

# St. Augustine Mobility Update

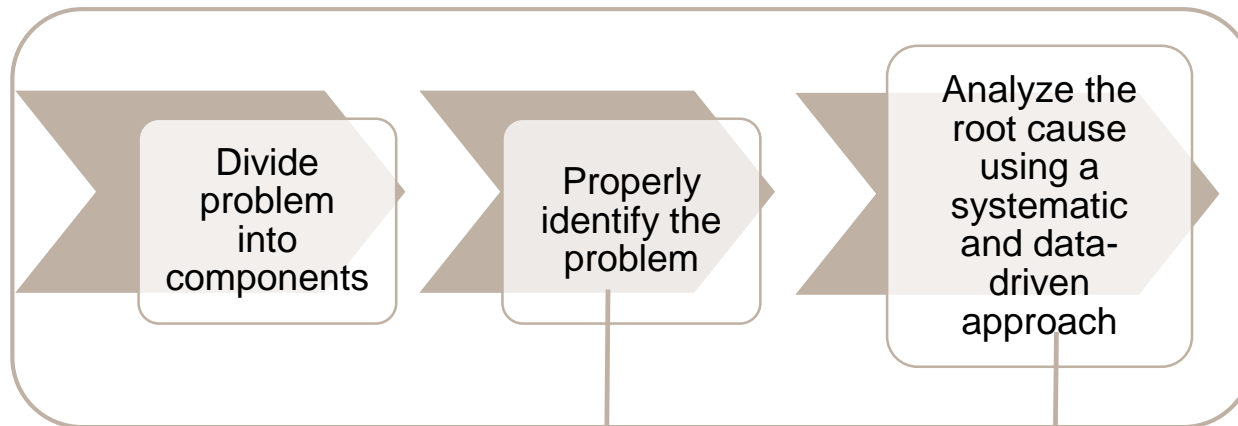


CITY OF  
**ST. AUGUSTINE**  
— EST. 1565 —



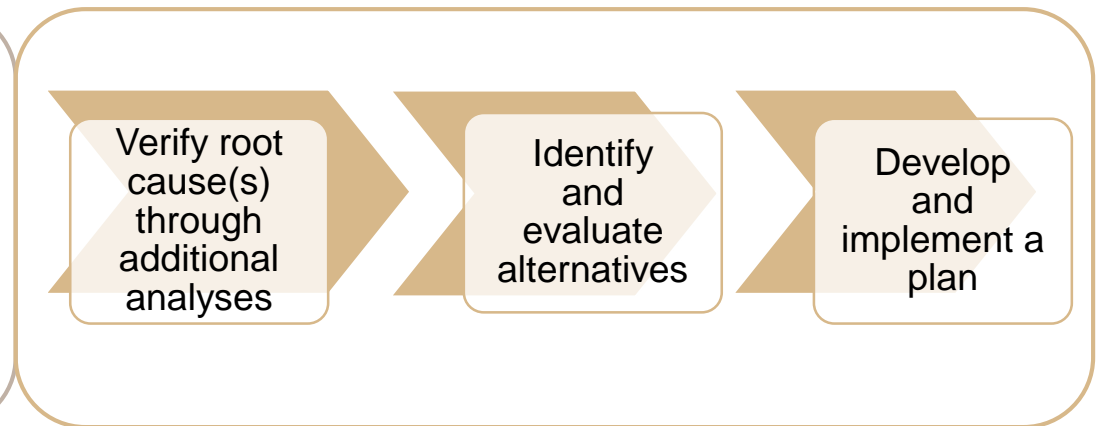
# OUR PROCESS

## Phase I: FRAMEWORK



*Data Collection*  
**Parking**  
**Street network**  
**Urban design**  
**Streetscapes**

## Phase II: PLAN DEVELOPMENT



*Data Analysis*  
**Land use**  
**Traffic counts**  
**Demand modeling**  
**Commute patterns**  
**Site analysis**

# Phase I: FRAMEWORK

Desire

Discovery

June

July

August

September

Task Force  
meeting #1  
Community  
meeting #1

*Establish  
guiding  
principles*



Task Force  
meeting #2

*Discuss  
**street network,**  
**streetscapes,**  
**land use/**  
**urban design***



Task Force  
meeting #3

*Discuss **parking,**  
**transportation**  
**demand**  
**management***

Task force  
meeting #4,  
Community  
meeting #2

*Deliver **draft**  
**framework***

# GUIDING PRINCIPLES

**SUSTAINABLE** – Plan should address *current needs* as well as *future trends*.

**INCLUSIVE** – Plan should be *objective*, *balancing the needs* of residents, businesses and visitors.

**MEASURABLE** – Plan should *identify* data-backed *issues* and metrics for success.

**MULTI-MODAL** – Plan should address the *function and safety* for a system that facilitates walking, biking, use of mobility aids, transit travel and driving.

**CONTEXT SENSITIVE** – Plan should *enhance the character* of St. Augustine and address the unique needs of this community.

**BROAD-REACHING** – Plan and approach should *look beyond city limits*, recognizing that issues are not confined within political boundaries.

**BALANCED** – Plan should *identify creative and innovative solutions* and recognize funding and jurisdictional considerations. *Implementation* is our focus and compromise is necessary.



# PUBLIC INPUT TO DATE

## THREE-DAY WORKSHOP

June 8<sup>th</sup> – 10<sup>th</sup>

- City Walking Tour with local experts
- Public Open House to discuss mobility problems and gather resident input
- Presentation of mobility constraints through street inventory and street-sections

## TASK FORCE MEETINGS

June 8<sup>th</sup>, July 6<sup>th</sup>

- Discuss consultant's goals and work plan; establish guiding principles
- Analysis of regional street network

## FEEDBACK FORMS

Form 1: June 2<sup>nd</sup> – 14<sup>th</sup>

- Capture what residents think mobility is or should be in St. Augustine
- 1,284 responses

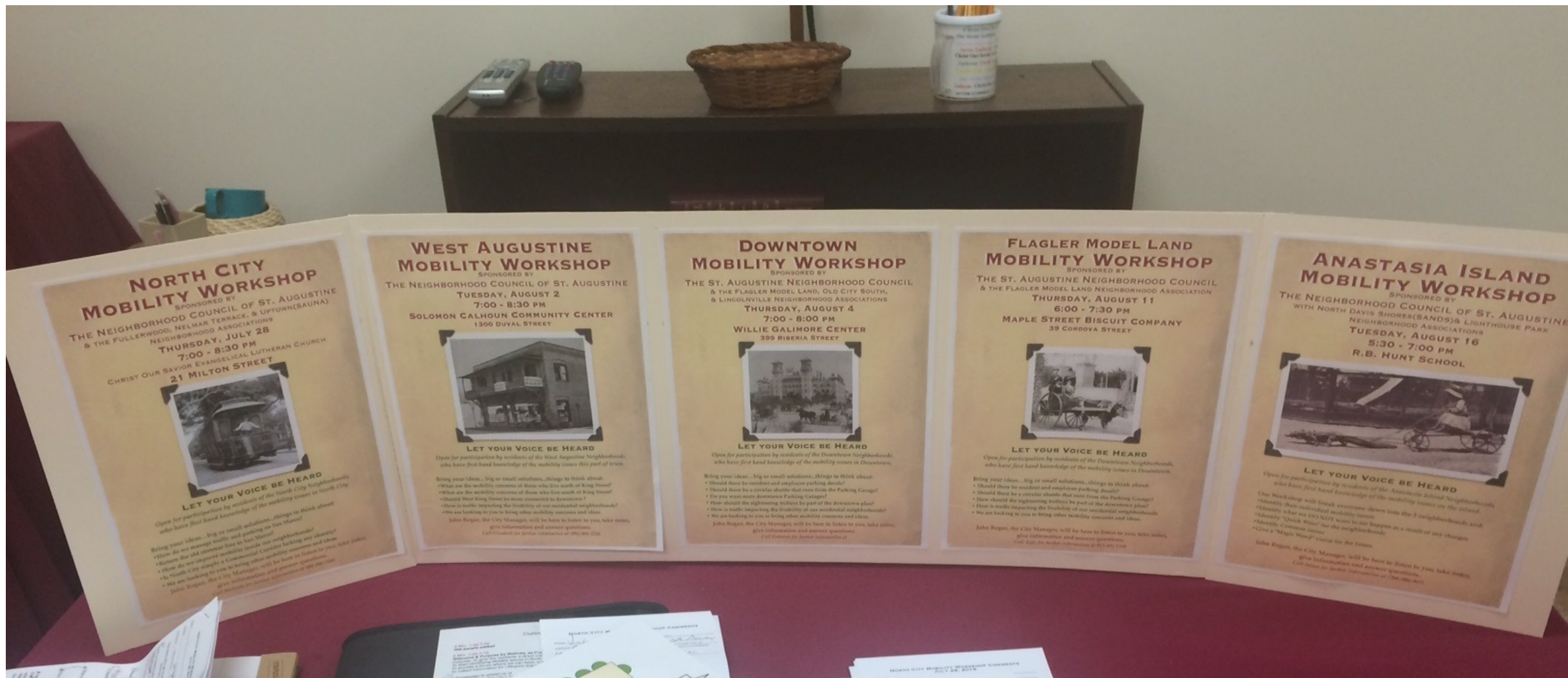
Form 2: June 22<sup>nd</sup> – July 13<sup>th</sup>

