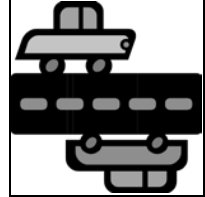




Comprehensive Plan 2045



2.2 MULTIMODAL TRANSPORTATION

Goal 1: Provide a safe, efficient, convenient, and interconnected multimodal transportation system that enhances mobility for all users and provides people with 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 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.

Policy 1.1.7 The County shall implement the mobility plan through the following:

- a. Prioritize multimodal projects for annual capital improvement programming;
- b. Integration of future improvements, future development connectivity, and funding of multimodal projects through the sales tax;
- c. Implement quality-of-service standards;
- d. Development of Complete Streets design standards for new and retrofitted streets;
- e. Update of functionally classified roads;
- f. Implementation of FDOT's Context Classifications for Complete Streets;
- g. Development of mobility solutions, standards, and strategies, including internal street circulation requirements for new development;
- h. Development of site access evaluation requirements to replace traffic impact analysis and a program to equitably allow for contributions in-lieu of construction of site access improvements where multiple future developments would benefit from an operational, safety, and traffic control improvement;
- i. Development of criteria to review amendments to the future land use map and element that will result in an increase in traffic above existing land uses;
- j. Establishment of access connection spacing requirements or a connectivity index to ensure new development creates an interconnected network of streets to distribute traffic and provides adequate access for first responders in the event of disruptions and impedances to traffic flow from human caused incidents or natural events;

- k. Develop and implement multimodal plans, programs, services, and studies; and
- l. Any other standards the County determines appropriate for advancing this policy.

Objective 1.2 Establish quality of service standards for the multimodal transportation system within the County.

Policy 1.2.1 Street Quality of Service (QOS) Standards for all arterial and collector roads in the County's multimodal transportation system are hereby established as shown on Table 2.2.1.

- a. The establishment of Street QOS Standards is intended to encourage slower speeds in urban areas where more people walk and bicycle, and the desired function of roads is to provide greater accessibility and visibility to adjacent land uses by all modes of transportation. The County may elect to implement Street QOS Standards for major local, local, and residential streets as part of a future traffic calming or a low-speed streets program that allows the public to retrofit street ROW to achieve slower speeds.
- b. The establishment of Street QOS Standards reflects higher vehicle speeds along major collectors, arterial roads, and limited access facilities whose primary function is to move motor vehicles, freight, and goods.
- c. The intent of the Street QOS Standards is to transition away from regulating road capacity and implementing transportation concurrency and move towards safer streets for all users of the multimodal transportation system by planning for mobility and designing and constructing road and intersection improvements to reflect the maximum desired speed of travel for motor vehicles by requiring design speed to reflect posted speed limits.
- d. The achievement of Street QOS A with posted speed limits of 25 MPH for arterials and collectors and 20 MPH or less for local and residential streets will require planning for innovative street designs and the construction of improvements, such as narrower travel lanes, on-street parking, landscaped medians, raised islands along turn lanes and at intersections, street trees, streetscape, shared-use paths for people walking and bicycling, and high visibility crossings at driveways, intersections, and mid-block along roads, in order to achieve the desired speed of travel.
- e. The evaluation of Street QOS shall be integrated into the mobility plan and used as a performance measure for functionally classified roads as part of future updates to the mobility plan to evaluate progress moving towards safer streets for all users of the multimodal transportation system. The Street QOS should reflect the posted speed limit that is representative of the majority of a given roadway facility.

Table 2.2.1: Street Quality of Service (QOS) Standards		
Standard	Posted Speed Limit	Appropriate Location
Street QOS A	25 MPH or less	Local and residential streets, along with select arterials and collectors with right-of-way modifications to slow vehicle speeds
Street QOS B	30 MPH	Select local and residential streets, collectors, along with select arterials with right-of-way modifications to slow vehicle speeds
Street QOS C	35 MPH	Major collectors and minor arterials, select minor collectors and principal arterials
Street QOS D	40 MPH	Select collectors, arterials
Street QOS E	45 MPH or greater	Principal arterials, limited access roads, select arterials and rural highways (arterial or collector)

Policy 1.2.2 Off-Street Multimodal Quality of Service (QOS) Standards for arterial and collector roads to accommodate people bicycling and walking using off-street multimodal improvements as part of the County's multimodal transportation system are hereby established as shown on Table 2.2.2.

