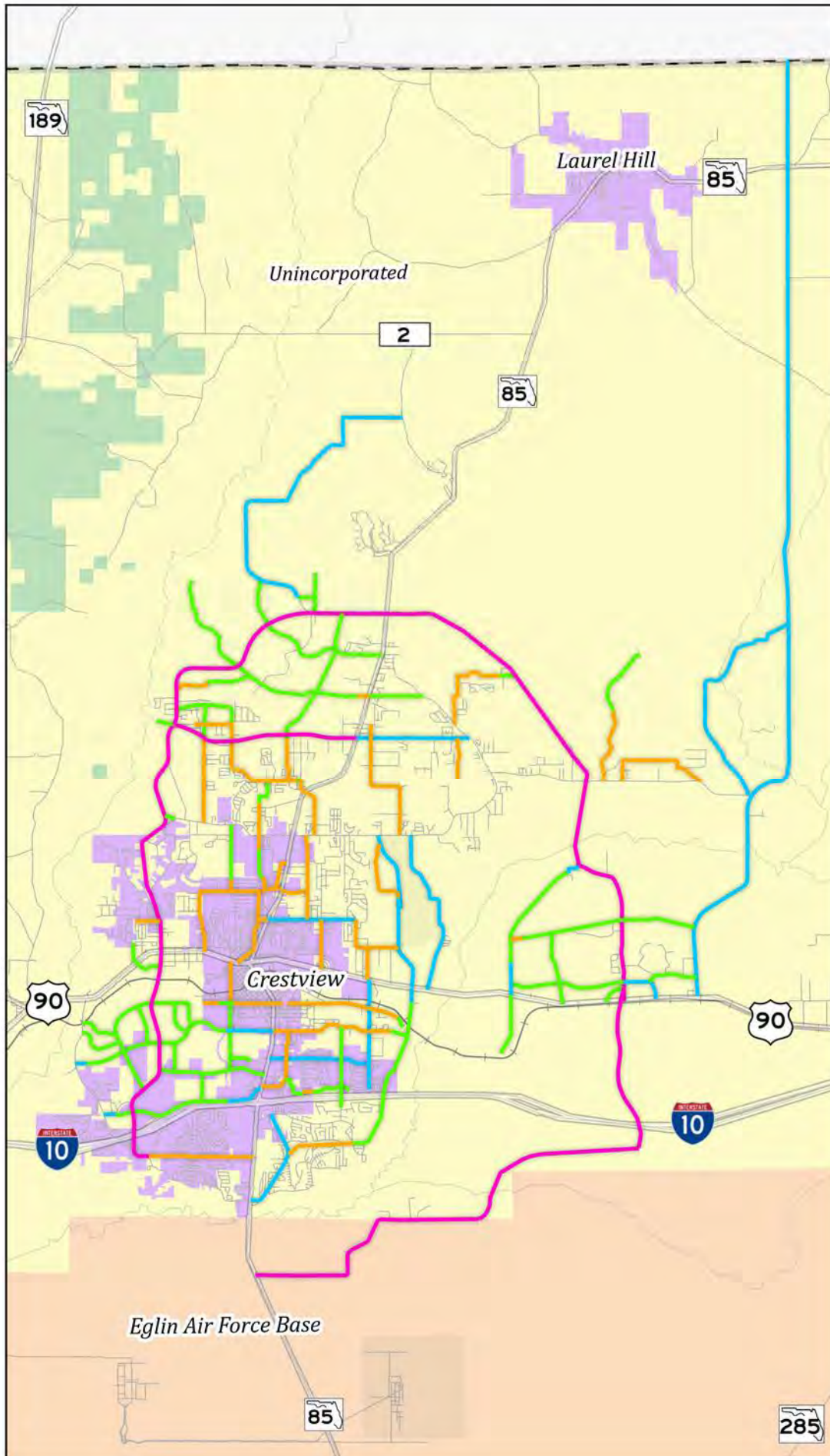
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map G. North Okaloosa Corridors



