

**Goal:** Section 125.01, Florida Statutes, provides general authority to the Board of County Commissioners to establish and provide transportation and public transportation programs. The goals of the Board relative to transportation programs are: to provide for a safe, convenient and efficient transportation system; to promote the purpose and intent of the "Florida Transportation Code"; to provide for efficient and effective coordination between transportation planning and land use planning; to promote access management on major thoroughfares; to preserve the functional integrity of the State and County Highway and Road Systems; to establish and maintain level of service standards; to effect improvements to the road and highway network; to establish and maintain regulations governing rights-of-way use, parking, and related activities; to improve the appearance of major routes into and out of the County; to prevent the creation of airport and landing field hazards and land use conflicts; to promote a safe and convenient system for the movement of pedestrians and bicycles, and; to promote and further the laws of the State relative to the transportation system.

**Vision:** We will develop safe, efficient and effective transportation infrastructure that promotes economic development and enhances the environment, quality of life, and aesthetics.

### General Strategy

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The general strategy for this element is to:

- Identify and assign operational responsibility for the various roads and highways in Bay County.
- Classify roadways according to function so as to define operational characteristics.
- Work through the Transportation Planning Organization (TPO) to identify needed transportation infrastructure improvements.
- Establish and maintain regulations to control access onto roadways, driveway spacing, right-of-way use, parking and other related activities necessary to preserve the functional integrity of the roadway system.
- Maintain level of service standards for concurrency purposes.
- Improve the appearance of designated "Tourist Corridors" through rigorous code enforcement, landscaping and highway beautification programs.
- Establish and maintain regulations to prevent the creation of airport hazards and land use conflicts.
- Prepare plans and implement programs to support alternative transportation systems including the installation of sidewalks, pedestrian paths, and bike lane/paths based on demonstrated needs in the Urban Service Area.

**Objective 4.1:** Specifically identify those transportation systems that will be addressed in this element.

**Policy 4.1.1:** Transportation facilities and systems to be addressed in this element include:

- (1) Roads and highways;
- (2) Airport facilities;
- (3) Bicycle and pedestrian ways; and,

- (4) Public transportation.

### Roads and Highways

**Objective 4.2:** Identify and designate types of public roads and highways. All roads which are open and available for use by the public and dedicated to the public use, according to law, by prescription, or maintenance are hereby declared to be, and are established as, public roads.

**Policy 4.2.1:** Public roads and highways in Bay County shall be designated as follows.

- (1) The "State Highway System" as defined at section 334.03(25), Florida Statutes.
- (2) The "County Road System" meaning all roads in Bay County that are the maintenance responsibility of the Bay County Board of County Commissioners. Dirt roads, County numbered roads and named streets comprise the County Road System.
- (3) The "City Street System" meaning all local roads within a municipality, and all collector roads within a municipality that are not part of the County Road System.
- (4) "Private Roads" meaning roads which are not available for public use nor owned or maintained by any public entity.

**Policy 4.2.2:** Ownership and maintenance responsibilities for the road and highway system in Bay County will be:

- (1) State Highway System - Florida Department of Transportation (FDOT);
- (2) County Road System - Board of County Commissioners;
- (3) City Street System - the municipality in which city streets are located; and,
- (4) Private Roads - legal persons other than public agencies or entities.

**Policy 4.2.3:** The Board of County Commissioners shall convey ownership of County-owned Local Roads and rights-of-ways located within municipalities to the respective municipalities where 50% or more of the adjoining property front footage is within the limits of the municipality.

**Objective 4.3:** Maintain a functional classification system for roads and highways in Bay County, which can be linked to the development of land adjacent to such roads.

**Policy 4.3.1:** Public roads and highways will be classified according to function. "Functional classification" means the assignment of roads into systems according to the character of service they provide in relation to the total road network. Basic functional categories include arterial roads, collector roads, and local roads which may be subdivided into principal, major, or minor levels (Table 4-1). Those levels may be additionally divided into rural and urban categories.

- (1) "Arterial road" means a route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, every United States numbered highway is an arterial road.
- (2) "Collector road" means a route providing service, which is of relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads and arterial roads and serves as a linkage between land access and mobility needs.
- (3) "Local road" means a route providing service, which is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property.

**Policy 4.3.2:** The relationship between the functional classification of roads and the development pattern of adjacent lands shall be as follows.

