

**HOLISTIC MOBILITY IMPROVEMENTS FOR  
HIGHWAY 30A AND SCENIC HWY 98  
PARKING, PEDESTRIAN, BIKING,  
WAYFINDING, AND SHUTTLE Systems;**





## Team Philosophy

Transportation concerns are the first and last experiences most people have when visiting your area

Our team will maintain this philosophy as we work to improve transportation needs around South Walton County

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#### IV. TEAM STRUCTURE

##### a. Team Organization



Mixed-use consultant  
Corporate Realty

##### DEVELOPER – Owner/ Financier

Structured Parking Solutions (SPS) dba: “as a project specific Florida sole use corporation”  
(Partners in this entity include owners of SPS)

Greg Darden – SPS – Primary Contact

##### Architectural Oversight

Adrian Lovell, Jr., PE, Partner of SPS

##### CONSTRUCTION OVERSIGHT

Joseph Ed Carson, Partner of SPS

##### LEAD DESIGNER

SPS – Bullock Tice Associates

##### ARCHITECT OF RECORD/DESIGN TEAM LEADER

Mike Richardson, AIA, LEED AP BD+C

##### CONSTRUCTION

Lord & Sons Construction

##### Parking Operations - Management

Lanier Parking

##### Master Planning, TDM, Civil Engineering

Volkert Engineering

##### Structural Engineering.

SPS – PTAC Engineering

##### Legal Services

Beggs & Lane

##### Landscape Architecture

Jerry Pate Design

##### Mechanized Parking

CityLift

## Organization Chart

### Team Members

**SPS (Bullock Tice, PTAC, Carson Lovell  
Company, Carson Construction)**

**Volkert Engineering**

**Lanier Parking**

**Lord and Sons Construction**

**Jerry Pate Design**

**Beggs & Lane**

**CityLift**

**The Commission and Citizens**

**Mobility**

What are mobility concerns?

## General understandings



- ❖ **South Walton County and the Scenic 98 and 30A corridor have been “found” creating transportation and mobility problems**
- ❖ **Several parking studies have been commissioned, with similar findings**
  - i. Parking supply is low or in underutilized locations
  - ii. Current supplies can’t keep pace with existing / future demand
  - iii. Much parking is not controlled by County, thusly presenting challenges
  - iv. Some high density developments are under parked
  - v. Growth has outpaced infrastructure in some areas
  - vi. In many areas roads are overburdened
  - vii. Safety is a concern
  - viii. Collectively, these items have created congestion and other concerns
- ❖ **Concerns over public beach accessibility is growing**
- ❖ **Concerns over employee parking and transportation needs**
- ❖ **Concerns over current parking management**
- ❖ **Communities are seeking assistance with parking and transportation concerns**
- ❖ **Available property and funds are minimal**

## Address issues holistically

# Must address mobility issues holistically

- **Parking** – supply, locations, operational characteristics, PTP, developer needs, interactions with other parking areas and surrounding areas
- **Managed parking system**
- **Shuttle systems** – routes, operations, capacity, costs
- **Pedestrian conveyance** – sidewalks, greenways, bike lanes / paths
- **Way-finding program** – effectiveness, improvements
- **Technological improvements** – phone-based applications for parking, shuttles, events, advertising
- **Street improvement** – signals, lane directions and sufficiency, alternate controls
- **Security** – call stations, cameras, pedestrian crossings, etc
- **Civic / public enhancements** – activation of traditionally useless infrastructure

## Our Approach



- ✓ Our approach includes a holistic grouping of transportation and mobility professionals, bringing together master planning, design, construction, finance, and operations within a **single-source of responsibility** team
- ✓ Due diligence is gathered and a **masterplan is developed**
- ✓ The masterplan is first **validated by team design and construction professionals to** verify the plan can be designed and built, and at what price
- ✓ We **develop revenue budgets** from the new transportation system models
- ✓ We **develop tentative financing models**
- ✓ **We verify the masterplan can be designed, built, and paid for,** otherwise we make edits until we have a viable plan
- ✓ **Once we have a viable and implementable masterplan,** we submit all information to County for negotiations, editing, and approval

