

**MOBILITY WORKSHOP AGENDA**  
**AUGUST 29, 2023**  
**CITY HALL ANNEX COUNCIL CHAMBERS**  
**5:30 PM**

**WORKSHOP**

A. Mobility Plan Workshop

**Any person requiring a special accommodation at this hearing because of a disability or physical impairment should contact the City Clerk at (850) 837-4242 at least 48 hours prior to the hearing. If a person decides to appeal any decision made with respect to any matter considered at such meeting, such person will need a record of the proceeding and for such purpose may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. (Sec. 286.0105, Florida Statutes)**

CITY OF DESTIN – COMMUNITY DEVELOPMENT



# AGENDA ITEM

**MEETING DATE:** August 29, 2023  
**BOARD/COMMITTEE:** City Council  
**TYPE OF AGENDA ITEM:** Presentation  
**OUTLINE NUMBER:** A.

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**TO:** City Council

**THRU:** Lance Johnson, City Manager

**FROM:** Louis Zunguze, Community Development Director  
Kimberly Kopp, City Attorney

**DATE:**

**SUBJECT:** Mobility Plan Workshop

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**I. BACKGROUND:** The intent of this workshop is to provide the public with an opportunity to review and provide input on transportation projects that have been identified in the City's Draft Mobility Plan. The purpose of the Mobility Plan is to ensure the proper maintenance of the City's transportation network capacity through 2050; identify and address safety issues; and increase options for walking and cycling.

**II. DISCUSSION:** The Draft Mobility Plan includes 60 transportation improvement projects. Each project provides a new transportation facility or improves the performance of existing facilities. The City is seeking public input on how the projects in the Draft Mobility Plan should be prioritized. Transportation improvement projects in the Draft Mobility Plan are divided into the following categories:

- The **Cross Town Connector** consists of seven projects. These projects will result in a continuous, parallel roadway to U.S. Highway 98, which will help alleviate congestion for east/west travel.
- **New Streets** consists of seven proposed minor collectors and local streets. These projects are meant to close the gaps in Destin's transportation system.
- **Network Connectivity** projects total twenty-eight improvements. These include bike lanes, sidewalks, and multi-use paths to aid in connectivity for all modes of travel.
- **Community Parking** consists of four projects. Destin's current public parking does not meet the needs of the community, especially during peak months and peak times. These projects include proposed parking decks, parking lots, and parking expansions.
- **Intersection Enhancements** consist of fourteen projects. These intersections

require attention due to the crash history, congestion, and projected growth. Enhancements include features such as new crosswalks, signage, and medians.

The City is also working to develop a Mobility Fee that will provide support for the implementation of the projects included in the Mobility Plan. The fee would apply to new development and help mitigate the impact of the City's continued growth. The draft fees will be prepared following the adoption of the Mobility Plan.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

D. Legislative Sponsor:

### III. CONCLUSION:

### IV. RECOMMENDED MOTION: Information and Discussion

Attachments:

1. DestinMobilityPlan - Reduced

# DESTIN MOBILITY PLAN

August 2023



# ACKNOWLEDGEMENTS



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The City of Destin would like to thank both staff and residents who dedicated their time and energy into creating a mobility plan that reflects our vision of “a family-oriented beach and fishing community where people want to live, work, and play and where visitors are welcomed to respectfully enjoy our community and its resources.”

**DESTIN STAFF:**

- City Manager**  
Lance Johnson
- Community Development Director**  
Louis Zunguze
- Principal Planner**  
Steve O'Connor
- Senior Planner**  
Daniel Butler
- Planner**  
Christopher Willis
- Planner**  
Rachel Hoag

**DESTIN CITY COUNCIL:**

- Mayor Bobby Wagner
- Councilman Matthew Sweetser
- Councilman Torey Geile
- Councilman Dewey Destin
- Councilman Jim Bagby
- Councilwoman Terésa Hebert
- Councilman Johnny King
- Councilman Kevin Schmidt

Consulting provided by:  
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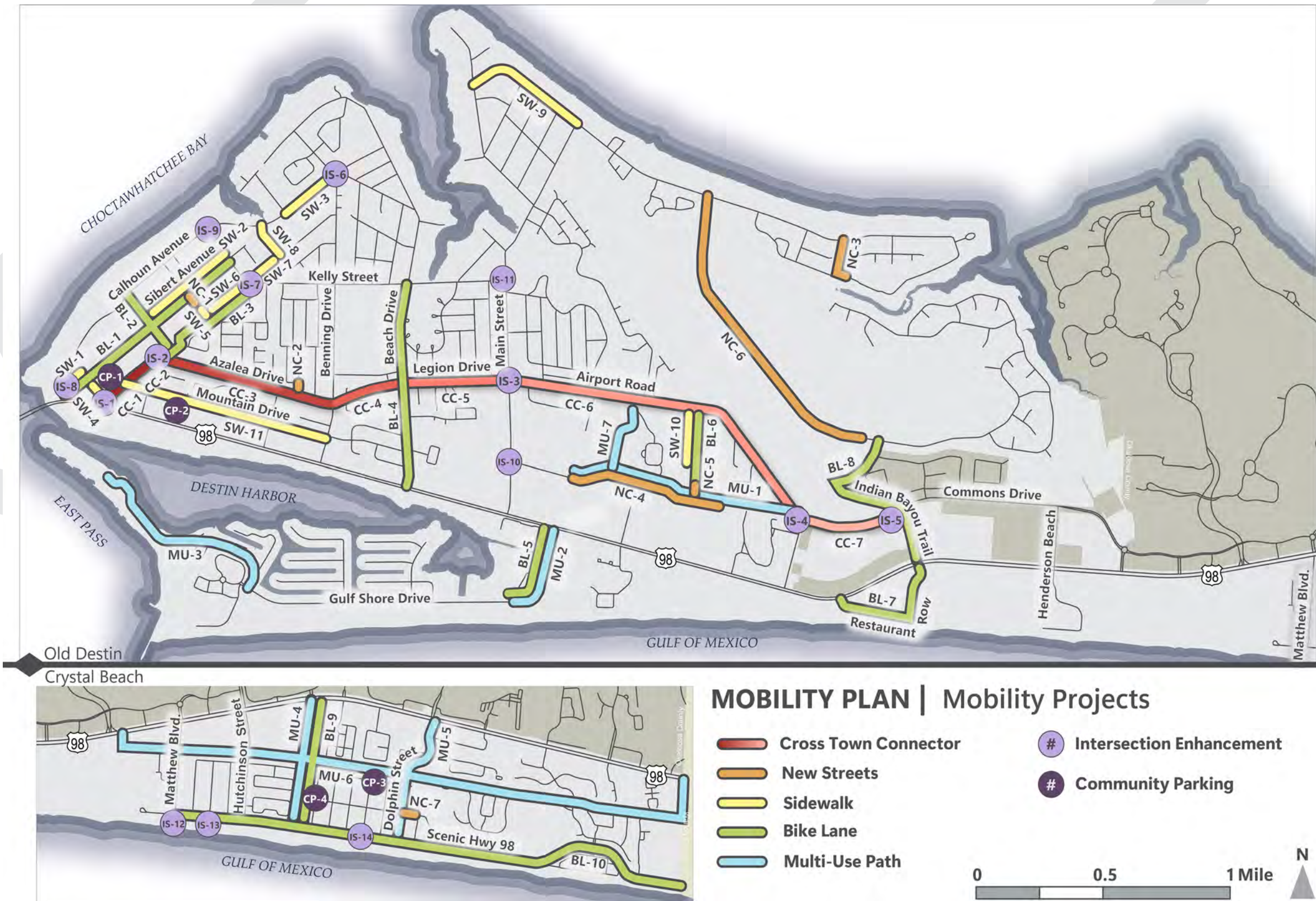
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# EXECUTIVE SUMMARY

The Mobility Plan is the City's transportation strategy that implements the Comprehensive Plan. Its purpose is to help ensure proper maintenance of transportation network capacity through 2050, identify and address safety issues, increase options for walking and biking, and establish an up-to-date mobility fee that supports implementation of the projects listed in this plan. The mobility fee will provide support for current development decisions, and help mitigate the impact of new development.

The Plan is presented in two parts. The first section lays out the projects and why they were selected for inclusion in the plan as well as providing prioritization scores and an implementation approach. The second section describes the existing and forecasted conditions that justify the need for these projects. It includes a population and employment forecast for 2050 and a summary of existing transportation conditions.

There are 60 mobility projects which include the Cross Town Connector, New Streets, Sidewalks, Bike Lanes, Multi-Use Paths, Intersection Enhancements, and Community Parking. The following map displays the projects that are recommended by this Plan.



# Chapter 1 Overview

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The intent of the Destin Mobility Plan is to ensure our transportation system meets the City’s needs well into the future. The transportation projects described in this plan will provide additional capacity, enhance safety, and help make walking and bicycling safer and more convenient travel options for residents, workers, and visitors alike.

The mobility plan is the transportation strategy for implementing the City’s Comprehensive Plan. Destin’s goal for transportation, as described in the Comprehensive Plan, is to “maintain and continue to improve upon an efficient, high quality, multimodal transportation system that balances community circulation needs with regional travel demand.”

The City intends to achieve its transportation goal and implement this plan through a mobility fee. The fee will provide funds for constructing the transportation improvements listed in this plan, which are needed to accommodate impacts created by development. As the Mobility Plan is implemented through the fee revenue it will promote more efficient, safe, and convenient mobility.

# 1.1 Transportation Projects

More than 50 transportation improvement projects are included in this plan. These projects will either provide a new transportation facility or improve the performance an existing facility. New facilities are intended to close gaps in the transportation network. For example, connecting the two existing ends of Mattie M. Kelly Boulevard will allow for another direct connection between Airport Road and U.S. 98. This type of project makes the system more resilient by providing alternative routes in the case of an emergency or disruption to another transportation facility, alleviating congestion on other transportation facilities, and supporting walking and bicycling as viable modes of transportation by providing more direct travel routes. Other projects included in this plan will help make the transportation system function better by improving a congested intersection or making parts of the network safer for all users. Together, these projects will help keep Destin moving well into the future.

# 1.2 Implementation Overview

Destin intends to implement the Mobility Plan through a new mobility fee. This would be a one-time charge levied by the City on new development to help pay for growth-related transportation infrastructure costs. The mobility fee would replace the transportation impact fee, last updated in 2009. The mobility fee will list the fee by land use and by district.



## Chapter 2 Why This Plan?

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# DESTIN IN 2023



## Population and Employment

Destin needs to improve its transportation system because it's a growing city. The current system is struggling to meet the demands placed on it. Between 2010 and 2020, Destin's population grew by more than 13%. The City also is an increasingly popular tourism destination. Destin needs to improve capacity, safety, parking options, and opportunities to bike and walk, even if it never adds another resident, tourist, or job. The City's growth makes the transportation needs even more pressing.

## Mobility

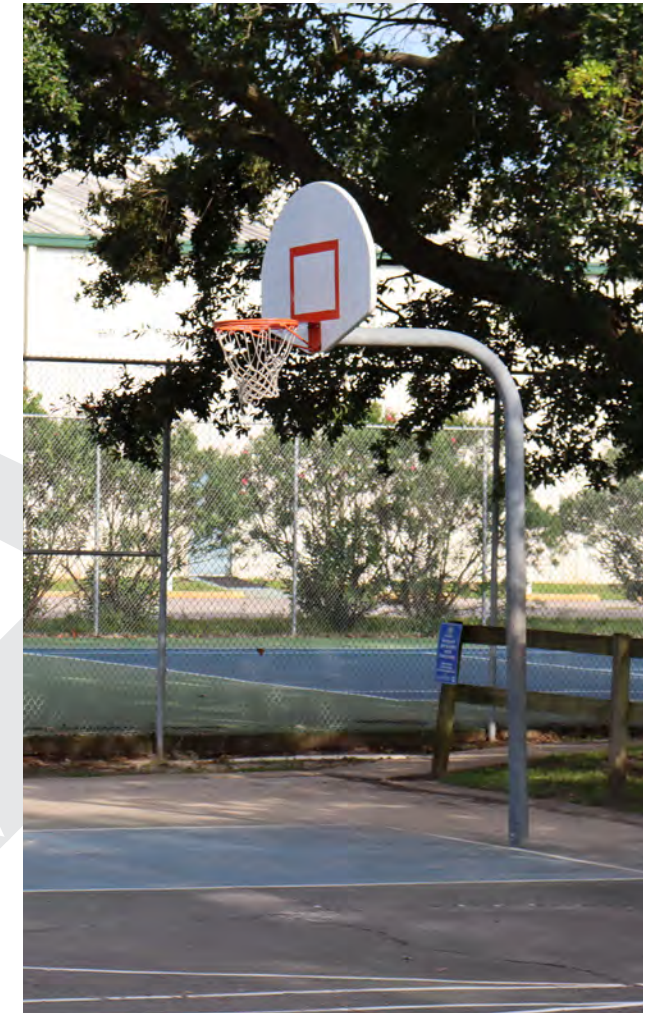
Most roadways in Destin are hovering just above what City policy considers to be an acceptable level of service. A few segments of U.S. 98 are failing against the City's standard, but this is a state-maintained roadway and improvements must be made in close coordination with the Florida Department of Transportation (FDOT). All streets maintained by the City are above the level of service threshold, however, that may not last.

Most segments of U.S. 98 have seen traffic increase by more than 15% between 2017 and 2021. Many of the city-maintained collector roadways have seen traffic increase much faster. Traffic volumes on portions of Benning Drive, Kelly Street, Calhoun Avenue, Regatta Bay Boulevard, Matthew Boulevard, Scenic Highway 98, and Sibert Avenue have increased by more than 25%. While none of these facilities are failing the City's level of service standard, unabated growth in vehicular traffic volumes would eventually cause unacceptable levels of traffic congestion.

## Safety

Crashes are a significant issue across Florida. The most severe crashes in Destin – resulting in a serious injury or fatality – are concentrated on U.S. 98, particularly on the western and eastern thirds. The stretch of U.S. 98 between Sibert Avenue and Palmetto Street has an especially pronounced concentration of crashes. The roadways that comprise the Cross Town Connector also stand out for crashes. This is likely a result of these roadways accommodating the most traffic, but more detailed safety analysis will be needed to understand why crashes are occurring at particular intersections or segments of roadway, and to target improvements accordingly. As a result, some of the intersection improvements listed in this plan call for a focused study before moving into design and construction of improvements.

# DESTIN IN 2050



## Population and Employment Forecast

Destin is expected to add more than 2,100 year-round residents and nearly 1,900 seasonal residents between 2020 and 2050. The Town Center Commons and Village planning areas are expected to receive about half of the population growth. Population growth is forecasted for six of its eight planning areas with only Airport and Henderson Beach not expected to add any population.

Employment is also expected to grow, with the City forecast to add more than 1,200 jobs between 2020 and 2050. Employment growth is expected in all eight planning areas, though very minimally in the Airport and Henderson Beach areas. The Harbor and Town Center Commons areas are expected to be the focus of employment growth through 2050.

# DESTIN IN 2050



## Transportation Impact

Destin’s forecasted growth will drive future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. Each of these housing units can be expected to add several trips per day to the already strained transportation system. The additional travel generated by population and employment growth in 2050 would likely cause unacceptable conditions on many roadways in the absence of transportation improvements.

The projects in this plan are intended to accommodate this increased demand while maintaining a reasonable level of service. Among the options for improving the transportation network’s performance are better connectivity, which will provide more options for travelers to avoid U.S. 98, intersection improvements to reduce delay and improve safety, and shifting people to other modes of travel, such as walking, biking, and transit.

## Chapter 3 The Plan

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## 3.1 Big Picture

Destin's geography, with water on three sides, and lack of large tracts of undeveloped land mean that transportation improvements must focus primarily on enhancing the existing system. Building another large arterial roadway, such as U.S. 98, is not feasible. As a result, U.S. 98 will need to handle large traffic volumes and will likely have some degree of congestion well into the future.

But there are solutions. This plan provides a roadmap for meeting people's mobility needs by building a more connected street network that supports travel by a variety of modes, including walking and bicycling. Providing people with more route options and more mode choices is the best solution for a city with Destin's unique features that limit the options for substantially expanding roadway capacity.

The projects listed in this section focus primarily on two big picture objectives – providing greater network connectivity and enhancing safety. The network connectivity projects can be sorted into three buckets,

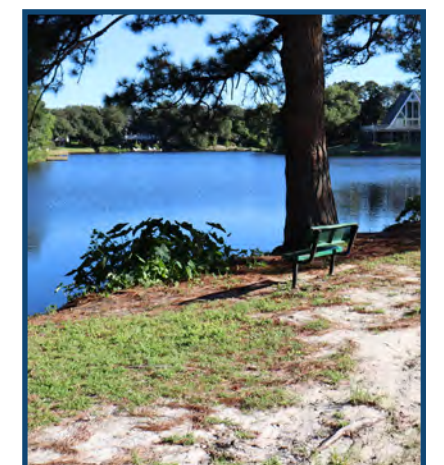
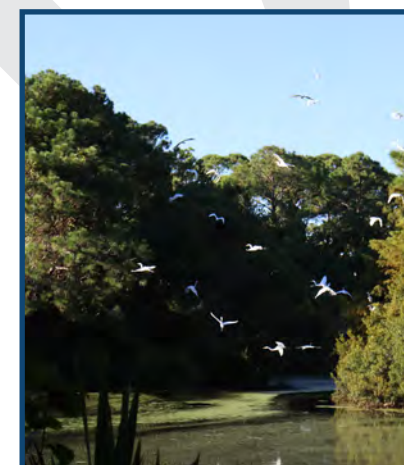
which are the Cross Town Connector, new streets, and pedestrian/bike improvements. The Cross Town Connector will provide an alternative to the congested U.S. 98 for east-west travel. The project will connect a series of roads running parallel to U.S. 98 with a more consistent streetscape and design, and close remaining gaps that prevent these streets from providing an alternative route option. The new streets and pedestrian/bike projects will help close network gaps, which will provide travelers with a wider set of route options and make it easier to walk and bike, giving people more choices other than driving, particularly for short trips.

The intersection enhancement projects are primarily focused on safety and congestion reduction. These projects are focused on improving intersections with known deficiencies. The recommended improvements are clear for some of these intersections. While others will require a more detailed study to select the best option for improving the intersection.

The final category of projects is community parking. These projects will help to provide convenient parking near popular destinations, such as the Harbor Boardwalk. This strategy can help alleviate traffic

congestion by reducing the amount of driving people do while searching for a parking space. Community parking lots or decks can also support redevelopment of land that is used to provide surface parking for local businesses. This is because a parking deck can provide more parking on less land, opening up valuable real estate for additional businesses, housing, parks, or other desired land uses.

Together, the set of projects help secure a better future for people that use Destin's transportation network. They will help reduce crashes, give people more travel options, and support the City's goals for land use and development. The following sections describe the projects in detail.



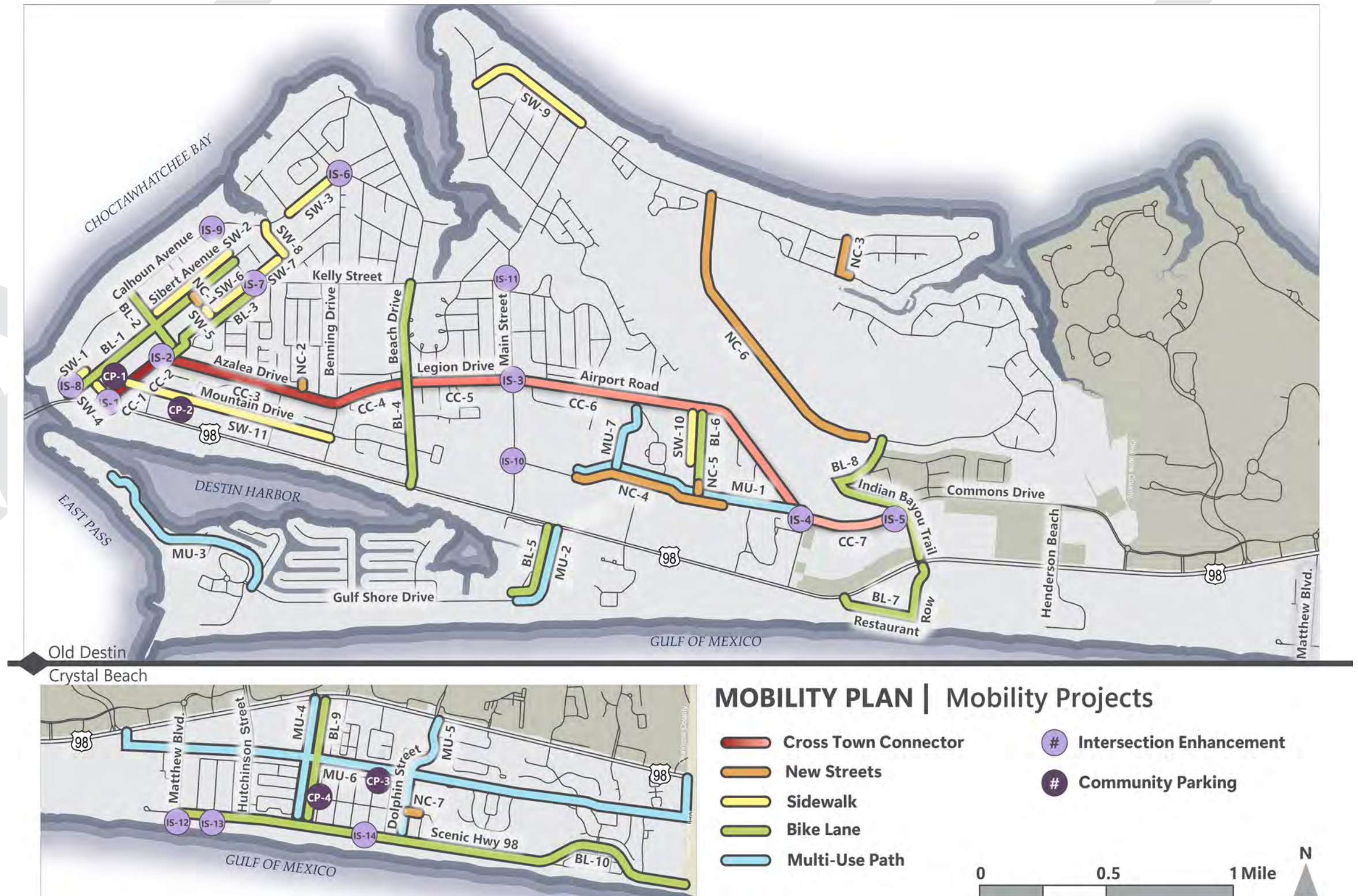
## 3.2 Project Descriptions

The Mobility Plan includes nearly 60 individual projects. The projects are displayed in the following map. The number of projects broken out by category is:

- **Cross Town Connector:** Seven projects are needed to complete this facility.
- **New Streets:** Seven of the projects would close a gap in the network with a new street.
- **Bicycle/Pedestrian:** Twenty-eight of the projects would add a sidewalk, bicycle facility, or multi-use path to support more accessible and comfortable facilities.
- **Community Parking:** Four of the projects would add community parking solutions where there is a shortage of parking.
- **Intersection Enhancement:** Fourteen of the projects would enhance safety and performance at key intersections.

The projects span a wide range of complexity and cost. They include small segments of new sidewalk up to a new parking deck and a continuous parallel roadway providing relief from U.S. 98 (the Cross Town Connector).

Combined, the projects would cost approximately **xx million dollars**, and their implementation will likely take a couple of decades or longer to complete. The pace at which these projects can be constructed will depend in part on the rate of development in Destin, since the mobility fee will provide funds needed to advance the projects. The prioritization method and results are described later in this section, after the project descriptions.



Destin’s Network Connectivity Projects: Cross Town Connector

| Destin Cross Town Connector Projects List |      |                                    |                                                                                                                            |
|-------------------------------------------|------|------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| Name                                      | ID   | Location                           | Improvement                                                                                                                |
| Stahlman Avenue                           | CC-1 | Harbor Boulevard to Mountain Drive | Add lighting; reconstruct east side with buffer, trees, wider sidewalk, and pedestrian amenities                           |
| Stahlman Avenue                           | CC-2 | Mountain Drive to Azalea Drive     | Reconstruct with parking (west side), buffer and trees (east side), lighting, pedestrian amenities, and multi-use pathways |
| Azalea Drive                              | CC-3 | Stahlman Avenue to Benning Drive   | Add trees, lighting, pedestrian amenities, and multi-use pathways to fill gaps; Add planted median where feasible          |
| Azalea Drive Extension                    | CC-4 | Azalea Drive to Legion Drive       | Add trees, lighting, and pedestrian amenities                                                                              |
| Legion Drive                              | CC-5 | Beach Drive to Main Street         | Add trees, lighting, and pedestrian amenities                                                                              |
| Airport Road                              | CC-6 | Main Street to Commons Drive       | Add trees, lighting, and pedestrian amenities                                                                              |
| Commons Drive                             | CC-7 | Airport Road to Indian Bayou Trail | Add trees and pedestrian amenities                                                                                         |

Destin’s Network Connectivity Projects: New Streets

| Destin New Street Projects List |      |                                                                      |                                |
|---------------------------------|------|----------------------------------------------------------------------|--------------------------------|
| Name                            | ID   | Location                                                             | Improvement                    |
| Pine Street                     | NC-1 | Sibert Avenue to Blue Marlin Court                                   | New local street (residential) |
| Sailfish Drive                  | NC-2 | Azalea Drive to Sailfish Circle                                      | New local street (residential) |
| Indian Bayou North Extension    | NC-3 | Current end of Indian Bayou North to Indian Trail                    | New local street (residential) |
| 98 Palms Boulevard              | NC-4 | From existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard | New minor collector            |
| Mattie M. Kelly Boulevard       | NC-5 | From existing ends of northern and southern roadways                 | New minor collector            |
| Sunchase Boulevard              | NC-6 | Indian Bayou Trail to Indian Trail                                   | New minor collector            |
| John Avenue                     | NC-7 | Dolphin Street to Sunfish Street                                     | New local street (residential) |

Destin’s Network Connectivity Projects: Bike/Pedestrian

| Destin Sidewalk Projects List                 |       |                                      |                      |
|-----------------------------------------------|-------|--------------------------------------|----------------------|
| Name                                          | ID    | Location                             | Improvement          |
| Sibert Avenue Sidewalk                        | SW-1  | Calhoun Avenue to Zerbe Street       | East side sidewalk   |
|                                               | SW-2  | Forest Street to Kelly Street        | East side sidewalk   |
|                                               | SW-3  | Cross Street to Benning Avenue       | East side sidewalk   |
| Zerbe Street Sidewalk                         | SW-4  | Sibert Avenue to Stahlman Avenue     | South side sidewalks |
| Pine Street Sidewalk                          | SW-5  | Blue Marlin Court to Stahlman Avenue | North side sidewalk  |
| Stahlman Avenue Sidewalk                      | SW-6  | Pine Street to Primrose Lane         | Sidewalk             |
|                                               | SW-7  | Kelly Street to Hickory Street       | West side sidewalk   |
| Hickory Street Sidewalk                       | SW-8  | Stahlman Avenue to Sibert Avenue     | South side sidewalk  |
| Indian Trail Sidewalk                         | SW-9  | Bayou Drive to Main Street           | South side sidewalk  |
| Mattie M. Kelly Boulevard (northern) Sidewalk | SW-10 | Existing sidewalk to Airport Road    | West side sidewalk   |
| Mountain Drive Sidewalk                       | SW-11 | Stahlman Avenue to roundabout        | North side sidewalk  |

| Destin Bike Projects List                          |       |                                                |               |
|----------------------------------------------------|-------|------------------------------------------------|---------------|
| Name                                               | ID    | Location                                       | Improvement   |
| Sibert Avenue Bicycle Lanes                        | BL-1  | Calhoun Avenue to Kelly Street                 | Bicycle Lanes |
| Forest Street Bicycle Lanes                        | BL-2  | Calhoun Avenue to Stahlman Avenue              | Bicycle lanes |
| Stahlman Avenue Bicycle Lanes                      | BL-3  | Azalea Drive to Kelly Street                   | Bicycle lanes |
| Beach Drive Bicycle Lanes                          | BL-4  | Harbor Boulevard to Kelly Street               | Bicycle lanes |
| Gulf Shore Drive Bicycle Lanes                     | BL-5  | Sandpiper Cove to Harbor Boulevard             | Bicycle lanes |
| Mattie M. Kelly Boulevard (northern) Bicycle Lanes | BL-6  | Existing end roadway to Airport Road           | Bicycle lanes |
| Scenic 98 (west)/Restaurant Row Bicycle Lanes      | BL-7  | Emerald Coast Parkway to Emerald Coast Parkway | Bicycle lanes |
| Indian Bayou Trail Bicycle Lanes                   | BL-8  | Emerald Coast Parkway to Country Club Drive    | Bicycle Lanes |
| Crystal Beach Drive Bicycle Lanes                  | BL-9  | Scenic 98 to Emerald Coast Parkway             | Bicycle Lanes |
| Scenic 98 (east) Bicycle Lanes                     | BL-10 | Matthew Boulevard to Walton County Line        | Bicycle Lanes |

Destin Multi-use Path Projects List

| Name                                                                  | ID   | Location                                    | Improvement                    |
|-----------------------------------------------------------------------|------|---------------------------------------------|--------------------------------|
| Powerline easement (west) Multi-use Path                              | MU-1 | Main Street to Airport Road                 | Multi-use path                 |
| Gulf Shore Drive Multi-use Path                                       | MU-2 | Sandpiper Cove to Harbor Boulevard          | West side multi-use path       |
|                                                                       | MU-3 | Norriego Point to Durango Road              | West/south side multi-use path |
| Crystal Beach Drive Multi-use Path                                    | MU-4 | Scenic 98 to Emerald Coast Parkway          | East side multi-use path       |
| Dolphin Street/Regatta Bay Boulevard Bicycle Lanes and Multi-use Path | MU-5 | Scenic 98 to Emerald Coast Parkway          | East side multi-use path       |
| Powerline easement (east) Multi-use Path                              | MU-6 | Emerald Coast Parkway to Walton County Line | Multi-use path                 |
| West of Twin Lakes                                                    | MU-7 | 98 Palms Boulevard to Airport Road          | Multi-use path                 |

## Destin’s Community Parking Projects

Destin Community Parking Projects List

| Name                                     | ID   | Location                                                         | Improvement       |
|------------------------------------------|------|------------------------------------------------------------------|-------------------|
| Marler Street Public Parking Lot         | CP-1 | Marler Street at Mountain Drive and Harbor Boulevard             | Parking Deck      |
| Zerbe Street Public Parking Lot          | CP-2 | Zerbe Street at Sibert Avenue behind the Destin Community Center | Parking Deck      |
| Crystal Beach Parking Lot (FPL easement) | CP-3 | In the utility easement between Cobia Street and Dolphin Street  | Parking Lot       |
| Crystal Beach On-Street Parking          | CP-4 | Along numerous roads in Crystal Beach                            | On-Street Parking |

## Destin’s Intersection Enhancement Projects

Destin Intersection Enhancement Projects List

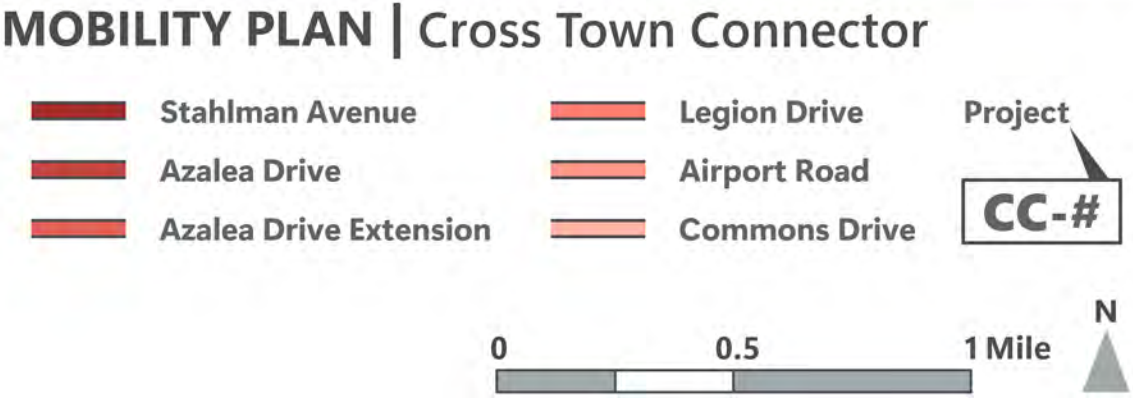
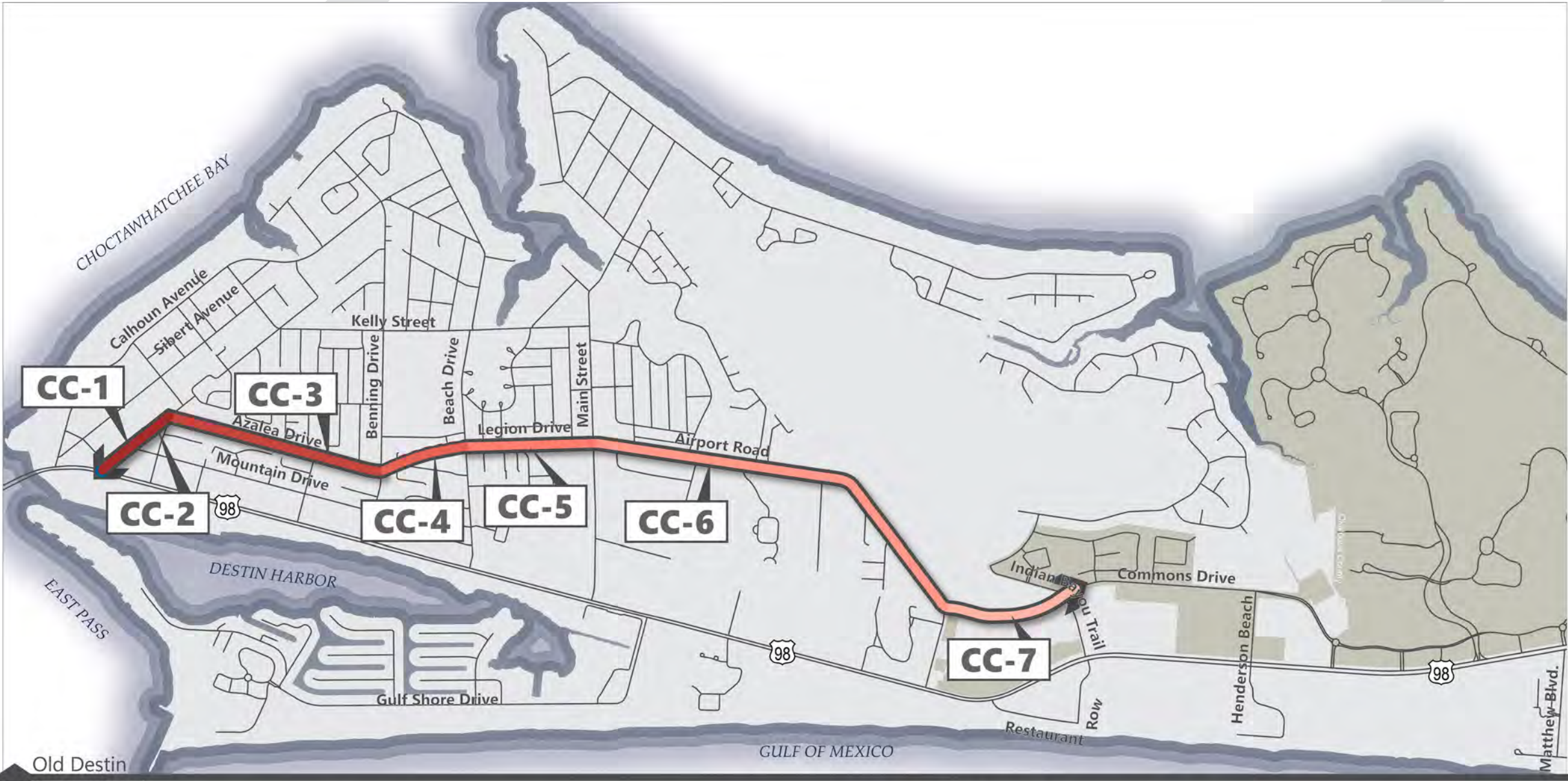
| Name                                                    | ID    | Location                                                    | Improvement                                                                                                                                         |
|---------------------------------------------------------|-------|-------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Stahlman Avenue at Zerbe St & Harbor Blvd               | IS-1  | Intersection with Zerbe Street and Harbor Boulevard         | More visible crosswalks, reduce curb cuts, pedestrian refuge, extend central medians                                                                |
| Stahlman Avenue at Azalea Drive                         | IS-2  | Intersection with Azalea Drive                              | Crosswalks, continuous sidewalk, close Palmetto at intersection, move Azalea stop line                                                              |
| Legion Drive/ Airport Road at Main Street               | IS-3  | Intersection with Main Street                               | Extend curb/sidewalk, remove double left turn, shift lanes, rehab crosswalk, reduce turning radius, streetscaping                                   |
| Airport Road at Commons Drive                           | IS-4  | Intersection with Commons Drive                             | Improve crosswalks, add crosswalk across south leg, add pedestrian refuge, add bike lane/path, reduce turning radii, add N/S pedestrian signal head |
| Commons Drive at Indian Bayou Trail                     | IS-5  | Intersection with Indian Bayou Trail                        | Extend bike lanes, rehab crosswalks                                                                                                                 |
| Benning Drive at Sibert Ave, 1st Street, and 4th Street | IS-6  | Intersection with Sibert Avenue, 1st Street, and 4th Street | Add roundabout with bicycle and pedestrian accommodations or alternative intersection improvements                                                  |
| Stahlman Avenue at Kelly Street                         | IS-7  | Intersection with Kelly Street                              | Enhance pedestrian island, explore roundabout option                                                                                                |
| Calhoun Avenue at Sibert Ave                            | IS-8  | Intersection with Sibert Avenue                             | Enhance multimodal access between public parking and planned boardwalk under the bridge                                                             |
| Calhoun Avenue at Kelly St                              | IS-9  | Intersection with Kelly Street                              | Add crosswalk, repaint bike lanes, three-way stop at intersection                                                                                   |
| Main Street at 98 Palms Blvd                            | IS-10 | Intersection with 98 Palms Boulevard                        | Improve crosswalks and build a median on 98 Palms                                                                                                   |
| Main Street at Kelly Street                             | IS-11 | Intersection with Kelly Street                              | Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane                                                                    |
| Scenic 98 East at Matthew Blvd                          | IS-12 | Intersection with Matthew Boulevard                         | Repaint and add crosswalks, add signage, and streetscaping                                                                                          |
| Scenic 98 East at Shirah St                             | IS-13 | Intersection with Shirah Street                             |                                                                                                                                                     |
| Scenic 98 East at Pompano St                            | IS-14 | Intersection with Pompano Street                            | Mid-block crossing links to beach access                                                                                                            |

# CROSS TOWN CONNECTOR

The Cross Town Connector is a vital component of the City’s future transportation network. Both the City of Destin and the Okaloosa-Walton Transportation Planning Organization have identified a need to address congestion on U.S. 98. The Cross Town Connector project is intended to address that need by providing a parallel roadway that provides for east-west connectivity. Design and engineering work has started for the Cross Town Connector.

The project is proposed for implementation in seven phases, which are from west to east - Stahlman Avenue between Harbor Boulevard and Mountain Drive; Stahlman Avenue between Mountain Drive and Azalea Drive; Azalea Drive between Stahlman Avenue and Benning Drive; Azalea Drive Extension between Benning Drive and Beach Drive; Legion Drive between Beach Drive and Main Street; Airport Road between Main Street and Commons Drive; and Commons Drive between Airport Road and Indian Bayou Trail.

The Cross Town Connector would cost approximately 27.4 million dollars and upon completion will provide a seamless connection from the west end to east end of Destin. The projects will also improve the street so it has more consistent features, such as sidewalks and bicycle facilities.



CC-1 Stahlman Avenue



Details

Project:  
CC-1

Name:  
Stahlman Avenue

Location:  
Harbor Boulevard to Mountain Drive

Initiative:  
Cross Town Connector

Source:  
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$276,915

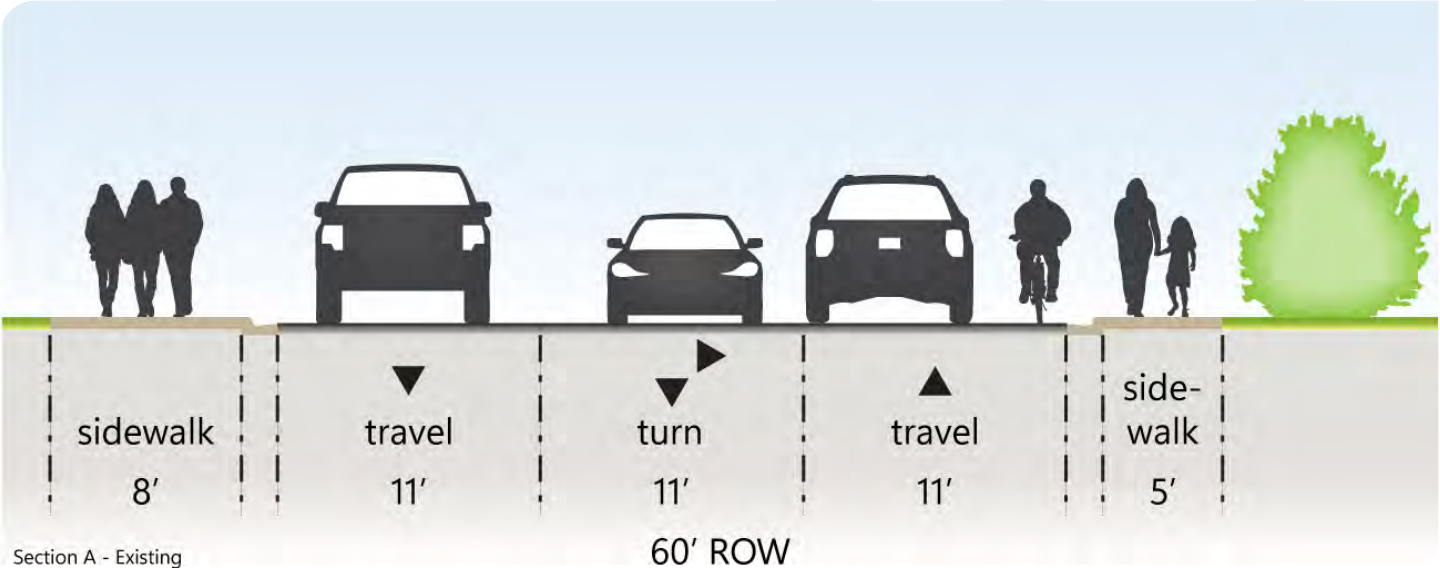
Priority

Total Score:  
N/A

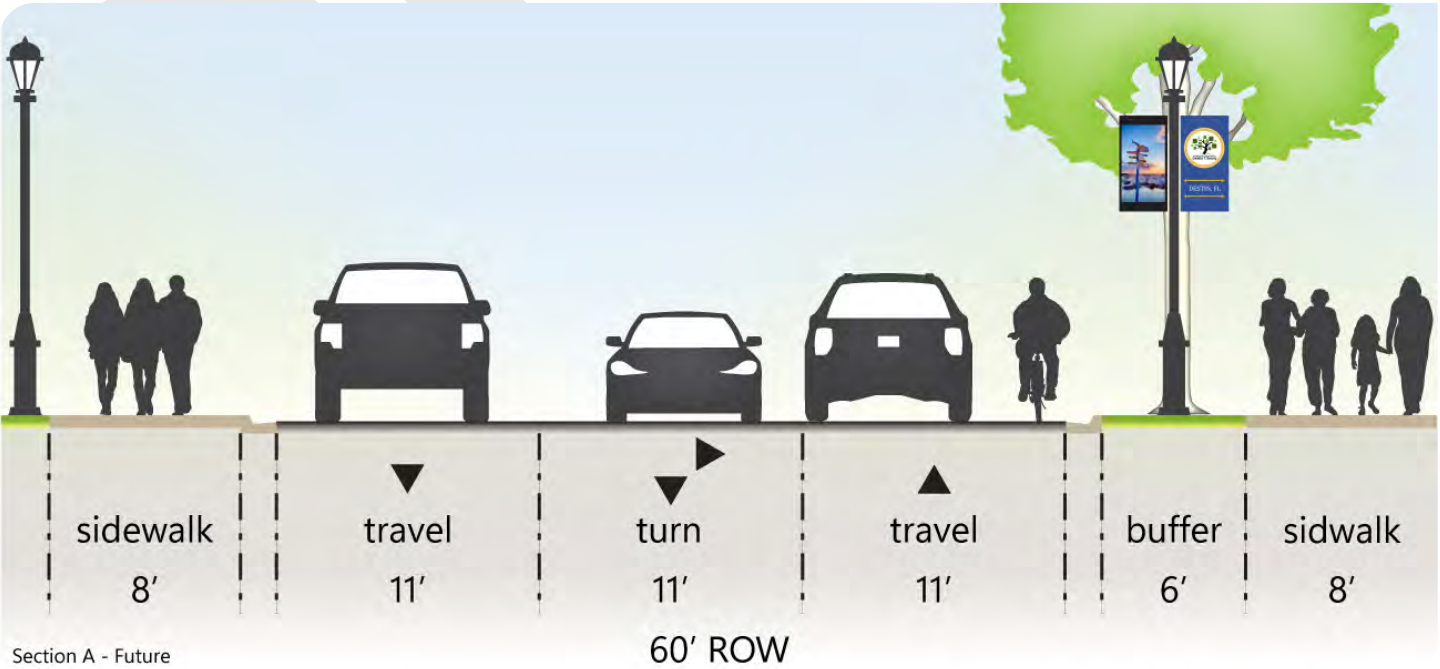
Improvements

- Reconstruct east side with buffer, street trees, and wider sidewalk
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



CC-2 Stahlman Avenue



Details

Project:  
CC-2

Name:  
Stahlman Avenue

Location:  
Mountain Drive to Azalea Drive

Initiative:  
Cross Town Connector

Source:  
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

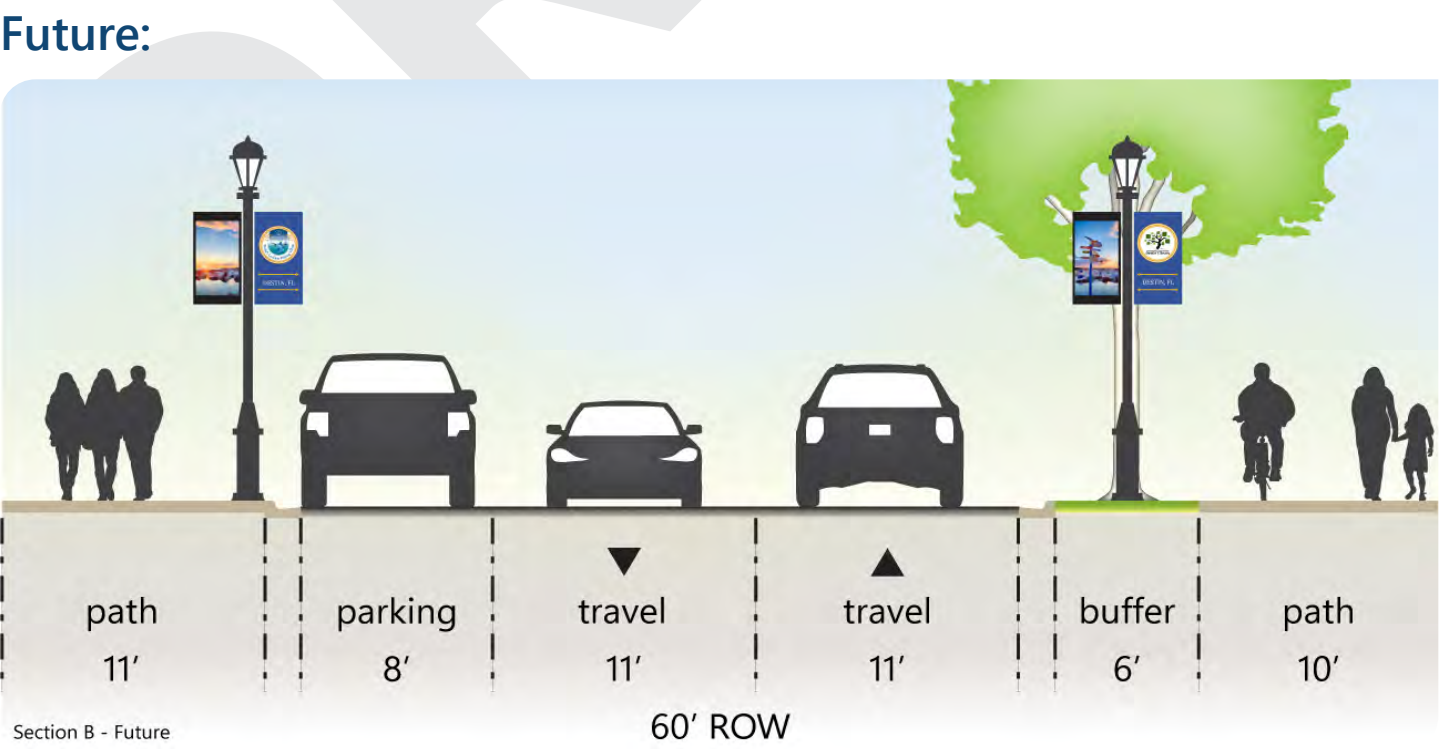
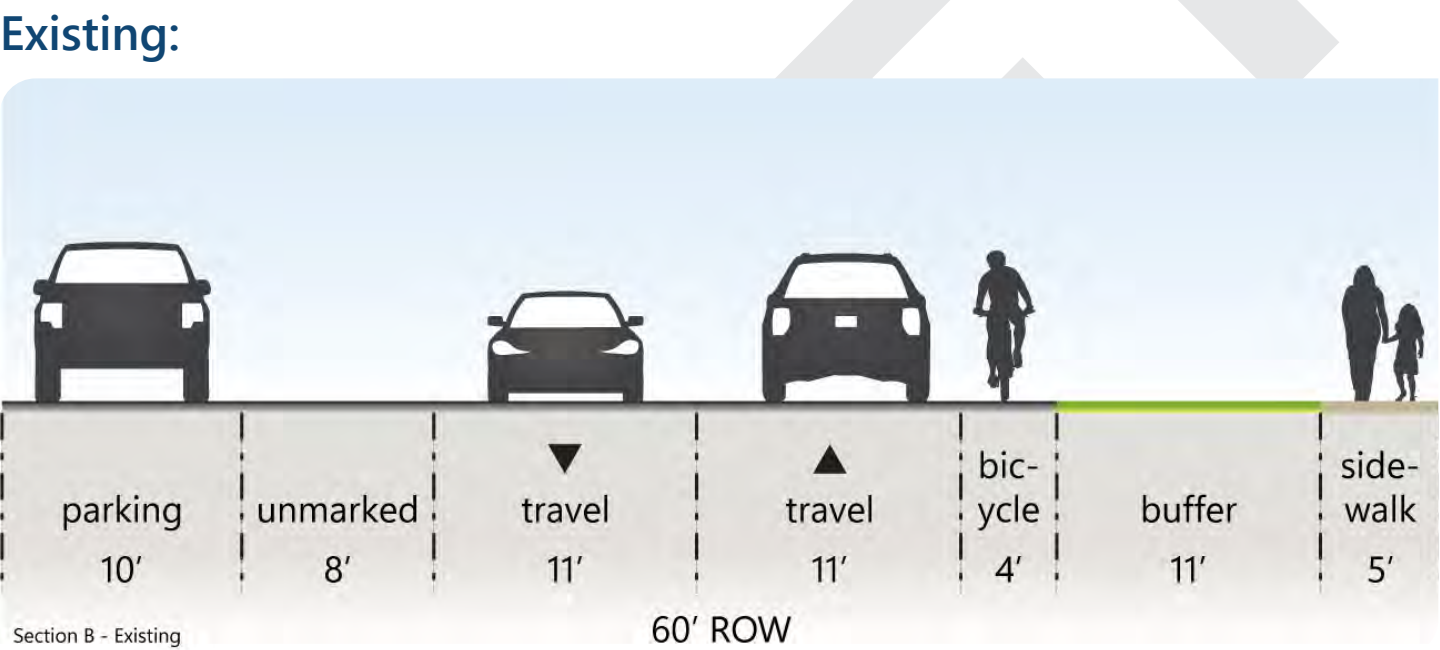
\$2,327,859