- Examine choices and preferences in travel route and street design
- 1,055 responses

Form 3: July 15<sup>th</sup> – August 1<sup>st</sup>

- Assess parking preferences, traffic decision points, alternative work options
- 572 responses





Neighborhood Council Meetings

# FRAMEWORK ELEMENTS

The St. Augustine Mobility and Parking Framework will be a document synthesizing both data collection and an assessment of the:

- Street Network
- Land Use/Urban Design
- Streetscapes
- Parking
- Transportation Demand Management

# ISSUE IDENTIFICATION

## MAP KEY

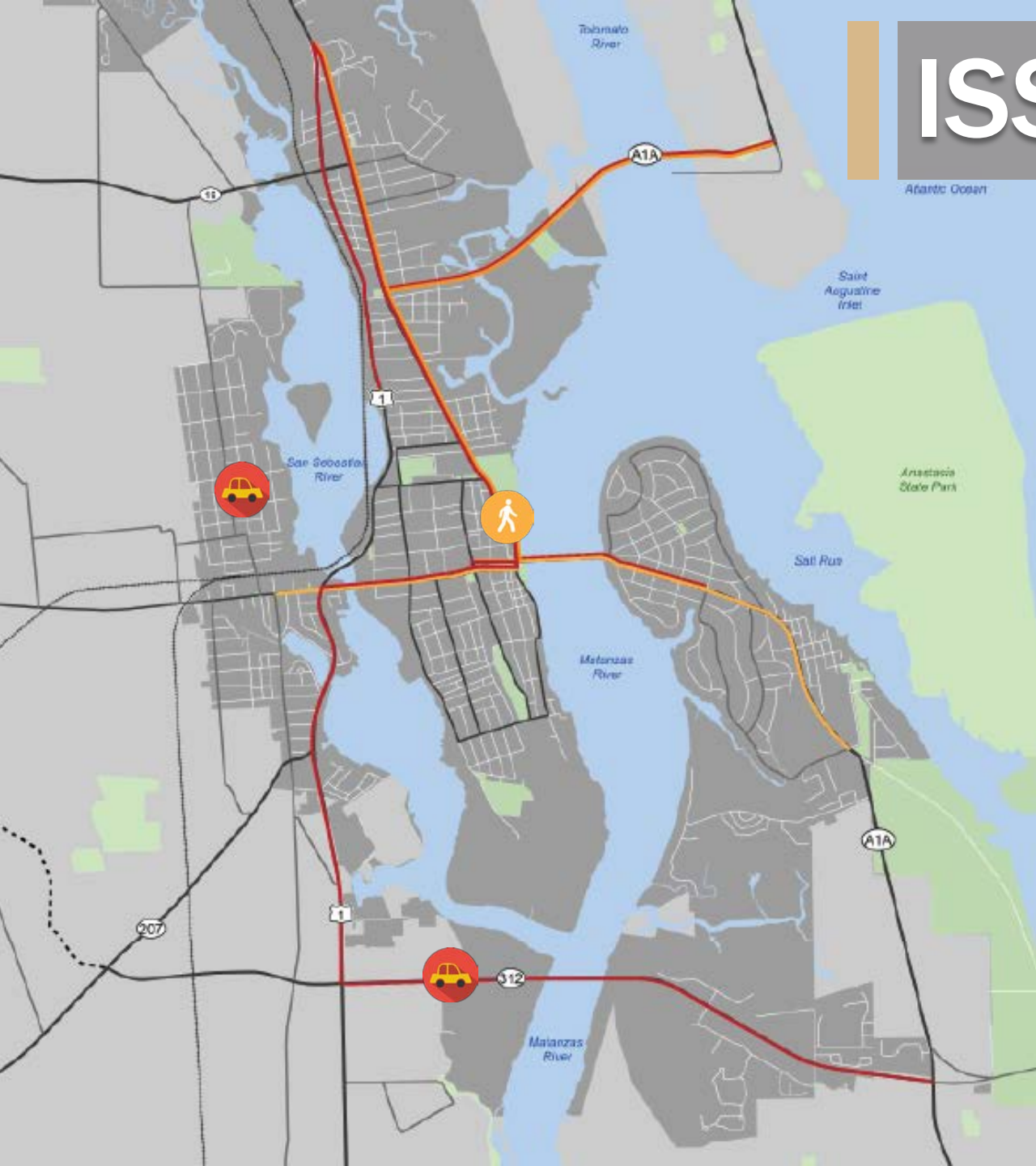
- CHARACTER CONFLICT
- TRAFFIC CONGESTION



