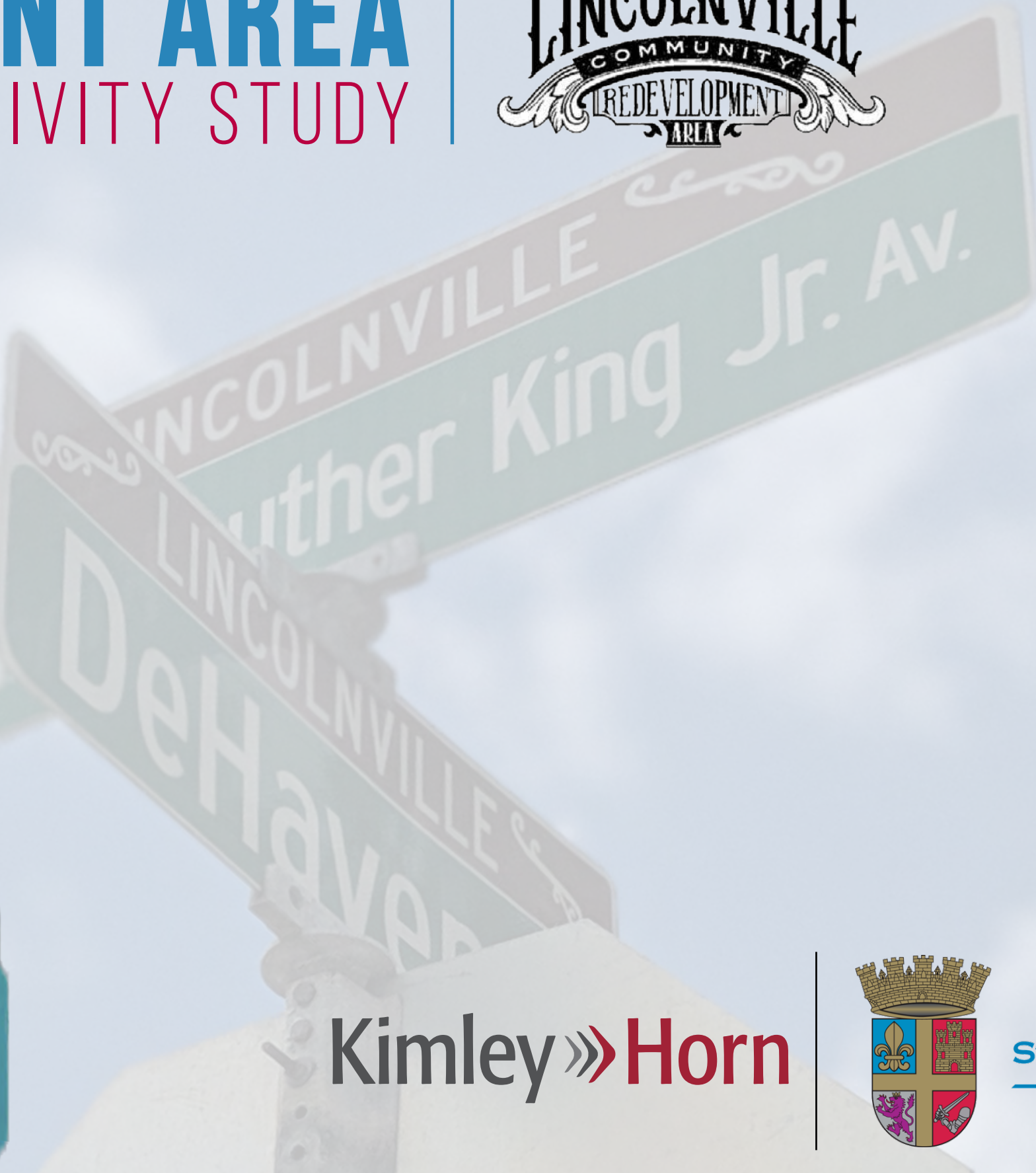
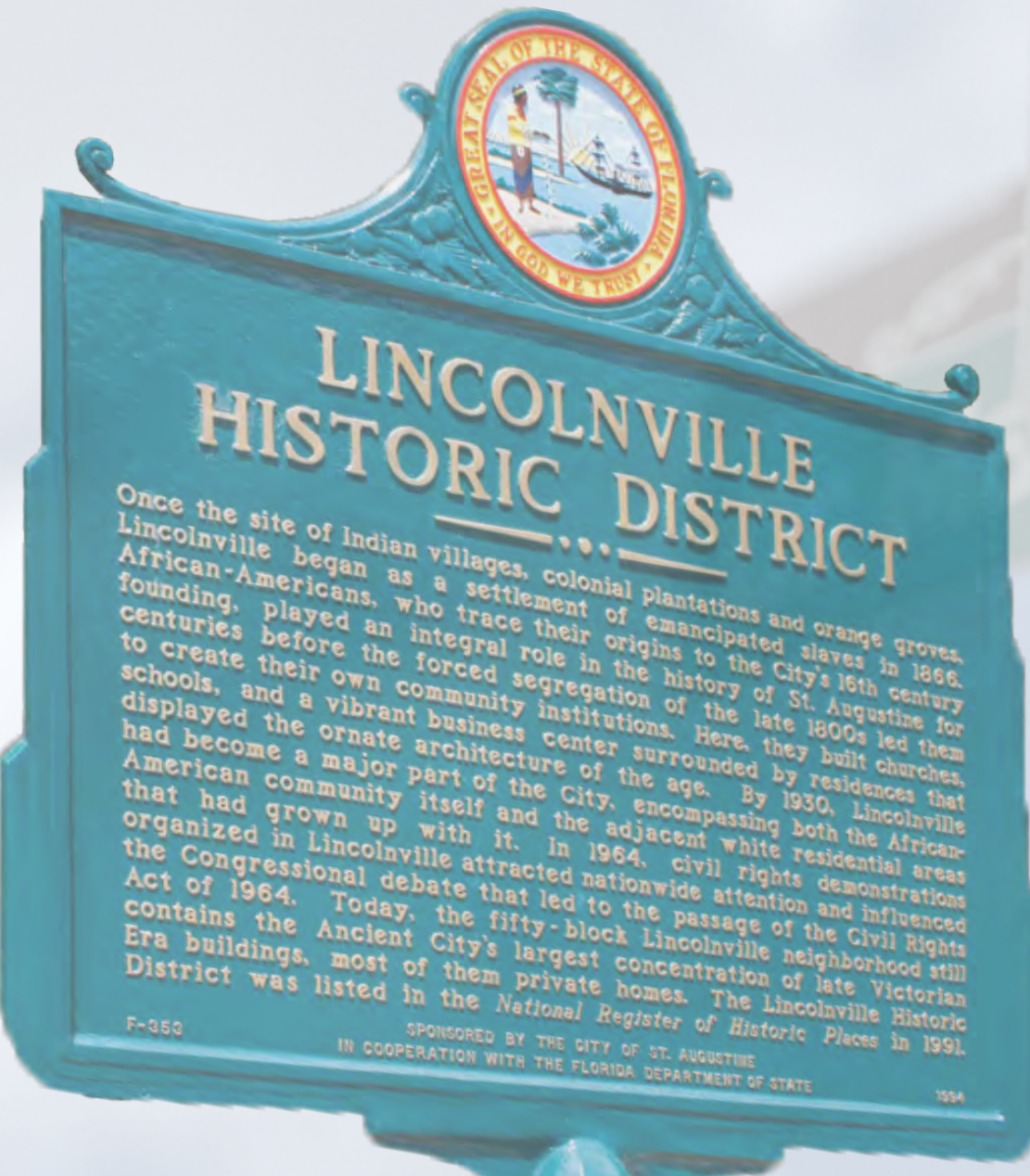


# LINCOLNVILLE COMMUNITY REDEVELOPMENT AREA

PEDESTRIAN CONNECTIVITY STUDY



Kimley»Horn



CITY OF  
**ST AUGUSTINE**  
EST. 1565







## PROJECT SCOPE

Building upon the initial framework established in the Lincolnville Streetscape Survey & Analysis ("Phase I") and using that information as a foundational planning tool, Kimley-Horn was tasked with preparing a Pedestrian Connectivity Study ("Phase II") which identifies missing and broken linkages in the existing sidewalk network and the "where and how" of outlining locations where initial improvements are recommended to begin.

## PROJECT GOALS AND APPLICATION

The ultimate goal of this Pedestrian Connectivity Study is to identify areas within Lincolnville which lack quality sidewalk infrastructure and to prepare a highly graphic and easy to comprehend strategic planning approach which allows for clear understanding of where pedestrian-focused improvements within the LCRA may be most effective and practical.

More specifically, the following strategies are by no means exhaustive in nature of all potential improvements within the LCRA limits but rather set forth a recommended order of "where do we begin"? These strategies identify geographically and geometrically significant areas within the LCRA which would greatly benefit from enhancing connectivity within the Lincolnville pedestrian circulation network. Ultimately, this Study will yield the crucial "next steps" needed towards ensuring residents and visitors alike are provided a safer means of travel throughout this historic neighborhood.

