Okaloosa-Walton Transportation Planning Organization

OWTPO

EMERALD COAST REGIONAL COUNCIL



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# 2026 O-W TPO BikePedTrail Master Plan

Okaloosa-Walton Transportation Planning Organization

November 2026

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# Acronyms & Abbreviations

| | |
|---|---|
| **A** | |
| AADT | Annual Average Daily Traffic |
| AASHTO | American Association of State Highway Transportation Officials |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| AFB | Air Force Base |
| ATMS | Advanced Traffic Management System |
| **B** | |
| BCC | Board of County Commissioners |
| BIA | Bureau of Indian Affairs |
| BSA | Bicycle Safety Audit |
| BUILD | Better Utilizing Investments to Leverage Development Grant Program |
| **C** | |
| CAC | Citizens Advisory Committee |
| CAF | Community Aesthetic Feature |
| CARS | Crash Analysis Reporting System |
| CDBG | Community Development Block Grant |
| CFR | Code of Federal Regulations |
| CIG | Capital Investment Grant Program |
| CIGP | County Incentive Grant Program |
| CMF | Crash Modification Factors |
| CMP | Congestion Management Process |
| CPI | Consumer Price Index |
| CRA | Community Redevelopment Agencies |
| CTD | Florida Commission for the Transportation Disadvantaged |
| CTST | Community Traffic Safety Team |
| CVA | Clean Vessel Act Grant Program |
| **D** | |
| DHSMV | Department of Highway Safety and Motor Vehicles |
| DOI | United States Department of the Interior |
| DOT | Department of Transportation |
| **E** | |
| EC | Emerald Coast |
| ECRC | Emerald Coast Regional Council |
| EDTF | Economic Development Transportation Fund |
| **F** | |
| FARS | Fatal Accident Reporting System |
| FAST | Fixing America's Surface Transportation |
| FDEO | Florida Department of Economic Opportunity |
| FDEP | Florida Department of Environmental Protection |
| FDM | FDOT Design Manual |
| FDOR | Florida Department of Revenue |
| FDOT | Florida Department of Transportation |
| FFY | Federal Fiscal Year |
| FGTS | Florida Greenways and Trails System |
| FHWA | Federal Highway Administration |
| FLMA | Federal Land Management Agencies |
| F.S. | Florida Statutes |
| FTA | Federal Transit Administration |
| FWB | Fort Walton Beach |
| FY | Fiscal Year |

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**G**

| | |
|---|---|
| GHG | Green House Gas Emissions |
| GPS | Global Positioning System |

**H**

| | |
|---|---|
| HAWK | High Intensity Activated Crosswalk |
| HIN | High Injury Network |
| HSM | Highway Safety Manual |
| HUD | United States Department of Housing and Urban Development |

**I**

| | |
|---|---|
| IIJA | Infrastructure Investment and Jobs Act |
| INFRA | Nationally Significant Multimodal Freight & Highway Projects Grant Program |
| ITE | Institute of Transportation Engineers |
| ITS | Intelligent Transportation Systems |

**L**

| | |
|---|---|
| LOGT | Local Option Gas Taxes |
| LOS | Level of Service |
| LRSP | Local Road Safety Plan |
| LRTP | Long Range Transportation Plan |
| LTS | Level of Traffic Stress |
| LWCF | Land and Water Conservation Fund |

**M**

| | |
|---|---|
| MAP-21 | Moving Ahead for Progress in the 21st Century |
| M-CORES | Multi-use Corridors of Regional Economic Significance |
| MMDT | Multimodal Transportation Districts |
| MOD | Mobility on Demand |
| MPA | Metropolitan Planning Area |
| MPO | Metropolitan Planning Organization |
| MTP | Metropolitan Transportation Plan |
| MUTCD | Manual on Uniform Traffic Control Devices |
| MVMT | Million Vehicle Miles of Travel |

**N**

| | |
|---|---|
| NACTO | National Association of City Transportation Officials |
| NCHRP | National Cooperative Highway Research Program |
| NEPA | National Environmental Policy Act |
| NHTSA | National Highway Traffic Safety Administration |
| NOFO | Notice of Funding Opportunity |
| NTD | National Transit Database |
| NWFRPM | Northwest Florida Regional Planning Model |

**O**

| | |
|---|---|
| O&M | Operations and Maintenance |
| O-W | Okaloosa-Walton |

**P**

| | |
|---|---|
| P3 | Public-Private Partnership |
| PD&E | Project Development and Environment |
| PHB | Pedestrian Hybrid Beacon |
| PPP | Public Participation Plan |
| PR | Puerto Rico |
| P&R | Park and Ride |
| PSEE | Project Suite Enterprise Edition |
| PTC | Positive Train Control |

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**R**

| | |
|---|---|
| RAISE | Rebuilding American Infrastructure with Sustainability and Equity |
| RCI | Roadway Characteristics Inventory (FDOT Office of Transportation Data and Analytics) |
| RRFB | Rapid Rectangular Flashing Beacon |
| RSA | Road Safety Audit |

**S**

| | |
|---|---|
| § | Section or Paragraph |
| SAFETEA-LU | Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users |
| SBA | Small Business Administration |
| SCETS | State Comprehensive Enhanced Transportation System |
| SEED | State Economic Enhancement and Development Trust Fund |
| SES | Socioeconomic Score |
| SIB | State Infrastructure Bank |
| SIS | Strategic Intermodal System |
| SOV | Single Occupant Vehicle |
| SS4A | Safe Streets and Roads for All |
| SR | State Road |
| SRTS | Safe Routes to School |
| STBG | Surface Transportation Block Grant Program |
| STTF | State Transportation Trust Fund |
| SWEPT | Statewide Environmental Project Tracker |

**T**

| | |
|---|---|
| TA | Transportation Alternatives |
| TCC | Technical Coordinating Committee |
| TCRP | Transit Cooperative Research Program |
| TD | Transportation Disadvantaged |
| TDM | Transportation Demand Management |
| TEM | Traffic Engineering Manual |
| TIF | Tax Increment Financing |
| TIFIA | Transportation Infrastructure Finance and Innovation Act |
| TIGER | Transportation Investment Generating Economic Recovery Grant Program |
| TIP | Transportation Improvement Program |
| TMA | Transportation Management Area |
| TMC | Transportation Management Center |
| TND | Traditional Neighborhood Communities |
| TOD | Transit Oriented Development |
| TPO | Transportation Planning Organization |
| TRB | Transportation Research Board |
| TRIP | Transportation Regional Incentive Program |
| TSM&O | Transportation System Management and Operations |
| TTI | Texas A&M Transportation Institute |

**U**

| | |
|---|---|
| UA | Urbanized Area |
| UPWP | Unified Planning Work Program |
| US | United States |
| USDA | United States Department of Agriculture |
| USEDA | United States Economic Development Administration |

**V**

| | |
|---|---|
| VA | Veterans Affairs |
| VMT | Vehicle Miles Traveled |
| VSL | Variable Speed Limit |

**Z**

| | |
|---|---|
| ZERO | Zero Emission Research Opportunity |

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# 1 Introduction

The Okaloosa-Walton Transportation Planning Organization (O-W TPO) has a history of developing Bicycle and Pedestrian Master Plans, the first being adopted in 2008. The purpose of the 2008 Master Plan was to encourage walking, bicycling, and promote healthier communities through improved design principles. Focusing on livability, active living, walkability, bicycling, social interaction, and placemaking were some of the core principles of that plan. In 2012, an addendum was developed for the original 2008 Master Plan, called the Okaloosa-Walton TPO Bicycle Pedestrian Master Plan Addendum. The 2012 Master Plan Addendum focused on identifying potential bicycle and pedestrian facility improvements and prioritizing them for future construction. O-W TPO utilized this material for planning their bicycle and pedestrian infrastructure over the next decade.

The purpose of the 2026 O-W TPO Bicycle, Pedestrian, and Trail Master Plan (2026 BikePedTrail Master Plan) is to continue to identify bicycle and pedestrian infrastructure needs, while also identifying trail infrastructure needs within the region due to the increased popularity of these facilities. Additionally, this iteration of the 2026 BikePedTrail Master Plan is aligned with the 2050 Long Range Transportation Plan (LRTP) for consistency among core documents.

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## 1.1 Importance of Bicycling and Walking

Over the years, bicycling[1] and walking[2] have been gaining popularity due to the proven long-term health and economic benefits[3]. Additionally, access to these transportation options can help lower vehicular trips, potentially reducing greenhouse gas (GHG) emissions[4]. These potential benefits highlight the importance of planning for non-motorized transportation, such as bicycling and walking, within a metropolitan region.

## 1.2 2050 Long Range Transportation Plan

Every five (5) years, the O-W TPO reviews and updates their LRTP through a collaborative planning process with their local agencies. The purpose of the LRTP is to identify the long-term transportation needs within the TPO's planning area. To align the 2026 BikePedTrail Master Plan with the 2050 LRTP, previously identified transportation needs that identified

[1] https://pmc.ncbi.nlm.nih.gov/articles/PMC12840791/
[2] https://pmc.ncbi.nlm.nih.gov/articles/PMC10643563/
[3] Evaluating the economic benefits of nonmotorized transportation: case studies and methods for the nonmotorized transportation pilot program communities.
[4] Role of non-motorized transportation and buses in meeting climate targets of urban regions - ScienceDirect

bicycling, pedestrian, or trail infrastructure improvements were included for further evaluation.

## 1.3 Master Plan Vision

The shared vision is to provide a high quality, safe, efficient, reliable, convenient to use, and cost-effective multimodal transportation system that enhances community engagement, health, connectivity, and creates viable links for non-motorized road users to use, while improving their safety and connectivity.

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# 2 Plans and Studies

The 2026 BikePedTrail Master Plan was developed in parallel with the 2050 LRTP for better alignment between the planning documents. Overall, there is a focus on developing facilities that enable transportation connections and enhance safety for all users. In addition to the 2050 LRTP, historical transportation planning reports and studies since the previous 2012 Master Plan Addendum were reviewed for consistency. Existing plans that were reviewed throughout the O-W TPO region such as county and city comprehensive plans, masterplans, and other relevant planning documents within the region are identified in **Table 1**.

*Table 1. Existing Plans and Studies*

| Type of Plan | Name |
|---|---|
| **Comprehensive Plan** | Crestview Comprehensive Plan 2020 |
| **Comprehensive Plan** | Crestview Comprehensive Transportation Plan |
| **Comprehensive Plan** | DeFuniak Springs 2025 Comprehensive Plan |
| **Comprehensive Plan** | Destin Comprehensive Plan 2020 |
| **Comprehensive Plan** | Fort Walton Beach Comprehensive Plan |
| **Comprehensive Plan** | Freeport Comprehensive Plan |
| **Comprehensive Plan** | Mary Esther Comprehensive Plan |
| **Comprehensive Plan** | Niceville Comprehensive Plan 2035 |
| **Comprehensive Plan** | Okaloosa County Comprehensive Plan |
| **Comprehensive Plan** | Shalimar Comprehensive Plan |
| **Comprehensive Plan** | Valparaiso Comprehensive Plan |
| **Comprehensive Plan** | Walton County Comprehensive Plan |
| **Masterplan** | Crestview Community Redevelopment Area Masterplan |
| **Masterplan** | ECRC US 90 Corridor Masterplan |
| **Masterplan** | Fort Walton Beach Downtown Masterplan |
| **Mobility Plan** | 2045 Walton County Mobility Plan |
| **Mobility Plan** | Okaloosa County 2045 Mobility Plan |
| **Other** | Bay-Walton Sector Plan |
| **Other** | Crestview Strategic Plan 2023-2028 |
| **Other** | DeFuniak Springs Community Redevelopment Plan 2023 |
| **Other** | DeFuniak Springs Community Redevelopment Strategic Plan 2019 |
| **Other** | Destin Pathways Mater Plan 2009 Update |
| **Other** | ECRC Safe Streets for All Plan |
| **Other** | Florida Bicycle and Pedestrian Strategic Safety Plan |
| **Other** | Florida Greenways and Trails System Plan |
| **Other** | Florida ITS Strategic Plan |
| **Other** | Fort Walton Beach Community Redevelopment Area Plan |
| **Other** | Inlet Beach Neighborhood Plan |
| **Other** | Niceville Community Redevelopment Agency Plan |
| **Other** | Transportation Performance Measures |
| **Other** | Walton County Neighborhood Plan |
| **Other** | Valparaiso Strategic Plan |

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## 2.1 Comprehensive Plans

A comprehensive plan is a long range policy planning document for a city or county to aid in guiding development over time. Comprehensive plans developed by counties and cities throughout the O-W TPO region show the organization's commitment to support these improvements throughout the O-W TPO region. There are twelve (12) comprehensive plans within the O-W TPO region, and each plan provides a vision of the incorporation of networks and infrastructure within their respective city or county. Their goals and objectives listed throughout the documents that mention bicycle, pedestrian or trail facilities were found to be consistent with the 2026 BikePedTrail Masterplan.

## 2.2 Masterplans

Masterplans are similar to comprehensive plan but are typically focused on a singular topic or subject. Masterplans that were created by the local agencies within the O-W TPO region include the Emerald Coast Regional Council (ECRC) US 90 Corridor Masterplan, Destin Pathways Masterplan 2009 Update and the Fort Walton Beach Downtown Masterplan. These plans list specific improvements and initiatives within the O-W TPO region and are more specific to their respective project or local agency.

## 2.3 Mobility Plans

The purpose of a mobility plan is to adopt a thorough approach for developing a multimodal transportation system by identifying specific multimodal improvements. Okaloosa County and Walton County have both developed mobility plans for their respective counties; the 2045 Okaloosa County Mobility Plan was adopted in 2024, and the 2045 Walton County Mobility Plan was adopted in 2023.

The Okaloosa County 2045 Mobility Plan identifies several areas within the county where gaps exist within the existing multimodal network. Constructing improvements in these gaps would improve the network for all users and increase the overall mobility within the region.

The Walton County 2045 Mobility Plan documents various improvements throughout the county that feature a mixture of mobility initiatives such as complete streets, new pathways, trails, bicycle lanes, and more.

More details of these plans can be found within the 2050 LRTP.

## 2.4 Other Plans

In addition to the plans mentioned above, other planning documents, such as neighborhood plans, community redevelopment agencies (CRAs), strategic plans, sector

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plans, and development plans, in addition to statewide planning documents, such as Shared-Use Non-motorized (SUN) Trail program, were included and reviewed.

## 2.5 Future Plans and Studies

During the development of the 2026 BikePedTrail Master Plan, Walton County began developing a Pedestrian Master Plan. The purpose of this plan is to build off previous planning efforts, such as the 2045 Walton County Mobility Plan, to develop a systematic method for evaluation and prioritizing pedestrian infrastructure and improvements within the county. It is recommended that this Pedestrian Master Plan is reviewed once it is completed and incorporated into the 2026 BikePedTrail Master Plan as needed.

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# 3 Existing Conditions and Networks

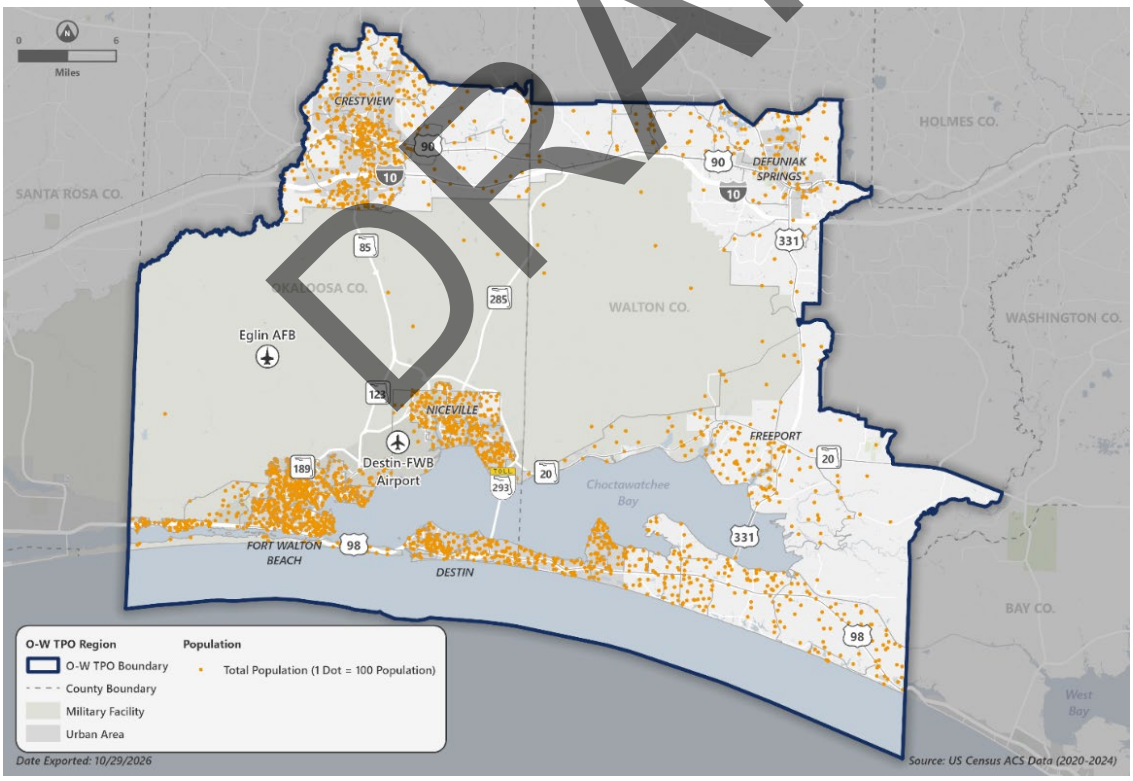
The existing conditions and multimodal networks within the O-W TPO region are an important factor when identifying the expansion of new infrastructure and thinking of when adding new projects where to fill in present gaps and adding additional facilities where necessary throughout the O-W TPO region.

## 3.1 Existing Conditions

### 3.1.1 Population

There are an estimated 299,547 residents total in Okaloosa County and Walton County, based on US Census American Community Survey (ACS) data (2020 - 2024), growing by 7.6% over the past five (5) years[5]. Due to the underlying geography of the area, as well as the presence of Eglin Air Force Base (AFB), the population density of the O-W TPO region varies significantly, which can be seen in **Figure 1**. The densest areas can be found in Okaloosa County, specifically around the City of Fort Walton Beach, the City of Destin, and the City of Niceville. The coastal region is also an overall dense area.

*Figure 1. O-W TPO Region - Population Density (2024)*




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[5] The estimated population based on US ACS data from 2016-2020 was 278,479.

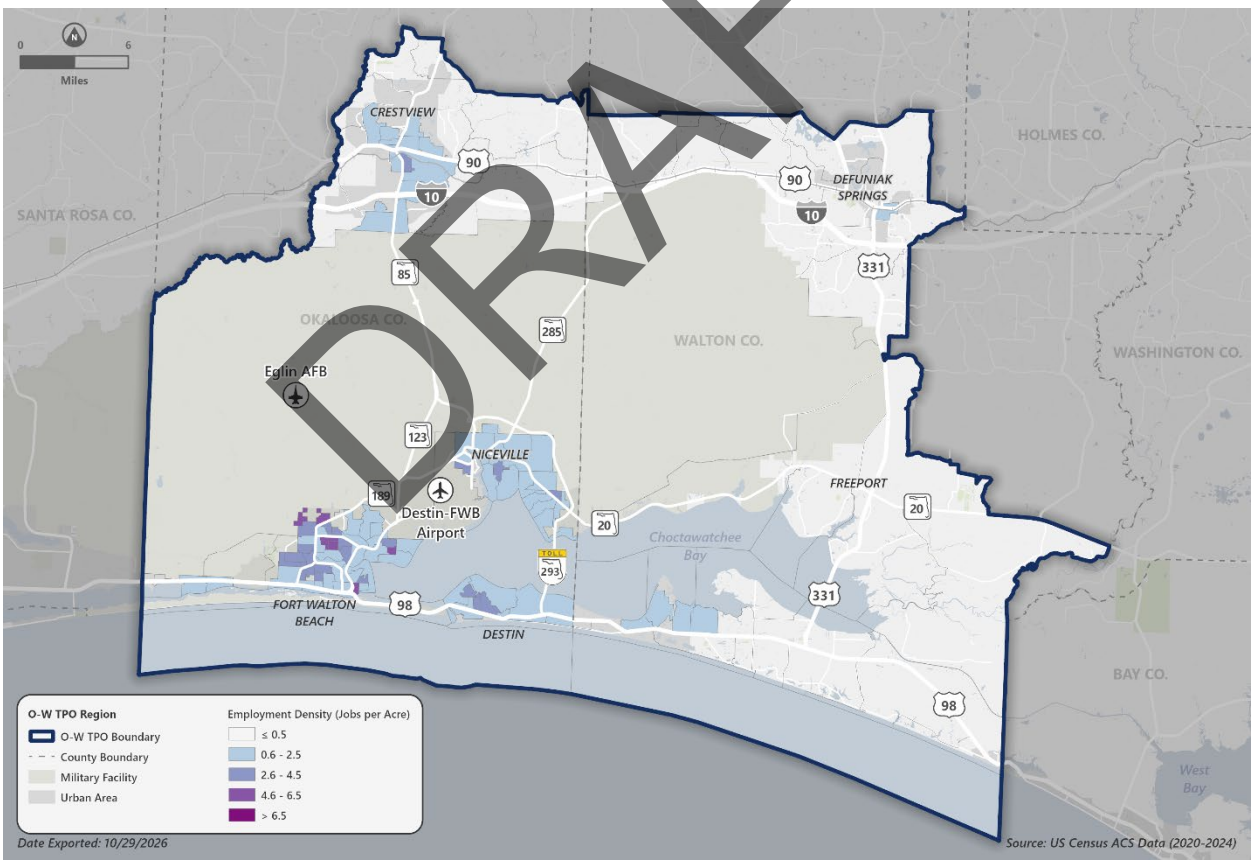
### 3.1.2 Employment

Using the US Census ACS data (2020 - 2024), the places of employment, and overall density, for the O-W TPO region was estimated (See **Figure 2**). This is important to understand as knowing where residents live, work, and play can help dictate where they travel around the region.

Employment in the O-W TPO region is heavily concentrated along the coastal and urbanized portions of the O-W TPO region, with the highest densities observed in and around the City of Fort Walton Beach, the City of Destin, and the City of Niceville. Additional concentrations are associated with key regional employment anchors, including Eglin AFB, and the Destin-Fort Walton Beach (FWB) Airport (VPS).

In contrast, much of inland Walton County and northern Okaloosa County exhibit relatively low employment density, reflecting fewer employment centers outside of urbanized areas and military-supported locations.

*Figure 2. O-W TPO Region - Employment Density*




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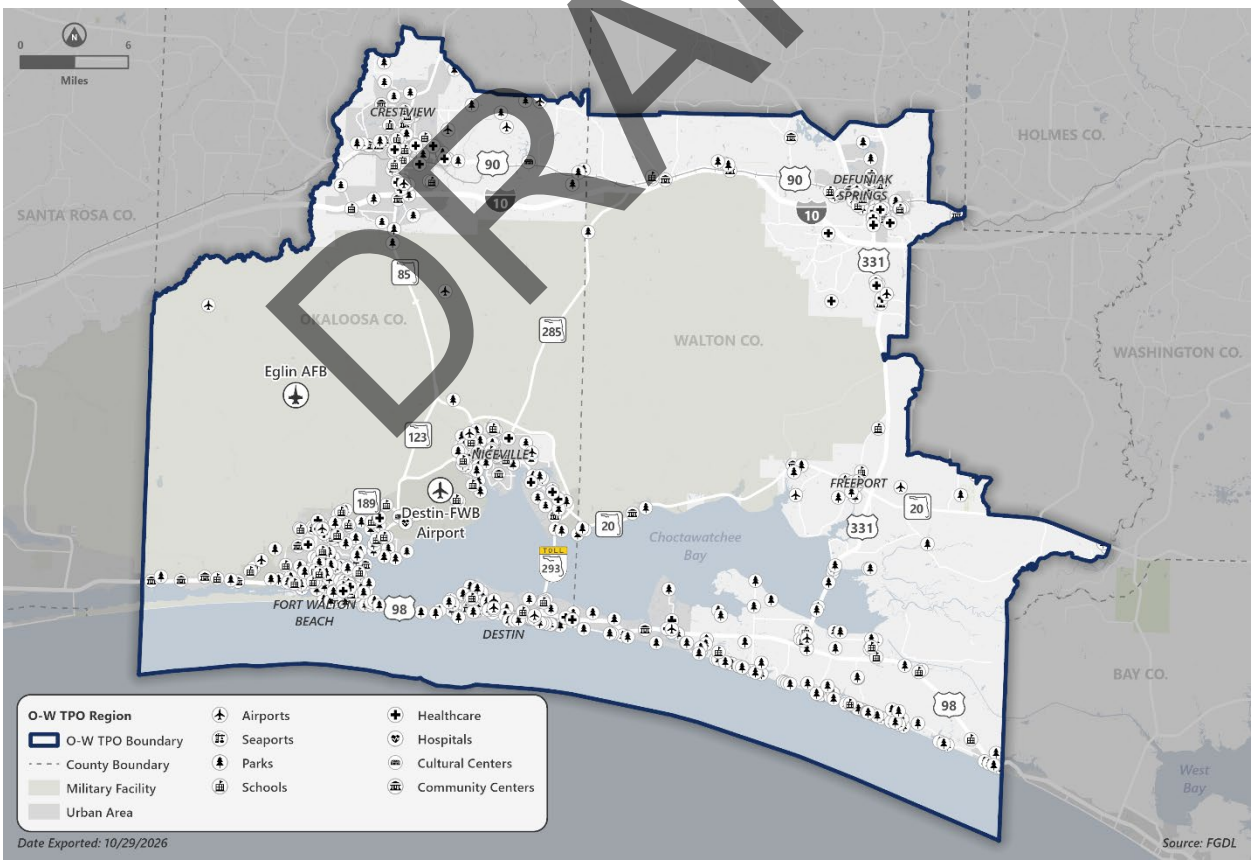
### 3.1.3 Key Destinations

Identifying regional activity centers, such as schools and parks, etc. around the O-W TPO region is key to understanding where residents and visitors travel to besides home and work. **Figure 3** highlights the location of important activity centers (key destinations) across the O-W TPO region, including transportation hubs, recreational areas, and community services.

Major regional destinations such as Eglin AFB and the Destin-Fort Walton Beach Airport (VPS) serve as significant travel anchors, attracting both residents and visitors. There is a high concentration of parks and recreational areas along the coastal corridor, particularly throughout the City of Destin and the City of Fort Walton Beach, reflecting the O-W TPO region's strong tourism and beachfront orientation. Additionally, inland and urbanized communities such as the City of Fort Walton Beach, the City of Niceville, and the City of Crestview contain the greatest concentration of other key destinations, including healthcare facilities, schools, and community centers, indicating their role as primary service hubs within the O-W TPO region.

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*Figure 3. O-W TPO Region - Key Destinations*



### 3.1.4 Level of Traffic Stress

A typical assessment for measuring a transportation network's comfort and congestion is Level of Service (LOS), which applies an A - F letter grade based on how well the facility is operating. Another method for measuring the transportation network is Level of Traffic Stress (LTS), which is defined as a traveler-based perception of how well a transportation service or facility operates and is typically applied for bicyclists and pedestrians.

- LTS 1 - Typically associated with separated facilities, and low speed, low vehicular roadway volumes (Lowest stress).
- LTS 2 - Typically associated with separated facilities, but with higher speeds and roadway volumes (Moderate stress).
- LTS 3 - Typically associated with non-separated facilities and moderate to high speeds and roadway volumes (High stress).
- LTS 4 - Typically associated with non-separated (or not available) facilities and high speeds and roadway volumes (Highest stress).

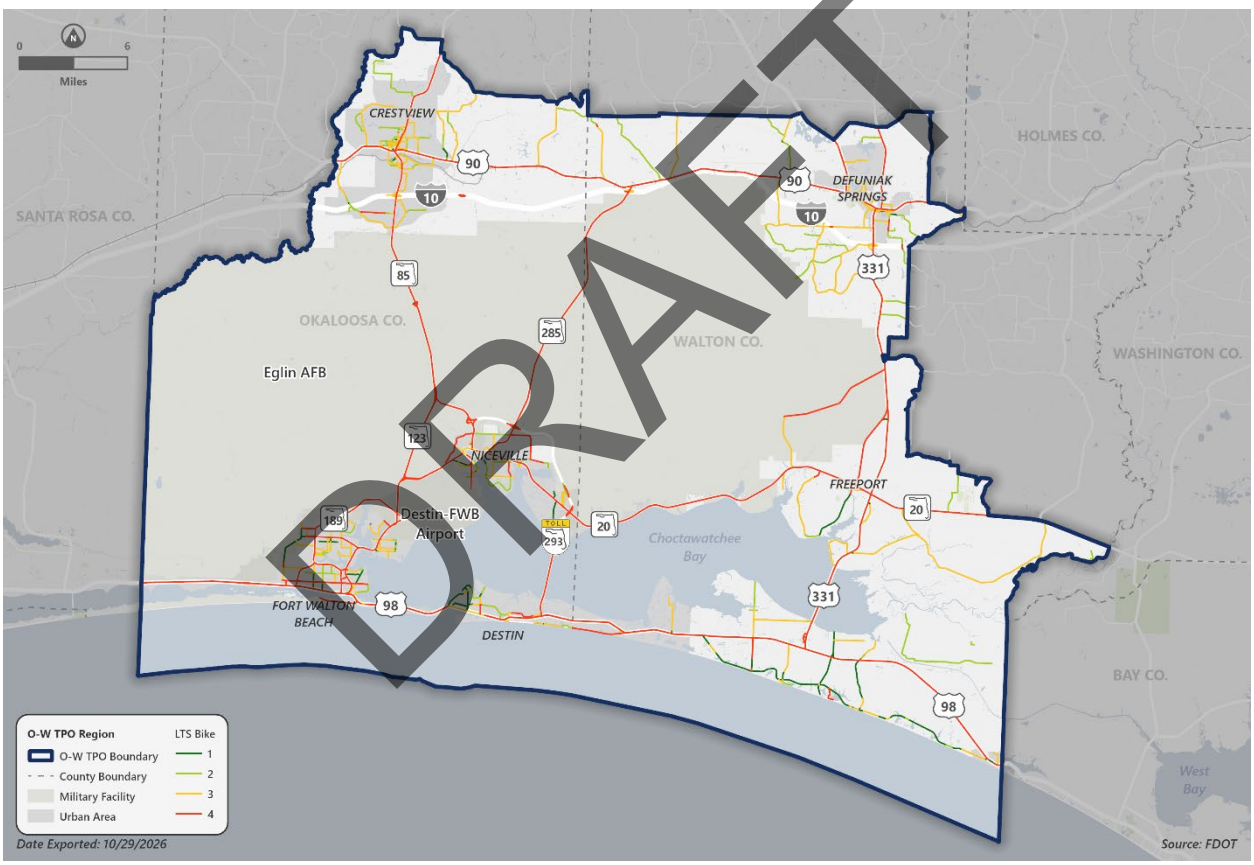
The availability of dedicated facilities, lower speed limits, and lower vehicular annual average daily traffic (AADT) volumes impact on the overall LTS score of a facility. The existing transportation network was reviewed using publicly available data from the Florida Department of Transportation's (FDOT) Roadway Characteristics Inventory (RCI) database.

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#### 3.1.4.1 Bicyclists

The LTS for bicyclists in the O-W TPO region is shown in **Figure 4**. The major corridors in the region, such as US 90, US 98, US 331, SR 85, SR 285, and SR 20, are mostly a LTS 3 or 4 due to the underlying conditions of these roadways (higher speed limits and vehicular volumes, limited to no separation of bicycle facilities, etc.). The facilities in the region with a score of LTS 1 or 2 are those related to the local street network and the less urbanized areas of the region where roadway conditions are more suitable for a wider range of riders. There are notable gaps in low-stress connectivity between coastal communities and inland centers, particularly between the City of Niceville and the Destin/Fort Walton Beach area, indicating opportunities to improve network continuity and accessibility for bicyclists.

