

Pensacola  
Community  
Redevelopment  
Agency (CRA)

“DeVilliers Street”

Sidewalks and Streetscape Project

222 W. Main Street  
Pensacola, FL 32502

## CRA-Planned Improvements for “DeVilliers Street”

The CRA will be constructing improvements to the “DeVilliers Street” corridor in accordance with the following CRA plans:

- Belmont - De Villiers Neighborhood Land Use Plan
- Westside Redevelopment Plan
- 2010 Urban Core Redevelopment Plan

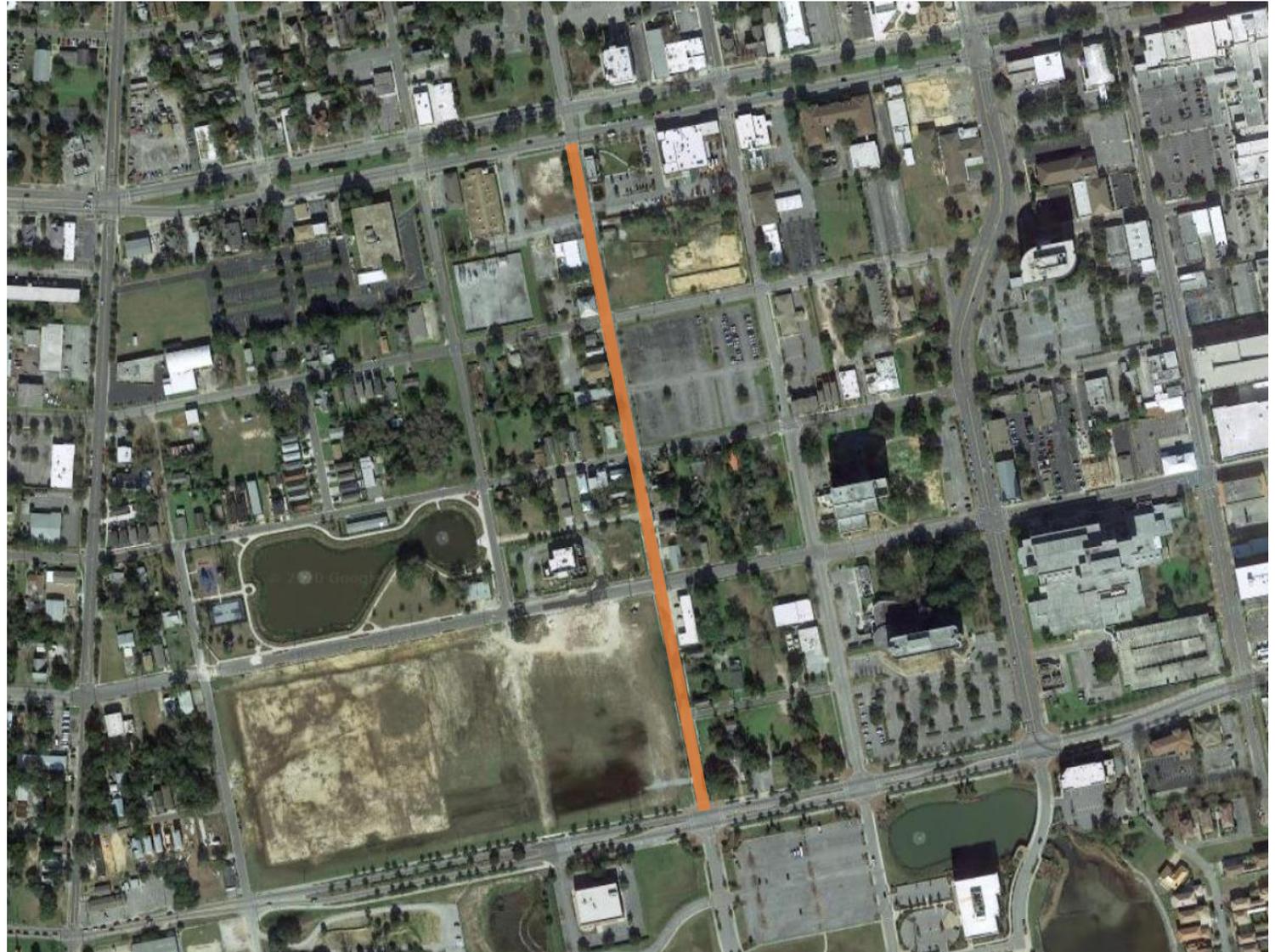
The improvements are designed to:

