



CITY OF CRESTVIEW CRA

OFFICE OF THE CITY CLERK

P.O. DRAWER 1209, CRESTVIEW, FLORIDA 32536

Phone # (850) 1560 Fax # (850) 682-8077

April 12, 2021

5:00 PM

Council Chambers

CRA Regular Meeting

The Public is invited to view our meetings on the City of Crestview Live stream a at <https://www.cityofcrestview.org> or the City of Crestview Facebook Page. You may submit questions on any agenda item in advance (by 3:00 PM Please) to cityclerk@cityofcrestview.org.

1. Call to Order
2. Pledge of Allegiance
3. Open Policy Making and Legislative Session
4. Approve Agenda
5. Presentations and Reports
6. Consent Agenda
 - 6.1. Approval of Minutes from the February 8, 2021 and February 22, 2021 CRA Meetings
7. Action Items
 - 7.1. Discussion of CRA Mobility Report
8. CRA Director Report
 - 8.1. 2020 Annual Report
9. City Manager / CRA Administrator Report
10. Comments from the Board
11. Comments from the Audience

12. Adjournment

Note: The Presentations section is for items that were submitted by a citizen or group of Citizens no later than the Wednesday 2 weeks prior to the meeting to the Clerk's office for approval. These items will be scheduled under the section titles Presentations and Reports. Supporting documents must be submitted at this time to be on the regular agenda. All Action Item are for staff and elected officials only and must be submitted for approval no later than the Wednesday 10 days prior to the meeting. Those not listed on the regular agenda who wish to address the council should fill out a yellow card. The Card must be submitted to the City Clerk. Speaking time should be three minutes or less, large groups may designate a spokesperson. All remarks should be addressed to the Council as a whole and not to individual members. All meeting procedures are outlined in the Meeting Rules and Procedures brochure available outside the Chambers. If any person decides to appeal any decision made by the City Council with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The City Council of the City of Crestview, Florida does not discriminate upon the basis of any individual's disability status. Anyone requiring reasonable accommodation as provided for in the American With Disabilities Act to insure access to and participation in the meeting should contact the Office of the City Clerk at (850)682-1560 prior to the meeting to make appropriate arrangements.



Staff Report

CRA MEETING DATE: April 12, 2021

TYPE OF AGENDA ITEM: Action Item

TO: CRA Board
CC: City Manager, City Clerk, Staff and Attorney
FROM: Elizabeth Roy, City Clerk
DATE: 4/1/2021
SUBJECT: Approval of Minutes from the February 8, 2021 and February 22, 2021 CRA Meetings

BACKGROUND:

Minutes are presented for approval at CRA and City Council meetings

DISCUSSION:

Minutes are accomplished as soon as possible after each CRA Board Meeting

Board members are requested to send any corrections to the City Clerk prior to the approval meeting so changes may be made.

Any amendments submitted will be presented at the meeting for approval.

GOALS & OBJECTIVES

This item is consistent with the CRA Strategic Plan 2020 Gateway to Opportunities as follows:

Communication and Citizen updates.

FINANCIAL IMPACT

There is no financial impact for the approval of minutes.

RECOMMENDED ACTION

Staff respectfully requests that the Board approve the minutes from the September 8, 2021 and September 22, 2021 meetings,

Attachments

1. 2021.02.08 CRA
2. 2021.02.22 CRA

Crestview Redevelopment Agency Meeting
February 8, 2021
4:30 PM
Council Chambers

The Regular Meeting of the Crestview Redevelopment Agency was called to order at 4:30 P.M. Members present were: Chairman Nathan Boyles, Vice Chairman Dr. Margareth Larose, Shannon Hayes, Joe Blocker, Cynthia Brown, and Harry LeBoeuf. Also present were the honorable, City Manager Tim Bolduc, CRA Director Elizabeth Roy, CRA Attorney and staff members. Mr. Rencich was not in attendance for this meeting and Ms. Parker was present but remained as part of the public audience and did not vote.

CRA Regular Meeting
Please note change in time)

1. Call to Order

This meeting was called to order by Chairman Boyles at 4:30 p.m.

2. Pledge of Allegiance

The pledge was led by Chairman Boyd.

3. Open Policy Making and Legislative Session

4. Approve Agenda

Chairman Boyles asked for any objections or changes to the current Agenda.

There were no objections or changes to the agenda it was approved by unanimous consent.

5. Reports and Presentations

5.1 Presentation on CRA Mobility Study by Matrix

Mr. Nodjomian a representative of Matrix reviewed the Mobility Study of the CRA. He reviewed the major tasks of the study.

Brief discussions occurred during the presentation.

Mr. Bolduc, City Manager noted that as the plan gets adopted one of the items to discuss will be the prioritization of which sections will be done at what time and things like that.

Discussion ensued.

6. Consent Agenda

6.1 Approval of the minutes from the September 14, 2020 and October 12, 2020 CRA Board Meetings

Commissioner Boyles asked action.

A motion was made by Commissioner Hayes to approve the items in the Consent Agenda. Seconded by Commissioner LeBoeuf with Ms. Brown, Mr. Blocker, Mr. Hayes, Mr. LeBoeuf, Dr. Larose-Pierre votes yes with 0 nays, motion carried.

7. Comments from the Board

8. Comments from the Attorney

9. CRA Director Report

10. City Manager/CRA Administrator Report

11. Action Items

11.1 CRA Budget Amendments and Resolution CRA 21-01

Ms. Roy, CRA Director reviewed the Budget Amendments for the CRA she stated, there has been some changes in expenses that require the reallocation of both 2020 Fund Balance and 2021 budgeted amounts.

Ms. Roy, CRA Director read CRA Resolution 2021-01 by title,

RESOLUTION CRA 21-01

A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF CRESTVIEW, FLORIDA, AMENDING THE BUDGET TO MORE ACCURATELY REFLECT ESTIMATED REVENUES AND APPROPRIATIONS, AND PROVIDING FOR AN EFFECTIVE DATE.

A brief discussion ensued.

Chairman Boyles asked for action.

A motion was made by Commissioner LeBoeuf to approve the items in the Consent Agenda. Seconded by Commissioner Hayes with Ms. Brown, Mr. Blocker, Mr. Hayes, Mr. LeBoeuf, Dr. Larose-Pierre votes yes with 0 nays, motion carried.

12. Comments from the Audience

Mr. Bill Parker, 115 Courthouse Terrace, Crestview Fl, gave his thoughts concerning the changing of Courthouse Terrace.

Mr. Brackney, 648 North Wilson, Crestview Fl, gave his thoughts of the possibility of street closures.

13. Adjournment

Chairman Boyles adjourned the meeting at 5:52 p.m.

Elizabeth M. Roy
CRA Director

Nathan Boyles
Chairman

Minutes approve this ____ day of ____, 2021.

Crestview Redevelopment Agency Meeting
February 22, 2021
5:30 PM
Council Chambers

The Regular Meeting of the Crestview Redevelopment Agency was called to order at 5:30 P.M. Members present were: Chairman Nathan Boyles, Vice Chairman Dr. Margareth Larose, Shannon Hayes, Joe Blocker, Cynthia Brown, Harry LeBoeuf, and Andrew Rencich Also present were the honorable, City Manager Tim Bolduc, CRA Director Elizabeth Roy, CRA Attorney and staff members. Ms. Parker was not in attendance for this meeting.

CRA Special Meeting

1. Call to Order

This meeting was called to order by Chairman Boyles at 5:30 p.m.

2. Pledge of Allegiance

The pledge was led by Chairman Boyles.

3. Open Policy Making and Legislative Session

4. Approve Agenda

Chairman Boyles asked for any objections or changes to the current Agenda.

There were no objections or changes to the agenda it was approved by unanimous consent.

5. Action Items

5.1 Approval of Grant Applications from Gordon Martial Arts

Mr. Bolduc, City Manager gave the Board some background to this application for approval for Gordon Martial Arts. He presented the Board with the changes that are taking place from the building code improvements and the façade improvements. Staff is asking for approval of the Building Code Improvement Grant at \$25,000.00 and a conditional approval from the Board for up to \$10,000 in Façade Grant funding once the application is completed and bids are received. Staff will provide the final amount of the façade grant along with the application and backup at the next CRA meeting.

A motion by Commissioner Brown to approve the Building Code Improvement Grant application for \$25,000 and not to exceed the amount of \$10,000 in the Façade Grant application. Seconded by Commissioner Hayes with 6 yeas and 0 nays, motion carried.

6. Comments from the Board

7. CRA Director Report

8. City Manager/CRA Administrator Report

Mr. Bolduc, City Manager gave the Board an update on the progress of other projects concerning the CRA.

9. Comments from the Audience

10. Adjournment

Chairman Boyles adjourned the meeting at 5:42 p.m.

Elizabeth M. Roy
CRA Director

Nathan Boyles
Chairman

Minutes approve this ___ day of ___, 2021.



Staff Report

CRA MEETING DATE: April 12, 2021

TYPE OF AGENDA ITEM: Action Item

TO: CRA Board
CC: City Manager, City Clerk, Staff and Attorney
FROM: Tim Bolduc, City Manager
DATE: 4/8/2021
SUBJECT: Discussion of CRA Mobility Report

BACKGROUND:

In July of 2020, The CRA/City of Crestview advertised a Request for Proposals for a Mobility Study for the CRA District.

On August 31, the Bids were received and opened.

DISCUSSION:

There was only 1 bid received from Matrix Design Group, and they were awarded the Contract in September of 2020.

During the next few months, Matrix has help Stakeholders meetings, Virtual workshops and has addressed the CRA Board with updates.

The Final Draft of the Mobility plan is attached, and the CRA and the City of Crestview are reading to move forward with the planning stages of the implementation of the plan.

The planning, design and implementation of the plan will be an ongoing process. We hope to have the design completed in the next few months, then a timeline can be set up for the implementation, which is expected to be over a several year time span.

GOALS & OBJECTIVES

This item is consistent with the CRA Strategic Plan 2020 Gateway to Opportunities as follows:

To revitalize the district capitalizing on current resources and recognized opportunities

1. Establish a revitalization task force to address economic and physical Revitalization
2. Maintain and Strengthen the Façade Grant Program
3. Develop green space, open space parks, and public plaza programs and promote connectivity within the community

To provide infrastructure for current and future needs

1. Develop and enforce building and site maintenance codes
2. Eliminate the informality in the enforcement of regulations
3. Develop a sidewalk restoration and maintenance program
4. Review and realign downtown streets for efficiency/eliminate dangerous intersections

Market the District

1. Build and develop an active marketing and branding program
2. Promote CRA district on website and all social media platforms
3. Clearly identify “Historic Downtown Crestview” and direct visitors and locals to the district
4. Develop “Gateways to Crestview”
5. Develop a cohesive “family” of wayfinding signs to the district

Enhance Public and Private partnerships

1. Re-emphasize and incentivize the Crestview Main Street Program
2. Refocus the Historic Preservation Board
3. Enhance the SR 85 Bridge

Enhance the Aesthetics of the District

1. Develop design guidelines for Facades, signage, landscaping , access and parking
2. Develop area around new courthouse/add public amenities
3. Eliminate informality of enforcement of regulations

Expand Activity in the District

1. Promote Arts in the downtown and entire CRA district

Economic Development in the District

1. Amend Comprehensive plan to mixed use for downtown district
2. Develop a commercial incentive program to encourage new development, economic activities and job creation

Connectivity

1. Develop an access road from Industrial Drive to Twin Hills Park
2. Develop a Bike path/pedestrian trail link to between downtown and Twin Hills Park
3. Connect Industrial Drive to Twin Hills park with new entrance

FINANCIAL IMPACT

There is no additional financial impact for the vote today. The financial impact will be determined by the cost of the planning, design and implementation of the plan, and will be included in the CRA/City of Crestview future budgets. There are funds in the Current CRA budget for the design phase.

RECOMMENDED ACTION

Staff respectfully requests that the CRA board approve the CRA Mobility plan as presented and allow the CRA Director and City Manager to work with a design firm to move forward with the plan.

Attachments

1. CRA Mobility Plan Project List 2021 03 26 KMW
2. Crestview Mobility Plan 2021 03 26 sm



Project List

Short-Term : < 5 years
Mid-Term: 5 - 10 years
Long-Term: > 10 years

Project ID	Project Name	Street Name	From	To	Parking	Street Transformation	Pedestrian	Bike/Multi-Use paths	Priority	Status	Magnitude of Cost	Description
1	Cedar Ave at U.S. 90 intersection improvements	Cedar Ave	Cedar Ave	U.S. 90		Modify intersection with U.S. 90 to prevent wrong way movement. (V10)	Reduce intersection crossing distance for enhanced safety		High	Short-term	\$25,000	Extend curb line along U.S. 90 to end of on-street parking along Cedar Ave to reduce incidents of wrong way driving
2	Main St from U.S. 90 to Courthouse Ter Roadway and Streetscape Improvements	Main St	U.S. 90	Courthouse Ter	Convert angled parking to parallel parking, except in front of courthouse.	Construct Main St character area roadway cross-section.	Widen sidewalks; reduce intersection crossing distance to enhance safety; provide streetscape amenities	Sharrow (B9) pavement marking; Add bike parking as part of streetscape	High	Long-term	\$883k - \$1.03M	Develop roadway and sidewalks along Main St consistent with the Main St Character Area; Parallel parking - exception: angled parking remains Infront of court house; Provide streetscape amenities; Add sharrow pavement markings <i>Cost estimate assumes: Platinum Streetscape features for high end and Silver Streetscape for low end; Does not include underground utilities.</i>
3	Main St from Courthouse Ter to Industrial Dr Roadway and Streetscape Improvements	Main St	Courthouse Ter	Industrial Dr	Convert angled parking to parallel parking	Construct Main St character area roadway cross-section.	Widen sidewalks; reduce intersection crossing distance to enhance safety; provide streetscape amenities	Sharrows (B9) and bike parking; Add bike parking as part of streetscape	High	Mid-term	\$1.4M - \$1.7M	Develop roadway and sidewalks along Main St consistent with the Main St Character Area; Provide streetscape amenities; Add sharrow pavement markings <i>Cost estimate assumes: Platinum Streetscape features for high end and Silver Streetscape for low end; Does not include underground utilities .</i>
4	Courthouse Ter Plaza	Courthouse Ter	U.S. 90	Main St		Roadway modification to construct plaza (V1)	Create pedestrian plaza	Add bike parking	High	Long-term	\$690K - \$1.2M	Close Courthouse Ter roadway to vehicular traffic and convert into a pedestrian plaza and public park; Provide small event area, art, and clock tower; Expand Veteran's Memorial; Add bike parking
5	Pine Ave Roadway and Streetscape Improvements	Pine Ave	Main St	Wilson St	Convert angled parking to parallel parking	Construct Pine Ave character area roadway cross-section. (V8)	Widen sidewalks; provide streetscape amenities	Add bike parking as part of streetscape	Medium	Mid-term	\$100,000 - \$200,000	Develop roadway and sidewalks along Pine Avenue consistent with the Pine Avenue Character Area; Provide streetscape amenities; Potential to convert Pine Ave to two-way to improve access and circulation <i>Cost estimate assumes: Minimal streetscape; Does not include underground utilities</i>
6	Pine Ave Parking Lot	Pine Ave Private Lot	NA	NA	Develop public parking lot at the northwest quadrant of Pine Avenue and Wilson Street. (V13)				Medium	Long-term	Need preliminary design and real estate cost	Develop public parking lot at the northwest quadrant of Pine Ave and Wilson St.
7	Wilson St/Hickory Ave / Cedar Ave Roadway Improvements	Wilson St/Hickory Ave / Cedar Ave / Spring St	U.S. 90	Spring St	Provide on-street parking as part of Hickory Ave, Cedar Ave, and Spring St roadway extensions	Extend Hickory Avenue, Cedar Avenue, and Spring Street to U.S. 90. (V2, V7)	Provide sidewalk as part of roadway extension		Medium	Long-term	Need preliminary design	Extend Hickory Ave, Cedar Ave, and Spring St to connect Spring St to U.S. 90; Realign to remove from the six-way intersection with U.S. 90, Main Stt, and Hickory Ave.

Project ID	Project Name	Street Name	From	To	Parking	Street Transformation	Pedestrian	Bike/Multi-Use paths	Priority	Status	Magnitude of Cost	Description
8	Beach Ave Roadway and Streetscape Improvements	Beech Ave	Main St	Wilson St	Convert to angled parking to parallel parking	Convert roadway to two way street (V9)	Widen sidewalks; provide streetscape amenities		Low	Long-term	Need preliminary design	Develop sidewalks along Beech Ave consistent with the Pedestrian Character Area; Provide streetscape amenities; Convert Beech Ave to two-way to improve access and circulation
9	Industrial Dr Parking Lot (West of SR 85)	Industrial Dr Private Lot (west of SR 85)	Woodruff Ave	NA	Develop public parking lot along west side of SR 85 overpass between Industrial Drive and Woodruff Avenue. (V11)		Provide pedestrian crossing from public parking lot to multi-use pathway to Twin Hills Park		High	Short-term	\$310K	Develop public parking lot along west side of SR 85 overpass between Industrial Dr and Woodruff Ave. Consider extending parking lot by vacating Woodruff Ave right-of-way to include with the proposed public parking lot to increase number of spaces. <i>Cost Estimate does not include property purchase or building demo.</i>
10	Industrial Dr Parking Lot (East of SR 85)	Industrial Dr Private Lot (east of SR 85)	Vacant parcels between Woodruff Ave and Industrial Dr	NA	Develop public parking lot along east side of SR 85 overpass between Industrial Drive and Woodruff Avenue. (V3, V12)		Provide pedestrian crossing from public parking lot to multi-use pathway to Twin Hills Park		Low	Long-term	Need preliminary design and real estate cost	Develop public parking lot along east side of SR 85 overpass between Industrial D and Woodruff Ave. Consider extending parking lot by vacating Woodruff Avenue right-of-way to include with the proposed public parking lot to increase number of spaces.
11	Multi-use Pathway to Twin Hills Park	Industrial Dr	Wilson St	US 90			Improved pedestrian connectivity with multi-use pathway	Develop a multi-use path that connects to Wilson Street, Main Street, Twin Hills Park, and U.S. 90. (B3)	High	Long-term	\$206,000	Develop a multi-use path that connects to Wilson St, Main St, Twin Hills Park, and U.S. 90. This multi-use path should continue north along Industrial Dr beyond the CRA district. <i>Cost Estimate does not include trees, streetscape, or roadway improvements on Industrial Dr.</i>
12	Industrial Dr Roadway Extension to U.S. 90	Industrial Dr (east of SR 85)	Brett St	McCaskill St		Connect the two segments of Industrial Drive. (V6)			Medium	Long-term	Need preliminary design to determine cost estimate	Connect the two segments of Industrial Dr to improve access to US 90.
13	Railroad Ave One Way Converion	Railroad Ave	Main St	Wilson St		Convert roadway to one way street (V15)			High	Short-term	< \$1,000	Convert Railroad Ave from two-way traffic to one-way due to the narrow existing roadway width (<20 feet).
14	W. Railroad Ave One Way Conversion	W. Railroad Ave	Main St	Wilson St		Convert roadway to one way (V16)			High	Short-term	< \$1,000	Convert W. Railroad Ave from two-way traffic to one-way due to the narrow existing roadway width (<20 feet).
15	Main St Pedestrian Railroad Crossing	Main St (Railroad Crossing)	Industrial Dr	Railroad Ave		Improved crossing + drainage	Add sidewalk across tracks. (P3)		High	Short-term	\$120,000-\$200,000	Extend the sidewalk along the east side of Main St across the railroad, including a safe pedestrian crossing. <i>Cost estimate assumes: 5' sidewalk crossing tracks with curb and gutter. No change to gate arms, circuitry or railroad house. No new track panels or drainage improvements. Includes Resurfacing of asphalt in railroad right-of-way.</i>

Project ID	Project Name	Street Name	From	To	Parking	Street Transformation	Pedestrian	Bike/Multi-Use paths	Priority	Status	Magnitude of Cost	Description
16	Wilson St Pedestrian Railroad Crossing	Wilson St (Railroad Crossing)	Railroad Ave	W Railroad Ave		Improved crossing + drainage	Add sidewalk across tracks (P4)		High	Short-term	\$120,000-\$200,000	Extend the sidewalk along the east side of Wilson St across the railroad, including a safe pedestrian crossing. <i>Cost estimate assumes: 5' sidewalk crossing tracks with curb and gutter. No change to gate arms, circuitry or railroad house. No new track panels or drainage improvements. Includes Resurfacing of asphalt in railroad right-of-way.</i>
17	MLK Parking Lot	Martin Luther King Jr. Ave - Private Lot	SR 85	Main St	Convert private lot to public parking (V4); Convert roadway to create additional parking area (V14)		Provide sidewalk on Industrial Drive adjacent to the parking lot construction		High	Short-term	Need preliminary design and real estate cost	Convert private lot to public parking. Extend parking lot by converting Woodruff Ave right-of-way into parking area connected to the adjacent private properties.
18	MLK Street Light Improvements	Martin Luther King Jr Ave	Lloyd St	Spring St		Street lighting			High	Short-term	\$133,400	Install additional street lights along Martin Luther King Jr Ave to improve visibility and night time conditions
19	MLK Sidewalk Improvements	Martin Luther King Jr Ave	Lincoln St	Lloyd St			Construct sidewalk on north side of roadway (P1)		High	Mid-term	\$30,268	Construct sidewalk on north side of roadway from Lincoln St and Lloyd St
20	MLK Roadway and Streetscape Improvements	Martin Luther King Jr. Ave	Lloyd St	Spring St	Parking lanes on both sides of roadway	Street lighting + roadway cross-section + drainage improvements (Martin Luther King Jr character area)	Construct sidewalk on both sides of the roadway (P3)	Sharrow pavement markings (B10)	High	Long-term	Need preliminary design	Develop sidewalks along Martin Luther King Jr Ave consistent with the Martin Luther King Jr. Character Area; Add sharrow pavement markings.
21	Railroad Ave Sidewalk Improvements	Railroad Ave (east of SR 85)	Chestnut Bypass/ SR 85	Hathaway St			Add sidewalk on one side of roadway or along tracks (P#)		Low	Long-term	\$20,000	Construct sidewalk along the north side of Railroad Avenue connecting Main St to Hathaway St.
22	Chestnut Ave Sidewalk Improvements	Chestnut Ave	Chestnut Bypass/ SR 85	Griffith Ave			Add sidewalk on one side of roadway (P2)		High	Short-term	\$20,000	Construct sidewalk along the north side of Chestnut Ave connecting Main St to Hathaway St.
23	Walnut Ave Sidewalk Improvements	Walnut Ave (east of SR 85)	SR 85	Griffith Ave			Add sidewalk on one side of roadway (P#)		Low	Long-term	\$20,000	Construct sidewalk along the north side of Walnut Ave connecting SR 85 to Hathaway St.
24	Hathway St Roadway and Sidewalk Improvements	Hathaway St	Chestnut Ave	US 90		Construct Bike Connectivity Character Area	Add sidewalk	Bike Lanes (B7)	Low	Long-term	Need preliminary design	Add bike lanes consistent with the Bike Connectivity Character Area.
25	Hathway St Railroad Crossing	Hathaway St (Railroad Crossing)	Purl Adams Ave	Railroad Ave		Construct Bike Connectivity Character Area; construct crossing	Add sidewalk across tracks (P2)	Bike Lanes (B7)	Low	Long-term	\$350,000 - \$500,000	Add improve roadway crossing and install pedestrian crossing consistent with the Bike Connectivity Character Area.

