2. TRANSPORTATION ELEMENT

The purpose of this element is to assist in establishing an adequate transportation system within the City and to plan for future motorized and non-motorized traffic circulation systems.

GOAL 2A: ESTABLISH AND MAINTAIN A SAFE, CONVENIENT, AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM TO MOVE PEOPLE AND GOODS THROUGHOUT THE CITY.

Objective 2.1: Implement the City's designation as a Transportation Concurrency Exception Area by July 2011.

Policy 2.1.1: Until such time as the City adopts related land use and mobility strategies to implement the City's designation as a Transportation Concurrency Exception Area, the City shall:

(a) Use its concurrency management system to assess potential impacts on safe, convenient, and efficient traffic flow, including on-site traffic flow and needed motorized and non-motorized vehicle parking.

(b) Use level of service based on peak hour directional conditions to evaluate facility capacity and for issuance of development permits. Facility types shall be based on the FDOT functional classifications in Policy 2.1.2, as defined in Policy 2.4.1, and are depicted on Map 2.1 and in Table 2.1:

(c) Require development to pay its proportionate fair share of impact to the roadway system.

(d) Continue to implement concurrency review and the Transportation Fair Share requirements of the City's Land Development Regulations.

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Policy 2.1.2: Level of service standards by facility type are as follows:

Facility Type	Peak Hour Directional Level of Service
Principal Arterial	
US 98 (SR 30) Hathaway Bridge to Beck Avenue	Maintain
Business US 98 (SR 30) Beach Drive to Hamilton Avenue	E
All other principal arterials	D
Minor Arterial	E
Collector	E
Local	E

Policy 2.1.3**:** Promote urban infill, redevelopment, and new growth through the provision of a range of transportation alternatives to satisfy mobility needs and achieve a healthy, vibrant city. These alternatives may include biking, walking, and the use of transit.

Objective 2.2: Adopt an overlay district with supporting strategies for each area of the City subject to a Mobility Plan.

Policy 2.2.1: The City shall incorporate into this Plan alternative land use and mobility strategies for each overlay district to serve as mitigation for transportation impacts.

Policy 2.2.2: Each proposed Mobility Plan shall be consistent with any adopted Mobility Plan.

Policy 2.2.3: The City shall consider including in each Mobility Plan the strategies outlined in Section 4.2.1 “Strategies to Support Mobility” in the Department of Community Affairs’ 2007 report entitled “A Guide for the Creation and Evaluation of Transportation Concurrency Exception Areas.”

Policy 2.2.4: The City shall consider land use and transit-oriented design provisions, as well as funding for transportation mobility improvements, in each Mobility Plan.

Policy 2.2.6: The City shall implement the Forest Park District Mobility Plan, adopted June 2010. The Forest Park District is indicated on Map 2.2. The following mobility strategies shall be implemented to support this district:

(a) Level of service for all surface transportation modes shall be measured using methods outlined in the FDOT Quality/Level of Service Handbook.

(b) Each mode shall have a minimum area-wide score of 1.0 by the year 2030.

(c) Mobility throughout the district shall be enhanced through increased connectivity of motorized and non-motorized transportation.

(d) All mobility projects described in the Forest Park District shall be implemented by the year 2030.

(e) Funding for the projects included in the district plan shall include mobility fees. These fees shall be assessed for all new development within the district.

(f) The Forest Park District Mobility Plan shall be updated no less than every three years to include new traffic data, mobility fee assessment, project costs, expected revenues, and mobility projects.

(g) The City shall encourage developers within the district to mix uses to promote alternative modes of transportation, such as pedestrian and bicycle modes.

(h) The City shall prevent the use of cul-de-sac design roadway networks, unless an overriding environmental issue exists, or exiting development patterns prevent such design considerations.

(i) The City shall explore the implementation of a connectivity index for this district.

(j) In order to reduce the dependence on vehicular traffic, pedestrian walkways are strongly encouraged separate from vehicular access corridors through the use of inner- and inter-development foot paths.

(k) To encourage pedestrian activity, the City shall consider implementing build-to criteria for non-residential development in the Land Development Regulations.

Objective 2.3: Reduce greenhouse gas emissions by reducing per capita vehicle miles traveled.

Policy 2.3.1: The City shall promote compact, multi-use, interconnected developments that provide pedestrian and bicycle modes of transportation.

Policy 2.3.2: The City shall require interconnectivity of uses through multi-modal cross-access within and between uses to reduce travel distances, encourage walking and bicycling, and reduce impact to collector and arterial roadways.

Policy 2.3.6: Support the transit system by encouraging ridership, coordinating with the transit operators for an efficient system, and increasing the number of transit shelters.

Objective 2.4: Coordinate traffic circulation with land uses shown on the Future Land Use Map.

Policy 2.4.1: The City shall use designated functional classifications to coordinate land uses to roadway classifications. Such coordination shall include standards for vehicular connections, lane widths, right-of-way widths, building setbacks, land uses, and other similar provisions to be set forth in the Land Development Regulations. These classifications are depicted on Map 2.1:

a) Principal Arterials are generally highest in importance, providing service that is relatively continuous with longer trip lengths. Principal Arterials provide regional movement and access to major public facilities.

b) Minor Arterials provide the same service as a Principal Arterial, with less volume.

c) Collector roads serve average trip lengths while collecting and distributing traffic between local and arterial roads. Collector roads also help diffuse access to highly concentrated areas.

d) Local roads provide service involving shorter trip lengths, minimal through traffic, and frequent access to adjacent properties. These streets serve as site-specific terminal routes, and average speeds and volumes are low.

Objective 2.5: The City shall utilize the Bay County Bicycle/Pedestrian Plan adopted by the TPO for identification of areas in need of sidewalks or bicycle facilities.

Policy 2.5.1: For projects developed with public roadway frontage, developers shall be required to install sidewalks as part of any new development.

Policy 2.5.2: The City will coordinate with the TPO and Bay County for the provision of bicycle paths as specified in the Transportation Planning Organization, Comprehensive Bicycle Plan.

Objective 2.6: Establish a procedure to control the connections and access points of driveways and roads to roadways.

Policy 2.6.1: The City shall maintain specific and detailed standards in the Land Development Regulations, based on roadway functional classifications and land use types, to regulate vehicular access to roadways in the land development regulations.

Policy 2.6.2: The City shall require that developers obtain an FDOT "Connection Permit", or a Notice of Intent to issue such permit, for connections to the State Highway System before granting its approval of a proposed development.

Policy 2.6.3: The City shall evaluate the location of driveways and access points as part of its development review process and shall prohibit such connections involving reductions in level of services or threats to public safety.

Objective 2.7: Require that developers provide paved streets as part of any new subdivision development.

Policy 2.7.1: Developers shall provide paved streets as part of any new subdivision development.

Policy 2.7.2: All streets roads constructed by developers shall conform to design standards as specified in the Land Development Regulations

Policy 2.7.3: Local streets and other on-site roadways may be developed in accordance to the International Transportation Engineers (ITE) "Traditional Neighborhood Development Street Design Guidelines" or "Guidelines for Residential Subdivision Street Design" standards.

Objective 2.8: Annually evaluate changes in FDOT average daily traffic counts relative to peak hour conditions and levels of service.

Policy 2.8.1: The City shall use the annual FDOT peak hour level of service counts to evaluate roadway capacities.

Policy 2.8.2: Until such time as the City creates a Transportation Concurrency Exception Area(s) and adopts Mobility Plan(s), the City shall consider a level of service deficiency to be occurring when peak hour traffic volumes reach 110% of operating conditions.

