

Okaloosa-Walton Transportation Planning Organization  
2045 Long Range Transportation Plan

# GOALS & OBJECTIVES

February 2021





Tables of Contents

1.0 Introduction.....1

2.0 Planning Factors and Guiding Documents.....4

2.1 Federal Requirements.....4

2.1.1 New Planning Factors (FAST Act).....4

2.2 Federal Expectations and Emerging Issues.....7

2.3 Federal Certification.....10

2.4 Statewide Planning Efforts.....10

2.4.1 Florida Transportation Plan (2015).....10

2.4.2 Florida Strategic Highway Safety Plan (SHSP).....12

2.4.3 Florida Bicycle and Pedestrian Strategic Safety Plan (2017).....13

2.4.4 Florida Greenways and Trails System Plan.....14

2.4.5 Florida Intelligent Transportation Systems (ITS) Strategic Plan.....15

2.4.6 FDOT Planning Emphasis Areas.....15

2.4.7 FDOT Shared Use Non-Motorized (SUN) Trail.....18

2.5 Regional and Local Planning Efforts.....19

2.5.1 Comprehensive Economic Development Strategy.....20

2.5.2 Tri-County Growth Management Plan.....21

2.5.3 Okaloosa County Comprehensive Plan.....21

2.5.4 Okaloosa County Transit Development Plan.....22

2.5.5 Walton County Comprehensive Plan.....23

2.5.6 Walton County CR 30A Intermodal Strategic Mobility and Transportation Feasibility Study.....23

2.5.7 Walton County Neighborhood Plan.....24

2.5.8 Walton County Mobility Fee.....25

2.5.9 Bay-Walton Sector Plan.....25

2.5.10 Bob Sikes Airport Master Plan Update.....26

2.5.11 Crestview Comprehensive Plan 2020.....27

2.5.12 Crestview Comprehensive Transportation Plan.....28

2.5.13 Crestview Community Redevelopment Area Master Plan.....29

2.5.14 Crestview Strategic Plan 2020.....29

2.5.15 DeFuniak Springs 2025 Comprehensive Plan.....30

2.5.16 DeFuniak Springs Community Redevelopment Strategic Plan 2019.....31

2.5.17 Destin Comprehensive Plan 2020.....32



2.5.18 Destin 2017 Biennial Transportation District Monitoring Report..... 34

2.5.19 Destin Pathways Master Plan, 2009 Update..... 34

2.5.20 Eglin Air Force Base Joint Land Use Study ..... 35

2.5.21 Eglin AFB Integrated Natural Resources Management Plan..... 35

2.5.22 Fort Walton Beach Comprehensive Plan ..... 36

2.5.23 Fort Walton Beach Community Redevelopment Area Plan..... 37

2.5.24 Fort Walton Beach Commerce and Technology Park Master Plan..... 38

2.5.25 Fort Walton Beach Downtown Master Plan..... 39

2.5.26 Destin-Fort Walton Beach Airport Master Plan Update..... 40

2.5.27 Destin-Fort Walton Beach Airport Terminal Area Study..... 40

2.5.28 Freeport Comprehensive Plan..... 41

2.5.29 Mary Esther ..... 42

2.5.30 Niceville Comprehensive Plan 2035..... 42

2.5.31 Niceville Community Redevelopment Agency Plan ..... 43

2.5.32 Shalimar Comprehensive Plan ..... 43

2.5.33 Valparaiso Comprehensive Plan..... 44

2.5.34 Valparaiso Strategic Plan ..... 45

3.0 Goals and Objectives (2045)..... 46

4.0 Incorporation of Planning Factors ..... 50

4.1 Federal Requirements ..... 50

4.2 Federal Expectations and Emerging Issues..... 53

Appendices ..... 56

Appendix A: O-W 2040 LRTP Adopted Vision, Mission, Goals & Objectives..... 57

Appendix B: 2045 Steering Committee Formation ..... 61

Appendix C: 2045 Steering Committee Meeting #1 Summary ..... 62

Appendix D: 2045 Steering Committee Meeting #2 Summary ..... 65

Appendix E: 2045 Draft Goals and Objectives for Review ..... 68

Appendix F: 2045 Goals and Objectives Adoption Resolution..... 72



List of Figures

Figure 1. Okaloosa-Walton Transportation Planning Area .....1

Figure 2. Federal Planning Factors.....5

**List of Tables**

Table 1. Federal Planning Factors .....	6
Table 2. Federal Expectations and Emerging Issues .....	7
Table 3. Florida Transportation Plan Policy Element Goals and Objectives.....	11
Table 4. Florida Strategic Highway Safety Plan: Safety Emphasis Areas .....	12
Table 5. Florida Bicycle and Pedestrian Strategic Plan: Emphasis Areas.....	13
Table 6. Florida Greenways and Trails System Plan .....	14
Table 7. Florida Intelligent Transportation System Strategic Plan.....	15
Table 8. State Planning Factors – FDOT Planning Emphasis Areas .....	16
Table 9. FDOT Shared Use Non-Motorized (SUN) Trail.....	19
Table 10. Comprehensive Economic Development Strategy .....	20
Table 11. Okaloosa County Comprehensive Plan - Transportation Goals .....	22
Table 12. Okaloosa County Transit Development Plan - Goals.....	23
Table 13. Walton County Comprehensive Plan Goals – Transportation Element.....	23
Table 14. Walton County Inlet Beach Neighborhood Plan – Street Network Goals .....	25
Table 15. Bob Sikes Airport Master Plan Update - Goals .....	27
Table 16. Crestview Comprehensive Plan 2020 – Transportation Element Objectives.....	28
Table 17. Crestview Comprehensive Transportation Plan - Goals.....	28
Table 18. Crestview CRA Master Plan - Recommendations.....	29
Table 19. DeFuniak Springs Comprehensive Plan – Transportation Element Objectives.....	31
Table 20. Destin Comprehensive Plan – Transportation Element Objectives .....	33
Table 21. Eglin Air Force Base JLUS - Goals .....	35
Table 22. Fort Walton Beach Comprehensive Plan – Transportation Element Objectives.....	36
Table 23. Fort Walton Beach CRA Plan – Transportation Objectives .....	38
Table 24. Fort Walton Beach CTP Master Plan – Transportation and Infrastructure Objectives .....	39
Table 25. Destin-Fort Walton Beach Airport Master Plan Update Goals.....	40
Table 26. Freeport Comprehensive Plan – Transportation Element Objectives.....	41
Table 27. Niceville Comprehensive Plan – Transportation Element Goals.....	42
Table 28. Shalimar Comprehensive Plan – Transportation Element Goals .....	44
Table 29. Valparaiso Comprehensive Plan – Transportation Element Objectives .....	44
Table 30. Valparaiso Strategic Plan Goals.....	45
Table 31. 2045 Goals and Objectives (Adopted) .....	46
Table 32. Incorporation of Planning Factors – Federal Requirements.....	50
Table 33. Incorporation of Planning Factors – Federal Expectations and Emerging Issues .....	53
Table 34. 2040 LRTP Goals & Objectives.....	57
Table 35. 2045 Goals and Objectives (Adopted) .....	68



**Acronyms & Abbreviations****A**

ACES	Automated and Connected Vehicles
ADA	Americans with Disabilities Act
ADS	Automated Driving System
AFB	Air Force Base
AFV	Alternatively Fuel Vehicle
AICUZ	Air Installations Compatibility Use Zone
AV	Automated Vehicles

**C**

CAC	Citizens Advisory Committee
CEDS	Comprehensive Economic Development Strategy
CFR	Code of Federal Regulations
CRA	Community Redevelopment Area
CTP	Commerce and Technology Park
CV	Connected Vehicles

**D**

DTS	Destin Executive Airport
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**E**

EAV	Electric and Autonomous Vehicles
ECAT	Escambia County Area Transit
ECRC	Emerald Coast Regional Council

**F**

FAST	Fixing America's Surface Transportation
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
FWB	Fort Walton Beach

**G**

GPC	General Planning Consultant
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**H**

HSIP	Highway Safety Improvement Program
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**I**

INRMP	Integrated Natural Resources Management Plan
ITS	Intelligent Transportation System

**J**

JLUS	Joint Land Use Study
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**L**

LRTP	Long Range Transportation Plan
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**M**

MAP-21	Moving Ahead for Progress in the 21st Century
MOD	Mobility on Demand
MMTD	Multimodal Transportation District
MPO	Metropolitan Planning Organization
MPOAC	MPO Advisory Council
MTP	Metropolitan Transportation Plan

**N**

NPA	Neighborhood Plan Amendment
NFTCA	Northwest FL Transportation Corridor Authority

**O**

O-W	Okaloosa-Walton
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**P**

PD&E	Project Development and Environment
PEA	Planning Emphasis Areas
PPP	Public Participation Plan

**S**

§	section or paragraph
SCORP	Statewide Comprehensive Outdoor Recreation Plan
S.R.	state road
SHSP	Strategic Highway Safety Plan
SIS	Strategic Intermodal System
SRPP	Strategic Regional Policy Plan
STRAHNET	Strategic Highway Network
SWOT	Strengths, Weaknesses, Opportunities, and Threats

**T**

TCC	Technical Coordinating Committee
TCEA	Transportation Concurrency Exception Area
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TSM	Transportation Systems Management

**U**

UPWP	Unified Planning Work Program
U.S.	United States
U.S.C.	United States Code

**V**

VMT	Vehicle Miles Travelled
VPS	Destin-Fort Walton Beach Airport

**W**

WFRPC	West Florida Regional Planning Council
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## 1.0 Introduction

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 which consists of the southern portions of Okaloosa and Walton Counties in Florida, seen in **Figure 1**.

**Figure 1. Okaloosa-Walton Transportation Planning Area**





To shape and update the 2045 LRTP goals and objectives, the following sources were referenced: federal transportation legislation: 23 CFR § 450.306, 23 CFR § 450.324, Florida Transportation Plans, the Florida Department of Transportation (FDOT) Metropolitan Planning Organization (MPO) Program Management Handbook, local government comprehensive plans, and the goals and objectives from the O-W TPO 2040 LRTP. The following is a synopsis of the process used to develop the 2045 Goals and Objectives.

- New and updated federal and state requirements were evaluated for policy-level changes (**Section 2.0**).
- Goals and Objectives originally included in the 2040 LRTP were expanded upon and refined in the 2045 Goals and Objectives, to include additional evaluation provided in other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy (summarized in **Section 2.4** and **2.5**).
- The 2040 Goals and Objectives were edited to suggest recommended changes for review by Emerald Coast Regional Council (ECRC) staff and the Steering Committee. The formation and composition of the Steering Committee is provided in **Appendix B**.
- The Steering Committee met twice to review and discuss the new requirements and recommended changes. Additional input was provided by the Steering Committee in both meetings. The Steering Committee meetings and results are summarized in **Appendix C** (Meeting 1) and **Appendix D** (Meeting 2).
- The draft 2045 Goals and Objectives were presented to the O-W Transportation Planning Organization Board on January 21, 2021; including presentation to the Technical Coordinating Committee and the Citizens Advisory Committee (**Appendix E**).
- A public meeting was held in October 2020 to review the recommendations from the first Steering Committee meeting. Prior to the public meeting, notice was also provided to the environmental agencies and Tribes. Additional public input was received and incorporated (**Appendix F**).





The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the O-W TPO 2045 LRTP. These statements guide the development of the plan update. For the 2045 LRTP, the vision and mission statements were modified from the 2040 LRTP statements:

- **2045 Vision:** Our vision is to provide a high quality, safe, efficient, reliable, and cost-effective multimodal transportation system that enhances economic vitality, military missions, and quality of life while protecting the environment and promoting efficient system management and operation.
- **2045 Mission:** To preserve and enhance reliable transportation systems that are safe, efficient, resilient, socially and environmentally responsible, technologically advanced, financially constrained, coordinated with land use patterns, and allow for modal choice.

Based on review of the 2040 Goals and Objectives, and review of the federal, state, local, and regional planning documents and requirements, there were two major changes to the Goals for the 2045 Goals & Objectives. The finalized 2045 Goals & Objectives can be seen in **Section 3.0**. Matrixes of the Goals & Objectives and their implementation of federal and state requirements are available in **Section 4.0**.



## 2.0 Planning Factors and Guiding Documents

The following section is a summary of the planning factors and guiding documents that were reviewed to develop the 2045 Goals and Objectives, beginning with federal and state requirements. As an expanded element for the 2045 Goals and Objectives, additional evaluation was prepared for other guiding documents such as regional and local plans that provide overall direction or guidance on transportation policy. Project-specific plans were not reviewed (such as FDOT Project Development and Environment (PD&E) Studies) as they do not generally set policy-level direction but rather focus on project-specific issues which will be carried forward in the Needs Plan.

### 2.1 Federal Requirements

Federal law<sup>1</sup> requires an MPO to address ten (10) Planning Factors as a part of its planning processes: (1) Safety, (2) Security, (3) Accessibility and Mobility, (4) Multimodal Connectivity, (5) System Preservation, (6) Economic Vitality, (7) Environmental Quality, (8) System Efficiency, (9) Resiliency & Reliability, and (10) Travel & Tourism. These factors are shown in **Figure 2** and further explained in **Table 1** as summarized from the FDOT MPO Program Management Handbook (July 2020).<sup>2</sup> The degree to which the factors are considered vary depending on the unique conditions of the area.

#### 2.1.1 New Planning Factors (FAST Act)

Previously, the O-W 2040 LRTP followed guidance of the Moving Ahead for Progress in the 21st Century Act, or MAP-21, to develop the previous goals and objectives. MAP-21 was adopted in July 2012 and had eight planning factors. Of these eight, each of the 2040 LRTP goals and objectives were connected back to at least one of these planning factors. However, following MAP-21 was the passage of the Fixing America's Surface Transportation (FAST) Act. The FAST Act was passed on December 4, 2015 and the final rulemaking as of May 27, 2016 resulted in two additional planning factors to MAP-21: (1) improving the resiliency and reliability of the transportation system and reducing or mitigating storm water impacts of surface transportation; and (2) enhancing travel and tourism. Both of these Planning Factors were accounted for in the O-W 2040 LRTP.

Additional Planning Emphasis Areas (PEAs), Expectations, and Emerging Issues are discussed in the following sections, including Automated, Connected, Electric, and Shared-Use Vehicles (ACES). While

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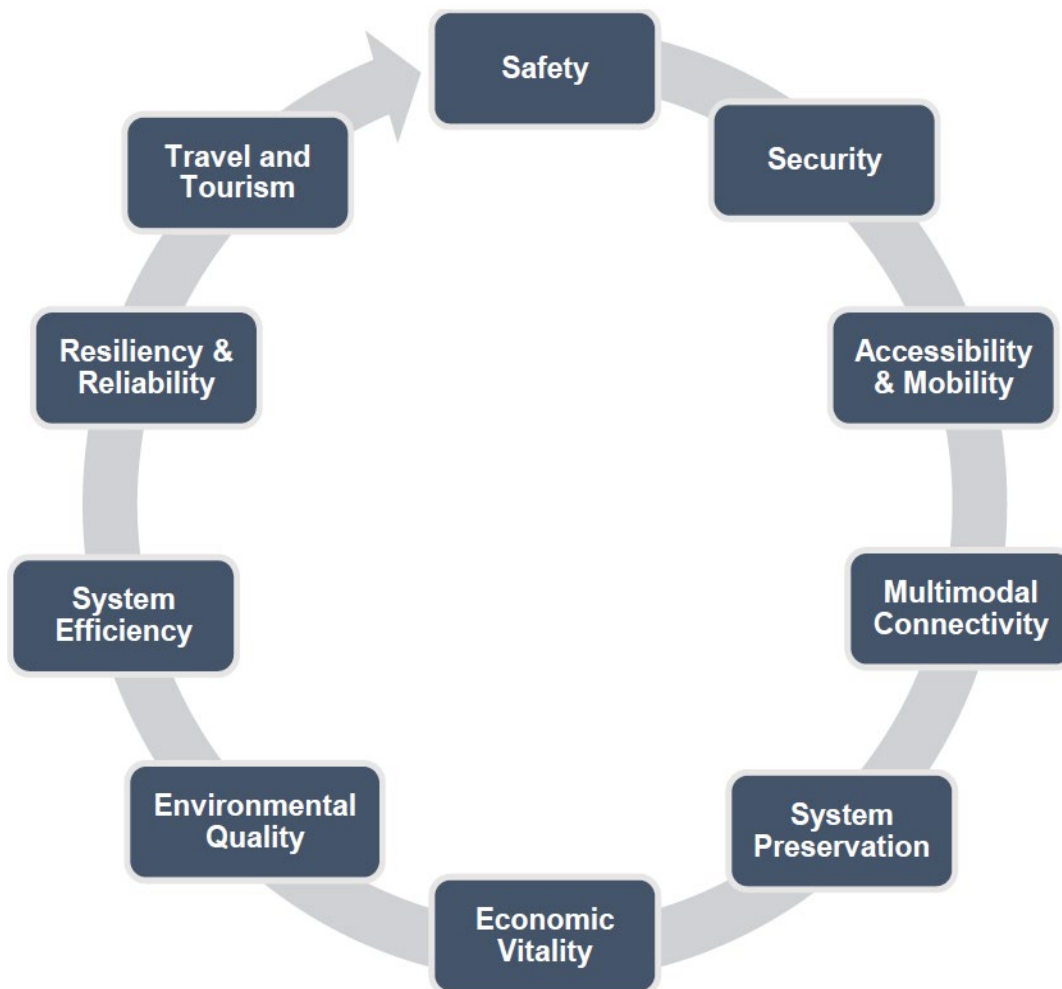
<sup>1</sup> 23 C.F.R. 450.306(b) 81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016.