Project ID	Project Name	Street Name	From	To	Parking	Street Transformation	Pedestrian	Bike/Multi-Use paths	Priority	Status	Magnitude of Cost	Description
26	Multi-Use Pathway to Twin Hills Park adjacent to Railroad (North Side of Tracks)	NA	Industrial Dr	Hathaway St				Multi-Use Path (B4)	Low	Long-term	Need preliminary design	Develop a multi-use path connecting Downtown and Twin Hills Park north of the railroad and under the SR 85 overpass.
27	Multi-Use Pathway to Twin Hills Park adjacent to Railroad (South Side of Tracks)	NA	SR 85	Hathaway St				Multi-Use Path (B5)	Low	Long-term	Need preliminary design	Develop a multi-use path connecting Downtown and Twin Hills Park south of the railroad and under the SR 85 overpass. This will require easement acquisitions.
28	Main St (South) Roadway and Streetscape Improvements	Main St (South)	Industrial Dr	SR 85		Construct Main St South character area roadway cross-section.	Widen sidewalks	Sharrows (B9) and bike parking	Low	Long-term	Need preliminary design	Develop roadway and sidewalks along Main St consistent with the Main St South Character Area; Exception: angled parking remains in front of court house; Provide streetscape amenities; Add sharrow pavement markings
29	Main St at SR 85 Pavement Marking Refresh	Main St (South)	Field Ave	SR 85		Pavement marking refresh			High	Short-term	< \$7,000	Refresh roadway pavement markings on Main St
30	Wilson St Roadway, Streetscape, and Bike Path Improvements	Wilson St	U.S. 90	SR 85		Construct Wilson St Character Area roadway cross-section	Sidewalk improvements	Multi-Use Path (B1)	Medium	Long-term	Need preliminary design	Develop a multi-use path consistent with the Florida Greenways & Trails System Plan and the Wilson St Character Area.
31	Wayfinding Sign Plan	Downtown Crestview							High	Mid-term	Need preliminary design	Develop and implement wayfinding signs for Downtown
32	Main St at SR 85 Traffic Study	Main St (South) / Field	SR 85	Wilson St					Low	Mid-term	Need Project Scope	Conduct intersection study for intersection improvements.
33	SR 85 Mobility and Access Study	SR 85	U.S. 90	Wilson St					Low	Mid-term	Coordinate with FDOT	Coordinate with FDOT to Conduct mobility study and engineering study for SR 85. Evaluate signal warrant study for Griffith Ave and Oakdale Ave. Develop access management plan for intersections and private driveways.
34	U.S. 90 Mobility and Access Study	U.S. 90	Enzor Rd	Wilson St					Low	Short-term	Coordinate with FDOT	Coordinate with FDOT to Conduct mobility study and engineering study for U.S. 90. Develop access management plan for intersections and private driveways.
35	Twin Hills Park Master Plan	Twin Hills Park							Low	Mid-term	Need Project Scope	Conduct Twin Hills Park Master Plan

CIP Prioritization Model

Equity: Investment in underserved communities (16 Points)

Health and Safety: Improve safety and encourage healthy living (16 Points)

Economy: Community investment and economic prosperity (13 Points)

Environment: Improve the environment and address climate change (10 Points)

Required Work: Address areas where the City may be held financially or legally responsible

Improvement: Build new or upgrade a city-owned property to improve level of quality of service

Collaboration: Combine City projects to save time and money (8 Points)

Project Readiness: Ready-to-go projects without delay (5 Points)

Existing Conditions: Renovate or replace broken or outdated City property (13 Points)

External funding

(10 Points)

ervice (8 Points)



DRAFT Project List

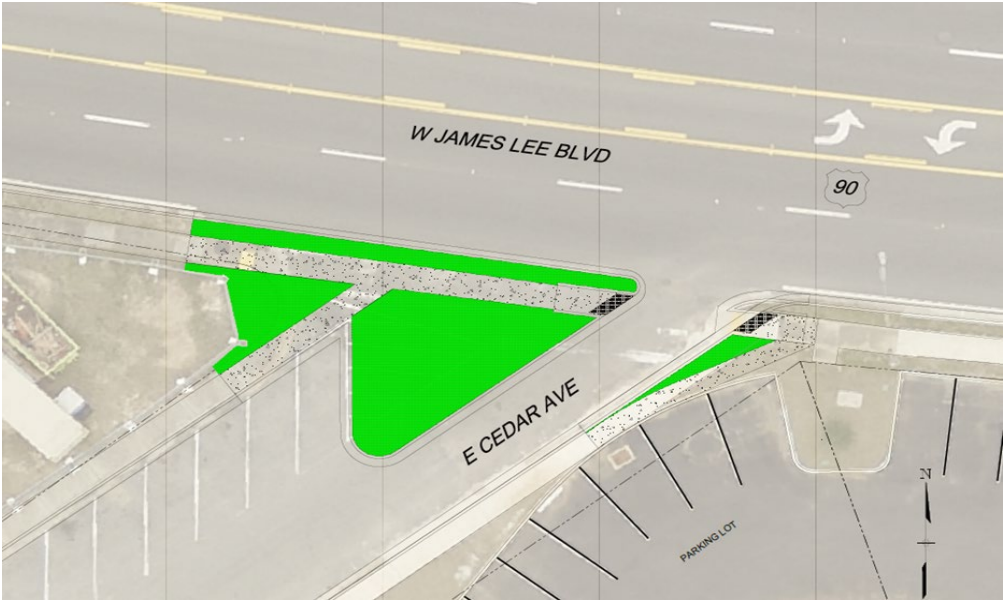
Short-Term : < 5 years
Mid-Term: 5 - 10 years
Long-Term: > 10 years

Project ID	Project Name	Street Name	From	To	Equity (16 Points)	Health/Safety (16 Points)	Existing Conditions (5 Points)	Economy (13 Points)	Environment (10 Points)	Required Work (10 Points)	Improvement (8 Points)	Collaboration (8 Points)	Project Readiness (5 Points)	Total	Priority	Status	Magnitude of Cost	Priority Ranking
1	Cedar Ave at U.S. 90 intersection improvements	Cedar Ave	Cedar Ave	U.S. 90		16					8		5	29	High	Short-term	\$25,000	
2	Main St from U.S. 90 to Courthouse Ter Roadway and Streetscape Improvements	Main St	U.S. 90	Courthouse Ter		16	5	13			8			42	High	Long-term	\$883k - \$1.03M	
3	Main St from Courthouse Ter to Industrial Dr Roadway and Streetscape Improvements	Main St	Courthouse Ter	Industrial Dr		16	5	13		10	8	8		60	High	Mid-term	\$1.4M - \$1.7M	
4	Courthouse Ter Plaza	Courthouse Ter	U.S. 90	Main St			5	13			8			26	High	Long-term	\$690K - \$1.2M	
5	Pine Ave Roadway and Streetscape Improvements	Pine Ave	Main St	Wilson St			5	13		10	8	8		44	Medium	Mid-term	\$100,000 - \$200,000	
6	Pine Ave Parking Lot	Pine Ave Private Lot	NA	NA				13						13	Medium	Long-term	Need preliminary design and real estate cost	
7	Wilson St/Hickory Ave / Cedar Ave Roadway Improvements	Wilson St/Hickory Ave / Cedar Ave / Spring St	U.S. 90	Spring St				13			8			21	Medium	Long-term	Need preliminary design	
8	Beach Ave Roadway and Streetscape Improvements	Beech Ave	Main St	Wilson St							8			8	Low	Long-term	Need preliminary design	
9	Industrial Dr Parking Lot (West of SR 85)	Industrial Dr Private Lot (west of SR 85)	Woodruff Ave	NA				13			8		5	26	High	Short-term	\$310K	
10	Industrial Dr Parking Lot (East of SR 85)	Industrial Dr Private Lot (east of SR 85)	Vacant parcels between Woodruff Ave and Industrial Dr	NA							8			8	Low	Long-term	Need preliminary design and real estate cost	
11	Multi-use Pathway to Twin Hills Park	Industrial Dr	Wilson St	US 90	16	16	5		10		8			55	High	Long-term	\$206,000	
12	Industrial Dr Roadway Extension to U.S. 90	Industrial Dr (east of SR 85)	Brett St	McCaskill St							8			8	Medium	Long-term	Need preliminary design to determine cost estimate	
13	Railroad Ave One Way Converion	Railroad Ave	Main St	Wilson St		16	5						5	26	High	Short-term	< \$1,000	
14	W. Railroad Ave One Way Conversion	W. Railroad Ave	Main St	Wilson St		16	5						5	26	High	Short-term	< \$1,000	
15	Main St Pedestrian Railroad Crossing	Main St (Railroad Crossing)	Industrial Dr	Railroad Ave		16	5			10	8	8	5	52	High	Short-term	\$120,000-\$200,000	
16	Wilson St Pedestrian Railroad Crossing	Wilson St (Railroad Crossing)	Railroad Ave	W Railroad Ave		16	5			10	8	8	5	52	High	Short-term	\$120,000-\$200,000	
17	MLK Parking Lot	Martin Luther King Jr. Ave - Private Lot	SR 85	Main St							8			8	High	Short-term	Need preliminary design and real estate cost	
18	MLK Street Light Improvements	Martin Luther King Jr Ave	Lloyd St	Spring St	16	16		13			8		5	58	High	Short-term	\$133,400	

Project ID	Project Name	Street Name	From	To	Equity (16 Points)	Health/Safety (16 Points)	Existing Conditions (5 Points)	Economy (13 Points)	Environment (10 Points)	Required Work (10 Points)	Improvement (8 Points)	Collaboration (8 Points)	Project Readiness (5 Points)	Total	Priority	Status	Magnitude of Cost	Priority Ranking
19	MLK Sidewalk Improvements	Martin Luther King Jr Ave	Lincoln St	Lloyd St	16	16	5	13			8			58	High	Mid-term	\$30,268	
20	MLK Roadway and Streetscape Improvements	Martin Luther King Jr. Ave	Lloyd St	Spring St	16									16	High	Long-term	Need preliminary design	
21	Railroad Ave Sidewalk Improvements	Railroad Ave (east of SR 85)	Chestnut Bypass/ SR 85	Hathaway St	16	16					8	8	5	53	Low	Long-term	\$20,000	
22	Chestnut Ave Sidewalk Improvements	Chestnut Ave	Chestnut Bypass/ SR 85	Griffith Ave	16	16					8	8	5	53	High	Short-term	\$20,000	
23	Walnut Ave Sidewalk Improvements	Walnut Ave (east of SR 85)	SR 85	Griffith Ave	16	16					8	8	5	53	Low	Long-term	\$20,000	
24	Hathway St Roadway and Sidewalk Improvements	Hathaway St	Chestnut Ave	US 90							8			8	Low	Long-term	Need preliminary design	
25	Hathway St Railroad Crossing	Hathaway St (Railroad Crossing)	Purl Adams Ave	Railroad Ave							8			8	Low	Long-term	\$350,000 - \$500,000	
26	Multi-Use Pathway to Twin Hills Park adjacent to Railroad (North Side of Tracks)	NA	Industrial Dr	Hathaway St							8			8	Low	Long-term	Need preliminary design	
27	Multi-Use Pathway to Twin Hills Park adjacent to Railroad (South Side of Tracks)	NA	SR 85	Hathaway St							8			8	Low	Long-term	Need preliminary design	
28	Main St (South) Roadway and Streetscape Improvements	Main St (South)	Industrial Dr	SR 85							8			8	Low	Long-term	Need preliminary design	
29	Main St at SR 85 Pavement Marking Refresh	Main St (South)	Field Ave	SR 85		16	5			10	8	8	5	52	High	Short-term	< \$7,000	
30	Wilson St Roadway, Streetscape, and Bike Path Improvements	Wilson St	U.S. 90	SR 85							8			8	Medium	Long-term	Need preliminary design	
31	Wayfinding Sign Plan	Downtown Crestview						13			8	8		29	High	Mid-term	Need preliminary design	
32	Main St at SR 85 Traffic Study	Main St (South) / Field	SR 85	Wilson St										0	Low	Mid-term	Need Project Scope	
33	SR 85 Mobility and Access Study	SR 85	U.S. 90	Wilson St										0	Low	Mid-term	Coordinate with FDOT	
34	U.S. 90 Mobility and Access Study	U.S. 90	Enzor Rd	Wilson St										0	Low	Short-term	Coordinate with FDOT	
35	Twin Hills Park Master Plan	Twin Hills Park												0	Low	Mid-term	Need Project Scope	

Project ID: 1
Project Name: Cedar Ave Intersection Improvements
Description of Project: Extend curb line along U.S. 90 at Cedar Ave to reduce incidents of wrong way driving. Reduces crosswalk distance.

Item Description	Quantity	Unit	\$ /Unit		Estimated Cost	Comments
5' Sidewalk approx 150 LF	85	SY	\$	47	\$ 3,995	
Pedestrian Ramp with Detectable Warning	20	SF	\$	31	\$ 620	
6" Curb	200	LF	\$	30	\$ 6,000	
Landscape - sod	80	SY	\$	3	\$ 240	
Irrigation	1	LS	\$	3,000	\$ 3,000	
Asphalt Patchback	24	Ton	\$	100	\$ 2,400	
Pavement Marking	1	LS	\$	1,000	\$ 1,000	
Sign relocation	1	LS	\$	200	\$ 200	
Demolition	1	LS	\$	4,000	\$ 4,000	
Sub-Total					\$ 21,455	
Design (15%)					\$ 3,218	
Contingency (10%)					\$ 2,146	
Total					\$ 24,673	



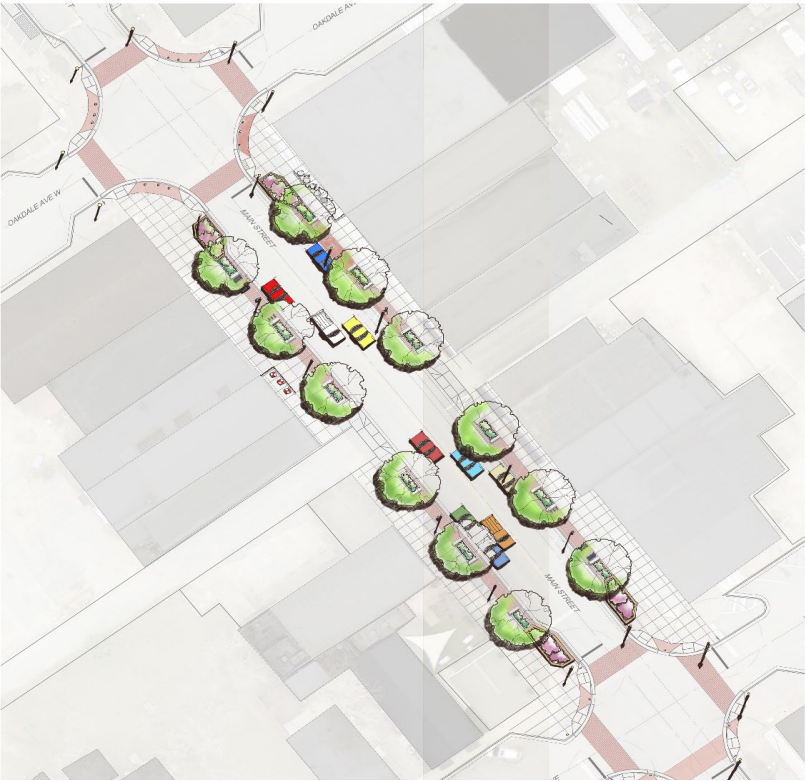
Project ID: 2
Project Name: Main Street from U.S. 90 to Courthouse Ter Roadway, Sidewalk and Streetscape Improvements
Description of Project: Develop roadway and sidewalks along Main Street consistent with the Main Street Character Area; Parellel parking - exception: angled parking remains infront of court house; Provide streetscape amenities; Add sharrow pavement markings.

Item Description	Quantity	Unit	\$/Unit		Platinum Estimated Cost (\$200/ Sq. Ft.)	Gold Estimated Cost (\$130/ Sq. Ft.)	Silver Estimated Cost (\$110/ Sq. Ft.)	Comments
Mill	1600	SY	\$ 2.0	\$	3,200	3,200	3,200	
Asphalt Overlay	176	Ton	\$ 100	\$	17,600	17,600	17,600	
Sidewalk	944	SY	\$ 47	\$	44,389	44,389	44,389	17' sidewalk x 500'
Streetscape	420	SF	\$ 200	\$	84,000	54,600	46,200	10'x7' planer areas by 6ea
Roadway Pavers	120	SY	\$ 230	\$	27,600	27,600	27,600	pedestrian walks only
Sidewalk Pavers	453	SY	\$ 60	\$	27,200	27,200	27,200	pavers from landscape to curb
Inlet	4	EA	\$ 7,500	\$	30,000	30,000	30,000	
Pavement Marking	1	LS	\$ 4,000	\$	4,000	4,000	4,000	
Demolition (asphalt/concrete)	1520	SY	\$ 16.00	\$	24,320	24,320	24,320	
Demolition misc	1	LS	\$ 2,000.00	\$	2,000	2,000	2,000	
Sub-Total				\$	264,309	234,909	226,509	
Traffic Control (5%)	1	LS		\$	13,215	11,745	11,325	
Design (15%)	1	LS		\$	39,646	35,236	33,976	
Contingency (10%)	1	LS		\$	26,431	23,491	22,651	
Total ROM per Block				\$	343,602	305,382	294,462	



Project ID: 3							
Project Name: Main Street from Courthouse Ter to Industrial Dr - Roadway, Sidewalk and Streetscape Improvements							
Description of Project:							
Develop roadway and sidewalks along Main Street consistent with the Main Street Character Area; Parellel parking; Provide streetscape amenities; Add sharrow pavement markings.							

Item Description	Quantity	Unit	\$/Unit		Platinum Estimated Cost (\$200/ Sq. Ft.)	Gold Estimated Cost (\$130/ Sq. Ft.)	Silver Estimated Cost (\$110/ Sq. Ft.)	Comments
Mill	1600	SY	\$ 2.0	\$	3,200	3,200	3,200	
Asphalt Overlay	176	Ton	\$ 100	\$	17,600	17,600	17,600	
Sidewalk	1888	SY	\$ 47	\$	88,736	88,736	88,736	34' sidewalk x 500'
Streetscape (Platinum \$220/SF - Gold \$115/SF)	840	SF	\$ 200	\$	168,000	109,200	92,400	10'x7' planer areas by 12ea
Roadway Pavers	160	SY	\$ 230	\$	36,800	36,800	36,800	pedestrian walks only
Sidewalk Pavers	907	SY	\$ 60	\$	54,400	54,400	54,400	pavers from landscape to curb
Inlet	4	EA	\$ 7,500	\$	30,000	30,000	30,000	
Pavement Marking	1	LS	\$ 4,000	\$	4,000	4,000	4,000	
Demolition (asphalt/concrete)	1520	SY	\$ 16.00	\$	24,320	24,320	24,320	
Demolition misc	1	LS	\$ 2,000.00	\$	2,000	2,000	2,000	
Sub-Total				\$	429,056	370,256	353,456	
Traffic Control (5%)	1	LS		\$	21,453	18,513	17,673	
Design (15%)	1	LS		\$	64,358	55,538	53,018	
Contingency (10%)	1	LS		\$	42,906	37,026	35,346	
Total ROM per Block				\$	557,773	481,333	459,493	



Project ID: 4

Project Name: Courthouse Terrace Plaza

Description of Project:

Close Courthouse Ter to vehicular traffic and convert into a pedestrian plaza and public park; Provide small event area; Install art and clock tower; Expand Veteran's Memorial; Add bike parking.

Item Description	Quantity	Unit	\$/Unit	Estimated Cost	Comments
Sidewalk	1300	SY	\$ 47	\$ 61,100	
Sidewalk Pavers	460	SY	\$ 60	\$ 27,600	
parking lot mods and pavings	574	ton	\$ 100	\$ 57,367	includes C&G
Pavement Marking	1	LS	\$ 3,000	\$ 3,000	
Landscape - sod	1500	SY	\$ 3	\$ 4,500	
trees	40	EA	\$ 500	\$ 20,000	
misc planters/streetscape	1	LS	\$ 10,000	\$ 10,000	
irrigation	1	LS	\$ 7,500	\$ 7,500	
lighting	1	LS	\$ 60,000	\$ 60,000	
Clock Tower & Art	1	LS	\$ 200,000	\$ 200,000	
Demolition (asphalt/concrete)	4800	SY	\$ 16.00	\$ 76,800	
Demolition misc	1	LS	\$ 5,000.00	\$ 5,000	
Sub-Total				\$ 532,867	
Traffic Control (5%)	1	LS		\$ 26,643	
Design (15%)	1	LS		\$ 79,930	
Contingency (10%)	1	LS		\$ 53,287	
Total ROM -low end				\$ 692,727	



Project ID: 5
Project Name: Pine Ave Roadway, Sidewalk, and Streetscape Improvements
Description of Project: Convert Roadway to two-way, convert to parallel parking, widen sidewalks, street lighting and streetscape.

Item Description	Quantity	Unit	\$/Unit	Silver Estimated Cost (\$110/ Sq. Ft.)	Comments
Mill	800	SY	\$ 2.0	\$ 1,600	
Asphalt Overlay	86	Ton	\$ 100	\$ 8,600	
Sidewalk	375	SY	\$ 47	\$ 17,625	10' sidewalk x 250'
Streetscape (Silver)	200	SF	\$ 110	\$ 22,000	
Inlet	2	EA	\$ 7,500	\$ 15,000	
Pavement Marking	1	LS	\$ 4,000	\$ 4,000	
Demolition misc	1	LS	\$ 2,000.00	\$ 2,000	
Sub-Total				\$ 70,825	
Traffic Control (5%)	1	LS		\$ 3,541	
Design (15%)	1	LS		\$ 10,624	
Contingency (10%)	1	LS		\$ 7,083	
Total ROM per Block				\$ 92,073	

Project ID: 7
Project Name: Wilson St/Hickory Ave/Cedar Ave Roadway Improvements

Description of Project: Extend Hickory Avenue, Cedar Avenue, and Spring Street to connect Spring Street to U.S. 90; Realign to remove from the six-way intersection with U.S. 90, Main Street, and Hickory Avenue.

Extend Hickory Avenue, Cedar Avenue, and Spring Street to connect Spring Street to U.S. 90; Realign to remove from the six-way intersection with U.S. 90, Main Street, and Hickory Avenue.

Item Description	Quantity	Unit	\$/Unit	Estimated Cost	Comments
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Box Culvert	1 EA	\$150,000
Traffic Signal Re-Build at Wilson and U.S. 90	1 EA	\$500,000
sidewalk - assume \$12/LF once desing is known, no lighting		

NEED Preliminary DESIGN

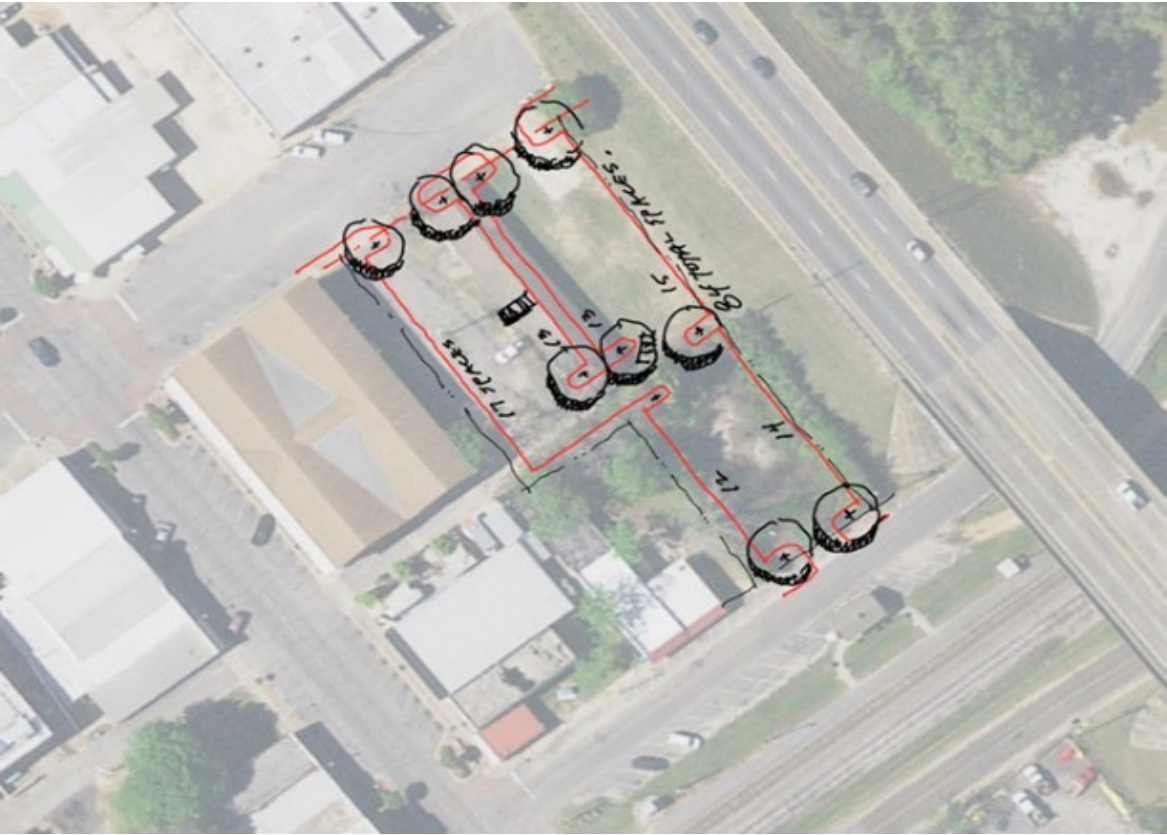


Project ID: 9

Project Name: Parking Lot

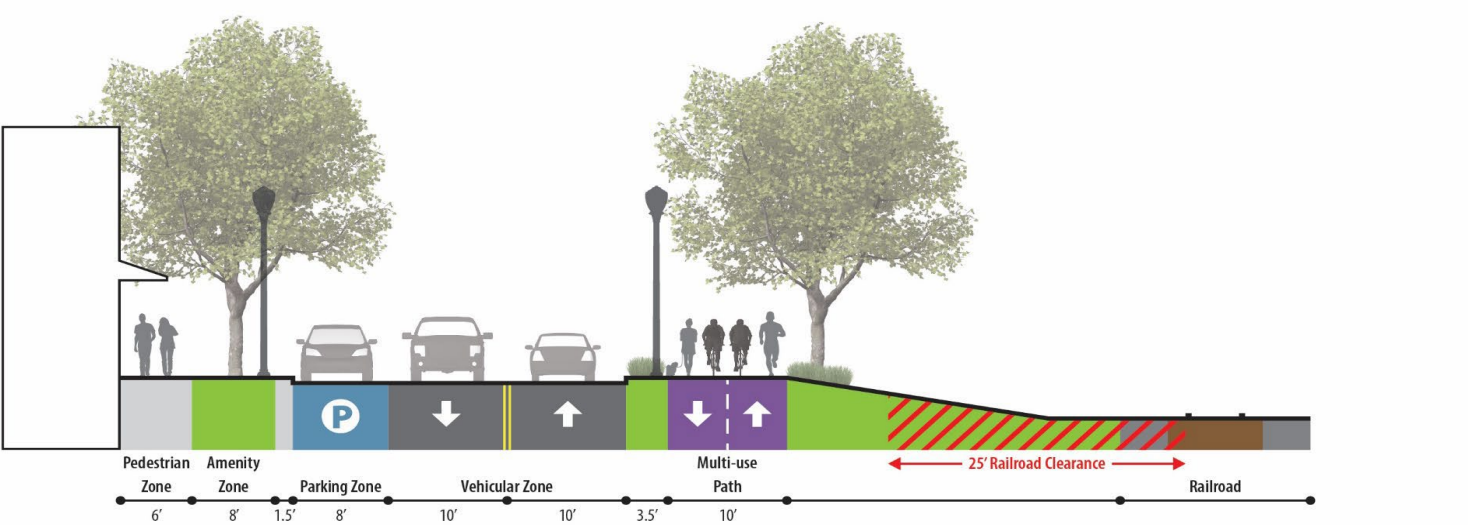
Description of Project:

Item Description	Quantity	Unit	\$/Unit	Estimated Cost	Comments
Sidewalk	189	SY	\$ 47	\$ 8,878	
parking lot mods and pavings	1733	ton	\$ 105	\$ 182,000	includes C&G
Pavement Marking	1	LS	\$ 5,000	\$ 5,000	
Landscape	1	LS	\$ 5,000	\$ 5,000	
lighting	1	LS	\$ 20,000	\$ 20,000	
Demolition (asphalt/concrete)	1700	SY	\$ 16.00	\$ 27,200	
Demolition Building	1	LS	TBD		unknown without environmental
Sub-Total				\$ 248,078	
Design (15%)	1	LS		\$ 37,212	
Contingency (10%)	1	LS		\$ 24,808	
Total ROM -low end				\$ 310,097	



Project ID: 11					
Project Name: Multi-use Pathway to Twin Hills Park					
Description of Project:					
Develop a multi-use path that connects to Wilson Street, Main Street, Twin Hills Park, and U.S. 90. This multi-use path should continue north along Industrial Drive beyond the CRA district.					
Cost Estimate does not include trees, streetscape, or roadway improvements on Industrial Dr.					

