

**CITY OF PANAMA CITY BEACH
PLANNING BOARD**

MEETING DATE: August 14, 2019
MEETING TIME: 1:00 P. M.
PLACE: City of Panama City Beach City Hall Annex

AGENDA

- ITEM NO. 1** **Call to Order and Roll Call**
- ITEM NO. 2** **Invocation – Chairman Sheldon**
- ITEM NO. 3** **Pledge of Allegiance – David Scruggs**
- ITEM NO. 4** **Approval of July 10, 2019 Planning Board Meeting Minutes**
- ITEM NO. 5** **Public Comments-Agenda Items and Previous Agenda Items (Non-Public Hearings) Limited to Three Minutes**
- ITEM NO. 6** **Comprehensive Plan – Section 4 – Recommended Changes**
- ITEM NO. 7** **Discussion of Inflatable Amusements Continued**
- ITEM NO. 8** **Discussion of Neighborhood Parks Continued**
- ITEM NO. 9** **Discussion of Bike Lane Standards**
- ITEM NO. 10** **Illicit Discharge Ordinance**
- ITEM NO. 11** **Discussion of Multi-Modal Trail Facilities Continued**
- ITEM NO. 12** **Code Enforcement Update**

All interested persons are invited to attend and to present information for the Board's consideration. Further information may be obtained from the Building & Planning Department at 233-5054, extension 2313. Anyone not appearing in person may submit written comments to the Building & Planning Department at 116 S. Arnold Road, Panama City Beach, Florida 32413, any time prior to the stated meeting time. All comments received will be considered before final

action is taken. If a person decides to appeal a decision of the Planning Board, a record of the proceedings will be needed. Such person will need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. Any person requiring a special accommodation at this meeting because of a disability or physical impairment should contact the Mary Jan Bossert, City Clerk at City Hall, 110 S. Arnold Road, Panama City Beach, Florida 32413 or by phone at (850) 233-5100. If you are hearing impaired and you possess TDD equipment, you may contact the City Clerk using the Florida Dual Party Relay system which can be reached at (800) 955-8771 (TDD). Notice is hereby provided that one or more members of the City Council or other City boards may attend and speak at the meeting.

AGENDA ITEM NO. 6

SECTION 4

TRANSPORTATION

1. PURPOSE

The purpose of the Transportation element is to evaluate the existing conditions of traffic circulation within the City of Panama City Beach in relation to the existing land use and population growth. After this evaluation and the defining of specific problem areas, the Plan will evaluate different alternatives to determine what effect they will have on the community, considering the projected population and future land use. The ultimate goal is to provide an integrated system of free-flowing safe movement for pedestrian, motorized and non-motorized vehicles throughout the City.

In order to accomplish this effort, it is necessary to see what improvements have been made over the past years, and the effect of these improvements. This will include improvements by the City of Panama City Beach, Bay County and the Florida Department of Transportation since all three governments control streets and roads within and adjacent to the City. Through proper planning, land use regulations, funding and Intergovernmental Coordination with Bay County and the State, an effective traffic circulation plan can be developed.

2. INTRODUCTION

The City of Panama City Beach is continues to be one of the fastest growing communities in Bay County. Major improvements have been and are being implemented by the City of Panama City Beach regarding traffic and street improvements. These improvements have been primarily the result of implementing the plan for the Front Beach Road Community Redevelopment Area. Churchwell Drive, **Richard Jackson Boulevard, South Thomas Drive, and Front Beach Road (segments 1 and 2) from North Thomas Drive to Richard Jackson Boulevard** were as recently expanded to three **and four** lanes and improved with sidewalks, bicycle lanes, street lighting, landscaping, and a public parking area (1295 spaces) for the nearby beach accesses. The Front Beach Road CRA is a \$400 million multimodal transportation plan that will be implemented through the year 2031. Other roadway improvements occur in the paving and resurfacing of existing local streets. Funding for these projects is provided through local funds and Bay County Ordinance 85-02, a local option gas tax, adopted September 1, 1985. This tax is collected by Bay County and distributed to the different communities based upon population for roadway improvement projects.

The Front Beach Road Transportation Concurrency Exception Area (the TCEA) is located within the Front Beach Road Community Redevelopment Area. Sitting as the Front Beach Road Community Redevelopment Agency, the City Council has approved a redesign of Front Beach Road **and other roadways** that is **are** vastly different than the original plan in existence when the TCEA was adopted in 2004. Front Beach Road **segment 3, 4 and 5** now has **have completed** **FDOT approved Project Development and Environmental** engineering plans with dedicated transit (tram) lanes that will **cover extend** the length of the City limits. ~~In March of 2007, the City Council also completed purchased of a 4-acre site at the east end of the City for use as a multimodal~~

~~center. The property purchase was the result of the first phase of a A transit feasibility study. It is expected that the transit study will be ongoing until such time the system is completed. The first phase of the tram system will be constructed along with the roadway widening of N. Thomas Drive and S. Thomas Drive as part of segment 1 of the Front Beach Road CRA, which are to begin in 2008. Work has also recently begun on finding an appropriate location for a multimodal center near the west end of the city limits.~~

Because the TCEA follows the boundaries of the Front Beach Road CRA, the TCEA benefits from the tax increment financing of the CRA and the associated transportation improvements. The CRA will widen connector roads between Front Beach Road and the Panama City Beach Parkway; create a transit system; construct two multimodal centers, pocket parks and other public parking; and design the area to be bicycle/pedestrian friendly by providing sidewalks, dedicated bike lanes, public gathering areas, landscaping, lighting and enhanced public beach accesses. Construction is completed on the 3-laning of Churchwell Road and South Thomas Drive and the 4-laning of Beekrich Road Richard Jackson Boulevard and Front Beach Road segments 1 and 2 has commenced. Front Beach Road segment 3 is scheduled to begin construction in early 2020 Late in 2008, the 3-laning of S. Thomas Drive and the first phase of Front Beach Road will begin. The growth in tax increment over the life of the CRA is expected to result in approximately \$400 million with the cost of the CRA improvements estimated to be approximately \$350 – \$400 million.

The City coordinated with the FDOT on the creation of the FBR-TCEA. The configuration of the CRA boundaries and the programmed improvements are expected to have little impact on the ~~FIHS~~ and no impact on the Florida Strategic Intermodal System a (SIS) roadway. The City has taken ownership and maintenance authority from FDOT of Front Beach Road segments 1 and 2 and is expected to do the same with the remaining segments as each segment begins construction.

The City is also in the process of beginning segment 2 of the Bay Parkway which at full build out will consist of a 4-lane road connecting SR 79 North Pier Park Drive and Panama City Beach Parkway by way of Nautilus Street. This project is anticipated to divert approx. 4,800 weekday trips and 6,100 weekend trips from the already over capacity PCB Parkway in this section as well as improve the LOS for the intersection of SR 79 and PCB Parkway. The Parkway will also serve as a bypass in disaster situations for all emergency personal and first responders.

Roadways within the City of Panama City Beach fall under three classifications. These classifications and their definitions are as follows:

- A. Arterial Road - Is a roadway providing service for relatively continuous high traffic volume, long trip length, and high operating speeds.
- B. Collector Road - Is a roadway providing service for relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local and arterial roads.
- C. Local Road - Is a roadway providing service which is of relatively low traffic

volume, short average trip length or minimal through traffic movements, with high volume land access to abutting property.

The Future Traffic Circulation Map is Exhibit number 3.

3. INVENTORY OF EXISTING SYSTEM

Transportation planning areas are defined as one of the following three types of areas:

- A. Existing Urbanized Area - An area consisting of an incorporated place and adjacent densely settled surrounding area that together have a minimum population of 50,000, characterized by Panama City and surrounding communities.
- B. Transitioning Urbanized or Incorporated Areas- Existing areas projected to become part of the urbanized area in the next approximate 20 years.
- C. Rural Areas - Areas currently not projected to become urbanized in approximately the next 20 years.

The road system of Panama City Beach is considered a part of the urban system.

All roadways within the City limits of Panama City Beach are included in this inventory. The roads leading into, around and through the City are an integral part of the City's traffic circulation system.

~~In 1984, the Metropolitan Planning Organization (MPO) was created to oversee the transportation planning process in Bay County. The name has since changed to the Transportation Planning Organization (The TPO). The TPO was created to oversee the transportation planning process in Bay County and~~ performs a variety of tasks of which one of the most important is the development of the Long Range Transportation Plan (LRTP). The first LRTP was produced in 1984, projecting transportation needs through the year 1995. ~~Subsequent~~ **The most recent** Plan updates was for **2040** ~~the years 2015 and 2020~~ **and** ~~wasere~~ completed in **2016** ~~1990, 1995, and 2000~~ respectively. ~~In December 2006, an update of the 2030 Area Transportation Study was completed.~~ The LRTP attempts to forecast an areas mobility needs to a point in the future based on projected transportation demands. Typically, LRTPs have a twenty to twenty-five year planning horizon.

The LRTP is used by the TPO to establish a five (5) year implementation schedule for the Transportation Improvements Plan (TIP). The TIP is updated annually by the TPO after receiving comments and recommendations from the Technical Coordinating Committee, **and** the Citizens Advisory Committee, ~~and the Bicycle/Pedestrian Committee.~~

4. ANALYSIS OF EXISTING DEFICIENCIES

Levels of service (LOS) are used to analyze roadway capacities. A LOS is determined for roadways by analyzing operational roadway characteristics and traffic volumes. The **most recent** FDOT updated the **Quality** Level of Service Handbook **was published in 2013** ~~on 2002~~ **and** based upon the ~~2000~~ **2010** Highway Capacity Manual Update. **These Generalized Service Volume Tables included in this publication** ~~tables~~ have been adopted as the basis for determining levels of service for this Plan. ~~These tables, shown as Tables 4-1, 4-4, and 4-7 illustrate maximum traffic volumes for a range of levels of service on roadways with various characteristics.~~ There are six parameters used to determine the LOS for each roadway. They are:

- A. Type of Planning Area:
 - 1. Urbanized Areas
 - 2. Areas Transitioning into Urbanized Areas or Areas over 5,000 Not in Urbanized Areas
 - 3. Rural Undeveloped Areas and Cities or Developed Areas less than 5,000 Population.

- B. Functional Classification:
 - 1. Freeways
 - 2. Arterials
 - 3. Non-State Roadways

- C. Number of Lanes:
 - 1. 2
 - 2. 4
 - 3. 6
 - 4. 8

- D. Facility Type:
 - 1. Divided
 - 2. Undivided

- E. Signalized Intersections per Mile

- F. Types of Analyses:
 - 1. Annual Average Daily Traffic (AADT) Count
 - 2. Peak Hour Directional Volumes
 - 3. Two-Way Peak Hour Volumes

Listed below are the descriptions of the six levels of service (LOS) used in transportation planning:

- A. LOS A: Highest LOS, which describes primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersection is minimal.
- B. LOS B: Represents reasonable unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
- C. LOS C: Represents stable traffic flow operations, however, ability to maneuver and change lanes may be more restrictive than LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience noticeable tension while driving.
- D. LOS D: Borders on a range in which small increases in traffic flow may cause substantial increases in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combinations of these.
- E. LOS E: Represents traffic flow characterized by significant delays at lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, intense queuing at critical intersections, and inappropriate signals.
- F. LOS F: Represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression and heavy pedestrian traffic is frequently a contributor to this condition.

Table 1 Every year Planning staff updates and makes available to the public through the City's website, the City's Traffic Data Summery table which shows the existing traffic counts as of 2008 and ~~are~~ evaluates the level of service for the roads in Panama City Beach. ~~Traffic counts are from 2007, unless otherwise noted.~~ FDOT counts ~~were~~ **are** not available on some roads, so in some cases counts from Bay County were used where available. Exhibit 3 shows the existing roadway network.

Historically, Panama City Beach has been a tourist destination that has thrived on slow moving traffic on Front Beach Road (referred to by tourists as "cruising the strip"). Because Panama City Beach is long and narrow and parallels the water, traffic can usually transfer from Front Beach Road to less traveled streets. The movement of emergency vehicles through traffic is accomplished by use of hard road shoulders which are maintained for vehicular traffic. In some areas of Front Beach Road, existing development is constructed up to the front property line with parking in the right-of-way. In these areas during congested times, it may be difficult for emergency vehicles to

quickly get through traffic. In essence, traffic congestion on Panama City Beach, as in other tourist attractions, is created by the choice of the travelers. However, appropriate land use and traffic controls should continue to be developed to ensure that traffic congestion on Front Beach Road does not compromise safety issues.

According to the TPO's Congestion Management System **Process** Plan (September, 2007~~18~~), ~~the only state~~ **three** roadways that fall below the minimum acceptable level of service in the Panama City Beach city limits. **These failing segments** are Panama City Beach Parkway from Mandy Lane to ~~Beekrich Road~~ **Jackson Boulevard**, and Front Beach Road from ~~Beekrich Road~~ **Jackson Boulevard to N. Thomas Drive and N. Thomas Drive from Front Beach Road to Thomas Drive.** ~~to Hutchison Boulevard (East).~~ Front Beach Road, **Panama City Beach Parkway and N. Thomas Drive** ~~are~~ is within the Front Beach Road Transportation Concurrency Exception Area that was established in 2004. ~~State Road 79~~ **Hill Road from Front Beach to the Parkway, Front Beach Road from SR 79 to Hutchison and Panama City Parkway form Jackson Boulevard to Front Beach Road** exceeds the adopted level of service once committed trips are added. ~~The following City roads fall below the minimum level of service: North Thomas Drive, South Thomas Drive, Beekrich Road, Alf Coleman Road, Clara Avenue, Hill Road, and Powell Adams Road. Actual traffic counts for all of the City roads are within the adopted level of service. However, all of the roads fail once committed trips are added.~~ As such, the City has been collecting proportionate fair share payments from development impacting these segments. All of the segments have been added to the Capital Improvements Element and will be widened **or modified** as part of the Front Beach Road CRA program, **using collected proportionate fair share funds or by other funding sources.**

5. ACCIDENT FREQUENCY DATA

The sources of accident data for the City of Panama City Beach are the Panama City Beach Police Department, the Bay County Sheriff's Office and the Florida Highway Patrol. Accident data shows most occurrences are at signalized intersections along Panama City Beach Parkway, Hutchison Boulevard, and Front Beach Road. **The highest occurrences are the Frank Brown / Pier Park area on Panama City Beach Parkway and Front Beach Road, Front Beach Road between Hutchison Boulevard and South Thomas Drive and Front Beach Road near the western intersection with Hutchison Boulevard.** The accidents on the Parkway tend to be more severe as running speeds are much higher than on Hutchison Boulevard and Front Beach Road. It is expected that more accidents will occur as the number of signalized intersections on the Parkway increases. ~~However, the severity of those accidents should decrease.~~ The City will **be continue to** constructing intersection improvements on all three major roadways as part of the Front Beach Road Community Redevelopment Program.

Some of the measures the City has recently taken to minimize the amount of accidents include; modifications to the Panama City Beach Parkway median opening between Lowes and Home Depot, a speed limit study for Cobb Road which resulted in the speed being lowered to 30 MPH and a FDOT Road Safety Audit for Panama City Beach Parkway from Alf Coleman to Richard Jackson Boulevard and North Richard Jackson Boulevard.

6. BICYCLE AND PEDESTRIAN PROGRAM

The City recognizes the needs for pedestrian and bicycle facilities. Through In 2016 the Bay County Transportation Planning Organization (TPO) adopted the Bay 2040 Long Range Transportation Plan Update that identifies Gayle's Trails and Future Trail Systems in Panama City Beach. ~~a bicycle advisory committee was formed to research and develop a Bicycle/Pedestrian Plan. This plan identifies appropriate road segments for the location of bicycle routes and pedestrian improvements and makes recommendations to the TPO. Exhibit 3-2 shows the location of pedestrian and bicycle accidents throughout the County. Exhibits 3-2 3 and 3-4 shows the existing and proposed bicycle and pedestrian trail improvements, respectively.~~ The Plan also states that the Florida Department of Transportation has adopted a new complete street policy. With this new policy, FDOT will provide safer, context-sensitive roads by putting the right street in the right place. FDOT has committed that roadways will now be designed to serve the transportation needs of system users or all ages and abilities, including but not limited to:

- Cyclists
- Motorists
- Transit riders
- Freight handlers
- Pedestrians

The FDOT specifically recognizes Complete Streets are context sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Transportation Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal system.

~~The City of Panama City Beach is currently working with the Community Traffic Safety Team to obtain grants for sidewalks. Additionally, the Front Beach Road CRA program will construct sidewalks and bicycle lanes on all reconstructed roadways. The City also amended the sidewalk requirements in the LDC ordinance in 2004 by adding several road segments where sidewalks are required as part of any new development, redevelopments, or changes of use.~~

Every new and reconstructed Street segment (except those serving residential subdivisions with speeds limited to 25 MPH) within the City are required to make adequate provision for pedestrian and bicycle traffic by containing sidewalks and bicycle lanes or paths.

The City currently has a paved bicycle/pedestrian trail system which runs from Power Line Road to West Bay Elementary and connects the Colony Club subdivision, Frank Brown Park with Conservation Park. This network of bicycle/pedestrian trails will eventually connect to Pine Log State Forest, Arnold High School and Breakfast Point.

7. MASS TRANSIT

The Bay Town Trolley serves the public transit needs for Bay County and beaches. The trolley is funded by the TPO and, in part, by user fares. The trolley operates on weekdays from 6 am to 6:30 p.m. Several cities, including Panama City Beach, pay extra for weekend service. Since its inception, the routes and stops has changed in order to respond to consumer demand and preferences. Exhibit 3-1 shows the location of major Attractors and Generators and the current trolley route within the Panama City Beach Service Area. Front Beach Road has already been designed with dedicated transit lanes as part of the Front Beach Road CRA program. A transit plan has been completed and has been adopted into the the TPO Transit Plan. It has not yet been determined if the City, a private contractor, or the Bay Towne Trolley will actually provide the service.

8. HURRICANE EVACUATION

The Coastal High Hazard Area (CHHA) is defined as the Category 1 Storm Surge Area. According to updated storm surge data, category 1 surge areas within ~~in~~ Panama City Beach, ~~this area is~~ **are** predominantly **located** along the shores of the Gulf of Mexico (Front Beach Road, Beach Boulevard, and Thomas Drive). Other less significant areas within the CHHA are near Turtle Cove (22 single family residential lots), along Grand Lagoon (30 multi family dwellings), and in the Colony Club area (35 single family residential lots). When comparing the Category 1 Storm Surge area with current aerial photos, there appears to be very few structures within these areas which appear to be vulnerable to a category 1 storm surge. The State's definition of the CHHA changing from the "evacuation" area to the "surge" area had a minimal impact on the number of lots and structures within the CHHA.

