

9J-5.019 TRANSPORTATION ELEMENT

**WASHINGTON COUNTY, CARYVILLE, EBRO, VERNON, AND WAUSAU
2020 COMPREHENSIVE PLAN**

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2020 COMPREHENSIVE PLAN
Washington County, Florida**

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TRANSPORTATION ELEMENT

WASHINGTON COUNTY, CARYVILLE, EBRO, VERNON, AND WAUSAU 2020 COMPREHENSIVE PLAN

This data and analysis is support data and is not adopted with the Goals, Objectives and Policies.

Section B

I. PURPOSE

The purpose of the Transportation Element is to plan for a multimodal transportation system that places emphasis on public transportation systems for Washington County, the City of Caryville, the Town of Ebro, the City of Vernon, and the Town of Wausau. The Transportation Element will address all public roadways, public roadways, bicycle facilities, sidewalks, multi-use walking trails and intermodal facilities (airports, park-and-ride lots etc.) where available. The Plan will continue to assess the needs for current and future transportation systems, establish policy guidelines for use by staff and decision makers at all levels of government, and set standards for the provision of public transportation facilities. There is a single goal with 16 objectives.

II. INTRODUCTION

The County seeks to provide a multimodal transportation system that is safe, easily accessible to all residents and visitors, energy-efficient, cost-effective to provide and maintain, and capable of serving existing and projected travel demand. In an effort to clarify the requirements of those local governments required to submit a Traffic Circulation Element, the Department of Community Affairs, in September 1999, released a guide that addresses the transportation planning requirements of local governments based upon Rule 9J-5, F.A.C. This guide has been used in the generation of this element.

This Element addresses transportation issues for all of unincorporated Washington County as well as for the incorporated municipalities of Caryville, Ebro, Vernon, and Wausau. While the Element does not describe in detail transportation issues within the incorporated City of Chipley, some mention of Chipley's transportation system is made, as it is the most urbanized center within the County. A detailed examination of transportation issues within the City of Chipley is presented in the separate City of Chipley Comprehensive Plan.

Washington County is a sparsely populated rural county and its residents depend on the automobile as the main mode of transportation. Generally, the County has an excellent transportation system and provides adequate access from all directions. While new development has placed some increased demand on the county highways and parking spaces for commercial development and motels

(especially in Chipley), the overall pace of development in the county remains slow. This does not indicate that future growth will not increase, but the growth rate experienced by some counties in Florida since 2000 has not occurred in Washington County. The lack of economic development in the County and the slow growth in the housing market has failed to bring the influx of traffic generated by new growth. However, as the future offers possibilities for growth and increased traffic circulation for which the County should be prepared.

III. INVENTORY OF EXISTING SYSTEM

The County has begun exploring appropriate methods to address expansion and revitalization of its small rural county road network. This system contains numerous miles of state roads, local paved roads and substandard unpaved roadways. With cooperation between the public and private sectors, emphasis is on proactive paving and resurfacing programs that will result in improved traffic circulation within Washington County and add to the economic development attractors of the county in providing incentives for investors to locate in Washington County.

A. Major East/West Transportation Network

Although FDOT LOS analysis tables include roadway segments located within the City Limits of Chipley, the City operates under its own Comprehensive Plan and an in-depth discussion of those roadway segments is not included in the County's Comprehensive Plan. Table B-1 lists the main transportation corridors within the County along with the appropriate LOSs.

1. The East-West Interstate 10 (SR 8) -- Freeway. This coast-to-coast four-lane limited-access high-speed facility runs through the Florida Panhandle from Pensacola to Jacksonville in the western section, a distance of approximately 330 miles with 17 miles routed through Washington County. The only interchange in the County is #120 at SR 77 in Chipley. No potential location is by the Department of Transportation for an additional interchange. This roadway is a significant feature of West Florida's transportation system.
2. U.S. Highway 90 (SR 10) – Principal Arterial. This is not a coast-to-coast highway, but runs from Van Jacksonville to Van Horn, Texas. Up until the 1920's, portions of the road were known as the, "Old Spanish Trail," and continues to be known as that in most areas. It served as the main route through the Florida Panhandle until the construction of Interstate 10 in the early 70's. The roadway travels through Caryville and Chipley.
3. State Road 20 – Principal Arterial. This state roadway extends through the southern portion of the County from the Walton County line in the west to Bay County in the east. Generally, it serves as the southern county line, but at times wanders completely into Bay County especially in the Econfina Creek area. The only municipality that it goes through in the County is Ebro where it intersects with north/south SR 79.

B. Major North/South Transportation Routes

1. SR 77 – Principal Arterial. Extends from the southern Bay County line north to the Jackson County line, providing routes to Dothan in southern Alabama and Panama City in Bay

County. The road goes through Chipley and Wausau. Except for Chipley, it is a two-lane road in its entirety in Washington County. Some planning has taken place and it is expected to be four-laned at some point in the future as funding becomes available. In Wausau, it is Washington Street and in Chipley, it is called Main Street.

2. SR 79 – Principal Arterial. Provides access through the County from Holmes County to SR 20 and Bay County to the south. The road goes through Vernon and Ebro. The road is currently undergoing a four-lane project from the Bay County line to the Holmes County line. No firm date has been set for completion, but is expected to be complete within 5 – 7 years. It serves as a main route to the Gulf of Mexico and Panama City Beach and is a popular route with tourist traveling from points north. That portion of the road in Ebro is known as Race Track Road and in Vernon, it is Main Street.

There are approximately 113 centerline miles of roads within the Florida State Highway System.

C. County-Paved Transportation Routes

There are approximately 334 additional miles of paved roads in the County. Further information about these roads can be found in Table B-3, Florida Department of Transportation, *2008 Levels of Service for County Roads, Washington County.*

In addition to these major paved County roads, there are other inventoried paved and unpaved roads within the County included in the *Washington County Maintained Roads List* compiled by the Governmental Accounting Standards Board (GASB) research and adopted by policy by the Board of County Commissioners. Many of the paved roads on the list are located within the Sunny Hills Subdivision; all unpaved county roads are located in other parts of the County with most having a functional classification as collector roads. A road that has been surfaced in milled asphalt is not considered paved and is classified as an unpaved road. As roads are paved and accepted by the County, the GASB road list inventory and the 9-1-1 database is updated to reflect the addition of newly paved roads. For planning purposes, newly paved roads that previously existed as county-maintained unpaved roads will be assigned a LOS of D until such time as the level of service standard is determined for the new road by the County Engineer. New roads created as a result of new development in subdivision will also be considered as having a LOS of D until such time as the road is accepted and a LOS standard is assigned by the County Engineer.

Table B-1. Washington County Major Transportation Corridors, FDOT and County Maintained Connector Roads -- 2009

Road Name	Road #	Location	Classification and LOS in ()
I-10	SR 8	East to West over northern part of County	Limited Access Freeway (B)
US 90	SR-10	East to West over northern part of County	Principal Arterial (C)
SR 20(Signalized @ SR77 and SR 79))	SR 20	East to West southern part of County	Principal Arterial (C)
SR 77(Signalized @ SR20)	SR 77	North to South in eastern part of County	Principal Arterial (C)
SR 79 (Signalized @ SR20)	SR 79	North to South in western part of County	Principal Arterial (C)
Vernon-Chipley Hwy	277	Vernon to Brickyard Road, Chipley, US 90	Minor Arterial (C)
Falling Waters Road	77A	Hwy 77 to Clayton Road (CR 276)	Rural Minor Collector (C)
State Park Road	77A	Hwy 77 to Falling Waters Road (on to entrance to Falling Waters State Park)	Rural Minor Collector (C)
Crystal Lake Dr	N/A	Hwy 77 to Crystal Lake	Minor Collector (N/A)
Chain Lakes Road	N/A	Hwy 77 to entrance of Leisure Lake Sub Div.	Minor Collector (N/A)
Old Bonifay Road	166	Hwy 77 to Holmes County line	Minor Collector (C)
Wilderness Road	170	CR 279 to CR 280	Rural Minor Collector (C)
Wright's Creek Road	179	North of Caryville to Holmes County Line	Rural Minor Collector (C)
Orange Hill Road	273	South Blvd (Chipley) to Quail Hollow Blvd	Rural Minor Collector (C)
South Blvd	273	Hwy 277 to Orange Hill Road (CR 273)	Rural Minor Collector (C)
Piney Grove Road	276	Hwy 277 to Clayton Rd (CR 276)	Rural Minor Collector (C)
Clayton Road	276	Hwy 277 to Orange Hill Road (CR 273)	Rural Minor Collector (C)
Alford Road	276A	Orange Hill Road (CR 273) to Jackson Cty	Rural Minor Collector (C)
Cope Road	277	Old Bonifay Rd (CR 166) to Jackson Cty	Rural Minor Arterial (C)
Fanning Branch Rd	277	Holmes Valley Road to Hwy 79	Rural Minor Collector (C)
Pioneer Road	278	SR 277 to eastern city limits of Vernon	Rural Major Collector (C)
Bonnett Pond Road	278A	Mud Hill Road to Hwy 277	Rural Major Collector (C)
Creek Rd	278	Hwy 79 to end of pavement near Dupree Rd	Rural Major Collector (C)
Moss Hill Road	279	Vernon to Greenhead	Rural Major Collector (C)
Douglas Ferry Road	280	Hinson's Cross Road to Hwy 79	Rural Minor Collector(C)
Corbin Road	280	Orange Hill Road (CR 273) to Jackson County line (continues to Hwy 231)	Rural Minor Collector (C)
Brickyard Road	280	Hwy 277 to Sewell Farm Road	Minor Arterial (C)
Shell Landing Road	284A	Shell Landing to River Road	Rural Minor Collector(N/A)
River Road	284A	Miller's Ferry Road to Hinson's Cross Roads	Rural Minor Collector (N/A)
Holmes Valley Road	N/A	Fanning Branch Road to Moss Hill CR 279	Rural Minor Collector (N/A)
Deltona Blvd	N/A	Washington Blvd to Sunny Hills Blvd	Rural Minor Collector (N/A)
Country Club Blvd	N/A	Deltona Blvd to Sunny Hills Blvd	Rural Minor Collector (N/A)
Sunny Hills Blvd	N/A	Hwy 77 to Country Club Blvd	Rural Minor Collector(N/A)
Rolling Pines	N/A	To Hwy 77	Rural Minor Collector (N/A)
Source: Washington County Public Works Department			
Shaded entries denote FDOT Roadways			

County paved roads are maintained by the Washington County Public Works Department by patching potholes, repainting centerlines, sideline striping, installing and replacing road signs in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) standards, mowing shoulders and trimming of bushes and trees along the rights-of-way.

D. Unpaved County Transportation Routes

There is approximately 507 miles of unpaved county-maintained roads. Only roadways that are paved using the County's paving standards are accepted by the county. The development of any clustered platted residential subdivision in excess of six lots is allowed only on existing county paved roadways; up to six platted clustered lots may be placed on county-maintained unpaved roads. Not only do unpaved roads provide a less safe transportation system, but they also deliver harmful sediment loads to streams, rivers, and other bodies of water. Even good maintenance is short-lived as unpaved roads are continuously affected by drought-like conditions, rain-related events, and normal occurring traffic. The frequency of maintenance requires a large investment that often overburdens the financial resources of the County. The County, cooperating with different agencies and the County's grant writer, continues to seek monetary assistance in the form of grants and low-interest loans in order to expand the road paving program for the County. Over the years, some unpaved roads have been abandoned as their purpose for continued existence and maintenance cease. Described in the County's Land Development Code, the procedure requires a public hearing. Abandonment of these unused roads reduces the County's over-burdened maintenance system and allows the abandoned property to become productive as it is returned to the ad valorem tax rolls.

