EMERALD COAST
REGIONAL COUNCIL

Bay County Transportation Planning Organization
Congestion Management Process

Final September 2020



EMERALD COAST REGIONAL COUNCIL



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Glossary

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
ATMS	Advanced Traffic Management Systems
CAA	Community Action Agency
CAC	Citizen's Action Agency
CARS System	Crash Analysis Reporting
CFR	Code of Federal Regulations
CMP Process	Congestion Management
CTC	Community Transportation Coordinator
DHSMV	Department of Highway Safety and Motor Vehicles
ECRC	Emerald Coast Regional Council
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FDOT	Florida Department of Transportation
GPS	Global Positioning System
ITS Systems	Intelligent Transportation
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
NEPA	National Environmental Policy Act
NWFRPM	Northwest Florida Regional Planning Model
PD&E	Project Development and Environment
PIP	Public Involvement Plan
PPP	Public Participation Plan
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SIS	Strategic Intermodal Systems
TCC Committee	Technical Coordinating
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TSM&O	Transportation System Management and Operation
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled



1 Introduction

Traffic congestion is typically defined as when the volume of users on a transportation facility approaches or exceeds the capacity of the facility. This congested condition can be characterized by reduced travel speeds with longer trip times and delay. Congestion can also lead to unreliable travel times and frustration of the transportation system users. To help alleviate and manage congestion and to support the transportation planning process, a Congestion Management Process (CMP) is developed.

1.1 Background

The purpose of a CMP is to develop a systematic process to effectively manage and operate the transportation system. The CMP is federally mandated to analyze and manage traffic congestion. Per the Federal Highway Administration (FHWA) "a CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages."[1]

The Congestion Management Process shall include, at a minimum:

- A transportation planning process in a Transportation Management Area that provides for safe and effective integrated management and operation of the multimodal transportation system [23 C.F.R 450.322(a)]. Each MPO shall prepare a congestion management system for the metropolitan area [F.S. 339.175(6) (c) (1)].
- A process that provides for safe and effective integrated management and operation of the multimodal transportation system [23 C.F.R 450.322(a)];
- Incorporate multimodal system performance measures reflected in the TIP [23 C.F.R 450.322(b)];
- Incorporate strategies that manage demand, reduce single occupant vehicle travel, improve transportation system management and operations, and improve efficient service integration [23 C.F.R 450.322(c)];
- Coordination with the transportation system management and operations activities [23 C.F.R 450.322(d)];
- Methods to monitor and evaluate the performance of the multimodal transportation system [23 C.F.R 450.322(d) (1)];

[1] https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm

- Definition of congestion management objectives and performance measures [23 C.F.R 450.322(d) (2)];
- A coordinated program for data collection and system performance monitoring [23 C.F.R 450.322(d) (3)];
- Identification and evaluation of performance and expected benefits of congestion management strategies [23 C.F.R 450.3229(d) (4)];
- Identification of an implementation schedule, responsibilities [23 C.F.R 450.322(d) (5)]; and
- A process for periodic assessment of the effectiveness of implemented strategies [23 C.F.R 450.322(d) (6)].

Figure 1 depicts the eight actions involved in the development of a CMP. The process is intended to be a cycle that continually evaluates strategies and addresses congestion.

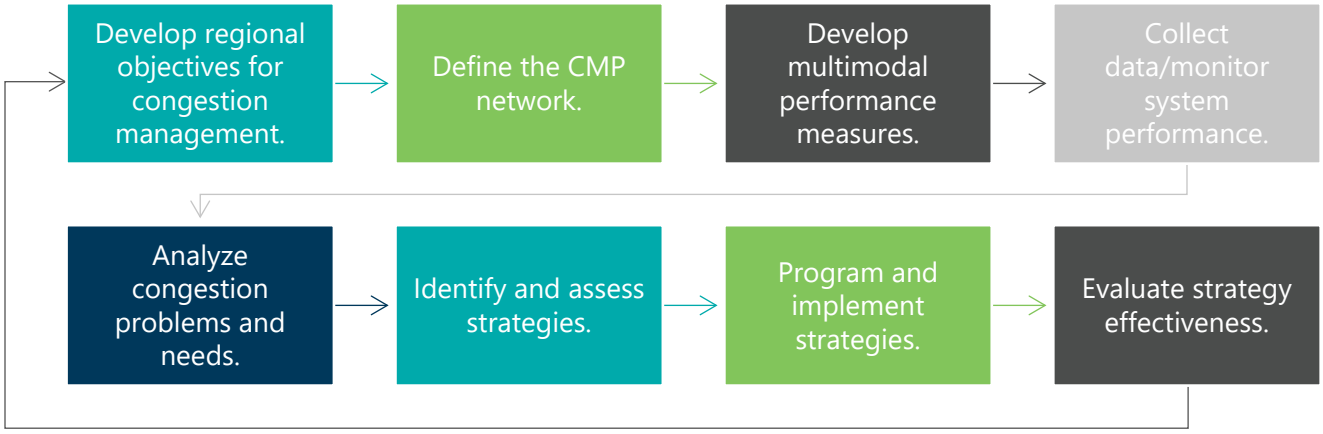


Figure 1. Congestion Management Process

A Congestion Management Process can be developed to identify projects and strategies to be considered in the TIP. Per Federal Regulations (§450.322), the purpose of the Congestion Management Process is to:

- Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and
- Identify proposed projects and programs to reduce congestion and increase job access opportunities.

This document provides the Congestion Management Process for the Bay County TPO, which is the metropolitan planning organization for urbanized areas in Bay County, Florida. **Appendix A** lists the sections of CMP with federal law and regulation requirements and how they have been addressed in this report.

Figure 2 delineates the Bay County Transportation Planning Organization (TPO) Metropolitan Planning Area Boundary, as well as the Federal Highway Administration (FHWA) Urbanized Area Boundary. According to FHWA, an area is urbanized if having a population of 50,000 or more as designated by the Bureau of Census. The Metropolitan Planning Area Boundary, or TPO Boundary, encompasses the entire existing urbanized area plus the contiguous area expected to become urbanized within a 20-year forecast period. In the case of Florida MPOs, many MPA Boundaries are the same as the county's boundary. Bay County and Bay County TPO MPA share the same boundaries.

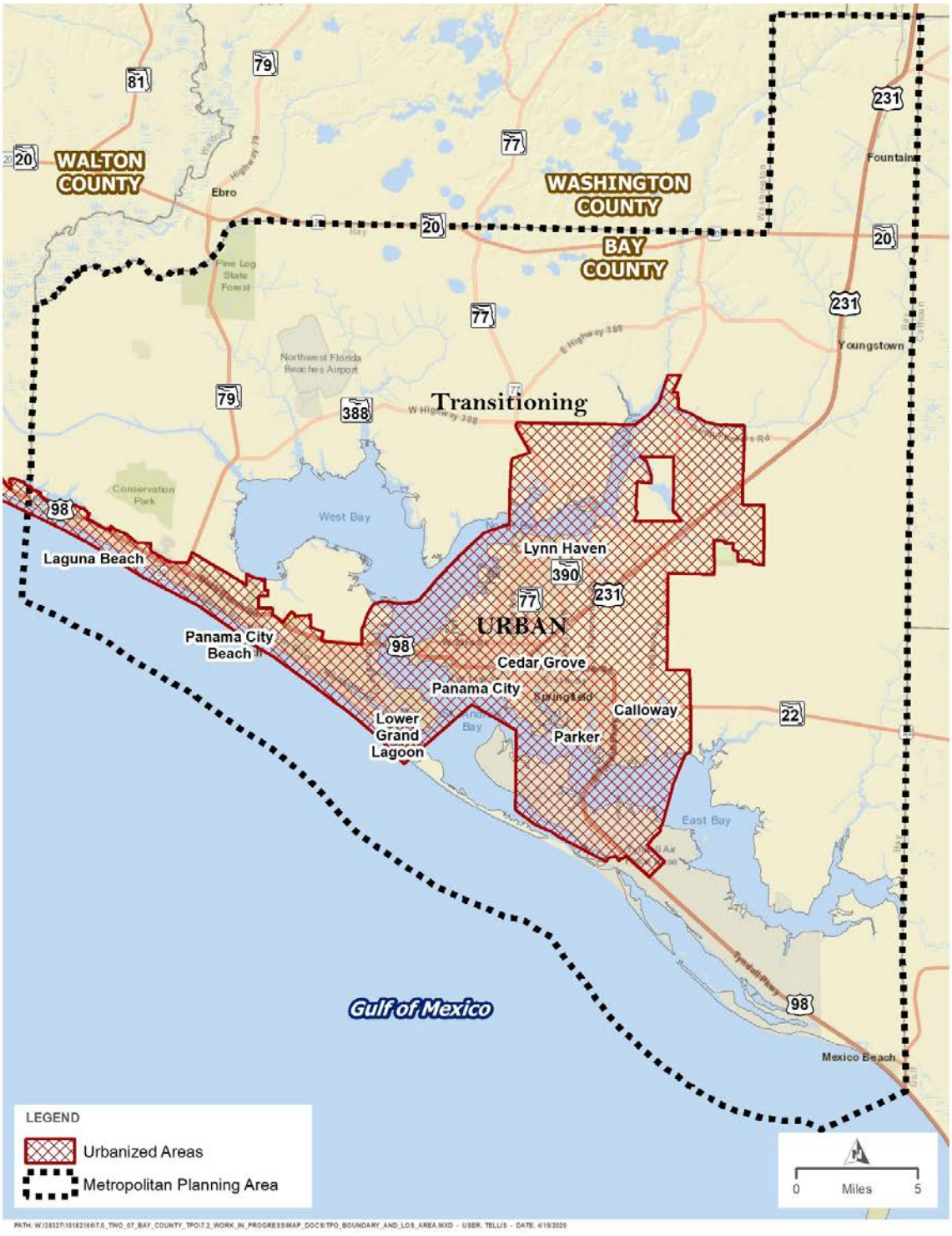


Figure 2. 2010 Adjusted FHWA Urbanized Area Boundary and Metropolitan Planning Area Boundary

2 CMP Goals and Objectives

The goals and objectives for the CMP were developed to guide the process of monitoring congestion and improving the mobility of people and goods in the region. The vision and goals of the TPO's 2045 long range transportation plan (LRTP) set the conditions for the goals and objectives of the CMP. They are established based on the views of different authorities, agencies, and the public. The committee involved in the development of these goals had representation from the Florida Department of Transportation (FDOT), local government agencies, general public, and stakeholders. Before adoption, the vision statement and goals were presented to the general public for review, comment, and recommendations.

2.1 Goals

The goals of the TPO's 2045 LRTP are the guiding principles of the CMP objectives. The goals adopted in February 2020 by the Bay County TPO's 2045 LRTP are found below in **Table 1**.

Table 1. 2045 Long Range Transportation Plan Goals and Objectives (Adopted)

Bay County TPO 2045 Long Range Transportation Goals	
Goal 1:	A multi-modal transportation system that is safe.
Goal 2:	A multi-modal network of integrated transportation systems for the movement of people and goods.
Goal 3:	A multi-modal transportation system that is operated and maintained efficiently.
Goal 4:	A multi-modal transportation system that protects, preserves, and enhances a high quality of life.
Goal 5:	A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.
Goal 6:	A multi-modal transportation system that supports economic vitality.
Goal 7:	A multi-modal transportation system that provides for the security of residents, visitors and commerce.
Goal 8:	A multi-modal transportation system that maintains acceptable roadway level of service (LOS) on all major facilities.

2.2 Objectives and Congestion Mitigation Strategies

According to the FHWA's *Congestion Management Process: A Guidebook*, objectives should have "SMART" characteristics: Specific, Measureable, Agreed, Realistic and Time-Bound. In addition, with the development of objectives, performance measures are also developed in order to assess whether or not the developed objectives have been attained.

The objectives reflect the region's view on congestion management and focus on measurable outcomes. The congestion management objectives for the Bay County TPO are identified in **Table 2**.

Table 2. Congestion Management Process Objectives and Congestion Mitigation Strategies

Objectives	Congestion Mitigation Strategies
Options to Reduce Travel Demand	Implementation of Transportation Demand Management (TDM) Strategies
	Increase Transit Use
	Decrease Vehicle Miles Traveled (VMT)
	Reduce Average Travel Time to Work
Improve Safety	Reduce Crash Rates and Facilities
Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities
Provide Reliable and Efficient Transportation Options	Improve the flow of traffic
	Improve capacity of roadways with inadequate LOS
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines

2.3 Opportunity for Improving CMP Performance Targets Analysis

The 2020 CMP Major Update includes recommended improvements for the CMP objectives, mitigation strategies, and performance measures. One key recommendation is that Performance Targets be identified and adopted prior to the next CMP Minor Update in 2021. **Appendix C** outlines the data that was updated for this Major update and **Table 11 Objectives, Mitigation Strategies, and Performance Measures** notes opportunities improvement for the next Minor Update.

Table 3 2020 CMP Major Update Analysis Reference, provides an overview of the CMP objectives used for this analysis, the performance measures reviewed, the data source of the analysis, and where these references can be found throughout the report.

Table 3. 2020 CMP Major Update Analysis Reference

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE ANALYSIS	CMP REPORT REFERENCE (FIGURE / TABLE #)
Provide Options to Reduce Travel Demand	Increase participation in TDM programs	% Car Pooled to Work	Appendix C
	Increase transit usage	Public transportation annual passenger per revenue mile	Appendix C
		Commute to Work Mode Split	Table 7
	Reduce Average Travel Time to Work	Commute to Work Travel Times	Table 8, Figure 15
Improve Safety	Reduce crash rates and fatalities	Annual Crash Rates (Vehicle, Bike, Ped)	Figure 10, 11, 12, 13
		Annual # of Fatalities (Vehicle, Bike. Ped)	Table 6, Figure 14
Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities	SHS Miles Pedestrian Facility Miles % Pedestrian Facility SHS Coverage Bicycle Facility Miles % Bicycle Facility SHS Coverage County Population (5-Year Census ACS Estimates) Total Population of Census Block Groups within 1 mile of Bicycle Facilities % Population within 1 mile of Bicycle Facilities	Appendix C
Provide Reliable and Efficient Transportation Options	Improve traffic flow	FDOT LOS Tables	Appendix B
	Improve capacity of roadways with inadequate LOS		
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines	# of Miles Resurfaced Annually	Appendix C

3 Area of Application

The CMP report includes several modes of transportation including: public transportation, bicycles, pedestrians, and freight. These modes are included to address the entire transportation network within the CMP.

3.1 CMP Roadway Network

The CMP roadway network is the one designated by the TPO as Major Road Network. The classification of roadways is per the FHWA's defined functional classification system. There are three major types of facility systems in this report: 1) Freeways and Tolls; 2) Arterials; and 3) Collectors. According to the 2018 FDOT Source Book, total roadway network in Bay County is 215.1 miles. Residential and local roads are not included in this CMP. **Figure 3** shows the roadway network included in this report.

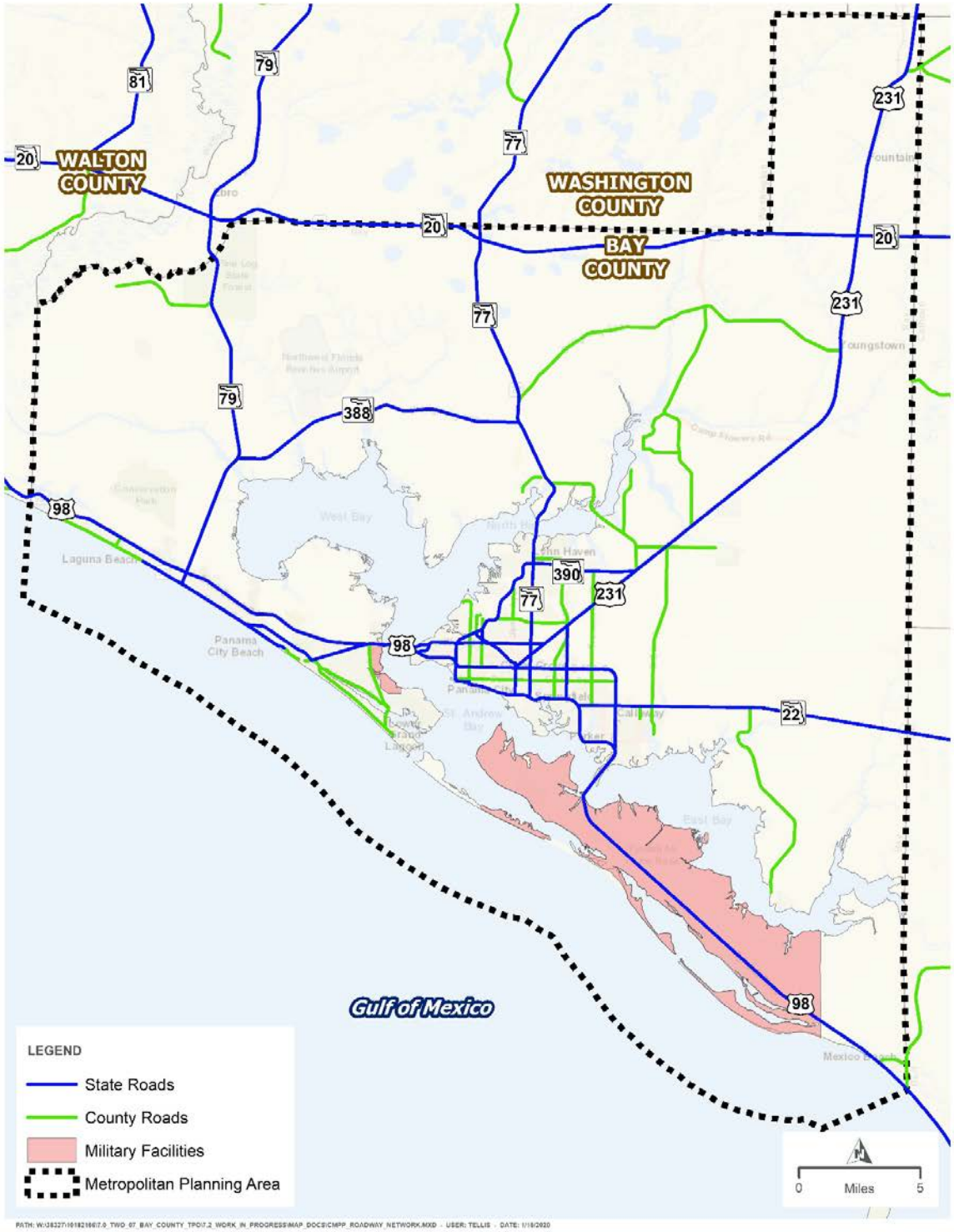


Figure 3. CMP Roadway Network

3.2 CMP Transit Network

The Bay County Transit Division administers two transit programs within Bay County: Bay Town Trolley (BTT) and Bay Area Transportation (BAT). The TPO serves as the governing body for BTT, and the Bay County Board of County Commissioners serves as the governing body for BAT.

