

Berryhill Road

Corridor Management Plan

July 2019



RESOLUTION FL-AL 19-17

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE BERRYHILL ROAD CORRIDOR MANAGEMENT PLAN

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO planning area; and

WHEREAS, the Florida-Alabama TPO Unified Planning Work Program (UPWP) includes tasks for development of a Corridor Management Plan (CMP) for each fiscal year; and

WHEREAS, the TPO selected Berryhill Road, from Locklin Technical College to Dogwood Drive (SR 89) for a CMP; and

WHEREAS, the TPO Long Range Transportation Plan (LRTP) includes \$1,500,000 per year for implementation of projects identified in CMPs, which are plans for low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor; and

WHEREAS, Berryhill Road CMP identifies strategies and projects to improve traffic flow and safety for all modes of travel along the corridor, based on a study process that included an analysis of existing and future safety and travel capacity needs, and local stakeholder review and recommendations;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO adopts the Berryhill Road CMP and endorses implementation of transportation strategies and projects identified in the plan.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 10th day of July 2019.

FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY:



Sam Parker, Chairman

ATTEST:



Acknowledgments

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- Commissioner Sam Parker, TPO Vice Chairman, Santa Rosa County
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Introduction

In 2018, the Florida-Alabama Transportation Planning Organization (TPO) contracted Atkins to develop a corridor management plan (CMP) for Berryhill Road (CR 184A) located in Santa Rosa County, Florida from west of Anderson Lane to Dogwood Drive (SR 89). This plan evaluated various features and characteristics of the roadway and the surrounding area including: traffic data, land use data, crash data, intersection geometries, and bicycle and pedestrian facilities. By evaluating these corridor conditions, the project team was able to design a plan that helps to increase safety and enhance multi-modal transportation along the corridor, including bicycles and pedestrian modes.

This plan evaluates the current state of several aspects of the corridor, such as the urban design context of the area, traffic and transportation elements, and safety concerns in the area and provides a baseline to understand the impacts of the proposed improvements developed for the corridor. This plan incorporates Complete Streets concepts into the design elements of the corridor to ensure adequate space for all users and modes of transportation in a way that creates a more livable community and sense of place.

Through analysis, on-site reviews and discussions with stakeholders, proposed recommendations have been developed in order to help mitigate some of the corridor's most pressing issues. The proposed recommendations put forth in this plan are intended to provide a robust menu of improvements that can be constructed over time when funding becomes available.



Existing Conditions

Study Corridor Description

Berryhill Road (CR 184A) is an east-west roadway located in Santa Rosa County, Florida. It is functionally classified by the Florida Department of Transportation (FDOT) as an urban minor arterial and is approximately 3.2 miles long. The local jurisdictions for Berryhill Road are Santa Rosa County (western portion of the study area) and the City of Milton (eastern portion of the study corridor). See Figure 1 for the project study area limits.



Figure 1. Project Study Corridor

General Roadway Characteristics

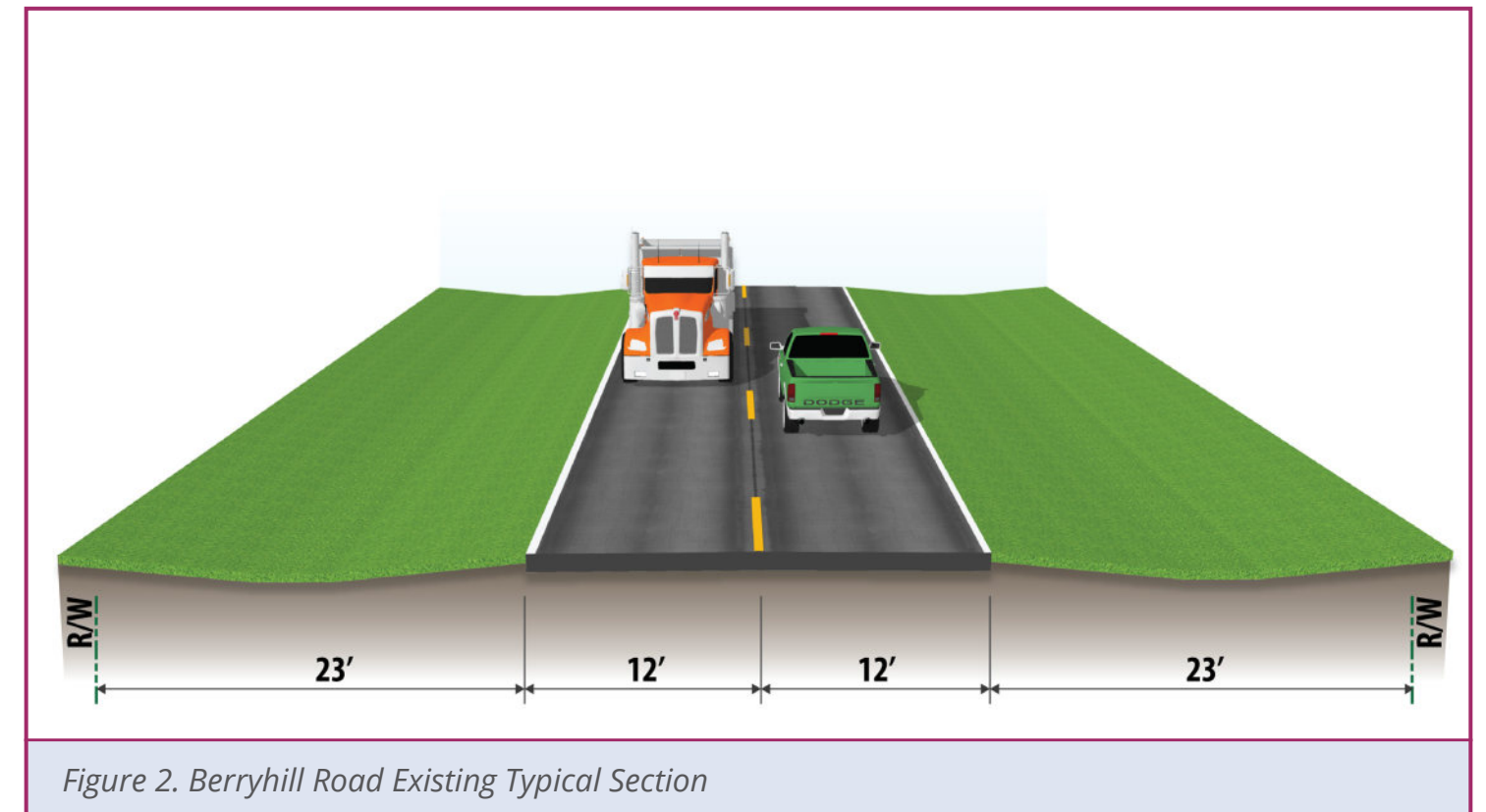
The following list summarizes the existing roadway characteristics for the Berryhill Road study corridor.

- Berryhill Road is functionally classified as an urban minor arterial.
- The posted speed limit along the corridor is 35 MPH from west of Anderson Lane to Lofty Pines Drive, 45 MPH from Lofty Pines Drive to Oak Meadow Drive, and 35 MPH from Oak Meadow Drive to Dogwood Drive.
- One school zone is located on Berryhill Road serving Locklin Technical College.
- Sidewalks are only present from Whiting Lane to Dogwood Drive.
- Street lighting is only present east of Oak Meadow Drive.



Berryhill Road Typical Sections

The existing roadway configuration of Berryhill Road consists of a two-lane road with 12-foot travel lanes in each direction and no paved shoulders. Drainage is addressed utilizing roadside swales and ditches. Approximate right of way width along the majority of the corridor is 70 feet (See Figure 2).



Bicycle and Pedestrian Facilities

Sidewalks are only present on the south side of Berryhill Road from Whiting Lane to Dogwood Drive (a distance of approximately 900 feet). There are no bicycle facilities along the corridor. Two sidewalk projects are currently planned for within the project vicinity and include:

- Northrop Road from Berryhill Road north to Maggie Rose Circle
- Glover Lane from the southern entrance of Hobbs Middle School south to Hamilton Bridge Road

Figure 3 illustrates the pedestrian facilities along Berryhill Road as well as adjacent roadways.



Figure 3. Bicycle and Pedestrian Facilities

Land Use

Existing land uses along the corridor consist primarily of single-family residential uses with agricultural uses interspersed along the corridor. Commercial uses are present in the vicinity of Santa Rosa Medical Center.

Figure 4 illustrates the existing land uses along the Berryhill Road corridor.