- a. The establishment of off-street multimodal QOS Standards for multimodal improvements is intended to reflect that people bicycling, jogging, running, skating, and walking feel safer and more comfortable doing so on wider improvements such as multi-use paths and multi-use trails.
- b. The establishment of off-street multimodal QOS Standards for multimodal improvements includes the identification of right-of-way features that can be incorporated into the design of improvements that will increase the quality of service, enhance the user experience, and encourage more people to bicycle and walk.
- c. The integration of bicycling and micromobility as part of off-street multimodal QOS Standards for multimodal improvements is in recognition that many people who bicycle prefer of utilize improvements that are physically separated from motor vehicle travel lanes and that mobility planning and future design of improvements shall prioritize the construction of off-street multimodal improvements versus multimodal improvements.
- d. The evaluation of off-street multimodal QOS Standards for multimodal improvements shall be integrated into the mobility plan and used as a performance measure as part of future updates to evaluate progress moving towards safer streets for all users of the multimodal transportation system.
- e. The County may elect to implement standards for major local, local and residential streets as part of a mobility plan update or development of a multimodal master plan for people walking, bicycling, and using micromobility devices.

Table 2.2.2: Off-Street Multimodal Quality of Service (QOS) Standards

Facility Type	Right-of-Way (ROW) Features				
Off-Street	Limited Separation	Street Trees	On-Street Parking / Physical Barriers	Landscape Buffer	Speed Limit 25 MPH or Less
Multi-Use Trail 12' wide or more	B	A	A	A	A
Multi-Use Path 10' wide	C	B	B	B	B
Multi-Use Path 8' wide or less	D	C	C	C	C
Sidewalk 6' wide or less	E	D	D	D	D

The QOS increases one (1) letter grade with the presence of two (2) or more ROW features excluding limited separation.

Policy 1.2.3 On-Street Multimodal Quality of Service (QOS) Standards for arterials and collectors to accommodate bicycling, micromobility, and microtransit using on-street multimodal improvements as part of the County's multimodal transportation system are hereby established as shown on Table 2.2.3.

- a. The establishment of on-street multimodal QOS Standards for multimodal improvements is intended to reflect that some people bicycling prefer to use on-street bicycle lanes and that micromobility devices such as electric scooters or microtransit vehicles such as golf-carts are becoming part of the overall multimodal transportation system, and that on-street improvements are standard features in most design manuals.
- b. The establishment of on-street multimodal QOS Standards for multimodal improvements includes the identification of right-of-way features that can be incorporated into the design of improvements that will increase the quality of service, enhance the user experience, and make it safer for people who bicycle on-street and encourage people to consider micromobility and microtransit where permitted.
- c. The integration of multimodal lanes as part of on-street multimodal QOS Standards for multimodal improvements is in recognition that as new mobility technologies become part of the overall multimodal transportation system, the use of the term bike lane, to describe an on-street facility used by micromobility devices and microtransit vehicles, no longer appropriately reflects the primary user of the on-street facility and is no longer the appropriate type of on-street facility.
- d. The construction of on-street bicycle or multimodal lanes on roads with a speed limit greater than 30 MPH or the use of bicycle sharrows on roads with a speed limit greater than 25 MPH is strongly discouraged and shall be the exception, not the standard.
- e. Off-street multimodal improvements should be the primary type of improvement to accommodate people bicycling where speed limits exceed 30 MPH, with on-street improvements being the exception where multi-use paths at least 8' in width or multi-use trails cannot be accommodated within the right-of-way.

- f. Any on-street bicycle or multimodal lane on roads with a speed limit of 35 or 40 MPH should feature an appropriate buffer or physical separator and shall feature enhanced pavement markings and signage.
- g. Any on-street bicycle or multimodal lane on roads with a speed limit of 45 MPH or greater should be located off-street and shall be physically separated by a buffer or protected barrier and feature enhanced pavement markings and signage.
- h. The County may elect to implement standards for major local, local and residential streets as part of a mobility plan update or development of a multimodal master plan for people bicycling, using micromobility devices, and riding microtransit vehicles.

Table 2.2.3: On-Street Multimodal QOS Standards

Facility Type	Right-of-Way (ROW) Features				
On-Street	Limited Separation	Protected	Buffered	Enhanced Visibility Markings	25 MPH Speed Limit
Bike / Multimodal Lane 7' wide or more	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)	E	--	D	--	C
Advisory Bike Lane (Local or Residential Street)	D	A	B	B	--

The QOS increases one letter grade with the presence of two or more ROW features excluding limited separation.

