

ORIGINAL CITY PLAN



1880

Men with fishing
poles standing
on King Street



PLAZA DE LA CONSTITUCION, 19TH CENTURY



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
MDCCLXXXIII

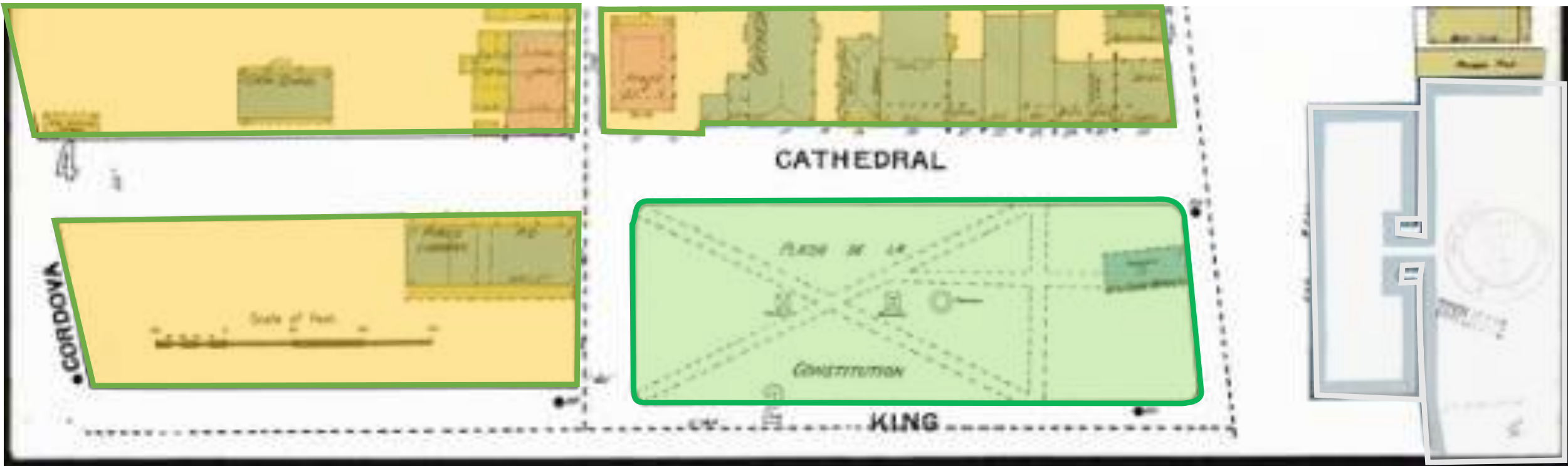
- 1573 – King of Spain [Phillip II]
- Decreed an extensive set of rules for building newly-colonized towns and cities
 - ‘Spanish Law of the Indies’
- Primary focuses:
 1. Central Plaza
 2. Grid-like Street Network

PLAZA DE LA CONSTITUCION



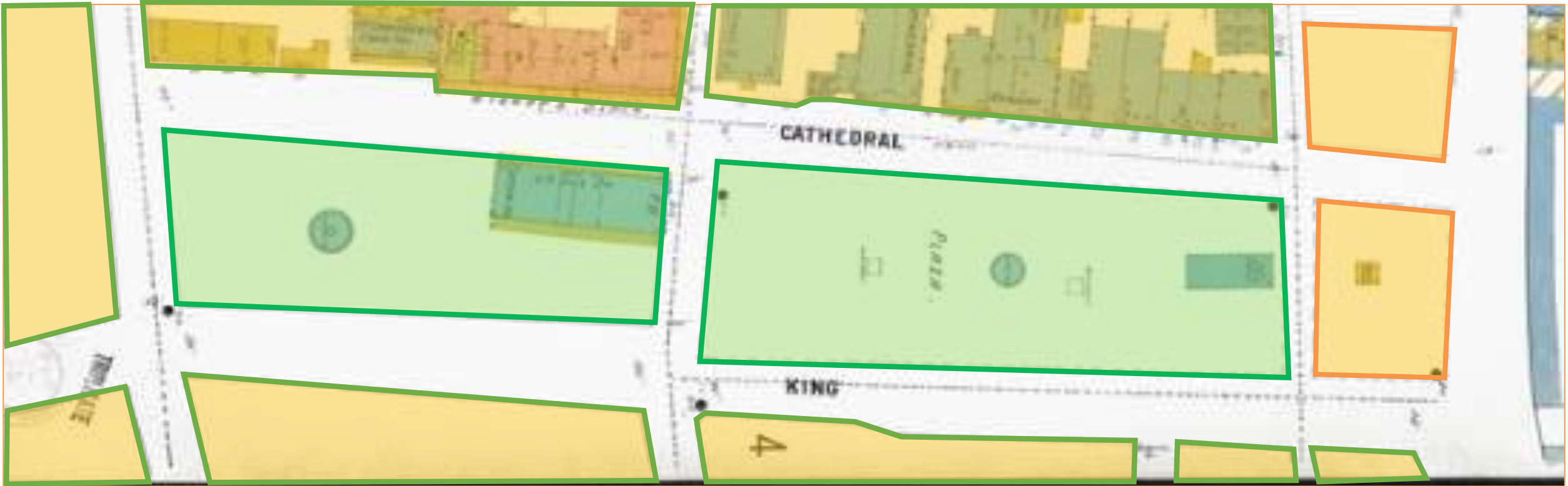
1888 SANBORN MAP

PLAZA DE LA CONSTITUCION



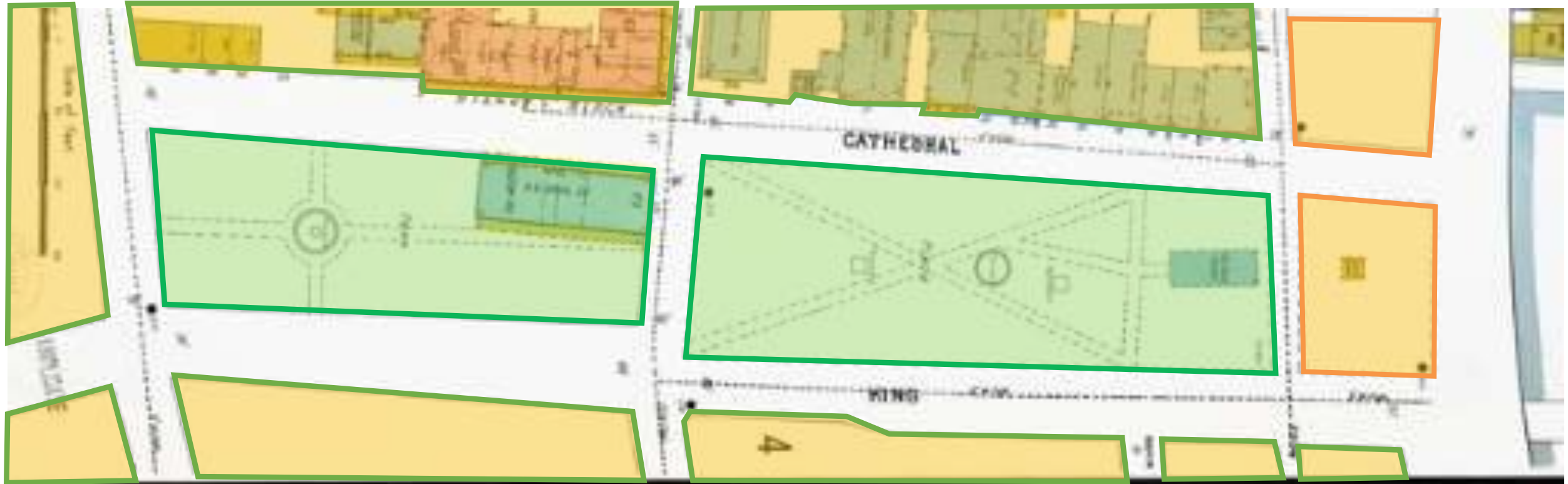
1893 SANBORN MAP

PLAZA DE LA CONSTITUCION



1899 SANBORN MAP

PLAZA DE LA CONSTITUCION

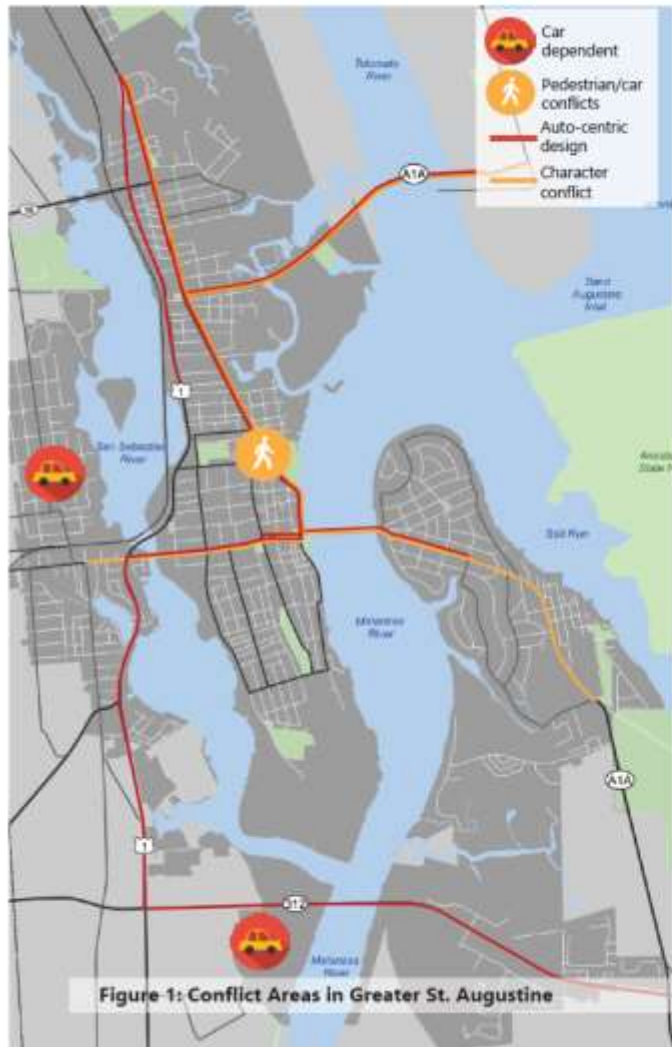


1904 SANBORN MAP

THE IMPACT OF THE AUTOMOBILE



MOBILITY FRAMEWORK



INTRODUCTION

The City of St. Augustine is suffering from diminished mobility as it lacks a coordinated system of transportation options. The

The City of St. Augustine is suffering from diminished mobility as it lacks a coordinated system of transportation options. The

existing transportation system is comprised of automobile-focused roads and access to a personal automobile is most desirable as the region lacks adequate bicycle facilities and efficient transit. Regional population growth, combined with the City's popularity as a tourist destination, has overloaded the regional transportation network as demonstrated by frequent congestion and the failing Level of Service designations for many of the regional road segments.