- (1) Arterial Roads: The main purpose will be moving cars, providing access to adjacent land is secondary. Access to adjacent land may be restricted in designated areas.
- (2) Collector Roads: These roads are intended to link local streets with arterial roads. Residential development will be minimal access, reverse frontage developments. Non-residential developments will be limited to those that are neighborhood-serving.
- (3) Local Roads: Local roads are intended to provide direct access to abutting property. Access should not be restricted except at critical points such as intersections.

**Objective 4.4:** Establish access control corridors to provide safe and convenient movement to and from the Urban Service Area so as to enhance managed growth and the overall development of commerce in Bay County.

**Policy 4.4.1:** The following arterial roads are hereby designated as "Access Control Corridors" and are shown on the Transportation Map - Map 4.1.

- (1) US 231 (SR 75): Jackson County line to the intersection of CR 2321.
- (2) SR 77: Washington County line to the intersection of SR 77 and CR 2300.
- (3) SR 79: Washington County line to the intersection of Power Line Road.
- (4) SR 22: Gulf County line to the intersection of SR 22 and CR 2297.
- (5) US 98 (Panama City Beach Parkway): Walton County line to Moylan Road.
- (6) SR 388: SR 79 to SR 77.

**Policy 4.4.2:** The following standards and requirements will apply to access connections and/or driveways connecting onto an Access Control Corridor roadway.

- (1) Roadways within Access Control Corridors will be considered "Controlled Access Facilities." The standards set forth in Chapter 14-97, Florida Administrative Code for these types of facilities will apply within Access Control Corridors.
- (2) Existing access connections or driveways will be used to provide access to adjacent properties to the maximum extent practicable.
- (3) The County will work through the TPO to install right turn lanes for existing collector roads, and center lane turning bays at the intersections of two-lane state roads and existing collector roads in designated Rural Communities.
- (4) Developers of major development projects involving new access connections may be required to construct acceleration/deceleration lanes, turning bays, turning lanes or other mitigative measures to ensure safe and convenient traffic flow.
- (5) All new residential developments will use single point access connections. All new subdivisions will have reverse frontage lots with single point access connections, except for special locations where additional access points may be needed due to public safety considerations.
- (6) All new non-residential developments will use shared access connections to the maximum extent practicable.
- (7) The County will work through the TPO toward preparation of a US 231 corridor planning/management study to address long-term development/LOS problems on US 231.

**Policy 4.4.3:** It is the intent of the County to provide for limited commercial and institutional development in Rural Communities so as to make these areas self-sustaining. To this end, the County will provide flexibility toward providing reasonable access from state roads while preserving the high-speed functions of the roadways.

**Policy 4.4.4:** New developments shall provide a system of shared driveways and frontage roads to reduce the number of access points on Access Control Corridors.

**Objective 4.5:** Promote the use of alternate routes to the beaches by allowing limited commercial and institutional land uses at the intersections of state roads in the Rural Service Area.

**Policy 4.5.1:** The County will provide for commercial land use designations at the intersections of SR 20 and US 231, and SR 20 and SR 77. The purposes of these commercial areas are to provide "rest stops" for people travelling to and from the urban area and to encourage businesses that will promote sustainable Rural Communities.

**Objective 4.6:** Maintain a process that will identify, schedule, fund, and cause to have built major road and highway improvement projects.

**Policy 4.6.1:** The County will use the established Transportation Planning Organization (TPO) process to promote transportation improvements in Bay County.

**Policy 4.6.2:** The County will use its Strategic Plan for Transportation System as the primary means for identifying and constructing major improvements to the County Road System.

**Policy 4.6.3:** The County will support the efforts of the Northwest Florida Transportation Corridor Authority in relocating US 98.

**Policy 4.6.4:** Continue implementation of the Concurrency Management System and Proportionate Fair Share Mitigation ordinances contained in the Land Development Regulations (Chapters 20 and 33).

**Policy 4.6.5:** Continue to collect and use Transportation Impact Fees to improve transportation infrastructure impacted by new development.

**Policy 4.6.6:** The County shall review new development proposals to identify and mitigate transportation infrastructure impacts.

**Policy 4.6.7:** The County shall support alternative transportation options to increase the efficiency of the current local and regional transportation system.