Priority

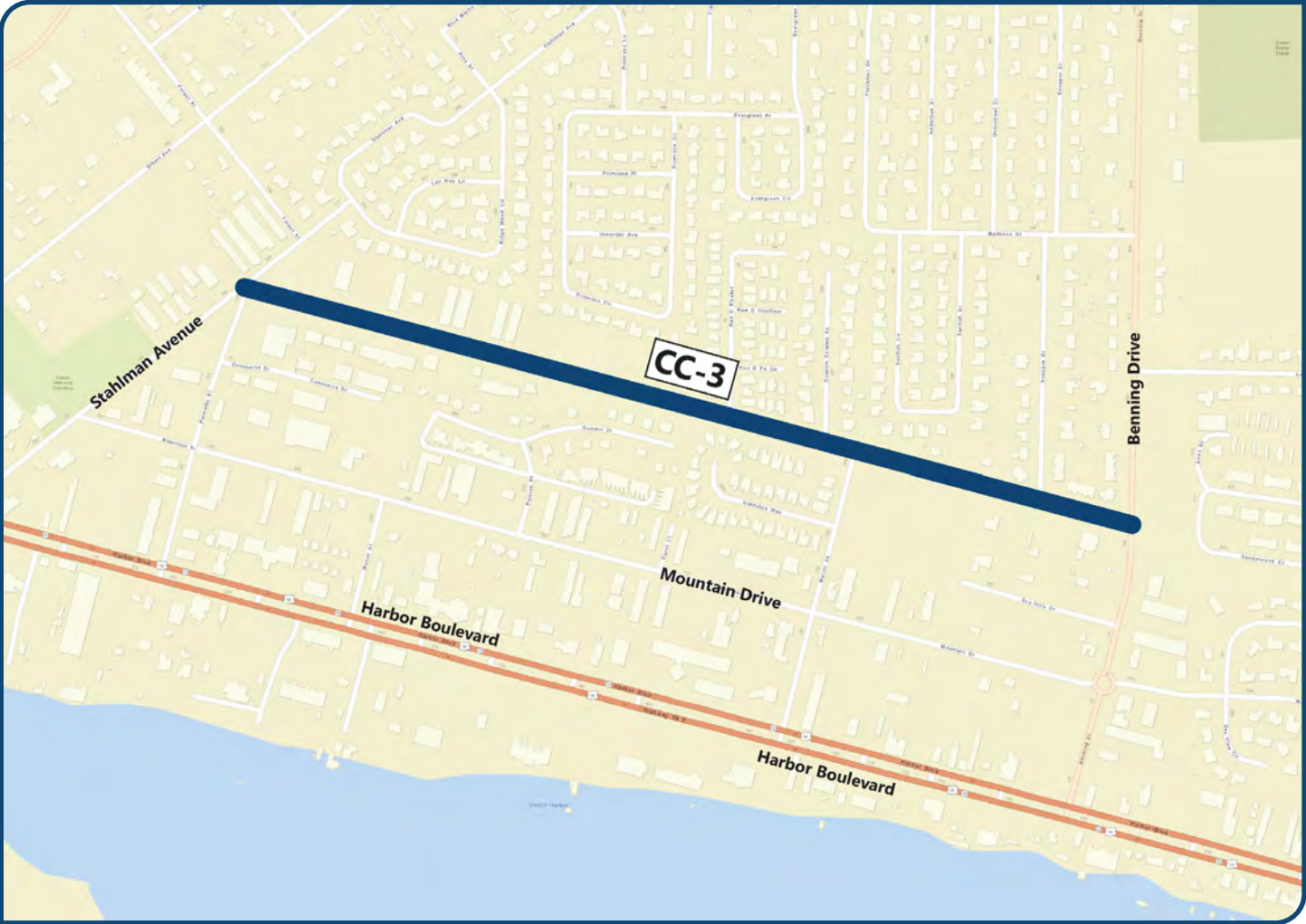
Total Score:  
N/A

Improvements

- Reconstruct with parking (west side), buffer and street trees (east side), lighting, pedestrian amenities, and multi-use path
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk



CC-3 Azalea Drive



Details

Project:  
CC-3

Name:  
Azalea Drive

Location:  
Stahlman Avenue to Benning Drive

Initiative:  
Cross Town Connector

Source:  
Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

\$8,725,686

Priority

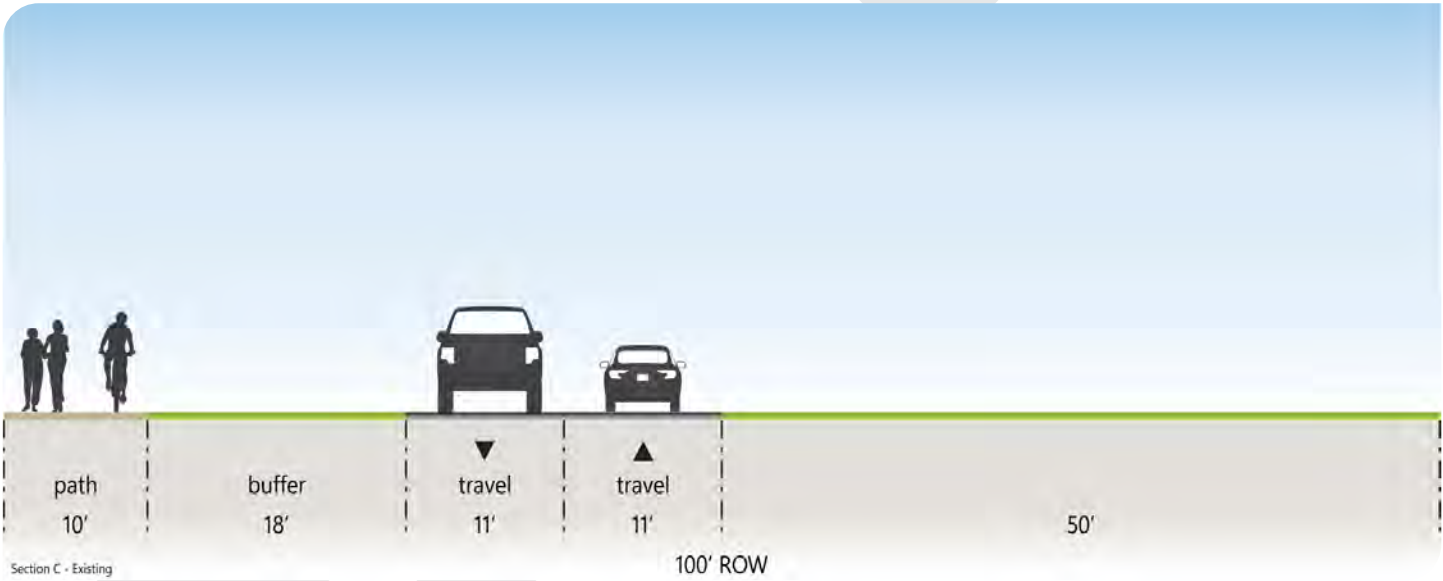
Total Score:

N/A

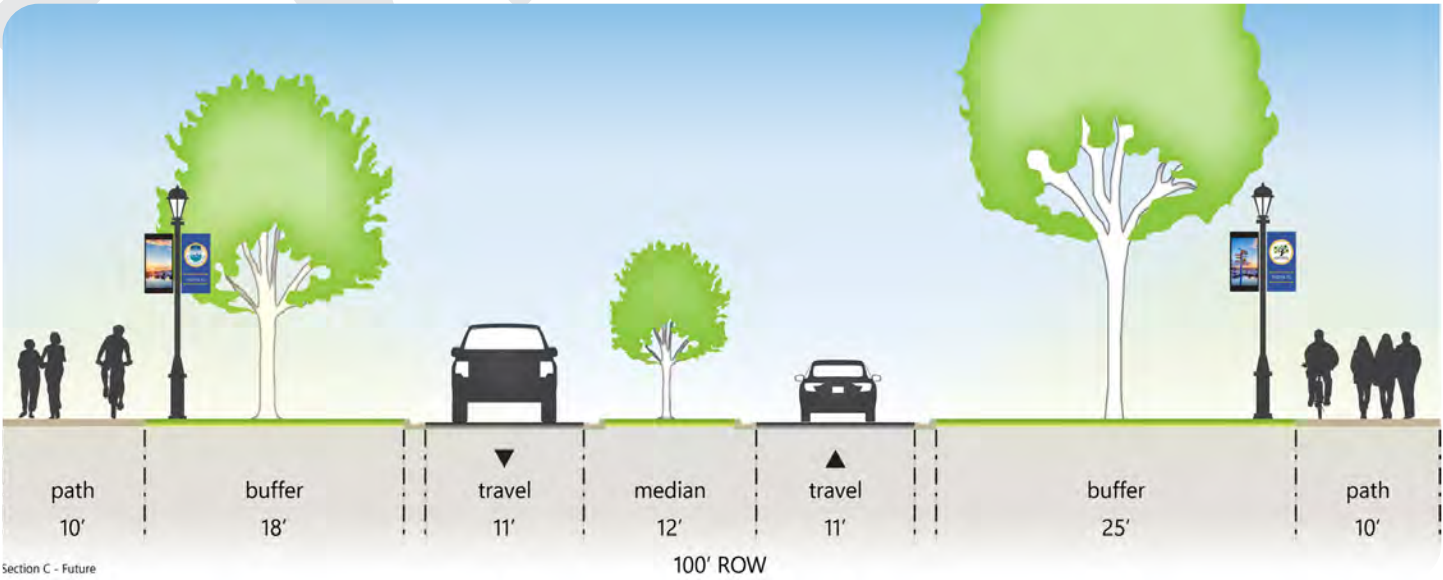
Improvements

- Reconstruct with street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



CC-4 Azalea Drive Extension



Details

Project:  
CC-4

Name:  
Azalea Drive Extension

Location:  
Benning Drive to Beach Drive

Initiative:  
Cross Town Connector

Source:  
Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

\$9,632,529

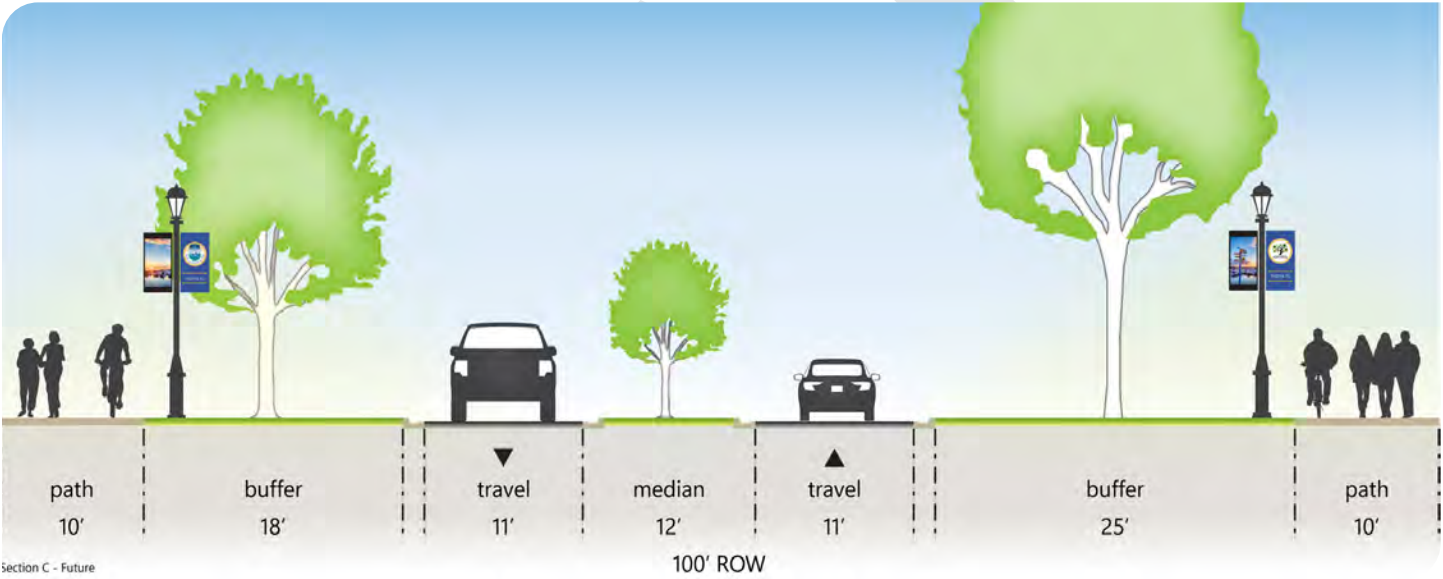
Priority

Total Score:  
N/A

Improvements

- Reconstruct with street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Future:



CC-5 Legion Drive



Details

Project:  
CC-5

Name:  
Legion Drive

Location:  
Beach Drive to Main Street

Initiative:  
Cross Town Connector

Source:  
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$1,116,415

Priority

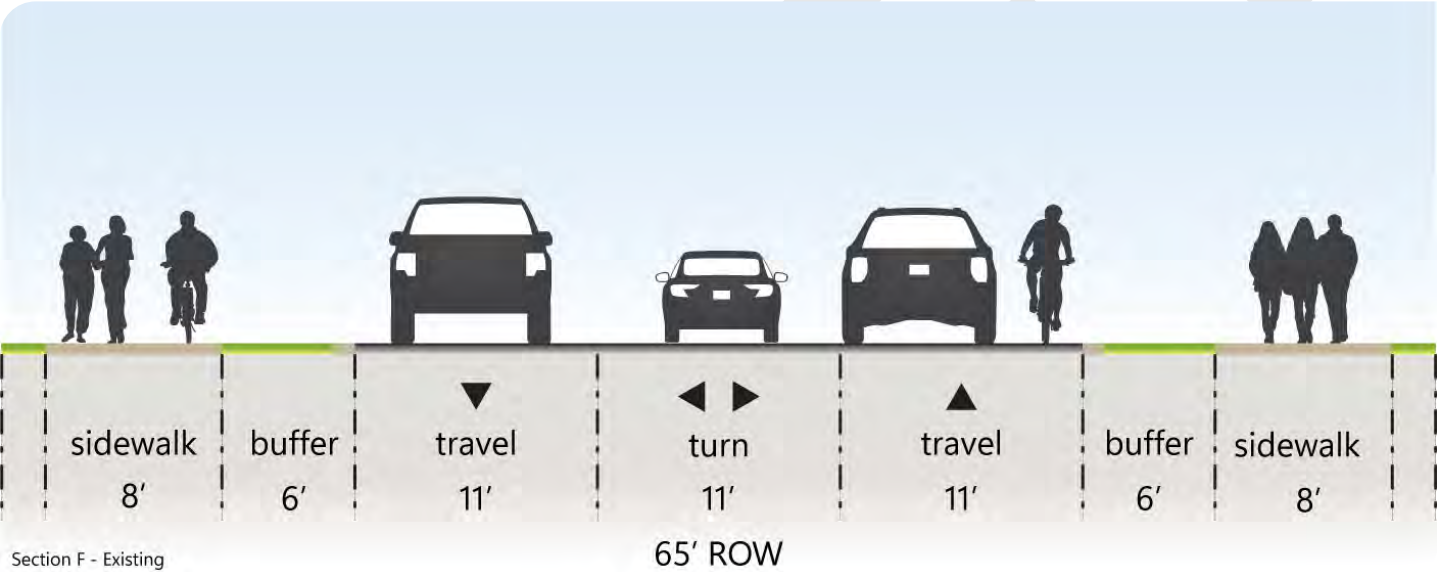
Total Score:

N/A

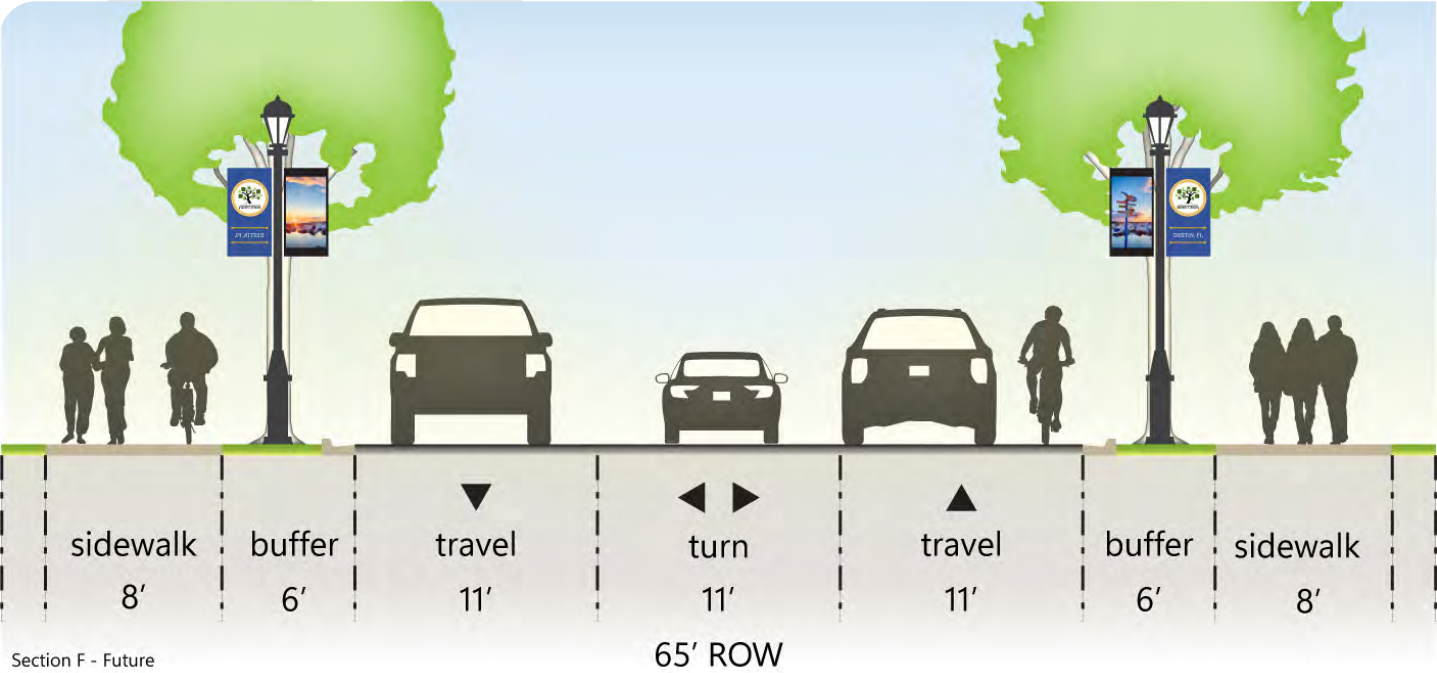
Improvements

- Reconstruct with street trees
- Add street lighting with wayfinding banners
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

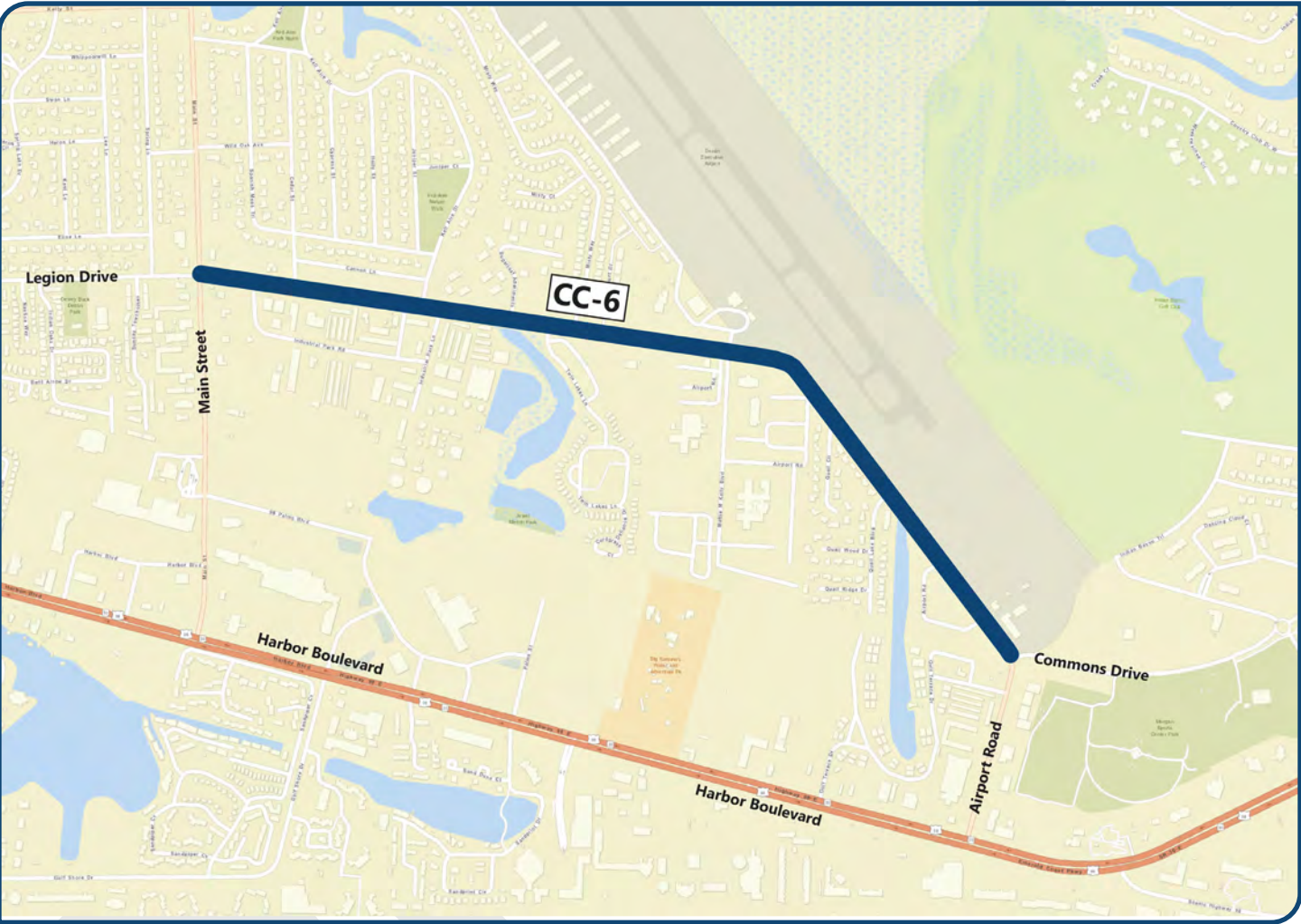
Existing:



Future:



CC-6 Airport Road



Details

Project:  
CC-6

Name:  
Airport Road

Location:  
Main Street to Commons Drive

Initiative:  
Cross Town Connector

Source:  
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$4,143,607

Priority

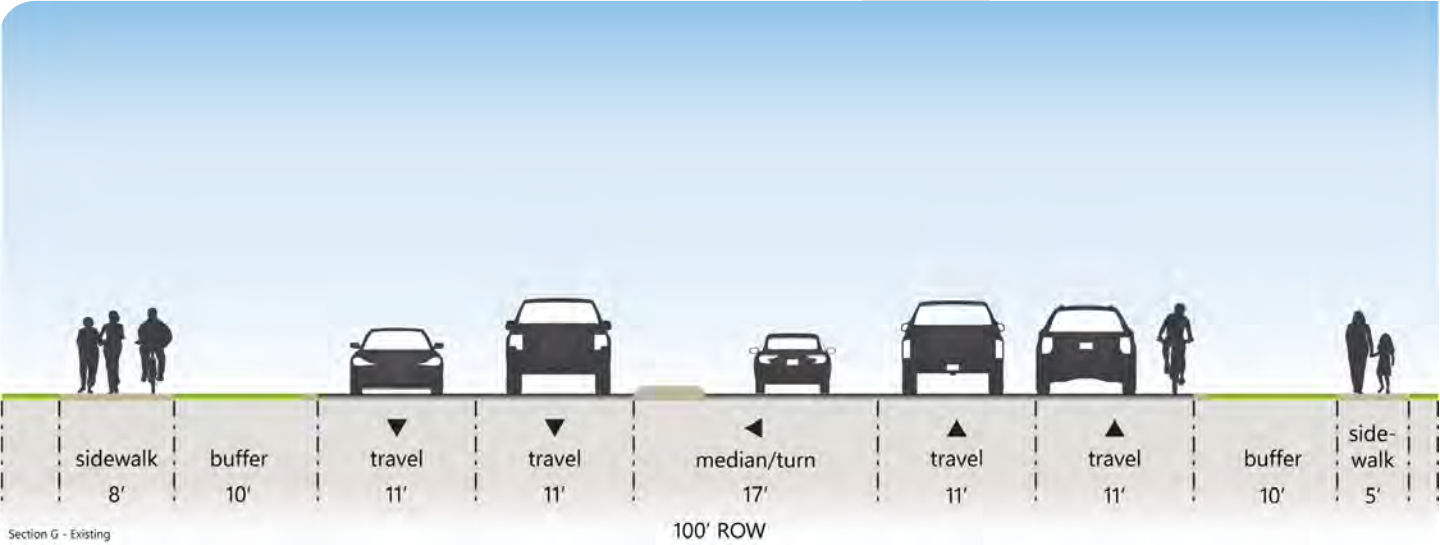
Total Score:

N/A

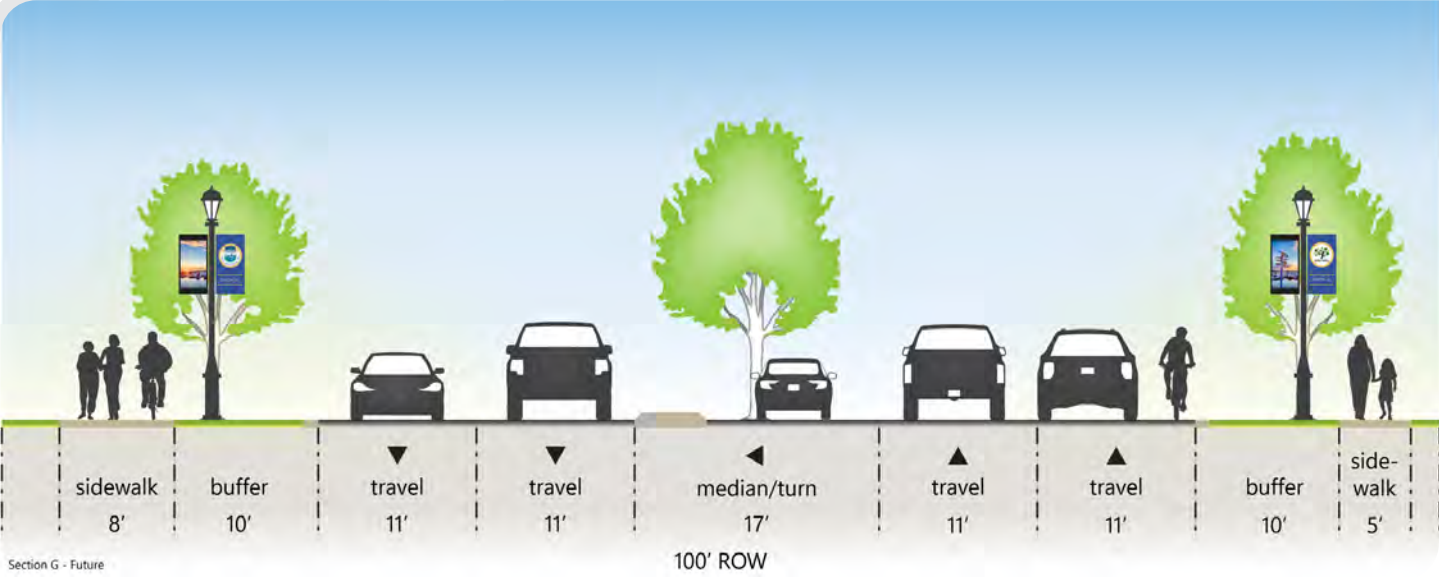
Improvements

- Reconstruct with street trees, lighting, and pedestrian amenities
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



CC-7 Commons Drive



Details

Project:  
CC-7

Name:  
Commons Drive

Location:  
Airport Road to Indian Bayou Trail

Initiative:  
Cross Town Connector

Source:  
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$1,130,271

Priority

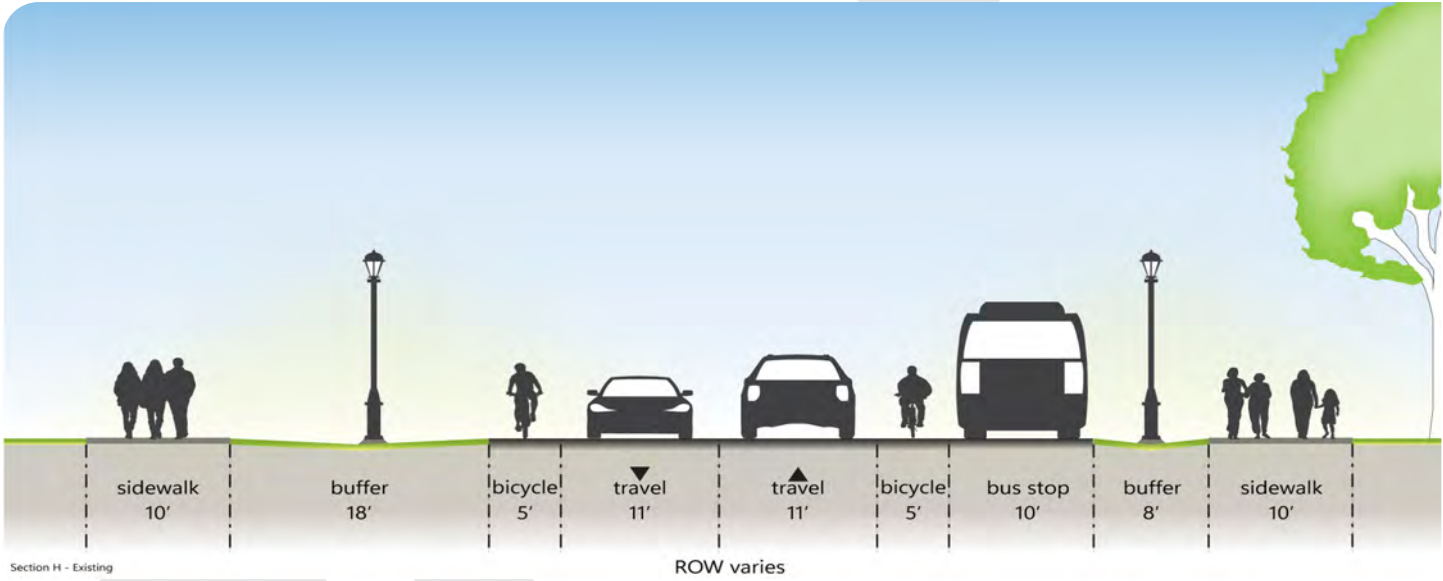
Total Score:

N/A

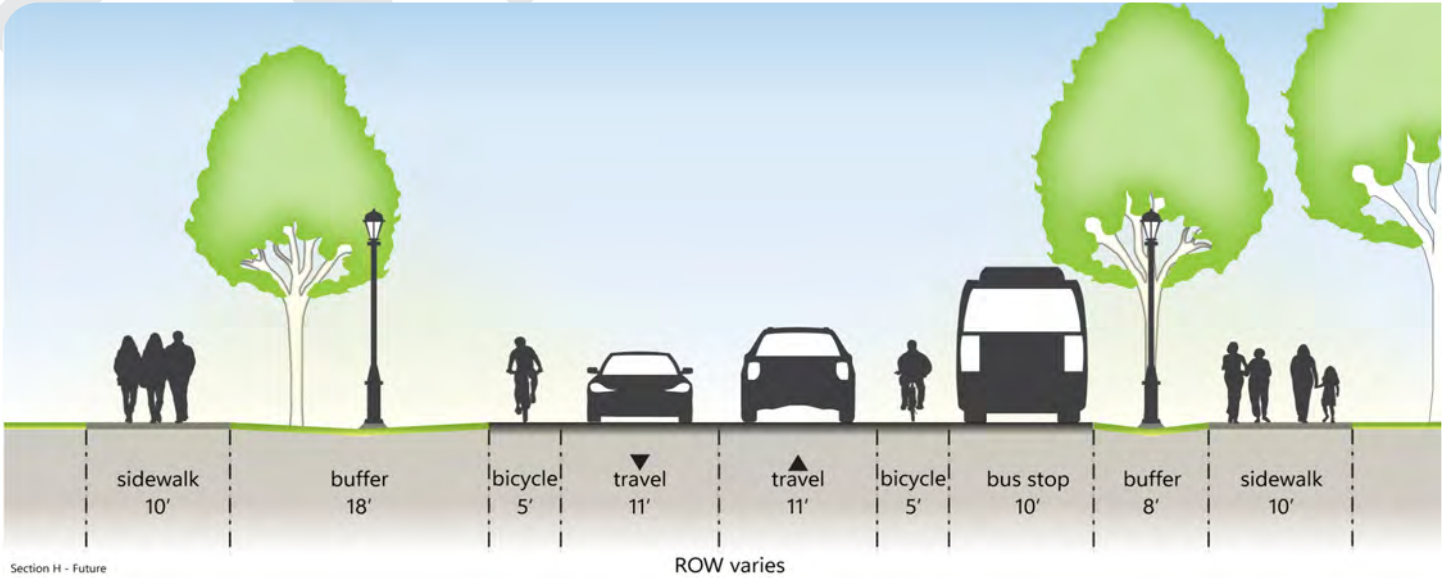
Improvements

- Reconstruct with street trees and pedestrian amenities
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



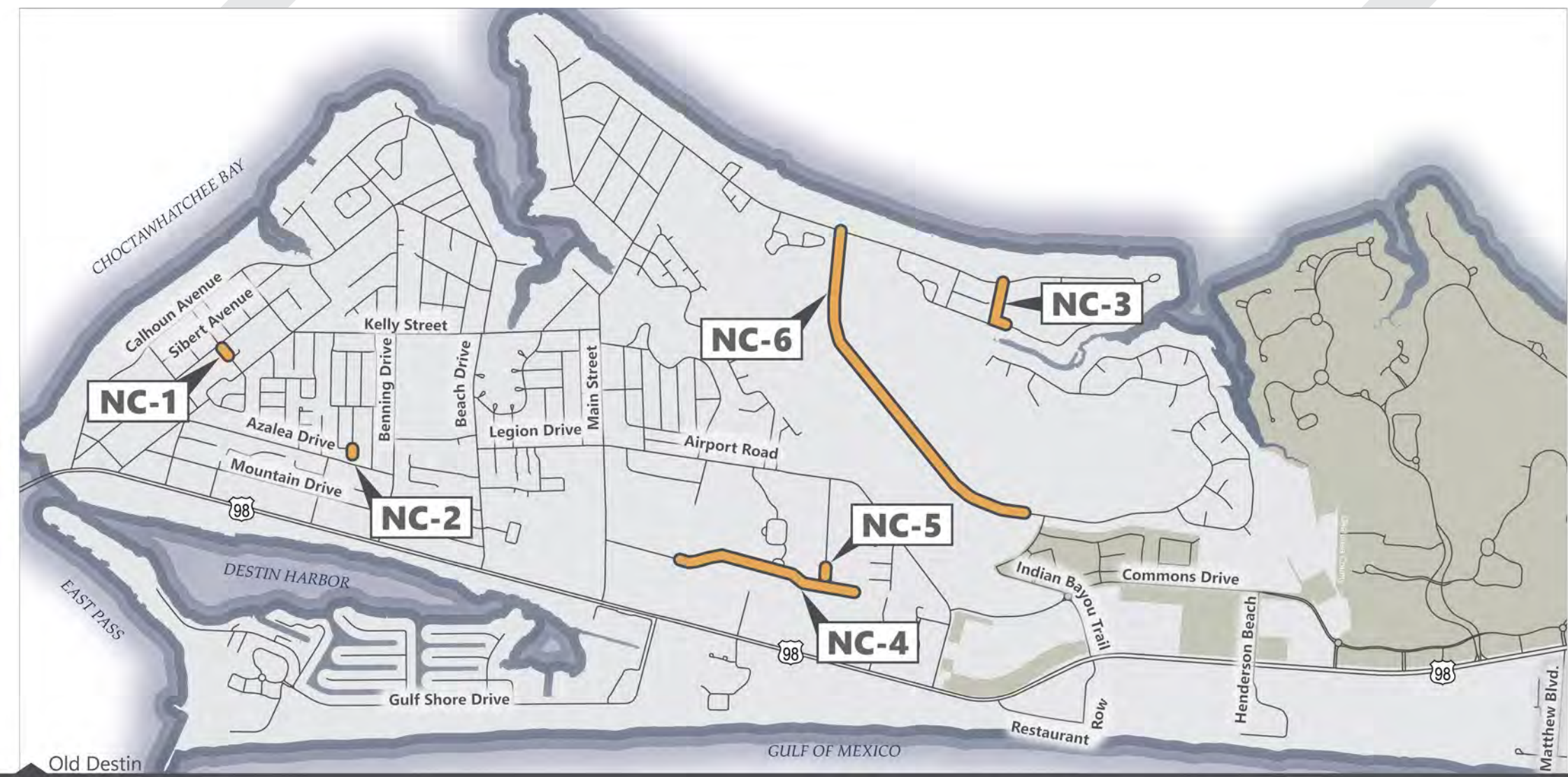
# NEW STREETS

The Mobility Plan includes seven new street segments. The purpose of the new streets is to close gaps in the transportation network, which will reduce travel time and distance, and create more direct connections for bicyclists and pedestrians. These new facilities are either described in the Comprehensive Plan or the Land Development Code. The City has secured right-of-way to implement some of these projects, while others would likely need to happen in the future as development or redevelopment occurs. The projected cost for all seven new streets is 31.4 million dollars.

The new streets include short local street connections intended to reduce travel distance or alleviate pressure on the City’s collector roadway network. These new streets include extending Pine Street between Sibert Avenue and Stahlman Avenue, connecting Sailfish Drive with Azalea Drive, connecting Indian Bayou North to Indian Trail, and extending John Avenue from Dolphin Street to Sunfish Street.

New streets also include projects intended to support the City’s goals for creating a Town Center anchored by Main Street. These projects would result in a more connected network of streets in the Town Center Community Redevelopment Area (CRA). These new minor collectors include extending Mattie M. Kelly Boulevard to create a continuous connection between U.S. 98 and Airport Road, and extending 98 Palms Boulevard east to Mattie M. Kelly Boulevard.

Another new street would connect Indian Trail to Country Club Drive, which would allow for more direct travel from the City’s northernmost neighborhoods to U.S. 98 and shopping areas in the Town Center and along Commons Drive.

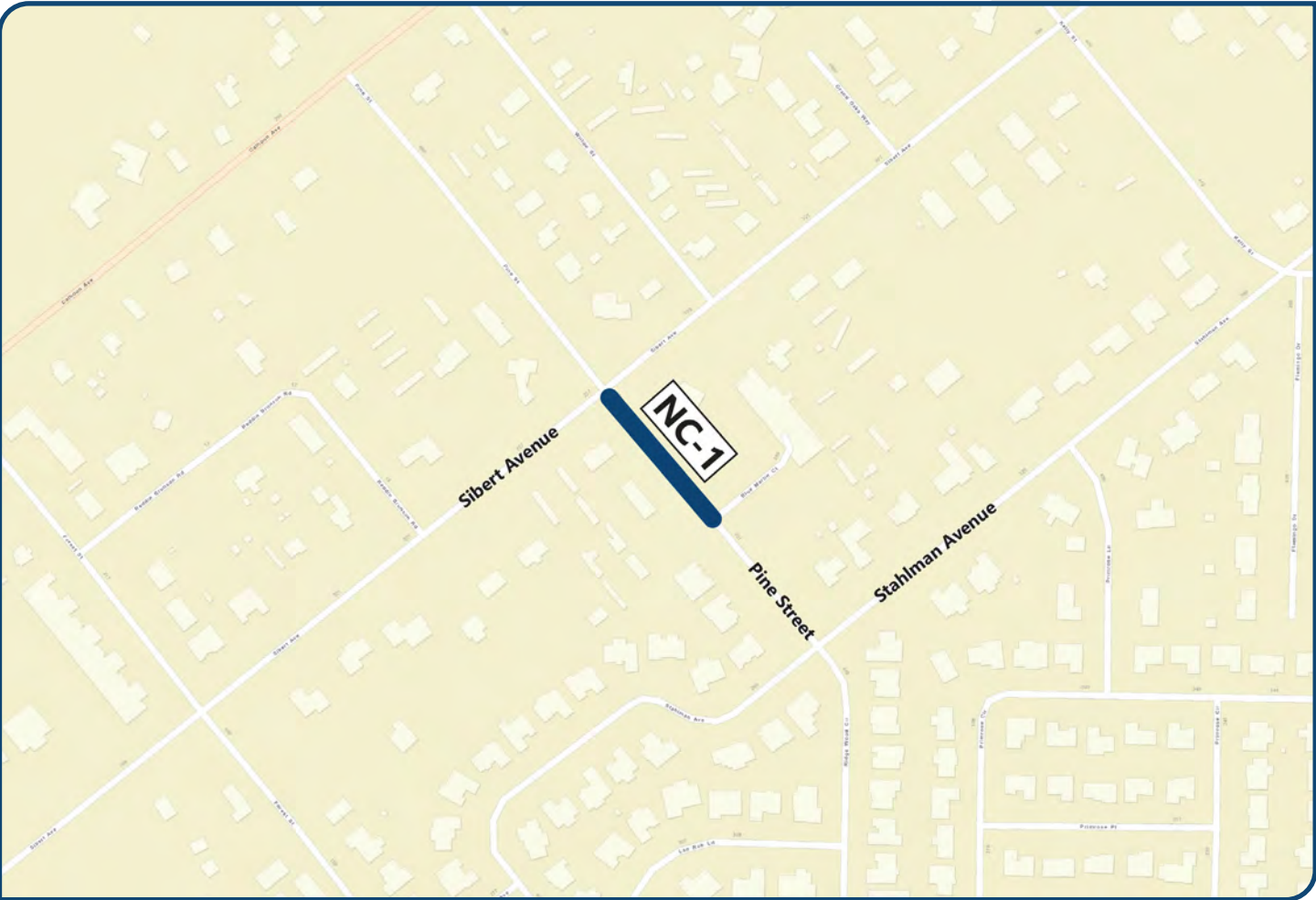


## MOBILITY PLAN | New Street Projects

- |                                          |                                  |
|------------------------------------------|----------------------------------|
| <b>NC-1</b> Pine Street                  | <b>NC-5</b> Mattie M. Kelly Blvd |
| <b>NC-2</b> Sailfish Drive               | <b>NC-6</b> Sunchase Blvd        |
| <b>NC-3</b> Indian Bayou North Extension | <b>NC-7</b> John Avenue          |
| <b>NC-4</b> 98 Palms Blvd                |                                  |



NC-1 Pine Street



Details

Project:

NC-1

Name:

Pine Street

Location:

Sibert Avenue to Blue Marlin Court

Initiative:

New Street

Source:

Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by adding a new segment of Pine Street from Sibert Avenue to Blue Marlin Court
- Approximately 0.06 mile new street
- Local streets should have a speed limit of 25 mph with two 10’ lanes of traffic, 7’ parking, two 5’ sidewalks, and a 4’ buffer

Cost

\$743,042

Priority

Benefit Score:

3

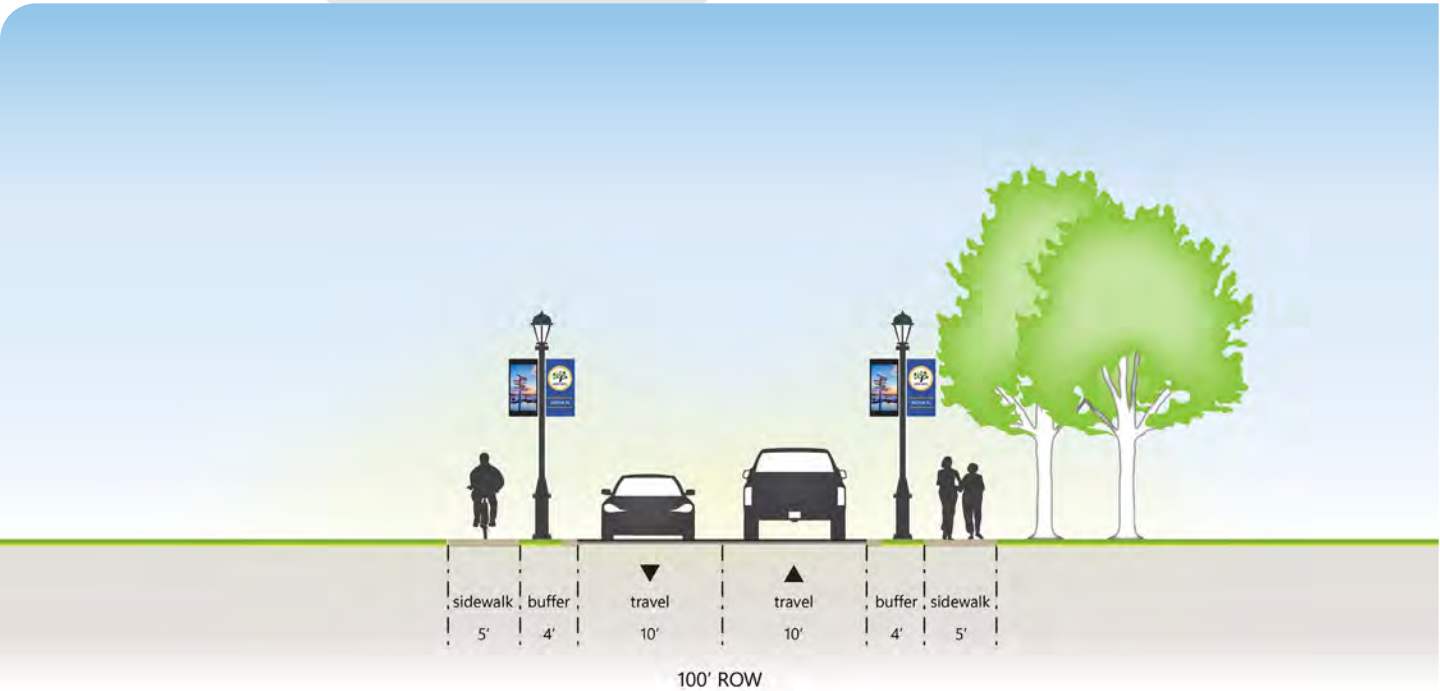
Policy Priority:

N/A

Total Score:

N/A

Proposed:



NC-2 Sailfish Drive



Details

|                                 |                                |
|---------------------------------|--------------------------------|
| Project:                        | Initiative:                    |
| NC-2                            | New Street                     |
| Name:                           | Source:                        |
| Sailfish Drive                  | Comp Plan Policy 2-1.3.16; LDC |
| Location:                       | 8.01.00E; LDC Table 8-1        |
| Azalea Drive to Sailfish Circle |                                |

Improvements

- Develop an interconnected road network by extending Sailfish Drive southward to connect to Azalea Drive
- Approximately 0.05 mile new street
- Since this new roadway connects to a residential area, it must be designed to maintain neighborhood traffic flow
- Local streets should have a speed limit of 25 mph with two 10' lanes of traffic, 7' parking, two 5' sidewalks, and a 4' buffer

