



# Safe Streets and Roads for All

# **SAFETY ACTION PLAN**

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Bay County, Florida

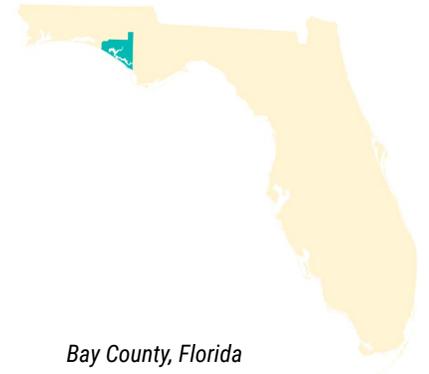
**MARCH  
2025**

# Table of Contents

<b>Introduction</b>	<b>3</b>
Target Zero	4
Safe System Approach	5
Safe Streets and Roads for All	5
What is a Safety Action Plan?	5
Plan Purpose and Goals	6
<b>Community Profile and Equity Analysis</b>	<b>7</b>
Environmental Justice and Transportation	8
Sociodemographic Factors	8
Climate and Economic Justice Screening Tool	9
<b>Community Engagement</b>	<b>10</b>
Public and Stakeholder Engagement Plan	10
Stakeholder Outreach	10
Public Engagement	12
Summary of Public Response	14
<b>Crash Analysis and Network Screening</b>	<b>18</b>
Existing Crash Analysis	18
High-Risk Network	24
High-Injury Network	28
<b>Engineering Countermeasure</b>	<b>33</b>
<b>Toolbox</b>	<b>33</b>
Rear End Crashes	34
Turning and Angle Crashes	36
Lane Departure Crashes	38
Bicycle Crashes	40
Pedestrian Crashes	42
Aging Drivers	44
Systemic Countermeasures	49
<b>Project Prioritization</b>	<b>50</b>
Scoring Methodology	50
Prioritized Project List	53
<b>Proactive Actions</b>	<b>60</b>
Safety Strategies	65
<b>Measuring Progress</b>	<b>66</b>
Performance Measures	66
Evaluation	67
<b>Appendix A – Public Engagement Materials</b>	<b>69</b>
<b>Appendix B – Safety Analysis Report</b>	<b>70</b>
<b>Appendix C – Countermeasure Evaluation</b>	<b>71</b>
<b>Appendix D – Prioritized Projects List</b>	<b>72</b>

# Introduction

Bay County is an internationally known tourist destination, with its emerald-green water and white sandy beaches. The Bay County Chamber of Commerce estimates that there are 19.2 million visitor days/nights each year, with tourism generating \$3.1 billion in direct spending.<sup>1</sup> The City of Panama City Beach alone estimates they receive 4.5 million visitors each year, increasing the city's population from 18,300 to over 100,000 during the summer months.<sup>2</sup> According to the latest Census estimates, the County is home to 181,368 residents, an increase of 7.4% since 2010.<sup>3</sup> With a growing population and year-round tourism bringing millions of visitors each year, Bay County is prioritizing the safety of all road users to ensure that both residents and visitors alike have a safe and enjoyable experience.



*Bay County, Florida*



<sup>1</sup> Bay County Chamber of Commerce. (2025). [Tourism and Business](#).

<sup>2</sup> Panama City Beach. (2025). [Visitors - Area Information](#).

<sup>3</sup> U.S. Census Bureau. (2023). Demographic and Housing Estimates, ACS 5-Year Estimates Data Profiles, [Table DP05](#).



# Vision Zero

Vision Zero is a mobility safety strategy that was first implemented in Sweden in the 1990s. Since then, many major American cities have implemented the strategy successfully. Vision Zero Network defines Vision Zero as “a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.”<sup>4</sup> With a traditional approach, an emphasis is placed on modifying human behavior and on individual responsibility; with Vision Zero, human error is considered in mitigation strategies and a systems approach is emphasized.

# Target Zero

Target Zero is the State of Florida’s initiative to reduce transportation fatalities and serious injuries for all modes of travel to zero. Specifically, Florida seeks a target of zero for the following five performance measures consistent with the FHWA rule on National Performance Management Measures: Highway Safety Improvement Program (April 2016).

- Number of fatalities.
- Rate of fatalities per 100 million vehicle miles traveled.
- Number of serious injuries.
- Rate of serious injuries per 100 million vehicle miles traveled.
- Number of non-motorized fatalities and non-motorized serious injuries.

Both Vision Zero and Target Zero have a goal of zero fatalities and serious injuries. Target Zero builds on Vision Zero by focusing on changing dangerous driver behaviors before fatalities and serious injuries occur. Target Zero is an actionable goal and a formal performance target that is reviewed annually during the statewide Highway Safety Improvement Program update. Transportation planning organizations (TPO) are charged with establishing their own targets, and the Bay County TPO 2045 Long-Range Transportation Plan (LRTP) has adopted the annual statewide goal of zero fatalities and serious injuries. Bay County is committed to achieving the goal of Target Zero by 2045.



<sup>4</sup> Vision Zero Network. (2025). [What is Vision Zero?](#)



# Safe System Approach

The Safe System Approach is a strategy that addresses and mitigates risks in the transportation system. With this approach, an emphasis is placed on safety programs for infrastructure, human behavior, responsible oversight, and emergency response, all with a goal of zero roadway fatalities and serious injuries. **There are six principles of the Safe System Approach:**

1. Death and serious injuries are unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility is shared.
5. Safety is proactive.
6. Redundancy is crucial.



Figure 1. Safe System Approach (USDOT)

Objectives of Safe System Approach implementation include five core elements: safer people, safer roads, safer vehicles, safer speeds, and post-crash care. **Figure 1** conceptualizes the Safe System Approach with the relationship between the principles and objectives.<sup>5</sup>

# Safe Streets and Roads for All

Funded by the U.S. Department of Transportation (U.S. DOT), the Safe Streets and Roads for all (SS4A) grant program supports local initiatives to prevent fatalities and injuries and supports the goal of zero deaths and serious injuries on the nation’s roadways. The Infrastructure Investment and Jobs Act of 2021 established the SS4A program. This program requires the development of a Safety Action Plan that identifies the community’s most significant roadway safety concerns. This action plan is required to secure federal funding for roadway safety projects.

# What is a Safety Action Plan?

A Safety Action Plan provides a framework for identifying roadway safety issues and prioritizing road safety improvements. It involves the identification of crashes and types of crashes, recommendations of safety countermeasures for crash mitigation, and an implementation timeline, bringing stakeholder engagement into the process and promoting interagency collaboration to more effectively implement improved safety. The roadway safety project prioritization list and implementation timeline are established once crashes and countermeasures are identified. As part of the Safety Action Plan there is a public commitment towards a goal of zero fatalities and serious injuries on the transportation system within a specific timeframe. The Bay County Safety Action Plan fulfills the requirements of the SS4A Program by identifying, addressing, and prioritizing roadway safety concerns within the community.

<sup>5</sup> USDOT. (2025). [What Is a Safe System Approach?](#)



# Plan Purpose and Goals

The Bay County Safety Action Plan identifies roadway safety issues, prioritizes safety project locations, and recommends future initiatives.

## THE OBJECTIVES OF THIS SAFETY ACTION PLAN ARE TO:



**ACHIEVE TARGET ZERO BY 2045 WITH ZERO FATALITIES OR SERIOUS INJURIES ON ROADWAYS THROUGHOUT THE COUNTY.**



**CONDUCT A SAFETY ANALYSIS TO IDENTIFY CRASH TYPES AND HIGH-RISK LOCATIONS ON STREETS THROUGHOUT THE COUNTY.**



**IDENTIFY SAFETY COUNTERMEASURES BASED ON SAFETY ANALYSIS.**

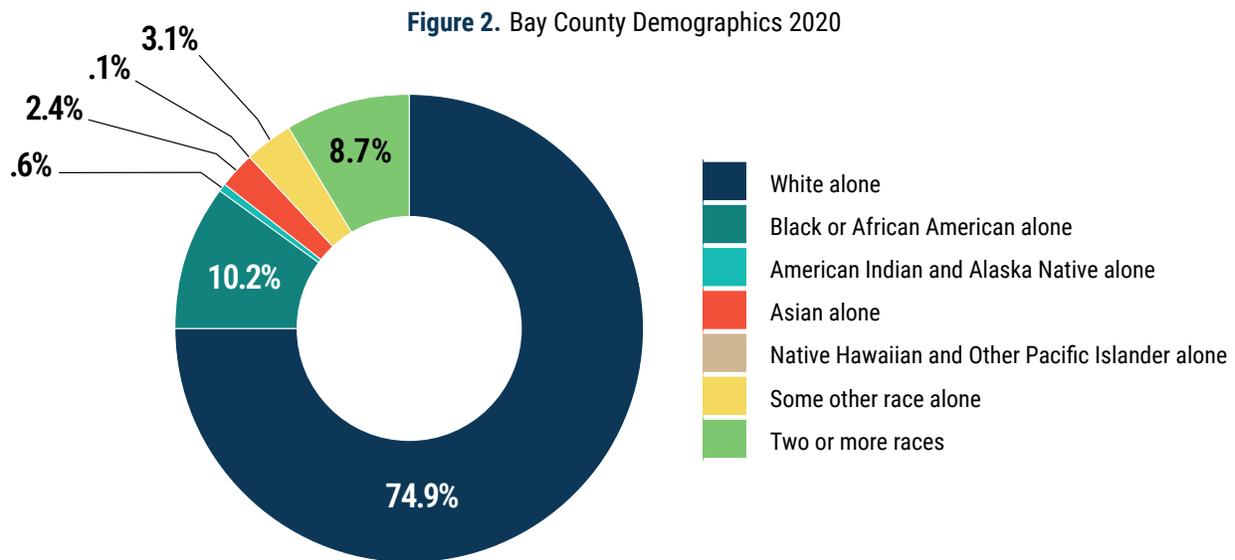


**PRIORITIZE PROJECTS AND CREATE AN IMPLEMENTATION PLAN.**



# Community Profile and Equity Analysis

Bay County strives to take a comprehensive approach to transportation to ensure that everyone can enjoy access to the County’s many offerings. **Figure 2** depicts the demographics of Bay County, based on the 2020 Census.<sup>6</sup> As shown in **Table 1**, the County’s population has changed and become more diverse in the past decade.



**Table 1. Bay County Demographics 2010 to 2020**

Category	2010	2020
Total Population	100.0%	100.0%
White Alone	82.2%	74.9%
Black or African American alone	10.8%	10.2%
American Indian and Alaska Native alone	0.7%	0.6%
Asian alone	2.0%	2.4%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.1%
Some other race alone	1.2%	3.1%
Two or more races	3.1%	8.7%

<sup>6</sup> U.S. Census Bureau. (2020). [Race](#), Table P1.



## Environmental Justice and Transportation

Environmental Justice is the equitable treatment of “all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other activities that affect human health and the environment.”<sup>7</sup> Environmental Justice protects individuals from disproportionate and adverse human health and environmental effects and hazards. It also allows for equitable access to a healthy, resilient environment in which to live, work, and learn. In transportation, environmental justice addresses issues of pollution from the transportation sector, with many communities of color and low-income families living along corridors with disproportionate exposure to pollution.<sup>8</sup>

## Sociodemographic Factors

Sociodemographic factors have been shown to affect transportation choices, with low-income and no car households more likely to rely on alternative modes of transportation. These factors were reviewed to compare Bay County to the State of Florida and to the country overall as shown in **Table 2**. Bay County’s sociodemographic factors track closely with the State and Country. Approximately 18% of the population is over age 65, 6% are under the age of 5, and 17.2% are between the ages of 5 and 19. Almost 12% of the population has an income below 100% of the poverty level, with around the same percentage with poverty status; just over 30% of the population is below 200% of the poverty level. Low-income communities are typically defined as census tracts with median household incomes at or below 80% of the statewide median income.

**Table 2.** Sociodemographic Factors in Bay County, FL

Socioeconomic Factor	Bay County	State of Florida	United States
Income Below 100% of Poverty Level	11.7%	12.6%	12.4%
Income Below 200% of Poverty Level	30.3%	30.7%	28.5%
Limited English-Speaking Households	2.1%	6.9%	4.2%
Under the Age of 5	5.6%	5.1%	5.5%
Between 5 and 19	17.2%	16.8%	18.9%
Over 65 years	18.2%	21.1%	17.7%
Does Not Own a Car	4.0%	5.9%	8.4%
Less than High School Education	9.2%	10.4%	10.6%
Unemployment	1.9%	2.5%	2.7%
Poverty Status	11.6%	12.4%	12.2%

Approximately 41% of the 49 Census Tracts in Bay County have a population of 10% to 30% that are below the poverty level; another 6% of these Tracts have a population of 30% to over 54% that are below the poverty level. About 39% of the Tracts have a population between 5% and 10% that are below the poverty level, and the remaining 14% have a population under 5% that are below the poverty level.

Only 4% of the County’s population does not own a car, compared to 6% statewide and over 8% nationwide. This may be related in part to the limited transportation options within the County if people have no other choice but to purchase a car.

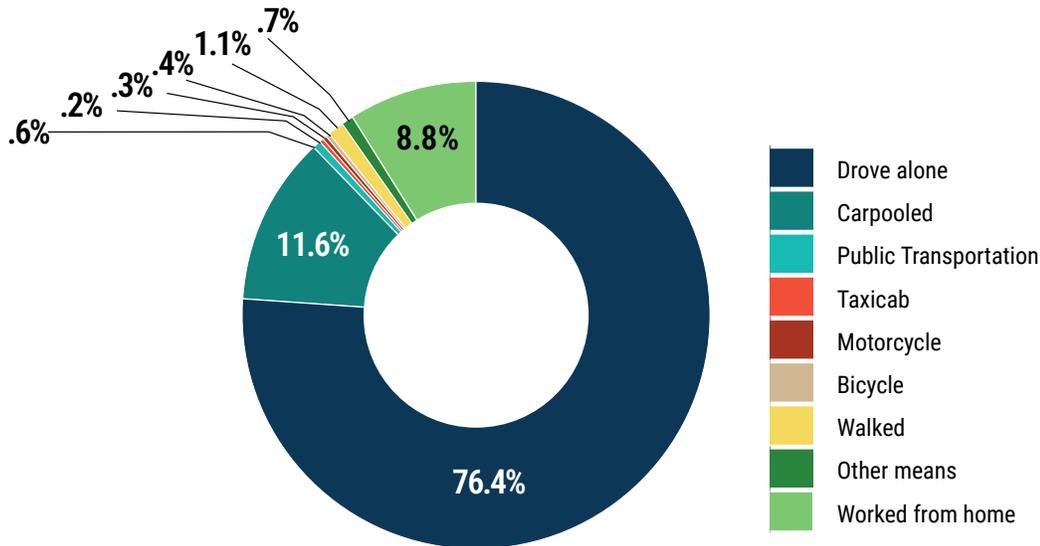
<sup>7</sup> Environmental Protection Agency. (2025). [Environmental Justice](#).

<sup>8</sup> Environmental Protection Agency. (2025). [Environmental Justice and Transportation](#).



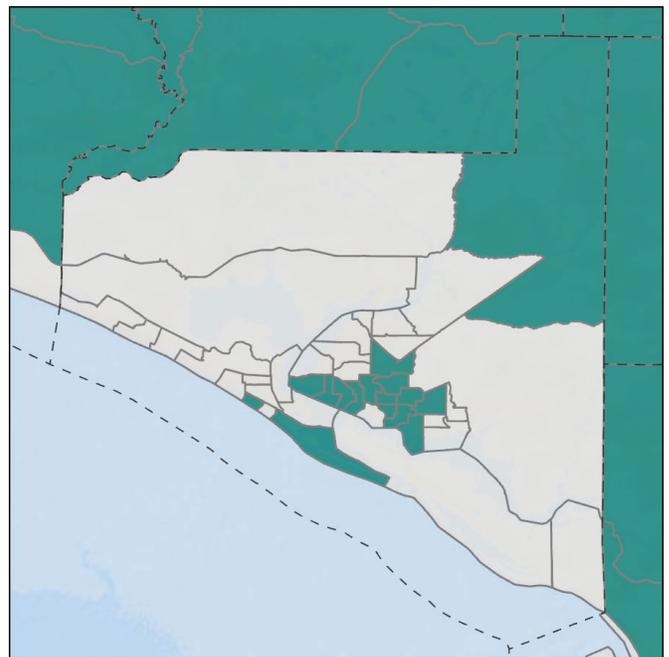
According to the latest census data in **Figure 3**, approximately 76.4% of workers living in Bay County drove to work alone while 11.6% carpooled. Approximately 9% of the population worked from home in 2023, which is an increase from 2.2% of the population in 2010 when telework was less common. This indicates a moderate decrease in the number of people on the roads because they are teleworking. Very small percentages of the population, around one percent or less, used other modes of transportation, such as public transportation, taxis, motorcycles, bicycles, walking, or other means besides driving or carpooling to get to work.

**Figure 3.** Means of Transportation to Work in Bay County



## Climate and Economic Justice Screening Tool

The Council on Environmental Equality created the Climate and Economic Justice Screening Tool (CEJST) to identify disadvantaged communities, expanding on the Environmental Protection Agency’s Environmental Justice Screening Tool. It considers several burden factors, including energy, air quality, higher education enrollment, formerly redlined tracts, expected agricultural loss, and traffic proximity. The communities in **Figure 4** have been identified in the CEJST as disadvantaged, which means that it is located in a Census Tract that is above the threshold for one of the several burdens indexed by the tool.



**Figure 4.** CEJST Disadvantaged Communities

# Community Engagement

## Public and Stakeholder Engagement Plan

At the onset of the study, the project team established an engagement strategy for public and stakeholder outreach following SS4A grant program best practices, addressing:

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter-and intra-governmental cooperation and collaboration, as appropriate.

The **Bay County Safe Streets and Roads for All (SS4A) Safety Action Plan Engagement Strategy** provided the basis for project outreach and defined the primary public and stakeholder engagement activities undertaken by the study team, aligning with the needs of the stakeholders and communities affected by the proposed network improvements.

## Stakeholder Outreach

In order to gain a thorough understanding of the issues and shortfalls facing Bay County, the study team conducted discussions with local experts via the Bay County Community Traffic Safety Team (CTST) and gathered public input through an online survey and pop-ups at community events. In addition, a project website was developed to share progress and other valuable information with the public on a continuous basis throughout the project.

## Stakeholder Identification

### PROJECT TASK FORCE

The **Bay County Community Traffic Safety Team (CTST)** was identified as the task force established for this project. The CTST was charged with providing input on the development, implementation, and eventual monitoring of this Safety Action Plan. The Bay County CTST membership is comprised of officials and stakeholders from various agencies and private companies who work together to coordinate on traffic safety issues throughout Bay County. Members of the Bay County CTST include representatives from Bay County Government (Public Works, Planning, EMS/Fire Department), Cities of Lynn Haven, Panama City, Panama City Beach, Calloway, and Mexico Beach, as well as Florida Department of Transportation (FDOT) District Three (NW Florida) personnel from the District's Traffic & Safety Offices, Planning, and Maintenance, the Florida Highway Patrol, and Webber, FDOT's maintenance provider.

The study team solicited feedback from the Bay County CTST throughout the study process including initial and final findings. Briefings were provided at key points throughout the study and the study team coordinated feedback from the



task force for each phase of the study. The briefings included detailed presentations covering each major phase of the study: Project Introduction (September 2024 CTST Meeting), Data Collection/Crash Analysis Results (November 2024 CTST Meeting), and Project Identification/Draft Safety Action Plan (March 2025 CTST Meeting). The study team also provided the Bay County CTST with early notices for the public meeting, pop-up events, and access to the online public survey to increase awareness and participation from the public and other agency stakeholders within Bay County. CTST meeting agendas are included in [Appendix A](#).

## ADDITIONAL KEY STAKEHOLDERS

Presentations and coordination were conducted with the following groups in collaboration with County staff.



### Emerald Coast Regional Council (ECRC)

The Emerald Coast Regional Council is the area regional planning council, representing seven counties including Bay County. The ECRC Safety Action Plan, a regional safety action plan funded under the same grant program as this project, was approved in December 2024 but was still under development during the initial phases of the Bay County Safety Action Plan. The study team attended ECRC meetings and reviewed materials to ensure that goals and recommendations are complementary. ECRC staff similarly attended meetings for this project and were invited to provide feedback.



### Bay County Transportation Planning Organization (TPO)

The Bay County TPO is the local intergovernmental transportation policy board for Bay County. The TPO consists of the board and two advisory committees: the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC). These meet on the same day about six (6) times a year on the fourth Wednesday of the month. The study team conducted presentations to the TPO, TCC and CAC introducing the project, goals and objectives, and analysis strategies on February 5th, 2025.

*On February 5th, 2025 the Bay County TPO adopted a resolution that supports the development and adoption of the Safety Action Plan. Resolution Bay 25-04 is in [Appendix A](#).*



### Society of American Military Engineers (SAME)

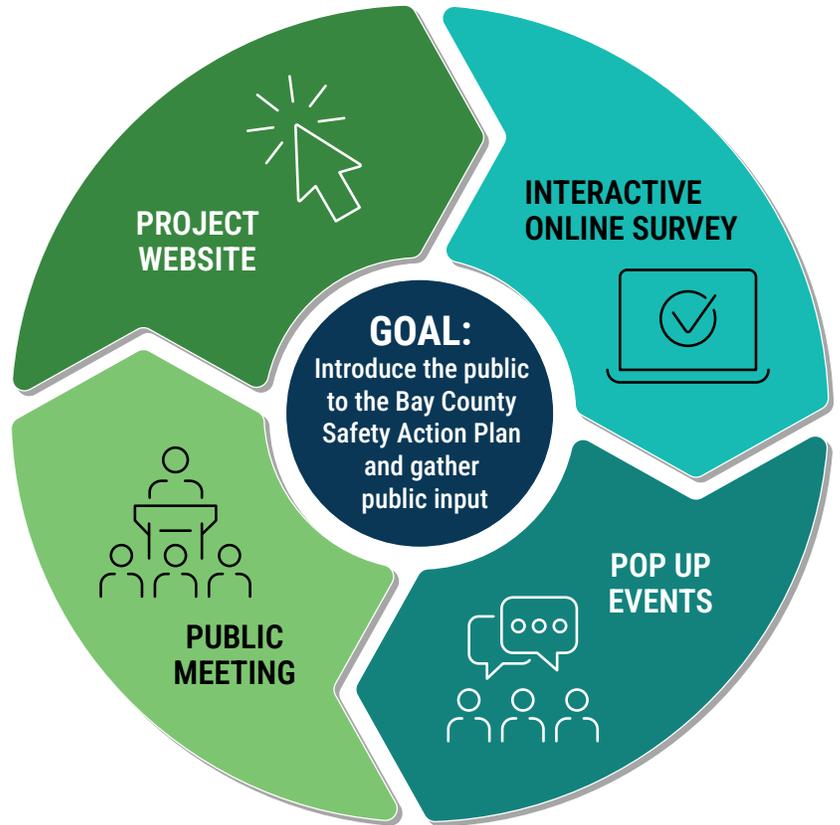
The study team presented study findings to the local chapter of the Society of American Military Engineers (SAME), Institute of Transportation Engineers (ITE), and American Public Works Association (APWA) on March 17th, 2025. Prior to this presentation, the project website and public survey were shared with the group distribution lists to encourage additional feedback on the Bay County Safety Action Plan.



# Public Engagement

To ensure meaningful public engagement, it's important to be visible and meet people where they are. In that spirit, the team used multiple methods (**Figure 5**) to guarantee that the residents of Bay County were aware of the project, were familiar with the purpose and goals, and had options to participate that meet their needs and schedules. The following sections outline the public engagement activities implemented for this project.

Figure 5. Public Engagement Activities



## Project Website

The project website, a ESRI StoryMap accessible at [Bay County Safety Action Plan](#), was established early in the study process to share background information, purpose and need, and to present development activities as the project advanced.

It features project elements including interactive maps, a link to the online survey, information about public outreach events, survey results, and countermeasure recommendations to enhance project outcomes.



## Interactive Online Survey

To broaden the opportunities for gathering public input on the Safety Action Plan, an online survey was launched. The survey contained twelve (12) questions, including an interactive map that allowed participants to indicate locations that they would like the team to review and consider for remediation. It also incorporated responses on general travel habits, perceptions of safety for different modes, and basic demographic information.

The survey, available through a QR code or link, could be taken on any mobile device, laptop, or computer to ensure flexibility for survey participants. Paper copies of the survey were also available at in-person public events. There was also an option to provide contact information for future notification about the project.

The online survey questions are provided in [Appendix A](#).

## Public Meeting

The public outreach plan included the coordination of a formal public meeting held in an open house format. The in-person meeting was conducted on January 16th, 2025, from 5:00 – 7:00 pm. The meeting was held at the Bay County Government Center Building at 840 West 11th Street in Panama City. The social media announcement for the meeting, which included the online survey QR code, is shown in **Figure 6**.

**Figure 6.** Public Meeting Social Media Announcement



Meeting notifications were sent to the Bay County Board of Commissioners, the Bay County School Board, and the distribution lists for the Bay County CTST and the ECRC Safety Action Plan, which included a variety of stakeholders such as the Sheriff's Office, Florida Department of Transportation, and local jurisdiction representatives. Additionally, the meeting notice was advertised on the Bay County website. The Open House format included:

- **Welcome/Sign-In Area** – Arrival area where attendees were asked to sign in and were provided a project informational handout
- **High-Injury Network Graphic Board Displays** – Proposed high-injury network, survey/comment instructions
- **Comment/Survey Area** – An opportunity for participants to provide written comments or take a survey online or via a paper copy

Project staff were on site to answer questions and collect feedback. A summary of the public feedback is discussed in

the next section. Images of the public meeting flyer, project displays, and other materials are included in [Appendix A](#).

## Pop-Up Events

Pop-up public engagement events are temporary setups designed to engage with the community in high-traffic areas or at community events. These events aim to bring information and opportunities for participation directly to the residents, making it convenient for them to learn about and contribute to projects. During the public engagement process, two (2) pop-up events were held at existing community events:

1. The Panama City Farmers Market, located in McKenzie Park in Panama City, on January 18<sup>th</sup> from 8am to 1pm (<https://anchoredmarketventures.com/>)
2. The City of Lynn Haven Annual MLK Festival in Sharon Sheffield Park, January 20<sup>th</sup> from 10am to 4pm (<https://panamacity.org/event/annual-mlk-festival/>)



## Summary of Public Response

### Online Survey

As of February 20, 2025, 186 surveys were completed. Paper surveys collected at the public meetings and pop-ups were entered into the online survey system and are included in the total 186 responses. Of the surveys received, below are the highlights of the feedback.

- **Traffic was the top referenced factor** in determining perceived level of safety when driving, walking, or riding a bicycle.
- The majority of participants **travel 10–20 miles** on an average day.
- **Most participants travel in a car alone** as their most common method of transportation.



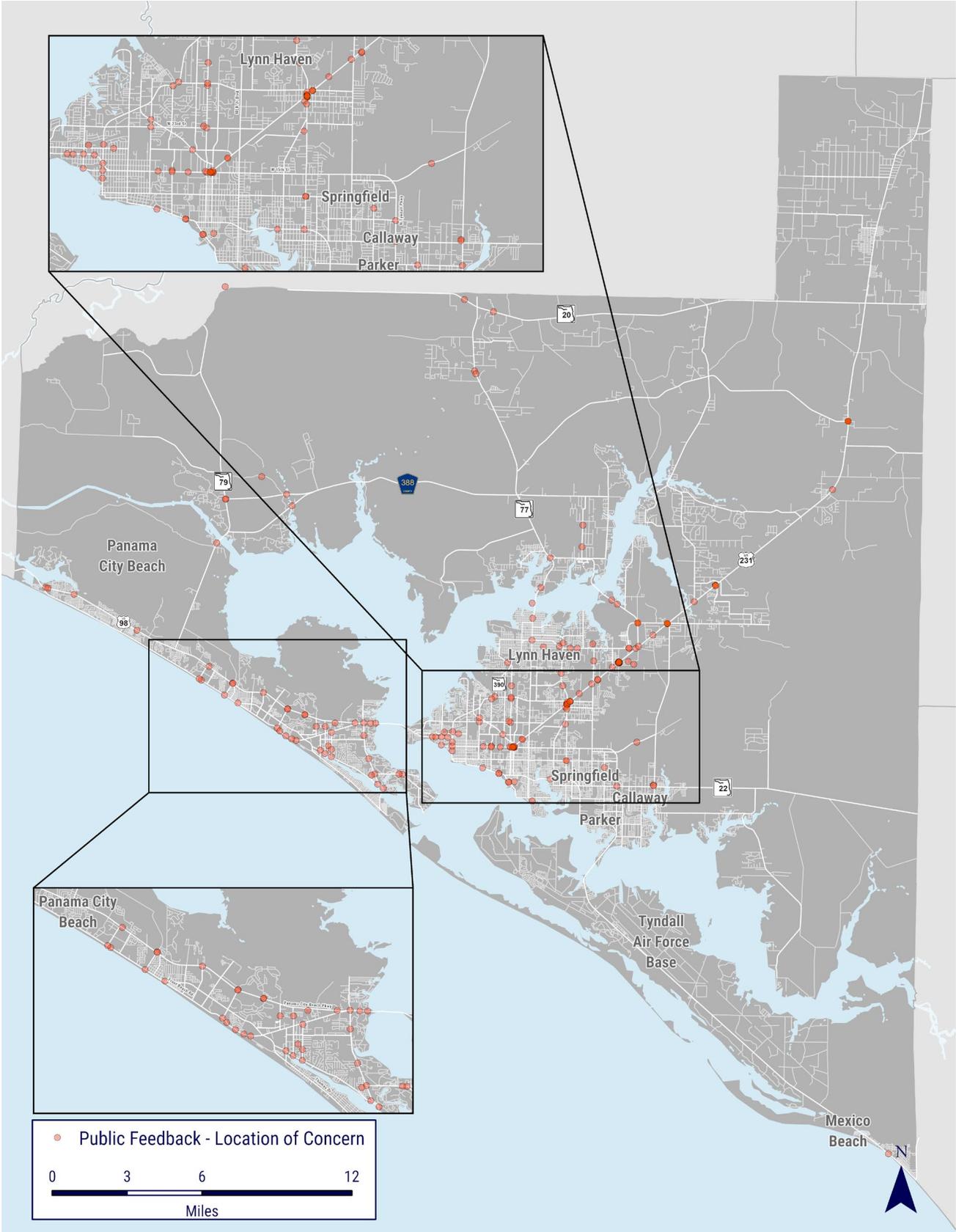
One of the survey questions allowed participants to identify locations of concern using an interactive map. These locations are shown in **Figure 7** and summarized in [Appendix A](#).

Demographic information was requested as an optional response to gauge the geographical reach of the engagement efforts. **Figure 8** shows the count of respondents by zip code.

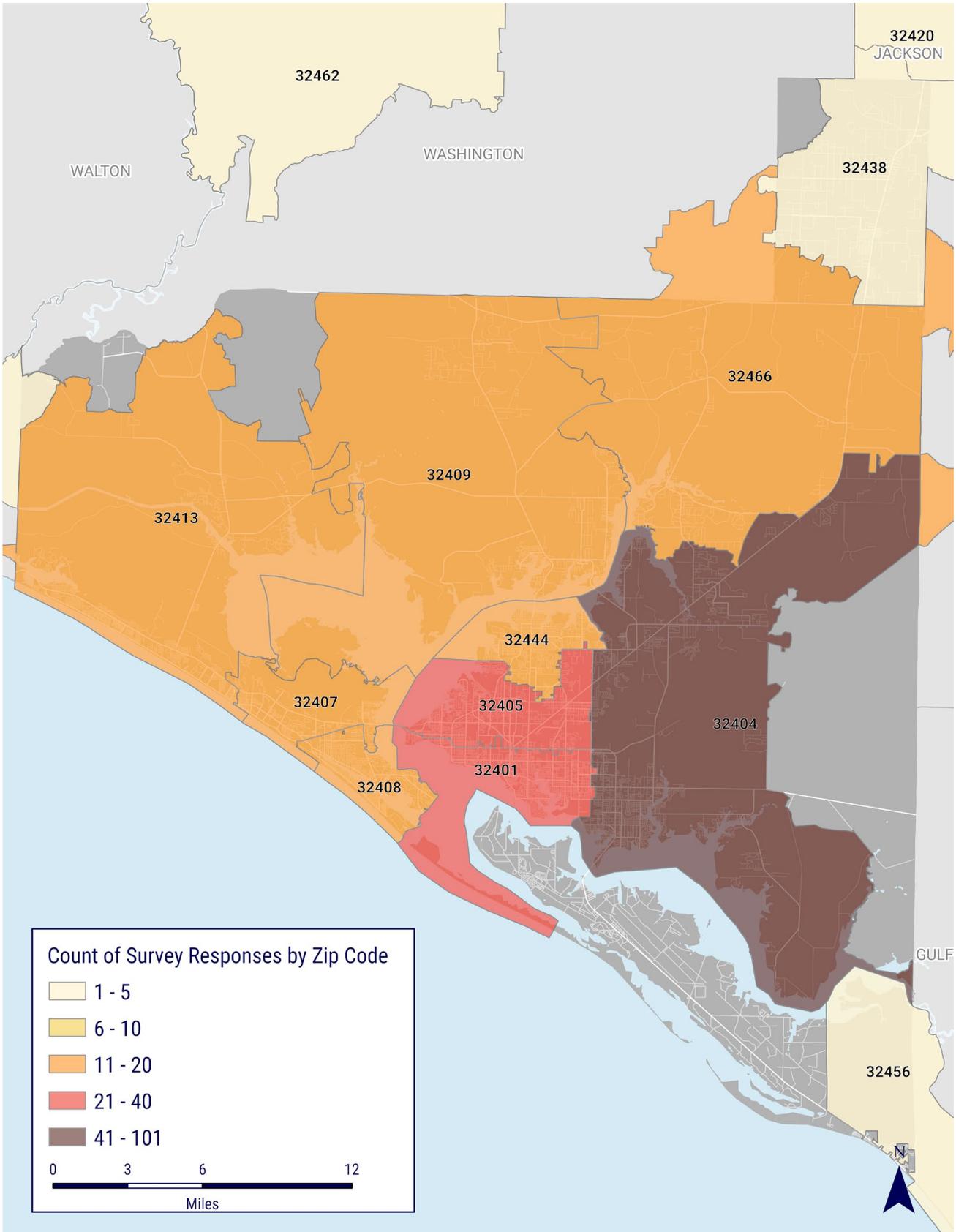
The summary of the questions is included in the Survey Response Summary Report included in [Appendix A](#).



Figure 7. Locations of Interest or Concern Provided by the Public



**Figure 8. Concentration of Survey Responses by Zip Code**



## Comment Cards

During the public meeting and pop-up community events, attendees were offered the opportunity to submit a comment card. In total, 14 comment cards were collected from participants, each resulting in a location that was added to the list of public response locations. A summary of the comment cards received is in [Appendix A](#).

## Media

During the study, several articles have been written by local media related to the public meetings and providing access to the project website and other information. A list of articles captured by the project team is provided in [Appendix A](#).

Local news media were present during the public meeting, interviewing both attendees and the study project manager.

**Figure 9.** Area News Interview Project Staff



# Crash Analysis and Network Screening

## Existing Crash Analysis

Between July 1, 2019 and June 30, 2024, 39,839 crashes were reported in Bay County, with 2% of those crashes resulting in fatalities or serious injuries.<sup>9</sup> During this five-year period, 189 fatal crashes (K) and 615 serious injury (SI) crashes occurred on Bay County roadways. These crashes are not just numbers - they represent people killed or seriously injured in traffic crashes – and these losses deeply impact the Bay County community.

Historical crash data was used to understand the current state of roadway safety in Bay County. This data was reviewed in detail to understand factors that impact roadway safety.

The analysis reviewed factors including crash location, time of day, behavioral factors, environmental conditions and the involvement of pedestrians and bicyclists. These factors are compared to the statewide average as reported by Signal Four Analytics. This chapter provides an overview of key findings; the full Safety Analysis Report can be found in [Appendix B](#).

- Crashes involving cars and trucks represent over **95%** of the Countywide crashes, but just over **57%** of the crashes result in a fatality or serious injury.
- However, crashes involving pedestrians, bicycles, or motorcycles account for under **5%** of the total crashes but almost **43%** of crashes involving a fatality or serious injury.
- Motorcycle crashes are most likely to result in fatality or serious injury (**20%**), followed by pedestrian crashes (**17%**) and bicycle crashes (**13%**).

This data underscores the need to provide special focus on crashes involving vulnerable road users in the Safety Action Plan.



### Who are Vulnerable Road Users?

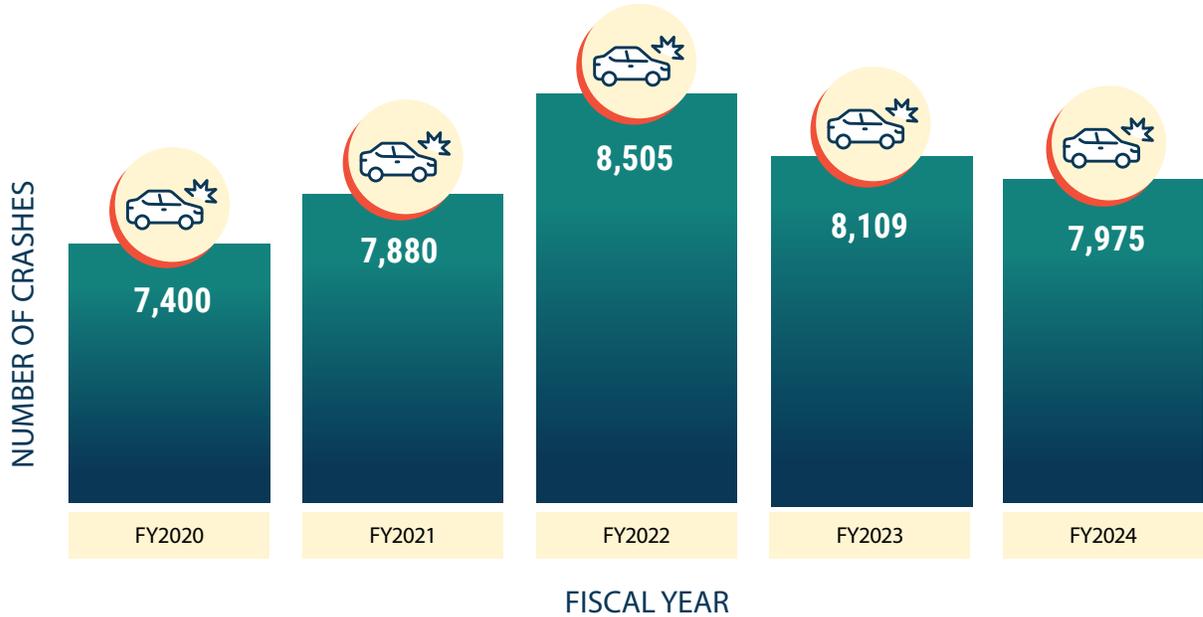
People walking and biking outside the protection of a vehicle. Vulnerable road users also include people using wheelchairs and other mobility assistance devices, as well as people using electric bikes and scooters.

<sup>9</sup> Signal4 Analytics (2024), [Florida Traffic Safety Dashboard](#)



**Figure 10** illustrates the number of crashes occurring in each 12-month timeframe from July 2019 to June 2024. For consistency, crashes were reviewed by fiscal year (FY) to understand how frequencies are changing over time. There has been an average of 7,974 crashes per year. The Countywide crashes were lowest in FY2020 and highest in FY2022. The trend is similar statewide, with a spike in crashes observed in FY2022 followed by a downward trend.

**Figure 10.** Total Crashes by Fiscal Year, Bay County



### FOCUSING ON FATAL AND SERIOUS INJURY CRASHES

This report emphasizes fatal and serious injury crashes – focusing on reducing these types of crashes prioritizes and protects the lives of all road users. When it comes to human lives, no fatality or serious injury is acceptable.

Throughout this report, the term “fatal and serious injury crash” may be used interchangeably with “KSI Crash”. A KSI crash is a crash resulting in a person being killed (K) or seriously injured (SI). The acronym of KSI is commonly used in crash reporting and roadway safety planning.



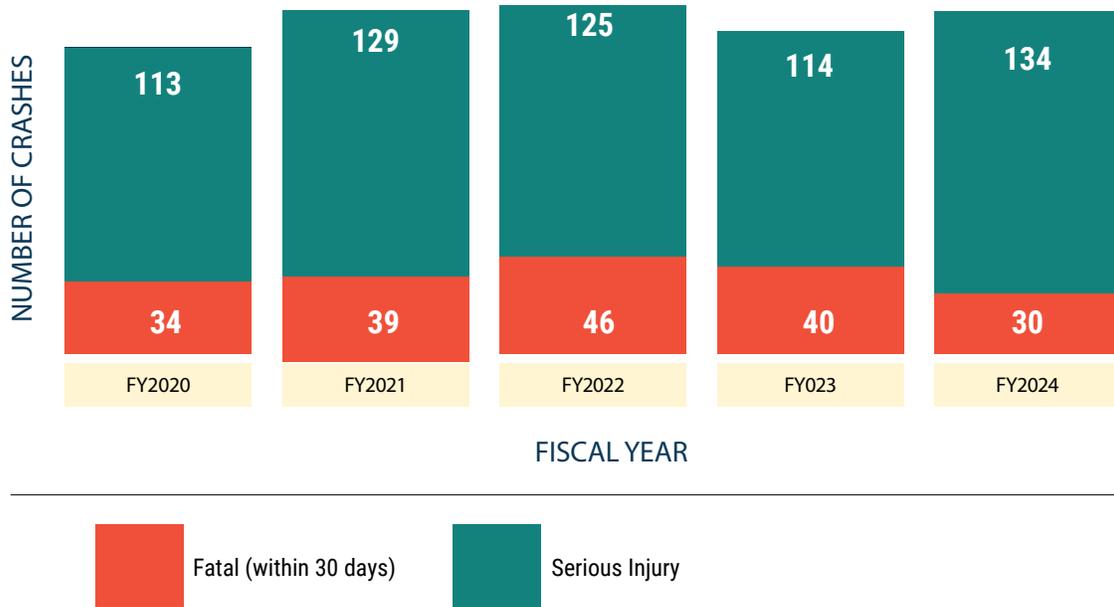
### What is a serious injury crash?

A serious or severe injury crash, also known as an incapacitating injury crash, is a crash that results in a disabling injury such as broken bones or severed limbs. This type of injury typically requires hospitalization and transport to a medical facility.

**Figure 11** illustrates the fatal and serious injury crashes (KSI crashes) reported by year within Bay County. Over the five-year period, the number of fatal and serious injury crashes within the County remained relatively constant with an average of 161 (about 2%) per year. This is again comparable to statewide observations, with KSI crashes representing 2.4% of all crashes, on average. Despite significant fluctuations in the total crashes occurring from FY2020 through FY2024, the number of fatal and serious injury crashes were largely unchanged at both the County and state level.



Figure 11. Fatal and Serious Injury (KSI) Crashes by Fiscal Year, Bay County



FACTORS IMPACTING FATAL AND SERIOUS INJURY CRASHES IN BAY COUNTY 2019-2024



16%

INVOLVED LEFT TURN CRASHES



13%

INVOLVED ALCOHOL



6%

INVOLVED DRUGS



45%

OCCURRED AT NIGHT



18%

INVOLVED AGING DRIVERS



39%

OCCURRED AT SIGNALIZED INTERSECTIONS



74%

OCCURRED ON ROADS WITH SPEED LIMITS HIGHER THAN 35MPH

BAY COUNTY FATAL AND SEVERE INJURY CRASHES BY MODE

Pedestrian



46 FATALITIES

65 SERIOUS INJURIES

Bicycle



17 FATALITIES

39 SERIOUS INJURIES

Motorcycle



35 FATALITIES

141 SERIOUS INJURIES

Car/Truck



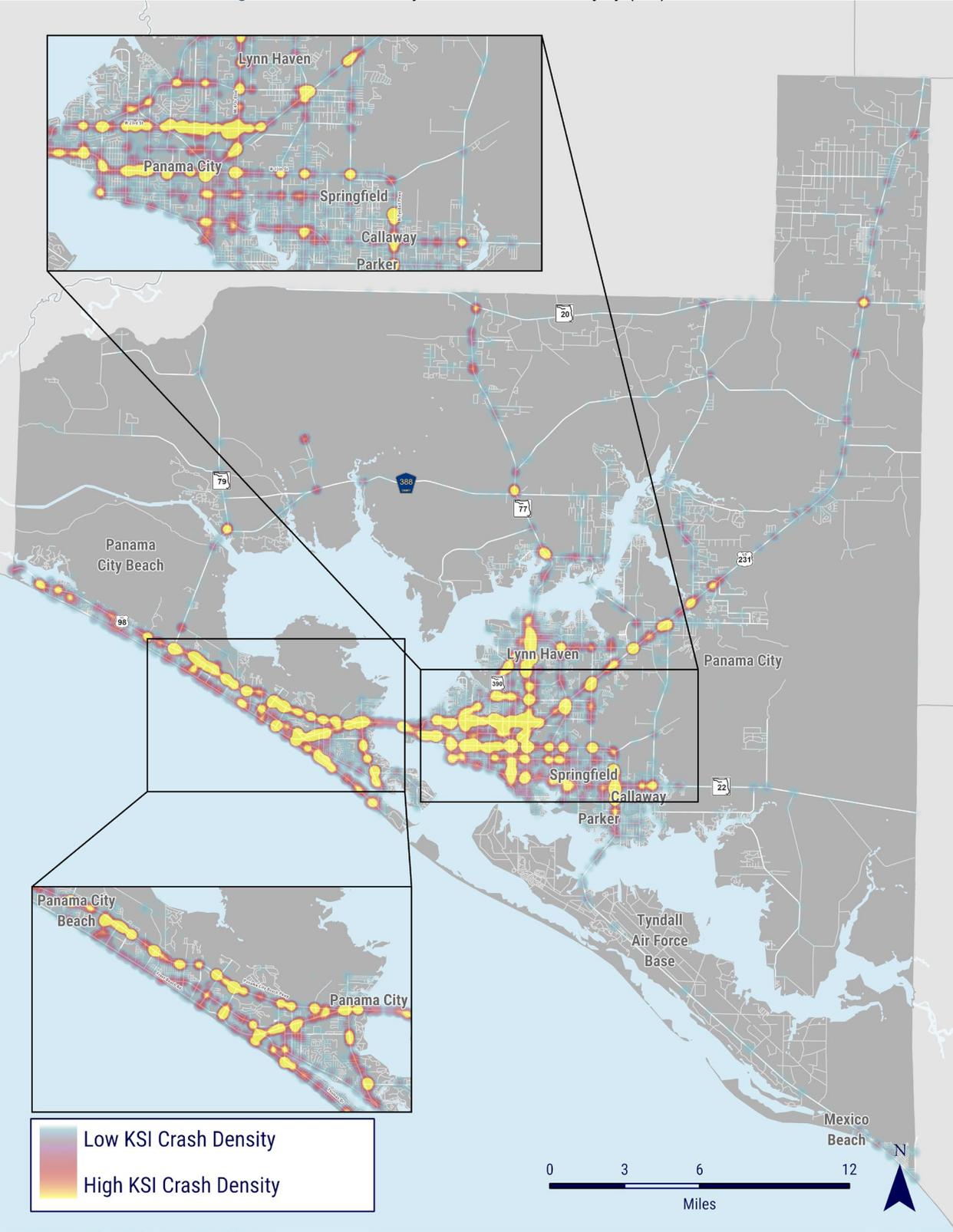
91 FATALITIES

370 SERIOUS INJURIES



**Figure 12** depicts the areas in Bay County with the highest density of fatal and serious injury crashes. Panama City and Panama City Beach contain multiple roadways with high densities of KSI crashes.

**Figure 12.** Crash Density - Fatal and Serious Injury (KSI) Crashes

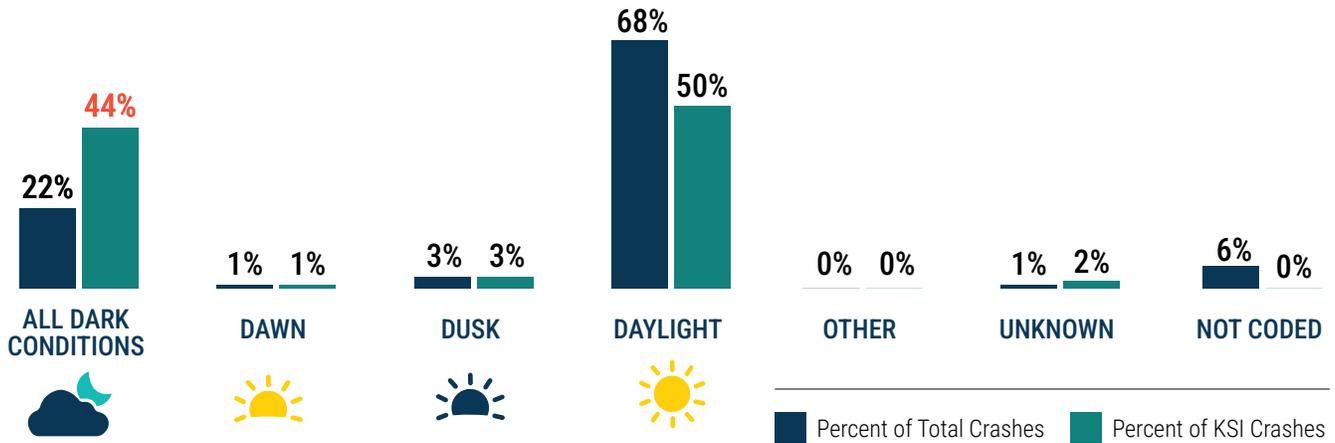


## Environmental Factors

KSI crashes were overrepresented in all categories except daylight conditions (**Figure 13**). In particular, dark conditions account for 44% of KSI crashes but only 22% of total crashes. In comparison, the statewide average is 22% of all crashes and 39% of KSI crashes, indicating that lighting conditions play a larger role in Bay County's high-severity crashes.



**Figure 13.** Crash Summary by Lighting Conditions, Bay County



## Behavioral Factors

Drug-related crashes in Bay County account for similar proportions as the statewide average, representing under 1% of all crashes yet over 6% of fatal or serious injury crashes (**Figure 14**). The contribution of alcohol-related KSI crashes in the County, however, is almost 50% higher than the statewide average. Approximately 3% of Bay County's crashes and 13% of KSI crashes involved alcohol. Statewide, alcohol-related crashes account for 2% of the total and 9% of KSI crashes.

**Figure 14.** Crash Summary by Alcohol or Drug Involvement, Bay County vs. Statewide Average



## Travel Mode

Pedestrians, bicyclists, and motorcyclists were involved in 1,967 crashes throughout the County from July 1, 2019 through June 30, 2024. In all cases, These travel modes are overrepresented in KSI crashes.



**Pedestrians** were involved in **2%** of all crashes in Bay County, but **14%** of fatal and serious injury crashes. These percentages mirror the statewide trend.



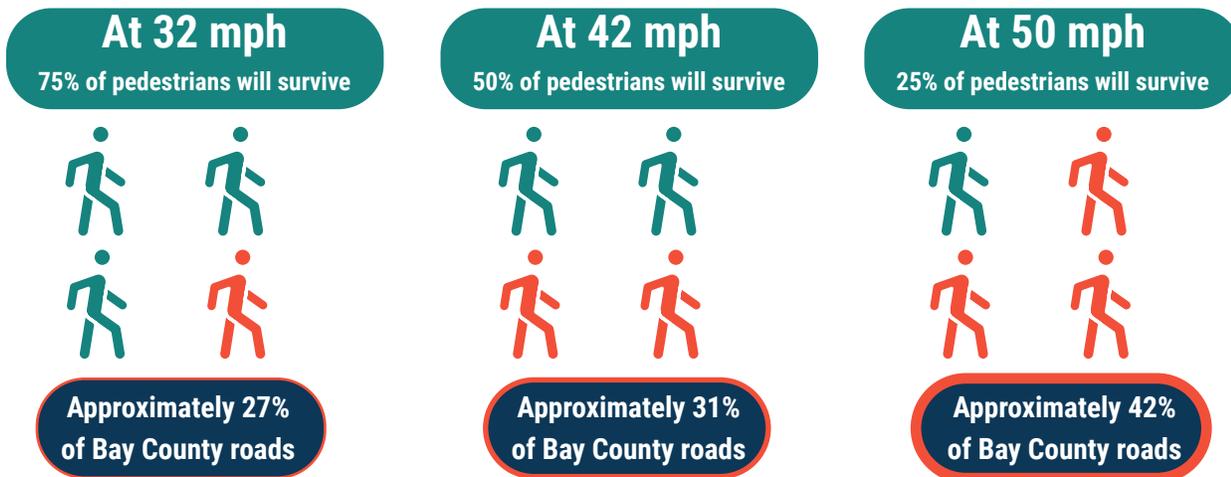
**Bicyclists** were involved in **1%** of all crashes in Bay County, but **7%** of fatal and serious injury crashes. Bicycle-related KSI crashes in Bay County are slightly higher than the statewide average of **6%**.



**Motorcyclists** were involved in **2%** of all crashes in Bay County, but **22%** of fatal and serious injury crashes. Motorcycle-related KSI crashes in Bay County are higher than the statewide average of **15%**.



The overrepresentation of pedestrians, bicyclists, and motorcyclists in KSI crashes in Bay County exceeds that at the statewide level. The risk of fatality or serious injury for these modes of travel is closely linked to the impact speed as shown below. In Bay County, roads with higher speed limits ( $\geq 35$  mph) represent the majority of centerline miles.



Adapted from Florida Pedestrian and Bicycle Strategic Safety Plan (Sept 2021)

## Aging Drivers

In Bay County, 'Aging Drivers' (age 65 or older) were involved in 7,742 crashes including 142 KSI crashes. Aging drivers represent a higher proportion of the KSI crashes in Bay County compared to the statewide average. What's more, Bay County is one of Florida's Aging Road User (65+) Priority Counties for the year 2024.<sup>10</sup>

- Aging drivers were involved in **19%** of all crashes in Bay County, and **18%** of fatal and serious injury crashes.
- Comparatively, aging drivers are involved in **12%** of KSI crashes statewide.

<sup>10</sup> Florida Department of Transportation. (2025). Data, Safe Mobility for Life Coalition. <https://www.safemobilityfl.com/Data.htm>





## High-Risk Network

A series of roadway and intersection attributes were reviewed to identify which factors correlate to higher crash rates in the County. These factors were used to develop the Bay County High-Risk Network, which highlights corridors that have a high potential for crashes regardless of their crash history. The High-Risk Network helps inform the development of systemic countermeasures and the prioritization of projects for implementation in Countywide safety improvement programs. It also helps inform adjustments to policies, processes and design standards to support safer streets in Bay County. Five contextual factors were used to develop the High-Risk Network:

- Average Annual Daily Traffic (AADT)
- Functional Classification
- Number of Lanes
- Posted Speed Limit
- Urban/Rural Area Type

**Fatal and serious injury crashes** are overrepresented on roads that have higher speed limits, high levels of vehicle traffic, and have four or more driving lanes.

**Roads with these characteristics expose road users to higher risk:**

**HAVE OVER 15,000 VEHICLE TRIPS PER DAY**

**CLASSIFIED AS PRINCIPAL OR MINOR ARTERIALS – IN URBAN AREAS**

**4 OR MORE DRIVING LANES**

**HAVE HIGH SPEED LIMITS – GREATER THAN 35MPH**

**IN URBAN AREAS**





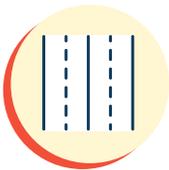
### AVERAGE ANNUAL DAILY TRAFFIC (AADT)

Facilities with a higher AADT account for a higher proportion of total and KSI crashes compared to centerline miles. On facilities with an AADT over 30,000 vehicles per day (vpd), which accounted for roughly 9% of the centerline miles analyzed, 35% of total crashes and 28% of KSI crashes occurred. Similarly, on facilities with an AADT between 15,000 vpd and 30,000 vpd, accounting for 21% of centerline miles, 29% of total crashes and 30% of KSI crashes occurred. This means that facilities supporting traffic volumes greater than 15,000 vpd expose road users to higher risk.



### FUNCTIONAL CLASSIFICATION

The highest percentage of KSI crashes occurred on roadways with a functional classification of “principal arterial-other (urban)” at almost 37%, and another 27% of KSI crashes occurred on “minor arterial (urban)” facilities. The facilities with the highest percentage of total and KSI crashes occurred on arterials in urban areas.



### NUMBER OF LANES

Roads with 4 or more driving lanes have total and KSI crash percentages that exceed their share of centerline miles, indicating higher risk to drivers. Four-lane roads, in particular, account for only 24% of centerline miles but 57% of crashes.



### POSTED SPEED LIMIT

The majority of crashes occurred on facilities with a posted speed limit between 35 mph and 45 mph, which represent only 31% of the centerline miles but approximately 61% of total crashes and 50% of KSI crashes.



### URBAN/RURAL AREA TYPE

Roadways in urban areas make up 55% of roadway centerline miles, but 81% of fatal or serious injury crashes. In contrast, roadways in rural areas are 45% of roadway centerline miles but only 19% of fatal or serious injury crashes.

The High-Risk encompasses all roadways for which geospatial data for all five contextual factors was available. **The process for developing the High-Risk Network followed these steps:**

- 1 Determine Representative Ratios
- 2 Develop High-Risk Network Feature Weight
- 3 Assign High-Risk Feature Weights to Bay County roadway network segments
- 4 Determine a total High-Risk Network Score for Bay County roadway segments

**Table 3** shows an example of how high-risk feature weights were calculated for the ‘Number of Lanes’ contextual factor. The KSI representative ratio compares the percentage of KSI crashes for a specific contextual roadway factor to its share of centerline miles in the roadway network. For example, two-lane roads represent 75.5% of the centerline miles in Bay County and account for 38.5% of KSI crashes. The resulting KSI representative ratio is 38.5%/75.5% = 0.5. The process is repeated for each ‘Number of Lanes’ category. On six- or eight-lane roads, which account for only 0.8% of centerline miles but 4.5% of KSI crashes, the resulting KSI representative ratio is 5.6. A higher representative ratio indicates higher risk road features.



