



### PROJECT OVERVIEW

The King Street Improvements project seeks to create a **beautiful streetscape leading to the heart of the Nation’s Oldest City.**

#### PEDESTRIAN EXPERIENCE

Improved sidewalks and shade from trees will create a better pedestrian experience for residents and visitors alike.

- **Expanded sidewalks;** 8’-11’ on each side
- **Street trees;** typically cabbage palms (Florida state tree)
- Pedestrian scale lighting with vehicular scale lighting at intersections.

#### BICYCLE EXPERIENCE

Bicycles will also benefit from the **incorporation of sharrow**s and the better defined travel lanes.

#### VEHICULAR EXPERIENCE

Vehicular modifications are focused and “surgical” in nature. The intent is to support smoother

Concept A rendering shown above. Additional renderings for Concept A and B are available on the project website.

movement of vehicular traffic. Traffic engineers have modeled both concepts to validate that traffic volume is maintained or even improved from today’s conditions.

- **Lanes are consistently 10’-4” in width.**
- **Improved drainage** is included throughout.
- Defined center turn lane (concept A) or transit lane (concept B) in **brick.**

#### CONCEPT A: Left Turn Lane + Improved Walkability

Concept “A” improves the beauty of the street while defining the center turn lane in brick. Mid block crossings are also added for pedestrians, which are carefully placed between intersections and support current access patterns to businesses and residences along the corridor.

#### CONCEPT B: Dedicated Transit Lane

Concept “B” shifts the through lanes northward and incorporates a transit-only lane for transit circulators, buses, carriages, trolleys, and trains.

### TODAY’S TURNING MOVEMENTS



**A**

### CONCEPT A TURNING MOVEMENTS (same as today) Center Turn Lane (Brick) with Mid Block Crossings



**B**

### CONCEPT B TURNING MOVEMENTS (same as today) Southern Transit Lane (Brick)

