Beal Parkway Corridor Management Plan
June 2018
RESOLUTION O-W 18-09
A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE BEAL PARKWAY CORRIDOR MANAGEMENT PLAN

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) is the metropolitan planning organization designated by the governor of Florida as being responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process for the Okaloosa-Walton Metropolitan Planning Area; and

WHEREAS, the Okaloosa-Walton TPO Unified Planning Work Program (UPWP) includes tasks for development of a Corridor Management Plan (CMP); and

WHEREAS, the TPO selected Beal Parkway, from U.S. 98 to Mary Esther Boulevard 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, Beal Parkway 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 OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:

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

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization on this 21st day of June 2018.

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY:
Amy Jamieson, Chair

ATTEST:
Acknowledgments

Okaloosa-Walton Transportation Planning Organization Board Members
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Commissioner Nathan Boyles, TPO Vice Chairman, Okaloosa County
Mayor Dick Rynearson, City of Fort Walton Beach
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1. Introduction
Introduction

In 2017, the Okaloosa-Walton Transportation Planning Organization (TPO) adopted a scope of services to develop a corridor management plan (CMP) for Beal Parkway (SR 189) in Okaloosa County from US 98 (SR 30) to Mary Esther Cutoff. The primary focus of the CMP is to develop design options that complement and support existing and planned improvements in the area, while incorporating Complete Streets concepts into the design of the corridor. This means ensuring adequate space for all users and modes of transportation, including pedestrians, cyclists, transit vehicles, and automobiles in a way that creates a meaningful environment and sense of place.

This plan discusses the current state of several aspects of the corridor, such as the current and planned urban design context of the area; transportation elements, and the evaluation of all modes of travel. The proposed design concepts and recommendations are intended to be able to be constructed within the existing right-of-way (ROW) of the corridor.

Project Location

The Beal Parkway study corridor is located in Fort Walton Beach, Florida connecting US 98 (SR 30) and Mary Esther Cutoff. It is functionally classified by the Florida Department of Transportation (FDOT) as an urban minor arterial, and is approximately 2.8 miles long. The study area is primarily within the City of Fort Walton Beach with a small portion of the corridor located in unincorporated Okaloosa County and the Town of Cinco Bayou. See Figure 1-1 for the project study area.
2. Existing Conditions
Existing Conditions

Roadway Characteristics

The existing roadway configuration is a five-lane urban section which includes four travel lanes and a center two-way left turn lane. Sidewalks are present along the entire corridor. North of Hollywood Boulevard the sidewalks are separated from the travel lanes by a vegetated buffer while no buffer is present south of Hollywood Boulevard. Curb and gutter and a closed drainage system are present throughout the corridor. From US 98 (SR 30) to Hollywood Boulevard, typical right-of-way (ROW) is 75 feet. From Hollywood Boulevard to Mary Esther Cutoff typical ROW is 100 feet. Figures 2-1 through 2-3 illustrate the existing typical sections within the study area.
Pedestrian Facilities

Sidewalks are present along the entire length of the corridor with widths varying from five feet to seven feet. South of Hollywood Boulevard to US 98 (SR 30), the sidewalk is directly adjacent to the travel lane with no buffer. From Hollywood Boulevard to Girard Avenue, an approximately 13 foot vegetated buffer is present. From Girard Avenue to Mary Esther Cutoff the vegetated buffer is reduced to five feet and in some areas on the south side of Beal Parkway there is no buffer.

All signalized intersections feature marked crosswalks and actuated pedestrian signals. The intersections at Hollywood Boulevard, Walter Martin Road, Hughes Street, Yacht Club Drive, Memorial Parkway, and Mary Esther Cutoff feature painted and stamped brick crosswalks. All unsignalized cross streets feature standard white painted crosswalks and stop bars. The sidewalks present along Beal Parkway appear to be in good condition and well-maintained and most have ADA-compliant curb ramps.
Pedestrian Counts

Pedestrian counts were gathered from the turning movement count data collected on August 23, 2017. These counts are shown in Table 2-1. The largest number of pedestrian movements take place at the intersection of US 98 (SR 30), and range from four to 50 with the primary movement being east-west across Beal Parkway.

Table 2-1 Pedestrian Volumes

<table>
<thead>
<tr>
<th>Location</th>
<th>Morning (6:00am-10:00am)</th>
<th>Evening (3:00pm-7:00pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Parkway at Beal Parkway</td>
<td>6</td>
<td>13</td>
</tr>
<tr>
<td>Yacht Club Drive at Beal Parkway</td>
<td>7</td>
<td>29</td>
</tr>
<tr>
<td>Hollywood Boulevard at Beal Parkway</td>
<td>29</td>
<td>26</td>
</tr>
<tr>
<td>US 98 (SR 30) at Beal Parkway</td>
<td>4</td>
<td>50</td>
</tr>
</tbody>
</table>
**Bicycle Facilities**

The Beal Parkway corridor does not currently have any marked bicycle facilities and there are no paved shoulders suitable for biking within the study area. However, the corridor is signed informing drivers to share the road with cyclists.