*Figure 4. O-W TPO Region - Level of Traffic Stress - Bicyclists*

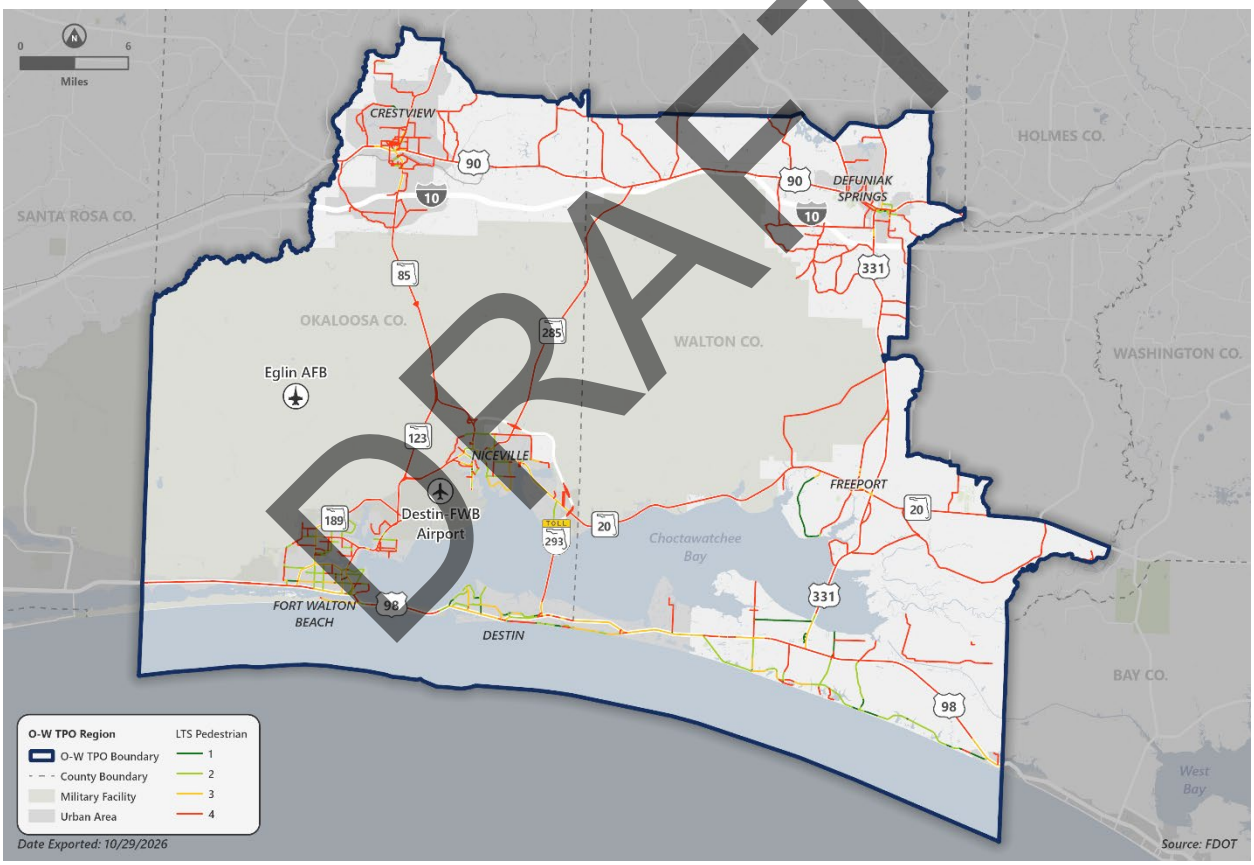



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### 3.1.4.2 Pedestrians

The LTS for pedestrians in the O-W TPO region is shown in **Figure 5**. Many of the same corridors that are considered high stress for bicyclists are also for pedestrians. Higher stress segments are more prevalent in inland urbanized areas such as the City of Crestview and the City of Niceville, where factors such as higher traffic speeds, wider roadways, and limited pedestrian separation contribute to more challenging walking environments. In contrast, lower levels of pedestrian stress are generally observed in the City of Destin and the City of Fort Walton Beach, particularly along key tourism and commercial corridors where existing roadway conditions are more supportive of pedestrian activity. Overall, the analysis underscores how pedestrian comfort varies across the O-W TPO region based on roadway design and surrounding land use.

*Figure 5. O-W TPO Region - Level of Traffic Stress - Pedestrians*




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### 3.1.5 Bicycling and Walking Demand

A key aspect of understanding bicycling and walking within an area is knowing how often people are using current facilities. This "demand" is calculated by identifying where people are currently walking and bicycling around the O-W TPO region. This can be calculated using 2025 annual trip count data from Strava and relating this information to the existing transportation network.

As can be seen in **Figure 6**, bicycle trips are concentrated along the coastal corridor, particularly though the City of Destin and extending eastward along US 98, where dense development, tourism activity, and proximity to destinations generate significant potential bicycle activity. There are also a significant number of bicycle trips around Eglin AFB on some of the trails in that area, as well as trail facilities around the City of Niceville and City of Freeport. Much of the inland and rural areas of Walton County and northern Okaloosa County show comparatively low trip bicycle trip counts, which could be partly explained due to the lower population density. Overall, the map emphasizes a strong coastal and urban focus for bicycle facility needs, with key corridors linking major activity centers representing important opportunities for network expansion, which supports the LTS results for bicyclists and pedestrians.

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*Figure 6. O-W TPO Region - Existing Bicycle Facility Demand*

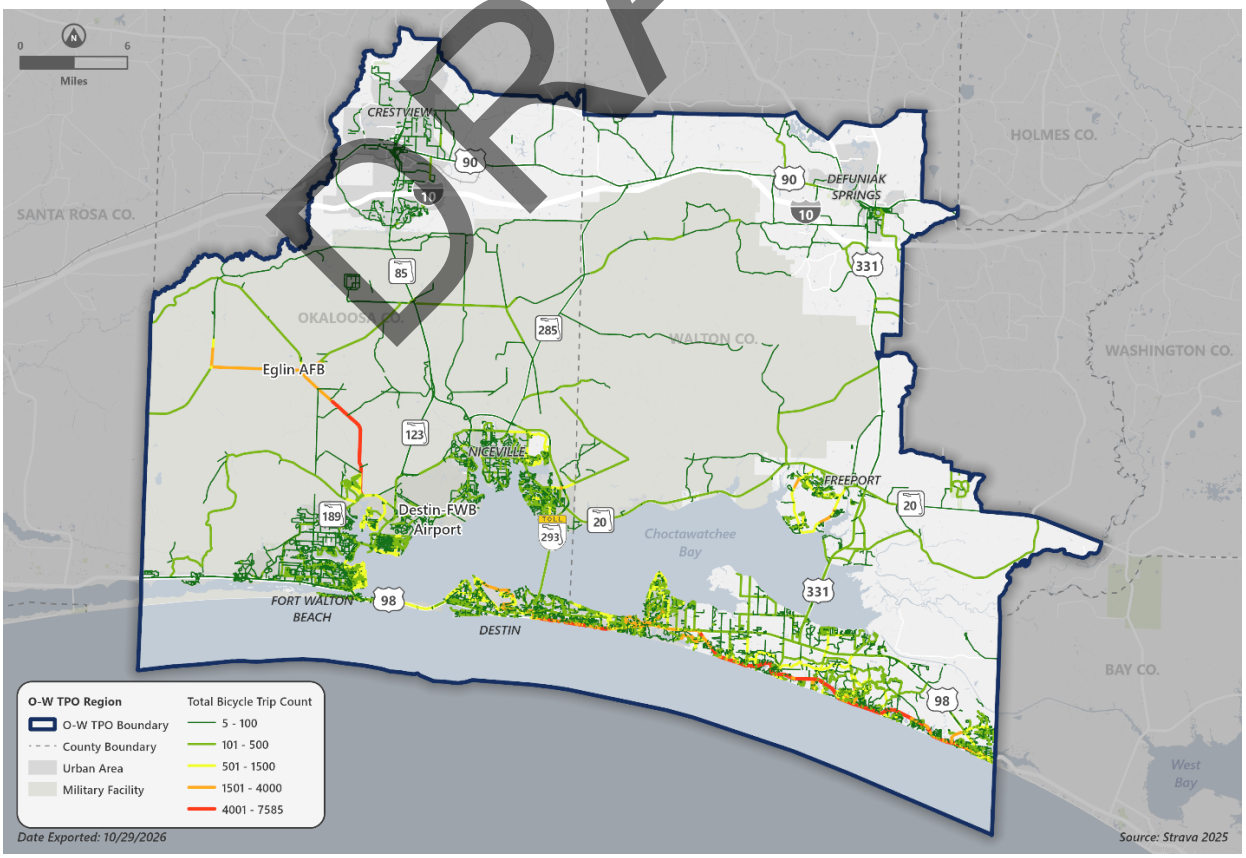
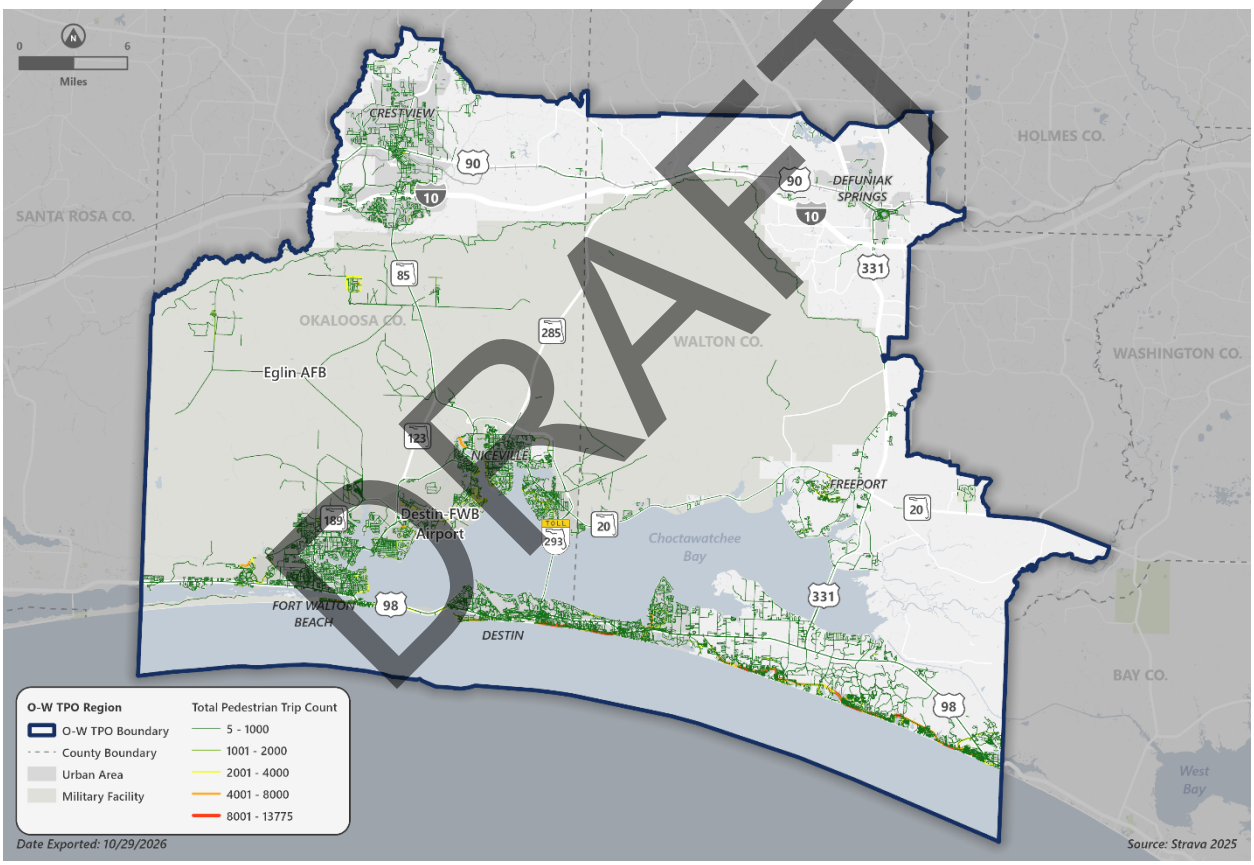


**Figure 7** illustrates where existing pedestrian trips are occurring in the O-W TPO region. The highest levels of pedestrian trip counts are concentrated along the coastal corridor, particularly along County Road (CR) 30A where activity exceeds 10,000 trips in areas such as Rosemary Beach and Seaside, as well as along the Scenic Highway 98 Trail through Miramar Beach. Moderate trip counts are around key activity centers including the City of Niceville, the Destin-Fort Walton Beach Airport, and areas northeast of Eglin Air Force Base, reflecting a mix of residential, employment, and regional destinations. Lower trip counts are generally observed in more rural inland areas, where development patterns are less dense and destinations are more dispersed. Overall, the map emphasizes the strong influence of coastal tourism and urbanized centers on pedestrian activity.

*Figure 7. O-W TPO Region - Existing Pedestrian Facility Demand*



### 3.1.6 Socioeconomic Score

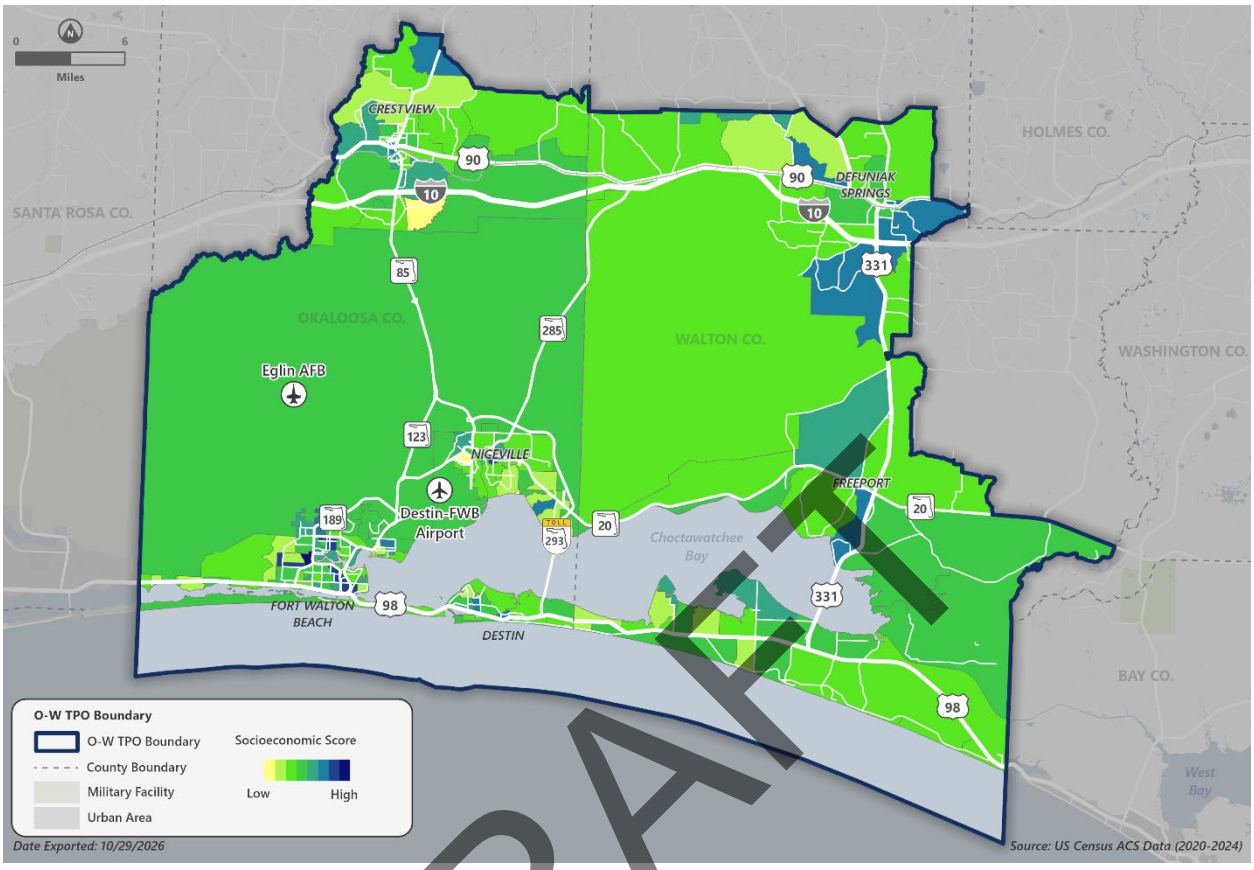
A socioeconomic (SE) score was developed to better understand and consider the socioeconomic conditions and demographics throughout the O-W TPO region. The purpose of the SE score is to highlight the areas within the O-W TPO region that represent historically underserved populations. To measure and represent these populations, several socio-economic indicators were utilized (see below):

- Percentage of population below poverty level.
- Percentage of minority population.
- Percentage of zero (0) - vehicle households.
- Percentage of population age sixty-five (65) or above.
- Percentage of population eighteen (18) or below.
- Percentage of means of transportation to work other than personal motor vehicle.
- Percentage of households with limited English proficiency.
- Percentage of population with disabilities.

US Census ACS data (2020 - 2024) was utilized, based on US Census Block Groups, for the O-W TPO region. The socio-economic indicators that were analyzed were scored based on their specific characteristics and if they were above average in their respective analysis. The SE score has a maximum possible score of eight (8) shown in dark blue, and a minimum possible score of zero (0) shown in light yellow. The findings are shown below in **Figure 8**.

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*Figure 8. O-W TPO Region - SE Score Map*




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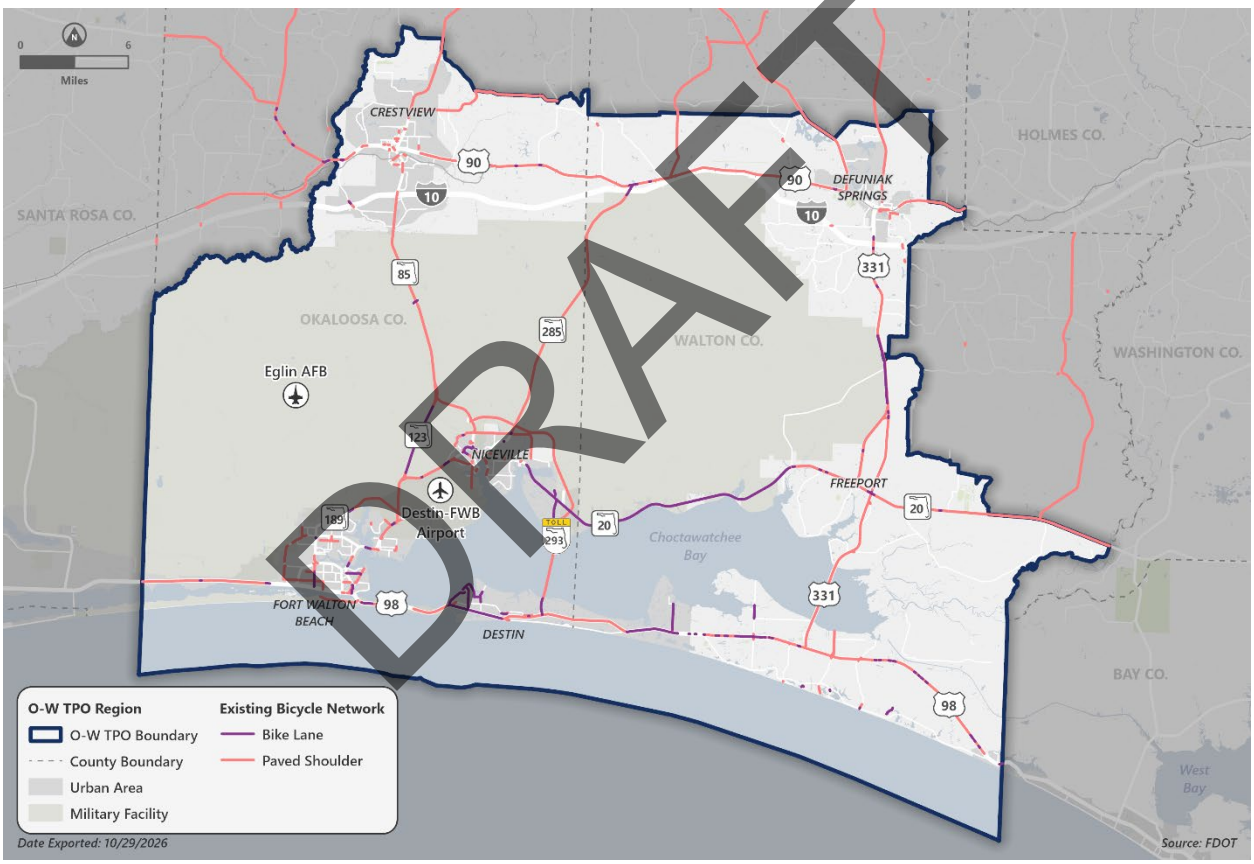
## 3.2 Existing Networks

Information about existing facilities throughout the O-W TPO region was gathered to identify the existing pedestrian, bicycle, and trail networks. This data was sourced from FDOT, Okaloosa County, Walton County, the Florida Department of Environmental Protection (FDEP), SunTrail, and the US Forest Service.

### 3.2.1 Existing Bicycle Network

Bicycle facilities located within the O-W TPO region are shown below in **Figure 9** and include a combined eight hundred thirty-three (833) miles of bicycle lanes and paved shoulders.

*Figure 9. O-W TPO Region - Existing Bicycle Network*

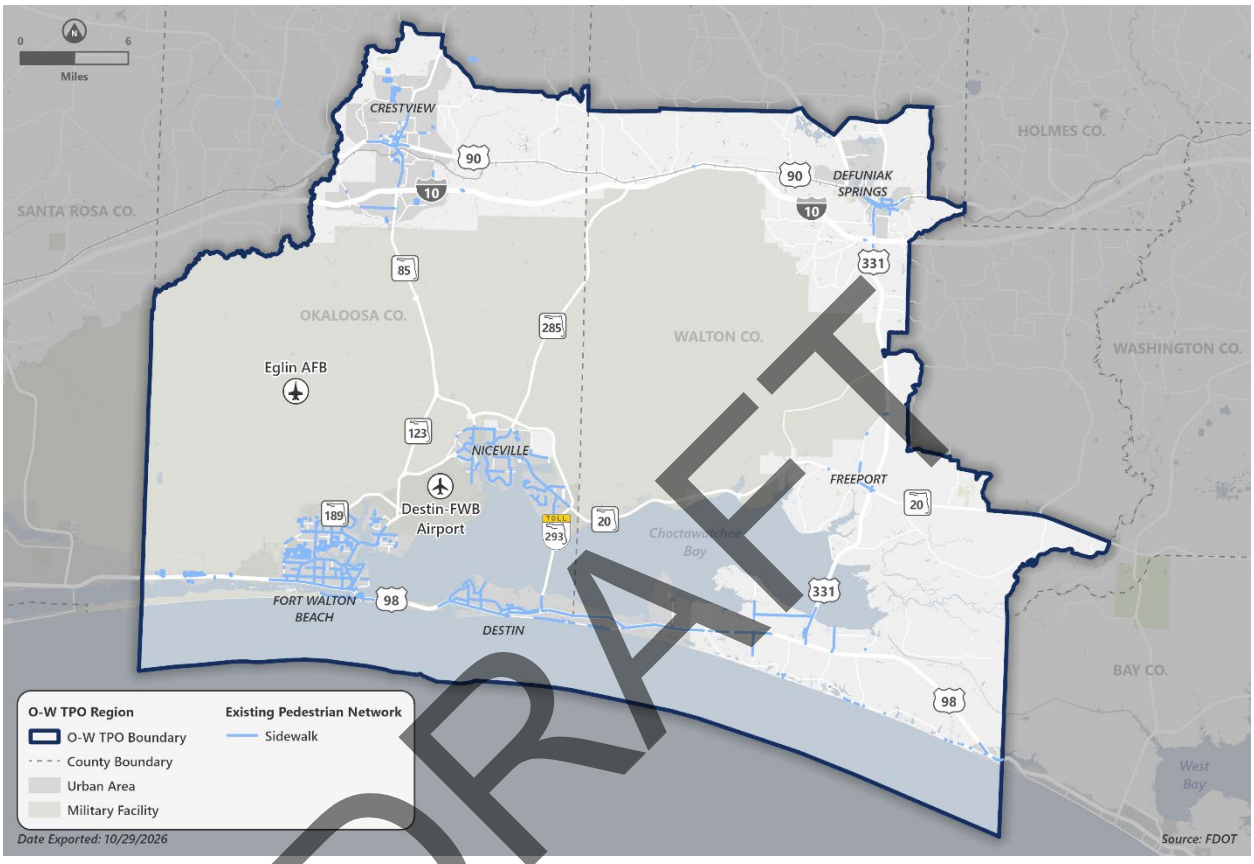



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### 3.2.2 Existing Pedestrian Network

Pedestrian facilities located within the O-W TPO region are shown below in **Figure 10** and include a combined five hundred forty-six (546) miles of existing sidewalk facilities.

*Figure 10. O-W TPO Region - Existing Pedestrian Network*

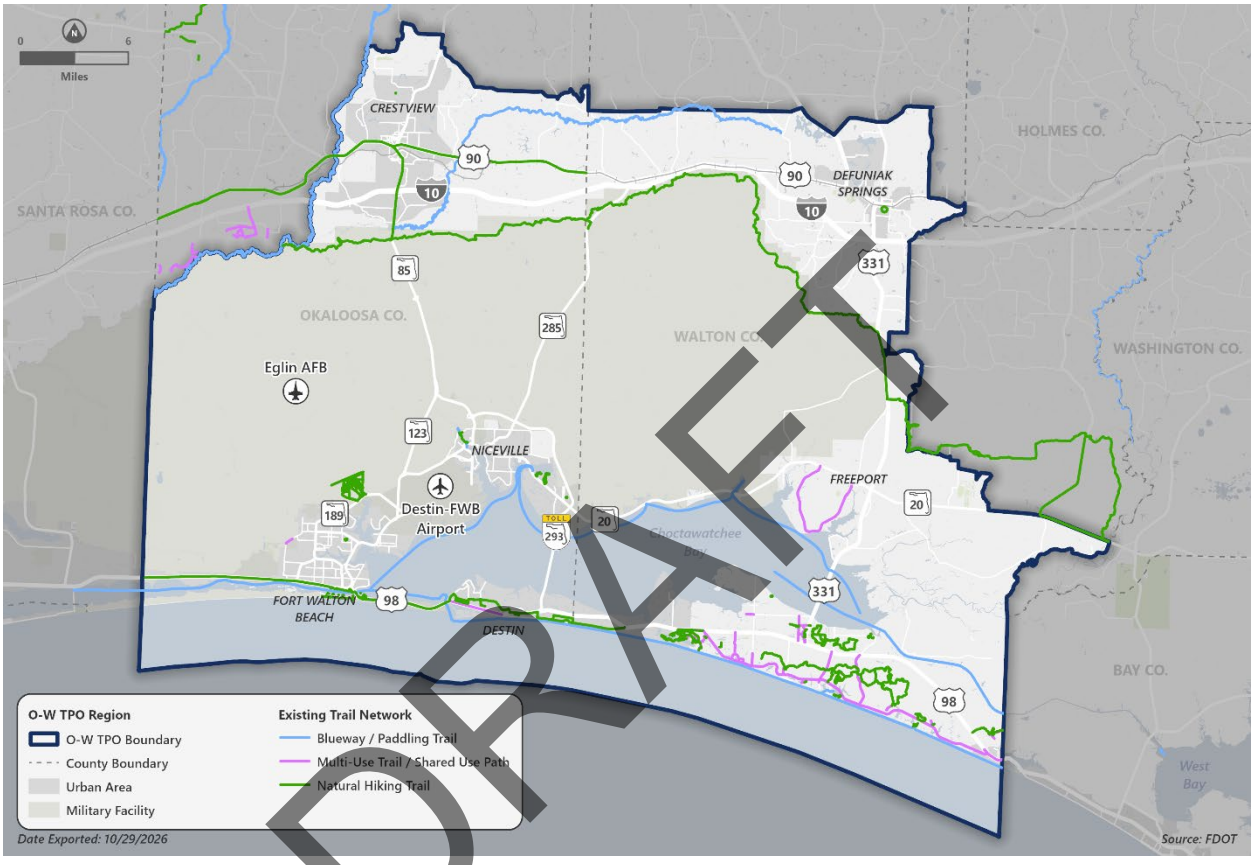



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### 3.2.3 Existing Trail Network

The existing trail network in the O-W TPO region is shown below in **Figure 11**. This network includes a combined nine-hundred ninety-five (995) miles of Blueway/Paddling Trails, Multi-Use Shared Paths, and Natural Hiking/Existing Trail facilities.

*Figure 11. O-W TPO Region - Existing Trail Network*




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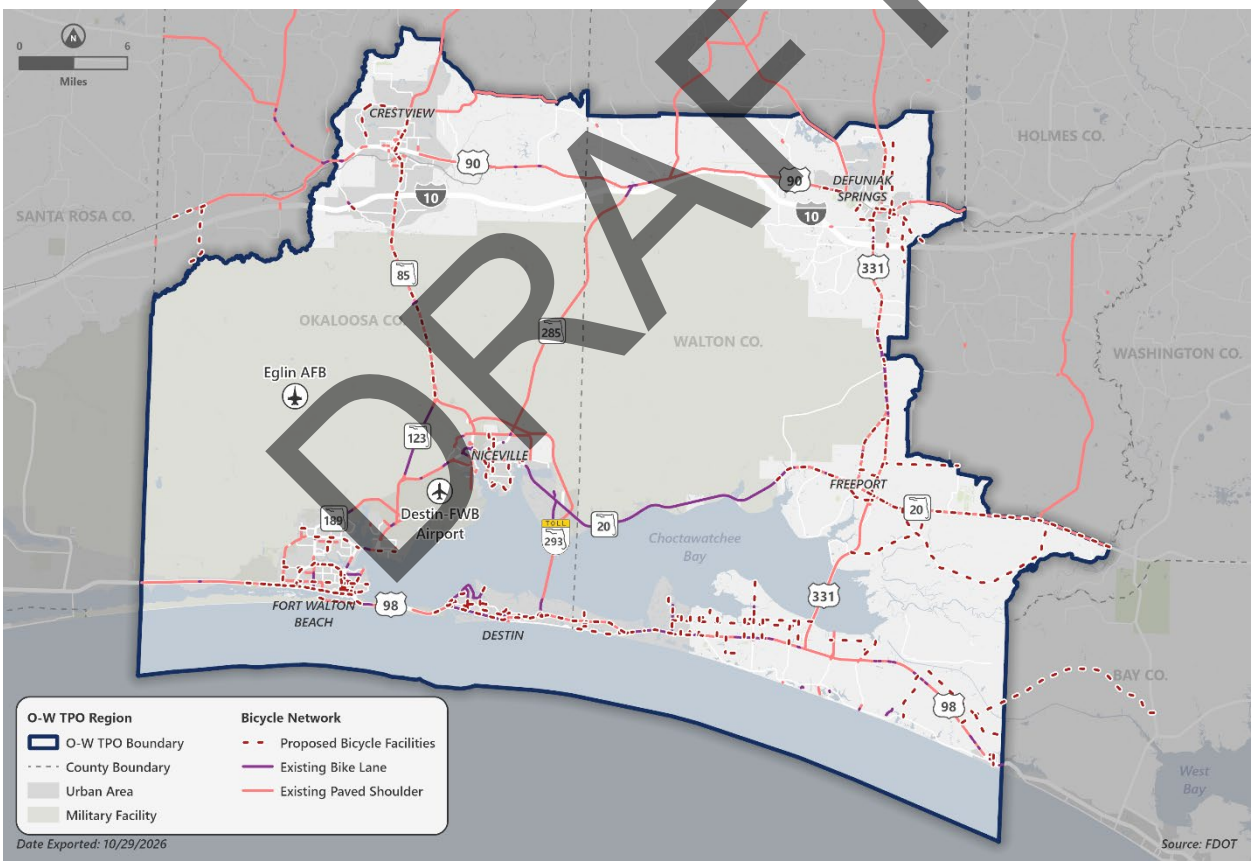
# 4 Proposed Networks and Facility Types

To better understand the transportation needs of the O-W TPO region, the relevant projects from the 2050 LRTP were used to develop initial proposed projects for the 2026 BikePedTrail Master Plan. The projects included in these proposed networks were those that included improvements to existing facilities, or new facilities, and added to the overall existing networks that were previously identified. For more information, please see the 2026 Bicycle, Pedestrian, and Trail Master Plan Viewer.

