Okaloosa-Walton Transportation Planning Organization
2045 Long Range Transportation Plan

CONGESTION MANAGEMENT PROCESS PLAN

June 2021

EMERALD COAST REGIONAL COUNCIL

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Acronyms & Abbreviations

A
AADT Annual Average Daily Traffic
ACS American Community Survey
ATMS Advanced Traffic Management System
B
BCC Board of County Commissioners
C
CAC Citizens Advisory Committee
CARS Crash Analysis Reporting System
CFR Code of Federal Regulations
CMP Congestion Management Process
CTD Florida Commission for the Transportation Disadvantaged
CTST Community Traffic Safety Team
D
DHSMV Department of Highway Safety and Motor Vehicles
DOT Department of Transportation
E
EC Emerald Coast
ECRC Emerald Coast Regional Council
F
FAST Fixing America's Surface Transportation
FDOT Florida Department of Transportation
FGTS Florida Greenways and Trails System
FHWA Federal Highway Administration
F.S. Florida Statutes
FY Fiscal Year
G
GPS Global Positioning System
I
ITS Intelligent Transportation Systems
L
LOS Level of Service
LRTP Long Range Transportation Plan
M
MAP-21 Moving Ahead for Progress in the 21st Century
MPA Metropolitan Planning Area
MPO Metropolitan Planning Organization
MTP Metropolitan Transportation Plan
MVMT Million Vehicle Miles of Travel
N
NEPA National Environmental Policy Act
NTD National Transit Database
NWFRPM Northwest Florida Regional Planning Model
O
O-W Okaloosa-Walton
P
PD&E Project Development and Environment
PPP Public Participation Plan
P&R Park and Ride
PSEE Project Suite Enterprise Edition
S
§ section or paragraph
SAFETEA-LU Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SIS Strategic Intermodal System
SOV Single Occupant Vehicle
SR State Road
SWEPT Statewide Environmental Project Tracker
T
TCC Technical Coordinating Committee
TD Transportation Disadvantaged
TDM Transportation Demand Management
TIP Transportation Improvement Program
TMC Transportation Management Center
TPO Transportation Planning Organization
TSM&O Transportation System Management and Operations
TTI Texas A&M Transportation Institute
U
UA Urbanized Area
UPWP Unified Planning Work Program
US United States
V
VA Veterans Affairs
VMT Vehicle Miles Traveled

1.0 Introduction

The Okaloosa-Walton Transportation Planning Organization (O-W TPO) is a part of the Emerald Coast Regional Council (ECRC). The Federal and state metropolitan planning regulations require the Okaloosa-Walton Transportation Planning Organization (O-W TPO) to develop a metropolitan transportation plan (MTP) every five years. The Long Range Transportation Plan (LRTP) fulfills this requirement and defines the transportation vision, established goals and objectives that will lead to achieving that vision, and allocates projected revenues to transportation programs and projects that implement those goals and objectives for the O-W transportation planning area.

Traffic congestion is typically defined as when the volume of users on a transportation facility approaches or exceeds the capacity of the facility. This congested condition can be characterized by reduced travel speeds with longer trip times and delay. Congestion can also lead to unreliable travel times and frustration of the transportation system users. To help alleviate and manage congestion and to support the transportation planning process, a Congestion Management Process (CMP) is developed.

1.1 CMP Plan Study Area

The O-W TPO area consists of the southern portions of Okaloosa and Walton Counties in the state of Florida. A map of the TPO boundary can be seen in **Figure 1**. Additionally, **Figure 2** shows the Federal Highway Administration (FHWA) Urbanized Area (UA) boundaries. According to FHWA, an area is urbanized if it has a population of 50,000 or more as designated by the Bureau of Census. The Census Bureau defines UAs to provide a better separation of urban and rural territory, population, and housing within a large vicinity. The Okaloosa-Walton UA extends into the southern portion of Santa Rosa County to include the communities of Navarre and Navarre Beach. For administrative purposes, the Okaloosa-Walton TPO and Florida-Alabama TPO boundaries remain on the Santa Rosa / Okaloosa County line. The TPO boundaries were reviewed and updated based on the 2010 Census during the timeframe of the 2013 -2014 Unified Planning Work Program (UPWP), and will be updated again based on the 2020 Census. Growth in Okaloosa County, surrounding the municipality of Crestview, is spreading northward. Growth in northern Walton County surrounding DeFuniak Springs is spreading eastward towards the Walton County line. While these northern areas do not meet the criteria for "urbanized," the TPO has included the area between Crestview and DeFuniak Springs in the Metropolitan Planning Area (MPA). There is also growth forecasted in south Okaloosa County within the municipality of Niceville. In Walton County, growth is forecasted near the City of Freeport.

Figure 1. Okaloosa-Walton Transportation Planning Area

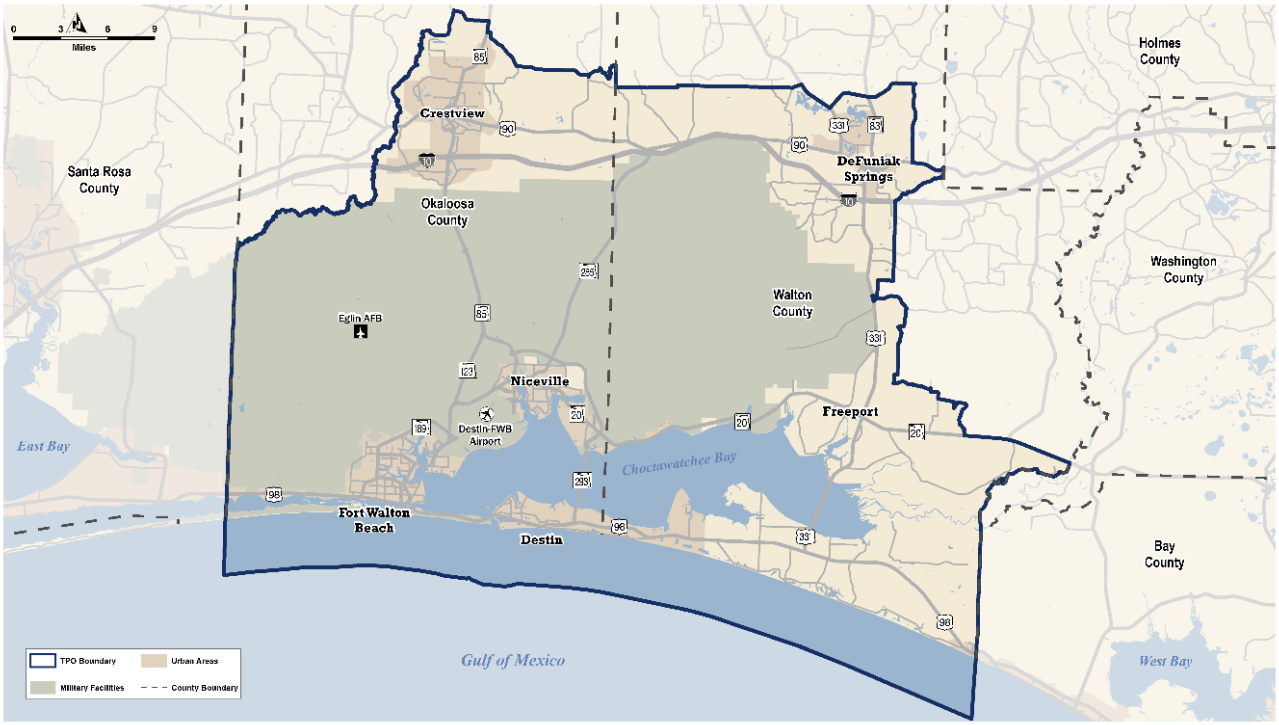
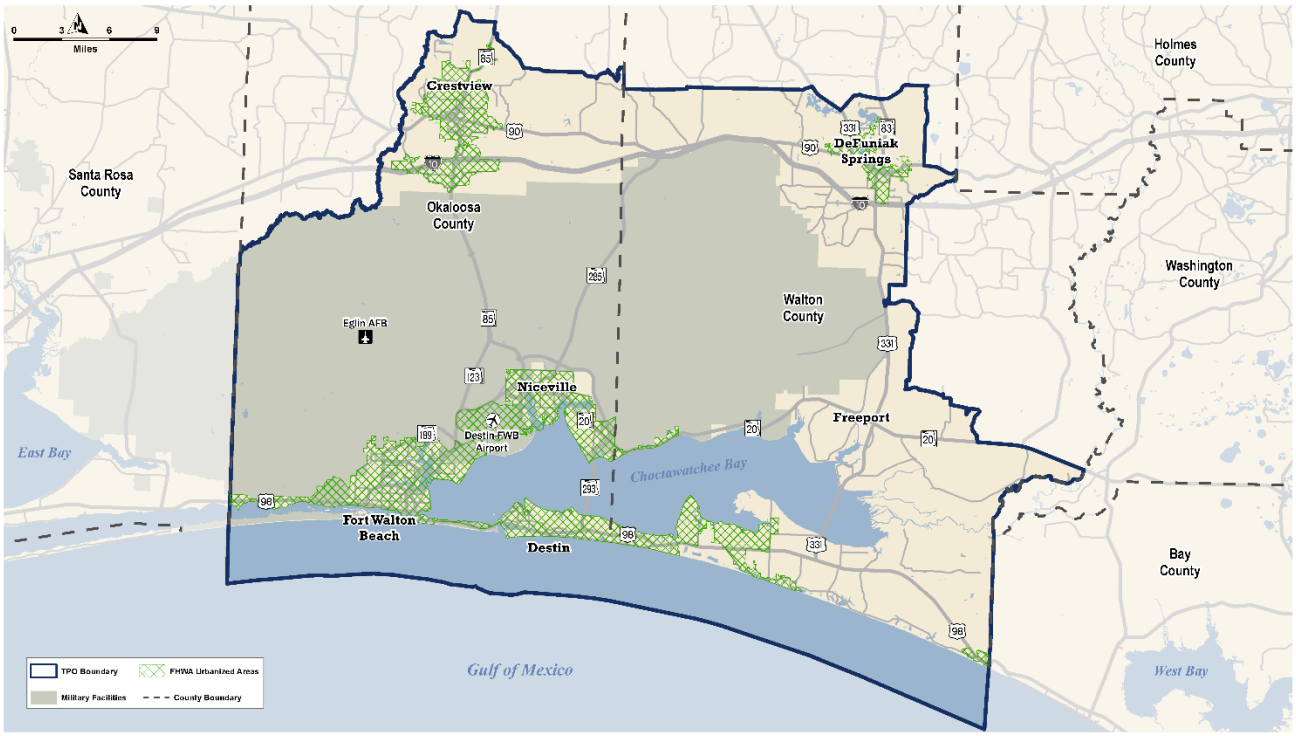


Figure 2. Okaloosa-Walton Urbanized Areas



1.2 Background

The purpose of a CMP Plan is to develop a process to efficiently and effectively management and operate the transportation system in regard to traffic congestion. The CMP is federally mandated to analyze and manage traffic congestion. Per the FHWA "a CMP is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages."[1]

The Congestion Management Process shall include, at a minimum:

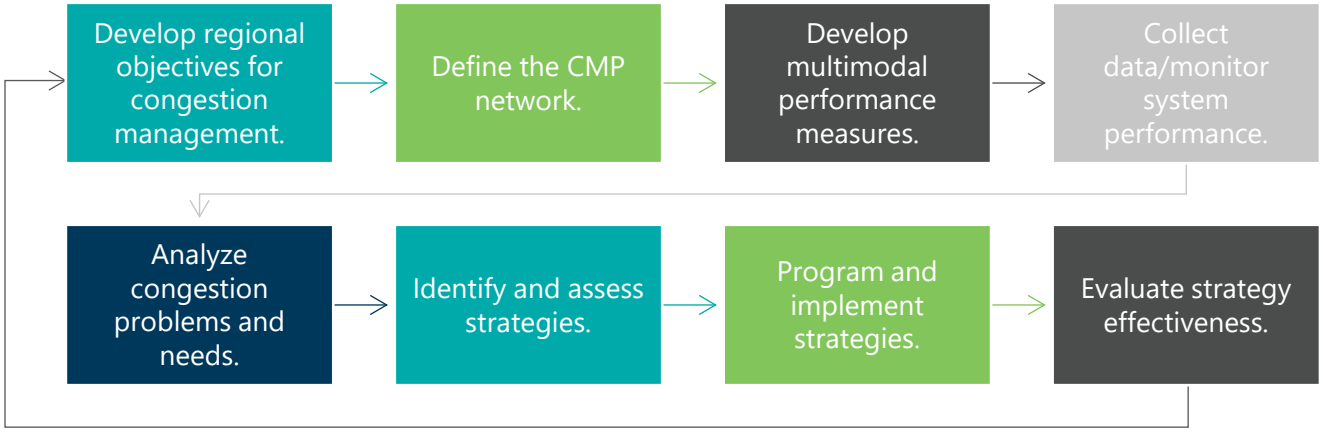
- A transportation planning process in a Transportation Management Area that provides for safe and effective integrated management and operation of the multimodal transportation system [23 C.F.R. 450.322(a)]. Each metropolitan planning organization (MPO) shall prepare a congestion management system for the metropolitan area [F.S. 339.175(6) (c) (1)];
- A process that provides for safe and effective integrated management and operation of the multimodal transportation system [23 C.F.R. 450.322(a)];
- Incorporate multimodal system performance measures reflected in the Transportation Improvement Program (TIP) [23 C.F.R. 450.322(b)];
- Incorporate strategies that manage demand, reduce single occupant vehicle travel, improve transportation system management and operations, and improve efficient service integration [23 C.F.R. 450.322(c)];
- Coordination with the transportation system management and operations activities [23 C.F.R. 450.322(d)];
- Methods to monitor and evaluate the performance of the multimodal transportation system [23 C.F.R. 450.322(d) (1)];
- Definition of congestion management objectives and performance measures [23 C.F.R. 450.322(d) (2)];
- A coordinated program for data collection and system performance monitoring [23 C.F.R. 450.322(d) (3)];
- Identification and evaluation of performance and expected benefits of congestion management strategies [23 C.F.R. 450.3229(d) (4)];
- Identification of an implementation schedule, responsibilities [23 C.F.R. 450.322(d) (5)]; and

[1] *FHWA. (2020, September 30). Congestion Management Process (CMP). Retrieved from https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm*

- A process for periodic assessment of the effectiveness of implemented strategies [23 C.F.R. 450.322(d) (6)].

Figure 3 depicts the eight actions that are needed in the development of a CMP Plan. The process is intended to be a cycle that continuously evaluates strategies to mitigate congestion.

Figure 3. Congestion Management Process Actions



A Congestion Management Process can be developed to identify projects and strategies to be considered in the TIP. Per Federal Regulations (§450.322), the purpose of the Congestion Management Process is to:

- Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- Identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region; and
- Identify proposed projects and programs to reduce congestion and increase job access opportunities.

This document provides the Congestion Management Process for the O-W TPO, as described in the Introduction. Appendix A lists the sections of the CMP with federal law and regulation requirements and how they have been addressed in this report.

2.0 CMP Plan Goals & Objectives

The CMP Plan goals and objectives were developed to guide the process of monitoring and improving congestion and the mobility of people and goods within the O-W TPO boundaries. The vision and goals of the O-W TPO's 2045 LRTP update set the conditions for the goals and objectives of this CMP Plan. The vision and goals were established based on the views of different community stakeholders and reflect the 2045 planning horizon ideals. Stakeholders involved in the development of these goals included the Florida Department of Transportation (FDOT), local government agencies, and the general public. Before adoption by the TPO Board, the vision statement and goals were presented to the general public for review, comment, and recommendations.

2.1 Goals

The goals of the O-W TPO's 2045 LRTP update are the guiding principles of the CMP objectives. The goals adopted in 2021 by the O-W TPO Board are listed below in **Table 1**.

Table 1. 2045 Okaloosa-Walton Long-Range Transportation Plan Goals

Goal #	Goal Description
Goal A	A transportation system that is safe and secure.
Goal B	A transportation system that Is user-friendly, multimodal, integrated, connected, and maximized mobility.
Goal C	A transportation system that provides for the effective movement of goods and people.
Goal D	A transportation system that supports a high quality of life, respectful of the social and natural environment, public health, and vulnerable users.
Goal E	A transportation system that is maintained and operated efficiently.
Goal F	A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes.

2.2 Objectives and Congestion Mitigation Strategies

Developing congestion management objectives and establishing measures of multimodal transportation system performance are just two steps of the systematic process to provide for safe and effective integrated management and operation of the multimodal transportation system according to FHWA's *Congestion Management Process: A Guidebook*. In addition to developing congestion management objectives and performance measures, the CMP provides a way for ensuring that decisions made for the transportation system are an investment and made with a clear focus on desired outcomes. According to the FHWA's guidebook, objectives should have "SMART" characteristics: meaning they should be Specific, Measurable, Agreed, Realistic and Time-Bound. These "SMART" characteristics are detailed in **Table 2**.

Performance measures are also developed in order to assess whether or not the developed objectives have been attained.

Table 2. SMART Characteristic Descriptions

Characteristic	Description
Specific	Provides sufficient specificity to guide formulation of viable approaches to achieve the objective without dictating the approach.
Measurable	Facilitates quantitative evaluation, saying how many or how much should be accomplished. Tracking progress against the objective enables an assessment of effectiveness of actions.
Agreed	Planners, operators, and relevant planning participants come to a consensus on a common objective. This is most effective when the planning process involves a wide range of stakeholders to facilitate regional collaboration and coordination.
Realistic	Can reasonably be accomplished within the limitations of resources and other demands. The objective may require substantial coordination, collaboration, and investment to achieve. Factors such as population growth, economic development, and land use may also have an impact on the feasibility of the objective and should be taken into account. Based on data on system performance and analysis, the objective may need to be adjusted to be achievable.
Time-Bound	Identifies a timeframe within which it will be achieved (e.g., "by 2012").

Source: FHWA. (2011, April). Congestion Management Process: A Guidebook. Retrieved from https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

The objectives reflect the region's view on congestion management and focus on measurable outcomes. The updated congestion management objectives and performance measure strategies for the O-W TPO are identified in **Table 3**.

Table 3. Congestion Management Process Objectives and Performance Measure Strategies

Objective	Performance Measure
Options for Reducing Travel Demand	Implement Transportation Demand Management (TDM) Strategies
	Increase Transit Ridership
	Decrease Vehicle Miles Traveled (VMT)
	Reduce Average Commute Time to Work
Improve Safety	Reduce Roadway Crash Rates
	Reduce Bicycle and Pedestrian Crash Rates
Encourage Active Transportation	Increase bicycle and pedestrian connectivity through additional and improved facilities
Provide Reliable and Efficient Transportation Options	Improve the flow of traffic
	Improve roadway capacity with inadequate Level of Service (LOS)
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines

2.3 Opportunity for Improving CMP Performance Target Analysis

The 2020 CMP Plan Major Update includes improvements for the CMP objectives, mitigation strategies, and performance measures. One key recommendation is that Performance Targets be identified and adopted prior to the next CMP Minor Update in 2021. **Table 17** notes and summarizes opportunities improvement for the next CMP Minor Update. **Appendix C** outlines the data that was updated for the major update.

Table 4 provides an overview of the CMP objectives used for this analysis, the performance measures reviewed, the data source of the analysis, and where these references can be found throughout the report.

Table 4. 2020 CMP Major Update Analysis Reference

CMP Objective	Performance Measure	Data Source Analysis	CMP Report Reference
Options for Reducing Travel Demand	Implement Transportation Demand Management (TDM) Strategies	% Carpool Ridership	Appendix C
	Increase Transit Ridership	Public transportation annual passenger miles of travel	Appendix C
		Commute to Work Mode Split	Table 9, Table 10
	Decrease Vehicle Miles Traveled (VMT)	Vehicle Miles Traveled (VMT)	Figure 17
	Reduce Average Commute Time to Work	Commute to Work Travel Times	Table 9, Table 10
Improve Safety	Reduce Roadway Crash Rates	Annual Crash Rates (Vehicle)	Table 7, Table 8
	Reduce Bicycle and Pedestrian Crash Rates	Annual Crash Rates (Bike, Ped)	Table 7, Table 8
Encourage Active Transportation	Increase bicycle and pedestrian connectivity through additional and improved facilities	SHS Miles Pedestrian Facility Miles % Pedestrian Facility SHS Coverage Bicycle Facility Miles % Bicycle Facility SHS Coverage County Population (5-Year Census ACS Estimates) Total Population of Census Block Groups within 1 mile of Bicycle Facilities % Population within mile of Bicycle Facilities	Appendix C
Provide Reliable and Efficient Transportation Options	Improve roadway capacity with inadequate Level of Service (LOS)	FDOT LOS Tables	Appendix B
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines	# of Miles Resurfaced Annually	Appendix C

3.0 Areas of Application

The CMP report is meant to be utilized with multimodal transportation methods to include vehicles, public transportation, bicycles, pedestrian, and freight. These modes address the entire transportation network within the CMP for the O-W TPO.

3.1 Roadway Network

The CMP roadway network is the one designated by the TPO as a Major Road Network. The classification of roadways is per the FHWA's defined functional classification system. There are three major types of facility systems in this report: 1) Freeways[2] and Tolls, 2) Arterials,[3] and 3) Collectors.[4]

According to the 2018 FDOT Source Book, the total roadway network in Okaloosa County is 215.5 centerline miles, with the total roadway network in Walton County being 203.6 centerline miles. Residential and local roads are not included in this CMP. **Figure 4** shows the roadway network included in this report.

[2] A freeway is a multilane, divided highway with at least two lanes for exclusive use of traffic in each direction and full control of ingress and egress.