<sup>2</sup> FDOT, Office of Policy Planning. (2020, July 10). MPO Program Management Handbook, Section 4.3. Retrieved from [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff\\_29](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff_29)



ACES was not included as a new Planning Factor in the federal requirements, there is additional emphasis on how to incorporate ACES into the LRTP.

**Figure 2. Federal Planning Factors**




**Table 1. Federal Planning Factors**

Item	Planning Factor	Description	Source
<b>F1</b>	Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
<b>F2</b>	Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
<b>F3</b>	Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
<b>F4</b>	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
<b>F5</b>	System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
<b>F6</b>	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
<b>F7</b>	Environmental Quality	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	23 CFR 450.306(b)(5)
<b>F8</b>	System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)
<b>F9</b>	Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
<b>F10</b>	Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)

## 2.2 Federal Expectations and Emerging Issues

In consultation with both the Metropolitan Planning Organization Advisory Council (MPOAC) and FDOT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* (January 2018).<sup>3</sup> This memorandum documents the federal expectations for meeting the requirements to be addressed in the next cycle of LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs, respectively. The Federal Expectations and Emerging Issues are summarized in **Table 2**.

**Table 2. Federal Expectations and Emerging Issues**

Item	Expectation/Issue	Description	Source
E1	Public Involvement Strategies	Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)
E2	Public Involvement / Tribal / Agency Consultation	Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) (c), (d), (e); 23 CFR 450.324(g)
E3	Measures of Effectiveness	MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(x)
E4	Fiscal Constraint	Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)

<sup>3</sup> FHWA. (2018, January 10). *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs*. Retrieved from <https://www.fdot.gov/docs/default-source/planning/Policy/metrosupport/Resources/LRTP-Expectations-2018.pdf>





## GOALS & OBJECTIVES

Item	Expectation/Issue	Description	Source
<b>E5</b>	Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration	Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2) (d)(4)(ii); 23 CFR 324(h)
<b>E6</b>	Freight	Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324(b), (f)(1), (f)(5)
<b>E7</b>	Environmental Mitigation	The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)
<b>E8</b>	Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.322
<b>E9</b>	Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
<b>E10</b>	Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324
<b>E11</b>	Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets.	Jan 2018 Strategies Memo and 23 CFR 450.306(d)



## GOALS & OBJECTIVES

Item	Expectation/Issue	Description	Source
<b>E12</b>	Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Jan 2018 Strategies Memo
<b>E13</b>	Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	Jan 2018 Strategies Memo
<b>E14</b>	Summary of Public Involvement Strategies	Summarize outreach information, and append additional information to LRTP.	Jan 2018 Strategies Memo
<b>E15</b>	Impact Analysis / Data Validation	Have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan.	Jan 2018 Strategies Memo
<b>E16</b>	FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP.	Jan 2018 Strategies Memo
<b>E17</b>	Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	Jan 2018 Strategies Memo
<b>E18</b>	Scenario Planning	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo



## 2.3 Federal Certification

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years. A TMA is designated by the U.S. Secretary of Transportation for urbanized areas with a population of at least 200,000. TMA Certification Reviews are not required for the Okaloosa-Walton TPO in 2020.<sup>4</sup> However, while Okaloosa-Walton is not a TMA yet, this can potentially change after the 2020 U.S. Census if the area population increases to at least 200,000.

## 2.4 Statewide Planning Efforts

Florida has implemented statewide system transportation, safety, bicycle/pedestrian, and intelligent transportation systems (ITS) planning efforts. The O-W TPO coordinates with FDOT for support in addressing a strategy for future improvements regarding emerging issues and proactive improvements within the TPO's metropolitan planning area.

### 2.4.1 Florida Transportation Plan (2015)

The Florida Transportation Plan (FTP)<sup>5</sup> is the overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida's transportation system created by, and providing direction to, FDOT and all organizations that are involved in planning and managing Florida's transportation system including statewide, regional, and local partners. The FTP fulfills the requirements established in Florida Statutes Title 26, Chapter 339.155, which details the FDOT's obligation to develop a statewide transportation planning process and the resulting planning document (the FTP).

There are three FTP elements: a Vision Element, a Policy Element, and an Implementation Element. The Policy Element of the FTP is the core of the document and provides guidance to state, regional, and local transportation partners in making transportation decisions. The FTP Policy Element includes seven (7) adopted goals and objectives, as summarized in **Table 3**. The first four goals focus on the performance of Florida's transportation system, while the latter three goals emphasize how transportation supports Florida's priorities. These goals are not listed in priority order, and all together represent the importance of the future of Florida's transportation network. The FTP Vision Element identifies the same seven goals that are identified within the Policy Element that are critical for Florida's transportation system.

<sup>4</sup> FHWA. (2019, December 18). *Transportation Management Area (TMA) Certification Reviews*. Retrieved from <https://www.fhwa.dot.gov/fldiv/tma.cfm>.

<sup>5</sup> FDOT. (2020). *Florida Transportation Plan*. Retrieved from <http://floridatransportationplan.com/>

**Table 3. Florida Transportation Plan Policy Element Goals and Objectives**

Item	Goal	Objectives
<b>FTP1</b>	Safety and Security	Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies; Prevent transportation related fatalities and serious injuries; Reduce and mitigate transportation-related security risks; Reduce the number of crashes on the transportation system.
<b>FTP2</b>	Infrastructure	Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation; Optimize the functionality and efficiency of existing infrastructure and right-of-way; Adapt transportation infrastructure and technologies to meet changing customer needs; Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions.
<b>FTP3</b>	Mobility	Reduce delays related to bottlenecks, gaps, and crashes and other incidents for all modes of Florida's transportation system; Increase the reliability of all modes of Florida's transportation system; Increase customer satisfaction with Florida's transportation system and regulatory processes for residents, visitors, and businesses; Increase the efficiency of the supply chain for freight moving to, from, and through Florida; Increase the efficiency and reasonableness of transportation-related regulatory processes.
<b>FTP4</b>	Transportation Choices	Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles; Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles; Increase the number of quality options for visitor travel to, from, and within Florida; Increase the number of quality options for moving freight to, from, and within Florida; Increase the efficiency and convenience of connecting between multiple modes of transportation.
<b>FTP5</b>	Economic Competitiveness	Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters; Increase transportation connectivity between Florida's economic centers and regions; Increase transportation connectivity between Florida and global and national trading partners and visitor origin markets; Increase the number of skilled workers in Florida's transportation-related industries.
<b>FTP6</b>	Quality Places	Plan and develop transportation systems that reflect regional and community values, visions, and needs; Increase customer satisfaction with Florida's transportation system; Provide convenient, efficient accessibility to the transportation system for Florida's residents and visitors; Provide transportation solutions that contribute to improved public health.
<b>FTP7</b>	Environment and Energy	Plan and develop transportation systems and facilities in a manner that protects, and where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts; Decrease transportation-related air quality pollutants and greenhouse gas emissions; Increase the energy efficiency of transportation; Increase the diversity of transportation-related energy sources, with emphasis on cleaner and more efficient fuels.



### 2.4.2 Florida Strategic Highway Safety Plan (SHSP)

The Florida Strategic Highway Safety Plan (SHSP)<sup>6</sup> was developed as a part of the Florida Transportation Plan (FTP) Implementation Element to address highway safety and aligns with the FTP Vision Element and FTP Policy Element. The SHSP is a statewide, data-driven safety plan for all Florida road users. The 2018 SHSP retains much of the state's 2016 five-year comprehensive roadway safety plan<sup>7</sup> for achieving Florida's vision of zero traffic-related fatalities. The SHSP Safety Emphasis Areas are listed in **Table 4**, along with the category of improvement identified by the SHSP: Engineering, Enforcement, Education, or Emergency Response. These categories are known as the "4Es" and represent the four primary disciplines of actions needed to work together for roadway safety.

**Table 4. Florida Strategic Highway Safety Plan: Safety Emphasis Areas**

Item	Topic	"4E" Improvement Tool
1	Lane Departures	Engineering
2	Impaired Driving	Enforcement
3	Pedestrians and Bicyclists	Education
4	Intersections	Engineering
5	Occupant Protection	Enforcement
6	Motorcyclists	Education
7	Aging Road Users	Education
8	Speeding and Aggressive Driving	Enforcement
9	Commercial Motor Vehicles	Enforcement
10	Teen Drivers	Education
11	Distracted Driving	Education
12	Work Zones	Engineering
13	Traffic Records and Information Systems*	Emergency Response

*\*Traffic records and information systems will be improved through overarching strategies, but is not considered one of the "4Es" emphasis areas, but can be applied to Emergency Response.*

<sup>6</sup> FDOT. (2018). 2018 Highway Safety Plan. Retrieved from [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/safety/3-grants/fl2018hsp.pdf?sfvrsn=d81b45ed\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/safety/3-grants/fl2018hsp.pdf?sfvrsn=d81b45ed_0)

<sup>7</sup> FDOT. (2016, October). Florida Strategic Highway Safety Plan. Retrieved from [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/safety/shsp2016/fdot\\_2016shsp\\_final.pdf?sfvrsn=3c118f35\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/safety/shsp2016/fdot_2016shsp_final.pdf?sfvrsn=3c118f35_0)



### 2.4.3 Florida Bicycle and Pedestrian Strategic Safety Plan (2017)

The Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP)<sup>8</sup> is the implementation element to address Pedestrian and Bicyclist Emphasis Areas in the Florida Strategic Highway Safety Plan (SHSP), which focuses on programmatically improving pedestrian and bicycle safety. This framework emphasizes the reduction of fatalities and injuries on public roads involving bicycle and pedestrian users. The plan works to advance data use for implementation of safety strategies and was developed with federal, state, local, and private-sector safety stakeholders, particularly Florida's Pedestrian and Bicycle Safety Coalition. **Table 5** summarizes emphasis areas and corresponding Goals, Objectives, and Strategies.

**Table 5. Florida Bicycle and Pedestrian Strategic Plan: Emphasis Areas**

Item	Emphasis Area	Goals, Objectives & Strategies
1	Data, Analysis and Evaluation	Collect, analyze, and report quality data to support and enhance transportation-related decision making in regard to walking and biking in Florida.
2	Law Enforcement and Emergency Services	Ensure the state and local safety of people walking and biking through combined enforcement and education efforts of all road users; enhance education of emergency responders regarding key injuring impacting pedestrian and bicycle traffic crash victims in an effort to improve medical response and reduce mortality.
3	Driver Education & Licensing and Legislation, Regulation & Policy	Promote and enhance pedestrian and bicycle safety in driver training programs and licensing activities. Increase awareness by supporting legislation, regulations, and policies that clarify rights and responsibilities of users and support safe travel behavior. Coordinate with appropriate public and private agencies to support legislation, regulation, and policies that promote pedestrian and bicycle safety.
4	Highway and Traffic Engineering	Drive the transportation planning and development process towards goal-oriented decision making that prioritizes the safety and accessibility of pedestrians and bicyclists from initial planning through the design, construction, and maintenance stages of all relevant state and local transportation projects.
5	Communication, Outreach and Education Program	Establish clear, consistent, and context-sensitive outreach, education, and communication elements that support engineering and enforcement efforts, increase awareness, improve compliance with traffic laws, and call communities to action.
6	Program Management	Provide centralized program planning, initiation, and coordination promoting pedestrian and bicycle safety as a part of the comprehensive highway safety program.

<sup>8</sup> FDOT. (2017, May). *Florida Pedestrian and Bicycle Strategic Safety Plan*. Retrieved from [https://www.alerttodayflorida.com/About%20US/FDOT\\_PBSSP%20Update%20Final\\_with%20data%20corrections.pdf](https://www.alerttodayflorida.com/About%20US/FDOT_PBSSP%20Update%20Final_with%20data%20corrections.pdf)



#### 2.4.4 Florida Greenways and Trails System Plan

The Florida Legislature gave the responsibility to the Florida Department of Environmental Protection (DEP) Office of Greenways and Trails to develop and execute a comprehensive, multi-purpose outdoor recreation plan. The Statewide Comprehensive Outdoor Recreation Plan (SCORP) is the state's official document regarding outdoor recreation planning. The Florida Greenways and Trails System Plan was developed as a statewide companion to SCORP.<sup>9</sup> This plan outlines the vision for the state's Greenways and Trails System, both on land and water. It defines the role of the system in advancing Florida's economy, tourism, public health, transportation choices, recreation, conservation and quality of life. Trails and greenways are increasingly important in transportation planning and development. Because of Florida's large population and year-round tourism industry, it is important to provide a practical and accessible means for bicyclists and pedestrians to safely travel through and between communities. While trails have long been known for their recreational benefits, they are now an increasingly critical component of bicycle and pedestrian facilities within multimodal transportation systems.

These plans help coordinate Florida's outdoor recreation planning efforts and guides the development of a diverse, balanced system of lands, programs, facilities and opportunities. The intent of the 5-year plan is to promote active and healthy lifestyles in the outdoors; promote trails, trail connectivity, and the safety of trail users; and promote the economic benefits of outdoor recreation and ecotourism in Florida. **Table 6** summarizes the broad objectives of the plan.

**Table 6. Florida Greenways and Trails System Plan**

Item	Objectives
<b>FGT1</b>	Delineate regional systems.
<b>FGT2</b>	Strategic investment of resources to advance system completion.
<b>FGT3</b>	Promote and market the Florida Greenways and Trails System to residents and visitors.
<b>FGT4</b>	Establish partnerships and engage stakeholders.

<sup>9</sup> FDEP. (2020, July 17). *Florida Greenways and Trails System Plan and Maps*. Retrieved from <https://floridadep.gov/parks/ogt/content/florida-greenways-and-trails-system-plan-and-maps>





### 2.4.5 Florida Intelligent Transportation Systems (ITS) Strategic Plan

FDOT has established the Florida Intelligent Transportation Systems Strategic Plan (October 2014)<sup>10</sup> with a mission to enhance the safety, efficiency, and reliability of Florida's transportation system. The purpose of the ITS Strategic Plan is to provide statewide direction and guidance for the FDOT, Florida's Metropolitan Planning Organizations, and local governments in planning, programming, and implementing integrated multimodal ITS elements to maximize the safety and efficiency of Florida's Transportation System. The plan is based on the implementation of a ten-year ITS Cost Feasible Plan. The broad objectives of Florida's ITS Strategic Plan are summarized in **Table 7**.

**Table 7. Florida Intelligent Transportation System Strategic Plan**

Item	Objectives
ITS1	Promote a safer and more secure transportation system for residents, businesses, and visitors.
ITS2	Promote an enriched quality of life and responsible environmental stewardship.
ITS3	Promote adequate and cost-efficient maintenance and preservation of Florida's transportation assets.
ITS4	Promote a stronger economy through enhanced mobility for people and freight.
ITS5	Promote sustainable transportation investments for Florida's future.