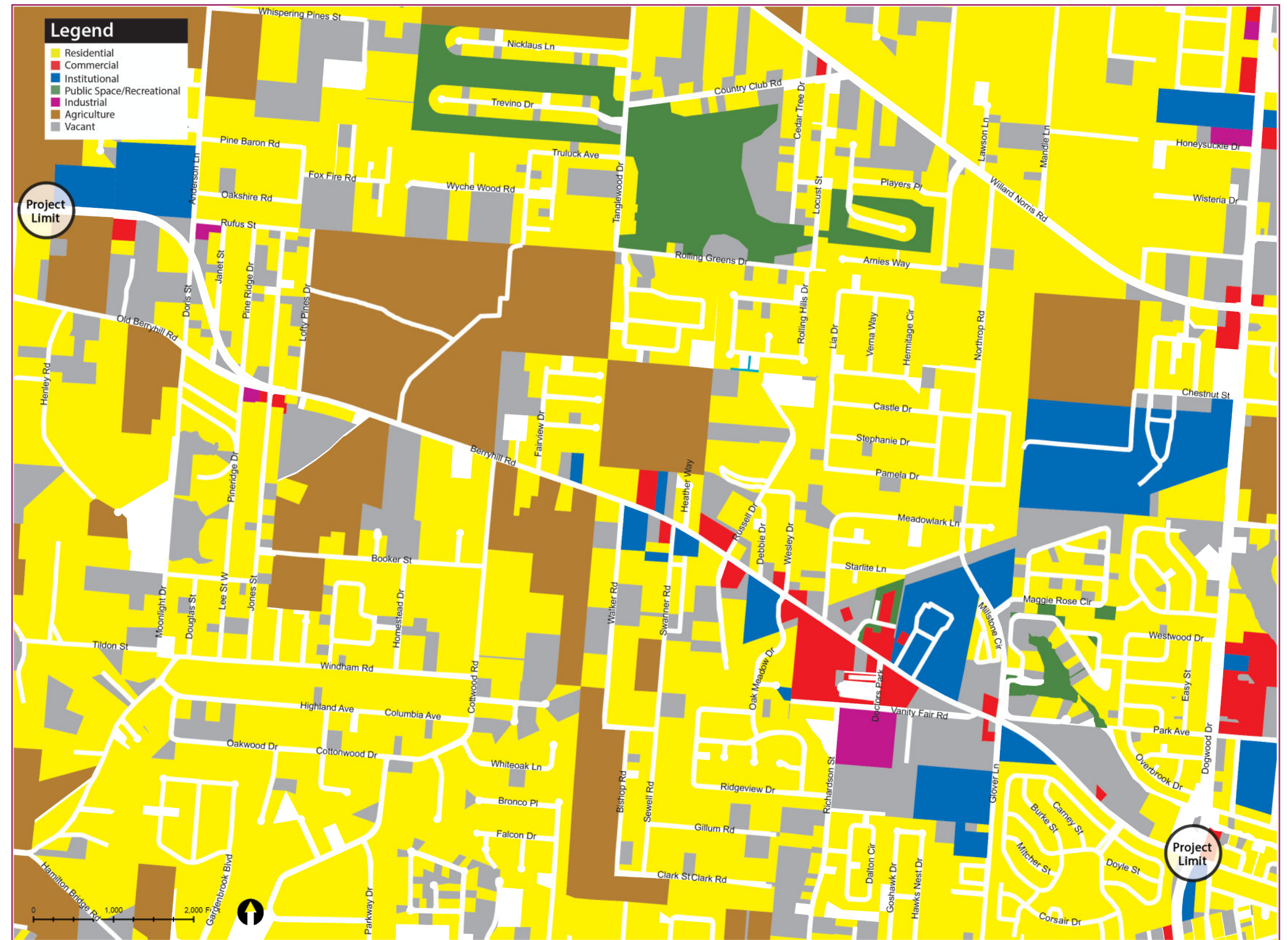


Figure 4. Existing Land Use

Zoning

The primary zoning designations adjacent to Berryhill Road are Single-Family Residential (R1) and Rural Residential Single-Family (RR1). Highway Commercial Development (HCD) is also prevalent throughout the corridor.

Figure 5 illustrates all existing generalized zoning designations along the Berryhill Road corridor.

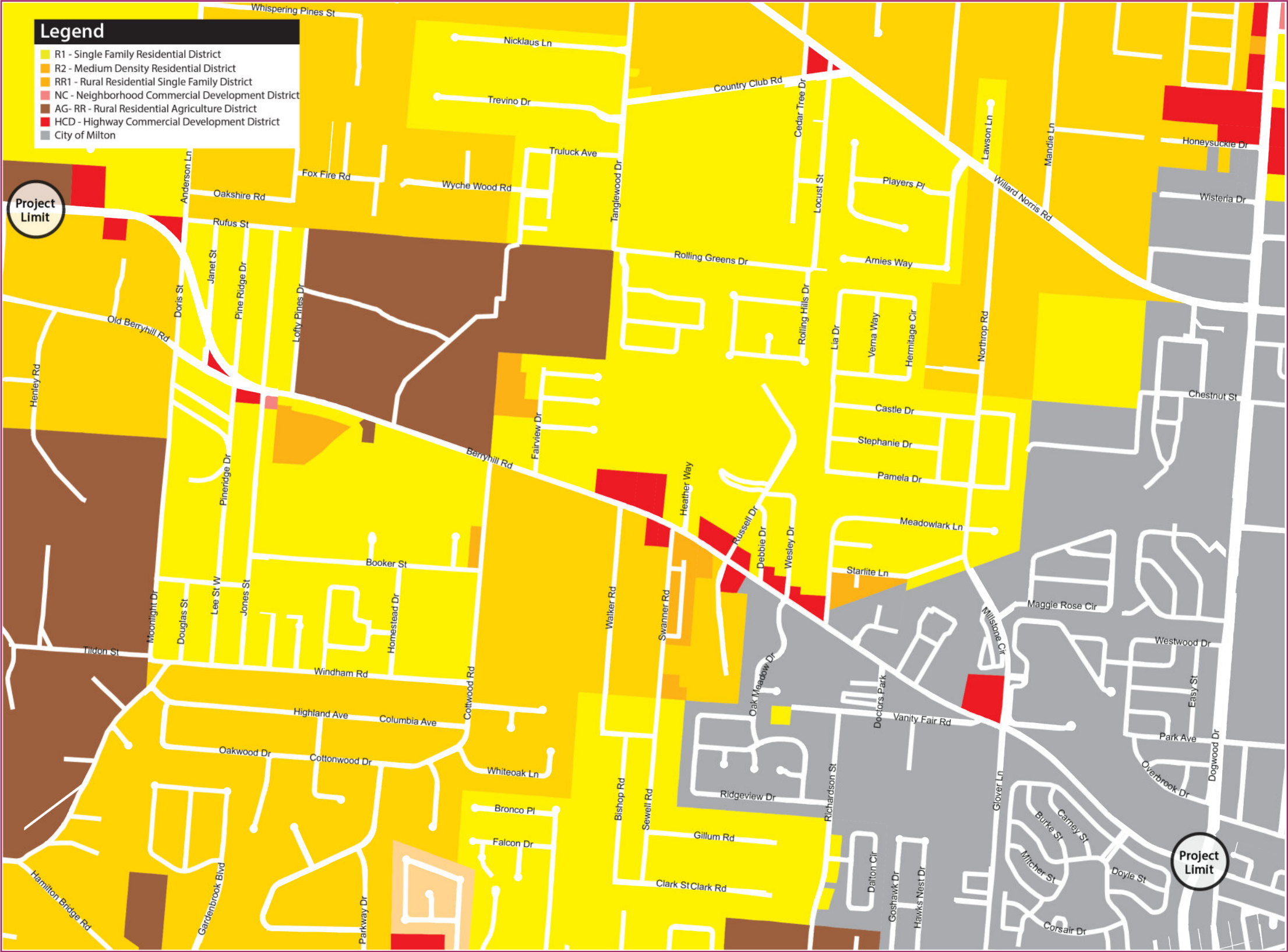


Figure 5. Existing Zoning

Future Land Use

Future Land Use adjacent to Berryhill Road consists of Single-Family Residential (SFR) and Commercial (COMM). There is also a large parcel on the north side of Berryhill Road between Lofty Pines Drive and Windham Road designated as Agricultural-Rural Residential (AG-RR).

Figure 6 illustrates the Future Land Use designations along the Berryhill Road Corridor.

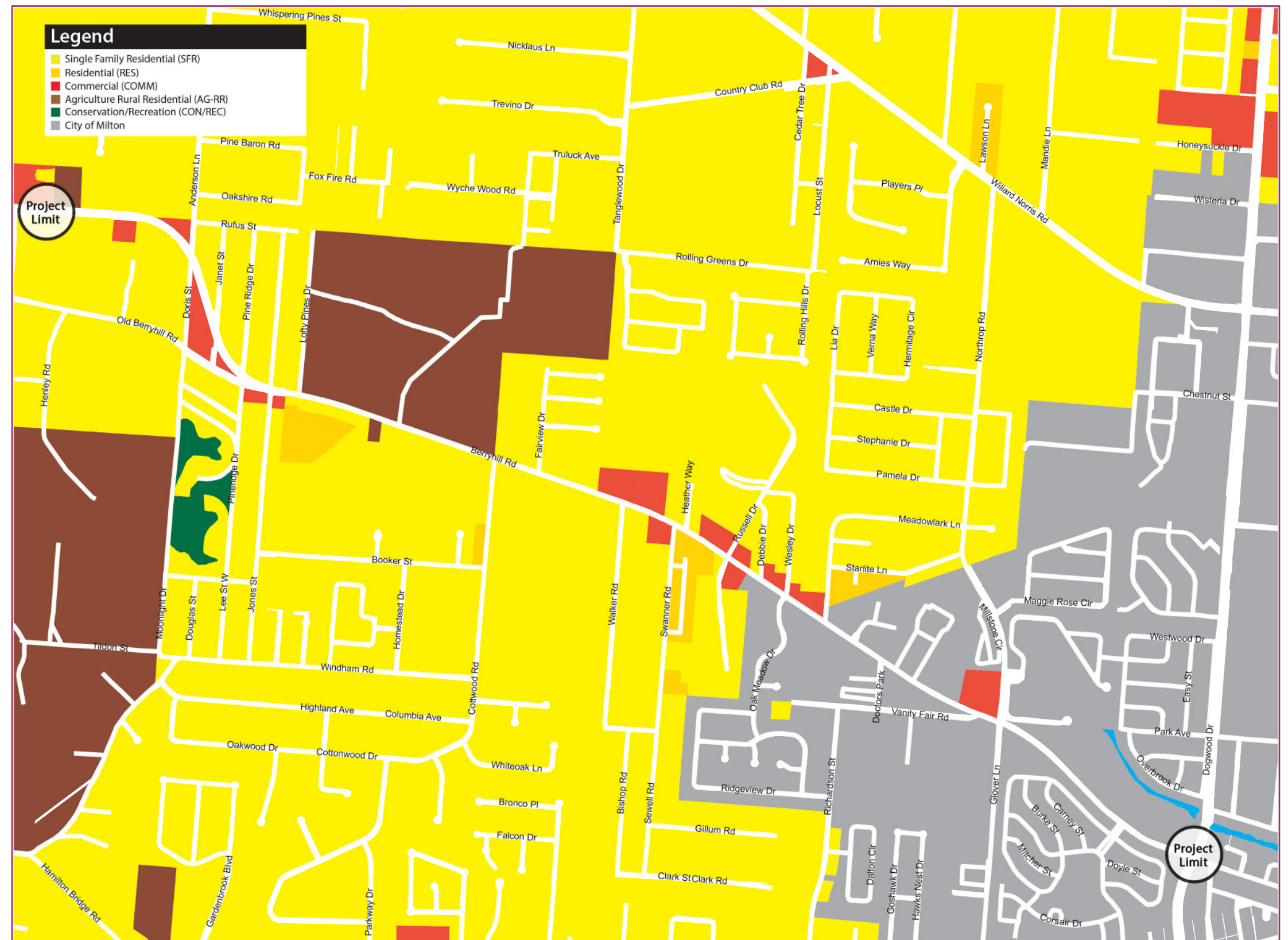


Figure 6. Future Land Use

Nearby Neighborhood and Community Features

Figure 7 illustrates the various neighborhoods and community features adjacent to Berryhill Road. The numbers in the list below correspond to the labels on Figure 7. These features include the following:

Medical

- 1. Santa Rosa Medical Center

Parks

- 2. Gospel Projects Youth Athletic Club

Schools

- 3. Hobbs Middle School
- 4. Locklin Technical College

Churches

- 5. Olivet Southern Baptist Church
- 6. The Church of Jesus Christ of Latter-Day Saints
- 7. Kingdom Hall of Jehovah’s Witnesses
- 8. Friendship Baptist Church
- 9. Milton Seventh-Day Adventist Church



Figure 7. Neighborhood and Community Features

Traffic Operations

Data Collection

Turning movement counts (TMCs) were collected at six intersections along the corridor including:

- Dogwood Drive (SR 89)
- Glover Lane
- Santa Rosa Medical Center - East Entrance
- Santa Rosa Medical Center - West Entrance
- Anderson Lane
- Entrance to Locklin Technical College

These counts were collected on October 02, 2018 from 6:00 AM – 10:00 AM and 3:00 PM – 7:00 PM. Figure 8 illustrates the TMC locations.



Figure 8. Turning Movement Count Locations

Traffic Operations

An operational analysis was completed to gain an understanding of the issues motorists face while traveling along Berryhill Road. This analysis included the evaluation of the existing and future level of service (LOS). LOS is a measurement of roadway congestion determined by the number of vehicles on a roadway in relation to the capacity of the roadway. LOS standards assign a grade of LOS A (least congestion) to LOS F (most congestion) to a roadway facility.

Intersection Analysis

The traffic analysis was conducted using Synchro 9 traffic simulation software which utilizes the Highway Capacity Manual (HCM) 2010 methodology to calculate intersection Level of Service (LOS) and signal delay. SimTraffic simulation software was utilized to analyze corridor travel time. SimTraffic is a companion software of Synchro which uses micro-simulation to model individual vehicle movements. SimTraffic is used to simulate real-world traffic conditions and vehicle interactions, which is useful for the purpose of this study.

The analysis portion assumes a 2025 planning horizon year. A 1% compounding growth rate was used to convert 2017 existing traffic volumes to the 2025 planning horizon period.

In the 2017 analysis, all intersections functioned at LOS C or better. The 2025 future year analysis showed that the all intersections continued to perform at LOS C or better. The results of the analysis are summarized in Table 1.

Table 1. Intersection Delay and Level of Service Summary													
Analysis Period	Intersection	2017 Analysis					2025 Analysis						
		Movement/Approach Delay (LOS)											
		EB	WB	NB		SB	Intersection	EB	WB	NB		SB	Intersection
AM Peak	Dogwood Dr (SR89)	17.0 (B)	30.2 (C)	16.3 (B)		18.7 (B)	18.6 (B)	18.0 (B)	32.1 (C)	17.1 (B)		19.9 (B)	19.7 (B)
	Glover Ln	19.4 (B)	17.8 (B)	18.2 (B)		25.9 (C)	19.9 (B)	20.4 (C)	18.8 (B)	19.1 (B)		27.6 (C)	21.1 (C)
	Santa Rosa Medical Center - East Entrance	8.0 (A)	8.8 (A)	0.0 (A)		17.8 (C)	--	8.1 (A)	9.0 (A)	0.0 (A)		19.4 (C)	--
	Santa Rosa Medical Center - West Entrance	0.2 (A)	0.0 (A)	0.0 (A)		18.4 (C)	--	8.1 (A)	0.0 (A)	0.0 (A)		20.1 (C)	--
	Anderson Ln	6.2 (A)	13.0 (B)	--		16.2 (B)	10.6 (B)	11.0 (B)	6.5 (A)	--		13.4 (B)	16.7 (B)
	Entrance to Locklin Technical College	9.0 (A)	9.2 (A)	NBL	NBTR	38.0 (E)	--	9.1 (A)	9.4 (A)	NBL	NBTR	44.7 (E)	--
		42.2 (E)	14.3 (B)							48.6 (E)	15.0 (B)		
PM Peak	Dogwood Dr (SR89)	21.6 (C)	45.0 (D)	19.5 (B)		23.2 (C)	23.4 (C)	23.8 (C)	52.9 (D)	21.8 (C)		26.2 (C)	26.4 (C)
	Glover Ln	14.5 (B)	19.4 (B)	20.6 (B)		26.7 (C)	18.9 (B)	14.9 (B)	20.7 (C)	21.7 (C)		28.6 (C)	19.9 (B)
	Santa Rosa Medical Center - East Entrance	8.4 (A)	8.6 (A)	13.6 (B)		23.8 (C)	--	8.5 (A)	8.7 (A)	14.3 (B)		27.3 (D)	--
	Santa Rosa Medical Center - West Entrance	8.7 (A)	8.4 (A)	12.9 (B)		27.6 (D)	--	8.8 (A)	8.6 (A)	13.5 (B)		32.8 (D)	--
	Anderson Ln	5.2 (A)	11.6 (B)	--		16.0 (B)	9.9 (A)	5.3 (A)	11.8 (B)	--		16.4 (B)	10.2 (B)
	Entrance to Locklin Technical College	8.2 (A)	8.2 (A)	NBL	NBTR	18.1 (C)	--	8.3 (A)	8.3 (A)	NBL	NBTR	19.9 (C)	--
		19.8 (C)	11.1 (B)							21.6 (C)	11.4 (B)		

Traffic Operations

Intersection Analysis

A planning-level segment capacity analysis was performed for Berryhill Road. The segment analysis split up the study area into three segments. The 2012 FDOT Generalized Service Volume Tables were used to evaluate the LOS of each segment. The segment LOS analysis summary is summarized in Table 2. Each segment was evaluated and found to operate at LOS D or better for both the existing year and the planning horizon year.

Table 2. Segment Level of Service Analysis							
Segment	LOS Standard	Speed Limit (MPH)	Maximum Service Volume*	2017 AADT	2017 LOS	2025 AADT	2025 LOS
West of Anderson Ln to East of Lofty Pines Dr	D	35	13,320	10,500	D	11,400	D
East of Lofty Pines Dr to Oak Meadow Dr	D	45	15,930	10,500	C	11,400	C
Oak Meadow Dr to Dogwood Dr (SR 89)	D	35	13,320	10,500	D	11,400	D



Corridor Crash Summary

The Signal Four Analytics database was used to obtain crash data for the study area for a 5-year period (2013-2017) during which a total of 183 crashes occurred. Figures 9 and 10 summarize crash type and crash severity for the entire corridor. During this period, there were 121 crashes involving property damage only (PDO) and 62 injury crashes. No crashes resulted in a fatality.

The majority of crashes on Berryhill Road occurred during the 3:00 p.m. - 4:00 p.m. hour with 21 crashes occurring over the 5-year study period. Figure 11 illustrates the distribution of crashes by time of day for the 5-year study period. During the 5-year study period, the highest number of crashes occurred in 2013 (See Figure 12).