Policy 1.2.4 – Reserved for Future Transit Quality of Service (QOS) Standards

Policy 1.2.5 Road Level of Service (LOS) Standards for arterials, collectors, and major local roads may be used to establish site access evaluation criteria, review traffic impacts from amendments to the future land use map or element, coordinate intergovernmental funding opportunities with municipalities, adjacent Counties, FDOT, and the TPO, and for mobility and long range transportation planning based on the following:

- 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.

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 that provides people with viable choices to move about the County.

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.

Objective 1.4 Coordinate with the Okaloosa – Walton Transportation Planning Organization (TPO) on updates of the Long-Range Transportation Plan ~~that~~ to identify multimodal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the County, its municipalities, and surrounding communities.

Policy 1.4.1 Continue to participate in the Okaloosa – Walton TPO planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking, and other provisions of the multimodal transportation element.

Policy 1.4.2 Participate in the development of the Five-Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and motor vehicle occupancy rates.

Objective 1.3 Give the highest priority to transportation improvements that will relieve existing traffic congestion and improve multimodal safety.

Policy 1.5.1 Coordinate with the Okaloosa – Walton TPO in the development of the the five-year Transportation Improvement Program.

Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce.

Policy 1.5.3 Prior to approving construction projects to add capacity to existing roadways the County should investigate the feasibility of alternative improvements such as:

- a. Intersection improvements;
- b. Synchronization of traffic signals;
- c. Traffic calming measures;
- d. Installation of auxiliary lanes;
- e. Redesign or realignment of roadways; ~~and~~
- f. New interconnected parallel roads;
- g. Vehicle and multimodal ~~C~~ cross-access connections between adjacent land uses;
- h. Access management; and
- i. Shared-use paths or multi-use trails.

Objective 1.64 Move towards achieving Target Zero and Safer Streets for all users of the multimodal transportation system. By prioritizing safety through designing roadways for desired speeds, constructing shared-use paths for people walking and bicycling that are separated from vehicle travel lanes, and increasing the visibility of people crossings driveways, intersection, and roads.

Policy 1.64.1 Direct through traffic onto principal arterials and away from collectors and local residential streets and promote the use of appropriate posted speeds for collector roads and ~~an~~ consider development of a traffic calming or low speed streets program to protect local residential streets from high traffic volumes and speeds.

Policy 1.64.2 Facilitate the provision of a network of sidewalks, shared-use paths, and multi-use trails with high visibility crossings for people walking, bicycling, and accessing transit that allows shortcuts and alternatives to traveling along high-volume streets and that provides maximum physical separation from vehicle travel lanes on arterials through right-of-way and easement elements such as buffers, landscape, street trees, and access management lanes with or without on-street parking.

Objective 1.76 Provide for adequate emergency evacuation by providing alternative evacuation routes and adequate highway capacity on evacuation routes and by mitigation measures adopted in the Okaloosa County Local Mitigation Strategy.

Policy 1.7.1 Coordinate with the Okaloosa – Walton TPO, FDOT, and the Alabama Department of Transportation in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times.

Objective 1.8 Support FDOT with continued implementation of the Strategic Intermodal System (SIS) and aviation transportation facilities that provide connectivity to areas outside the urbanized area and serve important national and regional functions.

Policy 1.8.1 Participate in implementation of Okaloosa – Walton TPO strategies to facilitate local traffic use of alternatives to the SIS to protect its interregional and intrastate functions.

Policy 1.8.2 Coordinate with the TPO in conducting feasibility studies for an aviation port for specific intermodal transportation as it relates to air cargo, surface transportation (trucking), and railway corridor connections.

Policy 1.8.3 The County shall seek all possible federal and state funds to prepare and implement updated airport master plans.

Policy 1.8.4 Initiatives will be pursued to acquire property adjacent to all airports using federal and state grants and local funding in order to enhance the airports' primary approach surfaces and prevent encroachment into the airport enterprise operational areas. The primary focus will include the runway clear zones and FAR PART 150 noise contours that enhance airworthiness, safety of approaches, airport facilities and safety of persons on the ground. Special consideration and entitlement funding will be appropriated for compatible business opportunities that are directly aviation-related businesses as approved by the Board of County Commissioners.