Objective 2.9: The City shall continue to use the TPO planning process to ensure the provision of a safe, convenient transportation system in an efficient, cost-effective manner.

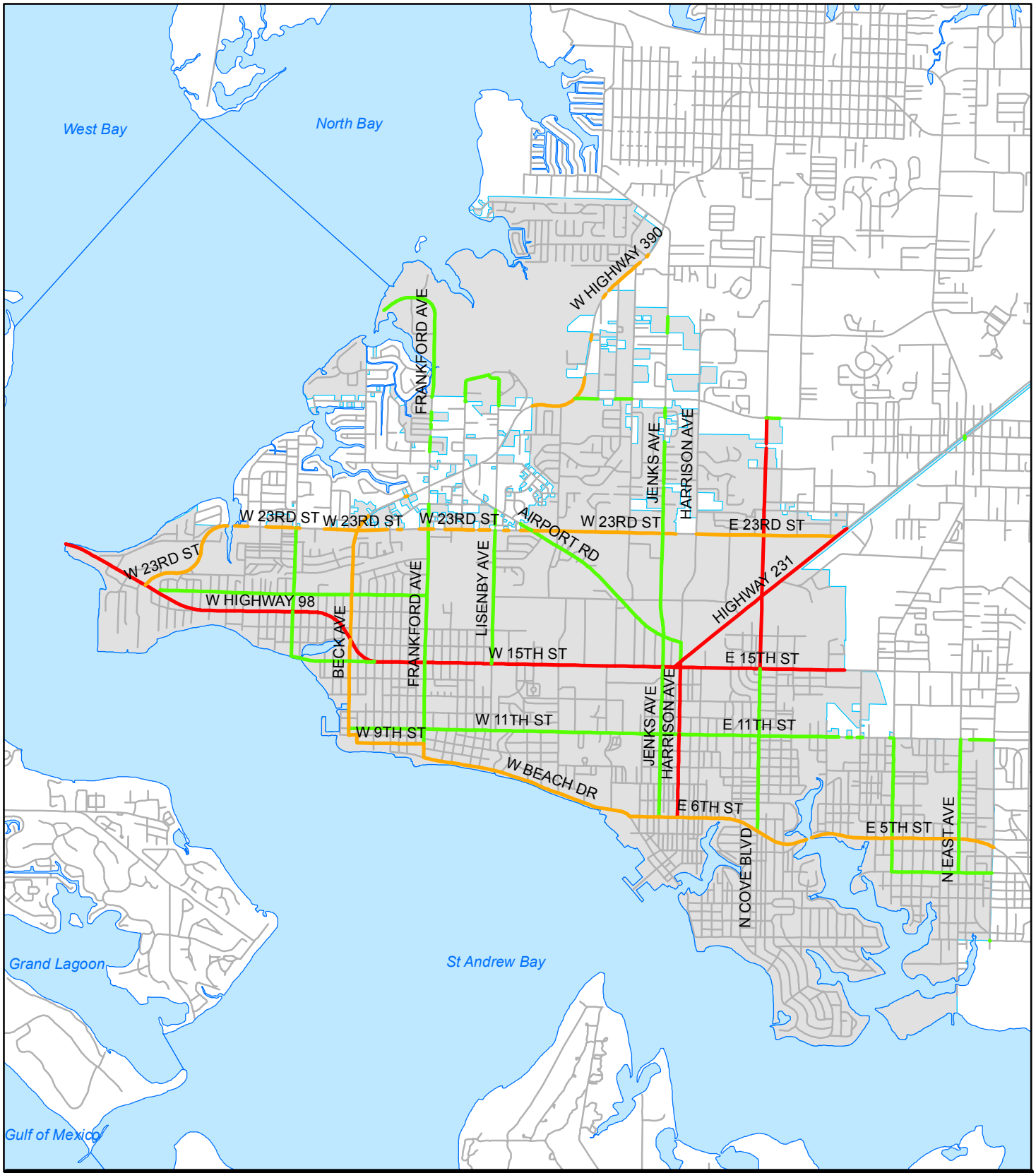
Policy 2.9.1: The City shall work through the TPO to effect roadway improvements on state or county-maintained roads within the City limits.

Policy 2.9.2: The City shall promote minor improvements such as signalization, signage, turn-lanes, and three-laning before improvements requiring right-of-way acquisitions.

Policy 2.9.3: The City shall use selected roadway improvements to promote other objectives such as redevelopment and revitalization efforts.

Policy 2.10.5: The City shall include provisions in its Land Development Regulations to ensure a safe, convenient and efficient transportation system. Such provisions shall include standards for vehicular connections, off-street parking, median cuts, design criteria and other related requirements.

Table 2.1 - Functional Classification of Roadways for Arterial and Collector Roads			
Principal Arterial	**Minor Arterial**	**Urban Collector**	**Major Collector**
U.S. 231 (SR 75): City limits to Business U.S. 98 (Sixth Street).	East Avenue (SR 389): Business U.S. 98 (SR 30) to city limits.	Everitt Avenue: Business U.S. 98 (SR 30) to 11th Street (CR 28).	Star Avenue (Hwy 2315).
Cove Boulevard (SR 77): U.S. 98 to city limits.	Cove Boulevard (SR 77): Business U.S. 98 (SR 30) to city limits.	Third Street: Everitt Avenue to Sherman Avenue.	
U.S. 98 (15th Street): Everitt Avenue to middle of Hathaway Bridge.	23rd Street (SR 368).	Sherman Avenue: Third Street to 11th Street (CR 28).	
Harrison Avenue: Business U.S. 98 (Sixth Street) to U.S. 98 (15th Street).	Transmitter Road (Hwy 2327).	Fourth Street: Watson Bayou to Beach Drive.	
	St. Andrews Boulevard (SR 390).	Cove Boulevard: Business U.S. 98 (SR 30) to Cherry Street.	
	Lisenby Avenue (CR 327): 15th Street to 23rd Street.	Cherry Street/Beach Drive: Cove Boulevard to Business U.S. 98 (SR 30).	
	Beck Avenue: 15th Street to 23rd Street.	Jenks Avenue: Fourth Street to city limits.	
	Business U.S. 98: Everitt Avenue to Beck Avenue.	Balboa Avenue: Beach Drive to 15th Street.	
	Business U.S. 98 (Beck Avenue to 15th Street).	19th Street: U.S. 231 (SR 75) to U.S. 98 (SR 30A).	
		Lisenby Avenue: Beach Drive to 15th Street.	
		Frankford Avenue: 15th Street north to end of roadway.	
		15th Street/Michigan Avenue: Beck Avenue to 23rd Street.	
		Baldwin Road: SR 390 to Harrison Avenue.	
		11th Street (CR 28): City limits to Beck Avenue.	
		Airport Drive (SR 391).	
		Cove Boulevard (SR 77): Business U.S. 98 (SR 30) to US 98.	