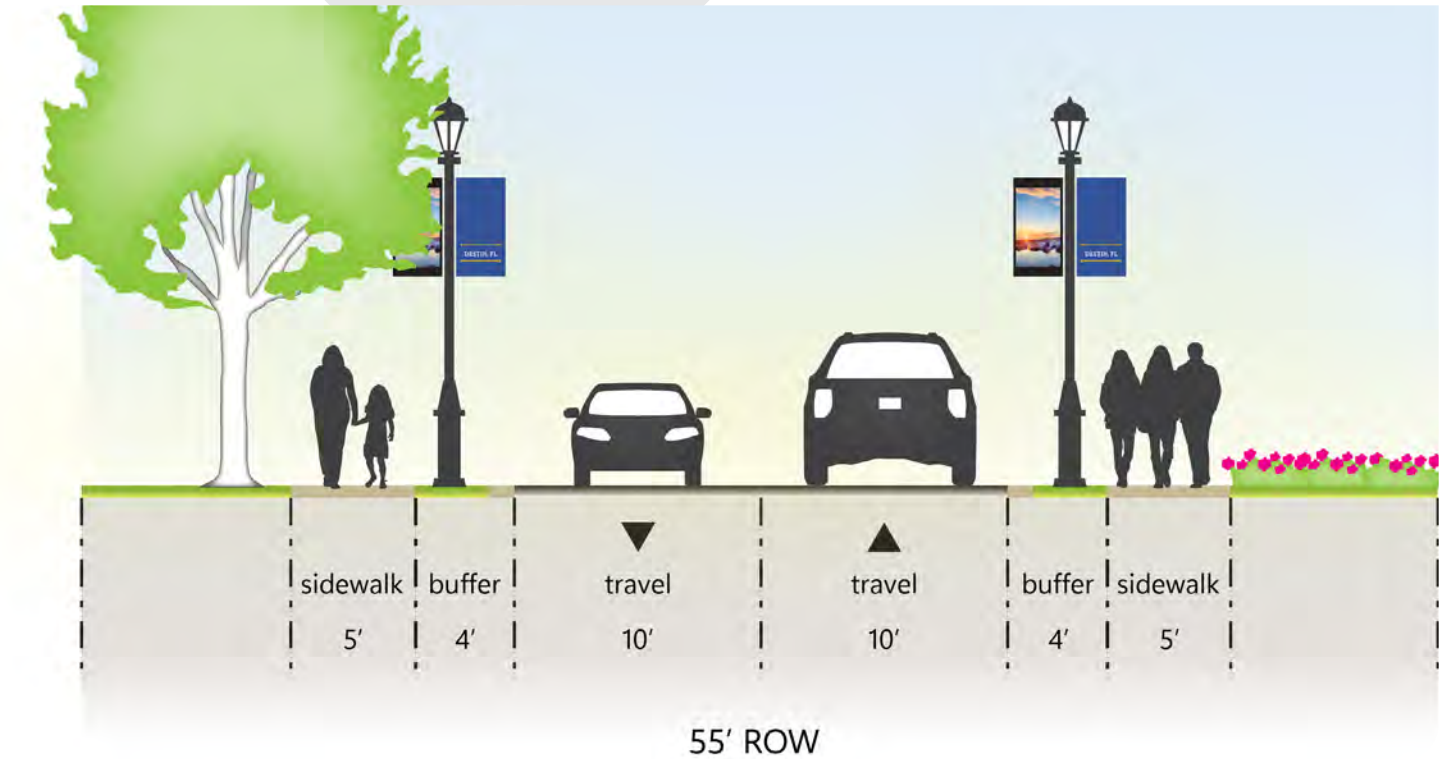
Cost

\$619,202

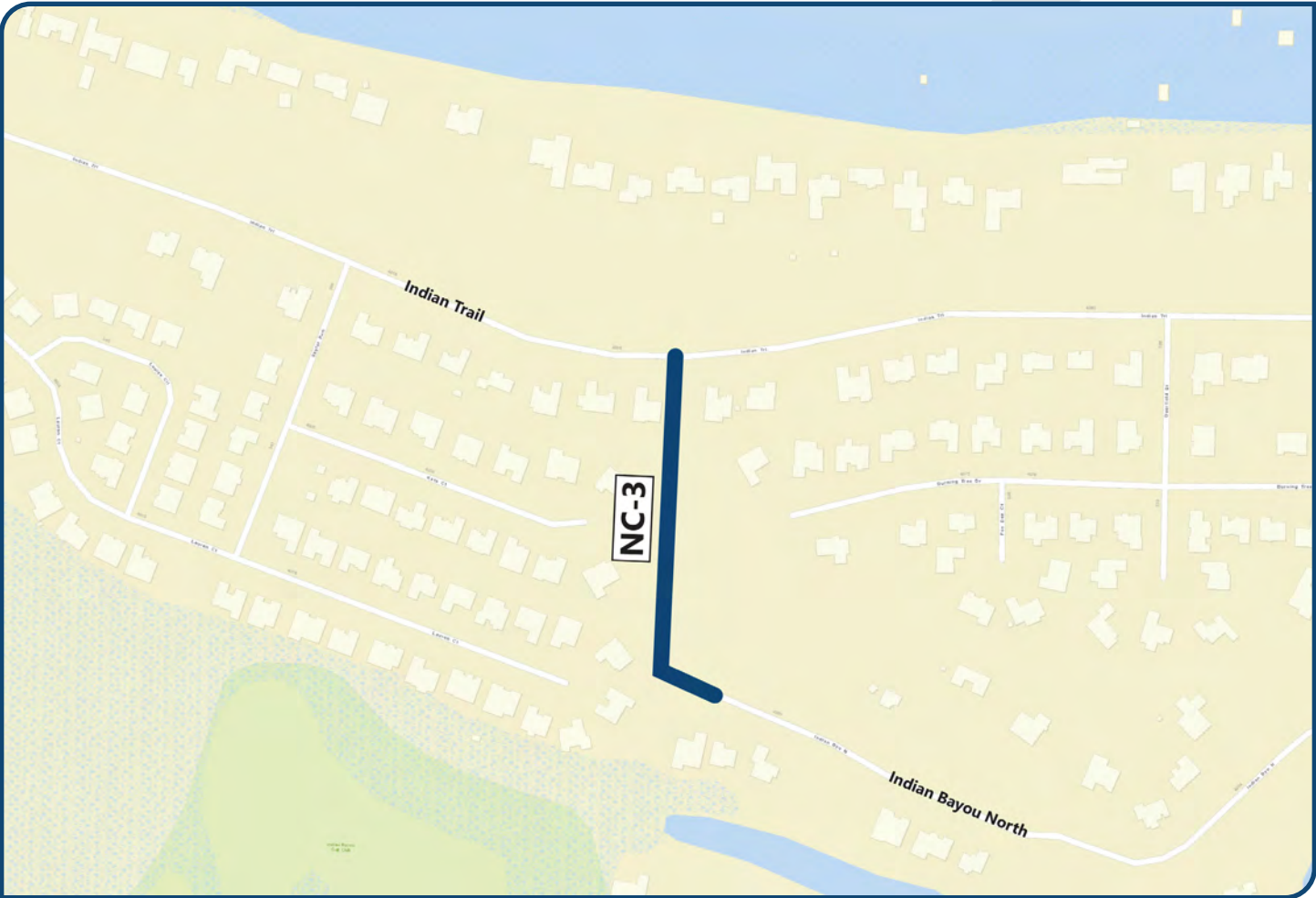
Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

Proposed:



NC-3 Indian Bayou North Extension



Details

|                                                   |                                                         |
|---------------------------------------------------|---------------------------------------------------------|
| Project:                                          | Initiative:                                             |
| NC-3                                              | New Street                                              |
| Name:                                             | Source:                                                 |
| Indian Bayou North Extension                      | Comp Plan Policy 2-1.3.16;                              |
| Location:                                         | LDC 8.01.00E; LDC Table 8-1;                            |
| Current end of Indian Bayou North to Indian Trail | Pathways Plan, MUT-7; LDC Table 8-7B Level Two Priority |

Improvements

- Develop an interconnected road network by extending Indian Bayou North to connect to Indian Trail
- Approximately 0.15 mile new street
- Local streets should have a speed limit of 25 mph with two 10’ lanes of traffic, 7’ parking, two 5’ sidewalks, and a 4’ buffer

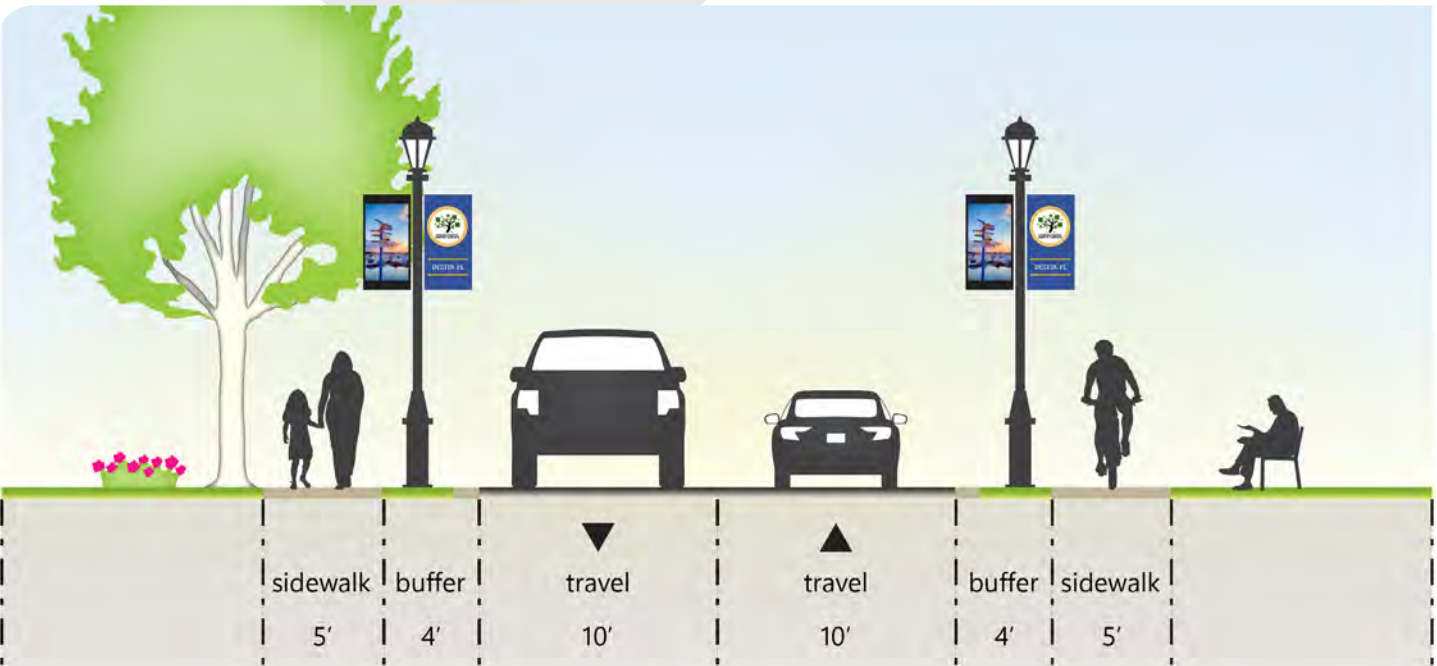
Cost

\$1,857,605

Priority

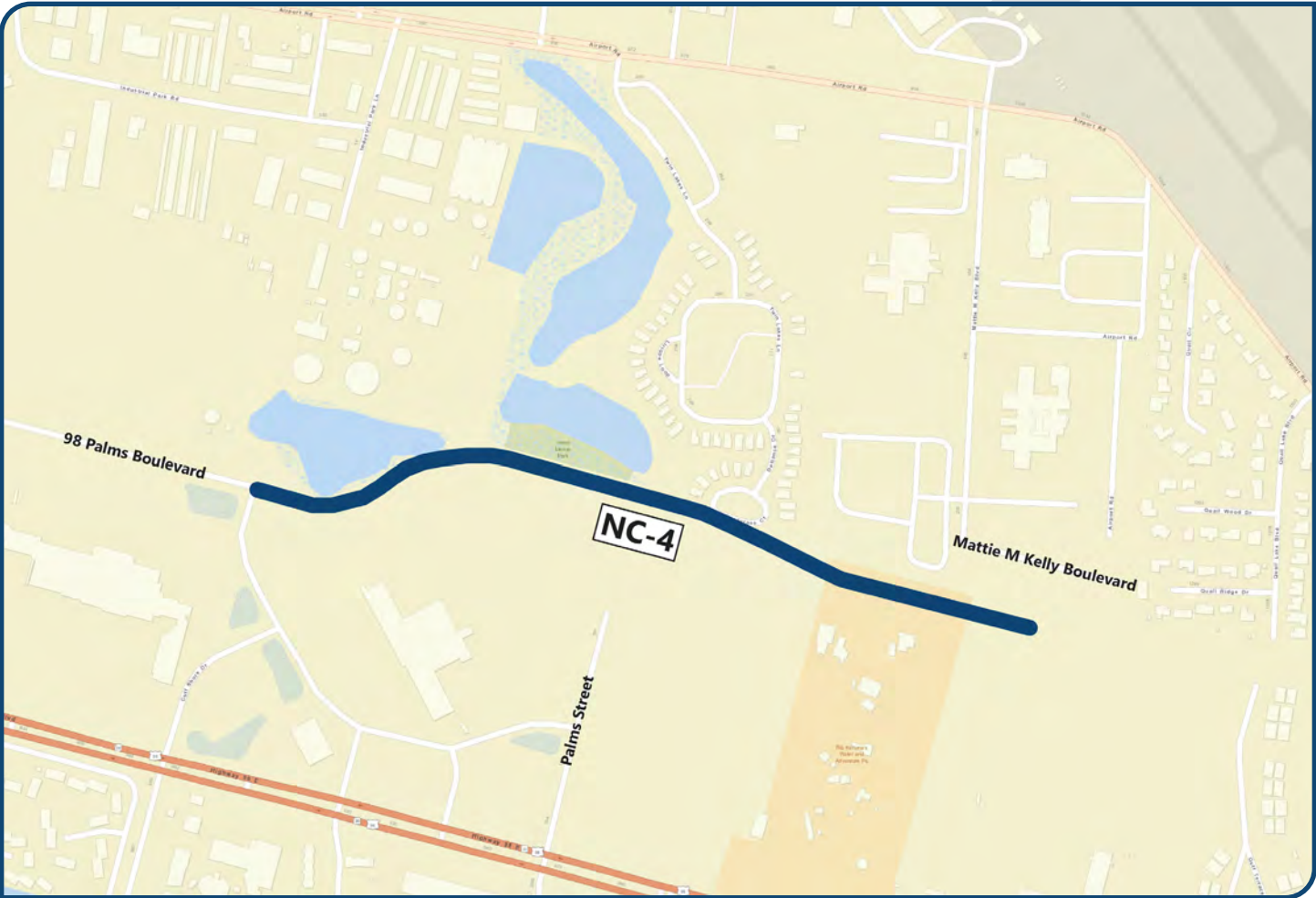
|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 5              | N/A              | N/A          |

Proposed:



60' ROW

NC-4 98 Palms Boulevard



Details

Project:  
**NC-4**  
Name:  
**98 Palms Boulevard**  
Location:  
**From existing end of 98 Palms Blvd to Mattie M. Kelly Blvd**

Initiative:  
**New Street**  
Source:  
**Comp Plan Policy 2-1; LDC 8.01.00E; LDC Table 8-1**

Improvements

- Develop an interconnected road network by extending 98 Palms Boulevard to connect to Mattie M. Kelly Blvd
- Approximately 0.65 mile new street
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

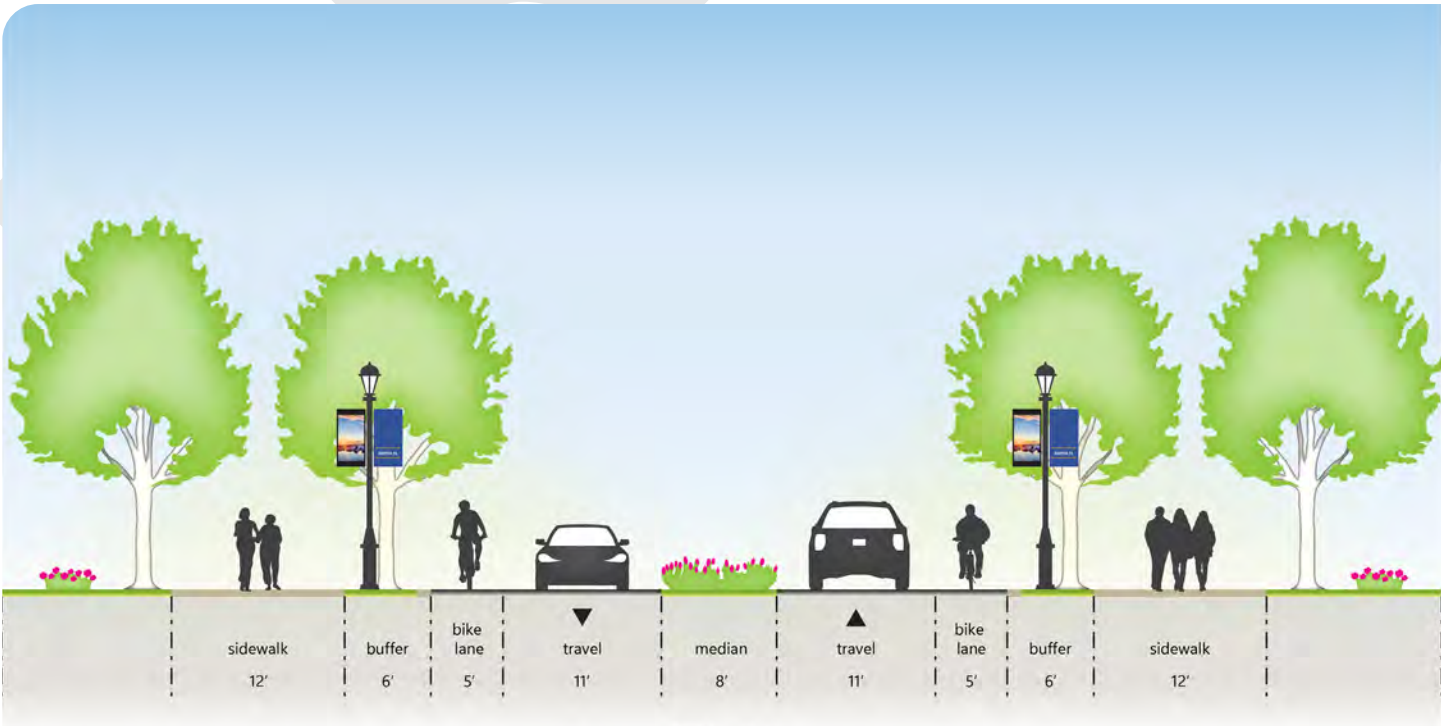
**Cost**

**\$9,149,623**

**Priority**

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| <b>5</b>       | <b>N/A</b>       | <b>N/A</b>   |

Proposed:



ROW varies

NC-5 Mattie M. Kelly Boulevard



Details

|                                                                   |                                                              |
|-------------------------------------------------------------------|--------------------------------------------------------------|
| Project:<br>NC-5                                                  | Initiative:<br>New Street                                    |
| Name:<br>Mattie M. Kelly Boulevard                                | Source:<br>Comp Plan Policy 2-1; LDC 8.01.00E; LDC Table 8-1 |
| Location:<br>From existing ends of northern and southern roadways |                                                              |

Improvements

- Develop an interconnected road network by extending the existing ends of northern and southern roadways
- Approximately 0.06 mile new street
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

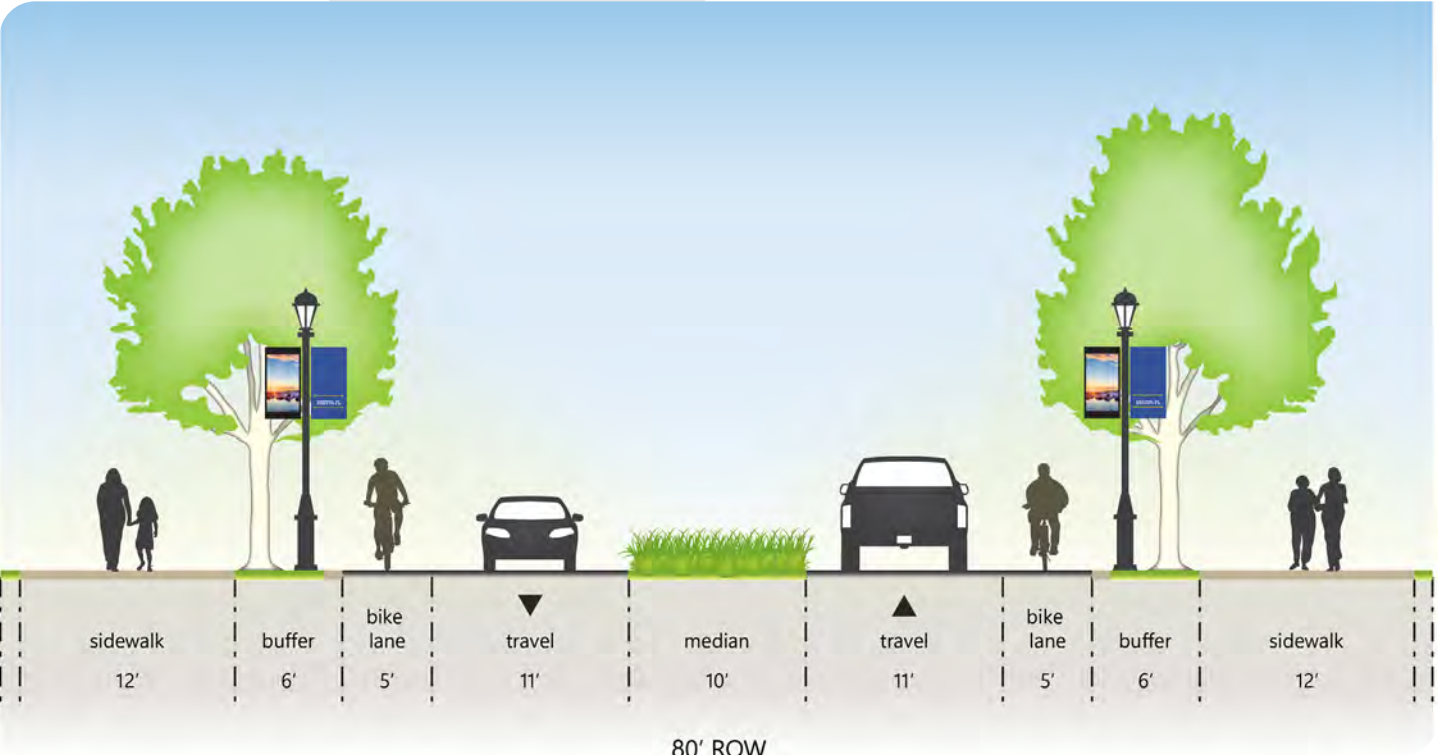
Cost

\$844,581

Priority

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>1 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

Proposed:



80' ROW

NC-6 Sunchase Boulevard



Details

|                                    |                                                        |
|------------------------------------|--------------------------------------------------------|
| Project:                           | Initiative:                                            |
| NC-6                               | New Street                                             |
| Name:                              | Source:                                                |
| Sunchase Boulevard                 | Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1 |
| Location:                          |                                                        |
| Indian Bayou Trail to Indian Trail |                                                        |

Improvements

- Develop an interconnected road network by extending Indian Bayou Trail to Indian Trail
- New street would be approximately 1.23 miles
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

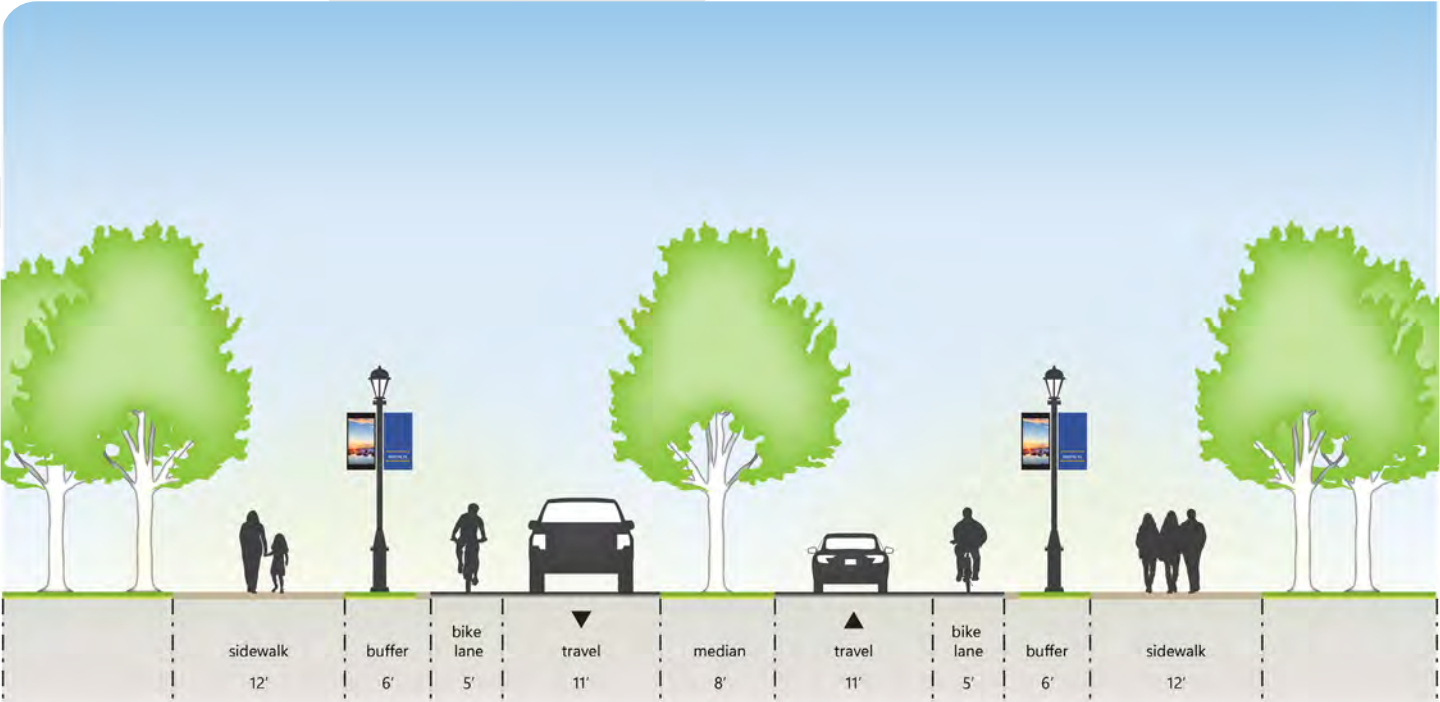
Cost

\$17,313,901

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 5              | N/A              | N/A          |

Proposed:



NC-7 John Avenue



Details

Project:

NC-7

Name:

John Avenue

Location:

Dolphin Street to Sunfish Street

Initiative:

New Street

Source:

Improvements

- Develop an interconnected road network by extending John Avenue from Dolphin Street to Sunfish Street
- Approximately 0.07 mile new street
- Local streets should have a speed limit of 25 mph with two 10' lanes of traffic, 7' parking, two 5' sidewalks, and a 4' buffer

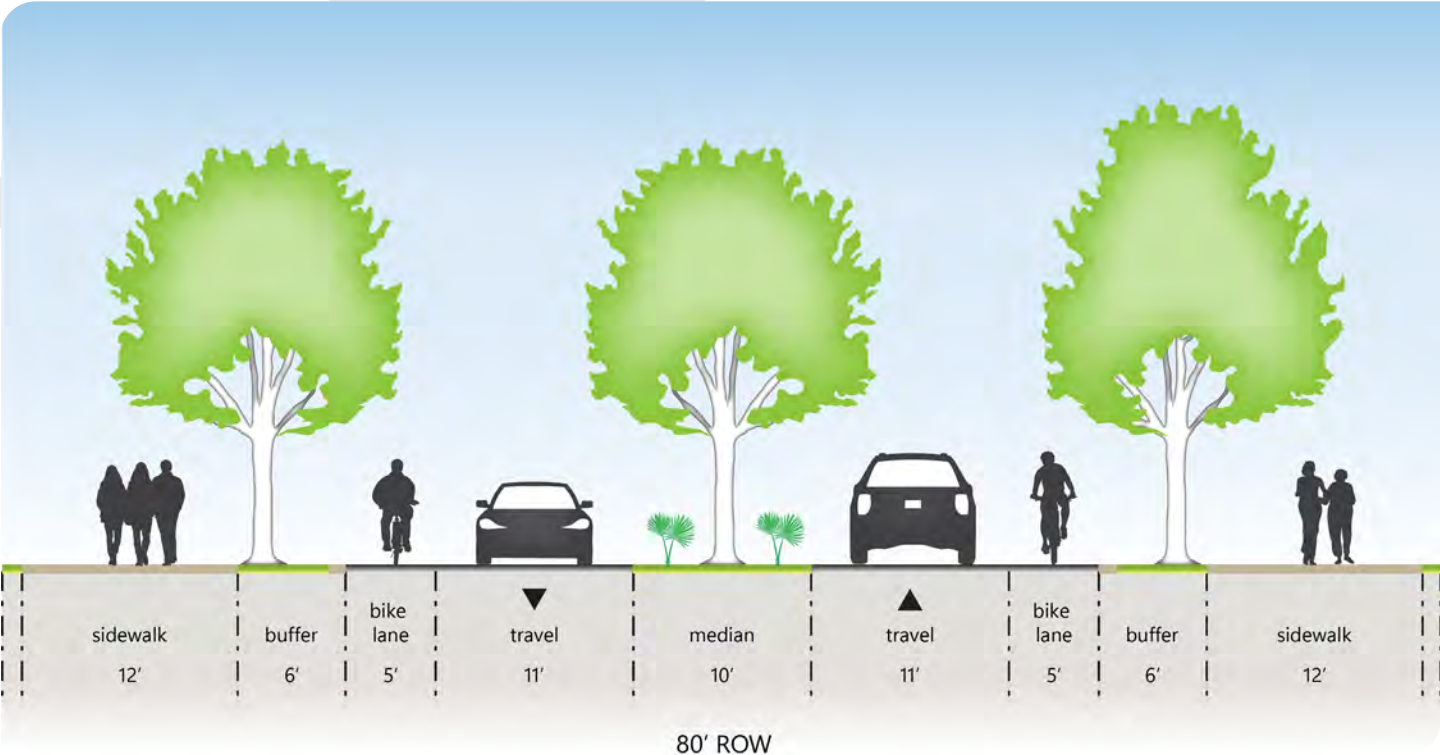
Cost

\$866,882

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

Proposed:

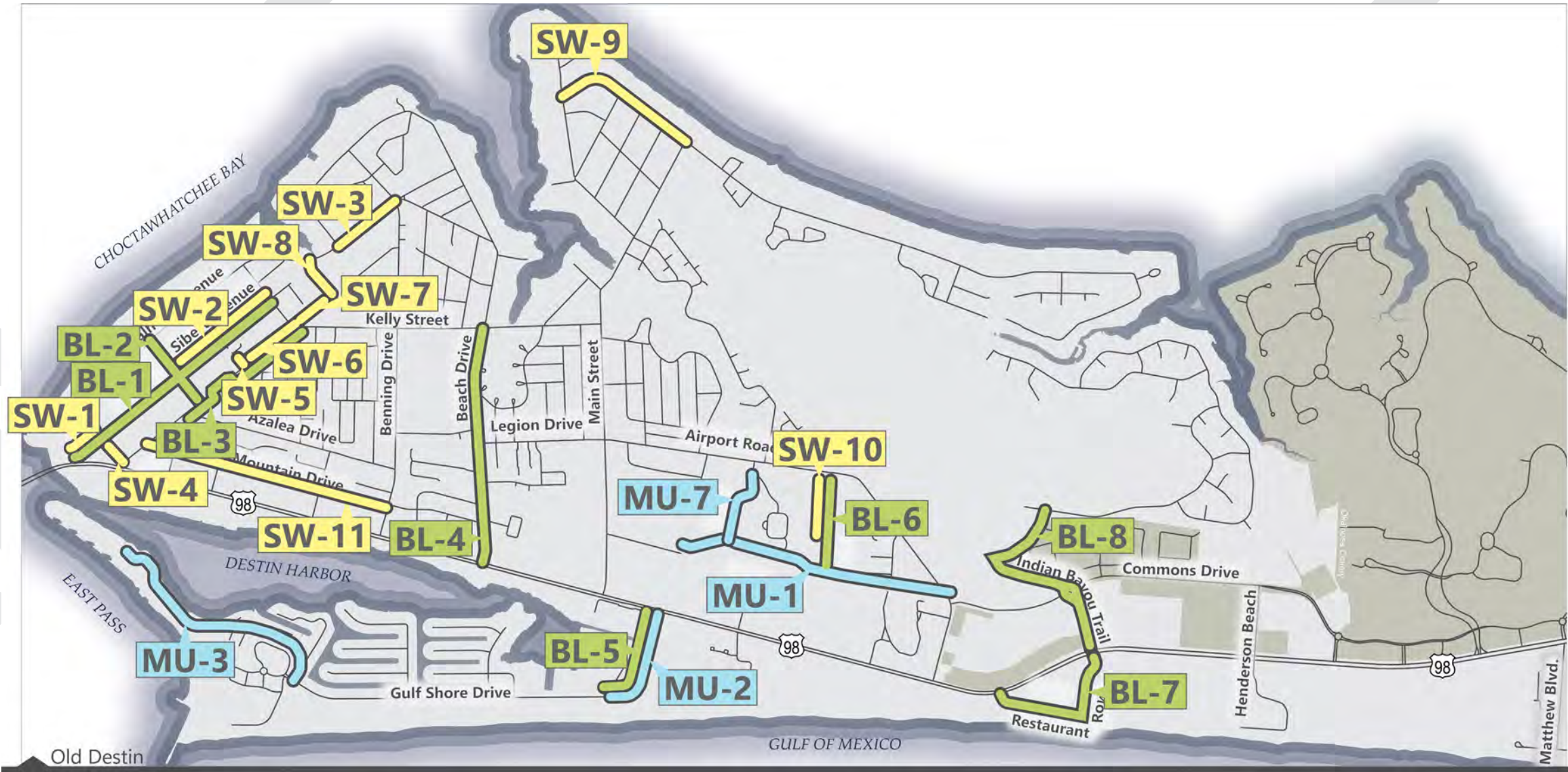


# BIKE AND PEDESTRIAN

Several streets in Destin are missing sidewalks on one or both sides. Bicycle facilities are similarly disconnected. This makes it difficult for traverse the City on foot, bike, or using a mobility device such as a wheelchair. The bike and pedestrian projects in this plan include connecting existing sidewalks, adding sidewalks on streets where they currently do not exist, implementing bike lanes, and creating multi-use paths where feasible. The projected cost for all bike and pedestrian projects is **18.4 million dollars**.

The City's Pathways Master Plan in 2009 identified improvements that would be needed to achieve Destin's goal of a "multimodal" transportation system. Destin's Comprehensive Plan and Land Development Code also discuss the need for multimodal transportation and provides standards for sidewalks, bike lanes, and streetscaping.

Prioritization for these projects mirrors the prioritization given in the Pathways Plan. The bicycle/pedestrian projects listed in this Mobility Plan come mostly from the Pathways Master Plan. Pictured to the right is an overview map of all bike and pedestrian projects.



MOBILITY PLAN | Bike/Pedestrian Projects

- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Sidewalk



SW-1 Sibert Avenue Sidewalk



Improvements

- Create a 0.10 mile sidewalk on the east side of Sibert Avenue between Calhoun Avenue and Zerbe Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:  
**SW-1**  
Name:  
**Sibert Avenue Sidewalk**  
Location:  
**Calhoun Avenue to Zerbe Street**  
Initiative:  
**Pedestrian/Bike**  
Source:  
**Comp Plan Map 2-2**

Cost

**\$ 105,269**

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| <b>3</b>       | <b>N/A</b>       | <b>N/A</b>   |

SW-2 Sibert Avenue Sidewalk



Improvements

- Create a 0.39 mile sidewalk on the east side of Sibert Avenue between Forest Street and Kelly Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:  
**SW-2**  
Name:  
**Sibert Avenue Sidewalk**  
Location:  
**Forest Street to Kelly Street**  
Initiative:  
**Pedestrian/Bike**  
Source:  
**Comp Plan Map 2-2**

Cost

**\$ 419,030**

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| <b>3</b>       | <b>N/A</b>       | <b>N/A</b>   |

SW-3 Sibert Avenue Sidewalk



Improvements

- Create a 0.24 mile sidewalk on the east side of Sibert Avenue between Cross Street and Benning Drive
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:  
SW-3  
Name:  
Sibert Avenue Sidewalk  
Location:  
Cross Street to Benning Avenue  
Initiative:  
Pedestrian/Bike  
Source:  
Comp Plan Map 2-2; Pathways Plan, SW-6; LDC Table 8-7B Level Two Priority

Cost

\$ 255,506

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

SW-4 Zerbe Street Sidewalk



Improvements

- Create a 0.18 mile sidewalk on the south side of Zerbe Street between Sibert Avenue and Stahlman Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:  
SW-4  
Name:  
Zerbe Street Sidewalk  
Location:  
Sibert Avenue to Stahlman Avenue  
Initiative:  
Pedestrian/Bike  
Source:  
Pathways Plan, SW-1; LDC Table 8-7C Level Three Priority

Cost

\$ 103,606

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

SW-5 Pine Street Sidewalk



**Improvements**

- Create a 0.05 mile sidewalk on the north side of Pine Street between Blue Marlin Court and Stahlman Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

**Details**

Project:  
**SW-5**

Name:  
**Pine Street Sidewalk**

Location:  
**Blue Marlin Court to Stahlman Avenue**

Initiative:  
**Pedestrian/Bike**

Source:  
**Pathways Plan, SW-5; LDC Table 8-7C Level Three Priority**

**Cost**

**\$ 31,082**

**Priority**

|                            |                                |                            |
|----------------------------|--------------------------------|----------------------------|
| Benefit Score:<br><b>1</b> | Policy Priority:<br><b>N/A</b> | Total Score:<br><b>N/A</b> |
|----------------------------|--------------------------------|----------------------------|

SW-6 Stahlman Avenue Sidewalk



**Improvements**

- Create a 0.11 mile sidewalk on both sides of Stahlman Avenue between Pine Street and Kelly Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

**Details**

Project:  
**SW-6**

Name:  
**Stahlman Avenue Sidewalk**

Location:  
**Pine Street to Primrose Lane**

Initiative:  
**Pedestrian/Bike**

Source:  
**Comp Plan Map 2-2; Pathways Plan, SW-2; LDC Table 8-7C Level Three Priority**

**Cost**

**\$ 123,461**

**Priority**

|                            |                                |                            |
|----------------------------|--------------------------------|----------------------------|
| Benefit Score:<br><b>1</b> | Policy Priority:<br><b>N/A</b> | Total Score:<br><b>N/A</b> |
|----------------------------|--------------------------------|----------------------------|

SW-7 Stahlman Avenue Sidewalk



**Improvements**

- Create a 0.16 mile sidewalk on the west side of Stahlman Avenue between Kelly Street and Hickory Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

**Details**

Project:  
**SW-7**

Name:  
**Stahlman Avenue Sidewalk**

Location:  
**Kelly Street to Hickory Street**

Initiative:  
**Pedestrian/Bike**

Source:  
**Comp Plan Map 2-2; Pathways Plan, SW-3; LDC Table 8-7B Level Two Priority**

**Cost**

**\$ 169,656**

**Priority**

|                            |                                |                            |
|----------------------------|--------------------------------|----------------------------|
| Benefit Score:<br><b>3</b> | Policy Priority:<br><b>N/A</b> | Total Score:<br><b>N/A</b> |
|----------------------------|--------------------------------|----------------------------|

SW-8 Hickory Street Sidewalk



**Improvements**

- Create a 0.14 mile sidewalk on the south side of Hickory Street between Stahlman Avenue and Calhoun Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

**Details**

Project:  
**SW-8**

Name:  
**Hickory Street Sidewalk**

Location:  
**Stahlman Avenue to Calhoun Avenue**

Initiative:  
**Pedestrian/Bike**

Source:  
**Pathways Plan, SW-4; LDC Table 8-7C Level Three Priority**

**Cost**

**\$ 79,613**

**Priority**

|                            |                                |                            |
|----------------------------|--------------------------------|----------------------------|
| Benefit Score:<br><b>1</b> | Policy Priority:<br><b>N/A</b> | Total Score:<br><b>N/A</b> |
|----------------------------|--------------------------------|----------------------------|

SW-9 Indian Trail Sidewalk



Improvements

- Create a 0.48 mile sidewalk on the south side of Indian Trail between Bayou Drive and Main Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:  
SW-9  
Name:  
Indian Trail Sidewalk  
Location:  
Bayou Drive to Main Street  
Initiative:  
Pedestrian/Bike  
Source:  
Pathways Plan, SW-9; LDC Table 8-7C Level Three Priority

Cost

\$ 278,099

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

SW-10 Mattie M. Kelly Boulevard (northern) sidewalk



Improvements

- Create a 0.21 mile sidewalk on the west side of Mattie M Kelly Blvd between the existing sidewalk and Airport Road
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:  
SW-10  
Name:  
Mattie M. Kelly Boulevard (northern) Sidewalk  
Location:  
Existing sidewalk to Airport Road  
Initiative:  
Pedestrian/Bike  
Source:  
Pathways Plan, SW-14; LDC Table 8-7C Level Three Priority

Cost

\$ 222,801

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

SW-11 Mountain Drive Sidewalk



**Improvements**

- Create a 0.83 mile sidewalk on the north side of Mountain Drive between Stahlman Avenue and the roundabout
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

**Details**

Project:  
**SW-11**

Name:  
**Mountain Drive Sidewalk**

Location:  
**Stahlman Avenue to the roundabout**

Initiative:  
**Pedestrian/Bike**

Source:

**Cost**

\$

**Priority**

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
|                | <b>N/A</b>       | <b>N/A</b>   |

BL-1 Sibert Avenue Bicycle Lanes



**Improvements**

- Create bike lanes along Sibert Avenue between Calhoun Avenue and Kelly Street, a length of approximately 0.81 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

**Details**

Project:  
**BL-1**

Name:  
**Sibert Avenue Bicycle Lanes**

Location:  
**Calhoun Avenue to Kelly Street**

Initiative:  
**Pedestrian/Bike**

Source:  
**Comp Plan Map 2-2; Pathways Plan, BL-1; LDC Table 8-7A Level One Priority**

**Cost**

**\$ 600,696**

**Priority**

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| <b>5</b>       | <b>N/A</b>       | <b>N/A</b>   |

BL-2 Forest Street Bicycle Lanes



Improvements

- Create bike lanes along Forest Street between Calhoun Avenue and Stahlman Avenue, a length of approximately 0.12 miles
- Bike lanes must be a minimum of 4’ in width where there is no on-street parking and a minimum of 5’ in width where there is on-street parking

Details

Project:  
**BL-2**  
Name:  
**Forest Street Bicycle Lanes**  
Location:  
**Calhoun Avenue to Stahlman Avenue**  
Initiative:  
**Pedestrian/Bike**  
Source:  
**Pathways Plan, BL-12; LDC Table 8-7A Level One Priority**

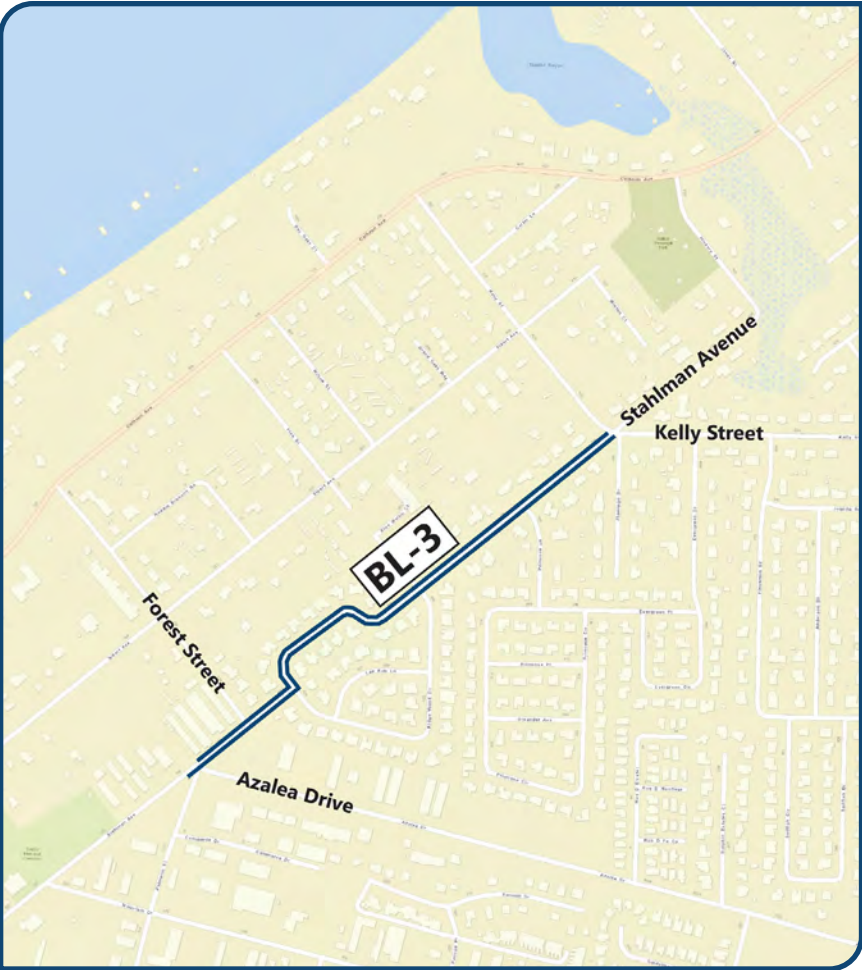
Cost

**\$ 85,215**

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| <b>5</b>       | <b>N/A</b>       | <b>N/A</b>   |

BL-3 Stahlman Avenue Bicycle Lanes



Improvements

- Create bike lanes along Stahlman Avenue between Azalea Drive and Kelly Street, a length of approximately 0.49 miles
- Bike lanes must be a minimum of 4’ in width where there is no on-street parking and a minimum of 5’ in width where there is on-street parking

Details

Project:  
**BL-3**  
Name:  
**Stahlman Avenue Bicycle Lanes**  
Location:  
**Azalea Drive to Kelly Street**  
Initiative:  
**Pedestrian/Bike**  
Source:  
**Pathways Plan, BL-6; LDC Table 8-7C Level Three Priority**

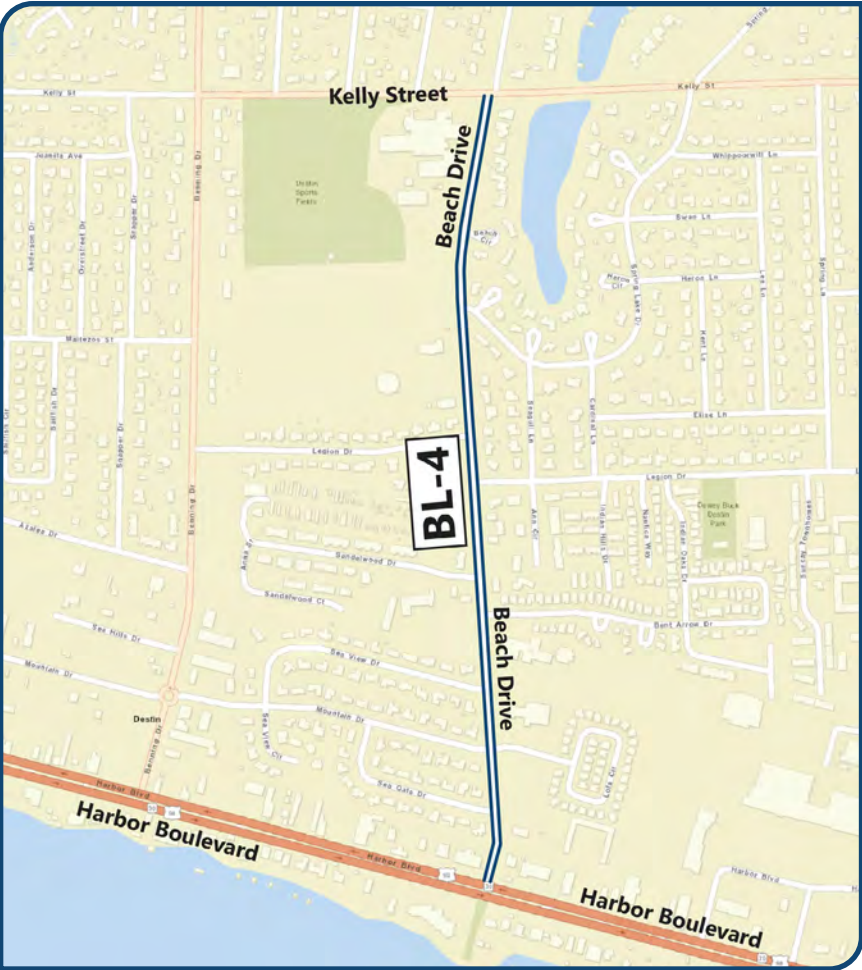
Cost

**\$ 360,417**

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| <b>1</b>       | <b>N/A</b>       | <b>N/A</b>   |

BL-4 Beach Drive Bicycle Lanes



**Improvements**

- Create bike lanes along Beach Drive between Harbor Boulevard and Kelly Street, a length of approximately 0.78 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

**Details**

Project:  
BL-4

Name:  
Beach Drive Bicycle Lanes

Location:  
Harbor Boulevard to Kelly Street

Initiative:  
Pedestrian/Bike

Source:  
Comp Plan Map 2-2; Pathways Plan, BL-5; LDC Table 8-7A Level One Priority

**Cost**

\$ 573,455

**Priority**

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>5 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

BL-5 Gulf Shore Drive Bicycle Lanes



**Improvements**

- Create bike lanes along Gulf Shore Drive between Sandpiper Cove and Harbor Blvd, a length of approximately 0.35 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

**Details**

Project:  
BL-5

Name:  
Gulf Shore Drive Bicycle Lanes

Location:  
Sandpiper Cove to Harbor Boulevard

Initiative:  
Pedestrian/Bike

Source:  
Comp Plan Map 2-2; Pathways Plan, BL-2; LDC Table 8-7B Level Two Priority