**Objective 4.7:** Maintain standards and criteria for the regulation of the design, construction, and maintenance of roads in the County Road System.

**Policy 4.7.1:** Maintain standards in the Land Development Regulations governing:

- Street Classifications;
- Roadway design and construction;
- Parking areas and landscaping;
- Rights-of-way;
- Access management;
- Driveways;
- Private roads;
- Pedestrian facilities and bikeways; and,
- Other related items.

**Policy 4.7.2:** The County will follow the design standards established by FDOT for any construction within the rights-of-ways.

**Objective 4.8:** Establish and maintain level of service (LOS) standards for concurrency management purposes, and for determining when roadway improvements may be warranted.

**Policy 4.8.1:** Level of service standards will apply to roads and highways in Bay County as specified in the Transportation Research Board's *Highway Capacity Manual* (latest edition), the

Florida Department of Transportation's Quality/Level of Service Handbook (latest edition), or a methodology determined by the County to be of comparable reliability.

The following descriptions shall be used to apply level-of-service standards to roads and highways in Bay County:

- **Level-of-service A (LOS A)** describes the primarily free-flow operations at average travel speeds of about 90 percent of the free-flow speed of the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
- **Level-of-service B (LOS B)** represents reasonably unimpeded operations at average travel speeds of about 70 percent of the free-flow speed of the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not subjected to appreciable tension.
- **Level-of-service C (LOS C)** represents stable conditions. However, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the free-flow speed of the arterial class. Motorists will experience an appreciable tension while driving.
- **Level-of-service D (LOS D)** borders on the range in which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free-flow speed.
- **Level-of-service E (LOS E)** is characterized by significant approach delays and average travel speeds of one-third of the free-flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
- **Level-of-service F (LOS F)** characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

**Policy 4.8.2:** Bay County shall maintain a LOS of "D" on all County maintained roads and a LOS of "D" on all State maintained roads except for roads included in the Strategic Intermodal System which have a LOS of "C."

**Policy 4.8.3:** The "Hathaway Corridor" extends from the city limits of the City of Panama City west to the intersection of US 98 and Alternate US 98. This area will be designated as a Long Term Transportation Concurrency Management System Area. This means that improvements have been programmed to reduce LOS deficiencies within the next 10 years. The TPO and FDOT will have primary responsibility for making improvements within this corridor.

**Policy 4.8.4:** The County reserves the right to adjust LOS standards for any given roadway segment, except for those segments designated by the FDOT as Florida Intrastate Highway System roadways. Such an adjustment must be the result of a professional traffic study and would

constitute an amendment to this Plan pursuant to the requirements of Chapter 163, Part II, Florida Statutes.

**Objective 4.9:** Improve the appearance of "Tourist Corridors" on, and leading to, the beach.

**Policy 4.9.1:** Designated "Tourist Corridors" are:

- (1) SR 79 from West Bay south to the city limits of the City of Panama City Beach;
- (2) SR 77 from the intersection of CR 388 south to the City of Lynn Haven city limits;
- (3) US 231 from SR 20 south to the City of Panama City city limits;
- (4) Those portions of US 98 located in the unincorporated area;
- (5) CR 3031 (Thomas Drive), and CR 392, and;
- (6) SR 388 from SR 77 to SR 79.

**Policy 4.9.2:** The County will expand code enforcement, landscaping, and highway beautification efforts in areas on or adjacent to tourist corridors.

**Policy 4.9.3:** Special standards may be included in the Land Development Regulations to improve the appearance of Tourist Corridors.

**Policy 4.9.4:** The County will use grants, loans, appropriations or other external sources of funds for the purpose of improving the appearance of Tourist Corridors.

**Objective 4.10:** Assist and support efforts by DCA toward improving major State highway access to and exit from Bay County to provide more effective and efficient transportation movement and hurricane evacuation.

**Policy 4.10.1:** Maintain Hurricane evacuation clearance times as required by DCA.

**Policy 4.10.2:** The County will support, promote and assist FDOT in its plans to construct fly-overs in the Hathaway Bridge Corridor.

**Policy 4.10.3:** The County will implement and maintain an intelligent transportation system on major thoroughfares and corridors to increase transportation efficiencies and reduce idling times.