~~Within the CHHA, 7,657 units of new Gulf front condominiums have been constructed since 2000 taking the place of 2,044 units of older hotel/motel rooms. The increase in rooms by 5,613 units has resulted in an insignificant increase in population (permanent and tourists) of the CHHA as evidenced by the traffic volumes on Front Beach Road. All segments of Front Beach Road have current traffic volumes similar to those that occurred in the early and mid 1990's.~~

<u>Front Beach Road Segment</u>	<u>2006 Vol.</u>	<u>1990's Vol.</u>
US 98 SR 79	7,066	1990 7,005
SR 79 Hutch. Blvd.	14,155	1995 13,014
Hutch. Blvd Beckrich Rd.	13,500	1995 20,000
Beckrich Rd. US 98/Hutch. Blvd.	16,000	1995 14,063
US 98/Hutch. Blvd PCB Parkway	21,400	1995 23,500

Source: Historical data from the Bay County TPO Congestion Management System Plan, August 2003.

~~The reason for virtually no growth in the population within the CHHA over the past ten (10) years is likely because the units are almost exclusively purchased and occupied by a stable tourist population rather than a growing permanent resident population. A sampling of the newer resorts~~

shows less than 3% of the units are homesteaded properties. Reasons for this include the high price of the new resorts vs. the median income of Bay County residents; and, permanent residents seem to prefer living in areas away from where tourists congregate (along Front Beach Road). In 2000, the City had a permanent population of 7,671 and an estimated annual tourist population of 7.5 million. The City increased its permanent population by 3,980 since 2000 to 11,651 in 2007. However, the estimated annual tourist population has decreased and now ranges between 4.6—6.0 million. From year to year, the annual tourist population can fluctuate based primarily on such factors as: the number of hurricanes, the economy, gas prices, and the length of school summer vacation. The reduction in “spring break” visitors has been noticeable as evident by the sizeable reduction in law enforcement personnel needed during this time.

Although the City has experienced a significant rise in gulf front resort units, the actual tourist population has remained relatively stable, or even declined, (as reflected in traffic counts) while the permanent population has had only a modest rise of approximately 389 residents per year since 2000. As such, development has had relatively little impact on hurricane evacuation routes and clearance times.

The hurricane evacuation routes for Panama City Beach are shown on Exhibit 14. It is expected that some residents on the eastern portion of the city would opt to travel east across Hathaway Bridge to State Road 77 or US 231 just as the residents on the western end may opt to travel west to State Roads 81 and 331.

The location of the hurricane evacuation routes are shown on Exhibit 14. The Bay County Comprehensive Plan states that the County has adopted a hurricane evacuation time of 24 hours for category 4-5 storms. Bay County and the City worked together to create the Bay County Hurricane Abbreviated Transportation Model (Updated, 20014). The County and the City have continued to share information on development order approvals in order to keep the hurricane model updated. Below is the most recent tables that have been updated with additional development orders approved by the City.

Modeled/Critical-Roadway Segment	Times Cat 1-2	Times Cat 1-2	Times Cat 3	Times Cat 3	Times Cat 4-5	Times Cat 4-5
	low-oc	high-oc	low-oc	high-oc	low-oc	high-oc
SR 79 at SR 20	3.6	5.5	5.0	6.4	7.2	9.7
SR 77 at SR 20	3.3	4.1	4.1	5.1	5.2	6.5
US 231 at SR 20	5.7	7.5	9.4	12.6	13.1	17.2
SR 20 eb out of Bay	2.7	3.4	4.1	5.4	5.6	7.2
Hathaway Bridge	6.1	7.7	7.5	10.1	8.8	12.1
US 231/SR77/US98 int	5.8	7.8	8.5	12.0	10.5	14.9
CR 386 into Gulf County	1.2	1.3	1.3	1.5	1.5	1.7

Modeled/Critical Roadway Segment	Times Cat 1-2 low occ	Times Cat 1-2 high occ	Times Cat 3 low occ	Times Cat 3 high occ	Times Cat 4-5 low occ	Times Cat 4-5 high occ
SR 79 at SR 20	3.1	4.0	4.0	4.6	5.4	6.8
SR 77 at SR 20	3.0	3.4	3.6	4.2	4.5	5.3
US 231 at SR 20	4.7	5.7	7.7	9.7	10.5	13.1
SR 20 eb out of Bay	2.3	2.8	3.5	4.4	4.7	5.8
Hathaway Bridge	5.6	6.5	6.6	8.1	7.4	9.4
US 231/SR77/US98 int	5.1	6.3	7.4	9.5	8.7	11.4
CR 386 into Gulf County	1.2	1.3	1.3	1.5	1.4	1.6

The results of the updated model show that under a high occupancy and a category 4-5 hurricane, the critical segment will be US 231 at SR 20 with an evacuation time of ~~17.2~~ 13.1 hours. This, however, is still below the adopted evacuation time of 24 hours.

9. PARKING FACILITIES

The City ~~recently~~ constructed a beach access public parking area on Churchwell Drive that will accommodate approximately 120 vehicles. ~~In 2007, the City purchased approximately 4 acres on N. Thomas Drive near the Front Beach Road intersection. The property which is to ultimately be developed with a multimodal transportation center with associated retail.~~ There are also preliminary plans to build a multimodal center adjacent to the City Hall campus.

10. EVALUATION AND ~~RECOMMENDATION OF 2005-2010 SYSTEMS~~

~~Attached Table 1 shows the anticipated traffic volumes for 2011 and 2020. Based on the adopted level of service, the goal is to maintain the traffic volume beneath the figure shown in "MAX VOL" on all roadways.~~

~~Tables 4-1, 4-4, and 4-7 are the Generalized Level of Service tables from the FDOT Level of Service Handbook, 2002.~~

Based on FDOT estimates it is anticipated traffic volumes will continue to increase by 3% per year system wide. To mitigate this growth the City continues to collect proportionate fair share payments, utilizes FDOT funding, continue to enhance bicycle/pedestrian and transit facilities and explore other smart growth options.

11. GOALS, OBJECTIVES AND POLICIES OF TRAFFIC CIRCULATION

GOAL: Provide a safe and efficient transportation system to accommodate current and future land use patterns and to maintain an adopted traffic circulation level of service standards.

OBJECTIVE 1: With the adoption of this Plan, establish level of service (LOS) standards to be used in the processing of development and redevelopment orders.

POLICY 1.1: With the adoption of this Plan, the following peak hour level of service standards for roads shall be established to evaluate the facility's capacity for issuance of development permits.

<u>FACILITY TYPE</u>	<u>PEAK HOUR LEVEL OF SERVICE</u>
Principal Arterial	D*
Minor Arterial	D*
Collector	D*
Local	D*
Front Beach Road	D *
FIHS Road Segments	As determined by FDOT

Note: * is to denote that some roads, or portions of roads, may be located within the Front Beach Road Transportation Concurrency Exception Area and not subject to the LOS designation.

POLICY 1.2: The City will review with Bay County and the State Department of Transportation any special transportation needs. If necessary, the City will review its roadway standards and their application to particular roadways.

POLICY 1.3: Continue evaluating and reporting the level of service for each road segment identified in this Plan.

POLICY 1.4: The City shall review all proposed developments for consistency with the level of service standards adopted by this Plan to maintain concurrency as specified in the Concurrency Management System.

POLICY 1.4.1: Deminimis exceptions to transportation concurrency are adopted as defined in Chapter 163.3180(6) F.S. The City shall maintain records of all deminimis exceptions ~~and submit a summary report to the DCA along with the~~ **through the annual update of the Capital Improvements Element.**

POLICY 1.5: The City ~~may~~ **will use a proportionate fair-share process consistent with Chapter 163.3180(16) in order to satisfy the level of service standard for roads.**

POLICY 1.5.1: Revenues collected for an improvement on a facility may be used on a parallel facility or another improvement within that same corridor or sector that in the discretion of the City would mitigate the impacts of development.

POLICY 1.6: The Front Beach Road Transportation Concurrency Exception Area will be evaluated annually to assess its progress of increasing mobility within the Front Beach Road Community Redevelopment Area.

POLICY 1.6.1: The City hereby creates a Transportation Concurrency Exception Area for Front Beach Road for the reasons and based upon the information contained within the April, 2004 City of Panama City Beach Transportation Concurrency Exception Area (TCEA) Report.

POLICY 1.6.2: The boundary of the Transportation Concurrency Exception Area is the boundary of the Front Beach Road Redevelopment Area.

POLICY 1.6.3: The Front Beach Road Community Redevelopment Plan is incorporated by reference and adopted as part of this Comprehensive Plan pursuant to Policy 4.6 of the Future Land Use Element (*updated, 2004*).

POLICY 1.7: A detailed level of service study shall be conducted for any road segment that has reached at least ninety percent (90%) of the adopted maximum level of service volume.

POLICY 1.8: The City will continue to encourage the TPO to give a high priority ranking to the six-laning of Panama City Beach Parkway from Mandy Lane to ~~Beekrich Road~~ **Richard Jackson Boulevard**.

POLICY 1.9: Through land development regulations, the City will, amend when necessary, land development policies for the Panama City Beach Parkway that further implement and support the recommendations of the US 98 (Panama City Beach Parkway) Corridor Management Report.

OBJECTIVE 2: Establish a procedure to protect existing and future rights-of-way for building encroachment.

POLICY 2.1: A twenty-five foot minimum front building set back from rights-of-way will be required of future development, unless reasons exist why such setback cannot be implemented on a particular parcel. A ~~twenty~~ **five** foot minimum building setback may be permitted for future development where expressly authorized by the Land Development Code for a particular zone or overlay district as shown on the zoning map. (~~Amended June 10, 2004—Ord. No. 879~~).

POLICY 2.2: The City shall establish minimum right-of-way requirements for each street classification.

OBJECTIVE 3: Traffic circulation and planning will be coordinated with the future land uses shown on the Future Land Use Map, the Florida Department of Transportation's five-year transportation plan, the Panama City TPO Long Range Transportation Plan, and plans of adjoining jurisdictions.

POLICY 3.1: The City shall review the traffic circulation plans of adjacent incorporated and unincorporated areas for compatibility with this Plan.

POLICY 3.2: The review of development orders for projects connecting to the State road system shall be reviewed for compatibility with the Florida Department of Transportation's five-year transportation plan.

POLICY 3.3: When appropriate, the City will control land use to meet level of service standards adopted as part of this Plan.

POLICY 3.4: Continue to participate in the Panama City Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking, and other provisions of the transportation element.

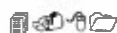
POLICY 3.5: Continue to participate in the development and update of the Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.

OBJECTIVE 4: Coordinate the traffic circulation system with the plans and programs of the Transportation Planning Organization (TPO) and the Florida Department of Transportation's five-year transportation plan.

POLICY 4.1: Support the TPO by designating a City representative to serve on a transportation technical advisory committee.

POLICY 4.2: Coordinate changes in this traffic plan with changes in the Florida Department of Transportation's five-year transportation plan, the TPO's Long Range Transportation Plan, and subsequent updates.

POLICY 4.3: Continue to support the provision of transportation services to the transportation disadvantaged through the TPO.



POLICY 4.4: The City shall coordinate and schedule any major roadway improvements consistent with the Florida Department of Transportation's five-year construction plan.

OBJECTIVE 5: Provide convenient and efficient movement of motorized and non-motorized traffic.

POLICY 5.1: Continue controlling the installation of sidewalks and bicycle paths.

POLICY 5.2: Require the Panama City Beach Police Department to compile accident data by location involving motorized vehicles, bicycles and pedestrians. Utilize this data to improve safety conditions.

POLICY 5.3: Continue implementing off-street parking requirements through the Land Development Code. Applications for development orders shall not be approved if adequate and safe parking is not provided.

POLICY 5.4: Cooperate with the TPO and Bay County in planning studies for a comprehensive bicycle plan. Panama City Beach shall consider the establishment of bicycle and pedestrian ways upon completion of the studies. If necessary, Panama City Beach shall amend the Plan in the future to address these considerations.

POLICY 5.5: Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds.

POLICY 5.6: Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high-volume streets.

TABLE 1

**PANAMA CITY BEACH ROADWAYS
EVALUATION OF EXISTING LEVEL OF SERVICE**

<u>ROAD</u>	<u>AADT/PH Vol/LOS</u>
<u>* SR 30A a.k.a US 98 a.k.a Panama City Beach Parkway</u>	
<u>1. From Front Beach Road to Cobb Road</u>	
Max. Vol./LOS:	61,800/5,871/(D)
2008 Volume/LOS:	17,200/1,634/(A)
Committed Trips:	4,036/383 trips
Existing + Committed Volume/LOS:	21,236/2,017/(B)
2012 Projected Vol./LOS:	22,358/2,124/(B)
2020 Projected Vol./LOS:	26,000/2,470/(C)
<u>2. From Cobb Road to SR 79</u>	
Max. Vol./LOS:	61,800/5,871/(D)
2008 Volume/LOS:	30,500/2,898/(B)
Committed Trips:	320/30/ trips
Existing + Committed Volume/LOS:	30,820/2,928/(B)
2012 Projected Vol./LOS:	33,122/3,147/(C)
2020 Projected Vol./LOS:	39,000/3,705/(C)
<u>3. From SR 79 to Mandy Lane</u>	
Max. Vol./LOS:	92,700/8,807/(D)
2008 Volume/LOS:	34,500/3,278/(B)
Committed Trips:	47/4 trips
Existing + Committed Volume/LOS:	34,547/3,282/(C)
2012 Projected Vol./LOS:	40,851/3,881/(C)
2020 Projected Vol./LOS:	47,000/4,465/(C)
<u>4. From Mandy Lane to Beckrich Road</u>	
Max. Vol./LOS:	35,700/3,392/(D)
2008 Volume/LOS:	35,500/3,373/(D)
Committed Trips:	2,778/264 trips

Existing + Committed Volume/LOS:	38,278/3,637/(E)
2012 Projected Vol./LOS:	41,403/3,934/(E)
2020 Projected Vol./LOS:	47,000/4,465/(E)

5. From Beckrich Road to Thomas Dr/US 98A	
Max. Vol./LOS:	35,700/3,392/(D)
2008 Volume/LOS:	31,500/2,993/(C)
Committed Trips:	1,836/174trips
Existing + Committed Volume/LOS:	33,336/3,167(C)
2011 Projected Vol./LOS:	33,122/3,147/(C)
2020 Projected Vol./LOS:	39,000/3,705/(E)

~~• SR 79~~

1. From Front Beach Road to PCB Parkway	
Max. Vol./LOS:	15,400/1,463/(D)
2008 Volume/LOS:	7,200/684/(C)
Committed Trips:	6,840/650 trips
Existing + Committed Volume/LOS:	14,040/1,334/(D)
2012 Projected Vol./LOS:	9,606/913/(D)
2020 Projected Vol./LOS:	12,000/1,140/(D)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

2. From PCB Parkway to Bay Urban Boundary	
Max. Vol./LOS:	47,800/4,541/(C)
2008 Volume/LOS:	6,500/618/(A)
Committed Trips:	6,745/641 trips
Existing + Committed Volume/LOS:	13,245/1,259/(A)
2012 Projected Vol./LOS:	8,722/829/(A)
2020 Projected Vol./LOS:	10,000/950/(B)

~~Road segment is on the Florida Intrastate Highway System.~~

▪ **SR 392A a.k.a Hutchison Blvd.**

~~1. From Front Beach Road to Beckrich Rd.~~

Max. Vol./LOS:	35,700/3,392/(D)
2008 Volume/LOS:	11,600/1,102/(B)
Committed Trips:	3,909/371 trips
Existing + Committed Volume/LOS:	15,509/1,473/(B)
2012 Projected Vol./LOS:	12,697/1,207/(B)
2020 Projected Vol./LOS:	16,000/1,520/(B)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

~~2. From Beckrich Road to Miracle Strip Pkwy.~~

Max. Vol./LOS:	32,700/3107/(D)
2008 Volume/LOS:	24,000/2,280/(C)
Committed Trips:	4,581/435 trips
Existing + Committed Volume/LOS:	28,581/2,716/(D)
2012 Projected Vol./LOS:	23,738/2,256/(C)
2020 Projected Vol./LOS:	28,000/2,660/(E)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

▪ **South Thomas Drive (From Front Beach Road to Thomas Dr.)**

Max. Vol./LOS:	14,600/1,387/(D)
2008 Volume/LOS:	10,500/998/(D)
Committed Trips:	7,090/674/ trips
Existing + Committed Volume/LOS:	17,590/1,672/(E)
2012 Projected Vol./LOS:	10,378/986/(D)
2020 Projected Vol./LOS:	13,000/1,235/(D)
Max. Capacity After 3 Laning:	22,850/2,171/(D)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

▪ ~~**North Thomas Drive (From Front Beach Road to Joan Avenue)**~~

Max. Vol./LOS:	14,600/1,387/(D)
2008 Volume/LOS:	12,150/1,155/(D)
Committed Trips:	7,304/694 trips
Existing + Committed Volume/LOS:	19,454/1,849/(E)
2012 Projected Vol./LOS:	15,457/1,469/(E)
2020 Projected Vol./LOS:	17,000/1,615/(E)
Max. Capacity After 4 Laning:	31,100/2,954/(D)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

▪ ~~**Jackson Boulevard (Formerly Beckrich Road)**~~

~~1. **From Front Beach Rd. to Hutch. Blvd.**~~

Max. Vol./LOS:	31,100/2,954/(D)
2008 Volume/LOS:	5,900/561/(C)
Committed Trips:	10,994/1,044 trips
Existing + Committed Volume/LOS:	16,894/1,605/(C)
2012 Projected Vol./LOS:	10,047/955/(C)
2020 Projected Vol./LOS:	15,000/1,425/(C)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

~~2. **From Hutch. Blvd. to PCB Pkwy.**~~

Max. Vol./LOS:	31,100/2,954/(D)
2008 Volume/LOS:	10,500/998/(C)
Committed Trips:	12,614/1,198 trips
Existing + Committed Volume/LOS:	23,114/2,196/(D)
2012 Projected Vol./LOS:	12,145/1,154/(C)
2020 Projected Vol./LOS:	15,000/1,425/(C)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

