



**AGENDA
HARBOR CRA ADVISORY COMMITTEE MEETING
WEDNESDAY, MARCH 12, 2025
5:30 PM
DESTIN CITY HALL ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER/ROLL CALL/PLEDGE**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF MINUTES**
 - A) Minutes- February 12, 2025**
- 4. SUNSHINE LAW TRAINING**
 - A) Sandy Trammell**
- 5. CURRENT BUSINESS**
 - A) Development and City Projects Update**
 - B) Long Term Financials**
 - C) Committee Request: Stahlman Intersection Information/Discussion**
- 6. COMMITTEE MEMBER COMMENTS/QUESTIONS**
 - A) John Stephens- Chairman**
 - * Annual Report**
 - * Work Plan Updates**
 - B) Lance Johnson- Vice Chairman**
 - C) Casey Jones**
 - D) Jim Green**
 - E) Guy Tadlock**
 - F) James Howard**
- 7. PUBLIC COMMENTS**
- 8. NEXT MEETING DATE: April 16, 2025**

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)

DRAFT

**MINUTES
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE MEETING
FEBRUARY 12, 2024 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

The Harbor Community Redevelopment Agency Advisory Committee meeting was called to order by Committee member John Stephens in the Destin City Hall Annex Council Chambers at 5:30 p.m., on February 12, 2025, followed immediately with the Pledge of Allegiance.

2. ROLL CALL:

Present

John Stephens
Casey Jones
Guy Tadlock
Lance Johnson
James Green – in at 5:40 p.m.

Staff Present

Kim Montgomery, Deputy City Clerk
Daniel Butler, Principal Planner

3. AGENDA APPROVAL:

Motion to change the order of the day and add Sandy Trammell to the agenda.

4. CHAIR & VICE CHAIR:

Chairman: Motion to nominate John Stephens as Chairman and Lance Johnson as Vice Chairman was made by Committee member Tadlock, seconded by Committee member Jones. With no further nominations, the motion passed with a 4-0 vote, committee member Green was not present for the vote.

5. MINUTES FOR APPROVAL: November 11, 2024 Minutes

Motion by Committee member Tadlock, seconded by Committee member Jones the members approved the minutes of the November 11, 2024, meeting as written with a 4-0 vote, committee member Green was not present for the vote.

6. NEW BUSINESS:

A) Sandy Trammell

- Announced that the city has obtained the 501c for the Parks Foundation.
- Destin Forward will be installing five stations at Leonard Destin Park to install QR code signs about the history of the park property and Leonard Destin.
- City Council has approved the funds for the boardwalk extension to go under the Marler Bridge.
- Suggested to the members they start working on items to be included for the Visioning Session in November.
- She touched on the extensive amount of time it takes staff to prepare for all the

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committee and board meetings, and how they printed out binders are being phased out, and the packets will be available on the website.

- Christmas lights in the medians along the CRA boundaries has been a public wish and suggested sending out invitations to bring them in to attend meetings to help provide input.
- Suggests inviting a Sheriff's Department to come to meetings to discuss crime issues.
- There was a brief discussion regarding 1 Calhoun property and Committee member Green briefly spoke of his initiative to get the funds back to the Harbor CRA budget.
- Touched on the need to get the committee memberships full and how any Council member is allowed to nominate someone and if they know of anyone interested to have them fill out an application online.
 - Discussion on why some Council members are not filling their empty seats, and how she has been charged by Council to ensure they get filled.

B) Long Term Financials – Krystal Strickland

This item was delayed to the next meeting.

C) January Development and City Projects Update

Mr. Butler referred the members to the maps in their packet of the current projects in the city.

Committee member Johnson asked about the status of the underground of the utilities. Mr. Butler provided the update to the members.

Committee member Tadlock questioned the status of the Clement Taylor Park and whether the pavilion would be rebuilt. According to Mr. Butler, the old pavilion that was near the shore will not be rebuilt.

Cross Town Connector status: Staff is waiting for the revision of the plat, and it should be going before the City Council at the next meeting for approval of the Development Order then the property would need to be rezoned and finally it can then be put out for bid.

7. COMMITTEE MEMBER COMMENTS:

➤ **Committee member Tadlock** – Spoke of how Stahlman Avenue needs improvements. Mrs. Trammell explained how a feasibility study is in the process for the possibility of either an overpass or underpass for the intersection.

➤ **Committee member Johnson** – Asked to have a member of staff come to their next meeting to explain the options for the Stahlman Avenue/ Highway 98 intersection. He also asked if there is a mechanism in place for citizens that have had their internet impacted with outages caused by Live Oak and AT&T fiber optic installations. Mr. Butler stated that he was not

aware of anything.

➤ **Chairman Stephens** – Suggested to the members to call and schedule a meeting with staff for any concerns they may have, or if they need an update on anything

8. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 6:40 PM.

Adopted and approved this _____ day of _____ 2025.

John Stephens, Chairman

Kim Montgomery, Deputy City Clerk



COMMITTEE ORIENTATION

CITY OF DESTIN

Training Objectives

- Code of Ethics
- Government in the Sunshine
- Robert Rules of Order (Parliamentary Procedure)
- Calendar of Annual Activities – Committee Calendar
- Understanding committees' roles, responsibilities, and guidelines.
- Committee Handbook with Standard Rules for All Committees
- Understanding Framework for Formulating Annual Workplans

CODE OF ETHICS

- Represent the interest of all citizens represented by the City of Destin
- Not use the City Council or service on the committee for personal advantage or individual advantage of friends
- Approach all committee issues with an open mind, prepared to make best decision for the whole city
- Do nothing to violate trust of those who appointed or those served
- Focus effort on the mission of the committee and not personal goals
- Never exercise authority as a committee member except when acting in a meeting with a full committee, or as delegated by the City Council.
- Support and promote committee decisions once consensus is reached.

Government in the Sunshine

- Meetings must be open to the public
- Reasonable notice of meetings must be given
- Minutes of the meeting must be taken
- Applicable to any gathering, whether formal or casual, or any means (e-mail, telephone, etc.) of two or more members of the same board or committee to discuss some matter on which foreseeable action will be taken by the public board or council.

Roberts' Rules of Order

Parliamentary Procedure

- Parliamentary Procedure – It is a set of rules for conduct at meetings that allows everyone to be heard and to make decisions without confusion.
- Members express themselves in the form of a motion.
 - ❖ Motions are made and seconded prior to discussion.
 - ❖ Stick to the agenda and the discussion topic at hand.
 - ❖ Motions must be carried by a majority
 - ❖ Approved motions are the committee's guide to their work objectives and focus

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3. Motions must be carried by a majority.
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Committee Calendar

- **February/March:** Committees prepare annual report and workplan.
- **April:** Annual reports and workplans submitted to council for approval.
- **December (even-numbered years following council elections):** Council selects new committee members
- **December (following council elections) -** Committees elect new chairs and vice chairs

Committee Roles

Committee Chair

- Conducts meeting in accordance with *Roberts' Rules of Order*
- Keeps committee on track/on agenda
- Calls or cancels meetings
- Sets agenda
- Guides work addressed through committee's workplan
- Represents committee at City Council to present committee recommendations, annual report and annual workplan

Staff Liaison

- Contacts committee members when necessary
- Publishes agenda
- Assist in preparing final reports, work plans, recommendations developed and endorsed through a motion and majority approval
- Inform Clerk's Office of vacancies, changes to committee
- Flow of information to appointed officials
- Update/Provide copy of committee handbook to new members

Role of Committee Members

- Plan, implement, and measure the progress of its work plan and objectives
- Work through formal motions and consensus to develop and advance their plans
- Do the research, contact outside sources as needed, plan for speakers, etc. ,write draft reports and recommendations



Annual Workplans

Organizational Objective

Strategic Objective from Strategic Plan

Or

Objective from Comprehensive Plan

Or

Council Directive

Annual Workplans

What do you want to accomplish?

What is the end product you expect to see?

How do you know if you are successful?

How can you measure that success?

Is this a one-year project or multi-year?



Annual Workplans

List individual steps to accomplish the objective
What resources will you need to accomplish each task?
Determine a timeline for completion of each task

Annual Workplans

Stakeholders

List *internal* stakeholders (those within the organization that have a vested interest in this objective)

Examples: City Council, Recreation Department

List *external* stakeholders (those in the community that have a vested interest in this objective)

*Examples: pre-school children and their parents,
home owners*

Annual Workplans

COMMITTEE MOTION

- Chairs or Vice-chairs will sign and present annual reports and annual work plans to Council *as representatives of their committee*
- *Prior to submittal, all work plans and reports must be approved by majority of the committee after a formal motion*



Questions?

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 12, 2025

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 5.A.

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Kimberly Kopp, City Attorney
Steve O'Connor, Deputy Community Development Director
Daniel Butler, Principal Planner

FROM: Jesse Hernandez, Planner

DATE: March 5, 2025

SUBJECT: Development and City Projects Update

I. BACKGROUND: This report includes updates on the Development Projects in the Harbor Community Redevelopment Area and active City Projects. Provided is the list of projects which are approved or currently under review.

II. DISCUSSION: Below are the development and City projects within the Harbor CRA from the month of February.

I. Development Projects

Projects Under Review

Project: Captain Royal Melvin Park – Sidewalk Improvements (DEV-001532-2025)

Project Location: 206 Harbor Blvd. **Parcel ID:** 00-2S-22-0630-0000-07G1

Status: TRC Complete – Awaiting City Council Public Hearing.

Minor Development Order - Remove existing 5' wide sidewalk and construct 10' wide sidewalk across road frontage, remove driveway cut on Harbor Blvd. at park and relocate bike rack at Captain Royal Melvin Park.

Project: Cross Town Connector (DEV-001449-2024) & (SUB-001448-2024)

Project Location: 209 Beach Drive. **Parcel ID:** 00-2S-22-0000-0009-0000

Status: APPROVED by City Council on March 3, 2025 – Development Order Production in

Progress.

Major Development Order & Major Subdivision – The proposed project consists of the completion of the final leg of the Destin Cross Town Connector which includes the establishment of the ROW and associated areas.

Project: Alice Destin (DEV-001408-2024)

Project Location: 104, 105, & 109 Calhoun Ave. & 105 Sibert Ave. **Parcel IDs:** 00-2S-22-0630-0000-1240, 00-2S-22-0310-000D-0020, 00-2S-22-0310-000D-002A.

Status: TRC APPROVED – Development Order Production in Progress.

Minor Deviation to a Minor Development Order – Development includes proposed renovations and additions to the existing structure to create a special event (wedding) venue, as well as parking lot updates to include ADA, the construction of an accessory parking lot and stormwater retention area to support the proposed development and existing docking facility, pedestrian infrastructure upgrades, and the associated site infrastructure.

Approved Projects

Project: HWV Pedestrian Bridge (Harry T's to Emerald Grande) (DEV-001528-2025)

Project Location: 46 Harbor Boulevard. **Parcel IDs:** 00-2S-22-0630-0000-10A0

Status: APPROVED – DO 25-04 issued on January 28, 2025

Simple Deviation to a Major Development Order – Relocation of a proposed pedestrian bridge to now adjoin Harry T's and the Emerald Grande.

II. City Projects:

Cross-Town Connector (Beach to Benning)

Status: APPROVED by City Council on March 3, 2025 – Development Order Production in Progress.

This is the final segment of the overall Cross-Town Connector to provide a secondary East-West corridor through the City of Destin and provide pedestrian pathway connectivity between the east and west sides of the City.

City of Destin Zerbe/Calhoun Pedestrian Boardwalk Project Phase II (Boardwalk Under the Bridge) & Stahlman Avenue Project Development and Environmental (PD&E) Study

Status: Working on a new contract with Baskerville Donovan, Inc.

A.K.A., Boardwalk Under the Bridge, this project will provide pedestrian crossing of US Highway 98 under Marler Bridge for safe pedestrian access between the Harbor Boardwalk and City parking.

Clement Taylor Park Improvements. Project Location: 131 Calhoun Ave

Status: Under Construction.

This project will include new restrooms, parking lot improvements and enhanced pedestrian access improvements.

Sibert Ave Parking Lot Improvements. Project Location: 108 Sibert Ave

Status: Suspended due to Town Center study.

Parking Lot Improvements on the parcel. Approximately 35 parking spaces added to the parking lot.

Hwy 98 at Stahlman Ave Signalization Project

Status: On FDOT's 5 Year PD&E Plan

This project will focus on safety of the intersection for both vehicles and pedestrians alike.

Hwy 98 Project Development and Environmental (PD&E) Study – Airport Rd to Marler Bridge.

Status: On FDOT's 5-year PD&E Plan

The PD&E Study will look at FDOT's role in congestion mitigation of US Highway 98 between Airport Road and the Marler Bridge.

Hwy 98 Project Development and Environmental (PD&E) Study – Marler Bridge and approaches.

Status: On FDOT's 5-year PD&E Plan

The PD&E Study will look at FDOT's role in the replacement of the Marler Bridge.

CTC Wayside Trail – Could span from Benning Dr east to Beach Dr

Status: Under Design / Permitting.

This project will provide workout nodes, playgrounds, and dog parks throughout the span of the park.

Library Employee Parking – 150 Sibert Avenue

Status: Under Construction.

This project will provide additional parking for employees, freeing up space in the primary parking lot for visitors to the library.

Utility Undergrounding – Marler Bridge to Airport Road

Status: Under Construction.

This project will provide underground utility infrastructure.

Sidewalk Replacement – 206 Harbor Boulevard – Captain Royal Melvin Park

Status: Under Design / Permitting. DO Under Review.

This project will provide underground utility infrastructure.

As the Development Projects and City Projects are under review, staff will continue to provide updates to the Harbor CRA at their monthly meetings.

A. Link to Strategic Goals / Objectives: N/A

B. Effect on Budget (EOB): N/A

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: Informational Item

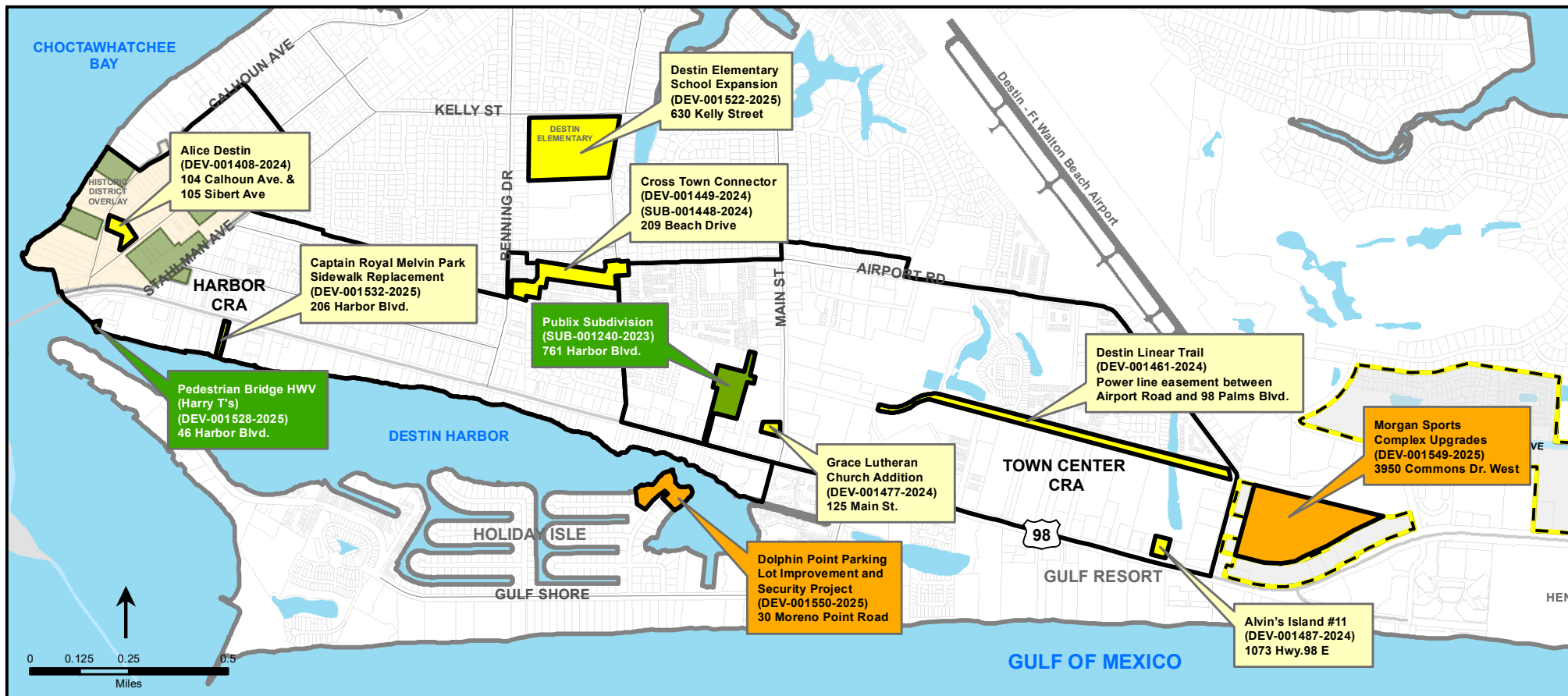
IV. RECOMMENDED MOTION:

Attachments:

ITEM # 2025-302

1. Development
Projects February
2025
2. City Projects
February 2025

February 2025 City Wide Development Projects



▲ West Destin

▼ East Destin



LEGEND

- City Limit Line
- New Development Project Applications Received
- Development Projects Under Review
- Development Orders Issued/ Applications Approved
- Zerbe-Calhoun Historic District Overlay
- Existing Municipal Facilities



City Projects February 2025

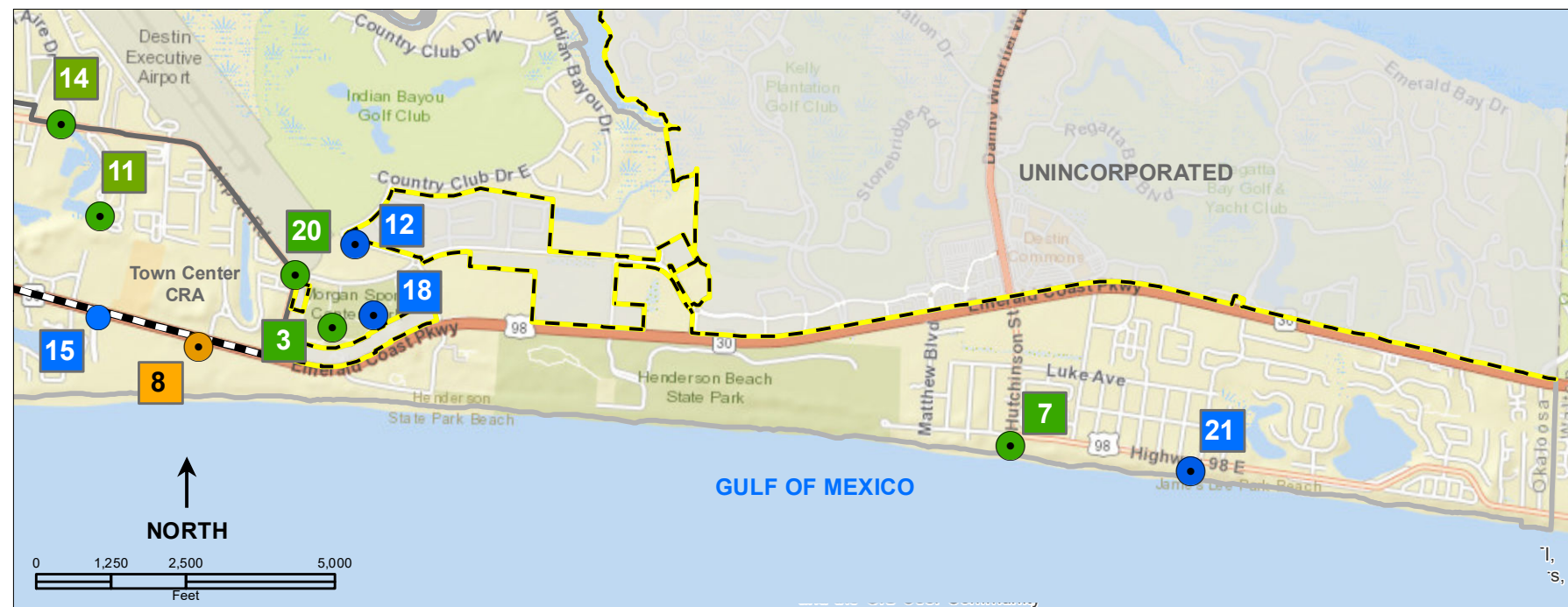
LEGEND

- Under Design/Permitting
- Other Projects
- Under Construction
- (PD&E) Study Hwy. 98 Airport Rd. to include the Marler Bridge.
- City Limit Line



▲ West Destin

▼ East Destin



1. Crosstown Connector (Beach to Benning).
2. Zerbe/Calhoun Pedestrian Project Phase II (Boardwalk under the Bridge).
3. Morgan Sports Center – Bathroom, batting cage and maintenance facility expansion.
4. Clement Taylor Park Improvements, 131 Calhoun Ave.
5. Sibert Ave Parking Lot Improvements, 108 Sibert Ave
6. Hwy 98 at Stahlman Ave Signalization Project.
7. The Shores at Crystal Beach Parking lot additions.
8. Hwy 98 Project Development and Environmental (PD&E) Study Hwy 98 – Airport Rd to include the Marler Bridge.
9. Mattie M. Kelly Park (FDEP).
10. CTC Wayside Trail.
11. Linear Trail.
12. Pickleball.
13. Norriego Point Park/Gulf Shore Drive Extension.
14. Airport Road/Industrial Park Road Median Improvements.
15. Utility Undergrounding (Marler Bridge to Airport Road).
16. Channel Maintenance Dredging.
17. Library Employee Parking Addition.
18. Morgan Sports Center – Field/Parking Lights.
19. Buck Destin Park- Bathroom Relocation.
20. Airport Drive/Commons Blvd. Pedestrian Signal Upgrade.
21. Tarpon Street Parking Lot Additions.
22. Sidewalk Replacement Captain Royal Melvin Park.

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 12, 2025

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 5.B.

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Kimberly Kopp, City Attorney
Steve O'Connor, Deputy Community Development Director

FROM: Krystal Strickland, Finance Director

DATE: February 7, 2025

SUBJECT: Long Term Financials

I. BACKGROUND: During the summer of 2023, the Harbor CRA advisory committee and the CRA Board committed \$6 million of tax incremental financing (TIF) ad valorem revenues (check figure) towards undergrounding overhead utilities along US 98 from the Marler Bridge to Main Street.

In October 2023, City Council and the CRA Board voted to purchase five parcels at the foot of the Marler Bridge with the address 1 Harbor Boulevard. The land plus title closing costs and land improvements (shed demolition and fencing) cost just over \$9 million. The Harbor CRA borrowed \$8.5 million from the General Fund to close on this property and invested some of its own cash on hand.

In November 2024, Council chose to borrow a loan from Trustmark. The loan has a 15-year amortization schedule and a balloon payment due in five years on October 31, 2029.

II. DISCUSSION: Updates

Closing on the Trustmark loan in November 2024 resulted in the following effects on the Harbor CRA's long-term financial projections:

1. The Harbor CRA's TIF funds are pledged to cover 100% of the \$9 million loan to reimburse the CRA and the City for the purchase of 1 Harbor Boulevard (estimated at \$780 thousand per year).

2. The Harbor CRA's TIF funds are also pledged to cover up to \$4 million of the \$11.5 million loan borrowed for undergrounding of overhead utilities, estimated at just over \$266 thousand per year.

3. Because Council chose a 15 year amortization instead of a 20 year, the annual debt service payments are higher than the net revenues projected for FY 2025, FY 2026, FY 2027 and FY 2028. Staff propose the General Fund cover any shortages directly to help the Harbor CRA fund maintain the target minimum fund balance.

4. Because Council chose a 5-year balloon payment, this loan must be paid in full by November 2029. Given current cashflow projections for the City of Destin and the Harbor CRA in particular, the most likely scenario is a new loan will be entered into in time to meet the November 2029 balloon payment deadline.

A. Link to Strategic Goals / Objectives: N/A

B. Effect on Budget (EOB): N/A

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: Attached, please find Long-Term Financial Projections with Actuals to December 31, 2024 for the Harbor CRA district.

Given current projections it is advisable to pause commitments to capital projects until FY 2030.

The Harbor CRA fund will pay off it's 2021 loan in the middle of FY 2029.

Based on current projections, there will be \$11.6 million cash available for the Harbor CRA fund to invest before the CRA expires at the end of FY 2043.

IV. RECOMMENDED MOTION: Informational only.

Attachments:

1. 2025 Jan Harbor
CRA LT Projections

HARBOR CRA FUND DETAILS (40 years 2003 - 2043)											
ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	FY2023 ACTUALS	FY 2024 ACTUALS	FY 2025 YTD Actuals	FY 2025 REVISED BUDGET	2025 PROJECTION	FY 2026 PROJECTION	FY2027 PROJECTION	FY2028 PROJECTION
110300	311101		TIF REVENUES - COUNTY	407,469	493,032	-	557,572	557,572	574,229	602,940	633,090
110300	311102		TIF REVENUES - CITY	412,779	494,030	557,572	557,572	557,572	574,229	602,940	633,090
110300	361100		INTEREST EARNINGS	4,425	10,822	1,056	1,000	1,856	1,000	1,000	1,000
110300	361101		RJ INTEREST EARNED	-	17,247	6,303	15,000	31,303	7,500	7,500	7,500
110300	362000		RENT OF CITY PROPERTY	-	29,093	4,673	12,700	7,009	-	-	-
Total 110300 HARBOR CRA REVENUE				824,673	1,044,223	569,604	1,143,844	1,155,312	1,156,958	1,214,380	1,274,680
11054183	546001		REPAIR AND MAINTENANCE	-	-	-	32,290	-	33,100	33,930	34,780
11055235	512000		REGULAR SALARIES	12,714	15,923	3,589	21,827	16,339	22,480	23,150	23,840
11055235	514000		OVERTIME PAY	7	1	7	-	57	-	-	-
11055235	521000		FICA TAXES	185	225	64	250	314	260	270	280
11055235	522000		RETIREMENT CONTRIBUTIONS	1,479	1,918	375	2,664	1,875	2,740	2,820	2,900
11055235	523000		LIFE/HEALTH INSURANCE	1,380	2,731	633	4,432	2,883	4,560	4,700	4,840
11055235	524000		WORKERS COMP	285	241	284	469	426	480	490	500
11055235	532000		AUDIT	7,234	3,050	-	9,050	8,400	9,320	9,600	9,890
11055235	534000		OTHER CONTRACTS	34,200	24,705	-	333	333	-	-	-
11055235	543000		UTILITIES	4,269	3,822	944	4,400	4,274	4,510	4,620	4,740
11055235	544000		RENTS AND LEASES	1,870	1,915	-	-	-	-	-	-
11055235	546000		REPAIRS AND MAINTENANCE	18,500	20,615	-	1,000	1,000	5,000	5,000	5,000
11055235	546001		MEDIAN MAINTENANCE	-	-	3,083	-	3,083	-	-	-
11055235	547000		PRINTING AND BINDING	-	-	-	-	-	-	-	-
11055235	549000		OTHER CHARGES/ADVERTISING	-	1	1	-	1	-	-	-
11055235	552000		OPERATING SUPPLIES	-	-	-	-	-	-	-	-
11055235	554000		MEMBERSHIPS (ANNUAL CRA FEE TO	1,023	88	585	1,100	1,185	1,100	1,100	1,100
11058500	561000	HRB1	1 HARBOR BLVD	-	9,028,088	-	-	-	-	-	-
11058500	565000	HRB1	CONSTRUCTION IN PROGRESS	-	19,275	-	-	-	-	-	-
11058500	565000	CRH60	PEDESTRIAN UNDER MARLER BRIDGE	-	-	-	-	-	-	-	-
11058500	565000	CRH64	HARBOR DISTRICT WAYFINDING SIGNAGE	-	-	-	-	-	-	-	-
Total 11055235 HARBOR CRA OPERATING				83,146	9,122,597	9,566	77,815	40,171	83,550	85,680	87,870
NET OPERATING (REV - EXP)				741,526	(8,078,373)	560,038	1,066,029	1,115,142	1,073,408	1,128,700	1,186,810
11058188	581209		2009 DEBT SERVICE INTERFUND TRANSFER	-	-	-	-	-	-	-	-
11058188	581221		2021 DEBT SERVICE INTERFUND TRANSFER	(479,995)	(482,835)	(119,897)	(477,641)	(477,641)	(484,385)	(479,054)	(482,689)
11058188	581224	UNDER	TRANSFER TO 224 DS FUND	-	-	(48,485)	(266,667)	(266,668)	(266,668)	(266,668)	(266,668)
11058188	581224	HRB1	2024 DEBT SERVICE INTERFUND TRANSFER	-	-	(134,496)	(749,249)	(700,129)	(779,222)	(779,116)	(779,142)
11058188	581110	HRB1	TXFR OUT TO GF	-	-	-	-	-	-	-	-
110300	381110	HRB1	TXFR IN FROM GF/224 loan	-	-	9,000,000	9,000,000	9,000,000	-	-	-
110300	381110		TXFR IN FROM GF	-	-	-	-	-	174,059	362,208	226,790
11058188	581110		TXFR OUT TO GF	-	-	-	-	-	-	-	-
Total HARBOR CRA TXFRS OUT				(479,995)	(482,835)	8,697,122	7,506,443	7,555,562	(1,356,215)	(1,162,630)	(1,301,709)
110 Increase (decrease) in Fund Balance				261,532	(8,561,208)	9,257,160	8,572,472	8,670,703	(282,807)	(33,930)	(114,899)
110 Fund Balance, beginning of year				469,117	730,649	(7,830,558)	(7,830,558)	(7,830,558)	840,146	557,339	523,409
110 Fund Balance, ending of year				730,649	(7,830,559)	1,426,602	741,914	840,146	557,339	523,409	408,510