The final high-risk feature weights were assigned by normalizing the KSI representative ratio. In **Table 3** the minimum representative ratio was set to one, and all other weights were scaled as a proportion of the KSI representative ratio. In Table 3 the minimum KSI representative ratio is 0.5 for two-lane roadways. The high-risk feature weight for two-lane roads is therefore set to one. Compared to two-lane roads, four-lane roads are overrepresented by a factor of 5 (2.4/0.5). Roads with six or more lanes are overrepresented in KSI crashes by a factor of 11 (5.6/0.5). This wide range of high-risk feature weights indicates that the number of lanes can influence crash outcomes. A smaller range may indicate that a roadway factor does not have a large influence on crash severity.

**Table 3.** High-Risk Feature Weights, Number of Lanes

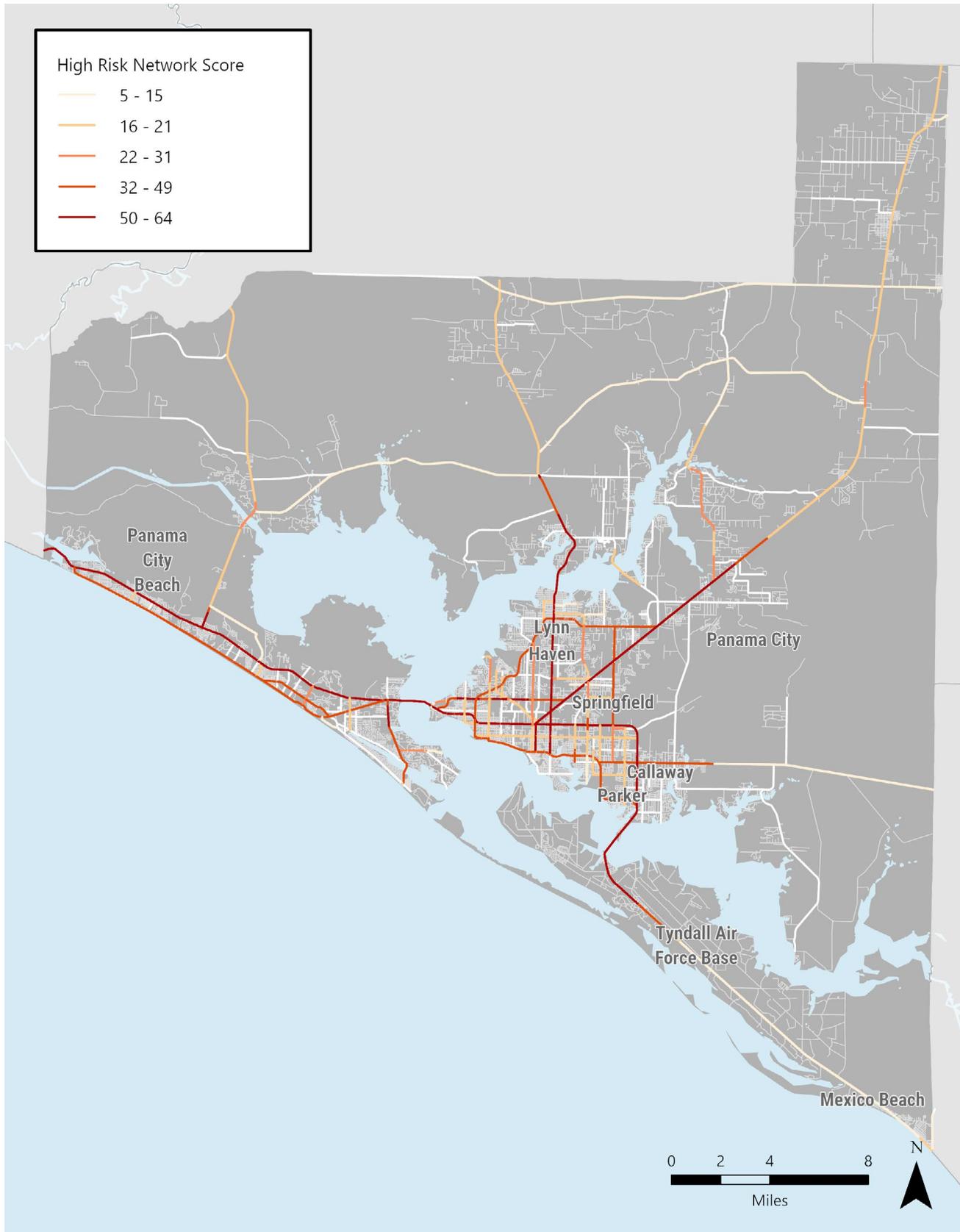
Number of Lanes	Percent of Centerline Miles	Percent of KSI Crashes	KSI Representative Ratio	High-Risk Feature Weight
2	75.5%	38.5%	0.5	1
4	23.7%	57.0%	2.4	5
6-8	0.8%	4.5%	5.6	11
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	-	-

The resulting high-risk feature weights were assigned to corresponding segments of the Bay County roadway network. The total High-Risk Network Score for each roadway segment represents the sum of high-risk feature weights from each of the five contextual factors. Additional details on the development of the High-Risk Network are in [Appendix B](#).

**Figure 15** illustrates the Bay County roadways that were assigned a High-Risk Network score. This reflects the available data coverage for all five contextual factors used to develop the network. Roadways that received the largest High-Risk Network score are illustrated in dark red. The highest scoring segments include the Hathaway Bridge, portions of US 98/ Panama City Beach Parkway, US 231, and FL 77.



**Figure 15. Bay County High-Risk Network**



# High-Injury Network

The High-Injury Network is a collection of road segments and intersections where a disproportionate number of crashes, especially fatal and serious injury crashes, occur. To emphasize the severity of crashes when analyzing the Bay County roadway network, an equivalent property damage only (EPDO) crash scoring system was developed. The EDPO method applies scores to each crash to account for the societal cost of each crash severity relative to a property damage only (PDO) crash. **Table 4** summarizes the EPDO scores applied for each crash severity.

**Table 4.** EPDO Score Calculations for Bay County

Crash Severity	Crash Cost	EPDO Score	Total Crashes	Weighted Average EPDO Score
Fatality (K)	\$10,890,000	1,414	189	421
Incapacitating Injury (A)	\$888,030	115	615	
Non-Incapacitating Injury (B)	\$180,180	23	2,219	17
Possible Injury (C)	\$103,950	14	4,201	
No Injury (O)	\$7,700	1	32,645	1



**38%** of fatal and serious injury crashes occur on just **5%** of Bay County's streets.

**23%** of all crashes and **38%** of fatal and serious injury crashes occurred on the Bay County High Injury Network.



The complete approach to developing the High-Injury Network is included in [Appendix B](#). The segments and intersections in the High-Injury Network represent the most dangerous areas for people using Bay County roadways based on historic crash data. Identifying the High-Injury Network is the first step to develop a comprehensive list of locations to prioritize for safety improvement projects in Bay County that will have the greatest impact in creating safer streets and roads for all.

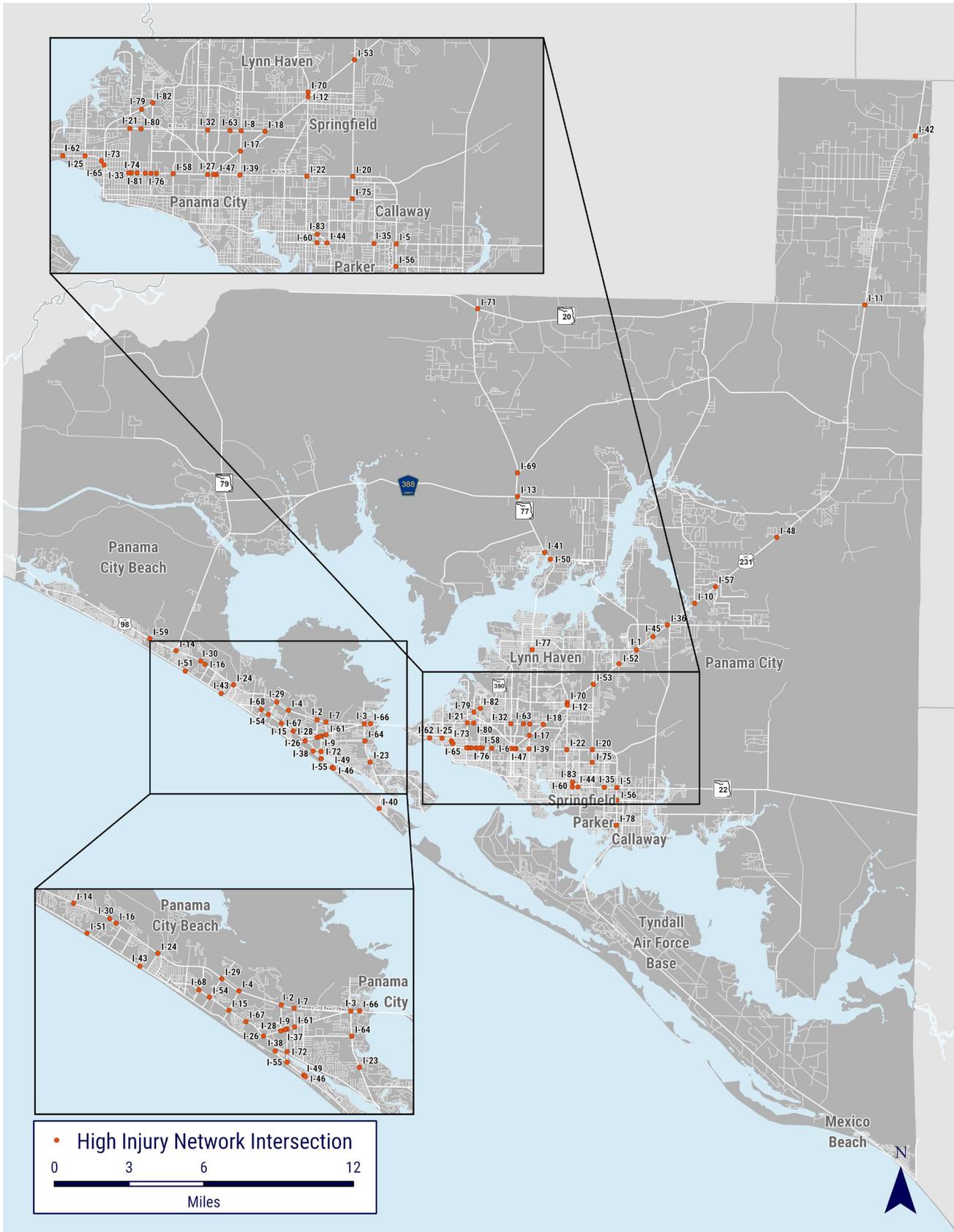
#### THE DEVELOPMENT OF THE HIGH-INJURY NETWORK FOLLOWED THESE STEPS:

- 1 Every geo-located crash from July 2019 to June 2024 was assigned a crash score based on severity ([Table 4](#)).
- 2 Geolocated crashes were assigned to either roadway segments or intersections.
  - a. All intersection nodes in the Bay County roadway network were assigned a non-overlapping 250-foot buffer.
  - b. All roadway segments (excluding intersection buffers) were assigned a 100-foot buffer from the roadway centerline. All roadways were broken into half-mile segments.
- 3 Weighted crashes falling within each of the intersection or roadway segment buffers were summed to produce a total EPDO score for each intersection and half-mile roadway segment in the County.
- 4 Intersections and segments with the highest EPDO scores were reviewed, and in some cases half-mile roadway segments were combined into longer segments.
- 5 The highest scoring intersections and segments with less than two fatal or serious injury crashes were eliminated from the High-Injury Network candidate list.
- 6 The final High-Injury Network includes the Top 100 ranked locations based on EPDO scores. It is comprised of **82 intersections** and **18 segments**, as shown in [Figure 16](#) and [Figure 17](#).

Refer to the [Appendix B](#) for a complete list of High-Injury Network locations.

The development of a separate Vulnerable Road User (VRU) High-Injury Network, as shown in [Figure 16](#), followed the same process but focused solely on crashes involving pedestrians or bicyclists. Only intersections and segments with at least one KSI crash involving a bicyclist or pedestrian are included in the VRU High-Injury Network.

**Figure 16. Bay County High-Injury Network - Intersections**



**Figure 17. Bay County High Injury Network - Segments**

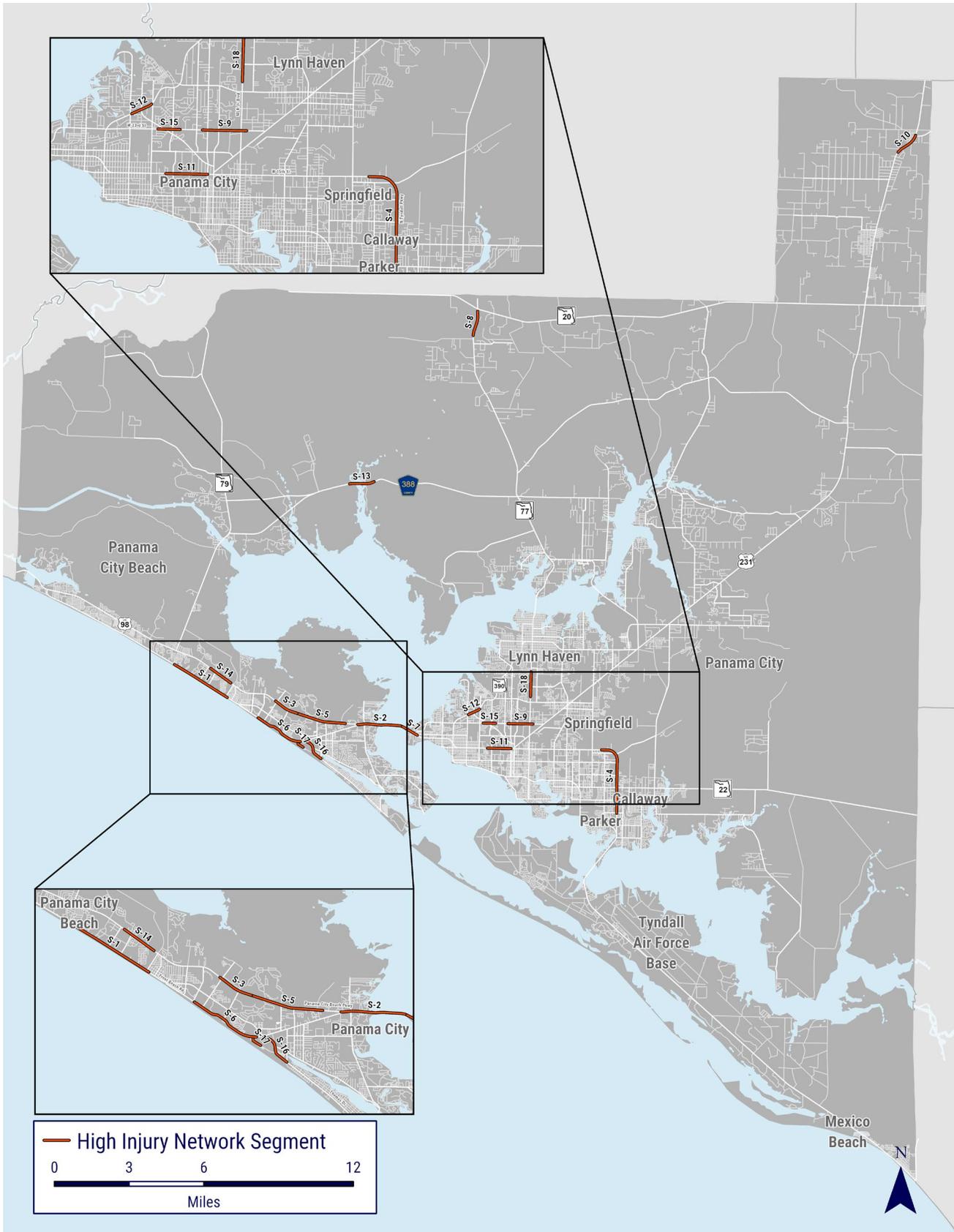
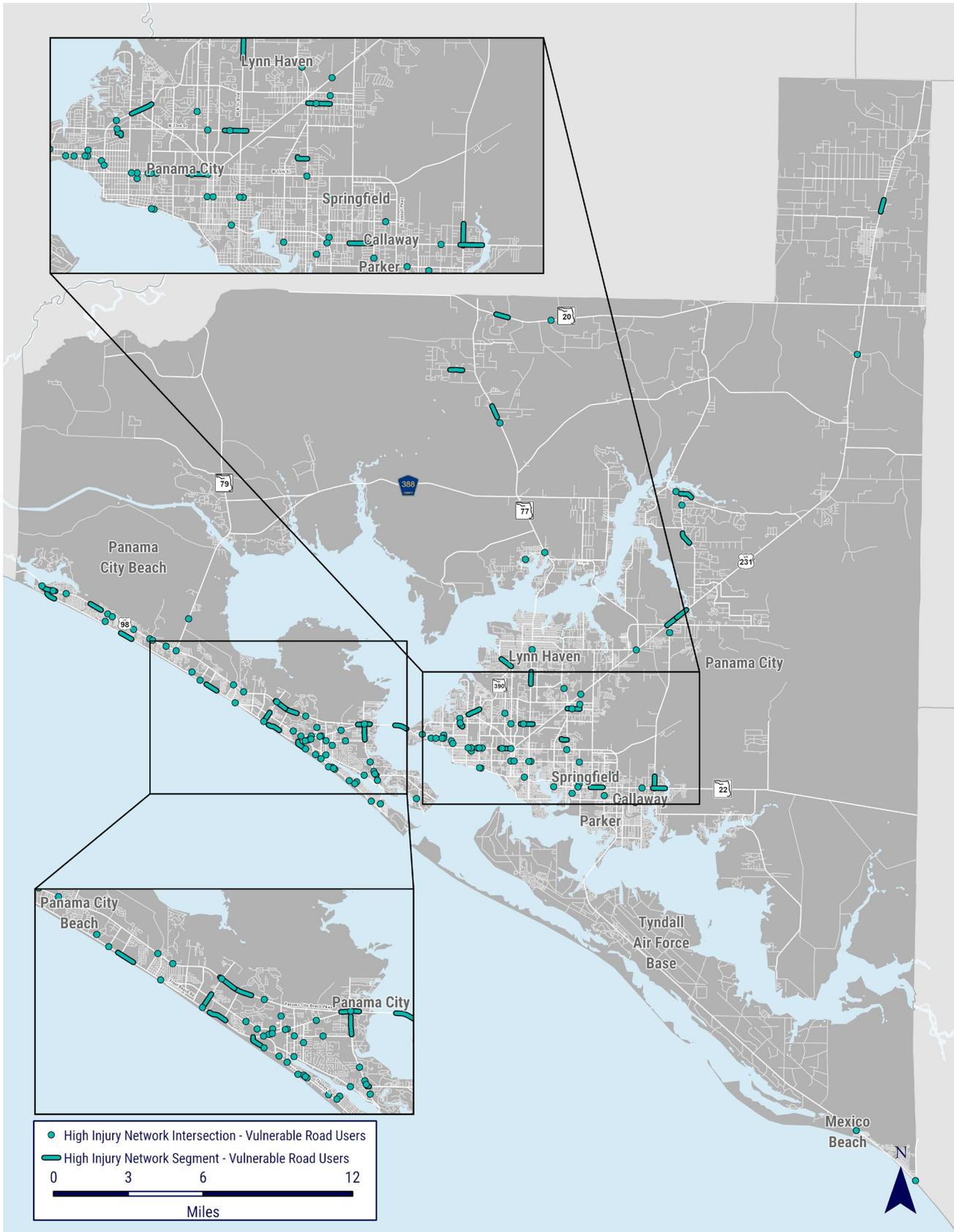


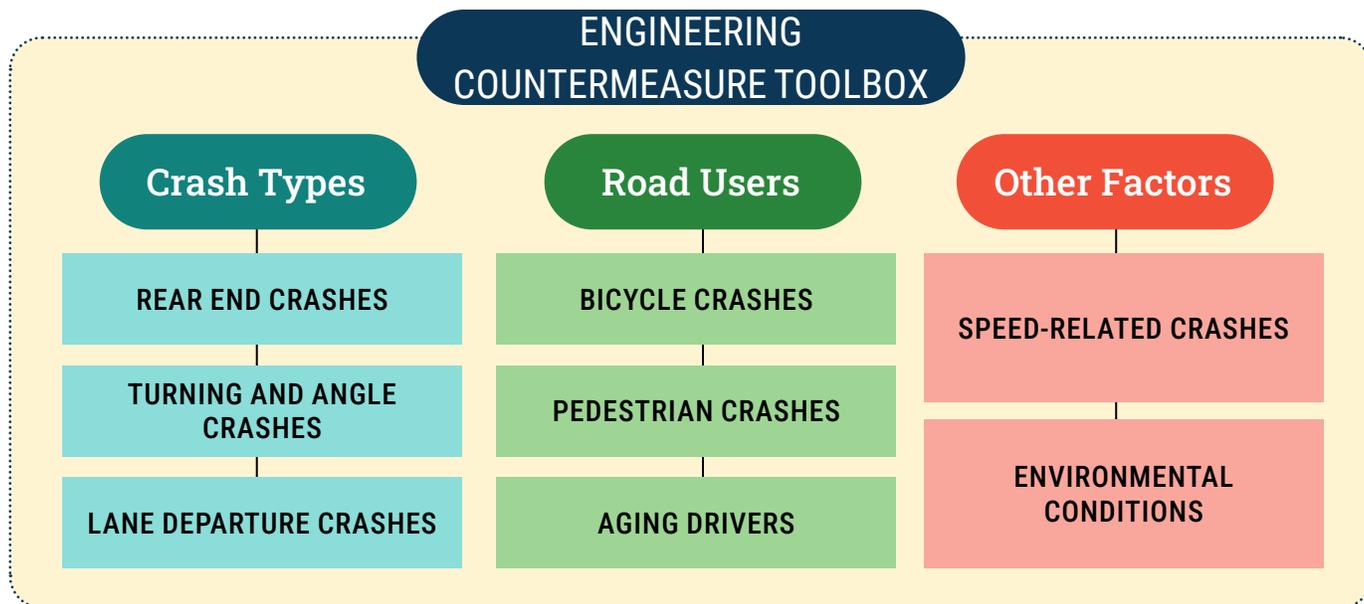
Figure 18. Bay County Vulnerable Road Users High-Injury Network



# Engineering Countermeasure Toolbox

Engineering countermeasures are targeted improvements to address observed patterns of crashes at a location or set of locations. Applicable countermeasures are selected based on the historic crash type, contributing factors, and characteristics of the crash location. For example, countermeasures for signalized intersections do not necessarily apply to unsignalized intersections and vice versa. Additionally, some countermeasures may be appropriate in urban or suburban areas, but not in rural areas. Identifying location-specific countermeasures requires a desktop review of all available data, such as crash reports and traffic volumes, and an assessment of existing location conditions.

This Countywide Safety Action Plan evaluates general crash trends to highlight countermeasure categories for consideration at each of the Top 100 High-Injury Network Locations. The following countermeasure categories were considered based on a review of the historic crash data:



Within each category, a list of potential countermeasures is provided based on the specific crash type and relevant location attributes (i.e. signalized intersection, unsignalized intersection, or road segment/corridor). While not an exhaustive list, this toolbox gives the basic information necessary for engineers and decision-makers to understand the most effective countermeasures to address safety issues in each category.



A summary of basic location attributes and historic crash trends for each of the Top 100 locations in the Bay County High-Injury Network is found in [Appendix C](#). Relevant countermeasure categories were selected at each location following guidance in the Highway Safety Manual Chapter 4 - Network Screening<sup>11</sup>. This information can be cross-referenced with the countermeasure toolbox on the following pages to further specify location-specific countermeasures. Agencies seeking to develop concepts and pursue implementation funding for these projects should refer to the most current guidance on engineering countermeasures including the FHWA Crash Modification Factors Clearinghouse<sup>12</sup>, the FHWA Proven Safety Countermeasures webpage<sup>13</sup>, the NHTSA Countermeasures that Work webpage<sup>14</sup>, and others.

## Rear End Crashes

Rear end crashes result when drivers are unaware of upcoming slowed or stopped traffic. The slowing/stopped conditions may be unexpected due to location characteristics, poor visibility conditions, or the driver may be distracted and not paying attention. Rear end crashes are the most prevalent crash type in Bay County, accounting for 32% of the Countywide crashes and 44% of the High-Injury Network crashes. However, they tend to be lower in severity and represent 21-22% of fatal and injury crashes.

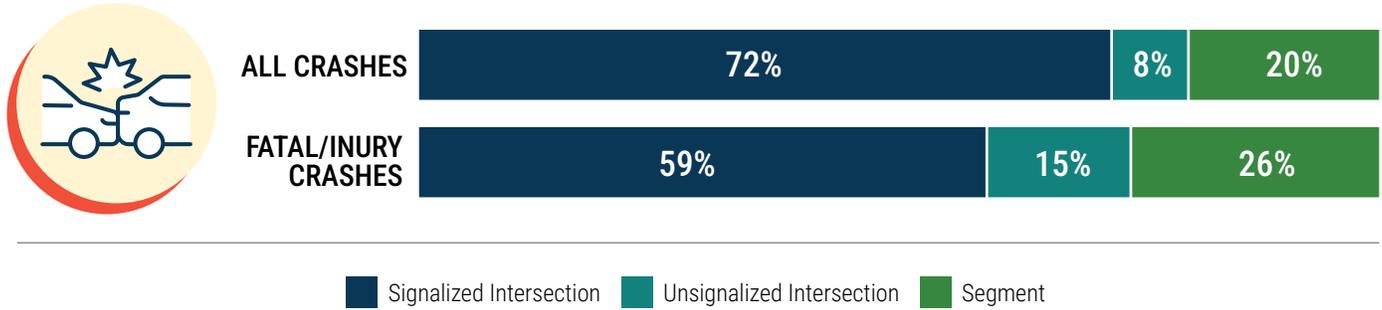


Rear ends are most common at locations that have frequent stopping conditions, such as at signalized intersections or on commercial corridors with frequent access points. The location of these types of crashes contribute to the severity. **Figure 19** shows that 72% of all rear end crashes in the High-Injury Network occurred at signals, but only 59% of the rear ends resulting in fatalities or injuries were at signals. Conversely, rear ends at unsignalized intersections and on segments are more likely to result in fatality or injury.

<sup>11</sup> American Society of State Highway Transportation Officials. (2010). *Highway Safety Manual, 1st Edition*.  
<sup>12</sup> Federal Highway Administration. (2025, January 7). *Crash Modification Factors Clearinghouse*. <https://cmfclearinghouse.fhwa.dot.gov>  
<sup>13</sup> Federal Highway Administration. (2022, August). *Proven Safety Countermeasures*. <https://highways.dot.gov/safety/proven-safety-countermeasures>  
<sup>14</sup> National Highway Traffic Safety Administration. (2023, November). *Countermeasures That Work*. <https://www.nhtsa.gov/book/countermeasures/countermeasures-that-work>



**Figure 19.** High-Injury Network Statistics, Rear End Crashes



Countermeasures for rear end crashes are focused on (1) reducing stopping conditions to the extent possible, and (2) increasing visibility and driver awareness of stopping conditions. **Table 5** summarizes the most commonly recommended countermeasures to address rear ends at signalized intersections, unsignalized intersections, and on road segments/corridors.

**Table 5.** Basic Countermeasure Summary, Rear End Crashes

Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/ Corridors
Replace Span Wire with Mast Arm	✓		
Backplates with Retroreflective Borders*	✓		
Larger 12-inch Signal Lenses	✓		
Yellow Change Intervals*	✓		
Signal Coordination	✓		✓
Corridor Access Management*			✓
Dedicated Left/Right Turn Lanes at Intersections*	✓	✓	✓
Reduced Left Turn Conflict Intersections*	✓	✓	
Roundabouts*	✓	✓	
Advanced Intersection Warning Signage*	✓	✓	
Doubled-up, Oversized Stop Signs*		✓	
Traffic Calming	✓	✓	✓
High Friction Surface Treatment*	✓	✓	✓

\*FHWA Proven Safety Countermeasure



# Turning and Angle Crashes

Turning (left and right turns) and angle crashes occur at intersections and access points, typically when there are unsuitable gaps in through traffic. These crashes are also influenced by driver behavior, with failing to yield right of way (e.g. red light running) contributing to 28%. Overall, turning and angle crashes occur less frequently than rear ends, representing 16% of the Countywide crashes and 19% of the High-Injury Network crashes. However, these crash types are usually higher in severity, and they account for the greatest proportion of fatal and injury crashes in the County (29%) and in the High-Injury Network (38%). This trend is driven by left turn and angle crashes; right turn crashes are often low severity.

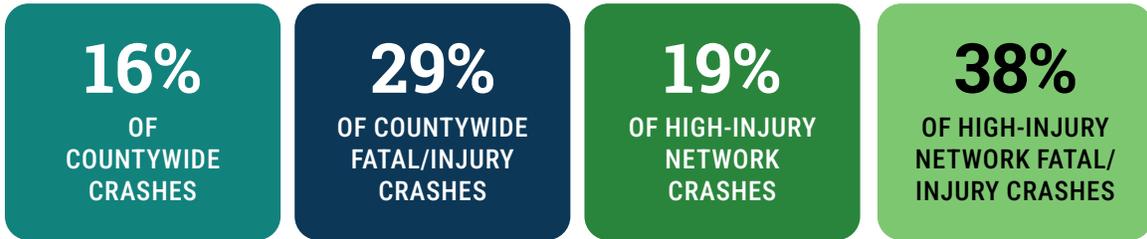
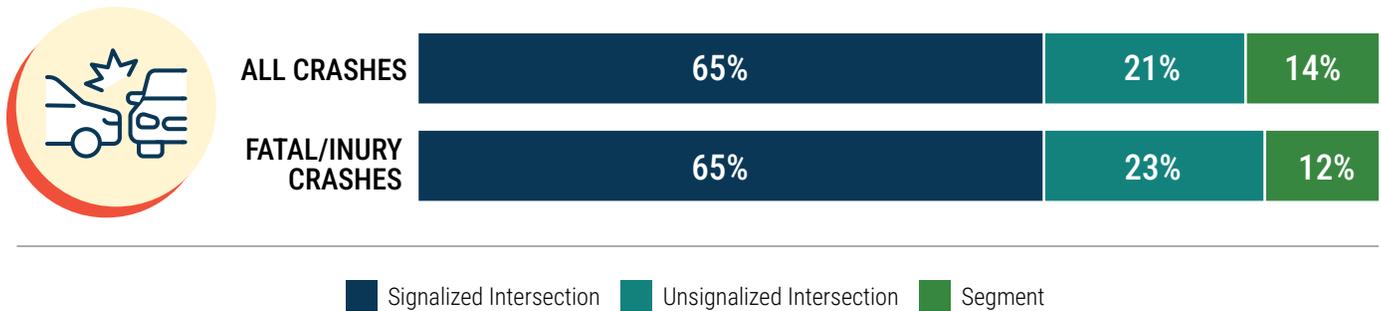


Figure 20 shows that most of these crashes are at signalized intersections. The severity of turning and angle crashes is consistent with the rate at which they occur, regardless of if the crash occurs at a signal, stop sign, or along a corridor.

Figure 20. High-Injury Network Statistics, Turning and Angle Crashes



Countermeasures for turning and angle crashes seek to increase driver awareness and visibility of conflicting traffic, provide protected opportunities to complete movements, or eliminate the conflict point altogether. Table 6 on the following page summarizes effective countermeasures for left turn, right turn, and angle crashes.

**Table 6.** Basic Countermeasure Summary, Turning and Angle Crashes

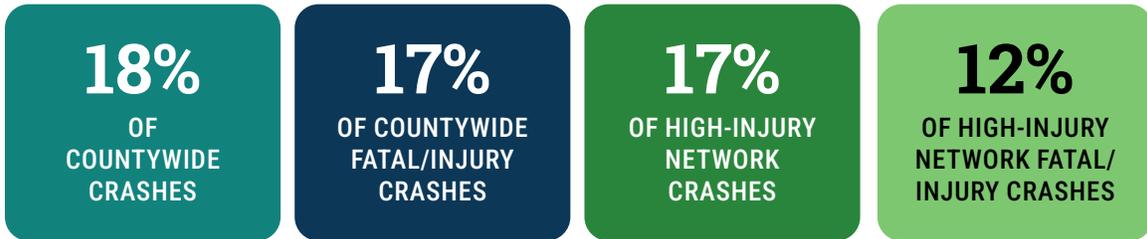
Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/ Corridors
<b>Left Turn Crashes</b>			
Replace Span Wire with Mast Arm	✓		
Protected Only Left Turn Phase	✓		
Flashing Yellow Arrow (FYA) Signal Head	✓		
Red Change Intervals	✓		
Dedicated Left/Right Turn Lanes at Intersections*	✓	✓	✓
Positive Offset Left Turn Lanes*	✓	✓	✓
Reduced Left Turn Conflict Intersections*	✓	✓	
Roundabouts*	✓	✓	
<b>Right Turn Crashes</b>			
Prohibit Right Turn on Red (RTOR)	✓		
Protected Right Turn Phase	✓		
Dedicated Left/Right Turn Lanes at Intersections*	✓	✓	✓
Roundabouts*	✓	✓	
<b>Angle Crashes</b>			
Replace Span Wire with Mast Arm	✓		
Red Change Intervals	✓		
Signal Coordination	✓		✓
Corridor Access Management*			✓
Traffic Signal Control		✓	
All-Way Stop Control		✓	
Advanced Intersection Warning Signage*	✓	✓	
Doubled-up, Oversized Stop Signs		✓	

\*FHWA Proven Safety Countermeasure



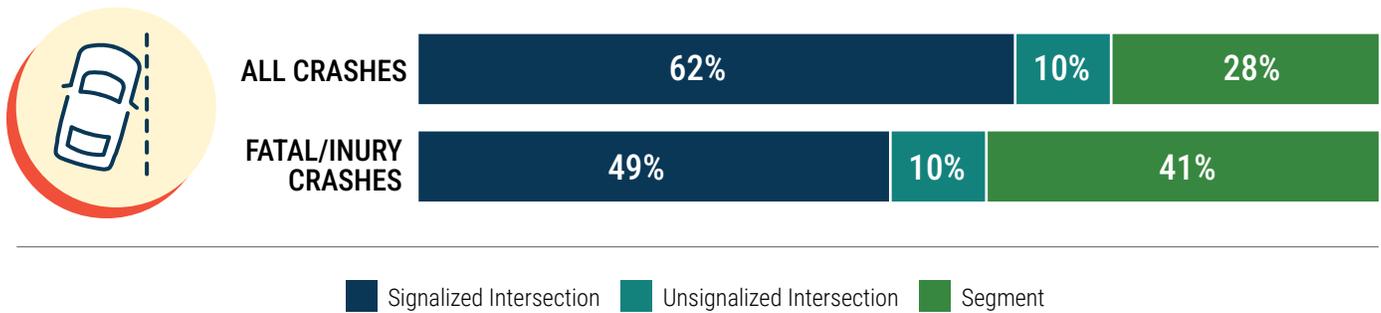
# Lane Departure Crashes

Lane departure crashes include head on, sideswipe, and run off road crash types. They can occur when the driver loses control of the vehicle due to roadway geometry (curves), environmental conditions (adverse weather or hydroplaning), or behavioral factors (falling asleep, under the influence of drugs/alcohol). These types account for 18% of the Countywide crashes and 17% of the High-Injury Network crashes. For fatal and injury crashes, lane departures represent 17% of the County total and 12% of the High-Injury Network total. Looking at specific crash types, however, head on collisions and run off road crashes more often result in fatalities and injuries.



As illustrated in **Figure 21**, lane departure crashes occur more commonly on segments when compared to other crash types. Additionally, segment lane departures account for only 28% of crashes, but 41% of fatal and injury crashes. While 62% of lane departures occur at signals, only 49% of those resulting in fatality or injury occur at signals.

**Figure 21.** High-Injury Network Statistics, Lane Departure Crashes



Countermeasures for lane departure crashes attempt to keep the vehicle in its lane, improve the ability for recovery, or reduce crash severity when recovery is not possible. **Table 7** summarizes effective countermeasures for head on, off road, and sideswipe crashes.



**Table 7.** Basic Countermeasure Summary, Lane Departure Crashes

Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/ Corridors
<b>Head On Crashes</b>			
Median Barriers*			✓
Raised Median			✓
Increase Median Width			✓
No Passing Zones			✓
Reduced Left Turn Conflict Intersections*	✓	✓	
Roundabouts*	✓	✓	
Intersection Realignment	✓	✓	
Centerline Rumble Strips*	✓	✓	✓
Enhanced Curve Delineation*			✓
<b>Off Road Crashes</b>			
Shoulder Rumble Strips*			✓
Safety Edge*			✓
Improve Roadside Hazard Rating*			✓
Increase Shoulder Width			✓
Enhanced Curve Delineation*			✓
<b>Sideswipe Crashes</b>			
Advanced Intersection Warning Signage*	✓	✓	

\*FHWA Proven Safety Countermeasure



# Bicycle Crashes

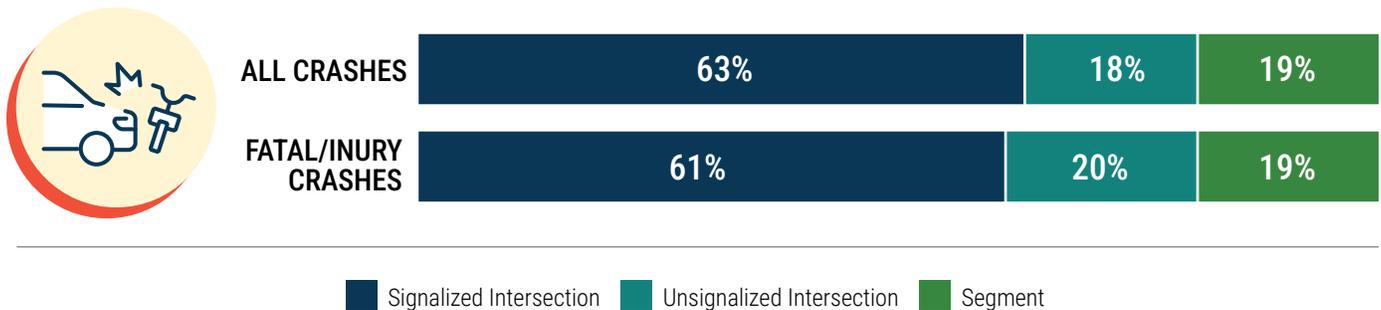
Bicycle crashes are classified as those that involve a bicyclist. It is common for crashes involving bicycles to be misclassified as pedestrian crashes, however bicycle and pedestrian crashes have very different countermeasures. Therefore, bicycle and pedestrian crashes are addressed separately by this plan.

Crashes involving bicycles account for 1% of the Countywide and High-Injury Network crashes. However, bicycle crashes are disproportionately represented in the fatal and injury crash subset. Bicycle crashes account for 5% of the County's fatal and injury crashes, and 6% of the High-Injury Network fatal and injury crashes.



Figure 22 shows that bicycle crashes predominantly occur at signalized intersections. The location of bicycle crashes has little impact on the expected severity.

Figure 22. High-Injury Network Statistics, Bicycle Crashes



Effective countermeasures for bicycle crashes may slow vehicle traffic, increase driver awareness and visibility of bicycle traffic, provide protected opportunities for bicycles to cross at intersections, or separate bicycle and vehicle traffic as much as possible. Table 8 on the following page summarizes common countermeasures for improving bicycle safety on roadways.

**Table 8.** Basic Countermeasure Summary, Bicycle Crashes

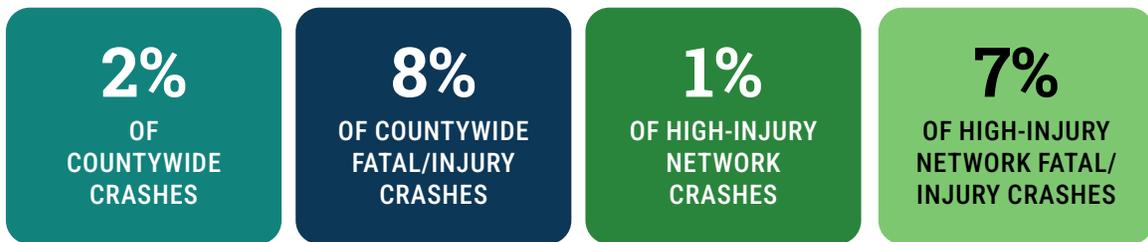
Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/ Corridors
Leading Pedestrian Interval*	✓		
Protected Only Left Turn Phase	✓		
Flashing Yellow Arrow (FYA) Signal Head	✓		
Prohibit Right Turn on Red (RTOR)	✓		
Bicycle Detection	✓		
Protected Intersections	✓		
Optimized Signal Timing for Bicycles	✓		
Coordinated "Green Wave" Signal Timing	✓		✓
Raised Intersections	✓	✓	
High Visibility Crosswalk Markings*	✓	✓	
Enhanced Pavement Markings (Bike Box, Bike Lanes, etc.)	✓	✓	✓
Traffic Signal Control		✓	
Corridor Access Management*			✓
Reduced Curb Radius	✓	✓	
Curb Extensions	✓	✓	
Road Diet*	✓	✓	✓
Protected/Separated Bikeway*	✓	✓	✓
Reduced Speed Limit*	✓	✓	✓
Traffic Calming	✓	✓	✓

\*FHWA Proven Safety Countermeasure



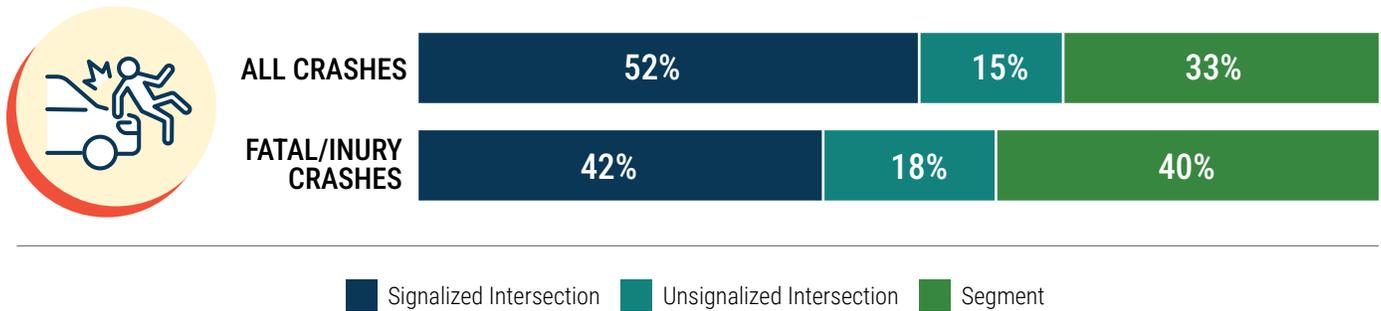
## Pedestrian Crashes

Pedestrian crashes are those crashes that involve a pedestrian. Crashes involving pedestrians account for just 2% of the Countywide crashes and 1% of the High-Injury Network crashes. However, pedestrian crashes account for 8% of the County’s fatal and injury crashes, and 7% of the High-Injury Network fatal and injury crashes. This data demonstrates the importance of prioritizing pedestrian safety improvements in Bay County.



As illustrated in **Figure 23**, 52% of all pedestrian crashes in the High-Injury Network occurred at signalized intersections. However, 42% of pedestrian-related fatal and injury crashes occurred at signals. Pedestrian crashes on road segments, in particular, exhibit a higher rate of fatal/injury crashes in comparison to all crashes.

**Figure 23.** High-Injury Network Statistics, Pedestrian Crashes



Countermeasures for pedestrian crashes have similar goals as bicycle-related countermeasures including slowed vehicle traffic, increased driver awareness and visibility of pedestrians, protected opportunities for pedestrian crossings, and limiting exposure to vehicle traffic. However, specific strategies to achieve those goals are different for pedestrians. **Table 9** identifies countermeasures to improve pedestrian safety at signalized intersections, unsignalized intersections, and on road segments.



**Table 9.** Basic Countermeasure Summary, Pedestrian Crashes

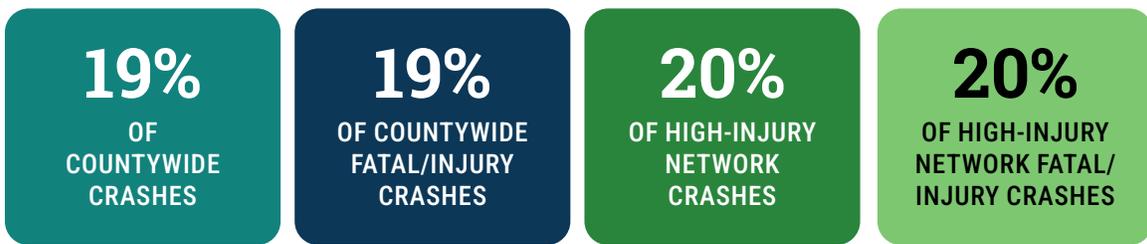
Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/ Corridors
Leading Pedestrian Interval*	✓		
Protected Only Left Turn Phase	✓		
Flashing Yellow Arrow (FYA) Signal Head	✓		
Prohibit Right Turn on Red (RTOR)	✓		
Pushbutton Upgrades/Passive Detection	✓		
Protected Intersections	✓		
Optimized Signal Timing for Pedestrians	✓		
Raised Intersections	✓	✓	
High Visibility Crosswalk Markings*	✓	✓	✓
Additional Midblock Crossing Opportunities			✓
Traffic Signal Control		✓	
All-Way Stop Control		✓	
Corridor Access Management*			✓
Reduced Curb Radius	✓	✓	
Curb Extensions	✓	✓	
Midblock Pedestrian Signals/ Pedestrian Hybrid Beacons*			✓
Z-Crossings			✓
Sidewalk Buffers			✓
Crosswalk Lighting*	✓	✓	✓
Rectangular Rapid Flashing Beacons (RRFBs)*		✓	✓
Road Diet*	✓	✓	✓
ADA Ramps	✓	✓	✓
Pedestrian Refuge Islands*	✓	✓	✓
Sidewalks*	✓	✓	✓
Traffic Calming	✓	✓	✓

\*FHWA Proven Safety Countermeasures



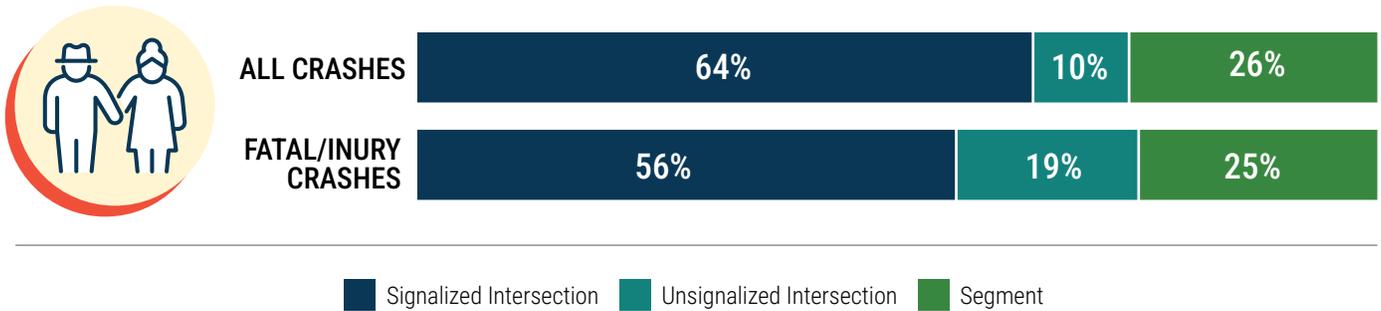
# Aging Drivers

At the time of this report, roughly 18.2% of Bay County’s population is over the age of 65. Due to the high crash rates involving individuals aged 65 or older, Bay County has consistently been listed as one of the priority counties for FDOT’s Safe Mobility for Life Coalition<sup>15</sup>. With this in mind, it is imperative that any transportation solutions consider the older population, both in terms of driver safety, as well as by ensuring safe, reliable and convenient mobility options are available – allowing older adults to maintain mobility independence beyond driving. Crashes involving one or more aging drivers represent 19-20% of the crashes in Bay County and the High-Injury Network. The rate of fatal/injury crashes is the same, indicating that the occurrence of high-severity crashes is proportional to the overall crash rate.



Crashes involving aging drivers primarily occur at signalized intersections, as shown in **Figure 24**. Fatal and injury crashes occur less frequently at signalized intersections and more frequently at unsignalized intersections, in comparison to total crashes.

**Figure 24.** High-Injury Network Statistics, Aging Drivers



Naturally occurring changes associated with aging, such as declining vision, medical conditions such as dementia, or medications, might affect a person’s ability to drive safely (Kerschner & Silverstein, 2018). The needs of older drivers are met through countermeasures that improve the ability to see and interpret road signs and traffic control devices, as well as provide ample reaction time. **Table 10** provides a summary of relevant countermeasures for improving safety for aging drivers.

<sup>15</sup> Florida Department of Transportation. (2025). *Data, Safe Mobility for Life Coalition*. <https://www.safemobilityfl.com/Data.htm>



**Table 10.** Basic Countermeasure Summary, Aging Drivers

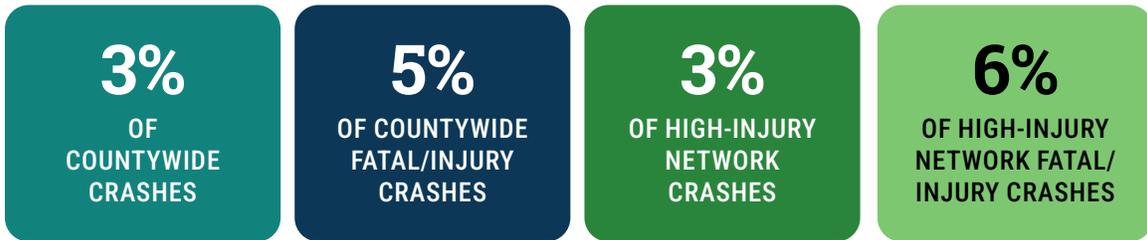
Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/ Corridors
Replace Span Wire with Mast Arm	✓		
Backplates with Retroreflective Borders*	✓		
Larger 12-inch Signal Lenses	✓		
Protected Only Left Turn Phase	✓		
Flashing Yellow Arrow (FYA) Signal Head	✓		
Red Change Intervals	✓		
Yellow Change Intervals*	✓		
Reduced Left Turn Conflict Intersections*	✓	✓	
Advanced Intersection Warning Signage*	✓	✓	
Doubled-up, Oversized Stop Signs*		✓	
Traffic Calming	✓	✓	✓
Traffic Signal Control		✓	
All-Way Stop Control		✓	
Roundabouts*	✓	✓	

\*FHWA Proven Safety Countermeasure



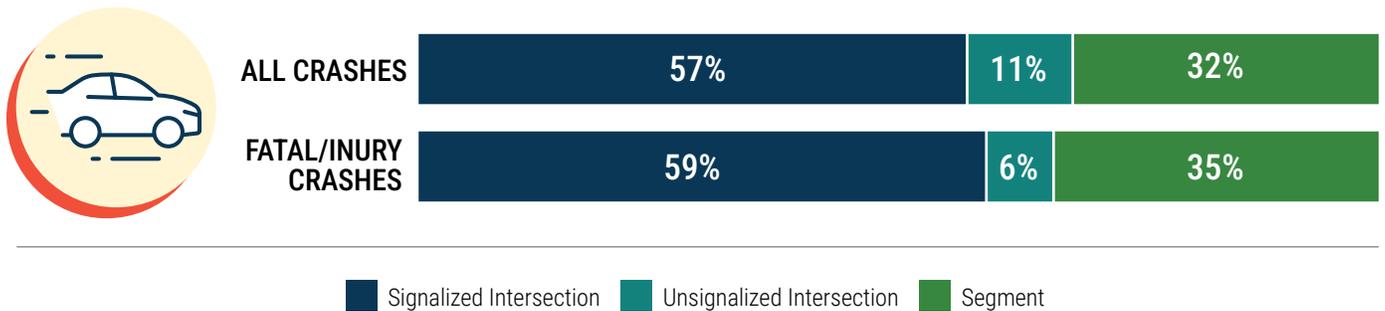
# Speed-Related Crashes

Speeding and aggressive driving were frequently mentioned safety issues in this Safety Action Plan’s public survey responses. Speed-related crashes cover a variety of crash types in which excessive speed is a contributing factor. In Bay County, the most common speed-related crash types are rear end (44%), off road (21%), and other (12%). These crashes account for 3% of the County-wide and High-Injury Network crashes. They account for a higher proportion of fatal and injury crashes, representing 5% of the County total and 6% of the High-Injury Network total. Excessive speed leads to increased risk of road user injury in crashes, as validated by the data.



Speed-related crashes in the High-Injury Network most frequently occur at signals, followed by segments and unsignalized intersections. **Figure 25** illustrates that the rate of fatal and injury crashes is similar to the rate of total crashes at all locations. Speed-related crashes on segments have a slightly higher tendency to result in injury.

**Figure 25.** High-Injury Network Statistics, Speed-Related Crashes



Speed-related crashes are a direct result of driver behavior, in particular drivers traveling over the posted speed limit. Corridors and intersections along them are designed for a maximum safe travel speed; when drivers exceed that speed, the potential for crashes goes up. Therefore, countermeasures are geared towards influencing driver behavior and reducing the tendency to speed through design features. **Table 11** lists common countermeasures to reduce speed-related crashes.

**Table 11.** Basic Countermeasure Summary, Speed-Related Crashes

Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/Corridors
Signal Timing to Slow Traffic	✓		✓
Roundabouts*	✓	✓	
Raised Intersections	✓	✓	
Variable Speed Limits*	✓	✓	✓
Traffic Calming	✓	✓	✓
Road Diet*	✓	✓	✓
Lane Narrowing	✓	✓	✓

\*FHWA Proven Safety Countermeasure

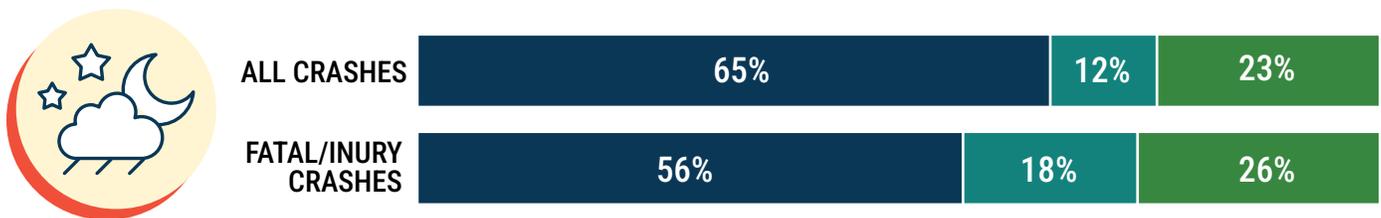
## Environmental Conditions

Lastly, this Safety Action Plan identifies countermeasures to address environmental factors, specifically crashes at night and wet pavement conditions. In Bay County, crashes related to environmental conditions include primarily rear end (29%), other (24%), and off road (14%) crash types. These crashes account for 35% of the Countywide crashes and 38% of High-Injury Network crashes. For fatal and injury crashes, they account for 46% of the County total and 51% of the High-Injury Network total. Nighttime crashes account for the majority (65-75%) of crashes related to environmental conditions.



Locations of crashes related to environmental conditions follow the same trend as other countermeasure categories, with signals accounting for the most crashes followed by segments and unsignalized intersections. **Figure 26** shows that the rate of fatal and injury crashes is in particular higher at unsignalized intersections, in comparison to the rate of total crashes.

**Figure 26.** High-Injury Network Statistics, Environmental Conditions



■ Signalized Intersection ■ Unsignalized Intersection ■ Segment



**35%**  
OF  
COUNTYWIDE  
CRASHES

**46%**  
OF COUNTYWIDE  
FATAL/INJURY  
CRASHES

**38%**  
OF HIGH-INJURY  
NETWORK  
CRASHES

**51%**  
OF HIGH-INJURY  
NETWORK FATAL/  
INJURY CRASHES

Crashes related to environmental conditions can be directly improved through engineering design, especially in locations that lack lighting or have notable drainage issues. Countermeasures for crashes related to environmental conditions may directly address deficiencies or seek to improve outcomes in the event of adverse conditions. **Table 12** identifies effective countermeasures for addressing crashes occurring at night and under wet pavement conditions.

**Table 12.** Basic Countermeasure Summary, Environmental Conditions

Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/ Corridors
<b>Nighttime Crashes</b>			
Intersection Lighting	✓	✓	
Corridor Lighting			✓
Variable Speed Limits*	✓	✓	✓
Internally Illuminated Street Name Signs	✓	✓	
Advanced Intersection Warning Signage*	✓	✓	
Retroreflective Sheeting on Sign Posts*	✓	✓	✓
Flashing Beacons on Sign Posts*	✓	✓	✓
<b>Wet Pavement</b>			
Signal Timing to Slow Traffic	✓		✓
High Friction Surface Treatment*	✓	✓	✓
Variable Speed Limits*	✓	✓	✓
Improved Roadside Drainage	✓	✓	✓
Traffic Calming	✓	✓	✓



# Systemic Countermeasures

In addition to location-specific countermeasures, potential systemic countermeasures were developed. Systemic countermeasures are low-cost safety improvements that should be considered Countywide, addressing the most common KSI crash types from the historic analysis. **Table 13** summarizes the recommended systemic countermeasures for application in Bay County.

**Table 13.** Systemic Countermeasure Recommendations

Countermeasure	Signalized Intersections	Unsignalized Intersections	Road Segments/ Corridors
Replace Span Wire with Mast Arm	✓		
Backplates with Retroreflective Borders*	✓		
Larger 12-inch Signal Lenses	✓		
Flashing Yellow Arrow (FYA) Signal Head	✓		
Dilemma Zone Detection	✓		
Reduced Left Turn Conflict Intersections*	✓	✓	
Roundabouts*	✓	✓	
Leading Pedestrian Interval*	✓		
High-Visibility Crosswalk Markings*	✓	✓	
Protected/Separated Bikeway*	✓	✓	✓
Intersection Lighting	✓	✓	
Corridor Lighting			✓
Crosswalk Lighting*	✓	✓	✓

\*FHWA Proven Safety Countermeasure



# Project Prioritization

A data-driven prioritization process was developed to identify the highest priority safety improvements in Bay County. Bay County's High-Injury Network discussed in the [Crash Analysis and Network Screening](#) section, identified the Top 100 locations (82 intersections and 18 segments) with the highest frequencies of traffic fatalities and serious injuries. These Top 100 locations were selected based on their crash history alone.