Item Description	Quantity	Unit	\$/Unit	Estimated Cost	Comments
Acorn lighting	20	EA	\$ 2,000.00	\$ 40,000	one light every 100'
Buried Electrical	2000	LF	\$ 10.00	\$ 20,000	
Clear/Grub/Grading	2300	SY	\$ 5.00	\$ 11,500	
Sidewalk	2300	SY	\$ 47	\$ 108,100	
				\$ 179,600	
Design (15%)				\$ 26,940	
Contingency (10%)				\$ 17,960	
Total				\$ 206,540	



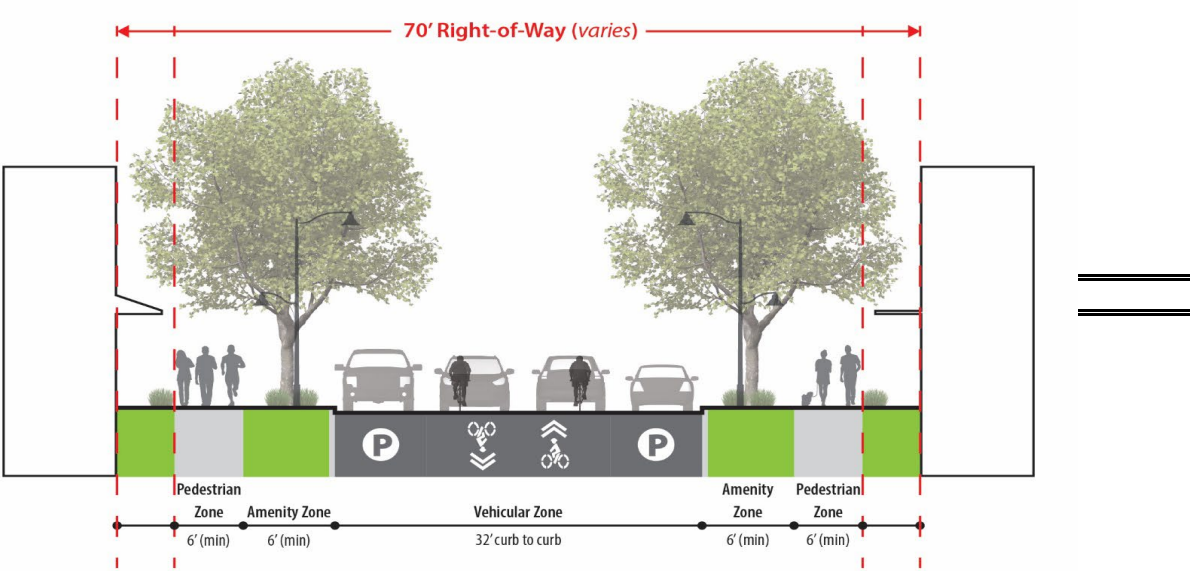
Project ID: 15 & 16
Project Name: Main Street and Wilson St Pedestrian Railroad Crossing (5' sidewalk)
Description of Project: Extend the sidewalk across the railroad tracks at Main St and Wilson St.
Cost Estimate Assumes: 5' sidewalk crossing tracks with curb and gutter. No change to gate arms, circuitry or railroad house. No Track panels or drainage improvements. Includes Resurfacing of asphalt in railroad right-of-way.

Item Description	Quantity	Unit	\$/Unit	Estimated Cost	Comments
Crossing work (Asphalt, striping, pedestrian pathway)	1 EACH		\$100,000	\$100,000	Assumes no work within 8' of centerline of tracks (no track or panel placement)
Dynamic Envelope striping per FDOT	1 EACH		\$4,500	\$4,500	
				\$104,500	each crossing
Design (15%)			\$	15,675	
Contingency (10%)			\$	10,450	
Total				\$ 120,175	each crossing

Inlet (provided pipe close enough to connect)	EACH	7500	7500	Assumes existing storm drain is adequate and close to crossing
Track Panels Replacement	EACH	50000	50000	

Project ID: 17, 18					
Project Name: MLK					
Description of Project:					
Street lights and sidewalks					

Item Description	Quantity	Unit	\$/Unit	Estimated Cost	Comments
Luminaire (3 per block)	12	EA	\$ 6,000.00	\$ 72,000.00	
Buried Electrical	4400	LF	\$ 10.00	\$ 44,000.00	
Sub-Total				\$ 116,000.00	
Design (15%)				\$ 17,400	
Contingency (10%)				\$ 11,600	
Street Lighting Cost				\$ 133,400	
Sidewalk	560	SY	\$ 47	\$ 26,320.00	
Design (15%)				\$ 3,948	
Contingency (10%)				\$ 2,632	
Sidewalk from Lloyd St to Lincoln St				\$ 30,268	



City of Crestview Community Redevelopment Agency **Mobility Plan**







March 2021

Prepared for:



City of Crestview
Community Redevelopment Agency
198 North Wilson Street
Crestview, Florida 32536

Prepared by:



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The background of the slide is a blue-toned map of a city grid. A specific area, roughly in the center-left, is highlighted with a white outline. This area contains a diagonal road and several blocks. The rest of the map shows a standard grid pattern of streets.

1

Mobility Vision

“The CRA District is the heart of the City of Crestview. We are looking forward to strengthening the area to keep the heart beating strongly for years to come.”

— Elizabeth Roy

Plan Background

The City of Crestview traces its history back to the westward expansion of the Pensacola and Atlantic rail line in the late 1800s and its emergence from an isolated boxcar depot to vibrant Victorian town and commercial center for the region.

Although Crestview would be dubbed “Hub City” as development placed it at the nexus of major transportation corridors, including rail lines, shipping lanes, and state and federal highways, the appeal of suburban living pulled businesses and residents from the city’s center and left the historic downtown area (“Downtown”) in decline.

Developing a multimodal transportation network that enhances mobility and connectivity within and between Downtown and adjacent areas is critical for supporting and expanding existing business, engaging residents of all ages, and revitalizing this community asset at the heart of Crestview’s small-town charm. The Crestview Mobility Plan is a first step toward those goals.



Photo Credit: Elgin A. Duley III

What is a Mobility Plan?

A functional transportation system provides a critical foundation for thriving commerce and economic growth, a strong sense of place, and overall high quality of life. Transportation systems include the basic infrastructure required for all modes of travel allowed on a given street network, including walking, biking, driving, and transit, and the support facilities that ensure safe and efficient operations for all users, such as parking, lighting, and signage. Mobility plans identify transportation improvements and implementation strategies that can enhance the system functionality, connectivity, and accessibility that underwrite community health and economic prosperity.

Why is it Important to Plan for Mobility?

The way we move influences how we interact with the surrounding environment and the opportunities available to us. An efficient transportation system is accessible, well connected, provides mobility choices, enhances access to resources, promotes safety, and supports a vibrant, engaging environment for residents, visitors, and businesses alike.

What is the City of Crestview Mobility Plan?

The City of Crestview Mobility Plan was developed in partnership with the Crestview Community Redevelopment Agency (CRA) and provides a blueprint for an efficient, multimodal transportation system that serves all users' mobility needs. In enhancing mobility and connectivity, implementation is further intended to stimulate commercial and social activity and support growth and development in the planning area.

The plan first reviews the city's distinct history and character that are integral to residents' sense of place, as well as the existing transportation system, including challenges and opportunities for meeting planning goals. The plan subsequently details future network alternatives and provides an implementation plan that culminates in steps the City can take to improve mobility in the immediate future and promote implementation over the long term.

Mobility Planning Goals



Expand and enhancing travel options



Create a more inviting travel experience for residents and visitors



Improve connectivity between Downtown and adjacent neighborhoods



Support commercial and economic growth



Provide safer streets for all modes of travel and users



Increase accessibility for all ages and abilities

The City of Crestview Mobility Plan constitutes a living document and dynamic framework that provides clearly defined goals and planning principles, along with tangible and flexible strategies. This framework can be tailored and expanded over time to accommodate changes in mobility needs and best support the City's vision for a diverse and progressive community with a family-centric, small-town atmosphere.

Planning Area

The Crestview Mobility Plan addresses the transportation network within the 285-acre CRA district. The planning area encompasses the downtown area, including the historic portions of Main Street, Twin Hills Park, many municipal and county services, as well as the Florida A&M University Durell Peaden, Jr. Center, Northwest Florida State College Robert L.F. Sikes Education Center, and Southside Primary School.



Guiding Principles

Guiding principles help shape a community's vision of mobility networks and their potential role in redevelopment and revitalization efforts. Crestview's mobility planning goals and processes and the resulting recommendations are guided by 10 core principles.

1 Economic Prosperity and Smart Growth

Equitable, comprehensive mobility networks facilitate economic activity that fosters new businesses, smart growth, and improved overall quality of life.

2 Historic Character, Art, Culture & Sense of Place

Preserving the historic properties, cultural resources, art, and aesthetic qualities unique to an area enhances its distinct character and charm, fosters a sense of place and community pride, and encourages engagement, tourism, and development.

3 Multimodal Mobility & Connectivity

Mobility and connectivity across all modes of transportation and between commercial areas, schools, parks, and other destinations facilitate community engagement, support growth, and ensure social and economic opportunities for all residents.

4 Expanded Travel Options

Convenient and safe facilities for walking, biking, and driving ensure equitable, multimodal transportation systems that support diverse mobility needs and economic and social opportunities throughout communities.

5 Safe Streets

Streets, sidewalks, and intersections that are safe, comfortable, and convenient for all ages and modes of travel ensure access to and increases engagement with commercial areas and other community resources and improves overall quality of life.

6 Parking

Creative, mixed parking strategies ensure facilities provide the desired support for local businesses yet preserve mobility, connectivity, and the unique character of communities.

7 Streetscaping

Streetscaping can complement distinct community attributes and enhance sustainability, character, and sense of place. It can make an area more inviting, as well as more amenable to foot travel, without disrupting overall mobility and connectivity.

8 Mixed-use Development

Multimodal networks that support mixed-use development foster a range of opportunities and activities throughout an area, increase pedestrian travel and resident engagement, and enhance community vibrancy during the day and at night.

9 Accessibility

Multimodal, ADA-compliant mobility networks ensure accessibility for users of all ages and abilities, resulting in equitable engagement, opportunity, enjoyment, and pride.

10 Public Input & Visioning

Public involvement in mobility planning is critical for innovative problem solving and the identification of viable alternatives. Public input is integral for the development of an equitable transportation system that meets residents' diverse needs and a shared vision for their community's future.

Planning & Implementation Process

Mobility planning and implementation — the process of realizing the City's vision for an equitable and efficient network that enhances mobility, connectivity, and vitality — consists in six interrelated steps.

- | | |
|---|---|
| <p>1 Data Collection</p> <p>2 Public Engagement</p> <p>3 Alternatives Evaluation</p> | <p>4 Plan Development</p> <p>5 Plan Adoption</p> <p>6 Implementation</p> |
|---|---|

Data Collection

The first step in the process included data collection to establish baseline conditions and an understanding of both mobility needs and opportunities in the planning area.

The Project Team collected and reviewed various municipal plans and studies that influence current and future mobility in the CRA district and also used an interactive mobile application to geographically locate, record, and track data while walking around the area. Five types of mobility data were recorded and analyzed.

- Parking utilization
- Sidewalk obstacles
- Americans with Disabilities Act (ADA) compliance
- Pedestrian crossing issues
- Traffic signage issues



Public & Stakeholder Engagement

The Project Team held a multitude of both public and stakeholder meetings and outreach efforts to develop the City of Crestview Mobility Plan. This included four interviews with individual stakeholders; meetings with the Main Street Association, Kiwanis Club, Chamber of Commerce, and City department heads; an appearance on the CivicView Podcast; as well as both an in-person public workshop and virtual public workshop.

The public workshop included a short presentation to present the preliminary data collection findings, as well as a series of exercises to gather additional feedback based on the participant's knowledge, perceptions, and vision for the Mobility Plan. The exercises developed for this workshop included issue and opportunity identification both broadly and spatially, Main Street design preferences, and goal prioritization.

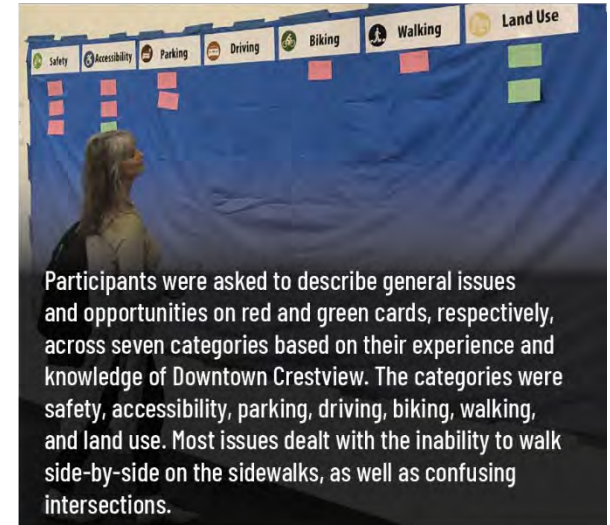
To seek a broader range of input and feedback on the City of Crestview Mobility Plan, the workshop presentation and exercises were incorporated into a virtual interactive workshop available online.

Issues and Asset Mapping



Participants were given green and red dots to identify assets and issues, respectively, on a map of the CRA district, as well as a yellow dot to identify the most important location in the CRA district. Most participants identified locations along Main Street and in Twin Hills Park as the most important locations. The most common issues were intersections along U.S. 90 and SR 85.

Issue and Opportunity Identification



Participants were asked to describe general issues and opportunities on red and green cards, respectively, across seven categories based on their experience and knowledge of Downtown Crestview. The categories were safety, accessibility, parking, driving, biking, walking, and land use. Most issues dealt with the inability to walk side-by-side on the sidewalks, as well as confusing intersections.

Main Street Design Preferences



Participants were given red and green dots to identify their most preferred Main Street alternatives (green) and their least preferred Main Street alternatives (red). The most preferred alternative was the option showing parallel parking and outdoor dining with wide sidewalks. The least preferred alternative was the option showing back-in angled parking.

Goal Prioritization



Participants were given five blue dots to identify their top five goals that were established for the City of Crestview Mobility Plan. The top goals identified were Economic Prosperity and Smart Growth; Historic Character, Art, and Culture; and Safer Streets and Sidewalks.

Alternatives Evaluation

The Project Team reviewed the data collected and public feedback to develop a series of alternative concept plans. These alternative concept plans were assessed by functionality, feasibility, and cost among several other criteria.

Plan Development

The final mobility network plan is a combination of the data analysis, public input, and preferred alternative concept plans. The alternative concept plans were refined to reflect the existing conditions, public preferences, and additional enhancements based on guiding principles and best practices. These recommendations are supported with implementation measures, policies, and actions for the City of Crestview to pursue as funds are available in the future.

Plan Adoption

Since the mobility plan is a public document that guides future City initiatives, it is critical to solidify the public's support of the proposed plan. Council adoption of the City of Crestview Mobility Plan will recognize this public support and initiate the implementation phase.

Implementation

Implementation is a long-term and ongoing process based on the measures, policies, and actions established and adopted in this plan. However, this is a fluid process. The initiatives in this plan can be addressed as funds become available and opportunities arise over time.

Main Street Conceptual Alternatives

Existing Condition

Main Street currently features angled parking lanes in each direction, which consumes a large portion of the right-of-way. This space dedicated to parking, although important to support businesses, limits space available for other amenities.



Back-in Angled Parking

Back-in angled parking is intended to be a safer method for on-street parking since vehicles can pull straight out of a space into the traffic lane rather than backing out.



Parallel Parking & Unprotected Bike Lanes

Converting the angled parking to parallel parking frees space in the right-of-way for bike lanes and wider sidewalks. Unprotected bike lanes are those located adjacent to the vehicular travel lanes.



Parallel Parking & Protected Bike Lanes

Bike lanes may be located between the parallel parking lane and sidewalk, which buffers cyclists from motorists. However, it requires more planning and infrastructure. Other opportunities along Main Street include outdoor dining.



Shared Roadway and Outdoor Dining

A shared roadway, or 'sharrow', is suitable for a low-speed corridor like Main Street. A sharrow reduces the amount of infrastructure needed for cyclists, providing space in the right-of-way for outdoor dining or other similar activities.



Mixed Parking

Parallel parking requires less space, but also reduces the quantity of spaces compared to angled parking. Providing mixed parking opportunities provides additional spaces, while maintaining space for sidewalks and other amenities.



Shared-Use Path

A shared-use path fosters high levels of safe, comfortable, and efficient mobility for both pedestrians and cyclists of all abilities. However, a shared-use path along the sidewalk limits the potential for outdoor dining within the right-of-way.



Outdoor Dining

Maximizing the space businesses may utilize within the right-of-way creates robust activity and street life. This area may be utilized as expanded outdoor dining, display areas, or other amenities for Main Street businesses.



Mobility Considerations

The City of Crestview's mobility plan is more than just a guide for accessibility; it is a planning blueprint for creating a safe, livable, and healthy environment for generations to come. People of all ages and abilities should be able to travel comfortably, safely, and conveniently in Downtown.

Core questions were considered for the development of this plan to analyze the completeness and conditions of the network for each mode, especially through the lens of the Mobility Plan's guiding visions and principles.

How does the City of Crestview move today?

Is there space to walk?

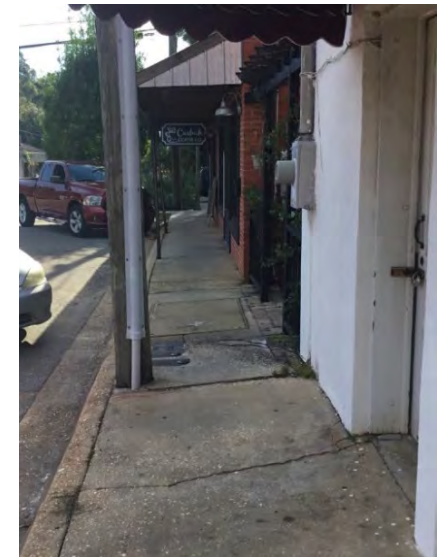
Sidewalks should provide continuous, unobstructed connectivity to destinations. A minimum of 5 feet is required for two people to walk side-by-side. However, the National Association of Transportation Officials Street Design Guide recommends 8 to 12 feet for downtown and commercial areas.

Is it safe to cross streets?

Pedestrians should feel safe as they cross streets. Reducing the distance across a street, slowing motorists down, and requiring vehicles to stop at intersections help create safer pedestrian crossings.

Is the walk enjoyable?

Walking should be an enjoyable experience for pedestrians. The pedestrian experience can be enhanced by incorporating landscaping, lighting, street furniture, public art, and street activity.



Is bicycling comfortable?

Most bicyclists are not comfortable riding on high-speed roadways next to motorists, even in dedicated bike lanes. Designing bike routes along low-speed roadways and buffered or separated from vehicular traffic helps create a safer environment that attracts more bicyclists to the bike network.

Is the bike network well connected?

Bicyclists should be able to stay within the bike network and avoid high-speed and high-trafficked roads when traveling to destinations throughout the community.



What local and regional transit services are available?

Transit provides a wide range of benefits to communities, including access to employment and a wide range of community resources and services. Public transportation contributes to a healthier environment by improving air quality and reducing oil consumption. It also helps to expand business development and work opportunities.

Do motorists behave well?

Most motorists travel at speeds they perceive to be safe, regardless of posted speed limits. Implementing traffic-calming techniques along a street, such as bulb-outs, raised crosswalks, and certain surface treatments, increases motorists' awareness and perceived risk and causes them to slow down.



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The background of the slide is a map with a grid of streets. A specific area, likely a community or neighborhood, is highlighted with a thick white outline. This area is roughly rectangular but has several irregular edges, particularly on the left and bottom sides. The map is rendered in shades of brown and tan, giving it a vintage or textured appearance.

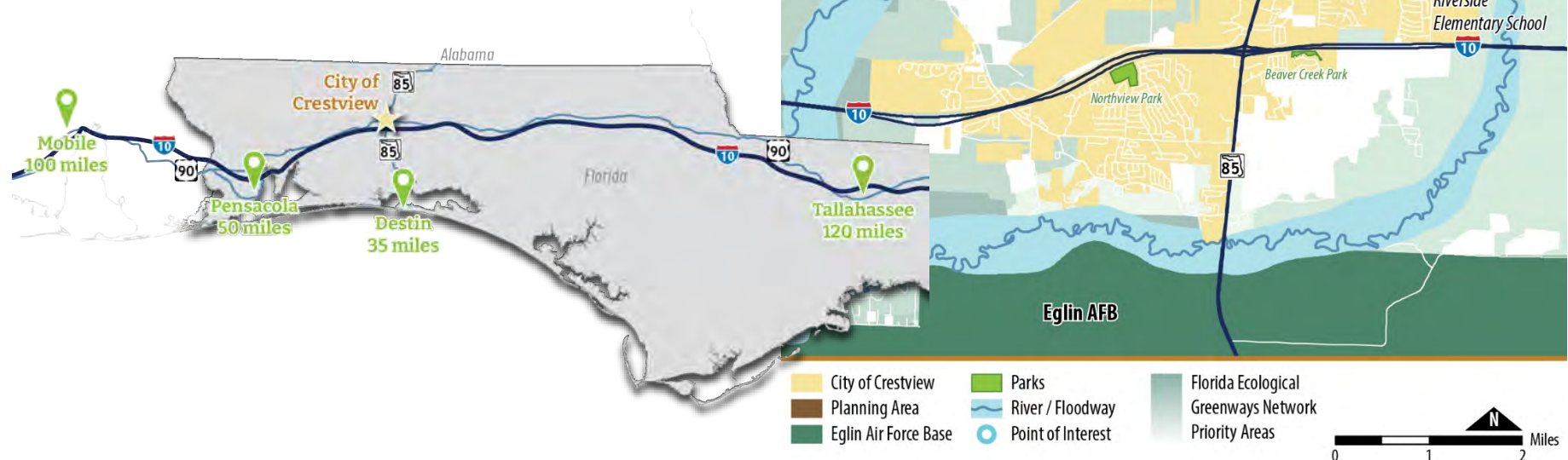
2

Community Profile

*The City of Crestview has a rich, proud
history that has shaped the community.*

Regional Setting

The City of Crestview sits above the confluence of the Shoal and Yellow Rivers at the heart of Okaloosa County. The community is currently home to approximately 23,000 people and, as the county's seat and largest city, serves as the commercial and administrative hub for the region. Crestview is connected to communities throughout the Panhandle via a robust highways system that includes Interstate 10 (I-10), U.S. Highway 90 (U.S. 90), and Florida State Route 85 (SR 85) and links the City to Eglin Air Force Base (AFB) and coastal communities to the south, Tallahassee to the east, and Pensacola and beyond to the west. The railroad also connects the city to points east and west and north into Alabama. Given its central location, existing amenities, rapid growth, and vision for redevelopment and revitalization that promotes the city's unique history and resources, Crestview is well-positioned for enhancing its role as both a community of choice and regional asset.



History of Crestview

Crestview was named for its location at the peak of the woodland range that characterizes the natural setting. The community traces its history back to 1883 and the establishment of a boxcar depot along the Pensacola and Atlantic rail line that followed the Old Spanish Trail used by Indian, Spanish, French, and English travelers for centuries. This railroad brought migrant laborers, settlers, and new industries and fostered the city's early development.

Crestview was designated the county seat in 1917 shortly after Okaloosa County was established. The original courthouse was built at the end of Main Street the following year.

The railroad spurred rapid growth through the 1920s, and while Crestview did experience some decline during the Great Depression, establishment and expansion of Elgin Field in the 1930s and 1940s again prompted and sustained substantial growth and development as military families settled in the community. Crestview continued to grow along with Eglin AFB, emerging as the region's major commercial destination over the next few decades.

However, Crestview's downtown began to decline with the nation's shift toward suburban development in the late 1960s and the relocation of many businesses and residents to peripheral areas. Vacancies and deterioration along Main Street followed.



View down Main Street from the railroad to the original County Courthouse.



Photo of the original County Courthouse.



Photo of the Historic Hilton Hotel located along Main Street.



Photo of the historic depot along the railroad.

Photo Credit: City of Crestview CRA

Community Redevelopment Agency

In 1995, the City of Crestview formed a community redevelopment agency to guide the redevelopment and revitalization of the downtown area following years of decline.

Community redevelopment agencies are public entities created by cities and counties as a mechanism for funding and implementing community redevelopment activities, including reducing or eliminating blight, improving a tax base, creating and retaining employment opportunities, and encouraging investments in the CRA. Corresponding administrative areas that receive CRA funds are called districts or community redevelopment areas (also CRAs), with efforts directed by regularly updated and adopted CRA plans.

The City of Crestview CRA's initial efforts included designating the city a Main Street Program Community and successfully nominating a number of historic buildings along and near Main Street as an historic district on the National Register of Historic Places. In 2010, the CRA facilitated the Florida Agricultural and Mechanical University's repurposing of the Alatex Textiles Garment Factory – a part of the historic district located at the intersection of Wilson Street and Woodruff Avenue – for its College of Pharmacy and Pharmaceutical Sciences program.

The accomplishments have renewed appreciation for and commitments to the downtown area as integral to Crestview's distinct history and sense of place, fostered new investments, and provided the initial framework for realizing a shared vision for the future.

The mobility plan supports these goals in defining a modern, equitable, multimodal system that improves access to areas and activities throughout the CRA and enhances community engagement and long-term vitality.



Crestview Today

Crestview today is home to a notably young and relatively diverse population, distinct from nearby cities and the county at large. The city's median age is only 31.7 years old, approximately a decade younger than Destin (41.8 years) and Fort Walton Beach (40.2 years) and five years younger than the county-wide average (36.8). As of the 2018 American Community Survey Five-Year Estimates, nearly three fourths (73%) of Crestview's population is white, 17% self-identify as African American, and the remaining 10 self-identify as another race. In comparison, 88% of Destin's residents and 78% of the county's populations identify as white.

Crestview is also growing. Between 2010 and 2018, the community experienced 7% more population growth than the county-wide average, which is second only to Niceville. The city also experienced 14% growth in housing and 15% growth in median incomes supporting local development. Growth is significantly greater than in nearby communities and across the county, which only experienced a 6.8% increase in new housing during the same period.

Both the City's demographic make-up and growth rate are likely driven by military families stationed at Elgin AFB choosing to live in Crestview. Crestview and the installation have largely grown in tandem, with the military now having significant influence on the local economy and culture.

The base employs over 22,000 military and civilian personnel and generates over \$2.7 billion dollars, annually, in economic activity. Impacts extend to community events that celebrate military service and bring those values to the population at large. Crestview hosts Military Appreciation Day and 7K Fun Run annually, and the City's "New View for Crestview" initiative includes expanding military-oriented events to encourage personnel stations at Elgin to return to the Crestview after retiring.

