



CRA Projects Progress & Updates

What's the latest news on the Front Beach Road Community Redevelopment Area (CRA)?

Segment 3 is currently at 30% project completion, with CW Roberts Contracting actively working on the roundabout at South Arnold Road (SR 79) and Front Beach Road. The opening date is still expected for mid-December 2022.



CW Roberts completed curb, road base course and sidewalk on portions of the new roundabout at SR 79 & Front Beach Road

Grading of the roadbed on the traffic circle has been completed, as has the installation of light pole foundations within the roundabout. Working north from Front Beach Road, crews continue to install storm sewer drainage, a reclaimed water main, utility



CW Roberts contractors work on compacting soil around the newly installed sewer manhole base along Arnold Road and Guava Ave.

underground conduit, utility lines, and pull boxes north of San Vicente Blvd toward Hernando Avenue along South Arnold Road. Once work is completed in this area, the construction zone for Segment 3 will shift to the north side of Front Beach Road going east.



Crews installing a sanitary sewer manhole riser section at Guava Ave.

Segment 4.1 Front Beach Road from East of Lullwater Drive to East of Hills Road 90% plans review is complete, and the designer will review and incorporate the design comments and feedback received from all as appropriate.

Segments 4.2 (Front Beach Road from East of Hills Road to West of Lantana Street) and 4.3 (Front Beach Road from West of Lantana Street to West of Richard Jackson Boulevard) designers have submitted their 60% design plans to the City for review and comment. These reviews are scheduled to be completed by mid-December.

COMING SOON

The Alf Coleman Roadway Improvements Project will reconstruct and resurface the existing roadway between Hutchison Boulevard and Panama City Beach Parkway and add sidewalks on the west side of the road. The project will also address flooding along Alf Coleman Road by raising the road and providing additional drainage. The expectation is to have this section of Alf Coleman Road under construction in early 2023. The design plans are complete, and the City will advertise for bids shortly. A public meeting was held on Tuesday, August 16, 2022, at City Hall to discuss the planned improvements.



Why Is Community Outreach Important?

The CRA Team Makes Communication & Outreach a Top Priority



The Mayor, City Council members, and City staff believe that open and consistent communication with PCB residents, visitors, and business owners is essential and valuable for all stakeholders.

To minimize construction impact, our goal is to ensure that the surrounding community is accurately informed regarding the status of the Front Beach Road CRA projects so that you can efficiently plan your travel.

It's our priority to ensure that citizens are kept apprised of roadway condition changes, including upcoming lane closures, traffic detours, road closures, traffic shifts, and new traffic signalization. This not only helps increase awareness but also helps us all navigate our roadways as safely as possible.



Attendees review roadway design plans at the Alf Coleman Roadway Improvements project public meeting held Aug. 16 at City Hall



Scott Passmore, PE, Assistant Program Manager with The Corradino Group, provides CRA road construction updates to a local news reporter

We utilize a variety of communication avenues and platforms to disseminate messages to the community, which include:

- **Media Relations**
 - Press releases
 - Media Alerts (road/lane closures, new signal lights, etc.)
 - Print and on-camera interviews
- **Public Meetings**
 - Informal 'Coffee with the Contractor' meetings
 - Formal Public Meetings
- **Site/Field Visits**
- **City of PCB CRA Web Pages**
 - General overview of the FBR CRA project
 - Master plan
 - Segment updates
 - Financials and reports
 - CRA newsletter
- **FBR CRA Updates Email Distribution List**
 - CRA Monthly Newsletter
 - Public Meeting Notices
 - Traffic Detours/Lane Closure Notices
- **Public Records Requests**
 - Roadway design plans



• **Social Media Platforms**

- Facebook
- Twitter
- Next Door App

We welcome feedback and input and will address any public issues or concerns regarding the CRA project.

As the Front Beach Road CRA project progresses, dedicated pedestrian crosswalks will be added, and existing crosswalks will be improved along the roadway.

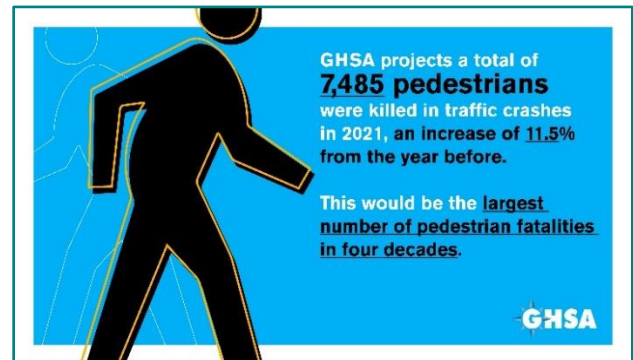
In 2020, 6,236 pedestrians were killed in traffic crashes in the United States, accounting for 16% of all traffic fatalities. This increased from 6,205 deaths in 2019 and has been the most significant number of pedestrian fatalities since 1990.

