



Progress and Upgrades Continue for CRA Segment 3 at SR 79 and Front Beach Road

The [Front Beach Road Community Redevelopment Agency \(CRA\)](#) project team continues to make progress and meet established goals and milestones as work continues on Segment 3 of the Front Beach Road CRA plan. Most recent accomplishments include:

- CW Roberts contractors continue sewer, water and utility conduit line installation on South Arnold Road (SR 79) going north towards Panama City Beach Parkway.
- CW Roberts has placed new 10" and 12" water mains into service on Front Beach Road, between Cabana Cay Circle and South Arnold Road, and on South Arnold Road between Front Beach Road and San Vincente Street.
- Temporary utility relocations, storm sewer lateral construction, and earthwork for the future roundabout



CRA roadway improvements continue along Front Beach Road.



The 'Y' at Front Beach Road and Arnold Road (SR 79) will soon become a roundabout.

at the Front Beach Road/Arnold Road intersection continues, with opening of the roundabout planned for late 2022.

- To enhance and improve pedestrian safety at Public Beach Access #64, the City Public Works Department has placed digital message boards displaying the message "Watch for walkers, please slow down" near Carmen Street and Front Beach Road. Motorists are asked to continue to slow down, use caution in work zones, and watch for pedestrians crossing Front Beach Road and Arnold Road to access the Gulf beaches and businesses throughout the construction zone.

How Much Do You Know?

Front Beach Road Community Redevelopment Agency (CRA) Master Plan

Brief History and Overview

The [Front Beach Road CRA Master Plan](#) was adopted by Panama City Beach City Council in August 2001 to provide a framework for enhancing and improving various transportation, roadway, parking, beach access and safety, and other infrastructure issues within the CRA.

The Plan proposes redeveloping the area as an attractive, inviting, easily accessible and economically sustainable, pedestrian-oriented, public beach and tourist corridor that promotes a positive image for the City of Panama City Beach and the overall Bay County community.



Rendering of Front Beach Road from the Streetscape Design Guidelines Manual, October 2008.

Primary elements of the Plan include street widening, enhanced roadway lighting, paving, striping, turn lanes, landscaped medians, roadside landscaping, new signage, hardscape, sidewalks, stormwater drainage systems and ponds, and undergrounding of all aerial utilities.

Streets within the Redevelopment Area currently identified for improvements include: Front Beach Road, North Thomas Drive, Alf Coleman Road, Clara Avenue, Nautilus Street, Hills Road, Powell Adams Road, South Arnold Road, Cobb Road, Hutchison Boulevard, and Panama City Beach Parkway.

What are the CRA Project's Three Main Objectives?

The CRA Plan has three long-term objectives:

- 1) Pedestrian, parking and transportation improvements, including improved and enhanced driver mobility and parking needs along beachfront roadways, as well as dedicated transit and bicycle lanes providing convenient, safe and timely mobility for both pedestrians and bicyclists.
- 2) Enhance beach access and related parking, including upgrading existing beach access points and creating new access points; and improved public parking, particularly for beach access, in support of these access points throughout the corridor.
- 3) Plan funding and financing, including creating and maintaining efficient, practical, equitable funding and financing to properly implement the Plan and its projects, utilizing tax increment revenue, non-ad valorem assessment revenue, bonds, other public instruments, grants, public/private partnerships and other sources of funding.



Front Beach Road Streetscape Features Distinctive Designs

Three Main “Character” Areas

The [Front Beach Road Streetscape Design Manual](#) details three distinctive streetscape design “Character Areas” – *Coastal Casual*, *Beach Village* and *Resort Paradise*. Each character area is distinctive from the other, but with common features such as street and pedestrian lighting, traffic signal mast arms, handicap ramp landings and pedestrian crosswalks to ensure streetscape continuity along Front Beach Road. Transition zones will be located between each character area to provide a smooth transition by taking on the characteristics of each of the adjacent character areas.



Coastal Casual

The first segment of *Coastal Casual* runs from Panama City Beach City Limits (Deluna Place) east to 200 feet west of West Park Drive, with the second segment running from Nautilus Street east to Crane Street on Front Beach Road. The street and landscape design elements for areas designated as *Coastal Casual* will reflect organic forms of the Gulf Coast’s natural environment.

Beach Village

The first segment of *Beach Village* runs from 1,200 feet west of Powell Adams Road to Nautilus Street, with the second segment running from 600 feet west of Collins Street east to South Thomas Drive on Front Beach Road. The street and landscape design elements for areas designated as *Beach Village* will have more of an urban design and feel.