Functional Classification of Roadways
City of Panama City

Map 2.1a

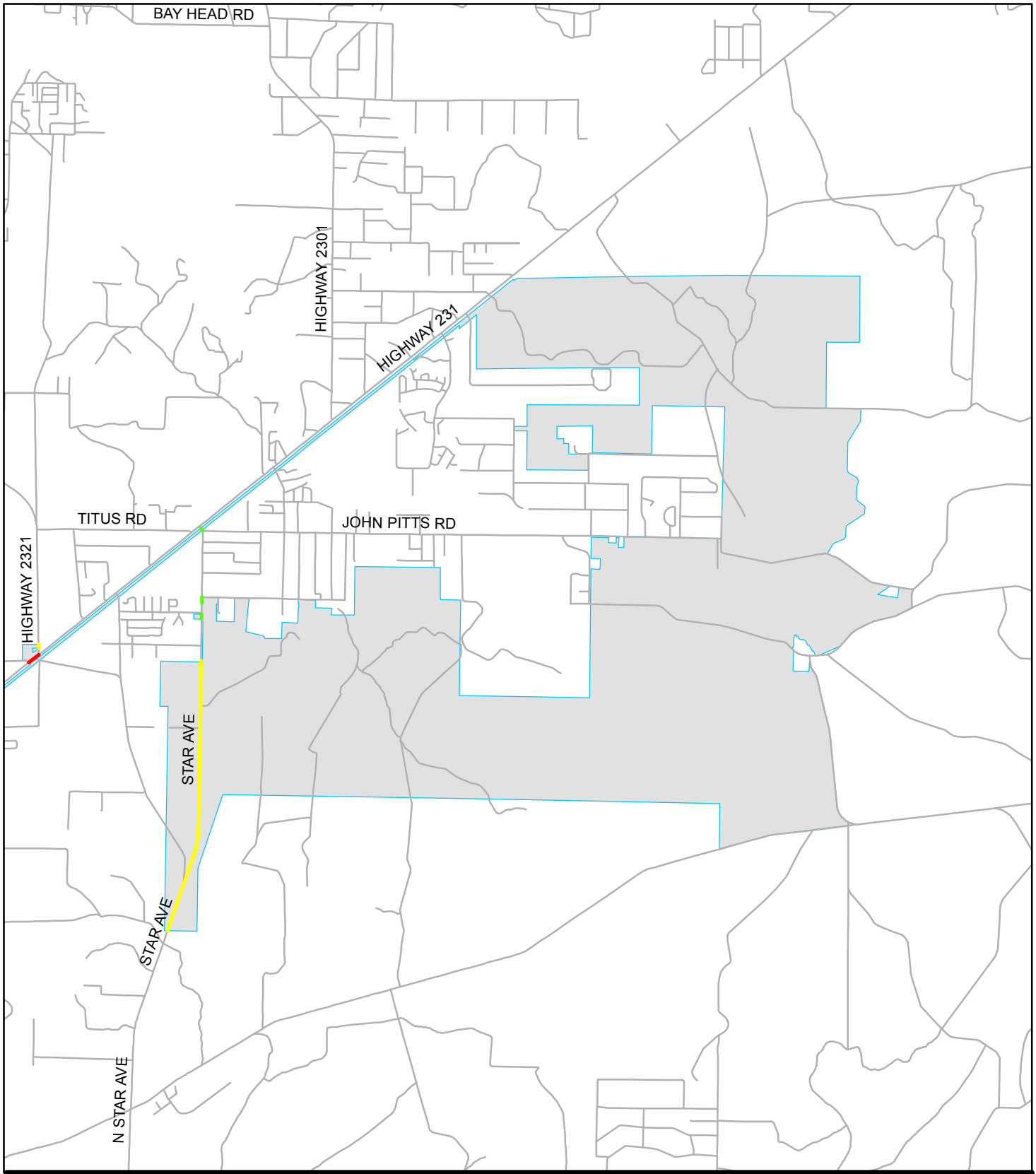
Comprehensive Plan 2035
Source: City of Panama City
Date: November 2010

Legend

- Panama City City Limits
- MAJOR COLLECTOR
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- URBAN COLLECTOR

N

0.5 0.25 0 0.5 Miles



Functional Classification of Roadways

City of Panama City

Map 2.1b

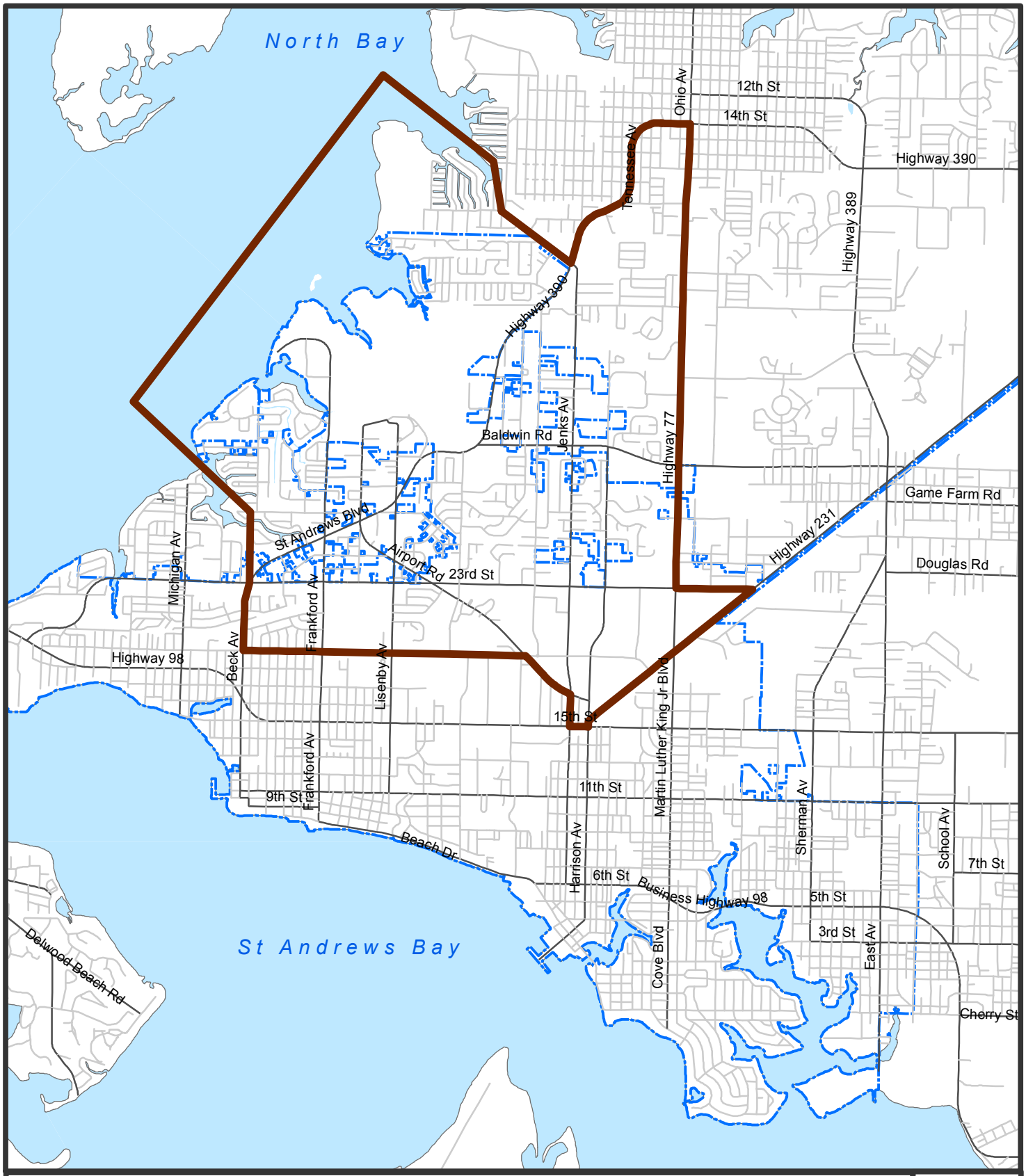
Comprehensive Plan 2035
Source: City of Panama City
Date: November 2010

Legend

- Panama City City Limits
- MAJOR COLLECTOR
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- URBAN COLLECTOR

