

Remington Avenue

Streetscape Improvements

Work in Progress Open House | July 16, 2019



Purpose: Build Truly Great Streets



High Level Schedule



We are here



May-July 2019
Public Engagement
Planning & Events

Winter 2019
Plan Design &
Project Updates

2020-2021
Construction Period

Dec 2018-May 2019
Preliminary Engineering
Analysis

August 2019
Concept Plan
Presented to City
Council

2020
Project Bids



Blueprint 2028

Thomasville's Comprehensive Plan - Public Input

- Pedestrian facilities
- Bicycle facilities
- Roundabout
- Speed Reduction
- Pedestrian Crossings



Validate Community Vision

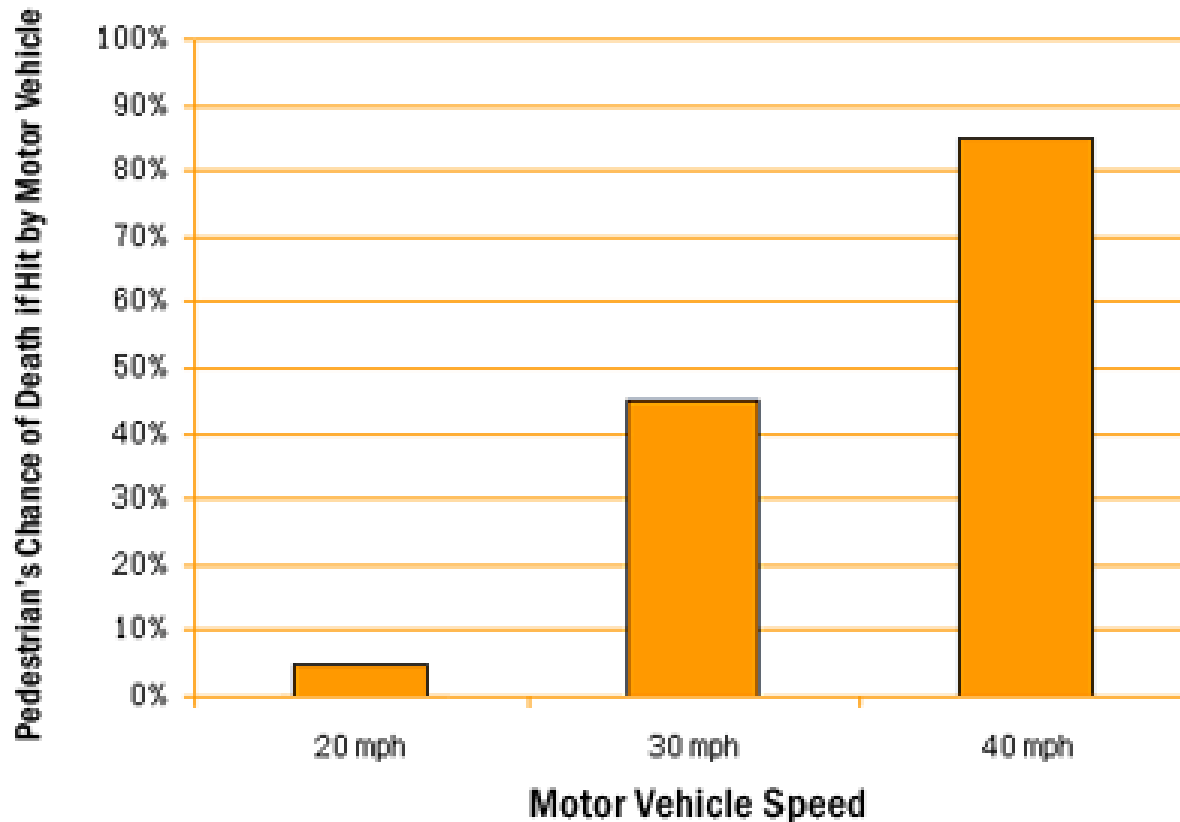
- 1. Make Safe Places**
- 2. Slow Speeding Traffic**
- 3. Build Meaningful Connections**
- 4. Preserve and Enhance Character**