**Transit Service**

No transit service currently exists within the Beal Parkway Study Corridor. The Emerald Coast Rider (EC Rider) does have routes that services Fort Walton Beach in the vicinity of the study area. EC Rider Routes 2 and 4 service Hollywood Boulevard. Figure 2-4 illustrates the current EC Rider Routes within Fort Walton Beach.
Existing Land Use

Figure 2-5 illustrates the generalized existing land use patterns within a 0.25 mile buffer of the study centerline. The predominate land use type on the northern portion of the corridor is residential. South of Yacht Club Drive, commercial land uses front Beal Parkway.
**Existing Zoning**

Figure 2-6 illustrates the generalized existing zoning within a 0.25 mile buffer of the study centerline. The northern portion of the corridor is zoned primarily for single-family residential while the area south of Hollywood Boulevard is zoned commercial with some mixed-use areas between First Street and Third Street.

*Figure 2-6 Existing Zoning*
Future Land Use

Figure 2-7 illustrates the generalized existing zoning within a 0.25 mile buffer of the study centerline. The study area consists of primarily low density residential along the northern portion of the corridor with commercial and mixed use designations between Hollywood Boulevard and US 98 (SR 30).

Figure 2-7 Future Land Use
3. Traffic Analysis and Crash Summary
Traffic Analysis and Crash Summary

Existing Conditions

The segment of Beal Parkway included in this analysis is a five-lane roadway with two travel lanes in each direction and a two-way left turn lane. The corridor limits are Mary Esther Cutoff to the north and US 98 (SR 30) to the south. The southern portion of Beal Parkway within the study area runs in a north-south direction while the northern portion runs in an east-west direction. The study area is approximately 2.8 miles long and is classified as an urban minor arterial. During the development of the scope of work for this project it was decided that four intersections would be analyzed. These intersections are summarized in Table 3-1.

<table>
<thead>
<tr>
<th>Major Street</th>
<th>Minor Street</th>
<th>Intersection Control Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beal Parkway</td>
<td>Memorial Parkway</td>
<td>Signalized</td>
</tr>
<tr>
<td>Beal Parkway</td>
<td>Yacht Club Drive</td>
<td>Signalized</td>
</tr>
<tr>
<td>Beal Parkway</td>
<td>Hollywood Boulevard</td>
<td>Signalized</td>
</tr>
<tr>
<td>US 98 (SR 30)</td>
<td>Beal Parkway</td>
<td>Signalized</td>
</tr>
</tbody>
</table>

Intersection Geometry

Memorial Parkway is a two-lane undivided major collector with a dedicated northbound left turn lane and a dedicated northbound right turn lane onto Beal Parkway. On Beal Parkway, there is a dedicated westbound left turn lane.

The intersection of Beal Parkway and Yacht Club Drive is an offset four-legged intersection. Yacht Club Drive is a minor arterial with a dedicated westbound left turn lane, westbound right turn lane, and a westbound shared left/through/right lane. Beal Parkway has dedicated left turn lanes in both the northbound and southbound directions. Alabama Avenue, the fourth leg of this intersection, is a two-lane roadway with a dedicated eastbound left turn lane and a shared through/right lane. Traffic volumes on this approach are very low as this roadway is rarely used.

The intersection of Beal Parkway and Hollywood Boulevard is a four-way intersection. Hollywood Boulevard is a major collector with dedicated westbound left and right turn lanes as well as one through lane. Eastbound Hollywood Boulevard has a dedicated left turn lane and one through lane. Beal Parkway has a dedicated left turn lane and two through lanes in both the northbound and southbound directions.

Beal Parkway at US 98 (SR 30) is a three-legged intersection. Beal Parkway has dedicated southbound left and right turn lanes as well as a shared left/right turn lane. Westbound US 98 (SR 30) has one through lane and a shared through/right lane. Eastbound US 98 has a dedicated left turn lane and two through lanes.
**Speed Limit**

The posted speed limit along Beal Parkway within the study area is 35 MPH.

**Data Collection**

**Vehicle Count Data**

Turning Movement Counts (TMCs) were collected at each of the four study intersections listed in Table 3-1 on August 23, 2017 from 6:00 AM – 10:00 AM and 3:00 PM – 6:00 PM. Additionally, 72-hour directional volume machine counts were collected at three locations along Beal Parkway from August 23-25, 2017. Location 1 was located west of Baker Avenue, Location 2 was located south of Holmes Boulevard, and Location 3 was located south of Hollywood Boulevard. A summary of these directional volumes counts are illustrated in Figures 3-1 through 3-3.
Traffic Analysis

This analysis assumes a 2027 build year. A 2 percent annual growth rate was used to convert 2017 existing traffic volumes to the 2027 design period. Both the AM and PM peak hours of 2017 and 2027 years were evaluated. The traffic volumes were also adjusted by a seasonal factor of 1.02.

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 intersection analysis utilizes the Synchro tool for HCM to complete the analysis of the signalized intersections. Tables 3-1 and 3-2 provide the overall intersection and delay performance metrics.

In the 2017 analysis, all intersections functioned at LOS C or better. The Memorial Parkway and US 98 (SR 30) intersections operated at LOS B in both the AM and PM peak hours (See Table 3-2). The individual approach analysis shows that the highest delay is expected at Memorial Parkway northbound (LOS D). The 2027 future year analysis showed that the Yacht Club Drive and Hollywood Boulevard intersections drop to LOS D in the PM peak hour (See Table 3-3).