HARBOR CRA FUND DETAILS (40 years 2003 - 2043)											
ACCOUNT DESCRIPTION	FY2029 PROJECTION	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	FY2037	FY2038	FY2039
TIF REVENUES - COUNTY	658,410	678,160	698,500	719,460	741,040	763,270	786,170	809,760	834,050	859,070	884,840
TIF REVENUES - CITY	658,410	678,160	698,500	719,460	741,040	763,270	786,170	809,760	834,050	859,070	884,840
INTEREST EARNINGS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
RJ INTEREST EARNED	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500
RENT OF CITY PROPERTY	-	-	-	-	-	-	-	-	-	-	-
Total 110300 HARBOR CRA REVENUE	1,325,320	1,364,820	1,405,500	1,447,420	1,490,580	1,535,040	1,580,840	1,628,020	1,676,600	1,726,640	1,778,180
REPAIR AND MAINTENANCE	35,650	36,540	37,450	38,390	39,350	40,330	41,340	42,370	43,430	44,520	45,630
REGULAR SALARIES	24,560	25,300	26,060	26,840	27,650	28,480	29,330	30,210	31,120	32,050	33,010
OVERTIME PAY	-	-	-	-	-	-	-	-	-	-	-
FICA TAXES	290	300	310	320	330	340	350	360	370	380	390
RETIREMENT CONTRIBUTIONS	2,990	3,080	3,170	3,270	3,370	3,470	3,570	3,680	3,790	3,900	4,020
LIFE/HEALTH INSURANCE	4,990	5,140	5,290	5,450	5,610	5,780	5,950	6,130	6,310	6,500	6,700
WORKERS COMP	520	540	560	580	600	620	640	660	680	700	720
AUDIT	10,190	10,500	10,820	11,140	11,470	11,810	12,160	12,520	12,900	13,290	13,690
OTHER CONTRACTS	-	-	-	-	-	-	-	-	-	-	-
UTILITIES	4,860	4,980	5,100	5,230	5,360	5,490	5,630	5,770	5,910	6,060	6,210
RENTS AND LEASES	-	-	-	-	-	-	-	-	-	-	-
REPAIRS AND MAINTENANCE	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
MEDIAN MAINTENANCE	-	-	-	-	-	-	-	-	-	-	-
PRINTING AND BINDING	-	-	-	-	-	-	-	-	-	-	-
OTHER CHARGES/ADVERTISING	-	-	-	-	-	-	-	-	-	-	-
OPERATING SUPPLIES	-	-	-	-	-	-	-	-	-	-	-
MEMBERSHIPS (ANNUAL CRA FEE TO	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
1 HARBOR BLVD	-	-	-	-	-	-	-	-	-	-	-
CONSTRUCTION IN PROGRESS	-	-	-	-	-	-	-	-	-	-	-
PEDESTRIAN UNDER MARLER BRIDGE	-	-	-	-	-	-	-	-	-	-	-
HARBOR DISTRICT WAYFINDING SIGNS	-	-	-	-	-	-	-	-	-	-	-
Total 11055235 HARBOR CRA OPERATING	90,150	92,480	94,860	97,320	99,840	102,420	105,070	107,800	110,610	113,500	116,470
NET OPERATING (REV - EXP)	1,235,170	1,272,340	1,310,640	1,350,100	1,390,740	1,432,620	1,475,770	1,520,220	1,565,990	1,613,140	1,661,710
2009 DEBT SERVICE INTERFUND TRANSFER	-	-	-	-	-	-	-	-	-	-	-
2021 DEBT SERVICE INTERFUND TRANSFER	(240,797)	-	-	-	-	-	-	-	-	-	-
TRANSFER TO 224 DS FUND	(266,668)	(266,668)	(266,668)	(266,668)	(266,668)	(266,668)	(266,668)	(266,668)	(266,668)	(266,668)	(266,668)
2024 DEBT SERVICE INTERFUND TRANSFER	(779,267)	(779,101)	(779,357)	(779,285)	(779,230)	(779,157)	(779,399)	(779,212)	(779,291)	(779,251)	(779,059)
TXFR OUT TO GF	-	-	-	-	-	-	-	-	-	-	-
TXFR IN FROM GF/224 loan	-	-	-	-	-	-	-	-	-	-	-
TXFR IN FROM GF											-
TXFR OUT TO GF	-	-	-	-	-	-	-	-	-	-	-
Total HARBOR CRA TXFRS OUT	(1,286,732)	(1,045,769)	(1,046,025)	(1,045,953)	(1,045,898)	(1,045,825)	(1,046,067)	(1,045,880)	(1,045,959)	(1,045,919)	(1,045,727)
110 Increase (decrease) in Fund Balance	(51,562)	226,571	264,615	304,147	344,842	386,795	429,703	474,340	520,031	567,221	615,983
110 Fund Balance, beginning of year	408,510	356,947	583,518	848,133	1,152,280	1,497,122	1,883,917	2,313,619	2,787,959	3,307,990	3,875,211
110 Fund Balance, ending of year	356,947	583,518	848,133	1,152,280	1,497,122	1,883,917	2,313,619	2,787,959	3,307,990	3,875,211	4,491,194

HARBOR CRA FUND DETAILS
(40 years 2003 - 2043)

ACCOUNT DESCRIPTION	FY2040	FY2041	FY2042	FY2043	FY2044
TIF REVENUES - COUNTY	911,390	938,730	966,890	995,900	
TIF REVENUES - CITY	911,390	938,730	966,890	995,900	
INTEREST EARNINGS	1,000	1,000	1,000	1,000	
RJ INTEREST EARNED	7,500	7,500	7,500	7,500	
RENT OF CITY PROPERTY	-	-	-	-	
Total 110300 HARBOR CRA REVENUE	1,831,280	1,885,960	1,942,280	2,000,300	-
REPAIR AND MAINTENANCE	46,770	47,940	49,140	50,370	
REGULAR SALARIES	34,000	35,020	36,070	37,150	
OVERTIME PAY	-	-	-	-	
FICA TAXES	400	410	420	430	
RETIREMENT CONTRIBUTIONS	4,140	4,260	4,390	4,520	
LIFE/HEALTH INSURANCE	6,900	7,110	7,320	7,540	
WORKERS COMP	740	760	780	800	
AUDIT	14,100	14,520	14,960	15,410	
OTHER CONTRACTS					
UTILITIES	6,370	6,530	6,690	6,860	
RENTS AND LEASES	-	-	-	-	
REPAIRS AND MAINTENANCE	5,000	5,000	5,000	5,000	
MEDIAN MAINTENANCE	-	-	-	-	
PRINTING AND BINDING	-	-	-	-	
OTHER CHARGES/ADVERTISING	-	-	-	-	
OPERATING SUPPLIES	-	-	-	-	
MEMBERSHIPS (ANNUAL CRA FEE TC	1,100	1,100	1,100	1,100	
1 HARBOR BLVD					
CONSTRUCTION IN PROGRESS					
PEDESTRIAN UNDER MARLER BRIDGE		-	-	-	
HARBOR DISTRICT WAYFINDING SIGNAGE					
Total 11055235 HARBOR CRA OPERATING	119,520	122,650	125,870	129,180	-
NET OPERATING (REV - EXP)	1,711,760	1,763,310	1,816,410	1,871,120	-
2009 DEBT SERVICE INTERFUND TRANSFER					
2021 DEBT SERVICE INTERFUND TRANSFER	-	-	-	-	
TRANSFER TO 224 DS FUND					
2024 DEBT SERVICE INTERFUND TRANSFER					
TXFR OUT TO GF	-	-	-	-	
TXFR IN FROM GF/224 loan	-	-	-	-	
TXFR IN FROM GF	-	-	-	-	
TXFR OUT TO GF	-	-	-	-	
Total HARBOR CRA TXFRS OUT	-	-	-	-	-
110 Increase (decrease) in Fund Balance	1,711,760	1,763,310	1,816,410	1,871,120	-
110 Fund Balance, beginning of year	4,491,194	6,202,954	7,966,264	9,782,674	11,653,794
110 Fund Balance, ending of year	6,202,954	7,966,264	9,782,674	11,653,794	11,653,794

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: October 21, 2024

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 4.B.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Joe Bodi, Deputy Director, Public Works
Jeffrey Cozadd, Projects, Grants and Contracts Manager
Lisa Firth, Parks & Rec Director
Tina Deater, Community Development Director

DATE: October 15, 2024

SUBJECT: Boardwalk Under the Bridge/PD&E/Stahlman Intersection - Update

I. BACKGROUND: City Staff brought to City Council on January 22, 2024, the “**Boardwalk Under the Bridge & PD&E/US98/Stahlman Ave Study Update**” agenda item. The following motion was made:

“Motion by Councilmember Hebert, seconded by Councilmember King, to direct the City Manager to negotiate with Baskerville-Donovan, Inc. and bring back a revised contract that combines the PD&E Study and One Harbor Boardwalk Extension project into one contract for a future city council meeting passed 6-0.”

City Staff brought to City Council on May 20, 2024, the “**Baskerville Donovan- Boardwalk Under the Bridge and PD&E Study contract.**” The following motion was made:

“Motion by Councilmember Stephens, seconded by Councilmember King, to approve the Baskerville-Donovan, Inc. contract and related internal budget transfer, and to direct the City Manager to issue a Notice to Proceed, passed 7-0.”

City Staff brought to the Parks & Recreation Committee on August 28, 2024, for update for the Boardwalk Under the Bridge and more specifically how it affects the One Harbor Park parcel. The following motion was made:

“I move to recommend to City Council to move forward with the Boardwalk Under the Bridge concept as presented and to have Staff work with the Consultant towards 30% plans.” It passed with a 7-0 vote.

City Staff brought to the Public Works/Safety Committee on October 2, 2024, for update for the Boardwalk Under the Bridge and more specifically how it affects the One Harbor Park parcel.

II. DISCUSSION: Staff has since been working with Baskerville Donovan, Inc. on the project and have a concept design for consideration and discussion.

A. Link to Strategic Goals / Objectives: II. Enhanced quality of life and safety for families

III. Economic development and revitalization

IV. Effective, efficient, and aesthetically pleasing infrastructure

V. Improve mobility and connectivity

B. Effect on Budget (EOB): The project is currently budgeted for design and permitting.

C. Level of Service (LOS): Improves mobility and connectivity.
Increase in safety for the public

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: The Boardwalk Under the Bridge/PD&E/Stahlman Intersection provides options to divert pedestrian traffic from crossing at US-98 & Stahlman Avenue, providing a safer route under the Marler Bridge to the Harbor Boardwalk. It also serves as a critical segment of the Florida Sun Trail in Destin, guiding users safely to the Marler Bridge. This proposal initiates discussions with the Florida Department of Transportation (FDOT) and the Legendary group, key partners necessary for the project's realization. The concept design ensures an ADA-compliant pathway from public parking at Sibert Avenue and Zerbe Street to the Harbor Boardwalk, while minimizing impact on the One Harbor parcel to preserve its potential for future park development.

IV. RECOMMENDED MOTION: I move that City Council direct Staff to move forward with the Boardwalk Under the Bridge concept as presented and to have Staff work with the Consultant towards 30% Plans.

Attachments:

1. 2024 Update to Council
PDE_V2
2. Destin Boardwalk_8-22-24
3. US_98_Congestion_Report
4. Boardwalk_PDE_Project
scope



Boardwalk Under Marler Bridge & PD&E Study



BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927

Boardwalk Under Marler Bridge

Scope of Services-Division I

- 1. Update topographic survey**
- 2. Pre-design for pedestrian access to site**
- 3. 30% conceptual design for pedestrian access**
- 4. 60% design development for pedestrian access**
- 5. 90% design plans from pedestrian access**
- 6. 100% construction drawings for pedestrian access**

PD&E Study Review

Scope of Services-Division II

- 1. Summarize previous concepts**
- 2. Evaluate transportation alternatives**
- 3. Prepare draft report**
- 4. Prepare final report**

Boardwalk Under Marler Bridge

Project Limits:

From the Zerbe Street Parking north of U.S. 98, connecting under the Marler Bridge to the south

Goal:

To enhance pedestrian safety on U.S. 98 by designing a well-lit, secure, ADA-compliant multi-use path that connects north-south pedestrian routes, links to the One Harbor Parcel, and incorporates general Florida SUN Trail standards



0 20' 40' 80'
SCALE: 1" = 40'
1" = 40' (22x34)
1" = 80' (11x17)

12' CONCRETE
PEDESTRIAN PATH
5807 SF

CALHOUN AVE

ZERBE ST

SIBERT AVE

12' ASPHALT
PEDESTRIAN PATH
5318 SF

SHEET C-102
SHEET C-109

12' CONCRETE
PEDESTRIAN PATH
2088 SF

8' CONCRETE
PEDESTRIAN PATH
461 SF

LIMITS OF SEAWALL RESTORATION

12' ELEVATED
PEDESTRIAN PATH

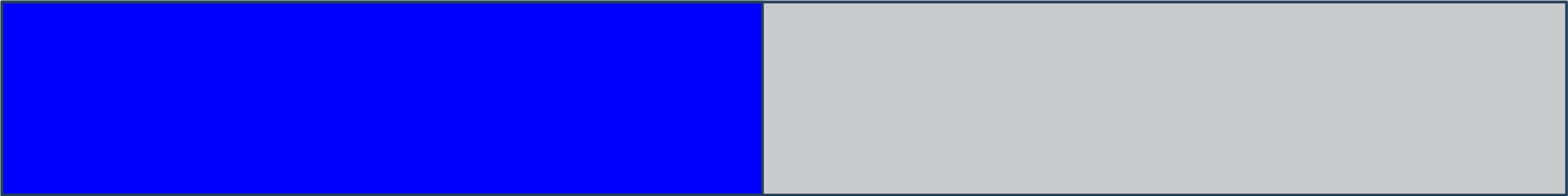
BRIDGE

STATE ROAD NO. 30
HARBOR BLVD

SHEET C-101
SHEET C-108

Current Project Status

Project Progress Task 3 of 8



Proposed Recommendations

Action Item

- Approval of the draft concepts as presented

Next Steps

- Proceed with permitting applications
- Vertical design of the multi-use path
- Sea wall design
- Layouts for lighting and security
- Drainage design

PD&E

Project Limits:

The abutment of the Marler Bridge to Airport Road

Goal:

To develop comprehensive solutions that enhance pedestrian safety and reduce congestion on U.S. 98—particularly at the Stahlman intersection in anticipation of the Cross-Town Connector—by expanding roadway capacity and building on insights from prior studies.

Overview at Stahlman



Proposed Recommendations

Stahlman Avenue-U.S. 98 Intersection

- Design and construct additional left turn north onto Stahlman Ave. from U.S. 98
- Plan for the incorporation of the Harborview right turn lane from U.S. 98
- Close north/south Pedestrian Crossings at Stahlman Ave. and U.S. 98 and north of Zerbe St. on Stahlman Ave.
- Install median barriers east and west of U.S. 98 and Stahlman Ave.
- Install pedestrian barriers along the intersection of U.S. 98 and Stahlman Ave.

Proposed Recommendations

Stahlman Avenue-U.S. 98 Intersection

- Convert Palmetto St. to a two-lane, one-way street, south from Azalea Dr. to U.S. 98
- Convert Stahlman Ave. to a two-lane, one-way north from U.S. 98 to Azalea Dr.
- Design and construct a Roundabout at the intersection of Stahlman Ave./Palmetto St. and Azalea Dr.
- Remove the median Crossing at U.S. 98 and Palmetto St.

Proposed Recommendations

Median Closures in compliance with F.A.C. 14-97.003

- Destin Charter Services
- St. Andrews Episcopal Church
- Heron Harbor
- Motel 6
- Taco Bell
- Hogs Breath Saloon
- Shrimp Basket
- Remax
- Goodwill
- CVS
- Half Hitch Tackle
- Destin Glass
- Alvin's Island
- Gulf View Plaza
- Surf Style
- Club Destin
- Target
- West Marine
- Palm Station

Proposed Recommendations

Additional Signals in compliance with F.A.C. 14-97.003

Intersection

Relocated Mid Block Crossing

Marler Street Signal

Yes

Melvin Street Signal

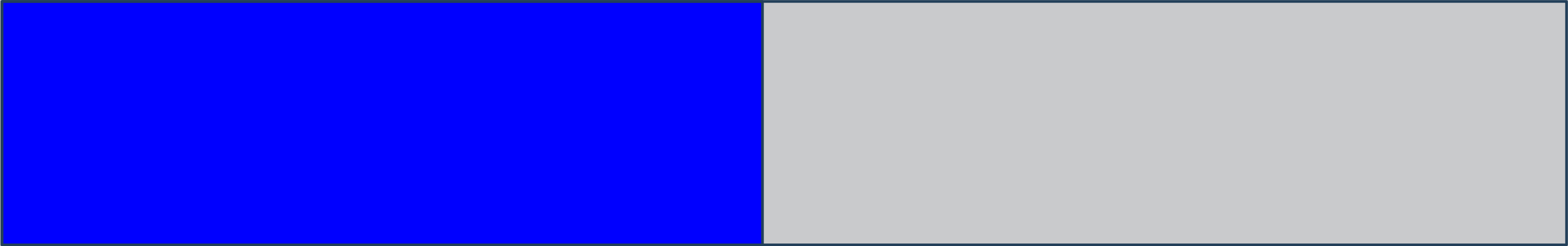
FDOT Issue

Palm Street Signal

FDOT Issue

Current Project Status

Project Progress Division II
Task 3 of 4



Proposed Recommendations

Action Item

- Approval of the draft concepts as presented

Next Steps

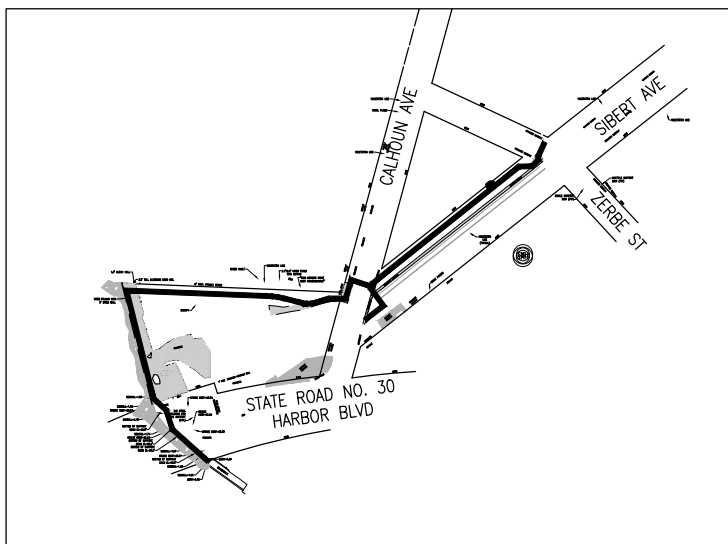
- Complete the recommendation report
- Incorporate comments from Council and Staff
- 3rd party analysis by our Transportation consultant
- Develop Rough Order Magnitude Costs associated with these improvements



Baskerville-Donovan, Inc.



CONSTRUCTION PLANS FOR BOARDWALK UNDER THE BRIDGE AND PD&E STUDY

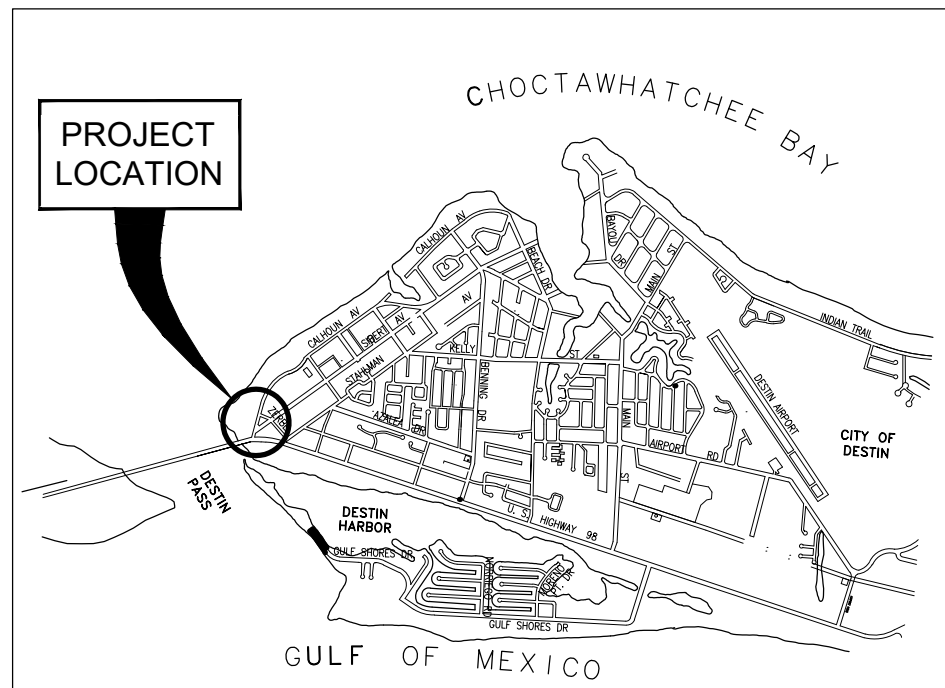


VICINITY MAP
SCALE: 1"=200'



INDEX OF PLANS

G-000	COVER SHEET, LOCATION MAP, VICINITY MAP & INDEX
G-001	GENERAL NOTES
C-001	DRAINAGE BASIN MAP
C-100	OVERALL/KEY PLAN
C-101-102	EXISTING CONDITIONS PLAN
C-103-104	DEMOLITION AND EROSION CONTROL PLAN
C-105	CONTROL PLAN
C-106-107	OVERALL STAKING PLAN
C-108-109	GRADING PLAN
C-110	SEAWALL RESTORATION
C-111	SIGNING AND STRIPING PLAN



LOCATION MAP
SCALE: 1"=2500'



AUGUST 2024

PROJECT NO. 48207.01

PREPARED BY



BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927

449 W. MAIN ST., PENSACOLA, FL 32502 (850)438-9661
ENGINEERING BUSINESS: EB-0000340

Pensacola - Panama City Beach - Tallahassee - Mobile

30% SUBMITTAL

UTILITY CONTACT INFORMATION:

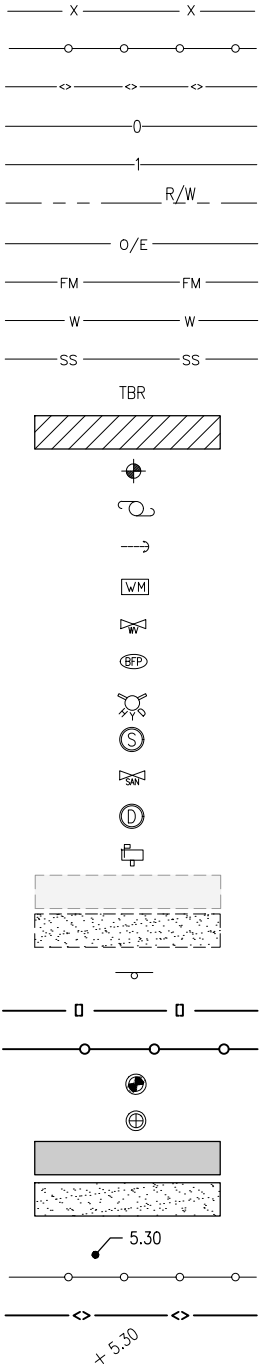
WATER & SEWER
DESTIN WATER USERS
218 MAIN STREET
DESTIN, FL 32541
(850) 837-4930

CENTURY LINK
411 MARY ESTHER CUTOFF
FT. WALTON BEACH, FL 32548
(850) 244-1150

FLORIDA POWER & LIGHT
140 HOLLYWOOD BLVD SW
FT. WALTON BEACH, FL 32548
(850) 255-5797

OKALOOSA GAS DISTRICT
20 HUGHES ST NE
FT. WALTON BEACH, FL 32549
(850) 729-4700

DESTIN FIRE CONTROL DISTRICT
848 AIRPORT ROAD
DESTIN, FL 32541
(850) 837-8413



LEGEND

- CHAINLINK FENCE
- ALUMINUM HAND RAIL
- GUARD RAIL
- EX. MAJOR CONTOUR
- EX. MINOR CONTOUR
- RIGHT-OF-WAY
- EX. OVERHEAD ELECTRIC
- EX. FORCE MAIN
- EX. WATER MAIN
- EX. SANITARY SEWER MAIN
- TO BE REMOVED
- TO BE REMOVED
- BENCH MARK
- EX. POWER POLE
- EX. GUY WIRE
- EX. WATER METER
- EX. WATER VALVE
- EX. BACKFLOW DEVICE
- EX. FIRE HYDRANT
- EX. SANITARY SEWER MANHOLE
- EX. SANITARY SEWER VALVE
- EX. STORM DRAINAGE MANHOLE
- EX. MAILBOX
- EX. ASPHALT PAVEMENT
- EX. CONCRETE
- EX. SIGN
- SILT FENCE
- FLOATING TURBIDITY BARRIER
- SET CAPPED IRON ROD #0340
- EX. CAPPED IRON ROD
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE
- PROPOSED SPOT ELEVATION
- PROPOSED HAND RAIL
- PROPOSED GUARD RAIL
- EX. SPOT ELEVATION

GENERAL NOTES:

- THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING.
- B.M. DATUM IS 1988 NAVD.
- THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE EXACT LOCATIONS AND DEPTHS OF ALL UTILITIES INCLUDING, BUT NOT LIMITED TO, WATER LINES, FORCEMAINS, BURIED TELEPHONE LINES, BURIED ELECTRICAL LINES AND GAS MAINS PRIOR TO COMMENCEMENT OF CONSTRUCTION. CONTRACTOR IS TO COORDINATE WITH UTILITY COMPANIES FOR REMOVAL AND/OR RELOCATION OF EXISTING UTILITY POLES, AERIAL LINES, BURIED CABLE AND OTHER UTILITIES.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY CONFLICTS BETWEEN CONTRACT DOCUMENTS AND EXISTING CONDITIONS. THESE DRAWINGS REPRESENT KNOWN STRUCTURES AND UTILITIES LOCATED IN THE PROJECT AREA. THE CONTRACTOR IS CAUTIONED THAT OTHER STRUCTURES AND UTILITIES, ABOVE OR BELOW GROUND, MAY BE ENCOUNTERED DURING THE COURSE OF THE PROJECT. THE CONTRACTOR SHOULD NOTIFY THE UTILITY, THEN THE ENGINEER, IMMEDIATELY UPON ENCOUNTERING ANY UNEXPECTED STRUCTURE, UTILITY LINE, OR OTHER UNUSUAL CONDITION.
- CONTRACTOR SHALL SAFETY-BARRICADE ALL EXCAVATIONS AND OTHER HAZARDS.
- CONTRACTOR SHALL PROVIDE ACCESS TO PROPERTIES ADJACENT TO THE CONSTRUCTION AREAS. ADEQUATE BARRICADES, CONSTRUCTION SIGNAGE AND OTHER TRAFFIC CONTROL DEVICES SHALL BE PROVIDED IN ACCORDANCE WITH FDOT CONSTRUCTION STANDARDS.
- THE CONTRACTOR SHALL EMPLOY THE USE OF SILT FENCES, HAY BALES, DITCHES OR WHATEVER MEANS NECESSARY TO CONTROL EROSION AND SEDIMENTATION AT ALL TIMES. WATERS OF THE STATE, ADJACENT PROPERTIES, AND ANY NEW DRAINAGE CONSTRUCTION SHALL BE PROTECTED DURING THE CONSTRUCTION PERIOD. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION AND SHALL REMAIN UNTIL THE COMPLETION OF CONSTRUCTION AND ACCEPTANCE BY THE OWNER.
- ADEQUATE PROVISIONS SHALL BE MADE FOR THE FLOW OF SEWERS, DRAINS, WATER COURSES AND OTHER UTILITIES ENCOUNTERED DURING CONSTRUCTION.
- ALL PAVEMENT CUTS SHALL BE SAW CUT.
- ALL NEW CONCRETE FOR SITE WORK SHALL ACHIEVE A 28 DAY STRENGTH OF 3000 PSI (MIN.), UNLESS OTHERWISE SPECIFIED.
- ALL ON-SITE GRADING, DRAINAGE AND PAVEMENT WORK SHALL BE IN ACCORDANCE WITH FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DUST CONTROL.
- THE CONTRACTOR SHALL RESTORE ALL DISTURBED RIGHTS-OF-WAY IN ACCORDANCE WITH THE EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL HIRE A SURVEYOR LICENSED IN THE STATE OF FLORIDA IN ACCORDANCE WITH SECTION 12.0 OF THE GENERAL CONDITIONS.
- THE CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL LAWS.
- CONTRACTOR SHALL COMPLY FULLY WITH ALL PERMIT REQUIREMENTS IMPOSED BY THE REGULATORY AUTHORITIES.
- NOTIFY SUNSHINE UTILITIES TWO FULL BUSINESS DAYS IN ADVANCE PRIOR TO DIGGING WITHIN THE RIGHT-OF-WAY; 1-800-432-4770. CONTRACTOR SHALL VERIFY DEPTH AND LOCATION AND IMMEDIATELY NOTIFY ENGINEER OF CONFLICTS.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF DESTIN 48 HOURS PRIOR TO INITIATING ANY WORK IN THE CITY OF DESTIN RIGHTS-OF-WAY.
- TYPE B STABILIZATION IS INCIDENTAL TO EARTHWORK.
- ALL PIPE JOINTS, INCLUDING CONNECTIONS TO STRUCTURES, SHALL BE WRAPPED WITH FILTER FABRIC IN ACCORDANCE WITH FDOT DESIGN STANDARDS AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

GENERAL NOTES
AND
LEGEND

G-001

BOARDWALK UNDER THE
BRIDGE AND PD&E
STUDY

PROJECT NO:	NO.	DATE	APPR.	REVISION / ACTION	TAKEN
48207.01					
DESIGNED BY: NLL					
DRAWN BY: RGG					
CHK'D BY: JJF					
PROJ. MGR: JJF					
DATE: AUG 2024					

BASKERVILLE-DONOVAN, INC.