The Safety Action Plan implemented a prioritization process to address safety concerns, including information about time ranges when projects and strategies should be deployed at each of the Top 100 locations.

## THE PRIORITIZATION STEPS ARE:

- 1 Identifying prioritization categories;
- 2 Setting scoring criteria;
- 3 Applying the scoring system; and
- 4 Prioritizing projects based on final score.

## Scoring Methodology

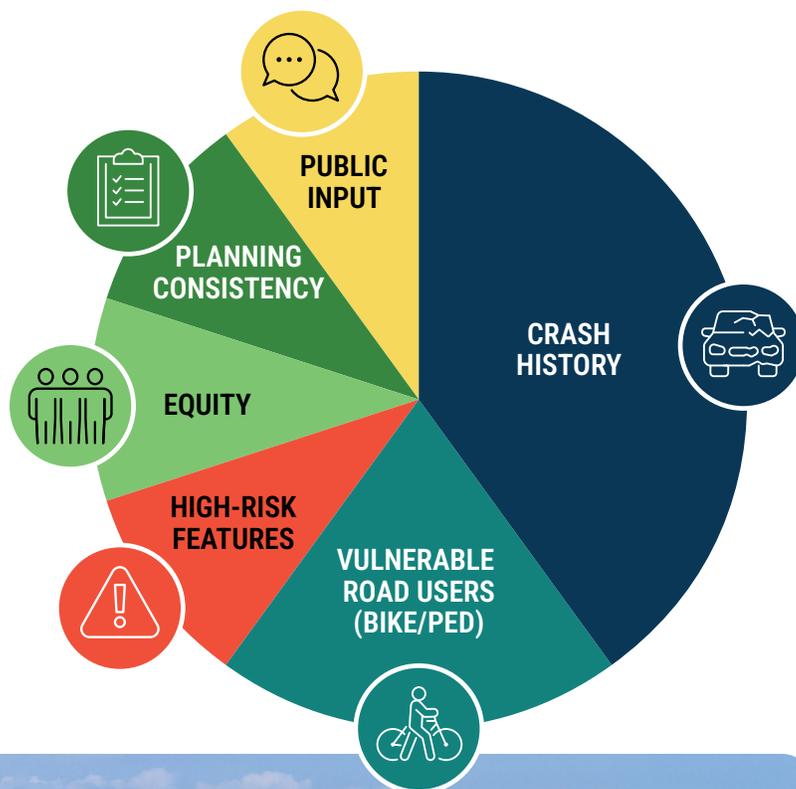
The locations identified in the High-Injury Network are the foundation of the prioritization process. Prioritization categories were identified through coordination with Bay County and local stakeholders to meet the goals of the Safety Action Plan. The **prioritization categories** are:

- **Crash History:** Frequency and severity of crashes, as determined by the Weighted EPDO (Equivalent Property Damage Only) Score used in the development of the High-Injury Network.
- **Vulnerable Road Users:** Frequency and severity of crashes involving bicyclists or pedestrians.
- **High-Risk Features:** Presence of roadway features and/or traffic characteristics that are historically linked to higher crash rates as determined by the High-Risk Network Score.
- **Equity:** Located within an Equity Priority Area. Equity Priority Areas include those Census Tracts identified as Transportation Disadvantaged (USDOT Equitable Transportation Community Explorer), Historically Disadvantaged (US Climate and Economic Justice Screening Tool), or an Area of Persistent Poverty (US Census Bureau).
- **Planning Consistency:** Location already identified for improvements in existing State or County plans or identified as a priority project in the Emerald Coast Regional Council's 2024 Safety Action Plan. Locations that have been recently improved or are under construction were given lower priority, as resources have already been allocated.
- **Public Input:** Location identified as a public safety concern through public engagement process.



Locations were prioritized for future investment based on their alignment with a set of quantitative evaluation metrics for each of these categories. Each category was assigned a weight identifying the relative impact on the overall prioritization (Figure 27). Since the main purpose of the Safety Action Plan is to address fatal and serious injury crashes, the Crash History category was given the highest weight (40%). The Vulnerable Road Users category was given a weight of 20% based on a review of the Countywide crash trends, discussions with local stakeholders, and public input received. All other categories were given an equal weight of 10%.

Figure 27. Prioritization Category Weights



Categories were further divided based on specific criteria, and each subcategory was assigned a base score ranging from zero (lowest priority) to one (highest priority). The final score for each subcategory is the product of the category weight and the subcategory base score. The maximum possible score for any location is 100. Table 14 provides details on the subcategories and scoring system applied.



**Table 14.** Prioritization Scoring System

Category	Category Weight	Subcategory Criteria	Base Score	Final Score
<b>Crash History</b>	40%	EPDO Score $\geq$ Top 10%	1.00	40.00
		EPDO Score $<$ Top 10% and $\geq$ Top 50%	0.75	30.00
		EPDO Score $<$ Top 50%	0.25	10.00
		EPDO Score under High-Injury Network Threshold	0.00	0.00
<b>Vulnerable Road Users</b>	20%	In VRU High-Injury Network, VRU Fatal/Serious Injury Crashes $>$ 1	1.00	20.00
		In VRU High-Injury Network, VRU Fatal/Serious Injury Crashes = 1	0.50	10.00
		Not In VRU High-Injury Network	0.00	0.00
<b>High-Risk Features</b>	10%	HRN Score $\geq$ Top 10%	1.00	10.00
		HRN Score $<$ Top 10% and $\geq$ Top 50%	0.75	7.50
		HRN Score $<$ Top 50%	0.50	5.00
		Not in High-Risk Network	0.00	0.00
<b>Equity</b>	10%	In 3 out of 3 Equity Areas	1.00	10.00
		In 2 out of 3 Equity Areas	0.75	7.50
		In 1 out of 3 Equity Areas	0.50	5.00
		Not in an Equity Area	0.00	0.00
<b>Planning Consistency</b>	10%	Recently Improved or Under Construction	-1.00	-10.00
		Identified State/County Need, Unfunded	1.00	10.00
		Identified State/County Need In PD&E/Engineering Design	0.75	7.50
		Not an Identified State/County Need, ECRC Priority Project/Intersection	0.25	2.50
		Not an Identified State/County Need, Not an ECRC Priority Projects/Intersection	0.00	0.00
<b>Public Input</b>	10%	4+ Public Survey Responses	1.00	10.00
		2-3 Public Survey Responses	0.50	5.00
		1 Public Survey Response	0.25	2.50
		No Public Survey Responses	0.00	0.00



## Prioritized Project List

Based on the final prioritization scores, the Top 100 projects were separated into three tiers: Tier 1 (near-term), Tier 2 (mid-term), and Tier 3 (long-term) projects. Locations were ranked according to their final prioritization score. Tier ranges were identified by assessing “breaks” in the prioritization scores and the resulting number of projects assigned to each tier.

Tier 1 projects are those with a priority score greater than or equal to 60, which includes 19 of the Top 100 locations. These projects are listed in **Table 15** and should be prioritized for initial investment and implementation of safety countermeasures as described in the [Engineering Countermeasures Toolbox](#) section.

Tier 2 projects are shown in **Table 16** and are those that have a final prioritization score greater than or equal to 40 but less than 60. All remaining projects are categorized as Tier 3 (priority score less than 40) as summarized in **Table 17**. There are 31 locations identified as Tier 2 projects and 50 locations identified as Tier 3 projects. Detailed information on the crash trends for each Top 100 project location is provided in [Appendix D](#).



Table 15. Tier 1 Projects and Recommendations

HIN ID	Location	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental	
			Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement
S-2	US-98, From Back Beach Rd to end of Hathaway Bridge	✓					✓	✓			✓		✓	✓
S-1	SR-30/Front Beach Rd, From E El Centro Blvd to Anenome St				✓					✓	✓		✓	
I-27	US-98/W 15th St at Jenks Ave	✓	✓					✓	✓				✓	
I-1	US-231/SR-75 at CR-390/E Hwy 390	✓	✓		✓					✓	✓		✓	✓
S-6	SR-30/Front Beach Rd, From Lyndell Ln to S Thomas Dr		✓			✓				✓	✓		✓	
I-3	US-98/SR-30A/Panama City Beach Pkwy at Thomas Dr/Wildwood Rd	✓	✓			✓	✓	✓			✓		✓	✓
S-7	US-98, From end of Hathaway Bridge to Brown Ave						✓		✓	✓	✓		✓	
S-11	US-98/W 15th St, From June Ave to Jenks Ave	✓						✓						✓
I-25	W HWY 98 (W US-98) at SR-30A/Michigan Ave		✓		✓			✓	✓	✓				
S-3	US-98/Panama City Beach Parkway, From N Alf Coleman Rd to Sea Sound Cir		✓				✓		✓	✓	✓			
S-9	SR-368/W 23rd St, From Doctors Drive to MLK Blvd					✓	✓	✓	✓		✓			✓
I-6	US-98/E 15th St at US-231/Harrison Ave	✓			✓		✓		✓	✓	✓		✓	
I-19	US-98/W 15th St at SR-327/Lisenby Ave		✓		✓		✓		✓	✓				
S-5	US-98/Panama City Beach Parkway, From Sea Sound Cir to Cauley Ave	✓					✓				✓		✓	
S-4	US-98/E 15th St/S Tyndall Pkwy, From Hickory St to Allegheny Ave	✓		✓	✓			✓	✓		✓			✓
I-12	US-231 at SR 389/N East Ave		✓		✓		✓						✓	
I-23	CR-3031/Thomas Dr at Gwyn Dr							✓	✓	✓			✓	
I-37	SR-30/Front Beach Rd at Hinson Ave			✓				✓	✓	✓			✓	✓
I-32	SR-368/W 23rd St at Jenks Ave		✓					✓	✓		✓		✓	✓



Table 16. Tier 2 Projects and Recommendations

HIN ID	Location	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental	
			Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement
I-5	US-98/SR-30A/Tyndall Pkwy at SR-22/Wewa Hwy/E 3rd St				✓			✓				✓		
I-10	US-231 at Hwy 2301	✓	✓											✓
I-22	US-98/E 15th St at SR-389/N East Ave		✓		✓			✓						✓
I-9	SR-30/Front Beach Rd at Joan Ave	✓	✓							✓	✓	✓	✓	
I-11	US-231/SR-75 at SR-20		✓		✓									✓
I-17	US-231 at SR-77/MLK Blvd	✓	✓			✓								
I-18	US-231/SR-75 at SR-368/E 23rd St	✓	✓			✓	✓				✓	✓	✓	
I-36	N Hwy 231 (US-231) at Titus Rd		✓		✓									
I-81	US-98/W 15th St at Flower Ave		✓				✓	✓	✓	✓		✓	✓	
I-45	N Hwy 231 (N US-231) at Cherokee Heights Rd		✓		✓						✓		✓	
S-12	SR-390/Saint Andrews Blvd, From Frankford Ave to Lisenby Ave	✓					✓		✓	✓	✓	✓	✓	✓
I-73	US-98/SR-30A at Bayview Ave/W 17th St					✓		✓	✓	✓		✓	✓	
I-20	US-98/E 15th St at CR-2327/Transmitter Rd	✓	✓			✓	✓						✓	
I-26	SR-30/Front Beach Rd at SR-392A/Hutchison Blvd/Thomas Dr					✓	✓	✓	✓	✓	✓			✓
I-31	US-98/W 15th St at Fairland Ave		✓		✓		✓	✓					✓	
I-33	US-98/W 15th St at SR-385/Frankford Ave	✓	✓		✓			✓			✓			✓
I-44	E HWY 98 (E US-98) at E 3rd St		✓		✓			✓	✓	✓	✓			
I-2	US-98/SR-30A/Panama City Beach Pkwy at Moylan Rd	✓	✓			✓							✓	
I-4	US-98/SR-30A/Panama City Beach Pkwy at Richard Jackson Blvd		✓	✓	✓		✓	✓			✓			



**Table 16. Tier 2 Projects and Recommendations (Continued)**

HIN ID	Location	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Envi-ron-mental	
			Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	WetPavement
I-15	E SR-392/Hutchison Blvd at Richard Jackson Blvd		✓	✓	✓							✓		
I-21	SR-368/W 23rd St at SR-385/Frankford Ave		✓		✓	✓					✓		✓	
I-24	US-98/Panama City Beach Pkwy at Nautilus St/Philip Griffitts Sr Pkwy	✓	✓	✓				✓			✓		✓	
S-10	US-231, From Hightower Rd to Hwy 167					✓		✓			✓	✓	✓	
I-13	SR-77 at CR-338/Edwards Rd	✓	✓								✓			
I-28	SR-30/Front Beach Rd at CR-30B/Moylan Rd	✓	✓		✓			✓						
I-35	SR-22/E 3rd St at N Highway 22 A/Bob Little Rd		✓		✓			✓			✓			
I-52	US-231/SR-75 at Pipeline Rd		✓		✓									
I-65	US-98/W 18th St at SR-390/Beck Ave					✓		✓	✓	✓	✓		✓	
S-8	SR-77, From Court Martial Ranch Rd to Hwy 20					✓	✓	✓			✓		✓	
I-14	US-98/Panama City Beach Pkwy at SR-79	✓	✓						✓	✓	✓			
I-29	US-98/Panama City Beach Pkwy at Alf Coleman Rd/N Alf Coleman Rd	✓			✓		✓	✓			✓	✓	✓	



Table 17. Tier 3 Projects and Recommendations

HIN ID	Location	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental	
			Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement
I-8	SR 77/MLK Blvd/Cove Blvd at SR-368/E 23rd St		✓			✓		✓			✓	✓	✓	
I-63	SR-368/E 23rd St at Wilson Ave/Legear Ln		✓						✓	✓			✓	
S-18	SR-77, From E Baldwin Dr to E 25th St	✓	✓			✓			✓	✓	✓		✓	
I-74	US-98/SR-30A/W 15th St at Lincoln Ave	✓	✓		✓				✓	✓				
I-76	US-98/W 15th St at Caroline Blvd	✓						✓	✓	✓		✓	✓	
I-7	US-98/SR-30A/Panama City Beach Pkwy at Allison Ave		✓		✓							✓	✓	
I-67	SR-392A/Hutchison Blvd at Churchwell Dr/S Glades Trl		✓			✓		✓						
S-17	S Thomas Dr, From Front Beach Rd to Perch Ln							✓	✓	✓		✓		
I-41	Hwy 77 (SR-77) at Hwy 2302	✓					✓	✓				✓		
I-66	US-98/SR-30/Panama City Beach Pkwy at Woodlawn Dr		✓		✓									
I-16	US-98/Panama City Beach Pkwy at Bluefish Dr	✓	✓					✓						
I-30	US-98/Panama City Beach Pkwy at Pier Park Dr		✓		✓			✓				✓		
I-38	CR-392/Thomas Dr at S Thomas Dr	✓					✓					✓		
I-58	US-98/W 15th St at Balboa Ave		✓		✓			✓						
I-59	US-98/Panama City Beach Pkwy at Griffin Blvd	✓	✓		✓			✓					✓	
I-62	W Hwy 98 (W US-98) at Danford Ave		✓		✓		✓					✓	✓	
I-77	SR-77/Ohio Ave at E 17th St		✓		✓		✓		✓	✓			✓	
I-79	SR-390/Saint Andrews Blvd at SR-391/Airport Rd	✓	✓				✓				✓		✓	
I-82	SR-390/Saint Andrews Blvd at SR-327/Lisenby Ave	✓					✓		✓	✓		✓		
I-47	US-98/E 15th St at Luverne Ave	✓											✓	
I-50	Hwy 77 (SR-77) at Hwy 2321 (SR-77A)	✓	✓									✓	✓	



Table 17. Tier 3 Projects and Recommendations (Continued)

HIN ID	Location	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related		Environmental	
			Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road				Nighttime	Wet Pavement		
I-70	CR-2312/E Baldwin Rd at N East Ave	✓	✓		✓								✓		
I-71	Hwy 77 (SR-77) at Hwy 20 (SR-20)	✓			✓								✓	✓	
S-15	SR-368/W 23rd St, From Winona Dr to Stanford Station		✓		✓			✓							
I-46	CR-392/Thomas Dr at Chickasaw St	✓							✓	✓			✓		
I-49	CR-392/Thomas Dr at Silver Sands Rd			✓			✓		✓	✓	✓	✓	✓		
I-54	SR-392A/Hutchison Blvd at Alf Coleman Rd		✓		✓							✓	✓		
I-55	CR-392/Thomas Dr at Joan Ave							✓	✓	✓			✓		
I-56	US-98/S Tyndall Pkwy at Cherry St	✓	✓			✓	✓						✓		
I-60	E 3rd St at Everitt Ave				✓									✓	
I-72	CR-30B/Joan Ave at N Lagoon Dr		✓					✓	✓	✓			✓	✓	
I-75	Transmitter Rd at E 11th St				✓	✓		✓					✓		
I-78	US-98/S Tyndall Pkwy at Boat Race Road		✓		✓	✓		✓						✓	
S-13	SR-388, From Point Washington WMA to 1/3 mi east of S Burnt Mill Creek Rd						✓								
I-40	CR-3031/Thomas Dr at CR-392/Thomas Dr							✓					✓		
I-48	N Hwy 231 (N US-231) at Hudson Rd	✓	✓										✓		
I-57	US-231/SR-75 at Bayou George Dr		✓		✓							✓	✓	✓	
I-61	SR-30/Front Beach Rd at Allison Ave		✓		✓			✓	✓			✓	✓	✓	
I-64	CR-2031/Thomas Dr at Laird St	✓	✓			✓						✓		✓	
I-80	SR-368/W 23rd St at Fortune Ave		✓										✓		
I-53	US-231 at Transmitter Rd	✓		✓					✓	✓			✓		



**Table 17. Tier 3 Projects and Recommendations (Continued)**

HIN ID	Location	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental	
			Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	WetPavement
I-69	Hwy 77 (SR-77) at E Hwy 388 (E CR-388)	✓			✓	✓					✓	✓	✓	
I-39	SR-77/MLK Blvd at US-98/SR-30A/15th St	✓	✓		✓									
I-43	SR-30/Front Beach Rd at Short Street	✓	✓									✓	✓	
I-51	US-98/Front Beach Rd at Lakeview Cir		✓											
I-68	SR-392A/Hutchison Blvd at Lyndell Ln				✓	✓							✓	



# Proactive Actions

Engineering countermeasures represent only one set of actions for improving safety for all road users. In addition to addressing historic crash trends, proactive measures for improving safety throughout the County were identified. These recommendations include changes to existing County policies and processes, as well as recommended safety strategies.

## Existing Policy and Process Review

Existing plans and policies related to roadway safety in Bay County were reviewed for opportunities to better align with the recommendations in this Safety Action Plan. Relevant policies and plans to transportation safety are listed in **Table 18**, **Table 19**, and **Table 20**. The following County documents were reviewed:

- Bay County Comprehensive Plan (2021)
- Bay County TPO 2045 Long Range Transportation Plan
- Bay County Strategic Plan

The policies, objectives, and actions in these plans were compared to the **Florida Strategic Highway Safety Plan (SHSP)**.<sup>16</sup> The SHSP promotes providing a wide range of safe transportation options by improving network connectivity and offering users alternatives. Through this plan, FDOT aims to assist in the creation of safer communities through context-specific design and the use of smart data collection and analysis. Other proposed actions include introducing emerging mobility options such as micromobility, connected and automated vehicles, and real-time data sources.



16 Florida Department of Transportation. (March 2021). [Florida Strategic Highway Safety Plan](#).



## Bay County Comprehensive Plan (2021)

The existing policies impacting safety in Bay County were extracted from the Bay County Comprehensive Plan (2021) as summarized in **Table 18**.

*As of the date of this Safety Action Plan, the Bay County Board of County Commissioners has approved revisions to the County's Comprehensive Plan to address these policy suggestions and is currently awaiting final approval from the state of Florida before implementation.*

**Table 18.** Bay County Comprehensive Plan Policies

Policy	Description
4.4.4, 4-4	New developments shall provide a system of shared driveways and frontage roads to reduce the number of access points on Access Control Corridors.
4.14.1, 4-8	The County will utilize the Panama City TPO Bicycle/Pedestrian Plan for the identification of bicycle/pedestrian facility deficiencies on County maintained roads and for planning improvements to these facilities.
4.15.1, 4-9	Priority will be given to the installation of sidewalks and bikeways as follows. (1) Located in the Urban Service Area including proximity to beach access points. (2) To provide a safe route to and from schools in areas proximate to schools. (3) To complete a "link" in an existing sidewalk or bikeway system. (4) To provide safe beach access including bicycle parking facilities and lockers.
4.15.2, 4-9	The County shall require developers of property in the Urban Service Area to provide sidewalks as part of any new development project.
4.16.2, 4-10	The County shall participate through the TPO in identifying and analyzing alternative elements of transportation including, but not limited to: (1) Park and Ride options; (2) "Share a Ride" program; (3) Bay Town Trolley; and, (4) Bicycle/Pedestrian Plan.
4.16.3, 4-10	The County shall participate through the TPO in maintaining an inventory of all implemented alternative transportation elements.



## Bay County TPO 2045 Long Range Transportation Plan (2020)

The Bay County TPO 2045 Long Range Transportation Plan currently includes the safety-related objectives found in **Table 19**.

**Table 19.** Bay County TPO 2045 Long Range Transportation Plan Objectives

Objective	Description
1.1	Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).
1.3	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
1.5	Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.
1.6	Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.
2.1	Develop multi-modal linkages to increase the range of travel choices.
2.2	Expand bicycle, pedestrian, and public transportation services to improve accessibility, availability, and desirability of transit travel options.
2.5	Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.
3.1	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
3.2	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS).
3.3	Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.
3.6	Integrate Complete Streets Policies into project development and maintenance programs.
5.4	Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.
7.1	Develop projects that increase safety for all motorized and non-motorized users.



# Bay County Strategic Plan - 2021-2025

**Table 20** identifies the existing tasks and actions promoting safety in the Bay County Strategic Plan.

**Table 20.** Bay County Strategic Plan Actions and Tasks by Department

Action or Task	Description
Engineering ACTION 1.2	Promote efficient transportation systems with safe streets and multi-modal transportation alternatives.
Engineering Task 1.2.1	Ensure streets, sidewalks, and public transportation provides an accessible means of travel for the disabled and the community as a whole. (FY21-25)
Engineering Task 1.2.2	Update and maintain a transportation infrastructure inventory: update pavement condition information, prioritize maintenance, identify costs, and create a maintenance schedule. (FY21-25)
Engineering Task 1.2.3	Develop a system of connected bicycle / pedestrian facilities within the urban area. Ensure facilities connect to anchor destinations. (FY21-25)
Engineering ACTION 2.1	Update the Bay County Transportation Master Plan.
Traffic Engineering ACTION 1.1	Promote efficient transportation systems throughout Bay County furthering safe streets and multimodal transportation alternatives. (FY 21-25)
Traffic Engineering Task 1.1.1	Continue enhancements to the intelligent transportation system (ITS), and areawide traffic signal system, with the goal of enhancing safety, reducing congestion, and improving overall traffic flow. (FY 21-25)
Traffic Engineering Task 1.1.2	Pioneer "hybrid" coordinated control strategy utilizing best attributes of both adaptive and conventional traffic signal control systems on various high-volume roadways around the county to include State Road 77, U.S. 98, and U.S. 231. (FY 21-25)
Traffic Engineering ACTION 2.1	Establish, fine-tune, and document processes within the Traffic Engineering Division to promote excellence in the expedient delivery of quality projects, tasks, and services. (FY 21-25)
Traffic Engineering Task 2.1.2	Identify high crash rate sites and develop safety projects to abate the hazardous situations. (FY 21-25)
Traffic Engineering Task 2.1.3	Update and maintain procedures to efficiently mitigate operational, life-safety, and property hazards in the Bay County roadway system within 24 hours of notification. (FY 21-25)
Traffic Engineering Task 2.2.1	Continually update and maintain Traffic Management Center (TMC) procedures and protocol, and continue to utilize existing and emerging Intelligent Transportation System (ITS) technologies in innovative ways. (FY 21-25)



# Recommendations

Following a review of the existing policies and plans, the recommended policy and process changes are offered to prioritize safety for all road users in Bay County. Recommendations pull from guidance in the SHSP and specifically address the critical safety issues in Bay County.

## Policy



- Create and adopt a Vision Zero Policy. The policy can formally commit the county to a target year of 2045 for zero roadway serious injuries and fatalities.
- Adopt a Complete Streets Policy for Bay County and encourage local jurisdictions to adopt their own complementary Complete Streets policies.
- Work with the Bay County TPO to update the 2012 Bay County TPO Bicycle and Pedestrian Master Plan. The Bicycle/Pedestrian Plan should be informed by this Safety Action Plan's Vulnerable Road User High-Injury Network.
- Adopt a pedestrian crosswalk policy consistent with the Counties throughout the Emerald Coast TPO region.
- Update the Bay County Comprehensive Plan to include policies that promote the safe travel of all roadway users.

## Process



- Revise the current site plan review process to incorporate multimodal facilities and traffic calming measures, encouraging new developments and requiring reconstruction projects to provide pedestrian and bicyclist infrastructure where feasible along with safety improvements.
- Consult the County's High-Injury Network during the Project Development (PD) process to ensure that countermeasures are implemented at high crash locations.
- Work in coordination with the County resurfacing project schedule to implement low-cost safety countermeasures recommended in guidance documents and resources including:
  - » **Low-Cost Pedestrian Safety Zones: Countermeasure Selection Resource** (USDOT, 2023)
  - » **Urban Street Design Guide** (NACTO, 2012)
  - » **Traffic Calming ePrimer** (FHWA)
  - » **Separated Bike Lanes on Higher Speed Roadways: A Toolkit and Guide** (FHWA, 2024)
- Add current and planned transportation projects and improvements to the **BayView Interactive Map**.
- Incorporate crash data into the **BayView Interactive Map** or create a new dashboard for transportation safety.
- Incorporate the latest NACTO guidelines in engineering projects including the *Urban Street Design Guide* and the *Urban Bikeway Design Guide*.
- Create and maintain targeted public education programs or campaigns focused on improving specific driver behaviors as identified by crash behavior trends within the Bay County High-Injury Network.



# Safety Strategies

Safety strategies are actionable recommendations to achieve Target Zero through application of the Safe System Approach. **Table 21** summarizes recommendations for each of the Safe Systems principles: Safer People, Safer Vehicles, Safer Speeds, Safer Roads, and Post-Crash Care.

**Table 21.** Recommended Safety Strategies

Safe System Principle	Description
All	Establish or identify a countywide safety coordinator charged with integrating safety as a priority across all agency departments within Bay County.
	Implement Safer Vehicles Strategies and Recommendations in the ECRC Safety Action Plan.
Safer People	Establish a free motorcycle training program, similar to the City of Jacksonville, that is funded through federal safety grants.
	Coordinate with the FDOT Safe Mobility for Life program for future training, workshops, and educational opportunities for older drivers.
	Provide targeted, high-visibility law enforcement at local bars, restaurants, and events that provide alcohol service.
Safer Vehicles	Integrate connected vehicle technologies through smart traffic signals and real-time data collection tolls to create responsive and adaptive transportation systems.
Safer Speeds	Provide targeted, high-visibility law enforcement on corridors with known speeding and aggressive driving. Develop outreach strategies to educate drivers about the impact of speed on crash severity.
Safer Roads	Prioritize safety improvements on the Bay County High-Injury Network as recommended in this plan.
	Implement the recommended systemic countermeasures in <b>Table 13</b> .
	Identify “Midblock Crossing Corridors” for prioritized vulnerable road user safety such as SR-30/ Front Beach Rd, US-98 east of the Hathaway Bridge, and SR -368.
Post-Crash Care	Evaluate EMS preemption along select corridors leading to the level 1 trauma center and major ERs with the goal of reducing EMS response time, the time from crash to ER, and addressing the “golden hour”. Corridors to consider include US-98, US-231, SR-390, and SR-368.



# Measuring Progress



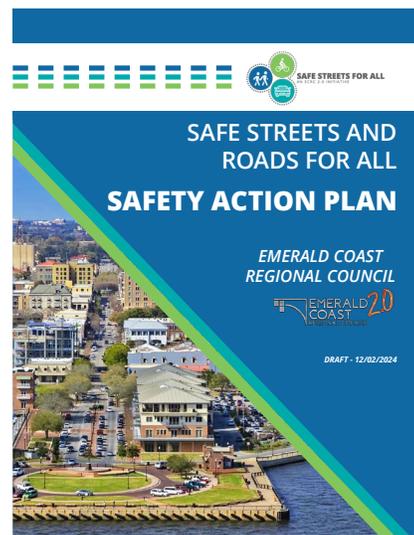
**Bay County is committed to the implementation of the roadway safety projects identified in this plan.** The Safety Action Plan is a step in the process of eliminating traffic deaths and serious injuries in the County. It is important to continue to monitor our progress in achieving Vision Zero.

The County will continue monitoring progress towards reducing traffic deaths and serious injuries through an annual report, which will be available on the Bay County website.

## Performance Measures

The performance measures presented in **Table 22** should be used to evaluate yearly crash data, monitor progress, and measure the overall effectiveness of the Safety Action Plan. These performance measures are aligned with those included in the Emerald Coast Regional Council's Annual Report Template for the Bay County TPO, as included in its ***Emerald Coast Regional Council Safety Action Plan (2024)***. The ECRC and its member TPOs will report on the same set of performance measures. This ensures Bay County is tracking progress in line with regional goals.

The report will also include descriptions of the completed safety improvements throughout the county, with emphasis on the traffic safety projects constructed on the High-Injury Network.



**Table 22.** Performance Measures for Progress Tracking

Performance Measure	Description
Traffic Fatalities	Total number of traffic fatalities in Bay County.
Fatality Rate	Number of fatal crashes divided by the annual Vehicle Miles Traveled (VMT) for a rate of crashes.
Traffic Related Serious Injuries	Total number of traffic related serious injuries in Bay County.
Serious Injury Rate	Number of serious injury crashes divided by the annual Vehicle Miles Traveled (VMT) for a rate of crashes.
Pedestrian Fatalities and Serious Injuries	Total number of pedestrian fatalities and serious injuries.
Bicycle Fatalities and Serious Injuries	Total number of bicyclist fatalities and serious injuries.
Motorcycle Fatalities and Serious Injuries	Total number of motorcyclist fatalities and serious injuries.
Agging Driver Fatalities and Serious Injuries	Total number of aging driver fatalities and serious injuries.
Fatality or Serious Injury Crashes within 'Transportation Disadvantaged Areas'	Number of KSI crashes within 'Transportation Disadvantaged' areas.
Bicycle and Pedestrian Safety Projects in 'Transportation Disadvantaged Areas'	Number of pedestrian and bicycle safety projects constructed in 'Transportation Disadvantaged' areas.
Constructed Traffic Safety Projects	Number of traffic safety projects constructed Countywide.
On-going Traffic Safety Projects	Number of traffic safety projects in continued development from previous years.
Constructed High-Injury Network Projects	Number of safety projects constructed on Bay County's High-Injury Network.

## Evaluation

The annual publicly available Safety Action Plan progress reports will be a valuable resource for evaluating the County's progress in meeting overall transportation safety goals. The data collection required for tracking progress will ensure that the County has consistent and up to date transportation-related data for future project prioritization, program development and grant applications. The performance measures data recorded in the progress reports will also be useful resources for Safety Action Plan updates.





# Appendix A

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## Public Engagement Materials

# Bay County SAP Public Engagement

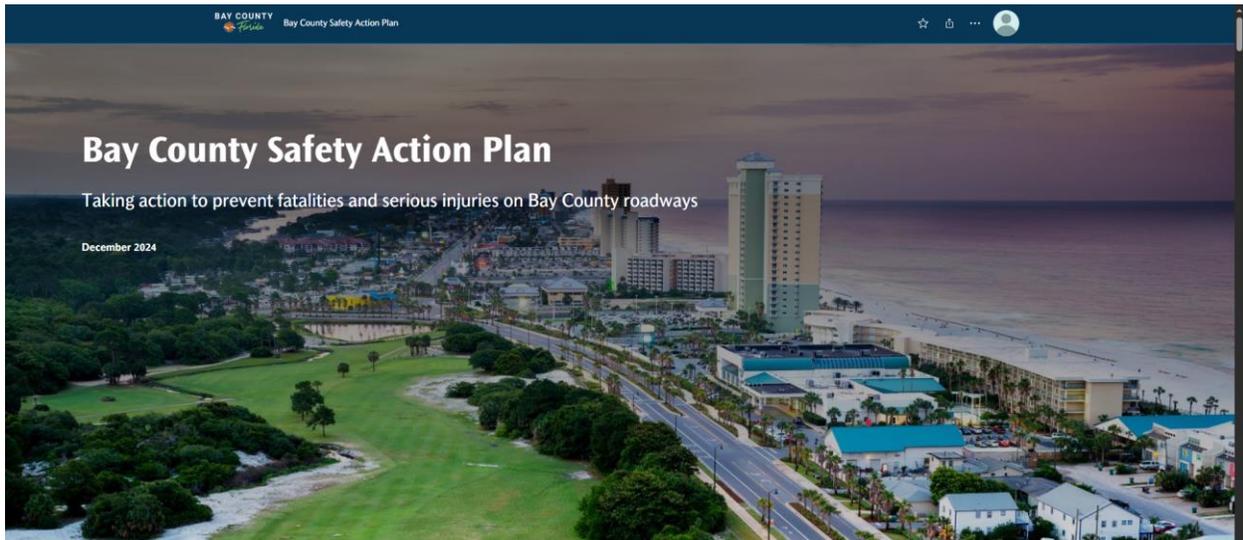
## Project Website (ESRI StoryMap)

Access: [Bay County Safety Action Plan](#)

As part of the Bay County Safety Action Plan, we developed a project website that has been continuously updated throughout the study. Sections include:

- Link to the Online Survey
- Description of the intentions and goals of the Safety Action Plan
- Project Schedule
- The Eight Action Plan Sections
- Safety Discussion
- The High Injury Network
- Engagement Opportunities
- Next Steps

Image from the Bay County Safety Action Plan Project Website



## Online Survey

Access: [Bay County SS4A Safety Plan: Public Survey](#) (note that the survey will not be accepting submissions after 3/31/2025)

To collect public feedback for the Bay County Safety Action Plan, the team created an online survey designed using ESRI Survey 123 and incorporating ideas from the County. Insights that we hoped to gain:

- How frequently are participants using the Bay County transportation network?
- What modes are they using to travel within Bay County?
- What are their concerns related to safety when traveling on the Bay County transportation network?
- What specific locations do the participants consider in need of review or unsafe?
- What areas of Bay County are represented by the survey participants?

### Online Survey Questions

The survey consisted of 12 questions with a mix of question types including short answer, matrix, likert, and map pin drop.

#### First, we'd like to ask about your travel around Bay County. (Travel Section Header)

1. About how far do you travel on an average day? \*
  - a. Subtitle: Please move the slider to the answer that is closest, an exact number isn't necessary. If your trip is longer than 50 miles, please enter 50 miles.
  - b. Answer Type: Slider, 0-50
2. Why do you travel in and around Bay County? \*
  - a. Subtitle: Select all that apply.
  - b. Answer Type: Multiple Select
    - i. I live in Bay County.
    - ii. I work in Bay County.
    - iii. I live outside Bay County but travel here for services, shopping, recreation, etc.
    - iv. I do not live, work, or travel to Bay County regularly.
    - v. Other
3. How frequently do you use the following modes of transportation to travel within the County? \*
  - a. Subtitle: Please choose the options that best describe how often you use each mode.
  - b. Answer Type: Single Select Grid (Matrix)

	Daily	Weekly	Once a Month	Rarely	Never
In a Car Alone					
In a Car w Others					
Walking					
Biking/Scooter					
Transit/Paratransit					
Rideshare (Uber, Lyft, Taxi)					

**Next, we'd like to ask you some questions about safety. (Safety Section Header)**

4. When thinking about the following actions, how safe do you feel doing these yourself or with your family?\*
- a. Answer Type: Likert

	Not Safe	Somewhat Safe	Safe	Very Safe	N/A
Driving a Personal Vehicle					
Walking/Using Sidewalks					
Riding a Bicycle or Scooter					

5. What would you say contributes to your level of safety when driving, walking, or riding a bicycle?\*

Subtitle: Please use the space below to describe your thoughts.

Answer Type: Multiline Text Box

**Lastly, we'd like to talk about specific locations that you think should be included in the safety action plan based on your experience as a roadway user. Your input can be based on actual events or any perceptions about safety you may have for a specific location. (Locations Section Header)**

6. In your opinion, what location(s) should be considered for safety improvements? (Click + below to add multiple locations).
- a. Subtitle: Please use the tool to zoom to a location or enter an address or intersection into the search box. Once you've made a selection, please let us know why you chose it in the text box below.
- b. Answer type: Map, Point
7. If you chose a location(s), is there anything you'd like to say about why it is a concern?
- a. Subtitle: None
- b. Answer Type: Multiline text
- c. Note – Is only visible if the participant entered a location in the previous question

**Is there anything else you'd like to share? (Additional Comments Header)**

8. Please enter any additional comments below.
- a. Subtitle: None
- b. Answer type: Multiline Text Box

**Tell Us About You! (Optional) (Demographics Section Header)**

9. What is your zip code?
- a. Subtitle: None
- b. Answer Type: Number
10. What is your age?
- a. Subtitle: None
- b. Answer Type Single Select
- c. Answers
- Under 18
  - 18 – 25
  - 26 – 40
  - 41 – 55
  - 55+
  - I prefer not to answer

11. How many vehicles are in your household?
- a. Subtitle: None
  - b. Answer Type: Drop Down
  - c. Answers: 0, 1, 2, 3+

**If you'd like to hear from project staff to share more information, please provide your email address.  
(Contact Section Header)**

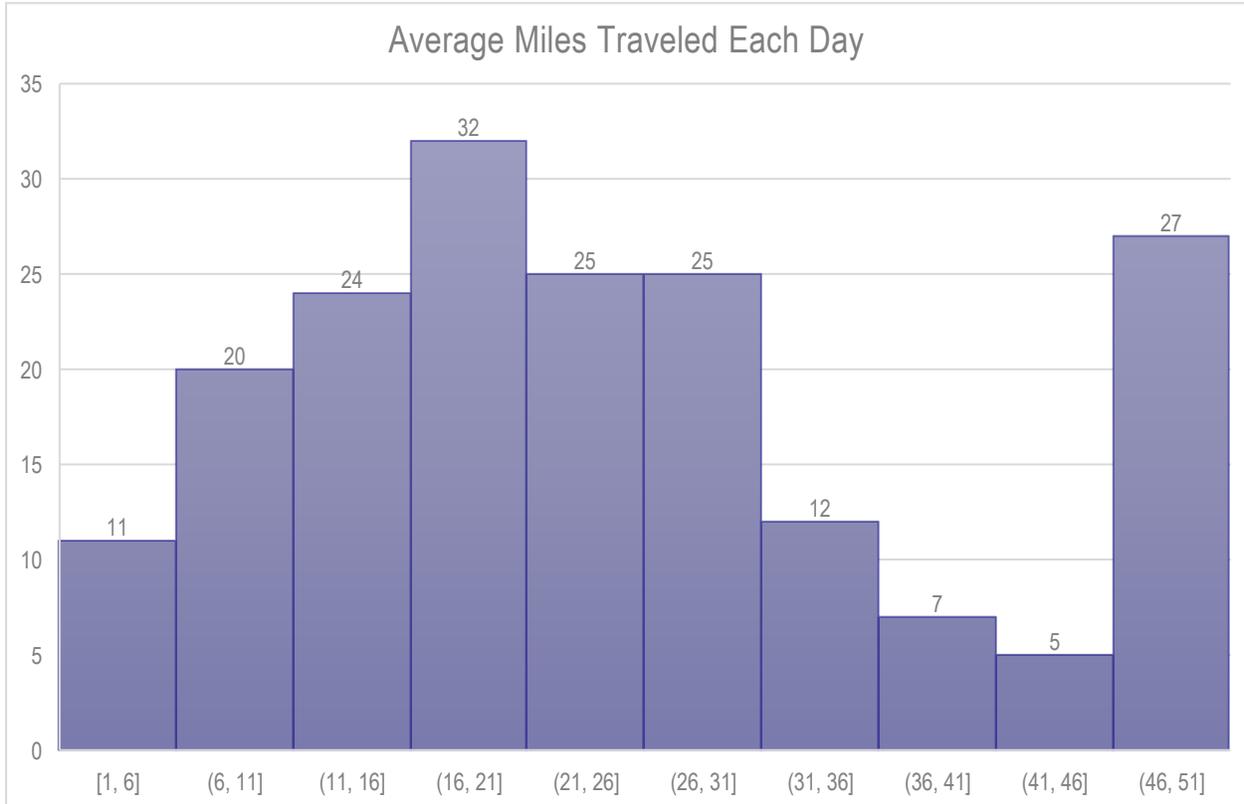
12. Please enter your email address and a project team member will get in touch. We would love to connect with you!
- a. Subtitle: None

Answer Type: Email

*Summary of Survey Responses*  
<https://arcg.is/15ySGv0>

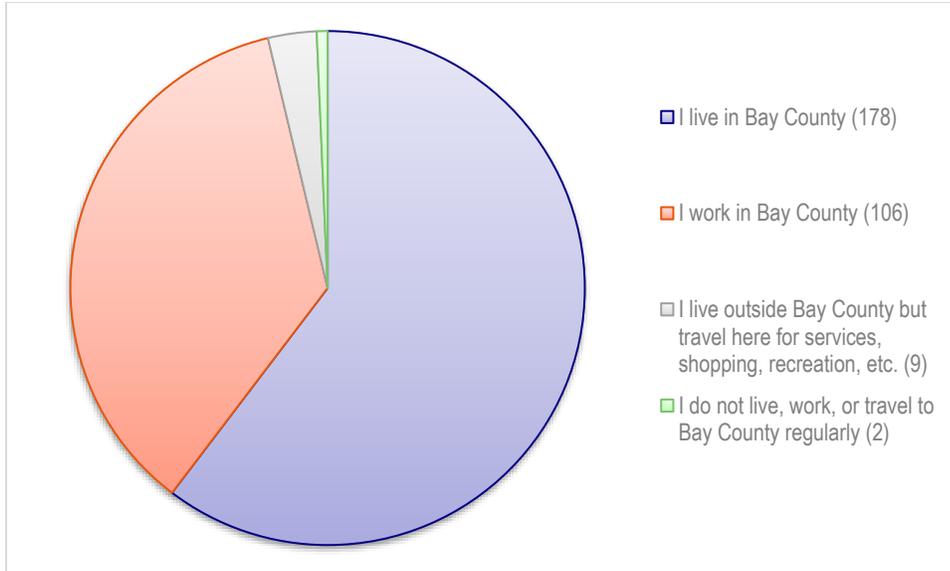
**First, we'd like to ask about your travel around Bay County. (Travel Section Header)**

1. About how far do you travel on an average day? \* (responses are in miles)

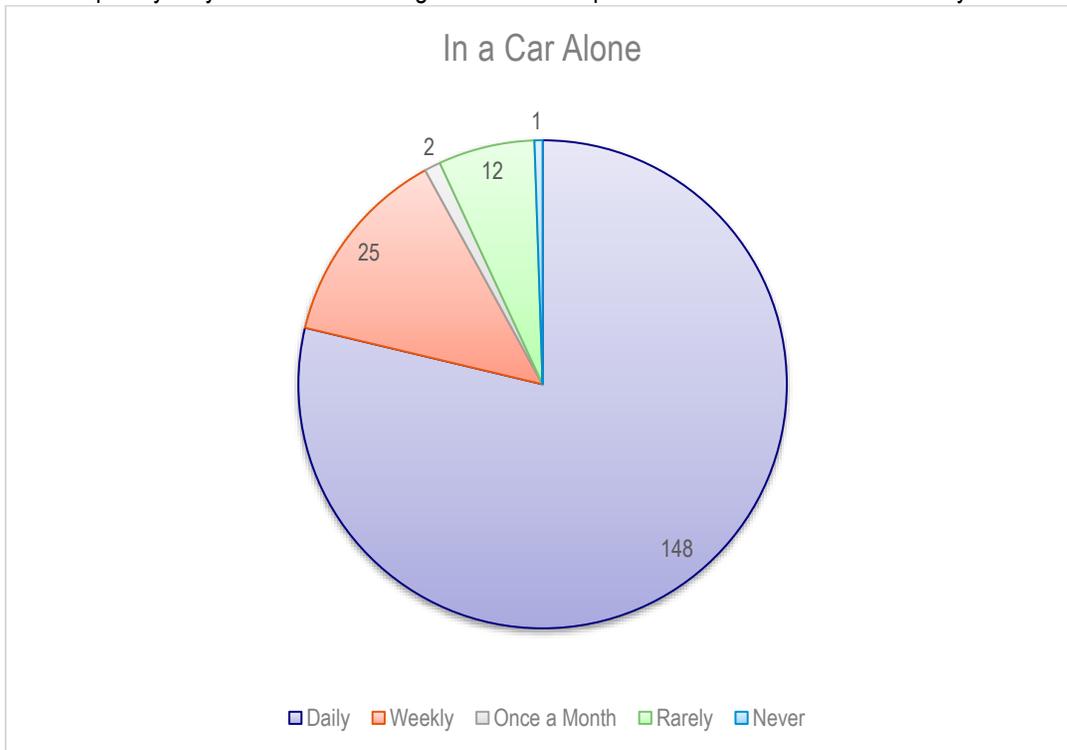


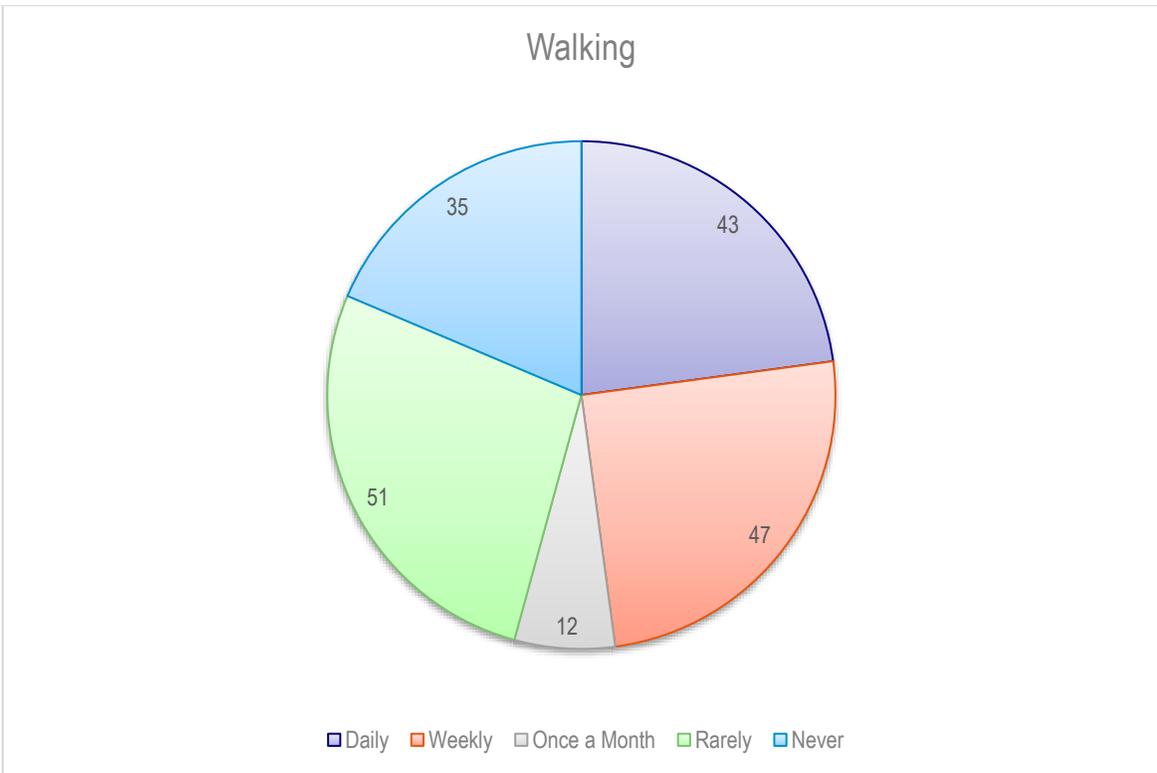
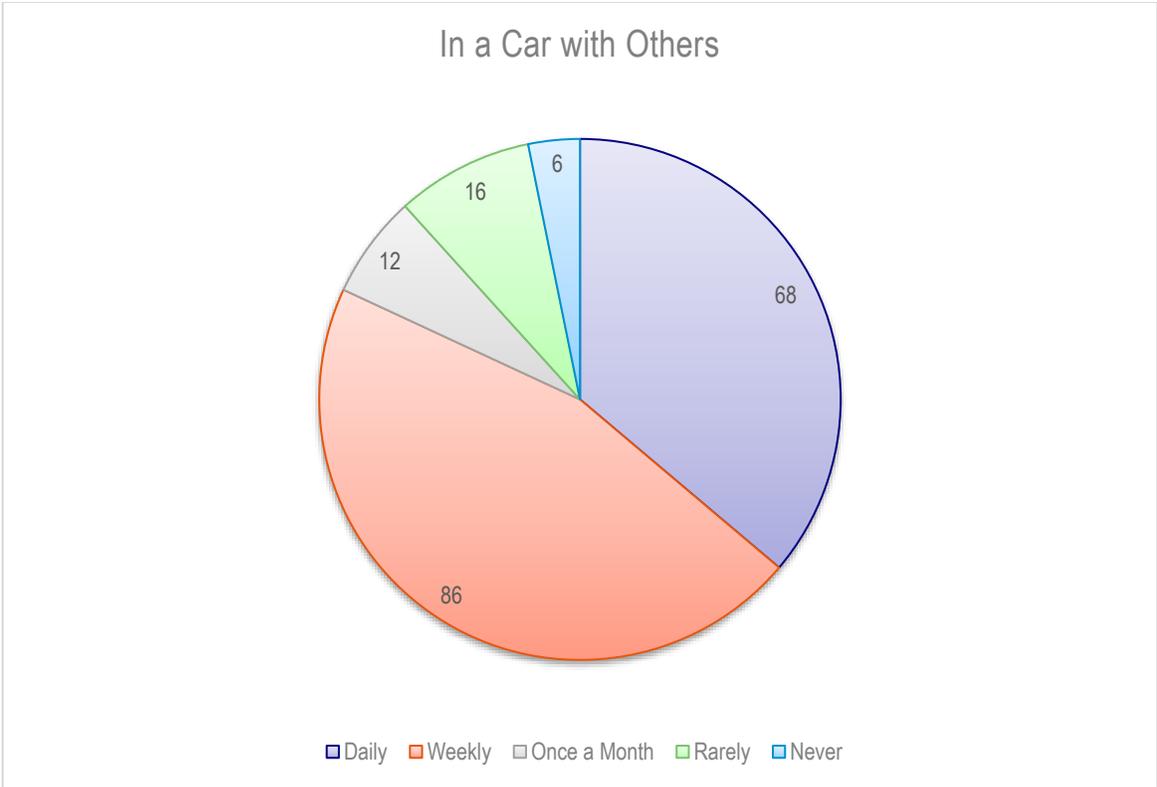
2. Why do you travel in and around Bay County? \*

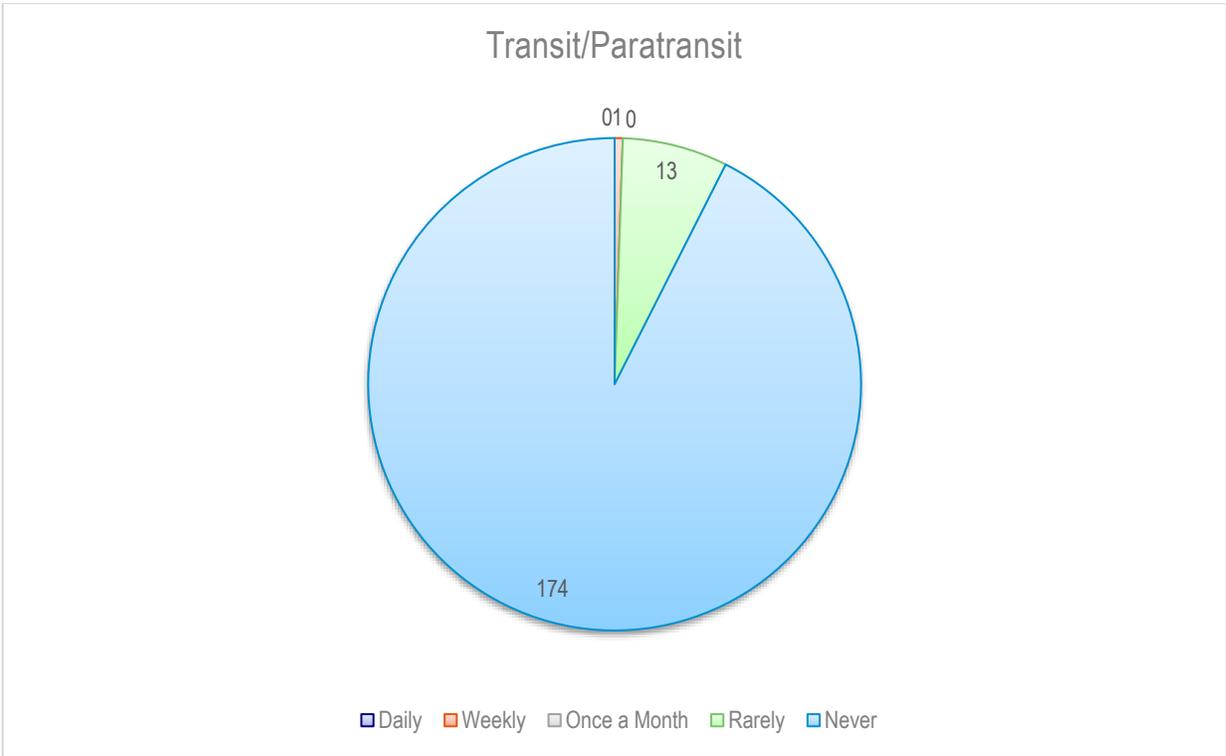
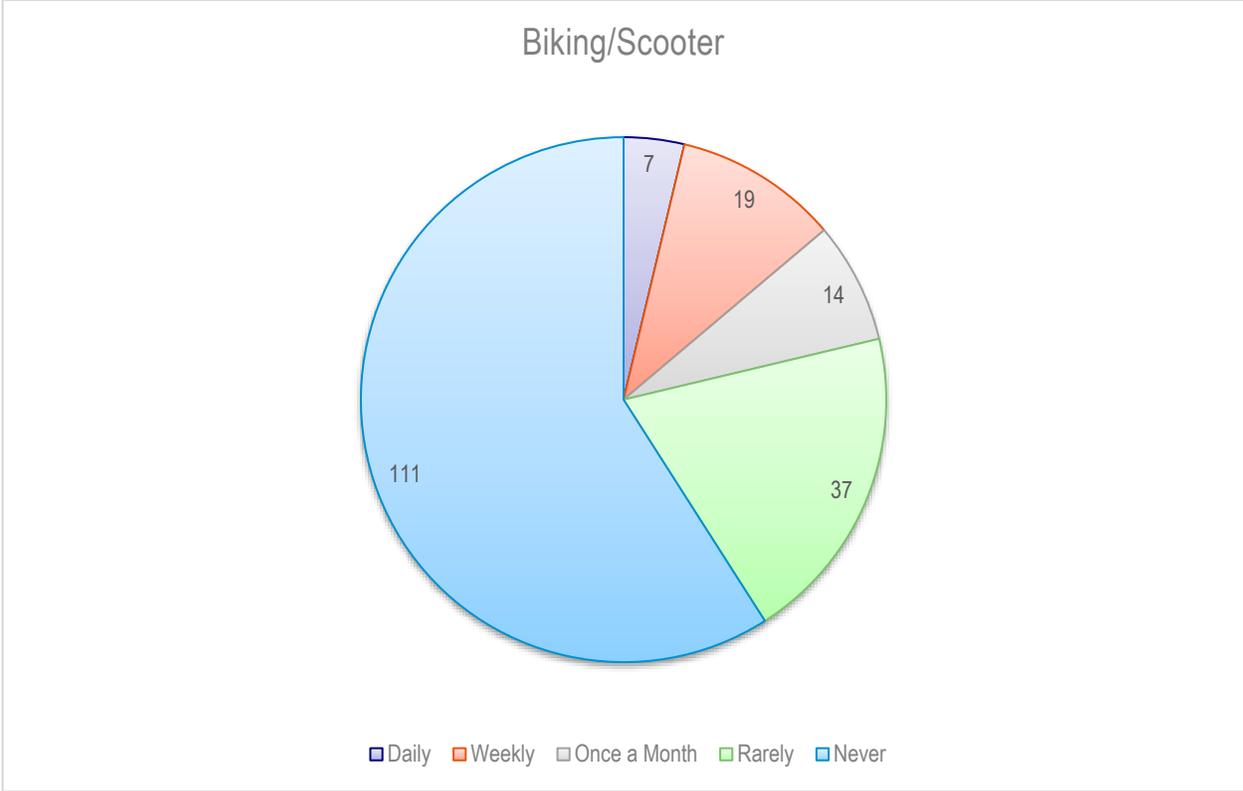
I live in Bay County	178
I work in Bay County	106
I live outside Bay County but travel here for services, shopping, recreation, etc.	9
I do not live, work, or travel to Bay County regularly	2

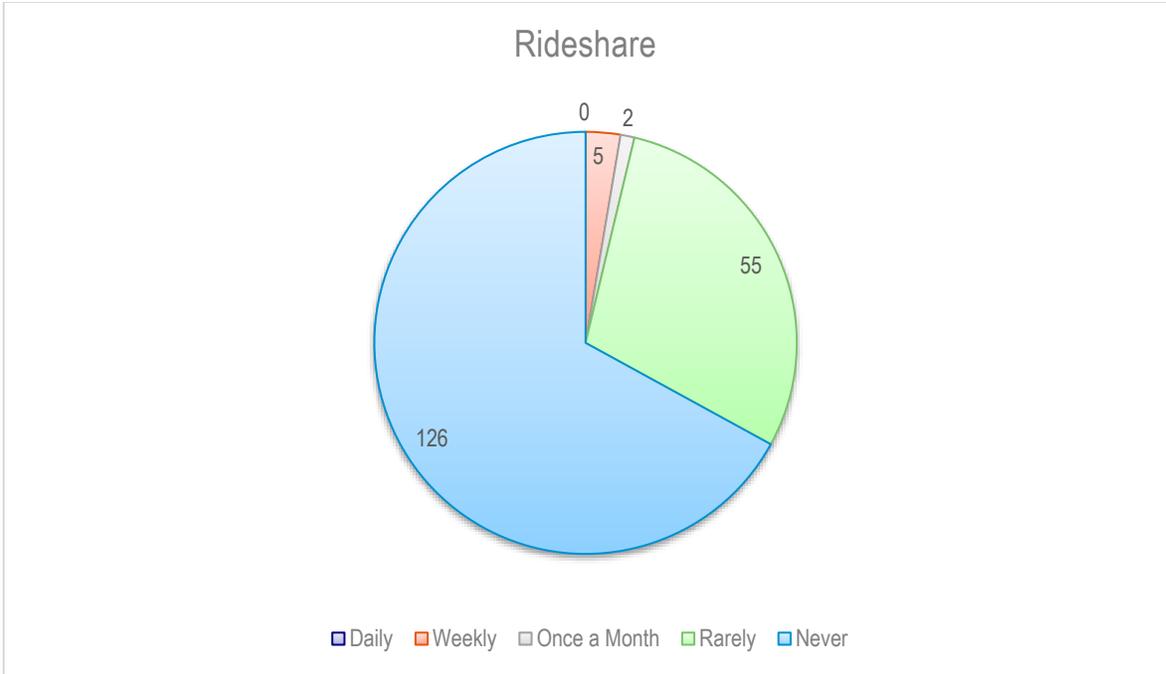


3. How frequently do you use the following modes of transportation to travel within the County?\*

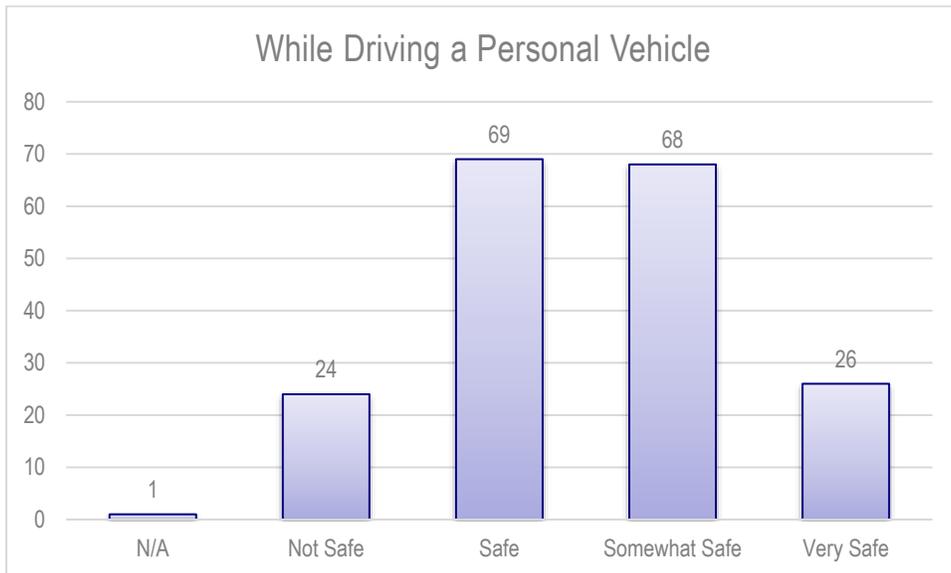


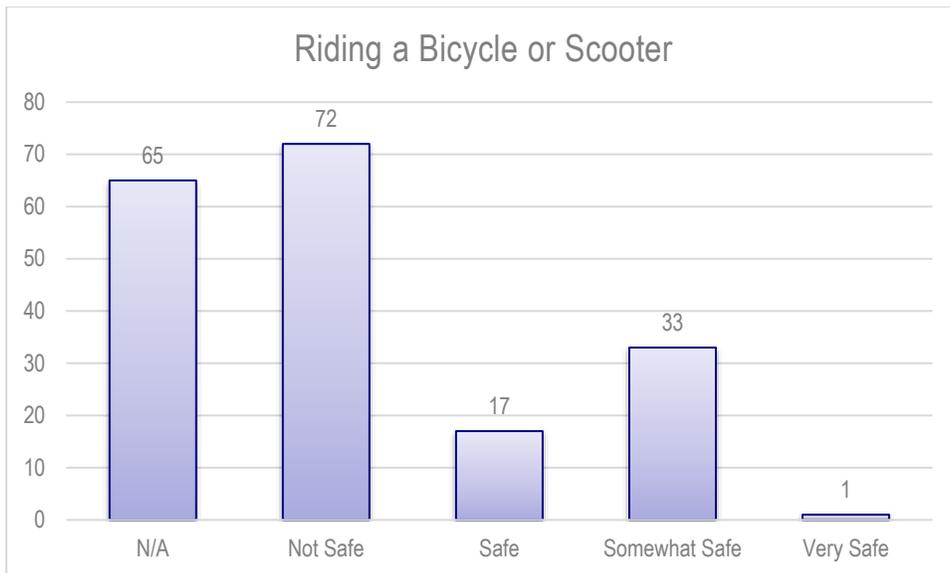






4. When thinking about the following actions, how safe do you feel doing these yourself or with your family?\*





5. What would you say contributes to your level of safety when driving, walking, or riding a bicycle?\*

**Key Factors Contributing to Safety While Driving, Walking, or Riding a Bicycle\***

**Traffic Conditions**

- Speed and volume of traffic.
- Congestion and reckless driving.
- Drivers not obeying traffic laws (e.g., running red lights, speeding).

