Bay County TPO

2045 Long Range Transportation Plan

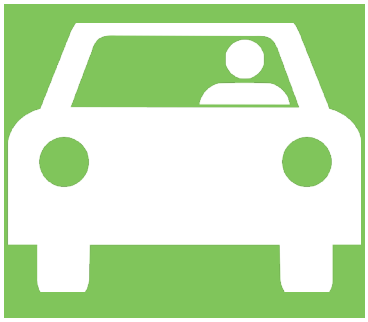
Needs Plan Outreach Report







November 2020

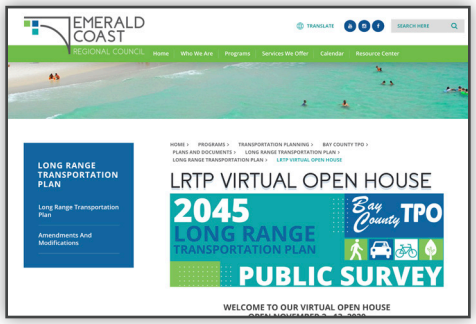


2045 Long Range Transportation Plan

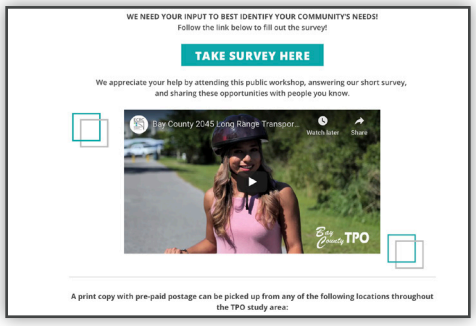
Needs Plan Outreach Summary

A Survey was developed and distributed for the Bay County TPO to garner input on the Needs Plan. The survey was disseminated online, through social media promotion, eblast to local media and community groups, and at target physical locations in the TPO area. A temporary Virtual Open House webpage was developed for the community to find all relevant information such as a short educational video, informational presentation, online survey, and the project timeline highlighting current step in the process.

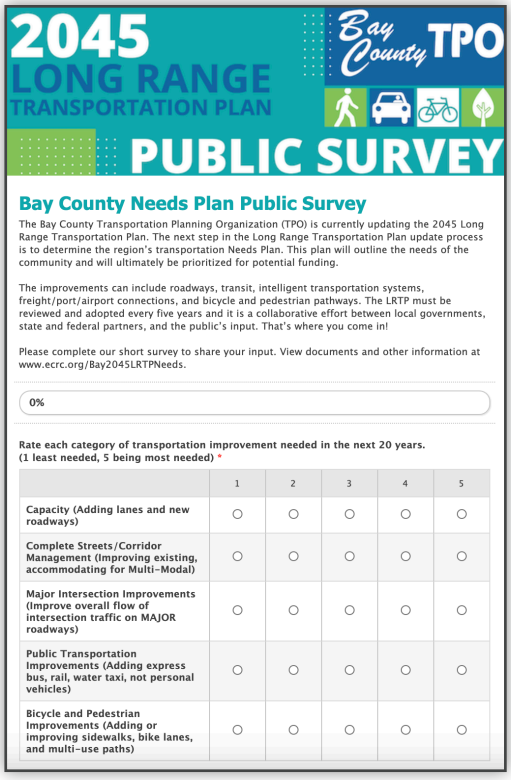
This following report outlines the results of the LRTP Needs Plan survey.



