

CITY OF ST. AUGUSTINE, FLORIDA
Parking and Traffic Committee Regular Meeting
January 27, 2011

The Parking and Traffic Committee met in formal session at 8:30 a.m., Thursday, January 27, 2011 in the Alcazar Conference Room, City Hall. The meeting was called to order by Len Weeks, Chairperson and the following were present:

1. Roll Call Len Weeks, Chairperson
Ken Russom, Flagler College Representative
Phil Moan
Jerry Dixon
Richard Pinto

Absent: Clyde Taylor (Excused)
Verna Brown (Excused)

City Staff: Mark Litzinger, City Comptroller
John Regan, City Manager
Ron Brown, City Attorney
Mark Knight, Director, Planning and Building
Martha Graham, Director, Public Works
Carly Mason, Recording Secretary

2. Overview provided by John Regan

John Regan, City Manager, said he would like to make sure that the Parking and Traffic committee worked closer with the City Commission. He explained that the liaison (Mark Litzinger) for the committee would report directly to the Commission with the work and outcome from the committee. He said Public Works and Planning and Building would play an integral part with the committee. He suggested that the committee review the Community Redevelopment Area (CRA) and a Financing mechanism, which would solve parking and traffic blight. He said an eight point Master plan was created as follows:

- Parking inventory in totality
- Lightner lot remodel
- Signage/Pedestrian Way-finding Signage
- Transit
- Residential Parking Plan
- Historic Area Parking Policy

- Parking created at the San Sebastian
- Look for creative ways to create public parking south of King Street

Mr. Regan suggested that an aggressive marketing plan should be put in place for the Park-Now card and thanked the committee for volunteering there time.

Jerry Dixon questioned whether the King Street corridor funding would be approved, and the response was no.

Phil Moan expressed his concern regarding the King Street/Cordova Street intersection.

Martha Graham, Director, Public Works, explained that extending the Cordova/King Street median would create a difficult turn radius for delivery vehicles. She said added enforcement would be put in place to deter vehicles from crossing the intersection.

Mr. Regan explained that the City was currently working on a bond process, which would encompass roadways. He said the

objective of the bond was to complete the desired work in time for the 450th celebration.

3. Discussion/direction regarding the following:

- Parking rates and fees
- Utilization of existing parking
- Parking inventory update
- Commercial delivery vehicle parking
- Bayfront traffic plan
- Way-finding
- Downtown street improvements
- Vision plan and parking studies review

Mark Litzinger suggested that the committee members contact City staff with any suggestions or concerns. He said the committee's suggestions/concerns would assist with creating agenda items. He provided a parking utilization sheet for the committee to review and indicated that delivery vehicles were a major concern throughout the City.

Mr. Weeks commented that delivery vehicles were a problem and indicated that an enforced plan would need to be consistent.

Mr. Dixon indicated that over the years the size of delivery vehicles had increased.

Mr. Pinto suggested establishing a plan that would alleviate the traffic impact from delivery vehicles, and suggested additional loading zones.

Mr. Litzinger said historically the City had a policy of not removing parking to increase loading zones.

4. Other Business

Riberia Street meters:

Ken Russom, Flagler College representative, expressed his concern

regarding the placement of meters along Riberia Street. He asked for a response from the City regarding the placement of those meters at the subsequent meeting.

Earmark improvements approved from Congressman Mica:

Mark Knight indicated that a \$1 million dollar earmark for the underground tunnel from Congressman Mica had been approved and would include the following:

- Widening sidewalks to 16 feet
- Pedestrian signals would be redone at Cuna/Fort Alley
- Fort Alley improvements
- Orange Street sidewalks
- Trolley stop being installed on Orange Street

Mr. Knight explained that the improvements were separate from the Halback Design Group proposal.

Parking and Traffic Committee meeting timeframe:

Mr. Weeks asked that the Parking and Traffic meetings be extended to 10:30 a.m.

"Reconnecting the Castillo/Bayfront project"

Fred Halback, Halback Design Group, indicated that the next funding opportunity would be due in April 2011. He provided a fifth take-away of the Reconnecting the Bayfront/Castillo project. He listed the proposal's five main points as follows:

- Centralized intersection into the Fort parking lot
- Horse carriage routes
- Consideration of a dedicated horse carriage path
- Parking
- Improve access flow across the Bridge of Lions

Mr. Halback said a new proposal would allow four lanes to remain along Avenida

Menendez and a reduced median from 10 foot to 4 foot. He concluded that the proposals were not set in stone; however, a consensus by the City Commission would be required in order to advance the process.

Mr. Pinto felt the solid median would deter people from visiting the center of downtown. He questioned the use of the Toques parking lot, and suggested better signage to direct people through downtown.

Mr. Weeks explained that the proposed drawing would direct people to the parking garage and across to the Castillo de San Marcos. He felt that the proposal would bypass the historic district.

Mr. Halback explained that there would be little difference for people to get into downtown and indicated that the present horse carriage path was not appropriate.

Mr. Moan expressed his concern for creating a dedicated lane for horse carriages.

Ron Brown explained that the City Commission was in the process of regulating a horse carriage ordinance and indicated that a route would be determined at a later date.

Mr. Halback explained that the proposal would provide the following improvements:

- Smoother traffic flow
- Consolidated current and future traffic conflicts for the National Park Service
- Dedicated bicycle lanes
- Widened sidewalks through entire corridor including widening of the Bayfront
- Dedicated transit lane (horse carriages)

Mr. Knight explained that the turn onto Hypolita Street would be easily accessible for u-turns, which created a safety hazard.

Mr. Moan suggested that Bob's Barricades be used to test out the lane reduction, before a permanent change was made. He said the goal was to direct people safely and efficiently.

Mr. Brown stated that comments had been heard that the proposal would bypass the core area of downtown. He questioned the timeframe for completing the next step of the approval process.

Mr. Halback replied that the next phase of the grant process would require an approval from the City Commission in order to complete the April 15, 2011 deadline. He commented that the project once approved would take two years before construction would begin. He concluded that the updated proposal would allow future changes to be made. He commented that there were alternate routes to reach the core area of downtown.

Study Review:

Mr. Weeks suggested reviewing past studies in order to create a smaller task list. He asked that a copy of the studies be provided to the committee and discussed at a subsequent meeting.

Mr. Dixon asked that Mr. Litzinger provide the meter fee rates for Palm Beach and indicated that Savannah, Georgia had varying meter hours

5. Consideration of the Next Scheduled Meeting – February 24, 2011

6. Adjourn

There being no further business, the meeting was adjourned at 10:25 A.M.¹

¹ Transcribed by Carly Mason