	2018 ACS	% Increase since 2010 Census	2018 ACS	% Increase since 2010 Census	2018 ACS	% Increase since 2010 Census	2018 ACS	% Increase since 2010 Census
	Population		Median Age		Households		Median Income	
Crestview	23,663	17.3%	31.7	1.9%	8,336	13.9%	\$54,630	15.5%
Destin	13,469	9.4%	41.8	4.0%	5,724	11.2%	\$75,486	15.0%
Fort Walton Beach	21,845	9.3%	40.2	0.2%	9,321	7.7%	\$50,666	7.9%
Niceville	15,050	17.5%	38.4	-11.9%	5,668	8.1%	\$72,857	9.3%
Okaloosa County	200,737	10.2%	36.8	-2.1%	77,403	6.8%	\$62,048	14.4%

Source: 2010 U.S. Census, American Community Survey 2018 5-Year Estimates

The Downtown and parks in the area serve as destinations and gathering places for community events. Twin Hills Park is a major attraction for those in the community for recreation and leisure activities. The Downtown has experienced a resilient growth of business, including restaurants and other services, bolstered by the robust events and programming that occurs there on a regular basis.

It is in these contexts that local residents and visitors are surrounded by a family-centric community and the markers of the shared past that source community pride and the unique charm that distinguishes Crestview and provides the foundation for the City's vibrant and progressive future. Crestview's youthful demographic, current growth rate, and stable economic base position the City for successful revitalization.



People playing soccer at Twin Hills Park.

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The background is a dark green map with a white grid of streets. A specific area is outlined in white, showing a mix of street patterns and some irregular shapes. The outline starts in the upper left, goes down, then right, then down again, and finally right towards the bottom right corner. The area inside the outline is a lighter shade of green than the rest of the map.

3

Existing Conditions

“Crestview to me has always been a sleeping giant.”

— Quint Studer

The purpose of the existing conditions assessment is to identify issues and deficiencies with the current mobility network and related features and to highlight opportunities for enhancing the overall vitality of the CRA district. The assessment establishes what is working and not working and provides a picture of the mobility environment in which community members travel on a daily basis.

Understanding and analyzing the current mobility network helps establish the base on which the future network is created. The mobility gaps identified in the existing conditions assessment are addressed in the future mobility network.

Current Mobility Network

The current mobility network in historic downtown Crestview consists of vehicular patterns with pedestrian facilities, as well as some public transit. Although bicyclist do traverse the project area, there are no existing bike lane facilities or designated bike routes. U.S. 90, SR 85, and Florida Atlantic Railroad divide a portion of the CRA district resulting in dead-ends and breaks in the street and sidewalk connectivity.

The current mode of transportation is imbalanced, as most of the trips to downtown are made by driving a vehicle and very few are made by walking, bicycling, or riding transit. While the downtown remains an auto-dominated area, several opportunities exist to make the mobility network a more pedestrian-, bicycle-, and transit-friendly community.



View of Main Street.

Vehicular Traffic

Downtown Crestview benefits from a well-defined grid street network. Most streets are maintained as two-way streets with the exception of three short segments: Beech Avenue between Main Street and Wilson Street, Pine Avenue between Main Street and Wilson Street, and Wilson Avenue between U.S. 90 and Cedar Avenue. Both Beech Avenue and Pine Avenue were converted to one-way streets to accommodate angled parking along both sides of the street. Wilson Street is a one-way street to facilitate left-hand turns into downtown from U.S. 90.

Traffic Counts

Traffic counts were collected for several major corridors through the CRA district. As expected, U.S. 90 and SR 85 contain the highest traffic counts with a annual average daily traffic count (AADT) ranging from 13,000 to 40,000. Main Street experiences slightly more traffic north of the railroad tracks than south, likely due to the density of properties and businesses.

Speed Data

The City of Crestview Public Works Department assessed traffic data along Main Street and Courthouse Terrace as part of this Mobility Plan. This assessment found most motorists, over 90%, driving along Main Street north of the railroad travel at or below the speed limit of 25 miles per hour (mph). However, south of the railroad only 50% of motorists drive at or below 25 mph. This is likely caused by several factors, including the median installed in the center of Main Street, the lack of stop signs, and the types of development along this portion of Main Street.



Pedestrian Facilities

Pedestrian facilities largely include sidewalks or other paths exclusive for pedestrian mobility. Sidewalks are largely confined to the northern portion of downtown between Wilson Street, U.S. 90, SR 85, and the railroad. These sidewalks range in size between three and four feet, which is typically too narrow for efficient and comfortable pedestrian mobility. Twin Hills Park also maintains walking paths and trails. However, these pedestrian facilities are not connected to the street network.

Despite the limited pedestrian facilities, downtown Crestview is considered far more walkable than the broader community. Compared to the City of Crestview's average Walk Score® of 17 out of 100, downtown maintains Walk Scores® ranging between 60 and 70. This is largely attributed to the density of amenities and land uses.

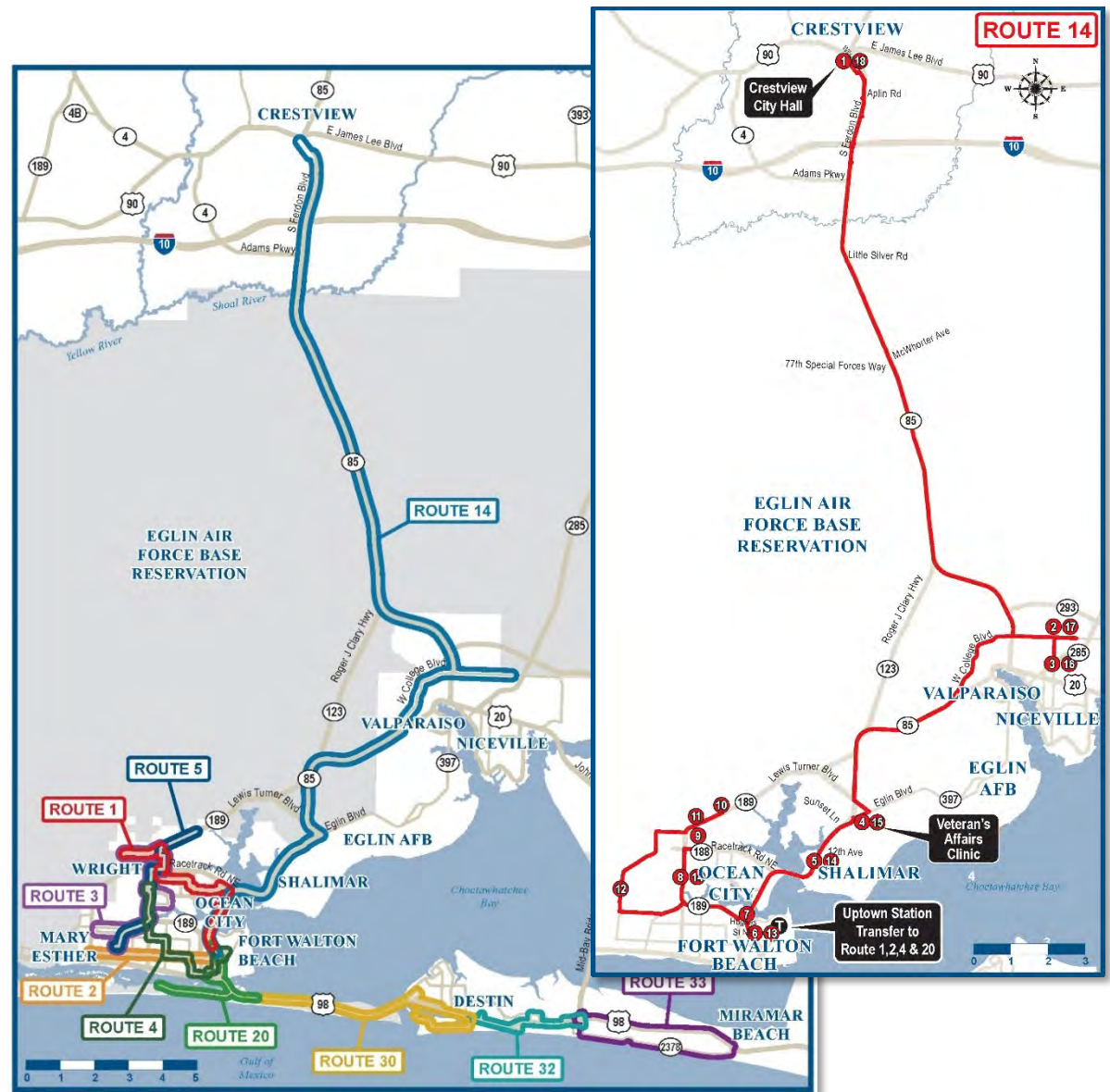
Walk Score® is a website that measures the walkability of an area based on a variety of factors, ranging from 0 to 100 with 0 being not walkable and 100 being most walkable. The scores are based on a variety of factors, including pedestrian facilities available, as well as the quantity, density, and proximity of services within a walkable distance. Scores 0-46 are considered car-dependent, 50-69 are somewhat walkable, 70-89 are very walkable, and 90-100 are a walker's paradise.



Public Transit

There is one transit stop in Crestview's CRA district and it is at City Hall. The Emerald Coast Rider (EC Rider) is a transit service that operates throughout Okaloosa County, largely in the southern portion of the county along the Gulf Coast. The EC Rider Wave Express Route 14 connects downtown Crestview to Uptown Station in Fort Walton Beach. This route makes three trips to Crestview per day, Monday through Friday. This transit route maintains 12 total connections to destinations throughout Okaloosa County, including the Crestview City Hall and Uptown Station:

- Crestview City Hall (1, 18)
- Northwest Florida State College (2, 17)
- Niceville City Hall (3, 16)
- Veteran's Affairs Clinic (4, 15)
- Okaloosa County Administration Building (5, 14)
- Uptown Station (6, 13)
- Cinco Bayou / Cinco Baptist Church (7)
- Walmart (8)
- White-Wilson Medical Center (9)
- Okaloosa County Courthouse Annex — Lewis Turner (10)
- Water & Sewer (11)
- Transit Facility (12)



Source: Emerald Coast Rider

Previous Plans & Studies

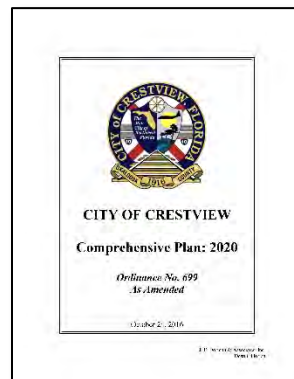
There are several previous plans and studies that have been completed and that influence future mobility within downtown Crestview. The City of Crestview Mobility Plan is intended to integrate, complement, connect, and expand upon these established plans to create a cohesive framework for future mobility.

CRA Master Plan

The most recent CRA Master Plan was completed in 2017. The CRA Master Plan provides planning guidance for revitalization efforts in the CRA district. The two primary goals of this plan are to enhance connectivity and restore a vibrant town center. Many of the key recommendations address mobility enhancements, including encouraging walkability, creating safer streets, and promoting bicycle improvements throughout the CRA district. The framework plan also suggests intersection enhancements, bike routes, multiuse trails, and gateway signage.

City of Crestview Comprehensive Plan

The City of Crestview Comprehensive Plan was last updated in 2016. The comprehensive plan contains goals, objectives, and policies that guide future growth and development within the City. Many of these goals address mobility throughout the community, particularly in the transportation element, including providing for safe, convenient, and efficient motorized and non-motorized circulation, as well as coordinating with local, regional, and statewide agencies.

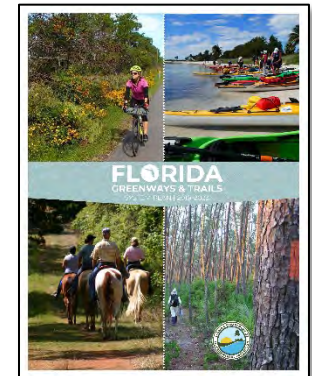


U.S. 90 Corridor Master Plan: Multi-Use Trail

The Emerald Coast Regional Council is developing a Corridor Master Plan for U.S. 90 as it spans across Escambia County, Santa Rosa County, and Okaloosa County. This plan is expected to be completed in June 2021 with the goal of identifying strategies to develop a regional multi-use trail along the U.S. 90 corridor.

Florida Greenways & Trails System Plan

The Florida Greenways & Trails System Plan, maintained by the Florida Office of Greenways and Trails, is a vision for a connected, statewide greenway and trail system. The plan identifies priority trail networks throughout the state, which is tied to potential funding opportunities. There are two trail priorities that travel through the City of Crestview's CRA district. One priority trail follows U.S. 90 and is consistent with the U.S. 90 Corridor Master Plan currently being studied by the Emerald Coast Regional Council. The second is the Florida National Scenic Trail, which is a trail corridor identified by the U.S. Department of Agriculture designated for non-motorized transportation. The Florida National Scenic Trail is proposed to stretch approximately 1,500 miles across the State of Florida, traversing the City of Crestview's CRA district west along U.S. 90 to Wilson Street and SR 85 south to Eglin AFB.



Land Use Analysis

Land use is intrinsically linked to mobility. Certain land uses suggest where people live, work, and play, and the mobility network provides the connection between these land uses. The City of Crestview Comprehensive Plan designates the future land uses for the community, which guide the type, density, and intensity of future development in a specific location. Properties along Main Street are largely designed for Downtown Mixed Use, which is intended to foster high-intensity, pedestrian-oriented residential and commercial entertainment uses on a single site. The remaining areas within the City's CRA district are generally either commercial uses or residential uses.

As of the development of this Mobility Plan, the City is seeking to amend the Future Land Use Map and supplementary Zoning Map. This amendment will convert nearly all of the City's CRA district into a mixed-use district and the inclusion of a Downtown Overlay District on the City's Zoning Map. This amendment will also more properly designate the publicly owned land surrounding Twin Hills Park.

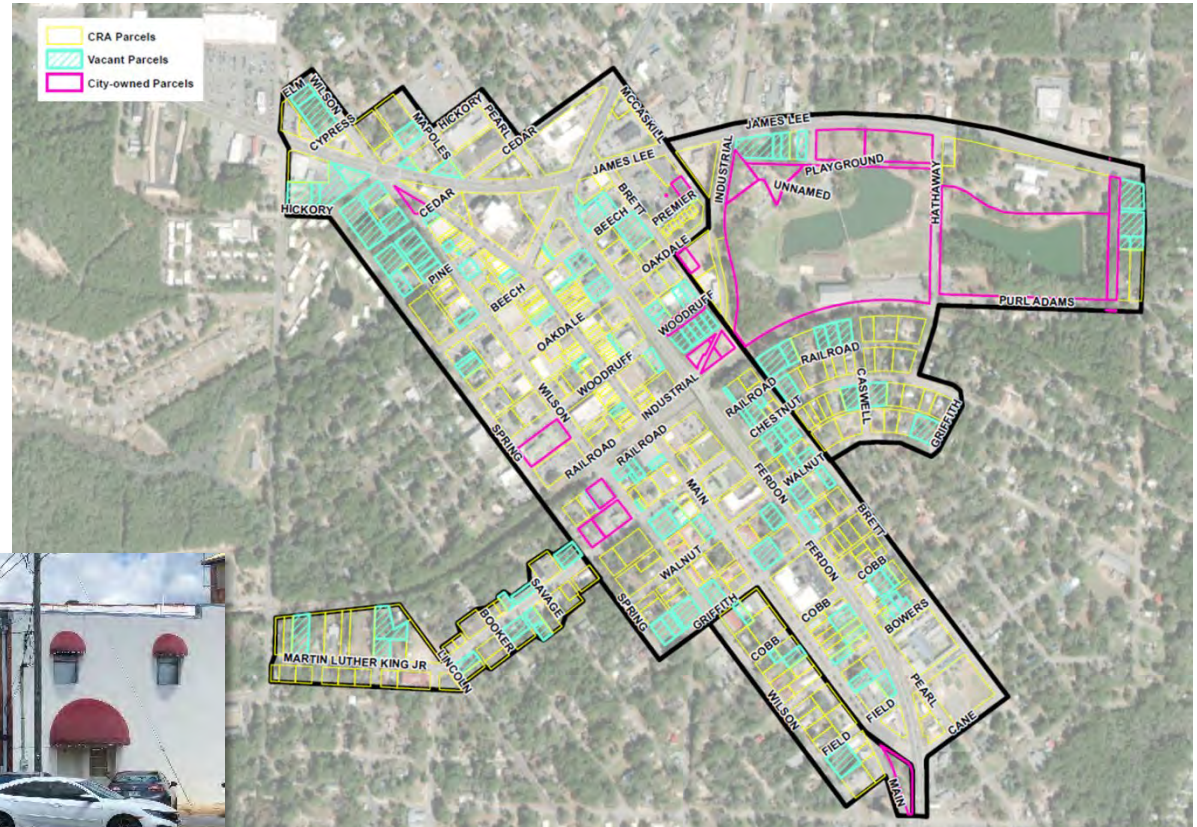
More intense uses, such as Downtown Mixed Use, generate more activity and traffic, which requires enhanced bike and pedestrian facilities. These areas should also be well connected to the surrounding area to support safe bike and pedestrian connectivity. Lower intensity uses, like Low Density Residential, do not require as robust bike and pedestrian facilities since they generate less activity and traffic. The limited traffic in residential areas can often support shared facilities, such as sharrows.



Existing Conditions

Vacant Parcels

The study area contains numerous vacant and under-utilized properties. These parcels create highly perceivable gaps in business connectivity that contribute to an erosion of the aesthetic and functional value of public spaces. The vacant lots and empty buildings accentuate a sense of expansive open space and a lack of definition, which diminishes a sense of interest and place. These conditions influence the overall vibrancy of both public and private spaces. Vacant parcels can also impact the development potential, as well as the retention and revitalization of existing businesses.



Vacant parcel at the southeast intersection of Wilson Street and Pine Avenue.

Parking Analysis

Although parking is a vital component to any community and to the mobility network, it also consumes valuable developable land and detracts from the pedestrian experience. It is important to maintain adequate parking, which requires striking a balance between too much or too little parking.

The Project Team assessed the utilization of all on-street and off-street parking between SR 85 and Spring Street during three peak time periods:

- Morning (7:00 AM to 9:00 AM)
- Midday (11:00 AM to 1:00 PM)
- Afternoon (4:00 PM to 6:00 PM)

There are over 2,000 parking spaces within the assessed area. This space is equivalent to over nine acres of land that has been dedicated to parking. According to the parking assessment completed by the Project Team between November 14, 2020 and November 17, 2020, the midday period (between 11:00 AM to 1:00 PM) experienced the highest parking demand. During this time, the on-street parking along Main Street and between Martin Luther King Jr. Avenue and Oakdale Avenue was utilized over 75%.

Parking Utilization 7:00 am to 9:00 am



Parking Utilization 11:00 am to 1:00 pm



Parking Utilization 4:00 pm to 6:00 pm



- Off-Street Parking
- On-Street Parking

Regardless, there was ample parking during each of the three peak parking periods assessed. The utilization along Main Street north of the railroad and during the peak midday period was 56%. The utilization along Wilson Street north of the railroad (just one block west of Main Street) and during the peak midday period was only 35%. Each block in downtown Crestview is approximately 375 feet. To put this distance in perspective, this is approximately the same distance as the length of Walmart's parking lot.

In addition to the on-street parking, there were several underutilized off-street parking lots assessed by the Project Team. An existing City-owned parking lot with 61 spaces located at 102 S Wilson Street was utilized at only 5% or less during each of the three peak periods. However, since this parking lot is located south of the railroad tracks, it may be impacted by the lack of adequate railroad crossings.

To further support parking demand, the City of Crestview is currently constructing (as of the development of this Mobility Plan) a new surface parking lot at the southeast corner of Wilson Street and Beech Avenue. This new parking lot is anticipated to have over 50 spaces, including three handicap spaces.

The parking assessment completed by the Project Team shows there is adequate parking to support the current businesses in downtown Crestview. However, future parking locations and strategies should be considered to support additional businesses as downtown Crestview grows and redevelops.



New parking lot being constructed at the southeast corner of Wilson Street and Beech Avenue.

Mobility Challenges

As the region's population grows, the transportation mobility challenges become more pronounced and can potentially impact the future community health, economic growth, and vibrancy. Communities prosper when all forms of transportation are accommodated, including pedestrian, bicycle, vehicular (automobile and truck), rail (passenger and freight), and public transit. City of Crestview faces challenges to its mobility network that should be addressed to help build the future of downtown.

The key mobility challenges outlined in this section were obtained through field observation, data collection, and stakeholder outreach. The identification of these challenges is important to establish what is not working for the community and to help build a strategic action plan.

Building Access

Downtown Crestview is a dynamic destination for residents, commuters, employees, and out-of-town guests to enjoy and utilize the many eclectic shops, beauty salons, scrumptious eateries, and busy office spaces. However, many of the buildings' front entrances require visitors to use steps to access the facility. This obstacle can be challenging for individuals with impaired mobility and can deter families, out-of-town guests, and residents from visiting the establishments.



Steps into building entrances can be challenging for individuals with impaired mobility.

Sidewalk Infrastructure

Many segments of sidewalks in downtown Crestview are in need of repair. Poorly lit, cracked, uneven, and missing sidewalks present walking hazards for people of all ages and particularly for children, seniors, and individuals with disabilities. Members of the community are being forced to use the street due to the disrepair and because these sidewalks are not wheelchair accessible.

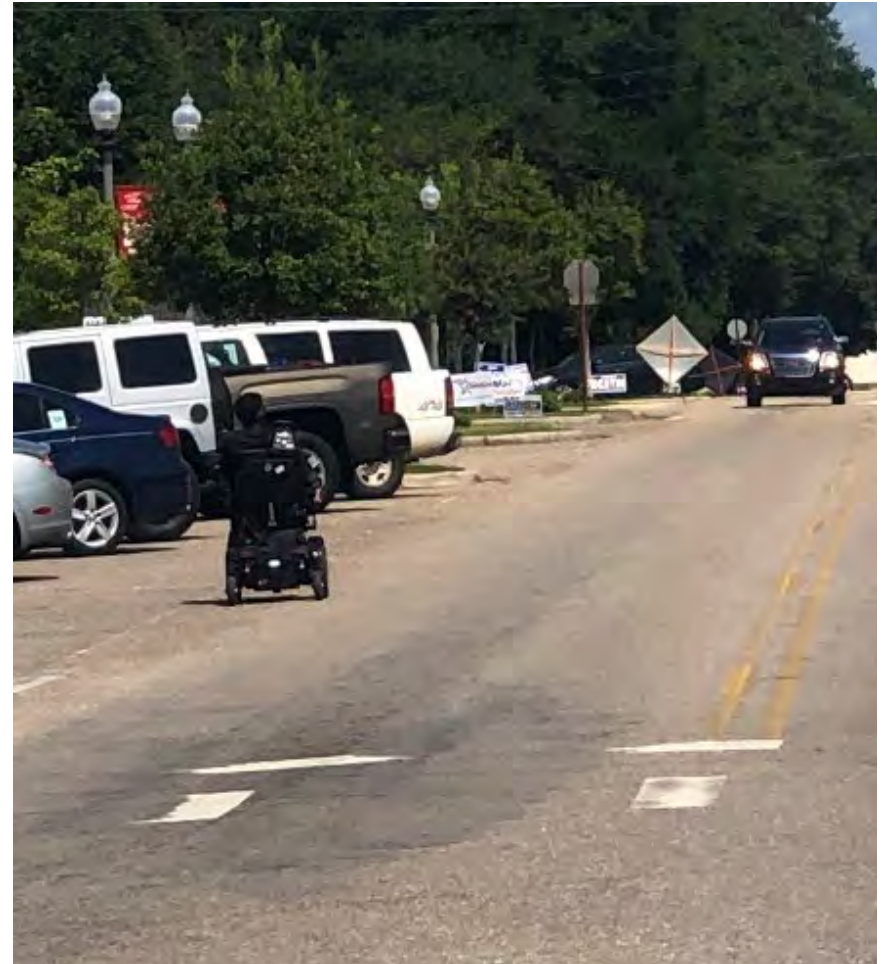
The Americans with Disabilities Act (ADA) was passed in 1990 and prohibits discrimination against disabled individuals in public life. There are four key areas to ADA compliance for public sidewalks:

- **Slope.** Slopes in the sidewalk may not be greater than 1:20.
- **Width.** An unobstructed path of at least 36 inches wide must be maintained.
- **Curb Ramps.** Sloped ramps are required, most often at crosswalks, where curbs or other barriers impede the 36-inch pathway.
- **Textured Warning Surfaces.** Detectable warning surfaces, both textually and visually, are required at all curb ramps.

Vehicle Speed

Although both U.S. 90 and SR 85 are important regional highways, they are high-speed corridors that create barriers to bike and pedestrian connectivity. Within the CRA district, the only safe location to cross SR 85 is under the overpass that is over the railroad. There are no safe bike and pedestrian crossings for U.S. 90.

Additionally, many business owners and stakeholders have witnessed speeding along Main Street. The posted speed limit is 25 mph, and certain areas may be prone to speeding due to the street conditions. Ensuring motorists drive at a safe speed is critical for bike, pedestrian, and overall safety along Main Street.



A wheelchair user is forced into the street due to the sidewalk's inadequate ADA provisions.

Walkability

Walkability is critical to a downtown's sense of place, quality of life, and the overall economy. A walkable environment requires adequate, unobstructed sidewalks.

According to the Federal Highway Administration (FHWA), the *minimum* unobstructed sidewalk width for two people to walk together is five feet and up to eight feet in more highly trafficked areas (i.e., shopping districts and parks). In downtown Crestview, the widest sidewalks are only three to four feet wide and contain many obstructions, such as stoops, trees, utility poles, and more, which severely limit walkability.



Example of a sidewalk obstruction impeding walkability.

Railroad

The Florida Gulf & Atlantic railroad bisects downtown Crestview, which strains pedestrian connectivity north and south of the railroad. Pedestrian connectivity is particularly challenged since there are no safe pedestrian crossing for the railroad tracks. The sidewalk on both sides of Main Street and Wilson Street end at the railroad right-of-way.



The sidewalk ends at the railroad right-of-way.

Intersection Sight Visibility

Sight visibility is the distance you can see when approaching or stopped at an intersection. This element is particularly important at intersections where cross traffic does not stop (i.e., Main Street and Beech Avenue) for two reasons. First, cars stopped at the intersection must be able to see oncoming traffic before they cross. With poor sight visibility, some vehicles may need to pull forward into the intersection to see oncoming traffic. Secondly, oncoming traffic must have sufficient sight visibility to see pedestrians crossing and other potential conflicts at the intersection, such as other vehicles pulled too far forward, and have sufficient time to make an adjustment and/or avoid a collision pedestrians to cross. The railroad also runs along the southern boundary of the park, which limits access across the tracks to the park.



It is difficult to see oncoming traffic when trucks are unloading or when cars are parked on street.

Connectivity to Twin Hills Park

Although Twin Hills Park and Main Street are only separated by less than a quarter mile, connectivity between the park and Main Street is inaccessible by foot and by bike. The only two streets that provide access to Twin Hills Park are Caswell Plaza and Hathaway Street, neither of which contain bike nor pedestrian facilities.