## 4.1 Proposed Bicycle Network

The proposed bicycle network (see **Figure 12**) would add, or improve, a total of 271 miles of bicycle facilities to the existing bicycle network. The proposed facilities include additional bicycle lanes and buffered/separated bicycle lanes.

*Figure 12. O-W TPO Region - Proposed Bicycle Network*

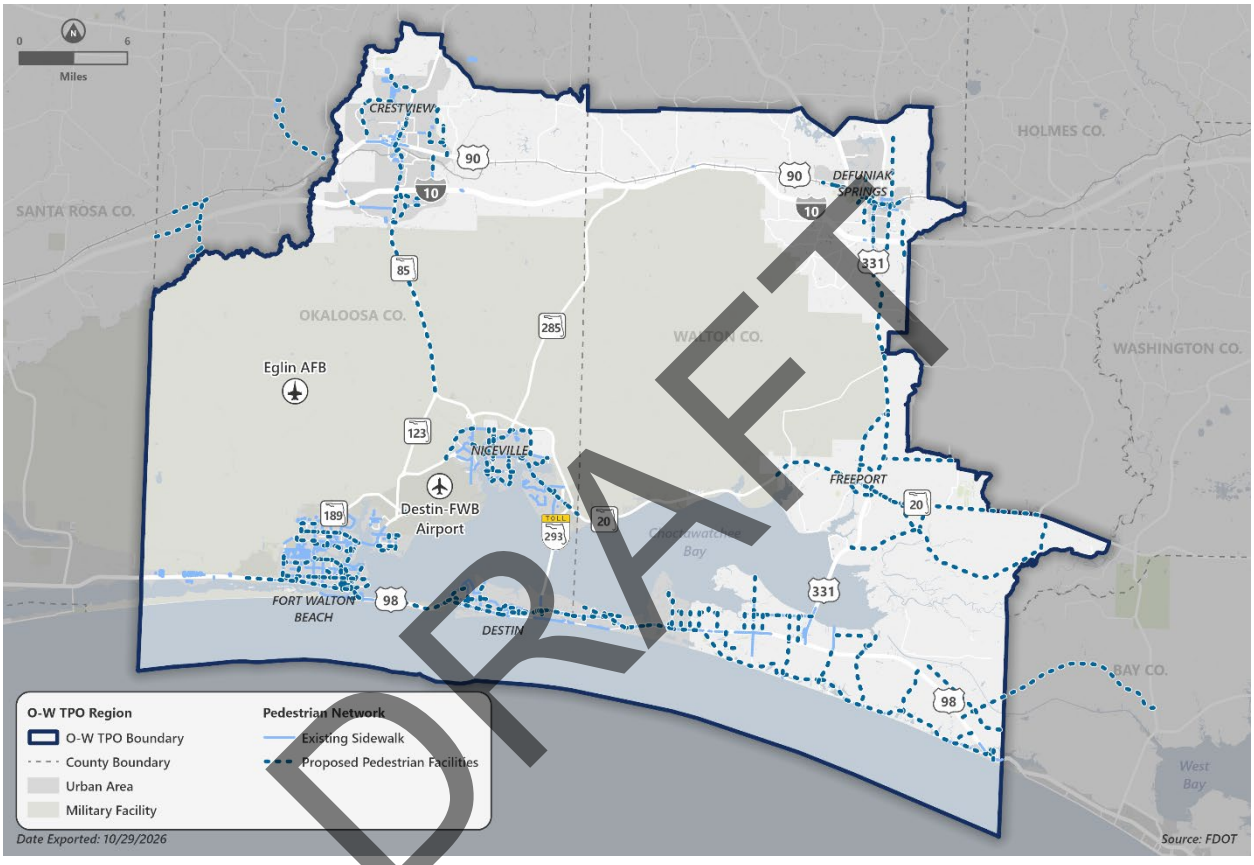



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## 4.2 Proposed Pedestrian Network

The proposed pedestrian network (see **Figure 13**) would add, or improve, approximately 154 miles of pedestrian facilities to the existing pedestrian network. The proposed facilities include additional sidewalks on both sides of the roadway where none exist, or on one side filling in existing gaps.

*Figure 13. O-W TPO Region - Proposed Pedestrian Network*

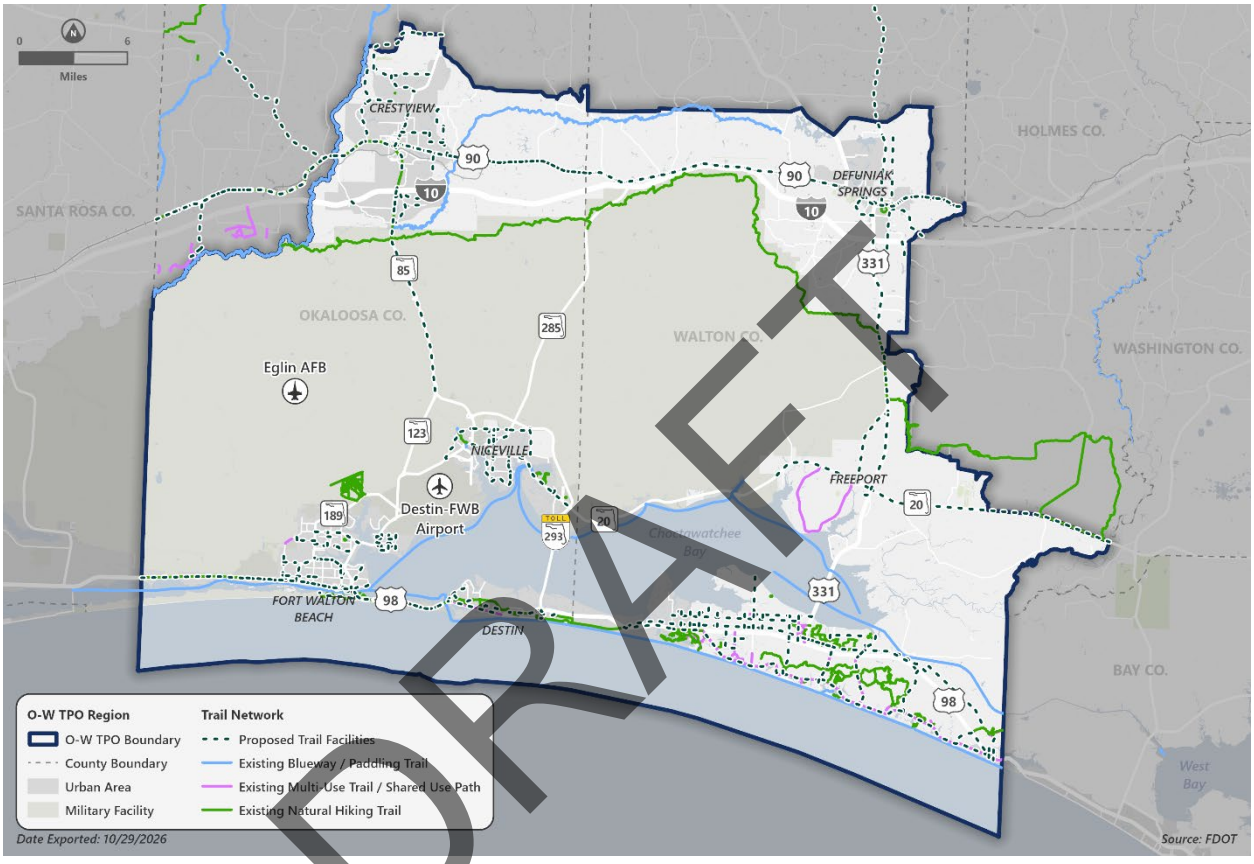



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## 4.3 Proposed Trail Network

The proposed trail network (see **Figure 14**) would add, or improve, approximately 180 miles of trail facilities to the existing pedestrian network. The proposed facilities include additional multi-use trails and are separated from existing bicycle facilities.

*Figure 14. O-W TPO Region - Proposed Trail Network*




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## 4.4 Proposed Facility Types

The proposed bicycle, pedestrian, and trail networks are based on several different possible facility types. Below is a list of the different potential facility types that may be considered for the proposed networks. Not all proposed facility types are included in the proposed networks.

### 4.4.1 Yield Roadway

A facility that serves pedestrians, bicyclists, and motor vehicles in the same slow-speed travel area is called a yield roadway[6]. Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area. There may or may not be parallel sidewalks as well.

*Figure 15: Yield Roadway*




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Source: Google Earth

[6] FHWA-Small Towns Section 2-3: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page02.cfm

### 4.4.2 Sharrow

A sharrow[7] (see **Figure 16**) is a low-stress shared roadway bicycle facility, designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic. These facilities should be considered when parallel parking is adjacent to prevent "dooring", or to fill a gap in an otherwise continuous bicycle facility, generally for a short distance.

*Figure 16. Sharrow*




Source: HDR

[7] FHWA-Small Towns Section 2-9: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page02.cfm

### 4.4.3 Paved Shoulders

A paved shoulder[8] (see **Figure 17**) is typically a bicycle facility with a minimum width of four feet (4') from the edge of the travel lane to the edge of the pavement[9].

*Figure 17. Paved Shoulder*




Source: HDR

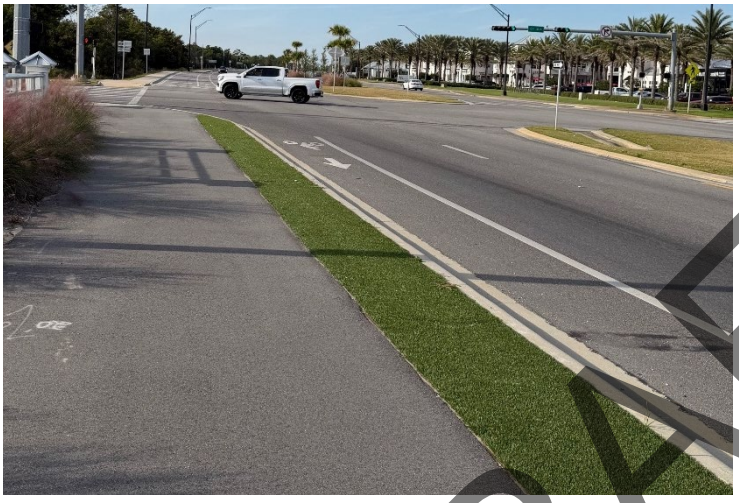
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[8] FHWA-Small Towns Section 3-3: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page03.cfm
[9] FDOT Design Manual 223.2.2

### 4.4.4 Bicycle Lane

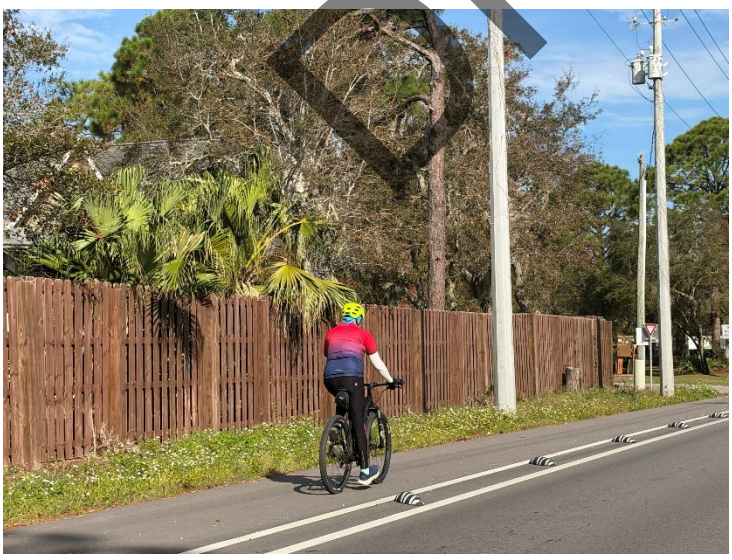
Another typical bicycle facility is a bicycle lane. They can vary in width but typically must be at least four feet (4') according to the FDOT Design Manual (FDM). **Figure 18** is an example of a bicycle lane that is between four and five feet (4'-5') in width. In Florida, resurfacing projects allow a four to five feet (4'-5') bicycle lane in certain constrained circumstances[10], but newly constructed State Highway facilities require a seven foot (7') buffered bicycle lane (see **Figure 19**).

*Figure 18. Bicycle Lane (4'-5')*



Source: HDR

*Figure 19. Buffered Bicycle Lane (7')*



Source: HDR

[10] FDOT Design Manual: 223.2.1.1

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### 4.4.5 Separated Bicycle Lane

Another proposed bicycle facility type is a separated bicycle lane[11] (see **Figure 20**). They are defined as a one-way or two-way bicycle lane that are adjacent to and physically separated from the vehicular travel lane.

*Figure 20: Separated Bicycle Lane*




Source: HDR

[11] FHWA-Small Towns Section 4-25: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page04.cfm

### 4.4.6 Multi-Use Trail (Shared Use Path)

Another typical proposed facility is a multi-use trail (also referred to as a shared use path). These facilities typically serve multiple types of non-motorized users and provide a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. This facility can also provide a low-stress experience for users of the network for transportation or recreation.

A multi-use trail can range in both width and the type of material that is used to construct them. **Figure 21**, **Figure 22**., and **Figure 23** are all examples of multi-use trails.

*Figure 21. Multi-Use Trail (<10', Asphalt)*




Source: HDR

*Figure 22. Multi-Use Trail (>10'-14', Asphalt)*




Source: HDR

*Figure 23. Multi-Use Trail (10'-14'), Concrete)*




Source: HDR

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### 4.4.7 Natural Hiking Trail

A **natural hiking trail**[12] is another example of a proposed trail facility (see **Figure 24**). It is typically a nature centric footpath intended primarily for recreational hiking. These facilities usually have an earthen base and can range in difficulty for users depending on the trail.

*Figure 24. Natural Hiking Trail*




Source: HDR

[12] FDM & FHWA-Small Towns Section 5-27: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page05.cfm

### 4.4.8 Greenway

A greenway[13] (See **Figure 25**), is a linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or over land along a railroad right-of-way converted to recreational use. Additional spaces include canals, a scenic road, or other similar routes; these are designated as a parkway or greenbelt.[14]

*Figure 25. Greenway*



Source: HDR

[13] FDM & FHWA-Small Towns Section 5-27: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page05.cfm
[14] FS: 260.013

### 4.4.9 Sidewalks

Sidewalks[15] are a continuous concrete pedestrian walkway that provides dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all and are typically five to eight feet (5'-8') in width. Sidewalks can be physically separated from the roadway by a curb or unpaved buffer space. Sidewalks can be located on one side of the roadway (see **Figure 26**), or on both sides of the roadway (see **Figure 27**).

*Figure 26. Sidewalk (5'-8', One Side)*



Source: HDR

*Figure 27. Sidewalk (5'-8', Both Sides)*



Source: HDR

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[15] FDM & FHWA-Small Towns Section 4-19: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page04.cfm

### 4.4.10 Other Facility Types

While the previous sections cover the majority of proposed facility types, there are instances where facilities required do not fall into these categories.

For example, a raised bicycle lane[16] (see **Figure 28**) is like a bicycle lane. They are typically raised to the height of the sidewalk to create additional vertical separation and increase safety. Separated bicycle lanes will provide most protection to bicyclists for dedicated bike facilities and should be implemented if space and boundaries constraints allow; however, other options listed can be adequate depending on the context. Low speed areas can allow for a yield roadway which is lower level of protection yet may be applicable to the area.

*Figure 28. Raised Bicycle Lane*




Source: NACTO Urban Bikeway Design Guide

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[16] FHWA State Best Practice Policy for Medians: https://highways.dot.gov/safety/pedestrian-bicyclist/safety-countermeasures/state-best-practice-policy-medians

Another example is a **pedestrian access bridge**[17] (see **Figure 29**), which is a pedestrian facility separated from roadways and traffic to allow pedestrians safe and continuous access to a location.

*Figure 29. Pedestrian Access Bridge*



Source: HDR

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[17] FDM & FHWA-Small Towns Section 5-21: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page05.cfm

# 5 Public & Stakeholder Outreach

Based on the O-W TPO Public Participation Plan (PPP), it is critical that input from the public and relevant stakeholders was integrated into the 2026 BikePedTrail Master Plan. It was determined that a series of public meetings should be held, as well as the development of a "working group" to aid and guide the development of the 2026 BikePedTrail Master Plan.

The public meetings would create an opportunity for the community to have input into the process of developing the plan and provide a way for the community to learn and discuss any concerns they have with the plan. Throughout each public meeting, residents and community members would note multimodal improvements that they would like to see within their area.

## 5.1 Public Outreach

An important aspect of public outreach is including them in local decisions, giving them access to public dashboards to view and see progress within their region, and letting their opinions be heard through meetings or surveys. From the meetings that took place, and opportunities for individuals to share their concerns and comments, we found that the comments received were beneficial to creating a document that the community agreed on.

Public input and response were based on online surveys that were taken from the 2050 LRTP communal survey, and public workshop comments that was held on February 19th, 2026 (See **Figure 30** and **Figure 31**). While the 2050 LRTP survey included numerous questions, only questions applicable to the 2026 BikePedTrail Master Plan were reviewed as part of this process. Overall, there were fifty-one (51) responses, and the results for those applicable questions are shown in **Figure 32** and **Figure 33**. Based on the 2050 LRTP survey, while many residents use a vehicle for their main mode of transportation, a majority strongly agree with expanding multimodal connectivity within the O-W TPO region.

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*Figure 30. February 19th, 2026 Public Meeting*



Source: HDR

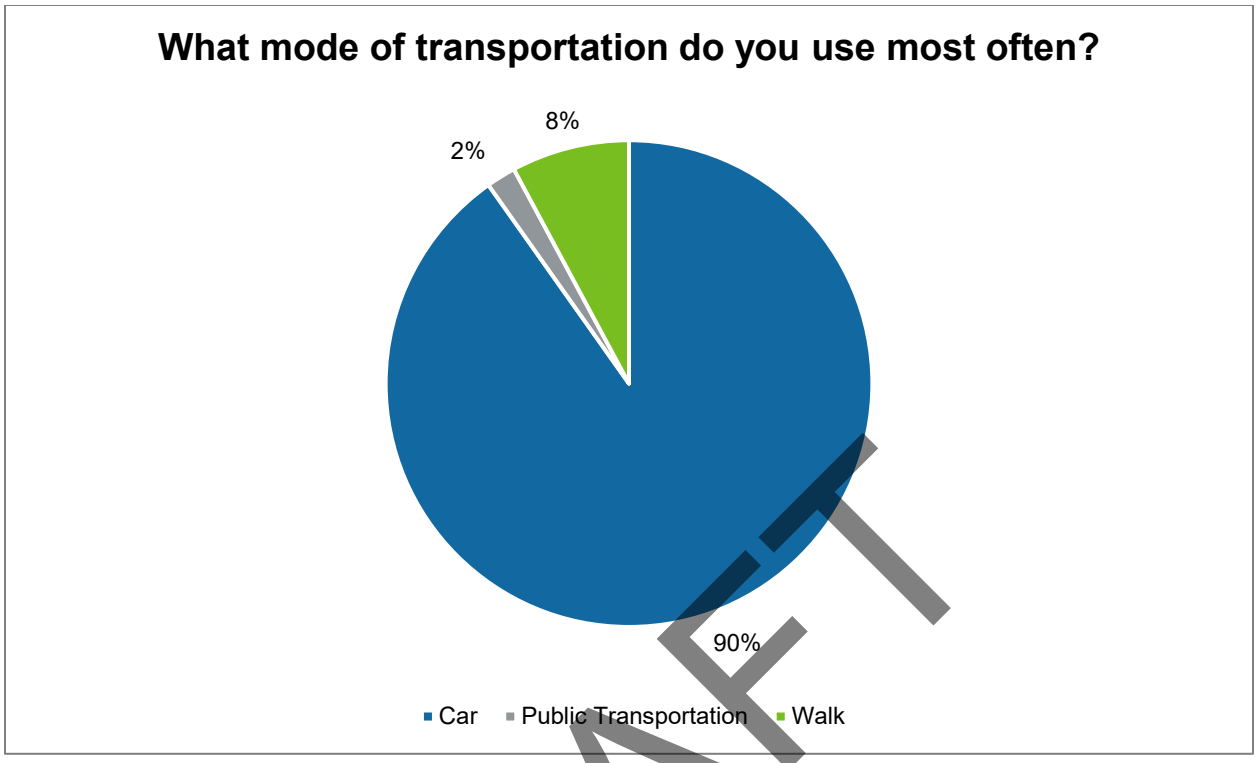
*Figure 31. February 19th, 2026 Public Meeting*



Source: HDR

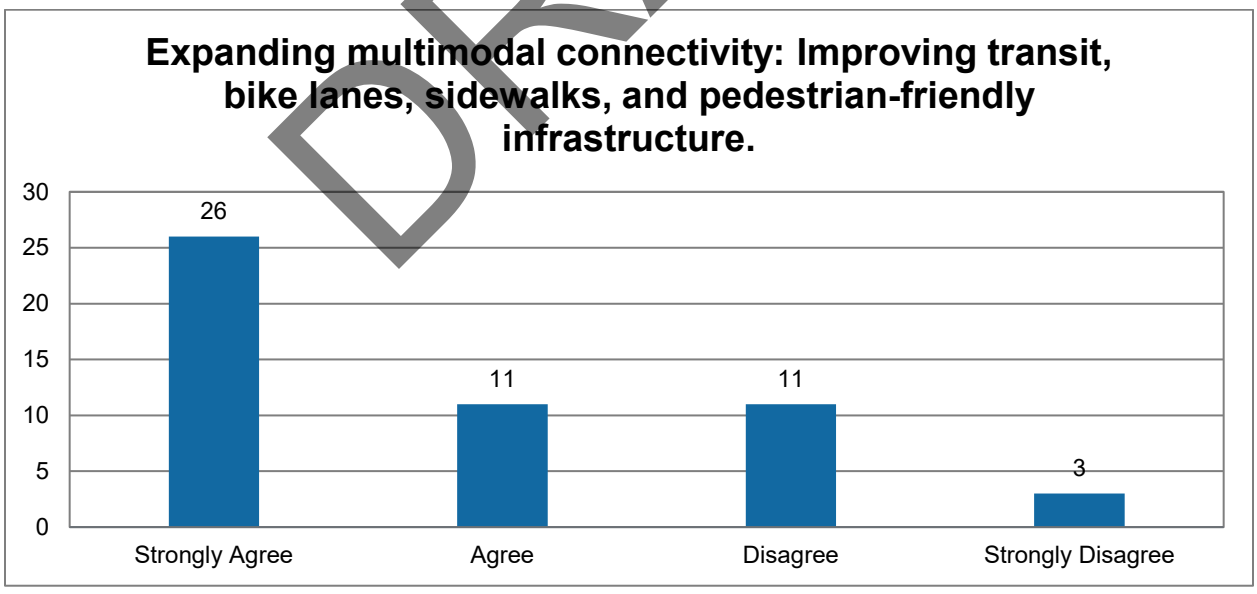
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*Figure 32. Question 1 from the Online Survey*




Source: O-W TPO 2050 LRTP Survey Results

*Figure 33. Question 5 from the Online Survey*




Source: O-W TPO 2050 LRTP Survey Results

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## 5.2 Stakeholder Outreach

In addition to the public outreach, a series of working group meetings that coincided with the 2050 LRTP Steering Committee meetings were held, in addition to presenting at the O-W TPO Board meetings. The feedback from the working group, as well as the TPO Board members, provided critical information during the development of the 2026 BikePedTrail Master Plan.

The list of all the meetings that took place is shown below in **Table 2.**

*Table 2. O-W TPO Stakeholder Outreach Meetings*

| Meeting Date* | Stakeholder Outreach Group |
|---|---|
| **01/15/2026** | Working Group |
| **02/19/2026** | CAC, TCC, TPO Board** |
| **03/26/2026** | Working Group |
| **04/16/2026** | Working Group |
| **05/21/2026** | CAC, TCC, TPO Board** |
| **06/18/2026** | Working Group |
| **07/16/2026** | Working Group |
| **08/20/2026** | CAC, TCC, TPO Board** |
| **09/17/2026** | Working Group |
| **10/22/2026** | Working Group |
| **11/19/2026** | CAC, TCC, TPO Board** |
| * Meetings took place in public venues in Okaloosa County or Walton County. | |
| ** The list of board members is shown on the ECRC website at: https://www.ecrc.org/programs/transportation_planning/okaloosa-walton_tpo/board_members.php | |

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Based on feedback from the public and the stakeholders, below is a summary of the main goals that that development of this document are intended to achieve.

- Building safer facilities.
- Filling gaps in the networks.
- Focusing on connectivity and convenience.
- Additional pathways and trailways for non-motorized users.

# 6 Bicycle and Pedestrian Safety Review

The 2026 BikePedTrail Master Plan builds upon the ECRC Safe Streets and Roads for All Safety Action Plan (2024 ECRC Safety Action Plan) that was adopted in December 2024 by incorporating the information and analysis from that effort into this plan.

The 2024 ECRC Safety Action Plan outlines safety improvements to roadways and intersections on the High Injury Network (HIN)[18] throughout the ECRC region, which includes Okaloosa County and Walton County. They were identified based on the highest number of crashes that resulted in a fatality or a serious injury. The available crash countermeasures that could decrease the crash levels and improve overall safety are discussed in this section.

## 6.1 Crash Analysis Summary

The 2024 ECRC Safety Action Plan outlines the distribution of crashes by road type from 2019 to 2023. The historical crash data has reported 135,840 roadway crashes throughout all seven counties in the ECRC regions. Out of the 135,000 roadway crashes, 3,973 were fatal or serious crashes between 2019 and 2023 (see **Figure 34**). Most of the crashes among the fatal and serious injury crashes within the five (5) years were off-road and left-turn crashes.

Of the 3,973 fatal and serious injury crashes reported within the ECRC Region, 872 were reported in Okaloosa County. The most common crash type in Okaloosa County was left turn crashes, which accounted for approximately 23 percent (23%) of all fatal and serious injury crashes. Approximately 40 percent (40%) of fatal and serious injury crashes in Okaloosa County occurred under dark conditions (including dawn and dusk), and 21 percent (21%) were coded as 'Dark – Not Lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions. Approximately 14 percent (14%) of the Okaloosa County fatal and serious injury crashes occurred with wet surface conditions. Nine percent (9%) of fatal and serious injury crashes involved alcohol use, which is below the ECRC region average.

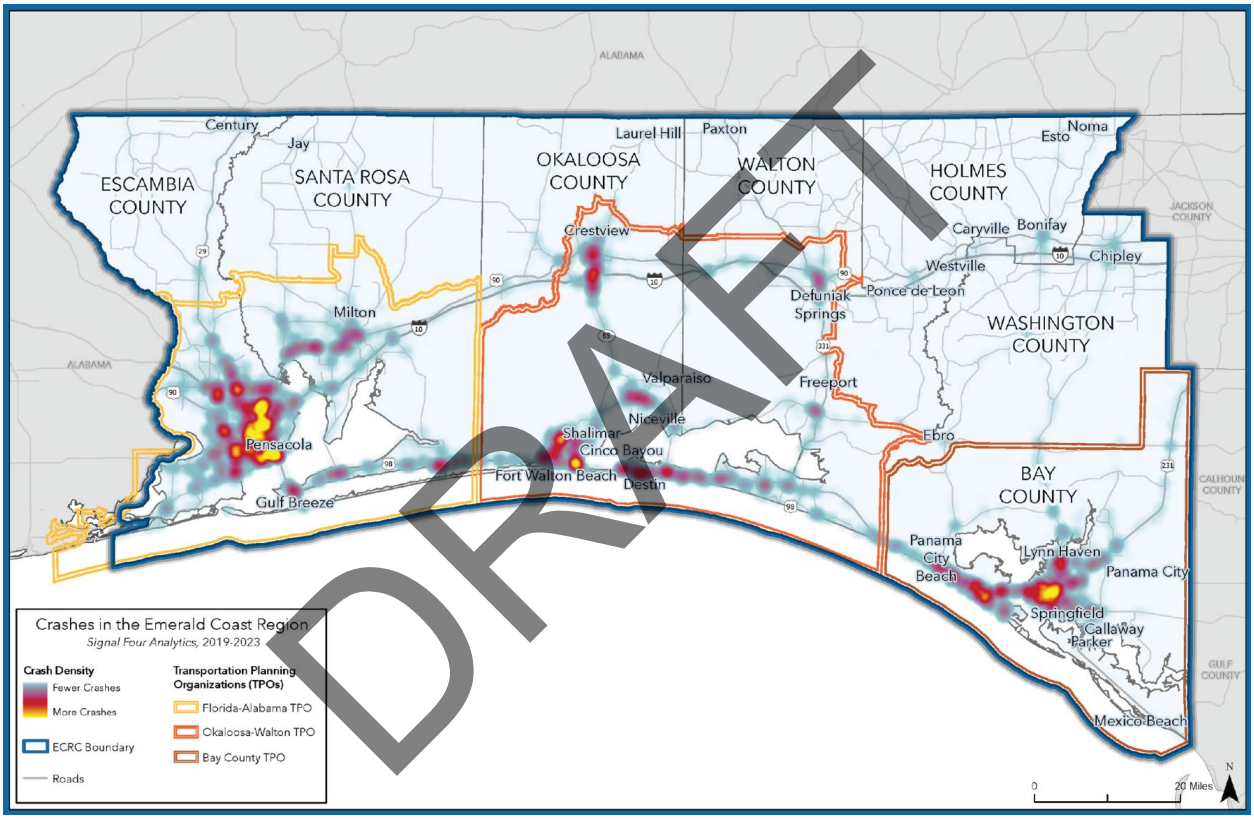
Of the 3,973 fatal and serious injury crashes reported within the ECRC Region, 418 were reported in Walton County. The most common crash in Walton County was off-road crashes, which accounted for approximately 19 percent (19%) of all fatal and serious injury crashes. Approximately 50 percent (50%) of fatal and serious injury crashes in Walton County occurred under dark conditions (including dawn and dusk), and 38 percent (38%)

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[18] Per the 2024 ECRC Safety Action Plan, the High Injury Network, or "HIN," is a subset of the region's streets and intersections where a disproportionate number of crashes that result in someone being killed or seriously injured have historically occurred.

were coded as 'Dark – Not Lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions. Approximately 13 percent (13%) of the Walton County fatal and serious injury crashes occurred with wet surface conditions. Ten percent (10%) of fatal and serious injury crashes involved alcohol use, which aligns with the ECRC region average. In terms of vulnerable road users, eleven percent (11%) of the Walton County fatal and serious injury crashes involve a pedestrian while approximately four percent (4%) of KSI crashes involve a bicyclist. Motorcyclists were involved in thirteen percent (13%) fatal and serious injury crashes during the five-year analysis period.

*Figure 34. ECRC Crashes (2019-2023)*




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Source: 2024 ECRC Safety Action Plan

## 6.2 Tier 1 Priority Segments and Intersections

During the development of the 2024 ECRC Safety Action Plan, two different tiers (Tier 1 and Tier 2) of recommended roadway segments were developed for the region. There were four (4) weighted criteria groups used for scoring the roadway segments and intersections; Safety, Equity, Multimodal, and Planning Consistency & Feasibility. The scoring was out of twenty (20) points, and for roadway segments that scored between eleven (11) – twenty (20) points, they were classified as Tier 1 priority.

Okaloosa County includes six (6) Tier 1 priority segments (see **Table 3**). Each segment has strategically proposed crash countermeasures to reduce roadway crashes and improve overall safety. **Table 4** shows the specific proposed sets of crash countermeasures for the Okaloosa County Tier 1 priority segments.