ENGINEERING THE SOUTH SINCE 1927

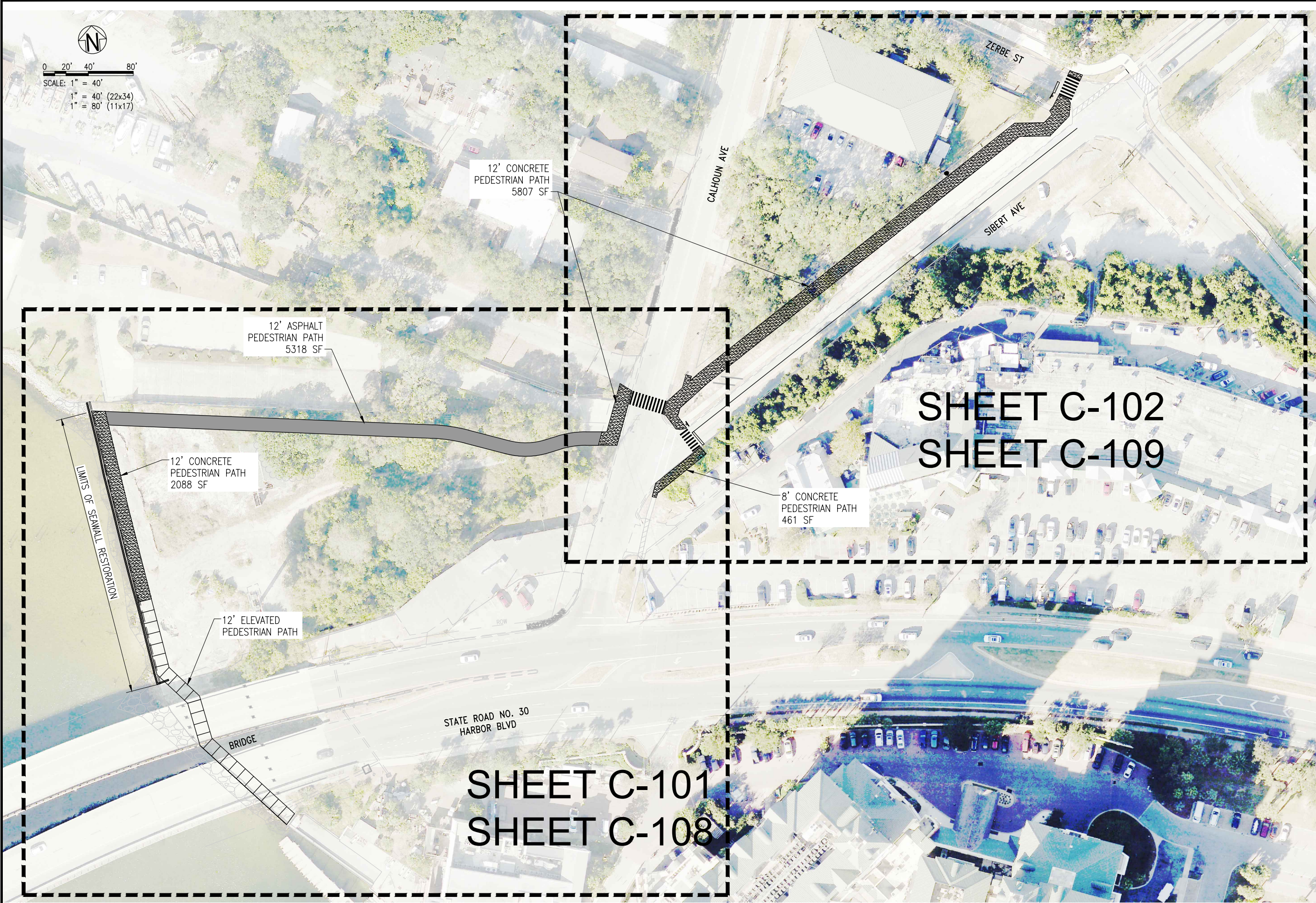
449 W. MAIN ST. PENSACOLA, FL 32502 (850) 438-9861

ENGINEERING BUSINESS: EB-00000340

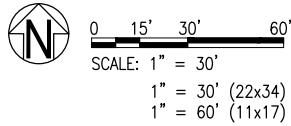
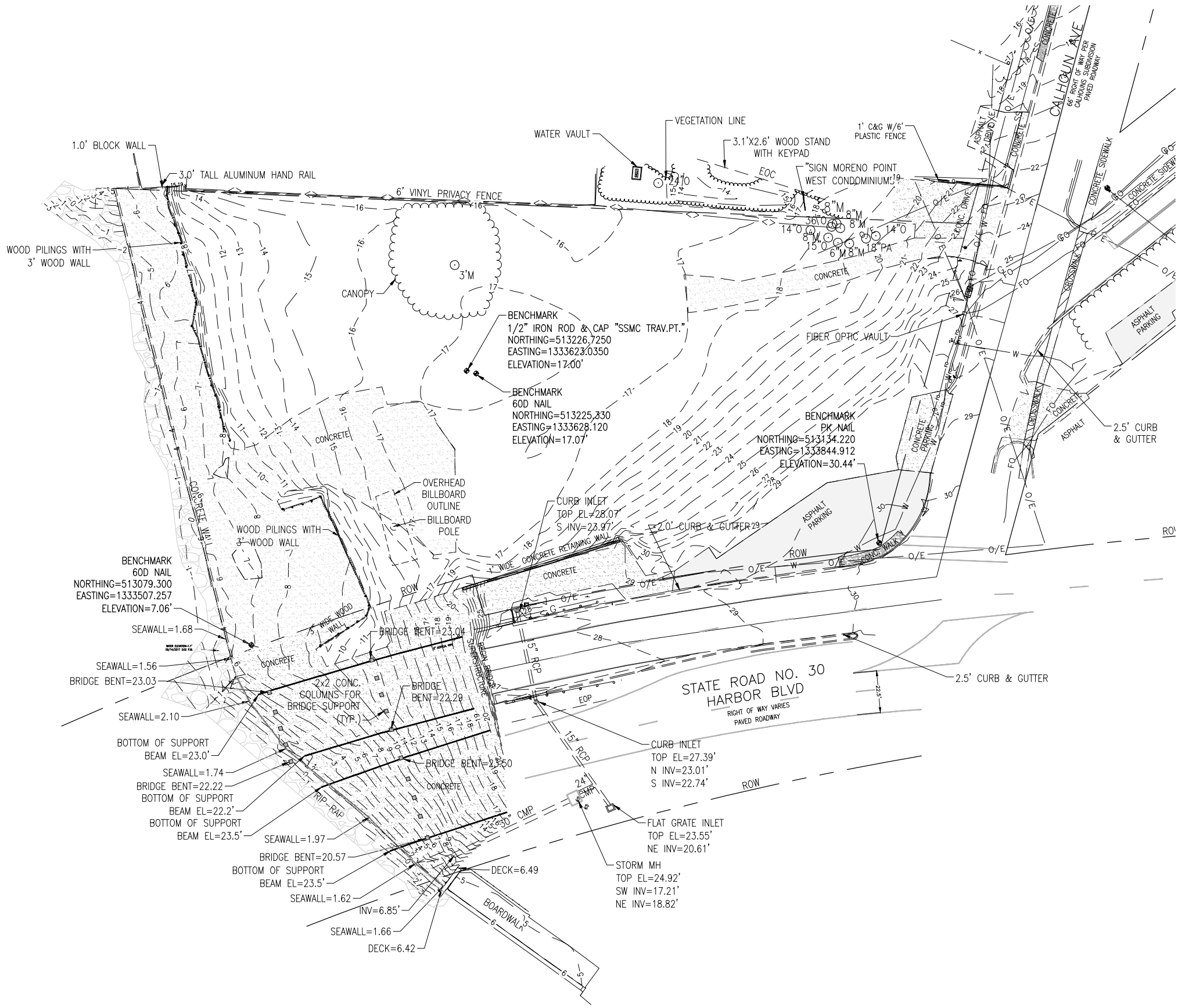
Pensacola - Panama City Beach - Tallahassee - Mobile

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E:\DWG\482\48207.01 Destin Boardwalk\C-100 Overall.dwg, Aug 22, 2024 - 9:16:02AM, rgeiger



PROJECT NO:	48207.01
DESIGNED BY:	JFF
DRAWN BY:	RG
CHKD BY:	MDL
PROJ. MGR:	JFF
DATE:	AUG 2024
NOT RELEASED FOR CONSTRUCTION BY	DATE



SEE SHEET C-102 FOR CONTINUATION

EXISTING CONDITIONS
PLAN

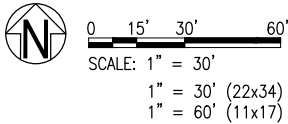
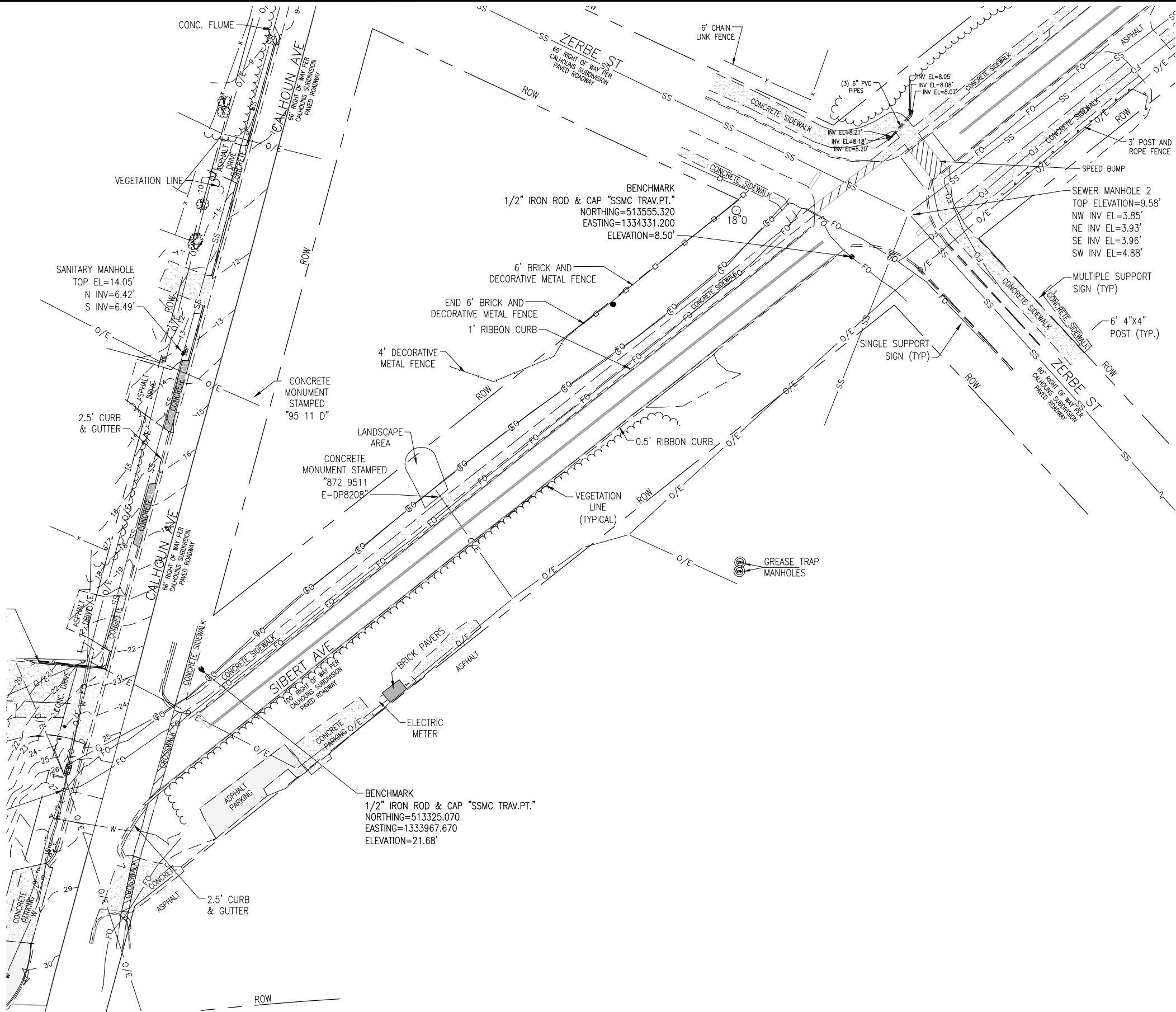
C-101

BOARDWALK UNDER THE
BRIDGE AND PD&E
STUDY

PROJECT NO.	NO.	DATE	APPR.	REVISION/ACTION	TAKEN
48207.01					
DESIGNED BY: JUF					
DRAWN BY: RGG					
CHK'D BY:					
PROJ. MGR: JUF					
DATE: AUG 2024					

BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927
449 W. MAIN ST., PENSACOLA, FL 32502 (850) 438-9861
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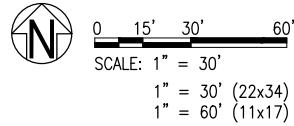
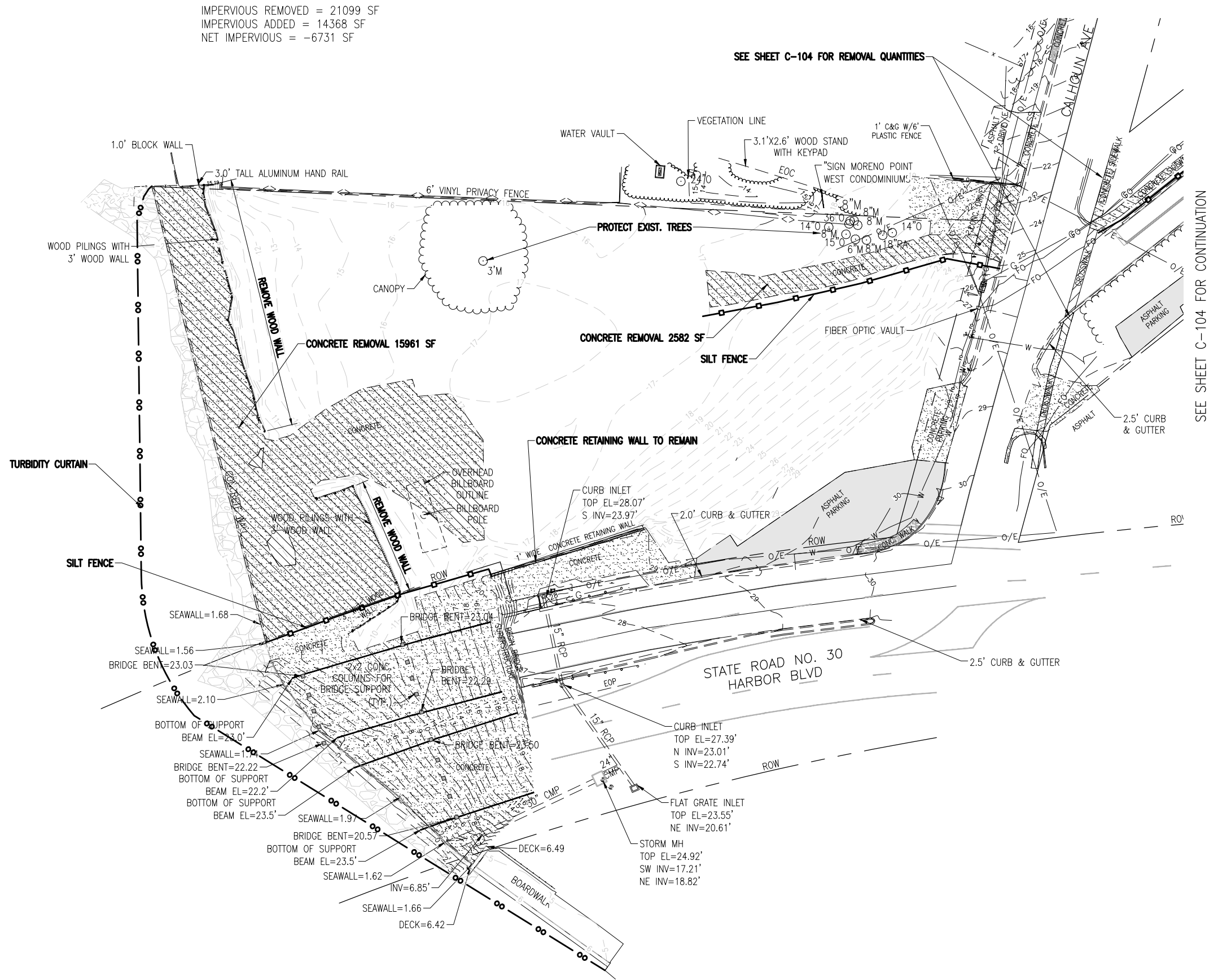
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	DESIGNED BY: JFJ				
	DRAWN BY: RGG				
	CHK'D BY: PROJ. MGR: JFJ DATE: AUG 2024				
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**BOARDWALK UNDER THE
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STUDY**

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C-102

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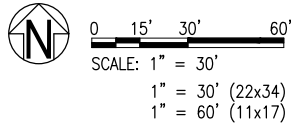
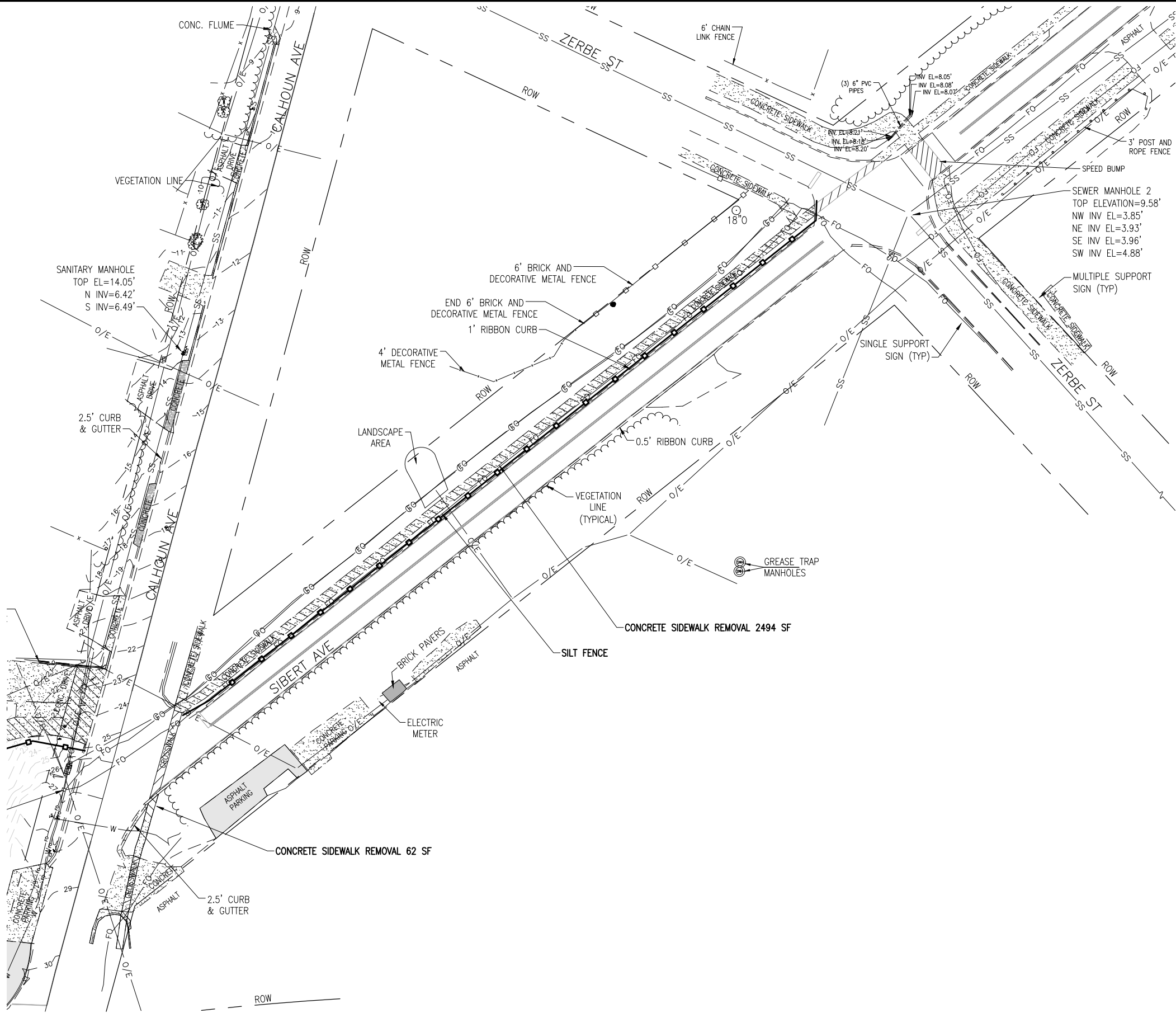


**BOARDWALK UNDER THE
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DRAWN BY: RGG					
CHKD BY: JFF					
PROJ. MGR: JFF					
DATE: AUG 2024					

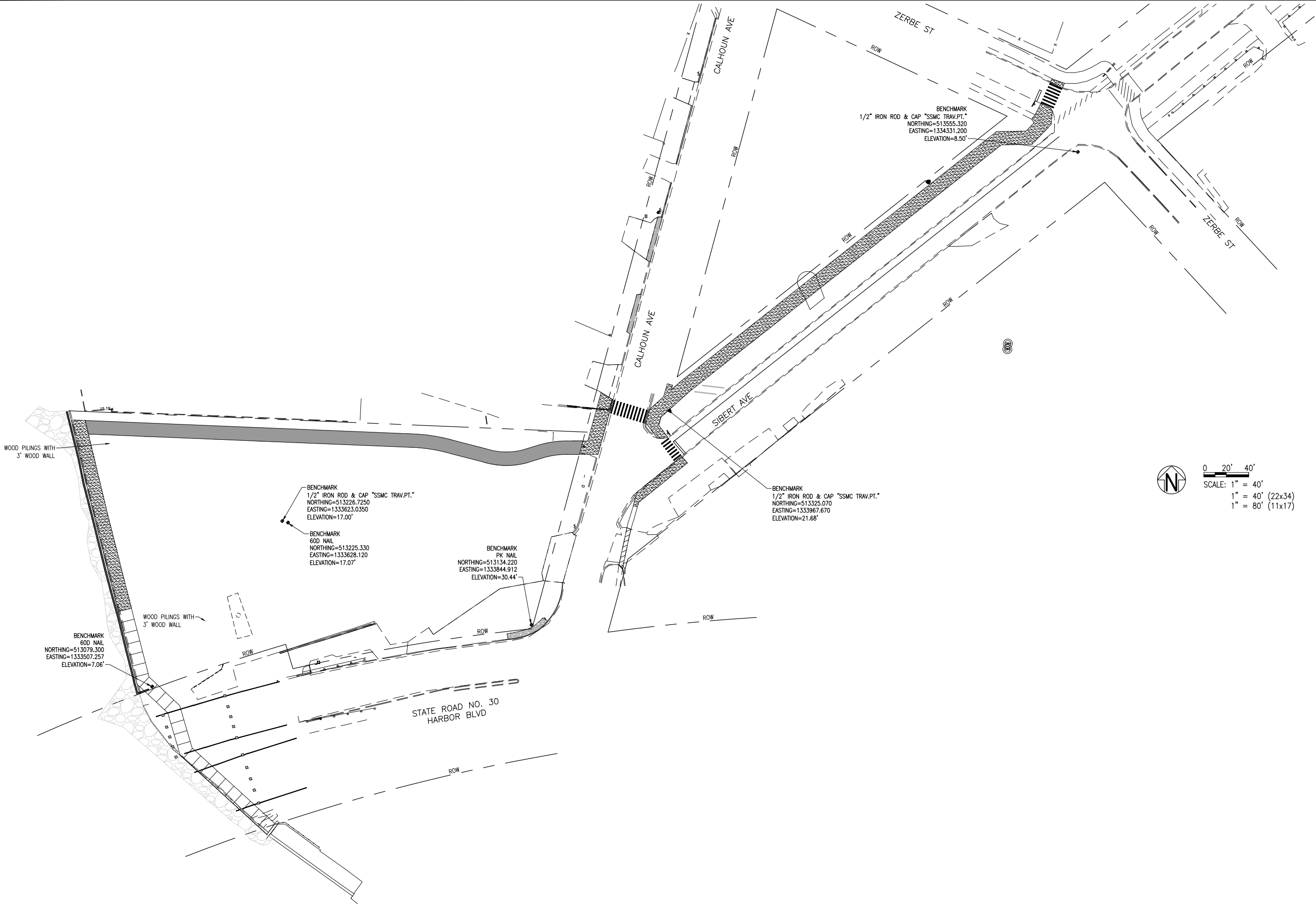
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EROSION CONTROL
PLAN**

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	DRAWN BY:	RG						
	CHKD BY:	JFF						
	PROJ. MGR:	JFF						
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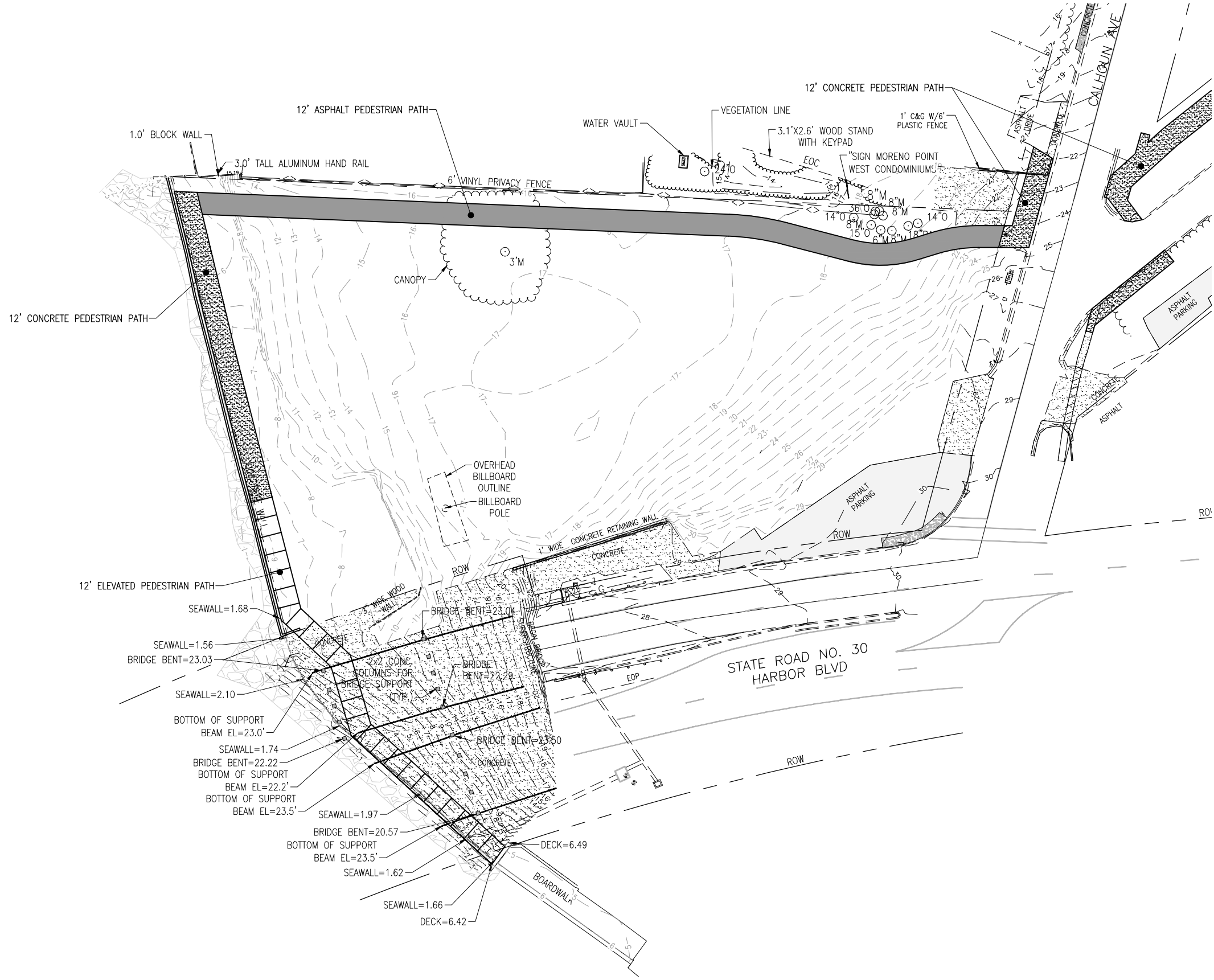
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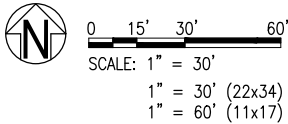
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	DESIGNED BY:	JJF				
	DRAWN BY:	RG				
	CHK'D BY:					
C-105	PROJ. MGR:	JJF				NOT RELEASED FOR CONSTRUCTION BY
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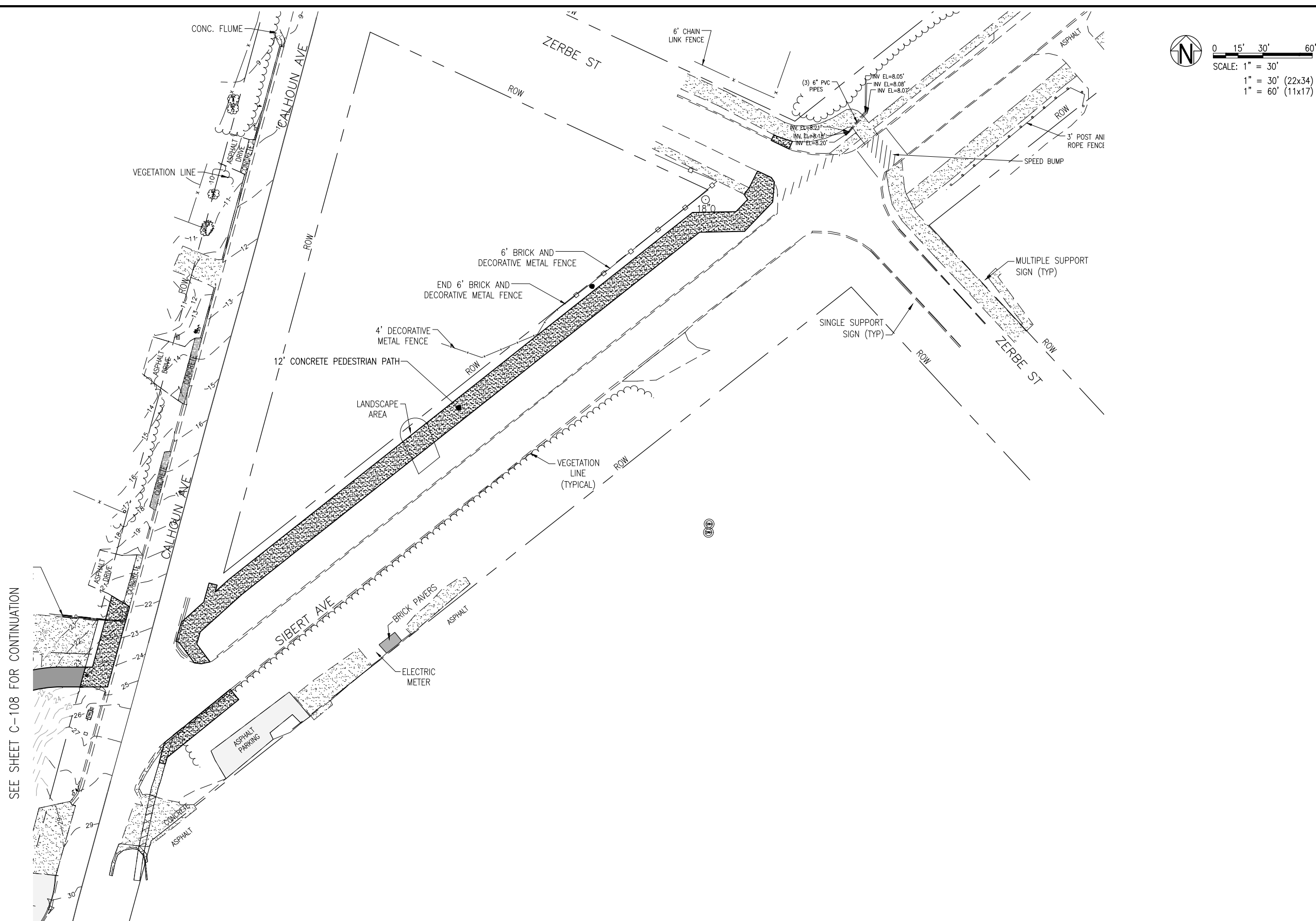
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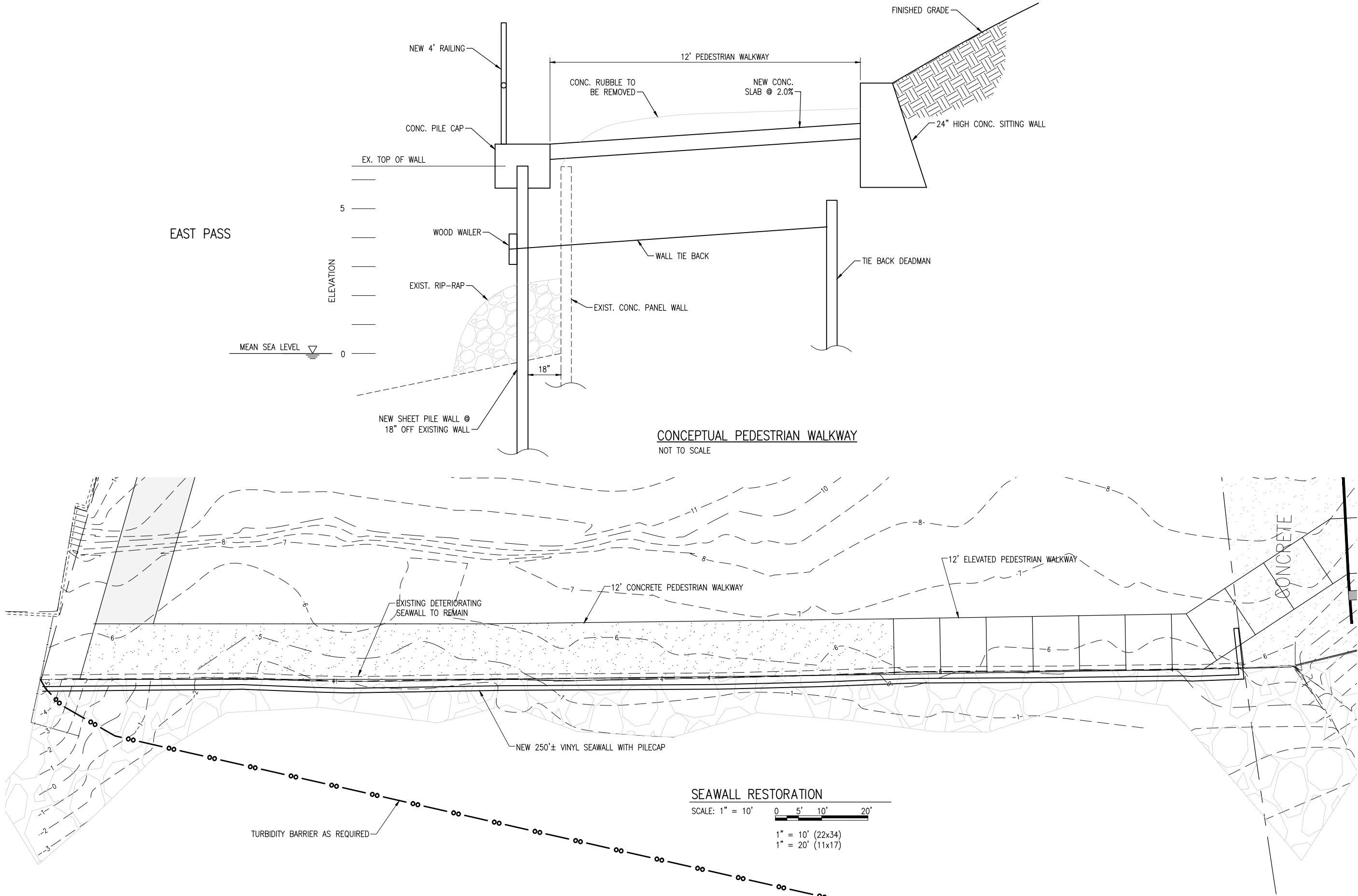
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STUDY

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DRAWN BY: RGG				
CHK'D BY:				
PROJ. MGR: JUF				
DATE: AUG 2024				

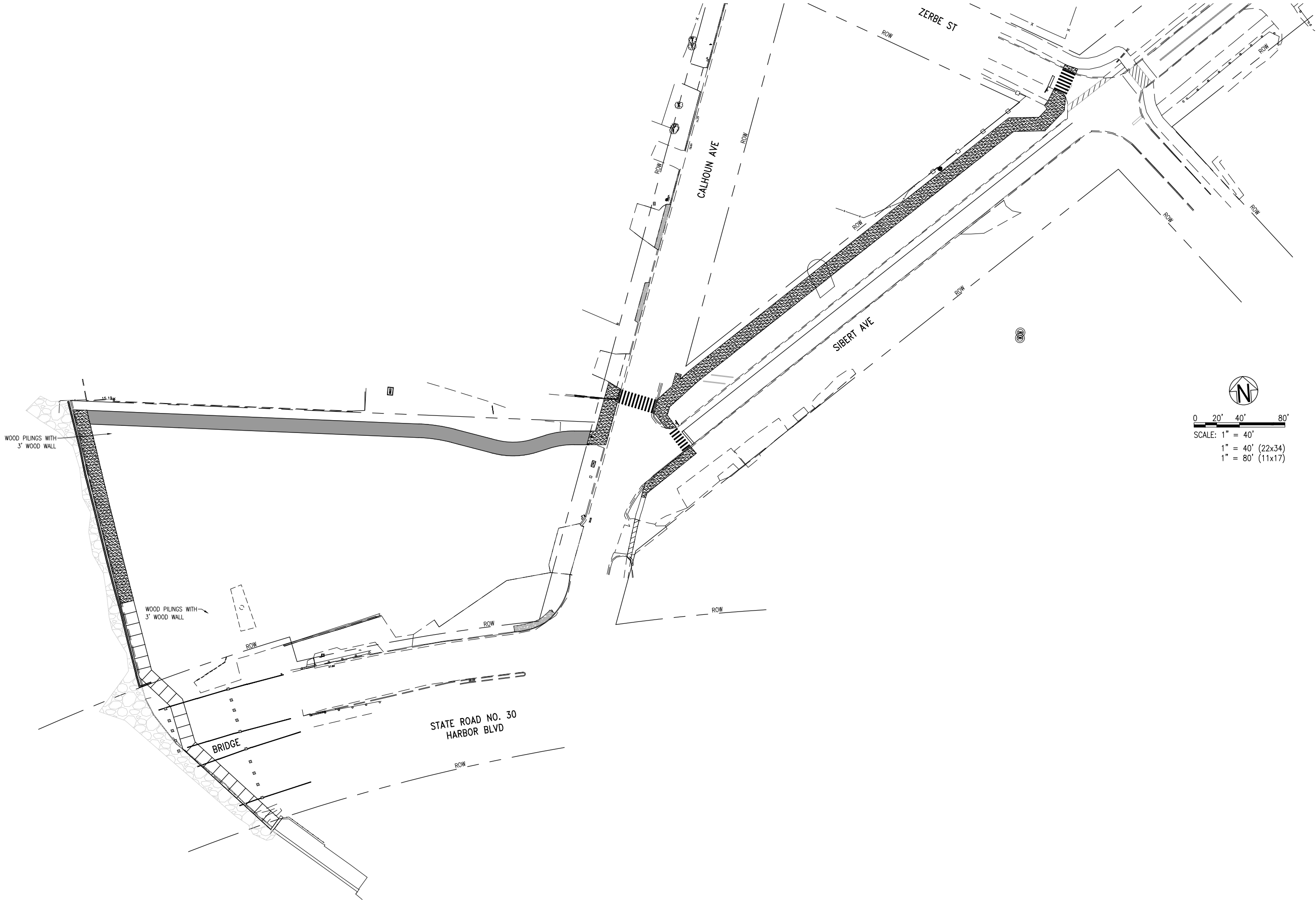


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	DESIGNED BY: JF								
C-110	DRAWN BY: RGG								
	CHK'D BY: MDL								
	PROJ. MGR: JF								
DATE: AUG 2024				NOT RELEASED FOR CONSTRUCTION BY DATE					
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C-111

SIGNING AND
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DESIGNED BY:	JFF
DRAWN BY:	RG
CHK'D BY:	MDL
PROJ. MGR:	JFF
DATE:	AUG 2024

NO.	DATE	APPR.	REVISION/ACTION	TAKEN

BOARDWALK UNDER THE
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**CITY OF DESTIN BOARDWALK UNDER THE BRIDGE
AND PD&E STUDY**

DRAFT REPORT

CITY OF DESTIN PUBLIC WORKS

OCTOBER 2024



Job No. 48207.01

Project Engineer
Gabe McAfee, E.I.