- Beautify and enhance the corridor streetscape
- Improve sidewalks and ADA accessibility
- Calm traffic flow
- Improve conditions for cyclists
- Improve north-south connectivity between CRA neighborhoods and the city waterfront



“DeVilliers Street”  
Phase I  
Main Street to  
Garden Street

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“DeVilliers Street”  
Main Street to  
Garden Street  
Roadway Data

- 2-Lane Minor Street
- 0.37 +/- miles
- 50 foot right-of-way width
- 21 foot to 30 foot pavement widths
- 1 signalized intersection (Garden Street)
- Sidewalks on both sides (not continuous)



## “DeVilliers Street” Main Street to Garden Street Public Outreach

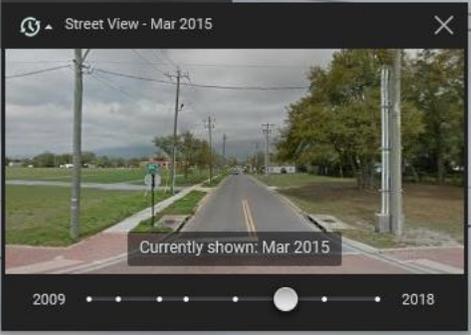
- A public meeting on the three CRA streetscape projects was held in the Hagler-Mason Conference Room at 5:30 pm on Tuesday, March 19, 2019
- An additional public information meeting on the projects was held at the Belmont conference room on June 5, 2019

Devilliers Street Typical Sections				
	Block	Pavement	Curb	ROW
1	Main to Zarragossa	24.1	2.5	50.0
2	Zarragossa to Government	21.4	0.6	50.0
3	Government to Intendencia	29.9	0.4	50.0
4	Intendencia to Romana	30.0	1.9	50.0
5	Romana to Hilary	29.9	0.5	50.0
6	Hilary to Garden	30.6	0.3	50.0
7	Garden to Chase	28.3	1.9	50.0
8	Chase to Gregory	30.0	0.5	50.0
9	Gregory to Wright	30.0	0.5	50.0
10	Wright to Belmont	19.9	1.6	50.0
11	Belmont to La Rua	21.0	2.1	50.0
12	La Rua to Jackson	28.3	0.5	50.0
13	Jackson to Gadsen	24.0	2.2	50.0
14	Gadsen to Cervantes	24.5	1.6	50.0
		26.6	1.2	50.0

