

2.0 Transportation Element Supporting Documentation

2.1 Introduction

Transportation is one of the most important components of a community's infrastructure. Not only does the transportation system connect land uses within the county; it also connects the county to other areas in the state, country and world. The transportation system in Santa Rosa County primarily consists the traffic circulation system (roadways), the bicycle/pedestrian system and the airport and rail systems. Each is just part of an overall, coordinated transportation system. In Santa Rosa County, as in most areas, the traffic circulation system is the most visible component. Santa Rosa County originally adopted the Traffic Circulation Element with its Comprehensive Plan in 1990.

2.2. Making the Land Use Connection

The transportation system is important not only because it provides for travel within and through the county, but also because it provides direct access to land parcels. For this reason, the relationship between land use and transportation is important. While transportation facilities are necessary to accommodate growth and development, the land use pattern also affects the transportation system. For instance, having convenient retail and a functional mix of land uses within the County's planning areas can reduce travel time and demand on roadways. Urban areas where people can live close to where they work are finding that providing alternative modes of transportation and reducing the amount of money spent on traditional car oriented infrastructure is cost effective.

Santa Rosa County is predominantly residential with major work place destinations such as the nearby military bases and the City of Pensacola creating commute demand. Major traffic generators in the County include the cities of Milton and Gulf Breeze as well as two major tourist destinations, Pensacola Beach (in Escambia County) and Navarre Beach (in Santa Rosa County). During peak tourist season there is some delay at the Navarre Beach Bridge. NAS Whiting Field along with Eglin AFB and Hurlburt Field AFB (both located in Okaloosa County) are important military bases in the region and are major traffic generators.

In general, traffic flows west from Gulf Breeze and Pace into employment centers in Escambia County during the morning peak hours and back to the east in the evening. In Navarre, traffic actually travels out of the urbanized area to Hurlburt Field Air Force Base, Fort Walton Beach, Eglin Air Force Base, and surrounding industrial employers. The City of Milton, NAS Whiting Field, and the Santa Rosa County Industrial Park are the major employment centers in central Santa Rosa County.

2.3 Relationship to Other Elements of the Comprehensive Plan

The Transportation Element is closely related to many of the other Comprehensive Plan Elements. A key relationship exists between this Element and the *Future Land Use Element*, which provides an overall blueprint for the future growth patterns within the County. Land use decisions will determine transportation demands and those areas where investments in transportation improvements are necessary.

The *Recreation Element* determines the location and types of recreational facilities for which access is necessary, as well as addressing conversions of abandoned transportation facilities to active recreational trails, and the establishment of an overall system of bikeways and pedestrian trails.

The *Infrastructure Element* addresses public water and sewer, stormwater and solid waste, thereby helping to shape development trends within the planning horizon and influencing the analysis of transportation demand and facility need.

The *Conservation/Coastal Element* identifies all County natural resources in need of management and conservation, due to their function or characteristics. This includes management of transportation services for the purposes of both conservation and hazard mitigation.

The *Intergovernmental Coordination Element* provides opportunities to improve the County’s collaboration and coordination with other agencies, such as the Florida Department of Transportation, the Transportation Planning Organizations, as well as neighboring Counties and jurisdictions, in transportation planning and provision of transportation services in the region.

The *Capital Improvements Element* reflects the plan for transportation capital outlay, which should support the Goals, Objectives, and Policies of this Element.

2.4 Transportation Planning Concepts

2.4.1 Urban, Transitioning and Rural Areas

Many Federal transportation programs and policies rely upon a clear and well-documented distinction between urban and rural areas. Urban and rural areas are explicitly defined by the Census Bureau according to specific population, density and related criteria. From these technical definitions, irregularities and boundaries that are separated from or inconsistent with transportation features may result. For transportation purposes, States have the option of using census-defined urban boundaries exclusively, or they may adjust the census-defined boundaries to be more consistent with transportation needs. In general, there are also differences in the way FHWA and the Census Bureau define and describe urban and rural areas. The Census Bureau defines urban areas solely for the purpose of tabulating and presenting Census Bureau statistical data. According to 23 U.S.C. 101(a)(33), areas of population greater than 5,000 can qualify as urban, in contrast to the Census Bureau's threshold of 2,500. There are also differences in the terminology used to describe sub-categories of urban areas. FHWA refers to the smallest urban area as a Small Urban Area, while the Census Bureau refers to Urban Clusters. FHWA's definitions are summarized in **Table 2-1** below.

FHWA Area Definition	Population Range	Allowed Urban Area Boundary Adjustments
Urban Area	5,000+	Yes
Small Urban Area (From Clusters)	5,000-49,999	Yes
Urbanized Area	50,000+	Yes

Map 2-1 depicts the functional classifications for Santa Rosa County roadways and the FHWA designated areas used in determining these functional classifications.

2.4.1.1. Urbanized Area

The urbanized area is an important factor in determining the functional classification of a roadway, as well as determining the area within the County to be part of the planning area of the Transportation Planning Organization. The Urbanized Area Boundary is an area that consists of a densely settled core of census tracts and census blocks that meet minimum population density requirements, along with adjacent densely

settled surrounding census blocks that together encompass a population of at least 50,000 people. These areas are initially established by the U.S. Bureau of Census with the decennial census and for transportation purposes adjusted slightly by the TPO, in consultation with FDOT and the Federal Highway Administration.

Any adjusted Census urban area boundary must be agreed on by the appropriate local governmental officials (City, County and/or MPO) in cooperation with the District Office and TranStat, and approved by Federal Highway Administration (FHWA). This final boundary is referred to as the FHWA urban or urbanized area boundary. FHWA adjusted urban area boundaries are to be established before or concurrent with initiating functional classification activities within a given county.

Census boundaries can and should be expanded so as to smooth out irregularities, maintain administrative continuity of peripheral routes, and encompass fringe areas having residential, commercial, industrial, and/or national defense significance. Transportation terminals serving the area such as airports and seaports should also be included within the redefined area if they lie within a reasonable distance of the urban area boundary that would otherwise be selected. Careful consideration should be given to the selection of boundary locations which will include logical control points for transportation linkages such as interchanges, major cross roads, etc., where the inclusion of such areas will not unduly distort the urban area as would otherwise be selected. Boundaries should not be modified to accommodate a single project.

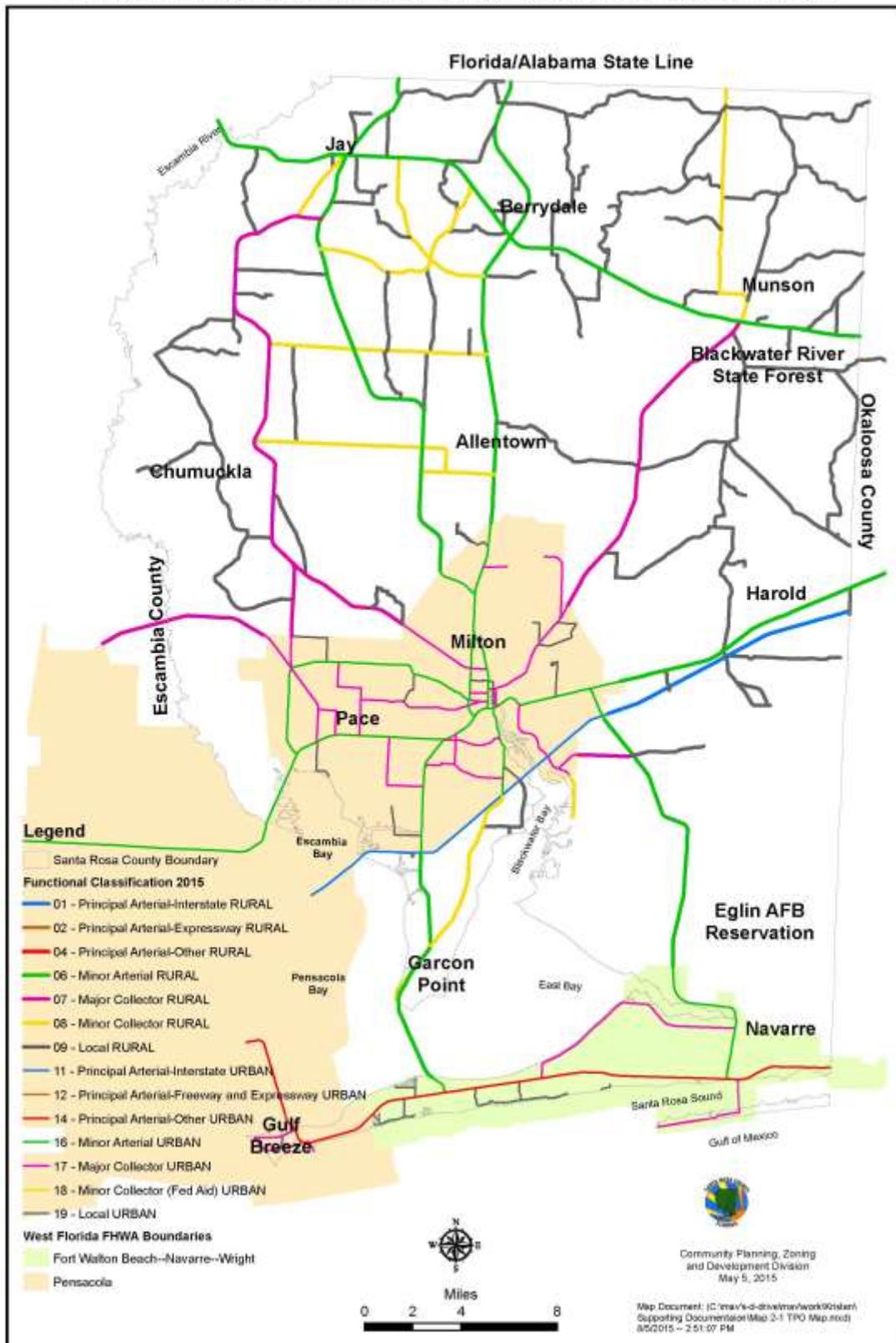
2.4.1.2 Transitioning Area

Transitioning Areas are “fringe” areas that exhibit characteristics between rural and urban/urbanized characteristics. Transitioning Area boundaries are important for several aspects of transportation planning and facilities development and operations in Florida. Transitioning Area boundaries are used in the determination of Level of Service (LOS) standards and capacity/LOS measurement, access management, interchange spacing, signage, and posted speed limits, and they may be a factor in determining design standards for roadway improvements. As such, they have significant impact on corridor studies (including PD&E studies), project traffic analyses, local impact analyses, and overall design standards for roadway improvements.