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Period</th>
<th>EB Delay</th>
<th>EB LOS</th>
<th>WB Delay</th>
<th>WB LOS</th>
<th>NB Delay</th>
<th>NB LOS</th>
<th>SB Delay</th>
<th>SB LOS</th>
<th>Delay</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Parkway</td>
<td>AM Peak</td>
<td>12.7</td>
<td>B</td>
<td>5.5</td>
<td>A</td>
<td>45.6</td>
<td>D</td>
<td>--</td>
<td>--</td>
<td>13.6</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>12.9</td>
<td>B</td>
<td>5.7</td>
<td>A</td>
<td>47.4</td>
<td>D</td>
<td>--</td>
<td>--</td>
<td>12.6</td>
<td>B</td>
</tr>
<tr>
<td>Yacht Club Drive</td>
<td>AM Peak</td>
<td>47.1</td>
<td>D</td>
<td>37.9</td>
<td>D</td>
<td>22.6</td>
<td>C</td>
<td>18.2</td>
<td>B</td>
<td>23.3</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>45.0</td>
<td>D</td>
<td>37.5</td>
<td>D</td>
<td>27.3</td>
<td>C</td>
<td>20.7</td>
<td>C</td>
<td>26.5</td>
<td>C</td>
</tr>
<tr>
<td>Hollywood Boulevard</td>
<td>AM Peak</td>
<td>34.8</td>
<td>C</td>
<td>34.9</td>
<td>C</td>
<td>18.2</td>
<td>B</td>
<td>19.5</td>
<td>B</td>
<td>24.5</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>31.3</td>
<td>C</td>
<td>38.8</td>
<td>D</td>
<td>26.2</td>
<td>C</td>
<td>24.4</td>
<td>C</td>
<td>28.8</td>
<td>C</td>
</tr>
<tr>
<td>US 98 (SR 30)</td>
<td>AM Peak</td>
<td>5.8</td>
<td>A</td>
<td>12.0</td>
<td>B</td>
<td>--</td>
<td>--</td>
<td>42.9</td>
<td>D</td>
<td>13.7</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>4.8</td>
<td>A</td>
<td>12.8</td>
<td>B</td>
<td>--</td>
<td>--</td>
<td>44.9</td>
<td>D</td>
<td>13.1</td>
<td>B</td>
</tr>
</tbody>
</table>

Note: Delay shown in seconds
### Table 3-3 Intersection Delay Summary (Year 2027)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Period</th>
<th>EB delay</th>
<th>EB LOS</th>
<th>WB delay</th>
<th>WB LOS</th>
<th>NB delay</th>
<th>NB LOS</th>
<th>SB delay</th>
<th>SB LOS</th>
<th>Interchange delay</th>
<th>Interchange LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Parkway</td>
<td>AM Peak</td>
<td>17.9</td>
<td>B</td>
<td>7.4</td>
<td>A</td>
<td>49.9</td>
<td>D</td>
<td>--</td>
<td>--</td>
<td>17.2</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>18.0</td>
<td>B</td>
<td>7.9</td>
<td>A</td>
<td>54.3</td>
<td>D</td>
<td>--</td>
<td>--</td>
<td>16.5</td>
<td>B</td>
</tr>
<tr>
<td>Yacht Club Drive</td>
<td>AM Peak</td>
<td>46.5</td>
<td>D</td>
<td>39.5</td>
<td>D</td>
<td>32.6</td>
<td>C</td>
<td>22.9</td>
<td>C</td>
<td>29.4</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>54.6</td>
<td>D</td>
<td>47.1</td>
<td>D</td>
<td>41.3</td>
<td>D</td>
<td>30.6</td>
<td>C</td>
<td>38.3</td>
<td>D</td>
</tr>
<tr>
<td>Hollywood Boulevard</td>
<td>AM Peak</td>
<td>40.6</td>
<td>D</td>
<td>36.4</td>
<td>D</td>
<td>22.5</td>
<td>C</td>
<td>24.8</td>
<td>C</td>
<td>29.2</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>35.3</td>
<td>D</td>
<td>46.5</td>
<td>D</td>
<td>38.9</td>
<td>D</td>
<td>31.5</td>
<td>C</td>
<td>36.9</td>
<td>D</td>
</tr>
<tr>
<td>US 98 (SR 30)</td>
<td>AM Peak</td>
<td>8.8</td>
<td>A</td>
<td>16.5</td>
<td>B</td>
<td>--</td>
<td>--</td>
<td>47.8</td>
<td>D</td>
<td>17.3</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>9.1</td>
<td>A</td>
<td>19.5</td>
<td>B</td>
<td>--</td>
<td>--</td>
<td>50.4</td>
<td>D</td>
<td>18.4</td>
<td>B</td>
</tr>
</tbody>
</table>

*Note: Delay shown in seconds*

**Intersection Analysis Summary**

As shown in Tables 3-2 and 3-3, none of the study intersections currently operate at a deficient LOS and are not forecasted to operate at a deficient LOS in 2027. Due to this, no operational or geometric improvements are proposed for these intersections.
**Segment Analysis**

A planning-level segment capacity analysis was performed for the Beal Parkway corridor. The segment analysis split up the study area into three segments divided at the Hollywood Boulevard and Yacht Club Drive intersections. The FDOT Generalized Service Volume tables were used to evaluate planning LOS of each segment. The segment LOS analysis summary is provided in Table 3-4 below. Each segment was evaluated and found to operate at LOS D or better for each analysis year.