*Table 3. Okaloosa County - Tier 1 Priority Segments*

| Segment Number | 2050 ID | Roadway | Begin | End |
|---|---|---|---|---|
| **Okaloosa- 1** | 58 | US 98/Miracle Strip Pkwy E | Kerwood Rd | SR 145/Brooks St SE |
| **Okaloosa- 2** | 59 | US 98/Emerald Cost Pkwy | Coastguard Station | Walton Co Line |
| **Okaloosa- 3** | 62 | SR 20/John Sims Pkwy | SR 397 | SR 85 |
| **Okaloosa- 4** | 57 | SR 189/Beal Pkwy | Hollywood Blvd | SR 393/Mary Esther Cutoff |
| **Okaloosa- 5** | 60 | SR 85/N Ferdon Blvd | Old Bethel Rd | US 90 |
| **Okaloosa- 6** | 61 | Racetrack Rd | MLK Blvd | SR-85/Eglin Pkwy |

Source: 2024 ECRC Safety Action Plan

*Table 4. Okaloosa County - Proposed Safety Countermeasures*

| Segment Number | Speed Management | Pedestrian/Bicyclist | Roadway Departure | Intersections | Crosscutting |
|---|---|---|---|---|---|
| **Okaloosa- 1** | X | X | X | X | X |
| **Okaloosa- 2** | | X | | X | X |
| **Okaloosa- 3** | | | | X | |
| **Okaloosa- 4** | | | | X | X |
| **Okaloosa- 5** | | | | X | X |
| **Okaloosa- 6** | | X | | X | X |

Source: 2024 ECRC Safety Action Plan

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Walton County has five (5) Tier 1 priority segments (See **Table 5**). **Table 6** shows the specific proposed sets of crash countermeasures for the Walton County Tier 1 priority segments.

*Table 5. Walton County - Tier 1 Priority Segments*

| Segment Number | 2050 ID | Roadway | Begin | End |
|---|---|---|---|---|
| **Walton - 1** | 53 | US-331 | SR-20/Main St | Owls Head Rd |
| **Walton - 2** | 54 | US-90/SR-10 | Boy Scout Rd | Holmes Co Line |
| **Walton - 3** | 52 | US-98/SR-30 | Okaloosa Co Line | Co Hwy 395 |
| **Walton - 4** | 55 | SR-20 | SR-81 | US-331/Madison St |
| **Walton - 6*** | 56 | US-331/SR-83 | I-10 WB Ramp | E Nelson Ave |
| ***Walton-5 was removed from this list as it was not within the O-W TPO planning area.** | | | | |

Source: 2024 ECRC Safety Action Plan

*Table 6. Walton County - Proposed Safety Countermeasures*

| Segment Number | Speed Management | Pedestrian/Bicyclist | Roadway Departure | Intersections | Crosscutting |
|---|---|---|---|---|---|
| **Walton - 1** | X | | | X | X |
| **Walton - 2** | | | X | X | X |
| **Walton - 3** | | | | X | X |
| **Walton - 4** | X | | X | X | X |
| **Walton - 6** | X | X | | X | X |

Source: 2024 ECRC Safety Action Plan

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## 6.3 Crash Countermeasures

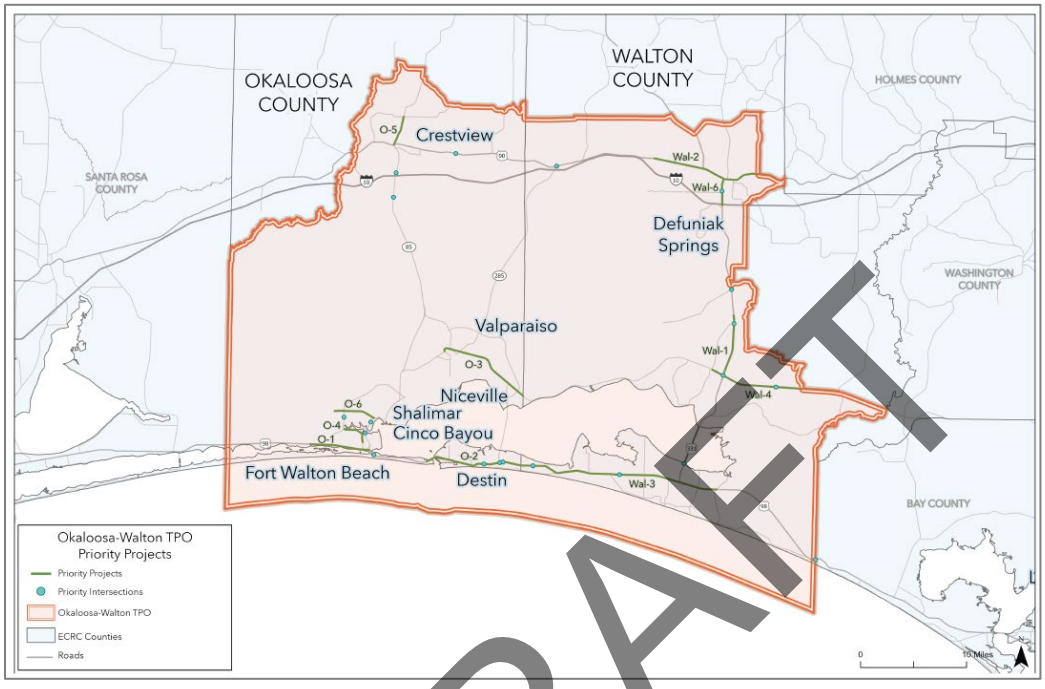
The 2024 ECRC Safety Action Plan recommends crash countermeasures for Tier 1 priority segments. As noted earlier, there were six (6) segments in Okaloosa County and five (5) segments in Walton County identified as Tier 1 priority, as well as the top ten (10) intersections for both Okaloosa County and Walton County. These eleven (11) segments all have one, or a combination, of the following countermeasure categories and are shown below:

- Speed Management: The act of controlling speed in areas through different measures to promote public safety.
- Pedestrian/Bicyclist: Countermeasures put in place made to prevent vehicular collisions with pedestrians and create an environment where pedestrians can safely cross streets. Countermeasures are put in place to allow for safe bicyclist usage and prevention of collisions.
- Roadway Departure: Countermeasures put in place to prevent vehicles from leaving their lane and crossing into traffic or the edge of the road.
- Intersections: Countermeasures put in place to stop rear end collisions and left turns against traffic.

- Crosscutting: Countermeasures put in place to increase visibility and prevent collisions that can occur from low visibility.

For more information on the applicable crash countermeasures, refer to **Appendix B**.

*Figure 35. O-W TPO Region - Tier 1 priority segments and intersections*




Source: 2024 ECRC Safety Action Plan

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## 6.4 Micromobility Concerns

Throughout both Okaloosa County and Walton County, E-bikes have become a popular mode of transportation for residents in the area. Due to their speeds, and how quickly they are being adopted by residents and visitors, specific safety concerns are being raised by officials in the O-W TPO region. These concerns have led to the adoption of ordinances in the O-W TPO region that help regulate and add safety precautions for E-bike users.

In May 2026, Walton County proposed an ordinance providing regulation for the use of E-Bikes and categorized them into three (3) different classifications. Through these classifications there were protections placed to limit the age of those who can ride E-Bikes to a minimum of fourteen (14) years of age, a required government ID and helmet for all riders, and no sidewalk riding. Ordinance 2026[19] provided regulation of the use of E-bikes, providing for conflicts and severability, and providing an effective date of these initiatives. Cities within Okaloosa have added similar ordinances to curb the dangers of the rapid increase of E-bike users. The cities that have introduced similar ordinances within Okaloosa County include the City of Crestview, the City of Niceville, the City of Destin, and the City of Fort Walton Beach.

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[19] Sourced from Walton County, Ordinance 2026
https://mywaltonfl.gov/DocumentCenter/View/45039/DRAFT-Walton-County-E-Bike-Ordinance

# 7 Goals, Objectives, and Evaluation Criteria

To better align the 2050 LRTP and 2026 BikePedTrail Master Plan, a set of goals and objectives were established based on the updates to the 2050 LRTP. Public and stakeholder input was also utilized and indicated that the goals and objectives should enhance safety of local users, increase accessibility within the region, improve quality of life overall, and be consistent with other planning efforts in the region. Using these goals and objectives, the framework for evaluating the proposed projects was developed. A full list of the goals, objectives, and evaluation criteria can be found in **Appendix C**.

## 7.1 Goal A (Safety)

Furthering the safety for all transportation users is a top concern for the O-W TPO region, which is reflected in **Goal A** (Safety). The objectives below are based on a review of existing plans, coordination with the 2050 LRTP, the public, stakeholder, and working group input:

- **Objective A.1**: Develop projects that potentially improve overall safety for Vulnerable Road Users[20].
- **Objective A.2**: Include projects that increase the functionality and security of transit users. These improvements include adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities.

**Table 7** shows the evaluation criteria for Goal A, and how each furthers the objectives noted above.

*Table 7. Goal A (Safety)*

| Evaluation Criteria # | Evaluation Criteria | Objective # | Potential Score | | | Total Potential Score |
|---|---|---|---|---|---|---|
| | | | Full | Half | None | |
| **EC A.1** | Is the project a Tier 1 Priority Project or located on the High Injury Network (HIN)? | Objective A.1, A.2 | Project is located on a Tier 1 Priority Project location. | Project is located on the High Injury Network. | Project is not located on the High Injury Network. | 12.50 |
| **EC A.2** | Does the roadway the project is located on have a higher crash rate than average (2024 crash rates based on Signal Four Analytics)? | Objective A.1, A.2 | The associated roadway is in the top 3rd percentile (>67%) for higher crash rate than average within O-W TPO. | The associated roadway is in the middle 3rd percentile for higher crash rate than average within O-W TPO. | The associated roadway is in the lower 3rd percentile (<33%) for higher crash rate than average within O-W TPO. | 12.50 |

[20] Per the 2024 ECRC Safety Action Plan, a Vulnerable Road User is defined as "A person utilizing the transportation network not traveling in a vehicle, and therefore at greater risk of fatality or serious injury in a crash. This includes, but not limited to, bicyclists, pedestrians, wheelchairs users, and people on scooters."

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## 7.2 Goal B (Multimodal)

It is critical that the existing, and future, transportation network for the O-W TPO region is one that enhances multimodal transportation overall. **Goal B** (Multimodal) is meant to capture that key aspect. The objectives below are based on feedback from review of existing plans, coordination with the 2050 LRTP, and feedback from the working group:

- **Objective B.1:** Develop projects that improve the number of transportation options for residents.
- **Objective B.2:** Fill gaps in existing multimodal networks and provide multimodal links to increase regional connectivity.
- **Objective B.3:** Integrate context-based policies and/or multimodal transportation districts (MMTD) into planning documents such as mobility plans, project development, and maintenance programs.

**Table 8** shows the evaluation criteria for Goal B, and how each furthers the objectives noted above.

*Table 8. Goal B (Multimodal)*

| Evaluation Criteria # | Evaluation Criteria | Objective # | Potential Score | | | Total Potential Score |
|---|---|---|---|---|---|---|
| | | | Full | Half | None | |
| **EC B.1** | Is the project listed within a county Mobility Plan? | Objective B.1, B.2, B.3 | The project is listed within a county Mobility Plan. | - | The project is not listed with a county Mobility Plan. | 8.33 |
| **EC B.2** | Will the proposed project close a gap within any of the existing networks? | Objective B.2 | The project closes an existing gap within a network. | - | The gap does not close a gap within a network. | 8.33 |
| **EC B.3** | Is the project located within an area of high demand? | Objective B.1 | The project is located in an area of high demand top 3rd percentile (>67%). | The project is located in an area of high demand (middle 3rd percentile). | Thea area the project is located in is at low demand lower 3rd percentile (<33%). | 8.33 |

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## 7.3 Goal C (Quality of Life)

Improvement in the overall quality of life for the residents in the O-W TPO region can be impacted in multiple ways. **Goal C** (Quality of Life) is meant to identify those projects that help with this purpose. The objectives below are based on feedback from review of existing plans, coordination with the 2050 LRTP, and feedback from the working group:

- **Objective C.1:** Develop projects that improve the overall quality of life for residents.
- **Objective C.2:** Develop projects that assist with closing "gaps" and enhancing existing facilities on either the bicycle, pedestrian or trail network.

**Table 9** shows the evaluation criteria for Goal C, and how they further the objectives noted above.

*Table 9. Goal C (Quality of Life)*

| Evaluation Criteria # | Evaluation Criteria | Objective # | Potential Score | | | Total Potential Score |
|---|---|---|---|---|---|---|
| | | | Full | Half | None | |
| **EC C.1** | Socioeconomic score (Project is weighted based on location in SES area.) | Objective C.1 | Project has SE score between 4 - 7. | - | Project has SE score between 0 - 3. | 8.33 |
| **EC C.2** | Does the project exist on a "high" LTS corridor/intersection? | Objective C.1, C.2 | Project has a LTS score between 3 - 4. | Project has a LTS score of 2. | Project has a LTS score of 1 or none. | 8.33 |
| **EC C.3** | Is this a community preferred facility improvement? | Objective C.1 | The proposed facility type is preferred by the public. | - | The proposed facility type is not preferred by the public. | 8.33 |

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## 7.4 Goal D (Public & Stakeholder Input)

Confirming that the public and local agencies are involved in the transportation planning process is also critical. **Goal D** (Public & Stakeholder Input) focuses on residents in the region having input into their community through public participation and comments. The objectives below are based on feedback from review of existing plans, coordination with the 2050 LRTP, and feedback from the working group:

- **Objective D.1:** Develop transportation projects that are acceptable to the public, business community, and the military through continuing consideration and coordination of local desires and preferences.
- **Objective D.2:** Incorporate comprehensive planning documents into the needs and project development of the non-motorized transportation network.
- **Objective D.3:** Make cooperative public outreach efforts to citizen groups that desire to learn more about non-motorized transportation.

Goal D (Public & Stakeholder Input) is shown in Table 10.

*Table 10. Goal D (Public & Stakeholder Input)*

| Evaluation Criteria # | Evaluation Criteria | Objective # | Potential Score | | | Total Potential Score |
|---|---|---|---|---|---|---|
| | | | Full | Half | None | |
| **EC D.1** | Public Participation Strategies | Objective D.1, D.3 | Was the project sent by the local agency? | - | Was the project not sent by a local agency? | 12.50 |
| **EC D.2** | Public Interest | Objective D.1, D.2 | The project has received positive comments as part of the public involvement process. | - | The project has not received any positive comments as part of the public involvement process. | 12.50 |

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# 8 Prioritization Process and Results

## 8.1 Prioritization Process

Utilizing the evaluation criteria that were established in **Section 7**, the previously identified projects for developing the initial proposed networks in **Section 4** were scored and prioritized. This was done to better understand what proposed projects were most important to the region.

The total potential score for each of the proposed projects is 100 points, with a potential 25 points for each of the four goals as they are equally weighted with one another. The information that was used for reviewing each of the evaluation criteria was based on the latest information available and by engaging with the public and local agencies for feedback. For example, evaluation criteria C.2, uses the latest information for reviewing the pedestrian and bicycle LTS of the existing corridor or intersection that the proposed project is located.

## 8.2 Prioritization Results

There is a total of 308 proposed projects that comprise the proposed networks. Of those 308, the top 10 proposed projects for both Okaloosa County and Walton County are below in **Table 11** and **Table 12**, respectively.

Overall, the projects in Okaloosa County scored between 58.3 and 62.5, which is slightly higher than Walton County which scored between 50 and 58.3. One reason for proposed projects in Okaloosa County scoring higher on average compared to those in Walton County projects is the bicycle and pedestrian LTS in worse overall in Okaloosa County. Also, much of the HIN for the region is located in Okaloosa County.

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*Table 11. Top 10 Proposed Projects in Okaloosa County*

| County | Priority Ranking | Total Score | 2050 ID | Project Name |
|---|---|---|---|---|
| **Okaloosa** | 1 | 62.50 | 97 | Hollywood Blvd from Beal Pkwy to Eglin Pkwy (SR 85) |
| **Okaloosa** | 2 | 60.41 | 82 | College Blvd from SR 85 (South) to SR 85 (North) |
| **Okaloosa** | 3 | 60.41 | 95 | Hollywood Blvd from Memorial Pkwy to Robinwood Dr |
| **Okaloosa** | 4 | 60.41 | 461 | Hill Ave from Freedom Way to Hollywood Blvd |
| **Okaloosa** | 5 | 58.33 | 476 | Miracle Strip Pkwy (US 98) from Hurlburt Field Entrance to Santa Rosa Blvd |
| **Okaloosa** | 6 | 58.33 | 9 | Hollywood Blvd from Eglin Pkwy (SR 85) to Mary Esther Blvd |
| **Okaloosa** | 7 | 58.33 | 115 | Redwood Ave from John Sims Pkwy (SR 20) to 11th St |
| **Okaloosa** | 8 | 58.33 | 121 | John Sims Pkwy (SR 20) from Government Ave (SR 85) to Cedar Ave |
| **Okaloosa** | 9 | 58.33 | 469 | SR 85 from US 90 to I-10 (SR 8) |
| **Okaloosa** | 10 | 58.33 | 472 | SR 85 Corridor Management Plan from Airport Rd (Old Bethel Rd) to US 90 |

*Table 12. Top 10 Proposed Projects in Walton County*

| County | Priority Ranking | Total Score | 2050 ID | Project Name |
|---|---|---|---|---|
| **Walton** | 1 | 58.33 | 419 | US Hwy 90 (SR 10) from US Hwy 331 South to East End of DeFuniak Springs City Limits |
| **Walton** | 2 | 52.08 | 435 | SR 20 West from US Hwy 331 to Alaqua Dr |
| **Walton** | 3 | 52.08 | 442 | US Hwy 90 (SR 10) from US Hwy 331 North to Woodyard Rd |
| **Walton** | 4 | 50.00 | 438 | SR 280 Connector from US Hwy 90 (SR 10) to CR 280 |
| **Walton** | 5 | 50.00 | 201 | US Hwy 331 (SR 83) South from US Hwy 90 (SR 10) to I-10 (SR 8) |
| **Walton** | 6 | 50.00 | 269 | CR 393 from Choctawhatchee Bay to Chat Holley Rd |
| **Walton** | 7 | 50.00 | 417 | 9th St (SR 83) from SR 83 Alternatives to US Hwy 90 |
| **Walton** | 8 | 50.00 | 437 | SR 280 Connector from SR 83 to US Hwy 90 |
| **Walton** | 9 | 50.00 | 268 | Old Blue Mountain Rd (CR 83) from US Hwy 98 to 30A |
| **Walton** | 10 | 50.00 | 312 | Old Blue Mountain Rd Extension (CR 83) from Chat Holley Rd to US Hwy 98 |

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For the full scoring results for all the proposed projects that have been identified within the 2026 BikePedTrail Master Plan, refer to **Appendix D**.

# 9 Recommendations

The 2026 BikePedTrail Master Plan has identified the existing, and potential, bicycle, pedestrian, and trail networks throughout the O-W TPO region. Those proposed networks could greatly improve the lives of the residents by providing them with additional transportation options, as well as increasing the overall safety of the existing networks.

While identifying these proposed networks and projects was important, identifying the next steps for the O-W TPO to implement these projects and build them is critical. The proposed projects that were identified were used in the 2050 LRTP as a "scenario" for the Cost Feasible Plan, which assists O-W TPO with identifying proposed projects for funding in the future. Several proposed projects were identified with this funding, largely based on the results from **Table 11** and **Table 12**.

O-W TPO will continue to work with FDOT, local agencies, stakeholders, and partners to identify potential funding so that existing prioritized projects can advance. In addition, the O-W TPO will periodically update this Master Plan with new information (such as identifying key travel patterns in the region) and proposed projects as needed to ensure that it stays relevant and connected to ongoing planning efforts. Using this information, the methodology for prioritizing the projects will be reviewed as well to ensure the public and local agencies' needs are met.

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# Appendix A. Proposed Projects/Networks

Below is a full list of the initial proposed projects that were used to develop the proposed bicycle, pedestrian, and trail networks that are reviewed within this Master Plan.

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# Final List of Proposed Projects - 2026 BPT MP (08/14/2026)

| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 1 | Bike, Ped, Trail Project | Downtown Fort Walton from SR 98 to Hollywood Blvd NE | Proposed Multi-Use Trail. | Okaloosa | Fort Walton Beach |
| 2 | Bike, Ped, Trail Project | West Destin from East Pass Bridge to Kell Aire Dr | Proposed Sidewalk and Bike Facility Improvements. | Okaloosa | Destin |
| 3 | Bike, Ped, Trail Project | College Blvd from Luke Ave to US Hwy 98 | Proposed Pathways. | Okaloosa | Destin |
| 4 | Bike, Ped, Trail Project | CR 883 Madison St from SR 20 to US Hwy 331 | Add Context-Based Solution elements such as a paths, trail, and / or buffered bike lanes. | Walton | Freeport |
| 5 | Bike, Ped, Trail Project | Commons Dr from Hollywood Blvd NE to Nicholson St NE | Sidewalk and Bike Facility Improvements. | Okaloosa | Fort Walton Beach |
| 6 | Bike, Ped, Trail Project | Jet Dr from Holmes Blvd NW to Hollywood Blvd NW | Complete Sidewalks. | Okaloosa | Fort Walton Beach |
| 7 | Bike, Ped, Trail Project | Multi-Modal Facility from Scenic Gulf Dr to MC Davis Blvd | Proposed Multi-Use Trail. | Walton | Unincorporated County |
| 8 | Bike, Ped, Trail Project | Commons Dr from Main St to SR 293 | Sidewalk and Bike Facility Improvements. | Okaloosa | Destin |
| 9 | Bike, Ped, Trail Project | Hollywood Blvd from Eglin Pkwy (SR 85) to Mary Esther Blvd | Proposed Sidewalk, and Bicycle Lanes. | Okaloosa | Mary Esther, Fort Walton Beach |
| 10 | Bike, Ped, Trail Project | Gulf Power Easement from US Hwy 98 (SR 30) to US Hwy 98 (SR 30) | Proposed Multi-Use Trail. | Okaloosa | Destin |
| 11 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Main St to Gulf Shore Dr | Proposed Multi-Use Trail. | Okaloosa | Destin |
| 12 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Indian Bayou Trail to Kelly Plantation Dr | Proposed Multi-Use Trail. | Okaloosa | Destin |
| 13 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Crystal Beach Dr to Regions Way | Proposed Sidewalk. | Okaloosa | Unincorporated County |
| 14 | Bike, Ped, Trail Project | Pedestrian Access Point | Pedestrian Access Gate. | Okaloosa | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 15 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Marler to Harbor Blvd | Proposed Pedestrian Improvements. | Okaloosa | Destin |
| 16 | Bike, Ped, Trail Project | SR 85 from Commerce Dr to Airport Rd (CR 188) | Proposed Bike/Ped Facility. | Okaloosa | Crestview |
| 17 | Bike, Ped, Trail Project | Okaloosa Island Bridge from Pier Rd to Marler Bridge | New 12-foot wide path. | Okaloosa | Unincorporated County |
| 18 | Bike, Ped, Trail Project | Baldwin Ave from Baldwin Ave to US Hwy 331 | Install Elevated Pedestrian Overcrossing for Schools. | Walton | DeFuniak Springs |
| 19 | Bike, Ped, Trail Project | 20th St from Walton Rd to US Hwy 90 (SR 10) | Proposed Sidewalk Extension. | Walton | DeFuniak Springs |
| 20 | Bike, Ped, Trail Project | Baldwin Ave from 11th St to 1st St | Proposed Sidewalk Rehabilitation. | Walton | DeFuniak Springs |
| 21 | Bike, Ped, Trail Project | Baldwin Ave from 1st St to US Hwy 90 (SR 10) | Proposed Sidewalk Extension. | Walton | DeFuniak Springs |
| 22 | Bike, Ped, Trail Project | Baldwin Ave from US Hwy 90 (SR 10) West to 16th St | Add a multi-use trail parallel to the existing railroad track. Create a linear park with landscape and hardscape. Add pedestrian facilities at railroad crossings, add marked crosswalks on Baldwin Ave where needed, add landscape and streetscape | Walton | DeFuniak Springs |
| 23 | Bike, Ped, Trail Project | Country Club Dr/Live Oak Ave from Country Club Ln to 25th St | Proposed Sidewalk Extension. | Walton | DeFuniak Springs |
| 24 | Bike, Ped, Trail Project | 25th St from Baldwin Ave to Live Oak Ave | Proposed Sidewalk Extension. | Walton | DeFuniak Springs |
| 25 | Bike, Ped, Trail Project | 19th St from Hedger St to Bob Sikes Rd | Proposed Sidewalk Extension. | Walton | DeFuniak Springs |
| 26 | Bike, Ped, Trail Project | 20th St from US Hwy 90 (SR 10) to Baldwin Ave | Proposed Sidewalk Extension. | Walton | DeFuniak Springs |
| 27 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Kelly Plantation Dr to Mid-Bay Bridge Rd (SR 293) | Proposed Sidewalk Facility. | Okaloosa | Unincorporated County |
| 28 | Bike, Ped, Trail Project | Elevated Pedestrian Crossing from SR 85 to Commerce Dr | Install Elevated Pedestrian Overcrossing for Schools. | Okaloosa | Crestview |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 29 | Bike, Ped, Trail Project | Thompson Rd from Moll Dr Trail Connector to Sugar Dr Connector | Widen sidewalk to a path or trail on east side of ROW. | Walton | Unincorporated County |
| 30 | Bike, Ped, Trail Project | Moll Dr Trail Connector from Moll Dr to Thompson Rd | New 8' to 10' path or 10' to 12' trail. | Walton | Unincorporated County |
| 31 | Bike, Ped, Trail Project | Splash Dr Trail Connector from Medley St to Lake Mist Ln | New 8' to 10' path or 10' to 12' trail. | Walton | Unincorporated County |
| 32 | Bike, Ped, Trail Project | Wall St from Lake Mist Ln to US Hwy 98 | Add path or trail of similar width as Splash Drive Trail Connector. | Walton | Unincorporated County |
| 33 | Bike, Ped, Trail Project | Wall St from US Hwy 98 to End of Road (Gulf of America) | Add path or trail of similar width as Splash Drive Trail Connector. | Walton | Unincorporated County |
| 34 | Bike, Ped, Trail Project | Carmel Dr from Beal Pkwy to Comanche Dr | 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 RRFB mid-block crossings with a raised island. | Okaloosa | Destin |
| 35 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Unincorporated County |
| 36 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Walton | Unincorporated County |
| 37 | Bike, Ped, Trail Project | Great NW Coastal Trail at Santa Rosa County Line | Proposed Trail Construction. | Okaloosa | Mary Esther, Fort Walton Beach |
| 38 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Walton | DeFuniak Springs |
| 39 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Destin |
| 40 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 41 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Unincorporated County |
| 42 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Destin |
| 43 | Bike, Ped, Trail Project | College Blvd at Santa Rosa County Line | Proposed Trail Construction. | Okaloosa | Unincorporated County |
| 44 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Walton | Unincorporated County |
| 45 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Destin |
| 46 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Unincorporated County |
| 47 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Walton | DeFuniak Springs |
| 48 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Walton | Unincorporated County |
| 49 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Crestview |
| 50 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Destin |
| 51 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Crestview |
| 52 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) from Woodyard Rd to Baldwin Ave | Add a multi-use trail south of the existing railroad track. Create a linear park with landscape and hardscape. | Walton | DeFuniak Springs |
| 56 | Bike, Ped, Trail Project | SR 20 from SR 81 to US Hwy 331 (Madison St) | Safety Project that includes Speed Management, Roadway Departure, Intersections and Lighting improvements. | Walton | Freeport |
| 57 | Bike, Ped, Trail Project | US Hwy 331 (SR 83) from I-10 (WB Ramp) to E Nelson Ave | Safety Project that includes Speed Management, Pedestrian/Bicyclist, Intersections and Lighting improvements. | Walton | DeFuniak Springs |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 58 | Bike, Ped, Trail Project | Beal Pkwy (SR 189) from Hollywood Blvd to Mary Esther Cutoff (SR 393) | Safety Project that includes Intersection and Lighting improvements. | Okaloosa | Fort Walton Beach |
| 59 | Bike, Ped, Trail Project | US Hwy 98 / Miracle Strip Pkwy E (SR 30) from Kerwood Rd to Brooks St SE (SR 145) | Safety Project that includes Speed Management, Pedestrian/Bicyclist, Roadway Departure, Intersections and Lighting improvements. | Okaloosa | Mary Esther, Fort Walton Beach |
| 60 | Bike, Ped, Trail Project | US Hwy 98 / Emerald Coast Pkwy (SR 30) from Coastguard Station to Walton County Line | Safety Project that includes Pedestrian/Bicyclist, Intersections and Lighting improvements. | Okaloosa | Destin |
| 61 | Bike, Ped, Trail Project | N Ferdon Blvd (SR 85) from Old Bethel Rd to US Hwy 90 (SR 10) | Safety Project that includes Intersection and Lighting improvements. | Okaloosa | Crestview |
| 62 | Bike, Ped, Trail Project | Racetrack Rd from MLK Jr Blvd to Eglin Pkwy (SR 85) | Safety Project that includes Pedestrian/Bicyclist, Intersections and Lighting improvements. | Okaloosa | Fort Walton Beach |
| 63 | Bike, Ped, Trail Project | John Sims Pkwy (SR 20) from SR 397 to SR 85 | Safety Project that includes Intersection improvements. | Okaloosa | Niceville |
| 64 | Bike, Ped, Trail Project | Gulf Powerline Trl from Serenoa Rd to CR 395 | New multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor. Add hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. | Walton | Unincorporated County |
| 65 | Bike, Ped, Trail Project | Point Washington Trl from Harris St to Gulf Powerline Trail East | New multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor. Add hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. Connecting corridor to the Gulf Powerline Trail. | Walton | Unincorporated County |
| 66 | Bike, Ped, Trail Project | Gulf Powerline Trl East from Point Washington Trail to US Hwy 331 | New multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor. Add hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. | Walton | Unincorporated County |
| 67 | Bike, Ped, Trail Project | Gulf Powerline Trl West from US Hwy 331 to JD Miller Rd | New multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor. Add hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. | Walton | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 68 | Bike, Ped, Trail Project | Lake Jackson Multi-Use Trl from Eastern Terminus to Alabama State Line | New multi-use trail with a cross-section consistent to the existing trail. Add hardscape (amenities, benches, wayfinding) and landscape along the trail. | Walton | Unincorporated County |
| 69 | Bike, Ped, Trail Project | 1st Ave from Current Terminus of 1st Ave to 12th St | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County |
| 70 | Bike, Ped, Trail Project | 1st Ave Multimodal Connection from Meigs Dr to Current Terminus of 1st Ave | Construct an 12' wide multi-use path. | Okaloosa | Unincorporated County |
| 71 | Bike, Ped, Trail Project | 4th Ave from 2nd St to 12th St | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County |
| 72 | Bike, Ped, Trail Project | 4th St from 12th Ave to Meigs Dr | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County |
| 73 | Bike, Ped, Trail Project | 6th Ave from Eglin Pkwy (SR 85) to 11th St | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County |
| 74 | Bike, Ped, Trail Project | 8th St from 12th Ave to Meigs Dr | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County |
| 75 | Bike, Ped, Trail Project | 9th Ave from Eglin Pkwy (SR 85) to 12th St | Construct an 8' wide multi-use path. Where ROW Constraints exist, construct a 6' wide multi-use path | Okaloosa | Unincorporated County |
| 76 | Bike, Ped, Trail Project | 12th St from 12th Ave to 1st Ave | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County |
| 77 | Bike, Ped, Trail Project | Adora Teal Way from John Givens Rd S to John Givens Rd N | 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. | Okaloosa | Unincorporated County |
| 78 | Bike, Ped, Trail Project | Airmans Memorial Rd from Live Oak Church Rd to Kensington Ln | Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path | Okaloosa | Crestview |
| 79 | Bike, Ped, Trail Project | Airport Rd from SR 85 to John Givens Rd | 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. | Okaloosa | Unincorporated County |
| 80 | Bike, Ped, Trail Project | Bluewater Blvd from Range Rd to John Sims Pkwy (SR 20) | 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 sides. | Okaloosa | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 81 | Bike, Ped, Trail Project | Buckward Rd from Long Needle Ct to School Entrance | Construct a new 5' sidewalk. | Okaloosa | Niceville |
| 82 | Bike, Ped, Trail Project | College Blvd from SR 85 (South) to SR 85 (North) | Construct a 10' wide multi-use path on south / east side of ROW. Add high visibility RRFB 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. | Okaloosa | Niceville |
| 83 | E + C | Comanche Dr from Carmel Dr to MLK Jr Blvd | 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 | Okaloosa | Unincorporated County |
| 84 | Bike, Ped, Trail Project | Commons Dr from East of Matthew Blvd to Spence Pkwy (SR 293) | 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. | Okaloosa | Unincorporated County |
| 85 | Bike, Ped, Trail Project | Doolittle Blvd from Hollywood Blvd to Miracle Strip Pkwy (US Hwy 98) | 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. | Okaloosa | Mary Esther |
| 86 | Bike, Ped, Trail Project | Edgewater Dr from Martin Dr to Rocky Bayou Dr | Construct a new 5' sidewalk. | Okaloosa | Unincorporated County |
| 87 | E + C | Eglin Dr from 12th St to Country Club Dr | Construct a new 5’ sidewalk along the east side of the ROW. | Okaloosa | Unincorporated County |
| 88 | Bike, Ped, Trail Project | Forest Rd from College Blvd to Rocky Bayou Dr | 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. | Okaloosa | Unincorporated County |
| 89 | Bike, Ped, Trail Project | Foyshaw Pkwy from US 90 to Skyline Dr | 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. | Okaloosa | Unincorporated County |
| 90 | Bike, Ped, Trail Project | Georgia Ave from SR 4 to Buckward Rd | Construct a new 5' sidewalk. | Okaloosa | Unincorporated County |
| 91 | Bike, Ped, Trail Project | Hill Ave from Freedom Way to Lovejoy Rd | 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 Jr. Blvd. & Hollywood Blvd. | Okaloosa | Fort Walton Beach |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 92 | Bike, Ped, Trail Project | Hollywood Blvd from Doolittle Blvd to Mary Esther Blvd (SR 393) | 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. | Okaloosa | Mary Esther |
| 93 | Bike, Ped, Trail Project | Hollywood Blvd from Mary Esther Blvd to Wright Pkwy | Replace existing 5' sidewalk with a 10' multi-use path on the south side of ROW. Add high visibility RRFB mid-block crossings at between Bryn Mawr and Marcia / Jonquil intersections and between the Viking Drive and Brewer Circle intersections. | Okaloosa | Mary Esther, Fort Walton Beach |
| 94 | Bike, Ped, Trail Project | Hollywood Blvd from Wright Pkwy to Memorial Pkwy | Construct 5' to 6' wide sidewalk on missing gaps 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 RRFB mid-block crossings at Lula Belle Lane NW Crosswalk. | Okaloosa | Fort Walton Beach |
| 95 | Bike, Ped, Trail Project | Hollywood Blvd from Memorial Pkwy to Robinwood Dr | Construct 5' to 6' wide sidewalk on north side of the ROW. Add high visibility RRFB mid-block crossings in conjunction with transit stops | Okaloosa | Fort Walton Beach |
| 96 | Bike, Ped, Trail Project | Hollywood Blvd from Robinwood Dr to Beal Pkwy | Replace substandard 3' to 4' wide sidewalk with a 5' to 6' wide sidewalk on north side of the ROW. Add high visibility RRFB mid-block crossings at Jet Drive | Okaloosa | Fort Walton Beach |
| 97 | Capacity Project | Hollywood Blvd from Beal Pkwy to Eglin Pkwy (SR 85) | 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. | Okaloosa | Fort Walton Beach |
| 98 | Bike, Ped, Trail Project | I-10 (SR 8) from Log Lake Rd (CR 189) to Santa Rosa County Line | Widen from four (4) lanes to six (6) lanes. For Reference Purposes, not part of Mobility Fee Calculation. | Okaloosa | Unincorporated County |
| 99 | Bike, Ped, Trail Project | James Lee Rd from Mayflower Ave to Pocahontas Dr | 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 RRFB mid-block crossing. | Okaloosa | Unincorporated County |
| 100 | Bike, Ped, Trail Project | John Givens Rd from Skyline Dr to Adora Teal Way | 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. | Okaloosa | Unincorporated County |
| 101 | Bike, Ped, Trail Project | John King Rd from Ferdon Blvd (SR 85) to Windsor Circle | 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. | Okaloosa | Crestview |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 102 | E + C | Lake Silver Rd from SR 85 to Crestview Bypass (Northwest) | Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Crestview |
| 103 | Bike, Ped, Trail Project | Lewis St from Beal Pkwy to Justin St | 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. | Okaloosa | Unincorporated County |
| 104 | Bike, Ped, Trail Project | Live Oak Church Rd from John King Rd to Airmans Memorial Rd | Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Crestview |
| 105 | Bike, Ped, Trail Project | Live Oak Church Rd from Airmans Memorial Rd to Ferdon Blvd (SR 85) | Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Unincorporated County |
| 106 | Bike, Ped, Trail Project | Matthew Blvd from Commons Dr to US 98 | 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. | Okaloosa | Unincorporated County |
| 107 | Bike, Ped, Trail Project | Mayflower Ave from Justin St to James Lee Blvd | 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 RRFB mid-block crossings with a raised island. | Okaloosa | Unincorporated County |
| 108 | Bike, Ped, Trail Project | Meigs Dr from 4th St to Entrance to Meigs Park | Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Unincorporated County |
| 109 | Bike, Ped, Trail Project | Monterrey Rd from Stillwell Blvd to Skyline Dr | 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. | Okaloosa | Crestview |
| 110 | Bike, Ped, Trail Project | Okaloosa Ln from US 90 to Aplin Rd | Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Crestview |
| 111 | E + C | Old Bethel Rd from Stacy Ln to SR 85 | Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Crestview |
| 112 | Bike, Ped, Trail Project | Palm Blvd from College Blvd to SR 285 | Widen existing sidewalk to an 8' wide multi-use path or construct a 5' to 6' wide sidewalk along portions or the ROW without an existing sidewalk. Provide high visibility crosswalks as warranted. | Okaloosa | Niceville |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 113 | Bike, Ped, Trail Project | Paraiso Blvd from Commons Dr to Spence Pkwy (SR 293) | 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. | Okaloosa | Unincorporated County |
| 114 | E + C | Paraiso Blvd from Commons Dr to US 98 | 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. | Okaloosa | Unincorporated County |
| 115 | Bike, Ped, Trail Project | Redwood Ave from John Sims Pkwy (SR 20) to 11th St | Widen existing sidewalk to an 8' wide multi-use path or construct a 5' to 6' wide sidewalk along portions or the ROW without an existing sidewalk. Provide high visibility crosswalks as warranted. | Okaloosa | Niceville |
| 116 | Bike, Ped, Trail Project | Rocky Bayou Dr from Deer Moss Loop to 300' West of Deer Moss Loop | Fill existing sidewalk gaps with 6’ sidewalk along south side. | Okaloosa | Niceville |
| 117 | Bike, Ped, Trail Project | Santa Rosa Blvd from US 98 to Amberjack Dr | Construct a 12' to 14' wide multi-use trails along one side of the ROW and provide a 5' wide sidewalk on the other side of the ROW. | Okaloosa | Unincorporated County |
| 118 | Bike, Ped, Trail Project | Santa Rosa Blvd from Amberjack Dr to 1st Beach Park | Construct a 12' to 14' wide multi-use trails along one side of the ROW and provide a 5' wide sidewalk on the other side of the ROW. | Okaloosa | Unincorporated County |
| 119 | Bike, Ped, Trail Project | Skyline Dr from Monterrey Rd to John Givens Rd | 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. | Okaloosa | Crestview |
| 120 | Bike, Ped, Trail Project | South Ave from James Lee Blvd to SR 85 | 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 RRFB mid-block crossings with a raised island. | Okaloosa | Unincorporated County |
| 121 | Bike, Ped, Trail Project | John Sims Pkwy (SR 20) from Government Ave (SR 85) to Cedar Ave | 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 maybe constructed | Okaloosa | Niceville |
| 122 | Bike, Ped, Trail Project | John Sims Pkwy (SR 20) from Rocky Bayou Dr to Spence Pkwy (SR 293) | 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 maybe constructed | Okaloosa | Niceville |