Policy 1.8.5 The County will continue to operate the three airports as an enterprise fund using federal and state grants consistent with local enterprise funds, user fees, and passenger facilities charges (PFCs). Beyond the year 2018, and as approved by the Board of County Commissioners, a tax revenue generation base should be considered if it is determined that an expanded airport system with Intermodal capabilities is necessary.

Policy 1.8.6 The County shall protect airport facilities from encroachment of incompatible land uses through appropriate land development regulations that provide for the protection of the clear zones and the attenuation of noise impacts through construction standards and code enforcement. Federal Aviation Administration (FAA) aeronautical studies and a determination of no hazard to navigation must be issued for all tall structures located within the vicinity of airports. Applications and plans for all proposed tall structures within Okaloosa County will be reviewed by the Okaloosa County Aviation Committee to determine compatibility with aviation facilities. The Okaloosa County Planning Commission shall recommend, and the BCC shall grant final approval.

Objective 1.9 Maintain and improve access to important regional facilities including airports, educational facilities, parks, historical and recreational areas and military installations.

Policy 1.9.1 Coordinate roadway and transit service improvements with the Okaloosa County Airport Master Plan, the Okaloosa – Walton TPO, the FDOT Florida Transportation Plan, and the Continuing Florida Aviation System Plan (CFAST) to ensure that future transportation access needs of the County's airport facilities are met.

Policy 1.9.2 Promote the implementation of the Long-Range Transportation Plan as it relates to roadway improvements improving access to major attractors in Okaloosa County, including airports and other related public transportation facilities.

Policy 1.9.3 Ensure that the Five-Year Transit Development Plan includes strategies to address motorized and non-motorized access to all major attractors in Okaloosa County, including intermodal terminals and access to aviation and rail facilities.

Goal 2: Provide an energy efficient transportation system.

Objective 2.1 Reduce energy consumption by recommending multimodal transportation system improvements such as traffic calming measures that lessen the need for stop signs and traffic signals and result in less vehicle idling, a major contributor to air pollution and wasted fuel.

Policy 2.1.1 Promote design of subdivision street systems that incorporates multiple interior connections and relatively direct routes between major transportation arteries.

Policy 2.1.2 Promote the use of traffic calming measures that reduce the need for traffic signals.

Policy 2.1.3 Participate in periodic updates of the Okaloosa – Walton TPO Long Range Transportation Plan in support increasing the efficiency of the multimodal transportation system.

Objective 2.2 Reduce energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass transit, High Occupancy Vehicles (HOV) lanes) or to reduce travel demand.

Policy 2.2.1 Evaluate existing Park & Ride lot usage and review the recommendations in the WFRPC West Florida Park & Ride Lot Planning Guide in order to determine how to promote existing usage and where to establish new Park & Ride lots if analysis warrants the need for such facilities.

Policy 2.2.2 Coordinate with the Ride Share Program of the WFRPC to develop and maintain car/vanpool programs that serve area employers, especially those that employ more than 50 employees.

Policy 2.2.3 Coordinate with the Economic Development Council to support and promote commute trip reduction programs, telecommuting, electronic communications, variable work weeks and flextime.

Policy 2.2.4 Participate in periodic updates of the Okaloosa – Walton TPO LRTP especially in support of travel demand management strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

Objective 2.3 Reduce energy consumption by promoting measures to facilitate incorporating shared-use paths and high visibility crossings for people walking, bicycling, and accessing transit into the design of new roads, the addition of road capacity, the resurfacing, reconstruction, and rehabilitation of existing roads, along with the addition of utilities or utility upgrades within existing and new rights-of-way (ROW), not on the Interstate System.

Policy 2.3.1 Where feasible, all new road construction projects within the urban development area boundary will be required to accommodate people walking, bicycling, and accessing transit, including, but not limited to, installation of shared-use paths or sidewalks where ROW is constrained, wheelchair ramps at intersections, and high visibility crossings of driveways, intersections, and roads.

Policy 2.3.2 Where feasible, all new road construction projects outside the urban development area boundary will be encouraged to accommodate people walking and bicycling through including, but not limited to, the installation of signage, striping of roadways, and the widening of roadways to add paved shoulders or bicycle lanes, and where there are schools or parks along the roadways, provide a shared-use path in-lieu of bike lanes or paved shoulders where ROW is available and unconstrained by stormwater, topography, or utilities.