3.2.1 Bay Town Trolley

The BTT is a public transportation fixed route system that provides service in Bay County as shown in **Figure 4.** The service provides eight routes throughout the urbanized areas of Bay County and provides nearly 630,000 trips per year with over 300 transit stops. The service operates Monday through Saturday, with no service on Sunday, from 6:00 a.m. to 8:00 p.m. The entire fleet of trolleys are wheelchair accessible and have bike racks. The regular, one way fare is $1.50, but students, ADA-certified transportation ID card holders, seniors and Medicare card holders all have discounted rates. Bay Town Trolley offers real-time bus tracking through apps and also by SMS/voice for use without a smartphone. Multiple smartphone apps are available for making the most of this feature offered by the Bay Town Trolley. Real-time bus tracking helps the commuters to plan their activities since they can see the location of the trolleys and estimated arrival time at their next stop.

3.2.2 Bay Area Transportation Demand Response

The Bay County Board of County Commissioners serves as the Community Transportation Coordinator pursuant to criteria developed by the State of Florida Commission for the Transportation Disadvantaged. Bay Area Transportation (BAT) provides a shared curb-to-curb ride service for those who are transportation disadvantaged and do not have access to transportation. BAT provides nearly 93,000 trips a year throughout Bay County and maintains over 30 vehicles. This service is demand responsive and is available on a first-come, first-serve basis depending on availability. In order to be eligible, an individual must have no other means of transportation available to them and either be age 60 or older, income below current federal poverty guidelines, or have a disability preventing them from using the Bay Town Trolley's fixed route service. The service operates Monday through Saturday, with no service on Sunday, from 6:00 a.m. to 8:00 p.m. Trip reservations are made in advance and each trip has a fare of $1.50.

3.2.3 rideOn Program

The Emerald Coast Regional Council (ECRC) promotes ridesharing through their rideOn program, which is funded by the FDOT. This service encourages commuters to carpool or take alternative means of transportation, such as walking or biking, to reduce congestion. The system matches riders into carpool or vanpool groups based on destinations and work times. To make the system more appealing, rideOn offers an Emergency Ride Home Program for riders. This allows riders the opportunity to travel home in case of emergency.

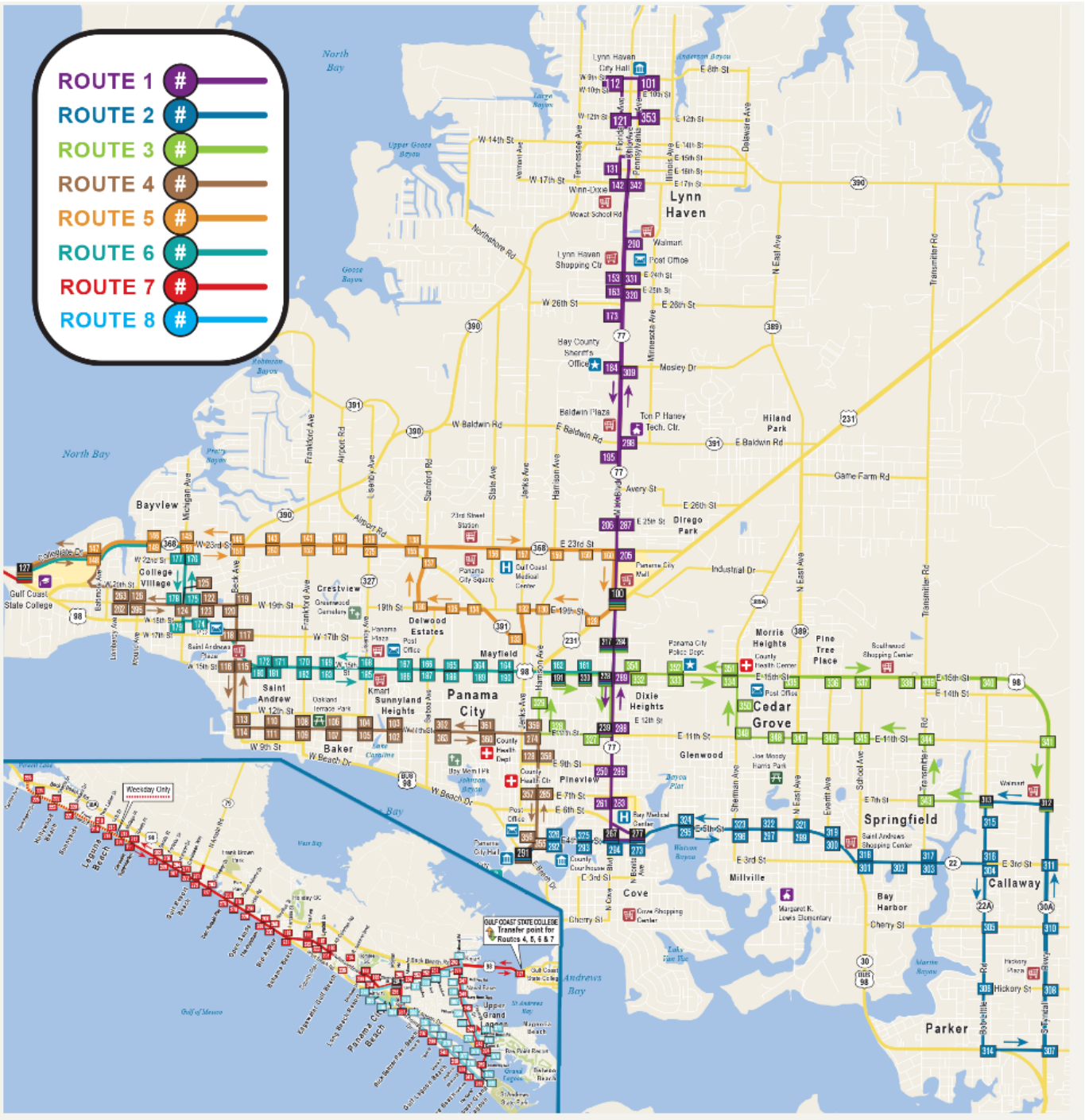


Figure 4. Bay Town Trolley System Map

3.2.4 Park and Ride

Park and Ride lots are managed by the rideOn program and locations are provided throughout the 10-county region. These Park and Ride facilities serve as central meeting points where people can park to ride the bus, carpool, or vanpool. There are six (6) park and ride parking facilities in Bay County. Most of the lots are constructed by FDOT, but occasionally property owners will designate spots for Park and Ride.

The current Park and Ride locations can be found listed below and seen in **Figure 5**.

- Highway 77/Highway 20 – Northwest corner of intersection
- Highway 231/Highway 20 – Northwest corner of intersection
- The Curve at Thomas Drive on Panama City Beach (near Bay Town Trolley stop)
- Highway 98/Wildwood Ave – K-Mart parking lot in Panama City Beach
- Pier Park – Panama City Beach – facing Front Beach Rd. across from pier (near Bay Town Trolley stop)
- Winn-Dixie parking lot at west end of Panama City Beach (near Bay Town Trolley stop)



Figure 5. 2016 Park and Ride Lots

3.3 CMP Bicycle Facility Network

The CMP Bicycle network consists of the following facility types:

- **On-Road Facilities**: On-road bike facilities typically consist of the entire roadway identical to the CMP network excluding freeways, ramps, HOV, and toll facilities where biking is prohibited. Primarily on-road facilities comprise of paved shoulders and bike lanes.
    - **Paved Shoulders:** These are mostly located on suburban and rural roadways and serve as a travel path for bicyclists and a refuge area for disabled vehicles.
    - **Bike Lanes:** A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
    - **Sharrow:** A sharrow marking on a lane indicates that is meant for both the bicyclists and motorists to coexist in the same lane.
- **Off-Road Facilities**: Off-road bike facilities mainly consist of trails and shared-use paths. These facilities are usually separated from a roadway by a curb or painted border. Off-road bike facilities can be mainly classified into two groups:
    - **Unpaved Networks**: This type of facility mainly consists of trails for multi-purpose uses such as hiking and biking.
    - **Shared-Use Path**: These facilities usually consist of a paved multi-use path dedicated for non-motorized traffic.

The bicycle network is depicted in **Figure 6** and is listed in **Table 4**.

3.4 CMP Pedestrian Facility Network

The pedestrian facility network consists of areas along the side of the roadway network except the prohibited areas for pedestrians such as freeways, limited access facilities, ramps, HOV, and toll facilities. The pedestrian routes and trails can be classified into two categories:

- **Sidewalk:** The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians, typically a concrete path.
- **Bicyclist-Pedestrian Shared Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

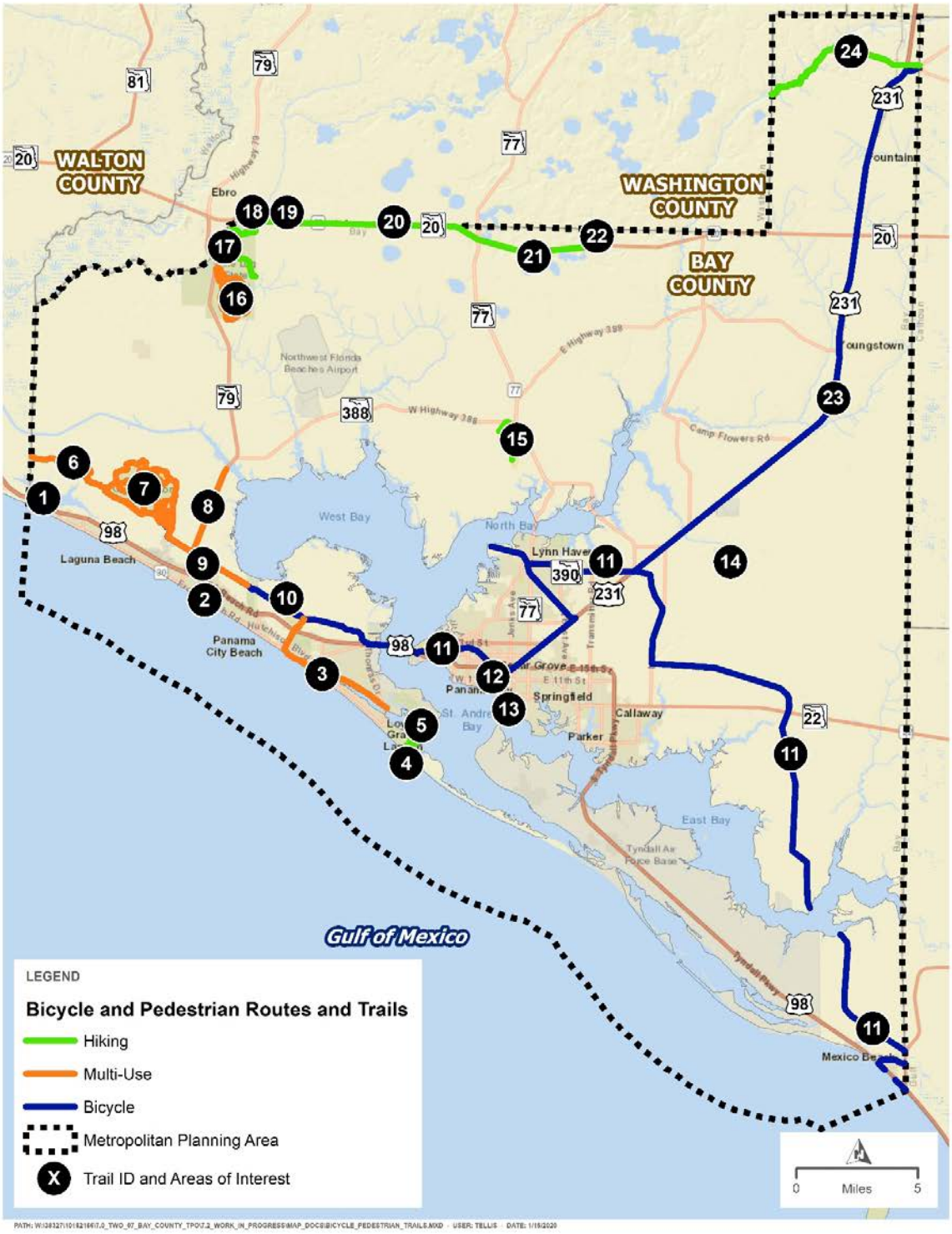


Figure 6. Bicycle and Pedestrian Trails

Table 4. Bicycle and Pedestrians Routes and Trails[2]

Trail ID	Trail Name	Trail Location
1	Camp Helen State Park Trail	Bay County, Florida
2	Aaron Bessant Trail	Bay County, Florida
3	Great NW Coastal Trail Corridor	Bay County, Florida
4	Saint Andrews State Park/Gator Lake Trail	Bay County, Florida
5	Saint Andrews State Park Trail	Bay County, Florida
6	Watersound Trail	Bay County, Florida
7	Panama City Conservation Park	Bay County, Florida
8	State Road 79 Trail	Bay County, Florida
9	Frank Brown Park Trail	Bay County, Florida
10	Gayle's Trail	Bay County, Florida
11	Great NW Coastal Trail	Bay County, Florida
12	Bay Memorial Hiking Park	Bay County, Florida
13	Panama City Ramble Trail	Bay County, Florida
14	Harders Park Walking Trail	Bay County, Florida
15	Teachee Trail	Bay County, Florida
16	Pine Log State Forest Trail	Bay County, Florida
17	Pine Log State Forest Trail	Bay County, Florida
18	Pine Log SF Boundary Road	Bay County, Florida
19	Powerline Trail	Bay County, Florida
20	SR 20 Connector Trail	Bay County, Florida
21	Ecofina Creek Water Management to Nokuse Plantation Connector	Bay County, Florida
22	Ecofina Creek Trail	Bay County, Florida
23	Panama City Marianna	Bay County, Florida
24	Betts Road to Scott Road Connector	Bay County, Florida

[2] Florida Geographic Data Library.

3.5 CMP Freight Network

While there are other alternatives for moving goods, such as rail, water, and air cargo, the primary movement of goods in the area is done by truck.

The FAST Act, signed into law on December 4, 2015, built upon the requirement for statewide freight planning laid out in MAP-21, required DOTs to develop a state freight plan. FDOT completed the Freight Mobility and Trade Plan, which evaluated freeways and highways with heavy truck traffic to determine improvements necessary for the movement of goods statewide. Additionally, FDOT developed the Strategic Intermodal System Policy Plan that laid out a series of strategic transportation facilities including airports, roadways, and ports that provide the framework for the movement of people and goods across the state. **Figure 7** shows the truck traffic volumes for Bay County TPO and **Figure 8** is an inset map of Panama City.