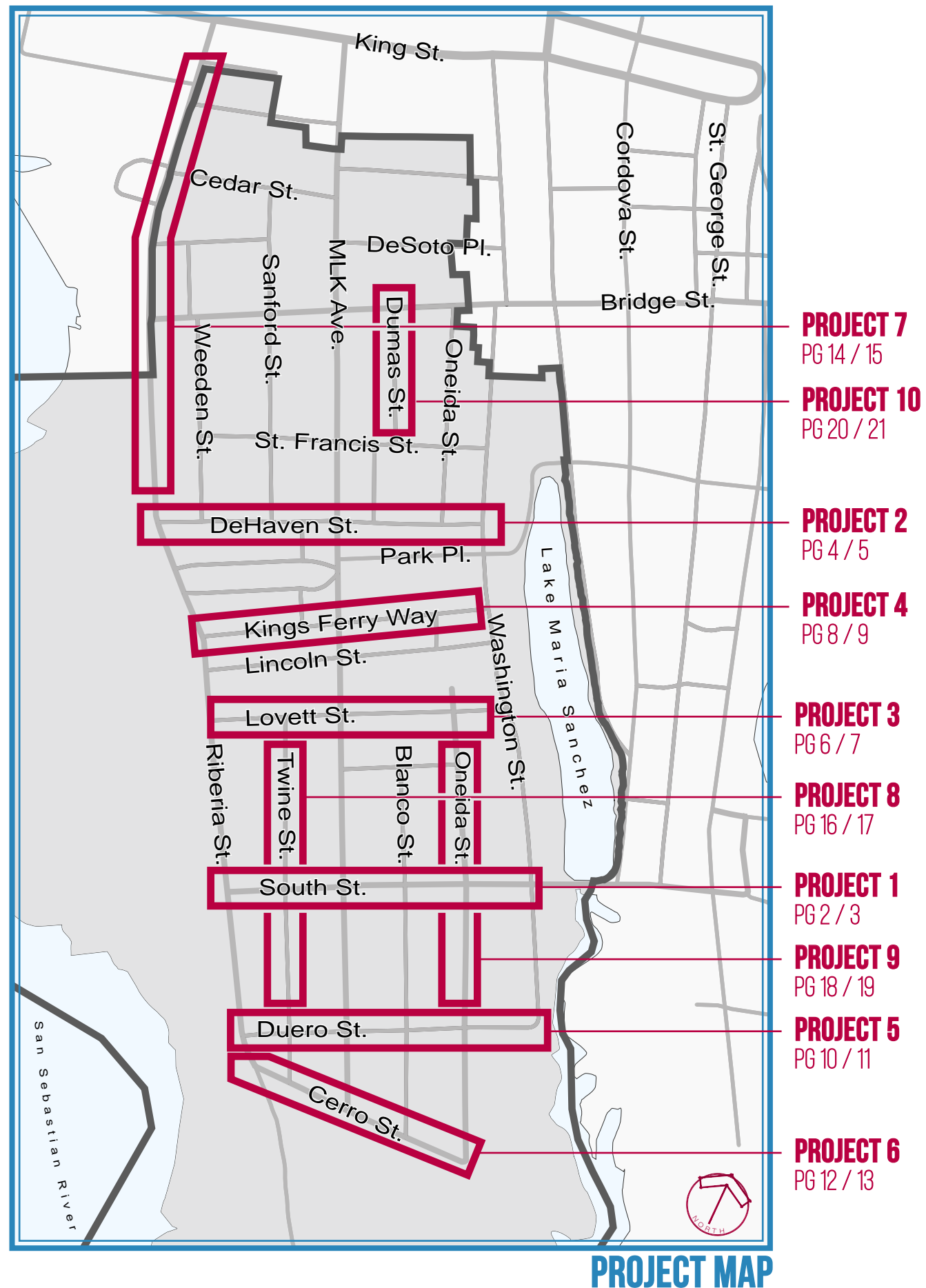
**Kimley»Horn**

S. Brett Kuzoian, RLA

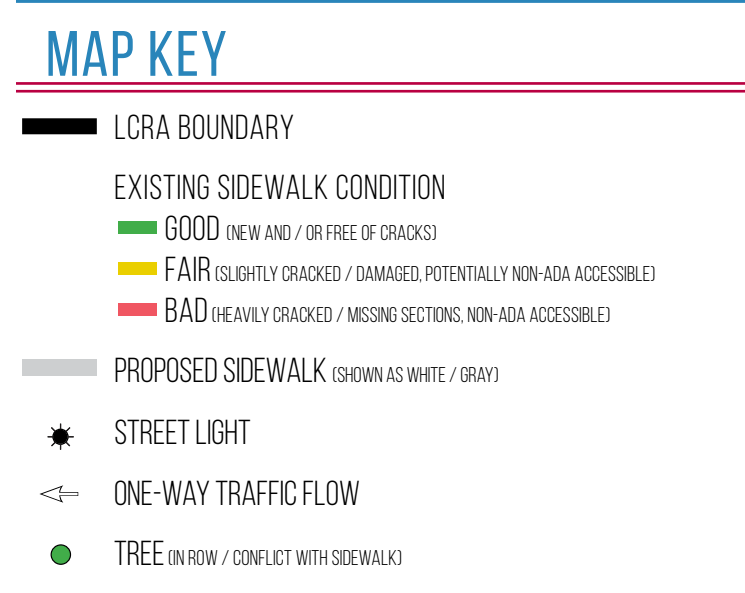
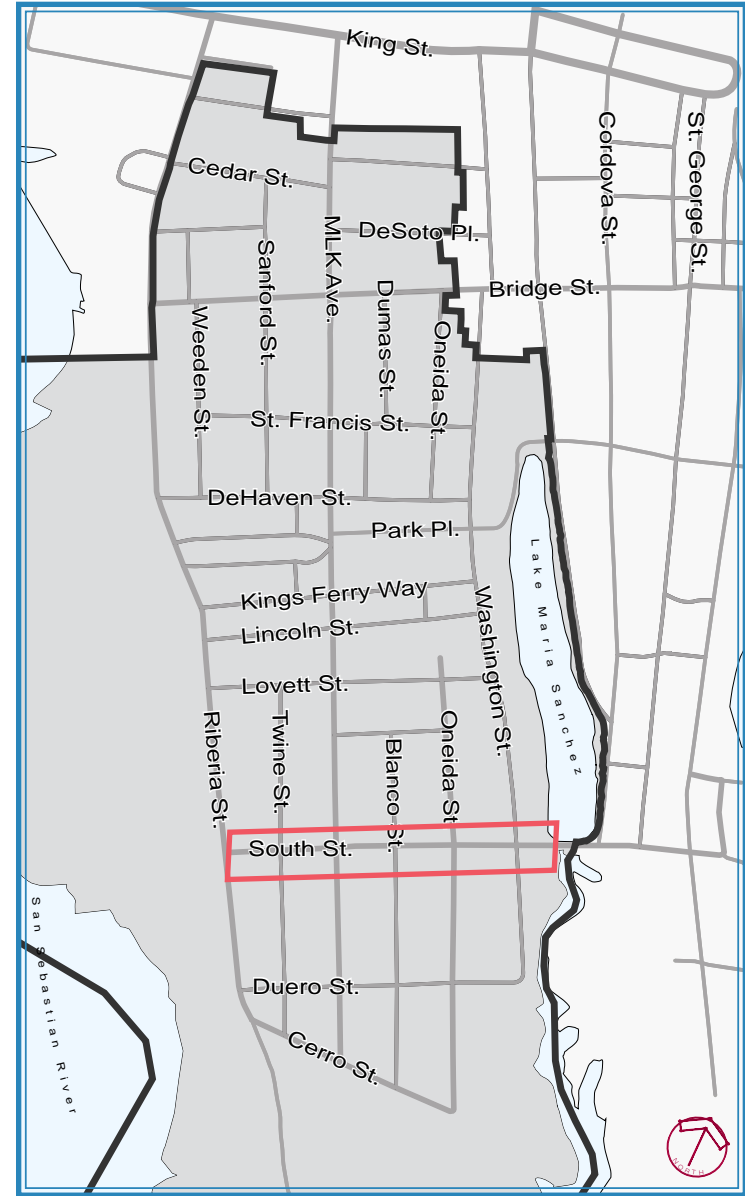


**CITY OF  
ST. AUGUSTINE**  
EST. 1565

Reuben C. Franklin Jr., P.E.  
Public Works Director







No. 1

SOUTH STREET (RIBERIA ↔ ONEIDA)

**DEFICIENCIES:**

South Street is a highly active, both vehicular and pedestrian, east/west corridor which provides a potential connection from Iberia Street to the southern end of Lake Maria Sanchez. However, with limited sidewalk infrastructure, users are not provided with a safe means of travel and would have to travel a fairly atypical distance north and south to reach the next east/west corridor.