**Infrastructure**

- Availability and condition of sidewalks, bike lanes, and crosswalks.
- Road width and maintenance.
- Presence of traffic signals and street lighting.

### **Personal Practices**

- Situational awareness and defensive driving.
- Use of safety features in vehicles (e.g., seat belts, airbags).
- Avoiding distractions like cell phone usage.

### **Neighborhood Safety**

- Feeling safer within familiar neighborhoods.
- Concerns about safety outside of these areas.

### **Driver Behavior**

- Distracted driving, especially due to cell phone usage.
- Aggressive driving and illegal maneuvers.
- Lack of driver education and enforcement of traffic laws.

### **Environmental Factors**

- Good lighting and visibility.
- Weather conditions.
- Separation of vehicles from pedestrians and cyclists.

### **Specific Concerns**

- Dangerous intersections (e.g., Pipeline Road and Hwy 231).
- Lack of adequate infrastructure to support growing population.
- Need for better road markings and signage.

## **Common Suggestions for Improvement**

### **Enhanced Infrastructure**

- More sidewalks, bike lanes, and pedestrian paths.
- Better road maintenance and markings.
- Improved traffic signals and street lighting.

### **Increased Enforcement**

- Stricter enforcement of traffic laws.
- More police presence to deter reckless driving.

### **Driver Education**

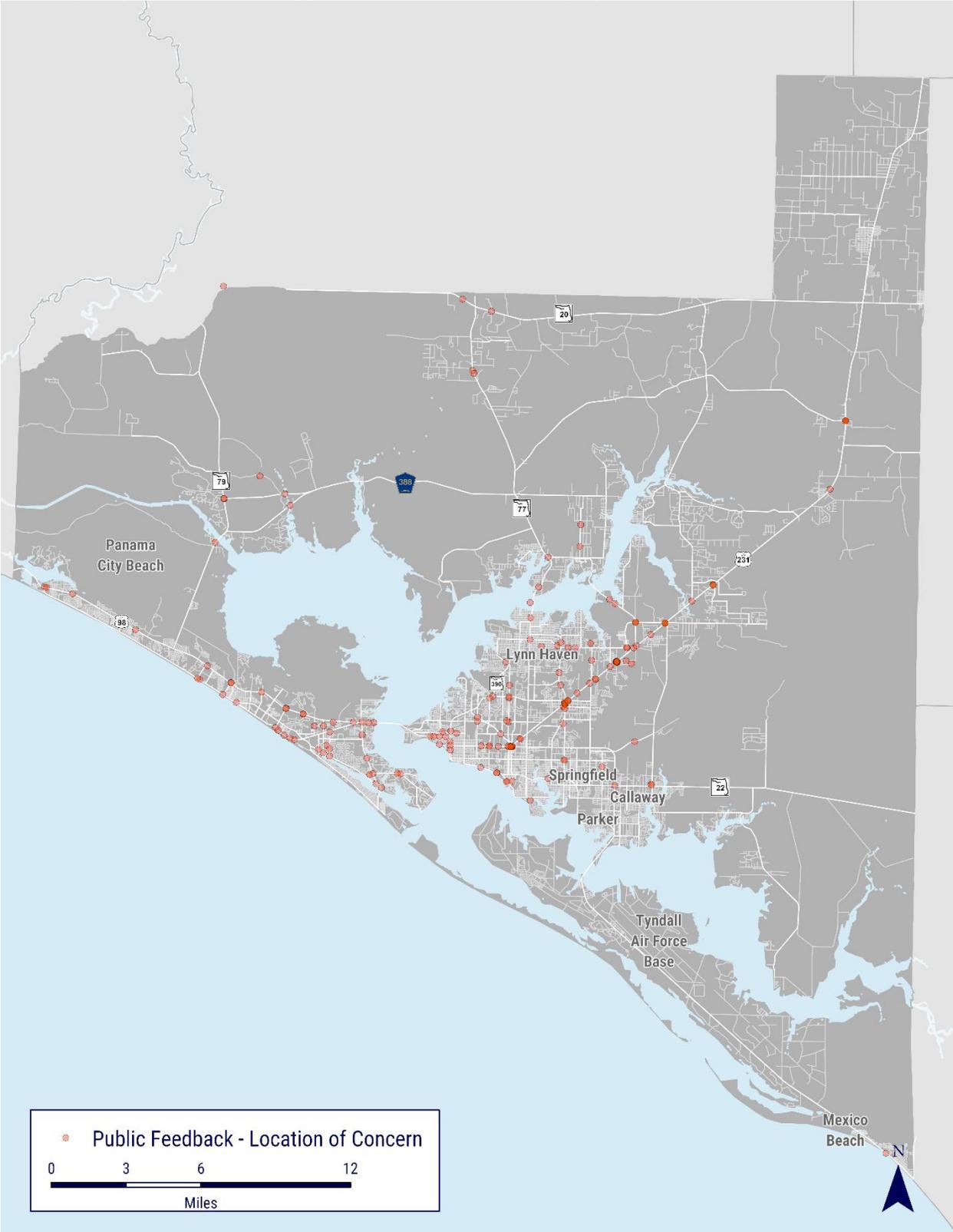
- Better education programs for young drivers.
- Public awareness campaigns about safe driving practices.

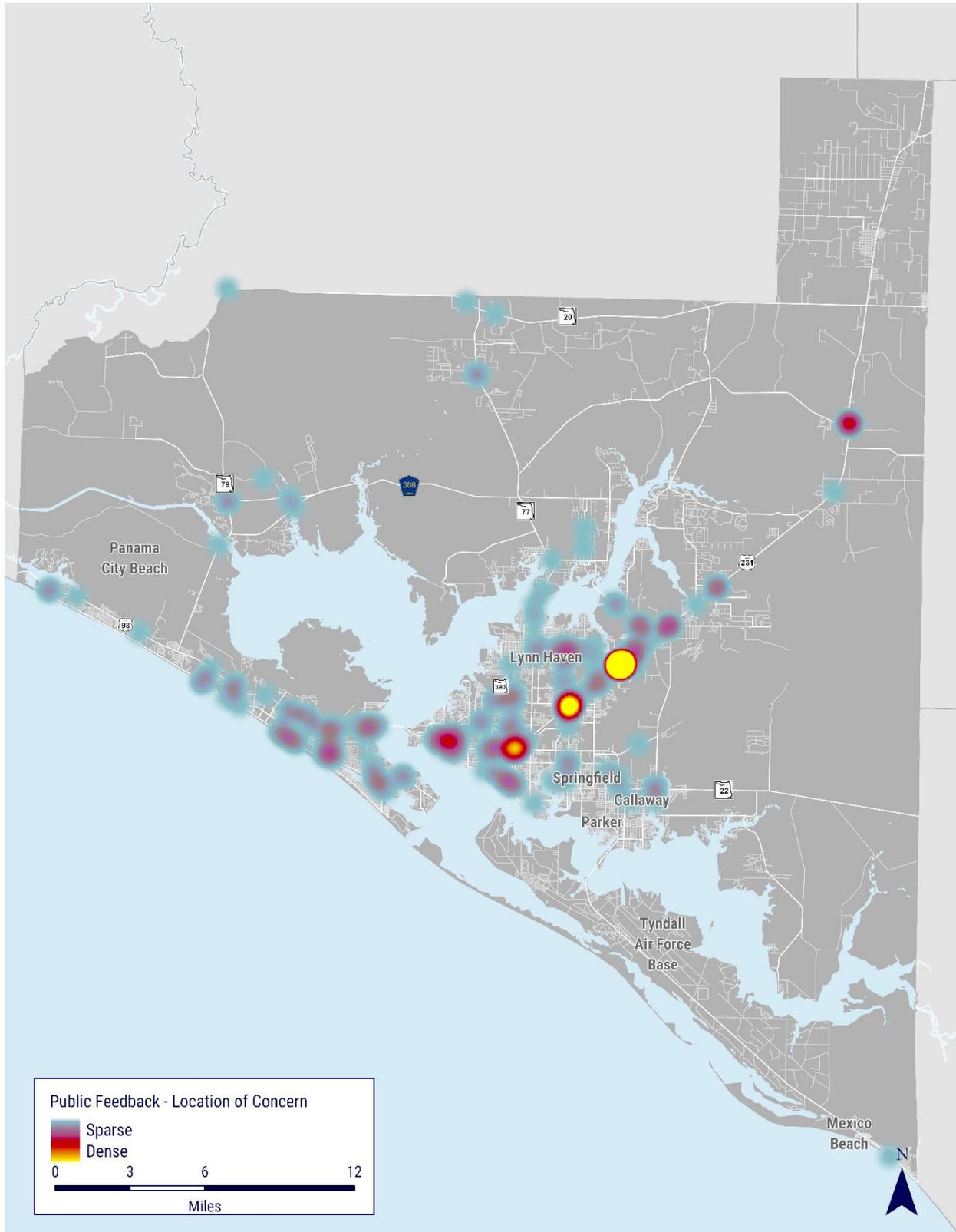
### **Community Planning**

- Thoughtful development planning to support infrastructure needs.
- Designated areas for walking and biking away from traffic.

\*These responses were assembled using AI

6. In your opinion, what location(s) should be considered for safety improvements?





**Public Survey Comment Response Locations**

<b>Location</b>	<b>Count</b>
11127 Front Beach Rd	1
Airport Rd/Lisenby Rd	3
Back Beach Rd	1
Beck Ave	6
Beck Ave/US 98	1
Blue Springs Road	1
Burnt Mill Creek Road/Hwy 388	1
Byslma Cir	2
Cherry St/N Kimbrel Ave	1
Corto St/S MacArthur Ave	1
Deane Bozeman Learning Center K-12 and Hwy 77	1
E 11th St/N East Ave	2
E 4th St/Luverne Ave	1
E 5th St/US98	1
East Ave/Bay Line Rd	1
Front Beach Rd	1
Front Beach Rd/1st Cir	1
Front Beach Rd/Leary Dr	1
Front Beach Rd/Richard Jackson Blvd	1
Front Beach Rd/S Thomas Dr	1
Game Farm Rd/Headland Ave	1
Game Farm Rd/N East Ave	1
General request for county-wide sidewalks and speed reductions	2
Hathaway Bridge	1
Hwy 20	1
Hwy 22/N Star Rd	2
Hwy 22/N Tyndall Pkwy	1
Hwy 231	8
Hwy 231/A St	2
Hwy 231/Baldwin Rd	2
Hwy 231/Bayou George Dr	3
Hwy 231/Cato Rd	1
Hwy 231/Cherokee Hts Rd	1
Hwy 231/East Ave	1
Hwy 231/Hwy 2301	1
Hwy 231/Hwy 388	6
Hwy 231/N East Ave	10
Hwy 231/N Star Ave	3
Hwy 231/Ormond Ave	1
Hwy 231/Pipeline Rd	45
Hwy 231/US 98/Harrison Ave	4
Hwy 231/W 15th St	2
Hwy 2321 between Harlon Shope Rd and Tom Nichols Rd	1
Hwy 2321/Hwy 231	1
Hwy 2321/Titus Rd	4
Hwy 319 N/N Star Ave	1

Hwy 327 N/N Star Ave	1
Hwy 388	3
Hwy 388/Bridge over Crooked Creek	1
Hwy 389 north of E 34th Pl	1
Hwy 389/Aberdeen Pkwy	2
Hwy 389/E 26th St	1
Hwy 389/Hwy 390	1
Hwy 390	6
Hwy 390 leading to Cain Griffin Park (request for sidewalks)	1
Hwy 390/Titus Rd	2
Hwy 77	2
Hwy 77/W 5th St	1
Hwy 779/W Bay Pkwy/388	1
Jenks Ave between Baldwin Ave & 26th St	2
Kingswood Ave	2
Laurie Ave/Vance St	1
Lucille Moore Elementary School - Michigan Ave/W 19th St	1
Lynn Haven Pkwy/Mowat School Rd	1
Magnolia Beach Rd/Delwood Beach Rd - need crosswalk to connect to trail	1
Michigan Ave/W 15th St	1
Middle Beach Rd/Front Beach Rd	1
Minnesota Ave/Baldwin Road to Minnesota Ave/E 24th St	1
N Lagoon Dr/Daniel St	1
N Lagoon Dr/Joan Ave	4
N Lagoon Dr/Thomas Dr	1
N Tyndall Parkway/E 7th street	1
N Tyndall Pkwy/7th St	1
Nautilus St/Front Beach Rd	2
No Location Specified	32
Northshore Rd	1
Oakenshaw Dr	1
Panama City Beach Pkwy/US 98	1
Pelican Bay Dr	1
Allison Ave - Request for sidewalks due to high numbers of peds and bikes	1
Laurie Ave - Request for sidewalks due to high numbers of peds and bikes	1
Moylan Rd - Request for sidewalks due to high numbers of peds and bikes	1
SR 390/SR 77	2
SR 77 from north of the Bailey Bridge to SR 388	1
SR 79/W Bay Pkwy	1
Steelfield Rd	1
Terrell St/Dorothy Ave	1
Thomas Dr/Magnolia Beach Rd	1
Thomas Dr/McElvey Rd	1
Thomas Dr/Summer Oak Dr	1
Tram Rd between E 15th St and N Start Ave	1
US 98/Powell Adams Dr	1
US 98, east of SR 30A	1
US 98/Gate Dr	1

US 98/Grant Ave	1
US 98/Lake Ave	1
US 98/N San Souci St	1
US 98/N. Glades Trl	3
US 98/Phillp Grifitts Sr Pkwy	2
US 98/Richard Jackson Blvd	2
US 98/Thomas Dr	1
US 98/Wild Heron Way	1
US 98/Front Beach Rd	1
US 98/Lyndell Ln	1
W 15th/Balboa Ave	2
W 15th/Beck Ave	1
W 15th/Florida Ave	1
W 15th/Gulf Ave	1
W 15th/Jenks Ave	2
W 23rd Ave	1
W 23rd Ave/Grant Ave	1
W 23rd/Jenks Ave	2
US 98/Mound Ave	1
W Baldwin Rd/Jenks Ave	1
W Beach Dr	4
W Beach Dr/W 4th St	1
<b>Total</b>	<b>263</b>

**Coordinates for Response Locations**

x	y	x	y	x	y	x	y	x	y	x	y
-85.6567	30.17723	-85.7578	30.16899	-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.6637	30.19025
-85.6808	30.21592	-85.6853	30.25235	-85.5901	30.22489	-85.6853	30.25235	-85.6853	30.25235	-85.649	30.22936
-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235
-85.6853	30.25235	-85.6965	30.43554	-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.7845	30.17494
-85.6853	30.25235	-85.6702	30.15981	-85.5906	30.22502	-85.6853	30.25235	-85.9559	30.26128	-85.7573	30.16764
-85.6853	30.25235	-85.6356	30.15678	-96.562	38.24027	-85.6853	30.25235	-85.6168	30.20678	-85.8543	30.20371
-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.5906	30.22511	-85.8106	30.31445	-85.7824	30.17279
-85.6835	30.19221	-85.5262	30.27045	-85.6853	30.25235	-85.5907	30.21822	-85.8571	30.4415	-85.6602	30.17576
-85.6677	30.18248	-85.5906	30.22492	-85.6853	30.25235	-85.5908	30.22512	-85.8608	30.29225	-85.5774	30.23465
-85.6733	30.20459	-85.5906	30.22494	-85.6304	30.23421	-85.6853	30.25235	-85.5957	30.26136	-85.5262	30.27049
-85.5906	30.2251	-85.6853	30.25235	-85.6853	30.25235	-85.5906	30.22489	-85.5262	30.27063	-85.5904	30.22542
-85.6853	30.25235	-85.6853	30.25235	-85.6489	30.25926	-85.7149	30.18077	-85.6807	30.17539	-85.5948	30.22235
-85.5906	30.22499	-85.5903	30.22524	-85.6853	30.25235	-85.6853	30.25235	-85.6628	30.17548	-85.6045	30.21504
-85.5906	30.22506	-85.7898	30.17221	-85.6853	30.25235	-85.5908	30.22489	-85.6249	30.20175	-85.6229	30.20223
-85.6608	30.1753	-85.7866	30.17037	-85.5825	30.22989	-85.5906	30.22493	-85.6259	30.19876	-85.6611	30.17521
-85.5571	30.24865	-85.7824	30.1685	-85.6853	30.25235	-85.5909	30.22484	-85.6249	30.20039	-85.6853	30.25235
-85.6853	30.25235	-85.7553	30.15808	-85.7046	30.18051	-85.5263	30.27065	-85.625	30.19782	-85.5777	30.17816
-85.6424	30.268	-85.5906	30.22506	-85.7607	30.18111	-85.6853	30.25235	-85.629	30.21855	-85.5911	30.15315
-85.8004	30.19278	-85.6853	30.25235	-85.827	30.20568	-85.6853	30.25235	-85.7511	30.15284	-85.6853	30.25235
-85.6754	30.20329	-85.5907	30.22508	-85.8601	30.21818	-85.6853	30.25235	-85.7127	30.18067	-85.5838	30.23348
-85.6228	30.20223	-85.5906	30.22485	-85.6853	30.25235	-85.6891	30.39399	-85.6159	30.29221	-85.6476	30.14406
-85.6247	30.19994	-85.5904	30.2254	-85.8121	30.196	-85.5403	30.26099	-85.6882	30.39239	-85.6595	30.15521
-85.6249	30.20212	-85.5906	30.22507	-85.5907	30.22497	-85.5906	30.22498	-85.6154	30.30488	-85.5665	30.15402
-85.7728	30.18872	-85.5906	30.22499	-85.6853	30.25235	-85.4387	30.36669	-85.6853	30.25235	-85.5659	30.14551
-85.5914	30.13832	-85.6853	30.25235	-85.6292	30.22883	-85.4277	30.4356	-85.5995	30.16393	-85.5666	30.15366
-85.6612	30.17507	-85.6853	30.25235	-85.5956	30.23315	-85.5659	30.15261	-85.6853	30.25235	-85.6636	30.15481
-85.8128	30.19517	-85.6853	30.25235	-85.6278	30.23621	-85.5582	30.21038	-85.6853	30.25235	-85.5828	30.14557
-85.753	30.18835	-85.6853	30.25235	-85.592	30.25877	-85.6071	30.21324	-85.6602	30.17535	-85.5781	30.24824
-85.7015	30.17778	-85.5907	30.22497	-85.6283	30.22915	-85.5584	30.24864	-85.6853	30.25235	-85.6372	30.28572
-85.7531	30.15882	-85.6853	30.25235	-85.6624	30.20426	-85.7611	30.1775	-85.6853	30.25235	-85.5804	30.22415
-85.7013	30.18392	-85.494	30.2933	-85.6624	30.17519	-85.5908	30.22512	-85.6853	30.25235	-85.6754	30.17524
-85.7015	30.17289	-85.6853	30.25235	-85.7474	30.15044	-85.5906	30.22478	-85.6853	30.25235	-85.6251	30.16762
-85.6073	30.22588	-85.6853	30.25235	-85.9748	30.26511	-85.5905	30.225	-85.6853	30.25235	-85.6607	30.1753
-85.7087	30.18076	-85.6853	30.25235	-85.9127	30.24129	-85.5906	30.22485	-85.6853	30.25235	-85.4269	30.43605
-85.6974	30.18271	-85.6853	30.25235	-85.849	30.21075	-85.6853	30.25235	-85.6853	30.25235	-86.1805	30.36576
-85.681	30.16294	-85.6853	30.25235	-85.6259	30.18896	-85.5906	30.2246	-85.6279	30.21124	-85.7015	30.17782
-85.6853	30.25235	-85.5906	30.22499	-85.6853	30.25235	-85.6649	30.22441	-85.6853	30.25235	-85.72	30.18831
-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.5906	30.2248	-85.8553	30.31787	-85.7307	30.18515
-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.6488	30.2376	-78.0031	-11.0754	-85.606	30.26842
-85.7565	30.18827	-85.5906	30.22453	-85.7015	30.17545	-85.6184	30.23321	-85.8143	30.32097	-85.6096	30.28535
-85.6904	30.17553	-85.6053	30.21133	-85.5904	30.22326	-85.6853	30.25235	-85.6853	30.25235	-85.5889	30.23316
-85.8402	30.20778	-85.6853	30.25235	-85.8002	30.19309	-85.6853	30.25235	-85.7802	30.18827	-85.615	30.23333
-85.6853	30.25235	-85.6853	30.25235	-85.8715	30.213	-85.6853	30.25235	-85.6046	30.21482	-85.661	30.1751
-85.8503	30.31755	-85.6853	30.25235	-85.8452	30.19919	-85.6257	30.20068	-85.5907	30.22486	-85.7128	30.18995
-85.6853	30.25235	-85.6853	30.25235	-85.817	30.18322	-85.5781	30.24858	-85.6229	30.20226	-85.6251	30.19273
-85.6853	30.25235	-85.4483	30.32688	-85.8489	30.21055	-85.6371	30.28573	-85.6853	30.25235	-85.6289	30.2185
-85.5906	30.22507	-85.4072	29.94044	-85.8091	30.17871	-85.5906	30.22515	-85.6853	30.25235	-85.7204	30.18083
-85.8125	30.19629	-85.6853	30.25235	-85.6248	30.20063	-85.6853	30.25235	-85.5779	30.17881	-85.661	30.17522
-85.7918	30.1807	-85.5906	30.2251	-85.6853	30.25235	-85.6853	30.25235	-85.6853	30.25235	-85.8001	30.19306
						-85.6853	30.25235	-85.5691	30.15345	-85.8145	30.19761

7. If you chose a location(s), is there anything you'd like to say about why it is a concern?

**Summary of Responses\***

**Key Concerns About Specific Locations**

**Intersection Safety**

- **Pipeline Road and Hwy 231:** This intersection is frequently mentioned as extremely dangerous due to high traffic, lack of traffic lights, and poor visibility. Many respondents report accidents and near-misses, emphasizing the urgent need for a traffic light.
- **Airport & Lisenby Intersection:** Suggested to be converted into a roundabout due to heavy traffic and non-compliance with stop sign rules.
- **Cherokee Heights Road and Hwy 231:** Noted for multiple accidents involving deaths and injuries.
- **Various Intersections on Hwy 231:** General concerns about high accident rates, fatalities, and the need for better traffic control measures.

**Road Conditions**

- **Pipeline Road:** Described as dangerous with poor lighting and reflective paint issues.
- **Baldwin Road:** Needs medians and restrictions on left turns from gas stations due to visibility issues and traffic blockages.
- **Various Roads in Parker, Springfield, Callaway, and Lynne Haven:** Irregular surfaces, cracks, dips, and elevated or sunken manhole covers.

**Traffic Patterns and Speeding**

- **Jenks Ave:** High speeds and dangerous driving behaviors reported.
- **SR 77 and SR 79:** Suggested for multi-use trails to improve safety.
- **Various Locations:** Reports of speeding, reckless driving, and lack of enforcement of traffic laws.

**Pedestrian and Cyclist Safety**

- **Hwy 98:** Dangerous for bikes, suggested improvements include elevated pedestrian overpasses and dedicated bike lanes.
- **Business Hwy 98 & Beach Dr:** Need for sidewalks to be moved farther from the street or narrowed to slow traffic.
- **Various Locations:** Lack of sidewalks, bike lanes, and safe pedestrian crossings.

**Infrastructure Improvements**

- **Pipeline Road and Hwy 231:** Repeated calls for a traffic light to prevent accidents.
- **Various Locations:** Need for better road markings, signage, and lighting.
- **Specific Intersections:** Suggestions for roundabouts, turn lanes, and improved traffic signals.

**Community and Development Concerns**

- **Residential Areas:** Increased traffic due to new housing developments, leading to dangerous intersections and the need for traffic lights.
- **School Zones:** Need for better traffic control and safety measures around schools.

**Common Suggestions for Improvement**

Traffic Lights: Installation at key intersections to improve safety.

Road Maintenance: Better upkeep of road surfaces, markings, and signage.

Pedestrian and Cyclist Infrastructure: More sidewalks, bike lanes, and pedestrian crossings.

Speed Enforcement: Increased police presence to deter speeding and reckless driving.

Community Planning: Thoughtful development planning to support infrastructure needs and improve safety.

\*These responses were assembled using AI

**Unedited Participant Responses**

If you chose a location(s), is there anything you'd like to say about why it is a concern?
<p>Airport &amp; Lisenby intersection should be a roundabout. It is very busy for a 4 way stop and people do not follow the rules. The other intersection selected on Airport rd needs to have left arrow turn signals. Baldwin rd coming from 390 needs medians, it is dangerous with cars trying to cross there and can't see cars coming since it curves. Cars should not be able to turn left from that gas station onto Baldwin. They get stuck waiting for cars to pass and block other cars that were going straight.</p>
<p>Highly dangerous area. No traffic light and drivers entering and exiting Pipeline Road to Hwy 231 take their lives into dangerous situations with 3 or 4 directions of traffic to watch along with some vehicles trying to cross at the same time, or vehicles turning from the center of 231 and blocking your view of oncoming traffic. This will continue to worsen as additional homes are developed off Pipeline Road (e.g. College Station neighborhood).</p>
<p>Highway 231 and Pipeline in Panama City! It's a nightmare trying to get out of our neighborhood without getting into an accident. Trying to get out for work in the morning or going out in the evenings is horrible! Sunday after church is as bad also. When can we get a stoplight?!?!</p>
<p>The intersection of Pipeline and 231 is extremely dangerous. I live in College Station and trying to turn left onto 231 from Pipeline is in dire need of a light.</p>
<p>Complicated traffic patterns with high traffic.</p>
<p>Since making Jenks Ave between Baldwin Ave &amp; 26th St the average speed is 50 to 55 in a 40mph zone. Moving drag races and other drivers riding your rear end and look to get around you asap. I've had drivers pass me getting in the left hand turn lane and come around me. But mainly drivers that think they can go as fast as they want to. Until citations are handed out and enforced things will not change.</p>
<p>SR 77 from north of the Bailey Bridge to SR 388 would be a nice place for a multi use trail. Similar to the multi use trail on SR 79. Eventually SR 77 and SR 79 could be connected by a multi use trail.</p>
<p>Location 1 - PCB Parkway at Duplin Winery - vehicles routinely stack two or three deep to make 2-stage left-turns, leading to visibility issues and poor decision-making.</p>
<p>Location 2 - SR 390 at Stanford Road - there is a partial median here limiting the turns allowed, but vehicles sometimes drive into oncoming lanes to make a northbound through, southbound through, or eastbound left-turn.</p>
<p>Location 3 - US 231 at Baldwin Road - The eastbound left-turn movement here is very difficult with a lack of gaps in southbound traffic and visibility concerns due to the angle at the intersection.</p>
<p>The ramp onto the Hathaway where the right lane turns to a turn lane has traffic issues sometimes and I have nearly been hit multiple times. The intersection of Beck and 98 seems difficult for foot traffic and bicycles.</p>
<p>Intersection Improvements needed, striping, crosswalks, better lighting</p>
<p>19th Street needs sidewalks and transit stops, Hwy 98 is too dangerous for bikes, Transmitter needs sidewalks and a multi-use path, Beck Avenue needs wider sidewalks and sidewalks up to 23rd street, Beach Drive needs a south side sidewalk</p>
<p>Surfaces on most secondary roads in Parker, Springfield, Callaway and Lynne Haven that I travel in lieu of primary roads to avoid major traffic corridors are irregular, patched, have cracks, dips or the man hole covers are either elevated or sunken relative to the surface. It seems to me that enforcement of no cell phone usage when driving appears to be non-existent on major arteries, especially at intersections. But I have also found myself forced to evade cars moving into my lane of travel because the driver was on their cell phone and not aware I was beside them on a motorcycle.</p>
<p>Cherokee Heights Road and Hwy 231 is an extremely dangerous intersection that has been subject of multiple accidents involving death and injuries.</p>
<p>basically all of 98, front beach road, middle beach, 15th, Jenks/MLK, 231. basic traffic laws are not enforced, speeding, additional pedestrian X-Walks would be helpful.</p>
<p>This area of Rt.79 needs better turn lanes, signage and a bike-Golfcart path.</p>

A light is supposed to be put here and it's been 5+ years with little progress.
The first location, along US-98, should have a dedicated bike lane that is wide enough to ensure the safety of bike riders and reduce the risk of any bike-car collisions. In addition to this, the other locations should have better sidewalk upkeep and possibly a bigger bike lane as well.
Hwy 231 and pipeline intersection has an accident at least once a month. There is no proper lighting at night. The roads here do not have reflective paint to see the lines at night. It's very dangerous
Narrow two land traffic on a very busy road. People get stuck behind trucks and dump trucks for miles and some drivers pass when they don't have a safe margin. The hwy must be 4 lanes.
Business Hwy 98 & W to E Beach Dr either need sidewalks to be moved farther from the street, or the street to be more narrow to slow traffic, as the speed limit is just a suggestion to the majority. HWY 98 should have at least ONE elevated pedestrian overpass in high traffic areas to help mitigate pedestrian loss.
Needs traffic light, accidents are often fatal here
There has been a ridiculous amount of wrecks at this intersection due to speeding, U-turns, and people trying to cross Hwy 231. Leaving out of Bylsma Manor there's always a blind spot as you look Southwest at on coming traffic traveling Northwest.
Very dangerous on all sides.
There is a lot of traffic trying to cross a very very busy 231 with no light. People pile up in the median, its a weird median as well causing people to get confused and hard to see. It's very very dangerous!
1) Turn lanes 2 & 3) Roundabouts or three way stops to protect turning onto N Lagoon from Allison and Laurie 4) Heavily used cut through between Thomas and N Lagoon where people drive much too quickly and erratically. Not sure how to solve this without significant ROW acquisition or simply cutting it off and forcing people to go around. I have actually been passed on Cypress.
Pipeline Rd/Hwy 231 needs a red light or something to be done about the median situation. There are 4 large housing developments on Pipeline on the Right side of the road and there are several houses and businesses on the left side of the road that all try to get in or out of that area. Multiple wrecks happen and near misses every day. More homes are being built and businesses are busier than ever before. We need a light to keep the tax payers safer at this location.
Pipeline and 231 needs a redlight. Almost daily accidents at this location. I'm afraid each time I have to go through it.
People speed way above the posted speed limit on 231. We just moved here from OK 2 weeks ago and find it nearly impossible to exit onto 231 at pipeline rd. It really really needs a light. There are many neighborhoods here and this intersection is literally the only one out. There are no back roads out of this area. Please put in a stop light!!!
There are multiple accidents that occur in this area. People are speeding on 231 so it makes it difficult to turn on pipeline safely from 231 or from pipeline to 231.
The intersection at Pipeline Rd and 231 is not safe. It is very difficult to make a left hand turn. In the morning and evening hours it is nearly impossible. There are new homes being built in College Station which will increase traffic. I have seen cars backed up on Pipeline Rd to Bylsma Circle waiting to make a left hand turn onto 231. When driving south on 231 it is difficult to make a left hand turn onto Pipeline Rd. A traffic light with turn signals would make this intersection much safer. Thank you for your time and consideration.
There needs to be a traffic light. This is a very dangerous intersection especially during rush hour traffic.
Traffic control is horrible in bay county. Lights change from green to red way too fast. Most roads need resurfacing with bad ruts.
There are accidents here all the time. There are 3 neighbors down pipeline now with high congestion during rush hour. Someone is going to get killed trying to cross 231. My wife's car was totaled last year there and she almost lost her life.
The intersection at Hwy 390 and Lindsey Crossing get very congested and has too many vehicles going in too many directions. It's very dangerous to navigate.
Hwy 231/pipeline needs a red light.
There are too many wrecks here. People don't know which section to turn onto 231 to cross from pipeline road.

I am a nervous wreck leaving my house .
See comments above
It's very dangerous pulling out of Bylsma Manor Estates on to 231 with no light. So many cars lined up and traffic is busy.
Very heavy traffic from 231 and there are plenty of people coming and going in the neighborhoods off pipeline. A traffic light has been needed as of years ago.
The traffic at 231 and Pipeline is a very busy intersection with lots of people leaving their homes trying to pull out on roadways that are full of cars that are going anywhere from 45 to 65 mph at any given time and is very dangerous to try to pull out especially for an inexperienced or older driver. Even an experienced driver runs a risk with some of the chances people are taking there.
There needs to be a traffic light here. It would prevent most of the accidents that happen there.
These are Bay CO's absolute worst roads. 231, 388, 20.
Hwy 231 High accident rate with fatalities especially at night Hwy 98 Pedestrians, tourists not using crosswalks
North Jenks Ave. With the new 40 mph speed limit, people fly down this road doing 60 and 70.
Short answer: it's 3 medians crammed together, no light, numerous accidents (including myself) and a train track... Every day, commuting people pulling into hwy 231 are fighting each other for space to try to get onto 231. They block each other in the median trying to merge... even so far as pulling around each other (on the left) or in the grass if tired of waiting to get onto the highway. Also, some people walk to work at Sonic and Taco Bell. My son walked from Bylsma Estates to Taco Bell. Uniform at taco bell was black and as a student, he worked late/ closing shift. Had to cross 231, at night, with black clothes, and no intersection. Not safe with as many pedestrians are hit and no intersection and not enough light.
Morning and evening traffic is horrible at this intersection. Having to pull out and the. Sit in the medium is dangerous. A traffic light is desperately needed.
Dangerous, poorly designed intersection that should of already been improved with all the new homes off Pipeline.
5th street, cars, trucks use it as a cut thru from 98 to 15th street
Hutchinson and Alf colman needs different timing, pedestrians cross at the same time people are turning or going straight which can block make it so everyone misses the light.
Conjunction malfunction at 231 77 Harrison , ridiculous intersection, all tyndall Pkwy, all 231 all 23rd.
With all the residential development along Hwy 389 just south of Hwy 390, the section in the map has become dangerous. Poor lighting. Sidewalks that flood that are well below street level creating hazards for pedestrians, joggers, cyclists & scooters - many are kids on the way to or from nearby schools. Hwy 389 is only 2 lanes making turns dangerous. Intersection of Caleigh Court & Aberdeen Parkway hazardous, especially at shift changes for Trane and others. Jakes Drive & Caleigh Court (south entrance) - need 3 full lanes to turn safely. Poor lighting at night (I can't tell you how often many of us have almost run into cyclists or scooters in the dark while turning into Landin's Landing - or almost been run over walking our dogs at night).
Hwy 77 Hwy 390 Hwy 231
No sidewalks and /or shoulders
I drive on hwy 231 multiple times a day during rush hour traffic. I see multiple accidents on this road weekly. Drivers are not paying attention and on their phones. Merging traffic on to 231 is also an issue while drivers rush through and do not look both ways.
Too many people walking or riding bike in median of the road at all hours of day and night on Hwy 98 (15th St) between Lisenby and the bridge.
Thomas Dr at entrance to Navy Base. This intersection is a disaster in the mornings and late afternoon. I've seen bikes almost get hit; motorcycles get hit, and cars get hit from behind.
Hey 98 and Lyndell - senior living and an outlet from the PCB Senior Center.
Hwy 98 and Hills/Cambridge Blvd. Lots of accidents at this intersection

East bound drivers on 98 approaching this intersection will enter the south turn lane onto Richard Jackson and instead of making the turn, will proceed east thru the intersection at excessive speed so as to merge into the proper east bound lanes. Almost every time I am at this location I witness someone do this. Some sort of obstruction to prevent this would solve the problem. Every time I see this it's almost a accident about to happen.

1. Speed from drivers on 231
2. Drivers pulling out of Pipeline Rd onto Hwy 231
3. Drivers entering/exiting Pipeline/231 at the same time

The sidewalk outside my neighborhood that goes along hwy 389 needs to be raised. Rain causes flooding and you're unable to walk on it which forces people including children to walk on the hwy.

Deer Point Elementary needs a light at intersection or police at entrance every day during peak traffic times.

Increase traffic during morning and late afternoon with no turn lane causing traffic back up till someone stops and allows the car to turn in

These locations are where I see a lot of bikes and cars on the same roadway.

Every week, someone trying to turn left out of publix nearly comes into contact with someone entering publix from the south. Drivers act as though they have a green arrow.. we might as well give them one?

It needs reworked! A city planner who is progressive but not all about roundabouts because we saw/see how that works by the airport! That poor new sign and the patch job looks just like that a patch job!!

The stop light doesn't hold long enough when turning onto back beach rd. Too many people run this stop light among others in bay county due to this light holding on red for so long they don't want to wait 7 min for it to change only to hold for what feels like 30 seconds at the most

Traffic is so congested and likely to become more so, with many travelers focused on their mission, rather than considerate driving.

Pipeline at Hwy 231 is extremely dangerous

Heavily congested with crossing issues for bikes and pedestrians.

Need a traffic light at 231 and Pipeline. So dangerous!

Left turns and allowing cut across with no light and four lanes of traffic? These should be single vehicle left turn lanes only with no ability to cut across or pile up cars in the intersection. Force traffic to go to nearest light. Put up cement curbs to only allow one car from each direction to make left turn in a dedicated left turn lane. I see numerous intersections in 98 that allow this insanity and there are constant wrecks due to this. The intersection in front of of the Harley dealership is the same dangerous set up.

Lots of poor lighting throughout, lack of traffic signals at the same time. Due to the construction on Back Beach, Nautilus will be at a standstill. Red Light barely lasts for those trying to turn onto Back Beach Road.

No real suggestions ...all roads can be safely driven if the driver follows 3 sec rule among other good driving techniques

Anywhere. There's no sidewalks. Especially along major roads like 15th/98, 390, 231

Back Beach Road, especially from Carillon Beach to Highway 79 is a complete racetrack death trap. People speed thru this area constantly. It's very hard to turn onto Back Beach Road and merge into the traffic given the speed people drive on this road.

Traffic is horrible and many families live in this area. There have been many accidents here at this intersection and mostly with their families inside the vehicles. There needs to be a street light put at this intersection so people and their families feel safer pulling in and out of this neighborhood.

There needs to be light. So many fatal accidents has happened at this intersection.

A pedestrian cross walk and traffic light needs to be added here. There is no cross walks between the Hathaway and Michigan Ave even though there are large signs showing there are pedestrians crossing. Save a live add a traffic light at Mound Ave & W. 98!

<p>We have been promised for ten years you were gonna pave the last part of steel field Rd we are elderly out here and police fire and ambulance services suffer delays because of dirt road we live in Walton county but we shop and work in bay county.walton county has paved all their part of steel field rd.recently had to take a helicopter to hospital because of condition of road</p>
<p>There is no light here and getting out onto 231 from the south is treacherous. Builders continue to build new homes in the subdivisions south of 231, so the traffic volume continues to increase. It's scary!</p>
<p>We desperately need a traffic light at 231 and pipeline road. I've personally seen multiple accidents and near accidents because of traffic and the way the intersection is set up.</p>
<p>There are more homes being built and this is a very dangerous intersection. There are always wrecks here.</p>
<p>always has accidents in this spot</p>
<p>This is the intersection of 231 and Pipeline Road. Getting onto the highway is dangerous at times. If you are going to travel south, you have to take your chance to cross the northbound lane. At times, with a lot of traffic, it is impossible to see cars coming southbound. Very dangerous. No safe way to get on the highway. Need a light and turn lanes.</p>
<p>It would not let me use the cursor correctly without exiting the page Multiple times but the intersection at Tyndall and 7th street. I see an influx of older individuals on motorized wheelchairs, sometimes manual wheelchairs, walkers, etc walking towards oncoming traffic in the middle of the lane and typically in the night hours. I always am terrified to drive over there as I'm worried about missing someone and hitting them. I've seen so many near misses, it's insane. No one comes out to patrol the area. One of these days someone's going to get hit/killed because of negligence of these older people.</p>
<p>Cars almost never do the speed limit and only when they see a cop, especially during school, there is always someone running the red light. Very dangerous. If there was a ticket camera in place I believe it would pay for itself within a few months if not sooner.</p>
<p>CR 2301 approach to US 231 has a long queue line in the morning with limited green light time. If we had dual right turn lanes, you move twice as much traffic during the green light time.</p>
<p>With all the new subdivisions off pipeline and 231, this intersection is TERRIBLE. Pipeline runs at a weird angle making it unsafe to cross or turn onto 231. This intersection needs realigned and a stop light. Lots of teen drivers and soon to be drivers in the area, but lots of confusion on the intersection.</p>
<p>Stated concerns above.</p>
<p>Lack of or poor road markings or street lights. Particularly hazardous areas on 231 where pipeline road crosses. Dangerous and many accidents due the the road setup, poor road markings, no traffic light.          I know this area has been reported. But nothing seems to be getting done. This should be made a high priority.          Bay county resident.          Kathylynn1962@gmail.com</p>
<p>I feel VERY UNSAFE driving to and from work. I have to get onto Hwy 231 from Pipeline Road with no traffic light. In the mornings especially, it is very dangerous. WE NEED A TRAFFIC LIGHT. Pipeline Rd has three subdivisions using it to enter 231. We need a light to help the flow of traffic, as even more new homes are being built in the subdivisions on Pipeline. There is NO OTHER way to access 231 to go anywhere except at that intersection. It's dangerous.</p>
<p>This area contains multiple housing neighborhoods and a traffic light will add a measure of safety for those entering and exiting via Hwy 231. Traffic in this area is extremely heavy at nearly all times of the day.</p>
<p>The intersection of Pipeline and Hwy 231 has progressively gotten worse since I moved to Cedar Park Lane off of pipeline in 2018. There are now three subdivisions off of pipeline - Blysmas Estates, College Station and Cedar Park. This intersection is the only way in/out. College Station is expanding to several 100 more homes at the end of Pipeline. Close to 1000 people are using this intersection. In the morning it is almost impossible to turn left onto Hwy 231 between 0730 am and 9am. In the afternoon between 4 and 6 p.m. it is the same. There are accidents at least once a month if not more. We desperately need a light here.</p>
<p>Needs traffic light</p>

<p>This highway is incredibly dangerous. Especially with train tracks so close while cars coming on and off highway. It is impossible to make a left hand turn onto highway. Causing scary situations people using center lanes for turning left. A stop light would ensure safety in all directions for all vehicles.</p>
<p>Northshore Rd is a residential road linking several neighborhoods but lacks bike lanes and sidewalks. I believe it was the site of the most recent cycling fatality on a County Road, which occurred where the short bit of sidewalk from 390 ends and the young man had to move into the road. Living in "New Northshore," my only option for biking or jogging is this road. Having traveled extensively, I find this road the most dangerous road I've encountered. I've stopped using it, feeling trapped in my neighborhood. Almost every time I used even a short 1/4 to 1/2 mile stretch to jog towards a safer road, I had to leap off the edge of the pavement to avoid being run over by cars speeding by and not slowing down. This rarely happened outside of Bay County. Cycling on this road is also the worst I have experienced, as cars frequently violate the required three-foot distance. The speeding issue is compounded by its location between Lynn Haven and PC, with no one enforcing the 30 mph speed limit.</p>
<p>The intersection of 231 and Pipeline. Constant accidents that include deaths.</p>
<p>390 eastbound at 77 intersection</p> <p>Rightmost lane should be a turn lane only given that all the other directions at the intersection have right turn lanes.</p> <p>Only the middle 2 lanes should go across.</p> <p>Current setup is an issue as the right lane piles up with turning and non-turning cars. The non-turning cars end up in this lane due to the lack of time to merge after the intersection. Hardly anyone uses the leftmost through lane additionally.</p> <p>Widening the stretch of 390 between 389 and Transmitter intersections so it has a permanent center turn lane would also be nice for improving traffic flow during afternoon rush hour.</p> <p>Bob Little Road could also use some new paint.</p> <p>Berthe Ave should have its sidewalk extended southward so that it can connect to the one on Wallace.</p>
<p>There needs to be a light. There are times where you could have 8 people in the middle of hwy 231 waiting to turn onto pipeline or to cross the highway from Pipeline.</p>
<p>Most traveled</p>
<p>This entire intersection from Baldwin/east ave to 231 is a nightmare.</p>
<p>The intersection between 2321 and Titus road is atrocious. Someone is going to have an accident there. It is confusing and for those on Titus road, turning onto 2321, the traffic is rapidly approaching and at the same time, you have to watch across to the other side to see if anyone is approaching from the opposite side of Titus.</p>
<p>More than 500 homes with one exit and entrance to US 231 have to cross oncoming traffic daily. With multiple accidents and increased building there needs to be a Traffic light here and should have been 10 years ago before the developments were approved this is a highly dangerous intersection especially at night where no street lights are present either.</p>
<p>Need a light at 5th and Ohio (77) in Lynn Haven to slow traffic coming off Bailey bridge. Very hard to cross at that location.</p>
<p>Star Ave/231: Its just a mess and not well designed for all the new housing developments popping up Harrison Ave/231/98: This has been a problem intersection since we moved here in 1981 (it seems). The Beach: Its just a mess. The new flyway by the college has been great...but rapid growth/expansion has made driving out there just downright scary. Especially near Pier Park and Alf Coleman. I don't think the county infrastructure was well planned or designed for the rapid growth/boom in traffic/visitors and residents. Its also harder because there are no interstates or highways near by to mitigate high traffic volume, its a big problem all the way up to Pcola on 98.</p>

<p>There needs to be a stop light at this intersection. It is extremely dangerous and there have been many car accidents due to the fact there is no traffic light.</p>
<p>Very congested roadway. Needs to be 4 lane roadway.          Very congested roadway. Need to be 4 lane roadway.          Roadway needs repaving to repair all the pot holes.</p>
<p>Location 1- Road is very uneven and has large grooves. Very hard to operate any vehicle with a narrow wheel base.</p> <p>Location 2- Too many accidents since DR Horton neighborhood was built. Way too much traffic there to not have a Red Light system in place.</p> <p>Location 3- Road Conditions are awful.</p>
<p>Also there are many other areas around town I just don't have enough time to go point to them all on the map.</p>
<p>I work near that intersection and there are constantly accidents</p>
<p>This entire area just isn't built for the amount of traffic it sees</p>
<p>My husband and I witnessed two near accidents and were nearly part of two others there this past year. Drivers took risks because of frustration at trying to turn on to Thomas Drive from Daniel Street and the other side of Thomas Drive: Bay Point back gate or the drive coming from the gas station/hotel. The speed limit is 45 around that curve, and only changes to 35 after (east) of these streets. I have witnessed on a daily basis that most cars heading east are going at least 55 around that curve. Driving the 45 speed limit is actually dangerous, because speeders will tail gait, try to squeeze between two cars, or will cut you off from being able to enter the turn lane. I think it may be safer to move the 35mph speed limit before/west of the Daniel Street curve.</p>
<p>This area does have street lighting but it is still very hard to see pedestrians when they are crossing Hwy 98 in St. Andrews at night.</p>
<p>Increased pedestrian/ bicycle traffic on Kingswood with poor lighting. Dean Bozeman School at southern entrance is needing improvement as it is a wreck waiting to happen daily. The school has a light, however someone with some common sense need to work with the school board to establish a safer traffic pattern.</p>
<p>TO MUCH TRAFFIC ON A 2 LANE HIGHWAY NEEDS TO BE FOUR LANED</p>
<p>There many wrecks on hwy by burnt mill creek</p>
<p>Poorly designed intersection causing traffic to back up.</p>
<p>People are constantly speeding in portions of hwy 231. Between East Ave &amp; Bay Line Rd, there should be more law enforcement, &amp; more signage. Because people are typically going 15-20 miles over the speed limit, it is hard to pull out onto Hwy 231 in places between the two boundary markers I suggested when vehicles are going way over the speed limit. Another specific area of concern is the intersection of hwy 231 &amp; Northbound Transmitter. There should be a "do not turn right on red sign" for the northbound transmitter because those vehicles are constantly turning even when they have a red light on to oncoming traffic &amp; have many times caused close calls that I have witnessed because they do not yield. Another concern is that the lights for hwy 98 &amp; 23rd Street are hardly ever synchronized properly. During rush hour &amp; other parts of the day the lights constantly interrupt the flow of traffic. In my 20 years in Bay county, the traffic engineers can't seem to get this done successfully.</p>
<p>Light at Tyndall pkwy and 7th street I have seen so many run lights at this intersection and it needs turning signal due to so many do not understand who has the right away.</p> <p>And the Intersection at East Ave and 231 whoever designed the turning lane to the right was not thinking I have been in the straight lane multiple times and someone else thinking they are in the straight lane when in fact they are in the turning lane and been almost side swiped there definitely needs to be change in this location.</p>

As a 10-yr full-time PCB resident, I do my best to help make PCB safe.

Below is a long-term issue that no one has fixed. I hope you will do something about it.

RE: Sinkhole - corner of Nautilus and Front Beach Road

At this intersection, there is a 12-15" "sinkhole" in the westbound lane.

To avoid damage to their cars, drivers swerve into oncoming traffic almost causing head on collisions.

When a car is waiting to turn left from the eastbound lane, oncoming cars that are avoiding the sinkhole come within inches of side swiping cars.

Everyone knows about this intersection "sinkhole". Every fire truck, EMT, police car, city worker, etc., have for YEARS driven thru the sinkhole. AND, both PCB City buses and school buses also swerve into oncoming traffic to avoid the sinkhole.

I have reached out to FDOT, past and current Mayors and several City offices, yet they don't reply, and the dangerous sinkhole still exists.

Please repair this dangerous intersection.

Star ave is becoming extremely rough..... Old bicycle Rd to hwy 22.

And re top cherry street

Oakenshaw Dr. Oakenshaw Dr is a huge concern due to still being a dirt road. Every time it rains, huge pond type puddles form. You have to zig-zag drive at a turtles pace not to bottom out your vehicle, or get stuck. Then ridges form on the dirt which makes your shock absorbers ruin, and bolts come loose. Mud gets all up in your car engine which you have to end up replacing parts or often having to get a front end alignment.

This area is unsafe because of the sidewalk. It's unsafe for those walking on it. The traffic lane narrows due to how the sidewalk veers over close to the road and distracted drivers have run into on multiple occasions. If someone is walking there and a driver isn't paying attention, someone will get killed there. You can see where the corner of the sidewalk has been hit multiple times. It's right across from a school as well. I've seen people literally pop their tires by hitting it. God forbid they hit a person.

There have been several fatalities in the last year at this intersection. Way too many speeders, high volume of tourists and construction crews not paying attention.

We need a higher police presence, rumble strips coming into the stop light, and higher visibility of traffic warning signs. We could also use a 2nd light at 79 and Latitude Blvd. As our community grows at Margaritaville it will have an impact on traffic flow coming in and out of the community and the public marina.

On 388 people consistently speed and drive reckless. I have seen many close calls. More police presence could make a difference.

PCB Parkway is so dangerous. I avoid it whenever I can.

The intersection of 231 and A Street is very dangerous and not a controlled intersection. The addition of the ER on 231 and the county allowing additional housing developments in the MAGNOLA HILLS community has tripled traffic in the past 3yrs and with the new housing additions will likely double again.

The intersection section of 231 and Pipeline road is an example of the county's community planners failing the community. There is too much traffic departing the housing communities just off this intersection and onto 231 through an uncontrolled highway intersection.

