



## Midtown Placemaking

### Project Highlights

- The Midtown Placemaking Project provides funding to implement the Midtown Placemaking Action Plan.
- Potential improvements include streetscaping on Thomasville Road from 7th Ave to North Monroe Street and from Grape Street to Post Street, streetscaping on North Monroe Street from 1st Ave to Tharpe Street, and intersection improvements at 5-points.
- The Capital Region Transportation Planning Agency (CRTPA) has developed a Midtown Area Transportation Plan, which provides recommended concepts for streetscaping, safety, and resiliency improvements for Midtown.
- At their December 10, 2020 meeting, the IA Board directed staff to procure design services for improvements on Thomasville Road from N. Monroe Street to 7th Avenue, in order to move forward with implementing the community preferred option in the Midtown Area Transportation Plan for this first segment of Midtown improvements (see page 41 of linked report document).
- The IA Board has allocated \$5,000,000 for this project.

### Current Status

- Blueprint has entered into an MOU for a leveraging opportunity with an FDOT resurfacing project for Thomasville Road, from N. Monroe to 9<sup>th</sup> Ave. This opportunity leverages design services for portions of the Blueprint project improvements, as part of the FDOT resurfacing project.
- Blueprint is coordinating with the Midtown Stakeholders Committee.

## Next Steps

- Blueprint will continue to pursue the leveraging opportunities with FDOT for completion of all project phases on state roadways.

## Timeline

### Planning/Pre-Engineering

Q3 2021 – Q2 2022



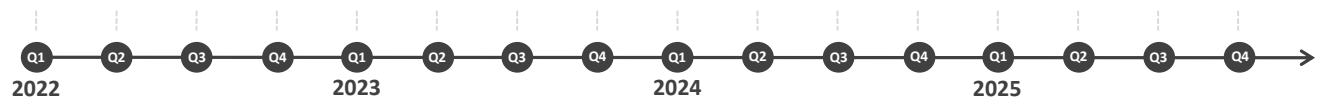
### Design

Q3 2022 – Q4 2024\*



### Construction

Q2 2025 – Q2 2026\*



**Community Engagement:** Public engagement is ongoing through all phases of a project, from concept to construction, programming, and maintenance. Public engagement is two-way communication inclusive of all decision-makers and stakeholders. Each Blueprint project will have a customized Public Engagement Plan that is developed at the start of the project, and outreach activities and techniques will vary from project to project, as each project's outcome and stakeholder community character is unique.

**Planning/Pre-Engineering:** Concept development for the Thomasville Road improvements from 7th Avenue to Monroe Street was undertaken by the CRTPA. Remaining planning efforts include finalizing procurement documents for engineering and design services.

**Design:** Design work will include further traffic analysis for this project segment and development of final plans and construction documents for streetscaping improvements along Thomasville Road from North Monroe to 7th Ave.

**Construction:** Construction will include the implementation of final design plans for the Midtown Placemaking Project element of Thomasville Road streetscaping from North Monroe to 7th Ave.

\*Design and Construction to be coordinated with FDOT, and is subject to change.

