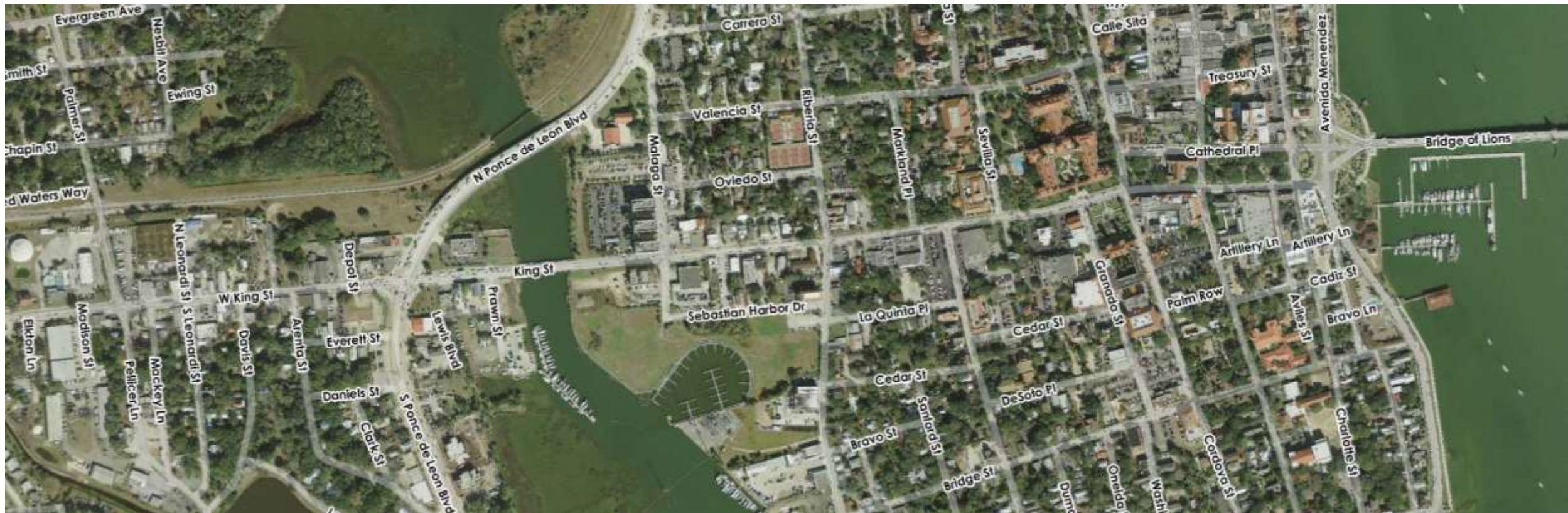


Workshop 4 | Segment C Visioning 9.19.19

COMPLETE KING STREET



PROJECT TIMELINE (2016 – 2019)

-
- 2016 ● City's **Strategic Plan** desires to "...develop a mobility and growth plan stemming from the rise in overall traffic..."
- **S&ME hired** to advance mobility planning within the City
- 2017 ● **St. Augustine Mobility Framework Plan** adopted
- **St. Augustine Parking Plan** completed
- **St. Augustine Safety Assessment** completed
- 2018 ● **St. Augustine Transportation Network Analysis** completed
- 2019 ○ **Complete King Street – Kick-off**
- **Complete King Street – Workshop 1**
- **Complete King Street – Workshop 2**
- **Complete King Street – Workshop 3**
- **Complete King Street – Workshop 4**

ROADWAY SEGMENTS



SEGMENT A
(Palmer - Malaga)

SEGMENT B
(Malaga - Cordova)

SEGMENT C
(Cordova -
Avenida Menendez)

SEGMENT A WORKSHOP RECAP (3.6.2019)

Topics Discussed

- Corridor Safety
- The Benefits of Complete Streets
- Community Strengths, Weaknesses, and Opportunities
- Current and Proposed Area Connectivity
- Potential Corridor Designs

Community Input & Priorities

- Improve Area Livability
- Encourage Multi-Modal Transportation
- Provide Responsive Parking
- Incentivize a Balanced Mix of Uses
- Foster Innovative Urban Design
- Further Define West King Neighborhoods

A copy of the presentation and a summary of the meeting can be found on the project website:

Courbanize.com/kingstreetmasterplan

SEGMENT B WORKSHOP RECAP (4.11.2019)

Topics Discussed

- The Online Engagement Portal
- Area Connectivity
- Potential Transit Opportunities
- Existing and Projected Traffic
- Parking and Right-of-Way Conditions
- Transitioning King to a Complete Street

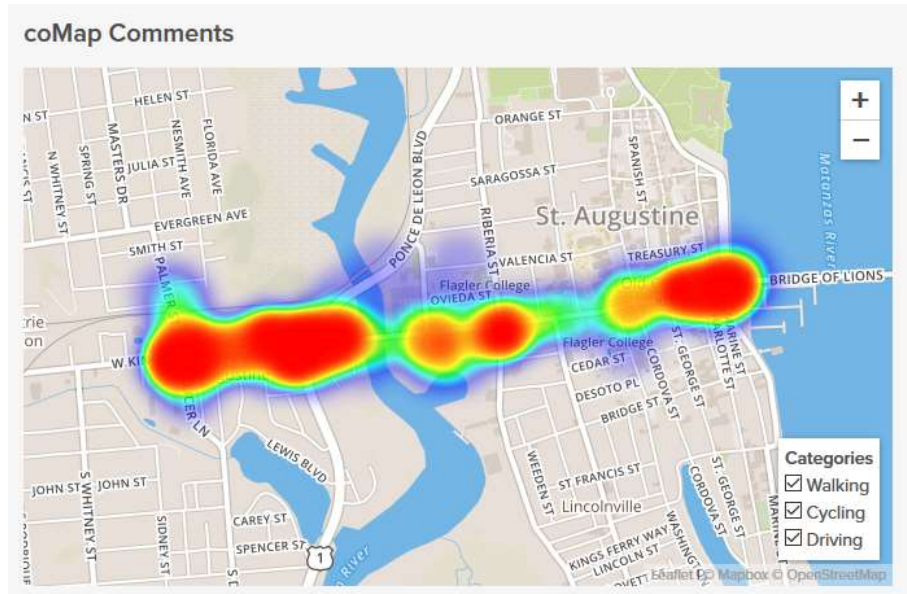
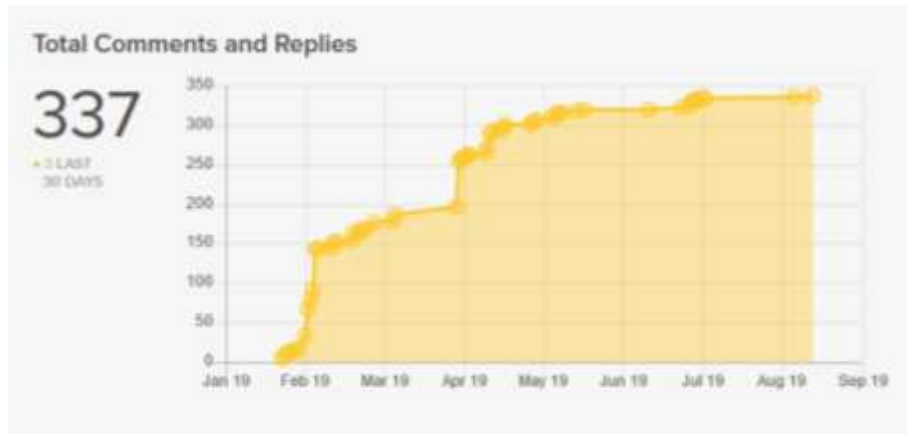
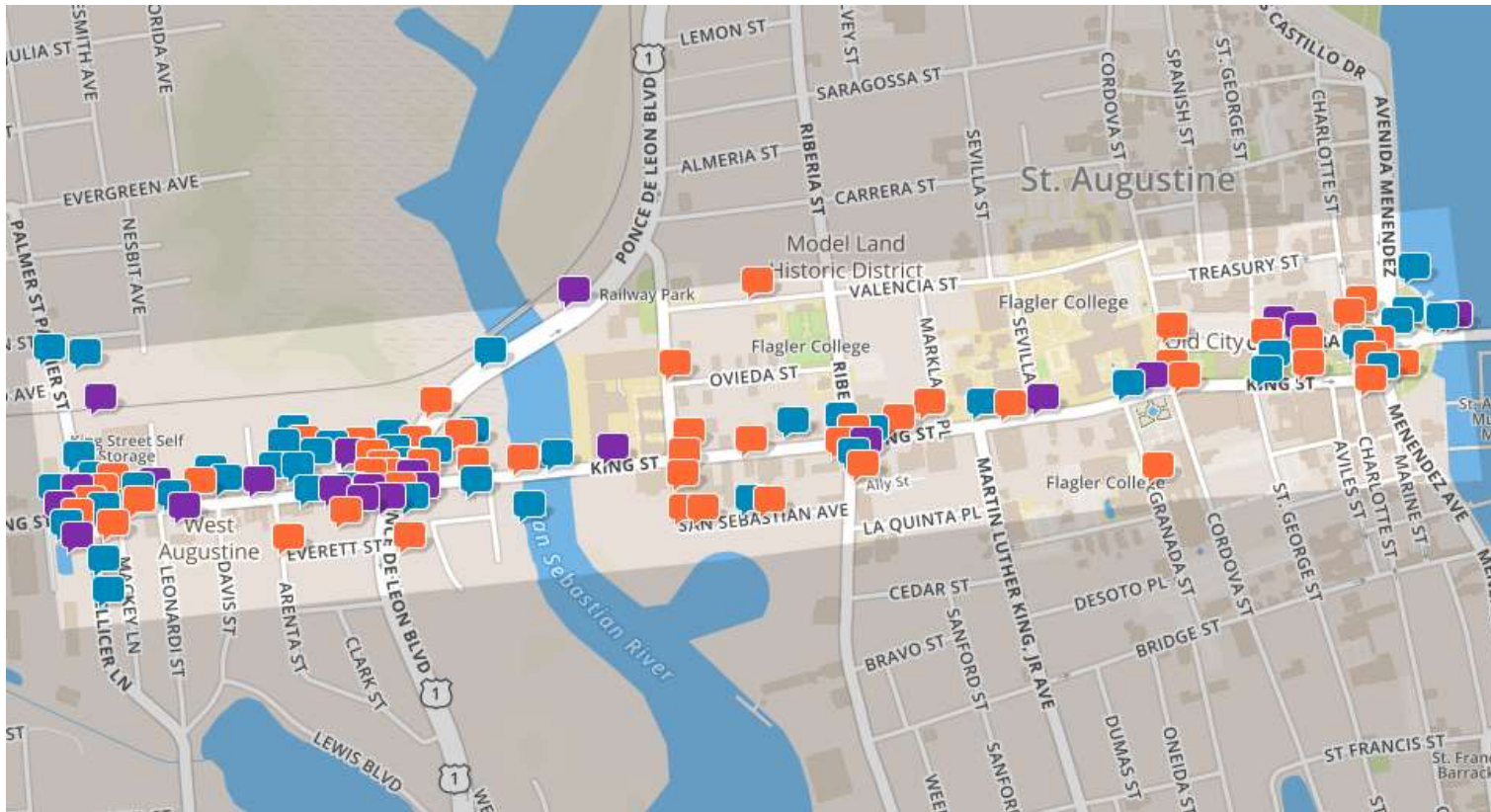
Community Input & Priorities