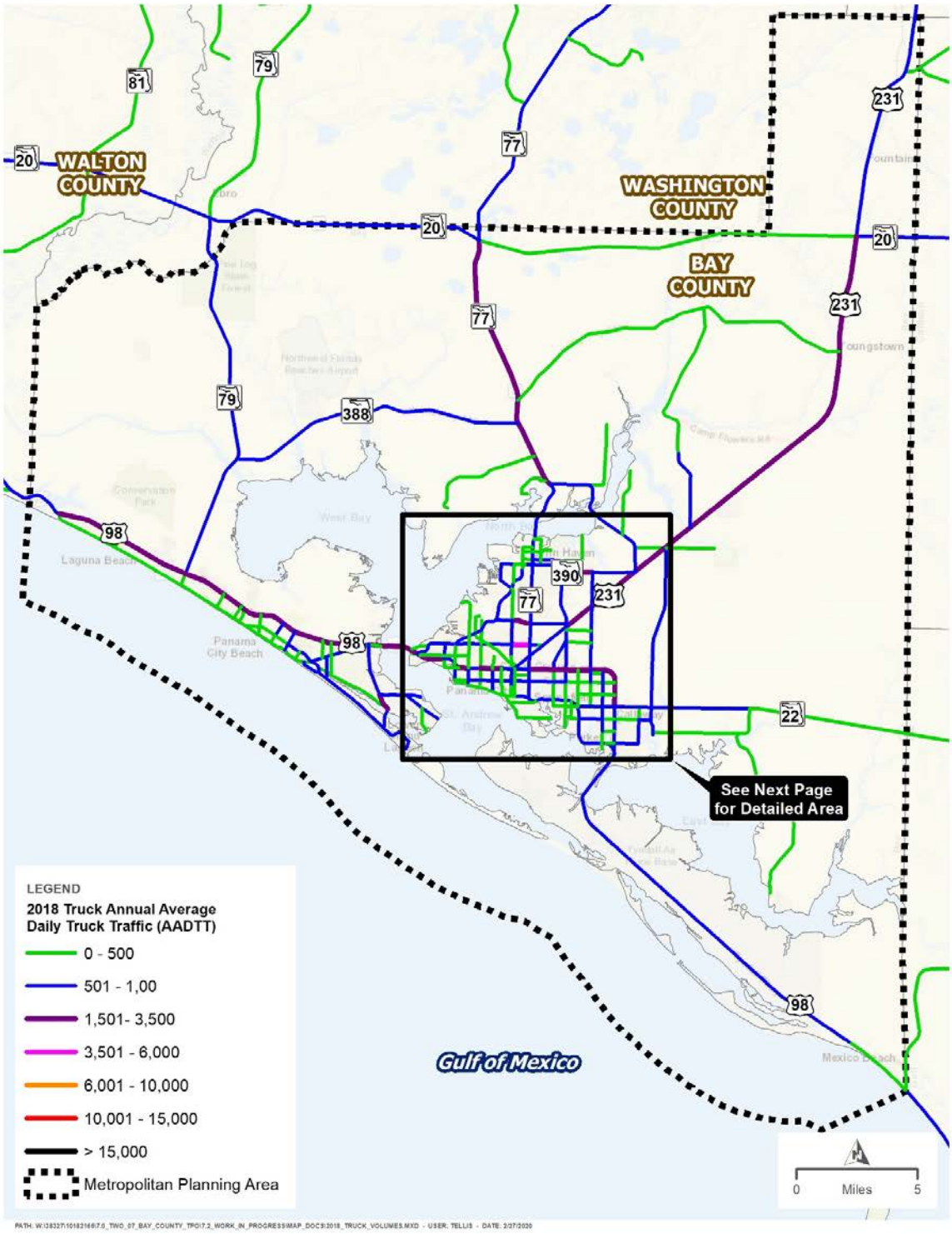


Figure 7. 2019 Truck Volumes, Bay County TPO

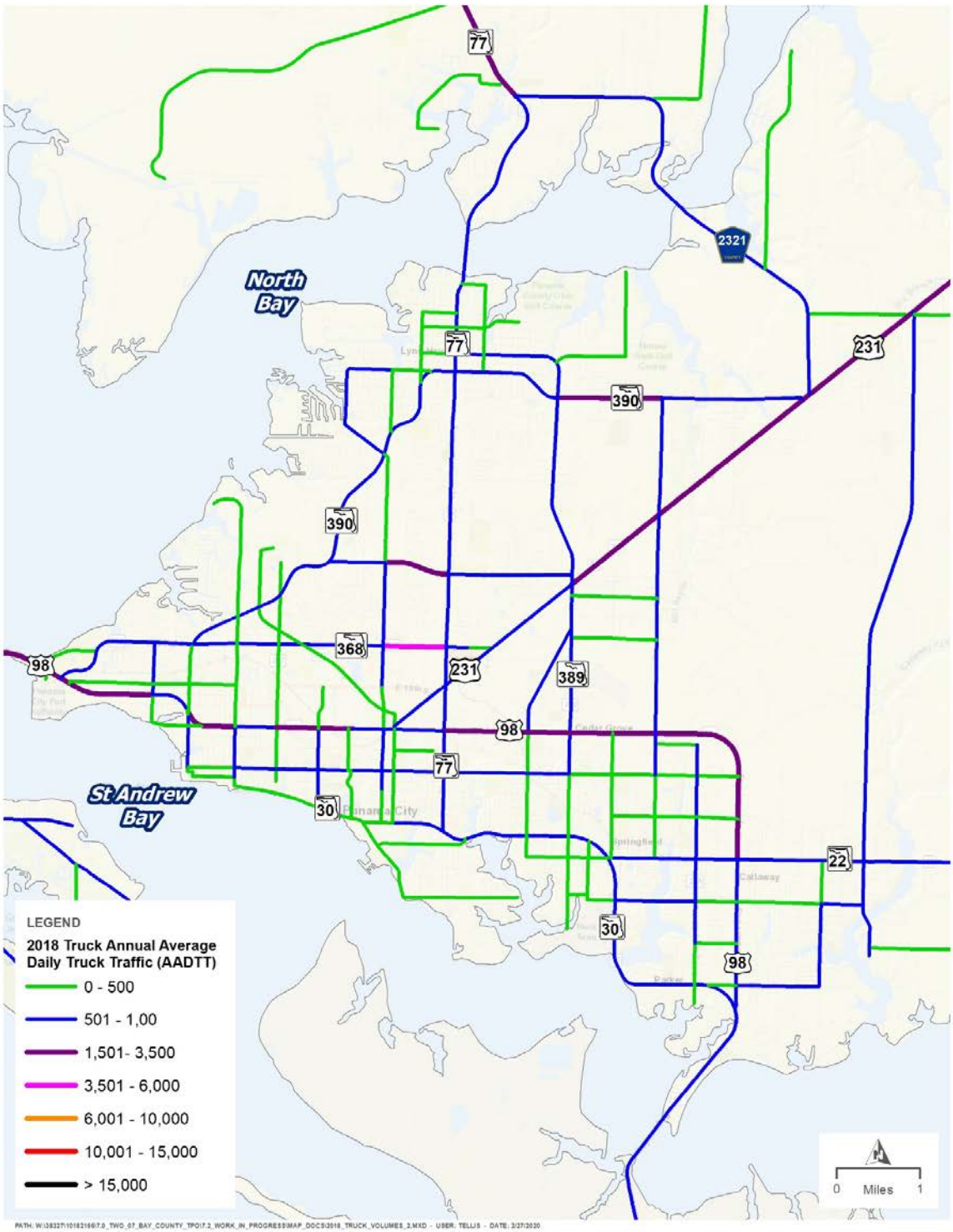


Figure 8. 2019 Truck Volumes, Panama City Inset

4 Performance Measures

Performance measurement is the process of collecting, analyzing, and reporting information regarding the performance of a system or component. The performance measures indicate the extent to which the plan for the CMP is fulfilling its objectives. They can identify, evaluate, and monitor congestion along the corridor and note which systems are meeting targets and goals.

4.1 Level of Service Performance

The CMP roadway networks' Level of Service (LOS) was previously used as a performance measure to determine the state of congestion on the CMP network and will continue to be used in this update. The LOS Analysis tables for Bay County is located in **Appendix B**.

The LOS analysis examines the quality of service along the corridor based on the daily traffic compared to daily maximum service volume and peak hour peak direction maximum service volumes. The thresholds are determined by state and local governments and the analysis is based off the FDOT *2013 Quality/Level of Service Handbook* Generalized Service Volume Tables.

4.2 Level of Service Analysis Methodology

Annual Average Daily Traffic (AADT) counts collected by count stations along the roadway network are used to determine the amount of daily and peak hour traffic on state and local roadways. These traffic counts are used to determine LOS and to estimate the level of traffic using FDOT's Generalized Service Volume Tables. CMP LOS computations are intended for problem area identification rather than detailed operational or design analysis. The methodology used for the level of service analysis for this CMP update is as per the steps described in the FDOT's 2013 *Quality/Level of Service Handbook*.

4.3 Performance Measures for Congestion Mitigation Strategies

When MAP-21 replaced SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users), several key modifications were made that affect the metropolitan transportation planning process. MAP-21 focuses on performance-based planning, or planning that is performance-driven and outcome-based. The FAST (Fixing America's Surface Transportation) Act signed into law in December 2015 continues to build on the foundation of performance-driven planning. Metropolitan planning organizations are required to establish and use a performance-based approach to transportation decision making and the development of transportation plans. To incorporate performance-based planning into this CMP major update, performance measures that will be used to assess the congestion mitigation strategies have been identified. These measures are specific, actionable, and speak directly to individual congestion management strategies.

4.4 Documentation of the Congestion Management Process

The documentation of the CMP takes place in the form of updates along with TPO's LRTP update. The identified congested corridors will be considered in the TPO's LRTP as potential Corridor Management Plan projects if Right-of-Way for widening is cost prohibitive.

5 Performance Monitoring Plan

This step explains the process of collecting data, as it is essential to estimating the performance measures and tracking congestion over a period of time. This process requires data collection needs, responsibilities, analysis techniques and performance reporting. Performance tracking for this update is found in **Appendix C**.

5.1 Data Acquisition Plan

Accurate and dependable transportation data is required for the decision making process. Data acquisition helps in understanding the process for identifying, planning, developing, and evaluating congestion mitigation strategies. Data acquisition plans are the adopted performance measures for congestion mitigation strategies.

5.1.1 Traffic Volume Data for Level of Service Tables

Traffic volumes are collected annually by FDOT at various locations throughout Florida and recorded using station numbers. This information by FDOT can be found on the FDOT's Florida Traffic Online website and is an on-going update process. The TPO obtains this information to update the CMP at both major and minor updates on an annual basis.

FDOT District 3 prepares LOS tables for each county within the District. The information provided in these tables include section number, roadway number, segmentation by street and mile-posts, section length, number of lanes, total signals, number of signals per mile, posted speed limit, area type, the current AADT for each station, historic AADT counts, growth rates, and maximum service volumes. The information from the FDOT LOS tables were utilized for this CMP update.

5.1.2 Crash Data

FDOT annually updates crash data for the State Highway System as well as county and local road crashes. This information can be obtained from Florida Highway Safety Portal or FDOT's Crash Analysis Reporting System (CARS). The CARS database is created by consolidating crash data from Department of Highway Safety and Motor Vehicles (DHSMV) with roadway information from FDOT. All crashes that occurred on state roads with fatalities, injuries, and/or property damage are included in the database.

5.1.3 Intelligent Transportation System and Operations Data

The Bay County TPO has adopted Intelligent Transportation System (ITS) technology as a congestion mitigation strategy to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. Road weather management systems, dynamic speed display signs, curve warning systems, closed-circuit television, and dynamic message signs are used to collect and provide this information within the TPO area. Bay County Advanced Transportation Management Center (TMC) is located at the government center on 11th Street in Panama City. In 2017, the TMC got a makeover with new upgrades to its equipment.

5.1.4 Speed and Travel Time Data

Travel time and speed data can be collected using GPS technology with ITS probe vehicle techniques. These ITS probe vehicles can be anything from personal and commercial vehicles to public transit vehicles and are not used exclusively with the intent of data collection.

5.1.5 Travel Survey Data

Travel survey data can be obtained from the American Community Survey (ACS) by the U.S. Census Bureau. The ACS is an on-going survey that includes questions about how people travel, including means of transportation to work and travel time to work.

5.1.6 Travel Demand Model Data

The Northwest Florida Regional Planning Model (NWFRPM) is used by the TPO to analyze the trends from current to future years. This travel demand model data can be used to forecast future roadway capacities based on both socioeconomic and vehicular and non-motorized travel data.

5.2 Performance Measure Assessment

5.2.1 Level of Service Analysis

A level of service analysis was completed on all major state and county roads of Bay County consistent with the methodologies in the FDOT 2013 *Quality/Level of Service Handbook* and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis can be found in **Appendix B**.

Table 5 and **Figure 9** highlights the Bay County roadway segments that are operating at below the adopted level of service in 2018.

Table 5. Bay County - 2018 Segments Operating Below FDOT LOS Targets

Roadway	From	To
SR 30/US 98	Wildwood Road	Bullnose of Bridge
SR 30/US 98	0.255 E of Sun Harbor Road	Collegiate Drive
SR 30/US 98	Collegiate Drive	SR-368/23rd St
SR 30/US 98	SR-368/23rd St	Michigan Avenue
SR 30/US 98	Beach Drive	Balboa Ave
SR 30A/US 98	SR-390/US-98B/SR-30	CR-385/Frankford Ave
SR 77	SR-20	Washington County Line
SR 389	CR-2337/Sherman Avenue	Gamefarm Road
SR 390	SR-368/23rd Street	Tennessee Ave
SR 390	CR-385/Frankford Avenue	Lisenby Avenue
SR 390	Lisenby Avenue	CR-2312/Baldwin Road
SR 390	State Avenue	Northshore Road
SR 390	Northshore Road	Tennessee Avenue
SR 390	Tennessee Avenue	SR-77/Ohio Avenue
SR 30A/US 98	Pier Park Drive	Hill Road
SR 30A/US 98	Hill Road	R Jackson Boulevard
SR 30A/US 98	Physical Gore	Gore US-98/SR-30 EB



Figure 9. Segments Operating Below FDOT LOS Targets

5.2.2 Safety Analysis

The FDOT annually collects crash information for each Florida County. FDOT provides guidance for calculating a roadway segment's crash rate using the following formula:

$$Crash\ Rate = \frac{Total\ Number\ of\ Crashes\ \times 1{,}000{,}000}{\text{Number of Days}\ \times \text{AADT} \times \text{Number of Years}\ \times \text{Segment Length}}$$

The crash rate formula was used to analyzed by using FDOT's Crash Analysis Reporting System database from 2012-2016. The amount of traffic on the segment is directly proportional to the frequency of crashes occurring on the roadway segment. **Figure 10** and **Figure 11** provide a comparison between the districtwide average crash rates to 2016 actual crash rates, and illustrates segments with below, average or high crash rates. **Figure 12** and **Figure 13** compare the 2012 actual crash rates to 2016 actual crash rates, and illustrates segments with an increase or decrease in crashes.

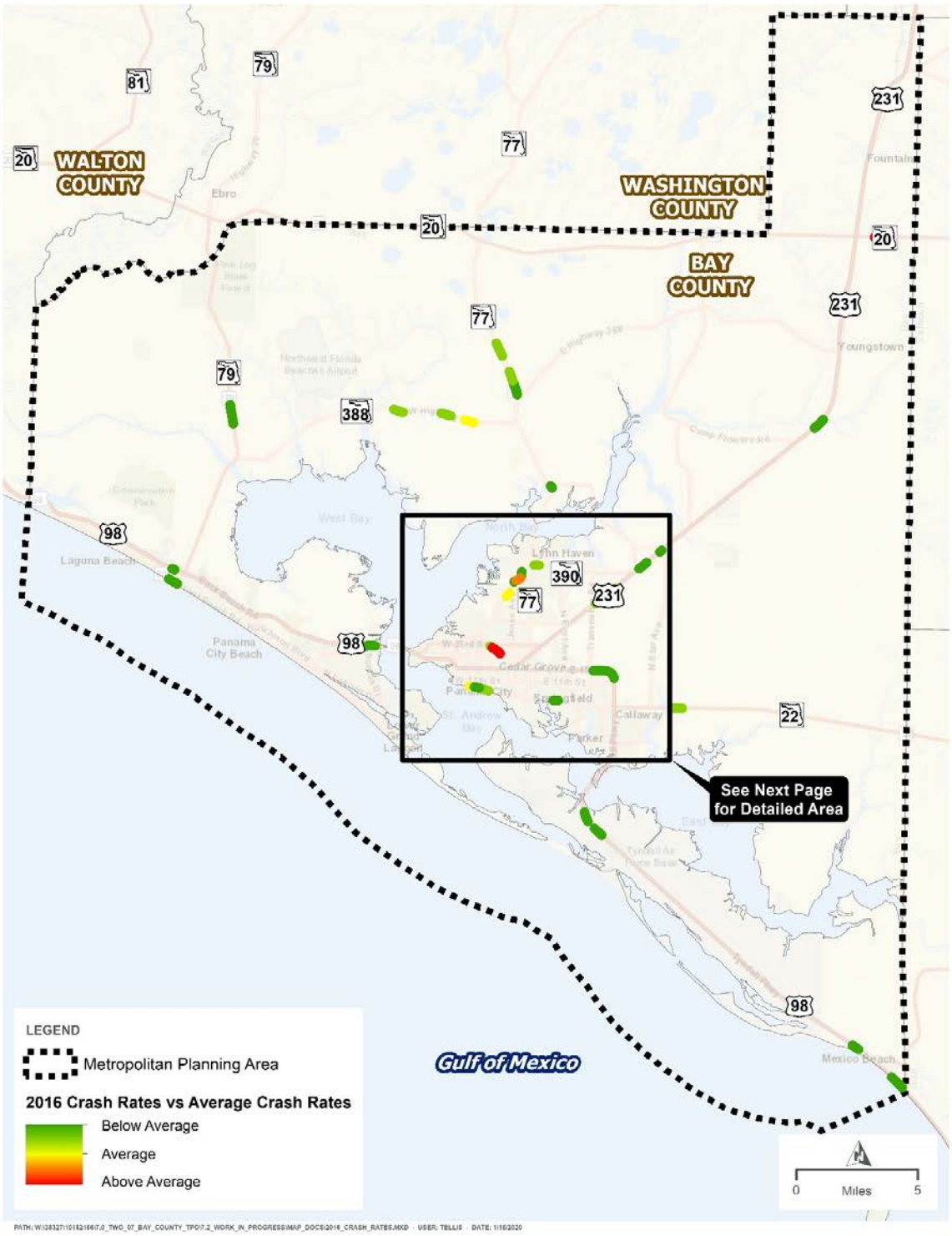


Figure 10. 2016 Crash Rate vs Average Crash Rate



Figure 11. 2016 Crash Rate vs Average Crash Rate, Panama City Inset

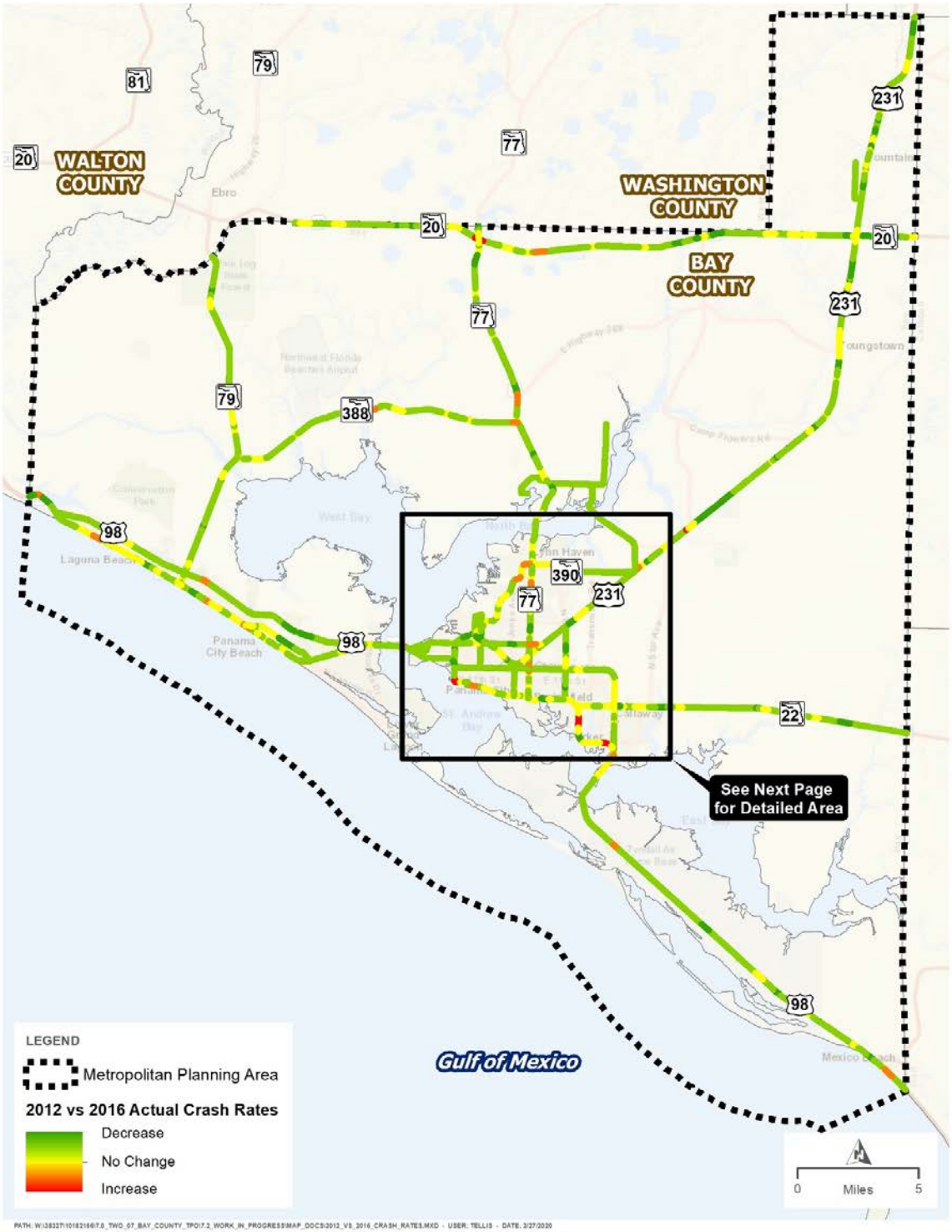


Figure 12. 2012 vs 2016 Actual Crash Rates



Figure 13. 2012 vs 2016 Actual Crash Rates, Panama City Inset

Traffic fatalities are published annually by the National Highway Traffic Safety Administration (NHTSA). Traffic fatalities by counties can be found in their reports. **Figure 14** below illustrates the traffic fatalities in Bay County from 2013 through 2018.