### 2.4.6 FDOT Planning Emphasis Areas

Consistent with the federal planning factors, FHWA, FTA, and FDOT periodically issue PEAs in order to encourage transportation planning agencies to give priority to particular issues in the Unified Planning Work Programs (UPWP). MPOs are encouraged to consider the PEAs in modal planning for future system improvements. This may include addressing the PEAs in the LRTP. FDOT provides Planning Emphasis Area guidance that is encouraged to be incorporated (or given priority and emphasis) in the UPWP.<sup>11</sup>

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan

<sup>10</sup> FDOT. (2014, October). *Florida Intelligent Transportation Systems (ITS) Strategic Plan*. Retrieved from <https://www.fdot.gov/traffic/ITS/Projects-Deploy/Strategic-Plan.shtm>

<sup>11</sup> FDOT, Office of Policy Planning. (2020, July 10). *MPO Program Management Handbook, Section 4.4*. Retrieved from [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff\\_29](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff_29)



requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources. The current Planning Emphasis Areas are summarized in **Table 8**, followed by additional discussion of the three emphasis areas.

**Table 8. State Planning Factors – FDOT Planning Emphasis Areas**

Item	2019 Emphasis Area	Strategy
<b>SP1</b>	Rural Transportation Planning	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
<b>SP2</b>	Transportation Performance Measures	The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. A system performance report will also be required to be included in the L RTPs.
<b>SP3</b>	Automated / Connected / Electric / Shared-Use Vehicles (ACES)*	MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles. [note: see also, Emerging Issues – Mobility on Demand]

Item	2020 Emphasis Area	Strategy
<b>SP1</b>	Safety	MPOs will report on and monitor their progress against their adopted safety performance measures to achieve federal safety and FDOT Vision Zero goals. MPOs are encouraged to consider how to expand upon the level of analysis and reporting required by the performance measurement process to further study their unique safety challenges.
<b>SP2</b>	System Connectivity	Emphasize connectivity within the MPO boundary to serve the unique needs of their urban and non-urban jurisdictions; consider connectivity beyond their boundaries; and include multimodal linkages that are supportive of both passengers and freight.
<b>SP3</b>	Resilience	Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation.
<b>SP4</b>	ACES*	MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

\* ACES is a Planning Emphasis Area in 2019 and 2020



#### *2.4.6.1 Rural Transportation Planning*

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. Some rural communities in Florida face significant development pressures and need transportation investments to handle growing populations and economic activities. Others simply struggle to maintain their existing transportation system and with providing services to a spread-out community. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

#### *2.4.6.2 Transportation Performance Measures*

FHWA has finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestion, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. Progress towards meeting the targets are reported through both new and existing mechanisms. MPOs need to account for the effort necessary to satisfy the federal requirements in their UPWP. As MPOs and the state DOTs venture into target setting and adopting performance measures into their planning products, more emphasis will be placed on this topic area. The cooperative efforts of the MPOs and state DOTs to ensure this new planning tool will be effective and well-coordinated will need to be shown in the upcoming UPWPs.

#### *2.4.6.3 ACES (Automated/Connected/Electric/Shared-use) Vehicles*

Disruptive change in transportation is underway due to new technology and institutions, such as shared mobility firms. Despite the unpredictability of the transportation landscape, planners are under pressure to develop long-range, performance-oriented policies, plans, and investment decisions.

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to improvements in safety, broader mobility access, more transportation choices, and quality of life for Floridians, visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.





The FDOT Office of Policy Planning recently issued guidance for Florida's MPOs as they begin to update their LRTPs to include consideration of ACES in the planning process. The guidance may spark MPO consideration of how ACES can and will be deployed and how it will affect their communities. The guidance provides a framework that MPOs can incorporate into their LRTP updates.

This guidance provides a range of potential fleet mix scenarios to help MPOs understand the likely planning issues that might arise from different technologies and vehicle types. These different issues include road design, VMT, parking, transit, urban form, transportation funding sources and safety. This guidance also illustrates which vehicle types are associated with different impacts.

The following is recommended policy language for the 2045 O-W TPO LRTP development per the November 29, 2018 report, *MPO Policy and Planning Guidance for Transit Applications of Automated Vehicles*, completed by FDOT and Florida State University Department of Urban & Regional Planning.<sup>12</sup>

*As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guide ways, clear signage, well-maintained roadways, curb adjustments (for ADA considerations), etc. These changes will improve the safety and efficiency of autonomous vehicles. Safety standards will need to be established and monitored related to personal and vehicle safety and cybersecurity. Coordination between transit agencies and MPOs is essential for efficient adoption. Autonomous transit will allow for increased transit ridership leading to a reduction in parking demand and higher density in urban centers. Coordination between land use planning and transportation planning will be necessary as these changes occur.*

#### **2.4.7 FDOT Shared Use Non-Motorized (SUN) Trail**

Furthering the state's commitment to improving mobility, the Florida Legislature passed measures in 2014 and 2015 to fund the development of multi-use trails. Specifically, Florida Statutes §339.81 established the Shared-Use Non-Motorized (SUN) Trail program. Administered by FDOT, the SUN Trail program provides funding for the development of a statewide system of paved multi-use trails for bicyclists and pedestrians. The SUN Trail network is the paved component of the Florida Greenways and Trails Priority System.

Through a two-tier funding structure, DOT advances the establishment of the trail system by programming the recurring \$25 million allocation to close gaps and complete trails within the

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<sup>12</sup> Smith, D., M. Anderson, G. Gordon, C. Ibarra, J. Osburn, R. L. Shelly, R. Wener, J. Crute, J. Jones, and A. Qureshi. (2018, Nov. 28). *MPO Policy and Planning Guidance for Transit Applications of Automated Vehicles*. Florida Department of Transportation and Florida State University Department of Urban & Regional Planning.



Greenways and Trails Priority System. Local sponsors or agencies must secure funding for trailheads, restrooms and other amenities. SUN Trail funded projects will improve the intermodal connectors by closing gaps in the statewide paved trail system to increase the reliability of Florida's transportation system. Broad goals are derived from the Program Selection Criteria<sup>13</sup> and are summarized in **Table 9**.

**Table 9. FDOT Shared Use Non-Motorized (SUN) Trail**

Item	Goals
<b>SUN1</b>	Enhance the safety of bicyclists, pedestrians, and motorists.
<b>SUN2</b>	Provide trails of regional, state, and national importance.
<b>SUN3</b>	Leverage funding.
<b>SUN4</b>	Blend transportation modes by completing, improving, or enhancing existing facilities to improve mobility.
<b>SUN5</b>	Enhance quality of life, enhance economic opportunities, and provide connectivity to destinations.
<b>SUN6</b>	Facilitate a system of interconnected trails.

## 2.5 Regional and Local Planning Efforts

While federal or state direction does not specifically require their inclusion, regional and local planning documents were examined to evaluate policy goals and objectives that have direct relevance to the transportation system in the O-W TPO area. The inclusion of regional and local plans was initially identified in the O-W 2040 LRTP Goals & Objectives. While the O-W 2040 LRTP only included county Comprehensive Plans, this update includes municipal Comprehensive Plans, Transportation Plans, and more. These plans focus on quality of life efforts, connectivity, land use, transit, multimodal transportation, and economic development improvements based on needs identified through cooperation with the public and other stakeholders. These plans are summarized throughout this section.

<sup>13</sup> FDOT, Systems Implementation Office. (2019). Shared-Use Nonmotorized (SUN) Trail Program. Retrieved from <http://floridasuntrail.com/>



### 2.5.1 Comprehensive Economic Development Strategy

The 2018-2022 Comprehensive Economic Development Strategy (CEDS)<sup>14</sup> is a five-year strategy to guide activity and investment to support economic growth in the ECRC region (Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay Counties), which is designated as an Economic Development District by the U.S. Economic Development Administration. The CEDS was developed by the West Florida Regional Planning Council, now the Emerald Coast Regional Council.

While not a federal or state requirement to incorporate the CEDS into the LRTP, there are notable aspects of the CEDS that integrate with the LRTP. As such, it is included as a source for regional planning factors.

The current CEDS follows the Florida Chamber Foundation's Six Pillars framework with two additional pillars added in response to the local needs of the region: (1) Talent Supply & Education; (2) Innovation & Economic Development; (3) Infrastructure & Growth Leadership; (4) Business Climate & Competitiveness; (5) Civic & Governance Systems; (6) Quality of Life & Quality Places; (7) Environmental Quality, Protection, and Resilience; and (8) Housing. The Planning Factors and Goals of the CEDS are summarized in **Table 10**.

**Table 10. Comprehensive Economic Development Strategy**

Item	Planning Factors	Goals
<b>CEDS1</b>	Talent Supply & Education	Connect the talent of West Florida to key industry clusters and ensure a dynamic and diverse workforce for new and growing businesses.
<b>CEDS2</b>	Innovation & Economic Development	Foster robust entrepreneurship and innovation ecosystems to drive future economic growth.
<b>CEDS3</b>	Infrastructure & Growth Leadership*	Ensure West Florida's economic infrastructure is state-of-the-art and connects communities in every part of the region.
<b>CEDS4</b>	Business Climate & Competitiveness	Strengthen the region's economy through targeted recruitment of new businesses and supporting existing business expansions.
<b>CEDS5</b>	Civic & Governance Systems	Support and sustain statewide and regional partnership to accomplish Florida's economic and quality of life.
<b>CEDS6</b>	Quality of Life & Quality Places	Make West Florida a place appealing to existing residents and visitors as well as to a new generation of talented and creative individuals and companies.

<sup>14</sup> West Florida Regional Planning Council (WFRPC), now known as the Emerald Coast Regional Council (ECRC). (2017). Comprehensive Economic Development Strategy. Retrieved from [https://www.ecrc.org/document\\_center/Programs/Community%20and%20Economic%20Development/Economic%20Development/Comprehensive%20Economic%20Development%20Strategy%20\(CEDS\)/DRAFT-FINAL-CEDS.pdf](https://www.ecrc.org/document_center/Programs/Community%20and%20Economic%20Development/Economic%20Development/Comprehensive%20Economic%20Development%20Strategy%20(CEDS)/DRAFT-FINAL-CEDS.pdf)



Item	Planning Factors	Goals
<b>CEDS7</b>	Environmental Quality, Protection, and Resilience**	Consider resource protection and sustainability as economic imperatives, and incorporate expertise of advocates and practitioners into planning for the future.
<b>CEDS8</b>	Housing	Provide homeownership opportunities and housing variety to meet regional needs.

\* Note: this topic includes Key Strategies: (1) Plan, advocate for, and create modern infrastructure with regional economic impact; and (2) Promote sound planning principles to create efficient transportation systems.

\*\* Note: This topic includes three (3) Key Strategies (1) Encourage sustainable and efficient transportation systems through support of alternative fuel vehicles; (2) Support capabilities for disaster resilience in communities; and (3) Promote restoration, enhancement, and utilization of the region's waterways and greenways as a catalyst for economic development and improved quality of life. It includes coordination with the Florida Division of Emergency Management Hurricane Loss Mitigation Program, and the West Florida Local Emergency Planning Committee.

### 2.5.2 Tri-County Growth Management Plan

The Tri-County Growth Management Plan was developed in 2010 and encompasses the Santa Rosa, Okaloosa, and Walton County areas. The development of this plan was a result of 2005 Base Realignment and Closure (BRAC) Committee's decision to locate the training and operational mission of the new Joint Strike Fighter (JSF) F-35 to Eglin Air Force Base, as well as the realignment of the Army's 7<sup>th</sup> Special Forces Group. The following year, 2006, the three counties formed the Tri-County Growth Management Task Force to develop a plan to address the anticipated impacts associated with the Eglin realignments.

The plan divides each county into four elements: Land and Homes, People and Jobs, Support Infrastructure, and Community Fabric, with the latter two elements being further divided into Transportation, Utilities, and Public Safety being a part of Support Infrastructure, and Education, Health Care, and Quality of Life falling under Community Fabric.

While the priorities in the Tri-County Growth Management Plan are still important to the area, they have since been shifted and emphasized in the counties' and municipalities' individual Comprehensive Plans, and many of the initial Eglin Air Force Base priorities have already been prepared to be met.

### 2.5.3 Okaloosa County Comprehensive Plan

The Okaloosa County 2009 Comprehensive Plan was adopted in the early 2000s. This Comprehensive Plan was divided into three volumes: a Technical Document, a Policy Document, and a Map Atlas. The Technical Document contains background information for the Comprehensive Plan, such as technical support data and analyses of different plan elements. The Policy Document is where the goals, objectives, and policies of each element are located, as well as the evaluation criteria and monitoring



of the plan. Finally, the Map Atlas is a series of maps that clarify the information in the Technical Document, such as a Future Land Use Map for sections of the Future Land Use Element.

The Transportation Element focused on transportation efforts throughout the county. The goals of the Transportation Element for Okaloosa County can be reviewed in **Table 11**.

**Table 11. Okaloosa County Comprehensive Plan - Transportation Goals**

Item	Goals
<b>2.2.1.1</b>	Provide a safe, economic, and efficient transportation system that maximized the mobility of people and goods.
<b>2.2.1.2</b>	Provide an energy efficient transportation system.
<b>2.2.1.3</b>	Provide a transportation system in harmony with environmental, social, economic, and aesthetic features of the area.
<b>2.2.1.4</b>	Provide a transportation system that optimizes presentation and efficiency of existing transportation facilities.
<b>2.2.1.5</b>	Provide measures to relieve financial constraints on improvements to the transportation system.
<b>2.2.1.6</b>	Provide a cooperative, continuing, and comprehensive transportation process.

#### **2.5.4 Okaloosa County Transit Development Plan**

The Okaloosa County 2017-2026 Transit Development Plan (TDP) was adopted by Okaloosa County in August 2016. The purpose of the TDP is to fulfill requirements of the State of Florida Public Transit Block Grant Program. The Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit, and one of the program requirements is for public transportation services providers to develop, adopt, and annually update a 10-Year Transit Development Plan. This Plan ensures that public transportation is meeting the mobility needs of the communities in the area. The Okaloosa County TDP is currently undergoing a major update, which must be completed every five years.

Okaloosa County operates the Emerald Coast (EC) Rider transit system, which was purchased from a private transportation provider. EC Rider provides both fixed-route and paratransit services throughout the Fort Walton Beach-Navarre-Wright Urbanized Area and in the City of Crestview.

The TDP developed a list of goals and objectives that are considered an integral part of the plan. The goals and objectives were developed based on the existing conditions of the EC Rider area, public involvement feedback, and the review of other local transportation planning documents. The TDP goals are presented in **Table 12**.



**Table 12. Okaloosa County Transit Development Plan - Goals**

Item	Goal
<b>Goal 1</b>	Maintain service delivery for existing and potential customers to meet demand for transit services in Okaloosa County.
<b>Goal 2</b>	Maintain and expand adequate capital infrastructure to ensure vehicles, facilities, customer amenities, and bus stops achieve the highest standard of accessibility and comfort.
<b>Goal 3</b>	Develop a comprehensive marketing, communications, and media relations program to effectively promote transit's image, awareness, public embrace, and information materials.
<b>Goal 4</b>	Support community efforts and initiatives to provide a transit-supportive environment.
<b>Goal 5</b>	Maximize safety and security for all transit services and facilities.
<b>Goal 6</b>	Ensure prudent public stewardship of financial resources and secure additional funding for system maintenance and improvements.
<b>Goal 7</b>	Pursue regional transportation needs with surrounding counties and the overall Fort Walton Beach Urbanized Area.

### 2.5.5 Walton County Comprehensive Plan

The Walton County Comprehensive Plan was adopted in March 2011. This Comprehensive Plan encompasses Capital Improvements, Conservation, Coastal Management, Future Land Use, Housing, Infrastructure, Intergovernmental Coordination, Recreation, and Transportation elements.

The Walton County Comprehensive Plan Transportation Element goals are located in **Table 13**.