# Team Concepts and Goals

## Team Concepts and Goals

### As we make improvements to the Mobility system we'll:

- Focus on impactful, meaningful, and immediate improvements
- Secure land for current and future needs to assure beach access
- Focus on easily adaptable and socially acceptable improvements
- Focus on improvements for visitor and citizen benefits
- Focus on safety needs
- Create improvements that don't become obsolete
- Maintain sensitivity to sustainability, ecology, economics, and likeliness for approval
- Maintain sensitivity towards existing communities and citizens
- Utilize and improve existing infrastructure first
- Consider improvements through technologies
- Focus on adaptability to future/new trends – EV, rideshare, autonomous





## Activities To Date

- Our team has followed growth of south Walton County for several years
- Our team was selected from a public solicitation posted by the County
- We've gathered data and due diligence materials over the past 8 months
- We've hosted 4 public meetings (1 in DeFuniak, 1 in Freeport, and 2 at the Annex), presented at 2 additional public events, and met with over 40 stakeholders, groups, boards, and committees
- Posted a public survey to the citizens of Walton County
- Begun tying all mobility teams together to form a single Walton County mobility and transportation committee

## Long-term Masterplan Goals

### Long-term Masterplan Goals and Objectives

- ✓ Improve citizen access to beaches
- ✓ Transition towards remote park and ride opportunities
- ✓ Shuttle system for both public and employee uses
- ✓ Promote ride-share, bike-share, and alternate forms of transportation
- ✓ Improve pedestrian/bicycle pathways and crossings
- ✓ Promote alternative technologies which enhance mobility characteristics
- ✓ Consider code improvements to benefit transportation and safety needs

## County-wide Mobility Team

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- Our team, West Florida Regional Council, 30A Mobility, County Staff including public works and planning, others
- Provides County with a long-term plan and vision
- Coordinates overall mobility needs and improvements
- Assures consistency, holistic approach, and reduces redundant actions and costs
- Provides seamless and maximized services to citizens
- Strengthens grant and other governmental assistance requests

Overall approach and organization of responsibilities

County-wide Mobility and Transportation Committee

Walton County Board of County Commissioners

South Walton Mobility Team

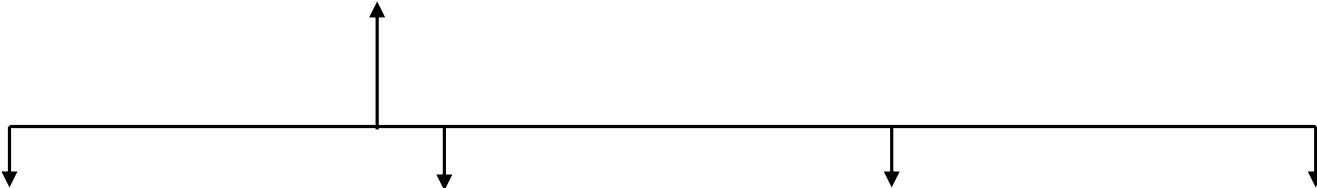
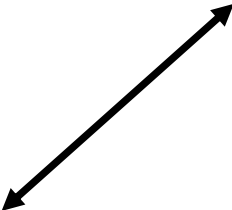
TDC