• **Alf Coleman Road**

1. From Front Beach Rd. to Hutch. Blvd.

Max. Vol./LOS:	14,600/1,387/(D)
2008 Volume/LOS:	3,200/304/(C)
Committed Trips:	11,694/1,111 trips
Existing + Committed Volume/LOS:	14,894/1,415/(E)
2012 Projected Vol./LOS:	4,196/399/(C)
2020 Projected Vol./LOS:	7,000/665/(C)
Max. Capacity After 4 Laning:	31,100/2,954

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

2. From Hutch. Blvd. to PCB Pkwy.

Max. Vol./LOS:	16,400/1,558/(D)
2008 Volume/LOS:	5,800/551/(B)
Committed Trips:	11,733/1,115 trips
Existing + Committed Volume/LOS:	17,533/1,666/(E)
2012 Projected Vol./LOS:	4,416/420/(C)
2020 Projected Vol./LOS:	7,000/665/(C)
Max. Capacity After 4 Laning:	31,100/2,954

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

• **Front Beach Road**

1. From US 98 to SR 79

Max. Vol./LOS:	16,400/1,558/(D)
2008 Volume/LOS:	6,333/602/(C)
Committed Trips:	11,791/1,121 trips
Existing + Committed Volume/LOS:	18,124/1,723/(E)
2012 Projected Vol./LOS:	7,803/742/(C)
2020 Projected Vol./LOS:	10,000/950/(D)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

~~2. From SR 79 to Hutch. Blvd. (west)~~

Max. Vol./LOS:	16,400/602/(D)
2008 Volume/LOS:	11,598/1,102/(D)
Committed Trips:	10,429/991 trips
Existing + Committed Volume/LOS:	22,027/2,093/(E)
2012 Projected Vol./LOS:	12,563/1,194/(C)
2020 Projected Vol./LOS:	15,000/1,425/(D)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

~~3. From Hutch. Blvd. (west) to Beckrich Rd.~~

Max. Vol./LOS:	16,400/602/(D)
2008 Volume/LOS:	8,900/846/(C)
Committed Trips:	5,771/548 trips
Existing + Committed Volume/LOS:	14,671/1,394/(D)
2012 Projected Vol./LOS:	14,905/1,416/(D)
2020 Projected Vol./LOS:	17,000/1,615/(E)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

~~4. From Beckrich Rd. to N. Thomas Dr.~~

Max. Vol./LOS:	15,400/1,463/(D)
2008 Volume/LOS:	17,000/1,615/(E)
Committed Trips:	6,500/618 trips
Existing + Committed Volume/LOS:	23,500/2,233/(E)
2012 Projected Vol./LOS:	19,873/1,888/(E)
2020 Projected Vol./LOS:	23,000/2,185/(E)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

▪ ~~**Hill Road (From Front Beach Road to Panama City Beach Parkway)**~~

Max. Vol./LOS:	10,000/950/(D)
2008 Volume/LOS:	2,000/190/(C)
Committed Trips:	9,300/884 trips
Existing + Committed Volume/LOS:	11,300/1,074/(E)
2012 Projected Vol./LOS:	3,000/285/(C)
2020 Projected Vol./LOS:	6,000/570/(D)
Max. Capacity After 4 Laning:	31,100/2,954

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

▪ ~~**Powell Adams Road (From Front Beach Road to Panama City Beach Parkway)**~~

Max. Vol./LOS:	10,000/950/(D)
2008 Volume/LOS:	2,000/190/(C)
Committed Trips:	11,225/1,066 trips
Existing + Committed Volume/LOS:	13,225/1,256/(E)
2012 Projected Vol./LOS:	3,000/285/(C)
2020 Projected Vol./LOS:	6,000/570/(D)
Max. Capacity After 4 Laning:	31,100/2,954

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

▪ ~~**Cobb Road (From Front Beach Road to Panama City Beach Parkway)**~~

Max. Vol./LOS:	10,000/950/(D)
2008 Volume/LOS:	1,000/95/(C)
Committed Trips:	1,945/185 trips
Existing + Committed Volume/LOS:	2,945/280/(C)
2012 Projected Vol./LOS:	2,000/190/(C)
2020 Projected Vol./LOS:	3,000/285/(C)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

▪ **Churchwell Drive (From Front Beach Road to Panama City Beach Parkway)**

Max. Vol./LOS:	22,850/2,171/(D)
2008 Volume/LOS:	2,500/238/(C)
Committed Trips:	5,428/516 trips
Existing + Committed Volume/LOS:	7,928/754/(C)
2012 Projected Vol./LOS:	3,000/285/(C)
2020 Projected Vol./LOS:	8,500/808/(C)

Road segment is in the Front Beach Road Transportation Concurrency Exception Area.

▪ **Clarence Avenue (From Hutchison Boulevard to Moylan Road)**

Max. Vol./LOS:	10,000/950/(D)
2008 Volume/LOS:	1,000/95/(C)
Committed Trips:	6,887/654 trips
Existing + Committed Volume/LOS:	7,887/749/(D)
2012 Projected Vol./LOS:	2,000/190/(D)
2020 Projected Vol./LOS:	3,000/285/(D)

▪ **Lyndell Lane (From Front Beach Road to Hutchison Boulevard)**

Max. Vol./LOS:	10,000/950/(D)
2008 Volume/LOS:	1,500/143/(C)
Committed Trips:	6,500/618 trips
Existing + Committed Volume/LOS:	8,000/761/(D)
2012 Projected Vol./LOS:	8,100/770/(D)
2020 Projected Vol./LOS:	8,500/808/(D)
Max. Capacity After 4 Laning:	31,100/2,954

Road segment is in the Front Beach Road Transportation Concurrency Exception Area.

▪ **Lyndell Lane (From Front Hutchison Boulevard to Panama City Beach Parkway)**

Max. Vol./LOS:	10,000/950/(D)
2008 Volume/LOS:	1,500/143/(C)
Committed Trips:	6,500/618 trips
Existing + Committed Volume/LOS:	8,000/761/(D)
2012 Projected Vol./LOS:	8,100/770/(D)
2020 Projected Vol./LOS:	8,500/808/(D)

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

~~▪ Clara Avenue (From Front Beach Road to Hutchison Boulevard)~~

Max. Vol./LOS:	10,000/950/(D)
2008 Volume/LOS:	2,000/190/(C)
Committed Trips:	10,228/972 trips
Existing + Committed Volume/LOS:	12,228/1,162/(E)
2012 Projected Vol./LOS:	3,000/285/(C)
2020 Projected Vol./LOS:	5,000/475/(C)
Max. Capacity After 4 Laning:	31,100/2,954

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

~~▪ Clara Avenue (From Hutchison Boulevard to Panama City Beach Parkway)~~

Max. Vol./LOS:	10,000/950/(D)
2008 Volume/LOS:	2,000/190/(C)
Committed Trips:	10,122/962 trips
Existing + Committed Volume/LOS:	12,122/1,152/(E)
2012 Projected Vol./LOS:	3,000/285/(C)
2020 Projected Vol./LOS:	5,000/475/(C)
Max. Capacity After 4 Laning:	31,100/2,954

~~Road segment is in the Front Beach Road Transportation Concurrency Exception Area.~~

~~Note: 1. Committed trips are calculated from approved traffic studies submitted as part of development order applications that have been approved and remain active.~~

~~2. Projected Volumes are from the City of Panama City Beach Building and Planning Department. A comparison was made in some cases with the traffic estimates of the Bay County TPO in order to validate the traffic projections.~~

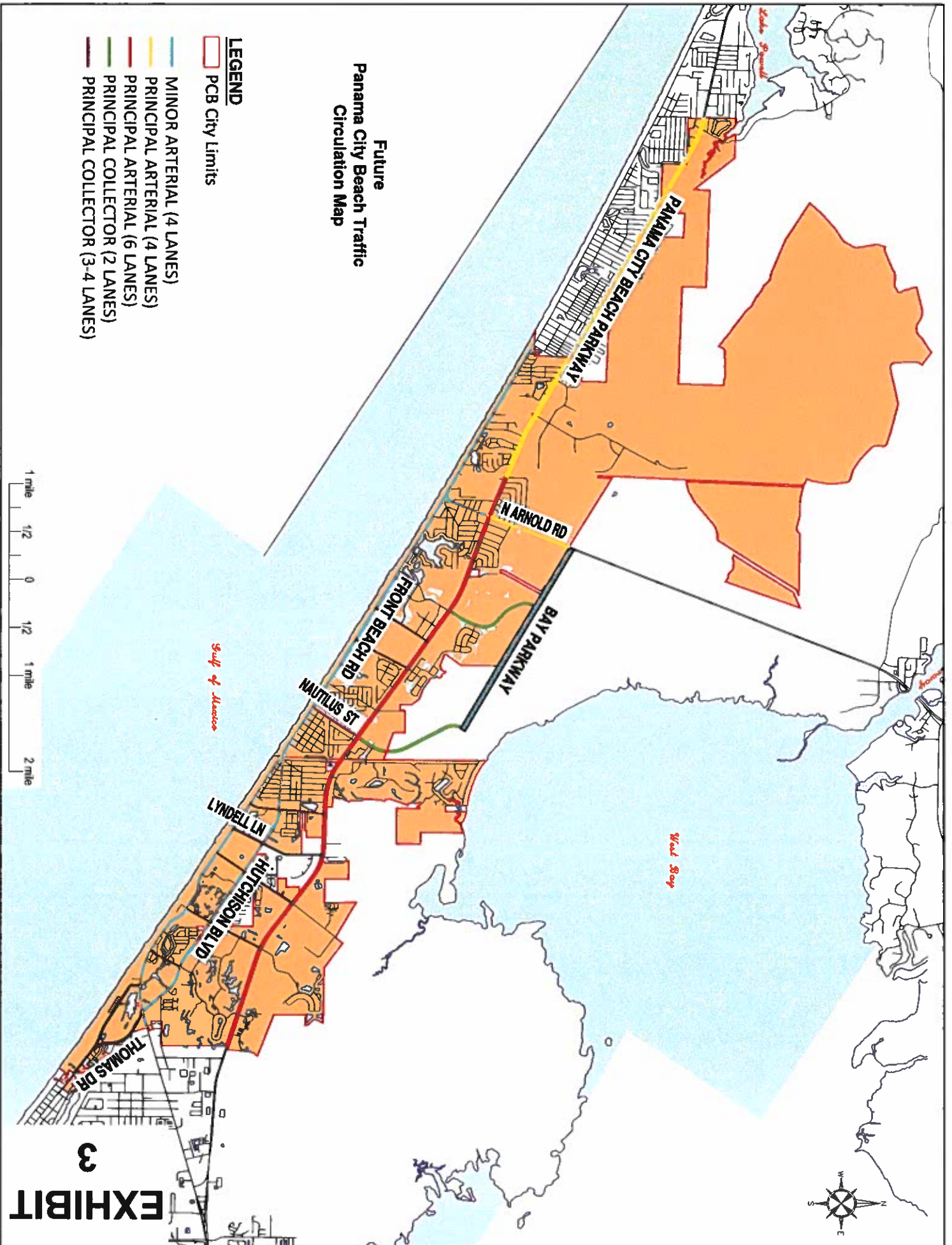
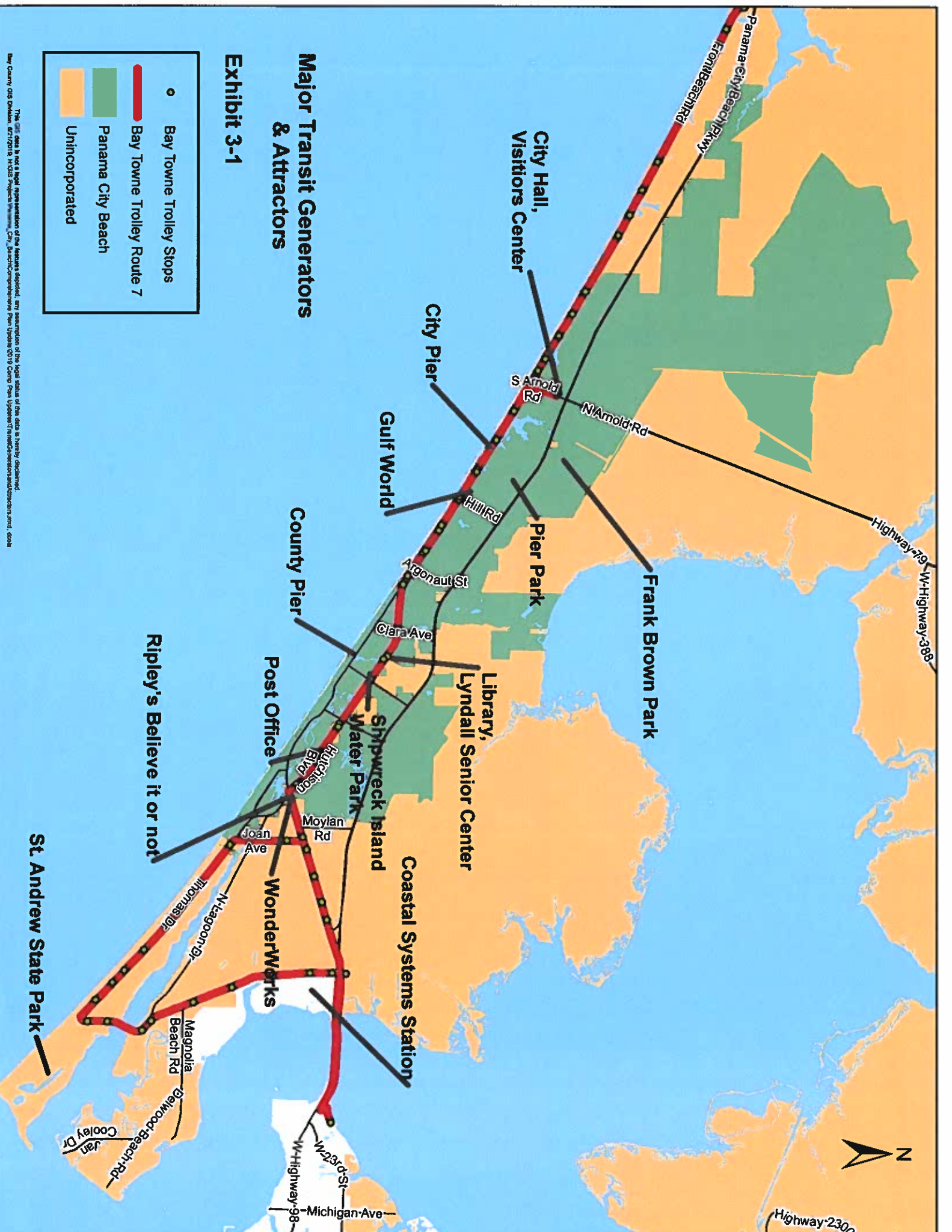


EXHIBIT 3

● Bay Townne Trolley Stops
 — Bay Townne Trolley Route 7
 Panama City Beach
 Unincorporated

Major Transit Generators & Attractors

Exhibit 3-1



This map is not a legal representation of the assets depicted; any assumption of the legal status of the data is hereby disclaimed.
 Bay County GIS Division 07/17/2019. H:\GIS Projects\Planning_City_Budget\Comprehensive Plan Update 2019 Camp Plan Update\Transit\mapdata\generators_and_attr.docx

AGENDA ITEM NO. 7

Amusement Slides

James Tindle

- 1) City of Boynton Beach slides are prohibited.
- 2) City of Myrtle Beach slides are prohibited (anything over 6" in height is prohibited).
- 3) City of Hilton Head must have event permit/city manager's approval.
- 4) City of Fort Lauderdale must have an event permit and approved by Risk Management.
- 5) Volusia County allowed slides up until June 2019 then passed an ordinance prohibiting all slides on the beach due to insurance.
- 6) Pensacola Beach does not allow slides on public beach but allows slides on private property with Special Event permit.
- 7) City of Destin no ordinance, city manager approval required.
- 8) City of St. Pete Beach allows slides but must have Special Event permit and a Temporary Structure permit.

AGENDA ITEM NO. 8

Planning Board Request:

Provide information on how other communities require parks as part of the subdivision process.

Attached are three examples from Pasco County Florida, North Miami Beach and the City of Plantation Florida (Only language specifically addressing the question is attached).

- Pasco County requires a one-acre park for all residential subdivisions of 26 dwelling units or more with increasing acreage based on the number of units and with specific design/development standards, allowed uses and maintenance requirements. Fees in lieu of land are also accepted.
- City of Plantation Florida requires developers to provide land or funds for neighborhood and community parks based on population growth.
- City of North Miami Beach requires a dedication of 5% open space or payment in lieu for developments of at least 10 acres to be used for several recreational uses. If the park is dedicated to the City the developer receives a 10% increase in density.

O. Fire Protection

Fire protection shall be provided in accordance with this Code, Section 904, Fire Protection.

P. Neighborhood Parks

Neighborhood Parks shall be provided in accordance with this Code, Section 905.1, Neighborhood Parks for all subdivisions with a residential component.



Q. Tree Protection, Landscape and Buffering

Trees, landscaping, and buffering shall be in accordance with this Code, Sections 802 and 905.2. In addition, all double-frontage lots which abut a roadway functionally classified in the County Comprehensive Plan future roadway network shall be provided with a Type B buffer along the rear-lot lines.

700.8. Prior to Platting

Prior to commencing the platting process, the following approvals are required:

A. Preliminary Development Plan Required

The Preliminary Development Plan - Residential (PDP-R) or Preliminary Development Plan - Nonresidential/Mixed-Use (PDP-NR/MU) as required pursuant to this Code, Sections 403.1 and 403.2, shall outline the plan of development for the proposed subdivision. The PDP shall identify the general configuration of lots and plans for public services as required. The PDP-NR/MU shall specifically identify whether the proposed subdivision will be a "Common Plan of Development" or "Stand Alone" subdivision.

B. Construction Plan Review and Approval

As required by Section 403.5, Construction Plans, each subdivision shall submit for review construction plans detailing plans for development of the proposed subdivision. The plans shall be approved prior to Draft Record Plat Review.

700.9. Platting

A. Draft Record Plat Review

1. A draft record plat shall be prepared and submitted by a state-registered surveyor and shall strictly comply with Chapter 177, Florida Statutes, as amended.