### **Airport Facilities**

**Objective 4.11:** Coordinate with FDOT to promote the further development of air routes and airport facilities so as to stimulate and promote aviation commerce.

**Policy 4.11.1:** Continue participation with the Airport Authority.

**Objective 4.12:** Eliminate incompatible land uses and prohibit airport hazards in the vicinity of airports and landing fields.

**Policy 4.12.1:** The County will maintain regulations in the Land Development Regulations intended to fulfill the requirements of the "Airport Zoning Law of 1945", as amended (Chapter 333, Florida Statutes). These regulations will address, but may not be limited to:

- (1) Airport zones;
- (2) Height zones and limitations;
- (3) Use restrictions;
- (4) Non-conforming uses;
- (5) Lighting;
- (6) Variances; and,
- (7) Noise zones.

**Objective 4.13:** Control and restrict the siting of airports and landing fields so as to minimize potential aircraft hazards.

**Policy 4.13.1:** All airports, landing fields, STOL fields, heliports, seaplane bases or other such facilities shall be licensed by FDOT in accordance with Chapter 14-60, Florida Administrative Code.

**Policy 4.13.2:** Airports, landing fields, etc. will be allowed in urban, suburban, and rural service areas provided all state and federal siting requirements are met.

**Policy 4.13.3:** Seaplane bases on freshwater lakes are prohibited. Seaplane bases on marine waters will be allowed only by concurrent approval of the County, the Florida Marine Patrol, and the U.S. Coast Guard.

### **Bicycle and Pedestrian Ways**

**Objective 4.14:** County will work through the TPO to implement and maintain recommendations and projects set forth in the Panama City Metropolitan Organization Bicycle/Pedestrian Plan.

**Policy 4.14.1:** The County will utilize the Panama City TPO Bicycle/Pedestrian Plan for the identification of bicycle/pedestrian facility deficiencies on County maintained roads and for planning improvements to these facilities.

**Objective 4.15:** Establish priorities for the location of bicycle/ pedestrian facilities in accordance with the guidelines of the Panama City TPO Bicycle/Pedestrian Plan.



**Policy 4.15.1:** Priority will be given to the installation of sidewalks and bikeways as follows.

- (1) Located in the Urban Service Area including proximity to beach access points.
- (2) To provide a safe route to and from schools in areas proximate to schools.
- (3) To complete a "link" in an existing sidewalk or bikeway system.
- (4) To provide safe beach access including bicycle parking facilities and lockers.

**Policy 4.15.2:** The County shall require developers of property in the Urban Service Area to provide sidewalks as part of any new development project.

**Policy 4.15.3:** The County shall support and assist, through the Bay County TPO, a solution for completing the missing portions of the "Florida National Scenic Trail" in the northern part of the County.