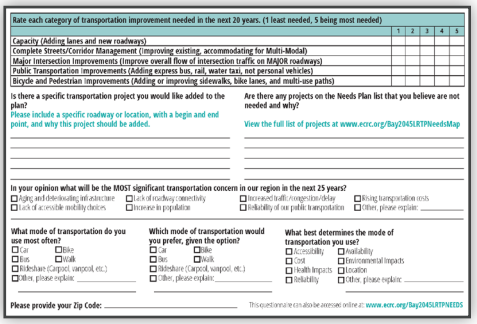
VIRTUAL OPEN HOUSE WEBPAGE



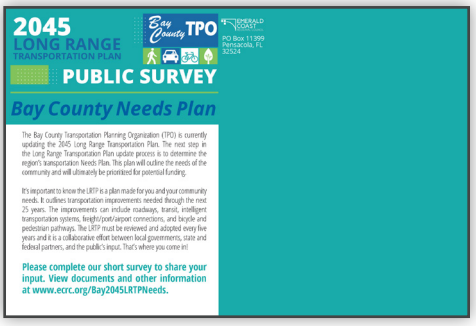
EDUCATIONAL VIDEO



ONLINE PUBLIC SURVEY



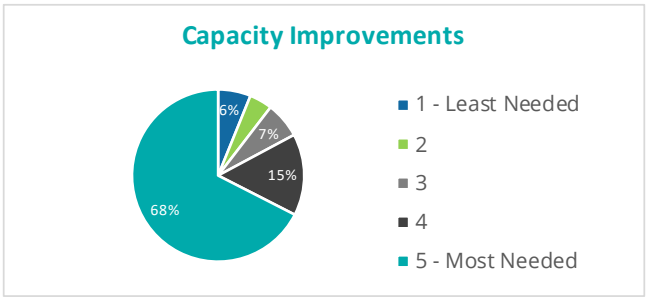
PRINT SURVEY



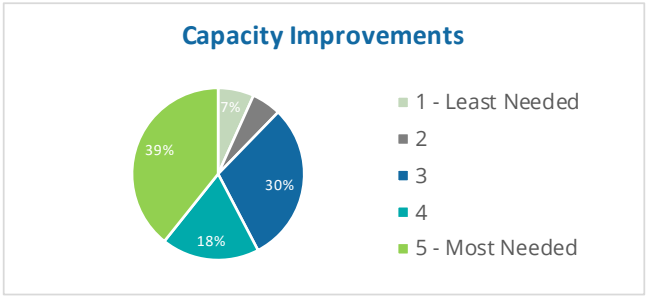
PRINT SURVEY

BAY COUNTY 2045 LRTP NEEDS PLAN - SURVEY RESPONSES

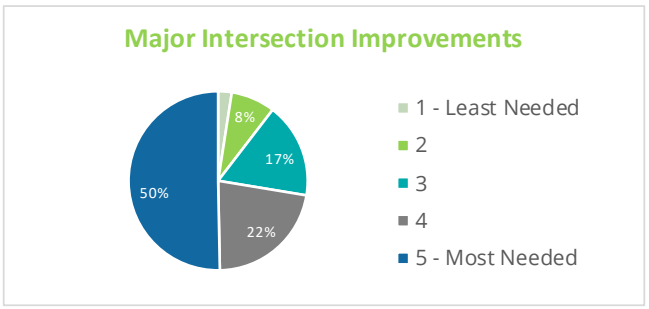
Capacity Improvements	
1 - Least Needed	10
2	7
3	11
4	25
5 - Most Needed	110
Total Responses	163



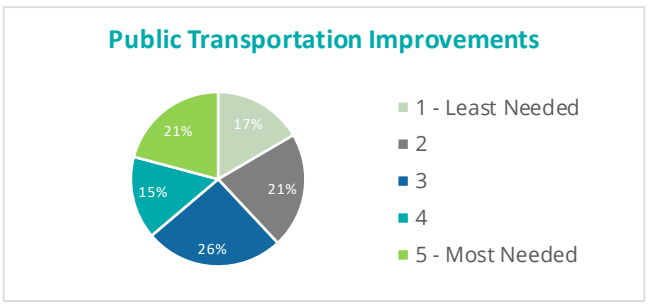
Multi-Modal Improvements	
1 - Least Needed	11
2	9
3	49
4	30
5 - Most Needed	64
Total Responses	163



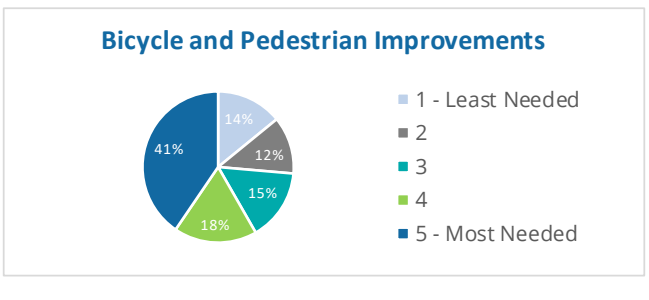
Major Intersection Improvements	
1 - Least Needed	4
2	13
3	28
4	36
5 - Most Needed	82
Total Responses	163



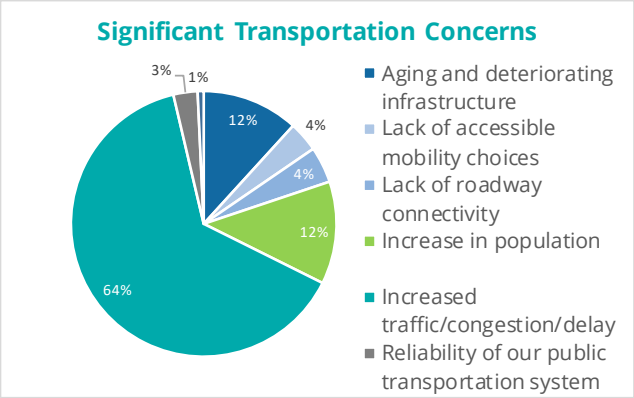
Public Transportation Improvements	
1 - Least Needed	27
2	35
3	42
4	25
5 - Most Needed	34
Total Responses	163



Bicycle and Pedestrian Improvements	
1 - Least Needed	23
2	20
3	25
4	29
5 - Most Needed	66
Total Responses	163



Significant Transportation Concerns	
Aging and deteriorating infrastructure	16
Lack of accessible mobility choices	5
Lack of roadway connectivity	6
Increase in population	17
Increased traffic/congestion/delay	87
Reliability of our public transportation system	4
Rising transportation costs	1
Other	136

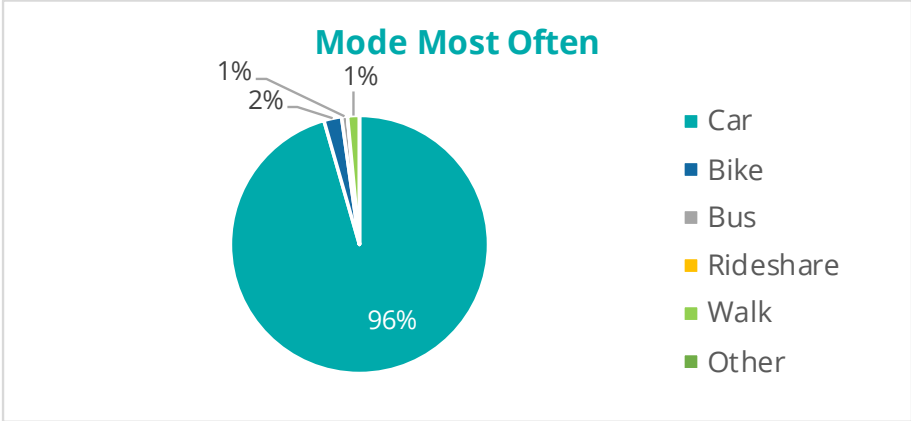


ROADWAYS MENTIONED TO INCLUDE
Panama City Beach Parkway
Back Beach Road
Bay Parkway
Front Beach Road
US 98
Hutchinson Road
Beach Bypass
Titus Road
Pier Park
Back Back Beach Road
231
Jackson Boulevard
Highway 79
Star Avenue
East Ave
Cheokee Heights (Neighborhood)
John Pitts (Neighborhood)
Nautilus Rd.
Wildwood
CR 389
SR 30
5th Street
Hathaway Bridge
Mid-Bay Bridge (Bay Parkway to Old Airport)
Frankford Ave.
390
Nehi Road
Watersound (neighborhood)
Mandy Lane