**GOALS:**

Provide sidewalk and associated infrastructure primarily along both sides of South Street from Iberia Street to Washington





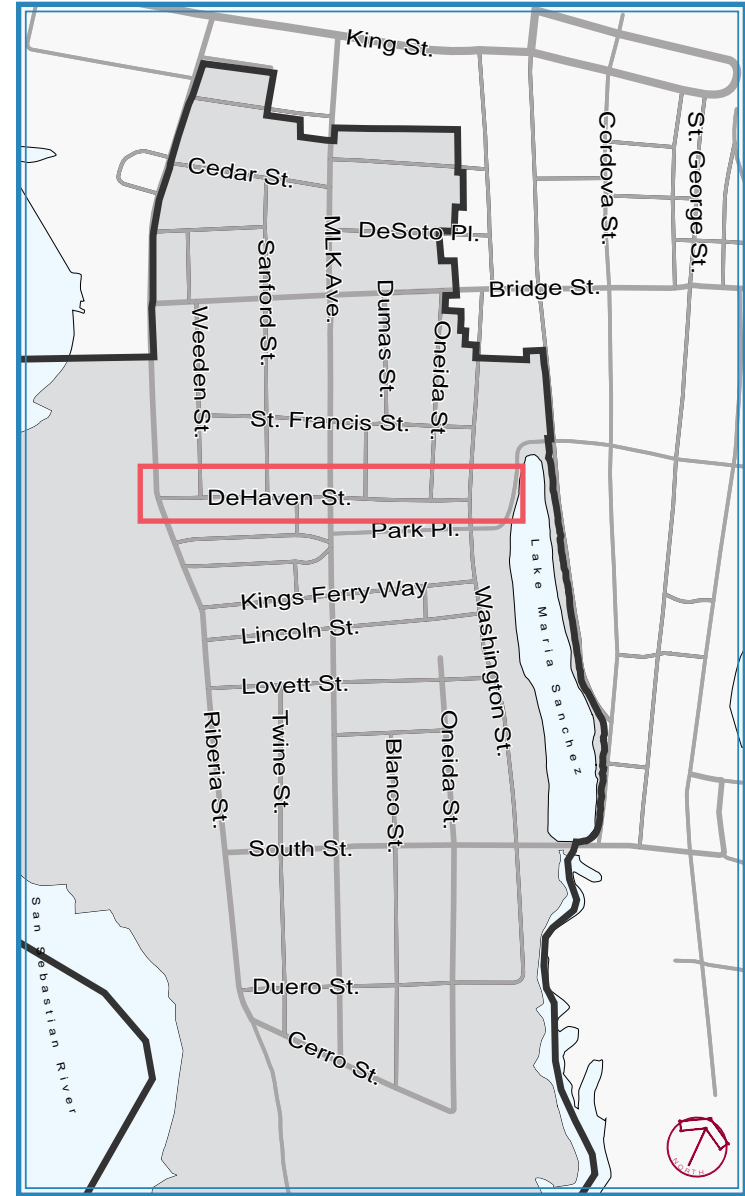


## ACTIONS:

- 1 Existing pedestrian pathway within the roadway to be replaced with sidewalk.
- 2 Provide crosswalks as shown.
- 3 Existing slate sidewalk to remain.







MAP KEY

LCRA BOUNDARY

EXISTING SIDEWALK CONDITION

GOOD (NEW AND / OR FREE OF CRACKS)

FAIR (SLIGHTLY CRACKED / DAMAGED, POTENTIALLY NON-ADA ACCESSIBLE)

BAD (HEAVILY CRACKED / MISSING SECTIONS, NON-ADA ACCESSIBLE)

PROPOSED SIDEWALK (SHOWN AS WHITE / GRAY)

STREET LIGHT

ONE-WAY TRAFFIC FLOW

TREE (IN ROW / CONFLICT WITH SIDEWALK)

4

KIMLEY-HORN

This aerial photograph shows DeHaven Street running east-west. A green line along the north side of the street indicates the proposed project area. A text box in the upper left corner reads "Proposed Project - typ. See page 14 / 15". Surrounding streets labeled include Weeden Street, Sanford Street, Riberia Street, and Moore Street. A north arrow is in the bottom left corner. Red circles with numbers 1 and 2 are placed on the map to indicate specific locations of interest.

No. 2

DeHAVEN STREET (RIBERIA ↔ MLK)

DEFICIENCIES:

DeHaven Street is a centrally located east/west corridor which provides a potential connection from Riberia Street to the Lincolnville core with its intersection at MLK. However, with limited sidewalk infrastructure, users are not provided with a safe means of travel and would have to travel several blocks to the north and south to find another safe east/west connection.

GOALS:

Provide sidewalk and associated infrastructure primarily along the north side of DeHaven from Riberia Street to MLK

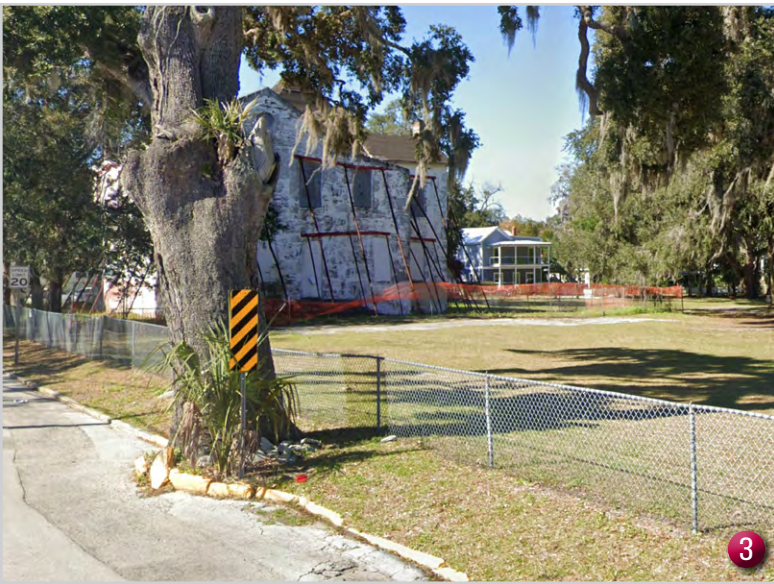
This photograph shows a residential street corner. A white picket fence runs along the sidewalk. A house with a white picket fence and a red mailbox is visible. A red circle with the number 1 is in the bottom right corner.



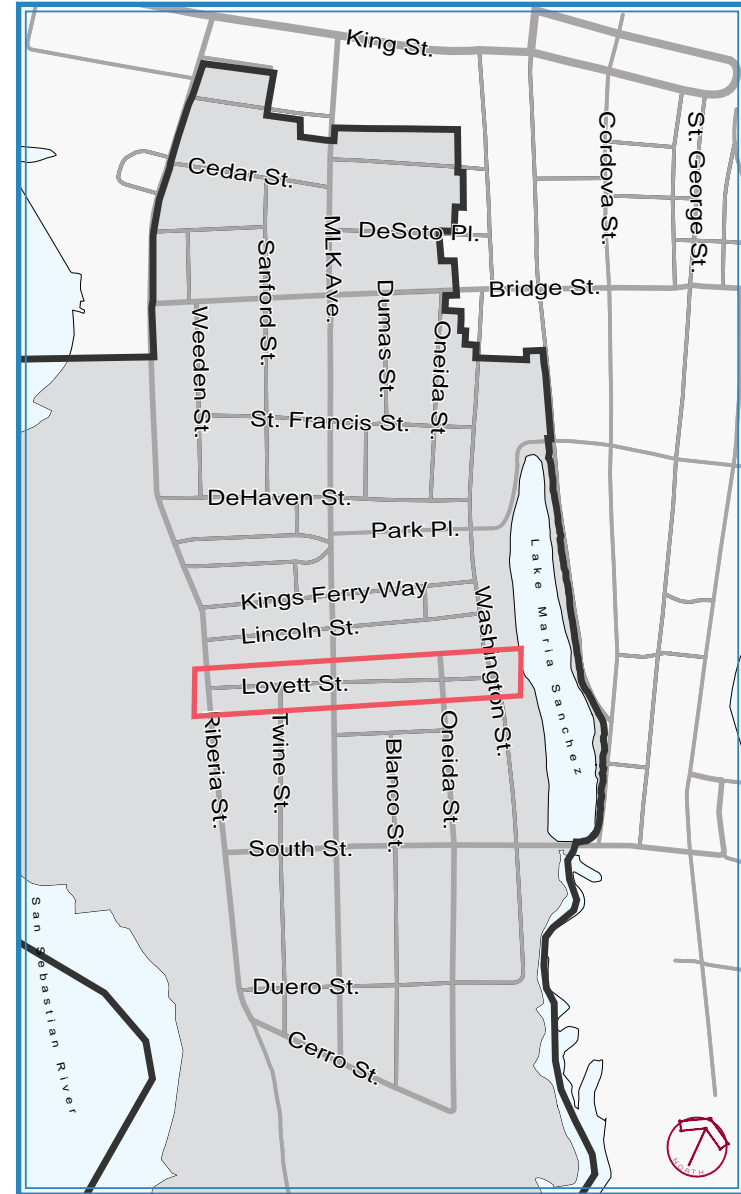


# ACTIONS:

- 1 Route sidewalk around utilities / power pole locations by adjusting sidewalk width and/or location. Minimum 36" width (32" for brief obstructions) per FBC.
- 2 Provide crosswalks as shown.
- 3 Existing large trees within the right-of-way may require alternate sidewalk layout. See Strategy #1, page 20.
- 4 This area (MLK to Washington) was visually explored and deemed likely too narrow to accommodate both pedestrian and vehicular uses safely. However, this pedestrian connection would be valuable in completing the full DeHaven Street east/west pedestrian corridor.







## MAP KEY

- LCRA BOUNDARY
- EXISTING SIDEWALK CONDITION
  - GOOD (NEW AND / OR FREE OF CRACKS)
  - FAIR (SLIGHTLY CRACKED / DAMAGED, POTENTIALLY NON-ADA ACCESSIBLE)
  - BAD (HEAVILY CRACKED / MISSING SECTIONS, NON-ADA ACCESSIBLE)
- PROPOSED SIDEWALK (SHOWN AS WHITE / GRAY)
- STREET LIGHT
- ONE-WAY TRAFFIC FLOW
- TREE (IN ROW / CONFLICT WITH SIDEWALK)



## **3** LOVETT STREET (RIBERIA ↔ WASHINGTON)

### DEFICIENCIES:

Lovett Street is a centrally located east/west corridor which provides a potential connection from Riberia Street through the Lincolnville core ending at Washington Street. However, with very limited sidewalk infrastructure, users are not provided with a safe means of travel and would have to travel several blocks to the north and south to find another safe east/west connection.

### GOALS:

Provide sidewalk and associated infrastructure primarily along the south side of Lovett Street from Riberia Street to Washington Street.