Objective 2.4 Reduce energy consumption by promoting use of alternative fuels (e.g., compressed natural gas).

Policy 2.4.1 Monitor the use of alternative fuels at other public agencies with large fleets of vehicles and coordinate with Okaloosa Coordinated Transportation, Inc., private sector industries and other public agencies to consider the use of low and zero-emission vehicles by large fleet operators.

Goal 3: Provide a transportation system in harmony with environmental, social, economic and aesthetic features of the area.

Objective 3.1 Minimize adverse impacts on the environment, natural and scenic views, and existing developments by balancing the location, design, construction, and operation of the multimodal transportation system with environmental and existing development features.

Policy 3.1.1 Design and build multimodal transportation facilities to reflect the scale and character of the surrounding natural and developmental features using:

- a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;
- b. Appropriate paving materials, including intersection treatments;
- c. Appropriate styles of traffic control facilities;
- d. Landscape materials that complement the character of the resources; and
- e. Providing shared-use paths or multi-use trails to limit street widths and utilize existing natural features and landscape.

Policy 3.1.2 Provide or require the provision of multimodal transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part requiring the construction of sidewalks, shared-use paths, multi-use trails, or the provision of bicycle boulevard or bike lanes through the installation of signage, pavement markings and striping of roadways where off-street multimodal facilities are not feasible

Policy 3.1.3 Development or expansion of aviation and related facilities shall be consistent with the Okaloosa County Airport Master Plan and the Future Land Use Map and balanced with sound business practices. All proposals for development or expansion of aviation and related facilities shall include findings that describe the consistency between the proposed development and expansion with all elements of this ordinance. The County or its consultants may prepare the findings. In the event the findings are prepared by applicants not associated with the County, the findings must be approved by the County in advance of the issuance of any development permit or order.

Policy 3.1.4 All new or expanded airport facilities shall be constructed so as to consider and mitigate any impacted natural resources.

Objective 3.2 Encourage accessible public transportation for the transportation disadvantaged through coordination of local social service transportation.

Policy 3.2.1 Continue to support the provision of transportation services to the transportation disadvantaged by the designated provider.

Policy 3.2.2 Coordinate plans for transportation-disadvantaged services with the development of the Five-Year Transit Development Plan as updates are completed.

Objective 3.3 Enhance the urban area economic vitality by providing a multimodal transportation system that takes into consideration the needs of the business community and economic development strategies.

Policy 3.3.1 All developments, including, but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient access connections, on-site traffic flow, multimodal transportation facilities, cross-access to adjacent parcels, and sufficient vehicular parking to accommodate the needs of the development.

Objective 3.4 Improve the environmental and aesthetic features of the existing multimodal transportation system by enhancement projects, including but not limited to shared-use paths, multi-use trails, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff and control of outdoor advertising.

Policy 3.4.1 Conduct a study to identify enhancement projects and apply for the funds on an annual basis.

Goal 4: Provide a transportation system that optimizes preservation and efficiency of existing multimodal transportation facilities.

Objective 4.1 Minimize the need for construction of new highways through development of a Congestion Management System and identification of strategies to reduce travel demand, encourage alternative modes of travel and implement traffic operations improvements.

Policy 4.1.1 Participate in periodic updates of the Okaloosa – Walton TPO LRTP plan as it addresses establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region.

Policy 4.1.2 Participate in periodic updates of the TPO L RTP as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety for all users of the transportation system.

Policy 4.1.3 Support and promote public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Make information available at all county offices on any commuter assistance programs, public transit, the coordinated transportation system program, and any multimodal programs endorsed by the County.

Objective 4.2 Maintain and enhance the safety and efficiency of the arterial road system and minimize transportation conflicts associated with development by coordinating FDOT driveway permitting process, limiting development access to the transportation system, and increasing vehicle and multimodal interconnection between adjacent developments.

Policy 4.2.1 Any time a development project requires installation of access ways at distances closer together than the number of feet approved by FDOT for the roadway, a system of service roads will be required to be installed by developers for new development along arterial roads and designated limited access highways within the County, consistent with FDOT access management policy.

Policy 4.2.2 The County shall limit new access points to arterial and collector roads by requiring minimum distances for separation of driveways and median cuts, consistent with FDOT and County access management policy.