County unpaved roads are maintained by installing and replacing road signs, filling holes, grading, clearing swales to allow for drainage, mowing shoulders and trimming brushes and trees along the rights-of-way. Working with Northwest Florida Water Management and the Florida Department of Environmental Protection, the County inventories, screens, analyzes, and prioritizes unpaved road sediment sources to ensure that impacts to wetland and stream ecosystems are reduced or eliminated.

E. Private Roads

The County provides maintenance on existing private roads only by formal requests from the property owner. Maintenance is on a fee basis as only as time and equipment availability within the Public Works Department allow. The *Washington County Disclosure Ordinance* requires the seller to reveal to the buyer the status of the road with regard to maintenance and how ingress/egress is furnished to any particular parcel of land. During the approval process for new development, the developer must outline a road maintenance plan for newly installed paved roads that will remain private. The developer can make application to the County to accept those roads constructed to County engineered standards, but roadways will only be accepted after any reference to a gated community is voided by the removal of any gates or wording that would infer that the subdivision is private or gated. Newly constructed unpaved roadways will not be acceptable for new residential development, as the County has maintained its policy of no new unpaved roads since 1997.

F. Bridges

There are approximately 60 county bridges within the County road system. The Florida Department of Transportation does inspections of bridges with lengths of 30 feet or more on county-paved roads. Other bridge inspections and maintenance is provided by the County Public Works Department. Wooden bridges are currently being removed and replaced with metal culverts, concrete headwalls, and wing walls. A formal inspection and maintenance program is being established that will ensure the structures are safe to handle the current traffic as well as increases generated by future growth. Bridge maintenance is another component of the county's road network that should be included in the Transportation Plan for Washington County.

G. Rights-of-Way

Well-defined and maintained rights-of-way are important on all roadways. Every attempt is made to secure, at a minimum, easements to provide for a 60-foot roadway. Where necessary, in exchange for the required rights-of-way, the County will purchase and install fencing and replace landscaping that has to be relocated. The maintenance of right-of-ways should also be included in the Washington County Transportation Plan. Signs and other objects (except mailboxes) are prohibited within the rights-of-way of both the state and local rights-of-way.

H. Driveways

In addition to the roadways and rights-of-way that the County is responsible for, there are approximately 104 miles of driveways connecting private property with public thoroughfares that receive regular maintenance from the Public Works Department. If located on a Florida Department of Transportation roadway, driveway permits are obtained from the Florida Department of Transportation. All other newly installed driveways require a permit from the Washington County Public Works Department. ~~Newly installed driveways that are on private roads not maintained by the county will be installed to meet the County levels of service for driveways, with the driveway permitting fee waived.~~ Driveways located on private roadways not maintained by the County are allowed and are required to be permitted only should the County assume maintenance. When that happens, the property owner will be responsible for upgrading the driveway to meet county standards. This requirement will ensure that the LOS standards will remain unaffected should the county accept the roadway as a county-maintained road at some point in the future. By Board of County Commissioners' policy, the first 50 feet of a driveway from the apron of the collector road in toward the property is maintained by the County to ensure uniform road and right-of-way maintenance for development throughout the County.

I. Bicycle, Pedestrian Walkways, and Parking

The West Florida Regional Planning Council (WFRPC), which serves a seven-county region that includes Washington County and the municipalities addressed in this Plan, has an ongoing agreement with the Florida Department of Transportation (FDOT) to plan for the provision of

bicycle and pedestrian facilities in the West Florida Region. As a rural county, there has not been a demonstrated need for bicycle and pedestrian facilities in the past. However, as the bicycle becomes more widely accepted as a means of travel and recreation, the County has reevaluated the desirability for bicycle routes. Walking has become both a tool for healthy lifestyles and a means of recreation. A growing senior population, the climate and terrain, and recent environmental, health, and social trends will all serve as an impetus for development of these type of facilities. Improvements that encourage the use of bicycles and foot traffic will be encouraged by the County, especially in areas where there are schools, commercial shopping areas and employment centers. Conversion to bicycle and pedestrian traffic, especially in the more urban areas, will reduce the number and length of automobile trips.

1. Bicycle Paths. Planning for bicycle paths stems from recognition of the growing number of cyclists in the planning region and the County and a high bicycle/motor vehicle accident rate in the state. Florida Statutes, Section 316.2065, defines the bicycle as a "vehicle" with "all of the rights and all of the duties applicable to the drivers of any other vehicle." As such, FDOT, the WFRPC, elected officials, and transportation planners have an obligation to provide for the needs of cyclists as well as the needs of other road users. Additionally, Section 163.3177 requires the inclusion of bicycle and pedestrian ways in Local Government Comprehensive Plans. The Washington County Land Development Code (LDC) requires the inclusion of bicycle and pedestrian oriented facilities as part of the design of many types of development (i.e., more intense uses), as well as establishes standards.

Developments that are consistent with the newly constructed Falling Waters Bike Path (3.19 miles) shared by the City of Chipley and Washington County will be encouraged.

2. Pedestrian Paths and Sidewalks. The County requires sidewalk construction in conjunction with any new development where newly paved roadways are necessary to accommodate residential units and commercial development. Where the need for such facilities is identified by the Planning Commission, sidewalks may be required to connect residential subdivisions to schools, commercial centers and employment centers.
3. Parking. The existing regulations in the Land Development Code will continue to be followed with regard to parking requirements for new development. New developments will be required provide adequate parking based on professionally accepted standards

J. Evacuation Routes

Although Washington County is not a coastal county and does not have a "coastal population base" to evacuate, the County does play a major role in the evacuation of the coastal areas to safer points north of the Gulf Coast. Table B-5 represents evacuation times within the County.

Table B-5. County Clearance Times Per Hurricane Category (Hours) (High Tourist Occupancy, Medium Response)					
County	Cat 1 Hurricane	Cat 2 Hurricane	Cat 3 Hurricane	Cat 4 Hurricane	Cat 5 Hurricane
Calhoun	24	24	24	30	30
Gadsden	Not Available				
Holmes	6.25	7	7	10.25	10.25
Jackson	5.5	8.25	8.25	11	11
Liberty	Not Available				
Washington	6.25	6.5	6.5	8.5	8.5
Source: Integration Of The Local Mitigation Strategy Into the Local Comprehensive Plan - Washington County Profile, Florida DCA					

Another concern during weather-related events is the safe evacuation of the residents of the County, which when coupled with the evacuees from south of the County, has the potential of putting an inordinate amount of traffic on the Washington County road system. These demands increase time needed to safely evacuate the local population from remote and low-lying areas that are vulnerable to flooding and impassable roads. A portion of the Washington County population evacuating mobile homes and low-lying areas must navigate unpaved roads to reach paved rural collector roads to eventually merge with already traffic laden principal arterial roads. Traffic congestion that occurs in Ebro and Vernon on SR 79 and Wausau and Chipley on SR 77 can drastically slow the evacuation process. The potential for the influx of evacuees during a major storm and the need for an efficient means of moving day-to-day traffic mandates that the County continue to maintain a high levels-of-service standard to ensure safety for both out-of-county guests residents and residents within Washington County.

The following roadways are impacted heavily during coastal hurricane evacuation orders:

- SR 77 (north-south route from Panama City to Chipley and points north)
- SR 79 (north-south route from Panama City Beach to Bonifay and points north)
- SR 277 (north-south route from Vernon to Chipley)
- SR 273 (north-south route from Chipley to points north)
- CR 279 (north-south route from Greenhead to Caryville)
- US 90 (east to west route from Caryville to Chipley)
- I-10 (east to west route across Florida's Panhandle)
- SR 20 (east to west route across southern Washington County)

Much of the direct access to these roadways provides access to only a limited number of residences. The interconnectivity within the local roadway network is sometimes lacking in sustainability especially during rain events and flooding. Not only is roadway failure a possibility, there are a number of bridges that pose of threat for safety and continuance of use. The County will continue to seek funding for road paving and bridge repair/replacement to ensure that a proper levels-of-service is maintained. he importance of coordination with the

FDOT in identifying inadequate facilities, seeking funding, and preparing a work program that will ensure that roadways and bridges function efficiently not only during required evacuations, but in normal daily operation with the pavement of roads receiving top priority as funds for road construction become available. The County will continue to direct population growth away from areas that are particularly vulnerable to hazards such as flooding.

K. Transportation for the Disadvantaged Program

The Tri-County Community Council (a nonprofit organization) serves as the designated provider for the Transportation for the Disadvantaged program in Washington County and works in concert with the West Florida Regional Planning Council (WFRPC). The primary goal of community transportation is to provide people with access to places for work, medical, and shopping so that they can live vital, productive and rewarding lives. It is easy to take such access for granted, yet the lack of transportation resources is a major barrier for many people who are unable to drive or do not have access to a car, and must depend on friends or family to help them meet their basic daily needs. The inability travel often leads to isolation, withdrawal from society and neglect of medical needs, nutritional, shopping, education, and other purposes necessary to lead a healthy lifestyle. Table B-6 presents a summary of the Development Plan for TDSP.

The Washington County Transportation Disadvantaged Service Plan (TDSP) addresses the needs of elderly, disabled or economically disadvantaged people in Washington County, and reflects a careful review of various data, travel patterns, policies, agency responsibilities and funding to define a five-year detailed implementation plan to help meet those needs.

The transportation plan is comprised of four parts:

1. Development Plan. Identifies the long term goals and objectives for the local program based on data presented within that component. The Development Plan includes the Goals and Objectives, which offer accountability and motivation for quality of service from the provider.
2. Service Plan. Identifies the operational and administrative structure, as it exists today.
3. Quality Assurance. Describes the methods utilized to evaluate the services provided by the CTC, transportation providers, and the Planning Agency and discusses the local service standards established by the coordinating board that are used to monitor and evaluate the effectiveness of the system.
4. Cost/Revenue Allocation and Fare Structure Justification. Table B-6 exhibits the financial element of the operation of the system.

**Table B-6. Washington County
2009 Transportation Disadvantaged Service Plan - 2009**

Project	Estimated Cost	Funding Source
Provide rural transportation services in Washington County	\$81,017	U S C Section 531
Purchase replacement (R) or expansion (E) paratransit vehicles to provide transportation for the elderly and disabled	\$23,500 R \$75,000 E \$19,000	U S C Section 5310 U S C Section 5316
Provide transportation services for disadvantaged and disabled citizens in rural Washington County through fuel cards or transportation services by the CTC*	\$26,536	
Provide transportation services for other human services organizations, fare box, donations, and county government through transportation services by the CTC.	\$168,917 \$263,146 \$ 3,000 \$ 700 \$108,000 \$ 1,500 \$ 2,000 \$ 450 \$ 18,775	CTD-TD Medicaid Workforce Older Americans APD Vo Rehab County United Way Fare box
Source: Washington County TDSP 2009 Annual Update Draft * Community Transportation Coordinators		

The program’s challenge includes a large County TD population that is spread throughout the County, creating longer trips. The lack of specialty doctors in the immediate area creates a need for out-of-county trips to other areas that do offer the appropriate medical specialists. There is also a lack of cooperation from medical specialists in scheduling medical appointments on designated transportation days provided for out-of-county trips.