PEDESTRIAN CONFLICTS

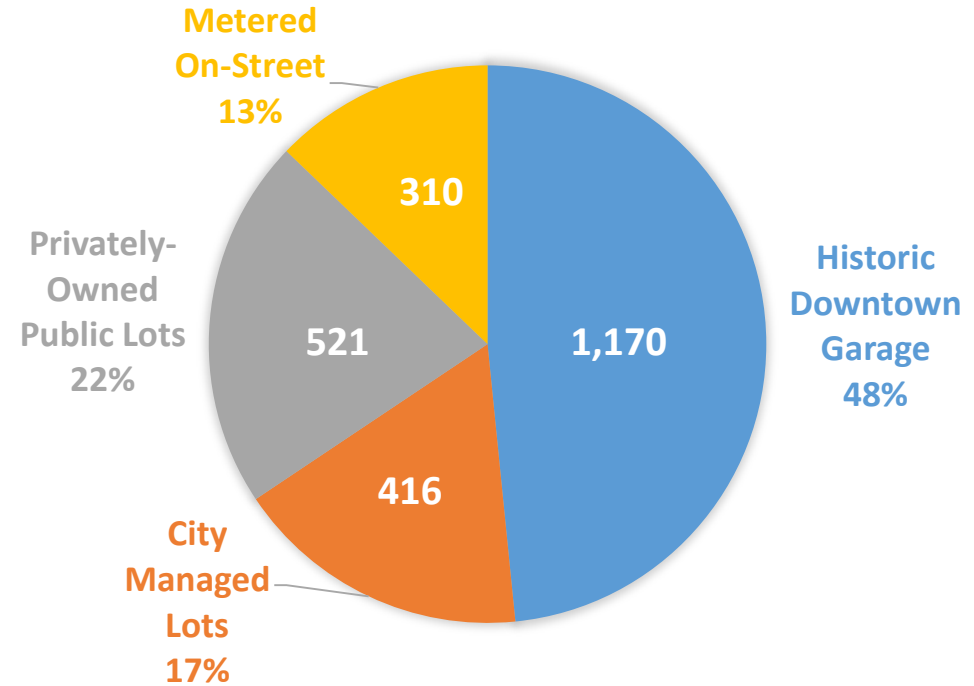
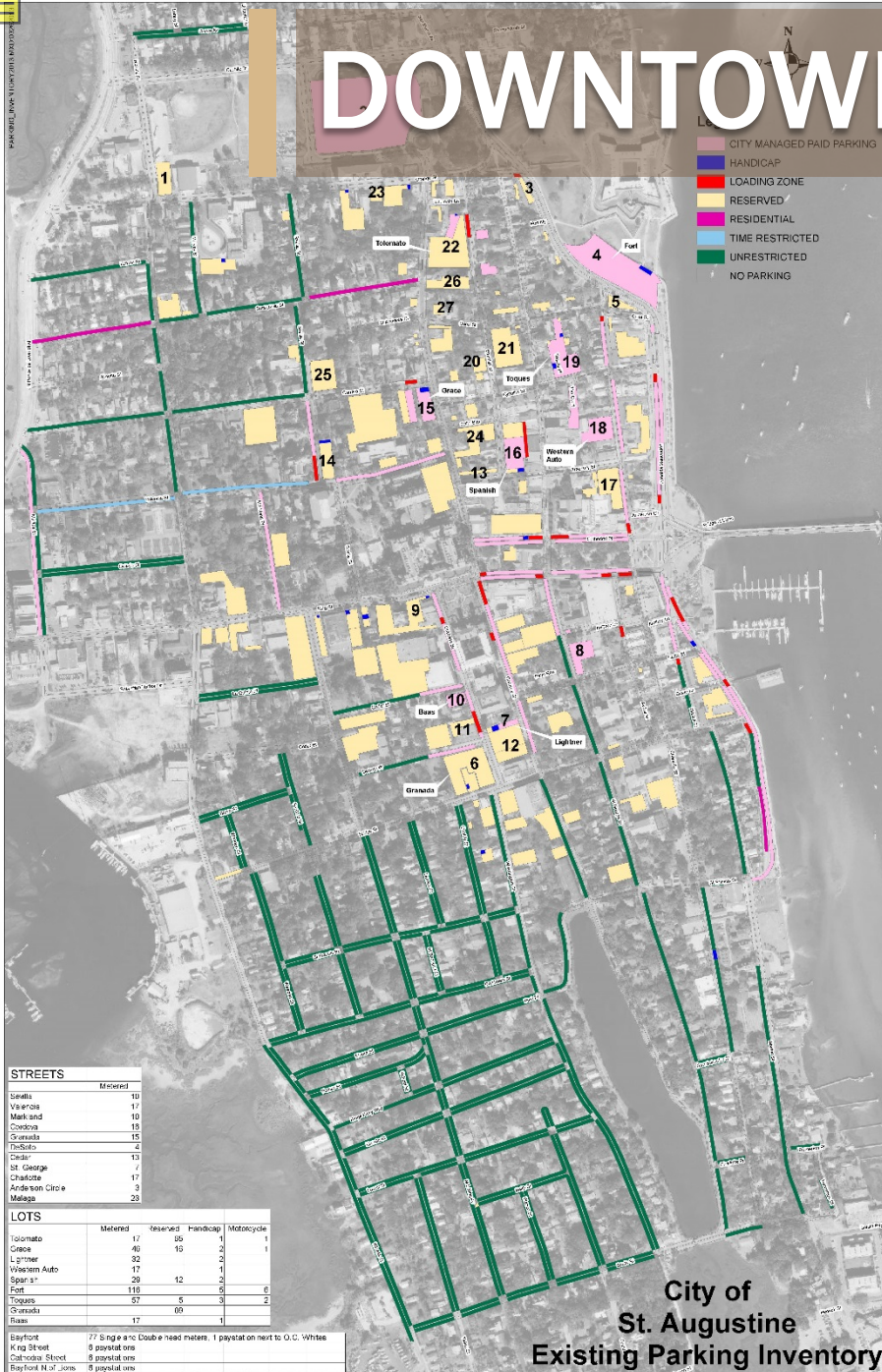


AUTO-DEPENDENT  
NEIGHBORHOODS





# DOWNTOWN PUBLIC PARKING INVENTORY



Nearly **half** of all parking located in Garage

Garage fills approximately **28 times per year** (8% of year)

Many smaller lots in the core area of Downtown

**27** public parking lots: **19** privately-owned, **8** city-managed lots

# PUBLIC PARKING RATES

- Not cost-effective for visitors to park short-term in garage
- Garage permit rate is a substantial discount
- ParkNow card for residents provides incentive to visit Downtown
- Private lots adjust price based on demand
- Potential for abuse of Guest Residential Pass



Parking Type	Regular	ParkNow	Period	Permit/ Monthly
On-Street	\$1.50	\$0.50	Hourly	-
City Managed Lots	\$1.50	\$0.50	Hourly	\$53.00
Garage	\$12.00	\$3.00	Daily	\$32.00
Privately-Owned Lots	\$10-\$20	-	Daily	-
Residential Parking	\$30.00	-	Annual	-
Guest Residential Pass	\$10.00	-	Week	-
Parking Fines	\$25.00	-	Expired Meter	-

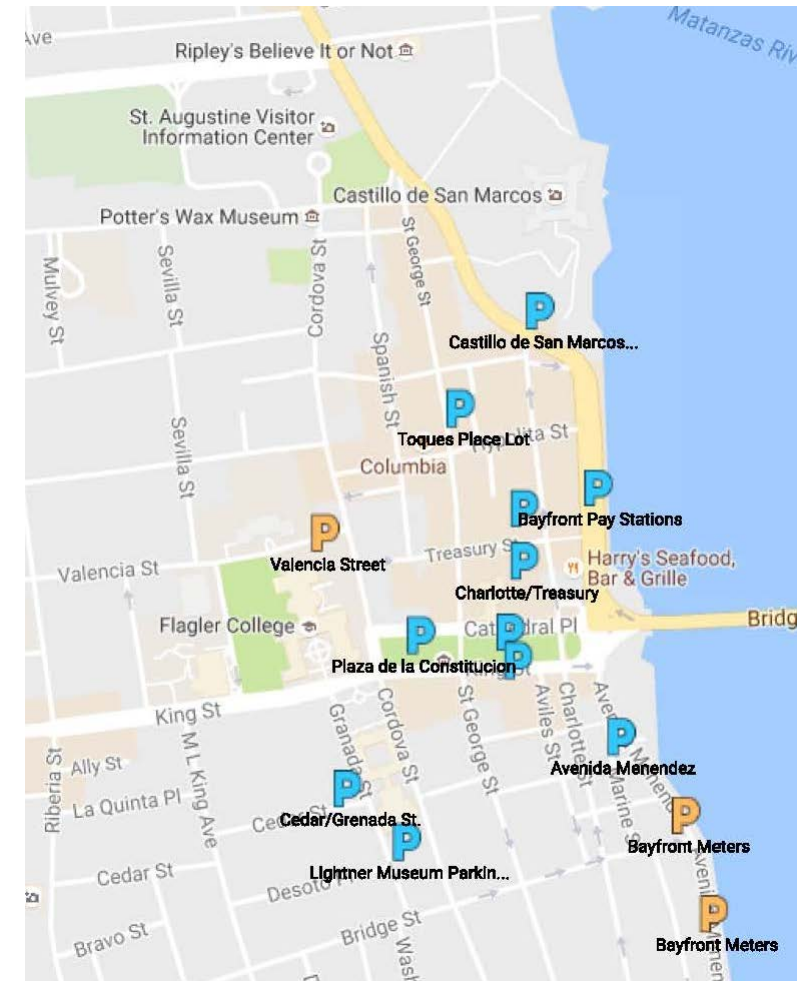


# PARKING TECHNOLOGY

- Historic Downtown Garage: Flat fee with cashiers
- Majority of on-street meters (219) are single-space, only accept coin and ParkNow cards
- On-street paystations cover approximately 120 spaces and accept cash, credit card, and ParkNow cards
- Can only replenish ParkNow cards at 2 recharge stations or in-person