**Table 13. Walton County Comprehensive Plan Goals – Transportation Element**

Item	Goals
<b>T-1</b>	Provide a safe, cost effective transportation system with adequate transportation facilities and services in place to mitigate impacts from development.
<b>T-2</b>	Provide a multimodal transportation system that serves to increase mobility, promote alternative transportation, and improve the quality of life for the citizens of Walton County.
<b>T-3</b>	Provide a safe and efficient transportation system that is coordinated with federal, state, regional, and local agency plans, and regulations.
<b>T-4</b>	Stimulate economic development in Walton County through cooperation with federal, state, regional, and local agency plans and regulations to promote the growth and expansion of the DeFuniak Springs airport, Port of Freeport, and coordinate with the Panama City-Bay County international airport.

### 2.5.6 Walton County CR 30A Intermodal Strategic Mobility and Transportation Feasibility Study

Walton County is a growing area for both permanent residents and tourists. Traffic congestion has increased along with the increase of residents and tourism to the area. The CR 30A Intermodal Strategic Mobility and Transportation Feasibility Study developed an implementation plan for Electric



and Autonomous Vehicles (EAVs) along the CR 30A corridor, as well as along portions of US 331, US 98, and CR 395. These corridors allow for the connection with the City of Freeport and other communities along the corridor. There were four components of the study, a needs assessment, a technology readiness assessment, conceptual layout and conceptual scenarios, and finally a feasibility report.

### **2.5.7      Walton County Neighborhood Plan**

Walton County adopted Ordinance 2008-10 in April 2008, which established neighborhood planning programs for any areas on the Future Land Use Map to be designated as Neighborhood Plan Amendment (NPA). The neighborhood planning programs allow for residents, neighborhood associations, property owners and owners' associations to suggest neighborhood plans be considered as overlay districts by the county. Citizen based planning allows for interest and support to be gathered from residents, and 20% neighborhood support is required for a neighborhood planning effort to proceed.

A neighborhood plan consists of a statement of past development patterns seen throughout the neighborhood, the community involvement, community goals, existing conditions map of the neighborhood, the proposed plan map, and a provision for establishing the vested rights of existing properties. Transportation, neighborhood access, building height requirements or restrictions, parking, landscaping, architectural review, and other elements may be approved by the current Planning Department, but may also be included as elements in the neighborhood plan. A finalized neighborhood plan must have 66% of the property owners who respond approval, and then be reviewed for compliance with the Comprehensive Plan and consistency with the Land Development Code. Finally, the Plan must be heard in public hearings before the Planning Commission and the Board of County Commissioners, and adopted as an amendment to the Land Development Code.

Currently, Walton County has six Neighborhood Plans:

- Inlet Beach Neighborhood Plan
- Beach Highland Neighborhood Plan
- Blue Mountain Beach Neighborhood Plan
- Gulf Pines Neighborhood Plan
- Gulf Trace Neighborhood Plan
- Point Washington Neighborhood Plan

The Inlet Beach Neighborhood Plan contains specific transportation related details and their own set of goals, further described below.



### 2.5.7.1 *Inlet Beach Neighborhood Plan*

Within the Inlet Beach Neighborhood Plan, design guidelines for different land uses are provided. Village Mixed Use (VMU) designation allows for opportunities for small scale business uses that serve the neighborhood and traveling public. VMU design guidelines include creating connectivity and pedestrian/bicycle linkages within the VMU Zone as well as throughout the neighborhood, and where appropriate, durable site furniture, bike racks, and other pedestrian amenities should be provided. Street Network, Circulation, and Vehicular Use Areas are also addressed in this plan. A key feature of this section is identifying routes for pedestrians and bicyclists between higher density residential and commercial areas, as well as beach access points. Established safe routes would encourage non-vehicular traffic and would direct pedestrians and bicyclists to a proposed tunnel under US 98A. Street Network Plan goals are represented in **Table 14**.

**Table 14. Walton County Inlet Beach Neighborhood Plan – Street Network Goals**

Item	Goal
1	Provide sidewalks or multi-use paths in existing street rights-of-way (ROW) to create a designated location for pedestrian traffic, separate from vehicular travel lanes.
2	Promote plans to retrofit the narrow sidewalk along US 98 with a wider multi-use path.
3	Provide separate bicycle lanes on select roadways.
4	Promote the installation of bicycle parking racks at all public beach accesses.

### 2.5.8 **Walton County Mobility Fee**

The Mobility Fee project objectives are to:

- Replace the current proportionate fair share program development generated traffic impact mitigation countywide.
- Develop and maintain a prioritized capital project plan that can be used to seek funding opportunities in the future for implementation or construction of identified projects.
- Allow for projects to be multimodal rather than just automobile oriented.

### 2.5.9 **Bay-Walton Sector Plan**

The Bay-Walton Sector Plan accounts for the 110,500 acres of land owned by the St. Joe Company. These acres cover land in both Bay County and Walton County. Of the 110,500 acres, 97,216 acres, or 88%, are located in Bay County, with the remaining 13,284 acres (or 12%) being located in Walton County. The project boundaries in Walton County are generally west of the Bay County line, north of US 98 (this does not include WaterSound North DRI), east of Point Washington State Forest, and south of S.R. 20 and Black Creek Road.



The purpose of the Bay-Walton Sector Plan is to establish a framework for the long-term land use of the 110,500 acres. At build out, the following should be accomplished for eastern Walton County and Western Bay County:

1. Add a significant active adult community component.
2. Connect the Northwest Florida Beaches International Airport and its surrounding commercial properties with Bay and Walton Counties for a well-planned and cohesive development.
3. Provide the uses needed by working families serving the airport commerce area and the active adult communities.
4. Establish (through policies) urban form planning concepts for walkable communities that encourage multiple transportation modes including walking, biking and golf carts.
5. Maintain commitment to economic development efforts around Northwest Florida Beaches International Airport.
6. Coordinate and facilitate the planning of regional infrastructure like the West Bay Parkway.
7. Create a regionally significant water-shed level environmental framework that contains 53,229 acres or 48% of a series of well-connected conservation and preservation areas.
8. Facilitate a regionally significant trail network of at least 100 miles that will connect to an existing network of trails.

An achievement of the Bay-Walton Sector Plan that discourages urban sprawl is that the Plan promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available. This is achieved through the proposed extensive network of multi-use paths connecting planned centers and neighborhoods.

The Bay-Walton Sector Plan also has a Transportation Analysis of existing conditions within the Bay-Walton Sector Plan area and included a list of currently planned transportation projects.

#### **2.5.10 Bob Sikes Airport Master Plan Update**

The Bob Sikes Airport (CEW) is located near the City of Crestview in Okaloosa County. The airport is publicly owned and supports the public as well as the local air force bases within the region. The Bob Sikes Airport Master Plan Update was adopted in March 2010, and follows the original Master Plan, with previous updates occurring in 1998 and 2007. The purpose of the Master Plan Update is to serve as a multi-purpose document, which provides the Okaloosa County Airports System (OCAS) with planning guidance to ensure that airport facilities within the region meet both short- and long-term demand for services. The document planning period last for 20 years, ending in 2027. Marketing and business development guidance for OCAS is also provided in the Master Plan Update.



**Table 15** shows the goals of the Master Plan Update.

**Table 15. Bob Sikes Airport Master Plan Update - Goals**

Item	Goals
1	Continue to provide and enhance the level of service provided to all Airport users.
2	Provide planning and development guidance to satisfy anticipated aviation demand and stimulate Airport development and the local economy.
3	Provide an Airport that is safe and reliable.
4	Develop the Airport and its vicinity to minimize negative environmental impacts.
5	Promote the development of compatible land use in undeveloped areas within the Airport vicinity.
6	Develop an Airport that supports local and regional economic goals while accommodating new opportunities or shifts in development patterns.
7	Ensure adequate and convenient ground access to the Airport.
8	Develop an Airport that is consistent with federal, state, regional, and local plans.

### 2.5.11 Crestview Comprehensive Plan 2020

The City of Crestview Comprehensive Plan 2020 was adopted on October 24, 2016 as part of the city's planning efforts. This Comprehensive Plan addresses legal aspects and administration topics related to the Plan, as well as provides chapters regarding the definitions used within the document and the public participation efforts. There is an overview of the general requirements involved in a Comprehensive Plan, as well as an overview of the Concurrency Management System before diving into the elements of the Plan. The elements covered in the Comprehensive Plan include the Future Land Use Element, the Transportation Element (also called the Traffic Circulation Element), the Housing Element, the Infrastructure Element, the Conservation Element, the Recreation & Open Space Element, the Intergovernmental Coordination Element, the Capital Improvements Element, the Economic Development Element, and the Public Schools Facilities Element.

The Transportation Element addresses the need to establish the desired and projected transportation system within the City of Crestview and to plan for future motorized and non-motorized traffic circulation systems. The goal of the Transportation Element is to provide a safe, cost effective and functional roadway and transportation system for all residents and visitors to the City of Crestview.

**Table 16** lists the Transportation Element objectives in relation to the overarching goal.

**Table 16. Crestview Comprehensive Plan 2020 – Transportation Element Objectives**

Item	Objective
<b>Objective 8.A.1</b>	Continually provide for safe, convenient, efficient, and cost effective motorized and non-motorized traffic circulation with the City upon adoption of this Ordinance.
<b>Objective 8.A.2</b>	Maintain the design function of roadways for present and future residents upon adoption of this Ordinance.
<b>Objective 8.A.3</b>	Coordinate the traffic circulation system with the future land uses shown on the Future Land Use Map (Figures 7-1 in Comprehensive Plan) upon adoption of the Ordinance.
<b>Objective 8.A.4</b>	Coordinate the City's decision-making process with the plans and programs of the Florida DOT and the Fort Walton Beach TPO* upon adoption of this Ordinance (reference Section 17.01).
<b>Objective 8.A.5</b>	The City shall provide for the protection of existing and future rights-of-way from building encroachment within the Land Development Code (reference Policy 7.A.1.1).
<b>Objective 8.A.6</b>	The City shall continually take steps and actions designed to relieve congestion on area roadways, especially S.R. 85.

*\*Fort Walton Beach TPO should be updated to say Okaloosa-Walton TPO.*

### 2.5.12 Crestview Comprehensive Transportation Plan

The Crestview Comprehensive Transportation Plan was developed as a 25 year road map to guide public and private decision-making and efforts regarding transportation throughout the city, and identifies short-, mid-, and long-term strategies and goals for enhancing transportation efforts.

The goals and objectives of the Comprehensive Transportation Plan are meant to foster a performance-driven, outcome-based transportation planning process in the city, that reflects public input and provides policy guidance. The Transportation Plan goals are located in **Table 17**.

**Table 17. Crestview Comprehensive Transportation Plan - Goals**

Item	Goal
<b>6.1</b>	Provide a safe, efficient, and cost effective multimodal transportation system.
<b>6.2</b>	Achieve a well-balanced multimodal transportation network in which local circulation and regional mobility are complementary for movement of people and goods.
<b>6.3</b>	Make transportation investments that support land use plans, strengthen the local and regional economy, preserve and enhance neighborhood character and protect environmental and natural resources.
<b>6.4</b>	Ensure the transportation system is maintained in good condition.
<b>6.5</b>	Establish a fiscally-efficient and cost-effective funding program to meet city and regional mobility needs.





### 2.5.13 Crestview Community Redevelopment Area Master Plan

The Crestview Community Redevelopment Area (CRA) Master Plan 2017 is an update of the 1995, 1998 and 2015 CRA Master Plans. This Master Plan was developed with observation of the community with public input, staff members, and CRA Board input. The Plan represents possibilities for long-term redevelopment and revitalization with short-term recommendations by providing a design guidance, concepts for sectors, districts, neighborhoods, blocks, and some individual buildings, with the emphasis on mixed-use development advantages.

Key recommendations of the Master Plan can be seen in **Table 18**. These recommendations, listed without priority, are items that have to be acknowledged and addressed in order to redevelop the CRA district. These recommendations are included within this section due to their emphasis on the enhancement of multimodal transportation methods and safety within the area.

**Table 18. Crestview CRA Master Plan - Recommendations**

Item	Recommendation
1	Extend the CRA time horizon for an additional 20 or 30 years.
2	The effect of I-10 and a bypass on the economy of Downtown Crestview.
3	The effect of moving key community gathering places away from Downtown.
4	Vigorously support and encourage residential development in and near the Downtown District.
5	Encourage walkability in the Town Center.
6	Create safe streets.
7	Address the lack of convenience goods in the Downtown.
8	Vacancy rates send a strong signal to investors.
9	Landscape features must be maintained.
10	Parking regulation can assure that short-term parking is more available and convenient.
11	Building, life safety, and sanitation code enforcement is essential.
12	Create energy, vitality, and vibrant Town Center.
13	What is needed now is action.

### 2.5.14 Crestview Strategic Plan 2020

The Crestview Strategic Plan was adopted on June 10, 2019. While not a transportation document, the Strategic Plan addresses goals and elements that are important in transportation planning and concurrent with the Comprehensive Plan Transportation goals. The vision of the Plan is for Crestview to be known as a forward thinking, hospitable, and growing community that embraces diversity with a family-centric culture. Six values of the plan are community enrichment, community input and citizen engagement, community partnerships, fiscal responsibility, sustainability, and transparency.



Specific mentions of transportation, including multimodal transportation with bicycle and pedestrian interaction, can be seen in the different plan goals and strategies. Within the Safety Element, there is a strategy to improve pedestrian access, visibility, and protection. The Mobility Element goal is to provide safe, efficiently, and accessibility means for mobility, through the strategies of:

- Pursuing funding options and solutions
- Developing long-term mobility plans
- Developing long-term mitigation strategies
- Reviewing current plans and policies in place
- Supporting multimodal alternatives
- Strengthening public education
- Strengthening inter-governmental relationships

As part of the Strategic Plan Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, a list of weaknesses and threats that included transportation were public safety, sidewalks, streetlights; the Transit Population; and Transportation – monitoring roads that get done. However, transportation strengths and opportunities listed included the use of Interstate 10 and the city's commitment to public involvement.

The Crestview CRA Strategic Plan is an extension of this Plan, using the same vision and mission of the Strategic Plan to revitalize the dedicated CRA areas in Crestview. Many of the goals and objectives of this Plan emphasize redevelopment, preservation, and enhancement that are applicable to projects involving transportation directly or indirectly. CRAs will be discussed further in depth in the Financial Resources memo of the 2045 LRTP.

#### **2.5.15 DeFuniak Springs 2025 Comprehensive Plan**

The 2025 Comprehensive Plan for DeFuniak Springs was adopted in October 2010. The Plan encompasses the elements of Future Land Use, Transportation, Housing, Infrastructure, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvements, and Public School Facilities.

The Transportation Element has one goal, which is to “provide a safe, cost effective multimodal transportation system” to DeFuniak Springs. The Transportation Element objectives can be seen in **Table 19**.

*Table 19. DeFuniak Springs Comprehensive Plan – Transportation Element Objectives*

Item	Objective
<b>Objective 1.1</b>	Streets will be maintained at a reasonable level of service to ensure flow of traffic. The City hereby adopts the following peak hour Levels of Service (LOS) for facilities as follows: Freeways – C, Principal Arterials – C, Minor Arterials & Collectors – C.
<b>Objective 1.2</b>	Through its membership with the Okaloosa-Walton Transportation Planning Organization, the City of DeFuniak Springs will continue to coordinate with the plans and programs of the Florida Department of Transportation's Five Year Transportation Plan to provide a safe and efficient motorized and non-motorized transportation system.
<b>Objective 1.3</b>	The City shall regulate the provision of roadway access to the State Highway System and all other roads and streets for all new development through the following management techniques: Policy 1.3.1: Limiting access to the State Highway System and all other streets by controlling the number and location of site access driveways and other intersecting roads according to the procedures and standards outlines in FDOT Rule Chapters 14-96 and 14-97. Policy 1.3.2: Requiring shared driveways or cross-access easements for adjacent properties where the minimum driveway spacing requirements defined in FDOT Rule 14-97 cannot be met.
<b>Objective 1.4</b>	The City shall promote increased opportunities for public transportation, bicycle, and pedestrian circulation systems.
<b>Objective 1.5</b>	The City shall reduce Vehicle Miles Traveled (VMT)-related emissions by encouraging the use of public transit when available, promoting improvements to transit system infrastructure, increasing safety and accessibility, and by providing other incentives as appropriate and when feasible.