### Table 3-4 Segment Level of Service Analysis

<table>
<thead>
<tr>
<th>Year</th>
<th>Location</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Volume</td>
<td>LOS</td>
</tr>
<tr>
<td>2017</td>
<td>US 98 (SR 30) to Hollywood Boulevard</td>
<td>1,011</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>Hollywood Boulevard to Yacht Club Drive</td>
<td>1,493</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>Yacht Club Drive to Memorial Parkway</td>
<td>1,708</td>
<td>D</td>
</tr>
<tr>
<td>2027</td>
<td>US 98 (SR 30) to Hollywood Boulevard</td>
<td>1,240</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>Hollywood Boulevard to Yacht Club Drive</td>
<td>1,820</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>Yacht Club Drive to Memorial Parkway</td>
<td>2,090</td>
<td>D</td>
</tr>
</tbody>
</table>

**Segment Analysis Summary**

As shown in Table 3-4, none of the study area segments currently operate at a deficient LOS and are not forecasted to operate at a deficient LOS in 2027. Because of this, no additional roadway capacity is proposed for these segments.
Crash Summary

The Signal Four Analytics database was used to obtain crash reports for the study area for the most current five-year period, 2012-2016. The following pages contain crash summaries for the entire Beal Parkway study area as well as local summaries for the Memorial Parkway, Yacht Club Drive, Hollywood Boulevard, and US 98 (SR 30) intersections. Between 2012 and 2016 there were a total of 368 crashes reported within the study area. Ninety-one of those crashes were categorized as injury severity crashes and 277 categorized as property damage only crashes. The highest crash types include Left Turn, Rear End, and Sideswipe crashes. In the five-year analysis period, there were nine crashes involving pedestrians and three crashes involving cyclists. No fatalities occurred during the analysis period. Figures 3-4 through 3-18 summarize crashes occurring on the corridor.
Figure 3-6 is a heat map showing the density of crashes along the study area. The areas in red represent high crash locations.
Memorial Parkway at Beal Parkway Crash Summary

Figure 3-7 Memorial Parkway at Beal Parkway Crash Type Summary

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear End</td>
<td>8</td>
</tr>
<tr>
<td>Left Turn</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
</tr>
<tr>
<td>Head On</td>
<td>1</td>
</tr>
<tr>
<td>Off Road</td>
<td>1</td>
</tr>
<tr>
<td>Unknown</td>
<td>1</td>
</tr>
</tbody>
</table>

Figure 3-8 Memorial Parkway at Beal Parkway Crash Severity Summary

15 Total Crashes
- 80% Property Damage Only
- 20% Injury
Figure 3-9 Memorial Parkway at Beal Parkway Collision Diagram

Note: For clarity, only select crashes are depicted in this crash diagram.
Figure 3-10 Yacht Club Drive at Beal Parkway Crash Type Summary

Figure 3-11 Yacht Club Drive at Beal Parkway Crash Severity Summary

53 Total Crashes

26%

74%
Figure 3-12 Yacht Club Drive at Beal Parkway Collision Diagram

Note: For clarity, only select crashes are depicted in this crash diagram.
Hollywood Boulevard at Beal Parkway Crash Summary

Figure 3-13 Hollywood Boulevard at Beal Parkway Crash Type Summary

Figure 3-14 Hollywood Boulevard at Beal Parkway Crash Severity Summary
Figure 3-15 Hollywood Boulevard at Beal Parkway Collision Diagram

Note: For clarity, only select crashes are depicted in this crash diagram.
US 98 (SR 30) at Beal Parkway Crash Summary

**Figure 3-16 US 98 (SR 30) at Beal Parkway Crash Type Summary**

- Rear End: 25
- Left Turn: 4
- Other: 4
- Angle: 3
- Sideswipe: 3
- Off Road: 1
- Pedestrian: 1

**Figure 3-17 US 98 (SR 30) at Beal Parkway Crash Severity Summary**

- 41 Total Crashes
  - Injury: 32%
  - Property Damage Only: 68%
Figure 3-18 US 98 (SR 30) at Beal Parkway Collision Diagram

LEGEND
- Rear End Collision
- Left Turn Collision
- Angle Collision
- Side Swipe
- Head On Collision
- Out of Control
- Pedestrian
- Bicycle
- Number of Crashes

Beal Parkway and US 98
Crash Rates

Crash rates for the study area over a five-year period (2012-2016) were calculated. The intersection of Mary Esther Cutoff and Beal Parkway experienced 140 crashes over the study period which accounted for 38% of the total crashes along the corridor. This intersection was under construction during the development of this CMP with capacity and geometric improvements as well as signal upgrades, lighting, and bike lane improvements being constructed. Due to this, the overall crash rate for the study area was calculated with and without the inclusion of this intersection with the assumption that crashes within this area will be reduced once the improvements are constructed.

The calculated crash rates for 2012-2016 are summarized in Table 3-5. Crash rates are calculated to determine relative safety compared to other similar roadways. Crash rate analysis typically uses exposure data in the form of traffic volumes or roadway mileage.

