

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:

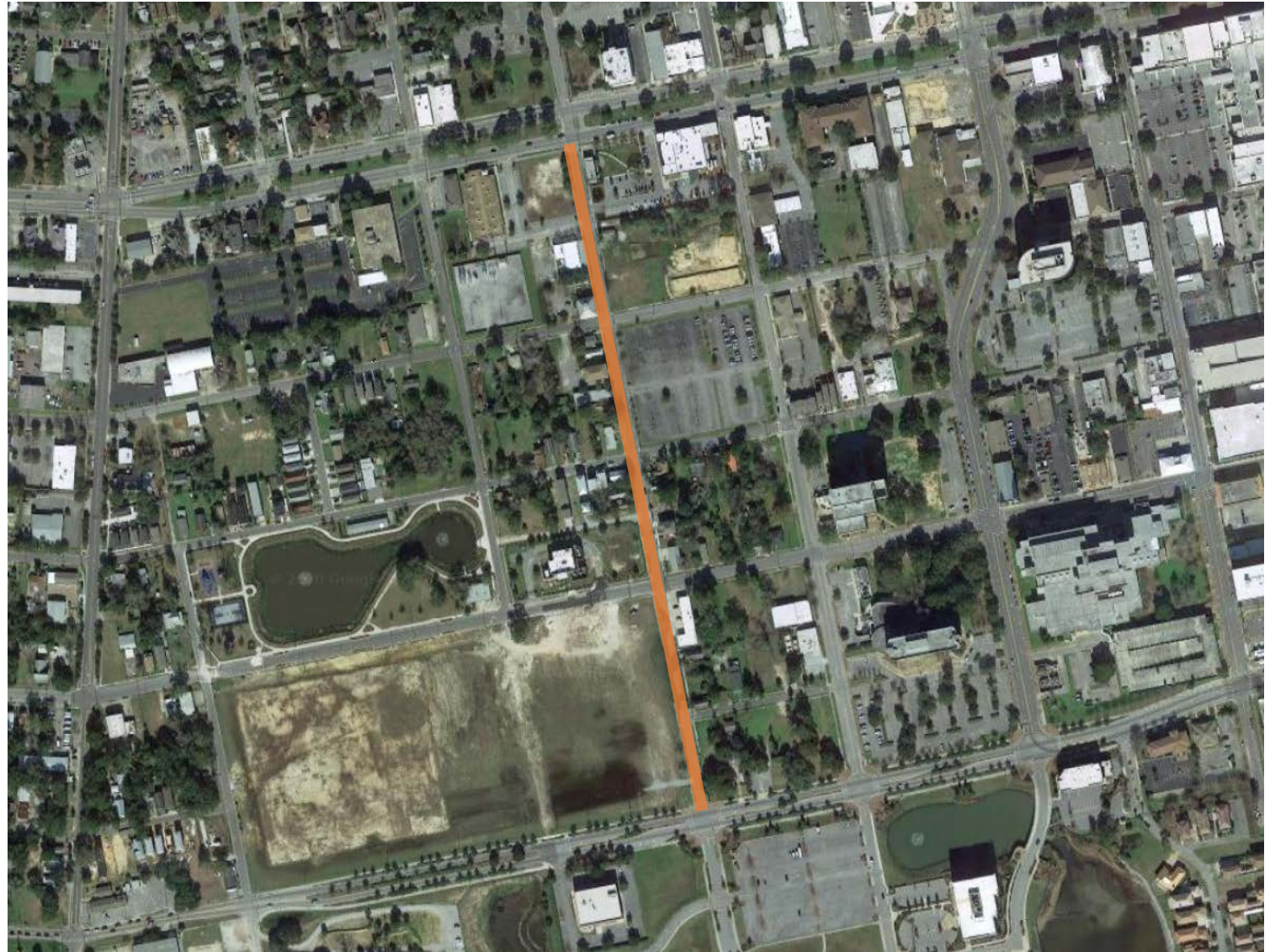
- Belmont - De Villiers Neighborhood Land Use Plan
- Westside Redevelopment Plan
- 2010 Urban Core Redevelopment Plan

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



“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



Street View - Mar 2015



Currently shown: Mar 2015

2009

2018

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).



Google

198 S De Villiers St
Pensacola, Florida

Street View - May 2016

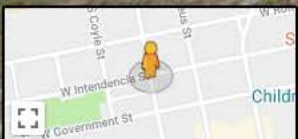


2007 • • • • • 2018

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.