- Explore Shared Parking
- Improve Pedestrian Safety
- Streamline the Flow of Traffic
- Incentivize Non-Motorized Travel
- Maintain Area Infrastructure
- Ensure Consistency with Land Development Regulations

A copy of the presentation and a summary of the meeting can be found on the project website:

[Courbanize.com/kingstreetmasterplan](https://courbanize.com/kingstreetmasterplan)

WEBSITE AND ONLINE ENGAGEMENT (ONGOING)

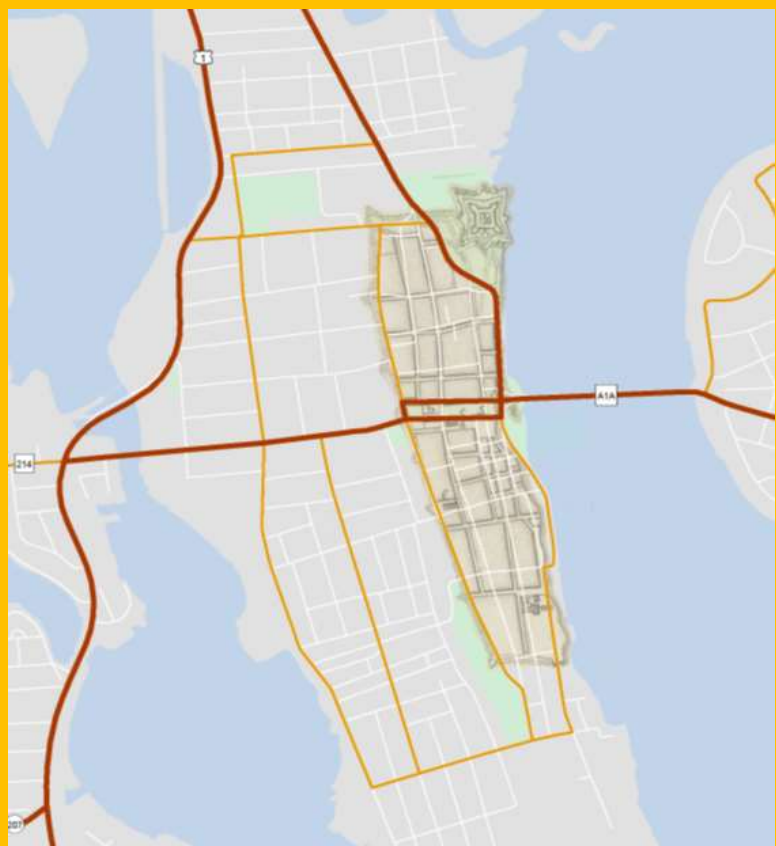


Visit courb.com/kingstreetmasterplan
or Google “courbanize”

ORIGINAL CITY PLAN



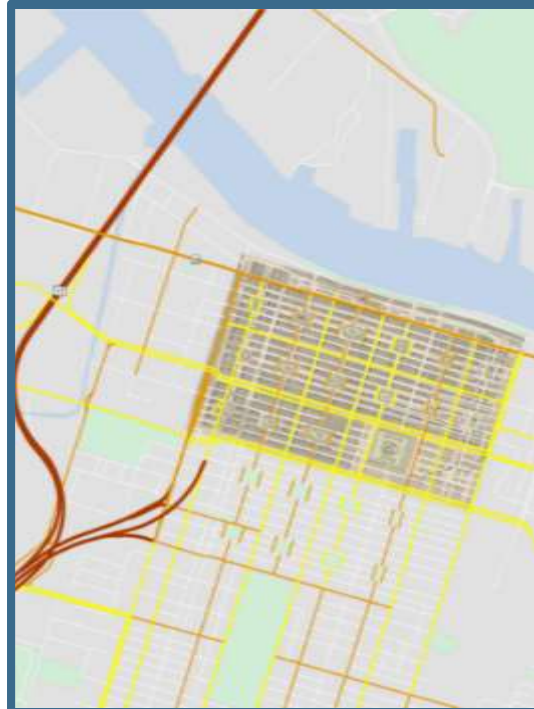
COMPARABLE COMMUNITIES



**St. Augustine,
Florida**



**Charleston,
South Carolina**



**Savannah,
Georgia**



**New Orleans,
Louisiana**

SEGMENT C

CORDOVA STREET TO AVENIDA MENENDEZ



SPANISH LAW OF THE INDIES



THE NEW LAWS OF THE INDIES

FOR THE GOOD TREATMENT AND PRESERVATION OF

THE INDIANS

PROMULGATED BY THE EMPEROR CHARLES THE FIFTH
1542-1543

A FACSIMILE REPRINT OF THE ORIGINAL SPANISH EDITION
TOGETHER WITH A LITERAL TRANSLATION INTO THE ENGLISH LANGUAGE
TO WHICH IS PREFIXED AN HISTORICAL INTRODUCTION
By the late HENRY STEVENS of Vermont
And FRED W LUCAS