Status Quo auto-dependency has undermined the character and livability of our nation's oldest City, particularly within the historic downtown.

Heavy traffic volumes within the downtown core are promoted by the design and downtown alignment of Business US 1 (which includes King and Cathedral Streets). Personal automobile use by residents, visitors, students and workers strains the narrow local street network. This dynamic is further complicated by disparate parking infrastructure offered by the City and private entities, which generates added congestion as drivers often bypass the public garage in pursuit of the more than 1,200 surface parking spaces in downtown and free on-street parking in adjacent neighborhoods. Heavy automobile traffic, particularly during peak periods, in the downtown causes "character conflicts" whereby pedestrian, wheelchair and bicycle modes are undermined by the existing transportation and parking system.

The current system is imposing profoundly adverse impacts on the quality of life in other areas of the City as well. As shown in Figure 1, segments of the existing regional road system go through residential neighborhoods and their current design and function are causing many character conflicts, experience the needs of the neighborhood safety and comfort of pedestrians are currently challenged by the that are primarily designed for movement of automobiles. Pedestrian congestion along these corridors "through" traffic on local roads. This dynamic has created livability and safety concerns within certain City neighborhoods.

Status Quo auto-dependency has undermined the character and livability of our nation's oldest City, particularly within the historic downtown.

Improving mobility within and around St. Augustine requires a fundamental paradigm shift which provides viable multi-modal transportation options including pedestrian, wheelchair, bicycle and transit alternatives to the personal automobile. Without action,

demographic trends look to only worsen existing problems. Regional population is expected to continue to increase and St. Augustine the Historic Downtown and beyond to remain a popular tourist destination. To improve mobility and livability in the surrounding region, this framework to provide the framework for a transportation and parking plan a coordinated system of transportation (facilitating the efficient movement in fewer cars), an effective parking system and functional, attractive

Improving mobility within and around St. Augustine requires a fundamental paradigm shift which provides viable multi-modal transportation options including pedestrian, wheelchair, bicycle and transit alternatives to the personal automobile. Without action,

PROJECT TIMELINE (2016 – 2020)

-
- 2016
- City's **Strategic Plan** desires to "...develop a mobility and growth plan stemming from the rise in overall traffic..."
- 2017
- S&ME hired** to advance mobility planning within the City
 - 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**
- 2020
- Complete King Street – Workshop 4**
 - Complete King Street – City Commission Workshop (4)**

CORRIDOR ISSUES



POWERLINES



NARROW SIDEWALKS



BUSINESS/SIDEWALK



DRAINAGE



CURB CUTS



PARKING

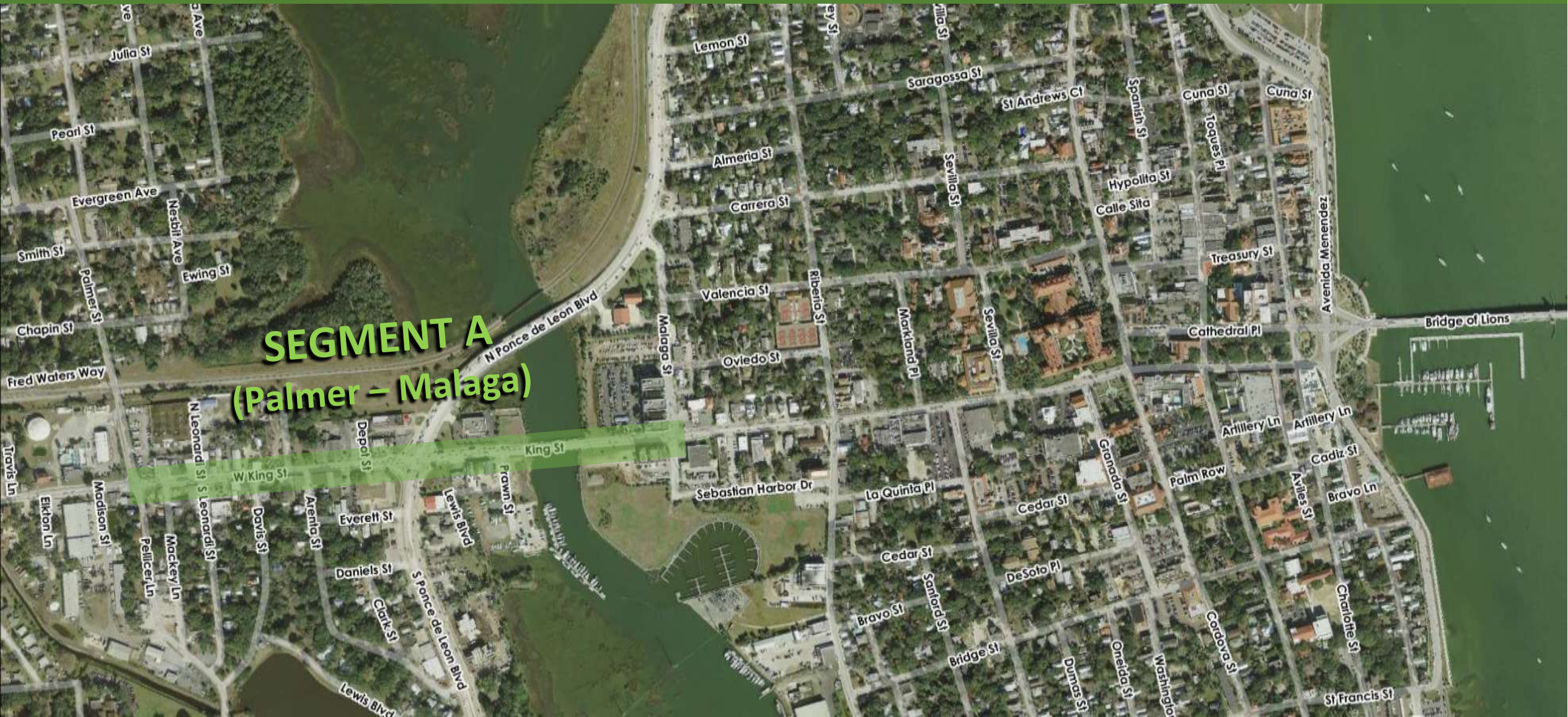


LANE WIDTHS



US-1 BIKE/PED

SEGMENT A: IN FOCUS



PARKING INVENTORY

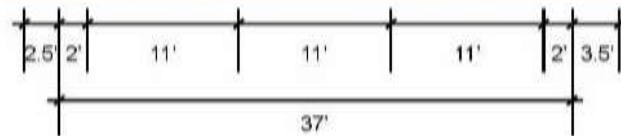


SEGMENT A TYPICAL SECTIONS – West King at Palmer



SEGMENT A

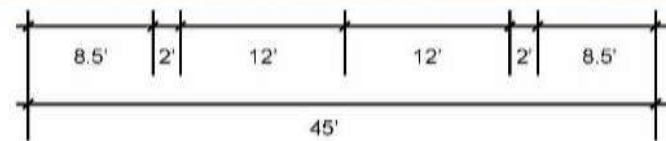
TYPICAL SECTIONS – West King at Palmer



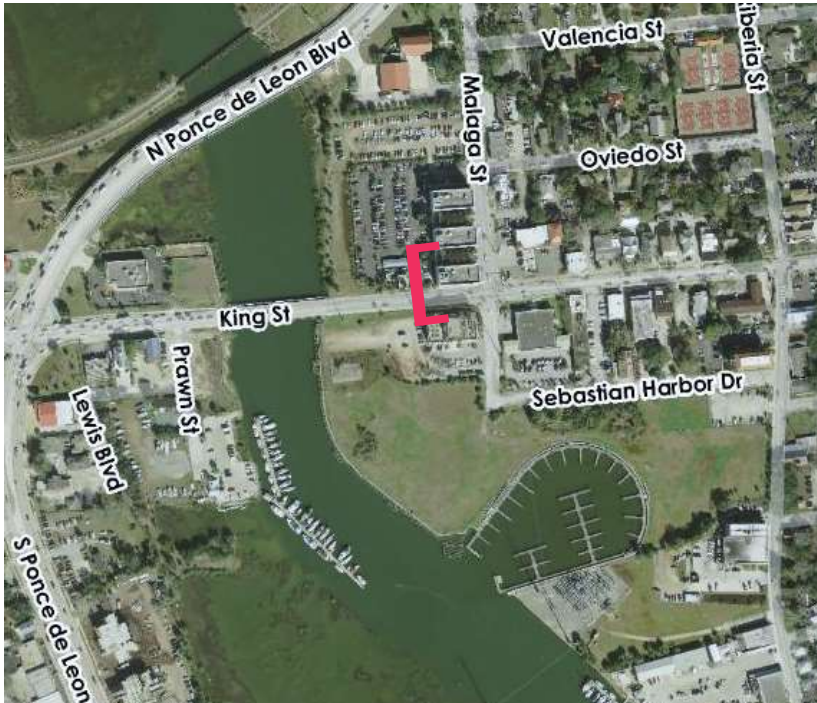
SEGMENT A TYPICAL SECTIONS – West King at Leonardi