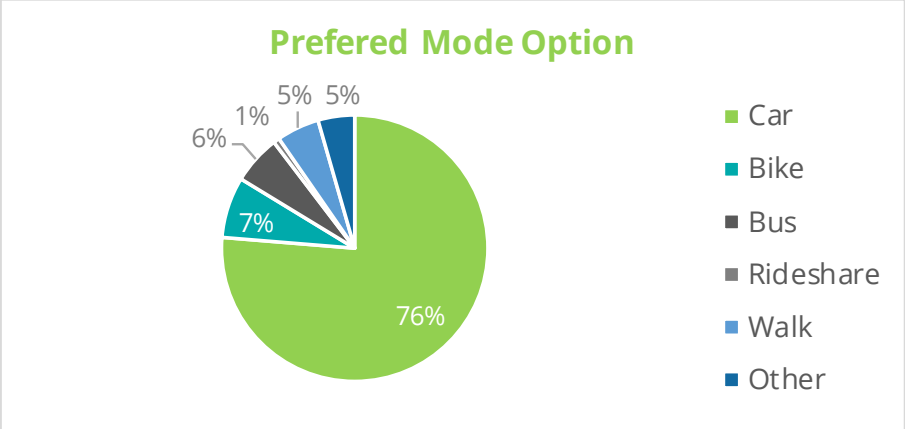
ROADWAYS TO REMOVE MENTIONED
BidAWee (Neighborhood)
Highway 98
Highway 79 (Roundabout)
US 98/231
East Avenue
Bike Lanes (in general)
Back Back Bach Road

BAY COUNTY 2045 LRTP NEEDS PLAN - SURVEY RESPONSES

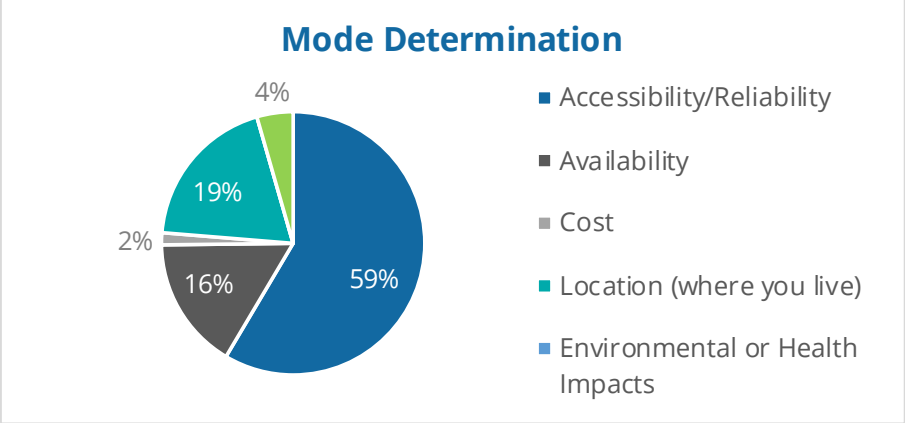
Mode Most Often	
Car	129
Bike	3
Bus	1
Rideshare	0
Walk	2
Other	0
Total	135



Prefered Mode Option	
Car	103
Bike	10
Bus	8
Rideshare	1
Walk	7
Other	6
Total	135



Mode Determination	
Accessibility/Reliability	79
Availability	22
Cost	2
Location (where you live)	26
Environmental or Health Impacts	0
Other	6
Total	135



Significant Transportation Concerns	
Aging and deteriorating infrastructure	16
Lack of accessible mobility choices	5
Lack of roadway connectivity	6
Increase in population	17
Increased traffic/congestion/delay	87
Reliability of our public transportation system	4
Rising transportation costs	1
Other	136