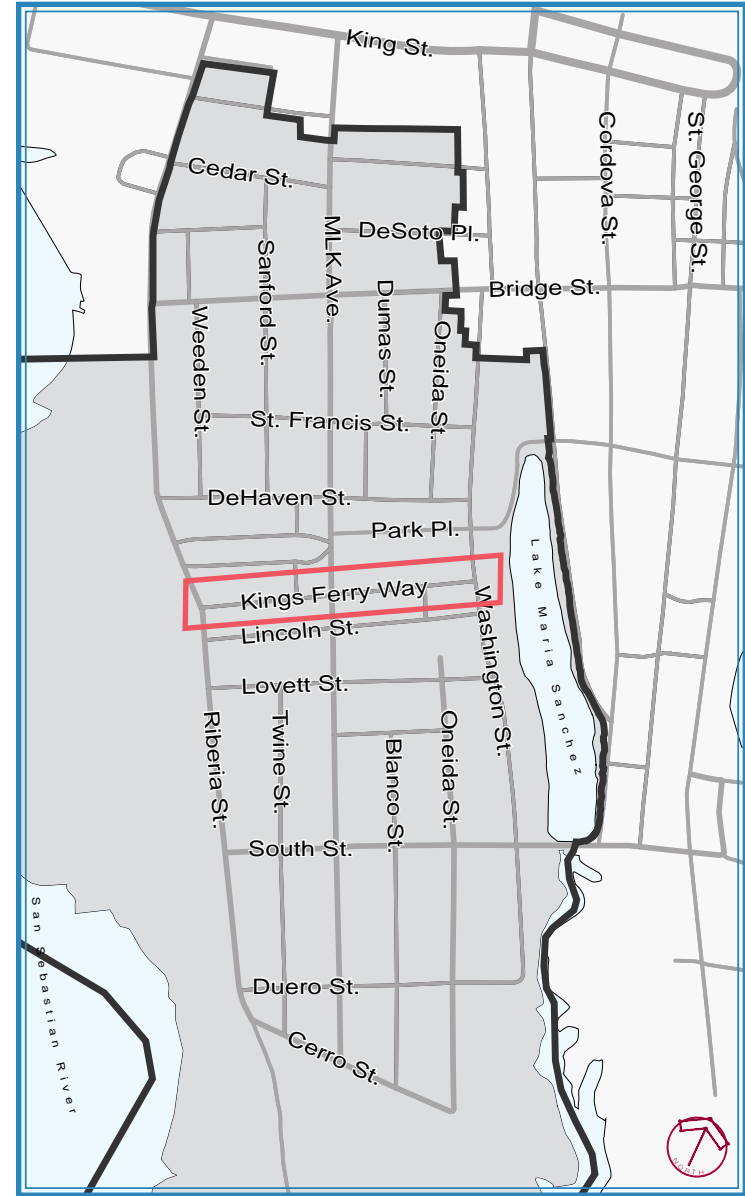


# ACTIONS:

- 1 Palm Trees at Twine Park to be removed to allow sidewalk connection. New palms can be planted within the park.
- 2 Provide crosswalks as shown.
- 3 Existing Driveways may need repairs and/or alterations to connect with sidewalk.
- 4 Existing sidewalk is too narrow Existing slate sidewalk of historic significance to remain.







MAP KEY

LCRA BOUNDARY

EXISTING SIDEWALK CONDITION

GOOD (NEW AND / OR FREE OF CRACKS)

FAIR (SLIGHTLY CRACKED / DAMAGED, POTENTIALLY NON-ADA ACCESSIBLE)

BAD (HEAVILY CRACKED / MISSING SECTIONS, NON-ADA ACCESSIBLE)

PROPOSED SIDEWALK (SHOWN AS WHITE / GRAY)

STREET LIGHT

ONE-WAY TRAFFIC FLOW

TREE (IN ROW / CONFLICT WITH SIDEWALK)

8 | KIMLEY-HORN

This aerial map shows Kings Ferry Way running east-west. Riberia Street is on the left, and Washington Street is on the right. Kings Ferry Way is highlighted in red. The area between Riberia Street and Washington Street is highlighted in green. The map shows the layout of the street, including intersections with Pomar Street, School Street, and Dr. Martin Luther King Jr. Avenue (MLK). A north arrow is located in the bottom left corner.

No.

4

KINGS FERRY WAY

(RIBERIA ↔ WASHINGTON)

DEFICIENCIES:

Kings Ferry Way is a centrally located east/west corridor which provides a potential connection from Riberia Street through the Lincolnville core ending at Washington Street. However, with very limited sidewalk infrastructure, users are not provided with a safe means of travel and would have to travel several blocks to the north and south to find another safe east/west connection.

GOALS:

Provide sidewalk and associated infrastructure primarily along the south side of Kings Ferry Way from Riberia Street to Washington Street.

This ground-level photograph shows a residential street with houses and a sidewalk. A red circle with the number 1 is in the bottom right corner.



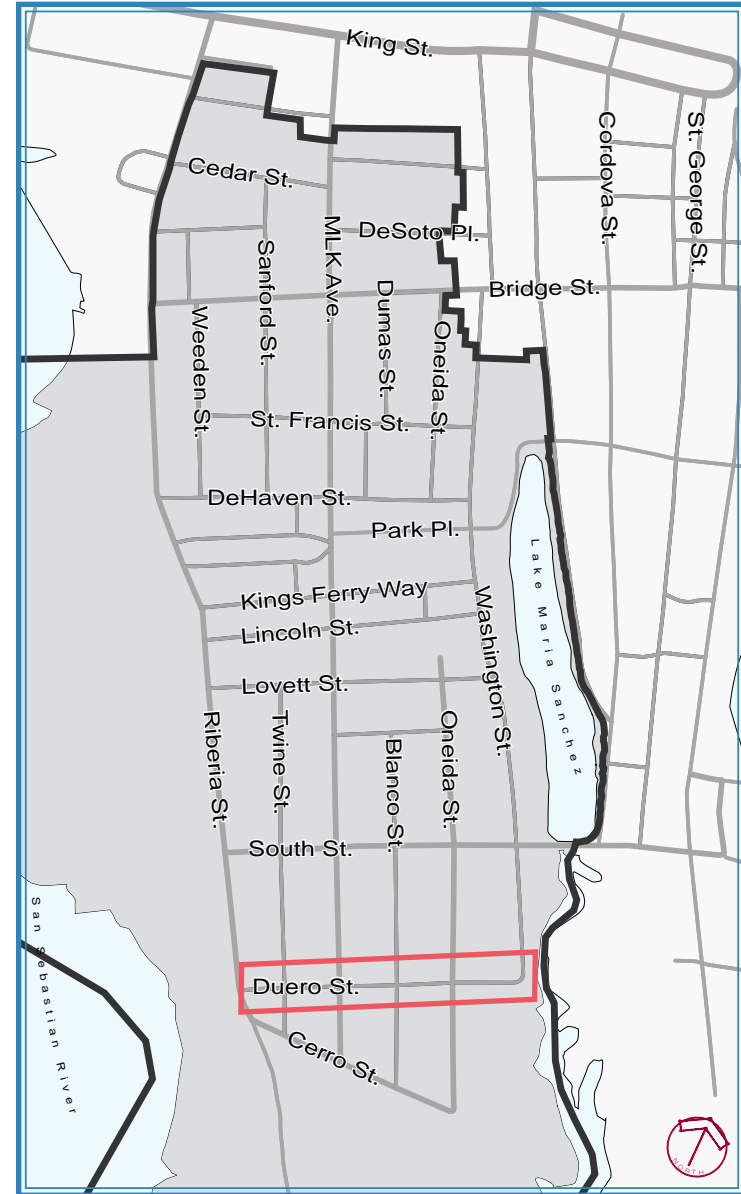


## ACTIONS:

- 1 Route sidewalk around utilities / power pole locations by adjusting sidewalk width and/or location. Minimum 36" width (32" for brief obstructions) per FBC.
- 2 Provide crosswalks as shown.
- 3 Existing small trees within the right-of-way will require removal (palms and improperly pruned trees).
- 4 Sidewalk section previously identified as "Bad" to be removed prior to sidewalk installation.







## MAP KEY

- LCRA BOUNDARY
- EXISTING SIDEWALK CONDITION
  - GOOD (NEW AND / OR FREE OF CRACKS)
  - FAIR (SLIGHTLY CRACKED / DAMAGED, POTENTIALLY NON-ADA ACCESSIBLE)
  - BAD (HEAVILY CRACKED / MISSING SECTIONS, NON-ADA ACCESSIBLE)
- PROPOSED SIDEWALK (SHOWN AS WHITE / GRAY)
- STREET LIGHT
- ONE-WAY TRAFFIC FLOW
- TREE (IN ROW / CONFLICT WITH SIDEWALK)



## 5 DUERO STREET (RIBERIA ↔ WASHINGTON)

### DEFICIENCIES:

Lying at the southern end of the Lincolnville residential core, Duero Street is the last complete east/west corridor connecting Riberia Street to Washington Street. However, with only one small section of sidewalk existing, Duero Street exists without any sidewalk infrastructure.

### GOALS:

Provide sidewalk and associated infrastructure primarily along the north side of Duero from Riberia Street to Washington Street.