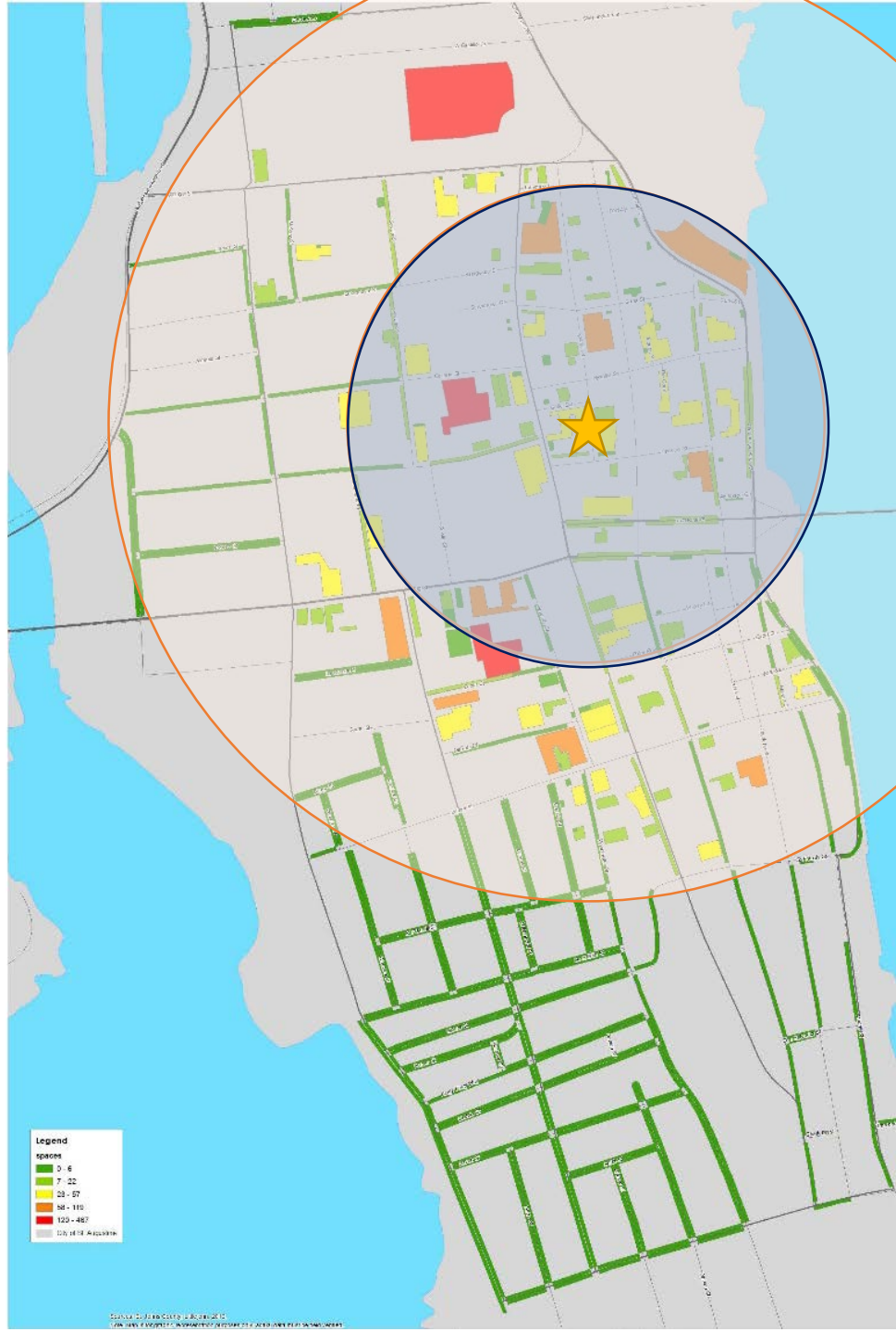
- City website has parking map but no information regarding rates, availability or hours of operation
- Historic Downtown Garage uses personnel to direct people to available parking
- Enforcement personnel use handheld equipment



# WALK DISTANCE

1/2 mile radius  
(12-minute  
walk)

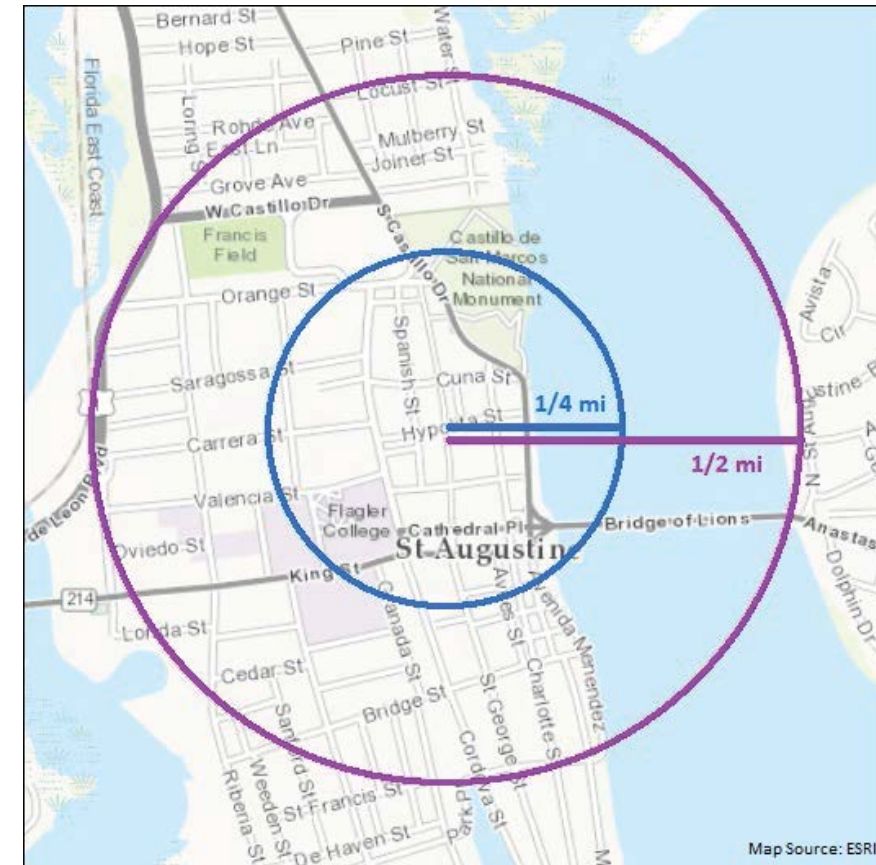
1/4 mile  
radius  
(6-minute  
walk)





# POTENTIAL PARKING FACILITY

- Smaller lots Downtown create additional traffic and vehicle/pedestrian conflicts
- Small privately-owned lots generate substantial revenue, which reduces owners incentive to develop property
- City has no current strategy to finance a future public parking facility
- Flagler College and private developer plan to construct a parking facility on west end of Downtown
- Park-and-Ride facilities are provided during large events
- Downtown area has no parking requirements for future developments