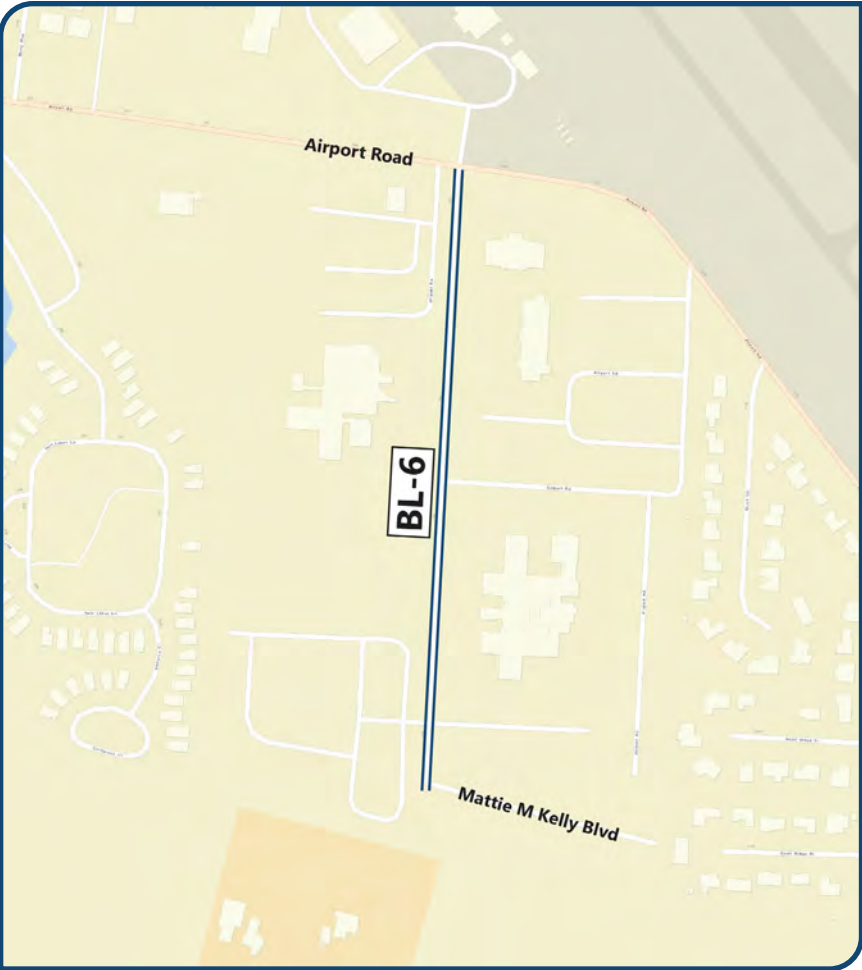
**Cost**

\$ 257,042

**Priority**

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>3 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

BL-6 Mattie M. Kelly Boulevard (northern) Bicycle Lanes



**Improvements**

- Create bike lanes along Mattie M Kelly Blvd between the existing roadway end and Airport Road, a length of approximately 0.25 miles
- Bike lanes must be a minimum of 4’ in width where there is no on-street parking and a minimum of 5’ in width where there is on-street parking

**Details**

Project:  
BL-6

Name:  
Mattie M. Kelly Boulevard (northern) Bicycle Lanes

Location:  
Existing end roadway to Airport Road

Initiative:  
Pedestrian/Bike

Source:  
Comp Plan Map 2-1; Pathways Plan, BL-11; LDC Table 8-7B Level Two Priority

**Cost**

\$ 185,377

**Priority**

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>3 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

BL-7 Scenic 98 (west)/Restaurant Row Bicycle Lanes



**Improvements**

- Create bike lanes along Scenic 98/ Restaurant Row between Emerald Coast Parkway and Emerald Coast Parkway, a length of approximately 0.49 miles
- Bike lanes must be a minimum of 4’ in width where there is no on-street parking and a minimum of 5’ in width where there is on-street parking

**Details**

Project:  
BL-7

Name:  
Scenic 98 (west)/Restaurant Row Bicycle Lanes

Location:  
Emerald Coast Parkway to Emerald Coast Parkway

Initiative:  
Pedestrian/Bike

Source:  
Comp Plan Map 2-2; Pathways Plan, BL-8; LDC Table 8-7B Level Two Priority

**Cost**

\$ 2,286,414

**Priority**

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>3 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

BL-8 Indian Bayou Trail Bicycle Lanes



Improvements

- Create bike lanes along Indian Bayou Trail between Emerald Coast Parkway and Country Club Drive, a length of approximately 0.73 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:  
**BL-8**  
Name:  
Indian Bayou Trail Bicycle Lanes  
Location:  
Emerald Coast Parkway to Country Club Drive  
Initiative:  
Pedestrian/Bike  
Source:  
Pathways Plan, BL-7; LDC Table 8-7C Level Three Priority

Cost

\$ 541,324

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

BL-9 Crystal Beach Drive Multiuse Path



Improvements

- Create bike lanes along Crystal Beach Drive between Scenic 98 East and Emerald Coast Parkway, a length of approximately 0.48 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:  
**BL-9**  
Name:  
Crystal Beach Drive Multiuse Path  
Location:  
Scenic 98 East to Emerald Coast Parkway  
Initiative:  
Pedestrian/Bike  
Source:  
Comp Plan Map 2-2; Pathways Plan, BL-4; LDC Table 8-7B Level Two Priority

Cost

\$ 352,036

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

BL-10 Scenic 98 (east) Bicycle Lanes



Improvements

- Create bike lanes along Scenic 98 between Matthew Blvd and the Walton County line, a length of approximately 2.08 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:  
**BL-10**  
Name:  
**Scenic 98 (east) Bicycle Lanes**  
Location:  
**Matthew Boulevard to Walton County Line**  
Initiative:  
**Pedestrian/Bike**  
Source:  
**Comp Plan Map 2-2**

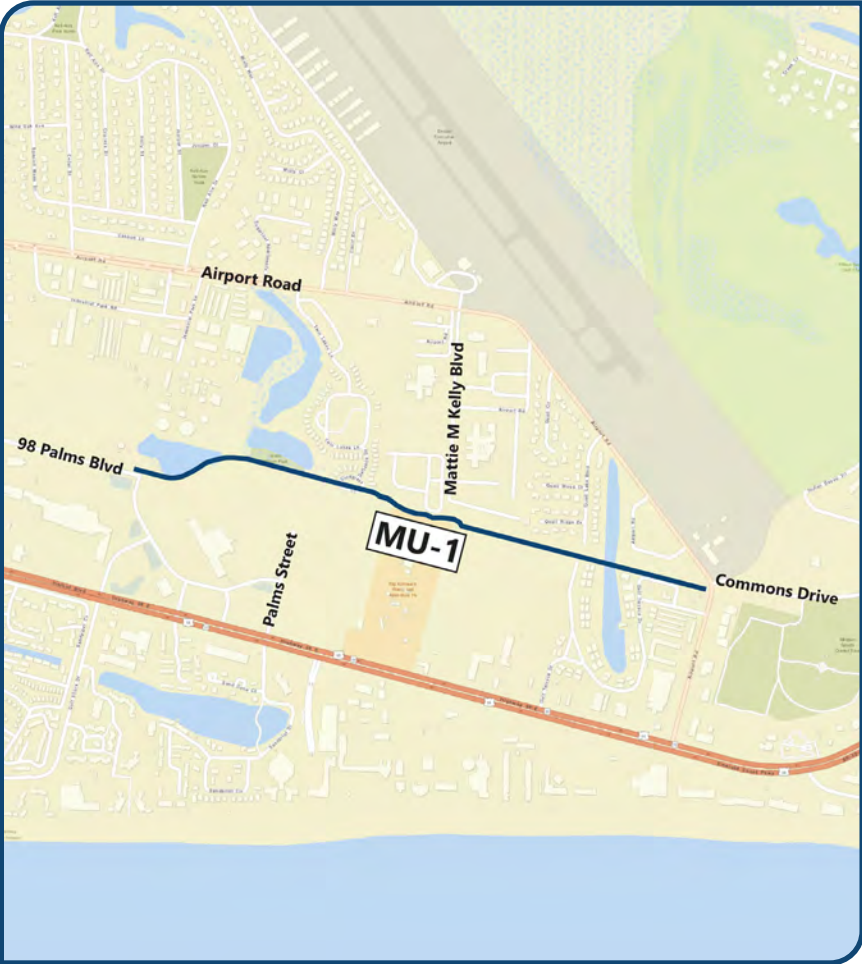
Cost

**\$ 9,673,289**

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

MU-1 Powerline Easement (west) Multi-use Path



Improvements

- Create a multi-use path along the powerline easement between Main Street and Airport Road
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:  
**MU-1**  
Name:  
**Powerline Easement (west) Multi-use Path**  
Location:  
**Main Street to Airport Road**  
Initiative:  
**Pedestrian/Bike**  
Source:  
**Pathways Plan, MUT-5; LDC Table 8-7B Level Two Priority**

Cost

**\$**

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

MU-2 Gulf Shore Drive Multi-use Path



Improvements

- Create a multi-use path along Gulf Shore Drive between Sandpiper Cove and Harbor Blvd
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:  
**MU-2**  
Name:  
**Gulf Shore Drive Multi-use Path**  
Location:  
**Sandpiper Cove to Harbor Boulevard**  
Initiative:  
**Pedestrian/Bike**  
Source:  
**Comp Plan Map 2-2; Pathways Plan, MUT-3; LDC Table 8-7B Level Two Priority**

Cost

**\$ 298,017**

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| <b>3</b>       | <b>N/A</b>       | <b>N/A</b>   |

MU-3 Gulf Shore Drive Multi-use Path



Improvements

- Create a multi-use path along Gulf Shore Drive between Norriego Point and Durango Road
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:  
**MU-3**  
Name:  
**Gulf Shore Drive Multi-use Path**  
Location:  
**Norriego Point to Durango Road**  
Initiative:  
**Pedestrian/Bike**  
Source:  
**Pathways Plan, MUT-4; LDC Table 8-7A Level One Priority**

Cost

**\$ 557,162**

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| <b>5</b>       | <b>N/A</b>       | <b>N/A</b>   |

MU-4 Crystal Beach Drive Multi-use Path



**Improvements**

- Create a multi-use path along Crystal Beach Drive between Scenic 98 and Emerald Coast Parkway
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

**Details**

Project:  
MU-4

Name:  
Crystal Beach Drive Multi-use Path

Location:  
Scenic 98 to Emerald Coast Parkway

Initiative:  
Pedestrian/Bike

Source:  
Pathways Plan, MUT-15; LDC Table 8-7A Level One Priority

**Cost**

\$ 408,154

**Priority**

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>5 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

MU-5 Dolphin Street/Regatta Bay Boulevard Multi-use Path



**Improvements**

- Create a multi-use path along Dolphin Street/Regatta Bay Blvd between Scenic 98 and Emerald Coast Parkway
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

**Details**

Project:  
MU-5

Name:  
Dolphin Street/Regatta Bay Boulevard Multi-use Path

Location:  
Scenic 98 to Emerald Coast Parkway

Initiative:  
Pedestrian/Bike

Source:  
Comp Plan Map 2-2; Pathways Plan, MUT-16; LDC Table 8-7A Level One Priority

**Cost**

\$ 453,504

**Priority**

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>5 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

MU-6 Powerline easement (east) Multi-use Path



**Improvements**

- Create a multi-use path along the powerline easement between Emerald Coast Parkway and the Walton County line
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

**Details**

Project:  
MU-6

Name:  
Powerline easement (east) Multi-use Path

Location:  
Emerald Coast Parkway to Walton County Line

Initiative:  
Pedestrian/Bike

Source:  
Comp Plan Map 2-2; Pathways Plan, MUT-13; LDC Table 8-7A Level One Priority

**Cost**

\$

**Priority**

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>5 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

MU-7 West of Twin Lakes Multi-use Path



**Improvements**

- Create a multi-use path west of Twin Lakes between 98 Palms Boulevard and Airport Road
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

**Details**

Project:  
MU-7

Name:  
West of Twin Lakes Multi-use Path

Location:  
98 Palms Blvd to Airport Road

Initiative:  
Pedestrian/Bike

Source:

**Cost**

\$

**Priority**

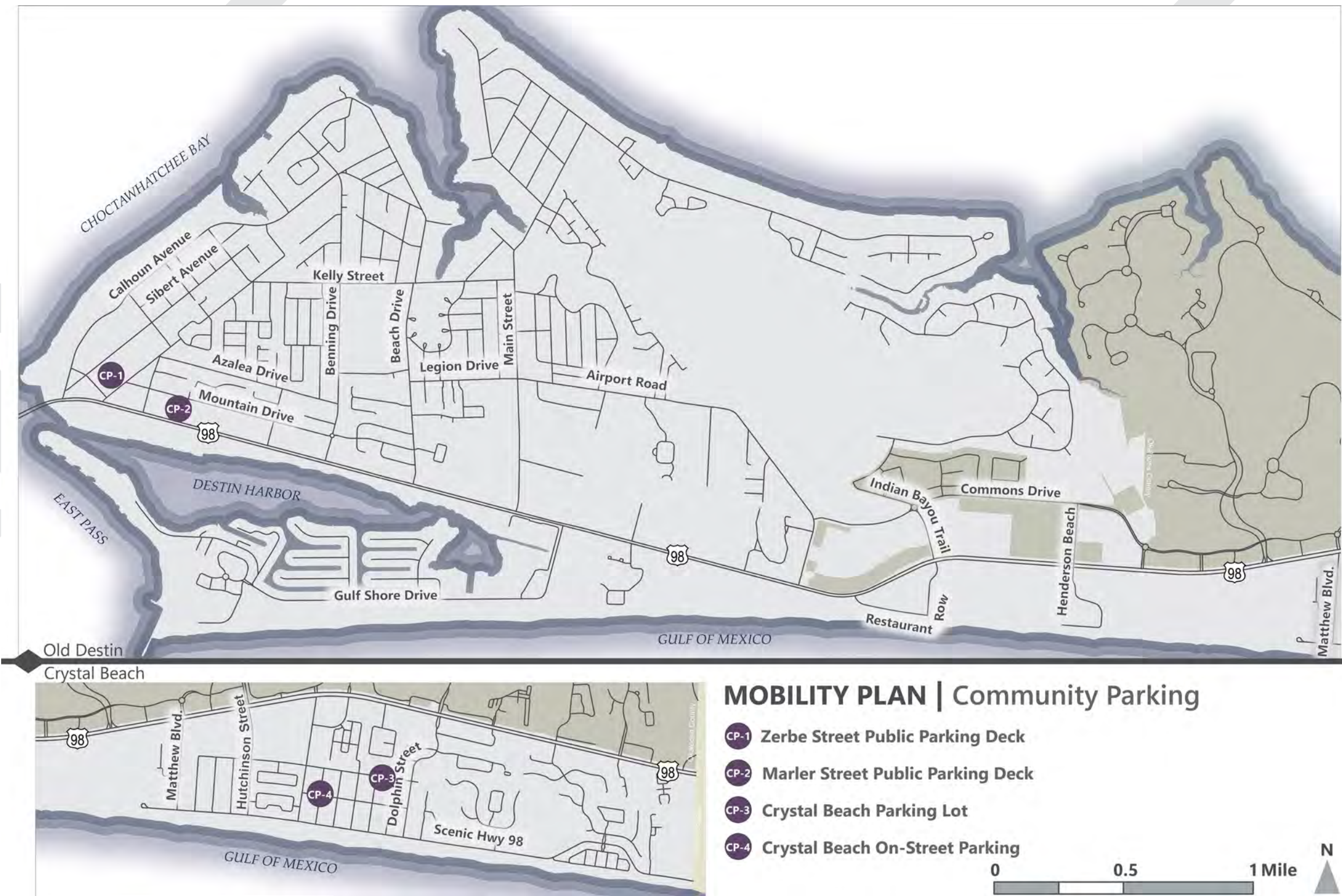
|                |                         |                     |
|----------------|-------------------------|---------------------|
| Benefit Score: | Policy Priority:<br>N/A | Total Score:<br>N/A |
|----------------|-------------------------|---------------------|

# COMMUNITY PARKING

Public parking is a necessity for Destin, especially during peak months (mid-June through August). The Destin Harbor District has four public parking lots: Destin Community Center Pay-to-Park and Permit Parking, Destin Library (after business hours), Marler Street Pay-to-Park, and Zerbe Street Pay-to-Park. The City of Destin charges \$5.00 per day with the exception of handicap parking. These lots are all within a 10 minute walk to Harbor Boardwalk which makes them convenient for users.

Investing in additional public parking is a priority for the City of Destin. Potential locations for expanding public parking options within the Harbor District include the Zerbe Street Lot and Marler Street Lot. Outside of the Harbor District, there is the potential for expanding parking at Crystal Beach. The total cost for all parking projects is 68.6 million dollars.

A parking deck at the Zerbe Street lot could be anywhere from 3-4 stories with up to 600 parking spaces. A parking deck at the Marler Street lot could be 3-4 stories with up to 600 parking spaces. Since this site is 2.12 acres, there would be additional space on the site which could be utilized as a new community center or activity space for residents of Destin to enjoy year-round. Lastly, there is an opportunity to expand public parking outside of the Destin Harbor District at Crystal Beach. Crystal Beach parking projects include a proposed parking lot and proposed on-street parking.



Zerbe Street Parking Deck



Details

Project:  
CP-1

Name:  
Zerbe Street Parking Deck

Location:  
Zerbe Street at Sibert Avenue

Initiative:  
Community Parking

Number of parking spots proposed:  
625

Cost

\$37,141,875

Priority

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>5 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

Marler Street Parking Deck



Details

Project:  
CP-2

Name:  
Marler Street Parking Deck

Location:  
Marler St at Mountain Dr and Harbor Blvd

Initiative:  
Community Parking

Number of parking spots proposed:  
350

Cost

\$20,799,450

Priority

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>5 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

Crystal Beach Parking Lot (FPL Easement)



Details

Project:  
CP-3

Name:  
Crystal Beach Parking Lot

Location:  
Utility easement between Cobia St and Dolphin St

Initiative:  
Community Parking

Number of parking spots proposed:  
250

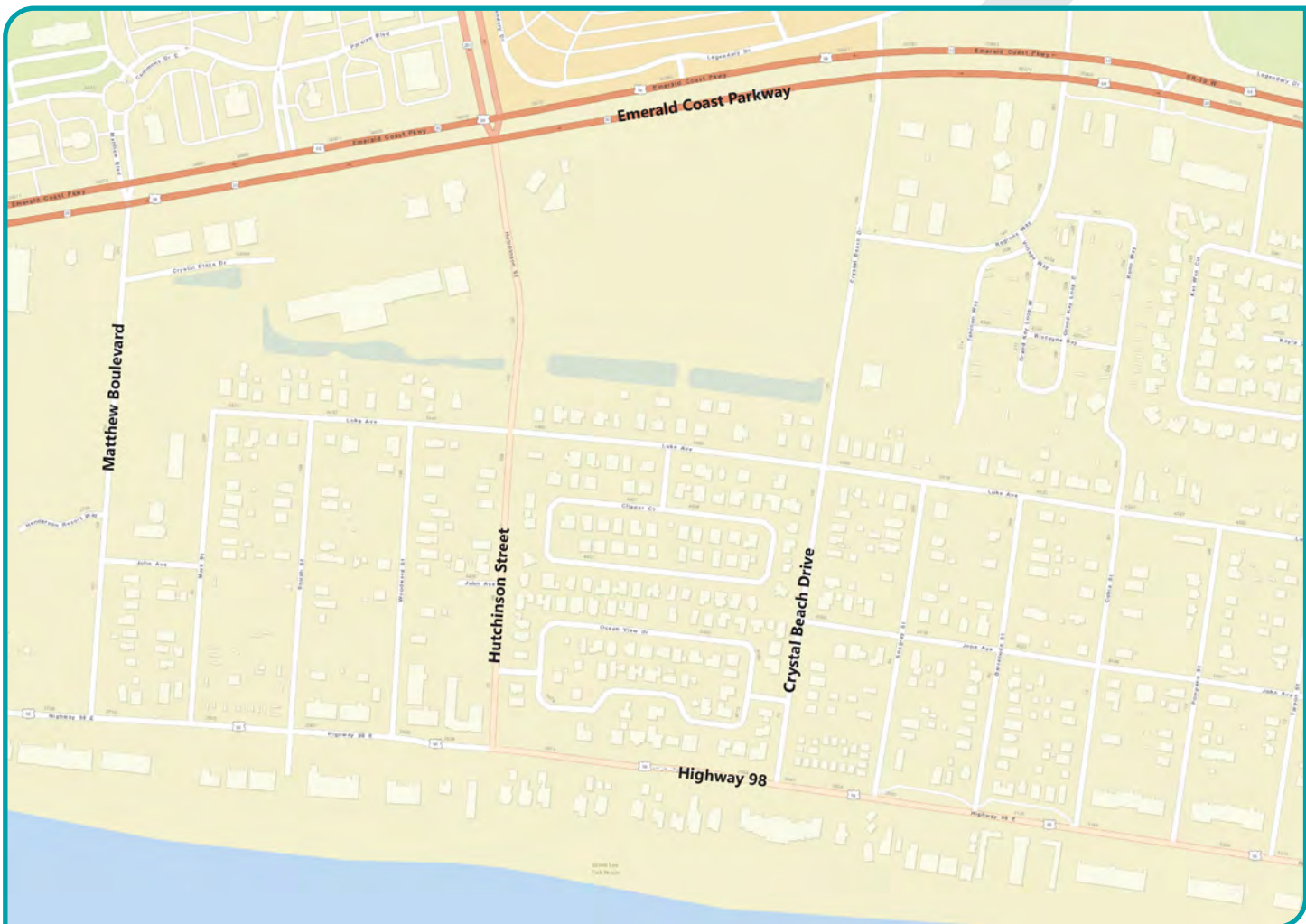
Cost

\$5,325,000

Priority

|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>1 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

Crystal Beach On-Street Parking



Details

Project:  
CP-4

Name:  
Crystal Beach On-Street Parking

Location:  
Undecided

Initiative:  
Community Parking

Number of parking spots proposed:  
200

Cost

\$5,325,000

Priority

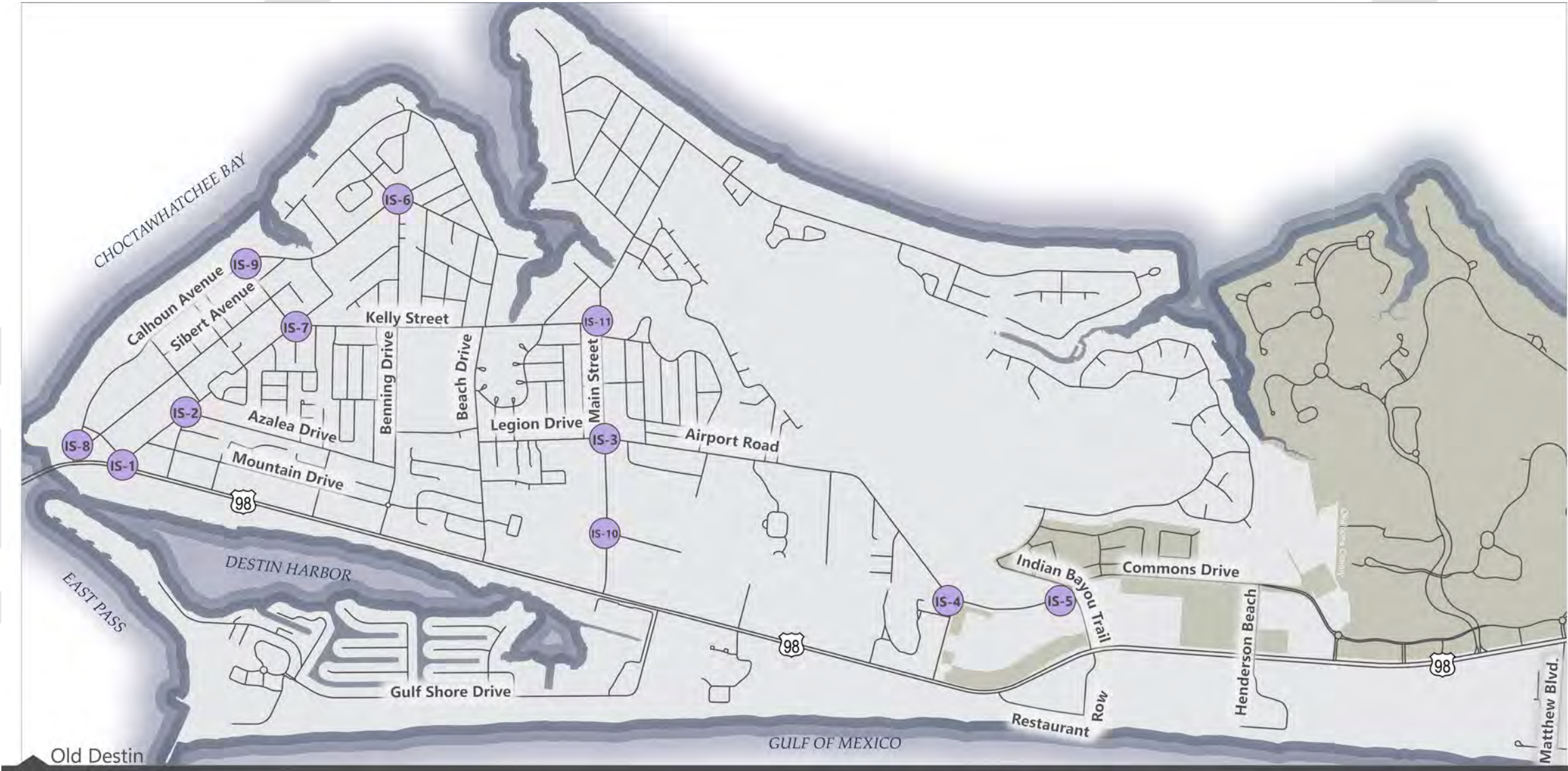
|                     |                         |                     |
|---------------------|-------------------------|---------------------|
| Benefit Score:<br>1 | Policy Priority:<br>N/A | Total Score:<br>N/A |
|---------------------|-------------------------|---------------------|

# INTERSECTION ENHANCEMENTS

There are numerous intersections throughout Destin that require attention due to crash rates and projected growth. Careful consideration was given to intersections with previous pedestrian and bicyclist injuries and fatalities. Potential types of improvements include extended central medians, curb radius reduction, crosswalks, pedestrian refuge islands, rapid-flashing beacons, pedestrian priority signs, roundabouts with bicycle and pedestrian accommodations, and painted crosswalks.

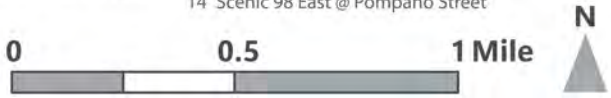
The intersection projects in this plan include Stahlman Avenue at Zerbe Street and Harbor Boulevard, Stahlman Avenue at Azalea Drive, Stahlman Avenue at Kelly Street, Legion Drive/Airport Road at Main Street, Airport Road at Commons Drive, Commons Drive at Indian Bayou Trail, Benning Drive at Sibert Avenue, 1st Street, and 4th Street, Calhoun Avenue at Sibert Avenue, Calhoun Avenue at Kelly Street, Main Street at 98 Palms Boulevard, Scenic 98 East at Matthew Boulevard, Scenic 98 East at Shirah Street, and Scenic 98 East at Pompano Street. Each intersection was analyzed by the team to come up with efficient recommendations.

The recommendations listed in the following pages take other mobility projects, such as proposed bike and pedestrian projects, into consideration. The total estimated cost for intersection enhancements is 6.5 million dollars.



## MOBILITY PLAN | Intersection Enhancements

- # Intersection Safety Project
- |                                                              |                                       |
|--------------------------------------------------------------|---------------------------------------|
| 1 Stahlman Avenue @ Zerbe Street and Harbor Boulevard        | 8 Calhoun Avenue @ Sibert Avenue      |
| 2 Stahlman Avenue @ Azalea Drive                             | 9 Calhoun Avenue @ Kelly Street       |
| 3 Legion Drive/Airport Road Intersection with Main Street    | 10 Main Street @ 98 Palm Boulevard    |
| 4 Airport Road @ Commons Drive                               | 11 Main Street @ Kelly Street         |
| 5 Commons Drive @ Indian Bayou Trail                         | 12 Scenic 98 East @ Matthew Boulevard |
| 6 Benning Avenue @ Sibert Avenue, 1st Street, and 4th Street | 13 Scenic 98 East @ Shirah Street     |
| 7 Stahlman Avenue @ Kelly Street                             | 14 Scenic 98 East @ Pompano Street    |

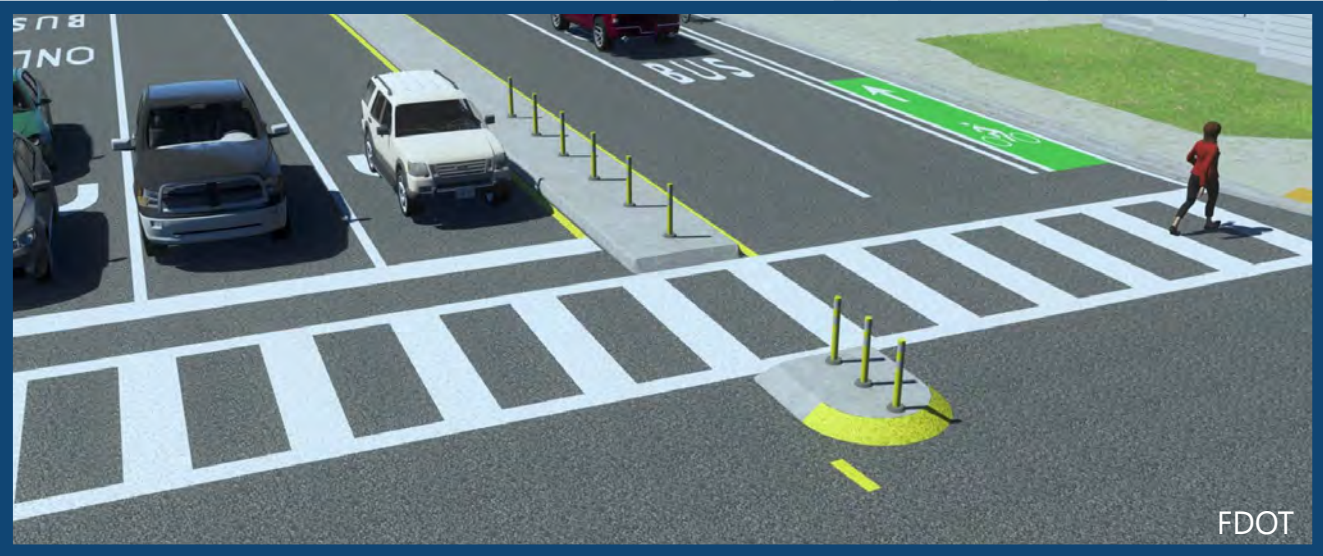


Intervention Types

1

**Extended Central Medians**

Raised medians are located between opposing lanes of traffic within a street. When the median extends through a marked crosswalk, drivers must slow down to make a sharper turn. Extended central medians are traffic calming measures which increase pedestrian visibility and safety.



3

**Crosswalks**

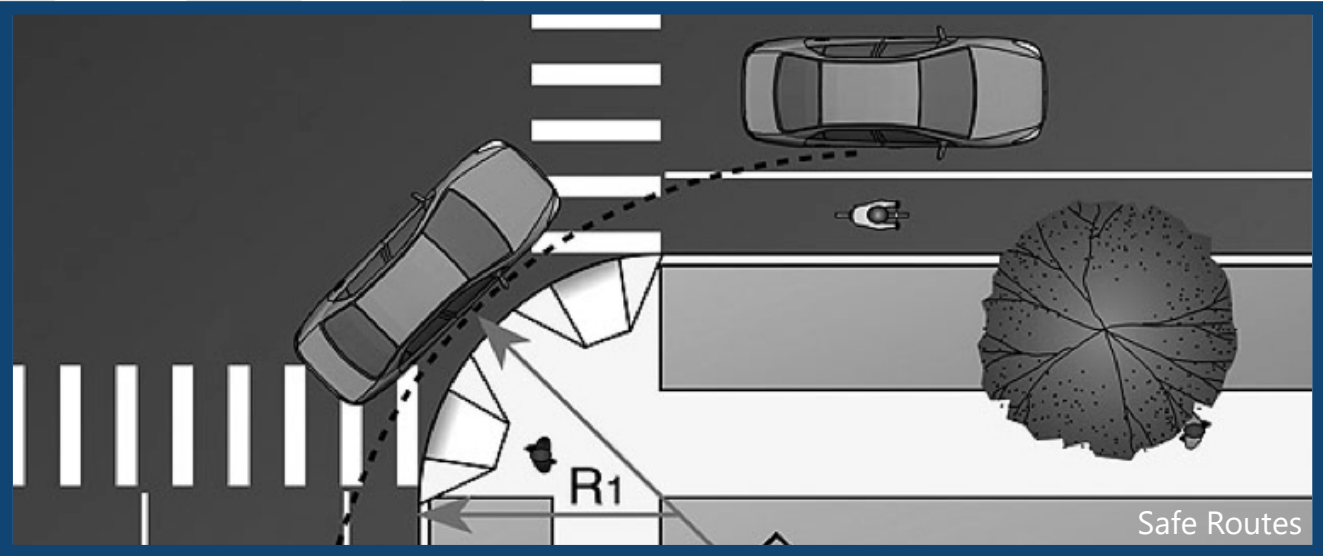
Well designed roadway networks include highly visible crosswalks on all legs of signalized intersections. High-visibility design includes patterns (typically ladder) which are high contrast (asphalt/white) and visible to all road users from farther away.



2

**Curb Radius Reduction**

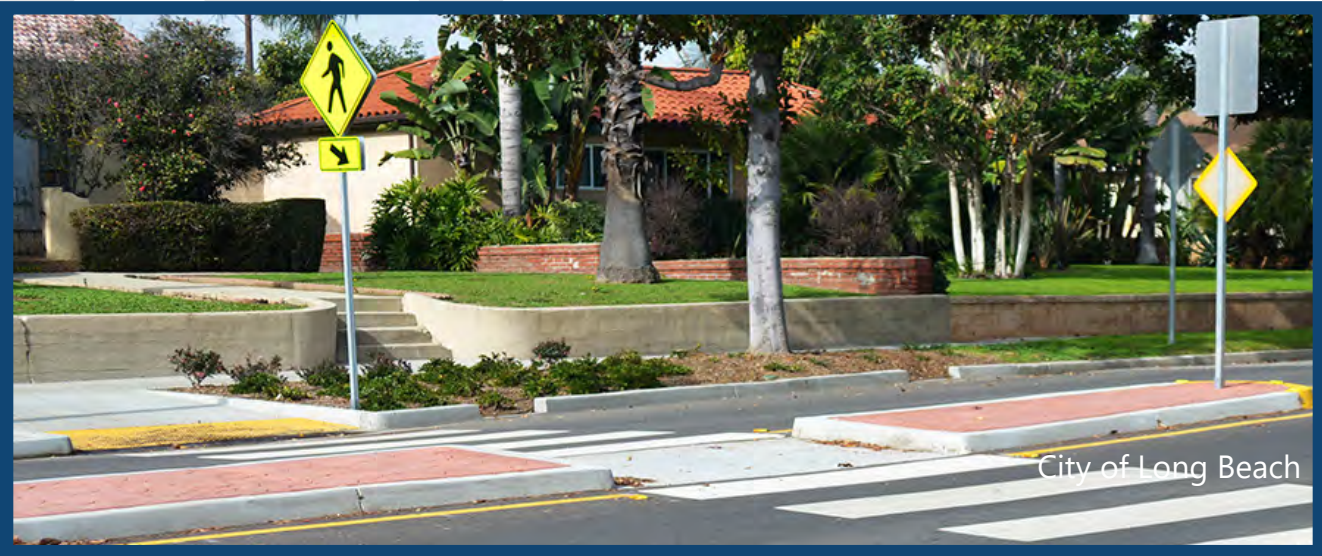
Appropriately designed curb radii account for all road users, including pedestrians and bicyclists. Tighter curb radii prevent high speed vehicular turns and increases pedestrian visibility. Intersections with tight curb radii tend to reduce crossing distances for pedestrians as well.



4

**Pedestrian Refuge Islands**

Medians separating multi-lane roads require additional pedestrian safety measures. Pedestrian refuge islands allow pedestrians to cross one direction of traffic and then wait at the island until the other direction of traffic becomes clear.



5

### Rapid-Flashing Beacon

Rapid-flashing beacons are pedestrian-activated LED lights. When activated, these beacons increase visibility of pedestrians and bicyclists by warning drivers to stop and allow other users to cross the road. Since the signal can be seen from farther away, it provides plenty of time for drivers to stop.



6

### Pedestrian Priority Signs

Priority signs indicate which user has the right-of-way at an intersection. Drivers must always yield to pedestrians, but these signs help increase pedestrian safety by reminding drivers to share the road and to be cautious of foot traffic.



7

### Roundabouts with Bicycle and Pedestrian Accommodations

Roundabouts increase safety by significantly decreasing vehicle speeds and reducing conflict. In order to further accommodate bicyclists and pedestrians, roundabouts can include marked crosswalks, extended central medians, pedestrian priority signs, and pedestrian refuge islands.



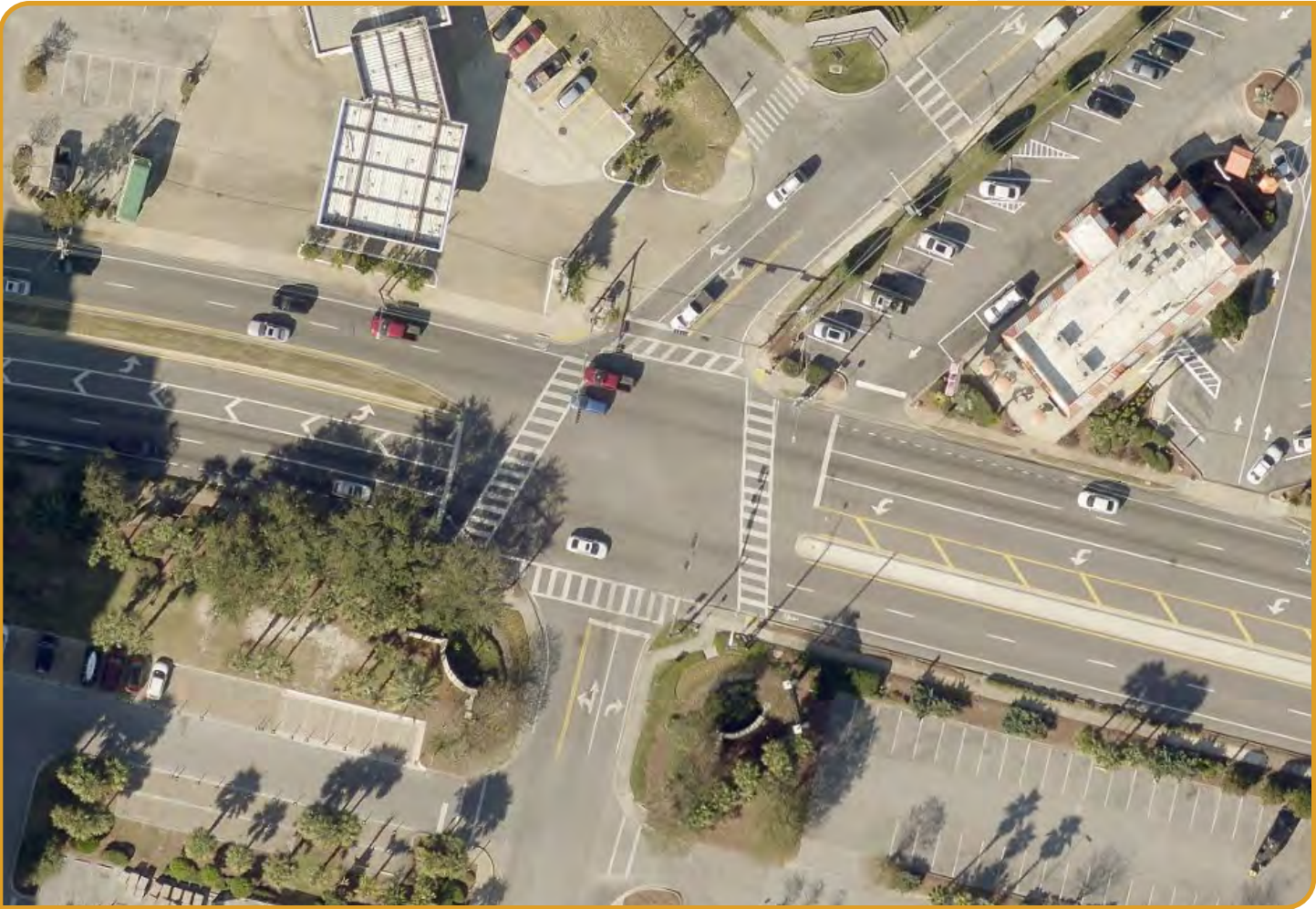
8

### Painted Crosswalks

Studies show that painted crosswalks lead to decreased vehicle speeds and higher alertness of road users. Painted crosswalks increase community involvement in public art. Crosswalk design must remain high contrast and recognizable to accommodate individuals with low-visibility.



IS-1 Stahlman Avenue at Harbor Boulevard & Zerbe Street



Improvements

- Consider moving gas station access to Zerbe Street
- Add a pedestrian refuge
- Increase crosswalk visibility
- Reduce curb cuts
- Extend central medians

Cost

\$135,828

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 5              | N/A              | N/A          |

IS-2 Stahlman Avenue at Azalea Drive



Improvements

- Full crosswalk treatment
- Move Azalea stop line up to Stahlman Avenue
- Close Palmetto Street at the intersection
- Make the sidewalk continuous

Cost

\$123,159

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

IS-3 Legion Drive/Airport Road at Main Street



Improvements

- Reduce double left turn on Airport Rd to single turn lane and extend the curb/sidewalk straight through existing right turn lane
- Shift travel lanes south
- Rehabilitate existing crosswalks
- Extend center medians to provide pedestrian refuge
- Reduce turning radii
- Implement streetscaping

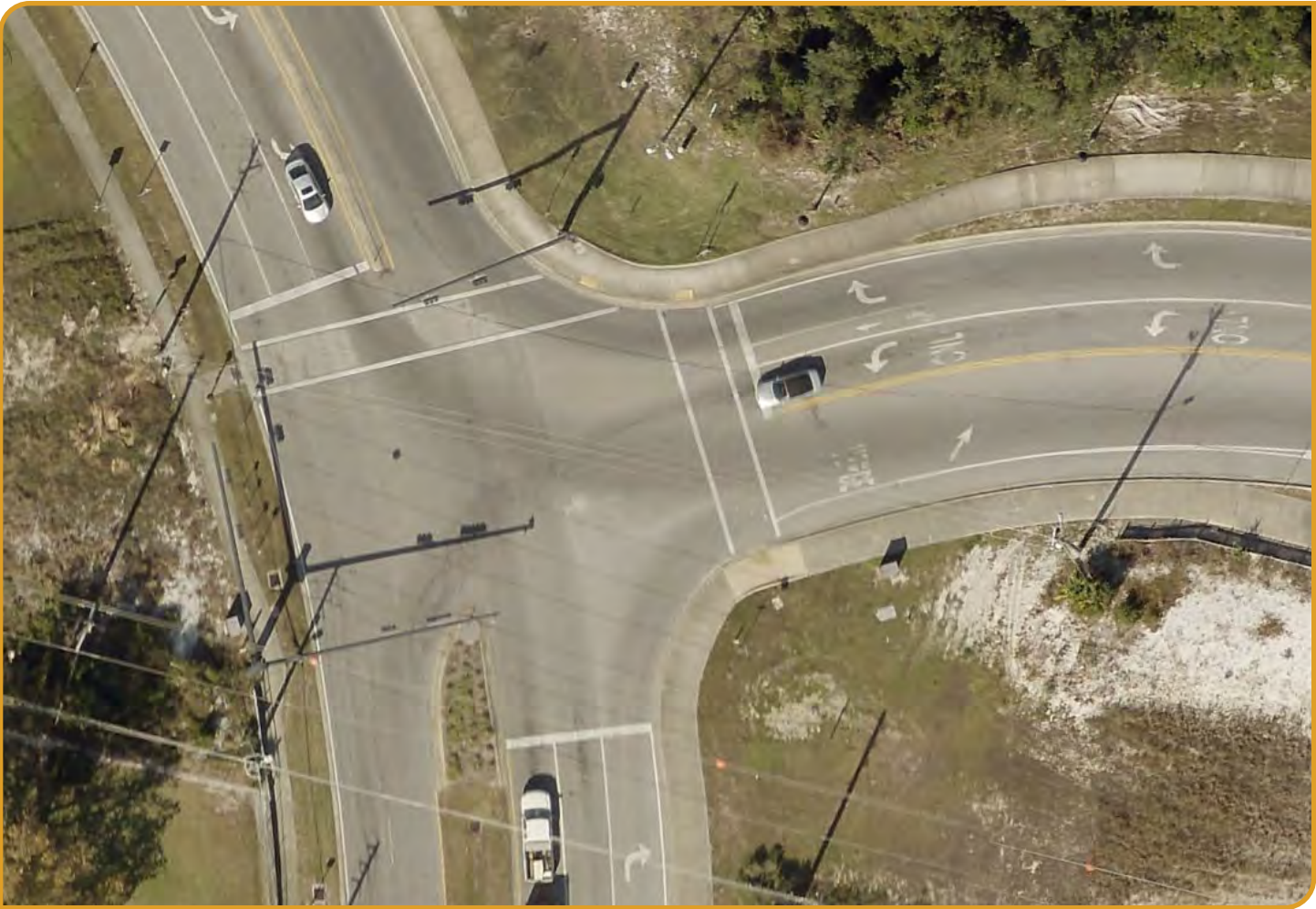
Cost

\$631,990

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 5              | N/A              | N/A          |

IS-4 Airport Road at Commons Drive



Improvements

- Ensure safe and comfortable transition from Linear Park
- Add crosswalks across south leg of intersection
- Add pedestrian refuge at south median
- Improve existing crosswalks
- Reduce turning radii
- Remove "merge" area from Commons Dr and replace with bike lane or multi-use path

Cost

\$66,983

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 5              | N/A              | N/A          |

IS-5 Commons Drive at Indian Bayou Trail



Improvements

- Extend bike lanes on Commons Dr through the intersection to connect to future bike lanes on Indian Bayou Trail
- Ensure all roundabout legs have well-marked crosswalks

Cost

\$38,798

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

IS-6 Benning Avenue at Sibert Ave, 1st St, & 4th St



Improvements

- Add a roundabout or alternative intersection improvements
- Support shared use path on northwest side of Sibert Avenue
- Ensure accommodations for people on foot and bike

Cost

\$1,201,471

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

IS-7 Stahlman Avenue at Kelly Street



Improvements

- Explore the possibility of a roundabout
- Enhance pedestrian island into a more purposeful size and shape

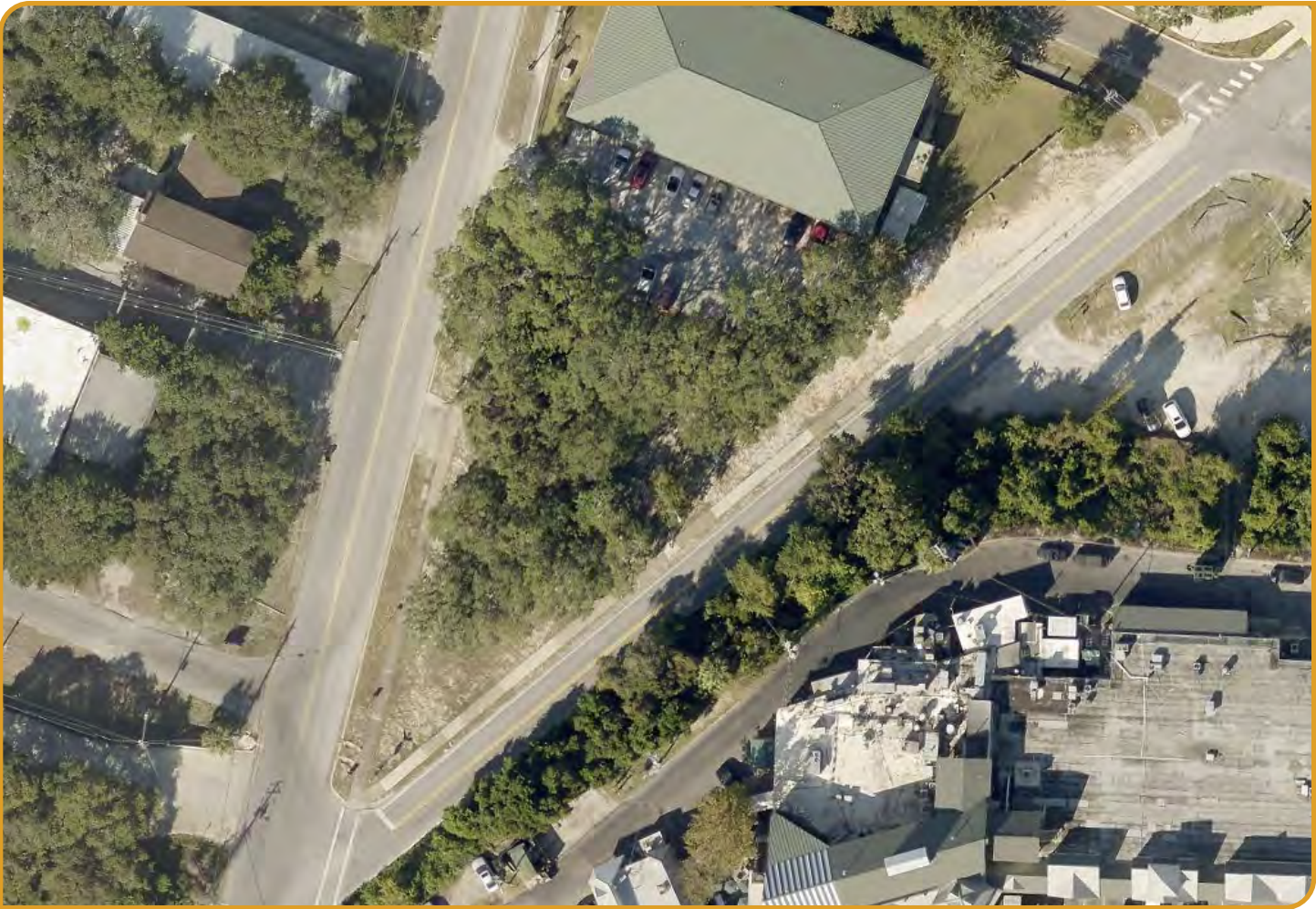
Cost

\$1,062,945

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

IS-8 Calhoun Avenue at Sibert Avenue



Improvements

- Enhance multimodal access between public parking and planned boardwalk under the bridge

