

## **TRANSPORTATION MOBILITY ELEMENT, GOALS, OBJECTIVES, AND POLICIES**

***GOAL T-1: ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY FOR PEOPLE WALKING, BICYCLING, ACCESSING TRANSIT, DRIVING VEHICLES, AND USING NEW MOBILITY TECHNOLOGY THAT IS SENSITIVE TO THE BUILT AND NATURAL ENVIRONMENTS OF WALTON COUNTY.***

**Objective T-1.1:** Walton County shall develop transportation corridors on state and local roads in order that the public health, safety, and welfare may be protected, preserved, and improved by planning for future growth and by creatively integrating land use, transportation, parking, and funding. .

**Policy T-1.1.1:** Walton County shall establish strategies in the Mobility Plan to facilitate local traffic using alternatives to major collector and arterial roadways to protect their inter-regional and intra-state travel functions. Part of the strategies shall be to continue to plan a parallel network of multimodal projects to reduce congestion on the State Highway System and provide alternative routes in the event of manmade or natural events that impede the function of the State Highway System.

**Policy T-1.1.2:** Walton County shall develop and maintain a Roadway Characteristics Map Series and Database to include a Functional Classification map. The Map Series and Database shall be periodically updated through resolution by the Board of County Commissioners.

**Policy T-1.1.3:** Walton County may develop Corridor Management Plans (CMP) which will contain the criteria to manage the land uses within and adjacent to the transportation corridors identified in Policy T-1.1.2 including restrictions on nonresidential and residential construction within the designated corridor and identification of permitted land uses within the corridor plan area.

**Policy T-1.1.4:** Walton County shall establish functional classification-based criteria to protect future needed rights-of-way for designated transportation corridors and other roadways within the County. Right-of-way needs may also be established based on transportation improvements identified in the Walton County Mobility Plan and/or Okaloosa-Walton Transportation Planning Organization (OWTPO) Long Range Transportation Plan (LRTP).

**Policy T-1.4.5:** Walton County shall coordinate with the OWTPO, the Emerald Coast Regional Planning Council, and the Florida Department of Transportation (FDOT) in developing a parallel network of local roads as alternative corridors to the State Highway System within the County which will help to provide additional capacity for both local and through traffic.

***GOAL T-2: WALTON COUNTY SHALL PROVIDE FOR A SAFE, CONVENIENT, EFFICIENT, INTERCONNECTED, MULTI-MODAL TRANSPORTATION SYSTEM.***

**Objective T-2.1: Right of Way Protection.** Walton County shall provide for the protection and acquisition of existing and future rights of way for all modes of transportation.

**Policy T-2.1.1** Walton County shall maintain an advanced right-of-way acquisition program including the establishment of measures for their acquisition, preservation, or protection for all modes of transportation.

**Policy T-2.1.2** The Capital Improvements Element and Program may contain line items each year for advanced right-of-way acquisition when necessary.

**Policy T-2.1.3:** To protect future needed rights-of-way the setbacks for all structures, parking, and horizontal infrastructure regulations shall be designated in the LDC for new development.

**Policy T-2.1.4:** No parking shall be allowed within the public rights-of-ways immediately adjacent to the traveled way of a public roadway facility except for public purpose including but not limited to: access to public facilities, beach access, and other similar public uses. Parking may be allowed in public rights-of-way, if approved by the County Engineer, for private commercially operated establishments if located along frontage/parallel roadways.

**Policy T-2.1.5:** Walton County shall protect the existing public easements and rights-of-ways from encroachment by new development by establishing measures within the LDC for this purpose.

**Objective T-2.2: Establish Quality and Level of Service Standards based on the Future Land Use Map and the projected integrated transportation system.**

**Policy T-2.2.1:** Walton County shall use the best available data, and use professionally accepted practices, in the development of its Quality and Level of Service analysis methodology, procedures, and assumptions in analyzing existing and future quality and levels of service of the multi-modal transportation system as part of updates to the Mobility Plan and Mobility Fee.