Connectivity between Twin Hills Park and Main Street is further challenged due to SR 85 and the railroad. There are only two locations in downtown Crestview to cross SR 85 along U.S. 90 and under the overpass. However, the SR 85 and U.S. 90 are extremely wide and uncomfortable for bicyclists and

Biking

Biking is an important and affordable mode of transportation that should be addressed and accommodated in a complete mobility network. Downtown Crestview does not contain any bikeways. Most bicyclists choose to ride on the sidewalks where they feel safe from vehicular traffic. However, the sidewalks are not adequate to hold both pedestrians and bicyclists. Additionally, there are no signs or pavement markings on the street warning motorists of potential bicyclists.



Bicyclist often ride on the sidewalk; however, the sidewalk is not wide enough to accommodate both pedestrians and bicyclists.

Signage

Proper signage is a critical traffic control and safety component. Most importantly, signage must be easily seen by motorists from a distance. There are several locations in downtown Crestview where traffic control signage (i.e., stop signs, do-not-enter signs, one-way signs) is not properly placed or could be enhanced to minimize confusion and improve safety. Traffic control device and placement should comply with the FHWA's Manual on Uniform



Example of a stop sign that is difficult to see due to its position at the intersection, particularly if cars are parked on street.

Traffic Control Devices (MUTCD) and Florida Department of Transportation (FDOT) standards.

Crosswalk Distance

People and vehicles are potentially in conflict at all intersections. Throughout downtown, there are numerous intersections with wide crosswalks, which require the pedestrian to be in conflict with the vehicle for a longer distance. In addition, there are hazard spots where the visibility of the pedestrian by the motorist is blocked by parked vehicles and landscaping. Minimizing the crosswalk distance and providing clear direction for the pedestrian and motorist reduces the potential conflicts in the roadway.



The crosswalk spanning Main Street at Beech Avenue is particularly long and the traffic on Main Street does not stop, which makes crossing this intersection difficult.

Mobility Opportunities

Although Downtown Crestview presents several challenges to mobility, there are many opportunities and assets the City can incorporate into the network to meet CRA and other municipal planning goals, support revitalization, and help realize the community's broader vision.

Proximity to Twin Hills Park

One of downtown Crestview's biggest assets is Twin Hills Park, which is located less than a quarter mile away from Main Street. Although currently Twin Hills Park is largely inaccessible to Main Street by walking or biking, establishing a safe, comfortable bike and pedestrian connection is possible. Enhanced connectivity between Twin Hills Park and Main Street will foster more robust pedestrian activity and compound the synergy each asset generates.



Photo of Twin Hills Park.

Crestview CRA

Being located within the City of Crestview's CRA district provides several advantages for funding the enhanced mobility network and, ultimately, spurring revitalization and redevelopment. Community redevelopment agencies receive special funding to help finance specific projects outlined in their planning documents and to support revitalization and redevelopment in CRA districts. The quality of the mobility network is directly related the CRA's goal of supporting redevelopment and revitalization. The mobility network is intrinsically linked to the health and success of businesses and residents in the CRA district. As such, CRA funds can be utilized to help implement the City of Crestview Mobility Plan.

Historic Character

The City's history is a source of community pride and sense of place. Downtown Crestview has successfully preserved much of its historic architecture from the late 19th to mid-20th Centuries, particularly along Main Street. This distinct historic character, charm, and sense of place are an asset to the community, including its residents, businesses, and visitors. One of the key guiding principles for the City of Crestview Mobility Plan is preserving and enhancing this character as integral to increased engagement with and successful revitalization of Crestview's Downtown.



Photos of Historic Main Street.

Colleges

There are two colleges located within the City's CRA district: The Florida Agricultural & Mechanical University (FAMU) College of Pharmacy and Pharmaceutical Sciences and the Northwest Florida State College Robert L.F. Sikes Center. Educational centers, like these two colleges, often generate higher averages of foot and bike traffic by the young adult demographic. This combination typically fosters strong economic activity in a localized area when supported by an efficient mobility network.

The FAMU College of Pharmacy and Pharmaceutical Sciences is located along Woodruff Avenue and Wilson Street in the historic Smith-Johnson Garment Factory (later known as the AlateX Textiles Garment Factory). This campus is a distanced-learning site, synchronized and conducted simultaneously with classes in Tallahassee.

The Northwest Florida State College Robert L.F. Sikes Center is located in Twin Hills Park along U.S. 90.



Photo of the FAMU College of Pharmacy and Pharmaceutical Sciences building.



Photo of the Northwest Florida State College Robert L.F. Sikes Center building.

Events

The Main Street Crestview Association, in coordination with the City, host a plethora of events throughout the year.

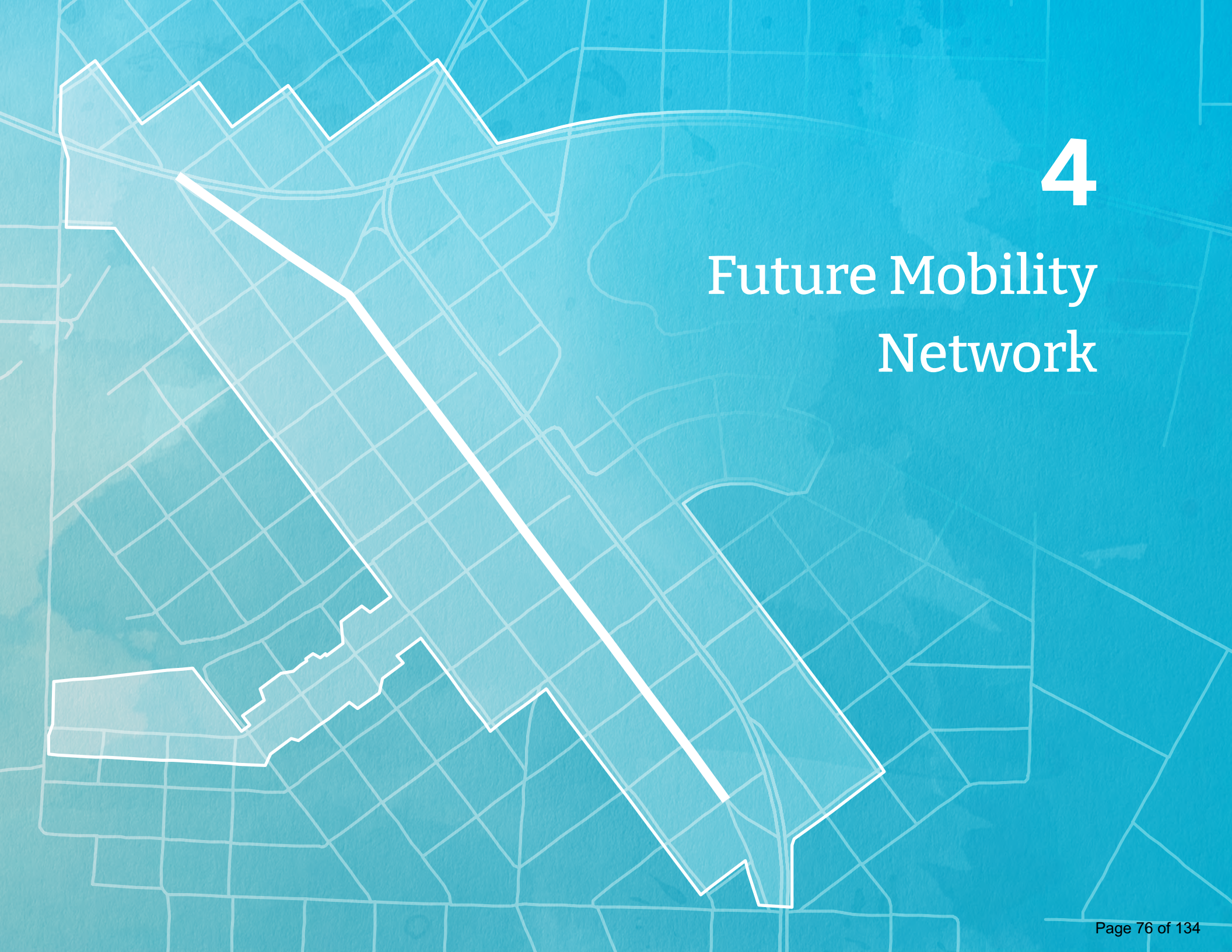
- Martin Luther King Walk and Ceremony
- Beans and Beads Mardi Gras Chili Cookoff
- Community Unity Flashlight Walk
- Triple B BBQ Competition
- Strawberry Festival
- Fourth of July Celebration
- Average Joe Car Show
- Oktoberfest
- Fall Festival
- Veterans Day Ceremony & Parade
- Christmas Market
- Christmas Parade
- New Year's Eve

These events attract thousands of visitors to downtown Crestview and help showcase the tremendous local businesses in the City. Ensuring downtown Crestview can support the mobility needs of visitors and large crowds is critical for successful events that support local businesses.



Photo of Main Street during the 2020 Fall Festival.

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The background of the slide is a blue-toned map of a city grid. A specific area, roughly in the center-left, is outlined with a thick white border. This area contains a dense network of streets and is bounded by a diagonal road running from the top-left towards the bottom-right. The rest of the map shows a more regular grid pattern.

4

Future Mobility Network

Downtown Crestview is envisioned to be an active, well-connected, multimodal community for all ages and abilities. A comprehensive mobility network embraces and emboldens the historic character of Main Street, and facilitates Downtown Crestview's resurgence as a vibrant, live-work-play destination.

The Future Mobility Network

The future mobility network in Downtown Crestview is illustrated in **Figure 1**. The network was designed using the goals and guiding principles outlined in the Mobility Vision to create a safe and effective multimodal community. The Future Mobility Network section covers the following:

- **Character Areas** defining the types, feel, and interconnectivity of the streets within Downtown.
- **Main Street Concept Plan** that reimagines how Main Street looks and functions.
- **Connectivity** enhancements that reconnect Main Street to Twin Hills Park.
- **Mobility Recommendations** for pedestrian and bike facility projects; vehicular traffic improvements, parking strategies, transit, and wayfinding.

Mode Prioritization

Since space on the street is limited, the modes of transportation must be prioritized to accommodate mobility for all users and activities. Prioritizing the most vulnerable modes of transportation in the mobility network will foster a safer environment for all users. With this in mind, the future mobility network in Downtown Crestview prioritizes modes of transportation as follows:

- Walking
- Biking
- Transit
- Driving

Walking

Pedestrian mobility is the most economically productive mode of transportation, and is the only mode that supports mobility for all ages and abilities. However, it is also the most vulnerable when compared to biking and driving. Additionally, the pedestrian infrastructure supports all ages and abilities include children, elderly, and disabled individuals

Biking

Bicyclists are more vulnerable to incidents with motorists, whereas they have little protection in the event of an impact.

Transit

Public transportation provides an equitable mode of local and regional transportation for individuals with limit resources and those with impaired mobility.

Driving

Motor vehicle drivers are the least vulnerable in the event of an incident when compared to both pedestrians and bicyclists.

Figure 1.
Future Mobility Network

Pedestrian Improvements

- Existing Sidewalk
- Proposed Sidewalk

Bike Improvements

- Proposed Multi-Use Path
- Proposed Bike Lanes
- Proposed Sharrow

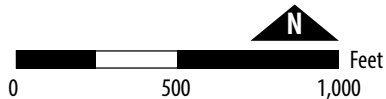
Traffic Improvements

- Proposed Street Closure
- Proposed Street Extension
- Proposed Street Modification
- Proposed One-Way Street

Parking Improvements

- Existing Public Parking
- Proposed Public Parking

- Planning Area / CRA District
- Park
- Water
- Highway
- Railroad



Character Areas

The streets in Downtown Crestview are designated into six character areas. These character areas influence the look, feel, and utility of each street, including the types of amenities and features each street will provide to the mobility network. The character area concepts are identified by the following zones within the right-of-way.

- **Pedestrian (Ped) Zone.** The paved, unobstructed pathway on the sidewalk designed for pedestrian mobility.
- **Amenity Zone.** The area where bike and pedestrian support facilities should be located, such as landscaping, benches, signage, trash receptacles, and bike racks.
- **Frontage Zone.** The area along the building frontage that can be used by the adjacent business, such as for outdoor dining or other supporting activity.
- **Vehicular Zone.** The paved area on the street intended for motorized vehicles.
- **Parking Zone.** The area along the street that can be used for on-street parking.



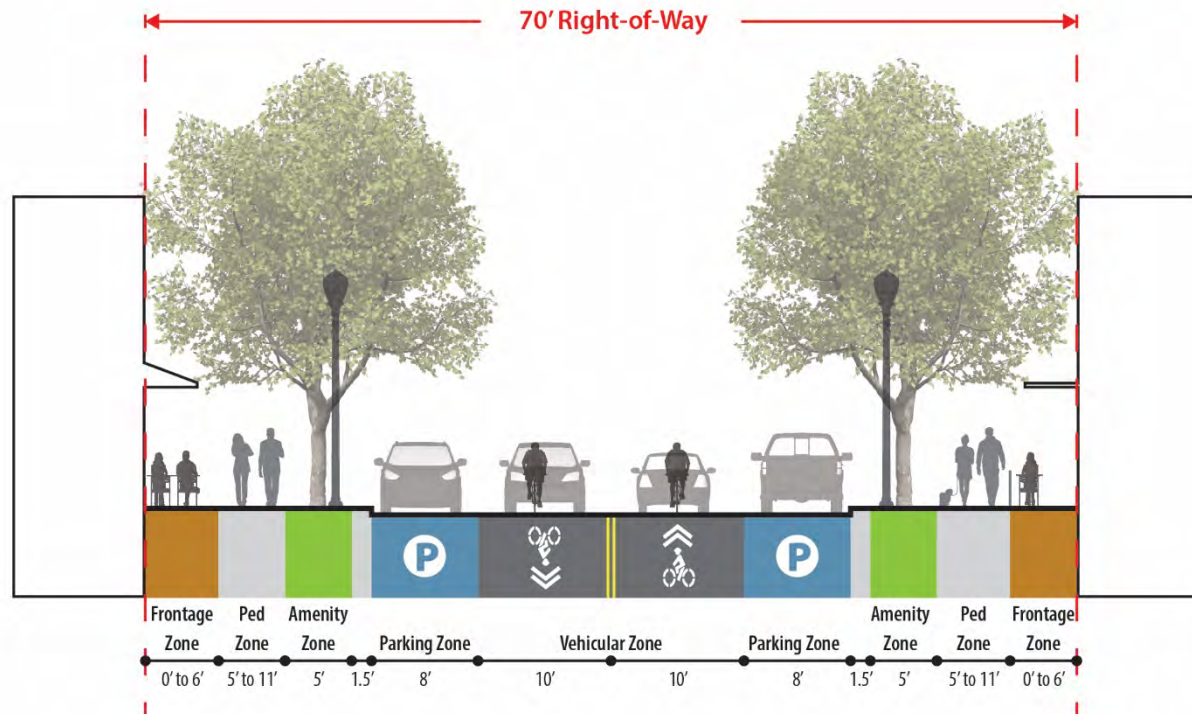
Historic Main Street Character Area

The Historic Main Street Character Area largely includes the portion of Main Street north of the railroad tracks that has maintained its historic fabric. To preserve the historic fabric along this corridor, the street must conform to the existing historic developments on the properties, mostly developed with zero setbacks.

One key feature of the Historic Main Street Character Area is converting the angled parking to parallel parking. Reducing the space dedicated to parked vehicles opens up the street for enhanced landscaping, wider sidewalks, and outdoor activity along the sidewalk, such as outdoor dining. However, it should be noted that the angled parking adjacent to the Okaloosa County Courthouse can be preserved due to the wider setback.

Bicyclists are accommodated using sharrows, which are pavement markings that are installed on shared travel lanes between motorists and bicyclist. The lower speeds and additional traffic calming measures along Main Street create a safer environment for bicyclists and motorists to share the roadway.

A Frontage Zone is provided along building frontages on both sides of the street to accommodate robust street life. Although within the right-of-way, this area can be utilized by Main Street businesses as outdoor seating, displays, or other complementary uses.

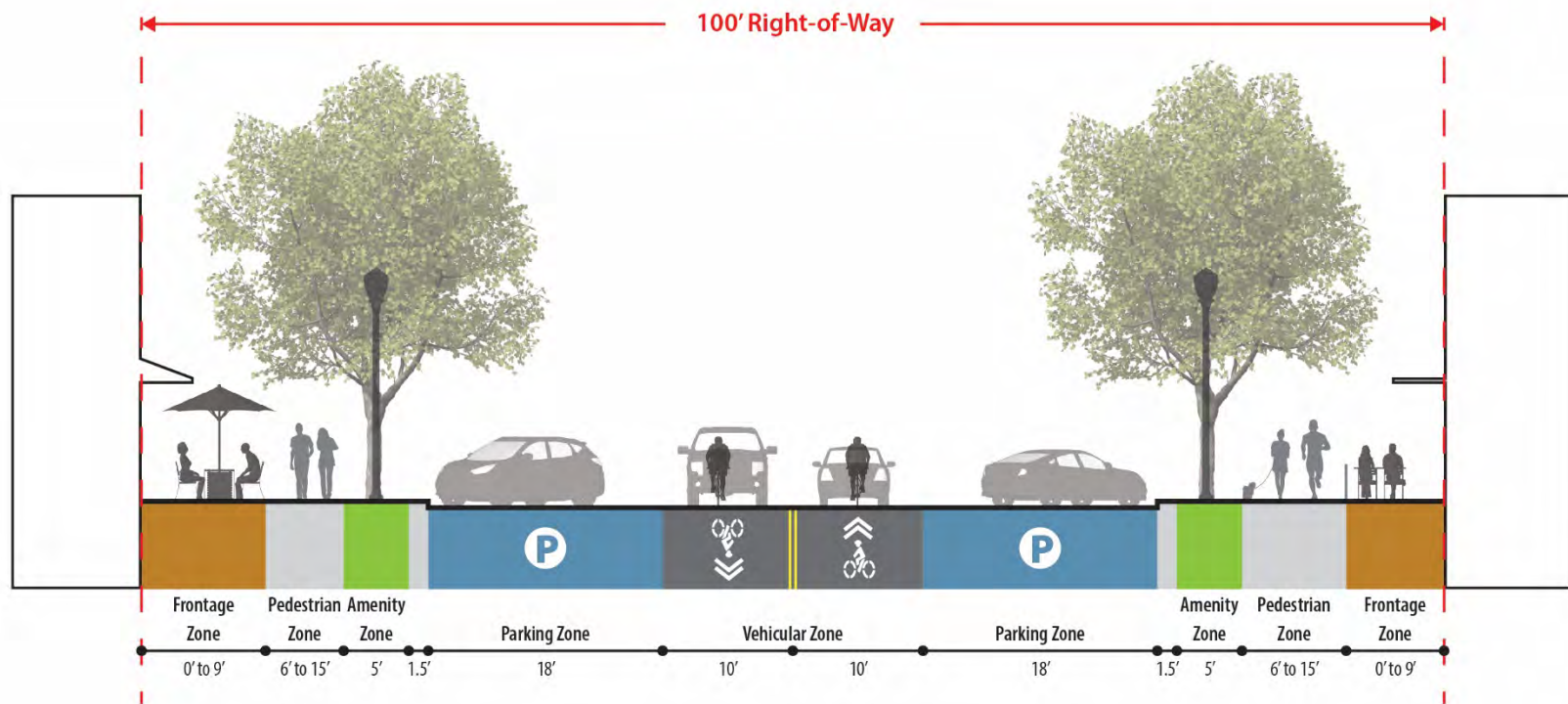


South Main Street Character Area

The South Main Street Character Area includes the portion of Main Street south of the railroad that contains a broader right-of-way and features more contemporary land development patterns, such as larger parcels and wider setbacks. This area, unlike the Historic Main Street Character Area, benefits from future redevelopment opportunities that can conform to the street.

Despite the differences in development, the South Main Street Character Area features are cohesive with the Historic Main Street features with the exception of angled on-street parking. The wider right-of-way provides adequate space for the angled on-street parking to remain, while enhancing the Pedestrian Zone, Amenity Zone, and Frontage Zone consistent with the Historic Main Street Character Area.

The key feature in the South Main Street Character Area is the removal of the existing median. Removing the median narrows the crosswalk distance for pedestrians, plus allows the right-of-way to be used more efficiently, including the preservation of angled on-street parking.

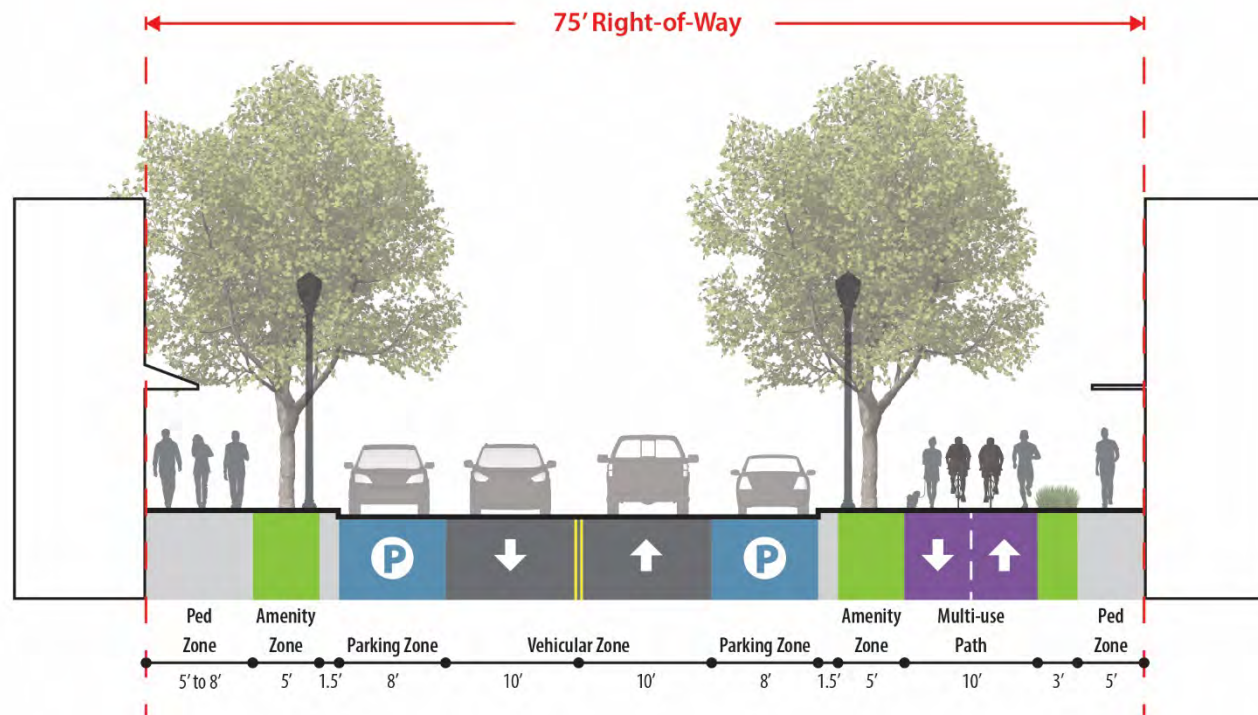


Wilson Street Character Area

The Wilson Street Character Area includes all of Wilson Street. Wilson Street is a key parallel street to Main Street, as it is the only street parallel to Main Street that crosses the railroad within Downtown Crestview. Since Main Street is intended for high-intensity pedestrian mobility, Wilson Street is intended to support high-intensity bike mobility.

The key feature in the Wilson Street Character Area is the multi-use path. This multi-use path provides safe and efficient bike mobility across Downtown Crestview, plus can be incorporated into the Florida National Scenic Trail connecting U.S. 90 and SR 85.

Whereas one side of the Wilson Street Character Area benefits from the multi-use path, the opposite side of the corridor can accommodate a wider sidewalk, or potentially a Frontage Zone for outdoor dining or other activities along the sidewalk if space permits.



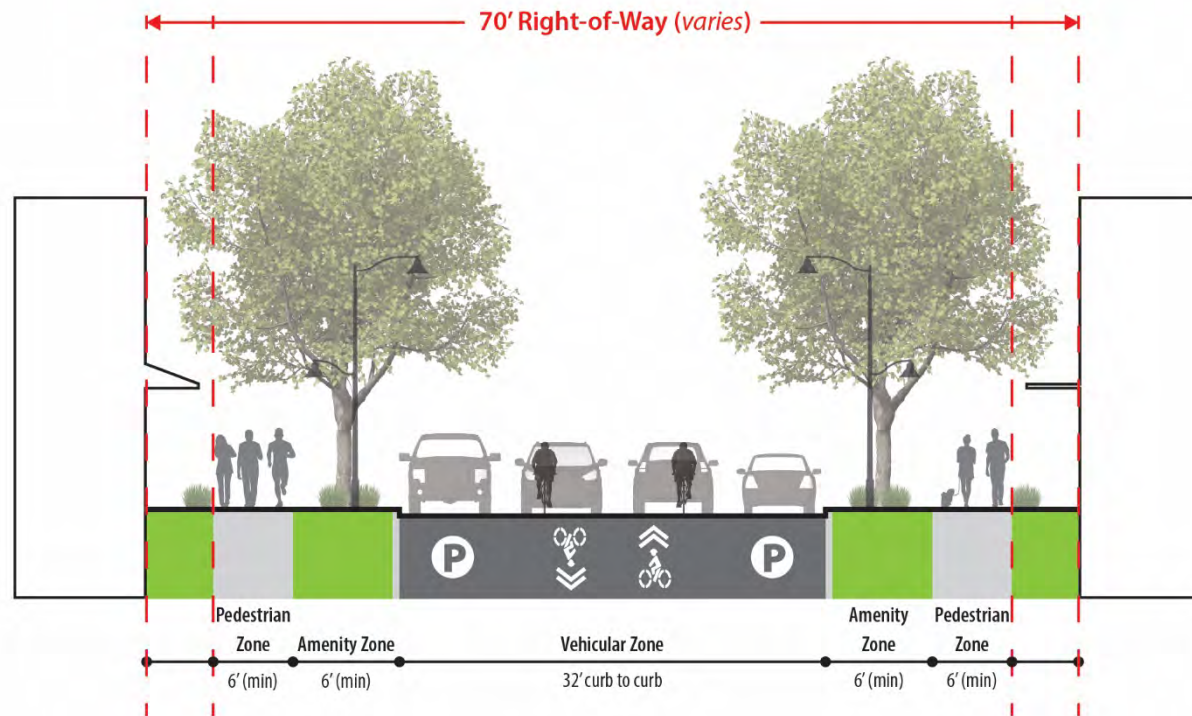
Martin Luther King Jr Character Area

The Martin Luther King Jr Character Area includes Martin Luther King Jr Avenue from Lloyd Street to Spring Street. Martin Luther King Jr Avenue is an important and symbolic corridor in Downtown Crestview. For this reason, the corridor is uniquely designed from other streets.