Pedestrian Crosswalks: *Do You Really Know How to Stay Safe?*

Most Panama City Beach residents and visitors are familiar with and have used pedestrian crosswalks, although, unfortunately, we still have jaywalkers crossing the roads. It is always safer to use dedicated pedestrian crosswalks when crossing the street. And although most of us have used crosswalks many times, it is a good idea to consider the best, most appropriate, and safest ways to use crosswalks.

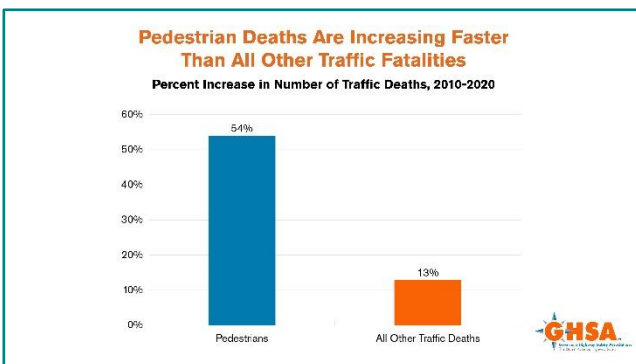
These days, more people are walking, biking, or scooting to work, and cities are implementing micro-mobility programs (shared bikes and e-scooters). This change has led transportation planners to develop solutions considering different modes of transportation. Taking pedestrians and bicyclists into account when making infrastructure improvements as has been done in the Front Beach Road CRA project.

(Source: *Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, National Highway Traffic Safety Administration*).



According to the Pedestrian Traffic Fatalities by State – Spotlight on Highway Safety Report prepared by the Governors Highway Safety Association, Florida was one of the top 10 states in the US with the highest number of pedestrian fatalities from 2019 – 2021. The report projects that drivers struck and killed 7,485 people walking in 2021 – *the most in a single year in four decades.*

The pedestrian crossing accident statistics show that fatalities for people traveling by foot occurred more often when they attempted to cross the street at locations other than at an intersection crosswalk.





The report also examines key trends affecting this rise in pedestrian deaths, including:

- increased reckless driving behaviors,
- the need for safer road crossings and efforts to make pedestrians more visible through better lighting and other strategies,
- the continued uptick in sales of sport utility vehicles (SUVs), which cause more severe pedestrian impacts in the event of a collision.



What is a Pedestrian Crosswalk?

According to Merriam-Webster Dictionary, “a specially paved or marked path for pedestrians crossing a street or road.” Marked pedestrian crossings are often

found at intersections. They are commonly installed where many pedestrians are attempting to cross (such as in shopping areas) or where vulnerable road users (such as school children or tourists) regularly cross. Still, they may also be at other points on busy roads that would otherwise be too unsafe to cross without assistance due to vehicle numbers, speed, or road widths. As such, intersections and midblock are typical locations crosswalks are found.

Common Types of Crosswalks

There are several common types of crosswalks:

- **Informal crossings:** Crossing with no priority for pedestrians or traffic signals.
- **Zebra Crossing:** Crosswalk with black and white stripes (resembling a zebra). Pedestrians typically have priority over vehicular traffic.
- **Signal-Controlled Crossing:** Crosswalk with a call button that pedestrians can operate, such as the Pedestrian Hybrid Beacon (PHB) or crosswalks at a signalized intersection.
- **Multi-User Crossing:** Crosswalks that may be used by non-pedestrians such as cyclists or horse riders.

Crosswalk Safety

Both distracted drivers and inattentive pedestrians contribute to the lack of safety at pedestrian crosswalks. A pedestrian crossing accident can result in severe injury and even death. To prevent these

tragedies, drivers are supposed to yield the right-of-way to people in crosswalks; unfortunately, that is not always the case. The National Safety Council states that the incidence of distracted pedestrians using their cell phones while walking is rising.

Intersections are high-risk areas for all road users, though they pose a significant danger to people seeking to cross the street. It is highly recommended that pedestrians obey all signal lights at an intersection crosswalk, as motorists will not be prepared for people to step out into the road under a “DON’T WALK” sign.

Traffic lights and pedestrian signals are usually coordinated so that streams of cross traffic are halted while pedestrians use the crosswalk. However, this does not mean you are entirely safe while crossing at an intersection controlled by pedestrian signals or that you should use the crosswalk without paying attention to the road.

All pedestrians must look out for cars and cross the road cautiously, even when pedestrian traffic lights indicate it is safe to cross. There is always the chance that a motorist will ignore the rules and drive through a red light. Plus, vehicles turning onto the street you are crossing may seek to drive over the crosswalk while you are occupying it.

Pedestrian signal lights should be interpreted as follows.

Steady “WALK” or a Walking Person Symbol

In most states, the **WALK** signal used at pedestrian crossings is white. When this signal light is displayed, all pedestrians facing that signal may begin crossing the street. Pedestrians have right-of-way under a **WALK** signal but must still exercise caution when crossing the street.