The intersection section 231 and Baldwin should have a Bay County official placed in jail for negligence. The intersection allows motorist to exit Baldwin through an uncontrolled intersection onto 231 and cross into four lanes of US hwy traffic to

<p>head north on 231. There are traffic control devices at 231 and East Ave that motorist are allowed to bypass in favor of Balwins unregulated intersection.</p>
<p>Blue Springs Rd has turned into a drag strip. Needs more policing. 35 mph is ignored. Vehicles typically drive in excess of 55 mph. This country road has turned into an express route to the beaches.</p>
<p>E Baldwin Ave to E 24th Street on all of Minnesota Ave. These children are walking on side of dangerous road to and from school. Need a 'through' street for Hawk's Landing residents entering from 390. Legally need another street exiting out of this full community for fire safety precautions. Charter school doesn't enforce right of way for residents entering this community. Parents' of school age children commandeer both lanes congesting to a stop hindering any movement to residents that live inside this community</p>
<p>Too many cars cutting across 23rd St not using red lights in heavy traffic. Pedestrians not crossing at crosswalks. When caught jaywalking pedestrians need to be ticketed. Also bikes need to have headlights if driving on roads and need to follow road rules or be ticketed. This happens on 15th St and 23rd St. Televised public messaging on road rules for pedestrians and bikers might help.</p>
<p>Excessive traffic, traffic lights, business entrances &amp; exits. There's too much happening. Create flow patterns instead of erratic spastic movements</p>
<p>Terrell St. Just need prepared altogether.          Hutchinson has some bad areas from previous repairs.          Thomas Dr is very wavy, and causes the car to swerve a bit between the grooves on the road.          Front beach the road is kinda crooked in a few places causing the car to swerve a bit.</p>
<p>Frequently southbound traffic on Hwy 231 will block north south traffic on Harrison Ave. Sometimes motorists that are blocked by southbound vehicles stopped in the intersection will become upset.          At minimum, a DO NOT STOP IN INTERSECTION or DO NOT BLOCK TRAFFIC sign should be highly visible to the motorists traveling south on Hwy 231.</p>
<p>Needs to be paved.</p>
<p>Hwy 22 becomes congested between 1630 to 1800. Traffic blocks business entry points. Drivers use bike lane to illegally pass.</p>
<p>23rd street right by the rv store. The potholes are awful.</p>
<p>Dangerous intersections, blind spots, no light/roundabout, many accidents already</p>
<p>1) The Cove Neighborhoods          2) Downtown PC</p>
<p>People need to obey laws, for ex: walkers to use sidewalks</p>
<p>- Turning into driveway at 327 N Star          - Large trucks do not slowdown through intersection at 22 &amp; Star --&gt; Monitor speed of large dump trucks speeding at 22 and Star Ave          - Turning in driveway at 319 N Star Ave is dangerous because people think you're going to turn at red light instead of you driveway</p>
<p>Corner by Destination PC - road has holes and a dip. Clear corners for better visibility</p>

<p>1) Unable to see where the lanes are when making a left turn on 2321 left onto Titus 2) 77 left onto 2321</p>
<p>Potholes</p>
<p>US 231 at US 98 has too many conflict points, too much signage, and lane assignments are not clear which causes confusion, abrupt lane changes, and red light running.</p>
<p>1. Traffic pattern is confusing. Short turn lane on east bound 98 to merge onto 231. I believe FDOT is changing this intersection so maybe this area doesn't apply to county concerns.</p> <p>2. No light here. Large subdivisions and retail establishment. Accidents here constantly. It needs a light bad! And not a light once 98 is expanded...NOW!</p> <p>3. Crossover from EB 98 to shopping center and from WB 98 to Culverts. Accidents here in peak traffic time. Median crossings need to be closed and force traffic to use the lights and make u turns as needed.</p>
<p>There are no curbs, heavily travelled due to being a primary thoroughfare, and a serious safety concern due to being in front of an elementary school.</p>

8. Please enter any additional comments below.

**Summary of Responses\***

**Key Themes and Suggestions**

**Bike and Pedestrian Infrastructure**

- **Bike Paths and Sidewalks:** Bikes should not be allowed on streets without dedicated bike paths or sidewalks. More sidewalks should be added everywhere.
- **Reflective Paint:** Use reflective paint for road lines to improve visibility, especially in rainy conditions.
- **People-First Infrastructure:** Focus on bike lanes and increasing walkability rather than car-centric infrastructure.

**Traffic Control and Safety Measures**

- **Traffic Lights:** Installation of traffic lights at key intersections, especially Pipeline and Hwy 231.
- **Speed Enforcement:** Control the speed of drivers to reduce accidents. Increased police presence to enforce traffic laws.
- **Roundabouts:** More roundabouts wherever possible as they are considered safer.

**Road Conditions and Maintenance**

- **Better Striping:** Improve road striping to make it brighter and more visible.
- **Potholes:** Patch potholes better to prevent reoccurrence due to water damage.
- **Flooded Sidewalks:** Permanent fixes needed for sidewalks that flood.

**Community and Development Concerns**

- **Traffic Planning:** Upgrade roadways before building new neighborhoods or developments. Include walking and bicycling paths along roadways.
- **Construction Zones:** Complete existing roadway projects before starting new ones to avoid safety concerns.
- **Homelessness and Safety:** Concerns about safety due to homeless individuals and people from bus stations wandering around neighborhoods.

**Driver Behavior and Education**

- **Driver Training:** More defensive driving training and public knowledge on sharing the road with bikes.
- **Slower Traffic Stay Right:** Educate drivers to keep slower traffic in the right lane to prevent roadblocks and reduce accidents.

**Specific Locations and Issues**

- **Pipeline and Hwy 231:** Urgent need for a traffic light due to dangerous conditions and high accident rates.
- **Back Beach Road:** Dangerous due to high speeds and lack of traffic lights.
- **Northshore Road:** Extremely dangerous for pedestrians and cyclists due to narrow road and lack of enforcement of speed limits.

**Common Suggestions for Improvement**

**Traffic Lights:** Installation at key intersections to improve safety.

**Road Maintenance:** Better upkeep of road surfaces, markings, and signage.

**Pedestrian and Cyclist Infrastructure:** More sidewalks, bike lanes, and pedestrian crossings.

**Speed Enforcement:** Increased police presence to deter speeding and reckless driving.

**Community Planning:** Thoughtful development planning to support infrastructure needs and improve safety.

\*These responses were assembled by AI

**Unedited Participant Responses**

Please enter any additional comments below.
Bikes should not be allowed to ride in the street, should have bike path or sidewalk. More sidewalks should be added everywhere. Less medians where cars going both directions can sit. Specifically on Highway 77 and Back Beach rd. More roundabouts wherever possible - these seem to be the safest option!
Generally seems to be a county wide problem. Everyone is in a hurry and speeding laws none existence
N/A
Most of the streets and roadways in Bay County need better striping, brighter and not worn
It would be interesting to see data compiled regarding accident frequency, accidents per lane mile as compared to the national averages and acceptable numbers, crashes resulting in deaths, pedestrian and bicycle incidents.
Please focus more on people-first infrastructure instead of having everything be so car-centric. PCB is still relatively small and not as sprawled out as other cities. It would significantly improve the lives of the people who live here if you spent more money on bike lanes and increasing the walkability of Panama City Beach.
I cannot emphasize this enough. US-98 should have dedicated bike lanes in each direction that enable those without cars or those wanting to avoid traffic to safely ride their bikes to and from the pier.
Bay county needs to use reflective paint for the road lines. The current lines are faded and when it rains, they are impossible to see.
Have you asked FIRE/EMS where they think these new things should be implemented? Listen to your crew!
A traffic light and dedicated turn lanes would help reduce some of the wrecks at this intersection.

<p>I would love for our county to be more bike friendly. Ultimately bike lanes should not share the road with vehicles but that is a budget not allotted for this project. I often pass bicycles on my commute riding the sidewalks then switching to the road or riding in the middle of the road when there is a bike lane. Maybe more public knowledge on the laws of sharing the road with bikes and enforcement of bikes sharing the road appropriately would be beneficial.</p>
<p>More interconnected sidewalks and more multi-modal pathways.</p>
<p>I live in Bylsma Cir. Something has to happen to the median. Maybe block people from pulling straight into the median right across like they have on some of the roads in Panama City or make it where every has to make the U-turn on the second median headed north</p>
<p>We've also noticed the lack of lights to light up roads all across town. It would be nice for more light but please, we beg, put in streetlights at pipeline and 231.</p>
<p>I live in Bylsma Manor. Thank you for considering this intersection.</p>
<p>There needs to be another way to get out from pipeline Bylsma Manor side to 231. Too many homes are being built for the traffic problem we already have.</p>
<p>Sooner the better</p>
<p>Yes please put a traffic light in at 231 and Pipeline. I have two young children who will be driving soon and it scares me with the intersection the way it is.</p>
<p>Bay Co is not bike-friendly. More enforcement is needed.</p>
<p>Raising the speed limit down North Jenkins Avenue is a horrible safety problem now. People were already speeding, now they fly by doing 60, 70 mph, regularly</p>
<p>Multiple construction zones and incomplete major roadways and highways is a major safety concern. Put money and funds to good use and complete roadway projects before beginning two more. Just a thought.</p>
<p>Either put the approved traffic signal in or use my proposed improvement for right hand turn in Pipeline only.</p>
<p>Police the place, doesn't appear BayCo is, enforce laws, get cops with a better attitude for crime breakers</p>
<p>We have put in several complaints especially about the flooded sidewalks. Crews have come out several times to clear sidewalk of mud and carve a little channel towards the drainage ditch. Appreciated! But could there please be a more permanent fix?</p>
<p>There was a great plan in Panama City for a "Uptown" area to encourage managed growth of residential &amp; Commercial but instead we have overpasses</p>
<p>Need new restrictions on bicycles and electric bikes.</p>
<p>I try not to drive on the Back Beach Road because it is so dangerous..</p>
<p>I have lived here since 2015 and there have been many wrecks and 3 fatalities that I am aware.</p>
<p>4. I am scared to death and use extreme caution when pulling out of Pipeline onto 231</p>
<p>In my opinion if you control the speed of drivers it would cut down on the number of wrecks we have in Bay County. I know people are going to go over the speed limit to some degree but 65 in a 35 is ridiculous. Of course I don't have a radar, but you know when they're over 35 mph. LoL To many drivers distracted with phones and speeding. Then add the tourist who are lost and trying to find their destination. Thanks for letting me share my thoughts and concerns.</p>
<p>I appreciate the time of everyone involved, I truly do. I just feel there are better time management and planning that needs to be looked at if the city plans on doing more work... and please not all at once! We still live and go to school here and with spring</p>

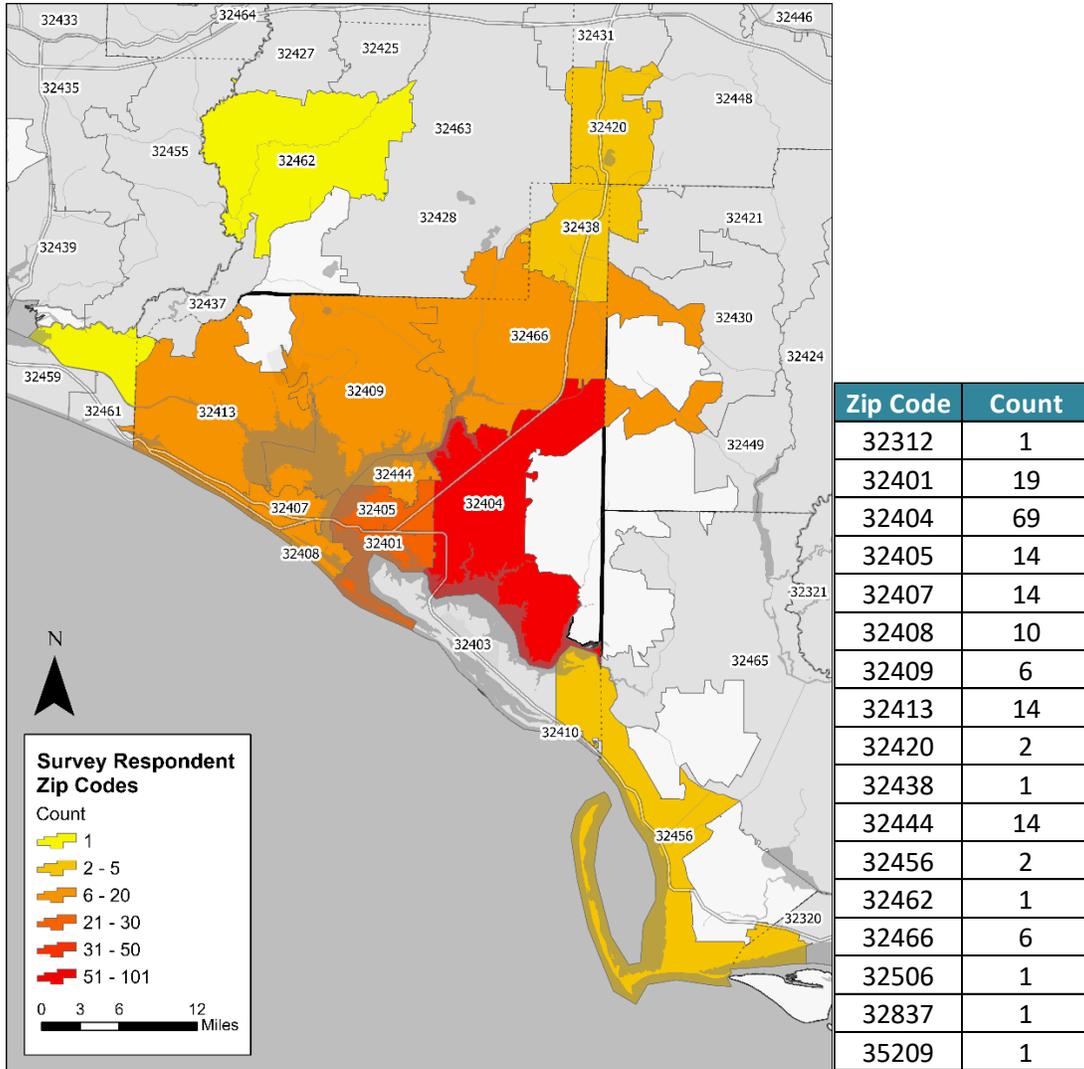
breaks, air shows and concerts going on all at once it makes it difficult to travel anywhere!!
There are multiple areas in Bay County that need to be improved for safety. Nautilus and back beach rd, need a light at lyndell and middle beach, need a crossover at Alf Coleman and back beach for Arnold high school students to cross back beach i have seen too many cross without looking
We need to encourage greater awareness of e-bikes, scooters and motorcycles. It seems many drivers just don't see these folks as they become more numerous on our roadways, usually traveling much faster than an ordinary bicycle.
Large subdivisions on Pipeline, lots of people trying to get on Hwy 231...extremely dangerous with no traffic light
Need a redlight
Look at Highway 24 west out of Colorado Springs, CO from 8th street to Woodland Park. Very safe four lanes with few accidents due to not allowing more than one car in an intersection and almost no left turns without a light and all have dedicated single left turn lanes.
I think there needs needs to be more traffic lights on Back Beach Rd such as Duplin Winery. This is a major intersection with a business and neighborhood.
PLEASE...when/before a new neighborhood/development is built. Plan to upgrade the roadways. Widening the road with extra lanes, traffic lights. Building walking/bicycling paths along those roadways. Major roadways have people walking along the side in the grass.
Very difficult to turn left into Carillon Beach (heading west) from Highway 98 as people won't slow down enough to allow safe move into the turning lane to enter the Carillon Beach community. This is a really dangerous area.
Please fix the intersection at 231 and Pipeline.
Ticket cameras in all school zones
Please better marking for turn lanes. Move Greyhound bus station back to town! Stop building apartments and gas stations creating all the safety issues. I'm afraid to walk around my subdivision at night due to homeless and the people from bus station wandering around as well as apartments surrounding us. I get alerts and see the people walking around. It's a safety issue for me not them! I pay property taxes they don't! Make it safer for locals!
This has been a long time problem for anyone driving in this area. Very poor design for a road as busy as 231.
At the last DOT meeting concerning a light a Pipeline/Hwy 231, we were told that a light was needed but the Railroad property was a problem for the light. Please do what is necessary for this light.
To further point out about Northshore Rd, it is very narrow; it is painted with double lines along the center, and apparently there are many Bay County drivers that do not believe they can cross this line, even when there is no oncoming traffic and a pedestrian or cyclist is on this road. And there is no shoulder, the white lines delineating the sides are painted right along the edge of the pavement. Off pavement is very rough and uneven ground. I have tried of course many times jogging along here for a short distance for safety, but the possibility of a sprained ankle is very high. As a very experienced cyclist and jogger, 60+ year old adult man, I find this road one of the most dangerous I have ever encountered across my world travels. And so for kids that would like to use it, it's

<p>unimaginably dangerous. Mowatt school is not really that far, but no parent in neighborhoods on the south side of Northshore are letting their kids walk or bike to school.</p>
<p>Drivers travel the area well above speed limit. They go through lights that already red. They ignore traffic signs quite a bit.</p>
<p>No</p>
<p>Hwy 22 and S. Star Ave going south to the Callaway bayou bridge is ridiculous to drive. Numerous divets across the entire road, feels like constant railroad track crossings. And of course Cherry St in Callaway is dangerous just driving over all the patches and sewer man hole covers.</p>
<p>Would red light cameras be a good way to monitor trouble intersections for improvement/generate revenue to fix the intersections? I noticed red lights have become more of a suggestion in this area rather than the rule.        Thank you so much for your hard work and dedication on trying to improve our area!</p>
<p>None</p>
<p>get rid of city busses that stop in the middle of the road to let people on or off the bus.</p>
<p>There need to be lights up and more police in the Area and 4 way it</p>
<p>Pot holes could be patched better.        They re occur because not compressed and water damage could be root cause.</p>
<p>Allocate funds to pave Oakenshaw Dr since it's in Bay County.</p>
<p>Please please PLEASE, for the love of God, put up some signs for slower traffic to stay right. This is the BIGGEST issue I see all over Bay County. On 231, hwy 77, the beach, etc. People drive slow in the passing lane and it causes a "moving road block" where people can't get around and slows down traffic all over town. If there's nothing in my survey you pay attention to, PLEASE resolve THIS issue over everything else. Talk about a way to cause road rage. Nothing is being done about it, at all. No enforcement, nothing. Not to mention, every time you have to change lanes to get around someone, this increases the chance for an accident. People need to be educated on how to drive.</p>
<p>On all roads if people could drive in the correct lanes. (Slower traffic in right lane) This could help in preventing reckless driving as well.</p>
<p>Glad the county got some pocket change in a grant. Guess I'm skeptical of the county's government actually doing something positive with tax payer resources. Sure hope I and proven wrong.</p>
<p>I appreciate the chance to contribute to this study and I think highly of the county staff, they do an excellent job.</p>
<p>Our growth is immeasurable and projected to continue at this pace for a decade. Much preparation is needed for any reasonable functional metropolitan area.</p>
<p>Thank you for the survey.</p>
<p>By paving this road ... would elevate traffic going south on Star ave by allowing traffic to use Tram road to access Tyndall Parkway.</p>
<p>No one wants more lights, so finding a creative way to address this is ideal.</p>
<p>Take a walk in / around Cove. Seeing is believing.</p>
<p>Need trees and plans in median to slow people down.</p>
<p>drivers training should be more defensive training</p>

We need more police patrolling speeds & red lights throughout county. There is a complete disregard for stop light color and speed limit signs. I'd also like to see the county petition to reduce the speed on 98 from Hathaway Bridge to Pier Park. While I realize that reduces volume or capacity, a slower speed limit will help reaction times and severity of accidents.

This is a #1 Priority on Bay County TPO list of projects and has been waiting for funding for years.

9. What is your zip code?



10. What is your age?

Age Range	Count
18 – 25	10
26 – 40	38
41 – 55	53
55+	81
I prefer not to answer	4

11. How many vehicles are in your household?

# of HH Vehicles	Count
1	26
2	84
3 or more	75

12. Please enter your email address and a project team member will get in touch. We would love to connect with you!

Please enter your email address and a project team member will get in touch. We would love to connect with you!	Please enter your email address and a project team member will get in touch. We would love to connect with you!
tne1025@hotmail.com	giffenjl@gmail.com
pairofdivers@hotmail.com	munroe680@gmail.com
Jpalms71@gmail.com	christylove7@msn.com
gecc@pobox.com	Thommathey@gmail.com
p_bohac@yaho.com	PanamaTom1@gmail.com
staff898989@gmail.com	andriena.martinez@gmail.com
breannaokeefe01@gmail.com	Casiediagen@yahoo.com
stevemcdonald30102@gmail.com	nfcapra@gmail.com
avbr3@outlook.com	charlene.przybysz@gmail.com
Covitzb@outlook.com	nicolebiggs1@iCloud.com
Desiree.sanders84@yahoo.com	bryant.mg66@gmail.com
angiefurst@gmail.com	chelsrun28@gmail.com
aviusmclain@gmail.com	jmeckles@hotmail.com
Matt.mandeville1@gmail.com	Kathylynn1962@gmail.com
clmathers@gmail.com	ruthc7692@gmail.com
kayla.graves523@gmail.com	danmix11@aol.com
Matthewspersonalemail@gmail.com	Zacknkori@yahoo.com
kristaatsirk88@gmail.com	rex.swiss@gmail.com
sherryrichardson52@gmail.com	Scottiedog50@gmail.com
David@suncoastlink.com	tersdny@aol.com
Ken.eifert@gmail.com	clydehutchins@yahoo.com
mikolowskirobin@gmail.com	eracine77@yahoo.com
nguyentung84@gmail.com	apishal@alliant.com

vbarth3@gmail.com	lorettamjenkins@comcast.net
christinahdoucette@gmail.com	prupoole@gmail.com
Sarahbaker1983@gmail.com	njfuller50@gmail.com
Dall54@aol.com	sncwielenga@aol.com
landinslandinghoa@gmail.com	bikerbookforcharity@gmail.com
teresasheffield58@gmail.com	quackonce4@gmail.com
T.kunst@yahoo.com	Sandra.rodriguez4@yahoo.com
smarieb20@outlook.com	greenvolvo2@yahoo.com
willie1652beach@comcast.net	V8s_are_slow@hotmail.com
dwilliams73145@yahoo.com	Hookerrn@gmail.com
Kimpowers143@gmail.com	jeromeje@bellsouth.net
whitewaterrafter70@yahoo.com	mcweems@gmail.com
angiealvey@yahoo.com	tashamoni28@gmail.com
Fabfourmama@yahoo.com	jessicarichardson3001@comcast.net
ens280@gmail.com	bobbybland1981@gmair.com
francesandeddie@gmail.com	willite15@gmail.com
jletherton@comcast.net	florida.sunshine.photography@gmail.com
shannonpk2@outlook.com	rjdraina@msn.com
dmoconnellusaf@gmail.com	daniellecoleman944@gmail.com
Jamescowart2@gmail.com	shanovia.warren@gmail.com
	thecallawaycitizen@proton.me

**Public Meeting Materials**  
*Social Media Graphics*



**PUBLIC MEETING**  
**BAY COUNTY SAFETY ACTION PLAN**

**DATE**  
JANUARY 16, 2025

**TIME**  
5:00 - 7:00 PM

**BAY COUNTY GOVERNMENT CENTER BUILDING**  
840 WEST 11TH STREET, PANAMA CITY

YOUR INPUT IS NEEDED!  
SCAN TO TAKE OUR SURVEY:



**PUBLIC MEETING**  
**BAY COUNTY SAFETY ACTION PLAN**

**DATE**  
JANUARY 16, 2025

**TIME**  
5:00 - 7:00 PM

**BAY COUNTY GOVERNMENT CENTER BUILDING**  
840 WEST 11TH STREET, PANAMA CITY

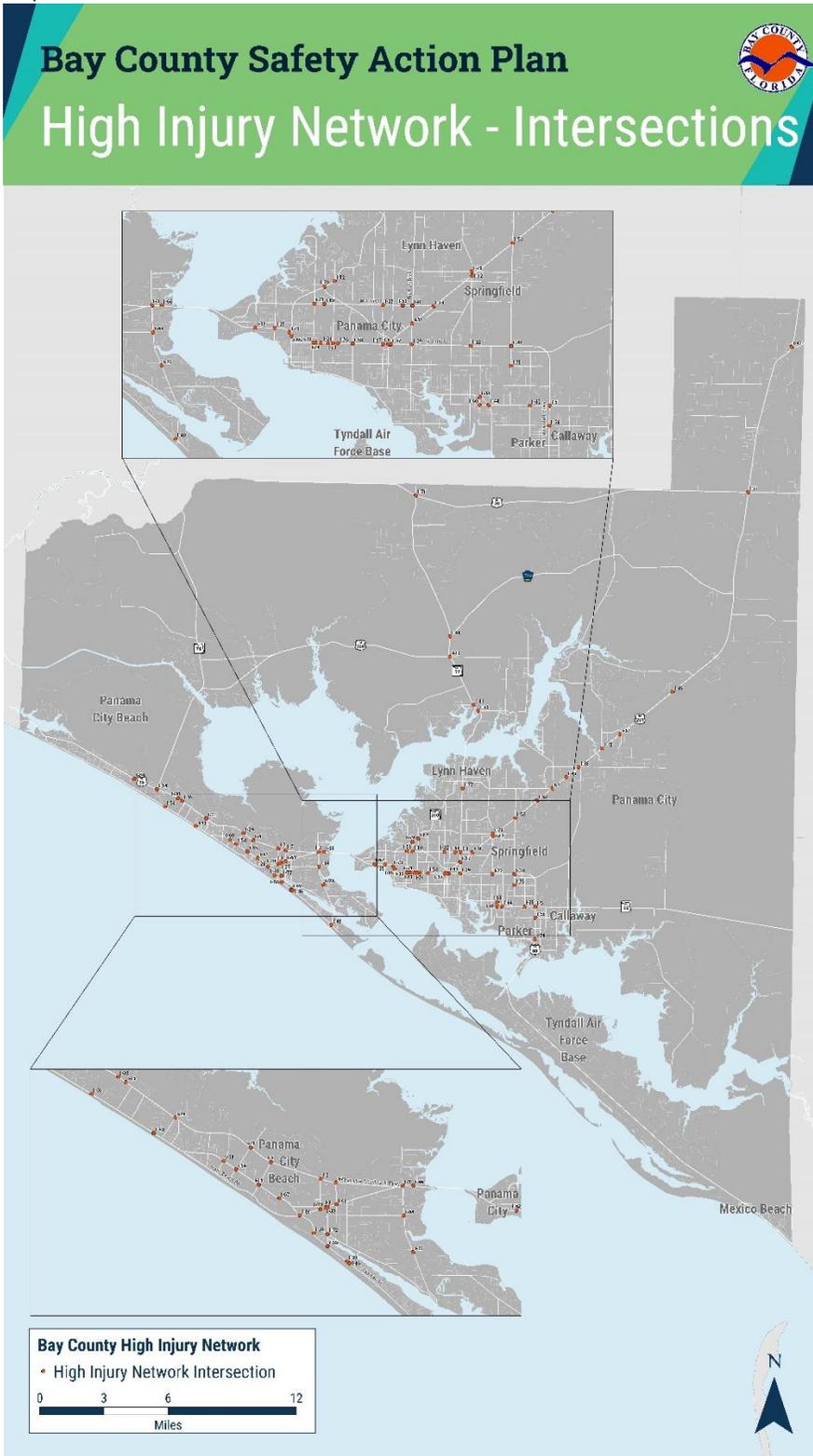


YOUR INPUT IS NEEDED!  
SCAN TO TAKE OUR SURVEY:

Questions: Catherine.Koval@mbakerintl.com

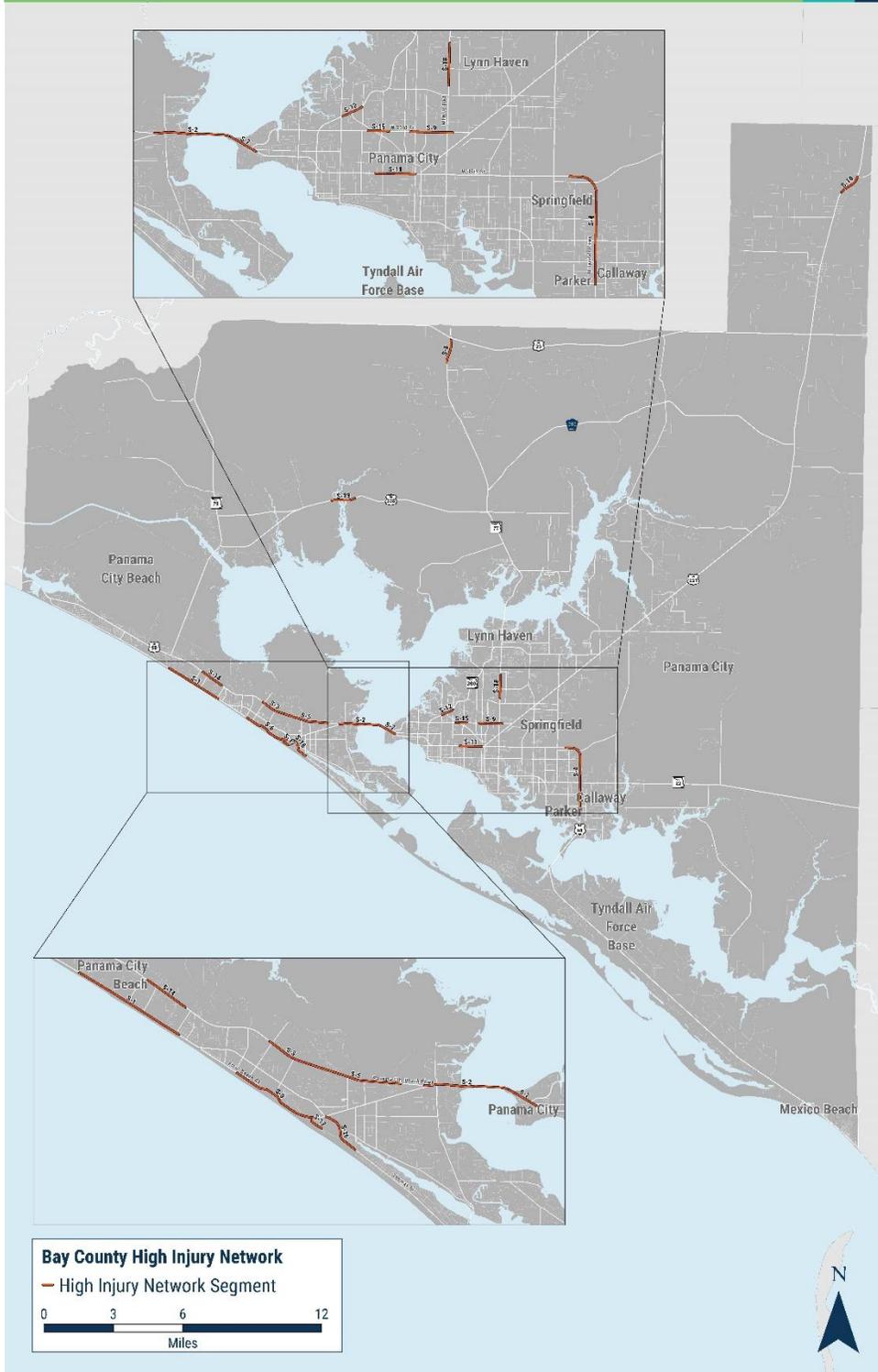


Public Meeting Map Boards



# Bay County Safety Action Plan

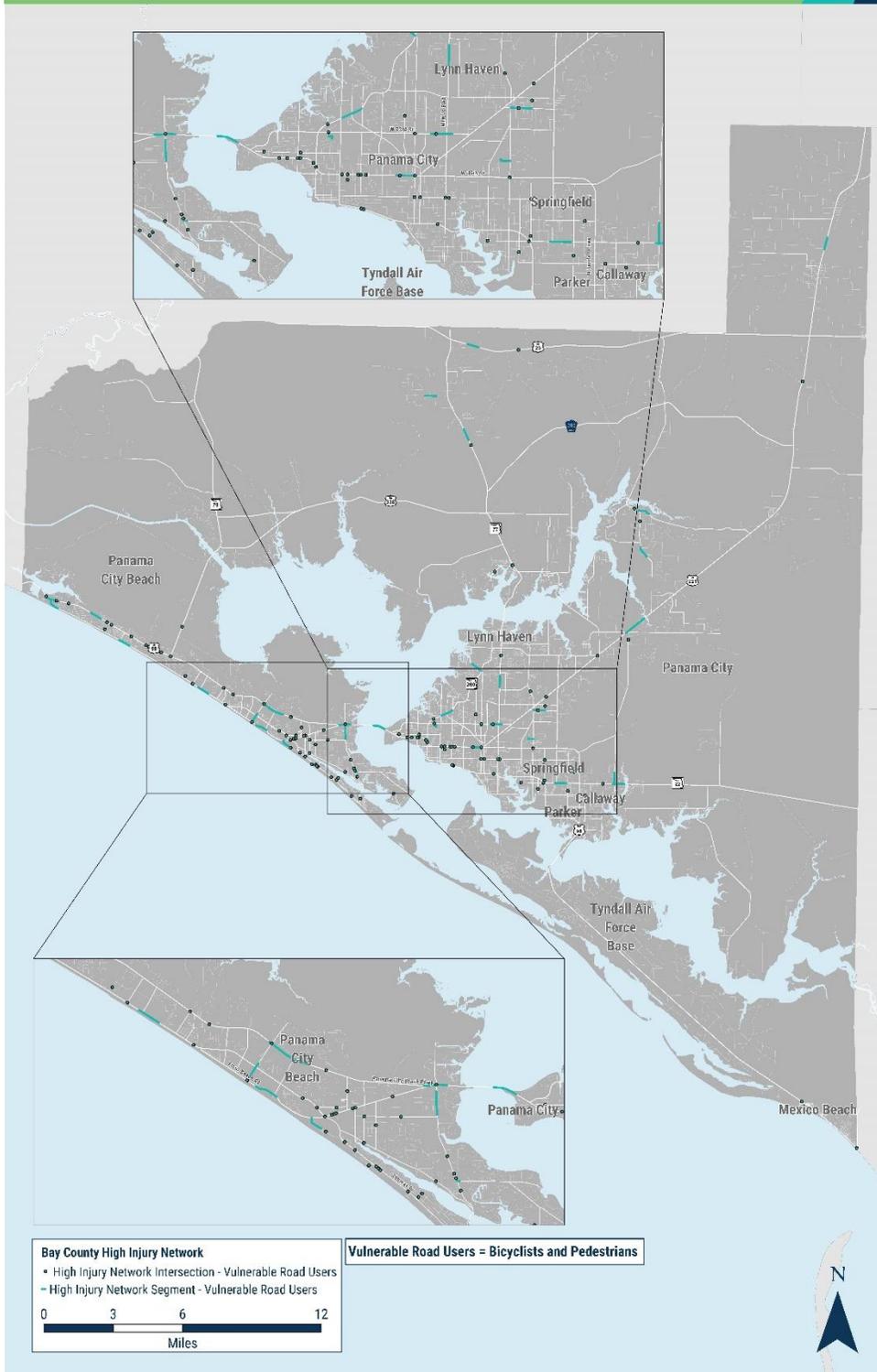
## High Injury Network - Segments



# Bay County Safety Action Plan



## High Injury Network - Vulnerable Road Users



# Bay County Safety Action Plan

Bay County was awarded a **Safe Streets and Roads for All (SS4A)** Grant to create a safety action plan to improve safety on area roads. The **Bay County Safety Action Plan** will create a clear and comprehensive strategy to **eliminate roadway fatalities** and **serious injuries** by identifying the most significant roadway concerns in the community.

The ultimate goal is for Bay County and its local jurisdictions to receive funding to **implement projects that will improve safety for all users of its transportation network.** Completing a Safety Action Plan is the first step, which is being developed and expected to be completed in Spring 2025.



We want YOUR input! Please take the survey by taking a picture of the QR code or typing the URL into your web browser.



[arcg.is/0198aK](https://arcg.is/0198aK)



# Bay County Safety Action Plan

Bay County’s **Safety Action Plan** will create a clear and comprehensive strategy to **eliminate roadway fatalities and serious injuries**. It includes the following 8 elements:

- Leadership Commitment & Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Project Identification
- Progress and Transparency

It will also be consistent with the USDOT’s **Safe Streets and Roads for All initiative (SS4A)**, with the goal of **Vision Zero**—zero traffic-related deaths or fatalities—through the **Safe System Approach**.



## 2025 Project Timeline





# Bay County Safety Action Plan

## Prioritization Process

The Safety Action Plan will implement a prioritization process to address safety concerns, including information about time ranges when projects and strategies should be deployed. The prioritization steps are **1) identifying prioritization categories; 2) setting a scoring criteria; 3) applying the scoring system; and 4) prioritizing projects based on final score.** The **prioritization categories** and **scoring criteria** are included here.

## Prioritization Categories



Crash History

Frequency and severity of crashes



Vulnerable Road Users (Bicycle/Pedestrian)

Frequency and severity of bicycle/pedestrian crashes



High-Risk Features

Presence of road features/traffic characteristics that are historically linked to higher crash rates



Equity

Location within an equity priority area



Planning Consistency

Location already identified for improvements in existing State/County plans

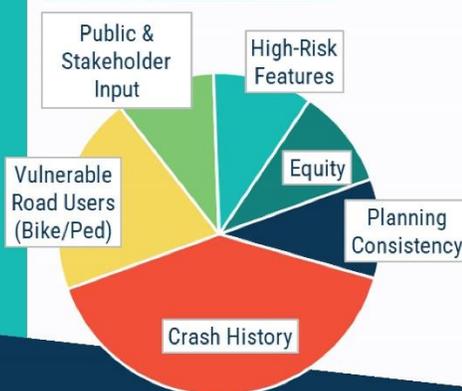


Public and Stakeholder Input

Location identified as a safety concern through project engagement process

**This is why we're here today, to get your input!**

## Scoring Criteria



## Next Steps

Based on the **final prioritization scores**, the Top 100 projects will be separated into 3 tiers: **Tier 1** (near-term), **Tier 2** (mid-term), and **Tier 3** (long-term) projects.

Specific projects and strategies to address safety concerns will be identified, including interventions focused on infrastructure, behavioral, and/or operational safety.

*Public Meeting Print Materials*

Bay County Safety Action Plan  
 Date: \_\_\_\_\_



	Name	Organization	Email	Phone
1				
2				
3				
4				
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7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				

**Bay County Safety Action  
 Plan Public Comment Form**



**Name (optional):**

**Contact Information (optional):**

\_\_\_\_\_

\_\_\_\_\_

**Comment:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

01/16/2025

Bay County Safety Action Plan  
High-Injury Network: Top 100 Locations

Type	Ranking	HIN ID	Location	Location Description	Jurisdiction	Fatal & Serious Injury Crashes	All Crashes	In Vulnerable Road User (Bike/Ped) High Injury Network?
Segment	1	S-1	SR-30/Front Beach Rd	From E Centro Blvd to Anetome St	Panama City Beach	11	69	Yes
Segment	2	S-2	US-96	From Back Beach Rd to end of Hathaway Bridge	Unincorporated	10	206	Yes
Segment	3	S-3	US-98/Panama City Beach Parkway	From N Alf Coleman Rd to Sea Sound Cr	Panama City Beach	7	237	Yes
Segment	4	S-4	US-96/E 15th St/S Tyndall Pkwy	From Hickory St to Allegheny Ave	Springfield, Callaway, Parmer	5	489	No
Segment	5	S-5	US-98/Panama City Beach Parkway	From Sea Sound Cr to Gaiway Ave	Panama City Beach	7	178	Yes
Segment	6	S-6	SR-30/Front Beach Rd	From Lyndell Ln to S Thomas Dr	Panama City Beach	7	53	Yes
Intersection	7	I-1	US-231/SR-75	CR-30/E Hwy 390	Unincorporated	6	90	Yes
Intersection	8	I-2	US-98/SR-30A/Panama City Beach Pkwy	Mcylan Rd	Unincorporated	6	93	No
Intersection	9	I-3	US-98/SR-30A/Panama City Beach Pkwy	Thomas Dr/Walwood Rd	Unincorporated	5	215	Yes
Intersection	10	I-4	US-98/SR-30A/Panama City Beach Pkwy	Richard Jackson Blvd	Panama City Beach	2	359	No
Segment	11	S-7	US-98	From end of Hathaway Bridge to Brown Ave	Panama City	5	96	Yes
Intersection	12	I-5	US-93/SR-30A/Tyndall Pkwy	SR-22/Wewa Hwy E 3rd St	Callaway	4	222	No
Intersection	13	I-6	US-93/E 15th St	US-231/Harrison Ave	Panama City	4	171	No
Segment	14	S-8	SR-77	From Court Martial Ranch Rd to Hwy 20	Unincorporated	5	42	No
Intersection	15	I-7	US-98/SR-30A/Panama City Beach Pkwy	Alison Ave	Unincorporated	4	191	No
Segment	16	S-9	SR-368/W 23rd St	From Doctors Drive to MLK Blvd	Panama City	3	323	Yes
Segment	17	S-10	US-231	From Hightower Rd to Hwy 167	Unincorporated	5	7	No
Intersection	18	I-8	SR-77/MLK Blvd/Cove Blvd	SR-368/E 23rd St	Panama City	3	252	No
Intersection	19	I-9	SR-30/Front Beach Rd	Joan Ave	Unincorporated	4	83	Yes
Intersection	20	I-10	US-231	Hwy 2301	Unincorporated	4	199	No
Intersection	21	I-11	US-231/SR-75	SR-20	Unincorporated	4	80	No
Intersection	22	I-12	US-231	SR-389/N East Ave	Unincorporated	3	191	No
Intersection	23	I-13	SR-77	CR-338/Edwards Rd	Unincorporated	4	85	No
Intersection	24	I-14	US-98/Panama City Beach Pkwy	SR-79	Panama City Beach	3	157	Yes
Intersection	25	I-15	CR-392/Hutchison Blvd	Richard Jackson Blvd	Panama City Beach	3	100	Yes
Intersection	26	I-16	US-98/Panama City Beach Pkwy	Bluefish Dr	Panama City Beach	4	43	No
Intersection	27	I-17	US-231	SR-77/MLK Blvd	Panama City	3	168	No
Intersection	28	I-18	US-231/SR-75	SR-368/E 23rd St	Panama City	4	56	No
Intersection	29	I-19	US-98/W 15th St	SR-327/Lisensby Ave	Panama City	3	125	Yes
Intersection	30	I-20	US-98/E 15th St	CR-2327/Transmitter Rd	Springfield	3	155	Yes
Intersection	31	I-21	SR-368/W 23rd St	SR-383/Frankford Ave	Panama City	3	87	Yes
Intersection	32	I-22	US-98/E 15th St	SR-389/N East Ave	Unincorporated	3	98	Yes
Intersection	33	I-23	CR-3031/Thomas Dr	Gwyn Dr	Unincorporated	4	13	Yes
Intersection	34	I-24	US-98/Panama City Beach Pkwy	Nautilus St/Philip Griffiths Sr Pkwy	Panama City Beach	2	188	Yes
Intersection	35	I-25	W Hwy 98 (W US-98)	SR-30/Hutchison Rd	Panama City	3	185	Yes
Intersection	36	I-26	SR-30/Front Beach Rd	SR-392A/Hutchison Blvd	Panama City Beach	3	87	Yes
Intersection	37	I-27	US-98/W 15th St	Jenks Ave	Panama City	2	176	Yes
Segment	38	S-11	US-98/W 15th St	From June Ave to Jenks Ave	Panama City	3	63	Yes
Intersection	39	I-28	SR-30/Front Beach Rd	CR-308/Mcylan Rd	Unincorporated	3	65	No
Intersection	40	I-29	US-98/Panama City Beach Pkwy	Alf Coleman Rd/Alf Coleman Rd	Panama City Beach	3	192	Yes
Intersection	41	I-30	US-98/Panama City Beach Pkwy	Pier Park Dr	Panama City Beach	2	145	No
Intersection	42	I-31	US-98/W 15th St	Fairland Ave	Panama City	3	64	No
Intersection	43	I-32	SR-368/W 23rd St	Jenks Ave	Panama City	2	164	Yes
Intersection	44	I-33	N Hwy 231 (N US-231)	Cherokee Heights Rd	Unincorporated	3	47	No
Segment	45	S-12	9th St/Beck Ave/Saint Andrews Blvd	From Frankford Ave to Lisensby Ave	Unincorporated	3	24	Yes
Intersection	46	I-34	US-98/W 15th St	SR-383/Frankford Ave	Panama City	2	138	No
Intersection	47	I-35	SR-22/E 3rd St	N Highway 22 A/Boh Little Rd	Callaway	3	29	No
Intersection	48	I-36	N Hwy 231 (US-231)	Titus Rd	Unincorporated	2	90	No
Intersection	49	I-37	SR-30/Front Beach Rd	Hinson Ave	Unincorporated	3	25	Yes
Intersection	50	I-38	CR-392/Thomas Dr	S Thomas Dr	Panama City Beach	3	20	No

Page 1 of 2

Bay County Safety Action Plan  
High-Injury Network: Top 100 Locations

01/16/2025

Type	Ranking	HIN ID	Location	Location Description	Jurisdiction	Fatal & Serious Injury Crashes	All Crashes	In Vulnerable Road User (Bike/Ped) High Injury Network?
Segment	51	S-13	SR-388	From Point Washington WMA to 1/3 mi east of S Burnt Mill Creek	Unincorporated	3	11	No
Intersection	52	I-39	SR-77/MLK Blvd	US-98/SR-30A/15th St	Panama City	2	183	No
Intersection	53	I-40	CR-3031/Thomas Dr	CR-392/Thomas Dr	Unincorporated	3	26	No
Intersection	54	I-41	Hwy 77 (SR-77)	Hwy 2302	Unincorporated	3	25	Yes
Segment	55	S-14	US-98/Panama City Beach Parkway	From Powell Adams Dr to Philip Griffiths Sr Pkwy	Panama City Beach	3	199	Yes
Intersection	56	I-42	Hwy 231 (US-231)	Hwy 167/Reaford Rd	Unincorporated	3	29	No
Intersection	57	I-43	SR-30/Front Beach Rd	Short Street	Panama City Beach	3	11	No
Segment	58	S-15	SR-368/W 23rd St	From Winona Dr to Stanford Station	Panama City	2	155	No
Intersection	59	I-44	E Hwy 98 (E US-98)	E 3rd St	Springfield	3	17	Yes
Intersection	60	I-45	CR-392/Thomas Dr	Chickadee St	Unincorporated	3	9	Yes
Intersection	61	I-47	US-98/E 15th St	Luverne Ave	Panama City	3	21	No
Intersection	62	I-48	N Hwy 231 (N US-231)	Hudson Rd	Unincorporated	3	10	No
Intersection	63	I-49	CR-392/Thomas Dr	Silver Sands Rd	Unincorporated	3	8	Yes
Intersection	64	I-50	Hwy 77 (SR-77)	Hwy 2321 (SR-77A)	Unincorporated	2	126	No
Intersection	65	I-51	US-98/Front Beach Rd	Lakeview Cir	Panama City Beach	3	51	No
Intersection	66	I-52	US-231/SR-75	Pipeline Rd	Unincorporated	2	63	No
Intersection	67	I-53	US-231	Transmitter Rd	Unincorporated	2	113	No
Intersection	68	I-54	SR-392A/Hutchison Blvd	Alf Coleman Rd	Panama City Beach	2	64	No
Intersection	69	I-55	CR-392/Thomas Dr	Joan Ave	Unincorporated	2	129	Yes
Intersection	70	I-56	US-98/S Tyndall Pkwy	Cherry St	Callaway	2	136	No
Intersection	71	I-57	US-231/SR-75	Bayou George Dr	Unincorporated	2	52	No
Intersection	72	I-58	US-98/W 15th St	BaBoe Ave	Panama City	2	81	No
Intersection	73	I-59	US-98/Panama City Beach Pkwy	Griffin Blvd	Panama City Beach	2	48	Yes
Intersection	74	I-60	E 3rd St	Event Ave	Panama City	2	37	No
Intersection	75	I-61	SR-30/Front Beach Rd	Allison Ave	Unincorporated	2	95	No
Intersection	76	I-62	W Hwy 98 (W US-98)	Denford Ave	Panama City	2	42	Yes
Intersection	77	I-63	SR-368/E 23rd St	Wilson Ave/Leglar Ln	Panama City	2	97	Yes
Intersection	78	I-64	CR-2031/Thomas Dr	Laird St	Unincorporated	2	64	No
Intersection	79	I-65	US-98/W 15th St	SR-390/Beck Ave	Panama City	2	61	Yes
Segment	80	S-16	Thomas Dr	From Front Beach Rd to Joan Ave	Panama City Beach	2	68	No
Intersection	81	I-66	US-98/SR-30/Panama City Beach Pkwy	Woodlawn Dr	Unincorporated	2	97	No
Intersection	82	I-67	SR-392A/Hutchison Blvd	Churchwell Dr/S Slades Trl	Panama City Beach	2	36	Yes
Intersection	83	I-68	SR-392A/Hutchison Blvd	Lyndell Ln	Panama City Beach	2	29	No
Intersection	84	I-69	Hwy 77 (SR-77)	E Hwy 388 (E CR-388)	Unincorporated	2	37	No
Intersection	85	I-70	CR-2312/E Bblewin Rd	E 2nd Ave	Unincorporated	2	23	No
Intersection	86	I-71	Hwy 77 (SR-77)	Hwy 20 (SR-20)	Unincorporated	2	49	No
Segment	87	S-17	S Thomas Dr	From Front Beach Rd to Perch Ln	Panama City Beach	2	63	Yes
Segment	88	S-18	SR-77	From E Baldwin Dr to E 25th St	Lynn Haven	2	29	Yes
Intersection	89	I-72	CR-308/Joan Ave	N Logoon Dr	Unincorporated	2	70	No
Intersection	90	I-73	US-98/SR-30A	Bayview Ave/W 17th St	Panama City	2	37	Yes
Intersection	91	I-74	US-98/SR-30A/W 15th St	Lincoln Ave	Panama City	2	86	Yes
Intersection	92	I-75	Transmitter Rd	E 11th St	Springfield	2	33	No
Intersection	93	I-76	US-98/W 15th St	Caroline Blvd	Panama City	2	31	Yes
Intersection	94	I-77	SR-77/Ohio Ave	E 7th St	Lynn Haven	2	45	No
Intersection	95	I-78	US-98/S Tyndall Pkwy	Bust Rose Road	Parmer	2	29	Yes
Intersection	96	I-79	SR-390/Saint Andrews Blvd	SR-391/Airport Rd	Unincorporated	2	60	No
Intersection	97	I-80	SR-368/W 23rd St	Fortune Ave	Panama City	2	37	No
Intersection	98	I-81	US-98/W 15th St	Flower Ave	Panama City	2	19	Yes
Intersection	99	I-82	SR-399/Saint Andrews Blvd	SR-327/Lisensby Ave	Unincorporated	2	64	No
Intersection	100	I-83	US-98/SR-30A/E 15th St	Event Ave	Unincorporated	2	26	No

Page 2 of 2

## RESOLUTION BAY 25-04

### A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION SUPPORTING DEVELOPMENT OF THE BAY COUNTY SAFETY ACTION PLAN

---

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

**WHEREAS**, it is critical for the TPO to support Bay County's efforts to develop a comprehensive Safety Action Plan to ensure the safety of pedestrians, cyclists, and road users of all ages and abilities within Bay County; and

**WHEREAS**, fatal and severe crashes are preventable, and death and serious injury are currently an unacceptable cost on our roadway system; and

**WHEREAS**, pedestrians, bicyclists, and motorcyclists represent the most vulnerable road users and represent approximately 52% of all fatal traffic crashes and 40% of all severe injury crashes in the Bay County TPO area between July 2019 and June 2024; and

**WHEREAS**, the TPO adopts annual safety performance measures as part of the federally required safety performance measures; and

**WHEREAS**, the U.S. Department of Transportation has adopted the Safe System approach and Florida Department of Transportation (FDOT) has adopted a Target Zero Initiative; and

**WHEREAS**, the Emerald Coast Regional Council (ECRC) and the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs have adopted a Vision Zero goal; and

**WHEREAS**, the Bay County Safety Action Plan with Top 100 locations for fatal and serious injury crashes was developed with a data driven approach along with input from stakeholders, members of the public, and a multi-disciplinary Task Force comprised of representatives from local organizations and agencies with expertise in transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking;

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

- The TPO supports the development and adoption of the Bay County Safety Action Plan, which outlines detailed strategies and countermeasures to eliminate fatalities and serious injuries along the High Injury Network in the Bay County area.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 5<sup>th</sup> day of February 2025.

**BAY COUNTY TRANSPORTATION  
PLANNING ORGANIZATION**

BY: 

Pam Henderson, Chair

ATTEST: 

**Community Traffic Safety Team**  
Of Bay County

**CTST MEETING AGENDA**

**September 18, 2024**

**Bay County Government Center  
840 West 11th Street (3rd Floor)  
Traffic Engineering Conference Room  
10:00 AM**

**Optional Call-In Number: (850) 215-2745**

1. Welcome
2. Introductions / Roll Call
3. Project Updates by Stakeholders
4. Outstanding Action Item Review / Status Update
5. New Issues / Concerns
6. Safe Streets and Roads for All (SS4A) – Stakeholder Task Force Meeting
7. Closing /Adjourn

**Future Meetings (tentative):**

**November 20, 2024**

**Community Traffic Safety Team**  
Of Bay County

**CTST MEETING AGENDA**

**November 20, 2024**

**Bay County Government Center  
840 West 11th Street (3rd Floor)  
Traffic Engineering Conference Room  
10:00 AM**

**Optional Call-In Number: (850) 215-2745**

1. Welcome
2. Introductions / Roll Call
3. Project Updates by Stakeholders
4. Outstanding Action Item Review / Status Update
5. New Issues / Concerns
  - Miscellaneous Highway Lighting Projects
  - Callaway Elementary School Zone Flasher Programming
6. Safe Streets and Roads for All (SS4A) – Stakeholder Task Force Meeting
7. Closing /Adjourn

**Future Meetings (tentative):**

**January 15, 2025**

**Community Traffic Safety Team**  
Of Bay County

**CTST MEETING AGENDA**

**March 19, 2025**

**Bay County Government Center  
840 West 11th Street (3rd Floor)  
Traffic Engineering Conference Room  
10:00 AM**

**Optional Call-In Number: (850) 215-2745**

1. Welcome
2. Introductions / Roll Call
3. Project Updates by Stakeholders
4. Outstanding Action Item Review / Status Update
5. New Issues / Concerns
6. Safe Streets and Roads for All (SS4A) Update
7. Closing /Adjourn

**Future Meetings (tentative):**

**April 16, 2025**

**Bay County Community Traffic Safety Team (CTST) - Bay County Safety  
Action Plan Project Task Force**

<b>Entity</b>	<b>First Name</b>	<b>Last Name</b>
Anchor CEI	E.	Moore
Anchor CEI	E.	Thomasee
Bay County	D.	Morrison
Bay County	David	Tharp
Bay County	Keith	Bryant
Bay County	M.	Bowen
Bay County Chamber of Commerce	Patrick	Chapin
Bay County Sherriff's Office	Amanda	Rubel
Bay County Sherriff's Office	Billy	Byrd
Bay County Sherriff's Office	Mike	Morris
Bay County Sherriff's Office	M	Tochterman
Bay District Schools	Joshua	Balkom
Bay District Schools	Richard	Dashirl
Bay District Schools	Roy	Lilja
Bay District Schools		Waltell
CES Civil	C	Wence
CES Civil	Chad	Rohde
Ceteris Engineering	Jimmy	Smith
Callaway	Callaway City Manager	
Lynn Haven	B	Blalock
Lynn Haven	Comm	Friend
Lynn Haven	J	Janke
Lynn Haven	K	Anglin
Lynn Haven	T	Holmes
Lynn Haven Police Department	Mike	Williams
Mexico Beach	Michael	Manning
Mexico Beach	Chris	Hubbard
Mexico Beach Police	Douglas	Baber
Panama City	Brandy	Waldron
Panama City	David	Collier
Panama City	Grey	Dodge
Panama City	Jared	Jones
Panama City	Kent	Taylor
Panama City	Matt	DeVito
Panama City	Michelle	Zirkle
Panama City	Stacy	Rausch
Panama City	T	Miller

Panama City Beach Police Department	D.	McDonald
Panama City Beach Police Department	J	Dinese
Panama City Beach Police Department	R	McClanahan
Panama City Beach Police Department	Z	Rose
Panama City Police Department	John	Moore
Panama City Police Department	Ken	McVay
Parker Police Department	Parker	Police
D3 Florida Law Enforcement Liason	Brian	Muhlbach
DRMP	Ben	Faust
DRMP	John	Alaghemand
Emerald Coast Regional Council	Brittany	Ellers
Emerald Coast Regional Council	Caitlin	Cerame
Emerald Coast Regional Council	Gabrielle	Merritt
Emerald Coast Regional Council	Kristen	Barre
Emerald Coast Regional Council	Marybeth	Washnock
FDOT	Ashley	White
FDOT	Brinae	Halvorson
FDOT	Gretchen	Peoples
FDOT	Jason	Jones
FDOT	Jennifer	Hammond
FDOT	Jonathan	Harris
FDOT	Josh	Riley
FDOT	Kim	Toole
FDOT	Leigh	Guy
FDOT	Martin	Brust
FDOT	Michael	Lewis
FDOT	Michael	Wittkopf
FDOT	Olen	Pettis
FDOT	Tammy	Melchi
FDOT	Wesley	Chevillot
Fisher Arnold	J	Wright
FLHSMV	Benjamin	Weaver
FLHSMV	Cary	Hurst
FLHSMV	Charles	Alexander
FLHSMV	Charles	Harris
FLHSMV	Jason	King
FLHSMV	Neil	Rubel
FLHSMV	Warren	Fast
FLHSMV	William	Mathers
FPL	Teresa	Holloway

HNTB	Eddie	Johnson
Kimley Horn	Jeff	Brittain
Kimley Horn	Vincent	Spahr
Knology	Yogiantright	
Metric Engineering	Anna	Penton
Metric Engineering	J	Bloomfield
Metric Engineering	Mario	Collings
Not specified	Mark	Rogers
Not specified	Mellpcb	
Not specified	B	Tagiris
SLFiber	J.	Weiler
Webber	Kristyanna	Roberson

# Appendix B

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## Safety Analysis Report



# Safe Streets and Roads for All

# **SAFETY ANALYSIS REPORT**

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Bay County, Florida

February  
2025



# TABLE OF CONTENTS

<b>Introduction</b> .....	<b>1</b>
<b>Data Sources</b> .....	<b>2</b>
Crash Dataset .....	2
Road Network .....	2
Equity Areas .....	2
Limitations .....	5
<b>Countywide Crash Trends</b> .....	<b>6</b>
Crash Severity .....	6
Crash Type .....	8
Crash Locations .....	9
Mode of Travel .....	13
Time of Day .....	14
<b>High-Injury Network</b> .....	<b>15</b>
Crash Severity Weighting .....	15
High-Injury Network Development .....	16
Vulnerable Road User High-Injury Network .....	20
High-Injury Network Statistics .....	20
<b>Contextual Analysis</b> .....	<b>23</b>
Area Type Factors .....	23
Road User Factors .....	24
Environmental Factors .....	26
Road Factors .....	28



# TABLE OF CONTENTS (CONTINUED)

<b>High-Risk Network</b> .....	<b>33</b>
High-Risk Feature Weighting .....	33
High-Risk Network Development .....	36
<b>Next Steps</b> .....	<b>38</b>

## FIGURES

Figure 1. USDOT Disadvantaged Census Tracts in Bay County, FL (Compared to Nationwide Results).....	4
Figure 2. Total Crashes by Fiscal Year, Bay County .....	6
Figure 3. Fatal and Serious Injury (KSI) Crashes by Year, Bay County .....	7
Figure 4. Crash Heatmap, Bay County .....	11
Figure 5. Crash Locations and Severity, Bay County.....	12
Figure 6. Crashes by Hour of Day, Bay County .....	14
Figure 7. Bay County High-Injury Network Intersections.....	17
Figure 8. Bay County High-Injury Network Segments .....	18
Figure 9. Bay County High-Injury Network Locations in Transportation Disadvantaged Census Tracts .....	19
Figure 10. Bay County Vulnerable Road User High-Injury Network .....	21
Figure 11. Bay County High-Risk Network .....	37



# TABLES

Table 1. GIS Data Layers .....	3
Table 2. Crashes by Crash Type, Bay County .....	8
Table 3. Crashes by Jurisdiction, Bay County .....	9
Table 4. Crashes by Location Type, Bay County .....	10
Table 5. Crashes by Mode and Severity, Bay County .....	13
Table 6. Crashes by Time of Day, Bay County .....	14
Table 7. EPDO Score Calculations for Bay County .....	15
Table 8. Crash Severity Statistics, Bay County High-Injury Network .....	20
Table 9. Vulnerable Road User Statistics, Bay County High-Injury Network .....	20
Table 10. Area Type Statistics, Bay County High-Injury Network .....	22
Table 11. Crash Summary by Transportation Disadvantaged Census Tracts, Bay County .....	23
Table 12. Crash Summary by Area Type, Bay County .....	23
Table 13. Crash Summary by Vulnerable Road User Type, Bay County vs. Statewide .....	24
Table 14. Crash Summary by Driver Age, Bay County vs. Statewide .....	25
Table 15. Crash Summary by Alcohol or Drug Involvement, Bay County vs. Statewide .....	25
Table 16. Crash Summary by Lighting Condition, Bay County vs. Statewide .....	26
Table 17. Crash Summary by Road Surface Condition, Bay County vs. Statewide .....	27
Table 18. Crash Summary by AADT Range, Bay County .....	28
Table 19. Crash Summary by Functional Classification, Bay County .....	29
Table 20. Crash Summary by Context Classification, Bay County .....	30
Table 21. Crash Summary by Posted Speed Limit, Bay County .....	31
Table 22. Crash Summary by Number of Lanes, Bay County .....	31
Table 23. Crash Summary by Intersection Traffic Control Type, Bay County .....	32
Table 24. High-Risk Feature Weights, Number of Lanes .....	34
Table 25. High-Risk Feature Weights, AADT Range .....	35
Table 26. High-Risk Feature Weights, Functional Classification .....	35
Table 27. High-Risk Feature Weights, Posted Speed Limit .....	35
Table 28. High-Risk Feature Weights, Area Type .....	36



## Introduction

The Bay County Board of Commissioners received \$160,000 to produce a Safety Action Plan under the Federal Highway Administration's Safe Streets and Roads for All (SS4A) discretionary grant program. The Bay County Safety Action Plan will improve safety for all road users of the Bay County transportation network. Through robust data analysis and public/stakeholder engagement, the plan will identify existing safety issues and effective solutions to those issues. The goal of the Safety Action Plan is to reduce all crashes, but especially fatal and serious injury crashes, throughout the County using the Safe System Approach.