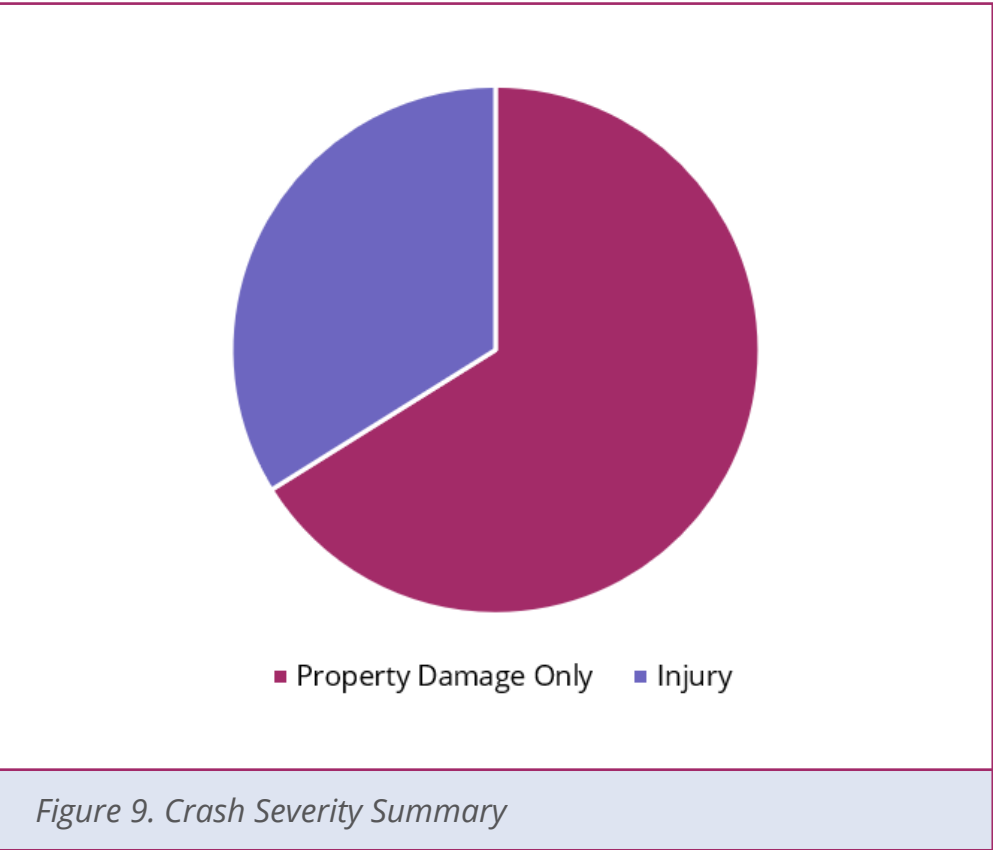


Figure 9. Crash Severity Summary

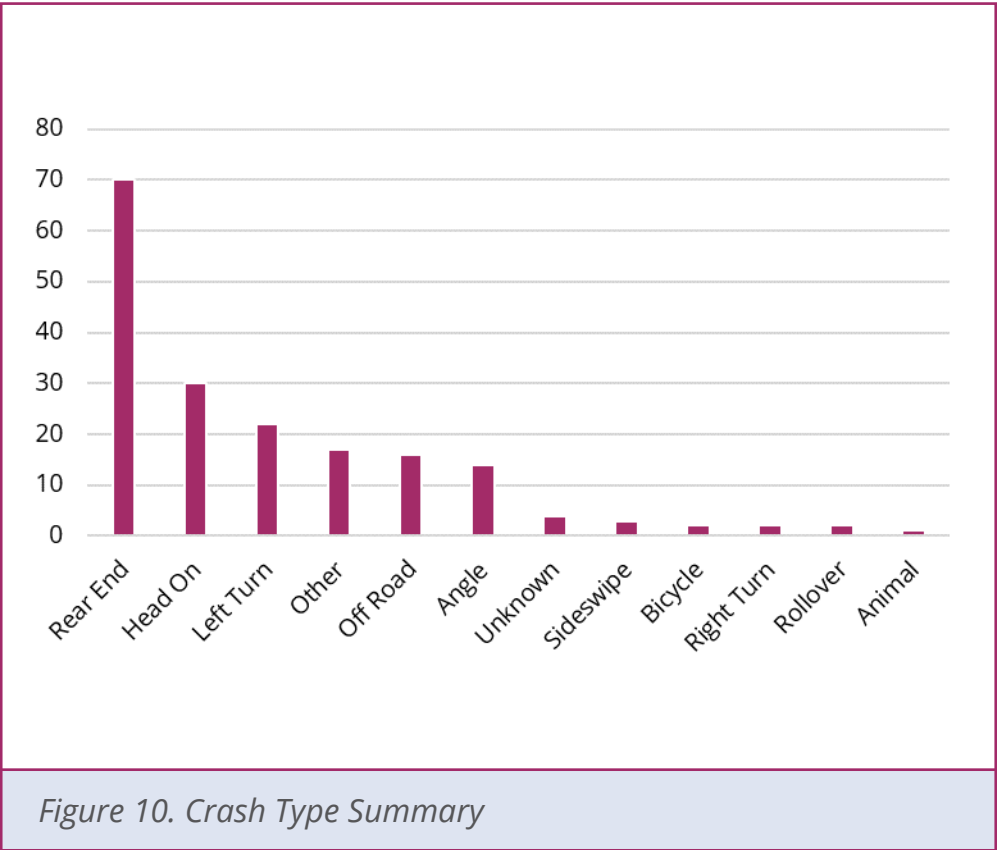


Figure 10. Crash Type Summary

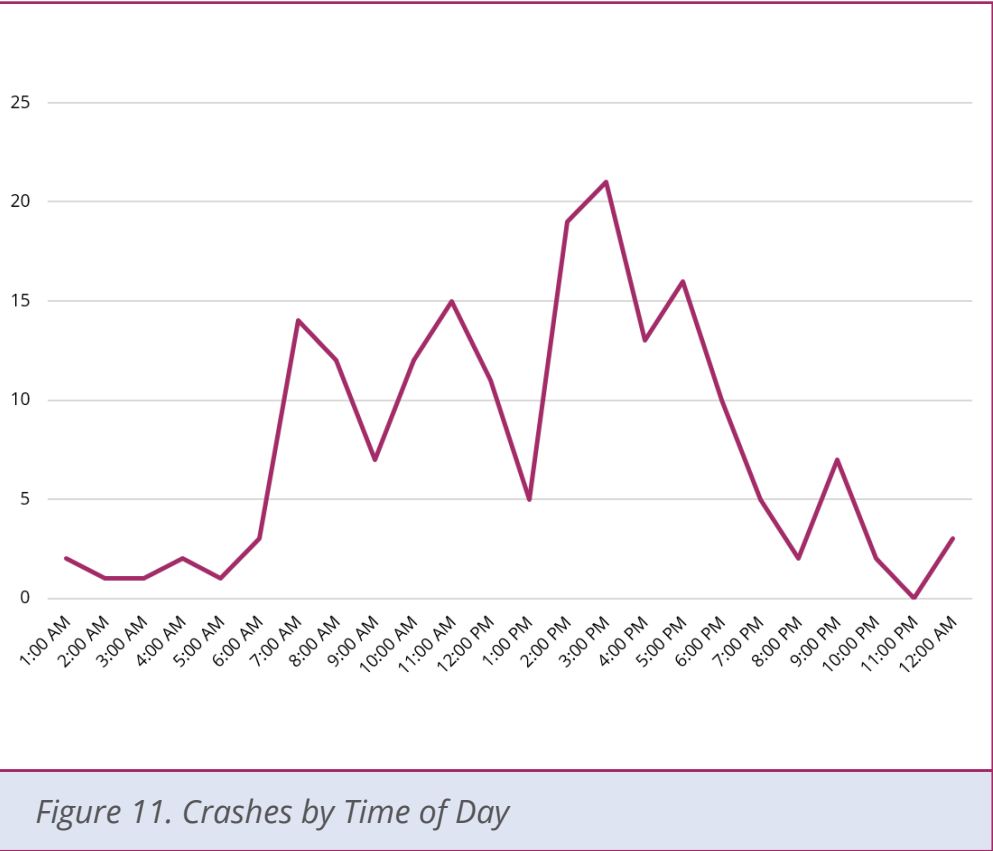


Figure 11. Crashes by Time of Day

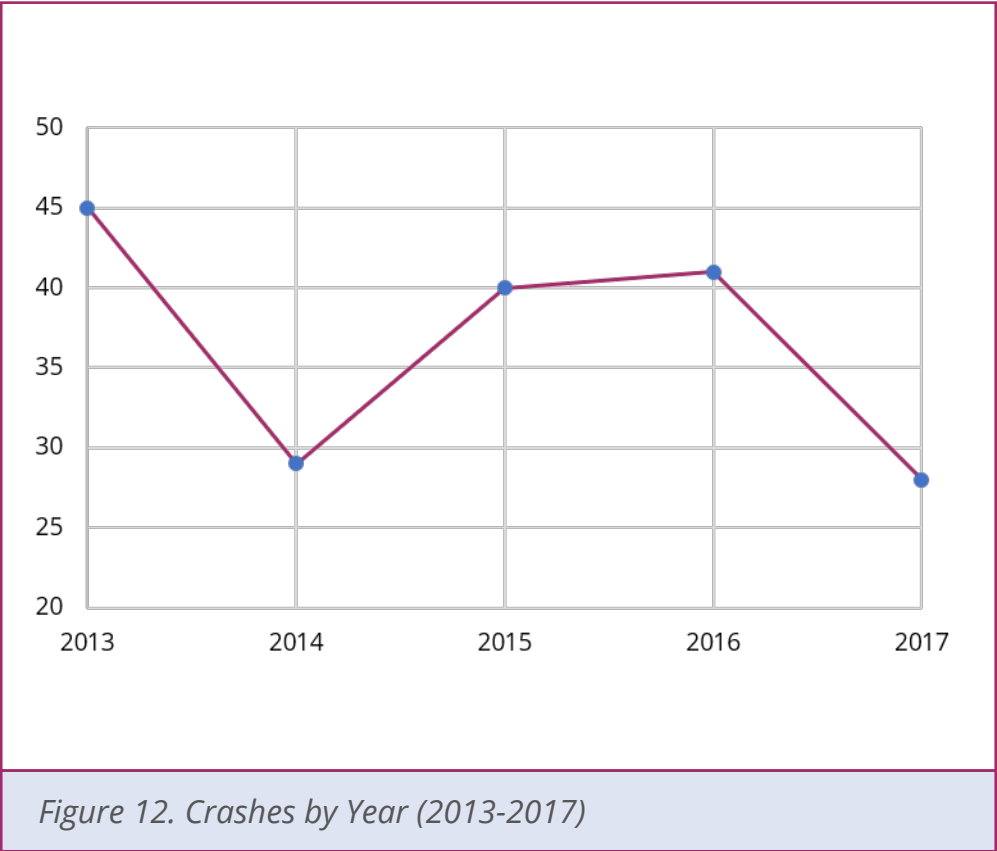


Figure 12. Crashes by Year (2013-2017)

High Crash Locations

Figure 13 is a heat map illustrating the density of crashes within the study area. Areas of red represent locations that experienced a high number of crashes and areas of blue represent locations that have a lower number of crashes. The Berryhill Road at Dogwood Drive intersection experienced the highest number of crashes within the study area. This is consistent with the fact that this intersection experiences the highest traffic volumes of all intersections within the study area.