L. Public Transit and Rail

1. Public Transportation System. As the County is rural, public transit services are practically non-existent in Washington County. County residents rely on private automobiles and the arterial road system to get them to places of employment in Vernon, Chipley, Panama City, Marianna, and Dothan, Alabama. The Sunshine Express operated by Transportation for the Disadvantaged sponsored by the Tri-County Community Council has two regular routes within the City of Chipley during the day. The first route begins at 8:50 a.m., and the second route begins at 10:18 a.m., with both routes completed by noon. This service is limited to a three-day a week schedule. While it serves the residents of Chipley, it does not offer any services to any area outside of Chipley. Other transportation can be arranged by appointment with the Council and may be used on occasion for transporting residents into to their employment locations on emergency basis or for medical.

2. Rail System. The CSX railroad runs through Chipley (one quarter of a mile north of the intersection of SR 77 and US 90) and Caryville (one fifth mile north of the intersection of CR

179 and US 90) connecting Washington County to Jacksonville on the east Coast and Pensacola to the west. There is an 11,820 foot-long passing site in Chipley known as the "siding at Chipley," and is one of four used by CSX for train meetings along the Pensacola - Snead's route. All rail crossings over County roads are maintained by CSX. A railroad spur is required to accommodate an industrial plant development within the Washington County Industrial Park located adjacent to Chipley's eastern city limits. The spur will receive raw materials shipped to the plant from outlying areas as well as for shipping the finished product to other parts of the country. Completion of this spur, along with the access road to service the industrial complex will be in 2011. Coupled with the Foreign Trade Zone status, the spur will add to the desirability of Washington County as an economic destination for potential investors.

- 3 AMTRAK. AMTRAK passenger services were suspended following Hurricane Katrina in 2005 and not been restored as of February 2009. Local businesses and the Chamber of Commerce have and will attempt continue to have the AMTRAK connection restored during 2009. The County and Chamber of Commerce are hoping to have this connection restored by 2015. The location of a industrial development in a second industrial park (Washington County Industrial Park) has the potential to create a rail siding that will allow access from the park, providing the County with a strategic point for which to load/unload freight.

M. Airports

The nearest airport is the Tri-County Airport located in Holmes County approximately seven miles northeast of Bonifay. The airport is owned by and operated by the Tri-County Airport Authority, has minimal terminal facilities and provides only light, general aviation service. Commercial aviation is available at Tallahassee Municipal Airport, Panama City-Bay County International Airport, and the Dothan Airport in Alabama. The Panama City Municipal Airport is relocating as an international facility.

The Panama City-Bay County International Airport Authority and Industrial District owns and operates the Panama City-County International Airport. The airport is currently located approximately three miles from the downtown Panama City business district, but by 2010, the facility will move to a new location located approximately 15 miles south of the Washington County line. The new facility is accessed by SR 79 or SR 77 by CR 388. The portion of property that will be dedicated to the airport consists of about 4,000 acres. This area can easily accommodate future expansions as required. The construction operation involves 1,300 acres that have been permitted at the present time. The entire site consists of 4,000 acres that can be used for the airport and all future expansions, Only 1,300 acres have been permitted as of 2009 during the Phase I construction operation. The primary runway will run almost directly north with the flight pattern directly over Washington County.

The Future Land Use Element addresses the requirements for a Special Treatment Zone overlay for Air Installation Compatibility Use Zone (AICUZ) to address coordination with the Panama City-Bay County International Airport.

N. RideOn Commuter Assistance Program

The RideOn Commuter Assistance Program, formerly the Share-A-Ride Commuter Assistance Program, was initiated in Washington County in 1983. The commuter Assistance Program is supported by funds from the FDOT and staff of the West Florida Regional Planning Council. The goals of the RideOn Program are to decrease traffic congestion, air pollution, energy consumption, and costs of commuting to work by reducing the demand for single occupant vehicle travel. The objectives are to increase the number of commuters arriving at work by carpool, vanpool, bus, and bicycle, and to increase the number of commuters who work on a variable hour schedule or work at home. These objectives are accomplished by implementing an array of strategies to influence commuting behavior.

Rideshare incentive programs encourage and assist the formation of car, van, and bus pools. Program activities include assistance in matching people who would like to share rides; coordination with employers to establish alternate work hours thus shifting travel away from peak hour traffic times; and the coordination of land dedication and/or provision of other subsidies for the construction and operation of transportation facilities, including park and ride lots that contribute to the area's overall traffic reduction program.

Park and ride lots are convenient, centrally located places on the home end of the commute trip where people meet to pool together in carpools, vanpools, or bus pools. The Commuter Assistance Program will be the headquarters for employee park and ride lot information and will refer requests for new park and ride sites to the appropriate agency. The County and municipalities should assist in the marketing of the ridesharing program by providing signs designating park and ride lots as needed and as identified by the WFRPC.

The West Florida Regional Planning Council maintains a toll free phone number (1-800-342-5557) for the purpose of matching RideOn trips and providing information on the program. It is recommended that the County continue to support the activities of the RideOn Commuter Assistance Program through its membership on the West Florida Regional Planning Council.

O. Deep Water Port

The Panama City Port Authority was created by a Special Act of the Legislature of the State of Florida to manage the operations of the City's Deep Water Shipping Port. Located in Panama City, it is less than 50 miles from Washington County and has the potential of being an important factor the County's economic development and transportation system. The Port Authority also manages the Port's Industrial District and Foreign Trade Zone. The Port Authority leases a substantial portion of its property to various businesses under operating lease agreements. Coupled with the newly expanded Panama City-Bay County International Airport, the movement of commercial merchandise will expand greatly.

P. Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) was established in 2003 to enhance Florida's economic competitiveness through focusing limited financial resources on those transportation facilities that are critical to the State's economy and quality of life. The intent of the SIS is to create a transportation system that:

- Is made up of statewide and regionally significant facilities and services (strategic) that are consistent with FDOT standards.
 - Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal)
 - Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system). The State controls the levels of service for these facilities.
1. Designated Existing SIS Facilities within Washington County. Existing SIS facilities are those that meet high levels of people and goods movement, generally supporting the major flows of interregional, interstate, and international trips. Washington County's SIS system includes I-10 and CSX rail lines from the Alabama state line east to Jacksonville via Pensacola, Chattahoochee, Tallahassee and Baldwin, and the Amtrak Corridor from the Alabama State Line east to Jacksonville via Pensacola, Chattahoochee, Tallahassee, and Baldwin along the CSX tracks.
 2. Designated Existing Emerging SIS Facilities within Washington County. These facilities are those that meet lower levels of people and goods movement, generally serving fast-growing economic regions and Rural Areas of Critical Economic Concern. The only emerging SIS facility in the County is SR 77 from the Bay County line north to I-10.
 3. Planned Add SIS or Emerging SIS Facilities within Washington County. The FDOT District 3 submitted a request for SR 79 from Panama City Urbanized Area boundary to I-10 in Chipley to be designated as a Strategic Intermodal System (SIS) or Emerging SIS highway corridor. SR 79 is located in Bay and Washington counties and will serve the new site for the Panama City-Bay County International Airport from I-10 to CR 388 to the main airport entrance. As well as serving the airport, it will also provide access to the tourist attractions in the Panama City area. The highway segment meets the Emerging SIS highway corridor criteria based on current traffic levels. FDOT District 3 will be developing updated forecasts to show how traffic volumes may change following the opening of the new airport.

IV. EXISTING TRANSPORTATION DATA REQUIREMENTS

Rule 9J-5.019(2), FAC provides the County's Transportation Element be based upon the following analysis: (1) land use and transportation system interaction; (2) existing and projected transportation system level of service and system needs, including existing and projected intermodal needs; (3) maintaining the adopted transportation level of service standards; (4) consistency between the future land use and transportation elements, and consistency with other transportation plans; and (5) promotion and support of public transportation system in designated public transportation corridors.

A. Future Land Use and Transportation System Interaction

This section is intended to fulfill the requirements of Rule 9J-5.019(3)(d), FAC. An essential basis for planning transportation systems is the Future Land Use Element and the Future Land Use Maps, which shows where roadway facilities may be needed. The criteria for determining the extent of facilities needed are the adopted level of service (LOS) standards. Therefore, the level of service standards contained in this element are directly related to the goals, objectives and policies of the Future Land Use Element as well as all other elements of the Comprehensive Plan. Washington County and the Washington County Planning Commission continually examine the functional relationship between the transportation system and the Future Land Use Maps to ensure that the transportation system and applicable Future Land Use Maps adequately meet the needs of the existing populations and future growth expected in the County. Development permits will only be issued where quality access is provided to ensure a safe, comfortable pedestrian environment as well as efficient movement of motorized traffic.

Washington County is primarily a rural county characterized mainly by low-density residential development throughout the County in areas that have a future land use of Agriculture/Silviculture. This type of land use is not conducive to a public transportation system. There has been no build-out in any of the older subdivisions within the County and none is expected now. New subdivision development is not allowed on any unpaved roads, and the County accepts only newly constructed paved roads as county-maintained roadways. The exception to subdivision is that in the past ten platted lots of one acre or more have been allowed as a clustered subdivision in Agriculture/Silviculture areas on unpaved roads.

Local paved collector roads adequately serve the County's population. Increased traffic on the major arterial roads is seasonal with the destination being vacation areas along the Gulf Coast. The primary roads affected by that traffic is SR 79 and SR 77. SR 79 is presently being four-laned; SR 77 planning has been delayed due to funding. It is expected that traffic will increase significantly on these two roads with the completion of the new Panama City-Bay County International Airport. Elkam Boulevard is an existing partially paved road that has been proposed for expansion to connect SR 77 in Washington County with US 231 in neighboring Jackson County. A feasibility study has been done. This road is part of Florida Landings, a Development of Regional Impact that will be developed as an age-restricted residential

development in the eastern part of the County.

The County's Future Transportation System is presented as Figure B-2. Analysis of transportation and land use maps serves as a basis for determining the need for new roadway facilities and expansions to support planned development and to maintain adopted LOS standards. Analysis of the Future Land Use Map shows that future land use patterns are forecast to generally follow historical patterns. Future traffic should also generally coincide with historical trends.

1. Travel Patterns, Population Characteristics and Growth Trend. Travel patterns and trends for the primary arterial roadways in Washington County are collected by the Florida Department of Transportation. There are no deficiencies of any of these roadways identified in unincorporated Washington County other than one section of SR 77 from the north city limits of Chipley to the south limits at I-10. No new residential or commercial permitting is allowed unless there is adequate ingress/egress from county-maintained roads, whether they are paved or unpaved.

2. Adverse Impact of Development on Unpaved Roads in Land Uses Areas. There may be some advantages to living on unpaved roads, but usually the disadvantages are more pronounced. Increasing densities on unpaved roads promotes further deterioration of the roadway and increases the maintenance requirements and costs. Some private unpaved roads may still exist in the County making maintenance costs on the property owners extremely high. Damages to automobiles caused by fast speeds on unpaved roads are expensive. In extremely dry weather, the roads become hard and become “washboards” or very wavy causing vibration to the vehicle. Deliveries of mail and parcels may be delayed if the road becomes impassable. Dust from the roadways can cause and aggravate lung conditions. Under extremely wet conditions or rain events may cause muddy and slippery roads that cause travel to be impossible or difficult at best. Evacuation is hindered especially during flooding conditions. An unpaved road system means that emergency vehicles may have a more difficult time delivering services to residents. Of special concern is increased isolation that the elderly and Assisted Living residents may experience as a result of living on unpaved roads that have limited services available to them.