- Future Arterial (21)
- Complete Street Reconstruction (55)
- New Complete Street (61)
- Functional Class Upgrade (23)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

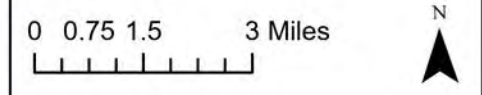
MAP PROJECTION:
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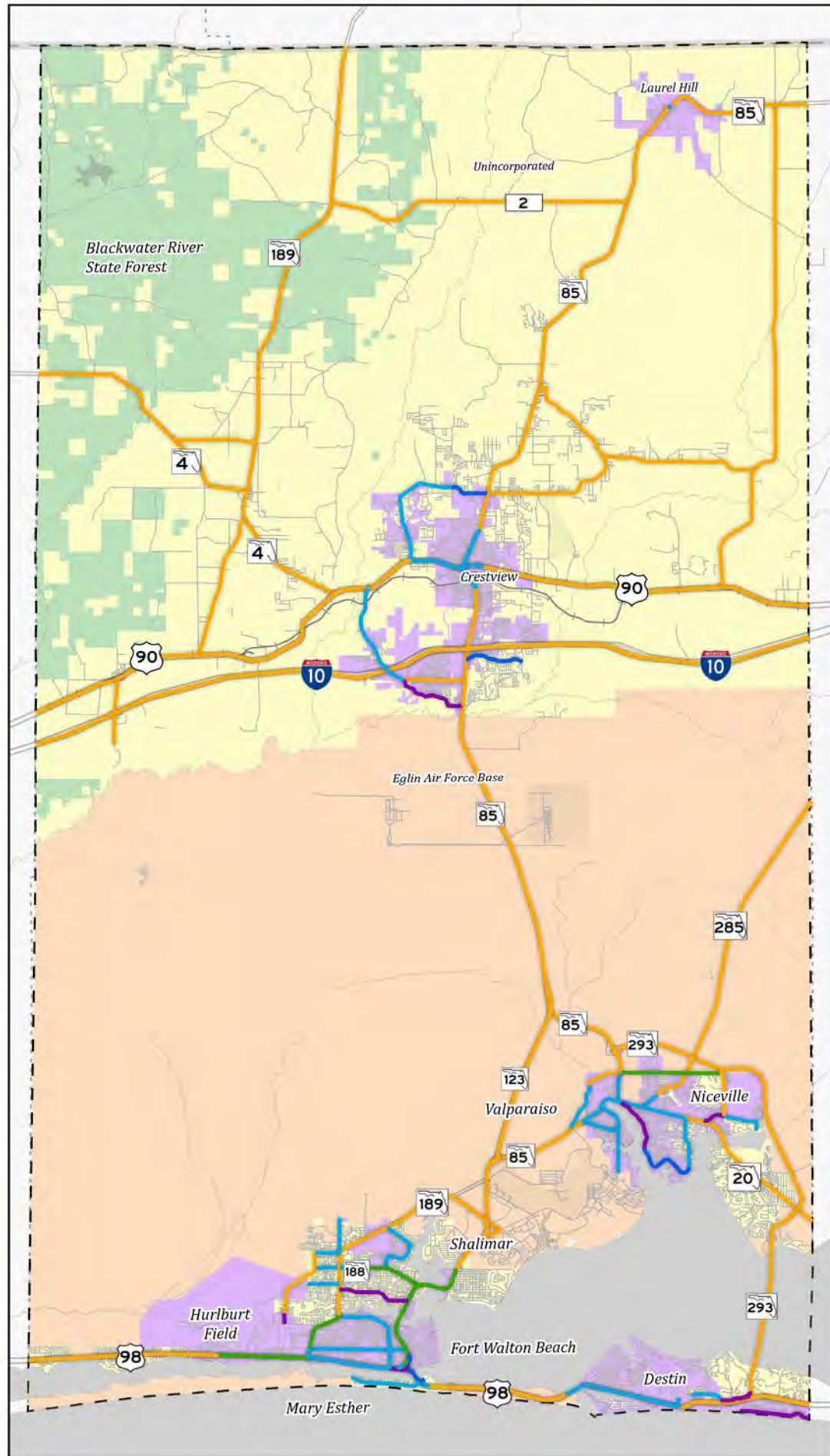
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Map H
Reserved