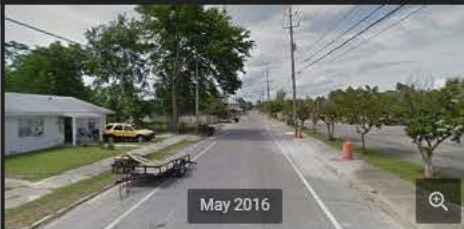
Google

143 S De Villiers St

Pensacola, Florida

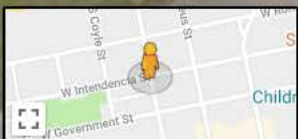
Google

Street View - Jun 2018



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

Image capture: Jun 2018 © 2019 Google United States Terms Report a problem

18 S De Villiers St

Pensacola, Florida



Street View - Jun 2018



2007

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



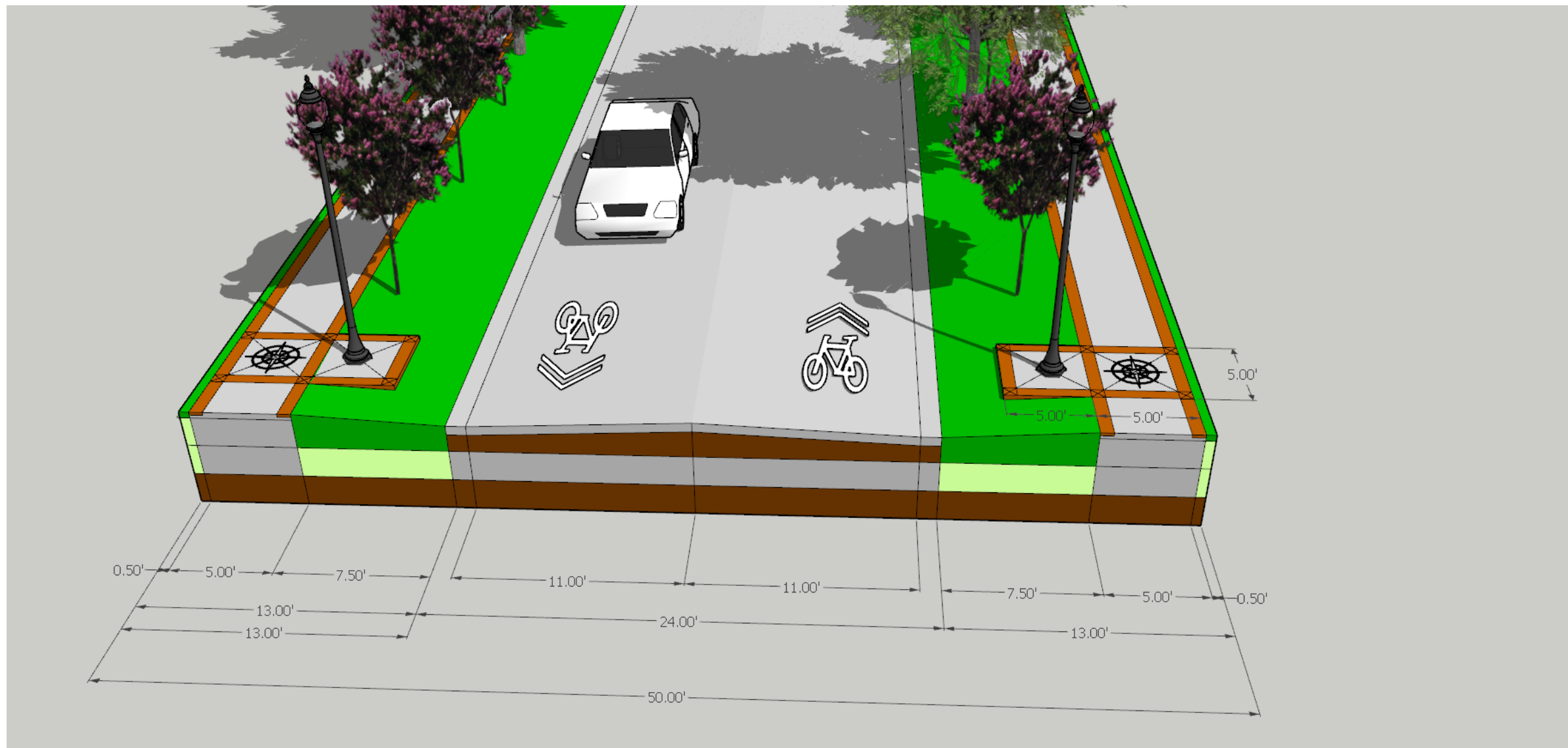
Here, in the same location, cars are fully or partially parked on the street, however the striping no longer exists.