South Walton Parking Operations

South Walton Shuttle Services

Phone Applications

South Walton Future Improvements





Request for approval of initial  
recommendations

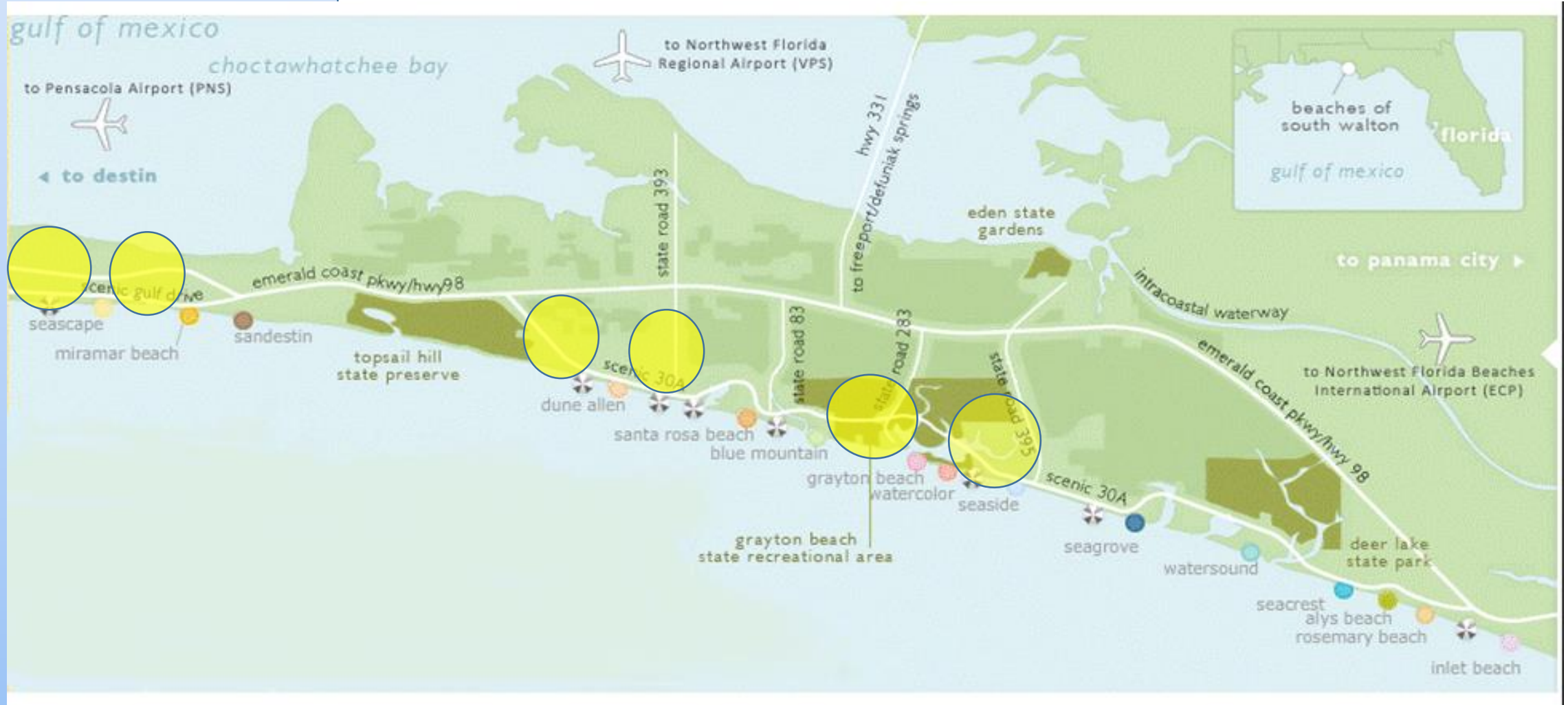
**Requesting permission to move to contract development of  
initial mobility system improvements**

- ✓ Development of a public and employee shuttle programs  
( while working with other groups to assure consistency and eliminate redundancy)
  - ✓ Development of a managed parking system  
(suggested rate structure, to be validated by BCC)
    - 0 – 30 minutes:            free
    - 1<sup>st</sup> hour                    \$ 2.00
    - additional hour        \$ 1.50
    - daily max                \$ 15.00
    - citizens                 \$ 35.00 / annual pass
  - ✓ Development of a phone-based parking and shuttle assistance application
- 
- Pending final requirements placed on programs, it is anticipated these programs are self-sustainable
  - Additional improvements will be brought before the County Commission as supporting data and details are available

## Specific Target Area

### Primary initial goals include:

1. Protect and enhance the citizen's public beach accessibility
2. Assist employees with mobility concerns
3. Collect properties to provide immediate relief and long-term options
4. Start a mobility program than is adaptable with minimal chance for obsolescence