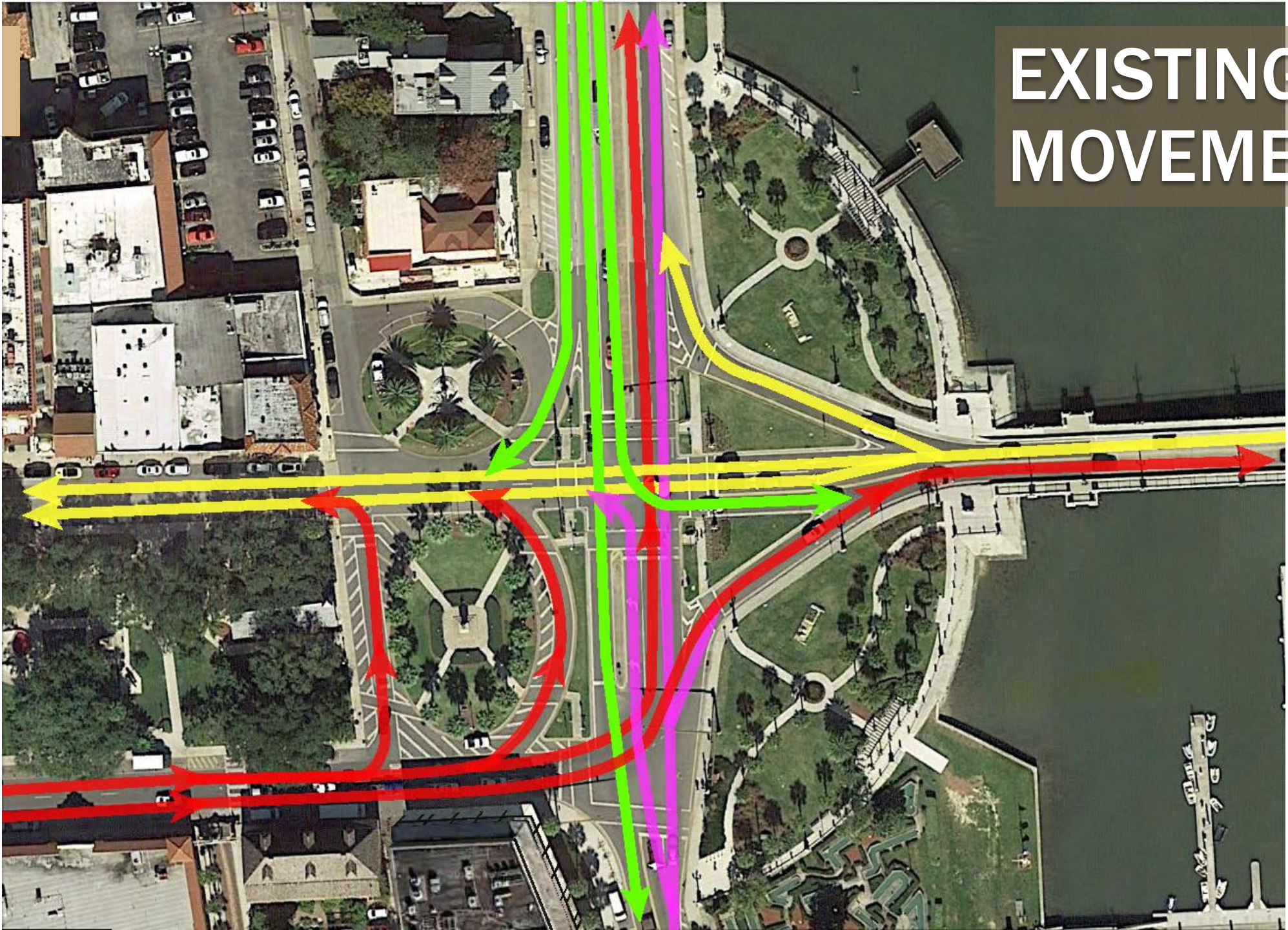
# PARKING MANAGEMENT/OPERATIONS

- Management of garage and on- and off-street parking is split
- Public parking is mostly enforced 8 AM - 5 PM, Mon - Sat
- Wayfinding signage is inconsistently branded and primarily directs vehicles towards the Historic Downtown Garage
- Extensive traffic delays, queuing, and poor shuttle wait times and poor headways were observed on 4<sup>th</sup> of July
- Some parking revenues and expenditures are mixed with general fund



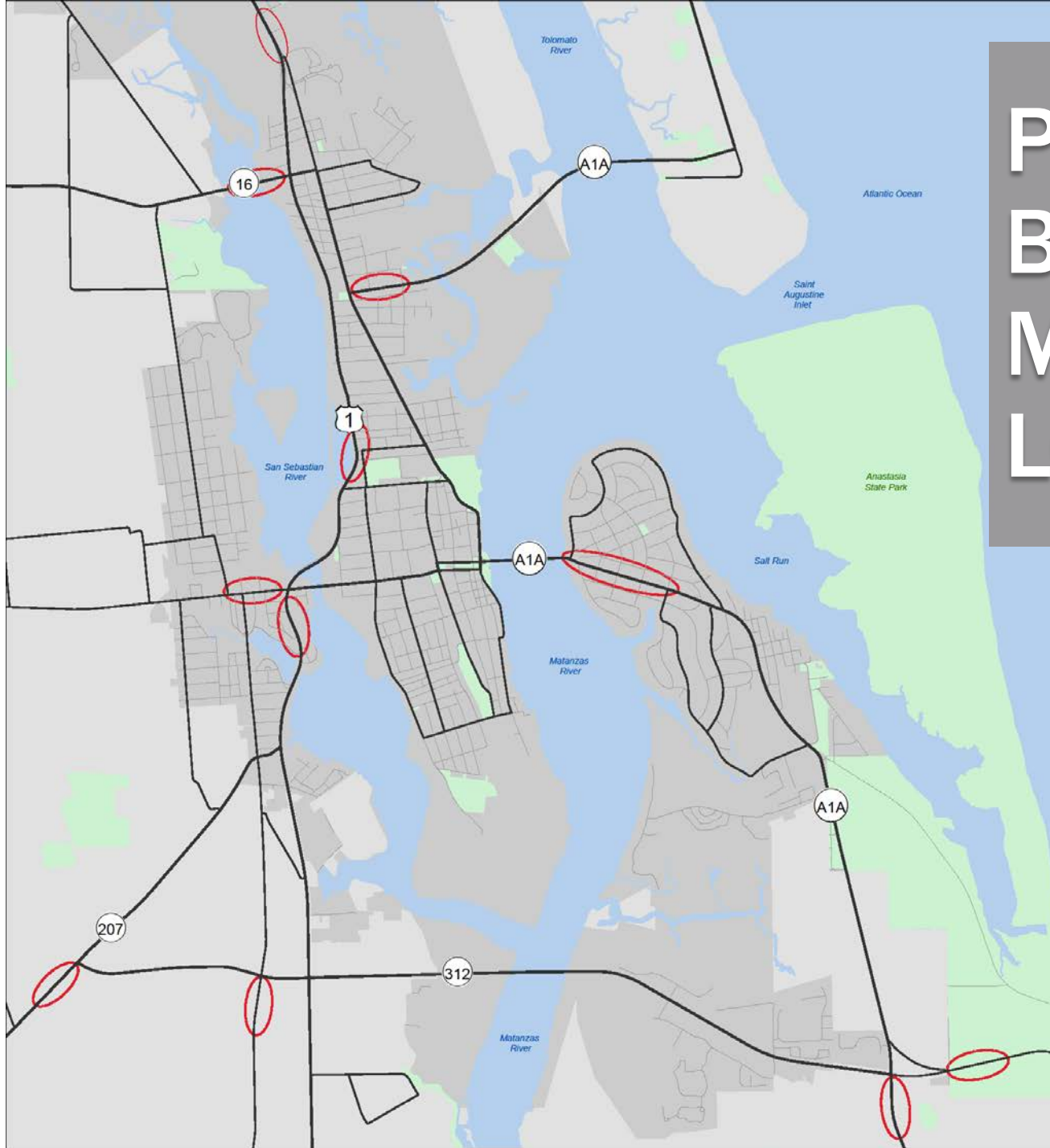


# EXISTING MOVEMENTS





# POTENTIAL BRIDGE STATUS MESSAGING LOCATIONS







REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR A1A	ST. JOHNS	434556-1-52-03

MAY STREET / SAN MARCO/  
W. SAN CARLOS / U.S. 1  
INTERSECTION IMPROVEMENTS

SHEET NO.
ROLL-5



# Mobility Improvements - Underway

## ✓ Satellite Parking for Holiday Season

- Light Up Night – November 19
- Regatta Parade – December 10
- Discussing other dates