### **Public Transportation**

**Objective 4.16:** Participate in the provision of public transportation.

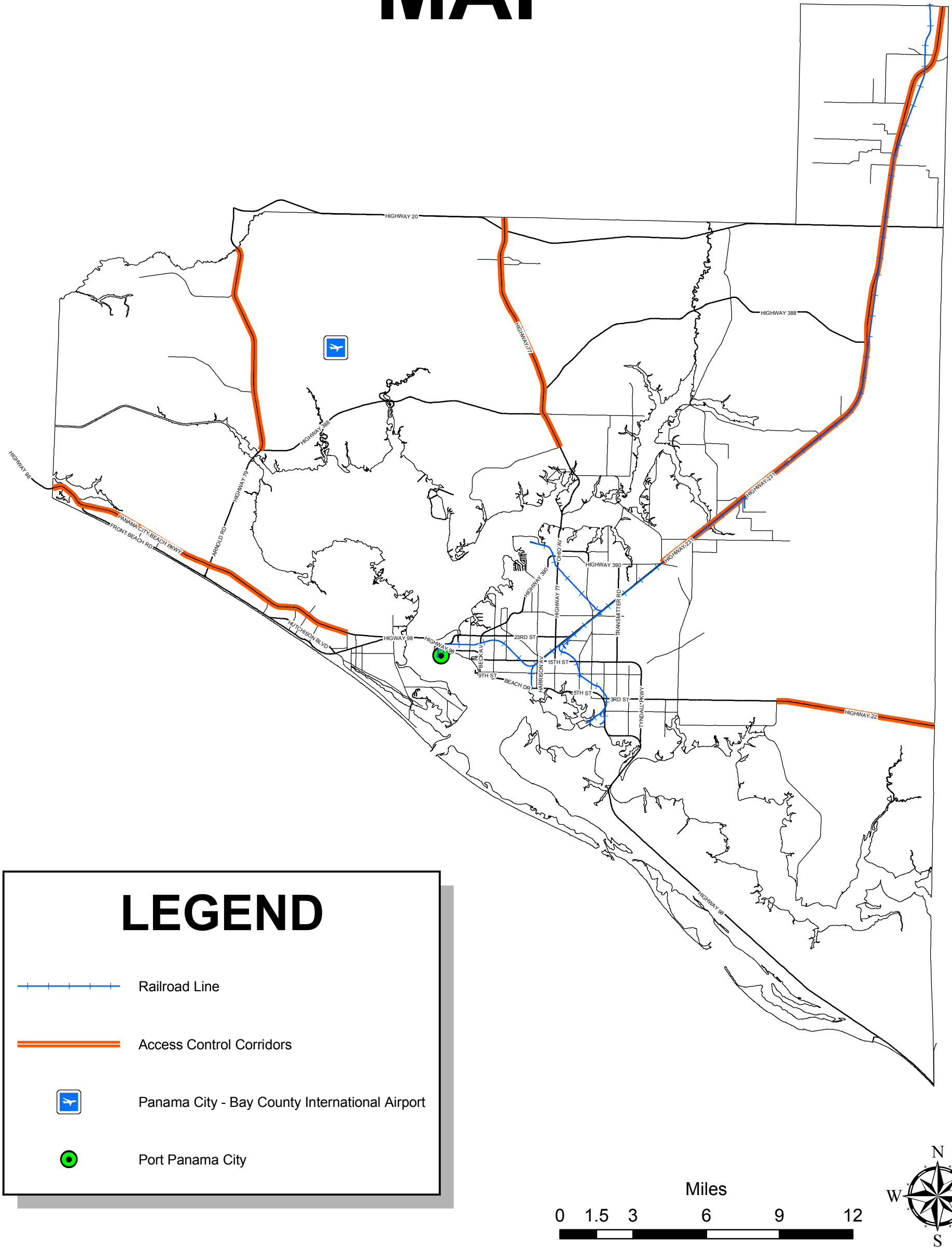
**Policy 4.16.1:** The County will participate through the TPO toward continuation of the Bay Town Trolley System and Bay Coordinated Transportation programs including an analysis of the feasibility of developing a trolley system to serve the public beach access points, a discussion of alternative parking systems including, but not limited to, fee acquisition, joint parking systems, or financial incentives.

**Policy 4.16.2:** The County shall participate through the TPO in identifying and analyzing alternative elements of transportation including, but not limited to:

- (1) Park and Ride options;
- (2) "Share a Ride" program;
- (3) Bay Town Trolley; and,
- (4) Bicycle/Pedestrian Plan.

**Policy 4.16.3:** The County shall participate through the TPO in maintaining an inventory of all implemented alternative transportation elements.