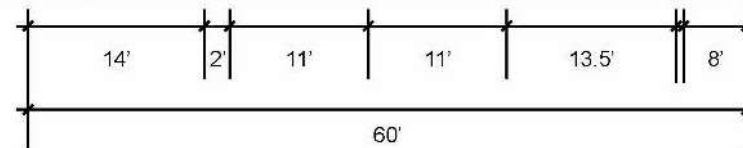
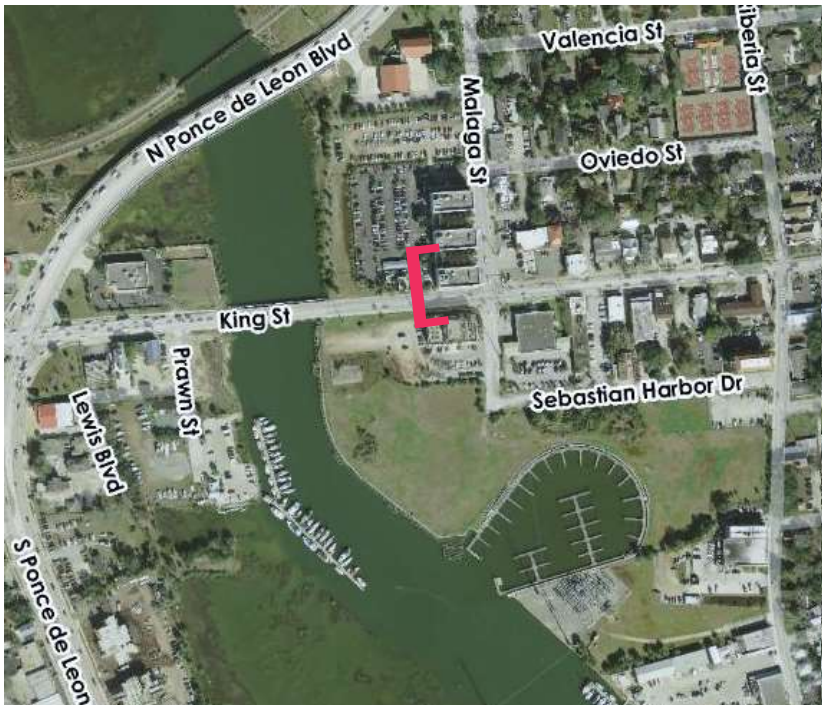
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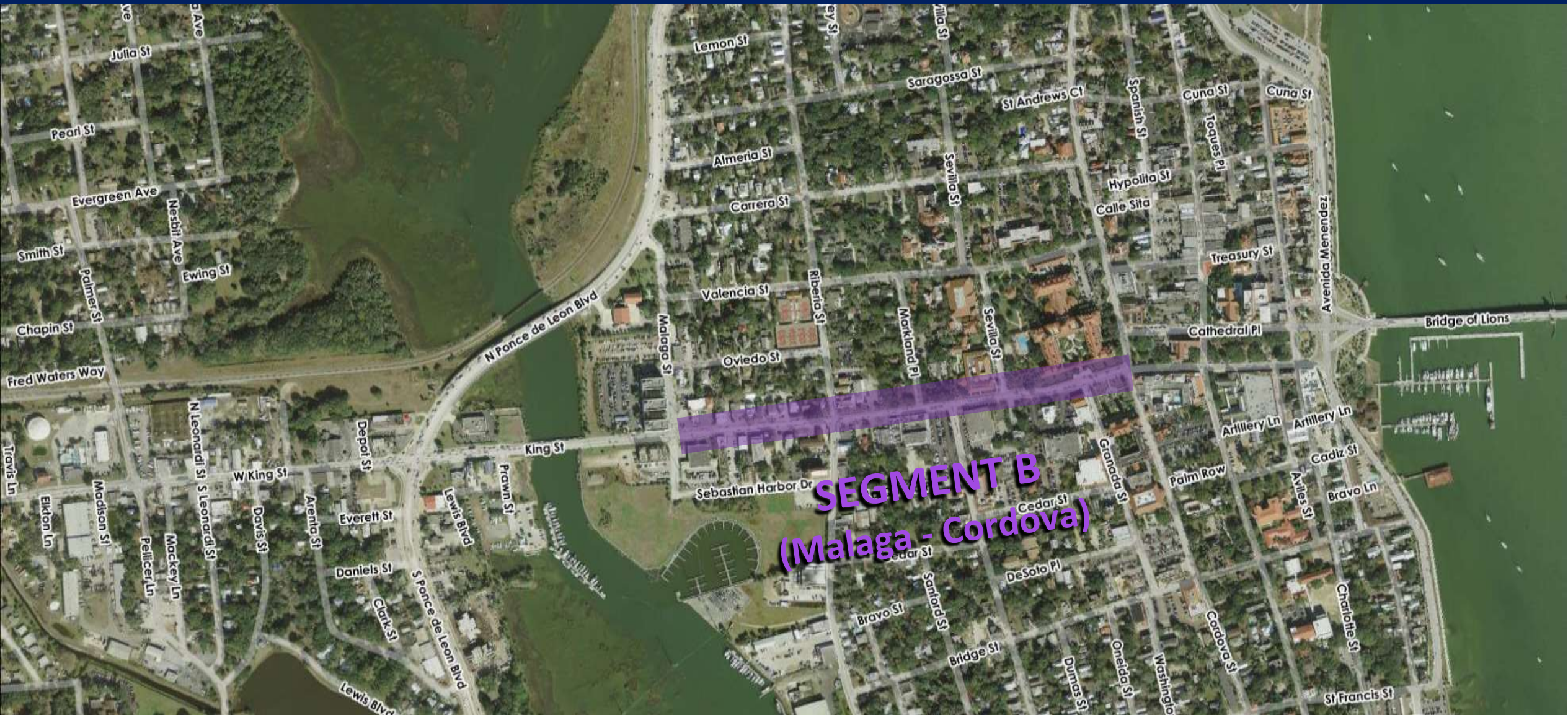
SEGMENT A TYPICAL SECTIONS – King at Malaga



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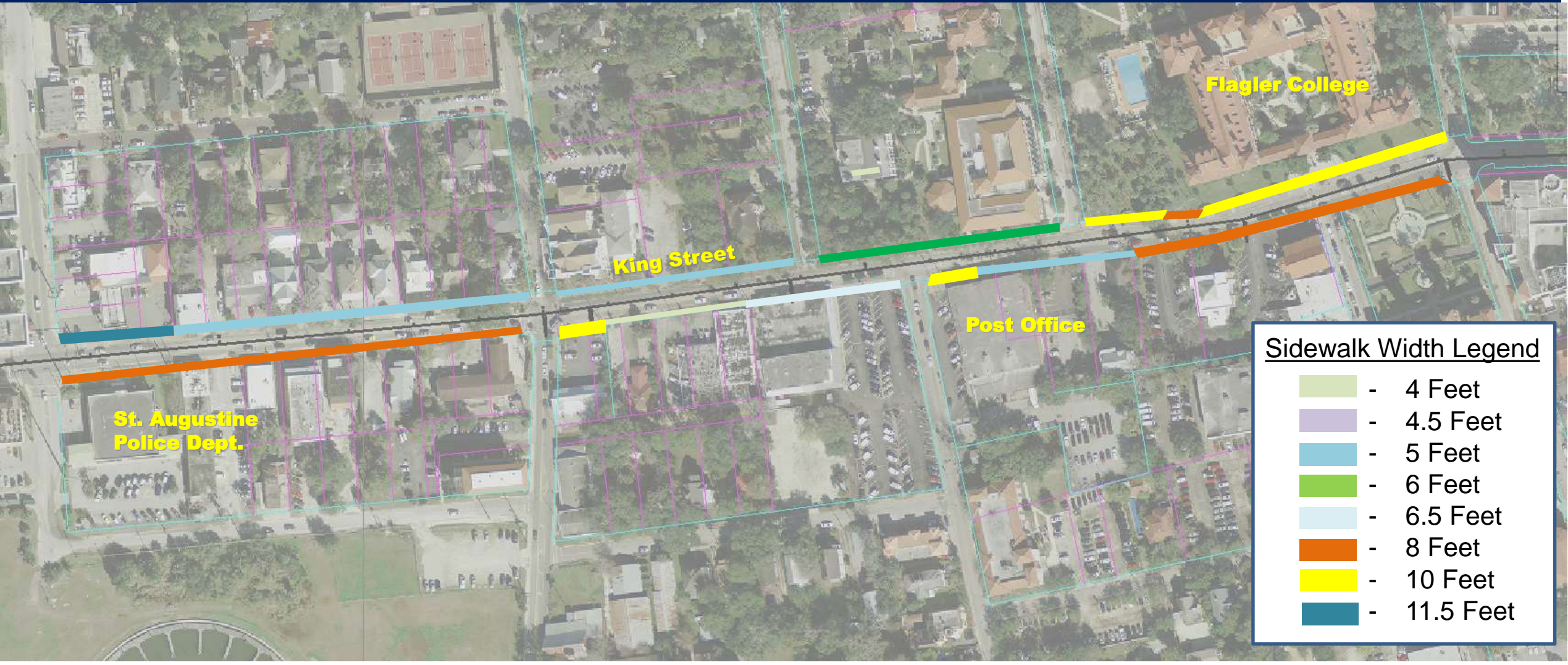
SEGMENT B: IN FOCUS



