



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be [contacted](#) for guidance.

PART 1 – APPLICANT INFORMATION

- 1. Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

Local government (e.g., county, city, village, town, etc.).

Regional transportation authority or transit agency.

Natural resource or public land agency.

School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

Recognized Tribal Government.

Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided. (Word limit 5)

- 2. Agency name of the applicant.** (Word limit 5).
- 3. Agency contact person’s name and title.** (Word limit 5).
- 4. Agency contact person’s telephone number and email address.** (Word limit 5).

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT’s primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities “to undertake and satisfactorily complete the work” for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

LAP Full Certification

Provide:

Approval Date: _____ and Expiration Date: _____
Responsible Charge Name: _____

LAP Project Specific Certification

Provide:

Approval Date: _____ Project FM(s) Number: _____
Responsible Charge Name: _____

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring Agency Name: _____ Contact Name: _____

Address: _____ Phone: _____

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: _____ Phone: _____

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).
 Yes No

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).
 Yes No

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).
 Yes No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).

2. **Indicate the county(ies) of the project location.** (Word limit 5).

3. **Roadway Classification**

| | | |
|-----|----|----------------------------|
| Yes | No | State roadway (on-system) |
| Yes | No | Federal roadway |
| Yes | No | Local roadway (off-system) |

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].** (Word limit 10).

5. **Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

6. **Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

7. **Indicate the total project length, in miles and linear feet.** (Word limit 10).

8. **Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the trailway identification number, beginning and ending mile points. (Word limit 5).

| | |
|-----|----|
| Yes | No |
|-----|----|

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).

| | |
|-----|----|
| Yes | No |
|-----|----|

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the “Infrastructure” or “NI” selections.

A. Infrastructure. If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)

B. Non-infrastructure (NI). If so, select “yes”, then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal). As applicable, complete infrastructure eligible text fields.

Pedestrian and / or Bicycle facilities (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

Recreational Trails Program [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided. (Word limit 5).

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***



Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TAP funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If “yes”, list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.

Number of school assemblies receiving pedestrian / bicycle safety instruction / education.

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).

Number of after school programs receiving pedestrian / bicycle safety instruction / education.

Number of bicycle rodeos.

Number of pedestrian safety skills events.

Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. Select one box that describes the geographic population size of the project area.

Non-Urban Area with a population of 5,000 or less

Urban Area with a population greater than 5,000 but no more than 50,000

Urban Area with a population greater than 50,000 but no more than 200,000

Urban Area with a population greater than 200,000

2. Is the project within the boundary of an MPO*? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the MPO in the space provided. (Word limit 5).

Yes

No

3. Is the project within the boundary of a Transportation Management Area (TMA)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided. (Word limit 5).

Yes

No

4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.? If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided. (Word limit 5)

Yes

No

5. Indicate the United States Congressional District number(s) of the project location. (Word limit 5).

6. Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census? These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).

Yes

No

7. Are there transit stops / shelters / support facilities within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number. (Word limit 5).

Yes

No

8. Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?

Yes

No

9. Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?

Yes No

10. Would the project implement a bicycle or pedestrian action plan(s)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and specify the name of the plan and date of adoption. (Word limit 5).

Yes No

** Metropolitan / Transportation Planning Organization / Agency (MPO)*

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement? If “yes”, explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project? If “yes”, provide meeting information, including the date and type of advisory board meeting, and the input received. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

3. Was there an advertised public meeting to discuss the project? If “yes”, provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project? If “yes”, briefly explain. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

Yes No

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. **Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**
Yes No
2. **Does the project involve state-owned conservation lands?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).
Yes No
3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility. (Word limit 5).
Yes No
4. **Does the project physically cross a railway facility?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing’s railway identification number, and beginning and ending mile points. (Word limit 5).
Yes No
5. **Would the project provide lighting at locations with nighttime crashes?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided. (Word limit 5).
Yes No
6. **Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided. (Word limit 5).
Yes No

- 7. Is an Environmental Assessment for the project complete?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe any specific issues in the space provided. (Word limit 10).
- Yes No
- 8. Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select “unknown”. (Word limit 5).
- Yes No Unknown
- 9. Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list State Site Number (aka Site File Number) for the sites. If applicable, select “unknown”. (Word limit 5).
- Yes No Unknown
- 10. Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the facilities in the space provided. (Word limit 5).
- Yes No
- 11. Are there any navigable waterways adjacent to or within the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the navigable waterways. (Word limit 5).
- Yes No
- 12. Are there any wetlands within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).
- Yes No
- 13. Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).
- Yes No Unknown
- 14. Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).
- Yes No Unknown
- 15. Are there any noise-sensitive areas near the project area?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown” (Word limit 5).
- Yes No Unknown

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. Are signed and sealed design plans available for this project?

Yes No

2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status. (Word limit 100).

No design plans 30% design plans 60% design plans 90% design plans

Other:

3. Briefly describe the design status in the space provided. If design is at 100 percent, indicate the date of the plans. (Word limit 100).

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

Yes

No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land. (Word limit 150).**

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS



Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.

- 1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
- 2) As applicable, letter from local agency budget office committing local funds to the project.

*** Note: Applications for NI Projects to skip to page 15.***

| Infrastructure Project Phases / Work Types | Select phase(s) included in this request | INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule) | | | | | | |
|--|--|---|-------------|--------------------------------|--------------------|---------------------------|------------|--------------------------|
| | | Schedule (Month/Year) | | Funding sources and costs (\$) | | | | Total Cost Estimate (\$) |
| | | | | Federal Funds | | Non-Federal / Local Funds | | |
| | | Start (mm/yy) | End (mm/yy) | TA Program (\$) | Other Federal (\$) | Non-TA/ Local Funds (\$) | Other (\$) | |
| Planning Development (Corridor or Feasibility) | | | | | | | | |
| PD&E | | | | | | | | |
| Preliminary Engineering / Design (PE) | | | | | | | | |
| Environmental Assessment (associated with PE) | | | | | | | | |
| Permits (associated with PE) | | | | | | | | |
| ROW | | | | | | | | |
| Construction | | | | | | | | |
| CEI | | | | | | | | |
| Other costs (describe) | | | | | | | | |
| Total Infrastructure Project Cost Estimate | | | | | | | | |

*** Note: applications for infrastructure projects do not need to fill out this page***

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

| Budget Item | Requested Funds |
|--|-----------------|
| Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position. | |
| | |
| Narrative: | |
| | |
| Narrative: | |
| | |
| Narrative: | |
| | |
| Expenses | |
| Materials and Supplies: | |
| | |
| | |
| | |
| Educational items: | |
| | |
| | |
| | |
| Promotional Items: | |
| | |
| | |
| | |
| Other Expenses: | |
| | |
| | |
| | |
| Operating Capital Outlay | |
| Equipment: | |
| | |
| | |
| | |
| | |
| Total NI Project Cost Estimate | |

FDOT Transportation Alternatives Program:

<https://www.fdot.gov/planning/systems/systems-management/tap>

FDOT Local Agency Program Manual:

<http://www.fdot.gov/programmanagement/LP/Default.shtm>

FDOT Office of Environmental Management PD&E Manual:

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

FDOT Basis of Estimates Manual:

<https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemmanual>

Florida Safe Routes to School Guidelines:

<https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME:

LOCATION:

PROJECT LIMITS: (from south or west limit)

(to north or east limit)

By checking the box you agree to do the following:

Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.

Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.

Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).

Pursue or retain LAP certification and enter into a LAP agreement with FDOT.

Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.

* Signature

Name (please type or print)

Title

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

ENGINEER'S COST ESTIMATE

Project Description: Palm Blvd. MUP from 27th Street to S.R. 20 & Partin Drive to College Boulevard

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Prepared by: _____ DF Number: 024022

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

Prepared by: _____ PE Number: 936933

Kabeary Prince
Name: _____ Signature: _____

Reviewed by: _____

George Roland
Name: _____ Signature: _____

RESOLUTION NO. 24-04-01

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
NICEVILLE, FLORIDA, ADOPTING A GOAL TO REDUCE
TRAFFIC-RELATED FATALITIES AND SERIOUS
INJURIES IN THE CITY; SUPPORTING THE CREATION
AND IMPLEMENTATION OF THE SAFE STREETS
NICEVILLE ACTION PLAN; PROVIDING FOR
CONFLICTS AND SEVERABILITY; AND PROVIDING AN
EFFECTIVE DATE**

WHEREAS, statistics show that, tragically, that 4 people were killed and 24 people were seriously injured in traffic-related accidents during 2023 in Niceville, (the “City”); and

WHEREAS, statistics show that, tragically, 5 serious injuries during 2023 were bicycle and pedestrian related; and

WHEREAS, minority and low-income communities face a disproportionate risk of serious injuries and fatalities in connection with traffic-related accidents; and

WHEREAS, the City of Niceville, Florida (the “City”) strongly believes that fatalities and serious injuries caused by traffic-related accidents are unacceptable and a serious public safety issue that necessitates public action; and

WHEREAS, providing safe and reliable transportation is a priority for the City; and

WHEREAS, the City recognizes that traffic fatalities and serious injuries are preventable and not inevitable, and commits to working collaboratively with the County, and partner transportation agencies to identify and implement projects and programs that reduce the potential for serious traffic injuries and fatalities in our community.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NICEVILLE, FLORIDA, THAT:

Section 1. The above recitals are true, correct, and incorporated by reference as the findings of the City Council as if set forth fully herein.

Section 2. The City of Niceville supports the creation and implementation of the Niceville Safe Streets Action Plan and a “Vision Zero” goal, which commits to a goal of zero deaths and serious injuries in the City by the year 2055.

Section 3. The City will create a Safe Streets Niceville Working Group (as shall be established under the Safe Streets Niceville Action Plan) to: (i) coordinate safety improvements, (ii) advance local priorities that will make streets safer for the traveling public, (iii) access technical assistance, and (iv) support in reducing, and ultimately eliminating, fatal and serious injury collisions.

Section 4. All resolutions or part of resolutions in conflict with any of the provisions of this Resolution are hereby superseded and repealed to the extent of such conflict.

Section 5. This Resolution shall become effective upon adoption and approval in accordance with the City Charter.

ADOPTED in regular session this 9th day of April, 2024.


MAYOR

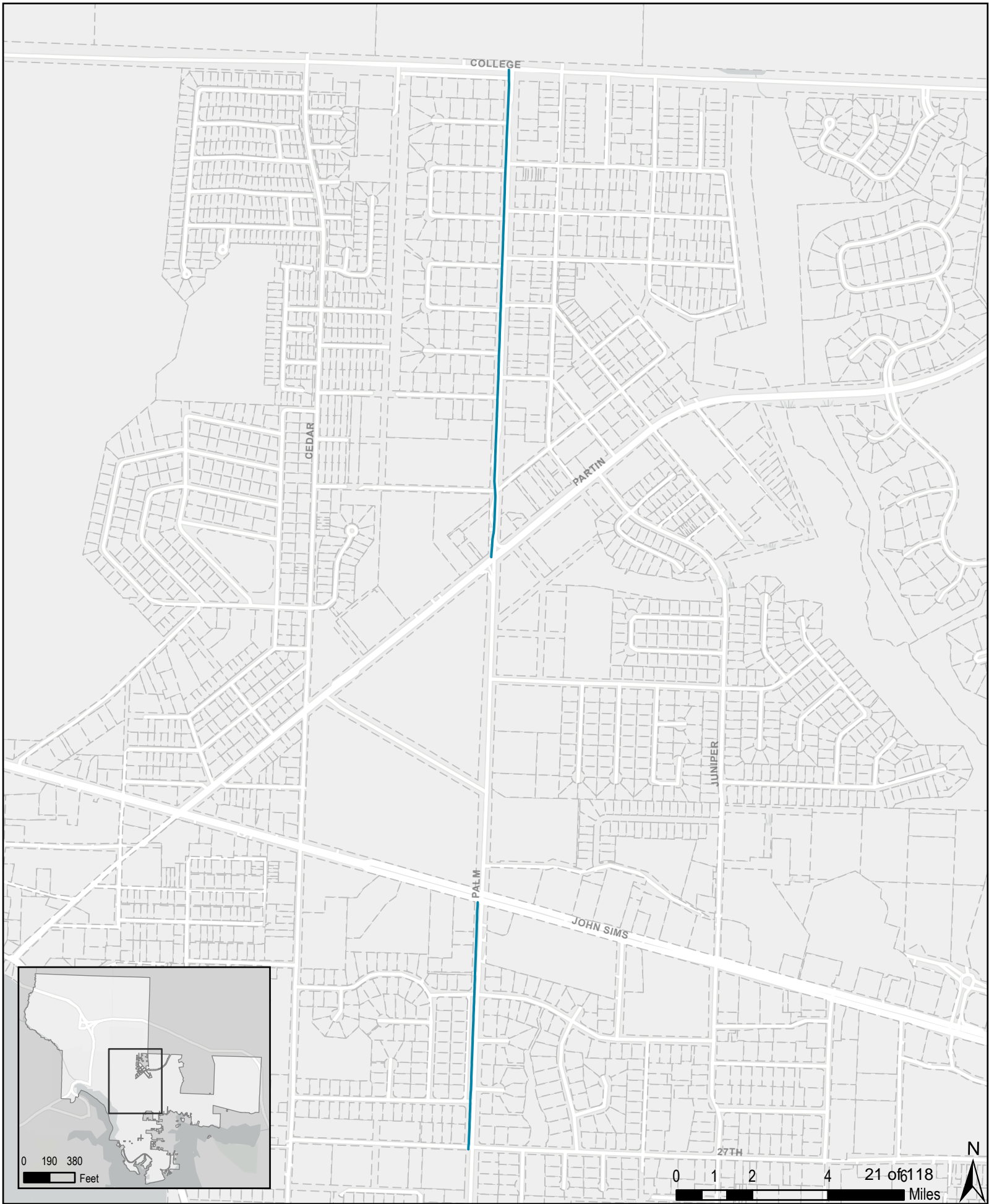
ATTEST:


CITY CLERK

Proposed Palm Boulevard Trails

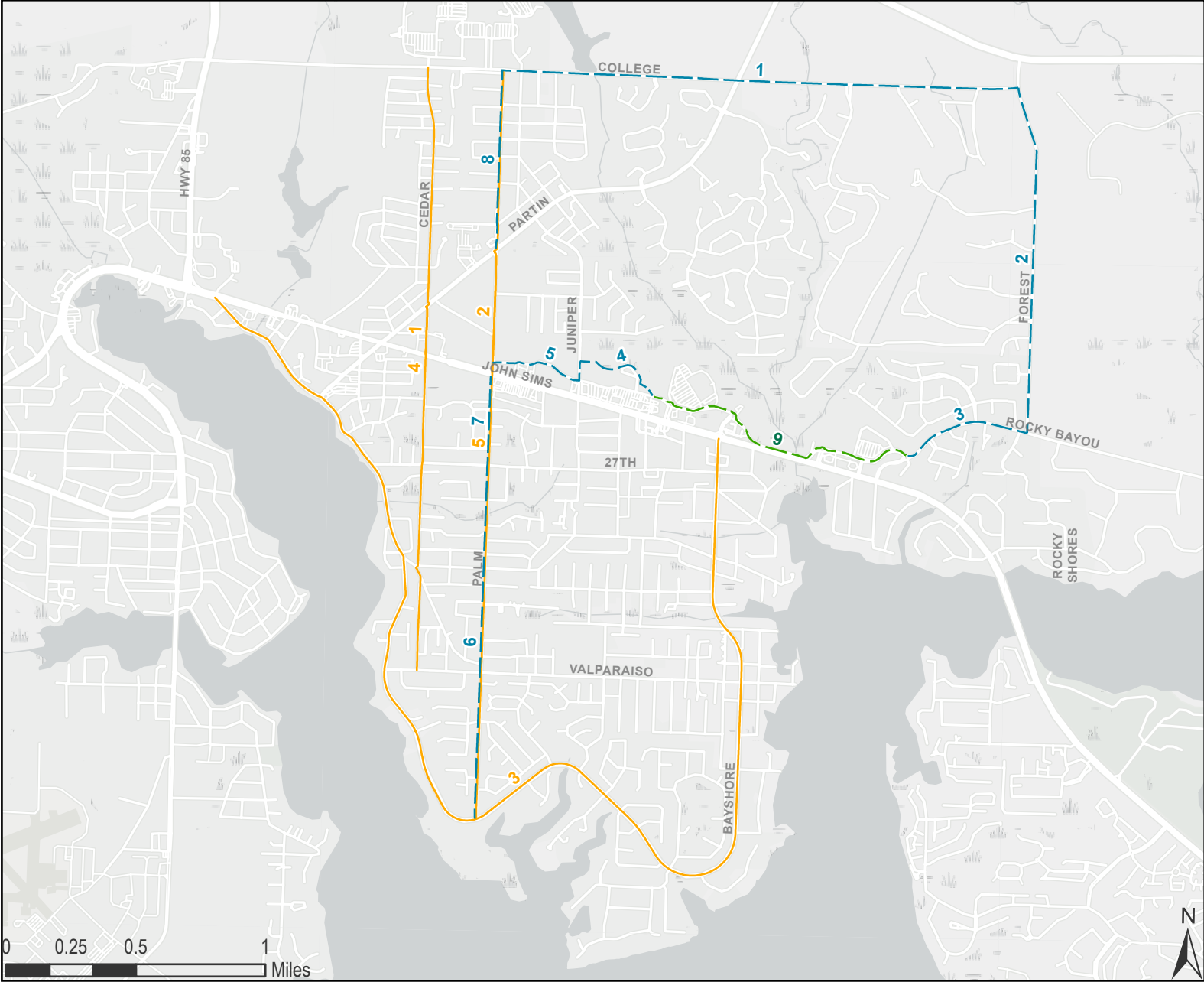
Prepared by Niceville GIS January 2025

- Proposed Trails
- Parcels



City of Niceville

Multi-Use Trails and Streets Projects



Trails Projects

| Label | Status | Notes | StreetName | FromSt | ToSt | Size | UseType |
|-------|----------|---|-----------------|----------------|----------------|---------|-----------|
| 1 | Proposed | Designed and Funded | College Blvd | Palm Blvd | Forest Rd | 8-10 ft | Multi Use |
| 2 | Proposed | Designed and Funded | Forest Dr | College Blvd | Rocky Bayou Dr | 8-10 ft | Multi Use |
| 3 | Proposed | | Rocky Bayou Dr | Forest Rd | Crossings Blvd | 8-10 ft | Multi Use |
| 4 | Proposed | 2025 Design, 2025 Legislative Appropriation Request | Crossings Blvd | Wise Ave | Juniper Ave | 8-10 ft | Multi Use |
| 5 | Proposed | | Marc Smith Blvd | Juniper Ave | Palm Blvd | 8-10 ft | Multi Use |
| 6 | Proposed | Designed and Funded | Palm Blvd | Bayshore Dr | 27th St | 8-10 ft | Multi Use |
| 7 | Proposed | | Palm Blvd | 27th St | SR 20 | 8-10 ft | Multi Use |
| 8 | Proposed | Transportation Alternatives Grant Application | Palm Blvd | Partin Dr | College Blvd | 8-10 ft | Multi Use |
| 9 | Existing | | Crossings Blvd | Rocky Bayou Dr | Wise Ave | | |

Complete Streets Projects

| Label | Status | Notes | StreetName | FromSt | ToSt |
|-------|----------|------------------------------------|-------------|-------------|--------------|
| 1 | Proposed | Road Safety Audit in Progress | Cedar Ave | SR 20 | Partin Dr |
| 2 | Proposed | Road Safety Audit in Progress | Palm Blvd | SR 20 | Partin Dr |
| 3 | Proposed | TPO Long Range Transportation Plan | Bayshore Dr | SR 20 | SR 20 |
| 4 | Proposed | TPO Long Range Transportation Plan | Cedar Ave | Bayshore Dr | College Blvd |
| 5 | Proposed | TPO Long Range Transportation Plan | Palm Blvd | Bayshore Dr | College Blvd |

Design and Typical Sections

Design of the proposed project is included as part of this funding request. At this time, the project is in an early planning stage, and no final or adopted project-specific typical sections have been developed. Current efforts are limited to feasibility evaluation and preliminary engineering-level cost estimating intended to establish general scope, limits, and order-of-magnitude costs sufficient for grant application purposes.

Final horizontal and vertical alignment, cross-slope, clear width, buffer treatments, drainage details, and other geometric and construction elements have not yet been finalized and will be developed during subsequent design phases. All future design work, including development of typical sections, will be completed in full compliance with FDOT and FHWA standards, including ADA requirements, the Florida Greenbook, and MUTCD criteria, as applicable.

The City is concurrently constructing the southern segment of the Palm Boulevard multi-use path, which is being designed and built using current standards. Lessons learned, corridor constraints, and approved design elements from that project will help inform final typical sections, continuity, and consistency for the proposed TA project once design funding is authorized.

Right of Way Ownership

All proposed Transportation Alternatives (TA) improvements are located entirely within an existing 100-foot public right-of-way owned in fee simple by the City. The right-of-way was acquired through public dedication across multiple subdivision plats, all of which are duly recorded in the county official records. These recorded plats collectively establish continuous and uninterrupted public ownership throughout the full length of the project corridor. Ownership can be verified through the referenced plat documents, which include plat names, official record book and page numbers, and recording dates maintained by the county.

No portions of the project corridor involve leased, prescriptive, or other less-than-fee right-of-way interests. In addition, no new right-of-way acquisition is required, and the project does not anticipate the need for temporary construction easements, permanent easements, or access agreements. All proposed improvements can be constructed within the existing publicly owned ROW without encroachment on adjacent private property.

The City is the sole owner of the right-of-way and will retain ownership, operation, and maintenance responsibility for the facility for the life of the project. As a result, the project is fully ROW-certifiable at the time of grant award, with no required coordination with adjoining property owners, railroads, utilities, or other third parties for right-of-way purposes.

CAROL ANNE MANOR

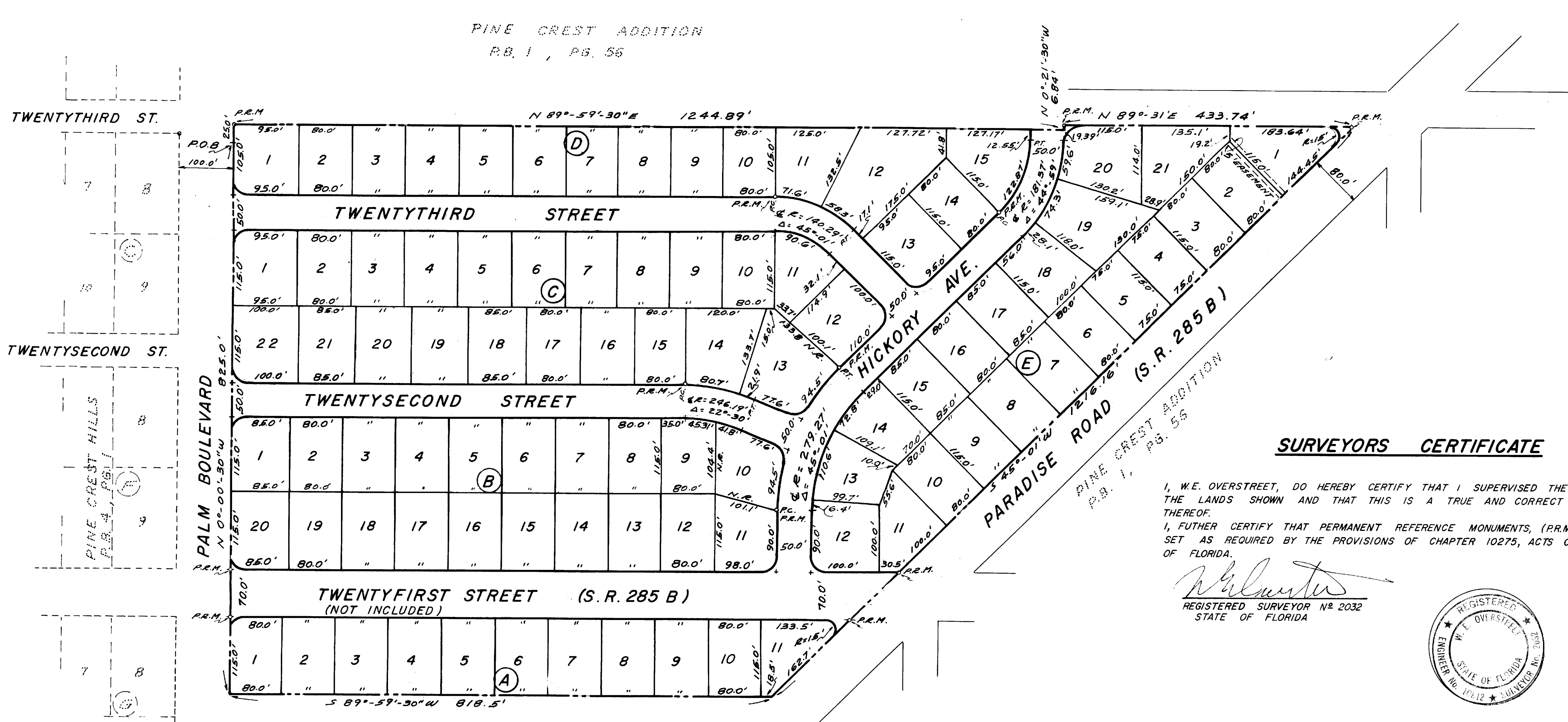
NICEVILLE, OKALOOSA COUNTY, FLORIDA

A RESUBDIVISION OF BLOCKS 78, 79, 80, 81, 88, 89, 90, LOTS 1, 2, 11, 12 AND A PORTION OF LOT 3 & 10 BLOCK 102, LOTS 1, 2, 11, 12, AND A PORTION OF LOT 3 & 10 BLOCK 103, 5th ADDITION OF PINE CREST SUBDIVISION TO VALPARAISO, FLORIDA

SCALE: 1" = 100'

JULY 1967

PINE CREST ADDITION
P.B. 1, PG. 56

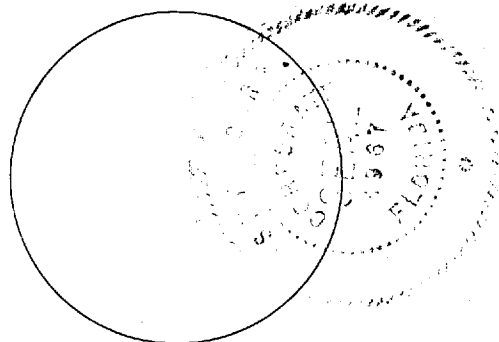


DEDICATION

STATE OF FLORIDA
COUNTY OF OKALOOSA

KNOW ALL MEN BY THESE PRESENTS, THAT WE, SMR CORPORATION OWNERS OF THE LANDS SHOWN AS SUBDIVIDED HEREON, DO HEREBY DEDICATE TO THE PUBLIC USE ALL STREETS, ROADS, PARKS, OR OTHER PUBLIC PLACES SHOWN AS SUCH, UNTIL SUCH TIME AS THEY MAY BE ABANDONED BY DUE PROCESS OF LAW. IN WITNESS WHEREOF WE SET OUR HAND AND SEAL THIS 28th DAY OF SEPTEMBER 1967

Rupert M. Miller PRESIDENT
Joel L. Richardson VICE-PRESIDENT
James F. Sims Jr. SECRETARY-TREASURER



SURVEYORS CERTIFICATE

I, W.E. OVERSTREET, DO HEREBY CERTIFY THAT I SUPERVISED THE SURVEY OF THE LANDS SHOWN AND THAT THIS IS A TRUE AND CORRECT REPRESENTATION THEREOF.
I, FURTHER CERTIFY THAT PERMANENT REFERENCE MONUMENTS, (P.R.M.) HAVE BEEN SET AS REQUIRED BY THE PROVISIONS OF CHAPTER 10275, ACTS OF 1925, LAWS OF FLORIDA.

W.E. Overstreet
REGISTERED SURVEYOR No. 2032
STATE OF FLORIDA

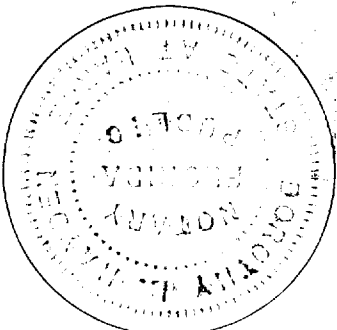


ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF OKALOOSA

BEFORE ME PERSONALLY APPEARED RUPERT M. MILLER, JOEL L. RICHARDSON AND JAMES F. SIMS JR. TO ME WELL KNOWN AND WITNESSED THAT THEY EXECUTED THE FOREGOING DEDICATION FOR THE USES AND PURPOSES SET FORTH THEREIN. GIVEN UNDER MY HAND AND SEAL THIS 28th DAY OF September 1967

Dorothy L. Haydon
NOTARY PUBLIC, STATE OF FLORIDA AT LARGE
MY COMMISSION EXPIRES April 27, 1970



APPROVAL OF CITY COMMISSION

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE CITY COMMISSION OF THE CITY OF NICEVILLE AT THEIR SPECIAL MEETING HELD ON THE 20th DAY OF JUNE 1967 AND APPROVED BY THEM AND THAT THEY DIRECTED THE UNDER-SIGNED TO SO CERTIFY

W. E. Spencer
WALKER V. SPENCE, MAYOR

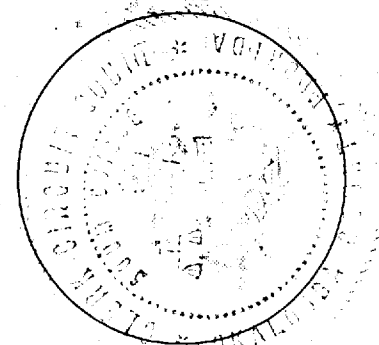
ILA Hales
ILA HALES, CITY CLERK



CLERK'S FILING CERTIFICATE

I, CECIL W. ANCHORS, CLERK OF CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA DO HEREBY CERTIFY THAT THIS PLAT CONFORMS TO THE PROVISIONS OF CHAPTER 10275, LAWS OF FLORIDA, ACTS OF 1925, AND IS HEREBY FILED IN THE OFFICIAL COUNTY RECORDS ON THE 28th DAY OF September 1967 IN PLAT BOOK 4 PAGE 49

Cecil W. Anchors
CLERK OF CIRCUIT COURT



DESCRIPTION

BEGINNING AT THE NORTHWEST CORNER OF BLOCK 81, SUBDIVISION NO. 5 PINE CREST ADDITION TO VALPARAISO, FLORIDA, AS RECORDED IN PLAT BOOK 1, PAGE 56, RECORDS OF OKALOOSA COUNTY, FLORIDA. PROCEED N 0°-00'-30" W 25.00' FEET, THENCE N 89°-59'-30" E ALONG THE CENTERLINE OF TWENTY THIRD STREET, A DISTANCE OF 1244.89 FEET, TO THE WEST SIDE OF BLOCK 78, THENCE N 0°-21'-30" W 6.84 FEET, TO THE NORTHWEST CORNER OF BLOCK 78, THENCE N 89°-31' E 433.74 FEET, TO THE NORTHEAST CORNER OF BLOCK 78, THENCE SOUTHWESTERLY ALONG THE WEST SIDE OF PARADISE ROAD 1216.16 FEET, THENCE S 89°-59'-30" W 818.5 FEET ALONG A LINE PARALLEL TO AND 175.00 FEET NORTH OF THE SOUTH LINE OF BLOCKS 102 AND 103 AND THEIR EXTENTION TO THE EAST LINE OF PALM BOULEVARD, THENCE N 0°-00'-30" 825.0 FEET TO THE POINT OF BEGINNING. ALL THE ABOVE IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 1, RANGE 22 WEST, TALLAHASSEE MERIDIAN, NICEVILLE, OKALOOSA COUNTY, FLORIDA.