D. By plat shall be required for all platted subdivisions as follows:

1. The owners or developers of land to be developed shall dedicate to the County or to the public and show on the plat such dedication, where required by the County to do so, pursuant to this Code, all roads, streets and alleys, drainage easements, and lands and easements upon which utility facilities and other improvements are proposed, and for other purposes incidental thereto, including vehicular access rights, where required.
2. Except as provided herein, no liens, mortgages, bonds, or other financial encumbrances shall exist against the property to be platted, at time of such dedication, and the lack of such encumbrances shall be certified on the plat by all necessary persons. If the property is encumbered by a mortgage, the owner and mortgagee shall join in the dedication, or in some other manner, subordinate the mortgagee's interest to the dedication to the public.
3. For MRS developments where interconnection is not required, accessways within the development shall not be required to be dedicated to the public provided that the accessways are shown on the plat as easements, and the easements are conveyed to and maintained by a mandatory homeowners association.

E. Once Dedication or Conveyance Occurs

1. Areas specified for particular purposes or uses on a plat, or other instrument of dedication or conveyance, shall be deemed dedicated for such uses and may not be used by any person in a manner inconsistent with such uses or purposes, unless vacated by the BCC in the manner provided by law.
2. Nothing herein shall be construed as creating any obligation on the County to perform any act of construction, maintenance on, or operation of dedicated property, improvements, or facilities, except when the obligation is voluntarily assumed by the County through action by the BCC.

F. In the case of developments completed in phases, the developer may meet the dedication or conveyance requirements of this Code by initially dedicating or conveying property sufficient to meet the total requirements of all phases, provided that the areas so dedicated must be designed to serve all such phases of the development and such a dedication is approved by the BCC.

G. The BCC may require or accept in lieu of a dedication or conveyance by written instrument or document, a dedication fee to be used for the expansion of the specific public improvements for which dedication was required. Such fees shall be established by resolution in a just and equitable manner based upon the factors set forth in this Code and upon County public improvement



policies related to the need for property or fees in lieu of dedication, as established by the BCC and in accordance with the following:

1. Fees accepted in lieu of dedication shall be deposited by the County in separate trust funds or accounts established for specific categories of public improvements, including roads, utilities, schools, and parks. Thereafter, money in the said funds or accounts shall be expended solely for acquisition or construction in connection with the expansion of the public improvement program for which the fee was collected.
2. Money appropriated from the above-referenced funds shall be allocated, as practicably as possible, to serve those projects and areas generating the said monies.

CHAPTER 900. DEVELOPMENT STANDARDS

SECTION 905. GREENSPACE REQUIREMENTS AND STANDARDS

905.1. Neighborhood Parks

A. Intent and Purpose

The intent and purpose of this section is to advance the health, safety, and welfare of the residents of the County by providing common areas as neighborhood parks in residential development in which to engage in recreation and play.

B. Applicability

→ This section shall apply where more than twenty-five (25) dwelling units are proposed. For purposes of this requirement, a development shall be aggregated with contiguous or nearby developments developed by the same or a related developer or owner that have not provided neighborhood park(s) in accordance with this section.

For the purposes of this section, a dwelling unit shall consist of single-family, multiple family, and mobile homes.

C. Exemptions

This section shall not apply to any development which received preliminary plan approval prior to November 8, 2002, any development which submitted a complete application for preliminary plan approval prior to November 8, 2002, or any existing unexpired PUD or MPUD project that as of November 8, 2002, received preliminary plan approval for at least eighty (80) percent of the PUD or MPUD project.

D. Not Impact Fee Creditable

The provision of neighborhood park(s) pursuant to this section is not impact fee creditable against any portion of the fees set forth in Chapter 1200.

E. Amount of Land Required

The amount of land required to be provided and maintained as neighborhood park(s) is as follows:

-
1. One (1) acre for 26 to 100 dwelling units;
 2. An additional 1/100 of one (1) acre for each additional dwelling unit over 100.

F. Neighborhood Park Standards

1. Type of Land

The land provided for use as neighborhood park(s) shall be developable uplands exclusive of required setbacks from wetland or environmental areas and shall not contain any restrictions or encumbrances that prevent its use as a neighborhood park.

2. Uses Prohibited

The following uses/land area(s) shall not be included in the required neighborhood park(s) acreage:

- a. Clubhouses;
- b. Floodplain mitigation areas;
- c. Drainage/stormwater detention areas (except for drainage/stormwater detention areas used solely for required neighborhood park amenities);
- d. Parking areas (except for parking areas required to satisfy minimum parking requirements for required neighborhood park amenities);
- e. Landscape easements; and
- f. Sidewalks and bike/multimodal paths constructed to satisfy the minimum requirements of this Code.

3. Accessibility

The land provided for each neighborhood park shall be easily accessible to the residents of the development by automobile, foot, and bicycle.

The required neighborhood park acreage shall be located no greater than one-half mile from fifty (50) percent of the dwelling units to be served by the neighborhood park or no greater than one-quarter mile from fifty (50) percent of the dwelling units to be served by the neighborhood park if the neighborhood park is separated from the development by a collector or arterial roadway.

4. Uses Within Neighborhood Parks

Neighborhood parks may include, but are not limited to, sports fields, tennis courts, basketball courts, hiking and biking trails, community pools, playgrounds, and other areas where members of the development may congregate for recreational uses.

5. Open Play Area Required

Twenty-five (25) percent of the required neighborhood park acreage, but not less than one-half acre of each required neighborhood park, shall consist of an unpaved, open-play area without trees and structures that impair open play. The required unpaved, open-play area portion of the neighborhood park(s) must:

- a. Be set back a minimum of fifty (50) feet from wetlands, lakes, or other water bodies or separated from all wetlands, lakes, or other water bodies by a transparent fence or landscape buffer four (4) feet in height; and
- b. Have a minimum width of 100 feet and length of 100 feet.

6. Minimum Size

The required neighborhood park acreage may be composed of a single or multiple neighborhood parks; however, each required neighborhood park shall be a minimum of one-half (1/2) acre in size.

7. Minimum Dimension

The required neighborhood park acreage shall have a minimum dimension of thirty (30) feet. As noted above, the open play area shall be a minimum of 100 feet X 100 feet.

8. Equipment

If the neighborhood park includes playground or other recreational equipment, such equipment shall comply with all applicable American Society for Testing and Materials (ASTM), Americans with Disabilities Act, and Consumer Products Safety Commission standards.

G. Neighborhood Park Maintenance

The developer of a development that includes the neighborhood park shall be required to maintain and pay taxes on the neighborhood park(s) at no expense to the County, or convey such park(s) to a nonprofit homeowners' association; community development district; or open space trust. Neighborhood park(s) must be continuously maintained in a safe manner and consistent with safety standards established by the Consumer Product Safety Commission and ASTM. If a homeowners' association, community development district, or open space trust is formed, the developer shall provide documentation acceptable to the County demonstrating that such organization is governed according to the following:

1. The organization is organized by the developer and operating with financial subsidization by the developer, if necessary, before the sale of any lots within the development.
2. Membership in the organization is mandatory for all purchasers of dwelling units therein and their successors.
3. The organization shall be responsible for maintenance of and insurance and taxes on the neighborhood park(s).
4. The members of the organization shall share equitably the costs of maintaining and developing neighborhood park(s) in accordance with procedures established by them.
5. The organization shall have or hire adequate staff to maintain the neighborhood park(s).
6. In the event that the organization established to own and maintain the neighborhood park(s) or any successor organization shall at any time fail to maintain the neighborhood park(s) in reasonable order and condition, the County may serve written notice upon such organization and upon the residents and owners of the development setting forth the manner in which the organization has failed to maintain the neighborhood park(s) in reasonable condition. The said notice shall include a demand that such deficiencies of maintenance be cured within thirty (30) days thereof. If the deficiencies set forth in the original notice shall not be cured within the said thirty (30) days or any extension thereof, the County, in order to preserve the taxable values of the properties within the development and to prevent the neighborhood park(s) from becoming a public nuisance, may, upon approval by the Board of County Commissioners at a public hearing, enter upon the said neighborhood park(s) and maintain the same for any duration deemed appropriate by the County. The said entry and maintenance shall not vest in the public any rights to use the neighborhood park(s) and shall not cause the County to incur any liabilities or obligations related to such neighborhood park(s). The cost of such maintenance by the County, together with the cost of an insurance policy covering such maintenance (with the County as a named insured), shall be assessed ratably against the properties within the development that have a right of enjoyment of the neighborhood park(s) and shall become a tax lien on the said properties. The County, at the time of entering upon the said neighborhood park(s) for the purpose of maintenance, shall file a notice of such lien in the Office of the Clerk and Comptroller of the county upon the properties affected by such lien within the development. Notwithstanding the foregoing, the County shall be under no obligation to maintain any neighborhood park and nothing herein shall preclude the County from exercising any other available legal remedy for the failure to maintain neighborhood park(s).

H. Alternative Standards

Alternative standards that meet or exceed the intent and purpose of this section may be approved.

Sec. 20-73. Park and recreation facilities.

*→ (a) Park and recreation facilities will be adequate to serve the proposed development and meet the Broward County Regional Parks requirement and the city land use plan and comprehensive plan.

(b) In order to provide land suitable for the parks, open space and recreational needs of the future residents of the area in which the proposed development is a part the developer must provide land or funds or both used to provide additional community and neighborhood parks necessary to meet the need of such local level parks created by population growth in the area, according to all applicable ordinances of the city. Service standards for neighborhood parks are two acres per 1,000 population, and for community and city parks are one acre per 1,000 population, all of which will be measured by meeting the total of four acres of park land per every 1,000 residents of the city. This measure, though, is subject to being exceeded by other ordinances of the city. The additional one acre per 1,000 that Plantation requires beyond the three acres per 1,000 that the county requires can be met by also counting school playgrounds and open space, golf courses and private neighborhood association recreational facilities.

(Code 1964, App. A, Art. XXIII 1/2, 2(g)(9); Ord. No. 1741, § 1, 10-10-90; Ord. No. 1809, § 1, 10-2-91)

Cross References: Parks and playgrounds, § 23-171 et seq.

Sec. 20-74. School siting and school concurrency.

(a) School sites and school buildings shall be available to serve the education needs of the projected school age population as determined by the Broward County School Board.

(1) *Public school concurrency.* Pursuant to the public school facilities element of the City of Plantation Comprehensive Plan (PSFE) and the Amended Interlocal Agreement for Public School Facility Planning (ILA), the City of Plantation shall assist Broward County in their collaboration with the county school board (school board), to ensure public school facilities will be available for current and future students consistent with available financial resources and adopted level of service standards and such facilities are available concurrent with the impact of proposed residential development.

(2) *Applications subject to a public school concurrency determination.* The city shall not approve an application for a plat, replat, plat note amendment, findings of adequacy or any area site plan involving residential uses (application), that generates one or more students unless exempt or vested from the requirements of public school concurrency, until the school board has reported that the school concurrency requirement has been satisfied. (Note: A plat could be both residential and nonresidential.)

(b) *Exemptions and vested development.*

(1) The following residential applications shall be exempt from the requirements of public school concurrency:

a. An application which generates less than one student at each level in the relevant concurrency service area (CSA). Such development shall be subject to the payment of school impact fees.

Sec. 24-178 - Subdivision Plats.

- (A) *Plats in General.* All plats shall be prepared in conformance with Chapter 28 of the Miami-Dade County Code of Ordinances.
- (B) *Preliminary Plats.*
- (1) Preliminary plats shall be submitted to the Director for review and comment by appropriate City officials.
 - (2) Preliminary subdivision plats shall be submitted in triplicate to the Planning and Zoning Board at its regular meeting. One (1) copy of same, which shall be labeled "official" by the Director and shall remain at all times with the Director and another copy shall be made available to the Public Works Director.
- (C) *Final Plat.*
- (1) The final subdivision plat shall be drawn on tracing cloth or parchment in India ink; and in such form as is acceptable both to the City and County authorities for recording purposes.
 - (2) Such proposed final plat shall be submitted to the Planning and Zoning Board for its approval or disapproval with respect to the Board's recommendations to the City Council. Such plat must be presented at least ten (10) days prior to the meeting date of the Planning and Zoning Board upon which such plat should be considered.
 - (3) *Documents to accompany plat:*
 - (a) All applicants for subdivision approval shall submit, with the tentative subdivision plot plan, tax receipts of all parcels included in the subdivision, together with a notarized statement that no lien or liens are imposed on such property, also an abstract report.
 - (b) Any deed restrictions shall be submitted.
 - (c) No plat will be accepted without conforming and contiguous street dedications.
 - X → (4) *Mandatory dedication of open space areas:*
 - (a) *Requirement:* With regard to lands comprising at least ten (10) acres total acreage to be developed and/or subdivided, the developer and owner shall dedicate or set out five (5%) percent of same for parks, playgrounds and/or recreational purposes, in a location with suitable public access within the said acreage, as selected and determined by the Planning and Zoning Board, after considering the recommendation of the developer.
 - (b) *Access, use and ownership:* All such lands may be retained in private ownership for public use, and shall be subject to such conditions as the City may establish concerning access, use, and maintenance of such lands, as deemed necessary to

assure the preservation of such lands in perpetuity for their intended purposes and that the developer shall execute any and all documents necessary to effectuate the intended purposes.

- (c) *Compliance:* The City shall not issue any permit nor any certificate of occupancy until the developer and/or owner complies fully with this subsection.
- (d) *Conveyance to City:* Such lands may be offered to the City of North Miami Beach as a gift, and at the discretion of the City Council may be accepted upon recommendation by the Planning and Zoning Board.
- (e) *Density bonus:* In the event there is an actual direct conveyance by the owner and/or developer to the City of North Miami Beach by deed or other lawful conveyance, then in that event the developer and/or owner, at its option, may construct on the remaining portion of the said land and acreage, a ten (10%) percent increase in density as may be permitted by the Zoning and Land Development Code and the Comprehensive Plan of the City of North Miami Beach.
- (f) *Payment by developer in lieu of dedication of property:* The owner and/or developer shall have the further option to contribute and pay in cash to the City the market value of five (5%) percent of the total acreage to be developed and/or subdivided in lieu of dedicating or setting aside said amount of acreage for parks. Said payment shall be placed in a special trust account of the City and earmarked specifically for use for the development of parks, playgrounds, and/or recreational area or areas, which shall be used within a radius not exceeding three (3) miles from the lands being developed, and which shall be developed within five (5) years from the date of last payment into said fund; a tentative plan as to specific locations and the time-frames of development of such areas shall be prepared by the City Manager and submitted to the City Council for approval and/or modification within a period not exceeding ninety (90) days from the date of the developer's last payment to the City.

(Ord. No. 2008-22 § 5, 12/16/08)

AGENDA ITEM NO. 9

Planning Board Request:

Collect FDOT Design requirements for bike lanes along state roadways in urbanized areas.

The attached is from the FDOT Design Manual, which among other things addressed lane width, pavement markings, signage and keyhole lanes.

223 Bicycle Facilities

223.1 General

This chapter provides the minimum criteria to be used for the design of bicycle facilities on the State Highway System (SHS).

Bicycle facilities are to be provided on all roadways on the SHS, except where its establishment would be contrary to public safety; e.g., limited access facilities as defined by **FDM 211**. The various methods of providing bicycle facilities are discussed in **FDM 223.2**.

Process a Design Variation when a bicycle facility cannot be provided or when criteria contained within this chapter are not met.

223.2 Bicycle Facilities

A bicycle facility is any improvement or provision made to the roadway to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use. Bicycle facilities play an important role in supporting safe bicycle travel. Bicycle facilities include the following:

- Bicycle lanes
- Paved shoulders
- Wide curb lanes
- Shared use paths
- Keyhole lanes
- Bicycle parking facilities
- Separated bicycle lane

Bicycle safety can be enhanced through the following measures:

- (1) Maintaining a smooth, clean riding surface, free of obstructions. This includes ensuring drainage inlets and utility covers that cannot be moved out of the travel way are flush with grade, well seated, and use bicycle-compatible inlets, grates and covers.
- (2) Responsive and appropriate traffic control devices, consistent with guidance in the **Manual on Uniform Traffic Control Devices (MUTCD)**, including providing bicycle oriented directional signage.
- (3) Providing adequate lighting.

223.2.1 Bicycle Lanes

Bicycle lanes are a portion of a roadway designated for the preferential or exclusive use of bicyclists. Bike lanes are designated by a bicycle symbol pavement marking and signage in accordance with *Standard Plans, Index 711-002* and the *MUTCD*, and illustrated in *Exhibits 223-1* through *223-3*. Bicycle lanes are the preferred bicycle facility type on curbed roadways with a design speed ≤ 45 mph.

Bicycle lanes are one-way facilities and carry bicycle traffic in the same direction as adjacent motor vehicle traffic. On one-way streets, bicycle lanes should typically be placed on the right side of the street. A bicycle lane on the left side of the street can be considered if it will substantially reduce the number of potential conflicts, such as those caused by frequent bus traffic, heavy right-turn movements, high-turnover parking lanes, or if there is a significant number of left-turning bicyclists.

223.2.1.1 Bicycle Lane Width

The width of the bicycle lane is measured from the edge of travel lane to the edge of pavement. For new construction projects, a 7-foot buffered bicycle lane is the standard. A buffered bicycle lane has a double-6-inch white edge line separating the bike lane and the adjacent travel lane.

Buffered bicycle lanes are depicted in *Exhibit 223-1*. A buffered bicycle lane should not exceed 7 feet in width (including the buffer). Any additional pavement width that results from restricting the buffered bicycle lane to 7 feet should be applied to the outside travel lane.

For projects where a bike lane is needed and it is not practical to move the existing curb (e.g., RRR), the width of the bicycle lane depends on the width of the available roadway pavement. For these types of projects, the options in the order of priority are:

- (1) 7-foot buffered bicycle lane
- (2) 6-foot buffered bicycle lane
- (3) 5-foot bicycle lane
- (4) 4-foot bicycle lane

Do not provide a bike lane when available roadway pavement is less than 4 feet.

When roadway pavement is continuous to the face of guardrail or barrier, the minimum bicycle lane width is 5 feet. See **FDM 223.2.1.3** when the bicycle lane is adjacent to a right-turn lane or bus bay.

223.2.1.2 Pavement Markings and Signage

Bicycle lane pavement marking symbols are illustrated in **Exhibit 223-1**. Use the following guidance in determining the appropriate placement of bicycle lane markings:

- (1) At an intersection approach, transition the buffer lane striping to a double 6-inch wide stripe using a 2'- 4' dotted pattern 150 feet in advance of the intersection to provide sufficient distance for an automobile or truck to merge into the bicycle lane before turning right.
- (2) Provide continuous lane striping past low-volume and residential driveways.
- (3) Place a Helmeted Bicyclist Symbol and Bicycle Lane Arrow (per **Standard Plans, Index 711-002**) in the following locations:
 - (a) The beginning of a bicycle lane
 - (b) The far side of major intersections
 - (c) Prior to and within the keyhole lane
- (4) The maximum spacing of the Helmeted Bicyclist Symbol and Bicycle Lane Arrow is 1,320 feet.