Figure 13. High Crash Locations



Public Engagement

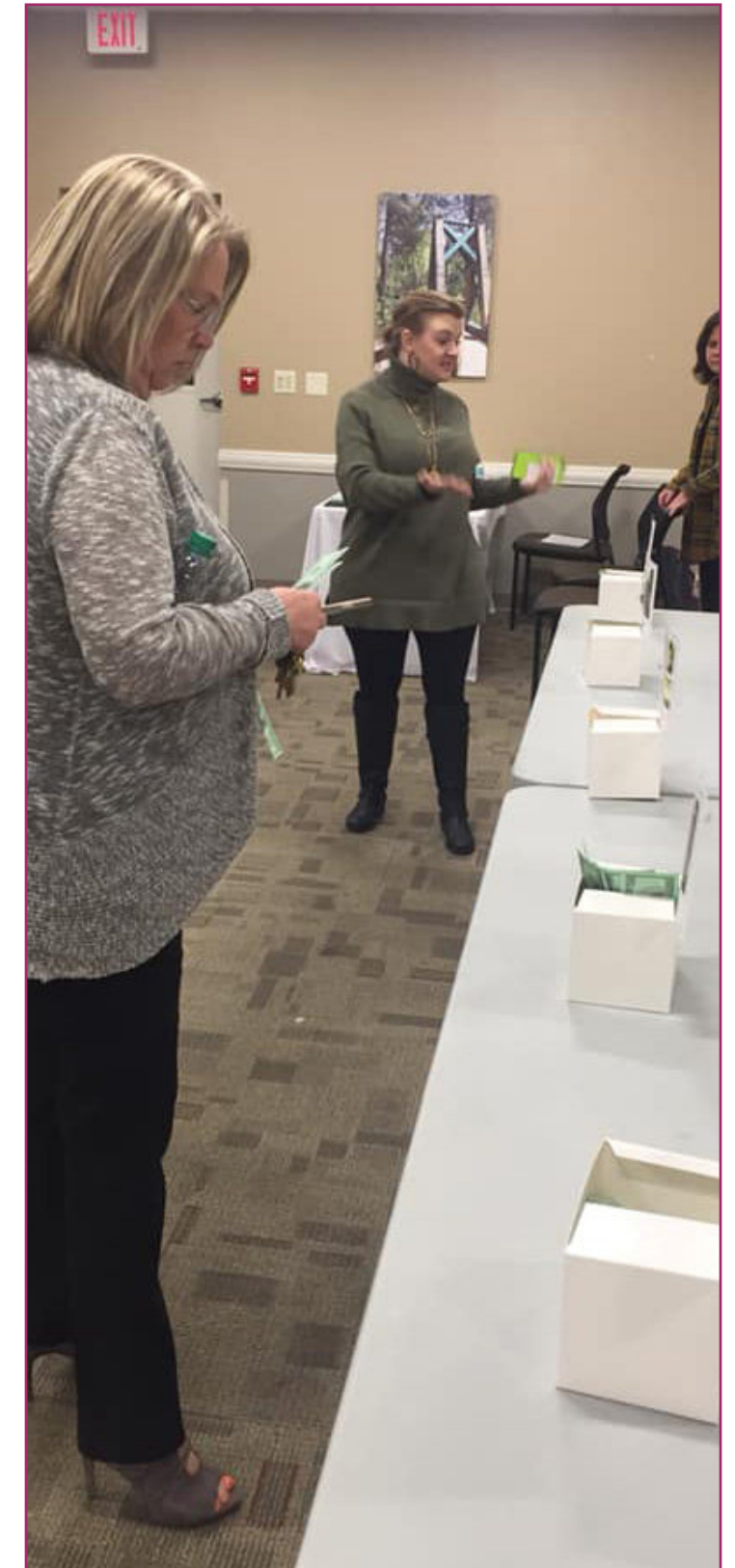
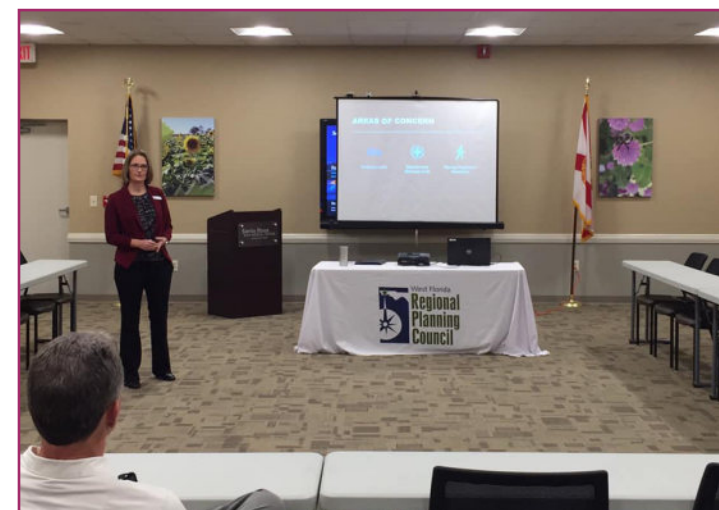
Public Engagement

The Corridor Management Plan Team hosted two public workshops to solicit comments and ideas from the public as well as to create a dialog with the community about what they would like the Berryhill Road corridor to become. This process assists in developing tangible ideas to foster ownership in future improvements along the corridor and in the Santa Rosa County and City of Milton communities as a whole. Attendees of the workshops were encouraged to discuss their issues related to all modes of transportation along the corridor and connecting streets with special emphasis on pedestrian and bicycle safety, drainage concerns, and vehicular left turn movements.

The workshops took place on November 13, 2018 and February 4, 2019 at Santa Rosa Medical Center located directly on the corridor. More than 500 post cards were mailed to residences and businesses within 500 feet of the corridor. Two newspaper ads were placed in the Santa Rosa Press Gazette promoting the workshops. The workshops began on the evening of Nov. 13 with a presentation illustrating the goals of the corridor management plan and provided background information and data related to the corridor itself. The presentation concluded with a robust question and answer session about safety and traffic flow along Berryhill Road. Comment cards were also available at both of the workshops to record specific concerns.

On the evening of the second workshop, February 4, 2019, the team shared ideas for suggested improvements and explained that the corridor could qualify for funding dedicated to corridor management plan implementation. Ideas regarding the alignment of Anderson Lane, an alternative with three lanes, consolidation of driveways (including Santa Rosa Medical Center driveways) for access management, and pedestrian safety along the corridor were significant items discussed in the meeting.

Throughout the public outreach process, numerous phone calls and emails were received requesting more information about the corridor and the study process. The input collected from the workshops will aid the city, county, and TPO in implementing cohesive amenities along the corridor.





Proposed Corridor Improvements

Through a combination of data collection, field observations, and community input, the project team gained a detailed understanding of the issues and opportunities related to the Berryhill Road corridor. The overarching theme was the need for improvements to the corridor to increase walkability and pedestrian safety. Pedestrian safety was identified as the key mobility issue facing the corridor. The proposed corridor enhancements are summarized in Table 3 and briefly described in the following pages. Generalized planning costs are also included.

Table 3. Summary of Proposed Corridor Improvements	
Improvement	Estimated Cost
Install Additional Signal Warning Signage at Berryhill Road and Anderson Lane (Option 1)	\$5,000
Realignment of Anderson Lane	\$340,000*
Construction of a Left Turn Lane in the vicinity of Swanner Road and Heather Way	\$200,000
Construction of a Left Turn Lane at Santa Rosa Medical Center	\$300,000
Berryhill Road at Glover Lane/Northrop Road Turn Lane Improvements	\$90,000
Glover Lane Sidewalk Improvements	\$38,000
Berryhill Road at Glover Lane/Northrop Road Crosswalk Improvements	\$5,000
Berryhill Road at Dogwood Drive Crosswalk Improvements	\$5,000
Corridor-Wide Lighting Improvements	\$5,000 (per LED fixture)

*Does not include property acquisition or drainage improvements

Proposed Corridor Improvements

Berryhill Road at Anderson Lane

The Berryhill Road eastbound approach to the Anderson Lane intersection involves a blind curve. Currently, there is a “Signal Ahead” warning sign when approaching the signal (See photo below). There were 29 crashes at this intersection during the study period (2013-2017), of which, 20% were eastbound rear-end crashes.



Eastbound Approach to Anderson Lane



Berryhill Road at Anderson Lane - Existing Conditions

Proposed Corridor Improvements

Berryhill Road at Anderson Lane - Option 1

One option to help mitigate eastbound rear-end crashes at the Berryhill Road and Anderson Lane intersection is to install an advance traffic control warning such as a “Be Prepared to Stop When Flashing” sign to warn motorists to be prepared to stop ahead. This sign would be supplemented with a warning beacon that would be interconnected with the existing signal at the Berryhill Road and Anderson Lane intersection. This option would also maintain the existing “Signal Ahead” sign. Figure 14 shows a potential configuration for this option.

Estimated Cost: \$5,000



Figure 14. Berryhill Road at Anderson Lane Signage Enhancements

Proposed Corridor Improvements

Berryhill Road at Anderson Lane - Option 2

Option 2 is a long-term improvement. This option would realign Anderson Lane so that it intersects Berryhill Road at a 90 degree angle as opposed to the offset skew of its current configuration. Additional benefits of this option include the ability to increase queuing capacity for the southbound left turn lane and the southbound right turn lane. Currently, 31% of the crashes at this intersection are due to misjudgment of the curve. This option would require the acquisition of private property and would also require the relocation of an existing stormwater pond. Figure 15 shows a conceptual rendering of the potential realignment of the Berryhill Road/Anderson Lane intersection.

Estimated Cost: \$340,000 (not including property aquisition or drainage improvements)



Figure 15. Conceptual Rendering of the proposed Berryhill Road/Anderson Lane Intersection

Proposed Corridor Improvements

Berryhill Road at Swanner Road/Heather Way

At this location, 16 of 17 crashes were rear-end crashes over the study period (2013-2017). These rear-end crashes were caused by vehicles attempting to make a left-turn while stopped in the travel lane. It is recommended that a left turn lane be constructed in the vicinity of Swanner Road and Heather Way. Figures 15 and 16 illustrate the existing conditions of the location as well as the proposed improvement.

Estimated Cost: \$200,000



Figure 15. Berryhill Road at Swanner Road/Heather Way Existing Conditions



Figure 16. Conceptual Rendering of Proposed Turn Way at Swanner Road/Heather Lane

Proposed Corridor Improvements

Berryhill Road at Santa Rosa Medical Center

Currently, rear-end crashes are occurring in both the eastbound and westbound directions in front of the Santa Rosa Medical Center (SRMC). The existing configuration consists of two entrances to SRMC on the north side of Berryhill Road that are within close proximity to Doctor's Park Road on the south side of the road. This improvement would create an eastbound left turn lane into SRMC as well as a westbound left turn lane onto Doctor's Park Road. The western entrance to SRMC would be modified to be right-in right-out only. This option may require drainage

improvements. Figures 16 and 17 illustrate the existing conditions of the location as well as the proposed improvement.

