

Our Mobility Initiatives

GOAL 2A: FOSTER A TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY OPTIONS FOR ALL USERS.

Objective 2.1: Improve Transportation Alternatives.

Policy 2.1.1: Non-motorized facilities shall be incorporated into all new road construction and resurfacing projects when adequate funding and right-of-way are available, and the location of the improvement(s) is within a quarter mile proximity to a city boundary.

Policy 2.1.2: Holmes County and the cities of Esto, Noma, Ponce De Leon, and Westville shall support any transportation disadvantaged program or commuter transportation program by providing any required local funds and/or in-kind services to match program or grant requirements.

Policy 2.2.3: In order to increase awareness of commuter and other shared transportation services, information regarding the transportation disadvantaged program(s) shall be made available at County and City offices.

Policy 2.1.4: In order to provide a safe and pleasing non-vehicular transportation facility, the preferred location for sidewalks and multi-use paths is the edge of the right-of-way, with a buffer or open space area between the roadway and the sidewalk or path of existing or proposed vegetation.

Policy 2.1.5: When reviewing new development plans, require a network of transportation alternatives for pedestrians and bicyclists that allows safe alternatives when traveling along arterial or collector roadways.

GOAL 2B: INCREASE TRANSPORTATION EFFICIENCY AND SAFETY

Objective 2.2: Coordinate Land Use Decisions in Order to Improve Efficiency and Safety.

Policy 2.2.1: Holmes County adopts the definitions of the functional classifications of roadways as those defined by the Florida Department of Transportation. These terms include: Principal Arterial RURAL, Minor Arterial RURAL, Major Collector RURAL, Minor Collector RURAL, and Local.

Policy 2.2.2: Holmes County designates those roadways listed in Table 2.1 by classification for the purpose of usage identification and for monitoring levels of service standards by heaviest used trip routes to local roads used least frequently.

Table 2.1. Holmes County Functional Classification of Roadways

Functional Classification Category	Roadway
Principal Arterial RURAL	
	Interstate-10 (I-10)
Minor Arterial(s) RURAL	
	U.S. 90
Major Collector(s) RURAL	
	State Road 2
	State Road 79
	State Road 81
	County Road 185
Minor Collector(s) RURAL	
	County Road 2
	State Road 2A
	County Road 10A
	County Road 160
	County Road 162
	County Road 171
	County Road 173
	County Road 177
	County Road 177A
	County Road 181
	County Road 183A
Local RURAL	
	Alford Road
	Arrant Road

Functional Classification Category	Roadway
	Banfil Road
	Beale Road
	Bush Road
	Bonifay Chipley Road
	Brackin Road
	Bradle Road
	Budfield Road
	Clemmons Road
	Corinth Road
	English Lane
	Flowing Well Road
	Gillman Road
	George Johnson Road
	Hardy Skipper Road
	Harris/Ste Venson Road
	Hathaway Hill Road
	Holmstead Road
	Horse Barn Road
	Hicks Road
	Joe White Road
	Jones Loop
	Kelly Lane
	Kirkland Road
	Long Round Bay Road
	Love Road
	Ma Hodges Road

Functional Classification Category	Roadway
	Malcom Taylor Road
	Minger Road
	New Bayview Church Road
	N Holmes Creek Road
	Old Mt. Zion Road
	Otis Lane
	Peak Road
	Petty Crossroads
	Pleasant Ridge Road
	Reddick Mill Road
	Rice Machine Road
	Rob Forehand Road
	Roping Road
	Rum Road
	Sandy Creek Road
	Sand Path Road
	Scott Road
	Smith Chapel Road
	Son-In-Law Road
	Spring Valley Lane
	Thomas Drive
	Tobe Retherford Road
	Tram Road
	Valee Road
	White Road
	Whitaker Road

Functional Classification Category	Roadway
	Woodham Road
	Wrights Creek Road
	Yancy Road

Policy 2.2.3: The following level of service (LOS) standards are hereby adopted by type of roadway, and are the lowest service operating standard acceptable. Current and projected conditions are depicted on Maps 6 and 7. Assessment of LOS shall be at peak hour directional, and are as defined by the Florida Department of Transportation.

<u>Roadway Type</u>	<u>LOS Standard</u>
Strategic Intermodal System (SIS)	B
Arterial Roadways	C
Collector Roadways	C
Local (county) Roadways	D

Policy 2.2.4: A professionally accepted analysis of the impact of a proposed development shall be made when the LOS standard is anticipated to degrade below the adopted levels as a result of the development.