### 2.5.16 DeFuniak Springs Community Redevelopment Strategic Plan 2019

DeFuniak Springs City Council adopted Resolution 2018-08 on August 13, 2018, which officially formed the DeFuniak Springs CRA. The Community Redevelopment Strategic Plan is meant to give guidance regarding the redevelopment of DeFuniak Springs by identifying community priorities, strategic opportunities, and economic patterns in order to achieve the goals of the CRA. There are two sets of goals within the Strategic Plan: Strategic Goals and Community Project Goals.

Strategic Goals include:

1. Economic Development
2. Public Spaces Streetscapes, and Gateways
3. Increase Housing Opportunities
4. Community Development
5. Transportation
6. Economic Viability

The Transportation Strategic Goal indicates that the CRA will focus its transportation efforts through a Complete Streets lens of development. A Complete Street is a street that is designed and operated to



enable safe use and support mobility for all users, including all ages and abilities, regardless of the method of travel, such as drivers, pedestrians, bicyclists, or transit rides according to the USDOT.

The Community Project Goals are:

1. An Incentive Plan for More Diverse Housing options
2. Completion of Renovations to the Hall of Brotherhood
3. A Comprehensive Infrastructure, Streetscape, and Gateway Plan
4. A Master Plan for Economic Development
5. A New or Renovated Municipal Complex
6. A New or Renovated Amphitheater

Community Project Goal #3, a comprehensive infrastructure, streetscape, and gateway plan calls for economic development in DeFuniak Springs for both residents and businesses. Projects and initiatives within the plan should account for water/waste, curb, gutters, and drainage, sidewalks and roadways, gas and electricity, lighting and safety, and high-speed communications. The desired results of this goal, when accomplished, should provide community connections to both virtual and real world aspects, establish safe and convenient multimodal networks of transportation throughout the city, and bring safety, beauty, comfort, and accessibility to the community on a higher level.

### **2.5.17 Destin Comprehensive Plan 2020**

The City of Destin is located in Okaloosa County. Their Comprehensive Plan was adopted in 2005, and last updated in February 2019.

The first chapter of the Comprehensive Plan emphasizes the city's desire for multimodal planning in the region, including how multimodal planning relates back to transportation. The goal of the Future Land Use Element is related to Urban Form. Specifically, to ensure that the design and character of new development as well as new public investments provides the framework for a healthy local economy, a healthy environment and sound fiscal management, supports stable or improving residential environments, and provides citizens and visitors with transportation options.

Quality urban form supports:

- A healthy economy by providing a functional environment in which to do business and a positive visual brand that attracts businesses, customers, and employees.
- A healthy environment by design for the preservation of natural habitats and by best practices in the management of water, energy, and transportation.



- Sound fiscal management by producing environments that allow for efficient provision of city services by minimizing the feet of utility infrastructure per user and the time required to provide services to each resident and business.
- Stable or improving residential environments by providing a predictable context for existing residents with convenient access to services, recreation, and complementary uses.
- Transportation opens by providing a connected network of streets, trails, and paths, origins and destination within a reasonable distance for walking and cycling, urban design elements that make walking comfortable, and activity centers of sufficient intensity to be connected by transit.

While Destin's idea of Urban Form supports a variety of land use and environmental management, the ideas above are all interconnected and necessary for a complete multimodal transportation network. The Transportation Element of the Destin Comprehensive Plan provides a framework for achieving the optimum, cost-effective transportation system to balance the needs of the city's residents, workers, tourists, and through traffic. Through a combination of land use and site design characteristics along with strategies to enhance the availability and use of multiple modes of transportation to achieve optimization. In connection to other local plans, the Transportation Element highlights the City of Destin's 2027 Strategic Vision's priorities of Ease of Mobility, and the city's 2017 Goal priorities of improved Mobility and Connectivity.

Major topics of this element include:

- Design of the multimodal system
- Level of Service (LOS) Standard
- Multimodal district implementation
- Airport and multimodal planning coordination
- Multi-jurisdiction coordination

The goal of the Destin Comprehensive Plan Transportation Element is to maintain and continue to improve upon an efficient high quality, multimodal transportation system that balanced community circulation needs with regional travel demand. The objectives of the Transportation Element are seen in **Table 20**.

**Table 20. Destin Comprehensive Plan – Transportation Element Objectives**

Item	Objective
2-1.1	Continue to provide a safe, convenient, efficient, and cost effective multimodal transportation system and roadway network that optimizes access for present and future residents.
2-1.2	Maintain LOS standards for present and future resident by implementing measurable targets.





<b>2-1.3</b>	Continue implementation of the multimodal transportation districts (MMTD).
<b>2-1.4</b>	Coordinate between airport uses and multimodal transportation planning.
<b>2-1.5</b>	Coordinate transportation plans with other jurisdictions.
<b>2-1.6</b>	Facilitate new transportation technologies.
<b>2-1.7</b>	Monitor and enhance evacuation capacity.

### **2.5.18 Destin 2017 Biennial Transportation District Monitoring Report**

The 2017 Biennial Transportation District Monitoring Report follows the impact of the implementation of Multimodal Transportation District (MMTD) regulations in the City of Destin. Destin was the first city in the state of Florida adopt MMTD regulations, which were established in 2006 through an amendment to the Comprehensive Plan. The 2017 Monitoring Report is the sixth biennial report, and summarizes the progress made in implementing MMTD and achieving the multimodal goals and objectives set forth.

MMTD replaces traditional requirements of management road capacity with a network that focuses on pedestrian-oriented site design with multimodal infrastructure development. Developments in the MMTD that satisfy pedestrian-oriented site design with multimodal infrastructure development that are compliant with transportation concurrency requirements with vehicular traffic:

1. Follows urban form and multimodal facility design standards as described in Policy 2-1.3.5, which is described as design development to be supportive of multimodal transportation and reductions in vehicle miles traveled (VMT).<sup>15</sup>
2. Contributes toward achieving the adopted multimodal level of service (MMLOS) standards designated through the provision of on-site and off-site improvements necessary to mitigate transportation impacts in the immediate project vicinity. The amount of mitigation required will correspond to the project's impact as calculated through application of the city's transportation impact fee. Eligible capital improvements are those located within the MMTD and are included in the Capital Improvements element of this Plan.

### **2.5.19 Destin Pathways Master Plan, 2009 Update**

The City of Destin's Pathways Master Plan was updated in September 2009. This Master Plan was first adopted in the year 2000, and provides a clear vision and strategy for the city to continue implementing a pathway system that provides alternatives to automobile travel. The updates made in the Master Plan reflect the interim changes and new conditions to the roadway and pathway networks

<sup>15</sup> City of Destin. (2019). *Comprehensive Plan: Transportation Element*. Retrieved from [https://library.municode.com/fl/destin/codes/comprehensive\\_plan?nodeId=COPL\\_CH2TREL](https://library.municode.com/fl/destin/codes/comprehensive_plan?nodeId=COPL_CH2TREL)





across the city, as well as changes in policy within transportation and land use as they pertain to the implementation of the city's Multimodal Transportation District (MMTD).

The 2009 Update was drafted in response to original 2000 Master Plan goals:

- Identify and update existing pathway facilities
- Define programmed pathway facilities included in the city's Capital Improvements Plan (CIP)
- Identify future pathway facility improvements that will:
  - Improve the overall function and utilization of the pathways network
  - Provide the greatest return on investment
  - Enhance pedestrian safety
  - Respond to the consensual desires of residents, where possible
  - Strengthen non-vehicular transportation connections to important destinations

### **2.5.20 Eglin Air Force Base Joint Land Use Study**

There are fields within the Okaloosa-Walton TPO boundaries that belong to Eglin Air Force Base (AFB). The Eglin AFB provides jobs and services in the area. The Eglin Air Force Base Joint Land Use Study (JLUS) program promotes cooperative land use planning between the military installations of the area with adjacent communities so that future community growth are compatible with the training and operational missions of that installation. The JLUS also identifies existing environmental conditions within the area, such as current conflicts between land uses and the Base operations, as well as potential future impacts.

The goals of the JLUS are included in **Table 21**.

**Table 21. Eglin Air Force Base JLUS - Goals**

Item	Goals
1	Involve local cities and counties within the project study area that will include portions of Okaloosa, Santa Rosa, and Walton Counties.
2	Protect the health, safety, and welfare of the civilian and military communities.
3	Identify appropriate regulatory and non-regulatory measures to ensure compatibility between existing and future land uses.
4	Increase communication and cooperation between Eglin AFB and neighboring local governments.
5	Protect and promote the present and future operational capabilities of Eglin's areas.

### **2.5.21 Eglin AFB Integrated Natural Resources Management Plan**

An Integrated Natural Resources Management Plan (INRMP) works to support military testing and training operations, as well as support the diverse natural species and habitats within the area. The



Eglin AFB INRMP provides interdisciplinary strategic guidance for the management of these natural resources in support of the military mission within the land and water range of the military complex, located in Okaloosa and Walton Counties, as well as Santa Rosa and Gulf Counties.

The Natural Resources Office (NRO) within Eglin AFB works to sustain natural infrastructure and coordination of biological consultations for missions that occur within the 464,000 acres across Eglin.

Strategic Priorities of the INRMP are:

- Provide direct support and coordination services by planning for and adapting to a rapidly changing military mission.
- Restore the longleaf pine ecosystem and recover threatened and endangered (T&E) species in the Core Conservation Area (CCA).
- Enable long-term sustainability of barrier island environments for military testing/training by protecting, maintaining, and monitoring T&E species and their habitats.
- Restore, protect, and monitor wetland and aquatic habitats to comply with federal law, recover T&E species, and maximize mission access and flexibility.
- Provide a variety of uses, values, products, and services to present and future generations while maintaining sustainable ecosystems.

### **2.5.22 Fort Walton Beach Comprehensive Plan**

Fort Walton Beach is a city located in Okaloosa County. The Fort Walton Beach Comprehensive Plan 2019-2029 was adopted on May 21, 2019. This Plan encompasses the elements of Future Land Use, Transportation, Housing, Infrastructure, Conservation, Coastal Management, Recreation and Open Space, Intergovernmental Coordination, Capital Improvement, Economic Development and Public School Facilities.

The goal of the Transportation Element is to “provide for a safe, energy efficient, cost effective, and accessible multimodal transportation system in the city, as well as to and from the surrounding regional areas, in a manner that not only accommodates today’s demand but also reasonably anticipates growth.” The objectives of the Transportation Element are referenced in **Table 22**.

**Table 22. Fort Walton Beach Comprehensive Plan – Transportation Element Objectives**

Item	Objective
<b>B.1</b>	Provide for safe, convenient, energy efficient, and cost effective motorized and non-motorized traffic circulations within the city.
<b>B.2</b>	Seek to ensure that sufficient transportation system capacity is available to meet the needs of present and future residents.
<b>B.3</b>	Coordinate the traffic circulation system, including multimodal systems, with the future land uses shown on the future land use map series.



Item	Objective
<b>B.4</b>	Coordinate the city's transportation decision making process with the transportation plans and programs of the Okaloosa-Walton Transportation Planning Organization (OWTPO) and the Florida Department of Transportation (FDOT).
<b>B.5</b>	Provide for the protection of existing and future rights-of-way from building encroachment.
<b>B.6</b>	Integrate a safe system of bikeways and pedestrian facilities into the city.
<b>B.7</b>	Maintain a transportation concurrency exception area (TCEA) coterminous with the Fort Walton Beach Community Redevelopment Area (CRA).
<b>B.8</b>	Meet the needs of the transportation disadvantaged.

### **2.5.23 Fort Walton Beach Community Redevelopment Area Plan**

The Fort Walton Beach Community Redevelopment Area (CRA) Plan was adopted in May 2019. This Plan serves as an update to the 2012 CRA Plan to address changes that have taken place since its initial adoption, as well as to refocus the projects, programs, and initiatives that guide the redevelopment process within the CRA over the next five years.

The purpose of the CRA Plan is to eradicate blight conditions, one of which is the presence of inadequate transportation facilities. One of the elements of the CRA Plan is transportation, connectivity, and walkability. This element focuses on the existing conditions of the CRA and how bicycle and pedestrian connectivity are lacking and how bus shelter and public transit signage is poor. The CRA Plan provides key physical improvements to create complete streets and enhance multimodal elements of the CRA, which include:

1. Reclaim some of the excess right-of-way space dedicated to cars, particularly along Eglin Parkway through road dieting to preserve traffic flows while improving safety and expanding mobility to other modes, such as providing on-street parking, bike lanes, dedicated bus lanes, landscape areas, and pedestrian crossing bulb-outs/islands.
2. Support the implementation of the Downtown Master Plan and the "around the mound" transportation concept by acquiring rights-of-way and key parcels specified in the Downtown Master Plan.
3. Coordinate with EC Rider to extend existing bus routes and include additional transit stops in the CRA.
4. Enhance the transit stops to improve safety (bus shelters, benches, and signage), meet Americans with Disabilities Act requirements and appearance of the CRA.
5. Support the creation of a water taxi system along the Santa Rosa Sound and around the Choctawhatchee Bay to provide additional water-based travel and entertainment between



popular destinations such as Liza Jackson Park, Sound Park, Fort Walton Beach Park, Brooks Street Bridge Park, and Ross Marler Park.

6. Implement bike lanes in addition to the trail/bike paths.
7. Identify and promote a bikeway corridor which connects to the Downtown Core to the Commerce and Technology Park (CTP).
8. Construct complete street improvements which connect to the pedestrian system.
9. Provide for wider sidewalks and/or other bicycle and pedestrian improvements along Miracle Parkway, Eglin Parkway, Beal Parkway, and Hollywood Boulevard.
10. Improve pedestrian signals and crossings in the CRA. Consider retrofitting certain intersections to include "pedestrian crossing islands" and consider pedestrian overpasses and medians.

Transportation is one of the primary sections of the CRA Plan. The goal of the Transportation Element is to "ensure the availability of an adequate and safe multimodal transportation system throughout the CRA." The objectives of this goal are displayed in **Table 23**.

**Table 23. Fort Walton Beach CRA Plan – Transportation Objectives**

Item	Objective
<b>Objective 2.1</b>	Support the implementation of the Downtown Master Plan and the "around the mound" transportation concept.
<b>Objective 2.2</b>	Promote the use of and enhance the availability of transit facilities.
<b>Objective 2.3</b>	Expand the current Sidewalk and Pavement Improvement Programs.
<b>Objective 2.4</b>	Invest in developing more walkable areas throughout the CRA.
<b>Objective 2.5</b>	Identify bicycle connections and implement improvements throughout the CRA.
<b>Objective 2.6</b>	Ensure the availability of adequate and accessible parking in the CRA.

### **2.5.24 Fort Walton Beach Commerce and Technology Park Master Plan**

The Fort Walton Beach Commerce and Technology Park (CTP) Master Plan addresses the existing conditions and needs of the 360+ acre office and industrial park. This industrial park and office area hosts a mix of tenants that represent both local and national businesses. The CTP is an important employment center and economic generator within the city. In order to maintain the economic success and keep businesses within the area, as well as attract new ones, the Master Plan addresses what needs new development or redevelopment, and ways to implement these changes.

A focus of the Master Plan is Transit, Connectivity, and Walkability. The CTP area is serviced by the EC Rider Transit System with three fixed routes. However, these routes within the CTP are considered



sub-standard in terms of amenities and safety. In addition to the sub-standard transit, the bicycle and pedestrian facilities within the CTP are lacking.

The implementation of the Master Plan includes a projects and programs section divided into short-, medium-, and long-term timeframes. Many of these projects include roadway, transit, and Complete Street improvements to the CTP area.

The CTP Master Plan has its own vision statement and goals and objectives. Goal 2 is about Transportation and Infrastructure in the CTP area. The objectives of this goal are located in **Table 24**.