## Design Constraints

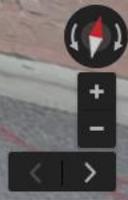
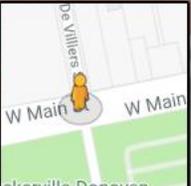
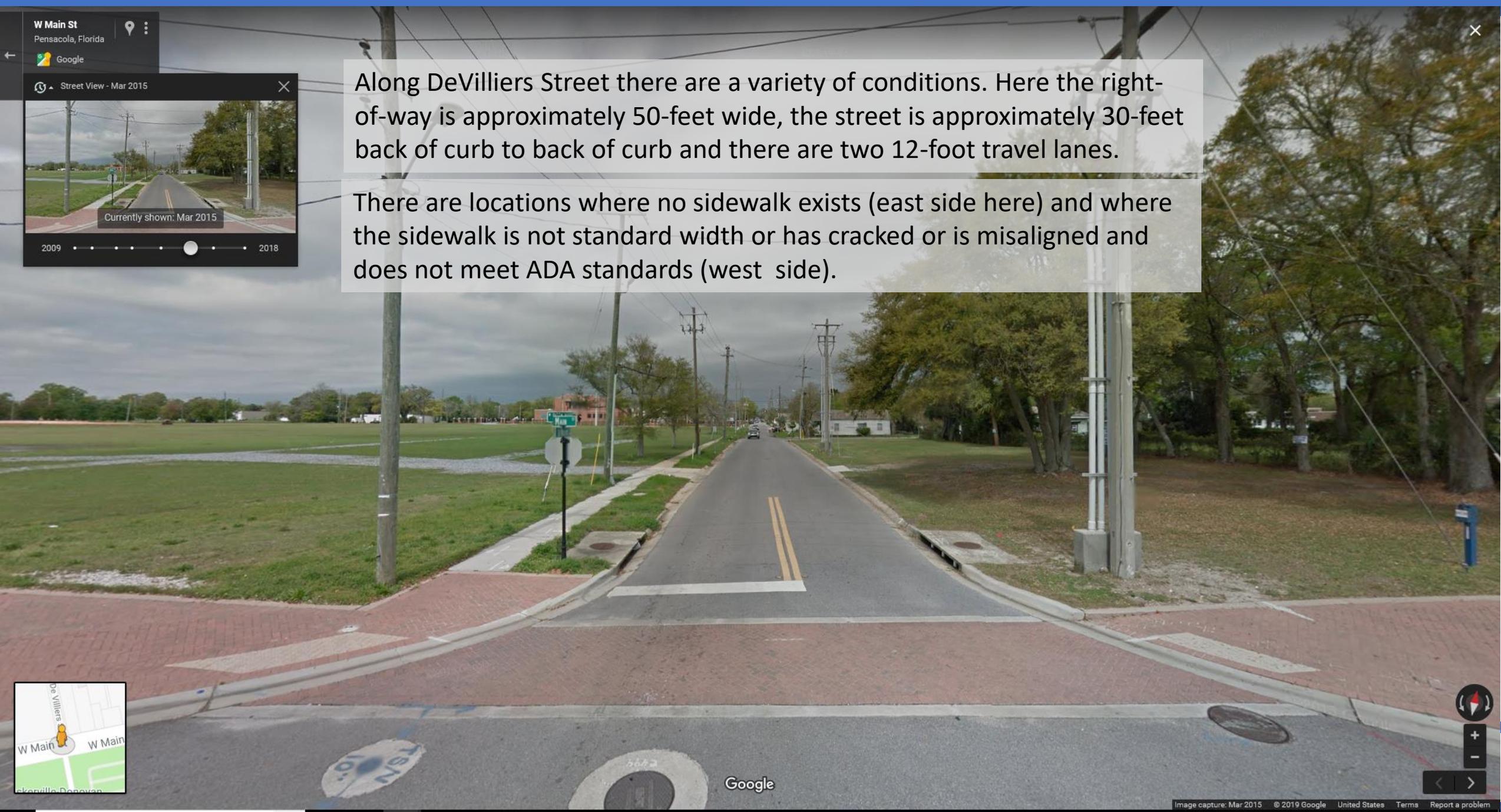
- Street widths and rights-of-way widths vary considerably limiting sidewalks widths and planting space
- Curb types, widths, and profiles also vary
- In some locations the new paving is higher than the gutter
- Parking is permissible but not always used

W Main St  
Pensacola, Florida



Along DeVilliers Street there are a variety of conditions. Here the right-of-way is approximately 50-feet wide, the street is approximately 30-feet back of curb to back of curb and there are two 12-foot travel lanes.

There are locations where no sidewalk exists (east side here) and where the sidewalk is not standard width or has cracked or is misaligned and does not meet ADA standards (west side).



198 S De Villiers St  
Pensacola, Florida

Google

Street View - May 2016



Currently shown: May 2016

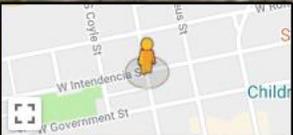
2007 2018

Prior to repaving nominal parking lanes were striped each side.

May 2016

In some cases a standard good quality sidewalk is alongside standard FDOT style curb and gutter (east side here) and in some cases a substandard width and condition sidewalk exists with little or no curb.

Google

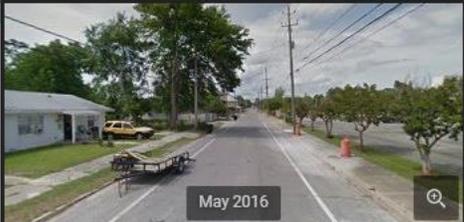


143 S De Villiers St

Pensacola, Florida

Google

Street View - Jun 2018

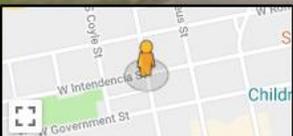


May 2016

2007

2018

After repaving the parking lanes were not striped so parking here is informal and can occur on either side of the street.



Google



18 S De Villiers St

Pensacola, Florida

Google

Street View - Jun 2018



In numerous locations vehicles are parked on the right-of-way grass or impeding access on the sidewalk. Enforcement of parking is required.

