



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 2020 meeting, the IA Board directed staff to move forward with implementing the community preferred option in the Midtown Area Transportation Plan for Thomasville Road from N. Monroe Street to 7th Avenue as the first segment of Midtown improvements (see page 41 of linked report document), and allocated a total of \$5,000,000 in capital funding in FY 2021 and FY 2022 for this project.
- Improvements include eliminating the center roadway turn lane to provide additional public space for wide sidewalks, a larger landscape buffer, and potentially undergrounding electric utilities.

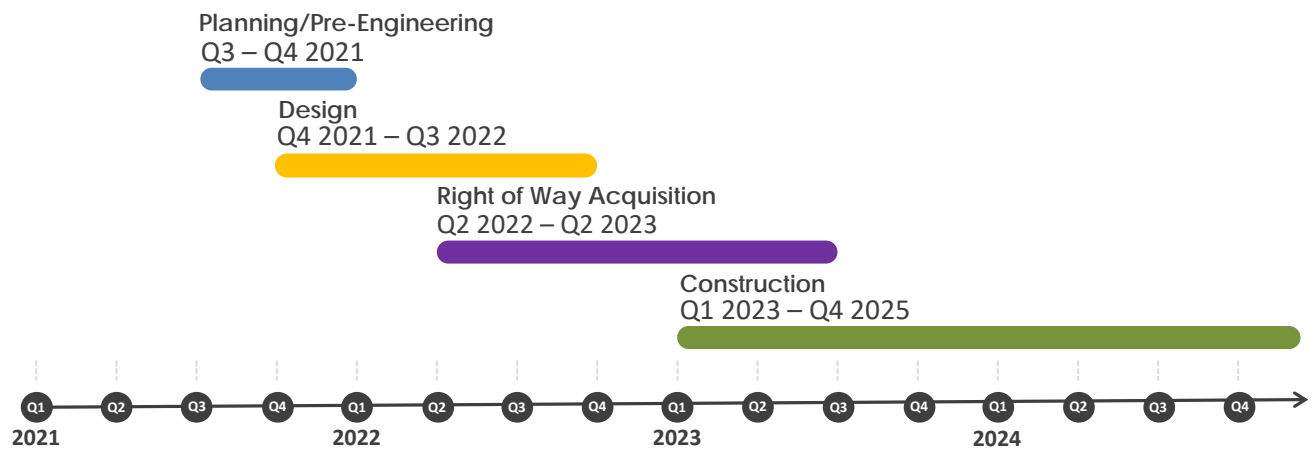
Current Status

- Blueprint is pursuing a leveraging opportunity with an FDOT resurfacing and complete streets project that overlaps this project extent.
- Blueprint is coordinating with the newly established Midtown Stakeholders Committee.

Next Steps

- Blueprint will continue to pursue and formalize, as necessary, the leveraging opportunity with FDOT for completion of this project phase, and other future opportunities for project completion.
- Stakeholder engagement will continue as this project moves forward.

Timeline



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.

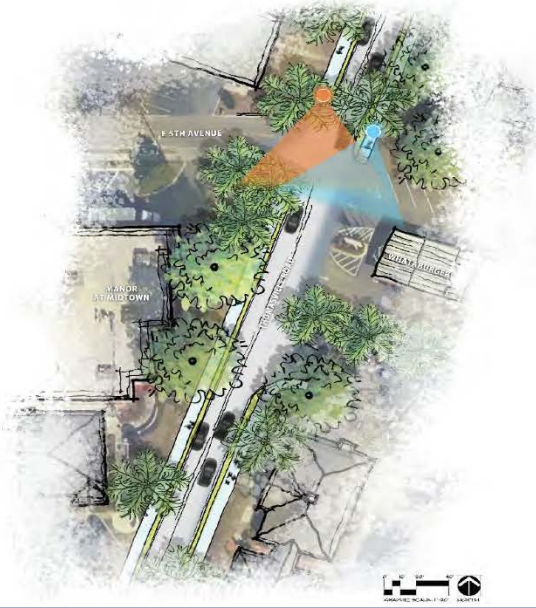
Right of Way Acquisition: This phase will consist of efforts to acquire any right of way fee and/or easement parcels necessary to complete the project. Any right of way acquisitions necessitated will be undertaken consistent with [Blueprint Real Estate Policy](#) and Florida State Statutes.

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.



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