**Table 24. Fort Walton Beach CTP Master Plan – Transportation and Infrastructure Objectives**

Item	Objectives
2.1	Provide an effective and efficient roadway system.
2.2	Improve the traffic flow through utilization of traffic calming, intersection improvements, and pavement maintenance.
2.3	Provide complete streets for safe pedestrian and bicyclist accessibility.
2.4	Enhance public transit stops to improve safety and amenities.
2.5	Develop a stormwater master plan to design stormwater facilities as open space amenities.

### 2.5.25 Fort Walton Beach Downtown Master Plan

The Fort Walton Beach Downtown Master Plan, adopted in May 2019, was developed to help turn the downtown area of Fort Walton Beach into a retail and entertainment destination, with transportation being a central focus of the Plan. While the Downtown Master Plan focused on a study of one area within Fort Walton Beach with the development of alternatives, the recommendations for a redevelopment plan include additional transportation goals, as well as acknowledging the needs of Downtown Fort Walton continuing to be an economic and tourist center.

Design guidelines within the Downtown Master Plan emphasize key design components that should be utilized during the development and implementation of the Master Plan vision. These design guidelines include streetscapes and parking. Streetscape and parking guidelines here emphasize that there should be adequate room for both vehicles (motorized and non-motorized, such as bicycles) and pedestrians. Wayfinding signage with multiple access points and efficient circulation are important to both tourists and residents alike.

Alternatives were identified within the Master Plan for the downtown area that all provide enhanced transportation infrastructure, green space, and more. Of the three alternatives identified, the first alternative, Central Green, was the preferred alternative as voted on by the City Council. This alternative would specifically create a flexible use community green/urban plaza with mixed use



development, provide direct vehicular and pedestrian connections to the Landing parking areas, and provide additional connections for pedestrians from the east end of Miracle Strip Parkway, located directly south to the Bayfront.

Short-term goals and recommendations for implementation of the chosen alternative and transportation include:

- Partner with FDOT for Highway 98 alignment.
- Implement funding strategy for Highway 98 alignment acquisition and project construction.
- Prepare short-term transportation and parking improvements identified in Phase 1.
- Continue with planning projects required for redevelopment of interior core.
  - Transportation Analysis: The potential realignment of Highway 98 necessitates a detailed evaluation of the potential transportation issues with affected properties.

### **2.5.26 Destin-Fort Walton Beach Airport Master Plan Update**

The Destin-Fort Walton Beach Airport (VPS) is an important facility for travel, tourism, and economic success in the region. The Destin-Fort Walton Beach Airport Master Plan Update was adopted in March 2010. The Master Plan was updated in 1998 and 2000 prior to the 2010 Update. The Master Plan inventoried the existing facilities of the VPS, including the airport's history and connection to other airports in the region. This led to understanding the future of aviation demand, and how VPS would need to meet that demand, with design criteria and facility requirements.

The goals of the Master Plan Update can be found in **Table 25**.

**Table 25. Destin-Fort Walton Beach Airport Master Plan Update Goals**

Item	Goal
<b>Goal 1</b>	Provide planning and development guidance to satisfy anticipated aviation demand and stimulate Airport development and the local economy.
<b>Goal 2</b>	Provide an airport that is safe and reliable.
<b>Goal 3</b>	Development the Airport and its vicinity to minimize negative environmental impacts.
<b>Goal 4</b>	Develop an airport that supports local and regional economic goals while accommodating new opportunities or shifts in development patterns.
<b>Goal 5</b>	Ensure adequate and convenient ground access to the Airport.
<b>Goal 6</b>	Develop an airport that is consistent with federal, state, regional, and local plans.

### **2.5.27 Destin-Fort Walton Beach Airport Terminal Area Study**

In addition to the VPS Master Plan Update, there is the Terminal Area Study/Terminal Area Plan Update. The purpose of this study is to determine the aviation needs of VPS and its service area for





the next 20 years. It is a continuing planning process necessary to identify adequate and compatible airport improvements as required to meet the growing aviation demands associated with the Airport.

The overall goal of the Terminal Area Study is to provide Okaloosa County with an effective planning tool to guide the future development of the VPS. Specific goals and objectives of the study include:

- Meet the aviation needs of the community and passengers;
- Ensure any short-term actions and recommendations do not preclude or prevent long-term planning objectives;
- Establish the framework for a continuous planning process;
- Optimize the operational efficiency, effectiveness, and safety of VPS
- Update historical aviation data and develop new forecasted based on historical trends and major changes anticipated for the future;
- Propose a viable, phased 5, 10, and 20-year capital improvement plan for achieving the planned airport development and implementation schedule; and
- Propose relative timing/sequencing of major development activities.

### **2.5.28 Freeport Comprehensive Plan**

The City of Freeport is located in Walton County. Adopted in February 2017, the Freeport Comprehensive Plan reviews Capital Improvements Element, the Conservation Element, the Economic Development Element, the Future Land Use Element, the Housing Element, the Infrastructure Element, the Intergovernmental Coordination Element, the Public Schools Facilities Element, the Recreation and Open Space Element, and the Transportation Element.

The goal of the Transportation Element, also called the Traffic Circulation Element, is to provide a safe, cost effective transportation system. The objectives of this goal are found in **Table 26**.

**Table 26. Freeport Comprehensive Plan – Transportation Element Objectives**

Item	Objective
<b>Objective A</b>	The City of Freeport will, in cooperation with the Okaloosa-Walton transportation Planning Organization (O-W TPO), Florida Department of Transportation, and the Walton County Road Department, provide a safe, convenient, and efficient motorized and non-motorized transportation system by maintaining city-owned streets at the adopted level of service and by lobbying for and coordinating improvements by the State and County on streets they control.
<b>Objective B</b>	The City hereby adopts the peak hour level of service standard as described in Policy B.1.
<b>Objective C</b>	The City will coordinate with the Plans and programs of the O-W TPO and the Florida Department of Transportation's Five-Year Transportation Plan.



Item	Objective
<b>Objective D</b>	The City will coordinate improvements to the traffic circulation system based upon projected future land uses in this plan.
<b>Objective E</b>	The City will protect existing and future rights-of-way from encroachment by new buildings.
<b>Objective F</b>	The City will limit new access to arterial and collector roads.
<b>Objective G</b>	<p>The impact of proposed development activity on available capacity shall be determined as follows:</p> <ol style="list-style-type: none"><li>1. The area of impact of the development (a traffic shed) shall be determined. The traffic shed shall be that area where the primary impact of traffic to and from the site occurs. If the city/county has designated sectors of the jurisdiction for determining development impacts and planning capital improvements, such sectors or planning areas may be used.</li><li>2. The projected level of service for roads within the traffic shed shall be calculated based upon estimated trips to be generated by the project where the development will have access to more than one road the calculations shall show the split in generated traffic and the state the assumption's used in the assignment of traffic to each facility.</li></ol>

### 2.5.29 Mary Esther

At the time of writing, City of Mary Esther comprehensive planning documents were unavailable to the public from their website.

### 2.5.30 Niceville Comprehensive Plan 2035

The City of Niceville is located in Okaloosa County. The Niceville Comprehensive Plan 2035 was adopted on October 12, 2010. The Comprehensive Plan is broken up into different elements including Future Land Use, Transportation, Housing, Infrastructure, Coastal Management, Recreation, Intergovernmental Coordination, and Capital Improvements.

The purpose of the Transportation Element is to establish the desired and projected transportation system within Niceville and to plan for future motorized and non-motorized traffic circulation systems. The goals of the element are seen in **Table 27**.

**Table 27. Niceville Comprehensive Plan – Transportation Element Goals**

Item	Goal
<b>8.A</b>	Provide a safe, economical, and efficient transportation system that maximized the mobility of people and goods.
<b>8.B</b>	Provide an energy efficient transportation system that results in the reduction of greenhouse gas emissions.
<b>8.C</b>	Provide a transportation system in harmony with environmental, social, economic, and aesthetic features of the area.



Item	Goal
<b>8.D</b>	Provide a transportation system that optimizes presentation and efficiency of existing transportation facilities.
<b>8.E</b>	Provide measures to relieve financial constraints on improvements to the transportation system.
<b>8.F</b>	Provide a cooperative, continuing, and comprehensive transportation process.

### **2.5.31 Niceville Community Redevelopment Agency Plan**

The City of Niceville passed Resolution 12-06-01 in Spring 2012, which created a CRA to address the deteriorating and under-performing areas of the historic areas of the city. The Niceville CRA Plan was initially adopted in 2015 and amended in March 2020. The CRA Plan was meant to assist the city in dedicating public resources and programs to stimulate private investment in under-performing areas identified in the plan. Specifically, inadequate transportation facilities are one of the reasons for the development of the CRA, as seen here:

"Eliminate blighted conditions in the old settlement areas of the city as a result of inadequate transportation facilities, lack of property value increases, deteriorating sites and other improvements, inadequate building densities, high vacancy rates, and the overall deterioration and obsolescence of properties and structures; and

Direct public revenues and programs to identified redevelopment areas for the enhancement and development of public infrastructure and facilities to eliminate blighting conditions and to stimulate and/or support new private investment and development in the economically underperforming areas of the city."

In Planning Area #3 in the amended CRA Plan, part of the plan is to reconfigure transportation flows for both pedestrian and vehicular transport.

### **2.5.32 Shalimar Comprehensive Plan**

Shalimar is a town in Okaloosa County. The Comprehensive Plan was adopted by the town commission on February 12, 2013. This Plan encompasses eight different elements, including: Future Land Use, Transportation, Housing, Infrastructure, Coastal Management and Conservation, Recreation and Open Space, Intergovernmental Coordination, and Capital Improvements elements. Additionally, the Comprehensive Plan emphasizes consistency of the document with planning policies of the Emerald Coast Regional Council (identified in the plan as the former Northwest Florida Regional Planning Council) and with Florida comprehensive plans.

The purpose of the Transportation Element is to establish desired and projected transportation systems within the town and to plan for future motorized and non-motorized traffic circulation



system. The future traffic circulation systems are supported by the goals, objectives, and policies of the element. **Table 28** represents the Transportation Element goals in the Comprehensive Plan.

**Table 28. Shalimar Comprehensive Plan – Transportation Element Goals**

Item	Goal
<b>8.A</b>	Provide a safe, economical, and efficient transportation system that maximizes the mobility of people and goods.
<b>8.B</b>	Provide an energy efficient transportation system resulting in the reduction of greenhouse gas emissions.
<b>8.C</b>	Provide a transportation system in harmony with environmental, social, economic, and aesthetic features of the area.
<b>8.D</b>	Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities.
<b>8.E</b>	Provide measures to relieve financial constraints on improvements to the transportation system.
<b>8.F</b>	Provide a cooperative, continuing, and comprehensive transportation process.

### 2.5.33 Valparaiso Comprehensive Plan

Valparaiso is a city located in Okaloosa County. The Comprehensive Plan was last amended on April 10, 2000. Elements of the Valparaiso Comprehensive Plan include Future Land Use, Transportation, Housing, Infrastructure, Coastal Management and Conservation, Recreation and Open Space, Intergovernmental Coordination, and Capital Improvement.

The purpose of the Transportation Element is to establish the desired and projected transportation system within Valparaiso and to plan for future motorized and non-motorized traffic circulation systems. The goal of the Transportation Element is to provide a safe, cost effective and functional roadway and transportation system for all residents and visitors to the City of Valparaiso. **Table 29** references the Transportation Element objectives in the Valparaiso Comprehensive Plan.

**Table 29. Valparaiso Comprehensive Plan – Transportation Element Objectives**

Item	Objective
<b>8.A.1</b>	Continually provide for safe, convenient, efficient, and cost effective motorized and non-motorized traffic circulation within the City by including regulations with the LDC (reference Policy 7.A.1.1) and implementing Policies 8.A.1.1 through 8.A.1.7, among others.
<b>8.A.2</b>	Maintain the design function of roadways for present and future resident upon adoption of this Ordinance.
<b>8.A.3</b>	Coordinate the traffic circulation system with the future land uses shown on the Future Land Use Map Series (Figures 7-1 through 7-3) upon adoption of this Ordinance.
<b>8.A.4</b>	Continually coordinate the City's decision make process with the plans and programs of the Fort Walton Beach MPO* and the Florida FDOT upon adoption of this ordinance.



Item	Objective
<b>8.A.5</b>	The City shall provide for the protection of existing and future rights-of-way from encroachment by including regulations with the LDC (reference policy 7.A.1.1) and implementing Policy 8.A.5.1.
<b>8.A.6</b>	Minimize the need for construction of new highways through development of a Congestion Management System and identification of strategies to reduce travel demand. Encourage alternative modes of travel and implement traffic operations improvements.

*\*Fort Walton Beach TPO should be updated to say Okaloosa-Walton TPO.*

### **2.5.34 Valparaiso Strategic Plan**

The Valparaiso Strategic Plan was created to lead the city into the future with a purpose.

The vision of the Plan is to make Valparaiso an inviting, safe, and prosperous community where people, live work, and enjoy life. The mission statement is to enhance the vitality and quality of life for all in the Valparaiso Community.

The Strategic Plan includes 18 goals and 54 action items. The goals of the Strategic Plan that include transportation infrastructure and efforts, as well as tourism, are included in **Table 30**.

**Table 30. Valparaiso Strategic Plan Goals**

Item	Goal
<b>II</b>	Support and encourage the beautification of commercial and residential neighborhoods, thoroughfares, and public spaces.
<b>X</b>	Improve connectivity for drivers, bicyclists, and pedestrians.
<b>XIII</b>	Provide cost effective housing close to work environment in order to reduce transportation and fuel expenses.
<b>XVIII</b>	Create an environment where we attract tourism to the cities.





### 3.0 Goals and Objectives (2045)

The 2045 Goals and Objectives were developed utilizing new and updated federal and state requirements for policy-level changes, with additional evaluation being provided in other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy were reviewed. In addition to the policy and document reviews, the Goals and Objectives were presented to both the Steering Committee and the public for input. The draft Goals and Objectives were presented the O-W Transportation Planning Organization on January 21, 2021; including presentation to the Technical Coordinating Committee and Citizens Advisory Committee. Summaries of the meetings and public input can be found in the Appendices.

The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the O-W TPO 2045 LRTP. These statements will guide the development of the plan update. For the 2045 LRTP, the vision and mission statements are continued from the 2040 LRTP with minor additions. The 2045 Goals and Objectives as scheduled for adoption by the O-W TPO on February 18, 2021 are listed in **Table 31**.

**2045 Vision:** Our vision is to provide a high quality, safe, efficient, reliable and cost-effective multimodal transportation system that enhances economic vitality, military missions, and quality of life while protecting the environment and promoting efficient system management and operation.

**2045 Mission:** To preserve and enhance reliable transportation systems that are safe, efficient, resilient, socially and environmentally responsible, technologically advanced, financially constrained, coordinated with land use patterns, and allow for modal choice.

**Table 31. 2045 Goals and Objectives (Adopted)**

<b>GOAL A:</b> <b>A transportation system that is safe and secure.</b>	
<b>Objective A.1</b>	Develop projects that improve safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).
<b>Objective A.2</b>	Implement counter-measures to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
<b>Objective A.3</b>	Provide for regional transportation systems that improves emergency response and recovery efforts.
<b>Objective A.4</b>	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).





## GOALS & OBJECTIVES

<b>Objective A.5</b>	Consider alternate routes and travel times on roads that function as evacuation routes before, during, and after a natural disaster to reduce service interruption probability and when establishing roadway improvement priorities.
<b>Objective A.6</b>	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
<b>Objective A.7</b>	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multimodal transportation system.
<b>Objective A.8</b>	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

<b>GOAL B:</b> <b>A transportation system that is user-friendly, multimodal, integrated, connected, and maximizes mobility.</b>	
<b>Objective B.1</b>	Identify multimodal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.
<b>Objective B.2</b>	Integrate bicycle and pedestrian routes and projects into the Long Range Transportation Plan, with increased emphasis on high activity areas such as schools and tourist destinations.
<b>Objective B.3</b>	Provide multimodal linkages to increase the range and connections of modal choices available.
<b>Objective B.4</b>	Develop traveler information systems that provide wayfinding and real time traveler information through both physical and online resources.
<b>Objective B.5</b>	Interconnect land uses and transportation facilities that provide access to essential public services.
<b>Objective B.6</b>	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation park-n-ride lots, rail, bus rapid transit, automobile, bicycle facilities, and pedestrian facilities).
<b>Objective B.7</b>	Expand transit services to improve accessibility, availability, and desirability of transit travel options.
<b>Objective B.8</b>	Use emerging technologies to reduce delay and improve reliability and customer service, such as: Intelligent Transportation Systems (ITS), Automated, connected and shared vehicles.
<b>Objective B.9</b>	Integrate Complete Streets policies and /or multimodal transportation districts (MMTD) into planning documents, project development, and maintenance programs.