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map I. Street Quality of Service (QOS)



- QOS A = 25 MPH or less (16)
- QOS B = 30 MPH (9)
- QOS C = 35 MPH (57)
- QOS D = 40 MPH (17)
- QOS E = 45 MPH or more (85)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Further analysis may result in an increased QOS based on elements in the right-of-way.

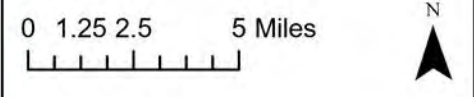
MAP PROJECTION:
Universal Transverse Mercator (UTM)
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PUBLIC RECORD:
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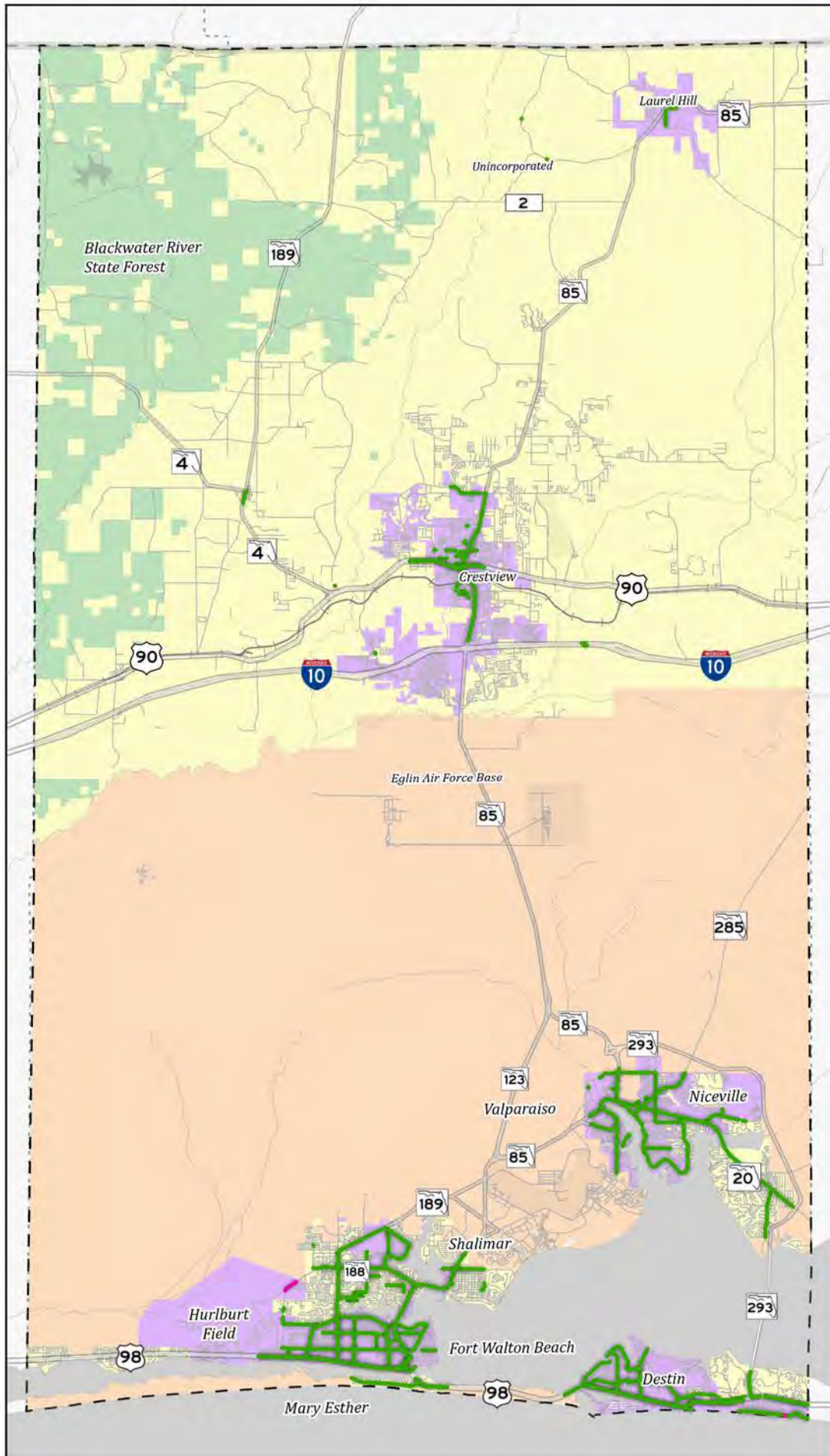
Okaloosa County Growth Management