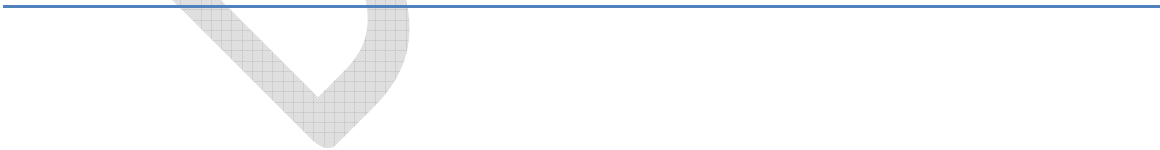
Project Manager
Jason Frick, P.E.
Florida P.E. 88469



449 West Main Street
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Congestion Management Report

1. Executive Summary

This draft report examines potential solutions to address vehicle congestion and pedestrian safety along US 98 in Destin, Florida, focusing specifically on the area from Stahlman Avenue to Airport Road. Key improvement recommendations include additional signalization, median closures, street redirection, additional turning lanes, and changes to pedestrian crossings. The proposed measures are expected to enhance traffic capacity, flow, improve pedestrian safety, and reduce accident risks, particularly in high-crash areas like Stahlman and US 98.

The Plan also addresses concerns about additional traffic being routed to the Stahlman Intersection from the new Cross Town Connector. Enhancements for this intersection would convert Stahlman to a one way north and Palmetto to a one way south and a roundabout would also be installed at the intersection of Palmetto, Azalea, and Stahlman.

2. Baseline Data Collection

Traffic Data:

- Peak traffic on US 98 sees significant congestion, particularly during midday and PM hours. Traffic counts show a peak of 2,226 vehicles over 12 hours at Stahlman Avenue.
- Accidents: There is a high occurrence of rear-end and angle crashes in this area.

Pedestrian Data:

- Heavy pedestrian and bicycle crossing activities contribute to the congestion, particularly near popular tourist destinations.

Reference Reports:

- SR 30 Harbor Boulevard Feasibility Study from CR 30A to Airport Road FDOT.
- Districtwide Traffic Signal Retiming State Road 30 in Destin Peak Season FDOT.
- FDOT Study Stahlman Ave to Tequesta Drive.
- Traffic Operations Analysis of Signalized Intersections SR 30 at Stahlman Ave.
- Traffic Assessment for US 98 and Stahlman Avenue-Corrected, Volkert.

The data collection includes:

- Traffic counts and patterns, including vehicle speeds and pedestrian volumes.
- Accident reports from FDOT and pedestrian safety assessments at key intersections such as Stahlman Avenue.

3. Existing Conditions Analysis

Traffic Conditions:

- Level of Service (LOS) is currently rated at LOS F, signaling severe congestion during peak hours.
- Rear-end and angle crashes are frequent, contributing to delays and safety concerns.

Pedestrian Conditions:

- The area experiences high pedestrian volumes, particularly near busy intersections, necessitating improved safety measures.

4. Data Analysis

The data indicates:

- Significant congestion during peak hours with substantial vehicle and pedestrian activity.
- High-risk areas, particularly where pedestrian crossings intersect with vehicle traffic, contribute to accidents and congestion.

5. Alternative Solutions

Proposed Solutions:

- **Signal additions at Marler, Melvin and Palms Street.**

- **Marler Street:** This intersection, located near several commercial establishments and tourist attractions, sees a high volume of left turns and crossing traffic, leading to frequent delays and congestion. A signal here would help manage the flow of vehicles more effectively, reduce the occurrence of angle and rear-end collisions, and provide safe crossing opportunities for pedestrians.
- **Melvin Street:** Like Marler, the Melvin Street intersection faces significant traffic during peak hours, especially from vehicles attempting to enter or exit businesses and residential areas. A new signal at this location would help control traffic movements, especially for left-hand turns, improving safety and reducing the likelihood of collisions caused by vehicles crossing multiple lanes of traffic. Additionally, signalization would improve pedestrian safety by providing designated crossing intervals.
- **Palms Street:** As a key connector to local roads and businesses, Palms Street sees considerable traffic congestion, particularly during tourist seasons. Adding a signal here would enhance traffic control, ensuring smoother movement of vehicles turning in and out of Palms Street. This signal would also help distribute traffic more evenly along US 98, reducing bottlenecks that occur during peak travel times. Pedestrian crossings at Palms Street would become safer with dedicated signal phases, reducing conflicts with turning vehicles. **(see Appendix B for Signal locations and visuals)**

- **Median Closures:** Closing 19 medians along US 98 to eliminate left-turn conflicts and improve traffic flow and comply with F.A.C. 14-97.003 **(See Appendix A).**

- Closing medians is a strategic measure aimed at eliminating left-turn conflicts, which are a common cause of accidents at intersections, especially those involving vehicles turning across multiple lanes of traffic. By restricting left turns, traffic flow can become more streamlined, reducing bottlenecks caused by vehicles waiting to turn across opposing lanes. This also enhances safety by preventing head-on or angle collisions that occur during left-turn maneuvers.
- In addition to improving traffic flow and safety, these closures are designed to comply with Florida Administrative Code (F.A.C.) 14-97.003, which sets specific standards for

median openings based on roadway classification, traffic volume, and speed limits. This regulation mandates minimum spacing requirements for median openings to ensure safe and efficient movement along major roadways. In the case of US 98, many proposed closures aim to meet or exceed these spacing standards, ensuring compliance with the state's access management criteria. This helps balance the need for traffic efficiency with safety considerations, especially in high-traffic areas like the US 98 corridor. **(see Appendix C for Median Closing locations and visuals)**

- **Left turn lane north:** it is proposed to improve traffic flow and reduce congestion, particularly in areas with significant left-turning movements. By constructing additional turn lanes, traffic can move more efficiently, reducing delays and minimizing the risk of rear-end collisions that often occur when vehicles queue in through lanes waiting to turn.

Location Considered:

US 98 and Stahlman Avenue: An additional left turn lane traveling north is recommended for northbound traffic to facilitate smoother transitions onto Stahlman Avenue. This will reduce queueing and improve the level of service (LOS) at this high-traffic intersection.

Additionally, an eastbound right turn lane was suggested in the General Engineering Contract State Road 30 report. This turn lane is shown under the Stahlman Congestion Plan exhibit but is expected to be designed and funded through the Legendary Group.

Key Benefits:

- **Enhanced Traffic Flow:** Turn lanes provide dedicated space for vehicles to wait for turning opportunities without disrupting the flow of through traffic, which helps reduce delays and improve overall intersection performance.
- **Reduced Collision Risk:** By separating turning vehicles from the main traffic flow, the risk of rear-end and angle collisions, which often occur due to sudden stops or maneuvers, is minimized.
- **Improved Intersection Capacity:** Turn lanes increase the capacity of an intersection by allowing more vehicles to pass through without being delayed by turning traffic, thus reducing congestion during peak hours.
- **Compliance with Standards:** Turn lanes will be designed to meet the requirements of Florida Administrative Code (F.A.C.) 14-97.003, ensuring that adequate spacing, length, and width are provided to accommodate projected traffic volumes and speed limits. **(see Appendix D for Stahlman Congestion Plan)**

- **Roundabout Construction:** A proposed roundabout at Stahlman and Palmetto is expected to enhance traffic flow and safety. Exhibit

- **Reduction in Fatal Crashes:**
Studies by the Federal Highway Administration (FHWA) show that roundabouts reduce fatal crashes by 90% compared to traditional intersections with stop signs or signals.

- **Reduction in Injury Crashes:**
Roundabouts typically result in 75% fewer injury crashes. This reduction is attributed to lower travel speeds and the elimination of head-on or right-angle collisions that are common at signalized intersections.
- **Reduction in Pedestrian Crashes:**
The design of roundabouts, which force vehicles to slow down, helps in significantly reducing pedestrian-related crashes by 30-40% compared to signalized intersections. Pedestrians also must cross fewer lanes of traffic, which reduces exposure to vehicles.
- **Improved Traffic Flow:**
Roundabouts improve traffic flow by up to 30-50%, which indirectly enhances safety by reducing congestion and the likelihood of rear-end collisions that are common at stop-and-go intersections.
- **Reduction in Overall Crashes:**
In general, roundabouts reduce overall crash occurrences by 37% compared to signal-controlled intersections. This includes all types of crashes, from minor fender-benders to severe collisions.
- **Crash Severity:**
The nature of crashes in roundabouts tends to be less severe. Collisions typically occur at lower speeds and involve sideswipes or low-angle impacts, which are less likely to result in serious injuries compared to the T-bone or head-on collisions at traditional intersections. **(see Appendix D for Stahlman Congestion Plan)**

- **Pedestrian Barriers:** To enhance pedestrian safety and reduce the number of illegal pedestrian mid-block crossings that conflict with vehicle traffic, physical barriers will be installed east and west of the Stahlman intersection. These barriers are designed to guide pedestrians to designated crossing points, ensuring they use safe, signal-controlled crosswalks instead of attempting to cross at unmarked or unsafe locations.

- At busy intersections like Stahlman Avenue and US 98, where there is high foot traffic and a significant risk of pedestrian-vehicle collisions, the installation of barriers will prevent mid-block crossings, which often occur unpredictably and disrupt the flow of traffic. By channeling pedestrians to specific crossing points, barriers reduce the chances of accidents caused by pedestrians entering the roadway unexpectedly.
- In addition to improving safety, these barriers will contribute to better traffic flow. When pedestrian movements are more predictable and controlled, vehicles can move more smoothly through intersections without the need for sudden stops or slowdowns to accommodate unscheduled crossings. This will help mitigate congestion at intersections that are already prone to delays due to both high vehicle and pedestrian volumes.

Moreover, the barriers will serve as a visual cue to both drivers and pedestrians, clearly delineating where crossings should occur and where they are prohibited, which will reinforce the importance of using designated crosswalks for safer pedestrian movement. (see **Appendix D for Stahlman Congestion Plan**)



Figure 1 Example Median Barrier

- Converting Stahlman Avenue (Northbound) and Palmetto Drive (Southbound) to One-Way Travel

One alternative to reduce congestion and improve traffic flow in the area is to convert Stahlman Avenue to a one-way northbound travel way and Palmetto Drive to a one-way southbound travel way. This change would simplify traffic patterns, increase capacity, and improve safety along these critical corridors.

Traffic Flow Improvements

- **Reduction in Conflicts:** Converting Stahlman Avenue to one-way northbound and Palmetto Drive to one-way southbound will eliminate opposing traffic flows, thereby reducing the likelihood of head-on collisions or side-impact accidents. By simplifying the traffic patterns, vehicles will be able to move more freely without the need to yield to oncoming traffic at intersections.
- **Increased Road Capacity:** With both streets dedicated to single-direction traffic, additional lanes can be allocated for travel in that direction, allowing for smoother flow. This would enable more vehicles to traverse Stahlman Avenue and Palmetto Drive without the bottlenecks typically caused by vehicles waiting to turn across opposing traffic lanes.

- **Improved Intersection Efficiency:** Converting these streets to one-way will also allow for better synchronization of traffic signals at major intersections such as the Stahlman Avenue and US 98 intersection. By reducing the number of conflict points, signal timing can be optimized for smoother traffic movement, reducing stop-and-go conditions and minimizing delays.

Safety Benefits

- **Enhanced Pedestrian and Cyclist Safety:** One-way streets are generally safer for pedestrians and cyclists, as they only need to contend with traffic coming from one direction. This would be particularly beneficial at busy intersections such as Stahlman and US 98, where high pedestrian traffic currently increases the risk of accidents. Crosswalks and pedestrian signals can be more effectively managed with predictable vehicle flow from a single direction.
- **Simplified Turns:** Converting Stahlman Avenue to one-way northbound and Palmetto Drive to one-way southbound will eliminate the need for vehicles to cross multiple lanes of opposing traffic when making left turns. This reduces the risk of angle and rear-end collisions that often occur when vehicles are waiting to turn across traffic.

Considerations for Implementation

- **Street Reconfiguration:** The conversion of Stahlman Avenue and Palmetto Drive will require modifications to existing lane configurations, signage, and traffic signals. On-street parking may need to be re-evaluated to ensure sufficient space for the reconfigured lanes, and access to businesses and residential properties will need to be maintained with minimal disruption.
- **Impact on Surrounding Roadways:** Shifting traffic patterns on Stahlman Avenue and Palmetto Drive could have ripple effects on adjacent roadways. Traffic flow analysis will be necessary to ensure that the conversion does not displace congestion to other parts of the network, particularly along US 98. Measures such as improved wayfinding and signal optimization on nearby streets could help manage redirected traffic.

6. Evaluation Criteria

The alternatives are evaluated based on:

- Effectiveness in reducing congestion.
- Impact on traffic safety, particularly in high-crash areas like Stahlman Avenue.
- Feasibility of implementation, including costs and timeframes.
- Community acceptance, gauged through public meetings and surveys.

7. Evaluation of Alternatives

The evaluation highlights the following:

- Median closures are expected to reduce stacking in left lanes, promote continuous traffic flow, and protect pedestrians at mid-block crossings. It should be noted that any major roadway construction will involve bringing these median openings into compliance with F.A.C 14-97.003.
- Signalization and the roundabout proposal at Stahlman Avenue are expected to improve safety and reduce congestion

8. Community Leadership

During the review of existing traffic and roadway conditions, BDI had continuous coordination with County and City staff and executives with the Legendary Group. These meetings were focused on developing congestion management alternatives that could be implemented and complied with Florida Administrative Code.

Additionally, discussions with FDOT about the ongoing PD&E gave insight into the future for the Marler Bridge.

9. Selection of Preferred Solution

The preferred solution involves a combination of median closures, signalization, and pedestrian barriers. This approach balances the need for improved traffic flow with safety enhancements for pedestrians.

10. Implementation Plan

Key Phases:

1. Engineering, permitting, and construction of signals and relocated mid-block crossings.
2. Engineering, permitting, and median construction to provide signalized protected left turns
3. Engineering, permitting, and median construction work to close openings.
4. Engineering, permitting, and construction of pedestrian barriers.
5. Engineering, permitting and construction of the roundabout at Stahlman Avenue and Palmetto.

The project is expected to be completed in phases over the coming years as funding becomes available.

11. ROM Estimates

(Incorporation into the Final Report)

12. Funding Sources

(Incorporation into the Final Report)

13. Conclusion

The proposed solutions address severe congestion and safety concerns throughout US 98. The combination of signal optimization, median closures, and pedestrian improvements is expected to significantly enhance traffic flow and pedestrian safety.

DRAFT

Appendix

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Appendix A

F.A.C. 14-97.003

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14-97.003 Access Control Classification System and Access Management Standards.

(1) The following tables contain the access control classification and access management standards to be used in the planning, design, and permitting of connections, and the planning and design of medians, median openings, and signal spacing for roads on the SHS. The Department encourages the use of joint access driveways and service roads.

Table 1 Access Management Standards for Limited Access Facilities						
Access Class	Segment Location					Applicable Interchange Spacing Standard
1	Area Type 1 – CBD & CBD Fringe for Cities in Urbanized Areas					1 Mile
	Area Type 2 – Existing Urbanized Areas Other Than Area Type 1					2 Miles
	Area Type 3 – Transitioning Urbanized Areas and Urban Areas Other Than Area Type 1 OR 2					3 Miles
	Area Type 4 – Rural Areas					6 Miles
Table 2 Access Management Standards for Controlled Access Facilities						
Access Class	Median	Median Opening Spacing Standard (feet)		Signal Spacing Standard (feet)	Connection Spacing Standard (feet)	
		Full	Directional		Posted Speed Greater than 45 MPH	Posted Speed of 45 MPH or less
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive			2,640	660	440
5	Restrictive	2,640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	660	2, 640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	440	245
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

The interim standards contained in subsection 14-97.004(1), F.A.C., shall be used for any unclassified segment of the SHS until replaced by an adopted access classification.

(2) Access Control Classification. The seven access classes are described as follows:

(a) Access Class 1 consists of limited access facilities, which roadways do not provide direct property connections. These roadways provide for high speed and high volume traffic movements serving interstate, interregional, and intercity, and, to a lesser degree, intracity, travel needs. Interstate highways and Florida's Turnpike are typical of this class. The interchange spacing standards, based on the Area Type the highway is passing through, are for the through lanes or main line of the facility. New interchanges to Access Class 1 facilities shall be based on an engineering analysis of the operation and safety of the system. These

interchanges can only be approved through the interchange justification process. Approval by the Department and FHWA is required before any new interchange is constructed.

(b) Access Classes 2 through 7 consist of controlled access facilities and are arranged from the most restrictive (Access Class 2) to the least restrictive (Access Class 7) class based on development. Generally the roadways serving areas without existing extensive development are classified in the upper portion of the range (Access Class 2, 3 and 4). Those roadways serving areas with existing moderate to extensive development are generally classified in the lower portion of the range (Access Class 5, 6 and 7). The access management standards for each access class are further determined by the posted speed limit.

1. Access Class 2 roadways are highly controlled access facilities distinguished by the ability to serve high speed and high volume traffic over long distances in a safe and efficient manner. This access class is further distinguished by a highly controlled limited number of connections, median openings, and infrequent traffic signals. Segments of the SHS having this classification usually have access restrictions supported by local ordinances and agreements with the Department, and are generally supported by existing or planned service roads.

2. Access Class 3 roadways are controlled access facilities where direct access to abutting land is controlled to maximize the operation of the through traffic movement. The land adjacent to these roadways is generally not extensively developed and/or the probability of significant land use change exists. These roadways are distinguished by existing or planned restrictive medians.

3. Access Class 4 roadways are controlled access facilities where direct access to abutting land is controlled to maximize the operation of the through traffic movement. The land adjacent to these roadways is generally not extensively developed and/or the probability of significant land use change exists. These roadways are distinguished by existing or planned non-restrictive median treatments.

4. Access Class 5 roadways are controlled access facilities where adjacent land has been extensively developed and where the probability of major land use change is not high. These roadways are distinguished by existing or planned restrictive medians.

5. Access Class 6 roadways are controlled access facilities where adjacent land has been extensively developed, and the probability of major land use change is not high. These roadways are distinguished by existing or planned non-restrictive medians or centerlines.

6. Access Class 7 roadways are controlled access facilities where adjacent land is generally developed to the maximum feasible intensity and roadway widening potential is limited. This classification shall be assigned only to roadway segments where there is little intent or opportunity to provide high speed travel. Exceptions to access management standards in this access class may be allowed if the landowner substantially reduces the number of connections compared to existing conditions. These roadways can have either restrictive or non-restrictive medians.

(3) Access Management Standards.

(a) Connection permit applications, submitted pursuant to Rule Chapter 14-96, F.A.C., shall be reviewed subject to the standards of this rule chapter.

(b) Existing lawful connections, median openings, and signals are not required to meet the access management standards. Existing access management features will generally be allowed to remain in place, but shall be brought into conformance with access management standards when significant change occurs or as changes to the roadway design allow.

(c) A property that cannot meet the access management standards for a connection, as set forth herein, is eligible to be permitted by the Department for a single connection pursuant to Rule Chapter 14-96, F.A.C., where there is no other reasonable access to the SHS and the connection will not create a safety or operational hazard.

(d) Greater distances between connections and median openings will be required by the Department where necessary to meet operational and safety requirements. In these instances, the Department shall make such determination based on generally accepted professional practice standards.

(e) Adjacent properties under common ownership shall be considered one parcel for purposes of this rule. Persons requesting connections for one or more adjacent properties under common ownership may, however, as a part of the Rule Chapter 14-96, F.A.C., permit process, request that the properties be considered individually for connection permitting purposes. Such requests shall be included as part of the permit application and shall provide specific analyses and justification of potential safety and operational hazards associated with the compatibility of the volume, type or characteristics of the traffic using the connection. A contract for sale, a long term lease, or similar document shall constitute separate ownership from the parent tract for the purpose of this rule chapter, if the sale would not result in common ownership. A connection permit issued based on a contract for sale will be conditioned on transfer of the property to the buyer.

(f) The speed criteria referred to in Table 2, Access Management Standards for Controlled Access Facilities, and in the Interim Access Management Standards in Table 3, means the posted speed limit at the proposed connection location.

(g) Corridor Access Management Plans may be adopted by the Department in coordination with local governmental entities. These plans shall be based on an analysis by the Department using generally accepted professional practice standards and will provide corridor specific access management and traffic control features. Before the adoption of such plans, the Department shall notify affected local governments and abutting property owners and shall hold a public meeting, if requested. After consideration of public input, the Department shall, in cooperation with the affected local government, finalize the plan.

(h) Interchange Areas. Connections and median openings on a controlled access facility located up to 1/4 mile from an interchange area or up to the first intersection with an arterial road, whichever distance is less, shall be more stringently regulated to protect safety and operational efficiency of the SHS, as set forth below:

1. The 1/4 mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.
2. With the exception of Access Class 2 facilities with posted speed limits over 45 MPH, the distance from the interchange ramp(s) to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 MPH, or at least 440 feet where the posted speed limit is 45 MPH or less. This distance will be measured from the end of the taper for that particular quadrant of the interchange on the controlled access facility. For Access Class 2 facilities with posted speed limits over 45 MPH, the distance to the first connection shall be at least 1,320 feet.
3. The standard distance to the first full median opening shall be at least 2,640 feet as measured from the end of the taper of the off ramp.
4. Greater distances between proposed connections and median openings will be required when the Department determines, based on generally accepted professional practice standards, that the engineering and traffic information provided in the Rule Chapter 14-96, F.A.C., permit application shows that the safety or operation of the interchange or the limited access highway would be adversely affected.

(i) Traffic signals, which are proposed at intervals closer than the access management standard for the designated access class, will only be approved where the need for such signal(s) is clearly demonstrated for the safety and operation of the roadway and approved through the signal warrant process.

Rulemaking Authority 334.044(2), 335.182, 335.184, 335.188 FS. Law Implemented 334.044(10)(a), 335.182, 335.188, 338.001 FS. History—New 2-13-91, Amended 10-7-09.

Appendix B
Signal Additions

DRAFT

New Signal

Marler Street Signal

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous signal	1647'
Distance from next median	1808'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

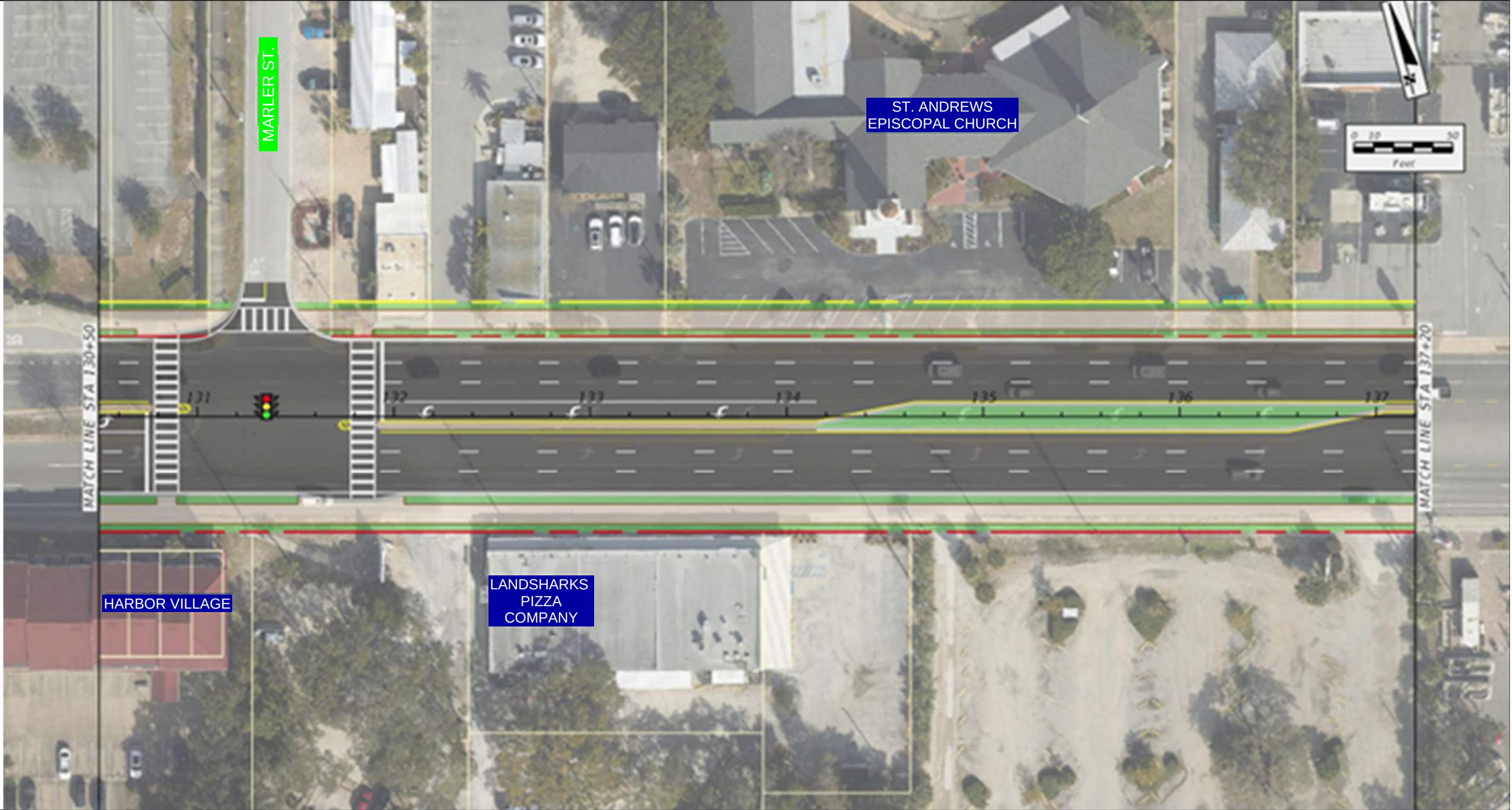
Pros & Cons of Signalization

Pros	Improved traffic flow	Cons	Cost/Funding
	Enhanced Safety		Disruption for Construction
	Satisfactory Level of Service		Limited Capacity Improvements
	Improved Accessibility		

EXISTING CONDITIONS



SIGNALIZED INTERSECTION IMPROVEMENTS



New Signal

Melvin Street Signal

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	1823'
Distance from next median	1225'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

Pros & Cons of Signalization

Pros	Improved traffic flow	Cons	Cost/Funding
	Enhanced Safety		Disruption for Construction
	Satisfactory Level of Service		Limited Capacity Improvements
	Improved Accessibility		

EXISTING CONDITIONS



SIGNALIZED INTERSECTION IMPROVEMENTS



New Signal

Palm Street/Sandprint Drive Signal

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	1430'
Distance from next median	3472'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