# TRANSPORTATION MAP



**Table 4.1**

<b>NAME/NUMBER</b>	<b>FUNCTIONAL CLASSIFICATION</b>	<b>NUMBER OF LANES/TYPE</b>
Adalee Rd	COLLECTOR	2 Undivided
Allison Ave	COLLECTOR	2 Undivided
Bay Line Dr	COLLECTOR	2 Undivided
Bayou George Dr	COLLECTOR	2 Undivided
Blue Springs Rd	COLLECTOR	2 Undivided
Camp Flowers Rd	COLLECTOR	2 Undivided
Cato Rd	COLLECTOR	2 Undivided
Cherokee St	COLLECTOR	2 Undivided
Cluster Rd	COLLECTOR	2 Undivided
Coe Rd	COLLECTOR	2 Undivided
CR 167	COLLECTOR	2 Undivided
CR 2293 / John Pitts Rd	COLLECTOR	2 Undivided
CR 2296 / Pine Log Rd	COLLECTOR	2 Undivided
CR 2297	COLLECTOR	2 Undivided
CR 2300	COLLECTOR	2 Undivided
CR 2301	COLLECTOR	2 Undivided
CR 2302 / Bridge St	COLLECTOR	2 Undivided
CR 2302 / Resota Beach Rd	COLLECTOR	2 Undivided
CR 2303 / Bay Head Rd	COLLECTOR	2 Undivided
CR 2311	COLLECTOR	2 Undivided
CR 2312 / Baldwin Rd	COLLECTOR	2/4 Undivided
CR 2315 / Star Ave	COLLECTOR	2 Undivided
CR 2321 / Deer Point Dam Rd	COLLECTOR	2 Undivided
CR 2327 / Transmitter Rd	COLLECTOR	2 Undivided
CR 2337 / Sherman Ave	COLLECTOR	2 Undivided
CR 2341 / Jenks Ave	COLLECTOR	2 Undivided
CR 28 /11th St	COLLECTOR	2 Undivided
CR 30B / Moylan Rd	COLLECTOR	2 Undivided
CR 3030 / N Lagoon Dr	COLLECTOR	2 Undivided
CR 30B / Joan Ave	COLLECTOR	2 Undivided
CR 389 / East Ave	COLLECTOR	2 Undivided
CR 389 / E 12th St	COLLECTOR	2 Undivided
CR 392 / CR 3031 Thomas Dr	COLLECTOR	4 Undivided
CR 396 / Delwood Beach Rd	COLLECTOR	2 Undivided
CR 396A / Jan Cooley Dr	COLLECTOR	2 Undivided
E 12th St	COLLECTOR	2 Undivided
E Callaway Dr	COLLECTOR	2 Undivided
Edwards Rd	COLLECTOR	2 Undivided
Frankford Ave	COLLECTOR	2 Undivided
Front Beach Rd	COLLECTOR	2 Undivided
Harvard Blvd	COLLECTOR	2 Undivided
Indian Bluff Rd	COLLECTOR	2 Undivided
Industrial Dr	COLLECTOR	2 Undivided

Kingswood Rd	COLLECTOR	2 Undivided
Laird St	COLLECTOR	2 Undivided
Laurie Ave	COLLECTOR	2 Undivided
CR 747 / Magnolia Beach Rd	COLLECTOR	2 Undivided
Michigan Ave	COLLECTOR	2 Undivided
Northshore Rd	COLLECTOR	2 Undivided
Old Bicycle Rd	COLLECTOR	2 Undivided
Owenwood Rd	COLLECTOR	2 Undivided
Scotts Ferry Rd	COLLECTOR	2 Undivided
Silver Lake Rd	COLLECTOR	2 Undivided
Spikes Rd	COLLECTOR	2 Undivided
State Ave	COLLECTOR	2 Undivided
Steel Field Rd	COLLECTOR	2 Undivided
CR 2293 / Titus Rd	COLLECTOR	2 Undivided
Toledo Pl	COLLECTOR	2 Undivided
Tram Rd	COLLECTOR	2 Undivided
Wildwood Rd	COLLECTOR	2 Undivided
23rd St	ARTERIAL	4 Undivided
Business Highway 98 / Beach Dr / 5th St / 6th St	ARTERIAL	2/4 Undivided
E 15th St	ARTERIAL	4 Divided/Undivided
E 23rd St	ARTERIAL	4 Undivided
E Highway 98	ARTERIAL	2/4 Undivided/Divided
Front Beach Rd	ARTERIAL	2/4 Undivided/Divided
Harrison Ave	ARTERIAL	4 Undivided
Highway 20	ARTERIAL	2 Undivided
Highway 22/ E 3rd St	ARTERIAL	2 Undivided
Highway 231	ARTERIAL	4 Divided
Highway 77	ARTERIAL	4 Divided
Highway 79 / Arnold Rd	ARTERIAL	2/4 Undivided/Divided
N Tyndall Pkwy	ARTERIAL	4 Divided
Panama City Beach Pkwy	ARTERIAL	4 Divided
S Tyndall Pkwy	ARTERIAL	4 Divided
SR 390	ARTERIAL	2 Undivided
SR 392A / Hutchison Blvd	ARTERIAL	4 Undivided
W 15th St	ARTERIAL	4 Undivided
W Highway 388	ARTERIAL	2 Undivided
W Highway 98	ARTERIAL	4 Undivided
CR 2327 / Transmitter Rd	ARTERIAL	2 Undivided
E Highway 388	ARTERIAL	2 Undivided