To avoid some of this adverse impact to an inefficient unpaved road system, clustered subdivisions on unpaved lots will be limited to 6 residential lots to lessen the impact. Proper 9-1-1 addressing will be required prior to the issuance of any development order so that confusion can be avoided remote areas served by unpaved roads. Emergency

3. Availability of Transportation Facilities and Services to Serve Existing Land Uses. Availability refers to the extent to which the transportation system provides access to serve existing land uses. Access to serve existing land uses requires an efficient network of connections. Roadways, public transit, bikeways, and pedestrian ways are transportation modes that require an extensive network of connections in order to serve existing uses. Due to the rural nature of Washington County, these modes of transportation are not practical except within the urban area of Chipley and Vernon, and to some extent, Wausau. Most residents living in Caryville, Ebro, Wausau, and Vernon

are employed in other areas of the County as opposed to those municipalities. The 2000 Census reveals that the mean travel time to work (the total number of minutes it takes a person from home to work each day), is 28.9 minutes with the Florida average being 26.2. There are no delays within the County between points of departure and arrival.

B. Washington County’s Adopted Levels of Service

Roadway level of service s have been established to ensure that adequate facility capacity for future development is concurrently sufficient with the issuance of development orders and development permits. The definition of Level of Service as taken from the FL DOT Office of Policy Planning glossary, is, “a qualitative assessment of a road’s operating conditions.” For local government comprehensive planning purposes, level of service means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of Service indicates the capacity per unit of demand for each public facility.”

These standards will be established for each roadway link consistent with the facility type, and current Florida Department of Transportation (FDOT) *LOS Analysis for State and County Roadways Washington County, Florida* guidelines which is updated yearly. Level of Service relates to a range of operational conditions on a roadway, based on roadway characteristics and traffic volumes. As volumes increase LOS decreases, unless road improvements are made. The LOS tables (Table B-2 and B-3) illustrate maximum traffic volumes for a range of levels of service on roadways with various characteristics.

1. Standard Descriptions of LOS Standards. The LOS standards for all major road segments (facilities) shall be consistent with the letter standards per the descriptions shown below. The overall intersection LOS standard is the same as the segment (facility) standard. Where different LOS standards apply to different legs of an intersection, the overall intersection LOS standard will be “D.”

Table B- 7. Standard Descriptions of LOS Standards	
LOS A	Highest LOS, which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal
LOS B	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension
LOS C	Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience noticeable tension while driving;
LOS D	Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay, and hence, decreases in speed. This may be due to adverse signal progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing
LOS E	Represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is

	frequently a contributor to this condition
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2. Functional Classification Groups. Major thoroughfares are categorized into functional classification groups according to the character of service they provide. The four functional classification groups for urban areas are principal arterials, minor arterials, collectors and local streets. The extent and degree of access control is a significant factor in defining the functional classification of a roadway. Regulated limitation of access is necessary on arterials to enhance their primary function of mobility, while the primary function of local streets is to provide access. The functional classifications of major thoroughfares are defined in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 1990.).

The current FDOT Functional Classifications of arterial and collector roadways is shown on Figure B-1 the Existing Transportation Map located at the end of the Goals, Objectives and Policies.

<u>FDOT Functional Classifications</u>	
Principal Arterials	The principal arterial system serves the major centers of activity and the highest volume traffic corridors of urbanized areas. Principal arterials typically serve longer distance trips. Although principal arterials constitute a small percentage of the total roadway network, they carry a high proportion of the total urban area traffic. The principal arterial system also carries most of the trips entering and leaving the urban area. Service on principal arterials is normally continuous with relatively high traffic volumes, long average trip lengths, and high operating speed. Service to abutting lands is typically subordinate to the provision of travel service and major traffic movements.
Rural Principal Arterials	The rural principal arterial system consists of a network of routes that provide for movements between urban areas. The system provides for corridor movement with trip density suitable for substantial statewide travel. In more densely populated states, this class of highway includes most heavily traveled routes that might warrant multilane improvements. The rural principal arterial system includes most existing rural freeways. The rural principal arterial system is stratified into two design groups consisting of freeways and other principal arterials.

Minor Arterials	The minor arterial system interconnects and supports the principal arterial system. It accommodates trips of moderate lengths at a lower level of mobility than provided by principal arterials. Minor arterials provide continuity among communities and may carry local bus routes. Ideally, minor arterials do not penetrate identifiable neighborhoods. The spacing of minor arterials is typically not much greater than a mile in developed areas.
Collectors	The collector street system provides vehicular access to and mobility within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that it penetrates neighborhoods and distributes trips from arterials to their ultimate destinations. Conversely, collectors also channelize vehicular traffic from local streets onto the arterial system. The collector street system may carry local bus routes. Service on collectors has relatively moderate average traffic volumes, average trip lengths and average operating speeds.
Local Streets	The local street system comprises all roadways not in one of the higher systems. It provides direct access to all land uses and densities and provides and connections to the higher roadway systems. It offers the lowest level of vehicular mobility and usually only contains private vehicular travel except for school buses and delivery vehicles. Service on local streets has relatively low average traffic volume, short average trip length, and minimal through traffic.

3. Summary of LOS and Needs. The FDOT LOS data provided in Tables B-1 and B-2 show that all roadway segments within the unincorporated portions of Washington County are operating at level of service levels of either A, B, or C and are not expected to exceed the adopted Level of County's concurrency management system should ensure that roadway LOS standards continue to be maintained.
4. Deminimus Reports and Road Deficiencies (Chipley). Because the region surrounding Washington County and the general area of West Florida has experienced slower growth than central and southern portions of the state, congestion is not currently a major problem in the County. The *2008 Evaluation and Appraisal Report* erroneously reported a section of SR 77, north of the Bay County line was deficient, but there is only one section of SR 77 that deficient. That FDOT roadway segment is currently operating at a LOS Level D is the segment of State Road 77 located from Interstate 10 to the northern city limits of Chipley. This segment, shown in Figure B-4, is affected by increased traffic generated by new commercial development located around the Interstate exit at SR-77, as well as by commercial development located on SR-77 between the Interstate and the core area of the City of Chipley. These deficiencies are identified by using the Department of Transportation "Generalized Level of Service Tables" and annual traffic counts LOS on several segments within the City is projected to drop to level E and F in the years 2010 and 2015. The City will work closely with FDOT to develop a roadway improvement strategy

for this segment. As these segments fall within the City Limits of Chipley, they are not addressed in detail in the County's Plan with the City filing the required de minimus report with the Department of Community Affairs. The de minimus report for the County shows no deficiencies.

5. The FDOT's Level of Service (LOS). FDOT's LOS analysis utilizes Generalized Table 5-6 in the FDOT's 2008 *Level of Service Handbook* and is reproduced as Tables B-2 and B-3. This table shows the generalized annual average daily volumes for Florida's rural undeveloped areas and cities or developed areas less than a 5,000 population. Table B-7 provides an explanation of column headings in the LOSs.

The FDOT's 2008 state and county LOS analysis is reproduced in Tables B-2 and B-3. FDOT's generalized standards are consistent with the LOS requirements of 9J-5 and are used to analyze and project level of service volumes for state roadways and selected county roadways within the County's transportation system. Other information provided in FDOT's LOS tables includes: the functional classification of the roadway, the facility type, the total number of signals on the segment, the number of signals per mile, the segment length, the LOS area, the LOS standard and corresponding maximum allowable volume for the segment, the FDOT count stations for the segment, the current Annual Average Daily Traffic (AADT) count for each station, the historical counts and corresponding LOS.

Table B-2 for state roadway segments reproduces FDOT's historical counts for each segment beginning with 1997 (in most cases), and the latest available counts and forecasts of traffic to the years 2017.

~~The FDOT's 2008 *LOS Analysis* explains that the 2012 and 2017 projections for state roadways are based on one of two methodologies: historical growth or a simple two percent annual increase. In cases where historical growth was used, the difference between the 1998 and 1988 counts was determined. This number was divided by eleven (the number of years between counts) and an average annual increase was determined. This number was added to the 1998 count to achieve the 2000 and 2005 estimates.~~

~~If the counts for state roadways were lower than the 2008 counts or if the difference between the two was unreasonable, a simple two percent annual increase was used to estimate the year 2000 and 2005 volumes. Two percent was used as the annual growth factor as it reflects the average annual increase of traffic volumes in Washington County. This two percent annual growth factor was used in Table B-5 for County roadway projections due to the lack of sufficient historical count data. Utilizing the same FDOT methodologies explained above, WFRPC calculated volume projections for the year 2010 and inserted them in FDOT's tables B-4 and B-5. Volume projections for the year 2010 were provided so that the planning period addressed by the Transportation Element coincides with that of the rest of the Plan.~~

6. Transportation Concurrency. Concurrency is a growth management concept intended to ensure that the necessary public facilities and services are available concurrent with the impacts of development. To carry out transportation concurrency, local governments must define what constitutes an adequate level of service and measure whether the service needs of

a new development outrun existing capacity and any scheduled improvements in the capital improvements element.

To test transportation concurrency, the projected number of trips generated by the proposed development shall be subtracted from the available capacity for the impacted roadway segment(s). If the demand is less than the available capacity on all roadway segments impacted by the project, then the project meets the test for transportation concurrency. Washington County may satisfy the transportation concurrency requirement by basing this transportation concurrency management system upon an adequate five-year capital improvements program. The funding system must be financially feasible and based on currently available revenue sources. The five-year schedule must include the necessary improvements needed to maintain the adopted level of service to serve proposed developments. The schedule must include a date of commencement of construction as well as an estimated date of project completion. Construction must commence no later than the end of the third year of the five-year program. A provision that a plan amendment for Capital Improvements schedule must be required to eliminate or delay the construction of any facility needed to maintain the adopted level of service standard.

7. Frequency of Accidents. Analysis of accident locations analysis is critical as it provides a tool for the County, municipalities and state to use in the recommendation for appropriate safety measures. Accident frequency along with roadway performance can be used to prioritize future roadway needs.

An example of the benefits of being able to identify high-accident locations can be demonstrated from information gathered in Table B-8. As a result of the information appearing in this table, the two highest locations for accidents have been provided with a signal light. The intersection of SR 20 and SR 79 has been fitted with a traffic signal that allows a smoother safer flow of traffic through the Town of Ebro, as has the intersection of SR 77 and Lost Lake Road in Chipley.

Table B-8. High Crash Rate Sites in Washington County - 2002 - 06			
Accident Locations	No. of Crashes	Bodily Injury	Property Damage
SR 20 and SR 79 (Ebro)	54	87	15
SR 79 and Jackson Street (Vernon)	11	7	6
SR79 and SR 279 (Vernon)	9	3	6
SR 77 and Lost Lake Road (Chipley)	13	15	5
Source: FDOT - Crash Analysis Reporting System for State Roads			

The Florida Department of Transportation's crash documents (reports, schedules, lists, or data) have been compiled from information collected for the purposes of identifying, evaluating, or planning safety enhancements. These products identify information used for the purpose of developing highway safety construction improvement projects which

may be implemented utilizing Federal-aid highway funds.

8. FDOT's 5-Year Transportation Plan for Washington County. Table B-9 list the projects currently in the 2008-2013 in FDOT's five-year work plan dated March 3, 2009. The County's Capital Improvements Element schedule has incorporated FDOT's Work Program resulting in a prioritized list of transportation projects for the County's roads, bridges, public transportation, maintenance, planning, research, and other transportation related projects.

Basically, the FDOT Work Program is the list of all of the projects that the FDOT plans to develop, implement and fund over a five-year period. It lists the projects by phases and shows the dollar amount that is associated with each of those projects. Each year, the Executive Committee reviews the Work Program and looks at funding levels for maintenance, right of way, capacity projects and for the Florida intrastate highway system, making adjustments as they deem necessary. FDOT funds are limited, budget constrained and is category specific. An important factor in programming is that, by law, 50% of the funds that are available to fund capacity projects are to be set aside to be spent on Florida's intrastate highway system which includes all of the interstates.