The streetscape will incorporate public promenades/plazas and wider sidewalks where appropriate to accommodate the movement of pedestrians and to assist with connections to adjacent development. Landscaping will feature palm trees and large shade trees.



Resort Paradise

Resort Paradise runs from Crane Street east to 600 feet west of Collins Street on Front Beach Road. The street and landscape design elements for areas designated as *Resort Paradise* will be less of an urban or village feel and take on more of a relaxed resort type feeling. Pedestrian facilities may be smaller in scale than those provided in the *Beach Village* areas. Plants will be lush with soothing tropical colors, palm trees, shade trees and shrubs.





Components of each of the character areas may include:

- New and enhanced street and sidewalk landscaping and hardscaping, more trees providing shaded areas
- Roadway curbing and traffic separators
- New and enhanced light fixtures and streetlamps
- New light poles
- New traffic signals and traffic mast arms
- Sidewalk connections to adjacent properties
- New and improved beach access areas
- New transit facilities
- Public signage and banners

Modifications to the above may be necessary throughout the CRA project due to final roadway engineering plans.

Looking Ahead – What’s Down the Road for CRA Roadway Improvement Projects?

Front Beach Road CRA Segments 4.1, 4.2 and 4.3 on the Horizon

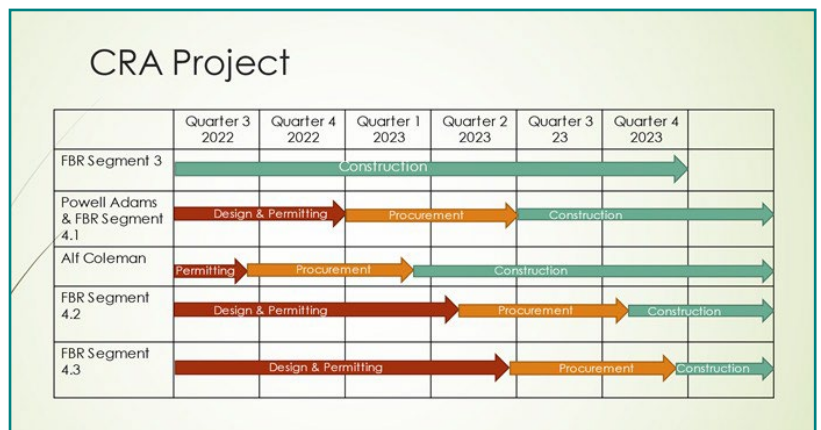
There are three main phases of road construction:

1. Planning and Design
2. Procurement
3. Construction

Segments 4.1, 4.2 and 4.3 of the Front Beach Road CRA roadway improvements project are currently in the design phase.

Segment 4.1

Segment 4.1 runs from Lullwater Drive east to Hills Road along Front Beach Road. It is currently at 90% design phase which means it is nearing completion of engineering design and preparing for 90% plan submittals to City Council in the fall of 2022. Right-of-Way phase is ongoing with expected completion first quarter 2023. Segment 4.1 is expected to transition from design to construction mid-year 2023.



CRA Project Construction Timeline for all segments.

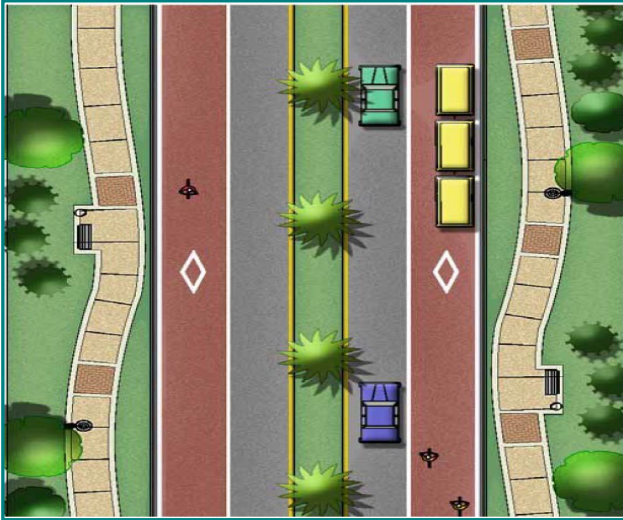


Segment 4.2

Segment 4.2 runs from Hills Road east to Lantana Street along Front Beach Road. This segment is currently at 30% design phase and preparing 60% plan submittals. Right-of-way phase is ongoing, with project expected to transition from design to construction in December 2023.

Segment 4.3

Segment 4.3 runs from SR 392A to west of Richard Jackson Boulevard along Front Beach Road. It is currently at 30% design phase and is moving towards 60% plan submittals.