Estimated Cost: \$300,000



Figure 16. Berryhill Road at SRMC Existing Conditions



Figure 17. Conceptual Rendering of Proposed Turn Lane at SRMC

Proposed Corridor Improvements

Berryhill Road at Glover Lane/Northrop Road

The existing turning lanes for the eastbound, westbound, and southbound approaches at the Berryhill Road and Glover Lane/Northrop Road intersection do not provide sufficient storage for left turning vehicles. Table 4 summarizes the existing storage length for each approach to the intersection as well as the existing max queue length. The queue length for the eastbound approach exceeds storage capacity by over 50 feet. This creates spillover into other lanes which decreases intersection performance and creates

dangerous traffic situations. It is recommended that the turn lanes for the eastbound, westbound, and southbound approach to this intersection be lengthened. Figures 18 and 19 illustrate the existing conditions of the location as well as the proposed improvement.

Estimated Cost: \$90,000

Table 4. Intersection Queue Summary		
Movement	Existing Storage Length (ft)	Max Queue Length (ft)
EBL	95	148
EBT	257	255
EBR	257	124
WBL	100	149
WBTR	1,000	252
NBL	121	127
NBTR	1,000	94
SBL	80	119
SBTR	589	215



Figure 18. Berryhill Road at Glover Lane/Northrop Road Existing Conditions



Figure 19. Conceptual Rendering of Proposed Turn Lane Extension

Proposed Corridor Improvements

Glover Lane Sidewalk Improvements

Two sidewalk projects are currently planned within the project study area including:

- Northrop Road, from Berryhill Road north to Maggie Rose Circle
- Glover Lane from the southern entrance of Hobbs Middle School south to Hamilton Bridge Road

Once these projects are completed, a short sidewalk gap would remain on Glover Lane. It is recommended that a sidewalk be constructed from Hobbs Middle School north to Berryhill Road. This is especially important due to the proximity to Hobbs Middle School and would assist in creating a safe pedestrian route to the school. Figure 20 illustrates the currently planned and proposed sidewalk projects for Glover Lane/ Northrop Road.

Estimated cost: \$38,000



Figure 20. Planned and Proposed Sidewalks Projects for Glover Lane/Northrop Road

Proposed Corridor Improvements

Berryhill Road at Glover Lane/Northrop Road Crosswalk Improvements

The proposed extension of the Glover Lane sidewalk would be located on the west side of the roadway while the planned sidewalk project for Northrop Road is located on the east side of the roadway. Because of this, it is proposed that new high-emphasis crosswalks be installed on the northbound and westbound approaches to the intersection of Berryhill Road and Glover Lane in addition to the installation of pedestrian signals. There are currently no crosswalks or pedestrian signals at this intersection. This improvement will allow for the safe crossing of pedestrians utilizing the new sidewalks on Glover Lane/Northrop Road. Figure 20 illustrates the proposed pedestrian crossing improvements for the intersection. Estimated Cost: \$10,000



Figure 20. Proposed Pedestrian Crossing Treatment for the Glover Lane/Northrop Road at Berryhill Road Intersection

Proposed Corridor Improvements

Berryhill Road at Dogwood Drive Crosswalk Improvements

It is recommended that the current pedestrian crosswalks at the intersection of Berryhill Road and Dogwood Drive be converted to high-emphasis crosswalks. Figure 21 illustrates a conceptual rendering of this proposal.

Estimated Cost: \$5,000



Figure 21. Conceptual Rendering of Proposed High-Emphasis Crosswalks at the Intersection of Berryhill Road and Dogwood Drive

Proposed Corridor Improvements

Corridor-Wide Lighting

Street lighting on Berryhill Road is only present east of Oak Meadow Drive. The majority of the corridor has no lighting. It is proposed that street lighting be installed along the entire corridor. Above-ground utilities exist throughout the corridor which could be used to accommodate street lighting (See photo at right). In addition, enhanced intersection lighting at the intersections of Anderson Lane and Northrop Road/Glover Lane should be constructed.

Estimated Cost: \$5,000 (per LED fixture)





Berryhill Road Conceptual Typical Sections

Conceptual Typical Sections

Berryhill Road currently has no significant pedestrian and bicycle facilities. Throughout the study process, the recurring theme was to seek to find ways to make Berryhill Road safer and easier for pedestrians and bicyclists to utilize the facility- to make the facility more of a complete street.

The term “complete streets” is often used to define roadways that function in a multi-modal fashion, safely accommodating automobiles, transit vehicles and riders, bicyclists, and pedestrians. Streets are not just for moving people and vehicles, but also often serve as places for commerce and recreation. Complete streets also are compatible with the surrounding community, and support adjacent land uses and activities, in a contextually appropriate manner. As a re-

sult, the Federal Highway Administration (FHWA) has developed recommended approaches for both Context Sensitive Solutions and Complete Streets. Additionally, FDOT has adopted a Complete Streets Policy (Topic No.: 000-625-017-a, effective September 17, 2014) stating the following intent:

“It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context sensitive system of ‘Complete Streets’, while maintaining safety and mo-

bility.” Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit Riders

The Department specifically recognizes complete streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed, to provide complete streets on the State Highway System, including the Strategic Intermodal System (SIS). This Complete Streets Policy will be integrated into the Department’s internal manuals, guidelines and related documents governing the planning, design, construction, and operation of transportation facilities.

While it is understood that Berryhill Road is not a part of FDOT’s State Highway System, the principles of Complete Streets are still important and applicable to all roadway facilities.

As part of the plan, four typical sections were developed to achieve the goal of making Berryhill Road safer and more attractive to bicyclists and pedestrians and each of these concepts have varying features to accommodate various users.

The four concepts for modifying Berryhill Road include:

Concept 1: Adds buffered bike lanes and sidewalks on both sides of the roadway.

Concept 2: Adds sidewalks on both sides of the roadway.

Concept 3: Adds a shared use path on one side of the roadway.

Concept 4: Reconstructs the roadway to be a 3-lane urban section with bike lanes and sidewalks on both sides of the roadway and a two-way left turn lane.

Illustrations of these concepts are show in Figures 22-25 on the following pages.



Putting the right street in the right place.

WHAT IS FDOT’S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders motorists, and freight handlers. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Safety: Safety for all users is FDOT’s top priority. Roadways with context-appropriate speeds can result in reduced fatalities and serious injuries. The Complete Streets approach considers the mobility, convenience, accessibility, and safety of all road users, and places an emphasis on the most vulnerable users of a given roadway.

Quality of Life: A Complete Streets approach helps to align transportation decisions with land use, resulting in quality places where transportation investments support a community’s quality of life.

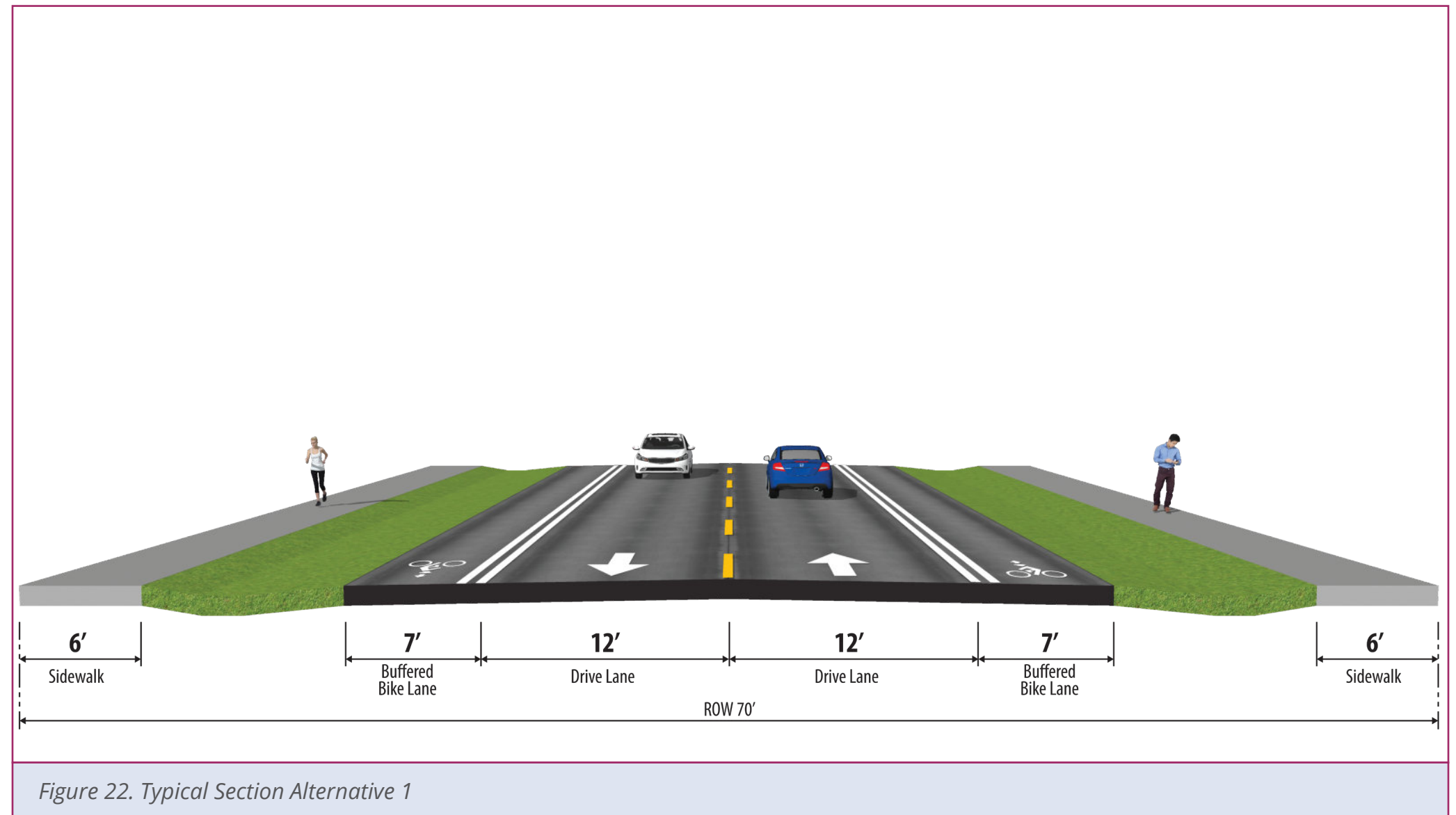
Economic Development: A Complete Streets approach connects communities and supports Florida’s existing economic centers, employment centers, and visitor destinations by striving to provide the highest level of multimodal infrastructure in these core areas.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