N

0.5 0.25 0 0.5 Miles



Forest Park District

City of Panama City

Map 2.2

Comprehensive Plan 2035
Date: November 2010
Source: City of Panama City

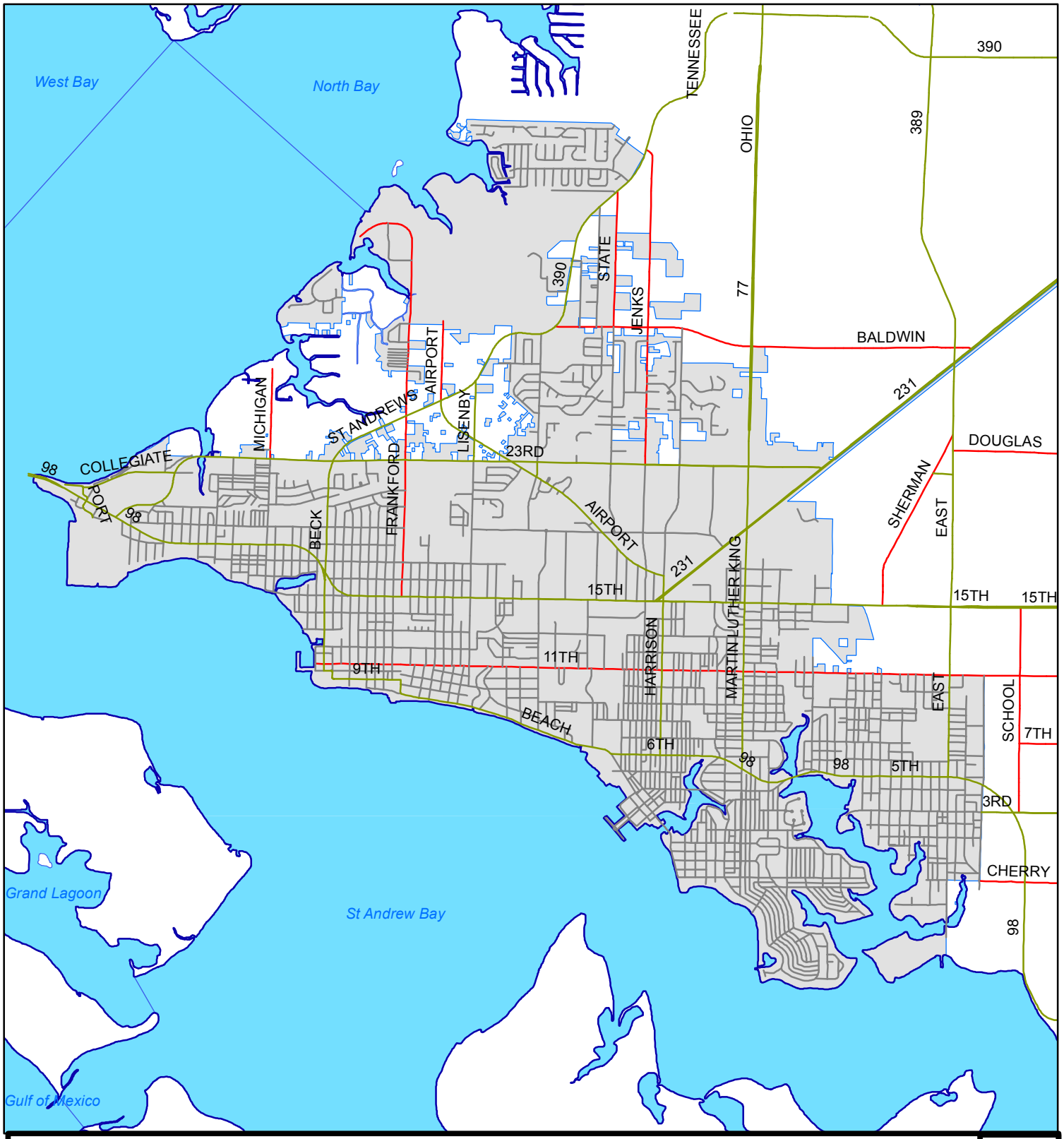
Legend

- Forest Park District
- Panama City City Limits

N

0 0.5 1

Miles



Maintenance Responsibility For Roads

City of Panama City

Map 2.3a

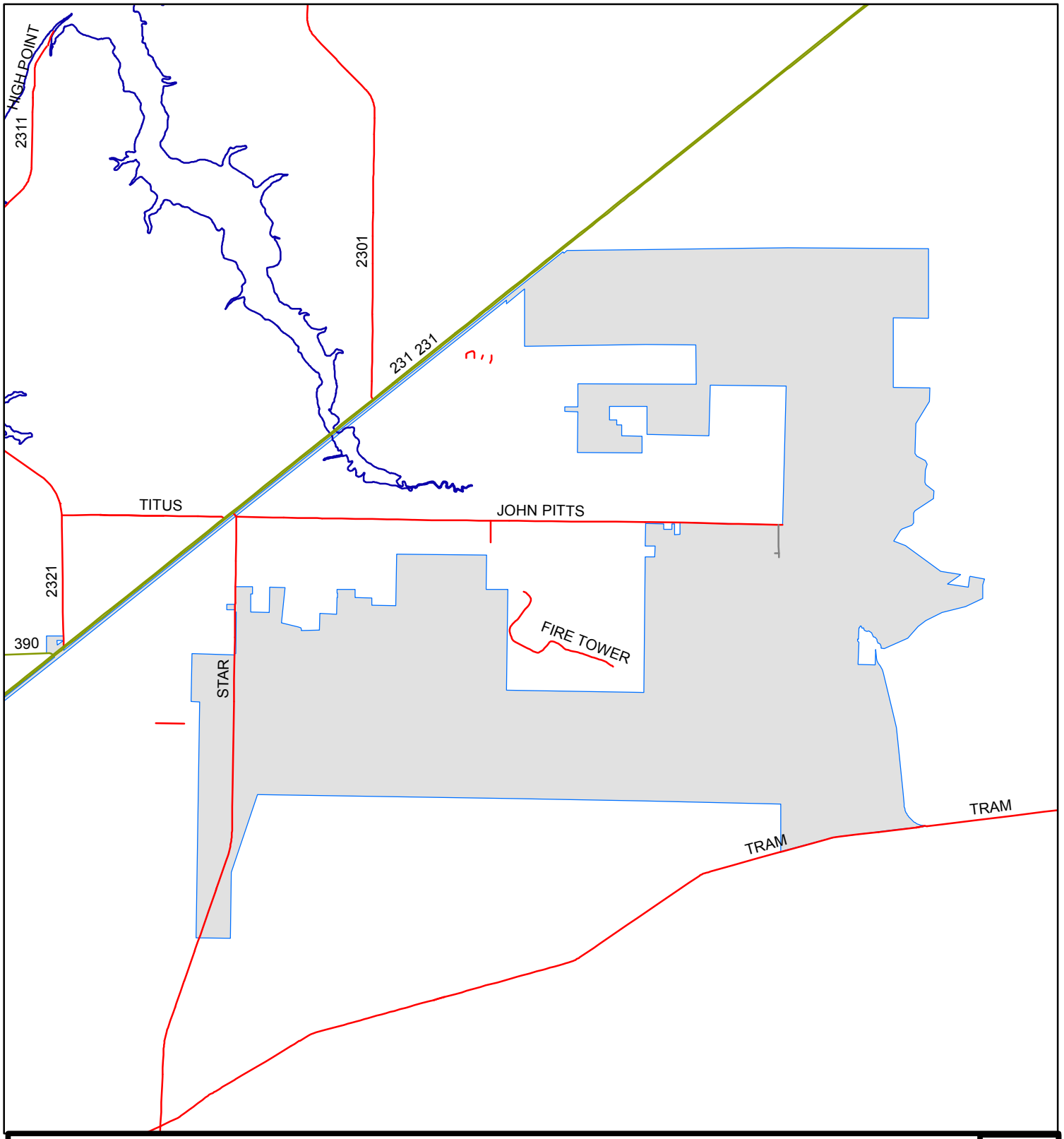
Comprehensive Plan 2035
Source: City of Panama City
Date: November 2010