MAKE SAFE PLACES



SLOW SPEEDING TRAFFIC

Pedestrian Fatalities Based on Speed of Vehicle



BUILD MEANINGFUL CONNECTIONS



PRESERVE AND ENHANCE CHARACTER

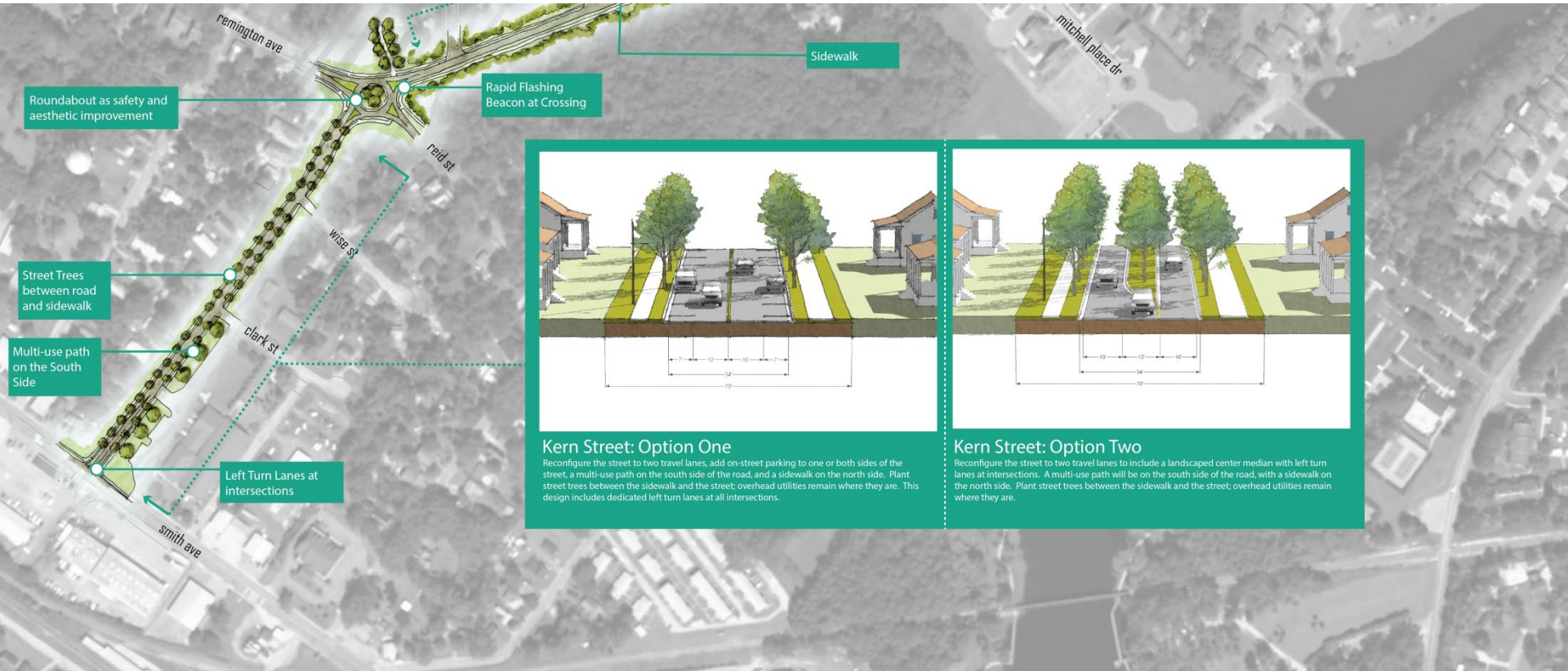


Eastern Hemlock
Tsuga canadensis



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Section 1: Smith Ave to Reid Street (Kern)



Stop 1: Smith Avenue to Reid Street



Stop 1: Smith Avenue to Reid Street



Stop 1: Smith Avenue to Reid Street



Stop 1: Smith Avenue to Reid Street



Reid St
Kern St

STOP

YIELD

???