2.4.1.3 Rural Area

The U.S. Department of Transportation defines rural in two ways: first, for highway functional classification and outdoor advertising regulations, rural is considered anything outside of an area with a population of 5,000; second, for planning purposes, rural is considered to be areas outside of metropolitan areas 50,000 or greater in population. This definition leaves a lot of room for significant differences within these categories. Therefore, it is prudent to describe rural based upon what we see across the country. For the purposes of this document, "rural" is considered to be non-metropolitan areas outside the limits of any incorporated or unincorporated city, town, or village.

Map 2-1 Federal Highways Administration Boundary & Functional Classification of Roads within Santa Rosa County, Florida



2.4.2 Functional Classification

Functional classification is defined in the Florida Department of Transportation’s Urban Boundary and Functional Classification Handbook (2013). Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide. The designation of functional classification is made at least once every 10 years following the decennial Census.

According to FDOT’s Handbook, travel desire relates to functional classification, with arterials representing the heaviest used trip route and locals representing the least used facility. The arterial system provides a high level of through traffic movement, local facilities provide predominantly direct property access and the collector system lies between the other two. Conceptually, in rural areas, arterial highways provide direct service between cities and larger towns and accommodate longer trip lengths. Collectors serve small towns and connect them to the arterial system. Local roads serve individual farms and other rural property uses ultimately tying to collectors. The same basic concepts apply in urban areas. The urban roadway network connects residential, commercial and public areas by this hierarchy of arterial, collector and local roads.

Five functional classification categories (Table 2-2) are common to rural and urban roads. The rural or urban designation is part of the complete functional classification designation; e.g., Urban Minor Arterial.

Table 2-2: Functional Classification Hierarchy

Urban	Rural
Principal Arterial	Principal Arterial
Minor Arterial	Minor Arterial
Major Collector	Major Collector
Minor Collector	Minor Collector
Local	Local

2.5 Level of Service Standards

Level of service, as used in transportation planning and engineering, is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. The qualitative descriptions are equated to quantitative measures for the purposes of planning and engineering analyses. Factors which affect the qualitative measures include vehicle density, average travel speed, volume to capacity ratio, average stopped delay, etc.

Level of Service A:

- Uninterrupted flow
- No restriction on maneuverability
- Little or no delay

Level of Service C:

- Speed and maneuverability restricted by higher traffic volumes
- Satisfactory operating speed for urban conditions
- Delay at signals

Level of Service E:

- Lower operating speeds
- Volumes at or near capacity
- Major delays and stoppages

Level of Service B:

- Stable flow conditions
- Operating speed begins to be restricted

Level of Service D:

- Low speeds
- Major delays at signals
- Little freedom to maneuver

Level of Service F

- Low speeds
- Stoppages for long periods because of downstream congestion

2.6 Current Transportation Planning Framework

The *Federal Highway Administration (FHWA)* is the agency responsible for developing regulations, policies, and guidelines to achieve safety, access, economic development, and other goals relating to comprehensive transportation systems in the United States. The FHWA provides federal funds to states for transportation programs.

The *Florida Department of Transportation (FDOT)* is the agency responsible for the planning, design, construction, and maintenance of the state highway system. The state highway system is established by Florida Statutes, and consists of all State and Federally designated roadways. The state has designated selected segments of the state highway system the Strategic Intermodal System (SIS). The SIS is made up of hubs (seaports, airports, bus terminals) and corridors (railways, waterways, and highways). In Santa Rosa County, I-10, SR 87 south of I-10, the CSX Railroad, and the Intracoastal Waterway are on the SIS. The FDOT has adopted The Florida Transportation Plan, which is part of the State Comprehensive Plan and guides major transportation planning for state facilities. Every year, the FDOT develops, with the cooperation of the TPOs, the Five-Year Work Program, which establishes priorities and funding for specific transportation improvement projects. Project priorities are established by the County Commission for improvements within the area outside of the urbanized area, generally north of Whiting Field. The Florida – Alabama Transportation Planning Organization (TPO) establishes priorities for roadway improvements within the urbanized area of the County (generally south of Whiting Field).

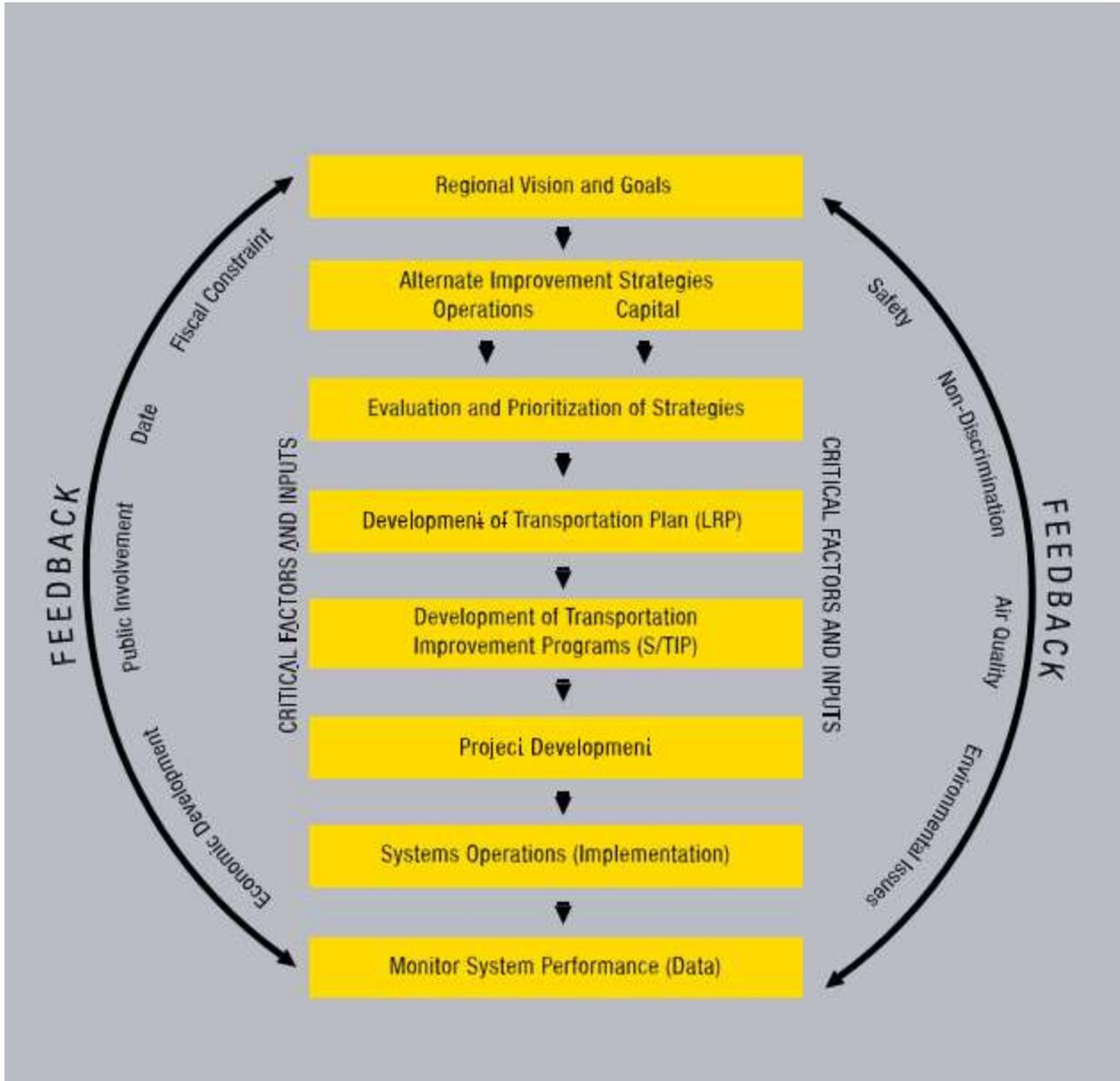
The western and eastern portions of south Santa Rosa County lie within two census-defined urbanized areas: the Pensacola and Fort Walton Beach - Navarre – Wright census-defined urbanized areas. For ease of administration, all Santa Rosa County Commissioners are voting members of the Florida –

Alabama Transportation Planning Organization (TPO) and the Navarre area is included in the planning area of the Florida – Alabama TPO. One Santa Rosa County Commissioner, representing Holley-Navarre, is a non-voting member of the Okaloosa – Walton TPO. The Northwest Florida Regional TPO was created in 2004 to coordinate plans of the Florida – Alabama and Okaloosa – Walton TPOs. The TPOs serve as the lead agencies for regional transportation planning. Much of the information in the Element was derived from TPO plans.