Legend

- Panama City City Limits
- FDOT Roads
- Panama City Roads
- County Roads

N

0 1,550 3,100 6,200 Feet



Maintenance Responsibility For Roads

City of Panama City

Map 2.3b

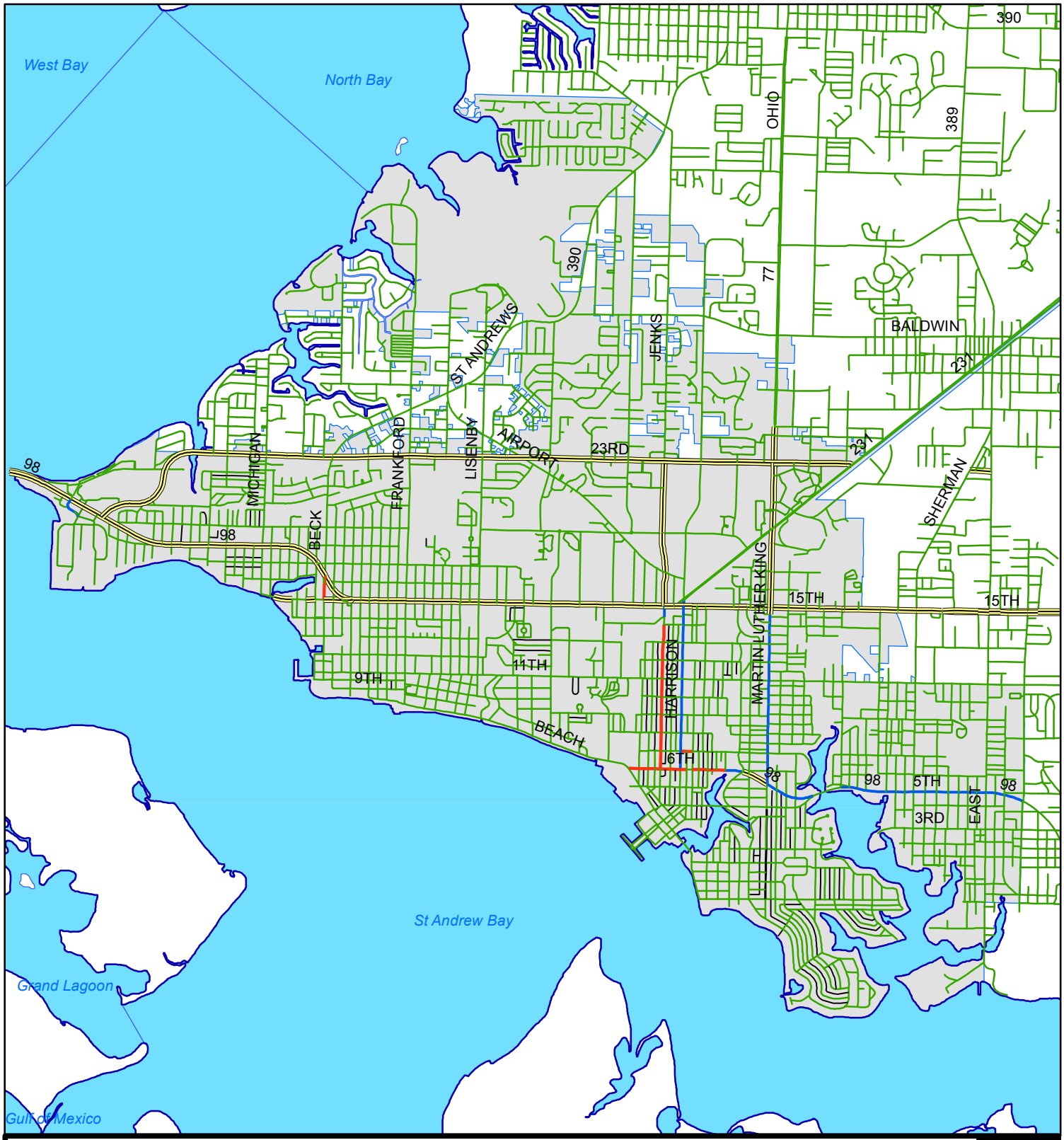
Comprehensive Plan 2035
Source: City of Panama City
Date: November 2010