Provide "Begin Bike Lane" and "End Bike Lane" signage in accordance with the **MUTCD**.

223.2.1.3 Keyhole Lanes

A keyhole lane is a bicycle lane that is placed between a through lane and the adjacent right turn lane, bus bay or parking lane. Provide a keyhole lane on curbed roadways that have a bicycle lane approaching the intersection, bus bay, or parking lane.

A keyhole lane should be provided on flush shoulder roadways that have Helmeted Bicyclist Symbol and Bicycle Lane Arrow pavement markings on the approaching paved shoulders.

Provide a 7-foot buffered keyhole lane on curbed roadways; however, when 7 feet is not obtainable, provide the greatest keyhole lane width possible, but not less than 5 feet. The

keyhole lane should match the width of the shoulder on flush shoulder and high speed curbed roadways, but not less than 5 feet.

Include Helmeted Bicyclist Symbol and Bicycle Lane Arrow pavement markings in the keyhole lane. Keyhole lanes are illustrated in **Exhibit 223-2**.

The addition of a keyhole lane is not required on RRR projects that have inadequate R/W or utility conflicts.

223.2.1.4 Green-Colored Bicycle Lanes

The Federal Highway Administration (FHWA) has issued an Interim Approval (IA.14), dated April 15, 2011, for the use of green-colored pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections and other traffic conflict areas. FDOT has received permission from FHWA for use of green-colored pavement on the SHS. The Interim Approval may be found at the following website:

http://mutcd.fhwa.dot.gov/resources/interim_approval/ia14/index.htm

Green-colored bicycle lanes may be used when the need to enhance the conspicuity of bicycle/vehicular conflict areas is demonstrated. Bicycle/vehicular conflict areas include:

- Bicycle lane crossing a vehicular right turn lane
- Channelized vehicular right turn lane crossing a bicycle lane
- Bicycle lane adjacent to a dedicated bus bay
- 5-foot or less bicycle lane adjacent to on-street parking
- Bicycle lane transition across a vehicular free-flow merge lane or lane addition, such as at an interchange

Green-colored pavement supplements the required bicycle lane pavement markings and is not to be used as a substitute for such markings. Details of green-colored pavement installations and associated pavement markings are illustrated in **Exhibit 223-3**.

The use of green-colored bicycle lanes require the approval of the District Design Engineer with a copy of the approval submitted to the State Bicycle and Pedestrian Coordinator. The addition of green-colored pavement to bicycle lanes per these criteria does not require a local agency maintenance agreement.

Modification for Non-Conventional Projects:

Delete the above paragraph and see RFP for requirements.

Use the following guidance in the placement of green-colored pavement:

- (1) When it is used in conjunction with white dotted lines, such as when extending a bike lane across a right turn lane or access to a bus bay, the transverse colored marking must match the 2'- 4' white dotted line pattern of the bike lane extension.
- (2) Start the green colored pavement as a solid pattern 50 feet in advance of the dotted striping, match the 2'- 4' dotted through the conflict area, and then resume the solid color for 50 feet after the conflict area, unless such an extent is interrupted by a stop bar, an intersection curb radius or bike lane marking.
- (3) Materials used to color the bicycle lane green must be non-reflective and in compliance with:
 - (a) **FDOT Specification 523, Patterned Pavement**, and
 - (b) **FHWA** Interim Approval letter (IA.14).

223.2.1.5 Green-Colored Intersection Bicycle Box and Two-Stage Queue Box

The Federal Highway Administration (FHWA) has issued Interim Approvals (IA), for the use of intersection bicycle boxes and two-stage bicycle queue boxes. FDOT has received permission from FHWA for use of these markings on the SHS.

The use of bicycle boxes or two-stage queue boxes may be considered only at signalized intersections. Should it be determined there are safety concerns with the IA's device or application and the IA is terminated, the device must be removed and the site restored to its previous condition.

The IAs may be found at the following websites:

- IA.18: Intersection Bicycle Box:
https://mutcd.fhwa.dot.gov/resources/interim_approval/ia18/ia18.pdf
- IA.20: Two-Stage Queue Box:
https://mutcd.fhwa.dot.gov/resources/interim_approval/ia20/ia20.pdf

Materials used for the bicycle boxes and two-stage bicycle queue boxes must be in compliance with **Standard Specification** 523, Patterned Pavement. The color green must be in compliance with **IA.14**: Optional Use of Green Colored Pavement for Bike Lanes.

The use of intersection bicycle boxes are to meet the requirements in **IA.18** and comply with all of the following conditions:

- 'Right turn on red' is prohibited and the left turn signal is protective
- All approaches to the intersection have a posted speed no greater than 35 MPH
- Bicycle detection is provided
- There is a bicycle lane or bicycle keyhole preceding the bicycle box
- There is no more than one through lane on the approach to the bicycle box
- There is a receiving bicycle facility (bicycle lane or paved shoulder) on the opposite side of the intersection

The use of intersection two-stage queue boxes are to meet the requirements in **IA.20** and comply with all of the following conditions:

- 'Right turn on red' is prohibited
- All approaches to the intersection have a posted speed no greater than 45 MPH
- Bicycle detection is provided

It is recommended that an educational program be developed to accompany the installation of bicycle boxes or two-stage bicycle queue boxes.

The use of green-colored intersection bicycle boxes or two-stage queue boxes require the approval of the State Roadway Design Engineer. The addition of green-colored pavement per these criteria does not require a local agency maintenance agreement.

Modification for Non-Conventional Projects:

Delete the above paragraph and see RFP for requirements.

223.2.2 Paved Shoulders

A paved shoulder is the portion of the roadway contiguous with the traveled way for accommodation of bicycle traffic, stopped vehicles, and emergency use. A paved shoulder must be a minimum width of 4 feet to serve as a bicycle facility.

Place the Helmeted Bicyclist Symbol and Bicycle Lane Arrow pavement markings (see **FDM 223.2.1.2**) on paved shoulders when all of the following are met:

- (1) Design speed \leq 45 mph,
- (2) Shoulder width \geq 5-foot,
- (3) Within C4, C5 or C6 context classification; or within C3R when demand is demonstrated, and
- (4) Shared use path is not present along corridor.

See **FDM 210.4** for additional information on paved shoulder requirements.

When audible and vibratory treatment is used adjacent to a paved shoulder that serves as a bicycle facility, see **Developmental Standard Plans Instructions (DSPi)** for **Index D546-020**.

223.2.3 Wide Curb Lanes

A 14-foot outside travel lane on a curbed roadway is known as a wide curb lane. The 14-foot width allows most motor vehicles to safely pass a bicycle within the travel lane. Wide curb lanes are not to be used as a method of providing bicycle facilities on new construction projects. They may be used on RRR projects when they are the only practical option for a bicycle facility.

223.2.4 Shared Use Paths

See **FDM 224** for additional information on shared use paths.

Shared use paths are not replacements for on-street bicycle lanes. Within a roadway R/W, bicycle lanes are typically safer and more efficient for bicyclists.

When paths are located immediately adjacent to roadways, some operational problems are likely to occur:

- (1) Paths require one direction of bicycle traffic to ride against motor vehicle traffic, which is contrary to the normal Rules of the Road. Motorists are not in the habit of scanning for traffic from that direction.
- (2) At path ends, bicyclists riding against traffic will tend to continue to travel on the wrong side of the street, as do bicyclists getting on to a path. Wrong-way travel by bicyclists is a major cause of bicycle/automobile crashes and should be discouraged.
- (3) Some bicyclists may use the roadway instead of the path because they have found the roadway to be safer, less congested, more convenient, or better maintained.

223.2.5 Bicycle Parking Facilities

Appropriately-placed bicycle parking supports those who choose to use the bicycle as their mode of transportation. Bicycle parking facilities installed and maintained by local agencies on FDOT R/W require the approval of the District Design Engineer.

Consider the following for the placement of bicycle parking facilities:

- Facilities do not interfere with pedestrian facilities and meet lateral offset requirements
- Racks support the bicycle from two locations to prevent it from falling over
- Bicycle shelters are desirable for long-term bicycle parking and for shielding bicycles from inclement weather conditions
- Bicycle lockers can provide a secure place to store a bicycle by preventing access when closed

See *AASHTO's 2012 Guide for the Development of Bicycle Facilities, Section 6.3.1* for site-specific guidance for bicycle racks.

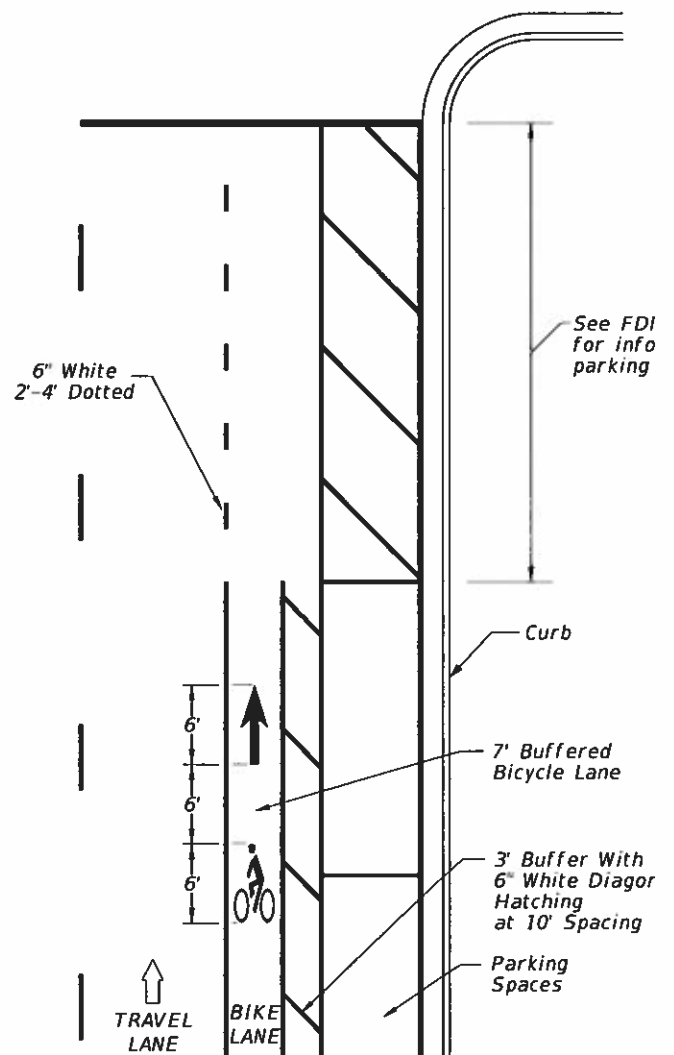
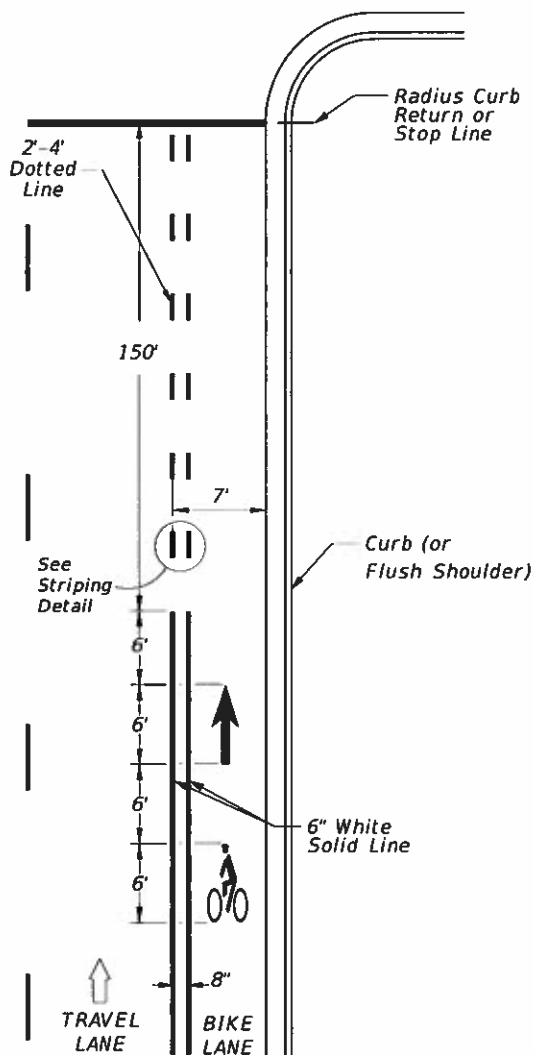
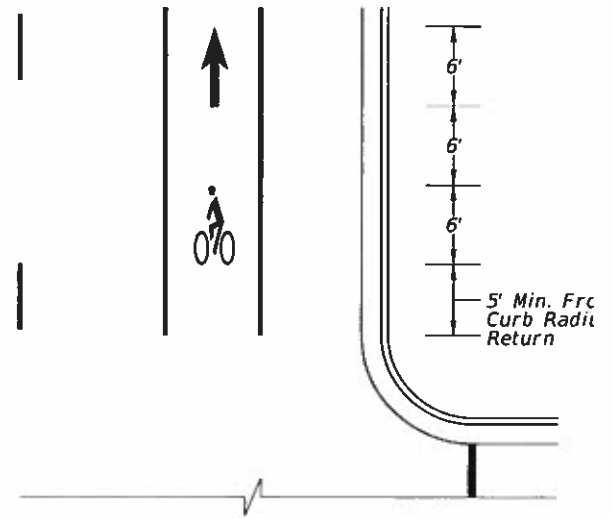
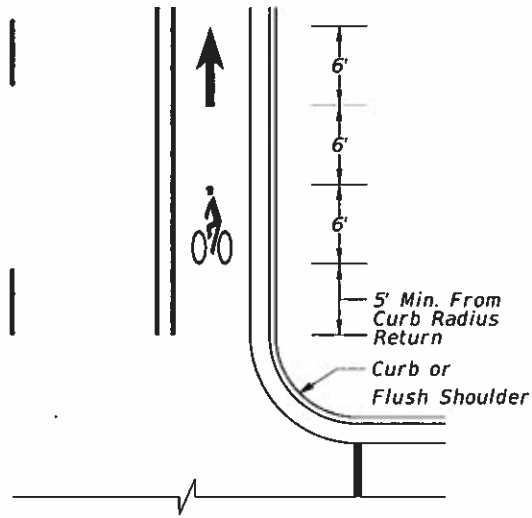
223.2.6 Separated Bicycle Facilities

Separated bicycle facilities are one-way or two-way bicycle ways that are adjacent to and physically-separated from the vehicular travel lane. Bicyclists in these facilities are separated from vehicular traffic and special attention must be paid to facility connections at intersections. Examples of treatment options include:

- Protected intersections
- Transitioning to shared lanes near the intersection
- Bicycle signalization

For design criteria and more information on separated bicycle facilities, see the [**FHWA Separated Bike Lane Planning and Design Guide**](#).

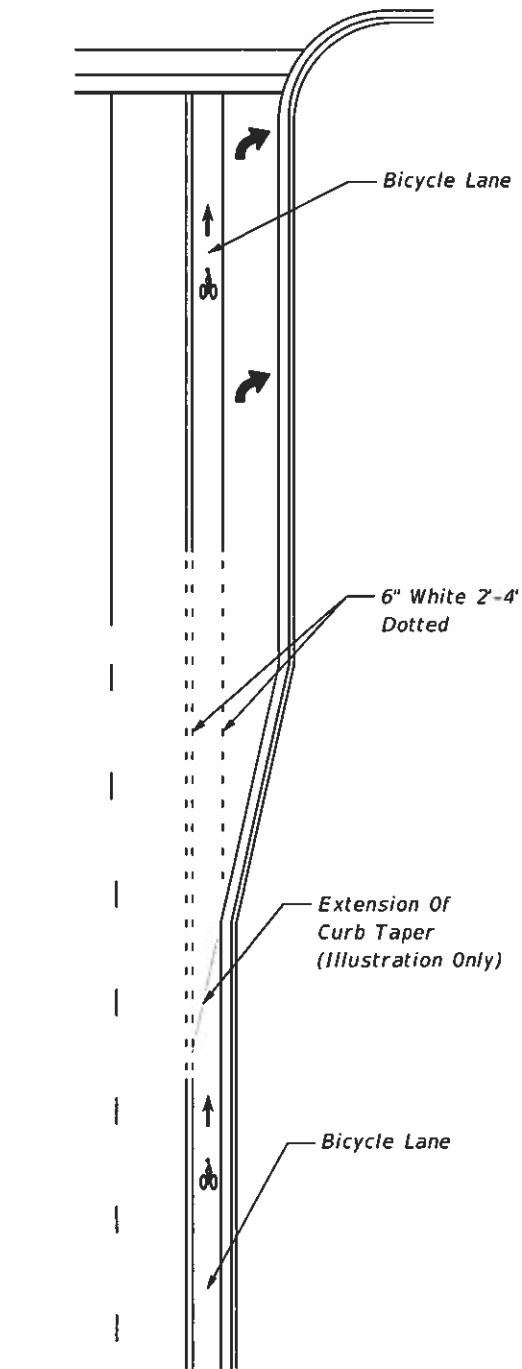
BICYCLE LANE TYPICAL F



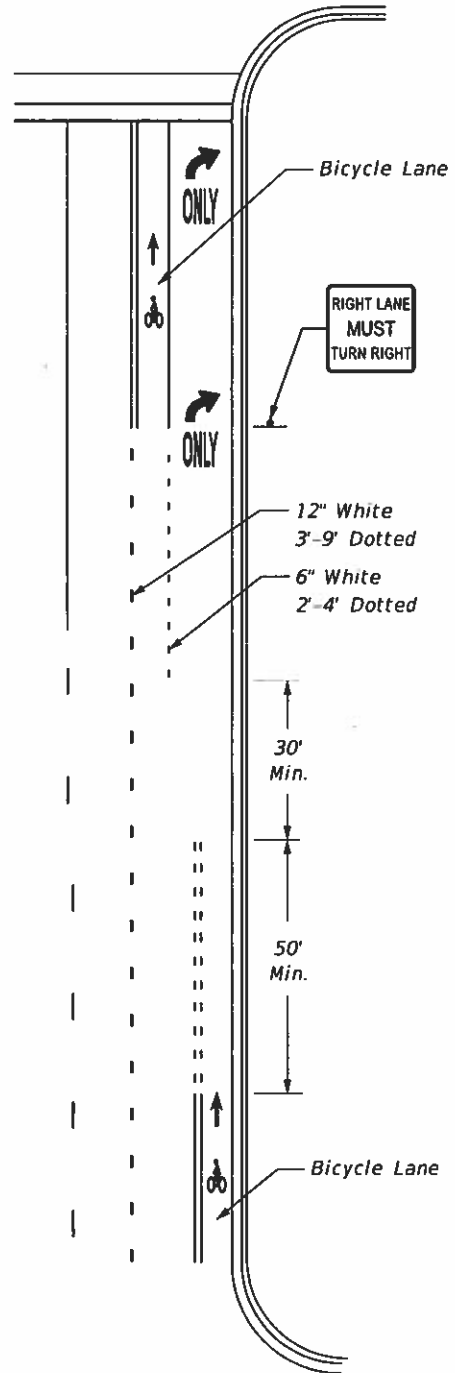
BICYCLE LANE INTERSECTION APPROACH DETAILS