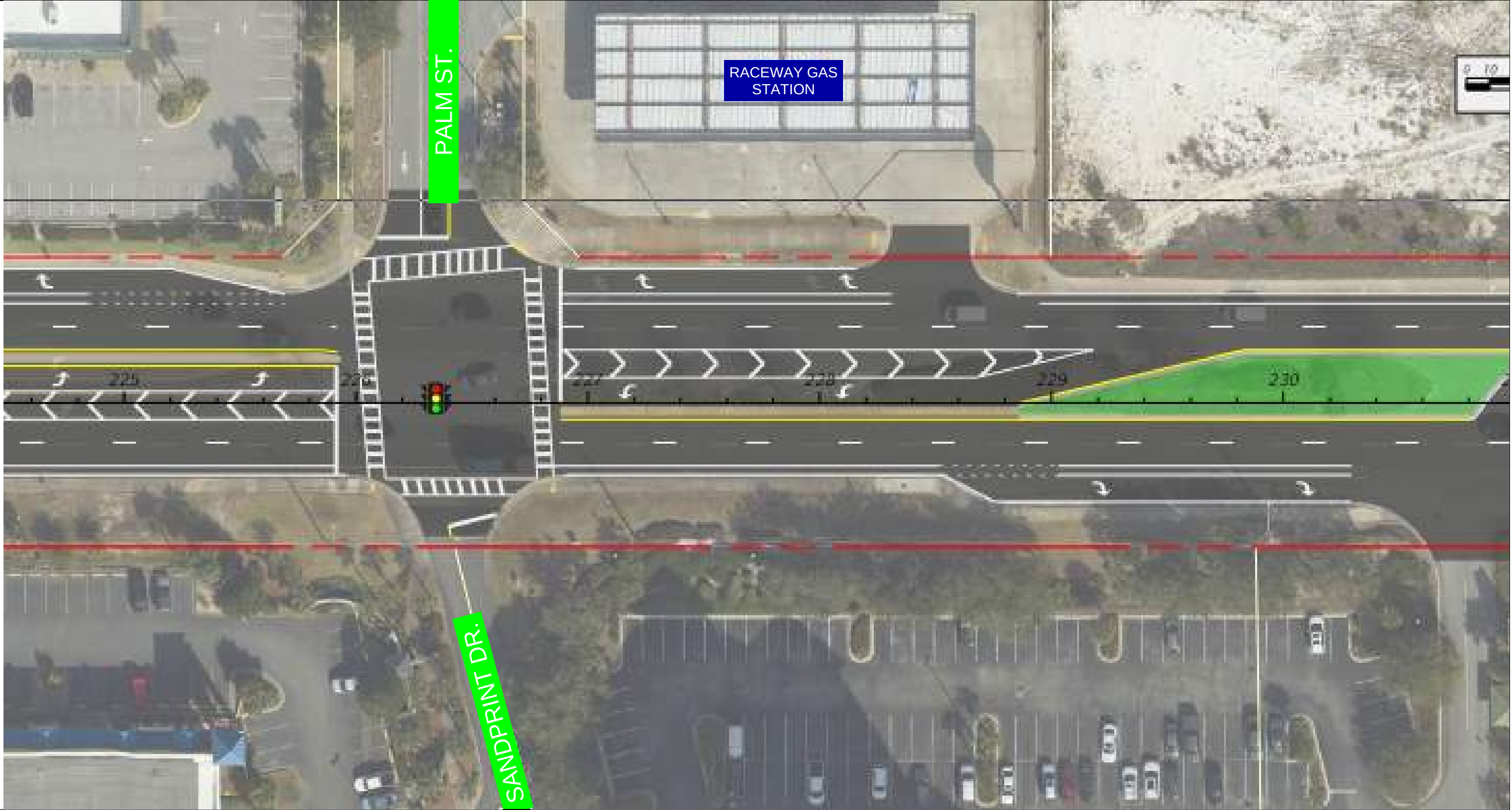
Pros & Cons of Signalization

Pros	Improved traffic flow	Cons	Cost/Funding
	Enhanced Safety		Disruption for Construction
	Satisfactory Level of Service		Limited Capacity Improvements
	Improved Accessibility		

EXISTING CONDITIONS



SIGNALIZED INTERSECTION IMPROVEMENTS



Appendix C
Median Closings

DRAFT

MEDIAN CLOSINGS

Destin Charter Services

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	433'
Distance from next median	380'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

Pros & Cons of Closing Median

Pros	Reduces stacking in left lane along East and West-bound US-98	Cons	Elimates crossing two lanes of traffic to make a left turn from parking lot to East
	Promotes continuous traffic flow along East and West-bound US-98		Creates right-in and right-out only driveway to the North and South
	Protects pedestrians at the mid-block crosswalk from left turns/U-turns in East and West-bound US-98		Removes left turn lane East and West-bound US-98

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

St. Andrews Episcopal Church

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	300'
Distance from next median	265'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

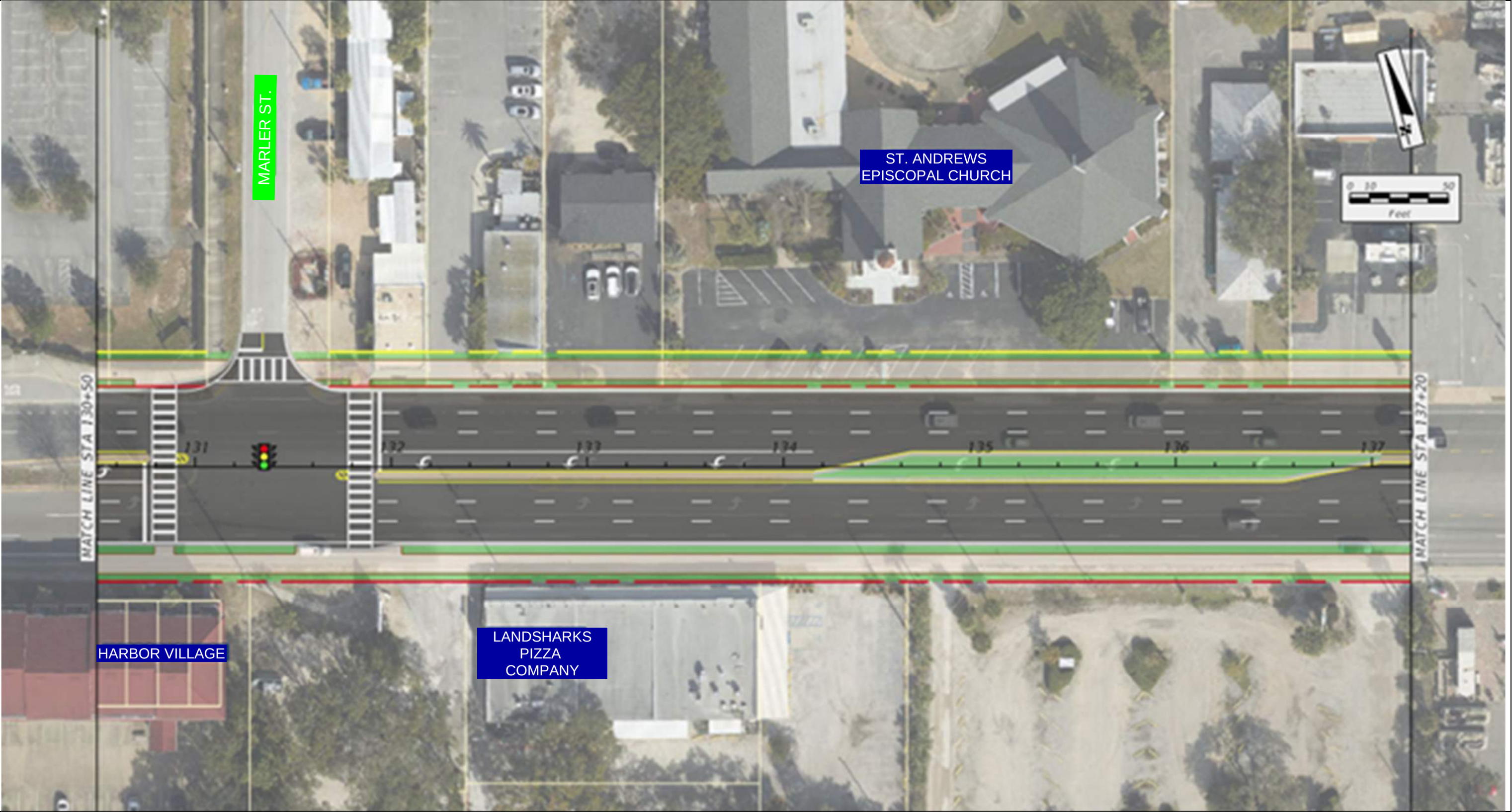
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Creates right-in and right-out only driveway to the North and South
			Removes both left turn lanes to parking lot from East and West-bound US-98
	Protects pedestrians at the mid-block crosswalk from left turns/U-turns in East and West-bound US-98		Removes left turn lane East and West-bound US-98

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Heron Harbor

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	265'
Distance from next median	390'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

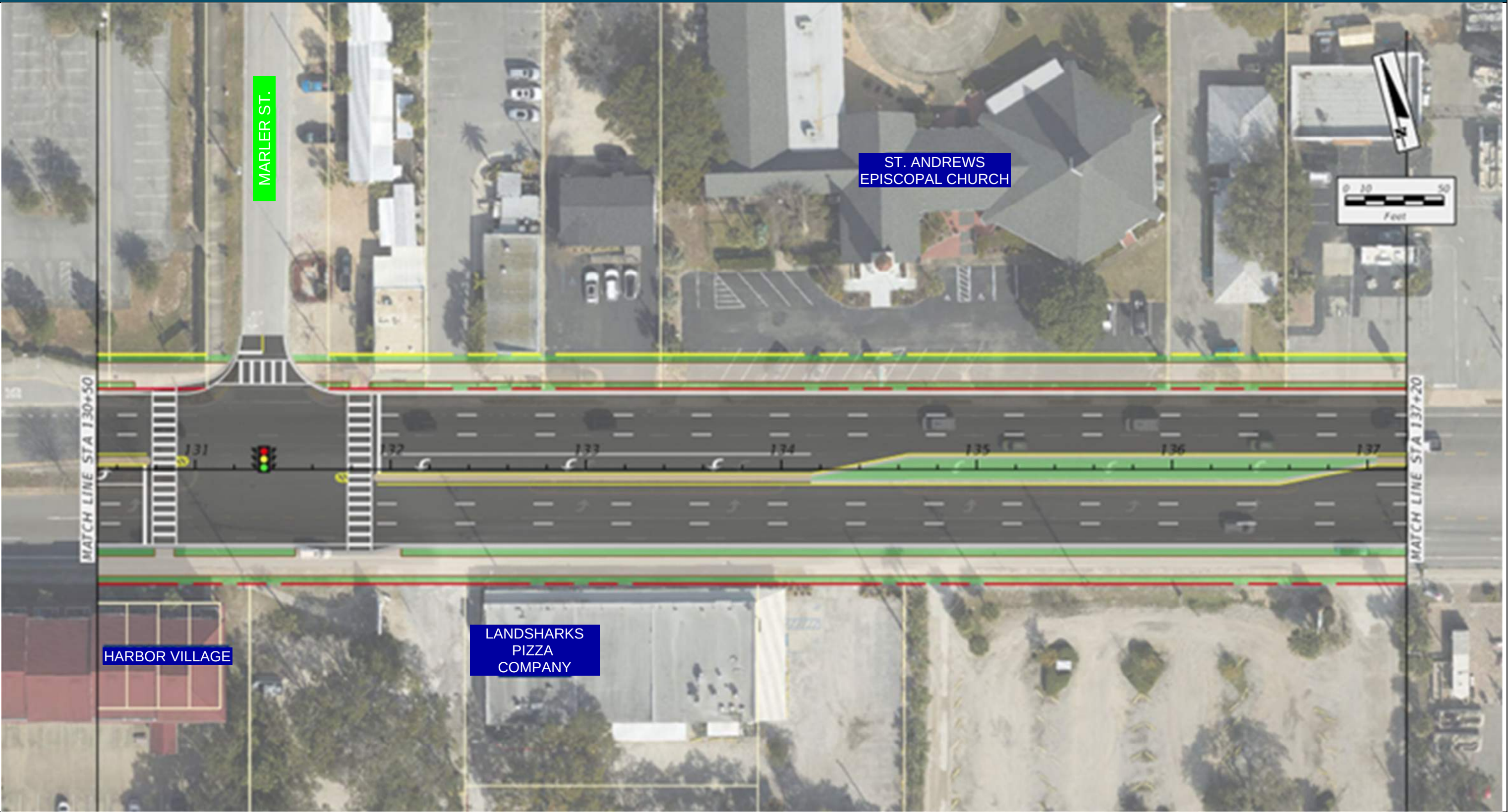
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes both left turn lanes to parking lot from East and West-bound US-98
			Creates right-in and right-out only driveway to the North and South

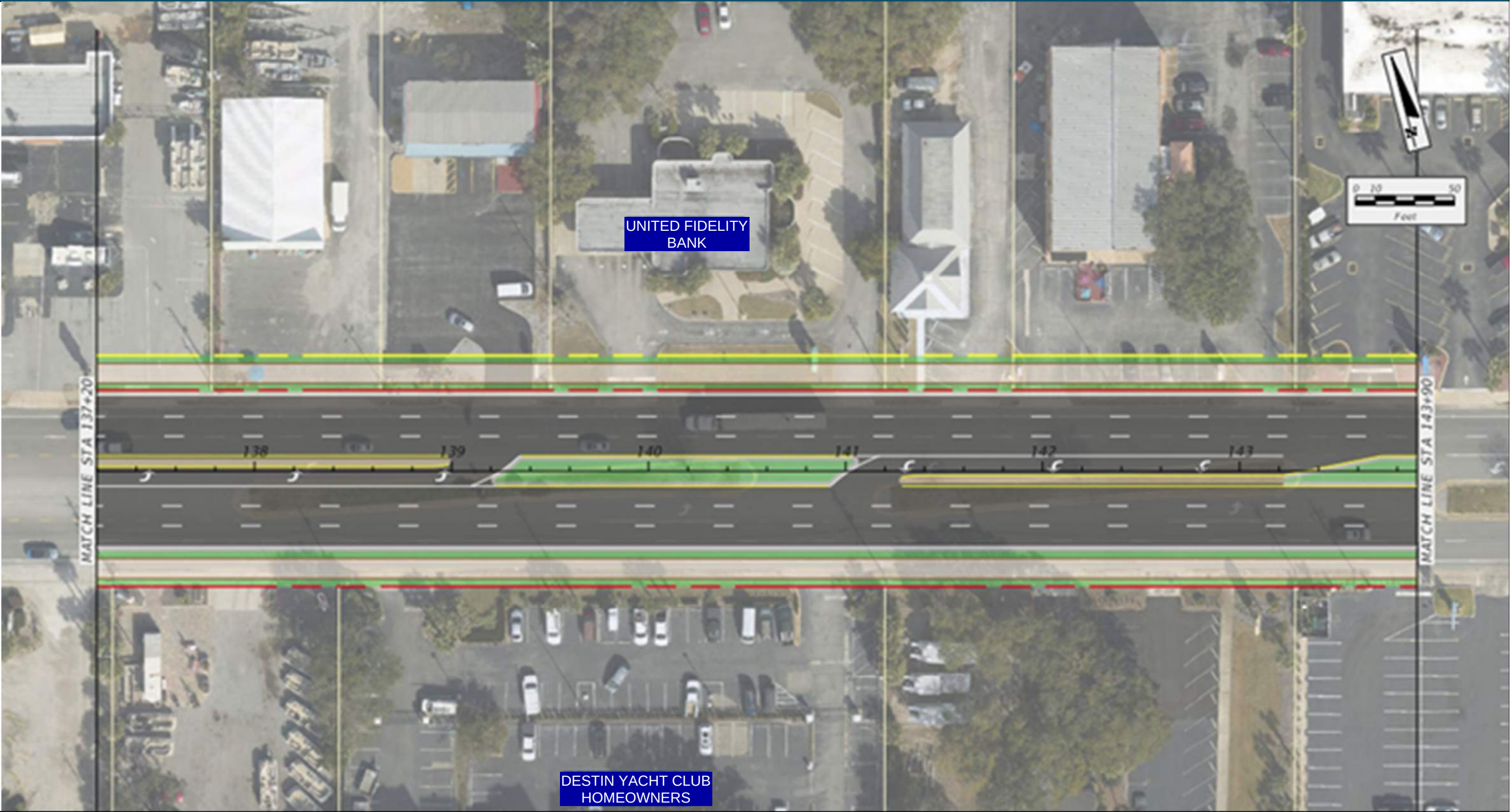
EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Motel 6

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	355'
Distance from next median	585'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req. (Y/N)	N

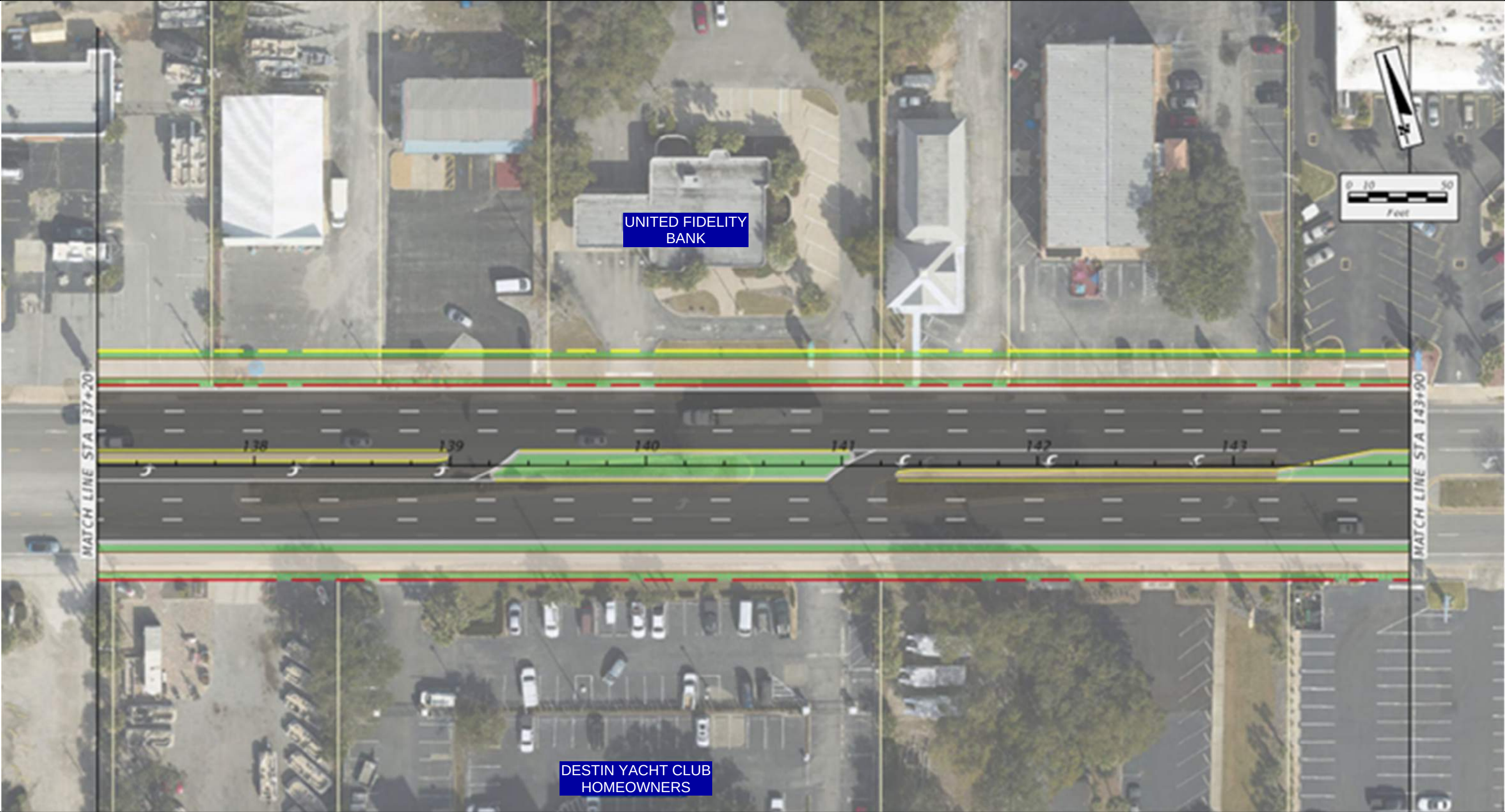
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes both left turn lanes to parking lot from East and West-bound US-98
			Creates right-in and right-out only driveway to the North and South

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Taco Bell

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

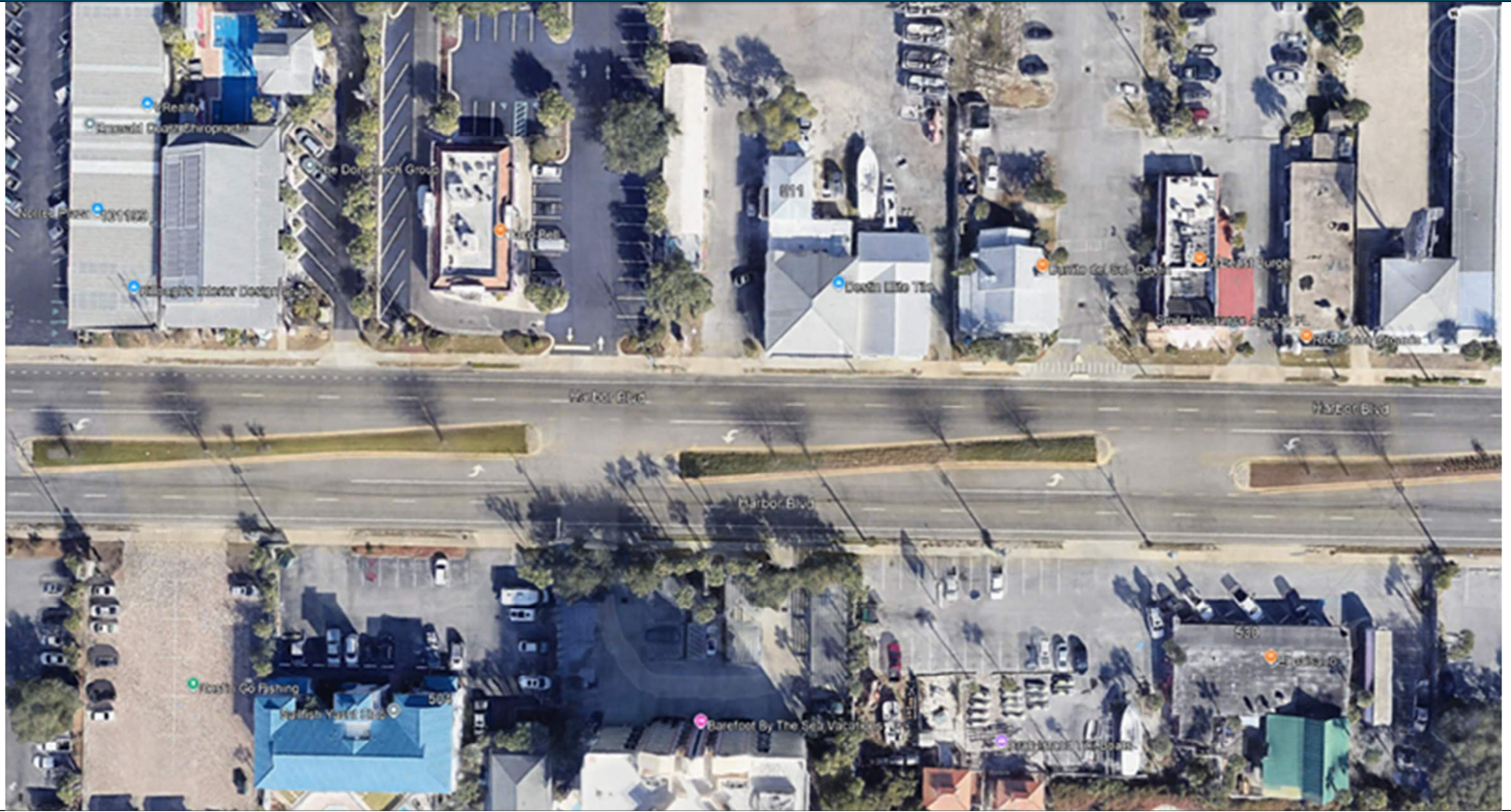
Existing Median Spacing

Distance from previous median	353'
Distance from next median	293'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

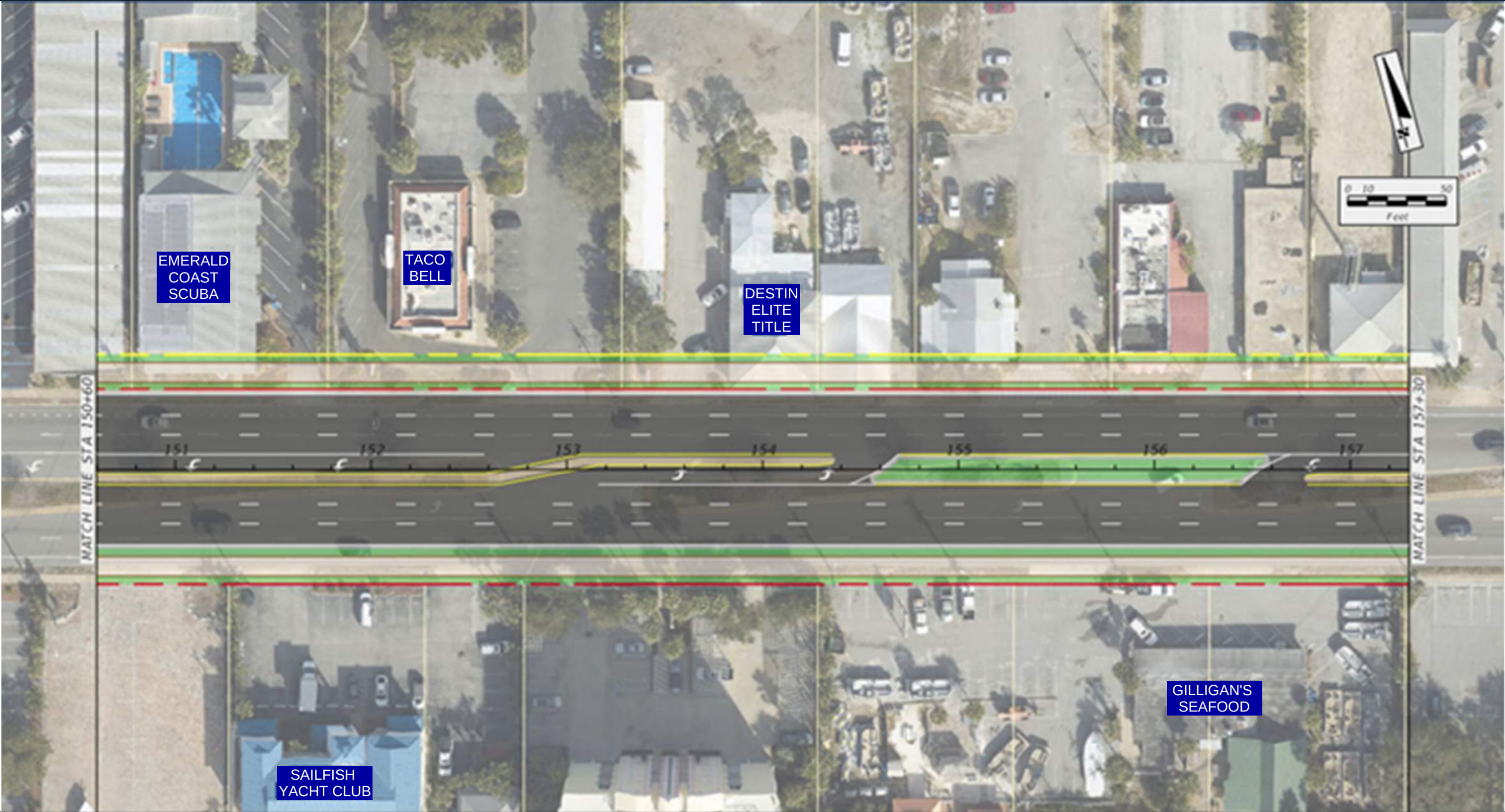
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes both left turn lanes to parking lot from East and West-bound US-98
			Creates right-in and right-out only driveway to the North and South

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Hogs Breath Saloon

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	400'
Distance from next median	300'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

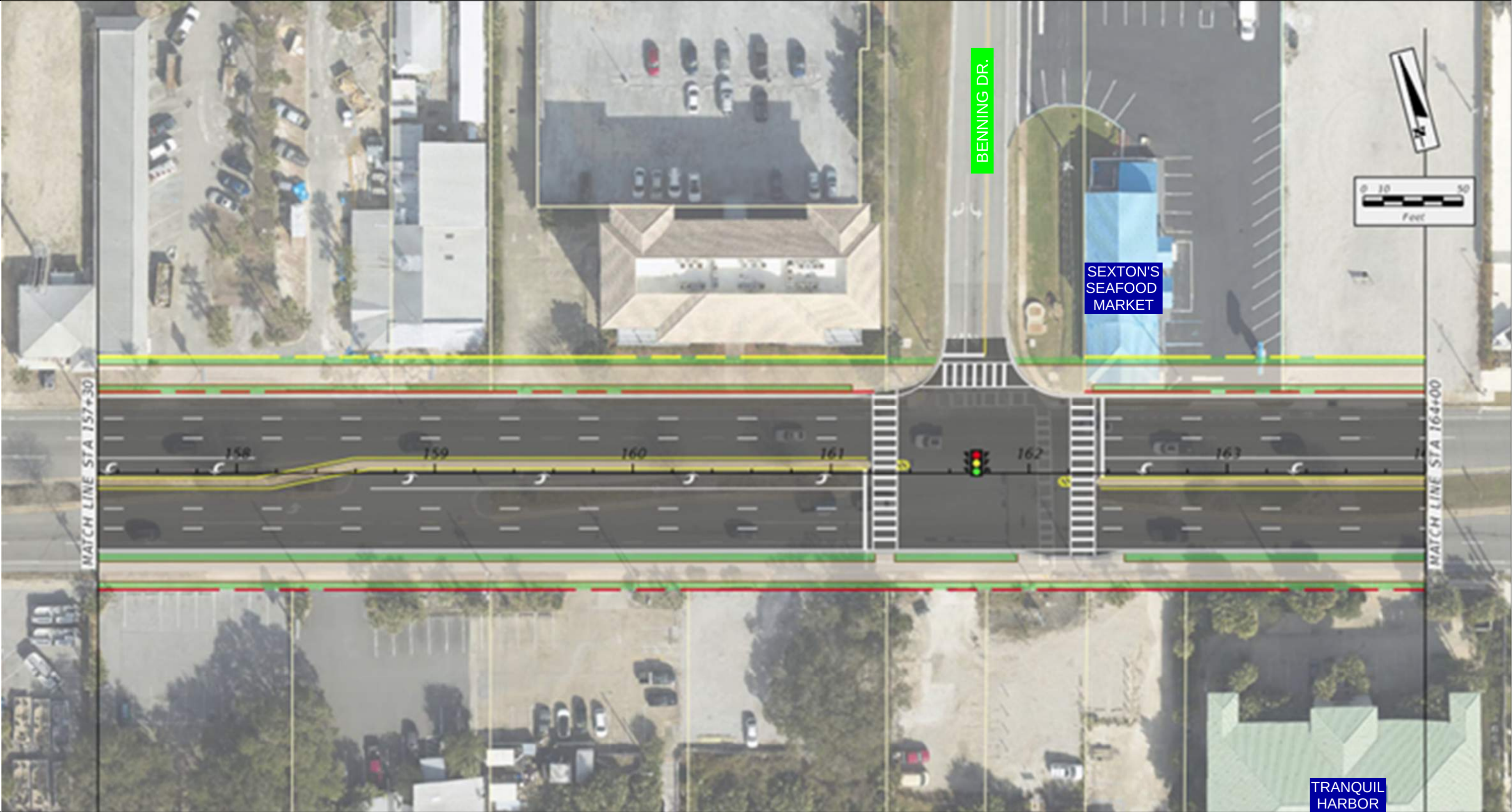
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes both left turn lanes to parking lot from East and West-bound US-98
			Creates right-in and right-out only driveway to the North and South

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Half Hitch Tackle

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	470'
Distance from next median	537'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