NOTES

— DENOTES PERMANENT REFERENCE MONUMENTS (P.R.M.)
THE SIGN (°) MEANS DEGREES, AND THE SIGN (') MEANS FEET OR MINUTES.
ALL LOT DIMENSIONS ON ALL CORNER LOTS ARE TO THE INTERSECTION OF THE EXTENDED RIGHT-OF-WAY LINES.
ALL DIMENSIONS SHOWN ON CURVES ARE ARC DIMENSIONS.
ALL LOT LINES ARE PERPENDICULAR OR RADIAL TO STREET LINES UNLESS MARKED "N.R."
ALL LOT CORNERS ARE STAKED WITH IRON PINS.
ALL STREET INTERSECTIONS HAVE A 25' RADIUS, UNLESS OTHERWISE NOTED.

Carol Anne Manor
4-49

18

18

LEOTA MILLER SUBDIVISION

SUBDIVISION IN SECTION 8; TWP. 1S; R 22W,
OKALOOSA COUNTY, FLORIDA
BEING A RESUBDIVISION OF A PART OF PINE CREST ADDITION TO
VALPARAISO, FLORIDA, SHEET NO. 7 PLAT BOOK 1, PAGE 54

PREPARED BY
POOLE ENGINEERING CO.
of Fort Walton Beach, Inc.

FORT WALTON BEACH, FLORIDA
SCALE 1"=100' FEB. 1965

DESCRIPTION

BEGIN AT THE S.E. CORNER OF LOT 6, BLOCK 46, PLAT OF PINECREST ADDITION TO VALPARAISO, FLA., SHEET 7, PLAT BOOK 1, PAGE 54, PUBLIC RECORDS OF OKALOOSA COUNTY, FLA., AND RUN S 89° 59' 30" W 968.80', THENCE N 0° 00' 30" W 1109.76', THENCE N 89° 30' E 346.0', THENCE N 0° 00' 30" W 618.25', THENCE S 89° 30' E 346.0', THENCE N 0° 00' 30" W 234.60' TO THE SOUTH R/W OF S.R. NO. 20, THENCE S 76° 43' E ALONG SAID R/W 989.42', THENCE S 0° 00' 30" E 613.37', THENCE N 89° 30' E 331.5' TO THE WEST R/W OF PALM BLVD., THENCE S 0° 00' 30" E ALONG SAID R/W 1271.80' TO THE P.O.B. ALSO THE NORTH 16.0' OF BLOCKS 53, 54, AND 55 OF SAID SUBDIVISION.
ALL LYING AND BEING IN SECTION 8, T1S, R22W, OKALOOSA COUNTY, FLORIDA.

DEDICATION:

STATE OF FLORIDA
COUNTY OF OKALOOSA
KNOW ALL MEN BY THESE PRESENTS THAT RUCKEL PROPERTIES INC. OWNERS OF PROPERTY HEREON DESCRIBED, CERTIFY THAT THEY HAVE CAUSED THE SAID LAND TO BE SUBDIVIDED AND PLATTED AS SHOWN HEREON AND THAT THEY DEDICATE TO THE USE OF THE PUBLIC ALL STREETS AND ROADS AND ALLEYS SHOWN HEREON.

Virginia Cunningham WITNESS

SEAL *C. Walter Ruckel*
PRESIDENT

Sylvan H. Nordberg WITNESS

SEAL *Wava D. Ruckel*
SECRETARY

ACKNOWLEDGEMENT:

STATE OF FLORIDA
COUNTY OF OKALOOSA
BEFORE ME, A NOTARY PUBLIC, PERSONALLY APPEARED C. WALTER RUCKEL, PRESIDENT, AND WAVA D. RUCKEL, SECRETARY, OF RUCKEL PROPERTIES, INC. KNOWN BY ME PERSONALLY AND KNOWN BY ME TO BE THE PERSONS WHO EXECUTED THE FOREGOING DEDICATION FOR PURPOSES THEREIN SET FORTH
WITNESS MY HAND AND SEAL THIS 6 DAY OF May 1965

NOTARY PUBLIC *Robert H. Smith*
MY COMMISSION EXPIRES 5-25-66

SURVEYORS CERTIFICATE:

I, MILLER WALSTON, THE MAKER OF THIS PLAT DO HEREBY CERTIFY THAT THIS IS A TRUE REPRESENTATION OF THE LAND PLATTED AND THAT PERMANENT REFERENCE MARKERS HAVE BEEN SET AS CALLED FOR UNDER SECTION 7, CHAPTER 10275, LAWS OF STATE OF FLORIDA.

Miller Walston
MILLER WALSTON
FLORIDA, CERTIFICATE NO 799

CITY COUNCIL APPROVAL

THIS IS TO CERTIFY THAT THIS PLAT WAS PRESENTED TO THE CITY COUNCIL OF NICEVILLE, FLORIDA AND WAS APPROVED BY THEM FOR THEM THIS 13 DAY OF April 1965.

George H. Womack MAYOR
James R. Ruckel CITY CLERK
John H. Hales

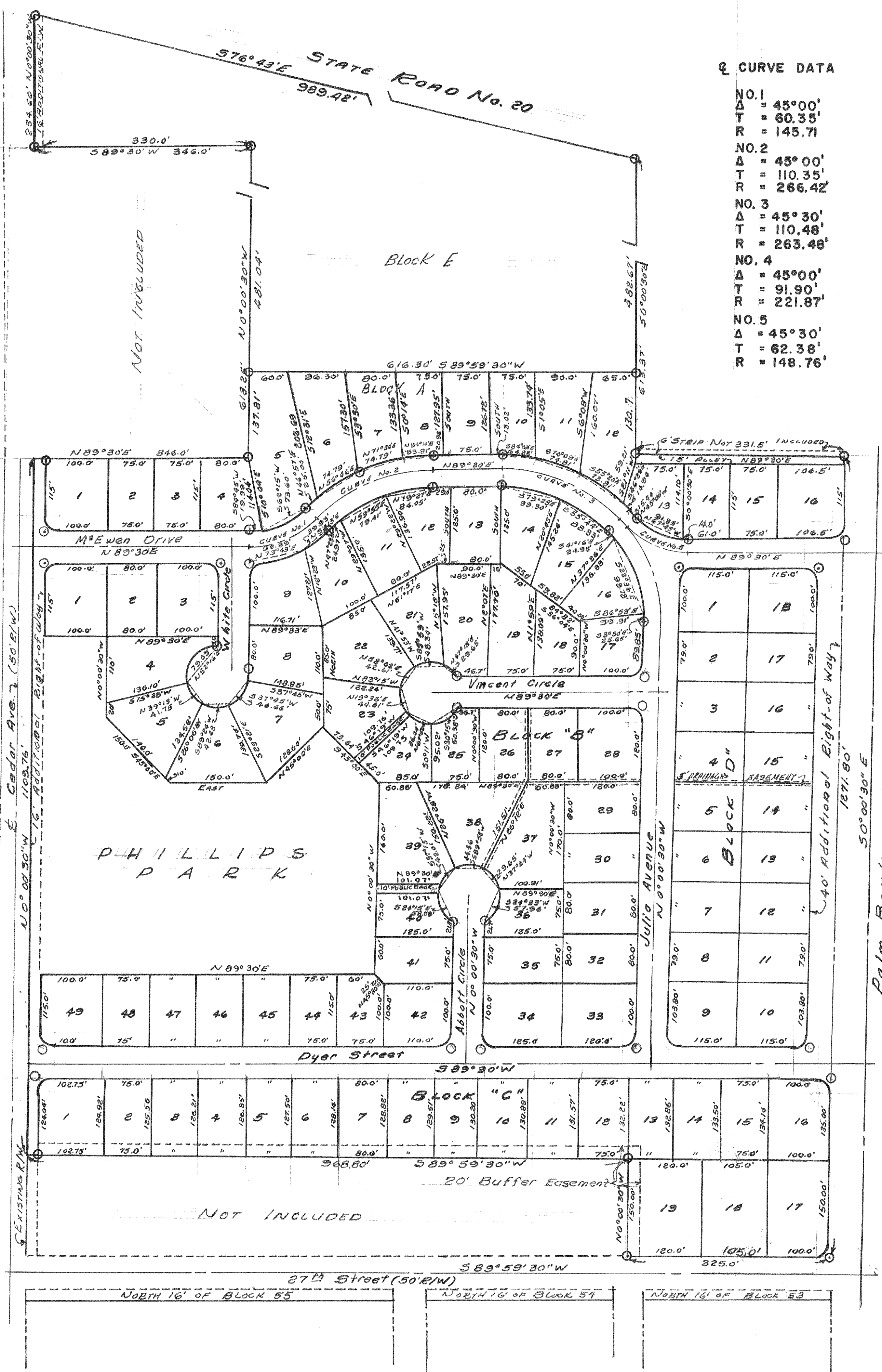
CLERKS FILING CERTIFICATE

STATE OF FLORIDA
COUNTY OF OKALOOSA
I, CECIL ANCHORS, CLERK OF CIRCUIT COURT OF OKALOOSA COUNTY, FLA., DO HEREBY CERTIFY THAT THIS PLAT CONFORMS TO THE PROVISIONS OF CHAPTER 10275 LAWS OF THE STATE OF FLORIDA, AND IS FILED IN THE OFFICIAL COUNTY RECORDS ON THIS 21 DAY OF May 1965, IN PLAT BOOK 1 AT PAGE 18

Cecil Anchors
CECIL ANCHORS

ENGINEERING NOTES:

1. INDICATES PERMANENT REFERENCE MARKERS
2. ALL DISTANCES AND BEARINGS SHOWN ON CURVES REFER TO CHORDS.
3. ALL CUL-DE-SACS HAVE 50.0' RADIUS.
4. ALL STREETS HAVE 80.0' R/W UNLESS OTHERWISE NOTED.



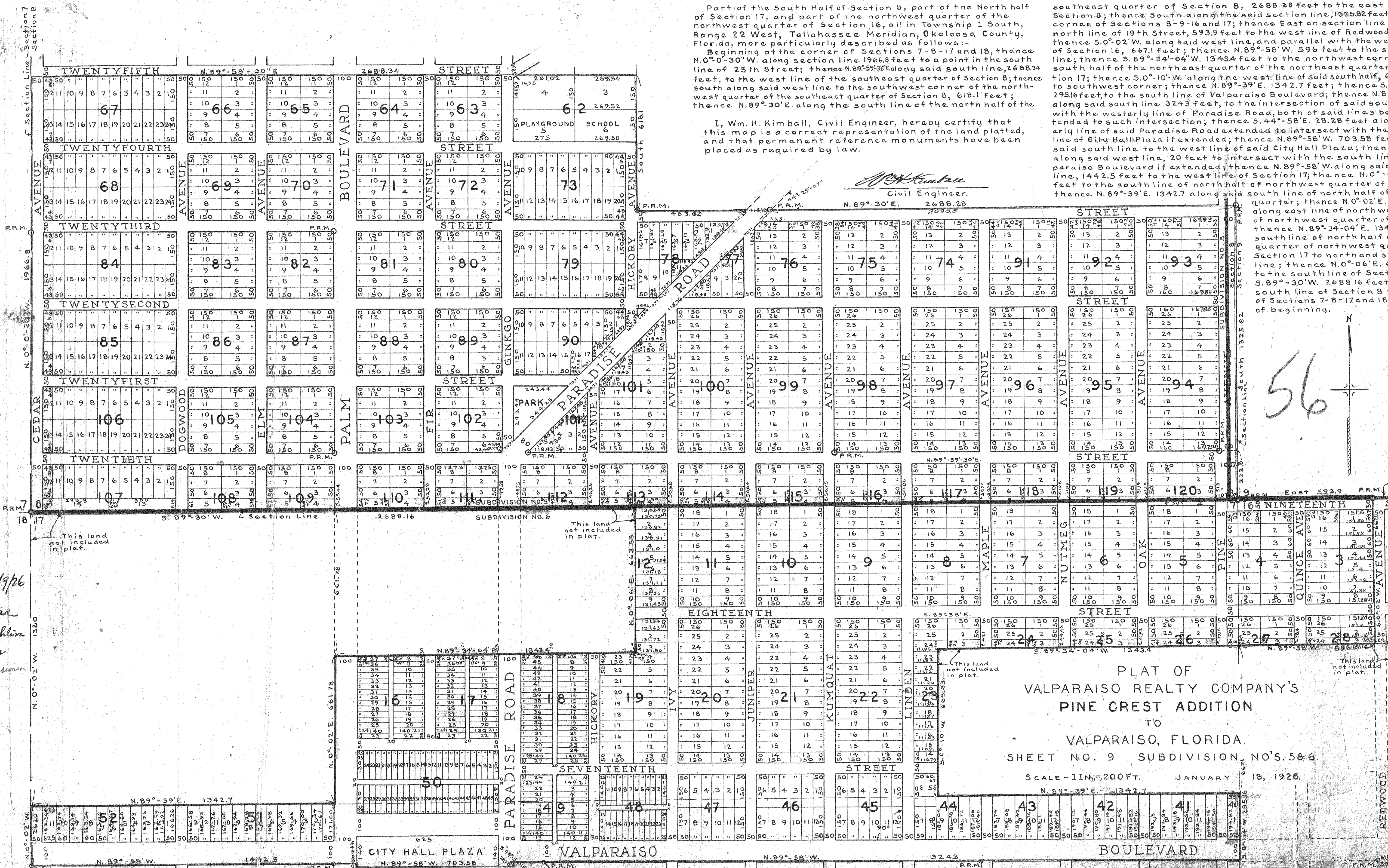
LEOTA MILLER
4-18

Part of the South Half of Section 8, part of the North half of Section 17, and part of the northwest quarter of the northwest quarter of Section 16, all in Township 1 South, Range 22 West, Tallahassee Meridian, Okaloosa County, Florida, more particularly described as follows:-
Beginning at the corner of Sections 7-8-17 and 18, thence N.0°-0'-30"W. along section line 1966.8 feet to a point in the south line of 25th Street; thence N.89°-39'E. along said south line, 2688.34 feet, to the west line of the southeast quarter of Section 8; thence south along said west line to the southwest corner of the northwest quarter of the southeast quarter of Section 8, 618.1 feet; thence N.89°-30'E. along the south line of the north half of the

I, Wm. H. Kimball, Civil Engineer, hereby certify that this map is a correct representation of the land platted, and that permanent reference monuments have been placed as required by law.

Wm. H. Kimball
Civil Engineer.
N. 89°-30' E. 2688.28
209.03

southeast quarter of Section 8, 2688.28 feet to the east line of Section 8; thence South along the said section line, 1925.82 feet to the corner of Sections 8-9-16 and 17; thence East on section line and the north line of 19th Street, 593.9 feet to the west line of Redwood Avenue; thence S.0°-02'W. along said west line, and parallel with the west line of Section 16, 667.1 feet; thence N.89°-58'W. 596 feet to the section line; thence S.89°-34'-04"W. 1343.4 feet to the northwest corner of the south half of the northeast quarter of the northeast quarter of Section 17; thence S.0°-10'-W. along the west line of said south half, 665.33 feet to southwest corner; thence N.89°-39'E. 1342.7 feet; thence S.0°-14'W. 295.16 feet to the south line of Valparaiso Boulevard; thence N.89°-58'W. along said south line 324.3 feet, to the intersection of said south line with the westerly line of Paradise Road, both of said lines being extended to such intersection; thence S.44°-58'E. 28.28 feet along westerly line of said Paradise Road extended to intersect with the south line of City Hall Plaza if extended; thence N.89°-58'W. 703.58 feet, along said south line to the west line of said City Hall Plaza; thence North along said west line, 20 feet to intersect with the south line of Valparaiso Boulevard if extended; thence N.89°-58'W. along said south line, 1442.5 feet to the west line of Section 17; thence N.0°-02'W. 262.0 feet to the south line of north half of northwest quarter of Section 17; thence N.89°-39'E. 1342.7 along said south line of north half of northwest quarter of northwest quarter of Section 17; thence N.89°-34'-04"E. 1343.4 feet along south line of north half of northwest quarter of northwest quarter of Section 17 to north and south quarter line; thence N.0°-06'E. 663.55 feet, to the south line of Section 8; thence S.89°-30'W. 2688.16 feet along the south line of Section 8 to the corner of Sections 7-8-17 and 18, the place of beginning.



Approved 2/9/26
D. H. McCallum
County Commissioner

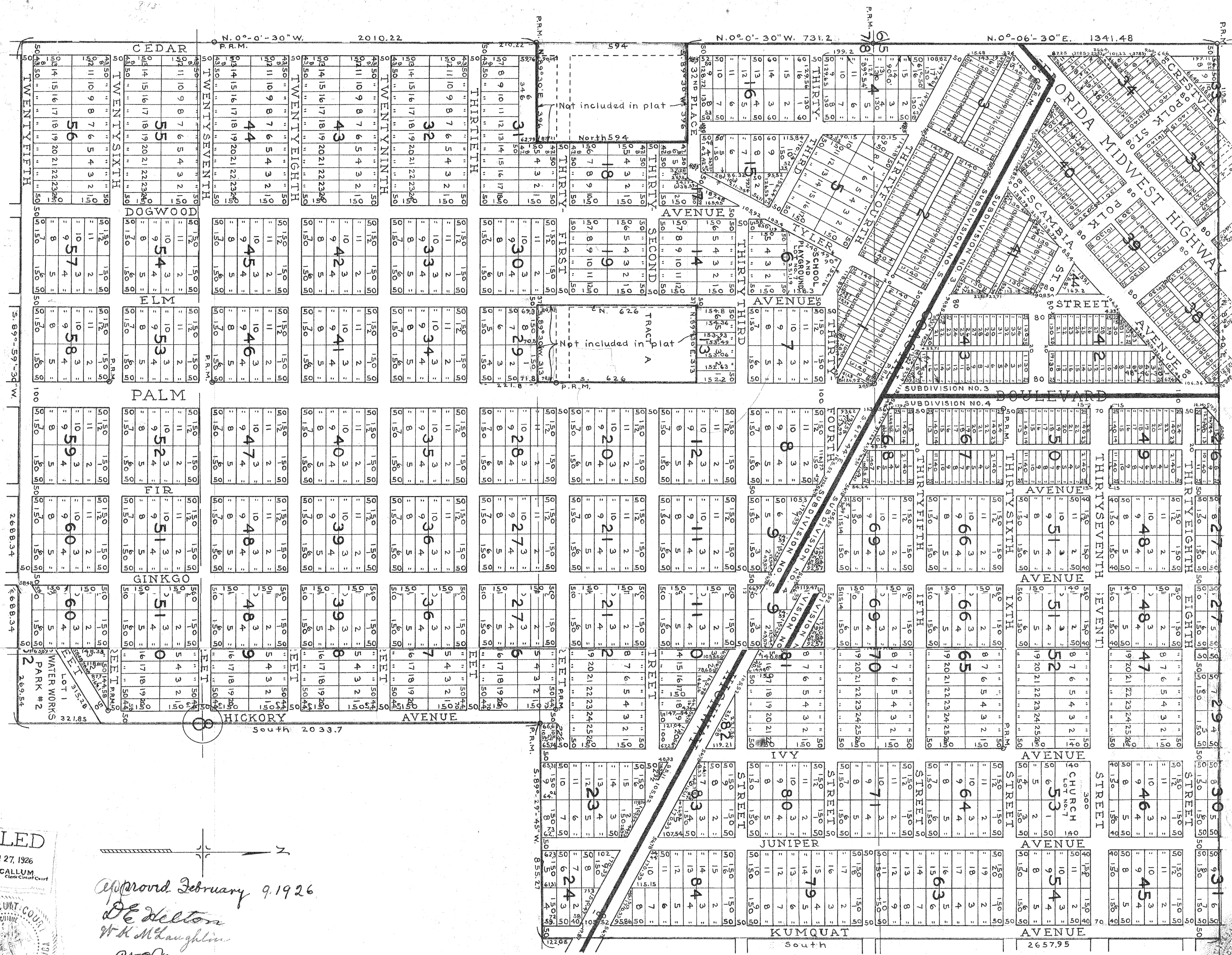
FILED
JAN 27 1926
D. H. McCallum

Pine Crest Addition to Valparaiso

1-56

Sheet 9

28 of 118



Part of the southwest quarter of the southeast quarter of Section 5, the south half of the southwest quarter of Section 5, part of the northwest quarter of the northeast quarter of Section 8, the northwest quarter of Section 8, and part of the north half of the southwest quarter of Section 8, all in Township 1 South, Range 22 West, Tallahassee Meridian, Okaloosa County, Florida, more particularly described as follows:-

Beginning at an iron pipe monument at the northwest corner of the south half of the south half of Section 5, which monument is S. 0°-06'-30" W. 4024.42 feet from the northwest corner of said Section 5; thence N. 89°-40' E. along the north line of the south half of said south half of said Section 5, 3540.93 feet to the East line of Kumquat Avenue; thence S. 0°-06'-30" E. along said East line to the north line of the southwest quarter of the northeast quarter of Section 8; thence S. 89°-29'-45" W. along said north line 855.27 feet to the northwest corner of said southwest quarter of northeast quarter of Section 8 and in the east line of Hickory Avenue; thence South, 2033.7 feet along the east line of said Hickory Avenue, and said East line extended to the south line of Lot 1, Block 62; thence S. 89°-59'-30" W. along the south line of Lots 1 & 2, Block 62, and along the south line of 25th Street 2688.34 feet to the west line of Section 8; thence N. 0°-0'-30" W. along section line 2010.22 feet to southwest corner of land not in plat; thence N. 89°-30' E. 396 feet to southeast corner of said land; thence North 594 feet to northeast corner of said land; thence S. 89°-30' W. 396 feet to section line; thence N. 0°-0'-30" W. along section line, 731.2 feet to Section corners 5-6-7 and 8; thence N. 0°-06'-30" E. along section line, 1341.48 feet to place of beginning. And excepting therefrom 4.5 Acres in the southeast corner of the northwest quarter of the northwest quarter of Section 8, marked Tract A on this plat, and not included in this plat.

I, Wm. H. Kimball, Civil Engineer, hereby certify that this map is a correct representation of the land platted, and that permanent reference monuments have been

I, Wm. H. Kimball, Civil Engineer, hereby certify that

PLAT OF
VALPARAISO REALTY COMPANY'S
PINE CREST ADDITION
TO
VALPARAISO, FLORIDA.
SHEET NO. 7. SUBDIVISION NOS. 3-4-5
SCALE-1IN.=200FT. JANUARY 14, 1926.

FILED
JAN 27, 1926
D. H. McALLUM
Clerk Circuit Court
OKALOOSA COUNTY, FLORIDA

Approved February 9, 1926
De Helton
W. H. McLaughlin
W. C. Jones
County Commissioner

Pine Crest Addition to Valparaiso, Florida
Sheet 7

54

54

Part of Section Five, Township 1 South, Range 22 West of Tallahassee Meridian, Okaloosa County, Florida, particularly described as follows:-
Beginning at the northwest corner of said section 5, which corner is marked by an iron pipe monument. Thence ~~south~~ along the Section Line between Sections 5 and 6, Township and Range aforesaid, 4024.22 feet to an iron pipe monument at the south line of the north half of S.W. 1/4 of said section 5. Thence ~~west~~ along the said south line of the north half of S.W. 1/4, and along the south line of the north half of the S.E. 1/4 of said section 5, 3850.93 feet to an iron pipe monument. Thence north, parallel with east line of section 5, 181.15 feet. Thence N. 12°36' degrees W. 450.00 feet. Thence N. 22°53' degrees W. 1167.1 feet to center FLORIDA HIGHWAY. Thence N. 61°30' degrees E. at right angles to said FLORIDA HIGHWAY 200.00 feet. Thence N. 83°22' degrees W. parallel with said FLORIDA HIGHWAY 182.74 feet. Thence N. 8°56' parallel with east line of section 5, 208.0 feet. Thence N. 70°27'30 degrees E. 391.25 feet. Thence N. 8°45' degrees W. 1114.3 feet. Thence N. 8°56' parallel to east line of section 5, 617.0 feet to the north line of said section 5, and to an iron pipe monument. Thence ~~west~~ along the north line of said section 5, 3182.7 feet to beginning.

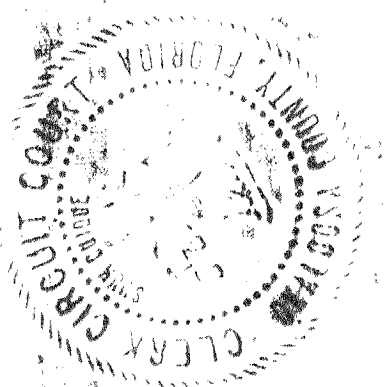
I, Wm. H. Kimball, Civil Engineer, hereby certify that this map is a correct representation of the land platted, and that permanent reference monuments have been placed as required by law.

W. H. Kimball
Civil Engineer.

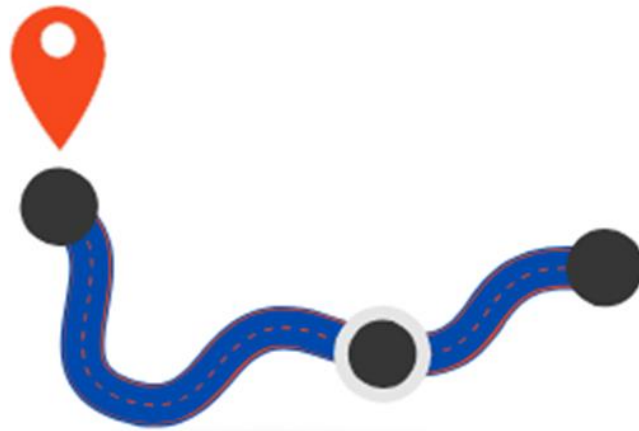


Approved January 4, 1926
D. E. Nelson
J. W. Moore
W. K. McLaughlin
County Commissioners

Filed December 13, 1925
D. H. Graham Clerk



PLAT OF
VALPARAISO REALTY COMPANY'S
PINE CREST ADDITION
TO
VALPARAISO, FLORIDA.
SHEET NO. 1 SUBDIVISION NO. 22
SCALE-1 IN. = 200 FT. OCTOBER 1, 1925



CITY OF NICEVILLE SAFE STREETS ACTION PLAN

2024





Dear Members of the Community,

Since 2014, 14 people have been killed and 284 people have suffered incapacitating injuries in traffic collisions within the City of Niceville and nearby areas. We know from Statewide statistics that, pedestrians, bicyclists and motorcyclists are much more likely to be killed or seriously injured in a crash than those traveling in an automobile. We are also finding that our youth and senior populations may be disparately impacted. Fatal and severe traffic collisions are preventable. Safe Streets Niceville is focused on making the roadways in our City safer for everyone, no matter how they travel.

We recognize that people make mistakes and our transportation system should be designed to minimize the consequences of these errors.

This Safe Streets Niceville Action Plan is based on a data-driven analysis to identify a High Injury Network and Hot Spot locations. It includes a toolbox of engineering countermeasures and has non-engineering countermeasures, like education and enforcement.

The City recognizes that this requires a significant commitment from our organization, but also our partners. In developing this Action Plan, we considered input from citizens, the school district, law enforcement, emergency services, and our regional transportation planning organization to incorporate input from a wide range of stakeholders impacted by this serious problem in our community. This Action Plan provides a path for the City and its partner agencies to work towards zero deaths and injuries by 2045. I hope you'll join us in this critically important mission!

Mayor Daniel L. Henkel

Chair, Safe Streets Niceville Task Force

RESOLUTION NO. 24-04-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NICEVILLE, FLORIDA, ADOPTING A GOAL TO REDUCE TRAFFIC-RELATED FATALITIES AND SERIOUS INJURIES IN THE CITY; SUPPORTING THE CREATION AND IMPLEMENTATION OF THE SAFE STREETS NICEVILLE ACTION PLAN; PROVIDING FOR CONFLICTS AND SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, statistics show that, tragically, that 4 people were killed and 24 people were seriously injured in traffic-related accidents during 2023 in Niceville, (the "City"); and

WHEREAS, statistics show that, tragically, 5 serious injuries during 2023 were bicycle and pedestrian related; and

WHEREAS, minority and low-income communities face a disproportionate risk of serious injuries and fatalities in connection with traffic-related accidents; and

WHEREAS, the City of Niceville, Florida (the "City") strongly believes that fatalities and serious injuries caused by traffic-related accidents are unacceptable and a serious public safety issue that necessitates public action; and

WHEREAS, providing safe and reliable transportation is a priority for the City; and

WHEREAS, the City recognizes that traffic fatalities and serious injuries are preventable and not inevitable, and commits to working collaboratively with the County, and partner transportation agencies to identify and implement projects and programs that reduce the potential for serious traffic injuries and fatalities in our community.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NICEVILLE, FLORIDA, THAT:

Section 1. The above recitals are true, correct, and incorporated by reference as the findings of the City Council as if set forth fully herein.

Section 2. The City of Niceville supports the creation and implementation of the Niceville Safe Streets Action Plan and a "Vision Zero" goal, which commits to a goal of zero deaths and serious injuries in the City by the year 2055.

Section 3. The City will create a Safe Streets Niceville Working Group (as shall be established under the Safe Streets Niceville Action Plan) to: (i) coordinate safety improvements, (ii) advance local priorities that will make streets safer for the traveling public, (iii) access technical assistance, and (iv) support in reducing, and ultimately eliminating, fatal and serious injury collisions.

Section 4. All resolutions or part of resolutions in conflict with any of the provisions of this Resolution are hereby superseded and repealed to the extent of such conflict.

Section 5. This Resolution shall become effective upon adoption and approval in accordance with the City Charter.

ADOPTED in regular session this 9th day of April, 2024.


MAYOR

ATTEST:


CITY CLERK

Introduction and Executive Summary

Introduction

Since the year 2014, 14 people have been killed and 284 people have suffered incapacitating injuries in traffic collisions within the City of Niceville and nearby areas. Unfortunately, the rate of serious injuries continues to climb and in 2023, 4 people were killed on our roadways -well above the previous year's average of one death per year. This is a plan of action to eliminate these unnecessary deaths and injuries within the City of Niceville and some of its surrounding areas. To accomplish this, data on crashes is provided to identify the areas where serious crashes are occurring. These areas make up the high injury network (HIN) of roadways and intersections where people are losing their lives or becoming seriously injured. This Plan is based on a Vision Zero approach, with strategies identified to work towards eliminating deaths and injuries.¹

Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, law enforcement officials, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that there are many factors that contribute to safe mobility—including roadway design, speeds, enforcement, behaviors, technology, and policies—and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Executive Summary

Leadership Commitment and Goal Setting

In early April of 2024, the Niceville City Council adopted Resolution 24-04-01 setting a Vision Zero goal for the City by the year 2055. Mayor Daniel Henkel also serves as the Chairman of the Safe Streets Niceville Task Force, with traffic safety identified as one of his target issues.

Planning Structure

The Safe Streets Niceville Task Force has been established and tasked with the development, implementation, and monitoring of this Plan. This Task Force is led by Mayor, Daniel Henkel and consists of representatives from the Okaloosa County School Board, the City of Niceville Fire Department, the Niceville Police Department, and representatives from City Administration, Geographic Information Systems (GIS), Public Works, Grants Management, Engineering, Community Redevelopment Agency, and Planning. Plans for this Task Force include, local business owners and the City of Niceville Youth Advisory Council.