The first phase in developing the Safety Action Plan is the screening phase, where high crash locations are identified through an analysis of existing crash trends. The SS4A Self-Certification Eligibility Worksheet establishes the following criteria for Action Plan safety analysis:

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

This Safety Analysis Report summarizes the data sources used and existing Countywide crash trends. The primary outcome of this report is a list of the top 100 high crash locations to be considered for potential safety improvement projects. These top 100 locations include both intersections and road segments, which are illustrated collectively in the Bay County High-Injury Network (HIN). The results presented in this report will set the stage for the strategies and project selections included in the Bay County Safety Action Plan.



## Data Sources

### Crash Dataset

The analysis in this report is based on crash data for a five-year period from July 1, 2019, to June 30, 2024 covering all of Bay County as obtained from Signal Four Analytics<sup>1</sup>. Crash data was reviewed and cleaned prior to analysis. Crashes with coordinates outside of the Bay County boundary were reviewed, and those crashes occurring outside of Bay County were removed from the dataset. Additionally, incorrectly geolocated crashes within Bay County were removed from the dataset.

### Road Network

The road network which served as the basis for the spatial analysis was obtained through Bay County centerline data. This was supplemented with GIS data from the Florida Department of Transportation (FDOT) containing more detailed information on roadway characteristics such as functional classification, number of lanes, and speed limit, among others. Bay County traffic signal locations were also provided for the analysis. All available GIS data for this study is shown in **Table 1** on the following page.

### Equity Areas

The U.S. Department of Transportation's (USDOT) Equitable Transportation Community (ETC) tool identifies the transportation disadvantaged census tracts in Bay County as illustrated in **Figure 1**. This safety analysis report highlights the number of crashes occurring in these disadvantaged areas and ensures that disadvantaged communities are well-represented in the final HIN.

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<sup>1</sup> University of Florida. (2025). *Signal Four Analytics*. <https://signal4analytics.com/>

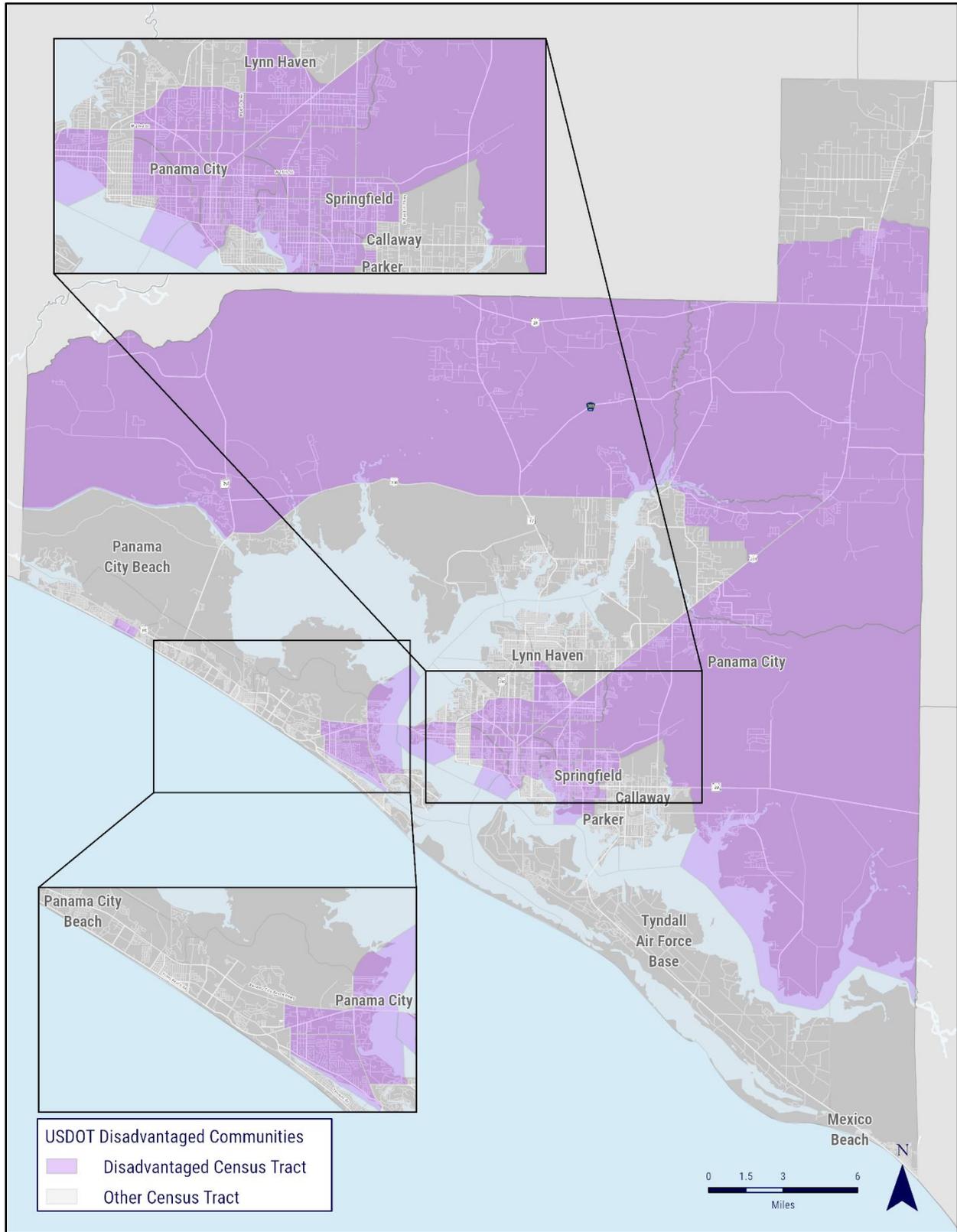


Table 1. GIS Data Layers

Category	Layer Description	Source	
		Bay County	FDOT
Road	Road Centerlines	X	X
Volume	Annual Average Daily Traffic (AADT)	X	X
Volume	Truck Traffic Volume		X
Road	Jurisdictional Ownership	X	
Road	Functional Classification	X	X
Road	Access Classification		X
Road	Context Classification		X
Road	Speed Limit		X
Road	Number of Lanes		X
Road	Lane Width		X
Road	Median Width/Type		X
Road	Shoulder Width/Type		X
Road	Pavement Material	X	
Multimodal	Bicycle Lanes		X
Multimodal	Bicycle Slots		X
Multimodal	Shared Path Width and Separation		X
Multimodal	Sidewalk Barriers		X
Multimodal	Sidewalk Width and Separation		X
Intersections	Traffic Signal Locations	X	X



Figure 1. USDOT Disadvantaged Census Tracts in Bay County, FL (Compared to Nationwide Results)





## Limitations

The limitations of the data sources used for this analysis are noted below:

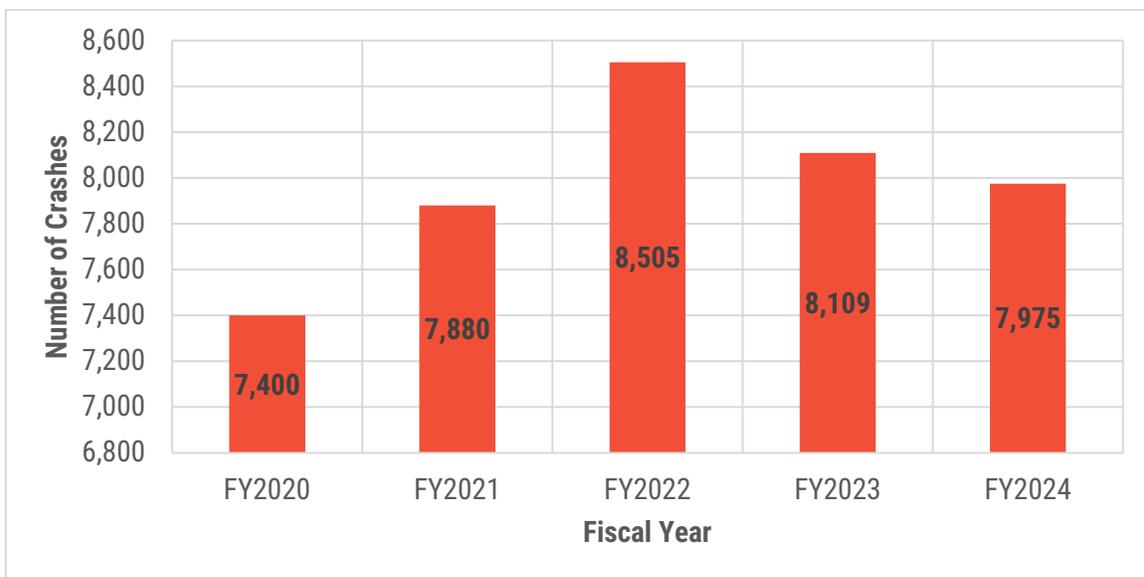
- **Crash reporting.** Only reported crashes are included the Signal Four dataset. Some crash types may be underreported due to lack of knowledge about the reporting process, lack of insurance or the desire not to go through the insurance claim process, fear of law enforcement or no apparent injuries in the crash.
- **Incomplete or inaccurate data within crash reports.** Geolocation of crash locations may be inaccurate for several reasons. Officers may use the GPS location of where they completed and submitted their crash report, such as a nearby parking lot, rather than the actual crash location. Additionally, crash type may be incorrectly assigned 'unknown' or 'other' because the crash type is derived from an incomplete or inaccurate field.
- **Not all crashes are assigned coordinates.** 87% of Countywide crashes were assigned coordinates and geolocated. The remaining 13% of crashes were not able to be mapped due to no coordinates being provided in the original crash reports.
- **Only crashes involving a vehicle are included.** A crash between a pedestrian and a bicyclist or a pedestrian and a train would not be included in the Signal Four dataset. Also, crashes involving a person using a micro-mobility device, such as an e-scooter, may be classified as pedestrian or bicyclist related. Golf cart crashes may be incorrectly coded as a vehicle crash as there are no fields within crash reports that captures the full range of roadway users.
- **Roadway attribute data may not reflect latest roadway conditions.** Crashes are from July 2019 to June 2024 and the roadway characteristics data used in the contextual analysis is from a 2017 to 2024. While the most recent available data for each characteristic was used, the data does not account for all changes in roadway geometry and roadway improvements that may have occurred during the study period.
- **Limited traffic volume data.** The crash analysis methodology developed for the safety analysis is based on a crash weighting system by severity and is not adjusted by traffic volumes to generate a crash rate. Annual Average Daily Traffic (AADT) counts for motor vehicles is not available for the entire study area within Bay County. Additionally bicycle and pedestrian volumes are not available to adjust for exposure.



## Countywide Crash Trends

A total of 39,869 crashes were reported in Bay County for the five-year analysis period from July 1, 2019 to June 30, 2024. **Figure 2** illustrates the number of crashes occurring in each 12-month timeframe. For consistency, crashes were reviewed by fiscal year (FY) to understand how frequencies are changing over time. There has been an average of 7,974 crashes per year. The Countywide crashes were lowest in FY2020 and highest in FY2022. The trend is similar statewide, with a spike in crashes observed in FY2022 followed by a downward trend.

Figure 2. Total Crashes by Fiscal Year, Bay County



## Crash Severity

The severity level of a crash reflects the maximum injury severity of any crash participant. FDOT’s KABCO crash severity scale is described below:

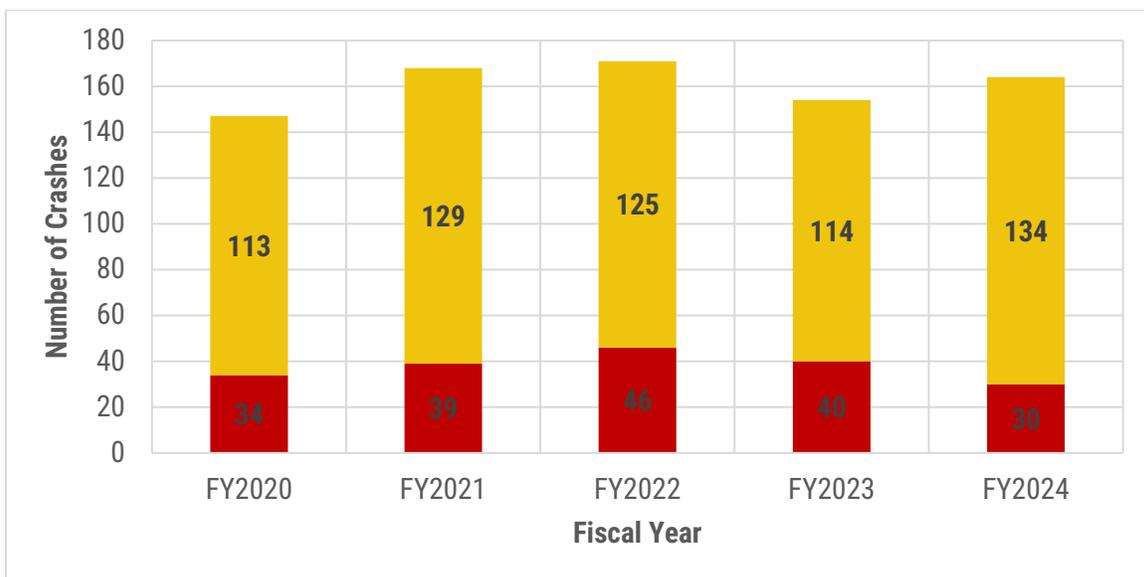
- **Fatality (K)** – crashes that result in one or more fatalities within 30 days after the crash occurred.
- **Incapacitating/Serious Injury (A)** – crashes that result in disabling injuries such as broken bones or severed limbs, typically requiring hospitalization and transport.
- **Non-Incapacitating Injury (B)** – crashes that result in non-disabling injuries such as lacerations, scrapes, or bruises that may or may not require hospitalization.



- **Possible Injury (C)** – crashes where there is a possible injury, typically not requiring hospitalization.
- **No Injury (O)** – crashes where no persons were reported to be injured, also known as property damage only (PDO) crashes.

High-severity crashes are of particular importance in this Safety Action Plan, therefore emphasis is given to trends related to fatal and serious injury crashes, or KSI crashes. Of the Countywide crashes, 804 were KSI crashes including 189 fatal crashes and 615 serious injury crashes. **Figure 3** illustrates the fatal and serious injury crashes reported by year within Bay County. Over the five-year period, the number of fatal and serious injury crashes within the County remained relatively constant with an average of 161 (about 2%) per year. This is again comparable to statewide observations, with KSI crashes representing 2.4% of all crashes, on average. Despite significant fluctuations in the total crashes occurring from FY2020 through FY2024, the number of fatal and serious injury crashes were largely unchanged at both the County and state level.

Figure 3. Fatal and Serious Injury (KSI) Crashes by Year, Bay County





## Crash Type

**Table 2** summarizes the crash types for all crashes and KSI crashes. Values highlighted in red indicate crash types that represent a larger proportion of KSI crashes than total crashes. The most common KSI crash type is left-turn related crashes, which accounted for approximately 16% of KSI crashes but only 8% of total crashes. Following this, ‘other’ crashes represented 14%, and ‘rear end’ and ‘off road’ crashes each represented 13% of the KSI crashes. Although pedestrian crashes are only 1% of total crashes, they account for 13% of KSI crashes. Similarly, bicycle crashes made up less than 1% of total crashes, yet they represented 5% of KSI crashes.

Table 2. Crashes by Crash Type, Bay County

Crash Type	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
Angle	2,751	6.9%	80	10.0%
Animal	295	0.7%	1	0.1%
Bicycle	274	0.7%	41	5.1%
Head On	634	1.6%	38	4.7%
Left Turn	3,264	8.2%	129	16.0%
Off Road	3,192	8.0%	104	12.9%
Other	9,949	25.0%	110	13.7%
Pedestrian	389	1.0%	101	12.6%
Rear End	12,944	32.5%	102	12.7%
Right Turn	451	1.1%	3	0.4%
Rollover	418	1.0%	56	7.0%
Sideswipe	3,460	8.7%	19	2.4%
Unknown	1,848	4.6%	20	2.5%
<b>Total</b>	<b>39,869</b>	<b>100.0%</b>	<b>804</b>	<b>100.0%</b>



## Crash Locations

This section provides a summary of crash locations over the five-year study period. It should be noted that of the 39,869 total crashes, only 34,721 crashes (87%) are geolocated. Therefore, the review of crash locations is based on 87% of the Countywide dataset.

**Table 3** provides the breakdown of all crashes and KSI crashes for every jurisdiction within Bay County. Panama City, Panama City Beach, and Lynn Haven collectively account for 58% of the Countywide crashes and 42% of the KSI crashes. Crashes in unincorporated Bay County represent 34% of all crashes and 49% of serious injury crashes. This information indicates that unincorporated areas overrepresent KSI crashes in the County and should be given special emphasis in the Safety Action Plan.

*Table 3. Crashes by Jurisdiction, Bay County*

Jurisdiction	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
Callaway	1,551	4.5%	22	2.8%
Lynn Haven	2,811	8.1%	24	3.0%
Mexico Beach	95	0.3%	4	0.5%
Naval Support Activity Center	4	0.0%	0	0.0%
Panama City	12,069	34.8%	168	21.0%
Panama City Beach	5,196	15.0%	145	18.2%
Parker	303	0.9%	12	1.5%
Springfield	756	2.2%	32	4.0%
Tyndall Air Force Base	103	0.3%	1	0.1%
Unincorporated Bay County	11,859	34.1%	393	49.0%
<b>Total*</b>	<b>34,747</b>	<b>100.0%</b>	<b>801</b>	<b>100.0%</b>

\*Represents the total number of geolocated crashes (87% of Countywide crashes)



**Table 4** summarizes the crash location type including signalized intersections, unsignalized intersections, and crashes not at an intersection. Unsignalized intersections account for the highest proportion of all crashes (40.7%) and KSI crashes (45.9%).

*Table 4. Crashes by Location Type, Bay County*

Location Type	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
Not at Intersection	9,044	26.0%	209	26.1%
Signalized Intersection	11,575	33.3%	224	28.0%
Unsignalized Intersection	14,128	40.7%	368	45.9%
<b>Total*</b>	<b>34,747</b>	<b>100.00%</b>	<b>801</b>	<b>100.0%</b>

\*Represents the total number of geolocated crashes (87% of Countywide crashes)

**Figure 4** contains the Countywide crash heatmap, illustrating the concentrations of all crashes over the five-year study period. The crash heatmap is not weighted by severity. This graphic shows that the highest concentrations of crashes are found in Panama City, Panama City Beach, and Lynn Haven. **Figure 5** identifies the crash point locations and highlights the areas where most KSI crashes are occurring.



Figure 4. Crash Heatmap, Bay County

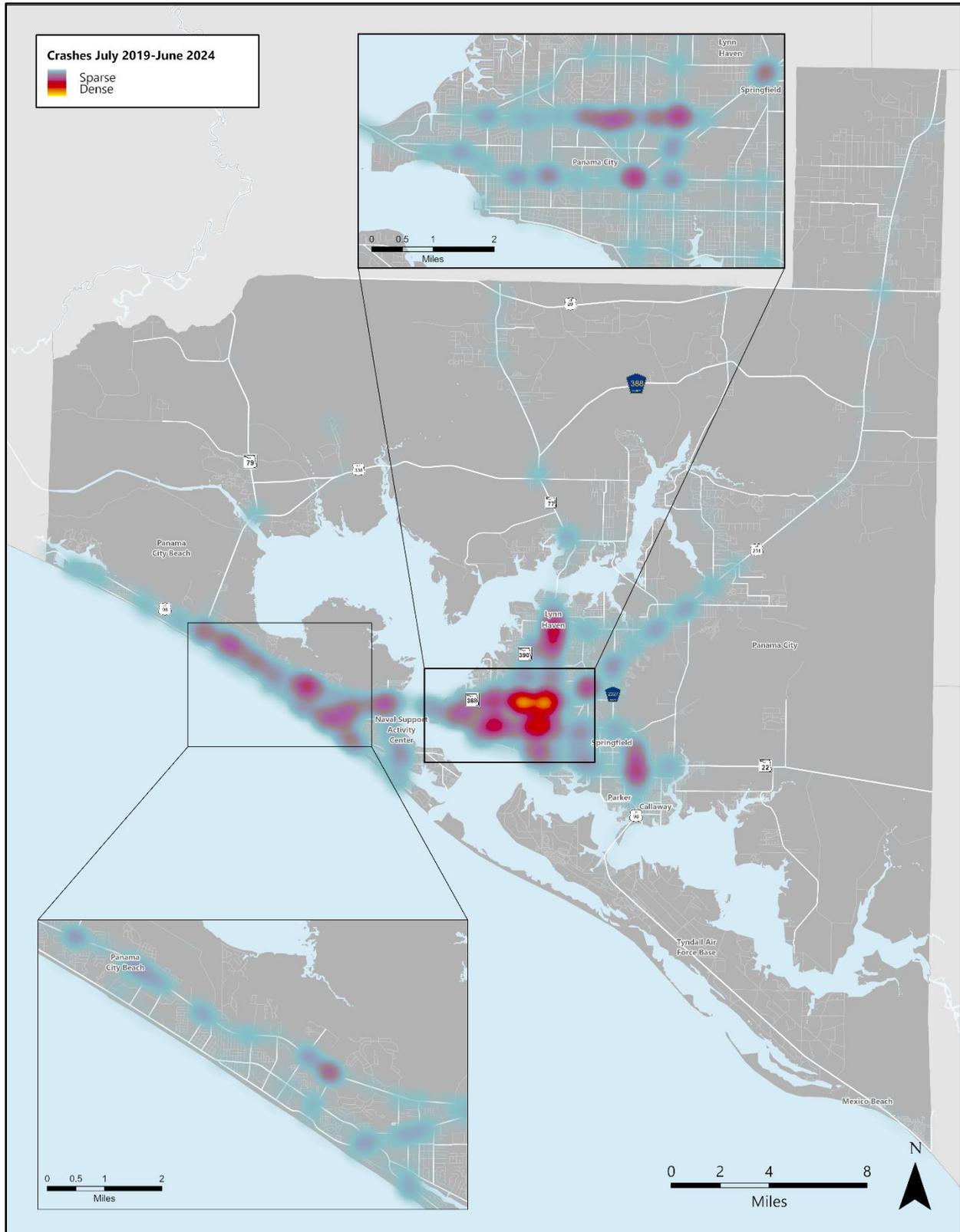
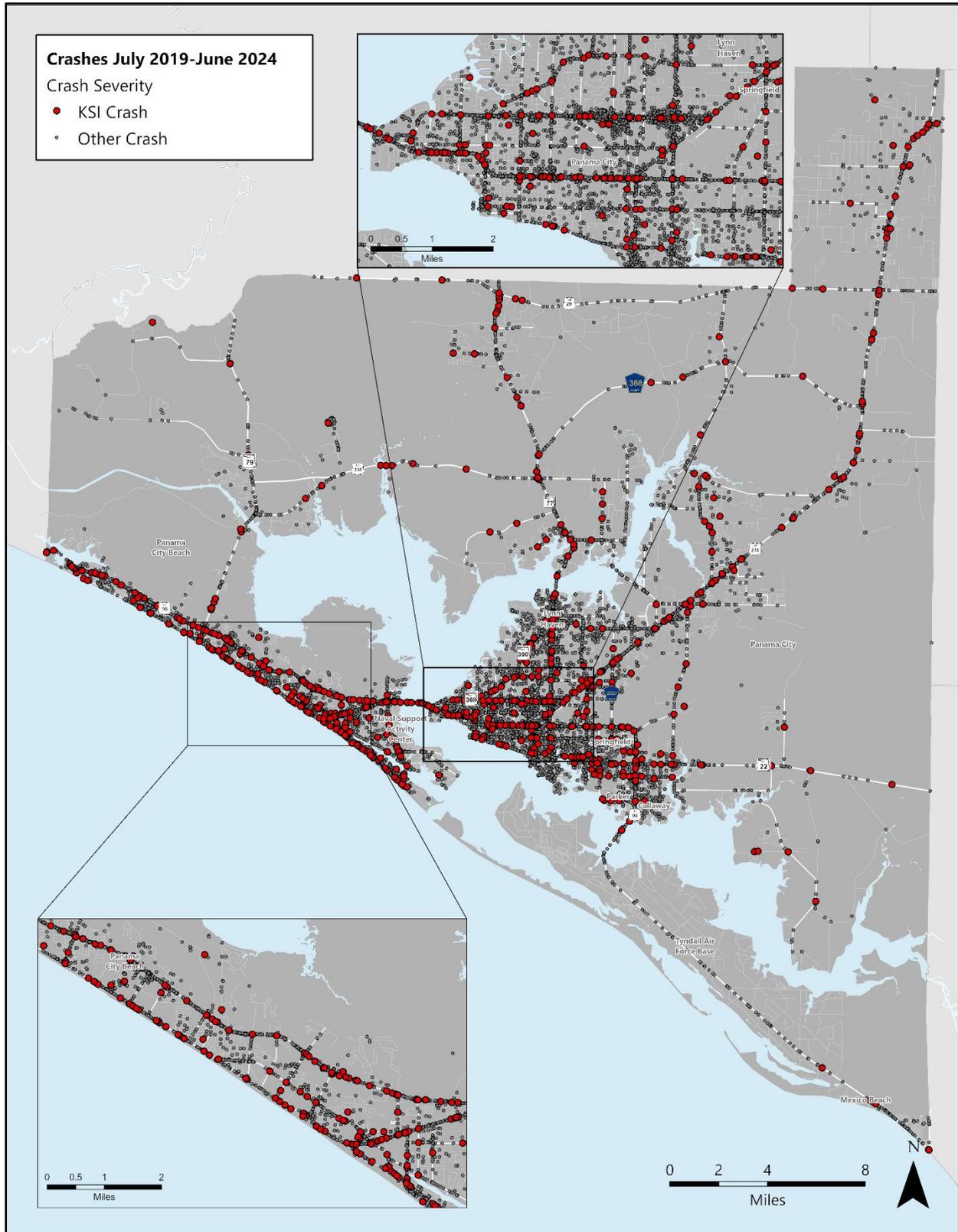




Figure 5. Crash Locations and Severity, Bay County





## Mode of Travel

**Table 5** illustrates the impact of travel mode on crash occurrence and crash severity. Crashes involving vehicles only (cars and trucks) represent over 95% of the Countywide crashes, but just over 57% of the KSI crashes. Conversely, crashes involving pedestrians, bicycles, or motorcycles account for under 5% of the total crashes but almost 43% of KSI crashes. Motorcycle crashes are most likely to result in fatality or serious injury (20%), following by pedestrian crashes (17%) and bicycle crashes (13%). This data underscores the need to provide special emphasis on crashes involving vulnerable road users in the development of the Safety Action Plan.

*Table 5. Crashes by Mode and Severity, Bay County*

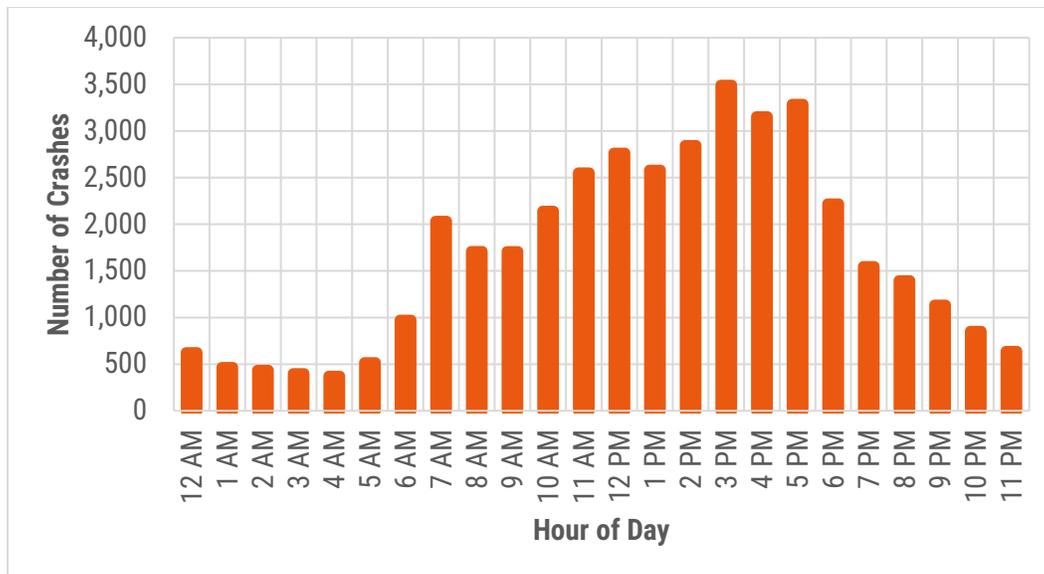
Mode	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes	Number of Fatalities	Number of Serious Injuries	Percent of Crashes Resulting in Fatality or Serious Injuries
Pedestrian	670	1.7%	111	13.8%	46	65	16.6%
Bicycle	417	1.0%	56	7.0%	17	39	13.4%
Motorcycle	880	2.2%	176	21.9%	35	141	20.0%
Car & Truck	37,902	95.1%	461	57.3%	91	370	1.2%
<b>Total</b>	<b>39,869</b>	<b>100.0%</b>	<b>804</b>	<b>100.0%</b>	<b>189</b>	<b>615</b>	-



## Time of Day

**Figure 6** on the following page depicts the crash trends by time of day. Nearly 77% of crashes occur between the hours of 7:00 AM and 6:00 PM. Crashes primarily occur during the PM peak period from 3:00 PM to 6:00 PM, representing 25% of all crashes.

Figure 6. Crashes by Hour of Day, Bay County



Crashes occurring during the daytime and nighttime are shown in **Table 6**. Daytime crashes account for a majority of all crashes (nearly 77%) but only 55% of KSI crashes. Nighttime crashes, on the other hand, account for 23% of all crashes but 45% of KSI crashes. Lighting conditions and potential lighting improvement projects should therefore be considered in the Safety Action Plan.

Table 6. Crashes by Time of Day, Bay County

Time of Day	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
Day	30,501	76.5%	440	54.7%
Night	9,368	23.5%	364	45.3%
<b>Total</b>	<b>39,869</b>	<b>100.0%</b>	<b>804</b>	<b>100.0%</b>



# High-Injury Network

This section summarizes the methodology to develop the high-injury network (HIN) for Bay County. The results of this analysis will be used to inform the location and development of projects in the Safety Action Plan. The HIN is a collection of road segments and intersections where a disproportionate number of crashes, especially KSI crashes, occur. The safety analysis methodology presented follows guidance in the Highway Safety Manual Chapter 4 - Network Screening<sup>2</sup>.

## Crash Severity Weighting

In order to emphasize KSI crashes in the development of the HIN, equivalent property damage only (EPDO) crash weights were calculated for each crash severity based on the FDOT KABCO Crash Costs found in Table 122.6.2 of the FDOT Design Manual. Furthermore, crash severity categories were combined, and the resulting weighted average EPDO crash scores shown in **Table 7** were applied. Combining fatal and incapacitating injury crashes, in particular, allows us to give higher weight to severe crashes that could have been fatal under different circumstances.

Table 7. EPDO Score Calculations for Bay County

Crash Severity	Crash Cost	EPDO Score	Total Crashes	Weighted Average EPDO Score
Fatality (K)	\$10,890,000	1,414	189	421
Incapacitating Injury (A)	\$888,030	115	615	
Non-Incapacitating Injury (B)	\$180,180	23	2,219	17
Possible Injury (C)	\$103,950	14	4,201	
No Injury (O)	\$7,700	1	32,645	1

<sup>2</sup> American Society of State Highway Transportation Officials. (2010). *Highway Safety Manual, 1<sup>st</sup> Edition*.



An example calculation of the weighted average EPDO score for fatal (K) and incapacitating injury (A) crashes is shown below.

$$EPDO\ Crash\ Score = \frac{N_K \times EPDO_K + N_A \times EPDO_A}{N_K + N_A} = \frac{189 \times 1,414 + 615 \times 115}{189 + 615} = 421$$

Where:

$N_K$  = Number of Fatal Crashes

$N_A$  = Number of Serious Injury Crashes

$EPDO_K$  = Fatal Crash EPDO Weight

$EPDO_A$  = Serious Injury Crash EPDO Weight

## High-Injury Network Development

Geolocated crashes were assigned to either road segments or intersections, and the total EPDO score was summed by location. All road segments and intersections were ranked according to their EPDO score.

First, all intersection nodes were automatically identified in the Bay County road network, and non-overlapping 250-foot buffers were generated at each node. Crashes were summarized within each intersection buffer, and a total EPDO score was determined. Crashes geolocated to the top 10 ranking intersections were sampled to assess the accuracy of this approach. Out of the 1,598 crashes occurring at the top 10 intersections, 267 crash reports (16.7%) were reviewed in detail representing a statistically significant sample with 90% confidence. Of these crash reports, under 16% were found to be inaccurately located, and only 2% of KSI crashes were inaccurately located. Therefore, the approach to geolocating intersection crashes was found to be acceptable for this network screening analysis. The inaccurately located KSI crashes were manually adjusted for the top 10 intersections only; further manual adjustment was outside the scope of this study.

For segments, the Bay County road network was broken into half-mile sections. Crashes not occurring at intersections were summarized for each half-mile segment using a 100-foot search radius from the centerline. The highest-ranking half-mile segments were then reviewed and combined as appropriate.

The ultimate goal of the HIN is to identify the top 100 ranking locations for safety improvement projects in Bay County. The lists of top-ranking intersections and segments were combined, and all intersections/segments with less than two KSI crashes were eliminated. The remaining intersections/segments were sorted according to their EPDO score. A lower threshold was set resulting in a final list of 100 locations, including 82 intersections (**Figure 7**) and 18 segments (**Figure 8**). **Figure 9** shows the overall HIN in relation to transportation disadvantaged census tracts in Bay County.



Figure 7. Bay County High-Injury Network Intersections

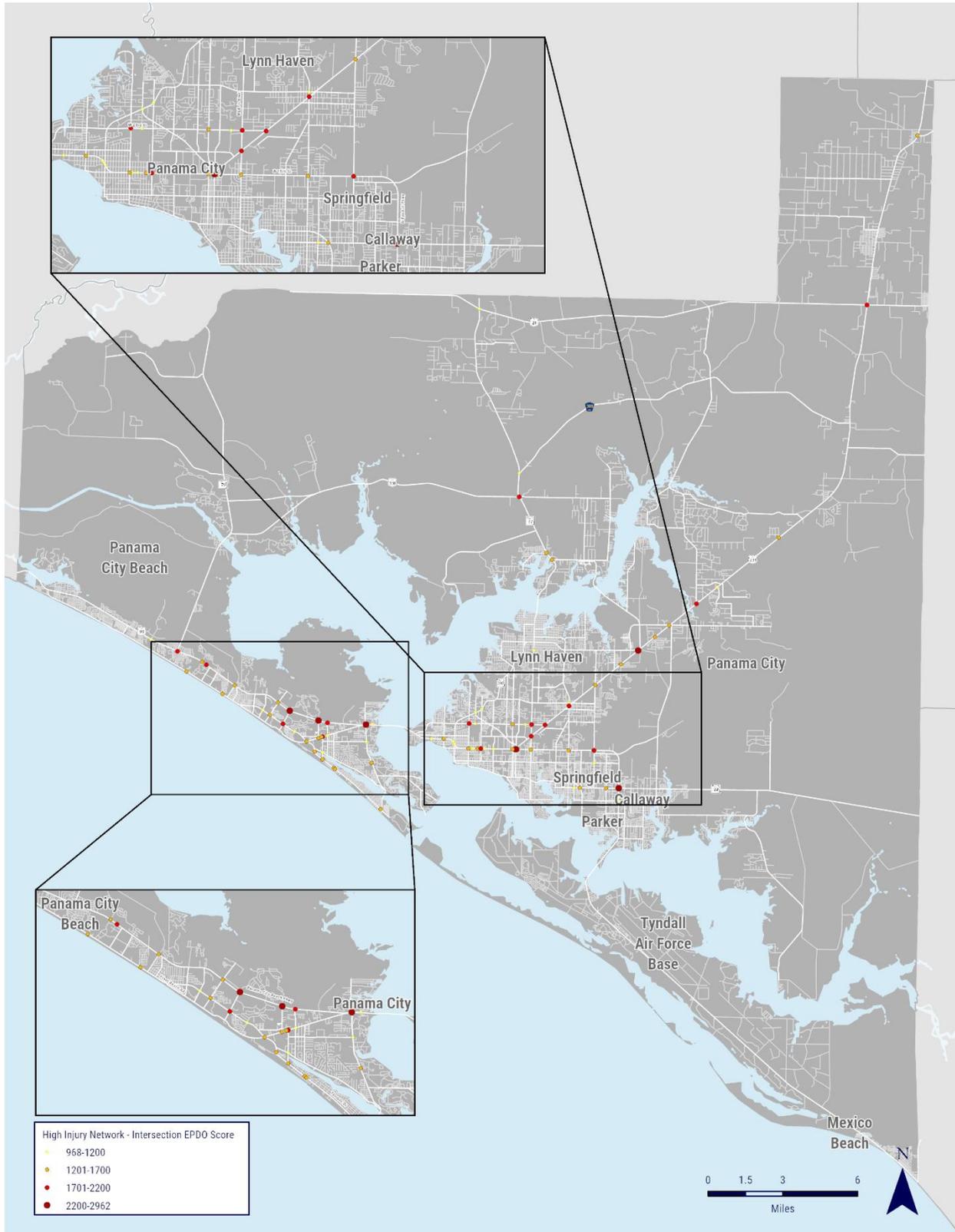




Figure 8. Bay County High-Injury Network Segments

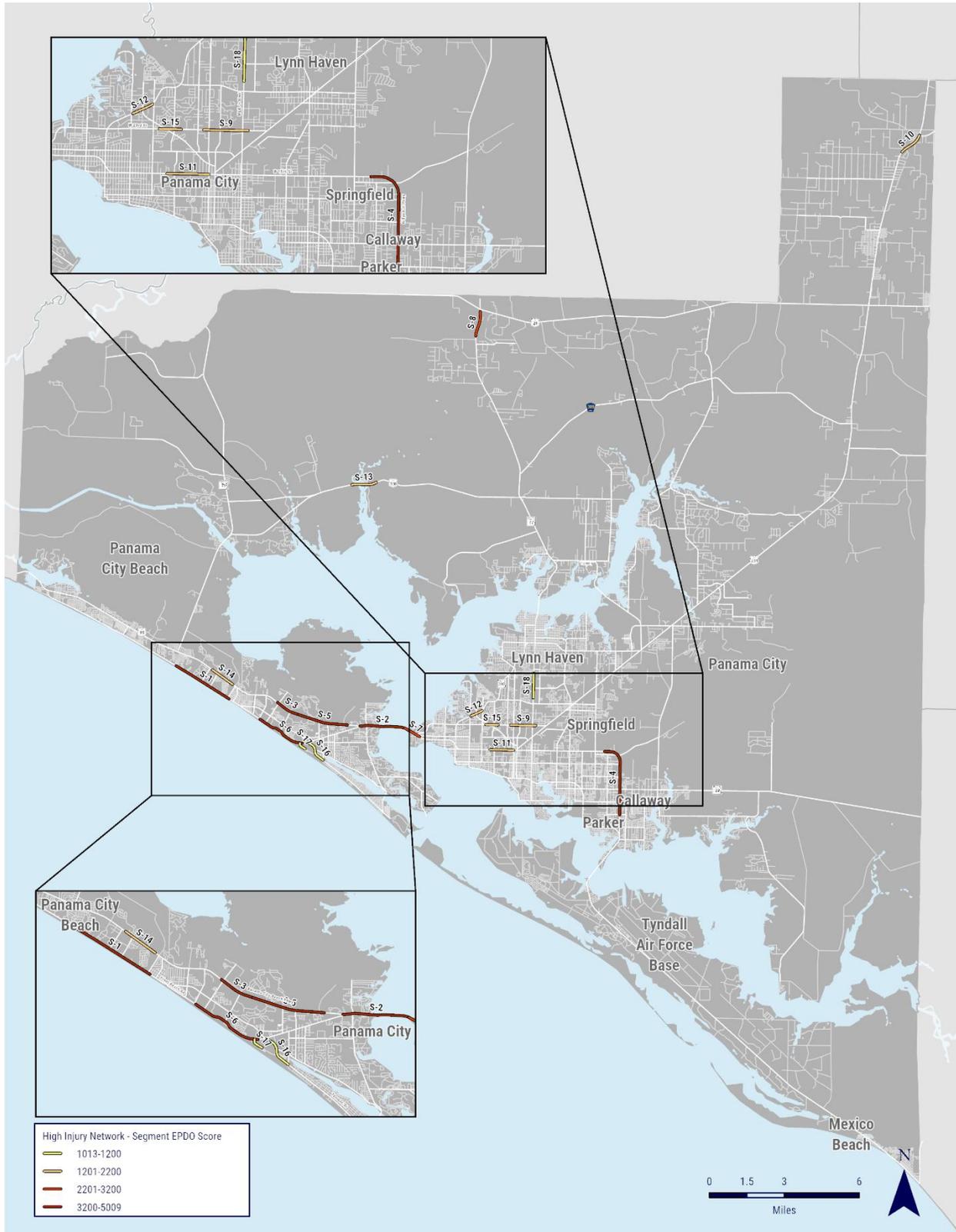
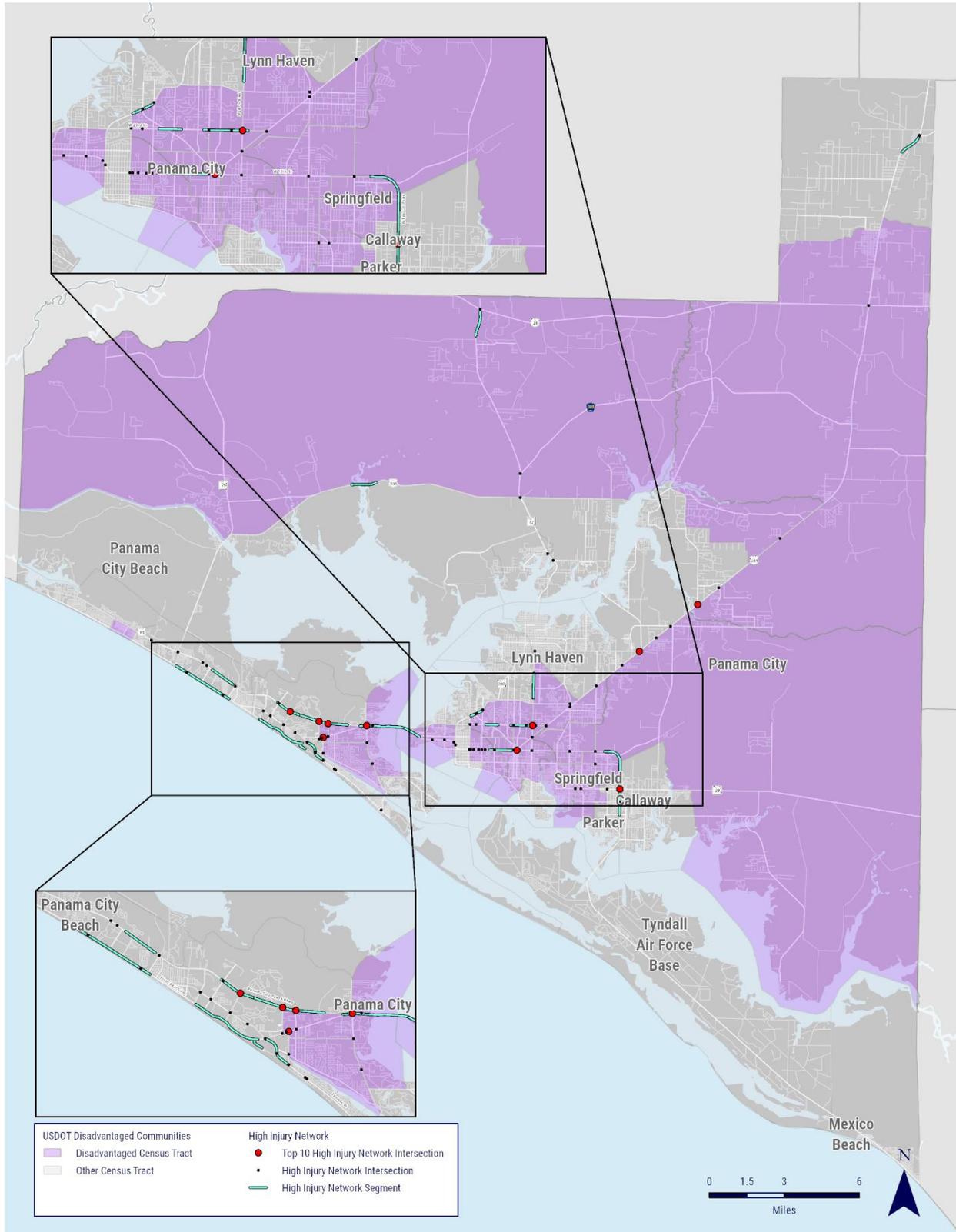




Figure 9. Bay County High-Injury Network Locations in Transportation Disadvantaged Census Tracts





## Vulnerable Road User High-Injury Network

The data in **Table 5** previously illustrated the overrepresentation of vulnerable road users in KSI crashes Countywide. A Vulnerable Road User (VRU) HIN was therefore prepared to identify locations where safety improvements should be considered specifically for pedestrians and bicyclists. This is also explored through examining the overlaps between the overall HIN intersections/segments and the VRU HIN.

The methodology for the VRU HIN development is consistent with the method used for the overall HIN. All intersections/segments with less than one KSI crash were eliminated. The remaining intersections/segments were included in the VRU HIN shown in **Figure 10** on the following page.

## High-Injury Network Statistics

**Table 8** summarizes basic statistics of the overall HIN, showing that nearly 23% of all County crashes and over 38% of the KSI crashes are accounted for.

*Table 8. Crash Severity Statistics, Bay County High-Injury Network*

Crash Severity	Countywide Crashes	High-Injury Network Crashes	Percent in High-Injury Network
All	39,869	9,049	22.7%
KSI	804	307	38.2%

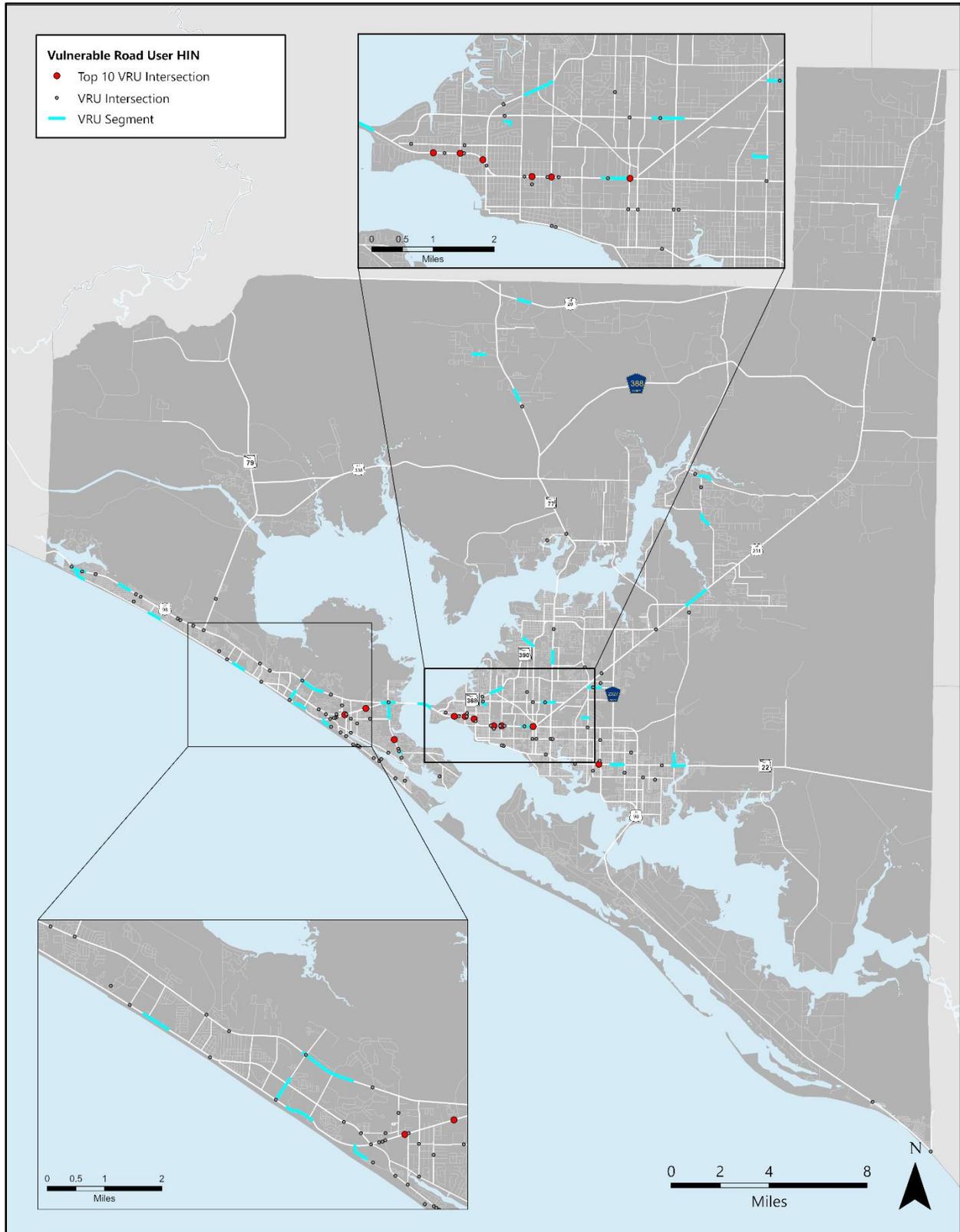
**Table 9** shows that of the 82 intersections in the overall HIN, 28 (34%) are also in the VRU HIN. Additionally, 11 of the 18 road segments (61%) are in the VRU HIN. In total, 39% of the overall HIN overlaps with VRU HIN, indicating that vulnerable road user needs are well-represented in the list of top-ranking locations.

*Table 9. Vulnerable Road User Statistics, Bay County High-Injury Network*

Location Type	In High-Injury Network	In Vulnerable Road User High-Injury Network	Percent in Vulnerable Road User High-Injury Network
Intersections	82	28	34.1%
Segments	18	11	61.1%
<b>Total</b>	<b>100</b>	<b>39</b>	<b>39.0%</b>



Figure 10. Bay County Vulnerable Road User High-Injury Network





Lastly, **Table 10** summarizes the proportion of the overall HIN in urban areas versus rural areas. A total of 31% of the HIN is in rural areas, including 32% of intersections and 28% of segments. Additionally, nearly 71% of intersections and 61% of segments are within transportation disadvantaged census tracts.

*Table 10. Area Type Statistics, Bay County High-Injury Network*

Location Type	In High-Injury Network	In Rural Area	Percent in Rural Area	In Disadvantaged Census Tract	Percent in Disadvantaged Census Tract
Intersections	82	26	31.7%	44	53.7%
Segments	18	5	27.8%	11	61.1%
<b>Total</b>	<b>100</b>	<b>31</b>	<b>31.0%</b>	<b>69</b>	<b>69.0%</b>



## Contextual Analysis

This section provides additional information on the reported crashes analyzed in this report, providing a contextual analysis of factors such as area type, road user factors, environmental factors, and roadway conditions. The goal of the contextual analysis is to identify high-risk features related to each of these factors, which will be used to develop a High-Risk Network (HRN) for Bay County. While the HIN is a reactive approach focusing on crash history, the HRN is a proactive approach highlighting the potential for future crashes.

### Area Type Factors

Area type factors include equity considerations. **Table 11** identifies the crashes occurring within transportation disadvantaged census tracts in Bay County, which account for 54.6% of all crashes and 50.6% of KSI crashes. This data indicates that most crashes are occurring in transportation disadvantaged areas.

*Table 11. Crash Summary by Transportation Disadvantaged Census Tracts, Bay County*

In USDOT Transportation Disadvantaged Census Tract	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
Yes	18,976	54.6%	405	50.6%
No	15,771	45.4%	396	49.4%
<b>Total*</b>	<b>34,747</b>	<b>100.00%</b>	<b>801</b>	<b>100.00%</b>

\*Represents the total number of geolocated crashes (87% of Countywide crashes)

**Table 12** identifies crashes occurring within urban or rural areas in Bay County. The Urban Area boundary is defined by the 2020 US Census. Crashes within urban areas account for 90% of all crashes and 82% of KSI crashes. Crashes in rural areas account for 10% of all crashes, however KSI crashes are overrepresented, with 18% of KSI crashes occurring in these areas.

*Table 12. Crash Summary by Area Type, Bay County*

Area Type	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
Urban	31,342	90.2%	658	82.2%
Rural	3,405	9.8%	143	17.9%
<b>Total*</b>	<b>34,747</b>	<b>100.00%</b>	<b>801</b>	<b>100.00%</b>

\*Represents the total number of geolocated crashes (87% of Countywide crashes)



## Road User Factors

This section contains information on road user factors in Bay County crashes, including vulnerable road users, driver age, and behavioral factors (alcohol and drug involvement). Note that the crashes summarized in these tables are not mutually exclusive, with the possibility of multiple categories being involved in any one crash. These characteristics are compared to the statewide average over the same timeframe (July 1, 2019 to June 30, 2024) as reported by Signal Four Analytics.

**Table 13** shows the summary of vulnerable road users involved in crashes throughout the County, considering pedestrians, bicyclists, and motorcyclists. In all cases, vulnerable road users are overrepresented in KSI crashes. Additionally, the overrepresentation in Bay County exceeds that at the statewide level.

Table 13. Crash Summary by Vulnerable Road User Type, Bay County vs. Statewide

Vulnerable Road User Type	Bay County				Statewide Average	
	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes	Percent of Total Crashes	Percent of KSI Crashes
Pedestrian	670	1.7%	111	13.8%	1.6%	13.4%
Bicycle	417	1.0%	56	7.0%	1.2%	6.2%
Motorcycle	880	2.2%	176	21.9%	1.5%	15.4%
<b>Total</b>	<b>1,967</b>	<b>4.9%</b>	<b>343</b>	<b>42.7%</b>	<b>4.4%</b>	<b>35.0%</b>

**Table 14** on the following page summarizes KSI crashes by driver age. Approximately 19% of all crashes and 18% of KSI crashes in the analysis period involved an ‘Aging Driver’ (age 65 or older). Teenage drivers were involved in approximately 15% of all crashes and 12% of KSI crashes during this period. Bay County is one of Florida’s Aging Road User (65+) Priority Counties for the year 2024<sup>3</sup>. Therefore aging drivers, in particular, should be given special emphasis in the Safety Action Plan.

<sup>3</sup> Florida Department of Transportation. (2025). *Data, Safe Mobility for Life Coalition*. <https://www.safemobilityfl.com/Data.htm>



Table 14. Crash Summary by Driver Age, Bay County vs. Statewide

Driver Age	Bay County			Statewide Average		
	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes	Percent of Total Crashes	Percent of KSI Crashes
Aging (65+)	7,742	19.4%	142	17.7%	20.2%	21.5%
Teenage (15-19)	5,885	14.8%	95	11.8%	11.5%	10.3%
<b>Total</b>	<b>13,627</b>	<b>34.2%</b>	<b>237</b>	<b>29.5%</b>	<b>31.7%</b>	<b>31.8%</b>

Table 15 shows that drug-related crashes in Bay County account for similar proportions as the statewide average, representing under 1% of all crashes yet over 6% of fatal or serious injury crashes. The contribution of alcohol-related KSI crashes in the County, however, is almost 50% higher than the statewide average. Approximately 3% of Bay County’s crashes and 13% of KSI crashes involved alcohol. Statewide, alcohol-related crashes account for 2% of the total and 9% of KSI crashes.