Google



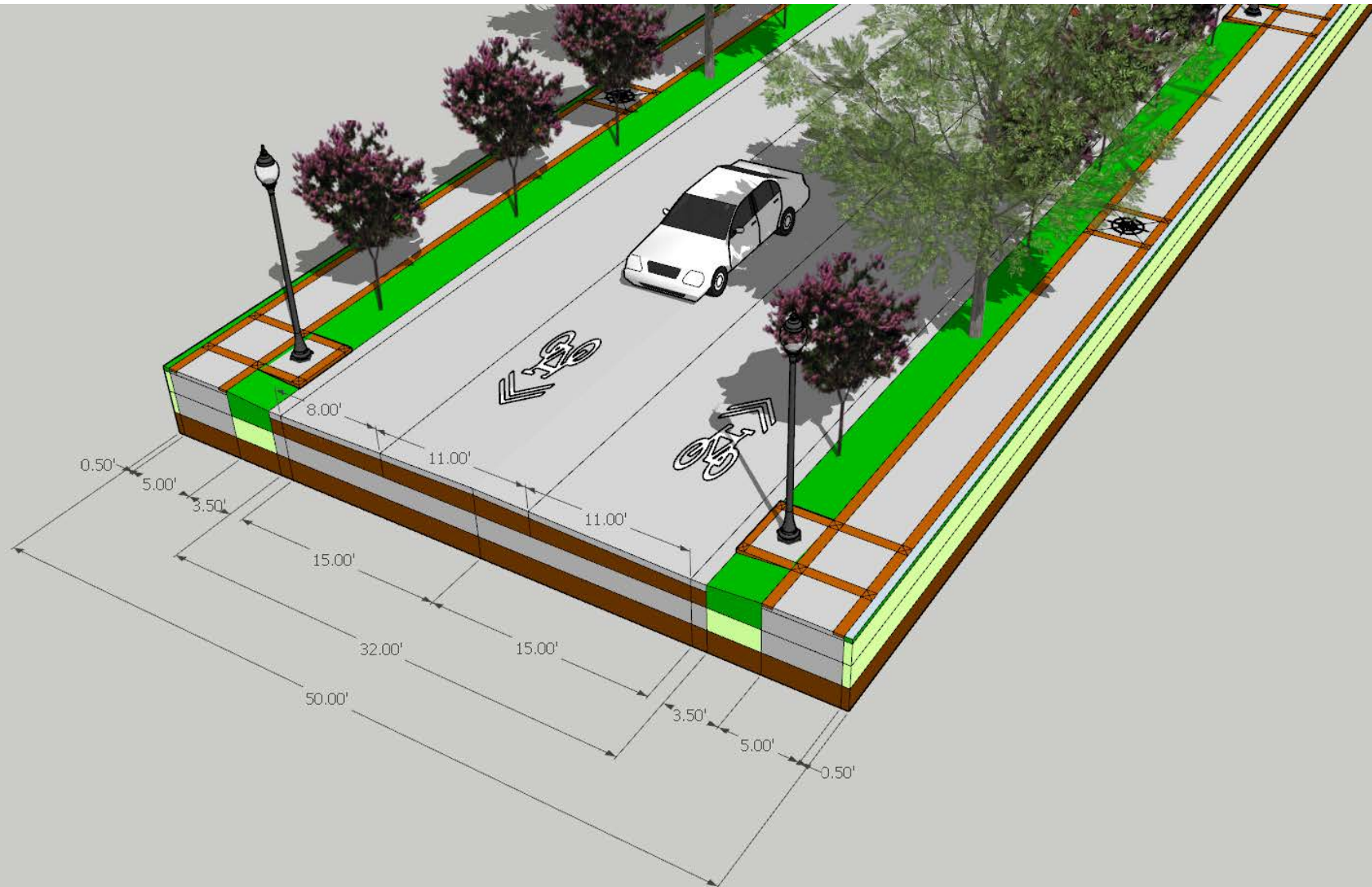
DeVilliers Street Narrow

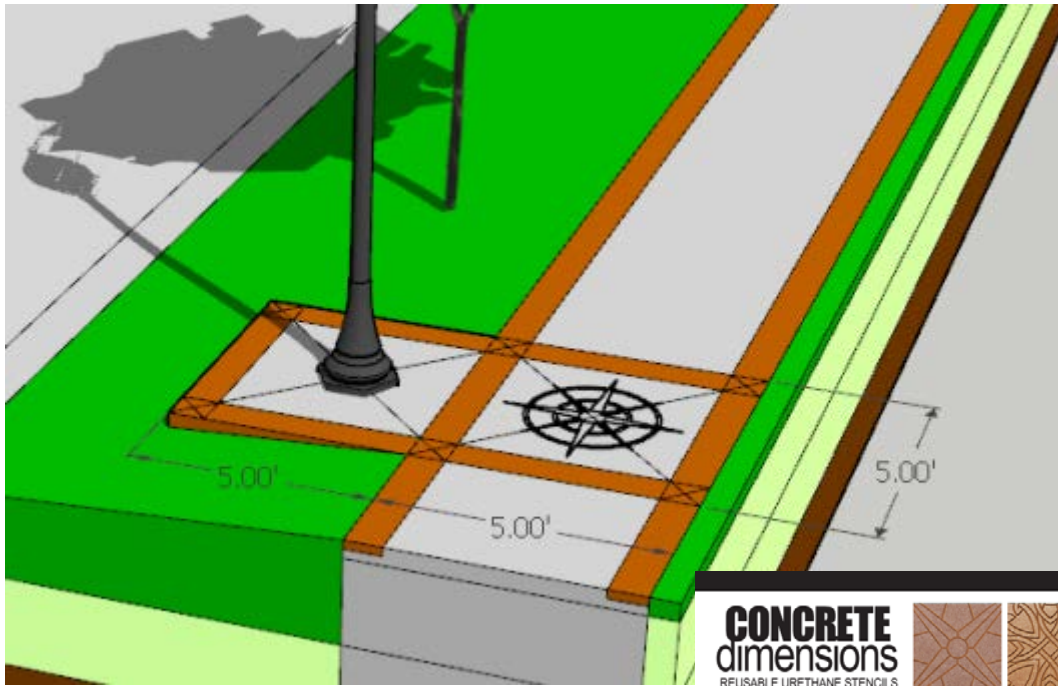
Agreed Upon Roadway Striping Reconfiguration – 2 Travel Lanes w/ Shared Lane Markings (Sharrows)