Cost

\$19,399

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

IS-9 Calhoun Avenue at Kelly Street



Improvements

- Add crossing on Calhoun Avenue with path project (west side of Calhoun Avenue)
- Repaint and mark existing bike lanes
- Three-way stop at the intersection

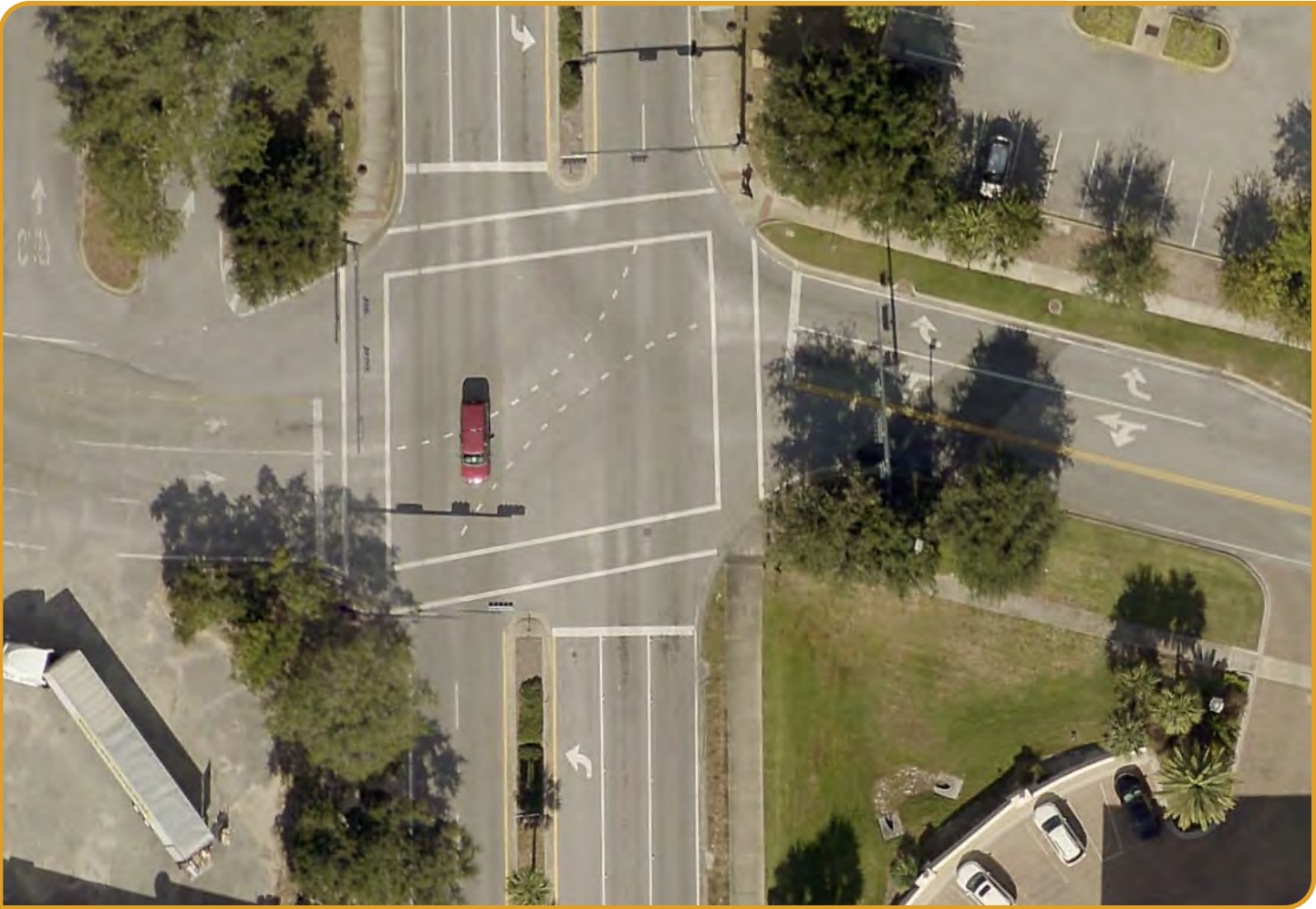
Cost

\$20,668

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

IS-10 Main Street at 98 Palms Blvd



Improvements

- Improve crosswalks
- Reduce turning radii
- Extend center median for pedestrian refuge
- Plan for connection to powerline easement to the north
- Build median on 98 Palms west of Main to reduce crossing distance

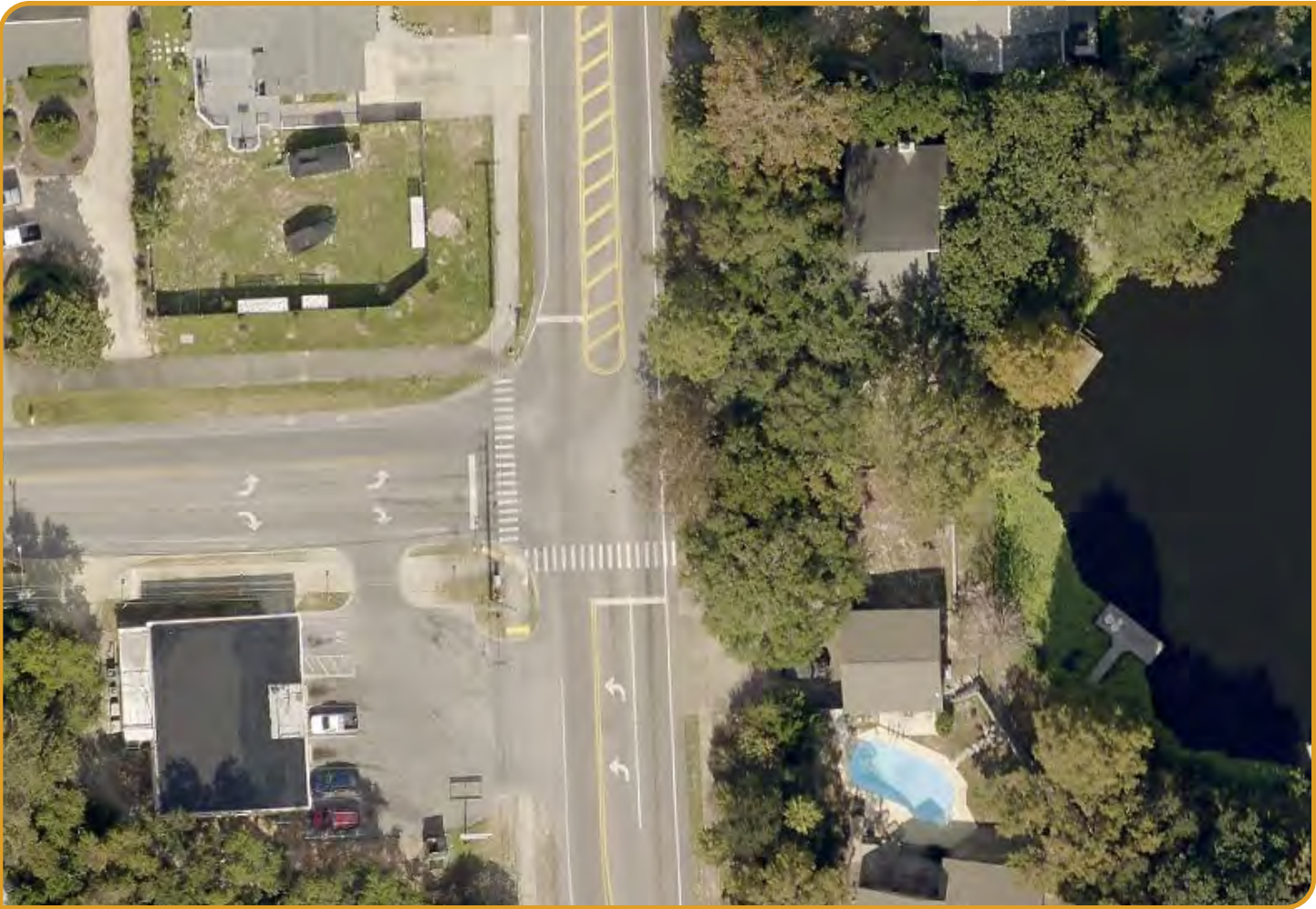
Cost

\$566,135

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

IS-11 Main Street at Kelly Street



Improvements

- Add crosswalk to north leg
- Add pedestrian refuges
- Introduce a painted crosswalk to memorialize victim
- In-ground flashing beacons and signage at crosswalks
- Reduce turn lanes to two travel lanes in each direction
- Extend bike lanes
- Reduce curb cut at convenient store

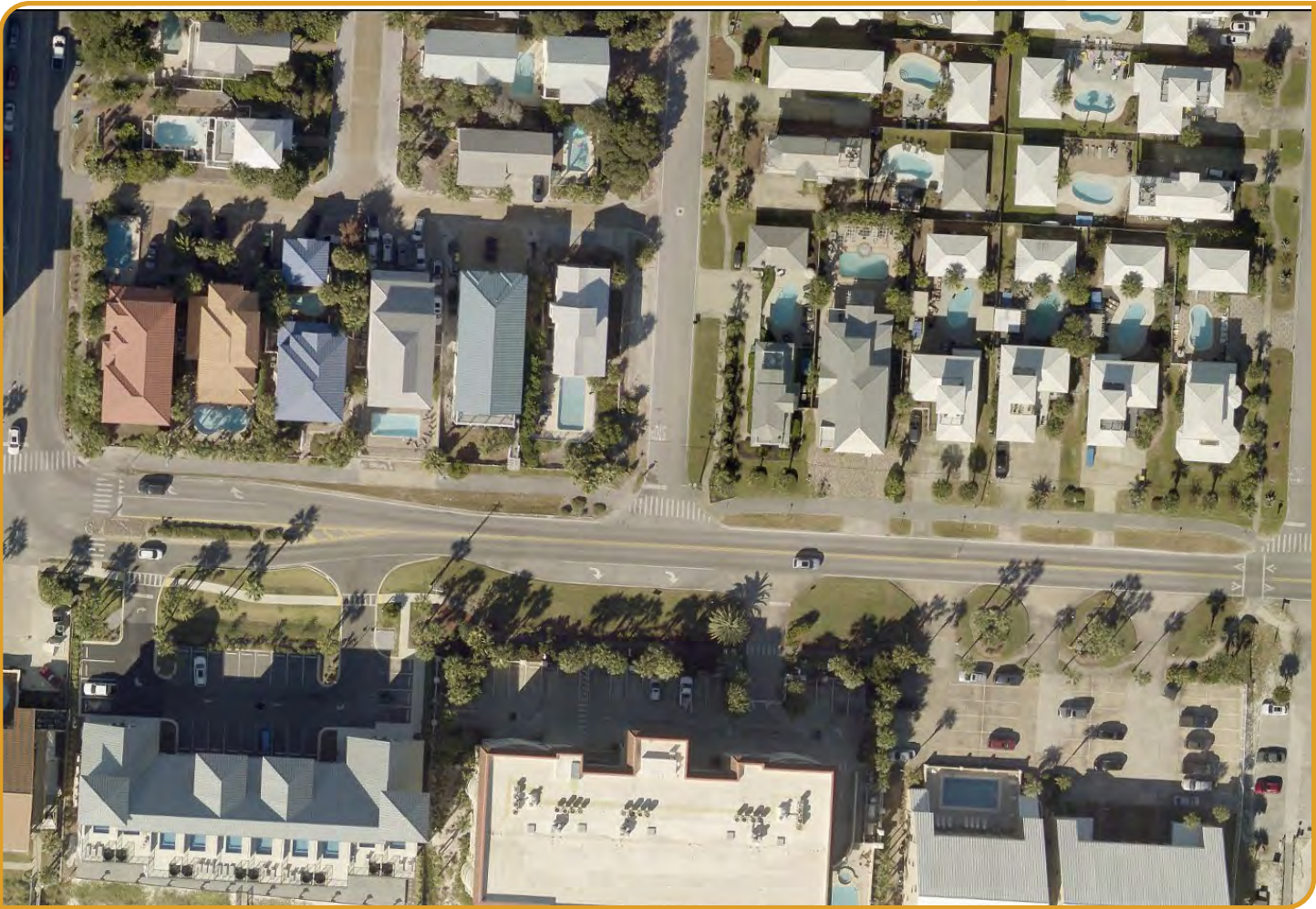
Cost

\$240,253

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 3              | N/A              | N/A          |

IS-12 Scenic 98 at Matthew Blvd



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

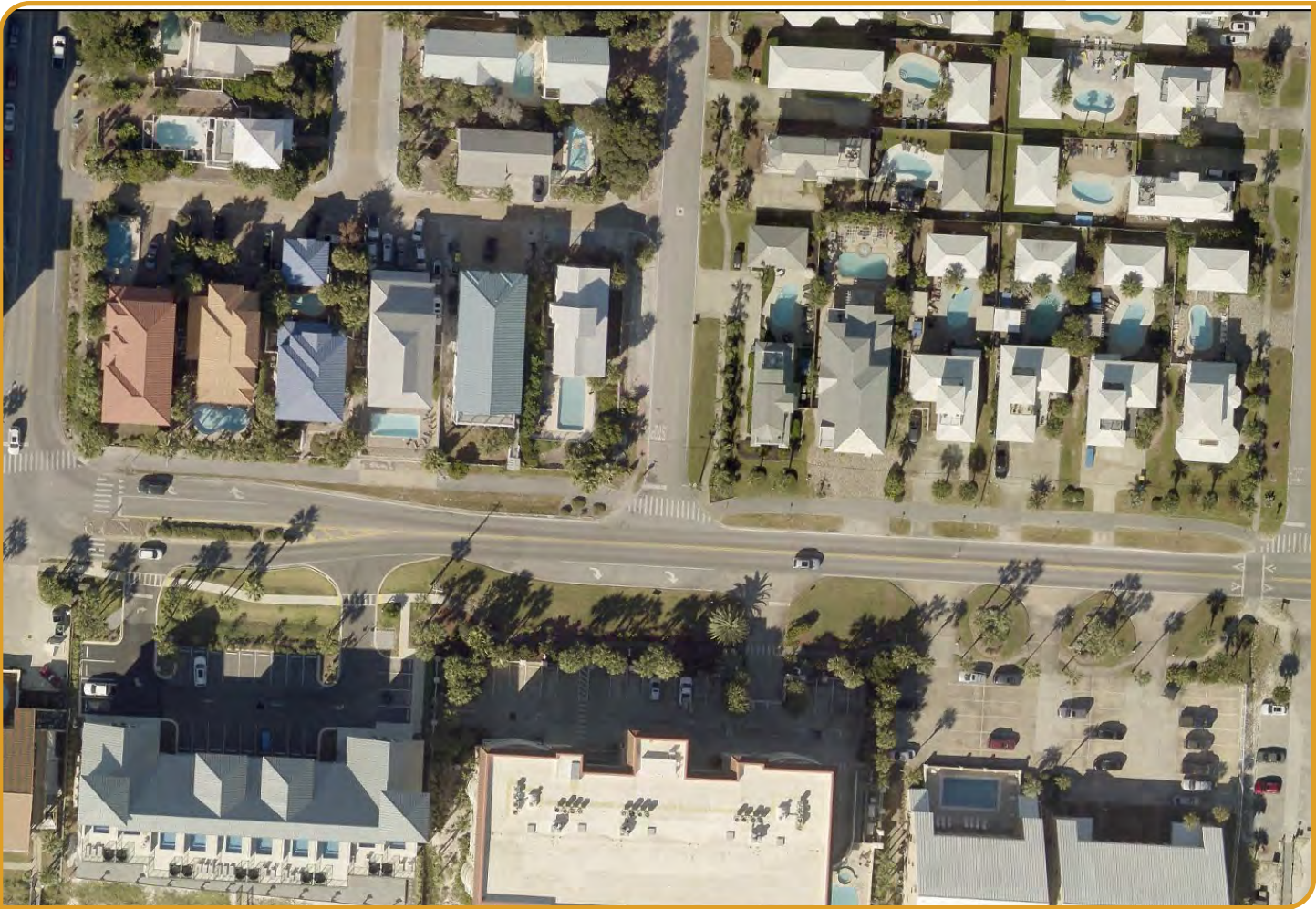
Cost

\$791,371

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

IS-13 Scenic 98 at Shirah Street



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

\$791,371

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

IS-14 Scenic 98 at Pompano Street



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

\$791,371

Priority

|                |                  |              |
|----------------|------------------|--------------|
| Benefit Score: | Policy Priority: | Total Score: |
| 1              | N/A              | N/A          |

## 3.3 Project Prioritization

Each project has a prioritization score that is intended to help the City determine the order in which the projects should be implemented. These total scores were determined by adding a 'Benefit Score' and a 'Policy Priority Score.' Benefit scores were determined based on data such as crash history, level of service (LOS), and proximity to attractions, whereas policy priority scores were determined by City Council.

Since the Cross Town Connector project is already underway, each segment only received a policy priority score from the City Council which is also equivalent to the total score as no other values were considered.

New streets received a benefit score based on the difference in distance traveled before the implementation of the street versus distance traveled after implementation of the street. The benefit score was then added to City Council's policy priority score to determine the total score.

Bike and pedestrian projects received a benefit score based off the 2009 Pathways Master Plan. The benefit score was added

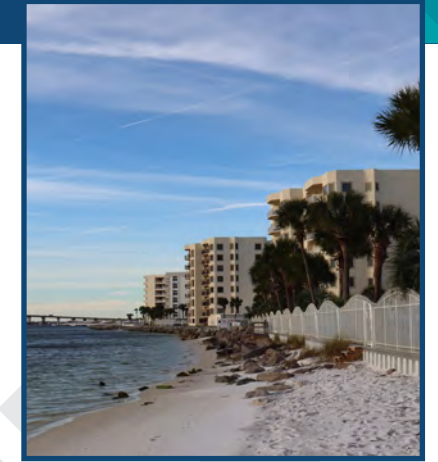
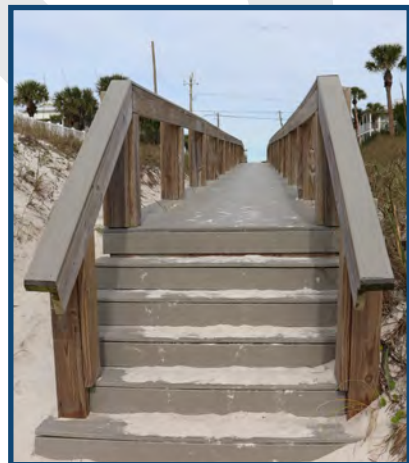
to City Council's policy priority score to determine a total score.

The benefit score for intersection enhancements was determined by averaging two values: the level of service (LOS) and the crash history. The benefit score was added to City Council's policy priority score to determine a total score.

Community parking projects received a benefit score based on demand and proximity to attractions (population/employment/activity centers). The benefit score was added to City Council's policy priority score to determine a total score.

Once all projects had a total priority score, both based on data and perceived need, they were grouped together based on priority from high to low. Having already been underway, the Cross Town Connector segments are a priority for the City but will be implemented in phases.

These rankings suggest an order in which to implement various mobility projects in Destin.

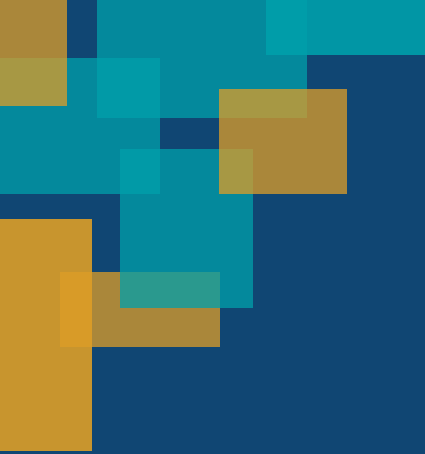


## 3.4 Implementation

The priority scores provide guidance for the order in which to implement mobility projects in Destin. As needs change, rankings might shift as well. It is up to discretion of the City Council to decide which projects are necessary.

These mobility projects will be implemented over time using funding from the potential future mobility fee which intends to collect a one-time charge levied by the City on new developments to support an interconnected, multimodal transportation system. Fees are expected to vary for developers depending on land use and district. This fee would replace the transportation impact fee that was passed in 2009.

With the mobility fee, City Council will reevaluate project need and allocate funding to highest priority projects annually. Since the Cross Town Connector is already in the design/engineering phase, it is seen as a separate, high priority, necessary project. The Cross Town Connector will be implemented in phases instead of all at once.



## Chapter 4

# Existing Conditions Report

|                               |     |
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| 4.2 Demographics.....         | 123 |
| 4.3 2050 Growth Forecast..... | 134 |
| 4.4 Mobility.....             | 143 |
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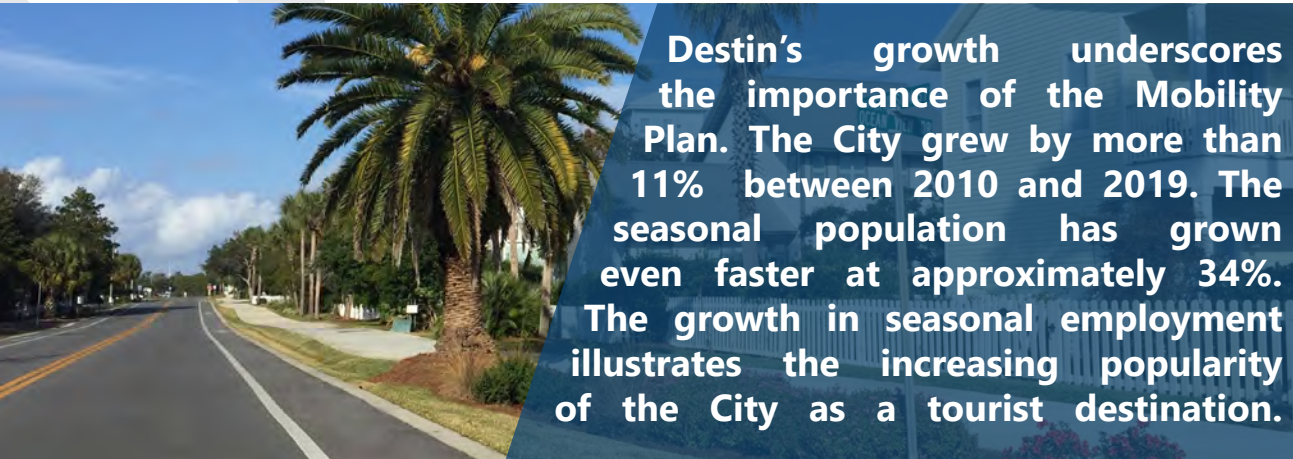
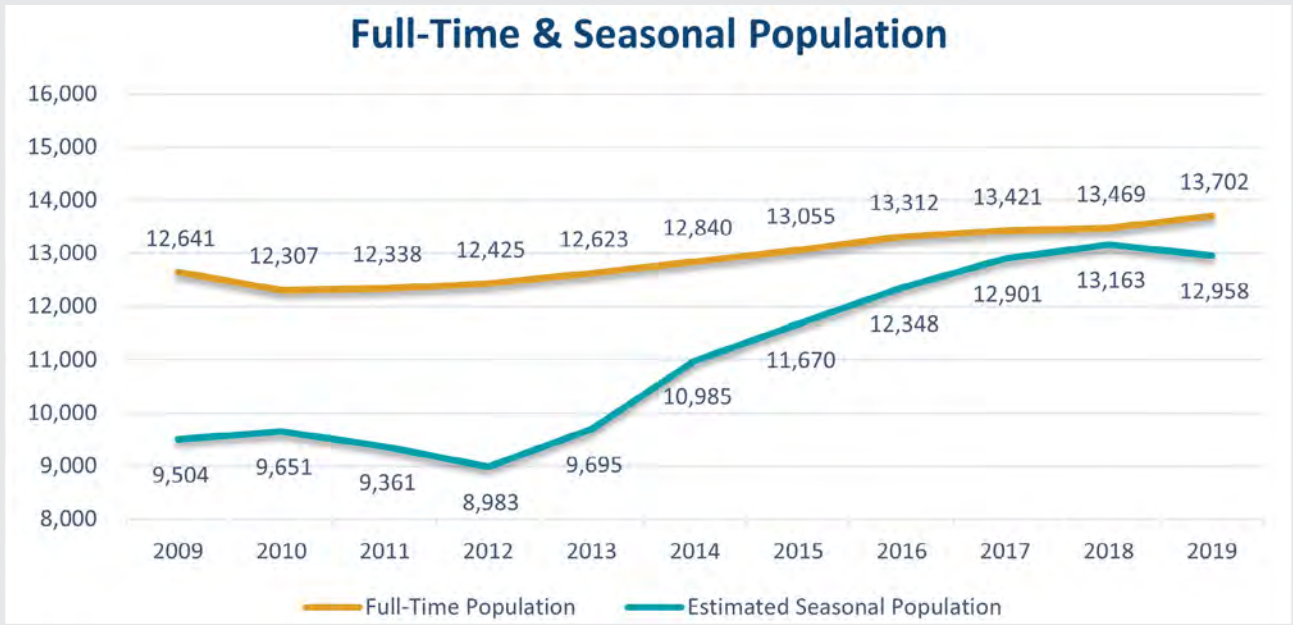
### 4.1 SUMMARY

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| Population and Employment Forecast..... | 115 |
| Traffic.....                            | 117 |
| Multimodal.....                         | 118 |
| Transit.....                            | 119 |
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# SUMMARY

The purpose of the Mobility Plan is to establish long term transportation needs and responsive projects that will facilitate safe and effective movement of people to and around the City of Destin. The City’s implementation of this plan, supported by a potential up-to-date mobility fee, will help ensure proper maintenance of transportation network capacity over the long term. This section documents the existing transportation conditions and influences that impact the functionality of motor vehicles, bicycle and pedestrian circulation, transit service, and transportation safety within Destin. The issues and opportunities described in this section of the Plan informed the development of recommended transportation improvement projects.

## Population and Employment



## Population and Employment Forecast

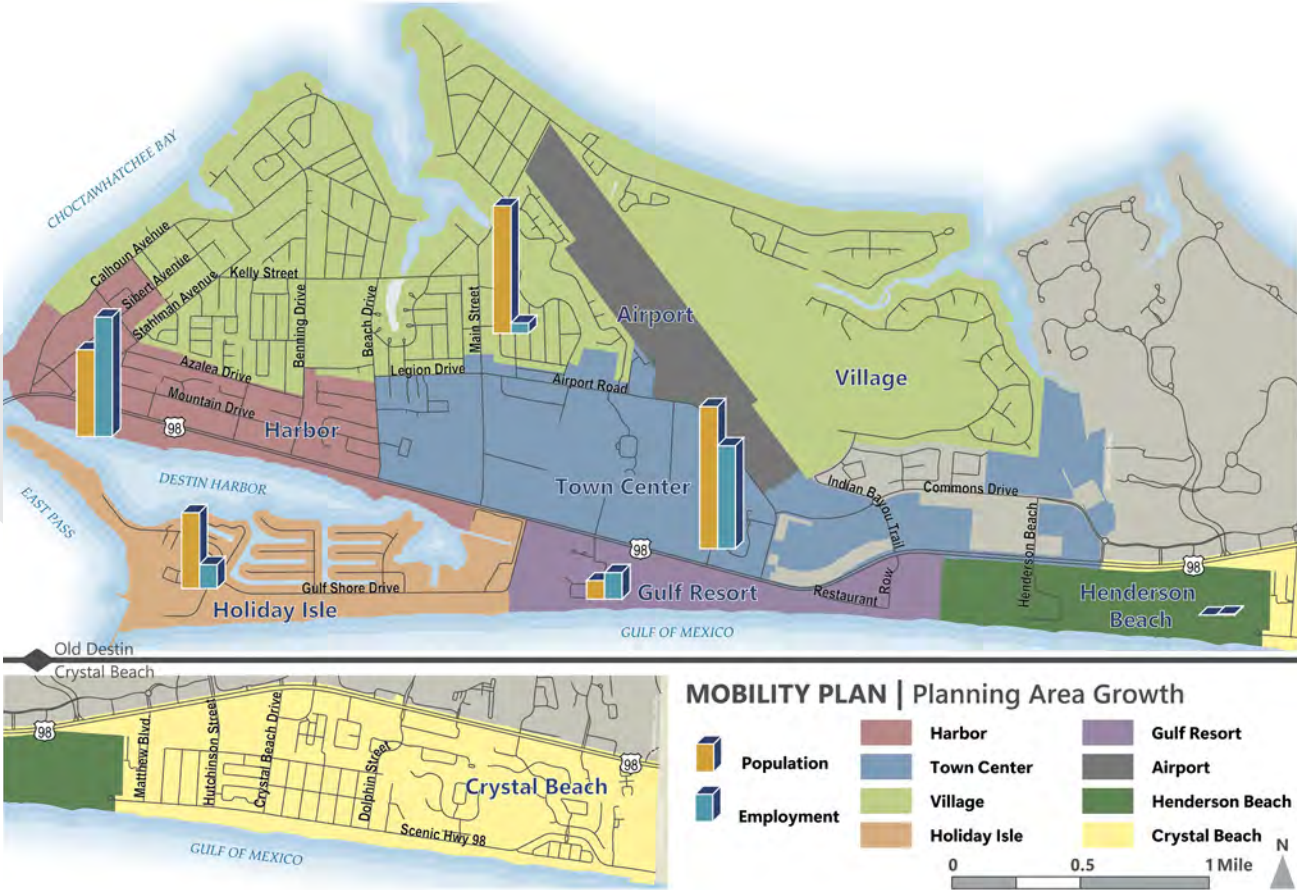
Destin is forecast to continue growing through 2050, which will affect future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. The forecast growth will in turn increase travel in the City, which the projects in this plan are intended to accommodate.

*Destin Population & Employment Forecast Growth 2020 to 2050*

|            | Full Time Population | Seasonal Population | Housing Units | Hotel/ Motel Rooms | Employment |
|------------|----------------------|---------------------|---------------|--------------------|------------|
| Net Change | 2,127                | 1,890               | 1,022         | 547                | 1,239      |



The citywide forecast was sub-allocated to 8 planning areas. Population growth is forecasted for six of the eight planning areas, with Town Center Commons and Village Planning Areas combining for half of all full-time population growth. The Harbor and Town Center Commons areas are expected to be the main focus of employment growth through 2050. Hotel and motel units are concentrated most heavily in Town Center Commons, whereas seasonal population generally follows full-time population.

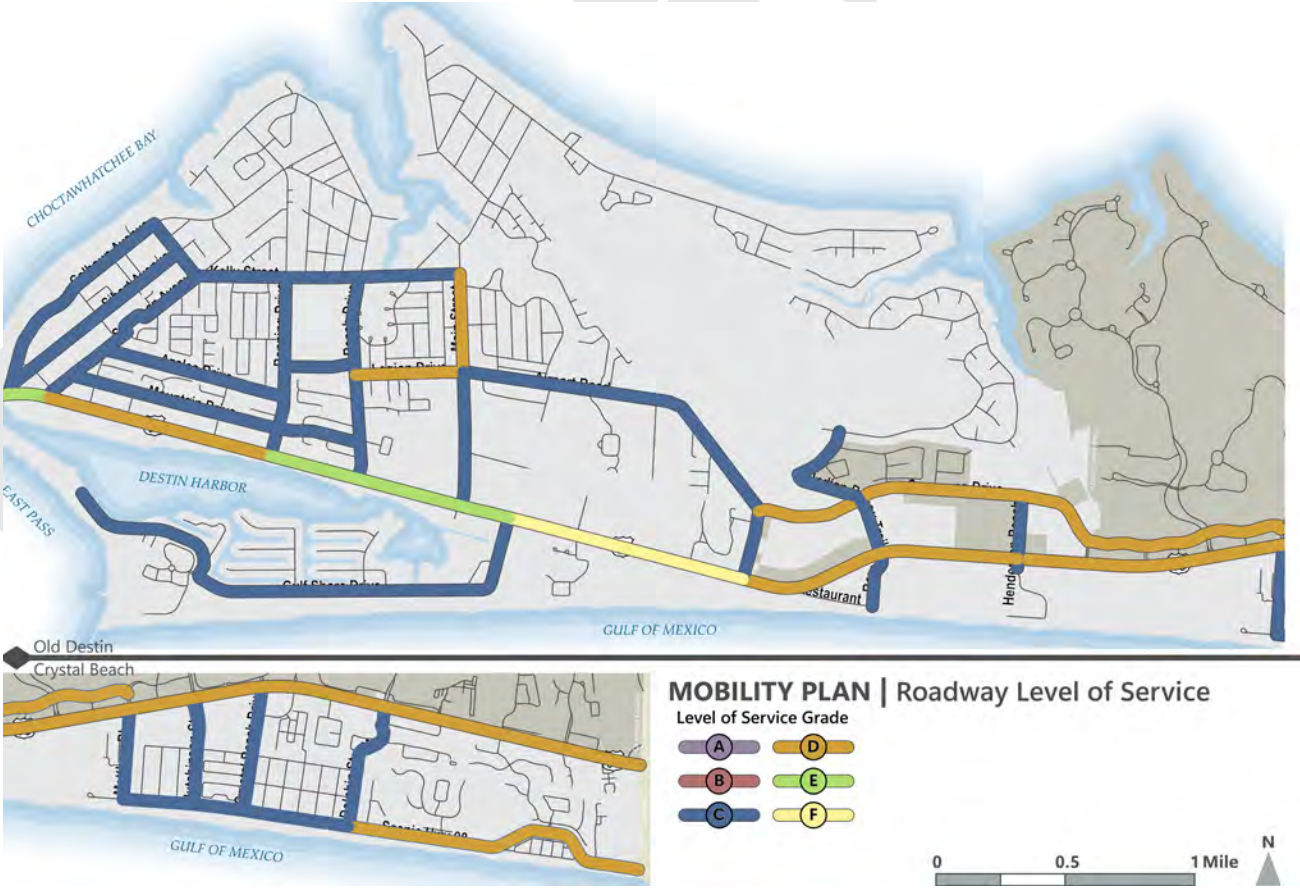


## Traffic

The City's growth is a challenge because existing traffic conditions are causing significant congestion during peak travel hours. Level of service (LOS) is a measure that provides insight into a roadway's performance. LOS describes roadway performance using a letter from A to F, with A indicating the best performance and F the worst. Among the key takeaways from traffic analysis are the following:

- None of the City's collectors fall below an LOS D standard, which is generally considered to be an acceptable level of service during the peak hour of the day.
- However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport Road) is operating at LOS F. This underscores the importance of the Crosstown Connector for providing local traffic with a relief valve to U.S. 98 during the busiest periods of the day.
- The additional travel generated by population and employment growth in 2050 would cause unacceptable conditions on many roadways in the absence of transportation improvements. Among the options for improving the transportation network's performance are better connectivity, which will provide more options for travelers to avoid U.S. 98, intersection improvements to reduce delay and improve safety, and shifting people to other modes of travel, such as walking, biking, and transit.

The map below shows 2021 LOS for U.S. 98 and collector roadways in Destin.

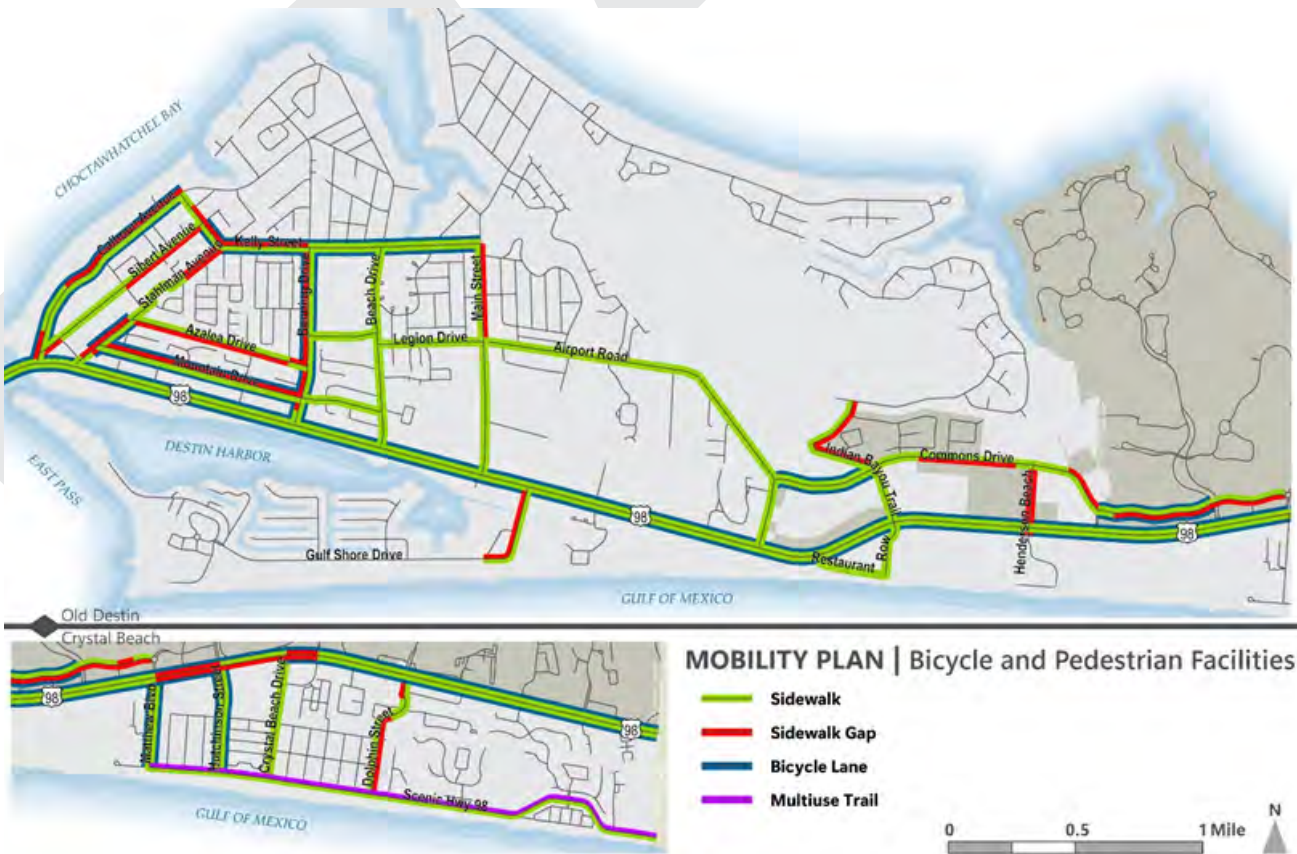


# Multimodal

Vehicular LOS is only one way of considering a roadway’s performance, and a limited one at that. Many people walk, roll, bike, and use transit to reach destinations across the City. The City’s adoption of a multimodal transportation district (MMTD) in 2006 changed the game. Rather than requiring all development to support a vehicular LOS standard, the multimodal transportation district elevated the importance of bicycle, pedestrian, and transit performance. The MMTD meant that all developments located in the MMTD had to contribute to the bicycle, pedestrian, and transit network to minimize vehicle trips and provide options for travel. Destin has two MMTDs – Old Destin and Crystal Beach – that cover a large portion of the City’s collector roadway network.

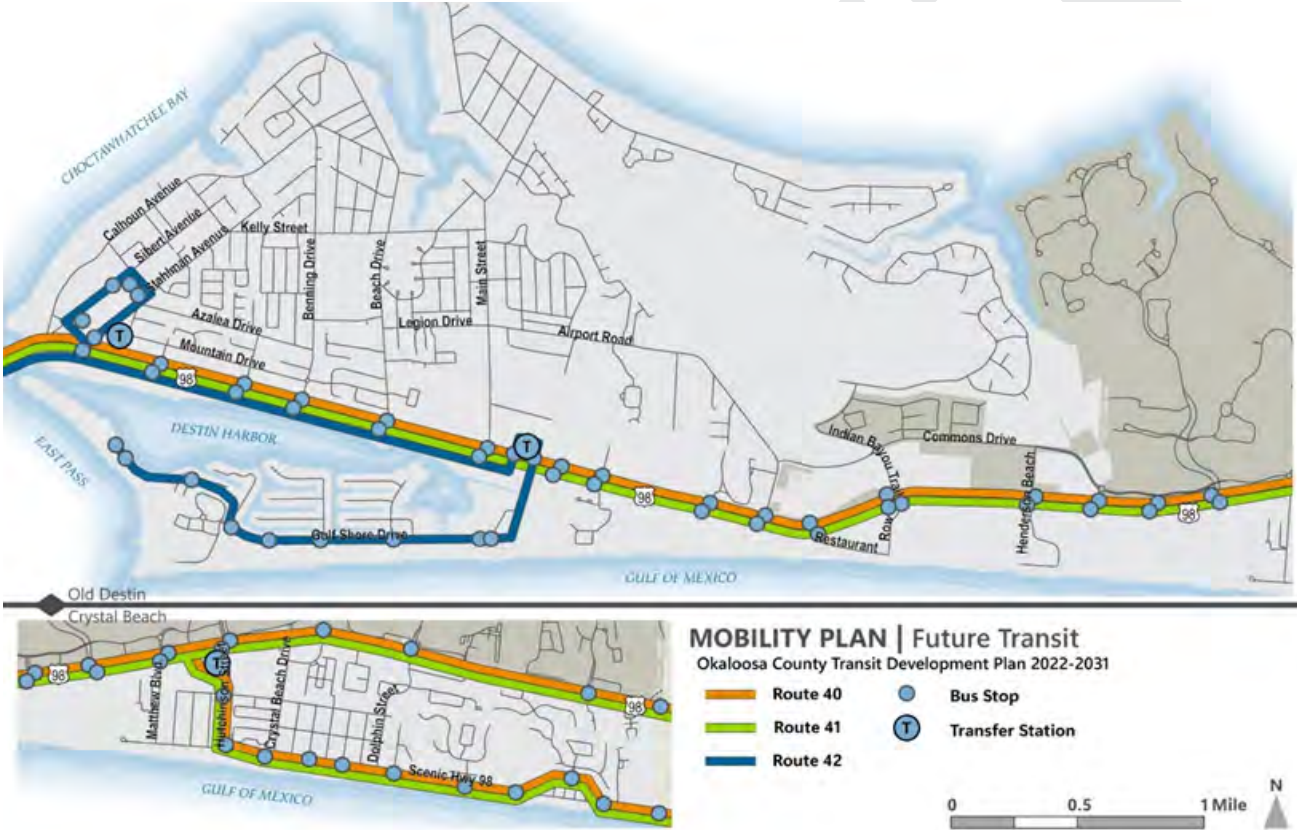
The advent of the MMTD meant that Destin began setting a standard and tracking performance for multimodal level of service (MMLOS). The standards adopted in 2020 are B for bicycle, B for pedestrian, and C for transit. While most of the network falls short of those standards, the City has made progress towards better MMLOS since 2006 by adding many new sidewalks and bicycle facilities.

The map below shows the City’s bike and pedestrian network along its collector roadways and U.S. 98. It also shows gaps for the pedestrian network. Filling these gaps through the projects included in the Mobility Plan would support achievement of the City’s MMLOS standards.



# Transit

Transit is not a frequently used mode of travel in Destin. However, some workers rely on transit to get to and from jobs in the City, and transit can help people park once and traverse the City’s numerous tourist destinations on foot. But national and statewide trends in transit use point to limited opportunity to shift significant numbers of travelers from cars to transit within Destin. In fact, transit ridership on the EC Rider system that serves Destin with three fixed route services has been declining steadily since 2013, with an especially sharp decline brought since the COVID pandemic began in 2020.



Destin’s services are focused on moving commuters to and from job destinations along U.S. 98 and Gulf Shores Drive. The system is expected to continue serving commuters via routes traversing U.S. 98 and Gulf Shores Drive, but with streamlined services that are expected to attract more riders. Among planned improvements in EC Transit’s Transit Development Plan for 2022 to 2031 that will affect Destin are:

- Replace the “Beach Routes” 20, 30, 32, and 33 with new Routes 40, 41, and 42, which will reduce the number of transfers required to traverse U.S. 98, increase bus stops, and streamline routing (see the map above). This change is expected to more than double ridership by 2031 relative to a “no-build” scenario where the routes are unchanged. This improvement is scheduled for 2024.
- Upgrade Saturday service by running all routes at the same frequency and service levels as weekdays. The proposed implementation year is 2027.
- Increase evening service by adding one full cycle to the existing span on weekdays for all routes.

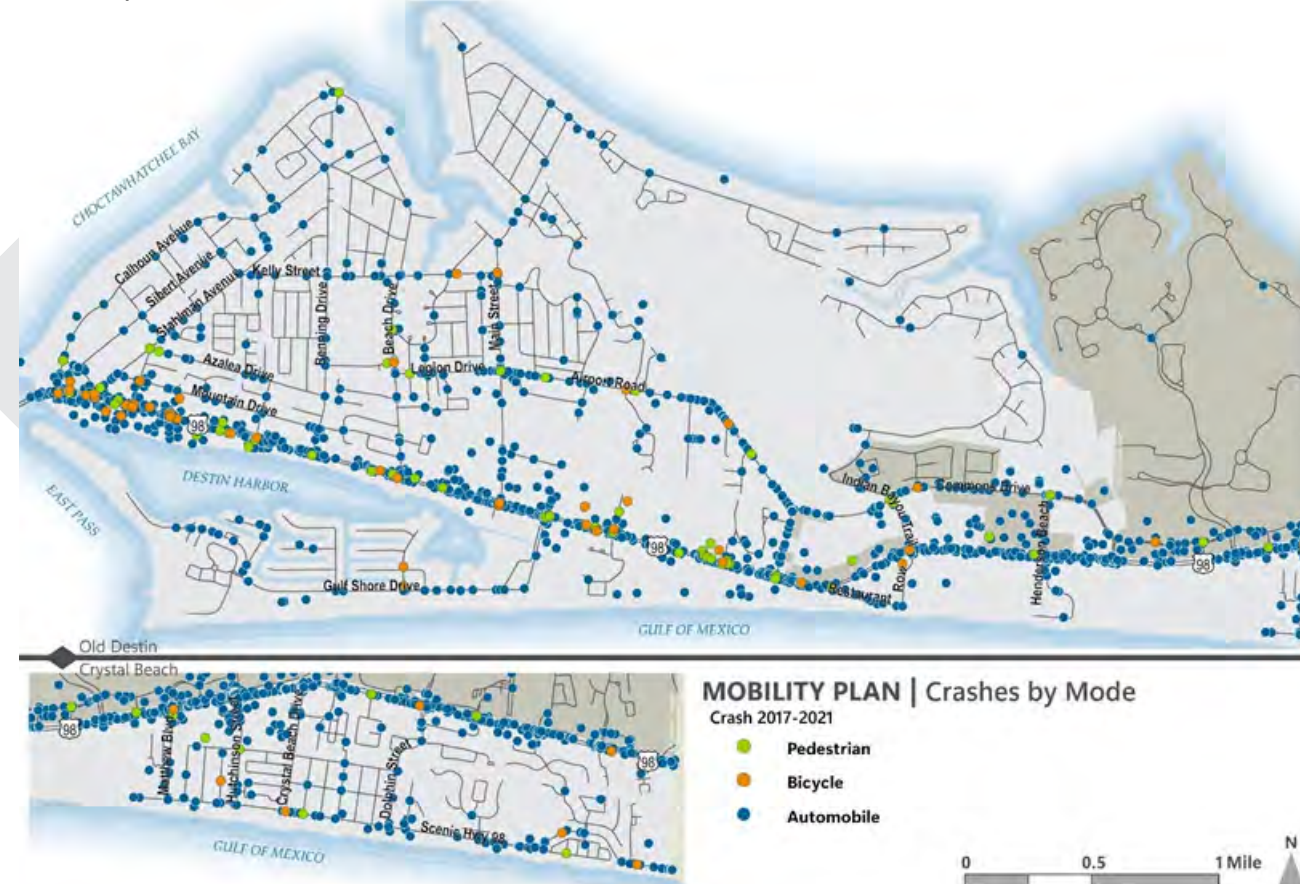
## Safety

Crashes are a significant issue across Florida. The most severe crashes in Destin – resulting in a serious injury or fatality – are concentrated on U.S. 98, particularly on the western and eastern thirds. The roadways that comprise the Crosstown Connector also stand out for crashes. The upcoming projects to improve these roadways so they can function as a relief valve for U.S. 98 congestion are also an opportunity to improve safety.

Overall the crash trend in Destin has been down since 2017. This runs counter to national and regional trends, which have seen crashes grow with the exception of 2020 when travel was down due to the COVID pandemic. Time will tell if the local downward trend will continue or if it was a statistical anomaly. Regardless of the trend, the absolute number of crashes in Destin remains high, and the human and economic cost is high too. Designing roadways that are safe for users of all ages and abilities is an important strategy that would enhance quality of life and help strengthen Destin's already outstanding reputation as a home and a tourist destination.

Addressing safety will require the City to collect more data on the specific causes and situations that led to crashes. The federal government's increased interest in safety planning and implementation at the local level is an opportunity. Planning and implementation grants are available from the Federal Highway Administration. Obtaining a grant can help the City dig deeper into the causes and identify viable solutions for reducing crashes citywide.

The map below shows where crashes were concentrated between 2017 and 2021.