Policy 2.2.5: Protect existing and future rights-of-way from development encroachment through the development review process.

Policy 2.2.6: Standards for roadway construction and development will be established in the Land Development Regulations.

Policy 2.2.7: Implement access management standards on collector and arterial roadways to limit the number of driveways and provide safe and reasonable access.

- a) Access management shall include, but it not limited to, dedicated turn lanes, limited curb cuts, shared access and/or cross access easements, rear access roadways and driveways, interconnected parking lots, and other means to reduce the need and ability to access properties from arterial and collector roadways.

Policy 2.2.8: Newly created subdivisions shall have a combined ingress and egress points to the subdivision when directly abutting a collector or arterial roadway. Individual lots shall not directly access a collector or arterial roadway.

Policy 2.2.9: Connections between and within neighboring uses shall be designed to increase pedestrian safety and accessibility.

Policy 2.2.10: Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize, and mitigate adverse impacts to environmentally sensitive areas.

Policy 2.2.11: Transportation facilities shall be designed to avoid, minimize, and mitigate adverse impacts upon historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system.

Policy 2.2.12: Identify high accident locations, and analyze appropriate improvements to correct safety concerns. In order to monitor high accident locations, Holmes County shall:

- a) Develop a centralized data base for the County to maintain high concentration vehicle accident data by location.
- b) Coordinate with the sheriff's department for accurate data.

Policy 2.2.13: The County shall determine needed facility improvements and correct deficiencies by the following strategies and analysis:

- a) The improvement is necessary to rectify a public safety condition.
- b) Using the data collected for high accident locations, prioritize safety needed improvements for the top unsafe locations.
- c) The improvement is necessary to improve or maintain a level of service which due to the development will degrade below the adopted standard.
- d) Review of the Florida Department of Transportation's adopted Five-Year Work Program.
- e) Review of any municipality's roadway improvements and capital improvements plan for coordination of efforts.

Policy 2.2.14: Holmes County shall correct existing facility deficiencies and meet identified needs of the transportation system through capital improvement funding, acquisition of grant funding, gas tax assessments, or other means as available.

Policy 2.2.15: Holmes County shall include in its annual Capital Improvements Plan any improvements that are decided as a result of determination of need by Policy 2.2.13.

Policy 2.2.16: Coordinate any subsequent updates to this Comprehensive Plan with the 2045 Florida Department of Transportation Plan.

Policy 2.2.17: Holmes County shall review requests for abandonment or vacation of County-owned public rights-of-way by quasi-judicial decision. Such requests shall be evaluated for consistency with this Plan and the Land Development Regulations.

Policy 2.2.18: In order to encourage economic development activities and initiatives with the Highway 79 Corridor Authority, The Highway 79 Transportation Corridor is established from the Bonifay City limits south to the Washington County border. This shall be considered an overlay district to support the efforts of the Highway 79 Corridor Authority and shall include those parcels that abut Highway 79.

Objective 2.3: Coordinate With The Tri-County Airport Authority to Protect The Use of The Airport Facilities.

Policy 2.3.1: Holmes County shall notify the Tri-County Airport Authority concerning proposed changes to the Future Land Use Map within one mile of the airport owned property.

Policy 2.3.2: Holmes County shall request comments from the Tri-County Airport Authority regarding any application for approval of a communications tower or other structure that would be more than one-hundred (100) feet above grade within one mile of the airport property.

Policy 2.3.3: Adopt, administer, and enforce airport protection zoning regulations which shall include an Airport Hazard Area.

Policy 2.3.4: Limit or prevent non-conforming or incompatible uses from locating in close proximity to the airport.

Policy 2.3.5: Holmes County shall coordinate its transportation planning efforts with the Tri-County Airport Authority and the Florida Department of Transportation, when such efforts impact the operations of the airport, in order to address the impacts of planned airport expansions.

Policy 2.3.6: Ensure that the Tri-County Airport development and expansion plans are consistent with the Future Land Use Map and conservation protective measures by requesting review of proposed development while in the PD&E stage.

GOAL 2C: ESTABLISH AND PROTECT SCENIC ROADWAYS

Objective 2.4.1: Protect Scenic Roadways.

Policy 2.4.2: Protect future scenic roadways with the establishment of criteria in the Land Development Regulations for the preservation of viewsheds and values of Holmes County.

Policy 2.4.3: Consider roadways for listing as “scenic” by 2027.