BICYCLE LANE ADJACENT TO ON-STREET PARKING

TYPICAL KEYHOLE



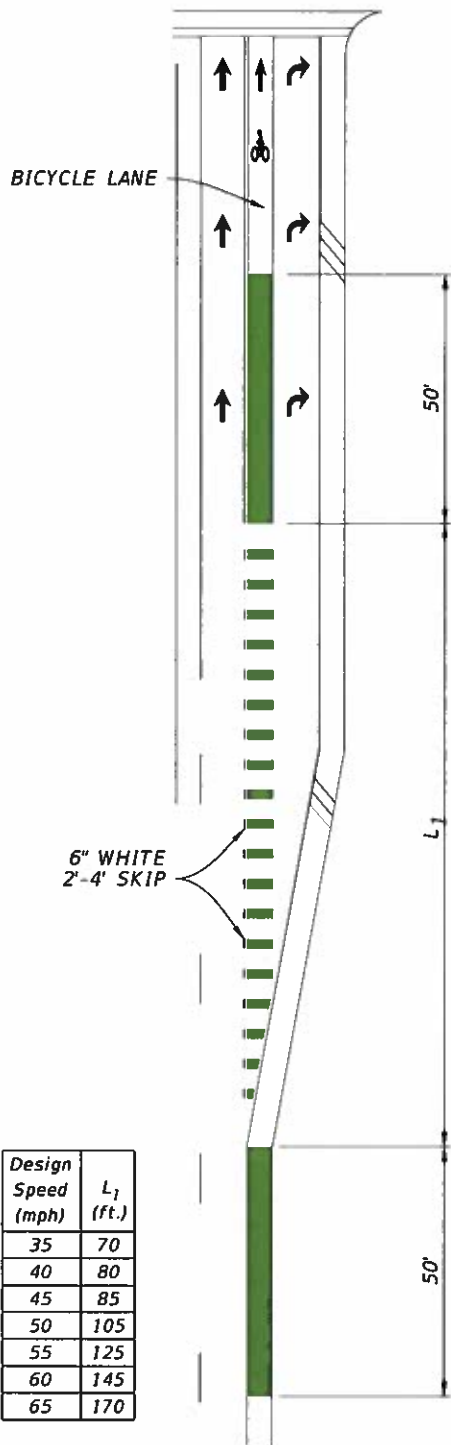
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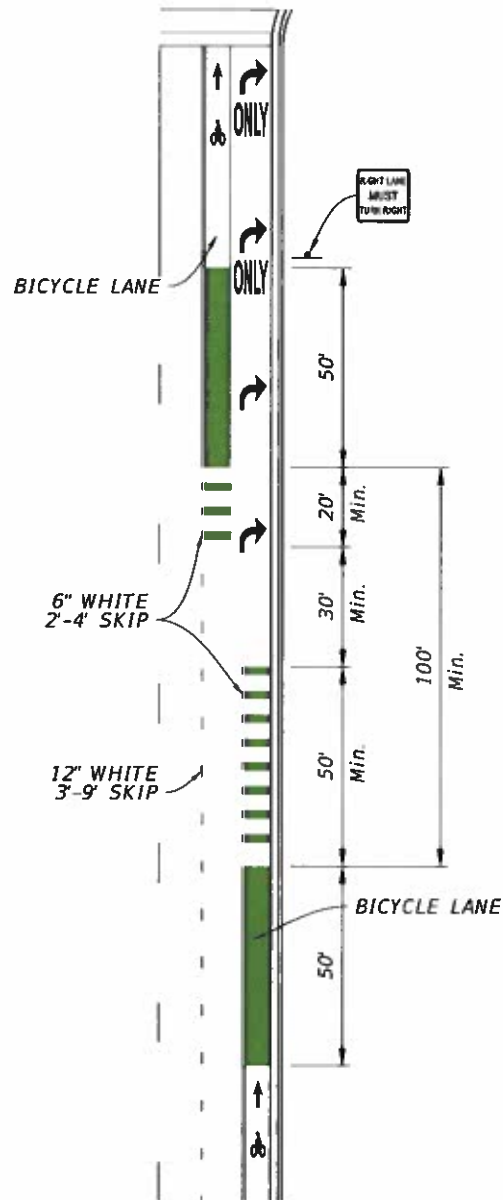
CURBED ROADWAY INTERSECTION WITH RIGHT TURN DROP LANE

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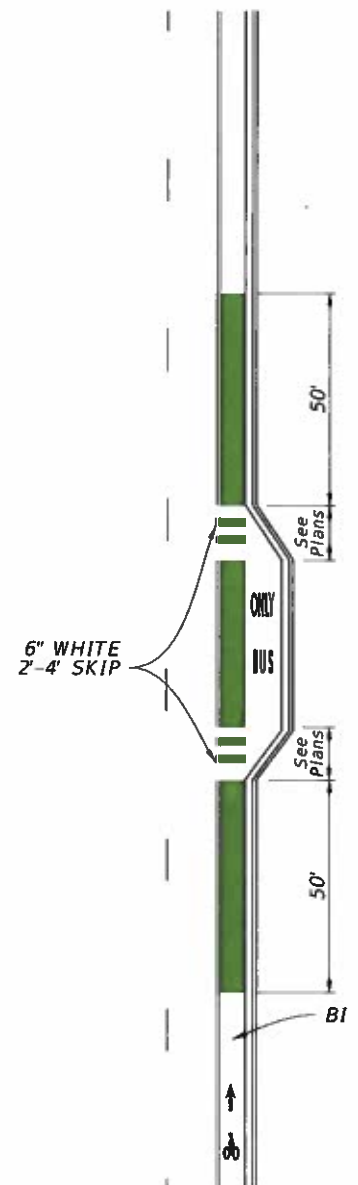
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FLUSH SHOULDER ROADWAY
BICYCLE LANE WITH
SEPARATE RIGHT-TURN LANE



CURBED ROADWAY
BICYCLE LANE WITH
RIGHT-TURN DROP LANE



CURBED ROADWAY
BICYCLE LANE AND
BUS BAY

223.3 Shared Lane Markings (Sharrows)

Shared lane markings, or "Sharrows" are optional pavement markings used to indicate a shared environment for bicycles and motor vehicles. Sharrows are used where it is not practical to provide a bicycle facility, and any of the following conditions exist:

- (1) The travel lane is too narrow for bicycles and motor vehicles to safely travel side-by-side.
- (2) With on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle.
- (3) To fill a gap in an otherwise continuous bike facility, generally for a short distance.
- (4) As part of an approved temporary traffic control plan, see **FDM 240**.

Streets with low traffic volumes and low traffic speeds are better suited to a travel environment where bicycle and motor vehicle traffic are mixed. Do not use Sharrows in the following conditions:

- Roadways with a posted speed greater than 35 mph
- On shared use paths
- Within a right turn lane

Place Sharrows in the center of the travel lane. This placement provides guidance to bicyclists to "command the lane" which discourages motorists from passing too closely. This placement also informs drivers that cyclists are entitled to ride in the center of the lane for their safety. To effectively convey this message, place Sharrows immediately after intersections and at a maximum spacing of 250 feet.

223.4 Bicycle Route System

Bicycle routes include roadways or shared use paths designated through signage, pavement markings or mapping. They provide directional and distance information, and aid bicyclists in wayfinding, especially in complex urban locations or along established long distance bicycle routes.

Follow the signing guidance in the **MUTCD, Part 9** when including information directing bicyclists around temporary interruptions in a route. Do not terminate bicycle routes at a barrier.

The decision whether to provide a bicycle route system should be based on the suitability of the particular roadway or shared use path for bicycle travel and the need for wayfinding information. Evaluations of suitability should include roadway width, volume, speed, and types of traffic, parking conditions, grade, sight distance, and connectivity to services, significant destinations, and local transit or regional transportation hubs. Other considerations include location and condition of drainage grates, railroad crossings, pavement surface, signals responsive to bicycles, and maintenance schedules.

223.4.1 U.S. Bicycle Route System

The U.S. Bicycle Route (USBR) System is a network of bicycle routes that span multiple states and are of national or regional significance. These routes are nominated for national designation by State Departments of Transportation (DOTs), and designated and catalogued by the *American Association of State Highway and Transportation Officials (AASHTO)*.

The [National Corridor Plan](#) shows existing and proposed U.S. Bicycle Routes within the United States. Florida has three U.S. Bicycle Routes:

- U.S. Bicycle Route 1
- U.S. Bicycle Route 90
- U.S. Bicycle Corridor 15 (application pending).

Florida has adopted a policy entitled [U.S. Numbered Bicycle Routes, Topic No. 000-525-060-a](#) in support of the national route system.

See Office of Policy Planning web page for additional information on U.S. Numbered Bicycle Routes in Florida: <http://www.fdot.gov/planning/policy/usbr/>

223.4.1.1 Determining a U.S. Bicycle Route

The District Bicycle Pedestrian Coordinator(s), with assistance from the State Bicycle Pedestrian Coordinator, will conduct the following:

- Assess and evaluate possible routes and select the most appropriate alternative.
- Acquire written support from federal, state or local agencies that have jurisdiction over the route or surrounding area, including the following:
 - Road authorities

- Municipal governments
- Departments of natural resources
- Tribes
- Parks and recreation
- Federal land agencies; e.g., U.S. Forest Service, Bureau of Land Management, National Park Service
- Secure letter of concurrence from adjacent state (Alabama or Georgia). When these states ask Florida for concurrence of a proposed route, the letter will be signed by the appropriate District Secretary.
- Prepare and submit the AASHTO application. Provide turn-by-turn instructions, map, state letter of concurrence, and written support from road owners. Also include discussion of economic benefits, liability and signage for the route. The application is to be signed by FDOT Secretary.

Table 223.4.1 provides criteria that can be used to evaluate route options. Route options are scored on a scale from 3 (fulfills selection criteria) to 0 (does not contribute to meeting selection criteria). "N/A" may be used when the criteria does not apply.

Table 223.4.1 U. S. Bicycle Route Criteria

Macro Criteria	3	2	1	0	NA
Within USBR corridor, with an emphasis on intrinsic scenic and cultural qualities of the corridor itself.					
Access to scenic, cultural, historical and recreational destinations. (May not be directly on route but are nearby.)					
Links major metropolitan areas to connect bicyclists to transportation hubs or major attractions.					
Reasonable direct route in connecting cities or attractions along the corridor.					
Supports natural connections between adjoining states.					
Includes or intersects existing or planned bicycle routes that are suitable for travel by touring bicycles.					
Micro Criteria	3	2	1	0	NA
Meets acceptable design criteria for on-road facilities and shared use paths.					
Utilizes already established and successful routes or paths					
Easy to follow with limited turns; is well marked or has easily identified permanent landmarks to enable navigation.					
Connects to at least one neighboring state's USBR, suitable roadway, bicycle route, or trail system.					
Access to food, water and overnight accommodations (including camping) at appropriate intervals (40-60 miles).					
Access to restaurants, libraries, retail shops and bicycle shops (parts and repair).					
Regularly scheduled ferry service for crossing water bodies. An alternate route should be identified when service may not be available.					
Topography is relatively easy for bicyclists; i.e., avoids extreme climbs.					
Total					

AGENDA ITEM NO. 10

ORDINANCE NO. []

AN ORDINANCE OF THE CITY OF PANAMA CITY BEACH, FLORIDA, AMENDING THE CITY'S LAND DEVELOPMENT CODE RELATING TO STORMWATER MANAGEMENT; PROHIBITING ILLICIT DISCHARGE INTO THE MUNICIPAL STORM DRAIN SYSTEM, ESTABLISHING EXEMPTIONS, ENFORCEMENT AND PENALTIES, AS MORE PARTICULARLY SET FORTH IN THE BODY OF THE ORDINANCE; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN IMMEDIATELY EFFECTIVE DATE.

WHEREAS, []

WHEREAS, the City Council has considered the amendments and finds that they are in the best interests of the health, safety and welfare of the City's residents and visitors.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PANAMA CITY BEACH:

SECTION 1. From and after the effective date of this ordinance, Section 3.05.24 of the Land Development Code of the City of Panama City Beach related to Illicit Discharge Prohibited, is created to read as follows:

3.05.24 Illicit discharge prohibited.

- A. Prohibition.** No person shall discharge or cause to be discharged into the municipal storm drain system, adjacent properties or watercourses any materials, including but not limited to pollutants or water containing any pollutants that cause or contribute to a violation of applicable water quality standards, other than stormwater. The commencement, conduct or continuance of any illicit discharge to the storm drain system is prohibited except as described in subsection (B).
- B. Exemptions.** The following discharges are exempt from discharge prohibitions established in subsection (A): (i) water line flushing or other potable water sources, landscape irrigation or lawn watering, diverted stream flows, rising ground water, ground water infiltration to storm drains, uncontaminated pumped ground water, foundation or footing drains (not

including active groundwater dewatering systems), crawl space pumps, air conditioning condensation, springs, non-commercial washing of vehicles, natural riparian habitat or wetland flows, swimming pools (if dechlorinated—less than one parts per million chlorine), fire fighting activities, and any other water source not including pollutants; (ii) discharges determined in writing by the City as being necessary to protect public health and safety; (iii) dye testing, provided written notice is provided to the City Engineer at least 48 hours prior to commencement of the test; and (iv) any non-stormwater discharge permitted under an NPDES permit, waiver or waste discharge order issued to the discharger and administered under the authority of the Federal Environmental Protection Agency (EPA), provided that the discharger is in full compliance with all requirements of the permit, waiver or order and other applicable laws and regulations, and provided that written approval has been granted for any discharge to the storm drain system.

C. Enforcement and Penalties.

(i) Whenever the City finds that a person has violated this section, the City may order compliance by written order of violation to the responsible person. The notice may require, without limitation:

1. The performance of monitoring, analyses, and reporting.
2. The elimination of illicit discharges.
3. That violating discharges, practices or operations shall cease and desist.
4. The abatement or remediation of stormwater pollution or contamination hazards and the restoration of affected property.
5. The payment of a fine to cover actual administrative and remediation costs.
6. The implementation of source control or treatment practices.
7. A deadline within which such remediation or restoration must be completed.
8. Notice that should the violator fail to timely remediate or restore within the established deadlines, that the City may undertake or cause to be undertaken the remediation or restoration, and that the expense thereof shall be charged to the property owner which may become a lien or special assessment on the property if unpaid.

(ii) The City, without prior notice, may suspend access to the City's municipal storm sewer system when such suspension is necessary to stop an actual or threatened discharge which presents or may present imminent and substantial danger to the environment, or to the health or welfare of persons, the MS4, or waters of the United States. If the violator fails to timely comply with a suspension order issued by the City, the City may enter the property and take such actions as deemed necessary to prevent or minimize damage to persons, the MS4 or waters of the United States. The violator shall be responsible to reimburse the City for all costs incurred by the City in taking the corrective actions.

SECTION 2. All ordinances or parts of ordinances in conflict herewith are repealed to the extent of such conflict.

SECTION 3. The appropriate officers and agents of the City are authorized and directed to codify, include and publish in electronic format the provisions of this Ordinance within the Panama City Beach Land Development Code, and unless a contrary ordinance is adopted within ninety (90) days following such publication, the codification of this Ordinance shall become the final and official record of the matters herein ordained. Section numbers may be assigned and changed whenever necessary or convenient.

SECTION 4. This Ordinance shall take effect immediately upon passage.

PASSED, APPROVED AND ADOPTED at the regular meeting of the City Council of the City of Panama City Beach, Florida, this ____day of _____, 2019.

MAYOR

ATTEST:

CITY CLERK

AGENDA ITEM NO. 11



GAYLE'S TRAILS & FUTURE TRAIL SYSTEM

Attachment-

Public Emails Received -

July 18, 2019

PCB Planning Commission and City Commissioner

To Whom it May Concern:

Hello, my name is Samantha and I am writing to you in regards of allowing golf carts and SMV allowed on the trails. I am a huge advocate against this decision and will continue to fight for other athletes and families in the area to stop this from happening.

I train mostly with my son and we need a safe place where I can push him. Like many others in this community running and biking area a huge passion of mine and a big part of my families daily life. During that time I am usually really in my zone, relieving stress and enjoying my hobby. With that being said that is why I always try to run on the trail that is designated TO ME! I don't want to be that annoying runner or biker on the road not paying attention because my endorphins are pumping through me, also this allows me to not have to stop and pull over for others (golf carts or vehicles) If you are competitive or have ever trained AT ALL you would know how annoying that is (for an athlete).

Remember a lot of these people on these trails are prepping for a race, letting off steam or enjoying a day with their families. I spend nearly everyday out on the trails AS IT IS MY LIVELY HOOD.

Lastly, consider what doors this will open. Drinking and joy riding is not out of the question and if you think young teens or adults won't dabble in that, then you are oblivious and in denial. Consider what you will be doing to the athletes out there if you go through with this decision. This trails are meant for us, quit taking everything away that gives us a little bit of piece.

Sincerely,

Your friend in fitness,
Samantha

Andrea Chester

From: Josh Wakstein <pcbjos@gmail.com>
Sent: Monday, July 15, 2019 2:02 PM
To: Andrea Chester
Subject: Fwd: Text from Ed Benjamin on 7/15/19

Andrea,

I sent myself an email with the text I received from Ed today. I don't know if he messaged all the board members so I wanted to send this to you so it could be dispersed to other board members.

Also could you send me the preferred email address I should forward emails to for preservation?