Google



18 S De Villiers St  
Pensacola, Florida

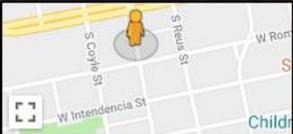
Google

Street View - May 2016



Here, in the same location, cars are fully or partially parked on the street, however the striping no longer exists.

Google



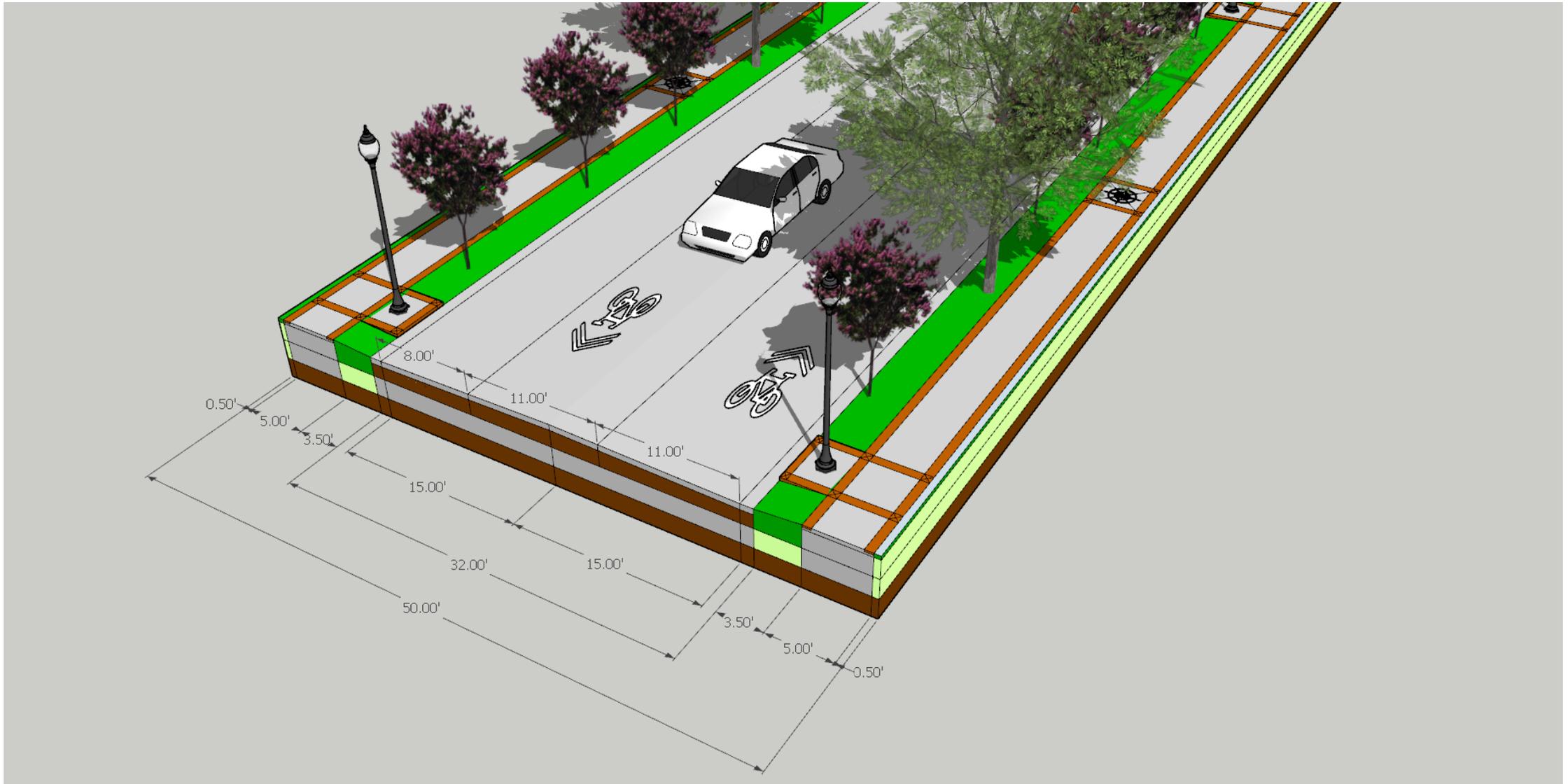
# DeVilliers Street Narrow

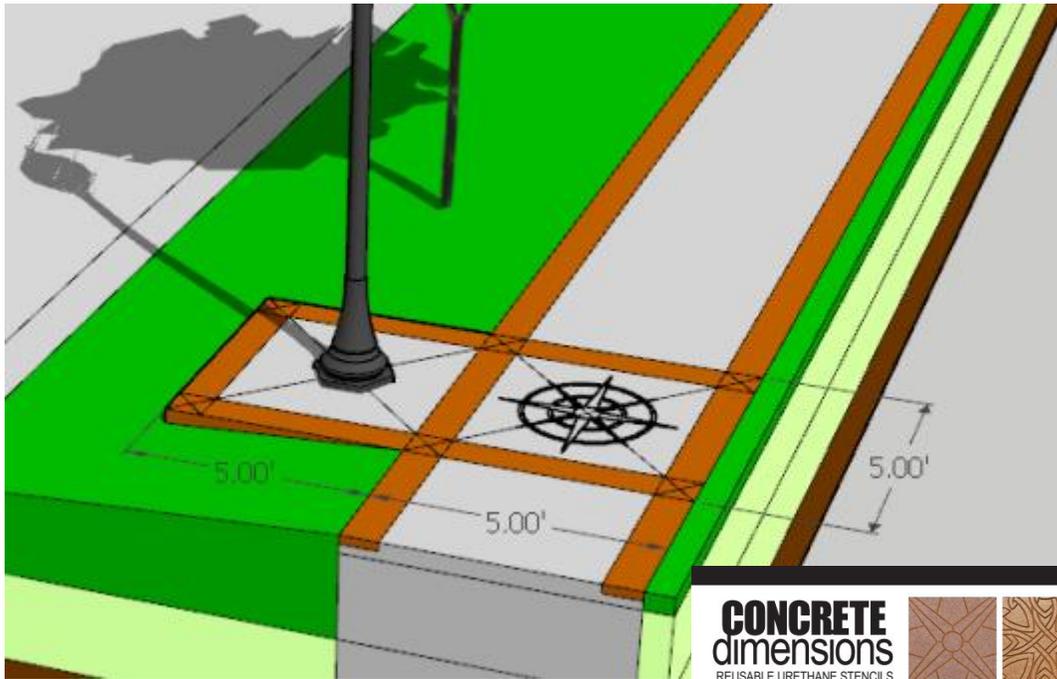
Agreed Upon Roadway Striping Reconfiguration – 2 Travel Lanes w/ Shared Lane Markings (Sharrows)



# DeVilliers Street Wider Condition

Agreed Upon Roadway Striping Reconfiguration – 2 Travel Lanes w/On-street Parking





**CONCRETE dimensions**  
REUSABLE URETHANE STENCILS

**CELTIC KNOT**

Basic Set: 21 Stencils  
CD-2000S  
(12x Linear Border +  
4x Corner Pieces +  
4x T-Pieces +  
1 Center Piece)

Center Piece  
CD-2004  
12"x18"

T-Piece  
CD-2003  
12"x30"/30"

Corner Piece  
CD-2002  
12"x30"/30"

Linear Border  
CD-2001  
12"x30"

**TRINITY**

Basic Set: 21 Stencils  
CD-3000S  
(10x Linear Border +  
4x Corner Pieces +  
1 Center Piece)

Trinity  
Center  
CD-3003  
48"x48"

Trinity Corner  
CD-3002  
30"x30"

Trinity Linear  
Border  
CD-3001  
30"x12"

**COMPASS ROSE**

Compass Rose Narrow  
CD-1000  
48"x48"

Compass Rose Wide  
CD-1001  
48"x48"

**LOTUS**

Basic Set: 21 Stencils  
CD-5000S  
(12x Linear Border +  
4x Corner Pieces +  
2x Lotus Half +  
1 Center Piece)

Lotus Center  
CD-5003  
48"x48"

Lotus Half  
CD-5004  
23"x48"

Lotus Corner  
CD-5002  
14"x14"

Linear Border  
CD-5001  
14"x42"