Table 15. Crash Summary by Alcohol or Drug Involvement, Bay County vs. Statewide

Behavioral Factor	Bay County			Statewide Average		
	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes	Percent of Total Crashes	Percent of KSI Crashes
Alcohol Involved	1,399	3.5%	106	13.2%	2.0%	8.7%
Drug Involved	359	0.9%	50	6.2%	0.6%	5.6%
<b>Total</b>	<b>1,758</b>	<b>4.4%</b>	<b>156</b>	<b>19.4%</b>	<b>2.6%</b>	<b>14.3%</b>



## Environmental Factors

Environmental factors considered are lighting condition and road surface condition. Lighting conditions summarized in **Table 16** show that KSI crashes are overrepresented in all categories except daylight conditions. In particular, dark conditions account for 44% of KSI crashes but only 22% of total crashes. In comparison, the statewide average is 22% of all crashes and 39% of KSI crashes, indicating that lighting conditions play a larger role in Bay County’s high-severity crashes.

Table 16. Crash Summary by Lighting Condition, Bay County vs. Statewide

Lighting Condition	Bay County				Statewide Average	
	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes	Percent of Total Crashes	Percent of KSI Crashes
Dark - Lighted	6,037	15.1%	207	25.7%	17.1%	23.7%
Dark - Not Lighted	2,549	6.4%	145	18.0%	5.0%	14.8%
Dark - Unknown Lighting	83	0.2%	1	0.1%	0.2%	0.2%
Dawn	372	0.9%	11	1.4%	1.5%	2.0%
Dusk	979	2.5%	22	2.7%	2.8%	3.5%
Daylight	27,100	68.0%	402	50.0%	72.7%	55.7%
Other	38	0.1%	0	0.0%	0.1%	0.1%
Unknown	426	1.1%	16	2.0%	0.5%	0.1%
Not Coded	2,285	5.7%	0	0.0%	0.1%	0.0%
<b>Total</b>	<b>39,869</b>	<b>100.0%</b>	<b>804</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Table 17** (next page) shows the road surface condition summary for Bay County crashes. Most crashes occurred on dry pavement. Wet pavement crashes account for 12% of all crashes and 11% of KSI crashes. Crashes by road surface condition in Bay County are similar to statewide trends.



Table 17. Crash Summary by Road Surface Condition, Bay County vs. Statewide

Road Surface Condition	Bay County				Statewide Average	
	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes	Percent of Total Crashes	Percent of KSI Crashes
Dry	32,560	81.7%	709	88.2%	87.3%	88.6%
Ice/Frost	3	0.0%	1	0.1%	0.0%	0.0%
Water	15	0.0%	1	0.1%	0.0%	0.0%
Wet	4,703	11.8%	87	10.8%	12.0%	10.7%
Mud, Dirt, Gravel	115	0.3%	1	0.1%	0.1%	0.4%
Oil	14	0.0%	1	0.1%	0.0%	0.0%
Sand	8	0.0%	0	0.0%	0.0%	0.1%
Other	10	0.0%	1	0.1%	0.0%	0.1%
Unknown	159	0.4%	3	0.4%	0.4%	0.1%
Not Coded	2,282	5.7%	0	0.0%	0.1%	0.0%
<b>Total</b>	<b>39,869</b>	<b>100.0%</b>	<b>804</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>



## Road Factors

This section provides crash information organized by roadway characteristics, such as traffic volume, functional classification, speed limit, and traffic control. Each of the factors compared the percent of total/KSI crashes to population share. For road segment characteristics, the population share was calculated as the percent of centerline miles. For intersection characteristics, the population share was determined simply as a percent of the total number of intersections. The evaluations in this section are limited by the coverage of each FDOT data set used. The data sets typically account for about 70% of the Countywide crashes, therefore the trends noted are a majority representation.

### TRAFFIC VOLUME

**Table 18** summarizes crashes by annual average daily traffic (AADT) range compared with the percentage of centerline miles. Facilities with an AADT of less than 15,000 vehicles per day (vpd) account for nearly 71% of the centerline miles, but only 36% of total crashes and 42% of KSI crashes. Conversely, facilities with a higher AADT account for a higher proportion of total and KSI crashes compared to centerline miles. On facilities with an AADT over 30,000 vpd, which accounted for roughly 9% of the centerline miles analyzed, 35% of total crashes and 28% of KSI crashes occurred. Similarly, on facilities with an AADT between 15,000 vpd and 30,000 vpd, accounting for 21% of centerline miles, 29% of total crashes and 30% of KSI crashes occurred. This means that facilities supporting traffic volumes greater than 15,000 vpd expose road users to higher risk.

*Table 18. Crash Summary by AADT Range, Bay County*

AADT (vpd)	Number of Centerline Miles	Percent of Centerline Miles	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
>0-15,000	274	70.9%	9,768	35.6%	293	41.6%
>15,000-30,000	80	20.6%	8,066	29.4%	211	30.0%
>30,000	33	8.5%	9,612	35.0%	200	28.4%
<b>Total*</b>	<b>387</b>	<b>100.0%</b>	<b>27,446</b>	<b>100.0%</b>	<b>704</b>	<b>100.0%</b>

\*Represents the total number of geolocated crashes covered by dataset (69% of Countywide crashes)



## FUNCTIONAL CLASSIFICATION

**Table 19** summarizes reported crashes by facility functional classification compared to the percentage of centerline miles. The highest percentages of centerline miles are on local (urban) facilities at 20%, local (rural) facilities at 19%, and major collector (urban) facilities at 18%. The highest percentages of total crashes, however, occurred on facilities classified as principal arterial-other (urban), minor arterial (urban), and major collector (urban). The highest percentage of KSI crashes occurred on principal arterial-other (urban) facilities at almost 37%, and another 27% of KSI crashes occurred on minor arterial (urban) facilities. The facilities with the highest percentage of total and KSI crashes occurred on arterials in urban areas.

Table 19. Crash Summary by Functional Classification, Bay County

Functional Classification	Number of Centerline Miles	Percent of Centerline Miles	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
Principal Arterial-Interstate (Rural)	0	0.0%	0	0.0%	0	0.0%
Principal Arterial-Expressway (Rural)	0	0.0%	0	0.0%	0	0.0%
Principal Arterial-Other (Rural)	76	14.1%	1,269	4.5%	70	9.7%
Minor Arterial (Rural)	36	6.8%	391	1.4%	18	2.5%
Major Collector (Rural)	5	0.9%	44	0.2%	1	0.1%
Minor Collector (Rural)	0	0.0%	0	0.0%	0	0.0%
Local (Rural)	100	18.7%	290	1.0%	11	1.5%
Principal Arterial-Interstate (Urban)	0	0.0%	0	0.0%	0	0.0%
Principal Arterial-Expressway (Urban)	0	0.0%	0	0.0%	0	0.0%
Principal Arterial-Other (Urban)	62	11.6%	11,256	39.6%	262	36.5%
Minor Arterial (Urban)	55	10.3%	7,206	25.4%	192	26.7%
Major Collector (Urban)	94	17.5%	5,226	18.4%	118	16.4%
Minor Collector (Urban)	0	0.0%	0	0.0%	0	0.0%
Local (Urban)	109	20.2%	2,718	9.6%	46	6.4%
<b>Total*</b>	<b>539</b>	<b>100.0%</b>	<b>28,400</b>	<b>100.0%</b>	<b>718</b>	<b>100.0%</b>

\*Represents the total number of geolocated crashes covered by dataset (71% of Countywide crashes)



## CONTEXT CLASSIFICATION

**Table 20** summarizes crashes by context classification compared with the percentage of centerline miles. The highest percentages of centerline miles were on facilities with a context classification of C2 (rural) at over 36% and C3C (suburban commercial) at 34%. The context classification with the highest percentage of crashes is the C3C classification, with 69% of total crashes and 56% of KSI crashes occurring. While facilities with a C4 classification account for just 12% of the centerline miles, they account for almost 19% of total crashes and over 23% of KSI crashes.

Table 20. Crash Summary by Context Classification, Bay County

Context Classification	Number of Centerline Miles	Percent of Centerline Miles	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
C1 – Natural	17	7.6%	150	0.7%	4	0.7%
C2 – Rural	82	36.3%	1,502	6.9%	79	14.7%
C2T – Rural Town	9	4.0%	411	1.9%	19	3.5%
C3R – Suburban Residential	13	5.7%	585	2.7%	11	2.0%
C3C – Suburban Commercial	77	34.0%	15,015	69.3%	299	55.6%
C4 – Urban General	28	12.4%	4,005	18.5%	126	23.4%
C5 – Urban Center	0	0.0%	0	0.0%	0	0.0%
C6 – Urban Core	0	0.0%	0	0.0%	0	0.0%
<b>Total*</b>	<b>225</b>	<b>100.0%</b>	<b>21,668</b>	<b>100.0%</b>	<b>538</b>	<b>100.0%</b>

\*Represents the total number of geolocated crashes covered by dataset (54% of Countywide crashes)

## POSTED SPEED LIMIT

**Table 21** on the following page summarizes crashes by the posted speed limit compared to the percentage of centerline miles. The majority of crashes occurred on facilities with a posted speed limit between 35 mph and 45 mph, which represent only 31% of the centerline miles but approximately 61% of total crashes and 50% of KSI crashes. Facilities with posted speeds over 55 mph have historically experienced lower frequency of crashes in comparison to the share of centerline miles.



Table 21. Crash Summary by Posted Speed Limit, Bay County

Posted Speed Limit (mph)	Number of Centerline Miles	Percent of Centerline Miles	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
≤ 25	6	1.9%	215	0.8%	9	1.4%
>25-35	79	25.6%	6,125	24.1%	156	24.3%
>35-45	95	30.8%	15,429	60.7%	317	49.5%
>45-55	45	14.6%	2,595	10.2%	99	15.4%
>55	84	27.1%	1,044	4.1%	60	9.4%
<b>Total*</b>	<b>308</b>	<b>100.0%</b>	<b>25,408</b>	<b>100.0%</b>	<b>641</b>	<b>100.0%</b>

\*Represents the total number of geolocated crashes covered by dataset (64% of Countywide crashes)

## NUMBER OF LANES

Table 22 summarizes crashes by the number of lanes compared to the percent of centerline miles. Two-lane facilities account for over 75% of centerline miles but only 37-39% of crashes, indicating lower risk to drivers. Facilities with four or more lanes exhibit total and KSI crash percentages that exceed their share of centerline miles, indicating higher risk to drivers. Four-lane roads, in particular, account for only 24% of centerline miles but 57-58% of crashes.

Table 22. Crash Summary by Number of Lanes, Bay County

Number of Lanes	Number of Centerline Miles	Percent of Centerline Miles	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
2	407	75.5%	10,551	37.2%	276	38.5%
4	127	23.7%	16,410	57.9%	409	57.0%
6-8	4	0.8%	1,376	4.9%	32	4.5%
<b>Total*</b>	<b>538</b>	<b>100.0%</b>	<b>28,337</b>	<b>100.0%</b>	<b>717</b>	<b>100.0%</b>

\*Represents the total number of geolocated crashes covered by dataset (71% of Countywide crashes)



## TRAFFIC CONTROL

**Table 23** summarizes intersection crashes by traffic control type, which includes signalized intersections and unsignalized intersections (two-way stop-controlled or all-way stop-controlled). Signalized intersections, which account for 5% of analyzed intersections, are overrepresented with 45% of total crashes and nearly 38% of KSI crashes. Approximately 95% of intersections are unsignalized and account for 55% of total crashes and 62% of KSI crashes.

*Table 23. Crash Summary by Intersection Traffic Control Type, Bay County*

Traffic Control Type	Total Intersections	Percent of Intersections	Total Crashes	Percent of Total Intersection Crashes	KSI Crashes	Percent of KSI Intersection Crashes
Signalized	189	5.3%	11,575	45.0%	224	37.8%
Unsignalized	3,373	94.7%	14,128	55.0%	368	62.2%
<b>Total</b>	<b>3,562</b>	<b>100.0%</b>	<b>25,703</b>	<b>100.0%</b>	<b>592</b>	<b>100.0%</b>



## High-Risk Network

The Bay County High-Risk Network (HRN) was developed to highlight roadways where severe crashes are likely to occur in the future. The HRN was developed by determining roadway characteristics (risk factors) that are disproportionately represented in the occurrence of severe crashes and then identifying other roadways in the County that have similar characteristics, regardless of their previous crash history.

The HRN helps inform the development of systemic countermeasures and the prioritization of projects for implementation in the Bay County Safety Action Plan. The HRN also helps inform adjustments to policies, processes and design standards to support safer streets in Bay County.

The identification of risk factors is informed by the results of the **Contextual Analysis**. To determine which contextual factors to consider in the HRN, the availability of widespread and consistent data and correlation to other metrics was considered. For example, 'Context Classification' was found to closely correlate with the 'Functional Classification' and 'Number of Lanes' contextual factors.

Five contextual factors were used to develop the HRN:

- Number of Lanes
- Annual Average Daily Traffic (AADT)
- Functional Classification
- Posted Speed Limit
- Urban/Rural Area Type

## High-Risk Feature Weighting

The HRN encompasses all roadways for which geospatial data for all five contextual factors was available. The process for developing the HRN followed these steps:

1. Determine Representative Ratios
2. Develop High-Risk Network Feature Weight
3. Assign High-Risk Feature Weights to Bay County roadway network segments
4. Determine a total HRN Score for Bay County roadway segments



**Table 24** shows an example of how high-risk feature weights were calculated for the ‘Number of Lanes’ contextual factor. The KSI representative ratio compares the percentage of KSI crashes for a specific contextual roadway factor to its share of centerline miles in the roadway network. For example, two-lane roads represent 75.5% of the centerline miles in Bay County and account for 38.5% of KSI crashes. The resulting KSI representative ratio is  $38.5\%/75.5\% = 0.5$ . The process is repeated for each ‘Number of Lanes’ category. On six-or eight-lane roads, which account for only 0.8% of centerline miles but 4.5% of KSI crashes, the resulting KSI representative ratio is 5.6. A higher representative ratio indicates higher risk road features.

The final high-risk feature weights were assigned by normalizing the KSI representative ratio. The minimum representative ratio was set to one, and all other weights were scaled as a proportion of the KSI representative ratio. In **Table 24**, the minimum KSI representative ratio is 0.5 for two-lane roadways. The high-risk feature weight for two-lane roads is therefore set to one. Compared to two-lane roads, four-lane roads are overrepresented by a factor of 5 ( $2.4/0.5$ ). Roads with six or more lanes are overrepresented in KSI crashes by a factor of 11 ( $5.6/0.5$ ). This wide range of high-risk feature weights indicates that the number of lanes can influence crash outcomes. A smaller range may indicate that a roadway factor does not have a large influence on crash severity.

Table 24. High-Risk Feature Weights, Number of Lanes

Number of Lanes	Percent of Centerline Miles	Percent of KSI Crashes	KSI Representative Ratio	High-Risk Feature Weight
2	75.5%	38.5%	0.5	1
4	23.7%	57.0%	2.4	5
6-8	0.8%	4.5%	5.6	11
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	-	-

Refer to **Table 22** for additional details on crash counts by number of lanes.

The remaining high-risk features are found in **Table 25** (AADT), **Table 26** (functional classification), **Table 27** (posted speed limit), and **Table 28** (area type). Features that represent the highest risk include roadways with AADTs exceeding 30,000 vpd, urban arterials (principal and minor), posted speed limits of 35-45 mph, and urban area roads.



Table 25. High-Risk Feature Weights, AADT Range

AADT (vpd)	Percent of Centerline Miles	Percent of KSI Crashes	KSI Representative Ratio	High-Risk Feature Weight
>0-15,000	70.9%	41.6%	0.6	1
>15,000-30,000	20.6%	30.0%	1.5	2
>30,000	8.5%	28.4%	3.3	6
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>

Refer to **Table 18** for additional details on crash counts by AADT range.

Table 26. High-Risk Feature Weights, Functional Classification

Functional Classification	Percent of Centerline Miles	Percent of KSI Crashes	KSI Representative Ratio	High-Risk Feature Weight
Principal Arterial-Other (Rural)	14.1%	9.7%	0.7	9
Minor Arterial (Rural)	6.8%	2.5%	0.4	5
Major Collector (Rural)	0.9%	0.1%	0.1	1
Local (Rural)	18.7%	1.5%	0.1	1
Principal Arterial-Other (Urban)	11.6%	36.5%	3.1	39
Minor Arterial (Urban)	10.3%	26.7%	2.6	32
Major Collector (Urban)	17.5%	16.4%	0.9	12
Local (Urban)	20.2%	6.4%	0.3	4
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>

Refer to **Table 19** for additional details on crash counts by functional classification.

Table 27. High-Risk Feature Weights, Posted Speed Limit

Posted Speed Limit (mph)	Percent of Centerline Miles	Percent of KSI Crashes	KSI Representative Ratio	High-Risk Feature Weight
≤ 25	1.9%	1.4%	0.7	2
>25-35	25.6%	24.3%	0.9	3
>35-45	30.8%	49.5%	1.6	5
>45-55	14.6%	15.4%	1.1	3
>55	27.1%	9.4%	0.3	1
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>

Refer to **Table 21** for additional details on crash counts by posted speed limit.



Table 28. High-Risk Feature Weights, Area Type

Area Type	Percent of Centerline Miles	Percent of KSI Crashes	KSI Representative Ratio	High-Risk Feature Weight
Urban	54.8%	81.4%	1.5	4
Rural	45.2%	18.6%	0.4	1
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	-	-

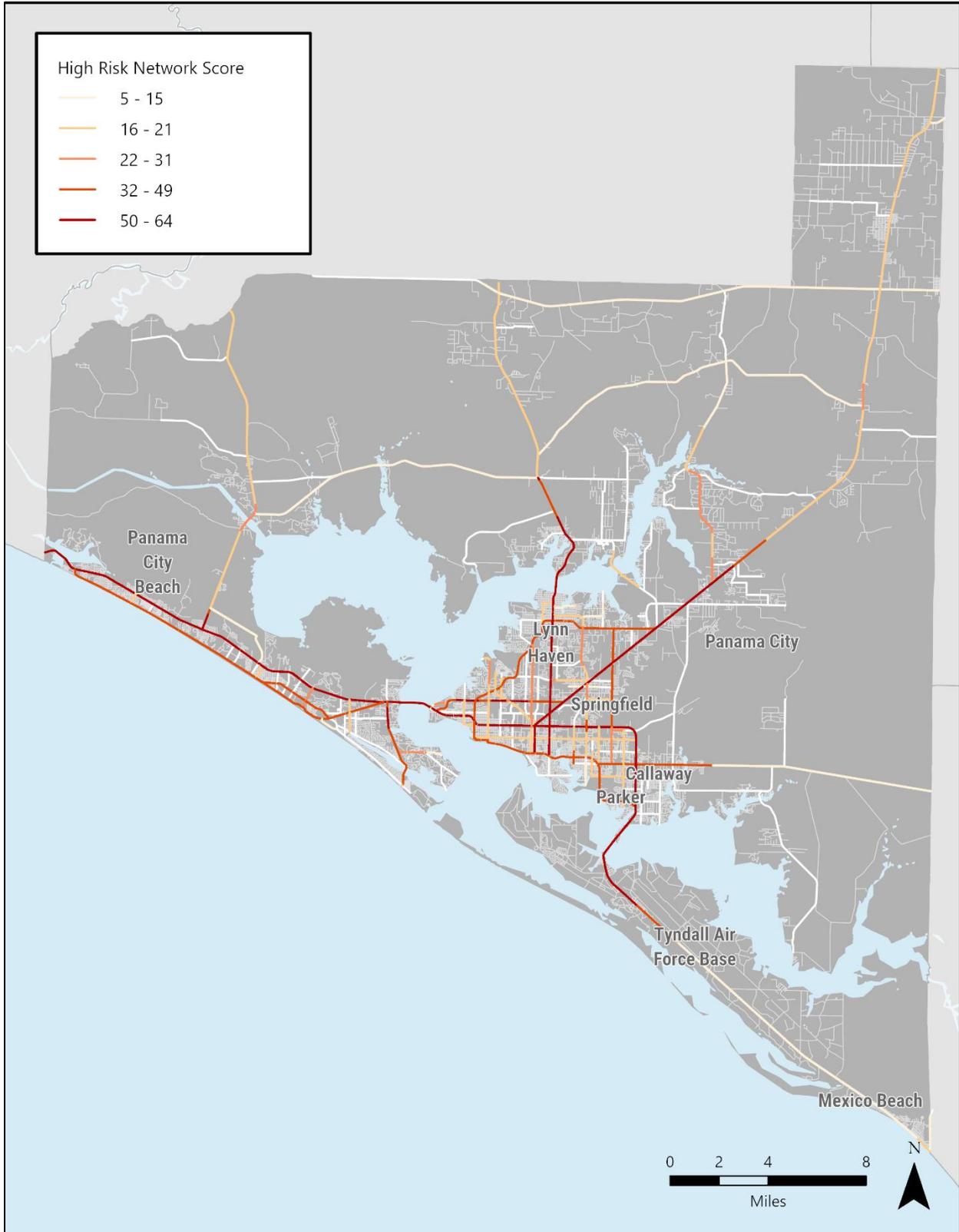
## High-Risk Network Development

The resulting high-risk feature weights were assigned to corresponding segments of the Bay County roadway network. The total High-Risk Network Score for each roadway segment represents the sum of high-risk feature weights from each of the five contextual factors.

**Figure 11** illustrates the Bay County roadways that were assigned a High-Risk Network score. This reflects the available data coverage for all five contextual factors used to develop the network. Roadways that received the highest HRN score are illustrated in dark red. The highest scoring segments in the HRN include the Hathaway Bridge, portions of US 98/Panama City Beach Parkway, US 231, and FL 77.



Figure 11. Bay County High-Risk Network





## Next Steps

This Safety Analysis Report used Countywide historic crash data to identify the top 100 intersection and segment locations to be considered for potential safety improvement projects, summarized in the format of the Bay County High-Injury Network.

A contextual analysis highlighted the following factors related to increased risk of fatal and serious injury crashes:

- Number of Lanes
- Annual Average Daily Traffic (AADT)
- Functional Classification
- Posted Speed Limit
- Urban/Rural Area Type

These factors were used to develop the Bay County High-Risk Network (HRN) highlighting corridors that have a high potential for crashes regardless of their crash history. These factors will also identify systemic improvements to be considered in the Safety Action Plan.

Following phases of the Safety Action Plan development will reference the information contained in this Safety Analysis Report. The ultimate goal is to prioritize projects into near-term, mid-term, and long-term projects based on the findings in this report as well as additional data inputs such as public and stakeholder engagement, equity considerations, and a review of existing plans and infrastructure projects. Details of the project prioritization process are included in the final Safety Action Plan.

# Appendix C

## Countermeasure Evaluation

**Tier 1 Projects**  
**Existing Conditions Summary**

HIN ID	Location	Location Description	EXISTING CONDITIONS - INTERSECTIONS					EXISTING CONDITIONS - SEGMENTS							
			Control Type	Number of Legs	Major Street AADT (2023)	Minor Street AADT (2023)	Area Type	Functional Classification	Two-Way Number of Lanes	Divided/ Undivided	Median Type	Posted Speed Limit (mph)	AADT (2023)	Area Type	
S-2	US-98	From Back Beach Rd to end of Hathaway Bridge	-	-	-	-	-	Urban Principal Arterial Other	8	Divided	Barrier	45	69,718	Rural	
S-1	SR-30/Front Beach Rd	From E El Centro Blvd to Anenome St	-	-	-	-	-	Urban Minor Arterial	2	Undivided	None	35	12,500	Urban	
I-27	US-98/W 15th St	Jenks Ave	Signal	4	33,500	14,650	Urban	-	-	-	-	-	-	-	
I-1	US-231/SR-75	CR-390/E Hwy 390	Signal	3	30,750	9,300	Rural	-	-	-	-	-	-	-	
S-6	SR-30/Front Beach Rd	From Lyndell Ln to S Thomas Dr	-	-	-	-	-	Urban Minor Arterial	2	Undivided/Divided	Median	35	12,650	Urban	
I-3	US-98/SR-30A/Panama City Beach Pkwy	Thomas Dr/Wildwood Rd	Signal	6	61,500	36,500	Urban	-	-	-	-	-	-	-	
S-7	US-98	From end of Hathaway Bridge to Brown Ave	-	-	-	-	-	Urban Principal Arterial Other	4	Divided	Barrier	45	49,906	Urban	
S-11	US-98/W 15th St	From June Ave to Jenks Ave	-	-	-	-	-	Urban Principal Arterial Other	4	Divided	TWLTL	45	34,250	Urban	
I-25	W HWY 98 (W US-98)	SR-30A/Michigan Ave	Signal	4	42,250	3,200	Urban	-	-	-	-	-	-	-	
S-3	US-98/Panama City Beach Parkway	From N Alf Coleman Rd to Sea Sound Cir	-	-	-	-	-	Urban Principal Arterial Other	6	Divided	Median	45-55	52,000	Urban	
S-9	SR-368/W 23rd St	From Doctors Drive to MLK Blvd	-	-	-	-	-	Urban Minor Arterial	4	Divided	TWLTL	45	28,000	Urban	
I-6	US-98/E 15th St	US-231/Harrison Ave	Signal	4	29,000	12,800	Urban	-	-	-	-	-	-	-	
I-19	US-98/W 15th St	SR-327/Lisenby Ave	Signal	4	34,750	7,100	Urban	-	-	-	-	-	-	-	
S-5	US-98/Panama City Beach Parkway	From Sea Sound Cir to Cauley Ave	-	-	-	-	-	Urban Principal Arterial Other	4	Divided	Median	45-55	44,500	Urban/Rural	
S-4	US-98/E 15th St/S Tyndall Pkwy	From Hickory St to Allegheny Ave	-	-	-	-	-	Urban Principal Arterial Other	4	Divided	Median	45	36,417	Urban	
I-12	US-231	SR 389/N East Ave	Signal	4	34,000	13,300	Urban	-	-	-	-	-	-	-	
I-23	CR-3031/Thomas Dr	Gwyn Dr	TWSC	3	27,000	NO DATA	Rural	-	-	-	-	-	-	-	
I-37	SR-30/Front Beach Rd	Hinson Ave	TWSC	3	19,800	NO DATA	Rural	-	-	-	-	-	-	-	
I-32	SR-368/W 23rd St	Jenks Ave	Signal	4	31,250	13,000	Urban	-	-	-	-	-	-	-	

**Tier 1 Projects**  
**Crash History, 07/01/2019 thru 06/30/2024**

HIN ID	Location	Location Description	ALL CRASHES														FATAL & INJURY CRASHES														
			Total	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental		Total	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental		
					Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement			Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement	
S-2	US-98	From Back Beach Rd to end of Hathaway Bridge	221	80	5	0	1	0	70	39	1	2	37	13	73	41	27	11	1	0	0	0	2	3	0	2	4	1	13	4	
S-1	SR-30/Front Beach Rd	From E El Centro Blvd to Anenome St	69	19	0	0	1	3	3	5	2	7	11	3	29	6	22	4	0	0	1	1	0	2	1	5	6	1	10	0	
I-27	US-98/W 15th St	Jenks Ave	176	77	28	3	16	2	31	6	2	1	45	6	37	14	11	3	4	0	1	0	0	0	1	1	3	0	5	0	
I-1	US-231/SR-75	CR-390/E Hwy 390	90	39	16	1	6	0	8	5	0	1	23	2	23	17	17	6	4	0	3	0	1	0	0	1	5	1	5	5	
S-6	SR-30/Front Beach Rd	From Lyndell Ln to S Thomas Dr	53	12	7	0	1	1	3	2	0	1	1	3	28	2	15	0	3	0	1	1	0	1	0	1	0	1	8	0	
I-3	US-98/SR-30A/Panama City Beach Pkwy	Thomas Dr/Wildwood Rd	216	96	23	2	4	0	35	25	4	2	42	3	71	33	19	4	4	0	0	0	1	4	3	1	3	1	11	0	
S-7	US-98	From end of Hathaway Bridge to Brown Ave	105	26	0	0	1	0	35	31	0	1	13	12	44	14	10	2	0	0	1	0	0	4	0	1	1	2	4	0	
S-11	US-98/W 15th St	From June Ave to Jenks Ave	63	33	2	1	2	0	4	1	2	0	13	4	7	12	5	2	0	0	0	0	0	0	1	0	1	0	1	2	
I-25	W HWY 98 (W US-98)	SR-30A/Michigan Ave	108	45	16	3	11	3	10	1	3	5	17	3	19	14	6	0	3	0	1	0	0	0	1	1	0	0	2	0	
S-3	US-98/Panama City Beach Parkway	From N Alf Coleman Rd to Sea Sound Cir	237	84	37	2	19	6	17	4	1	4	56	6	29	32	24	4	10	0	1	0	1	0	1	3	7	2	6	1	
S-9	SR-368/W 23rd St	From Doctors Drive to MLK Blvd	323	143	34	4	21	5	58	6	2	2	91	14	23	57	9	1	1	0	0	2	1	1	0	2	1	1	3	3	
I-6	US-98/E 15th St	US-231/Harrison Ave	171	80	12	0	16	1	25	13	1	2	21	6	50	23	12	4	1	0	3	0	1	0	0	2	1	1	5	1	
I-19	US-98/W 15th St	SR-327/Lisenby Ave	125	59	14	1	11	2	11	3	1	3	30	4	24	20	10	2	2	0	2	0	1	1	0	2	2	0	3	1	
S-5	US-98/Panama City Beach Parkway	From Sea Sound Cir to Cauley Ave	128	65	0	0	3	2	11	6	1	0	19	5	34	16	15	7	0	0	1	0	1	1	0	0	2	1	7	1	
S-4	US-98/E 15th St/S Tyndall Pkwy	From Hickory St to Allegheny Ave	489	132	24	1	26	28	17	14	4	4	155	9	126	25	30	9	4	1	5	1	0	4	2	2	10	3	8	7	
I-12	US-231	SR 389/N East Ave	191	88	34	4	13	1	20	5	0	0	43	4	44	24	19	2	11	0	3	0	1	0	0	0	5	0	8	1	
I-23	CR-3031/Thomas Dr	Gwyn Dr	13	1	1	0	1	0	2	1	1	2	2	0	2	1	4	0	0	0	0	0	0	0	1	2	1	0	2	0	
I-37	SR-30/Front Beach Rd	Hinson Ave	35	16	3	1	4	0	2	2	1	1	3	2	12	5	4	0	0	1	0	0	0	1	1	1	0	0	2	1	
I-32	SR-368/W 23rd St	Jenks Ave	164	67	16	1	15	3	19	2	5	1	38	4	29	27	8	1	3	0	0	0	0	0	1	1	1	1	1	4	4

**Tier 1 Projects**  
**Crash Proportions, 07/01/2019 thru 06/30/2024**

HIN ID	Location	Location Description	OBSERVED PROPORTION, ALL CRASHES													OBSERVED PROPORTION, FATAL & INJURY CRASHES													
			Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental		Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental		
				Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement		Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement	
S-2	US-98	From Back Beach Rd to end of Hathaway Bridge	36%	2%	0%	0%	0%	32%	18%	0%	1%	17%	6%	33%	19%	41%	4%	0%	0%	0%	0%	7%	11%	0%	7%	1%	4%	48%	15%
S-1	SR-30/Front Beach Rd	From E El Centro Blvd to Anenome St	28%	0%	0%	1%	4%	4%	7%	3%	10%	16%	4%	42%	9%	18%	0%	0%	5%	5%	0%	9%	5%	23%	7%	5%	45%	0%	
I-27	US-98/W 15th St	Jenks Ave	44%	16%	2%	9%	1%	18%	3%	1%	1%	26%	3%	21%	8%	27%	36%	0%	9%	0%	0%	0%	9%	9%	1%	0%	45%	0%	
I-1	US-231/SR-75	CR-390/E Hwy 390	43%	18%	1%	7%	0%	9%	6%	0%	1%	26%	2%	26%	19%	35%	24%	0%	18%	0%	6%	0%	0%	6%	1%	6%	29%	29%	
S-6	SR-30/Front Beach Rd	From Lyndell Ln to S Thomas Dr	23%	13%	0%	2%	2%	6%	4%	0%	2%	2%	6%	53%	4%	0%	20%	0%	7%	7%	0%	7%	0%	7%	2%	7%	53%	0%	
I-3	US-98/SR-30A/Panama City Beach Pkwy	Thomas Dr/Wildwood Rd	44%	11%	1%	2%	0%	16%	12%	2%	1%	19%	1%	33%	15%	21%	21%	0%	0%	0%	5%	21%	16%	5%	0%	5%	58%	0%	
S-7	US-98	From end of Hathaway Bridge to Brown Ave	25%	0%	0%	1%	0%	33%	30%	0%	1%	12%	11%	42%	13%	20%	0%	0%	10%	0%	0%	40%	0%	10%	1%	20%	40%	0%	
S-11	US-98/W 15th St	From June Ave to Jenks Ave	52%	3%	2%	3%	0%	6%	2%	3%	0%	21%	6%	11%	19%	40%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	20%	40%	
I-25	W HWY 98 (W US-98)	SR-30A/Michigan Ave	42%	15%	3%	10%	3%	9%	1%	3%	5%	16%	3%	18%	13%	0%	50%	0%	17%	0%	0%	0%	17%	17%	1%	0%	33%	0%	
S-3	US-98/Panama City Beach Parkway	From N Alf Coleman Rd to Sea Sound Cir	35%	16%	1%	8%	3%	7%	2%	0%	2%	24%	3%	12%	14%	17%	42%	0%	4%	0%	4%	0%	4%	13%	1%	8%	25%	4%	
S-9	SR-368/W 23rd St	From Doctors Drive to MLK Blvd	44%	11%	1%	7%	2%	18%	2%	1%	1%	28%	4%	7%	18%	11%	11%	0%	0%	22%	11%	11%	0%	22%	1%	11%	33%	33%	
I-6	US-98/E 15th St	US-231/Harrison Ave	47%	7%	0%	9%	1%	15%	8%	1%	1%	12%	4%	29%	13%	33%	8%	0%	25%	0%	8%	0%	0%	17%	1%	8%	42%	8%	
I-19	US-98/W 15th St	SR-327/Lisenby Ave	47%	11%	1%	9%	2%	9%	2%	1%	2%	24%	3%	19%	16%	20%	20%	0%	20%	0%	10%	10%	0%	20%	2%	0%	30%	10%	
S-5	US-98/Panama City Beach Parkway	From Sea Sound Cir to Cauley Ave	51%	0%	0%	2%	2%	9%	5%	1%	0%	15%	4%	27%	13%	47%	0%	0%	7%	0%	7%	7%	0%	0%	0%	7%	47%	7%	
S-4	US-98/E 15th St/S Tyndall Pkwy	From Hickory St to Allegheny Ave	27%	5%	0%	5%	6%	3%	3%	1%	1%	32%	2%	26%	5%	30%	13%	3%	17%	3%	0%	13%	7%	7%	0%	10%	27%	23%	
I-12	US-231	SR 389/N East Ave	46%	18%	2%	7%	1%	10%	3%	0%	0%	23%	2%	23%	13%	11%	58%	0%	16%	0%	5%	0%	0%	0%	0%	0%	42%	5%	
I-23	CR-3031/Thomas Dr	Gwyn Dr	8%	8%	0%	8%	0%	15%	8%	8%	15%	0%	15%	8%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	15%	0%	50%	0%	
I-37	SR-30/Front Beach Rd	Hinson Ave	46%	9%	3%	11%	0%	6%	6%	3%	3%	9%	6%	34%	14%	0%	0%	25%	0%	0%	0%	25%	25%	25%	3%	0%	50%	25%	
I-32	SR-368/W 23rd St	Jenks Ave	41%	10%	1%	9%	2%	12%	1%	3%	1%	23%	2%	18%	16%	13%	38%	0%	0%	0%	0%	0%	13%	13%	1%	13%	50%	50%	

■ Higher than County Average

**Tier 1 Projects**  
**Recommended Countermeasure Categories**

HIN ID	Location	Location Description	COUNTERMEASURE CATEGORY												
			Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental	
				Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement
S-2	US-98	From Back Beach Rd to end of Hathaway Bridge	X					X	X					X	X
S-1	SR-30/Front Beach Rd	From E El Centro Blvd to Anenome St					X			X	X			X	
I-27	US-98/W 15th St	Jenks Ave	X	X					X	X				X	
I-1	US-231/SR-75	CR-390/E Hwy 390	X	X		X		X			X	X			X
S-6	SR-30/Front Beach Rd	From Lyndell Ln to S Thomas Dr		X			X				X	X		X	
I-3	US-98/SR-30A/Panama City Beach Pkwy	Thomas Dr/Wildwood Rd	X	X				X	X			X	X	X	
S-7	US-98	From end of Hathaway Bridge to Brown Ave							X		X	X	X	X	
S-11	US-98/W 15th St	From June Ave to Jenks Ave	X						X						X
I-25	W HWY 98 (W US-98)	SR-30A/Michigan Ave		X		X			X	X	X				
S-3	US-98/Panama City Beach Parkway	From N Alf Coleman Rd to Sea Sound Cir		X				X		X	X	X			
S-9	SR-368/W 23rd St	From Doctors Drive to MLK Blvd					X	X	X		X	X			X
I-6	US-98/E 15th St	US-231/Harrison Ave	X			X		X		X	X	X	X	X	
I-19	US-98/W 15th St	SR-327/Lisenby Ave		X		X		X		X	X				
S-5	US-98/Panama City Beach Parkway	From Sea Sound Cir to Cauley Ave	X					X				X	X		
S-4	US-98/E 15th St/S Tyndall Pkwy	From Hickory St to Allegheny Ave	X		X	X			X			X			X
I-12	US-231	SR 389/N East Ave		X		X		X						X	
I-23	CR-3031/Thomas Dr	Gwyn Dr						X	X	X				X	
I-37	SR-30/Front Beach Rd	Hinson Ave			X				X	X	X			X	X
I-32	SR-368/W 23rd St	Jenks Ave		X					X	X		X	X	X	X

**Tier 2 Projects**  
**Existing Conditions Summary**

HIN ID	Location	Location Description	EXISTING CONDITIONS - INTERSECTIONS					EXISTING CONDITIONS - SEGMENTS						
			Control Type	Number of Legs	Major Street AADT (2023)	Minor Street AADT (2023)	Area Type	Functional Classification	Two-Way Number of Lanes	Divided/ Undivided	Median Type	Posted Speed Limit (mph)	AADT (2023)	Area Type
I-5	US-98/SR-30A/Tyndall Pkwy	SR-22/Wewa Hwy/E 3rd St	Signal	4	40,000	19,900	Urban	-	-	-	-	-	-	-
I-10	US-231	Hwy 2301	Signal	3	27,500	7,600	Rural	-	-	-	-	-	-	-
I-22	US-98/E 15th St	SR-389/N East Ave	Signal	4	30,000	9,650	Rural	-	-	-	-	-	-	-
I-9	SR-30/Front Beach Rd	Joan Ave	Signal	3	28,500	9,700	Urban	-	-	-	-	-	-	-
I-11	US-231/SR-75	SR-20	Signal	4	13,988	4,628	Rural	-	-	-	-	-	-	-
I-17	US-231	SR-77/MLK Blvd	Signal	4	18,250	26,000	Urban	-	-	-	-	-	-	-
I-18	US-231/SR-75	SR-368/E 23rd St	Signal	3	26,850	16,700	Urban	-	-	-	-	-	-	-
I-36	N Hwy 231 (US-231)	Titus Rd	TWSC	3	25,000	4,000	Rural	-	-	-	-	-	-	-
I-81	US-98/W 15th St	Flower Ave	TWSC	4	34,500	NO DATA	Urban	-	-	-	-	-	-	-
I-45	N Hwy 231 (N US-231)	Cherokee Heights Rd	Signal	3	25,000	NO DATA	Urban	-	-	-	-	-	-	-
S-12	SR-390/Saint Andrews Blvd	From Frankford Ave to Lisenby Ave	-	-	-	-	-	Urban Minor Arterial	2	Undivided	None	45	21,000	Urban
I-73	US-98/SR-30A	Bayview Ave/W 17th St	TWSC	5	42,500	NO DATA	Urban	-	-	-	-	-	-	-
I-20	US-98/E 15th St	CR-2327/Transmitter Rd	Signal	4	32,250	11,900	Urban	-	-	-	-	-	-	-
I-26	SR-30/Front Beach Rd	SR-392A/Hutchison Blvd/Thomas Dr	Signal	4	19,800	19,250	Urban	-	-	-	-	-	-	-
I-31	US-98/W 15th St	Fairland Ave	TWSC	4	34,500	NO DATA	Urban	-	-	-	-	-	-	-
I-33	US-98/W 15th St	SR-385/Frankford Ave	Signal	4	36,000	8,700	Urban	-	-	-	-	-	-	-
I-44	E HWY 98 (E US-98)	E 3rd St	Signal	4	15,650	6,300	Urban	-	-	-	-	-	-	-
I-2	US-98/SR-30A/Panama City Beach Pkwy	Moylan Rd	Signal	3	44,500	6,600	Rural	-	-	-	-	-	-	-
I-4	US-98/SR-30A/Panama City Beach Pkwy	Richard Jackson Blvd	Signal	4	48,250	16,600	Urban	-	-	-	-	-	-	-
I-15	E SR-392/Hutchison Blvd	Richard Jackson Blvd	Signal	4	21,500	16,600	Urban	-	-	-	-	-	-	-
I-21	SR-368/W 23rd St	SR-385/Frankford Ave	Signal	4	28,500	6,300	Urban	-	-	-	-	-	-	-
I-24	US-98/Panama City Beach Pkwy	Nautilus St/Philip Griffiths Sr Pkwy	Signal	4	52,000	5,900	Urban	-	-	-	-	-	-	-
S-10	US-231	From Hightower Rd to Hwy 167	-	-	-	-	-	Rural Principal Arterial Other	4	Divided	Median	65	11,989	Rural
I-13	SR-77	CR-338/Edwards Rd	Signal	4	24,250	9,200	Rural	-	-	-	-	-	-	-
I-28	SR-30/Front Beach Rd	CR-30B/Moylan Rd	TWSC	3	19,800	6,600	Rural	-	-	-	-	-	-	-
I-35	SR-22/E 3rd St	N Highway 22 A/Bob Little Rd	Signal	4	9,850	5,050	Urban	-	-	-	-	-	-	-
I-52	US-231/SR-75	Pipeline Rd	TWSC	4	36,500	NO DATA	Urban	-	-	-	-	-	-	-
I-65	US-98/W 18th St	SR-390/Beck Ave	Signal	4	40,000	6,650	Urban	-	-	-	-	-	-	-
S-8	SR-77	From Court Martial Ranch Rd to Hwy 20	-	-	-	-	-	Rural Principal Arterial Other	4	Divided	Median	55-65	15,500	Rural
I-14	US-98/Panama City Beach Pkwy	SR-79	Signal	4	46,000	11,450	Urban	-	-	-	-	-	-	-
I-29	US-98/Panama City Beach Pkwy	Alf Coleman Rd/N Alf Coleman Rd	Signal	4	52,000	8,700	Urban	-	-	-	-	-	-	-

**Tier 2 Projects**  
**Crash History, 07/01/2019 thru 06/30/2024**

HIN ID	Location	Location Description	ALL CRASHES													FATAL & INJURY CRASHES														
			Total	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental		Total	Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental	
					Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement			Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement
I-5	US-98/SR-30A/Tyndall Pkwy	SR-22/Wewa Hwy/E 3rd St	222	112	11	4	5	9	12	4	0	1	57	3	86	14	10	2	1	0	3	0	0	2	0	0	4	1	3	0
I-10	US-231	Hwy 2301	109	69	21	1	0	0	0	7	0	0	27	4	26	15	8	5	2	0	0	0	0	0	0	0	5	0	2	1
I-22	US-98/E 15th St	SR-389/N East Ave	98	36	18	3	10	0	16	4	3	0	16	0	19	15	6	0	2	0	3	0	0	0	1	0	2	0	1	1
I-9	SR-30/Front Beach Rd	Joan Ave	83	38	16	3	3	1	5	8	1	1	12	1	35	8	13	3	6	0	1	0	0	1	0	1	0	1	10	1
I-11	US-231/SR-75	SR-20	80	30	9	0	9	0	7	5	0	0	12	3	24	22	12	1	3	0	4	0	0	0	0	0	3	0	4	5
I-17	US-231	SR-77/MLK Blvd	168	102	6	2	3	4	28	3	1	0	37	6	32	22	10	4	2	0	1	0	1	0	0	1	0	3	1	
I-18	US-231/SR-75	SR-368/E 23rd St	56	25	5	0	1	0	12	5	0	1	11	5	15	13	6	2	1	0	0	0	1	1	0	0	1	1	3	1
I-36	N Hwy 231 (US-231)	Titus Rd	90	23	27	0	22	2	7	0	0	0	14	0	17	11	11	2	7	0	2	0	0	0	0	0	1	0	3	1
I-81	US-98/W 15th St	Flower Ave	19	6	4	0	1	0	1	1	1	2	3	1	10	0	6	0	1	0	0	0	0	1	1	2	1	0	4	0
I-45	N Hwy 231 (N US-231)	Cherokee Heights Rd	47	30	4	0	1	0	4	3	0	0	10	3	8	16	5	1	1	0	1	0	0	0	0	0	2	1	0	2
S-12	SR-390/Saint Andrews Blvd	From Frankford Ave to Lisenby Ave	24	19	0	0	0	0	0	2	0	1	5	2	4	3	6	2	0	0	0	0	0	2	0	1	1	1	3	1
I-73	US-98/SR-30A	Bayview Ave/W 17th St	37	11	5	0	0	0	7	0	1	1	6	3	7	5	4	0	0	0	0	0	1	0	1	1	0	0	2	1
I-20	US-98/E 15th St	CR-2327/Transmitter Rd	105	50	13	0	4	3	12	1	0	0	23	2	30	8	11	3	3	0	1	1	1	0	0	0	4	0	4	0
I-26	SR-30/Front Beach Rd	SR-392A/Hutchison Blvd/Thomas Dr	87	36	9	1	1	2	10	3	2	1	12	2	25	12	12	1	1	0	0	1	1	0	2	1	0	2	4	2
I-31	US-98/W 15th St	Fairland Ave	64	10	9	1	4	1	4	10	3	1	5	3	21	11	5	0	1	0	1	0	1	0	1	0	1	0	2	0
I-33	US-98/W 15th St	SR-385/Frankford Ave	138	73	10	1	16	1	14	7	2	2	23	10	28	31	11	3	3	0	4	0	0	0	1	0	2	1	3	3
I-44	E HWY 98 (E US-98)	E 3rd St	17	6	2	1	2	0	2	1	1	1	5	1	3	2	5	1	1	0	1	0	0	0	1	1	2	1	1	0
I-2	US-98/SR-30A/Panama City Beach Pkwy	Moylan Rd	93	60	12	2	5	0	6	2	0	1	10	3	29	22	13	7	5	0	0	0	1	0	0	0	1	0	6	1
I-4	US-98/SR-30A/Panama City Beach Pkwy	Richard Jackson Blvd	369	200	32	2	32	1	56	3	3	2	71	8	70	47	20	4	6	1	4	0	1	0	2	1	2	1	5	1
I-15	E SR-392/Hutchison Blvd	Richard Jackson Blvd	120	52	19	2	5	3	18	0	2	1	15	2	36	13	10	0	5	1	3	0	0	0	0	0	1	0	5	1
I-21	SR-368/W 23rd St	SR-385/Frankford Ave	91	44	19	3	9	1	4	2	0	1	30	1	13	14	8	0	5	0	1	1	0	0	0	0	5	1	1	1
I-24	US-98/Panama City Beach Pkwy	Nautilus St/Philip Griffiths Sr Pkwy	168	91	27	5	5	1	13	3	4	1	29	5	43	22	15	6	4	1	1	0	0	0	1	1	5	1	4	4
S-10	US-231	From Hightower Rd to Hwy 167	7	0	0	0	0	2	0	3	0	0	1	1	2	2	5	0	0	0	0	2	0	2	0	0	1	1	2	2
I-13	SR-77	CR-338/Edwards Rd	86	53	6	1	6	0	10	6	0	0	14	2	21	10	12	6	3	0	1	0	0	0	0	0	2	1	4	0
I-28	SR-30/Front Beach Rd	CR-30B/Moylan Rd	65	34	13	1	3	1	4	4	2	0	10	1	15	9	7	2	3	0	1	0	0	0	1	0	1	0	1	0
I-35	SR-22/E 3rd St	N Highway 22 A/Bob Little Rd	29	7	1	0	7	2	1	2	0	0	3	1	14	3	6	0	1	0	3	1	0	1	0	0	0	1	2	0
I-52	US-231/SR-75	Pipeline Rd	63	11	11	2	17	0	6	2	0	0	17	2	11	6	11	0	4	0	4	0	0	0	0	0	6	0	0	1
I-65	US-98/W 18th St	SR-390/Beck Ave	61	34	3	1	1	3	8	3	1	2	15	5	22	8	6	1	0	0	0	1	0	1	1	2	3	1	2	1
S-8	SR-77	From Court Martial Ranch Rd to Hwy 20	42	12	3	1	0	2	8	7	0	0	11	2	11	6	8	1	0	0	0	2	2	2	0	0	2	1	2	1
I-14	US-98/Panama City Beach Pkwy	SR-79	157	88	8	3	3	1	28	1	0	1	25	3	45	23	10	3	2	0	0	0	0	0	1	1	2	3	0	
I-29	US-98/Panama City Beach Pkwy	Alf Coleman Rd/N Alf Coleman Rd	192	107	11	5	3	1	32	1	1	1	39	5	40	18	5	2	0	0	1	0	1	0	1	0	3	1	3	4

**Tier 2 Projects**  
**Crash Proportions, 07/01/2019 thru 06/30/2024**

HIN ID	Location	Location Description	OBSERVED PROPORTION, ALL CRASHES													OBSERVED PROPORTION, FATAL & INJURY CRASHES												
			Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental		Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental	
				Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement		Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement
I-5	US-98/SR-30A/Tyndall Pkwy	SR-22/Wewa Hwy/E 3rd St	50%	5%	2%	2%	4%	5%	2%	0%	0%	26%	1%	39%	6%	20%	10%	0%	30%	0%	0%	20%	0%	0%	0%	10%	30%	0%
I-10	US-231	Hwy 2301	63%	19%	1%	0%	0%	0%	6%	0%	0%	25%	4%	24%	14%	63%	25%	0%	0%	0%	0%	0%	0%	0%	0%	25%	13%	
I-22	US-98/E 15th St	SR-389/N East Ave	37%	18%	3%	10%	0%	16%	4%	3%	0%	16%	0%	19%	15%	0%	33%	0%	50%	0%	0%	0%	17%	0%	0%	17%	17%	
I-9	SR-30/Front Beach Rd	Joan Ave	46%	19%	4%	4%	1%	6%	10%	1%	1%	14%	1%	42%	10%	23%	46%	0%	8%	0%	0%	8%	0%	8%	1%	8%	77%	8%
I-11	US-231/SR-75	SR-20	38%	11%	0%	11%	0%	9%	6%	0%	0%	15%	4%	30%	28%	8%	25%	0%	33%	0%	0%	0%	0%	0%	0%	33%	42%	
I-17	US-231	SR-77/MLK Blvd	61%	4%	1%	2%	2%	17%	2%	1%	0%	22%	4%	19%	13%	40%	20%	0%	10%	0%	10%	0%	0%	0%	0%	30%	10%	
I-18	US-231/SR-75	SR-368/E 23rd St	45%	9%	0%	2%	0%	21%	9%	0%	2%	20%	9%	27%	23%	33%	17%	0%	0%	0%	17%	17%	0%	0%	17%	50%	17%	
I-36	N Hwy 231 (US-231)	Titus Rd	26%	30%	0%	24%	2%	8%	0%	0%	0%	16%	0%	19%	12%	18%	64%	0%	18%	0%	0%	0%	0%	0%	0%	27%	9%	
I-81	US-98/W 15th St	Flower Ave	32%	21%	0%	5%	0%	5%	5%	5%	11%	16%	5%	53%	0%	0%	17%	0%	0%	0%	0%	17%	17%	33%	11%	0%	67%	0%
I-45	N Hwy 231 (N US-231)	Cherokee Heights Rd	64%	9%	0%	2%	0%	9%	6%	0%	0%	21%	6%	17%	34%	20%	20%	0%	20%	0%	0%	0%	0%	0%	20%	0%	40%	
S-12	SR-390/Saint Andrews Blvd	From Frankford Ave to Lisenby Ave	79%	0%	0%	0%	0%	0%	8%	0%	4%	21%	8%	17%	13%	33%	0%	0%	0%	0%	0%	33%	0%	17%	4%	17%	50%	17%
I-73	US-98/SR-30A	Bayview Ave/W 17th St	30%	14%	0%	0%	0%	19%	0%	3%	3%	16%	8%	19%	14%	0%	0%	0%	0%	0%	25%	0%	25%	25%	3%	0%	50%	25%
I-20	US-98/E 15th St	CR-2327/Transmitter Rd	48%	12%	0%	4%	3%	11%	1%	0%	0%	22%	2%	29%	8%	27%	27%	0%	9%	9%	0%	0%	0%	0%	0%	36%	0%	
I-26	SR-30/Front Beach Rd	SR-392A/Hutchison Blvd/Thomas Dr	41%	10%	1%	1%	2%	11%	3%	2%	1%	14%	2%	29%	14%	8%	8%	0%	0%	8%	8%	0%	17%	8%	1%	17%	33%	17%
I-31	US-98/W 15th St	Fairland Ave	16%	14%	2%	6%	2%	6%	16%	5%	2%	8%	5%	33%	17%	0%	20%	0%	20%	0%	20%	0%	20%	0%	0%	0%	40%	0%
I-33	US-98/W 15th St	SR-385/Frankford Ave	53%	7%	1%	12%	1%	10%	5%	1%	1%	17%	7%	20%	22%	27%	27%	0%	36%	0%	0%	0%	9%	0%	0%	9%	27%	27%
I-44	E HWY 98 (E US-98)	E 3rd St	35%	12%	6%	12%	0%	12%	6%	6%	6%	29%	6%	18%	12%	20%	20%	0%	20%	0%	0%	20%	20%	6%	20%	20%	0%	
I-2	US-98/SR-30A/Panama City Beach Pkwy	Moylan Rd	65%	13%	2%	5%	0%	6%	2%	0%	1%	11%	3%	31%	24%	54%	38%	0%	0%	0%	8%	0%	0%	0%	0%	0%	46%	8%
I-4	US-98/SR-30A/Panama City Beach Pkwy	Richard Jackson Blvd	54%	9%	1%	9%	0%	15%	1%	1%	1%	19%	2%	19%	13%	20%	30%	5%	20%	0%	5%	0%	10%	5%	0%	5%	25%	5%
I-15	E SR-392/Hutchison Blvd	Richard Jackson Blvd	43%	16%	2%	4%	3%	15%	0%	2%	1%	13%	2%	30%	11%	0%	50%	10%	30%	0%	0%	0%	0%	0%	0%	0%	50%	10%
I-21	SR-368/W 23rd St	SR-385/Frankford Ave	48%	21%	3%	10%	1%	4%	2%	0%	1%	33%	1%	14%	15%	0%	63%	0%	13%	13%	0%	0%	0%	0%	0%	13%	13%	13%
I-24	US-98/Panama City Beach Pkwy	Nautilus St/Philip Griffiths Sr Pkwy	54%	16%	3%	3%	1%	8%	2%	2%	1%	17%	3%	26%	13%	40%	27%	7%	7%	0%	0%	0%	7%	7%	1%	7%	27%	27%
S-10	US-231	From Hightower Rd to Hwy 167	0%	0%	0%	0%	29%	0%	43%	0%	0%	14%	14%	29%	29%	0%	0%	0%	0%	40%	0%	40%	0%	0%	0%	20%	40%	40%
I-13	SR-77	CR-338/Edwards Rd	62%	7%	1%	7%	0%	12%	7%	0%	0%	16%	2%	24%	12%	50%	25%	0%	8%	0%	0%	0%	0%	0%	0%	8%	33%	0%
I-28	SR-30/Front Beach Rd	CR-30B/Moylan Rd	52%	20%	2%	5%	2%	6%	6%	3%	0%	15%	2%	23%	14%	29%	43%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%
I-35	SR-22/E 3rd St	N Highway 22 A/Bob Little Rd	24%	3%	0%	24%	7%	3%	7%	0%	0%	10%	3%	48%	10%	0%	17%	0%	50%	17%	0%	17%	0%	0%	0%	17%	33%	0%
I-52	US-231/SR-75	Pipeline Rd	17%	17%	3%	27%	0%	10%	3%	0%	0%	27%	3%	17%	10%	0%	36%	0%	36%	0%	0%	0%	0%	0%	0%	0%	0%	9%
I-65	US-98/W 18th St	SR-390/Beck Ave	56%	5%	2%	2%	5%	13%	5%	2%	3%	25%	8%	36%	13%	17%	0%	0%	0%	17%	0%	17%	17%	33%	3%	17%	33%	17%
S-8	SR-77	From Court Martial Ranch Rd to Hwy 20	29%	7%	2%	0%	5%	19%	17%	0%	0%	26%	5%	26%	14%	13%	0%	0%	0%	25%	25%	25%	0%	0%	0%	13%	25%	13%
I-14	US-98/Panama City Beach Pkwy	SR-79	56%	5%	2%	2%	1%	18%	1%	0%	1%	16%	2%	29%	15%	30%	20%	0%	0%	0%	0%	0%	10%	1%	20%	30%	0%	
I-29	US-98/Panama City Beach Pkwy	Alf Coleman Rd/N Alf Coleman Rd	56%	6%	3%	2%	1%	17%	1%	1%	1%	20%	3%	21%	9%	40%	0%	0%	20%	0%	20%	0%	20%	0%	0%	20%	60%	80%