Are there any projects on the Needs Plan list that you believe are not needed and why?	Response	ROADWAYS MENTIONED
Whatever you do, please do not add traffic in or through small neighborhoods (especially BidAWee) where we have always lived without a lot of traffic.	Local neighborhood roads are not within the scope of the Long Range Plan.	BidAWee (Neighborhood)
We need a pedestrian crossover/under the roadway on Hwy 98 and Nautilus Road.	Pedestrian overcrossings are proposed at three locations on Back Beach Road: Nautilus Road, Powell Adams Drive, and Pier Park Drive.	Highway 98
We do not need more apartment buildings. People cannot afford the rent.	Land use decisions are not within the scope of the Long Range Plan; local governments control land development and make land use decisions.	Highway 79 (Roundabout)
unable to copy link	Noted.	US 98/231
Truck parking and Park/Ride are questionable to me.	Truck parking at the Distribution Center off 231 is being requested by the FDOT Central Office in coordination with the Port of Panama City. Park and Ride lots are not currently proposed as part of this Long Range Plan.	East Avenue
The round about and widening of 79 from the city hall to the beach is just plain stupid. All you need is a T with a light. This is west end not Thomas drive.	The SR 79 roundabout project is a local near-term project that is not within the scope of the Long Range Plan.	Bike Lanes (in general)
The Major Interchange Improvements at US 98 and US 231 are not needed because the community has identified the intersection as an important focal point of a future walkable urban neighborhood. The proposed widening of East Avenue is not in line with the neighborhood vision of a walkable corridor. A high-speed highway will hurt this low-income community by cutting the neighborhood in two and making it more difficult to walk. All state-owned roadways south of 15th St should be transferred to the City of Panama City to allow for more contextually appropriate and pedestrian friendly design.	FDOT has determined the need for the major interchange improvement at US 98 and 231 in coordination with the Bay County Transportation Planning Organization. East Avenue improvements are under evaluation with FDOT in a separate Project Development and Environment (PD&E) Study. FDOT has been made aware of community concerns for capacity improvements, and the need to provide connectivity for freight access. That PD&E Study will continue to evaluate context sensitive solutions along that corridor. Transfer of state roads to local governments is between FDOT and the local government.	Back Back Beach Road
Synchronize the traffic lights so that cars going the speed limit do not have to stop at each light,	Bay County Traffic Management Center addresses signal timing.	
Reevaluate the timing of the red lights. If you do not make the left hand turn lane from Richard Jackson to Hwy 98, it's 4 minutes until the next one AND exiting the Publix shopping center on Richard Jackson to go south - is dangerous, especially if during school times.	Bay County Traffic Management Center addresses signal timing.	
Public transportation	Transit options are under further development in the Transit Development Plan.	
Priority most important	Project priorities are determined on an annual basis by the Bay County Transportation Planning Organization (Bay TPO). The priority projects have been incorporated into the Needs Plan.	
Not sure	Noted.	
none at this time	Noted.	
None	Noted.	
No.	Noted.	
No more bike lanes. Money wasted for a dozen users per day who do not add to local tax base buy purchasing fuel.	Bicycle and pedestrian facilities are required by the FDOT Design Manual.	
No	Noted.	
Na	Noted.	
Na	Noted.	

Middle Beach Rd.?	We will further disucss with Panama City Beach staff and county staff to see if a Corridor Study is needed.	
Let's not go crazy with bicycle lanes.	Bicycle and pedestrian facilities are required by the FDOT Design Manual.	
I THINK ALL ARE NEEDED BUT IM NOT SURE HOW THEY'RE PRIORITIZED....FRONT BEACH RD AND 98 S/B PRIORITIES	The Long Range Plan has adopted Evaluation Criteria to rank Needs Plan projects.	
Destroying Moonlight Bay Drive and Trieste neighborhoods for the Back Back Beach road. I don't see how this would even be possible looking at the google maps aerial view. Please do not take our house and destroy this quiet community.	Noted.	
Bicycle lanes are not needed at all, but motorcycle routes need encouraging planning because it is a big draw for the area and needs to be encourage.	Bicycle and pedestrian facilities are required by the FDOT Design Manual.	
Bay Parkway Phase II is under construction.	Noted.	
A Water Taxi like Miami and Ft Lauderdale, Locals all day and Express during dinner hours running from St. Andrews Bay Panama City and along the Gulf Coast to Pier Park Pier, and coordinated with Uber/Lyft could reduce Front Beach Rd and Thomas Dr traffic considerably. Sand might be a problem. Restaurants might spring for sand mats and keep them clear of sand if it brought them enough customers.	Water taxi is most feasible as a public / private partnership. If a private entity comes forward with a funding proposal for a water taxi, it may be considered in a Long Range Transportation Plan udpate.	
?	Noted.	