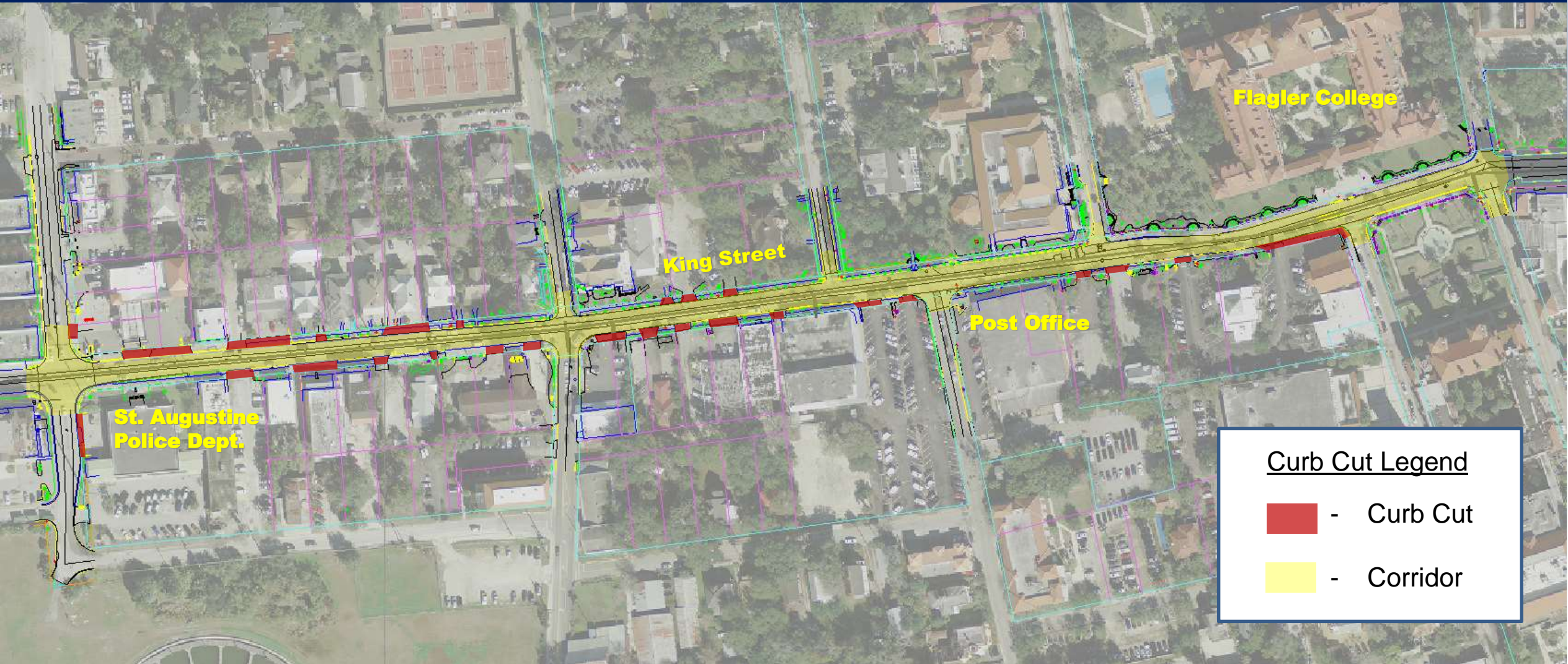
RIGHT OF WAY WIDTHS





SIDEWALK WIDTHS



CURB CUTS



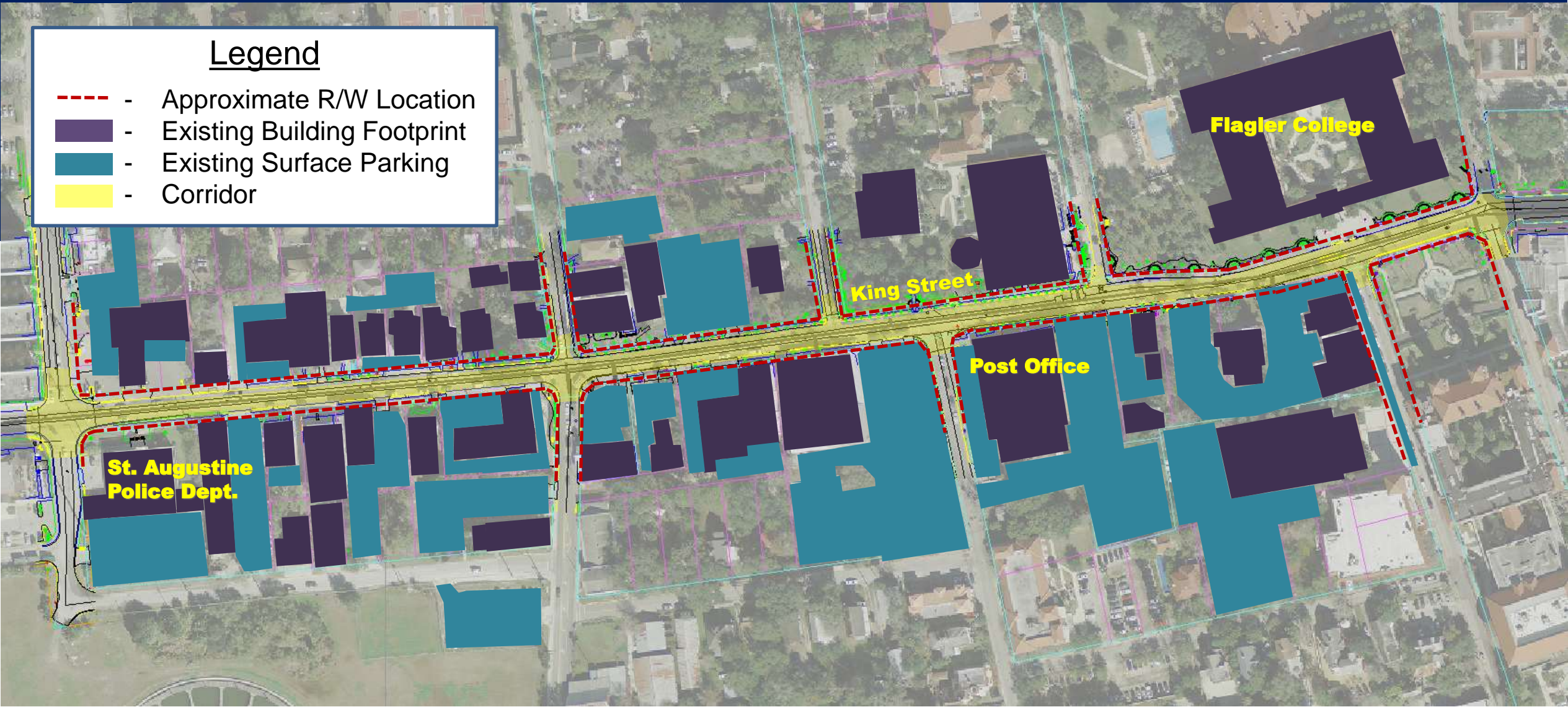
Curb Cut Legend

-  - Curb Cut
-  - Corridor

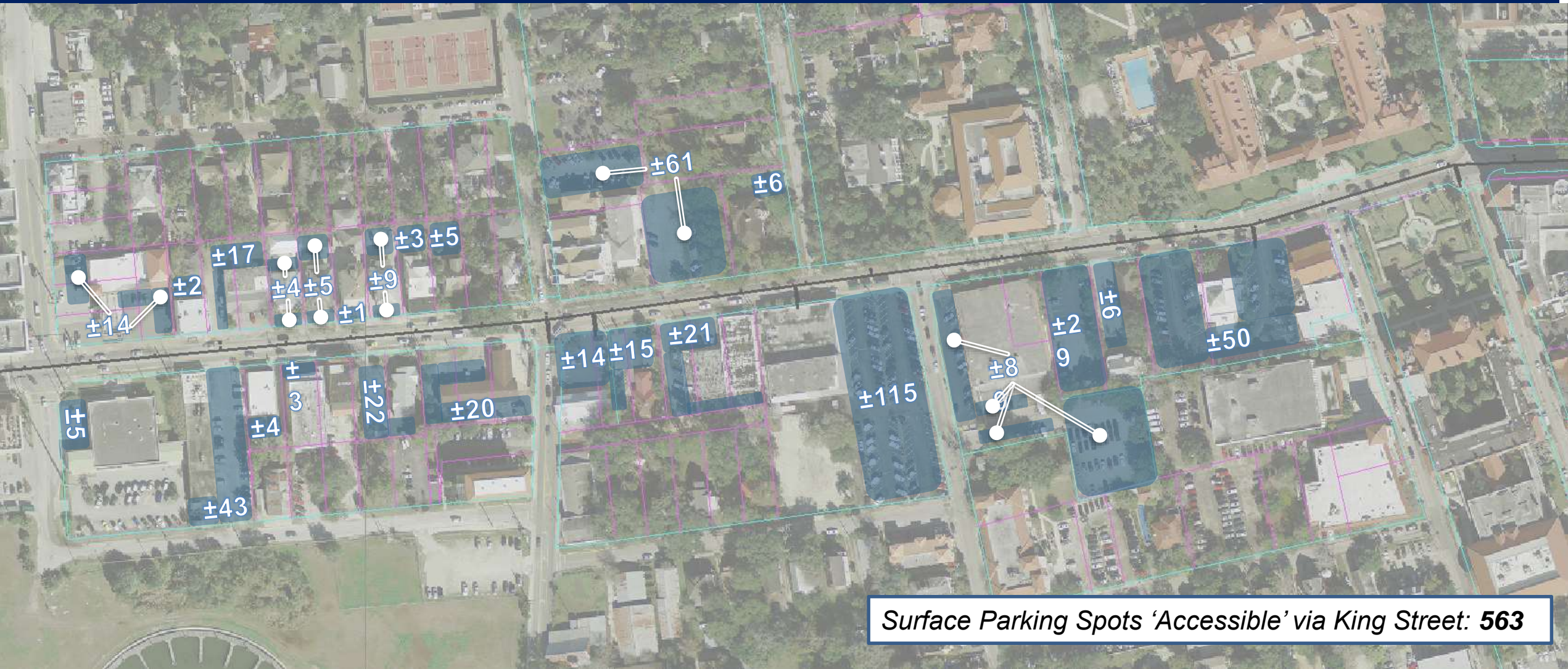
EXISTING BUILDINGS & PARKING

Legend

- Approximate R/W Location
- Existing Building Footprint
- Existing Surface Parking
- Corridor