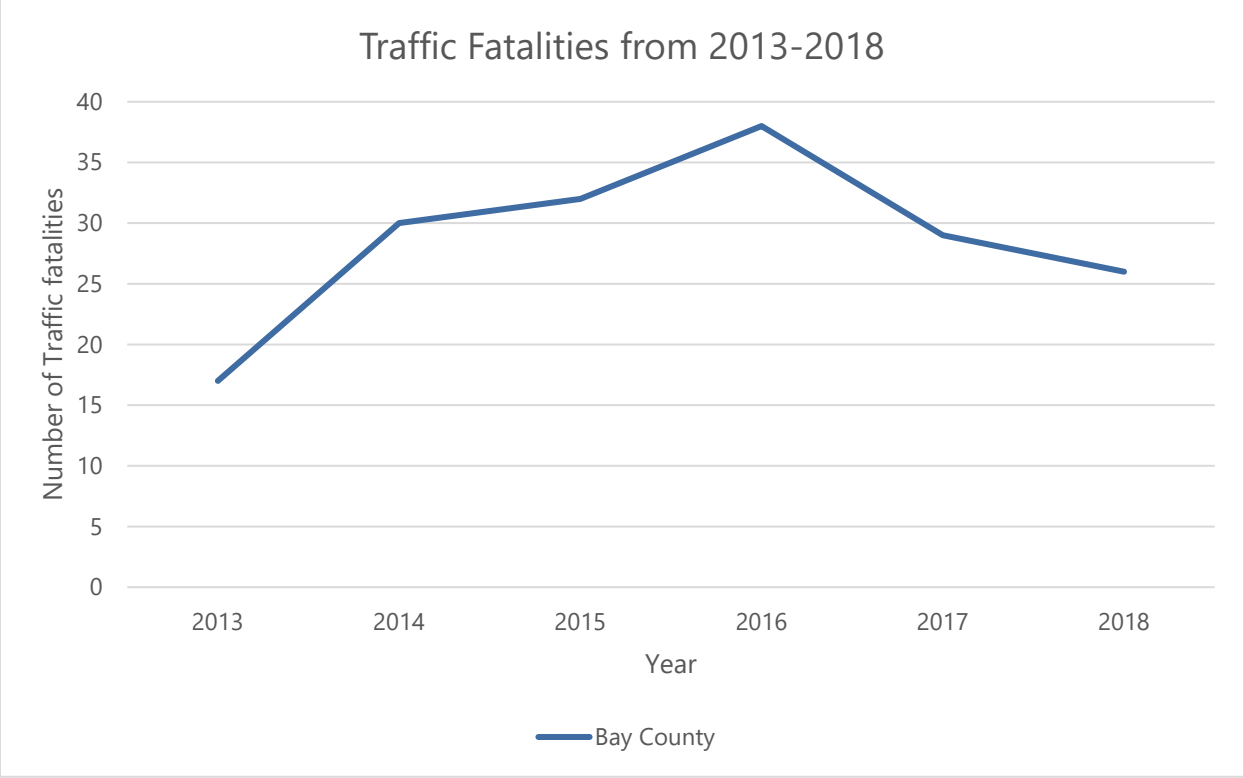


Figure 14. Number of Traffic Fatalities in Bay County[3]

Table 6. Number of Traffic Fatalities in Bay County, 2012-2017[4]

County	2013	2014	2015	2016	2017	2018
Bay	17	30	32	38	29	26

5.2.3 Behavioral Analysis

5.2.3.1 Means of Transportation to Work

American Community Survey reports the means of transportation used by workers 16 years and older to travel to work. The survey bifurcates the means of transportation into various modes such as

[3] NHTSA Fatality Analysis Reporting System Encyclopedia
[4] NHTSA Fatality Analysis Reporting System Encyclopedia

automobile, walk, bike, public transportation, taxicab, motorcycle, or other means. The report also includes whether they worked from home, carpooled, or drove alone.

Table 7 illustrates the outcome for the survey conducted in Bay county during the five year period from 2014-2018. As mentioned by the American Community Survey, the margin of error may be up to five percent of the measures. **Table 7** shows that the use of car, truck or vans saw a slight decrease by 1.1 percent points over the years from 2014 to 2018 with an increase of 1.2 percent points in workers working from home over the same time period.

Table 7. Means of Transportation to Work for Bay County, 2013-2016[5]

Means of Transportation to Work:	2014	2015	2016	2017	2018	2014-2018 Change (Percent Point)
Car, Truck, or Van	91.9%	89.8%	92.1%	93.7%	90.9%	-1.1
Drove Alone	80.8%	79.6%	82.5%	83.1%	81.5%	0.7
Carpooled	11.2%	10.2%	9.6%	10.6%	9.4%	-1.8
In 2 Person Carpool	7.7%	9.3%	7.5%	8.5%	6.5%	-1.2
In 3 Person Carpool	2.1%	0.6%	1.0%	1.5%	2.0%	-0.1
In 4 or more Person Carpool	1.3%	0.3%	1.0%	0.6%	0.5%	-0.8
Public Transportation (excluding taxi)	0.7%	1.9%	1.3%	0.4%	0.7%	-0.1
Walked	1.9%	1.6%	1.3%	0.1%	2.3%	0.4
Bicycle	0.8%	0.6%	0.2%	0.5%	0.5%	-0.3
Taxicab, motorcycle, or other means	2.0%	2.0%	1.6%	1.3%	1.9%	-0.1
Worked at home	2.6%	4.2%	3.6%	4.0%	3.8%	1.2

5.2.3.2 Travel Time to Work

Also reported by the American Community Survey is travel time to work. **Table 8** and **Figure 15** show changes in the travel time for workers 16 years and over who did not work from home from 2014-2018 in Bay County. Those commuters that travel 30 to 34 minutes, who saw a decrease of 2.6 percent points

[5] American Community Survey

while commuters that travel 25 to 29 minutes to work experienced an increase in travel time by 4.3 percent points. It is important to note that the margin of error may be up to five percent for the American Community Survey measures.

Table 8. Travel Time to Work for Bay County, 2013-2017[6]

Travel Time to Work	2014	2015	2016	2017	2018	2014-2018 Change (Percent point)	2017-2018 Change (Percent point)
Less than 10 minutes	14.0%	15.1%	12.9%	12.7%	12.8%	-1.2	0.1
10 to 14 minutes	13.9%	14.0%	15.4%	15.9%	15.4%	1.6	-0.5
15 to 19 minutes	20.1%	18.6%	19.6%	16.9%	18.9%	-1.2	2.0
20 to 24 minutes	19.3%	14.5%	16.6%	17.7%	13.7%	-5.6	-4.0
25 to 29 minutes	4.2%	4.9%	4.7%	5.5%	8.5%	4.3	2.9
30 to 34 minutes	16.8%	17.0%	17.4%	14.8%	14.3%	-2.6	-0.5
35 to 44 minutes	3.8%	3.8%	4.7%	5.3%	4.2%	0.3	-1.2
45 to 59 minutes	4.4%	5.1%	4.5%	5.6%	5.7%	1.3	0.1
60 or more minutes	3.5%	6.9%	4.1%	5.5%	6.5%	3.1	1.0

[6] American Community Survey

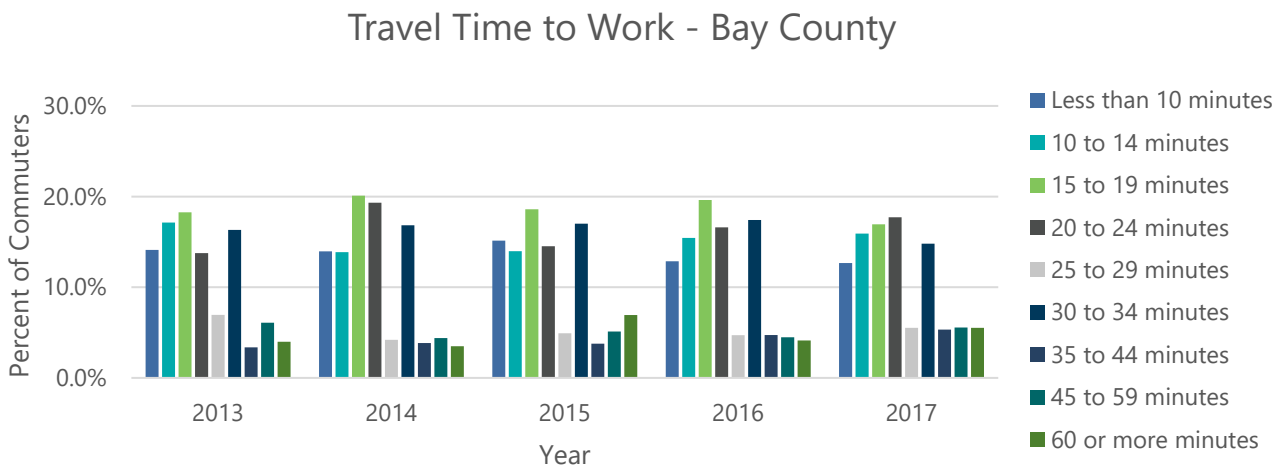


Figure 15. Travel Time to Work for Bay County, 2013-2017

5.2.4 Congestion Analysis

There are numerous measures taken into consideration for traffic congestion assessment in order to improve LOS and efficiencies of transportation systems, including:

- Planning Time Index
- Peak Commuters
- Annual Delay per Commuter
- Total Delay
- Free-Flow Speeds
- Excess Fuel Consumed
- Congestion Cost
- Urban Area
- Number of Rush Hours

Texas Transportation Institute gathers these measures annually, and the most up to date Urban Mobility Report (2019) shows the results for the Bay County TPO Urbanized Area in **Table 9**.

Table 9. Congestion Measures for the Bay County TPO Urbanized Area, 2017[7]

Measures	Congestion in 2017
Annual Total Delay	4,707,000 hours
Annual Delay per Auto Commuter	30 hours
Gallons of Excess Fuel Consumed	2,237,000 gallons
Hours of Truck Delay	174,000 truck hours
Travel Time Index	1.15
Cost of Congestion	$95M
Congestion Cost per Commuter	$605

6 Corridor Management Process Plan

The corridor management process is focused on certain goals and objectives. The congestion management process plan focuses mainly on congested spots and corridors unlike Transportation System Management and Operation (TSM&O) strategies which look at performance from a system perspective for the entire transportation system.

6.1 Corridor Management Planning for Constrained Facilities[8]

The Bay County TPO has not funded Corridor Management Plans recently, but included the following five projects in the 2040 LRTP Needs Plan for Multimodal Improvements:

- SR 368 (23rd Street)
- US 98 (15th Street)
- CR 28 (11th Street)
- US 98B (US Business 98 / 5th Street)
- CR 28 (11th Street)

The Community Redevelopment Projects listed below were included in the 2040 Bay County TPO LRTP Needs Plan. It is anticipated such improvements will also be included in the 2045 Bay County TPO LRTP Needs Plan.

- Front Beach Road Segment 2 Redevelopment Project
- Highway79/Front Beach Road Segment 3 Redevelopment Project

[7] Texas Transportation Institute's 2019 Urban Mobility Report
[8] http://www.pcbgov.com/departments-services/community-redevelopment-agency-cra/projects

- SR 79 (Arnold Road) Redevelopment Project
- The Front Beach Road Segment 3 Reconstruction Project

The Bay County TPO will continue to monitor the Panama City envisionpc.org and the Panama City Beach Strategic Planning Processes to see if any Corridor Management Plans are identified and possibly will be included in the 2045 Bay County TPO LRTP Needs Plan.

7 Monitoring Strategy Effectiveness

Monitoring strategy effectiveness is the final step of the CMP. This step helps in implementation of the CMP and evaluates whether the CMP objectives were attained or not. If the expected benefits fall short of the anticipated impact, then it helps to identify the congested corridors in the subsequent CMP update and improve the strategies. The CMP strategies are monitored on an annual basis by updating the information found in **Appendix C** with the most recently available data and information.

7.1 Documentation of Effectiveness

Once the congestion management strategies are applied to a congested corridor, it is evaluated for its effectiveness. CMP strategies are evaluated on the basis of potential benefits to congestion relief, but certain strategies may have benefits beyond reducing congestion. The data used for this evaluation is summarized in **Appendix C** and the accompanying LOS tables found in **Appendix B.**

7.2 Monitoring and Tracking

Along with the every CMP update, the effectiveness of the congestion management strategies will be monitored and tracked. Identification of trends become simple as more data is compared and analyzed over time. The comparative study of previous plans for the CMP to the latest will show a clear picture of the impacts of these strategies. The LOS analysis from the past and present reports helps in the comparative analysis to determine the effectiveness of the adopted strategies. This comparison and analysis of the effectiveness of the strategies is carried out by the LRTP steering committee by analyzing the major update every five years. There are strategies which indicate immediate results such as auxiliary lanes while on the other hand, cases like Transportation Demand Management (TDM) take a long time to indicate visible impacts.

8 Implementation and Management

In order to coordinate with various activities in a timely manner and to provide a high quality product, the CMP has to maintain an implementation and management plan. To provide quality information and to produce the desired results, different agencies should be in sync to ensure proper functionality of the CMP. Implementation and management helps the CMP to update the latest data and to incorporate the latest technological trends into the document. As the CMP is an integral part of the TPO's LRTP, it goes through a major update every five years along with the LRTP. It is recommended that the congested spots and corridors be studied, monitored, updated and calibrated as per the effectiveness of any new congestion-related issues arising along the corridors.

8.1 Linkage between the Congestion Management Process and NEPA

National Environmental Policy Act (NEPA) process is applicable to all highway and transit projects that utilize federal funds. NEPA related issues can be addressed as NEPA requirements are reflected in the FDOT's Project Development and Environment (PD&E) study. Several congestion management strategies are considered for roadway improvements in a PD&E study as part of the no-build alternative which is evaluated along with one or more build alternatives. The effectiveness of these strategies in addressing the purpose and need of the project is evaluated at this point. Environmental Commitments made during the NEPA process are tracked by FDOT in the StateWide Environmental Project Tracker (SWEPT) system and locally in FDOT District 3 Project Suite Enterprise Edition (PSEE) application.

8.2 Linkage between the Intelligent Transportation System Management Systems and the CMP

ITS uses technology to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. The plan identifies the current and future needs of the area to make the existing infrastructure and systems work. FDOT has established the Florida Intelligent Transportation Systems Strategic Plan (October 2014)[9] with a mission to enhance the safety, efficiency, and reliability of Florida's transportation system. The Bay County TPO adopted the Regional Intelligent Transportation Systems (ITS) Plan with two other TPO's in Northwest Florida. In addition, the Bay County Public Works Department includes a Traffic Engineering section, which oversees traffic management and countywide ITS efforts through their Traffic Management Center. These efforts include sign and signal management, as well as a traffic monitoring and alerts program.

[9] https://www.fdot.gov/traffic/ITS/Projects-Deploy/Strategic-Plan.shtm

8.3 Integration with the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP)

Bay County TPO uses CMP as an integral part of the planning process, including the LRTP and the TIP. The LRTP, with the use of the CMP and the Northwest Florida Regional Transportation Model, analyzes existing and future deficiencies. The TIP includes Panama City Beach CRA projects that are funded. Additionally, FDOT has funded lighting and Transportation System Management projects in the TIP that improve safety and traffic congestion.

CMP improvements can also be implemented through resurfacing projects and local municipalities. Local municipalities should also review the LRTP Needs Plan for new roadways and consider implementing Corridor Preservation Ordinances in their jurisdictions as a way to reduce future Right-of-Way costs.

8.4 Integration with the Public Participation Plan (PPP)

The TPO's public involvement team aims to achieve optimum engagement of the public when developing major planning documents and programs. This process is outlined in the TPO's Public Participation Plan, which can be found at www.ecrc.org. Before the planning process begins, quality public participation is solicited and continues throughout the process, helping to alleviate, and mitigate project impacts, while providing the best solutions.[10]

The primary goals of the Bay County TPO PPP are to:

1. **Inform the Public:** Inform the public and promote public participation with the help of available resources, provide information regarding opportunities and ways to participate in the transportation decision making process.
2. **Involve the Public**: Involve the public in the transportation decision making process so that everyone in the community feels a sense of ownership in the ideas and nobody feels left out of the process.
3. **Include the Public:** Reach out to everyone in the community to increase participation irrespective of the geography, organization and demography of the community under the TPO study area.

Members of the public can also participate and comment on the Congestion Management Process by attending the TPO and Advisory Committee Meetings and the Long Range Transportation Plan Steering

[10] https://www.ecrc.org/programs/public_involvement/index.php

Committee Meetings when the Congestion Management Process in an agenda item at these advertised meetings. Members of the public can also provide comments when the draft Congestion Management Process is posted on the web site when the Transportation Manager e-mails the link to the TPO and Advisory Committees as well as interested parties.

8.5 Implementation Responsibilities

Depending upon the recommendations in the next major update to the plan for the CMP, funding responsibilities will be sent to the Bay County TPO, FDOT or local governments for potential implementation.

8.6 Involvement and Role of Decision Makers

There are several key decision makers in in the planning process which include various transportation, land use and commuter service agencies. Representatives from these different agencies form a Technical Coordinating Committee (TCC). The TCC serves as a backdrop for these agencies to contribute their comments and opinions on the draft plan for the CMP. Upon its approval, the TCC and CAC will formally make their recommendations to the TPO for actions regarding the CMP.

8.6.1 Agency Involvement

Representative of the following agencies constitute the TPO's TCC:

- County Engineering Office (Bay County)
- County Planning Office (Bay County)
- County Traffic Engineering Office (Bay County)
- Engineering Services Department (Bay County)
- Bay County School District
- Bay Town Trolley
- City Manager's Office (City of Callaway)
- Planning Department (City of Lynn Haven)
- City of Panama City Beach
- Public Works Office (Naval Coastal System Station)
- Northwest Florida Beaches International Airport
- Port Authority Director's Office (Panama City Port)t
- Public Works (City of Parker)
- City Clerk's Office (Springfield)
- Planning Department (Tyndall AFB)

8.6.2 Elected Official Involvement

The Bay County TPO representatives include city and county elected officials within the urbanized area. There are ten commissioners, and nine city council members serving on the TPO's board. The breakdown can be seen in **Table 10**. The TPO is provided the opportunity to review and comment on drafted documents and final documents before approval. Since the plan for the CMP is included in the LRTP, the TPO will also review the list of proposed projects recommended to mitigate congestion.