**Q1:** January – March

**Q2:** April – June

**Q3:** July – September

**Q4:** October – December

# BLUEPRINT

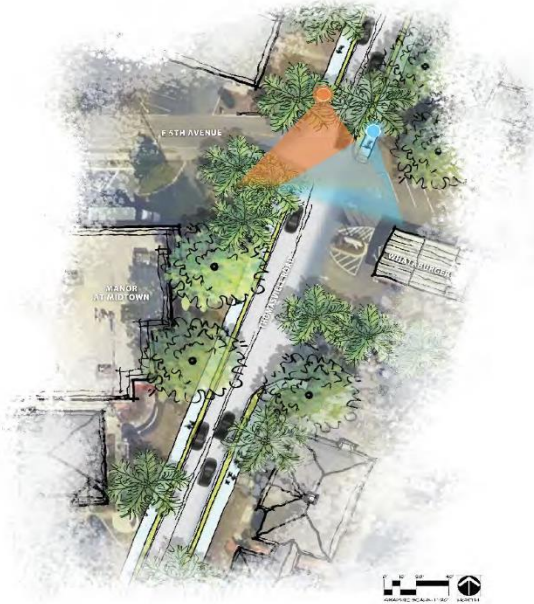
## INTERGOVERNMENTAL AGENCY



**MIDTOWN AREA**  
Transportation Plan Phase II

## Recommendations

### Thomasville Road South – Long Term



#### THOMASVILLE ROAD SOUTH

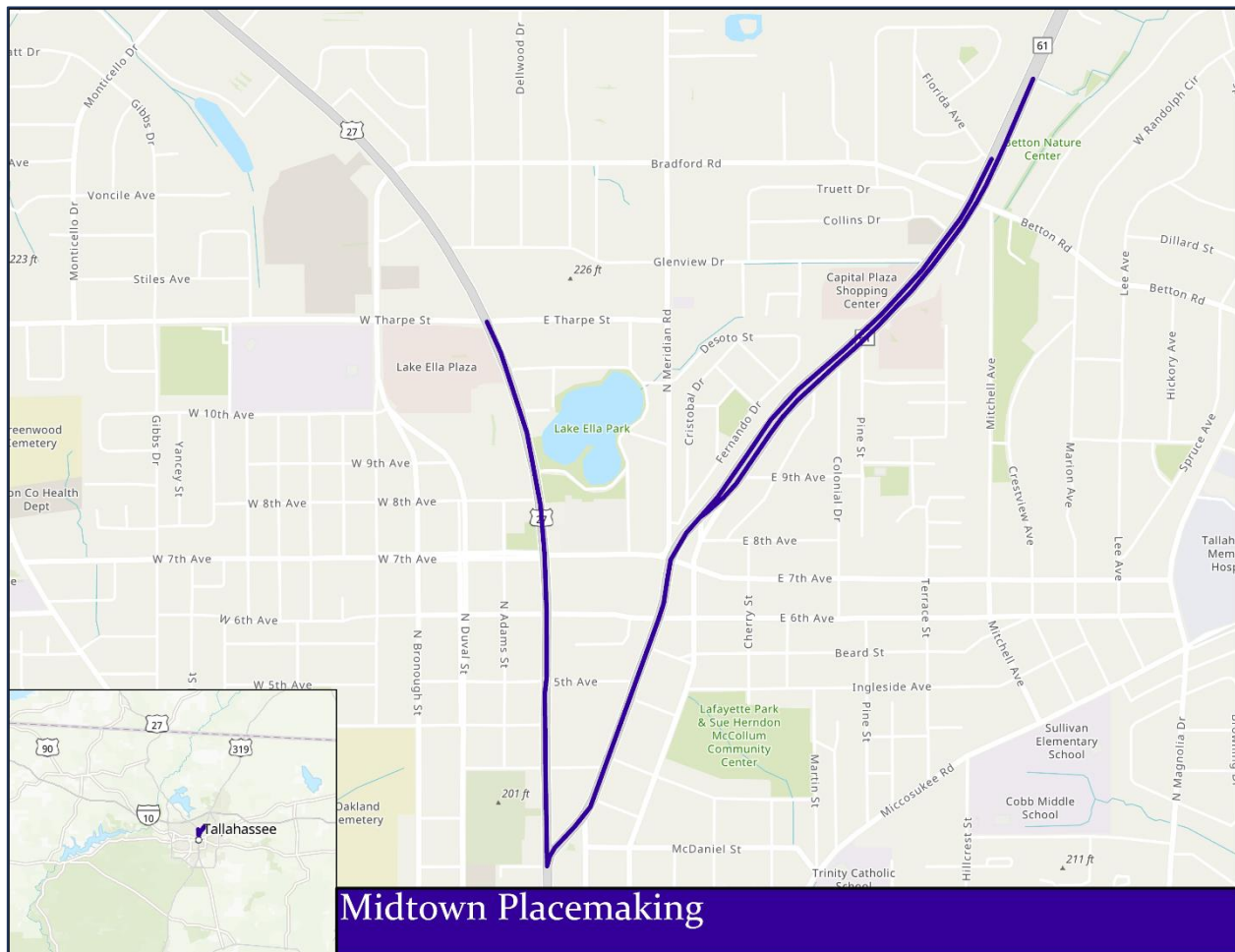
ADDITIONAL SPACE DEDICATED TO BOTH THE EAST AND WEST SIDE OF THE CORRIDOR FOR WIDER SIDEWALKS AND LANDSCAPED BUFFERS

#### PROPOSED IMPROVEMENTS

- INCLUDES TWO 10' BI-DIRECTIONAL TRAVEL LANES (REMOVAL OF 10' CENTER TURN LANE)
- REMOVAL OF THE CENTER TURN LANE MAY ADD FRICTION ALONG THE ROADWAY, RESULTING IN SLOWER TRAFFIC AND A MORE WALKABLE, BIKEABLE ENVIRONMENT ON THOMASVILLE ROAD SOUTH
- ADDITIONAL SPACE GAINED BY ELIMINATING THE CENTER TURN LANE
- WIDE SIDEWALK ON BOTH THE EAST AND WEST SIDES OF THE CORRIDOR ALLOWING FOR BI-DIRECTIONAL MOVEMENT BY PEDESTRIANS AND BICYCLISTS
- LARGER LANDSCAPE BUFFER ON THE EAST SIDE OF THE CORRIDOR TO HELP CREATE A SAFER AND SEPARATED FEEL FOR PEDESTRIANS AND BICYCLISTS USING THE SHARED-USE PATH
- UNDERGROUND UTILITIES

#### EXISTING TYPICAL SECTION

- THREE 10' LANES (TWO BI-DIRECTIONAL TRAVEL LANES AND A CENTER TURN LANE)
- 2' GRASS STRIP ON BOTH SIDES OF THE CORRIDOR
- 5' SIDEWALK ON BOTH SIDES OF THE CORRIDOR



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