

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

GOAL B – PROVIDE FOR A SAFE, ENERGY EFFICIENT, COST EFFECTIVE AND UNCONGESTED 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.

OBJECTIVE B.1 – PROVIDE FOR SAFE, CONVENIENT, ENERGY EFFICIENT AND COST-EFFECTIVE MOTORIZED AND NON-MOTORIZED TRAFFIC CIRCULATION WITHIN THE CITY

Policy B.1.1

The City hereby adopts the peak hour, peak direction level of service standard of D for State roads in Fort Walton Beach, outside the TCEA.

Policy B.1.2

All new development, including but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs will provide for safe and convenient on-site traffic flow, sufficient vehicular parking to accommodate the needs of the development, and parking facilities for bicycles.

Policy B.1.3

On all arterial and collector streets, the distance between driveways providing ingress and egress to parcels will be controlled as set forth in the LDC to facilitate safe and efficient access.

Policy B.1.4

The City will require that all future development pay all costs and construct all roads within the development to City standards so that roads, upon construction, may be accepted into the City’s road system. Nothing in this policy shall be interpreted to preclude the City from requiring the development to pay all costs to the City associated with construction of any road or alley made necessary by the development.

Policy B.1.5

The City will require that new development install and maintain landscaping within public rights of way.

Policy B.1.6

The City will prioritize its transportation facility maintenance and reconstruction activities together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the City. Such analysis and prioritization will be consistent with the City’s Capital Improvements Program.

Policy B.1.7

The City will ensure the availability of well-signed accessible parking in the designated downtown design overlay district.

Policy B.1.8

The City will evaluate the use of traffic calming techniques to ensure safety for vehicular, traffic, pedestrian, and bicycle travel.

OBJECTIVE B.2 – SEEK TO ENSURE THAT SUFFICIENT TRANSPORTATION SYSTEM CAPACITY IS AVAILABLE TO MEET THE NEEDS OF PRESENT AND FUTURE RESIDENTS

Policy B.2.1

The City will work with the Okaloosa-Walton Transportation Planning Organization and the FDOT to produce studies and reports indicating which roadways are constrained or backlogged and describing the most appropriate actions to ease peak hour driving times on the road segments identified.

OBJECTIVE B.3 – COORDINATE THE TRAFFIC CIRCULATION SYSTEM, INCLUDING MULTIMODAL SYSTEMS, WITH THE FUTURE LAND USES SHOWN ON THE FUTURE LAND USE MAP SERIES

Policy B.3.1

The City will evaluate roadway improvement decisions to ensure consistency with the Comprehensive Plan.

Policy B.3.2

The City will participate in the preparation of corridor studies for all designated principal and minor arterial roadways and will coordinate the studies with adjacent communities. The corridor studies shall consider land uses adjoining the corridor, access management, and multi-modal transportation options including sidewalks, bikeways, and transit.

Policy B.3.3

The City will review all plans and proposals for development or redevelopment within the City for consistency with the transportation system.

Policy B.3.4

The City will continue to coordinate with Okaloosa County in the provision of transit services within the City and seek methods to improve transit services to residents and visitors in the City.

Policy B.3.5

The City will prioritize multi-modal improvements based on the needs identified on the sidewalk network map (Map 1-8), the bikeways map (Map 1-7), and the mass transit map (Map 1-9).

OBJECTIVE B.4 –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).

Policy B.4.1

The City will participate in and cooperate with the preparation of the OWTPO cost feasible

plan.

Policy B.4.2

The City will continue its active participation in and review of the OWTPO plans and planning process to insure that recommendations and activities are consistent with the Fort Walton Beach Comprehensive Plan. The City's participation will include efforts to assure that needed projects within the City are included within OWTPO and FDOT plans.

Policy B.4.3

The City will participate in, and review, the annual updates of the five-year FDOT construction plan to insure that the best interests of the City are included in the plan.

Policy B.4.4

The City will participate on the technical coordinating committee of the OWTPO to assure that needed projects are included in planning efforts.

OBJECTIVE B.5 – PROVIDE FOR THE PROTECTION OF EXISTING AND FUTURE RIGHTS-OF-WAY FROM BUILDING ENCROACHMENT.