An interlocal agreement between the Cities of Pensacola, Milton and Gulf Breeze, Santa Rosa and Escambia County and FDOT formally established the Pensacola Urbanized Metropolitan Planning Organization (MPO) which became the Florida – Alabama Transportation Planning Organization (TPO) in 2004. The responsibilities of the TPO, as outlined in Sec. 339.175(9)(a), F.S., include “responsibility for transportation related air, noise, and water quality planning within the urbanized area.” Included in the responsibilities are the development of an annual transportation improvement program and a long-range transportation plan. TPO membership consists of the Santa Rosa County and Escambia County Commissions (five members each), one member of the Baldwin County, Alabama Commission, five Pensacola City Council members, a Councilman from the City of Orange Beach, Alabama, the General Manager of Escambia County Area Transit, one Gulf Breeze representative and one Milton representative. The TPO is staffed by the West Florida Regional Planning Council.

The key responsibility of the TPO is developing the Long Range Transportation Plan for the Region as well as associated Transportation Improvement Plans or Cost Feasible Plans. This chart (**Figure 2-1**) shows the critical factors and inputs that guide the developments of these plans. Projects small and large follow the transportation planning process shown.

Figure 2-1: Development of the Long Range Transportation Plan



Source: "A Guide to Transportation Decision Making", US Department of Transportation (2015)

2.7 Transportation Planning Demographics

Santa Rosa County encompasses 1,012 square miles or 647,680 acres. In terms of population density, Santa Rosa County's overall density in 2000 was 115 persons per square mile or 0.18 person per acre. In 2010, that number has increased to 158 persons per square mile or .25 person per acre. However, these densities are misleading since a large part of the county is within either Eglin Air Force Base or Blackwater River State Forest and, thus, cannot be developed. In addition, these densities do not recognize that the northern section of Santa Rosa County is largely agricultural. Population densities in the more heavily developed central and southern portions of the county are much higher:

- Milton Vicinity – average 1,375 persons per square mile
- Pace Vicinity – average 346 persons per square mile
- Gulf Breeze City – average 1,231 persons per square mile
- Midway Vicinity (Midway, Oriole Beach, Tiger Point) – 1,348 persons per square mile
- Navarre Vicinity – 1,364 persons per square mile
- Navarre Beach – average 264 persons per square mile

Santa Rosa County is a fairly affluent county - 57% of households have an annual income greater than \$50,000 per year and there is a high degree of access to private automobile transportation. According to the 2009-2013 American Community Survey, 96% of the households in the county have two or more vehicles available. Only 3.6% of households have no vehicles available.

The overwhelming majority of residents, 82.4%, drive alone to work. Only 2.3% of employed respondents reported commuting by walking/biking and 4.5% reported working from home. As would be expected in a county with few transit options, less than 1% of residents took public transportation to work. Average vehicle occupancy is 1.5 persons per vehicle.

The average travel time to work in Santa Rosa County is 27.1 minutes (2009-2013) up from 22.5 minutes in 2008. This is somewhat comparable to the national average of 25.2 minutes (2011), but is slightly less than the statewide average of 25.7(2006-2010) minutes.

2.8 Santa Rosa County Transportation System Description

The Santa Rosa County road network is dominated by the US 98 and 90 corridors. As is the case with most coastal counties, the more heavily urbanized areas are concentrated near the coast of the Gulf of Mexico in the southern portion of the county. Growth in this area is concentrated along the US 98 corridor. Another population center exists between Pace and Milton on the US 90 corridor. The Pace area continues to be one of the main growth areas in the County.

The CSX Railroad also traverses Santa Rosa County in an east-west orientation providing rail freight service. General aviation facilities are available at Peter Prince Field. Transportation disadvantaged services are provided countywide by the community transportation coordinator. There are no commercial port facilities within the County, but the region is served by the Port of Pensacola, just to the west in neighboring Escambia County.

2.8.1 Roads and Highways

The major interstate and interregional highways, Interstate 10, US98 and US90, traverse Santa Rosa County in an east-west direction. Each of the highways provides connections to all areas in the immediate region, the state and points as far west as Los Angeles, CA. SR4 also provides for east-west travel in and through the rural north end of Santa Rosa County.

The major east-west arterials in Santa Rosa County are complemented by a number of north-south arterials, which are oriented between the heavily urbanized south end along US98 and the urbanized US90 corridor. These north-south roadways include SR281 (Avalon Boulevard), SR89 and SR87. SR281 and SR87 are the only two major arterials that provide direct access to the south end of the county. CR191 (Garcon Point Road) also provides access from the community of Bagdad, I-10 and points along Blackwater Bay to the south end via the SR281 Garcon Point Toll Bridge. SR89, SR87, CR197 (Chumuckla Highway) and CR191 (Munson Highway) provide access to the north end of the county and points north of the Alabama State Line, including I-65.

In the immediate vicinity of Milton and Pace, the Santa Rosa County roadway network contains several roadways that provide connections between these roads and residential/commercial area within the US90 corridor. However, the roadway network in the south end of the county - along US98 - is characterized by few interconnecting local roads due to the peninsular nature of the area and the existing development pattern. Almost all of the traffic generated by residential and commercial land uses in the corridor is funneled directly onto US 98.

2.8.1 Coastal Evacuation

A critical point of analysis when looking at the County's roadway network is coastal evacuation timing. During a hurricane evacuation for Northwest Florida, a significant number of vehicles have to be moved on the roadway network in a relatively short period of time. With limited sheltering available in the region for a major hurricane in the coastal counties, most evacuees will go to inland counties and beyond to seek shelter. Critical transportation facilities within Santa Rosa County include I-10, SR 87, US 90, US 98 and SR 281.

The Florida Division of Emergency Management, Division of Community Planning and Department of Transportation, in coordination with the West Florida Regional Planning Council (WFRPC), have developed the Florida Statewide Regional Evacuation Study Program (SRESP) for the West Florida Region. This report updates the region's evacuation population estimates, evacuation clearance times and public shelter demands. Originally released on October 5, 2010, the study covers Bay, Escambia, Holmes, Okaloosa, Santa Rosa, Walton and Washington counties and their respective municipalities, and is updated as needed.

To correspond to the three different sets of demographic data, three model networks were ultimately developed. The base 2006 network and two future year networks to correspond to the 2010 demographic data and the 2015 demographic data. The 2006 base model network was updated to reflect roadway capacity improvement projects completed between 2006 and 2010 to create the 2010 network. The 2010 network was then updated to reflect planned roadway capacity improvement projects expected to be implemented between 2011 and 2015 to create the 2015 network.

Two distinct sets of analyses were conducted using the SRESP evacuation transportation model, including one set of analysis for growth management purposes and one set of analysis for emergency management purposes. The two sets of analysis include the following:

- Base Scenarios – The base scenarios were developed to estimate a series of worst case scenarios and are identical for all eleven Regional Planning Councils across the State. These scenarios assume 100 percent of the vulnerable population evacuates and includes impacts from counties outside of the RPC area. These scenarios are generally designed for growth management purposes, in order to ensure that all residents that choose to evacuate during an event are able to do so. These times are provided in **Tables 2-3** and **2-4** below.
- Operational Scenarios – The operational scenarios were developed by the RPCs in coordination with local county emergency managers and are designed to provide important information to emergency management personnel to plan for different storm events. These scenarios are different from region to region and vary for each evacuation level.

Table 2-3: 2010 Clearance Times for Base Scenario

	Evacuation Level A Base Scenario	Evacuation Level B Base Scenario	Evacuation Level C Base Scenario	Evacuation Level D Base Scenario	Evacuation Level E Base Scenario
Clearance Time to Shelter					
Santa Rosa	13.0	12.5	13.0	13.0	13.5
In County Clearance Times					
Santa Rosa	14.5	14.5	14.5	21.5	22.5
Out of County Clearance Times					
Santa Rosa	14.5	14.5	14.5	21.5	22.5
Regional Clearance Times					
West Florida	15.0	15.0	15.0	23.0	24.5

Table 2-4: 2015 Clearance Times for Base Scenario

	Evacuation Level A Base Scenario	Evacuation Level B Base Scenario	Evacuation Level C Base Scenario	Evacuation Level D Base Scenario	Evacuation Level E Base Scenario
Clearance Time to Shelter					
Santa Rosa	12.5	12.5	13.0	13.0	14.5
In County Clearance Times					
Santa Rosa	14.5	14.5	14.5	26.0	27.0
Out of County Clearance Times					
Santa Rosa	14.5	14.5	14.5	26.5	27.0
Regional Clearance Times					
Santa Rosa	15.0	15.0	15.0	28.0	28.5

Source: *Statewide Regional Study Program – West Florida Volume 4-1*

2.8.2 Mass Transit

Public transportation services in Santa Rosa County consist of the following:

- Paratransit (door-to-door) service provided to transportation disadvantaged residents in the urbanized area of the County
- Paratransit (door-to-door) service provided to all residents of the non-urbanized areas of the County
- Regional Transit Authority Feasibility Study conducted by the FL-AL Transportation Planning Organization in 2015.

For many years, the Transit Development Plans of both Escambia County Area Transit and Okaloosa County Transit have included in their strategies extension of service into Santa Rosa County. The Northwest Florida Regional Transportation Planning Organization (TPO) regional network includes a transit hub in Navarre connecting the routes from Escambia and Okaloosa. A Transit Feasibility Study conducted in 2007 by the Center for Urban Transportation Research (CUTR) at the University of South Florida showed Santa Rosa residents in favor of transit 4 – 1 and laid out the steps for implementing transit service. A pilot transit program was started in December 2010 that provided fixed route service along US 90 and connected with Escambia County Area Transit (ECAT) in Escambia County. The program was discontinued at the end of 2012 due to lack of ridership and community support.