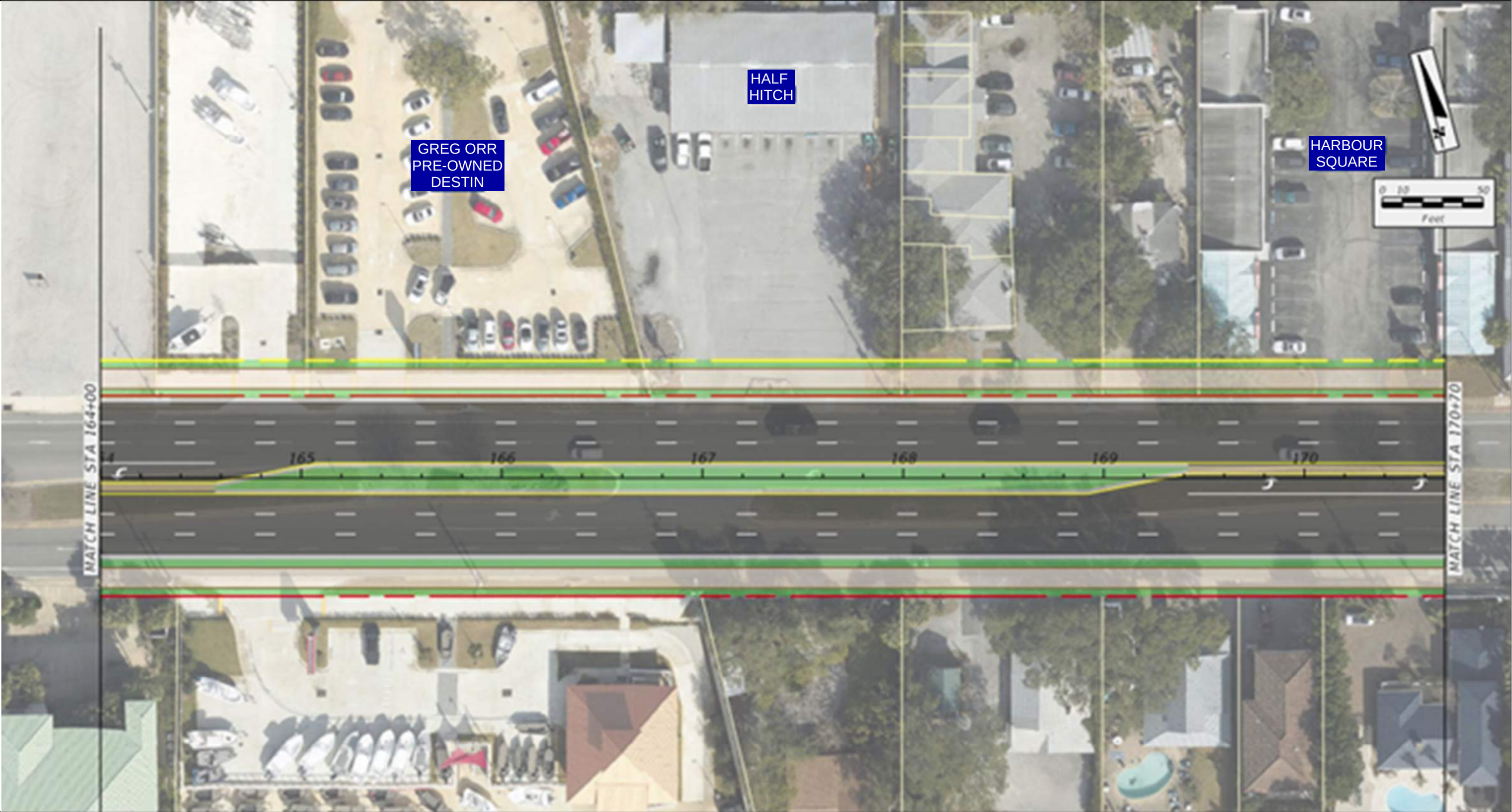
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes both left turn lanes to parking lot from East and West-bound US-98
			Creates right-in and right-out only driveway to the North and South

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Destin Glass

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	293'
Distance from next median	580'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

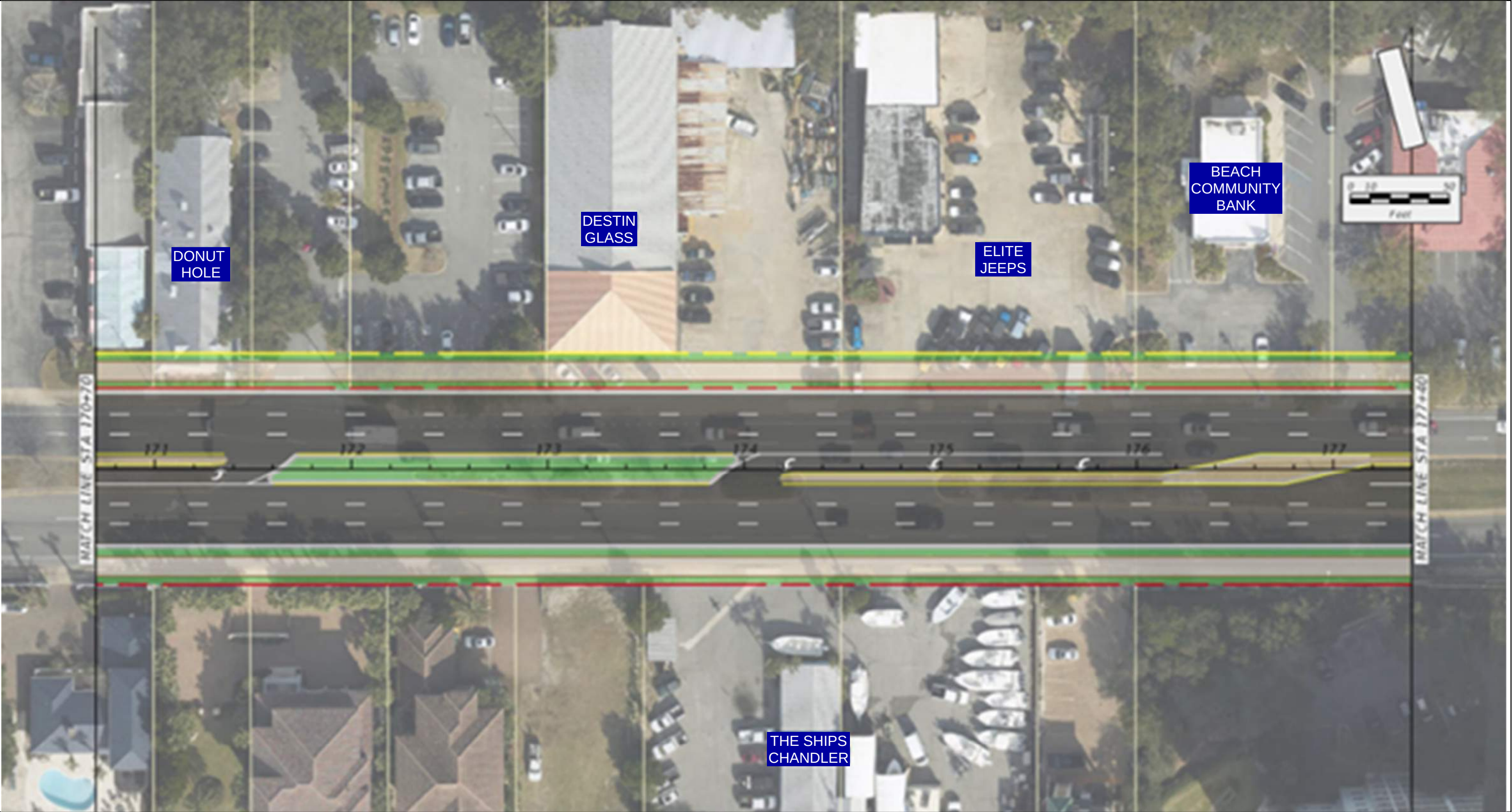
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Creates right-in and right-out only driveway to the North and South
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EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Shrimp Basket

Existing Conditions

Median Type	Directional
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	508'
Distance from next median	180'
Standard (F.A.C. 14-97.003)	660'
Meets FDOT Spacing Req.	N

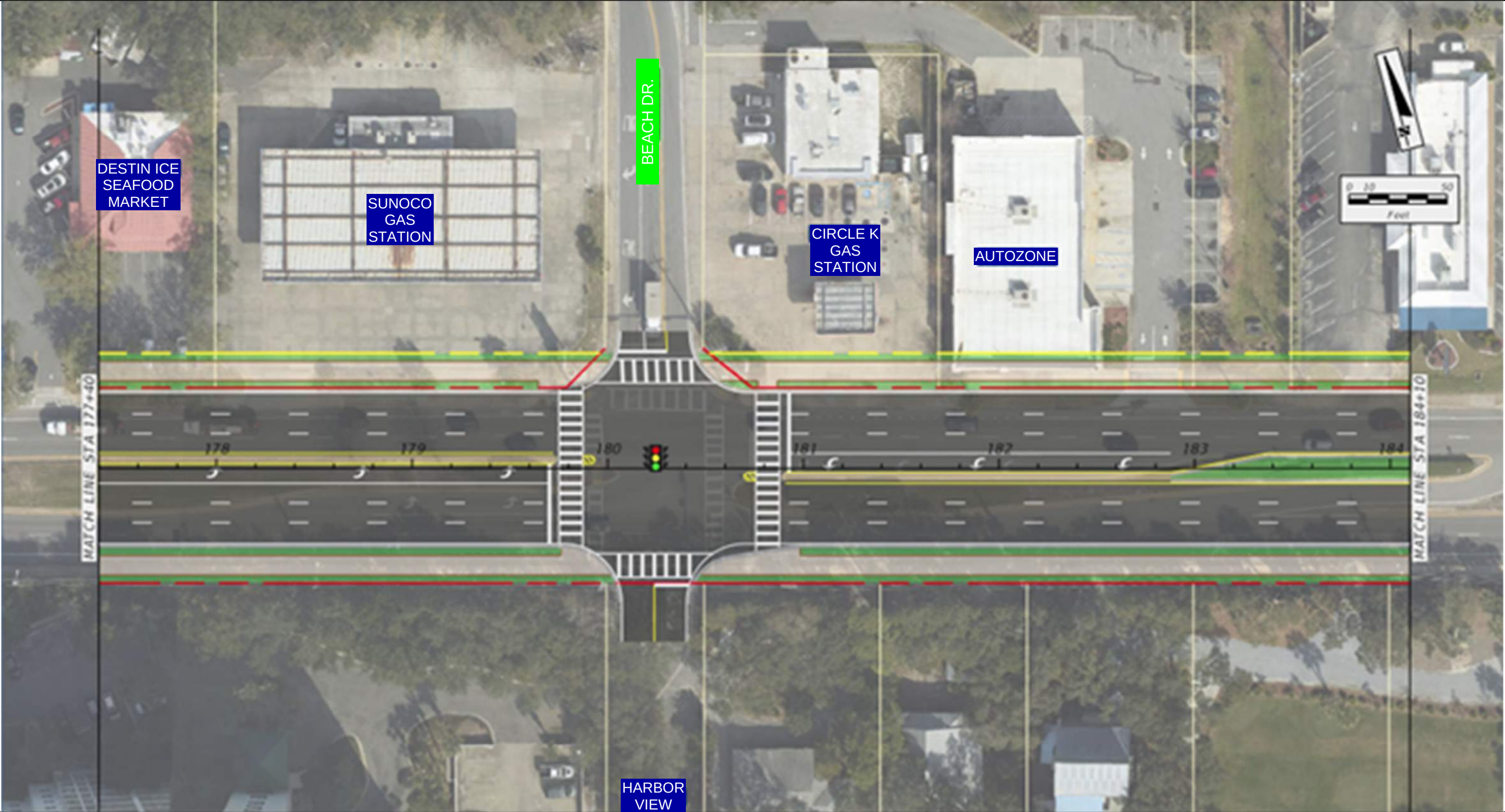
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes left turn lane to parking lot from West-bound US-98
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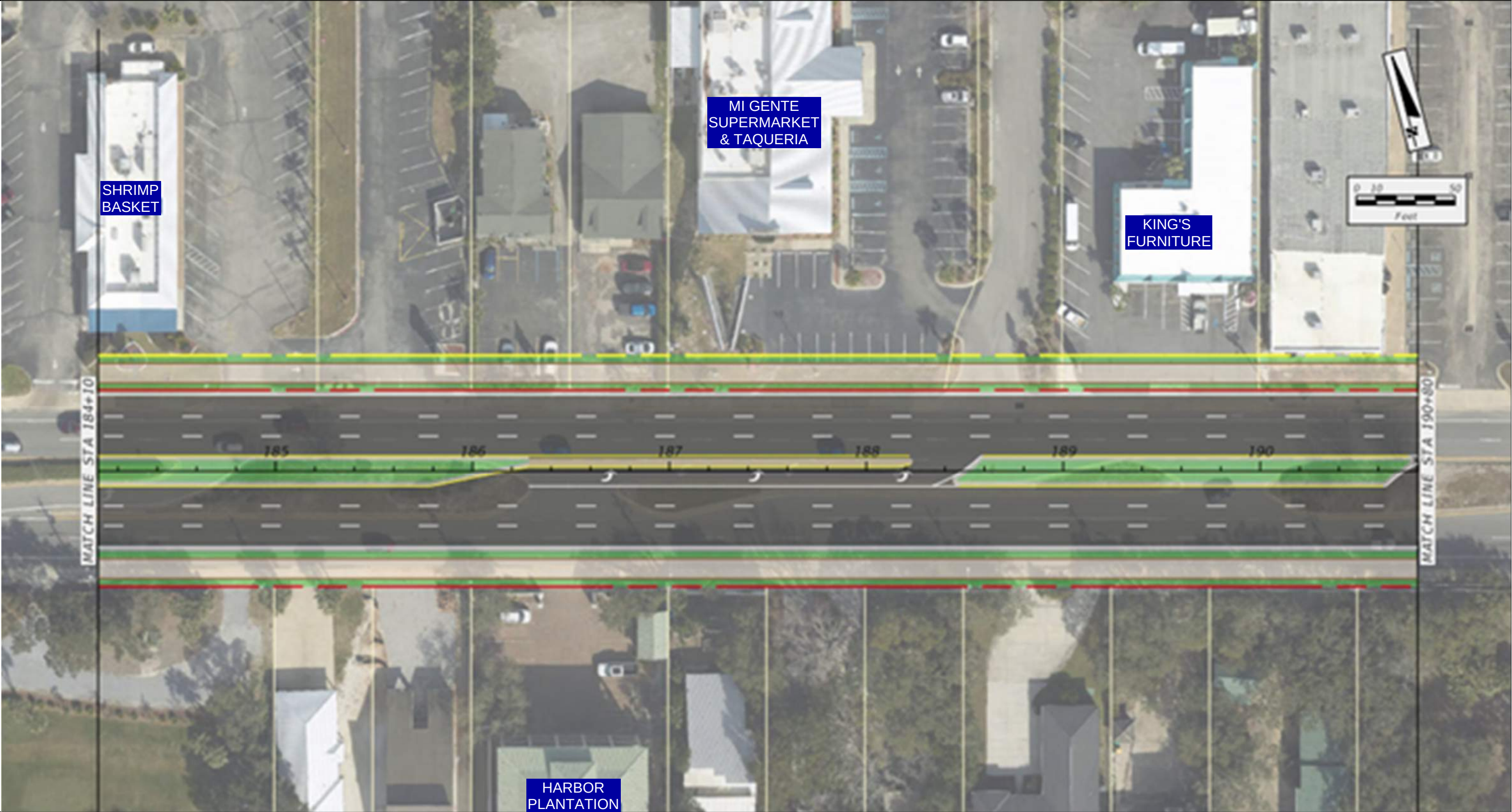
EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

REMAX

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

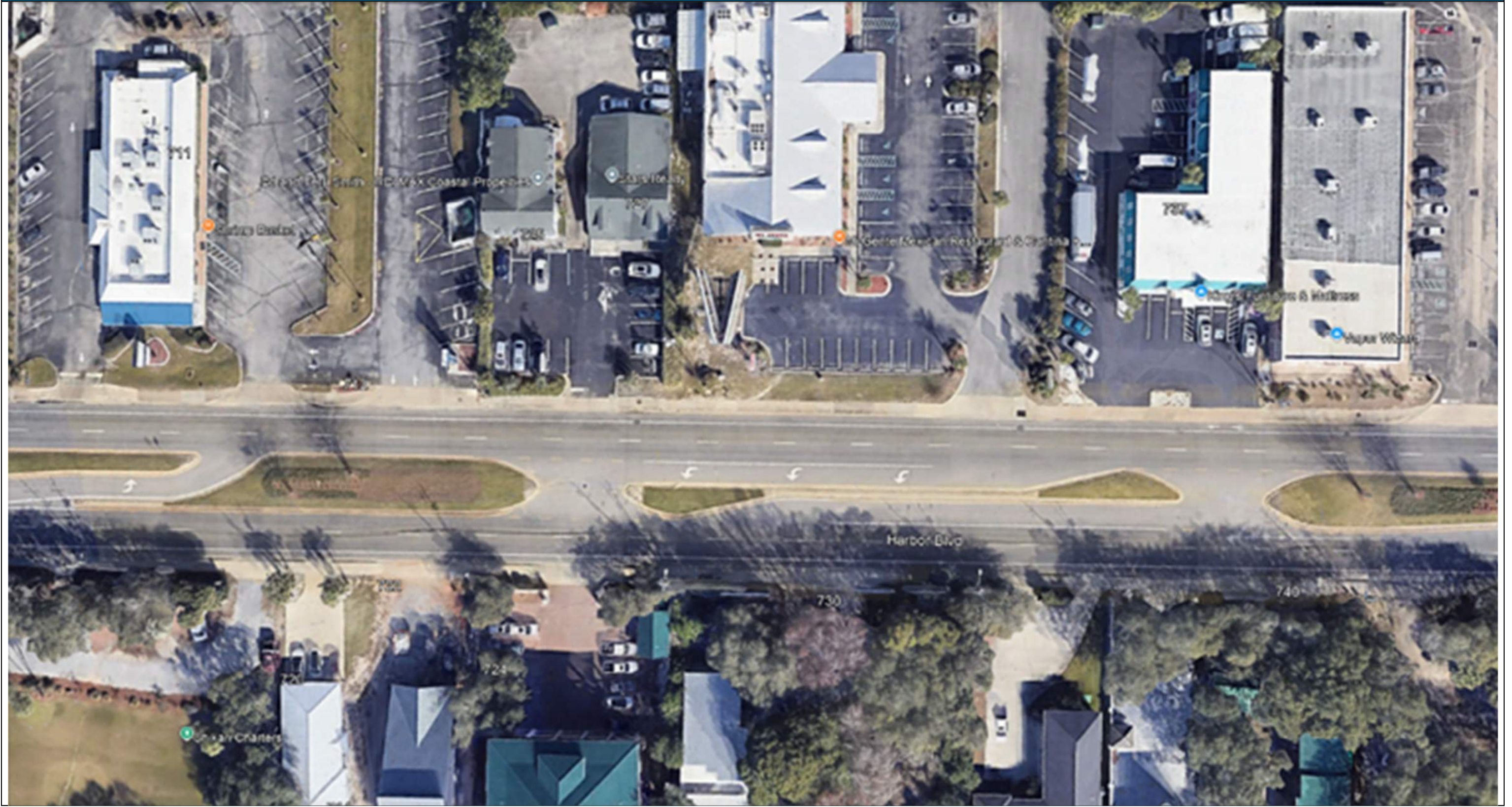
Existing Median Spacing

Distance from previous median	180'
Distance from next median	330'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

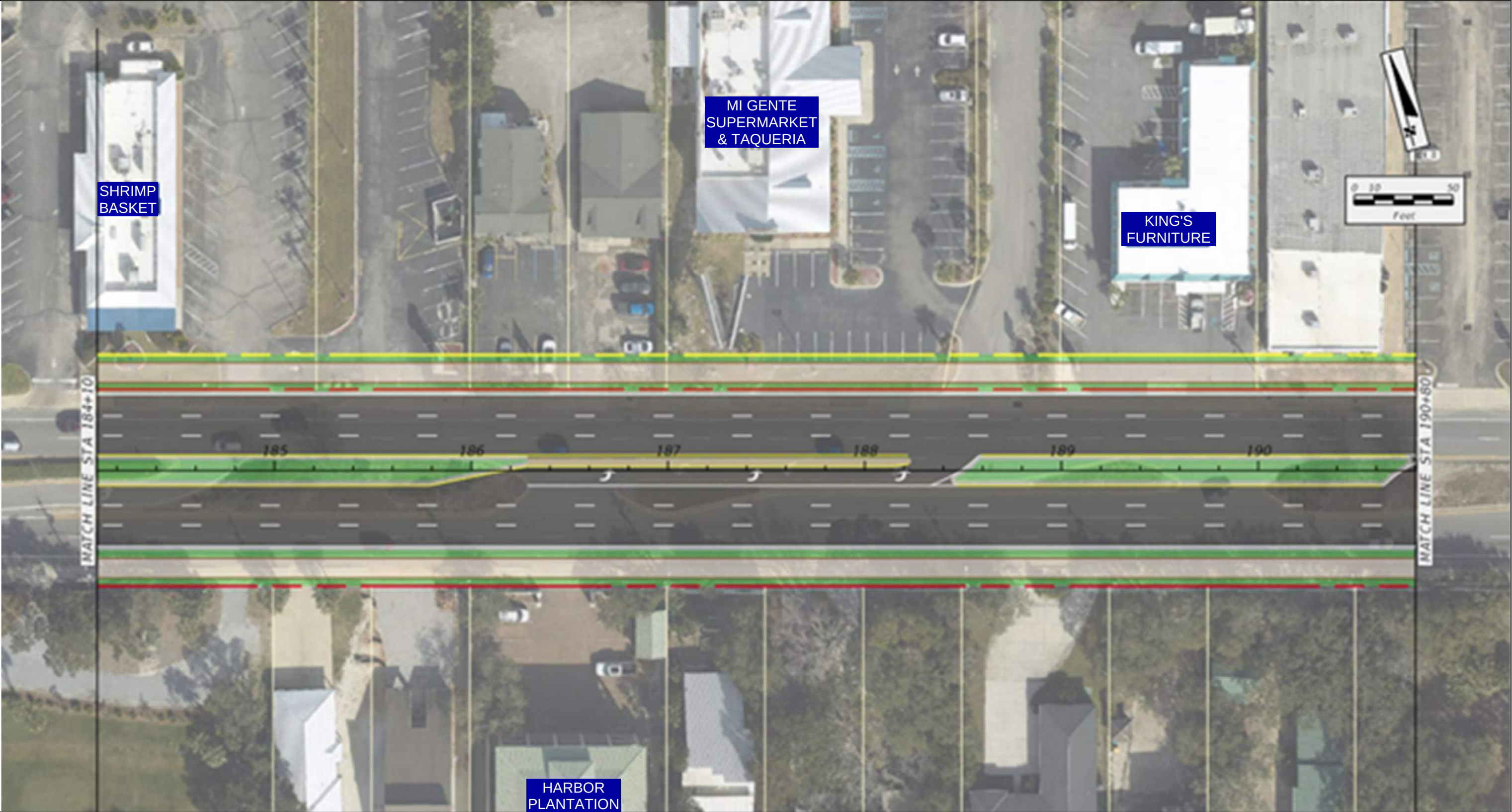
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes left turn lane to parking lot from West-bound US-98
			Creates right-in and right-out only driveway

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Goodwill

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Existing Median Spacing

Distance from previous median	330'
Distance from next median	330'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes left turn lane to parking lot from East-bound US-98
			Creates right-in and right-out only driveway

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

CVS

Existing Conditions

Median Type	Directional
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Distance from previous median	356'
Distance from next median	200'
Standard (F.A.C. 14-97.003)	660'
Meets FDOT Spacing Req.	N

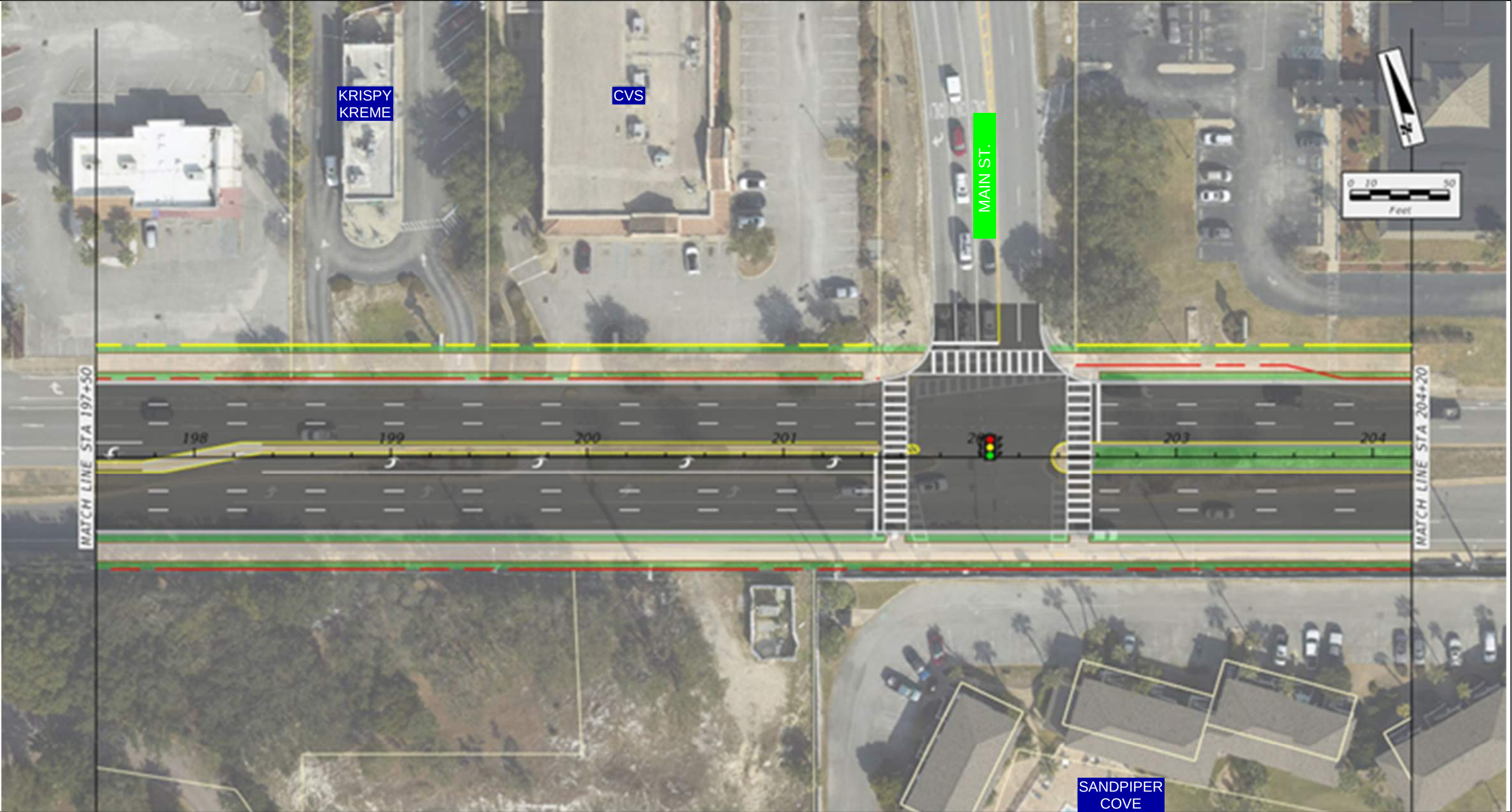
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Extends left turn lane stacking to Main St. from East-bound US-98
			Creates right-in and right-out only driveway

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Target

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Distance from previous median	400'
Distance from next median	647'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

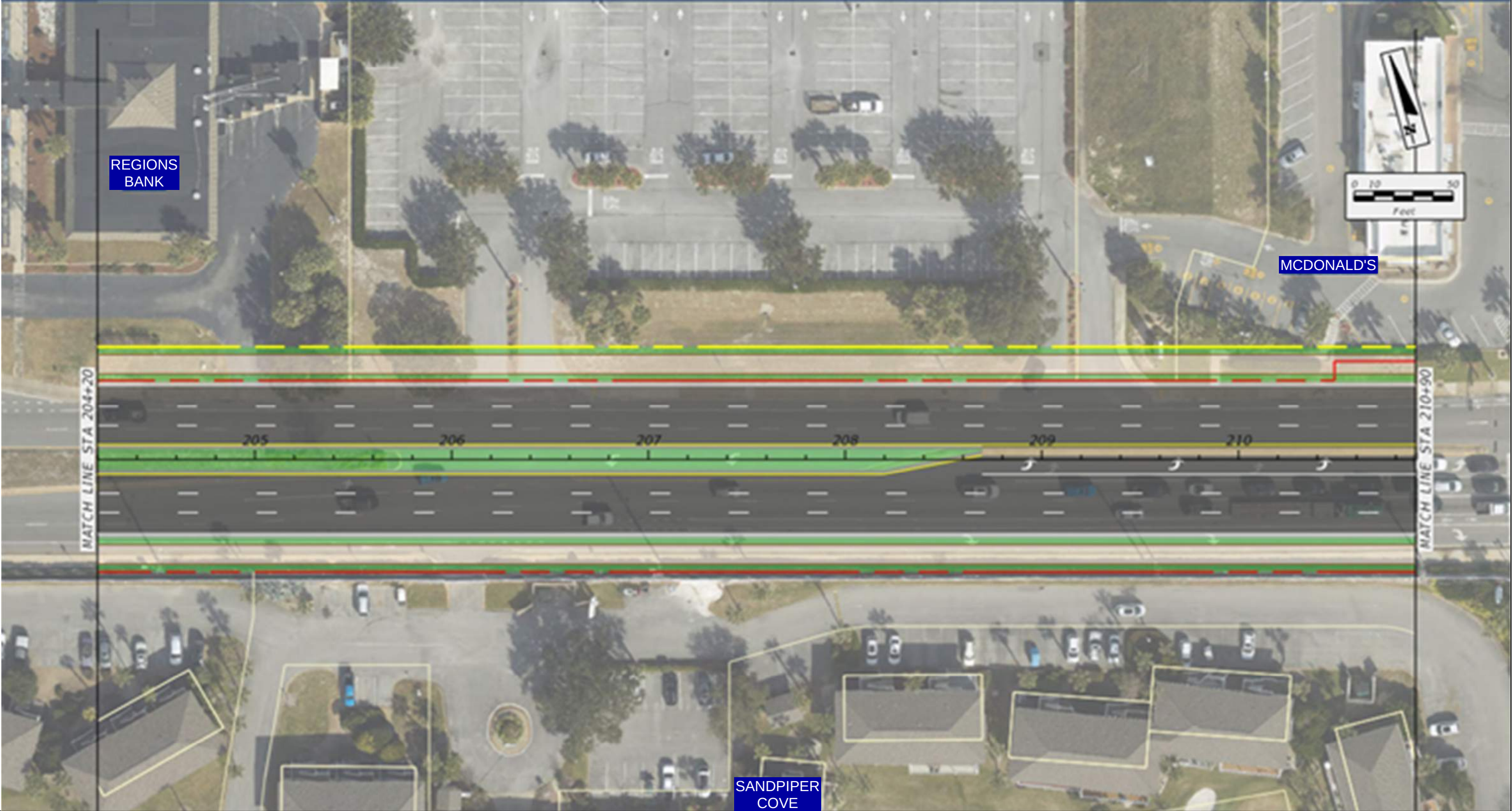
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes both left turn lanes to parking lot from East and West-bound US-98
			Creates right-in and right-out only driveway

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

West Marine

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	35
Access Class	5
Context Class	C4

Distance from previous median	275'
Distance from next median	315'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Extends left turn lane stacking to Gulf Shore Dr. from East-bound US-98
			Creates right-in and right-out only driveway

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Palms Station

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	40
Access Class	5
Context Class	C4

Distance from previous median	315'
Distance from next median	400'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes left turn lane to parking lot from East and West-bound US-98
			Creates right-in and right-out only driveway