[3] Arterials are signalized roadways that primarily serve through-traffic with average signalized intersection spacing of 2.0 miles or less.

[4] Collectors collect traffic from local roads and connect that traffic to Arterial roadways. Collectors are meant to provide a more balanced blend of mobility and access.

Figure 4. O-W TPO CMP Roadway Network

3.2 Transit Network

Two public transit networks exist in the Okaloosa-Walton TPO area. Okaloosa County has a local bus network, known as Emerald Coast Rider (EC Rider), that is primarily concentrated in Fort Walton Beach. It provides local service to Destin and express service to more inland parts of the county, as far north as Crestview. Walton County's transit agency, known as GoWal, runs a single north-south express bus route called the Jumper. **Figure 5** provides a map of these transit systems.

3.2.1 Emerald Coast Rider

The EC Rider, formerly known as the Okaloosa County Transit, is the public transportation service for Okaloosa County, Florida and is run by its Board of County Commissioners (BCC). EC Rider, operated by MV Transportation, offers deviated fixed route bus and paratransit services Monday through Friday during the day, excluding holidays. Fixed route service is centered in Fort Walton Beach, with coverage also in Destin and the developed part of Okaloosa Island. Service on the US 98 corridor extends to the Silver Sands Premium Outlets in Miramar Beach. The system also has Route 14, which provides limited stop service connecting Fort Walton Beach, Shalimar, the Veterans Affairs (VA) clinic in Eglin Air Force Base, Niceville, and Crestview. Headways vary from 30 minutes to 4 hours on routes, with increased frequency on beach routes in the summer. Those in the county who cannot access the fixed route system can utilize the agency's Dial-A-Ride service. As of November 2019, single ride fares are $2 for most fixed routes and $3 for Route 14, a longer-distance express route connecting Crestview, Niceville, and Fort Walton Beach. Paratransit fares range from $3 to $6 for the transportation disadvantaged population and have a private pay option of $2.40 per mile. The system is primarily intended to provide basic transportation for transit dependent riders. In 2019, the system had 181,624 unlinked passenger trips, with 99,456 fixed route trips and 82,168 demand response trips.

3.2.2 GoWal Jumper

GoWal, which began in June 2020, is a free service provided by the Walton County Planning Department. It operates a single route, known as the Jumper, that traverses US 331 corridor. Its four stops are the DeFuniak Springs Courthouse, the Freeport Park & Ride, the Freeport County Offices, and the South Walton Annex. It can deviate up to ¾ mile upon request with a 24-hour notice. The route runs four trips toward South Walton during the AM peak period (6:00 to 8:50 AM) and four trips toward DeFuniak Springs during the PM peak period (4:00 to 6:20 PM). For each peak period, two of the trips also run nonstop in the reverse direction. The route operates Monday through Friday excluding holidays. The route serves to provide crosstown express connections within Walton County.

3.2.3 Transportation Disadvantaged Providers

The Transportation Disadvantaged (TD) population in Walton County is served by Tri-County Community Council, Inc., which also provides transportation in Holmes, Santa Rosa, and Washington

Counties. To be considered transportation disadvantaged, an individual must either not have a vehicle, cannot operate a vehicle, or have no alternate means of transportation. Riders can make reservations for trips to accomplish their daily needs such as non-emergency medical appointments, shopping, and employment.

In Okaloosa County, the TD population is served by EC Rider. In addition to operating deviated fixed routes, it also provides Dial-A-Ride service to county residents who are unable to access the fixed route system. Fares depend on distance. 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 individuals. Criteria are being low income, under 18 or over 60 years of age, having a physical or mental disability, or being a child who is physically handicapped, high-risk, or at risk. Service operates seven days per week during the daytime hours.

Figure 5. O-W Transit System Map

3.2.4 RideOn

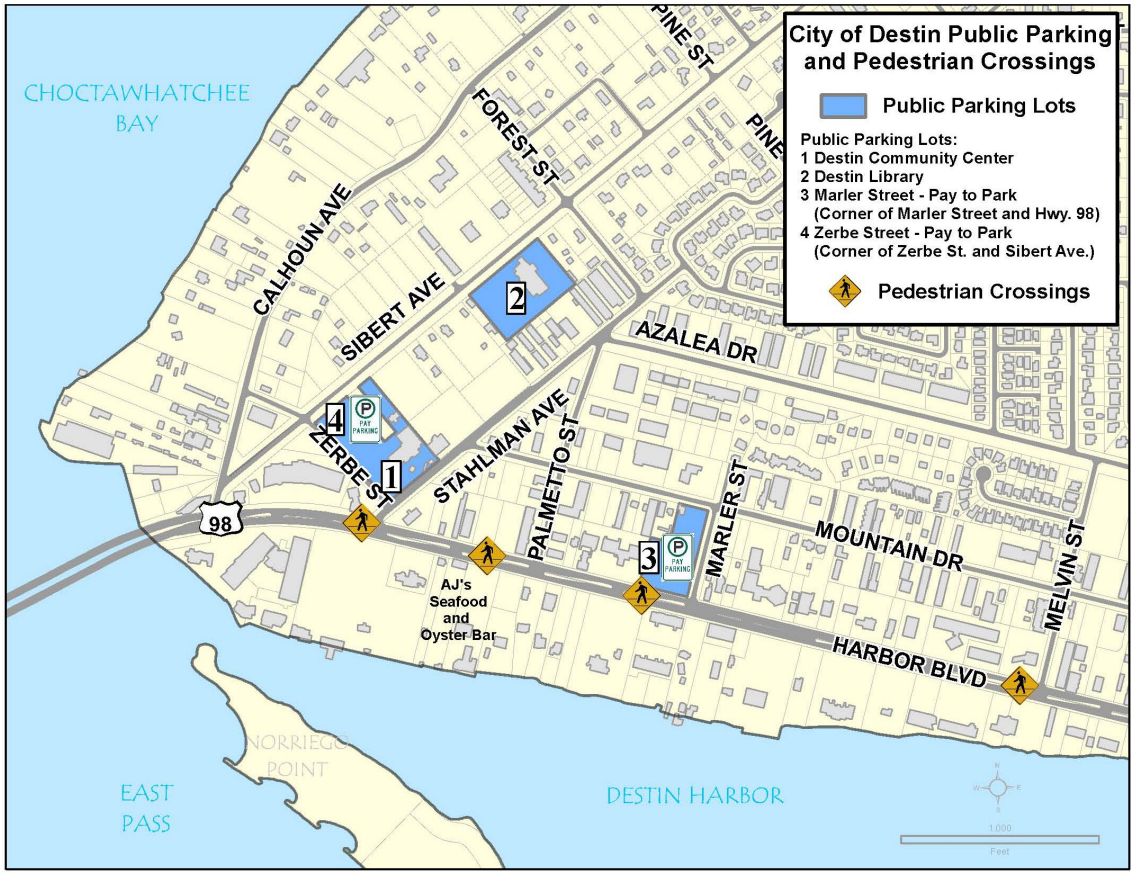
ECRC promotes ridesharing through the RideOn program, which is funded by FDOT District 3. This service encourages commuters to carpool or take alternative means of transportation, such as walking or biking, to reduce congestion. The system matches riders into carpool or vanpool groups based on destinations and work times. To make the system more appealing, RideOn offers an Emergency Ride Home Program for riders. This allows riders the opportunity to travel home in case of emergency.

3.2.5 Park and Ride

Several park-and-ride (P&R) facilities exist throughout the TPO area, some directly accessible to transit and some that simply facilitate carpooling.

The P&R facilities that are accessible to the EC Rider system can mostly be found in the City of Destin. The city shows public parking facilities on its website using the map shown in **Figure 6**. All lots in this figure are accessible to EC Rider's Route 30. Additionally, the Boardwalk on Okaloosa Island, which serves as a transfer point between EC Rider's Routes 20 and 30, provides P&R access.

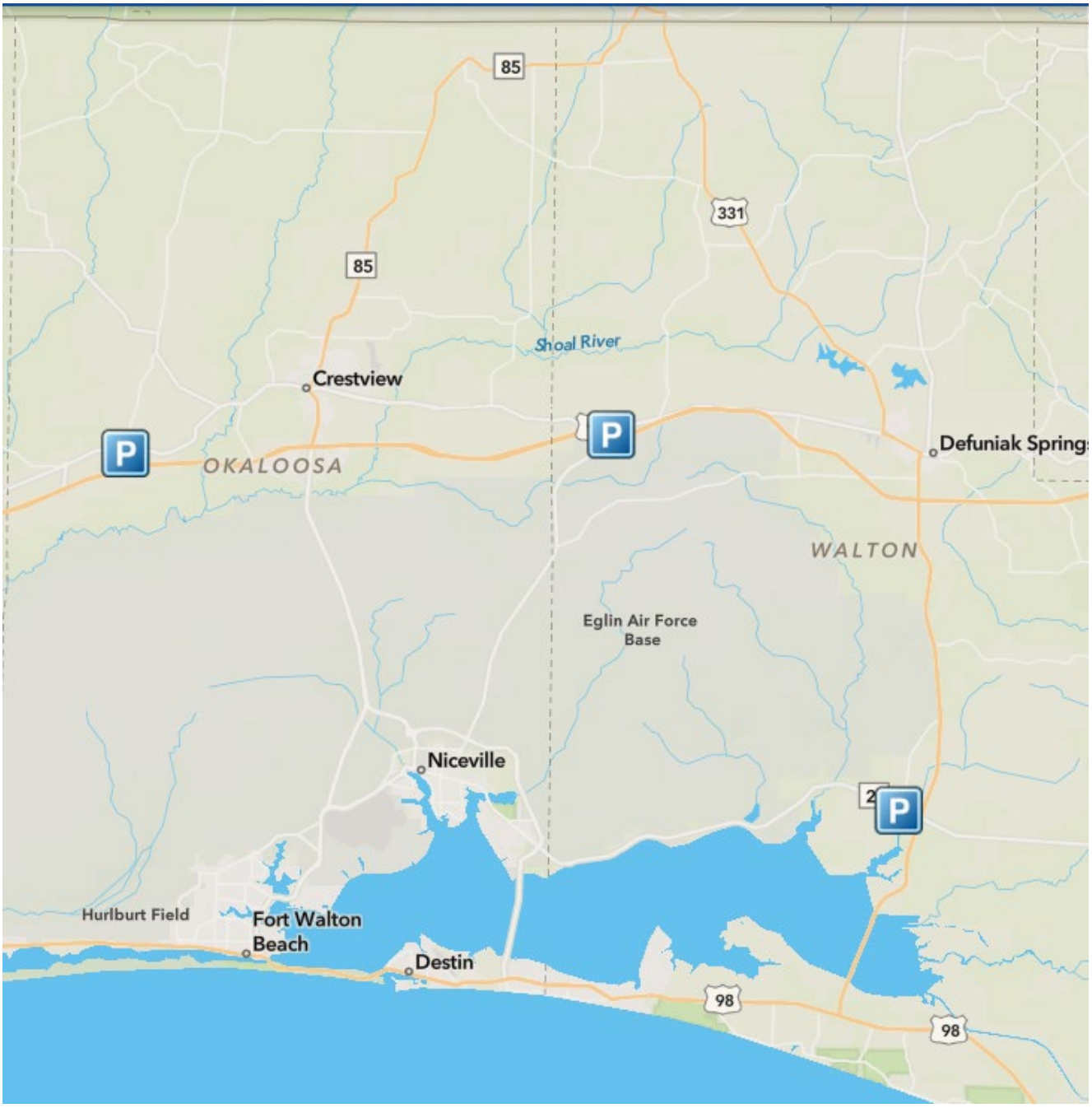
Figure 6. City of Destin Public Parking



Source: City of Destin. Destin Harbor District Parking. Retrieved from https://www.cityofdestin.com/563/Parking

FDOT provides three P&R facilities in the TPO area, one in Okaloosa and two in Walton County, as shown in **Figure 7**, as blue squares with the letter "P". The P&R lot on SR 20 in Freeport is directly accessible to the GoWal Jumper route. The other two P&R lots are not served by fixed route transit.

Figure 7. FDOT Park & Ride Lots

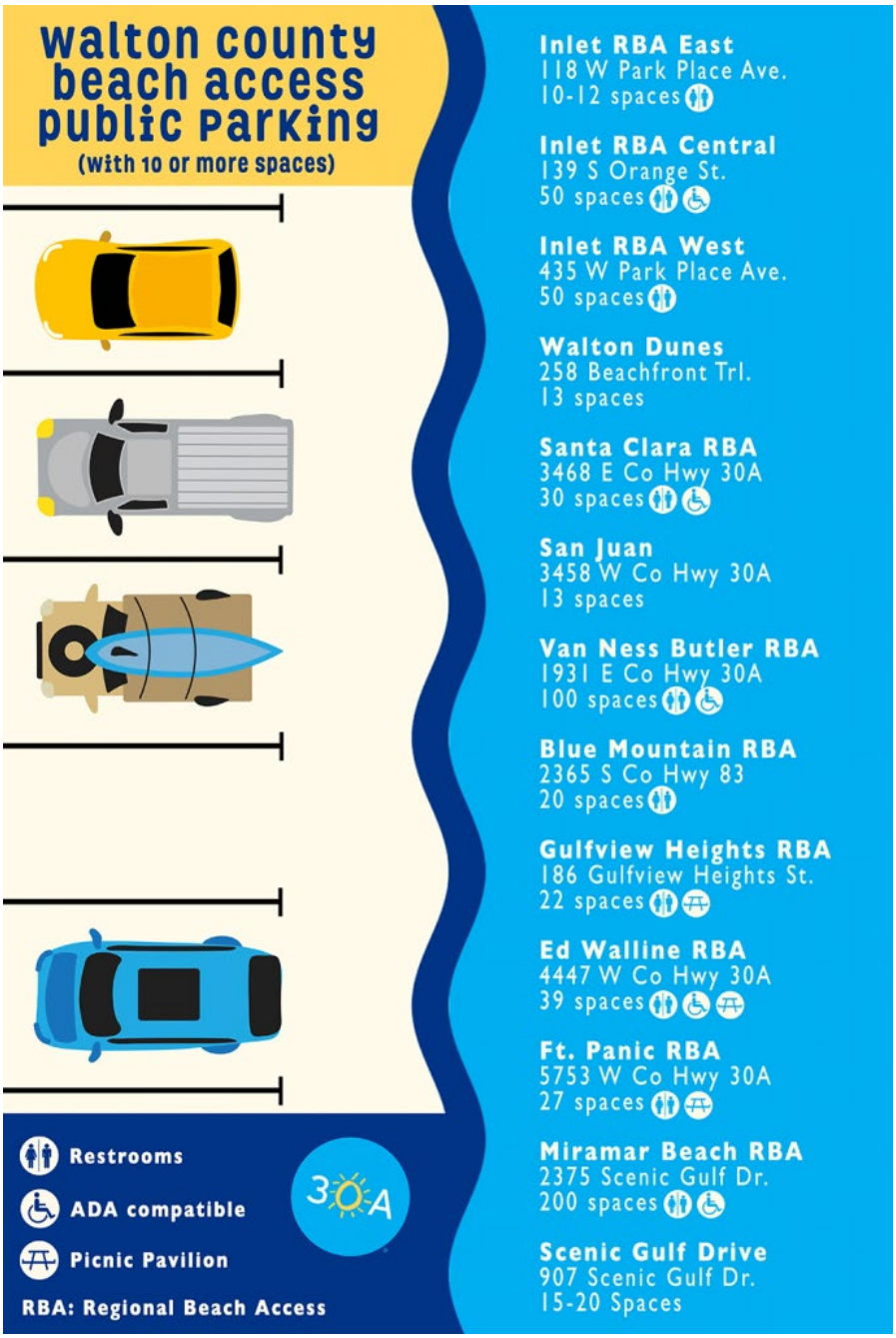


Source: RideOn Commuter Services. (2021). Park and Ride. Retrieved from https://www.rideontogether.org/Public/PublicPage.aspx?ItemName=ParkandRide

The City of DeFuniak Springs allows parking in its municipal airport parking lot. Those parked for longer than five days are charged a monthly fee of $50.

Walton County provides beach access public parking, as shown in **Figure 8**.

Figure 8. Walton County Beach Access Public Parking



Source: 30A. (2020, May 18). How to Find Beach Parking in Walton County. Retireved from https://30a.com/walton-county-public-beach-access/

3.3 Bicycle Facility Network

The bicycle network within the O-W TPO boundaries includes the following facility types:

- **On-Road Facilities**: On-road bike facilities typically consist of the entire roadway identical to the CMP network excluding freeways, ramps, HOV, and toll facilities where biking is prohibited. Primarily on-road facilities comprise of paved shoulders and bike lanes.
    - **Paved Shoulders:** These are mostly located on suburban and rural roadways and serve as a travel path for bicyclists and a refuge area for disabled vehicles.
    - **Bike Lanes:** A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
    - **Sharrow:** A sharrow marking on a lane indicates that is meant for both the bicyclists and motorists to coexist in the same lane.
- **Off-Road Facilities**: Off-road bike facilities mainly consist of trails and shared-use paths. These facilities are usually separated from a roadway by a curb or painted border. Off-road bike facilities can be mainly classified into two groups:
    - **Unpaved Networks**: This type of facility mainly consists of trails for multi-purpose uses such as hiking and biking.
    - **Shared-Use Path**: These facilities usually consist of a paved multi-use path dedicated for non-motorized traffic.

The bicycle network is depicted in **Figure 9** and the Florida Greenways and Trails System (FGTS) within the O-W TPO area are listed in **Table 5**.

3.4 Pedestrian Facility Network

The pedestrian facility network consists of areas along the side of the roadway network except the prohibited areas for pedestrians such as freeways, limited access facilities, ramps, HOV, and toll facilities. The pedestrian routes and trails, as shown in **Figure 9**, can be classified into two categories:

- **Sidewalk:** The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians, typically a concrete path.
- **Bicyclist-Pedestrian Shared Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

Figure 9. O-W TPO Bicycle Facilities

Figure 10. O-W TPO Pedestrian Facilities

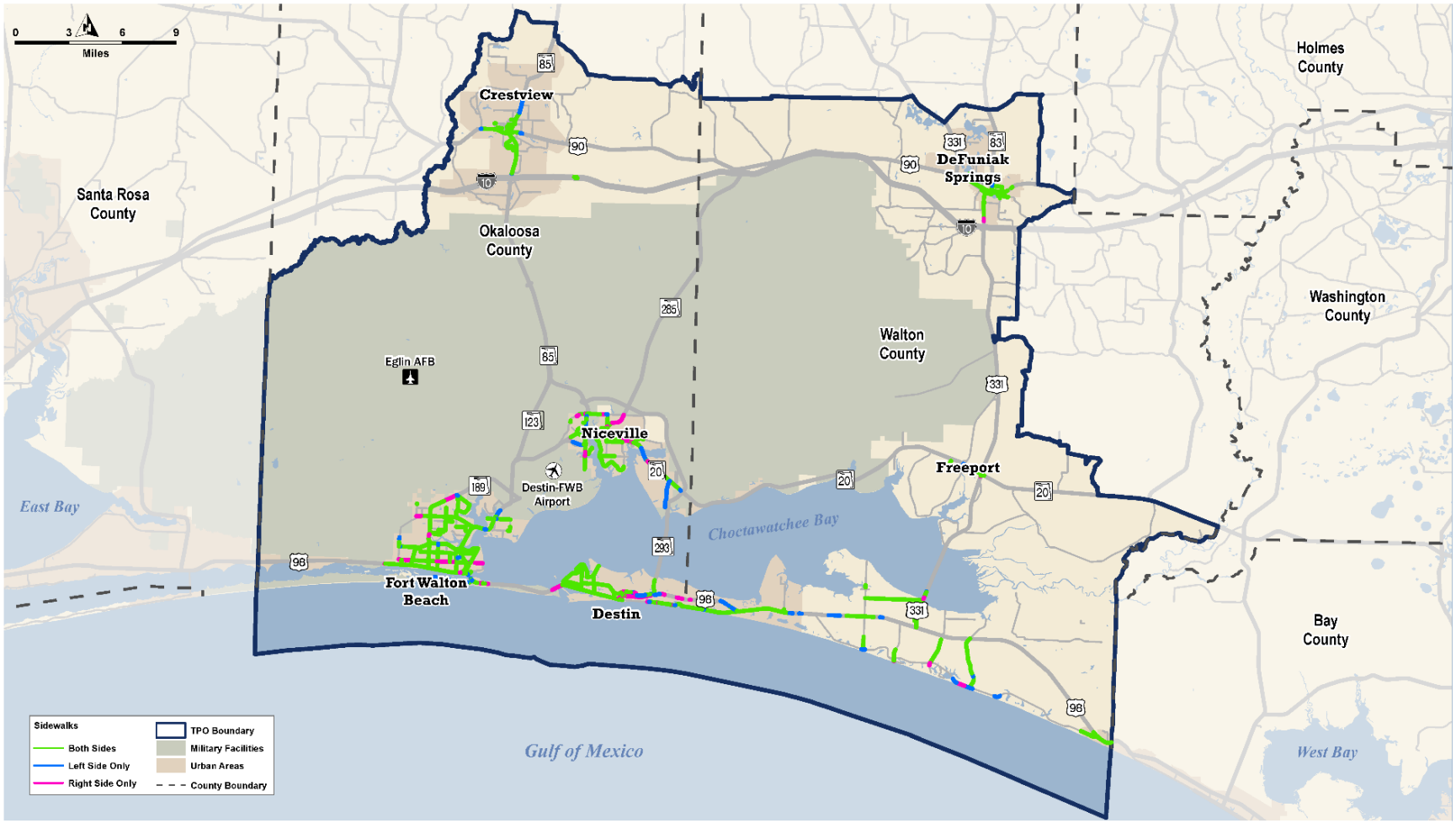


Table 5. Florida Greenways and Trails System – O-W Area Trails[5]

Trail ID	Trail Name	Trail Location
60931001	Great NW Coastal Trail	Walton County
57931001	Great NW Coastal Trail	Okaloosa County

3.5 Freight Network

Freight is continuing to expand with the increasing presence of delivery and e-commerce regarding goods movement. While these goods can be transported through rail, ports, and air cargo, truck travel is still the primary method of freight in the region.