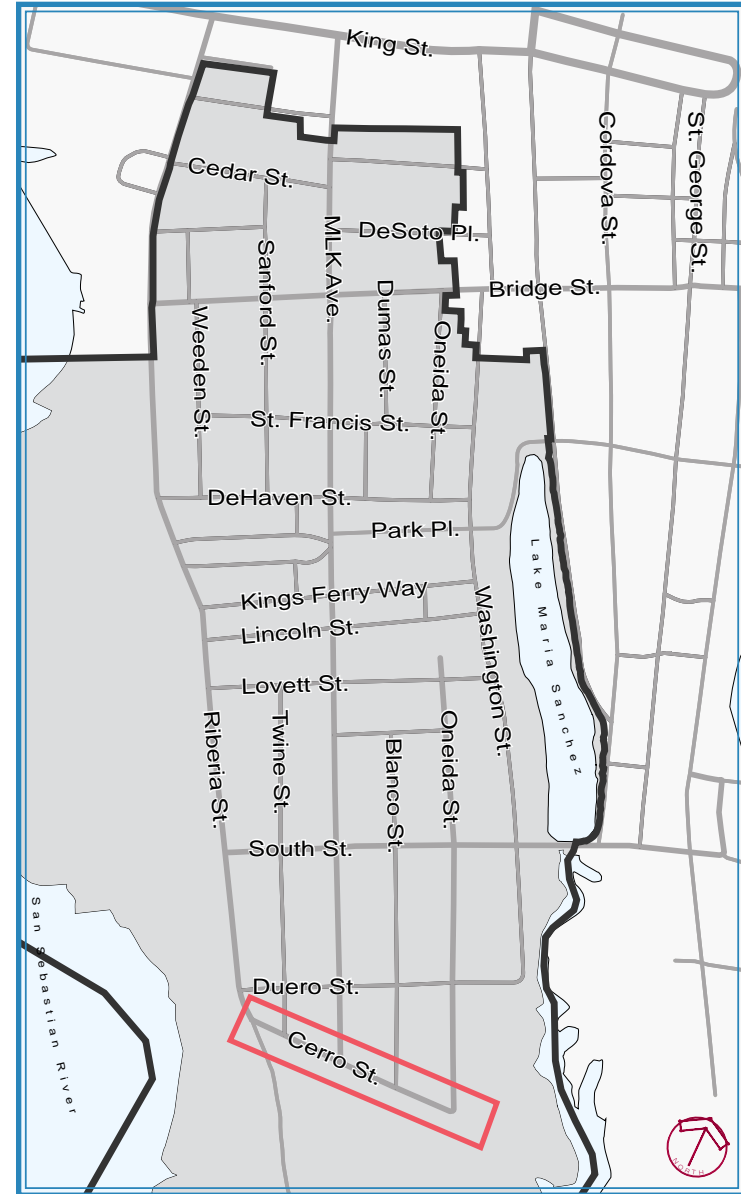


## ACTIONS:

- 1 Existing stormwater management system to be integrated into proposed sidewalk/curb.
- 2 Provide crosswalks as shown.







## MAP KEY

- LCRA BOUNDARY
- EXISTING SIDEWALK CONDITION
  - GOOD (NEW AND / OR FREE OF CRACKS)
  - FAIR (SLIGHTLY CRACKED / DAMAGED, POTENTIALLY NON-ADA ACCESSIBLE)
  - BAD (HEAVILY CRACKED / MISSING SECTIONS, NON-ADA ACCESSIBLE)
- PROPOSED SIDEWALK (SHOWN AS WHITE / GRAY)
- STREET LIGHT
- ONE-WAY TRAFFIC FLOW
- TREE (IN ROW / CONFLICT WITH SIDEWALK)



## 6 CERRO STREET (RIBERIA ↔ BLANCO)

### DEFICIENCIES:

Cerro Street, with the exception of one small section, currently has no sidewalk infrastructure. Additionally, the mid block pedestrian crossing along Riberia Street is not ideal.

### GOALS:

Provide sidewalk and associated infrastructure primarily along the south side of Cerro from Riberia Street to the Eddie Vickers Park entrance. Additionally, improve pedestrian connectivity to/from the Willie Galimore Center.





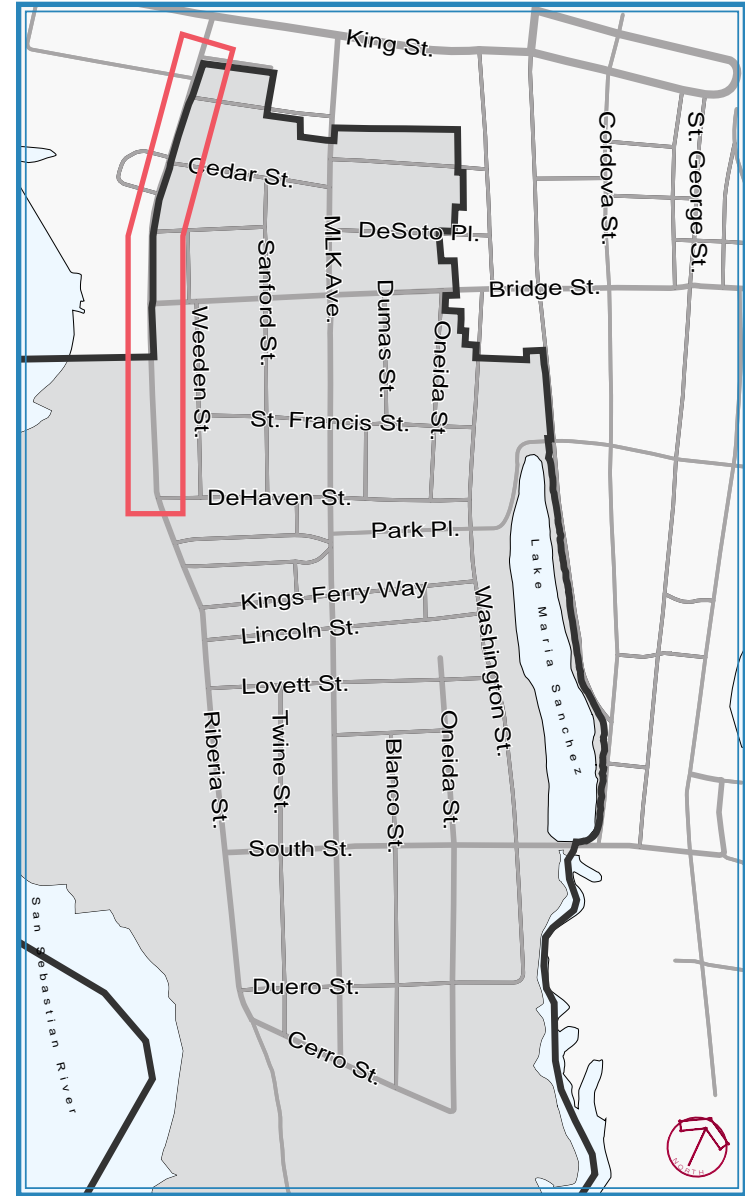


# ACTIONS:

- 1 Recommend to relocate crosswalk across Riberia to intersection of Cerro.
- 2 Repair sidewalk connection to Willie Galimore Center parking lot.
- 3 Provide crosswalks as shown.
- 4 Route sidewalk around utilities / power pole locations by adjusting sidewalk width and/or location. Minimum 36" width (32" for brief obstructions) per FBC.
- 5 Extend sidewalk connection to Community Gardens parking area.







MAP KEY

LCRA BOUNDARY

EXISTING SIDEWALK CONDITION

GOOD (NEW AND / OR FREE OF CRACKS)

FAIR (SLIGHTLY CRACKED / DAMAGED, POTENTIALLY NON-ADA ACCESSIBLE)

BAD (HEAVILY CRACKED / MISSING SECTIONS, NON-ADA ACCESSIBLE)

PROPOSED SIDEWALK (SHOWN AS WHITE / GRAY)

STREET LIGHT

ONE-WAY TRAFFIC FLOW

TREE (IN ROW / CONFLICT WITH SIDEWALK)

An aerial photograph of the study area on Riberia Street. The street runs diagonally from the top left to the bottom right. A white line indicates the proposed sidewalk along the eastern side of the street. Three red circles with numbers 1, 2, and 3 are placed along the street. 1 is located between Cedar Street and Bravo Street. 2 is located between Bravo Street and Weeden Street. 3 is located between LaQuinta Place and Cedar Street. The surrounding area includes residential houses, trees, and a large commercial building with a parking lot at the bottom.

No. 7

RIBERIA STREET (LAQUINTA ↔ BRIDGE)

DEFICIENCIES:

Riberia Street is a highly active, both vehicular and pedestrian, north/south corridor anchoring the western edge of the Lincolnville residential core. This particular section of Riberia Street is an especially busy area given the very popular adjacent commercial attractions. However, only a sidewalk along the western edge of Riberia Street exists with no safe means of pedestrian travel along the east side. It was observed during the “Phase I” inventory, conflicts between pedestrians and vehicles were alarmingly frequent.

GOALS:

Provide sidewalk and associated infrastructure along the eastern side of Riberia Street from Bridge Street to LaQuinta Place.