There are several key features that make the Martin Luther King Jr. Character Area unique. The first key feature is the addition of six-foot minimum sidewalks along both sides of the street. Martin Luther King Jr. Avenue currently lacks sidewalks along most of the corridor. Providing wide sidewalks is critical for pedestrian mobility along this street and connecting to Main Street.

The second key feature is enhanced lighting. The incorporation of custom streetlights provides improved nighttime visibility for both pedestrians and motorists, as well as improved overall safety in the community. Lastly, the third key feature is the narrow street width from curb to curb. Narrower streets help to slow motorists down, thus making the street safer for pedestrians.

Where space within the right-of-way exists, the Amenity Zone should be expanded to provide enhanced landscaping and other pedestrian amenities along the sidewalk.

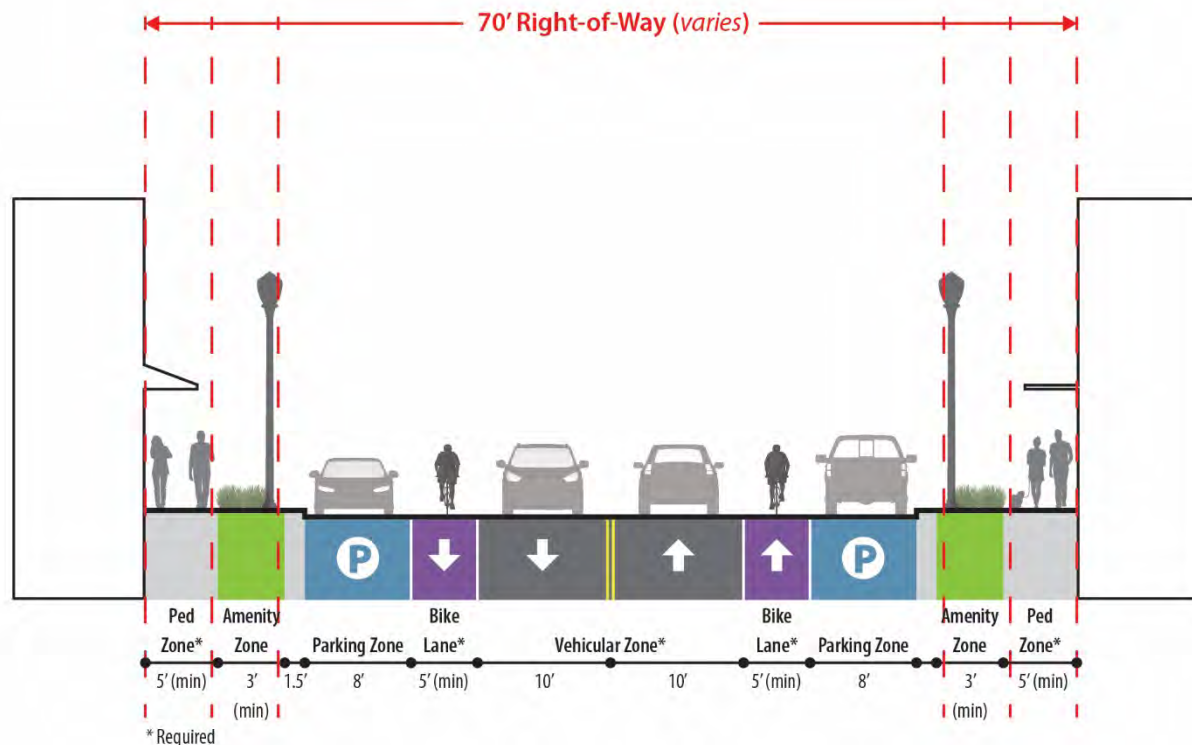


Bike Connectivity Character Area

The Bike Connectivity Character Area identifies the bike corridors in and connecting to Downtown Crestview. This character area provides the necessary bike facilities for key bike connectivity between Main Street, Twin Hills Park, and the greater Crestview area.

The key feature in the Bike Connectivity Character Area are, of course, dedicated bike lanes. However, the streets designated for the Bike Connectivity Character Area have various right-of-way widths, generally between 55 and 65 feet or greater. As such, narrower corridors must prioritize the facilities and amenities along the street.

Each street should include, at minimum, two-way traffic with 10-foot lanes, five-foot bike lanes in each direction, and five-foot-wide sidewalks on both sides. These minimum requirements equate to 40 feet of the right-of-way. The remaining portions of the right-of-way may include a combination of parallel on-street parking, a landscaped Amenity Zone, wider sidewalks, and a Frontage Zone depending on the total right-of-way width.

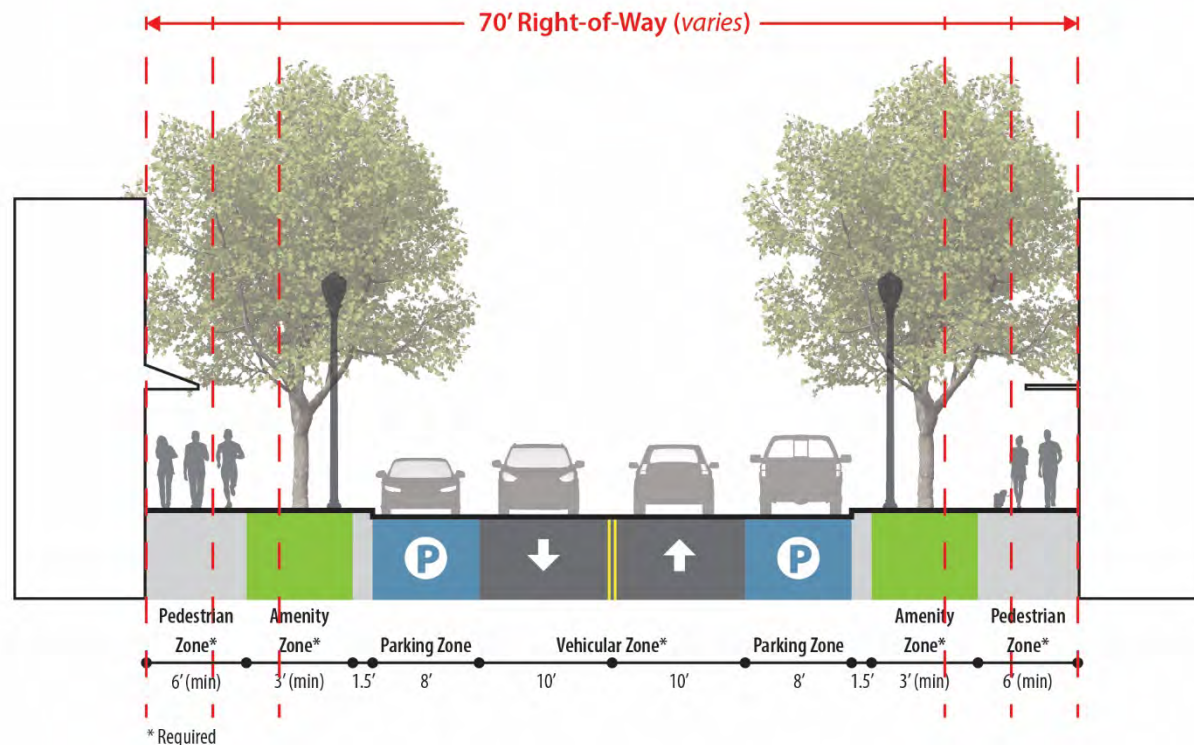


Pedestrian Connectivity Character Area

The Pedestrian Connectivity Character Area identifies the corridors that provide an enhanced pedestrian experience throughout Downtown Crestview. This character area provides adequate sidewalk widths and pedestrian amenities for safe, comfortable, and enjoyable pedestrian mobility.

The key features in the Pedestrian Connectivity Character Area are the pedestrian facilities and amenities. However, the streets designated for this character area have varying right-of-way widths ranging from 55 feet to 65 feet or greater. As such, narrower corridors must prioritize the facilities and amenities along the street.

Each street should include, at minimum, two-way traffic with 10-foot lanes, six-foot sidewalks on each side, and two-foot landscaped Amenity Zones between the Vehicular Zone and Pedestrian Zone. In addition to these minimum standards, streets in the Pedestrian Connectivity Character Area may include a combination of on-street parallel parking and Frontage Zones, as well as wider sidewalks and Amenity Zones.



Main Street Concept



Main Street, as the most prominent commercial corridor through Downtown Crestview, is envisioned as an iconic pedestrian-friendly street with robust street activity day and night. Accomplishing this vision requires enhanced streetscaping and design to improve the pedestrian experience. The Main Street concept illustration furthers the Historic Main Street Character Area by suggesting enhanced paving materials, tree locations, street lighting, and intersection enhancements. This concept helps visualize how the Main Street improvements can be implemented throughout the corridor, accomplishing the goal of creating a more inviting travel experience for residents and visitors.



Connectivity

Connectivity is critical to an efficient mobility network to reduce congestion, increase safety, and support a vibrant downtown. One of the key guiding principles for the City of Crestview Mobility Plan is establishing a safe, comfortable, and convenient bike and pedestrian connection between Twin Hills Park and Main Street.

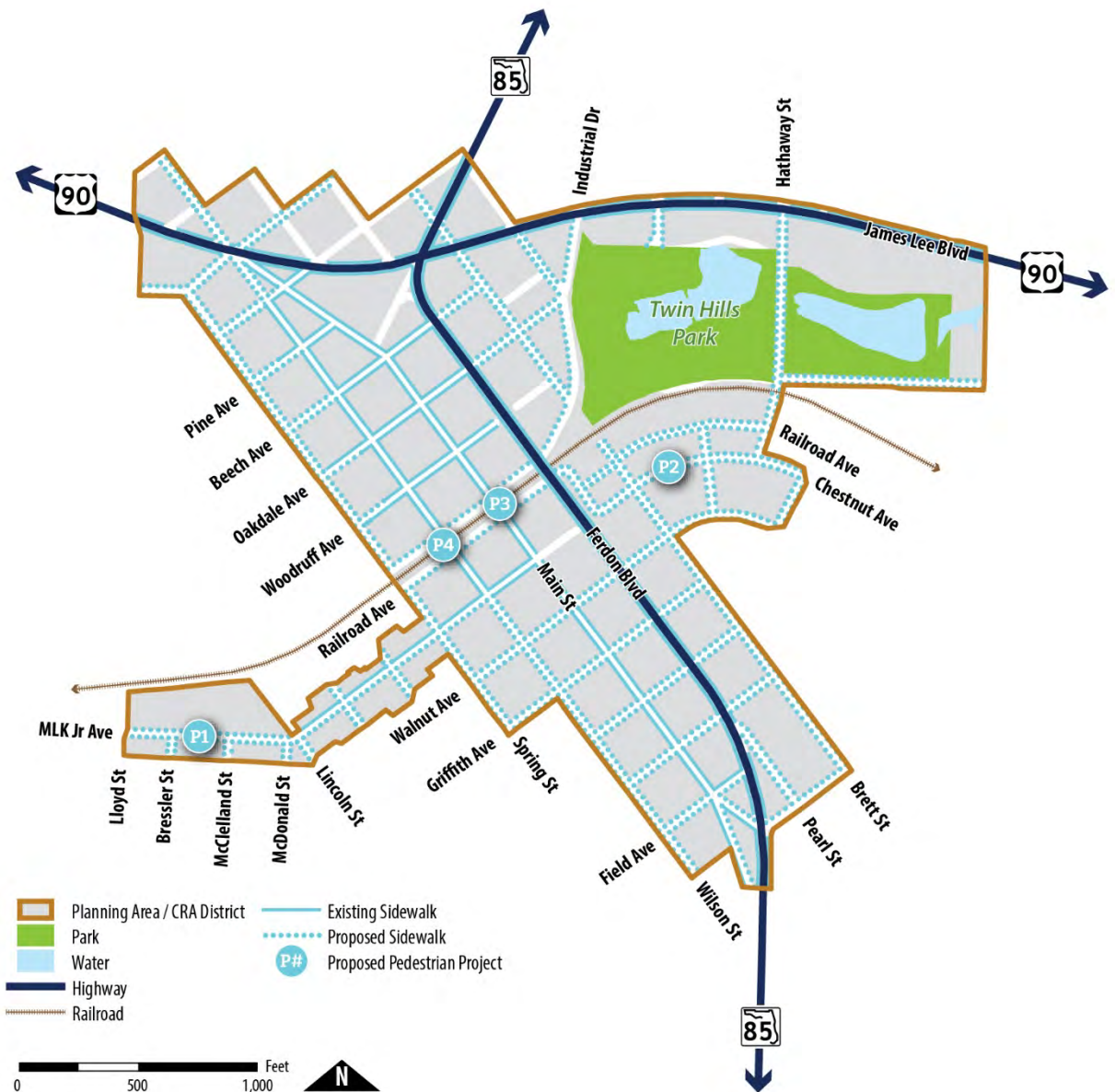
The Future Mobility Network establishes three enhanced bike and pedestrian connections between Main Street and Twin Hills Park:

- 1 Travels under the SR 85 overpass along Industrial Drive, then splits with one path running along the north side of the railroad into the park and the other running along the western portion of Twin Hills Park. The path running along the western edge of the park will require stairs and an extended ADA ramp.
- 2 Runs along the southern edge of the railroad right-of-way to Hathaway Street. This connection will require an easement along the backsides of the properties adjacent to the Railroad.
- 3 Connects from the enhanced plaza space along Courthouse Terrace and the future multi-use path along U.S. 90. Since this path crosses SR 85 at grade, an enhanced crossing at the U.S. 90 and SR 85 intersection will be required for safety.



Pedestrian Improvements

Pedestrian mobility and connectivity are critical for an active, healthy community and strong economy, particularly in a downtown. Every trip begins and ends as a pedestrian in some capacity. As such, the pedestrian facilities that enhance connectivity and the pedestrian are vital features of the City of Crestview Mobility Plan.



Pedestrian Projects

Project #	Street Name	From	To	Type	Priority	Description
P1	Martin Luther King Jr. Ave	Lloyd St	Spring St	Sidewalk	High	Develop sidewalks along Martin Luther King Jr Avenue consistent with the Martin Luther King Jr. Character Area.
P2	Chestnut Ave	Main St	Hathaway St	Sidewalk	High	Develop a sidewalk along the north side of Chestnut Avenue connecting Main Street to Hathaway Street.
P3	Main St	Industrial Dr	Railroad Ave	Crosswalk	High	Extend the sidewalk along the east side of Main Street across the railroad, including a safe pedestrian crossing.
P4	Wilson St	Railroad Ave	Railroad Ave	Crosswalk	High	Extend the sidewalk along the west side of Wilson Street across the railroad, including a safe pedestrian crossing.

Sidewalks

Sidewalks are the primary facility intended exclusively for pedestrian mobility and are one of the most important components of the street system. Generally, all streets should contain sidewalks on both sides of the street with an unobstructed path at least five-feet-wide, which is the minimum width for two pedestrians to walk side-by-side comfortably. This standard is reflected in the Character Areas for all streets within the CRA district.

Pedestrian Amenities

Pedestrian amenities include features that make walking more enjoyable, such as trees and landscaping, benches, street lighting, and signage and are important for enhancing the pedestrian experience and encouraging walking. Appropriate pedestrian amenities should be incorporated along sidewalks throughout Downtown Crestview. These amenities should be coordinated and consistent across all streets and developments in the CRA district.



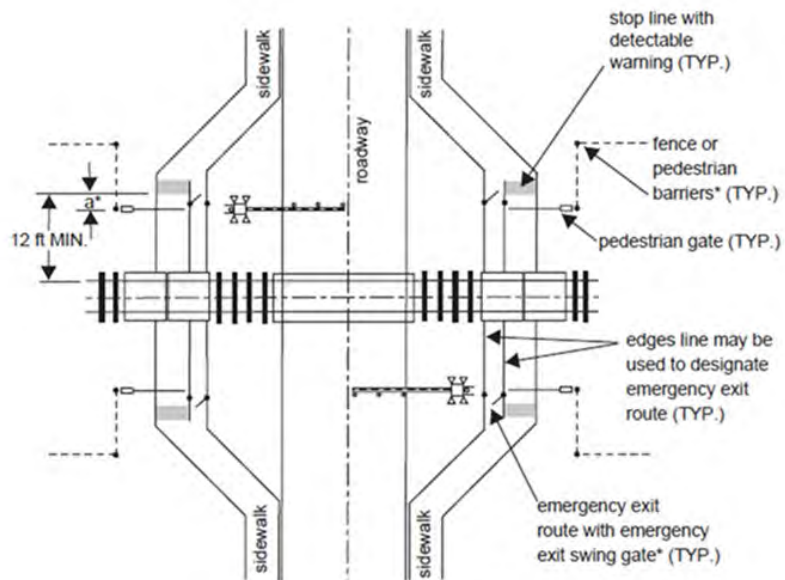
Examples of pedestrian amenities.

Crosswalks

Crosswalks provide safe pedestrian connectivity across a street. Crosswalks should be highly visible at each intersection where pedestrians are able to cross the street. This includes marked crosswalks with either paint or material change, such as brick pavers. Additionally, stop signs and stop bars should be located behind the crosswalks, requiring vehicles to stop prior to the crosswalk.

Pedestrian Railroad Crossings

Pedestrian crossings are recommended across the railroad tracks along Main Street, Wilson Street and Hathaway Street. The pedestrian crossings should provide a clearly defined and readily traversable pathway for all users and abilities.



Business Access

Many properties along Main Street have steps due to the elevation of the front door entrance. To comply with the ADA accessible guidelines there are several design techniques used to provide a ramp or adjust the slope and height of the curb for easy access for individuals in a wheelchair or mobility challenged. Below are several examples that may be incorporated in the design.



Examples of design techniques to accommodate ADA compliance and provide equitable building access.

Bike Improvements

Like walking, bicycling is a healthy, active, and sustainable method of transportation. Although there are no existing bike facilities in Downtown Crestview today, the City of Crestview Mobility Plan recommends three types of bike facilities: multi-use paths, bike lanes, and sharrows. These facilities are intended to enhance bike connectivity throughout the CRA district and the broader Crestview community.



Bike Projects

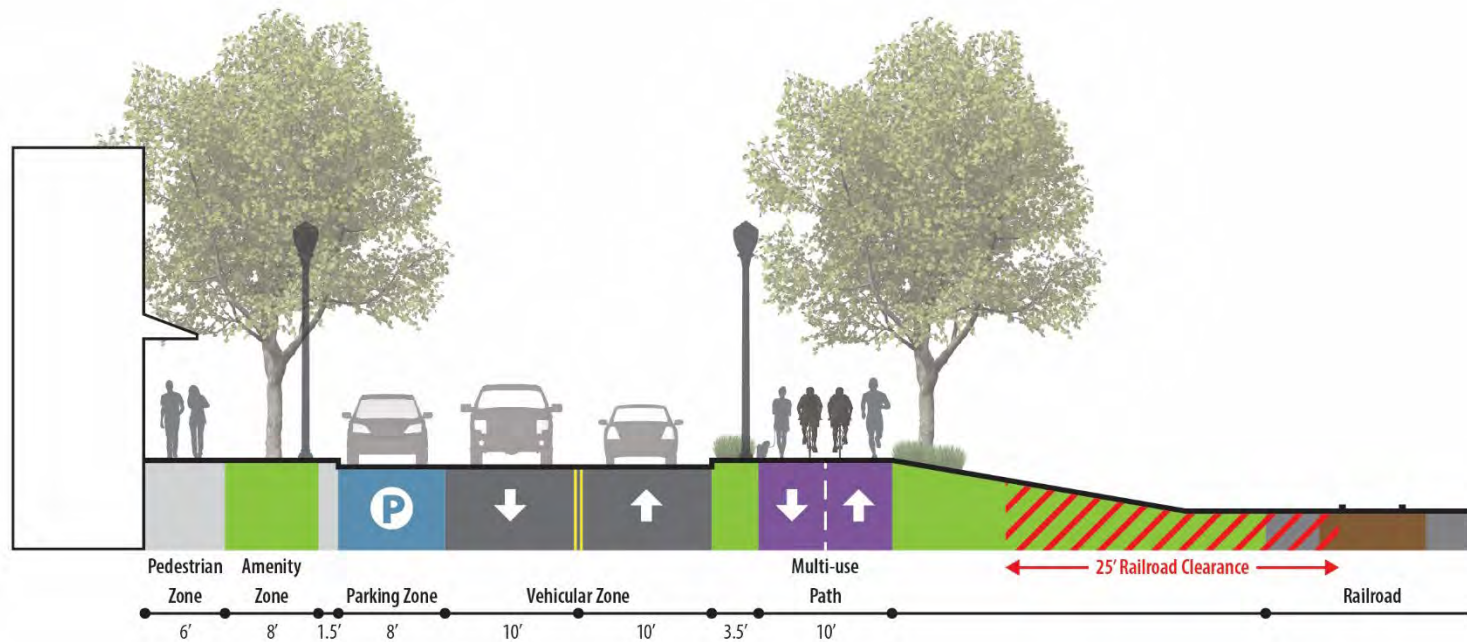
Project #	Street Name	From	To	Type	Priority	Description
B1	Wilson St	U.S. 90	SR 85	Multi-Use Path	Medium	Develop a multi-use path consistent with the Florida Greenways & Trails System Plan and the Wilson Street Character Area.
B2	U.S. 90	Lloyd St	Brackin St	Multi-Use Path	Medium	Work with the Emerald Coast Regional Council to develop a multi-use path consistent with the U.S. 90 Corridor Master Plan.
B3	Industrial Dr	Wilson St	US 90	Multi-Use Path	High	Develop a multi-use path that connects to Wilson Street, Main Street, Twin Hills Park, and U.S. 90. This multi-use path should continue north along Industrial Drive beyond the CRA district.
B4	NA	Industrial Dr	Hathaway St	Multi-Use Path	Low	Develop a multi-use path connecting Downtown and Twin Hills Park north of the railroad and under the SR 85 overpass.
B5	NA	SR 85	Hathaway St	Multi-Use Path	Low	Develop a multi-use path connecting Downtown and Twin Hills Park south of the railroad and under the SR 85 overpass. This will require easement acquisitions.
B6	Chestnut Ave	Wilson St	Edney Ave	Bike Lanes	Low	Add bike lanes consistent with the Bike Connectivity Character Area.
B7	Hathaway St	Chestnut Ave	US 90	Bike Lanes	Low	Add bike lanes consistent with the Bike Connectivity Character Area.
B9	Main St	U.S. 90	SR 85	Sharrow	High	Add sharrow stencil.
B10	Martin Luther King Jr. Ave	Lloyd St	Main St	Sharrow	High	Add sharrow stencil.

Multi-use Paths

Multi-use paths, also referred to as shared-use paths, are dedicated rights-of-way for non-motorized vehicles. Multi-use paths provide for high-capacity, two-directional bike and pedestrian traffic, as well as other forms of recreational transportation such as skating. Multi-use paths may also divert from the street right-of-way. For example, a multi-use path may travel through a public park or through an easement.

The City of Crestview Mobility Plan recommends five multi-use paths. These are along U.S. 90 (consistent with the U.S. 90 Corridor Master Plan), Wilson Avenue (consistent with the Florida Greenways & Trails System Plan), Industrial Drive, as well as north and south of the railroad between SR 85 and Hathaway Street. These paths provide robust bike and pedestrian circulation between Main Street and Twin Hills Park, as well as to and from the broader Crestview community.

Industrial Drive, although identified as in the Bike Connectivity Character Area, has a wide enough right-of-way to accommodate a multi-use path as opposed to bike lanes. Industrial Drive is also an important corridor connecting Main Street to Twin Hills Park beneath the SR 85 overpass, as well as the neighborhoods north of U.S. 90 as it runs parallel to SR 85 to Airport Road. As such, Industrial Drive is intended to become a key multimodal corridor connecting Main Street and Twin Hills Park to currently disconnected neighborhoods in Crestview.



Conceptual illustration showing how a multi-use path can be incorporated along Industrial Drive.

Bike Lanes

Bike lanes are dedicated lanes on a roadway reserved for bicyclists. Most often, bike lanes are one-way bike corridors on both sides of the street, adjacent to and in the same direction as the vehicular traffic lanes. To keep bicyclists safe, bike lanes should include a two-foot-wide buffer, lane markings, and reflective delineator posts.

Bike lanes are recommended along three roads in the City of Crestview's CRA district. These are along Chestnut Avenue, Hathaway Avenue, and Lloyd Street and consistent with the Bike Connectivity Character Area. These corridors support additional bike mobility between the multi-use paths and help better connect nearby neighborhoods to Downtown Crestview.



Example of a buffered bike lane.

Sharrows

A shared lane marking or sharrow is a pavement marking installed on roadways to advise bicyclists the preferred lateral positioning in a shared travel lane with other motorists. Although sharrows provide the least amount of separation between motorists and bicyclists, they can be appropriate in narrow, low-speed corridors when accompanied with pavement markings, signage, and traffic calming measures that keep motorists aware of bicyclists and slow down.

There are two roads that are recommended to include sharrows, which are Main Street and Martin Luther King Jr. Avenue. Both corridors have limited right-of-way to include a separate bike facility; however, are suitable for a sharrow because of the low-speed of traffic and proposed traffic calming measures.



Example of a sharrow stencil.

Bike Parking

Providing a convenient and secure area to store bicycles helps encourage bicycling throughout the CRA district and support a more multi-modal environment. In order to make bike racks accessible, they should be installed within at least 50 feet of a building's entrance. Recent studies by Portland State University and other institutions show that quality bike parking equates to more revenue generation than car parking. Installing bike racks front and center not only promotes a more orderly streetscape, but it's a cost-effective way to grow business traffic.

Vehicular Improvements

Driving motorized vehicles is the most dominant mode of transportation in Crestview. Downtown Crestview features a well-maintained grid layout which provides many opportunities for alternatives and enhancements, such as road closures, realignments, and new street segments. Vehicular traffic improvements also address traffic control devices that make for safe intersections and vehicular parking to accommodate roadway users.