## Summary

Destin is a desirable community that is expected to keep growing, just like our neighboring communities. The addition by 2050 of more than 2,000 full-time residents, nearly 2,000 seasonal residents, and more than 1,000 jobs will cause more travel on roadways that are already congested during peak periods. The Mobility Plan is the City's strategy for keeping congestion to a manageable level by investing in roadway improvements that can provide for more route options (connectivity), improve safety and performance, and give people more options to walk, bike, and use transit. The rest of this report describes in more detail the population and employment forecasts, transportation system performance, and other key issues that the mobility plan will need to address.



# DEMOGRAPHICS

The City’s demographics have had (and will have) a significant impact on the transportation system. Where, when, and how Destin’s full-time and seasonal population and employment are accommodated will have significant impacts on mobility and the infrastructure to support it.

The Destin population and employment forecast methodology is based on a thorough review of available data for a range of socioeconomic and demographic criteria. Primary data sources include two Census products, the American Community Survey (ACS) and the Longitudinal Employer-Household Dynamics (LEHD); GIS data from City, County, and statewide sources; existing parcel data; the Northwest Florida Regional Planning Model (NWFRPM) version 2.1; and others. The forecasting methodology, in general, evaluates what Destin is like now, how Destin has been changing over the past couple decades, and what are the likely drivers of future change. Population-focused forecasts utilize both a more top-down forecasting method, using Okaloosa County forecasts as a basis for determining Destin’s growth prospects, as well as a more bottom-up approach using local growth trends, occupancy patterns, land use policies, and available development and redevelopment capacity to forecast future growth.

Employment-focused forecasts were developed for three sub-categories: retail, commercial, and industrial. An analysis of existing and historical employment suggested that tying employment growth to population growth would yield the most defensible forecast, as much of Destin’s economy now rests on population and visitation. Citywide growth was then sub-allocated to eight planning areas, guided in large part by existing area characteristics, land use policies, historical change, and local knowledge about development and redevelopment potential.

This section summarizes the past, current, and expected future population and employment to document trends and estimated growth that will have an impact on citywide mobility. This includes the number of residents (full and part-time), ages, income, employment, and housing.

## 4.2 DEMOGRAPHICS

Findings and Implications at a Glance.....

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Seasonal Population.....

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Income.....

Employment.....

Housing.....

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### Findings and Implications at a Glance

- Destin has experienced steady population growth during the past 30 years.
- The Town Center Commons and Village Planning Areas are expected to account for half of all full-time population growth, while the Harbor District and Town Center Commons areas are expected to be the main focus of employment growth through 2050.
- In contrast to Florida as a whole, Destin has seen a decrease in the median age of its residents.
- Growth is expected to continue, but will shift towards more infill and retrofitting of existing development rather than extensive new greenfield development.
- The implications of population and employment growth, and more infill development and redevelopment, include the potential to shift more trips to walking and biking.
- Infill development will also place strains on existing parking and require new strategies to satisfy parking demand.

# Population

This section summarizes changes in population and visitors over the last few decades. Destin’s steady growth in full-time residents and visitors contributes significantly to the need for transportation improvements. The ability of the City’s residents and visitors to safely and effectively travel throughout the city depends on accommodating this development in efficient locations and serving it with a range of transportation options.

## Full-time Population

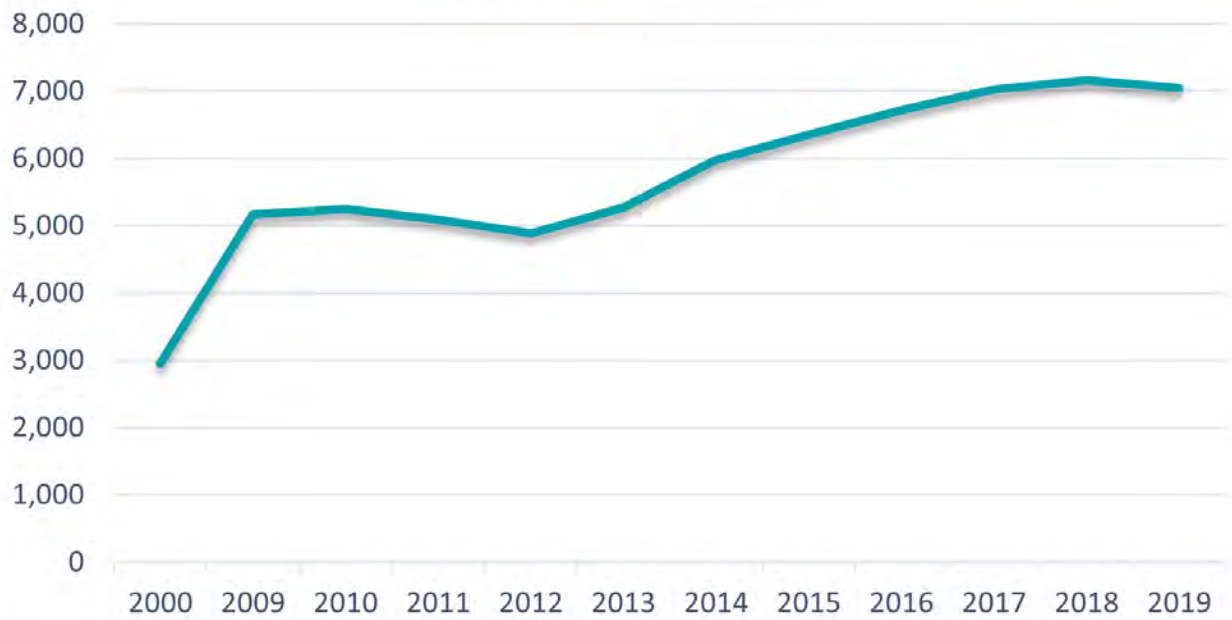
Destin has experienced steady and expansive growth over the past 30 years. The City experienced its most rapid growth in the 1990s, with lower but still steady growth since. This is reflected in the large difference in 1990-2019 population change found in Destin as opposed to Okaloosa County as a whole. Since 2010, Destin’s growth has begun to lag behind the County’s, at around 11% compared to Okaloosa at 17%.

| Jurisdiction    | 1990    | 2000    | 2010    | 2019    | 1990-2019 % Change | 2010-2019 % Change |
|-----------------|---------|---------|---------|---------|--------------------|--------------------|
| Destin          | 8,064   | 11,213  | 12,305  | 13,702  | 70%                | 11%                |
| Okaloosa County | 143,776 | 170,498 | 180,822 | 210,738 | 47%                | 17%                |

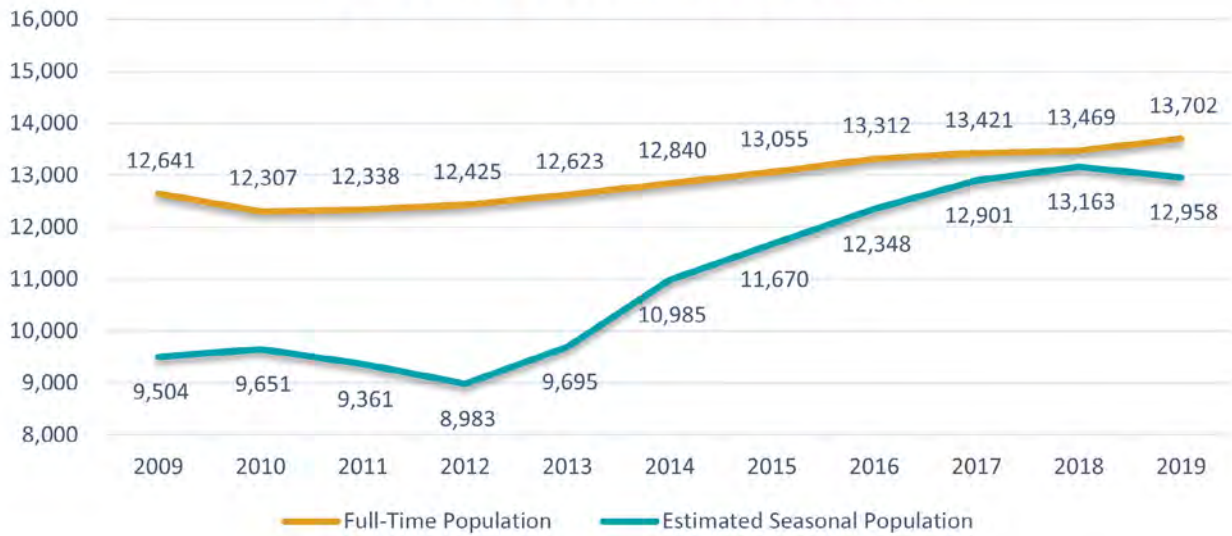
## Seasonal Population

Seasonal population is an important component of Destin’s overall population profile. While seasonal population data are not explicitly provided by any data source, it can be estimated using Census data on housing unit vacancy and household size by age of the householder. The number of seasonal homes is presumed to be equal to the number of homes listed as vacant for seasonal use. The number of seasonal homes has risen from under 3,000 in 2000 to more than 7,000 in 2019. There has been a spike in seasonal homes over the last half-decade, since the end of the recession in the 2010s, mirroring the growth in seasonal homes between 2000 and 2009. Population in these homes is estimated assuming seasonal home dwellers are generally older and have smaller households, which equates to approximately 13,000 seasonal residents, up from 9,500 at the beginning of the decade.

## Seasonal Homes

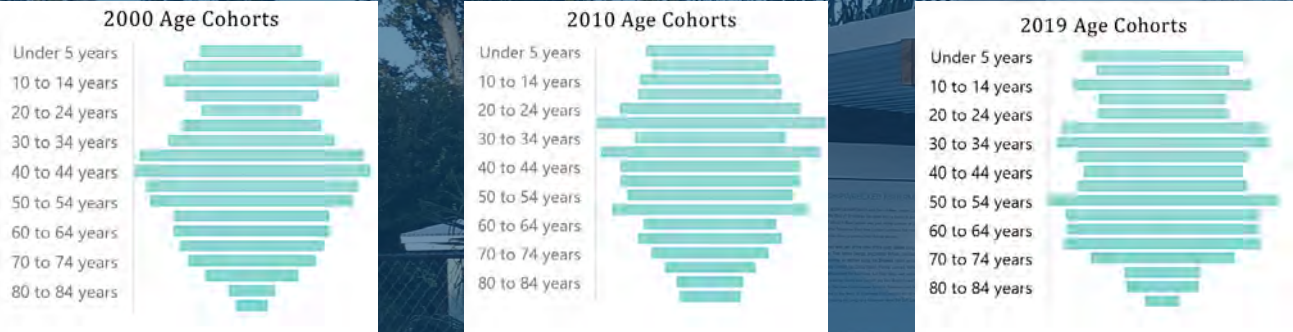


## Full-Time & Seasonal Population



## Resident Age

Age of population can influence future population growth patterns. Florida as a whole continues to see its median age increase, but Destin has not exhibited this same pattern. In fact, the 2020 median age estimate of 41.9 is less than the City’s 2000 median age of 42.4. Florida’s median age reported by the Census Bureau for 2020 was 42.2. A more detailed examination of population by age reveals a changing populace in Destin. In 2000, the population was decidedly older; the 40-44 age group was largest, and the population 40 and up was predominant. By 2010, there was less differentiation in the five-year age bands, with growth in both the youngest and oldest cohorts. In 2019, ages are more stratified, with 50-54 now the largest age bracket, but 25-35 brackets notably larger than prior years.



## Income

Annual Median Household Income (\$)

|                   | 2009   | 2010   | 2011   | 2012   | 2013   | 2014   | 2015   | 2016   | 2017   | 2018   | 2019   |
|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Destin            | 62,857 | 65,650 | 63,716 | 61,903 | 63,750 | 66,324 | 66,148 | 68,078 | 71,407 | 75,486 | 79,000 |
| Niceville         | 67,628 | 66,658 | 63,864 | 64,280 | 62,614 | 62,538 | 58,954 | 60,497 | 66,505 | 72,857 | 76,823 |
| Miramar Beach     | 68,385 | 62,963 | 64,408 | 56,845 | 55,139 | 52,651 | 50,208 | 59,087 | 64,429 | 65,435 | 70,069 |
| Valparaiso        | 41,814 | 42,841 | 43,798 | 52,063 | 57,765 | 60,591 | 51,082 | 51,563 | 57,269 | 55,882 | 57,316 |
| Fort Walton Beach | 47,209 | 46,974 | 47,282 | 47,228 | 47,761 | 49,552 | 47,149 | 50,091 | 52,107 | 50,666 | 54,330 |
| Okaloosa County   | 49,207 | 51,529 | 49,158 | 52,787 | 55,139 | 57,640 | 55,659 | 60,866 | 61,866 | 63,997 | 64,222 |
| Florida           | 47,450 | 44,409 | 44,299 | 45,040 | 46,036 | 47,463 | 49,426 | 50,860 | 52,594 | 55,462 | 59,227 |

Destin has higher median incomes than its neighbors, and higher than Okaloosa County or Florida as a whole. Destin has had the highest median incomes of any jurisdiction listed in the table above, and this has generally been the case since the end of the recession in 2009. The incomes in this table reflect only full-time residents. Seasonal residents may very well have higher median household incomes, but these data are not available.

While income is not a leading indicator of growth historically, high incomes are sought by the development community and this can lead to increased pressure for new construction or redevelopment if the private sector identifies Destin as having high consumer demand.



## Employment

The Census’s Longitudinal Employer-Household Dynamics (LEHD) dataset has provided annual employment data since 2002. Between 2002 and 2017 Destin saw employment fluctuations, primarily associated with the recession of 2007-2009, but employment climbed steadily upward after 2011 and reached its highest level in 2017 (the final year data are available). Between 2002 and 2017, employment in Destin rose 12%, from 11,700 to 13,100. Since 2011 - the nadir following the recession - employment has risen 22%. However, this growth has not been consistent across job types. Lower paying jobs in accommodation, food service and administrative support have become increasingly predominant, while office jobs like real estate, finance, and professional services have stagnated or declined.

***Destin Employment by Job Type***

| Job Type (NAICS)                                           | 2002   | 2017   | % Change |
|------------------------------------------------------------|--------|--------|----------|
| Accommodation and Food Services                            | 3,072  | 4,678  | 52%      |
| Retail Trade                                               | 2,881  | 2,222  | -23%     |
| Real Estate and Rental and Leasing                         | 1,740  | 831    | -52%     |
| Construction                                               | 561    | 522    | -7%      |
| Other Services (excluding Public Administration)           | 521    | 525    | 1%       |
| Professional, Scientific, and Technical Services           | 496    | 469    | -5%      |
| Finance and Insurance                                      | 449    | 522    | 16%      |
| Health Care and Social Assistance                          | 417    | 457    | 10%      |
| Administration & Support, Waste Management and Remediation | 354    | 819    | 131%     |
| Arts, Entertainment, and Recreation                        | 260    | 484    | 86%      |
| Transportation and Warehousing                             | 213    | 171    | -20%     |
| Wholesale Trade                                            | 199    | 151    | -24%     |
| Public Administration                                      | 152    | 153    | 1%       |
| Information                                                | 114    | 107    | -6%      |
| Manufacturing                                              | 113    | 91     | -19%     |
| Utilities                                                  | 87     | 77     | -11%     |
| Educational Services                                       | 21     | 13     | -38%     |
| Management of Companies and Enterprises                    | 20     | 45     | 125%     |
| Agriculture, Forestry, Fishing and Hunting                 | 12     | 4      | -67%     |
| Mining, Quarrying, and Oil and Gas Extraction              | 0      | 8      | N/A      |
| Total                                                      | 11,682 | 12,349 | 6%       |

Summarized into retail/commercial, industrial, and office uses, a small but important shift is noticeable.

***Destin Employment Mix Summary***

| Employment Type   | 2012-2017 | Pre-2009 |
|-------------------|-----------|----------|
| Retail/Commercial | 60%       | 53%      |
| Industrial        | 9%        | 11%      |
| Office            | 31%       | 36%      |

Before 2009, more than one-third of jobs were office-based, and nearly half of all jobs were non-service oriented. Since the recession of a decade ago, Destin’s employment base has shifted towards retail and commercial jobs, now comprising three jobs in five. This means that much of Destin’s employment base is dependent on local residents and visitors. If this trend holds, this ties employment growth more closely to population growth, as only population increases would prompt retail and commercial employment growth.

Accompanying the change in job type is a change in the ratio of population change to employment change. Between 2003 and 2018 employment grew more slowly than population. Employment is in general more volatile than population, so there is some volatility in the ratio of employment change to population change in the three time periods listed below. The average of these three ratios is just over 0.5 (i.e. 1 new job per 2 new residents).

***Destin Population and Employment Summary***

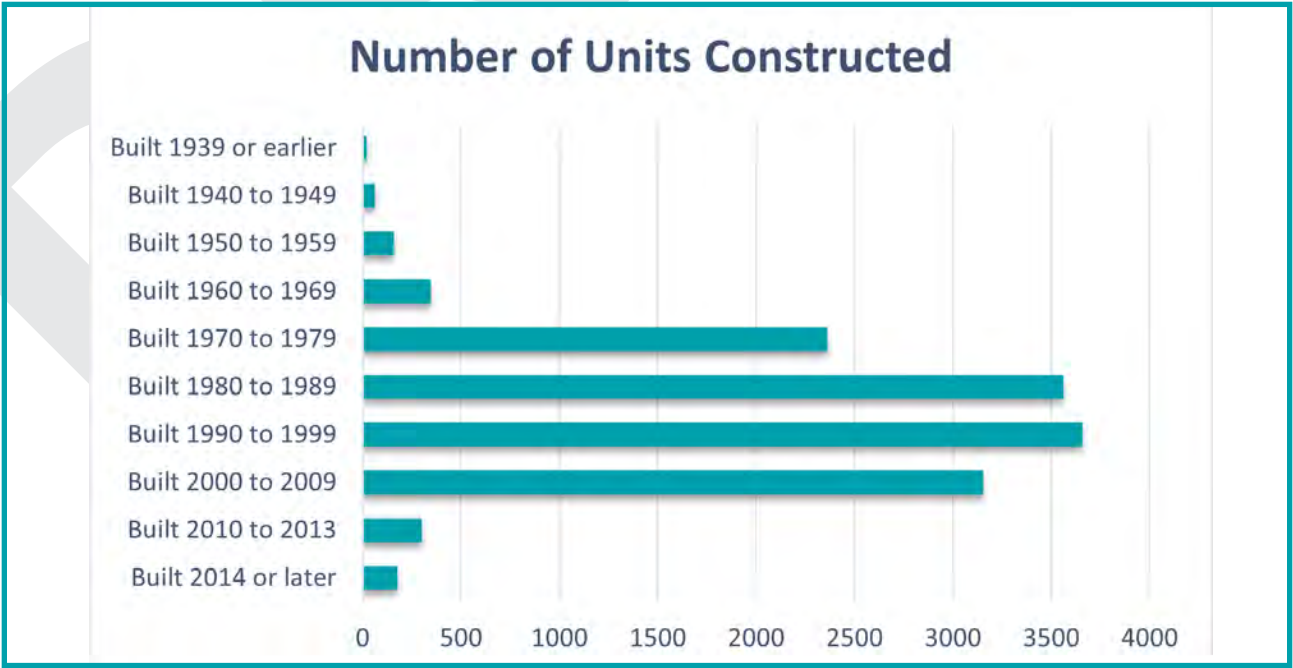
|                       | 2003-2018 | 2009-2018 | 2013-2018 |
|-----------------------|-----------|-----------|-----------|
| Employment Change     | 667       | 733       | 642       |
| Population Change     | 2,365     | 1,452     | 829       |
| Emp/Pop Change Ratios | 0.39      | 0.50      | 0.77      |

Housing

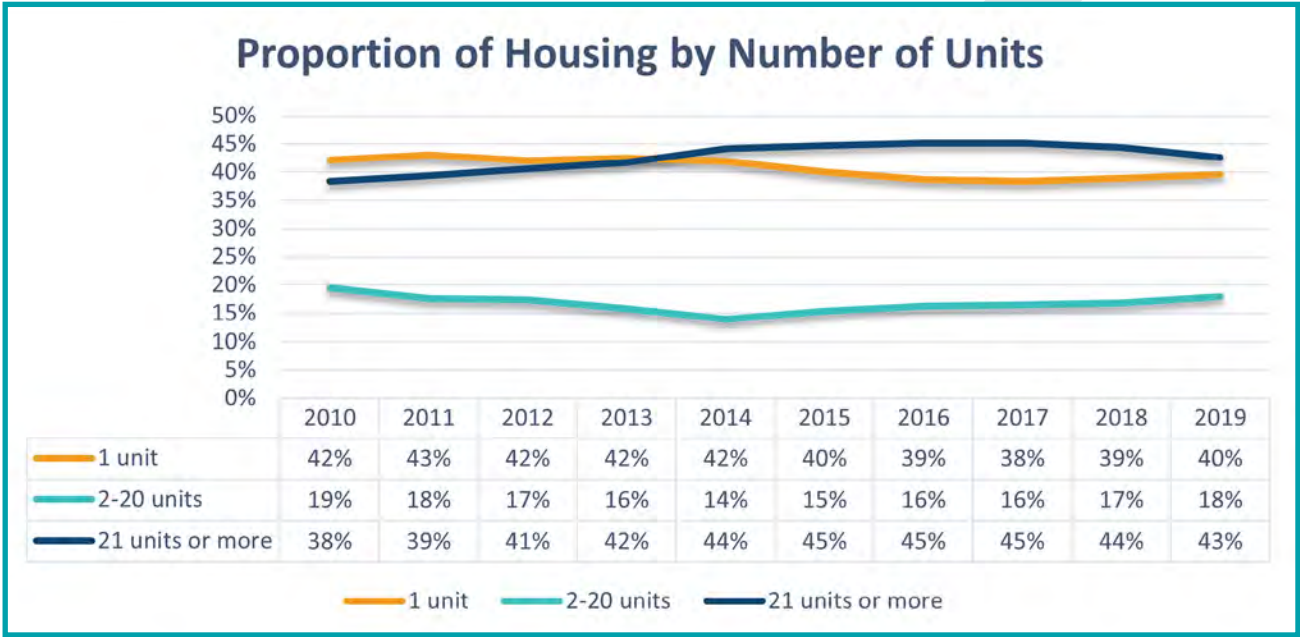
Destin is nearing full capacity of its existing housing stock. While the Census lists Destin’s vacancy rate as exceedingly high, with more than 8,000 of Destin’s 13,800 housing units classified as vacant in the 2019 American Community Survey , much of this vacancy is due to seasonal use. Extracting seasonal homes from vacancy calculations shows a more accurate vacancy rate and number of units available for new residents. In 2009, 17% of units were vacant for reasons other than seasonal use. Since 2016, that number has remained at 6 to 7%.

|                       | 2009   | 2010   | 2011   | 2012   | 2013   | 2014   | 2015   | 2016   | 2017   | 2018   | 2019   |
|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Housing Units         | 12,945 | 12,979 | 12,981 | 13,217 | 13,290 | 13,304 | 13,448 | 13,563 | 13,677 | 13,696 | 13,800 |
| All vacant            | 7,409  | 7,831  | 7,955  | 8,023  | 7,850  | 7,760  | 7,746  | 7,673  | 7,792  | 7,972  | 8,022  |
| Seasonal homes        | 5,174  | 5,254  | 5,096  | 4,890  | 5,278  | 5,980  | 6,353  | 6,722  | 7,023  | 7,166  | 7,054  |
| Adjusted vacancy      | 2,235  | 2,577  | 2,859  | 3,133  | 2,572  | 1,780  | 1,393  | 951    | 769    | 806    | 968    |
| Adjusted vacancy rate | 17%    | 20%    | 22%    | 24%    | 19%    | 13%    | 10%    | 7%     | 6%     | 6%     | 7%     |

Meanwhile, Census data indicates that fewer than 500 new units were built between 2010 and 2019, while well over 3,000 were built in each of the prior three decades , showing a significant slowdown in housing construction.



Over the past decade, there has been a change in the type and intensity of housing with an increase in Destin’s housing stock in complexes of 20+ units. Between 2010 and 2017 the stock of units in large complexes rose from 38% to 45%. That dropped slightly to 43% in 2019, but this still suggests either the emergence of a new demographic type that the housing market is responding to or the market finally tapping into latent market demand.



Short Term Rental Units

Destin has a robust tourism industry supported by a large number of hotel, motel, and short-term rental properties. Data on 2016 hotel / motel units registered with the Florida Department of Business and Professional Regulation (DBPR) shows more than 3,500 units in over 160 buildings. Most of the units are in larger structures, while most structures are smaller.

Destin Hotel/Motel Rentals

| Units in Structure | Total Units | Total Structures |
|--------------------|-------------|------------------|
| 100+               | 1,870       | 11               |
| 10 - 100           | 1,450       | 33               |
| Under 10           | 187         | 118              |
| Grand Total        | 3,507       | 162              |



No longitudinal data on hotel units was uncovered during this work, but LEHD data on accommodation jobs (NAICS 721) shows a marked increase since 2016 after nearly two decades of stable employment.



## 4.3 2050 GROWTH FORECAST

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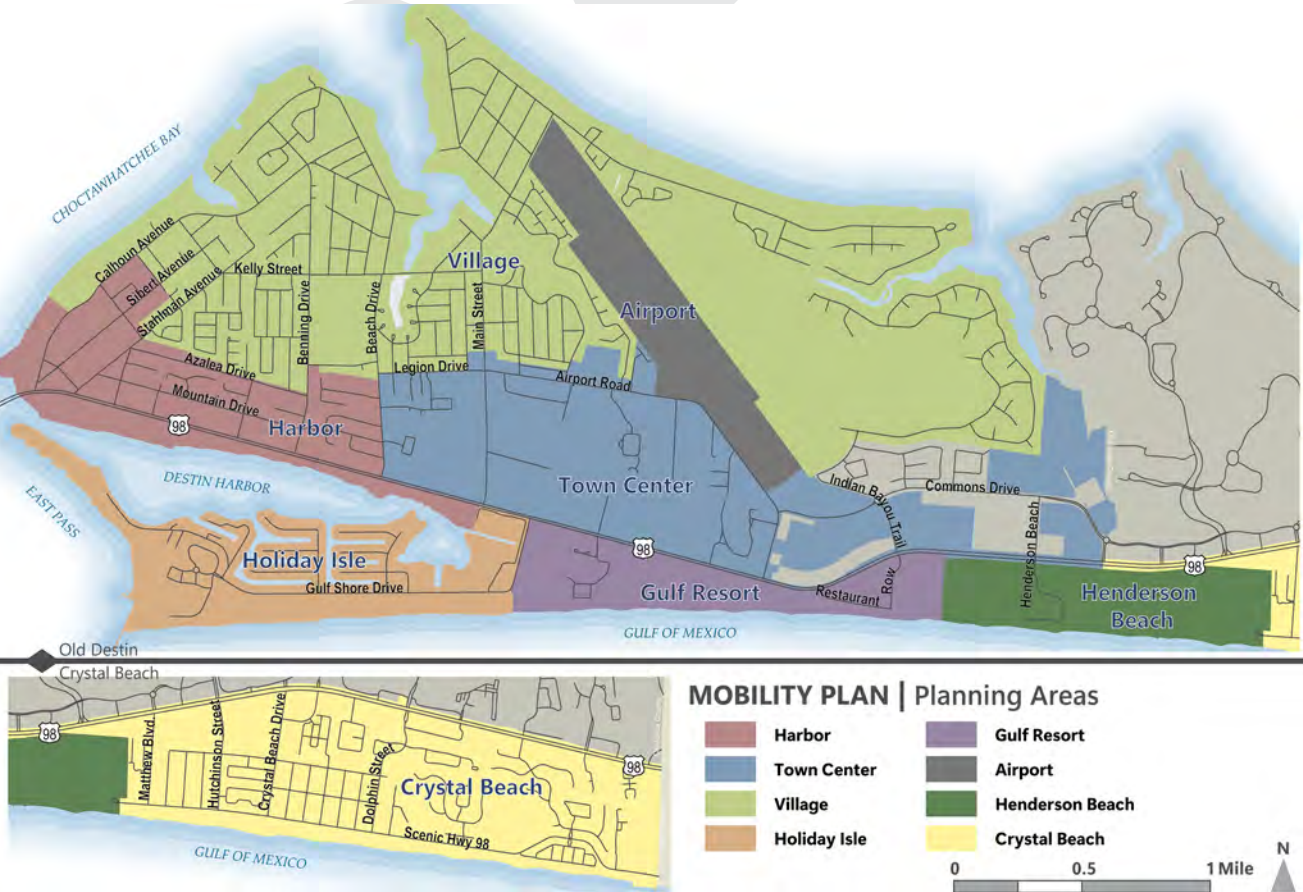
# 2050 GROWTH FORECAST

This section provides estimates for future population and employment growth within Destin, and describes the assumptions that underlie the estimates. Future population and employment are key drivers of future transportation performance, demand, and investment needs.

## Planning Area Summary

City planning staff has developed eight (8) discrete planning areas that represent distinct land use conditions within Destin. They are shown in the map below and include:

- Airport
- Crystal Beach
- Gulf Resort
- Harbor
- Henderson Beach
- Holiday Isle
- Town Center Commons
- Village



The table below shows existing land uses based on the citywide parcel database summarized to each planning area. The planning areas have notable land use distinctions, including those without residential uses, planning areas with limited to no commercial or industrial uses, and others with varying degree of vacancy. The table shows the total number of parcels in each area.

Parcel Breakdown by Planning Area

| Use                        | Airport | Crystal Beach | Gulf Resort | Harbor | Henderson Beach | Holiday Isle | Town Center Commons | Village |
|----------------------------|---------|---------------|-------------|--------|-----------------|--------------|---------------------|---------|
| Commercial                 | -       | 86            | 16          | 175    | -               | 1            | 267                 | 1       |
| Governmental/Institutional | 23      | 6             | 2           | 24     | 2               | 3            | 21                  | 27      |
| Green Space                | -       | 32            | 16          | 18     | -               | 11           | 24                  | 16      |
| Hotel/Motel                | -       | 4             | 2           | 6      | -               | -            | 5                   | -       |
| Industrial                 | -       | 11            | -           | 39     | -               | 1            | 12                  | 2       |
| Mixed Use                  | -       | -             | -           | 15     | -               | -            | 5                   | -       |
| Multi-family               | -       | 772           | 2,902       | 562    | -               | 2,180        | 1,067               | 195     |
| Single Family              | -       | 1,618         | 90          | 360    | -               | 474          | 1,186               | 2,820   |
| Vacant                     | -       | 253           | 14          | 127    | -               | 89           | 162                 | 153     |
| Unlisted/Other             | -       | 52            | 40          | 56     | -               | 57           | 47                  | 6       |
| Planning Area Total        | 23      | 2,834         | 3,082       | 1,382  | 2               | 2,816        | 2,796               | 3,223   |

## Countywide Population Forecasts

Florida’s Bureau of Economic and Business Research (BEBR) produces long-range population forecasts for all Florida counties through 2045. Their forecast sees Okaloosa County growing to a little over 240,000 persons by 2045, a near 40,000 person increase. Applying a trendline forecast through 2050, another 4,000 persons would be added by the end of the timeframe Destin is considering for this analysis. This level of growth would amount to a 20% increase in population over the next 30 years. As noted earlier in this report, Destin has recently been growing slower (as a percentage) than Okaloosa County as a whole. This is likely to continue since available land for building is less abundant in the City than County.

**Okaloosa County Population Forecast**

| 2020    | 2025    | 2030    | 2035    | 2040    | 2045    | 2050    | % Increase |
|---------|---------|---------|---------|---------|---------|---------|------------|
| 203,951 | 214,600 | 223,200 | 230,000 | 236,000 | 241,100 | 245,400 | 20%        |

**Citywide Population, Employment and Accommodation Forecast**

Using the existing conditions, trends, and forecast data discussed above, a citywide growth forecast from 2020 to 2050 was developed and is summarized below. The forecast includes growth in all population and employment subcategories, led by residential development.

**Destin Population, Employment and Accommodation Est. Net Change 2020-2050**

| SF Pop | MF Pop | Total Pop | Housing Units | Hotel/Motel Rooms | Seasonal Pop | Serv Emp | Comm Emp | Ind Emp | Total Emp |
|--------|--------|-----------|---------------|-------------------|--------------|----------|----------|---------|-----------|
| 478    | 1,649  | 2,127     | 1,022         | 547               | 1,890        | 713      | 433      | 93      | 1,239     |

The forecast presumes redevelopment within city limits, as demand for new housing and commercial square footage cannot be accommodated by existing available land, meaning that identifying where within Destin redevelopment and development intensification is most probable. To that end, the citywide forecast was then sub-allocated to planning areas.

**Planning Area Forecast**

Suballocations to small areas like Destin’s Planning Areas generally requires using both quantitative and qualitative measures, with a blend of methods employing formulaic calculations and local knowledge and intuition.

Destin’s suballocation began with two tenets that guided the process: new growth should balance market forces and local policy; and new growth should not drastically alter the existing makeup of the Planning Areas as currently constituted unless there is some overwhelming evidence to the contrary.

- Planning area growth allocations were thus based on the following data points:
- Existing land use allocation from County parcel data and Census tract data
  - Baseline NWFRPM traffic analysis zone (TAZ) level allocations, and future TAZ level allocations
  - Historic population and employment growth
  - Known vacancies (total parcels and total acreage)
  - Destin land use policy
  - Developments planned or underway
  - Local planning area knowledge



The available data was used to determine both inter-area proportions (i.e. how much of all employment should go to each planning area) and intra-area proportions (i.e. how much of an area’s employment should go to service, commercial, and industrial jobs). Blending existing proportions from Census and NWFRPM sources, historical data from Census sources, and forecasted growth from NWFRPM led to the following forecasted growth proportions:

**Planning Area Population, Employment and Hotel/Motel Unit Forecasts**  
**% change 2020 to 2050**

| Planning Areas      | Full-time Population | Total Employment | Hotel/Motel Units | Seasonal Population |
|---------------------|----------------------|------------------|-------------------|---------------------|
| Airport             | 0%                   | 0.2%             | 0%                | 0%                  |
| Crystal Beach       | 16%                  | 9%               | 15%               | 18%                 |
| Gulf Resort         | 3%                   | 9%               | 15%               | 3%                  |
| Harbor              | 16%                  | 38%              | 23%               | 15%                 |
| Henderson Beach     | 0%                   | 0.3%             | 0%                | 0%                  |
| Holiday Isle        | 14%                  | 8%               | 5%                | 12%                 |
| Town Center Commons | 26%                  | 33%              | 42%               | 24%                 |
| Village             | 24%                  | 3%               | 0%                | 28%                 |
| Grand Total         | 100%                 | 100%             | 100%              | 100%                |



Population growth is forecasted for six of the eight planning areas, with Town Center Commons and Village Planning Areas combining for half of all full-time population growth. Employment growth is expected in all eight planning areas, though very minimally in the Airport and Henderson Beach areas.

The Harbor and Town Center Commons areas are expected to be the main focus of employment growth through 2050. Hotel / motel units are concentrated most heavily in Town Center Commons, whereas seasonal population generally – but not identically – follows full-time population.

**Planning Area Population by Housing Type**  
**and Employment Type Forecasts**  
**% change 2020 to 2050**

| Planning Areas      | SF Pop          | MF Pop          | Serv Emp        | Comm Emp        | Ind Emp        |
|---------------------|-----------------|-----------------|-----------------|-----------------|----------------|
| Airport             | 0%              | 0%              | 74%             | 16%             | 10%            |
| Crystal Beach       | 31%             | 69%             | 53%             | 41%             | 6%             |
| Gulf Resort         | 15%             | 85%             | 64%             | 29%             | 7%             |
| Harbor              | 17%             | 83%             | 48%             | 42%             | 9%             |
| Henderson Beach     | 0%              | 0%              | 69%             | 25%             | 6%             |
| Holiday Isle        | 13%             | 87%             | 68%             | 24%             | 8%             |
| Town Center Commons | 16%             | 84%             | 52%             | 41%             | 8%             |
| Village             | 34%             | 66%             | 53%             | 39%             | 9%             |
|                     | 22%<br>(of pop) | 78%<br>(of pop) | 58%<br>(of emp) | 35%<br>(of emp) | 8%<br>(of emp) |

Population growth is expected to be more than three-fourths accommodated in multi-family structures, with no planning area anticipated to see more than one-third of its population growth in single-family units. Service employment is expected to continue its dominance as the primary employment sector for new Destin-based jobs, while commercial and industrial jobs are still relevant in the coming decades.

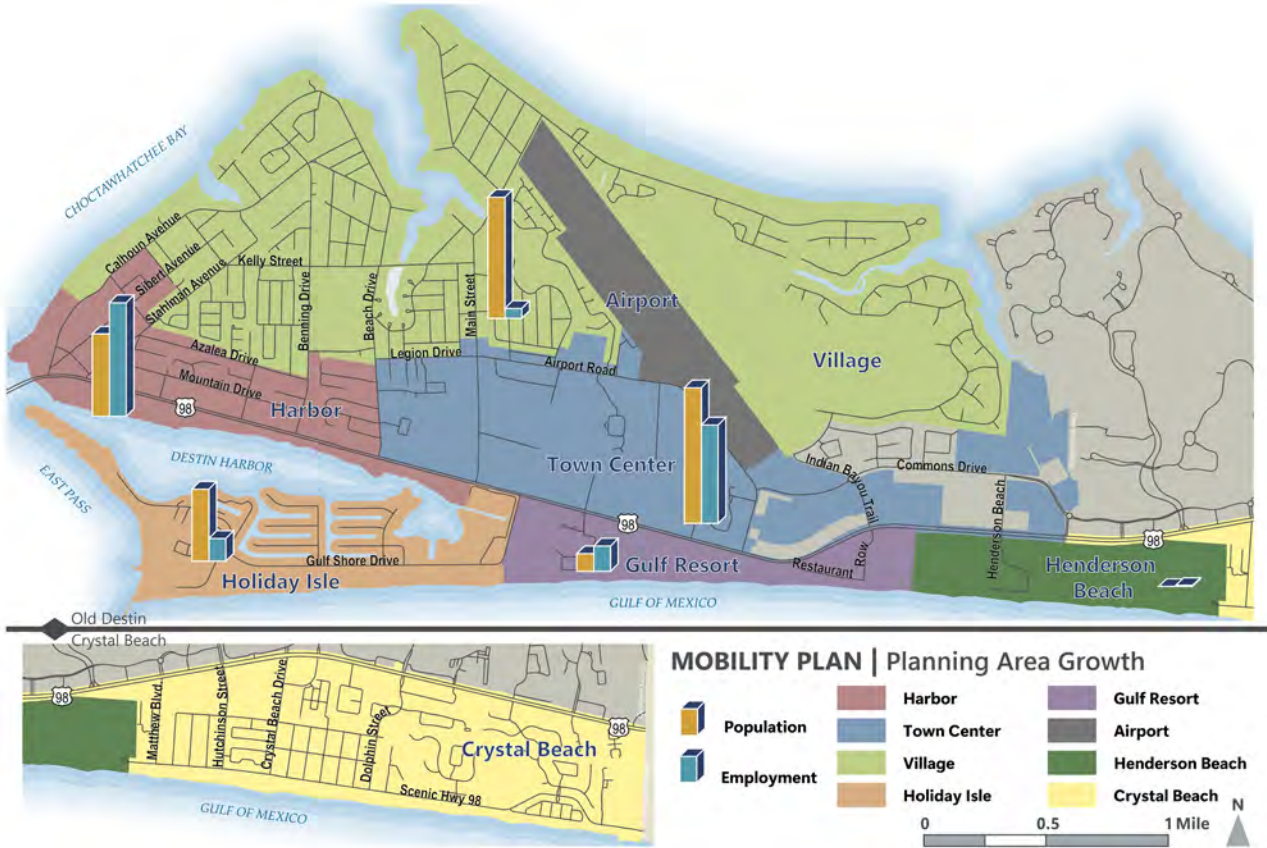
These inter- and intra-area breakdowns result in the planning area forecast provided here:

Planning Area Growth Est. Net Change 2020 to 2050

| Planning Areas      | SF Pop | MF Pop | Housing Units | Hotel/Motel Units | Seasonal Pop | Serv Emp | Comm Emp | Ind Emp |
|---------------------|--------|--------|---------------|-------------------|--------------|----------|----------|---------|
| Airport             | 0      | 0      | 0             | 0                 | 0            | 2        | 0        | 0       |
| Crystal Beach       | 104    | 236    | 163           | 80                | 340          | 59       | 45       | 18      |
| Gulf Resort         | 11     | 63     | 36            | 84                | 59           | 51       | 45       | 0       |
| Harbor              | 59     | 284    | 165           | 125               | 280          | 301      | 138      | 21      |
| Henderson Beach     | 0      | 0      | 0             | 0                 | 0            | 3        | 1        | 0       |
| Holiday Isle        | 38     | 262    | 144           | 30                | 225          | 64       | 23       | 8       |
| Town Center Commons | 90     | 472    | 270           | 228               | 449          | 211      | 165      | 43      |
| Village             | 173    | 331    | 242           | 0                 | 531          | 22       | 16       | 3       |
|                     | 475    | 1,648  | 1,020         | 547               | 1,884        | 713      | 433      | 93      |



The map below shows the net growth in population and employment by planning area.



## 4.4 MOBILITY

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## MOBILITY

The preceding sections on population and employment are important context for this section on mobility because it's the people that live in and visit Destin that create the demand to travel and the need for improvements to make sure the transportation system functions well in future years. Destin's growth means more people traveling, however, the future growth is likely to take different forms than past growth. More infill development and redevelopment of already developed areas will put more people near popular Destin destinations. Cars will likely be a popular mode of travel well into the future, but other options – such as walking and biking - will also be viable and nurturing their use through transportation improvements will be important to ensure the system functions well for all users.

### Findings and Implications at a Glance

- Driving is by far the most frequently used mode of transportation in Destin, but pedestrian activity has grown substantially during the last five years.
- U.S. 98 is the City's most congested roadway, with several segments falling below acceptable conditions during the peak travel hours. The most congested segment for vehicles was between Henderson Beach Road and Airport Road.
- Traffic volumes grew on most roadways between 2017 and 2021. Total traffic counts on the City's collector roadways grew by about 9 percent. Traffic counts on U.S. 98 increased by 17% over the same period.
- Transit ridership has declined substantially since 2013, with declines accelerating since the onset of the COVID-19 pandemic in 2020.



# Motor Vehicles

Personal motor vehicles are the most common mode of transportation in Destin. The U.S. Census Bureau’s American Community Survey in 2020 estimated that more than 85% of work trips in the city are by personal vehicle. The city’s geography, being hemmed in by water on three sides, limits the number of route options in the transportation network for people to travel to or through the city by vehicle. Harbor Boulevard/U.S. 98 is the primary east-west option and as such experiences significant traffic congestion. Most other roadways in the city serve locally-oriented traffic. This section summarizes key datapoints that characterize the performance of the City’s transportation network for people using motor vehicles.

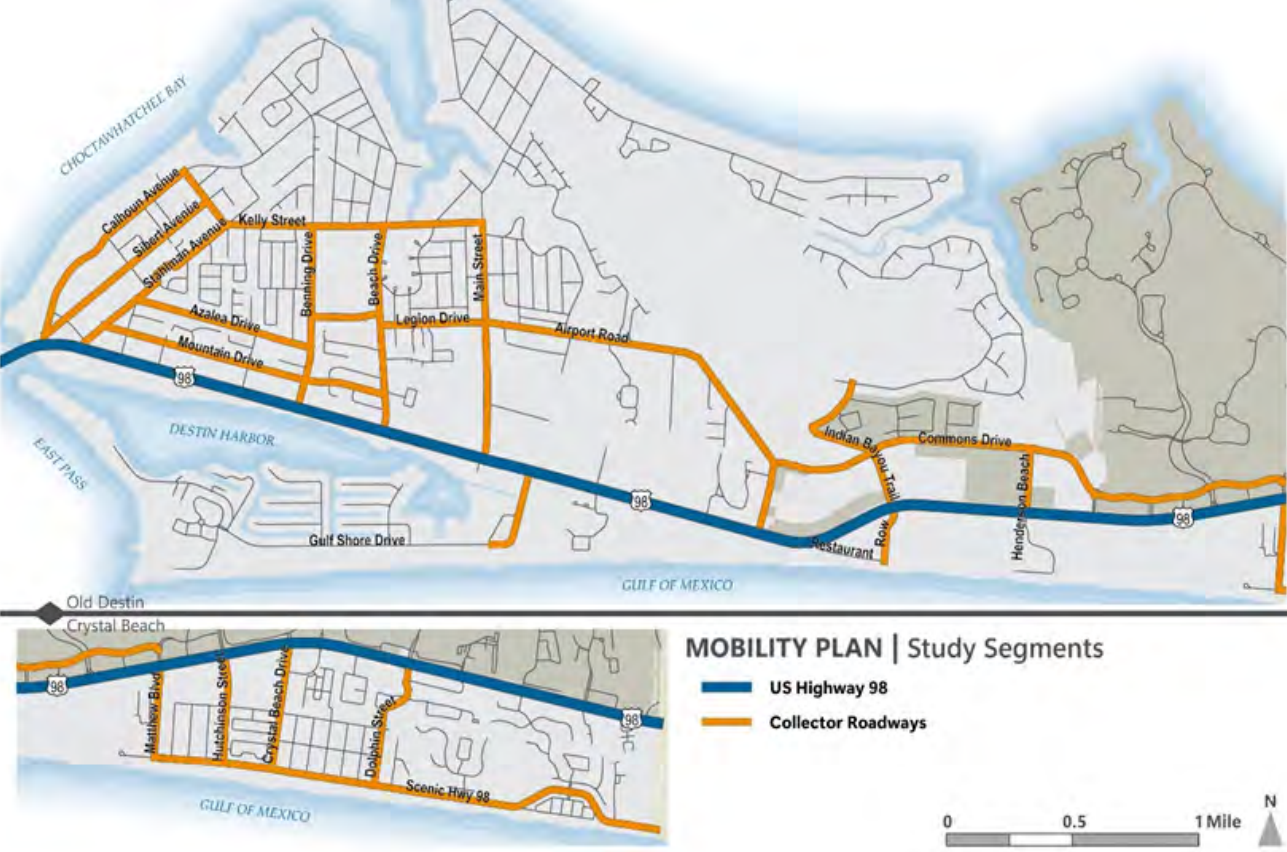


# Roadways

In September 2020 there were 766 miles of county-owned paved roads and 144 unpaved roads, and nearly 64 miles of city-owned roads in Destin. The City’s street network with streets defined by their functional classification is provided in the map below. Roads not identified as either U.S. 98 or collector roadways are either minor collectors or local streets.

U.S. 98 is Destin’s primary facility for moving people and freight and connecting the City to adjacent communities. FDOT classifies U.S. 98 as an urban principal arterial. The department has also been working to classify roadways according to their context (i.e. their surrounding land use and building form). This approach respects the fact that U.S. 98 in the heart of Destin is serving a much different context and purpose than U.S. 98 in western Okaloosa County.

FDOT has given U.S. 98 a context classification of C-4, which is “urban general.” This classification can influence roadway design. For example, in 2020 for roadways classified as C4 FDOT eliminated the requirement for minimum pedestrian volumes to establish midblock crossings and mark unsignalized crosswalks, and for engineering studies to implement leading pedestrian intervals at traffic signals. These standards are important to consider as Destin seeks improvements to U.S. 98.



# Parking

The city maintains four public parking lots in the Destin Harbor District – the Destin Library, Destin Community Center, Marler Street, and Zerbe Street. The city charges a flat fee of \$5 to park at the Marler and Zerbe lots. The library lot is only available after library hours, and the community center includes both permit and pay-to-park spaces. Destin partners with the Passport parking app to accept parking fees via their application.



Traffic Counts

The City most recently collected traffic counts in July 2021 to support the development of the Mobility Plan. Peak hour/peak direction traffic volumes are available for each of the segments of US 98 within Destin for years 2007 to 2021. The years 2018 to 2020 were estimated by interpolating between years 2017 and 2021. Similarly, peak hour/peak direction traffic volumes were available for each of the segments of the collector roadways within Destin for years 2007-2021. However, only years 2019 and 2020 were estimated by interpolating between years 2018 and 2021.