## • Pedestrian Only Pilot –

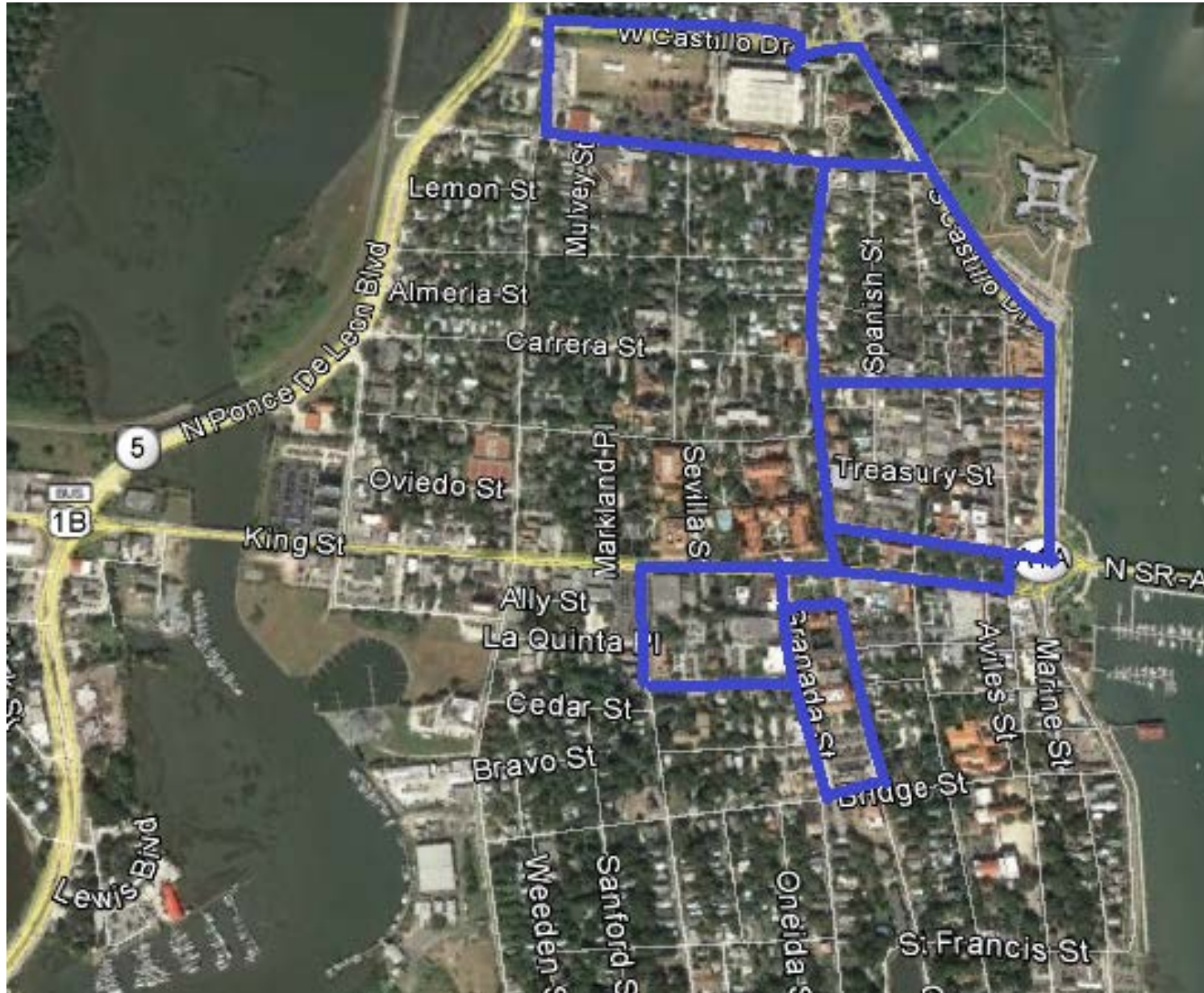
- Hypolita, Treasury, Spanish & Cuna

Event evenings  
4 pm – 10 pm





# 2015 Holly Jolly Route







# Water Taxi

## Route Overview

- Lighthouse & Attractions Route**  
ST. AUGUSTINE MARINA TO CONCH HOUSE
- Dolphin & Wildlife Route**  
VILANO TO ST. AUGUSTINE MARINA
- City View History Route**  
ST. AUGUSTINE MARINA TO CAMACHEE
- North Beaches History Route**  
CAMACHEE TO VILANO BEACH
- Salt Run Wildlife Route**  
CONCH HOUSE TO ST. AUGUSTINE MARINA
- San Sebastian River Route**  
ST. AUGUSTINE MARINA TO CAT'S PAW
- 312 Fish Island Route**  
ST. AUGUSTINE MARINA TO FISH ISLAND



# REGIONAL EMPLOYMENT SNAPSHOT



58,738  
residents



42,430  
employees



4,121  
businesses

## Where do employees work?



25% Retail

Eating & drinking  
Food stores  
Auto dealers  
Furniture stores  
Apparel stores



53% Services

Health services  
Educational Institutions  
Hotels & lodging  
Cinema & amusements  
Automotive services



6% Government

# DISTRICT MAP



VILANO

SAN MARCO

NW & SW ST. AUGUSTINE

OLD TOWN

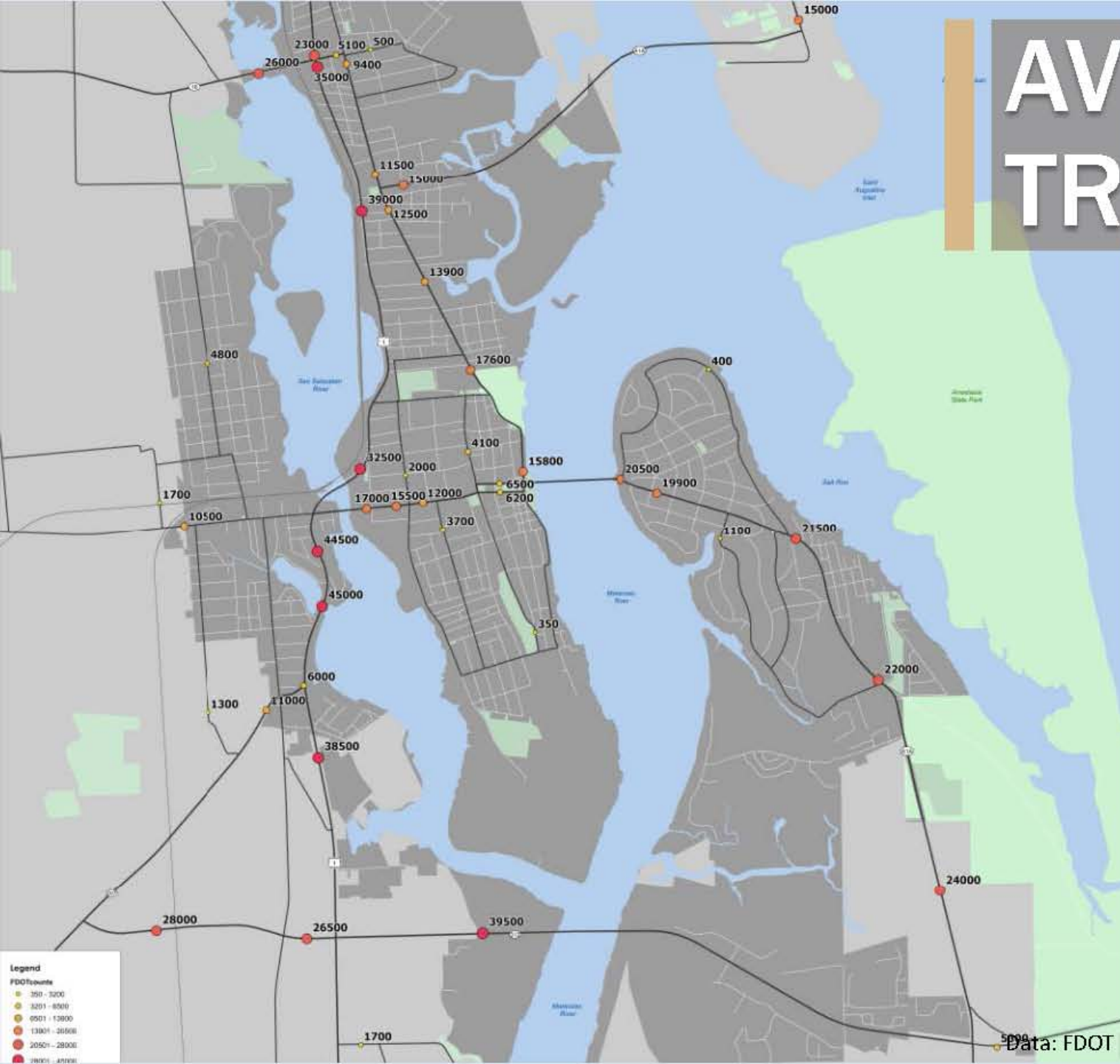
NORTH ANASTASIA

SOUTH-WEST COUNTY

SOUTH ANASTASIA



# AVERAGE DAILY TRAFFIC MAP



*ANNUAL AVERAGE DAILY TRAFFIC (AADT) — The total volume of traffic on a highway segment for one year, divided by the number of days in the year. This volume is usually estimated by adjusting a short-term traffic count with weekly and monthly factors.*