Is there a specific transportation project you would like added to the plan? Please include a specific roadway or location, with a begin and end point, and why this project should be added.	Response	ROADWAYS MENTIONED
Widening **PCB Pkwy** (especially at fly-over where Two lane East bound bottleneck leading onto fly-over) and installing pedestrian overpasses/tunnels (IVO Pear Park) to minimize vehicle timing interruption at intersections.	Pedestrian overpasses are included in Needs Plan on PCB Parkway at Pier Park vicinity. Capacity improvements are also proposed on Panama City Beach Parkway in vicinity of Hathaway Bridge.	Panama City Beach Parkway
Widening of Back Beach Road from Mandy Lane to the Bridge. Major Congestion. Extending Bay Parkway to the east to Chip Seal Pkwy.	Back Beach Road capacity improvements are included in the Needs Plan. Bay Parkway Phase 3 is included in the Needs Plan.	Back Beach Road
Widening FBR and beautifying it	Corridor Study is proposed along Front Beach Road in the Needs Plan in coordination with the Panama City Beach Community Redevelopment Agency (CRA).	Bay Parkway
Widen Front Beach Rd.	A Corridor Study is proposed along Front Beach Road in the Needs Plan in coordination with the Panama City Beach Community Redevelopment Agency (CRA). Capacity improvements are not identified at this time.	Front Beach Road
Widen current Panama City Beach Parkway and adjust light patterns to accommodate traffic. Especially between Clara and Pier Park. The rest isn't as bad as this area.	A capacity widening project is identified for Panama City Beach Parkway in the Needs Plan. Traffic signal coordination is completed through Bay County Traffic Management Center.	US 98
Where 98 feds onto bridge to Panama City is now a concern. Two lanes turn to one to access on ramp, if your not aware you aren't in position to cross. People are trying to get over. Not enough capacity to handle volume, not enough signs to make sure people get in correct lane.	The concern will be forwarded to FDOT. A future capacity project is identified in the Needs Plan for this portion of US 98.	Hutchinson Road
Whatever would help Back Beach Road without making the speed too fast.	A future capacity project is identified in the Needs Plan for this portion of US 98. The current and proposed Bay Parkway projects would also help reduce capacity congestion on US 98.	Beach Bypass
We need turning lanes on Hutchison rd (middle beach). Turning lanes would greatly keep flow of traffic moving and provide safety from turning off of the road.	We will further disucss with Panama City Beach staff and county staff to see if a Corridor Study is needed.	Titus Road
We are only here 4 times a year my involvement is very limited The area of congestion is the two lane highway that bypasses the beach	A future capacity project is identified in the Needs Plan for this portion of US 98. Bay Parkway Phase 2 and 3 projects would alleviate additional capacity and congestion on US 98.	Pier Park
trolley route from Emerald View resorts to Pier Park	We will refer this comment to the Transit Development Plan currently in development.	Back Back Beach Road
Transportation that goes up and down the beach roads and runs to like Pier Park. Sidewalks down the beach road that you can walk.	Bay Town Trolley serves Front Beach Road at Pier Park. Sidewalks on Front Beach Road are priorities of the TPO.	231
Traffic on front beach road at intersection of Hutchison and front beach needs attention	A Corridor Study is proposed along Front Beach Road in the Needs Plan in coordination with the Panama City Beach Community Redevelopment Agency (CRA).	Jackson Boulevard
Titus Rd..Where it comes out on Hwy 231 should be moved to come out at the Light at Hwy 231 and Star..Would definitely stop alot of accidents..	Capacity improvements are identified on Titus Road and Star Avenue at this location. Improvements at this location are currently identified by the Bay Transportation Planning Organization (Bay TPO) on the list of Transportation System Management (TSM) Project Priorities (Priority #3) to realign Star Avenue, complete median modifications on US 231, add turn lanes, and relocate the signalized intersection.	Highway 79
There's consistently a bottle neck on 98 and Front Beach from Jackson Blvd to Hwy 79. More should be done to alleviate that congestion.	A future capacity project is identified in the Needs Plan for this portion of US 98. Bay Parkway Phase 2 and 3 projects would alleviate additional capacity and congestion on US 98. A Complete Streets project is identified on Front Beach in coordination with the Community Redevelopment Agency (CRA).	Star Avenue
The traffic jams at Pier Park are astounding. We have sat thru as many as three lights to head towards the east end.Surely our traffic architects have missed the mark with that design.	A future capacity project is identified in the Needs Plan for this portion of US 98. Bay Parkway Phase 2 and 3 projects would alleviate additional capacity and congestion on US 98. A Complete Streets project is identified on Front Beach in coordination with the Community Redevelopment Agency (CRA).	East Ave
The number one priority needs to be adding lanes to Panama City Beach Parkway. What generates the money for this county? Beach Tourism!	A future capacity project is identified in the Needs Plan for this portion of US 98. Bay Parkway Phase 2 and 3 projects would alleviate additional capacity and congestion on US 98. A Complete Streets project is identified on Front Beach in coordination with the Community Redevelopment Agency (CRA).	Cheokee Heights (Neighborhood)
The new Back, Back, Beach Parkway needs to be 6 lanes,(We need a ByPass) and a business access for any new business planned	The current need is 4 lanes for Bay Parkway Phase 1 and 2. The initial construction is for 2-lanes with right-of-way allocation to accommodate 4 lanes.	John Pitts (Neighborhood)
The area East of Panama City and North of Callaway and South of 231 is developing quickly. There are no major arterial roadways that connect Star Ave to East Ave. There needs to be alternate routes for when 231 is backed up and to alleviate all the traffic from the subdivisions south of 231 that cross the highway to head towards Panma City. There should be at least two and maybe 3 of these arterial roads. We do not always need 6 lane highways to efficiently move traffic.	A segment of Gulf Coast Parkway is funded for construction to connect Star Avenue to Tyndall Parkway to provide an east-west connection.	Nautilus Rd.