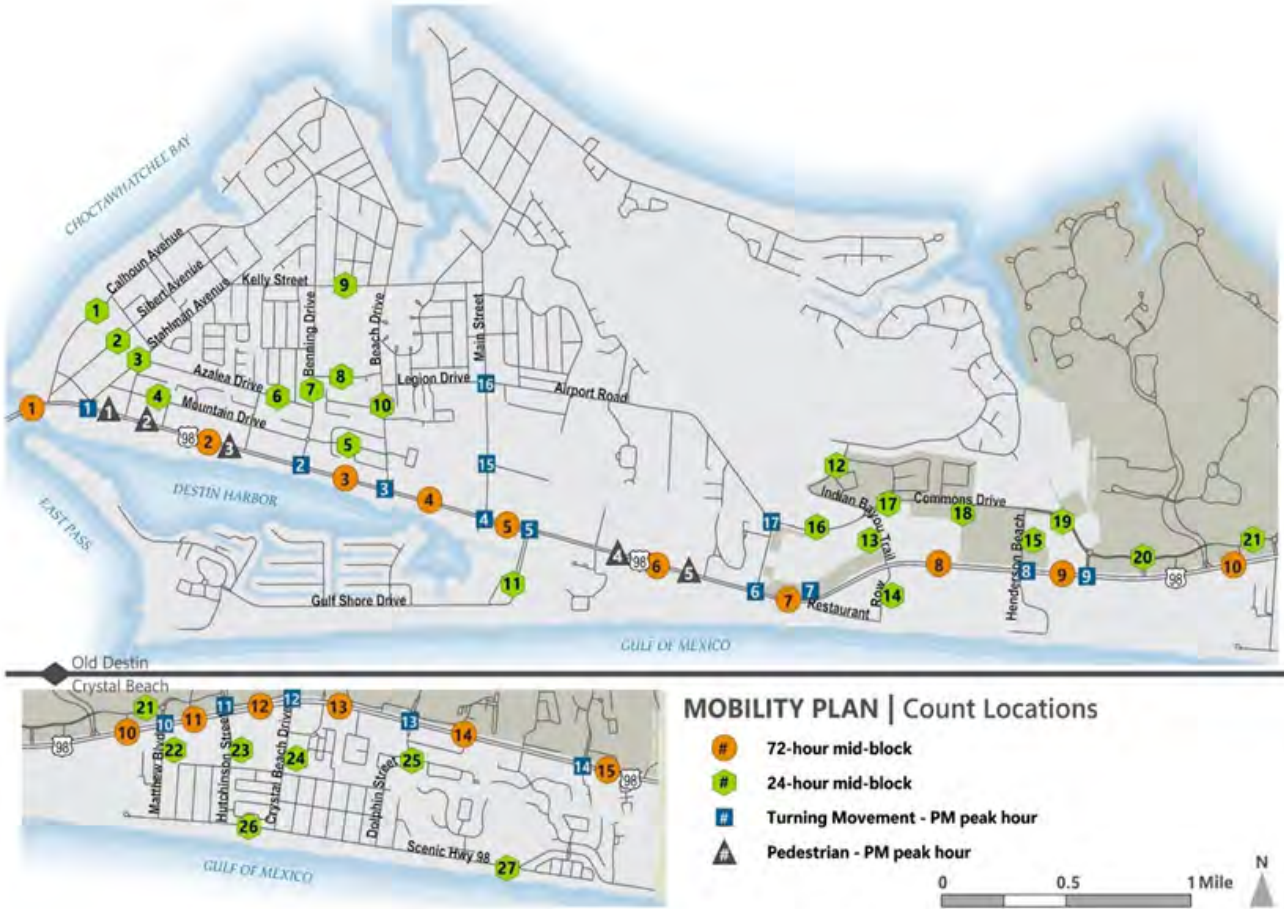
Traffic volumes changed in inconsistent ways between 2017 and 2021. Some roadways experienced significant increases in traffic volumes while others saw significant declines. The COVID-19 pandemic influenced travel behavior and it may take a few more years of data collection to get a clearer picture of the direction for traffic volume trends on the City’s major roadways. The table below lists PM peak hour traffic counts for Destin’s arterial and collector roadways.

| Roadway      | From               | To                 | 2021  | 2017  | % Change |
|--------------|--------------------|--------------------|-------|-------|----------|
| U.S. 98      | Marler Bridge      | Stahlman Ave       | 3,282 | 3,075 | 7%       |
|              | Stahlman Ave       | Benning Dr         | 2,909 | 2,505 | 16%      |
|              | Benning Dr         | Beach Dr           | 3,255 | 2,815 | 16%      |
|              | Beach Dr           | Main St            | 3,279 | 2,841 | 15%      |
|              | Gulf Shores Dr     | Airport Rd         | 3,538 | 3,047 | 16%      |
|              | Airport Rd         | Scenic Highway 98  | 3,996 | 3,159 | 26%      |
|              | Scenic Highway 98  | Henderson Beach Rd | 4,184 | 3,431 | 22%      |
|              | Henderson Beach Rd | Triumph Rd         | 4,130 | 3,390 | 22%      |
|              | Triumph Rd         | Matthew Blvd       | 4,144 | 3,848 | 8%       |
|              | Matthew Blvd       | Danny Wuerffel Way | 4,421 | 3,380 | 31%      |
|              | Danny Wuerffel Way | Crystal Beach Dr   | 4,519 | 3,620 | 25%      |
| Airport Road | Regatta Way Blvd   | Tequesta Dr        | 4,125 | 3,822 | 8%       |
|              | U.S. 98            | Commons Dr         | 818   | 670   | 22%      |
|              | Commons Dr         | Main St            | 1,894 | 1,980 | -4%      |

| Roadway             | From                | To                 | 2021  | 2017  | % Change |
|---------------------|---------------------|--------------------|-------|-------|----------|
| Azalea Drive        | Stahlman Ave        | Benning Dr         | 587   | 524   | 12%      |
| Benning Drive       | U.S. 98             | Kelly St           | 398   | 269   | 48%      |
| Calhoun Avenue      | U.S. 98             | Kelly St           | 501   | 351   | 43%      |
| Commons Drive       | Airport Rd          | Indian Bayou Trail | 1,594 | 1,560 | 2%       |
|                     | Indian Bayou Trail  | Diamond Cove       | 1,403 | 1,258 | 12%      |
|                     | Diamond Cove        | Henderson Beach Rd | 1,272 | 1,254 | 1%       |
|                     | Henderson Beach Rd  | Triumph Rd         | 1,420 | 1,285 | 11%      |
|                     | Kelly Plantation Dr | Matthew Blvd       | 1,367 | 1,007 | 36%      |
| Crystal Beach Drive | Scenic Highway 98   | U.S. 98            | 555   | 500   | 11%      |
| Gulf Shore Drive    | U.S. 98             | Curve              | 1,145 | 964   | 19%      |
| Henderson Beach Rd  | U.S. 98             | Commons Drive      | 404   | 531   | -24%     |
| Hutchinson Street   | U.S. 98             | Scenic Highway 98  | 570   | 822   | -31%     |
| Kelly Street        | Calhoun Ave         | Main St            | 902   | 562   | 61%      |
| Legion Drive        | Benning Dr          | Beach Dr           | 609   | 509   | 20%      |
|                     | Beach Dr            | Main St            | 1,098 | 1,226 | -10%     |
| Main Street         | U.S. 98             | 98 Palms Blvd      | 619   | 1,081 | -43%     |
|                     | Airport Rd          | Kelly St           | 1,076 | 1,001 | 7%       |
| Matthew Blvd        | Scenic Highway 98   | U.S. 98            | 776   | 614   | 26%      |
| Mountain Drive      | Stahlman Ave        | Benning Dr         | 592   | 536   | 10%      |
|                     | Benning Dr          | Beach Dr           | 466   | 633   | -26%     |
| Regatta Bay Blvd    | Scenic Highway 98   | U.S. 98            | 515   | 298   | 73%      |

| Roadway           | From         | To         | 2021 | 2017 | % Change |
|-------------------|--------------|------------|------|------|----------|
| Scenic Highway 98 | Matthew Blvd | Dolphin St | 963  | 742  | 30%      |
| Sibert Avenue     | Calhoun Ave  | Kelly St   | 580  | 324  | 79%      |
| Stahlman Avenue   | U.S. 98      | Kelly St   | 762  | 714  | 7%       |

The map below shows the locations where the City counted traffic, and the type of traffic count. Not all locations are shown in the preceding table because some locations lacked reliable count data for 2017.



Roadway Level of Service

Level of service is a quantitative measure of how well vehicle traffic flows on a roadway segment. The LOS describes roadways using a letter from A to F to describe performance, with A indicating the best performance and F the worst. It is important to note that the A to F letters do not necessarily indicate desired performance. A LOS of A is often

not feasible, cost effective, or even desirable given other competing transportation or societal goals. As FDOT states in its Quality/Level of Service Handbook, “transportation professionals widely consider LOS D for the automobile mode an acceptable condition, and this threshold is often used as a design condition in urbanized areas.”

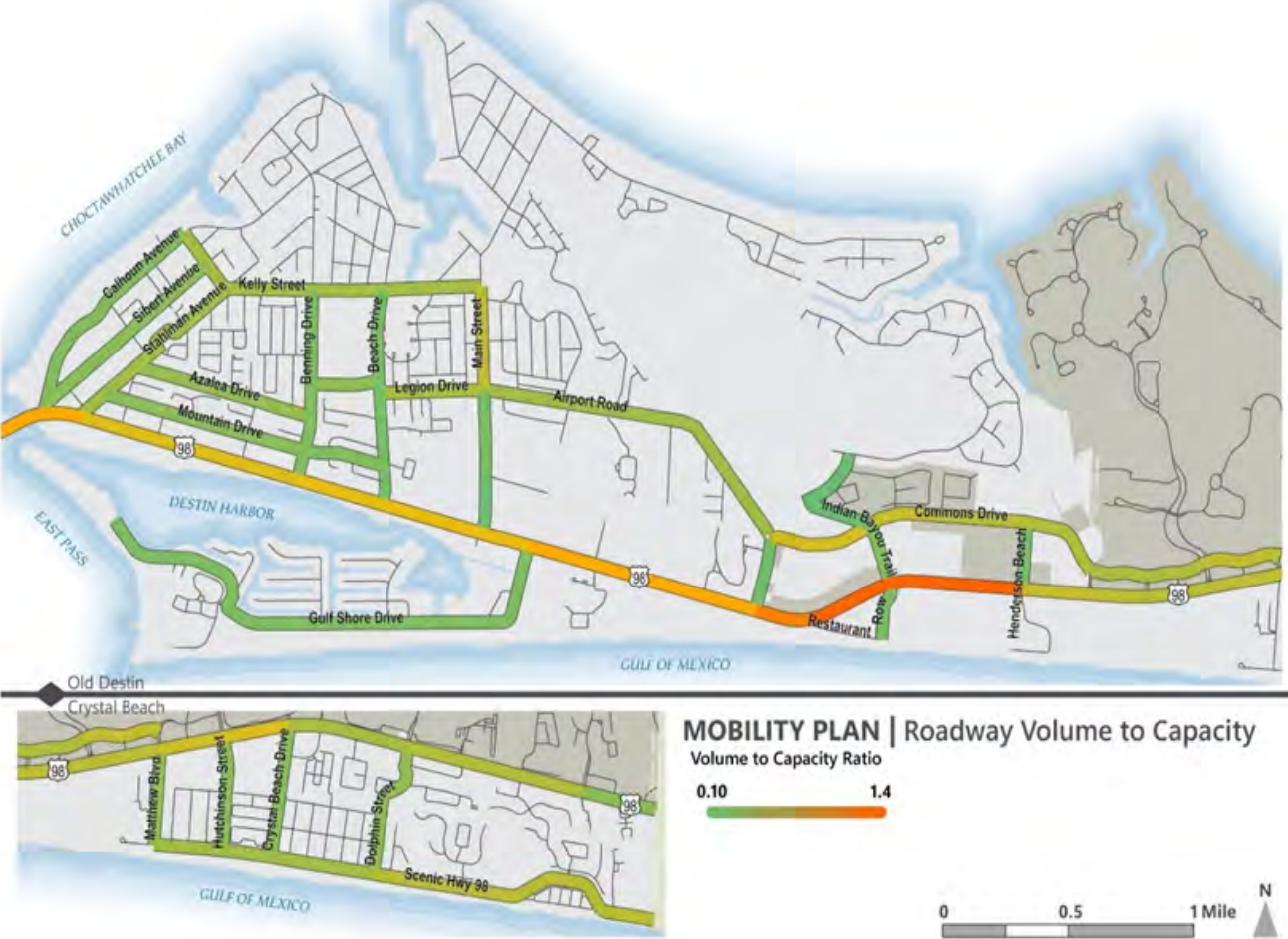
Therefore LOS D is the standard for performance of the state-maintained U.S. 98/Harbor Boulevard. The City’s policy as described in the Comprehensive Plan is also to maintain its system of collector roadways at an LOS of D or better. However, there are a different set of standards, described in the subsequent section, for collector roadways within multimodal transportation districts. Within these districts there are also LOS standards for pedestrian, bike, and transit modes using different data to quantify performance.



The vehicular level of service for an arterial roadway segment is based on the volume-to-capacity (v/c) ratio. The v/c ratios for 2011, 2016, and 2021 on Destin’s only arterial roadway (U.S. 98) are shown in the table below. These tables are color coded to show how each segment has performed over time. A v/c ratio under 1.0 indicates this segment is meeting the LOS D standard. A v/c ratio of more than 1.0 indicates the segment is not meeting this standard. Green is meeting the standards, yellow is near the standard limit, and red is failing (does not meet the standards). The map below also shows the v/c ratio for the City’s collectors, all of which are operating below a 1.0 v/c ratio.



| U.S. 98 Segments - Volume to Capacity                        | 2021 | 2016 | 2011 |
|--------------------------------------------------------------|------|------|------|
| U.S. Hwy 98 between Marler Bridge and Stahlman Avenue        | 1.03 | 0.92 | 0.91 |
| U.S. Hwy 98 between Stahlman Avenue and Benning Drive        | 0.97 | 0.88 | 1.00 |
| U.S. Hwy 98 between Benning Drive and Beach Drive            | 1.00 | 0.93 | 1.05 |
| U.S. Hwy 98 between Beach Drive and Main Street              | 1.01 | 0.95 | 1.03 |
| U.S. Hwy 98 between Main Street and Gulf Shore Drive         | 1.01 | 1.13 | 1.00 |
| U.S. Hwy 98 between Gulf Shore Drive and Airport Road        | 1.12 | 1.00 | 1.09 |
| U.S. Hwy 98 between Airport Road and Scenic Highway 98       | 1.28 | 0.96 | 1.15 |
| U.S. Hwy 98 between Scenic Highway 98 and Henderson Beach Rd | 1.39 | 1.05 | 1.08 |
| U.S. Hwy 98 between Henderson Beach Road and Triumph Drive   | 0.91 | 0.99 | 1.08 |
| U.S. Hwy 98 between Triumph Drive and Matthew Blvd.          | 0.89 | 0.73 | 0.80 |
| U.S. Hwy 98 between Matthew Blvd. and Danny Wuerffel Way     | 0.93 | 0.76 | 0.80 |
| U.S. Hwy 98 between Danny Wuerffel Way and Crystal Beach Dr. | 0.96 | 0.74 | 0.80 |
| U.S. Hwy 98 between Crystal Beach Drive and Regatta Bay Blvd | 0.84 | 1.21 | 1.19 |
| U.S. Hwy 98 between Regatta Bay Blvd and Tequesta Drive      | 0.87 | 1.11 | 1.19 |
| U.S. Hwy 98 between Tequesta Drive and Walton County Line    | 0.78 | 1.06 | 1.22 |



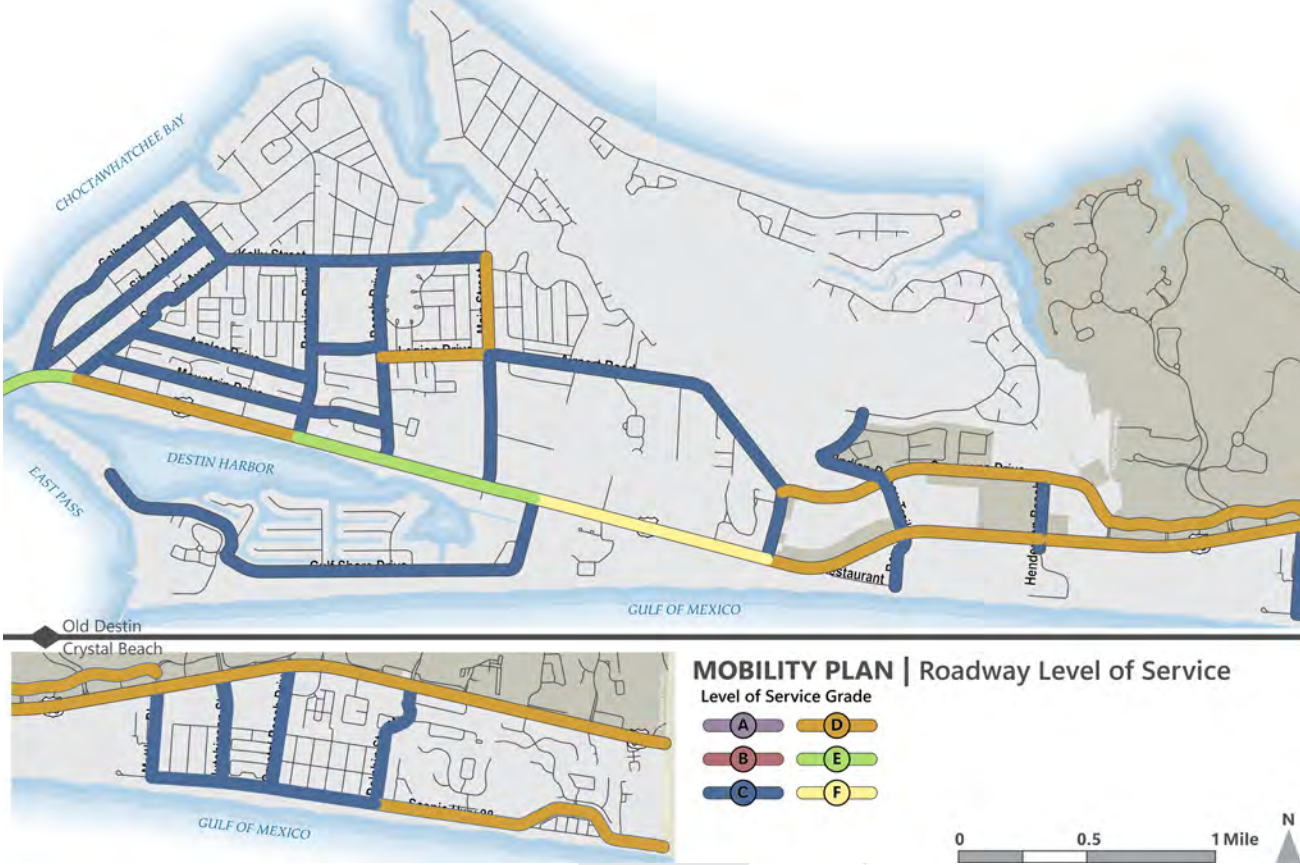
The tables below list segments of both collector roadways and U.S. 98 where the peak hour LOS is D, E, or F. None of the City’s collectors fall below an LOS D standard. However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport Road) is operating at LOS F. Following the tables is a summary of the method used to calculate the LOS.

| Collector Segments                                                 | Pk Hr LOS (2021) |
|--------------------------------------------------------------------|------------------|
| Commons Drive between Airport Road and Indian Bayou Trail          | D                |
| Commons Drive between Indian Bayou Trail and Diamond Cove          | D                |
| Commons Drive between Diamond Cove and Henderson Beach Road        | D                |
| Commons Drive between Henderson Beach Road and Triumph Drive       | D                |
| Commons Drive between Triumph Drive and Kelly Plantation Drive     | D                |
| Commons Drive between Kelly Plantation Drive and Matthew Boulevard | D                |

| Collector Segments                                          | Pk Hr LOS (2021) |
|-------------------------------------------------------------|------------------|
| Legion Drive between Beach Drive and Main Street            | D                |
| Main Street between Airport Road and Kelly Street           | D                |
| Scenic Hwy 98 between Dolphin Street and Walton County Line | D                |



| U.S. 98 Segments                                               | Pk Hr LOS (2021) |
|----------------------------------------------------------------|------------------|
| U.S. Hwy 98 between Marler Bridge and Stahlman Avenue          | E                |
| U.S. Hwy 98 between Stahlman Avenue and Benning Drive          | D                |
| U.S. Hwy 98 between Benning Drive and Beach Drive              | E                |
| U.S. Hwy 98 between Beach Drive and Main Street                | E                |
| U.S. Hwy 98 between Main Street and Gulf Shore Drive           | E                |
| U.S. Hwy 98 between Gulf Shore Drive and Airport Road          | F                |
| U.S. Hwy 98 between Airport Road and Scenic Highway 98         | D                |
| U.S. Hwy 98 between Scenic Highway 98 and Henderson Beach Road | D                |
| U.S. Hwy 98 between Henderson Beach Road and Triumph Drive     | D                |
| U.S. Hwy 98 between Triumph Drive and Matthew Blvd.            | D                |
| U.S. Hwy 98 between Matthew Blvd. and Danny Wuerffel Way       | D                |
| U.S. Hwy 98 between Danny Wuerffel Way and Crystal Beach Drive | D                |
| U.S. Hwy 98 between Crystal Beach Drive and Regatta Bay Blvd   | D                |
| U.S. Hwy 98 between Regatta Bay Blvd and Tequesta Drive        | D                |
| U.S. Hwy 98 between Tequesta Drive and Walton County Line      | D                |



- Below is a summary of the steps taken to calculate the vehicular LOS displayed in the preceding tables and maps.
- For U.S. 98, the posted speed limit, number of lanes and level of service (LOS) standard was identified for each segment. Using this information and the FDOT generalized level of service tables, the Peak Hour Peak Direction capacities were established for each segment.
  - Similarly, for the Destin collector roadways, the posted speed limit, number of lanes and level of service (LOS) standard was identified for each segment. Using this information and the FDOT generalized level of service tables for non-state roadways with 35 mph or lower speeds, the Peak Hour Peak Direction capacities were established for each collector segment.
  - For both the U.S. 98 segments and the collector road segments, the peak hour directional volumes were compared to the peak hour directional LOS standard capacities to calculate the volume to capacity ratio (v/c) as well as the LOS.
  - Additionally, the physical capacity of the roadway was used to determine the physical v/c ratio. The physical capacity of a roadway is the capacity at LOS E (or just before LOS F). LOS F is considered failing. The v/c ratios using physical capacity are used to show the depth into a failing condition a segment is performing, versus just a letter of F.
  - This process was followed for each of the years from 2007-2021.

Roadway Improvements

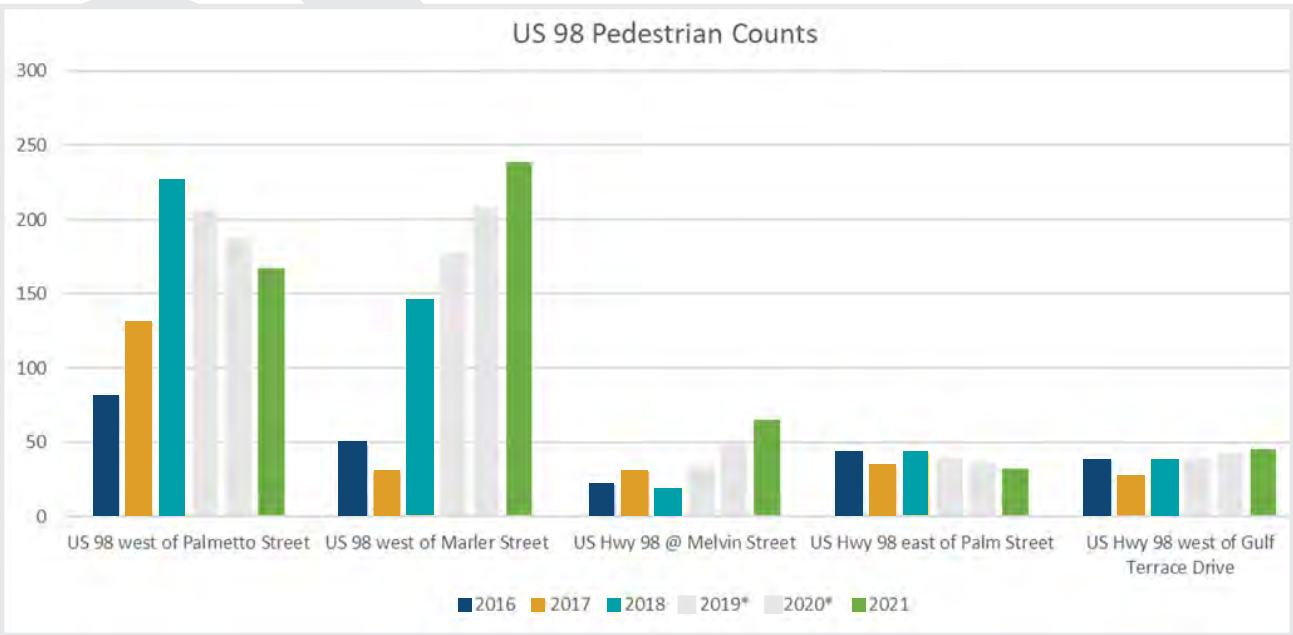
The most significant recent roadway improvement added capacity to U.S. 98 east of Airport Road. This FDOT-led project widened U.S. 98 from four to six lanes. The project also added bicycle lanes, new sidewalks, and better drainage infrastructure. The project improved level of service for this stretch of U.S. 98, although higher traffic volumes are filling up the new capacity realized by the widening.

Multimodal

Destin’s streets do much more than move vehicles. They are an important part of the public realm and it is important that they are safe and inviting for all users. This section summarizes data on the existing conditions for pedestrians, bicyclists, and bus transit riders.

Pedestrian Counts

The City last collected data for pedestrian activity on U.S. 98 in July 2021. While the counts only come from a single roadway, they are a useful indicator of the general growth of pedestrian activity in the City. U.S. 98 is also an important facility from a pedestrian safety perspective as serious and fatal crashes involving pedestrians are concentrated on this roadway, as the next section will describe. U.S. 98 also is a significant barriers for many pedestrians, especially those looking to cross from the north side of the road to the Harbor District on the south side. Many bus riders must also cross U.S. 98 each day. The graph below shows that pedestrian activity during the peak evening hour has steadily increased since 2016 on U.S. 98. The increase is especially high in the Habor District, with growth exceeding 50% since 2016. The growth of pedestrian activity is not surprising, but is an important finding. The combined growth of pedestrian and vehicle traffic on Destin’s roadways underscores the importance of incorporating pedestrian safety elements into transportation projects.



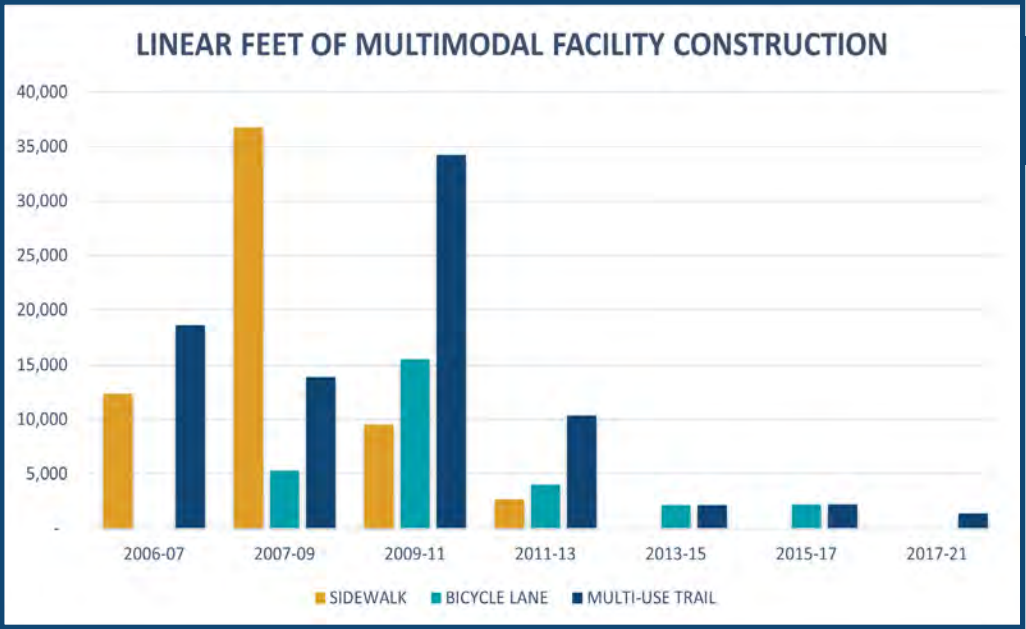
Multimodal Level of Service

Destin in 2006 was the first city in Florida to establish multimodal transportation districts (MMTD). The purpose for establishing a multimodal transportation district is to encourage a mix of land uses, support transportation options, and promote pedestrian-oriented site and building design consistent with the City’s Comprehensive Plan. All developments located in the MMTD are required to contribute to the bicycle, pedestrian, and transit network to minimize vehicle trips and provide options for travel. Destin has two MMTDs – Old Destin and Crystal Beach. Together these districts cover much of the City’s collector roadway network.

New development within the MMTDs has been required to contribute towards achieving the adopted multimodal level of service (MMLOS) standards listed in the table below. Level of service is a concept that also applies to the other key modes of transportation. However, different measures are used to calculate LOS for each mode. The amount of mitigation that has been required corresponds to the project’s impact as calculated through application of the City’s transportation impact fee. The intent of this study is to support an update to this process.

MMLOS for Collectors

| Year                  | Bicycle | Pedestrian | Transit |
|-----------------------|---------|------------|---------|
| Adopted Standard 2006 | C       | E          | F       |
| 2007                  | C       | D          | F       |
| 2009                  | C       | D          | F       |
| Adopted Standard 2011 | B       | C          | E       |
| 2011                  | B       | C          | F       |
| 2013                  | C       | C          | F       |
| 2015                  | B       | B          | F       |
| 2017                  | B       | C          | F       |
| Adopted Standard 2020 | B       | B          | C       |
| 2021                  | C       | C          | F       |



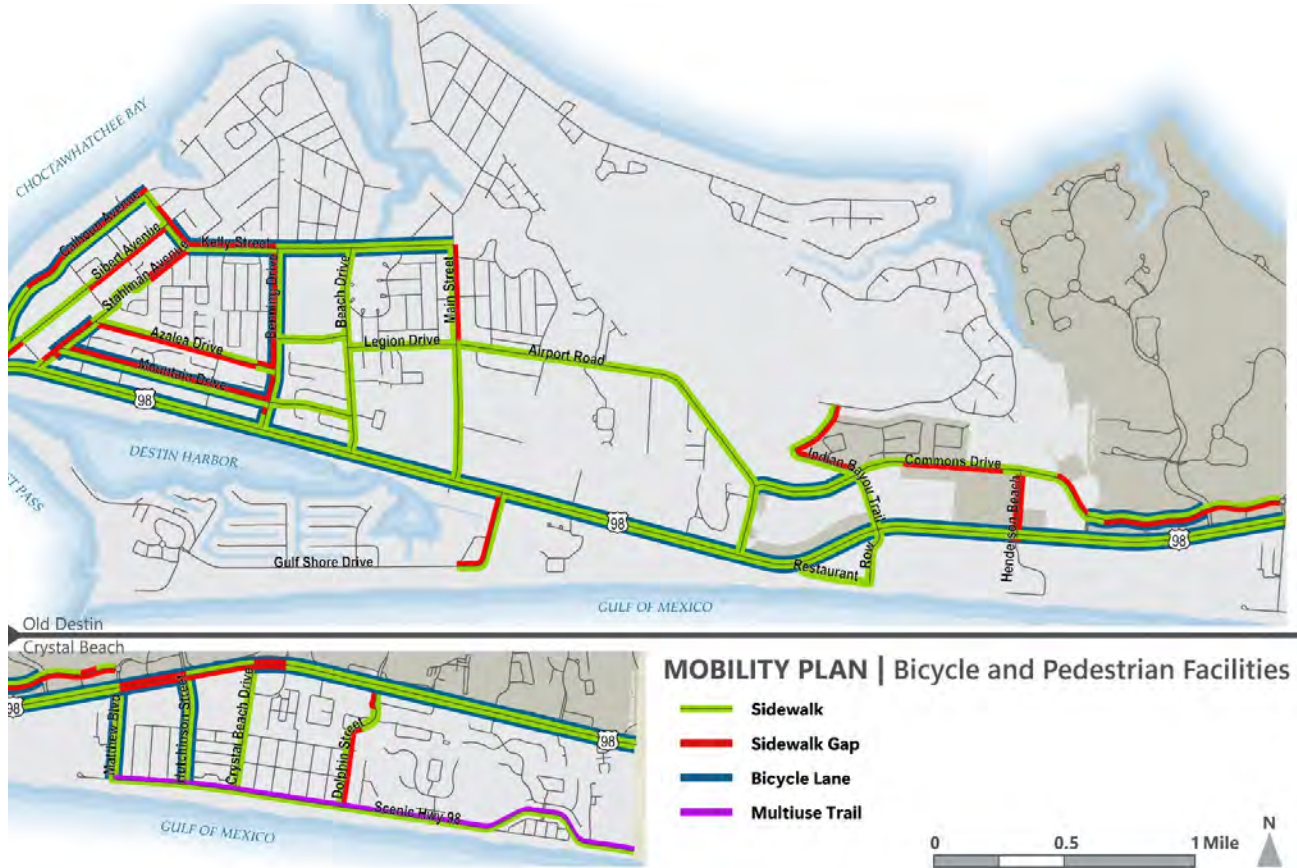
Multimodal Improvements

The City has made progress towards accommodating modes other than personal vehicles on its streets. Destin has added several linear feet to its network of sidewalks, bicycle lanes, and multi-use trails since 2006, as shown in the figure below. However, most of the network additions were built prior to 2011. Several gaps in the network remain, and the mobility plan identifies several projects for helping close them. Closing these gaps is important for achieving a truly multimodal network that gives travelers several options and reduces the amount of travel that can only be met via a personal motor vehicle trip.

Destin is well set up to support extensive bicycle and pedestrian transportation. The topography is flat and the street network is fairly well connected, allowing for more direct paths for people that are walking and biking. However, several prominent gaps exist. For example, Legion Drive and Airport Road are especially prominent gaps for bicycles, where a lack of bicycle lanes or a multi-use trail limit the opportunity to ride between the west and east sides of Destin. Sidewalk gaps are also present on Azalea Drive, Mountain Drive, and Kelly Street, which are important east-west connections; and Calhoun Avenue, which is an important north-south connection. Pedestrian and bicycle gaps in the City’s collector roadway network are summarized in the table below.

| Roadway         | Sidewalk Gap                                                    | Side  | Length |
|-----------------|-----------------------------------------------------------------|-------|--------|
| U.S. Highway 98 | Matthew Boulevard to Regions Way                                | South | 3,400  |
|                 | Matthew Boulevard to Hutchinson Street                          | North | 1,200  |
| Calhoun Avenue  | U.S. Highway 98 north 660'; Clement Taylor Park to Kelly Street | West  | 3,900  |

| Roadway              | Sidewalk Gap                                                         | Side  | Length |
|----------------------|----------------------------------------------------------------------|-------|--------|
| Sibert Avenue        | Calhoun Avenue to Zerbe Street and Forest Street to Kelly Street     | East  | 2,500  |
| Stahlman Avenue      | Pine Street to Kelly Street                                          | Both  | 2,000  |
| Mountain Drive       | Stahlman Avenue to Benning Drive                                     | North | 4,250  |
| Azalea Drive         | Stahlman Avenue to 400' west of Benning Drive                        | South | 3,300  |
|                      | 400' west of Benning Drive                                           | North | 400    |
| Kelly Street         | 360' east of Calhoun Avenue to Benning Drive                         | North | 2,750  |
| Benning Drive        | Mountain Drive to Kelly Street                                       | West  | 3,000  |
| Main Street          | Airport Road to Kelly Street                                         | East  | 1,800  |
| Gulf Shore Drive     | U.S. Highway 98 to Sandpiper Cover Drive                             | West  | 1,850  |
| Indian Bayou Trail   | Country Club Drive to Commons Drive                                  | East  | 2,600  |
| Commons Drive        | 900' east of Indian Bayou Trail to 400' west of Henderson Beach Road | South | 2,100  |
|                      | 750' east of Henderson Beach Road to Triumph Road                    | North | 1,000  |
|                      | 200' east of Triumph Road to Matthew Boulevard                       | South | 3,700  |
| Henderson Beach Road | U.S. Highway 98 to Commons Boulevard                                 | Both  | 2,000  |
| Regatta Bay Blvd     | U.S. Highway 98 south 530'                                           | West  | 530    |
| Dolphin Street       | 250' north of Scenic Highway 98 to 850' south of U.S. Highway 98     | East  | 1,650  |



## Transit

Transit is an important part of the transportation mix in Destin, especially for people working in the City's service industries and commuting from outside Destin. However, transit ridership has been declining steadily in the region since 2013, and dropped massively during the COVID pandemic. There are several potential causes for this decline, described later in this section. Transit in Destin is unlikely to peel away many travelers from other modes. The City does not have the type of urban form – mix of uses at a high density - that is conducive to extensive transit use. But the travel mode will continue to play an important role, particularly for lower to middle wage workers that lack other reliable forms of transportation and are commuting in from neighboring communities.

Bus transit can also help the City optimize its parking supply by bringing in workers that do not require a parking space, and helping people park once and explore the community by a combination of foot and transit, using a trolley-like service. But generally speaking the number of people that use transit is likely to remain small unless unforeseen circumstances cause people to choose it more often for their trips.

## Governance

The Okaloosa County Board of County Commissioners (BCC) serves as the Community Transportation Coordinator (CTC) for the County and operates fixed and demand response services as Emerald Coast (EC) Rider through the Okaloosa County Transit Cooperative. EC Rider provides services for Fort Walton Beach, Crestview, Okaloosa Island, and Destin/South Walton and is operated by MV Transportation, Inc.

The Okaloosa Transit Cooperative (Co-op) was created under a Memorandum of Agreement (MOA) between Okaloosa County and participating jurisdictions, including Cinco Bayou, Crestview, Destin, Fort Walton Beach, and Niceville. Its purpose is to foster cooperation among the County and participating municipalities in the coordination of fixed-route transit service and formulate and implement consistent plans, programs, policies, and procedures in the operation, maintenance, and development of transit service throughout the legal service areas of the participating jurisdictions.

The Co-op is responsible for the operation of the public transit system and recommends changes to the BCC regarding routes, stops, or other components of the fixed-route system. The Okaloosa County Local Coordinating Board was created in 1989 and includes 18 state agencies and community representatives of the transportation disadvantaged population. Its role is to identify local service needs and to provide information, advice, and direction to the CTC.



Fare Structure

EC Rider offers reduced fare options for elderly and disabled riders. Riders must apply and be approved for these reduced fares. If not approved, riders must pay the standard fare. Children 36” or shorter ride free with a paying adult.

For riders that use EC Rider at least three days per week, the agency will provide up to four free rides from work to home per year in the event of an emergency.

Fixed Route Fares

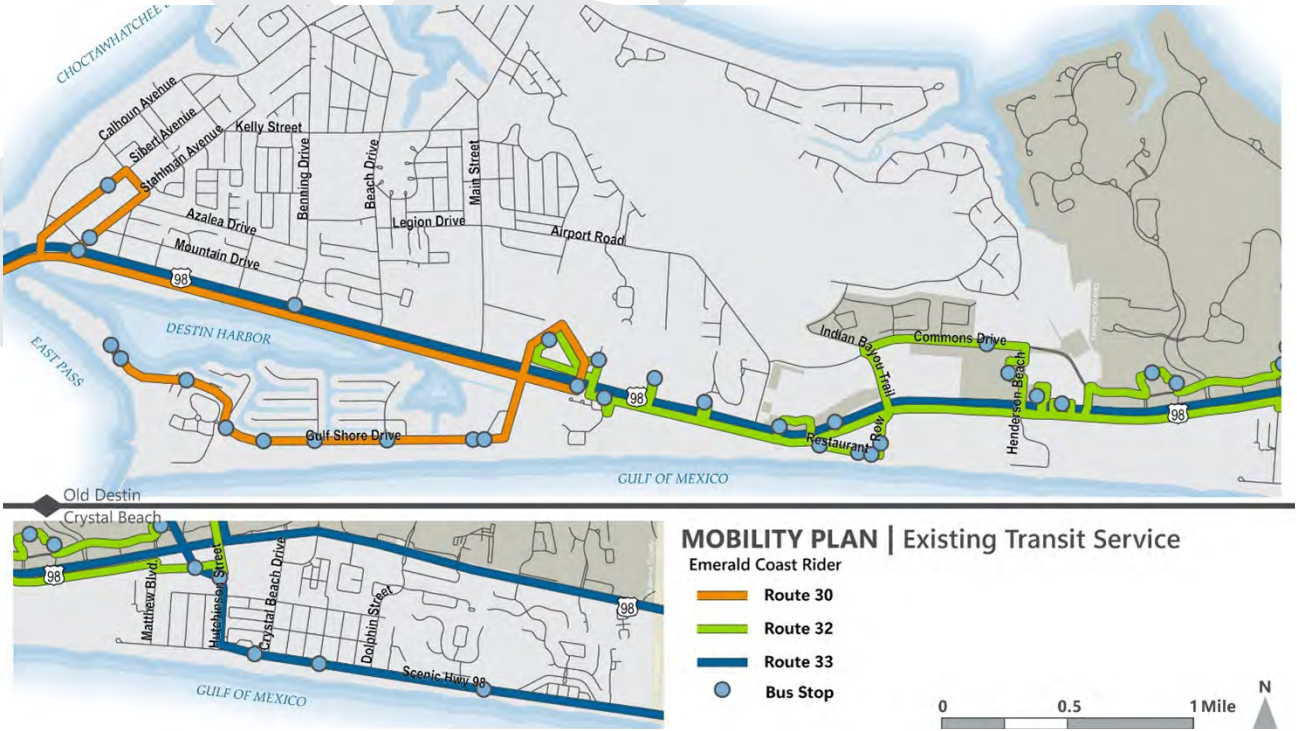
|                                                                                                                                                                              |         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 31 Day Pass                                                                                                                                                                  | \$40.00 |
| 31 Day Reduced Pass*                                                                                                                                                         | \$20.00 |
| 31 Day Express’                                                                                                                                                              | \$50.00 |
| 31 Day Reduced Express* ’                                                                                                                                                    | \$25.00 |
| 15 Day Pass                                                                                                                                                                  | \$20.00 |
| 15 Day Reduced*                                                                                                                                                              | \$10.00 |
| All Day Pass                                                                                                                                                                 | \$4.00  |
| All Day Reduced*                                                                                                                                                             | \$2.00  |
| Single Ride                                                                                                                                                                  | \$2.00  |
| Single Reduced Ride*                                                                                                                                                         | \$1.00  |
| Single Express Ride’                                                                                                                                                         | \$3.00  |
| Single Reduced Express*’                                                                                                                                                     | \$2.00  |
| Transfer                                                                                                                                                                     | Free    |
| Paratransit to Fixed Route                                                                                                                                                   | \$1.00  |
| * Disabled riders are eligible for a Reduced Fare with a valid EC Rider Reduced Fare ID card. MEDICARE cards will also be accepted as proof of eligibility for Reduced Fare. |         |
| ’ Currently, there is no express bus service to/from Destin                                                                                                                  |         |

Fixed Routes

There are currently three fixed routes that serve the City of Destin.

- **Route 30: Destin Connector (Okaloosa Island—Destin):** Connects Destin with Okaloosa Island via U.S. 98. The route has 15 stops, 13 of which are within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides a connection with Route 20 from Okaloosa Island to Fort Walton Beach at its western terminus and Route 32 in Destin.
- **Route 32: Destin East (Local):** Provides local service within the City of Destin primarily via U.S. 98 between Gulf Shore Drive and Mid-Bay Bridge Road. The route has 25 stops, all within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides connections to Route 30 at the west end of the route and Route 33 at the east end.
- **Route 33: Crystal Beach (Destin—Miramar Beach):** Connects Destin with Miramar Beach via U.S. 98 and Scenic Highway 98. The route has 8 stops, 7 of which are within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides a connection with Route 32 in Destin.

These three routes connect at designated stops and transfers are included in a trip’s fare. EC Rider has three transfer locations within Destin – 98 Palms Plaza, Crystal Beach Plaza, and Holiday Inn Express & Suites. There is also one transfer location just outside of the City limits – The Shoppes at Paradise Key. Service is generally available Monday through Friday 8:00 am to 7:00 pm year-round (excluding major holidays). The frequency of service differs, with more frequent service (20-minute headways) in the summer (Memorial Day through Labor Day) than the winter (45-minute headways).



Demand Response Service

EC Rider provides door-to-door Dial-A-Ride paratransit service to Okaloosa County residents unable to access the system’s fixed-route service. The cost of this service is based on distance traveled. Reservations are required, and can be made up to seven days in advance but no later than 1:00 PM the day before requested travel. This demand response service operates Monday through Friday from 4:00 AM to 8:00 PM, Saturday from 4:00 AM to 7:00 PM, and Sunday from 5:00 AM to noon.

Several agencies sponsor client transportation needs and pay all or most of the cost. The Florida Commission for the Transportation Disadvantaged provides cost-sharing assistance for individuals who are not sponsored and meet eligibility criteria. EC Rider also offers reduced fare options for elderly and disabled riders. Riders must apply and be approved for these reduced fares. Otherwise the fares vary between \$2 and \$3 per ride. The private pay rate is \$2.40 per mile.

Planned Future Fixed Route Service Improvements

Recommended transit improvements are included in the most recent Transit Development Plan adopted by Okaloosa County in July 2022. The TDP articulates goals and objectives that set the framework for EC Transit to meet community needs by: documenting the existing conditions as they relate to transit ridership and operations; identifying transit demand, mobility needs, and service and capital requirements, and; providing an estimate of operating/ capital expenditures and revenue sources to facilitate implementation. The improvements support EC Transit’s five goals for transit service:

- 1. Effectively improve transit awareness and support
- 2. Maximize the performance and quality of the EC Rider system
- 3. Forge relationships with key regional partners and stakeholders
- 4. Expand the EC Rider system to provide new connections
- 5. Pursue capital improvements and innovative technology

EC Rider studied several factors that indicate a propensity for people to use transit. The data indicate that Destin has low to moderate propensity for transit use, lagging places such as Fort Walton Beach and Crestview. However, the City also has many service industry jobs, some of which are filled by people living outside of Destin. The transit services along U.S. 98 help some of these workers reach their jobs. One of the challenges identified



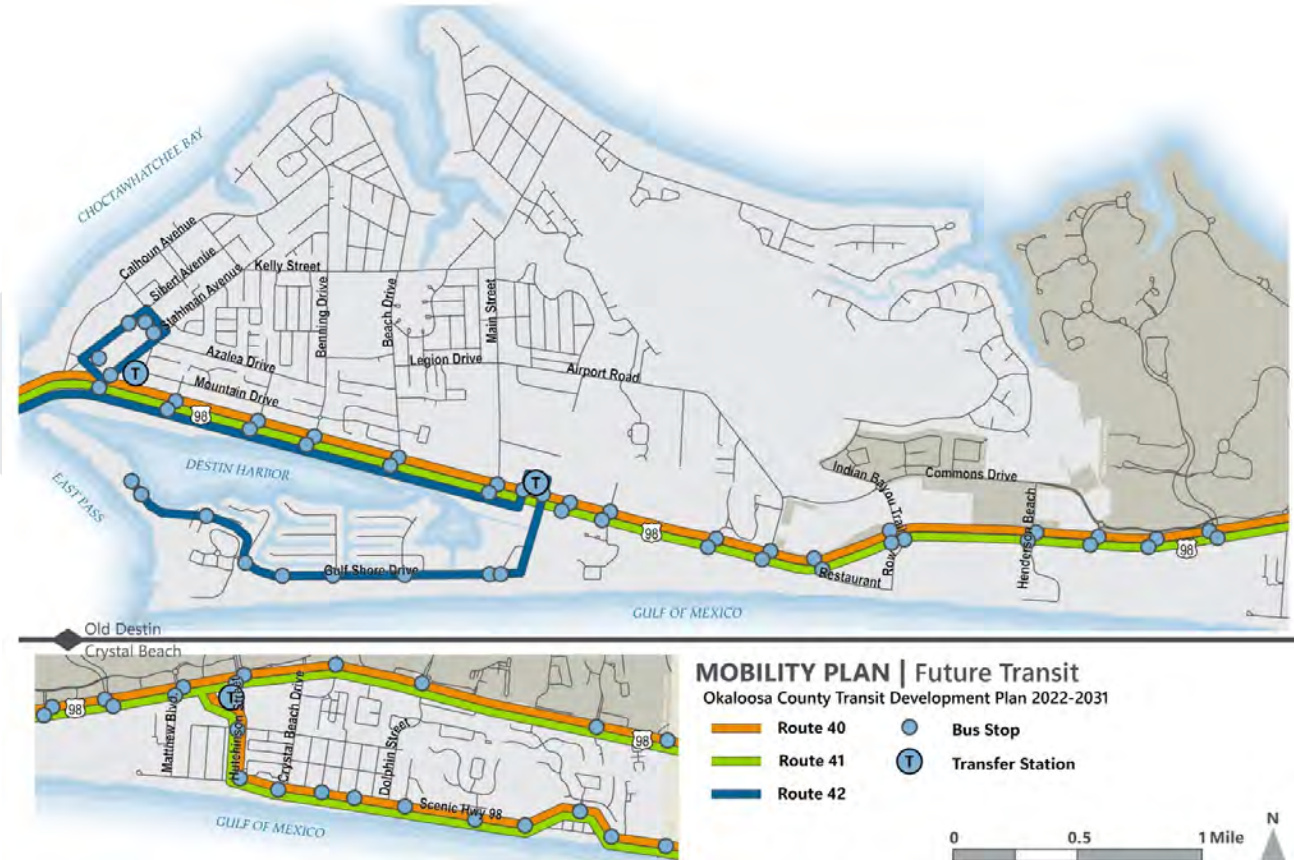
Figure 1 - Existing Transit Service and 1/4 Mile Walkshed

in the plan for these transit riders is “first mile/last mile connectivity.” Using transit in Destin is likely to require riders to cross U.S. 98 on foot once per day, which can be difficult due to the traffic volumes and speeds.

EC Rider’s 10-year Transit Development Plan includes the following proposals that would affect transit service in Destin:

- Replace the “Beach Routes” 20, 30, 32, and 33 with new Routes 40, 41, and 42, which will reduce the number of transfers required to traverse U.S. 98, increase bus stops, and streamline routing (see the map below). This change is expected to more than double ridership in 2031 relative to a “no-build” scenario where the routes are unchanged. This improvement is scheduled for 2024.
- Add a new Crestview to Destin Commons route via the FL-293 bridge. The northern terminus would be where FL-85 meets Airport Road, and the route would serve Crestview’s Main Street, City Hall, and Northwest Florida State College (NWFSC) following the path of Route 14.
- Upgrade Saturday service by running all routes at the same frequency as the same service levels as weekdays. The proposed implementation year is 2027.
- Increase evening service by adding one full cycle to the existing span on weekdays for all routes.