Safety Analysis

The high injury network (HIN) for the City of Niceville and nearby areas consists primarily of College Boulevard, Hwy 85, Palm Boulevard, Cedar Avenue and State Road 20 (John Sims Pkwy).

¹ Institute of Traffic Engineers - <https://toolkits.ite.org/visionzero/>

State Road 20 (John Sims Pkwy) is by far the highest injury facility within the City. The high injury network (HIN) is identified on Maps 3 through 6 for various road users including automobile drivers, pedestrians and bicyclist.

In addition to the identification of the high injury road network, several high injury intersections have been identified as follows:

- College Boulevard and SR 85
- SR 85 and SR 20 (John Sims Pkwy)
- SR 20 (W John Sims Pkwy) and Government Avenue (SR 85)
- Cedar Avenue and SR 20 (John Sims Pkwy)
- Cedar Avenue and SR 285 (Partin Drive)
- Palm Boulevard and SR 20 (John Sims Pkwy)
- Palm Boulevard and SR 285 (Partin Drive)

Engagement and Collaboration

This Plan builds on the work of several Nation and State level initiatives, including the U.S. Department of Transportation's Safe Systems Approach and the Florida Department of Transportation's Target Zero initiative. This Plan is also intended to work cohesively with the Safe Streets Action Plan currently being developed by the Okaloosa Walton Transportation Planning Organization through a "Safe Streets for All" implementation grant (Federal Highway Administration). This larger regional Action Plan will identify some of the same high injury network roads that are identified herein, specifically the higher volume, higher speed State road facilities. This larger regional action plan should provide recommendations for the City's high injury network that are consistent and compatible with the recommendations of the City's Plan through coordination and collaboration. It is intended that this Plan will "inform" this larger regional plan and aid in coordination of State and Okaloosa County efforts.

Equity Considerations

For the City of Niceville, this means:

- ✓ Addressing the needs of ALL members of our population, including younger people, aging populations, and our disabled population;
- ✓ Ensuring that employees and parents from surrounding areas can safely travel through and around the City of Niceville to employment and schools;
- ✓ Encouraging safe walking and biking to help with cost burdens; and
- ✓ Encouraging affordable housing close to employment and education centers through infrastructure development.

Policy and Process Changes

This Plan includes the following recommended policy and process changes:

- ✓ Adopt a Complete Streets Policy and Approach
- ✓ Carrying out Speed Management Strategies
- ✓ Prioritization of Low-Cost Safety Treatments

Strategy and Project Selections

This Plan includes the following recommended strategies:

- ✓ Perform road safety audits for the HIN, particularly SR 20
- ✓ Support and create safe driving campaigns with students
- ✓ Continuing to make sidewalk and bike network improvements
- ✓ Enhancing Transit
- ✓ Creating Safe Routes to School
- ✓ Education Initiatives
- ✓ Data Collection, Monitoring and Analysis

In addition, the Plan recommends the following projects for funding as funds become available:

SR 20 / Government Avenue (SR 85) Intersection – Recommend intersection safety audit and access study. This intersection has been identified as a high injury intersection. Such audit or intersection study should consider innovative design changes, improved delineation, and advanced warning.

Cedar Avenue from 21st Street to College Boulevard – Complete Streets and major intersection safety audits / Improvements. Cedar and Palm are the two main north south spines for the urbanized area of the City. Cedar and Palm both terminate at the Northwest Florida State College, a growing college campus.

- ✓ Special consideration should be given to the intersections of Cedar and SR 20 and SR 285 (Partin Dr). Intersection analysis should consider innovative design changes, improved delineation, and advanced warning.
- ✓ The section of Cedar Avenue between SR 285 and SR 20 should receive special design consideration since this section of the high injury network is heavily traveled by students and school users. This section also features inadequate bike and pedestrian infrastructure and dangerous front end 90-degree parking.

Palm Boulevard from Bayshore Drive to College Boulevard - Complete Streets and major intersection safety audits / Improvements. Cedar and Palm are the two main north south spines for the urbanized area of the City. Cedar and Palm both terminate at the Northwest Florida State College.

- ✓ Special consideration should be given to the intersections of Cedar and SR 20 and SR 285 (Partin Dr). Special consideration should be given to the intersections of Palm and SR 20 and SR 285 (Partin Dr). Intersection analysis should consider innovative design changes, improved delineation, and advanced warning.
- ✓ The section of Palm Boulevard between SR 285 and SR 20 should receive special design consideration since this section of the high injury network is heavily traveled by students and school users. This section also features inadequate bike and pedestrian infrastructure and dangerous front end 90-degree parking.

Crossings Boulevard Connector – Recommend construction of the “missing link” in the alternative route to SR 20 that extends from Rocky Bayou Drive to Palm Boulevard. This would include a new two-lane road with multi use path and traffic circle at Juniper Avenue. This roadway is a parallel facility to SR 20, alleviating local traffic on SR 20. SR 20 has been identified as the facility within the City that has the highest injury rate. This parallel facility is prioritized for walking, biking and local access removing trips from the most dangerous HIN roadway, SR 20.

Bayshore Drive from SR 20 to 11th Street – Recommend complete streets improvements to include bike and pedestrian facility improvements. This route links large residential areas with the CRA.

[Progress and Transparency](#)

The City has created a webpage related to this Plan and will update this Plan annually to report progress on strategies and outcomes. Each of the identified strategies contain performance measures for the purposes of analyzing success. The City of Niceville Safe Streets Task Force will meet as necessary, but at least annually to update this Plan or discuss potential projects and progress.

About the City of Niceville

Military Community

The City of Niceville along with its sister cities, the City of Valparaiso, the City of Crestview, the City of Freeport, and the City of Fort Walton Beach are bedroom communities to two very large Air Force bases, Eglin AFB and Hurlburt Field AFB. These military installations have an estimated economic impact of \$9.2 billion and support almost 74,000 jobs in Okaloosa County. Eglin AFB is the largest base in the world encompassing over 724 square miles of land across three counties, 134,000 square miles of overland air space, and hosts multiple military service units and the Eglin Gulf Test and Training Range². According to a recent housing study conducted by the consulting firm TPMA, the shortfall of suitable housing for military members in Okaloosa County increased by 67% between the years 2009 and 2022³. It is estimated that approximately 26% of the population in the Niceville/Valparaiso area are either active duty or retired military⁴.

Transportation HUB

The main transportation corridors that feed into and move people around the City are SR 293, SR 285, Hwy 85, and SR 20, College Boulevard, Forest Road, Rocky Bayou, Bayshore Drive, Palm Boulevard, and Cedar Avenue (Map 1). These corridors bring workers and goods



The Economic Development Council of Okaloosa County nominated the Eglin/Hurlburt community for consideration as an inaugural designee of this prestigious award. With demonstrated long-standing and unwavering support and innovative initiatives benefiting military personnel and families, the Eglin-Hurlburt Community received the Great American Defense Community designation. Community evaluation criteria included:

- **Community Building and Integration:** provides an environment in which service members, their families and veterans are welcomed and integrated into the community fabric
- **Support and Collaboration:** has a formal military-community support organization that includes advocates from local governments, non-profit organizations and area businesses to form installation-community partnerships that enhance services to service members, their families and veterans
- **Educational and Employment Opportunities:** provides a wide range of job opportunities for
 - service members and their families; and ensures quality educational opportunities for military children, spouses, service members and veterans
- **Family Support:** offers a range of support to service members and their families before, during and after deployments, and as they transition from the military.

Source: <https://florida-edc.org/military-support/defense-support-initiatives-committee#DSI>

² Florida Military and Defense Economic Impact Summary, 2022. Enterprise Florida.

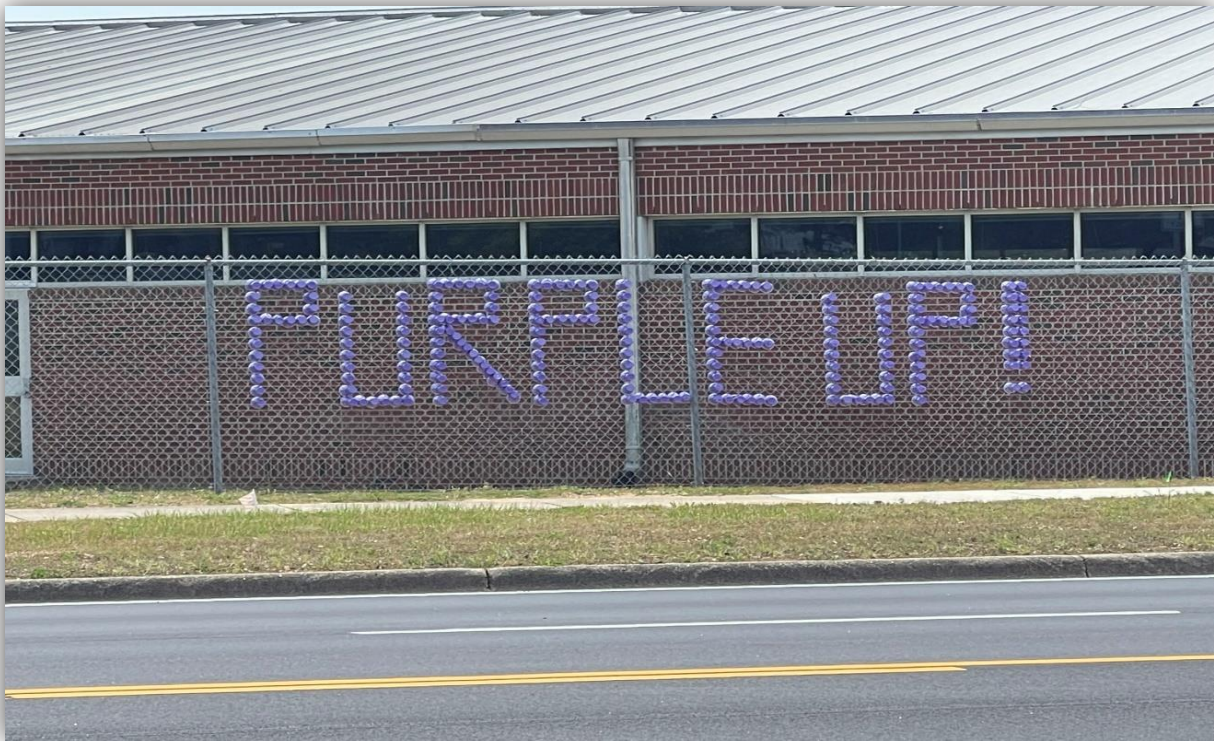
³ Attainable Workforce Housing Strategic Plan, Okaloosa County, March 2024. TPMA Inc.

⁴ US Census Bureau

from surrounding areas through the City of Niceville to Eglin Air Force Base. SR 20 is a four-lane facility and SR 285 is also four lanes (Partin Drive) partially within the City limits- before narrowing to a two-lane facility as it travels north through the Eglin AFB range to Interstate 10 and US Highway 90.

Divided City

SR 20 (John Sims Parkway) serves not only as a major transportation corridor, but as a dividing feature. The roadway is high speed and high volume, making it inhospitable for walking and biking. Crossing on foot or by bicycle is dangerous. There is one pedestrian overpass located at Niceville High School that is used during peak times associated with school functions but is underutilized by the general public due to its landing on school property. SR 20 cuts off the southern portion of Niceville from civic and educational uses and cuts off the northern portions of the City off from waterfront uses including what was once the City's historic downtown. While the City has invested heavily in sidewalk facilities, this barrier high speed "stroad" still represents a significant safety and connectivity challenge.



Ruckel Middle School displays support on Partin Drive for wearing purple during the Month of the Military Child

Okaloosa County Transit

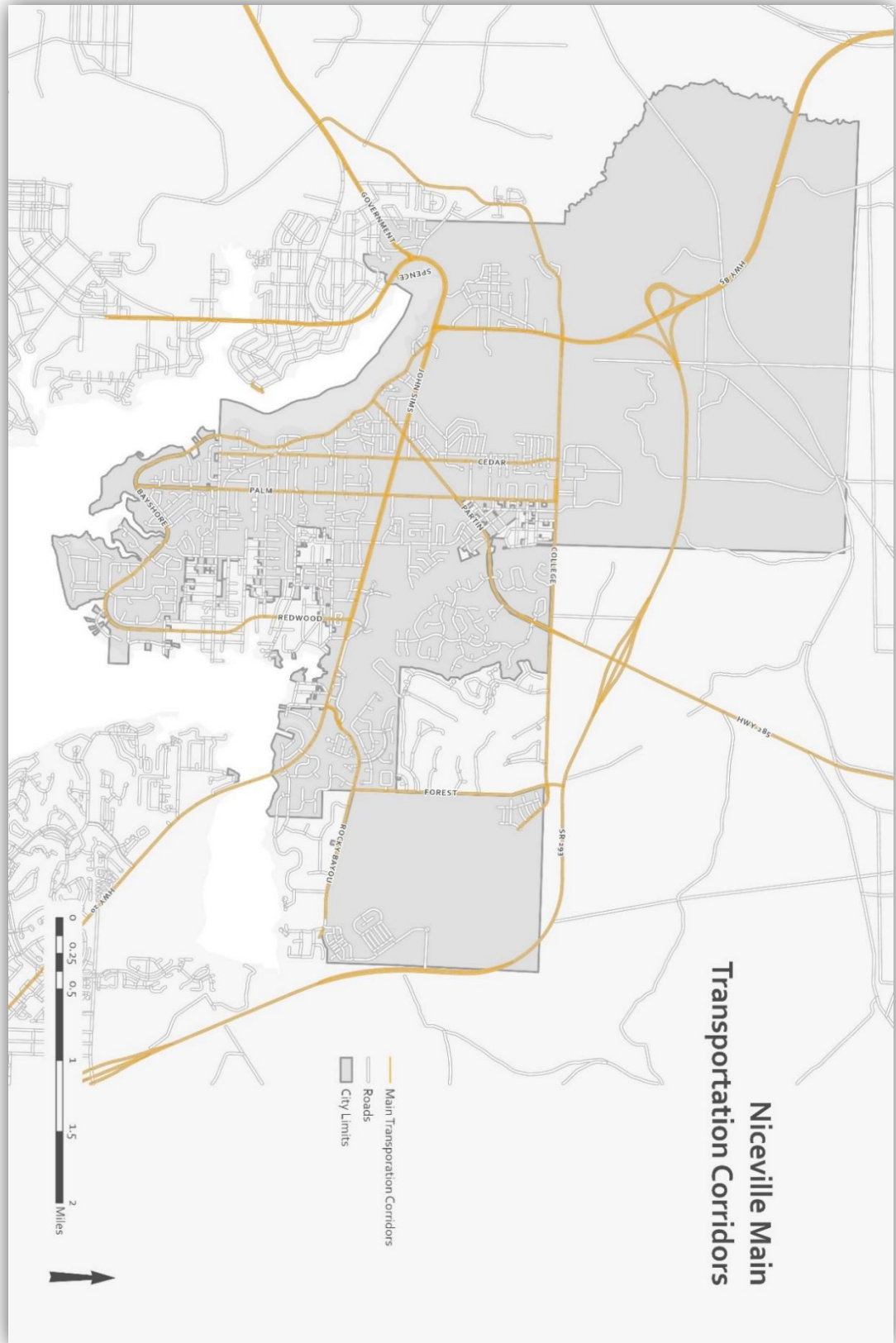
Transit in the City of Niceville is provided by EC Rider (Map 2), which offers reduced fare options for elderly and disabled riders. Several agencies sponsor customer transportation needs, paying all or most of the cost. For those who are not sponsored, the Florida Commission for the Transportation Disadvantaged (CTD) provides cost-sharing assistance for qualified individuals⁵. Service operates seven days per week during the daytime hours. In compliance with Code of Federal Regulations 49 CFR Part 37, EC Rider's Dial-A-Ride Program (Paratransit Service) is available to Individuals with disability who are unable, as the result of physical or mental impairment, and without the assistance of another individual, to board, ride, or disembark public transportation for access to life sustaining activities, healthcare, employment, education, shopping, leisure, recreation, or general ventures.

- Persons with disabilities, either physical or mental, preventing independent transportation Individuals who are economically disadvantaged (Transportation Disadvantaged Program Only)
- Children before their 18th birthday and adults over 60 (Transportation Disadvantaged Program Only)
- Reside within Okaloosa County limits (Transportation Disadvantaged Program Only)⁶

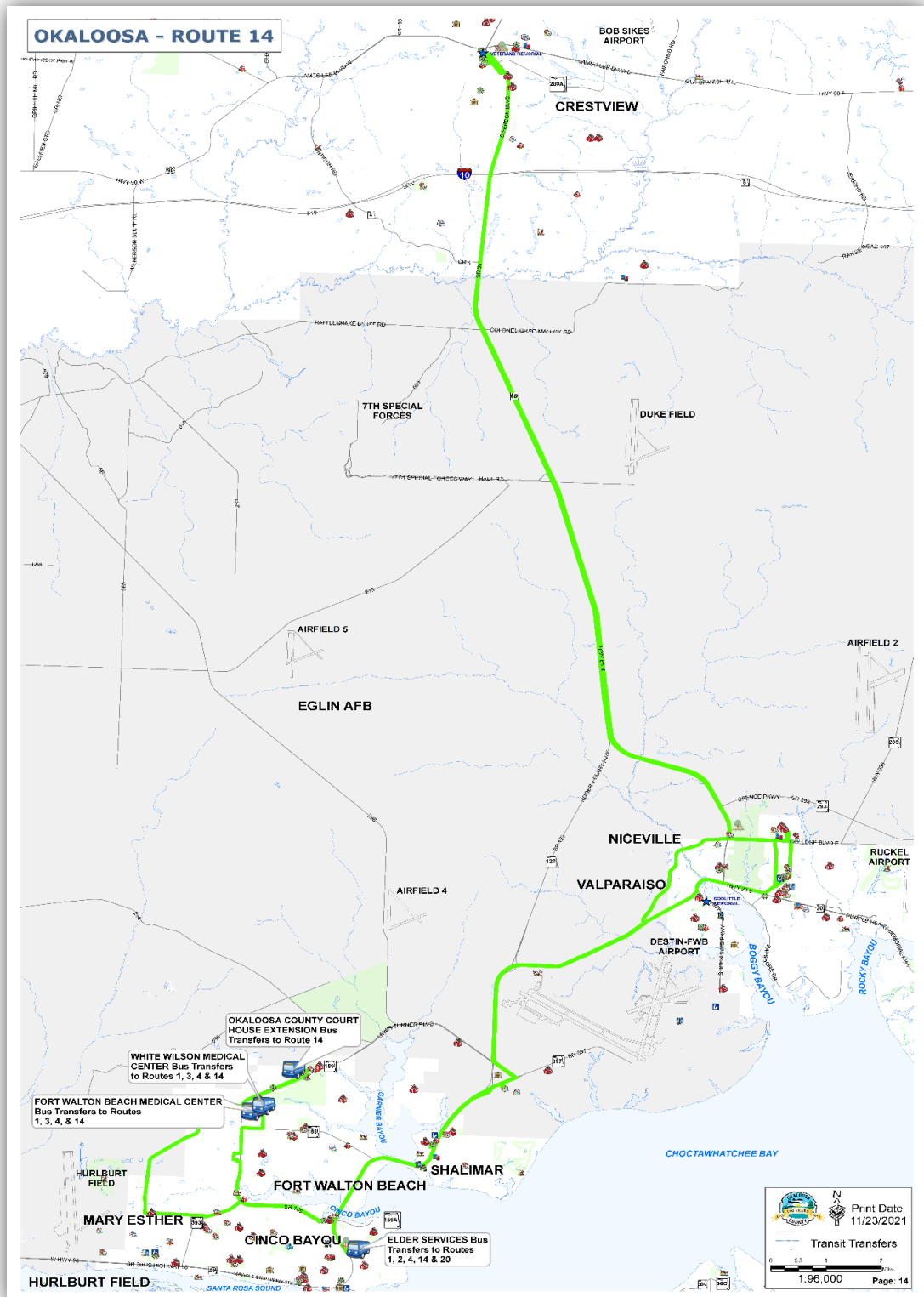
⁵ Okaloosa Walton TPO 2045 Long Range Transportation Plan

⁶ Emerald Coast Rider <https://www.ecrider.org/dial-a-ride/>

MAP 1



MAP 2



MAP 2: Okaloosa County, <https://www.ecrider.org/routes/route-14/>

PLANNING STRUCTURE

Safe Streets Niceville Task Force

The Safe Streets Niceville Task Force has been established and tasked with the development, implementation, and monitoring of this Plan. This Task Force is led by Mayor, Daniel Henkel and consists of representatives from the Okaloosa County School Board, the City of Niceville Fire Department, the Niceville Police Department, and representatives from City Administration, Geographic Information Systems (GIS), Public Works, Grants Management, Engineering, Community Redevelopment Agency, and Planning. Plans for this Task Force include, local business owners and the City of Niceville Youth Advisory Council.



Members of the Safe Streets Niceville Task Force Meet at Niceville City Hall

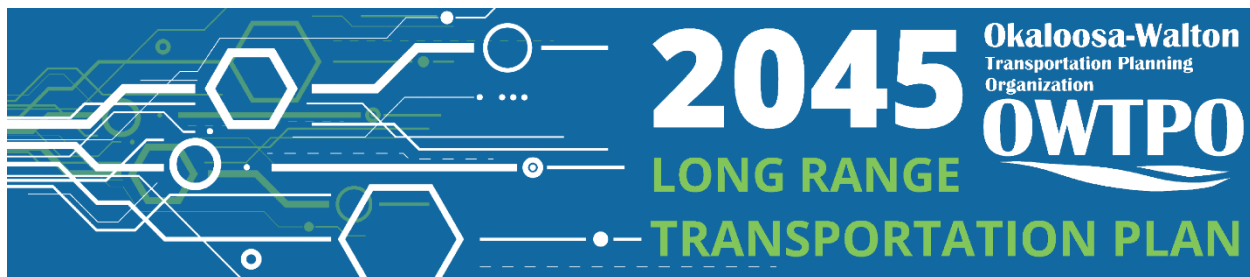
ENGAGEMENT AND COLLABORATION

This Plan, is one of many implementation steps necessary to achieve a vision zero goal along with other local, regional, and national efforts. For example, the Florida Department of Transportation, included strategies identified in the Florida Strategic Highway Safety Plan that introduces the Safe System Approach which is promoted by the Federal Highway Administration and described in more detail later in this Plan. This statewide plan thinks beyond the traditional approaches or four “E’s” of Engineering, Education, Enforcement and Emergency response to include the four “I’s”... information intelligence, Innovation, Insight into communities, and Investments and policies.

More and more local governments across the nation are increasingly taking the pledge to become Vision Zero communities. The City of Niceville is not alone in the challenge to eliminate all fatal and serious injury collisions, and resources are widely available. The following describes some of these efforts that inspired this Plan. These efforts also inform the recommended strategies found later in this Plan.

Regional Planning Efforts

This Plan is intended to work cohesively with the Safe Streets Action Plan currently being developed by the Okaloosa Walton Transportation Planning Organization through a Safe Streets for All Program Implementation Grant (Federal Highway Administration). This larger regional Action Plan will identify some of the same high injury network roads that are identified herein, specifically the higher volume, higher speed State road facilities. This larger regional action plan should provide recommendations for the City’s high injury network that are consistent and compatible with the recommendations of the City’s Plan through coordination and collaboration. It is intended that this Plan will “inform” this larger regional plan.



The City of Niceville participates in the Okaloosa Walton Transportation Planning Organization, with one City Councilman appointed to this Board and City staff appointed to the Technical Coordinating Committee. The Okaloosa Walton Transportation Planning Organization’s 2045 Long Range Transportation Plan, envisions a transportation network that provides safe multimodal transportation options for all residents and visitors to Okaloosa County.

During the last Long-Range Transportation Plan major update process in 2022, Niceville citizens participated in surveys and participated as members of the Citizens Advisory Committee (CAC). This overall public input resulted in the capacity project on SR 285 from I-10 to SR 293 (A-152), being added in response to public concern for safety of drivers and bicyclists travelling along SR 285 due to lack of passing opportunities.

Results of the public outreach conducted during this time are summarized below. Public participant rating of project importance was nearly equal for five categories. While traffic and congestion remain top concerns in the region, undoubtedly due to the regions high volume of seasonal visitors in part, complete streets, bike/ pedestrian facilities, and transit are increasingly seen as important.

- Complete Streets (23%)
- Bicycle and Pedestrian Improvements (23%)
- Capacity (19%)
- Intersections (18%)
- Transit (17%)
- The most reported transportation concern for the TPO region over the next 20 years was “Increased traffic/congestion/delay” (44%)

County Planning Efforts

Okaloosa County is currently working towards implementation of a Mobility Plan. It is intended that the projects identified within this Plan be consistent and compatible with this County planning effort. City and County coordination is key on this important vision zero approach as systems and jurisdictional boundaries are interrelated.

State of Florida Target Zero Behavioral Approach

FDOT Target Zero is a statewide initiative to reduce the number of transportation-related serious injuries and deaths across Florida to zero. Target Zero builds upon the Vision Zero goal by focusing on influencing dangerous driver **behaviors** before serious and fatal crashes occur.

Target Zero aligns resources and establishes actions for all safety partners to take evolutionary steps to improve how Florida connects, interacts, plans, designs, operates, and maintains its transportation system.

Through this program, FDOT has created music playlists to help driver’s relax during commutes or “vibe out” when encountering a stressful drive. The program also shows drivers how to use the auto-replay feature on their smartphones so that they can turn on “do not disturb” with style.



The program has created a plethora of do not disturb messages that are fun and include tones and emotions. The program even has shareable memes and shareable images such as those included below.



Images courtesy of the Florida Department of Transportation Target Zero Program

National Planning and Design Efforts

U.S. DOT Safe Systems Approach

The U.S. Department of Transportation has adopted a Safe Systems approach, as a method to address roadway safety.

This approach incorporates several key principles:

- *Humans make mistakes.* People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
- *Humans are vulnerable.* Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- *Responsibility is shared.* All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
- *Redundancy is crucial.* Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people⁷.

⁷ U.S. Department of Transportation - <https://www.transportation.gov/NRSS/SafeSystem>

According to the Federal Highway Administration, “The Safe System Approach is being applied with great success in a growing number of nations and cities around the world and has now taken hold in the United States. The Safe System Approach has origins in Sweden through its Vision Zero program and with the Sustainable Safety program in the Netherlands. These early adopters experienced impressive decreases in road traffic fatalities—each with at least a 50-percent reduction in fatalities between 1994 and 2015. The concept has spread to other countries in Europe and beyond with notable success in Australia and New Zealand”⁸. The key principles and elements of a Safe System approach, as defined by the Federal Highway Administration (FHWA), are presented on Figure 1.

Figure 1



Source: U.S. Department of Transportation

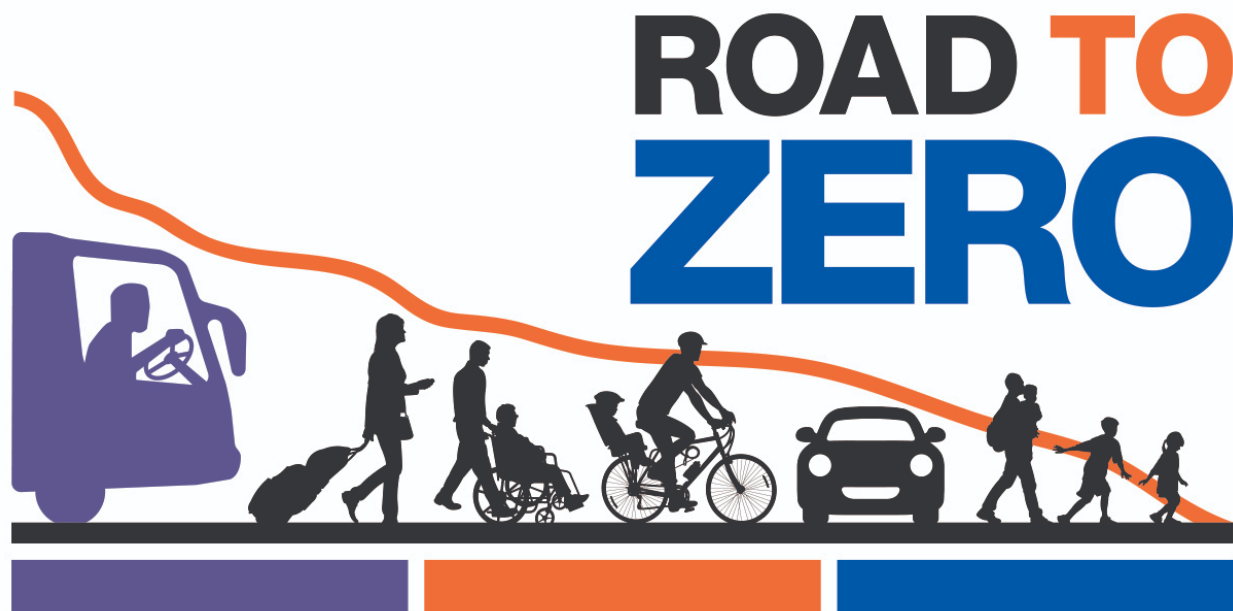
⁸ U.S. DOT Federal Highway Administration: Making Our Streets Safer through a Safe System Approach by Mark Doctor and Chimai. Winter 2022. Ngo. <https://highways.dot.gov/public-roads/winter-2022/01>

National Safety Council Road to Zero

The National Safety Council's Road to Zero Coalition, released a comprehensive report laying out strategies to end roadway deaths in the U.S. by 2050. This report identified three main initiatives:

- 1) Double down on what works through proven, evidence-based strategies;
- 2) Advance lifesaving technology in vehicles and infrastructure; and
- 3) Prioritize safety by adopting a safe systems approach and creating a positive safety culture.

This important work in ongoing, the 2023 Road to Zero annual meeting was held in February at the National League of Cities in Washington, D.C. The meeting connected Road to Zero members, who heard from leading experts in traffic safety and were inspired by innovative case studies, new research and advances in policy. Members also received updates on the Coalition's Working Groups and learned how to better engage with the Coalition in 2023. The Road to Zero coalition has developed a "Doubling Down on What Works Clearinghouse" which includes speed management as one of the seven topic areas ⁹



Source: National Safety Council

⁹ <https://www.nsc.org/roadtozero>

American Association of State Highway and Transportation Officials (AASHTO) and Towards Zero Deaths (TZD)

Towards Zero Deaths (TZD) is a national strategy that advocates for highway safety strategies for eliminating serious injuries and deaths on our nation's roadways. The strategy calls for all stakeholders to champion the idea that one death on our nation's roadways is too many, and we must all work together to bring the annual number of roadway deaths down to zero. The National Strategy document is AASHTO's official strategic highway safety plan (SHSP).



TZD emphasizes six key areas:

- ✓ Safe Drivers and Passengers – emphasizes driver behavior with the understanding that being unbuckled, driving while impaired, using hand held devices, age of driver, and speeding can be significant sources of driver error that contributes to up to 94% of crashes;
- ✓ Safer Vulnerable Users – pedestrians, bicyclists, and motorcyclist are vulnerable users that lack physical protection;
- ✓ Safer Vehicles – vehicle technologies and help prevent and lessen the severity of crashed
- ✓ Safer Infrastructure – roadway changes must consider all users and how they interact with the roadway and safety should be a consideration throughout design processes;
- ✓ Enhanced Medical Services – EMS must partner in a comprehensive system and we must focus on the technologies and systems necessary to advance collaboration and save lives;
- ✓ Improved Safety Management – focusing on how to better collaborate and use data ¹⁰

“One person dies every 16 minutes in a traffic crash in our country. Over a lifetime, nearly everyone is touched by consequences of traffic crashes. Toward Zero Deaths is the highway safety vision for the United States. It is the only acceptable target.” (National Strategy on Highway Safety)

Institute of Traffic Engineers (ITE)

In 2016, the Institute of Traffic Engineers (ITE) created a Vision Zero Committee for the purposes of advancing Vision Zero concepts and implementation. The following information was developed by the ITE and explains how a Vision Zero safety approach is different from traditional practice.