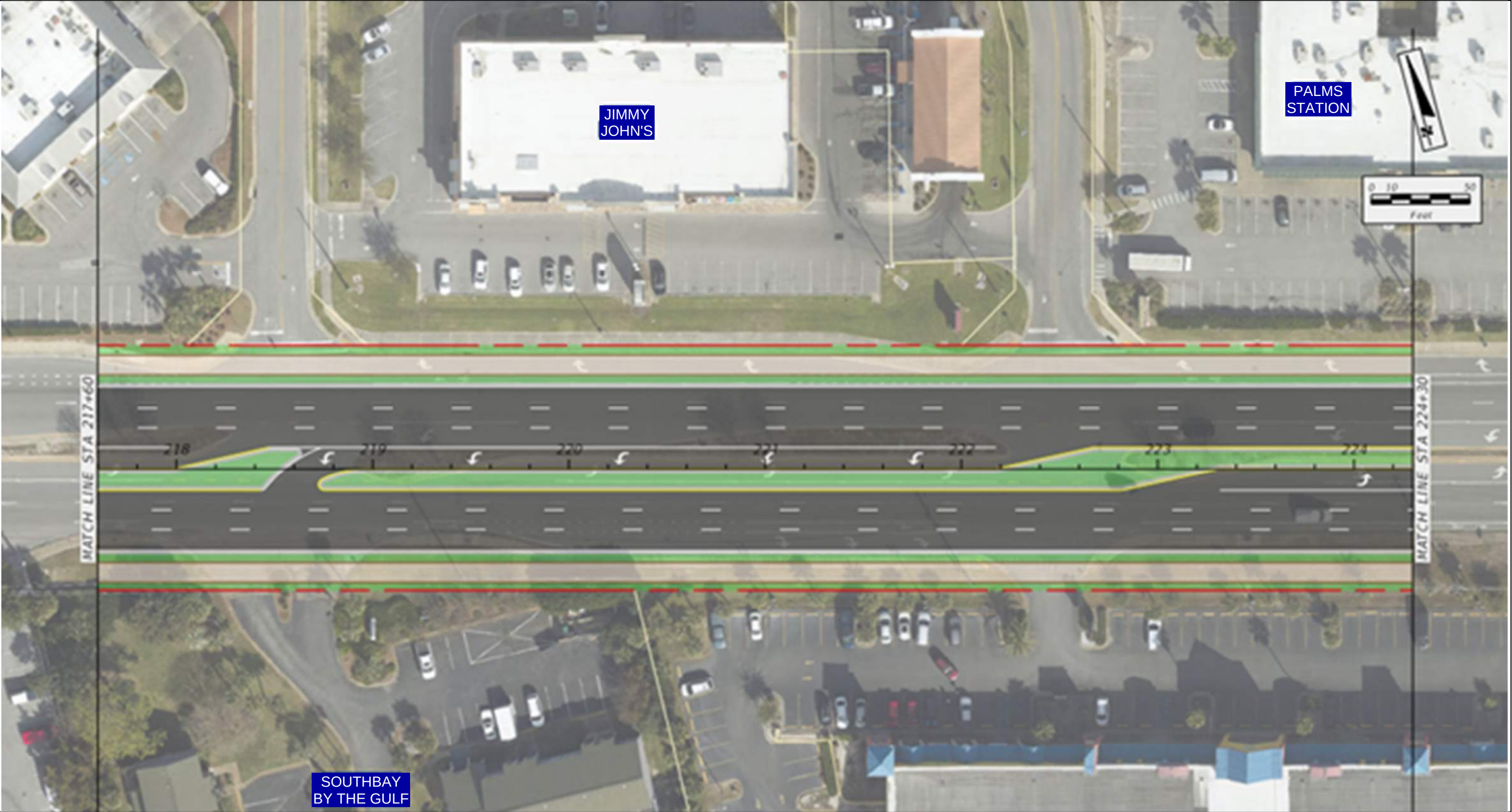
EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Alvin's Island

Existing Conditions

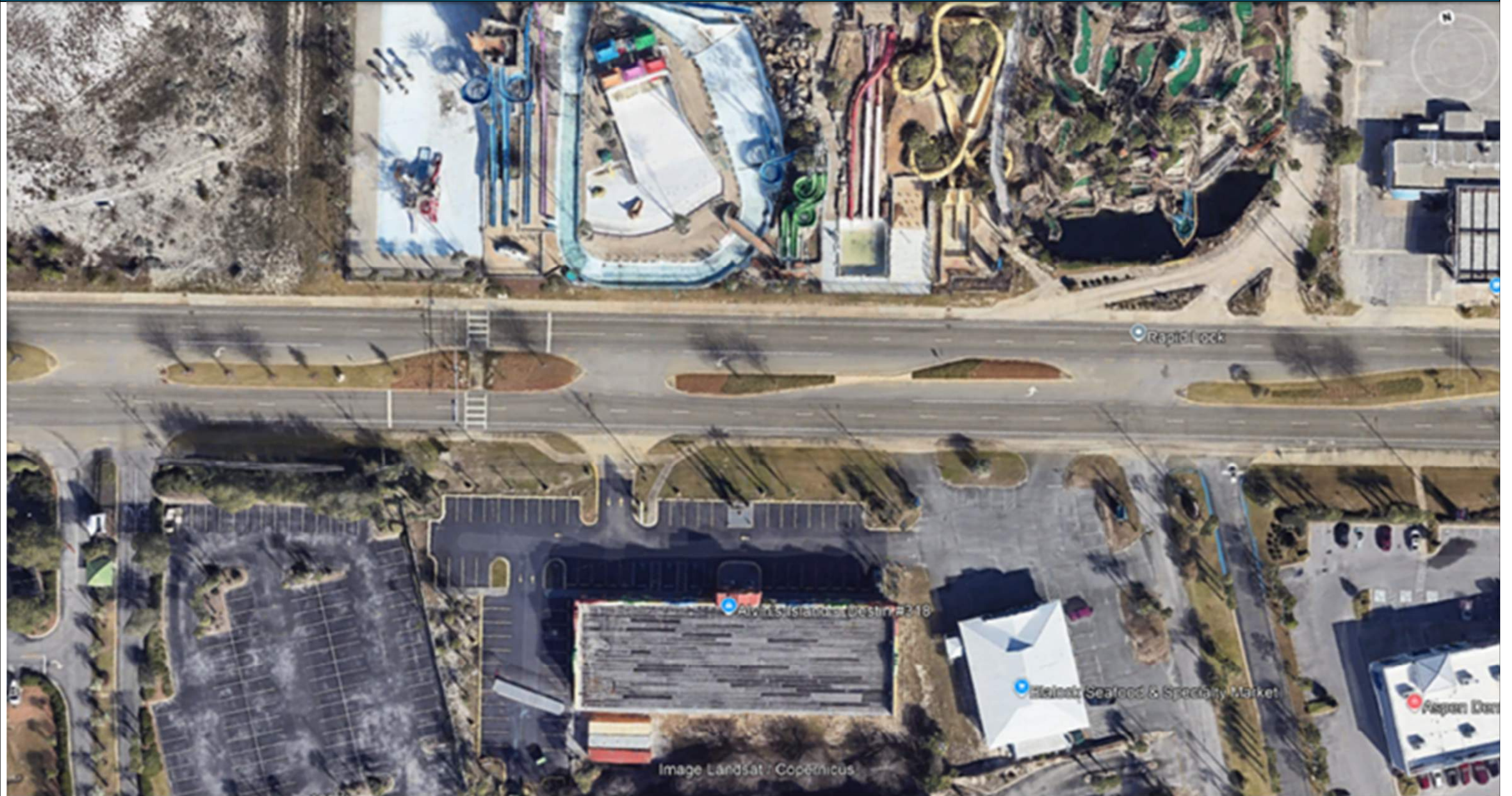
Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	40
Access Class	5
Context Class	C4

Distance from previous median	340'
Distance from next median	320'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

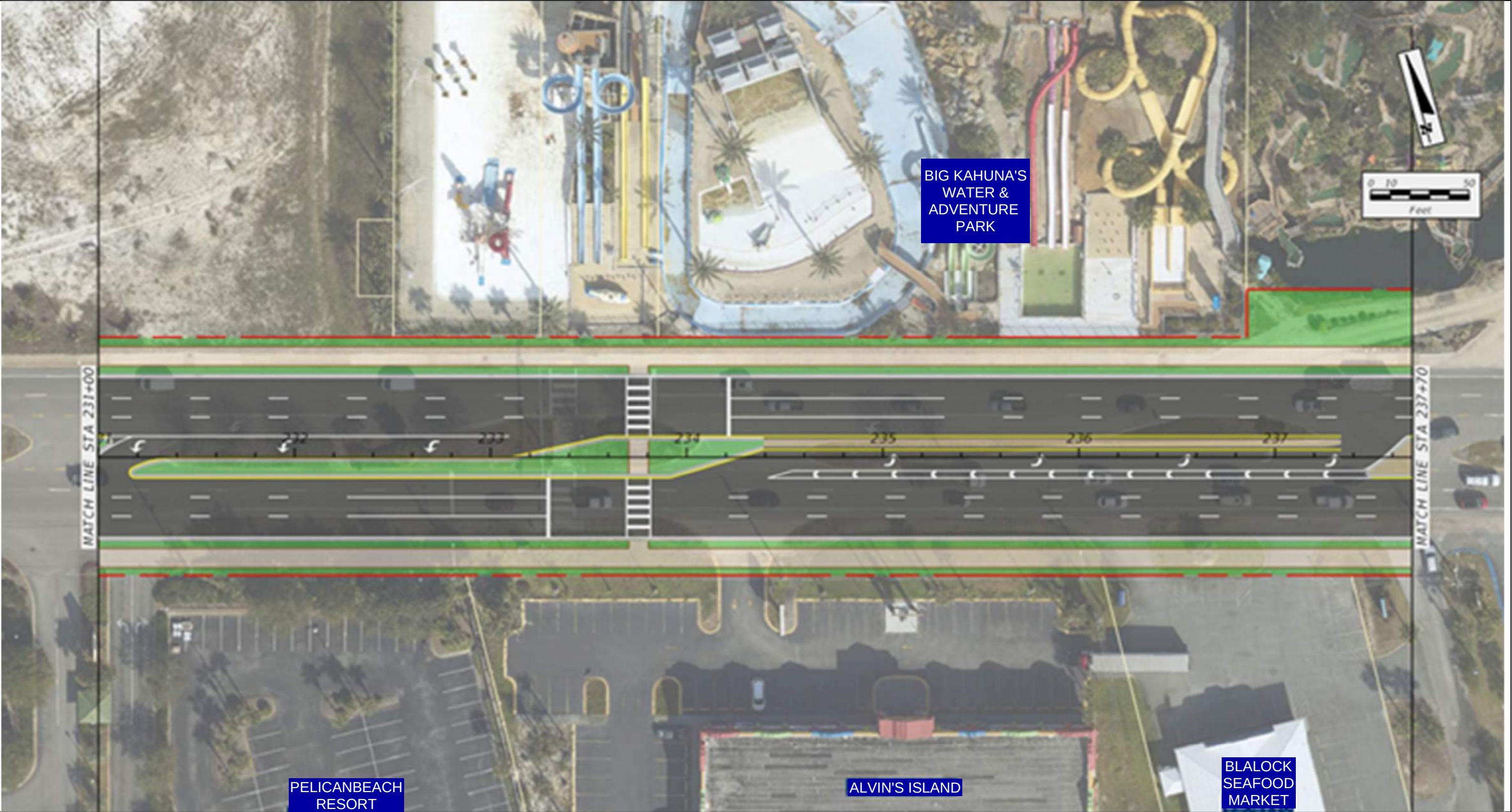
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes left turn lane to parking lot from West-bound US-98
			Creates right-in and right-out only driveway

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Gulf View Plaza

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	40
Access Class	5
Context Class	C4

Distance from previous median	420'
Distance from next median	285'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

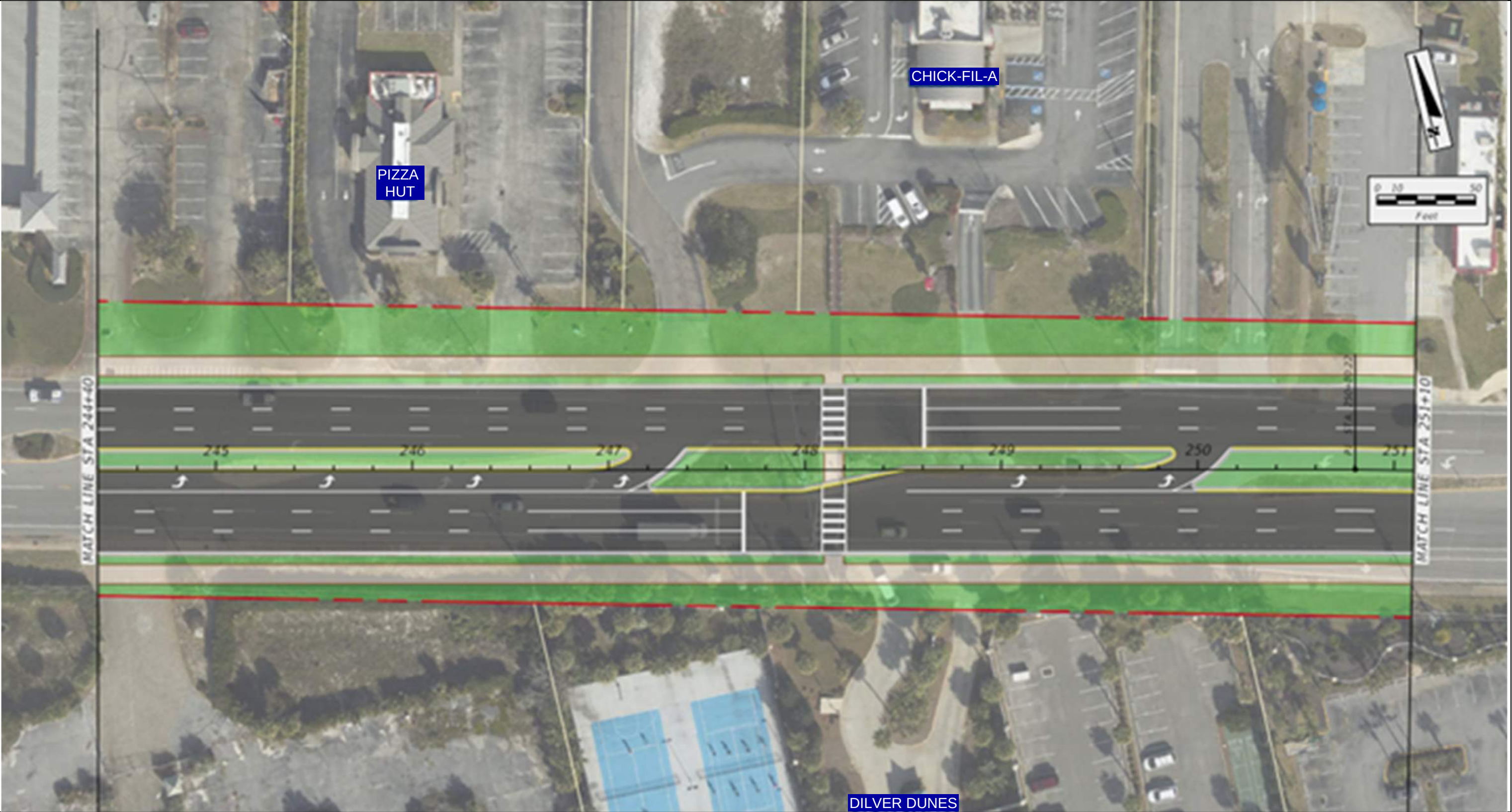
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes left turn lane to parking lot from East and West-bound US-98
			Creates right-in and right-out only driveway

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Surf Style

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	40
Access Class	5
Context Class	C4

Distance from previous median	300'
Distance from next median	260'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Removes left turn lane to parking lot from West-bound US-98
			Creates right-in and right-out only driveway

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



MEDIAN CLOSINGS

Club Destin

Existing Conditions

Median Type	Full
Signal (Y/N)	N
Lanes	4
Speed Limit	40
Access Class	5
Context Class	C4

Distance from previous median	260'
Distance from next median	311'
Standard (F.A.C. 14-97.003)	1320'
Meets FDOT Spacing Req.	N

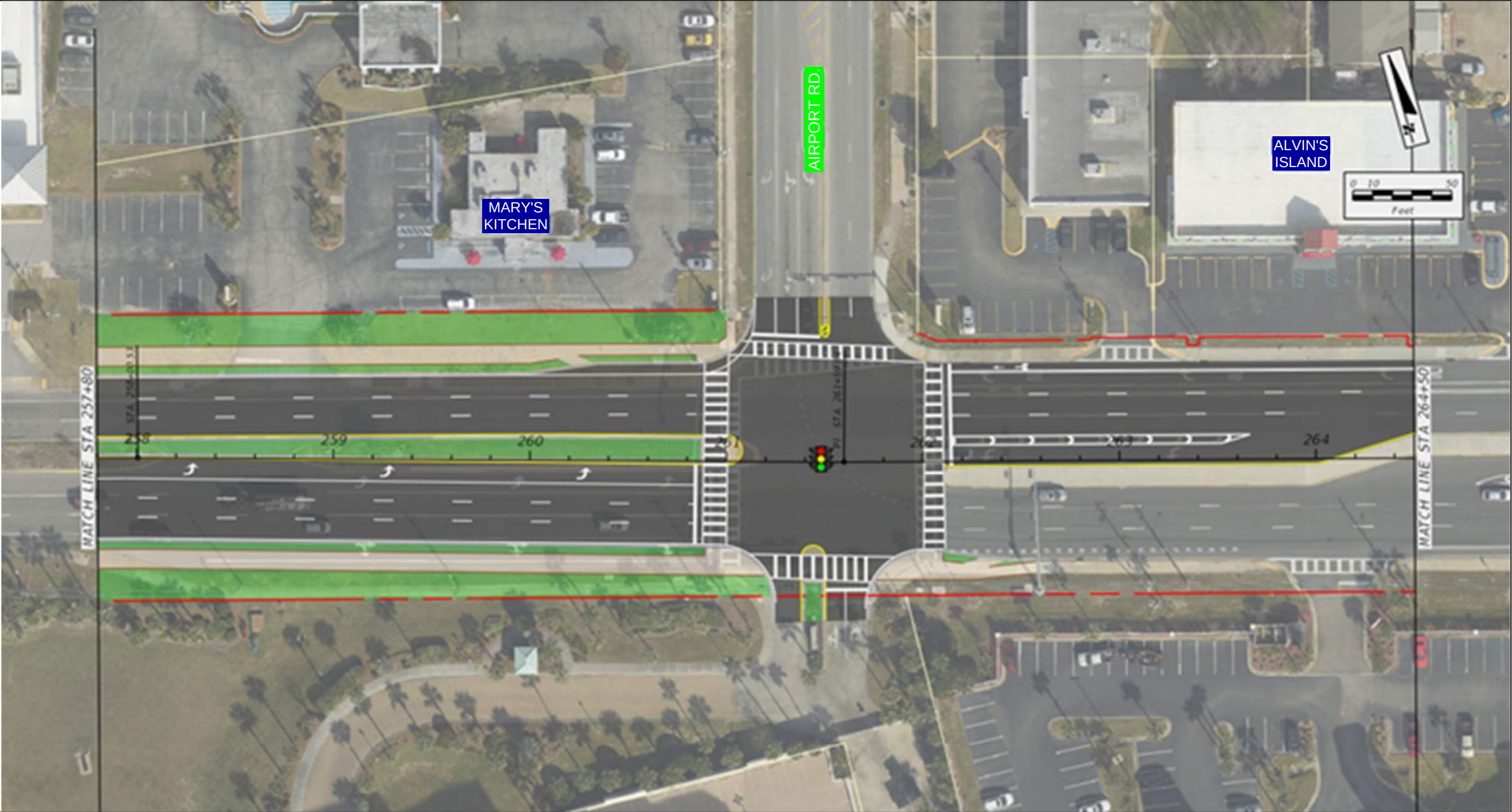
Pros & Cons of Closing Median

Pros	Promotes continuous traffic flow along East and West-bound US-98	Cons	Creates right-in and right-out only driveway to the North
	Extends left turn lane stacking to Airport		

EXISTING CONDITIONS



PROPOSED MEDIAN CLOSURE



Appendix D

Stahlman Congestion Plan

DRAFT

Intersection Improvements

Stahlman Congestion Plan

Existing Congestion Conditions

LOS F	Midday and PM
Pedestrian Crossing Activity	Peak at 2,226 over 12 hours
Bicycle Activity	47/12hrs
High Crash Area	Rear-end and angle

Proposed Improvements

Design and Construct an Additional Left Turn North from US 98 onto Stahlman

Plan for the incorporation of the Harborview Deceleration Lane from US 98

Close North/South Pedestrian Crossings at Stahlman and US 98 and north of Zerbe on Stahlman

Install Median Barriers East and West of US 98 and Stahlman

Install Pedestrian Barriers along the Intersection North Sidewalk on the East and West Side

Convert Palmetto to a 2 lane one way South

Design and Construct Roundabout at the Intersection of Stahlman/Palmetto and Azalea

Remove the Median Crossing at US 98 and Palmetto

Convert Stahlman to a Two Lane One Way North Road

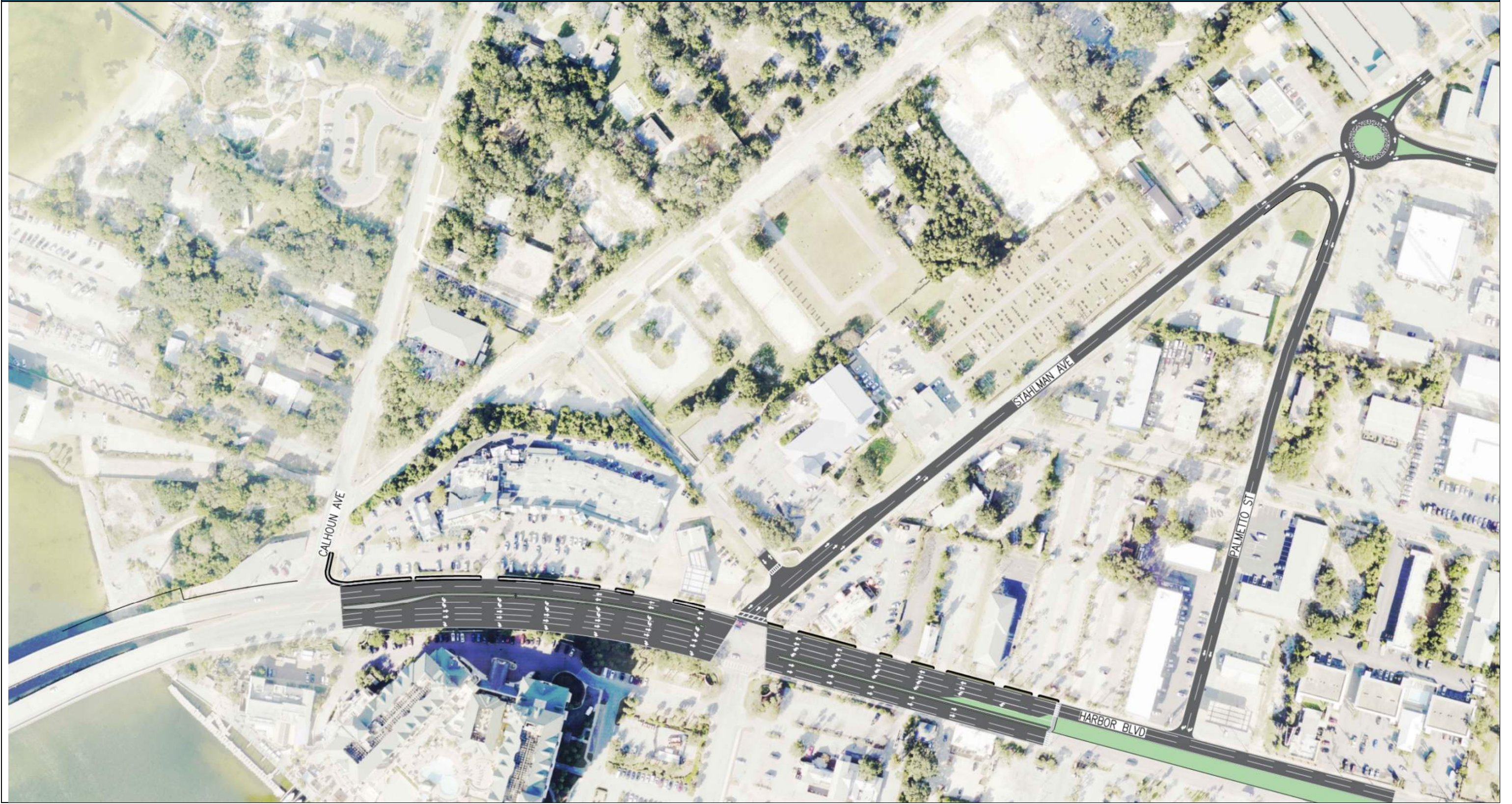
Palmetto at Stahlman will be an Unsignalized Right Out Only

Zerbe at Stahlman Will Become a Left In/out Only

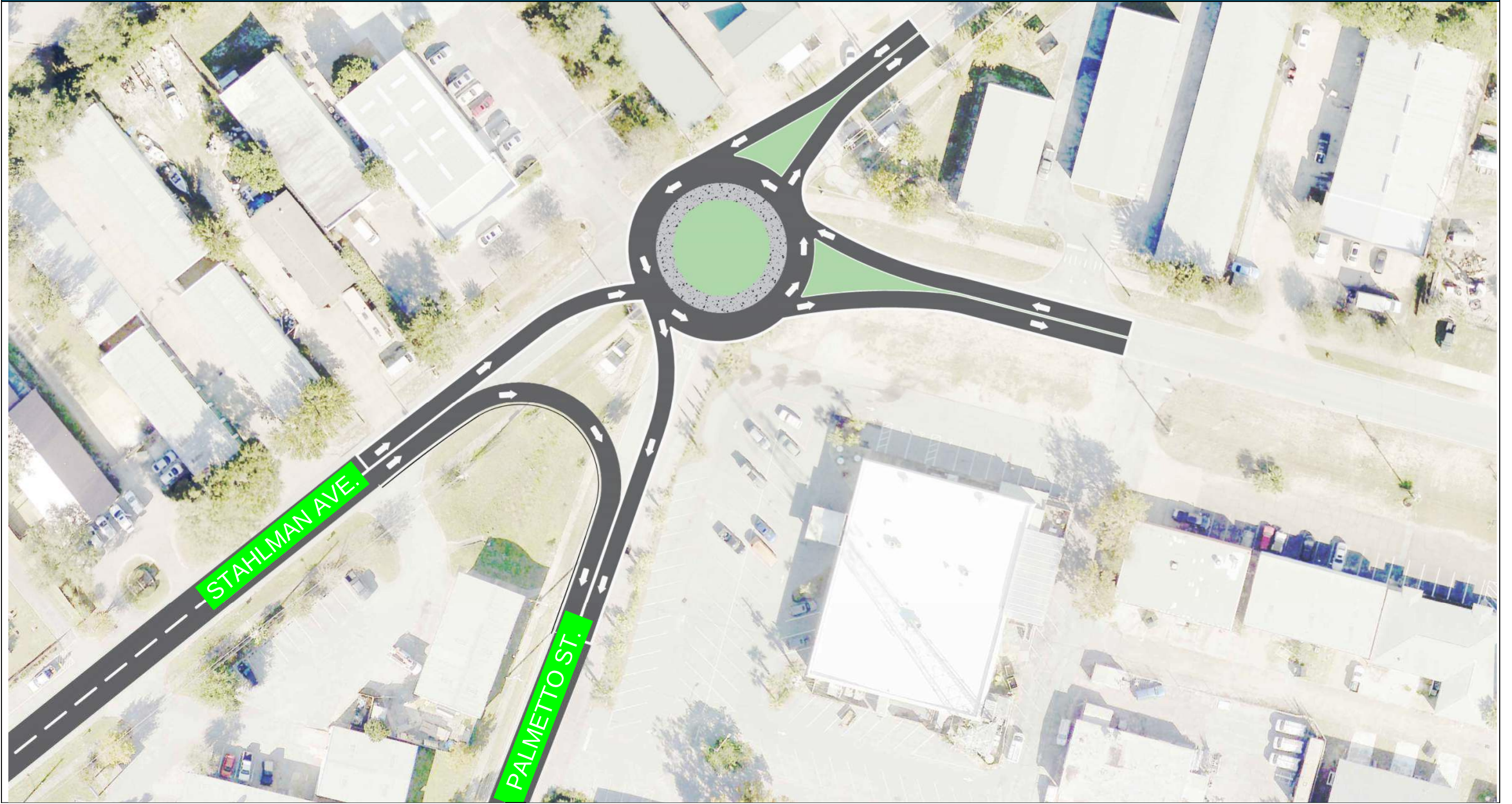
EXISTING CONDITIONS



PROPOSED IMPROVEMENTS OVERVIEW



PROPOSED IMPROVEMENTS OVERVIEW



PROPOSED IMPROVEMENTS OVERVIEW



PROPOSED IMPROVEMENTS OVERVIEW



PROPOSED IMPROVEMENTS OVERVIEW



PROPOSED IMPROVEMENTS OVERVIEW





Office of the City Manager

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-4242 | www.cityofdestin.com

NOTICE TO PROCEED

Sent Via Email

DATE: May 21, 2024
TO: Michael Langston, P.E.
FROM: Louis Zunguze, City Manager
SUBJECT: Boardwalk Under the Bridge and PD&E Study

This Task Order is for Baskerville Donovan, a City approved continuing services vendor, to provide professional services to the City in the amount of \$278,615, to combine the Pathway Project with the US98/Stahlman Intersection and PD&E study from Marler Bridge to Airport Road.

Baskerville Donovan is hereby notified to commence work set forth in the Scope of Work incorporated by reference and attached hereto as Exhibit "A". All work is to be done in accordance with the attached Scope of Work.

Please acknowledge receipt of this Notice by completing and signing the space below and returning a copy to this office. Please advise if there are any questions.

Sincerely,

Louis Zunguze, City Manager

Date

5/21/2024

Acceptance of Notice/Receipt of the above Notice to Proceed is hereby acknowledged by:

Printed Name: MICHAEL LANGSTON

this 21ST day of MAY, ~~2023~~ 2024

by: Michael Langston
(Signature)

Title: VP/ CIVIL MARKET DIRECTOR



April 10, 2024

Ryan J. Scott, PE, City Engineer
City of Destin
4100 Indian Bayou Trail
Destin, FL 32541

Re: Calhoun Ave Area Pedestrian Route Improvements Project – **Revision 3**
Destin, FL

Dear Mr. Scott:

Baskerville-Donovan, Inc. is pleased to offer this revised proposal for the referenced project that combines components from the Zerbe Street – Calhoun Avenue Harbor Boardwalk/Multimodal Improvements project and the US 98/Stahlman Ave Study.

The resulting project aims to connect pedestrian routes to the recently acquired One Harbor Parcel and design a multi-use path that provides pedestrian access to the north and south sides of US 98 under the Marler Bridge. Additionally, the project will analyze existing transportation routes along US 98 and produce a report outlining preferred short- and long-term recommendations. The transportation analysis will extend from the Stahlman Avenue intersection to Airport Road.

For this revised scope and fee proposal, we have reduced our manhour estimate for previous coordination and meetings included in Division 1, Task 2, eliminated the landscaping design budget from the fee estimate and provided credit for previous work performed under Division II. These items result in a reduction of our fees by **\$32,970**.

The following scope items are divided into Division I and II. Division I details the pedestrian underpass and connecting pedestrian routes along Calhoun and Sibert. Division II outlines the traffic analysis and report of findings covering US 98 from Stahlman Avenue to Airport Road.

Division I Tasks

Task 1 - Update Topographic Survey

An update to the survey will be conducted to establish baseline controls and topography within the One Harbor Parcel, the right of way limits along Calhoun Ave, and the Harborview dock area where the pedestrian path will ultimately connect. The survey will include the extents of concrete and riprap adjacent to the bulkhead and trees located along the proposed route within the parcel. Vertical and horizontal controls will be established at the site for construction operations. The vertical controls will be referenced to NAVD 88 datum and horizontal controls will be referenced to State Plane Coordinates (NAD 83).

Task 2 - Pre-Design and Background

Task 2 includes various critical pre-design studies and information gathering beginning with initial meetings with city staff to develop an overall vision, discussions on concrete removal, and coordination among stakeholders for repair and connection to private property. This phase also includes determining the extents of lighting and security parameters desired by the city. Subsequently, this task will engage with the Florida Department of Transportation (FDOT) with a focus on under-bridge connections, modification of the drainage structure, and to gain information on the Marler Bridge replacement timeline. A geotechnical subsurface investigation and Cultural Resources Assessment Survey will be completed under this task.

Task 3 - Conceptual Design (30% Plans)

Task 3 involves several key elements to advance the project. This phase includes establishing protection measures for existing trees, bridge piles, and accessing the adjacent roads and sidewalks to determine the safest and most usable routes for pedestrians. These routes are anticipated to include Leonard Destin Park south to US 98, and Sibert Street south to Calhoun starting just north of the existing public parking area. The process further entails the establishment of horizontal alignment, the development of ADA compliance overviews and ramping where necessary, and the creation of conceptual designs for subsequent review by staff and council.