Table B-9. Florida Department of Transportation 6-Year Transportation Plan for Washington County Fiscal Year 2010 – 2014						
Project Phase Code:	PE = Project Engineering INC = Incentive	ROW = Right-of-Way RRU = Railroad Utilities	CST = Construction HWU = Highway Utilities			
Name of Project	2009	2010	2011	2012	2013	2014
COUNTY ROAD SYSTEMS						
CR 166 Alligator Creek Bridge	CST \$159,181					
CR 166 Old Bonifay from E of Alligator Creek to SR 77		CST \$428,340				
CR 173 Bethel Rd From CR 280 Douglas Ferry To Holmes County Line		CST \$622,908				
SR 277 Vernon Hwy from SR 79 in Vernon to SR 10 (US90) Chipley	CST \$7,647,828					
CR 278a Bonnett Pond From Mudhill Road To CR 278 Pioneer Road	CST \$352,243	CST \$288,175				
CR 284a Shell Land. From CR 284 Miller Ferry To End Of Pavement		CST \$739,431				
CR 77a Falling Water I-10 Bridge Railing Safety Improvements	PE \$30,000	CST \$94,207				
Duncan Community Rd Over Flat Creek Bridge No.614131		PE \$334,147		CST Spt \$96,903		CST \$1,264,735
Farrell Nelson Road Over Flat Creek Bridge		ROW		CST		

No. 614138		\$114,312		\$1,260,538		
River Road Over Gum Creek Bridge No.614134		PE \$738,905		ROW \$77,950		CST 2,559,332
SR 77						
SR 77 From Bay County Line To North Of CR 279 – Emerging SIS		PE \$53,177				
SR 77 From S CR 276 Clayton Rd To N Of Blue Lake Road -- Emerging SIS		PE \$89,032	PE \$23,047			
SR 77 From SR 273 Glenwood Ave To Jackson County Line – Emerging SIS		PE \$319,097	PE \$402,432			CST \$2,055,762
SR 77 Main Street From CR 77a Falling Wtrs To SR 273 Glenwood Ave		PE \$319,097	HWU \$20,000	CST \$1,537,517		
SR 79						
SR 79 from CR 279 Pate Pond Road to N of Cypress Creek Branch		PE \$28,124				
SR 79 From N Cypress Creek Br. To Holmes County Line -- SIS Connector		PE \$251,303				
SR 79 From N Environmental Road To Strickland Road – SIS Connector		ROW PE CST \$17,253,493	CST \$1,695,949			
SR 79 From N Of Mill Branch Br. To N Of Reedy Branch Br. – SIS Connector		PE \$5,269 ROW \$35,091	ROW \$8,108,555			
SR 79 From Strickland Road To N Of Mill Branch Br. – SIS Connector		ROW \$40,360	\$ N/A			
SR 79 Holmes Creek Bridge Bridge No. 610008 SIS Connector		PE \$171,610 ROW \$6,633,422	\$35,252,911 CST			
State Park Rd SR 77 Falling Waters Entrance			CST \$240,000			
Washington County Pavement Markings 2009 Economic Stimulus			CST \$480,000			
Source: Florida State Department of Transportation, Five Year Work Program 2009- 2014 (Website)						

9. Access Management System. Access management is critical to insure that roadways continue to function in the manner for which they were designed. Good access management can reduce or eliminate the need for more traffic control devices to be installed in developing areas, and assists to insure smooth uninterrupted traffic flows, thereby preserving adopted LOS standards.

Washington County has adopted an Access Management System as part of its Land

Development Code and this system will be continued into the future. A key component of this system are the designated Controlled Access Roadway Segments" which are presented and adopted as part of this element of the Comprehensive Plan (see Figure B-3). Within these designated areas, roadway access from adjacent residential as well as commercial areas is limited to a specific number and distance from one another to provide for future separation between local and through traffic. This Access Management System also serves as a direct linkage between the development of future land uses and the traffic circulation system that serves to support coordinated planning and development of both.

C. Funding and Operational Responsibility

Transportation funding is crucial to land use and development and transportation concurrency. Further, it is important to consider the rising cost of construction, and the corresponding increase in roadway when delays in construction become necessary. The Washington County Board of County Commissioners and Florida DOT, the two agencies responsible for the state and county roads and the other agencies throughout the state receive most of their funding from the same sources – mostly federal, state, county and local taxes on motor fuels. State and federal grants have been and are expected to be the largest financing tool for County roads.

1. State Road System (Principal or Minor Arterials). Construction and operational responsibility for the State Road System in Washington County is in the domain of the Florida Department of Transportation (FDOT) who primarily determines new construction and major improvement needs. Funding for operation and maintenance of these roadways is provided by the State.
2. County Road System (Classified as rural major or rural minor collectors). The Washington County Public Works Department has operational responsibility for the county road system, including some facilities located within the municipalities. Those roads are listed in the GASB County Roads List. Funding for improvements to the county road system is derived from a combination of state and local revenue sources. Maintenance and improvement of the County secondary road system is funded primarily through fuel taxes which are collected by the State and returned to the County. As growth expands for the County, public-private partnerships under the proportionate fair share provision outlined in the Land Development Code will be a funding source of transportation improvements. Funding comes from state and local revenue sources, grants. The County will continue to apply for grants from the following sources:
 - a. Small Counties Road Assistance Program (SCRAP). The purpose of this program is to assist small county governments in resurfacing and reconstructing county roads. Per Section 339.2816, F.S., the term “small county” means any county that has a population of 75,000 or less according to the 1990 federal census data. Small counties shall be eligible to compete for funds that have been designated for the Small County Road Assistance Program for resurfacing or reconstruction projects on county roads that were part of the county road system on June 10,

1995. Capacity improvement on county roads shall not be eligible for funding under the program. This program is fully funded by the FDOT including any supplemental agreements and overruns.

- b. Small County Outreach Programs (SCOP). This program is funded by revenues generated from the seven percent service charge on local option fuel taxes. Per Section 2818, F. S., the program is designed to assist small county government in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads.
- c. Community Development Block Grant (CDBG). The Community Development Block Grant Program is a federal program that provides funding for housing and community development. In 1974, Congress created the program by passing the Housing and Community Development Act, Title I. The programs is intended to the national objectives of the program are to benefit low- and moderate-income persons; prevent or eliminate slum or blight; and address urgent community development needs. The program is administered and funded by the United States Department of Housing and Urban Development.
- d. Small County Incentive Grants Program (SCIGP). This grant is to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. To be eligible for consideration, projects must be consistent, to the maximum extent feasible, with and local government comprehensive plans.
- e. Economic Development Transportation Funds (EDTF). This program is funded by the state legislature as an inducement for the location, expansion, or retention of qualified business and industrial projects to Florida. Application can be made by the county or municipalities to the state of Florida to fund the cost (up to \$2,000,000) of transportation projects (access roads, road widening, grade crossings, traffic signalization, etc.) necessary for the location, expansion, or retention of a qualified business or industry in Florida.
- f. Florida Forever Grants. The Florida Forever Act provides for land acquisition to protect environmentally significant lands, to protect ground and surface water, to provide high quality recreational opportunities in urban areas, and to help local governments implement their comprehensive plans. Although this program has been temporarily suspending due to funding constraints, the County will continue to monitor should funding be reinstated sometime in the future.
- g. Transportation Regional Incentive Program (TRIP). The Bay, Gulf, Holmes, and Regional TRIP partnership was created in 2005, by an interlocal agreement using Chapter 163, Florida Statutes as its basis. The new legislation authorized one or more TPO and one or more contiguous counties that are not members of a TPO,

to enter into agreements to coordinate transportation plans and policies. This transportation partnership was formed in response to a growing statewide awareness that transportation has become more regional in nature. Rapid growth and development has expanded across city limits and county boundaries. Roads that once primarily connected nearby towns now serve as major commuter routes and arteries for the delivery of goods to customers in expanding regions. The partnership was created for two purposes: (1) to implement regional coordination, which is a state planning emphasis area, between the Bay County TPO and the three surrounding rural counties, and (2) to establish the regional partnership required under Section 339.2819 F.S. to be eligible to apply for State Transportation Regional Incentive Program (TRIP) funding.

3. Impact Fees. Transportation impact fees depend on the amount of travel generated by new development, the impact of that new travel, and the cost to build new roadway facilities to meet the impact. The primary means to determine the impact is to calculate how much road capacity is used by the new development, and then to determine the cost to provide that capacity. Care must be taken to not "double charge" new development. The fee is reduced by a credit that considers other revenue sources. The fee is also calculated recognizing that Federal, FDOT and developer funded projects will meet some of the impact. The resulting fee, when combined with other contributions, will meet the County's growth related roadway improvement needs. Pursuant to F.S. 163.31801 (3) (a), "... the calculation of the impact fee [is required to] be based on the most recent and localized data." Trip generation data used throughout the impact fee study was from the most recent edition of "Trip Generation" by the Institute of Transportation Engineers; it was used because it contains the largest collection of trip generation data and it covers a wider variety of land use types than origin and destinations that could be prepared by the County. Furthermore, the ITE data is significantly more robust than what could be collected locally. Construction costs use the latest averages from the Florida Department of Transportation (FDOT) and recent construction bids from FDOT's District 3. Similar to trip generation data, construction costs collected statewide and FDOT district wide for many different types of projects represent the most robust and appropriate data. The Comprehensive Impact Fee Ordinance No. 2007-9 was adopted in 2007, and is further discussed in the Capital Improvements Element of this Plan.
4. Proportionate Fair Share. The Florida Department of Transportation (FDOT) was directed to develop a model ordinance for proportionate fair-share contributions for use by local governments by December 1, 2005. This model proportionate fair-share ordinance is the result of a collaborative effort between the FDOT, the Center for Urban Transportation Research (CUTR), a Technical Advisory Committee comprised of transportation and development professionals with experience in concurrency management, and a cross-section of Florida developers and their consultants. The requirement for this provision was included in the Concurrency Management Element in 2006 and outlined in detail in the Washington County Land Development Code that was adopted by ordinance.

The County has calculated the proportionate fair share contribution according to the formula established in Section 163.3180(12), F.S. for each improvement needed to achieve an acceptable level of service on facilities for which concurrency was denied. This method of funding provides a tool that can be used to mitigate impacts of development on transportation and other public facilities. Can by allowing developers to proceed under certain conditions, notwithstanding the failure of concurrency, by contributing their share of the cost of improving the impacted transportation facility. Projects that are approved under proportionate fair share must be shown. Any scheduled improvements must appear on the Capital Improvements Element schedule of the Plan.

5. Capital Improvements Element. All transportation improvement projects must appear on the Capital Improvements Element schedule and be updated annually. The County should continue to actively pursue all grants and other avenues of funding for feasible road paving and resurfacing projects. Transportation projects should be reflected within the Capital Improvements Element and reflect the timing and funding sources of the projects to meet or maintain adopted levels of service for transportation facilities.

D. Projected Needs – State Roadways

Transportation needs of the County are to be addressed as well as the long-range objectives and projected needs of the FDOT transportation system from a regional perspective. To meet these needs, the County will continue to work with FDOT in formulating agreements that promote safety improvements, fast and effective disaster-related evacuation, and the FDOT Adopted Work Program. Cooperating with FDOT, the municipalities of Caryville, Ebro, Vernon, and Wausau, will implement transportation strategies which include access management, operational improvements, physical highway improvements, parking restrictions, transit facility improvements, and the provision of pedestrian/bicycle facilities. Traffic counts and projections will be determined for State Roads by FDOT.