The FAST Act, signed into law on December 4, 2015, built upon the requirement for statewide freight planning laid out in Moving Ahead for Progress in the 21st Century (MAP-21), required departments of transportation (DOTs) to develop a state freight plan. FDOT completed the Freight Mobility and Trade Plan, which evaluated freeways and highways with heavy truck traffic to determine improvements necessary for the movement of goods statewide. Additionally, FDOT developed the Strategic Intermodal System (SIS) Policy Plan that laid out a series of strategic transportation facilities including airports, roadways, and ports that provide the framework for the movement of people and goods across the state. **Figure 11** shows the truck traffic volumes for O-W TPO.

[5] SUN Trails Network – FDOT (SUN Trail Mapping Information (fdot.gov)

Figure 11. O-W TPO 2019 Truck Volumes

4.0 Performance Measures

Performance measurement is the process of collecting, analyzing, and reporting information regarding the performance of a system or component. The performance measures indicate the extent to which the plan for the CMP is fulfilling its objectives. They can identify, evaluate, and monitor congestion along the corridor and note which systems are meeting targets and goals.

4.1 Level of Service Performance

The CMP roadway networks' Level of Service (LOS) was previously used as a performance measure to determine the state of congestion on the CMP network and will continue to be used in this update. The LOS Analysis tables for Okaloosa and Walton counties are located in **Appendix B**.

The LOS analysis examines the quality of service along the corridor based on the daily traffic volume compared to daily maximum service volume and peak hour peak direction maximum service volumes. The thresholds are determined by state and local governments and the analysis is based off the FDOT *2013 Quality/Level of Service Handbook* Generalized Service Volume Tables.

4.2 Level of Service Analysis Methodology

Annual Average Daily Traffic (AADT) counts collected by count stations along the roadway network are used to determine the amount of daily and peak hour traffic on state and local roadways. These traffic counts are used to determine LOS and to estimate the level of traffic using FDOT's generalized LOS tables. CMP LOS computations are intended for problem area identification rather than detailed operational or design analysis. The methodology used for the level of service analysis for this CMP update is as per the steps described in the FDOT's 2013 *Quality/Level of Service Handbook*.

4.3 Performance Measures for Congestion Mitigation Strategies

When MAP-21 replaced SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users), several key modifications were made that affect the metropolitan transportation planning process. MAP-21 focuses on performance-based planning or planning that is performance-driven and outcome-based. Metropolitan planning organizations are required to establish and use a performance-based approach to transportation decision making and the development of transportation plans. To incorporate performance-based planning into this CMP major update, performance measures that will be used to assess the congestion mitigation strategies have been created. These measures are specific, actionable, and speak directly to individual congestion management strategies.

4.4 Documentation of the Congestion Management Process

The documentation of the CMP takes place in the form of updates along with TPO's LRTP update. The identified congested corridors will be considered in the TPO's LRTP as potential Corridor Management Plan projects if Right-of-Way for widening is cost prohibitive

5.0 Performance Monitoring Plan

This step explains the process of collecting data, as it is essential to estimating the performance measures and tracking congestion over a period of time. This process requires data collection needs, responsibilities, analysis techniques and performance reporting. Performance tracking for this update is found in **Appendix C.**

5.1 Data Acquisition Plan

Accurate and dependable transportation data is required for the decision-making process. Data acquisition helps in understanding the process for identifying, planning, developing, and evaluating congestion mitigation strategies. Data acquisition plans are the adopted performance measures for congestion mitigation strategies.

5.1.1 Traffic Volume Data for Level of Service Tables

Traffic volumes are collected annually by FDOT at various locations throughout Florida and recorded using station numbers. This information by FDOT can be found on the FDOT's Florida Traffic Online website and is an on-going update process. The TPO obtains this information to update the CMP at both major and minor updates on an annual basis.

FDOT District 3 prepares LOS tables for each county within the District. The information provided in these tables include section number, roadway number, segmentation by street and mile-posts, section length, number of lanes, total signals, number of signals per mile, posted speed limit, area type, the current AADT for each station, historic AADT counts, growth rates, and maximum service volumes. The information from the FDOT LOS tables were utilized for this CMP update.

5.1.2 Crash Data

FDOT annually updates crash data for the State Highway System as well as county and local road crashes. This information can be obtained from Florida Highway Safety Portal or FDOT's Crash Analysis Reporting System (CARS). The CARS database is created by consolidating crash data from Department of Highway Safety and Motor Vehicles (DHSMV) with roadway information from FDOT. All crashes that occurred on state roads with fatalities, injuries, and/or property damage are included in the database.

5.1.3 Intelligent Transportation System and Operations Data

The O-W TPO has adopted Intelligent Transportation System (ITS) technology as a congestion mitigation strategy to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. Road weather management systems, dynamic speed display signs, curve warning systems, closed-circuit television, and dynamic message signs are used to collect and provide this information

within the TPO area. The Okaloosa-Walton TPO recommended a Transportation Management Center (TMC) as Priority Number 8 in the Fiscal Year (FY) 2021-2025 Transportation Improvement Program (TIP), amended January 21, 2021.

5.1.4 Speed and Travel Time Data

Travel time and speed data can be collected using global positioning system (GPS) technology with ITS probe vehicle techniques. These ITS probe vehicles can be anything from personal and commercial vehicles to public transit vehicles and are not used exclusively with the intent of data collection.

5.1.5 Travel Survey Data

Travel survey data can be obtained from the American Community Survey (ACS) by the U.S. Census Bureau. The ACS is an on-going survey that includes questions about how people travel, including means of transportation to work and travel time to work.

5.1.6 Travel Demand Model Data

The Northwest Florida Regional Planning Model (NWFRPM) is used by the TPO to analyze the trends from current to future years. This travel demand model data can be used to forecast future roadway capacities based on both socioeconomic and vehicular and non-motorized travel data.

5.2 Performance Measure Assessment

5.2.1 Level of Service Analysis

A level of service analysis was completed on all major state and county roads of Okaloosa and Walton County consistent with the methodologies in the FDOT 2013 *Quality/Level of Service Handbook* and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis from FDOT can be found in **Appendix B**.

Table 6 and **Figure 12** highlight Okaloosa and Walton County roadway segments that are operating at below the adopted level of service in 2019, per FDOT D3 Level of Service Analysis tables.

Table 6. Okaloosa and Walton Counties - 2019 Segments Operating Below FDOT LOS Targets

Roadway	County	From	To
SR 10 / US 90	Okaloosa	SR 4	CR 4/ANTIOCH RD
SR 10 / US 90	Okaloosa	OLD BETHEL RD	LINDBERG ST
SR 10 / US 90	Okaloosa	LINDBERG ST	HICKORY AVE
SR 10 / US 90	Okaloosa	HICKORY AVE	SR 85
SR 10 / US 90	Okaloosa	SR 85	BRACKIN ST
SR 30 / US 98	Okaloosa	PARRISH BLVD	0.178 W OF 57030114 EB ON
SR 30 / US 98	Okaloosa	MEMORIAL PKWY SW	SR 189/BEAL PKWY SW
SR 30 / US 98	Okaloosa	SR 189/BEAL PKWY SW	SR 85/EGLIN PKWY
SR 30 / US 98	Okaloosa	SR 85/EGLIN PKWY	FLORIDA PL SE
SR 30 / US 98	Okaloosa	FLORIDA PL SE	PERRY AVE SE
SR 30 / US 98	Okaloosa	PERRY AVE SE	SANTA ROSA BLVD
SR 30 / US 98	Okaloosa	SANTA ROSA BLVD	BRACKIN WAYSIDE PARK
SR 30 / US 98	Okaloosa	COASTGUARD STATION	STAHLMAN AVE
SR 30 / US 98	Okaloosa	STAHLMAN AVE	MAIN ST
SR 30 / US 98	Okaloosa	MAIN ST	GULF SHORE DR
SR 30 / US 98	Okaloosa	GULF SHORE DR	0.067 E OF RUNWAY PLAZA
SR 30 / US 98	Okaloosa	0.096 E OF AIRPORT R	KELLY PLANTATION
SR 30 / US 98	Okaloosa	KELLY PLANTATION	SR 293
SR 30 / US 98	Okaloosa	SR 293	WALTON CO LINE
SR 85	Okaloosa	57150005 SB ON	PJ ADAMS PKWY
SR 85	Okaloosa	PJ ADAMS PKWY	MIRAGE AVE
SR 85	Okaloosa	MIRAGE AVE	W REDSTONE AVE
SR 85	Okaloosa	W REDSTONE AVE	S MAIN ST
SR 85	Okaloosa	S MAIN ST	US 90/SR 10
SR 85	Okaloosa	US 90/SR 10	LONG DR
SR 85	Okaloosa	LONG DR	JONES RD
SR 4 / SR 189	Okaloosa	CR189/GALIVER CUTOFF	US 90/SR 10
SR 189	Okaloosa	SR 393/MARY ESTHER	SAMS CLUB
SR 189	Okaloosa	SAMS CLUB	SR 188/RACETRACK RD
SR 293	Okaloosa	END TOLL PLAZA CONC	57160113 NB OFF
SR 10 / US 90	Walton	SR 285	CR 1087
SR 10 / SR 83 / US 90	Walton	US 331/SR 83	7TH ST
SR 30 / US 98	Walton	CR 457/MACK BAYOU RD	UNSIGNED
SR 30 / US 98	Walton	OKALOOSA CO LINE	SNOWDRIFT RD
SR 20	Walton	CHIPPEWA DR	20 SPCS SITE C 6
SR 20	Walton	20 SPCS SITE C 6	CR 883/MADISON ST
SR 20	Walton	CR 883/MADISON ST	US 331/SR 83
SR 20	Walton	US 331/SR 83	SR 81
SR 20	Walton	SR 81	West City Limits of Ebro

Figure 12. Segments Operating Below FDOT LOS Targets

5.2.2 Safety Analysis

The FDOT annually collects crash information for each Florida County. FDOT provides guidance for calculating a roadway segment's crash rate using the following formula:

$$Crash\ Rate = \frac{Total\ Number\ of\ Crashes\ \times 1{,}000{,}000}{\text{Number of Days}\ \times \text{AADT} \times \text{Number of Years}\ \times \text{Segment Length}}$$

The crash rate formula was used to determine crash rates on segments in FDOT's Crash Analysis Reporting System (CARS) database from 2014-2018. The amount of traffic on the segment is directly proportional to the frequency of crashes occurring on the roadway segment. **Figure 13** shows the crash rates of segments throughout the TPO area. Crash rates are highest in town centers, particularly in Fort Walton Beach.

Table 7 compares the crash rates of the TPO area to FDOT's District 3. The TPO's crash rate is more than double that of the District. As is consistent with **Figure 13**, the crash rate is 75% higher in Okaloosa County than in Walton County.

Table 7. Five Year Crash Rates (2014-2018)

Area	Crash Rate
Okaloosa County	1.75
Walton County	1.00
TPO Area	1.48
District 3	0.65

Figure 14 and **Table 8** show the traffic fatalities in Okaloosa and Walton Counties between 2014 and 2018 per data from the Federal Highway Administration (FHWA). Fatalities have oscillated in Okaloosa County though have largely remained the same. Fatalities in Walton County are lower but have quickly risen over time.

Table 8. Number of Traffic Fatalities by County, 2014-2018

County	2014	2015	2016	2017	2018	Total
Okaloosa	30	35	23	33	26	147
Walton	13	9	17	21	24	84
Total	43	44	40	54	50	231

Source: FDOT CARS data

Figure 13. Crash Rates the Okaloosa-Walton TPO Area

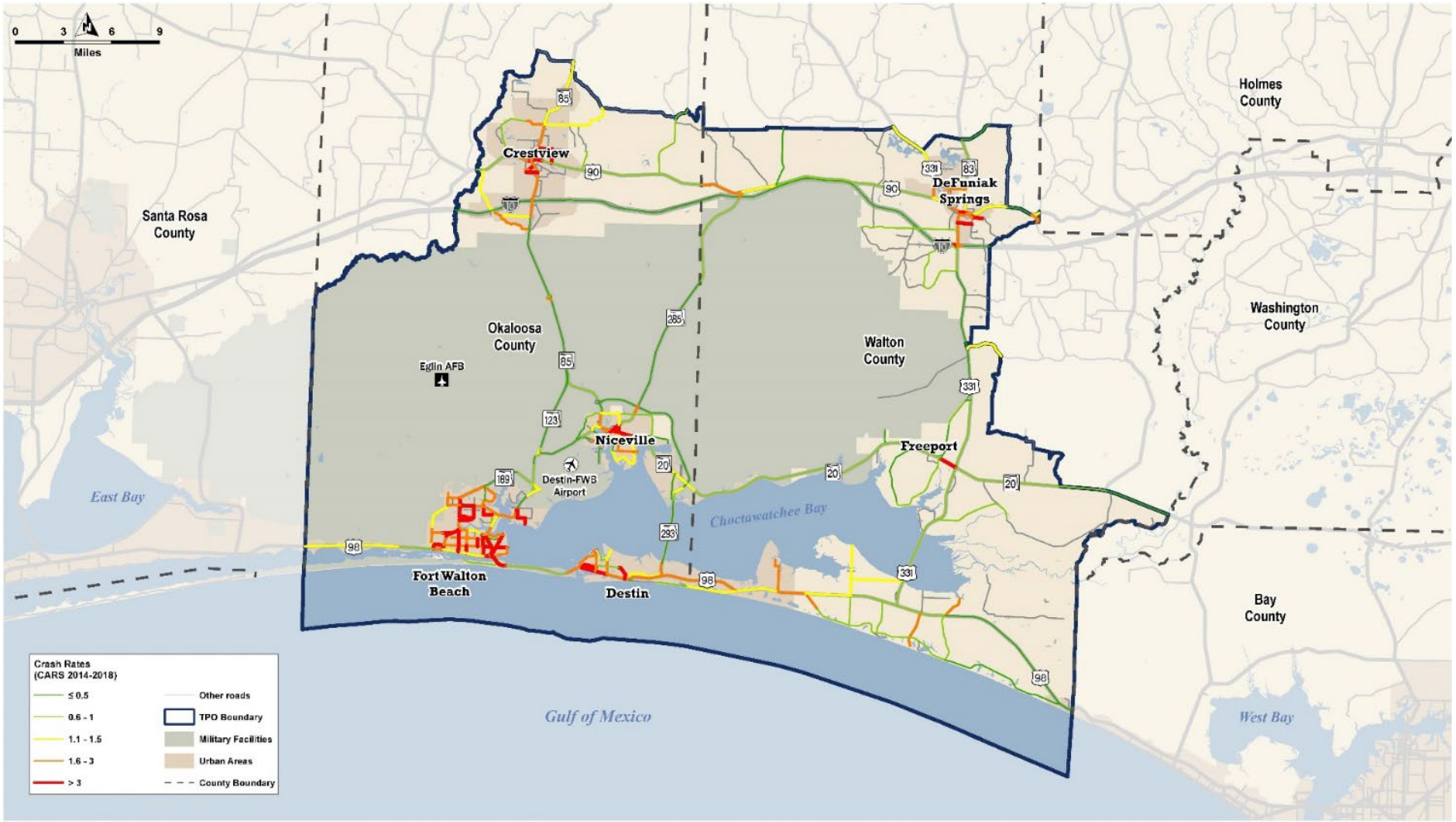
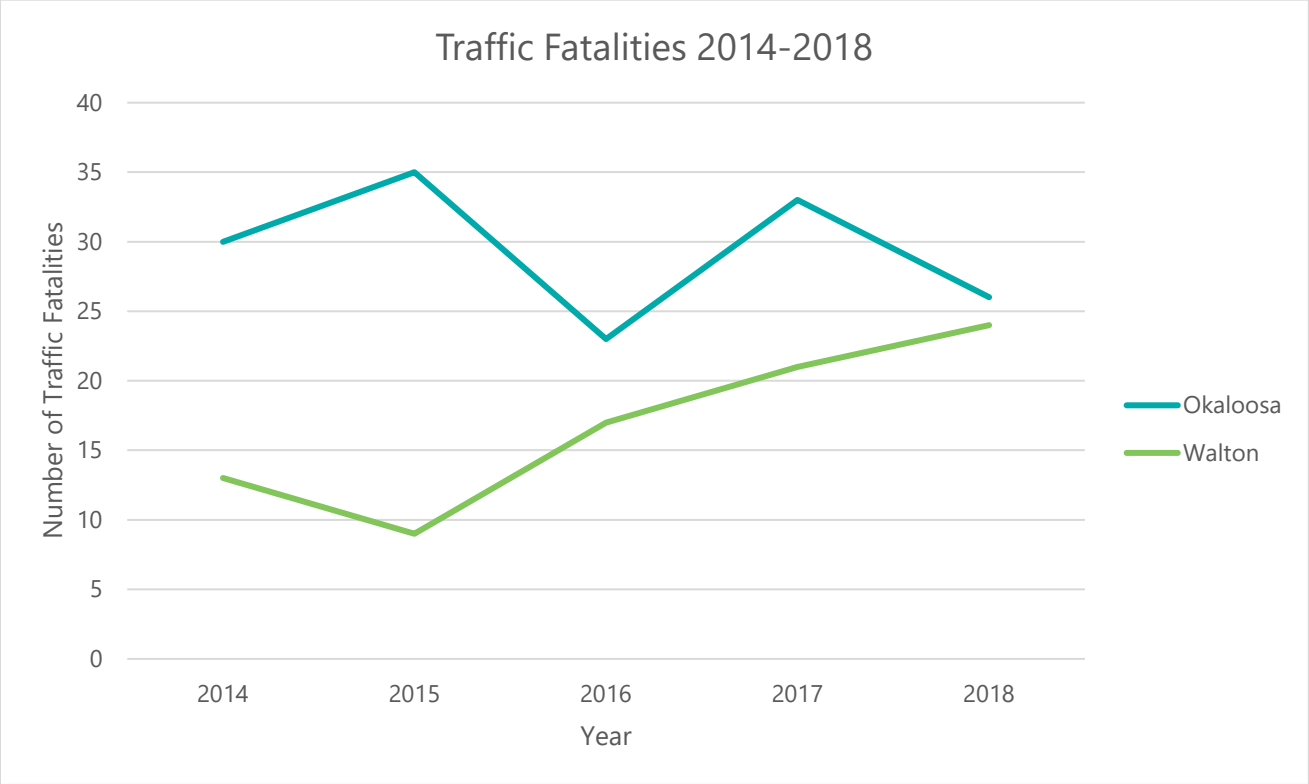


Figure 14. Traffic Fatalities in the O-W TPO Area[6]



5.2.3 Behavioral Analysis

5.2.3.1 Means of Transportation to Work

The American Community Survey (ACS) reports the means of transportation used by workers 16 years and older to travel to work. The survey splits the means of transportation into various modes such as automobile, walk, bike, public transportation, taxicab, motorcycle, or other means. The report also includes whether they worked from home, carpooled, or drove alone. For each year, the ACS provides data aggregated to the one-year and five-year levels. The five-year dataset provides the greatest granularity and is used in this document.

Table 9 and **Table 10** illustrate the outcome for the surveys conducted in Okaloosa and Walton Counties during the five-year period from 2015-2019. The use of cars, trucks or vans overall has declined, though by a much greater margin in Walton County than Okaloosa County. The drive-alone rate decreased in both counties while the carpooling rate increased. In Okaloosa County, the shift from drive-alone appeared to transfer almost entirely to carpooling, while in Walton County, it

[6] *Source: Federal Highway Administration (FHWA)*

appears to have shifted largely to working from home. Working from home also rose in Okaloosa County, though that appears largely to have come from "Taxicab, motorcycle, or other means." Walking and cycling rose slightly in both counties. Public transportation usage for work trips had a slight rise in Walton County and a slight decline in Okaloosa County.

