

## 2.2 TRANSPORTATION

**Goal 1: Provide a safe, economic and efficient transportation system that maximizes the mobility of people and goods.**

*Objective 1.1 Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.*

**Policy 1.1.1** Continue to participate in the Okaloosa – Walton Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking and other provisions of the transportation element.

**Policy 1.1.2** Participate in the development of the Five Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.

*Objective 1.2 Establish operation and maintenance responsibility, functional classifications, and level of service standards for roads and highways within the County.*

Policy 1.2.1 Level of Service (LOS) Standards for state roadways are hereby established as shown on Table 2.2.1.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) traffic counts.

2. For purposes of concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

**TABLE 2.2.1  
STATE ROADWAY LEVEL OF SERVICE STANDARDS**

<b>Roadway</b>	<b>Segment</b>	<b>Functional Class.</b>	<b>Type</b>	<b>Area</b>	<b>Lanes</b>	<b>Adopted LOS</b>
SR 4	Santa Rosa County line to US 90	Minor Arterial	Undivided	Rural Undev.	2	D
I-10	Santa Rosa County line to SR 85	Principal Arterial	Divided	Rural Undev.	4	B
I-10	SR 85 to Walton Co. line	Principal Arterial	Divided	Transitioning	4	B
US 90	Santa Rosa Co. line to SR 4	Minor Arterial	Undivided	Rural Undev.	2	C
US 90	SR 4 to MPA boundary	Minor Arterial	Undivided	Rural Dev.	2	C
US 90	MPA boundary to Antioch Rd.	Minor Arterial	Undivided	Transitioning	2	C
US 90	Antioch Rd. to Fairchild Rd.	Minor Arterial	Divided	Transitioning	4	D
US 90	Fairchild Rd. to Walton Co. line	Minor Arterial	Undivided	Rural Dev.	2	C
SR 20	Rocky Bayou Br. to White Point Rd.	Principal Arterial	Divided	Urbanized	4	E
SR 20	White Point Rd. to Walton Co. line	Principal Arterial	Undivided	Urbanized	2	D
US 98	Santa Rosa Co. line to Hurlburt Field	Principal Arterial	Divided	Urbanized	4	E
US 98	Eastern leg SR 85 to Eglin boundary	Principal Arterial	Divided	Urbanized	4	D
US 98	Brooks Bridge to Marler Bridge	Principal Arterial	Divided	Urbanized	4	D
US 98	CR 2378 to Walton Co. line	Principal Arterial	Divided	Urbanized	4	D
SR 85	Racetrack Rd. to 12 <sup>th</sup> Ave.	Principal Arterial	Divided	Urbanized	6	D
SR 85	12 <sup>th</sup> Ave. to SR 189	Principal Arterial	Divided	Urbanized	4	D
SR 85	SR 123 to SR 190	Principal Arterial	Divided	Urbanized	4	D
SR 85	College Blvd. to Antioch Rd.	Principal Arterial	Divided	Transitioning	4	C
SR 85	Antioch Rd. to I-10	Principal Arterial	Divided	Transitioning	4	C
SR 85	Old Bethel/Airport Rd. to 2-lane	Principal Arterial	Divided	Transitioning	4	C
SR 85	Begin 2-lane to Senterfitt Rd.	Principal Arterial	Undivided	Transitioning	2	C
SR 85	Senterfitt Rd. to Walton Co. line	Principal Arterial	Undivided	Rural Undev.	2	C
SR 189	Mooney Rd. to SR 85	Minor Arterial	Divided	Urbanized	4	D
SR 189	SR 4 to Alabama state line	Minor Arterial	Undivided	Rural Undev.	2	C
SR 285	College Blvd. to Walton Co. line	Minor Arterial	Undivided	Transitioning	2	D
SR 293	US 98 to Mid-Bay Bridge S. approach	Minor Arterial	Divided	Urbanized	4	E
SR 293	Mid-Bay Bridge S. approach to SR 20	Minor Arterial	Undivided	Urbanized	2	E
SR 123	SR 85 to SR 85	Principal Arterial	Undivided	Transitioning	2	D

**Policy 1.2.2** Level of Service Standards for county roadways are hereby established as shown on Table 2.2.2.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) counts.