**Scenic Gulf Drive  
Miramar Beach Access (west)**

**+/- 125 new spaces**

**Possible seasonal shuttle**



**Likelihood of possibility - HIGH**



**Scenic Gulf Drive  
Miramar Beach Access (east)**

**+/- 180 new spaces**

**Possible seasonal shuttle**

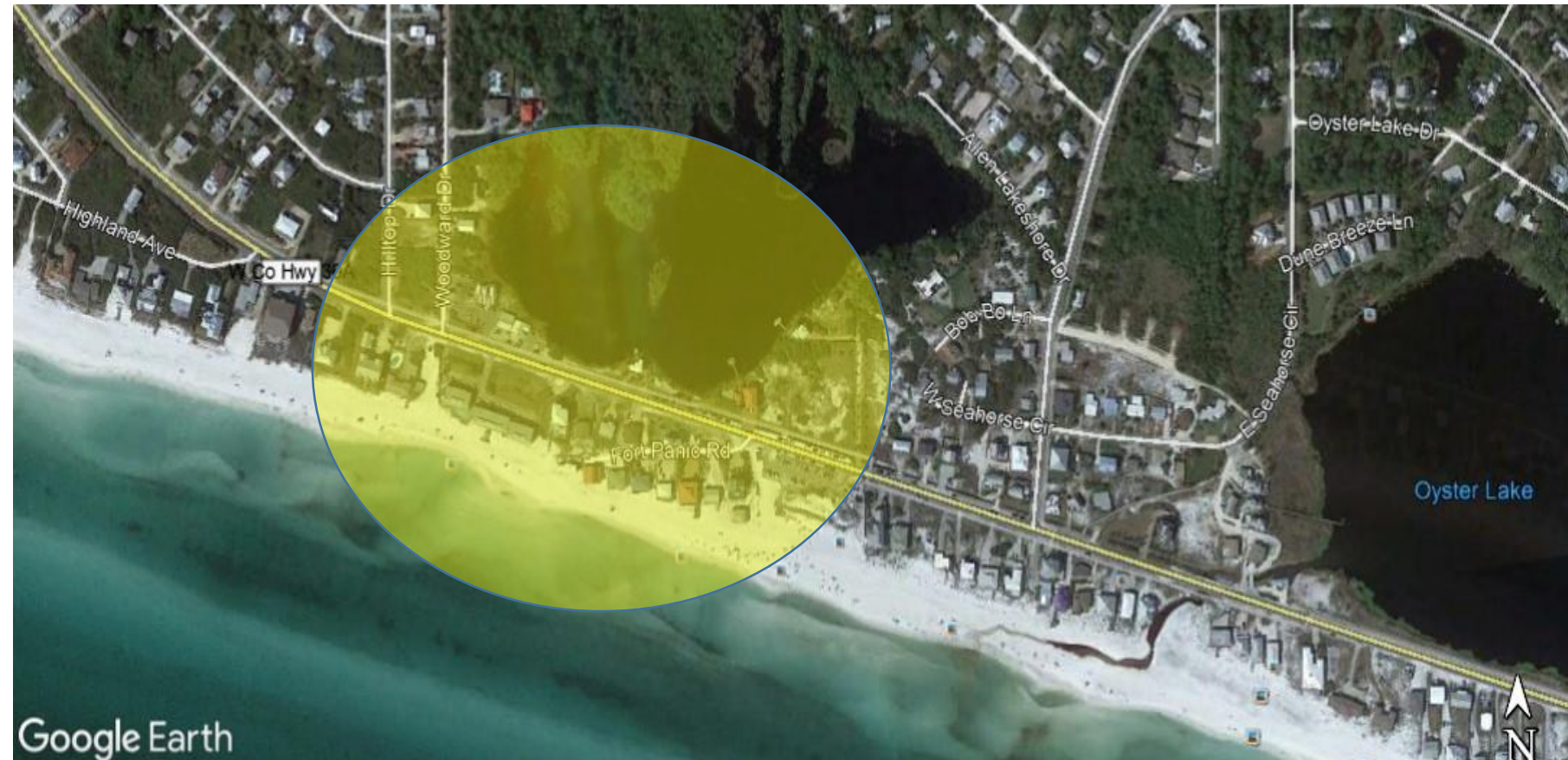


**Likelihood of possibility - MODERATE**



Hilltop Drive  
Fort Panic area

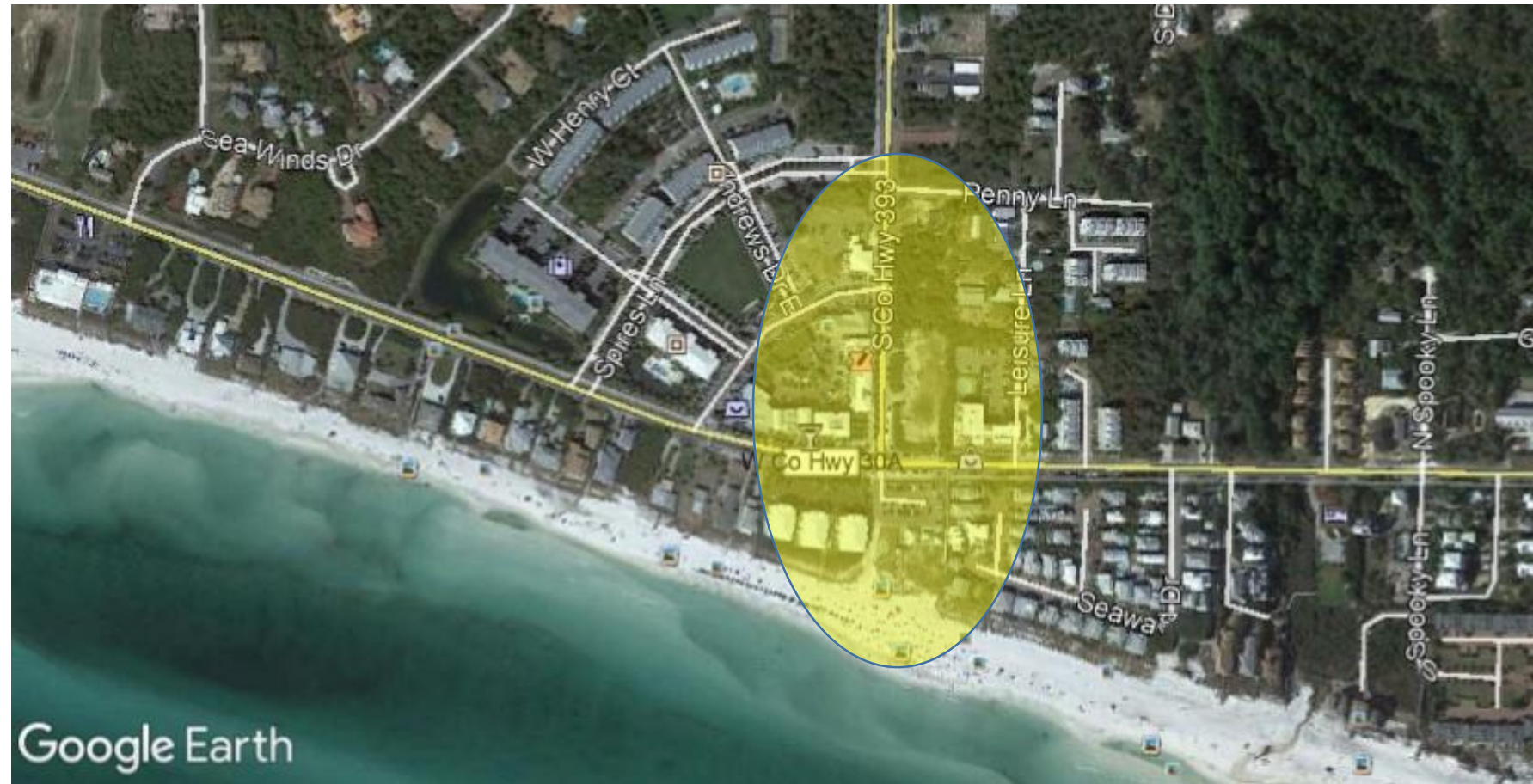
+/- 105 new spaces



Likelihood of possibility - MODERATE