2.8.2.1 Transportation Disadvantaged Program Overview

The Transportation Disadvantaged (TD) program was created by the Florida Legislature in 1979 to provide transportation services for persons who are unable to transport themselves because of physical or mental disability, income status, age, or because they may be children-at-risk. These transportation disadvantaged persons are dependent upon others to obtain access to health care, employment, education, shopping, social activities or other life-sustaining activities. In 1989, the legislature amended Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code, which govern the Transportation Disadvantaged (TD) program and created the Commission for the Transportation Disadvantaged (CTD). The CTD is comprised of representatives from various state agencies and other stakeholders in the TD program from around Florida. The CTD and its staff oversee the allocation of monies from the Transportation Disadvantaged Trust Fund (TDTF) which are used to operate the program and to provide trips for TD persons around the state. The CTD also conducts quality assurance monitoring and provides technical assistance to the local TD programs.

The TD program operates in each of Florida's 67 counties and its mission is to promote the delivery of transportation services to the TD population in a manner that is cost effective, efficient, and reduces fragmentation and duplication of services. There are several organizations and individuals at the local level that play a role in accomplishing this mission and they include: 1) local Community Transportation Coordinators (CTCs) who arrange, and in some cases, provide the transportation services for the TD population; 2) Local Coordinating Boards (LCBs) which provide advice and direction to the CTCs and also set local priorities for the provision of TD services; 3) Designated Official Planning Agencies (DOPAs), which recommend each local CTC to the Commission, conduct planning studies related to service delivery, appoint LCB members, and serve as staff support to the LCBs, and; 4) government and non-profit agencies that purchase the transportation services from the CTCs for their respective clients.

Community Transportation Coordinator (CTC)

The CTC for Santa Rosa Counties is now Tri-County Community Council, Inc. following the withdrawal of Pensacola Bay Transportation in December of 2014. This contract is in place for a 5 year period beginning January, 2015.

Local Coordinating Board (LCB)

The Local Coordinating Board in Santa Rosa County is comprised of a cross-section of individuals who have a stake in the local TD program. Members on the LCB are designated by the DOPA and include representatives from the following areas:

The Santa Rosa County Board of County Commissioners

Florida Department of Transportation

Community Action

Florida Department of Children & Family Services

Florida Department of Labor & Employment Security

Florida Department of Elder Affairs

Florida Agency for Health Care Administration

Santa Rosa District Schools

Early Childhood Services

1 Economically disadvantaged member of the community

1 Elderly member of the community

Persons with Disabilities;

1 Citizen advocate- system user

1 Citizen advocate- non-user

Private Transportation Industry

Mass Transit Agency

County Veterans Services

Designated Official Planning Agency (DOPA)

The West Florida Regional Planning Council (WFRPC) serves as the DOPA for the TD program in Santa Rosa County. The functions of the WFRPC include preparing the County's Transportation Disadvantaged Service Plan (TDSP), conducting an Annual Evaluation of the CTC, recommending the selection of the CTC to the CTD, and providing staff support for the LCB. Funding for these functions is provided through annual planning grant monies generated by the TDTF and distributed by the CTD.

Transportation Disadvantaged Service Plan (TDSP)

Pursuant to Chapter 427, F.S., the CTD requires that a TDSP be developed for each county participating in the TD program. This plan covers a three (3) year period and is updated annually. The TDSP consists of four (4) sections covering service demographics & demand, service delivery, quality assurance & standards, and cost allocation & rate structures. The Santa Rosa County TDSP is updated by the WFRPC and reviewed by the LCB.

Overview of TD Services

The TD services currently provided in Santa Rosa County are primarily demand-responsive in nature; Service is available 24 hours a day, 7 days a week by advanced registration. Service is available to clients of sponsoring agencies, non-sponsored transportation disadvantaged clients and to the general public at a mileage rate. Fares for trips vary depending upon the type of service required

2.8.3 Rail Facilities

One rail line, CSX, runs east-west through Santa Rosa County. There is a rail head for an industrial area south of US90 in the Floridatown area and a rail head in East Milton (County Industrial Park). The main rail line is a major line used by CSX to transport freight from its hub in Jacksonville to another hub in New Orleans. Many goods that travel on rail through Santa Rosa County from Jacksonville are bound to points on the Pacific Coast, Midwest and Mexico through rail lines converging in New Orleans. Some goods are also shipped via water through New Orleans to ports as distant as Southeast Asia. Similarly, goods headed westbound from New Orleans and points north and west are often bound for ships at the Port of Jacksonville. Obviously, the CSX line should remain active well into the future. There are no passenger rail terminals in Santa Rosa County.

Since the CSX rail line has such strategic implications for goods movement nationwide and internationally, it is expected to remain active. Other than considering the rail corridor in land use and transportation planning initiatives, no future needs are predicted.

2.8.4 Aviation Facilities

Peter Prince field is the only public airport located within Santa Rosa County. Most air travel service is provided to Santa Rosa County residents by the Pensacola Regional Airport to the west or the Destin - Fort Walton Beach Airport (VPS) to the east. Peter Prince Field is located three miles east-northeast of Milton and adjacent to the Santa Rosa County Industrial Park. It is accessed directly from US90, a 4-lane divided highway via a short, two-lane paved segment of roadway. The airport is also easily accessible from I-10 via SR87. The airport is comprised of approximately 224 acres, with an additional 10.61 acres in Runway Protection Zones (RPZ) under partial control.

Peter Prince Field is owned and operated by Santa Rosa County. It has been in use as an "aircraft land facility" since the early 1930's. The Airport is used primarily as a general aviation airport. It provides users with general aviation aircraft basing and training facilities, as well as charter, banner towing, and other aviation-related services. It offers general aviation services to the City of Milton and Santa Rosa County.

The airfield system at Peter Prince Field consists of one runway, 18-36. It is 3,700 feet by 75 feet and is oriented north-south. Runway 18-36 is served by a full length, 25 foot wide parallel taxiway 325 feet to the east of the runway. Both the runway and taxiway are designed for 30,000 pounds single gear. The runway is a hard surface runway, lighted, with a GPS instrument approach.

Public access aprons with 22 tiedown positions are located adjacent to the fixed base operator (FBO) facilities. A second apron with 21 additional tiedown positions is located adjacent to the parallel taxiway (east side). Santa Rosa County owns and operates six six-unit two two-unit "twin" hangars.

The County leases 97 hangars at the airport for general aviation use. Fixed base operator (FBO) services are contracted.

Peter Prince Field shares airspace with Naval Air Station Whiting Field (NAS Whiting). The airport is within the Pensacola Approach/ Departure Control Zone and NAS Whiting Airport RADAR Service Area (ARSA). Approach/ Departure control for the NAS Whiting ARSA and Peter Prince Field is handled by Pensacola Approach control. There is no air traffic control tower at Peter Prince Field. A GCO communications unit to facilitate instrument departures and arrivals, and a SuperUnicom automatically transmitting safety information (including visibility for instrument approaches) are fully operational.

2.8.4.1 Airport Surrounding Land Use Considerations

Land uses adjoining the airport have not been an issue. A Joint Land Use Study (JLUS) between the Navy and the County was completed and has become a model for similar studies throughout the country (reference the Future Land Use Element). As a result of the JLUS, an agreement was reached between the Navy and the County allowing the County to use the runway at NAS Whiting Field if the County did not expand the runway at Peter Prince Field. Expansion of Peter Prince Field would have conflicted with Navy airspace. As a result, the County acquired 260 acres adjacent to Whiting Field to construct an air industrial park. An air industrial park has been extremely successful at Bob Sikes Airport in Okaloosa County. The agreement between the Navy and the County was signed at the end of July 2009. Another far reaching development was the partnership between the Navy, the Nature Conservancy, the Blackwater River State Forest, and the County to acquire more land adjacent to NAS Whiting Field to prevent encroachment. The benefits to the County and environment are numerous: added recreational opportunities with an off road vehicle park and planned multi-use paths, protection of the Clear Creek watershed, protection of habitat, to name a few. As stated earlier, the cooperation between the Navy, County, state agencies and private organizations has been a model for other communities across the country.

2.8.5 Ports and Freight

There are no public shallow or deep water ports in Santa Rosa County. However, the Port of Pensacola in neighboring Escambia County is one of the State's fourteen deep water ports. This port serves business and industry throughout the region. Most freight related traffic travels on the SIS or other major arterials, of which US 90 and US 98 are threatened by congestion problems.

Since the Port of Pensacola and the pass to the Gulf of Mexico are both to the west of Santa Rosa County, the County's roadway system has little impact on waterborne Port traffic. The Navarre Beach Bridge does cross the Intracoastal Waterway, but it does not affect any normal waterborne traffic in this channel.

All waterways in Santa Rosa County are used predominantly for recreational boating and fishing. There are numerous marinas, wet and dry slips and boat ramps to serve County residents. Three main estuarine rivers drain the Santa Rosa County area and are used for the bulk of the County's recreational boating and fishing activities. These rivers are: 1) The Blackwater River 2) The Yellow River and 3) The Escambia River. There are several other smaller rivers, including the Coldwater and Juniper Creeks that are used recreationally and support commercial canoe liveries.