Stop 1: Smith Avenue to Reid Street



Stop 1: Smith Avenue to Reid Street



128 degrees

Stop 1: Smith Avenue to Reid Street



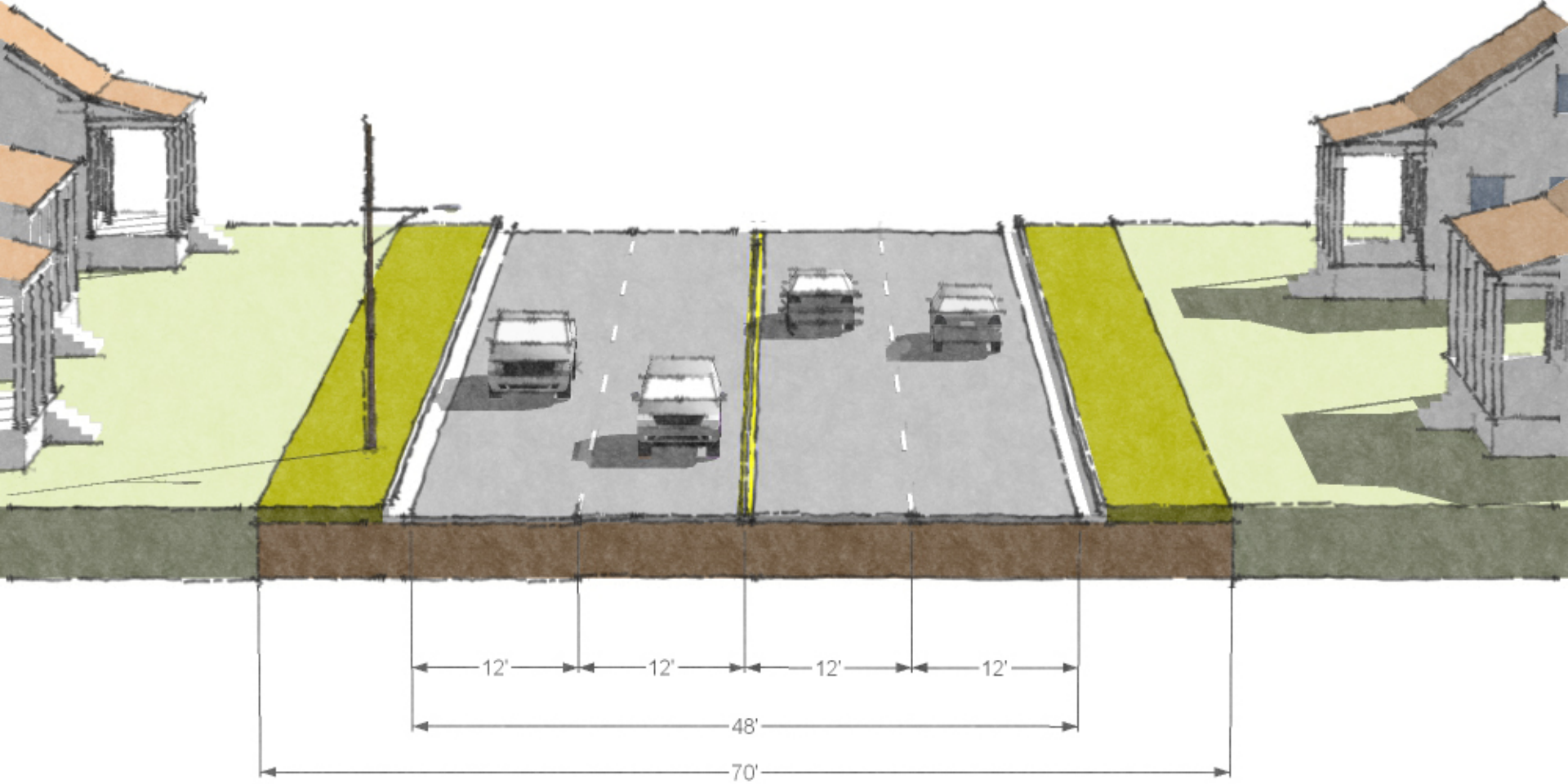
Stop 1: Smith Avenue to Reid Street

High School and Trail



Existing Street Conditions

Smith Avenue to Reid Street



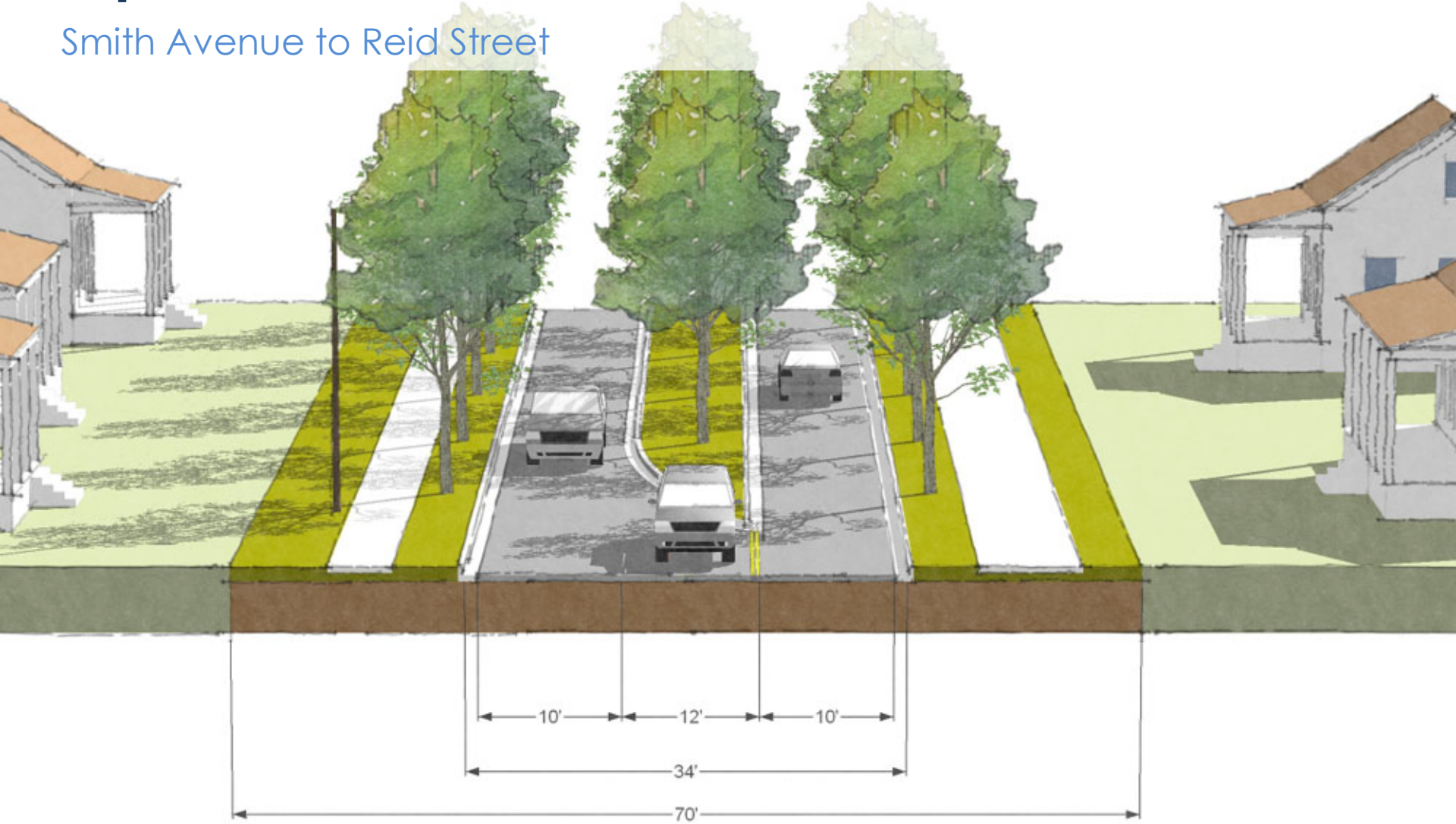
Option 1: On Street Parking, Trail, and Sidewalk

Smith Avenue to Reid Street



Option 2: Median, Trail, and Sidewalk

Smith Avenue to Reid Street



Remington, Reid, and Kern Intersection

Smith Avenue to Reid Street



Remington, Reid, and Kern Intersection

Smith Avenue to Reid Street



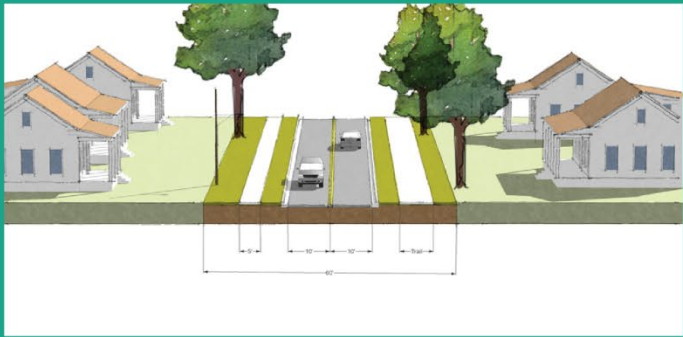
Community Trail
(to High School)

Community Trail
(to Cherokee Lake)