Table 9. Means of Transportation to Work for Okaloosa County, 2014-2018

Means of Transportation to Work	2015	2016	2017	2018	2019	2015-2019 Change (Percent Point)
Car, Truck, or Van	91.2%	91.5%	91.5%	91.6%	91.1%	-0.2%
Drove Alone	83.4%	83.4%	82.9%	83.1%	82.0%	-1.5%
Carpooled	7.8%	8.1%	8.6%	8.6%	9.1%	1.3%
In 2 Person Carpool	6.3%	6.5%	6.7%	6.6%	6.8%	0.5%
In 3 Person Carpool	0.9%	0.9%	1.2%	1.3%	1.6%	0.7%
In 4 or more Person Carpool	0.6%	0.7%	0.7%	0.7%	0.7%	0.1%
Public Transportation (excluding taxi)	0.5%	0.4%	0.3%	0.3%	0.5%	-0.1%
Walked	1.7%	1.8%	1.8%	1.9%	1.8%	0.1%
Bicycle	0.5%	0.5%	0.5%	0.4%	0.6%	0.1%
Taxicab, motorcycle, or other means	3.0%	2.4%	2.3%	1.6%	1.4%	-1.6%
Worked at home	3.0%	3.4%	3.5%	4.1%	4.6%	1.6%

Table 10. Means of Transportation to Work for Walton County, 2014-2018

Means of Transportation to Work	2015	2016	2017	2018	2019	2015-2019 Change (Percent Point)
Car, Truck, or Van	90.8%	91.1%	89.3%	88.6%	87.2%	-3.6%
Drove Alone	80.7%	81.1%	80.0%	79.3%	77.0%	-3.7%
Carpooled	10.1%	10.0%	9.3%	9.2%	10.2%	0.1%
In 2 Person Carpool	8.2%	8.2%	7.6%	7.9%	8.6%	0.4%
In 3 Person Carpool	0.5%	0.7%	0.6%	0.6%	0.9%	0.4%
In 4 or more Person Carpool	1.3%	1.1%	1.1%	0.7%	0.7%	-0.6%

Means of Transportation to Work	2015	2016	2017	2018	2019	2015-2019 Change (Percent Point)
Public Transportation (excluding taxi)	0.0%	0.2%	0.2%	0.3%	0.3%	0.3%
Walked	0.8%	0.7%	1.2%	1.1%	1.3%	0.5%
Bicycle	0.0%	0.0%	0.2%	0.3%	0.6%	0.6%
Taxicab, motorcycle, or other means	3.2%	2.4%	1.9%	1.8%	1.7%	-1.5%
Worked at home	5.2%	5.6%	7.2%	7.8%	9.0%	3.7%

5.2.3.2 Travel Time to Work

Travel time to work is an additional measure reported by the American Community Survey. **Table 11** and **Table 12**, as well as **Figure 15** and **Figure 16**, display the results for Okaloosa and Walton Counties from 2015-2019. In Okaloosa County, work trips tend to be shorter, though they have been slightly trending longer in recent years. Greater variation is seen with the Walton County data. The largest upward shift occurs with trips of longer than 60 minutes.

Table 11. Travel Time to Work for Okaloosa County, 2015-2019

Travel Time to Work	Percent of Commuters					2015-2019	2018-2019
	2015	2016	2017	2018	2019	change (% Point)	change (% Point)
Less than 10 minutes	15.9%	15.9%	16.5%	16.0%	15.9%	0.0%	-0.1%
10 to 14 minutes	16.1%	16.3%	15.3%	16.0%	15.8%	-0.3%	-0.2%
15 to 19 minutes	15.7%	15.9%	15.9%	15.8%	15.7%	0.0%	-0.1%
20 to 24 minutes	13.8%	13.6%	13.6%	13.6%	12.9%	-0.9%	-0.7%
25 to 29 minutes	6.3%	6.2%	6.3%	5.9%	6.3%	0.0%	0.4%
30 to 34 minutes	14.1%	13.9%	12.7%	12.5%	12.6%	-1.5%	0.1%
35 to 44 minutes	5.9%	5.9%	6.6%	6.6%	6.6%	0.7%	0.0%
45 to 59 minutes	7.0%	7.0%	6.8%	7.5%	7.7%	0.7%	0.2%
60 or more minutes	5.3%	5.4%	6.1%	6.1%	6.5%	1.2%	0.4%

Table 12. Travel Time to Work for Walton County

Travel Time to Work	Percent of Commuters					2015-2019 change (% Point)	2018-2019 change (% Point)
	2015	2016	2017	2018	2019		
Less than 10 minutes	16.0%	14.0%	15.1%	14.8%	14.4%	-1.6%	-0.4%
10 to 14 minutes	14.3%	15.0%	13.4%	14.8%	15.0%	0.7%	0.2%
15 to 19 minutes	13.3%	13.7%	13.1%	11.1%	12.4%	-0.9%	1.3%
20 to 24 minutes	11.1%	10.7%	10.4%	10.9%	10.5%	-0.6%	-0.4%
25 to 29 minutes	5.0%	5.7%	5.6%	6.6%	5.7%	0.7%	-0.9%
30 to 34 minutes	15.3%	14.3%	14.1%	13.9%	14.3%	-1.0%	0.4%
35 to 44 minutes	7.0%	6.8%	7.3%	6.4%	6.2%	-0.8%	-0.2%
45 to 59 minutes	8.9%	9.4%	9.4%	10.1%	8.7%	-0.2%	-1.4%
60 or more minutes	9.1%	10.2%	11.6%	11.5%	12.7%	3.6%	1.2%

Figure 15. Travel Time to Work for Okaloosa County

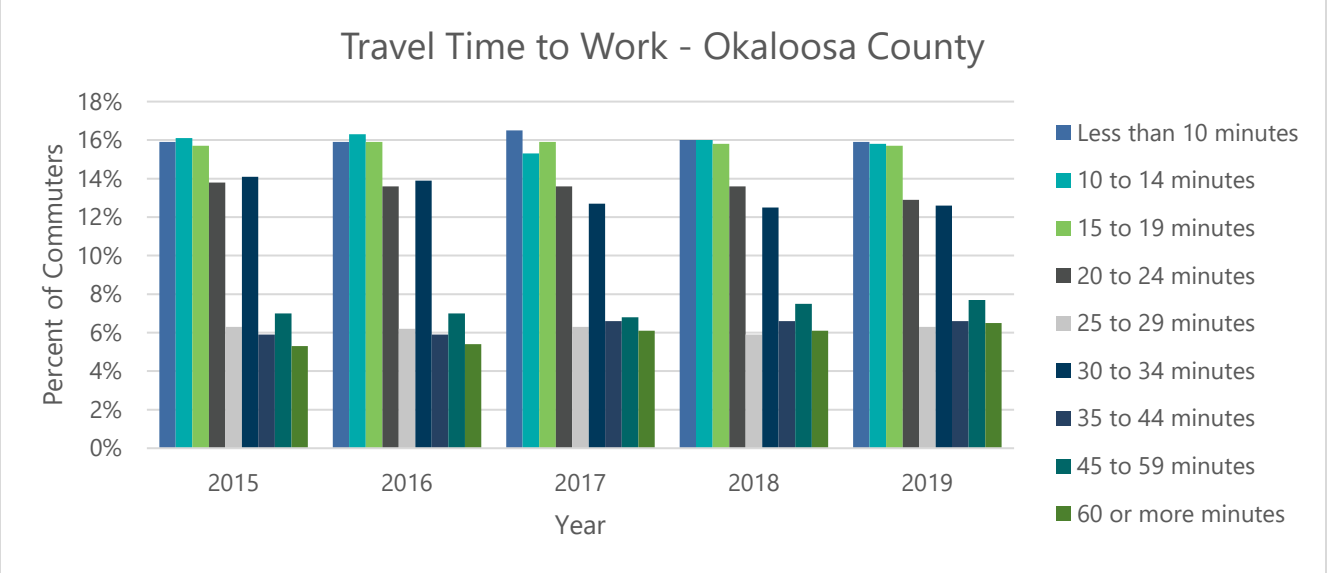
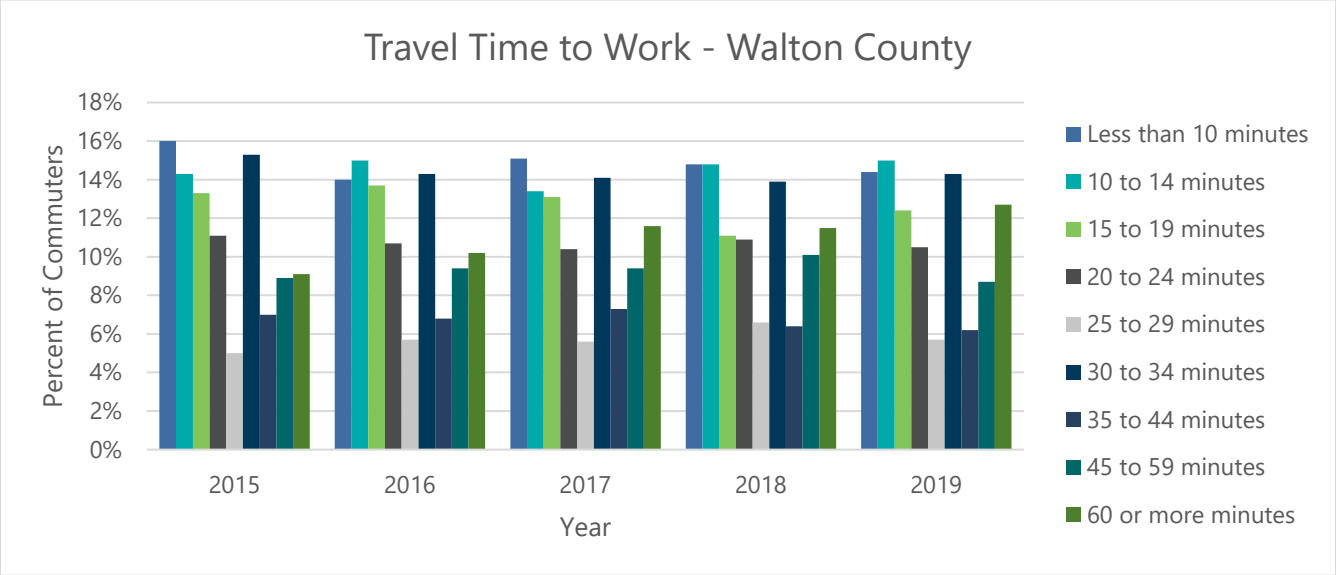


Figure 16. Travel Time to Work for Walton County



5.2.4 Congestion and Vehicle Miles Traveled Analysis

There are numerous measures taken into consideration for traffic congestion assessment in order to improve LOS and efficiencies of transportation systems, including:

- Planning Time Index
- Peak Commuters
- Annual Delay per Commuter
- Total Delay
- Free-Flow Speeds
- Excess Fuel Consumed
- Congestion Cost
- Urban Area
- Number of Rush Hours

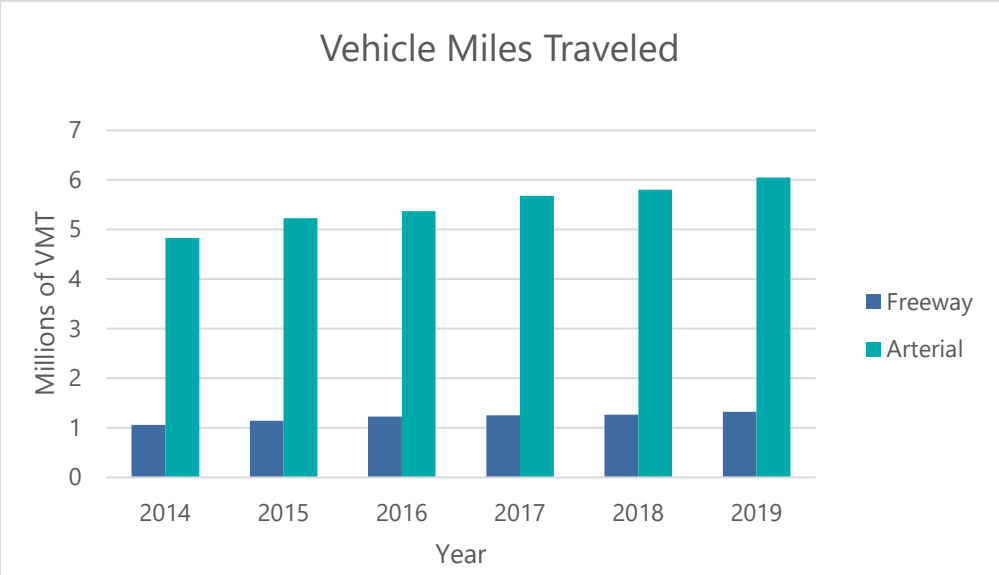
The Texas A&M Transportation Institute (TTI) gathers these measures annually, and the most up to date Urban Mobility Report (2019) shows the results for the O-W TPO Urbanized Area in **Table 13.**

Table 13. Congestion Measures for the O-W TPO Area

Measures	Congestion (2019 Urban Mobility Report)
Annual Total Delay	4,953,000 person-hours
Delay National Rank	171
Annual Delay per Auto Commuter	23 hours
Delay per Auto Commuter National Rank	213
Annual Excess Fuel Consumed	2,127,000 gallons
Annual Truck Delay	163,000 person-hours
Travel Time Index	1.13
Travel Time Rank	155
Congestion Cost	$99,000,000 million

Figure 17 shows the vehicle miles traveled (VMT) in the TPO area from 2014-2019. For both freeways and articles, it has increased. VMT is far greater on the arterials, as only one Interstate highway runs through the counties and does not go directly to or through the more urbanized parts of the counties along the beaches.

Figure 17. Millions of Daily Vehicle Miles Traveled (2014-2019)



6.0 Corridor Management Process Plan

The corridor management process is focused on certain goals and objectives. The CMP focuses mainly on congested spots and corridors unlike Transportation System Management and Operation (TSM&O) Strategies which looks at performance from a system perspective for the entire transportation system.

6.1 Corridor Management Planning for Constrained Facilities

The corridors identified as possible problem areas or congested corridors were considered by the TPO for corridor management plans. These corridors were analyzed for the corridor management plans, then they were accessed to identify access management and operational enhancements to support multimodal transportation.

The following segments have completed corridor management plans in the past:

- Beal Parkway (Mary Esther Boulevard to US 98)
- Beal Parkway Lighting Study

The following corridors are recommended for multimodal studies in the future:

- SR 85 Okaloosa County (Airport Road / Old Bethel Road to Aplin Road)

The O-W TPO will continue to monitor the need for corridor management studies and determine if these corridor management plans are necessary for inclusion in the 2045 O-W TPO LRTP Needs Plan.

7.0 Monitoring Strategy Effectiveness

Monitoring strategy effectiveness is the final step of the CMP. This step helps in implementation of the CMP and evaluates whether the CMP objectives were attained or not. If the expected benefits fall short of the anticipated impact, then it helps to identify the congested corridors in the subsequent CMP update and improve the strategies. The CMP strategies are monitored on an annual basis by updating the information found in **Appendix C** with the most recently available data and information.

7.1 Documentation of Effectiveness

Once the congestion management strategies are applied to a congested corridor, it is evaluated for its effectiveness. CMP strategies are evaluated on the basis of potential benefits to congestion relief, but certain strategies may have benefits beyond reducing congestion. The data used for this evaluation is summarized in **Appendix C** and the accompanying LOS tables found in **Appendix B.**

7.2 Monitoring and Tracking

Along with every CMP update, the effectiveness of the congestion management strategies will be monitored and tracked. Identification of trends become simple as more data is compared and analyzed over time. A comparative study of previous plans for the CMP to the latest will show a clear picture of the impacts of these strategies. The LOS analysis from the past and presents reports helps in the comparative analysis to determine the effectiveness of the adopted strategies. This comparison and analysis of the effectiveness of the strategies is carried out by the steering committee when they analyze the major update every five years. There are strategies which indicate immediate results such as auxiliary lanes while, on the other hand, cases like Transportation Demand Management (TDM) take a long time to indicate visible impacts.

8.0 Implementation and Management

In order to coordinate with various activities in a timely manner and to provide a high-quality product, the CMP has to maintain an implementation and management plan. To provide quality information and to produce the desired results, different agencies should be in sync to ensure proper functionality of the CMP. Implementation and management helps the CMP update the latest data and incorporate the latest technological trends into the document. As the CMP is an integral part of the TPO's LRTP, it goes through a major update every five years along with the LRTP. It is recommended that the congested spots and corridors be studied, monitored, updated and calibrated as per the effectiveness of any new congestion related issues arising along the corridors.

8.1 Linkage between the Congestion Management Process and NEPA

National Environmental Policy Act (NEPA) process is applicable to all highway and transit projects that utilize federal funds. NEPA related issues can be addressed as NEPA requirements are reflected in the FDOT's Project Development and Environment (PD&E) study. Several congestion management strategies are considered for roadway improvements in a PD&E study as part of the no-build alternative which is evaluated with one or more build alternatives. The effectiveness of these strategies in addressing the purpose and need of the project is evaluated at this point. Environmental commitments made during the NEPA process are tracked by FDOT in the StateWide Environmental Project Tracker (SWEPT) system and locally in FDOT District 3 Project Suite Enterprise Edition (PSEE) application.

8.2 Linkage between the Intelligent Transportation System Management Systems and the CMP

FDOT has established the Florida Intelligent Transportation Systems Strategic Plan (October 2014)[7] with a mission to enhance the safety, efficiency, and reliability of Florida's transportation system. In 2010, the O-W TPO adopted the Regional Intelligent Transportation Systems (ITS) Plan with two other TPOs in Northwest Florida. ITS uses technology to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. The plan identifies the current and future needs of the area to make the existing infrastructure and systems work.

[7] *FDOT, Traffic Engineering and Operations Office. (2021). ITS Strategic Plan. Retrieved from https://www.fdot.gov/traffic/ITS/Projects-Deploy/Strategic-Plan.shtm*

8.3 Integration with the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP)

The O-W TPO uses the CMP as an integral part of the planning process, including the LRTP and the TIP. The LRTP, with the use of the CMP and the Northwest Florida Regional Transportation Model, analyzes existing and future deficiencies. Roadways that are determined to be cost prohibitive for right-of-way acquisition are further analyzed for potential Corridor Management Plan studies as an additional way to mitigate congestion. Through the TPO's annual project priority process, Corridor Management Plan studies are ranked for consideration in the TPO's Five Year TIP. Once a Corridor Management Plan is complete, it is again prioritized by the TPO for implementation of potential improvements in the Five Year TIP. Corridor Management Plan improvements can also be implemented through resurfacing projects and local municipalities. Local municipalities should also review the LRTP Needs Plan for new roadways and consider implementing Corridor Preservation Ordinances in their jurisdictions as a way to reduce future right-of-way costs.

8.4 Integration with the Public Participation Plan (PPP)

The TPO's public involvement team aims to achieve optimum engagement with the public when developing major planning documents and programs. This process is outlined in the TPO's Public Participation Plan, which can be found at www.ecrc.org. Before the planning process begins, quality public participation is solicited and continues throughout the process, helping to alleviate, and mitigate project impacts, while providing the best solutions.[8]

The primary goals of the O-W TPO PPP are detailed in **Table 14**.

Table 14. Okaloosa-Walton TPO PPP Goals

Goal	Description
Goal 1: Inform the Public	Inform the public, to the maximum extent possible with available resources, of opportunities to participate in the transportation decision-making process.
Goal 2: Involve the Public	Involve the public early and often in the transportation planning process.
Goal 3: Include the Public	Reach out to the geographical, organizational, and demographic communities of the TPO planning area to increase the public's opportunity to participate in developing transportation plans and services.
Goal 4: Improve the Public Participation Process	Continually identify and implement ways to improve the public participation processes.

[8] *ECRC. (2019). Public Involvement. Retrieved from https://www.ecrc.org/programs/public_involvement/index.php*

Public involvement strategies and techniques vary widely depending on the depth and detail of a project or plan, including the Congestion Management Process Plan. Typical public involvement elements may include, but are not limited to:

- Providing the public with a sufficient opportunity to review the draft document online.
- Including review in the advertisement of the TPO meeting when the draft is to be presented.
- Providing the public with an opportunity to comment during the public forum when the draft is presented for review to the TPO and advisory committees.
- Including adoption in the advertisement of the TPO meeting when the final draft is to be presented.
- Providing the public with an opportunity to comment during the public forum when the draft is presented for adoption to the TPO and advisory committees.
- Publishing the adopted final document on website.

Members of the public can also participate and comment on the Congestion Management Process by attending the TPO and Advisory Committee Meetings and the Long Range Transportation Plan Steering Committee Meetings when the Congestion Management Process in an agenda item at these advertised meetings. Members of the public can also provide comments when the draft Congestion Management Process is posted on the website and the Transportation Manager e-mails the link to the TPO and Advisory Committees and any interested parties.

8.5 Implementation Responsibilities

Depending upon the recommendations in the next major update to the plan for the CMP, funding responsibilities will be sent to the O-W TPO, FDOT or local governments for potential implementation.

8.6 Involvement and Role of Decision Makers

There are several key decision makers in in the planning process which include various transportation, land use, and commuter service agencies. Representatives from these different agencies form a Technical Coordinating Committee (TCC). The TCC serves as a framework for these agencies to contribute their comments and opinions on the draft plan for the CMP. Upon its approval, the TCC and Citizens Advisory Committee (CAC) will formally make their recommendations to the TPO for actions regarding the CMP.

8.6.1 Agency Involvement

Table 15 lists the agencies and their representatives that constitute the TPO's TCC.

Table 15. Okaloosa-Walton TPO TCC Committee Members

Agency Representative	Agency
Latilda Hughes-Neel, Chair	City of Freeport
Jeff Morgan, Vice-Chair	Okaloosa County Sheriff's Department
Kyle Lusk	City of Crestview
Trae Duley	City of Crestview
Tom Tolbert	Eglin Air Force Base
Christ Frassetti	City of Fort Walton Beach
Scott Bitterman	Okaloosa County
Kelly Schultz	City of DeFuniak Springs
Joe Bodi	City of Destin
Daniel Payne	City of Fort Walton Beach
Robert Herbstreith	City of Mary Esther
Johnathan Laird	City of Niceville
Joel Paul	Tri County Community Council
Beckie Williams	Florida Dept. of Children & Families
Van Fuller	Midbay Bridge Authority
Bill Smith	Okaloosa County School District
Abra McGill	Okaloosa County
Roger Rogers	Okaloosa County Airports
Dawn Aymamu	Hulburt Field Air Force Base
Joseph Preston	Walton County
Chance Powell	Walton County
Bryan Brannon	Walton County
Michelle Doggett	Walton County School District
Jim Hicks	Walton County School District

8.6.2 Elected Official Involvement

The O-W TPO representatives include city and county elected officials within the TPO boundary. The 2020 Census data will address the TPO membership for the Okaloosa-Walton TPO. According to Section 339.175, Florida Statutes, TPO board members shall be local elected officials. The current membership of the O-W TPO is made up of seven county commissioners and 12 city council members serving on the TPO board. The breakdown can be seen in **Table 16**. The TPO is provided the opportunity to review and comment on both drafted and final documents before approval. Since the plan for the CMP is included in the LRTP, the TPO will also review the list of proposed projects recommended to mitigate congestion.