2.8.6 *Non-motorized Transportation Modes*

2.8.6.1 Sidewalks and Bike Facilities

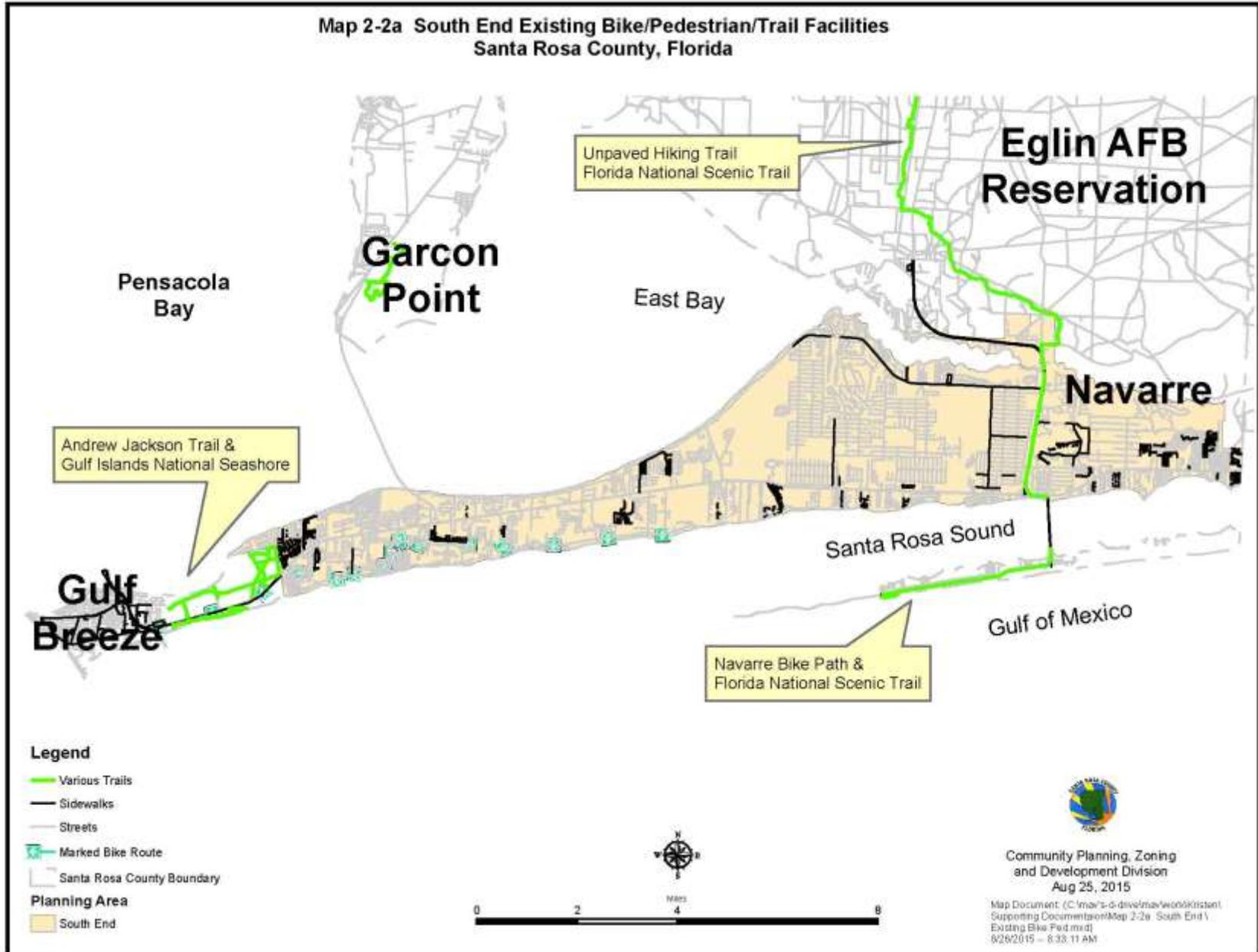
The County fully supports and encourages linking existing facilities and constructing new ones in order to create a contiguous bike/ped system. As a result, the County supports FDOT's policy to build sidewalks and bicycle lanes as part of all new construction and capacity expansion. Santa Rosa County also encourages the construction of these facilities in smaller projects like resurfacing and intersection projects when feasible. The following Map Series, Maps 2-2a, and 2-2b show the existing bicycle and pedestrian infrastructure in Santa Rosa County's urbanizing planning areas including trails.

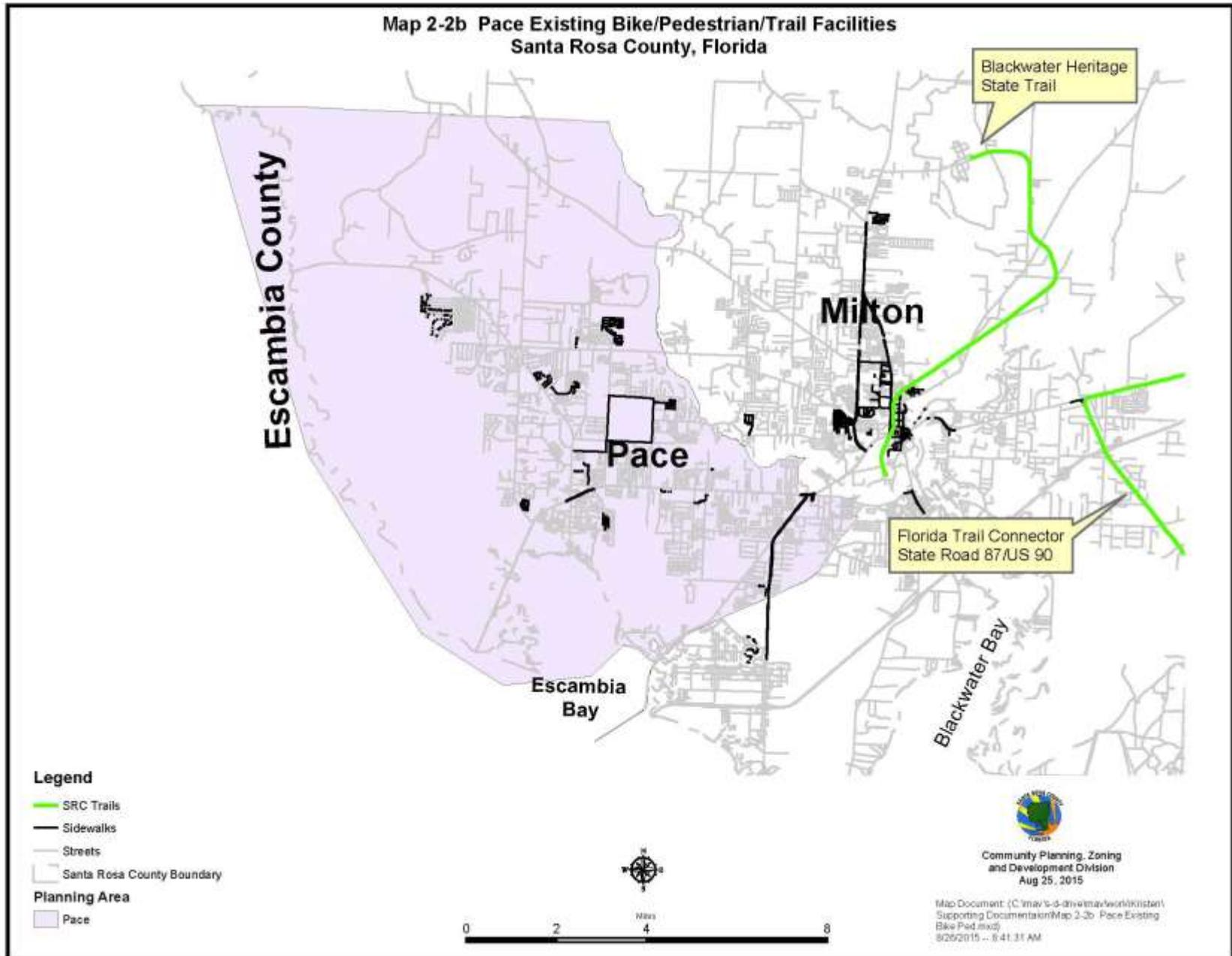
2.8.6.2 Santa Rosa County Trail System

The mild climate in Santa Rosa County encourages almost year-round participation in non-motorized transportation modes, such as jogging, walking, and bicycling. There are several major multi-use trails in the County.