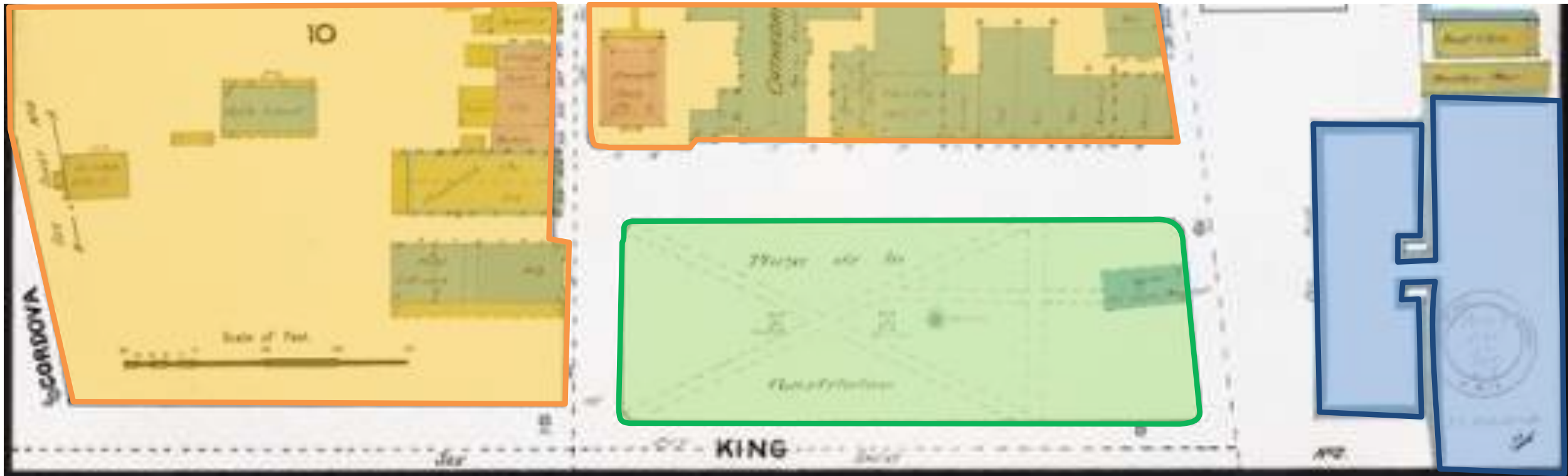


LONDON

PRIVATELY PRINTED AT THE CHISWICK PRESS
M^o C^o Lxxxxiii

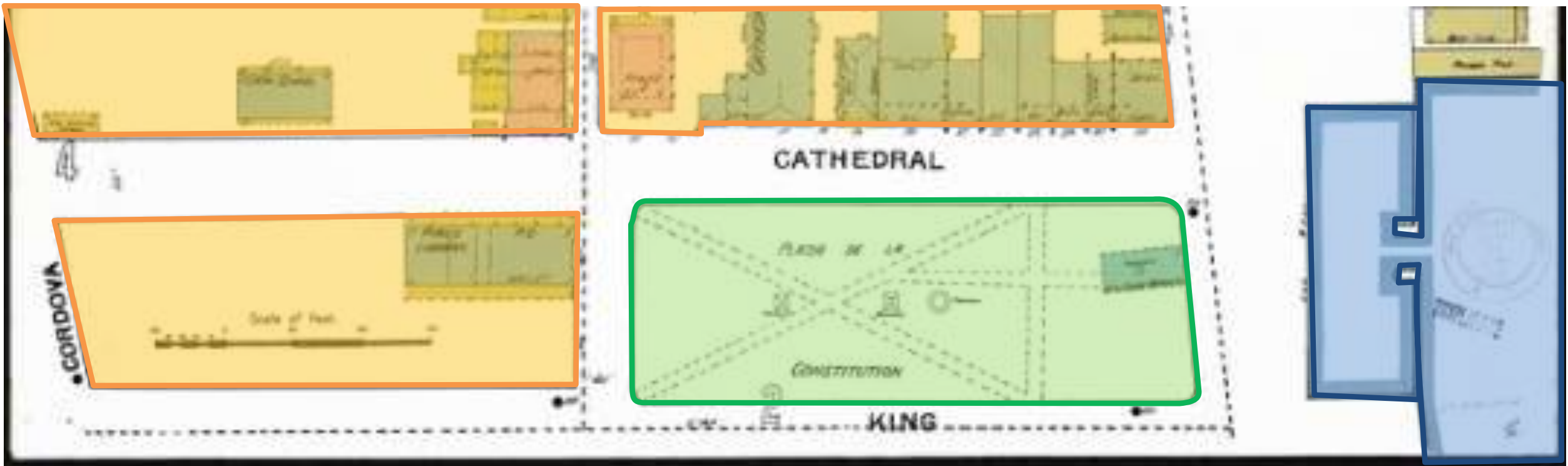
- 1573 – King of Spain [Phillip II]
- Decreed an extensive set of rules for building newly-colonized towns and cities
 - ‘Spanish Law of the Indies’
- Primary focuses:
 - 1. Central Plaza**
 - 2. Grid-like Street Network**