**GOAL C:****A transportation system that provides for the effective movement of goods and people.**

<b>Objective C.1</b>	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System (SIS) facilities (such as, but not limited to: highway, airport, seaport, rail and the Strategic Highway Network (STRAHNET)) to allow for the efficient movement of people and goods.
<b>Objective C.2</b>	Implement projects that will support the military's ability to carry out its missions at the region's installations.
<b>Objective C.3</b>	Enhance the urban economic vitality by providing a transportation system that considers the needs of the business community and economic development strategies.
<b>Objective C.4</b>	Be proactive regarding identification of emerging regional and rural employment centers, logistics centers, trade gateways, tourist destinations, and significant regional transportation corridors.
<b>Objective C.5</b>	Develop and maintain facilities for the transfer of cargo between all modes of transport.
<b>Objective C.6</b>	Integrate mobility management to improve system reliability with tools such as Intelligent Transportation Systems (ITS).
<b>Objective C.7</b>	Give priority to transportation improvements that will relieve existing traffic congestion and/or enhance safety.

**GOAL D:****A transportation system that supports a high quality of life, respectful of the social and natural environment, public health, and vulnerable users.**

<b>Objective D.1</b>	Consider the health impacts of projects and policies for transportation investments.
<b>Objective D.2</b>	Design, build, operate, and maintain transportation facilities to accommodate users of all ages, backgrounds, and abilities, including the young, persons with disabilities, the economically challenged, minority and limited English proficiency populations, and the elderly.
<b>Objective D.3</b>	Address aesthetics during the planning process, including, but not limited to, signage, landscaping, and stormwater management.
<b>Objective D.4</b>	Provide transportation benefits that are balanced throughout the community.
<b>Objective D.5</b>	Plan and develop transportation projects that support mixed-use development and urban infill / redevelopment, with an emphasis on providing transit options.
<b>Objective D.6</b>	Co-locate transportation projects with utilities or other infrastructure investments to focus growth in areas targeted for development or redevelopment.
<b>Objective D.7</b>	Reduce the number of vehicle miles traveled by supporting local government land use decisions that encourage a denser built environment, such as mixed-use zoning.
<b>Objective D.8</b>	Maintain air quality attainment status for ground level ozone.
<b>Objective D.9</b>	Address environmental resources at an ecosystem scale through collaborative partnerships (such as FWC, etc.) such that multimodal transportation impacts are understood at all levels of project development.

**GOAL E:****A transportation system that is maintained and operated efficiently.**

<b>Objective E.1</b>	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
<b>Objective E.2</b>	Replace structurally deficient facilities (such as, roads, bridges, and transit) that emphasize preservation of the existing system.
<b>Objective E.3</b>	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS).
<b>Objective E.4</b>	Continue to maintain the Congestion Management System to evaluate existing transportation facilities.
<b>Objective E.5</b>	Promote local government adoption of access management standards.
<b>Objective E.6</b>	Priority should be given to transportation projects that have already received funding commitments for any of the following project phases: project development and environment (PD&E), final design, or right-of-way purchase.
<b>Objective E.7</b>	Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities.
<b>Objective E.8</b>	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).
<b>Objective E.9</b>	Continue to implement an autonomous and Intelligent Transportation System (ITS) plan to improve road efficiency and to maintain traffic flow.

**GOAL F:****A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes.**

<b>Objective F.1</b>	Utilize multiple forms of technology and public outreach in the transportation planning process in order to inform the public of the Long Range Transportation Plan process.
<b>Objective F.2</b>	Develop transportation projects that are acceptable to the public, business community and the military by early consideration and coordination of local desires and preferences.
<b>Objective F.3</b>	Obtain a high level of citizen participation in the transportation planning process through an active Citizens' Advisory Committee, public meetings, and continuing access to transportation officials.
<b>Objective F.4</b>	Make efforts to solicit a wide representation of citizens throughout the TPO service area in the Long Range Transportation Plan process.
<b>Objective F.5</b>	Make public outreach efforts to citizen groups that desire to learn more about the Long Range Transportation Plan process.
<b>Objective F.6</b>	Encourage local governments to plan and budget to take advantage of opportunities to match federal, state or local transportation programs in order to maximize funding.
<b>Objective F.7</b>	Incorporate tourism strategy and planning documents into the needs and project development of the transportation system.



## 4.0 Incorporation of Planning Factors

### 4.1 Federal Requirements

**Table 32** shows how the required federal Planning Factors were included in the strategies of 2045 LRTP.

An “**x**” indicates the Objective **fulfills** the Goal.

**Table 32. Incorporation of Planning Factors – Federal Requirements**

Federal Planning Factors											
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal A: Safe and Secure											
Objectives	A.1	x									
	A.2	x				x			x	x	
	A.3		x						x	x	
	A.4	x	x								
	A.5									x	
	A.6								x	x	
	A.7		x							x	
	A.8		x							x	
Goal B: User-Friendly, Multimodal, Integrated, Connected and Maximizes Mobility											
Objectives	B.1				x						
	B.2	x					x				x
	B.3				x						
	B.4								x		
	B.5			x			x				
	B.6				x						
	B.7			x							
	B.8					x			x	x	
	B.9	x			x						



## GOALS & OBJECTIVES

FEDERAL PLANNING FACTORS										
	SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
	1	2	3	4	5	6	7	8	9	10
Goal C: Effective Movement of People and Goods										
Objectives	C.1				x			x		
	C.2		x					x		
	C.3					x				
	C.4			x		x				x
	C.5			x		x		x		
	C.6								x	
	C.7	x						x		
Goal D: High Quality of Life, Social and Natural Environment, Public Health, and Vulnerable Users										
Objectives	D.1						x			
	D.2			x				x	x	
	D.3						x			
	D.4			x		x				
	D.5			x	x	x				
	D.6				x			x		
	D.7						x	x		
	D.8						x			
	D.9						x		x	



## GOALS & OBJECTIVES

FEDERAL PLANNING FACTORS											
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal E: Maintained and Operated Efficiently											
Objectives	E.1					X					
	E.2					X			X		
	E.3					X		X			
	E.4					X			X		
	E.5	X							X		
	E.6					X	X				
	E.7					X		X	X		
	E.8				X	X			X		
	E.9								X		
Goal F: Consistent, Continuing, Cooperative, Comprehensive											
Objectives	F.1			X							
	F.2						X				
	F.3			X							
	F.4			X							
	F.5			X							
	F.6						X				
	F.7						X				X



## 4.2 Federal Expectations and Emerging Issues

**Table 33** shows how the required federal expectations and emerging issues were included in the strategies of 2045 LRTP. An "x" indicates the Objective **fulfills** the Goal. Goal E18 is optional and does not include Objectives to implement the goal (as indicated with a "-").

**Table 33. Incorporation of Planning Factors – Federal Expectations and Emerging Issues**

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
	PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal A: Safe and Secure																		
Objectives	A.1				x				x	x								-
	A.2							x										-
	A.3						x										x	-
	A.4								x	x							x	-
	A.5																x	-
	A.6																x	-
	A.7		x							x								-
	A.8		x										x					-
Goal B: User-Friendly, Multimodal, Integrated, Connected and Maximizes Mobility																		
Objectives	B.1									x								-
	B.2								x	x								-
	B.3									x								-
	B.4									x								-
	B.5																x	-
	B.6									x								-
	B.7									x	x							-
	B.8									x		x						-
	B.9									x								-



## GOALS & OBJECTIVES

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
	PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal C: Effective Movement of Goods and People																		
Objectives	C.1					X		X										-
	C.2												X					-
	C.3																	-
	C.4																X	-
	C.5					X				X								-
	C.6							X				X						-
	C.7							X										-
Goal D: High Quality of Life, Social and Natural Environment, Public Health, and Vulnerable Users																		
Objectives	D.1						X											-
	D.2								X	X								-
	D.3						X										X	-
	D.4						X											-
	D.5						X				X							-
	D.6												X				X	-
	D.7						X	X										-
	D.8						X											-
	D.9						X						X					-





# GOALS & OBJECTIVES

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
	PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal E: Maintained and Operated Efficiently																		
Objectives	E.1			x						x	x							-
	E.2										x							-
	E.3							x									x	-
	E.4							x										-
	E.5				x			x					x					-
	E.6			x												x		-
	E.7						x	x					x					-
	E.8							x										-
	E.9							x										-
Goal F: Consistent, Continuing, Cooperative, Comprehensive																		
Objectives	F.1	x	x	x									x	x				-
	F.2	x	x	x									x	x				-
	F.3	x	x	x										x				-
	F.4	x	x	x										x				-
	F.5	x	x	x										x				-
	F.6			x														-
	F.7												x					-



## **Appendices**

**Appendix A:** 2040 Goals and Objectives

**Appendix B:** 2045 Steering Committee Formation

**Appendix C:** 2045 Steering Committee #1 Summary

**Appendix D:** 2045 Steering Committee #2 Summary

**Appendix E:** 2045 Draft Goals and Objectives for Review

**Appendix F:** 2045 Goals and Objectives Approval Resolution





## Appendix A: O-W 2040 LRTP Adopted Vision, Mission, Goals & Objectives

The O-W 2040 LRTP was adopted on April 21, 2016. The creation of the O-W LRTP 2045 vision statement, mission statement, and goals and objectives was based on the 2040 LRTP, seen in this section.

**2040 Vision:** To provide a high quality, safe, efficient, and cost-effective multimodal transportation system that enhances economic vitality, military missions, and quality of life while protecting the environment and promoting efficient system management and operation.

**2040 Mission:** To preserve and enhance transportation systems that are safe, efficient, socially and environmentally responsible, technologically advanced, financially constrained, coordinated with land use patterns, and allow for modal choice.

### Goals & Objectives

**Table 34. 2040 LRTP Goals & Objectives**

<b>GOAL A:</b> <b>A transportation system that is safe and secure.</b>	
<b>Objective A.1</b>	Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit and bicycle facilities).
<b>Objective A.2</b>	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
<b>Objective A.3</b>	Ensure that the regional transportation system can support emergency response and recovery efforts.
<b>Objective A.4</b>	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
<b>Objective A.5</b>	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
<b>Objective A.6</b>	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
<b>Objective A.7</b>	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
<b>Objective A.8</b>	Work with federal, state and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multimodal transportation system.
<b>Objective A.9</b>	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the Transportation System.

**GOALS & OBJECTIVES****GOAL B:****A transportation system that is user-friendly and maximizes mobility.**

<b>Objective B.1</b>	Develop a Long Range Transportation Plan that identifies multimodal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.
<b>Objective B.2</b>	Integrate bicycle and pedestrian routes and projects into the Long Range Transportation Plan, with increased attention to school routes and tourist destinations.
<b>Objective B.3</b>	Provide multimodal linkages to increase the range of modal choices available and connection between modes to motorized and non-motorized users.
<b>Objective B.4</b>	Give priority to transportation improvements that will relieve existing traffic congestion and / or enhance safety.
<b>Objective B.5</b>	Develop traveler information systems that provide wayfinding and real time traveler information.

**GOAL C:****A transportation system that provides for the effective movement of goods and people.**

<b>Objective C.1</b>	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System (SIS) facilities (such as, but not limited to: highway, airport, seaport, rail and STRAHNET) to ensure efficient movement of people and goods.
<b>Objective C.2</b>	Implement projects that will support the military's ability to carry out its missions at the region's installations.
<b>Objective C.3</b>	Enhance the urban economic vitality by providing a transportation system that considers the needs of the business community and economic development strategies.
<b>Objective C.4</b>	Be proactive regarding identification of emerging regional employment centers, rural employment centers, logistics centers, trade gateways, and significant regional transportation corridors.
<b>Objective C.5</b>	Develop and maintain facilities that facilitate the transfer of cargo between all modes of transport.
<b>Objective C.6</b>	Integrate mobility management with Intelligent Transportation Systems to enhance multimodal integration of people and goods.

**GOAL D:****A transportation system that supports a high quality of life respectful of the environment, public health, and vulnerable users.**

<b>Objective D.1</b>	Consider the health impacts of projects and policies for transportation investments.
<b>Objective D.2</b>	Design, build, operate, and maintain transportation facilities to accommodate users of all ages, backgrounds, and abilities, including the young, persons with disabilities, the economically challenged, and the elderly.
<b>Objective D.3</b>	Address aesthetics during the planning process, including, but not limited to, signage, landscaping, and retention ponds.
<b>Objective D.4</b>	Ensure transportation benefits are balanced throughout the community.
<b>Objective D.5</b>	Plan and develop transportation projects that support mixed-use development and urban infill / redevelopment, with an emphasis on providing transit options.
<b>Objective D.6</b>	Co-locate transportation projects with utilities or other infrastructure investments to focus growth in areas targeted for development or redevelopment.
<b>Objective D.7</b>	Reduce the number of vehicle miles traveled by supporting local government land use decisions that encourage a denser built environment, such as mixed-use zoning.
<b>Objective D.8</b>	Maintain air quality attainment status for ground level ozone.



**GOALS & OBJECTIVES****GOAL E:****A transportation system that is multimodal, integrated, and connected.**

<b>Objective E.1</b>	Interconnect land uses and transportation facilities that provides access to essential public services.
<b>Objective E.2</b>	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, bicycle facilities, and pedestrian facilities).
<b>Objective E.3</b>	Expand transit services to improve accessibility, availability and desirability of transit travel options.
<b>Objective E.4</b>	Use emerging technologies to reduce delay and improve reliability and customer service, such as: Intelligent Transportation Systems (ITS); Automated, connected, and shared vehicles.

**GOAL F:****A transportation system that is maintained and operated efficiently.**

<b>Objective F.1</b>	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
<b>Objective F.2</b>	Replace structurally deficient facilities (such as, roads, bridges, and transit) that emphasize preservation of the existing system.
<b>Objective F.3</b>	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS).
<b>Objective F.4</b>	Continue to maintain the Congestion Management System to evaluate existing transportation facilities.
<b>Objective F.5</b>	Promote local government adoption of access management standards.
<b>Objective F.6</b>	Priority should be given to transportation projects that have already received funding commitments for any of the following project phases: project development and environment (PD&E), final design, or right-of-way purchase.
<b>Objective F.7</b>	Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities.
<b>Objective F.8</b>	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).
<b>Objective F.9</b>	Continue to implement an autonomous and Intelligent Transportation System (ITS) plan to improve road efficiency and to maintain traffic flow.

**GOAL G:****A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes.**

<b>Objective G.1</b>	Utilize multiple forms of technology and public outreach in the transportation planning process in order to inform the public of the Long Range Transportation Plan process.
<b>Objective G.2</b>	Ensure public and private transportation projects chosen are acceptable to the public, business community and the military by early consideration and coordination of local desires and preferences.
<b>Objective G.3</b>	Ensure a high level of citizen participation in the transportation planning process through an active Citizens' Advisory Committee, public meetings, and continuing access to transportation officials.
<b>Objective G.4</b>	Ensure adequate representation of citizens throughout the TPO service area in the Long Range Transportation Plan process.



Objective G.5	Make public outreach efforts to citizen groups that desire to learn more about the Long Range Transportation Plan process.
Objective G.6	Encourage local governments to plan and budget to take advantage of opportunities to match federal, state or local transportation programs in order to maximize funding.