State-supported (FDOT) roadways needs is based upon demands likely to be generated by new development at permitted residential densities and intensities of commercial and industrial uses consistent with the local and regional development impact requirements. Further, it is expected that County projects in this time frame will be annually added to the Capital Improvement Element. Those identified improvements to the State Highway System should be advanced into the Five-Year Work Program to support development of the County's transportation network consistent with available funding.

E. Projected Needs – County Roadways

Although the LOS analysis shows that the level of service standards will be maintained throughout the coming years, and the growth of the County is considered to be at a low rate, there is a significant need for paving of existing roadways. I

1. Matrix System. In 2007, a matrix system to determine the priority for paving and resurfacing County roadways was developed by the County Engineer. Based on several

criteria, the different agencies within the County were presented with the opportunity to rate all county paved and unpaved roads in order to select the roads that most needed upgrading. Participating agencies in the survey used to identify these roads were the Postal Service, the School District, Washington County Public Works Maintenance, Emergency Services, and the Sheriff's Department. From these rankings came the opportunity to prioritize roads and include these projects in the Capital Improvements Element schedule based on need rather than political pressure.

2. The Land Development Code. The County should continue to enforce the provisions of the Land Development Code (LDC) which requires paving of all new streets/roadways constructed or private roads accepted in Washington County. The development of all new streets/roadways will be coordinated with the Future Land Use Map, and the Future Transportation Map will be amended as required to account for future land use amendments. This coupled with the ongoing implementation of the County's Concurrency Management System will serve to insure that the County's Future Land Use and the Transportation System are coordinated and that LOS standards are maintained.
3. Roadway Development Process. All new local streets/roadways and subdivision internal streets/roadways are required to be constructed to adopted County road construction standards (including paving), and engineering inspections are performed as part of the roadway development process. This has served to insure that all newly constructed roadways provide adequate right of ways, are properly constructed, and that appropriate drainage systems are installed. It will also ensure that adequate sidewalks and bike paths are installed in subdivisions where the construction of new roads is required. This development process applies to all streets or roadways whether or not they are accepted for maintenance by the County.
4. Concurrency Management, Concurrency Exception Areas and Multi-Modal Transportation District. There are currently no designated areas that qualify as concurrency exception areas, concurrency management areas, or multi-modal transportation districts, thereby eliminating the statutory requirements of Section 163.3191(2) (o). These issues will continue to be addressed in future Evaluation and Appraisal Reports to determine future needs
5. Transportation Corridors Required for Future. While the current transportation system generally provides transportation needs for the County, there is a projected need for additional corridors of travel between the east and west sections of the County. These corridors will serve to discourage future urban sprawl, provide added potential for implementation of energy-efficient land use patterns accounting for existing and future electric power generation and transmission systems, promote greenhouse gas reduction strategies [reducing vehicle miles traveled (VMT)] and strengthen economic development thus diversifying the region's economy.
 - a. Clayton Road. Clayton Road is a partially paved road that extends from SR 77 to the Jackson County border. The unpaved portion extends about four miles from SR

79 to CR 277. Completing the paving of this road will provide a more efficient means of travel to and from places of employment in the County and a means for quicker evacuation of a heavily populated area in the event of natural disaster. Funding has not been identified.

- b. Elkcam Boulevard Extension. The second such targeted area is the proposed Elkcam Boulevard extension beginning at SR 77 and intersecting SR 231 in Jackson County. This road has the potential of becoming a major connector between the east and central sections of the County. A portion of the roadway from SR 77 to the east is paved, and will be upgraded to meet current levels of service for added growth. In addition to integrating existing sections of the road some new sections will need to be constructed as well. Funding has not been identified
- c. SR 77 and SR 79 Connector. There is a need for a southern transportation route within the County to provide a direct route between SR 77 and SR 79. With the potential development of the Knight Family Trust property and resulting Sector Plan, this need is more clearly understandable when the potential for resulting economic growth is considered.

V. CONSIDERATION AND REVIEW OF OTHER COMPREHENSIVE PLAN ELEMENTS

A. Background and Overview

State rules require that all elements of the Comprehensive Plan be consistent. Therefore, the goals, objectives, and policies adopted in the Economic Element should be consistent with plan elements that address related issues. The Future Land Use Element, the Housing Element, the Infrastructure Element, the Capital Improvements Element and the Economic Development Element will all be impacted by, and must be consistent with the Transportation Element Development Element.

B. Consistency Review

The following presents an analysis of the consistency of the other elements of the Washington County Comprehensive Plan with the impacts created by the Transportation Element.

1. Future Land Use Element. The Future Land Use Element is consistent with the Transportation Element as it supports policies that the location and construction of new residential and commercial development will only occur where adequate transportation exists and where existing levels of service will not be impaired with the placement of new development.
2. Capital Improvements Element. The Capital Improvements Element is consistent with the Transportation Element as it evaluates the need for new or improved public transportation

facilities, estimates the costs of improvements to those facilities and identifies the funding sources and timeframe for project implementation and completion. This information will be included in the Schedule of Capital Improvements.

3. Housing Element. The Housing Element is consistent with the Transportation Element as it supports policies that the location and construction of new residential development will only occur where adequate transportation exists and where existing levels of service will not be impaired with the placement of new residential development. .
4. Intergovernmental Coordination Element. The Intergovernmental Coordination Element is consistent with the Transportation Element as it supports procedures for identifying the effectiveness of these existing intergovernmental coordination mechanisms between the County, municipalities, and other governmental entities in providing for adequate transportation facilities. The identification and review of these intergovernmental coordination mechanisms is crucial to determine transportation goals for all of Washington County.
5. Public Schools Facilities Element. The School Facilities Element is consistent with the Transportation Element as it supports policies established within the Future Land Use Element that location and construction of new public educational facilities or expansion of an existing site will only occur where adequate transportation exists and where existing levels of service will not be impaired with the placement of new school facilities.
6. Recreation and Open Space Element. The Recreation and Open Space Element is consistent with the Transportation Element as it supports policies supporting sidewalks, bicycle, and pedestrian traffic.

VI. GOALS, OBJECTIVES, AND POLICIES OF THE TRANSPORTATION ELEMENT OF THE WASHINGTON COUNTY COMPREHENSIVE PLAN

Pursuant to Sections 163.3177 (6)(b) and (j), F.S. and Sections 9J-5.007 and 9J-5.019(4)(b) and (c) F.A.C., the following represents the Transportation Goals, Objectives, and Policies of Washington County and the municipalities of Caryville, Ebro, Vernon, and Wausau. In addition to statutory requirements, the Goals, Objectives, and Policies were developed in keeping with the character, conditions, both environmental and social, and desires of the community. These goals, objectives and policies are intended to address the establishment of the long-term end toward which traffic circulation programs and activities are ultimately directed in the community.

Goals 1: A safe and efficient motorized transportation system shall be available for all residents and visitors to Washington County. The primary goal of the County will be to provide and maintain a multi-modal transportation system that meets required concurrency standards and to provide for safe, efficient, and effective travel for automobiles, pedestrians, and bicyclists throughout Washington County.

Objective 1: Throughout the planning period, roadway facilities and levels of service shall be maintained and improved to at least maintain the minimum level of service (LOS) Throughout the planning period, roadway facilities and the LOS shall be maintained and improved to maintain no less than minimum levels of service (LOS) until such time as the County has adopted an adequate multi-modal Transportation Plan that more accurately determines LOS standards.

Policy 1-1. All municipalities (except Chipley) Caryville, Ebro, Vernon, and Wausau have adopted the peak hour LOS standards for each roadway type. Washington County and all municipalities, with the exception of Chipley, shall adopt the Department of Transportation Peak PM/Hour trips as the measure of Level of Service for all county roads. As such, each municipality agrees to accept the levels of services that are established by the County in order to maximize the efficient use and safety of roadway facilities among the County and other members of the Regional Transportation Partnership. This will effectively coordinate capital improvements planning with land use decisions to meet the requirement that adequate roadway facilities be available concurrent with the impacts of development.

Functional Classification

Adopted Peak Hour LOS Standard

Collector road (both Minor and Major	D
Minor Arterial Road	D
Principal Arterial Road	C
Freeways	B

Policy 1-2. Access to County roads shall be limited in the following manner by the county, municipalities, and FDOT to ensure traffic carrying capacity and safety:

- a. The functional classification of each roadway shall be used as a basis for determining the number of access points allowed.
- b. The issuance of access and connection permits to the roadway network shall be limited to the minimum number necessary to provide safe and reasonable access
- c. Shared access point shall be used wherever possible in order to minimize the necessity of one or more access points to adjacent small businesses
- d. Access to segments of roadways designated as being “controlled access” shall be limited through the subdivision approval process to one access point each 1,320 feet
- e. Access points to parcels with frontage along two or more roadways shall be located on the roadway of lower classification.

Policy 1-3. ~~Reserved.~~ Encourage the development of a pedestrian network system consisting of sidewalks, multi-use paths, bike lanes, etc that will promote pedestrian travel in heavily populated areas. Continue to use CTST to connect sidewalks to schools and heavily traveled areas within County.

Policy 1-3.1.: Develop a priority list of county roads that would be eligible for installation of bicycle lanes and multiuse paths.

Policy 1-4. For the purpose of identifying, scheduling, and funding the major roadway improvements in the County, the Washington County Five-Year County Paving and Road Improvement Plan shall include a matrix system to evaluate and prioritize roads added to the road improvement schedule. The matrix system shall be utilized on maintenance, traffic, and connection issues of existing roadways and driveways, with priority being assigned as follows:

- a. Roads providing a connection from one major county paved road to another or to a state-maintained highway or between two arterial roads and is determined to be in a poor condition by the County officials. Utilize the Road Priority Matrix to determine priorities for grants that are available.

b. Roads having a heavy daily traffic count

c. Roads partially paved should have paving completed

Policy 1-5. All financially feasible projects identified under the Washington County Road Paving and Improvement Program shall be submitted to the Planning Office to be included in the Capital Improvements Element of the Plan. At a minimum, submission shall include the name of the improvement, the projected dates of commencement and completion, the cost of such improvement, funding sources, and in-kind contributions by the County.

Policy 1-6. All roadway improvements shall be coordinated with adjacent counties when there is a potential for those counties to be impacted by a change in traffic patterns, capacity, or stormwater runoff, with changes being coordinated through the County's membership in the Regional Transportation Partnership (RTP).

Policy 1-7. Impacts from all proposed development(s) shall be assessed in order to ensure that the new trips created by such development(s) do not degrade the LOS below the adopted standard. If analysis of a specific development indicates that the impact will degrade the LOS below this standard, a plan to mitigate these impacts, such as proportionate fair share as outlined in the Land Development Code and the Concurrency Management Element of this Plan, shall be required as a condition of approval. If a generalized analysis indicates that degradation of LOS will occur, more specific traffic analysis (as detailed in subsection) and/or a speed study shall be considered.

Policy 1-8. The Washington County Five-Year Paving and Road Improvement Plan shall include the policies that promote solicitation of state funds that will provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce economic development.

Policy 1-9. In cooperation with the Washington County District School Board, plans for new roads approved in Washington County shall be constructed to provide adequate turning radius to turn buses around in parking facilities, driveways, and cul-de-sacs.

Policy 1-10. The County shall place priority on the development and improvement of east to west corridors for vehicle traffic in the County. The completion of improvements and paving of Clayton Road from SR 77 to SR 79 shall be actively pursued by the County.

Policy 1-11. The County shall cooperate with and support FDOT in the improvements and widening of SR 77 and SR 79 to promote the efficient flow of traffic and increase the capacity of these roadways, which is crucial during hurricane evacuations.