2. For concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

**TABLE 2.2.2  
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS**

<b>Roadway</b>	<b>Segment</b>	<b>Functional Class.</b>	<b>Type</b>	<b>Area</b>	<b>Lanes</b>	<b>Adopted LOS</b>
CR 189/Log Lake Rd.	US 90 to I-10	Collector	Undivided	Rural	2	D
CR 189/Galliver Cut-Off	US 90 to SR 4	Collector	Undivided	Rural	2	D
CR 2	SR 189 to SR 4	Collector	Undivided	Rural	2	D
CR 188 (Old Bethel Rd.)	US 90 to SR 85	Collector	Undivided	Urban	2	D
CR 188 (Airport Rd./ Garden City Rd.)	SR 85 to SR 85	Collector	Undivided	Rural Dev.	2	D
CR 393	US 90 to SR 85	Collector	Undivided	Rural	2	D
John King Road	SR 85 to end	Collector	Undivided	Urban	2	E
CR 4 (Antioch Rd.)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban	2	D
PJ Adams Parkway	SR 85 to Antioch Rd.	Collector	Undivided	Urban	2	D
Lovejoy Road	Hurlburt Fld. Rd. to SR 189	Collector	Undivided	Urban	2	E
Hollywood Boulevard	Mary Esther Cut-Off to Eglin Pkwy	Collector	Undivided	Urban	2	E
Martin Luther King Jr. Blvd.	Hill St. to Green Acres Rd.	Collector	Divided	Urban	4	E
Hurlburt Road	MLK Jr. Blvd. to Beal Pkwy.	Collector	Divided/Undivided	Urban	5/4	E
North Beal Extension	Beal Pkwy to Wright Landfill	Collector	Undivided	Urban	2	E
Carmel Drive	MLK Jr. Blvd. to Beal Pkwy	Collector	Undivided	Urban	2	E
Lewis St/Mayflower Av/ South Av	Beal Pkwy to Eglin Pkwy	Collector	Undivided	Urban	2	E
CR 190 (College Blvd E)	SR 85 to Forest Rd	Collector	Undivided	Urban	2	E
CR 190 (College Blvd W)	SR 85 to SR 85	Collector	Undivided	Urban	2	E
Rocky Bayou Drive	SR 20 to Forest Rd.	Collector	Undivided	Urban	2	E
Forest Road	Rocky Bayou Dr to SR 285	Collector	Undivided	Urban	2	E
Commons Drive	Two Trees Rd to Kelly Plantation Dr	Collector	Undivided/Divided	Urban	2	D
Commons Drive	Kelly Plantation Dr to Matthew Blvd	Collector	Undivided	Urban	2	D
Santa Rosa Boulevard	Eglin boundary to Marler Park	Collector	Divided	Urban	4	E

**Policy 1.2.3 Constrained and Backlogged Roadways:** Constrained Roadways are defined as “roads on the State Highway System which FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are

made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations.” (1998 FDOT LOS Handbook). Backlogged Roadways are defined as “roads on the State Highway System operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of FDOT’s adopted work program or the five-year schedule of improvements contained in a local government’s capital improvements element, and not constrained.” (1998 FDOT LOS Handbook).

**Policy 1.2.4** A development that is deemed to have a de minimus impact pursuant to Rule 9J-5.0055(3)(c)6.a.-c., Florida Administrative Code, shall not be subject to the concurrency requirements of Chapter 4, Policy Document.

**Objective 1.3** *Give the highest priority to transportation improvements that will relieve existing traffic congestion.*

**Policy 1.3.1** Coordinate with the Okaloosa – Walton TPO in the development of the Traffic Operations Project Priorities for the five-year Transportation Improvement Program.

**Policy 1.3.2** Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce.

**Policy 1.3.3** Prior to approving new road construction projects to add capacity the County shall investigate the feasibility of alternative improvements to the existing roadway system such as:

- a. Intersection improvements;
- b. Synchronization of traffic signals;
- c. Traffic calming measures;
- d. Installation of auxiliary lanes;
- e. Redesign or realignment of roadways; and
- f. Multi-modal systems

**Policy 1.3.4** No plan amendment or rezoning shall be approved which increases the residential density or nonresidential intensity for properties fronting upon roadways identified as “congested segments” in the TPO August 2008 “Congestion Management Process Plan” unless it can be demonstrated that a clearly defined public benefit will result. These roadways include the following segments.

1. P.J. Adams Parkway/Antioch Road from SR 85 to US 90.

**Objective 1.4** *Minimize accidents, including automobile/ pedestrian/ bicycle conflicts, by emphasizing safety features and by developing a multi-modal and intermodal transportation system.*

**Policy 1.4.1** Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds.

**Policy 1.4.2** Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high-volume streets.

**Objective 1.5** *Provide for adequate emergency evacuation by providing alternative evacuation routes and adequate highway capacity on evacuation routes and by mitigation measures adopted in the Okaloosa County Local Mitigation Strategy.*

**Policy 1.5.1** Coordinate with the Okaloosa – Walton TPO, FDOT, and the Alabama Department of Transportation in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times.

**Objective 1.6** *Support Florida Intrastate Highway System (FIHS) and aviation transportation facilities that provide connectivity to areas outside the urbanized area and serve important national and regional functions.*

**Policy 1.6.1** Participate in implementation of Okaloosa – Walton TPO strategies to facilitate local traffic use of alternatives to the FIHS to protect its interregional and intrastate functions.

**Policy 1.6.2** Coordinate with the TPO in conducting feasibility studies for an aviation port for specific intermodal transportation as it relates to air cargo, surface transportation (trucking), and railway corridor connections.

**Policy 1.6.3** The County shall seek all possible federal and state funds to prepare and implement updated airport master plans.

**Policy 1.6.4 Reserved.**

**Policy 1.6.5** Initiatives will be pursued to acquire property adjacent to all airports using federal and state grants and local funding in order to enhance the airports' primary approach surfaces and prevent encroachment into the airport enterprise operational areas. The primary focus will include the runway clear zones and FAR PART 150 noise contours that enhance airworthiness, safety of approaches, airport facilities and safety of persons on the ground. Special consideration and entitlement funding will be appropriated for compatible business opportunities that are directly aviation-related businesses as approved by the Board of County Commissioners.