According to ITE, “Vision Zero acknowledges that traffic deaths and severe injuries are preventable and sets the goal of eliminating both in a set period with clear, measurable

¹⁰ <https://www.towardzerodeaths.org/>

strategies. This is a major shift for most North American communities by establishing clear accountability to ensure safe mobility. History has shown, with campaigns to reduce drunk driving and initiatives to increase recycling, that changing cultural attitudes and ensuring political accountability make a dramatic difference—and increase success. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, law enforcement officials, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that there are many factors that contribute to safe mobility—including roadway design, speeds, enforcement, behaviors, technology, and policies—and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.”¹¹

ITE is working to train young engineers by sponsoring the first ever “Sandbox Competition” in 2020 on Urban Micro-mobility. In 2021, this competition focused on Vision Zero Data Analytics.

¹²

Achieving the vision of eliminating deaths and serious injuries from the Nation’s roads may seem daunting with traffic fatalities in the United States stubbornly remaining between 32,000 and 39,000 annually. (Source: U.S. DOT Federal Highway Administration, 2022)

¹¹Institute of Traffic Engineers - <https://toolkits.ite.org/visionzero/>

¹² Institute of Traffic Engineers - <https://www.ite.org/membership/sandboxcompetition/>

SAFETY ANALYSIS

Existing Conditions and Historical Trends

This section presents an analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries within the City and its surrounding communities. For this Plan, City staff analyzed data from the Niceville Police Department as well as Signal Four Analytics (University of Florida GeoPlan Center) for comparison purposes. City Police report data was well correlated to the data provided by Signal Four Analytics as expected. This work focused on the period of time between calendar years 2017 and 2021 which is the specified analysis time frame for a Safe Streets 4 All grant, and including the years 2022 and 2023, for the purpose of identifying trends.

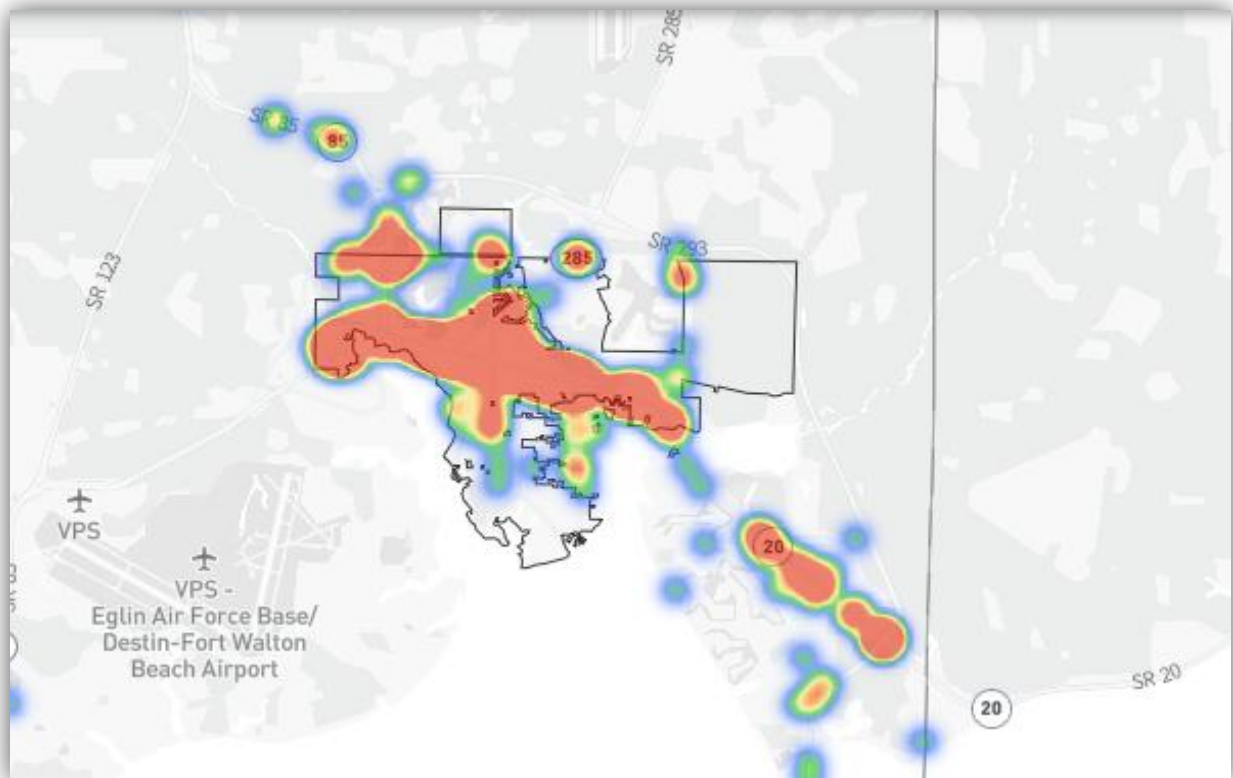


Figure 2: Death and Injury Heat Map (2017-2021) Showing the City Limits Highlights SR 20
Signal Four Analytics (University of Florida GeoPlan Center)

City of Niceville Crash Data for the Years 2017-2022

Figure 3: Overall Persons Data 2017-2012

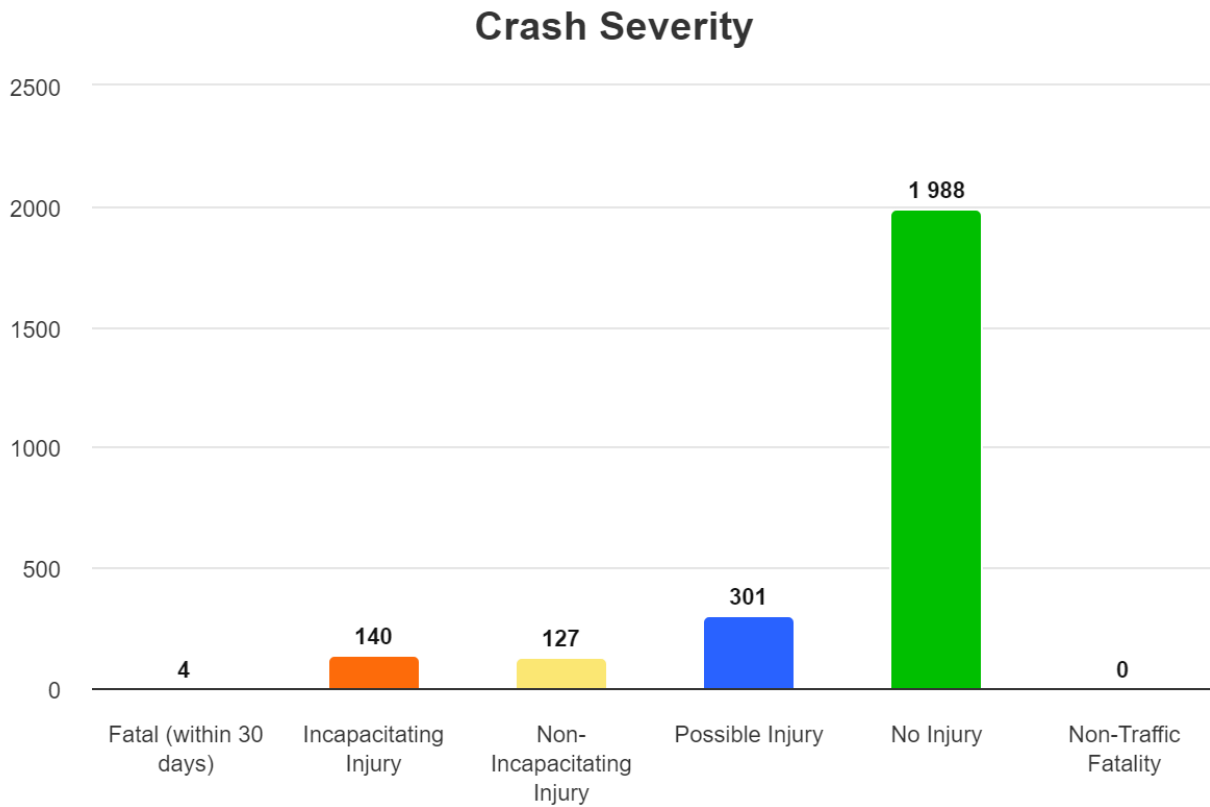


Figure 4: Involvement of Alcohol in Serious Crashes 2017-2021

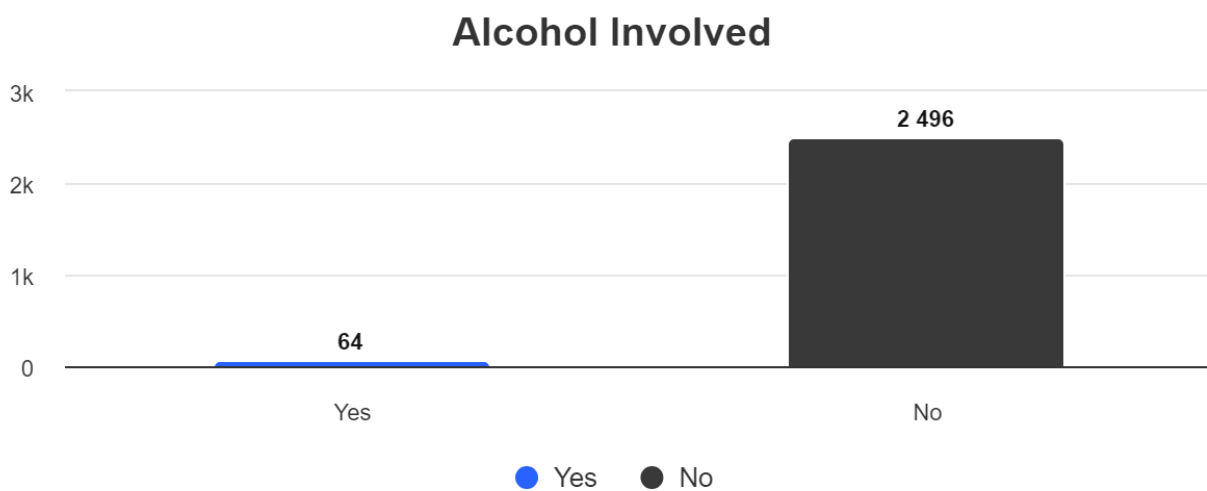
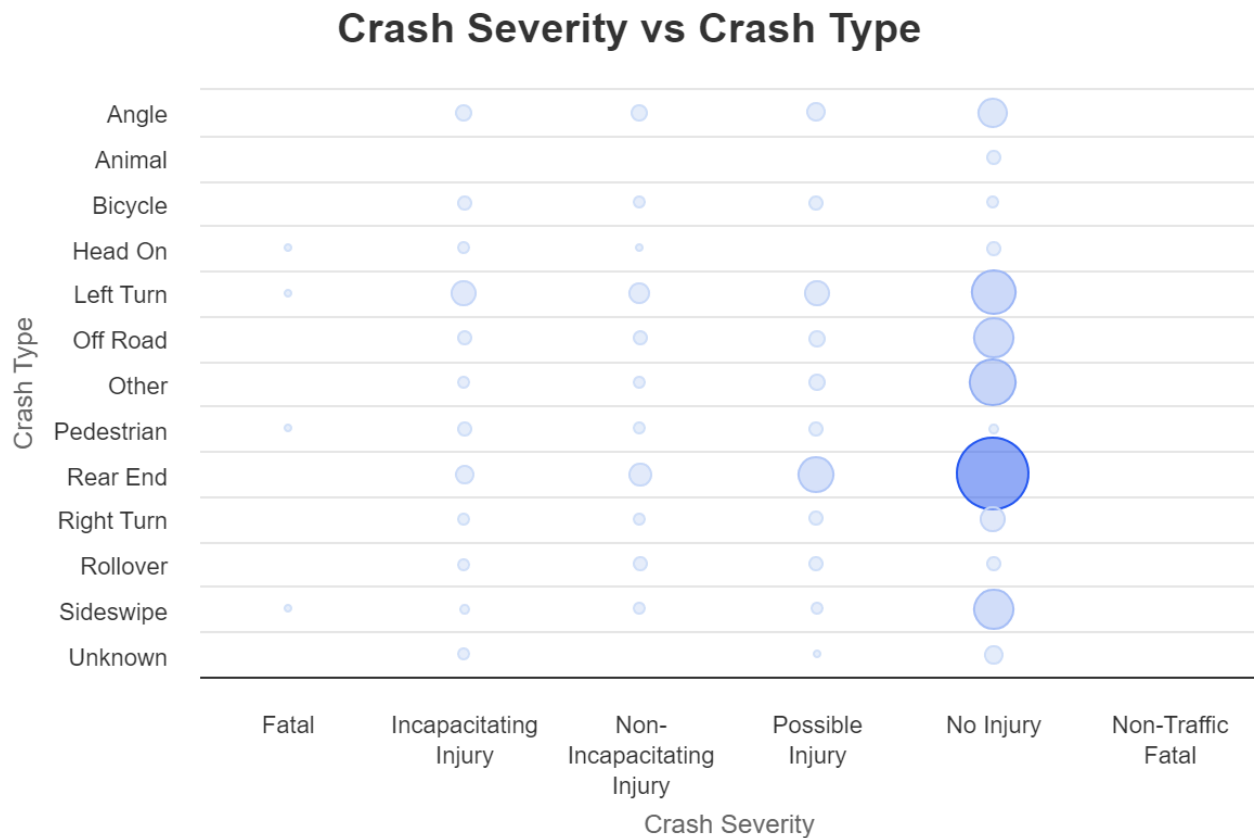
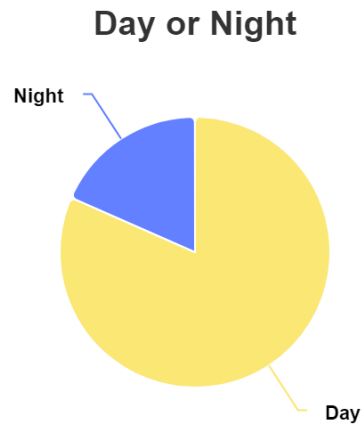


Figure 5- Crash Severity vs. Crash Type 2017-2021



For the calendar years 2017-2021 the majority of crashes tended towards no injury, however 4 persons were killed and 140 suffered incapacitating injury (Figure 3), alcohol does not appear to play a significant role in crashes (Figure 4) and most crashes occur during daytime hours (Figure 6). The data above (Figure 5) indicated left turn and rear end accidents are the most prevalent accident type resulting in serious injuries. Left-turn collisions occur when the person driving, or a vulnerable roadway user, is making a left-turn at an intersection.

Figure 6: Time of Crashes 2017-2021



The table below (Table 1) summarizes crash data for the years 2017-2021. Maps 2 and 3 provide this data graphically for the purposes of visually identifying the High Injury Network (HIN) based on data. During this time period there was one fatal bicycle accident and 7 additional accidents involving bicycles or pedestrians that resulted in incapacitating injuries, 4 of which were on Cedar Avenue and Palm Boulevard (Map 3). SR 20 remains, the most dangerous facility for both automobiles and other users.

For this dataset, non-Incapacitating injury means the number of persons in the crash who were injured, but did not require transport to a medical facility. Incapacitating injury means the number of persons who were injured and did require transport to a medical facility. Possible injury count means the number of persons in the crash who were possibly injured. The fatality count represents the number of persons in the crash who died as a result of injuries sustained in the crash, within 30 days of the crash. Crashes in the table below represents crash events whereas other data presented is persons (more than one person is typically involved in crash event).

Table 1: City of Niceville Crash Data Summary 2017-2021

| | Total | Fatal Crashes | Serious Injury Crashes | Injury Crashes | Property Damage Crashes |
|---|-------------|------------------|------------------------------|-------------------|-------------------------------|
| Crashes | 2560 | 4 | 140 | 428 | 1,988 |
| Fatalities (Within 30 Days) | 4 | 4 | 0 | 0 | 0 |
| Persons with Incapacitating Injuries | 180 | 3 | 177 | 0 | 0 |
| Persons with Non-Incapacitating Injuries | 172 | 0 | 20 | 152 | 0 |
| Persons with Possible Injuries | 420 | 0 | 29 | 391 | 0 |
| Persons with No Injuries | 5501 | 5 | 178 | 642 | 4,676 |

Source: Signal Four Analytics - University of Florida GeoPlan Center

The following table (Table 2) summarizes crash data for the years 2022-2023. Maps 5 and 6 provide data for this time period graphically. During this time bicycle and pedestrian accidents resulted in 7 incapacitating injuries and 8 non-incapacitating injuries, 4 of which occurred on Cedar Avenue and Palm Boulevard (MAP 5). The accident rate involving bicycles and pedestrians more than doubled during this time period of two years when compared to the previously analyzed time period of five years (2017-2021).

Table 2: City of Niceville Crash Data Summary 2022-2023

| | Total | Fatal Crashes | Serious Injury Crashes | Injury Crashes | Property Damage Crashes |
|---|-------|------------------|------------------------------|-------------------|-------------------------------|
| Crashes | 1,053 | 3 | 63 | 135 | 852 |
| Fatalities (Within 30 Days) | 5 | 5 | 0 | 0 | 0 |
| Persons with Incapacitating Injuries | 77 | 0 | 77 | 0 | 0 |
| Persons with Non-Incapacitating Injuries | 59 | 0 | 5 | 54 | 0 |
| Persons with Possible Injuries | 145 | 0 | 8 | 137 | 0 |
| Persons with No Injuries | 2,376 | 2 | 73 | 264 | 2037 |

In looking at historical trends for the same study area, the rate of serious injuries has increased steadily since 2014, see table and graph below. Over this same time period for the same study area fatalities have averaged around one per year, with the exception of 2023 which saw 4 fatalities. Graph 1 below shows the unfortunate trend upward for serious injuries by year since 2014 and Table 3 provides this same data including deaths per year since 2014.

Graph 1: Historical City of Niceville Serious Injury Summary Crash Data April 2024 through 2014

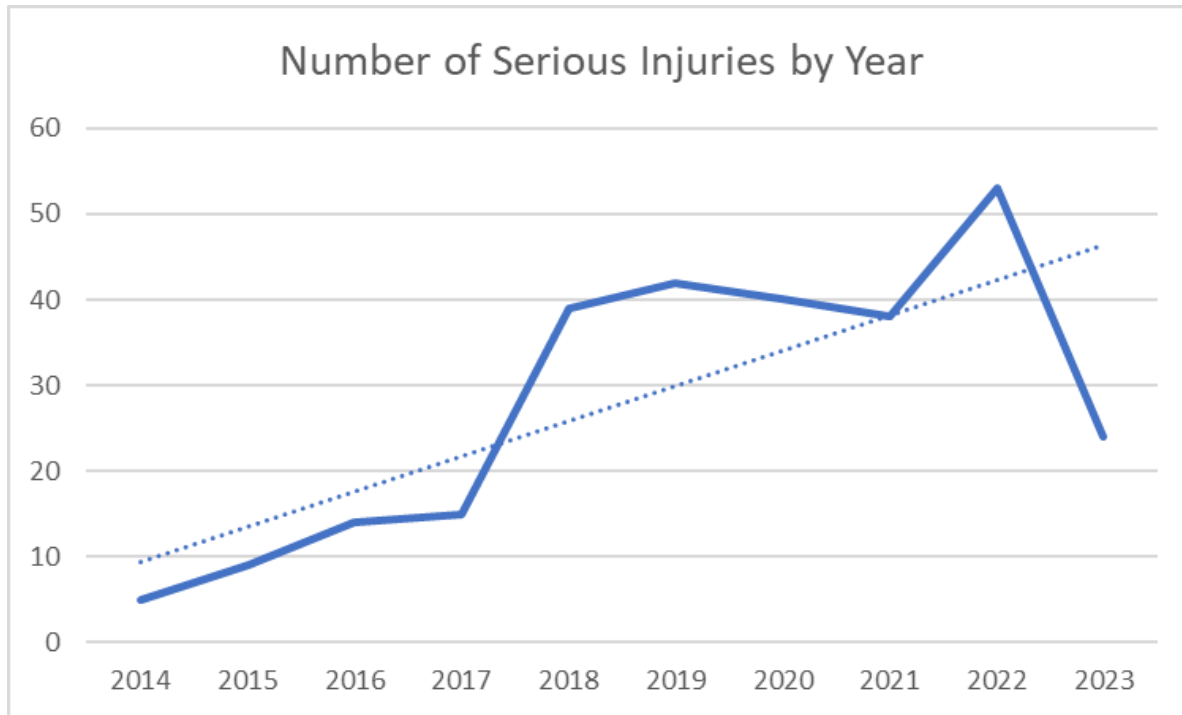


Table 3

| Year | Total Crashes | Serious Injuries | Fatalities |
|--------------|---------------|------------------|------------|
| Apr-24 | 95 | 5 | 0 |
| 2023 | 592 | 24 | 4 |
| 2022 | 609 | 53 | 1 |
| 2021 | 588 | 38 | 1 |
| 2020 | 470 | 40 | 1 |
| 2019 | 642 | 42 | 1 |
| 2018 | 677 | 39 | 0 |
| 2017 | 649 | 15 | 0 |
| 2016 | 548 | 14 | 2 |
| 2015 | 517 | 9 | 2 |
| 2014 | 430 | 5 | 2 |
| TOTAL | 5817 | 284 | 14 |

Source: Signal
Four Analytics
University of
Florida GeoPlan
Center

City of Niceville Speed Study Results

During August of 2023, All Traffic Data Services (ATD), conducted a four-day long speed study on John Sims Parkway (SR 20) near Niceville High School, Partin Boulevard (SR 285) near Ruckel Middle School, on SR 85, and on Palm Boulevard that runs in between both schools. All of these roadways have been identified as HIN roadways. As shown in the results below (Tables 4-6), on all four days approximately 70-80% of drivers exceeded the school zone speed limit by at least 11 miles per hour over the posted school zone speed limit.

Table 4

| | | | | | | |
|----------------------|-----------|-----|--------------|-----|------------------|------|
| SR 85 SB | | | | | | |
| 8/28/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 6,855 | | 749 | | 6,106 | |
| Violations | 679 | 10% | 510 | 68% | 169 | 3% |
| Pass | 6,176 | 90% | 239 | 32% | 5,937 | 97% |
| 8/29/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 7,180 | | 848 | | 6,332 | |
| Violations | 695 | 10% | 544 | 64% | 151 | 2% |
| Pass | 6,485 | 90% | 304 | 36% | 6,181 | 98% |
| 8/30/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 7,382 | | 826 | | 6,556 | |
| Violations | 770 | 10% | 560 | 68% | 210 | 3% |
| Pass | 6,612 | 90% | 266 | 32% | 6,346 | 97% |
| 8/31/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 7,077 | | 826 | | 6,251 | |
| Violations | 684 | 10% | 523 | 63% | 161 | 3% |
| Pass | 6,393 | 90% | 303 | 37% | 6,090 | 97% |
| TOTAL SB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 28,494 | | 3,249 | | 25,245 | |
| Violations | 2,828 | 10% | 2,137 | 66% | 691 | 3% |
| Pass | 25,666 | 90% | 1,112 | 34% | 24,554 | 97% |
| SR 85 NB | | | | | | |
| 8/28/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 5,859 | | 583 | | 5,276 | |
| Violations | 122 | 2% | 113 | 19% | 9 | 0% |
| Pass | 5,737 | 98% | 470 | 81% | 5,267 | 100% |
| 8/29/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 6,017 | | 599 | | 5,418 | |
| Violations | 198 | 3% | 193 | 32% | 5 | 0% |
| Pass | 5,819 | 97% | 406 | 68% | 5,413 | 100% |
| 8/30/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 6,160 | | 624 | | 5,536 | |
| Violations | 231 | 4% | 225 | 36% | 6 | 0% |
| Pass | 5,929 | 96% | 399 | 64% | 5,530 | 100% |
| 8/31/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 6,136 | | 624 | | 5,536 | |
| Violations | 190 | 3% | 225 | 36% | 6 | 0% |
| Pass | 5,946 | 97% | 399 | 64% | 5,530 | 100% |
| TOTAL NB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 24,172 | | 2,430 | | 21,766 | |
| Violations | 741 | 3% | 756 | 31% | 26 | 0% |
| Pass | 23,431 | 97% | 1,674 | 69% | 21,740 | 100% |
| TOTAL NB + SB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 52,666 | | 5,679 | | 47,011 | |
| Violations | 3,569 | 7% | 2,893 | 51% | 717 | 2% |
| Pass | 49,097 | 93% | 2,786 | 49% | 46,294 | 98% |

Table 5

| CW Ruckel MS - Palm NB | | | | | | |
|-------------------------------|-----------|-----|--------------|-----|------------------|-----|
| 8/28/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 4,131 | | 441 | | 3,690 | |
| Violations | 514 | 0 | 332 | 75% | 182 | 5% |
| Pass | 3,617 | 1 | 109 | 25% | 3,508 | 95% |
| 8/29/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 4,541 | | 471 | | 4,070 | |
| Violations | 546 | 12% | 346 | 73% | 200 | 5% |
| Pass | 3,995 | 88% | 125 | 27% | 3,870 | 95% |
| 8/30/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 4,345 | | 419 | | 3,926 | |
| Violations | 546 | 13% | 330 | 79% | 216 | 6% |
| Pass | 3,799 | 87% | 89 | 21% | 3,710 | 94% |
| 8/31/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 4,700 | | 459 | | 4,241 | |
| Violations | 439 | 9% | 265 | 58% | 174 | 4% |
| Pass | 4,261 | 91% | 194 | 42% | 4,067 | 96% |
| TOTAL NB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 17,717 | | 1,790 | | 15,927 | |
| Violations | 2,045 | 12% | 1,273 | 71% | 772 | 5% |
| Pass | 15,672 | 88% | 517 | 29% | 15,155 | 95% |
| CW Ruckel MS - Palm SB | | | | | | |
| 8/28/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 5,028 | | 532 | | 4,496 | |
| Violations | 545 | 11% | 440 | 83% | 105 | 2% |
| Pass | 4,483 | 89% | 92 | 17% | 4,391 | 98% |
| 8/29/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 5,416 | | 590 | | 4,826 | |
| Violations | 534 | 10% | 468 | 79% | 66 | 1% |
| Pass | 4,882 | 90% | 122 | 21% | 4,760 | 99% |
| 8/30/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 5,247 | | 574 | | 4,673 | |
| Violations | 566 | 11% | 472 | 82% | 94 | 2% |
| Pass | 4,681 | 89% | 102 | 18% | 4,579 | 98% |
| 8/31/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 5,558 | | 614 | | 4,944 | |
| Violations | 511 | 9% | 436 | 71% | 75 | 2% |
| Pass | 5,047 | 91% | 178 | 29% | 4,869 | 98% |
| TOTAL NB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 21,249 | | 2,310 | | 18,939 | |
| Violations | 2,156 | 10% | 1,816 | 79% | 340 | 2% |
| Pass | 19,093 | 90% | 494 | 21% | 18,599 | 98% |
| TOTAL NB + SB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 38,966 | | 4,100 | | 34,866 | |
| Violations | 4,201 | 11% | 3,089 | 75% | 1,112 | 3% |
| Pass | 34,765 | 89% | 1,011 | 25% | 33,754 | 97% |

Table 6

| NICEVILLE HS EB | | | | | | |
|------------------------|-----------|-----|--------------|-----|------------------|-----|
| 8/28/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 15,434 | | 1,638 | | 13,796 | |
| Violations | 1,773 | 11% | 1,374 | 84% | 399 | 3% |
| Pass | 13,661 | 89% | 264 | 19% | 13,397 | 97% |
| 8/29/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 15,668 | | 1,683 | | 13,985 | |
| Violations | 1,429 | 9% | 1,119 | 66% | 310 | 2% |
| Pass | 14,239 | 91% | 564 | 34% | 13,675 | 98% |
| 8/30/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 16,139 | | 1,698 | | 14,441 | |
| Violations | 1,830 | 11% | 1,492 | 88% | 338 | 2% |
| Pass | 14,309 | 89% | 206 | 12% | 14,103 | 98% |
| 8/31/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 16,686 | | 1,814 | | 14,872 | |
| Violations | 1,939 | 12% | 1,600 | 88% | 339 | 2% |
| Pass | 14,747 | 88% | 214 | 12% | 14,533 | 98% |
| | | | | | | |
| TOTAL EB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 63,927 | | 6,833 | | 57,094 | |
| Violations | 6,971 | 11% | 5,585 | 82% | 1,386 | 2% |
| Pass | 56,956 | 89% | 684 | 10% | 55,708 | 98% |
| NICEVILLE HS WB | | | | | | |
| 8/28/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 17,647 | | 2,645 | | 15,002 | |
| Violations | 3,179 | 18% | 2,053 | 78% | 1,126 | 8% |
| Pass | 14,468 | 82% | 592 | 22% | 13,876 | 92% |
| 8/29/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 17,080 | | 2,338 | | 14,742 | |
| Violations | 3,074 | 18% | 1,852 | 79% | 1,222 | 8% |
| Pass | 14,006 | 82% | 486 | 21% | 13,520 | 92% |
| 8/30/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 17,602 | | 2,643 | | 14,959 | |
| Violations | 3,130 | 18% | 1,964 | 74% | 1,166 | 8% |
| Pass | 14,472 | 82% | 679 | 26% | 13,793 | 92% |
| 8/31/2023 | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 18,367 | | 2,712 | | 15,655 | |
| Violations | 3,558 | 19% | 2,155 | 79% | 1,403 | 9% |
| Pass | 14,809 | 81% | 557 | 21% | 14,252 | 91% |
| TOTAL WB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 70,696 | | 10,338 | | 60,358 | |
| Violations | 12,941 | 18% | 8,024 | 78% | 4,917 | 8% |
| Pass | 57,755 | 82% | 1,828 | 18% | 55,441 | 92% |
| TOTAL WB + EB | All Hours | % | School Hours | % | Non-School Hours | % |
| Vehicle Count | 134,623 | | 17,171 | | 117,452 | |
| Violations | 19,912 | 15% | 13,609 | 79% | 6,303 | 5% |
| Pass | 114,711 | 85% | 2,512 | 15% | 111,149 | 95% |

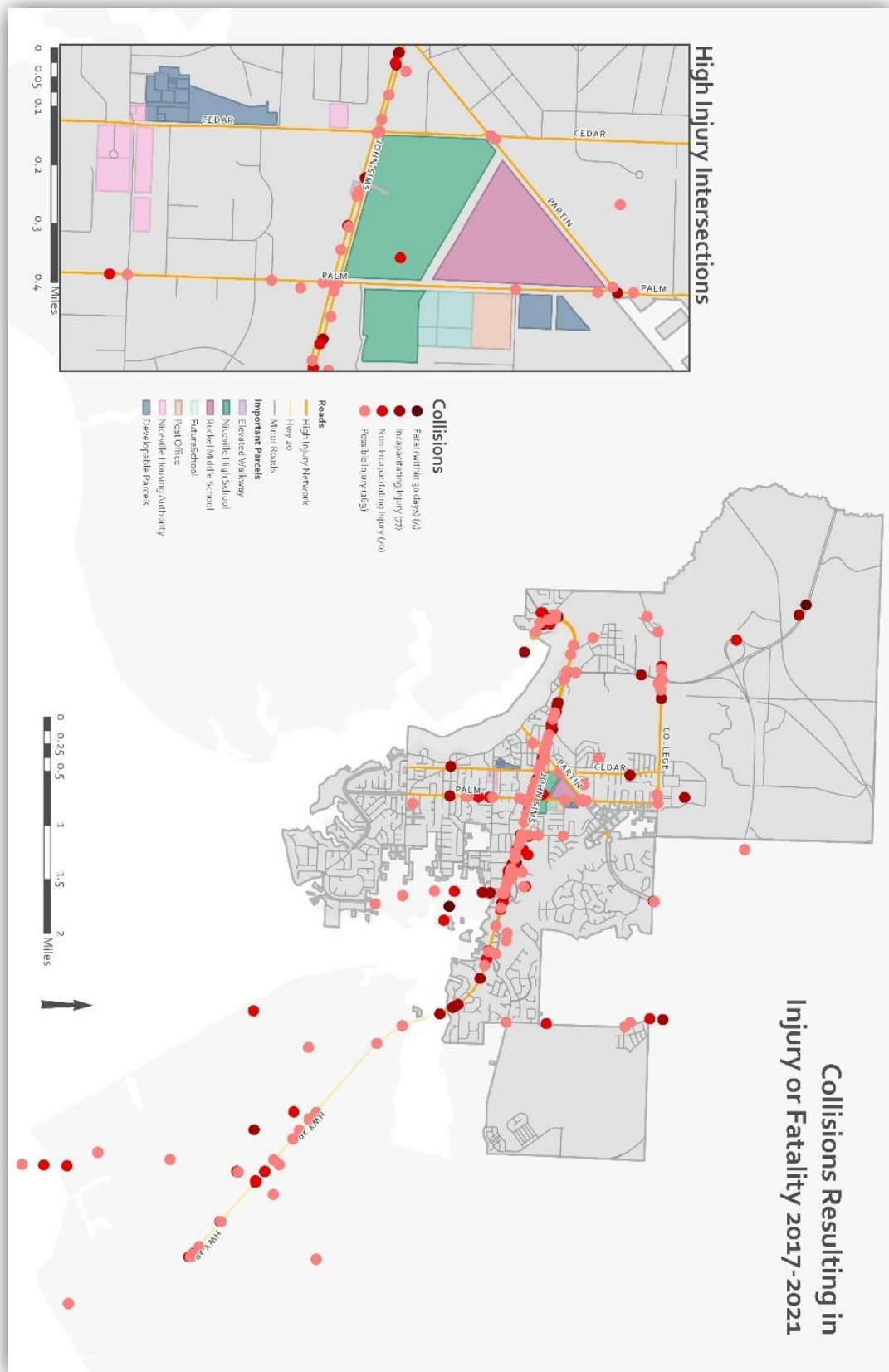
Identification and Geospatial Representation of the City's High Injury Network

The high injury network (HIN) for the City of Niceville and nearby areas consists primarily of College Boulevard, Hwy 85, Palm Boulevard, Cedar Avenue and State Road 20 (John Sims Pkwy). State Road 20 (John Sims Pkwy) is by far the highest injury facility within the City. The High Injury Network is identified on Maps 3 through 6 for various road users including automobile drivers, pedestrians and bicyclist.