Policy 4.2.3 Whenever possible require developments to provide direct vehicular and multimodal connections to adjacent residential developments and/or service commercial or institutional land uses to reduce the need for additional access onto collector and arterial streets.

Goal 5: Provide measures to relieve financial constraints on improvements to the multimodal transportation system.

Objective 5.1 Obtain adequate funding for needed multimodal transportation improvements by encouraging greater state and federal participation and local adoption of measures to augment these revenue sources, such as mobility fees.

Policy 5.1.1 Continue to levy a local option gas tax as a user fee and use the funding obtained to construct and maintain bridges and roads and associated multimodal transportation facilities.

Policy 5.1.2 Assist in the development of a Cost Feasible Plan that identifies sources of funding that can reasonably be expected to be available to implement the Okaloosa – Walton TPO L RTP and recommends additional funding sources for other needed improvements.

Objective 5.2 Equitably distribute transportation costs by requiring applicable development projects to construct appropriate multimodal transportation improvements internal and adjacent to the development and to mitigate off-site traffic impacts through payment of a mobility fee.

Policy 5.2.1 The LDC shall require that development projects install applicable ingress/egress lanes and any traffic control measures deemed appropriate to ensure efficiency and safety of connections to the public roadway system commensurate with the project's impact.

Policy 5.2.2 Encourage or require where appropriate new residential subdivisions, design an internal public street system that will implement other goals, objectives and policies adopted in the multimodal transportation element to mitigate further congestion on the arterial roadway system.

Objective 5.3 Protect existing and future rights-of-way from building encroachment.

Policy 5.3.1 It is hereby declared that the protection and preservation of certain roadway rights-of-way from building encroachment furthers a legitimate governmental interest in the form of ensuring adequate right-of-way for future widening, new roads, or improvements that add capacity and enhance safety, protecting the public safety by ensuring that buildings do not become a hazard to either motorists or building occupants due to proximity to the roadway, and providing a means to accommodate future growth and development by ensuring adequate roadway and transportation corridors.

Policy 5.3.2 No portion of any building shall be constructed within an existing public roadway except for those buildings or structures which functionally must be located within a right-of-way (i.e. toll booth, weigh station, pedestrian overpass, etc.).

Policy 5.3.3 The following criteria shall be used when evaluating which roadways may be subject to right-of-way protection and preservation: 1) apply only to existing roadways and rights-of-ways; 2) the roadway must be identified for widening or improvement in the Okaloosa-Walton TPO Long Range Transportation Plan (LRTP) or the Okaloosa County Mobility Plan; 3) insufficient right-of-way exists to accommodate the work program described in the LRTP or Mobility Plan, and; 4) the road segment must be relatively free of buildings already located within the right-of-way protection/preservation area.

Policy 5.3.4 When rights-of-way for future roadway improvements have been identified and scheduled for construction, such rights-of-way shall be preserved through acquisition of the properties involved, or in the manner prescribed at s. 336.02, F.S.

Goal 6: Provide a cooperative, continuing, and comprehensive transportation process.

Objective 6.1 Achieve a coordinated area transportation system through a local, regional, state, and national decision-making partnership.

Policy 6.1.1 Coordinate the County's transportation planning process with the plans and programs of the Okaloosa – Walton TPO, the Florida DOT, the Northwest Florida Coast Resource Management, and the West Florida Regional Planning Council Strategic Regional Policy Plan.

Policy 6.1.2 Continue to fund the County's fair share of the annual operating cost of the Okaloosa – Walton TPO and provide representatives to serve on the TPO and the various advisory committees created by the TPO.

Objective 6.2 Ensure that the transportation system is supportive and compatible with growth management goals by coordinating the Mobility Plan with local, regional, and state comprehensive plans.

Policy 6.2.1 All land use decisions shall be consistent with Okaloosa County's Future Land Use Maps, Functional Classification Map, and Mobility Plan.

Policy 6.2.2 The County shall review all plans and proposals for development or redevelopment within the County by using the Future Land Use Maps, the Functional Classification Map, and the Mobility Plan Map Series. The review shall include a determination of consistency with the maps. The review is not limited to the identified maps.

Objective 6.3 Ensure the transportation system chosen as the optimum design is user acceptable by taking into consideration local desires and preferences.

Policy 6.3.1 Continue to promote a high level of citizen participation in the transportation planning process through an active TPO Citizen's Advisory Committee and public meetings.