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|---|---|---|---|---|---|
| 123 | Bike, Ped, Trail Project | Bayshore Blvd (SR 285) from E College Blvd to John Sims Pkwy (SR 20) | 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 maybe constructed. | Okaloosa | Niceville |
| 124 | Bike, Ped, Trail Project | SR 4 from Cotton Bridge Park (NW of Blackwater River) to SR 189 | 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. | Okaloosa | Unincorporated County |
| 125 | Bike, Ped, Trail Project | SR 4 from Georgia Ave to Galliver Cutoff (CR 189) | 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. | Okaloosa | Unincorporated County |
| 126 | E + C | SR 4 from Galliver Cutoff (CR 189) to US 90 | 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. | Okaloosa | Unincorporated County |
| 127 | Bike, Ped, Trail Project | Stillwell Blvd from Ferdon Blvd (SR 85) to Monterrey Rd | Construct a 5' wide sidewalk as an FDOT LAP Project. Where ROW exist, consider widening to 8' wide multi-use path. | Okaloosa | Crestview |
| 128 | Bike, Ped, Trail Project | US 90 from Santa Rosa County Line to Log Lake Rd E | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Unincorporated County |
| 129 | Bike, Ped, Trail Project | US 90 from Log Lake Rd E to Galliver Cutoff (CR 189) | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Unincorporated County |
| 130 | Bike, Ped, Trail Project | US 90 from Galliver Cutoff (CR 189) to SR 4 | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Unincorporated County |
| 131 | Bike, Ped, Trail Project | US 90 from SR 4 to Antioch Rd (CR 4) | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Unincorporated County |
| 132 | Bike, Ped, Trail Project | US 90 from Antioch Rd (CR 4) to Old Bethel Rd (CR 188) | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Crestview |
| 133 | E + C | US 90 from Brackin St to Fairchild Rd | 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. | Okaloosa | Unincorporated County |
| 134 | Bike, Ped, Trail Project | US 98 from Gulf National Sea Shore Dr to Destin Bridge | Construct 12'-14' multi-use trail on south side of ROW. If ROW constrained, provide 10' wide or less multi-use path | Okaloosa | Unincorporated County |
| 135 | Bike, Ped, Trail Project | Valparaiso Blvd from Redwood Ave to Osceola Bay Ave | Fill gaps in sidewalk network from Redwood Ave to Magnolia Shores Dr and Linden Ave to Osceola Ave with a 6' sidewalk along south side of ROW. | Okaloosa | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 136 | Bike, Ped, Trail Project | SR 285 from Swift Creek Bridge (South end) to College Boulevard/OW Urbanized Area Boundary | Add Sidewalk. | Okaloosa | Niceville |
| 137 | Bike, Ped, Trail Project | SR 20 from Cat Mar Rd to Walton County Line | Add Sidewalk. | Okaloosa | Niceville |
| 138 | Bike, Ped, Trail Project | Industrial Dr (US 95 Service Road) from Jones Road to Garden Street | Add Sidewalk. | Okaloosa | Crestview |
| 139 | Bike, Ped, Trail Project | Industrial Dr (US 85 Service Road) from Garden Street to Airport Road (CR 188) | Add Sidewalk. | Okaloosa | Crestview |
| 140 | Bike, Ped, Trail Project | Lewis Turner Blvd (SR 189) from Roberts Blvd to Mooney Rd | Add Sidewalk. | Okaloosa | Mary Esther |
| 141 | Bike, Ped, Trail Project | MLK Jr Blvd (CR 20) (Green Acres Dr (OKA)) from Hurlburt Field Rd to Green Acres Dr | Proposed Pedestrian Facility. | Okaloosa | Unincorporated County |
| 142 | Bike, Ped, Trail Project | MLK Jr Blvd (CR 20) (Green Acres Dr (OKA)) from Green Acres Dr to SR 189 | Proposed Pedestrian Facility. | Okaloosa | Unincorporated County |
| 143 | Bike, Ped, Trail Project | Bay St (OKA) from Duggan Ave to Randolph Ct | Proposed Pedestrian Facility. | Okaloosa | Crestview |
| 144 | Bike, Ped, Trail Project | Hill Ave (CR 20) (OKA) from Hollywood Blvd to Lovejoy Rd | Proposed Pedestrian Facility. | Okaloosa | Mary Esther |
| 145 | Bike, Ped, Trail Project | Lewis St (Mayflower Ave) (OKA) from SR 189 to Dubois Dr | Proposed Pedestrian Facility. | Okaloosa | Unincorporated County |
| 146 | Bike, Ped, Trail Project | Santa Rosa Blvd (OKA) from Eglin AFB Boundary to US 98 (SR 30) | Proposed Pedestrian Facility. | Okaloosa | Unincorporated County |
| 147 | Bike, Ped, Trail Project | CR 2390 (OKA) from SR 85 to Terminus | Proposed Bicycle Facility. | Okaloosa | Mary Esther |

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| 148 | Bike, Ped, Trail Project | CR 2390 (OKA) from Memorial Pkwy to SR 189 | Proposed Pedestrian Facility. | Okaloosa | Mary Esther |
| 149 | Bike, Ped, Trail Project | CR 2390 (OKA) from SR 85 to Terminus | Proposed Pedestrian Facility. | Okaloosa | Niceville |
| 150 | Bike, Ped, Trail Project | CR 2390 (OKA) from SR 85 to Terminus | Proposed Pedestrian Facility. | Okaloosa | Mary Esther |
| 151 | Bike, Ped, Trail Project | U.S. 90 Shared-Use Trail PD&E Study | PD&E Study to consider adding a shared-use trail along US 90. | Okaloosa | Unincorporated County |
| 152 | Bike, Ped, Trail Project | Carr Rd (Yellow River) at Existing Eglin Air Force Base Trail | A footbridge is needed along the Florida National Scenic Trail (FNST) across the Yellow River to connect the FNST section on Eglin Air Force Base to conservation lands managed by the Northwest Florida Water Management District (NWFWMD). | Okaloosa | Unincorporated County |
| 153 | Bike, Ped, Trail Project | Industrial Dr from Main St to Playground Dr | This project will construct an approximately 1,000-foot multi-use path. The path will provide safe, ADA-accessible pedestrian and bicycle access between residential neighborhoods west of Highway 85 and recreational amenities in the downtown core. | Okaloosa | Crestview |
| 154 | Bike, Ped, Trail Project | Valparaiso Blvd Sidewalk Improvements | Enhances walkability and reflects a coordinated effort between the County and City to expand safe pedestrian infrastructure. | Okaloosa | DeFuniak Springs |
| 155 | Bike, Ped, Trail Project | 4th Ave from 2nd St to 12th St | Proposed Sidewalk Facility. | Okaloosa | Shalimar |
| 156 | Bike, Ped, Trail Project | Palm Boulevard Multi-Use Trail | Proposed Multi-Use Trail. | Okaloosa | Niceville |
| 157 | Bike, Ped, Trail Project | Walton Rd | Proposed Multi-Use Path. | Walton | DeFuniak Springs |
| 158 | Bike, Ped, Trail Project | Harbor Blvd | Proposed Bridge. | Okaloosa | Destin |
| 159 | Bike, Ped, Trail Project | U.S. 90 Shared-Use Trail PD&E Study | PD&E Study to consider adding a shared-use trail along US 90. | Okaloosa | Unincorporated County |
| 160 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Multi Use Path from Woodyard Rd to Baldwin Ave | Add a multi-use trail south of the existing railroad track. Create a linear park with landscape and hardscape. | Walton | DeFuniak Springs |
| 161 | Bike, Ped, Trail Project | Baldwin Ave from US Hwy 90 (SR 10) West to US Hwy 90 (SR 10) East | Add a multi-use trail south of the existing railroad track. Create a linear park with landscape and hardscape. Design Phase. | Walton | DeFuniak Springs |

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| 162 | Bike, Ped, Trail Project | Baldwin Ave from US Hwy 90 (SR 10) West to US Hwy 90 (SR 10) East | Add a multi-use trail south of the existing railroad track. Create a linear park with landscape and hardscape. PDE Phase. | Walton | DeFuniak Springs |
| 163 | E + C | Woodham Dr from South Ave to Newcastle Dr | TPO Transportation Alternatives Fully Funded Project Priority. Sidewalks on Woodham Drive from South Avenue to Newcastle Drive. | Okaloosa | Fort Walton Beach |
| 164 | E + C | Navy St from Mayflower Ave to Racetrack Rd | Sidewalks on Navy Street from Mayflower Avenue to Racetrack Road and Bob Sikes Boulevard from Navy Street to Denton Boulevard. | Okaloosa | Fort Walton Beach |
| 165 | E + C | Bob Sikes Blvd from Navy St to Denton Blvd | Sidewalks on Navy Street from Mayflower Avenue to Racetrack Road and Bob Sikes Boulevard from Navy Street to Denton Boulevard. | Okaloosa | Fort Walton Beach |
| 166 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) from Cooper Ln to Hold Community Center Driveway | Proposed Bike/Path Trail. | Okaloosa | Unincorporated County |
| 167 | Bike, Ped, Trail Project | Rocky Bayou Dr from John Sims Pkwy E to Forest Rd | Proposed Sidewalk Improvements. | Okaloosa | Niceville |
| 201 | Capacity Project | US Hwy 331 (SR 83) South from US Hwy 90 (SR 10) to I-10 (SR 8) | Enhance signal timings, interconnect signals, reduce driveway conflicts, lengthen turn lanes, implement access management & add Context-Based Solution elements such as buffered bike lanes and upgrades sidewalks to paths where ROW is available. | Walton | DeFuniak Springs |
| 226 | Capacity Project | US Hwy 98 / Harbor Blvd (SR 30) from CR 30A Calhoun Ave to Airport Rd | 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. | Okaloosa | Destin |
| 227 | Capacity Project | Westbay Pkwy from Bay County Line to US Hwy 98 | New four (4) lane divided road expandable to six (6) lanes with Context-Based Solution elements includes buffered bike lanes or flex lanes, paths or trails on both sides of ROW, landscape median, high visibility crosswalks. | Walton/Bay | Unincorporated County |
| 241 | Capacity Project | Marquis Way West Ext from Shipyard Rd to Marquis Way (Blue Ridge Parkway Improvements) | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Freeport |

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|---|---|---|---|---|---|
| 242 | Capacity Project | Marquis Way East Connector Rd from US Hwy 331 (SR 83) to SR 20 | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Freeport |
| 243 | Capacity Project | North Freeport Connector (formerly known as Water Tower Road Connector) from Business 331 to US Hwy 331 | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Freeport |
| 246 | Capacity Project | South Walton North (South Connector Rd) from CR 30A to US Hwy 98 (SR 30) | Construct new two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. Final Length TBD. | Walton | Unincorporated County |
| 251 | Capacity Project | Madison St from SR 20 West to Shipyard Rd | Road Upgrades and Improvements. Pedestrian path along one side of roadway. | Walton | Freeport |
| 252 | Capacity Project | Four Mile Rd from SR 20 to 83A East | Upgrade road, add Context-Based Solution elements such as a path or buffered bike lanes. | Walton | Freeport |
| 253 | Capacity Project | Marquis Way West Connector Road | Upgrade road, add Context-Based Solution elements such as sidewalks, paths and / or bike lanes. | Walton | Freeport |
| 259 | Capacity Project | CR 30A from US Hwy 98 East to Seagrove Beach (CR 395) | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County |
| 260 | Capacity Project | CR 30A from Seagrove Beach (CR 395) to Grayton Beach (CR 283) | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County |
| 261 | Capacity Project | CR 30A from Grayton Beach (CR 283) to Gulf Place (CR 393) | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County |
| 262 | Capacity Project | CR 30A from Gulf Place (CR 393) to US Hwy 98 West | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 263 | Capacity Project | Watersound Pkwy (Private Rd) from US Hwy 98 to 30A | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County |
| 264 | Capacity Project | CR 395 from US Hwy 98 to 30A | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County |
| 266 | Capacity Project | CR 283 from US Hwy 98 to 30A | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit. | Walton | Unincorporated County |
| 267 | Capacity Project | DeFuniak St from 30A to Grayton Beach | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit. | Walton | Unincorporated County |
| 268 | Capacity Project | Old Blue Mountain Rd (CR 83) from US Hwy 98 to 30A | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit. | Walton | Unincorporated County |
| 269 | Capacity Project | CR 393 from Choctawhatchee Bay to Chat Holley Rd | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 270 | Capacity Project | Point Washington Connector from CR 395 to Point Washington Rd | Add Context-Based Solution elements, such as a path, trail, or bike lanes. Connecting corridor to the Gulf Powerline Trail. | Walton | Unincorporated County |
| 271 | Capacity Project | US Hwy 98 (SR 30) Alternative from JD Miller Rd to Mack Bayou Rd | New two (2) lane road with Context-Based Solution elements such as a multi-use trail and bike lanes or flex lanes. Provide continuation of Gulf Powerline Trail. | Walton | Unincorporated County |
| 272 | Capacity Project | College Blvd from US Hwy 331 (SR 83) to Church St | Widen road to provide four (4) lanes of capacity, add turn lanes at intersections where warranted, add Context-Based Solution elements, such as sidewalk, path, bike lanes or flex lanes. Upgrade stormwater system | Walton | Unincorporated County |
| 273 | Capacity Project | Alderberry Rd from Eastern terminus to E. Hewett Rd | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 274 | Capacity Project | Alderberry Rd from Don Bishop Rd to Eastern terminus | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 275 | Capacity Project | E. Lamb Dr from Goldsby Rd to Mack Bayou Rd | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 276 | Capacity Project | Goldsby Rd from E. Lamb Dr to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 277 | Capacity Project | West Hewett Rd from E. Lamb Dr Extension to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 278 | Capacity Project | East Hewett Rd from E. Lamb Dr Extension to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 279 | Capacity Project | Don Bishop Rd from Alderberry Rd Extension to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 280 | Capacity Project | Comanche Dr from Chat Holley Rd to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 281 | Capacity Project | Veterans Rd from Chat Holley Rd to US Hwy 98 | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 282 | Capacity Project | JD Miller from Chat Holley Rd to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 283 | Capacity Project | Sugar Dr from US Hwy 98 to Sugar Dr Connector | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 284 | Capacity Project | Sugar Dr Connector from Thompson Rd to Sugar Dr | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 285 | Capacity Project | Walton Palm Rd Extension from N. Orange St to N. Wall St | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 286 | Capacity Project | Pinewood Ln from North Orange St to 30A | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 287 | Capacity Project | Orange St from Pinewood Ln to US Hwy 98 | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 288 | Capacity Project | Orange St from US Hwy 98 to West Park Place Ave | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 289 | Capacity Project | Marquis Way from Blue Ridge Pkwy Extension to US Hwy 331 | Upgrade road, add Context-Based Solution elements such as sidewalks, paths and / or bike lanes. | Walton | Freeport |
| 291 | Capacity Project | CR 280A Connector (Alternative to CR 280 Connector) from CR 280 to CR 280A | New two (2) lane road with Context-Based Solution elements such as a sidewalks, bike. | Walton | DeFuniak Springs |
| 292 | Capacity Project | CR 280A from CR 280A Connector to CR 280B | Upgrade and realign road, add Context-Based Solution elements such as a sidewalks, bike lanes, or multi-use pathways. | Walton | DeFuniak Springs |
| 293 | Capacity Project | Watersound Internal from Westbay Pkwy to Serenoa Rd | New two (2) lane road with Context-Based Solution elements such as paths, sidewalks, or a trail, bike lanes or flex lanes. Connecting corridor to the Gulf Powerline Trail. *Developer funded. | Walton | Unincorporated County |
| 294 | Capacity Project | Watersound Internal from Watersound Pkwy to Westbay Pkwy | New two (2) lane road with Context-Based Solution elements such as paths, sidewalks, or a trail, bike lanes or flex lanes. Connecting corridor to the Gulf Powerline Trail. *Developer funded. | Walton | Unincorporated County |
| 296 | Capacity Project | Point Washington Rd from Point Washington Connector to Harris St | Add Context-Based Solution elements, such as a path, trail, or bike lanes. Connecting corridor to the Gulf Powerline Trail. | Walton | Unincorporated County |
| 298 | Capacity Project | Scenic 98 from US Hwy 98 to Okaloosa County Line | Convert Scenic 98 to a Context-Based Solution, consisting of elements such as lower speeds, flex lanes and widening the existing path. | Walton | Unincorporated County |
| 299 | Capacity Project | Poinciana Blvd from US Hwy 98 to Scenic 98 | Upgrade to a landscaped multiway Blvd. that safely accommodates all modes of travel and encourages redevelopment of adjacent parcels. Add Context-Based Solution elements such as wider paths and flex lanes. | Walton | Unincorporated County |
| 300 | Capacity Project | Driftwood Extension from Forest Shore Dr to US Hwy 98 | New two (2) lane road with Context-Based Solution elements such as paths or flex lanes. | Walton | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 301 | Capacity Project | Ellis Rd from US Hwy 98 to Scenic 98 | Upgrade the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Driftwood Drive. Add Context-Based Solution elements | Walton | Unincorporated County |
| 302 | Capacity Project | Bradley St from Ellis Rd to Driftwood Dr | Upgrade the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Payne Street. Add Context-Based Solution elements | Walton | Unincorporated County |
| 303 | Capacity Project | Paynes St from Ellis Rd to Driftwood Dr | Upgrade the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Bradley Street. Add Context-Based Solution elements | Walton | Unincorporated County |
| 304 | Capacity Project | Geronimo St from Bayshore Dr to US Hwy 98 | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County |
| 305 | Capacity Project | Miramar Beach Dr from US Hwy 98 to Scenic 98 | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County |
| 306 | Capacity Project | North Holiday Rd from Shore Dr to US Hwy 98 | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County |
| 307 | Capacity Project | Bluewater Blvd from Geronimo St to Darrow Dr | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County |
| 308 | Capacity Project | Crest Dr from Shore Dr to Geronimo St | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County |
| 309 | Capacity Project | Darrow Dr from Bayshore Dr to Forest Shore Dr | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County |
| 310 | Capacity Project | Freeport East Connector from SR 20 East to US Hwy 331 | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Unincorporated County |
| 312 | Capacity Project | Old Blue Mountain Rd Extension (CR 83) from Chat Holley Rd to US Hwy 98 | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, or a trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 315 | Capacity Project | CR 3280 from US Hwy 331 (SR 83) to Black Creek Blvd | Upgrade and realign road, add Context-Based Solution elements such as a path or buffered bike lanes. | Walton | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 318 | Capacity Project | JW Hillington Connector Rd from JW Hillington Rd to US Hwy 331 | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Unincorporated County |
| 320 | Capacity Project | Crossings Blvd from West of Wal-Mart to Juniper Ave | New 2-lane road with multi-use path and traffic circle at Juniper Avenue. | Okaloosa | Niceville |
| 331 | Capacity Project | CR 395 from Choctawhatchee Bay (Tucker Bayou) to US Hwy 98 | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County |
| 332 | Capacity Project | CR 393 from Chat Holley Rd to US Hwy 98 | Upgrade pavement width and add turn lanes at major intersections, add Context-Based Solution elements such as paths, sidewalks, or a trail, bike lanes or flex lanes, upgrade stormwater system. | Walton | Unincorporated County |
| 333 | Capacity Project | Mack Bayou Rd from E. Harborview Rd to US Hwy 98 | Upgrade pavement width and add turn lanes at intersections, add Context-Based Solution elements such as a path, bike lanes or flex lanes. Upgrade stormwater system. | Walton | Unincorporated County |
| 341 | Capacity Project | Driftwood Dr from US 98 to Scenic 98 | Upgrade the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Ellis Road. Add Context-Based Solution elements. | Walton | Unincorporated County |
| 342 | Capacity Project | Forest Shore Dr from US Hwy 98 to Driftwood Dr Extension | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County |
| 400 | Context-Based Solution | Hill Ave from Hollywood Blvd to Lovejoy Rd | Provide Corridor Management Study. | Okaloosa | Fort Walton Beach |
| 401 | Context-Based Solution | Lovejoy Rd from Hill Ave to Mary Esther Blvd | Provide Corridor Management Study. | Okaloosa | Fort Walton Beach |
| 402 | Context-Based Solution | Beal Pkwy (SR 189) from US Hwy 98 to Mary Esther Blvd | Provide Corridor Management Study. | Okaloosa | Fort Walton Beach |
| 403 | Context-Based Solution | 1st St from Saint Mary Ave to Brooks St | Provide Context-Based Solutions. | Okaloosa | Fort Walton Beach |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 404 | Context-Based Solution | Brooks St from US Hwy 98 (SR 85) to Bay Dr | Provide Context-Based Solutions. | Okaloosa | Fort Walton Beach |
| 405 | Context-Based Solution | Calhoun Ave from Cross St to US Hwy 98 | Provide Corridor Management Study. | Okaloosa | Destin |
| 406 | Context-Based Solution | Ferry Rd from Miracle Strip Pkwy SE (US Hwy 98) to Yacht Club Dr NE | Provide Context-Based Solutions. | Okaloosa | Fort Walton Beach |
| 408 | E + C | Racetrack Rd (SR 188) from Lewis Turner Blvd (SR 189) to Eglin Pkwy (SR 85) | 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. | Okaloosa | Fort Walton Beach |
| 409 | Context-Based Solution | Mary Esther Blvd (SR 393) from US Hwy 98 to Beal Pkwy (SR 189) | Provide Corridor Management Study. | Okaloosa | Mary Esther, Fort Walton Beach |
| 410 | Context-Based Solution | US Hwy 98 (SR 30) from Hurlburt Field Entrance to Perry Ave SE | Provide Corridor Management Study. | Okaloosa | Mary Esther, Fort Walton Beach |
| 411 | Context-Based Solution | Walter Martin Rd | Provide Corridor Management Study. | Okaloosa | Fort Walton Beach |
| 412 | Context-Based Solution | SE 85 Corridor Management Plan from Airport Rd/Old Bethel Rd to Aplin Rd | Provide Corridor Management Study. | Okaloosa | Crestview |
| 413 | Context-Based Solution | S Ferdon Blvd (SR 85) from Roger J Clary Hwy (SR 123) to Mirage Ave | Provide Corridor Management Study. | Okaloosa | Crestview |
| 414 | Context-Based Solution | SR 20 East from Bay County Line to Black Creek Blvd | Add turn lanes at major intersections and traffic control devices where warranted, add Context-Based Solution elements such as buffered bike lanes and a 10' to 12' wide trail on the north side of ROW. | Walton | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 415 | Context-Based Solution | SR 83 from Alabama State Line to WW II Veterans Ln | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a 10' to 12' wide multi-use trail. | Walton | Unincorporated County |
| 416 | Context-Based Solution | SR 83 from WW II Veterans Ln to SR 83 Alternatives | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a buffered bike lanes and either 8' to 10' shared-use paths on both sides of corridor or a sidewalk on one side and multi-use trail on the opposite side of ROW. | Walton | DeFuniak Springs |
| 417 | Context-Based Solution | 9th St (SR 83) from SR 83 Alternatives to US Hwy 90 | Add Context-Based Solution elements such as 8' to 10' shared-use paths, or 10' to 12' multi-use trail and buffered or protected bike lanes. Add landscape and streetscape. Add enhanced high visibility cross-walks | Walton | DeFuniak Springs |
| 418 | Context-Based Solution | US Hwy 90 (SR 10) from Holmes County (CR 183) to 1st St | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a 10' to 12' wide trail. | Walton | DeFuniak Springs |
| 419 | Context-Based Solution | US Hwy 90 (SR 10) from US Hwy 331 South to East End of DeFuniak Springs City Limits | Road Diet and Context-Based Solutions. | Walton | DeFuniak Springs |
| 420 | Context-Based Solution | US Hwy 90 (SR 10) from US Hwy 331 South to US Hwy 331 North | Recently upgraded. Consider high visibility crosswalks and potential mid-block signal(s) at 20th and 25th Street in conjunction with multimodal improvements. Provide raised medians where feasible to provide pedestrian refuge areas. | Walton | DeFuniak Springs |
| 421 | E + C | US Hwy 98 (SR 30) from 30A West to Mack Bayou Rd | Widen Road & Context-Based Solution. | Walton | Unincorporated County |
| 422 | Context-Based Solution | Sandestin Ln Connector Rd from Mack Bayou Rd to Sandestin Ln | New two (2) lane road with Context-Based Solution elements such as paths or flex lanes. | Walton | Unincorporated County |
| 423 | Context-Based Solution | CR 3280 Extension from Black Creek Blvd to SR 20 | New two (2) lane road with Context-Based Solution elements such as a path and bike lanes. | Walton | Unincorporated County |
| 425 | Context-Based Solution | College Blvd from 21st St to College Blvd | Context-Based Solutions and Major Intersection Safety Audits and Improvements. | Okaloosa | Niceville |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 426 | Context-Based Solution | Palm Blvd from Bayshore Dr to College Blvd | Context-Based Solutions and Major Intersection Safety Audits and Improvements. | Okaloosa | Niceville |
| 427 | Context-Based Solution | Bayshore Rd from SR 20 to SR 20 | Context-Based Solutions Improvements. | Okaloosa | Niceville |
| 428 | Context-Based Solution | 25th St from Bruce Ave Extension to US Hwy 90 | Upgrade road, add Context-Based Solution elements such as sidewalks, shared-use paths and / or bike lanes. This segment includes a portion of Baldwin Avenue from 25th Street to US Hwy 90 (SR 10) | Walton | DeFuniak Springs |
| 429 | Context-Based Solution | Baldwin Ave from 11th St to 16th St | Add a multimodal bridge over US Hwy 331 to accommodate a 10' to 12' wide multi-use trail that connects the Baldwin Ave Context-Based Solution east of US Hwy 331 South and the multi-use trail west of US Hwy 331 South. | Walton | DeFuniak Springs |
| 430 | Context-Based Solution | Bruce Ave Extension from US Hwy 331 to 19th St | New two (2) lane road with Context-Based Solution elements, such as a buffered bike lanes and 8' to 10' paths. Connecting elementary and middle school. | Walton | DeFuniak Springs |
| 431 | Context-Based Solution | Bruce Ave Extension from 19th St to 25th St | New two (2) lane road with Context-Based Solution elements, such as a buffered bike lanes and 8' to 10' paths. Connecting elementary and middle school. | Walton | DeFuniak Springs |
| 433 | Context-Based Solution | Lewis St from WW II Veterans Ln to CR 280 Connector | New two (2) lane road with Context-Based Solution elements such as a sidewalks, bike lanes, or multi-use paths. Portions of the roadway currently exist. | Walton | DeFuniak Springs |
| 434 | Context-Based Solution | SR 20 East from Black Creek Blvd to US Hwy 331 | Widen from two lanes to four lanes, add Context-Based Solution elements like buffered bike lanes, a 10' to 12' wide trail on the north side and a sidewalk/path on the south side of the ROW. Add turn lanes and traffic control devices where warranted. | Walton | Freeport |
| 435 | Context-Based Solution | SR 20 West from US Hwy 331 to Alaqua Dr | Add Context-Based Solution elements such as buffered bike lanes, a 10' to 12' wide trail on the north side and a sidewalk or path on the south side of the ROW. Add turn lanes and traffic control devices where warranted. | Walton | Freeport |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
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| 436 | Context-Based Solution | SR 280 from CR 280 Connector (aka SR 83 East Alternative) to I-10 (SR 8) | East Alternative (EA): Upgrade the existing cross-section of CR 280. Potential widening to four (4) lanes. Add Context-Based Solution elements such as a buffered bike lanes and a multi-use trail. PD&E Study needed. New Interchange at Interstate 10. | Walton | DeFuniak Springs |
| 437 | Context-Based Solution | SR 280 Connector from SR 83 to US Hwy 90 | East Alternative (EA): Construct a new two or four lane road. Add elements like buffered bike lanes and either 8'-10' shared-use paths on both sides of corridor or sidewalk on one side and multi-use trail on the opposite side of ROW. | Walton | DeFuniak Springs |
| 438 | Context-Based Solution | SR 280 Connector from US Hwy 90 (SR 10) to CR 280 | East Alternative (EA): Construct a new two (2) lane or four (4) lane road. Add Context-Based Solution elements such as a buffered bike lanes and a multi-use trail. PD&E Study needed. Alignment shown is preliminary. Final alignment to be determined | Walton | DeFuniak Springs |
| 439 | Context-Based Solution | US Hwy 331 (SR 83) from Rock Hill Rd to Business 331 | Widen from four (4) lanes to six (6) lanes, add Context-Based Solution elements such as buffered bike lanes and a 10' to 12' wide trail on east side of US 331. Add turn lanes at major intersections and traffic control devices where warranted. | Walton | Freeport |
| 440 | Context-Based Solution | US Hwy 331 (SR 83) from Business 331 to SR 20 | Widen from four (4) lanes to six (6) lanes, add Context-Based Solution elements such as buffered bike lanes and a 10' to 12' wide trail on east side of US 331. Add turn lanes at major intersections and traffic control devices where warranted. | Walton | Freeport |
| 441 | Context-Based Solution | US Hwy 331 (SR 83) from I-10 (SR 8) to Rock Hill Rd | Widen from four (4) lanes to six (6) lanes, add Context-Based Solution elements such as buffered bike lanes and a 10' to 12' wide trail on east side of US 331. Add turn lanes at major intersections and traffic control devices where warranted. | Walton | DeFuniak Springs |
| 442 | Context-Based Solution | US Hwy 90 (SR 10) from US Hwy 331 North to Woodyard Rd | Widen from two (2) to four (4) lanes. Construct a 10' to 12' wide multi-use trail south of railroad, provide sidewalk on the north side of the ROW. Provide a signalized intersection or demand actuated signal for bike ped crossing on US Hwy 90 (SR 10) at Woodyard. | Walton | DeFuniak Springs |
| 443 | Context-Based Solution | US Hwy 90 (SR 10) from SR 85 to Okaloosa County | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a 10' to 12' wide trail. | Walton | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 444 | Context-Based Solution | US Hwy 90 (SR 10) from Woodyard Rd to SR 85 | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a 10' to 12' wide trail. | Walton | Crestview |
| 445 | Context-Based Solution | US Hwy 98 (SR 30) from Mack Bayou Rd to Sandestin Blvd | Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. | Walton | Unincorporated County |
| 446 | Context-Based Solution | US Hwy 98 (SR 30) from Sandestin Blvd to Tang O Mar Dr | Install raised landscape median. Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. Add two (2) HAWKS. | Walton | Unincorporated County |
| 447 | Context-Based Solution | US Hwy 98 (SR 30) from Tang O Mar Dr to Scenic 98 | Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. | Walton | Unincorporated County |
| 448 | Context-Based Solution | US Hwy 98 (SR 30) from Scenic 98 to Driftwood Rd | Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. | Walton | Unincorporated County |
| 449 | Context-Based Solution | US Hwy 98 (SR 30) from Driftwood Dr to Okaloosa County | Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. | Walton | Unincorporated County |
| 450 | Context-Based Solution | CR 3280 from Black Creek Blvd to SR 20 | Upgrade and realign road, add Context-Based Solution elements such as a path or buffered bike lanes. | Walton | Unincorporated County |
| 451 | Context-Based Solution | College Blvd from SR 85 to SR 285 | Widen from two (2) to four (4) lanes with multimodal improvements. Multimodal improvements may be phased prior to widening. | Okaloosa | Niceville |
| 452 | Context-Based Solution | College Blvd from SR 285 to Forest Rd | Widen from two (2) to four (4) lanes with multimodal improvements. Multimodal improvements may be phased prior to widening. | Okaloosa | Niceville |
| 453 | E + C | Antioch Rd (CR 4) (SW Crestview Bypass) from I-10 (SR 8) to PJ Adams Pkwy (Crestview Bypass) | Context-Based Solution reconstruction as part of Southwest Crestview Bypass project #70. Total funded cost of $212,000,000. | Okaloosa | DeFuniak Springs |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 454 | Context-Based Solution | Crestview Bypass (Northwest) from US 90 to Stacy Ln | 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. | Okaloosa | Crestview |
| 455 | Context-Based Solution | Crestview Bypass (Northwest) from Stacy Ln to Taylor Rd | 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. | Okaloosa | Crestview |
| 456 | Context-Based Solution | Crestview Bypass (Adams Rd/Taylor Rd) from Crestview Bypass (Northwest) to SR 85 | 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. | Okaloosa | Crestview |
| 457 | Context-Based Solution | Crestview Bypass (Northwest) from Taylor Rd to Bill Lundy Rd (CR 85A) | 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 alt, consider construction of 8' to 10' wide shared-use paths on both sides of the ROW. | Okaloosa | Crestview |
| 458 | Context-Based Solution | Crestview Bypass (Bill Lundy Rd) from Crestview Bypass (Northwest) to SR 85 | Reconstruct and upgrade Bill Lundy Rd (CR 85A) as a two (2) lane Context-Based Solution. 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. | Okaloosa | Crestview |
| 459 | Context-Based Solution | Forest Rd from SR 293 to College Blvd | 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. | Okaloosa | Unincorporated County |
| 460 | Context-Based Solution | Green Acres Rd from Beal Pkwy (SR 189) to MLK Jr Blvd | Evaluate reconstruction as a two (2) lane divided Context-Based Solution 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 travel lane. | Okaloosa | Unincorporated County |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 461 | Context-Based Solution | Hill Ave from Freedom Way to Hollywood Blvd | Conduct Corridor Management Study: The Hill Avenue Context-Based Solutions project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. | Okaloosa | Fort Walton Beach |
| 462 | Context-Based Solution | Hollywood Blvd from Hill Ave to Doolittle Blvd | Widen from two (2) to four (4) lanes and add 8' to 10' multi-use path on the north side of ROW. | Okaloosa | Mary Esther, Fort Walton Beach |
| 463 | Context-Based Solution | Lovejoy Rd from MLK Jr Blvd to Mary Esther Blvd | Conduct Corridor Management Study; The Lovejoy Road Context-Based Solutions project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. | Okaloosa | Fort Walton Beach |
| 464 | Context-Based Solution | Santa Rosa Blvd from 1st Beach Park to Eastern Terminus | Reconstruct as a Context-Based Solution with a multi-use path. | Okaloosa | Unincorporated County |
| 465 | Context-Based Solution | Hurlburt Rd (SR 188) from MLK Jr Blvd to Landry St | Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes. | Okaloosa | Unincorporated County |
| 466 | text-Based Solu | Hurlburt Rd (SR 188) from Landry St to Lewis Turner Blvd (SR 189) | Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes / median. | Okaloosa | Unincorporated County |
| 467 | text-Based Solu | Beal Pkwy (SR 189) from Mary Esther Pkwy to US 98 | 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. | Okaloosa | Fort Walton Beach |
| 468 | text-Based Solu | Mary Esther Cutoff (SR 393) from Beal Pkwy (SR 189) to US 98 | 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. | Okaloosa | Fort Walton Beach |
| 469 | text-Based Solu | SR 85 from US 90 to I-10 (SR 8) | Conduct a Corridor Management Plan along SR 85, which will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. | Okaloosa | Crestview |
| 470 | text-Based Solu | SR 85 from I-10 (SR 8) to PJ Adams Pkwy | Widen from four (4) to six (6) lanes and add 12' to 14' multi-use trail. | Okaloosa | Crestview |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name |
|---|---|---|---|---|---|
| 471 | text-Based Solu | SR 85 from PJ Adams Pkwy to Antioch Rd (CR 4) | Widen from four (4) to six (6) lanes and construct a new 12' wide multi-use trail. | Okaloosa | Crestview |
| 472 | text-Based Solu | SR 85 Corridor Management Plan from Airport Rd (Old Bethel Rd) to US 90 | The SR 85 Corridor Management Plan will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. | Okaloosa | Crestview |
| 473 | text-Based Solu | Eglin Pkwy (SR 85) from Racetrack Rd (SR 188) to South Ave | Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes / median. | Okaloosa | Unincorporated County |
| 474 | text-Based Solu | Eglin Pkwy (SR 85) from South Ave to US 98 | Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes / median. | Okaloosa | Cinco Bayou, Fort Walton Beach |
| 475 | text-Based Solu | US 90 from Fairchild Rd to Walton County Line | Widen roadway from two (2) lanes to four (4) lanes, construct a 12' wide multi-use trail on the northside of the ROW. | Okaloosa | Unincorporated County |
| 476 | text-Based Solu | Miracle Strip Pkwy (US 98) from Hurlburt Field Entrance to Santa Rosa Blvd | 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. | Okaloosa | Mary Esther, Fort Walton Beach |
| 477 | text-Based Solu | Miracle Strip Pkwy (US 98) from Santa Rosa Blvd to Pier Rd | 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. | Okaloosa | Unincorporated County |
| 478 | text-Based Solu | US 98 from Pier Rd to Guld National Sea Shore Dr | Widen from four (4) to six (6) lanes and add 8' to 10' multi-use path or a to 12' wide multi-use trail. | Okaloosa | Unincorporated County |
| 479 | text-Based Solu | Destin Bridge (US 98) from Destin Bridge (West End) to Calhoun Ave (CR 30A) | Widen from four (4) to six (6) lanes and add 8' to 10' multi-use path. | Okaloosa | Destin |