Table 10. Bay County TPO Elected Officials Representation

Governing Locality	Number of Representatives & Role
Bay County Commission	5 Commissioners
Panama City Commission	5 Elected Officials: 1 Mayor, 4 Commissioners
City of Callaway	2 Elected Officials: 1 Mayor, 1 Commissioner
City of Lynn Haven	2 Elected Officials: 1 Mayor, 1 Commissioner
City of Mexico Beach	1 Council Member
City of Panama City Beach	2 Council Members
City of Parker	1 Council Member
City of Springfield	1 Commissioner

9 Conclusion & Next Steps

The CMPP Major Update takes place every five years to coincide with the LRTP update. This document reflect the CMPP Major Update for the 2045 LRTP and reviews specific CMP strategies and projects (such as congested areas and corridors) as a part of the overall identification of opportunities for process improvement.

A minor update takes place on an annual basis and is documented through the CMP minor update report in order to coordinate its implementation with TIP development. The annual minor CMP update reflects the accomplishments in terms of congestion mitigation expected by the TPO by evaluating the Performance Measures and LOS Tables. The Performance Measures Tracking (**Appendix C**) is also updated annually as part of the minor CMP update.

As a next step in the Bay County TPO's overall CMP efforts, it is recommended that the next Major Update of the CMPP include: 1) Establishment of Performance Targets based on recommended Performance Measures (see **Table 3. 2020 CMP Major Update Analysis Reference**) and 2) Continued Performance Measure Tracking & Analysis of Performance Targets of the most recent 5 years of available data. **Table 11, Objectives, Mitigation Strategies, and Performance Measures,** describes each CMP Objective and the associated Mitigation Strategy to achieve that objective. In this update of the CMP, Performance Measures and the associated Data Needs are noted in **Table 11.** Finally, **Table 11** summarizes key policy recommendations that would serve as the building blocks for each Mitigation Strategy and are for the consideration of the TPO decision-makers during the next major update.

Table 11. Objectives, Mitigation Strategies, and Performance Measures.

CMP Objective	Mitigation Strategies	Performance Measures	Data Tracking Needs	Policy Recommendations
Provide Options to Reduce Travel Demand	❖ Implement Transportation Demand Management (TDM) Strategies ❖ Provide mode choices to the commuters	- Increase participation in TDM programs - Increase bicycle and pedestrian connectivity through additional facilities and improved facilities - Increase transit usage -Expand transit system -Decrease vehicle miles traveled (VMT) -Reduce Average Travel Time to Work	▪ Vehicle Miles Traveled (VMT) ▪ Public transportation annual passenger miles of travel ▪ Commute to Work Travel Times ▪ Commute to Work Mode Split ▪ Annual rideOn participation ▪ # of Bike/Pedestrian connections/improvements funded and completed ▪ Transit System Improvement Metrics (# of routes, average headways, average commute times, # of choice riders)	✓ Adjust project prioritization evaluation criteria to increase funding resources of active transportation modes. ✓ Commit dedicated annual funding to the expansion of system-wide bicycle and pedestrian facilities. ✓ Provide dedicated resources to support TDM program activities and annual reporting.
Improve Safety	❖ Engage Community Traffic Safety Team (CTST) with community awareness and education ❖ Prioritize safety of active transportation modes ❖ Seek out engineering solutions for high-crash "hot spots" ❖ Implement access management strategies to reduce conflict points	- Reduce crash rates	▪ Annual Crash Rates (Vehicle, Bike, Ped) ▪ Annual Fatalities (Vehicle, Bike. Ped) ▪ Annual report of CTST awareness activities and outcomes ▪ Location of High Crash Areas ("Hot Spots")	✓ Include immediate safety needs in short-term funding priorities. ✓ Dedicate resources to CTST Program.
Encourage Active Transportation Modes	❖ Promote the use of public transportation and make the transit stops more accessible ❖ Encourage biking and walking by improving bicycle and pedestrian infrastructure and improving connectivity	-Increase # of miles of bike and pedestrian facility projects that create connectivity between existing multi-modal facilities -Improve transit facilities to be ADA compliant	▪ % of Annual Funding Dedicated to Active Transportation Facilities ▪ % of Transit Facilities Compliant with ADA	✓ Adjust project prioritization evaluation criteria to increase the weight of active transportation modes. ✓ Provide funding for separated bicycle and pedestrian facilities
Provide Reliable and Efficient Transportation Options	❖ Implementation of Transportation System Management and Operation Strategies ❖ Improve the flow of traffic ❖ Re-time traffic signals annually ❖ Prioritize capacity improvements for roadways with demand that exceeds maximum service volumes	- Improve traffic flow - Improve capacity of roadways with inadequate LOS - Increase ITS capabilities	▪ Annual LOS Data (FDOT) ▪ ITS System Metrics	✓ Dedicate resources and funding for traffic monitoring, management, and control facilities and programs ✓ Commit to Implementing the Advanced Traffic Management System (ATMS) ✓ Dedicate funding resources in operational roadway improvements (Corridor Management) each fiscal year ✓ Prioritize projects with LOS F ✓ Prioritize low-cost, operational improvements that will reduce congestion
System Preservation	❖ Resurface Major & Minor Arterials on Recommended Cycle	-Improve resurfacing practices to reach recommended resurfacing guidelines	▪ # of Miles Resurfaced Annually ▪ Asset Inventory ▪ Pavement Condition Data	✓ Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle.

Appendix A

List of Sections with the federal laws and regulation requirements for CMP.

Requirement		CMP Section
23 CFR § 450.322		
(a)	Address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.	5.2
(b)	Result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.	7
(c)	Consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across modes, including highway, transit, passenger and freight rail operations, and non-motorized transport.	5.2
(d)	Developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities.	8
(1)	Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;	5,7 & 8
(2)	Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.	1
(3)	Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions.	5.1
(4)	Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.	5.2
(i)	Demand management measures, including growth management, and congestion pricing.	5.2.3 & 5.2.4
(ii)	Traffic operational improvements.	5.2.1
(iii)	Public transportation improvements.	3.2
(iv)	ITS technologies as related to the regional ITS architecture.	5.1.3
(v)	Where necessary, additional system capacity.	5.2.1

(5)	Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.	8
(6)	Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the areas established performance measures.	8
(e)	In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.	Not applicable – Bay County TPO is in attainment and is not a TMA.
(f)	In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds.	Not applicable – Bay County TPO is in attainment and is not a TMA.
(g)	State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.	1
(h)	A MPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such MPO.	7 & 8
(1)(i)	Such plan shall: Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;	5.2.3
(ii)	Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and	3.2
(iii)	Identify proposed projects and programs to reduce congestion and increase job access opportunities.	6
(2)	Consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.	8
F.S. 339.175		
(6) (c) (1)	Prepare a congestion management system for the metropolitan area.	1-9

Appendix B

- 2018 Daily Level of Service Tables for Bay County
- 2018 Peak Hour Peak Direction Level of Service Tables for Bay County

Level of Service Analysis - Daily

Section Number	County	Roadway	Segment From	Segment To	Daily Maximum Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT 2013	2014	2015	2016	2017	2018	Future Trend Volumes 2023	2028	2018 LOS	2023 LOS	2028 LOS
46000119	Bay County	EAST AVE	PORT ENT	NELSON ST	14,800	D	4.0%	3,000	3,300	2,800	3,600	3,400	3,300	4,000	4,900	C	C	C
46000123	Bay County	SEAPORT DR	PORT GATE	US-98/SR-30	23,970	D	6.0%	1,450	1,450	1,850	1,850	1,850	1,850	2,500	3,300	C	C	C
46001000	Bay County	SR 368	SR-390	CR-385/FRANKFORD AVE	39,800	D	1.0%	25,000	24,000	24,000	26,500	24,000	24,500	25,700	27,100	C	C	C
46001000	Bay County	SR 368	CR-385/FRANKFORD AVE	SR-391/AIRPORT RD	41,790	D	1.0%	30,000	30,000	31,000	31,000	32,000	33,000	34,700	36,500	C	C	C
46001000	Bay County	SR 368	SR-391/AIRPORT RD	STATE AVE	41,790	D	1.1%	31,000	31,500	31,000	33,000	34,500	32,500	34,400	36,400	C	C	C
46001000	Bay County	SR 368	STATE AVE	CR-2341/JENKS AVE	39,800	D	1.0%	36,000	35,000	36,000	36,500	36,500	33,500	35,200	37,000	C	C	C
46001000	Bay County	SR 368	CR-2341/JENKS AVE	SR-77/MLK BLVD	41,790	D	6.0%	-	26,500	31,000	34,000	34,000	34,500	46,200	61,800	C	F	F
46001000	Bay County	SR 368	SR-77/MLK BLVD	PALO ALTO AVE	41,790	D	1.0%	22,000	22,000	23,500	23,500	23,000	21,500	22,600	23,700	C	C	C
46001000	Bay County	SR 368	PALO ALTO AVE	US-231 HWY	39,800	D	1.0%	15,400	16,200	17,300	17,900	16,800	16,300	17,100	18,000	C	C	C
46002000	Bay County	SR 327	SR-368/23RD ST	SR-390/ST ANDREWS BL	14,800	D	1.7%	3,700	3,700	4,100	4,100	4,600	4,500	4,900	5,300	C	C	C
46010000	Bay County	SR 30 / US 98	WALTON CO LINE	0.456 S OF PHILLIPS INLET	41,790	D	4.5%	20,400	21,000	24,000	25,000	26,000	26,000	32,400	40,400	C	C	D
46010000	Bay County	SR 30	0.09 W OF CHATEAU RD	0.105 W OF PED OVERPASS	16,317	D	1.0%	12,200	11,900	12,700	12,200	12,400	12,500	13,200	13,800	D	D	D
46010000	Bay County	SR 30	0.09 W OF CHATEAU RD	46090001 TO/FROM	16,317	D	1.0%	10,200	9,800	10,600	10,700	10,800	10,700	11,200	11,800	D	D	D
46010000	Bay County	SR 30	46090001 TO/FROM	CRANE ST	16,317	D	1.0%	12,482	12,522	12,585	12,464	12,373	12,895	13,600	14,200	D	D	D
46010000	Bay County	SR 30	AZALEA ST	0.105 W OF PED OVERPASS	15,540	D	1.0%	14,000	13,500	15,000	13,500	14,000	14,000	14,700	15,500	D	D	D
46010000	Bay County	SR 30	SR-392A/HUTCHISON BL	JOAN AV	41,790	D	1.1%	19,800	22,000	23,000	22,500	20,700	21,100	22,300	23,600	C	C	C
46010000	Bay County	SR 30	JOAN AV	46160104 EB ON	41,790	D	1.7%	22,700	23,800	25,500	24,500	24,300	25,200	27,400	29,700	C	C	C
46010001	Bay County	SR 30 / US 98	1.106M E OF CO LINE	US-98/SR-30A/PC BEACH	41,790	D	4.5%	20,400	21,000	24,000	25,000	26,000	26,000	32,400	40,400	C	C	D
46010002	Bay County	SR 392A	SR-30/FRONT BEACH RD	ALF COLEMAN RD	41,790	D	4.0%	7,400	6,900	8,200	8,000	8,600	9,300	11,300	13,800	C	C	C
46010002	Bay County	SR 392A	ALF COLEMAN RD	R JACKSON BLVD	41,790	D	3.9%	14,000	15,900	17,100	16,400	18,100	18,700	22,700	27,400	C	C	C
46010002	Bay County	SR 392A	R JACKSON BLVD	SR-30/FRONT BEACH RD	41,790	D	2.5%	18,500	21,200	23,000	23,500	22,500	25,500	28,800	32,600	C	C	C
46010005	Bay County	SR 30	CRANE ST	SR-392A/HUTCHISON BL	41,790	D	4.0%	7,400	6,900	8,200	8,000	8,600	9,300	11,300	13,800	C	C	C
46010005	Bay County	SR 30	SR-392A/HUTCHISON BL	AZALEA ST	15,540	D	1.0%	14,000	13,500	15,000	13,500	14,000	14,000	14,700	15,500	D	D	D
46010100	Bay County	SR 30	BULLNOSE OF 46160104	46160101 EB ON	39,800	D	6.0%	-	-	16,500	17,500	16,700	16,900	22,600	30,300	C	C	C
46010100	Bay County	SR 30 / US 98	46160101 EB ON	WILDWOOD RD	59,900	D	2.0%	51,500	53,000	53,500	53,000	54,000	45,500	50,100	55,200	C	C	C
46010100	Bay County	SR 30 / US 98	WILDWOOD RD	BULLNOSE OF BRIDGE	62,895	D	6.0%	-	-	-	62,190	62,489	64,802	86,700	116,100	F	F	F
46020000	Bay County	SR 30 / US 98	0.255 E OF SUN HARBOR RD	COLLEGIATE DR	62,895	D	6.0%	-	-	-	62,190	62,489	64,802	86,700	116,100	F	F	F
46020000	Bay County	SR 30 / US 98	COLLEGIATE DR	SR-390/BECK AVE	39,800	D	4.7%	32,200	44,700	44,700	47,800	48,200	49,000	55,700	64,000	F	F	F
46020000	Bay County	SR 30 / US 98	COLLEGIATE DR	SR-368/23RD ST	39,800	D	1.3%	60,500	61,500	62,000	66,000	68,000	68,000	72,700	77,600	F	F	F
46020000	Bay County	SR 30 / US 98	SR-368/23RD ST	MICHIGAN AVE	39,800	D	1.0%	36,000	36,500	36,000	40,000	38,000	39,500	41,500	43,600	D	F	F
46020000	Bay County	SR 30 / US 98	MICHIGAN AVE	SR-390/BECK AVE	41,790	D	6.0%	-	36,000	36,000	37,500	38,500	39,500	52,900	70,700	C	F	F
46020000	Bay County	SR 30 / USB 98	SR-390/BECK AVE	CR-28/11TH ST	15,540	D	2.0%	10,800	12,700	13,500	13,500	13,000	12,500	13,800	15,200	D	D	D
46020000	Bay County	SR 30 / USB 98	CR-28/11TH ST	CR-385/FRANKFORD AVE	15,540	D	1.0%	4,300	3,700	4,100	4,700	4,400	4,000	4,200	4,400	C	C	C
46020000	Bay County	SR 30 / USB 98	CR-385/FRANKFORD AVE	BEACH DR	11,840	D	1.5%	10,000	10,500	10,500	11,500	12,000	11,000	11,800	12,800	D	D	F
46020000	Bay County	SR 30 / USB 98	BEACH DR	BALBOA AVE	11,840	D	1.0%	11,100	10,600	11,500	11,500	13,000	12,000	12,600	13,300	E	F	F
46020000	Bay County	SR 30 / USB 98	BALBOA AVE	BEACH DR	14,800	D	1.0%	12,800	12,700	13,200	14,700	14,400	12,400	13,000	13,700	D	D	D
46020000	Bay County	SR 30 / USB 98	BEACH DR	US-231/SR-75/HARRISO	15,540	D	1.0%	10,200	10,400	10,700	11,300	11,600	11,500	12,100	12,700	D	D	D
46020000	Bay County	SR 30 / USB 98	US-231/SR-75/HARRISO	SR-77/MLK BLVD	16,317	D	1.0%	13,500	12,000	12,500	14,000	15,000	15,000	15,800	16,600	D	D	E
46020000	Bay County	SR 30 / USB 98	SR-77/MLK BLVD	CHERRY ST	30,780	D	6.0%	9,600	15,600	16,400	17,300	18,500	18,300	21,600	25,700	D	D	D
46020000	Bay County	SR 30 / USB 98	SR-77/MLK BLVD	4TH ST	30,780	D	1.0%	16,500	14,900	15,600	16,400	17,000	17,000	17,900	18,800	D	D	D
46020000	Bay County	SR 30 / USB 98	4TH ST	SHERMAN AVE	30,780	D	1.0%	19,200	19,200	19,000	19,800	21,500	21,000	22,100	23,200	D	D	D
46020000	Bay County	SR 30 / USB 98	SHERMAN AVE	SR-389/EAST AVE	30,780	D	6.0%	-	18,400	18,300	19,200	21,500	21,500	28,800	38,500	D	D	F
46020000	Bay County	SR 30 / USB 98	SR-389/EAST AVE	SR-22/THIRD ST	32,400	D	6.0%	-	12,200	16,300	17,600	18,500	18,200	24,400	32,600	D	D	E
46020000	Bay County	SR 30 / USB 98	SR-22/THIRD ST	CHERRY ST	30,780	D	1.0%	12,300	13,300	12,900	13,600	14,200	14,000	14,700	15,500	D	D	D
46020000	Bay County	SR 30 / USB 98	CHERRY ST	W PARK ST	15,540	D	1.0%	8,000	8,200	8,000	8,100	8,600	8,400	8,800	9,300	D	D	D
46020000	Bay County	SR 30 / USB 98	W PARK ST	S HWY 22A	14,800	D	1.0%	7,100	7,200	7,300	7,600	7,800	7,600	8,000	8,400	D	D	D
46020000	Bay County	SR 30 / USB 98	S HWY 22A	US-98/SR-30A/TYNDALL	16,317	D	1.0%	7,900	8,300	7,900	8,600	8,500	8,200	8,600	9,100	D	D	D
46020000	Bay County	SR 30 / US 98	US-98/SR-30A/TYNDALL	S END DUPONT BRIDGE	41,790	D	1.0%	19,600	20,000	20,000	20,500	20,500	19,600	20,600	21,700	C	C	C
46020003	Bay County	SR 30A / US 98	SR-390/US-98B/SR-30	CR-385/FRANKFORD AVE	39,800	D	2.0%	32,000	32,500	34,500	37,000	36,000	39,500	43,600	48,100	D	F	F
46020003	Bay County	SR 30A / US 98	CR-385/FRANKFORD AVE	CR-327/LISENBY AVE	39,800	D	1.0%	30,500	30,500	32,500	31,500	31,500	33,000	34,700	36,500	C	C	C
46020003	Bay County	SR 30A / US 98	CR-327/LISENBY AVE	BALBOA AVE	41,790	D	1.0%	31,500	31,000	32,500	30,500	33,000	36,000	37,900	39,900	C	C	D
46020003	Bay County	SR 30A / US 98	BALBOA AVE	FLORIDA AVE	39,800	D	1.0%	32,000	30,000	32,000	31,000	33,500	33,000	34,700	36,500	C	C	C
46020003	Bay County	SR 30A / US 98	FLORIDA AVE	JENKS AVE	39,800	D	1.0%	33,000	29,000	32,000	30,500	32,000	32,500	34,200	35,900	C	C	C
46020003	Bay County	SR 30A / US 98	JENKS AVE	US-231/SR75/HARRISON	39,800	D	1.0%	33,000	29,000	32,000	30,500	32,000	32,500	34,200	35,900	C	C	C
46020003	Bay County	SR 30A / US 98	US-231/SR75/HARRISON	SR-77/MLK BLVD	41,790	D	1.0%	21,500	21,500	22,500	20,400	23,000	22,500	23,600	24,900	C	C	C
46020003	Bay County	SR 30A / US 98	SR-77/MLK BLVD	SR-389/EAST AVE	41,790	D	6.0%	-	25,500	28,500	29,500	28,500	27,500	36,800	49,200	C	C	F
46020003	Bay County	SR 30A / US 98	SR-389/EAST AVE	CR2327/TRANSMITTER R	41,790	D	1.0%	27,500	27,000	27,500	27,500	28,000	27,500	28,900	30,400	C	C	C
46020003	Bay County	SR 30A / US 98	CR2327/TRANSMITTER R	US-98B/US-98/SR-30	41,790	D	2.8%	24,300	28,800	30,100	30,100	30,600	30,000	32,900	36,500	C	C	C
46020003	Bay County	SR 30A / US 98	CR2327/TRANSMITTER R	CR-28/E 11TH ST	41,790	D	1.0%	32,500	31,000	33,000	32,000	35,000	35,000	36,800	38,700	C	C	C
46020003	Bay County	SR 30A / US 98	CR-28/E 11TH ST	SR-22	41,790	D	1.0%	38,500	37,500	38,500	39,000	40,000	40,000	42,000	44,200	D	F	F
46020003	Bay County	SR 30A / US 98	SR-22	CHERRY ST	41,790	D	1.0%	30,500	32,000	32,000	32,500	33,500	31,000	32,600	34,200	C	C	C
46020003	Bay County	SR 30A / US 98	CHERRY ST	BOAT RACE RD	41,790	D	6.0%	-	24,500	26,500	26,500	25,500	24,500	32,800	43,900	C	C	F
46020003	Bay County	SR 30A / US 98	BOAT RACE RD	US-98B/US-98/SR-30	41,790	D	1.0%	19,900	19,200	20,300	20,500	18,800	19,300	20,300	21,300	C	C	C
46030000	Bay County	SR 30 / US 98	S END OF DUPONT BR	TYNDALL DR	41,790	D	1.0%	19,600	20,000	20,000	20,500	20,500	19,600	20,600	21,700	C	C	C
46030000	Bay County	SR 30 / US 98	TYNDALL DR	CANAL PRKW	13,545	C	1.0%	6,400	6,200	6,500	6,700	5,900	6,700	7,000	7,400	C	C	C
46030000	Bay County	SR 30 / US 98	CANAL PRKW	GULF CO LINE	16,400	C	6.0%	-	8,000	8,500	8,600	7,700	7,700	10,300	13,800	B	C	C
46040000	Bay County	SR 75 / US 231	BUS-98/SR-30/6TH ST	8TH ST	32,400	D	1.0%	7,700	7,100	7,600	8,100	7,300	6,800	7,100	7,500	C	C	C
46040000	Bay County	SR 75 / US 231	8TH ST	CR-28/11TH ST	30,780	D	1.0%	8,204	8,002	8,180	8,192	7,788	7,682	8,100	8,500	C	C	C
46040000	Bay County	SR 75 / US 231	CR-28/11TH ST	US-98/SR-30A/15TH ST	32,400	D	1.0%	10,600	9,800	11,000	10,500	10,000	9,900	10,400	10,900	C	C	C
46040000	Bay County	SR 75 / US 231	US-98/SR-30A/15TH ST	SR-77/MLK BLVD	41,790	D	1.0%	14,700	15,100	15,400	14,500	15,200	15,500	16,300	17,100	C	C	C
46040000	Bay County	SR 75 / US 231	SR-77/MLK BLVD	SR-368/23RD ST	41,790	D	1.0%	18,100	17,500	18,400	17,800	18,000	17,500	18,400	19,300	C	C	C
46040000	Bay County	SR 75 / US 231	SR-368/23RD ST	CR-389/EAST AVE	41,790	D	1.0%	28,500	31,000	30,000	30,000	32,000	30,000	31,500	33,100	C	C	C
46040000	Bay County	SR 75 / US 231	CR-389/EAST AVE	CR-2327/TRANSMITTER	41,790	D	1.2%	26,500	27,000	26,000	27,500	30,000	29,500	31,300	33,100	C	C	C
46040000	Bay County	SR 75 / US 231	CR-2327/TRANSMITTER	SR-390	41,790	D	1.3%	32,000	27,000	27,500	28,500	31,500	32,500	34,600	36,900	C	C	C
46040000	Bay County	SR 75 / US 231	SR-390	CR-2315/STAR AVE	41,790	D	2.0%	19,400	22,500	24,500	22,500	26,000	28,000	30,900	34,100	C	C	C
46040000	Bay County	SR 75 / US 231	CR-2315/STAR AVE	CR-2301	35,700	C	3.1%	21,500	24,500	25,500	23,500	28,000	29,500	34,300	39,800	C	C	F
46040000	Bay County	SR 75 / US 231	CR-2301	N CAMPFLOWERS RD	35,700	C	3.1%	21,500	24,500	25,500	23,500	28,000	29,500	34,300	39,800	C	C	F
46040000	Bay County	SR 75 / US 231	N CAMPFLOWERS RD	CR-388	40,300	C	1.7%	11,700	12,900	13,700	13,200	15,000	15,600	17,000	18,500	B	B	B
46040000	Bay County	SR 75 / US 231	CR-388	SR-20	40,300	C	1.4%	13,400	13,824	14,474	14,643	15,200	17,558	18,800	20,100	B	B	B
46040000	Bay County	SR 75 / US 231	SR-20	RESTFUL RD	40,300	C	1.0%	10,858	11,010	11,321	11,477	11,517	11,664	12,300	12,900	B	B	B
46040000	Bay County	SR 75 / US 231	RESTFUL RD	JACKSON CO LINE	40,300	C	1.2%	5,800	6,600	7,500	7,200	7,200	7,300	7,800	8,200	B	B	B
46050000	Bay County	SR 20	WASHINGTON CO LINE	SR-77	8,400	C	2.7%	3,000	3,300	3,400	3,700	3,700	3,800	4,300	5,000	B	B	C
46050000	Bay County	SR 20	SR-77	US-231/SR-75	8,400	C	3.3%	1,742	1,868	2,112	2,279	2,389	2,621	3,100	3,600	B	B	B
46050000	Bay County	SR 20	US-231/SR-75	CALHOUN COUNTY LINE	8,400	C	3.1%	4,100	3,800	4,600	4,700	4,800	5,000	5,800	6,800	C	C	C
46060000	Bay County	SR 77	US-98B/SR-30	7TH ST	32,400	D	1.0%	13,600	12,600	12,400	12,500	12,800	12,800	13,500	14,100	C	C	C
46060000	Bay County	SR 77	7TH ST	SR-368/23RD ST	41,790	D	1.0%	21,800	21,200	22,100	22,000	22,900	22,300	23,400	24,600	C	C	C
46060000	Bay County	SR 77	7TH ST	CR-28/11TH ST	39,800	D	1.0%	16,300	15,700	15,100	16,600	17,000	16,700	17,600	18,400	C	C	C
46060000	Bay County	SR 77	CR-28/11TH ST	US-98/SR-30A/15TH ST	41,790	D	1.0%	18,800	18,100	18,900	20,400	19,900	19,900	20,900	22,000	C	C	C
46060000	Bay County	SR 77	US-98/SR-30A/15TH ST	US-231/SR-75	41,790	D	1.0%	26,500	26,000	29,000	27,000	29,000	26,500	27,900	29,300	C	C	C