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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map J. Off-Street Multimodal Facilities



- Shared Paths (10)
- Sidewalks (944)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

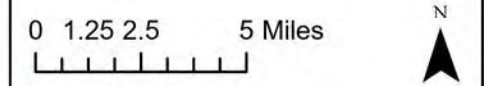
MAP PROJECTION:
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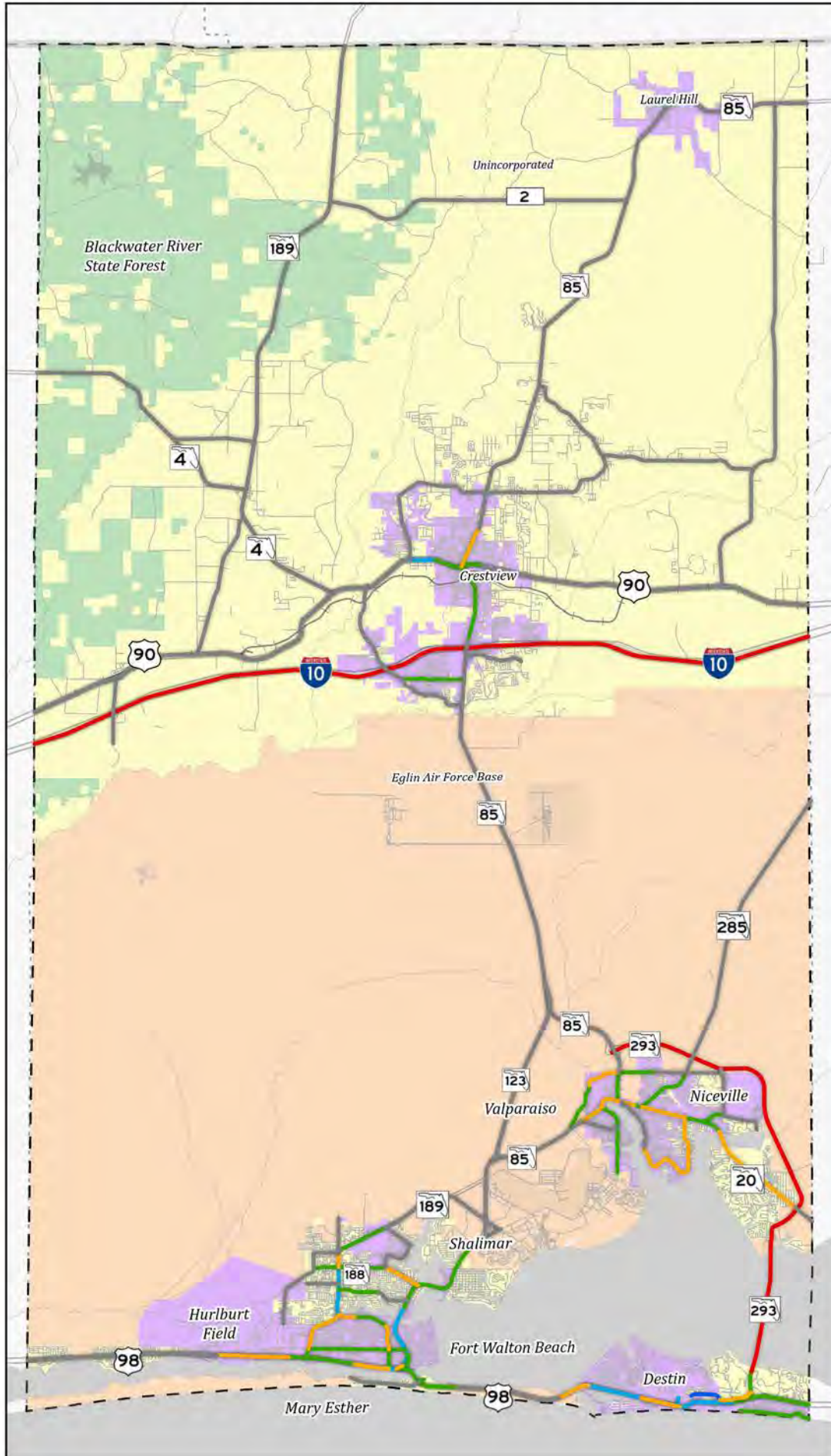
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map K. Multimodal Quality of Service (QOS) for Off-Street Facilities Accommodating People Walking and Bicycling (South or East Side of Right-of-Way)