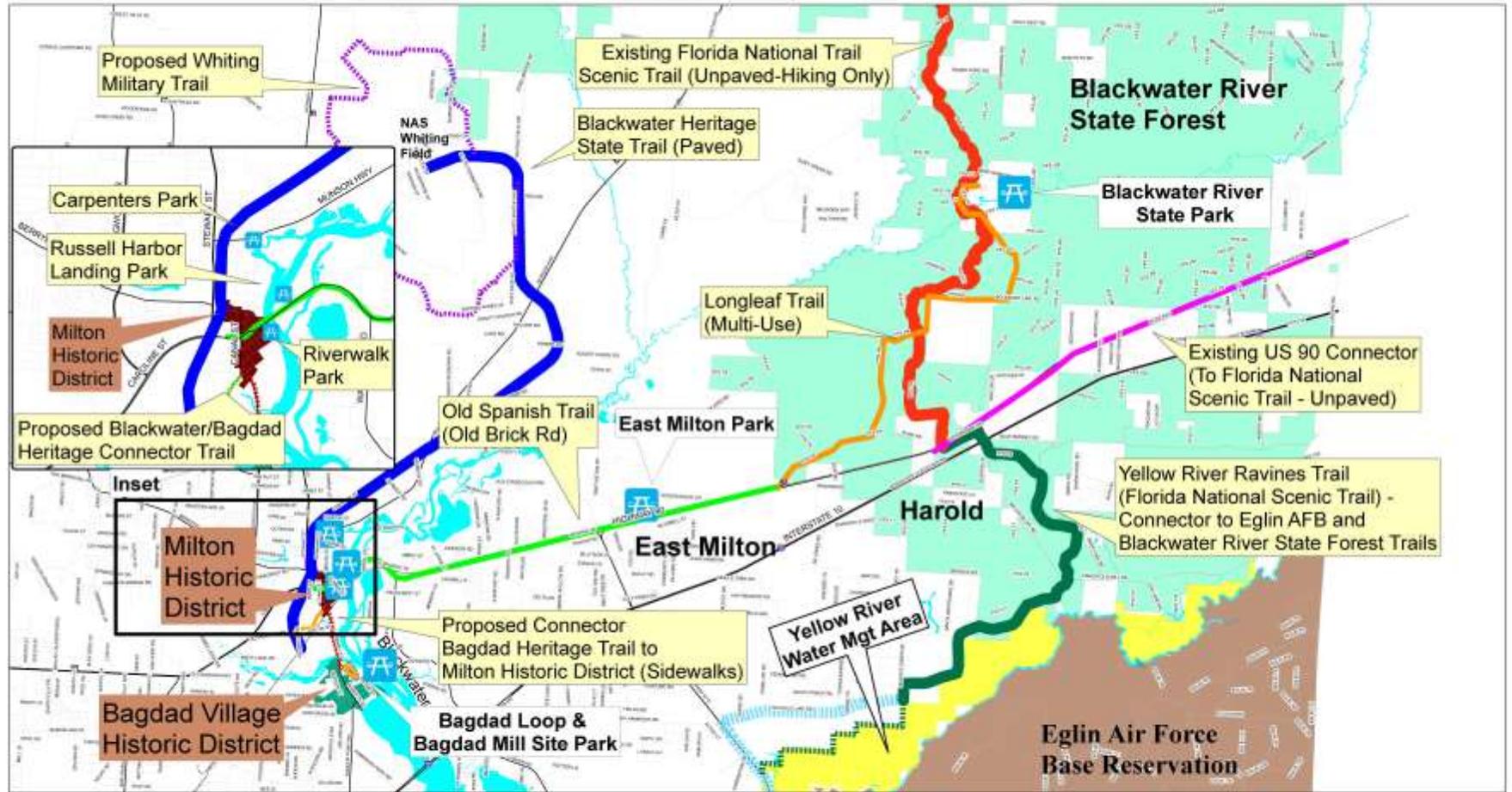
The Blackwater Heritage Trail extends north and south of US 90 in the Milton area. Six miles of the Old State Road 1, parallel to US 90 in East Milton, was also recently rehabilitated. The Old State Road 1, also known as the Old Brick Road, serves bicyclists and pedestrians and connects downtown Milton with the Blackwater River State Forest trail system. Map 2-2c depicts existing and planned trails within the northern half of Santa Rosa County.

In the south end planning area, the multi-use path along the Gulf Islands National Seashore extends along US98 in the south end of the County. Before 2004, a multi-use trail connected Navarre Beach to Pensacola Beach through the Gulf Islands National Seashore. Because of recurring hurricane damage, the portion through the Gulf Islands National Seashore has been rebuilt as a paved shoulder or bike lane on the roadway. The multi-use path, separate from the roadway, remains in Navarre Beach along Gulf Boulevard.



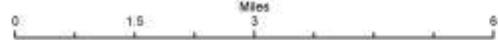


**Map 2-2c Central & North County Existing Bike/Pedestrian/Trail Facilities
And Proposed Future Trail Options
Santa Rosa County, Florida**



Legend

- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none"> — Railroads — Main Roads — Streets <p>Parks</p> | <p>Existing Trails</p> <ul style="list-style-type: none"> Longleaf Trail US 90 Connector Old Spanish Trail Florida National Scenic Trail Blackwater Heritage State Trail Yellow River Connector | <p>Future Trails Options</p> <ul style="list-style-type: none"> Proposed Bagdad Loop Proposed Sidewalks Proposed Whiting Loop Proposed Yellow River Connector Proposed Bagdad Heritage Trail Temporary Trail/Road Connector | <p>Historic Districts</p> <ul style="list-style-type: none"> Bagdad Village Historic District Milton Historical District <p>FNAI Managed Areas</p> <ul style="list-style-type: none"> Yellow River Water Management Area Eglin Air Force Base Blackwater River State Forest Rivers, Bays |
|--|--|--|--|



2.9 Level of Service Analysis

2.9.1 Level of Service Used for Review of Comprehensive Plan Future Land Use Map Amendments

For state level transportation planning, the automobile mode level of service standards for the State Highway System during peak travel hours are "D" in urbanized areas and "C" outside urbanized areas. See Procedure No. 525-000-006, Level of Service Standards and Highway Capacity Analysis for the State Highway System for more information. The County utilizes the Congestion Management Process's LOS standards for traffic impact review of developments requesting amendments to the Future Land Use Map. For large scale amendment requests (greater than 10 acres), the applicant is required to provide the traffic impact analysis which include an analysis of impacts to roadways and any necessary improvements. This analysis is utilized by the Zoning Board and Board of County Commissioners in deliberation of the request and mitigation may be required as an option for the proposed amendment to move forward.

2.9.2 Constrained, Backlogged and Congested Roadway Segments

Constrained roadways are those roads that will not be expanded by the addition of two or more lanes due to physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations. There are no constrained roadway segments in Santa Rosa County.

A backlogged roadway is a facility that is operating below the minimum Level of Service standard, but is not programmed for a construction improvement in the first three years of the FDOT work program or in the five year schedule of the County's capital improvement program. A backlogged facility cannot be a designated constrained facility. There are no backlogged roadway segments in Santa Rosa County.

Congestion is defined by FDOT as a condition in which traffic demand causes the level of services (LOS) to be at or below FDOT's LOS standard. The following roadways/segments (**Table 2-5**) are designated as congested facilities per the 2040 Florida-Alabama TPO Volume to Capacity Map. As can be seen, the US 90 and 98 corridors are the most congested facilities in Santa Rosa County.

Table 2-5: Congested Roads in Santa Rosa County

Road	Segment	Designation
SR 30 (US 98)	Pensacola Bay Bridge to CR 399 (East Bay Blvd)	Very Congested
SR 30 (US 98)	CR 399 (East Bay Blvd) to SR 87S	Congested
SR 30 (US 98)	SR 87S to Okaloosa County Line	Very Congested
SR 10 (US 90)	Escambia Bay Bridge to CR 197 (Chumuckla Hwy)	Very Congested
SR 10 (US 90)	CR 197 (Chumuckla Hwy) to SR 281 (Avalon Blvd)	Congested
SR 10 (US 90)	SR 281 (Avalon Blvd) to CR 89 (Ward Basin Rd)	Very Congested
SR 10 (US 90)	CR 89 (Ward Basin Rd) to SR 87S	Borderline Congested
CR 197 (Woodbine Rd)	SR10 (US 90) to Cobblestone Drive	Congested
SR 89N	SR10 (US 90) to Hamilton Bridge Rd	Borderline Congested

2.9.3 Current LOS - Roadways

Existing deficiencies (2013) within the Santa Rosa County major roadway network have been assessed with respect to traffic operating conditions. Deficiencies in **Table 2-6** are based on the maximum service volumes (MSV) used in the Congestion Management Process Plan (CMPP). Where FDOT traffic counts are available, they have been used. Some County roadways are omitted due to lack of data.

For available counts, the County utilizes those found within in the Florida-Alabama Transportation Planning Organization's (TPO) Congestion Management Process Plan (CMPP). The CMPP updated yearly contains traffic volumes noted for each FDOT count station used to update AADTs on the LOS table. Other information contained in the CMPP 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. There are four roadway segments that are not in the CMP which are not eligible.

Map 2-3 on the following page depicts the current (2013) operational LOS for County roadways included within the CMPP.

2.9.4 Analysis of Future Roadway Deficiencies

Future traffic operating conditions have been analyzed to determine where traffic congestion will develop if no improvements are made to the roadway network. The TPO's current congestion management plan (CMPP) gives projections for year 2023. There are four roadway segments that are not in the CMP which are not eligible. **Table 2-6** shows future operating conditions for Santa Rosa County roadways in 2023. **Map 2-4** provides the future or 2023 LOS for roadways included within the CMPP.

Roadways that are projected to experience operating deficiencies based on historic traffic growth rates are US90, US98 and Woodbine Road. By the end of the planning horizon, 2023, deficiencies can also be expected on SR89N from US90 to Hamilton Bridge Road, Chumuckla Highway, West and East Spencer Field Roads, Glover Lane, the eastern section of Berryhill Road, and the Navarre Beach Bridge. The discussion below describes planned roadway improvements that will mitigate congestion on the deficient segments of roadway.