■ Higher than County Average

**Tier 2 Projects**  
**Recommended Countermeasure Categories**

HIN ID	Location	Location Description	COUNTERMEASURE CATEGORY													
			Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental		
				Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement	
I-5	US-98/SR-30A/Tyndall Pkwy	SR-22/Wewa Hwy/E 3rd St				X				X				X		
I-10	US-231	Hwy 2301	X	X												X
I-22	US-98/E 15th St	SR-389/N East Ave		X		X				X						X
I-9	SR-30/Front Beach Rd	Joan Ave	X	X								X	X	X		
I-11	US-231/SR-75	SR-20		X		X										X
I-17	US-231	SR-77/MLK Blvd	X	X					X							
I-18	US-231/SR-75	SR-368/E 23rd St	X	X					X	X			X	X	X	
I-36	N Hwy 231 (US-231)	Titus Rd		X		X										
I-81	US-98/W 15th St	Flower Ave		X					X	X	X	X		X		
I-45	N Hwy 231 (N US-231)	Cherokee Heights Rd		X		X						X			X	
S-12	SR-390/Saint Andrews Blvd	From Frankford Ave to Lisenby Ave	X						X		X	X	X	X	X	X
I-73	US-98/SR-30A	Bayview Ave/W 17th St							X	X	X			X	X	
I-20	US-98/E 15th St	CR-2327/Transmitter Rd	X	X			X	X						X		
I-26	SR-30/Front Beach Rd	SR-392A/Hutchison Blvd/Thomas Dr					X	X		X	X	X	X		X	
I-31	US-98/W 15th St	Fairland Ave		X		X		X		X				X		
I-33	US-98/W 15th St	SR-385/Frankford Ave	X	X		X				X			X			X
I-44	E HWY 98 (E US-98)	E 3rd St		X		X			X	X	X	X				
I-2	US-98/SR-30A/Panama City Beach Pkwy	Moylan Rd	X	X				X						X		
I-4	US-98/SR-30A/Panama City Beach Pkwy	Richard Jackson Blvd		X	X	X		X					X			
I-15	E SR-392/Hutchison Blvd	Richard Jackson Blvd		X	X	X								X		
I-21	SR-368/W 23rd St	SR-385/Frankford Ave		X		X	X						X		X	
I-24	US-98/Panama City Beach Pkwy	Nautilus St/Philip Griffiths Sr Pkwy	X	X	X				X				X		X	
S-10	US-231	From Hightower Rd to Hwy 167					X		X				X	X	X	
I-13	SR-77	CR-338/Edwards Rd	X	X									X			
I-28	SR-30/Front Beach Rd	CR-30B/Moylan Rd	X	X		X				X						
I-35	SR-22/E 3rd St	N Highway 22 A/Bob Little Rd		X		X	X		X				X			
I-52	US-231/SR-75	Pipeline Rd		X		X										
I-65	US-98/W 18th St	SR-390/Beck Ave					X		X	X	X	X	X		X	
S-8	SR-77	From Court Martial Ranch Rd to Hwy 20					X	X	X				X			X
I-14	US-98/Panama City Beach Pkwy	SR-79	X	X						X	X	X	X			
I-29	US-98/Panama City Beach Pkwy	Alf Coleman Rd/N Alf Coleman Rd	X			X		X		X			X	X	X	X

**Tier 3 Projects**  
**Existing Conditions Summary**

HIN ID	Location	Location Description	EXISTING CONDITIONS - INTERSECTIONS					EXISTING CONDITIONS - SEGMENTS						
			Control Type	Number of Legs	Major Street AADT (2023)	Minor Street AADT (2023)	Area Type	Functional Classification	Two-Way Number of Lanes	Divided/ Undivided	Median Type	Posted Speed Limit (mph)	AADT (2023)	Area Type
I-8	SR 77/MLK Blvd/Cove Blvd	SR-368/E 23rd St	Signal	4	25,500	28,000	Urban	-	-	-	-	-	-	-
I-63	SR-368/E 23rd St	Wilson Ave/Legear Ln	Signal	4	28,000	NO DATA	Urban	-	-	-	-	-	-	-
S-18	SR-77	From E Baldwin Dr to E 25th St	-	-	-	-	-	Urban Principal Arterial Other	4	Divided	Median	45	30,285	Urban
I-74	US-98/SR-30A/W 15th St	Lincoln Ave	TWSC	4	34,500	NO DATA	Urban	-	-	-	-	-	-	-
I-76	US-98/W 15th St	Caroline Blvd	TWSC	3	35,000	NO DATA	Urban	-	-	-	-	-	-	-
I-7	US-98/SR-30A/Panama City Beach Pkwy	Allison Ave	TWSC	3	44,500	3,100	Rural	-	-	-	-	-	-	-
I-67	SR-392A/Hutchison Blvd	Churchwell Dr/S Glades Trl	Signal	4	23,000	2,000	Urban	-	-	-	-	-	-	-
S-17	S Thomas Dr	From Front Beach Rd to Perch Ln	-	-	-	-	-	Urban Local	2	Divided	Median	25	8,100	Urban
I-41	Hwy 77 (SR-77)	Hwy 2302	Signal	3	26,000	NO DATA	Rural	-	-	-	-	-	-	-
I-66	US-98/SR-30/Panama City Beach Pkwy	Woodlawn Dr	Signal	3	69,718	NO DATA	Rural	-	-	-	-	-	-	-
I-16	US-98/Panama City Beach Pkwy	Bluefish Dr	TWSC	4	47,000	NO DATA	Urban	-	-	-	-	-	-	-
I-30	US-98/Panama City Beach Pkwy	Pier Park Dr	Signal	4	46,500	NO DATA	Urban	-	-	-	-	-	-	-
I-38	CR-392/Thomas Dr	S Thomas Dr	Signal	3	12,000	8,100	Urban	-	-	-	-	-	-	-
I-58	US-98/W 15th St	Balboa Ave	Signal	4	34,250	4,450	Urban	-	-	-	-	-	-	-
I-59	US-98/Panama City Beach Pkwy	Griffin Blvd	Signal	3	34,500	NO DATA	Urban	-	-	-	-	-	-	-
I-62	W Hwy 98 (W US-98)	Danford Ave	TWSC	4	42,000	NO DATA	Urban	-	-	-	-	-	-	-
I-77	SR-77/Ohio Ave	E 17th St	Signal	4	30,500	NO DATA	Urban	-	-	-	-	-	-	-
I-79	SR-390/Saint Andrews Blvd	SR-391/Airport Rd	Signal	4	21,000	2,750	Urban	-	-	-	-	-	-	-
I-82	SR-390/Saint Andrews Blvd	SR-327/Lisenby Ave	Signal	4	22,000	2,750	Urban	-	-	-	-	-	-	-
I-47	US-98/E 15th St	Luverne Ave	TWSC	3	24,500	NO DATA	Urban	-	-	-	-	-	-	-
I-50	Hwy 77 (SR-77)	Hwy 2321 (SR-77A)	Signal	3	28,000	12,000	Rural	-	-	-	-	-	-	-
I-70	CR-2312/E Baldwin Rd	N East Ave	AWSC	4	8,300	8,500	Rural	-	-	-	-	-	-	-
I-71	Hwy 77 (SR-77)	Hwy 20 (SR-20)	Signal	4	12,750	4,228	Rural	-	-	-	-	-	-	-
S-15	SR-368/W 23rd St	From Winona Dr to Stanford Station	-	-	-	-	-	Urban Minor Arterial	4	Divided	TWLTL	45	33,000	Urban
I-46	CR-392/Thomas Dr	Chickasaw St	TWSC	3	12,000	NO DATA	Rural	-	-	-	-	-	-	-
I-49	CR-392/Thomas Dr	Silver Sands Rd	TWSC	3	12,000	NO DATA	Rural	-	-	-	-	-	-	-
I-54	SR-392A/Hutchison Blvd	Alf Coleman Rd	Signal	4	15,500	6,500	Urban	-	-	-	-	-	-	-
I-55	CR-392/Thomas Dr	Joan Ave	Signal	4	12,000	9,700	Urban	-	-	-	-	-	-	-
I-56	US-98/S Tyndall Pkwy	Cherry St	Signal	4	34,750	7,850	Urban	-	-	-	-	-	-	-
I-60	E 3rd St	Everitt Ave	TWSC	4	2,600	1,400	Urban	-	-	-	-	-	-	-
I-72	CR-30B/Joan Ave	N Lagoon Dr	Signal	4	9,700	4,900	Rural	-	-	-	-	-	-	-
I-75	Transmitter Rd	E 11th St	Signal	4	6,700	4,350	Urban	-	-	-	-	-	-	-
I-78	US-98/S Tyndall Pkwy	Boat Race Road	Signal	4	27,500	4,650	Urban	-	-	-	-	-	-	-
S-13	SR-388	From Point Washington WMA to 1/3 mi east of S Burnt Mill	-	-	-	-	-	Rural Minor Arterial	2	Undivided	None	60	9,200	Rural
I-40	CR-3031/Thomas Dr	CR-392/Thomas Dr	Signal	3	14,900	7,300	Rural	-	-	-	-	-	-	-
I-48	N Hwy 231 (N US-231)	Hudson Rd	TWSC	3	27,500	NO DATA	Rural	-	-	-	-	-	-	-
I-57	US-231/SR-75	Bayou George Dr	TWSC	3	27,500	NO DATA	Urban	-	-	-	-	-	-	-
I-61	SR-30/Front Beach Rd	Allison Ave	Signal	4	28,500	3,100	Rural	-	-	-	-	-	-	-
I-64	CR-2031/Thomas Dr	Laird St	Signal	3	36,500	NO DATA	Rural	-	-	-	-	-	-	-
I-80	SR-368/W 23rd St	Fortune Ave	TWSC	3	31,000	NO DATA	Urban	-	-	-	-	-	-	-
I-53	US-231	Transmitter Rd	Signal	4	35,250	9,250	Urban	-	-	-	-	-	-	-
I-69	Hwy 77 (SR-77)	E Hwy 388 (E CR-388)	TWSC	3	19,500	2,800	Rural	-	-	-	-	-	-	-
I-39	SR-77/MLK Blvd	US-98/SR-30A/15th St	Signal	4	22,500	27,250	Urban	-	-	-	-	-	-	-
I-43	SR-30/Front Beach Rd	Short Street	TWSC	3	12,500	NO DATA	Urban	-	-	-	-	-	-	-
I-51	US-98/Front Beach Rd	Lakeview Cir	TWSC	3	12,500	NO DATA	Urban	-	-	-	-	-	-	-
I-68	SR-392A/Hutchison Blvd	Lyndell Ln	TWSC	4	9,500	NO DATA	Urban	-	-	-	-	-	-	-
I-42	Hwy 231 (US-231)	Hwy 167/Restful Rd	TWSC	4	9,345	4,000	Rural	-	-	-	-	-	-	-
S-16	Thomas Dr	From Front Beach Rd to Joan Ave	-	-	-	-	-	Urban Major Collector	2	Undivided/Divided	TWLTL	35	13,750	Urban
I-83	BUS 98/SR 30/E 5th St	Everitt Ave	TWSC	4	18,100	1,600	Urban	-	-	-	-	-	-	-
S-14	US-98/Panama City Beach Parkway	From Powell Adams Dr to Philip Griffiths Sr Pkwy	-	-	-	-	-	Urban Principal Arterial Other	4	Divided	Median	45	49,500	Urban



**Tier 3 Projects**  
**Crash Proportions, 07/01/2019 thru 06/30/2024**

HIN ID	Location	Location Description	OBSERVED PROPORTION, ALL CRASHES													OBSERVED PROPORTION, FATAL & INJURY CRASHES														
			Turning and Angle				Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental		Turning and Angle				Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental			
			Rear End	Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement	Rear End	Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement		
I-8	SR 77/MLK Blvd/Cove Blvd	SR-368/E 23rd St	44%	12%	4%	4%	1%	21%	2%	0%	0%	25%	3%	18%	17%	17%	50%	0%	0%	8%	0%	17%	0%	0%	0%	33%	1%	0%	33%	33%
I-63	SR-368/E 23rd St	Wilson Ave/Legear Ln	34%	19%	0%	7%	0%	15%	1%	1%	1%	34%	3%	15%	18%	0%	67%	0%	0%	0%	0%	0%	0%	0%	25%	3%	25%	25%	25%	
S-18	SR-77	From E Baldwin Dr to E 25th St	59%	3%	0%	0%	0%	17%	0%	3%	3%	31%	3%	10%	7%	25%	25%	0%	0%	0%	25%	0%	0%	25%	3%	25%	25%	25%		
I-74	US-98/SR-30A/W 15th St	Lincoln Ave	66%	9%	0%	3%	3%	3%	3%	0%	3%	26%	9%	17%	11%	25%	25%	0%	0%	25%	0%	0%	0%	25%	3%	0%	25%	0%		
I-76	US-98/W 15th St	Caroline Blvd	42%	6%	0%	13%	0%	10%	3%	3%	10%	19%	3%	19%	23%	50%	0%	0%	0%	0%	0%	0%	25%	25%	3%	0%	50%	25%		
I-7	US-98/SR-30A/Panama City Beach Pkwy	Allison Ave	25%	24%	2%	24%	1%	15%	3%	0%	0%	16%	0%	31%	17%	8%	38%	0%	38%	0%	0%	0%	0%	0%	0%	0%	54%	15%		
I-67	SR-392A/Hutchison Blvd	Churchwell Dr/S Glades Trl	44%	11%	3%	6%	3%	8%	0%	11%	0%	19%	0%	19%	6%	17%	17%	0%	0%	17%	0%	17%	0%	0%	0%	0%	17%	0%		
S-17	S Thomas Dr	From Front Beach Rd to Perch Ln	13%	5%	0%	0%	0%	8%	5%	2%	3%	6%	0%	37%	0%	14%	14%	0%	0%	0%	0%	0%	14%	29%	3%	0%	71%	0%		
I-41	Hwy 77 (SR-77)	Hwy 2302	48%	8%	4%	0%	0%	0%	4%	4%	0%	8%	0%	20%	0%	50%	0%	0%	0%	0%	0%	25%	25%	0%	0%	0%	50%	0%		
I-66	US-98/SR-30/Panama City Beach Pkwy	Woodlawn Dr	44%	4%	0%	13%	0%	28%	4%	0%	0%	19%	1%	22%	10%	20%	40%	0%	40%	0%	0%	0%	0%	0%	0%	0%	20%	0%		
I-16	US-98/Panama City Beach Pkwy	Bluefish Dr	77%	2%	0%	5%	2%	2%	2%	2%	0%	35%	0%	16%	7%	33%	17%	0%	0%	0%	0%	17%	0%	0%	0%	33%	0%			
I-30	US-98/Panama City Beach Pkwy	Pier Park Dr	66%	4%	2%	4%	2%	12%	0%	1%	0%	23%	3%	23%	8%	17%	17%	0%	33%	0%	0%	17%	0%	0%	0%	50%	0%			
I-38	CR-392/Thomas Dr	S Thomas Dr	20%	5%	0%	0%	10%	5%	10%	0%	0%	5%	10%	60%	0%	25%	0%	0%	0%	0%	50%	0%	0%	0%	0%	100%	0%			
I-58	US-98/W 15th St	Balboa Ave	44%	11%	2%	15%	1%	19%	2%	1%	0%	23%	4%	22%	7%	0%	43%	0%	43%	0%	0%	14%	0%	0%	0%	14%	0%			
I-59	US-98/Panama City Beach Pkwy	Griffin Blvd	65%	10%	0%	2%	0%	4%	0%	2%	0%	10%	2%	15%	17%	43%	29%	0%	14%	0%	0%	14%	0%	0%	0%	14%	29%			
I-62	W Hwy 98 (W US-98)	Danford Ave	19%	19%	0%	13%	4%	19%	6%	0%	2%	11%	2%	34%	11%	17%	50%	0%	17%	0%	0%	17%	0%	0%	0%	83%	17%			
I-77	SR-77/Ohio Ave	E 17th St	36%	24%	0%	4%	0%	4%	9%	0%	2%	18%	0%	13%	11%	0%	25%	0%	25%	0%	0%	25%	0%	25%	2%	0%	25%	50%		
I-79	SR-390/Saint Andrews Blvd	SR-391/Airport Rd	60%	13%	2%	8%	0%	3%	7%	0%	0%	10%	2%	15%	18%	29%	43%	0%	0%	0%	0%	29%	0%	0%	14%	29%	14%			
I-82	SR-390/Saint Andrews Blvd	SR-327/Lisenby Ave	77%	2%	0%	3%	0%	5%	5%	0%	2%	19%	2%	14%	13%	50%	0%	0%	0%	0%	25%	0%	25%	2%	0%	50%	0%			
I-47	US-98/E 15th St	Luverne Ave	81%	5%	0%	0%	0%	14%	0%	0%	0%	29%	0%	19%	5%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%			
I-50	Hwy 77 (SR-77)	Hwy 2321 (SR-77A)	46%	32%	0%	4%	0%	8%	2%	0%	0%	22%	2%	25%	16%	22%	56%	0%	0%	0%	0%	0%	0%	0%	0%	44%	22%			
I-70	CR-2312/E Baldwin Rd	N East Ave	26%	25%	2%	21%	2%	11%	4%	2%	0%	21%	4%	25%	23%	40%	20%	0%	40%	0%	0%	0%	0%	0%	0%	40%	0%			
I-71	Hwy 77 (SR-77)	Hwy 20 (SR-20)	51%	4%	2%	6%	0%	14%	0%	0%	0%	14%	6%	27%	16%	40%	0%	0%	20%	0%	0%	0%	0%	0%	0%	40%	20%			
S-15	SR-368/W 23rd St	From Winona Dr to Stanford Station	50%	14%	1%	8%	1%	10%	2%	2%	0%	19%	5%	9%	19%	0%	38%	0%	13%	0%	0%	25%	0%	0%	0%	13%	0%			
I-46	CR-392/Thomas Dr	Chickasaw St	33%	0%	11%	11%	0%	0%	11%	0%	11%	11%	0%	67%	0%	75%	0%	0%	0%	0%	0%	25%	11%	0%	0%	100%	0%			
I-49	CR-392/Thomas Dr	Silver Sands Rd	13%	13%	13%	13%	0%	0%	13%	0%	13%	0%	13%	38%	13%	0%	0%	33%	0%	0%	33%	0%	33%	13%	33%	100%	0%			
I-54	SR-392A/Hutchison Blvd	Alf Coleman Rd	19%	25%	3%	17%	3%	11%	3%	5%	0%	13%	3%	22%	9%	0%	67%	0%	22%	0%	0%	0%	0%	0%	11%	44%	0%			
I-55	CR-392/Thomas Dr	Joan Ave	36%	15%	2%	3%	2%	5%	5%	1%	3%	15%	2%	48%	8%	20%	10%	0%	0%	0%	10%	10%	20%	2%	0%	70%	0%			
I-56	US-98/S Tyndall Pkwy	Cherry St	40%	7%	0%	2%	4%	6%	1%	0%	1%	25%	1%	33%	3%	25%	25%	0%	0%	25%	25%	0%	0%	0%	0%	75%	0%			
I-60	E 3rd St	Everitt Ave	5%	5%	3%	84%	0%	0%	0%	0%	0%	22%	0%	14%	14%	0%	14%	0%	86%	0%	0%	0%	0%	0%	0%	14%	14%			
I-72	CR-30B/Joan Ave	N Lagoon Dr	53%	16%	1%	7%	1%	4%	1%	3%	1%	17%	0%	31%	24%	17%	17%	0%	0%	0%	17%	17%	1%	0%	50%	17%				
I-75	Transmitter Rd	E 11th St	45%	12%	0%	9%	9%	3%	0%	6%	3%	21%	0%	27%	0%	0%	0%	60%	20%	0%	0%	20%	0%	0%	0%	40%	0%			
I-78	US-98/S Tyndall Pkwy	Boat Race Road	10%	24%	0%	17%	7%	3%	7%	0%	0%	34%	0%	24%	7%	0%	17%	0%	50%	17%	0%	17%	0%	0%	0%	17%	17%			
S-13	SR-388	From Point Washington WMA to 1/3 mi east of S Burnt Mill	18%	0%	0%	0%	0%	18%	9%	0%	0%	0%	0%	45%	0%	17%	0%	0%	0%	17%	0%	0%	0%	0%	0%	33%	0%			
I-40	CR-3031/Thomas Dr	CR-392/Thomas Dr	23%	4%	0%	0%	0%	19%	19%	0%	0%	12%	0%	54%	8%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%	100%	0%			
I-48	N Hwy 231 (N US-231)	Hudson Rd	40%	30%	0%	0%	0%	10%	10%	0%	0%	20%	0%	40%	10%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%			
I-57	US-231/SR-75	Bayou George Dr	31%	25%	0%	27%	0%	10%	4%	0%	0%	19%	2%	15%	21%	0%	43%	0%	29%	0%	0%	0%	0%	0%	14%	43%	43%			
I-61	SR-30/Front Beach Rd	Allison Ave	45%	16%	2%	14%	0%	12%	1%	2%	0%	14%	1%	23%	13%	0%	25%	0%	38%	0%	0%	13%	13%	0%	0%	13%	38%	13%		
I-64	CR-2031/Thomas Dr	Laird St	47%	20%	3%	0%	2%	11%	8%	0%	0%	27%	3%	22%	19%	33%	50%	0%	0%	17%	0%	0%	0%	0%	0%	17%	17%			
I-80	SR-368/W 23rd St	Fortune Ave	27%	32%	0%	5%	3%	11%	3%	11%	0%	41%	0%	8%	14%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%			
I-53	US-231	Transmitter Rd	58%	10%	5%	1%	2%	10%	4%	1%	2%	25%	0%	21%	9%	50%	10%	20%	0%	0%	0%	10%	0%	10%	1%	0%	40%	0%		
I-69	Hwy 77 (SR-77)	E Hwy 388 (E CR-388)	37%	19%	0%	4%	4%	7%	11%	0%	0%	15%	7%	30%	26%	25%	13%	0%	13%	13%	0%	0%	0%	0%	13%	38%	38%			
I-39	SR-77/MLK Blvd	US-98/SR-30A/15th St	38%	11%	7%	8%	1%	17%	3%	1%	2%	25%	2%	18%	15%	29%	43%	0%	14%	0%	0%	0%	0%	0%	0%	14%	0%			
I-43	SR-30/Front Beach Rd	Short Street	64%	9%	0%	0%	0%	0%	0%	9%	0%	9%	0%	55%	9%	80%	20%	0%	0%	0%	0%	0%	0%	0%	0%	60%	20%			
I-51	US-98/Front Beach Rd	Lakeview Cir	20%	40%	0%	0%	20%	0%	0%	0%	0%	20%	0%	20%	0%	0%	67%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%			
I-68	SR-392A/Hutchison Blvd	Lyndell Ln	7%	21%	0%	41%	3%	7%	3%	0%	0%	34%	3%	14%	24%	0%	0%	0%	50%	17%	0%	0%	0%	0%	0%	17%	17%			
I-42	Hwy 231 (US-231)	Hwy 167/Restful Rd	14%	10%	3%	7%	0%	10%	28%	0%	0%	14%	7%	41%	24%	0%	50%	0%	25%	0%	0%	25%	0%	0%	0%	25%	0%			
S-16	Thomas Dr	From Front Beach Rd to Joan Ave	31%	9%	1%	1%	3%	9%	6%	0%	6%	15%	1%	41%	13%	14%	0%	0%	0%	0%	0%	29%	0%	43%	4%	0%	71%	14%		
I-83	BUS 98/SR 30/E 5th St	Everitt Ave	23%	19%	0%	23%	0%	15%	0%	0%	0%	27%	8%	27%	23%	33%	67%	0%	0%	0%	0%	0%	0%	0%	0%	67%	0%			
S-14	US-98/Panama City Beach Parkway	From Powell Adams Dr to Philip Griffiths Sr Pkwy	52%	3%	2%	4%	0%	8%	2%	0%	2%	11%	1%	37%	11%	25%	25%	0%	0%	0%	25%	0%	0%	0%	0%	75%	0%			

■ Higher than County Average

**Tier 3 Projects**  
**Recommended Countermeasure Categories**

HIN ID	Location	Location Description	COUNTERMEASURE CATEGORY												
			Rear End	Turning and Angle			Lane Departure			Bicycle	Pedestrian	Aging Drivers	Speed-Related	Environmental	
				Left Turn	Right Turn	Angle	Head On	Sideswipe	Off Road					Nighttime	Wet Pavement
I-8	SR 77/MLK Blvd/Cove Blvd	SR-368/E 23rd St		X			X		X			X	X	X	
I-63	SR-368/E 23rd St	Wilson Ave/Legear Ln		X						X	X			X	
S-18	SR-77	From E Baldwin Dr to E 25th St	X	X				X		X	X	X		X	
I-74	US-98/SR-30A/W 15th St	Lincoln Ave	X	X			X			X	X				
I-76	US-98/W 15th St	Caroline Blvd	X						X	X	X		X	X	
I-7	US-98/SR-30A/Panama City Beach Pkwy	Allison Ave		X		X							X	X	
I-67	SR-392A/Hutchison Blvd	Churchwell Dr/S Glades Trl		X				X							
S-17	S Thomas Dr	From Front Beach Rd to Perch Ln							X	X	X		X		
I-41	Hwy 77 (SR-77)	Hwy 2302	X						X	X			X		
I-66	US-98/SR-30/Panama City Beach Pkwy	Woodlawn Dr		X		X									
I-16	US-98/Panama City Beach Pkwy	Bluefish Dr	X	X					X						
I-30	US-98/Panama City Beach Pkwy	Pier Park Dr		X		X			X				X		
I-38	CR-392/Thomas Dr	S Thomas Dr	X						X				X		
I-58	US-98/W 15th St	Balboa Ave		X		X			X						
I-59	US-98/Panama City Beach Pkwy	Griffin Blvd	X	X		X			X					X	
I-62	W Hwy 98 (W US-98)	Danford Ave		X		X			X				X	X	
I-77	SR-77/Ohio Ave	E 17th St		X		X			X		X			X	
I-79	SR-390/Saint Andrews Blvd	SR-391/Airport Rd	X	X					X			X		X	
I-82	SR-390/Saint Andrews Blvd	SR-327/Lisenby Ave	X						X		X		X		
I-47	US-98/E 15th St	Luverne Ave	X											X	
I-50	Hwy 77 (SR-77)	Hwy 2321 (SR-77A)	X	X									X	X	
I-70	CR-2312/E Baldwin Rd	N East Ave	X	X		X							X		
I-71	Hwy 77 (SR-77)	Hwy 20 (SR-20)	X			X							X	X	
S-15	SR-368/W 23rd St	From Winona Dr to Stanford Station		X		X			X						
I-46	CR-392/Thomas Dr	Chickasaw St	X							X	X		X		
I-49	CR-392/Thomas Dr	Silver Sands Rd			X				X		X	X	X		
I-54	SR-392A/Hutchison Blvd	Alf Coleman Rd		X		X						X	X		
I-55	CR-392/Thomas Dr	Joan Ave							X	X	X		X		
I-56	US-98/S Tyndall Pkwy	Cherry St	X	X				X	X				X		
I-60	E 3rd St	Everitt Ave				X								X	
I-72	CR-30B/Joan Ave	N Lagoon Dr		X					X	X	X		X	X	
I-75	Transmitter Rd	E 11th St				X	X		X				X		
I-78	US-98/S Tyndall Pkwy	Boat Race Road		X		X	X		X					X	
S-13	SR-388	From Point Washington WMA to 1/3 mi east of S Burnt Mill						X							
I-40	CR-3031/Thomas Dr	CR-392/Thomas Dr							X				X		
I-48	N Hwy 231 (N US-231)	Hudson Rd	X	X									X		
I-57	US-231/SR-75	Bayou George Dr		X		X						X	X	X	
I-61	SR-30/Front Beach Rd	Allison Ave		X		X			X			X	X	X	
I-64	CR-2031/Thomas Dr	Laird St	X	X			X					X		X	
I-80	SR-368/W 23rd St	Fortune Ave		X									X		
I-53	US-231	Transmitter Rd	X		X					X	X		X		
I-69	Hwy 77 (SR-77)	E Hwy 388 (E CR-388)	X			X	X					X	X	X	
I-39	SR-77/MLK Blvd	US-98/SR-30A/15th St	X	X		X									
I-43	SR-30/Front Beach Rd	Short Street	X	X									X	X	
I-51	US-98/Front Beach Rd	Lakeview Cir		X											
I-68	SR-392A/Hutchison Blvd	Lyndell Ln				X	X							X	
I-42	Hwy 231 (US-231)	Hwy 167/Restful Rd		X		X			X						
S-16	Thomas Dr	From Front Beach Rd to Joan Ave							X		X		X	X	
I-83	BUS 98/SR 30/E 5th St	Everitt Ave	X	X									X		
S-14	US-98/Panama City Beach Parkway	From Powell Adams Dr to Philip Griffiths Sr Pkwy	X	X				X					X		

# Appendix D

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## Prioritized Projects List

**Tier 1 Projects  
Prioritization Criteria**

HIN ID	Location	Location Description	Jurisdiction	EPDO Score	In VRU High-Injury Network?	In ECRC High-Injury Network? (No.)	VRU KSI Crashes	HRN Score	In Transportation Disadvantaged Tract? (Yes/No)	In Historically Disadvantaged Tract? (Yes/No)	In Area of Persistent Poverty? (Yes/No)	Planning Consistency Category	ECRC Priority Location? (Yes/No)	Survey Responses	Top 25 Candidate	FDOT Widening Flag
S-2	US-98	From Back Beach Rd to end of Hathaway Bridge	Unincorporated	5,305	Yes	Yes (24)	5	64	Yes	Yes	Yes	Identified State/County Need In PD&E/Engineering Design	Yes (Bay-1)	2	No	US-98
S-1	SR-30/Front Beach Rd	From E El Centro Blvd to Anenome St	Panama City Beach	5,009	Yes	Yes (10)	4	40	No	No	No	Identified State/County Need In PD&E/Engineering Design	Yes (Bay-4)	4	No	
I-27	US-98/W 15th St	Jenks Ave	Panama City	1,576	Yes	No	2	58	Yes	Yes	Yes	Identified State/County Need In PD&E/Engineering Design	No	2	No	US-231
I-1	US-231/SR-75	CR-390/E Hwy 390	Unincorporated	2,962	Yes	Yes (9)	1	56	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	Yes (9)	2	No	
S-6	SR-30/Front Beach Rd	From Lyndell Ln to S Thomas Dr	Panama City Beach	3,233	Yes	Yes (10)	3	44	No	No	No	Not an Identified State/County Need	Yes (Bay-4)	2	Yes	
I-3	US-98/SR-30A/Panama City Beach Pkwy	Thomas Dr/Wildwood Rd	Unincorporated	2,860	Yes	Yes (6)	1	60	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	Yes (6)	1	No	US-98
S-7	US-98	From end of Hathaway Bridge to Brown Ave	Panama City	2,477	Yes	Yes (24)	3	64	Yes	Yes	Yes	Not an Identified State/County Need	Yes (Bay-1)	1	Yes	
S-11	US-98/W 15th St	From June Ave to Jenks Ave	Panama City	1,499	Yes	No	2	58	Yes	Yes	Yes	Not an Identified State/County Need	Yes (Bay-1)	1	Yes	
I-25	W HWY 98 (W US-98)	SR-30A/Michigan Ave	Panama City	1,624	Yes	No	2	58	Yes	Yes	Yes	Not an Identified State/County Need	No	1	Yes	
S-4	US-98/E 15th St/S Tyndall Pkwy	From Hickory St to Allegheny Ave	Springfield, Callaway, Parker	3,613	No	Yes (23)	0	58	Yes	Yes	Yes	Not an Identified State/County Need	No	4	Yes	
S-9	SR-368/W 23rd St	From Doctors Drive to MLK Blvd	Panama City	2,127	Yes	Yes (25)	2	47	Yes	Yes	Yes	Not an Identified State/County Need	Yes (Bay-5)	0	Yes	
I-6	US-98/E 15th St	US-231/Harrison Ave	Panama City	2,395	No	No	0	58	Yes	Yes	Yes	Identified State/County Need In PD&E/Engineering Design	No	8	No	US-231
I-19	US-98/W 15th St	SR-327/Lisenby Ave	Panama City	1,753	Yes	No	2	58	Yes	Yes	No	Not an Identified State/County Need	No	0	Yes	
S-5	US-98/Panama City Beach Parkway	From Sea Sound Cir to Cauley Ave	Panama City Beach	3,484	No	Yes (28)	0	58	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	Yes (Bay-13)	1	No	US-98
S-3	US-98/Panama City Beach Parkway	From N Alf Coleman Rd to Sea Sound Cir	Panama City Beach	3,897	Yes	Yes (28)	7	64	No	No	No	Recently Improved or Under Construction	Yes (Bay-13)	1	No	US-98
I-12	US-231	SR 389/N East Ave	Unincorporated	1,963	No	No	0	54	Yes	Yes	No	Identified State/County Need In PD&E/Engineering Design	No	4	Yes	US-231
I-23	CR-3031/Thomas Dr	Gwyn Dr	Unincorporated	1,693	Yes	No	4	47	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-37	SR-30/Front Beach Rd	Hinson Ave	Unincorporated	1,375	Yes	No	2	47	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-32	SR-368/W 23rd St	Jenks Ave	Panama City	1,452	Yes	Yes (16)	1	47	Yes	Yes	Yes	Not an Identified State/County Need	No	1	Yes	

**Tier 1 Projects  
Prioritization Scores**

HIN ID	Location	Location Description	Jurisdiction	Crash History			Vulnerable Road Users (Bike/Ped)		High-Risk Features			Equity			Planning Consistency				Public Input			Final Prioritization	
				40.00	30.00	10.00	20.00	10.00	10.00	7.50	5.00	10.00	7.50	5.00	-10.00	10.00	7.50	2.50	10.00	5.00	2.50	Total Priority Score	Tier
				EPDO Score ≥ Top 10%	EPDO Score < Top 10% and ≥ Top 50%	EPDO Score < Top 50%	In VRU High-Injury Network, VRU KSI Crashes > 1	In VRU High-Injury Network, VRU KSI Crashes = 1	HRN Score ≥ Top 10%	HRN Score < Top 10% and ≥ Top 50%	HRN Score < Top 50%	In 3 out of 3 Equity Areas	In 2 out of 3 Equity Areas	In 1 out of 3 Equity Areas	Recently Improved or Under Construction	Identified State/County Need, Unfunded	Identified State/County Need In	Not an Identified State/County Need, EGRC	4+ Public Survey Responses	2-3 Public Survey Responses	1 Public Survey Response		
S-2	US-98	From Back Beach Rd to end of Hathaway Bridge	Unincorporated	40.0	0.0	0.0	20.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	5.0	0.0	92.5	1
S-1	SR-30/Front Beach Rd	From E El Centro Blvd to Anenome St	Panama City Beach	40.0	0.0	0.0	20.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	10.0	0.0	0.0	85.0	1
I-27	US-98/W 15th St	Jenks Ave	Panama City	0.0	30.0	0.0	20.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	5.0	0.0	82.5	1
I-1	US-231/SR-75	CR-390/E Hwy 390	Unincorporated	40.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	7.5	0.0	0.0	5.0	0.0	77.5	1
S-6	SR-30/Front Beach Rd	From Lyndell Ln to S Thomas Dr	Panama City Beach	40.0	0.0	0.0	20.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	5.0	0.0	75.0	1	
I-3	US-98/SR-30A/Panama City Beach Pkwy	Thomas Dr/Wildwood Rd	Unincorporated	40.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	7.5	0.0	0.0	0.0	2.5	75.0	1	
S-7	US-98	From end of Hathaway Bridge to Brown Ave	Panama City	0.0	30.0	0.0	20.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	75.0	1	
S-11	US-98/W 15th St	From June Ave to Jenks Ave	Panama City	0.0	30.0	0.0	20.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	75.0	1	
I-25	W HWY 98 (W US-98)	SR-30A/Michigan Ave	Panama City	0.0	30.0	0.0	20.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	72.5	1	
S-4	US-98/E 15th St/S Tyndall Pkwy	From Hickory St to Allegheny Ave	Springfield, Callaway, Parker	40.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	70.0	1	
S-9	SR-368/W 23rd St	From Doctors Drive to MLK Blvd	Panama City	0.0	30.0	0.0	20.0	0.0	0.0	7.5	0.0	10.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	70.0	1	
I-6	US-98/E 15th St	US-231/Harrison Ave	Panama City	0.0	30.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	10.0	0.0	0.0	67.5	1	
I-19	US-98/W 15th St	SR-327/Lisenby Ave	Panama City	0.0	30.0	0.0	20.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.5	1	
S-5	US-98/Panama City Beach Parkway	From Sea Sound Cir to Cauley Ave	Panama City Beach	40.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	7.5	0.0	0.0	2.5	65.0	1	
S-3	US-98/Panama City Beach Parkway	From N Alf Coleman Rd to Sea Sound Cir	Panama City Beach	40.0	0.0	0.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	-10.0	0.0	0.0	0.0	0.0	2.5	62.5	1	
I-12	US-231	SR 389/N East Ave	Unincorporated	0.0	30.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.5	0.0	0.0	7.5	0.0	10.0	0.0	0.0	62.5	1	
I-23	CR-3031/Thomas Dr	Gwyn Dr	Unincorporated	0.0	30.0	0.0	20.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	1	
I-37	SR-30/Front Beach Rd	Hinson Ave	Unincorporated	0.0	30.0	0.0	20.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	1	
I-32	SR-368/W 23rd St	Jenks Ave	Panama City	0.0	30.0	0.0	0.0	10.0	0.0	7.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	60.0	1	

**Tier 2 Projects  
Prioritization Criteria**

HIN ID	Location	Location Description	Jurisdiction	EPDO Score	In VRU High-Injury Network?	In ECRC High-Injury Network? (No.)	VRU KSI Crashes	HRN Score	In Transportation Disadvantaged Tract? (Yes/No)	In Historically Disadvantaged Tract? (Yes/No)	In Area of Persistent Poverty? (Yes/No)	Planning Consistency Category	ECRC Priority Location? (Yes/No)	Survey Responses	Top 25 Candidate	FDOT Widening Flag
I-5	US-98/SR-30A/Tyndall Pkwy	SR-22/Wewa Hwy/E 3rd St	Callaway	2,414	No	Yes (10)	0	58	No	Yes	No	Identified State/County Need, Unfunded	Yes (10)	1	Yes	
I-10	US-231	Hwy 2301	Unincorporated	2,013	No	No	0	52	Yes	Yes	No	Identified State/County Need, Unfunded	No	1	Yes	US-231
I-22	US-98/E 15th St	SR-389/N East Ave	Unincorporated	1,694	Yes	No	1	54	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
I-9	SR-30/Front Beach Rd	Joan Ave	Unincorporated	2,051	Yes	Yes (8)	1	47	Yes	No	No	Not an Identified State/County Need	Yes (8)	0	Yes	
I-11	US-231/SR-75	SR-20	Unincorporated	1,968	No	Yes (14)	0	19	Yes	Yes	No	Identified State/County Need, Unfunded	No	1	Yes	
I-17	US-231	SR-77/MLK Blvd	Panama City	1,828	No	Yes (11)	0	54	Yes	Yes	Yes	Identified State/County Need In PD&E/Engineering Design	No	0	No	US-231
I-18	US-231/SR-75	SR-368/E 23rd St	Panama City	1,816	No	Yes (2)	0	54	Yes	Yes	Yes	Identified State/County Need In PD&E/Engineering Design	Yes (2)	0	No	US-231
I-36	N Hwy 231 (US-231)	Titus Rd	Unincorporated	1,378	No	No	0	52	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	No	3	No	
I-81	US-98/W 15th St	Flower Ave	Panama City	971	Yes	No	2	58	Yes	Yes	No	Identified State/County Need In PD&E/Engineering Design	No	0	No	SR-390
I-45	N Hwy 231 (N US-231)	Cherokee Heights Rd	Unincorporated	1,435	No	No	0	52	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	No	1	Yes	
S-12	SR-390/Saint Andrews Blvd	From Frankford Ave to Lisenby Ave	Unincorporated	1,428	Yes	Yes (6)	3	43	Yes	No	No	Recently Improved or Under Construction	Yes (Bay-2)	0	No	SR-390
I-73	US-98/SR-30A	Bayview Ave/W 17th St	Panama City	1,005	Yes	Yes (5)	2	51	Yes	Yes	Yes	Not an Identified State/County Need	Yes (5)	0	Yes	
I-20	US-98/E 15th St	CR-2327/Transmitter Rd	Springfield	1,749	No	No	0	54	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
I-26	SR-30/Front Beach Rd	SR-392A/Hutchison Blvd/Thomas Dr	Panama City Beach	1,619	Yes	Yes (13)	1	47	No	No	No	Not an Identified State/County Need	No	0	Yes	
I-31	US-98/W 15th St	Fairland Ave	Panama City	1,452	No	No	0	58	Yes	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-33	US-98/W 15th St	SR-385/Frankford Ave	Panama City	1,410	No	No	0	58	Yes	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-44	E HWY 98 (E US-98)	E 3rd St	Springfield	1,309	Yes	No	2	44	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
I-2	US-98/SR-30A/Panama City Beach Pkwy	Moylan Rd	Unincorporated	2,949	No	No	0	56	Yes	No	No	Recently Improved or Under Construction	No	0	No	US-98
I-4	US-98/SR-30A/Panama City Beach Pkwy	Richard Jackson Blvd	Panama City Beach	2,697	No	Yes (19)	0	64	No	No	No	Recently Improved or Under Construction	No	3	No	US-98
I-15	E SR-392/Hutchison Blvd	Richard Jackson Blvd	Panama City Beach	1,892	No	No	0	47	No	No	No	Identified State/County Need In PD&E/Engineering Design	No	0	Yes	
I-21	SR-368/W 23rd St	SR-385/Frankford Ave	Panama City	1,719	No	Yes (17)	0	47	Yes	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-24	US-98/Panama City Beach Pkwy	Nautilus St/Philip Griffiths Sr Pkwy	Panama City Beach	1,648	Yes	No	1	58	No	No	No	Recently Improved or Under Construction	No	2	No	US-98
S-10	US-231	From Hightower Rd to Hwy 167	Unincorporated	2,107	No	Yes (18)	0	17	No	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
I-13	SR-77	CR-338/Edwards Rd	Unincorporated	1,958	No	Yes (20)	0	50	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-28	SR-30/Front Beach Rd	CR-30B/Moylan Rd	Unincorporated	1,485	No	No	0	47	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-35	SR-22/E 3rd St	N Highway 22 A/Bob Little Rd	Callaway	1,385	No	No	0	42	No	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-52	US-231/SR-75	Pipeline Rd	Unincorporated	1,255	No	Yes (3)	0	56	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	Yes (3)	47	No	
I-65	US-98/W 18th St	SR-390/Beck Ave	Panama City	1,093	Yes	No	1	58	Yes	Yes	Yes	Not an Identified State/County Need	No	1	Yes	
S-8	SR-77	From Court Martial Ranch Rd to Hwy 20	Unincorporated	2,206	No	No	0	18	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-14	US-98/Panama City Beach Pkwy	SR-79	Panama City Beach	1,913	Yes	No	1	64	No	No	No	Recently Improved or Under Construction	No	0	No	
I-29	US-98/Panama City Beach Pkwy	Alf Coleman Rd/N Alf Coleman Rd	Panama City Beach	1,480	Yes	No	1	58	No	No	No	Recently Improved or Under Construction	No	0	No	US-98



**Tier 3 Projects  
Prioritization Criteria**

HIN ID	Location	Location Description	Jurisdiction	EPDO Score	In VRU High-Injury Network?	In ECRC High-Injury Network? (No.)	VRU KSI Crashes	HRN Score	In Transportation Disadvantaged Tract? (Yes/No)	In Historically Disadvantaged Tract? (Yes/No)	In Area of Persistent Poverty? (Yes/No)	Planning Consistency Category	ECRC Priority Location? (Yes/No)	Survey Responses	Top 25 Candidate	FDOT Widening Flag
I-8	SR 77/MLK Blvd/Cove Blvd	SR-368/E 23rd St	Panama City	2,056	No	No	0	52	Yes	Yes	Yes	Recently Improved or Under Construction	No	0	Yes	
I-63	SR-368/E 23rd St	Wilson Ave/Legear Ln	Panama City	1,097	Yes	No	1	47	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
S-18	SR-77	From E Baldwin Dr to E 25th St	Lynn Haven	1,013	Yes	No	1	58	Yes	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-74	US-98/SR-30A/W 15th St	Lincoln Ave	Panama City	1,003	Yes	No	1	58	Yes	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-76	US-98/W 15th St	Caroline Blvd	Panama City	999	Yes	No	1	58	Yes	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-7	US-98/SR-30A/Panama City Beach Pkwy	Allison Ave	Unincorporated	2,133	No	Yes (1)	0	56	Yes	No	No	Recently Improved or Under Construction	Yes (1)	0	No	US-98
I-67	SR-392A/Hutchison Blvd	Churchwell Dr/S Glades Trl	Panama City Beach	1,068	Yes	No	1	47	No	No	No	Identified State/County Need In PD&E/Engineering Design	No	0	Yes	
S-17	S Thomas Dr	From Front Beach Rd to Perch Ln	Panama City Beach	1,015	Yes	Yes (3)	2	11	No	No	No	Not an Identified State/County Need	No	0	Yes	
I-41	Hwy 77 (SR-77)	Hwy 2302	Unincorporated	1,333	Yes	No	1	54	No	No	Yes	Not an Identified State/County Need	No	0	Yes	
I-66	US-98/SR-30/Panama City Beach Pkwy	Woodlawn Dr	Unincorporated	1,081	No	Yes (12)	0	64	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	No	0	No	US-98
I-16	US-98/Panama City Beach Pkwy	Bluefish Dr	Panama City Beach	1,835	No	No	0	58	No	No	No	Recently Improved or Under Construction	No	0	No	US-98
I-30	US-98/Panama City Beach Pkwy	Pier Park Dr	Panama City Beach	1,453	No	No	0	58	No	No	No	Recently Improved or Under Construction	No	0	No	US-98
I-38	CR-392/Thomas Dr	S Thomas Dr	Panama City Beach	1,360	No	No	0	0	No	No	No	Not an Identified State/County Need	No	0	Yes	
I-58	US-98/W 15th St	Balboa Ave	Panama City	1,161	No	No	0	58	Yes	Yes	No	Not an Identified State/County Need	No	1	Yes	
I-59	US-98/Panama City Beach Pkwy	Griffin Blvd	Panama City Beach	1,144	Yes	No	1	56	No	No	No	Not an Identified State/County Need	No	0	Yes	
I-62	W Hwy 98 (W US-98)	Danford Ave	Panama City	1,111	No	No	0	58	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
I-77	SR-77/Ohio Ave	E 17th St	Lynn Haven	997	Yes	No	1	58	No	No	No	Not an Identified State/County Need	No	0	Yes	
I-79	SR-390/Saint Andrews Blvd	SR-391/Airport Rd	Unincorporated	996	No	No	0	43	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	No	0	No	SR-390
I-82	SR-390/Saint Andrews Blvd	SR-327/Lisenby Ave	Unincorporated	968	No	No	0	43	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	No	0	No	SR-390
I-47	US-98/E 15th St	Luveme Ave	Panama City	1,297	No	No	0	54	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
I-50	Hwy 77 (SR-77)	Hwy 2321 (SR-77A)	Unincorporated	1,270	No	No	0	54	No	No	Yes	Not an Identified State/County Need	No	2	Yes	
I-70	CR-2312/E Baldwin Rd	N East Ave	Unincorporated	1,021	No	No	0	20	Yes	Yes	No	Not an Identified State/County Need	No	2	Yes	
I-71	Hwy 77 (SR-77)	Hwy 20 (SR-20)	Unincorporated	1,017	No	No	0	19	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	No	0	Yes	SR-20
I-83	BUS 98/SR 30/E 5th St	Everitt Ave	Unincorporated	962	No	No	0	54	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
S-15	SR-368/W 23rd St	From Winona Dr to Stanford Station	Panama City	1,315	No	Yes (25)	0	51	Yes	No	No	Not an Identified State/County Need	Yes (Bay-5)	0	Yes	
I-46	CR-392/Thomas Dr	Chickasaw St	Unincorporated	1,301	Yes	No	1	0	No	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-49	CR-392/Thomas Dr	Silver Sands Rd	Unincorporated	1,284	Yes	No	1	0	No	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-54	SR-392A/Hutchison Blvd	Alf Coleman Rd	Panama City Beach	1,224	No	Yes (18)	0	47	No	No	No	Identified State/County Need In PD&E/Engineering Design	No	0	Yes	
I-55	CR-392/Thomas Dr	Joan Ave	Unincorporated	1,209	Yes	No	1	0	No	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-56	US-98/S Tyndall Pkwy	Cherry St	Callaway	1,200	No	No	0	58	No	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-60	E 3rd St	Everitt Ave	Panama City	1,133	No	No	0	20	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
I-72	CR-30B/Joan Ave	N Lagoon Dr	Unincorporated	1,006	No	No	0	0	Yes	No	No	Identified State/County Need In PD&E/Engineering Design	No	1	Yes	
I-75	Transmitter Rd	E 11th St	Springfield	1,001	No	No	0	22	Yes	Yes	Yes	Not an Identified State/County Need	No	0	Yes	
I-78	US-98/S Tyndall Pkwy	Boat Race Road	Parker	997	No	No	0	58	No	Yes	No	Not an Identified State/County Need	No	0	Yes	
S-13	SR-388	From Point Washington WMA to 1/3 mi east of S Burnt Mill Creek Rd	Unincorporated	1,351	No	No	0	9	Yes	No	No	Not an Identified State/County Need	No	1	Yes	
I-40	CR-3031/Thomas Dr	CR-392/Thomas Dr	Unincorporated	1,334	No	No	0	44	No	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-48	N Hwy 231 (N US-231)	Hudson Rd	Unincorporated	1,286	No	No	0	18	Yes	Yes	No	Not an Identified State/County Need	No	0	Yes	
I-57	US-231/SR-75	Bayou George Dr	Unincorporated	1,180	No	Yes (4)	0	50	No	Yes	No	Recently Improved or Under Construction	Yes (4)	4	No	
I-61	SR-30/Front Beach Rd	Allison Ave	Unincorporated	1,127	No	No	0	47	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-64	CR-2031/Thomas Dr	Laird St	Unincorporated	1,096	No	No	0	51	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-80	SR-368/W 23rd St	Fortune Ave	Panama City	973	No	No	0	51	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-53	US-231	Transmitter Rd	Unincorporated	1,241	No	No	0	56	Yes	Yes	No	Recently Improved or Under Construction	No	1	Yes	
I-69	Hwy 77 (SR-77)	E Hwy 388 (E CR-388)	Unincorporated	1,027	No	No	0	18	Yes	No	No	Not an Identified State/County Need	No	0	Yes	
I-39	SR-77/MLK Blvd	US-98/SR-30A/15th St	Panama City	1,343	No	Yes (26)	0	54	Yes	Yes	Yes	Recently Improved or Under Construction	Yes (11)	0	Yes	
I-43	SR-30/Front Beach Rd	Short Street	Panama City Beach	1,319	No	No	0	40	No	No	No	Not an Identified State/County Need	No	0	Yes	
I-51	US-98/Front Beach Rd	Lakeview Cir	Panama City Beach	1,265	No	No	0	40	No	No	No	Not an Identified State/County Need	No	0	Yes	
I-68	SR-392A/Hutchison Blvd	Lyndell Ln	Panama City Beach	1,045	No	No	0	47	No	No	No	Not an Identified State/County Need	No	0	Yes	
I-42	Hwy 231 (US-231)	Hwy 167/Restful Rd	Unincorporated	1,321	No	No	0	17	No	Yes	Yes	Recently Improved or Under Construction	No	0	No	
S-16	Thomas Dr	From Front Beach Rd to Joan Ave	Panama City Beach	1,084	No	No	0	0	No	No	No	Not an Identified State/County Need	Yes (Bay-7)	0	Yes	
S-14	US-98/Panama City Beach Parkway	From Powell Adams Dr to Philip Griffiths Sr Pkwy	Panama City Beach	1,333	No	Yes (26)	0	19	No	No	No	Recently Improved or Under Construction	Yes (Bay-6)	1	No	US-98

**Tier 3 Projects  
Prioritization Scores**

HIN ID	Location	Location Description	Jurisdiction	Crash History			Vulnerable Road Users (Bike/Ped)		High-Risk Features			Equity			Planning Consistency			Public Input			Final Prioritization		
				40.00	30.00	10.00	20.00	10.00	10.00	7.50	5.00	10.00	7.50	5.00	10.00	10.00	7.50	2.50	10.00	5.00	2.50	Total Priority Score	Tier
				EPDO Score ≥ Top 10%	EPDO Score < Top 10% and ≥ Top 50%	EPDO Score < Top 50%	In VRU High-Injury Network, VRU KSI Crashes > 1	In VRU High-Injury Network, VRU KSI Crashes = 1	HRN Score ≥ Top 10%	HRN Score < Top 10% and ≥ Top 50%	HRN Score < Top 50%	In 3 out of 3 Equity Areas	In 2 out of 3 Equity Areas	In 1 out of 3 Equity Areas	Recently Improved or Under Construction	Identified State/County Need, Unfunded	Identified State/County Need In	Not an Identified State/County Need, EGRC	4+ Public Survey Responses	2-3 Public Survey Responses	1 Public Survey Response		
I-8	SR 77/MLK Blvd/Cove Blvd	SR-368/E 23rd St	Panama City	0.0	30.0	0.0	0.0	0.0	0.0	7.5	0.0	10.0	0.0	0.0	-10.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	3
I-63	SR-368/E 23rd St	Wilson Ave/Legear Ln	Panama City	0.0	0.0	10.0	0.0	10.0	0.0	7.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	3
S-18	SR-77	From E Baldwin Dr to E 25th St	Lynn Haven	0.0	0.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	3
I-74	US-98/SR-30A/W 15th St	Lincoln Ave	Panama City	0.0	0.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	3
I-76	US-98/W 15th St	Caroline Blvd	Panama City	0.0	0.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	3
I-7	US-98/SR-30A/Panama City Beach Pkwy	Allison Ave	Unincorporated	0.0	30.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	-10.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	3
I-67	SR-392A/Hutchison Blvd	Churchwell Dr/S Glades Trl	Panama City Beach	0.0	0.0	10.0	0.0	10.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	35.0	3
S-17	S Thomas Dr	From Front Beach Rd to Perch Ln	Panama City Beach	0.0	0.0	10.0	20.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	3
I-41	Hwy 77 (SR-77)	Hwy 2302	Unincorporated	0.0	0.0	10.0	0.0	10.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.5	3
I-66	US-98/SR-30/Panama City Beach Pkwy	Woodlawn Dr	Unincorporated	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	32.5	3
I-16	US-98/Panama City Beach Pkwy	Bluefish Dr	Panama City Beach	0.0	30.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	-10.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	3
I-30	US-98/Panama City Beach Pkwy	Pier Park Dr	Panama City Beach	0.0	30.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	-10.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	3
I-38	CR-392/Thomas Dr	S Thomas Dr	Panama City Beach	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	3
I-58	US-98/W 15th St	Balboa Ave	Panama City	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	30.0	3
I-59	US-98/Panama City Beach Pkwy	Griffin Blvd	Panama City Beach	0.0	0.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	3
I-62	W Hwy 98 (W US-98)	Danford Ave	Panama City	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	3
I-77	SR-77/Ohio Ave	E 17th St	Lynn Haven	0.0	0.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	3
I-79	SR-390/Saint Andrews Blvd	SR-391/Airport Rd	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	30.0	3
I-82	SR-390/Saint Andrews Blvd	SR-327/Lisenby Ave	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	30.0	3
I-47	US-98/E 15th St	Luverne Ave	Panama City	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.5	3
I-50	Hwy 77 (SR-77)	Hwy 2321 (SR-77A)	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	27.5	3
I-70	CR-2312/E Baldwin Rd	N East Ave	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	27.5	3
I-71	Hwy 77 (SR-77)	Hwy 20 (SR-20)	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	27.5	3
I-83	BUS 98/SR 30/E 5th St	Everitt Ave	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.5	3
S-15	SR-368/W 23rd St	From Winona Dr to Stanford Station	Panama City	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	25.0	3
I-46	CR-392/Thomas Dr	Chickasaw St	Unincorporated	0.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3
I-49	CR-392/Thomas Dr	Silver Sands Rd	Unincorporated	0.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3
I-54	SR-392A/Hutchison Blvd	Alf Coleman Rd	Panama City Beach	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	25.0	3
I-55	CR-392/Thomas Dr	Joan Ave	Unincorporated	0.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3
I-56	US-98/S Tyndall Pkwy	Cherry St	Callaway	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3
I-60	E 3rd St	Everitt Ave	Panama City	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3
I-72	CR-30B/Joan Ave	N Lagoon Dr	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	7.5	0.0	0.0	2.5	25.0	3	
I-75	Transmitter Rd	E 11th St	Springfield	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3
I-78	US-98/S Tyndall Pkwy	Boat Race Road	Parker	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3
S-13	SR-388	From Point Washington WMA to 1/3 mi east of S Burnt Mill Creek Rd	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	2.5	22.5	3	
I-40	CR-3031/Thomas Dr	CR-392/Thomas Dr	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	3
I-48	N Hwy 231 (N US-231)	Hudson Rd	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	3
I-57	US-231/SR-75	Bayou George Dr	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	-10.0	0.0	0.0	0.0	10.0	0.0	0.0	22.5	3
I-61	SR-30/Front Beach Rd	Allison Ave	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	3
I-64	CR-2031/Thomas Dr	Laird St	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	3
I-80	SR-368/W 23rd St	Fortune Ave	Panama City	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	3
I-53	US-231	Transmitter Rd	Unincorporated	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	-10.0	0.0	0.0	0.0	0.0	0.0	2.5	20.0	3
I-69	Hwy 77 (SR-77)	E Hwy 388 (E CR-388)	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	3
I-39	SR-77/MLK Blvd	US-98/SR-30A/15th St	Panama City	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	10.0	0.0	0.0	-10.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	3
I-43	SR-30/Front Beach Rd	Short Street	Panama City Beach	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	3
I-51	US-98/Front Beach Rd	Lakeview Cir	Panama City Beach	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	3
I-68	SR-392A/Hutchison Blvd	Lyndell Ln	Panama City Beach	0.0	0.0	10.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	3
I-42	Hwy 231 (US-231)	Hwy 167/Restful Rd	Unincorporated	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	7.5	0.0	-10.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	3
S-16	Thomas Dr	From Front Beach Rd to Joan Ave	Panama City Beach	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	12.5	3
S-14	US-98/Panama City Beach Parkway	From Powell Adams Dr to Philip Griffiths Sr Pkwy	Panama City Beach	0.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	-10.0	0.0	0.0	0.0	0.0	2.5	7.5	3	