14 | KIMLEY-HORN





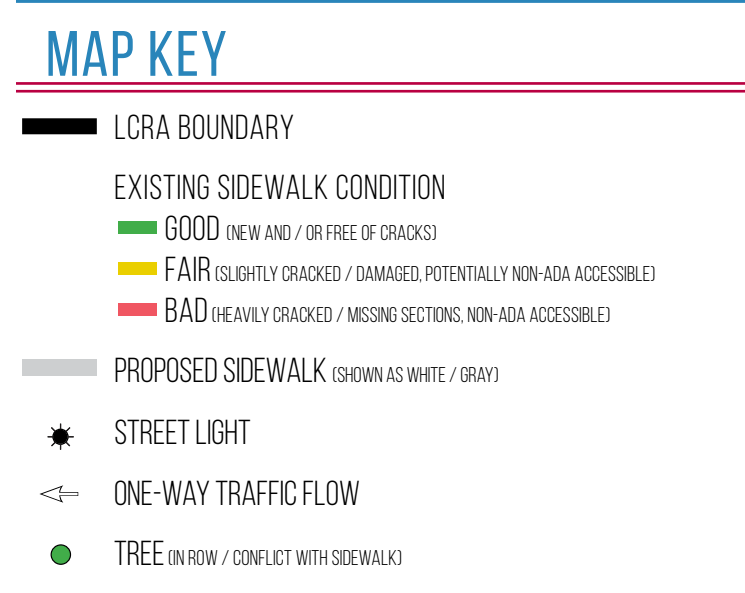
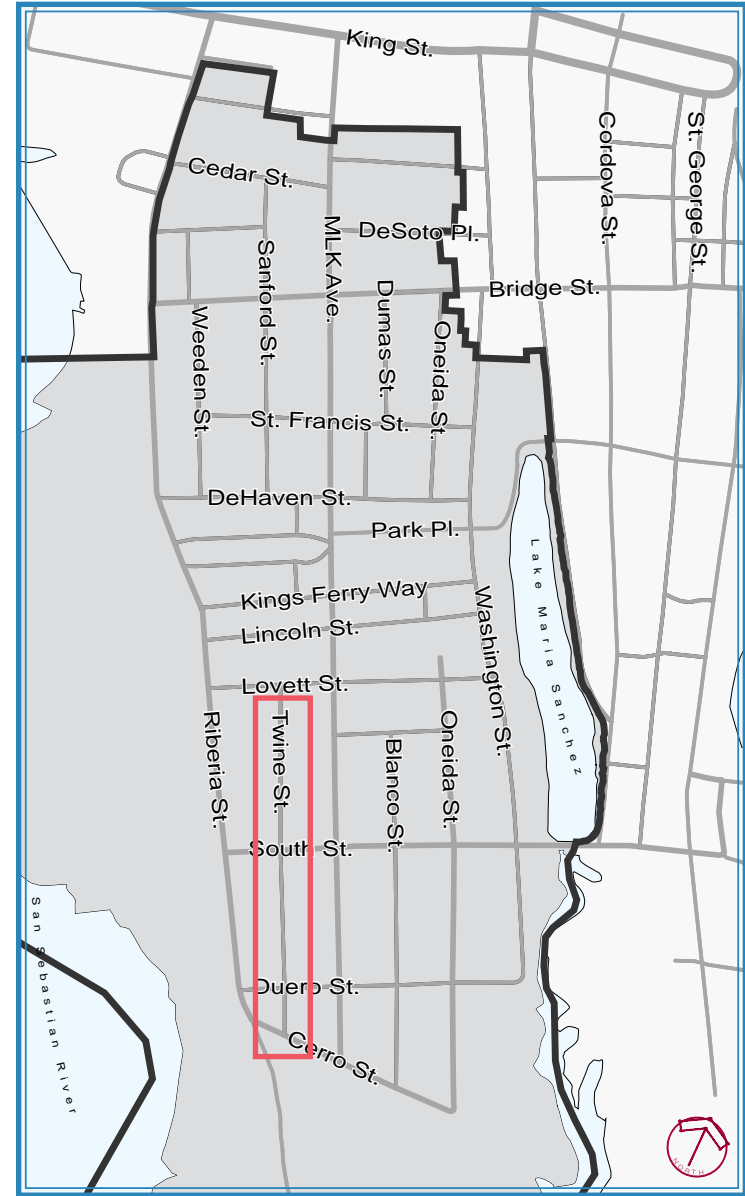
# ACTIONS:

- 1 Vegetation growing within the right-of-way to be removed.
- 2 Provide crosswalks as shown.

Existing building near the right-of-way may require alternate sidewalk layout. See Strategy #2, page 20.







No.

8

TWINE STREET

(LOVETT ↔ CERRO)

DEFICIENCIES:

Twine Street, extending three north/south blocks in the southern half of the Lincolnville residential core, currently provides almost no considerations for pedestrian connectivity outside of a few small sections of sidewalk.

GOALS:

Provide sidewalk and associated infrastructure along Twine Street as graphically shown above.





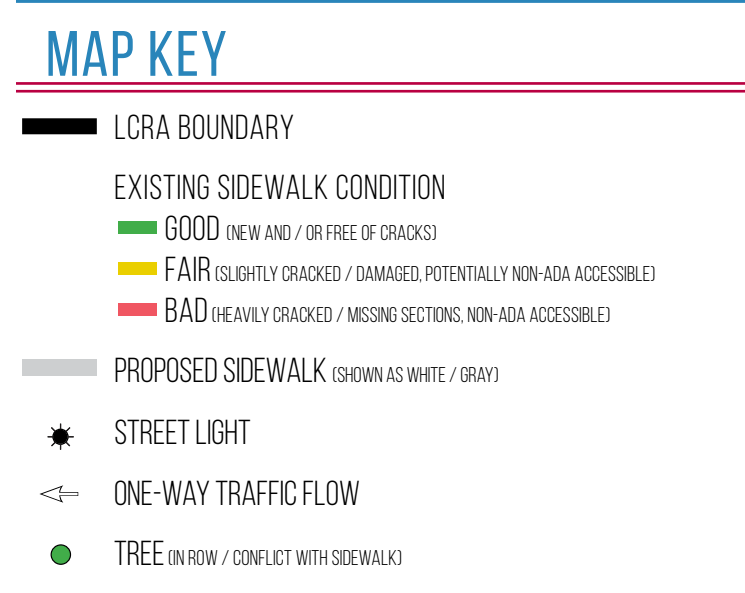
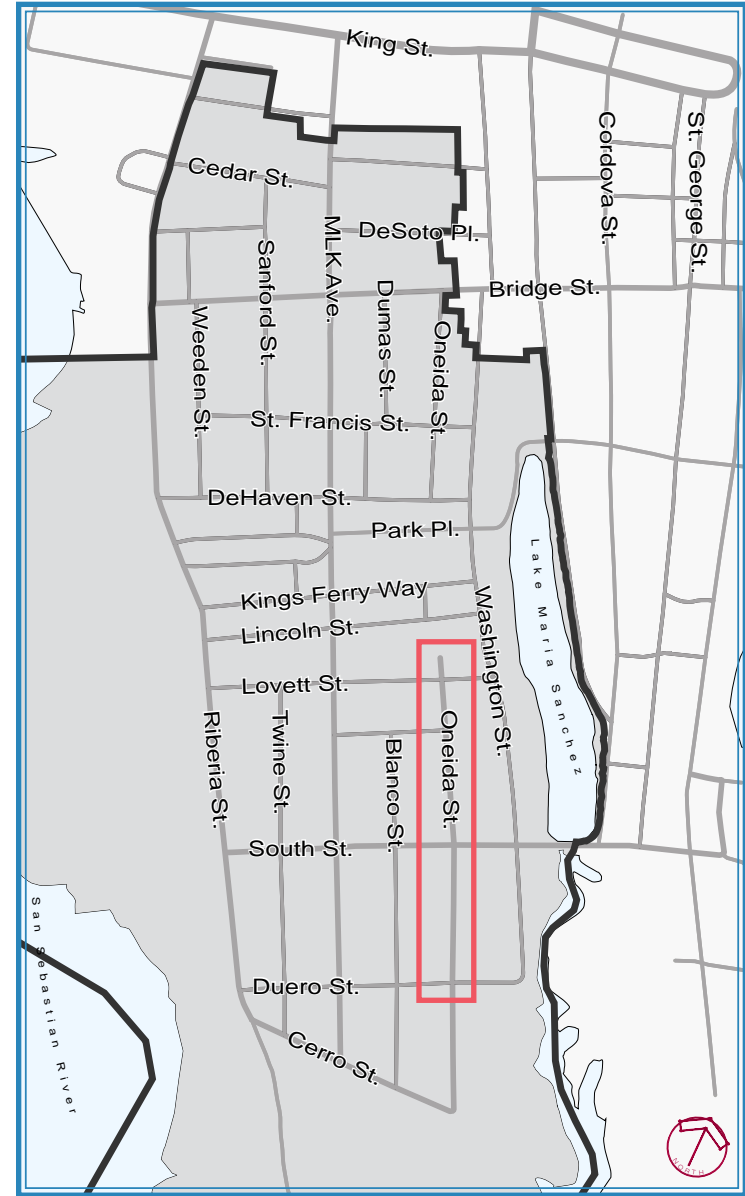


# ACTIONS:

- 1 Route sidewalk around utilities / power pole locations by adjusting sidewalk width and/or location. Minimum 36" width (32" for brief obstructions) per FBC.
- 2 Sidewalk sections previously identified as "Fair" and/or "Bad" to be removed prior to sidewalk installation.
- 3 Provide crosswalks as shown.







No.

9

ONEIDA STREET

(LOVETT ↔ DUERO)

DEFICIENCIES:

Oneida Street, extending three north/south blocks in the southern half of the Lincolnville residential core, currently provides almost no considerations for pedestrian connectivity outside of a few small sections of sidewalk.

GOALS:

Provide sidewalk and associated infrastructure along Oneida Street as graphically shown above.