Policy 1-12. The County recognizes that the importance of adding an east/west connection from SR 77 in southern Washington County and US 231 in western Jackson County to better serve traffic

concurrency, evacuations, and economic development of the County. The current paved route to the intersection of County Line Road and US-231 is over 20 miles. Washington County has the majority of right of way necessary for the proposed Elkcam Connector road project since Sunny Hills and Buckhorn Platted right of way has been dedicated to the county. The County will continue in the effort to further the PD&E of the Elkcam Connector between SR 77 and SR 231 in Jackson County.

Policy 1-13. It will be the policy of the County to include Vernon, Wausau, and Ebro roads into the County's road matrix.

Policy 1-14. The County will include in a transportation plan a road paving and improvement program to be referred to as the Washington County Five-Year Paving and Road Improvement Plan to identify the funding sources, establish schedules, and prioritize all road paving and improvement programs within the County road system.

Policy 1-15. The County shall coordinate with FDOT to assist the municipalities of Vernon and Ebro in identifying and providing solutions to alleviate the hardships and disruption that will occur during the four-lane projects of SR 79.

Policy 1-16. In support of regional transportation planning, the County will continue to participate in the Regional Transportation Partnership (RTP).

Policy 1-17: Promote stimulus to an economically depressed area by improving access to freight transportation routes.

Objective 2: Throughout the planning period, if infrastructure is not in place, the development shall bear the burden of the cost of roadway improvements necessitated by its future impacts to the roadway network generated by the development through the adopted development review and approval.

Policy 2-1: The principle of equitable cost participation shall be used in the following manner as a guide in development approval decisions, including allocation of costs among private parties benefiting from or creating the need for transportation improvements:

- a. Developers shall be required to pay their fair share as a condition for development approval based on impact fees, special assessments or other local exaction methods.
- b. Existing land users who benefit from easier access shall be required to participate in the cost of the roadway improvement in the form of user fees or special assessments. New construction, which is located on land improved with easier access, may be required to pay a pro-rata share of the costs.
- c. ~~Provisions shall be made in development orders to include mitigation of adverse~~

~~impacts on the State highway system~~ Provisions shall be made in development orders to include mitigation of adverse impacts on the State highway system only as approved by the Florida Department of Transportation.

Policy 2-2: Provide incentive for developers to construct multi-modal elements within their projects including but not limited to nature trails, sidewalks, multi-use paths, bike lanes, and public transportation stops. Consideration for bonus point system on density of development or reductions of traffic concurrency fees through the Development Order approval process. The County will retain the right to approve other multi-modal elements at their discretion.

~~Objective 3: Throughout the planning period, all rights-of-way for future roadway improvements necessary for adequate traffic flow and arterial spacing shall be acquired through purchase or dedication, and subject to requirements~~ Throughout the planning period, all rights-of-way for future roadway improvements necessary for adequate traffic flow and arterial spacing shall be acquired through purchase or dedication as outlined in the policies for county-owned and future rights-of-ways acquisition and maintenance requirements in The Washington County Five-Year Paving and Road Improvement Plan, the Land Development Code and the Comprehensive Plan.

Policy 3-1: Dedication of rights-of-way and easements for required improvements to support development traffic and to maintain adequate levels of service on the roadway network shall be required from private sector developers through the adopted development review and approval process in the following manner:

- a. Development-related improvements shall be at the expense of those that benefit to include donation or dedication of rights-of-way to the extent legally permissible.
- b. The value of the land taken (if the transfer of property is to be compensated by the entity building the roadway), shall be assessed at a rate which does not consider an inflated value due to the improved or new roadway, but be based on the value of the land in its condition and use prior to the roadway improvements.

Policy 3-2: Rights-of-way shall be pursued or reserved as far in the future as possible for planned roadway projects so as to minimize excessive costs for land purchases, and so that the locations and can be considered in ongoing transportation system planning.

Policy 3-3: Provide incentives to residents that donate right of way for the development of future pedestrian travel routes.

Objective 4. Throughout the planning period, existing and future rights-of-way and county easements shall be protected from building encroachment. Throughout the planning period, existing and future rights-of-way shall be protected from the encroachment of any structure of any type, including fences, posts, signs, or any obstructions other than mailboxes and newspaper receptacles

for a distance of two feet.

Policy 4-1: Building setbacks shall be maintained at an adequate and safe distance from roadways to allow for future widening as determined by federal and state transportation guidelines and the adopted setbacks in the Land Development Code. The following minimum criteria/procedures shall be adhered to in the implementation of this policy:

- a. Dedication of rights-of-way necessary for roadway improvements identified in this Comprehensive Plan, as well as in any other state and regional long-range plans shall be initiated when such dedications are necessary to complete such improvements.
- b. Setback requirements for building structures from roadways shall be adequate for eventual widening of the roadway as well as the minimization or mitigation of potentially adverse impacts such as noise, narrow pedestrian walkways and the close proximity of vehicular traffic to habitable structures. The determination of appropriate setback distances should be a coordinated procedure involving the Planning Department, Public Works Department and the Florida Department of Transportation.
 1. 50 feet development setback from right-of-way
 2. Collector Roadway – 35 feet development setback from right-of-way
 3. All Other Local Roadways - 25 feet development setback from right-of-way

Objective 5: Throughout the planning period, high accident rate locations shall be identified and appropriate action of roadway and/or signalization improvements shall be taken to alleviate the hazard(s).

Policy 5-1: The five (5) highest accident rate areas determined by the County and municipalities shall be analyzed annually for improvements to lessen the accident occurrence.

Policy 5-2: Through the Emergency Management Office, the County will notify the appropriate outside agency to handle a major transportation incident in the County.

Objective 6: Provisions shall be maintained in the Land Development Code, which ensure safe and adequate movement of pedestrians and bicyclists.

Policy 6-1: Adequate pedestrian circulation and safety shall be ensured as a component of highway system management, with accomplishment through traffic analysis and roadway improvements.

- a. Pedestrian movement and safety studies shall be conducted as needed to determine

high travel patterns;

- b. Remedial action shall be taken by the County to mitigate safety problems where conditions have been determined to be unacceptable;
- c. Sidewalks shall be provided on all newly constructed roadways where feasible and appropriate along all roadways in or near residential areas which lead to: 1) schools; 2) commercial centers; and 3) employment centers, and on all newly paved roads within any residential subdivision, and where the need for such facilities have been identified by the Planning Commission.

Policy 6-2: In accordance with the adopted Land Development Code, all Planned Unit Developments (PUD's) shall include dedicated facilities for the movement of pedestrians and bicycles.

Policy 6-3: Bicycle facilities, pedestrian walkways, and associated facilities shall be included as integral components of roadways, with priority of implementation being oriented to the establishment of networks along roadways between residential centers and schools, employment and retail commercial areas, and recreation and other public facilities.

Policy 6-4: The County shall review all proposed development for its accommodation of bicycle and pedestrian traffic needs,

- a. All Planned Unit Developments (PUD's) shall provide sidewalks adjacent to all roadways. Sidewalks shall also be provided where feasible and appropriate along all roadways in or near residential areas. Location of sidewalks shall be consistent with planned roadway improvements.
- b. All major subdivision projects abutting collector or arterial roadways shall provide sidewalks adjacent to the collector or arterial roadway.
- c. Sidewalks shall be provided on both sides of all paved residential streets where the average lot width at the street is sixty (60) feet or less.
- d. Sidewalks shall be provided on one side of all paved residential streets where the average lot width at the street is greater than sixty (60) feet but less than one hundred fifty (150) feet.
- e. Where a proposed development includes improvements or new construction of collector or arterial facilities, facility designs shall include provisions for sidewalks or bikeways within the rights-of-way.
- f. Residential projects adjacent to or in the immediate vicinity of an activity center

comprised of commercial, office, service, or recreation activities may be required by the Planning Commission to provide pedestrian and bicycle access from the residential development to the activity center.

- g. Pedestrian-ways or crosswalks, not less than ten (10) feet wide with sidewalk meeting the requirements of this Code, may be required by the Development Administrator or Planning Commission to be placed in the center of blocks more than eight hundred (800) feet long where deemed necessary to provide circulation or access to residential centers and schools, employment and retail commercial areas, transportation, recreation and other public facilities.
- h. Design and Construction Standards. Design and construction of sidewalks, bikeways, or other footpaths shall conform to the requirements of the most recent edition of the FDOT Bicycle Facilities Planning and Design Manual as well as provisions for access by physically handicapped persons. Sidewalks should be required on both sides of the street. Both the Comprehensive Plan and the Land Development Code need to be revised to require that sidewalks be required on both sides of the street.
- i. All bicycle and pedestrian paths shall be shown or included on the subdivision plat and roadway construction plans.

Objective 7-1: The County shall maintain design criteria for landscaping and signs along road ways as set forth in the adopted Land Development Code.

Policy 7-1: The County shall maintain design criteria for landscaping and signs along roadways as set forth in the adopted Land Development Code.

Objective 8: Throughout the planning period, traffic circulation planning shall be coordinated with the future land uses shown on the Future Land Use Maps of this Plan, the FDOT 6-year Transportation Plan, and with the municipalities of Chipley, Caryville, Ebro, Vernon, and Wausau in order to update the element as necessary.

Policy 8-1: The County shall review for compatibility with this Element, the traffic circulation programs of unincorporated areas of the County, and the municipalities as they may be amended in the future.

Policy 8-2: All proposed amendments to this Transportation Element shall include a statement of findings supporting such proposals and the consistency of each proposal with the currently adopted Future Land Use Maps.

Policy 8-3: Throughout the planning period, the County shall communicate verbally and in writing

with FDOT and the municipalities to insure coordination between all entities and keep informed of pertinent issues and changes in land use and the associated impacts.

Policy 8-4: The County shall remain informed of current regional transportation issues through written notification of changes in land use pertaining to proposed and or through periodic telephone conversations with FDOT.

Policy 8-5: When necessary, the County will develop interlocal agreements with neighboring counties and Alabama that upgrade traffic circulation policies and transportation capacity to provide for the effectiveness of evacuations by residents of surrounding counties and Washington County.

Policy 8-6: It will be the policy for the County to deny permits for any development that reduces the LOS below the adopted level of service unless one of the exceptions in 9J-50055 (3-c) is applicable.

Policy 8-7: The County shall not place, construct, approve, or otherwise make available any roadway in any environmentally sensitive area that will provide access to or encourage development of such areas.

Policy 8-8: By 2020, the County will consider the a PD&E study to examine the possibility of establishing an east/west connector between SR 77 and SR 79 in the southern section of the County between CR 279 and SR 20.

Policy 8-9: Through the Emergency Management Office, the County shall notify the appropriate outside agency to handle a major transportation incident in the County.

Policy 8-10: Coordinate transportation investments in major travel corridors to enhance system efficiency and minimize adverse environmental impacts.

Policy 8-11: Promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

Policy 8-12: Allow flexibility in state and local participation in funding of public transit projects and encourage construction and use of toll facilities in order to meet transportation needs.

Policy 8-13: Ensure that existing port facilities and airports are being used to the maximum extent possible before encouraging the expansion or development of new port facilities and airports to support economic growth.

Policy 8-14: Coordinate transportation improvements with state, local, and regional plans.

Policy 8-15: Restructure the FLUM to promote self-sustaining communities by locating

commercial areas near the high / medium density residential areas.

Policy 8-16: Establish parameters through Planning Commission and Board of County Commissioners for point system that encourages multi-modal elements with a project.

Policy 8-17: Provide local communities with a hurricane evacuation route that is closer and more accessible to the surrounding communities.

Objective 9: The county shall maintain as part of its Land Development Code provisions (design standards, etc.) to provide safe and convenient, onsite traffic flow, taking into consideration necessary motorized and non-motorized vehicle parking.