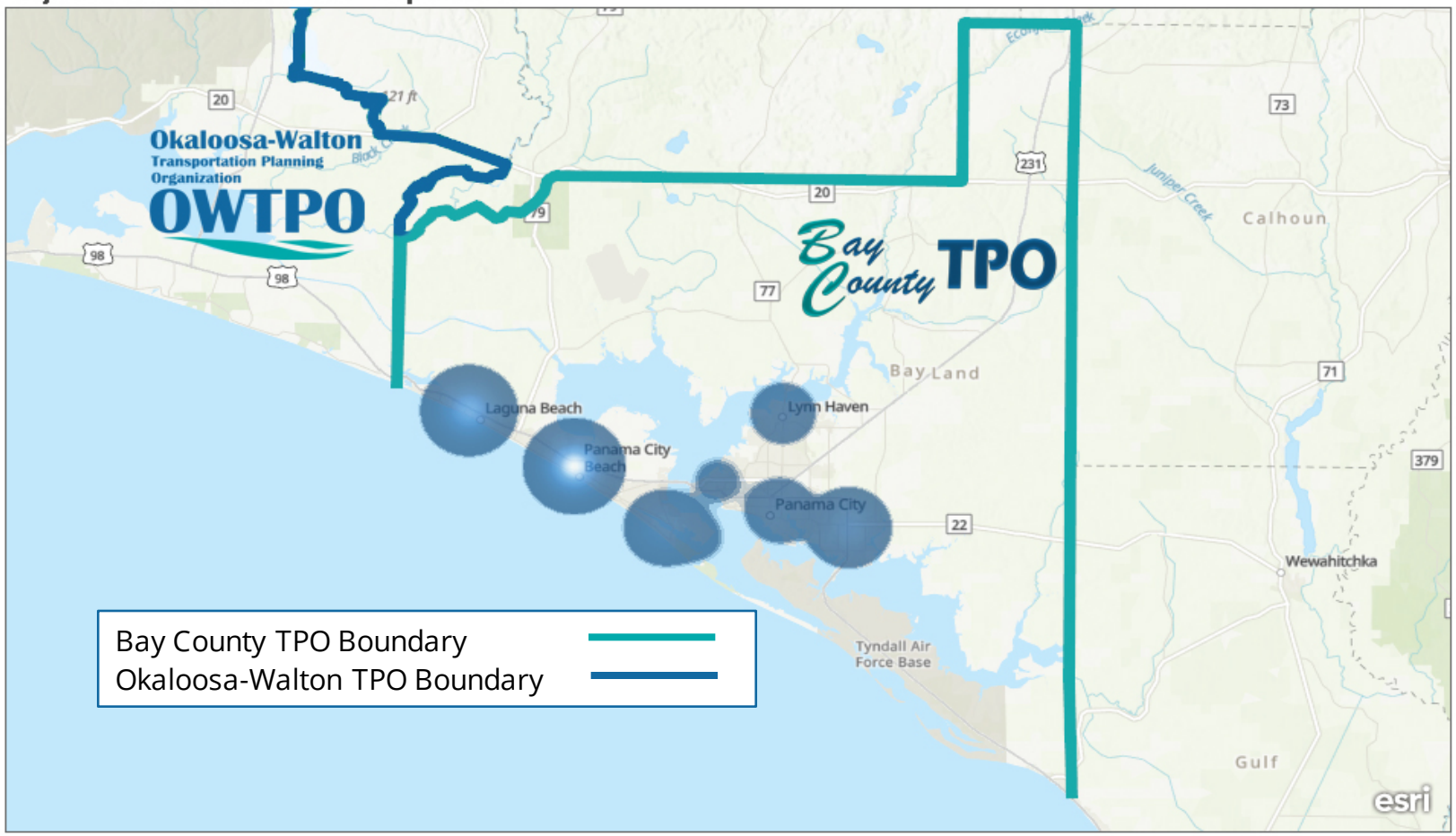
The area around Cherokee Heights neighborhood, bordered by Star Ave., Hwy 231, and Cherokee Heights Rd. already has a serious traffic issue since the neighborhood contains 2 schools which bring in a lot of extra vehicle traffic. Now other neighborhoods and apartments are being and going to be built adjacent to this neighborhood. There are not enough outlets for this amount of traffic. The light at Hwy 231 and Cherokee Heights Rd. takes forever to turn green for the neighborhood traffic. The other alternative for exiting is to take Star Ave. to Hwy 231. The intersection at Star Ave. and John Pitts Rd. which also affects the Star Ave./Hwy 231 intersection is ridiculous. It is a cluster of epic proportions and the recipe for a serious accident. So, while expanding Hwy 231 and Star Ave. are good, the intersections and traffic light pattern need to also be improved. Some new roads would also be helpful.	Capacity improvements are identified on Titus Road and Star Avenue at this location. Improvements at this location are currently identified by the Bay Transportation Planning Organization (Bay TPO) on the list of Transportation System Management (TSM) Project Priorities (Priority #3) to realign Star Avenue, complete median modifications on US 231, add turn lanes, and relocate the signalized intersection.	Wildwood
Star Avenue needs to be redone to help with traffic and the upcoming subdivisions and apartment complex communities. Traffic accidents are more common now, and there's no sidewalks for pedestrians or bicycle lanes. These are needed BEFORE the communities are built or established.	Capacity improvements are identified on Titus Road and Star Avenue at this location. Improvements at this location are currently identified by the Bay Transportation Planning Organization (Bay TPO) on the list of Transportation System Management (TSM) Project Priorities (Priority #3) to realign Star Avenue, complete median modifications on US 231, add turn lanes, and relocate the signalized intersection.	CR 389
Star Ave needs to be widened. It has been a dangerous Rd for years. Now with all of the added homes and the upcoming addition of a new apt complex it is extremely necessary now. Nehi Rd needs to be paved with an additional exit to 231 added. The intersection of 231 & Cherokee Heights needs to be improved. There is a back up every day due to the schools. There are no turn lanes and the light is extremely slow to change for Cherokee Heights Rd. Star, Cherokee Heights and John Pitts and 231 are all backed up every single day.	Capacity improvements are identified on Titus Road and Star Avenue at this location. Improvements at this location are currently identified by the Bay Transportation Planning Organization (Bay TPO) on the list of Transportation System Management (TSM) Project Priorities (Priority #3) to realign Star Avenue, complete median modifications on US 231, add turn lanes, and relocate the signalized intersection.	SR 30
Since PCB has limited walkways, we need some public transportation that will help people get to what we have.	A Corridor Study is proposed along Front Beach Road in the Needs Plan in coordination with the Panama City Beach Community Redevelopment Agency (CRA).	5th Street
Should be a rail station from Panama City to PCB that could help with traffic allowing people to go to and from these areas	Light rail needs can be evaluated in future long range transportation plan updates.	Hathaway Bridge
Pier park area is way too congested during tourist season when trying to get through the area on back beach road. Absolutely intolerable for locals .	Corridor Studies and capacity improvements are proposed to address congestion and delay. Transit needs are being addressed through a Transit Development Plan in progress.	Mid-Bay Bridge (Bay Parkway to Old Airport)
PCB Parkway from 79 to the Hathaway Bridge, it's really the only road that runs the full length of the island. The addition of Back Back Beach Road is window dressing. The 98 / Nautilus Road is already a major bottleneck on 98. The added Back Back Beach traffic will necessitate even longer cycle times for Nautilus traffic resulting in even more negative traffic flow on 98. The only solution is additional lanes - and not just 1 or 2 lanes. The road really needs to 5 lanes in each direction with dedicated turn lanes.	Capacity improvements are proposed along Panama City Beach Parkway.	Frankford Ave.
PCB Parkway (6 lanes) and Bay Parkway extension to Wildwood.	Capacity improvements are proposed along Panama City Beach Parkway and Bay Parkway.	390
Panama City Beach needs infrastructure improvements to back beach road and front beach road. right now is unsafe and crowded	Both corridor and capacity improvements are proposed in multiple locations connecting between Back Beach and Front Beach roads, consistent with the City of Panama City Beach Community Redevelopment Agency (CRA).	Nehi Road
none at this time	Noted.	Watersound (neighborhood)
Na	Noted.	Mandy Lane
Multimodal Improvements on CR 389 (East Avenue) from Port Entrance to US 98 (SR 30) / 5th Street.	Capacity improvements are identified on East Avenue. We are aware of the need for multi-modal improvements for the Millville neighborhood.	
More walk/bike only paths please	Noted.	
More sidewalks along both sides of Front Beach Rd.	Sidewalks on Front Beach Road are priorities of the TPO.	
More lanes back beach road	Capacity improvements are proposed along Back Beach Road.	
More lanes added to Back Beach Road. Even adding longer turn lanes would help.	Capacity improvements are proposed along Back Beach Road.	
Mid bay bridge: Bay Parkway to Old Airport Alleviate congestion on Hathaway Bridge	Comment noted. May be addressed in future updates.	
LSV Lines	Low Speed Vehicle usage may be considered by the local governments.	
In our area of Panama City Beach, we have lost right turn lanes when in fact we NEED more to relieve traffic jams. Doing everything possible to lengthen left turn lanes is also highly recommended. Studies of traffic should be when there IS traffic, rather than in months when traffic is at its lowest.	Comment noted as specific locations are not identified.	
I live in Cherokee Heights off 231. The traffic is worsening with all of the developments being put in here. Hundreds of new homes are coming in but the only exit is Cherokee Heights Rd. This road is already congested with residents and school traffic. We need more ways in/out. 231 is also becoming bogged down as there are no other options into town.	Capacity improvements are identified on Titus Road and Star Avenue at this location. Improvements at this location are currently identified by the Bay Transportation Planning Organization (Bay TPO) on the list of Transportation System Management (TSM) Project Priorities (Priority #3) to realign Star Avenue, complete median modifications on US 231, add turn lanes, and relocate the signalized intersection.	