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# Appendix B. Crash Countermeasures

To address the safety concerns for the identified Tier 1 priority segments from the 2024 ECRC Safety Action Plan, any applicable crash countermeasures were reviewed.

## Pedestrians/Bicyclists

### Crosswalk Visibility Enhancements

**Definition:** Enhancements to crosswalk made so that the crosswalk is more visible to motorists. These enhancements are to be implemented on roads with 10,000 AADT and examples include pavement parks, signing, and lighting. An example of a crosswalk visibility enhancement is shown in **Figure 36**.

**Crash Reduction Statistic:** High visibility crosswalks can reduce pedestrian injury crashes by forty percent (40%).

*Figure 36. Crosswalk Visibility Enhancement*



Source: HDR

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**Leading Pedestrian Interval**

**Definition:** Allows pedestrians the ability to enter the crosswalk three (3) – seven (7) seconds before vehicles get the green light: used in areas where visibility is poor turning left and right. An example of a leading pedestrian interval is shown in **Figure 37**.

**Crash Reduction Statistic:** Reduction in pedestrian vehicles crashes at intersections by thirteen percent (13%).

*Figure 37. Leading Pedestrian Interval*



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Source: FHWA

**Median and Pedestrian Refuge Islands**

**Definition:** Sheltered areas built in the middle of the road to allow pedestrians to stop before they finish crossing the road. Made for areas where the speed limits are higher than thirty-five (35) mph and high pedestrian and vehicular traffic. An example of a median and pedestrian refuge island is shown in **Figure 38**.

**Crash Reduction Statistic:** Median with crosswalk can reduce pedestrian crashes by forty-six percent (46%).

*Figure 38. Median and Pedestrian Refuge Islands*



Source: FHWA

**Pedestrian Hybrid Beacons (PHB)**

**Definition:** Traffic control devices are used mid-block or at unsignalized intersections that when active flash a series of yellow and red warning lights direct motorists to stop. They are used in areas with infrequent traffic, vehicular speeds over thirty-five (35) mph and three or more lanes of traffic also places with an AADT of over 9,000 vehicles a day. An example of a pedestrian hybrid beacon (PHB) is shown in **Figure 39**.

**Crash Reduction Statistic:** A reduction in pedestrian crashes by fifty-five percent (55%).

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*Figure 39. Pedestrian Hybrid Beacon*




Source: HDR

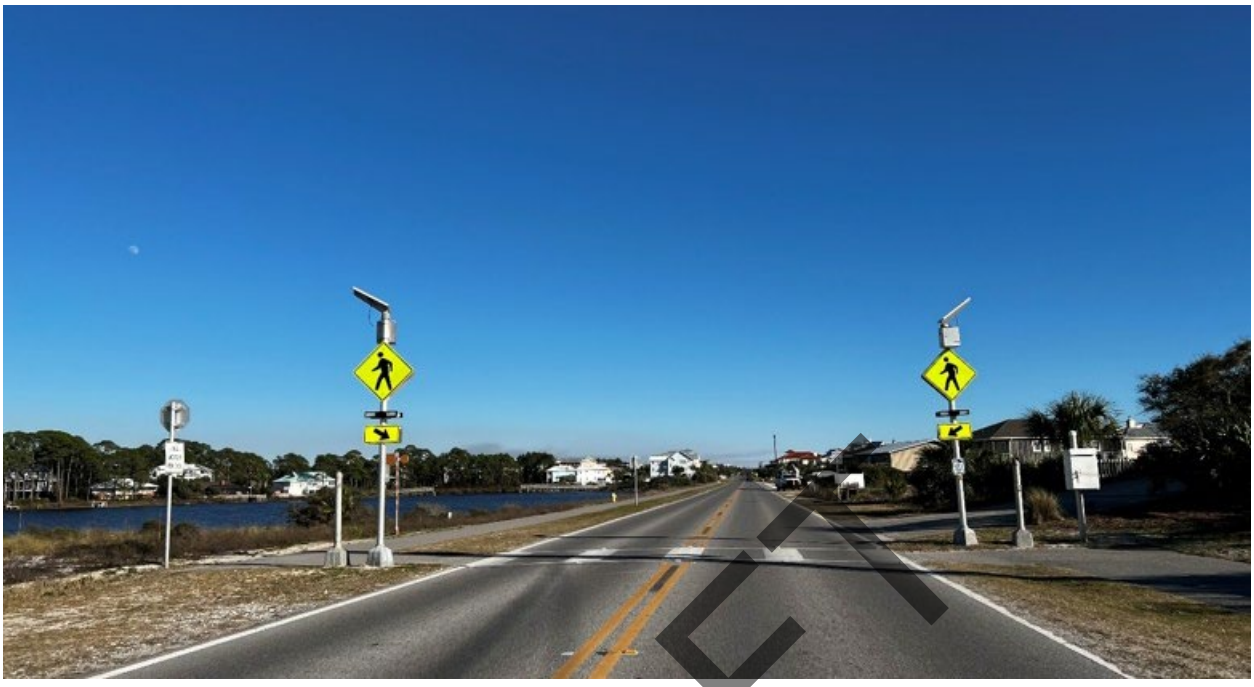
**Rectangular Rapid Flashing Beacons (RRFB)**

**Definition:** Supplement mid-block or at unsignalized intersections to attract attention to pedestrians through the activation of flashing lights. An example of a rectangular rapid flashing beacon (RRFB) is shown in **Figure 40**.

**Crash Reduction Statistic:** RRFBs can increase motorist yielding rates at crosswalks by ninety-eight percent (98%).

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*Figure 40. Rectangular Rapid Flashing Beacon (RRFB)*



Source: HDR

**Roadway Diets**

**Definition:** Removing lanes to calm traffic and reduce traffic used in conjunction with other countermeasures such as refuge islands. Commonly consists of converting four lanes into three lanes, two lanes and center two (2)-way left turn lane.

**Crash Reduction Statistic:** Four lanes to three lane diet have a nineteen – forty-seven percent (19% - 47%) reduction in total crashes.

**Walkways (Multi-Use Trail)**

**Definition:** Dedicated pathways for people walking or utilizing wheelchairs, multi-use paths and pedestrian walkways. Used to create a direct separation between vehicle and pedestrian traffic. A walkway is shown in **Figure 41.**

**Crash Reduction Statistic:** Four lanes to three lane diet have a nineteen – forty-seven percent (19% - 47%) reduction in total crashes.

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*Figure 41. Walkways*



Source: HDR

**Bicycle Lanes**

**Definition:** Dedicated lanes for use by Bicyclists to ride. Used to create separation of roadway and bicyclists and reduce cyclists' use of roadways as shown in **Figure 42**.

**Crash Reduction Statistic:** Bicycle lane additions can reduce crashes by forty-nine percent (49%) for total crashes on urban four (4)-lane undivided roads.

*Figure 42. Bicycle Lane*




Source: HDR

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## Roadway Departures

### Longitudinal Rumble Strips and Stripes

**Definition:** Raised lines on roadways to alert motorists they have departed from travel lanes. Can be found shoulder, edge or center line. Rumble strips have been edge or center line painted over to increase visibility of pavement. Used on roads with poor lighting and high traffic with possibility of head-on collisions or steep drops.

**Crash Reduction Statistic:** Center lines can reduce head on fatal injury crashes on two (2) lane road rural roads by forty-four to sixty-four percent (44% - 64%).

### Median Barriers

**Definition:** Separate opposing traffic reduces cross-median and head on crashes on roadways. Most effective on roads with thirty feet (30') or less and AADT greater than 20,000 vehicles a day as shown in **Figure 43**.

**Crash Reduction Statistic:** Median barriers installed on rural four-lane freeways can reduce cross median crashes by ninety-seven percent (97%).

*Figure 43. Median Barriers*



Source: FHWA

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**Roadway Design Improvements**

**Definition:** Redesign of curves to implement elements that can slow down vehicles and allow for motorists to regain control or prevent vehicles from departing from the roadway. Can be used for slope flattening, widening shoulders, and metal guardrails.

**Crash Reduction Statistic:** There is a twenty-two percent (22%) reduction in crashes when increasing roadway distance from 3.3 ft to 16.7 ft.

**Safety Edge**

**Definition:** Creates a thirty (30)-degree slope drop off compared to ninety (90)-degrees on the edge of the roadway. Made so vehicles once off road have a better chance of regaining control.

**Crash Reduction Statistic:** There is an eleven percent (11%) reduction in fatal and injury crashes. There can also be a reduction in run-off road crashes by twenty-two percent (22%).

**Wider Edge Lines**

**Definition:** Increase of four (4) inches to six (6) inches of edge line giving clearer visual between travel lane and road alignment. Can be used on curves and areas of high run-off.

**Crash Reduction Statistic:** Wider edge lines can reduce crashes up to thirty-two percent (32%) for non-intersection, fatal and injury crashes on rural two (2)-lane roads.

**Enhanced Delineation of Horizontal Curves**

**Definition:** Use of a variety of strategies to increase curve visibility and driver awareness. Strategies can include pavement markings, chevron signs, retroreflective signs, and dynamic curve signs.

**Crash Reduction Statistic:** Chevron signs can reduce nighttime crashes by twenty-five percent (25%). In-lane curve warning pavement markings can reduce crashes by thirty-five to thirty-eight (35% - 38%).

## Intersections

**Corridor Access Management**

**Definition:** Controls entry and exit points along a roadway reduces chaos. Allowing for a smoother transition into roadway. Raised medians can also be used to limit cross-roadway movements. Roundabouts may also be used to limit left turns and U-turns.

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**Crash Reduction Statistic:** Reduce fatal and injury crashes along urban and suburban arterials by twenty-five to thirty-one percent (25% - 31%).

**Dedicated Left and Right Turn Lanes**

**Definition:** Allows slowing traffic to slow into a lane and reduces conflict at traffic signals of fast- and slow-moving traffic. They are most impactful at stop-controlled intersections.

**Crash Reduction Statistic:** Left turn lanes allow a twenty-eight to forty-eight percent (28% - 48%) reduction in total crashes. Right-left turn lanes allow a fourteen to twenty-six percent (14% - 26%) reduction in total crashes.

**Reduced Left-Turn Conflict Intersections (RCUT)**

**Definition:** Minimize the potential for serving crash types, including angle and head on crashes. This is done by implementing reduced conflict intersections that relieve cross-street intersections.

**Crash Reduction Statistic:** Two-way stop-controlled intersection converted to RCUT has a fifty-four percent (54%) reduction in fatal and injury crashes.

**Roundabouts**

**Definition:** A circular intersection to move traffic effectively through an intersection. Vehicle speeds naturally reduce and left turns are avoided. They allow for a reduction of conflict points, due to circulating traffic having the right of way. An example is shown in **Figure 44**.

**Crash Reduction Statistic:** Two-way stop-controlled intersection converted roundabouts have an eighty-two percent (82%) reduction in fatal and injury crashes.

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*Figure 44. Roundabout*




Source: HDR

**Multiple Low-Cost Countermeasures at Stop-Controlled Intersections**

**Definition:** These are used as effective ways to make corrections to areas that need them. Examples include oversized advanced intersection warning signs with flashing beacons, supplemental name plaques, retroreflective signpost, enhanced pavement marks, oversized advance stop signs and removal of sight blocking vegetation.

**Crash Reduction Statistic:** These methods can lead to a twenty-seven percent (27%) reduction in fatal and injury crashes at rural intersections.

**Yellow Change Intervals**

**Definition:** Yellow light in between red and green to give notice to motorist of light change and ability to stop.

**Crash Reduction Statistic:** A thirty-six to fifty percent (36% - 50%) reduction in red light running eight to fourteen percent (8% - 14%) reduction in total crashes.

**Backplates with Retroreflective Borders**

**Definition:** Added to traffic signals as a border to increase daytime and nighttime visibility. Allows for reduction in rear end collisions and helps those with aging or color vision deficient drivers.

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**Crash Reduction Statistic:** Retroreflective borders added to signal backplates allow fifteen percent (15%) reduction in total crashes.

## Crosscutting

**Local Road Safety Plans**

**Definition:** Used to identify, analyze, and prioritize roadway safety improvements. Local road safety plans (LRSPs) can be tailored to local needs and issues and can prioritize locally owned roadways that have high crash rates. The implementation of a local road safety plan can effectively guide funding to address the jurisdiction's most urgent safety needs and may establish a timeline for implementation and evaluation.

**Crash Reduction Statistic:** Twenty-five (25%) reduction on county road facilities in Minnesota after LRSP implementation.

**Pavement Friction Management**

**Definition:** Pavement friction can reduce crashes associated with intersections and road departures. Adequate friction is critical for intersections and roadway curves, where frequent slowing, stopping, and turning can polish the pavement and create slippery surfaces. High friction surface treatments may be used to enhance friction and resist skidding.

**Crash Reduction Statistic:** Twenty percent (20%) reduction of total crashes at intersections.

**Road Safety Audits**

**Definition:** Preformed by a multidisciplinary team independent of the project. Such audits consider all transportation users, account for human factors, and consider the capabilities of road users. Road safety audits can reduce cost through early identification and mitigation of roadway safety issues and ultimately reduce the number and severity of crashes through safe roadway designs.

**Crash Reduction Statistic:** Ten to sixty percent (10% - 60%) reduction in total crashes.

**Lighting**

**Definition:** Adequate lighting can reduce crashes by making hazards and obstacles more visible to motorists, increasing reaction time. Can illuminate pedestrians, bicyclists, and areas of crossing like crosswalks. Horizontal and vertical illuminance levels should be considered when implementing lighting to avoid shadowing or silhouetting pedestrians.

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**Crash Reduction Statistic:** Can reduce pedestrian injury at nighttime in intersections by forty-two percent (42%).

## Speed Management

### Speed Safety Cameras

**Definition:** A camera that captures license plates to ticket drivers for exceeding speed limit. Used in low-speed zone areas and areas with high pedestrian traffic (school zones, city centers).

**Crash Reduction Statistic:** This countermeasure can reduce crashes on urban expressways, freeways and principial arterials by thirty-seven percent (37%).

### Variable Speed Limits

**Definition:** A roadway where conditions are likely to change frequently due to factors such as crashes, congestion or weather variable speed limit signs (VSL) can respond to change. There are signs that change the speed limit based on conditions.

**Crash Reduction Statistic:** VSLs can reduce fatal injury and crashes by fifty-one percent (51%).

### Appropriate Speed Limits for All Road Users

**Definition:** Speed limit that matches road conditions and the surrounding area. Factors that should be considered are pedestrian and bicycle activity, crash history, land use context, traffic volume and roadside conditions.

**Crash Reduction Statistic:** A ten percent (10%) reduction in mean speed has a crash reduction factor of thirty-two percent (32%).