PLAZA DE LA CONSTITUCION



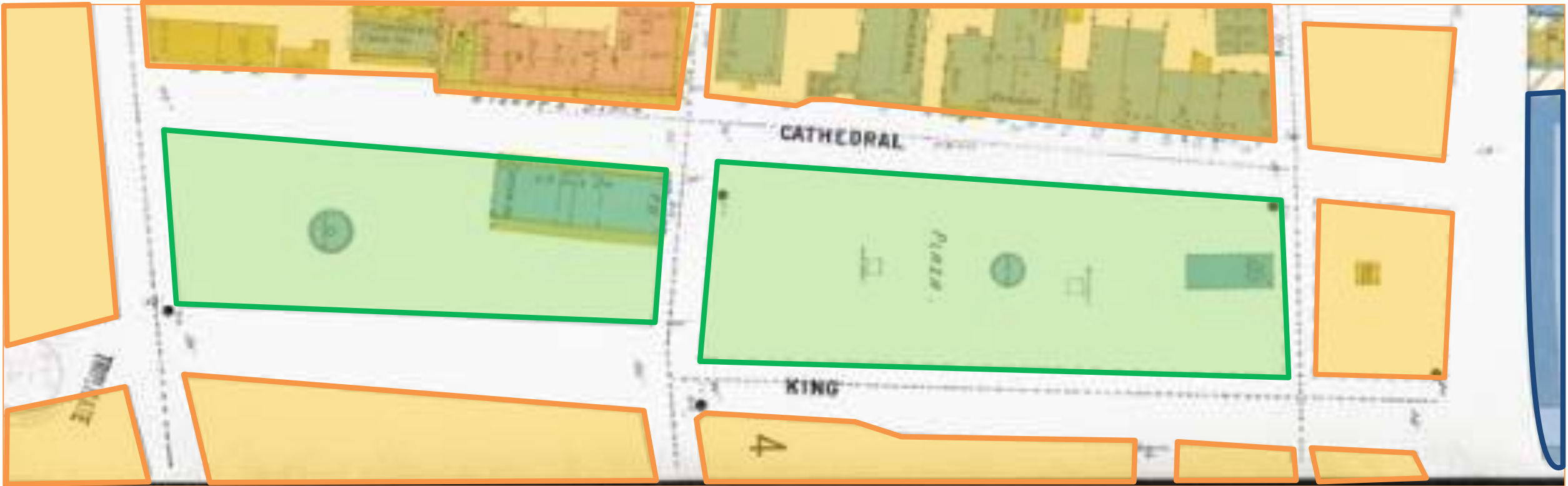
1888 SANBORN MAP

PLAZA DE LA CONSTITUCION



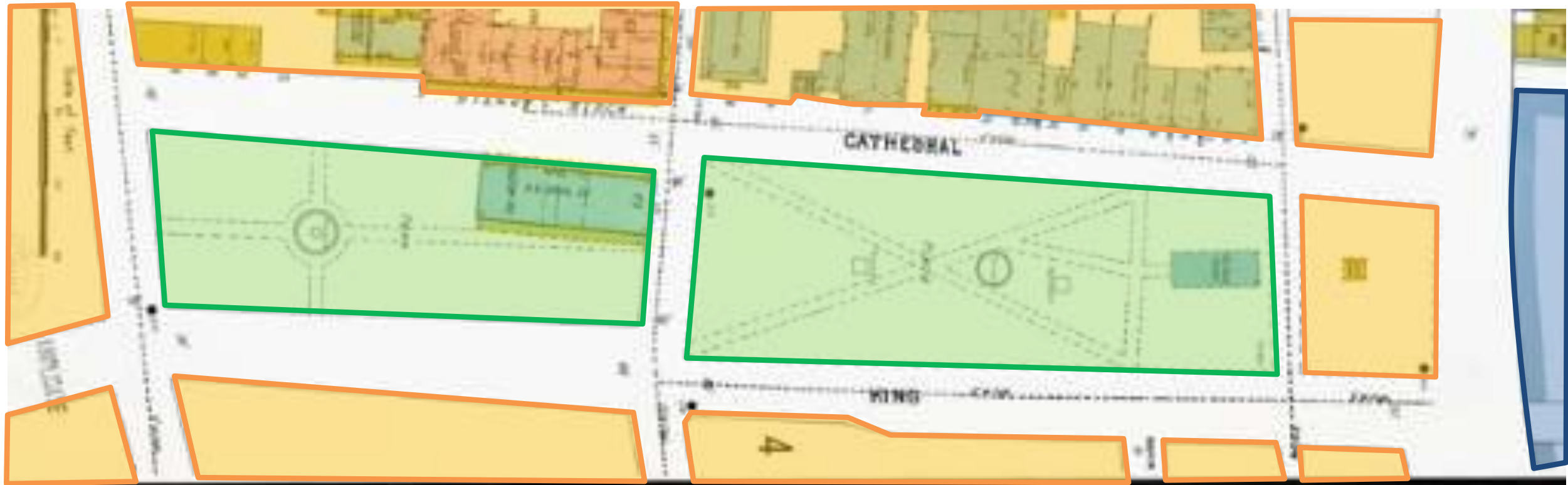
1893 SANBORN MAP

PLAZA DE LA CONSTITUCION



1899 SANBORN MAP

PLAZA DE LA CONSTITUCION



1904 SANBORN MAP

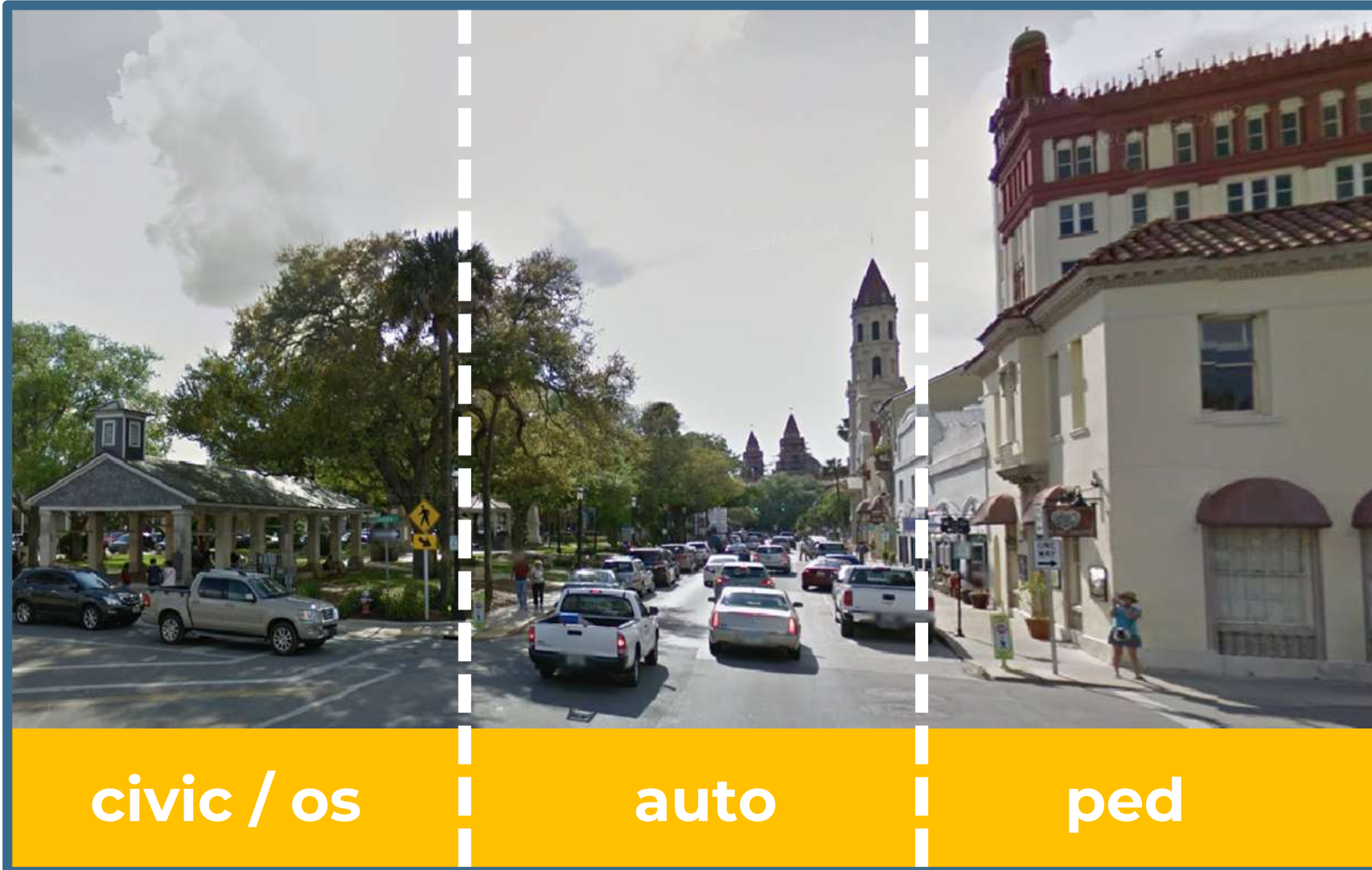
PLAZA DE LA CONSTITUCION, 19TH CENTURY



PLAZA DE LA CONSTITUCION, **EARLY 20TH CENTURY**



PLAZA DE LA CONSTITUCION, TODAY A CONFLICT OF CHARACTER



THE CHARACTER CONFLICT OF DOWNTOWN ST. AUGUSTINE



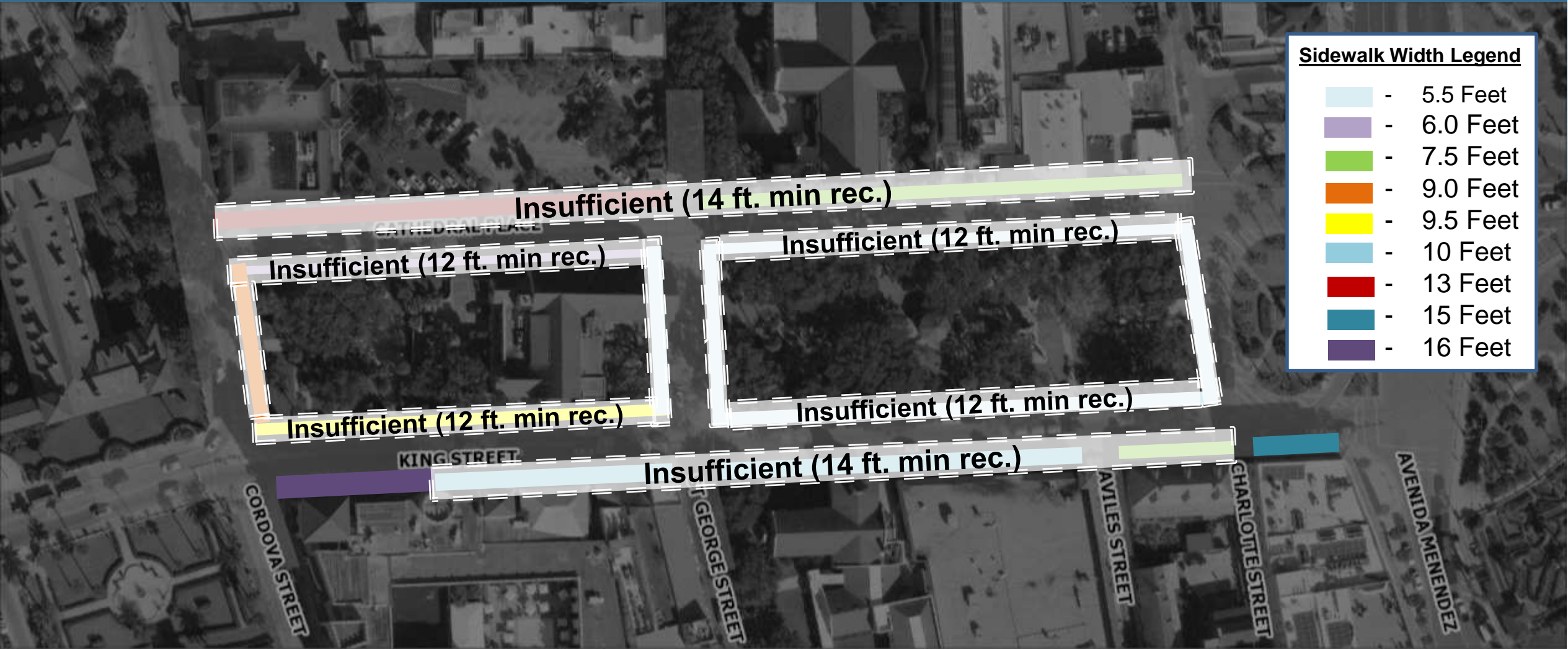
Pedestrian Zone

Automobile Zone

Civic / Open-Space

PEDESTRIAN ZONE

Recommended Sidewalk Widths-PEDSAFE Standards



THE CHARACTER CONFLICT OF DOWNTOWN ST. AUGUSTINE



Pedestrian Zone

Automobile Zone

Civic / Open-Space

AUTOMOBILE ZONE

EXISTING & PROJECTED LEVEL OF SERVICE



2017
Peak LOS = C

2020
Peak LOS = C

2025
Peak LOS = C

AUTOMOBILE ZONE

EXISTING & PROJECTED LEVEL OF SERVICE

*IF WE HAVE THE CAPACITY,
WHY DO ROADWAYS CONTINUE
TO FEEL SO CONGESTED?*

2017
Peak LOS = C

2020
Peak LOS = C

2025
Peak LOS = C

AUTOMOBILE ZONE

WHAT THE QUEUE?