Components of all three segments include:

- New traffic lanes
- Turning lanes
- Landscaped medians
- Transit/bicycle lanes
- Sidewalks
- Lighting
- Signalization
- Landscaping
- Utility undergrounding
- Stormwater retention
- Signage
- Pavement markings

Utility Line Relocation – Critical to Road Construction Project Success?

Purpose, Challenges, Results

Utility line relocation is common during road construction projects and is a key and critical component of the [CRA Redevelopment Plan](#). As you may know, utilities within most public rights-of-way serve both public and private consumers. Nearly all transit projects involve the development or modification to existing underground and overhead infrastructure. The need to relocate or remove existing utilities sets up encounters with known, unknown, unmarked or abandoned utilities.

Along with dealing with the existing utilities, the new roadway project utilities must work within the overall existing infrastructure. Developing an effective plan to manage utility relocations on any project is critical to the overall project success. Utility relocation can become one of the greatest risk factors to the schedule and cost of transit projects.



Crews work diligently and cautiously to lay piping to encase conduit lines critical to providing utility services to local residents and customers.

Utility relocation may be necessary if the line interferes with an upcoming roadway project such as laying new roads, widening of existing roads, realignments, etc., or maintenance work, for example, the addition of a new drainage pipe or box culvert.

Utility lines in Panama City Beach have traditionally been placed overhead on top of utility poles aerially from pole to pole, which was standard practice at the time of original installation. However, over time and with advances in technology, utility lines are now able to be placed underground. Not only is this more aesthetically pleasing to the eye, it is beneficial in that the ground offers protection to conduit lines, better enabling them to “weather” heavy rainstorms and hurricanes with limited to no power outages.





The [CRA Master Plan](#) requires most aerial utility lines to be moved underground during the road construction process, usually in conjunction with laying new water and sewer lines. However, this is a delicate and challenging operation, as crews must first coordinate with utility companies to ensure there is no disruption to public services such as electricity, cable television and Internet. This takes time and may cause delays in road construction progress.



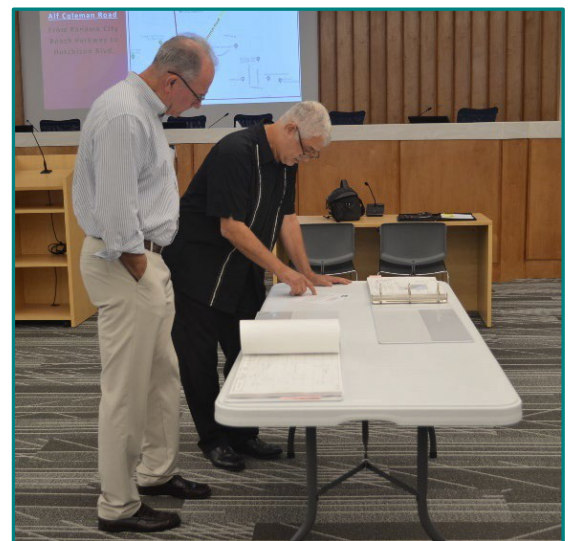
Scott Passmore, PE, answers questions about Alf Coleman roadway improvements at a recent public meeting.

City of PCB Hosts Public Meeting to Address Alf Coleman Roadway Improvements

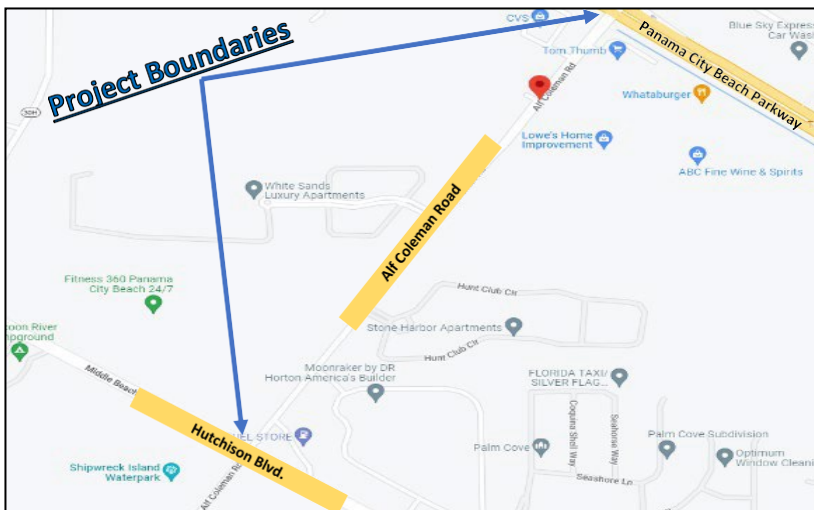
Open Forum for Residents, Businesses to Meet with CRA Project Team

An informal come-and-go public meeting was held August 16th in City Council Chambers to answer questions and address any concerns residents and business owners may have about the upcoming project. Attendees were able to meet with the CRA project team including city officials, engineers and project managers, while viewing engineering design plans and display boards depicting the upcoming Alf Coleman roadway and sidewalk improvements.