Smith Avenue to Reid Street

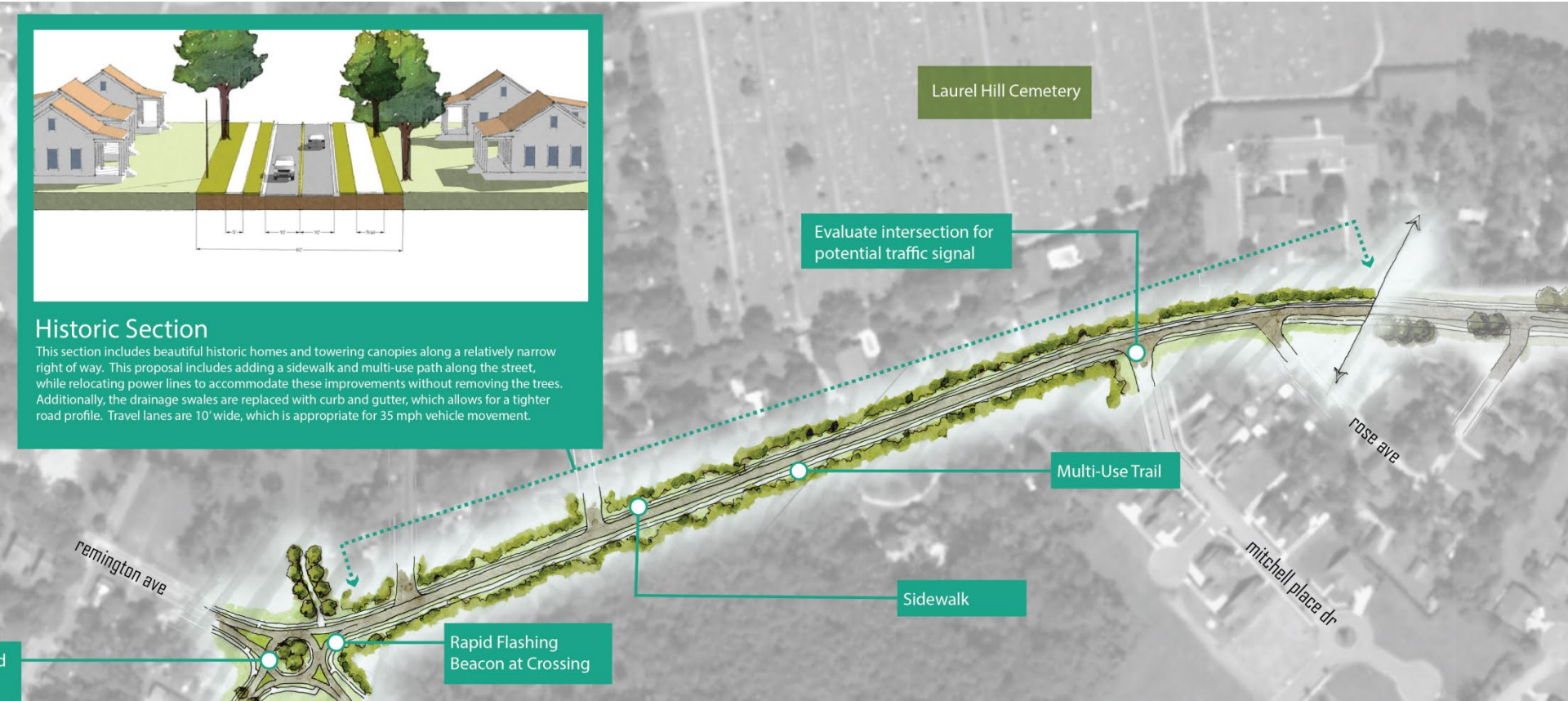


Section 2: Reid Street to Rose Avenue



Historic Section

This section includes beautiful historic homes and towering canopies along a relatively narrow right of way. This proposal includes adding a sidewalk and multi-use path along the street, while relocating power lines to accommodate these improvements without removing the trees. Additionally, the drainage swales are replaced with curb and gutter, which allows for a tighter road profile. Travel lanes are 10' wide, which is appropriate for 35 mph vehicle movement.