Policy 6.3.2 Maintain County Roads functionally classified as arterials or collectors and coordinate with municipalities that desire to maintain functionally classified County Roads within municipal limits and FDOT on the maintenance of Interstate 10, U.S. Highways and State Roads.

Policy 6.3.3 Periodically review and update as necessary the County and State arterial and collector roads identified on Table 6.1, and the Functional Classification Map and the North Okaloosa Corridors Map in the Mobility Plan.

Policy 6.3.4 Coordinate with FDOT on the establishment and updated of Complete Street Context Classifications for County and State arterial and collector roadways established in the Mobility Plan.

Policy 6.3.5 Coordinate updates of the North Okaloosa Corridors Map, as established in the Mobility Plan, with municipalities to identify major local roads, collectors, upgrades to existing roads, and functional classification changes.

Policy 6.3.6 Evaluate, in conjunction with municipalities, establishment of land development regulations to ensure new development and redevelopment incorporate new corridors identified in the Mobility Plan and North Okaloosa Corridors Map into the developments circulation system.

Table 6.1 County and State Roadway Functional Classification

Roadway	From	To	Functional Classification
County Roadways* (*Roads do not qualify for Non-Residential Allowance for Suburban Residential (SR) Land Uses per Future Land Use Element Policy 10.1A)			
CARMEL DR	COMANCHE DR	SR 189/BEAL PKWY	Minor Collector
COMMONS DR W	INDIAN BAYOU TRAIL	SR 293 / SPENCE PKWY	Major Collector
CR 2*	SR 189	SR 85	Minor Arterial
CR 4 / ANTIOCH RD	US 90	PJ ADAMS PKWY	Major Collector
CR 4 / ANTIOCH RD	PJ ADAMS PKWY	SR 85 / S FERDON BLVD	Major Collector
CR 4A	SR 4	SR 189	Minor Collector
CR 30F/ AIRPORT RD	US 98 / SR 30 / HARBOR BLVD	COMMONS DR W	Major Collector

CR 188 / AIRPORT RD	SR 85	POVERTY CREEK RD	Major Collector
CR 188 / GARDEN CITY RD	POVERTY CREEK RD	SR 85	Major Collector
CR 188 / OLD BETHEL RD	US 90	SR 85	Major Collector
CR 189 / GALLIVER CUT-OFF	US 90	SR 4	Minor Arterial
CR 189 / LOG LAKE RD	US 90	I-10	Major Collector
CR 189 / LOG LAKE RD*	I-10	WHIPPOORWILL DR	Minor Collector
CR 190 / E & W COLLEGE BLVD	SR 85	FOREST RD	Major Collector
CR 285B / BAYSHORE DR	SR 20 / JOHN SIMS PKWY	7TH ST	Major Collector
CR 285B / REDWOOD AVE	7TH ST	SR 20 / JOHN SIMS PKWY	Major Collector
CR 393 / ROBINSON RD	SR 85	US 90	Major Collector
FOREST RD	SR 293 / SPENCE PKWY	ROCKY BAYOU DR	Major Collector
GREEN ACRES RD	GREEN ACRES BLVD	SR 189 / BEAL PKWY	Major Collector
JOHN KING RD	SR 85	SR 85 / S FERDON BLVD	Minor Collector
HILL AVE	LOVEJOY RD NW	FREEDOM WAY	Minor Arterial
HOLLYWOOD BLVD	SR 393 / MARY ESTHER	SR 85/EGLIN PKWY NW	Major Collector
HURLBURT RD	MLK BLVD	SR 189/BEAL PKWY	Major Collector
LEWIS ST	SR 189 / BEAL PKWY	DENTON BLVD	Minor Collector
MAYFLOWER AVE	DENTON BLVD	JAMES LEE RD	Minor Collector
MLK BLVD	FREEDOM WAY	GREEN ACRES RD	Minor Arterial
MOONEY RD NE	SR 188 / RACETRACK RD	SR 189 / LEWIS TURNER BLVD	Major Collector
NORTH BEAL EXT	SR 189/BEAL PKWY	WRIGHT LANDFILL	Minor Collector
P J ADAMS PKWY	CR 4 / ANTIOCH RD	SR 85	Principal Arterial
POVERTY CREEK RD*	CR 188 / AIRPORT RD	CR 393 / ROBINSON RD	Minor Collector
ROCKY BAYOU DR	SR 20/JOHN SIMS PKWY	FOREST RD	Major Collector