PARKING INVENTORY

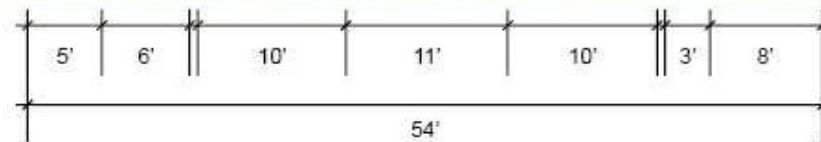


Surface Parking Spots 'Accessible' via King Street: 563

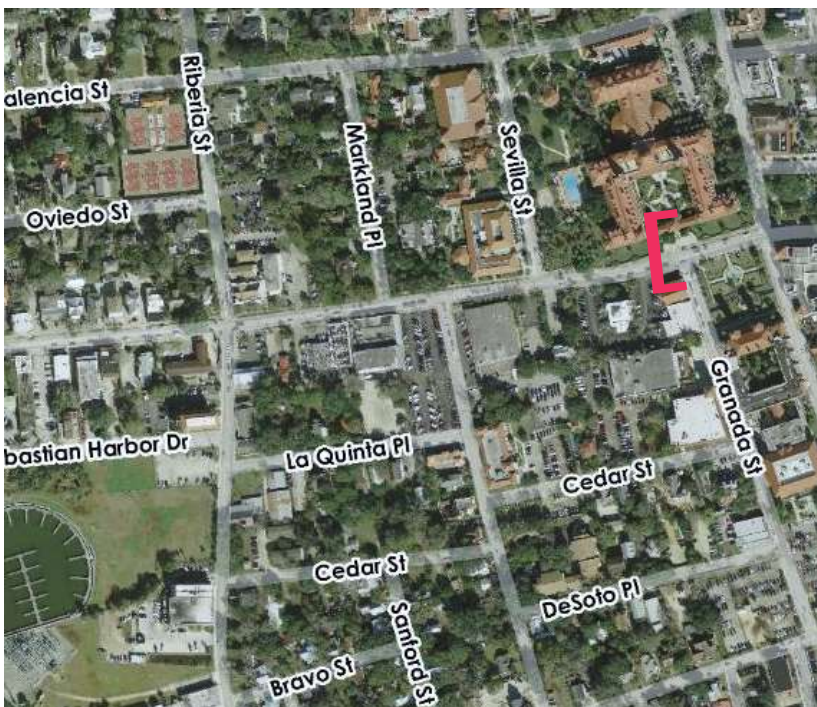
SEGMENT B TYPICAL SECTIONS – King at Riberia



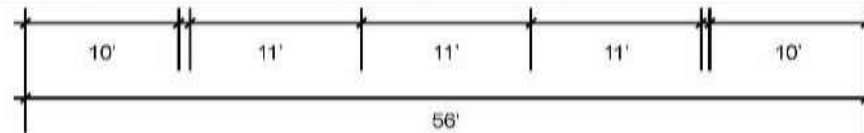
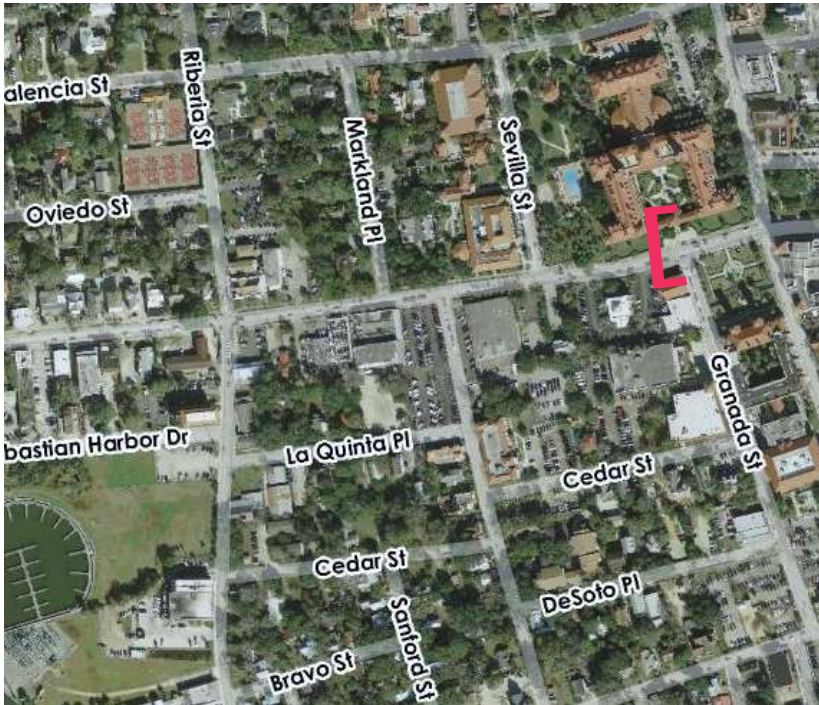
SEGMENT B TYPICAL SECTIONS – King at Riberia



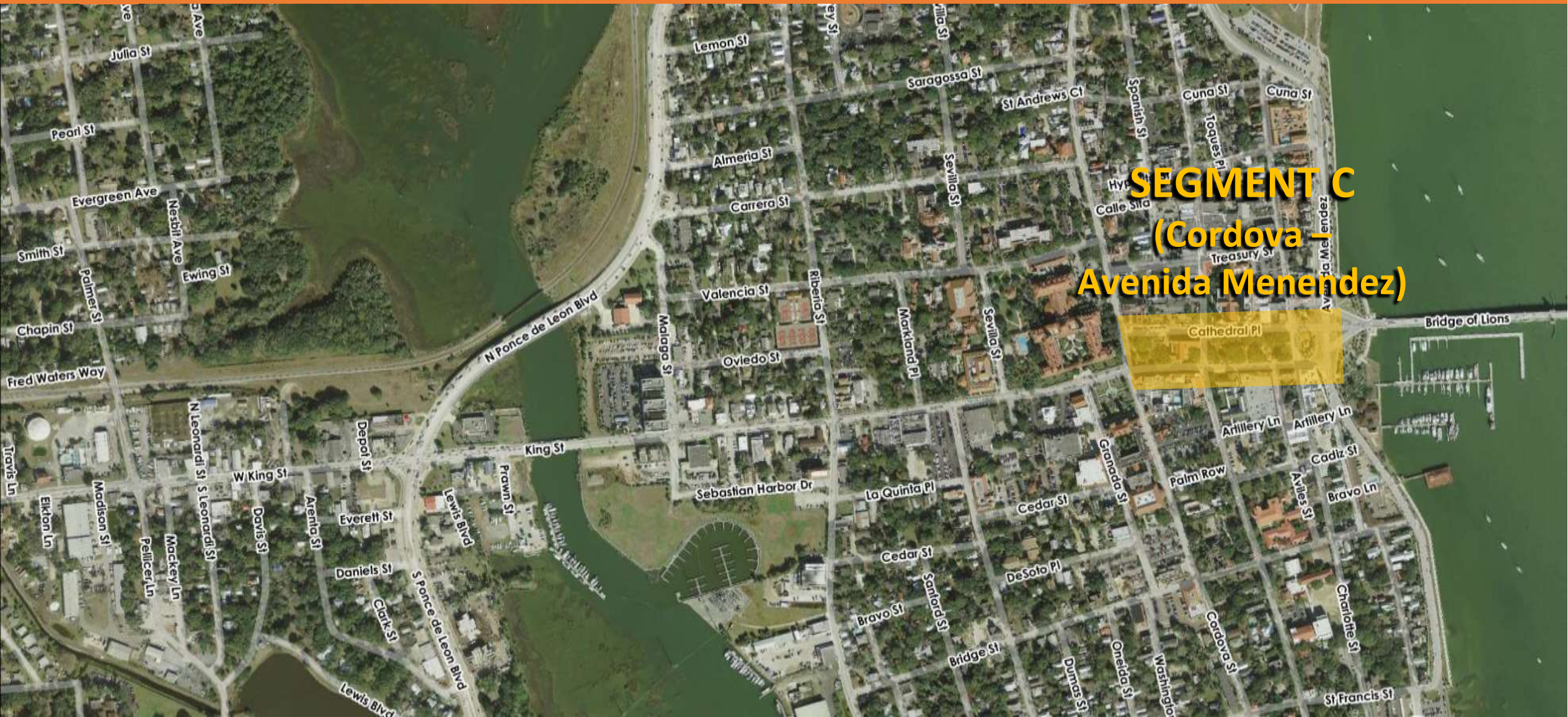
SEGMENT B TYPICAL SECTIONS – King at Granada



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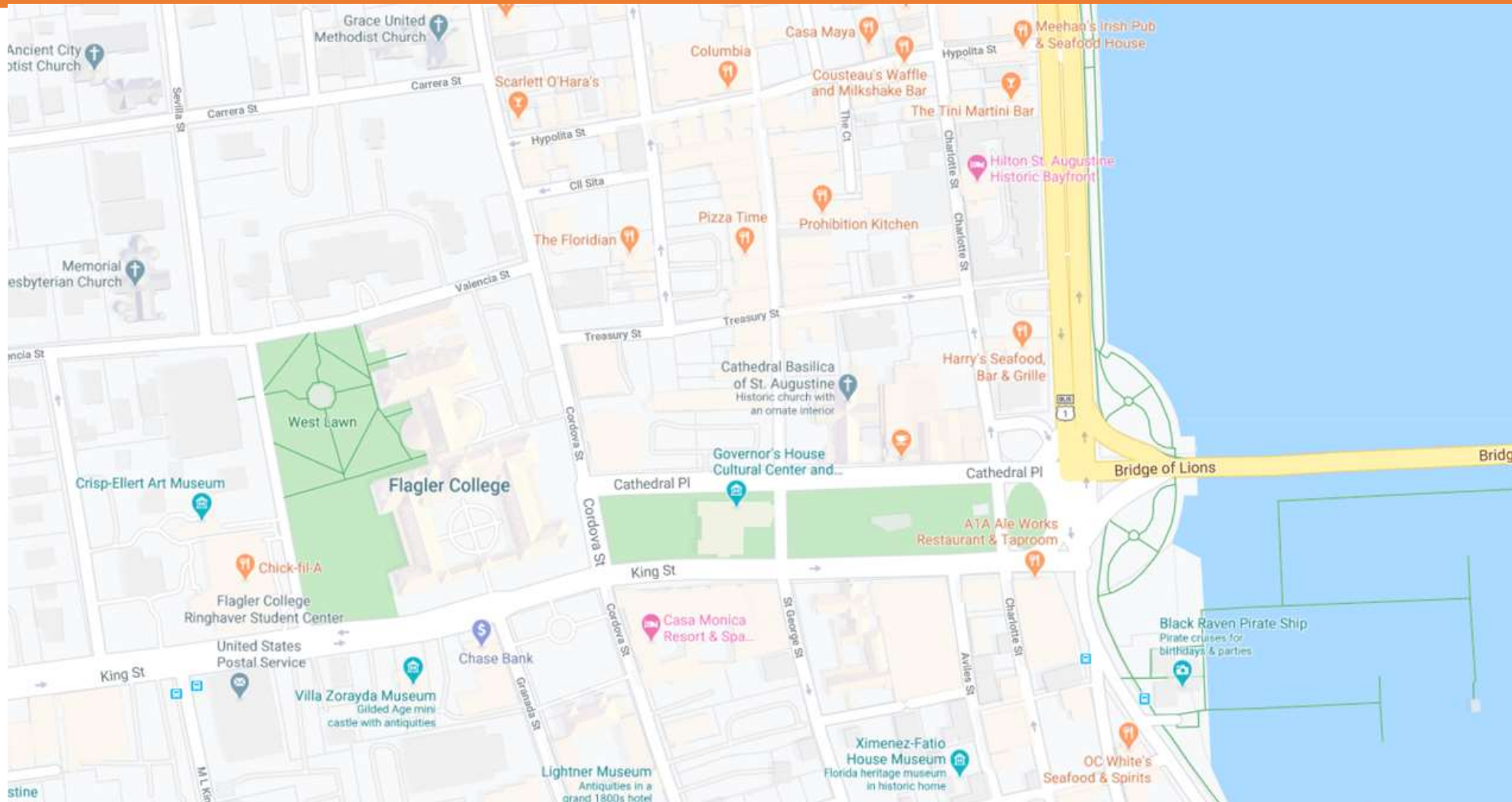
SEGMENT C: IN FOCUS



