

CHAPTER 2

TRANSPORTATION ELEMENT

**Goal 2.A - Provide a safe, multi-modal, efficient transportation system that maximizes the mobility of people and goods and that is in harmony with the environmental, social, economic, and aesthetic features of the City.**

**Objective 2.A.1 - Develop and maintain a Long-Range Transportation Plan that identifies multi-modal and intermodal transportation facilities and services that will function as an integrated system and address the mobility needs of the area.**

Policy 2.A.1.1 - Continue to participate in the Okaloosa-Walton TPO planning process in coordination with adjacent local governments and other public agencies in the development and maintenance of the Long Range Transportation Plan (LRTP).

Policy 2.A.1.2 - Participate in the development of the Transit Development Plan and support transit routes and stops within the City of Niceville.

Policy 2.A.1.3 - Participate in the development and maintenance of the Okaloosa Walton TPO's Bike Ped Plan.

Policy 2.A.1.4 - Maintain a City of Niceville Bike Ped Plan that identified current and proposed or future bike ped improvements within the City.

Policy 2.A.1.5 - Coordinate all transportation related plans with proposed development activity and any available grant or funding opportunities.

**Objective 2.A.2 - Establish and maintain level of service standards on City maintained roadways, County maintained roadways, and regionally significant State maintained roadways.**

2.A.2.1- All locally maintained collector roads are hereby assigned LOS D during peak travel hours for the planning period. The following local roads shall also be assigned LOS D during peak travel hours:

Palm Boulevard from Valparaiso Blvd to College Boulevard E

27<sup>th</sup> Street from Palm Boulevard S to Tamarack Avenue

Valparaiso Blvd from Bayshore Drive (285) to Linden Avenue

Wise Avenue from 27<sup>th</sup> Street to SR 20

Pine Avenue from 27<sup>th</sup> Street to SR 20

Davis Drive from SR 20 to Hwy 285 (Partin Drive)

Nathey Avenue from SR 85 to Niceville Avenue

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Niceville Avenue from Lewis Street to Nathey Avenue

Lewis Street from SR 85 to Niceville Avenue

Kelly Road from SR 85 to Johnson Street

Policy 2.A.2.2 - Where roadways are designated by the State Legislature on the Intrastate System as Strategic Intermodal System (SIS) roadways and for other State maintained roadways, the City adopts the Level of Service according to FDOT. Where roadways are maintained by Okaloosa County, the City adopts the Level of Service according to the County.

Policy 2.A.2.3 - The City will include right-of-way protection provisions within the LDC and shall establish where right-of-way protection provisions shall apply.

Policy 2.A.2.4 - The City will continue to work with the Okaloosa-Walton Transportation Planning Organization and Florida Department of Transportation in exploring methods and funding options to reduce traffic on congested segments of John Sims Parkway and SR 20, including the development of parallel corridors, specifically Crossings Boulevard, College Boulevard, and the completion of a bypass connector from SR 85 to SR 123.

Policy 2.A.2.5 - The City shall require applicants for development approval within the City limits to demonstrate both capacity and operational level of service maintenance at the time of development application. All applications for non-de-minimus development shall be accompanied by an transportation impact analysis (TIA) and mitigation alternatives, if necessary, that have been prepared in accordance with the procedures and practices described in the most recent versions of the FDOT Multimodal Site Impact Handbook; FDOT Traffic Analysis Handbook (detailed LOS analysis, corridor studies and PD&E studies etc.); FDOT Manual on Uniform Traffic Studies (MUTS) (traffic signal warrant studies, travel time studies, speed studies, etc); and/or the FDOT Quality/Level of Service Handbook (sketch-level planning analysis) if applicable. The LDC shall identify which developments are required to submit a TIA and the required level of analysis.

Policy 2.A.2.6 - The City encourages pre-application meetings with the Florida Department of Transportation when a permit or approval is needed from this agency. Evidence of coordination will be required for a City Development Order when applicable.

Policy 2.A.2.7 - Level of Service (LOS) determinations should be based on methodologies consistent with the most current Highway Capacity Manual (HCM), the most recent FDOT Multimodal Quality/Level of Service Handbook, or a methodology determined by the City as being comparable.