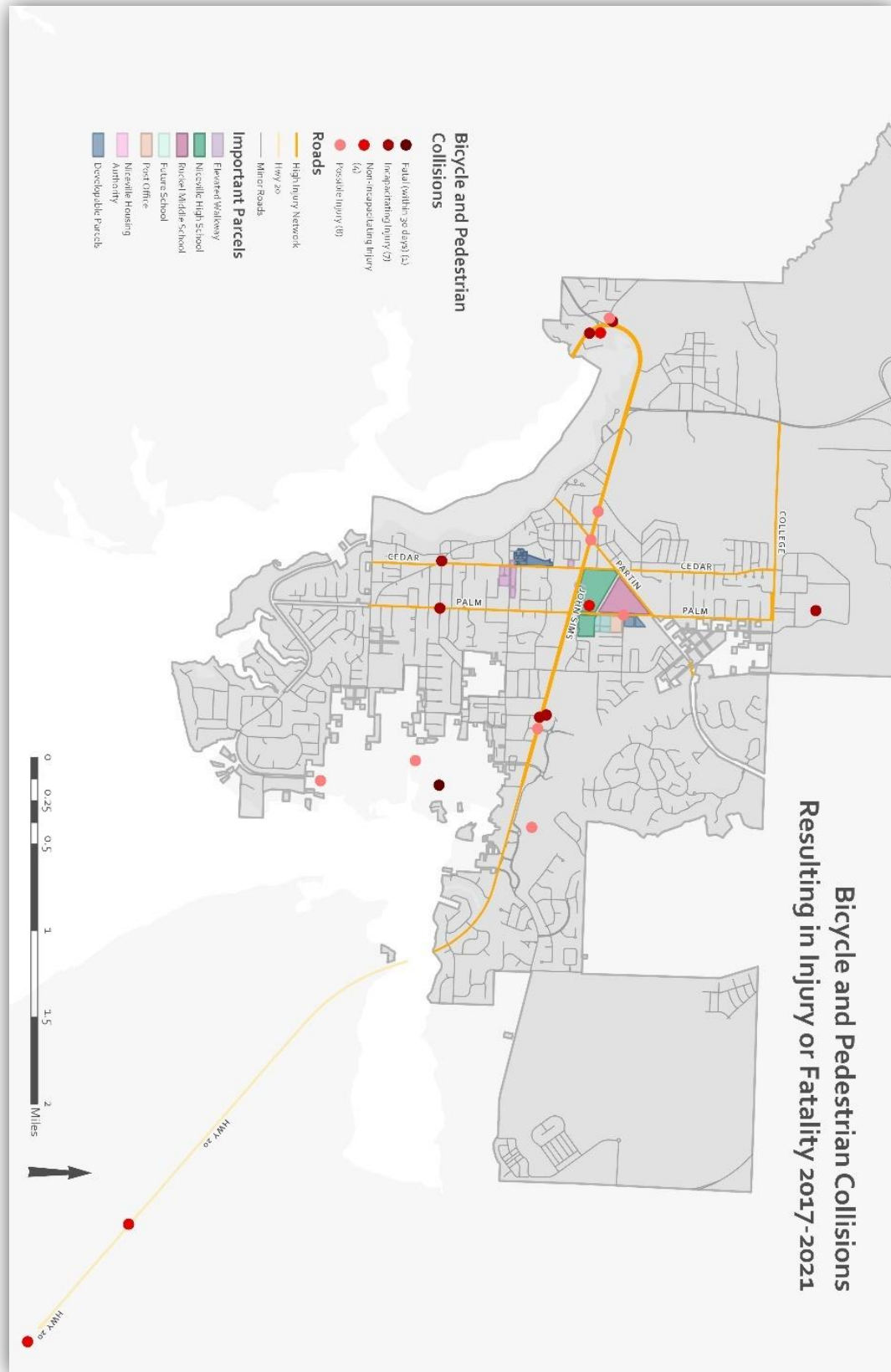
In addition to the identification of the high injury road network, several high injury intersections have been identified as follows:

- College Boulevard and SR 85
- SR 85 and SR 20 (John Sims Pkwy)
- SR 20 (W John Sims Pkwy) and Government Avenue (SR 85)
- Cedar Avenue and SR 20 (John Sims Pkwy)
- Cedar Avenue and SR 285 (Partin Drive)
- Palm Boulevard and SR 20 (John Sims Pkwy)
- Palm Boulevard and SR 285 (Partin Drive)

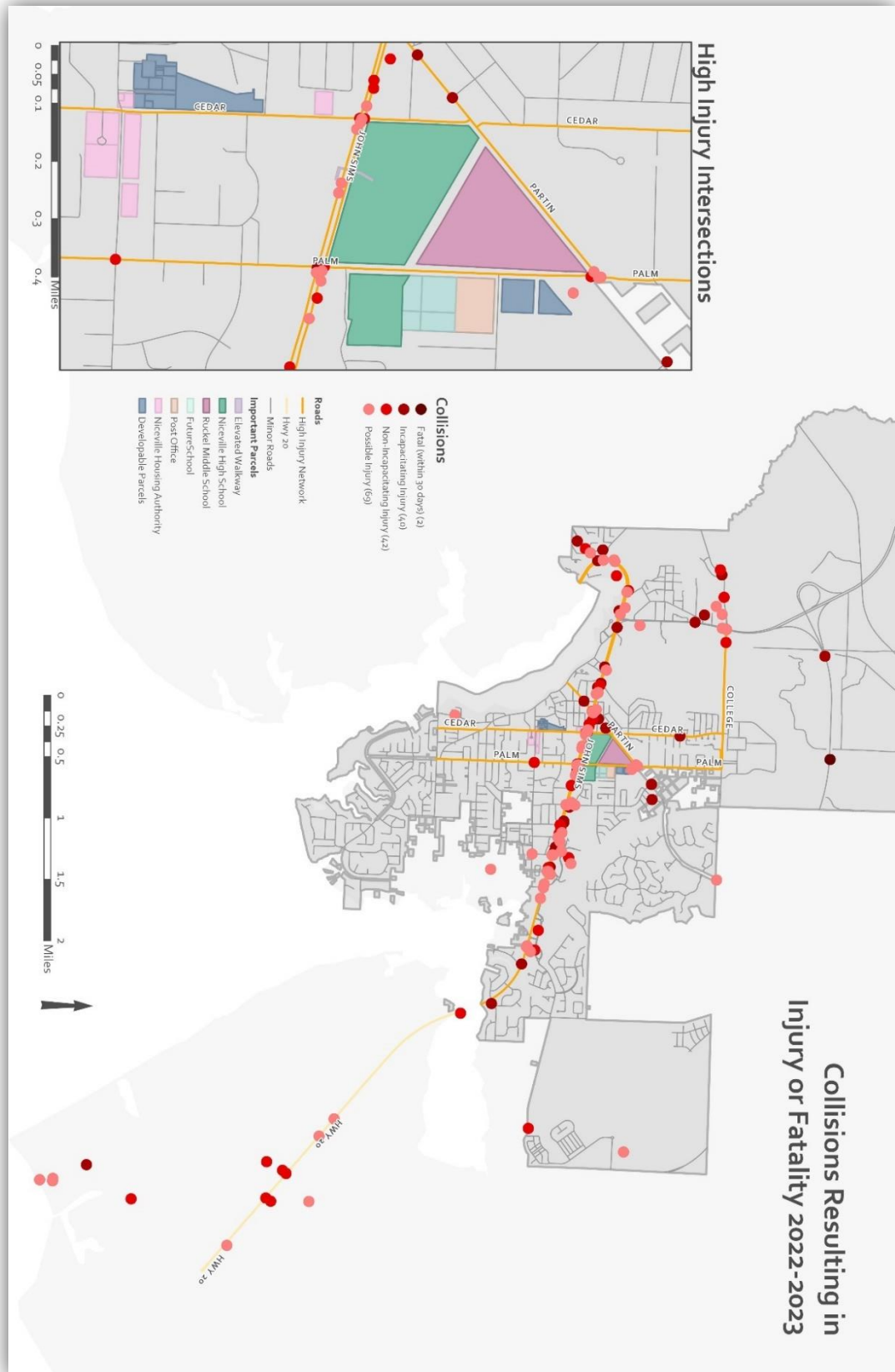
MAP 3



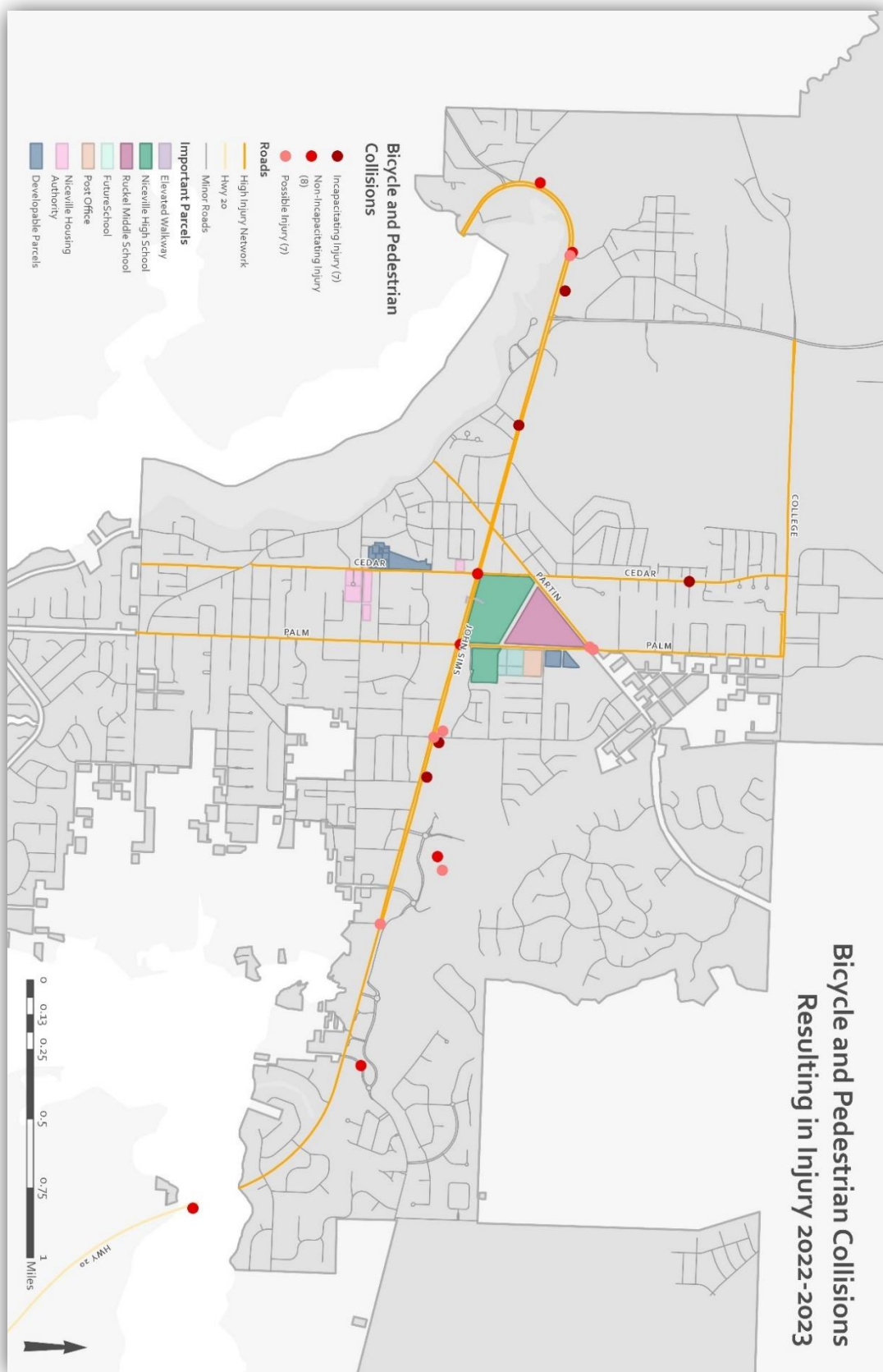
Map 4



Map 5



Map 6



Land Use Considerations - Systemic and Specific Safety Needs

Niceville High School and Ruckel Elementary school are directly adjacent to the high injury network (HIN) as well as the Northwest Florida State College, resulting in a large proportion of school trips traveling on a portion of the HIN. This indicates potential safety challenges and concerns for students walking or bicycling to school and resulting in more people choosing to drive their student to school. As more people opt to drive a vehicle for trips that could be made by walking or bicycling, the potential for congestion increases, especially at peak school times. This in turn increases the likelihood of conflicts between those driving and those walking or bicycling to school. The block of land between Palm Boulevard and Cedar Avenue, south of Partin Avenue and north of SR 20, is where the previously mentioned two very large public schools are located. Both Niceville High School and Ruckel Middle School occupy most of this space. Unfortunately, these intersections are all four identified as high injury intersections. Palm Boulevard in this area is heavily trafficked by students moving from classrooms to ball fields. Students also routinely walk and bike to both of these schools traversing the high injury intersections identified above. Map 7 depicts the land uses in these areas.



A “wall” of parents and local law enforcement protect band members from high speed SR 20 traffic on a high school game night.

MAP 7

Niceville City Core Land Use



- Sidewalks
- Roads
- Building Footprints
- Land Use**
- Single Family
- Multi-Family
- Mobile Home
- Res. Common Area
- Schools
- Churches
- Government
- Industrial
- Commercial
- Utilities
- Vacant

The southern lands lying in between Palm Boulevard and Cedar Avenue to the South of SR 20 contain relatively less expensive housing and is also where the Niceville Housing Authority is located, housing disabled individuals. Palm and Cedar represent the highest number of accidents resulting in serious injury for local streets within the study area for this Plan.



Niceville Housing Authority Located on the High Injury Network Road, Cedar Avenue



Student Bicycles in Front of Ruckel Middle School, the only access to this School is by using a HIN roadway.

High Injury Network Traffic Volumes (Annual Average Daily Trips)

Figure 5 and Table 7 provide Annual Average Daily Trip (AADT) data for the high injury network. AADT is the total volume of vehicle travel on a road for an entire year divided by 365. Of note, AADT is showing an increasing trend along Palm Boulevard from SR-20 (John Sims Parkway) to SR-285 (Partin Drive). Other volumes are normalizing in the timeframe following the COVID pandemic.

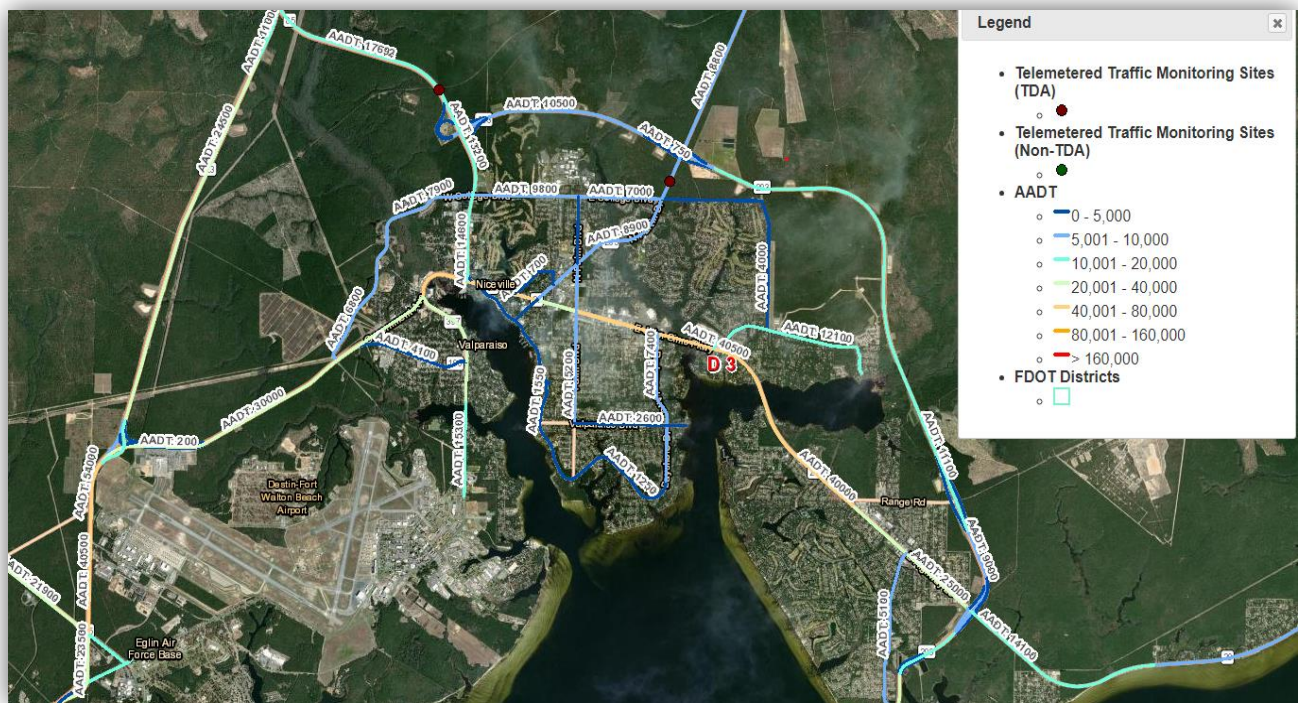


Figure 5: Source Florida Department of Transportation – Florida Traffic Online

Table 7: AADT Data for the HIN

| Roadway | From | To | 2019 AADT | 2020 AADT | 2021 AADT | 2022 AADT | 2023 AADT |
|-------------------------------|-------------------------|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Palm Boulevard | SR-20 (John Sims Pkwy) | SR-285 | 8,500 | 8,500 | 8,100 | 10,000 | 8,400 |
| Palm Boulevard | SR-285 | College Blvd | 4,600 | 3,700 | 3,800 | 3,800 | 3,600 |
| Palm Boulevard | 27 th Street | SR 20 | 8,600 | 7,200 | 10,000 | 9,200 | 8,900 |
| Palm Boulevard | Valparaiso Blvd | 27 th Street | 4,800 | 5,300 | 5,800 | 5,200 | 5,100 |
| SR-20 (John Sims Pkwy) | SR-397 | SR-85 | 47,500 | 40,000 | 45,000 | 47,500 | 43,500 |
| SR-20 (John Sims Pkwy) | SR-85 | Davis Drive | 44,000 | 39,000 | 45,000 | 45,000 | 42,500 |
| SR-20 (John Sims Pkwy) | Davis Drive | CR-285 | 43,000 | 37,500 | 44,000 | 44,500 | 41,000 |
| SR-20 (John Sims Pkwy) | CR-285 | Palm Boulevard | 38,000 | 32,500 | 37,500 | 38,000 | 37,000 |
| SR-20 (John Sims Pkwy) | Palm Boulevard | Redwood Avenue | 42,000 | 35,500 | 39,500 | 42,000 | 40,000 |
| SR-20 (John Sims Pkwy) | Redwood Avenue | Edgewater Drive | 38,500 | 35,500 | 41,500 | 40,500 | 37,500 |
| SR-285 (Partin Drive) | SR-20 | Palm Boulevard | 7600 | 6,700 | 7,600 | 7,900 | 8,000 |
| SR-85 | SR-20 (John Sims Pkwy) | College Boulevard | 14,600 | 13,400 | 12,800 | 14,600 | 14,000 |
| SR-85 | College Boulevard | Palm Boulevard | 8,000 | 7,900 | 8,700 | 8,900 | 8,900 |
| SR-85 | College Boulevard | Spence Pkwy Ramp | 13,600 | 12,900 | 13,500 | 13,200 | 12,600 |
| College Blvd | SR-85 | Palm Boulevard | 10,900 | 8,700 | 9,700 | 9,800 | 10,900 |
| College Blvd | Palm Boulevard | SR-285 (Partin Drive) | 6,600 | 5,900 | 6,700 | 7,000 | 9,700 |
| College Blvd | SR-285 | Rocky Bayou Dr | 4,100 | 3,400 | 4,700 | 4,000 | 4,100 |

Source: Florida Department of Transportation – Florida Traffic Online

EQUITY CONSIDERATIONS

According to the US Department of Transportation, “Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. An equitable transportation plan considers the circumstances impacting a community’s mobility and connectivity needs, and this information is used to determine the measures needed to develop an equitable transportation network.”

For the City of Niceville, this means:

- *Addressing the needs of ALL members of our population, including younger people, aging populations, and our disabled population;*
- *Ensuring that employees and parents from surrounding areas can safely travel through and around the City of Niceville to employment and schools;*
- *Encouraging safe walking and biking to help with cost burdens; and*
- *Encouraging affordable housing close to employment and education centers through infrastructure development.*

Demographics

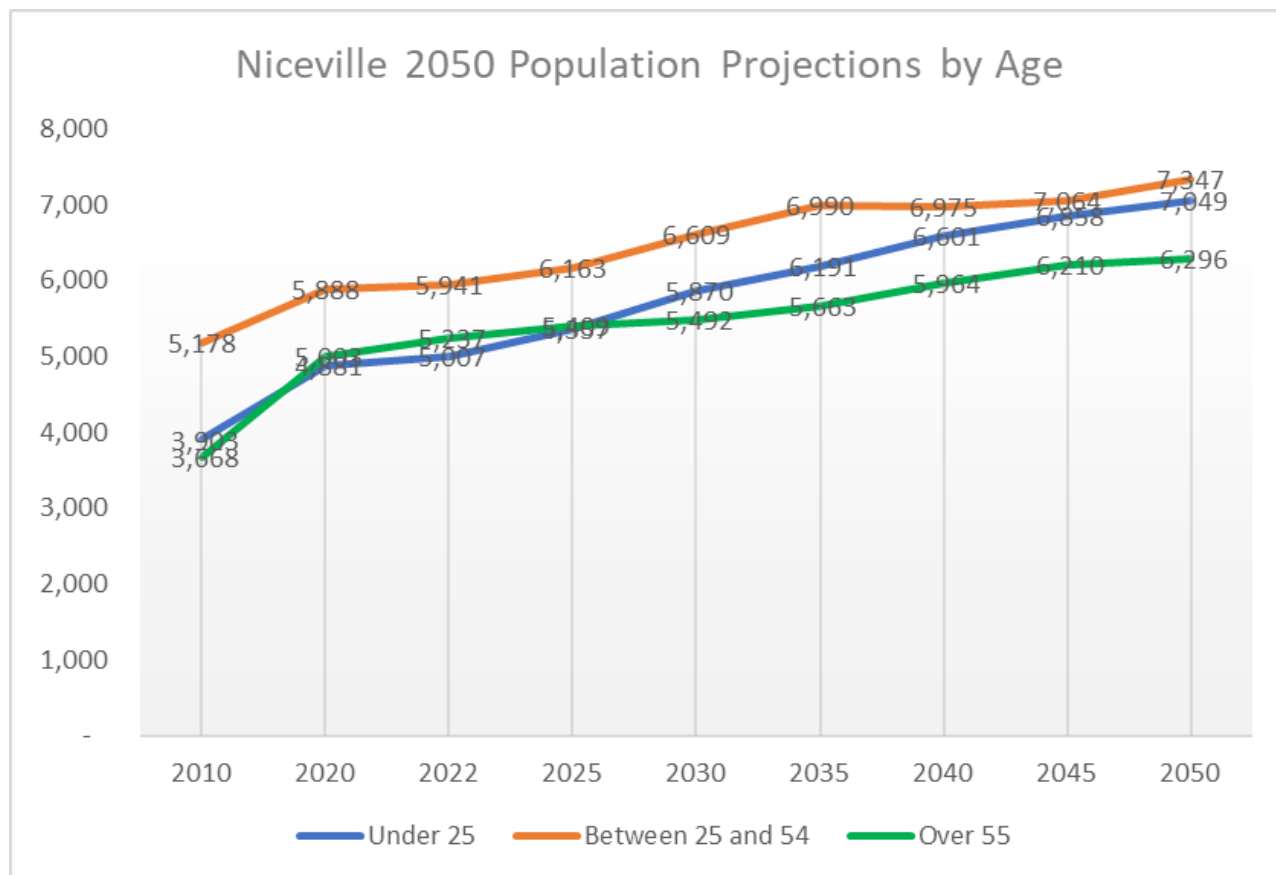
Age of Population

The 2022 population for the City of Niceville and nearby surrounding areas including the City of Valparaiso and the unincorporated Bluewater Bay area was estimated at 36,559¹³. The City of Niceville incorporated population is expected to increase to 20,692 in the next 25 years.

Approximately 64% of this population will either be under the age of 25 and over the age of 55 which is important data for transportation safety planning (Graph 2).

¹³ 2022 American Community Survey 2022: ACS 5-year estimates by Census Tract, United States Census Bureau

Graph 2: Population Projections by Age



Source: Shimberg Center University of Florida

Walking and Biking Population

Currently 81.6 % of the City's population commutes by automobile alone, with just a little over 1% walking or biking less than 1% using public transportation. ¹⁴

The Affordable Housing Connection

Okaloosa County has a two-pronged economy centered on tourism and the significant military presence, including those industries associated with the areas military installations. The tourism economy requires housing for seasonal and lower income workers. This is coupled with the relatively higher wages provided by the military and its associated industries which can drive prices upwards, particularly in very proximal areas like the City of Niceville. Okaloosa's residents and Niceville's residents depend on low to middle income earning occupational workers also such as teachers, EMT's, police, public works employees, and nurses. The housing supply needs to accommodate these divergent needs close to employment and education

¹⁴ U.S. Census Bureau, American Community Survey 2022

centers and infrastructure plays a key role in this. ¹⁵ Safe infrastructure is not only a good policy for reducing deaths and injuries but also for potentially making housing more affordable or within reach. Densities and intensity of development necessary to support a mixture of housing types requires infrastructure, including safe transportation infrastructure. Not having a long commute can also provide more time for health and family life – or quality of life.

Access to work by other means, including walking, biking or public transit can reduce household expenses. When households are able to decrease or eliminate vehicle maintenance and fuel as a portion of overall household cost and affordable housing is placed so that travel to work is possible without a vehicle by policy it is far more effective. ¹⁶

High Veteran Population including Disabled Veterans in Niceville

According to the Florida Department of Veteran's Affairs there were approximately 1,430,000 veterans in the State of Florida in 2023. This makes Florida the State with the third largest veteran population in the nation behind California and Texas. There were 22,610,726 persons living in Florida in 2023, making the veteran population equal to approximately 6% of the total population. *The veteran population living in the City of Niceville and close by areas is estimated to be around 18%, or three times the Statewide average.* Table 8 below provides data for the veteran population within the City of Niceville and close by areas by census tract. *The average percentage of Niceville area veterans with a disability rating greater than 50% is estimated at 25% for the year 2022.*

¹⁵ Attainable Workforce Housing Strategic Plan for Okaloosa County, Florida March 2024; TMPA Inc.

¹⁶ Smart Growth America – Providing Well Placed Affordable Housing in Rural Communities, April 2017

Table 8: Service Connected Disability Rating Niceville and Surrounds 2022

| Census Tract | Total Population | Veteran Population | Percent Total Population who are Veterans | Number of Veterans WITHOUT Service Connected Disability Rating | Number of Veterans WITH a Service Connected Disability Rating | Percent Veterans WITH Disability Rating | Percent Veterans WITH Disability Rating Greater than 50% |
|---------------------|-------------------------|---------------------------|--|---|--|--|---|
| 209 | 7,267 | 1,359 | 19% | 759 | 600 | 44% | 26% |
| 210.01 | 6141 | 959 | 16% | 450 | 509 | 53% | 27% |
| 210.02 | 5573 | 1061 | 19% | 539 | 522 | 49% | 24% |
| 211.01 | 3257 | 576 | 18% | 377 | 199 | 35% | 18% |
| 211.02 | 8210 | 1721 | 21% | 1046 | 675 | 39% | 13% |
| 212 | 6111 | 1017 | 17% | 329 | 688 | 68% | 39% |

Source: 2022: ACS 5-Year Estimate Service Connected Disability Rating Status for Civilian Veterans 18 Years and Older, US Census Bureau

SAFE STREETS STRATEGIES

The last section of this Plan, identifies proposed strategies and projects to address the issues identified in previous sections. These strategies range from low cost strategies aimed at behavioral change to higher cost construction projects. Performance measures are also included for the purposes of tracking and reporting progress towards reducing roadway serious injuries and fatalities.