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# Appendix C. Goals, Objectives, Evaluation Criteria Matrix

Below is a matrix showing the goals, objectives, and evaluation criteria that have been developed for the 2026 O-W TPO BikePedTrail Master Plan.

| Goal | Goal Name | Evaluation Criteria # | Evaluation Criteria | Objective # | Potential Score | | | Total Potential Score |
|---|---|---|---|---|---|---|---|---|
| | | | | | Full | Half | None | |
| A | Safety | EC A.1 | Is the project a Tier 1 Priority Project or located on the High Injury Network (HIN)? | Objective A.1, A.2 | Project is located on a Tier 1 Priority Project location. | Project is located on the High Injury Network. | Project is not located on the High Injury Network. | **12.50** |
| | | EC A.2 | Does the roadway the project is located on have a higher crash rate than average (2024 crash rates based on Signal Four Analytics)? | Objective A.1, A.2 | The associated roadway is in the top 3rd percentile (>67%) for higher crash rate than average within O-W TPO. | The associated roadway is in the middle 3rd percentile for higher crash rate than average within O-W TPO. | The associated roadway is in the lower 3rd percentile (<33%) for higher crash rate than average within O-W TPO. | **12.50** |
| B | Multimodal | EC B.1 | Is the project listed within a county Mobility Plan? | Objective B.1, B.2, B.3 | The project is listed within a county Mobility Plan. | - | The project is not listed with a county Mobility Plan. | **8.33** |
| | | EC B.2 | Will the proposed project close a gap within any of the existing networks? | Objective B.2 | The project closes an existing gap within a network. | - | The gap does not close a gap within a network. | **8.33** |
| | | EC B.3 | Is the project located within an area of high demand? | Objective B.1 | The project is located in an area of high demand top 3rd percentile (>67%). | The project is located in an area of high demand (middle 3rd percentile). | Thea area the project is located in is at low demand lower 3rd percentile (<33%). | **8.33** |
| C | Quality of Life | EC C.1 | Socioeconomic score (Project is weighted based on location in SES area.) | Objective C.1 | Project has SE score between 4 - 7. | - | Project has SE score between 0 - 3. | **8.33** |
| | | EC C.2 | Does the project exist on a "high" LTS corridor/intersection? | Objective C.1, C.2 | Project has a LTS score between 3 - 4. | Project has a LTS score of 2. | Project has a LTS score of 1 or none. | **8.33** |
| | | EC C.3 | Is this a community preferred facility improvement? | Objective C.1 | The proposed facility type is preferred by the public. | - | The proposed facility type is not preferred by the public. | **8.33** |
| D | Public & Stakeholder Input | EC D.1 | Public Participation Strategies | Objective D.1, D.3 | Was the project sent by the local agency? | - | Was the project not sent by a local agency? | **12.50** |
| | | EC D.2 | Public Interest | Objective D.1, D.2 | The project has received positive comments as part of the public involvement process. | - | The project has not received any positive comments as part of the public involvement process. | **12.50** |
| **Total Potential Score** | | | | | | | | **100.00** |

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# Appendix D. Prioritization Full Results

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# Final List of Proposed Projects - Full Prioritization Scoring - 2026 BPT MP (08/14/2026)

| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name | BPT HIN Score | BPT Crash Score | BPT Goal A Score | BPT Mobility Score | BPT Gap Score | BPT High Demand Score | BPT Goal B Score | BPT SE Score | BPT LTS Score | BPT Preferred Score | BPT Goal C Score | BPT Local Score | BPT Public Score | BPT Goal D Score | BPT Total Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Bike, Ped, Trail Project | Downtown Fort Walton from SR 98 to Hollywood Blvd NE | Proposed Multi-Use Trail. | Okaloosa | Fort Walton Beach | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 29.16 |
| 2 | Bike, Ped, Trail Project | West Destin from East Pass Bridge to Kell Aire Dr | Proposed Sidewalk and Bike Facility Improvements. | Okaloosa | Destin | 6.25 | 12.5 | 18.75 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 52.08 |
| 3 | Bike, Ped, Trail Project | College Blvd from Luke Ave to US Hwy 98 | Proposed Pathways. | Okaloosa | Destin | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 4 | Bike, Ped, Trail Project | CR 883 Madison St from SR 20 to US Hwy 331 | Add Context-Based Solution elements such as a paths, trail, and / or buffered bike lanes. | Walton | Freeport | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 12.5 | 0 | 12.5 | 47.92 |
| 5 | Bike, Ped, Trail Project | Commons Dr from Hollywood Blvd NE to Nicholson St NE | Sidewalk and Bike Facility Improvements. | Okaloosa | Fort Walton Beach | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |
| 6 | Bike, Ped, Trail Project | Jet Dr from Holmes Blvd NW to Hollywood Blvd NW | Complete Sidewalks. | Okaloosa | Fort Walton Beach | 6.25 | 0 | 6.25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 31.25 |
| 7 | Bike, Ped, Trail Project | Multi-Modal Facility from Scenic Gulf Dr to MC Davis Blvd | Proposed Multi-Use Trail. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 8 | Bike, Ped, Trail Project | Commons Dr from Main St to SR 293 | Sidewalk and Bike Facility Improvements. | Okaloosa | Destin | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 50.00 |
| 9 | Bike, Ped, Trail Project | Hollywood Blvd from Eglin Pkwy (SR 85) to Mary Esther Blvd | Proposed Sidewalk, and Bicycle Lanes. | Okaloosa | Mary Esther, Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 58.33 |
| 10 | Bike, Ped, Trail Project | Gulf Power Easement from US Hwy 98 (SR 30) to US Hwy 98 (SR 30) | Proposed Multi-Use Trail. | Okaloosa | Destin | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.83 |
| 11 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Main St to Gulf Shore Dr | Proposed Multi-Use Trail. | Okaloosa | Destin | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.00 |
| 12 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Indian Bayou Trail to Kelly Plantation Dr | Proposed Multi-Use Trail. | Okaloosa | Destin | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 13 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Crystal Beach Dr to Regions Way | Proposed Sidewalk. | Okaloosa | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 41.66 |
| 14 | Bike, Ped, Trail Project | Pedestrian Access Point | Pedestrian Access Gate. | Okaloosa | Unincorporated County | 6.25 | 6.25 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 15 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Marler to Harbor Blvd | Proposed Pedestrian Improvements. | Okaloosa | Destin | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 16 | Bike, Ped, Trail Project | SR 85 from Commerce Dr to Airport Rd (CR 188) | Proposed Bike/Ped Facility. | Okaloosa | Crestview | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 17 | Bike, Ped, Trail Project | Okaloosa Island Bridge from Pier Rd to Marler Bridge | New 12-foot wide path. | Okaloosa | Unincorporated County | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.75 |
| 18 | Bike, Ped, Trail Project | Baldwin Ave from Baldwin Ave to US Hwy 331 | Install Elevated Pedestrian Overcrossing for Schools. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.00 |
| 19 | Bike, Ped, Trail Project | 20th St from Walton Rd to US Hwy 90 (SR 10) | Proposed Sidewalk Extension. | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |
| 20 | Bike, Ped, Trail Project | Baldwin Ave from 11th St to 1st St | Proposed Sidewalk Rehabilitation. | Walton | DeFuniak Springs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 16.66 |
| 21 | Bike, Ped, Trail Project | Baldwin Ave from 1st St to US Hwy 90 (SR 10) | Proposed Sidewalk Extension. | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 45.83 |
| 22 | Bike, Ped, Trail Project | Baldwin Ave from US Hwy 90 (SR 10) West to 16th St | Add a multi-use trail parallel to the existing railroad track. Create a linear park with landscape and hardscape. Add pedestrian facilities at railroad crossings, add marked crosswalks on Baldwin Ave where needed, add landscape and streetscape | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 29.17 |
| 23 | Bike, Ped, Trail Project | Country Club Dr/Live Oak Ave from Country Club Ln to 25th St | Proposed Sidewalk Extension. | Walton | DeFuniak Springs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 24 | Bike, Ped, Trail Project | 25th St from Baldwin Ave to Live Oak Ave | Proposed Sidewalk Extension. | Walton | DeFuniak Springs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 25 | Bike, Ped, Trail Project | 19th St from Hedger St to Bob Sikes Rd | Proposed Sidewalk Extension. | Walton | DeFuniak Springs | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 26 | Bike, Ped, Trail Project | 20th St from US Hwy 90 (SR 10) to Baldwin Ave | Proposed Sidewalk Extension. | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name | BPT HIN Score | BPT Crash Score | BPT Goal A Score | BPT Mobility Score | BPT Gap Score | BPT High Demand Score | BPT Goal B Score | BPT SE Score | BPT LTS Score | BPT Preferred Score | BPT Goal C Score | BPT Local Score | BPT Public Score | BPT Goal D Score | BPT Total Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 | Bike, Ped, Trail Project | US Hwy 98 (SR 30) from Kelly Plantation Dr to Mid-Bay Bridge Rd (SR 293) | Proposed Sidewalk Facility. | Okaloosa | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 41.66 |
| 28 | Bike, Ped, Trail Project | Elevated Pedestrian Crossing from SR 85 to Commerce Dr | Install Elevated Pedestrian Overcrossing for Schools. | Okaloosa | Crestview | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 27.08 |
| 29 | Bike, Ped, Trail Project | Thompson Rd from Moll Dr Trail Connector to Sugar Dr Connector | Widen sidewalk to a path or trail on east side of ROW. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 30 | Bike, Ped, Trail Project | Moll Dr Trail Connector from Moll Dr to Thompson Rd | New 8' to 10' path or 10' to 12' trail. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 31 | Bike, Ped, Trail Project | Splash Dr Trail Connector from Medley St to Lake Mist Ln | New 8' to 10' path or 10' to 12' trail. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 32 | Bike, Ped, Trail Project | Wall St from Lake Mist Ln to US Hwy 98 | Add path or trail of similar width as Splash Drive Trail Connector. | Walton | Unincorporated County | 6.25 | 0 | 6.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.25 |
| 33 | Bike, Ped, Trail Project | Wall St from US Hwy 98 to End of Road (Gulf of America) | Add path or trail of similar width as Splash Drive Trail Connector. | Walton | Unincorporated County | 6.25 | 0 | 6.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.25 |
| 34 | Bike, Ped, Trail Project | Carmel Dr from Beal Pkwy to Comanche Dr | 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 RRFB mid-block crossings with a raised island. | Okaloosa | Destin | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 33.33 |
| 35 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Unincorporated County | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.75 |
| 36 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.00 |
| 37 | Bike, Ped, Trail Project | Great NW Coastal Trail at Santa Rosa County Line | Proposed Trail Construction. | Okaloosa | Mary Esther, Fort Walton Beach | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 27.08 |
| 38 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 39 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Destin | 6.25 | 0 | 6.25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 22.92 |
| 40 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Unincorporated County | 6.25 | 6.25 | 12.5 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 20.83 |
| 41 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 42 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Destin | 6.25 | 0 | 6.25 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.58 |
| 43 | Bike, Ped, Trail Project | College Blvd at Santa Rosa County Line | Proposed Trail Construction. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 44 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Walton | Unincorporated County | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 27.08 |
| 45 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Destin | 6.25 | 0 | 6.25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 22.92 |
| 46 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Unincorporated County | 0 | 6.25 | 6.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.25 |
| 47 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Walton | DeFuniak Springs | 12.5 | 6.25 | 18.75 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 35.42 |
| 48 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Walton | Unincorporated County | 0 | 6.25 | 6.25 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.58 |
| 49 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Crestview | 6.25 | 12.5 | 18.75 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 27.08 |
| 50 | Bike, Ped, Trail Project | Great NW Coastal Trail | Proposed Trail Construction. | Okaloosa | Destin | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.75 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Trail from Santa Rosa County Line to Holmes County Line | Proposed Trail Construction. | Okaloosa | Crestview | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 27.08 |
| 52 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) from Woodyard Rd to Baldwin Ave | Add a multi-use trail south of the existing railroad track. Create a linear park with landscape and hardscape. | Walton | DeFuniak Springs | 0 | 6.25 | 6.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.25 |
| 56 | Bike, Ped, Trail Project | SR 20 from SR 81 to US Hwy 331 (Madison St) | Safety Project that includes Speed Management, Roadway Departure, Intersections and Lighting improvements. | Walton | Freeport | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 35.42 |
| 57 | Bike, Ped, Trail Project | US Hwy 331 (SR 83) from I-10 (WB Ramp) to E Nelson Ave | Safety Project that includes Speed Management, Pedestrian/Bicyclist, Intersections and Lighting improvements. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 58 | Bike, Ped, Trail Project | Beal Pkwy (SR 189) from Hollywood Blvd to Mary Esther Cutoff (SR 393) | Safety Project that includes Intersection and Lighting improvements. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 59 | Bike, Ped, Trail Project | US Hwy 98 / Miracle Strip Pkwy E (SR 30) from Kerwood Rd to Brooks St SE (SR 145) | Safety Project that includes Speed Management, Pedestrian/Bicyclist, Roadway Departure, Intersections and Lighting improvements. | Okaloosa | Mary Esther, Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 60 | Bike, Ped, Trail Project | US Hwy 98 / Emerald Coast Pkwy (SR 30) from Coastguard Station to Walton County Line | Safety Project that includes Pedestrian/Bicyclist, Intersections and Lighting improvements. | Okaloosa | Destin | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 61 | Bike, Ped, Trail Project | N Ferdon Blvd (SR 85) from Old Bethel Rd to US Hwy 90 (SR 10) | Safety Project that includes Intersection and Lighting improvements. | Okaloosa | Crestview | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 62 | Bike, Ped, Trail Project | Racetrack Rd from MLK Jr Blvd to Eglin Pkwy (SR 85) | Safety Project that includes Pedestrian/Bicyclist, Intersections and Lighting improvements. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 63 | Bike, Ped, Trail Project | John Sims Pkwy (SR 20) from SR 397 to SR 85 | Safety Project that includes Intersection improvements. | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 64 | Bike, Ped, Trail Project | Gulf Powerline Trl from Serenoa Rd to CR 395 | New multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor. Add hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 65 | Bike, Ped, Trail Project | Point Washington Trl from Harris St to Gulf Powerline Trail East | New multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor. Add hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. Connecting corridor to the Gulf Powerline Trail. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 66 | Bike, Ped, Trail Project | Gulf Powerline Trl East from Point Washington Trail to US Hwy 331 | New multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor. Add hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 67 | Bike, Ped, Trail Project | Gulf Powerline Trl West from US Hwy 331 to JD Miller Rd | New multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor. Add hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 68 | Bike, Ped, Trail Project | Lake Jackson Multi-Use Trl from Eastern Terminus to Alabama State Line | New multi-use trail with a cross-section consistent to the existing trail. Add hardscape (amenities, benches, wayfinding) and landscape along the trail. | Walton | Unincorporated County | 0 | 6.25 | 6.25 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 12.5 | 0 | 12.5 | 27.08 |
| 69 | Bike, Ped, Trail Project | 1st Ave from Current Terminus of 1st Ave to 12th St | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County | 6.25 | 0 | 6.25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 22.92 |
| 70 | Bike, Ped, Trail Project | 1st Ave Multimodal Connection from Meigs Dr to Current Terminus of 1st Ave | Construct an 12' wide multi-use path. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 71 | Bike, Ped, Trail Project | 4th Ave from 2nd St to 12th St | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 35.42 |
| 72 | Bike, Ped, Trail Project | 4th St from 12th Ave to Meigs Dr | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County | 6.25 | 0 | 6.25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 22.92 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73 | Bike, Ped, Trail Project | 6th Ave from Eglin Pkwy (SR 85) to 11th St | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County | 6.25 | 0 | 6.25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 22.92 |
| 74 | Bike, Ped, Trail Project | 8th St from 12th Ave to Meigs Dr | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 35.42 |
| 75 | Bike, Ped, Trail Project | 9th Ave from Eglin Pkwy (SR 85) to 12th St | Construct an 8' wide multi-use path. Where ROW Constraints exist, construct a 6' wide multi-use path | Okaloosa | Unincorporated County | 6.25 | 0 | 6.25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 22.92 |
| 76 | Bike, Ped, Trail Project | 12th St from 12th Ave to 1st Ave | Construct an 8' wide multi-use path. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 8.333 | 4.1665 | 0 | 12.4995 | 0 | 0 | 0 | 20.83 |
| 77 | Bike, Ped, Trail Project | Adora Teal Way from John Givens Rd S to John Givens Rd N | 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. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 78 | Bike, Ped, Trail Project | Airmans Memorial Rd from Live Oak Church Rd to Kensington Ln | Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 79 | Bike, Ped, Trail Project | Airport Rd from SR 85 to John Givens Rd | 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. | Okaloosa | Unincorporated County | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 50.00 |
| 80 | Bike, Ped, Trail Project | Bluewater Blvd from Range Rd to John Sims Pkwy (SR 20) | 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 sides. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 81 | Bike, Ped, Trail Project | Buckward Rd from Long Needle Ct to School Entrance | Construct a new 5' sidewalk. | Okaloosa | Niceville | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 82 | Bike, Ped, Trail Project | College Blvd from SR 85 (South) to SR 85 (North) | Construct a 10' wide multi-use path on south / east side of ROW. Add high visibility RRFB 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. | Okaloosa | Niceville | 6.25 | 12.5 | 18.75 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 60.41 |
| 83 | E + C | Comanche Dr from Carmel Dr to MLK Jr Blvd | 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 | Okaloosa | Unincorporated County | 6.25 | 0 | 6.25 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 31.25 |
| 84 | Bike, Ped, Trail Project | Commons Dr from East of Matthew Blvd to Spence Pkwy (SR 293) | 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. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 8.333 | 8.333 | 0 | 16.666 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 45.83 |
| 85 | Bike, Ped, Trail Project | Doolittle Blvd from Hollywood Blvd to Miracle Strip Pkwy (US Hwy 98) | 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. | Okaloosa | Mary Esther | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 4.1665 | 8.33 | 12.4965 | 0 | 0 | 0 | 39.58 |
| 86 | Bike, Ped, Trail Project | Edgewater Dr from Martin Dr to Rocky Bayou Dr | Construct a new 5' sidewalk. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 87 | E + C | Eglin Dr from 12th St to Country Club Dr | Construct a new 5’ sidewalk along the east side of the ROW. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 88 | Bike, Ped, Trail Project | Forest Rd from College Blvd to Rocky Bayou Dr | 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. | Okaloosa | Unincorporated County | 6.25 | 6.25 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |
| 89 | Bike, Ped, Trail Project | Foyshaw Pkwy from US 90 to Skyline Dr | 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. | Okaloosa | Unincorporated County | 0 | 6.25 | 6.25 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 31.25 |
| 90 | Bike, Ped, Trail Project | Georgia Ave from SR 4 to Buckward Rd | Construct a new 5' sidewalk. | Okaloosa | Unincorporated County | 6.25 | 0 | 6.25 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 22.91 |
| 91 | Bike, Ped, Trail Project | Hill Ave from Freedom Way to Lovejoy Rd | 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 Jr. Blvd. & Hollywood Blvd. | Okaloosa | Fort Walton Beach | 6.25 | 12.5 | 18.75 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 4.1665 | 8.33 | 20.8295 | 0 | 0 | 0 | 56.25 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 92 | Bike, Ped, Trail Project | Hollywood Blvd from Doolittle Blvd to Mary Esther Blvd (SR 393) | 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. | Okaloosa | Mary Esther | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 35.41 |
| 93 | Bike, Ped, Trail Project | Hollywood Blvd from Mary Esther Blvd to Wright Pkwy | Replace existing 5' sidewalk with a 10' multi-use path on the south side of ROW. Add high visibility RRFB mid-block crossings at between Bryn Mawr and Marcia / Jonquil intersections and between the Viking Drive and Brewer Circle intersections. | Okaloosa | Mary Esther, Fort Walton Beach | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 52.08 |
| 94 | Bike, Ped, Trail Project | Hollywood Blvd from Wright Pkwy to Memorial Pkwy | Construct 5' to 6' wide sidewalk on missing gaps 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 RRFB mid-block crossings at Lula Belle Lane NW Crosswalk. | Okaloosa | Fort Walton Beach | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 4.1665 | 8.33 | 20.8295 | 0 | 0 | 0 | 47.91 |
| 95 | Bike, Ped, Trail Project | Hollywood Blvd from Memorial Pkwy to Robinwood Dr | Construct 5' to 6' wide sidewalk on north side of the ROW. Add high visibility RRFB mid-block crossings in conjunction with transit stops | Okaloosa | Fort Walton Beach | 6.25 | 12.5 | 18.75 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 60.41 |
| 96 | Bike, Ped, Trail Project | Hollywood Blvd from Robinwood Dr to Beal Pkwy | Replace substandard 3' to 4' wide sidewalk with a 5' to 6' wide sidewalk on north side of the ROW. Add high visibility RRFB mid-block crossings at Jet Drive | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 4.1665 | 8.33 | 20.8295 | 0 | 0 | 0 | 54.16 |
| 97 | Capacity Project | Hollywood Blvd from Beal Pkwy to Eglin Pkwy (SR 85) | 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. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 4.1665 | 8.33 | 20.8295 | 0 | 0 | 0 | 62.50 |
| 98 | Bike, Ped, Trail Project | I-10 (SR 8) from Log Lake Rd (CR 189) to Santa Rosa County Line | Widen from four (4) lanes to six (6) lanes. For Reference Purposes, not part of Mobility Fee Calculation. | Okaloosa | Unincorporated County | 0 | 6.25 | 6.25 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.58 |
| 99 | Bike, Ped, Trail Project | James Lee Rd from Mayflower Ave to Pocahontas Dr | 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 RRFB mid-block crossing. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 100 | Bike, Ped, Trail Project | John Givens Rd from Skyline Dr to Adora Teal Way | 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. | Okaloosa | Unincorporated County | 0 | 6.25 | 6.25 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 31.25 |
| 101 | Bike, Ped, Trail Project | John King Rd from Ferdon Blvd (SR 85) to Windsor Circle | 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. | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 102 | E + C | Lake Silver Rd from SR 85 to Crestview Bypass (Northwest) | Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 103 | Bike, Ped, Trail Project | Lewis St from Beal Pkwy to Justin St | 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. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 54.16 |
| 104 | Bike, Ped, Trail Project | Live Oak Church Rd from John King Rd to Airmans Memorial Rd | Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 105 | Bike, Ped, Trail Project | Live Oak Church Rd from Airmans Memorial Rd to Ferdon Blvd (SR 85) | Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 106 | Bike, Ped, Trail Project | Matthew Blvd from Commons Dr to US 98 | 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. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 25.00 |

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| 107 | Bike, Ped, Trail Project | Mayflower Ave from Justin St to James Lee Blvd | 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 RRFB mid-block crossings with a raised island. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 4.1665 | 8.33 | 20.8295 | 0 | 0 | 0 | 47.91 |
| 108 | Bike, Ped, Trail Project | Meigs Dr from 4th St to Entrance to Meigs Park | Construct an 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 109 | Bike, Ped, Trail Project | Monterrey Rd from Stillwell Blvd to Skyline Dr | 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. | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 110 | Bike, Ped, Trail Project | Okaloosa Ln from US 90 to Aplin Rd | Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Crestview | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 52.08 |
| 111 | E + C | Old Bethel Rd from Stacy Ln to SR 85 | Construct a 8' wide multi-use path. Where ROW constraints exist, construct a 6' wide sidewalk or multi-use path. | Okaloosa | Crestview | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 52.08 |
| 112 | Bike, Ped, Trail Project | Palm Blvd from College Blvd to SR 285 | Widen existing sidewalk to an 8' wide multi-use path or construct a 5' to 6' wide sidewalk along portions or the ROW without an existing sidewalk. Provide high visibility crosswalks as warranted. | Okaloosa | Niceville | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 4.1665 | 8.33 | 20.8295 | 0 | 0 | 0 | 47.91 |
| 113 | Bike, Ped, Trail Project | Paraiso Blvd from Commons Dr to Spence Pkwy (SR 293) | 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. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 114 | E + C | Paraiso Blvd from Commons Dr to US 98 | 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. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 115 | Bike, Ped, Trail Project | Redwood Ave from John Sims Pkwy (SR 20) to 11th St | Widen existing sidewalk to an 8' wide multi-use path or construct a 5' to 6' wide sidewalk along portions or the ROW without an existing sidewalk. Provide high visibility crosswalks as warranted. | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 58.33 |
| 116 | Bike, Ped, Trail Project | Rocky Bayou Dr from Deer Moss Loop to 300' West of Deer Moss Loop | Fill existing sidewalk gaps with 6’ sidewalk along south side. | Okaloosa | Niceville | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 117 | Bike, Ped, Trail Project | Santa Rosa Blvd from US 98 to Amberjack Dr | Construct a 12' to 14' wide multi-use trails along one side of the ROW and provide a 5' wide sidewalk on the other side of the ROW. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 118 | Bike, Ped, Trail Project | Santa Rosa Blvd from Amberjack Dr to 1st Beach Park | Construct a 12' to 14' wide multi-use trails along one side of the ROW and provide a 5' wide sidewalk on the other side of the ROW. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 119 | Bike, Ped, Trail Project | Skyline Dr from Monterrey Rd to John Givens Rd | 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. | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 120 | Bike, Ped, Trail Project | South Ave from James Lee Blvd to SR 85 | 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 RRFB mid-block crossings with a raised island. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 54.16 |
| 121 | Bike, Ped, Trail Project | John Sims Pkwy (SR 20) from Government Ave (SR 85) to Cedar Ave | 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 maybe constructed | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 58.33 |

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| 2050 ID | Project Type | Project Name | Project Description | County Name | City Name | BPT HIN Score | BPT Crash Score | BPT Goal A Score | BPT Mobility Score | BPT Gap Score | BPT High Demand Score | BPT Goal B Score | BPT SE Score | BPT LTS Score | BPT Preferred Score | BPT Goal C Score | BPT Local Score | BPT Public Score | BPT Goal D Score | BPT Total Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 122 | Bike, Ped, Trail Project | John Sims Pkwy (SR 20) from Rocky Bayou Dr to Spence Pkwy (SR 293) | 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 maybe constructed | Okaloosa | Niceville | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 123 | Bike, Ped, Trail Project | Bayshore Blvd (SR 285) from E College Blvd to John Sims Pkwy (SR 20) | 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 maybe constructed. | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 50.00 |
| 124 | Bike, Ped, Trail Project | SR 4 from Cotton Bridge Park (NW of Blackwater River) to SR 189 | 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. | Okaloosa | Unincorporated County | 6.25 | 6.25 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 125 | Bike, Ped, Trail Project | SR 4 from Georgia Ave to Galliver Cutoff (CR 189) | 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. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 35.41 |
| 126 | E + C | SR 4 from Galliver Cutoff (CR 189) to US 90 | 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. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 127 | Bike, Ped, Trail Project | Stillwell Blvd from Ferdon Blvd (SR 85) to Monterrey Rd | Construct a 5' wide sidewalk as an FDOT LAP Project. Where ROW exist, consider widening to 8' wide multi-use path. | Okaloosa | Crestview | 12.5 | 12.5 | 25 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 50.00 |
| 128 | Bike, Ped, Trail Project | US 90 from Santa Rosa County Line to Log Lake Rd E | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 129 | Bike, Ped, Trail Project | US 90 from Log Lake Rd E to Galliver Cutoff (CR 189) | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 35.41 |
| 130 | Bike, Ped, Trail Project | US 90 from Galliver Cutoff (CR 189) to SR 4 | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Unincorporated County | 6.25 | 6.25 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 131 | Bike, Ped, Trail Project | US 90 from SR 4 to Antioch Rd (CR 4) | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 132 | Bike, Ped, Trail Project | US 90 from Antioch Rd (CR 4) to Old Bethel Rd (CR 188) | Construct a new 12' wide multi-use trail. If ROW constrained, provide 10' wide or less multi-use path. | Okaloosa | Crestview | 6.25 | 12.5 | 18.75 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 52.08 |
| 133 | E + C | US 90 from Brackin St to Fairchild Rd | 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. | Okaloosa | Unincorporated County | 0 | 6.25 | 6.25 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 22.91 |
| 134 | Bike, Ped, Trail Project | US 98 from Gulf National Sea Shore Dr to Destin Bridge | Construct 12'-14' multi-use trail on south side of ROW. If ROW constrained, provide 10' wide or less multi-use path | Okaloosa | Unincorporated County | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 135 | Bike, Ped, Trail Project | Valparaiso Blvd from Redwood Ave to Osceola Bay Ave | Fill gaps in sidewalk network from Redwood Ave to Magnolia Shores Dr and Linden Ave to Osceola Ave with a 6' sidewalk along south side of ROW. | Okaloosa | Unincorporated County | 6.25 | 6.25 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |
| 136 | Bike, Ped, Trail Project | SR 285 from Swift Creek Bridge (South end) to College Boulevard/OW Urbanized Area Boundary | Add Sidewalk. | Okaloosa | Niceville | 6.25 | 12.5 | 18.75 | 0 | 0 | 0 | 0 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 35.41 |
| 137 | Bike, Ped, Trail Project | SR 20 from Cat Mar Rd to Walton County Line | Add Sidewalk. | Okaloosa | Niceville | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 35.41 |
| 138 | Bike, Ped, Trail Project | Industrial Dr (US 95 Service Road) from Jones Road to Garden Street | Add Sidewalk. | Okaloosa | Crestview | 0 | 12.5 | 12.5 | 0 | 0 | 0 | 0 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 29.16 |
| 139 | Bike, Ped, Trail Project | Industrial Dr (US 85 Service Road) from Garden Street to Airport Road (CR 188) | Add Sidewalk. | Okaloosa | Crestview | 6.25 | 12.5 | 18.75 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 27.08 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 140 | Bike, Ped, Trail Project | Lewis Turner Blvd (SR 189) from Roberts Blvd to Mooney Rd | Add Sidewalk. | Okaloosa | Mary Esther | 0 | 6.25 | 6.25 | 0 | 0 | 0 | 0 | 0 | 4.1665 | 8.33 | 12.4965 | 0 | 0 | 0 | 18.75 |
| 141 | Bike, Ped, Trail Project | MLK Jr Blvd (CR 20) (Green Acres Dr (OKA)) from Hurlburt Field Rd to Green Acres Dr | Proposed Pedestrian Facility. | Okaloosa | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 142 | Bike, Ped, Trail Project | MLK Jr Blvd (CR 20) (Green Acres Dr (OKA)) from Green Acres Dr to SR 189 | Proposed Pedestrian Facility. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 37.50 |
| 143 | Bike, Ped, Trail Project | Bay St (OKA) from Duggan Ave to Randolph Ct | Proposed Pedestrian Facility. | Okaloosa | Crestview | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 8.33 |
| 144 | Bike, Ped, Trail Project | Hill Ave (CR 20) (OKA) from Hollywood Blvd to Lovejoy Rd | Proposed Pedestrian Facility. | Okaloosa | Mary Esther | 0 | 12.5 | 12.5 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 29.17 |
| 145 | Bike, Ped, Trail Project | Lewis St (Mayflower Ave) (OKA) from SR 189 to Dubois Dr | Proposed Pedestrian Facility. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 37.50 |
| 146 | Bike, Ped, Trail Project | Santa Rosa Blvd (OKA) from Eglin AFB Boundary to US 98 (SR 30) | Proposed Pedestrian Facility. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 27.08 |
| 147 | Bike, Ped, Trail Project | CR 2390 (OKA) from SR 85 to Terminus | Proposed Bicycle Facility. | Okaloosa | Mary Esther | 6.25 | 12.5 | 18.75 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 43.75 |
| 148 | Bike, Ped, Trail Project | CR 2390 (OKA) from Memorial Pkwy to SR 189 | Proposed Pedestrian Facility. | Okaloosa | Mary Esther | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 149 | Bike, Ped, Trail Project | CR 2390 (OKA) from SR 85 to Terminus | Proposed Pedestrian Facility. | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 4.1665 | 0 | 4.1665 | 0 | 0 | 0 | 29.17 |
| 150 | Bike, Ped, Trail Project | CR 2390 (OKA) from SR 85 to Terminus | Proposed Pedestrian Facility. | Okaloosa | Mary Esther | 6.25 | 12.5 | 18.75 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 43.75 |
| 151 | Bike, Ped, Trail Project | U.S. 90 Shared-Use Trail PD&E Study | PD&E Study to consider adding a shared-use trail along US 90. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 152 | Bike, Ped, Trail Project | Carr Rd (Yellow River) at Existing Eglin Air Force Base Trail | A footbridge is needed along the Florida National Scenic Trail (FNST) across the Yellow River to connect the FNST section on Eglin Air Force Base to conservation lands managed by the Northwest Florida Water Management District (NWFWMD). | Okaloosa | Unincorporated County | 0 | 6.25 | 6.25 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 22.92 |
| 153 | Bike, Ped, Trail Project | Industrial Dr from Main St to Playground Dr | This project will construct an approximately 1,000-foot multi-use path. The path will provide safe, ADA-accessible pedestrian and bicycle access between residential neighborhoods west of Highway 85 and recreational amenities in the downtown core. | Okaloosa | Crestview | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 16.67 |
| 154 | Bike, Ped, Trail Project | Valparaiso Blvd Sidewalk Improvements | Enhances walkability and reflects a coordinated effort between the County and City to expand safe pedestrian infrastructure. | Okaloosa | DeFuniak Springs | 6.25 | 12.5 | 18.75 | 0 | 0 | 0 | 0 | 0 | 4.1665 | 0 | 4.1665 | 0 | 0 | 0 | 22.92 |
| 155 | Bike, Ped, Trail Project | 4th Ave from 2nd St to 12th St | Proposed Sidewalk Facility. | Okaloosa | Shalimar | 6.25 | 12.5 | 18.75 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 43.75 |
| 156 | Bike, Ped, Trail Project | Palm Boulevard Multi-Use Trail | Proposed Multi-Use Trail. | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 12.5 | 0 | 12.5 | 54.17 |
| 157 | Bike, Ped, Trail Project | Walton Rd | Proposed Multi-Use Path. | Walton | DeFuniak Springs | 6.25 | 12.5 | 18.75 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.08 |
| 158 | Bike, Ped, Trail Project | Harbor Blvd | Proposed Bridge. | Okaloosa | Destin | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 159 | Bike, Ped, Trail Project | U.S. 90 Shared-Use Trail PD&E Study | PD&E Study to consider adding a shared-use trail along US 90. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 160 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) Multi Use Path from Woodyard Rd to Baldwin Ave | Add a multi-use trail south of the existing railroad track. Create a linear park with landscape and hardscape. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 161 | Bike, Ped, Trail Project | Baldwin Ave from US Hwy 90 (SR 10) West to US Hwy 90 (SR 10) East | Add a multi-use trail south of the existing railroad track. Create a linear park with landscape and hardscape. Design Phase. | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 20.83 |
| 162 | Bike, Ped, Trail Project | Baldwin Ave from US Hwy 90 (SR 10) West to US Hwy 90 (SR 10) East | Add a multi-use trail south of the existing railroad track. Create a linear park with landscape and hardscape. PDE Phase. | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 20.83 |