Table 16. Okaloosa-Walton TPO Elected Officials Representation

Governing Locality	Number of Representatives
Okaloosa County	4
City of Fort Walton Beach	2
City of Crestview	3
City of Destin	2
City of Freeport	1
City of Mary Esther	1
City of DeFuniak Springs	1
City of Valparaiso	1
City of Niceville	1
Walton County	3

9.0 Conclusion & Next Steps

The CMP is updated every five years and this update to the CMP Plan is a major update to coincide with the LRTP's update. This major plan update evaluates the identified congested spots and corridors between the LRTP development cycles. Each year a minor CMP update report is generated in order to coordinate its implementation with TIP development. The annual minor CMP update reflects the accomplishments in terms of congestion mitigation expected by the TPO by evaluating the Performance Measures, LOS Tables, the Truck Traffic Map, and producing a Corridor Management Plan on a segment recommended in the LRTP. The Performance Measures Tracking (**Appendix C**) is also updated annually as part of the minor CMP update.

It is recommended that the next minor update of the CMPP include: 1) Establishment of Performance Targets based on recommended Performance Measures (see **Table 3**) and 2) Continued Performance Measure Tracking & Analysis of Performance Targets of the most recent five years of available data. **Table 17** describes each CMP Objective and the associated Mitigation Strategy to achieve that objective, and notes key policy recommendations that would serve as the building blocks for each Mitigation Strategy to be considered by the TPO decision-makers during the next major update.

Table 17. CMP Objectives, Mitigation Strategies, and Performance Measures

CMP Objective	Mitigation Strategies	Performance Measures	Data Tracking Needs	Policy Recommendation
Options for Reducing Travel Demand	❖ Implement Transportation Demand Management (TDM) Strategies ❖ Provide mode choices to the commuters	- Increase participation in TDM programs - Increase bicycle and pedestrian connectivity through additional facilities and improved facilities - Increase transit usage -Expand transit system -Decrease vehicle miles traveled (VMT) -Reduce Average Travel Time to Work	▪ Vehicle Miles Traveled (VMT) ▪ Public transportation annual passenger miles of travel ▪ Commute to Work Travel Times ▪ Commute to Work Mode Split ▪ Annual rideOn participation ▪ # of Bike/Pedestrian connections/improvements funded and completed ▪ Transit System Improvement Metrics (# of routes, average headways, average commute times, # of choice riders)	✓ Adjust project prioritization evaluation criteria to increase funding resources of active transportation modes. ✓ Commit dedicated annual funding to the expansion of system-wide bicycle and pedestrian facilities. ✓ Provide dedicated resources to support TDM program activities and annual reporting.
Improve Safety	❖ Engage Community Traffic Safety Team (CTST) with community awareness and education ❖ Prioritize safety of active transportation modes ❖ Seek out engineering solutions for high crash "hot spots" ❖ Implement access management strategies to reduce conflict points	- Reduce crash rates	▪ Annual Crash Rates (Vehicle, Bike, Ped) ▪ Annual Fatalities (Vehicle, Bike. Ped) ▪ Annual report of CTST awareness activities and outcomes ▪ Location of High Crash Areas ("Hot Spots")	✓ Include immediate safety needs in short-term funding priorities. ✓ Dedicate resources to CTST Program.

Encourage Active Transportation	❖ Promote the use of public transportation and make the transit stops more accessible ❖ Encourage biking and walking by improving bicycle and pedestrian infrastructure and improving connectivity	-Increase # of miles of bike and pedestrian facility projects that create connectivity between existing multimodal facilities -Improve transit facilities to be ADA compliant	▪ % of Annual Funding Dedicated to Active Transportation Facilities ▪ % of Transit Facilities Compliant with ADA	✓ Adjust project prioritization evaluation criteria to increase the weight of active transportation modes. ✓ Provide funding for separated bicycle and pedestrian facilities
Provide Reliable and Efficient Transportation Options	❖ Implementation of Transportation System Management and Operation Strategies ❖ Improve the flow of traffic ❖ Re-time traffic signals annually ❖ Prioritize capacity improvements for roadways with demand that exceeds maximum service volumes	- Improve traffic flow - Improve capacity of roadways with inadequate LOS - Increase ITS capabilities	▪ Annual LOS Data (FDOT) ▪ ITS System Metrics	✓ Dedicate resources and funding for traffic monitoring, management, and control facilities and programs ✓ Commit to Implementing the Advanced Traffic Management System (ATMS) ✓ Dedicate funding resources in operational roadway improvements (Corridor Management) each fiscal year ✓ Prioritize projects with LOS F ✓ Prioritize low-cost, operational improvements that will reduce congestion
System Preservation	❖ Resurface Major & Minor Arterials on Recommended Cycle	-Improve resurfacing practices to reach recommended resurfacing guidelines	▪ # of Miles Resurfaced Annually ▪ Asset Inventory ▪ Pavement Condition Data	✓ Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle.

Appendix A: Federal Laws and Regulation Requirements for CMP

The Federal laws and regulations required for the Congestion Management Process are detailed in **Table 18**.

Table 18. Federal Laws and Regulation Requirements for CMP Plan

Number	Requirement	CMP Plan Section
23 CFR § 450.322		
(a)	Address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.	5.2
(b)	Result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.	7
(c)	Consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across modes, including highway, transit, passenger and freight rail operations, and non-motorized transport.	5.2
(d)	Developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities.	8
(1)	Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;	5,7 & 8
(2)	Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.	1
(3)	Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions.	5.1

Number	Requirement	CMP Plan Section
(4)	Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.	5.2
(i)	Demand management measures, including growth management, and congestion pricing.	5.2.3 & 5.2.4
(ii)	Traffic operational improvements.	5.2.1
(iii)	Public transportation improvements.	3.2
(iv)	ITS technologies as related to the regional ITS architecture.	5.1.3
(v)	Where necessary, additional system capacity.	5.2.1
(5)	Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.	8
(6)	Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures.	8
(e)	In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.	Not applicable – O-W is in Attainment.
(f)	In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds.	Not applicable – O-W is in Attainment.
(g)	State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.	1
(h)	A MPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such MPO.	7 & 8

Number	Requirement	CMP Plan Section
(1)(i)	Such plan shall: Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;	5.2.3
(ii)	Identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region; and	3.2
(iii)	Identify proposed projects and programs to reduce congestion and increase job access opportunities.	6
(2)	Consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.	8
F.S. 339.175		
(6) (c) (1)	Prepare a congestion management system for the metropolitan area.	1-9

Appendix B: Analysis Tables

Daily level of service analysis tables for Okaloosa and Walton counties are located in **Table 19**. The Peak Hour Peak Direction level of service analysis tables for Okaloosa and Walton counties are detailed in **Table 20**.

Level of Service Analysis - Daily

Section			Segment		Daily Maximum	FDOT LOS	Design	Historical AADT						Future Trend Volumes		LOS		
Number	County	Roadway	From	To	Service Volume	Target	Growth Rate	2014	2015	2016	2017	2018	2019	2024	2029	2019	2024	2029
57010000	Okaloosa	SR 10 / US 90	SR-4	CR-4/ANTIOCH RD	28,500	C	6.0%	7,900	8,100	8,300	15,100	15,000	15,700	21,000	28,100	E	E	E
57010000	Okaloosa	SR 10 / US 90	OLD BETHEL RD	LINDBERG ST	30,240	C	1.0%	17,900	19,000	18,400	18,700	18,200	19,100	20,100	21,100	D	D	D
57010000	Okaloosa	SR 10 / US 90	LINDBERG ST	HICKORY AVE	28,800	C	1.3%	21,500	23,000	20,200	22,000	21,000	21,000	22,400	23,800	D	D	D
57010000	Okaloosa	SR 10 / US 90	HICKORY AVE	SR-85	30,240	C	1.0%	17,400	16,800	18,100	19,700	17,300	17,500	18,400	19,400	D	D	D
57010000	Okaloosa	SR 10 / US 90	SR-85	BRACKIN ST	28,800	C	1.0%	13,900	11,400	13,300	13,500	12,600	13,400	14,100	14,800	D	D	D
57030000	Okaloosa	SR 30 / US 98	PARRISH BLVD	0.178 W OF 57030114 EB ON	41,790	D	1.5%	43,500	44,500	43,500	46,500	48,000	50,500	54,300	58,400	F	F	F
57030000	Okaloosa	SR 30 / US 98	MEMORIAL PKWY SW	SR-189/BEAL PKWY SW	33,800	D	6.0%	30,500	31,500	30,000	33,500	31,500	33,000	44,200	59,100	E	F	F
57030000	Okaloosa	SR 30 / US 98	SR-189/BEAL PKWY SW	SR-85/EGLIN PKWY	33,800	D	1.4%	36,000	34,000	36,500	39,500	36,500	38,000	40,700	43,500	F	F	F
57030000	Okaloosa	SR 30 / US 98	SR-85/EGLIN PKWY	FLORIDA PL SE	32,110	D	2.8%	29,500	32,000	32,000	35,000	35,500	35,500	40,800	46,900	F	F	F
57030000	Okaloosa	SR 30 / US 98	FLORIDA PL SE	PERRY AVE SE	33,716	D	1.8%	35,000	36,500	35,500	39,000	37,000	37,000	40,400	44,100	F	F	F
57030000	Okaloosa	SR 30 / US 98	PERRY AVE SE	SANTA ROSA BLVD	35,490	D	2.3%	50,500	52,500	51,000	50,500	51,500	52,500	58,700	65,600	F	F	F
57030000	Okaloosa	SR 30 / US 98	SANTA ROSA BLVD	BRACKIN WAYSIDE PARK	35,490	D	2.3%	50,500	52,500	51,000	50,500	51,500	52,500	58,700	65,600	F	F	F
57030000	Okaloosa	SR 30 / US 98	COASTGUARD STATION	STAHLMAN AVE	35,490	D	1.8%	43,500	46,000	45,000	43,000	45,000	44,500	48,700	53,400	F	F	F
57030000	Okaloosa	SR 30 / US 98	STAHLMAN AVE	MAIN ST	35,490	D	6.0%	44,000	44,500	42,500	39,500	40,500	43,000	57,500	77,000	F	F	F
57030000	Okaloosa	SR 30 / US 98	MAIN ST	GULF SHORE DR	35,490	D	1.7%	47,500	50,000	49,000	52,500	50,000	51,500	56,000	60,900	F	F	F
57030000	Okaloosa	SR 30 / US 98	GULF SHORE DR	0.067 E OF RUNWAY PLAZA	41,790	D	1.2%	51,500	52,500	51,500	54,000	51,500	52,500	55,800	59,400	F	F	F
57030030	Okaloosa	SR 30 / US 98	0.096 E OF AIRPORT R	KELLY PLANTATION	52,343	D	6.0%		53,000	52,000	53,000	55,000	56,000	74,900	100,300	F	F	F
57030030	Okaloosa	SR 30 / US 98	KELLY PLANTATION	SR-293	61,320	D	2.8%	54,000	56,000	54,000	57,000	59,000	60,000	69,000	79,400	C	F	F
57030030	Okaloosa	SR 30 / US 98	SR-293	WALTON CO LINE	41,790	D	1.9%	46,910	48,541	49,030	51,324	52,000	52,000	57,100	62,800	F	F	F
57050000	Okaloosa	SR 85	57150005 SB ON	PJ ADAMS PKWY	31,920	C	2.8%	35,500	36,000	38,000	41,500	39,500	40,500	46,400	53,100	F	F	F
57050000	Okaloosa	SR 85	PJ ADAMS PKWY	MIRAGE AVE	37,275	C	1.0%	46,000	46,000	45,500	52,000	49,500	41,500	43,700	46,100	F	F	F
57050000	Okaloosa	SR 85	MIRAGE AVE	W REDSTONE AVE	37,275	C	6.0%	41,000	41,000	40,500	44,500	43,500	44,000	58,900	78,800	F	F	F
57050000	Okaloosa	SR 85	W REDSTONE AVE	S MAIN ST	37,275	C	1.0%	44,000	44,500	44,000	43,500	44,500	46,000	48,300	50,800	F	F	F
57050000	Okaloosa	SR 85	S MAIN ST	US-90/SR-10	31,600	C	1.0%	37,000	36,500	38,500	40,000	37,500	40,000	42,000	44,200	F	F	F
57060000	Okaloosa	SR 85	US-90/SR-10	LONG DR	28,800	C	1.0%	28,500	26,000	26,500	28,000	28,000	28,500	30,000	31,500	D	E	E
57060000	Okaloosa	SR 85	LONG DR	JONES RD	30,240	C	1.0%	28,500	27,500	26,000	26,500	27,500	28,500	30,000	31,500	D	D	E
57080000	Okaloosa	SR 4 / SR 189	CR189/GALIVER CUTOFF	US-90/SR-10	10,300	C	3.0%	8,300	9,400	9,100	10,200	9,200	9,600	11,100	12,800	D	D	D
57110000	Okaloosa	SR 189	SR-393/MARY ESTHER	SAMS CLUB	41,790	D	1.0%	51,000	52,000	50,000	50,500	47,500	49,000	51,500	54,100	F	F	F
57110000	Okaloosa	SR 189	SAMS CLUB	SR-188/RACETRACK RD	41,790	D	1.0%	40,500	41,000	40,500	41,500	42,500	42,500	44,700	46,900	F	F	F
57160000	Okaloosa	SR 293	END TOLL PLAZA CONC	57160113 NB OFF	18,585	D	1.7%	18,000	16,000	18,500	22,000	24,000	20,500	22,300	24,300	F	F	F
57002000	Okaloosa	SR 8 / I 10	SANTA ROSA CO LINE	57002002 EB OFF	54,800	C	2.5%	23,500	24,500	26,000	27,000	28,000	31,500	35,700	40,400	B	B	B
57002000	Okaloosa	SR 8 / I 10	57002002 EB OFF	57002006 EB OFF	54,800	C	2.9%	24,227	26,018	27,818	28,283	29,093	30,616	35,200	40,600	B	B	B
57002000	Okaloosa	SR 8 / I 10	57002006 EB OFF	WALTON CO LINE	54,800	C	2.6%	17,600	19,400	22,500	20,500	21,500	22,000	25,100	28,600	B	B	B
57003000	Okaloosa	SR 188	SR-189/BEAL PKWY	DENTON BLVD	34,020	D	1.0%	27,000	28,000	27,000	29,000	28,500	28,500	30,000	31,500	D	D	D
57003000	Okaloosa	SR 188	DENTON BLVD	MOONEY RD	39,795	D	1.0%	26,500	30,000	27,000	28,500	28,500	28,000	29,400	30,900	C	C	C
57003000	Okaloosa	SR 188	MOONEY RD	SR-85/EGLIN PKWY	39,795	D	1.0%	26,500	27,500	29,000	28,000	28,000	28,000	29,400	30,900	C	C	C
57010000	Okaloosa	SR 10 / US 90	SANTA ROSA CO LINE	CR-189/LOG LAKE RD	4,600	C	1.6%	3,200	3,200	3,600	3,500	3,500	3,800	4,100	4,500	B	B	B
57010000	Okaloosa	SR 10 / US 90	CR-189/LOG LAKE RD	CR189/GALIVER CUTOFF	8,600	C	1.7%	5,200	5,800	6,500	5,800	6,000	6,600	7,200	7,800	C	C	C
57010000	Okaloosa	SR 10 / US 90	CR189/GALIVER CUTOFF	SR-4	8,600	C	1.0%	5,300	5,000	5,800	4,900	5,400	5,500	5,800	6,100	C	C	C
57010000	Okaloosa	SR 10 / US 90	CR-4/ANTIOCH RD	OLD BETHEL RD	31,200	C	1.4%	13,172	13,497	13,702	13,998	14,144	14,937	16,000	17,200	B	B	B
57010000	Okaloosa	SR 10 / US 90	BRACKIN ST	FAIRCHILD RD	34,600	C	1.0%	11,000	11,800	10,700	10,800	11,600	11,900	12,500	13,100	B	B	B
57010000	Okaloosa	SR 10 / US 90	FAIRCHILD RD	CR-393/HWY 393	8,600	C	1.4%	6,900	7,000	7,000	6,900	7,600	8,200	8,800	9,400	C	D	D
57010000	Okaloosa	SR 10 / US 90	CR-393/HWY 393	WALTON CO LINE	8,600	C	3.4%	5,100	5,100	5,600	5,900	6,600	6,700	7,900	9,400	C	C	D
57030000	Okaloosa	SR 30 / US 98	SANTA ROSA CO LINE	PARRISH BLVD	52,600	D	1.0%	35,768	36,486	37,949	38,839	39,052	39,790	41,800	44,000	C	C	C
57030000	Okaloosa	SR 30 / US 98	0.178 W OF 57030114 EB ON	DOOLITTLE BLVD	52,600	D	6.0%	37,500	40,000	43,000	43,000	44,000	44,000	58,900	78,800	C	D	F
57030000	Okaloosa	SR 30 / US 98	DOOLITTLE BLVD	SR393MARY ESTHER BLV	39,795	D	1.4%	31,500	33,500	32,000	34,000	34,000	35,500	38,100	40,900	C	C	D
57030000	Okaloosa	SR 30 / US 98	SR393MARY ESTHER BLV	MEMORIAL PKWY SW	39,795	D	1.0%	27,500	28,500	28,000	29,000	29,000	30,500	32,100	33,700	C	C	C
57030000	Okaloosa	SR 30 / US 98	BRACKIN WAYSIDE PARK	COASTGUARD STATION	52,600	D	6.0%		35,175	42,558	42,472	42,462	42,752	57,200	76,600	C	D	F
57040000	Okaloosa	SR 85	57040029 TO/FROM	FIRST ST SE	11,445	D	1.0%	6,400	6,500	7,300	6,600	6,700	6,600	6,900	7,300	C	C	C
57040000	Okaloosa	SR 85	FIRST ST SE	4TH ST SE	50,558	D	1.0%	14,600	13,100	15,100	15,800	13,700	14,700	15,400	16,200	C	C	C
57040000	Okaloosa	SR 85	4TH ST SE	HOLLYWOOD BLVD SE	58,400	D	1.8%	35,000	36,500	38,000	38,500	37,000	36,000	39,300	42,900	C	C	C
57040000	Okaloosa	SR 85	HOLLYWOOD BLVD SE	WALTER MARTIN RD	58,400	D	1.1%	40,000	41,000	44,500	42,500	42,000	40,500	42,900	45,400	C	C	C
57040000	Okaloosa	SR 85	WALTER MARTIN RD	YACHT CLUB DR	58,400	D	1.0%	40,000	40,000	40,000	41,500	41,500	45,000	47,300	49,700	C	C	C
57040000	Okaloosa	SR 85	YACHT CLUB DR	MONAHAN DR	61,320	D	1.1%	46,500	52,500	52,500	49,500	52,000	50,000	52,700	55,600	C	C	C
57040000	Okaloosa	SR 85	MONAHAN DR	SR-188/RACE TRACK RD	58,400	D	1.4%	40,500	44,500	45,000	46,000	47,000	46,500	49,900	53,600	C	C	C
57040000	Okaloosa	SR 85	SR-188/RACE TRACK RD	RICHBOURG AVE	61,320	D	1.3%	43,000	44,000	46,000	47,000	46,500	49,000	52,300	55,700	C	C	C
57040000	Okaloosa	SR 85	RICHBOURG AVE	SR-397	39,795	D	1.0%	31,000	34,000	33,500	35,000	35,500	38,000	39,900	42,000	C	D	F
57040000	Okaloosa	SR 85	SR-397	SR-189	39,795	D	2.1%	18,200	20,500	19,500	19,300	22,000	24,000	26,600	29,500	C	C	C
57040000	Okaloosa	SR 85	SR-189	GEN ROBERT M BOND BL	39,795	D	2.2%	32,000	35,000	36,500	36,500	37,500	39,000	43,600	48,600	C	F	F
57040000	Okaloosa	SR 85	GEN ROBERT M BOND BL	57150002 NB ON	61,320	D	6.0%	41,500	45,500	43,500	44,500	46,000	48,500	64,900	86,900	C	F	F
57040000	Okaloosa	SR 85	57150002 NB ON	57150003 SB OFF	39,795	D	1.4%	22,000	24,500	25,000	26,500	26,500	32,000	34,300	36,700	C	C	C
57040000	Okaloosa	SR 85	57150003 SB OFF	FROM SR-190	39,795	D	1.4%	22,000	24,500	25,000	26,500	26,500	32,000	34,300	36,700	C	C	C
57040000	Okaloosa	SR 85	FROM SR-190	BAYOU PLAZA	32,400	D	1.2%	17,100	18,200	18,700	20,500	21,000	21,500	22,800	24,200	D	D	D
57040000	Okaloosa	SR 85	BAYOU PLAZA	SR-85	52,500	D	1.0%	43,000	41,000	43,500	45,500	46,000	47,500	49,900	52,500	D	D	D
57040000	Okaloosa	SR 85	SR-85	DAVIS DR	52,500	D	1.0%	40,500	39,500	39,500	42,000	43,000	44,000	46,200	48,600	D	D	D