Perform Road Safety Audits for the High Injury Network, Particularly SR-20

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

The aim of an RSA is to answer the following questions:

- What elements of the road may present a safety concern: to what extent, to which road users, and under what circumstances?
- What opportunities exist to eliminate or mitigate identified safety concerns?

These audits are different from traditional safety reviews in that they are performed by a multi-disciplinary team, consider all potential road users, account for road user capabilities and limitations, and are performed by independent teams.

Performance Measures: Number of safety audits performed.



Prioritize Low-Cost Safety Treatments

Road safety audits or just general operations may help identify low cost safety treatments City-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips/stripes, wider edge lines, high-friction surface treatments, and enhanced delineation of curves through better signage along the high injury network. Identifying and correcting common risks across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and, in a designated neighborhood, or along a busy route is a strategy that can be accomplished normally with existing budgets.

Performance Measures: Number of low cost safety treatments per year.



City Public Works Crews Installed Low Cost Stop Bars at a Difficult Neighborhood Intersection, Before and After



Adopt a Complete Streets Policy and Approach

Complete Streets is an approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This approach also emphasizes the needs of those who have experienced systemic underinvestment, or those whose needs have not been met through a traditional transportation approach, such as older adults, people living with disabilities, people who don't have access to vehicles. Cedar and Palm within the City are perfect examples where populations of youth travel by bike or by walking but have historically lacked significant investment.

While Complete Streets are a process and approach to street design, there is no singular design prescription for Complete Streets. Each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.¹⁷ For the City of Niceville a complete streets strategy could include policies such as:

- ✓ Advocating wide shoulders and striping for bicycles when resurfacing a City Street

¹⁷ <https://smartgrowthamerica.org/what-are-complete-streets/>

- ✓ Advocating for complete streets when reviewing FDOT projects occurring within the City limits
- ✓ Requiring a complete streets approach for new development

Performance Measures: Development and application of completes streets policies.



Support and Create Safe Driving Campaigns with Students

The City can partner with local schools to support existing safe driving programs and to create Safe Streets Niceville related programs. These programs should include items or activities designed to raise awareness of the high injury network among the vulnerable student population. The city should collaborate with the public school district and interested private schools to provide additional transportation safety resources, and targeted engagement for middle and high school students, with a focus on empowering youth leadership to promote safe transportation in their own school communities, prioritizing the schools on our HIN. Some examples include:

- ✓ Safe Streets Niceville Art Contest
- ✓ Safe Street Niceville Design Competition for Students interested in City Planning or Engineering
- ✓ Test Your Streets Smarts Programs

Performance Measures: Number of engagements or programs implemented in target schools around the HIN.



Project Selections

There are five recommended projects based on the data included within this Plan:

SR 20 / Government Avenue (SR 85) Intersection – Recommend intersection safety audit and access study. This intersection has been identified as a high injury intersection. Such audit or intersection study should consider innovative design changes, improved delineation, and advanced warning.

Cedar Avenue from 21st Street to College Boulevard – Complete Streets and major intersection safety audits / Improvements. Cedar and Palm are the two main north south spines for the urbanized area of the City. Cedar and Palm both terminate at the Northwest Florida State College, a growing college campus.

- ✓ Special consideration should be given to the intersections of Cedar and SR 20 and SR 285 (Partin Dr). Intersection analysis should consider innovative design changes, improved delineation, and advanced warning.
- ✓ The section of Cedar Avenue between SR 285 and SR 20 should receive special design consideration since this section of the high injury network is heavily traveled by students and school users. This section also features inadequate bike and pedestrian infrastructure and dangerous front end 90-degree parking.

Palm Boulevard from Bayshore Drive to College Boulevard - Complete Streets and major intersection safety audits / Improvements. Cedar and Palm are the two main north south spines for the urbanized area of the City. Cedar and Palm both terminate at the Northwest Florida State College.

- ✓ Special consideration should be given to the intersections of Cedar and SR 20 and SR 285 (Partin Dr). Special consideration should be given to the intersections of Palm and SR 20 and SR 285 (Partin Dr). Intersection analysis should consider innovative design changes, improved delineation, and advanced warning.
- ✓ The section of Palm Boulevard between SR 285 and SR 20 should receive special design consideration since this section of the high injury network is heavily traveled by students and school users. This section also features inadequate bike and pedestrian infrastructure and dangerous front end 90-degree parking.

Crossings Boulevard Connector – Recommend construction of the “missing link” in the alternative route to SR 20 that extends from Rocky Bayou Drive to Palm Boulevard. This would include a new two-lane road with multi use path and traffic circle at Juniper Avenue. This roadway is a parallel facility to SR 20, alleviating local traffic on SR 20. SR 20 has been identified as the facility within the City that has the highest injury rate. This parallel facility is prioritized for walking, biking and local access removing trips from the most dangerous HIN roadway, SR 20.

Bayshore Drive from SR 20 to 11th Street – Recommend complete streets improvements to include bike and pedestrian facility improvements. This route links large residential areas with the CRA.

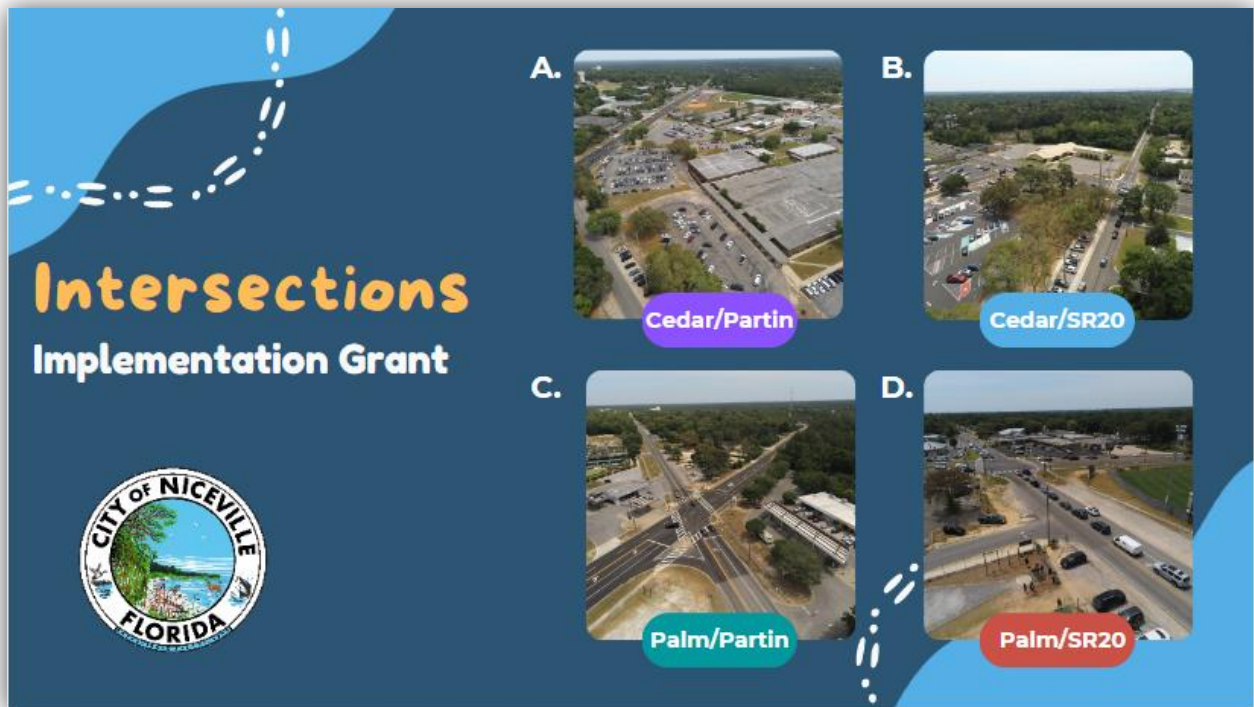
Performance Measures: Obtaining funding for project selections, number of grant applications, moving project selections forward through the Okaloosa Walton Transportation Planning Organization funding processes, coordinating with State DOT and County Engineering on necessary steps.



Palm Boulevard Near Ruckel Middle School and Niceville High School



Cedar Avenue
Adjacent to
Niceville High
School



A Slide from a Safe Streets Niceville Task Force Discussing Key High Injury Networks and Potential Grant Funding Intersections



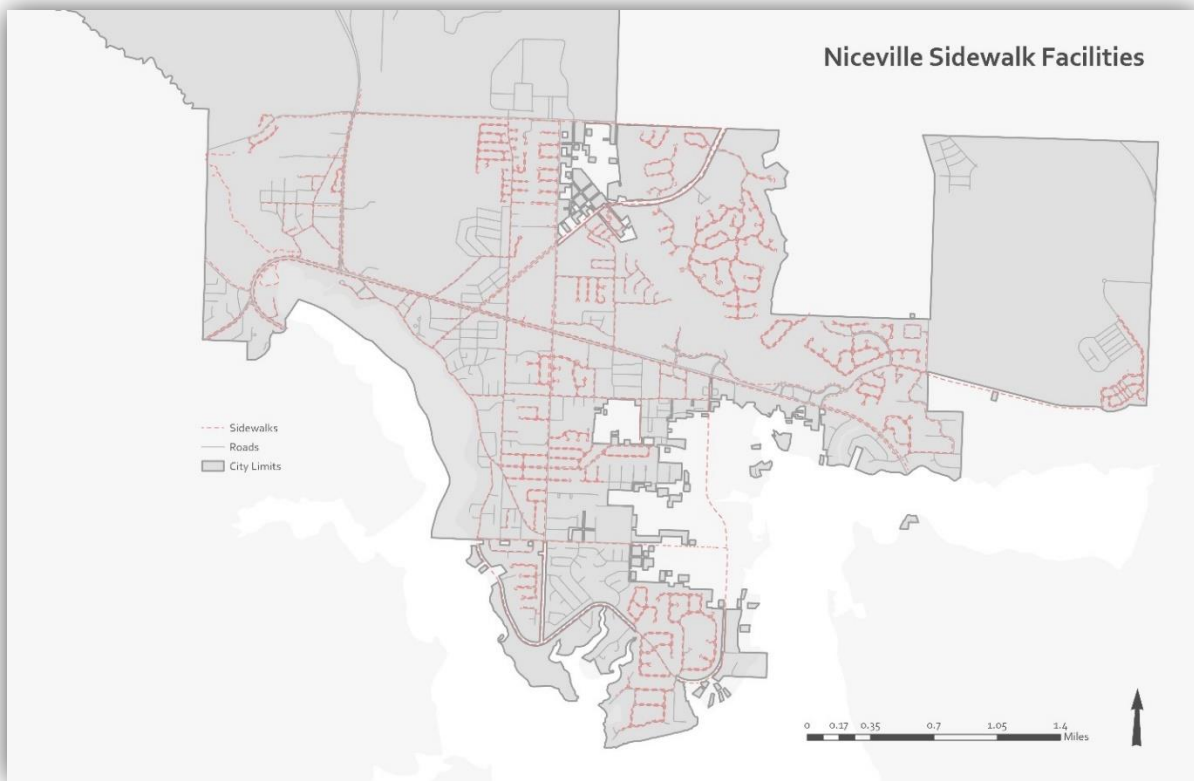
Continue to Make Bicycle and Pedestrian Safety Enhancements

The City of Niceville has made great strides in closing gaps in sidewalk facilities and maintains a robust sidewalk network ([Map XX](#)). A safe streets approach requires continuing to make these improvements. Such improvements can be installing pedestrian safety enhancements and closing network gaps with sidewalks, crosswalk visibility enhancements, rectangular rapid-flashing beacons, pedestrian hybrid beacons, refuge islands, road diets, raised crosswalks, signal improvements including leading pedestrian intervals, and audible pedestrian signals for people walking, rolling, or using mobility-assisted devices.

Similarly, the City can support and advocate the development of a robust bike network. Bike networks with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities is a recommended strategy. This includes trails and the off-street facilities.

Performance Measures: Miles of additional sidewalk and bike network development.

MAP





Carrying out Speed Management Strategies

The relationship between speed and crashes, has long been studied. This research is completely in line with the real local data described previously in this report showing that the higher speed roadways result in higher incapacitating injuries and deaths. According to a paper by the Institute for Road Safety Research, “The exact relation between speed and crashes depends on many factors. However, in a general sense the relation is very clear: if on a road the driven speeds become higher, the crash rate will also increase. The crash rate is also higher for an individual vehicle that drives at higher speed than the other traffic on that road. As speeds get higher, crashes also result in more serious injury, for the driver who caused the crash as well as for the crash opponent. The injury severity of the vehicle occupants in a crash, for example, is not only determined by the collision speed, but also by the mass difference between the vehicles and by the vulnerability of the vehicles/road users who are involved. In a crash between a light vehicle and a heavier one, the occupants of the lighter vehicle generally are considerably worse off than the occupants of the heavier vehicle. Even more so this is the case for pedestrians, cyclists and moped riders in crashes with (much) heavier motor vehicles.”¹⁸

This strategy involves carrying out speed management strategies such as implementing traffic-calming road design changes; addressing speed along key corridors through infrastructure; conducting education, enforcement activities, and outreach; setting appropriate speed limits; and making strategic use of speed safety cameras.

The City has two ongoing initiatives along these lines, speed safety cameras and enforcement activities.

School Zone Speed Camera Installation

The Niceville City Council recently passed a resolution (2024) authorizing the installation of speeding enforcement cameras in three school zones that are on the High Injury Network. Monitoring and evaluation of the effectiveness of this system in reducing speeds will occur over the next years.

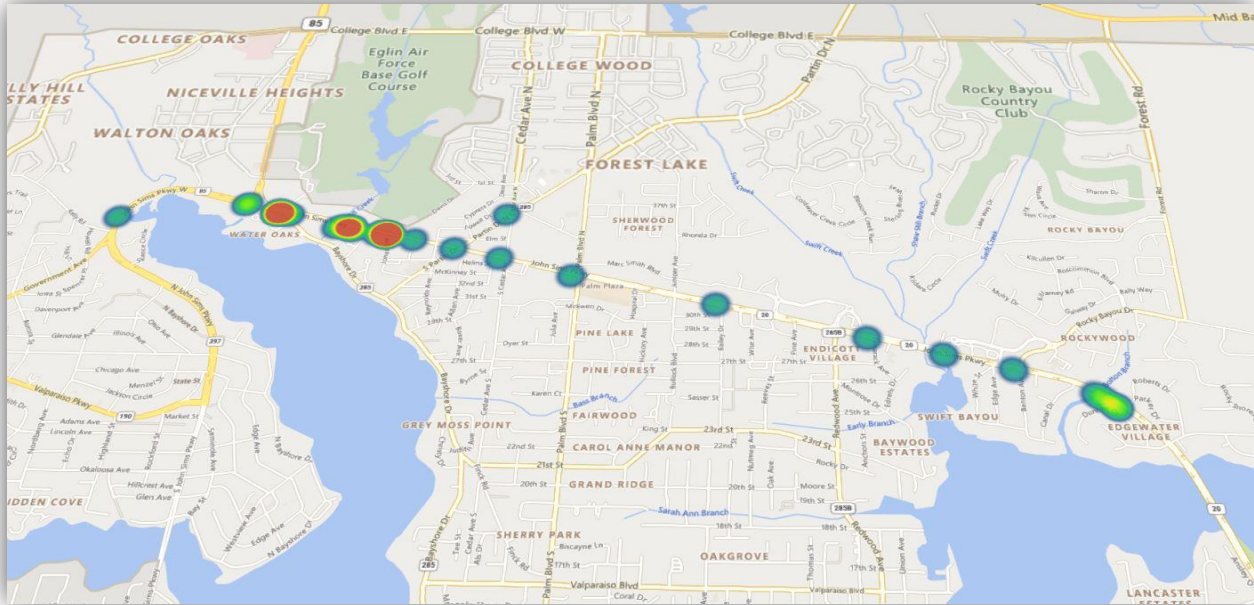
Operation Save the Day

The Niceville Police Department recently completed a targeted speed enforcement effort aimed at promoting safer driving practices along the roadway with the highest injuries, SR 20 (John Sims Parkway). This effort resulted in the issuance of 77 citations, of which 67 were

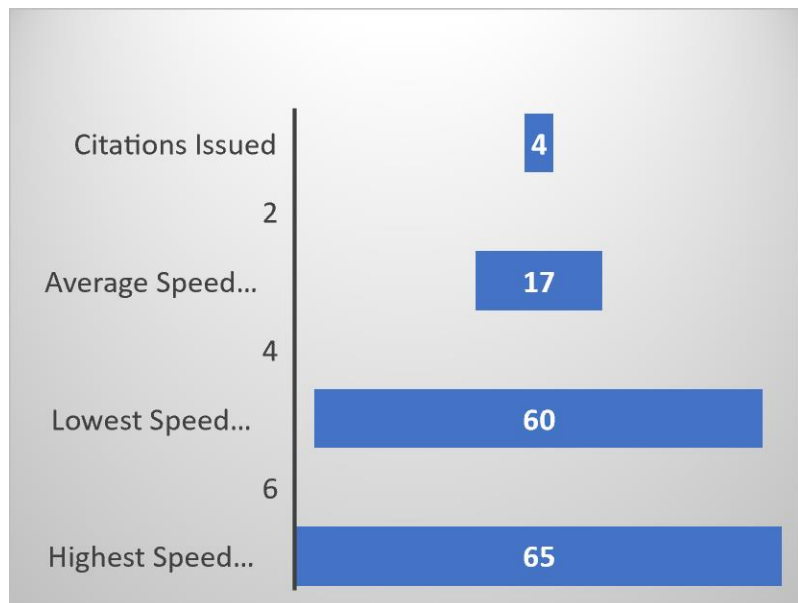
¹⁸ SWOV Fact Sheet: The Relation Between Speed and Crashes, Institute for Road Safety Research Netherlands April 2012

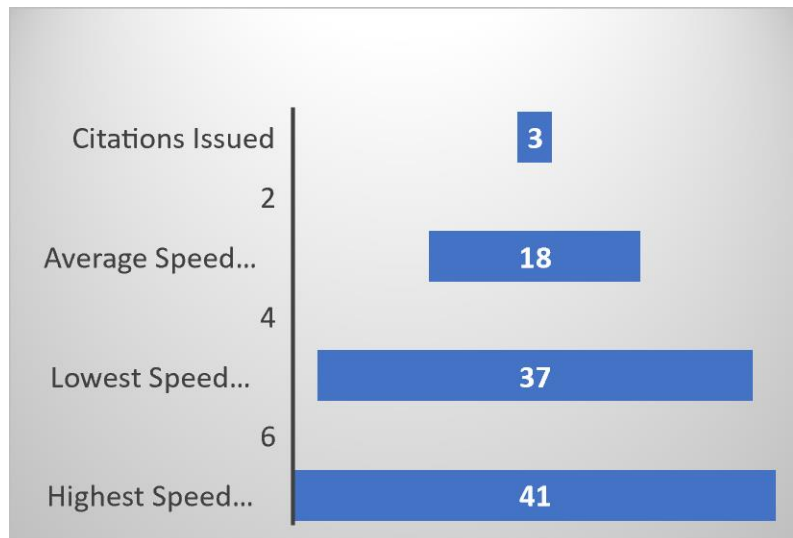
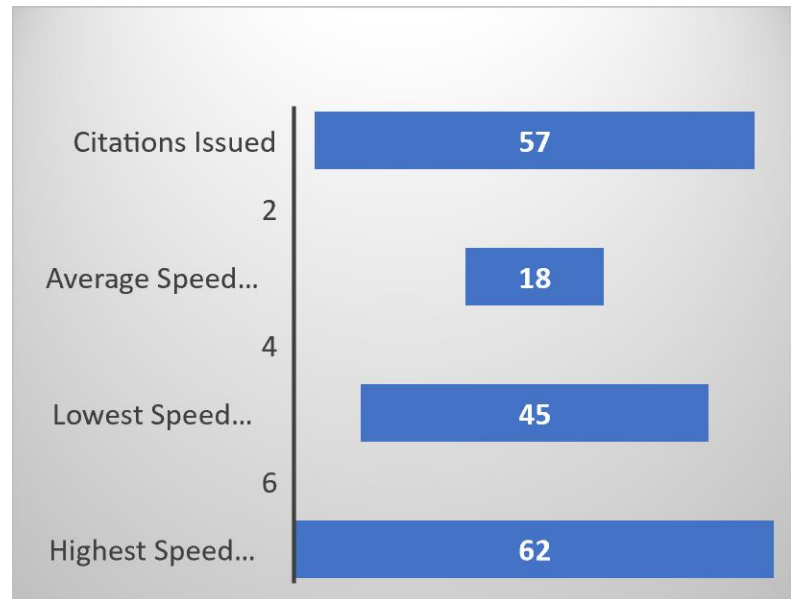
directly related to speeding (at least 9 miles per hour more than the posted limit). The following information summarizes this effort.

Operation Save the Day Violation Heat Map



Operation Save the Day Data by Posted Speed Limit





Performance Measures: Number of traffic-calming road design changes; instances of addressing speed along key corridors through infrastructure; number of education initiatives and enforcement activities; setting appropriate speed limits; and speed safety cameras usage resulting in less instances of speeding.



Enhancing Transit

Transit is an effective means to reduce the number of vehicles on the roadways. The City also has an above average number of disabled veterans as well as an aging population that would benefit from better transit. Transit also benefits the service working population that would benefit financially from having a robust transit option to access employment. Specific strategies here are:

- ✓ Continuing to support EC Rider service in the City and advocate for enhanced route service.
- ✓ Continue to advocate at the TPO for express bus service to Destin

Performance Measures: Enhanced transit routes, funding for express bus service.



Ensuring Safe Routes to School

Safe routes to school features heavily in this action plan due the location of educational facilities on the high injury network.

Performance Measures: Number of Safe Routes to School projects implemented around the HIN or hot-spot locations.



Education Initiatives

Utilize the City's Public Involvement Officer to conduct education campaigns to accompany more innovative infrastructure, such as roundabouts, reverse angle parking, or pedestrian hybrid beacons.

Create Education campaigns that can also utilize the materials developed by the Florida Department of Transportation's Target Zero initiative described earlier.

Provide information and resources and offer educational opportunities to media outlets and to member governments about Vision Zero to promote consistent messaging and crash reporting language.

Performance Measures: Number of social media posts on innovative infrastructure, number of safety focused news articles, reduction in the use of the word “accident” in the reporting of collisions, number of transportation safety related social media posts.



Data Collection, Monitoring and Analysis

Conduct and prepare annual crash analysis, including preparing crash profiles and comparison of various time periods to better identify trends and progress toward Vision Zero. Analysis should layer available demographic data. Periodically update the HIN and Action Plan to reflect progress being made or develop new strategies if current actions are not achieving desired results.

Performance Measures: Report to the Safe Streets Niceville Task Force on safety improvements constructed on an annual basis, and progress toward Vision Zero; Reduction in injuries or deaths from prior year.

Administration
Office: 850-279-6436



208 Partin Drive North
Niceville, FL 32578

Tanya Sanders Branton
D3 TRIP/TA Coordinator
Florida Department of Transportation
1074 Highway 90 Chipley, FL 32428

Re: City of Niceville Letter of Support for Palm Boulevard MUT

Dear Ms. Branton:

This letter is to inform the agency that the City of Niceville City Council voted unanimously during the January 14, 2025 regular City Council meeting to support the City's Transportation Alternatives Set Aside Program application for the design and construction of a multi-use trail on Palm Boulevard North. If awarded, this funding will be utilized to construct a multi-use trail from the County's multi-use trail project on College Boulevard to Partin Drive (SR 285) and from SR 20 to 27th Street within the Palm Boulevard City owned right of way. This project was included in TPOs Long Range Transportation Plan at the request of the City's TPO representatives and is included in the City's Safe Streets Action Plan. The City is currently constructing a portion of this trail along Palm Boulevard South.

Sincerely,


Daniel Henkel,
Mayor



15 January 2025

Dear Ms. Branton,

As an avid cyclist, local business owner of 3 businesses in Niceville and Destin, and full-time engineer working on Eglin Air Force Base, I fully endorse and support the City of Niceville's Transportation Alternatives Set-Aside Program grant for a multi-use trail on Palm Boulevard from 27th Street to State Route 20 and from Partin Drive to College Boulevard.

I personally rode over 4000 miles on a bicycle in 2024 with about 50% of those miles ridden on sidewalks, neighborhood streets, Northwest Florida State College property, existing walking/biking paths, and roads that are a little more dangerous than the ones I prefer to ride in the Niceville community. There is a need to create more infrastructure that will motivate existing citizens and those considering making Niceville their home in the future to be able to safely use these multi-use trails.

As co-owner and co-founder of 3rd Planet Brewing in Niceville, one of our customers started a Monday night bike club over 4 years ago that has now grown to over 40 members. We ride about 8 months a year from March to October in the Niceville community as a group. We often ride in this section of the city and the addition of this multi-use path would greatly enhance our safety and experience. I see our participant numbers continuing to grow over the next few years and this multi-use path would be a great incentive to attract more members.

My personal belief is the more outdoor infrastructure that any municipality can provide for walkers and bikers drives more citizens outdoors to participate and enhances the entire community. The demand will only increase from there as people safely engage in these outdoor activities with family and friends.

I personally purchased a new bike today from Bob's Bicycles in Fort Walton Beach and plan to ride around Niceville this year as much as possible. Please feel free to reach out to me if you want to discuss further. Thank you for this opportunity to make Niceville better!

Tim McCool

Tim McCool
Co-founder / Co-owner
850-502-9952



NORTHWEST FLORIDA STATE COLLEGE

100 College Boulevard East • Niceville, FL 32578-1347 • (850) 678-5111 • www.nwfsc.edu

Tanya Branton
Florida Department of Transportation
TA Program Coordinator
Highway 90 East
Chipley, Florida 32428-0607
Tanya.Branton@dot.state.fl.us

January 14, 2025

Dear Ms. Branton:

As President of Northwest Florida State College, I would like to offer this letter of support from the College for the City of Niceville's Transportation Alternatives Set-Aside Program grant for a multi-use trail on Palm Boulevard from 27th Street to S.R. 20 and Partin Drive to College Boulevard. The College fully supports this request to help complete the City's off-road multi-use trail network, because it will offer our students, employees, guests, and the broader Niceville community safe walking and biking routes to the College and our community schools.

Sincerely,

Mel Ponder
President, Northwest Florida State College

OFFICE OF THE PRESIDENT

NWF State College Fort Walton Beach Campus • (850) 863-6500 Chautauqua Center, DeFuniak Springs • (850) 892-8100
Hurlburt Center, Hurlburt Field • (850) 884-6296 Robert L.F. Sikes Education Center, Crestview • (850) 689-7911
South Walton Center Santa Rosa Beach • (850) 200-4160
An Equal Access/Equal Opportunity Institution



January 15, 2025

Dear Ms. Branton,

As President of the Niceville Valparaiso Chamber of Commerce, I fully support the City of Niceville's Transportation Alternatives Set-Aside Program grant for a multi-use trail on Palm Boulevard from 27th Street to S.R. 20 and Partin Drive to College Boulevard. Completing the City's off-road multi-use trail network will provide safe walking and biking routes to schools and improve connectivity across our community.

It is well-documented that multi-use trail networks significantly enhance a community's quality of life and economic vitality. Trails provide opportunities for recreation, encourage active and healthy lifestyles, and attract visitors while supporting local businesses and increasing property values.

For Niceville, this trail is more than just infrastructure—it is an investment in the safety, health, and well-being of our residents, while also positioning our city for future economic growth.

The Chamber is committed to supporting this effort and looks forward to the benefits it will bring to our community.

Sincerely,

A handwritten signature in blue ink, reading "Tricia Brunson". The signature is stylized with a large, looping "T" and a cursive "Brunson".

Tricia Brunson

President & CEO



Tanya Branton
Florida Department of Transportation
TA Program Coordinator
Highway 90 East
Chipley, Florida 32428-0607
Tanya.Branton@dot.state.fl.us


January 15, 2024

Dear Ms. Branton,

As a local entrepreneur and a landowner near the proposed route, I would like to offer this letter of support for the City of Niceville's Transportation Alternatives Set-Aside Program grant for a multi-use trail on Palm Boulevard from 27th Street to S.R. 20 and Partin Drive to College Boulevard. I fully support this request to help complete the City's off road multi use trail network as this provides yet another opportunity to create safe walking and biking routes to schools.

This particular area of Niceville is the perfect place for extending the City's multi use trail network as it is close proximity to the schools, popular walkable businesses, Northwest Florida State College, and many of the City's provided amenities (skate park, senior center, library, children's park, etc.). This would be great for our community!!!

Sincerely,

DocuSigned by:

48BF07804E8C46B...

Paul Sjoberg
CEO/Founder
Leverage Information Technologies
703-795-5986

| | CITY OF NICEVILLE PALM BLVD North MUT Evaluation Category | Scoring (Maximum Points Possible) | Project Score |
|--------------------|--|--|--------------------------|
| Criterion 1 | Safety | 25 | 16 |
| Criterion 2 | Connectivity | 20 | 20 |
| Criterion 3 | Location Efficiency | 15 | 15 |
| Criterion 4 | Public Support | 10 | 10 |
| Criterion 5 | Proximity to School | 10 | 10 |
| Criterion 6 | Design Quality | 10 | 6 |
| Criterion 7 | Environmental/Archaeological Projects/Historic Preservation | 10 | 2 |
| | | | |
| | Total Points Possible | 100 | 79 |
| | | | |

Criterion 1: Safety

| | | |
|---|-----|---|
| Crash Data for Project – Scored crashes are car accidents that involve pedestrians and/or cyclist. (select one) | Pts | |
| Low Crash Corridor = < 3 pedestrians/cyclist incidents from the past 5 years | 1 | |
| Moderate Crash Corridor = 3-10 pedestrians/cyclist incidents from the past 5 years | 2 | 2 |
| High Crash Corridor = > 10 pedestrians/cyclist incidents from the past 5 years | 3 | |

Signal 4 Analytics Data is summarized below. Spreadsheets are uploaded separately to Florida GAP.

| | | |
|---|-----|---|
| Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclist. (select one) | Pts | |
| Moderate Crash Corridor = 3-10 pedestrians/cyclist incidents from the past 5 years | 2 | 2 |
| High Crash Corridor = > 10 pedestrians/cyclist incidents from the past 5 years | 3 | |

| Safety Issue – <u>Provide brief descriptions for each claimed criterion</u> | Pts | |
|--|------------|---|
| Posted Speed Limit over 30 mph in project area | 1 | 1 |
| Improved mobility for disabled, elderly, or youth populations – <i>(Please provide address and note location on map for the affected facility)</i> | 1 | 1 |
| Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate – as defined by the Census | 1 | |
| Project design encourages traffic calming or vehicle lane narrowing (road diet) | 1 | |
| Improves visibility of non-drivers to motorists | 1 | 1 |

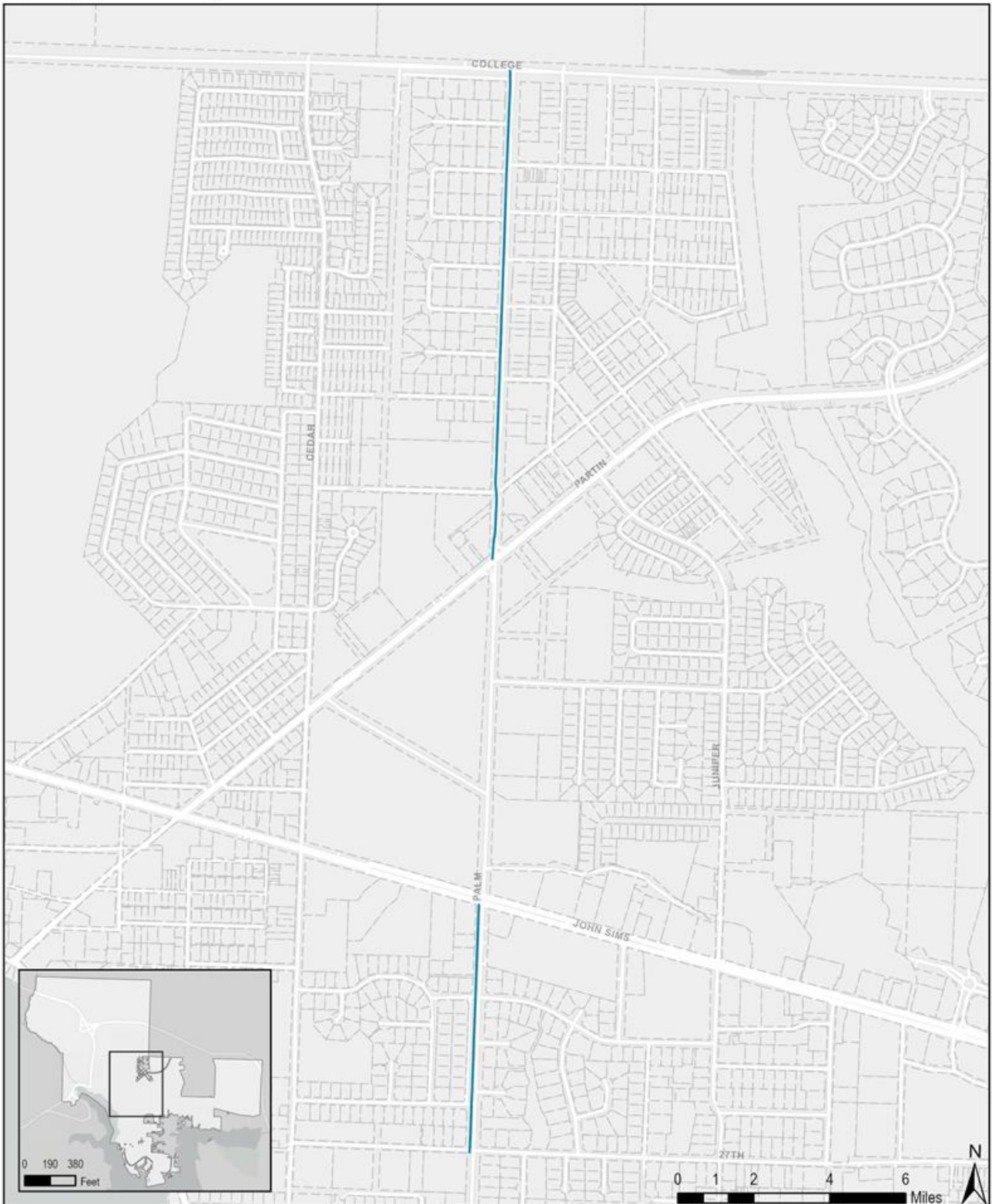
The posted speed limit is 35 mph.