Flashing “WALK” or a Walking Person Symbol

A flashing **WALK** signal indicates that the pedestrian crossing phase is nearing completion and a **DON’T WALK** sign will soon be displayed. Do not start crossing the street under a flashing **WALK** signal, as you may not have enough time to finish crossing safely. Some intersections use flashing **DON’T WALK**



HOW TO NOT GET HIT BY A CAR

7 COMMON WAYS IT HAPPENS & 7 EASY TIPS TO KEEP IT FROM HAPPENING TO YOU.

- 1 in 4 high school students crosses the street while distracted. **PHONES DOWN, HEADS UP WHEN WALKING.**
- Crossing someplace other than an intersection accounts for more than 70% of child pedestrian deaths. **DON'T DO IT. TAKE THE EXTRA TIME TO CROSS AT THE CORNER.**
- 3/4 of teen pedestrian deaths occur between 7 p.m. and 7 a.m., when it's dark out. **BE ESPECIALLY ALERT WHEN IT'S DARK OUT, AND MAKE SURE DRIVERS CAN SEE YOU.**
- About 1 in 5 pedestrian deaths of children happen at an intersection. **LOOK LEFT, RIGHT, LEFT BEFORE CROSSING AND CONTINUE LOOKING IN ALL DIRECTIONS WHILE CROSSING.**
- Sidewalks can reduce pedestrian crashes by almost 90%. **NO SIDEWALK? WALK FACING TRAFFIC AS FAR AWAY FROM VEHICLES AS POSSIBLE.**
- Every month 7 kids under 5 years old are killed from a car backing up. **WATCH OUT FOR CARS BACKING UP IN PARKING LOTS AND DRIVEWAYS.**
- More than 80% of pedestrians die when hit by vehicles traveling at 40 mph or faster. Less than 10% die when hit at 20 mph or less. **PAUSE AT EACH LANE OF TRAFFIC AND MAKE EYE CONTACT WITH THE DRIVERS.**



Countdown Traffic Lights
Intersections with heavy pedestrian traffic often use countdown signal lights to accompany flashing **WALK** or **DON'T WALK** signals.

When the **WALK** signal begins to flash, a countdown will begin that indicates how many seconds of the pedestrian crossing phase remains. The **DON'T WALK**, or flat hand signal, will appear as soon as the countdown signal reaches "0".



If a countdown signal indicates that you only have a few seconds left to finish crossing the street, you may wish to walk a little faster to ensure you reach the opposite curb in time.

signals to indicate the same transitional period, while others do not use flashing signals at all.



"DON'T WALK" or a Flat Hand Symbol

These traffic lights are generally orange. When a **DON'T WALK**, or flat palm symbol is active, pedestrians may not cross the street. Pedestrians facing this signal light must wait on the sidewalk for a **WALK** signal before proceeding.



Example of a Pedestrian Hybrid Beacon (PHB)

Example of a Rapid Flashing Beacon (RRFB)



CRA NEWSLETTER

November 2022



Pedestrian crosswalk at the intersection of Front Beach Road & Churchwell Drive, part of completed Segment 2 of the CRA project.

On-Demand Crosswalks

At an on-demand crossing, pedestrians must press a button that is posted by the curb to tell the traffic control system that they are waiting to use the crosswalk. This will either hasten the appearance of a WALK signal, extend the duration of a WALK signal, or both. Always check for an on-demand button when seeking to cross the street.

Pedestrian Safety in Construction

Drivers and pedestrians must focus on the road as they traverse construction zones. Traffic shifts may interrupt a usually mundane commute. As such, driving and walking distracted should be avoided.

Below are safety tips for pedestrians and drivers in properly using crosswalks

<p><i>Look up. Look out.</i> DRIVE SMART</p> 	<p><i>Look up. Look out.</i> WALK SMART</p> 
<ul style="list-style-type: none"> > Always look for pedestrians, especially at night. > Always stop for pedestrians. > Obey traffic signs, signals and markings. Don't run red lights! > Observe posted speed limits. Speeding only makes it more difficult to stop for pedestrians. > When turning, keep on the lookout for pedestrians crossing the street. > Keep your eyes on the road. > Drive free from distractions. > It is illegal to use a hand-held phone or device or text while driving. 	<ul style="list-style-type: none"> > Stay alert and avoid distractions. > Always watch for cars. > Stop and look before crossing. Cross at crosswalks when you can. > No crosswalk? Cross at the nearest intersection. > Look left, look right, then look left again. When the road is clear, begin crossing and look for turning vehicles. > See and be seen. Stay visible at night. > Make eye contact with drivers and make sure they see you. > Wear bright and light colored or reflective clothing to be more visible, especially at night. 



Meet the CRA Team @ Coffee with the Contractor

The November Coffee with the Contractor was a well-attended and lively meeting, with productive exchanges and conversations between attendees and members of the FBR CRA project team. It was held on November 8 from 5 – 7 p.m. at MUY Wayne O's. The discussion covered contractor progress, parking, and access throughout the work zone. Given the Thanksgiving holiday this month, the Coffee with Contractor meeting scheduled for November 29, 2022, will be rescheduled. More to come!



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](#)
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