Map 2-4 Planning Areas & Future LOS
Santa Rosa County, Florida

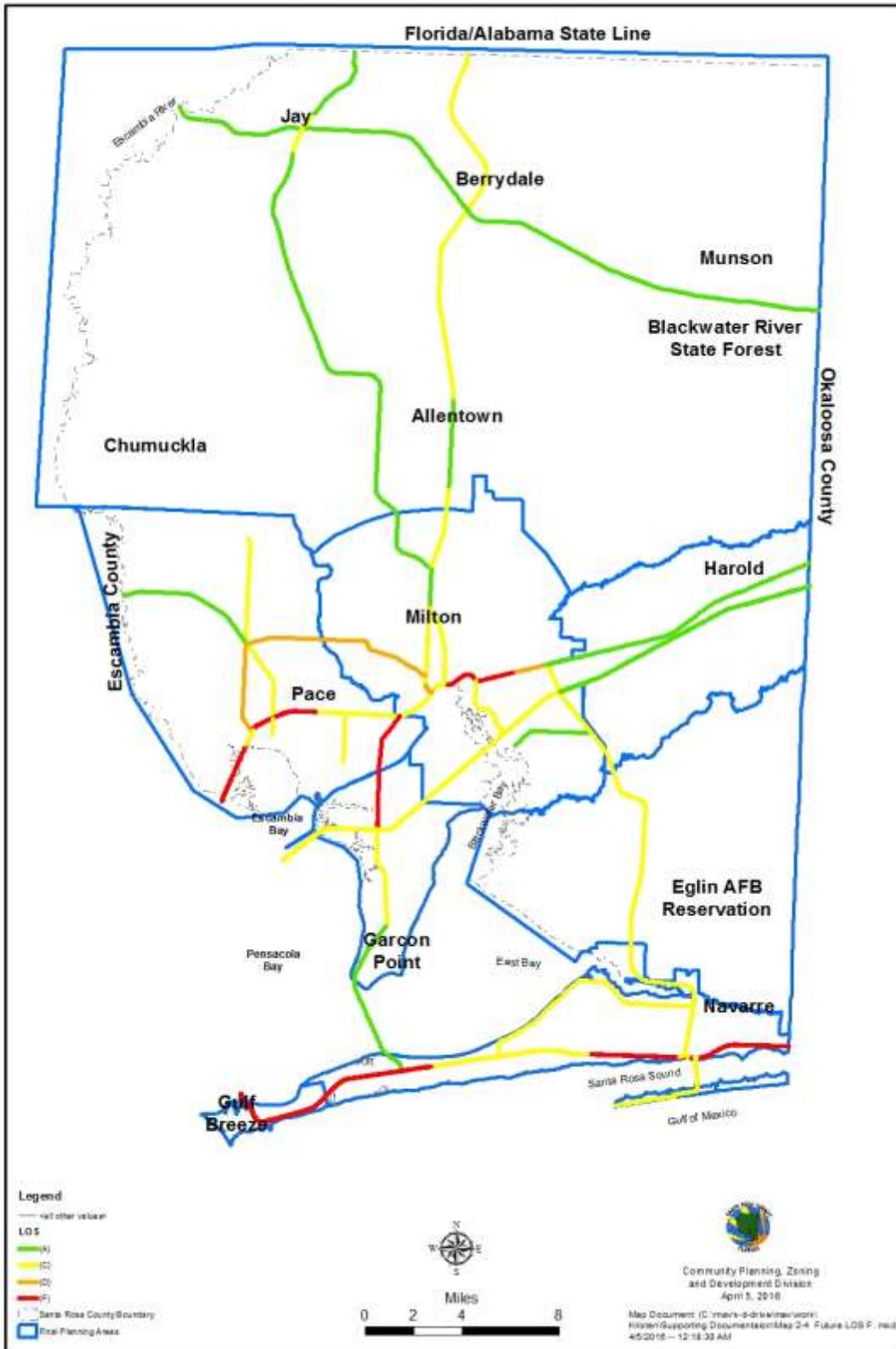


TABLE 2-6: AADT MAX VOLUME (TARGET) LOS, 2023 LOS, and 2013 LOS

COUNTY ROADS			CMPP AADT LOS	2023 AADT LOS	2013 AADT LOS
	Segment (From / To)				
CR 89 (Ward Basin Rd)	I-10	US 90	D	C	C
CR 184 (Hickory Hammock)	CR 89	SR 87	D	B	B
CR 184 (Quintette Rd)	Escambia Co Line	Myree Lane	C	B	B
	Myree Lane	Chumuckla Hwy	D	B	B
CR 184 A (Berryhill Rd)	CR 197	SR 89	D	D	C
CR 197 (Florida Town Rd)	Diamond Rd	US 90	D	C	C
	Chumuckla Highway	US 90	D	C	C
	Quintette Rd	Luther Fowler Rd	D	C	C
	Luther Fowler Rd	Ten Mile Rd	C	C	B
CR 197 A (Bell Lane)	CR 191 B	US 90	D	C	C
	Woodbine Rd	US 90	D	D	C
CR 399 (Pensacola Bch Blvd)	SR 30 (US 98)	Via Deluna	D	B	B
	East Bay Blvd	US 98	D	C	C
	Gulf Boulevard	Escambia Co Line	D	C	C
CR 191 Munson Hwy	SR 87N	SR 4	C	C	C
CR 191 Garcon Point Road	SR 281 (Avalon)	Milton City Limits	D	B	B
CR 191 Willard Norris Rd	CR 197 (Chumuckla Hwy)	SR 89 N (Dogwood Dr)	D	C	C
CR 191B/281B (Sterling Way/Cyanamid Rd)	Entire Road		D	C	C
CR 182 (Allentown School Road)	Entire Road		C	B	B
East Spencer Field Road	Entire Road		D	D	D
CR 197B (West Spencer Field Road)	Entire Road		D		
Pine Blossom Road	Entire Road		D		
Glover Lane	Entire Road		D		
Hamilton Bridge Road	Entire Road		D	C	C
Edgewood Drive	Entire Road		D		

Santa Rosa County Comprehensive Plan Support Documentation

STATE ROADS

SR 4	Escambia Co Line	CR 399 N (Neal Jones Rd)	C	B	B
	CR 399 N (Neal Jones Rd)	Okaloosa Co Line	C	B	B
SR 8 (I-10)	Scenic Hwy	End of 6 Lanes	D	C	B
SIS	End of 6 Lanes	SR 281 (Avalon Blvd)	D	B	B
	SR 281 (Avalon Blvd)	SR 87 Urbanized Area Boundary	D	C	B
	SR 87 Urbanized Area Boundary	Okaloosa Co Line	C	B	B
SR 10 (US 90)	Escambia Co Line	East Spencer Field Road	D	F	C
	East Spencer Field Road	SR 281 (Avalon Blvd)	D	C	C
	SR 281 (Avalon Blvd)	SR 87 (Stewart Street)	D	C	C
	SR 87 (Stewart Street)	Airport Road	D	F	C
	Airport Road	SR 87S (Milton Road)	D	C	C
	SR 87S (Milton Road)	Okaloosa Co Line	C	B	B
SR 30 (US 98)	Escambia Co Line	Fairpoint Drive	D	F	F*
	Fairpoint Drive	SR 399 (Pensacola Bch Blvd)	D	F	F*
	SR 399 (Pensacola Bch Blvd)	East End of Naval Live Oaks (Gulf Breeze City Limits)	D	F	F*
	East End of Naval Live Oaks (Gulf Breeze City Limits)	CR 191 B (Soundside Dr)	D	F	C
	CR 191B (Soundside Dr)	West of Bergen Road	D	C	C
	West of Bergen Road	Edgewood Dr	D	C	B
	Edgewood Drive	Belle Mead Circle	D	F	C
	Belle Mead Circle	Okaloosa Co Line	D	F	C
SR 87 N Stewart St	SR 10 (US 90)	SR 89 S	D	C	C
	SR 89 S	SR 89 N	D	B	B
	SR 89 N	Whiting Field (CR 87 A, Langley St)	D	C	C
	Whiting Field (CR 87 A, Langley St)	North of Whiting Field Circle	D	C	B
	North of Whiting Field Circle	North of Hopewell Road	C	B	B
	North of Hopewell Road	Alabama State Line	C	B	B
SR 87 S	SR 30 (US 98)	North of Five Forks Rd	D	C	C

Santa Rosa County Comprehensive Plan Support Documentation

SIS	North of Five Forks Rd	North of Vonnie Tolbert Road	D	C	B
	North of Vonnie Tolbert Road	Barney Broxon Road	C	C	B
	Barney Broxon Road	South of Nichols Lake Road	C	B	B
	South of Nichols Lake Road	I-10 (SR 8)	D	C	C
	I-10 (SR 8)	US 90 (SR 10)	D	C	C
SR 89 N	SR 10 (US 90)	Berryhill Road (CR 184A)	D	D	D
	Berryhill Road (CR 184A)	SR 87	D	C	C
	SR 87	South of Divot Lane	D	B	B
	South of Divot Lane	South of Pond Creek Road	C	B	B
	South of Pond Creek Road	Shell Road (Jay)	C	B	B
	Shell Road (Jay)	Pollard Road	C	C	C
	Pollard Road	Alabama State Line	C	B	B
SR 281	SR 30 (US 98)	Mid Point of Garcon Point Bridge	C	B	B
Avalon Blvd	Mid Point of Garcon Point Bridge	CR 191	D	B	B
	CR 191	I-10 (SR 8)	D	C	C
	I -10 (SR 8 Ramp)	US 90 (SR 10)	D	F	D

Table Note:

Santa Rosa County utilizes the maximum service volumes found within the Transportation Planning Organization's Congestion Management Program Plan (CPMM) for the review of amendments to the Future Land Use Map. For roadways not included in the CMPP but included within this Table, LOS Standard D is utilized for review of amendments.

2.9.5 Roadway Improvements

The County adopted Transportation Impact Fees effective January 2006 and passed a proportionate fair-share ordinance in 2007 (reference Section 163.3180, F.S. regarding proportionate fair share) both aimed at raising revenues dedicated to transportation improvements. Because of the economic recession, a moratorium is currently in effect for the collection of impact fees. The County has also opted out of transportation concurrency, negating the need for the 2007 proportionate fair share ordinance.