**Policy 1.6.6 Reserved.**

**Policy 1.6.7** The County will continue to operate the three airports as an enterprise fund using federal and state grants consistent with local enterprise funds, user fees, and passenger facilities charges (PFCs). Beyond the year 2018, and as approved by the Board

of County Commissioners, a tax revenue generation base should be considered if it is determined that an expanded airport system with Intermodal capabilities is necessary.

**Policy 1.6.8** The County shall protect airport facilities from encroachment of incompatible land uses through appropriate land development regulations that provide for the protection of the clear zones and the attenuation of noise impacts through construction standards and code enforcement. Federal Aviation Administration (FAA) aeronautical studies and a determination of no hazard to air navigation must be issued for all tall structures located within the vicinity of airports. Applications and plans for all proposed tall structures within Okaloosa County will be reviewed by the Okaloosa County Aviation Committee to determine compatibility with aviation facilities. The Okaloosa County Planning Commission shall recommend and the BCC shall grant final approval.

**Objective 1.7** *Maintain and improve access to important regional facilities including airports, educational facilities, parks, historical and recreational areas and military installations.*

**Policy 1.7.1** Coordinate roadway and transit service improvements with the Okaloosa County Airport Master Plan, the Fort Walton Beach MPO, the FDOT 5-Year Transportation Plan, and the Continuing Florida Aviation System Plan (CFAST) to ensure that future transportation access needs of the County's airport facilities are met.

**Policy 1.7.2** Promote the implementation of the Ft. Walton Beach Urbanized Area MPO 2020 Plan as it relates to roadway improvements improving access to major attractors in Okaloosa County, including airports and other related public transportation facilities.

**Policy 1.7.3** Ensure that the Five Year Transit Development Plan includes strategies to address motorized and non-motorized access to all major attractors in Okaloosa County, including intermodal terminals and access to aviation and rail facilities.

## **Goal 2: Provide an energy efficient transportation system.**

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

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

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

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

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

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

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

**Policy 2.2.4** Participate in the development of the Okaloosa – Walton TPO 2030 LRTP especially in support of travel demand management strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

**Objective 2.3** *Reduce energy consumption by promoting measures to facilitate pedestrian and bicycle facilities into the design of transportation projects not on the Interstate System.*

**Policy 2.3.1** Where feasible, all new road construction projects within the urban development area boundary will be required to accommodate non-motorized transportation facilities, including, but not limited to, the installation of signage, striping of roadways, widening of roadways, installation of sidewalks, and wheelchair ramps at intersections.

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

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

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

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

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

- a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;

- b. Appropriate paving materials, including intersection treatments;
- c. Appropriate styles of traffic control facilities; and
- d. Landscape materials that complement the character of the resources.

**Policy 3.1.2** Provide or require the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part requiring the construction of sidewalks, bike lanes, installation of signage, and striping of roadways so as to accommodate non-motorized transportation facilities.

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

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

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

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

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

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

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

*Objective 3.4 Improve the environmental and aesthetic features of the existing transportation system by developing TEA-21 enhancement projects, including but not limited to pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff and control of outdoor advertising.*

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

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

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

**Policy 4.1.1** Participate in the development of the Okaloosa – Walton TPO 2030 LRTP plan as it addresses establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region.

**Policy 4.1.2** Participate in the development of the TPO 2030 plan as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety.

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

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

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

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

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

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

**Objective 5.1** *Obtain adequate funding for needed transportation improvements by encouraging greater state and federal participation and local adoption of measures to augment these revenue sources.*

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

**Policy 5.1.2** Assist in the development of a Cost Feasible Plan that identifies sources of funding that can reasonably be expected to be available to implement the Okaloosa – Walton TPO 2030 LRTP and recommends additional funding sources for other needed improvements.

**Objective 5.2** *Equitably distribute transportation costs by requiring applicable development projects to construct appropriate transportation improvements on the public road system based on the proportional impacts of the development.*

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

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

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

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

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

**Policy 5.3.3** The following criteria shall be used when evaluating which roadways may be subject to right-of-way protection and preservation: 1) apply only to **existing** roadways and rights-of-ways; 2) the roadway must be identified for widening or improvement in the Okaloosa-Walton TPO 2030 Long Range Transportation Plan (LRTP); 3) insufficient right-of-way exists to accommodate the

work program described in the LRTP, and; 4) the road segment must be relatively free of buildings already located within the right-of-way protection/preservation area.

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

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

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

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

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

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

**Policy 6.2.1** All land use decisions shall be consistent with Okaloosa County’s Future Land Use Maps and the Traffic Circulation Maps.

**Policy 6.2.2** The County Growth Management Director or designee shall review all plans and proposals for development or redevelopment within the County by using the Future Land Use Maps and the Future Traffic Circulation Maps adopted herein. The review shall include a determination of consistency with the maps. Note: The review is not limited to the map series but must include the map series.

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

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