- QOS A = Protected Multi-Use Trail 12' Wide or More (0)
- QOS B = Protected Multi-Use Path 10' Wide OR Multi-Use Trail 12' Wide or More (1)
- QOS C = Protected Multi-Use Path 8' Wide OR Multi-Use Path 10' Wide (13)
- QOS D = Multi-Use Path 8' Wide or Less OR Separated Sidewalk (52)
- QOS E = Sidewalk 6' Wide or Less (27)
- Limited Access (9)
- No Off-Street Facility (82)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Further analysis may result in an increased QOS based on elements in the right-of-way.

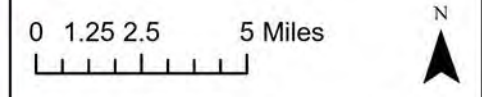
MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

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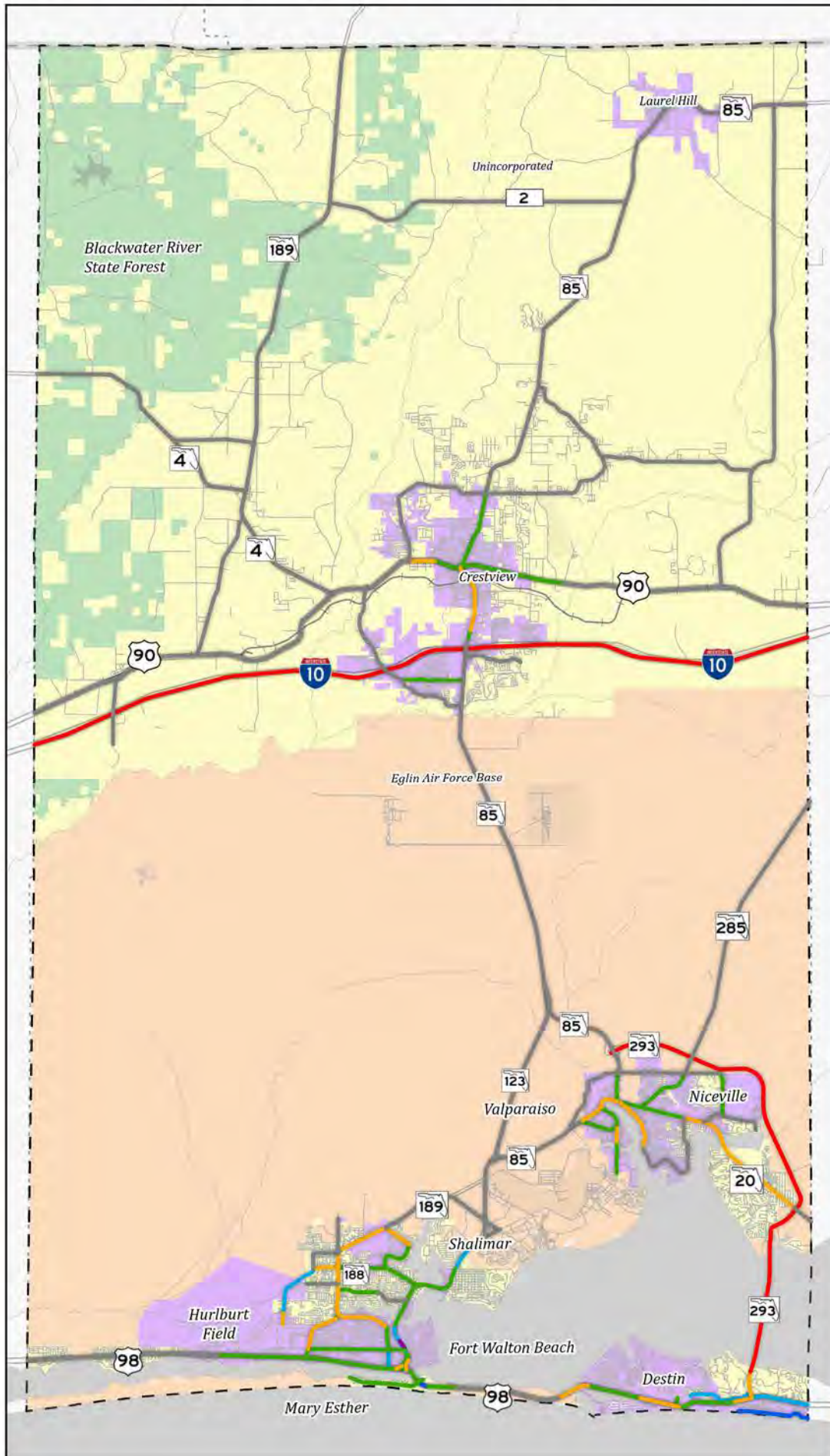
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map L. Multimodal Quality of Service (QOS) for Off-Street Facilities Accommodating People Walking and Bicycling (North or West Side of Right-of-Way)



- QOS A = Protected Multi-Use Trail 12' Wide or More (1)
- QOS B = Protected Multi-Use Path 10' Wide OR Multi-Use Trail 12' Wide or More (4)
- QOS C = Protected Multi-Use Path 8' Wide OR Multi-Use Path 10' Wide (8)
- QOS D = Multi-Use Path 8' Wide or Less OR Separated Sidewalk (57)
- QOS E = Sidewalk 6' Wide or Less (31)
- Limited Access (9)
- No Off-Street Facility (74)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Further analysis may result in an increased QOS based on elements in the right-of-way.

MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

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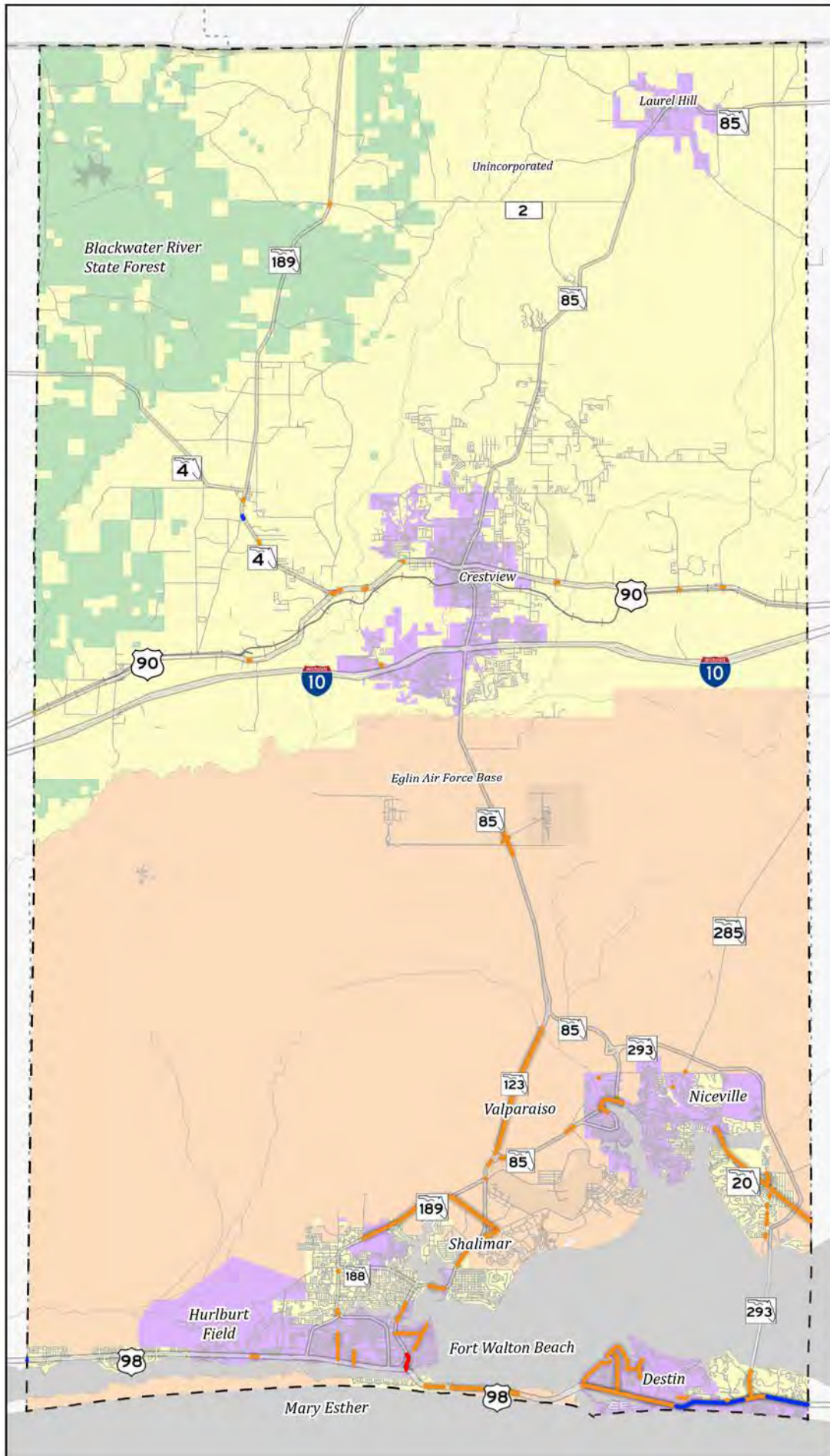
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0 1.25 2.5 5 Miles

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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map M. On-Street Multimodal Facilities



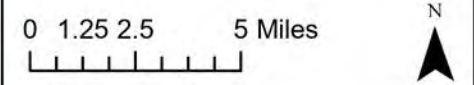
- Buffered Bike Lane (11)
- Colored Bike Lane (1)
- Designated Bike Lane (104)
- Sharrow
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