Task 4 - Design Development (60% Plans)

Task 4 involves critical steps to advance the project. Initial priorities include incorporating feedback received during the prior review process and establishing vertical alignment, development of a table of contents for specifications, coordination with the electrical and structural engineer, and design of path sections with consideration for grading, drainage, landscaping, site lighting, and security. Pre-application meetings with FDEP/ACOE/FWC/City of Destin will be scheduled and attended to determine any design constraints and anticipated permit conditions. Additionally, the task includes planning for a removable boardwalk involving further coordination with FDOT maintenance staff. The reconstruction plan for the wood-framed boardwalk at Harborview is also developed in this phase. The final components encompass the layout and design of connecting pedestrian routes, landscape considerations, and the development of a preliminary wayfinding plan.

Task 5 - Construction Documents (90% Plans)

Task 5 involves incorporation of review comments from the 60% submittal, preparation of 90% construction plans, and preparation/submittal of permit applications for FDEP/ACOE/FWC/City of Destin, followed by submission and responsive communication with permit stakeholders to secure the necessary approvals. The final design for path sections will be established along with considerations for sidewalks, wayfinding, site lighting, and security. The final stages involve completion of the wayfinding, landscaping, site lighting, and security plans, and a project update to council, if requested.

Task 6 - Construction Documents (100% Plans)

Task 6 will incorporate both review comments from the 90% submittal as well as any comments that arise out of the permitting process, and preparation of final civil, structural, electrical, and specifications. A final QA/QC review will be performed before submittal to city staff.



Task 7 - Bidding Services

Bidding services will include preparation of contractor bidding forms, attendance of the pre-bid conference, response to contractor RFIs and a final review of contractor bids for accuracy.

Task 8 - Construction Services

Task 8 includes attendance of the pre-construction conference, review of contractor submitted shop drawings, responds to contractor RAIs, review of contractor pay requests, inspection services as requested or needed for permit certifications, attendance of periodic contractor coordination meetings, and engineer of record preparation and submittal of permit close out documents.

Division II Tasks

Task 1 – Summarize Previous Concepts

Task 1 involves compiling the data collection efforts from the previous contract into a report of findings. Recommendations and analysis from meetings, reports, and studies will be summarized into a report of findings and submitted to city staff for review and discussion. Additionally, under this task meetings with City Council on Intelligent Transportation Systems (ITS) will be conducted.

Task 2 – Evaluate US 98 Transportation Alternates

Task 2 will evaluate transportation alternatives along US 98 from Stahlman Avenue to Airport Road. The analysis will focus on impacts from the Cross-Town Connector, internal and field review of adjacent routes, evaluation of driveways, left turns, signals, and congestion points. Evaluation of conflicts with one way traffic, assessment of traffic counts on one-way streets, constraints and advantages will be developed and further coordination with FDOT will be conducted.

Task 3 – Present Draft Report

Task 3 will develop the data and analysis from tasks 1 & 2 into a draft report including computations, concepts, and photos. The draft report will include an executive summary and will be divided into short- and long-term plans to be implemented. The report will then be submitted to city staff for review and comment.

Task 4 – Final Report submittal

Task 4 will incorporate the staff comments into the draft report and the final report will be completed and submitted. Additionally, under this task a presentation to the city council will be conducted.

We offer to perform this work based on the following task, fee, and deliverable schedule:

<u>Task</u>	<u>Fee</u>	<u>Anticipated Schedule</u>
Division I		
Task 1 – Update Topographic Survey	\$ 15,110 (LS)	60 days from NTP
Task 2 – Pre-Design and Background	\$ 9,775 (LS)	60 days from NTP
Task 3 – Conceptual Design (30% Plans)	\$ 16,840 (LS)	45 days from Task 2
Task 4 – Design Development (60% Plans)	\$ 55,960 (LS)	60 days from Task 3
Task 5 – Construction Documents (90% Plans)	\$ 35,120 (LS)	60 days from Task 4
Task 6 – Construction Documents (100% Plans)	\$ 15,840 (LS)	45 days from Task 5

Task 7 – Bidding Services Budget	\$ 7,040 (Cost)	As requested
Task 8 – Construction Services Budget	\$ 38,900 (Cost)	As Requested
CRAS Budget	\$ 10,250 (T&M +10%)	60 days from Task 2
Lighting/Security Design Budget	\$ 11,250 (T&M +10%)	Concurrent w/Tasks 1-6

Division II

Task 1 – Summarize Previous Concepts	\$ 13,440 (LS)	60 Days from NTP
Task 2 – Evaluate US 98 Transportation Alternates	\$ 17,860 (LS)	45 Days from Task 1
Task 3 – Present Draft Report	\$ 18,390 (LS)	45 Days from Task 2
Task 4 – Final Report submittal	\$ 12,840 (LS)	30 Days from Task 3

Construction services are offered on an hourly basis with an estimated budget that includes the necessary items to achieve acceptance of work and prepare permit certifications.

The following items are not included in our scope of work:

- Permit Fees and Impact Fees
- Phase 1 and 2 Environmental Assessment (EA)
- Mitigation Plans
- Detailed Traffic Studies
- Coastal Flushing Analysis
- Landscape and Irrigation Design

Other items may not be included if not specifically stated above.

Thank you for considering Baskerville-Donovan. We look forward to your review of our proposal.

Sincerely,

BASKERVILLE-DONOVAN, INC.



Michael D Langston, PE
Civil Market Director / VP

**CITY OF DESTIN BOARDWALK UNDER THE BRIDGE
AND PD&E STUDY**

DRAFT REPORT

December 2024



Job No. 48207.01

Project Engineer
Gabe McAfee, E.I.

Project Manager
Jason Frick, P.E.
Florida P.E. 88469



449 West Main Street
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1. Executive Summary

This draft report examines potential solutions to address vehicle congestion and pedestrian safety specifically at the intersection of US 98 and Stahlman Avenue in Destin. The key improvement recommendations include, planning for an eastbound right turn into the Harborview development, installing median barriers directly to the east and west of Stahlman Avenue, eliminating the north and south pedestrian crossings at Stahlman and US 98, Constructing an elevated pedestrian crossing east of Stahlman Avenue, removing the mid-block crossing east of Stahlman Avenue, extending the left turn lane for northbound traffic at the intersection of US 98 and Stahlman, and converting Zerbe Street at Stahlman to a right-in/right-out access.

By implementing these measures, we can significantly enhance traffic flow, improve pedestrian safety, and dramatically reduce accidents, especially in high-risk areas such as the intersection of Stahlman and US 98. It is imperative that we act now to create a safer, more efficient road environment for everyone.

2. Baseline Data Collection

Traffic Data:

- Peak traffic on US 98 experiences significant congestion, particularly during midday and evening hours. Traffic counts show a peak of 2,226 vehicles over 12-hour period at Stahlman Avenue.
- Accidents are common, with a high number of rear-end and angle collisions reported in this area.

Pedestrian Data:

- Heavy pedestrian and bicycle crossing activities add to the congestion, particularly near popular tourist destinations.

Reference Reports:

- SR 30 Harbor Boulevard Feasibility Study from CR 30A to Airport Road FDOT.
- Districtwide Traffic Signal Retiming State Road 30 in Destin Peak Season FDOT.
- FDOT Study Stahlman Ave to Tequesta Drive.
- Traffic Operations Analysis of Signalized Intersections SR 30 at Stahlman Ave.
- Traffic Assessment for US 98 and Stahlman Avenue-Corrected, Volkert.

The data collection includes:

- Traffic counts and patterns, including vehicle speeds and pedestrian volumes.
- Accident reports from FDOT and pedestrian safety assessments at key intersections, such as Stahlman Avenue.

3. Existing Conditions Analysis

Traffic Conditions:

- Level of Service (LOS) is currently rated at LOS F, indicating severe congestion during peak hours.
- Rear-end and angle crashes are frequent, contributing to delays and safety concerns.

Pedestrian Conditions:

- The area experiences high pedestrian volumes, highlighting the need for improved safety measures.

4. Data Analysis

The data indicates:

- there is significant congestion during peak hours, with substantial vehicle and pedestrian activity.
- High-risk areas, especially where pedestrian crossings intersect with vehicle traffic, contribute to accidents and congestion.

5. Alternative Solutions**Eastbound Right Turn into Harborview Development**

To alleviate congestion and improve traffic flow along US 98, an eastbound right-turn lane will be added for vehicles entering the Harborview development. This dedicated turn lane will allow through traffic to continue unimpeded, reducing delays caused by vehicles turning. Currently, this improvement is an approved development with the City of Destin and incorporated into the second phase of the Harborview development plan

- The addition of this lane will separate turning traffic from through lanes, thereby minimizing disruptions to the overall flow of vehicles along this busy corridor. It will also create a safer and more predictable path for vehicles exiting the roadway to access Harborview development.
- By diverting turn lane traffic from the main travel lanes, the right-turn lane will decrease the likelihood of rear-end collisions, a common type of accident in high-traffic areas where turn movements are frequent.
- This improvement will accommodate increasing development-related traffic while ensuring smoother movement for all road users during peak hours.

Median Barriers Installation

Construct median barriers immediately east and west of Stahlman Avenue to enhance safety and prevent illegal pedestrian crossings at the intersection. These barriers will be designed to restrict pedestrian access to the median, ensuring that pedestrians use designated crossing points instead of attempting unsafe crossings in high-traffic areas.

- Median barriers will physically prevent pedestrians from crossing at unmarked or unsafe locations, reducing the chances of accidents caused by pedestrians attempting to cross the roadway without proper protection.
- By directing pedestrians toward designated crossings, such as the proposed elevated pedestrian crossing east of Stahlman, these barriers will enhance pedestrian safety and minimize conflicts with vehicles at the intersection.

- When pedestrians avoid crossing at undesignated points, vehicles can navigate through the intersection more smoothly, without abrupt stops or slowdowns caused by unexpected pedestrian activity.
- The barriers will act as a clear visual signal to both drivers and pedestrians, indicating where crossing is prohibited and encouraging the use of safe, signal-controlled crossing options.



Figure 1 Example Median Barrier

Pedestrian Crossing Eliminations

The north and south pedestrian crossings at the intersection of US 98 and Stahlman Avenue will be removed to enhance traffic flow and pedestrian safety.

- **Conflict Point Reduction:** Eliminating these crossings reduces interactions between vehicles and pedestrians, particularly during peak traffic, which lowers the risk of accidents.
- **Signal Optimization:** This change will allow for extended green signal times for vehicles, enhancing efficiency of the intersection.
- **Safer Alternatives:** Pedestrians will be redirected to the proposed elevated pedestrian crossing or the boardwalk located under the Marler Bridge.

Elevated Pedestrian Crossing with Median Barriers

An elevated pedestrian crossing located east of Stahlman Avenue will provide a safe, dedicated route for pedestrians to cross US 98. Integrated median barriers will guide pedestrians to this crossing.

- **Complete Pedestrian-Vehicle Separation:** By eliminating at-grade crossings, the overpass ensures uninterrupted vehicle flow and improved pedestrian safety.
- **Barrier Guidance:** Median barriers will direct pedestrians to the overpass, preventing unsafe crossings at undesignated points.

- **ADA-Compliant Access:** The crossing will feature accessible entry and exit points, integrated with nearby developments to maximize usability.

Removal of Mid-Block Crossing

The mid-block pedestrian crossing east of Stahlman Avenue will be removed to consolidate pedestrian activity at designated crossings.

- **Accident Risk Mitigation:** Eliminating this crossing discourages unsafe pedestrian behavior and reduces potential conflicts with vehicles.
- **Traffic Flow Enhancement:** Removing sudden stops caused by mid-block crossings improves predictability and efficiency for drivers.

Left-Turn Lane Extension

The left-turn lane for northbound traffic at US 98 and Stahlman Avenue will be extended by closing the median opening at Moreno Plaza.

- **Increased Queue Capacity:** Extending the lane provides additional space for turning vehicles, preventing blockages in through lanes.
- **Improved Traffic Flow:** Enhanced storage reduces congestion during peak periods and minimizes delays for all road users.
- **Accident Reduction:** Sufficient queueing space lowers rear-end collisions often caused by vehicles stopping abruptly in through lanes.

Zerbe Street Access Modification

The Zerbe Street intersection at Stahlman Avenue will be modified to a right-in/right-out configuration to simplify traffic movements and enhance safety.

- **Collision Risk Reduction:** This change eliminates hazardous left-turn and cross-traffic maneuvers, which will decrease the likelihood of accidents.
- **Streamlined Traffic Patterns:** The implementation of Right-in/right-out access ensures smoother and safer vehicle movements, reducing delays caused by unsafe maneuvers.
- **Improved Efficiency:** Simplified access improves overall network performance by minimizing congestion at this intersection.

6. Evaluation Criteria

1. Traffic Flow Efficiency

- **Congestion Reduction:** Evaluate the degree to which the alternative reduces traffic delays and improves flow during peak hours.
- **Queue Management:** Assess the capacity of proposed solutions to prevent vehicle queues from extending into through lanes.
- **Through-Traffic Priority:** Measure the effectiveness of alternatives in maintaining uninterrupted flow for vehicles not turning or stopping.

2. Safety Improvements

- **Collision Reduction:** Evaluate the expected reduction in rear-end, left-turn, and pedestrian-related collisions.

- **Pedestrian Safety:** Assess the measures' effectiveness in separating pedestrian and vehicle movements to minimize conflicts and risks.
- **Conflict Point Mitigation:** Determine the degree to which the solution eliminates or reduces vehicle and pedestrian interaction at high-risk locations.

3. Accessibility and Compliance

- **ADA Compliance:** Verify that proposed pedestrian infrastructure, such as the elevated crossing, includes accessible entry and exit points.
- **User Accessibility:** Evaluate whether the proposed changes make it easy and intuitive for both vehicles and pedestrians to navigate the area.
- **Integration with Developments:** Ensure that improvements align with existing and future development plans, such as the Harborview project.

4. Cost Efficiency

- **Initial Investment:** Analyze the construction and implementation costs for each solution.
- **Long-Term Maintenance:** Consider the ongoing cost of maintaining infrastructure such as median barriers, pedestrian crossings, and turn lanes over time.
- **Cost-Benefit Analysis:** Compare financial investment to the projected safety and efficiency gains.

5. Environmental and Community Impact

- **Construction Disruption:** Assess the potential impact of construction activities on traffic, businesses, and residents.
- **Community Acceptance:** Measure stakeholders and public support for each proposed alternative, particularly those that affect pedestrian pathways and local traffic patterns.
- **Visual and Functional Integration:** Evaluate how well the solution integrates well with the area's aesthetics and functionality.

6. Feasibility and Implementation

- **Constructability:** Analyze the complexity and practicality of implementing the proposed solutions within existing spatial and regulatory constraints.
- **Timeline:** Assess the estimated time required for implementation and determine if it aligns with project priorities.
- **Utility and Right-of-Way Impacts:** Evaluate the need for utility relocation or right-of-way acquisition and its effect on the project's feasibility.

7. Operational Effectiveness

- **Traffic Signal Optimization:** Measure how effectively they work with current or modified signal timings.
- **Capacity Expansion:** Assess the solution's capability to accommodate future increases in both vehicle and pedestrian traffic.
- **Flow Predictability:** Evaluate the reduction of unpredictable stops and slowdowns caused by unsafe or unplanned pedestrian or vehicle movements.

8. Sustainability and Long-Term Benefits

- **Future Traffic Demand:** Assess the solution's ability to handle projected increase in traffic volumes and development-related activities.
- **Safety Longevity:** Effectively evaluate the proposed measures in providing lasting safety improvements
- **Resilience:** Consider whether the solutions are robust enough to adapt to changing traffic patterns or unforeseen challenges.

7. Evaluation of Alternatives

1. Eastbound Right Turn into Harborview Development

- **Traffic Flow Efficiency:**
 - **Congestion Reduction:** The addition of a dedicated right-turn lane will significantly alleviate congestion by removing vehicles from through lanes.
 - **Queue Management:** Provides ample space for vehicles, reducing backups in the main travel lanes.
 - **Through-Traffic Priority:** Effectively maintains uninterrupted flow through traffic.
 - **Safety Improvements:**
 - Reduces rear-end collisions by separating slowing/stopping vehicles from through traffic.
 - **Environmental and Community Impact:**
 - Minimal community disruption during construction since it aligns with existing plans.
 - **Feasibility and Implementation:**
 - High feasibility as it fits within the current right-of-way and approved development plans.
 - **Operational Effectiveness:**
 - Greatly improves predictability and reduces flow interruptions.
 - **Sustainability and Long-Term Benefits:**
 - Accommodates increased traffic from Harborview development, ensuring long-term utility.
-

2. Median Barriers Installation

- **Traffic Flow Efficiency:**
 - **Congestion Reduction:** Indirectly reduces congestion by preventing pedestrian interruptions.
 - **Queue Management:** Minimal direct impact.
 - **Safety Improvements:**
 - Significantly enhances pedestrian safety by funneling foot traffic to designated crossings.
 - Reduces potential accidents caused by illegal pedestrian crossings.
 - **Accessibility and Compliance:**
 - Improves overall safety but may be perceived as limiting pedestrian access if crossings are inconvenient.
 - **Environmental and Community Impact:**
 - Minimal construction disrupts and aligns with the area's safety goals.
 - **Feasibility and Implementation:**
 - Simple and effective to implement.
 - **Operational Effectiveness:**
 - Strong impact on pedestrian behavior but limited direct improvement for vehicle flow.
 - **Sustainability and Long-Term Benefits:**
 - Durable and low-maintenance safety solution.
-

3. Pedestrian Crossing Eliminations

- **Traffic Flow Efficiency:**
 - Reduces vehicle delays by eliminating pedestrian phases at signals.
 - Improves green signal time for vehicles.
 - **Safety Improvements:**
 - Eliminates pedestrian-vehicle conflict points at a high-risk intersection.
 - **Accessibility and Compliance:**
 - Redirects pedestrian activity to safer alternatives, but convenience could be a concern.
 - **Environmental and Community Impact:**
 - Minimal construction impact but may require public outreach to ensure acceptance.
 - **Feasibility and Implementation:**
 - Easily implemented through signage and signal adjustments.
 - **Operational Effectiveness:**
 - Enhance efficiency at the intersection by reallocating signal time to vehicles.
 - **Sustainability and Long-Term Benefits:**
 - Long-term benefit to traffic flow and safety without ongoing maintenance costs.
-

4. Elevated Pedestrian Crossing with Median Barriers

- **Traffic Flow Efficiency:**
 - Eliminates pedestrian-related delays entirely, ensuring uninterrupted vehicle flow.
 - **Safety Improvements:**
 - Maximizes pedestrian safety by removing at-grade crossings.
 - **Accessibility and Compliance:**
 - Provides ADA-compliant crossings, enhancing usability for all pedestrians.
 - **Environmental and Community Impact:**
 - Potential disruption during construction; careful design needed to ensure integration with nearby areas.
 - **Feasibility and Implementation:**
 - Feasible but requires careful planning for placement and design.
 - **Operational Effectiveness:**
 - Eliminates conflicts entirely, improving both safety and traffic predictability.
 - **Sustainability and Long-Term Benefits:**
 - Durable and adaptable solutions, addressing future growth and safety needs.
-

5. Removal of Mid-Block Crossing

- **Traffic Flow Efficiency:**
 - Improves predictability and reduces stops caused by mid-block crossings.
- **Safety Improvements:**
 - Discourages unsafe pedestrian behavior and reduces accident risk.
- **Accessibility and Compliance:**
 - Redirects pedestrians to safer crossings but may face public resistance if alternatives are inconvenient.
- **Environmental and Community Impact:**
 - Minimal construction impacts but requires outreach to ensure acceptance.
- **Feasibility and Implementation:**

- Easily implemented with signage and enforcement.
 - **Operational Effectiveness:**
 - Strong impact on reducing pedestrian-related delays.
 - **Sustainability and Long-Term Benefits:**
 - Ensure safer and more predictable traffic flow.
-

6. Left-Turn Lane Extension

- **Traffic Flow Efficiency:**
 - Reduces congestion by preventing left-turn queues from blocking through lanes.
 - **Safety Improvements:**
 - Decreases rear-end collisions caused by insufficient queue space.
 - **Accessibility and Compliance:**
 - Enhances usability for turning vehicles without impacting other traffic.
 - **Environmental and Community Impact:**
 - May require temporary lane closures during construction.
 - **Feasibility and Implementation:**
 - Feasible but may require median adjustments or minor acquisition of right-of-way.
 - **Operational Effectiveness:**
 - Improves intersection efficiency during peak hours.
 - **Sustainability and Long-Term Benefits:**
 - Supports increased traffic volumes over time.
-

7. Zerbe Street Access Modification (right in right out)

- **Traffic Flow Efficiency:**
 - Reduces delays by simplifying intersection movements.
 - **Safety Improvements:**
 - Eliminates left-turn and cross-traffic conflicts, reducing accident risks.
 - **Accessibility and Compliance:**
 - Restricts certain movements, which may inconvenience some users.
 - **Environmental and Community Impact:**
 - Minimal construction disruption but may face opposition due to reduced access.
 - **Feasibility and Implementation:**
 - Simple to implement with minimal adjustments required.
 - **Operational Effectiveness:**
 - Streamlines traffic patterns, improving flow and predictability.
 - **Sustainability and Long-Term Benefits:**
 - Maintains safety and efficiency as traffic volumes grow.
-

Conclusion:

The alternatives provide a range of improvements in traffic flow, safety, and operational efficiency. Priority should be given to solutions like the **Eastbound Right Turn into Harborview Development, Median Barriers Installation, and Pedestrian Crossing Eliminations**, as they offer significant benefits with minimal disruption. More complex solutions, like the **Elevated Pedestrian Crossing and Left-Turn Lane Extension**, should be integrated strategically to address long-term growth and safety concerns.

8. Third Party Analysis

(To be completed after analysis)

9. Community Leadership

During the review of existing traffic and roadway conditions, BDI maintained ongoing coordination with County and City staff, as well as executives from the Legendary Group. These collaborative meetings focused on developing congestion management alternatives that align with the Florida Administrative Code and address the unique needs of the US 98 and Stahlman Avenue corridors. As part of this process, a verbal agreement was established between the Legendary Group and the City of Destin to jointly pursue the development of an elevated pedestrian crossing. This verbal agreement reflects a shared commitment to enhancing safety and traffic flow while supporting local economic development.

Furthermore, discussions with FDOT regarding the ongoing Project Development and Environment (PD&E) study provided valuable insights into the future for the Marler Bridge, ensuring that proposed solutions align with both current needs and long-term regional transportation strategies.

10. Selection of Preferred Solution

The preferred solution involves a combination of median closures, signalization, and pedestrian barriers. This approach balances the need for improved traffic flow with safety enhancements for pedestrians.

11. Implementation Plan

Phase 1: Project Planning and Coordination

1. **Stakeholder Engagement:**
 - Coordinate with key stakeholders, including the City of Destin, Legendary Group, FDOT, and Okaloosa County.
 - Establish a Project Oversight Committee to oversee progress and address challenges.
2. **Finalize Agreements:**
 - Finalize the agreement between the City of Destin and Legendary Group, detailing responsibilities for funding, design, and construction of the elevated pedestrian crossing.
 - Secure any necessary interlocal agreements or memorandums of understanding with FDOT and Okaloosa County.
3. **Regulatory Compliance:**
 - Ensure all proposed improvements comply with the Florida Administrative Code (FAC).
 - Submit required documentation for FDOT approval, including alignment with the ongoing PD&E study.

Phase 2: Design and Engineering

1. **Data Collection and Analysis:**
 - Conduct traffic and pedestrian volume studies to refine design specifications.

- Perform site-specific engineering evaluations, including geotechnical studies for the elevated pedestrian crossing.
 - 2. **Detailed Design:**
 - Design the elevated pedestrian crossing, integrating ADA-compliant access points and logical entry/exit connections to adjacent developments.
 - Finalize designs for median barriers, turn lane extensions, and Zerbe Street modifications, ensuring alignment with FDOT standards.
 - 3. **Environmental Assessment:**
 - Evaluate potential environmental impacts, including stormwater management, and develop mitigation strategies, as necessary.
 - 4. **Permitting:**
 - Obtain necessary permits from local, state, and federal agencies, including FDOT and the City of Destin.
-

Phase 3: Procurement and Funding

- 1. **Funding Allocation:**
 - Utilize funding from the Legendary Group agreement for the elevated pedestrian crossing.
 - Identify additional funding sources, such as FDOT grants or local transportation funds, for complementary improvements.
 - 2. **Procurement:**
 - Develop and issue requests for proposals (RFPs) for construction services.
 - Evaluate bids and award contracts based on compliance, cost, and timeline.
-

Phase 4: Construction

- 1. **Construction Preparation:**
 - Develop and implement a traffic management plan to minimize disruption during construction.
 - Conduct pre-construction meetings with contractors and stakeholders.
- 2. **Implementation Steps:**
 - **Elevated Pedestrian Crossing:**
 - Begin with foundation and structural elements, followed by installation of ramps, stairs, and walkways.
 - Integrate median barriers to direct pedestrian traffic to the crossing.
 - **Median Barriers:**
 - Install barriers east and west of Stahlman Avenue to restrict unsafe pedestrian crossings.
 - **Turn Lane Extensions:**
 - Construct the eastbound right-turn lane into Harborview and extend the northbound left-turn lane at Stahlman.
 - **Zerbe Street Access Modifications:**
 - Convert the Zerbe Street intersection to a right-in/right-out configuration.
 - **Removal of Pedestrian Crossings:**
 - Remove at-grade pedestrian crossings at Stahlman Avenue and US 98.
 - **Signal Adjustments:**
 - Optimize signal timing to reflect the removal of pedestrian phases and updated traffic patterns.

3. **Quality Assurance:**

- Conduct regular inspections to ensure compliance with design specifications and safety standards.

Phase 5: Post-Construction

1. **Final Inspections:**

- Conduct comprehensive inspections with FDOT and City of Destin officials to confirm project completion and compliance.

2. **Community Engagement:**

- Inform residents and businesses about the complete improvements and provide guidance on using the new infrastructure.

3. **Performance Monitoring:**

- Monitor traffic flow, pedestrian safety, and accident rates to evaluate the effectiveness of the implemented solutions.
- Collect data to inform adjustments or additional improvements as needed.

Timeline:

- **Phase 1:** 3-6 months
- **Phase 2:** 6-12 months
- **Phase 3:** 3-6 months
- **Phase 4:** 12-18 months
- **Phase 5:** Ongoing

The project is expected to be completed in phases over the coming years as funding becomes available.

12. Potential Funding Sources

1. Federal Funding

- **Surface Transportation Block Grant Program (STBG):**
 - This program, administered by the Federal Highway Administration (FHWA), provides flexible funding for infrastructure projects. These projects can include enhancements for pedestrian facilities, improvements to traffic flow, and safety upgrades.
 - **Application:** Through the Florida Department of Transportation (FDOT).
- **Transportation Alternatives Program (TAP):**
 - Focuses on non-motorized transportation projects such as pedestrian crossings and ADA compliance improvements.
 - **Relevance:** Can fund the elevated pedestrian crossing and median barriers.
 - **Application:** FDOT or the Okaloosa-Walton Transportation Planning Organization (TPO).

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):**
 - Provides funding for projects that reduce congestion and improve air quality.
 - **Relevance:** The turn lane improvements and pedestrian enhancements align with CMAQ goals.
 - **Highway Safety Improvement Program (HSIP):**
 - Offers funding for safety projects aimed at reducing traffic fatalities and injuries.
 - **Relevance:** Safety-focused elements, such as pedestrian crossing eliminations, median barriers, and turn lane modifications, qualify for HSIP funding.
-

2. State Funding

- **FDOT Safety and Mobility Grants:**
 - State-funded grants aimed at improving transportation safety and mobility. These grants prioritize projects that reduce traffic congestion and enhance safety.
 - **FDOT Transportation Regional Incentive Program (TRIP):**
 - Encourages regional collaboration on transportation projects.
 - **Relevance:** Can be utilized for large-scale improvements, such as elevated pedestrian crossings and turn lane extensions.
 - **Florida Shared-Use Nonmotorized (SUN) Trail Program:**
 - This program focuses on developing pedestrian and bicycle infrastructure.
 - **Relevance:** Could support funding for the pedestrian overpass and related pathways.
-

3. Local Funding

- **City of Destin Infrastructure Funds:**
 - Local funds are allocated for infrastructure improvements.
 - **Application:** Coordinate with the Destin City Council to allocate part of this funds to this project.

- **Okaloosa County Transportation Fund:**
 - A county-level funding source that supports transportation infrastructure improvements.
 - **Local Option Sales Tax (LOST):**
 - If Destin or Okaloosa County has a LOST in place, it can be used to fund infrastructure improvements, including pedestrian and traffic safety measures.
-

4. Public-Private Partnerships (P3s)

- **Developer Impact Fees:**
 - Assess additional fees on new developments in the area to contribute to infrastructure improvements.
 - **Business Improvement District (BID):**
 - Create a district where local businesses contribute funding for projects that improve accessibility and traffic flow, which benefit the business community.
-

5. Special Assessment of Bond Programs

- **Transportation Infrastructure Bonds:**
 - The City of Destin or Okaloosa County can issue municipal bonds to fund large infrastructure projects, repaid over time through taxes or tolls.
 - **Community Redevelopment Agency (CRA):**
 - If the project area falls within a designated CRA, funds could be allocated for infrastructure improvements that enhance economic and pedestrian activity.
-

6. Grants from Non-Governmental Organizations (NGOs)

- **AARP Community Challenge Grant:**
 - Focuses on making communities more livable for residents of all ages, including infrastructure improvements that promote walkability.
- **People For Bikes Community Grant:**

- Could fund bike-friendly elements of the pedestrian crossing or nearby pathways.
 - **Private Foundations:**
 - Certain private organizations or foundations may offer funding for projects aimed at enhanced community safety and transportation.
-

7. Special Federal and State Allocations

- **Build America Bureau (Transportation Infrastructure Finance and Innovation Act - TIFIA):**
 - Provides low-interest loans for large infrastructure projects.
 - **Relevance:** Could finance the elevated pedestrian crossing or turn lane improvements.
 - **Resiliency Grants:**
 - Available for projects designed to make infrastructure more resilient to climate change or extreme weather conditions, which may apply in coastal areas like Destin.
-

Next Steps

1. Identify specific funding opportunities and their eligibility criteria based on the project components.
2. Develop a comprehensive funding application plan, which includes cost estimates, project descriptions, and supporting data.
3. Collaborate with FDOT and local agencies to integrate the project into regional transportation improvement plans for prioritization.
4. Engage stakeholders, including local businesses and residents, to secure support and additional funding commitments.

This multifaceted funding approach can help secure the resources needed to implement the entire traffic and safety improvement plan.

13. Conclusion

The proposed traffic and safety improvements at the intersection of US 98 and Stahlman Avenue aim to address congestion, enhance pedestrian and vehicle safety, and support the growth and development of Destin, Florida. This project includes a combination of targeted measures, such as an elevated pedestrian crossing, median barriers, improved turn lanes, and modifications to the intersection. These enhancements will not only resolve current issues but also accommodate future traffic demands resulting from ongoing development and tourism.

The collaborative efforts among BDI, the City of Destin, FDOT, and private stakeholders such as the Legendary Group have resulted in a well-coordinated plan that aligns with the Florida Administrative Code, regional transportation objectives, and community priorities. This partnership highlights the importance of leveraging public-private collaboration to deliver impactful infrastructure solutions.

Key outcomes of the proposed improvements include:

- **Enhanced Safety:** Eliminating high-risk pedestrian crossings, reducing conflict points, and implementing ADA-compliant infrastructure, we can significantly decrease the likelihood of accidents involving both pedestrians and vehicles.
- **Improved Traffic Flow:** Dedicated turn lanes, signal optimizations, and access modifications will streamline traffic movement, reducing congestion and delays at this critical intersection.
- **Sustainable Growth Support:** The proposed measures ensure that the transportation network can support increased activity from developments like Harborview, as well as the broader demands of Destin's growing population and tourism industry.

The inclusion of innovative funding strategies, such as federal and state grants, local contributions, and public-private partnerships, ensures that this ambitious plan can be implemented efficiently and cost-effectively. Additionally, continuous engagement with stakeholders and alignment with FDOT's long-term plans, including the Marler Bridge PD&E study, further solidify the project's feasibility and relevance.

By addressing the current changes of the intersection while preparing for future demands, this project serves as a model for urban planning and infrastructure development in dynamic and high-growth communities like Destin. Successful implementation will enhance safety, improve mobility, and strengthen the economic vitality of the region for years to come.

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Appendix

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Appendix A

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Appendix B

Stahlman Congestion Plan