**Policy T-2.2.2:** Walton County shall adopt a Level of Service (LOS) standard of “D” (hereafter referred to as LOS “D”), for all County maintained arterials and collectors for the purposes of long range transportation and mobility planning, site access evaluations, regional funding opportunities and evaluating amendments to the future land use map or element that result in an increase in density or intensity.

The noted LOS standard does not apply to the following right-of-way constrained facilities:

**CR 30A** US 98 on the West End to US 98 on the East End

**CR 2378 (Scenic 98)** Okaloosa County Line to US 98 on the East End

**Policy T-2.2.3:** The minimum level of service standards adopted by Walton County for roads designated on the State Highway System and under the jurisdictional responsibility of the Florida Department of Transportation shall be based on and consistent with the statewide minimum level of service standards for the purposes of long range transportation and mobility planning, site

access evaluations, regional funding opportunities, and evaluating amendments to the future land use map or element that result in an increase in density or intensity, and pursuit of regional funding initiatives.

**Policy T-2.2.4:** Walton County shall evaluate the establishment of areawide roadway level of service standards and quality of service standards as part of updates to the Mobility Plan. The next update would include an existing conditions analysis to establish a benchmark from which to measure future performance of the Mobility Plan.

**Objective T-2.3:** The County shall develop a financially feasible Transportation Capital Improvements Schedule (CIS) to provide for the funding of multimodal projects as identified in the County's Mobility Plan and/or the Okaloosa-Walton Long Range Transportation Plan.

**Policy T-2.3.1:** The Okaloosa-Walton Transportation Planning Organization (OWTPO) Cost Feasible Plan, the OWTPO Transportation Improvement Program, the FDOT Strategic Intermodal System Plans, and other County revenue sources will be utilized in determining the financial feasibility and scheduling requirements of the County's CIS.

**Policy T-2.3.2:** The County's CIS will be updated on an annual basis to include, eliminate, defer, or delay construction of any multimodal project to account for changed conditions related to growth and/or funding.

**Policy T-2.3.3:** The County intends to engage in Public/Private Partnerships to develop an interconnected multimodal network in undeveloped and developing areas to accommodate both the impact from development currently allowed in the Comprehensive Plan and traffic utilizing existing roadways. Updates of the Mobility Plan shall evaluate the establishment of future corridors for new facilities and upgrades of the functional classification of existing roadways.

**Policy T-2.3.4:** Comprehensive Plan amendments to the Future Land Use Element or Map and developments that result in an increase in density or intensity shall evaluate the transportation impact of the amendment as defined in the County's Guidelines. The entity requesting the amendment shall be required to demonstrate that the adopted LOS standards are maintained, and that additional required infrastructure is fully funded. Applicants may only include projects that are fully funded and scheduled to commence construction within three (3) years of approval of the Comprehensive Plan Amendment to demonstrate that LOS standards are maintained for corridors that are identified as deficient.

**Policy T-2.3.5:** A mobility fee shall be adopted to ensure that development assist in funding multimodal projects and fully mitigates its off-site impact to the transportation system.

- A. Development shall satisfy off-site transportation impact mitigation obligations through payment of a mobility fee.

- B. Modes of transportation to be addressed by the mobility fee shall be walking, bicycling, accessing and riding transit, driving a motor vehicle, and using new mobility technologies.
- C. The mobility fee should reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.
- D. The Board of County Commissioners shall have the ability to amend the Mobility Fee Schedule consistent with Florida Statute.

**Policy T-2.3.6:** New development shall be reviewed for site-related operational access improvements, in addition to mobility fee requirements to address off-site impacts, in accordance with the County's Site Access Evaluation Guidelines.

**Policy T-2.3.7:** New development may be required to pay for or construct site related operational access improvements to any publicly maintained un-improved dirt roadway or substandard roadway utilized to access new development, in addition to mobility fee requirements non site related access improvements.