**Hwy 393 & 30A**  
**Ed Walline Beach access**

**+/- 300 new spaces**



**Likelihood of possibility - HIGH**

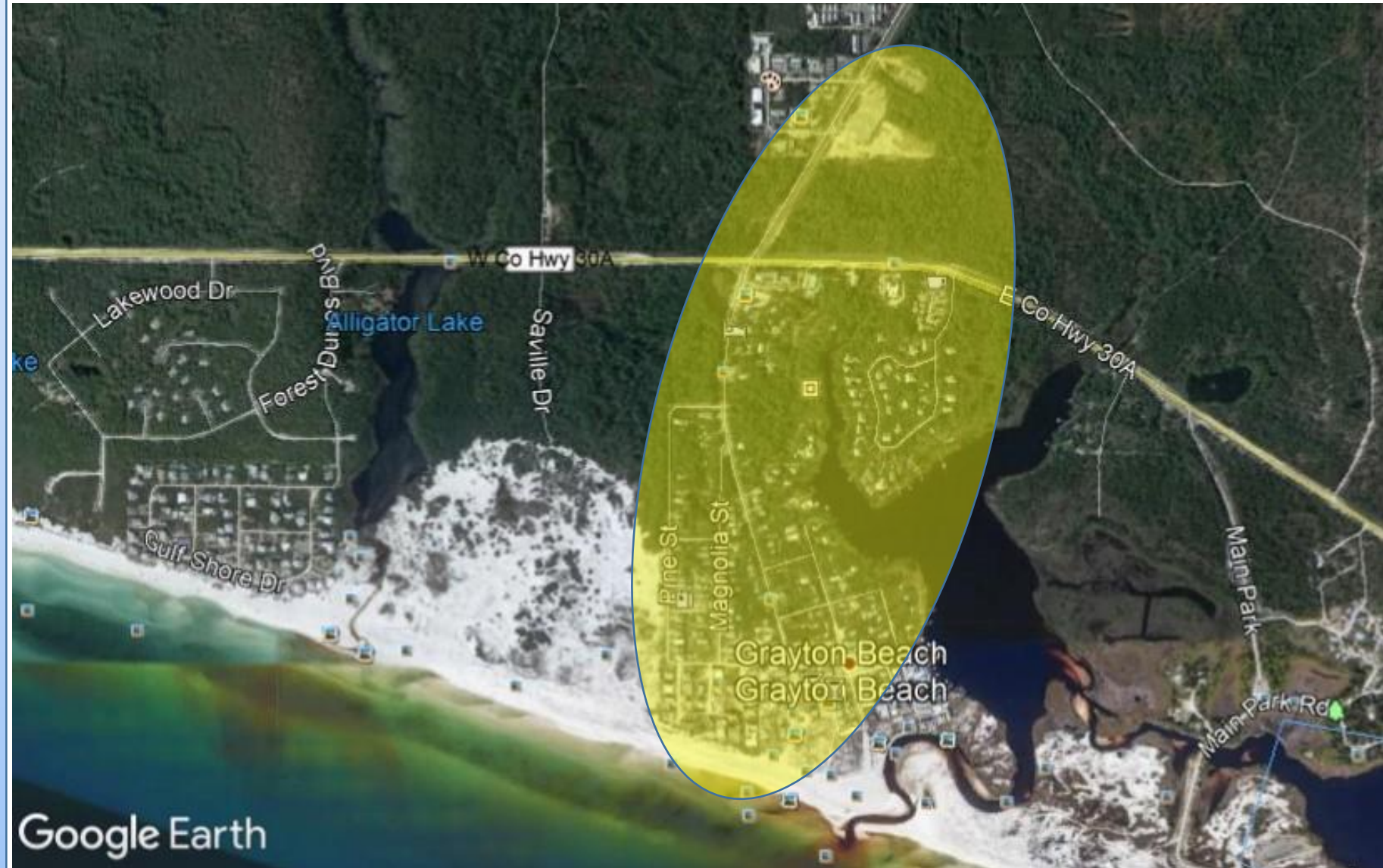


Highway 283 – 30A area  
Grayton Beach

Improvements to 180 spaces

Seasonal public shuttle