<table>
<thead>
<tr>
<th>Table 3-5 Crash Rate Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
</tr>
<tr>
<td>Crash Rates without the Inclusion of the Mary Esther Cutoff Intersection</td>
</tr>
<tr>
<td>Number of Crashes</td>
</tr>
<tr>
<td>Crash Rate</td>
</tr>
<tr>
<td>Crash Rates with the Inclusion of the Mary Esther Cutoff Intersection</td>
</tr>
<tr>
<td>Number of Crashes</td>
</tr>
<tr>
<td>Crash Rate</td>
</tr>
</tbody>
</table>

Crash Summary

As summarized in Table 3-5, crash rates for the Beal Parkway study area fall below the statewide average for similar roadway facilities both with and without the inclusion of the Mary Esther Cutoff intersection. However, some problem crash areas were identified such as the Industrial Street intersection and the segment of Beal Parkway between US 98 (SR 30) and Hollywood Boulevard. Proposed improvements for these areas are discussed in Section 7.
4. Access Management Evaluation
**Access Management Evaluation**

FDOT defines access management as the coordinated planning, regulation, and design of access between roadways and land development. It promotes the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel. The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the entire transportation system.

Proper access management reduces conflict points associated with traffic turning into or leaving developments. Conflict points are locations along a roadway where two vehicles’ paths can legally cross. At a four-way intersection there are as many as 36 conflict points. Crashes can potentially occur at each of these conflict points. By implementing access management techniques, the number of conflict points can be reduced, thus reducing the potential for crashes (Sources: FDOT Median Handbook, FDOT Access Management Brochure).

Florida Administrative Rule Chapter 14-97 establishes seven classifications for state highways that contain separation standards for access features. Beal Parkway is a Class 6 facility meaning that the appropriate signal spacing for the roadway is 1,320 feet and the appropriate driveway or turnout spacing is 245 feet (See Table 4-1).

<table>
<thead>
<tr>
<th>Class</th>
<th>Medians</th>
<th>Median Openings</th>
<th>Signal</th>
<th>Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Full</td>
<td>Directional</td>
<td>More than 45 mph posted speed</td>
</tr>
<tr>
<td>2</td>
<td>Restrictive w/ Service Roads</td>
<td>2,640</td>
<td>1,320</td>
<td>2,640</td>
</tr>
<tr>
<td>3</td>
<td>Restrictive</td>
<td>2,640</td>
<td>1,320</td>
<td>2,640</td>
</tr>
<tr>
<td>4</td>
<td>Non-Restrictive</td>
<td>-</td>
<td>-</td>
<td>2,640</td>
</tr>
<tr>
<td>5</td>
<td>Restrictive</td>
<td>2,640 at greater than 45mph posted speed</td>
<td>660</td>
<td>2,640 at greater than 45mph posted speed</td>
</tr>
<tr>
<td></td>
<td>1,320 at 45mph or less posted speed</td>
<td>-</td>
<td>1,320 at 45mph or less posted speed</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>Non-Restrictive</td>
<td>-</td>
<td>-</td>
<td>1,320</td>
</tr>
<tr>
<td>7</td>
<td>Both Median Types</td>
<td>660</td>
<td>330</td>
<td>1,320</td>
</tr>
</tbody>
</table>

Source: FDOT Median Handbook, Florida Administrative Rule Chapter 14-97

Beal Parkway meets the classification for signal spacing however, there are areas where minimum driveway spacings are exceeded. Additionally, there are areas along the corridor that exceed the appropriate driveway width and do not have sufficient driveway length and setback distances. Of particular concern is the area between Hollywood Boulevard and Third Street.
Driveway Spacing

According to Rule 14-97, minimum driveway spacing for connections on Beal Parkway is 245 feet. Figure 4-1 illustrates all drives within the study area that do not currently meet the spacing minimum.

Figure 4-1  Areas with Insufficiently Spaced Driveways

Legend
- Driveways with Spacing Less Than 245 Feet
- Density of Driveways with Deficient Spacing
  - High
  - Low
Driveway Width

Driveway width is important because it has an impact on the ease of entry into the driveway. The more quickly a vehicle can enter a driveway, the less chance there is of a rear end collision. Congestion is also increased by through vehicles slowing down for vehicles entering driveways. However, driveways of excessive width do not guide drivers to the best position and also result in increased pedestrian and cyclist exposure.

According to the FDOT Standard Index 515, urban roadway sections (with curb and gutter) should have a minimum driveway width of 24 feet and maximum width of 36 feet. This standard applies to small businesses and strip shopping centers which make up the majority of land uses along Beal Parkway. Figure 4-2 illustrates driveways within the study area that exceed the minimum width requirement.

*Figure 4-2 Driveways not Compliant with Minimum and Maximum Width*
Driveway Location

Driveways in close proximity to major intersections can create significant conflicts which lead to poor safety and operational conditions. The American Association of State Highway and Transportation Officials (AASHTO) Green Book states that “driveways should not be located within the functional area or influence area of an adjacent intersection. The functional area extends both upstream and downstream from the physical intersection area.” Figure 4-3 shows major intersections within the study area where driveways are located within the functional area of the intersection.

Figure 4-3 Major Intersections with Driveways within the Functional Area
Access Management Summary

A review of driveway connections within the study area revealed an excessive number of driveways with many being located too close to one another (See Table 4-2). While this is common among communities throughout Florida, mitigating some of these driveway deficiencies over time will increase safety and operations on Beal Parkway. Implementing access management strategies such as driveway closures, consolidation, or relocation can have a 25-30% reduction in injury and fatal crashes along urban arterials (Source: Highway Safety Manual). As land uses change and redevelopment occurs, it will be important to modify driveway connections where feasible.