Legend

- Panama City City Limits
- FDOT Roads
- Panama City Roads
- County Roads

N

0 1,550 3,100 6,200 Feet



Roadway Number of Lanes

City of Panama City

Map 2.4a

Comprehensive Plan 2035
Source: City of Panama City
Date: November 2010

Legend

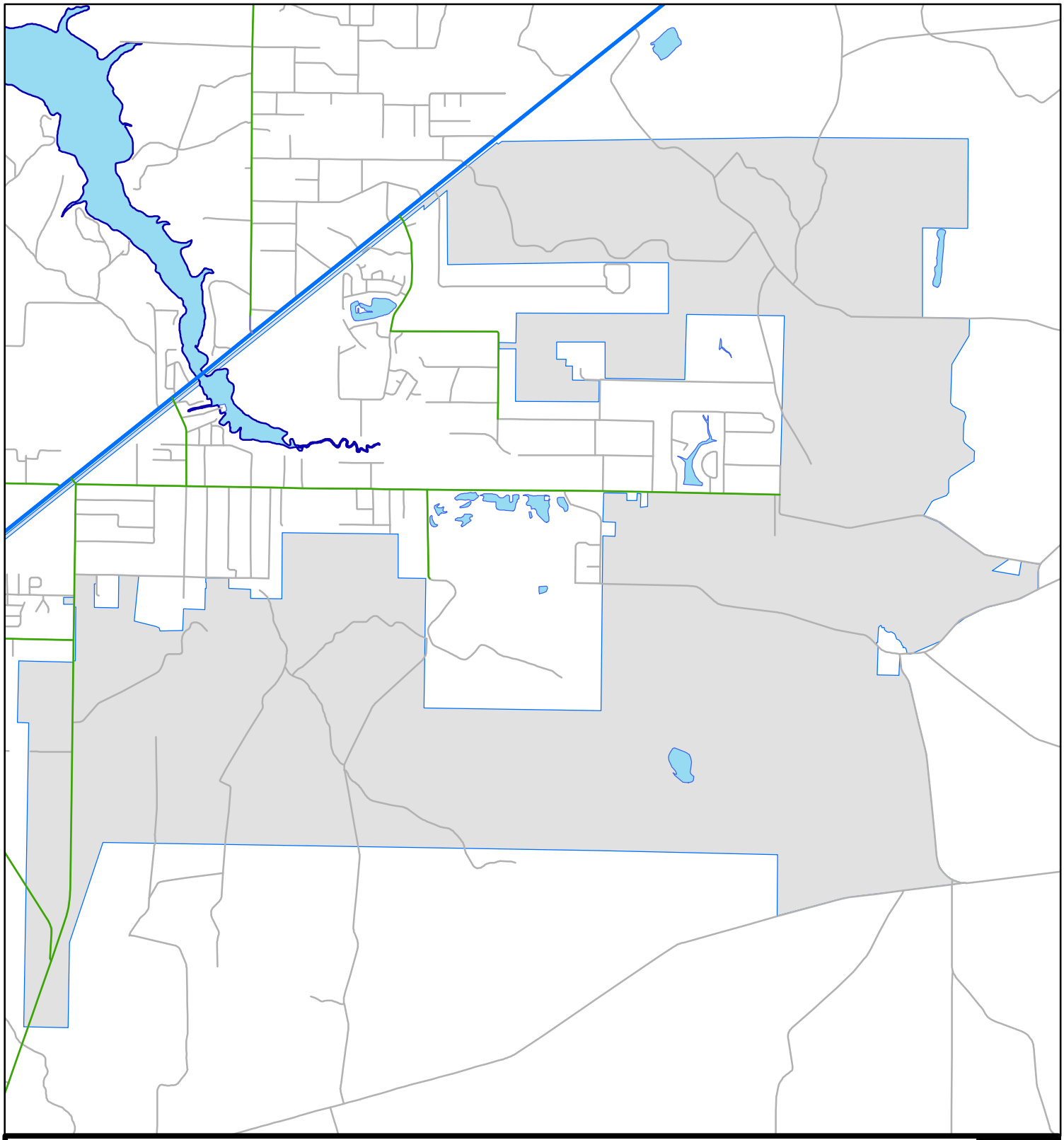
Panama City City Limits

LANES

1
2
3
4
5

N

0 1,500 3,000 6,000 Feet



Roadway Number of Lanes

City of Panama City

Map 2.4b

Comprehensive Plan 2035
Source: City of Panama City
Date: November 2010

Legend

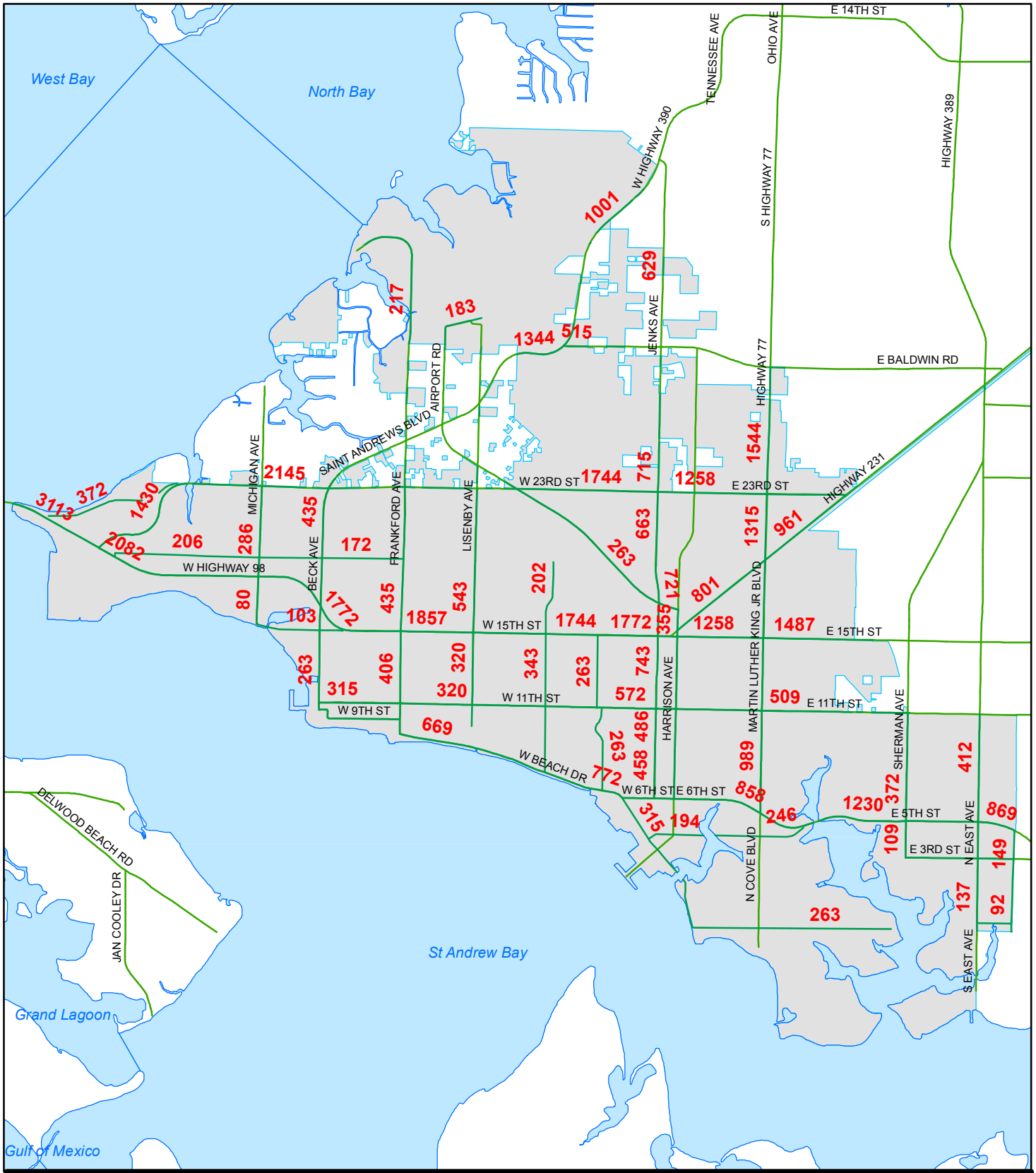