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| 163 | E + C | Woodham Dr from South Ave to Newcastle Dr | TPO Transportation Alternatives Fully Funded Project Priority. Sidewalks on Woodham Drive from South Avenue to Newcastle Drive. | Okaloosa | Fort Walton Beach | | | 0 | | | | 0 | | | | 0 | | | 0 | 0.00 |
| 164 | E + C | Navy St from Mayflower Ave to Racetrack Rd | Sidewalks on Navy Street from Mayflower Avenue to Racetrack Road and Bob Sikes Boulevard from Navy Street to Denton Boulevard. | Okaloosa | Fort Walton Beach | | | 0 | | | | 0 | | | | 0 | | | 0 | 0.00 |
| 165 | E + C | Bob Sikes Blvd from Navy St to Denton Blvd | Sidewalks on Navy Street from Mayflower Avenue to Racetrack Road and Bob Sikes Boulevard from Navy Street to Denton Boulevard. | Okaloosa | Fort Walton Beach | | | 0 | | | | 0 | | | | 0 | | | 0 | 0.00 |
| 166 | Bike, Ped, Trail Project | US Hwy 90 (SR 10) from Cooper Ln to Hold Community Center Driveway | Proposed Bike/Path Trail. | Okaloosa | Unincorporated County | | | 0 | | | | 0 | | | | 0 | | | 0 | 0.00 |
| 167 | Bike, Ped, Trail Project | Rocky Bayou Dr from John Sims Pkwy E to Forest Rd | Proposed Sidewalk Improvements. | Okaloosa | Niceville | | | 0 | | | | 0 | | | | 0 | | | 0 | 0.00 |
| 201 | Capacity Project | US Hwy 331 (SR 83) South from US Hwy 90 (SR 10) to I-10 (SR 8) | Enhance signal timings, interconnect signals, reduce driveway conflicts, lengthen turn lanes, implement access management & add Context-Based Solution elements such as buffered bike lanes and upgrades sidewalks to paths where ROW is available. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 50.00 |
| 226 | Capacity Project | US Hwy 98 / Harbor Blvd (SR 30) from CR 30A Calhoun Ave to Airport Rd | 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. | Okaloosa | Destin | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 33.33 |
| 227 | Capacity Project | Westbay Pkwy from Bay County Line to US Hwy 98 | New four (4) lane divided road expandable to six (6) lanes with Context-Based Solution elements includes buffered bike lanes or flex lanes, paths or trails on both sides of ROW, landscape median, high visibility crosswalks. | Walton/Bay | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 241 | Capacity Project | Marquis Way West Ext from Shipyard Rd to Marquis Way (Blue Ridge Parkway Improvements) | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Freeport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 8.33 |
| 242 | Capacity Project | Marquis Way East Connector Rd from US Hwy 331 (SR 83) to SR 20 | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Freeport | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.83 |
| 243 | Capacity Project | North Freeport Connector (formerly known as Water Tower Road Connector) from Business 331 to US Hwy 331 | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Freeport | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 |
| 246 | Capacity Project | South Walton North (South Connector Rd) from CR 30A to US Hwy 98 (SR 30) | Construct new two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. Final Length TBD. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 251 | Capacity Project | Madison St from SR 20 West to Shipyard Rd | Road Upgrades and Improvements. Pedestrian path along one side of roadway. | Walton | Freeport | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 20.83 |
| 252 | Capacity Project | Four Mile Rd from SR 20 to 83A East | Upgrade road, add Context-Based Solution elements such as a path or buffered bike lanes. | Walton | Freeport | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 25.00 |
| 253 | Capacity Project | Marquis Way West Connector Road | Upgrade road, add Context-Based Solution elements such as sidewalks, paths and / or bike lanes. | Walton | Freeport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 16.66 |
| 259 | Capacity Project | CR 30A from US Hwy 98 East to Seagrove Beach (CR 395) | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County | 6.25 | 6.25 | 12.5 | 0 | 0 | 8.333 | 8.333 | 0 | 4.1665 | 8.33 | 12.4965 | 0 | 0 | 0 | 33.33 |

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| 260 | Capacity Project | CR 30A from Seagrove Beach (CR 395) to Grayton Beach (CR 283) | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County | 0 | 12.5 | 12.5 | 0 | 0 | 4.165 | 4.165 | 0 | 4.1665 | 8.33 | 12.4965 | 0 | 0 | 0 | 29.16 |
| 261 | Capacity Project | CR 30A from Grayton Beach (CR 283) to Gulf Place (CR 393) | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County | 0 | 6.25 | 6.25 | 0 | 0 | 4.165 | 4.165 | 0 | 4.1665 | 8.33 | 12.4965 | 0 | 0 | 0 | 22.91 |
| 262 | Capacity Project | CR 30A from Gulf Place (CR 393) to US Hwy 98 West | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 4.165 | 4.165 | 0 | 4.1665 | 8.33 | 12.4965 | 0 | 0 | 0 | 41.66 |
| 263 | Capacity Project | Watersound Pkwy (Private Rd) from US Hwy 98 to 30A | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County | 6.25 | 0 | 6.25 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 22.91 |
| 264 | Capacity Project | CR 395 from US Hwy 98 to 30A | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 4.1665 | 8.33 | 12.4965 | 0 | 0 | 0 | 37.50 |
| 266 | Capacity Project | CR 283 from US Hwy 98 to 30A | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 4.1665 | 8.33 | 12.4965 | 0 | 0 | 0 | 37.50 |
| 267 | Capacity Project | DeFuniak St from 30A to Grayton Beach | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit. | Walton | Unincorporated County | 0 | 12.5 | 12.5 | 0 | 0 | 0 | 0 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 29.16 |
| 268 | Capacity Project | Old Blue Mountain Rd (CR 83) from US Hwy 98 to 30A | Add Context-Based Solution elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 50.00 |
| 269 | Capacity Project | CR 393 from Choctawhatchee Bay to Chat Holley Rd | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County | 6.25 | 6.25 | 12.5 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 8.33 | 24.996 | 12.5 | 0 | 12.5 | 50.00 |
| 270 | Capacity Project | Point Washington Connector from CR 395 to Point Washington Rd | Add Context-Based Solution elements, such as a path, trail, or bike lanes. Connecting corridor to the Gulf Powerline Trail. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.5 | 0 | 12.5 | 12.50 |
| 271 | Capacity Project | US Hwy 98 (SR 30) Alternative from JD Miller Rd to Mack Bayou Rd | New two (2) lane road with Context-Based Solution elements such as a multi-use trail and bike lanes or flex lanes. Provide continuation of Gulf Powerline Trail. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |

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| 272 | Capacity Project | College Blvd from US Hwy 331 (SR 83) to Church St | Widen road to provide four (4) lanes of capacity, add turn lanes at intersections where warranted, add Context-Based Solution elements, such as sidewalk, path, bike lanes or flex lanes. Upgrade stormwater system | Walton | Unincorporated County | 6.25 | 12.5 | 18.75 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 43.75 |
| 273 | Capacity Project | Alderberry Rd from Eastern terminus to E. Hewett Rd | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 274 | Capacity Project | Alderberry Rd from Don Bishop Rd to Eastern terminus | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 275 | Capacity Project | E. Lamb Dr from Goldsby Rd to Mack Bayou Rd | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 276 | Capacity Project | Goldsby Rd from E. Lamb Dr to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 277 | Capacity Project | West Hewett Rd from E. Lamb Dr Extension to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 278 | Capacity Project | East Hewett Rd from E. Lamb Dr Extension to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 279 | Capacity Project | Don Bishop Rd from Alderberry Rd Extension to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 280 | Capacity Project | Comanche Dr from Chat Holley Rd to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 281 | Capacity Project | Veterans Rd from Chat Holley Rd to US Hwy 98 | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |
| 282 | Capacity Project | JD Miller from Chat Holley Rd to US Hwy 98 | Upgrade pavement width and road functional classification, add Context-Based Solution elements such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 283 | Capacity Project | Sugar Dr from US Hwy 98 to Sugar Dr Connector | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 284 | Capacity Project | Sugar Dr Connector from Thompson Rd to Sugar Dr | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 285 | Capacity Project | Walton Palm Rd Extension from N. Orange St to N. Wall St | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, trail, bike lanes or flex lanes. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 286 | Capacity Project | Pinewood Ln from North Orange St to 30A | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 287 | Capacity Project | Orange St from Pinewood Ln to US Hwy 98 | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County | 6.25 | 0 | 6.25 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 14.58 |
| 288 | Capacity Project | Orange St from US Hwy 98 to West Park Place Ave | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County | 6.25 | 0 | 6.25 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 14.58 |
| 289 | Capacity Project | Marquis Way from Blue Ridge Pkwy Extension to US Hwy 331 | Upgrade road, add Context-Based Solution elements such as sidewalks, paths and / or bike lanes. | Walton | Freeport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 16.66 |

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| 291 | Capacity Project | CR 280A Connector (Alternative to CR 280 Connector) from CR 280 to CR 280A | New two (2) lane road with Context-Based Solution elements such as a sidewalks, bike. | Walton | DeFuniak Springs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 16.66 |
| 292 | Capacity Project | CR 280A from CR 280A Connector to CR 280B | Upgrade and realign road, add Context-Based Solution elements such as a sidewalks, bike lanes, or multi-use pathways. | Walton | DeFuniak Springs | 0 | 12.5 | 12.5 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 45.83 |
| 293 | Capacity Project | Watersound Internal from Westbay Pkwy to Serenoa Rd | New two (2) lane road with Context-Based Solution elements such as paths, sidewalks, or a trail, bike lanes or flex lanes. Connecting corridor to the Gulf Powerline Trail. *Developer funded. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 294 | Capacity Project | Watersound Internal from Watersound Pkwy to Westbay Pkwy | New two (2) lane road with Context-Based Solution elements such as paths, sidewalks, or a trail, bike lanes or flex lanes. Connecting corridor to the Gulf Powerline Trail. *Developer funded. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 296 | Capacity Project | Point Washington Rd from Point Washington Connector to Harris St | Add Context-Based Solution elements, such as a path, trail, or bike lanes. Connecting corridor to the Gulf Powerline Trail. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 8.33 |
| 298 | Capacity Project | Scenic 98 from US Hwy 98 to Okaloosa County Line | Convert Scenic 98 to a Context-Based Solution, consisting of elements such as lower speeds, flex lanes and widening the existing path. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 4.165 | 4.165 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 37.50 |
| 299 | Capacity Project | Poinciana Blvd from US Hwy 98 to Scenic 98 | Upgrade to a landscaped multiway Blvd. that safely accommodates all modes of travel and encourages redevelopment of adjacent parcels. Add Context-Based Solution elements such as wider paths and flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 29.17 |
| 300 | Capacity Project | Driftwood Extension from Forest Shore Dr to US Hwy 98 | New two (2) lane road with Context-Based Solution elements such as paths or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 301 | Capacity Project | Ellis Rd from US Hwy 98 to Scenic 98 | Upgrade the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Driftwood Drive. Add Context-Based Solution elements | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.83 |
| 302 | Capacity Project | Bradley St from Ellis Rd to Driftwood Dr | Upgrade the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Payne Street. Add Context-Based Solution elements | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 303 | Capacity Project | Paynes St from Ellis Rd to Driftwood Dr | Upgrade the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Bradley Street. Add Context-Based Solution elements | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 304 | Capacity Project | Geronimo St from Bayshore Dr to US Hwy 98 | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 305 | Capacity Project | Miramar Beach Dr from US Hwy 98 to Scenic 98 | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 306 | Capacity Project | North Holiday Rd from Shore Dr to US Hwy 98 | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 307 | Capacity Project | Bluewater Blvd from Geronimo St to Darrow Dr | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 308 | Capacity Project | Crest Dr from Shore Dr to Geronimo St | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 309 | Capacity Project | Darrow Dr from Bayshore Dr to Forest Shore Dr | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 310 | Capacity Project | Freeport East Connector from SR 20 East to US Hwy 331 | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |

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| 312 | Capacity Project | Old Blue Mountain Rd Extension (CR 83) from Chat Holley Rd to US Hwy 98 | New two (2) lane road with Context-Based Solution elements, such as paths, sidewalks, or a trail, bike lanes or flex lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 12.5 | 0 | 12.5 | 50.00 |
| 315 | Capacity Project | CR 3280 from US Hwy 331 (SR 83) to Black Creek Blvd | Upgrade and realign road, add Context-Based Solution elements such as a path or buffered bike lanes. | Walton | Unincorporated County | 6.25 | 6.25 | 12.5 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 20.83 |
| 318 | Capacity Project | JW Hillington Connector Rd from JW Hillington Rd to US Hwy 331 | New two (2) lane road with Context-Based Solution elements such as paths and bike lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 320 | Capacity Project | Crossings Blvd from West of Wal-Mart to Juniper Ave | New 2-lane road with multi-use path and traffic circle at Juniper Avenue. | Okaloosa | Niceville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 12.5 | 0 | 12.5 | 20.83 |
| 331 | Capacity Project | CR 395 from Choctawhatchee Bay (Tucker Bayou) to US Hwy 98 | Add Context-Based Solution elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. | Walton | Unincorporated County | 0 | 12.5 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |
| 332 | Capacity Project | CR 393 from Chat Holley Rd to US Hwy 98 | Upgrade pavement width and add turn lanes at major intersections, add Context-Based Solution elements such as paths, sidewalks, or a trail, bike lanes or flex lanes, upgrade stormwater system. | Walton | Unincorporated County | 6.25 | 12.5 | 18.75 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 333 | Capacity Project | Mack Bayou Rd from E. Harborview Rd to US Hwy 98 | Upgrade pavement width and add turn lanes at intersections, add Context-Based Solution elements such as a path, bike lanes or flex lanes. Upgrade stormwater system. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 341 | Capacity Project | Driftwood Dr from US 98 to Scenic 98 | Upgrade the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Ellis Road. Add Context-Based Solution elements. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.83 |
| 342 | Capacity Project | Forest Shore Dr from US Hwy 98 to Driftwood Dr Extension | Road Upgrades and Context-Based Solutions. Construct a 5' to 6' sidewalk or path. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 400 | Context-Based Solution | Hill Ave from Hollywood Blvd to Lovejoy Rd | Provide Corridor Management Study. | Okaloosa | Fort Walton Beach | 6.25 | 12.5 | 18.75 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 27.08 |
| 401 | Context-Based Solution | Lovejoy Rd from Hill Ave to Mary Esther Blvd | Provide Corridor Management Study. | Okaloosa | Fort Walton Beach | 0 | 12.5 | 12.5 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 29.17 |
| 402 | Context-Based Solution | Beal Pkwy (SR 189) from US Hwy 98 to Mary Esther Blvd | Provide Corridor Management Study. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 403 | Context-Based Solution | 1st St from Saint Mary Ave to Brooks St | Provide Context-Based Solutions. | Okaloosa | Fort Walton Beach | 6.25 | 0 | 6.25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 22.92 |
| 404 | Context-Based Solution | Brooks St from US Hwy 98 (SR 85) to Bay Dr | Provide Context-Based Solutions. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 405 | Context-Based Solution | Calhoun Ave from Cross St to US Hwy 98 | Provide Corridor Management Study. | Okaloosa | Destin | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 4.1665 | 0 | 4.1665 | 0 | 0 | 0 | 29.17 |
| 406 | Context-Based Solution | Ferry Rd from Miracle Strip Pkwy SE (US Hwy 98) to Yacht Club Dr NE | Provide Context-Based Solutions. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 4.1665 | 0 | 12.4995 | 0 | 0 | 0 | 45.83 |
| 408 | E + C | Racetrack Rd (SR 188) from Lewis Turner Blvd (SR 189) to Eglin Pkwy (SR 85) | 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. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 409 | Context-Based Solution | Mary Esther Blvd (SR 393) from US Hwy 98 to Beal Pkwy (SR 189) | Provide Corridor Management Study. | Okaloosa | Mary Esther, Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |

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| 410 | Context-Based Solution | US Hwy 98 (SR 30) from Hurlburt Field Entrance to Perry Ave SE | Provide Corridor Management Study. | Okaloosa | Mary Esther, Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 411 | Context-Based Solution | Walter Martin Rd | Provide Corridor Management Study. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 412 | Context-Based Solution | SE 85 Corridor Management Plan from Airport Rd/Old Bethel Rd to Aplin Rd | Provide Corridor Management Study. | Okaloosa | Crestview | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 41.67 |
| 413 | Context-Based Solution | S Ferdon Blvd (SR 85) from Roger J Clary Hwy (SR 123) to Mirage Ave | Provide Corridor Management Study. | Okaloosa | Crestview | 0 | 6.25 | 6.25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 22.92 |
| 414 | Context-Based Solution | SR 20 East from Bay County Line to Black Creek Blvd | Add turn lanes at major intersections and traffic control devices where warranted, add Context-Based Solution elements such as buffered bike lanes and a 10' to 12' wide trail on the north side of ROW. | Walton | Unincorporated County | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 35.41 |
| 415 | Context-Based Solution | SR 83 from Alabama State Line to WW II Veterans Ln | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a 10' to 12' wide multi-use trail. | Walton | Unincorporated County | 6.25 | 6.25 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 416 | Context-Based Solution | SR 83 from WW II Veterans Ln to SR 83 Alternatives | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a buffered bike lanes and either 8' to 10' shared-use paths on both sides of corridor or a sidewalk on one side and multi-use trail on the opposite side of ROW. | Walton | DeFuniak Springs | 0 | 6.25 | 6.25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 22.91 |
| 417 | Context-Based Solution | 9th St (SR 83) from SR 83 Alternatives to US Hwy 90 | Add Context-Based Solution elements such as 8' to 10' shared-use paths, or 10' to 12' multi-use trail and buffered or protected bike lanes. Add landscape and streetscape. Add enhanced high visibility cross-walks | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 50.00 |
| 418 | Context-Based Solution | US Hwy 90 (SR 10) from Holmes County (CR 183) to 1st St | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a 10' to 12' wide trail. | Walton | DeFuniak Springs | 12.5 | 6.25 | 18.75 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 419 | Context-Based Solution | US Hwy 90 (SR 10) from US Hwy 331 South to East End of DeFuniak Springs City Limits | Road Diet and Context-Based Solutions. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 58.33 |
| 420 | Context-Based Solution | US Hwy 90 (SR 10) from US Hwy 331 South to US Hwy 331 North | Recently upgraded. Consider high visibility crosswalks and potential mid-block signal(s) at 20th and 25th Street in conjunction with multimodal improvements. Provide raised medians where feasible to provide pedestrian refuge areas. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 421 | E + C | US Hwy 98 (SR 30) from 30A West to Mack Bayou Rd | Widen Road & Context-Based Solution. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 422 | Context-Based Solution | Sandestin Ln Connector Rd from Mack Bayou Rd to Sandestin Ln | New two (2) lane road with Context-Based Solution elements such as paths or flex lanes. | Walton | Unincorporated County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 423 | Context-Based Solution | CR 3280 Extension from Black Creek Blvd to SR 20 | New two (2) lane road with Context-Based Solution elements such as a path and bike lanes. | Walton | Unincorporated County | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.50 |
| 425 | Context-Based Solution | College Blvd from 21st St to College Blvd | Context-Based Solutions and Major Intersection Safety Audits and Improvements. | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 41.67 |
| 426 | Context-Based Solution | Palm Blvd from Bayshore Dr to College Blvd | Context-Based Solutions and Major Intersection Safety Audits and Improvements. | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 427 | Context-Based Solution | Bayshore Rd from SR 20 to SR 20 | Context-Based Solutions Improvements. | Okaloosa | Niceville | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 12.5 | 0 | 12.5 | 54.17 |

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| 428 | Context-Based Solution | 25th St from Bruce Ave Extension to US Hwy 90 | Upgrade road, add Context-Based Solution elements such as sidewalks, shared-use paths and / or bike lanes. This segment includes a portion of Baldwin Avenue from 25th Street to US Hwy 90 (SR 10) | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 429 | Context-Based Solution | Baldwin Ave from 11th St to 16th St | Add a multimodal bridge over US Hwy 331 to accommodate a 10' to 12' wide multi-use trail that connects the Baldwin Ave Context-Based Solution east of US Hwy 331 South and the multi-use trail west of US Hwy 331 South. | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 20.83 |
| 430 | Context-Based Solution | Bruce Ave Extension from US Hwy 331 to 19th St | New two (2) lane road with Context-Based Solution elements, such as a buffered bike lanes and 8' to 10' paths. Connecting elementary and middle school. | Walton | DeFuniak Springs | 12.5 | 0 | 12.5 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |
| 431 | Context-Based Solution | Bruce Ave Extension from 19th St to 25th St | New two (2) lane road with Context-Based Solution elements, such as a buffered bike lanes and 8' to 10' paths. Connecting elementary and middle school. | Walton | DeFuniak Springs | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 433 | Context-Based Solution | Lewis St from WW II Veterans Ln to CR 280 Connector | New two (2) lane road with Context-Based Solution elements such as a sidewalks, bike lanes, or multi-use paths. Portions of the roadway currently exist. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 50.00 |
| 434 | Context-Based Solution | SR 20 East from Black Creek Blvd to US Hwy 331 | Widen from two lanes to four lanes, add Context-Based Solution elements like buffered bike lanes, a 10' to 12' wide trail on the north side and a sidewalk/path on the south side of the ROW. Add turn lanes and traffic control devices where warranted. | Walton | Freeport | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 50.00 |
| 435 | Context-Based Solution | SR 20 West from US Hwy 331 to Alaqua Dr | Add Context-Based Solution elements such as buffered bike lanes, a 10' to 12' wide trail on the north side and a sidewalk or path on the south side of the ROW. Add turn lanes and traffic control devices where warranted. | Walton | Freeport | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 52.08 |
| 436 | Context-Based Solution | SR 280 from CR 280 Connector (aka SR 83 East Alternative) to I-10 (SR 8) | East Alternative (EA): Upgrade the existing cross-section of CR 280. Potential widening to four (4) lanes. Add Context-Based Solution elements such as a buffered bike lanes and a multi-use trail. PD&E Study needed. New Interchange at Interstate 10. | Walton | DeFuniak Springs | 0 | 6.25 | 6.25 | 0 | 0 | 0 | 0 | 8.333 | 4.1665 | 0 | 12.4995 | 0 | 0 | 0 | 18.75 |
| 437 | Context-Based Solution | SR 280 Connector from SR 83 to US Hwy 90 | East Alternative (EA): Construct a new two or four lane road. Add elements like buffered bike lanes and either 8'-10' shared-use paths on both sides of corridor or sidewalk on one side and multi-use trail on the opposite side of ROW. | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 50.00 |
| 438 | Context-Based Solution | SR 280 Connector from US Hwy 90 (SR 10) to CR 280 | East Alternative (EA): Construct a new two (2) lane or four (4) lane road. Add Context-Based Solution elements such as a buffered bike lanes and a multi-use trail. PD&E Study needed. Alignment shown is preliminary. Final alignment to be determined | Walton | DeFuniak Springs | 12.5 | 12.5 | 25 | 0 | 8.333 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 439 | Context-Based Solution | US Hwy 331 (SR 83) from Rock Hill Rd to Business 331 | Widen from four (4) lanes to six (6) lanes, add Context-Based Solution elements such as buffered bike lanes and a 10' to 12' wide trail on east side of US 331. Add turn lanes at major intersections and traffic control devices where warranted. | Walton | Freeport | 6.25 | 6.25 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |

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| 440 | Context-Based Solution | US Hwy 331 (SR 83) from Business 331 to SR 20 | Widen from four (4) lanes to six (6) lanes, add Context-Based Solution elements such as buffered bike lanes and a 10' to 12' wide trail on east side of US 331. Add turn lanes at major intersections and traffic control devices where warranted. | Walton | Freeport | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 441 | Context-Based Solution | US Hwy 331 (SR 83) from I-10 (SR 8) to Rock Hill Rd | Widen from four (4) lanes to six (6) lanes, add Context-Based Solution elements such as buffered bike lanes and a 10' to 12' wide trail on east side of US 331. Add turn lanes at major intersections and traffic control devices where warranted. | Walton | DeFuniak Springs | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 442 | Context-Based Solution | US Hwy 90 (SR 10) from US Hwy 331 North to Woodyard Rd | Widen from two (2) to four (4) lanes. Construct a 10' to 12' wide multi-use trail south of railroad, provide sidewalk on the north side of the ROW. Provide a signalized intersection or demand actuated signal for bike ped crossing on US Hwy 90 (SR 10) at Woodyard. | Walton | DeFuniak Springs | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 52.08 |
| 443 | Context-Based Solution | US Hwy 90 (SR 10) from SR 85 to Okaloosa County | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a 10' to 12' wide trail. | Walton | Unincorporated County | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 35.41 |
| 444 | Context-Based Solution | US Hwy 90 (SR 10) from Woodyard Rd to SR 85 | Widen from two (2) lanes to four (4) lanes with Context-Based Solution elements such as a 10' to 12' wide trail. | Walton | Crestview | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 445 | Context-Based Solution | US Hwy 98 (SR 30) from Mack Bayou Rd to Sandestin Blvd | Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 446 | Context-Based Solution | US Hwy 98 (SR 30) from Sandestin Blvd to Tang O Mar Dr | Install raised landscape median. Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. Add two (2) HAWKS. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 447 | Context-Based Solution | US Hwy 98 (SR 30) from Tang O Mar Dr to Scenic 98 | Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 448 | Context-Based Solution | US Hwy 98 (SR 30) from Scenic 98 to Driftwood Rd | Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. | Walton | Unincorporated County | 12.5 | 12.5 | 25 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 33.33 |
| 449 | Context-Based Solution | US Hwy 98 (SR 30) from Driftwood Dr to Okaloosa County | Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. | Walton | Unincorporated County | 12.5 | 6.25 | 18.75 | 0 | 0 | 0 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 27.08 |
| 450 | Context-Based Solution | CR 3280 from Black Creek Blvd to SR 20 | Upgrade and realign road, add Context-Based Solution elements such as a path or buffered bike lanes. | Walton | Unincorporated County | 12.5 | 6.25 | 18.75 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 35.42 |
| 451 | Context-Based Solution | College Blvd from SR 85 to SR 285 | Widen from two (2) to four (4) lanes with multimodal improvements. Multimodal improvements may be phased prior to widening. | Okaloosa | Niceville | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 452 | Context-Based Solution | College Blvd from SR 285 to Forest Rd | Widen from two (2) to four (4) lanes with multimodal improvements. Multimodal improvements may be phased prior to widening. | Okaloosa | Niceville | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 8.33 | 16.663 | 0 | 0 | 0 | 43.75 |
| 453 | E + C | Antioch Rd (CR 4) (SW Crestview Bypass) from I-10 (SR 8) to PJ Adams Pkwy (Crestview Bypass) | Context-Based Solution reconstruction as part of Southwest Crestview Bypass project #70. Total funded cost of $212,000,000. | Okaloosa | DeFuniak Springs | 0 | 6.25 | 6.25 | 8.333 | 8.333 | 0 | 16.666 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 31.25 |

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| 454 | Context-Based Solution | Crestview Bypass (Northwest) from US 90 to Stacy Ln | 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. | Okaloosa | Crestview | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 8.33 |
| 455 | Context-Based Solution | Crestview Bypass (Northwest) from Stacy Ln to Taylor Rd | 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. | Okaloosa | Crestview | 6.25 | 6.25 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 456 | Context-Based Solution | Crestview Bypass (Adams Rd/Taylor Rd) from Crestview Bypass (Northwest) to SR 85 | 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. | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 457 | Context-Based Solution | Crestview Bypass (Northwest) from Taylor Rd to Bill Lundy Rd (CR 85A) | 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 alt, consider construction of 8' to 10' wide shared-use paths on both sides of the ROW. | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 16.66 |
| 458 | Context-Based Solution | Crestview Bypass (Bill Lundy Rd) from Crestview Bypass (Northwest) to SR 85 | Reconstruct and upgrade Bill Lundy Rd (CR 85A) as a two (2) lane Context-Based Solution. 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. | Okaloosa | Crestview | 0 | 0 | 0 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 25.00 |
| 459 | Context-Based Solution | Forest Rd from SR 293 to College Blvd | 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. | Okaloosa | Unincorporated County | 0 | 0 | 0 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 25.00 |
| 460 | Context-Based Solution | Green Acres Rd from Beal Pkwy (SR 189) to MLK Jr Blvd | Evaluate reconstruction as a two (2) lane divided Context-Based Solution 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 travel lane. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 54.16 |
| 461 | Context-Based Solution | Hill Ave from Freedom Way to Hollywood Blvd | Conduct Corridor Management Study: The Hill Avenue Context-Based Solutions project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. | Okaloosa | Fort Walton Beach | 6.25 | 12.5 | 18.75 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 60.41 |
| 462 | Context-Based Solution | Hollywood Blvd from Hill Ave to Doolittle Blvd | Widen from two (2) to four (4) lanes and add 8' to 10' multi-use path on the north side of ROW. | Okaloosa | Mary Esther, Fort Walton Beach | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 35.41 |
| 463 | Context-Based Solution | Lovejoy Rd from MLK Jr Blvd to Mary Esther Blvd | Conduct Corridor Management Study; The Lovejoy Road Context-Based Solutions project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. | Okaloosa | Fort Walton Beach | 0 | 12.5 | 12.5 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 45.83 |
| 464 | Context-Based Solution | Santa Rosa Blvd from 1st Beach Park to Eastern Terminus | Reconstruct as a Context-Based Solution with a multi-use path. | Okaloosa | Unincorporated County | 6.25 | 6.25 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.83 |

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| 465 | Context-Based Solution | Hurlburt Rd (SR 188) from MLK Jr Blvd to Landry St | Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes. | Okaloosa | Unincorporated County | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 0 | 4.1665 | 0 | 4.1665 | 0 | 0 | 0 | 37.50 |
| 466 | text-Based Solu | Hurlburt Rd (SR 188) from Landry St to Lewis Turner Blvd (SR 189) | Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes / median. | Okaloosa | Unincorporated County | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 4.1665 | 0 | 12.4995 | 0 | 0 | 0 | 45.83 |
| 467 | text-Based Solu | Beal Pkwy (SR 189) from Mary Esther Pkwy to US 98 | 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. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 468 | text-Based Solu | Mary Esther Cutoff (SR 393) from Beal Pkwy (SR 189) to US 98 | 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. | Okaloosa | Fort Walton Beach | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 469 | text-Based Solu | SR 85 from US 90 to I-10 (SR 8) | Conduct a Corridor Management Plan along SR 85, which will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. | Okaloosa | Crestview | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 58.33 |
| 470 | text-Based Solu | SR 85 from I-10 (SR 8) to PJ Adams Pkwy | Widen from four (4) to six (6) lanes and add 12' to 14' multi-use trail. | Okaloosa | Crestview | 0 | 12.5 | 12.5 | 8.333 | 0 | 0 | 8.333 | 8.333 | 0 | 8.33 | 16.663 | 0 | 0 | 0 | 37.50 |
| 471 | text-Based Solu | SR 85 from PJ Adams Pkwy to Antioch Rd (CR 4) | Widen from four (4) to six (6) lanes and construct a new 12' wide multi-use trail. | Okaloosa | Crestview | 0 | 12.5 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 472 | text-Based Solu | SR 85 Corridor Management Plan from Airport Rd (Old Bethel Rd) to US 90 | The SR 85 Corridor Management Plan will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. | Okaloosa | Crestview | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 8.33 | 24.996 | 0 | 0 | 0 | 58.33 |
| 473 | text-Based Solu | Eglin Pkwy (SR 85) from Racetrack Rd (SR 188) to South Ave | Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes / median. | Okaloosa | Unincorporated County | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 474 | text-Based Solu | Eglin Pkwy (SR 85) from South Ave to US 98 | Add multimodal safety enhancements such as high visibility crosswalks and high visibility RRFB mid-block crossings with raised island in center turn lanes / median. | Okaloosa | Cinco Bayou, Fort Walton Beach | 12.5 | 12.5 | 25 | 8.333 | 0 | 0 | 8.333 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 50.00 |
| 475 | text-Based Solu | US 90 from Fairchild Rd to Walton County Line | Widen roadway from two (2) lanes to four (4) lanes, construct a 12' wide multi-use trail on the northside of the ROW. | Okaloosa | Unincorporated County | 6.25 | 6.25 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 476 | text-Based Solu | Miracle Strip Pkwy (US 98) from Hurlburt Field Entrance to Santa Rosa Blvd | 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. | Okaloosa | Mary Esther, Fort Walton Beach | 12.5 | 12.5 | 25 | 8.333 | 8.333 | 0 | 16.666 | 8.333 | 8.333 | 0 | 16.666 | 0 | 0 | 0 | 58.33 |
| 477 | text-Based Solu | Miracle Strip Pkwy (US 98) from Santa Rosa Blvd to Pier Rd | 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. | Okaloosa | Unincorporated County | 6.25 | 12.5 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 8.333 | 0 | 8.333 | 0 | 0 | 0 | 35.42 |
| 478 | text-Based Solu | US 98 from Pier Rd to Guld National Sea Shore Dr | Widen from four (4) to six (6) lanes and add 8' to 10' multi-use path or a to 12' wide multi-use trail. | Okaloosa | Unincorporated County | 0 | 12.5 | 12.5 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 29.16 |
| 479 | text-Based Solu | Destin Bridge (US 98) from Destin Bridge (West End) to Calhoun Ave (CR 30A) | Widen from four (4) to six (6) lanes and add 8' to 10' multi-use path. | Okaloosa | Destin | 12.5 | 6.25 | 18.75 | 8.333 | 0 | 0 | 8.333 | 0 | 0 | 8.33 | 8.33 | 0 | 0 | 0 | 35.41 |

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