Table 4-2 Access Management Summary

<table>
<thead>
<tr>
<th>Number of Driveways with spacing less than 250 feet</th>
<th>Number of Driveways with a width less than 12 feet</th>
<th>Number of Driveways with a width greater than 36 feet</th>
<th>Major Intersections with Driveways Located within the Area of Influence</th>
</tr>
</thead>
</table>
| 79                                               | 0                                                 | 42                                                 | • Mary Esther Cutoff  
• Yacht Club Drive  
• Hughes Street  
• Walter Martin Road  
• Hollywood Boulevard  
• US 98 (SR 30) |

Examples of Access Management Areas of Concern within the Beal Parkway Study Corridor
5. Public Involvement
Public Involvement

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 Beal Parkway corridor to become. This process assists in developing tangible ideas to foster ownership in future improvements along the corridor and in the Fort Walton Beach and Cinco Bayou 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 safe and efficient vehicular travel, walking, bicycling, and transit.

The workshops took place on December 11, 2017 and February 1, 2018 at Fort Walton Beach City Hall and the Fort Walton Beach Public Library. More than 1000 fliers were mailed to residences and businesses within 300 feet of the corridor. Two newspaper ads were placed in the Northwest Florida Daily News promoting the workshops. The workshops began on the evening of December 11 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 Beal Parkway. Comment cards were also available at both of the workshops to record specific concerns.

On the evening of the second workshop, February 1, 2018 the team shared ideas for suggested improvements and explained that the corridor could qualify for funding dedicated to corridor management plan implementation. Ideas regarding pedestrian lighting, sidewalks, and bicycle facilities 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.
6. Framework Plan
Framework Plan

The first step in the development of proposed enhancements for the Beal Parkway corridor was to develop a framework plan. A framework plan is an analytical tool that provides a general overview of an area and reviews how the project relates, connects, and/or influences its contextual relationships. Its main goal is to develop a basis for further in-depth review and potential improvements of site specific areas within the limits of the project. The purpose of the framework plan is to provide insight and guidance into how land use and transportation are associated with each other within the context of the overall study area. Figures 6-1 through 6-10 illustrate the components of the framework plan.

Primary roadway corridors identified include:

North-South Roadways
- Beal Parkway
- Memorial Parkway
- Wright Parkway

East-West Roadways
- Yacht Club Drive
- Hughes Street
- Hollywood Boulevard
- US 98 (SR 30)

Major walking destinations include:
- St. Mary Recreation Facilities
- Fort Walton Beach High School and Edwins Elementary School
- Jet Drive Fields
- Fort Walton Beach Recreation Center
- Ferry Park
- Elliot Point Elementary School
- Glenwood Park
- Max Bruner Junior Middle School
- Vesta Heights Park
- Silver Sands School
- Oakland Heights Athletic Fields
- Fort Walton Beach Tennis Center
Figure 6-1 Major Intersections and Gateways
Figure 6-2 Major Pedestrian Attractors
Figure 6-3 Corridor Character Districts

Neighborhood Characteristics
- Commercial Core Activity Center at intersection of Beal Pkwy and Mary Esther Cut Off
- Beal Parkway/Mary Esther Cut Off is a congested intersection with new improvements currently underway
- Commercial uses extend east to the City Limits
- Fort Walton Beach Cemetery provides a tranquil transition eastward to the residential districts along the Parkway
- The residential portion of the corridor is a walkable “parkway” with sidewalks both sides of the corridor
- Adjacent neighborhoods are in grid form but without effective neighborhood interconnections
- Safe pedestrian crossing is only at signalized intersections
Neighborhood Characteristics

- Fort Walton Beach Cemetery provides a tranquil transition to the residential districts along the Parkway.
- Memorial Parkway provides neighborhood access to Beal Parkway at a signalized intersection with a pedestrian crosswalk on the east leg of the intersection.
- The residential portion of the corridor is a walkable parkway with sidewalks both sides of the corridor.
- Adjacent neighborhoods are in grid form but without neighborhood interconnections.
- Turning sight distance at many intersections is limited by either vertical or horizontal sight distance, or both.
- Safe pedestrian crossing is only at signalized intersections.
Figure 6-5 Corridor Character Districts

**Neighborhood Characteristics**
- The residential parkway appearance of Beal Parkway transitions to the commercial district at Yacht Club Drive.
- The residential portion of the corridor is a walkable parkway with sidewalks both sides of the corridor.
- Adjacent neighborhoods are in grid form but without neighborhood interconnections.
- Turning sight distance at many intersections is limited by either vertical or horizontal sight distance, or both.
- Yacht Club Drive is a signalized intersection that provides neighborhood access to Beal Parkway at an intersection with a pedestrian crosswalk on the each leg of the intersection.
- The skewed angle of the intersection makes the pedestrian crossing distances longer than perpendicular crosswalks.