Level of Service Analysis - Daily

Section Number	County	Roadway	Segment From	Segment To	Daily Maximum Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT 2013	2014	2015	2016	2017	2018	Future Trend Volumes 2023	2028	2018 LOS	2023 LOS	2028 LOS
46060000	Bay County	SR 77	US-231/SR-75	SR-368/23RD ST	41,790	D	1.0%	25,500	25,000	25,500	24,000	25,500	26,000	27,300	28,700	C	C	C
46060000	Bay County	SR 77	SR-368/23RD ST	CR-2312/BALDWIN RD	41,790	D	1.0%	25,000	27,000	27,500	27,500	28,000	29,500	31,000	32,600	C	C	C
46060000	Bay County	SR 77	CR-2312/BALDWIN RD	MOWAT SCHOOL RD	41,790	D	1.0%	26,290	28,546	29,232	29,338	30,636	30,862	32,400	34,100	C	C	C
46060000	Bay County	SR 77	MOWAT SCHOOL RD	SR-390/14TH ST	41,790	D	1.3%	25,500	27,500	26,000	28,500	29,500	29,000	31,000	33,100	C	C	C
46060000	Bay County	SR 77	SR-390/14TH ST	12TH ST	32,400	D	2.0%	26,500	27,000	30,000	29,000	31,000	32,000	35,400	39,100	D	F	F
46060000	Bay County	SR 77	12TH ST	W 4TH ST	32,400	D	1.0%	26,000	26,000	27,500	25,500	29,000	29,000	30,500	32,000	D	D	D
46060000	Bay County	SR 77	0.114 S OF GRASSY POINT	CR-2321	41,790	D	1.7%	22,000	21,500	24,000	24,000	26,000	26,000	28,300	30,700	C	C	C
46060000	Bay County	SR 77	CR-2321	CR-2300	41,790	D	2.7%	16,900	16,400	18,100	18,700	19,900	22,500	25,700	29,300	C	C	C
46060000	Bay County	SR 77	CR-2300	SR-388 W	41,790	D	3.6%	16,600	16,200	18,400	18,000	21,000	22,000	26,200	31,200	C	C	C
46060000	Bay County	SR 77	SR-388 W	CR-388	40,300	C	2.7%	16,600	13,700	16,500	16,200	18,000	19,600	22,400	25,700	B	B	B
46060000	Bay County	SR 77	CR-388	SR-20	40,300	C	2.4%	9,800	10,000	11,000	11,400	12,000	13,100	14,700	16,600	B	B	B
46060000	Bay County	SR 77	SR-20	WASHINGTON CO LINE	8,400	C	1.4%	7,200	7,100	8,400	8,000	8,600	9,400	10,100	10,800	D	D	D
46060001	Bay County	SR 77	4TH ST	END REALIGNT SR 77	41,790	D	1.7%	22,000	21,500	24,000	24,000	26,000	26,000	28,300	30,700	C	C	C
46070000	Bay County	SR 388	SR-79	NWF BEACHES AIRPORT	8,400	C	5.8%	5,100	5,200	6,300	6,700	6,900	7,200	9,500	12,600	C	D	D
46070000	Bay County	SR 388	NWF BEACHES AIRPORT	SR-77	8,400	C	4.5%	4,700	4,700	5,400	5,900	5,900	6,300	7,900	9,800	C	C	D
46080000	Bay County	SR 22	USB-98/SR-30	CR-2327/TRANSMITTER	15,540	D	1.0%	14,000	11,000	11,000	10,500	10,500	11,000	11,600	12,200	D	D	D
46080000	Bay County	SR 22	CR-2327/TRANSMITTER	CR-2315/N STAR AVE	19,514	D	1.0%	12,800	12,500	13,300	13,400	13,100	13,800	14,600	15,300	C	C	C
46080000	Bay County	SR 22	CR-2327/TRANSMITTER	CR-22A/BOB LITTLE RD	18,585	D	1.0%	12,100	10,300	11,000	11,000	10,200	11,300	11,900	12,500	C	C	C
46080000	Bay County	SR 22	CR-22A/BOB LITTLE RD	US-98/SR-30A/TYNDALL	19,514	D	1.0%	9,200	8,600	9,600	9,700	9,800	10,000	10,500	11,000	C	C	C
46080000	Bay County	SR 22	US-98/SR-30A/TYNDALL	BERTHE AVE	19,514	D	1.0%	18,000	17,500	18,700	18,400	17,900	19,000	20,000	21,000	D	F	F
46080000	Bay County	SR 22	BERTHE AVE	CR-2315/N STAR AVE	18,585	D	1.0%	12,000	13,500	14,000	14,500	14,500	15,000	15,800	16,600	C	C	C
46080000	Bay County	SR 22	CR-2315/N STAR AVE	CR-2297	13,545	C	1.0%	7,400	7,200	7,800	7,800	7,000	7,800	8,200	8,600	C	C	C
46080000	Bay County	SR 22	CR-2297	GULF COUNTY LINE	8,400	C	1.4%	3,900	3,800	4,100	4,400	4,200	5,000	5,400	5,800	C	C	C
46090000	Bay County	SR 79	SR-30/FRONT BEACH RD	US-98/SR-30A/PANAMA	12,432	D	1.6%	8,700	8,500	9,200	9,300	9,100	9,200	10,000	10,800	D	D	D
46090000	Bay County	SR 79	US-98/SR-30A/PANAMA	WASHINGTON CO LINE	40,300	C	5.2%	9,300	9,100	10,700	11,400	12,400	12,600	16,300	21,100	B	B	B
46090000	Bay County	SR 79	US-98/SR-30A/PANAMA	SIDE CAMP RD	30,765	C	5.6%	11,900	9,600	12,500	13,600	13,800	14,100	18,500	24,200	C	C	C
46090000	Bay County	SR 79	SIDE CAMP RD	SR-388	40,300	C	5.5%	9,400	10,700	12,000	11,900	14,300	14,500	19,000	24,900	B	B	B
46090000	Bay County	SR 79	SR-388	WASHINGTON CO LINE	40,300	C	4.4%	6,500	6,900	7,700	8,700	9,200	9,200	11,400	14,200	B	B	B
46110000	Bay County	SR 391	US-231/SR-75	HARRISON AVE	23,970	D	2.6%	7,200	7,000	7,400	7,400	7,100	7,100	8,100	9,200	C	C	C
46110000	Bay County	SR 391	HARRISON AVE	SR-368/23RD ST	14,800	D	1.2%	4,100	4,300	4,300	4,700	4,900	5,200	5,500	5,900	C	C	C
46110000	Bay County	SR 391	SR-368/23RD ST	SR-327/LISENBY AVE	14,800	D	1.0%	3,700	3,500	3,700	3,600	3,800	3,700	3,900	4,100	C	C	C
46110000	Bay County	SR 391	SR-327/LISENBY AVE	ST ANDREWS BLVD	11,840	D	6.0%	-	2,300	2,500	2,300	2,500	2,400	3,200	4,300	C	C	C
46130000	Bay County	SR 389	US-98B/SR-30/5TH ST	CR-28/11TH ST	14,800	D	1.1%	7,800	7,600	7,500	8,000	9,000	8,100	8,500	9,000	D	D	D
46130000	Bay County	SR 389	CR-28/11TH ST	US-98/SR-30A/E 15TH	15,540	D	1.0%	8,100	7,900	7,500	8,100	8,500	9,200	9,700	10,200	D	D	D
46130000	Bay County	SR 389	US-98/SR-30A/E 15TH	CR-2337/SHERMAN AVE	15,540	D	1.3%	9,800	10,200	10,300	10,700	11,800	11,200	11,900	12,700	D	D	D
46130000	Bay County	SR 389	CR-2337/SHERMAN AVE	GAMEFARM RD	14,160	D	1.0%	13,300	13,900	14,300	15,200	15,900	14,700	15,400	16,200	F	F	F
46130000	Bay County	SR 389	GAMEFARM RD	US-231/SR-75	19,514	D	1.0%	20,000	17,000	16,000	16,500	19,500	17,500	18,400	19,300	C	C	D
46140000	Bay County	SR 368	MOUND AVE	MICHIGAN AVE	39,800	D	1.0%	28,000	27,500	31,000	31,500	31,500	31,500	33,100	34,800	C	C	C
46140000	Bay County	SR 368	MICHIGAN AVE	SR-368/23RD ST	41,790	D	1.0%	34,000	34,500	35,500	37,500	35,000	35,000	36,800	38,700	C	C	C
46140000	Bay County	SR 390	SR-368/23RD ST	TENNESSEE AVE	19,514	D	1.0%	18,900	19,000	19,300	19,900	20,200	19,800	20,800	21,900	F	F	F
46140000	Bay County	SR 390	SR-368/23RD ST	CR-385/FRANKFORD AVE	18,585	D	1.0%	16,600	17,000	17,100	17,400	17,700	16,900	17,800	18,700	C	D	F
46140000	Bay County	SR 390	CR-385/FRANKFORD AVE	LISENBY AVE	18,585	D	1.0%	20,000	19,500	19,500	20,000	20,500	20,500	21,500	22,600	F	F	F
46140000	Bay County	SR 390	LISENBY AVE	CR-2312/BALDWIN RD	18,585	D	1.0%	22,000	22,000	22,500	23,000	24,000	24,000	25,200	26,500	F	F	F
46140000	Bay County	SR 390	CR-2312/BALDWIN RD	STATE AVE	19,514	D	1.0%	16,300	16,700	17,000	17,700	18,000	16,300	17,100	18,000	C	C	C
46140000	Bay County	SR 390	STATE AVE	NORTHSHORE RD	19,514	D	1.0%	19,500	19,500	20,000	20,500	21,000	21,000	22,100	23,200	F	F	F
46140000	Bay County	SR 390	NORTHSHORE RD	TENNESSEE AVE	19,514	D	1.0%	19,000	19,000	19,500	21,000	20,000	20,000	21,000	22,100	F	F	F
46140000	Bay County	SR 390	TENNESSEE AVE	SR-77/OHIO AVE	15,540	D	1.0%	15,000	15,000	16,500	16,500	17,000	17,000	17,900	18,800	F	F	F
46140001	Bay County	SR 368	US-98/SR-30	MOUND AVE	41,790	D	1.0%	25,500	25,000	27,000	27,500	27,500	27,500	28,900	30,400	C	C	C
46140003	Bay County	SR 368A	COLLEGIATE DR	SR-368/23RD ST	15,540	D	1.0%	3,300	3,700	3,900	4,000	4,000	4,000	4,200	4,400	C	C	C
46140005	Bay County	SR 390	US-98/SR-30/16TH ST	19TH ST	14,800	D	1.4%	5,900	6,000	5,700	6,200	7,300	5,900	6,300	6,800	C	C	C
46140005	Bay County	SR 390	19TH ST	SR-368/23RD ST	14,800	D	1.0%	7,100	7,200	7,500	7,200	7,200	6,800	7,100	7,500	C	C	D
46160000	Bay County	SR 30A / US 98	SHOPPING CTR	CR-3037/ROSE LN	65,600	D	5.0%	20,500	23,000	23,000	26,500	27,000	27,500	35,100	44,700	B	B	C
46160000	Bay County	SR 30A / US 98	CR-3037/ROSE LN	COBB RD	65,600	D	4.3%	25,500	25,500	27,000	29,500	32,500	30,500	37,700	46,500	B	C	C
46160000	Bay County	SR 30A / US 98	COBB RD	PIER PARK DR	62,895	D	6.0%	15,800	17,000	18,800	40,800	42,800	41,300	52,200	66,300	C	C	F
46160000	Bay County	SR 30A / US 98	COBB RD	SR-79	62,895	D	3.5%	31,500	34,000	37,500	37,000	39,000	39,500	46,900	55,600	C	C	C
46160000	Bay County	SR 30A / US 98	SR-79	PIER PARK DR	62,895	D	6.0%	-	-	-	44,500	46,500	43,000	57,500	77,000	C	C	F
46160000	Bay County	SR 30A / US 98	PIER PARK DR	HILL RD	41,790	D	3.3%	39,000	45,500	46,000	45,000	47,500	46,000	54,200	63,900	F	F	F
46160000	Bay County	SR 30A / US 98	HILL RD	R JACKSON BLVD	41,790	D	2.4%	43,000	46,500	46,500	49,000	54,000	51,000	57,500	64,800	F	F	F
46160000	Bay County	SR 30A / US 98	R JACKSON BLVD	0.126 E OF HERITAGE CIR	41,790	D	1.8%	37,500	37,500	40,500	40,500	39,500	39,500	43,300	47,400	C	F	F
46160101	Bay County	SR 30A / US 98	PHYSICAL GORE	GORE US-98/SR-30 EB	8,921	D	6.0%	-	-	12,500	13,500	13,500	14,000	18,700	25,100	F	F	F
46160102	Bay County	SR 30A / US 98	BULLNOSE AT Y	BULLNOSE AT 46160000	23,880	D	6.0%	-	-	20,000	20,000	19,500	19,500	26,100	34,900	C	F	F
46523000	Bay County	EAST AVE	NELSON ST	3RD ST	14,800	D	4.0%	3,000	3,300	2,800	3,600	3,400	3,300	4,000	4,900	C	C	C
46523000	Bay County	EAST AVE	3RD ST	US-98B/SR-30/5TH ST	14,800	D	1.0%	4,100	4,100	3,600	3,800	4,700	3,800	4,000	4,200	C	C	C
46540000	Bay County	CR 2327/TRANSMITTER RD	US-98/SR-30A/E 15TH	GAME FARM RD	18,585	D	1.0%	15,500	14,500	15,500	16,500	16,500	14,500	15,200	16,000	C	C	C
46540000	Bay County	CR 2327/TRANSMITTER RD	GAME FARM RD	US-231/SR-75	18,585	D	2.1%	10,500	10,200	11,000	12,600	11,700	12,400	13,800	15,300	C	C	C
46600000	Bay County	SR 390	SR-77/OHIO AVE	ILLINOIS AVE	14,800	D	1.1%	12,500	12,000	13,500	14,000	15,000	13,500	14,300	15,100	D	D	E
46600000	Bay County	SR 390	ILLINOIS AVE	CR-389	15,540	D	1.2%	12,000	12,000	14,000	13,300	13,600	13,000	13,800	14,700	D	D	D
46600000	Bay County	SR 390	CR-389	CR-2327/TRANSMITTER	18,585	D	1.4%	15,500	15,500	16,000	16,500	17,500	17,000	18,200	19,600	C	D	F
46600000	Bay County	SR 390	CR-2327/TRANSMITTER	US-231/SR-75	18,585	D	1.3%	7,500	8,000	8,700	8,700	9,300	9,200	9,800	10,400	C	C	C