Conceptual Typical Sections

Alternative 1

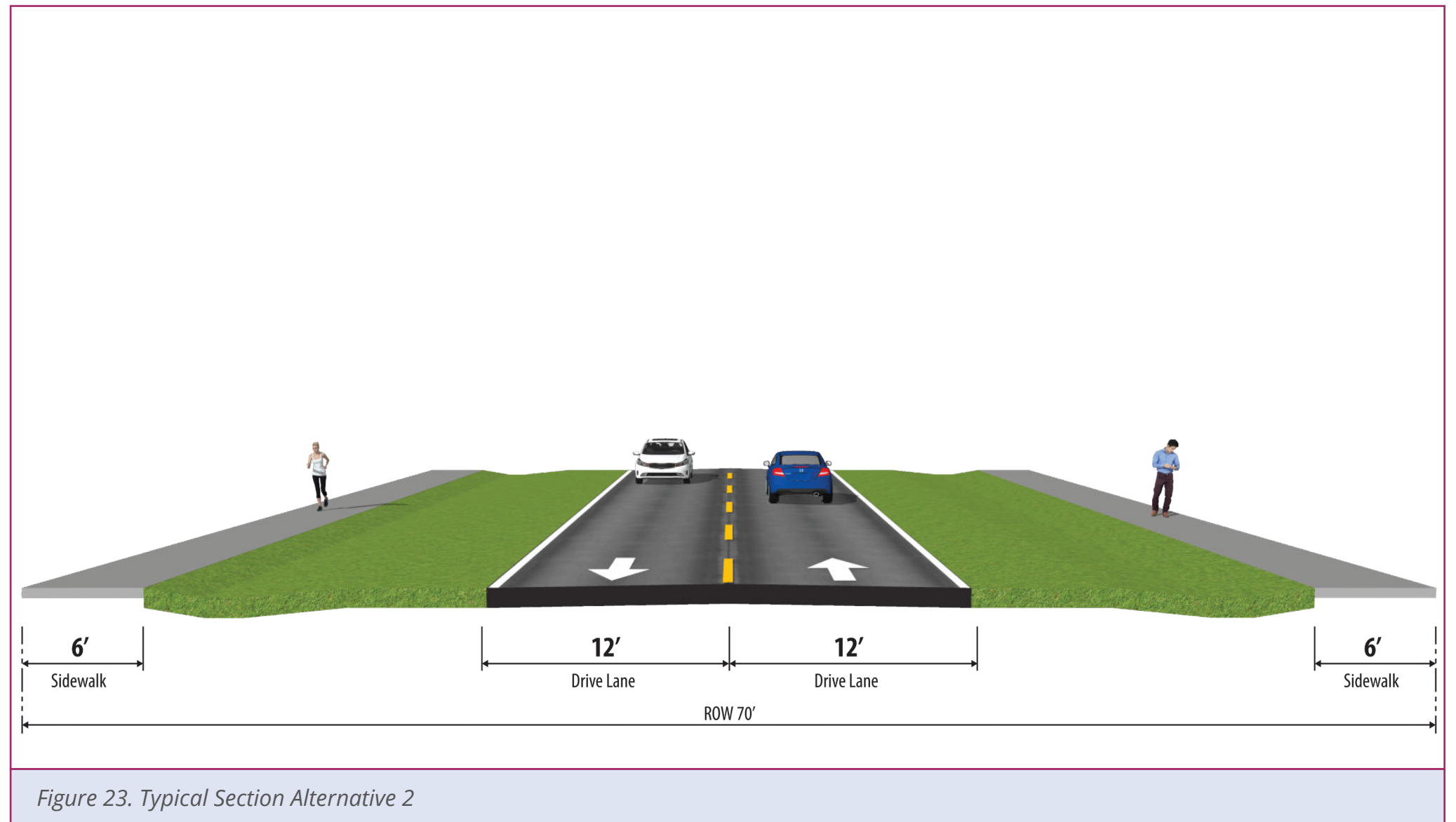
- Adds paved shoulders to allow for a buffered bike lane on both sides of the roadway
- Adds sidewalks on both sides of the roadway
- Estimated cost: \$9 million



Conceptual Typical Sections

Alternative 2

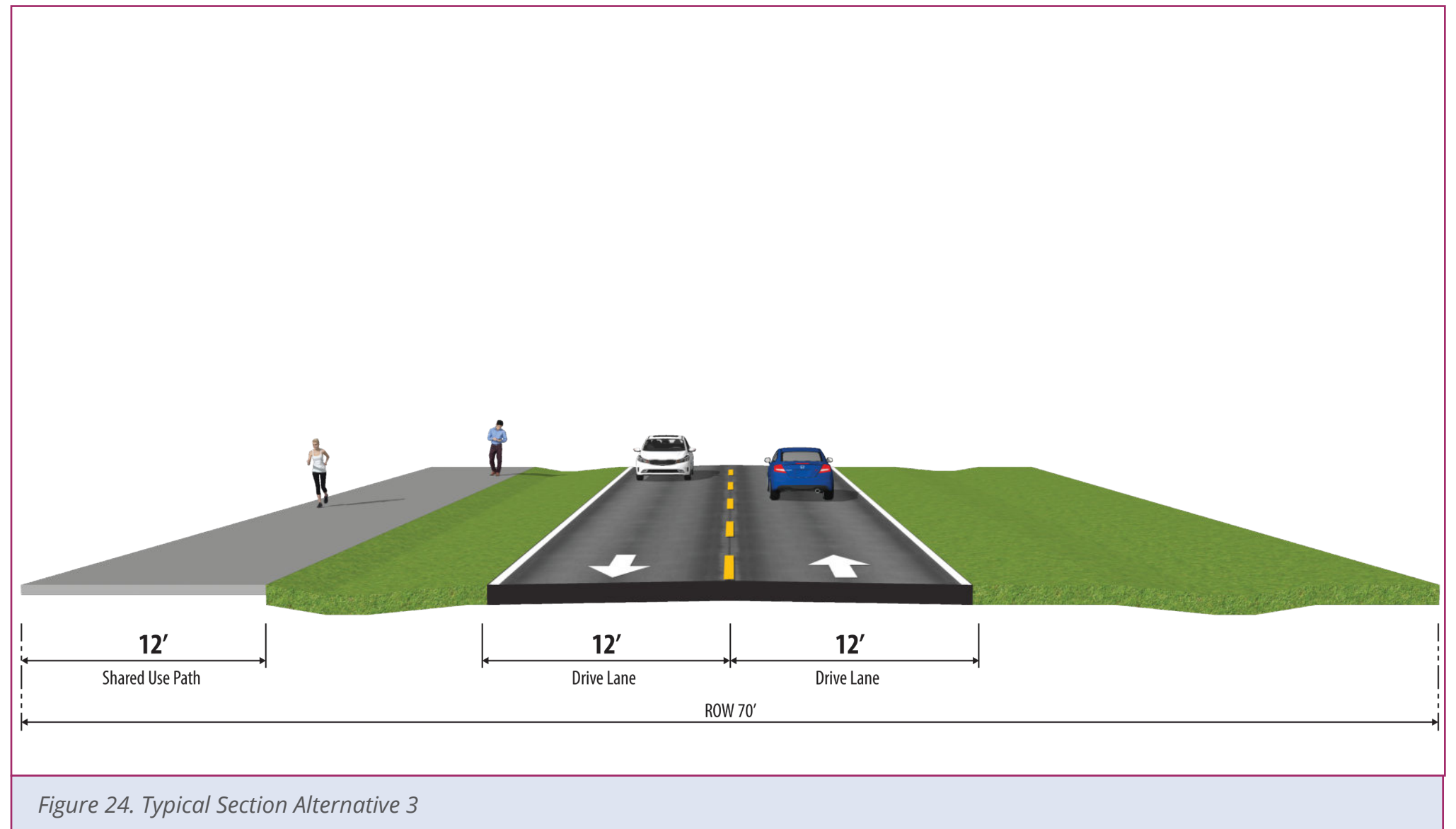
- Maintains existing travel way
- Adds sidewalks on both sides of the roadway
- Estimated cost: \$4.8 million



Conceptual Typical Sections

Alternative 3

- Maintains existing travel way
- Adds a shared use path on one side of the roadway
- Estimated cost: \$4.2 million



Conceptual Typical Sections

Alternative 4

- Complete reconstruction of Berryhill Road
- Adds a two-way left turn lane throughout the study limit
- Adds a buffered bike lane on both sides of the roadway
- Adds sidewalks on both sides of the roadway
- Adds curb and gutter as well as a closed drainage system
- Estimated cost: \$23 million