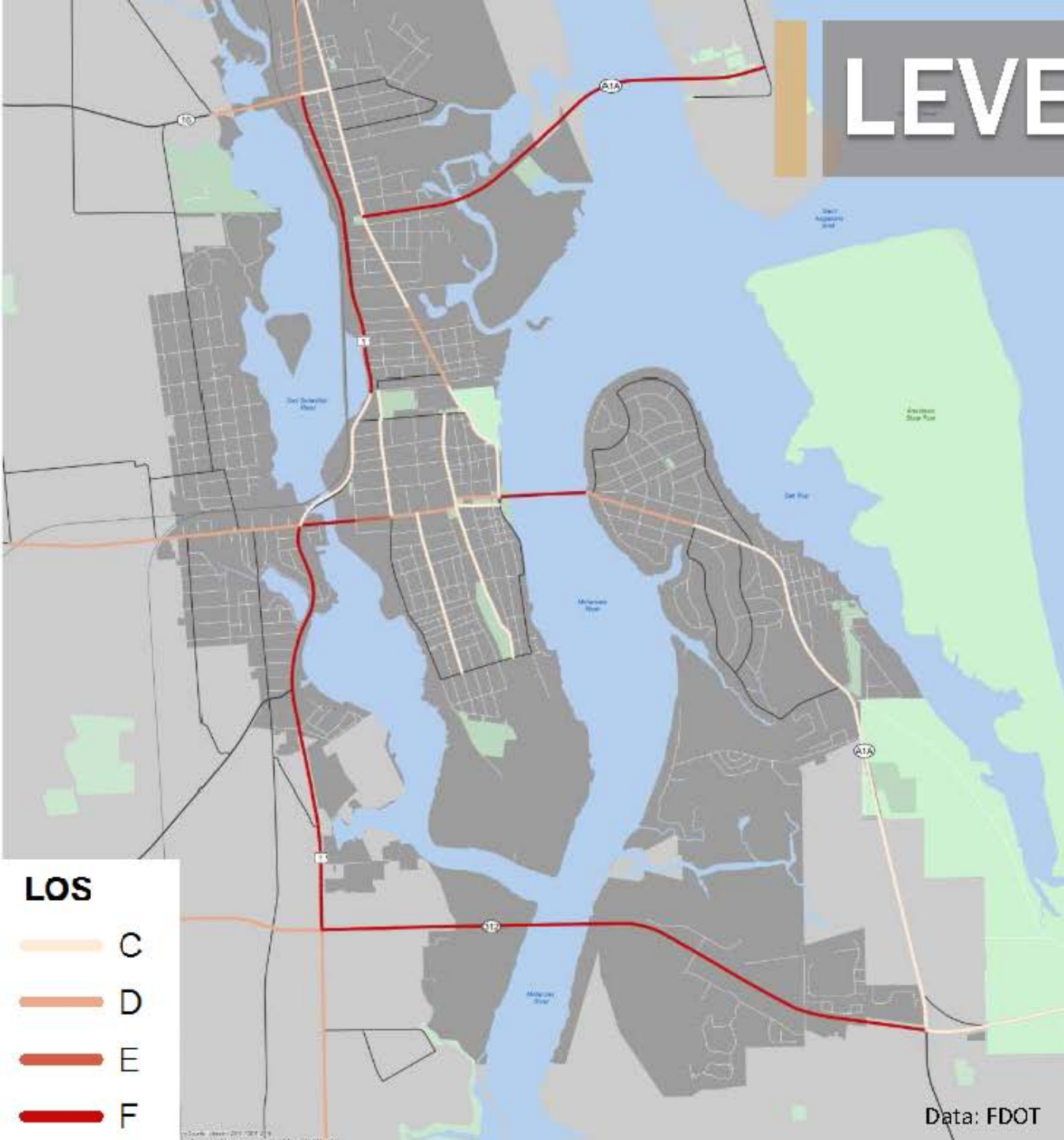
*FDOT Project Traffic Forecasting Handbook, 2014*

# LEVEL OF SERVICE MAP

*LEVEL OF SERVICE — [Q]uality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst. (HCM 2010)*

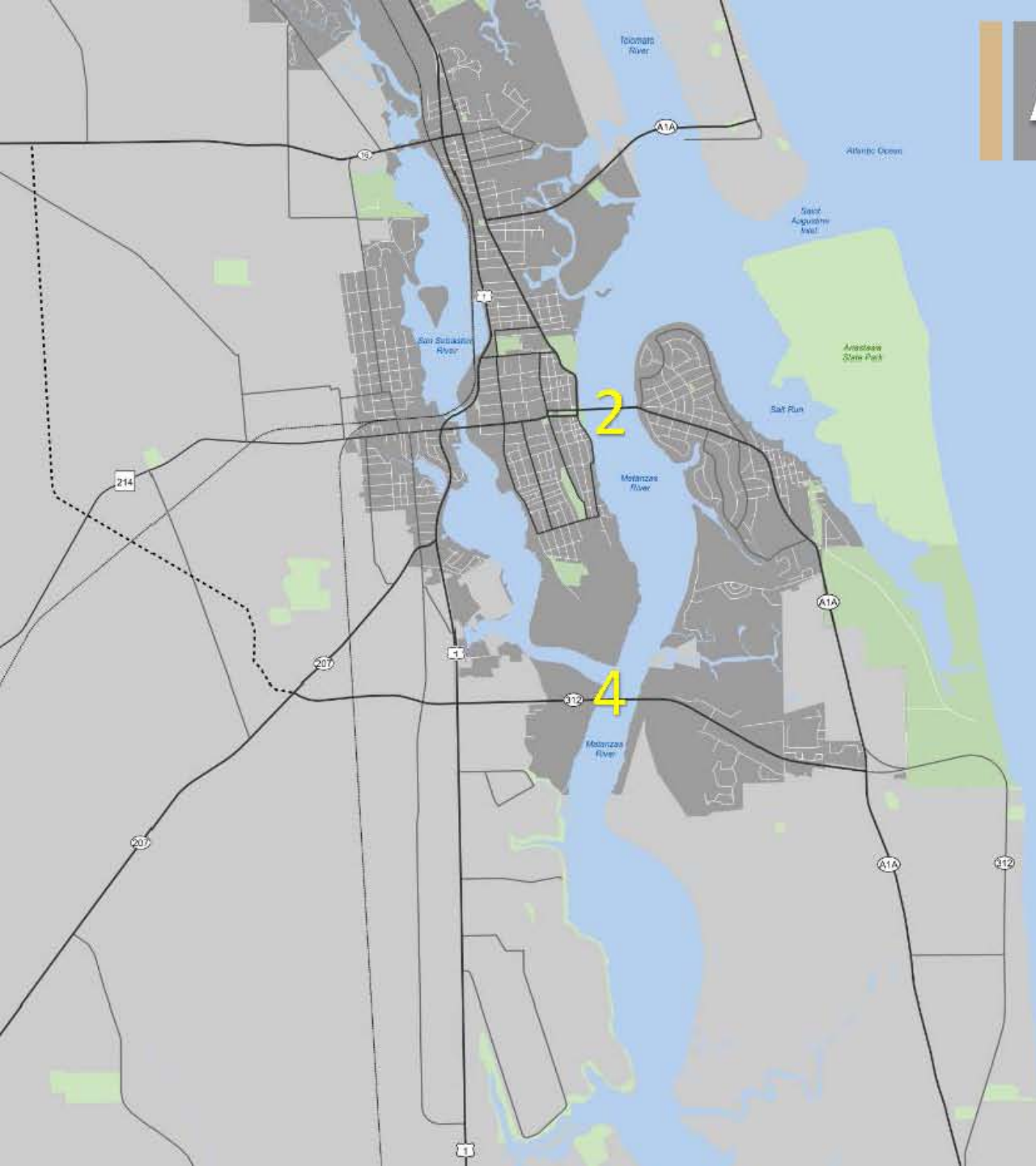
*FDOT Project Traffic Forecasting Handbook, 2014*

Level of service is a measure of the ability of vehicles to traverse a roadway. Although getting an A grade in school is great, in an urban area, LOS A represents too much roadway. C and D tend to be acceptable in usual traffic.





# A TALE OF TWO BRIDGES



Anastasia Island is home to more than 17,000 people, 19 hotels and 400 short-term rentals.