Thank you

Josh

Sent from my iPhone

Begin forwarded message:

From: Josh Wakstein <pcbjos@gmail.com>
Date: July 15, 2019 at 1:57:20 PM CDT
To: Josh Wakstein <pcbjos@gmail.com>
Subject: Text from Ed Benjamin on 7/15/19

Below is a text message I received from Ed Benjamin on 7/15/19. I thanked him for his thoughts.

Re: multi modal trail facilities

The chairman mentioned several times that traffic in PCB is a major problem and that multi modal trail use will help with that use. Even if the trail was available for multi use end to end the incremental reduction in traffic would not be worthy of mention.

Traffic is an issue because we have beautiful beaches and a TDC that spends millions advertising those beaches.

On a somewhat cynical note I wonder if the chair is concerned with traffic congestion caused by Gulf Coast Jam and Sand Jam?

For safety concerns and a complete lack of enforcement possibilities please vote no.

As you have told me several times "you have a solution or idea in search of a problem".

Thank you for your time.

Ed Benjamin

Sent from my iPhone

Andrea Chester

From: Alejandra Alvarado <drasquared@gmail.com>
Sent: Sunday, July 14, 2019 5:58 PM
To: pcbmarks@gmail.com; mark@emeraldislehoa.com; jasonmorehouse@gmail.com; patrick@phlandstudio.com; Andrea Chester; pcbjosh@gmail.com; david.scruggs@zha-fl.com
Subject: PCB Trails

Dear PCB Planning Board,

My name is Alejandra and I moved to PCB (Island Reserve Condominiums) in December 2017, to begin a career as a scientist at NSWC PCD. Earlier this month I was made aware of the possibility of motorized vehicles (ie, golf carts) being allowed on Gayle's Trails. This email is to raise my concerns, since I could not attend the planning board meeting that was rescheduled in the middle of the day Wednesday. Otherwise, I would have raised my concerns at the Thursday evening meeting.

According to the agenda on pcb.gov.com, for Thursday 11 July 6pm, there was supposed to be discussion of multi-modal trail facilities. It wasn't until a few days beforehand, that I found out that the discussion had moved earlier, to Wednesday 10 July 1pm, at a time that is very inconvenient to many full time employees. Why was the discussion moved?

I very strongly oppose the potential to allow motorized vehicles on the trails, for the safety of all of those that use and love it. For one, they are not wide enough to accommodate carts traveling in both directions. Two, according to PCB Code of Ordinances, a driver can be as young as 14 year and not have a drivers license. It also states they are not allowed on several major roads, such as Panama City Beach Parkway (except for crossing), and yet I see them out there all the time. I ride my bike regularly from my home, via Panama City Beach Parkway to Gayle's Trails towards the airport and back, as well as for running. These trails are the only places I feel safe in PCB. Even with bike lanes, I find it scary to ride around PCB, and even just walking across intersections. The website for Florida Department of Highway Safety and Motor Vehicles has plenty of statistics.

I sincerely hope you take into consideration the concerns of non-motorists that enjoy Gayle's trails and would like to continue using it. Thank you for your time, please don't hesitate to contact me if there is anything I need to clarify.

Alejandra Alvarado
520 390 0170

Andrea Chester

From: Dustin Bride <dustinbride@gmail.com>
Sent: Friday, July 12, 2019 6:28 PM
To: Andrea Chester
Subject: Fwd: LSV's and Golf carts on Gayle's Trails

I had the wrong email address initially.

----- Forwarded message -----

From: Dustin Bride <dustinbride@gmail.com>
Date: Fri, Jul 12, 2019, 6:25 PM
Subject: LSV's and Golf carts on Gayle's Trails
To: <achester@pcb.gov>, <pcbmarks@gmail.com>, <mark@emeraldislehoa.com>, <jasonmorehouse@gmail.com>, <patrick@phlandstudio.com>, <pcbjosh@gmail.com>, <david.scruggs@zha-fl.com>

PCB Planning Board,

My name is Dustin Bride and I am an engineer at the Navy base who lives off North Lagoon. I was recently made aware that there was consideration of allowing golf carts and LSV's on Gayle's Trails. I would like to voice my concern to you all and state that I am strongly opposed to the potential allowance of these vehicles on Gayle's Trails for safety reasons.

My wife and I run and ride Gayle's trails frequently and my 3 yr old daughter loves to ride her strider bike and my 1 year old son does his version of walking at the moment. The minimum legal age to operate a golf cart is 14, and LSV's are capable of reaching 35 mph. I routinely see golf carts/LSV's with kids and adults alike driving on North Lagoon not paying attention, speeding, driving all over the road, and doing just plain stupid stuff. These vehicles DON'T belong on the narrower trails which were never designed for vehicles like that. I do not want to share the paths with these vehicles with my kids doing their thing, myself riding my bike, or wife pushing a stroller. Being an engineer I had to research for some data on this topic and unfortunately there isn't much. But what I did find is below.

The most in depth paper I was have been able to find on the subject was published by AARP and is titled "Policy and Design Considerations for Accommodating Low-Speed Vehicles and Golf Carts in Community Transportation Networks", written by Renaissance Planning Group and AARP's Public Policy Institute. Let me provide you all the highlights that I found important and most applicable to the current discussion:

- 1) The minimum 10-foot width recommended by AASHTO (American Association of State Highway and Transportation Officials) for multiuse trails is insufficient to accommodate golf carts and LSVs. WRCOG recommends a 20- to 26-foot cross section of pavement surface, with 4 feet of this space marked for pedestrians. LSVs and bicyclists may share the remaining 16 feet of space. A wider alternative provides LSVs with 14 feet of width separate from an 8-foot bike lane and a 4-foot pedestrian lane.
- 2) A hot topic for me that really hits home since I have kids who use their little bikes and one who is learning to walk:

The mix of users is another important design consideration. For example, children's bike trailers and unpredictable child pedestrians and bicyclists themselves dictate wider lanes. Furthermore, planners and engineers must design for recently introduced golf carts that are six inches wider than standard carts.

3) Existing multiuse trails have not been designed for larger, higher-speed passenger vehicles. Turn radii, sight distances, and pavement durability may not be safe and appropriate for these vehicles. Furthermore, the vehicles themselves may present safety risks to non-motorized users. Electric vehicles generate little engine noise and may overtake other users by surprise. Should a pedestrian or bicyclist suddenly turn in front of a near-silent golf cart or LSV traveling 20 -35 mph, a serious crash may result.

4) Lastly; most of the research and experience available to date indicates that LSVs and other vehicles that travel faster than 20 mph should not share paths with slower-moving travelers. They should operate on their own pathways, or on low-speed public streets with appropriate design and signage. LSVs may be allowed to operate on properly designed shared-use pathways in slow speed mode, as is the case in Peachtree City or the Villages. The community should ensure adequate resources for enforcement.

Please take my point of view and research to heart in your debate about these vehicles on the trails. Last thing I want is someone to get hurt, let alone my own children.

Thank you for your time and consideration in this matter,

Dustin Bride

Andrea Chester

From: Doss Wallace <doss@apexisthere.com>
Sent: Friday, July 12, 2019 5:28 PM
To: Andrea Chester
Subject: Safe bicycling

My wife, daughter and I live approximately 1/2 mile from Frank Brown park and gayles trail. My wife and daughter have tried to follow my lead and use cycling as a form of non impact, safe and healthy exercise. We also have a golf cart we use for going on quick trips to neighbors houses as well. For what its worth, our opinion is that if golf carts or other motorized vehicles are allowed on the trail, we will no longer use the trail as a means for exercise and will greatly be disappointed. The entire reason for us using it now (especially the 2 of them since they are more novices than myself) is because its a safe place to bike, run, rollerblade etc. We are all about sharing but time and time again we have seen mis use of these vehicles and reckless behavior. We know you guys are up against a big fight with this and just wanted to to share our feelings. We live in the Lullwater/Lisbon area. Please keep our trail safe and "green". Thanks for hearing us out. The Wallace's.

Doss Wallace
Apex Disaster Specialist
Construction Superintendent
doss@apexisthere.com
770-310-5487

Andrea Chester

From: JEF Cycling <jefcycling@gmail.com>
Sent: Thursday, July 11, 2019 1:47 PM
To: pcbmarks@gmail.com; mark@emeraldislehoa.com; jasonmorehouse@gmail.com; Andrea Chester; patrick@phlandstudio.com; pcbjosh@gmail.com; david.scruggs@zha-fl.com
Subject: Multi-Modal Trail Use Discussion
Attachments: Letter to PCB Planning Board 7.11.19.docx

Dear Planning Board Members:

I was unable to make the Planning Board Meeting scheduled yesterday but would like for to take the time to read the enclosed letter on the issue. Thank you in advance for your consideration!

Joseph Fritz

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Barley's Bike Rental, Sales and Service
850-234-BIKE (2453)
Web: <https://www.barleysbikeshop.com>
Facebook: <https://www.facebook.com/barleybikeshop>
169 Griffin Blvd, #113
Panama City Beach, FL 32413



DATE: June 11, 2019
TO: City of Panama City Beach Planning Board
SUBJECT: Multi-Modal Trail Facilities Discussion

I am writing to provide my comments and suggestions to the City of Panama City Beach's Planning Board on the recent discussion of permitting low speed vehicles (golf carts) on a specific section of Gayle's Trail that was not funded with State and City Funds.

First, I want to thank you for volunteering on the Planning Board and your recommendations to the City Council on various issues with respect to planning, zoning and land development. All of these issues are important to our growth and development.

Secondly, I have been a resident of Bay County since 1983 and a permanent resident on the Beach since 1991. I am retired as a previous Director for USDA, Rural Development which provided federal funding for many projects in Lynn Haven, Panama City, Callaway, Mexico Beach, Bay County and the City of Panama City Beach. I am now part owner of a Beach business know as Barley's Bike Rentals, Sales and Service located at 169 Griffin Boulevard, Panama City Beach. I have been involved in the cycling community since 1983 and just recently worked the USA National Professional Cycling Championships in Knoxville, TN this past week in media operations for USA Cycling, Visit Knoxville and Peloton Sports. So, my suggestions are based on my knowledge within the cycling community, my knowledge on bike trails and their usage, my knowledge about planning and funding projects, and what is really best for our community.

Barley's Bike has been in business for three years. More than 50% of our revenue comes from renting bikes to tourists and visitors looking for a get-away on paved or dirt trails on Panama City Beach. Those trails are Gayle's Trails (paved) and the trails of Conservation Park. We routinely get visitors not looking to rent bikes but looking for information on where they can hike or ride and do it safely. The biggest concern for most bike riders is safety and their biggest fear is being hit by an automobile while on their bikes. Florida still leads the nation in cycling related deaths per capita for the country and those numbers have dramatically increased because of distracted drivers on cell phones. Walkers, Hikers, and Cyclists all travel at different speeds on the trails and adding another component that moves faster than all three will increase the risk of injuries for all users. The golf carts have already created havoc on our streets and now you are considering allowing their use on one of only two places where we do not have to contend with motorized vehicles. Since state funds were used to fund parts of Gayle's Trail with a specific purpose for non-motorized traffic, who is going to police the trail when they decide to ride all of it not just the section proposed to the Planning Board? Have you considered the liability issue of allowing motorized vehicles on paths where they were not previously allowed? I have reported to the Panama City Beach Police Department on more than one occasion of Jeeps and Trucks "four wheelin" down sections of Gayle's Trail and Conservation Park. I don't think the City really understands the number of people that use their bikes for recreational purposes on Gayle's Trail and at Conservation Park.



1. My recommendation would be to allow low speed vehicles for only those users to comply with American Disability Act. Those LSV owners would need a decal issued by the City of Panama City Beach.
2. My recommendation would be to not allow any other LSV access to Gayle's Trail and impose a fine or penalty on those violating this usage rule.

I am sure the Colony Club residents feel they are entitled to use the trails, much like the Villages in Central Florida but those communities are specifically designed for golf cart use, Gayle's Trail was not!

I appreciate your consideration and hope you make a recommendation to the City Council that maintains these trails are **ONLY FOR NON-MOTORIZED USE!**

Sincerely,

Joseph Fritz

Joseph Fritz

President, RDS, LLC
Co-Owner, JEF Cycling, LLC

Andrea Chester

From: Vance Preman <kcbikelaw@gmail.com>
Sent: Thursday, July 11, 2019 1:27 PM
To: mark@emeraldislehoa.com; jasonmorehouse@gmail.com;
patrick@pghlandstudio.com; Andrea Chester; pcbjosh@gmail.com; david.scruggs@zha-fl.com
Subject: Fwd: Gayles trail bikes/pedestrians/ motorized vehicles

----- Forwarded message -----

From: Vance Preman <kcbikelaw@gmail.com>
Date: Thu, Jul 11, 2019 at 10:24 AM
Subject: Gayles trail bikes/pedestrians/ motorized vehicles
To: pcbmarks@gmail.com <pcbmarks@gmail.com>

Dear Chairman, I'd like to address the above listed issue. Thank you for your service on the board. I have been on many planning boards in Johnson Co Kansas and Overland Park. It's a lot of work. I purchased a beach house, 7418 Thomas Drive, in PCB last year after a lot of research. Gayles trail was a major factor in deciding on PCB. Bikes are my avocation and vocation. I do not feel that I can safely ride a bike on the roadways of PCB. I can barely get across the street to Seltzer Park as drivers do not observe cross walks. I have field complaints w Bay Co Sheriff on this topic. I just read on "I love PCB" FB page that a man was struck recently in a lighted flashing crosswalk in front of Sharkeys. Gayles trail provides safety in a pristine environment. 100 million Americans rode bikes last year. If property owners and tourists don't feel safe they will go elsewhere. Thank you for your time.

Andrea Chester

From: Tom Averill <averilltom040@gmail.com>
Sent: Wednesday, July 10, 2019 9:32 PM
To: Andrea Chester
Subject: Fwd: Gayle's Trails

----- Forwarded message -----

From: Tom Averill <averilltom040@gmail.com>
Date: Wed, Jul 10, 2019 at 9:27 PM
Subject: Gayle's Trails
To: rcarroll@baycounty.fl.gov <rcarroll@baycounty.fl.gov>

Please do not allow motorized vehicles on the trails. My wife and I run in those beautiful areas, and golf carts etc will be a danger to us and other pedestrians.

Thank you
Tom Averill

Andrea Chester

From: John Michalik <jmichalik2005@gmail.com>
Sent: Wednesday, July 10, 2019 12:56 PM
To: pcbmarks@gmail.com; mark@emerladislehoa.com; omorehouse@bbandt.com; patrick@phlandstudio.com; Andrea Chester; pcbjosh@gmail.com; dscruggs@sdavisioneering.com
Subject: Motorized Vehicles on Gayle's Trails

Greetings:

First of all, thank you for your service as members of PCB's Planning Board. I know that this sort of service is often thankless but demanding.

I am writing to you today because I've heard you are considering allowing motorized vehicles on Gayle's Trails. As a runner and a cyclist I cannot tell you how opposed I am to this. There's almost nowhere that's safe to run or bike anymore on the beach (where I live) so Gayle's Trails and Conservation Park have become a safe haven for many of us.

In my own neighborhood, golf carts are allowed to roam but NO ONE can control the children who drive them and the very dangerous situations that occur frequently as a result of that. Emails have been sent, exhortations for common sense by parents have been made but still ... kids are operating these things in a reckless and dangerous manner and it's only a matter of time before something terrible, and yet preventable, occurs. I believe this would be exactly the same situation if you allow these vehicles on our trails. You'll be combining underaged "drivers" or tourists who are rubber necking and not paying attention with runners and cyclists who are unable to hear them due to ear buds and unable to react in time to prevent tragedies.

PLEASE leave us just one place on the beach where we can run and bike safely. I can tell you that access to this SAFE network of trails is one of the reasons we bought our home where we did and it's a HUGE selling point for future homeowners. Please don't take that away from our community and from the legions of runners and bikers who depend upon the trails for safety.

Thank you!

John Michalik

Andrea Chester

From: Sharon Michalik <michasj67@gmail.com>
Sent: Wednesday, July 10, 2019 12:49 PM
To: pcbmarks@gmail.com; mark@emerladislehoa.com; omorehouse@bbandt.com; patrick@phlandstudio.com; Andrea Chester; pcbjosh@gmail.com; dscruggs@sdivisioneering.com
Subject: Motorized vehicles on the trails

Greetings:

First of all, thank you for your service as members of PCB's Planning Board. I have served as a board member, and President, of my HOA/POA board and I know that this sort of service is often thankless but demanding.

I am writing to you today because I've heard you are considering allowing motorized vehicles on Gayle's Trails. As a runner and a cyclist I cannot tell you how opposed I am to this. There's almost nowhere that's safe to run or bike anymore on the beach (where I live) so Gayle's Trails and Conservation Park have become a safe haven for many of us.

In my own neighborhood, golf carts are allowed to roam but NO ONE can control the children who drive them and the very dangerous situations that occur frequently as a result of that. Emails have been sent, exhortations for common sense by parents have been made but still ... kids are operating these things in a reckless and dangerous manner and it's only a matter of time before something terrible, and yet preventable, occurs. I believe this would be exactly the same situation if you allow these vehicles on our trails. You'll be combining underaged "drivers" or tourists who are rubber necking and not paying attention with runners and cyclists who are unable to hear them due to ear buds and unable to react in time to prevent tragedies.

PLEASE leave us just one place on the beach where we can run and bike safely. I can tell you that access to this SAFE network of trails is one of the reasons we bought our home where we did and it's a HUGE selling point for future homeowners. Please don't take that away from our community and from the legions of runners and bikers who depend upon the trails for safety.

Thank you!