Policy B.5.1

The Municipal Planning Board will explore alternative measures for the acquisition and preservation of existing and future rights-of-way.

Policy B.1.5.2

The City will continue to enforce standards that assure protection of designated arterial and collector roadways from building encroachment.

OBJECTIVE B.6 – INTEGRATE A SAFE SYSTEM OF BIKEWAYS AND PEDESTRIAN FACILITIES INTO THE CITY.

Policy B.6.1- Arterial and collector road construction projects within the City will accommodate non-motorized transportation, such as by providing bikeways and/or walkways where right-of-way is sufficient.

Policy B.6.2

The following priority ranking will be used for construction of sidewalks along existing streets. Level I will have first priority, Level II will have second priority, and Level III will have third priority:

Level I: Arterial roadways, school areas and those streets on which children would normally walk to those schools, business districts, industrial districts, historical districts, health care areas, and areas where partial or incomplete sidewalks now exist.

Level II: Collector roadways.

Level III: Local streets.

Policy B.6.3

The City will continue to require sidewalks to be constructed and maintained for new

development and redevelopment projects.

Policy B.6.4

When fixed route transit service is implemented, transit stops will be provided and include sidewalk access.

Policy B.6.5

The City will ensure that traffic operations measures and traffic control devices support and accommodate bicycle and pedestrian use, including crosswalks, pedestrian signals, refuge islands, and bicycle loop detectors.

Policy B.6.6

The City will ensure that facility design for roads, parking facilities, sidewalks, and other transportation improvements conforms to ADA standards.

OBJECTIVE B.7 –MAINTAIN A TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA) COTERMINOUS WITH THE FORT WALTON BEACH COMMUNITY REDEVELOPMENT AREA (CRA)

Policy B.7.1

Development and redevelopment within the TCEA is not required to meet State level of service standards. As an alternative, development and redevelopment within the TCEA must provide mobility improvements consistent with the impact of the development project.

Policy B.7.2

New Developments of Regional Impact (DRI), shall be excepted from transportation concurrency as permissible consistent with Chapter 380, *F.S.*; however, an existing DRI may qualify for a transportation concurrency exception based on provision of mobility improvements based on the impacts of the DRI project.

Policy B.7.3

The grant of exceptions to concurrency requirements within the TCEA is limited to transportation concurrency and does not exempt proposed development or redevelopment from complying with all remaining objectives and policies for transportation.

Policy B.7.4

The City will provide multi-modal transportation improvements as funds are available, except for improvements necessary to meet transportation safety or operational requirements arising from the proposed development or redevelopment project.

Policy B.7.5

The City may require special traffic studies, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants within the TCEA to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.

Policy B.7.6

The City will periodically evaluate the TCEA to determine its successes and shortcomings in promoting infill and redevelopment, providing multi-modal transportation

improvements, and supporting the CRA Plan. Evaluation criteria will include impacts on parking, pedestrian travel, availability of sidewalks and crosswalks, corridor streetscape improvements, and other criteria identified by the City and the CRA.

Policy B.7.7

The City will maintain and update strategies to achieve improvements to the multi-modal transportation system. Strategies may include:

- provision of sidewalks;
- bicycle lanes;
- bicycle parking facilities;
- multi-use pathways;
- transit stops and shelters;
- pedestrian features such as benches, safe havens for street crossings, and signalized pedestrian crossings;
- cross-access connections, shared driveways and access easements between developments;
- traffic calming features;
- alleys;
- median design improvements;
- incentives for retrofit to include multi-modal features; and
- transportation demand management programs.

Proposed development and redevelopment must include strategies based on priorities established by the City.

Policy B.7.8

The City will develop strategies to achieve a level of quality for walkability and bicycling that is “good” or better.

Policy B.7.9

The City will implement design strategies to improve pedestrian and bicycle facilities, such as buffers to separate non-motorized paths from roadways, signage, lane or path identification, pavement treatments, building scale requirements, and street furniture requirements.

OBJECTIVE B.8 – MEET THE NEEDS OF THE TRANSPORTATION DISADVANTAGED

Policy B.8.1

The City will coordinate with transit providers to ensure accessibility of demand responsive services to City residents.

Policy B.8.2

The City will coordinate with transit providers to ensure compliance with transit requirements of the Americans with Disabilities Act (ADA).