DeVilliers Street Wider Condition

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



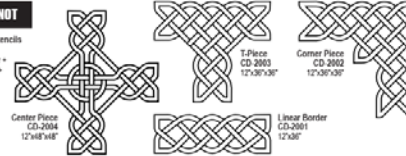


CONCRETE dimensions REUSABLE URETHANE STENCILS



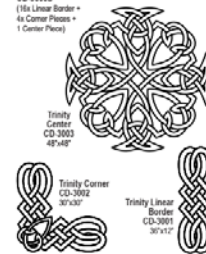
CELTIC KNOT

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

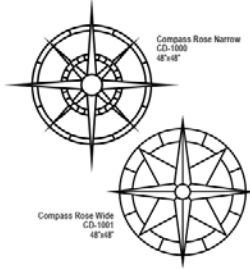


TRINITY

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



COMPASS ROSE

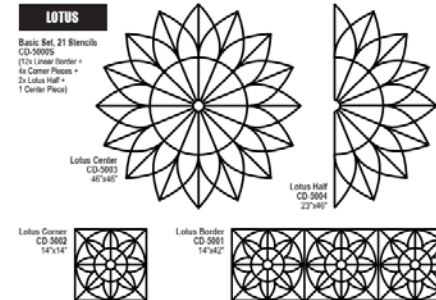


CONCRETE DIMENSIONS



LOTUS

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

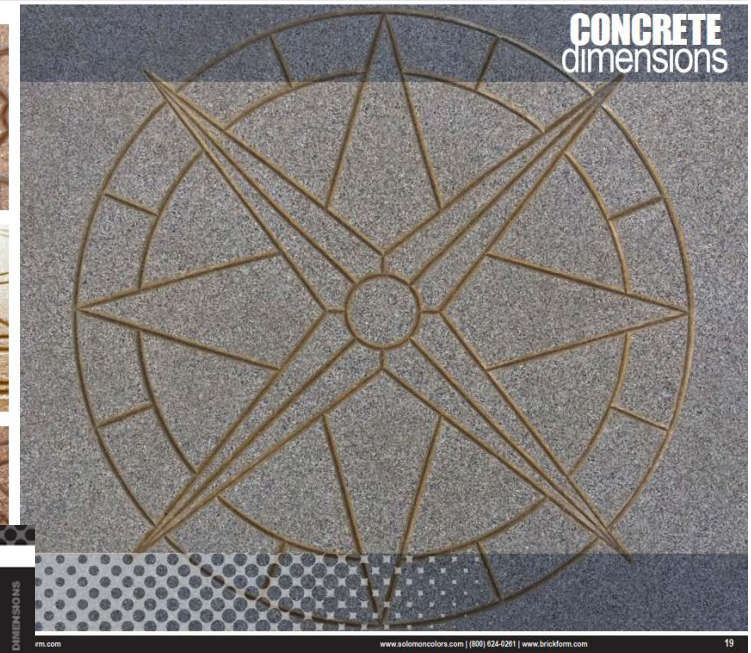


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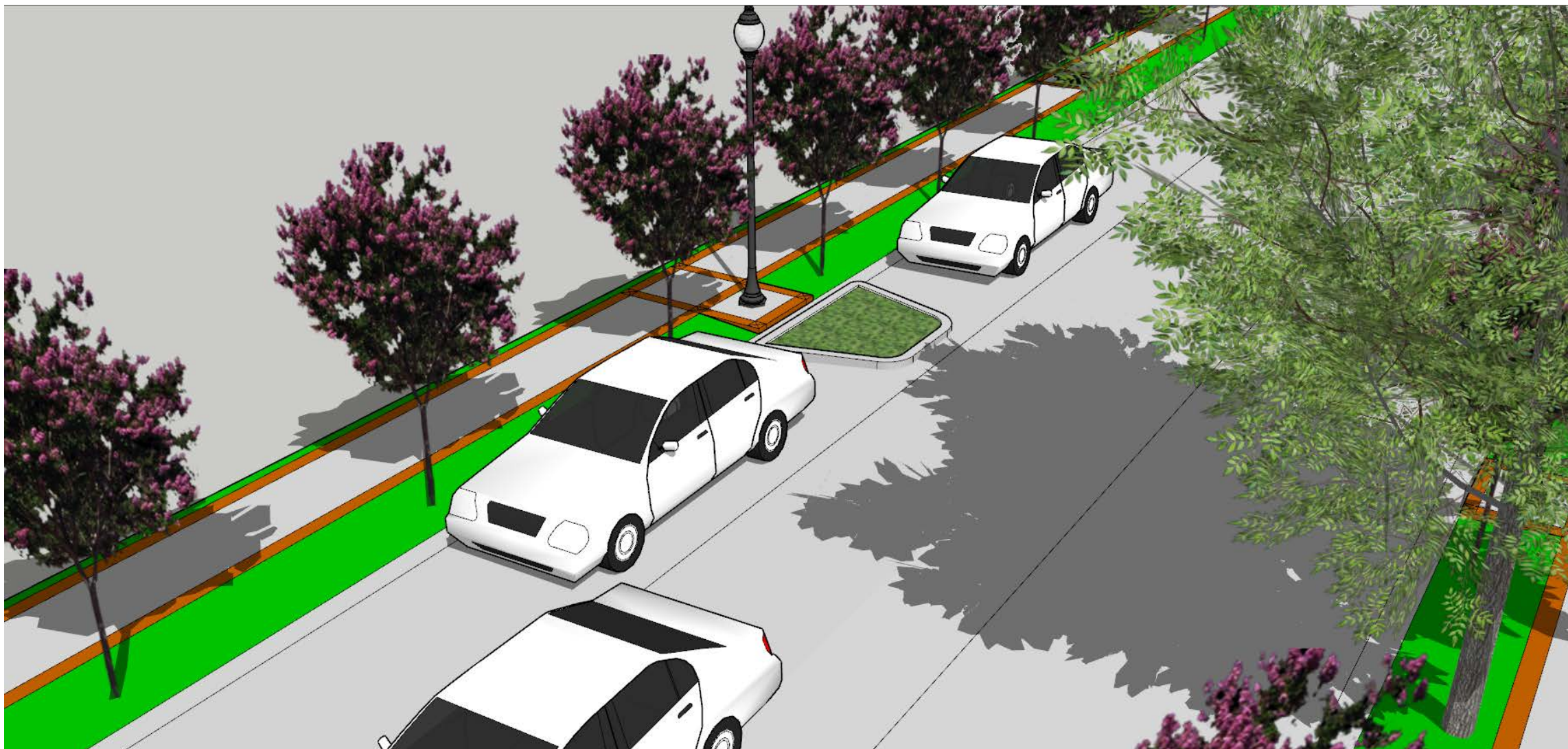
CONCRETE DIMENSIONS



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