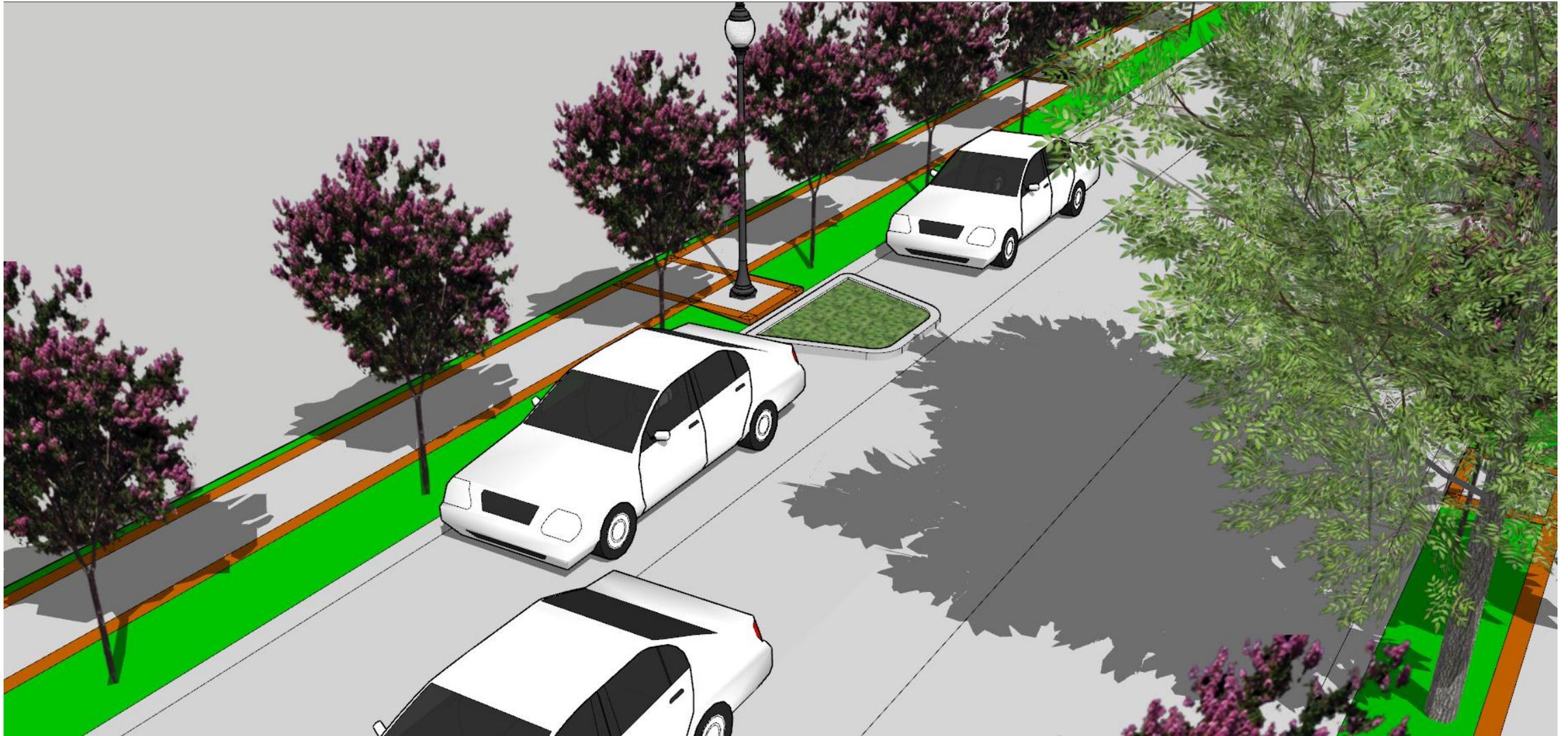
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DeVilliers Street Compass Rose Detail

# DeVilliers Street Wider Condition

Agreed Upon Roadway Striping Reconfiguration – 2 Travel Lanes w/On-street Parking and Bumpouts



# Roadway Striping Reconfiguration Rationale

- Improve safety for all users (motorists, cyclists, pedestrians) by reducing amount of “conflict points” with vehicles, cyclists and pedestrians
- Maximizes the limited right-of-way available without need to acquire more
- Better delineation between travel lanes and on-street parking lanes
  - Provides parking for those properties with little to no other parking options
- Not sufficient roadway width to include dedicated bike lanes or a cycling track to meet National Association of City Transportation Officials (NACTO) standards
- Enhanced pedestrian crossing delineation (increased safety)
- Installation of parking “bumpouts” will serve as traffic calming (increased safety)
- Adhere to the City’s quality of life / complete streets initiative
- Increase / stimulate economic success
- Maximizes new and additional improvements / benefits while considering available construction budget