Construction is set to begin first quarter of 2023 to raise Alf Coleman Road between Panama City Beach Parkway to Hutchison Blvd. above the flood plain in conjunction with a Florida Department of Transportation (FDOT) safety project and improve the hydraulic connection to the wetlands in the area. Alf Coleman floods in normal rainfall events and causes interruption of access to several communities in larger events.



Public meeting attendees review Alf Coleman roadway design plans.



Alf Coleman Road project limits run from Panama City Beach Parkway south to Hutchison Blvd.

Roadway improvements along Alf Coleman will include reconstructing and resurfacing the existing roadway and adding sidewalks and new lighting on the west side of the road. The project will also address flooding issues along Alf Coleman by raising the road and providing additional roadway drainage.



CRA NEWSLETTER

August 2022

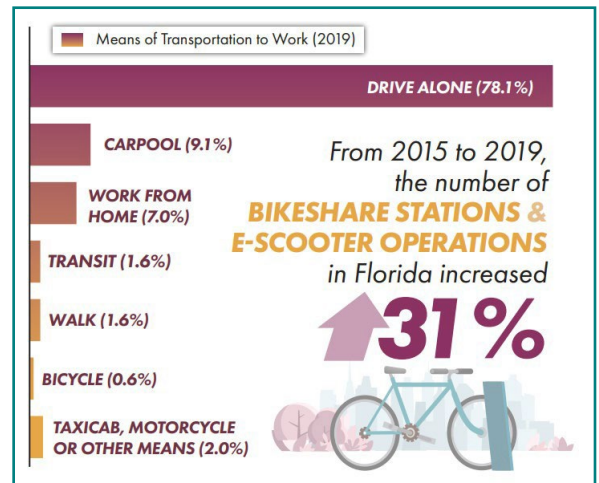
Safer Roadways a Priority for City of Panama City Beach

Dedicated Tram, Bicycle Lanes, Pedestrian Crosswalks Decrease Accidents, Injuries, Fatalities

Motor vehicle traffic, pedestrians and bicyclists – oh my! Not to mention skateboarders, low speed vehicles (golf carts), scooters, trolleys and more. A drive along Front Beach Road can challenge your ability to multi-task as you try to determine what to focus on in any given moment in a rapidly changing and shifting environment. Quick reflexes are required – one moment you are watching oncoming traffic and waiting for clearance for a left turn when out of nowhere some pedestrians cross the street at a non-crossing area and just as you are about to make the turn...a cyclist appears in your path! At times it may seem like chaos as you navigate your way down the road – always asking ‘Where do I look? Where do I look?’ as you constantly assess the ever-changing scene.

Unfortunately, this scene is all-too-common and is the precursor to vehicular accidents, oftentimes involving pedestrians or cyclists, that may end up having a tragic outcome.

The Front Beach Road CRA project was developed and designed to address these issues. With its dedicated tram and bicycle lanes, along with new, improved and dedicated pedestrian crossings, the roadway improvements along Front Beach Road will not only provide better aesthetics with a visually-enhanced corridor, but more importantly, will create a transit-friendly environment, improving safety for all travelers along the road, including motorists, cyclists, pedestrians, trolleys and all who travel the roadway.



The Bay County Bayway Tram serves travelers with approximately 33 stops along Front Beach Road. Tram above shows the new Bayway branding recently rolled out.

With a strong focus on mitigation or correction of various transportation, parking, beach access and safety issues, it is the CRA’s goal to make improvements to pedestrian, parking and transportation networks and facilities and to enhance beach access and related parking while at the same time addressing aesthetic elements that enhance the overall beauty and appeal of our community.

According to the [CRA Master Plan](#), the transit system will be divided into two routes – the East Run (Phase 1) and the West Run (Phase 2), with Pier Park being the dividing point.

The [CRA Master Plan](#) is designed to dovetail with the Florida Department of Transportation’s (FDOT) [Target Zero \(fdot.gov\)](#), a statewide initiative designed to reduce the number of transportation-related serious injuries and deaths across Florida to **ZERO**. Following suit, the Emerald Coast Regional Council’s adoption of [Vision Zero](#) targets the reduction of fatalities and serious injuries while increasing safe, healthy, equitable mobility for all.