Note: Roadway data, segmentation, capacity, K and D factors, and growth rates were obtained from the FDOT LOS tables.

Level of Service Analysis- Peak Hour Peak Direction

Section Number	County	Segment			Pk Hr Pk Dir Max	FDOT LOS	Design Growth	Historical AADT						Future Trend Volumes		2018	2023	2028
		Roadway	From	To	Service Volume	Target	Rate	2013	2014	2015	2016	2017	2018	2023	2028	LOS	LOS	LOS
46000119	Bay County	EAST AVE	PORT ENT	NELSON ST	750	D	4.0%	144	159	135	173	164	159	193	236	C	C	C
46000123	Bay County	SEAPORT DR	PORT GATE	US-98/SR-30	1,209	D	6.0%	70	70	89	89	89	89	120	159	C	C	C
46001000	Bay County	SR 368	SR-390	CR-385/FRANKFORD AVE	2,000	D	1.0%	1,204	1,156	1,156	1,276	1,156	1,180	1,237	1,305	C	C	C
46001000	Bay County	SR 368	CR-385/FRANKFORD AVE	SR-391/AIRPORT RD	2,100	D	1.0%	1,445	1,445	1,493	1,493	1,541	1,589	1,671	1,757	C	C	C
46001000	Bay County	SR 368	SR-391/AIRPORT RD	STATE AVE	2,100	D	1.1%	1,493	1,517	1,493	1,589	1,661	1,565	1,656	1,753	C	C	C
46001000	Bay County	SR 368	STATE AVE	CR-2341/JENKS AVE	2,000	D	1.0%	1,733	1,685	1,733	1,757	1,757	1,613	1,695	1,782	C	C	C
46001000	Bay County	SR 368	CR-2341/JENKS AVE	SR-77/MLK BLVD	2,100	D	6.0%	-	1,245	1,456	1,597	1,597	1,621	2,170	2,903	C	F	F
46001000	Bay County	SR 368	SR-77/MLK BLVD	PALO ALTO AVE	2,100	D	1.0%	1,059	1,059	1,132	1,132	1,107	1,035	1,088	1,141	C	C	C
46001000	Bay County	SR 368	PALO ALTO AVE	US-231 HWY	2,000	D	1.0%	742	780	833	862	809	785	823	867	C	C	C
46002000	Bay County	SR 327	SR-368/23RD ST	SR-390/ST ANDREWS BL	750	D	1.7%	178	178	197	197	221	217	236	255	C	C	C
46010000	Bay County	SR 30 / US 98	WALTON CO LINE	0.456 S OF PHILLIPS INLET	2,100	D	4.5%	1,069	1,100	1,257	1,310	1,362	1,362	1,697	2,116	C	C	F
46010000	Bay County	SR 30	0.09 W OF CHATEAU RD	0.105 W OF PED OVERPASS	827	D	1.0%	574	561	598	574	582	589	619	650	D	D	D
46010000	Bay County	SR 30	0.09 W OF CHATEAU RD	46090001 TO/FROM	827	D	1.0%	479	460	498	503	507	503	526	554	D	D	D
46010000	Bay County	SR 30	46090001 TO/FROM	CRANE ST	827	D	1.0%	586	588	591	586	581	606	639	667	D	D	D
46010000	Bay County	SR 30	AZALEA ST	0.105 W OF PED OVERPASS	788	D	1.0%	658	634	705	634	658	658	691	728	D	D	D
46010000	Bay County	SR 30	SR-392A/HUTCHISON BL	JOAN AV	2,100	D	1.1%	930	1,034	1,081	1,057	972	991	1,048	1,109	C	C	C
46010000	Bay County	SR 30	JOAN AV	46160104 EB ON	2,100	D	1.7%	1,066	1,118	1,198	1,151	1,142	1,184	1,287	1,395	C	C	C
46010001	Bay County	SR 30 / US 98	1.106M E OF CO LINE	US-98/SR-30A/PC BEACH	2,100	D	4.5%	1,069	1,100	1,257	1,310	1,362	1,362	1,697	2,116	C	C	F
46010002	Bay County	SR 392A	SR-30/FRONT BEACH RD	ALF COLEMAN RD	2,100	D	4.0%	348	324	385	376	404	437	531	648	C	C	C
46010002	Bay County	SR 392A	ALF COLEMAN RD	R JACKSON BLVD	2,100	D	3.9%	658	747	803	770	850	879	1,066	1,287	C	C	C
46010002	Bay County	SR 392A	R JACKSON BLVD	SR-30/FRONT BEACH RD	2,100	D	2.5%	869	996	1,081	1,104	1,057	1,198	1,353	1,532	C	C	C
46010005	Bay County	SR 30	CRANE ST	SR-392A/HUTCHISON BL	2,100	D	4.0%	348	324	385	376	404	437	531	648	C	C	C
46010005	Bay County	SR 30	SR-392A/HUTCHISON BL	AZALEA ST	788	D	1.0%	658	634	705	634	658	658	691	728	D	D	D
46010100	Bay County	SR 30	BULLNOSE OF 46160104	46160101 EB ON	2,000	D	6.0%	-	-	775	822	785	794	1,062	1,423	C	C	C
46010100	Bay County	SR 30 / US 98	46160101 EB ON	WILDWOOD RD	3,020	D	2.0%	2,419	2,490	2,513	2,490	2,537	2,138	2,354	2,593	C	C	C
46010100	Bay County	SR 30 / US 98	WILDWOOD RD	BULLNOSE OF BRIDGE	3,171	D	6.0%	-	-	-	2,899	2,913	3,021	4,042	5,413	C	F	F
46020000	Bay County	SR 30 / US 98	0.255 E OF SUN HARBOR RD	COLLEGIATE DR	3,171	D	6.0%	-	-	-	2,899	2,913	3,021	4,042	5,413	C	F	F
46020000	Bay County	SR 30 / US 98	COLLEGIATE DR	SR-390/BECK AVE	2,000	D	4.7%	1,685	2,340	2,340	2,505	2,523	2,567	2,918	3,351	F	F	F
46020000	Bay County	SR 30 / US 98	COLLEGIATE DR	SR-368/23RD ST	2,000	D	1.3%	3,169	3,221	3,248	3,457	3,562	3,562	3,808	4,065	F	F	F
46020000	Bay County	SR 30 / US 98	SR-368/23RD ST	MICHIGAN AVE	2,000	D	1.0%	1,886	1,912	1,886	2,095	1,990	2,069	2,174	2,284	F	F	F
46020000	Bay County	SR 30 / US 98	MICHIGAN AVE	SR-390/BECK AVE	2,100	D	6.0%	-	1,886	1,886	1,964	2,017	2,069	2,771	3,703	D	F	F
46020000	Bay County	SR 30 / USB 98	SR-390/BECK AVE	CR-28/11TH ST	788	D	2.0%	520	612	650	650	626	602	664	732	D	D	D
46020000	Bay County	SR 30 / USB 98	CR-28/11TH ST	CR-385/FRANKFORD AVE	788	D	1.0%	207	178	197	226	212	193	202	212	C	C	C
46020000	Bay County	SR 30 / USB 98	CR-385/FRANKFORD AVE	BEACH DR	600	D	1.5%	482	506	506	554	578	530	568	616	D	D	E
46020000	Bay County	SR 30 / USB 98	BEACH DR	BALBOA AVE	600	D	1.0%	534	510	554	554	626	578	607	640	D	E	E
46020000	Bay County	SR 30 / USB 98	BALBOA AVE	BEACH DR	750	D	1.0%	616	612	636	708	693	597	626	660	D	D	D
46020000	Bay County	SR 30 / USB 98	BEACH DR	US-231/SR-75/HARRISO	788	D	1.0%	491	501	515	544	559	554	583	612	D	D	D
46020000	Bay County	SR 30 / USB 98	US-231/SR-75/HARRISO	SR-77/MLK BLVD	827	D	1.0%	650	578	602	674	722	722	761	799	D	D	D
46020000	Bay County	SR 30 / USB 98	SR-77/MLK BLVD	CHERRY ST	1,549	D	6.0%	462	751	791	834	893	883	1,039	1,238	D	D	D
46020000	Bay County	SR 30 / USB 98	SR-77/MLK BLVD	4TH ST	1,549	D	1.0%	794	717	751	790	819	819	862	905	D	D	D
46020000	Bay County	SR 30 / USB 98	4TH ST	SHERMAN AVE	1,549	D	1.0%	924	924	915	953	1,035	1,011	1,064	1,117	D	D	D
46020000	Bay County	SR 30 / USB 98	SHERMAN AVE	SR-389/EAST AVE	1,549	D	6.0%	-	886	881	924	1,035	1,035	1,387	1,854	D	D	F
46020000	Bay County	SR 30 / USB 98	SR-389/EAST AVE	SR-22/THIRD ST	1,630	D	6.0%	-	587	785	847	891	876	1,175	1,570	D	D	D
46020000	Bay County	SR 30 / USB 98	SR-22/THIRD ST	CHERRY ST	1,549	D	1.0%	592	640	621	655	684	674	708	746	C	D	D
46020000	Bay County	SR 30 / USB 98	CHERRY ST	W PARK ST	788	D	1.0%	385	395	385	390	414	404	424	448	D	D	D
46020000	Bay County	SR 30 / USB 98	W PARK ST	S HWY 22A	750	D	1.0%	342	347	351	366	376	366	385	404	C	D	D
46020000	Bay County	SR 30 / USB 98	S HWY 22A	US-98/SR-30A/TYNDALL	827	D	1.0%	380	400	380	414	409	395	414	438	C	D	D
46020000	Bay County	SR 30 / US 98	US-98/SR-30A/TYNDALL	S END DUPONT BRIDGE	2,100	D	1.0%	944	963	963	987	987	944	992	1,045	C	C	C
46020003	Bay County	SR 30A / US 98	SR-390/US-98B/SR-30	CR-385/FRANKFORD AVE	2,000	D	2.0%	1,676	1,702	1,807	1,938	1,886	2,069	2,284	2,519	F	F	F
46020003	Bay County	SR 30A / US 98	CR-385/FRANKFORD AVE	CR-327/LISENBY AVE	2,000	D	1.0%	1,598	1,598	1,702	1,650	1,650	1,729	1,818	1,912	C	C	D
46020003	Bay County	SR 30A / US 98	CR-327/LISENBY AVE	BALBOA AVE	2,100	D	1.0%	1,650	1,624	1,702	1,598	1,729	1,886	1,985	2,090	C	C	D
46020003	Bay County	SR 30A / US 98	BALBOA AVE	FLORIDA AVE	2,000	D	1.0%	1,541	1,445	1,541	1,493	1,613	1,589	1,671	1,757	C	C	C
46020003	Bay County	SR 30A / US 98	FLORIDA AVE	JENKS AVE	2,000	D	1.0%	1,729	1,519	1,676	1,598	1,676	1,702	1,791	1,880	C	C	C
46020003	Bay County	SR 30A / US 98	JENKS AVE	US-231/SR75/HARRISON	2,000	D	1.0%	1,729	1,519	1,676	1,598	1,676	1,702	1,791	1,880	C	C	C
46020003	Bay County	SR 30A / US 98	US-231/SR75/HARRISON	SR-77/MLK BLVD	2,100	D	1.0%	1,035	1,035	1,083	982	1,107	1,083	1,136	1,199	C	C	C
46020003	Bay County	SR 30A / US 98	SR-77/MLK BLVD	SR-389/EAST AVE	2,100	D	6.0%	-	1,228	1,372	1,420	1,372	1,324	1,772	2,369	C	C	F
46020003	Bay County	SR 30A / US 98	SR-389/EAST AVE	CR2327/TRANSMITTER R	2,100	D	1.0%	1,324	1,300	1,324	1,324	1,348	1,324	1,392	1,464	C	C	C
46020003	Bay County	SR 30A / US 98	CR2327/TRANSMITTER R	US-98B/US-98/SR-30	2,100	D	2.8%	1,169	1,389	1,447	1,449	1,471	1,443	1,584	1,756	C	C	C
46020003	Bay County	SR 30A / US 98	CR2327/TRANSMITTER R	CR-28/E 11TH ST	2,100	D	1.0%	1,565	1,493	1,589	1,541	1,685	1,685	1,772	1,863	C	C	C
46020003	Bay County	SR 30A / US 98	CR-28/E 11TH ST	SR-22	2,100	D	1.0%	1,854	1,806	1,854	1,878	1,926	1,926	2,022	2,128	C	D	F
46020003	Bay County	SR 30A / US 98	SR-22	CHERRY ST	2,100	D	1.0%	1,469	1,541	1,541	1,565	1,613	1,493	1,570	1,647	C	C	C
46020003	Bay County	SR 30A / US 98	CHERRY ST	BOAT RACE RD	2,100	D	6.0%	-	1,180	1,276	1,276	1,228	1,180	1,579	2,114	C	C	F
46020003	Bay County	SR 30A / US 98	BOAT RACE RD	US-98B/US-98/SR-30	2,100	D	1.0%	958	924	977	987	905	929	977	1,026	C	C	C
46030000	Bay County	SR 30 / US 98	S END OF DUPONT BR	TYNDALL DR	2,100	D	1.0%	944	963	963	987	987	944	992	1,045	C	C	C
46030000	Bay County	SR 30 / US 98	TYNDALL DR	CANAL PRKW	704	C	1.0%	313	304	318	328	289	328	343	362	C	C	C
46030000	Bay County	SR 30 / US 98	CANAL PRKW	GULF CO LINE	850	C	6.0%	-	419	445	450	403	403	540	723	B	C	C
46040000	Bay County	SR 75 / US 231	BUS-98/SR-30/6TH ST	8TH ST	1,630	D	1.0%	371	342	366	390	351	327	342	361	C	C	C
46040000	Bay County	SR 75 / US 231	8TH ST	CR-28/11TH ST	1,549	D	1.0%	380	371	379	380	361	356	375	394	C	C	C
46040000	Bay County	SR 75 / US 231	CR-28/11TH ST	US-98/SR-30A/15TH ST	1,630	D	1.0%	510	472	530	506	482	477	501	525	C	C	C
46040000	Bay County	SR 75 / US 231	US-98/SR-30A/15TH ST	SR-77/MLK BLVD	2,100	D	1.0%	708	727	742	698	732	746	785	823	C	C	C
46040000	Bay County	SR 75 / US 231	SR-77/MLK BLVD	SR-368/23RD ST	2,100	D	1.0%	872	843	886	857	867	843	886	929	C	C	C
46040000	Bay County	SR 75 / US 231	SR-368/23RD ST	CR-389/EAST AVE	2,100	D	1.0%	1,372	1,493	1,445	1,445	1,541	1,445	1,517	1,594	C	C	C
46040000	Bay County	SR 75 / US 231	CR-389/EAST AVE	CR-2327/TRANSMITTER	2,100	D	1.2%	1,276	1,300	1,252	1,324	1,445	1,420	1,507	1,594	C	C	C
46040000	Bay County	SR 75 / US 231	CR-2327/TRANSMITTER	SR-390	2,100	D	1.3%	1,541	1,300	1,324	1,372	1,517	1,565	1,666	1,777	C	C	C
46040000	Bay County	SR 75 / US 231	SR-390	CR-2315/STAR AVE	2,100	D	2.0%	1,030	1,195	1,301	1,195	1,381	1,487	1,641	1,811	C	C	C
46040000	Bay County	SR 75 / US 231	CR-2315/STAR AVE	CR-2301	1,827	C	3.1%	1,142	1,301	1,354	1,248	1,487	1,566	1,821	2,113	C	C	F
46040000	Bay County	SR 75 / US 231	CR-2301	N CAMPFLOWERS RD	1,827	C	3.1%	1,142	1,301	1,354	1,248	1,487	1,566	1,821	2,113	C	C	F
46040000	Bay County	SR 75 / US 231	N CAMPFLOWERS RD	CR-388	2,100	C	1.7%	656	723	768	740	841	874	953	1,037	B	B	B
46040000	Bay County	SR 75 / US 231	CR-388	SR-20	2,100	C	1.4%	746	770	806	815	846	977	1,047	1,119	B	B	B
46040000	Bay County	SR 75 / US 231	SR-20	RESTFUL RD	2,100	C	1.0%	613	621	639	648	650	658	694	728	B	B	B
46040000	Bay County	SR 75 / US 231	RESTFUL RD	JACKSON CO LINE	2,100	C	1.2%	325	370	420	404	404	409	437	460	B	B	B
46050000	Bay County	SR 20	WASHINGTON CO LINE	SR-77	430	C	2.7%	160	176	181	197	197	202	229	266	B	B	C
46050000	Bay County	SR 20	SR-77	US-231/SR-75	430	C	3.3%	90	97	109	118	123	135	160	186	B	B	B
46050000	Bay County	SR 20	US-231/SR-75	CALHOUN COUNTY LINE	430	C	3.1%	212	196	238	243	248	258	300	351	C	C	C
46060000	Bay County	SR 77	US-98B/SR-30	7TH ST	1,630	D	1.0%	655	607	597	602	616	616	650	679	C	C	C
46060000	Bay County	SR 77	7TH ST	SR-368/23RD ST	2,100	D	1.0%	1,049	1,021	1,065	1,059	1,100	1,073	1,128	1,185	C	C	C
46060000	Bay County	SR 77	7TH ST	CR-28/11TH ST	2,000	D	1.0%	785	756	727	799	819	804	847	886	C	C	C
46060000	Bay County	SR 77	CR-28/11TH ST	US-98/SR-30A/15TH ST	2,100	D	1.0%	905	872	910	982	958	958	1,006	1,059	C	C	C
46060000	Bay County	SR 77	US-98/SR-30A/15TH ST	US-231/SR-75	2,100	D	1.0%	1,276	1,252	1,396	1,300	1,396	1,276	1,343	1,411	C	C	C