Level of Service Analysis - Daily

Section			Segment		Daily Maximum	FDOT LOS	Design	Historical AADT						Future Trend Volumes		LOS		
Number	County	Roadway	From	To	Service Volume	Target	Growth Rate	2014	2015	2016	2017	2018	2019	2024	2029	2019	2024	2029
57040000	Okaloosa	SR 20	DAVIS DR	SR-285	50,000	D	1.0%	41,000	38,000	39,500	41,500	41,000	43,000	45,200	47,500	D	D	D
57040000	Okaloosa	SR 20	SR-285	PALM BLVD	50,000	D	1.0%	36,000	34,000	34,500	35,500	39,000	37,500	39,400	41,400	D	D	D
57040000	Okaloosa	SR 20	PALM BLVD	REVELL DR	41,790	D	1.0%	40,000	38,000	38,000	39,500	42,000	40,000	42,000	44,200	D	F	F
57040000	Okaloosa	SR 20	REVELL DR	EDGEWATER DR	39,795	D	1.0%	40,500	35,000	37,500	40,000	39,000	38,500	40,500	42,500	C	D	F
57040000	Okaloosa	SR 20	EDGEWATER DR	BAY DR	41,790	D	1.0%	36,500	35,500	37,000	39,000	39,500	40,000	42,000	44,200	D	F	F
57040000	Okaloosa	SR 20	BAY DR	WHITE POINT RD	39,795	D	1.0%	26,500	28,000	29,500	30,500	30,000	30,500	32,100	33,700	C	C	C
57040000	Okaloosa	SR 20	WHITE POINT RD	57160118 SB ON	39,795	D	6.0%	19,600	20,400	19,400	22,000	22,500	23,000	30,800	41,200	C	C	D
57040000	Okaloosa	SR 20	57160118 SB ON	WALTON CO LINE	17,640	D	3.5%	8,600	9,500	9,900	11,300	11,800	12,600	14,900	17,700	C	C	D
57040001	Okaloosa	SR 145	MIRACLE STRIP PKWY	FERRY RD SE	26,019	D	1.0%	22,300	21,900	22,100	19,400	21,700	23,000	24,200	25,400	D	D	E
57040001	Okaloosa	SR 145	FERRY RD SE	SR-85/EGLIN PKWY SE	22,420	D	1.6%	20,200	21,300	23,000	21,400	22,500	21,800	23,600	25,500	D	E	F
57040024	Okaloosa	SR 85	MIRACLE STRIP PKWY	SR-85/EGLIN PKWY SE	14,868	D	3.6%	8,000	8,100	9,300	9,200	8,700	9,000	10,700	12,800	D	D	D
57040025	Okaloosa	SR 397	EGLIN AFB E GATE	N BAYSHORE DR	34,020	D	1.0%	17,200	16,200	17,100	17,000	17,100	18,400	19,300	20,300	D	D	D
57040025	Okaloosa	SR 397	N BAYSHORE DR	SR-190	32,400	D	1.0%	19,300	20,000	20,000	21,000	21,000	22,000	23,100	24,300	D	D	D
57040026	Okaloosa	SR 397	GORE SR-85 NB	EGLIN AFB GATE	39,795	D	1.0%	11,100	11,200	11,600	11,400	11,200	10,900	11,500	12,000	C	C	C
57040027	Okaloosa	SR 190	SR-85	NORDBERG AVE	6,132	D	1.4%	3,700	3,700	3,700	3,600	4,200	4,400	4,700	5,000	C	C	C
57040027	Okaloosa	SR 190	NORDBERG AVE	0.043 E OF ROCKFORD ST	7,300	D	1.0%	3,400	3,200	3,300	3,400	3,600	3,600	3,800	4,000	C	C	C
57040027	Okaloosa	SR 190 / SR 397	CHICAGO AVE	SR-85	34,020	D	1.0%	23,500	22,000	23,000	24,500	24,000	23,500	24,700	26,000	D	D	D
57040028	Okaloosa	SR 190	BEGIN LT TURN TAPER	SR-397	7,300	D	1.0%	3,400	3,200	3,300	3,400	3,600	3,600	3,800	4,000	C	C	C
57040028	Okaloosa	SR 397	SR-397	CHICAGO AVE	32,400	D	1.0%	19,300	20,000	20,000	21,000	21,000	22,000	23,100	24,300	D	D	D
57040029	Okaloosa	SR 85	US-98/SR-30	PHYSICAL GORE	11,445	D	1.0%	6,400	6,500	7,300	6,600	6,700	6,600	6,900	7,300	C	C	C
57050000	Okaloosa	SR 85	SR-20/SR-85	COLLEGE BLVD	15,225	D	1.0%	13,700	13,900	14,200	14,600	14,600	14,600	15,300	16,100	C	D	D
57050000	Okaloosa	SR 85	COLLEGE BLVD	57160131 NB OFF	31,200	C	6.0%				15,000	13,200	13,600	18,200	24,400	B	B	B
57050000	Okaloosa	SR 85	57160131 NB OFF	57150005 SB ON	31,200	C	2.6%	16,440	17,020	17,520	17,594	17,860	18,199	20,700	23,500	B	B	B
57060000	Okaloosa	SR 85	JONES RD	CR-188/OLD BETHEL RD	35,700	C	1.5%	25,500	24,000	22,500	25,000	25,500	25,500	27,500	29,600	C	C	C
57060000	Okaloosa	SR 85	CR-188/OLD BETHEL RD	CR-85A/BILL LUNDY RD	35,700	C	6.0%	9,900	9,800	10,300	10,500	10,900	10,000	13,400	17,900	C	C	C
57060000	Okaloosa	SR 85	CR-85A/BILL LUNDY RD	CR-602	4,600	C	1.0%	3,749	3,810	3,784	3,730	3,742	3,790	4,000	4,200	B	B	B
57060000	Okaloosa	SR 85	CR-602	SECOND AVE	4,600	C	1.0%	4,000	3,900	4,200	3,600	3,800	4,100	4,300	4,500	B	B	B
57060000	Okaloosa	SR 85	SECOND AVE	CR-85A	4,600	C	1.0%	3,700	3,800	4,000	3,100	3,200	3,600	3,800	4,000	B	B	B
57060000	Okaloosa	SR 85	CR-85A	WALTON CO LINE	4,600	C	1.0%	3,000	3,200	3,000	2,600	3,000	3,200	3,400	3,500	B	B	B
57070000	Okaloosa	SR 189	SR-4	JOHN RILEY BARNHILL	8,600	C	3.5%	4,300	4,100	4,700	5,700	5,200	5,800	6,900	8,200	C	C	C
57070000	Okaloosa	SR 189	JOHN RILEY BARNHILL	CR-2/HWY 2	4,600	C	3.5%	3,100	3,000	3,800	3,700	4,200	4,600	5,500	6,500	B	C	C
57070000	Okaloosa	SR 189	CR-2/HWY 2	CR-180/C-180	4,600	C	1.6%	2,800	2,800	2,300	2,500	2,900	3,200	3,500	3,700	B	B	B
57070000	Okaloosa	SR 189	CR-180/C-180	ALABAMA STATE LINE	4,600	C	4.7%	2,400	2,700	3,000	3,000	3,500	3,800	4,800	6,000	B	C	C
57080000	Okaloosa	SR 4	SANTA ROSA CO LINE	CR189/GALIVER CUTOFF	4,600	C	1.0%	1,500	1,750	1,550	1,550	1,550	1,800	1,900	2,000	B	B	B
57090000	Okaloosa	SR 285	SR-20/JOHN SIMS PKWY	PALM BLVD	14,500	D	1.0%	8,500	7,900	7,100	8,400	7,900	7,600	8,000	8,400	C	C	C
57090000	Okaloosa	SR 285	PALM BLVD	COLLEGE BLVD	39,795	D	1.6%	9,000	8,500	8,200	8,700	8,800	8,000	8,700	9,400	C	C	C
57090000	Okaloosa	SR 285	COLLEGE BLVD	57160126 NB ON	9,030	C	1.4%	5,400	5,700	5,800	6,400	6,600	6,800	7,300	7,800	C	C	C
57090000	Okaloosa	SR 285	57160126 NB ON	WALTON CO LINE	8,600	C	3.5%	5,200	5,600	5,900	6,300	6,900	7,300	8,700	10,300	C	D	D
57110000	Okaloosa	SR 189	MIRACLE STRIP PKWYSW	HOLLYWOOD BLVD	34,020	D	1.0%	13,200	12,800	14,000	15,200	15,200	16,300	17,100	18,000	D	D	D
57110000	Okaloosa	SR 189	HOLLYWOOD BLVD	ALABAMA AVE NW	34,020	D	1.0%	19,500	20,500	19,600	21,000	20,400	21,500	22,600	23,700	D	D	D
57110000	Okaloosa	SR 189	ALABAMA AVE NW	MEMORIAL PKWY NW	34,020	D	1.0%	25,500	24,500	26,500	26,500	26,000	28,000	29,400	30,900	D	D	D
57110000	Okaloosa	SR 189	MEMORIAL PKWY NW	SR-393/MARY ESTHER	34,020	D	1.0%	27,500	28,000	28,500	29,500	29,000	31,500	33,100	34,800	D	D	E
57110028	Okaloosa	SR 393	US-98/SR-30	HOLLYWOOD BLVD	32,400	D	1.0%	18,700	19,200	19,800	19,900	19,200	18,300	19,200	20,200	D	D	D
57110028	Okaloosa	SR 393	HOLLYWOOD BLVD	ANCHORS ST NW	39,795	D	1.0%	24,000	25,500	25,500	25,500	25,000	25,000	26,300	27,600	C	C	C
57110028	Okaloosa	SR 393	ANCHORS ST NW	SHOPPING CENTER	39,795	D	1.0%	24,000	25,500	25,500	25,500	25,000	25,000	26,300	27,600	C	C	C
57110028	Okaloosa	SR 393	SHOPPING CENTER	SR-189/BEAL PKWY	39,795	D	1.0%	31,500	33,500	33,000	33,500	32,000	32,000	33,600	35,300	C	C	C
57130000	Okaloosa	SR 189	RACETRACK RD/HULBERT	GREEN ACRES RD	39,795	D	1.0%	33,000	31,500	33,000	33,500	32,500	34,000	35,700	37,600	C	C	C
57130000	Okaloosa	SR 189	GREEN ACRES RD	MOONEY RD	39,795	D	1.0%	27,938	28,267	29,230	30,136	31,081	31,982	33,600	35,300	C	C	C
57130000	Okaloosa	SR 189	MOONEY RD	GEN BOND BLVD	39,795	D	1.1%	30,000	31,500	32,000	34,000	36,500	36,000	38,000	40,200	C	C	D
57130000	Okaloosa	SR 189	GEN BOND BLVD	SR-85	39,795	D	1.1%	19,200	20,200	20,800	23,700	22,500	22,900	24,200	25,600	C	C	C
57130000	Okaloosa	SR 189	SR-85	SR-397/EGLIN BLVD	39,795	D	2.3%	12,400	12,600	13,200	13,200	13,700	13,900	15,600	17,400	C	C	C
57150000	Okaloosa	SR 123	SR-85 WB FRONTAGE RD	W END TURKEY CREEK BRIDGE	31,200	C	2.6%	16,400	16,800	17,200	20,000	21,000	21,500	24,400	27,700	B	B	C
57150002	Okaloosa	SR 123	SR-85	57040200 FRONTAGE	18,720	C	6.0%	8,100	8,900	8,900	10,500	9,200	10,500	14,100	18,800	B	B	C
57150003	Okaloosa	SR 123	SR-123	SR-85	18,720	C	6.0%	8,100	9,000	8,600	10,500	9,300	10,000	13,400	17,900	B	B	C
57150004	Okaloosa	SR 123	N END BRIDGE 570077	SR-85	17,580	C	6.0%				10,000	10,000	10,500	14,100	18,800	B	B	C
57150005	Okaloosa	SR 123	SR-85	N END BRIDGE 570177	17,580	C	6.0%				10,500	9,800	11,000	14,700	19,700	B	B	C
57160000	Okaloosa	SR 293	57160113 NB OFF	57160117 NB OFF	39,795	D	6.0%	15,700	16,800	16,700	20,300	18,900	19,300	25,800	34,600	C	C	C
57160000	Okaloosa	SR 293	57160117 NB OFF	57160124 SB ON	39,795	D	6.0%	6,800	9,600	8,100	11,100	9,800	9,500	12,700	17,000	C	C	C
57160000	Okaloosa	SR 293	57160124 SB ON	0.319 N OF 57160124 SB ON	15,700	C	6.0%	6,300	9,400	8,900	10,100	10,900	10,600	14,200	19,000	C	C	D
57160000	Okaloosa	SR 293	0.319 N OF 57160124 SB ON	57160128 SB ON	15,700	C	6.0%	6,300	9,400	8,900	10,100	10,900	10,600	14,200	19,000	C	C	D
57160000	Okaloosa	SR 293	57160128 SB ON	GORE 57160129/130	10,300	C	6.0%	5,400	7,600	7,200	9,800	9,200	8,900	11,900	15,900	C	C	C
57180000	Okaloosa	SR 210	SR-85 SB RAMPS	SR-85 NB RAMPS	4,830	C	6.0%	3,000	3,400	3,800	3,100	2,800	2,700	3,600	4,800	B	B	B
57518000	Okaloosa	SR 293	US-98/SR-30	LEGENDARY MARINE ENT	39,795	D	2.6%	21,500	21,300	21,300	24,000	26,500	25,000	28,400	32,200	C	C	C
57518000	Okaloosa	SR 293	LEGENDARY MARINE ENT	0.09 N OF MAXWELL GUNTER RD	24,200	D	1.7%	18,000	16,000	18,500	22,000	24,000	20,500	22,300	24,300	D	D	E
60010000	Walton	SR 10 / US 90	SR-285	CR-1087	8,400	C	2.8%	6,100	6,800	7,900	8,000	8,300	9,900	11,400	13,000	D	D	D

Level of Service Analysis - Daily

Section			Segment		Daily Maximum	FDOT LOS	Design	Historical AADT						Future Trend Volumes		LOS		
Number	County	Roadway	From	To	Service Volume	Target	Growth Rate	2014	2015	2016	2017	2018	2019	2024	2029	2019	2024	2029
60010000	Walton	SR 10 / SR 83 / US 90	US-331/SR-83	7TH ST	9,900	C	1.0%	8,500	10,200	9,500	9,700	9,400	10,100	10,600	11,200	D	D	D
60020000	Walton	SR 30 / US 98	CR-457/MACK BAYOU RD	UNSIGNED	40,300	C	3.1%	38,000	39,000	42,000	41,500	43,000	45,000	52,400	61,000	D	E	F
60020001	Walton	SR 30 / US 98	OKALOOSA CO LINE	SNOWDRIFT RD	41,790	D	1.9%	46,910	48,541	49,030	51,324	52,000	52,000	57,100	62,800	F	F	F
60030000	Walton	SR 20	CHIPPEWA DR	20 SPCS SITE C 6	8,400	C	3.6%	5,800	5,800	6,300	6,900	7,800	9,300	11,100	13,200	D	D	D
60030000	Walton	SR 20	20 SPCS SITE C 6	CR-883/MADISON ST	8,400	C	4.3%	5,200	5,200	6,000	7,200	7,600	9,800	12,100	14,900	D	D	E
60030000	Walton	SR 20	CR-883/MADISON ST	US-331/SR-83	8,820	C	3.7%	7,900	8,400	9,400	10,400	11,900	13,000	15,600	18,800	D	E	E
60030000	Walton	SR 20	US-331/SR-83	SR-81	8,400	C	4.1%	5,600	5,600	6,300	7,100	7,700	9,800	12,000	14,700	D	D	E
60030000	Walton	SR 20	SR-81	West City Limits of Ebro	8,400	C	4.4%	4,600	5,000	6,000	6,500	6,700	8,300	10,300	12,800	C	D	D
60002000	Walton	SR 8 / I 10	OKALOOSA CO LINE	60002001 WB ON	63,000	C	2.6%	17,600	19,400	22,500	20,500	21,500	22,000	25,100	28,600	B	B	B
60002000	Walton	SR 8 / I 10	60002001 WB ON	60002006 EB OFF	63,000	C	6.0%	19,993	21,544	22,025	24,487	24,234	25,733	34,400	46,100	B	B	B
60002000	Walton	SR 8 / I 10	60002006 EB OFF	HOLMES CO LINE	63,000	C	1.9%	19,556	20,857	21,687	22,546	21,807	22,064	24,300	26,700	B	B	B
60010000	Walton	SR 10 / US 90	OKALOOSA CO LINE	SR-285	8,400	C	3.4%	5,100	5,100	5,600	5,900	6,600	6,700	7,900	9,400	C	C	D
60010000	Walton	SR 10 / US 90	CR-1087	US-331N/SR-187	16,400	C	1.8%	6,700	8,100	8,100	8,300	8,600	8,800	9,600	10,500	C	C	C
60010000	Walton	SR 10 / US 90 / US 331	US-331N/SR-187	SHOEMAKER DR	35,700	C	1.5%	12,200	12,600	12,900	13,300	13,900	13,700	14,700	15,800	C	C	C
60010000	Walton	SR 10 / US 90 / US 331	SHOEMAKER DR	US-331/SR-83	35,700	C	1.3%	13,300	13,700	15,200	15,400	16,000	15,700	16,700	17,900	C	C	C
60010000	Walton	SR 10 / US 90	7TH ST	N 1ST ST	9,405	C	1.2%	6,800	6,900	7,300	7,500	7,900	7,900	8,400	8,900	C	C	C
60010000	Walton	SR 10 / US 90	N 1ST ST	CR-183/KIDD RD	17,300	C	1.0%	4,800	4,600	4,800	4,900	5,800	5,100	5,400	5,600	B	B	B
60010000	Walton	SR 10 / US 90	CR-183/KIDD RD	CR-183/CO HWY 183 S	8,400	C	1.0%	2,800	2,800	3,200	3,200	3,100	3,100	3,300	3,400	B	B	B
60010000	Walton	SR 10 / US 90	CR-183/CO HWY 183 S	HOLMES CO LINE	8,400	C	1.0%	1,900	1,900	2,100	1,900	2,000	2,100	2,200	2,300	B	B	B
60020000	Walton	SR 30 / US 98	SNOWDRIFT RD	SANDESTIN BL	59,900	D	2.1%	48,500	51,000	47,000	49,000	51,000	50,000	55,400	61,500	C	C	F
60020000	Walton	SR 30 / US 98	SANDESTIN BL	CR-457/MACK BAYOU RD	62,895	D	6.0%	42,500	41,500	38,000	39,000	40,000	44,000	58,900	78,800	C	C	F
60020000	Walton	SR 30 / US 98	UNSIGNED	CR-393	40,300	C	3.7%	33,000	33,500	36,000	36,500	36,500	37,000	44,300	53,100	C	D	E
60020000	Walton	SR 30 / US 98	CR-393	US-331/SR-83	40,300	C	4.4%	30,500	31,000	31,500	34,000	33,500	36,000	44,700	55,400	C	D	E
60020000	Walton	SR 30 / US 98	US-331/SR-83	CR-283/BAY DR	40,300	C	4.1%	25,000	25,500	26,500	27,500	28,500	33,500	41,000	50,200	C	D	D
60020000	Walton	SR 30 / US 98	CR-283/BAY DR	CR-395	40,300	C	4.5%	21,000	21,500	22,000	24,500	27,000	29,500	36,800	46,000	C	C	D
60020000	Walton	SR 30 / US 98	CR-395	SHOPPING CENTER	30,765	C	5.2%	16,200	19,100	17,700	18,300	19,400	23,500	30,300	39,100	C	C	F
60020000	Walton	SR 30 / US 98	SHOPPING CENTER	BAY CO LINE	41,790	D	4.5%	21,000	24,000	25,000	26,000	26,000	28,000	34,900	43,600	C	C	F
60030000	Walton	SR 20	OKALOOSA CO LINE	CHIPPEWA DR	18,585	D	3.5%	8,600	9,500	9,900	11,300	11,800	12,600	14,900	17,700	C	C	D
60040000	Walton	SR 83 / US 331	US-98/SR-30	CR-3280	40,300	C	3.8%	13,400	14,000	15,000	16,300	17,300	18,500	22,300	26,800	B	B	C
60040000	Walton	SR 83 / US 331	CR-3280	SR-20	40,300	C	4.0%	13,900	14,500	15,700	15,600	18,900	20,000	24,300	29,500	B	B	C
60040000	Walton	SR 83 / US 331	SR-20	CR-883	40,300	C	6.0%	10,500	11,000	12,000	13,000	14,000	15,000	20,100	26,900	B	B	C
60040000	Walton	SR 83 / US 331	CR-883	MP 4.891 60050000	40,300	C	6.0%	13,700	14,300	15,400	16,500	17,500	19,000	25,400	34,000	B	B	C
60050000	Walton	SR 83 / US 331	0.826 S OF GENERAL BILL BROWN W	COY BURGESS LP	40,300	C	6.0%	13,700	14,300	15,400	16,500	17,500	19,000	25,400	34,000	B	B	C
60050000	Walton	SR 83 / US 331	COY BURGESS LP	60002008 EB ON	40,700	C	3.3%	15,300	15,400	17,100	18,800	19,900	21,000	24,700	29,000	B	B	C
60050000	Walton	SR 83 / US 331	60002008 EB ON	CR-280/BOB SIKES RD	35,700	C	1.0%	16,600	16,300	17,900	18,700	19,300	21,500	22,600	23,700	C	C	C
60050000	Walton	SR 83 / US 331	CR-280/BOB SIKES RD	US-90/SR-10	35,700	C	1.3%	16,600	17,100	17,500	18,200	18,000	21,000	22,400	23,800	C	C	C
60060000	Walton	SR 187 / US 331	US-90/US-331/SR-10	BOB MCCASKILL DR	15,120	C	1.2%	7,400	7,200	6,700	7,700	7,900	7,800	8,300	8,800	C	C	C
60060000	Walton	SR 187 / US 331	BOB MCCASKILL DR	CR-2A/C 2A	8,400	C	1.0%	2,800	3,200	2,800	3,400	3,000	3,300	3,500	3,600	B	B	B
60060000	Walton	SR 187 / US 331	CR-2A/C 2A	CR-147/WEBSTER LN	8,400	C	1.0%	3,200	3,400	3,100	3,000	3,400	3,700	3,900	4,100	B	B	B
60060000	Walton	SR 187 / US 331	CR-147/WEBSTER LN	ALABAMA STATE LINE	8,400	C	1.0%	4,433	4,017	4,386	4,488	4,380	4,500	4,700	5,000	B	B	C
60070000	Walton	SR 83	US-90/SR-10	WALTON RD	12,900	C	1.4%	7,900	8,500	9,100	9,500	9,700	9,800	10,500	11,300	C	C	C
60070000	Walton	SR 83	WALTON RD	SUNRISE RD	8,400	C	1.0%	6,900	6,900	7,500	7,500	8,200	7,600	8,000	8,400	C	C	C
60070000	Walton	SR 83	SUNRISE RD	CR-185/GUM CRK CHURC	8,400	C	2.3%	3,411	3,540	3,854	3,926	3,960	4,101	4,600	5,100	B	B	C
60070000	Walton	SR 83	CR-185/GUM CRK CHURC	CR-1084/CO HWY 1084	8,400	C	1.4%	1,750	2,000	1,950	2,200	2,300	2,400	2,600	2,800	B	B	B
60070000	Walton	SR 83	CR-1084/CO HWY 1084	CR-2/CO HWY 2 W	8,400	C	6.0%	1,700	1,600	2,100	2,600	2,200	2,600	3,500	4,700	B	B	B
60070000	Walton	SR 83	CR-2/CO HWY 2 W	CR-181	8,400	C	2.7%	1,450	1,400	1,550	1,650	2,100	1,900	2,200	2,500	B	B	B
60070000	Walton	SR 83	CR-181	ALABAMA STATE LINE	8,400	C	3.0%	1,300	1,450	1,300	1,400	1,450	1,750	2,000	2,300	B	B	B
60080000	Walton	SR 85	OKALOOSA CO LINE	TO CR-147	8,400	C	1.0%	2,700	2,900	3,100	2,800	3,500	3,200	3,400	3,500	B	B	B
60080000	Walton	SR 85	TO CR-147	ALABAMA STATE LINE	8,400	C	1.0%	3,000	2,900	3,000	2,900	3,300	3,200	3,400	3,500	B	B	B
60090000	Walton	SR 285	OKALOOSA CO LINE	60002002 EB OFF	8,400	C	3.5%	5,200	5,600	5,900	6,300	6,900	7,300	8,700	10,300	C	D	D
60090000	Walton	SR 285	60002002 EB OFF	US-90/SR-10	40,300	C	3.7%	7,600	7,600	8,600	9,200	10,000	10,500	12,600	15,200	B	B	B
60100000	Walton	SR 81	SR-20	ROCK HILL RD	8,400	C	4.1%	2,200	2,300	2,700	3,200	2,600	3,000	3,700	4,500	B	B	B
60100000	Walton	SR 81	ROCK HILL RD	CR-183/CO HWY 183	8,400	C	3.7%	2,200	2,100	2,700	2,900	2,800	2,400	2,900	3,500	B	B	B
60100000	Walton	SR 81	CR-183/CO HWY 183	HOLMES CO LINE	8,400	C	1.0%	2,600	2,500	2,800	2,800	2,700	2,700	2,800	3,000	B	B	B