GATEWAY



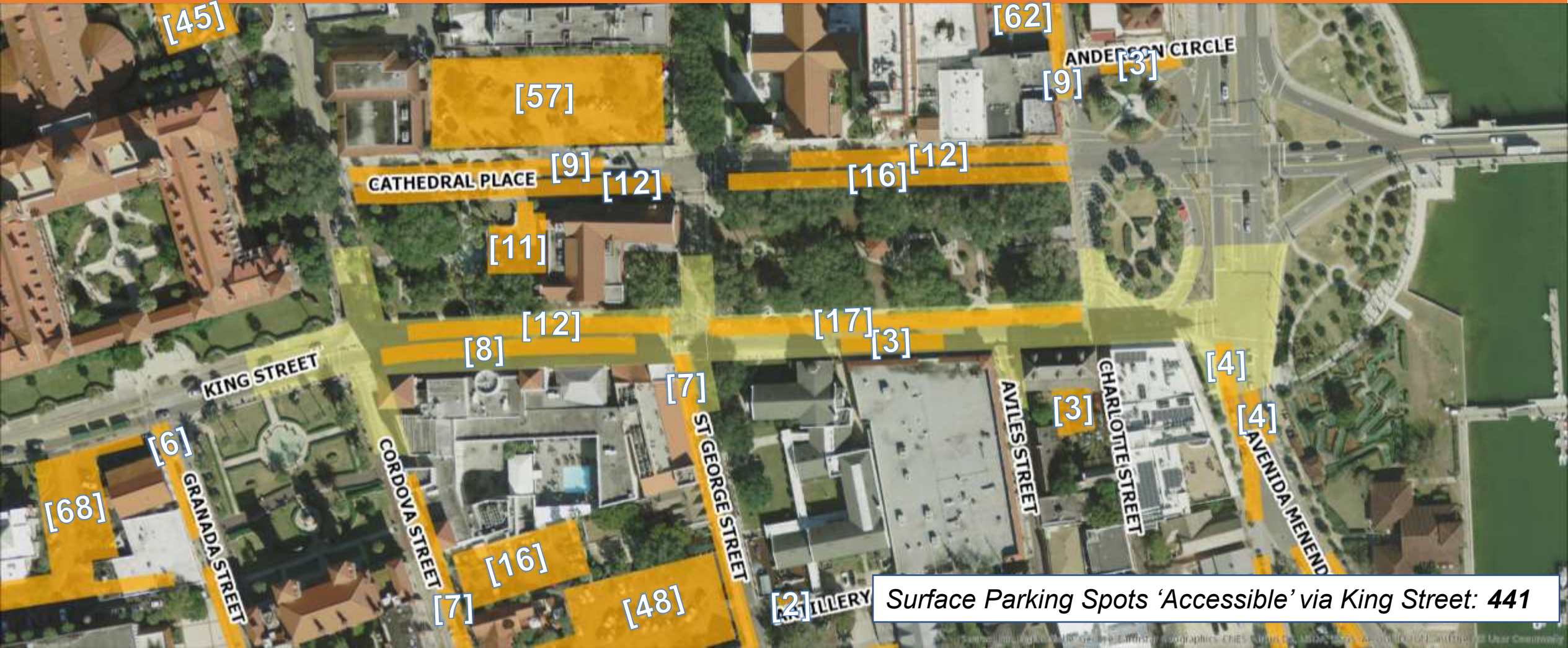
STREET NETWORK



SIDEWALK WIDTHS



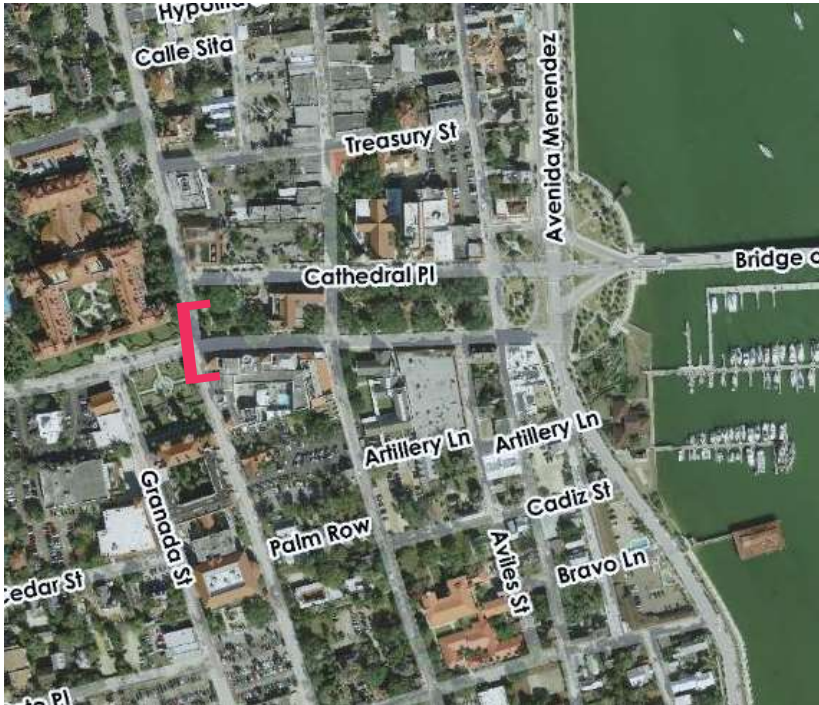
PARKING INVENTORY



Surface Parking Spots 'Accessible' via King Street: 441

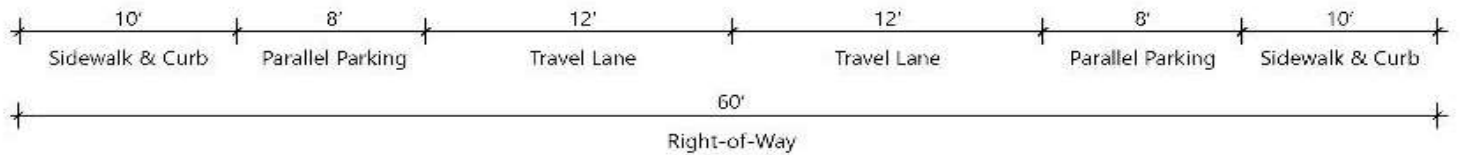
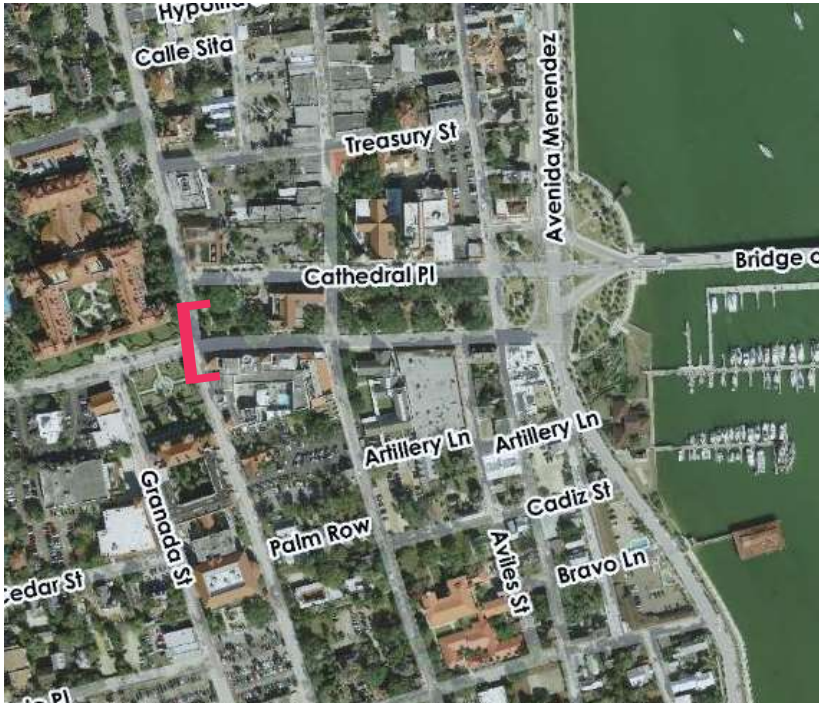
SEGMENT C

TYPICAL ROADWAY SECTIONS - King at Cordova



SEGMENT C

TYPICAL ROADWAY SECTIONS - King at Cordova



EXISTING TRAFFIC & ESTIMATED FUTURE TRAFFIC

3 Proposed Projects:

5,576 AADT = 38% increase
504 Peak = 33% increase

This represents a ~1.5% increase per year.