1.

TWO-LANE
DRAWBRIDGE



2.

COMPLEXITY
& STACKING

AUTOMOBILE ZONE

WHAT THE QUEUE?



1.

TWO-LANE
DRAWBRIDGE



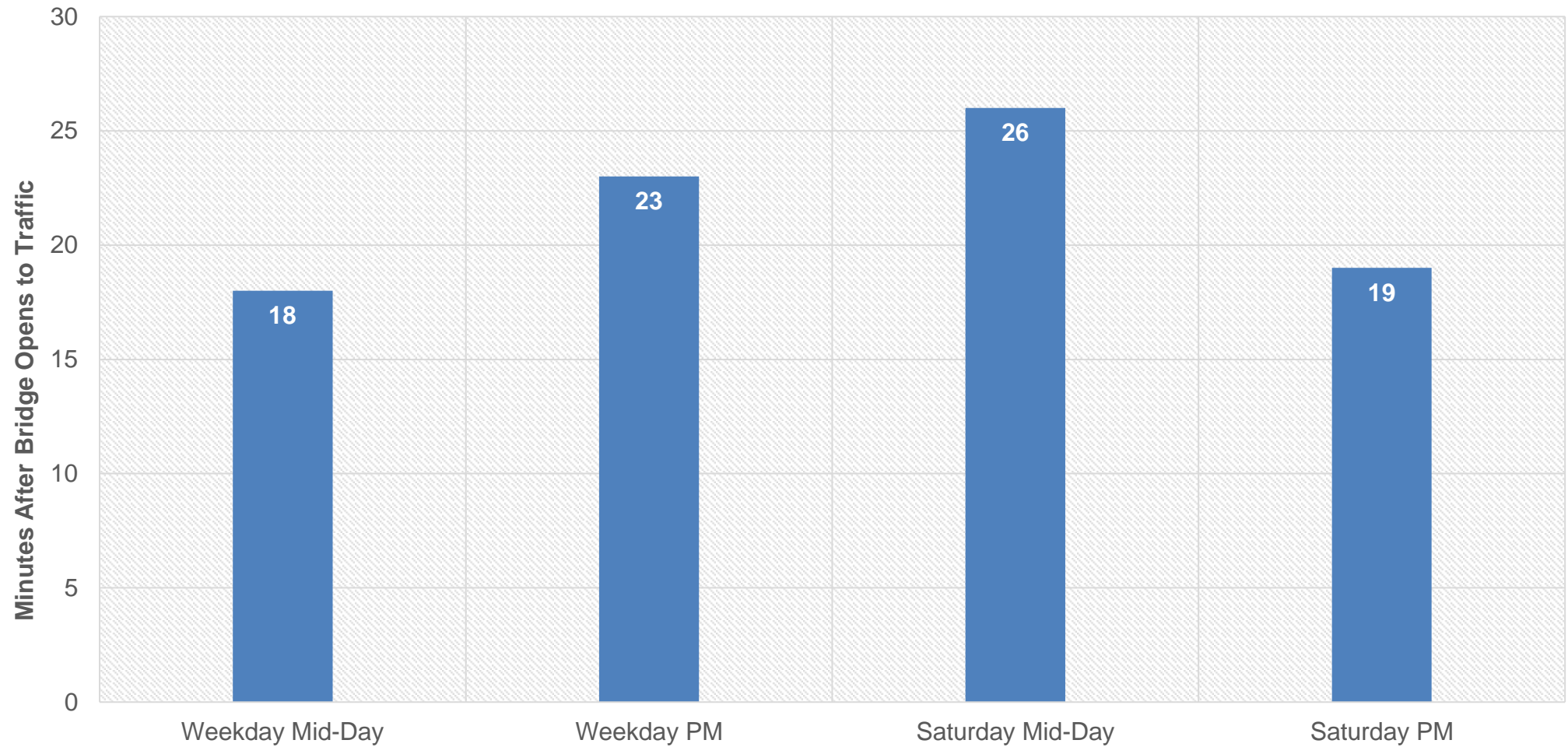
2.