Level of Service Analysis- Peak Hour Peak Direction

Section Number	County	Segment			Pk Hr Pk Dir Max	FDOT LOS	Design Growth	Historical AADT						Future Trend Volumes		2018	2023	2028
		Roadway	From	To	Service Volume	Target	Rate	2013	2014	2015	2016	2017	2018	2023	2028	LOS	LOS	LOS
46060000	Bay County	SR 77	US-231/SR-75	SR-368/23RD ST	2,100	D	1.0%	1,228	1,204	1,228	1,156	1,228	1,252	1,314	1,382	C	C	C
46060000	Bay County	SR 77	SR-368/23RD ST	CR-2312/BALDWIN RD	2,100	D	1.0%	1,204	1,300	1,324	1,324	1,348	1,420	1,493	1,570	C	C	C
46060000	Bay County	SR 77	CR-2312/BALDWIN RD	MOWAT SCHOOL RD	2,100	D	1.0%	1,313	1,426	1,460	1,465	1,530	1,542	1,618	1,703	C	C	C
46060000	Bay County	SR 77	MOWAT SCHOOL RD	SR-390/14TH ST	2,100	D	1.3%	1,228	1,324	1,252	1,372	1,420	1,396	1,493	1,594	C	C	C
46060000	Bay County	SR 77	SR-390/14TH ST	12TH ST	1,630	D	2.0%	1,276	1,300	1,445	1,396	1,493	1,541	1,705	1,883	D	F	F
46060000	Bay County	SR 77	12TH ST	W 4TH ST	1,630	D	1.0%	1,252	1,252	1,324	1,228	1,396	1,396	1,469	1,541	D	D	D
46060000	Bay County	SR 77	0.114 S OF GRASSY POINT	CR-2321	2,100	D	1.7%	1,059	1,035	1,156	1,156	1,252	1,252	1,363	1,478	C	C	C
46060000	Bay County	SR 77	CR-2321	CR-2300	2,100	D	2.7%	827	803	886	916	974	1,102	1,258	1,435	C	C	C
46060000	Bay County	SR 77	CR-2300	SR-388 W	2,100	D	3.6%	813	793	901	881	1,028	1,077	1,283	1,528	C	C	C
46060000	Bay County	SR 77	SR-388 W	CR-388	2,100	C	2.7%	858	708	853	837	930	1,013	1,158	1,328	B	B	B
46060000	Bay County	SR 77	CR-388	SR-20	2,100	C	2.4%	506	517	568	589	620	677	760	858	B	B	B
46060000	Bay County	SR 77	SR-20	WASHINGTON CO LINE	430	C	1.4%	372	367	434	413	444	486	522	558	D	D	D
46060001	Bay County	SR 77	4TH ST	END REALIGNT SR 77	2,100	D	1.7%	1,059	1,035	1,156	1,156	1,252	1,252	1,363	1,478	C	C	C
46070000	Bay County	SR 388	SR-79	NWF BEACHES AIRPORT	430	C	5.8%	264	269	326	346	357	372	491	651	C	D	D
46070000	Bay County	SR 388	NWF BEACHES AIRPORT	SR-77	430	C	4.5%	243	243	279	305	305	326	408	506	C	C	D
46080000	Bay County	SR 22	USB-98/SR-30	CR-2327/TRANSMITTER	788	D	1.0%	674	530	530	506	506	530	559	587	D	D	D
46080000	Bay County	SR 22	CR-2327/TRANSMITTER	CR-2315/N STAR AVE	970	D	1.0%	618	601	642	645	631	666	701	736	C	C	C
46080000	Bay County	SR 22	CR-2327/TRANSMITTER	CR-22A/BOB LITTLE RD	924	D	1.0%	583	496	530	530	491	544	573	602	C	C	C
46080000	Bay County	SR 22	CR-22A/BOB LITTLE RD	US-98/SR-30A/TYNDALL	970	D	1.0%	443	414	462	467	472	482	506	530	C	C	C
46080000	Bay County	SR 22	US-98/SR-30A/TYNDALL	BERTHE AVE	970	D	1.0%	867	843	900	886	862	915	963	1,011	C	D	F
46080000	Bay County	SR 22	BERTHE AVE	CR-2315/N STAR AVE	924	D	1.0%	578	650	674	698	698	722	761	799	C	C	C
46080000	Bay County	SR 22	CR-2315/N STAR AVE	CR-2297	704	C	1.0%	356	347	376	376	337	376	395	414	C	C	C
46080000	Bay County	SR 22	CR-2297	GULF COUNTY LINE	430	C	1.4%	202	196	212	227	217	258	279	300	C	C	C
46090000	Bay County	SR 79	SR-30/FRONT BEACH RD	US-98/SR-30A/PANAMA	630	D	1.6%	409	399	432	437	428	432	470	507	D	D	D
46090000	Bay County	SR 79	US-98/SR-30A/PANAMA	WASHINGTON CO LINE	2,100	C	5.2%	449	441	521	553	604	612	792	1,025	B	B	B
46090000	Bay County	SR 79	US-98/SR-30A/PANAMA	SIDE CAMP RD	1,607	C	5.6%	559	451	587	639	648	662	869	1,137	C	C	C
46090000	Bay County	SR 79	SIDE CAMP RD	SR-388	2,100	C	5.5%	466	531	595	590	709	719	942	1,235	B	B	B
46090000	Bay County	SR 79	SR-388	WASHINGTON CO LINE	2,100	C	4.4%	322	342	382	431	456	456	565	704	B	B	B
46110000	Bay County	SR 391	US-231/SR-75	HARRISON AVE	1,209	D	2.6%	347	337	356	356	342	342	390	443	C	C	C
46110000	Bay County	SR 391	HARRISON AVE	SR-368/23RD ST	750	D	1.2%	197	207	207	226	236	250	265	284	C	C	C
46110000	Bay County	SR 391	SR-368/23RD ST	SR-327/LISENBY AVE	750	D	1.0%	178	169	178	173	183	178	188	197	C	C	C
46110000	Bay County	SR 391	SR-327/LISENBY AVE	ST ANDREWS BLVD	600	D	6.0%	-	111	120	111	120	116	154	207	C	C	C
46130000	Bay County	SR 389	US-98B/SR-30/5TH ST	CR-28/11TH ST	750	D	1.1%	376	366	361	385	433	390	409	433	D	D	D
46130000	Bay County	SR 389	CR-28/11TH ST	US-98/SR-30A/E 15TH	788	D	1.0%	390	380	361	390	409	443	467	491	D	D	D
46130000	Bay County	SR 389	US-98/SR-30A/E 15TH	CR-2337/SHERMAN AVE	788	D	1.3%	472	491	496	515	568	539	573	612	D	D	D
46130000	Bay County	SR 389	CR-2337/SHERMAN AVE	GAMEFARM RD	704	D	1.0%	640	669	689	732	766	708	742	780	F	F	F
46130000	Bay County	SR 389	GAMEFARM RD	US-231/SR-75	970	D	1.0%	963	819	770	794	939	843	886	929	C	C	D
46140000	Bay County	SR 368	MOUND AVE	MICHIGAN AVE	2,000	D	1.0%	1,348	1,324	1,493	1,517	1,517	1,517	1,594	1,676	C	C	C
46140000	Bay County	SR 368	MICHIGAN AVE	SR-368/23RD ST	2,100	D	1.0%	1,637	1,661	1,709	1,806	1,685	1,685	1,772	1,863	C	C	C
46140000	Bay County	SR 390	SR-368/23RD ST	TENNESSEE AVE	970	D	1.0%	910	913	928	960	973	953	1,001	1,052	D	F	F
46140000	Bay County	SR 390	SR-368/23RD ST	CR-385/FRANKFORD AVE	924	D	1.0%	799	819	823	838	852	814	857	900	C	C	D
46140000	Bay County	SR 390	CR-385/FRANKFORD AVE	LISENBY AVE	924	D	1.0%	963	939	939	963	987	987	1,035	1,088	F	F	F
46140000	Bay County	SR 390	LISENBY AVE	CR-2312/BALDWIN RD	924	D	1.0%	1,059	1,059	1,083	1,107	1,156	1,156	1,213	1,276	F	F	F
46140000	Bay County	SR 390	CR-2312/BALDWIN RD	STATE AVE	970	D	1.0%	785	804	819	852	867	785	823	867	C	C	C
46140000	Bay County	SR 390	STATE AVE	NORTHSHORE RD	970	D	1.0%	939	939	963	987	1,011	1,011	1,064	1,117	F	F	F
46140000	Bay County	SR 390	NORTHSHORE RD	TENNESSEE AVE	970	D	1.0%	915	915	939	1,011	963	963	1,011	1,064	D	F	F
46140000	Bay County	SR 390	TENNESSEE AVE	SR-77/OHIO AVE	788	D	1.0%	722	722	794	794	819	819	862	905	E	F	F
46140001	Bay County	SR 368	US-98/SR-30	MOUND AVE	2,100	D	1.0%	1,228	1,204	1,300	1,324	1,324	1,324	1,392	1,464	C	C	C
46140003	Bay County	SR 368A	COLLEGIATE DR	SR-368/23RD ST	788	D	1.0%	159	178	188	193	193	193	202	212	C	C	C
46140005	Bay County	SR 390	US-98/SR-30/16TH ST	19TH ST	750	D	1.4%	284	289	274	299	351	284	303	327	C	C	C
46140005	Bay County	SR 390	19TH ST	SR-368/23RD ST	750	D	1.0%	342	347	361	347	347	327	342	361	C	C	C
46160000	Bay County	SR 30A / US 98	SHOPPING CTR	CR-3037/ROSE LN	3,240	D	5.0%	1,074	1,205	1,205	1,388	1,414	1,440	1,839	2,341	B	C	C
46160000	Bay County	SR 30A / US 98	CR-3037/ROSE LN	COBB RD	3,240	D	4.3%	1,336	1,336	1,414	1,545	1,702	1,598	1,975	2,436	B	C	C
46160000	Bay County	SR 30A / US 98	COBB RD	PIER PARK DR	3,171	D	6.0%	825	891	982	2,135	2,240	2,161	2,735	3,473	C	C	F
46160000	Bay County	SR 30A / US 98	COBB RD	SR-79	3,171	D	3.5%	1,650	1,781	1,964	1,938	2,043	2,069	2,457	2,912	C	C	C
46160000	Bay County	SR 30A / US 98	SR-79	PIER PARK DR	3,171	D	6.0%	-	-	-	2,331	2,436	2,252	3,012	4,033	C	C	F
46160000	Bay County	SR 30A / US 98	PIER PARK DR	HILL RD	2,100	D	3.3%	2,043	2,383	2,409	2,357	2,488	2,409	2,839	3,347	F	F	F
46160000	Bay County	SR 30A / US 98	HILL RD	R JACKSON BLVD	2,100	D	2.4%	2,252	2,436	2,436	2,567	2,829	2,671	3,012	3,394	F	F	F
46160000	Bay County	SR 30A / US 98	R JACKSON BLVD	0.126 E OF HERITAGE CIR	2,100	D	1.8%	1,964	1,964	2,121	2,121	2,069	2,069	2,268	2,483	D	F	F
46160101	Bay County	SR 30A / US 98	PHYSICAL GORE	GORE US-98/SR-30 EB	887	D	6.0%	-	-	1,124	1,214	1,214	1,259	1,681	2,257	F	F	F
46160102	Bay County	SR 30A / US 98	BULLNOSE AT Y	BULLNOSE AT 46160000	2,400	D	6.0%	-	-	1,798	1,798	1,753	1,753	2,347	3,138	C	D	F
46523000	Bay County	EAST AVE	NELSON ST	3RD ST	750	D	4.0%	144	159	135	173	164	159	193	236	C	C	C
46523000	Bay County	EAST AVE	3RD ST	US-98B/SR-30/5TH ST	750	D	1.0%	197	197	173	183	226	183	193	202	C	C	C
46540000	Bay County	CR 2327/TRANSMITTER RD	US-98/SR-30A/E 15TH	GAME FARM RD	924	D	1.0%	746	698	746	794	794	698	732	770	C	C	C
46540000	Bay County	CR 2327/TRANSMITTER RD	GAME FARM RD	US-231/SR-75	924	D	2.1%	506	491	530	607	563	597	664	737	C	C	C
46600000	Bay County	SR 390	SR-77/OHIO AVE	ILLINOIS AVE	750	D	1.1%	602	578	650	674	722	650	689	727	D	D	D
46600000	Bay County	SR 390	ILLINOIS AVE	CR-389	788	D	1.2%	578	578	674	640	655	626	664	708	D	D	D
46600000	Bay County	SR 390	CR-389	CR-2327/TRANSMITTER	924	D	1.4%	746	746	770	794	843	819	876	944	C	D	F
46600000	Bay County	SR 390	CR-2327/TRANSMITTER	US-231/SR-75	924	D	1.3%	361	385	419	419	448	443	472	501	C	C	C

Note: Roadway data, segmentation, capacity, K and D factors, and growth rates were obtained from the FDOT LOS tables.

Appendix C

- Bay CO TPO CMP Major Update Data Summary Tables for the TPO Area (Bay County).

APPENDIX C
PERFORMANCE MEASURES TRACKING

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE	2015	2016	2017	2018	2019
					Bay County		
Provide Options to Reduce Travel Demand	% Car, Truck, Van – Car Pooled to work	American Community Survey (ACS)	10.2%	9.6%	10.6%	9.4%	-
	% Pedestrian Facility SHS Coverage	FDOT	32.9%	34.5%	34.9%	36.2%	36.2%
	% Bicycle Facility SHS Coverage	FDOT	23.0%	25.4%	25.7%	27.3%	27.3%
	Passengers per Revenue Mile (reporting unit is Baytown Trolley [BTT])	FTA National Transit Database (NTD)	1.26	1.2	1.25	Hurricane Michael postponed BTT reporting	Hurricane Michael postponed BTT reporting
Improve Safety	Serious Injury Rates per Annual 100 MVMT	FDOT Crash Analysis Reporting (CAR)	12.930	10.069	11.188	9.107	-
	Fatality Rates per Annual 100 MVMT	FDOT Crash Analysis Reporting (CAR)	1.662	1.942	1.492	1.336	-
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	FDOT	67.6%	84.8%	84.4%	85.1%	-
Provide Reliable and Efficient Transportation Options	% of facilities with LOS D, E, or F (Peak Hour)	FDOT LOS Tables	26%	26%	27%	30%	-
System Preservation	# of Resurfacing Projects in TIP/Total Projects in TIP	FDOT Transportation Improvement Program (TIP)	10.7%	6.5%	6.5%	5.4%	6.2%

Appendix D

RESOLUTION BAY 20-16

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE CONGESTION MANAGEMENT PROCESS PLAN MAJOR UPDATE

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the metropolitan planning organization designated by the governor of Florida as being responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process for the Bay County Metropolitan Planning Area; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) 2045 Long-Range Transportation Plan (LRTP) is developed pursuant to Part 23 Section 450.322, Code of Federal Regulations and Section 339.175(6), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, Fixing America's Surface Transportation (FAST) Act Section 1201 134(k)(3)(a) requires Transportation Management Areas (TMA) address congestion management through a process that provides for effective management and operations, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under this Title and Chapter 53 of Title 49 through the use of travel demand reduction and operational management strategies; and

WHEREAS, 339.175.6.c.1 Florida Statutes requires each TPO to prepare a congestion management system for the metropolitan area; and

WHEREAS, the Congestion Management Process (CMP) is considered a fully operational management system; and

WHEREAS, the purpose of the CMP is to rate the performance of transportation facilities and suggest low-cost and short-term strategies to alleviate congestion; and

WHEREAS, the CMP requires an annual minor update which entails inputting the prior year's traffic volumes and updating level of service (LOS) ratings for all modes of transportation as well as a performance measures spreadsheet and safety maps; and a major update in conjunction with the LRTP;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The Bay County TPO adopts the Congestion Management Process Plan Major Update

Passed and duly adopted by the Bay County Transportation Planning Organization on this 23rd day of September 2020.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chairperson

ATTEST: _____



EMERALD COAST REGIONAL COUNCIL