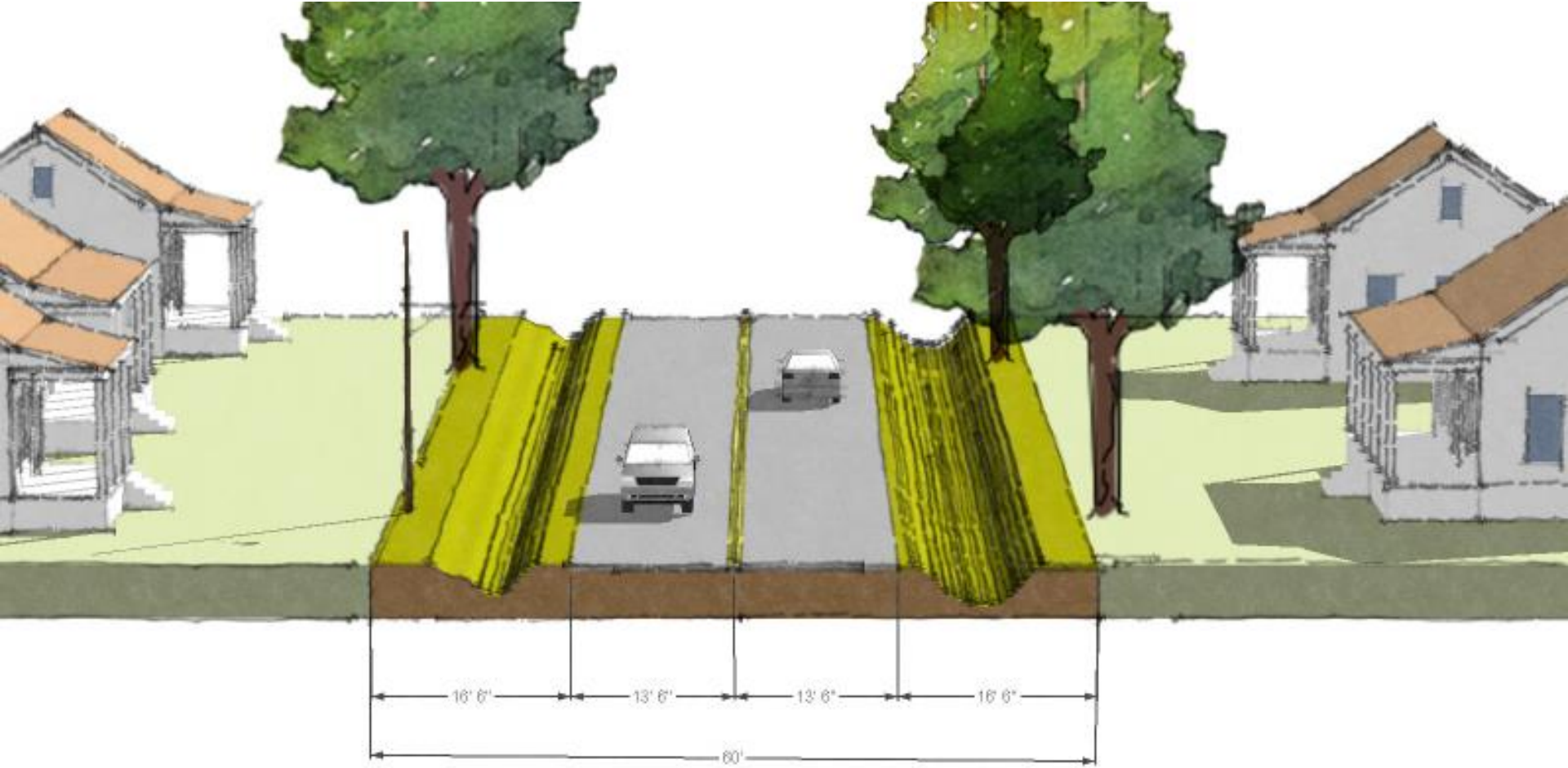


Section 2: Reid Street to Mitchell Place



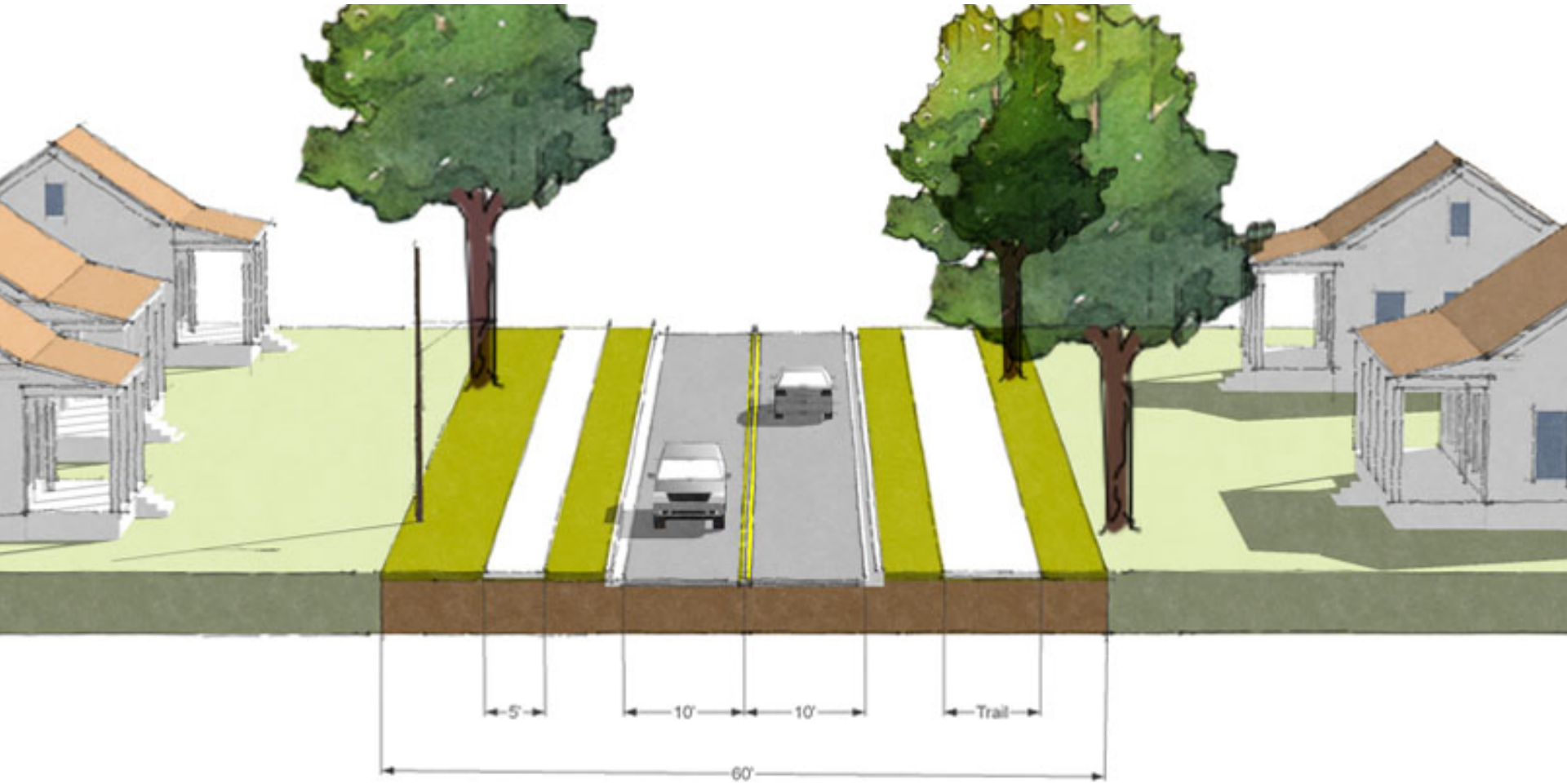
Existing Street Conditions

Reid Street to Rose Avenue



Proposed: Trail, Sidewalk, Curb & Gutter

Reid Street to Rose Avenue



Section 3: Rose Avenue to Ben Grace Drive



Room for Opportunity

This section of Remington Avenue has the widest Right of Way. Improvements include landscape medians as pedestrian refuge areas, a proposed signalized intersection at Covington Avenue, and a roundabout to replace the signal at Ben Grace Dr. Wide swales will be replaced with curb and gutter, and the space saved is more than sufficient for a multi-use path, sidewalk, and street trees. Tree selection should be native for drought tolerance and maintenance, with a more naturalistic planting arrangement that provides shade and safety to pedestrians.