1/2 Mile Walking Radius
- Commercial
- Public Institutional
- Residential
Neighborhood Characteristics

- The commercial district of Beal Parkway begins at the Yacht Club Drive intersection.
- The commercial strip district along the corridor has sidewalks both sides of the corridor but pedestrians must safely cross only at signalized intersections.
- Adjacent neighborhoods exist behind the commercial strip along the west side of the corridor between Yacht Club Drive and Hughes Street.
Neighborhood Characteristics

- The commercial district of Beal Parkway continues along both sides of the corridor to its terminus at US 98.
- The commercial strip district along the corridor has sidewalks both sides of the corridor but pedestrians must safely cross only at signalized intersections.
- Adjacent neighborhoods exist behind the commercial strip along the west side of the corridor between Alabama Avenue and Maples Street.

Figure 6-7 Corridor Character Districts
Neighborhood Characteristics

- Walter Martin Drive intersects Beal Parkway at a T-intersection with a fourth leg west to a bank parking lot.
- The intersections of Walter Martin Road and Industrial Street could be realigned to create a more functional, efficient, safe intersection.
- The Beal Parkway/Hollywood Boulevard intersection is a commercial activity center on all four quadrants of the intersection.
- This intersection is the most congested along the corridor and is a crash hot spot.
- Commercial uses continue one parcel deep along both sides of the corridor to its terminus at US 98.
- The commercial strip district along the corridor has sidewalks on both sides of the corridor but pedestrians must safely cross only at signalized intersections.
- The auto dealership on both sides of the corridor creates abundant mid-block pedestrian crossing activity.
- Beginning at Hollywood Boulevard all areas east and west of the corridor are within the Fort Walton Beach CRA district and within the boundary of the 2006 Beal Parkway Neighborhood Action Plan (south to First Street).
### Neighborhood Characteristics

- The Beal Parkway/Hollywood Boulevard intersection is a commercial activity center on all four quadrants of the intersection.
- This intersection is the most congested along the corridor and is a crash hot spot.
- Commercial uses continue one parcel deep along both sides of the corridor to its terminus at US 98.
- The commercial strip district along the corridor has sidewalks both sides of the corridor but pedestrians must safely cross only at signalized intersections.
- Adjacent neighborhoods exist behind the commercial strip along both sides of the corridor.
- Beginning at Hollywood Boulevard all areas east and west of the corridor are within the Fort Walton Beach CRA district and within the boundary of the 2006 Beal Parkway Neighborhood Action Plan (south to First Street).
Figure 6-10 Corridor Character Districts

**Neighborhood Characteristics**

- The Beal Parkway/US 98 intersection is a commercial activity center on all four quadrants of the intersection.
- This T-intersection has one parcel south of the intersection where future development should have access to US 98 only at the intersection.
- This intersection is a prime candidate for redevelopment on each side of the corridor along with the undeveloped parcel south of the intersection.
- Adjacent neighborhoods exist behind the commercial strip along both the east and west sides of the corridor.
- The portion of the corridor south of Second Street and East of Beal Parkway are within the designated Historic Area of Fort Walton Beach.
7. Proposed Corridor Enhancements
Proposed Corridor Enhancements

Based on the analyses performed in Sections 3 and 4 as well as through a combination of data collection, field observations, and community input, the corridor enhancements proposed in this section were developed. Pedestrian safety was identified as the key mobility issue facing the corridor. The proposed corridor enhancements are summarized in Table 7-1 and briefly described in the following pages. Generalized planning costs are also included.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Issue Addressed</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construct signalized pedestrian crossing in the vicinity of Third Street</td>
<td>Pedestrian Safety</td>
<td>$45,000</td>
</tr>
<tr>
<td>Move crosswalk on westbound approach at Beal Parkway and Memorial Parkway. Replace with special emphasis crosswalk</td>
<td>Pedestrian Safety</td>
<td>$5,000</td>
</tr>
<tr>
<td>Install traffic delineators on Beal Parkway at Industrial Street</td>
<td>Vehicular Safety (Left-turn collisions)</td>
<td>$10,000</td>
</tr>
<tr>
<td>Install pedestrian-level LED streetlights</td>
<td>Pedestrian Safety</td>
<td>$5,000 (per light)</td>
</tr>
<tr>
<td>Construct sidewalks on north side of Hollywood Boulevard from Wright Parkway to Beal Parkway</td>
<td>Pedestrian Safety</td>
<td>$340,000</td>
</tr>
<tr>
<td>Implementation of more stringent access management strategies</td>
<td>Vehicular Safety (Rear-end collisions), Pedestrian Safety</td>
<td>Varies</td>
</tr>
<tr>
<td>Trim and maintain vegetation at the intersections of all side streets</td>
<td>Pedestrian Safety</td>
<td>Varies</td>
</tr>
<tr>
<td>Repaint and maintain crosswalks</td>
<td>Pedestrian Safety</td>
<td>$2,500-$5,000 (per intersection)</td>
</tr>
</tbody>
</table>
Construct Signalized Pedestrian Crossing in the Vicinity of Third Street

Cost: $45,000

Construction of a pedestrian crossing in the vicinity of Third Street would provide a safe east-west crossing. Currently, the spacing between signalized intersections (Hollywood Boulevard and US 98 (SR 30)) is greater than one-half mile. Pedestrian counts (See Section 2) reveal that at the intersection of Hollywood Boulevard, 25 pedestrians crossed Beal Parkway in the AM Peak Hours (6:00AM-10:00AM) and 18 pedestrians crossed in the PM Peak Hours (3:00PM-7:00PM). At US 98 (SR 30), two pedestrians crossed Beal Parkway in the AM Peak Hours and 48 pedestrians crossed in the PM Peak Hours. Additionally, between 2013 and 2016 there have been four crashes involving pedestrians or cyclists within the vicinity of Hollywood Boulevard and US 98 (SR 30). All of these crashes resulted in injuries. The proposed crosswalk would be signalized and could be similar to the pedestrian crossing on US 98 (SR 30) in downtown Fort Walton Beach. Figure 7-1 shows a potential location and concept for a pedestrian crossing.