2016 Counts:
15,906 AADT
1,432 Peak

2020 Estimation
16,858 AADT
1,517 Peak

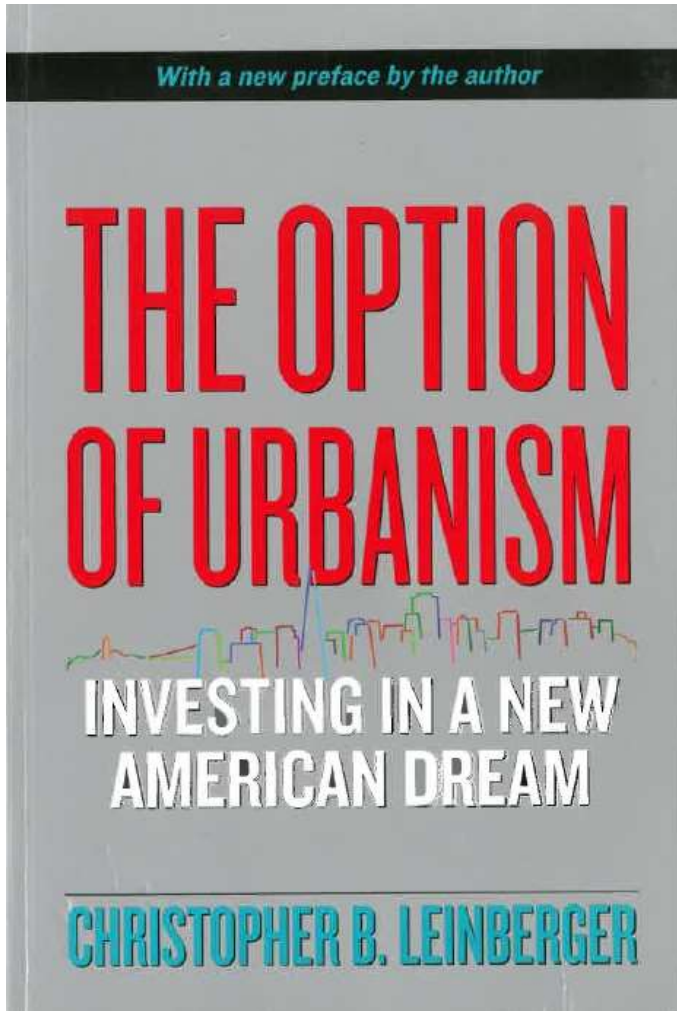
2025 Estimation
18,048 AADT
1,624 Peak

2016
Daily LOS = D
Peak Service Volume = 1,396
Peak LOS = E

2020
Peak Service Volume = 1,396
Peak LOS = F

2025
Peak Service Volume = 1,396
Peak LOS = F

TWO PARADIGMS



DRIVABLE SUB-URBANISM

- A car for every trip
- Low densities/intensities
- Disparate Land Uses
- Separate parking

More Development → Lower Quality of Life

WALKABLE URBANISM

- Shared parking options
- Daily needs within walking distance (1/2-mile)
- Supports multiple modes of transportation, including automobiles
- Complementary Land Uses (a.k.a. a District)

More Development → Higher Quality of Life

VISUAL PREFERENCE

- 1 Suburban Building Form with Arterial Road**
- 2 Urban Building Form with Arterial Road**
- 3 Urban Building Form with Complete Street**

King Street/Business US-1

St. Augustine, Florida

SUBURBAN BUILDING FORM WITH ARTERIAL ROAD



SUBURBAN BUILDING FORM WITH ARTERIAL ROAD



SUBURBAN BUILDING FORM WITH ARTERIAL ROAD



Orange Ave./State Road 527

Orlando, Florida

URBAN BUILDING FORM WITH ARTERIAL ROAD



URBAN BUILDING FORM WITH ARTERIAL ROAD



URBAN BUILDING FORM WITH ARTERIAL ROAD



URBAN BUILDING FORM WITH ARTERIAL ROAD



New Broad Street

Orlando, Florida

URBAN BUILDING FORM WITH COMPLETE STREET



URBAN BUILDING FORM WITH COMPLETE STREET



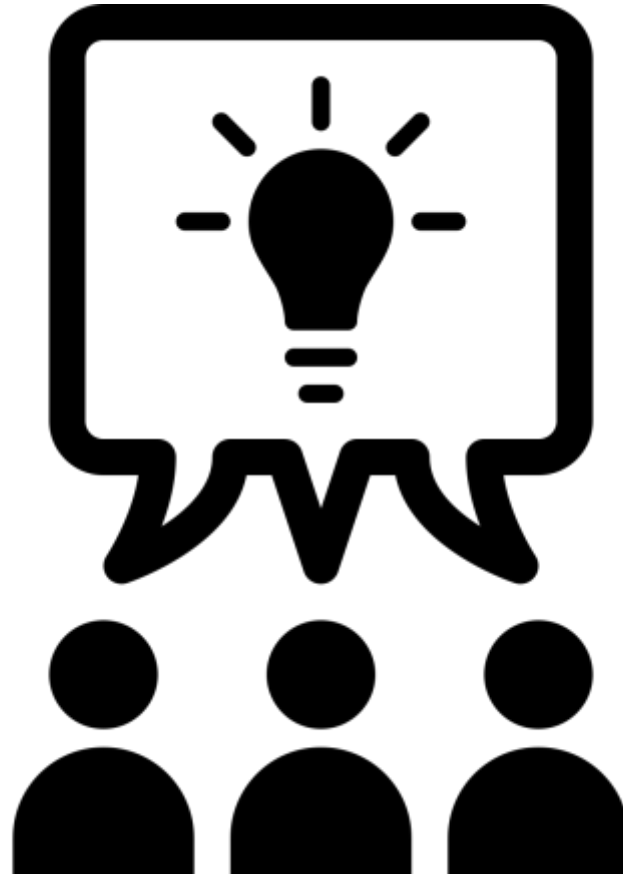
URBAN BUILDING FORM WITH COMPLETE STREET



URBAN BUILDING FORM WITH COMPLETE STREET



DISCUSSION



**COMPLETE STREETS
ARE:**

AN ECONOMIC CATALYST

LIVABLE

MULTI-MODAL

ACCESSIBLE

SAFE

CONTEXT DRIVEN



THE CITY:

Has a track record of developing creative solutions in narrow rights-of-ways

Has developed a set of streetscape standards that will be respected in the final design



Pedestrian Zone Fundamentals:

The space allocation for each zone may vary, but comfortable streets share these basic zones.



Furnishing
Zone

Walk/Talk
Zone

Retail/Dining
Zone

Shy Zone

DESIGN GOALS FOR A COMPLETE KING STREET

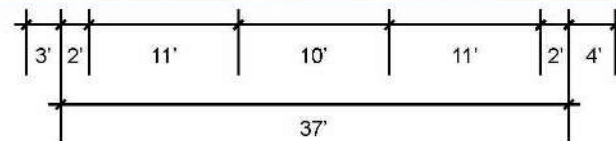
THE BEST MILE IN FLORIDA

- Create an Iconic and Authentic Gateway to St. Augustine
- Connect West Augustine to Downtown
- Connect Malaga to St. George (10 minute-walk)
- Shared Parking Facilities
- Fewer Curb Cuts
- Wide Sidewalks
- Provide Safe Bicycle Routes
- Revert King, Cathedral and Cordova to two-way
- Revitalize the Plaza as a functioning Civic Space
- Simplify the intersection at the Bridge of Lions

SEGMENT A

TYPICAL SECTIONS – West King at Palmer

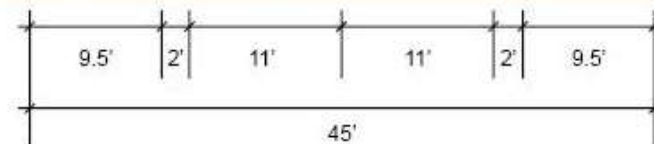
	Today	Proposed
2 Traffic Lanes	√	√
Left Turn Lane	√	Brick
Bicycle	×	Sharrow
Street Trees	×	Median
Site Furniture	×	×
Pedestrian Lights	×	√
Underground Power Lines	×	√



SEGMENT A

TYPICAL SECTIONS – West King at Leonardi

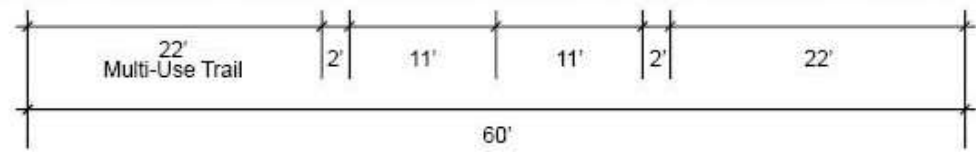
	Today	Proposed
2 Traffic Lanes	√	√
Bicycle	×	Sharrow
Street Trees	×	Median
Site Furniture	×	√
Pedestrian Lights	×	√
Underground Power Lines	×	√



SEGMENT A

TYPICAL SECTIONS – King at Malaga

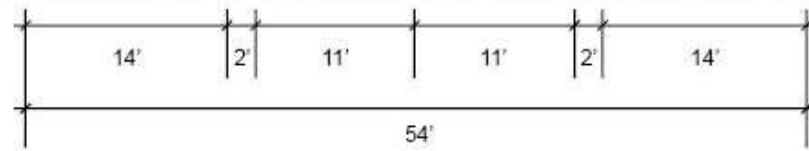
	Today	Proposed
2 Traffic Lanes	√	√
Left Turn Lane	√	×
Bicycle	×	Sharrow & Separated Bike Facility
Rain Gardens	×	√
Street Trees	√	√
Site Furniture	×	√
Pedestrian Lights	×	√
Underground Power Lines	×	√



SEGMENT B

TYPICAL SECTIONS – King at Riberia

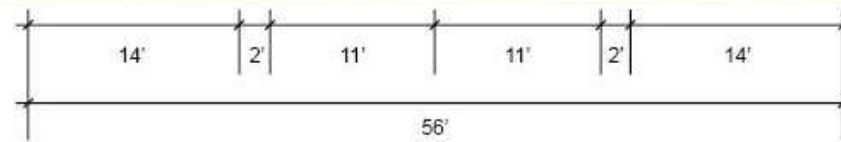
	Today	Proposed
2 Traffic Lanes	√	√
Center Turn Lane	√	×
Bicycle	×	Sharrow
Street Trees	√	√
Site Furniture	×	√
Pedestrian Lights	×	√
Underground Power Lines	×	√