Level of Service Analysis - Peak Hour - Peak Direction

Section			Segment		PH/PD Max	FDOT LOS	Design	Historical PH/PD Volumes						Future Trend Volumes		LOS		
Number	County	Roadway	From	To	Service Volume	Target	Growth Rate	2014	2015	2016	2017	2018	2019	2024	2029	2019	2024	2029
57010000	Okaloosa	SR 10 / US 90	SR-4	CR-4/ANTIOCH RD	430	C	6.0%	468	480	492	895	889	767	1,025	1,372	E	E	E
57010000	Okaloosa	SR 10 / US 90	OLD BETHEL RD	LINDBERG ST	525	C	1.0%	846	898	869	884	860	933	981	1,030	D	D	D
57010000	Okaloosa	SR 10 / US 90	LINDBERG ST	HICKORY AVE	500	C	1.3%	1,016	1,087	954	1,040	992	985	1,050	1,116	D	D	D
57010000	Okaloosa	SR 10 / US 90	HICKORY AVE	SR-85	525	C	1.0%	822	794	855	931	817	821	863	910	D	D	D
57010000	Okaloosa	SR 10 / US 90	SR-85	BRACKIN ST	500	C	1.0%	657	539	628	638	595	628	661	694	D	D	D
57030000	Okaloosa	SR 30 / US 98	PARRISH BLVD	0.178 W OF 57030114 EB ON	2,100	D	1.5%	2,279	2,331	2,279	2,436	2,514	2,713	2,918	3,138	F	F	F
57030000	Okaloosa	SR 30 / US 98	MEMORIAL PKWY SW	SR-189/BEAL PKWY SW	1,630	D	6.0%	1,598	1,650	1,571	1,755	1,650	1,773	2,375	3,175	F	F	F
57030000	Okaloosa	SR 30 / US 98	SR-189/BEAL PKWY SW	SR-85/EGLIN PKWY	1,630	D	1.4%	1,886	1,781	1,912	2,069	1,912	2,042	2,187	2,337	F	F	F
57030000	Okaloosa	SR 30 / US 98	SR-85/EGLIN PKWY	FLORIDA PL SE	1,549	D	2.8%	1,545	1,676	1,676	1,833	1,859	1,907	2,192	2,520	F	F	F
57030000	Okaloosa	SR 30 / US 98	FLORIDA PL SE	PERRY AVE SE	1,626	D	1.8%	1,833	1,912	1,859	2,043	1,938	1,988	2,171	2,369	F	F	F
57030000	Okaloosa	SR 30 / US 98	PERRY AVE SE	SANTA ROSA BLVD	1,712	D	2.3%	2,645	2,750	2,671	2,645	2,698	2,821	3,154	3,525	F	F	F
57030000	Okaloosa	SR 30 / US 98	SANTA ROSA BLVD	BRACKIN WAYSIDE PARK	1,712	D	2.3%	2,645	2,750	2,671	2,645	2,698	2,821	3,154	3,525	F	F	F
57030000	Okaloosa	SR 30 / US 98	COASTGUARD STATION	STAHLMAN AVE	1,712	D	1.8%	2,279	2,409	2,357	2,252	2,357	2,091	2,288	2,509	F	F	F
57030000	Okaloosa	SR 30 / US 98	STAHLMAN AVE	MAIN ST	1,712	D	6.0%	2,305	2,331	2,226	2,069	2,121	2,310	3,089	4,137	F	F	F
57030000	Okaloosa	SR 30 / US 98	MAIN ST	GULF SHORE DR	1,712	D	1.7%	2,488	2,619	2,567	2,750	2,619	2,767	3,009	3,272	F	F	F
57030000	Okaloosa	SR 30 / US 98	GULF SHORE DR	0.067 E OF RUNWAY PLAZA	2,100	D	1.2%	2,698	2,750	2,698	2,829	2,698	2,821	2,998	3,192	F	F	F
57030030	Okaloosa	SR 30 / US 98	0.096 E OF AIRPORT R	KELLY PLANTATION	2,636	D	6.0%	0	2,776	2,724	2,776	2,881	3,009	4,024	5,389	F	F	F
57030030	Okaloosa	SR 30 / US 98	KELLY PLANTATION	SR-293	3,171	D	2.8%	2,829	2,933	2,829	2,986	3,090	3,224	3,707	4,266	F	F	F
57030030	Okaloosa	SR 30 / US 98	SR-293	WALTON CO LINE	2,100	D	1.9%	2,157	2,232	2,255	2,360	2,391	2,794	3,068	3,374	F	F	F
57050000	Okaloosa	SR 85	57150005 SB ON	PJ ADAMS PKWY	1,607	C	2.8%	1,994	2,022	2,134	2,331	2,218	2,405	2,755	3,153	F	F	F
57050000	Okaloosa	SR 85	PJ ADAMS PKWY	MIRAGE AVE	1,827	C	1.0%	2,174	2,174	2,150	2,457	2,339	1,961	2,065	2,178	F	F	F
57050000	Okaloosa	SR 85	MIRAGE AVE	W REDSTONE AVE	1,827	C	6.0%	1,937	1,937	1,914	2,103	2,055	2,063	2,762	3,695	F	F	F
57050000	Okaloosa	SR 85	W REDSTONE AVE	S MAIN ST	1,827	C	1.0%	2,079	2,103	2,079	2,055	2,103	2,157	2,265	2,382	F	F	F
57050000	Okaloosa	SR 85	S MAIN ST	US-90/SR-10	500	C	1.0%	1,748	1,725	1,819	1,890	1,772	1,876	1,969	2,073	F	F	F
57060000	Okaloosa	SR 85	US-90/SR-10	LONG DR	500	C	1.0%	1,347	1,229	1,252	1,323	1,323	1,347	1,418	1,488	D	D	E
57060000	Okaloosa	SR 85	LONG DR	JONES RD	525	C	1.0%	1,347	1,299	1,229	1,252	1,299	1,347	1,418	1,488	D	D	D
57080000	Okaloosa	SR 4 / SR 189	CR189/GALIVER CUTOFF	US-90/SR-10	430	C	3.0%	492	557	539	605	545	569	658	759	D	D	E
57110000	Okaloosa	SR 189	SR-393/MARY ESTHER	SAMS CLUB	2,100	D	1.0%	2,410	2,457	2,363	2,386	2,244	2,315	2,433	2,556	F	F	F
57110000	Okaloosa	SR 189	SAMS CLUB	SR-188/RACETRACK RD	2,100	D	1.0%	1,914	1,937	1,914	1,961	2,008	2,008	2,112	2,216	D	F	F
57160000	Okaloosa	SR 293	END TOLL PLAZA CONC	57160113 NB OFF	924	D	1.7%	943	838	969	1,152	1,257	1,074	1,168	1,273	F	F	F
57002000	Okaloosa	SR 8 / I 10	SANTA ROSA CO LINE	57002002 EB OFF	3,500	C	2.5%	1,208	1,259	1,336	1,388	1,439	1,753	1,987	2,248	B	B	B
57002000	Okaloosa	SR 8 / I 10	57002002 EB OFF	57002006 EB OFF	3,500	C	2.9%	1,160	1,246	1,332	1,354	1,393	1,704	1,959	2,259	B	B	B
57002000	Okaloosa	SR 8 / I 10	57002006 EB OFF	WALTON CO LINE	3,500	C	2.6%	857	945	1,096	998	1,047	1,224	1,397	1,592	B	B	B
57003000	Okaloosa	SR 188	SR-189/BEAL PKWY	DENTON BLVD	1,712	D	1.0%	1,276	1,323	1,276	1,370	1,347	1,336	1,407	1,477	D	D	D
57003000	Okaloosa	SR 188	DENTON BLVD	MOONEY RD	2,100	D	1.0%	1,252	1,418	1,276	1,347	1,347	1,313	1,379	1,449	C	C	C
57003000	Okaloosa	SR 188	MOONEY RD	SR-85/EGLIN PKWY	2,100	D	1.0%	1,252	1,299	1,370	1,323	1,323	1,313	1,379	1,449	C	C	C
57010000	Okaloosa	SR 10 / US 90	SANTA ROSA CO LINE	CR-189/LOG LAKE RD	430	C	1.6%	190	190	213	207	207	198	213	234	B	B	B
57010000	Okaloosa	SR 10 / US 90	CR-189/LOG LAKE RD	CR189/GALIVER CUTOFF	430	C	1.7%	308	344	385	344	356	392	428	463	C	C	D
57010000	Okaloosa	SR 10 / US 90	CR189/GALIVER CUTOFF	SR-4	430	C	1.0%	314	296	344	290	320	327	344	362	C	C	C
57010000	Okaloosa	SR 10 / US 90	CR-4/ANTIOCH RD	OLD BETHEL RD	2,100	C	1.4%	654	671	681	695	703	729	781	840	B	B	B
57010000	Okaloosa	SR 10 / US 90	BRACKIN ST	FAIRCHILD RD	2,450	C	1.0%	520	558	506	510	548	558	586	614	B	B	B
57010000	Okaloosa	SR 10 / US 90	FAIRCHILD RD	CR-393/HWY 393	430	C	1.4%	344	349	349	344	379	384	413	441	C	C	D
57010000	Okaloosa	SR 10 / US 90	CR-393/HWY 393	WALTON CO LINE	430	C	3.4%	302	302	332	350	391	398	469	558	C	D	D
57030000	Okaloosa	SR 30 / US 98	SANTA ROSA CO LINE	PARRISH BLVD	3,240	D	1.0%	2,276	2,322	2,415	2,471	2,485	2,138	2,246	2,364	C	C	C
57030000	Okaloosa	SR 30 / US 98	0.178 W OF 57030114 EB ON	DOOLITTLE BLVD	3,240	D	6.0%	2,109	2,250	2,419	2,419	2,475	2,364	3,165	4,234	C	D	F
57030000	Okaloosa	SR 30 / US 98	DOOLITTLE BLVD	SR393MARY ESTHER BLV	2,100	D	1.4%	1,650	1,755	1,676	1,781	1,781	1,907	2,047	2,198	C	D	F
57030000	Okaloosa	SR 30 / US 98	SR393MARY ESTHER BLV	MEMORIAL PKWY SW	2,100	D	1.0%	1,440	1,493	1,467	1,519	1,519	1,639	1,725	1,811	C	C	C
57030000	Okaloosa	SR 30 / US 98	BRACKIN WAYSIDE PARK	COASTGUARD STATION	3,240	D	6.0%	0	1,646	1,992	1,988	1,987	2,297	3,073	4,116	C	D	F
57040000	Okaloosa	SR 85	57040029 TO/FROM	FIRST ST SE	1,209	D	1.0%	302	307	345	312	317	309	324	342	C	C	C
57040000	Okaloosa	SR 85	FIRST ST SE	4TH ST SE	2,636	D	1.0%	690	619	713	747	647	689	722	760	C	C	C
57040000	Okaloosa	SR 85	4TH ST SE	HOLLYWOOD BLVD SE	3,020	D	1.8%	1,654	1,725	1,796	1,819	1,748	1,688	1,843	2,012	C	C	C
57040000	Okaloosa	SR 85	HOLLYWOOD BLVD SE	WALTER MARTIN RD	3,020	D	1.1%	1,890	1,937	2,103	2,008	1,985	1,899	2,012	2,129	C	C	C
57040000	Okaloosa	SR 85	WALTER MARTIN RD	YACHT CLUB DR	3,020	D	1.0%	1,890	1,890	1,890	1,961	1,961	2,110	2,218	2,330	C	C	C
57040000	Okaloosa	SR 85	YACHT CLUB DR	MONAHAN DR	3,171	D	1.1%	2,197	2,481	2,481	2,339	2,457	2,345	2,471	2,607	C	C	C
57040000	Okaloosa	SR 85	MONAHAN DR	SR-188/RACE TRACK RD	3,020	D	1.4%	1,914	2,103	2,126	2,174	2,221	2,180	2,340	2,513	C	C	C
57040000	Okaloosa	SR 85	SR-188/RACE TRACK RD	RICHBOURG AVE	3,171	D	1.3%	2,032	2,079	2,174	2,221	2,197	2,298	2,452	2,612	C	C	C
57040000	Okaloosa	SR 85	RICHBOURG AVE	SR-397	2,100	D	1.0%	1,465	1,607	1,583	1,654	1,677	1,782	1,871	1,969	C	C	C
57040000	Okaloosa	SR 85	SR-397	SR-189	2,100	D	2.1%	860	969	921	912	1,040	1,125	1,247	1,383	C	C	C
57040000	Okaloosa	SR 85	SR-189	GEN ROBERT M BOND BL	2,100	D	2.2%	1,512	1,654	1,725	1,725	1,772	1,829	2,044	2,279	C	D	F
57040000	Okaloosa	SR 85	GEN ROBERT M BOND BL	57150002 NB ON	3,171	D	6.0%	1,961	2,150	2,055	2,103	2,174	2,274	3,043	4,075	C	C	F
57040000	Okaloosa	SR 85	57150002 NB ON	57150003 SB OFF	2,100	D	1.4%	1,236	1,376	1,404	1,488	1,488	1,500	1,608	1,721	C	C	C
57040000	Okaloosa	SR 85	57150003 SB OFF	FROM SR-190	2,100	D	1.4%	1,236	1,376	1,404	1,488	1,488	1,897	2,033	2,176	C	D	F
57040000	Okaloosa	SR 85	FROM SR-190	BAYOU PLAZA	1,630	D	1.2%	808	860	884	969	992	1,008	1,069	1,135	D	D	D
57040000	Okaloosa	SR 85	BAYOU PLAZA	SR-85	2,646	D	1.0%	2,032	1,937	2,055	2,150	2,174	2,227	2,340	2,462	D	D	D
57040000	Okaloosa	SR 85	SR-85	DAVIS DR	2,646	D	1.0%	1,914	1,866	1,866	1,985	2,032	2,063	2,166	2,279	D	D	D