**Policy T-2.3.8:** A methodology for assessing a cost of the site-related operational access improvement shall be developed which allows a development to construct a site-related operational improvements in its entirety and then be reimbursed by other future development that may benefit from such an improvement. The methodology shall also include a process to allow for payment for a site-related operational access improvement that may not be feasible due to right-of-way ownership, physical constraints, or pending improvements that could be expanded to include the site-related access improvement.

**Policy T-2.3.9** Walton County shall establish LDC requirements for development to address circulation for people walking, bicycling, and accessing transit including internal sidewalks, bicycle paths, pick-up and drop-off areas, as well as connectivity to adjacent developments and multimodal facilities along development boundaries.

**Policy T-2.3.10:** All projects identified within the Mobility Plan are consistent with the Comprehensive Plan and should be considered for any future funding opportunities.

**Policy T-2.3.11:** Evacuation of populations during impending natural disasters shall be considered within the County's long range transportation planning process (Mobility Plan).

**Objective T-2.4: Walton County shall regulate the provision of roadway access to the State Highway System and/or County Road Network for all development.**

**Policy T-2.4.1:** Limit access to the State Highway System by controlling the number and location of site access driveways and other intersecting roads according to the procedures and standards outlined in FDOT Rule Chapters 14-96 and 14-97.

**Policy T-2.4.2:** Limit access to the County Roadway Network by complying with access management standards as established in the LDC.

**Policy T-2.4.3:** Shared driveways or cross-access easements shall be required for adjacent properties where feasible to promote interconnectivity.

**Policy T-2.4.4:** The use of parallel roads and shared access drives separated from through traffic shall be promoted to optimize the number of site access driveways and intersecting roads, where necessary to maintain the safe and efficient operation of the transportation system.

**Policy T-2.4.5:** No subdivision of lands shall occur within the County without an overall internal multimodal circulation plan and access management plan to include easement agreements between subdivided lands.

**Policy T-2.4.6:** The County shall establish LDC regulations and requirements for site related multimodal and vehicular access and cross-access, internal multimodal and traffic circulation, and the minimum number of primary, secondary, and emergency access connections for development.

**Objective T.2.5: Walton County shall throughout the planning time frame ensure the transportation system is coordinated with the land use designations on the Future Land Use Map (FLUM). The transportation system elements shall complement the design of planned development regarding scale, composition, and density. The application of multimodal transportation strategies will be considered as appropriate.**

**Policy T.2.5.1:** Walton County shall ensure that all amendments to the Future Land Use Map Series adopted by the County as well as any necessary traffic information related to large scale development activities are utilized to update to the Florida Standard Urban Transportation Model Structure (FSUTMS) model as deemed appropriate by the managing agencies.

**Policy T.2.5.2:** Walton County shall work with the appropriate agency, to validate the FSUTMS model to ensure the transportation needs of the County are accurately represented.

**Policy T.2.5.3:** Long range plans shall be developed and programmed through the Mobility Plan, the OWTPO LRTP and the County CIS as needed to ensure maintenance of the adopted LOS standards to accommodate the type and intensity of development as indicated on the FLUM.

**Policy T-2.5.4:** The County shall maintain a Roadway Characteristics database that includes robust transportation related data including functional classifications of roadways within the County.

**Policy T-2.5.5:** The adopted Mobility Plan shall contain the County's long range transportation plan map and future corridors map.

***GOAL T-3: PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, PROMOTE MULTIPLE MODES OF TRAVEL , AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF WALTON COUNTY.***

**Objective T-3.1:** Walton County shall encourage reduced energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass transit, etc.), reduce travel demand, reduce environmental pollutants, promote multiple modes of travel, , and strive to provide transit access for all major traffic generators and attractors.

**Policy T-3.1.1:** Walton County shall continue to work with all possible transit providing agencies to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Mobility Fee System, Site Plan Review Process, and the implementation of internal and external transit plans.

**Policy T-3.1.2:** Walton County shall provide for existing and potential park & ride lot and mobility hub locations within the Mobility Plan.