SEGMENT B

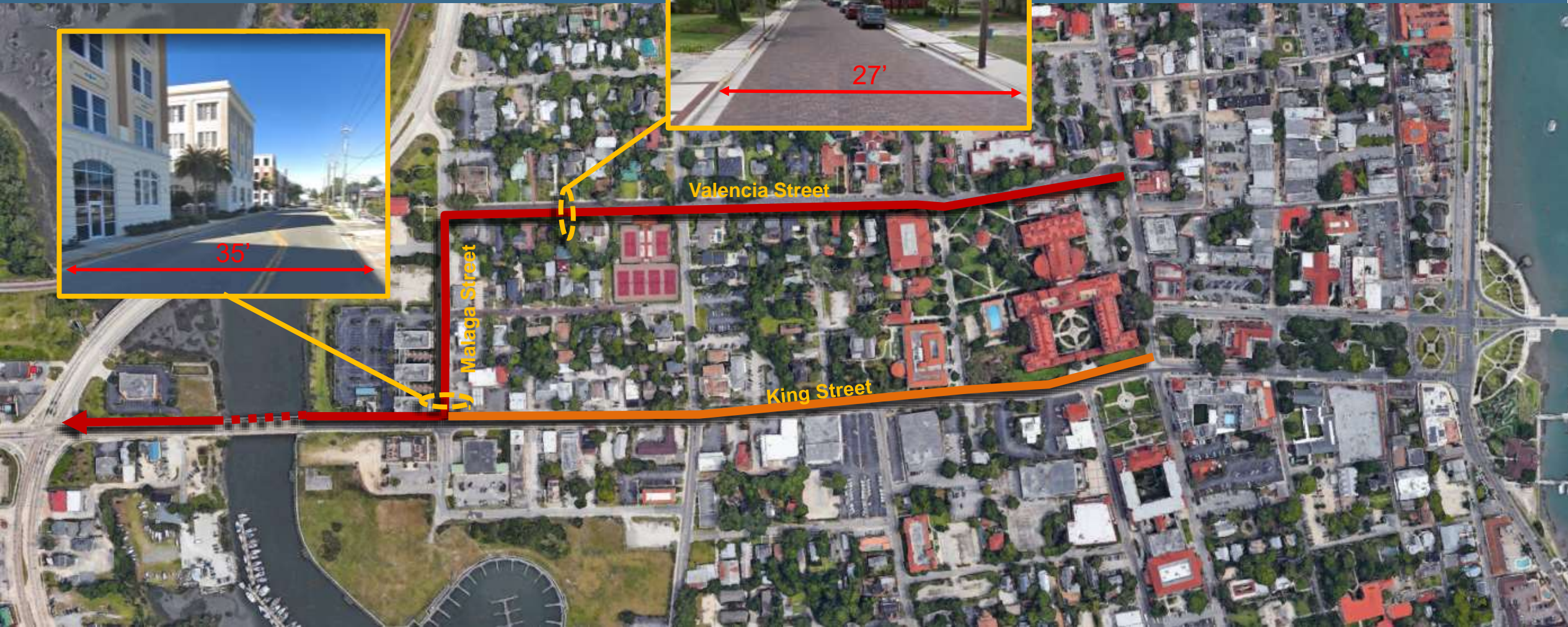
TYPICAL SECTIONS – King at Granada

	Today	Proposed
2 Traffic Lanes	√	√
Left Turn Lane	√	×
Bicycle	×	Sharrow
Street Trees	√	√
Site Furniture	×	√
Pedestrian Lights	×	√
Underground Power Lines	×	√



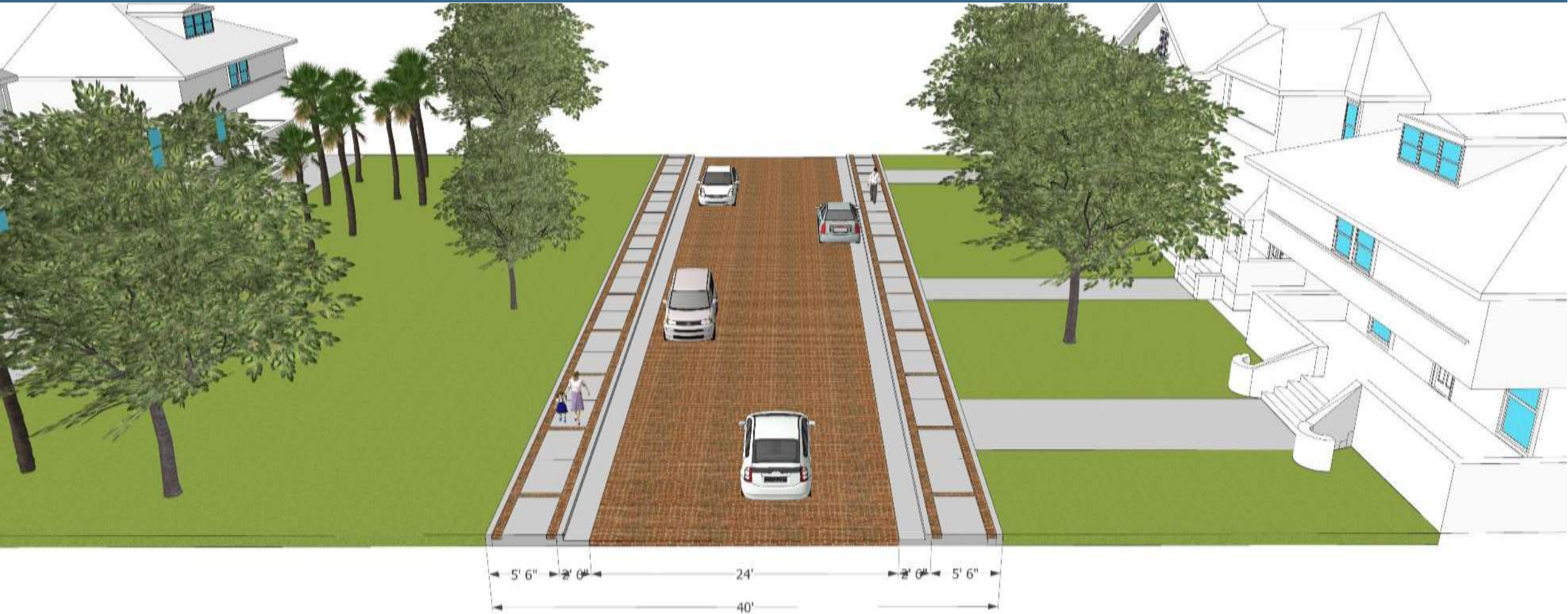
BICYCLE CONNECTIVITY PROPOSED ROUTE

-  - Main Bicycle Route with Multi Trail
-  - Bicycle Route with Sharows



BICYCLE CONNECTIVITY

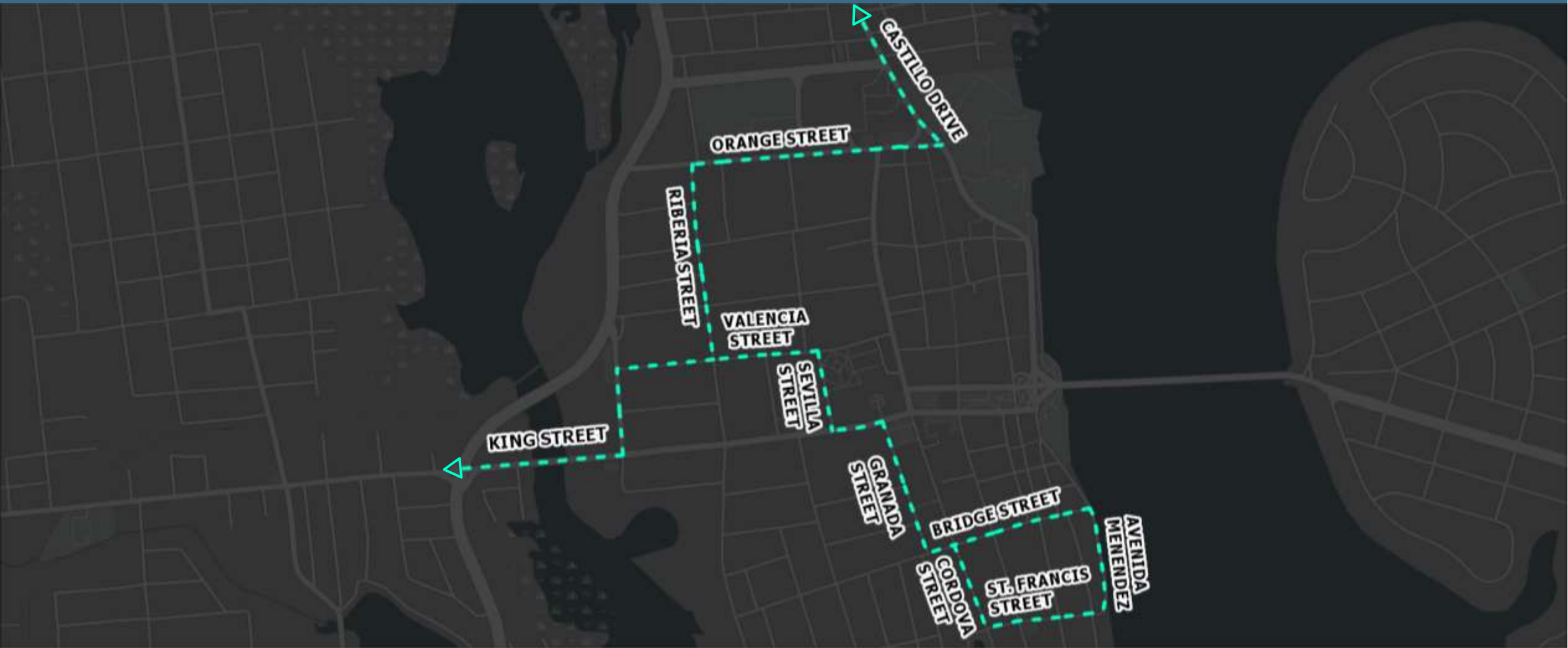
VALENCIA STREET - EXISTING



BICYCLE CONNECTIVITY VALENCIA STREET - SIDE PATH



BIKE CONNECTIVITY MAP



SHARED PARKING OPTIONS