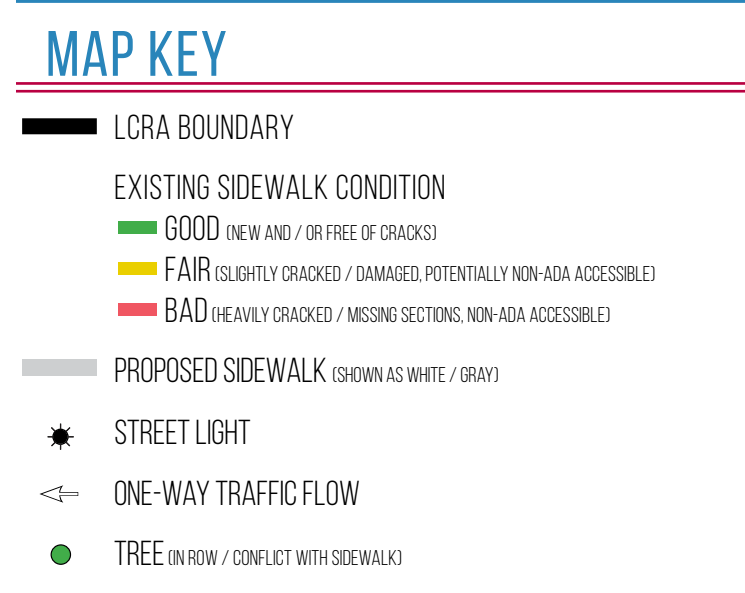
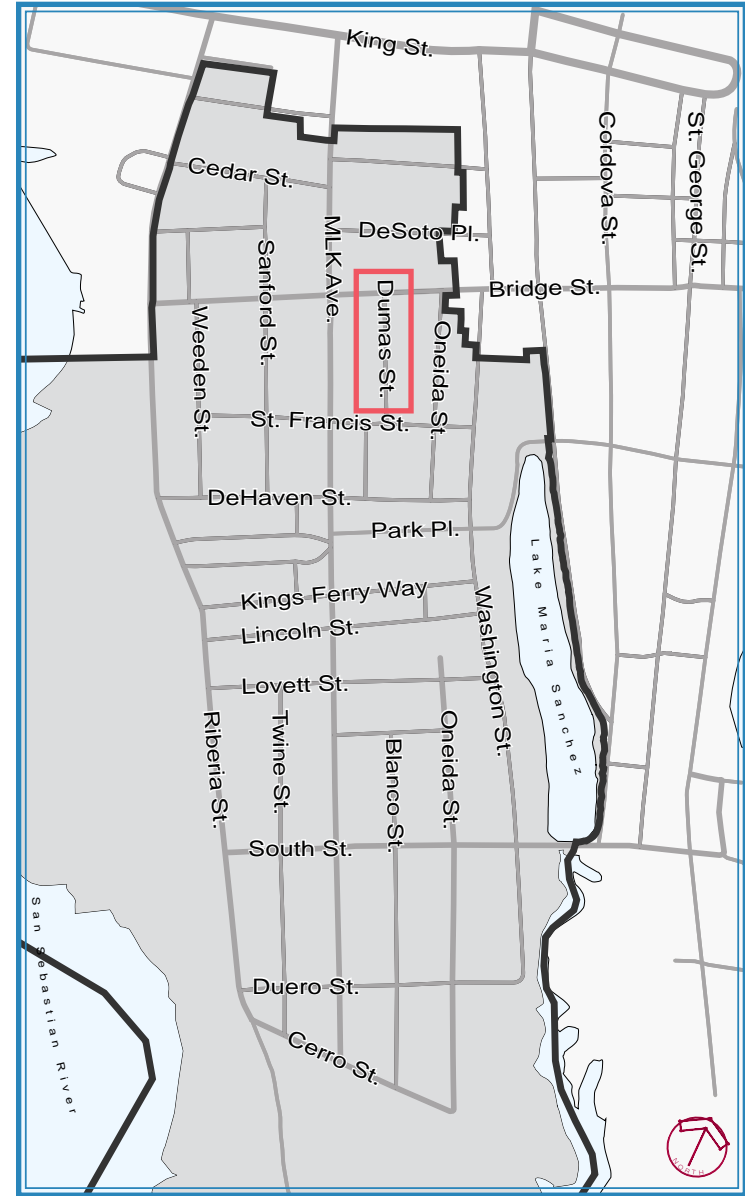


# ACTIONS:

- 1 Route sidewalk around utilities / power pole locations by adjusting sidewalk width and/or location. Minimum 36" width (32" for brief obstructions) per FBC.
- 2 Provide crosswalks as shown.
- 3 Existing vegetation within the right-of-way will require removal (small trees and ornamental shrubs).
- 4 Sidewalk section previously identified as "Bad" to be removed prior to sidewalk installation.







No. 10

DUMAS STREET (BRIDGE ↔ ST. FRANCIS)

**DEFICIENCIES:**

Dumas Street, extending one north/south block in the northern half of the Lincolnville residential core, currently provides almost no considerations for pedestrian connectivity outside of a few small sections of sidewalk.

**GOALS:**

Provide sidewalk and associated infrastructure along Dumas Street as graphically shown above.

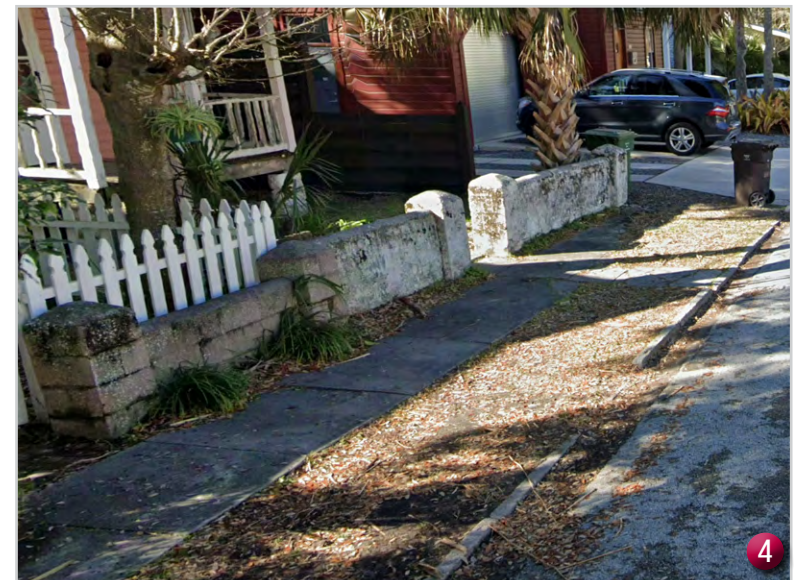
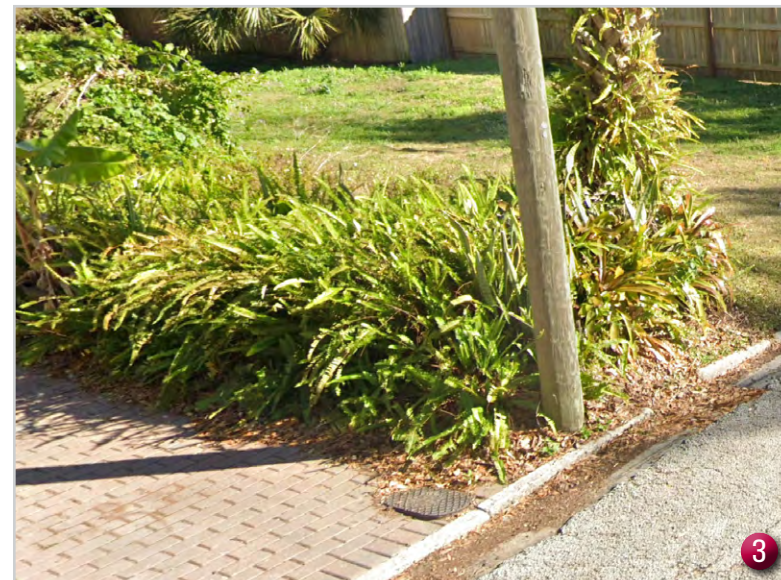