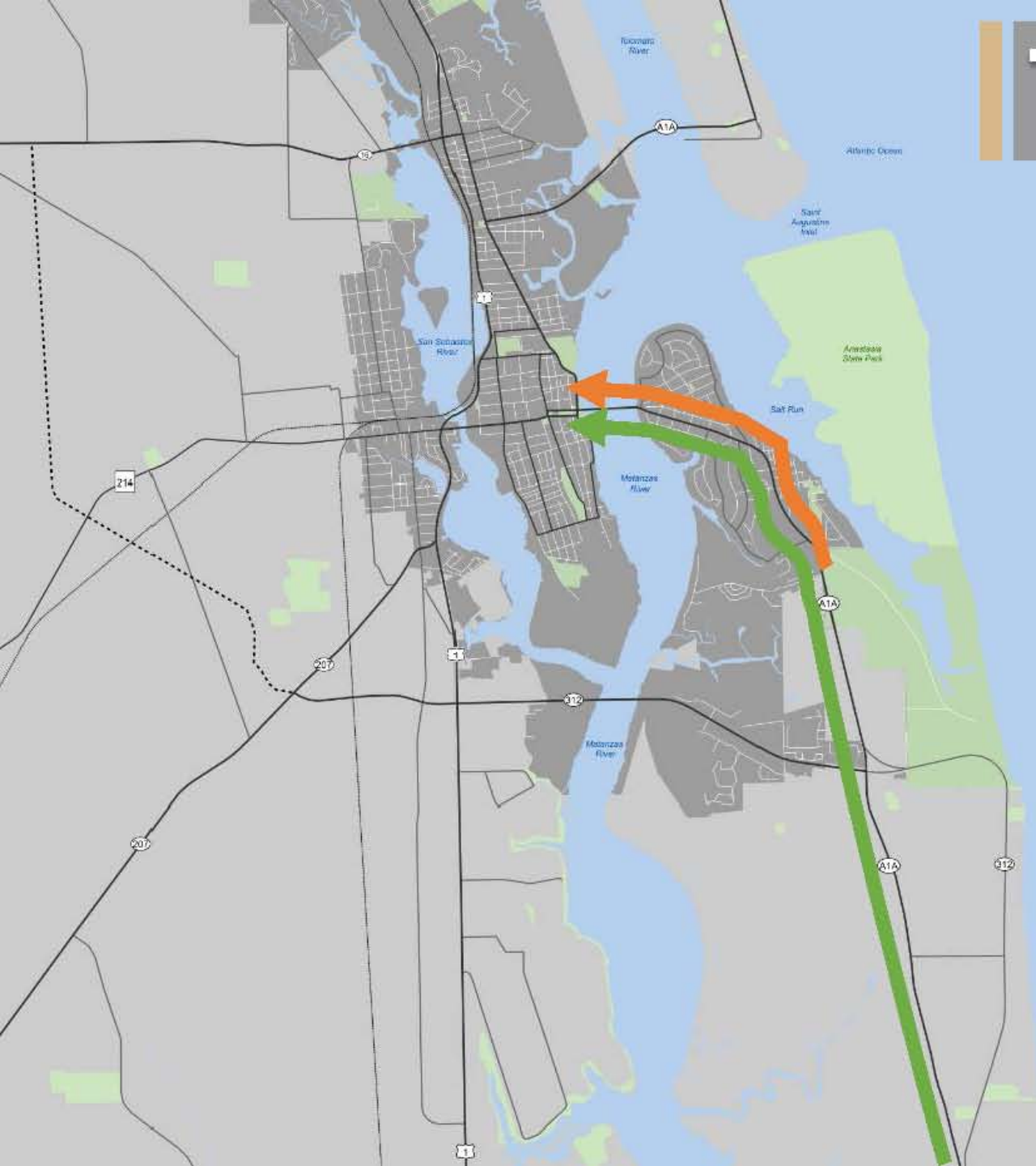
**Bridge of Lions: 20,500 AADT  
(LOS D = 12,000 AADT)**

**SR 312: 39,500 AADT  
(LOS D = 32,400 AADT)**

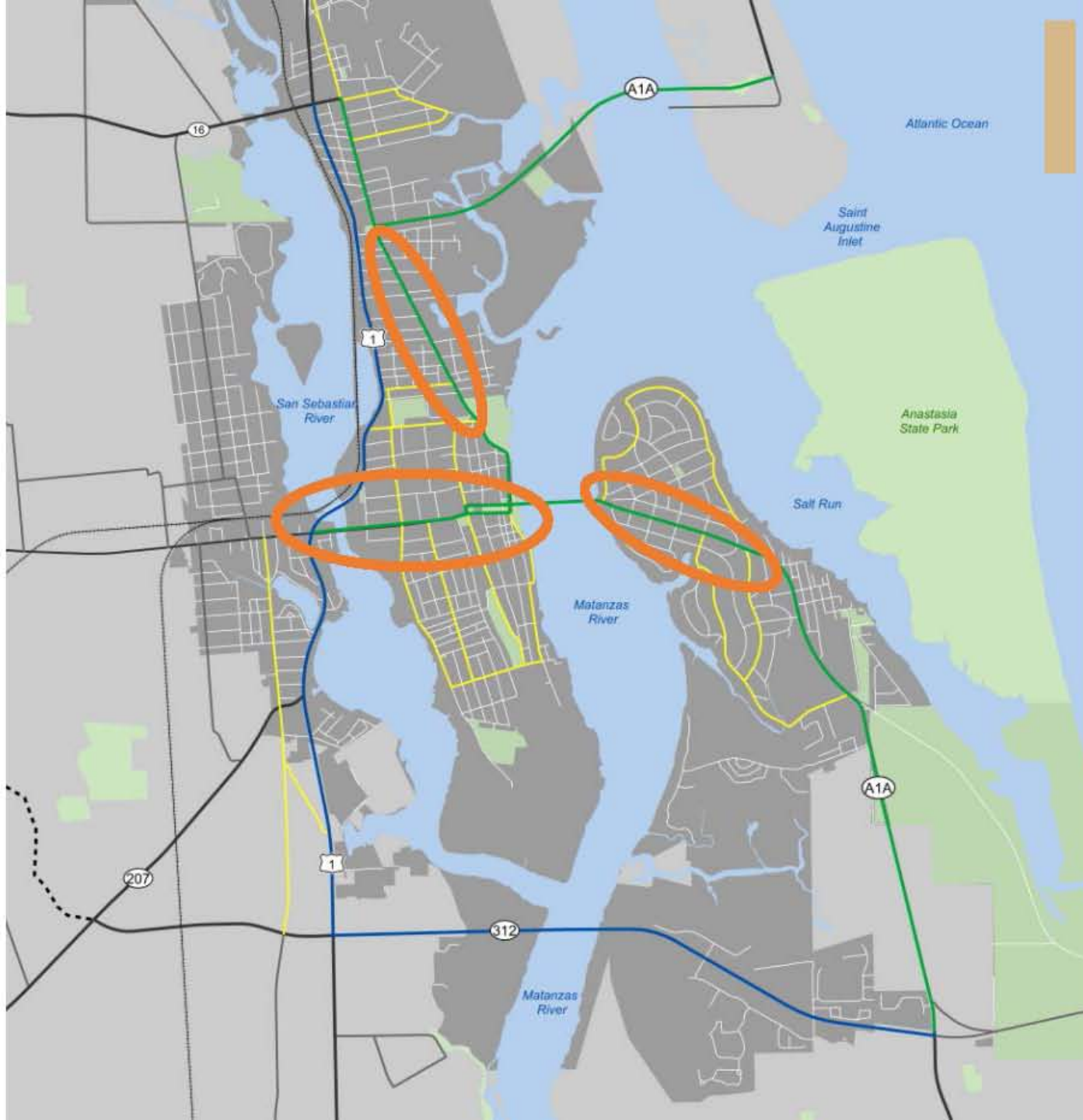
# TRAFFIC BEHAVIOR

**57%** of the 20,000 daily trips going across the Bridge of Lions begin or end in **North Anastasia**.

Approximately 7,200 daily trips (**36%**) begin or end in **South Anastasia**.







# STREETSCAPES

MOBILITY

CHARACTER

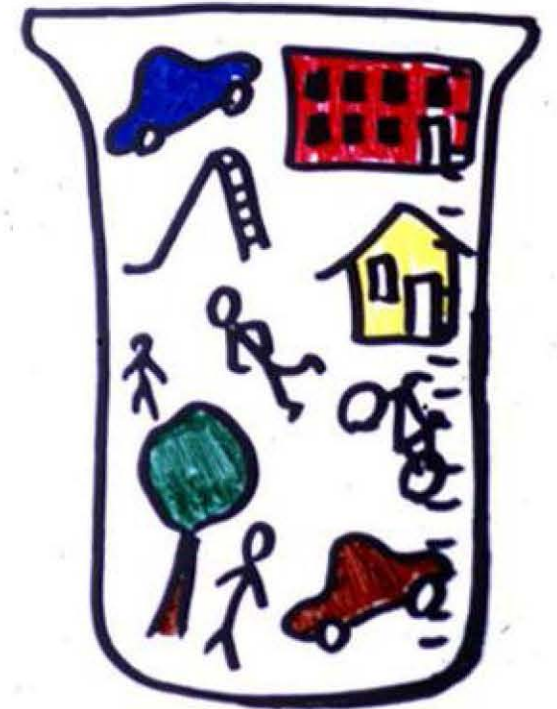
STREETSCAPES





# WHAT MAKES A GOOD STREETScape?

- One that fills its mobility role
- One that creates a safe environment
- One that reinforces the identity of the Community
- Is it comfortable?
- Is it a “complete” street?





**St George Street**





**Aviles Street**







# NEXT TASK FORCE MEETING

**September 7<sup>th</sup>**

Task Force Meeting #4

A historical map of St. Augustine, Florida, showing the city's layout, including the fort, streets, and surrounding areas. The map is in a sepia tone with some color highlights.

# QUESTIONS AND COMMENTS

City of St. Augustine

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