Stop 3: Covington Avenue



Stop 3: Covington Avenue



51 MPH

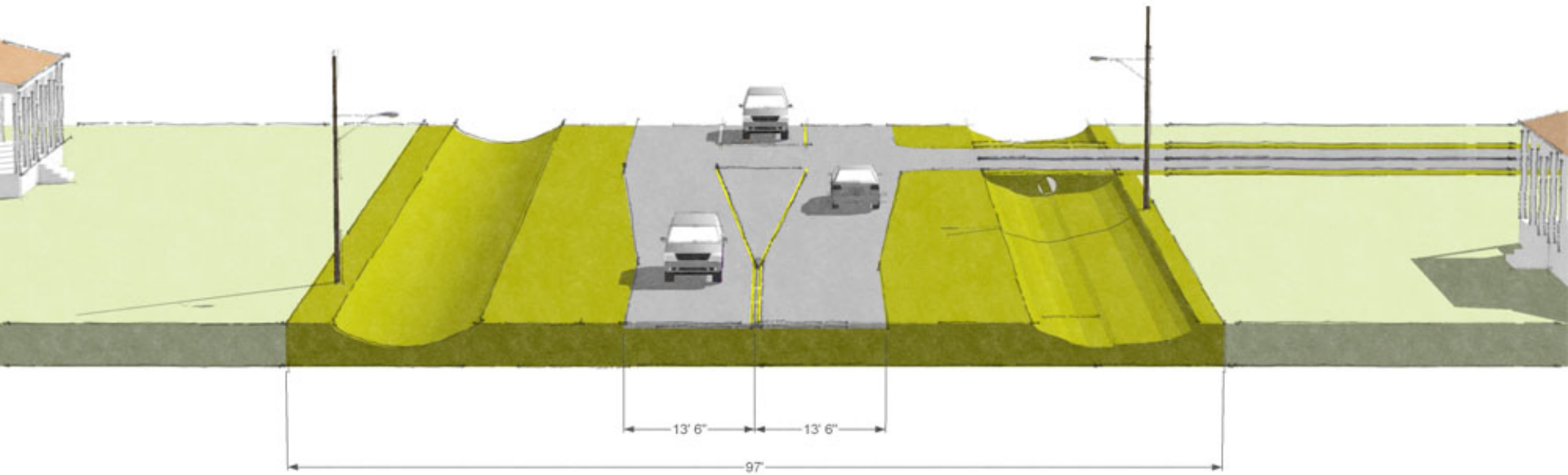
Pond

Stop 3: Covington Avenue



Existing Street Conditions

Mitchell Place to Pinetree Boulevard



Proposed: Trail, Sidewalk, and Medians

Mitchell Place to Pinetree Boulevard



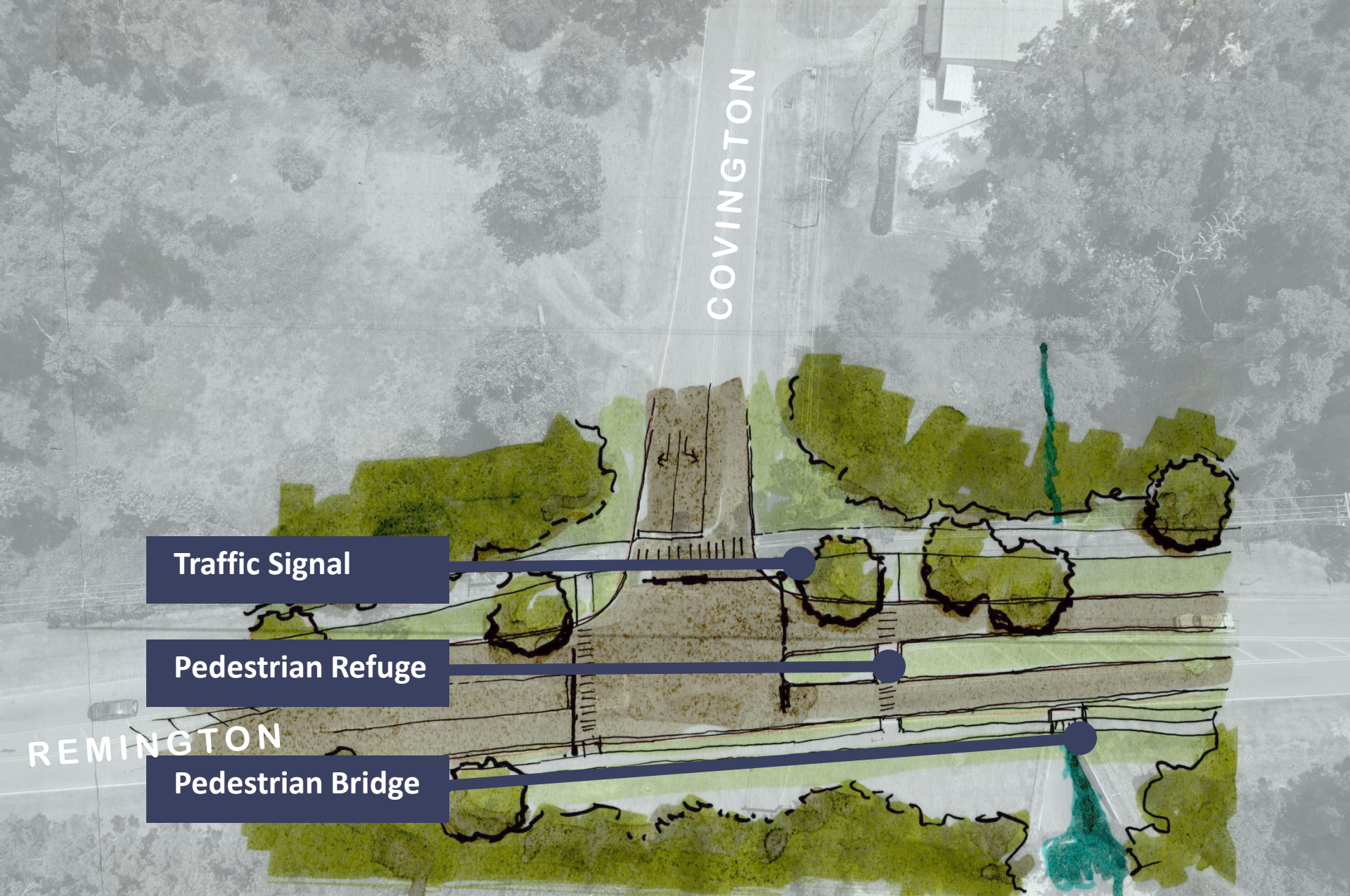
Reid Street to Mitchell Place



Remington and Covington Intersection



Remington and Covington Intersection



Traffic Signal

Pedestrian Refuge

Pedestrian Bridge

Remington and Covington Intersection



Section 4: Ben Grace Dr to Pinetree Boulevard



Stop 3: Remington Park



Stop 3: Remington Park



Section 4: Ben Grace Dr to Pinetree Boulevard



Section 4: Ben Grace Dr to Pinetree Boulevard



Section 4: Ben Grace Dr to Pinetree Boulevard