Vehicular Projects

Project #	Street Name	From	To	Type	Priority	Description
V1	Courthouse Terrace	U.S. 90	Main St	Closure	High	Close right-of-way to vehicular traffic and convert into a pedestrian plaza.
V2	Wilson St	U.S. 90	Cedar Ave	Modification	Low	Realign to remove from the six-way intersection with U.S. 90, Main Street, and Hickory Avenue.
V3	Woodruff Ave	SR 85	Brett St	Modification	Low	Merge right-of-way with the proposed public parking lot along Industrial Drive and east of SR 85.
V4	Chestnut Ave	SR 85	Main St	Modification	Low	Convert right-of-way into parking area connected to the adjacent private properties.
V5	Field Ave	SR 85	Wilson St	Modification	Low	Modify to remove major intersections with SR 85 and Main Street.
V6	Industrial Dr	Brett St	McCaskill St	Extension	Medium	Connect the two segments of Industrial Drive.
V7	Hickory Ave / Cedar Ave / Spring St	U.S. 90	Spring St	Extension	Medium	Extend Hickory Avenue, Cedar Avenue, and Spring Street to connect Spring Street to U.S. 90.
V8	Pine Ave	Main St	Wilson St	Modification	High	Convert to two-way street.
V9	Beech Ave	Main St	Wilson St	Modification	High	Convert to two-way street.
V10	Cedar Ave	Cedar Ave	U.S. 90	Intersection Modification	High	Extend curb line along U.S. 90 to end of on-street parking along Cedar Avenue.

Traffic Projects (continued)

Project #	Street Name	From	To	Type	Priority	Description
V11	Industrial Dr	NA	NA	Parking	High	Develop public parking along west side of SR 85 overpass between Industrial Drive and Woodruff Avenue.
V12	Industrial Dr	NA	NA	Parking	Low	Develop public parking along east side of SR 85 overpass between Industrial Drive and Woodruff Avenue.
V13	Pine Ave	NA	NA	Parking	Medium	Develop public parking lot at the northwest quadrant of Pine Avenue and Wilson Street.
V14	Chestnut Ave	SR 85	Main St	Parking	Medium	Convert right-of-way to parking area.
V15	Railroad Ave	Main St	Wilson St	Modification	High	Convert Booker Street from two-way traffic to one-way.
V16	W Railroad Ave	Main St	Wilson St	Modification	High	Convert Railroad Avenue from two-way traffic to one-way.

Street Closures



Courthouse Terrace is proposed to be closed to vehicular traffic. Closing this street eliminates simplifies the five-way intersections the street segment creates at its intersections with U.S. 90 / SR 85 and Main Street / Beech Avenue. Additionally, since Courthouse Terrace stems from SR 85, closing Courthouse Terrace prevents motorists entering straight into Downtown Crestview at high speeds from the highway. Downtown Crestview still maintains ample access from SR 85 from Beech Avenue and Oakdale Avenue.

Once closed the City of Crestview Mobility Plan recommends that the right-of-way be converted to a pedestrian plaza expanding the Veterans Memorial connected to Main Street. This area is large enough to hold and support various events and gatherings in Downtown.



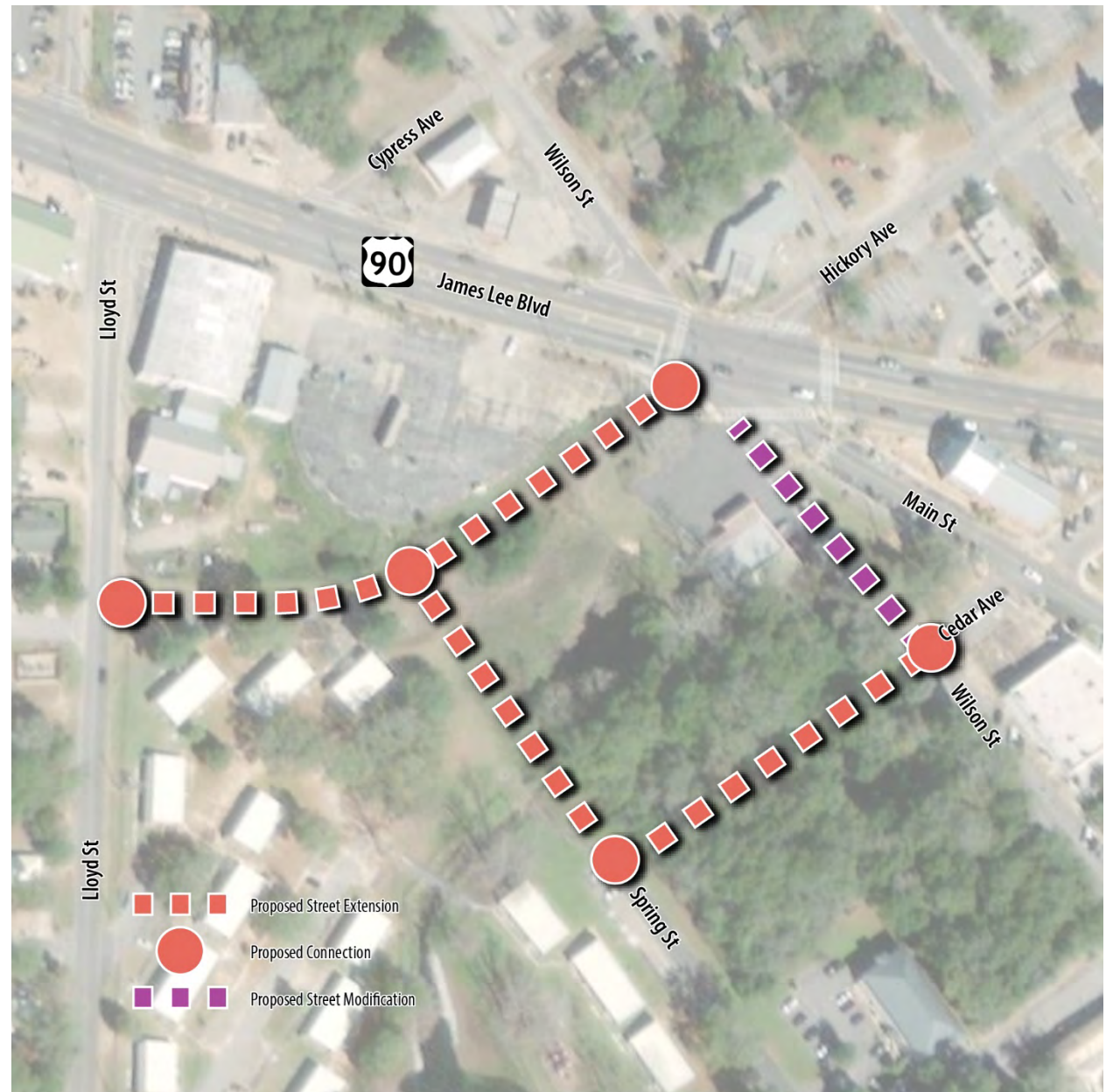
Conceptual illustration of a pedestrian plaza over Courthouse Terrace.

Street Extensions

The City of Crestview Mobility Plan recommends two new street segments within the CRA district. One segment connects Industrial Drive between Brett Street and McCaskill Street, which will facilitate traffic to and from Downtown under the SR 85 overpass. This connection also provides the base for the proposed multi-use path and the bike and pedestrian connections to Twin Hills Park.

The second street segment extends Spring Street and Hickory Avenue to U.S. 90. This connection from Spring Street to U.S. 90 has two benefits. First, this connection to U.S. 90 will support additional traffic to and from Downtown Crestview when Main Street closes for events. Second, this connection provides the Crestview Fire Department a direct route to U.S. 90 along Spring, rather than using Main Street. In addition, Cedar Avenue is extended to Spring Street to enhance circulation. As part of the alternative design analysis of this area, the design team should consider modifications to Wilson Street to improve overall traffic flow through the area.

All recommended street extensions are contained within city-owned rights-of-way.

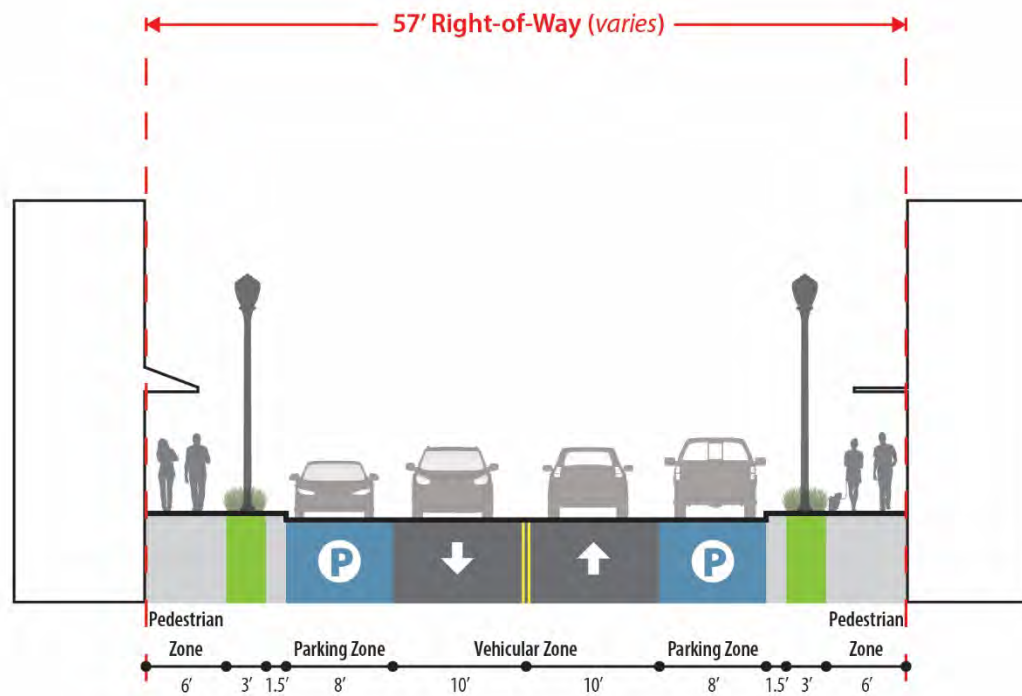


Street Modifications

The City of Crestview Mobility Plan recommends several street modifications to enhance traffic flow and safety.

Both Pine Avenue and Beech Avenue are proposed to be converted from their current one-way traffic configuration to two-way streets. Due to the limited right-of-way width along both corridors, the existing angled parking must be converted to parallel parking to accommodate the two-way traffic and appropriate sidewalks consistent with the Pedestrian Connectivity Character Area.

Additional considerations can be provided to limit on-street parking to one side of the street and expanding the sidewalks for an expanded Amenity Zone and Frontage Zone for enhanced pedestrian amenities and outdoor dining. This can also be accomplished with the permitting of parklets, which are on-street parking spaces that are temporarily converted for pedestrian uses, such as outdoor seating and dining. Parklets can be permitted on a case-by-case basis to property and businesses owners and would be responsible for the application.

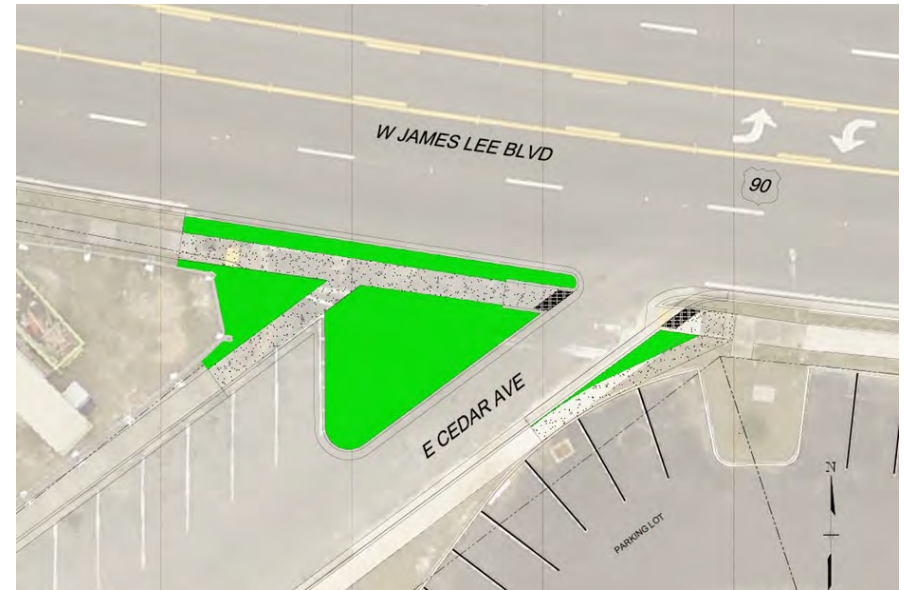
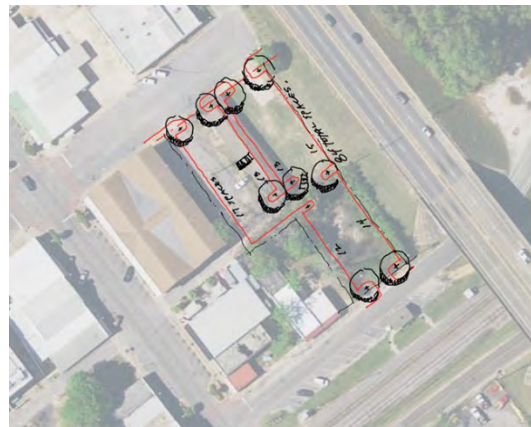


Conceptual illustration showing how both Pine Avenue and Beech Avenue can be converted to two-way streets.



Field Avenue intersects the southern end of Main Street near SR 85. This intersection, in combination with the proximity to SR 85, creates confusion for motorists as they enter or exit Downtown Crestview. Further study is needed to evaluate alternate concept plans for Main Street, Field Avenue and U.S. 85.

Both Woodruff Avenue and Chestnut Avenue dead-end prior to intersecting with SR 85. Since the connectivity of these streets is cut-off by SR 85, these segments are not necessary for traffic circulation. These rights-of-way may be converted to support parking.



Cedar Avenue between Main Street and U.S. 90 is a one-way street traveling west. However, the wide intersection of Cedar and U.S. 90 appears to some motorists as a two-way street. To avoid right-hand-turns from U.S. 90 to Cedar Avenue and prevent wrong-way drivers, the curb along U.S. 90 can be extended to the length of the on-street parking along Cedar Avenue to narrow the intersection. Enhanced landscaping and signage should also be provided to signify to motorists that Cedar Avenue is a one-way street.

Parking

Parking is a critical facility for motorists to store their vehicle while exploring Downtown Crestview and for businesses to attract customers. However, parking also consumes valuable developable land that could otherwise be used for more active uses. Siting parking lots must balance proximity to destinations with the potential productivity of the land it consumes.

The City of Crestview Mobility Plan identifies four potential areas for public parking lots. These are in addition to the public parking lot currently under construction along Wilson Street and Beech Avenue as of the development of this plan. These areas target undeveloped land in close proximity to, but not adjacent to Main Street.

Location	Approximate Area	Estimated number of parking spaces
Between Industrial Drive and Woodruff Avenue west of the SR 85 overpass.	1 acre	100
North of Industrial Drive and east of the SR 85 overpass.	0.25 acres	25
Northwest quadrant of Wilson Street and Pine Avenue	0.60 acres	60
Chestnut Avenue between Main Street and SR 85	0.40 acres	40

The development of these parking lots, plus the spaces under construction at Wilson Street and Beech Avenue, will result in a slight net gain in total parking spaces across the CRA district after the angled on-street parking is converted to parallel parking.

Traffic Control Devices

Traffic control devices include both stop signs and traffic lights to manage the flow and safety of traffic at intersections. The Mobility Plan recommends the City to evaluate the current stop sign pattern and all-way stop placement to improve operations Downtown. Currently, multiple all-way stops are placed consecutively at several intersections. Too many stops in row results in non-compliance of the stop sign due to repeated unnecessary stops. On the other hand, long stretches without traffic calming measures, enforcement, or stop signs results in increased speed along the corridors. The placement of the signs should comply with MUTCD. This plan also recommends the MUTCD traffic signal warrant study for Oakdale Avenue and Griffith Ave at the intersections of U.S. 85.

Wayfinding Signs

Directional and identification signage is a critical aspect for downtown navigation and parking for all modes of travel. No matter how much time, effort, and planning goes into a transportation system, it will fail if users are unable to find adequate parking, businesses, and public facilities. The ease at which travelers are able to park nearby and traverse sidewalks to their final destinations impacts the extent to which travelers will use an area and, therefore, its economic vitality. Developing a wayfinding sign plan will help guide motorists and pedestrians to their destination and help promote business access.

Transit

To improve access to Downtown Crestview additional and more frequent transit routes are recommended to connect nearby neighborhoods and provide an alternate mode to travel. People are more likely to use public transportation when it is convenient, frequent, and reliable. It is recommended to work with Okaloosa County's Emerald Coast Rider bus service to determine the additional routes to incorporate into the transportation network.

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5

Implementation

*This plan is not intended to sit on a shelf.
The City of Crestview Mobility Plan includes
projects, policies, and programs that can be
implemented as funding is available and
opportunities present themselves.*

Crestview Moving Forward

The City of Crestview Mobility Plan is more than a finite set of projects. Rather, it is a guide for enhancing mobility throughout the CRA district over time. This section provides a framework for initiating and sustaining implementation independent of the projects that will ultimately build the Future Mobility Network, including interim projects, policies and strategies, as well as programs for optimizing the mobility network for years to come.

Project List

The City of Crestview Mobility Plan sets the 20-year vision for the transportation network in the CRA district. As Crestview continues to grow, the plan will be used to guide investment. **Appendix A** identifies projects to assist the City to realize the goals of the Mobility Plan.

As a complex, living document—meaning many of the projects contain multiple steps and processes—some projects in the plan may take years to progress from plan to implementation. The project list will serve as a framework for annual updates to report progress to the community.

Interim Projects

Interim projects are quick, low-cost fixes to the existing mobility network that can be completed in the short-term, prior to acquiring funding for Future Mobility Network projects. Interim projects include the following:

- Relocate stop sign along Wilson Street's north-bound lane at the intersection of Oakdale Avenue to the on-street parking buffer.
- Enhance one-way signage and pavement markings on Beech Avenue and Pine Avenue.

Policies & Ongoing Strategies

In addition to the physical projects identified for the City of Crestview CRA district, policies and ongoing strategies can provide further guidance and facilitate mobility enhancement over the long-term.

Pedestrian

P1 Prioritize Pedestrian Mobility

Future planning and development in Crestview's CRA district should prioritize pedestrians.

P2 Ensure ADA Compliance

Establish an ADA action plan to incrementally fund improvements to existing rights-of-way and intersections for full ADA compliance.

P3 Require Sidewalks

Require new and redevelopment projects to incorporate adequate sidewalks for pedestrian mobility and safety.

P4 Enhance Crossings

Enhance pedestrian crossings at intersections to make them more visible to motorists. Consider incorporating street art to create more exciting and unique pedestrian crossings.

P5 Provide Pedestrian Facilities

Work with developers to integrate additional pedestrian facilities into projects beyond the right-of-way that further improve the pedestrian experience, such as enhanced landscaping, public art installations, shade structures, and pedestrian lighting.

P6 Develop Pedestrian-Oriented Design Guidelines

Develop design guidelines for Downtown Crestview for new development and redevelopment that supplement the pedestrian improvements identified in this Plan, preserve and complement the historic character in Downtown, and enhance the overall pedestrian experience.

P7 Remove Steps into Buildings

Work with property owners, business owners, the Main Street Association, and other stakeholders to develop strategies for removing steps into buildings and businesses.

Bike

B1 Enhance Bike Awareness

Enhance bike awareness throughout Downtown Crestview by installing wayfinding signage and pavement markings warning motorists of bicyclists.

B2 Coordinate with State and Regional Agencies

Work with state and regional bike advocacy agencies, such as the Florida Department of Transportation, Florida Office of Greenways and Trails, and the Emerald Coast Regional Council, to fund, develop, and connect the multi-use paths identified in this plan to a regional, interconnected bike and trail network.

B3 Provide Bicycle Parking

Provide safe and secure bicycle parking along each street in Downtown Crestview and on public property. Encourage property owners to provide additional bicycle parking for residents and businesses. Consider unique, custom, artistic bicycle racks that reflect the character of Downtown Crestview.

B4 Seek Opportunities to Safely Cross Highways

Work with FDOT to establish safe bike and pedestrian crossings across U.S. 90 and SR 85.

B5 Host Bicycle Education

Host regular bicycle education programs for residents to inform riders and potential riders of the rules of the road and provide safety tips.

B6 Establish a Bicycle Advocacy Group

Establish a bicycle advocacy group for the City of Crestview that encourages bike users and advocates for enhanced bike facilities, amenities, and safety measures.

Transit

T1 Coordinate with the EC Rider Local Coordinating Board

Coordinate with the EC Rider Local Coordinating Board to enhance transit services, including technology enhancements, such as on-transit Wi-Fi and an EC Rider mobile app that tracks buses.

T2 Seek Local Interest for Express Routes

Survey local and regional residents for interest in express routes directly from Crestview to Eglin AFB, as well as other high demand locations in Destin, Niceville, and Fort Walton Beach.

T3 Market Transit Services

Market transit services to employers and tourists for regional travel opportunities and potential cost savings.

T4 Enhance Transit Shelters

Ensure transit shelters maintain adequate shade, transit information, bench seating, trash receptacles, and are regularly maintained.

Vehicular

- | | | | |
|-----------|--|-----------|---|
| V1 | Establish Access Management Standards
Establish access management standards and mitigation strategies to reduce the number of driveways along the highways. Require new development and redevelopment to establish access points from side streets rather than U.S. 90 and SR 85 to the extent feasible. | V5 | Enforce Parking Time Limits
Consider establishing and enforcing three-hour parking limits for on-street parking in Downtown Crestview. |
| V2 | Conduct Warrant Studies
Conduct Warrant Studies per the MUTCD to evaluate potential traffic control devices along Main Street, U.S. 90, and SR 85. Particular attention should be given to stop signs at the intersection of Main Street and Martin Luther King Jr. Avenue, Walnut Avenue, Griffith Avenue, Cobb Avenue, and Bowers Avenue, as well as to traffic signals at the intersections of U.S. 90 and Industrial Drive and SR 85 and Griffith and Oakdale avenues. | V6 | Shared Parking
Coordinate with adjacent property owners to consolidate parking areas into shared parking lots. |
| V3 | Assess Alternatives for Main Street / SR 85 Intersection
Work with FDOT to assess potential alternatives to the Main Street and SR 85 intersection to improve safety, mobility, and connectivity across the intersection. | V7 | Permit Parklets
Allow businesses to convert on-street parking spaces in front of their property into “parklets” for additional outdoor seating or other uses, if desired. |
| V4 | Establish Truck Routes and Delivery Load Zones
Work with property and business owners in Downtown Crestview to establish truck routes and delivery load zones that avoid using Main Street, particularly during business hours. Consider using Wilson Street, Spring Street, and side streets for truck access and delivery to Main Street businesses. | | |

Programs

There are a multitude of programs the City of Crestview can pursue and implement to support multimodal transportation in Downtown. The following are examples of such programs that promote bicycle and pedestrian awareness and safety and that educate the community on the bicycle and pedestrian network.

Bicycle Friendly Communities

The Bicycle Friendly Communities (BFC) program was established in 1995 by the League of American Bicyclists. The BFC program provides a roadmap for improving bicycling conditions within a community and provides recognition to communities that are bicycle-friendly. The two main characteristics of a BFC are safety and convenience.

Bike Education

Educational programs or classes can be an effective strategy for encouraging bicyclists to follow traffic rules and to increase motorists' attention to bicyclists on the road. Additionally, providing educational programs to school-aged children can help encourage safe riding habits and build interest over the long term. Examples of bike education classes that other municipalities have utilized are summarized below.

- **Boston Youth Cycling Program.** The Boston Youth Cycling Program teaches bicycle safety lessons to students in 2nd through 12th grades. Boston Public Schools may apply for this program through the City's Transportation Department. Once accepted, the City provides bikes, helmets, and instructors to the school for a one- to two-week period. These lessons are typically held during gym or physical education classes.
- **City of Mesa Bike Education Classes.** The City of Mesa, Arizona offers bicycle education classes for both adults and kids. The classes cover road safety and protective gear to encourage safe bicycling habits along Mesa's 578 miles of bike lanes. As a bonus, each participant receives free safety gear, including a helmet.

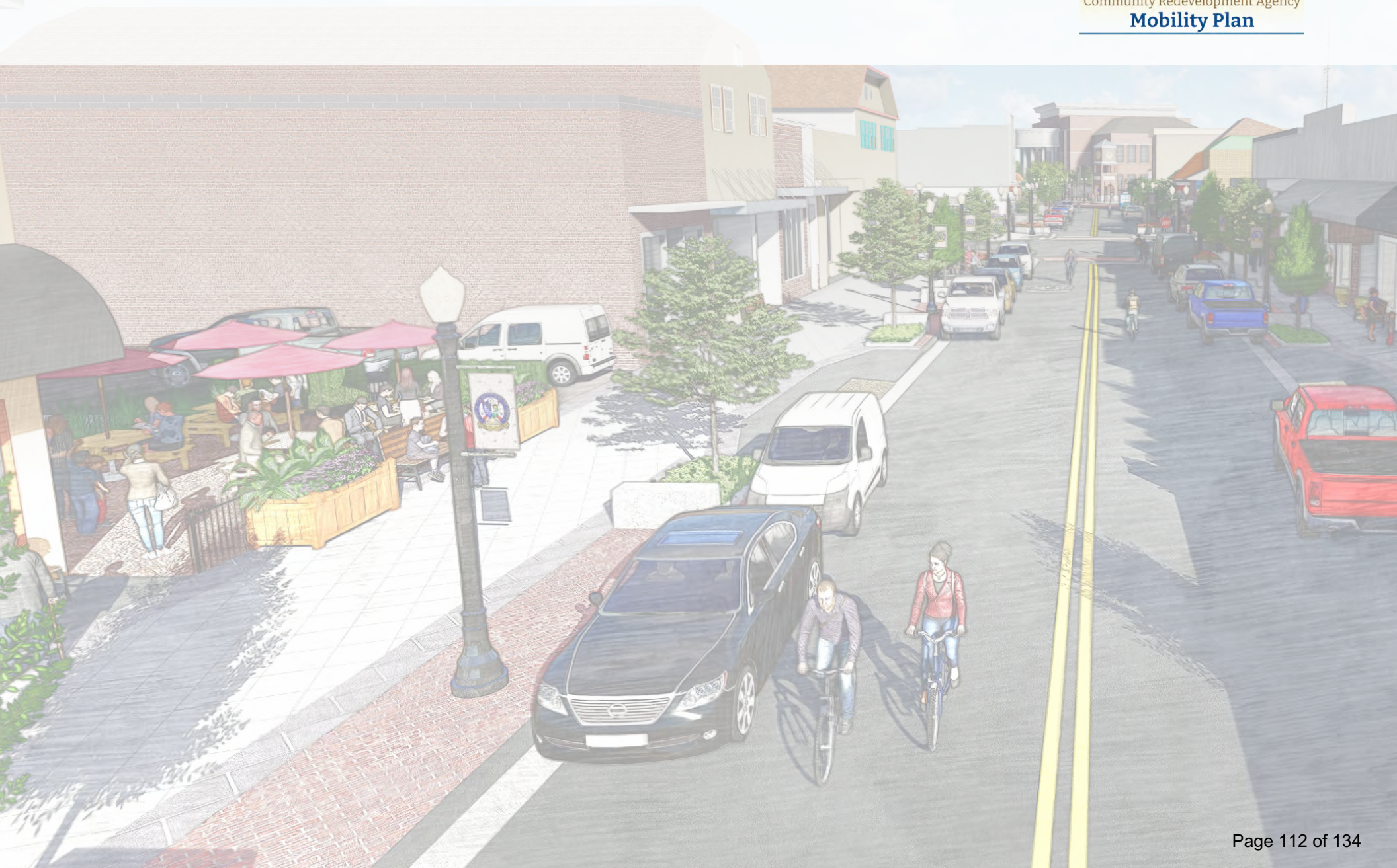
Bike Events

Bike events typically consist of temporarily closing select streets and permitting bicyclists to safely occupy the streets for that period of time. These events provide an opportunity to bring together bicycle enthusiasts from the community and region to socialize, collaborate, and encourage others to participate in bicycling through city streets. Additionally, these events provide opportunities to hold bicycle awareness education for inexperienced riders. The following are examples of bike events that other municipalities offer.