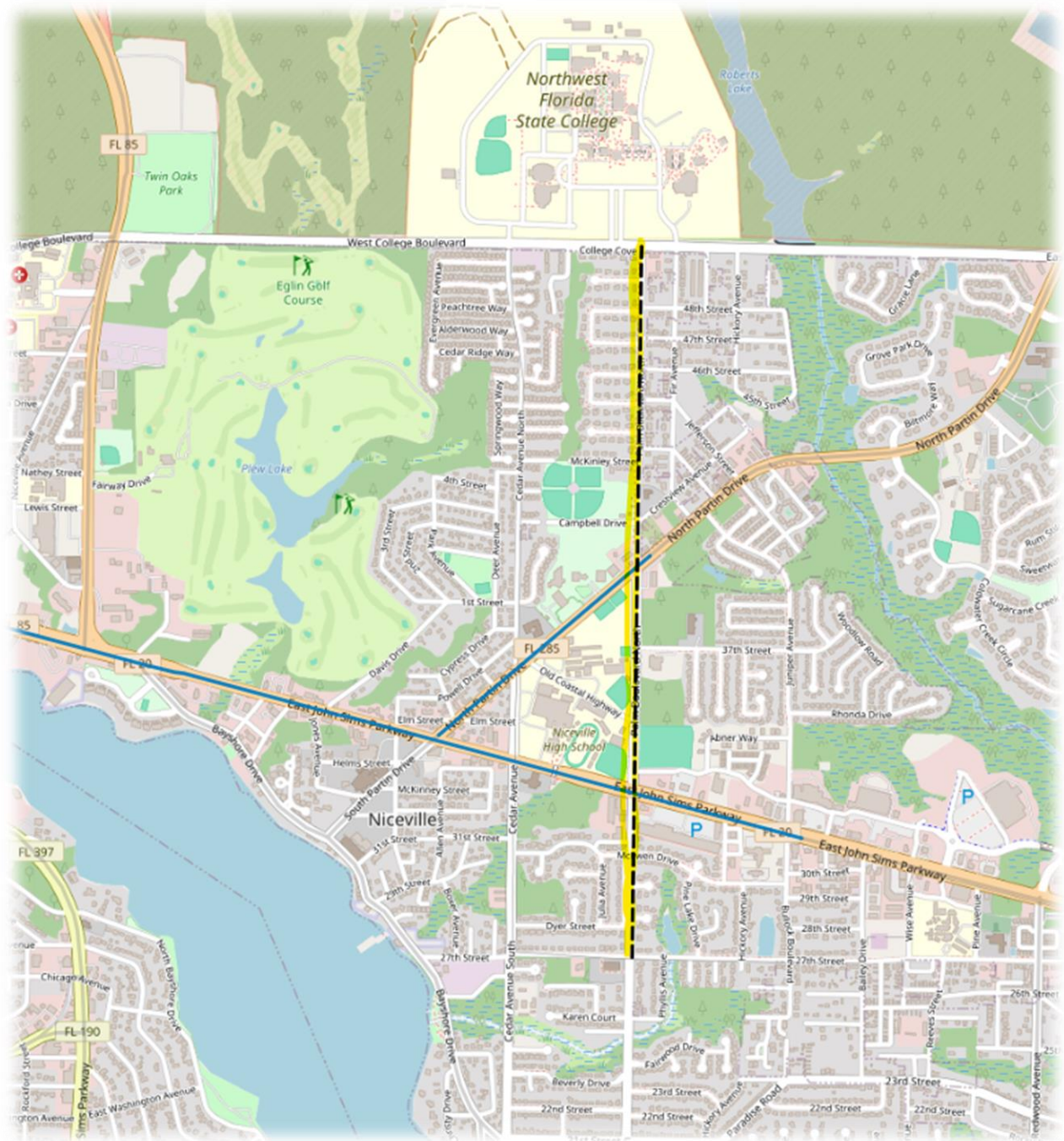
This project connects two three major school facilities: Northwest Florida State College, Ruckel Middle School, and Niceville High School. Two major recreational areas are also connected. A map showing the locations of these schools and recreation areas is below. Note City Parks, Youth Center, and Senior Center all located along Palm near Campbell Drive. The other major recreation center is Twin Oaks Park located at the intersection of College Drive and SR 85 just west of the College.

Proposed Palm Boulevard Trails

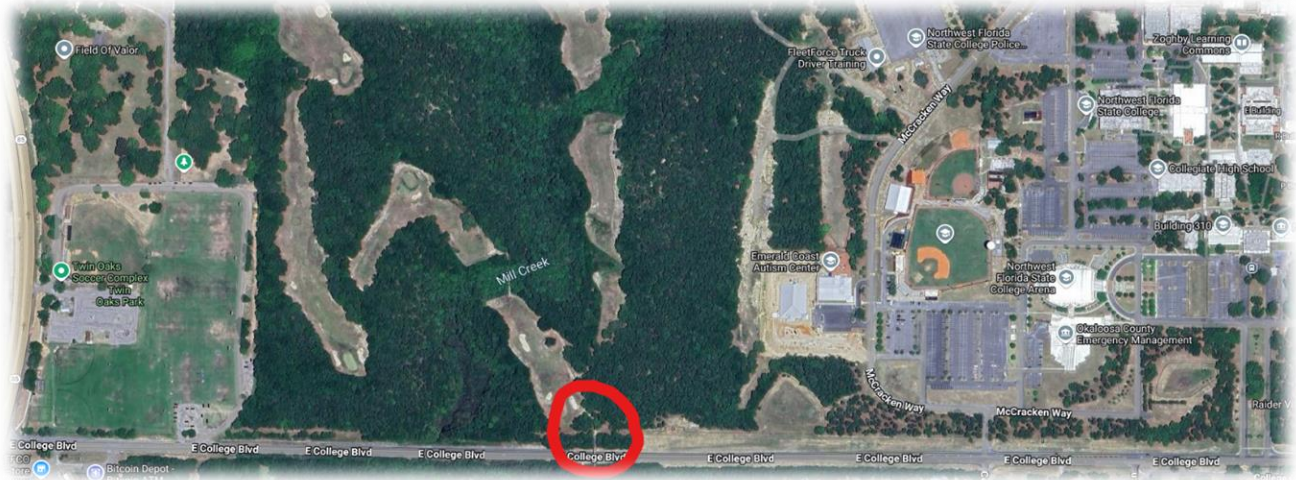
Prepared by Niceville GIS January 2025

— Proposed Trails
▨ Parcels





Map showing Niceville High School at the intersection of Palm and SR 20; Ruckel Middle School north of Niceville High School on Palm Boulevard, City of Niceville Ball Fields, Senior Center, and Youth Center on Palm Boulevard just north of Partin Drive; Northwest Florida State College at the terminus of Palm Boulevard North at College Boulevard; and the Twin Oaks Sports Complex approximately 0.97 miles from the Palm Boulevard / College Intersection.



Overpass Location at Northwest Florida State College on College Boulevard, this overpass is located approximately 0.6 miles from the Palm Boulevard / College Intersection and 0.34 miles from the Twin Oaks Sports Complex (also shown).

| | | |
|---|-----|---|
| <p>Reduce Human Exposure – Project reduces human exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design.</p> <p><u>Provide a brief description for each claimed criterion – notate on map where applicable.</u></p> | Pts | |
| <p>Physical Separation Barrier A physical separation barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.</p> | 1 | 1 |
| <p>Defined Space A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.</p> | 1 | 1 |



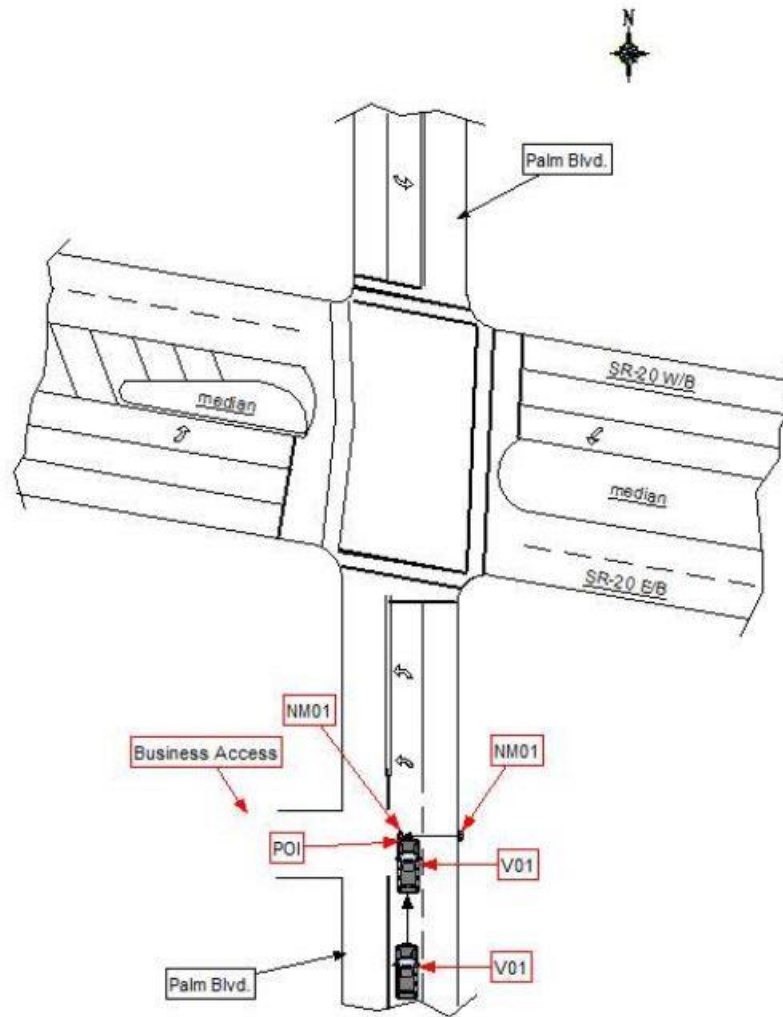
Map showing distance to overpass at Niceville High School from proposed trail.

Old Coastal Highway divides Ruckel Middle School and Niceville High School, both schools are located on Palm Boulevard. The project terminates at College Boulevard where Okaloosa County is installing a Multi-Use trail at the Northwest Florida State College (See Trails Map), the County's trail will extend from Palm Boulevard down College Boulevard east to Forest Drive and then south down Forest Drive to Rocky Bayou Drive. This trail will be under construction in the Spring of 2025 and is fully funded. The College Boulevard trail is connected by an existing sidewalk to Twin Oaks Park and an existing overpass is located over College Boulevard at the Eglin Golf Course Trails that could be connected to the expanded Twin Oaks sports facility in the future.

| Vehicle Traffic (select one) | | | | | |
|--|-------------------------|----------------------------|--------------------------|------------------------|--------------------------------|
| The current AADT for the affected roadway facilities within the project area – from which exposure would be reduced by the project. The maximum radius for exposure is ¼ mile. Documented traffic counts at the county and city level will be accepted once the source and methodology is verified by TPO staff. | | | | | |
| 40,000 + 12 Pts | 35,001-40,000 11 Pts | 30,001 to 35,000 10 Pts | 25,001 – 30,000 9 Pts | 20,001-25,000 8 Pts | 15,001-20,000 7 Pts |
| 10,001-15,000 6 Pts | 5,001-10,000 5 Pts | 4,001-5000 4 Pts | 3,001-4,000 3 Pts | 2,001-3,000 2 Pts | Less than 2,000 1 Pt |

Because this project includes enhanced safety enhancements at intersections, the average of the intersecting roads was taken. (See table and map below)

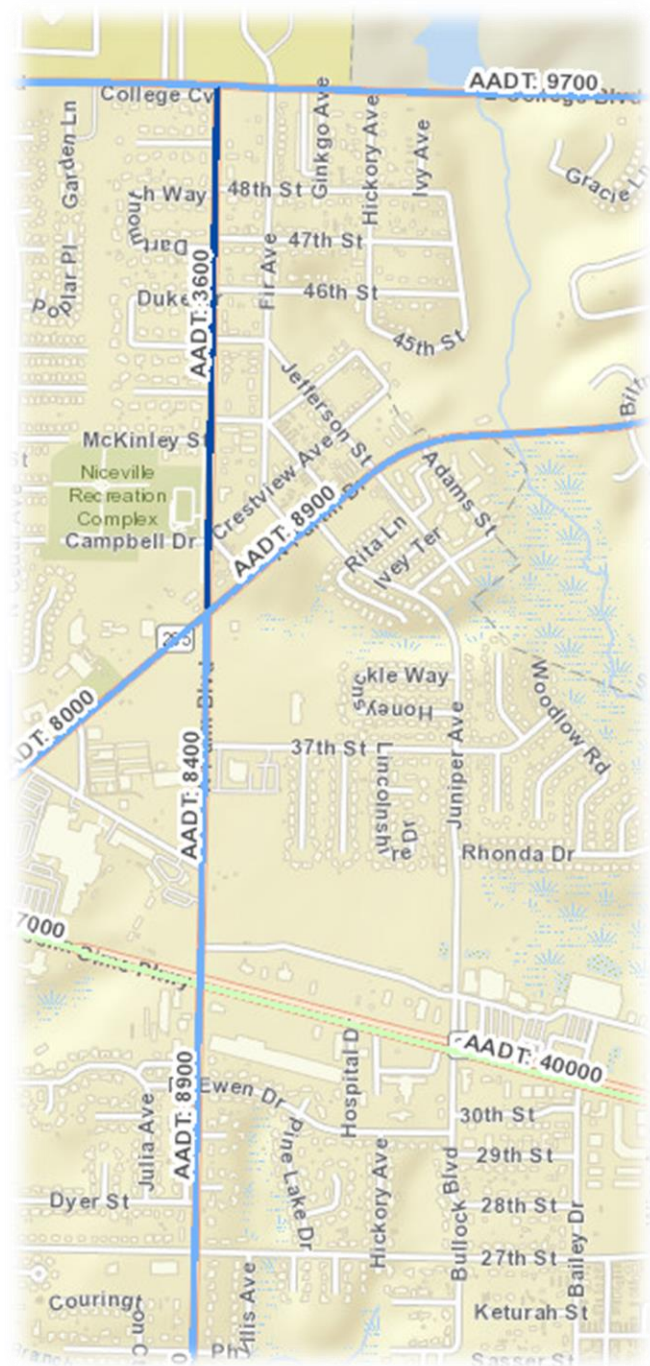
| | |
|---|-----------|
| Total Points for Safety Criteria | 16 |
|---|-----------|



Niceville Police Department Diagram of pedestrian / vehicle crash on 12/26/2024 (not yet reported in Signal 4 Analytics). Pedestrian refused to be transported by EMS to a medical facility. This accident is in the exact location of the requested project.

| Road | AADT |
|----------------|---------------|
| Palm | 3,600 |
| Partin | 8,900 |
| SR 20 | 40,000 |
| College | 9,700 |
| AVERAGE | 15,550 |

Source: FDOT
Florida Traffic
Online



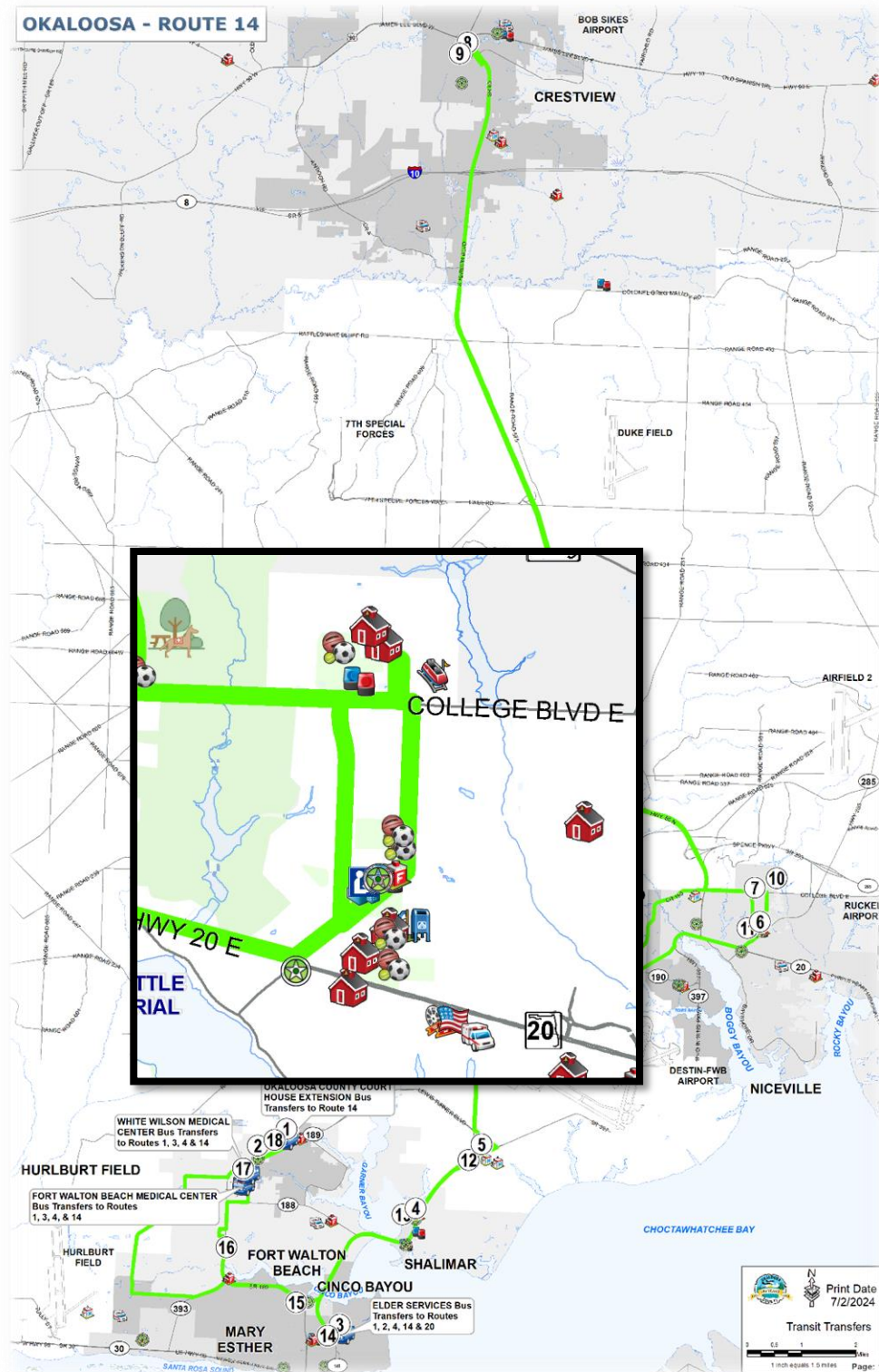
Criterion 2: Connectivity – Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

| General Connectivity – <u>Provide a brief description for each claimed criterion – notate on map where applicable</u> | | |
|--|---|---|
| Improve access to commercial areas | 3 | 3 |
| Improve access to parks and recreation areas | 3 | 3 |
| Provides pedestrian/bicycle facilities where none exist | 3 | 3 |
| Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity | 3 | 3 |
| Fills a documented gap in an existing transportation network | 3 | 3 |
| Provides pedestrian/bicycle facilities between K-12 School and zoned residential area | 2 | 2 |

The proposed trail connects to commercial areas including the redeveloping Central Partin downtown area of Niceville and the City's Community Redevelopment Area (CRA). Niceville's main commercial core along SR 20 is currently served by a multi-use trail extending from Rocky Bayou Drive to The Oaks shopping Center (Crossings Boulevard). Overall trail planning includes connecting this system to the Palm Boulevard trail by completing the Crossings Boulevard Connector Project. Currently there is no dedicated bicycle infrastructure on Palm Boulevard at all. The City is currently constructing a multi-use trail on Palm Boulevard South from Bayshore Drive to 27th Street to replace on street travel on a wide shoulder with numerous drainage inlets (unsafe). There is also currently no sidewalk in this location. There is an existing 5 ft sidewalk on one side of Palm in some locations but no bike facility. There are numerous connecting residential areas and three large school facilities as described previously.

| Transit Connectivity (select one) – <u>Transit stops must be noted on the attached project map</u> | | |
|---|---|---|
| Connects to existing bike/ped facility & does not connect to transit stop | 1 | |
| Connects to existing bike/ped facility & <1/2 mile from transit stop | 2 | |
| Connects to existing bike/ped facility & <1/4 mile from transit stop | 3 | 3 |

The proposed trail connects to transit at Northwest Florida State College and at the Niceville City Hall (intersection of Palm and Partin Drive N). Please see maps below of EC Rider Route 14, including Palm Boulevard inset. Stop number 6 is the Niceville City Hall located less than 1/10 of a mile from proposed Trail. Similarly, the Northwest Florida State College stop 7 is located less than 1/10 of a mile from the proposed trail.



Total Points for Connectivity Criteria

20

Criterion 3: Location Efficiency – Project makes significant improvements to a facility in proximity to medium to high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourist to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial and social activity occurs.

Maximum Points Allowed: 15

Does the project provide access to the following destinations of interest?

| Location Efficiency – Provide the name and location of each claimed destination of interest | | |
|--|--|--|
| High Interest Select One (7 pts total) | Moderate Interest Select One (5 pts total) | Low Interest Select One (3 pts total) |
| Town Center – Square | Multi-Family Development | Post Office 90 Palm Boulevard N |
| Mixed Use Center | Park n Ride Lot | Bank |
| Major Employment Center (over 150*employees) Office Park, Big Box Retail | Park Niceville Recreational Complex 212 Partin Drive N | Bus Stop (typically a bench or 5-15 person shelter) |
| Transit Center / Station (serves multiple routes and networks) | Greenway | Rural Road Bike Routes |
| Schools – K-12 School Facility (within 2 miles) | Retail Center | Child Day Care Center |
| University / College (direct connection) Northwest FL State College 100 E College Blvd | Religious / Civic Center | |
| Hospital | Unique Destination (Tourist Destinations) | |
| Entertainment Center Combination of Restaurants/Theatres/Music Venues | Health Care Clinic | |
| Marinas | Libraries | |
| Recreation Facility (sports fields, gymnasium,etc) | Grocery Store/Farmers Market/Stationary Food Providers | |
| Low Density Single Family (detached single family developments) | Hotels | |

| | |
|--|-----------|
| Total Points for Location Efficiency Criteria | 15 |
|--|-----------|

Criterion 4: Public Support – Documented support can be in the form of resolutions, letters and minutes of public record. Supporting documents can be gathered and submitted by public officials, neighborhood associations, homeowner’s associations, non-profit agencies, or other community based organizations.

| Public Support (select one) | | |
|--|----|----|
| Resolution of support from 1 local government + 2 letters of support (1 letter from a private source and one from a public source) * | 5 | |
| Resolutions of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source) * | 10 | 10 |

*Letters of support must be dated within the past 3 years

| | |
|---|-----------|
| Total Points for Public Support Criteria | 10 |
|---|-----------|

Criterion 5: Proximity to School – Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools Program.

| | | |
|---|----|----|
| Proximity to School – for Criterion 5 a school is defined as a K-12 education facility; or a public or private university, college, or community college. List the name and address of schools within the 2 mile project radius (select one) | | |
| Project > 2 Mile from a school | 0 | |
| Project within 1- 2 mile of a school | 5 | |
| Project within 1 mile of a school | 10 | 10 |

| | |
|--|-----------|
| Total Points for Proximity to School Criteria | 10 |
|--|-----------|

Criterion 6: Design Quality – Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

| General Design – Provide a brief description for each claimed criterion – notate on a map where applicable | Pts | |
|---|-----|---|
| Addresses both walking and biking | 1 | 1 |
| Buffered/Protected bicycle lane, and/or separated multi-use path > 5' for sidewalk > 5' | 2 | 2 |
| Provides bike parking or seating for pedestrians | 1 | |
| Provides trailheads, staging areas and parking | 1 | |
| Provides desirable amenities such as a fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc. | 2 | |
| Prior phases of this project are under construction or have been completed. | 2 | 2 |
| All Right of Way has been secured or none is needed | 1 | 1 |

| | |
|---|----------|
| Total Points for Design Quality Criteria | 6 |
|---|----------|

The proposed project is an 8-10 foot multi use trail that connects to two under construction trails of similar size. Palm Boulevard right of way is sufficient and no additional right of way is required.