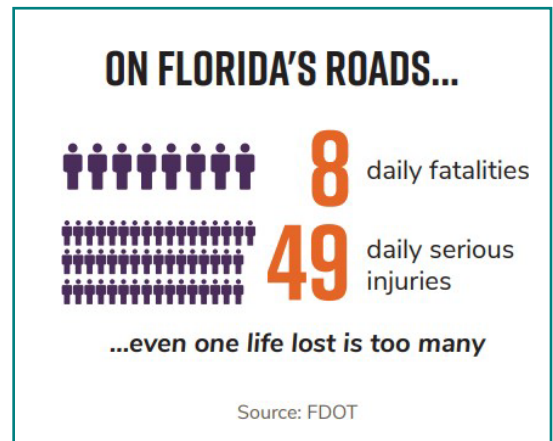


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[FDOT's Strategic Highway Safety Plan \(SHSP\)](#) is another statewide initiative that provides a framework of plans and activities that will improve safety and efficiency on our roadways with an ultimate goal of eliminating fatalities and serious injuries on all public roads.

According to the [FDOT SHSP](#), 8 people die and 49 people are seriously injured on Florida's roadways **EACH DAY**. They are our husbands, wives, fathers, mothers, brothers, sisters, sons, daughters, friends, co-workers, and business partners. SHSP asks the question "So what is an 'acceptable' number – 5 fatalities and 25 serious injuries each day? Two fatalities and 10 serious injuries a day?" The answer, of course, is **ZERO**.



[SHSP](#) Introduces the Safe System approach, which acknowledges that humans make mistakes, the human body is vulnerable, and that we should:

- Design and operate our transportation system to ensure that if crashes do occur, they do not result in serious human injury;
- Recognize the complexity of crashes and categorize emphasis areas into three components: roadway; road user, including demographics and mode of travel; and road user behavior;
- Expand our strategies beyond the 4Es of traffic safety: Engineering, Education, Enforcement and Emergency Response to include the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies.



Bicyclists enjoy their own dedicated bicycle lane along completed Segment 2 of the Front Beach Road CRA project.

Florida's Pedestrian and Bicycle Safety Coalition also has the same goal as SHSP: **ZERO** transportation fatalities and serious injuries to people walking and biking.

According to the [Florida Pedestrian and Bicycle Strategic Safety Plan](#) developed in September 2021, "Everyone is a pedestrian at some point in their day, even if it's just a short walk from the parking lot or bus stop to the office entrance." Therefore, safety is of utmost importance to all road users.

As part of their 'Alert Today, Alive Tomorrow' campaign, FDOT has prioritized 25 Florida counties, *which includes Bay County*, with the highest numbers of fatal or serious injuries to people walking and biking by directing additional resources and safety efforts to these areas.

Every road user has the expectation and right to arrive at their destination safely regardless of their mode of travel. This basic need is often met for people driving, but those who travel by bicycle, on foot, or using a mobility device often experience conditions that make them feel uneasy or uncomfortable. These conditions for even a small portion of a trip can cause a traveler to avoid these active transportation modes.



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“Safer roadways positively impact the quality of life while improving safety for our residents and visitors alike,” explained Mark Sheldon, PCB mayor. “By working together, the CRA roadway project is moving the needle towards zero traffic fatalities. Everyone deserves to arrive at their destination safely, and incorporating dedicated tram and bicycle lanes as well as improved pedestrian crosswalks into the CRA Design Master Plan in conjunction with FDOT requirements will assist our community in accomplishing this.”

City officials, along with the CRA project team, ask residents and visitors to please do your part by staying alert when walking, biking and driving, and buckle up, every trip, every time.

For more information on the CRA Master Plan, please visit [Community Redevelopment Agency Master Plan | City of Panama City Beach, FL \(pcbfl.gov\)](#).

IT'S BACK TO SCHOOL MONTH!

Please remember to use your + for

LET'S GET EVERYONE TO WHAT WE

FDOT TargetZeroFL.com

Save the Date!

Coffee with the Contractor

Join Us for a Meet n' Greet

5:30 – 6:30 p.m.
Tuesday, Aug. 30, 2022
American Charlie Grill & Tavern
473 N Richard Jackson Blvd.
Edgewater Center

Additional Resources

- [Community Redevelopment Agency Projects](#)
- [Panama City Beach – Front Beach Road Streetscape Design Manual](#)
- [CRA Past Accomplishments](#)
- [CRA Fiscal Year 2021 Annual Report](#)
- [City of Panama City Beach Facebook Page](#)
- Public Records Requests: cra@pcbfl.gov
- Newsletter Email Opt-In: ktownsend@corradino.com



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