**Policy T-3.1.3:** Walton County will promote the development of paths and ways for children, parents, and care givers to safely walk and bicycle around the vicinity of schools, parks, and other facilities where opportunities exist to utilize utility rights-of-way, drainage easements, and the right-of-ways previously accepted by Walton County.

**Policy T-3.1.4:** Walton County shall maintain an ongoing priority list for the installation of bicycle lanes and multi-use paths on County roads. Based on the Mobility Plan recommendations Walton County shall implement sidewalk and multi-use path construction projects where necessary to close existing gaps along arterial, collector, and local roads.

**Policy T-3.1.5:** Encourage people walking and bicycling, and accommodate people using mobility assisted devices, through connection of multimodal projects, excluding motor vehicles, to link residential areas with recreational and commercial areas in a safe manner, in part by requiring the construction of sidewalks, bike lanes, multi-use paths, installation of signage, develop inter-connectivity, and/or striping of roadways to accommodate non-motorized transportation facilities.

**Policy T-3.1.6:** Walton County shall encourage developments to interconnect with one another through the following methods:

- 1) extension of a public or private road from one project to another.
- 2) extension of a sidewalk from one project to another.
- 3) extension of a multi-purpose trail from one project to another.
- 4) internal connections with all new developments, existing developments, or parcels adjacent to the development.
- 5) curbless shared streets, play streets, or motor vehicle lite or free streets.

**Policy T-3.1.7:** Walton County shall facilitate the provision of transit stop improvements and pullout bays along roadways through the application of the LDC and through the site plan review process.

**Policy T-3.1.8:** Walton County shall periodically optimize and coordinate signal timing plans to reduce vehicular delay and vehicle emissions.

**Policy T-3.1.9:** Walton County shall encourage the development of multimodal travel modes to maximize energy efficiency and reduce environmental pollutants.

**GOAL T-4: PROVIDE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT IS COORDINATED WITH FEDERAL, STATE, REGIONAL, AND LOCAL AGENCY PLANS, AND REGULATIONS.**

**Objective T-4.1:** Walton County shall actively participate and coordinate throughout the planning period with the goals and objectives of the OWTPO, and other local, state, and regional transportation planning organizations.

**Policy T-4.1.1:** Walton County shall actively participate during all phases of the OWTPO's continuing transportation planning process.

**Policy T-4.1.2:** Walton County shall review all plans and proposals throughout the planning process as it pertains to the OWTPO's LRTP and Transportation Improvement Program (TIP) to ensure the County's best interests are represented and coordinate the OWTPO's LRTP and TIP with the County's CIS, and this element to ensure consistency.

**Policy T-4.1.3:** Walton County shall work with the OWTPO and all the cities within Walton County to review the feasibility of a comprehensive traffic management system.

**Policy T-4.1.4:** Walton County shall utilize the OWTPO's Congestion Management Process (CMP) to help identify small-scale transportation improvements needed on congested facilities.

**Policy T-4.1.5:** Walton County shall continue to cooperate through inter-local agreements with the City of DeFuniak, City of Freeport, and the Town of Paxton in an effort to improve and maintain all common transportation corridors within the County.

**GOAL T-5: WALTON COUNTY WILL FACILITATE ECONOMIC EXPANSION WITH STRATEGIC SUPPORT OF AIRPORTS AND MARITIME PORTS**

*Objective T-5.1: Stimulate economic development in Walton County through cooperation with federal, state, regional and local agencies and plans to promote the growth and expansion of airports and ports.*

**Policy T-5.1.1:** Walton County shall coordinate with DeFuniak Springs Airport and the City of Freeport Port and work to incorporate them into the Counties CIE.

**Policy T-5.1.2:** Coordinate planned expansions of the airport and port facilities with federal, state, regional and local agency plans.

**Policy T-5.1.3:** Walton County shall work with the City of DeFuniak Springs and the City of Freeport to submit all eligible capital improvement projects to the appropriate funding agencies for approval and funding assistance.

**Policy T-5.1.4:** Walton County shall, where feasible, work with the City of DeFuniak Springs and the City of Freeport to facilitate expansion of the Airport and Port facilities.