I don't live in that area anymore but it looks like a bike trail could drop down from south of Venetian Villa through Sweet Bay down Frankford to 390 to the college.	This comment has been forwarded to the Bicycle / Pedestrian Coordinator for the Bay County Transportation Planning Organization.	
Hwy 231 at Star Avenue needs to be corrected. Traffic backs up already, yet the powers that be approved for hundreds more housing units/apartments to be built. Nehi Road - pave it, so people will use it more Hwy 231 and Cherokee Heights Rd - With traffic already a problem at this intersection, something should have been done before DR Horton began building nearly 300 homes. Not to mention, the possible 800+ apartments that is supposed to be built on Cherokee Heights Rd. Tram Rd - Finish paving it from Star Avenue to Tyndall Parkway. Perhaps that would alleviate some of the traffic on Star Avenue.	This concern has been forwarded to Bay County for future evaluation. Capacity improvement projects are identified in the Needs Plan for both Titus Road and Star Avenue which would examine options for improvements with the intersection on US 231. A segment of Gulf Coast Parkway is funded for construction to connect Star Avenue to Tyndall Parkway to provide an east-west connection. The need for road paving on local roads is addressed by the local government.	
Hey 98 needs additional lanes to accomodate heavy traffic on this roadway esp from 79 east back to bridge. Because of increased housing and apartments and residential growth congestion will get worse	Capacity improvements are proposed along US 98 in Panama City Beach.	
Get computerized traffic lights to keep flow of traffic.	Bay County Traffic Management Center addresses signal timing.	
Get all mopeds motoshooters and golf carts off road ,they are very dangerous the way they drive them .	Comment noted.	
FRONT BEACH RD IS A NIGHTMARE ESPECIALLY WHEN IN SEASON. EVEN WITH RECENT UPGRADES, THE TRUE NEEDS WERE NOT ADDRESSED	Both corridor and capacity improvements are proposed along Back Beach and Front Beach roads, consistent with the City of Panama City Beach Community Redevelopment Agency (CRA).	
From Hathaway Bridge 98 add a BackBack Beach Parkway restricted access super highway 70mph, North of Back Beach, heading West until rejoin 98 at Watersound. This would relieve traffic pressure between 98 Watersound new development to 79 And airport and to Panama City, bypassing PCB for those Traveling to airport, 79 North or 231. As other Beach Resorts further west to Destin grow, a second long term phase could extend BackBack Beach Pkwy all the way to Destin.	Both corridor and capacity improvements are proposed along Back Beach and Front Beach roads, consistent with the City of Panama City Beach Community Redevelopment Agency (CRA). West Bay Parkway is identified in the Needs Plan from US 98 in Walton County to SR 79 in Bay County, which would provide additional capacity to the airport and Watersound.	
Extend east side improvements past pier park through west side to City boundary. And ... ban golf cart rental.	Both corridor and capacity improvements are proposed along Back Beach and Front Beach roads, consistent with the City of Panama City Beach Community Redevelopment Agency (CRA). Low Speed Vehicle usage such as golf carts, may be considered by the local governments.	
Divert heavy traffic volumes from front and back Beach roads from the bridge to PCB to the airport turn off to a new highway further north of the beach.	Both corridor and capacity improvements are proposed along Back Beach and Front Beach roads, consistent with the City of Panama City Beach Community Redevelopment Agency (CRA). A new bridge over the Bay was considered in the Hurricane Recovery Plan, but is not identified as feasible by Bay County at this time.	
Dedicated bicycle lanes not attached to the roadway	This comment has been forwarded to the Bicycle / Pedestrian Coordinator for the Bay County Transportation Planning Organization.	
Continued Front Beach improvements for capacity	Both corridor and capacity improvements are proposed along Back Beach and Front Beach roads, consistent with the City of Panama City Beach Community Redevelopment Agency (CRA).	
Complete the entire Bay Parkway (Back Back Beach road) from HWY 79 to Hathaway Bridge Traffic on 98 is terrible in both directions for 8 months of the year. Why isn't Bay Parkway being built with 4 or 6 lanes now? That is a big mistake and will end up costing taxpayers more money in the long run.	The current need is 4 lanes for Bay Parkway Phase 1 and 2. The initial construction is for 2-lanes with right-of-way allocation to accommodate 4 lanes.	
Bike lanes need relabeling to say bicycle and bus. No one really know what "tram" is. And add stencil outline of a pedal bicycle...BECAUSE motorcycles are "bikes" and they use as if it's a private "fast lane". Reduce palm trees RIGHT at middle portion of pedestrian crosswalk (or push them back a bit) so cars can ACTUALLY see a pedestrian standing in middle of road WAITING to cross second half.	Corridor studies have been identified which will address signage and pavement marking needs.	
Bicycle lanes and sidewalks Bridge crosswalks on Front Beach	Pedestrian overpasses are included in Needs Plan on PCB Parkway at Pier Park vicinity. Capacity improvement projects consider bicycle and pedestrian features in accordance with the FDOT Design Manual.	
Beach front trolley system. This would reduce risk from reduced traffic levels.	Corridor improvements are proposed along Front Beach Road. Transit improvements are being evaluated in the Transit Development Plan currently in progress.	
Back, back beach through way. Entire city limits	Bay Parkway Phase 2 and 3 projects are identified in the Needs Plan to alleviate additional capacity and congestion on US 98.	
Back bypass	Bay Parkway Phase 2 and 3 projects are identified in the Needs Plan to alleviate additional capacity and congestion on US 98.	
Back Beach Rd (US98) needs to be 6 lanes with turn lanes because of the backup at each traffic light.	6-lane capacity improvement is identified as a need on Back Beach (US 98).	