- **Brownsville CycloBia.** Each year, the City of Brownsville, Texas temporarily closes select downtown streets to cars for their CycloBia event. These closed streets permit recreational activities, such as bicycling, without worrying about vehicular traffic interfering.
- **CycloMesa.** CycloMesa is an annual event in Mesa, Arizona held at the downtown Convention Center. This event consists of several activities that promote bicycling and other forms of recreation, including a bicycle scavenger hunt throughout downtown Mesa, a BMX freestyle show, a historic bike tour, and the El Tour de Mesa, in combination with bicycle vendors and kid-friendly festivities.

Bicycle Friendly Business Program

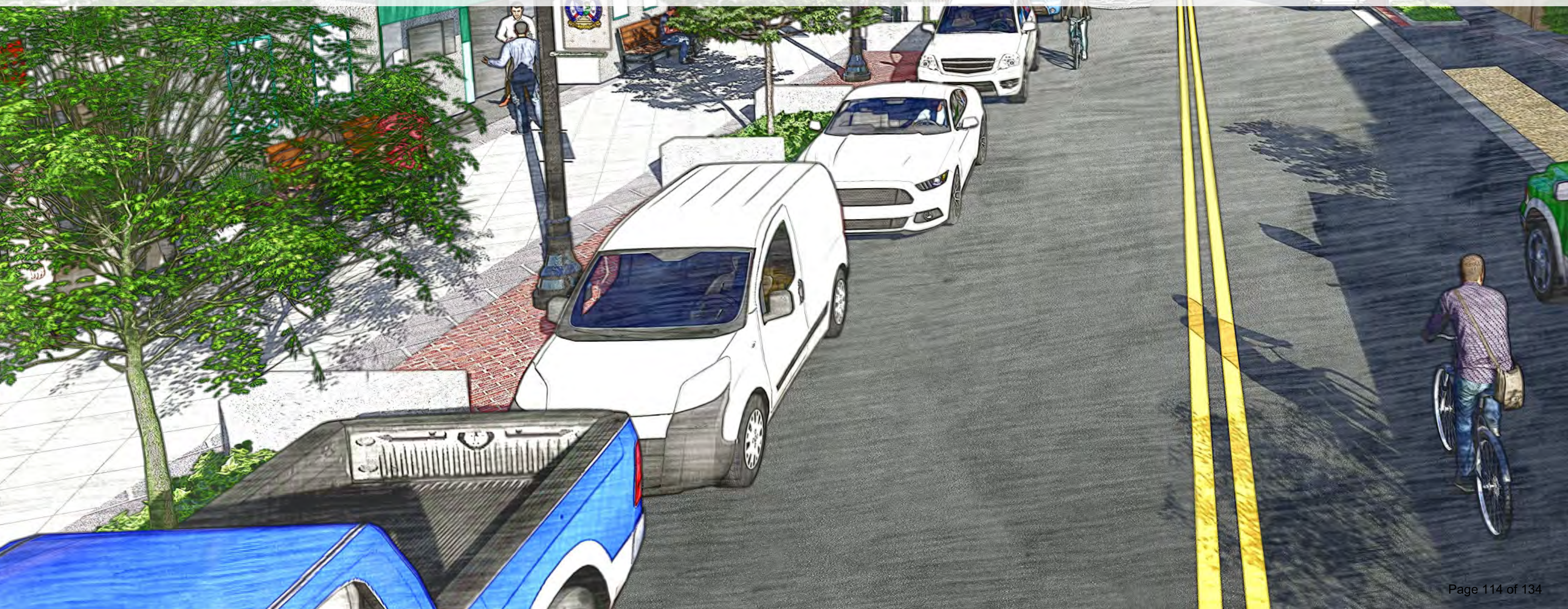
The Bicycle Friendly Business Program is an award system through the League of American Bicyclists. This award system is based on four E's: Engineering, Education, Encouragement, and Evaluation. Businesses that are designated as a Bicycle Friendly Business are recognized through the League of American Bicyclists and receive feedback on how to become more bike-friendly for both employees and customers. Nationally, there are 1,378 businesses recognized through the Bicycle Friendly Business Program, including 135 in Florida.







City of Crestview
Community Redevelopment Agency
Mobility Plan
Appendix A





City of Crestview Mobility Plan Projects

Pedestrian Improvements

- Existing Sidewalk
- Proposed Sidewalk

Bike Improvements

- Proposed Multi-Use Path
- Proposed Bike Lanes
- Proposed Sharrow

Traffic Improvements

- Proposed Street Closure
- Proposed Street Extension
- Proposed Street Modification
- Proposed One-Way Street

Key Projects

- Infrastructure Improvements
- Engineering Study or Master Plan

- Planning Area / CRA District
- Park
- Water
- Highway
- Railroad





Project List

Short-Term : < 5 years
Mid-Term: 5 - 10 years
Long-Term: > 10 years

Project ID	Project Name	Street Name	From	To	Parking	Street Transformation	Pedestrian	Bike/Multi-Use paths	Priority	Status	Magnitude of Cost	Description
1	Cedar Ave at U.S. 90 intersection improvements	Cedar Ave	Cedar Ave	U.S. 90		Modify intersection with U.S. 90 to prevent wrong way movement. (V10)	Reduce intersection crossing distance for enhanced safety		High	Short-term	\$25,000	Extend curb line along U.S. 90 to end of on-street parking along Cedar Ave to reduce incidents of wrong way driving
2	Main St from U.S. 90 to Courthouse Ter Roadway and Streetscape Improvements	Main St	U.S. 90	Courthouse Ter	Convert angled parking to parallel parking, except in front of courthouse.	Construct Main St character area roadway cross-section.	Widen sidewalks; reduce intersection crossing distance to enhance safety; provide streetscape amenities	Sharrow (B9) pavement marking; Add bike parking as part of streetscape	High	Long-term	\$883k - \$1.03M	Develop roadway and sidewalks along Main St consistent with the Main St Character Area; Parallel parking - exception: angled parking remains Infront of court house; Provide streetscape amenities; Add sharrow pavement markings <i>Cost estimate assumes: Platinum Streetscape features for high end and Silver Streetscape for low end; Does not include underground utilities.</i>
3	Main St from Courthouse Ter to Industrial Dr Roadway and Streetscape Improvements	Main St	Courthouse Ter	Industrial Dr	Convert angled parking to parallel parking	Construct Main St character area roadway cross-section.	Widen sidewalks; reduce intersection crossing distance to enhance safety; provide streetscape amenities	Sharrows (B9) and bike parking; Add bike parking as part of streetscape	High	Mid-term	\$1.4M - \$1.7M	Develop roadway and sidewalks along Main St consistent with the Main St Character Area; Provide streetscape amenities; Add sharrow pavement markings <i>Cost estimate assumes: Platinum Streetscape features for high end and Silver Streetscape for low end; Does not include underground utilities .</i>
4	Courthouse Ter Plaza	Courthouse Ter	U.S. 90	Main St		Roadway modification to construct plaza (V1)	Create pedestrian plaza	Add bike parking	High	Long-term	\$690K - \$1.2M	Close Courthouse Ter roadway to vehicular traffic and convert into a pedestrian plaza and public park; Provide small event area, art, and clock tower; Expand Veteran's Memorial; Add bike parking
5	Pine Ave Roadway and Streetscape Improvements	Pine Ave	Main St	Wilson St	Convert angled parking to parallel parking	Construct Pine Ave character area roadway cross-section. (V8)	Widen sidewalks; provide streetscape amenities	Add bike parking as part of streetscape	Medium	Mid-term	\$100,000 - \$200,000	Develop roadway and sidewalks along Pine Avenue consistent with the Pine Avenue Character Area; Provide streetscape amenities; Potential to convert Pine Ave to two-way to improve access and circulation <i>Cost estimate assumes: Minimal streetscape; Does not include underground utilities</i>
6	Pine Ave Parking Lot	Pine Ave Private Lot	NA	NA	Develop public parking lot at the northwest quadrant of Pine Avenue and Wilson Street. (V13)				Medium	Long-term	Need preliminary design and real estate cost	Develop public parking lot at the northwest quadrant of Pine Ave and Wilson St.
7	Wilson St/Hickory Ave / Cedar Ave Roadway Improvements	Wilson St/Hickory Ave / Cedar Ave / Spring St	U.S. 90	Spring St	Provide on-street parking as part of Hickory Ave, Cedar Ave, and Spring St roadway extensions	Extend Hickory Avenue, Cedar Avenue, and Spring Street to U.S. 90. (V2, V7)	Provide sidewalk as part of roadway extension		Medium	Long-term	Need preliminary design	Extend Hickory Ave, Cedar Ave, and Spring St to connect Spring St to U.S. 90; Realign to remove from the six-way intersection with U.S. 90, Main Stt, and Hickory Ave.

Project ID	Project Name	Street Name	From	To	Parking	Street Transformation	Pedestrian	Bike/Multi-Use paths	Priority	Status	Magnitude of Cost	Description
8	Beach Ave Roadway and Streetscape Improvements	Beech Ave	Main St	Wilson St	Convert to angled parking to parallel parking	Convert roadway to two way street (V9)	Widen sidewalks; provide streetscape amenities		Low	Long-term	Need preliminary design	Develop sidewalks along Beech Avee consistent with the Pedestrian Character Area; Provide streetscape amenities; Convert Beech Ave to two-way to improve access and circulation
9	Industrial Dr Parking Lot (West of SR 85)	Industrial Dr Private Lot (west of SR 85)	Woodruff Ave	NA	Develop public parking lot along west side of SR 85 overpass between Industrial Drive and Woodruff Avenue. (V11)		Provide pedestrian crossing from public parking lot to multi-use pathway to Twin Hills Park		High	Short-term	\$310K	Develop public parking lot along west side of SR 85 overpass between Industrial Dr and Woodruff Ave. Consider extending parking lot by vacating Woodruff Ave right-of-way to include with the proposed public parking lot to increase number of spaces. <i>Cost Estimate does not include property purchase or building demo.</i>
10	Industrial Dr Parking Lot (East of SR 85)	Industrial Dr Private Lot (east of SR 85)	Vacant parcels between Woodruff Ave and Industrial Dr	NA	Develop public parking lot along east side of SR 85 overpass between Industrial Drive and Woodruff Avenue. (V3, V12)		Provide pedestrian crossing from public parking lot to multi-use pathway to Twin Hills Park		Low	Long-term	Need preliminary design and real estate cost	Develop public parking lot along east side of SR 85 overpass between Industrial D and Woodruff Ave. Consider extending parking lot by vacating Woodruff Avenue right-of-way to include with the proposed public parking lot to increase number of spaces.
11	Multi-use Pathway to Twin Hills Park	Industrial Dr	Wilson St	US 90			Improved pedestrian connectivity with multi-use pathway	Develop a multi-use path that connects to Wilson Street, Main Street, Twin Hills Park, and U.S. 90. (B3)	High	Long-term	\$206,000	Develop a multi-use path that connects to Wilson St, Main St, Twin Hills Park, and U.S. 90. This multi-use path should continue north along Industrial Dr beyond the CRA district. <i>Cost Estimate does not include trees, streetscape, or roadway improvements on Industrial Dr.</i>
12	Industrial Dr Roadway Extension to U.S. 90	Industrial Dr (east of SR 85)	Brett St	McCaskill St		Connect the two segments of Industrial Drive. (V6)			Medium	Long-term	Need preliminary design to determine cost estimate	Connect the two segments of Industrial Dr to improve access to US 90.
13	Railroad Ave One Way Converion	Railroad Ave	Main St	Wilson St		Convert roadway to one way street (V15)			High	Short-term	< \$1,000	Convert Railroad Ave from two-way traffic to one-way due to the narrow existing roadway width (<20 feet).
14	W. Railroad Ave One Way Conversion	W. Railroad Ave	Main St	Wilson St		Convert roadway to one way (V16)			High	Short-term	< \$1,000	Convert W. Railroad Ave from two-way traffic to one-way due to the narrow existing roadway width (<20 feet).
15	Main St Pedestrian Railroad Crossing	Main St (Railroad Crossing)	Industrial Dr	Railroad Ave		Improved crossing + drainage	Add sidewalk across tracks. (P3)		High	Short-term	\$120,000-\$200,000	Extend the sidewalk along the east side of Main St across the railroad, including a safe pedestrian crossing. <i>Cost estimate assumes: 5' sidewalk crossing tracks with curb and gutter. No change to gate arms, circuitry or railroad house. No new track panels or drainage improvements. Includes Resurfacing of asphalt in railroad right-of-way.</i>

Project ID	Project Name	Street Name	From	To	Parking	Street Transformation	Pedestrian	Bike/Multi-Use paths	Priority	Status	Magnitude of Cost	Description
16	Wilson St Pedestrian Railroad Crossing	Wilson St (Railroad Crossing)	Railroad Ave	W Railroad Ave		Improved crossing + drainage	Add sidewalk across tracks (P4)		High	Short-term	\$120,000-\$200,000	Extend the sidewalk along the east side of Wilson St across the railroad, including a safe pedestrian crossing. <i>Cost estimate assumes: 5' sidewalk crossing tracks with curb and gutter. No change to gate arms, circuitry or railroad house. No new track panels or drainage improvements. Includes Resurfacing of asphalt in railroad right-of-way.</i>
17	MLK Parking Lot	Martin Luther King Jr. Ave - Private Lot	SR 85	Main St	Convert private lot to public parking (V4); Convert roadway to create additional parking area (V14)		Provide sidewalk on Industrial Drive adjacent to the parking lot construction		High	Short-term	Need preliminary design and real estate cost	Convert private lot to public parking. Extend parking lot by converting Woodruff Ave right-of-way into parking area connected to the adjacent private properties.
18	MLK Street Light Improvements	Martin Luther King Jr Ave	Lloyd St	Spring St		Street lighting			High	Short-term	\$133,400	Install additional street lights along Martin Luther King Jr Ave to improve visibility and night time conditions
19	MLK Sidewalk Improvements	Martin Luther King Jr Ave	Lincoln St	Lloyd St			Construct sidewalk on north side of roadway (P1)		High	Mid-term	\$30,268	Construct sidewalk on north side of roadway from Lincoln St and Lloyd St
20	MLK Roadway and Streetscape Improvements	Martin Luther King Jr. Ave	Lloyd St	Spring St	Parking lanes on both sides of roadway	Street lighting + roadway cross-section + drainage improvements (Martin Luther King Jr character area)	Construct sidewalk on both sides of the roadway (P3)	Sharrow pavement markings (B10)	High	Long-term	Need preliminary design	Develop sidewalks along Martin Luther King Jr Ave consistent with the Martin Luther King Jr. Character Area; Add sharrow pavement markings.
21	Railroad Ave Sidewalk Improvements	Railroad Ave (east of SR 85)	Chestnut Bypass/ SR 85	Hathaway St			Add sidewalk on one side of roadway or along tracks (P#)		Low	Long-term	\$20,000	Construct sidewalk along the north side of Railroad Avenue connecting Main St to Hathaway St.
22	Chestnut Ave Sidewalk Improvements	Chestnut Ave	Chestnut Bypass/ SR 85	Griffith Ave			Add sidewalk on one side of roadway (P2)		High	Short-term	\$20,000	Construct sidewalk along the north side of Chestnut Ave connecting Main St to Hathaway St.
23	Walnut Ave Sidewalk Improvements	Walnut Ave (east of SR 85)	SR 85	Griffith Ave			Add sidewalk on one side of roadway (P#)		Low	Long-term	\$20,000	Construct sidewalk along the north side of Walnut Ave connecting SR 85 to Hathaway St.
24	Hathway St Roadway and Sidewalk Improvements	Hathaway St	Chestnut Ave	US 90		Construct Bike Connectivity Character Area	Add sidewalk	Bike Lanes (B7)	Low	Long-term	Need preliminary design	Add bike lanes consistent with the Bike Connectivity Character Area.
25	Hathway St Railroad Crossing	Hathaway St (Railroad Crossing)	Purl Adams Ave	Railroad Ave		Construct Bike Connectivity Character Area; construct crossing	Add sidewalk across tracks (P2)	Bike Lanes (B7)	Low	Long-term	\$350,000 - \$500,000	Add improve roadway crossing and install pedestrian crossing consistent with the Bike Connectivity Character Area.
26	Multi-Use Pathway to Twin Hills Park adjacent to Railroad (North Side of Tracks)	NA	Industrial Dr	Hathaway St				Multi-Use Path (B4)	Low	Long-term	Need preliminary design	Develop a multi-use path connecting Downtown and Twin Hills Park north of the railroad and under the SR 85 overpass.

Project ID	Project Name	Street Name	From	To	Parking	Street Transformation	Pedestrian	Bike/Multi-Use paths	Priority	Status	Magnitude of Cost	Description
27	Multi-Use Pathway to Twin Hills Park adjacent to Railroad (South Side of Tracks)	NA	SR 85	Hathaway St				Multi-Use Path (B5)	Low	Long-term	Need preliminary design	Develop a multi-use path connecting Downtown and Twin Hills Park south of the railroad and under the SR 85 overpass. This will require easement acquisitions.
28	Main St (South) Roadway and Streetscape Improvements	Main St (South)	Industrial Dr	SR 85		Construct Main St South character area roadway cross-section.	Widen sidewalks	Sharrows (B9) and bike parking	Low	Long-term	Need preliminary design	Develop roadway and sidewalks along Main St consistent with the Main St South Character Area; Exception: angled parking remains in front of court house; Provide streetscape amenities; Add sharrow pavement markings
29	Main St at SR 85 Pavement Marking Refresh	Main St (South)	Field Ave	SR 85		Pavement marking refresh			High	Short-term	< \$7,000	Refresh roadway pavement markings on Main St
30	Wilson St Roadway, Streetscape, and Bike Path Improvements	Wilson St	U.S. 90	SR 85		Construct Wilson St Character Area roadway cross-section	Sidewalk improvements	Multi-Use Path (B1)	Medium	Long-term	Need preliminary design	Develop a multi-use path consistent with the Florida Greenways & Trails System Plan and the Wilson St Character Area.
31	Wayfinding Sign Plan	Downtown Crestview							High	Mid-term	Need preliminary design	Develop and implement wayfinding signs for Downtown
32	Main St at SR 85 Traffic Study	Main St (South) / Field	SR 85	Wilson St					Low	Mid-term	Need Project Scope	Conduct intersection study for intersection improvements.
33	SR 85 Mobility and Access Study	SR 85	U.S. 90	Wilson St					Low	Mid-term	Coordinate with FDOT	Coordinate with FDOT to Conduct mobility study and engineering study for SR 85. Evaluate signal warrant study for Griffith Ave and Oakdale Ave. Develop access management plan for intersections and private driveways.
34	U.S. 90 Mobility and Access Study	U.S. 90	Enzor Rd	Wilson St					Low	Short-term	Coordinate with FDOT	Coordinate with FDOT to Conduct mobility study and engineering study for U.S. 90. Develop access management plan for intersections and private driveways.
35	Twin Hills Park Master Plan	Twin Hills Park							Low	Mid-term	Need Project Scope	Conduct Twin Hills Park Master Plan

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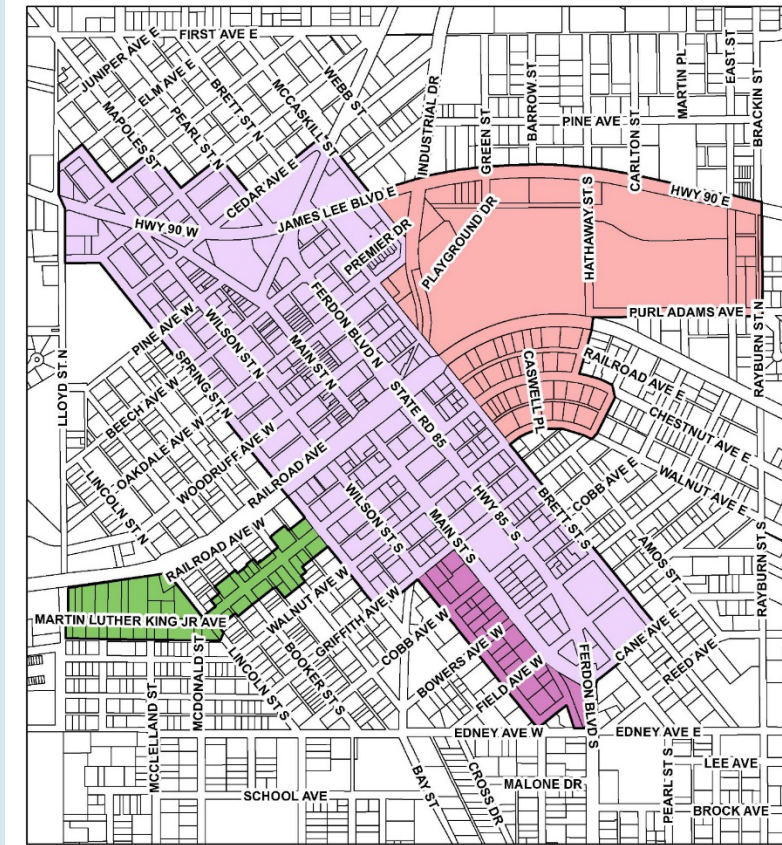
Crestview Community Redevelopment Agency 2020 Annual Report



Elizabeth Roy, CRA Director
cityclerk@cityofcrestview.org
850-682-1560 x 250



CRESTVIEW CRA AREA



CRA PROPERTY VALUES

BASE YEAR:	\$ 12,452,562
CURRENT YEAR:	\$ 33,446,950



CRA 2019-2020 BOARD AND STAFF



Crestview Community Redevelopment Agency
Gateway to Opportunity for a New View of the
CRA

CRA Board of Commissioners

Joe Blocker



Shannon Hayes



Andrew Rencich



Cynthia Brown



Harry LeBeouf, Jr



Margareth Larose



Linda Parker



Nathan Boyles
Chairman
Ad Hoc Member



Elizabeth Roy
City Clerk, CRA Director



CRA Attorney – Jonathon Holloway



CRESTVIEW CRA VISION

“To encourage redevelopment within the district that will enhance the quality of life of the community, while maintaining historical significance.”





CRESTVIEW CRA MISSION

*“To enhance the quality of life through
redevelopment”*





CRESTVIEW CRA STRATEGIC PLAN

In July of 2019, the Crestview Community Redevelopment Agency developed a Strategic Plan to guide the CRA through the remainder of 2019 and into the year 2020 and beyond.

8 focus areas were determined to be the most important moving forward, while staying within the established CRA Plan.

The entire CRA Strategic Plan may be viewed on the Website at:

<http://www.cityofcrestview.org/DocumentCenter/View/1532/2020-Strategic-Planning>

*or a copy may be received by contacting the
CRA Director at
cityclerk@cityofcrestview.org*



CRESTVIEW CRA STRATEGIC PLAN FOCUS AREAS

*Goal 1: To Revitalize the District
Capitalizing on Current Resources and
Recognized Opportunities*

*Goal 2: To Provide Infrastructure for Current
and Future Needs*

Goal 3: Market the District

*Goal 4: Enhance Public and Private
Partnerships*

Goal 5: Enhance the Aesthetics of the District

Goal 6: Expand Activity in the District

Goal 7: Economic Development in the District

Goal 8: Connectivity



CRESTVIEW CRA 2019-2020 FINANCIAL REVIEW

TOTAL ASSETS AS OF OCTOBER 1, 2019	\$	1,151,630.89
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TOTAL REVENUES 2019-2020	\$	379,388.78
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GENERAL FUNDS	\$	157,200.80
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County Donation	\$	50,000.00
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Interest	\$	6,544.80
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FRDAP Refund	\$	100,000.00
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Other	\$	656.00
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TAX INCREMENT FUNDS	\$	222,187.98
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County TIF	\$	76,347.98
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City TIF	\$	145,840.00
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TOTAL REVENUES INCLUDING CARRY FORWARD	\$	1,531,019.67
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EXPENDITURES

ADMINISTRATIVE	\$	7,828.00
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SUPPLIES	\$	114.96
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ADMINISTRATIVE	\$	1,155.22
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DUES/INSURANCE	\$	2,468.00
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CONFERENCE/TRAINING	\$	1,367.32
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SANITARY SERVICES	\$	1,025.00
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LEGAL SERVICES	\$	1,697.50
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CRA PROGRAMS	\$	551,467.55
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MARKETING	\$	9,385.31
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MAIN STREET PARTNERSHIP	\$	50,000.00
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DOWNTOWN BEAUTIFICATION	\$	8,496.00
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GRANTS/INCENTIVE	\$	210,950.00
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PARKING/SIGNAGE	\$	271,064.30
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PARK IMPROVEMENTS	\$	1,571.94
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TOTAL EXPENDITURES	\$	559,295.55
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FUND BALANCE	\$	25,000.00
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TOTAL ASSETS AS OF SEPTEMBER 30, 2020	\$	946,724.12
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CRESTVIEW CRA 2020 Accomplishments

*The future of the Crestview CRA
Is looking very bright for 2021 and beyond...*



*Gateways signs are complete and direct
visitors to the Historic Downtown Area.*



Several improvement grants were awarded in 2020 for upgrades to buildings in the District.



Work is progressing on the new downtown parking lot and will be complete Spring of 2021.

Our CRA Mobility Study has been a major emphasis and will be complete in the Spring of 2021.