COMPLEXITY
& STACKING

AUTOMOBILE ZONE

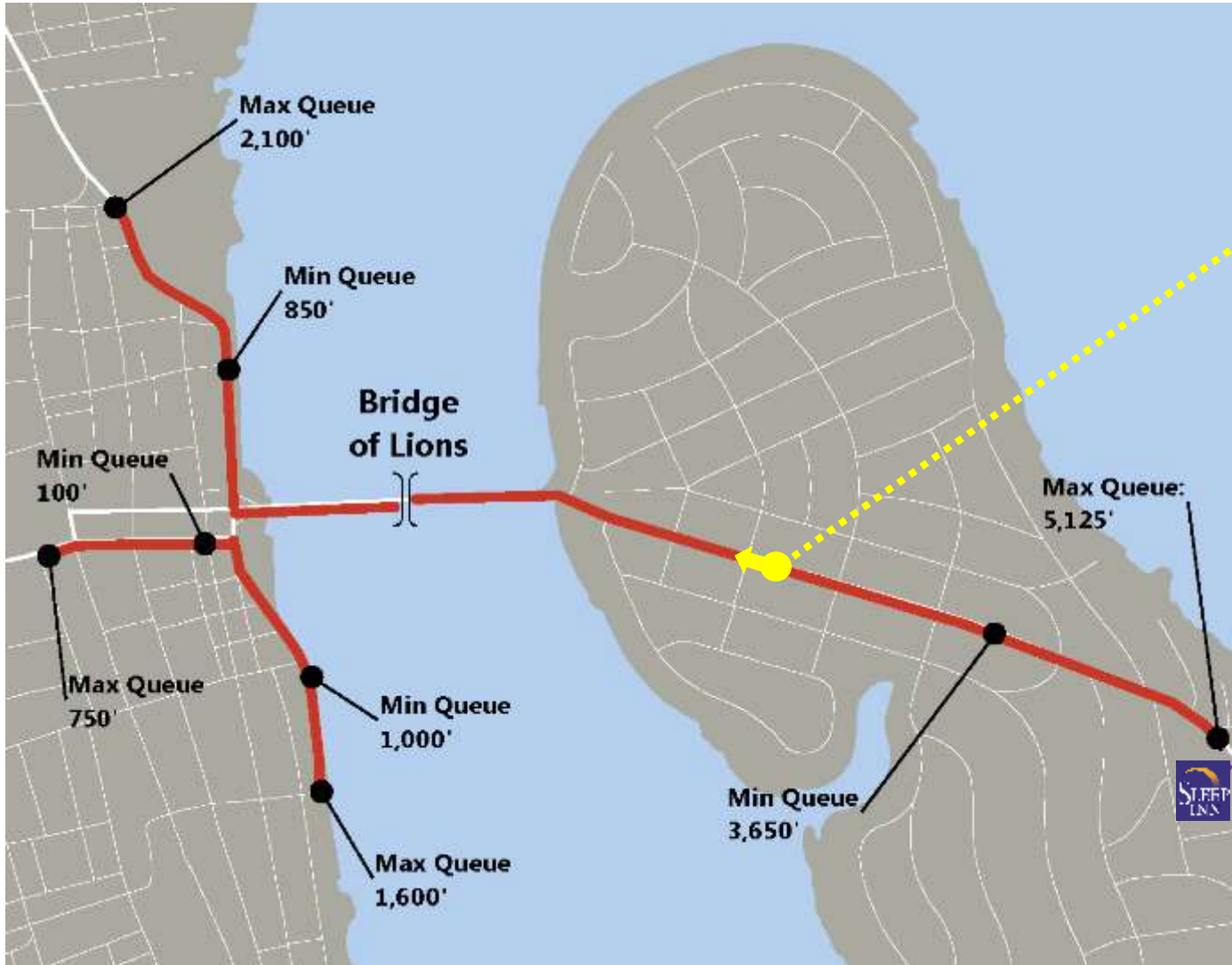
QUEUE DISSIPATION – ANASTASIA BLVD

EXISTING



AUTOMOBILE ZONE

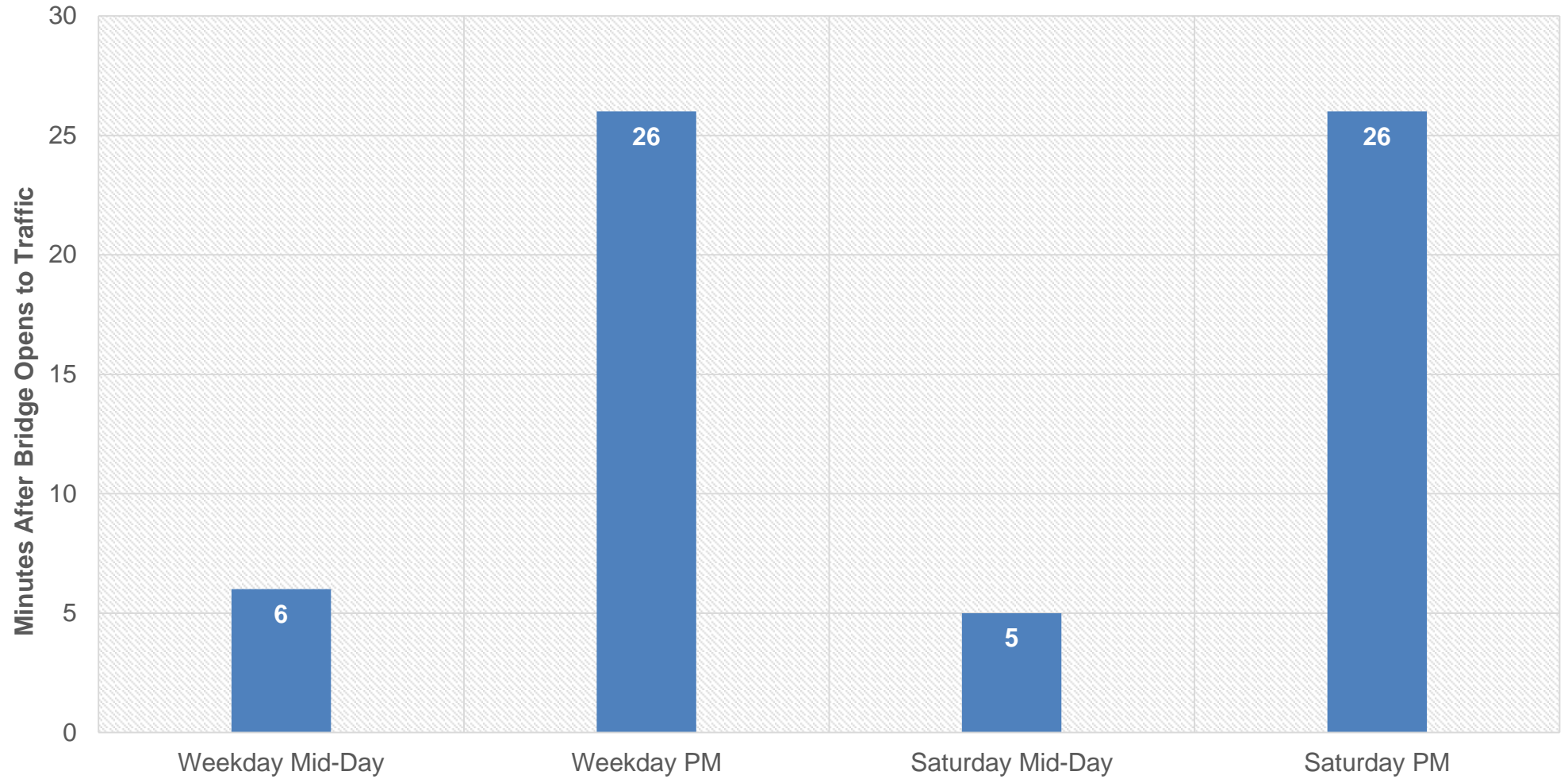
EXISTING TRAFFIC QUEUEING



AUTOMOBILE ZONE

QUEUE DISSIPATION – AVENIDA MENENDEZ

EXISTING



AUTOMOBILE ZONE

INTERSECTION EFFICIENCY - *EXAMPLE*



AUTOMOBILE ZONE

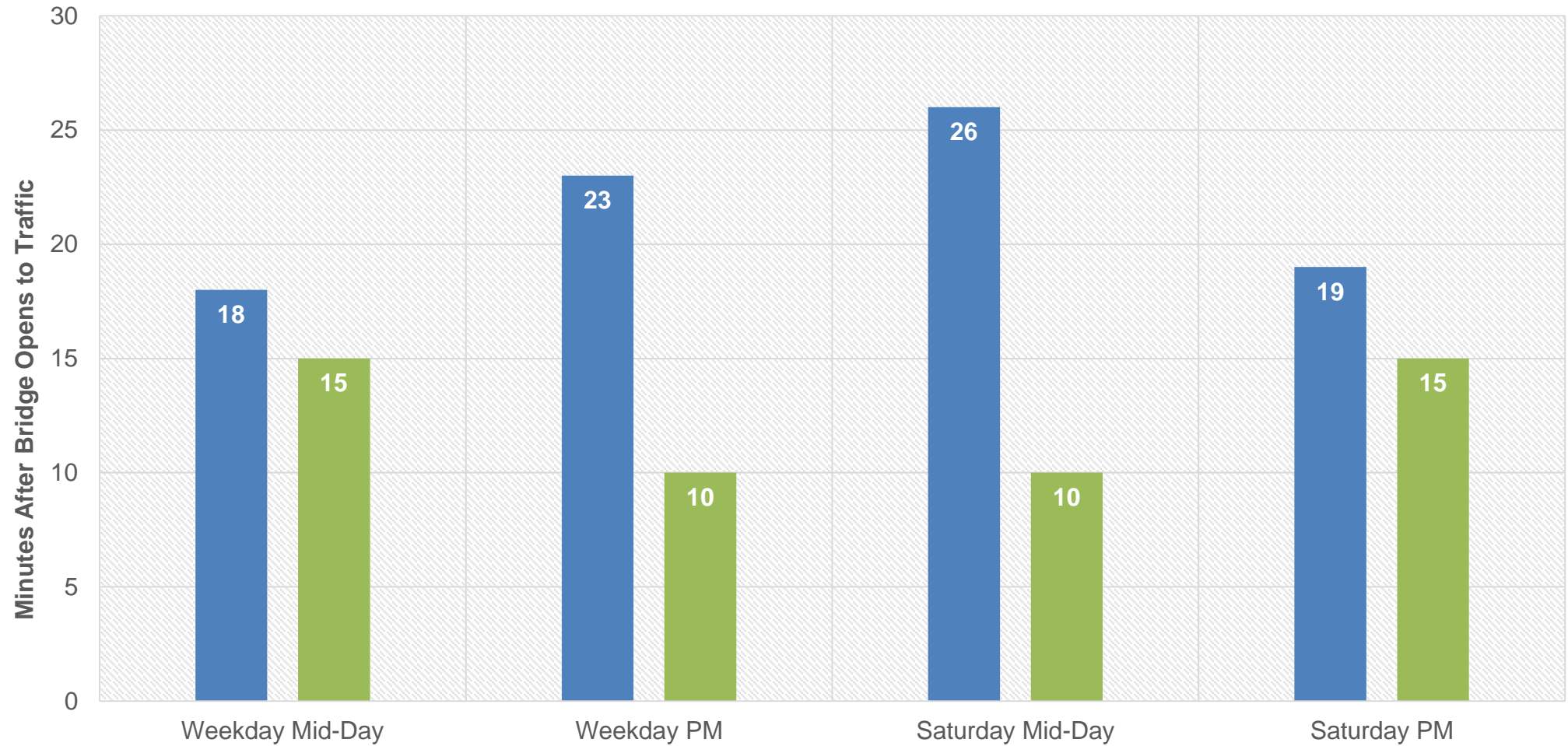
INTERSECTION EFFICIENCY - *EXISTING*



AUTOMOBILE ZONE

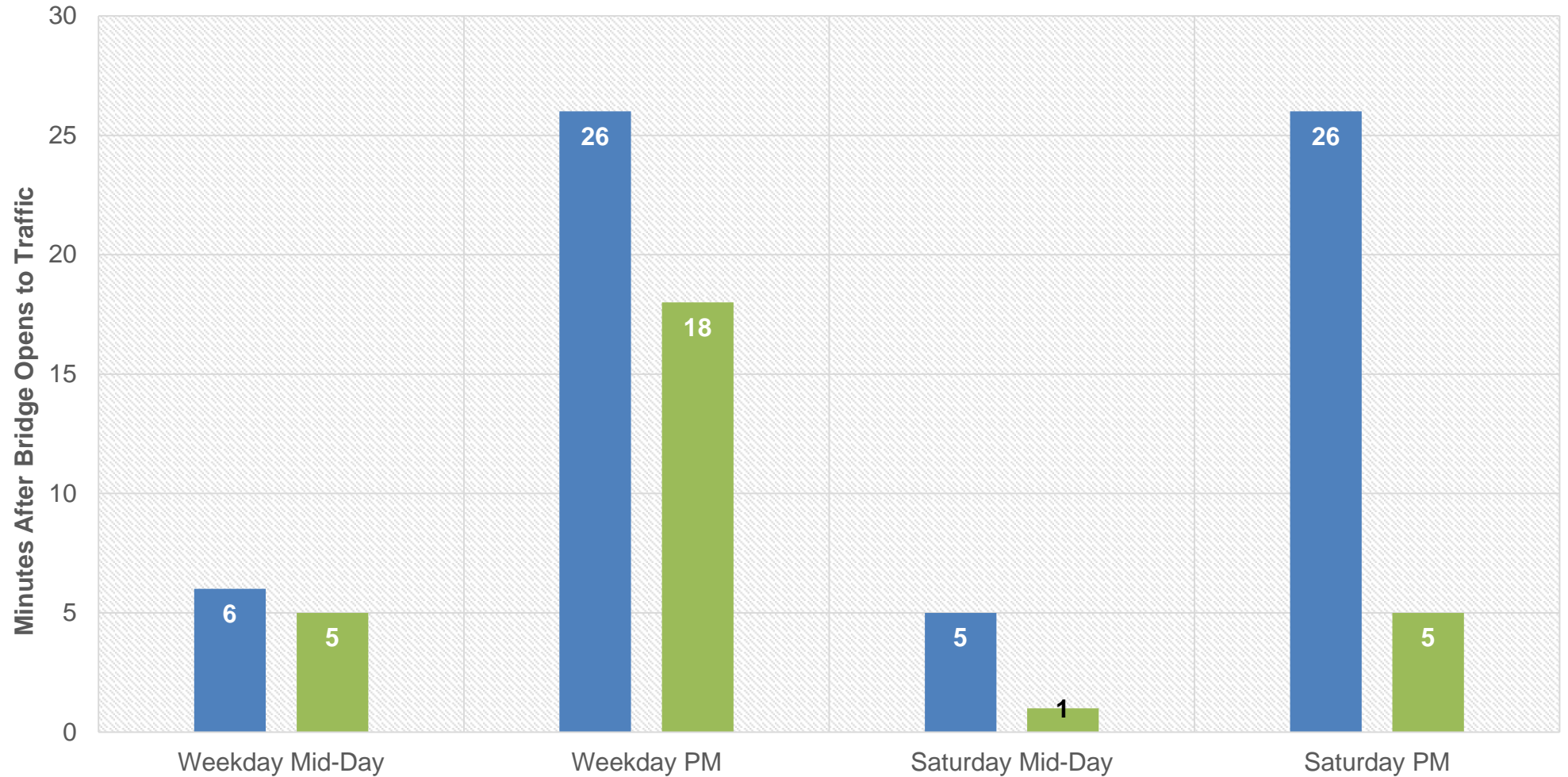
QUEUE DISSIPATION – ANASTASIA BLVD

EXISTING
ALTERNATIVE



AUTOMOBILE ZONE

QUEUE DISSIPATION – AVENIDA MENENDEZ



EXISTING

ALTERNATIVE

AUTOMOBILE ZONE

ALTERNATIVE TRAFFIC QUEUING



THE CHARACTER CONFLICT OF DOWNTOWN ST. AUGUSTINE



Pedestrian Zone

Automobile Zone

Civic / Open-Space

CIVIC / OPEN-SPACE SPANISH LAW OF THE INDIES



Laying out of St. Augustine.

“The size of the plaza shall be proportioned to the number of inhabitants, taking into consideration the fact that in Indian towns, inasmuch as they are new, the intention is that they will increase, and thus the plaza should be decided upon taking into consideration the growth the town may experience.”

- Phillip II, The Law of the Indies, No. 39

CIVIC / OPEN-SPACE

PLAZA DE LA CONSTITUCION – 1764



ESTIMATED POP.: **±3,000**

TOTAL ACREAGE: **±1.3**

CIVIC / OPEN-SPACE

PLAZA DE LA CONSTITUCION - 1893



ESTIMATED POP.: **±4,792**

TOTAL ACREAGE: **±2.4**

CIVIC / OPEN-SPACE

PLAZA DE LA CONSTITUCION - 2019



ESTIMATED POP.: **±14,000**

TOTAL ACREAGE: **±2.7**

THE CHARACTER CONFLICT OF DOWNTOWN ST. AUGUSTINE



[Youtube.com](https://www.youtube.com)