The roadway improvements outlined in this section, and illustrated in the Future Transportation Map Series, reflect the above deficiency analysis, projects from the TPO's Long Range Transportation Plan (LRTP), and projects funded by County revenues and grants. Both short-term and long-term capital improvements are outlined. Those in the first five years will appear in the Capital Improvements Element, and are consistent with the TPO's Transportation Improvement Program and FDOT's Work Program.

Planned US 98 Projects

The US98 corridor is a major issue for Santa Rosa County and, in fact, for all the counties in northwest Florida from Escambia County east to Gulf County. This facility is a major regional connection, but in Santa Rosa County US 98 is the only corridor for east west travel for local trips as well in the south end of the County due to the peninsular nature of South Santa Rosa County. In 2005, the Florida Legislature created the Northwest Florida Transportation Corridor Authority, established in Section 343.80, Florida Statutes. The primary purpose of the Authority is to improve mobility on the US 98 corridor in Northwest Florida to enhance traveler safety, identify and develop hurricane evacuation routes, promote economic development along the corridor, and implement transportation projects to alleviate current or anticipated traffic congestion. The Authority is authorized to employ a variety of financial mechanisms including tolls and public-private partnerships. The Authority board consists of one member each from Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin and Wakulla Counties. Members are appointed by the Governor. Its Master Plan, adopted in 2007 and updated in 2008 and 2013 is available at www.nwftca.com. Other projects directly benefiting the US 98 corridor are as follows:

- The South Santa Rosa County Bicycle and Pedestrian Master Plan was adopted in 2015. This Plan includes a recommendation for a multi-modal loop in the southern portion of the County that can be used as an alternative to the US 98 corridor for alternative modes of travel on the peninsula and beach.
- Right of Way for future 6 lane widening of the 4.253 mile segment of US 98 from Bayshore Road to Portside Drive is dispersed in FDOT's five year work program from FY 2014 through FY 2017. Construction funding for this segment is identified as cost feasible in the 2040 LRTP.
- A PD&E for the 6 lane widening of US 98 from Portside Drive to the Okaloosa County line is scheduled to begin the Fall of 2015.
- A PD & E for the Community Access Road in Navarre has also been funded over two years (2018 and 2019). The County will need to explore grant opportunities and other funding sources such as FDOT's Transportation Regional Incentive Program (TRIP) to implement the design, right of way and construction. Every year the TPO adopts a project priority list and every five years the Long

Range Transportation Plan is adopted with the potential for the CAR to be funded completely through this system.

- The replacement of the Pensacola Bay Bridge connecting Santa Rosa and Escambia Counties will begin in 2017. The new 6 lane facility will include bicycle pedestrian features and breakdown lanes. <http://pensacolabaybridge.com/>

Planned US 90 Corridor Projects

- A PD&E for the 6 lane widening of US 90 from the Escambia County Line to Glover Lane is scheduled within the FDOT 5 year work program and will begin the Fall of 2015.
- A PD&E for the 6 lane widening of US 90 from Glover Lane to SR 87 is currently underway.
- As part of the Florida-Alabama TPO prioritized projects, Santa Rosa County receives \$1.5 million yearly (FY 2017 to 2021) for the implementation of corridor management projects along US 90 and US 98. Corridor management projects include the addition of turn lanes and median modifications previously identified within the corridor management plans for those roads.

Transportation Demand Management

In addition to physical improvements to increase roadway capacity, traffic operation improvements and transportation demand management can be important strategies for alleviating transportation deficiencies. Transportation Demand Management (TDM) are strategies designed to reduce peak-hour demands on the roadway network. Implementation of TDM strategies, such as carpools, vanpools, subscription bus service, parking management, work hour management, telecommuting and innovative legal and legislative approaches can reduce the number of cars on the roadway by increasing occupancy per vehicle and shifting travel hours, thus reducing the need for high cost capacity improvements. The County continues to identify appropriate actions to ease peak hour congestion as part of the concurrency monitoring system. These actions can include TDM measures.

TDM techniques can be commonly divided into three different categories. The TDM techniques that can be implemented in order to help alleviate capacity problems are:

- promote alternatives to the automobile, encouraging persons to switch voluntarily to other modes of travel, such as transit and bicycles:
- park-and-ride service
- shuttle systems
- pedestrian systems
- employer transit subsidies
- bicycling
- encourage more efficient use of automobiles and roads through ridesharing and alternative work hours:
- HOV lanes
- ridesharing

- alternative work hours
- truck traffic restrictions
- discourage the use of automobiles by making their use more costly or more difficult:
- parking management
- automobile restrictions

Since TDM measures are designed to reduce vehicle demand on the system by increasing vehicle occupancy, they are viewed as demand-side strategies. However, supply-side strategies such as Traffic Systems Management (TSM) can also be alternative means to achieving LOS standards. TSM strategies include left- and right-turn lanes, intersection widening, and improved signing and pavement markings. Traffic signal improvements are also a relatively low-cost TSM strategy that can improve the capacity of the County's roadway system. Traffic signal improvement strategies include traffic signal coordination, continuous optimization of timing plans, and implementation of computer-based traffic control systems to incorporate a closed-loop signal system. Operation of the closed-loop system would result in significant benefits in terms of reduced delay and fewer stops at traffic signals. While the cost of TSM measures varies, the benefits generally exceed the costs.

Several TSM strategies have been identified as part of the Corridor Management planning process. Numerous projects identified in the plan have been constructed on US 90 and US 98. Traffic signal timing on US 98 has improved traffic operations. Santa Rosa County and private businesses within the County also continue to work with the West Florida Commuter Services Program, staffed by the West Florida Regional Planning Council. This agency works directly with major employers to institute programs like ridesharing. Agency staff run a GIS-based program that will match employees in the same geographic areas for ridesharing purposes. The program also markets TDM strategies to the public at large.

2.10 Transit Needs and Trends

2.10.1 Public Transit Services

The Transit Feasibility Study conducted by the University of South Florida Center for Urban Transportation Research (CUTR) showed public support for transit, potential routes, and possible funding sources. When the federal 5316 Job Access and Reverse Commute (JARC) grant became available, the study became the foundation for the application to start transit service along US 90. A pilot transit program was started in December 2010 that provided fixed route service along US 90 and connected with Escambia County Area Transit (ECAT) in Escambia County. The program was discontinued at the end of 2012 due to lack of ridership. The demand for a fixed route service in Santa Rosa County continues to be a looked at option.

2.10.2 Transportation Disadvantaged Population

The transportation disadvantaged population includes only those persons who are transportation disadvantaged according to eligibility guidelines in Chapter 427, Florida Statutes. Chapter 427, Florida Statutes, defines transportation disadvantaged as: “those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202.” The potential transportation disadvantaged population includes all persons who are elderly, disabled or low-income.

Forecasts of TD Population

Table 4-7 show population estimates for Potential Transportation Disadvantaged individuals and current Transportation Disadvantaged individuals in Santa Rosa County.

**Table 2-7
Forecasts of Santa Rosa County’s Transportation Disadvantaged Population**

Forecasts of Santa Rosa County's Potential Transportation Disadvantaged Population 2008 – 2013						
Market Segment	2008	2009	2010	2011	2012	2013
Disabled, Non-Elderly, Low Income	981	995	1,009	1,023	1,037	1,052
Disabled, Non-Elderly, Non-Low Income	5,880	5,963	6,046	6,131	6,218	6,304
Disabled, Elderly, Low Income	1,168	1,222	1,278	1,337	1,398	1,462
Disabled, Elderly, Non-Low Income	7,617	7,966	8,331	8,712	9,112	9,529
Non-Disabled, Elderly, Low Income	2,042	2,135	2,233	2,335	2,442	2,554
Non-Disabled, Elderly, Non-Low Income	13,308	13,918	14,556	15,224	15,921	16,651
Non-Disabled, Non-Elderly, Low Income	13,885	14,080	14,277	14,478	14,681	14,887
Potential TD Population	44,881	46,279	47,730	49,240	50,809	52,439

Source: CUTR and WFRPC.

The second group, the TD Population, is a subset of the first group and includes those persons who are Transportation Disadvantaged according to the eligibility guidelines in Chapter 427 F.S.

Forecasts of Santa Rosa County's Transportation Disadvantaged Population 2008 – 2013						
Market Segment	2008	2009	2010	2011	2012	2013
Transportation Handicapped, Non-Elderly, Low Income	357	362	367	372	377	383
Transportation Handicapped, Non-Elderly, Non-Low Income	2,138	2,168	2,199	2,230	2,261	2,292
Transportation Handicapped, Elderly, Low Income	854	893	934	977	1,021	1,068
Transportation Handicapped, Elderly, Non-Low Income	5,566	5,821	6,088	6,367	6,659	6,964
Non-Transportation Handicapped, Low Income, No Auto, No Public Transit	3,203	3,254	3,306	3,358	3,412	3,467
Transportation Disadvantaged Population	12,118	12,498	12,894	13,304	13,730	14,174

Source: CUTR and WFRPC.

Table 2-8 provides some of the statistics available from annual operating reports and the annual TDSP update submitted to the Commission for the Transportation Disadvantaged.

**Table 2-8
Santa Rosa County CTC
Annual Operating Report Statistics**

Performance Measure	2013	2014
Total Number of Passenger Trips	47,483	39,566
Total Number of Vehicle Miles	438,178	485,158
Operating expense per passenger trip	\$15.33	\$19.24
Operating expense per vehicle mile	\$1.58	\$1.53

Source: Santa Rosa County TDSP, 2014 Update

Future Airport Needs

Future airport needs have been determined through the airport master planning process. The Transportation Element and the Foundation Document support the findings of the Master Plan Update (2012) and this document is incorporated herein by reference.