Level of Service Analysis - Peak Hour - Peak Direction

Section			Segment		PH/PD Max	FDOT LOS	Design	Historical PH/PD Volumes						Future Trend Volumes		LOS		
Number	County	Roadway	From	To	Service Volume	Target	Growth Rate	2014	2015	2016	2017	2018	2019	2024	2029	2019	2024	2029
57040000	Okaloosa	SR 20	DAVIS DR	SR-285	2,520	D	1.0%	1,937	1,796	1,866	1,961	1,937	2,016	2,119	2,227	D	D	D
57040000	Okaloosa	SR 20	SR-285	PALM BLVD	2,520	D	1.0%	1,701	1,607	1,630	1,677	1,843	1,758	1,847	1,941	D	D	D
57040000	Okaloosa	SR 20	PALM BLVD	REVELL DR	2,100	D	1.0%	1,890	1,796	1,796	1,866	1,985	1,876	1,969	2,073	C	C	D
57040000	Okaloosa	SR 20	REVELL DR	EDGEWATER DR	2,100	D	1.0%	1,914	1,654	1,772	1,890	1,843	1,805	1,899	1,993	C	C	C
57040000	Okaloosa	SR 20	EDGEWATER DR	BAY DR	2,100	D	1.0%	1,725	1,677	1,748	1,843	1,866	1,876	1,969	2,073	C	C	D
57040000	Okaloosa	SR 20	BAY DR	WHITE POINT RD	2,100	D	1.0%	1,252	1,323	1,394	1,441	1,418	1,430	1,505	1,580	C	C	C
57040000	Okaloosa	SR 20	WHITE POINT RD	57160118 SB ON	2,100	D	6.0%	926	964	917	1,040	1,063	1,078	1,444	1,932	C	C	C
57040000	Okaloosa	SR 20	57160118 SB ON	WALTON CO LINE	924	D	3.5%	483	534	556	635	663	708	837	994	C	C	F
57040001	Okaloosa	SR 145	MIRACLE STRIP PKWY	FERRY RD SE	1,269	D	1.0%	1,054	1,035	1,044	917	1,025	1,236	1,300	1,365	D	E	F
57040001	Okaloosa	SR 145	FERRY RD SE	SR-85/EGLIN PKWY SE	1,149	D	1.6%	954	1,006	1,087	1,011	1,063	1,022	1,107	1,196	D	D	E
57040024	Okaloosa	SR 85	MIRACLE STRIP PKWY	SR-85/EGLIN PKWY SE	957	D	3.6%	378	383	439	435	411	422	502	600	C	D	D
57040025	Okaloosa	SR 397	EGLIN AFB E GATE	N BAYSHORE DR	1,712	D	1.0%	813	765	808	803	808	863	905	952	D	D	D
57040025	Okaloosa	SR 397	N BAYSHORE DR	SR-190	1,630	D	1.0%	912	945	945	992	992	1,032	1,083	1,139	D	D	D
57040026	Okaloosa	SR 397	GORE SR-85 NB	EGLIN AFB GATE	2,100	D	1.0%	524	529	548	539	529	511	539	563	C	C	C
57040027	Okaloosa	SR 190	SR-85	NORDBERG AVE	630	D	1.4%	175	175	175	170	198	206	220	234	C	C	C
57040027	Okaloosa	SR 190	NORDBERG AVE	0.043 E OF ROCKFORD ST	750	D	1.0%	161	151	156	161	170	169	178	188	C	C	C
57040027	Okaloosa	SR 190 / SR 397	CHICAGO AVE	SR-85	1,712	D	1.0%	1,110	1,040	1,087	1,158	1,134	1,102	1,158	1,219	D	D	D
57040028	Okaloosa	SR 190	BEGIN LT TURN TAPER	SR-397	750	D	1.0%	161	151	156	161	170	169	178	188	C	C	C
57040028	Okaloosa	SR 397	SR-397	CHICAGO AVE	1,630	D	1.0%	912	945	945	992	992	1,032	1,083	1,139	D	D	D
57040029	Okaloosa	SR 85	US-98/SR-30	PHYSICAL GORE	1,209	D	1.0%	302	307	345	312	317	309	324	342	C	C	C
57050000	Okaloosa	SR 85	SR-20/SR-85	COLLEGE BLVD	1,712	D	1.0%	647	657	671	690	690	685	717	755	C	C	C
57050000	Okaloosa	SR 85	COLLEGE BLVD	57160131 NB OFF	2,100	C	6.0%	0	0	0	889	782	801	1,072	1,437	B	B	C
57050000	Okaloosa	SR 85	57160131 NB OFF	57150005 SB ON	2,100	C	2.6%	1,009	1,045	1,075	1,080	1,096	1,101	1,253	1,422	B	B	C
57060000	Okaloosa	SR 85	JONES RD	CR-188/OLD BETHEL RD	1,827	C	1.5%	1,205	1,134	1,063	1,181	1,205	1,205	1,299	1,399	C	C	C
57060000	Okaloosa	SR 85	CR-188/OLD BETHEL RD	CR-85A/BILL LUNDY RD	1,827	C	6.0%	556	550	578	590	612	562	753	1,005	C	C	C
57060000	Okaloosa	SR 85	CR-85A/BILL LUNDY RD	CR-602	430	C	1.0%	193	196	195	192	193	185	195	205	B	B	B
57060000	Okaloosa	SR 85	CR-602	SECOND AVE	430	C	1.0%	237	231	249	213	225	243	255	267	C	C	C
57060000	Okaloosa	SR 85	SECOND AVE	CR-85A	430	C	1.0%	219	225	237	184	190	213	225	237	B	B	B
57060000	Okaloosa	SR 85	CR-85A	WALTON CO LINE	430	C	1.0%	178	190	178	154	178	190	202	207	B	B	B
57070000	Okaloosa	SR 189	SR-4	JOHN RILEY BARNHILL	430	C	3.5%	255	243	279	338	308	344	409	486	C	C	D
57070000	Okaloosa	SR 189	JOHN RILEY BARNHILL	CR-2/HWY 2	430	C	3.5%	184	178	225	219	249	273	326	385	C	C	C
57070000	Okaloosa	SR 189	CR-2/HWY 2	CR-180/C-180	430	C	1.6%	166	166	136	148	172	190	207	219	B	B	B
57070000	Okaloosa	SR 189	CR-180/C-180	ALABAMA STATE LINE	430	C	4.7%	142	160	178	178	207	225	285	356	B	C	C
57080000	Okaloosa	SR 4	SANTA ROSA CO LINE	CR189/GALIVER CUTOFF	430	C	1.0%	89	104	92	92	92	107	113	119	B	B	B
57090000	Okaloosa	SR 285	SR-20/JOHN SIMS PKWY	PALM BLVD	1,630	D	1.0%	402	373	335	397	373	359	378	397	C	C	C
57090000	Okaloosa	SR 285	PALM BLVD	COLLEGE BLVD	2,100	D	1.6%	425	402	387	411	416	378	411	444	C	C	C
57090000	Okaloosa	SR 285	COLLEGE BLVD	57160126 NB ON	452	C	1.4%	320	338	344	379	391	403	433	462	C	C	D
57090000	Okaloosa	SR 285	57160126 NB ON	WALTON CO LINE	430	C	3.5%	298	321	338	361	395	418	498	590	C	D	D
57110000	Okaloosa	SR 189	MIRACLE STRIP PKWYSW	HOLLYWOOD BLVD	1,712	D	1.0%	624	605	662	718	718	770	808	851	D	D	D
57110000	Okaloosa	SR 189	HOLLYWOOD BLVD	ALABAMA AVE NW	1,712	D	1.0%	921	969	926	992	964	1,016	1,068	1,120	D	D	D
57110000	Okaloosa	SR 189	ALABAMA AVE NW	MEMORIAL PKWY NW	1,712	D	1.0%	1,205	1,158	1,252	1,252	1,229	1,323	1,389	1,460	D	D	D
57110000	Okaloosa	SR 189	MEMORIAL PKWY NW	SR-393/MARY ESTHER	1,712	D	1.0%	1,299	1,323	1,347	1,394	1,370	1,488	1,564	1,644	D	D	D
57110028	Okaloosa	SR 393	US-98/SR-30	HOLLYWOOD BLVD	1,630	D	1.0%	884	907	936	940	907	865	907	954	D	D	D
57110028	Okaloosa	SR 393	HOLLYWOOD BLVD	ANCHORS ST NW	2,100	D	1.0%	1,134	1,205	1,205	1,205	1,181	1,181	1,243	1,304	C	C	C
57110028	Okaloosa	SR 393	ANCHORS ST NW	SHOPPING CENTER	2,100	D	1.0%	1,134	1,205	1,205	1,205	1,181	1,181	1,243	1,304	C	C	C
57110028	Okaloosa	SR 393	SHOPPING CENTER	SR-189/BEAL PKWY	2,100	D	1.0%	1,488	1,583	1,559	1,583	1,512	1,512	1,588	1,668	C	C	C
57130000	Okaloosa	SR 189	RACETRACK RD/HULBERT	GREEN ACRES RD	2,100	D	1.0%	1,559	1,488	1,559	1,583	1,536	1,607	1,687	1,777	C	C	C
57130000	Okaloosa	SR 189	GREEN ACRES RD	MOONEY RD	2,100	D	1.0%	1,323	1,338	1,384	1,427	1,471	1,514	1,591	1,671	C	C	C
57130000	Okaloosa	SR 189	MOONEY RD	GEN BOND BLVD	2,100	D	1.1%	1,418	1,488	1,512	1,607	1,725	1,701	1,796	1,899	C	C	C
57130000	Okaloosa	SR 189	GEN BOND BLVD	SR-85	2,100	D	1.1%	907	954	983	1,120	1,063	1,082	1,143	1,210	C	C	C
57130000	Okaloosa	SR 189	SR-85	SR-397/EGLIN BLVD	2,100	D	2.3%	586	595	624	624	647	657	737	822	C	C	C
57150000	Okaloosa	SR 123	SR-85 WB FRONTAGE RD	W END TURKEY CREEK BRIDGE	2,100	C	2.6%	972	996	1,020	1,186	1,245	1,275	1,446	1,642	B	C	C
57150002	Okaloosa	SR 123	SR-85	57040200 FRONTAGE	2,520	C	6.0%	769	845	845	997	873	944	1,268	1,690	B	B	C
57150003	Okaloosa	SR 123	SR-123	SR-85	2,520	C	6.0%	769	854	816	997	883	949	1,272	1,699	B	B	C
57150004	Okaloosa	SR 123	N END BRIDGE 570077	SR-85	2,544	C	6.0%	0	0	0	899	899	997	1,338	1,784	B	B	C
57150005	Okaloosa	SR 123	SR-85	N END BRIDGE 570177	2,544	C	6.0%	0	0	0	944	881	1,044	1,395	1,870	B	B	C
57160000	Okaloosa	SR 293	57160113 NB OFF	57160117 NB OFF	2,100	D	6.0%	822	880	875	1,063	990	1,011	1,351	1,812	C	C	C
57160000	Okaloosa	SR 293	57160117 NB OFF	57160124 SB ON	2,100	D	6.0%	383	540	456	624	551	534	714	956	C	C	C
57160000	Okaloosa	SR 293	57160124 SB ON	0.319 N OF 57160124 SB ON	850	C	6.0%	354	529	501	568	613	596	799	1,069	C	C	D
57160000	Okaloosa	SR 293	0.319 N OF 57160124 SB ON	57160128 SB ON	850	C	6.0%	354	529	501	568	613	629	843	1,128	C	C	D
57160000	Okaloosa	SR 293	57160128 SB ON	GORE 57160129/130	850	C	6.0%	304	428	405	551	518	528	707	944	C	C	D
57180000	Okaloosa	SR 210	SR-85 SB RAMPS	SR-85 NB RAMPS	452	C	6.0%	178	202	225	184	166	160	213	285	B	B	C
57518000	Okaloosa	SR 293	US-98/SR-30	LEGENDARY MARINE ENT	2,100	D	2.6%	1,126	1,116	1,116	1,257	1,388	1,310	1,488	1,687	C	C	C
57518000	Okaloosa	SR 293	LEGENDARY MARINE ENT	0.09 N OF MAXWELL GUNTER RD	1,190	D	1.7%	943	838	969	1,152	1,257	1,074	1,168	1,273	D	D	E
60010000	Walton	SR 10 / US 90	SR-285	CR-1087	430	C	2.8%	349	390	453	458	475	588	677	772	D	D	E

Level of Service Analysis - Peak Hour - Peak Direction

Section			Segment		PH/PD Max	FDOT LOS	Design	Historical PH/PD Volumes						Future Trend Volumes		LOS		
Number	County	Roadway	From	To	Service Volume	Target	Growth Rate	2014	2015	2016	2017	2018	2019	2024	2029	2019	2024	2029
60010000	Walton	SR 10 / SR 83 / US 90	US-331/SR-83	7TH ST	500	C	1.0%	461	554	516	526	510	542	569	601	D	D	D
60020000	Walton	SR 30 / US 98	CR-457/MACK BAYOU RD	UNSIGNED	2,100	C	3.1%	2,101	2,156	2,322	2,295	2,377	2,552	2,972	3,460	D	E	F
60020001	Walton	SR 30 / US 98	OKALOOSA CO LINE	SNOWDRIFT RD	2,100	D	1.9%	2,157	2,232	2,255	2,360	2,391	2,794	3,068	3,374	F	F	F
60030000	Walton	SR 20	CHIPPEWA DR	20 SPCS SITE C 6	430	C	3.6%	332	332	361	395	447	527	628	747	D	D	E
60030000	Walton	SR 20	20 SPCS SITE C 6	CR-883/MADISON ST	430	C	4.3%	298	298	344	412	435	555	685	844	D	D	E
60030000	Walton	SR 20	CR-883/MADISON ST	US-331/SR-83	452	C	3.7%	481	512	572	633	725	736	883	1,064	D	E	E
60030000	Walton	SR 20	US-331/SR-83	SR-81	430	C	4.1%	321	321	361	407	441	546	669	820	D	D	E
60030000	Walton	SR 20	SR-81	West City Limits of Ebro	430	C	4.4%	245	266	319	346	356	470	583	725	D	D	D
60002000	Walton	SR 8 / I 10	OKALOOSA CO LINE	60002001 WB ON	3,500	C	2.6%	857	945	1,096	998	1,047	1,229	1,402	1,598	B	B	B
60002000	Walton	SR 8 / I 10	60002001 WB ON	60002006 EB OFF	3,500	C	6.0%	1,020	1,099	1,124	1,249	1,236	1,457	1,948	2,610	B	B	B
60002000	Walton	SR 8 / I 10	60002006 EB OFF	HOLMES CO LINE	3,500	C	1.9%	1,022	1,090	1,133	1,178	1,139	1,232	1,357	1,491	B	B	B
60010000	Walton	SR 10 / US 90	OKALOOSA CO LINE	SR-285	430	C	3.4%	302	302	332	350	391	398	469	558	C	D	D
60010000	Walton	SR 10 / US 90	CR-1087	US-331N/SR-187	850	C	1.8%	364	440	440	450	467	498	544	595	C	C	C
60010000	Walton	SR 10 / US 90 / US 331	US-331N/SR-187	SHOEMAKER DR	1,827	C	1.5%	662	684	700	722	754	735	789	848	C	C	C
60010000	Walton	SR 10 / US 90 / US 331	SHOEMAKER DR	US-331/SR-83	1,827	C	1.3%	722	743	825	836	868	842	896	960	C	C	C
60010000	Walton	SR 10 / US 90	7TH ST	N 1ST ST	475	C	1.2%	369	374	396	407	429	424	451	477	C	C	D
60010000	Walton	SR 10 / US 90	N 1ST ST	CR-183/KIDD RD	850	C	1.0%	260	250	260	266	315	274	290	300	B	B	B
60010000	Walton	SR 10 / US 90	CR-183/KIDD RD	CR-183/CO HWY 183 S	430	C	1.0%	160	160	183	183	178	176	187	193	B	B	B
60010000	Walton	SR 10 / US 90	CR-183/CO HWY 183 S	HOLMES CO LINE	430	C	1.0%	108	108	120	108	114	120	125	131	B	B	B
60020000	Walton	SR 30 / US 98	SNOWDRIFT RD	SANDESTIN BL	3,020	D	2.1%	2,540	2,671	2,462	2,567	2,671	2,687	2,977	3,304	C	D	F
60020000	Walton	SR 30 / US 98	SANDESTIN BL	CR-457/MACK BAYOU RD	3,171	D	6.0%	2,226	2,174	1,990	2,043	2,095	2,495	3,341	4,469	C	F	F
60020000	Walton	SR 30 / US 98	UNSIGNED	CR-393	2,100	C	3.7%	1,825	1,852	1,990	2,018	2,018	2,098	2,512	3,012	C	D	E
60020000	Walton	SR 30 / US 98	CR-393	US-331/SR-83	2,100	C	4.4%	1,686	1,714	1,742	1,880	1,852	2,042	2,535	3,142	C	D	F
60020000	Walton	SR 30 / US 98	US-331/SR-83	CR-283/BAY DR	2,100	C	4.1%	1,382	1,410	1,465	1,520	1,576	1,900	2,325	2,847	C	D	E
60020000	Walton	SR 30 / US 98	CR-283/BAY DR	CR-395	2,100	C	4.5%	1,161	1,189	1,216	1,355	1,493	1,561	1,947	2,434	C	C	D
60020000	Walton	SR 30 / US 98	CR-395	SHOPPING CENTER	1,607	C	5.2%	849	1,000	927	959	1,016	1,263	1,628	2,101	C	D	F
60020000	Walton	SR 30 / US 98	SHOPPING CENTER	BAY CO LINE	2,100	D	4.5%	1,100	1,257	1,310	1,362	1,362	1,504	1,875	2,343	C	C	F
60030000	Walton	SR 20	OKALOOSA CO LINE	CHIPPEWA DR	924	D	3.5%	483	534	556	635	663	713	844	1,002	C	C	F
60040000	Walton	SR 83 / US 331	US-98/SR-30	CR-3280	2,100	C	3.8%	816	853	913	993	1,053	1,032	1,244	1,495	B	B	C
60040000	Walton	SR 83 / US 331	CR-3280	SR-20	2,100	C	4.0%	846	883	956	950	1,151	1,115	1,355	1,645	B	C	C
60040000	Walton	SR 83 / US 331	SR-20	CR-883	2,100	C	6.0%	639	670	731	792	853	836	1,121	1,500	B	B	C
60040000	Walton	SR 83 / US 331	CR-883	MP 4.891 60050000	2,100	C	6.0%	834	871	938	1,005	1,066	1,060	1,416	1,896	B	C	C
60050000	Walton	SR 83 / US 331	0.826 S OF GENERAL BILL BROWN W	COY BURGESS LP	2,100	C	6.0%	834	871	938	1,005	1,066	1,060	1,416	1,896	B	C	C
60050000	Walton	SR 83 / US 331	COY BURGESS LP	60002008 EB ON	2,120	C	3.3%	932	938	1,041	1,145	1,212	1,171	1,377	1,617	B	C	C
60050000	Walton	SR 83 / US 331	60002008 EB ON	CR-280/BOB SIKES RD	1,827	C	1.0%	901	885	971	1,015	1,047	1,153	1,212	1,271	C	C	C
60050000	Walton	SR 83 / US 331	CR-280/BOB SIKES RD	US-90/SR-10	1,827	C	1.3%	901	928	950	988	977	1,126	1,202	1,277	C	C	C
60060000	Walton	SR 187 / US 331	US-90/US-331/SR-10	BOB MCCASKILL DR	746	C	1.2%	402	391	364	418	429	442	470	498	C	C	C
60060000	Walton	SR 187 / US 331	BOB MCCASKILL DR	CR-2A/C 2A	430	C	1.0%	160	183	160	195	172	187	198	204	B	B	B
60060000	Walton	SR 187 / US 331	CR-2A/C 2A	CR-147/WEBSTER LN	430	C	1.0%	183	195	178	172	195	209	221	232	B	B	B
60060000	Walton	SR 187 / US 331	CR-147/WEBSTER LN	ALABAMA STATE LINE	430	C	1.0%	269	244	266	272	266	255	266	283	C	C	C
60070000	Walton	SR 83	US-90/SR-10	WALTON RD	670	C	1.4%	429	461	494	516	526	526	563	606	C	C	C
60070000	Walton	SR 83	WALTON RD	SUNRISE RD	430	C	1.0%	395	395	430	430	470	430	453	476	C	D	D
60070000	Walton	SR 83	SUNRISE RD	CR-185/GUM CRK CHURC	430	C	2.3%	221	230	250	255	257	232	260	289	B	C	C
60070000	Walton	SR 83	CR-185/GUM CRK CHURC	CR-1084/CO HWY 1084	430	C	1.4%	100	115	112	126	132	136	147	159	B	B	B
60070000	Walton	SR 83	CR-1084/CO HWY 1084	CR-2/CO HWY 2 W	430	C	6.0%	97	92	120	149	126	147	198	266	B	B	C
60070000	Walton	SR 83	CR-2/CO HWY 2 W	CR-181	430	C	2.7%	83	80	89	95	120	108	125	142	B	B	B
60070000	Walton	SR 83	CR-181	ALABAMA STATE LINE	430	C	3.0%	74	83	74	80	83	99	113	130	B	B	B
60080000	Walton	SR 85	OKALOOSA CO LINE	TO CR-147	430	C	1.0%	155	166	178	160	200	181	193	198	B	B	B
60080000	Walton	SR 85	TO CR-147	ALABAMA STATE LINE	430	C	1.0%	172	166	172	166	189	181	193	198	B	B	B
60090000	Walton	SR 285	OKALOOSA CO LINE	60002002 EB OFF	430	C	3.5%	298	321	338	361	395	413	493	583	C	D	D
60090000	Walton	SR 285	60002002 EB OFF	US-90/SR-10	2,100	C	3.7%	435	435	493	527	573	595	713	861	B	B	B
60100000	Walton	SR 81	SR-20	ROCK HILL RD	430	C	4.1%	126	132	155	183	149	170	209	255	B	B	C
60100000	Walton	SR 81	ROCK HILL RD	CR-183/CO HWY 183	430	C	3.7%	126	120	155	166	160	136	164	198	B	B	B
60100000	Walton	SR 81	CR-183/CO HWY 183	HOLMES CO LINE	430	C	1.0%	148	142	159	159	154	154	159	171	B	B	B

Appendix C: TPO Summary Tables

The O-W TPO Summary is detailed in **Table 21**.

Table 21. Okaloosa-Walton TPO CMP Major Update Data Summary

CMP Objective	Performance Measure	Data Source	2015			2016			2017			2018			2019		
			O-W TPO	Okaloosa	Walton	O-W TPO	Okaloosa	Walton	O-W TPO	Okaloosa	Walton	O-W TPO	Okaloosa	Walton	O-W TPO	Okaloosa	Walton
Options to Reduce Travel Demand	% Car, Truck, Van – Car Pooled to work	ACS	8.3%	7.8%	10.1%	8.5%	8.1%	10.0%	8.8%	8.6%	9.3%	8.7%	8.6%	9.2%	9.3%	9.1%	10.2%
	% Pedestrian Facility SHS Coverage	FDOT	-														
	% Bicycle Facility SHS Coverage	FDOT	-														
	Passengers per Revenue Mile (Fixed route and demand response)	FTA National Transit Database (NTD)	-	0.2			0.2			0.1			0.2			0.1	
Improve Safety	Serious Injury Rates per Annual 100 Million Vehicle Miles of Travel (MVMT)	FDOT Crash Analysis Reporting (CAR)	6.751	5.892	8.268	5.774	5.689	5.924	5.845	6.609	4.515	3.004	2.626	3.650			
	Fatality Rates per Annual 100 MVMT	FDOT Crash Analysis Reporting (CAR)	1.367	1.741	0.709	1.072	0.905	1.367	1.451	1.544	1.290	0.732	0.794	0.626			
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	FDOT/ALDOT															
Provide Reliable and Efficient Transportation Options	Percent of facilities with LOS D, E, or F	FDOT LOS Tables	26%	35%	5%	28%	36%	11%	29%	36%	13%	30%	36%	15%	32%	39%	15%
System Preservation	# of Resurfacing Projects in TIP/Total Projects in TIP	FDOT Transportation Improvement Program (TIP)															

Appendix D: Resolution

RESOLUTION O-W 21-14

A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2045 LONG-RANGE TRANSPORTATION PLAN CONGESTION MANAGEMENT PROCESS PLAN AND SYSTEM PERFORMANCE REPORT

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) is the metropolitan planning organization designated by the governor of Florida as being responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process for the Okaloosa-Walton Metropolitan Planning Area; and

WHEREAS, the Okaloosa-Walton TPO Long-Range Transportation Plan (LRTP) 2045 update, which is developed pursuant Part 23 §450.322, Code of Federal Regulations (CFR) and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) approved the LRTP 2045 updated Scope of Services on May 21, 2020; and

WHEREAS, a task in the LRTP 2045 updated Scope of Service is the Congestion Management Process Plan and System Performance Report; and

WHEREAS, the Congestion Management Process Plan and System Performance Report was reviewed by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT);

NOW, THEREFORE, BE IT RESOLVED BY THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:

The Okaloosa-Walton TPO adopts the Congestion Management Process Plan and System Performance Report for the 2045 Long-Range Transportation Plan.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization held on this 17th day of June 2021.

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION STATE OF FLORIDA

ATTEST: _____

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Nathan Boyles, Chair

EMERALD COAST
REGIONAL COUNCIL