**Criterion 7: Environmental/Archaeological Projects/
Historic Preservation**

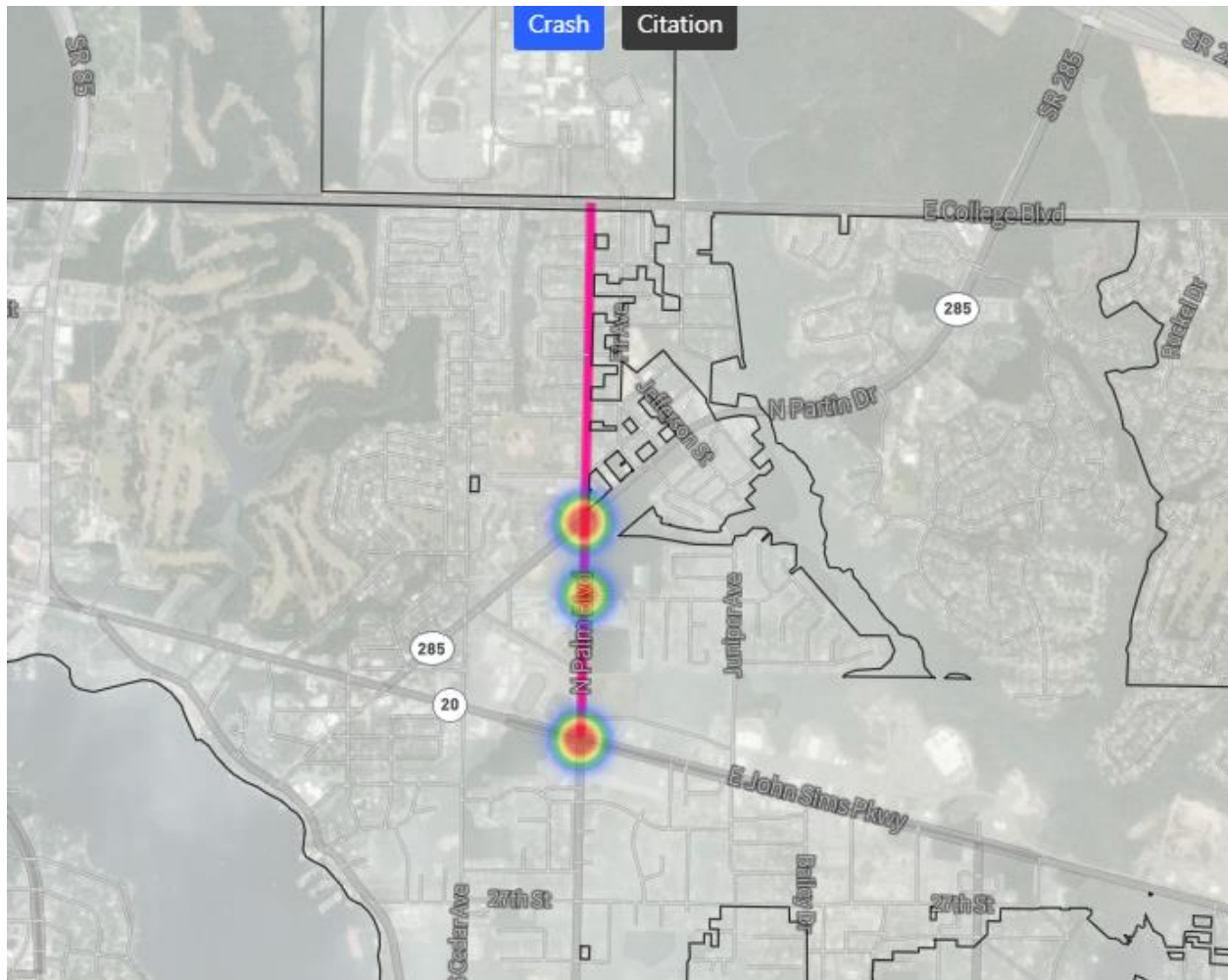
| Environmental/Archaeological Projects/Historic Preservation - Provide a brief description for each claimed criterion – notate on map where applicable | Pts | |
|--|------------|---|
| Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards | 1 | |
| Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users | 1 | |
| Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and/or there is a plan to avoid, minimize or mitigate impacts | 1 | |
| Includes community partnership between governmental and non-governmental Organizations | 1 | |
| Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities | 1 | |
| Construction of turnouts, overlooks, and viewing areas | 1 | |
| Project enhances access to an existing or planned activity center. (Planned activity centers must be defined in a Capital Improvement Plan or similar document that shows construction beginning in 5 years.) | 1 | 1 |
| Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising | 1 | |
| Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control | 1 | 1 |
| Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109) | 1 | |

| | |
|--|----------|
| <u>Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria</u> | 2 |
|--|----------|

Additional Project Information

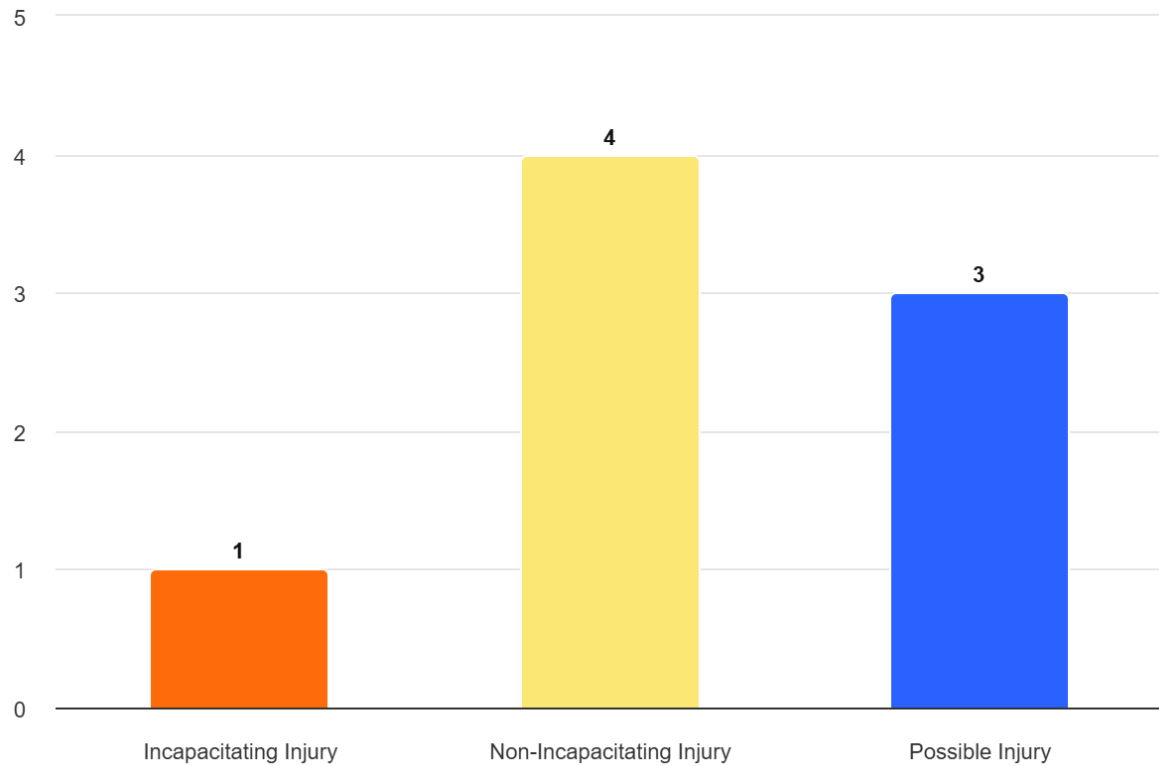
The following sections is to provide additional project information to the TPO. The answers in this section will not be scored. The information below will aid the TPO in ranking projects for the Okaloosa-Walton TPO TAP Priority list that is submitted to the Florida Department of Transportation.

| | | | |
|---|---|---|-------------------------------------|
| Information Only – The following answers are for the TPO project review and will not be scored | | | |
| Total project cost: | | \$3,872,323 | |
| Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation. | | Yes, Palm Boulevard is City of Niceville Right of Way | |
| Total length of project (miles)? | | 1.05 Miles | |
| How many intersections are located within the project boundaries? | | 6: 27 th /Palm Blvd; McEwen/Palm Blvd; SR 20/Palm Blvd; Partin Dr/Palm Blvd; Campbell Dr/Palm Blvd; College Blvd/Palm Blvd | |
| Does the project address a unique safety issue not detailed in the Safety Criteria? | | The project bolsters support for unique challenges on Palm Boulevard between Partin Dr. and SR 20. This ROW has been used by the School Board for informal parking and has high student numbers walking and biking. | |
| Project Readiness – Project Phase as submitted: | Conceptual Only This project is somewhat beyond conceptual but preliminary plans have not been prepared for this segment. Design costs are included in the above total project cost. | Preliminary Plans Complete | Final Plans Complete (shovel ready) |

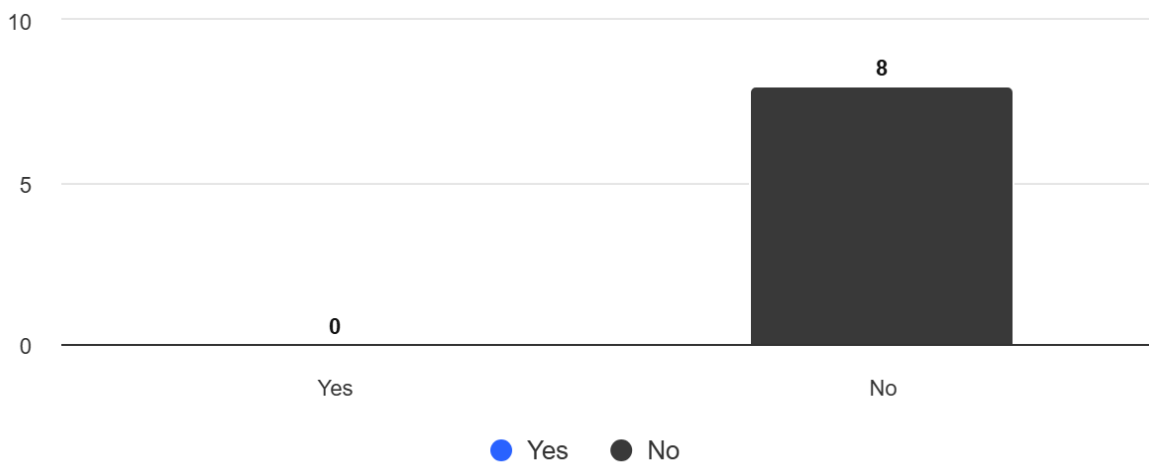


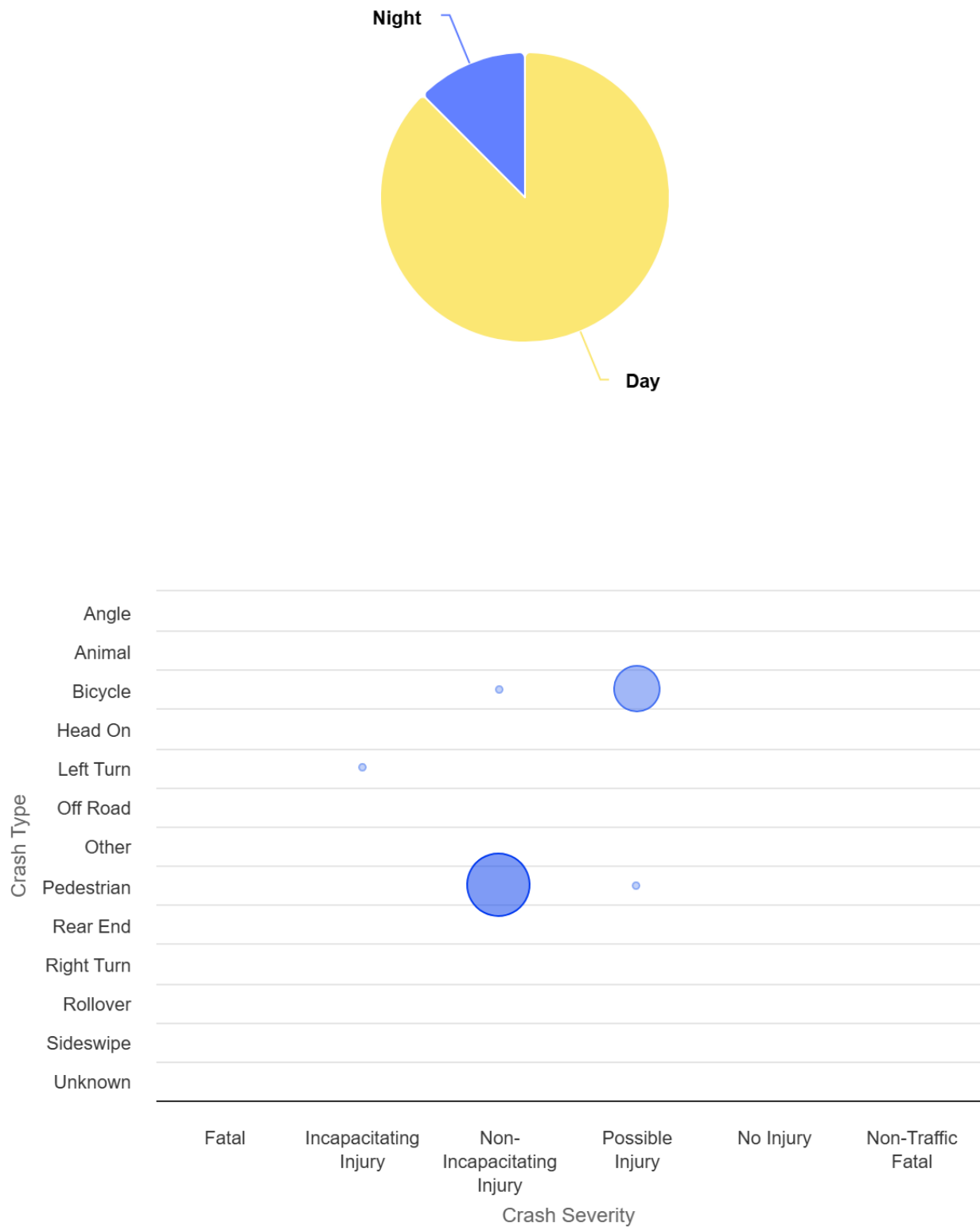
| | Total | Fatal Crashes | Serious Injury | Injury Crashes | Property Damage |
|-----------------------------|-------|---------------|----------------|----------------|-----------------|
| Crashes | 8 | 0 | 1 | 7 | 0 |
| Fatalities (within 30 days) | 0 | 0 | 0 | 0 | 0 |
| Incapacitating Injuries | 1 | 0 | 1 | 0 | 0 |
| Non-Incapacitating Injuries | 5 | 0 | 1 | 4 | 0 |
| Possible Injuries | 3 | 0 | 0 | 3 | 0 |
| No Injuries | 8 | 0 | 0 | 0 | 0 |
| Non-Traffic Fatalities | 0 | 0 | 0 | 0 | 0 |

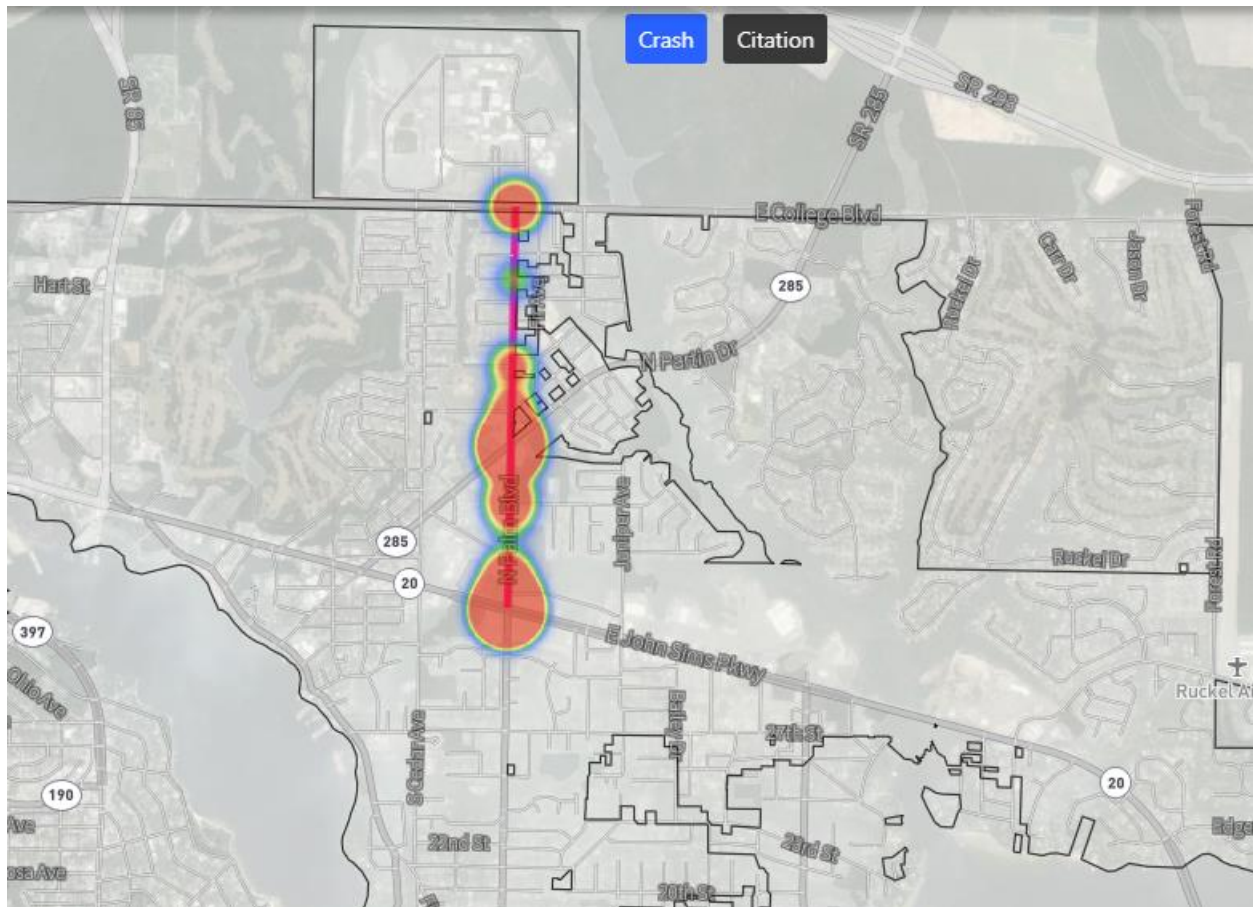
Crash Severity



Alcohol Involved

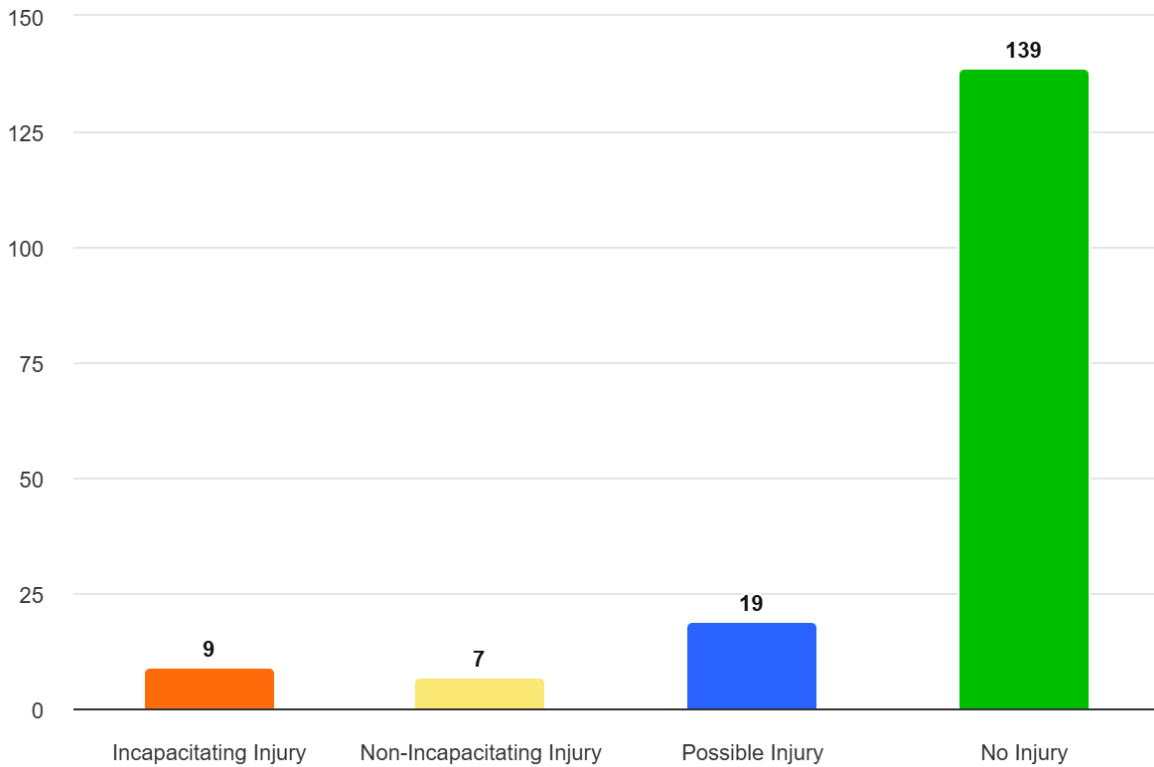




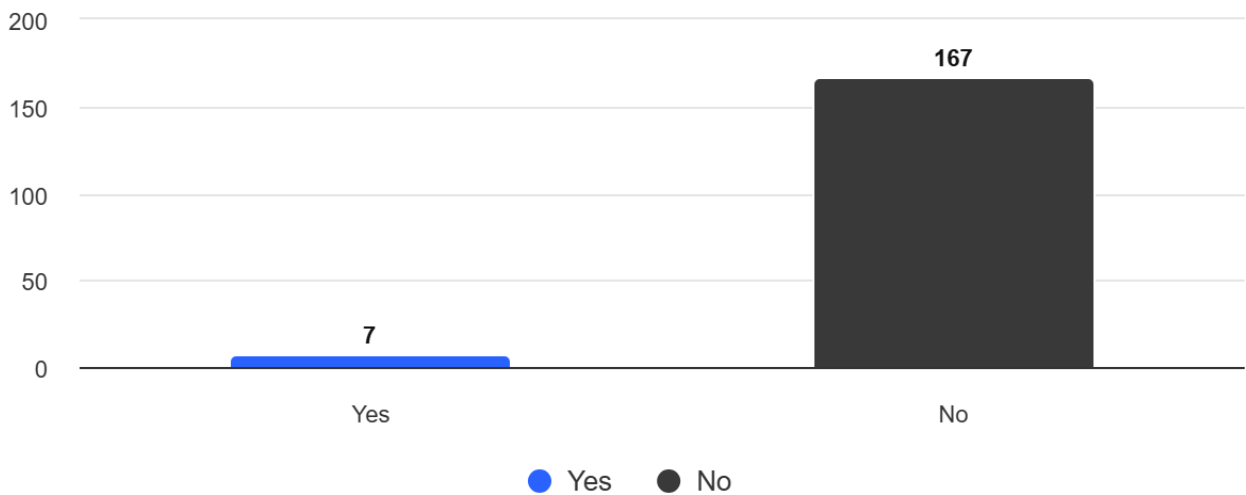


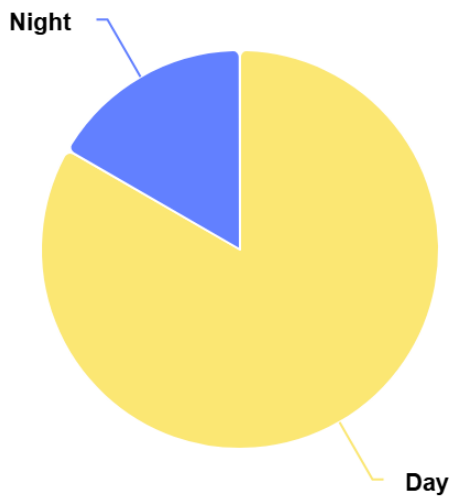
| | Total | Fatal Crashes | Serious Injury | Injury Crashes | Property Damage |
|-----------------------------|-------|---------------|----------------|----------------|-----------------|
| Crashes | 174 | 0 | 9 | 26 | 139 |
| Fatalities (within 30 days) | 0 | 0 | 0 | 0 | 0 |
| Incapacitating Injuries | 10 | 0 | 10 | 0 | 0 |
| Non-Incapacitating Injuries | 9 | 0 | 1 | 8 | 0 |
| Possible Injuries | 26 | 0 | 4 | 22 | 0 |
| No Injuries | 424 | 0 | 12 | 36 | 376 |
| Non-Traffic Fatalities | 0 | 0 | 0 | 0 | 0 |

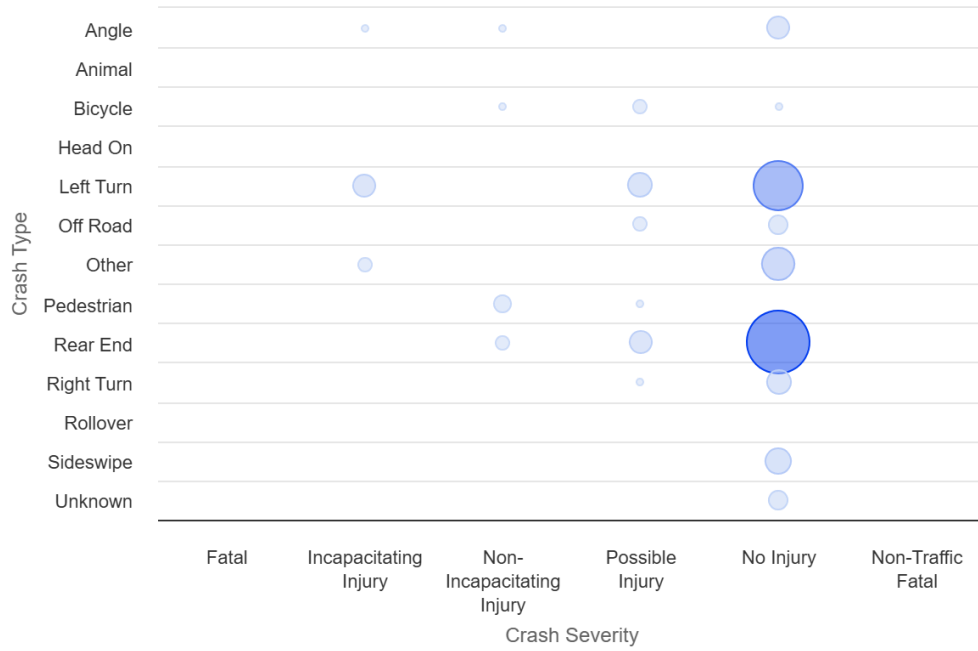
Crash Severity



Alcohol Involved







Scope of Work

The City of Niceville proposes to construct the Palm Boulevard Multi-Use Path from 27th Street to SR 20, and from SR 285 (Partin Drive) to College Avenue, in Okaloosa County. The project corridor is approximately 1.04 miles (5,491 feet) in length and will include an 8- to 10-foot-wide multi-use path located along the west side of Palm Boulevard within the existing 100-foot public right-of-way. No additional right-of-way acquisition is anticipated.

The Palm Boulevard project is a foundational north–south element of the City’s planned multimodal network and is being advanced in coordination with other recently funded local and regional transportation projects. The City has been awarded state funding for the Crossings Boulevard Connector Road and Multi-Use Trail, which will extend eastward from Rocky Bayou Drive to Juniper Avenue. While this corridor does not directly connect to Palm Boulevard today, it is a complementary investment that expands the City’s trail system and supports long-term network development. The City has future plans to create a connection between Palm Boulevard and Crossings Boulevard, ensuring these projects ultimately function as integrated components of a continuous multimodal network.

At the northern terminus of the Palm Boulevard project, the corridor will connect to Okaloosa County’s planned roadway and multimodal improvements along College Boulevard, further enhancing regional connectivity and continuity across jurisdictional boundaries. Together, these coordinated City and County investments contribute to the development of a cohesive multi-use trail system, with Palm Boulevard serving as the central north–south spine.

Palm Boulevard currently includes unpaved shoulders, curb and gutter, and an open drainage system consisting of roadside ditches and cross drainage. Drainage impacts will be evaluated during design. The posted speed limit is 35 mph. All pedestrian and bicycle facilities will be designed to comply with ADA requirements, the Florida Greenbook, and MUTCD standards.

The scope of services includes survey, design, permitting, construction, and construction engineering and inspection (CEI), as well as SUE and geotechnical investigations where impacts are anticipated. No wetland impacts are anticipated.

Project Connectivity & Leveraged Investments

The Palm Boulevard Multi-Use Path represents a strategic investment in the City of Niceville's expanding multimodal transportation network and is intended to function as the primary north-south spine of a future citywide multi-use trail system. While the proposed TA project is independently functional, its location and design intentionally support integration with other recently funded and programmed transportation improvements that collectively advance network connectivity.

The City has recently secured state funding for the Crossings Boulevard Connector Road and Multi-Use Trail, an east-west facility extending between Rocky Bayou Drive and Juniper Avenue. Although this corridor does not directly connect to Palm Boulevard today, it serves as a complementary investment that expands the City's overall trail infrastructure, increases geographic coverage, and supports long-term system buildout. Importantly, the City has future plans to create a connection between Palm Boulevard and Crossings Boulevard, ensuring these projects ultimately function as integrated components of a continuous multimodal network.

In addition, Okaloosa County's planned multimodal improvements along College Boulevard will connect to Palm Boulevard at the northern end of the TA project limits, strengthening inter-jurisdictional connectivity and extending the reach of the trail system beyond City limits. By leveraging City, County, and State investments, the Palm Boulevard Multi-Use Path helps establish a connected framework for future trail extensions, improves safety and accessibility for pedestrians and bicyclists, and advances local and regional mobility goals.

Jurisdiction: City of Niceville
Project Title: Palm Boulevard Multi-Use Trail
Project Limits: 27th St to SR 20 and SR 285/Partin Dr to College Ave
Requested Phases and Costs: PE, CST, & CEI \$1,834,370 (total project cost \$1,987,370)
Contact Person: Chris Frassetto

| ECRC Evaluation and Cross-Check (OW TPO) | | | | | |
|--|---|--------------------|-------------------------|--------------------|--------------------------------------|
| # | Category | Max Possible Score | Applicant Initial Score | ECRC Revised Score | Notes |
| 1 | Safety | 25 | 16 | 22 | |
| | Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists (select one) | | | | |
| | Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years | 1 | - | | |
| | Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years | 2 | 2 | 2 | |
| | High crash corridor = > 10 pedestrian /cyclist incidents from the past 5 years | 3 | - | | |
| | Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. (select one) | | | | |
| | Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years | 2 | 2 | - | >10 bike/ped crashes within 1/4 mile |
| | High crash corridor = >10 pedestrian/cyclist incidents from past 5 years | 3 | - | 3 | |
| | Safety Issue - Provide brief descriptions for each claimed criterion | | | | |
| | Posted speed limit over 30 mph in project area | 1 | 1 | 1 | |
| | Improves mobility for disabled, elderly or youth populations (Please provide an address and note location on map for the affected facility) | 1 | 1 | 1 | |
| | Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as Identified by the Census | 1 | 0 | 0 | |
| | Project design encourages traffic calming or vehicle lane narrowing (road diet) | 1 | 0 | 0 | |
| | Improves visibility of non-drivers to motorists | 1 | 1 | 1 | |
| | Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design. | | | | |
| | A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility. | 1 | 1 | 1 | |
| | A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder. | 1 | 1 | 1 | |
| | Vehicle Traffic (select one) | | | | |
| | 40,001+ | 12 | - | 12 | |
| | 35,001-40,000 | 11 | - | - | |
| | 30,001 to 35,000 | 10 | - | - | |
| | 25,001-30,000 | 9 | - | - | |
| | 20,001-25,000 | 8 | - | - | |

| | | | | | |
|---|--|----|----|----|---|
| | 15,001-20,000 | 7 | 7 | - | SR 20: AADT 42,000 in 2022 |
| | 10,001-15,000 | 6 | - | - | |
| | 5,001-10,000 | 5 | - | - | |
| | 4,001-5,000 | 4 | - | - | |
| | 3,001-4,000 | 3 | - | - | |
| | 2,001 – 3,000 | 2 | - | - | |
| | Less than 2,000 | 1 | - | - | |
| | | | | | |
| 2 | Connectivity | 20 | 20 | 20 | |
| | General Connectivity | | | | |
| | Improves access to commercial areas | 3 | 3 | 3 | |
| | Improves access to parks and recreational areas | 3 | 3 | 3 | |
| | Provides pedestrian/bicycle facilities where none exist | 3 | 3 | 3 | |
| | Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity | 3 | 3 | 3 | |
| | Fills a documented gap in an existing transportation network | 3 | 3 | 3 | |
| | Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area | 2 | 2 | 2 | |
| | Transit Connectivity (select one) | | | | |
| | Connects to existing bike/ped facility & does not connect to a transit stop | 1 | - | - | EC Rider Route 14, stops at NWFSC and City Hall |
| | Connects to existing bike/ped facility & <1/2 mile from transit stop | 2 | - | - | |
| | Connects to existing bike/ped facility & <1/4 mile from transit stop | 3 | 3 | 3 | |
| | | | | | |
| 3 | Location Efficiency | 15 | 15 | 15 | |
| | High Interest | 7 | 7 | 7 | Northwest Florida State College |
| | Moderate Interest | 5 | 5 | 5 | Niceville Recreational Complex |
| | Low Interest | 3 | 3 | 3 | Post Office |
| | | | | | |
| 4 | Public Support | 10 | 10 | 10 | |
| | Resolution of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) * | 5 | - | | |
| | Resolutions of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)* | 10 | 10 | 10 | City of Niceville Resolution for Safety Action Plan which includes this project Public: City of Niceville, NWFSC Private: 3rd Planet Brewing Co., Niceville Valparaiso Chamber of Commerce, Leverage Information Technologies |
| | | | | | |
| 5 | Proximity to School | 10 | 10 | 10 | |

| | | | | | |
|---|--|-----|----|----|--|
| | Project > 2 Mile from a school | 0 | - | | |
| | Project within 1-2 mile of a school | 5 | - | | |
| | Project within 1 mile of a school | 10 | 10 | 10 | |
| | | | | | |
| 6 | Design Quality | 10 | 6 | 6 | |
| | Addresses both walking and biking | 1 | 1 | 1 | |
| | Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5' | 2 | 2 | 2 | |
| | Provides bike parking or seating for pedestrians | 1 | 0 | 0 | |
| | Provides trailheads, staging areas and parking | 1 | 0 | 0 | |
| | Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc. | 2 | 0 | 0 | |
| | Prior Phases of this project are under construction or have been completed. | 2 | 2 | 2 | |
| | All Right of Way has been secured or none is needed | 1 | 1 | 1 | |
| | | | | | |
| 7 | Env / Archy / Historic | 10 | 2 | 2 | |
| | Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards | 1 | 0 | 0 | |
| | Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users | 1 | 0 | 0 | |
| | Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and/or there is a plan to avoid, minimize or mitigate impacts | 1 | 0 | 0 | |
| | Includes community partnership between governmental and non-governmental organizations | 1 | 0 | 0 | |
| | Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities | 1 | 0 | 0 | |
| | Construction of turnouts, overlooks, and viewing areas | 1 | 0 | 0 | |
| | Project enhances access to an existing or planned activity center. (Planned activity centers must be defined in a Capital improvement Plan or similar document that shows construction beginning in 5 years.) | 1 | 1 | 1 | |
| | Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising | 1 | 0 | 0 | |
| | Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control | 1 | 1 | 1 | |
| | Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109) | 1 | 0 | 0 | |
| | Total Points | 100 | 79 | 85 | |