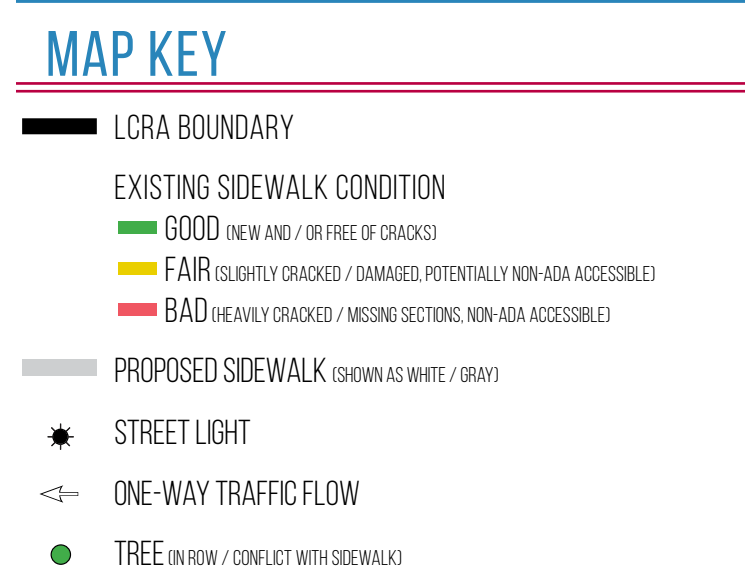
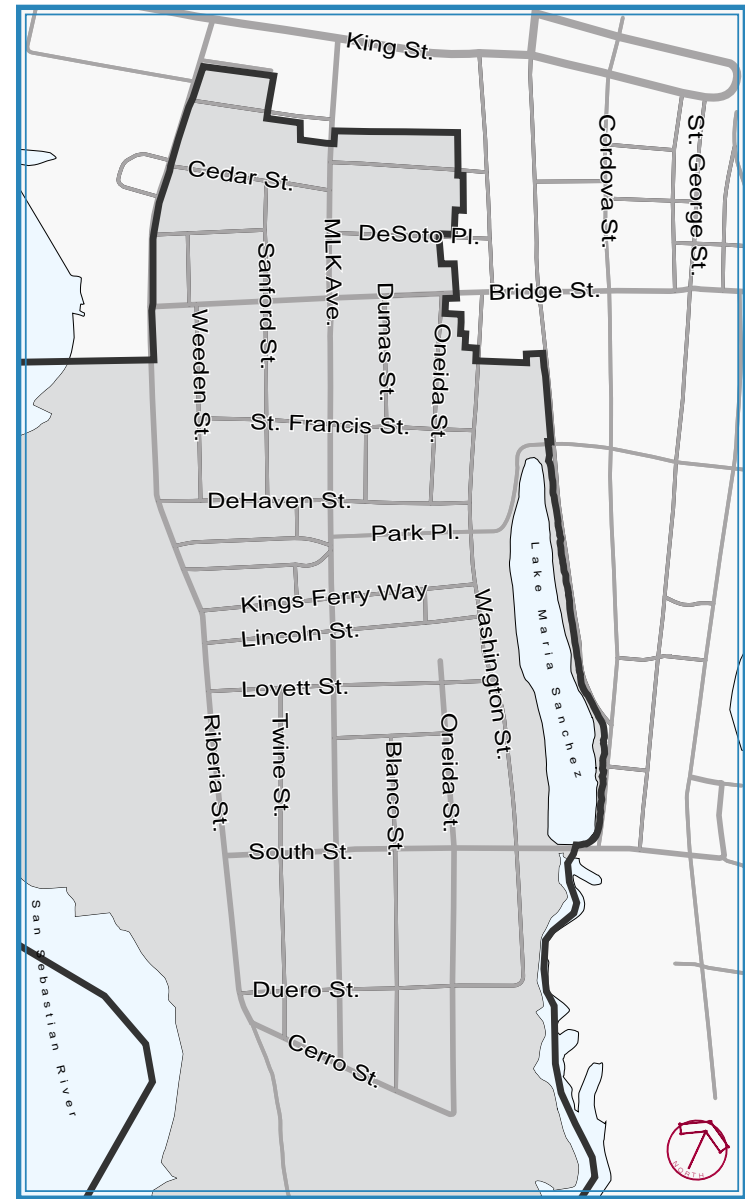


## ACTIONS:

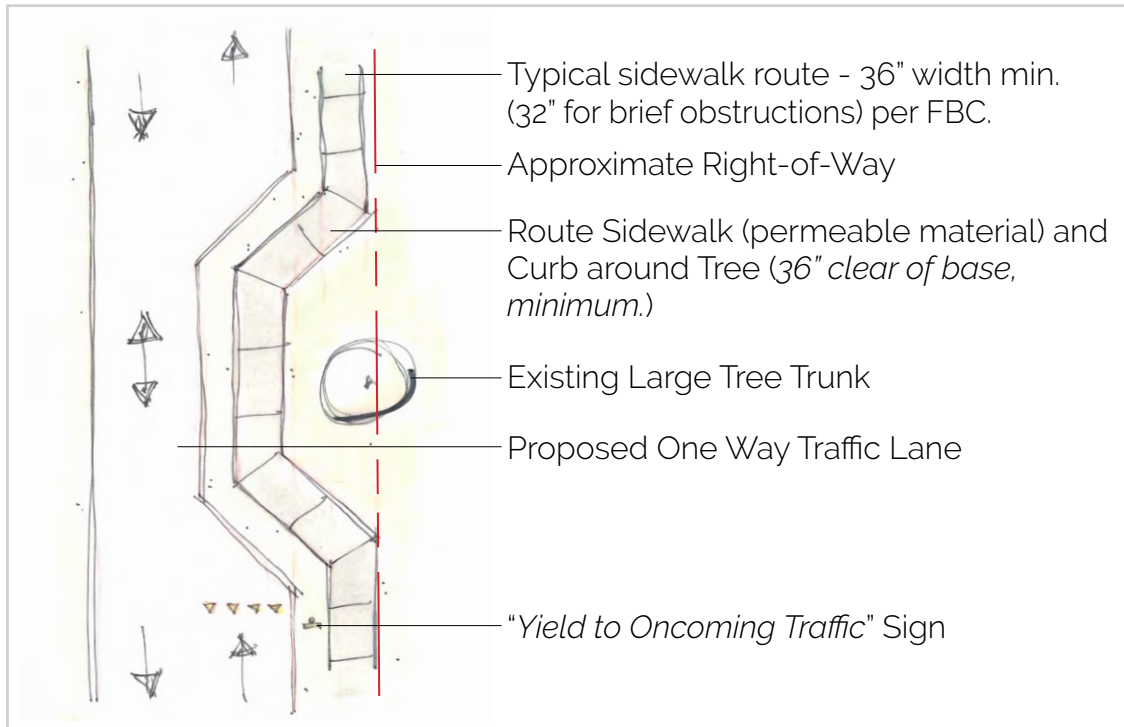
- 1 Route sidewalk around utilities / power pole locations by adjusting sidewalk width and/or location. Minimum 36" width (32" for brief obstructions) per FBC.
- 2 Provide crosswalks as shown.
- 3 Existing vegetation within the right-of-way will require removal (small trees and ornamental shrubs).
- 4 Sidewalk section previously identified as "Bad" to be removed prior to sidewalk installation.





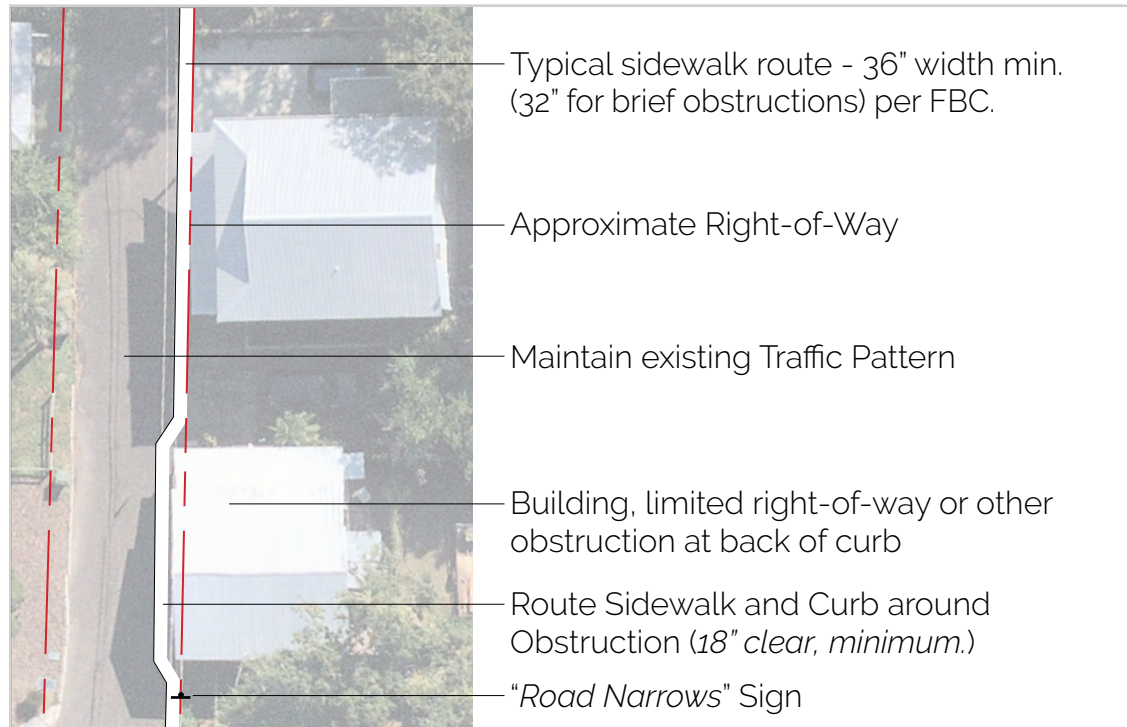


## CONCEPTUAL STRATEGIES FOR ATYPICAL OBSTRUCTIONS



### STRATEGY #1

To be used where a large existing tree blocks proposed sidewalk path.



### STRATEGY #2

To be used where a building, limited right-of-way or other obstruction blocks a proposed sidewalk path.



## + ADDITIONAL PROJECTS MOVING FORWARD

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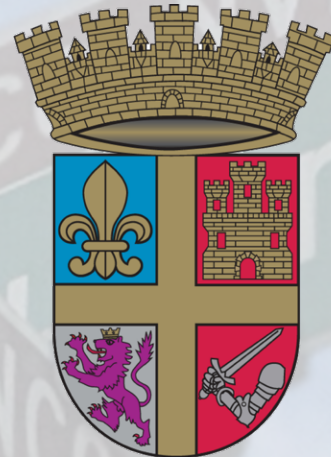
### NORTH/SOUTH CORRIDORS

- + RIBERIA STREET (BRIDGE ↔ CERRO)
- + SANFORD STREET (CEDAR ↔ BRIDGE)
- + SANFORD STREET (ST. FRANCIS ↔ DEHAVEN)

### EAST/WEST CORRIDORS

- + LINCOLN STREET (RIBERIA ↔ MLK)
- + PARK PLACE (MLK ↔ LAKE MARIA SANCHEZ)
- + ST. FRANCIS STREET (WEEDEN ↔ MLK)
- + BRAVO STREET (RIBERIA ↔ SANFORD)
- + CEDAR STREET (RIBERIA ↔ MLK)





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