Policy 9-1: The site development plan review applicable to all development shall ensure that adequate and safe on-site traffic flow and parking conditions shall exist for pedestrians and motorized and non-motorized vehicles.

Policy 9-2: The County and municipalities shall ensure through future recreational improvement projects, that adequate parking facilities are available in all developed and recreational areas in the County.

Objective 10: Driveways and access to county roads shall be limited in the following manner by the county, municipalities, and FDOT to ensure traffic carrying capacity and safety:

1. Functional classification shall be the basis for determining the number of access points allowed.
2. Issuance of driveway permits shall be limited to the number of driveways required to make safe and reasonable access using the subdivision process
3. Driveways located at the intersection of two roadways shall be assigned the lower classification

Policy 10-1. Driveway permits shall be required for any access point to any state roadway, and no building permit shall be issued without the issuance of the necessary permit from the Florida Department of Transportation to the developer or builder.

Policy 10-2. Driveway permits are required for any access point to any county roadway; therefore, it is the policy of the County that no building permit shall be issued without the issuance of the necessary permit or waiver from the Washington County Public Works Department.

Policy 10-3. All future developments shall be required to include the installation of at least one driveway to access each lot (parcel) as identified in the plans or plat for the development unless authorized shared driveways. These driveways should be installed to meet County standards and

shall be at the cost of the developer.

Policy 10-4. When platting new subdivisions, driveways shall be considered part of the new infrastructure and are subject to the same construction and installation standards as other required infrastructure (paving, drainage, holding ponds, etc. The developer and property owner shall be required to construct and maintain driveways in a manner that ensures that emergency first responders can readily access the residence or other structures located on the property.

Policy 10-5. When platting subdivisions, the County will allow the use of shared driveways as a viable way of providing access to more than one lot where circumstances and practicality allow for this (normally only on a FDOT roadway).

Policy 10-6. The rules of the Washington County Land Development Code shall be followed with regard to driveway installation and permitting.

Policy 10-7. Use of an orderly and uniform street numbering system to provide for the efficient delivery of mail, packages, goods delivery, emergency medical services, and utility services shall be required on all residential lot within the County. Only the 9-1-1 Coordinator shall assign street names and street numbers to new or existing structures or driveways.

Policy 10-8. It shall be the policy of the County that no development orders or building permits will be issued without being issued a 9-1-1 address.

Policy 10-9. It shall be the responsibility of each property owner to permanently and properly display the 9-1-1 address assigned to property within the immediate vicinity of the driveway that provides ingress/egress to that portion of the property where any residential structures or other development where emergency medical services or utility company services are required.

Objective 11: Rights-of-Way. The County development regulations shall require that safe and convenient rights-of-way be supplied by the developer of new subdivision and new development to the County to ensure safe and efficient traffic flow onto the existing roadway.

Policy 11-1. Rights-of-way shall be actively pursued by the County in order to widen paved and unpaved roads, install drainage structures and devices, and to maintain in order to protect both the roadway and the private property adjoining the roadway.

Policy 11-2. The County will cooperate with all major electrical transmission and gas companies to ensure that all transmission lines are placed on the county rights-of-way and not within the County's constructed roadways.

Policy 11-3. Abandonment of rights-of-way and roadways shall be by petitions in accordance with Sect 10.03.02-05 of the Washington County Land Development Code.

Objective 12: The County will develop and utilize a process referred to as the Washington County Bridge Improvement and Safety Program that will ensure that all bridges in the County are inspected and maintained at a designated Level of Service (LOS) to ensure safe traffic circulation.

Policy 12-1: Where needed, the County will assist the FDOT with the department's inspections of all bridges that exceed 30 feet in length.

Policy 12-2: The County will establish an inspection schedule to ensure that all bridges less than 30 feet are inspected for Level of Service (LOS) to ensure safe use by the public.

Policy 12-3: The County's bridge improvement and safety program shall establish a rating scale similar to FDOT's scale of 1 to 9 with 9 being "excellent."

Policy 12-4: The County shall assign a deficient label to be posted on the bridge if the bridge inspection scores a four or less.

Policy 12-5: The County will schedule required maintenance as soon as possible for any bridge that attains a deficient label. The County engineer will make the decision whether the bridge is safe enough to allow traffic to continue to cross.

Policy 12-6: It shall be the policy of the county to place load limits on bridges that are identified as having a deficient LOS and retain that load limit until the necessary repairs are made and the bridge is declared safe by the County engineer.

Objective 13: Throughout the planning period, alternative methods of transportation shall be supported and promoted by the County.

Policy 13-1: The County and municipalities shall support the transportation for disadvantaged program by providing, when possible, any local funds/and in kind services to match state and federal funds.

Policy 13-2: The County and municipalities shall make information available on the RideOn Commuter Assistance Programs, Tri-Community Council Transportation Disadvantaged Program, and Bicycle/Pedestrian Programs at all county and municipal offices.

Policy 13-3: Initiate development of a plan for a future public transportation system with a hub in each municipality.

OBJECTIVE 14: Develop strategies, programs, activities, and projects to address the reduction of greenhouse gas emissions from the transportation sector including those that reduce vehicle miles traveled.

Policy 14-1: Use comprehensive planning efforts and policy incentives to create and encourage "transitready" development patterns in major metropolitan regions (or parts of metropolitan

regions) that do not yet have public transit. Change federal transit investment review criteria to better acknowledge climate impacts, economic development impacts, and supportive comprehensive planning.

Policy 14-2: Ensure that schools and public facilities are accessible by walking, biking or transit; these facilities should be jointly located whenever appropriate. GHG emission impacts, particularly through potential for VMT reduction, should be considered in all location and investment decisions for public facilities.

Policy 14-3: Support community design and public investment decisions that create compact development patterns and higher densities that reduce vehicle miles traveled within a community. Policies should also prioritize the modernization of infrastructure supporting such development.

Policy 14-4: Support development of transit access to airports and long-distance rail networks to increase national connectivity and reduce vehicle use for freight and long-distance passenger trips.

Policy 14-5: Evaluate and encourage the use of high speed rail to connect urban areas within 500 miles of each other, and create programs to foster implementation. Fully fund intercity rail and support the design, development and funding of regional rail initiatives. Establish a new national rail corridor initiative.

Policy 14-6: Support integrated multi-modal goods movement networks that minimize financial and environmental costs by making choices about operational methods and transportation modes that minimize greenhouse gas emissions.

Policy 14-7: Incorporate planning for transit, bicycle and pedestrian networks within local and regional comprehensive planning. Encourage development patterns that support transit and multi-modal transportation networks. Restructure state and federal funding to incentivize projects that demonstrate coordination and provide demonstrable impacts on reducing GHG emissions through supportive land use-transportation decisions.

Policy 14-8: Use community design and development review processes to secure rights-of-way and require provision of facilities needed to provide highly-connected street, transit, bicycle and pedestrian networks in neighborhoods, communities and regions.

Policy 14-9: Transportation programs and policies should support substantially increased investment in transit, including commuter rail, heavy rail, light rail, bus rapid transit, and bus service. Transit investment should be given greater priority in the allocation of funding. Transit has demonstrated significant GHG reduction capacity. Investment should support both the development of new systems and the expansion/maintenance of existing systems. Transit options that include alternative energy, renewables or low-emission systems should be encouraged.

Policy 14-10: Support coordination and seamless transitions between transportation modes to increase the use of modes with lower emissions for the movement of people and freight.

Policy 14-11: Create and implement local and regional Transportation Demand Management Strategies that result in more efficient use of transportation resources and reduce vehicle miles traveled (VMT). Support local and regional Transportation Systems Management strategies that reduce greenhouse gas emissions associated with the use and operation of transportation systems.

Policy 14-12: Include education about climate change in community outreach efforts undertaken for long-range planning programs aimed at the public and local policymakers. Explicitly recognize and discuss climate impact and considerations in public review and participation process related to comprehensive plans and regional plans.

OBJECTIVE 15: Develop strategies to guide energy efficient land use patterns accounting for existing and future electric power generation and transmission systems and that reduce greenhouse gas emissions, and to require services, encourage compactness, and ensure a minimum mix of uses to reduce vehicle miles traveled and provide clear distinctions between agricultural areas and settlement areas.

Policy 15-1: Build communities (whether new or existing) that are sustainable, resilient and regenerative. Incorporate new standards and regulations that promote sustainable practices and measure both performance and outcomes.

Policy 15-2: Plan for development patterns that mix land uses so jobs, services, schools, shopping and other destinations are near residents' homes and neighborhoods. Adopt specific incentives and requirements that promote mixed-use development, including removing barriers to mixed use project financing. Federal and state housing, transportation and infrastructure programs should incorporate specific standards for mixed-use development.

Policy 15-3: Plan for local and regional development with higher density mixed-use development centers near transit stops and stations, and in other key locations such as historic town squares. Regulatory and other incentives should be adopted to encourage higher density development, particularly near transit. Development reviews policies and processes should acknowledge the GHG emission reduction impacts of higher density development and the negative climate impacts of sprawling, low density projects.

Policy 15-4: Use planning policies regarding infrastructure investments, extension of urban services and utilities and preservation of natural or agricultural areas to create compact regional development patterns that reduce vehicle miles traveled within the region.

Policy 15-5: Promote infill development, redevelopment of existing neighborhoods, preservation of historic structures and the adaptive reuse of buildings within the currently-developed areas of communities and regions. Create incentive and policies that promote infill development, redevelopment of existing neighborhoods, preservation of historic structures and the adaptive

reuse of buildings. Prioritize infill development in state and federal housing, transportation and infrastructure programs. Tax credits and other incentives and assistance should target the reuse and rehab of vacant properties.

Policy 15-6: Establish strategies to promote redevelopment and compact new development that will minimize the conversion of farmland and woodland for urban use. Fully fund programs to help farmers incorporate environmental protection practices. Promote federal, state and local funding for preservation of open space, farm and forest land.

Policy 15-7: Include education about climate change in community outreach efforts undertaken for long-range planning programs aimed at the public and local policymakers. Explicitly recognize and discuss climate impact and considerations in public review and participation process related to comprehensive plans and regional plans.

Policy 15-8: Implement zoning and development standards that promote significant changes in zoning and development standards. New policies and regulations should be developed that promote mixed use development, transit-oriented design, and greater development intensity to create communities with land use patterns with reduced energy consumption, fewer vehicle miles traveled and reduced greenhouse gases. New zoning and development standards should incorporate climate change impacts and implications in required environmental reviews and decision-making. Climate change should be incorporated into comprehensive planning that meets new emission goals and targets.

Objective 16: To consider the existing development pattern in the Southeast portion of the County including Sunny Hills by establishing an east / west arterial highway to support and relieve traffic on SR 77 and US Hwy 231.

Policy 16-1: The Elkcarn Blvd. Extension Corridor Feasibility Study (Dated August 2008) is herein adopted as the alignment for the Long Range Arterial Rd corridor between SR 77 and US Hwy 231.

Policy 16-2: Washington County will coordinate with Federal, State and Local governments to pursue all available funding sources to implement the Elkcarn Blvd Extension.

Policy 16-3: Washington County will pursue a Public Private Partnership program to seek private property owner assistance for right of way dedications and construction funding assistance to implementation of the Elkcarn Blvd. Extension

Policy 16-4: Washington County will review the Traffic Impact Fee Ordinance to including the Elkcarn Blvd Extension as a traffic improvement within Traffic Zone #2.

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Table B-2
2008 Levels of Service for State Roads in
Washington County

Table B-3
2008 Levels of Service for Paved County Roads in
Washington County

Table B-4
FDOT Generalized Table for Rural Undeveloped Areas and Cities