## **Appendix B: 2045 Steering Committee Formation**

TCC Committee Members:

- Alex Barthe', CAC member
- Bryan Brannon, TCC member, Walton County
- Dean Covey, CAC member
- Steve Czonstka, CAC member
- Trae Duley, TCC Member, City of Crestview
- Van Fuller, TCC Member, Mid-Bay Bridge Authority
- Latilda Hughes-Neel, TCC Member, City of Freeport
- Christy Johnson, FDOT
- Jeffrey Morgan, TCC Member, Okaloosa County Sherriff's Office
- Pamela Murray, TCC Member, Hurlburt Field
- Bryant Paulk, FDOT
- David Rydene, NOAA
- Kelly Schultz, TCC Member, City of DeFuniak Springs
- Kristen Shell, Walton County
- Bill Smith, TCC Member, Okaloosa County School District
- Tom Tolbert, TCC Member, Eglin Air Force Base
- Jim Wood, CAC member



## Appendix C: 2045 Steering Committee Meeting #1

### Summary

GoToMeeting | Tuesday, September 15, 2020 | 1 p.m.

Maurene "Moe" Balmaseda, HDR  
Tiffany Bates, ECRC  
Caitlin Cerame, ECRC  
Dean Covey, Citizens' Advisory Committee  
Trae Duley, City of Crestview  
Brittany Ellers, ECRC  
Rae Emary-McFee, ECRC  
Van Fuller, Mid-Bay Bridge Authority  
Mary Jo Gustave, ECRC  
Christy Johnson, FDOT  
Donna Morgan, Bridgeway Center

Jeffrey Morgan, Okaloosa County Sheriff's Office  
Jill Lavender Nobles, ECRC  
Dr. Peter Ogonowski, HDR  
Melissa Porcaro, HDR  
David Rydene, NOAA  
Kelly Schultz, DeFuniak Springs  
Tom Tolbert, Eglin Air Force Base  
Matt Wiesenfeld, HDR  
Cory Wilkinson, HDR  
Jim Wood, Citizens' Advisory Committee  
Jill Lavender Nobles, ECRC

#### **Re: Notes from 2045 Long Range Transportation Plan Update Steering Committee Workshop #1**

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The first steering committee meeting was held on September 15<sup>th</sup> via GoToMeeting at 1:00 p.m. CT. The purpose of the meeting was to start the 2045 LRTP update and to review the initial draft of the 2045 Goals and Objectives. An overview of the long range transportation plan update process was given to the attendees as well as a summary of the Area Profile. The initial draft of the 2045 Goals and Objectives were reviewed. Below is a summary of the comments/discussion points:

#### Introductions and Welcome

- Jill Lavender Nobles introduced the project team from both ECRC and HDR, as well as the steering committee members in attendance.

#### Steering Committee Formation

- There will be no chairman of the Steering Committee. ECRC and HDR staff will lead steering committee meetings.



### Area Profile

- Dr. Peter Ogonowski reviewed the Area Profile with the steering committee. The Area Profile showed the area has grown substantially over the last quarter century and growth is largely expected to continue through 2045.
- Timeshares and condos are not included in the Hotels and Motels graphs. These vacation type of housing near the coast has a big impact on tourism traffic for both Okaloosa and Walton Counties. Peter informed the committee that the data was not available at this time.
- A committee member asked if the population density numbers could be adjusted to subtract out the dots showing up on Eglin AFB. Another committee member noted that some of that was due to base housing.
- It was acknowledged that Eglin Air Force base has a big impact on how the population density is calculated. It is a large area with relatively few living on base. Eglin AFB is also a large employer.
- A committee member asked about population centers outside of the TPO area, including tourist movements originating from out of state and travelling through the rural areas such as Baker.
- The TPO boundaries may be adjusted after the 2020 Census results are released.
- A committee member asked to see the employment numbers more clearly demonstrate the military presence. -
- A comment was made about potential impacts to the travel demand due to the age of people in the region.
- A committee member asked to emphasize and distinguish between "drive to" and "drive through" locations as some locations experience heavy traffic from tourists passing through, as opposed to other locations which are the destination. Census data does not always capture this correctly as the response rate is low due to empty locations and second homes.

### Goals and Objectives

- The 2040 Goals and Objectives were reviewed and Melissa Porcaro presented draft changes to incorporate into the 2045 Goals and Objectives. Steering Committee members need to review these changes.
- A committee member asked about how to get a transportation study from FDOT.
- Cory Wilkinson replied with the purpose of the LRTP, saying it might not necessarily fit into this document but will consider other methods.
- The committee's only comment was to flesh out the Goal involving the environment. Mostly with Marine / DC / Habitats - Hydrological effects - bring it to the forefront. Think from a



regulation element. Environment means a lot to different people, how to best encompass that?

#### 2040 Evaluation Criteria

- The 2040 Evaluation Criteria were reviewed by Matt Wiesenfeld. The next Steering Committee meeting will cover the development of the 2045 Evaluation Criteria.

#### Next Steps

- The first round of public outreach will occur in October.
- The next Steering Committee Meeting will be held in November and will include finalizing the Goals and Objectives and updates to the Evaluation Criteria.

The Okaloosa-Walton TPO 2045 LRTP webpage can be found at: [www.ecrc.org/OW2045LRTP](http://www.ecrc.org/OW2045LRTP).





## Appendix D: 2045 Steering Committee Meeting #2

### Summary

GoToMeeting | Tuesday, November 17, 2020 | 1 p.m.

Alex Barthé, Citizens' Advisory Committee	Jill Lavender Nobles, ECRC
Commissioner Nathan Boyles, Okaloosa County	Bryant Paulk, FDOT
BOCC	
Caitlin Cerame, ECRC	Melissa Porcaro, HDR
Dean Covey, Citizens' Advisory Committee	David Rydene, NOAA
Trae Duley, City of Crestview	Tom Tolbert, Eglin Air Force Base
Rae Emary-McFee, ECRC	Mary Beth Washnock, ECRC
Latilda Hughes-Neel, City of Freeport	Matt Wiesenfeld, HDR
Christy Johnson, FDOT	Cory Wilkinson, HDR
Carisse LeJeune, City of DeFuniak Springs	Jim Wood, Citizens' Advisory Committee

#### Re: Notes from 2045 Long Range Transportation Plan Update Steering Committee Workshop #2

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The second steering committee meeting was held on November 17<sup>th</sup> via GoToMeeting at 1:00 p.m. CT. The purpose of the meeting was to continue the 2045 LRTP update by reviewing the draft 2045 Goals and Objectives, Evaluation Criteria, and Financial Resources. An overview of the long range transportation plan update process was given to the attendees as well as a summary of the Public Involvement to date. Below is a summary of the comments/discussion points:

#### Introductions and Welcome

- Jill Lavender Nobles introduced the project team from both ECRC and HDR, as well as the steering committee members in attendance.



### Public Involvement Update

- A Survey was developed and distributed for the Okaloosa-Walton TPO to garner input on the Goals and Objectives. The survey was disseminated online, through community groups, and at targeted physical locations in the TPO area. A temporary Virtual Open House webpage was also developed for the community to find all relevant information. The temporary webpage acted as an “Open House” format of outreach, which housed the outreach presentation, survey, documents, and a timeline highlighting the Goals & Objectives step in the timeline.
- Rae Emary-McFee reviewed the results of the survey. There was a total of 120 responses. Most respondents indicated each of the seven goals were “Very Important”. The most significant transportation concern was “Increased Traffic/congestion/delay” followed by “Increase in Population”. Most of the respondents use a personal vehicle as their main mode of transportation which is determined mostly by its accessibility/reliability and is their preferred mode.

### Steering Committee Update

- Matt Wiesenfeld explained the changes to the draft 2045 Goals and Objectives since the previous meeting. The Committee had comments at the first Steering Committee to flesh out the Goal involving the environment.

### 2045 Goals and Objectives

- Matt Wiesenfeld reviewed the changes made to the draft 2045 Goals and Objectives based on the comments from the first Steering Committee Meeting.

### Evaluation Criteria

- The 2040 Evaluation Criteria were reviewed by Matt Wiesenfeld. Melissa Porcaro reviewed the changes to the initial draft 2045 Evaluation Criteria. The new criteria were aligned to the 2045 Goals and Objectives. The committee was asked to continue to review the changes and provide comments back to staff.
- There was a discussion about how future development is reflected in the Evaluation Criteria. Staff explained how the Economic Reach criterium would show a positive employment growth for those areas.

### Financial Resources

- Matt Wiesenfeld presented the draft 2045 Financial Resources. FDOT’s 2018-2045 Revenue Forecast for capacity projects was presented. There was a discussion about the revenue impacts from the Coronavirus Pandemic.



### Next Steps

- The next Steering Committee Meeting will be held in early 2021.
- The December TPO meeting has been postponed to January. The draft Goals and Objectives and draft Evaluation Criteria are scheduled for presentation to the TPO and advisory committees in January.

The Okaloosa-Walton TPO 2045 LRTP webpage can be found at: [www.ecrc.org/OW2045LRTP](http://www.ecrc.org/OW2045LRTP).



## Appendix E: 2045 Draft Goals and Objectives for Review

The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the O-W TPO 2045 LRTP.

**2045 Vision:** Our vision is to provide a high quality, safe, efficient, reliable and cost-effective multimodal transportation system that enhances economic vitality, military missions, and quality of life while protecting the environment and promoting efficient system management and operation.

**2045 Mission:** To preserve and enhance reliable transportation systems that are safe, efficient, resilient, socially and environmentally responsible, technologically advanced, financially constrained, coordinated with land use patterns, and allow for modal choice.

**Table 35. 2045 Goals and Objectives (Adopted)**

<b>GOAL A:</b> <b>A transportation system that is safe and secure.</b>	
<b>Objective A.1</b>	Develop projects that improve safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).
<b>Objective A.2</b>	Implement counter-measures to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
<b>Objective A.3</b>	Provide for regional transportation systems that improves emergency response and recovery efforts.
<b>Objective A.4</b>	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
<b>Objective A.5</b>	Consider alternate routes and travel times on roads that function as evacuation routes before, during, and after a natural disaster to reduce service interruption probability and when establishing roadway improvement priorities.
<b>Objective A.6</b>	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
<b>Objective A.7</b>	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multimodal transportation system.
<b>Objective A.8</b>	Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.



<b>GOAL B:</b> <b>A transportation system that is user-friendly, multimodal, integrated, connected, and maximizes mobility.</b>	
<b>Objective B.1</b>	Identify multimodal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.
<b>Objective B.2</b>	Integrate bicycle and pedestrian routes and projects into the Long Range Transportation Plan, with increased emphasis on high activity areas such as schools and tourist destinations.
<b>Objective B.3</b>	Provide multimodal linkages to increase the range and connections of modal choices available.
<b>Objective B.4</b>	Develop traveler information systems that provide wayfinding and real time traveler information through both physical and online resources.
<b>Objective B.5</b>	Interconnect land uses and transportation facilities that provide access to essential public services.
<b>Objective B.6</b>	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation park-n-ride lots, rail, bus rapid transit, automobile, bicycle facilities, and pedestrian facilities).
<b>Objective B.7</b>	Expand transit services to improve accessibility, availability, and desirability of transit travel options.
<b>Objective B.8</b>	Use emerging technologies to reduce delay and improve reliability and customer service, such as: Intelligent Transportation Systems (ITS), Automated, connected and shared vehicles.
<b>Objective B.9</b>	Integrate Complete Streets policies and /or multimodal transportation districts (MMTD) into planning documents, project development, and maintenance programs.

**GOAL C:****A transportation system that provides for the effective movement of goods and people.**

<b>Objective C.1</b>	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System (SIS) facilities (such as, but not limited to: highway, airport, seaport, rail and the Strategic Highway Network (STRAHNET)) to allow for the efficient movement of people and goods.
<b>Objective C.2</b>	Implement projects that will support the military's ability to carry out its missions at the region's installations.
<b>Objective C.3</b>	Enhance the urban economic vitality by providing a transportation system that considers the needs of the business community and economic development strategies.
<b>Objective C.4</b>	Be proactive regarding identification of emerging regional and rural employment centers, logistics centers, trade gateways, tourist destinations, and significant regional transportation corridors.
<b>Objective C.5</b>	Develop and maintain facilities for the transfer of cargo between all modes of transport.
<b>Objective C.6</b>	Integrate mobility management to improve system reliability with tools such as Intelligent Transportation Systems (ITS).
<b>Objective C.7</b>	Give priority to transportation improvements that will relieve existing traffic congestion and/or enhance safety.

**GOAL D:****A transportation system that supports a high quality of life, respectful of the social and natural environment, public health, and vulnerable users.**

<b>Objective D.1</b>	Consider the health impacts of projects and policies for transportation investments.
<b>Objective D.2</b>	Design, build, operate, and maintain transportation facilities to accommodate users of all ages, backgrounds, and abilities, including the young, persons with disabilities, the economically challenged, minority and limited English proficiency populations, and the elderly.
<b>Objective D.3</b>	Address aesthetics during the planning process, including, but not limited to, signage, landscaping, and stormwater management.
<b>Objective D.4</b>	Provide transportation benefits that are balanced throughout the community.
<b>Objective D.5</b>	Plan and develop transportation projects that support mixed-use development and urban infill / redevelopment, with an emphasis on providing transit options.
<b>Objective D.6</b>	Co-locate transportation projects with utilities or other infrastructure investments to focus growth in areas targeted for development or redevelopment.
<b>Objective D.7</b>	Reduce the number of vehicle miles traveled by supporting local government land use decisions that encourage a denser built environment, such as mixed-use zoning.
<b>Objective D.8</b>	Maintain air quality attainment status for ground level ozone.
<b>Objective D.9</b>	Address environmental resources at an ecosystem scale through collaborative partnerships (such as FWC, etc.) such that multimodal transportation impacts are understood at all levels of project development.



**GOAL E:****A transportation system that is maintained and operated efficiently.**

<b>Objective E.1</b>	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
<b>Objective E.2</b>	Replace structurally deficient facilities (such as, roads, bridges, and transit) that emphasize preservation of the existing system.
<b>Objective E.3</b>	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS).
<b>Objective E.4</b>	Continue to maintain the Congestion Management System to evaluate existing transportation facilities.
<b>Objective E.5</b>	Promote local government adoption of access management standards.
<b>Objective E.6</b>	Priority should be given to transportation projects that have already received funding commitments for any of the following project phases: project development and environment (PD&E), final design, or right-of-way purchase.
<b>Objective E.7</b>	Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities.
<b>Objective E.8</b>	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).
<b>Objective E.9</b>	Continue to implement an autonomous and Intelligent Transportation System (ITS) plan to improve road efficiency and to maintain traffic flow.

**GOAL F:****A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes.**

<b>Objective F.1</b>	Utilize multiple forms of technology and public outreach in the transportation planning process in order to inform the public of the Long Range Transportation Plan process.
<b>Objective F.2</b>	Develop transportation projects that are acceptable to the public, business community and the military by early consideration and coordination of local desires and preferences.
<b>Objective F.3</b>	Obtain a high level of citizen participation in the transportation planning process through an active Citizens' Advisory Committee, public meetings, and continuing access to transportation officials.
<b>Objective F.4</b>	Make efforts to solicit a wide representation of citizens throughout the TPO service area in the Long Range Transportation Plan process.
<b>Objective F.5</b>	Make public outreach efforts to citizen groups that desire to learn more about the Long Range Transportation Plan process.
<b>Objective F.6</b>	Encourage local governments to plan and budget to take advantage of opportunities to match federal, state or local transportation programs in order to maximize funding.
<b>Objective F.7</b>	Incorporate tourism strategy and planning documents into the needs and project development of the transportation system.



## **Appendix F: 2045 Goals and Objectives Adoption Resolution**

## RESOLUTION O-W 21-05

### A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 LONG-RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

---

**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 Goals and Objectives; and

**WHEREAS**, the Goals and Objectives are the result of a Steering Committee consisting of members of the TPO's Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), and other interested parties, which involved review of the ten Fixing America's Surface Transportation (FAST) Act planning factors;

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

The Okaloosa-Walton TPO approves the Goals and Objectives of its 2045 Long-Range Transportation Plan update.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization held on this 18<sup>th</sup> day of February 2021.



**OKALOOSA-WALTON TRANSPORTATION  
PLANNING ORGANIZATION**

BY:

Nathan Boyles, Chair