Figure 7-1 Proposed Pedestrian Crossing Concept
Crosswalk Enhancements at Memorial Parkway Intersection

Cost: $5,000

As part of the intersection analysis, it was determined that the current crosswalk for the westbound approach at the intersection of Beal Parkway and Memorial Parkway is set back over 40 feet from the intersection. This creates an unsafe situation for pedestrians and right turning on red vehicles due to limited sight distance of drivers attempting to turn onto Beal Parkway. It is recommended that this crosswalk be moved closer to the intersection and converted to a special emphasis crosswalk (See Figure 7-2). A special emphasis crosswalk is an enhanced pedestrian crossing treatment that uses a specific painted pattern to create greater visibility.

Figure 7-2 Proposed Memorial Parkway Crosswalk Enhancements
Install Traffic Delineators at Beal Parkway and Industrial Street

Cost: $10,000

Through a combination of field observations and discussion with nearby property owners, it was determined that there is a vehicular conflict at the intersection of Beal Parkway and Industrial Street. Due to the presence of adjacent industrial and warehousing land uses on Industrial Street, there is a large percentage of trucks and heavy vehicles in the area. The intersection of Industrial Street is within close proximity to the signalized intersection of Walter Martin Road which creates a conflict with trucks and other heavy vehicles turning left from Industrial Street onto Beal Parkway. Because the intersections are so close together, vehicles at the signal of Walter Martin often block the intersection of Industrial Street. There have been nine crashes in this area with six of the crashes occurring when vehicles attempt to turn left from Industrial Street onto Beal Parkway. It is recommended that traffic lane delineators be installed to prohibit left turning vehicles from Industrial Street onto Beal Parkway. Vehicles would instead use the signalized intersection at Hollywood Boulevard to access Beal Parkway.

Figure 7-3 Proposed Location of Traffic Delineators

Figure 7-4 Photorendering of Traffic Delineators on Beal Parkway at Industrial Street
Install Pedestrian-Level LED Lighting

Cost: $5,000 per light

In addition to the streetlights currently located along Beal Parkway, it is recommended that pedestrian-level LED lighting be installed to illuminate the sidewalks. This lighting could be decorative for aesthetic purposes. Appropriate quality and placement of lighting can enhance an environment as well as increase comfort and safety.

It should be noted that FDOT is currently completing design plans for intersection lighting on Beal Parkway at Memorial Parkway, Yacht Club Drive, Hughes Street, Walter Martin Road, and Hollywood Boulevard.

Examples of Pedestrian-Level Lighting

Street/Sidewalk Lighting
Combination
Construct Sidewalks on North Side of Hollywood Boulevard from Wright Parkway to Beal Parkway

Cost: $340,000

Sidewalks are currently present on the south side of Hollywood Boulevard but there are no continuous sidewalks on the north side of the roadway. It is proposed that sidewalks be constructed on the north side of Hollywood Boulevard as this facility provides an important east-west connection and serves Edwins Elementary School and Fort Walton Beach High School. As mentioned in Section 2, there is heavy daily pedestrian traffic crossing Beal Parkway at Hollywood Boulevard. It is important to have continuous sidewalks in place to allow these pedestrians to safely travel along Hollywood Boulevard. Because this facility services two educational facilities, consideration should also be given to the construction of a multi-use path. However, this option would increase construction costs.

Figure 7-5 Location of Proposed Sidewalks on North Side of Hollywood Boulevard
Implementation of More Stringent Access Management Strategies

Cost: Varies

As discussed in Section 4, the Beal Parkway Corridor has areas that do not conform with the FDOT’s access management guidance and policies. There are nearly 80 driveways that exceed the minimum driveway spacing guidelines as well as over 40 driveways that exceed the maximum driveway width. While it can be difficult to retroactively address access management issues for existing driveways, as land uses change and parcels are redeveloped, it will be imperative to address these access management concerns. Potential actions could include closing, consolidating, or relocating existing driveways. Inappropriate access management can cause a significant safety issue. Implementation of proper access management policies can have a 25-30 percent reduction in injury and fatal crashes along urban arterials according to the Highway Safety Manual.
Trim and Maintain Vegetation at all Side Street Intersections

Cost: Varies

As part of the intersection analysis as well as through field observations it was determined that there are sight distance problems at many of the cross street intersections with Beal Parkway between Mary Esther Cutoff and Yacht Club Drive. In some cases, vegetation obstructs the line of sight for motorists attempting to turn onto Beal Parkway. It is recommended that the problem vegetation be trimmed where possible. Ongoing vegetation maintenance is also recommended to ensure clear sight distance at these intersection.
Repaint and Maintain Crosswalks

Cost: $2,500-$5,000 per intersection

Many of the crosswalk markings are worn and need to be repainted. It is recommended that all crosswalk and stopbar markings be inspected and replaced as appropriate. Special emphasis crosswalks should be considered as replacements.