Policy 2.A.2.8 - The City shall coordinate the traffic circulation system with the future land uses shown on the Future Land Use Map by maintaining the adopted LOS

standards and by evaluating any request for amendment to the Future Land Use Map based on LOS standard maintenance.

Policy 2.A.2.9 - Coordinate with the Okaloosa-Walton TPO in the development of the five-year Transportation Improvement Program and Congestion Management Plan (CMP).

Policy 2.A.2.10- Prior to approving new road construction projects to add capacity the City shall investigate the feasibility of alternative improvements to the existing roadway system such as:

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

Policy 2.A.2.11 - 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
- b. views of any scenic or historic resources;
- c. Appropriate paving materials, including intersection treatments;
- d. Appropriate styles of traffic control facilities; and
- e. Landscape materials that complement the character of the resources.

Policy 2.A.2.12 - Minimize rights-of-way acquisition costs of planned transportation corridors by advanced purchase of right-of-way, required donation of right-of-way, and regulation requiring development setbacks from proposed rights-of-way.

**Objective 2.A.3 - Minimize accidents, including automobile/pedestrian/bicycle conflicts, by emphasizing safety features and by developing a multi-modal and intermodal transportation system.**

Policy 2.A.3.1- 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 2.A.3.2 - Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and/or alternatives to traveling along high volume streets.

Policy 2.A.3.3 - The City shall continue its practice of providing or requiring the provision of nonmotorized transportation systems to link residential areas with recreational and commercial areas in a safe manner through LDC regulations that require the

construction of sidewalks, bike lanes, installation of signage, crosswalks, and striping of roadways so as to accommodate non-motorized transportation facilities.

Policy 2.A.3.4 - 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 2.A.3.5 - All new 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. Said provisions shall be provided for within the Land Development Code.

Policy 2.A.3.6 - 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 the Niceville Public Library and online on any commuter assistance programs, public transit, the co-coordinated transportation system program, and any bicycle/pedestrian programs endorsed by Niceville and Okaloosa County.

Policy 2.A.3.7 - Continue to support the provision of transportation services to the transportation disadvantaged by the designated provider.

Policy 2.A.3.8 - Coordinate plans for transportation-disadvantaged services with the development of the Five Year Transit Development Plan as updates are completed.

**Objective 2.A.4 - Provide for adequate emergency evacuation routes and capacity.**

Policy 2.A.4.1 - Coordinate with the Okaloosa-Walton TPO, FDOT, and Okaloosa County in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times.

Policy 2.A.4.2 - The City shall seek to provide for alternative evacuation routes and adequate highway capacity on identified critical evacuation routes.

Policy 2.A.4.3 - The City shall seek to include mitigation measures within the adopted Okaloosa County Local Mitigation Strategy (LMS).

**Objective 2.A.5 - Maintain and improve access to important regional facilities including airports, educational facilities, parks, historical and recreational areas and military installations.**

Policy 2.A.5.1 - Coordinate roadway and transit service improvements with the Okaloosa County Airport Master Plan, the Okaloosa-Walton TPO, and the FDOT 5-Year

Transportation Plan, to ensure that future transportation access needs of the County's airport facilities are met.

Policy 2.A.5.2 - Promote the implementation of the Okaloosa-Walton Long Range Transportation Plan and the Okaloosa County Mobility Plan as it relates to roadway improvements improving access to major attractors in Niceville and Okaloosa County, including airports and other related public transportation facilities.

Policy 2.A.5.3 - Ensure that the Transit Development Plan includes strategies to address motorized and non-motorized access to all major attractors in Niceville and Okaloosa County, including intermodal terminals and access to aviation and rail facilities.

**Objective 2.A.6 - Maintain and enhance the safety and efficiency of the arterial and collector road system.**

Policy 2.A.6.1 - The LDC 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 City access management policy.

Policy 2.A.6.2 - 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 City, consistent with FDOT access management policy.

Policy 2.A.6.3 - 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.

Policy 2.A.6.4 - The LDC shall contain regulations which provide for all future developments to pay all costs and construct all roads within the development to City standards so that the roads, upon construction, may be accepted into the City's road system.

Policy 2.A.6.5 - - The City shall continue its practice of reconstructing or resurfacing local streets on an annual basis.

Policy 2.A.6.6 - The City shall prioritize its 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. Said analyses may be performed by the City or others. If performed by others the manner and methods of analysis must be approved by the City.