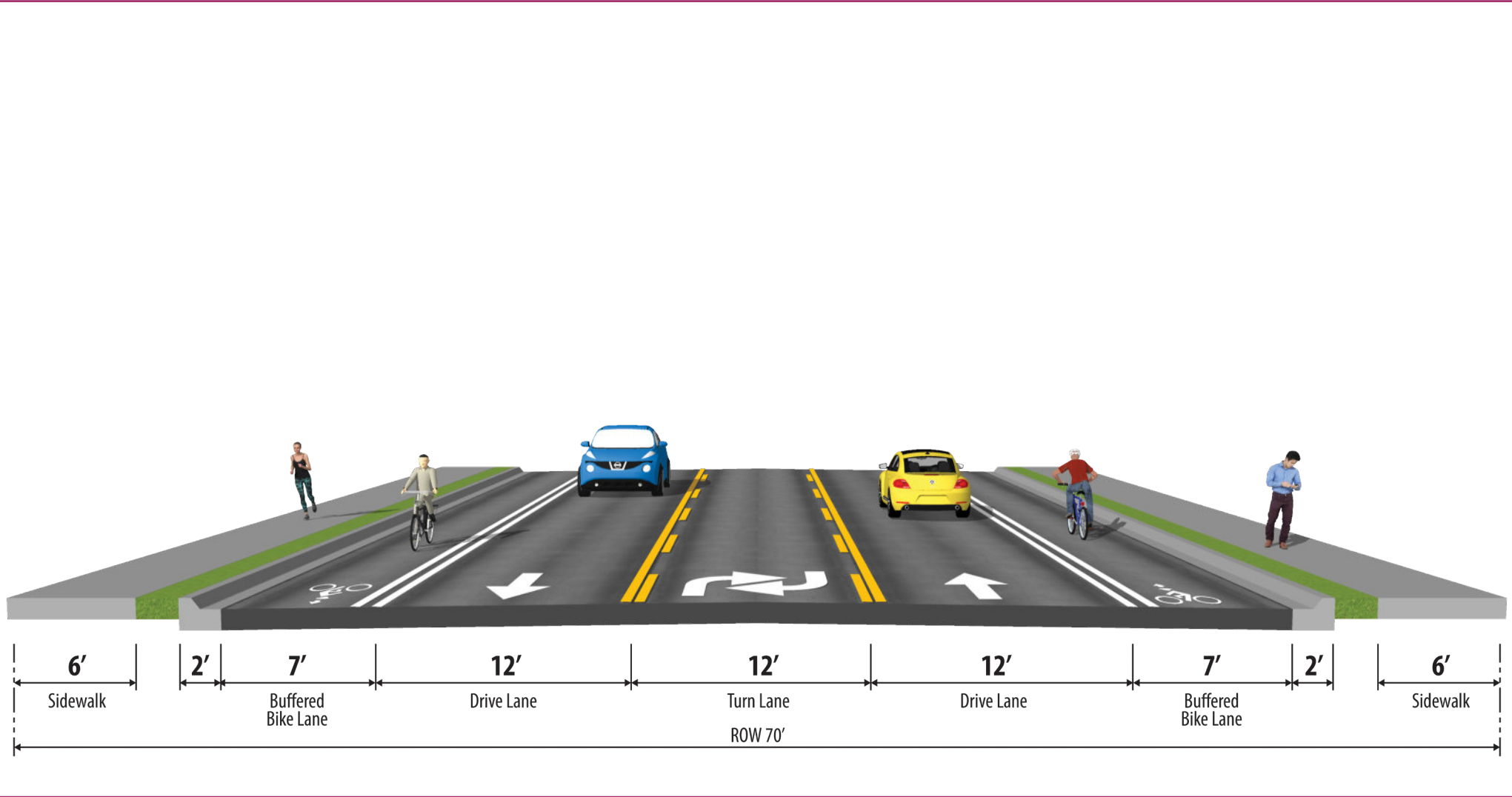


Figure 25. Typical Section Alternative 4

Preferred Typical Section

During the second public workshop held on February 4, 2019, attendees were asked to rank their preferred typical section for the Berryhill Road Corridor based on the four proposed typical section alternatives (See Figure 27). Attendees overwhelmingly chose Alternative 3, which consisted of construction of a shared-use path on one side of the roadway.

Estimated cost: \$4.2 million

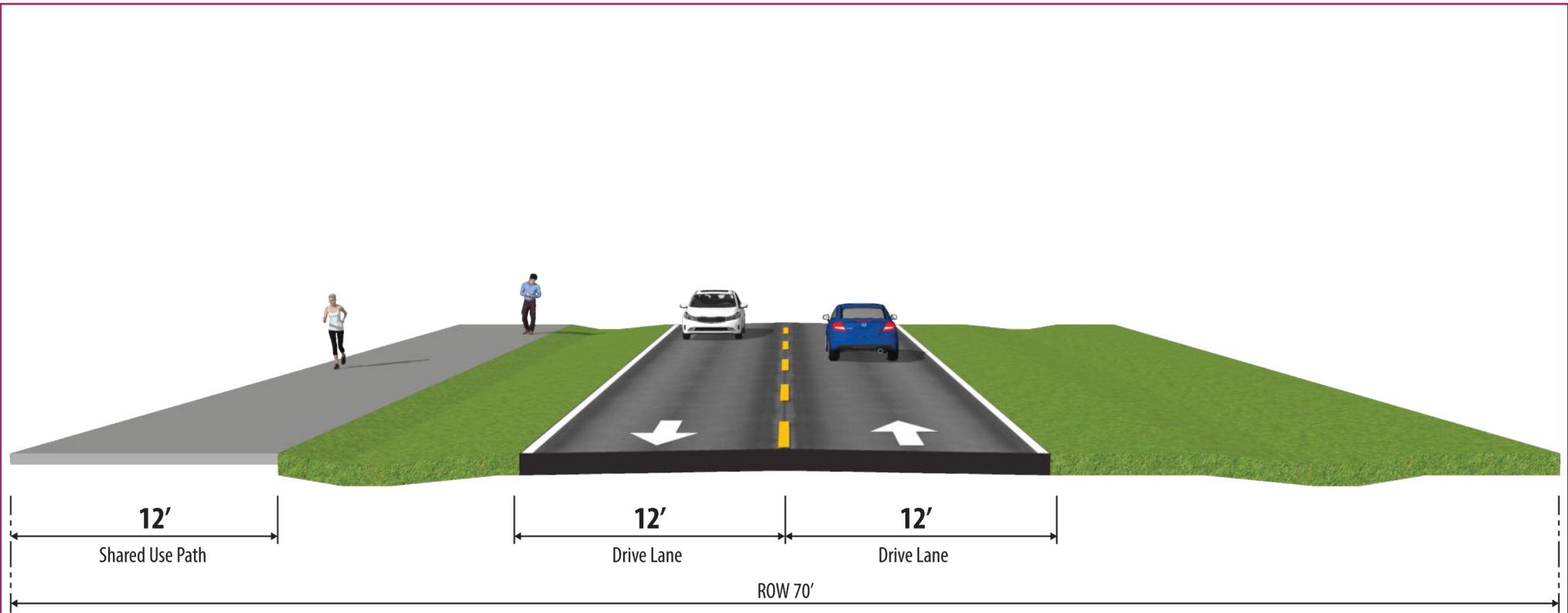


Figure 26. Preferred Typical Section Alternative

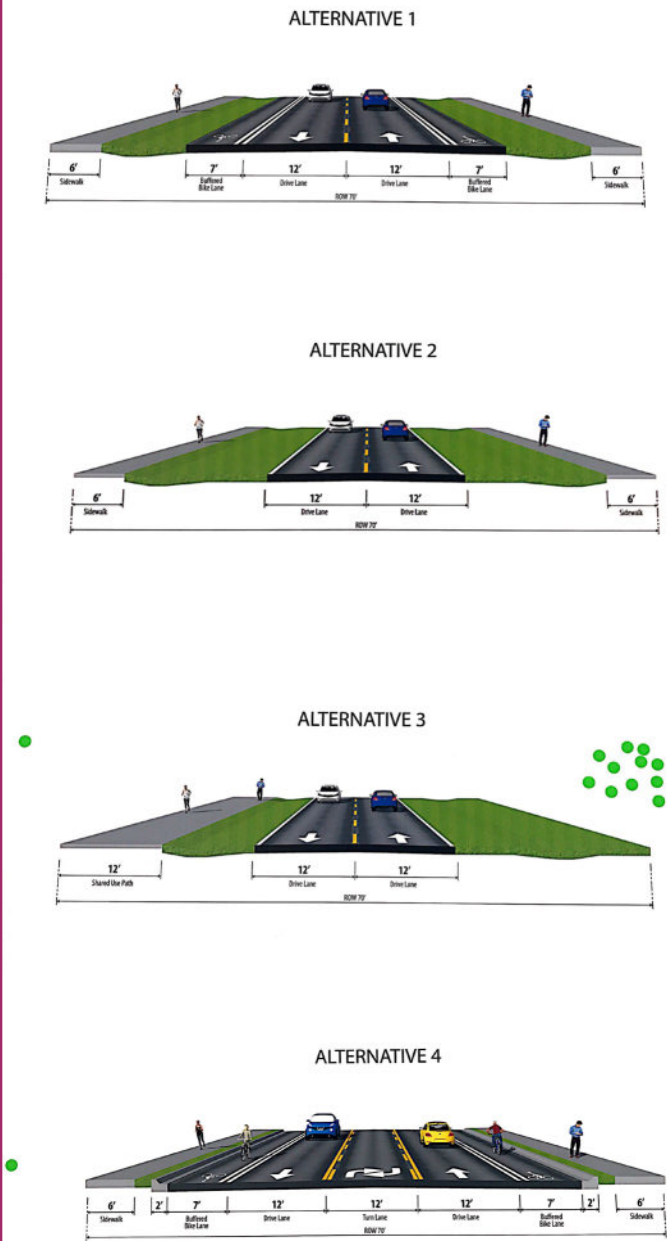


Figure 27. Rankings from Public Workshop #2



Conclusion

Conclusion

One of the major goals of this project was to create a menu of corridor improvements that could be implemented over time as funding becomes available. To assist in accomplishing this, all recommended corridor improvements have been classified into three tiers based on their estimated cost. These tiers include: short-term improvements, mid-term improvements, and long-term improvements. Table 5 summarizes each of the proposed corridor improvement projects by tier. Estimated costs are also provided.

Table 5. Summary of Proposed Corridor Improvements	
Improvement	Estimated Cost
Short-Term Improvements	
Install Additional Signal Warning Signage at Berryhill Road and Anderson Lane (Option 1)	\$5,000
Berryhill Road at Glover Lane/Northrop Road Crosswalk Improvements	\$5,000
Berryhill Road at Dogwood Drive Crosswalk Improvements	\$5,000
Corridor-Wide Lighting Improvements	\$5,000 (per LED fixture)
Mid-Term Improvements	
Glover Lane Sidewalk Improvements	\$38,000
Realignment of Anderson Lane	\$340,000*
Construction of a Left Turn Lane in the vicinity of Swanner Road and Heather Way	\$200,000
Construction of a Left Turn Lane at Santa Rosa Medical Center	\$300,000
Berryhill Road at Glover Lane/Northrop Road Turn Lane Improvements	\$90,000
Long-Term Improvements	
Construction of a shared-use path along Berryhill Road (Alternative 4)	\$4,200,000

*Does not include property acquisition or drainage improvements