Panama City City Limits

LANES

1
2
3
4
5

0 1,400 2,800 5,600 Feet

N



Panama City Peak Hour-Peak Direction Traffic Counts

City of Panama City

Map 2.5a

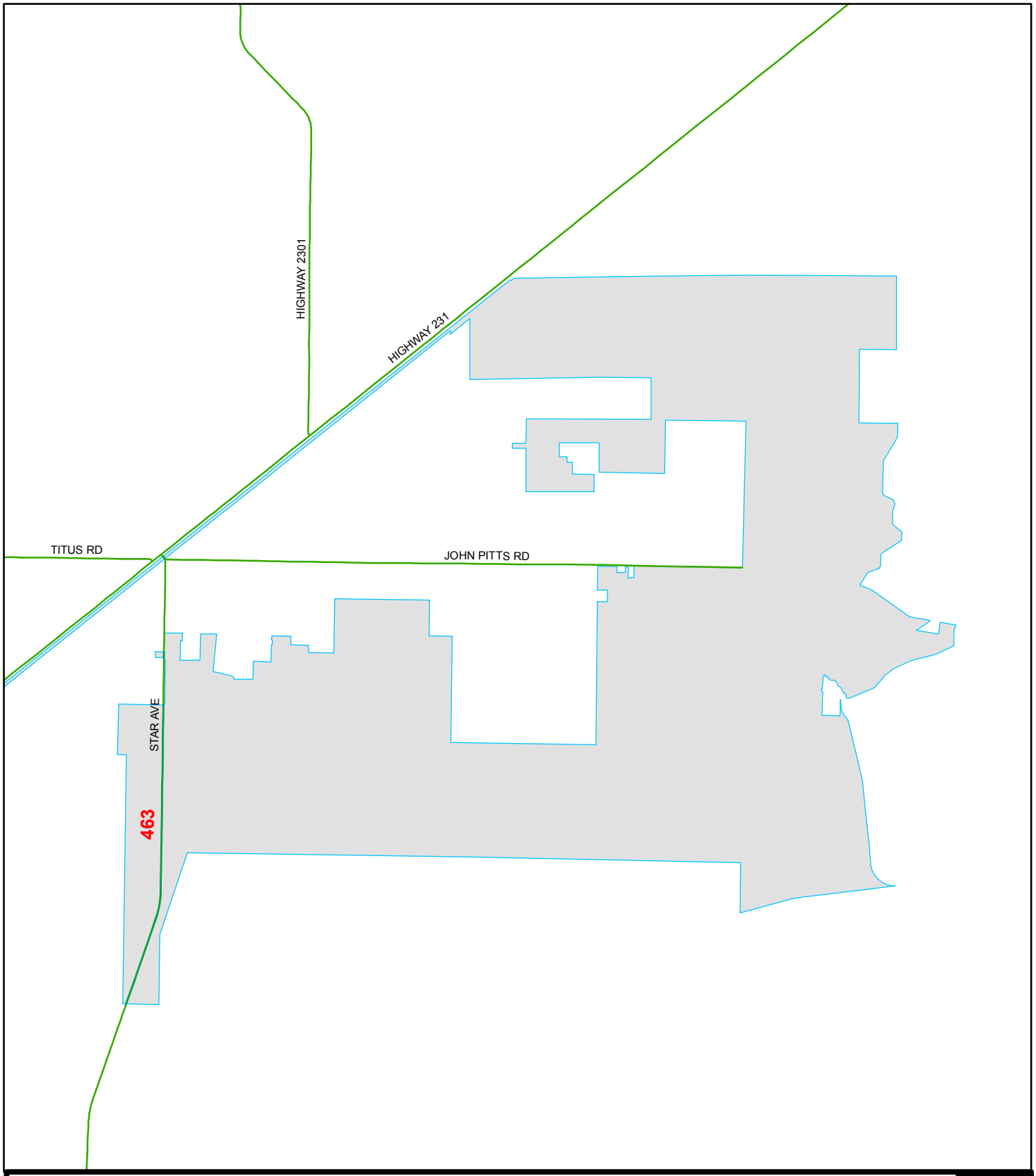
Comprehensive Plan 2035
Source: City of Panama City
Date: November 2010

Legend

- Panama City Roads Traffic Counts
- Panama City City Limits

N

0.5 0.25 0 0.5 Miles



Panama City Peak Hour-Peak Direction Traffic Counts

City of Panama City

Map 2.5b

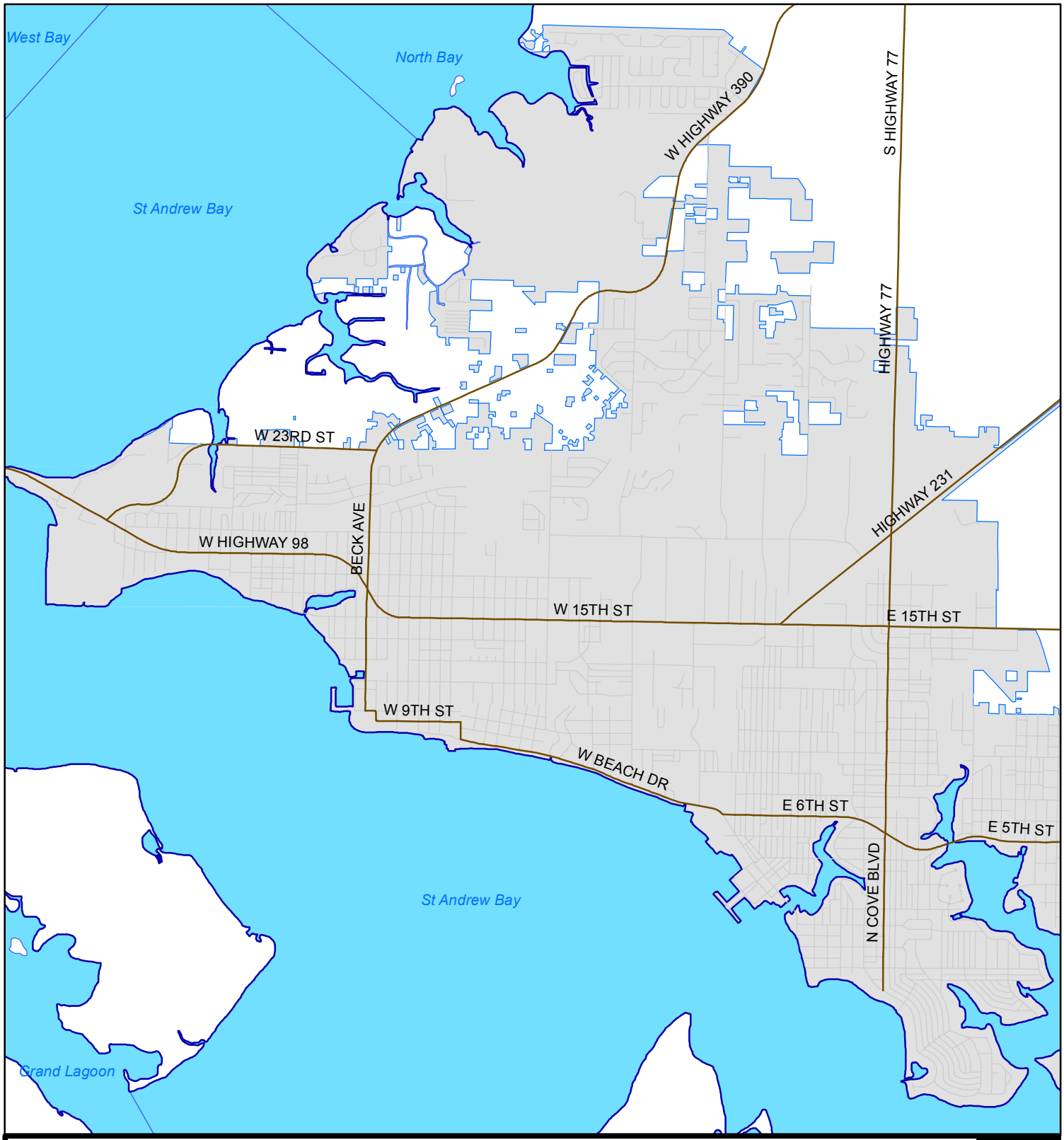
Comprehensive Plan 2035
Source: City of Panama City
Date: November 2010