The plan also recommends land use and urban design strategies to support more transit use, such as mixed use development in close proximity to bus stations

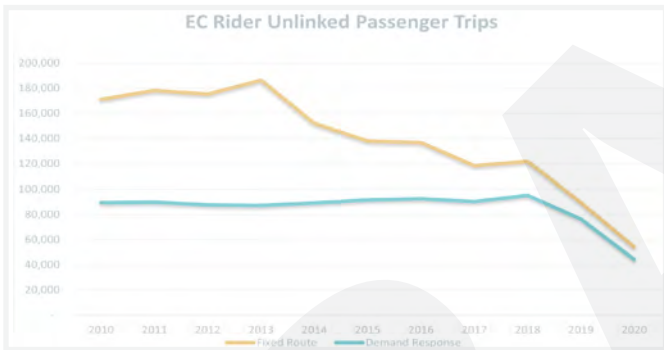


Park and Ride

There is one designated park and ride lot within the City of Destin on Legendary Drive at the Destin Commons shopping center. Destin has four other park and ride lots in the Harbor District where people can park and access an EC Transit service. These are the Destin Community Center, Destin Library, Marler Street, and Zerbe Street.

Performance

In 2020, EC Rider operated 32 demand response and 10 fixed transit vehicles during peak periods. Within the calendar year the service provided 54,130 fixed route passenger trips and 44,430 demand response trips, with 350,560 fixed route revenue miles and 560,710 demand response revenue miles.

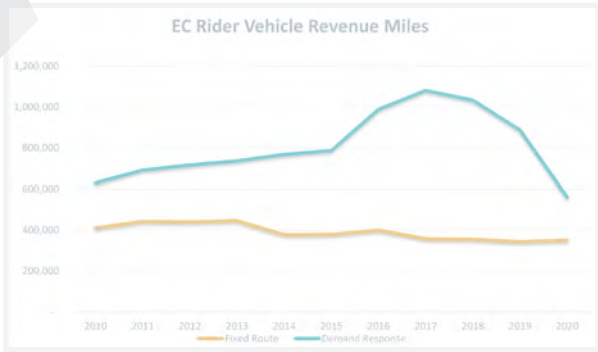


Unlinked Passenger Trips

Throughout the past decade, passenger trips have declined with annual fixed-route trips peaking in 2013 (~186,000) to a low in 2020 (~54,000). Annual demand response ridership remained steady up to 2018 (~95,000) when it began to decline in 2019 (~76,000) and 2020 (~44,000).

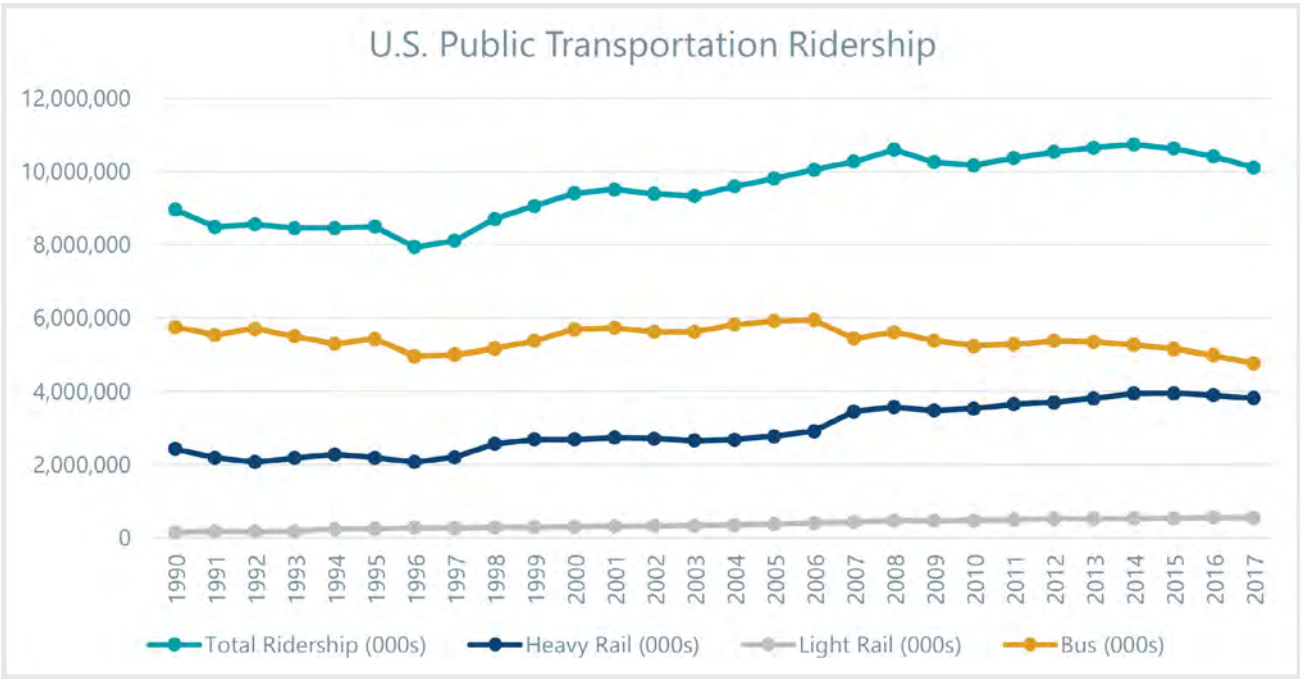
Vehicle Revenue Miles

Fixed route vehicle revenue miles remained relatively consistent throughout the decade between 2010 and 2020, with demand response vehicle revenue miles dropping in response to decreased ridership.



Factors Affecting Transit Ridership

Transit ridership in Destin and the communities serviced by EC Transit reflect broader trends in transit use across the country. The COVID pandemic exacerbated these trends, causing ridership levels to plummet. Transit use is far shy of its pre-COVID levels, even while other modes of transportation have bounced back. This points to a potentially bleak future for transit outside of the major metropolitan areas where it is essential. But transit remains an important part of the transportation mix in Destin and elsewhere. Many people rely on it for travel to and from work. This section outlines some of the causes of ridership decline, looking at data from across the country in the absence of local research on the topic.



Since 1990 (according to the American Public Transportation Association - APTA), nationwide transit ridership peaked in 2014 and has declined every year since. This downturn looks to have different root causes than previous downturns, which coincided with major national economic downturns. Among the most discussed root causes are income improvements and the emergence of ride-hailing services. If transit ridership in Destin is to improve, addressing these causes must be part of the discussion.

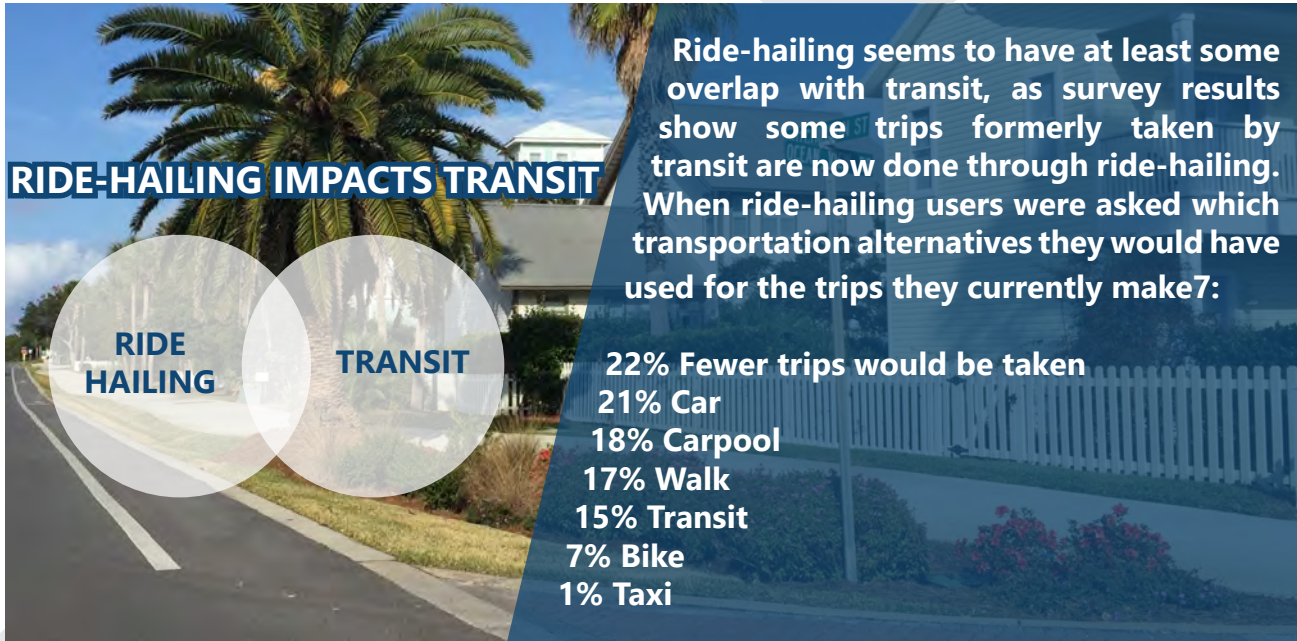
Real Income

Real per capita disposable income (inflation adjusted) rose nearly \$4,000 from 2013 to 2017 after a half-decade of stagnation. This is a more robust growth rate than any time in the previous 30 years. There have been improvements in employment rates over the same period, which are generally associated with ridership improvements. However, improvements in real per capita income are allowing former transit riders to have increased access to non-transit modes, which is mitigating to some extent the transit ridership boost from economic activity. Trends in vehicle miles of travel (VMT) support this hypothesis, as after nearly a decade of declining or steady total VMT, travel has been increasing again since 2013 .

Ride-Hailing Services

Ride-hailing services such as Uber, Lyft, and others are transforming transportation throughout the United States. With ride-hailing's surge in availability and ridership being a relatively recent phenomenon, there is little information on the impacts ride-hailing has on public transportation. The largest study to date on ride-hailing's impact on transportation behavior

found the majority of ride-hailing service users did not have any change in transit use after adopting ride-hailing as a mode choice . A minority of respondents reported change in transit use after adopting ride-hailing. The overall change in behavior was limited but showed declines for the primary transit modes and technologies. For those with a change in transit use, bus use declined 6% and light rail use declined 3% while commuter rail increased by 3%. These findings, along with demographic data on ride-hailers (who are generally more affluent and own more cars than transit users as a whole) suggest ride-hailing users and transit users have only modest overlaps, and ride-hailing replaces transit in only certain circumstances. Results from the same research showed ride-hailing is a substitute for travel for all the primary modes of surface transportation, including for local and regional trips (see graphic on the right). Other surveys of ride-hailing customers have found one-quarter to one-half of riders would have otherwise traveled via public transportation for their trip and understanding this dynamic within each region would require additional study.



Other studies pertaining to ride-hailing and public transportation found more mixed results. A Pew Research Center study found frequent ride-hailing users are less likely than other Americans to own a car – but also rely heavily on a range of other transportation options, suggesting ride-hailing and transit are mutually beneficial as ride-hailers abandon cars and add transit as a travel mode . This is corroborated by an APTA report noting ride-hailing services often see service demand in the 10 PM – 4 AM time period when public transit is infrequent or unavailable, furthering the complementary nature of the service . Conversely, a study focused on mobility in New York City noted during 2015 and 2016 when ride-hailing services expanded substantially in New York, bus ridership declined both years while subway ridership declined sharply from 2015 to 2016 . Looking more closely at the types of trips taken via ride-hailing services, the number of trips under 3 miles were effectively unchanged from 2013 to 2016, while the number of trips above 3 miles and particularly longer than 5 miles grew exponentially.



Other Possible Causes of Transit Ridership Decline

There is less research on other root causes of ridership decline, but other possibilities have been discussed.

Regional growth and urban settlement patterns

Regional growth patterns and low-income household settlement patterns have changed significantly over the past several decades. All of the major regions of the country have seen urban footprints grow significantly, even those not seeing significant increases in population. Transit coverage has not been able to keep up with the expanding geography of urban areas. Transit systems for the most part have not expanded, changed their service delivery model, or added routes to adequately serve developing areas. Many systems cover areas substantially the same as they have been for decades. The reasons for this are complex, but the limitations can mostly be explained by lack of funding, lack of understanding of benefits of different service delivery models, lack of ability or regional will to expand transit systems across jurisdictional lines, and lack of rationale for serving suburban and exurban areas not designed to support transit – either in transportation infrastructure or physical development. In addition to the challenges of serving most newly developed areas with transit, there is the challenge of serving the older, inner ring suburbs first built in the 1950s, 1960s and 1970s. Some of these neighborhoods have transitioned from lower-middle to middle income neighborhoods into low-income neighborhoods where a higher percentage of the population have transit needs or a propensity to ride transit. This same demographic shift has been seen in the mill villages and industry-oriented neighborhoods of North Carolina. These were designed around walking to work and getting goods and services in the neighborhood or nearby downtowns. The current day residents of these neighborhoods seek employment and services outside of the neighborhood. They are potential transit riders, but the design of their communities, and lack of transit therein, is not helping to grow transit ridership.



Demographics

Some have suggested changing demographics have been a part of ridership decline. For instance, per Census data, immigrant workers are more likely to commute via transit than native-born workers, and the longer an immigrant stays in the U.S., the less likely they are to use transit. As immigration rates decline, so too would transit ridership . Similarly, there might be transit commuter ridership losses due to baby-boomers aging out of the workforce.

Housing Displacement of Lower Income Transit Riders

America’s cities are getting more expensive, and it may be lower income transit riders are being priced out of neighborhoods with transit. The following table shows growth in rent from 2010-2016 for three types of areas within North Carolina: Census tracts in counties without fixed route transit, tracts adjacent to fixed route transit, and tracts in counties served by fixed route transit, not adjacent to transit.

| Areas                             | Counts of Tracts | Average of 2010 rent | Average of 2016 rent | Average Percent Change in Rent |
|-----------------------------------|------------------|----------------------|----------------------|--------------------------------|
| No Fixed Route Transit in County  | 880              | \$476.95             | \$546.79             | 14.6%                          |
| Counties with Fixed Route Transit | 1214             | \$639.24             | \$737.43             | 15.4%                          |
| Adjacent to Transit               | 753              | \$661.99             | \$769.79             | 16.3%                          |
| Not Adjacent to Transit           | 461              | \$602.08             | \$684.56             | 13.7%                          |
| Grand Total                       | 2094             | \$571.04             | \$657.31             | 15.1%                          |



Retail Trends

Electronic commerce is likely influencing transit ridership, especially among transit-dependent populations. E-commerce retail sales have grown from approximately \$40 billion per quarter in 2010 to over \$120 billion per quarter in 2018 . Shoppers are likely making fewer trips to brick and mortar establishments. There has also been a notable decline in the growth rate of retail employment starting in 2016 after several years of strong growth in the wake of the Great Recession’s peak effect .

Other

Additionally, changes in congestion levels, lack of planning for faster transit in congested corridors, cross jurisdictional travel required due to lack of affordable housing closer to the jobs, changes in fuel prices, slowdowns in transit service expansions, changes in car ownership rates, increases in telecommuting, and new bicycle and pedestrian infrastructure also play roles in the level of transit ridership.

4.5 SAFETY

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SAFETY

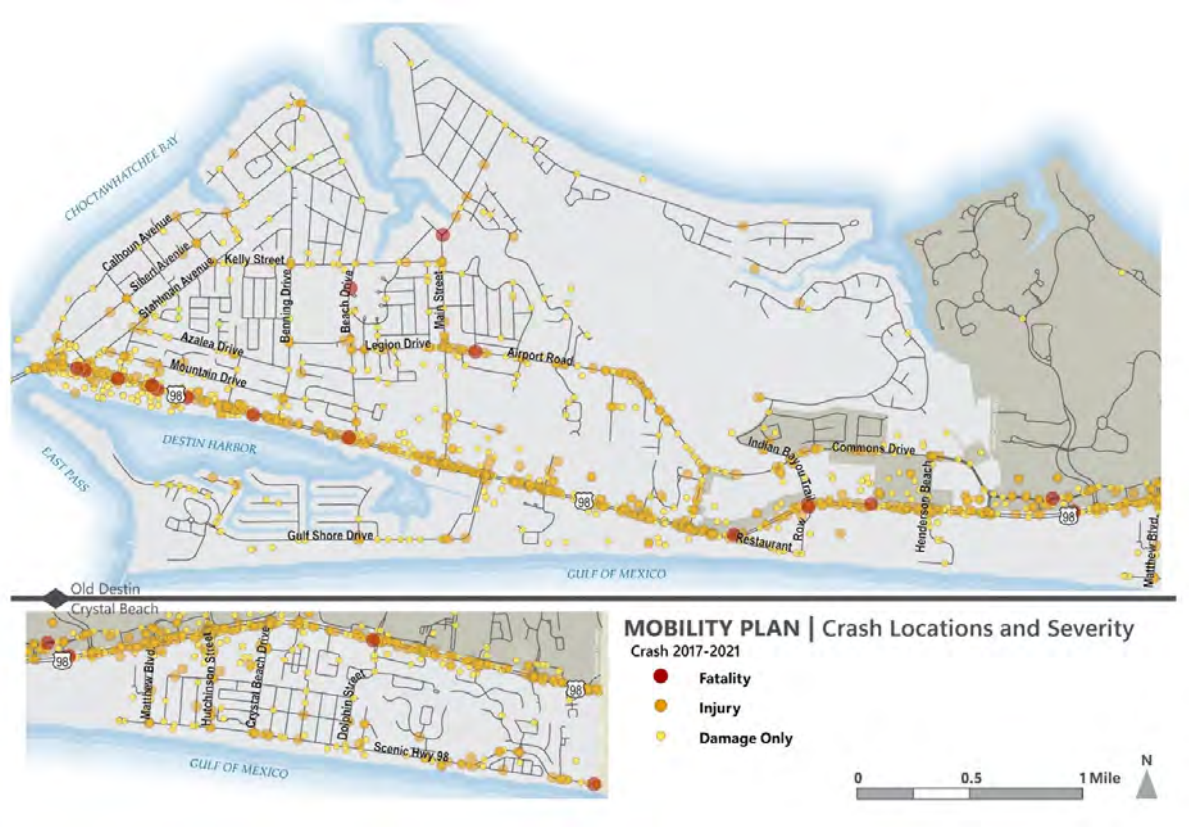
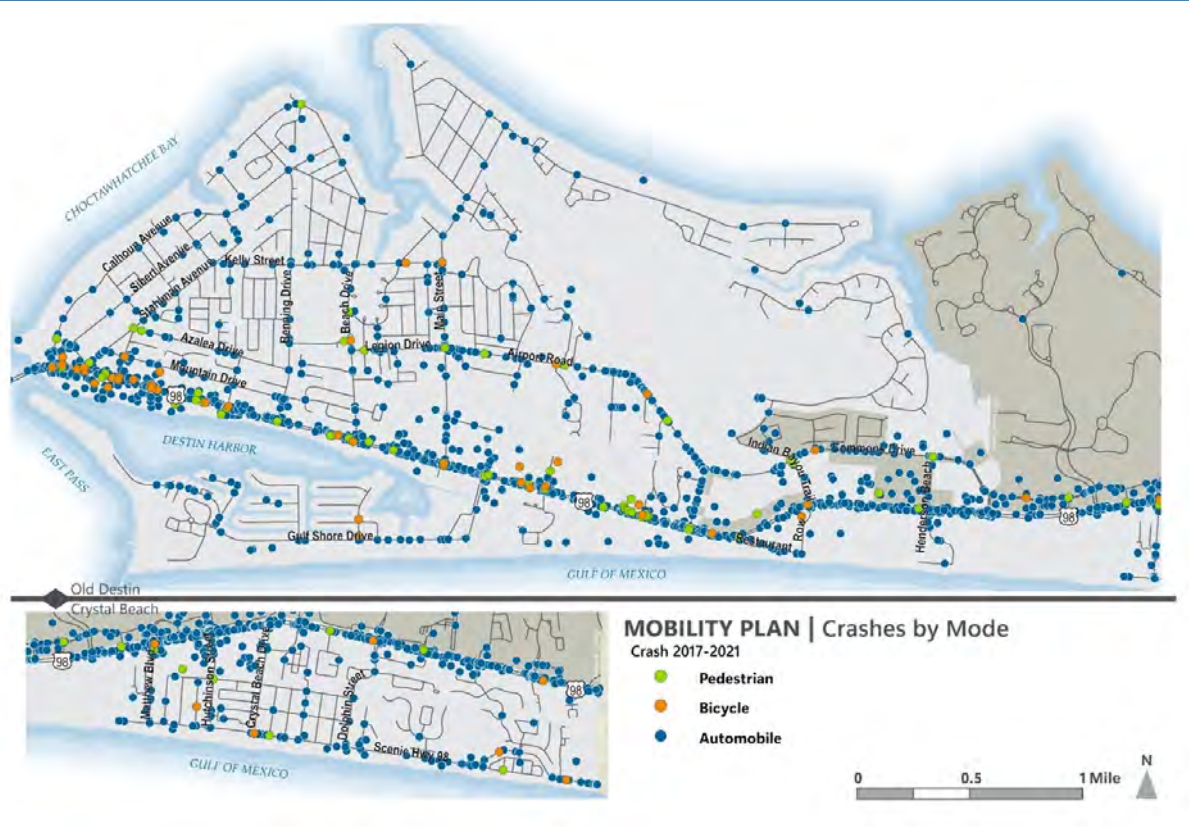
The COVID pandemic brought a brief reduction in crashes in Destin and statewide related to the drop in vehicle miles traveled during the pandemic. Crashes increased in 2021 and continue to be a significant issue in the region. Serious crashes in Destin involving a fatality or serious injury are heavily concentrated on the U.S. 98 corridor. The roughly one mile stretch from the bridge to Beach Drive especially stands out. U.S. 98 also has many of the City’s crashes involving pedestrian and bicyclists. Creating safer crossings of this major arterial for residents and tourists that want to access the destinations south of U.S. 98 is an important priority. The streets that will comprise the crosstown connector also have significant clusters of serious crashes, which should be considered as the connector is designed and improved. While the location of crashes is known and mapped on the following pages, more data is needed to identify and prioritize interventions. Safety is increasingly a top concern and priority of the U.S. DOT, creating an opportunity for the City to plan and set itself up for federal funds to address safety issues.

Findings and Implications at a Glance

- This section presents safety and crash data that point to several key issues that will inform the recommendations of the mobility plan:
- U.S. 98 has several areas with crash clusters that are related to conflicts among the various users of the roadway; roadway design can help improve this situation.
  - Collector roadways serving neighborhoods also have concentrations of crashes related to speed and design.
  - Data driven assessment is needed to identify and prioritize interventions for safety.
  - It is important that the assessment result in attainable goals that can be tracked and actively implemented.
  - New federal planning and implementation programs provide funds directly to local governments to address roadway safety issues; this is something for Destin to consider as a way of identifying and implementing safety projects.

Crashes

The maps below show the locations for crashes between 2017 and 2021. U.S. 98 and some of the facilities that comprise the Crosstown Connector - specifically Legion Drive and Airport Road – have high numbers of crashes. Fatalities were especially concentrated on the western and eastern ends of U.S. 98. The speed and amount of travel likely contributed to these areas having concentrations of crashes resulting in a serious injury or fatality.



# Crash Trends

## State and County Trends

The COVID pandemic briefly reduced crashes as many people stayed home for significant portions of 2020. However, recent data show that crashes have picked back up since 2021. The national trend in crashes is upward, with fatalities reaching new highs in recent years. The data below show the trends in Florida, which mirror national trends. Especially disconcerting has been the significant increase in pedestrian and bicyclist fatalities.

- Total crashes decreased from 2019 to 2020 as did Vehicle Miles Traveled (VMT) within the County.
- Total crashes decreased 15% statewide and 14% within the county, while countywide VMT decreased 7.3% from 2019 to 2020.
- Total crashes increased 4.3% statewide and 1.9% countywide in 2021 as of 11/30/2021.



Crashes in Florida

| Year | Total Crashes | Total Fatalities | Motorcycle Fatalities | Pedestrian Fatalities | Bicyclists Fatalities | Impaired Driving Fatalities |
|------|---------------|------------------|-----------------------|-----------------------|-----------------------|-----------------------------|
| 2016 | 395,785       | 3,176            | 515                   | 653                   | 140                   | 901                         |
| 2017 | 402,385       | 3,116            | 515                   | 654                   | 128                   | 834                         |
| 2018 | 403,626       | 3,135            | 531                   | 720                   | 160                   | 1,020                       |
| 2019 | 401,867       | 3,185            | 550                   | 734                   | 156                   | 1,101                       |
| 2020 | 341,399       | 3,332            | 552                   | 715                   | 169                   | 1,096                       |
| 2021 | 401,496       | 3,731            | 620                   | 831                   | 195                   | 1,179                       |

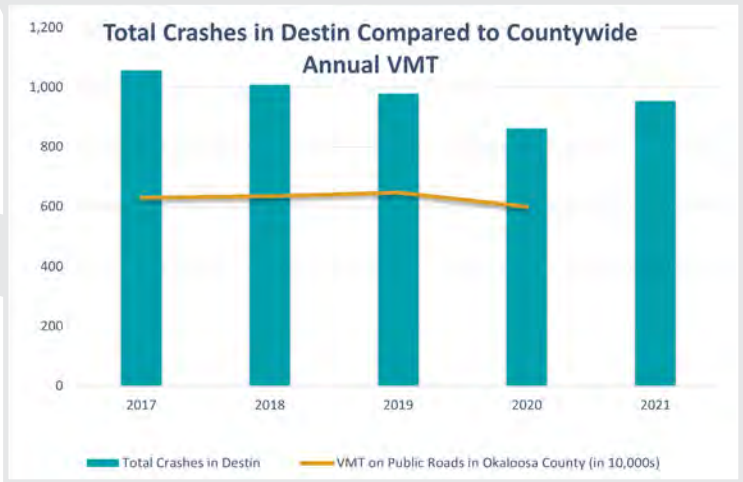
Crashes in Okaloosa County

| Year | Total Crashes | Total Fatalities | Motorcycle Fatalities | Pedestrian Fatalities | Bicyclists Fatalities | Impaired Driving Fatalities |
|------|---------------|------------------|-----------------------|-----------------------|-----------------------|-----------------------------|
| 2016 | 3,214         | 21               | 1                     | 8                     | -                     | 4                           |
| 2017 | 3,527         | 32               | 6                     | 7                     | 2                     | 6                           |
| 2018 | 3,532         | 27               | 4                     | 6                     | 1                     | 11                          |
| 2019 | 3,576         | 39               | 9                     | 3                     | 2                     | 8                           |
| 2020 | 3,075         | 45               | 6                     | 13                    | 2                     | 5                           |
| 2021 | 3,716         | 42               | 13                    | 9                     | 2                     | 5                           |

Destin Trends

The trendline for Destin has bucked the state and national trends, with crashes declining heading into the 2020 pandemic. The 2020 and 2021 data must be taken with a grain of salt, as VMT and travel behavior changed substantially during the pandemic and coming out of it in 2021. It will be important to carefully study 2022 data as it becomes available to decipher whether the 2017-2019 trendline has continued its downward trajectory or increased similar to other parts of the state and country.

- Destin crashes had been declining but increased in 2021 (compared to 2020).
- Total 2021 crashes (954) was a reduction from (pre-pandemic) 2019 crashes (978).

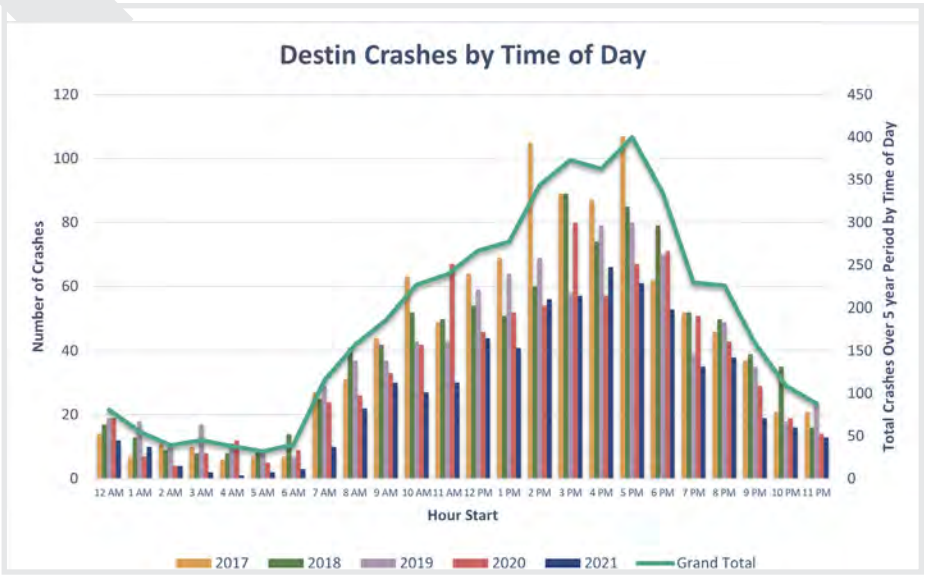


Crashes in Okaloosa County

| Year | Annual VMT in County | % VMT Change | Total Crashes in Destin | % Crash Change |
|------|----------------------|--------------|-------------------------|----------------|
| 2016 | 6,104,353            |              |                         |                |
| 2017 | 6,294,202            | 3.1%         | 1,057                   |                |
| 2018 | 6,344,696            | 0.8%         | 1,009                   | -4.5%          |
| 2019 | 6,464,132            | 1.9%         | 978                     | -3.1%          |
| 2020 | 5,990,682            | -7.3%        | 862                     | -11.9%         |
| 2021 |                      |              | 954                     | 10.7%          |

Prior to 2020, the number of crashes was decreasing while VMT was increasing. This is a counterintuitive trend that has several potential explanations. First, the project to widen U.S. 98 east of Airport Road had the effect of calming traffic temporarily and may have contributed to a reduction in crashes. Congestion in general can have the effect of slowing traffic and reducing the severity of crashes. Vehicle technology may also be a contributing factor. Newer vehicles typically come with technologies aimed at improving safety such as automatic emergency braking, blind spot detection, and driver monitoring systems. Whatever the causes for this trend, it is not safe to assume travel and crashes will diverge. Roadways across the country still have an unacceptable level of severe and fatal crashes. Technology can help improve the situation, but so can community and roadway design. As the projects recommended in this plan are implemented it is important to view each as an opportunity to enhance safety and continue to trend of fewer crashes.

Destin’s daily crash pattern remained fairly steady between 2017 and 2021. Crashes most frequently occur during the afternoon and early evening before dropping after 7:00 PM.



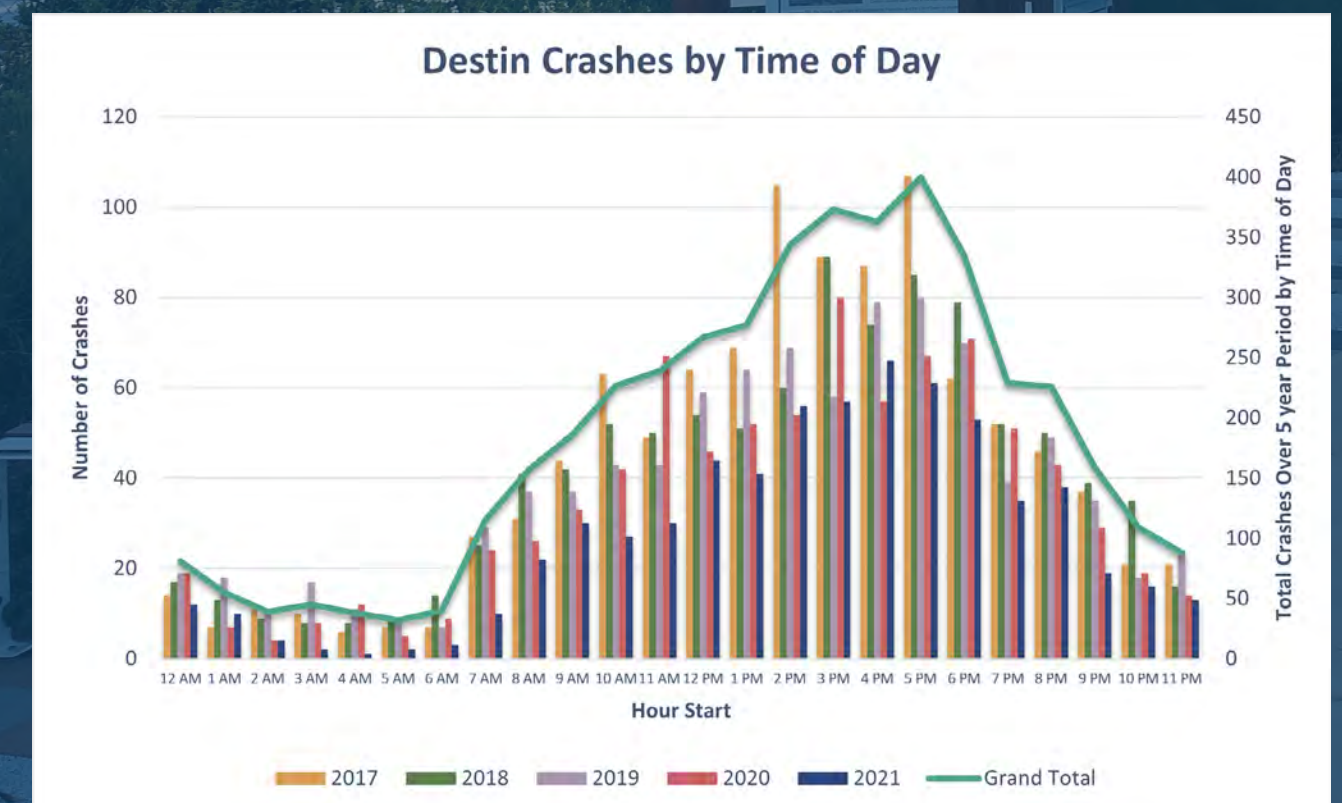
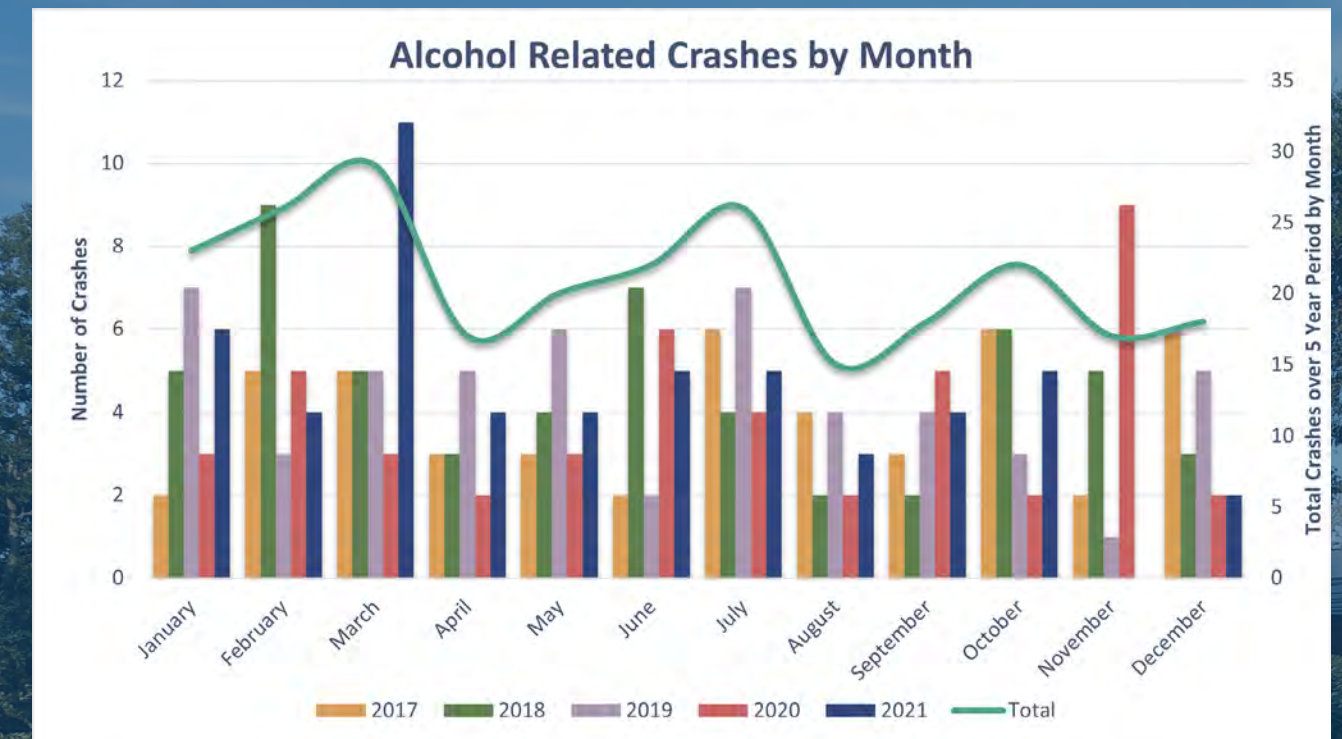
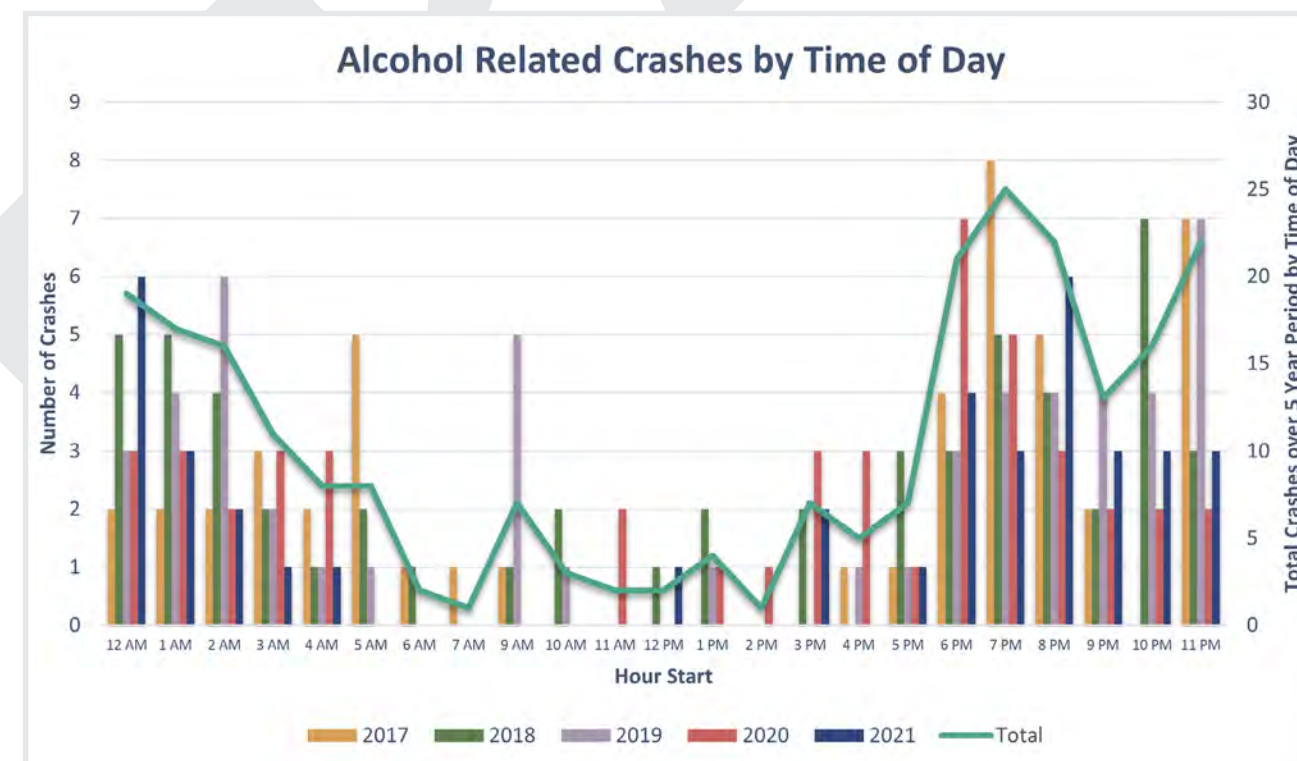


## Alcohol-Related and Distracted Driver Crashes

Alcohol is a significant factor in many crashes and especially serious crashes resulting in a fatality or serious injury. These crashes peak between between 6 and 8 PM and in the overnight hours (11 PM to 1 AM). Very few alcohol-related crashes occur between 6 AM and 4 PM. Destin also shows a seasonality to these types of crashes; they have typically peaked in March, July, and October over the past 5 years.

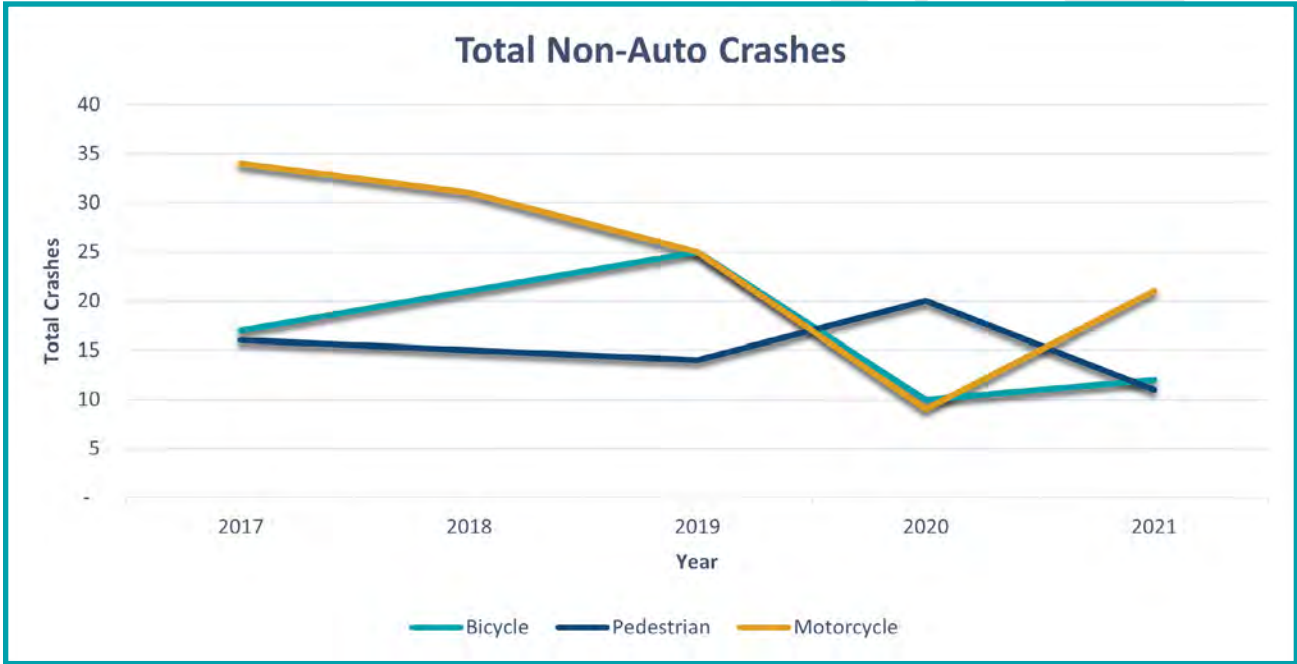
Distracted driving has become an urgent concern in recent years. These crashes occur with the greatest frequency in the early afternoon to evening hours (2 to 6 PM) with fewer occurring overnight or in the morning.

Data for Okaloosa County show an increase in alcohol-related crashes between 2019 and 2021. Countywide there were 55 alcohol-related crashes in 2019, 77 in 2020, and 83 in 2021. Serious injuries resulting from alcohol-related crashes doubled between 2019 and 2021.

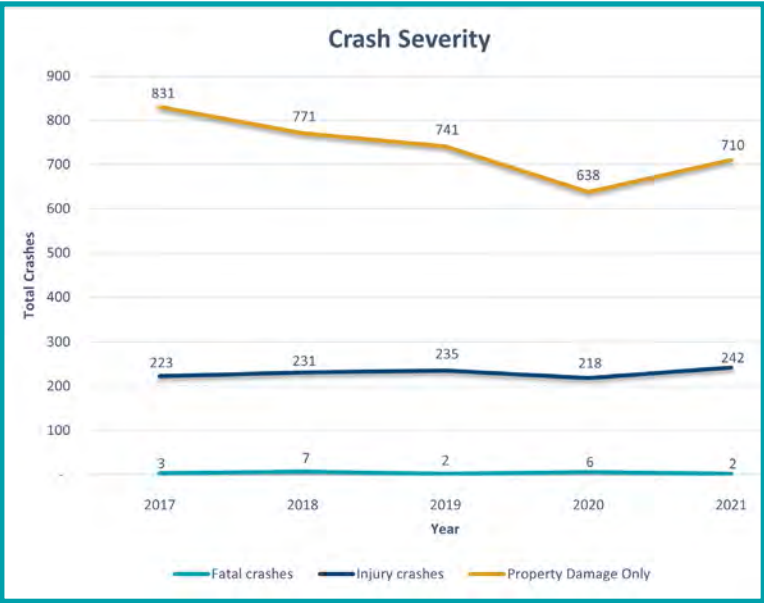


Crash Type and Crash Severity

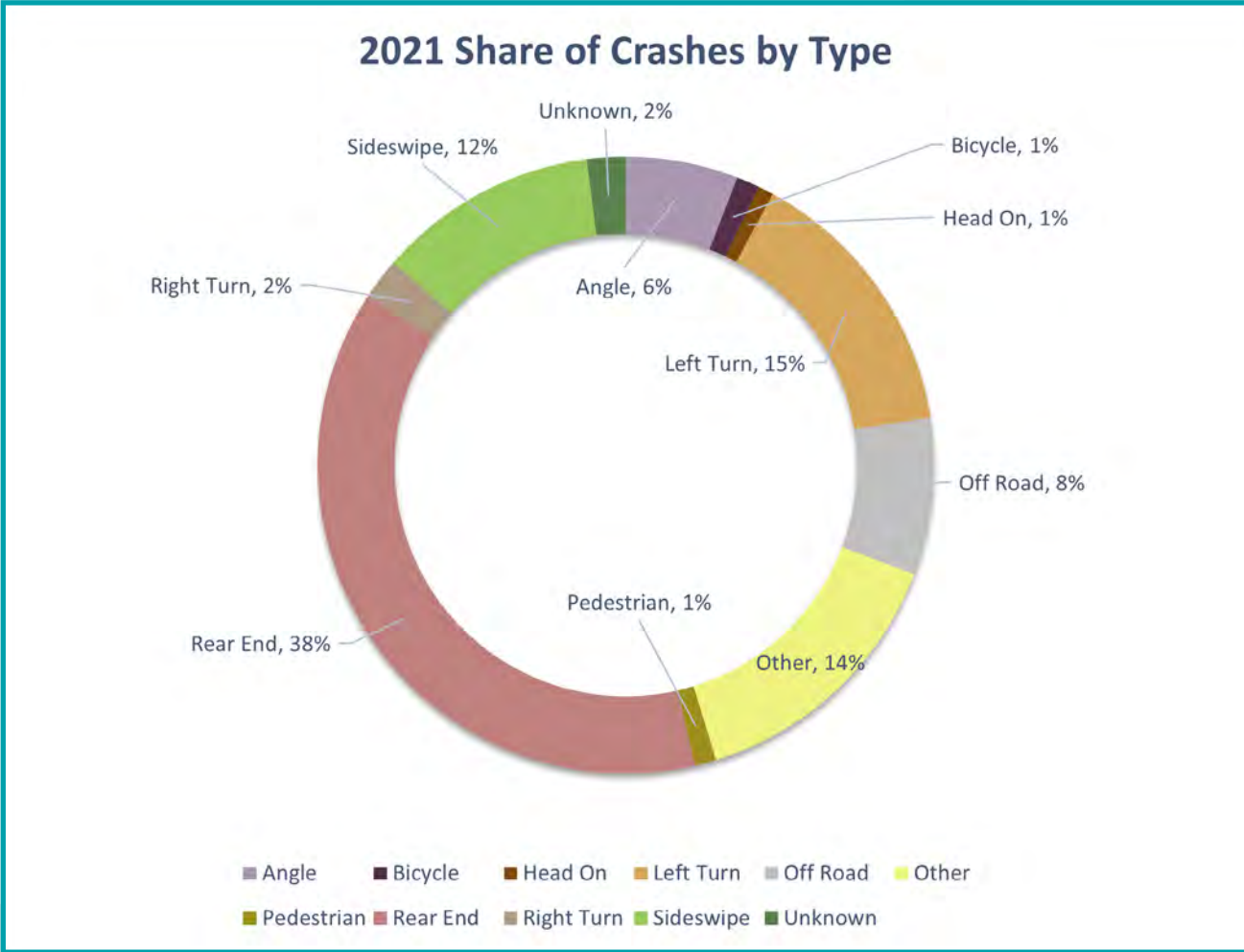
Non-auto crashes happen with greater frequency in Florida than much of the nation. This may be due in part to the climate, tourism, relatively flat terrain, and high concentration of older retirees in the state. Roadway design is also an important factor. Destin, like most Florida cities, has experienced many crashes involving pedestrians, bicyclists, and motorcycles. While these crashes have declined in absolute numbers since 2017, the pandemic is a confounding event that makes it difficult to know the true trend. As with auto crashes, it will be important to closely study the 2022 data to see if these crash types are truly declining.



The chart below shows the total number of crashes in Destin and if they involved fatalities, injuries, or property damage only. In some instances, a crash may have more than one fatality or injury. The overall trend line has been downward to crashes. However both injury crashes and property damage only crashes have increased since their 2020 pandemic-induced lull. Fatal crashes are too infrequent to draw any significant conclusions; they have been fairly flat since 2017 with upticks in 2018 and 2020. Overall bicycle and pedestrian crashes each comprise only about 1% of total crashes.



The most common type of crash is Destin is a rear end crash. These made up about 38% of crashes in 2021. Left turns and sideswipes were the other two largest crash types at 15% and 12% respectively.



In conclusion, crashes are a significant issue in Destin. Not only do residents need to reach their destinations in a reasonable amount of time and by the mode of their choosing, they must also feel safe and comfortable in doing so. The emphasis in pedestrian and bicycle planning in recent years has been on creating streets that are safe and comfortable for people of all ages and abilities. Given the City’s strong tourism industry and range of people from kids to retirees that visit or live here, designing future facilities for people of all ages and abilities is a suitable goal for Destin. This goal will help to make the transportation network better for all users.