back back beach road to the Hathaway Bridge	6-lane capacity improvement is identified as a need on Back Beach (US 98).	
Back Back Beach Road should be made bigger and wider at the outset. It will become quickly too crowded otherwise. Also, there should be a direct route from the airport to Beckrich or Arnold Road with a bridge that goes over the Bay.	6-lane capacity improvement is identified as a need on Back Beach (US 98). A new bridge over the Bay was considered in the Hurricane Recovery Plan, but is not identified as feasible by Bay County at this time.	
Airport area. Front beach road	Capacity improvements are identified in the Needs Plan along SR 388. Capacity and corridor improvements are identified as needs along Front Beach Road. A new bridge over the Bay was considered in the Hurricane Recovery Plan, but is not identified as feasible by Bay County at this time.	
Adding lanes to Back Beach (Hwy 98) road. During tourist season and increasingly on event weekends (which are almost every weekend for some venue) it has taken me over an hour to one and a half hrs. to get from Richard Jackson to Pier Park on multiple occasions, multiple times of the day and/or days of the week.	6-lane capacity improvement is identified as a need on Back Beach (US 98). Capacity improvement projects consider bicycle and pedestrian features in accordance with the FDOT Design Manual.	
Add more lanes of travel or motor vehicles!!! The trolley lane should be a shared lane with normal traffic like other normal cities!	Comment noted. Transit access is being further evaluated in the Transit Development Plan in progress.	
Add lanes to back beach road to decrease the traffic backup leading up to and from pier park.	Capacity improvements are proposed along Back Beach Road.	
A rail from Pier Park down Front Beach Rd to where it intersects with S Thomas Dr would be incredible for reducing traffic and getting people to the attractions they want to see while visiting PCB.	Light rail needs can be evaluated in future long range transportation plan updates.	
A light rail system would help a lot.	Light rail needs can be evaluated in future long range transportation plan updates.	
A hard surface on the beach for bikes and walkers. If this was added more people would bike. This could also be used for emergency and trash collection.	Sidewalks on Front Beach Road are priorities of the TPO.	
231 and star avenue needs reworked to Titus road as a straight across	Capacity improvements are identified on Titus Road and Star Avenue at this location. Improvements at this location are currently identified by the Bay Transportation Planning Organization (Bay TPO) on the list of Transportation System Management (TSM) Project Priorities (Priority #3) to realign Star Avenue, complete median modifications on US 231, add turn lanes, and relocate the signalized intersection.	
1) Coordinate traffic lights from Hwy 79 to Hathaway bridge and/or add a by-pass. 2) Elevated cross-walks for all of Front Beach Rd 3) Add traffic light or NO LEFT TURN sign on Powell Adams Rd onto Front Beach Rd.	Bay County Traffic Management Center addresses signal timing. Elevated crosswalks are proposed in the Needs Plan along Back Beach Road	
Improve traffic flow on US98 from Moylan Road to the West End of the beach.	6-lane capacity improvement is identified as a need on Back Beach (US 98).	

BAY COUNTY 2045 LRTP NEEDS PLAN - SURVEY RESPONSES

Bay Needs Plan Outreach - Zip Codes



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