Seasonal employee shuttle



Likelihood of possibility - HIGH

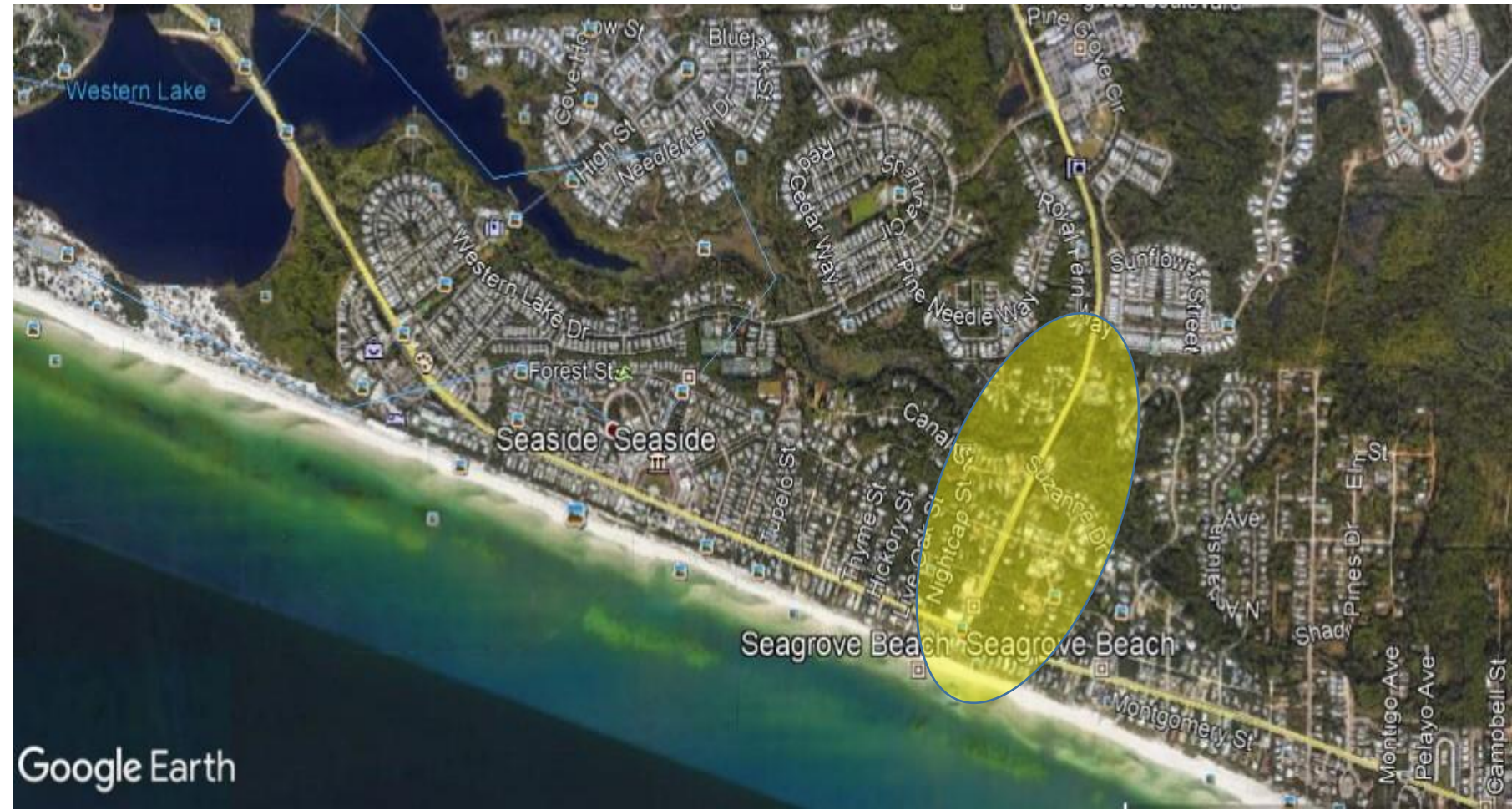


## Highway 395 - 30A area

**+/- 75 new spaces**

## Seasonal public shuttle

## Seasonal employee shuttle



## Likelihood of possibility - HIGH