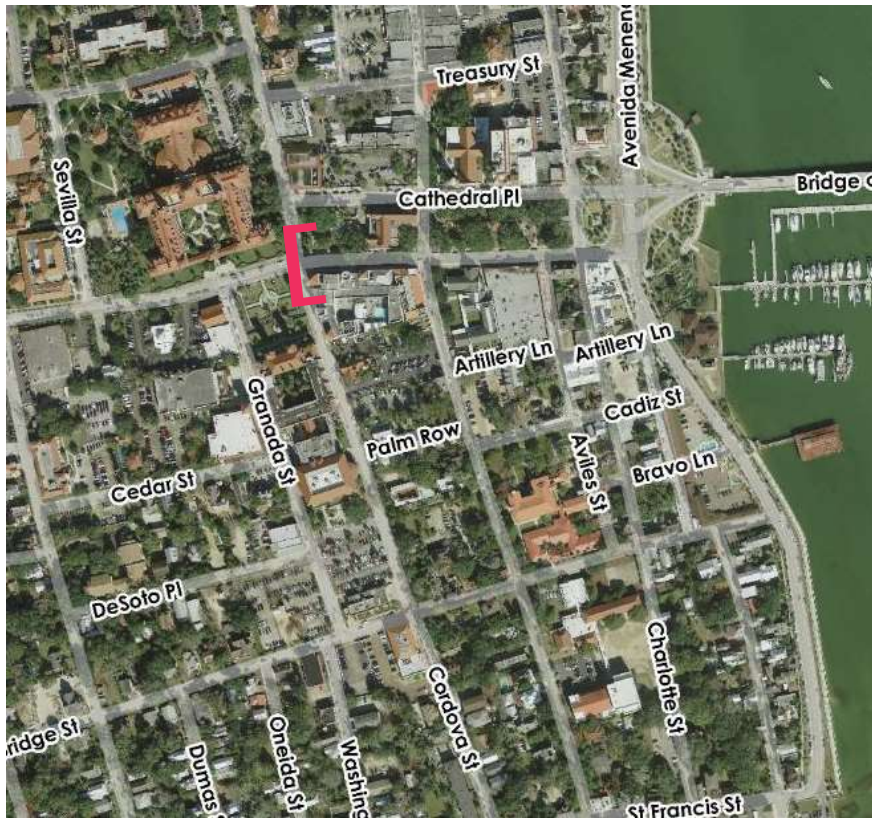
Pedestrian Zone

Automobile Zone

Civic / Open-Space

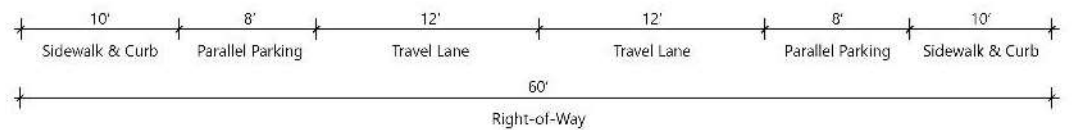
SEGMENT C: TYPICAL ROADWAY SECTIONS

King at Cordova Street - Existing



SEGMENT C: **TYPICAL ROADWAY SECTIONS**

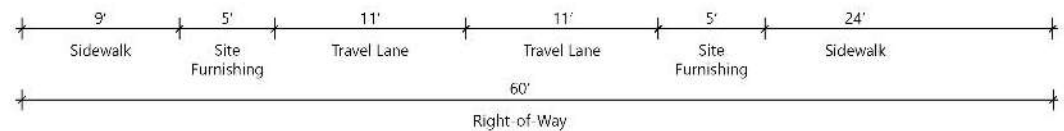
King at Cordova Street - Existing



SEGMENT C: TYPICAL ROADWAY SECTIONS

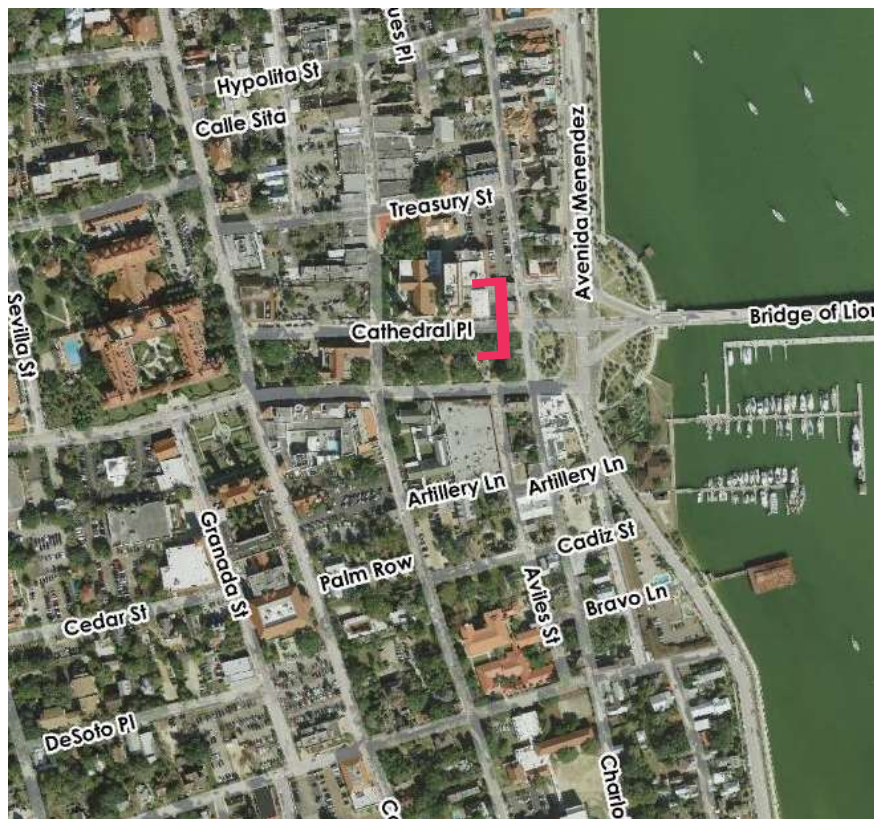
King at Cordova Street – Alternative

Features	Today	Proposed
2-Way Traffic Lanes	X	√
Parallel Parking	√	X
Center Turn Lane	X	X
Bicycle	X	X
Street Trees	√	√
Site Furniture	√	√
Pedestrian Lights	√	√
Underground Power Lines	√	√



SEGMENT C

Cathedral Place at St. George Street



SEGMENT C: **TYPICAL ROADWAY SECTIONS**

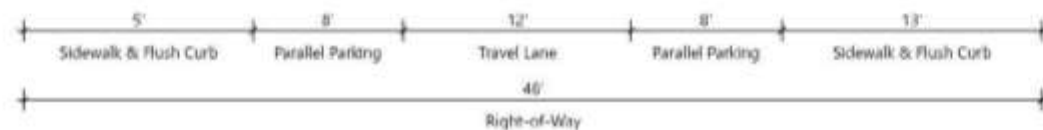
Cathedral Place at St. George Street - Existing



SEGMENT C: **TYPICAL ROADWAY SECTIONS**

Cathedral Place at St. George Street – Alternative (Flex Street)

Features	Today	Proposed
Two-Way Traffic Lanes	X	X
Parallel Parking	√	√
Center Turn Lane	X	X
Bicycle	X	X
Street Trees	√	√
Site Furniture	√	√
Pedestrian Lights	√	√
Underground Power Lines	√	√
Brick Paving	X	√



SEGMENT C: **TYPICAL ROADWAY SECTIONS**

*Cathedral Place at St. George Street – **Alternative (Flex Street)***



SEGMENT C: **TYPICAL ROADWAY SECTIONS**

*Cathedral Place at St. George Street – **Alternative (Flex Street)***



NEXT STEPS

1 Get involved online!



2 Attend our next meeting.



3 Tell your neighbors!
Take some cards.



Q

&

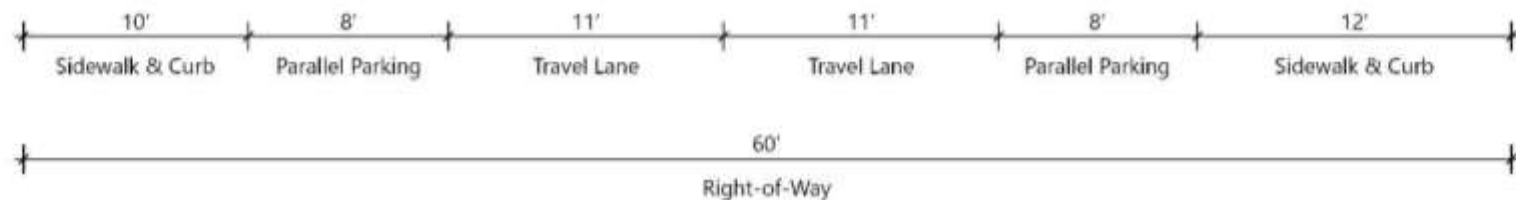
A

Thank You!

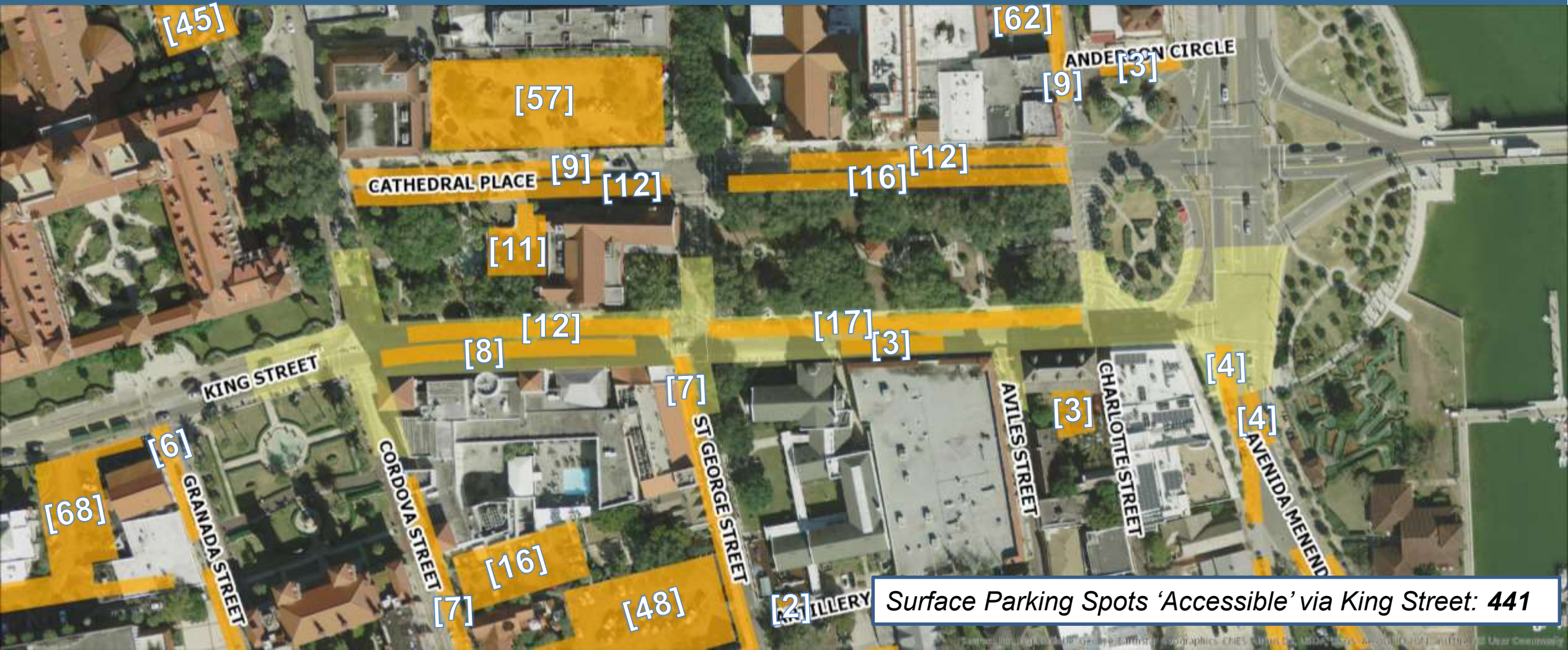
SEGMENT C: TYPICAL ROADWAY SECTIONS

King at Cordova Street – Alternative #1A

	Today	Proposed
2-Way Traffic Lanes	X	√
Parallel Parking	√	√
Center Turn Lane	X	X
Bicycle	X	X
Street Trees	√	√
Site Furniture	√	√
Pedestrian Lights	√	√
Underground Power Lines	√	√



PARKING INVENTORY



Surface Parking Spots 'Accessible' via King Street: 441

BIKE CONNECTIVITY MAP