<i>ROCKY BAYOU DR*</i>	<i>FOREST RD</i>	<i>HUNTINGTON RD</i>	<i>Minor Collector</i>
SANTA ROSA BLVD	EGLIN AFB E GATE	US 98 / SR 30 / HARBOR BLVD	Major Collector
SANTA ROSA BLVD	US 98 / SR 30 / HARBOR BLVD	ROSS MARLER PARK	Major Collector
SCENIC HIGHWAY 98	WESTERN TERMINUS OF SCENIC HWY 98	WALTON COUNTY	Major Collector
SOUTH AVE	JAMES LEE RD	SR 85 / EGLIN PKWY	Minor Collector
State Roadways			
INTERSTATE 10	WALTON COUNTY	SANTA ROSA COUNTY	Principal Arterial Limited Access
SR 123 / ROGER J CLARY HWY	SR 85	SR 85 / EGLIN PKWY	Principal Arterial
SR 145 / PERRY AVE SE	US 98 / SR 30	SR 85 / EGLIN PKWY	Minor Arterial
SR 188 / RACETRACK RD	SR 189 / BEAL PKWY	SR 85 / EGLIN PKWY	Minor Arterial
SR 189	SR 4	STATE OF ALABAMA	Minor Arterial
SR 189/BEAL PKWY N	US 98 / SR 30	MEMORIAL PKWY NW	Minor Arterial
SR 189/BEAL PKWY N	MEMORIAL PKWY NW	GREEN ACRES RD	Minor Arterial
SR 189 / LEWIS TURNER BLVD	GREEN ACRES RD	SR 397 / EGLIN BLVD	Minor Arterial
SR 190 / VALPARAISO PKWY	SR 85	SR 397 / JOHN SIMS PKWY	Major Collector
SR 20	WALTON COUNTY	EDGEWATER DR	Principal Arterial
SR 20 / JOHN SIMS PKWY	EDGEWATER DR	SR 85	Principal Arterial
SR 285 / BAYSHORE DR	SR 20 / JOHN SIMS PKWY	WALTON COUNTY	Minor Arterial
SR 293 / DANNY WUERFFEL WY	US 98 / EMERALD COAST PKWY	MIDDLE SCHOOL RD	Minor Arterial
SR 293 / SPENCE PKWY	MIDDLE SCHOOL RD	SR 85 / S FERDON BLVD	Principal Arterial Limited Access
SR 393 / MARY ESTHER CUT-OFF	US 98 / MIRACLE STRIP	SR 189 / BEAL PKWY	Minor Arterial
SR 397 / EGLIN PKWY	SR 85 NB	EGLIN AFB GATE	Minor Arterial
SR 397 / JOHN SIMS PKWY	EGLIN AFB E GATE	GOVERNMENT AVE	Principal Arterial

SR 4	SANTA ROSA COUNTY	US 90/SR 10	Minor Arterial
SR 85/FLORIDA PL SE	FIRST ST SE	US 98 / MIRACLE STRIP PKWY	Principal Arterial
SR 85/EGLIN PKWY	US 98 / MIRACLE STRIP PKWY	SR 190 / VALPARAISO PKWY	Principal Arterial
SR 85 / GOVERNMENT AVE	SR 190 / VALPARAISO PKWY	SR 397	Principal Arterial
SR 85 / JOHN SIMS PKWY	SR 397	SR 20	Principal Arterial
SR 85	SR 20	PJ ADAMS PKWY	Principal Arterial
SR 85 / S FERDON BLVD	PJ ADAMS PKWY	LONG DR	Principal Arterial
SR 85	LONG DR	WALTON COUNTY	Principal Arterial
US 90 / SR 10	SANTA ROSA COUNTY	SR 4	Minor Arterial
US 90 / SR 10 / WEST JAMES LEE BLVD	SR 4	SR 85	Minor Arterial
US 90 / SR 10 / EAST JAMES LEE BLVD	SR 85	CR 393 / HWY 393	Minor Arterial
US 90 / SR 10	CR 393/HWY 393	WALTON COUNTY	Minor Arterial
US 98 / SR 30 / HARBOR BLVD	SR 189/BEAL PKWY SW	AIRPORT RD	Principal Arterial
US 98 / EMERALD COAST PKWY	AIRPORT RD	WALTON COUNTY	Principal Arterial