Legend

- Panama City Roads Traffic Counts
- Panama City City Limits

N

0.5 0.25 0 0.5 Miles



Natural Disaster Evacuation Routes

City of Panama City

Map 2.6a

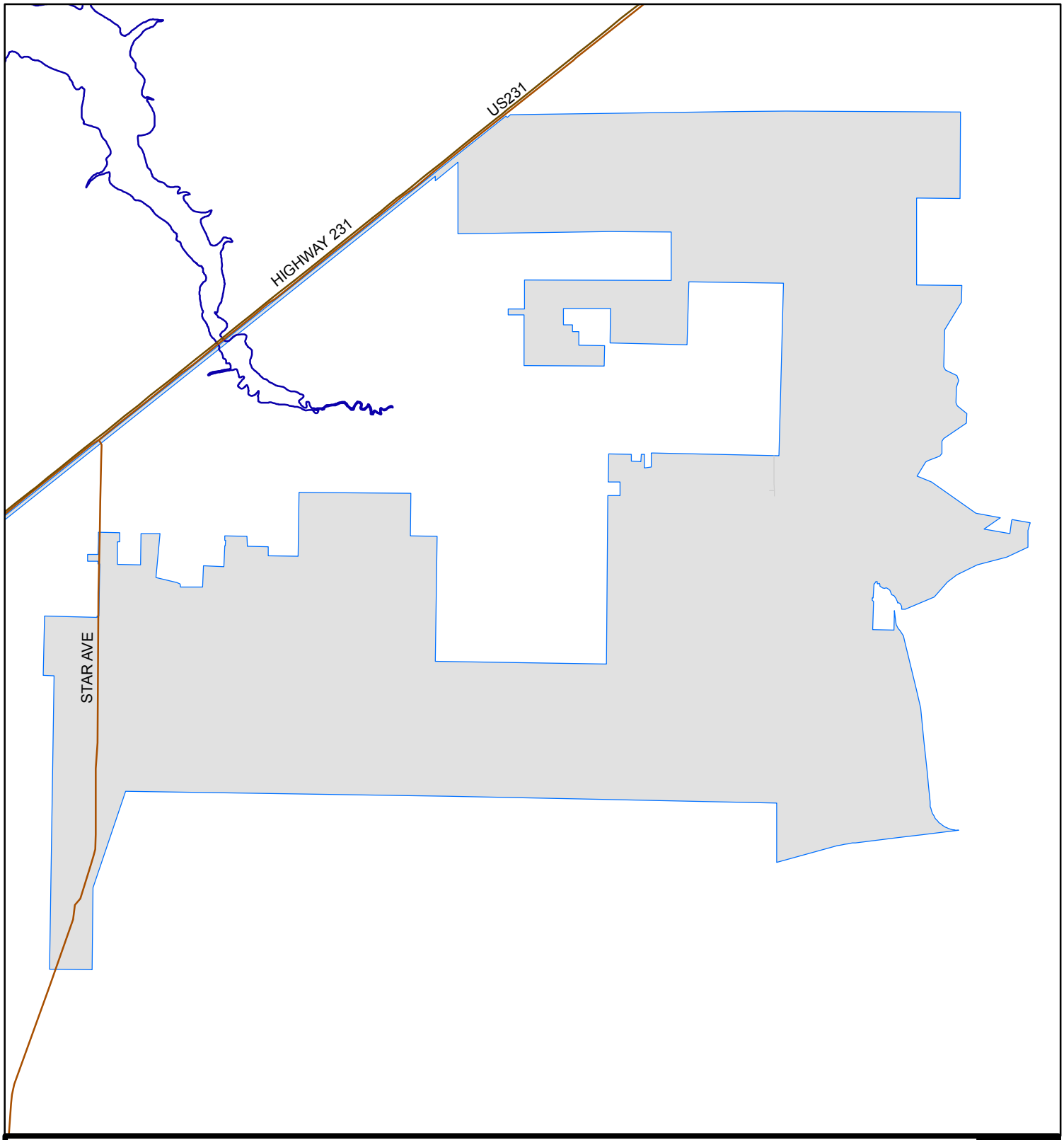
Comprehensive Plan 2035
Source: FL Division of EM
Date: November 2010

Legend

Panama City City Limits — Evacuation Routes

0 1,400 2,800 5,600 Feet

N



Panama City Natural Disaster Evacuation Routes

City of Panama City

Map 2.6b

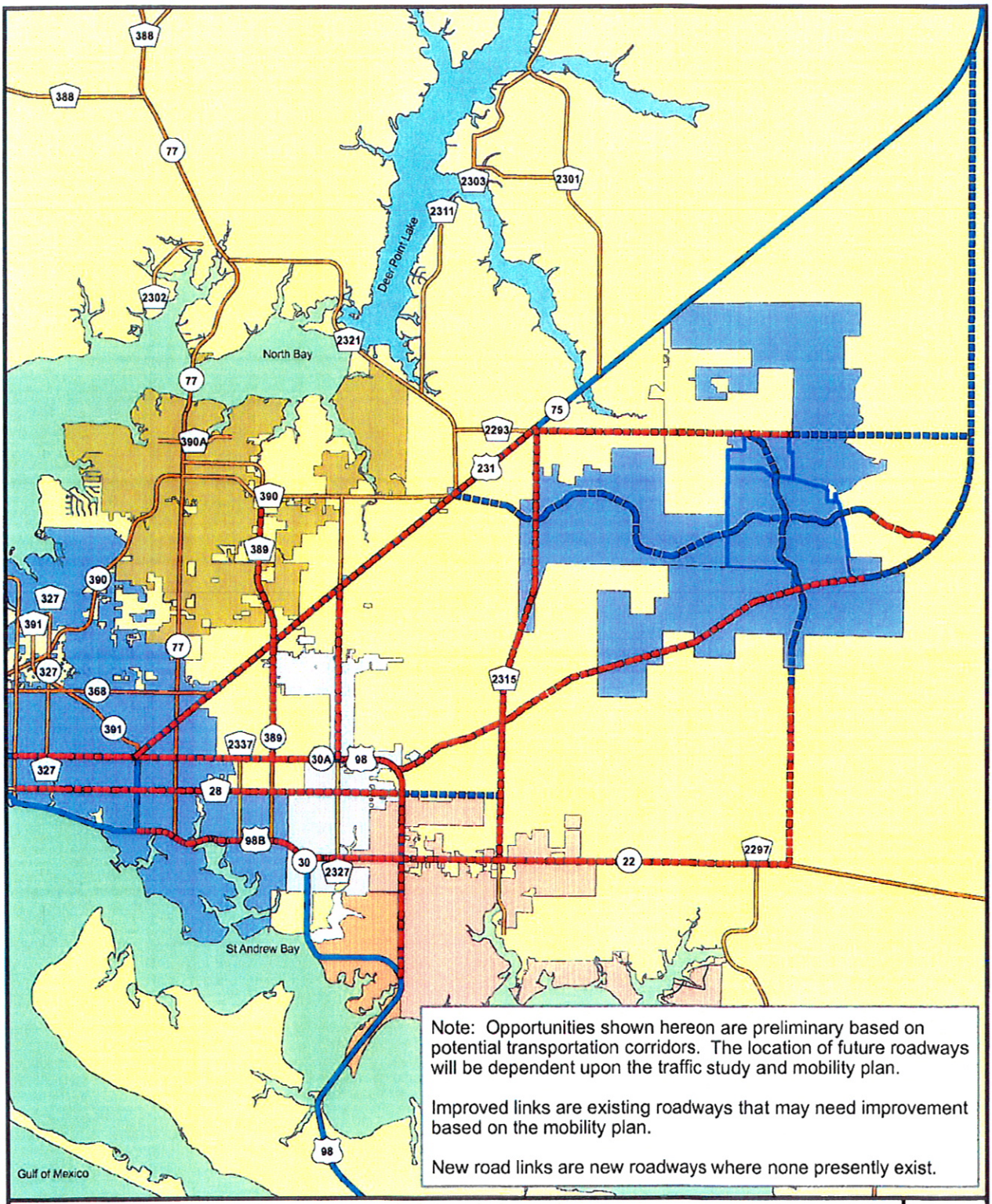
Comprehensive Plan 2035
Source: FL Division of EM
Date: November 2010

Legend

Panama City City Limits — Evacuation Routes

0 1,400 2,800 5,600 Feet

N



PCNPA Transportation Opportunities

City of Panama City

Map 2.7

0 0.5 1 2 3 4 5 Miles

Comprehensive Plan 2035
Source: City of Panama City
Date: October 2010

Legend

- Callaway
- Lynn Haven
- Parker
- Springfield
- Panama City
- Panama City Bch
- Mexico Beach
- Unincorporated

Potential Roads

- Improved Links
- New Links

N