Sharon

AGENDA ITEM NO. 12



CODE ENFORCEMENT UPDATE

JULY 2019

MONTHLY CITATION REPORT

DATE	VIOLATION	CITATION AMOUNT	AMOUNT COLLECTED	OFFICER	GENERAL OR CRA
6/27/2019	Grass/ Weed Overgrowth	\$100.00	\$0.00	JM	GF
6/28/2019	Grass/ Weed Overgrowth	\$200.00	\$200.00	LS	GF
7/2/2019	Grass/ Weed Overgrowth	\$100.00	\$0.00	JM	GF
7/8/2019	Accumulation of Trash Junk Debris	\$100.00	\$100.00	LS	GF
7/9/2019	Building Maintenance	\$300.00	\$0.00	LS	GF
7/10/2019	Grass/ Weed Overgrowth	\$100.00	\$0.00	JM	CRA
7/10/2019	Grass/ Weed Overgrowth	\$100.00	\$0.00	JM	GF
7/16/2019	Grass/ Weed Overgrowth	\$200.00	\$0.00	JM	GF
7/17/2019	Grass/ Weed Overgrowth	\$100.00	\$0.00	LS	Gf
7/22/2019	Grass/ Weed Overgrowth	\$100.00	\$0.00	LM	GF
7/22/2019	Short Term Rental	\$500.00	\$0.00	JT	GF
7/23/2019	Failure to Furnish Trash Receptacle	\$250.00	\$0.00	LS	GF
Total		\$2,150.00	\$200.00		

* All citations written by Code Enforcement Officers since the June Report

OUTSTANDING CITATIONS

DATE	VIOLATION	VIOLATION DESCRIPTION	CITATION AMOUNT	AMOUNT DUE
6/3/2019	15-18, 15-17(6)	Grass/weed overgrowth	\$ 100.00	\$ 100.00
6/5/2019	15-18, 15-17(3)	Accumulation of trash junk debris	\$ 250.00	\$ 5,000.00
6/13/2019	15-18, 15-17 (3)(6)	Accumulation of trash junk debris	\$ 250.00	\$ 5,000.00
6/17/2019	15-18, 15-17(6)	Grass/weed overgrowth	\$ 100.00	\$ 100.00
6/18/2019	15-18, 15-17(6)	Grass/weed overgrowth	\$ 100.00	\$ 100.00
6/20/2019	15-18, 15-17(6)	Grass/weed overgrowth	\$ 100.00	\$ 100.00
6/27/2019	15-18, 15-17(6)	Grass/weed overgrowth	\$ 100.00	\$ 2,000.00
7/2/2019	15-18, 15-17(6)	Grass/weed overgrowth	\$ 100.00	\$ 100.00
7/9/2019	8-7	Building maintenance	\$ 300.00	\$ 300.00
7/10/2019	15-18, 15-17(6)	Grass/weeds overgrowth	\$ 100.00	\$ 100.00
7/16/2019	15-18, 15-17(6)	Grass/weeds overgrowth	\$ 200.00	\$ 200.00
7/17/2019	15-18, 15-17(6)	Grass/weeds overgrowth	\$ 100.00	\$ 100.00
7/22/2019	15-18, 15-17(6)	Grass/weeds overgrowth	\$ 100.00	\$ 100.00
7/22/2019	4-02-04 I (4)A	Short term rental	\$ 500.00	\$ 500.00
7/23/2019	12-2	Failure to furnish trash receptacle	\$ 250.00	\$ 250.00

* All citations that are unpaid or uncorrected (After 70 days a lien is filed)

OUTSTANDING CITATION LIENS - FOR YEAR 2019

DATE	VIOLATION	VIOLATION DESCRIPTION	AMOUNT	LIEN FILED	LIEN AMOUNT
1/10/2019	15-18,15-17(1)(3)	Abandon Materials-Driveway	\$ 250.00	6/20/2019	\$ 125.00
1/11/2019	15-1(a)(b) 15-18,15-17(1)(3)	Unpainted Plywood & Tree Debris	\$ 250.00	6/20/2019	\$ 5,000.00
2/7/2019	15-18,15-17 (2)(3)	Junk Vehicle & Litter	\$ 250.00	6/20/2019	\$ 250.00
2/19/2019	5.02.03 LDC	Damaged fence	\$ 100.00	6/20/2019	\$ 2,000.00
2/27/2019	15-18,15-17(3)	Accumulation of junk	\$ 250.00	7/11/2019	\$ 5,000.00
3/4/2019	5.02.03 LDC	Damaged fence	\$ 100.00	7/11/2019	\$ 2,000.00
3/4/2019	15-18, 15-17, (1,3,5)	Grass & abandoned material	\$ 100.00	7/11/2019	\$ 2,000.00
3/11/2019	5.02.03 LDC 5.02.08 (A2) LDC	Failure to secure pool	\$ 200.00	7/11/2019	\$ 4,000.00
3/12/2019	15-18, 15-17 (3)	Accumulation of trash junk debris	\$ 250.00	7/11/2019	\$ 5,000.00
3/26/2019	15-18, 15-17(3)	Accumulation of trash junk debris	\$ 250.00	7/11/2019	\$ 5,000.00
3/28/2019	15-18, 15-17 (6)	Grass/weeds	\$ 100.00	7/11/2019	\$ 2,000.00
4/10/2019	5.02.03 LDC	Damaged fence	\$ 100.00	7/11/2019	\$ 5,000.00
4/10/2109	15-18,15-17(3)	Accumulation of trash junk debris	\$ 250.00	7/11/2019	\$ 5,000.00
5/3/2019	15-18, 15-17(3) 12-7	Accumulation of abandoned material and litter	\$ 250.00	7/11/2019	\$ 250.00
5/9/2019	15-18, 15-17 (3)	Accumulation of abandoned material	\$ 250.00	7/11/2019	\$ 250.00
4/23/2019	15-18,15-17(3)	Accumulation of trash junk debris	\$ 250.00	7/11/2019	\$ 5,000.00

* Citations that remained unpaid after 70 days had liens filed on the property.

OUTSTANDING ABATEMENT LIENS

DATE	AMOUNT	FUND
1/9/2018	\$3,138.16	GF
1/18/2018	\$606.62	GF
1/18/2018	\$675.08	GF
3/17/2018	\$469.12	GF
12/19/2018	\$2,463.25	GF
7/11/2019	\$907.00	GF
TOTAL:	\$8,259.23	

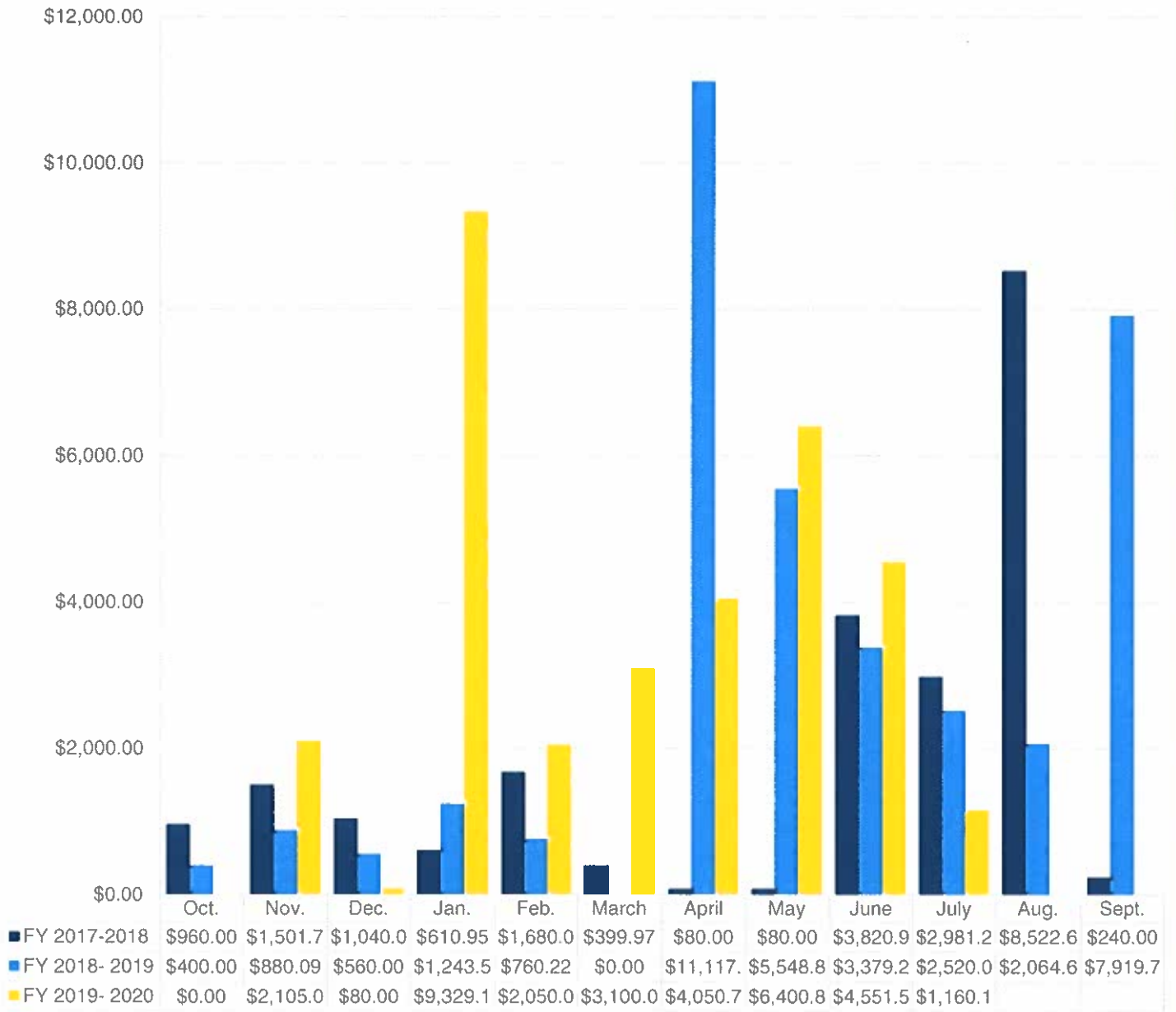
* Abatement liens are filed when a property owner fails to take care of his/her property and the City pays to correct the nuisance (ex. this includes failure to mow, trim, clean, remove debris). A lien is placed on the property, so the City can recoup fees paid to make the correction.

FEES COLLECTED THIS PERIOD FOR CITATIONS

DATE	VIOLATION	CITATION AMOUNT	AMOUNT COLLECTED	OFFICER	GENERAL OR CRA
6/4/2019	Accumulation of Trash Junk Debris	\$250.00	\$250.00	LS	CRA
5/10/2019	Accumulation of Abandoned Material	\$250.00	\$250.00	LS	GF
5/7/2019	Portable Toilet	\$250.00	\$250.00	JM	CRA
6/18/2019	Grass/ Weed Overgrowth	\$100.00	\$100.00	JM	GF
6/28/2019	Grass/ Weed Overgrowth	\$200.00	\$200.00	LS	GF
5/21/2019	Grass/ Weed Overgrowth	\$100.00	\$100.00	JM	GF
2/13/017	Accumulation of Abandoned Material	\$250.00	\$860.15	JT	GF
Total		\$1,700.00	\$2,310.15		

* Includes fees collected for all citations and liens since the June Report

CODE ENFORCEMENT FUNDS COLLECTED



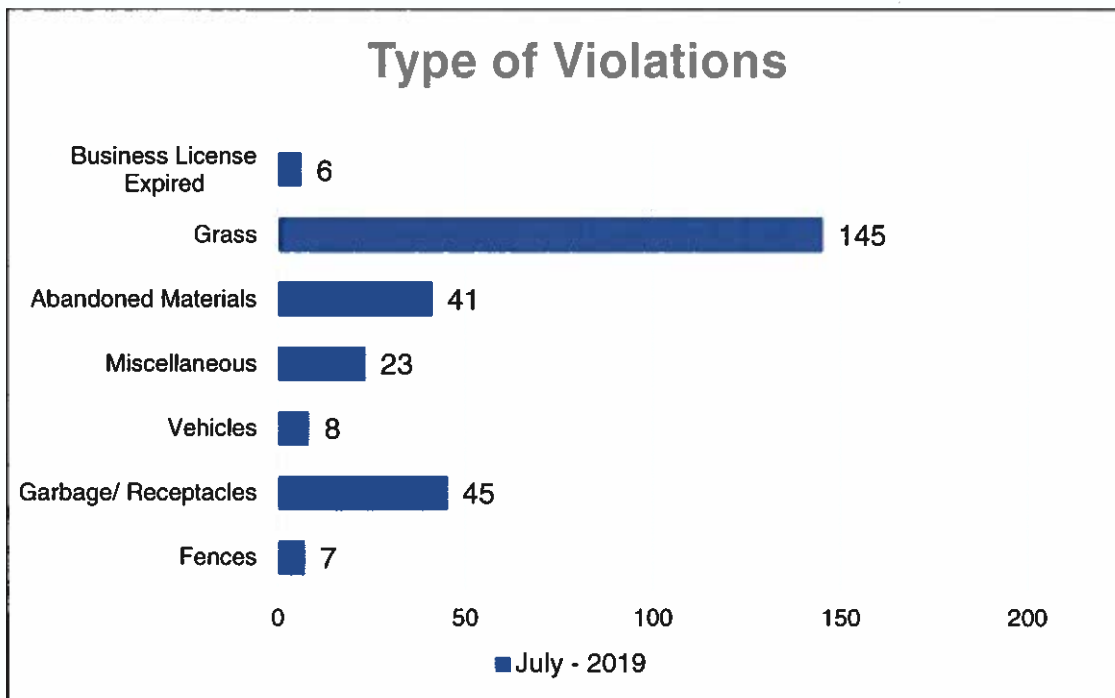
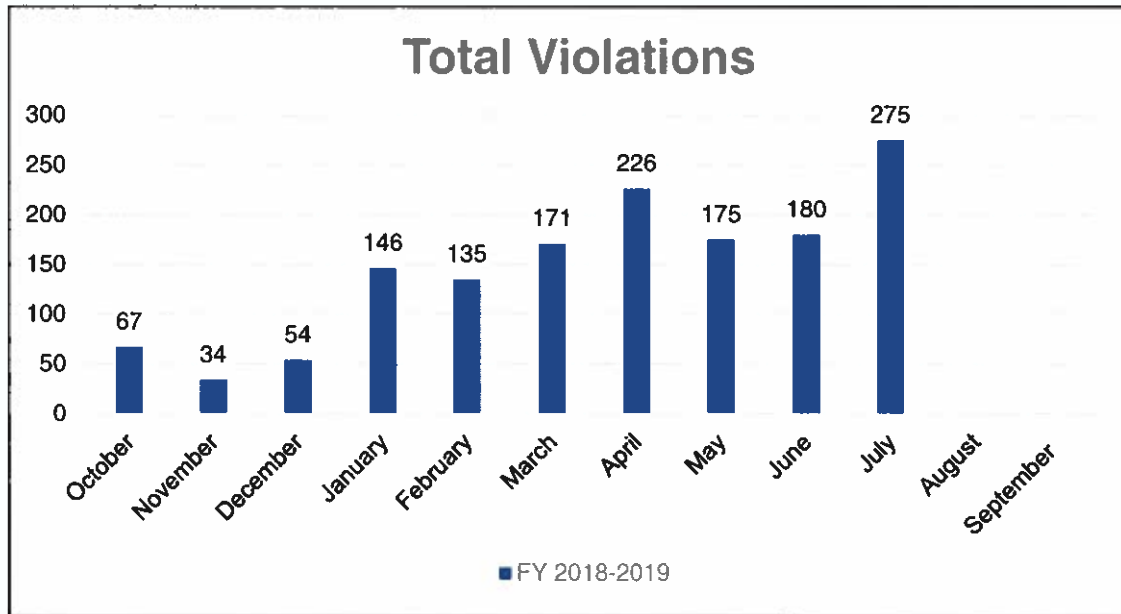
FY 2017 – 2018= \$21,917.43

FY 2018 – 2019= \$36,393.99

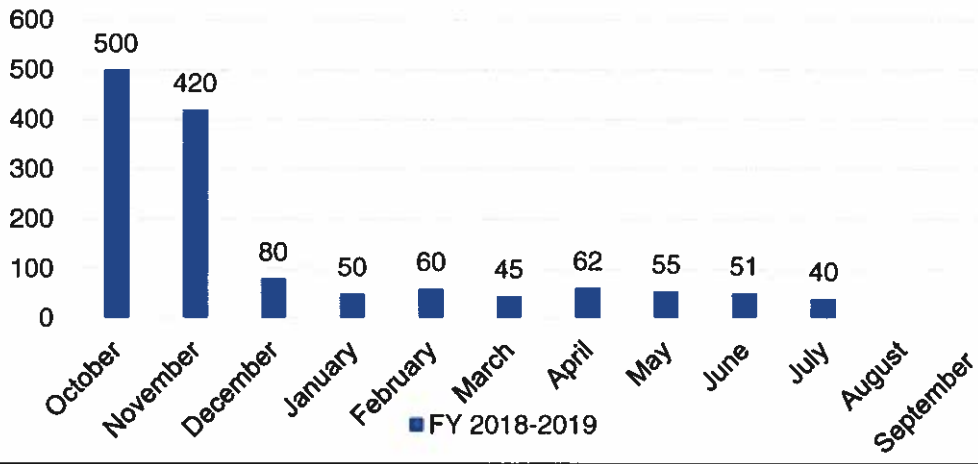
FY 2019 – 2020= \$32,827.43

Summary

In **July 2019**, the Code Enforcement Division continued its efforts to maintain and improve the quality of life throughout the residential and business community. Over the course of the month, the department issued 275 violations. (Report Date 7/25/2019)



ROW Sign Violations



JULY VIOLATION STATUS

VIOLATION	OPEN	CLOSED	TOTAL
8-7 Building Maintenance	2	0	2
12-2 Duty to Furnish Receptacles	2	8	10
12-4 Garbage and Trash: Prohibited Practices and Violations	8	12	20
12-4(8) Trash Receptacles by Curb	7	0	7
12-5 Visible Dumpster	0	1	1
12-7 Requirement to Keep Property Free of Litter	4	4	8
14-28 Expired Business License	1	5	6
22-47 Abandoned Vehicle	0	5	5
2.03.02 LDC Engaging in Unpermitted Use of Land	0	3	3
4.02.04 LDC Failure to Maintain Performance Standards w/in Zoning Districts	0	1	1
4.04.04 (I) Interior Furniture Stored Outdoors	0	1	1
5.02.03 LDC Fences	6	1	7
5.02.08 (A2) LDC Swimming Pools	0	1	1
5.03.01 LDC Temporary Use	3	1	4
5.07.04 (L) LDC Display of Prohibited Sign: Vehicle Sign	0	1	1
10.01.02 LDC Development Without a Permit	2	2	4
15-18, 15-17(2) Unlawful Storage of Junk Automobiles	1	2	3
15-18,15-17(3) Detrimental Conditions, Abandoned Material	18	13	31
15-18,15-17(4) Window Covers/ Shutters	1	0	1
15-18,15-17(5) Abandoned Material- Threat to Public Health/Safety	0	10	10
15-18,15-17(6) Excessive Growth Grass	80	65	145
15-18, 15-17(7) Detrimental Dirt Pile	1	0	1
15-18,15-17(9) Physical or Unsanitary Conditions	1	0	1
15-18,15-17(12) Fire Hazards	2	0	2
Totals	139	136	275

NOTES

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