MAP PROJECTION:
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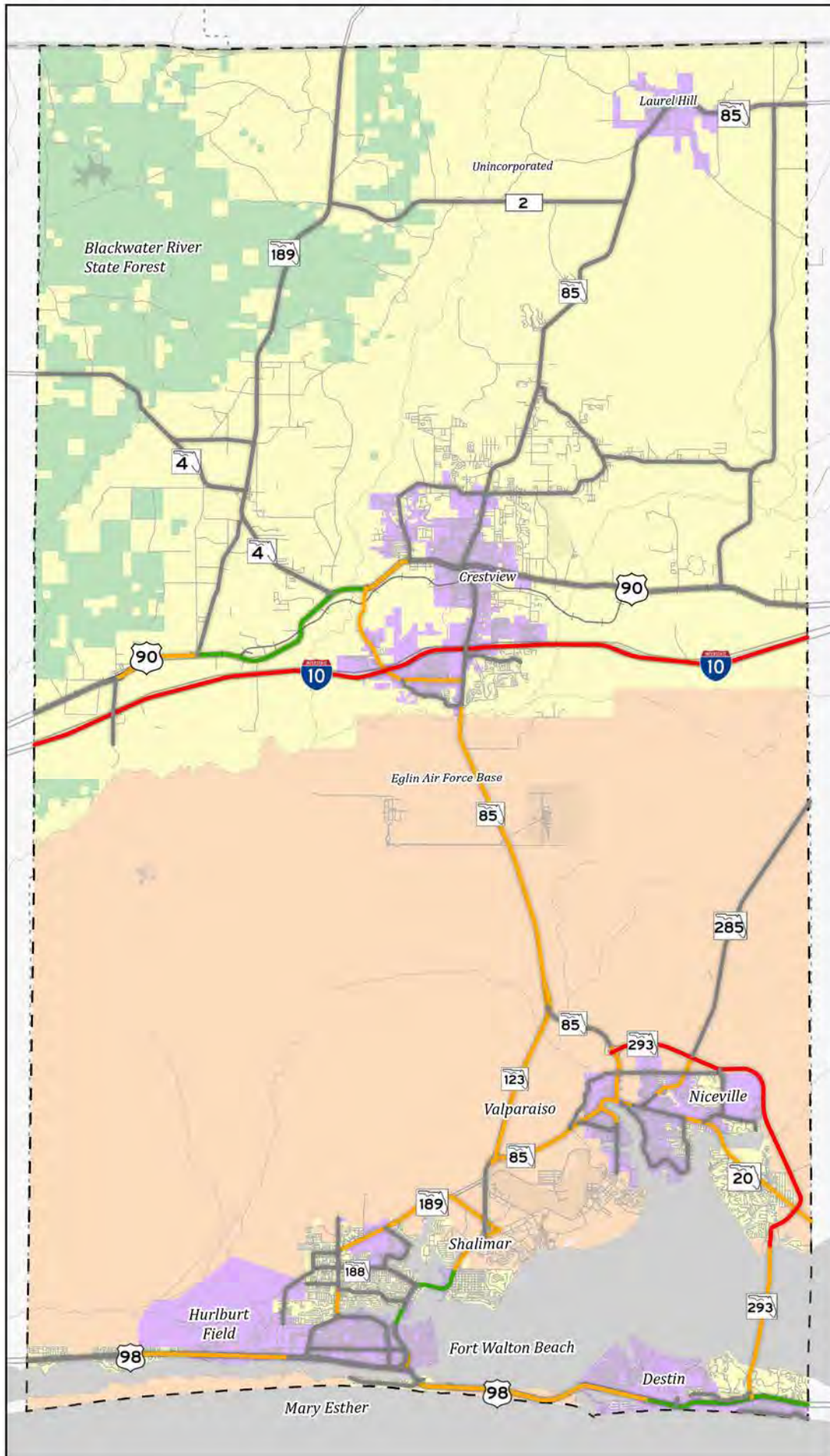
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map N. Multimodal Quality of Service (QOS) for On-Street Facilities Accommodating People Bicycling and Riding Micromobility & Microtransit



- QOS A = Protected Bike / Multimodal Lane > 7' Wide (0)
- QOS B = Buffered Bike / Multimodal Lane > 7' Wide (0)
- QOS C = Bike / Multimodal Lane 7" Wide or More (0)
- QOS D = Bike / Multimodal Lane 5' to 6' Wide (8)
- QOS E = 4' Wide Bike Lane or Paved Shoulder (40)
- Limited Access (8)
- No On-Street Multimodal Facility (128)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Further analysis may result in an increased QOS based on elements in the right-of-way.

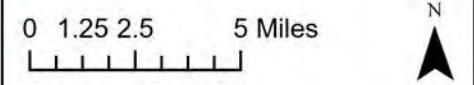
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Map O
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