

2nd Avenue Streetscape Study

June 1, 2020



We do amazing.



Photograph by: Sean Pavone
<https://www.seanpavonephoto.com>

AECOM

2nd Ave. Streetscape

01 Introduction

- Project Need & Purpose
- Project Limits
- Opportunities and Constraints
- Existing Conditions

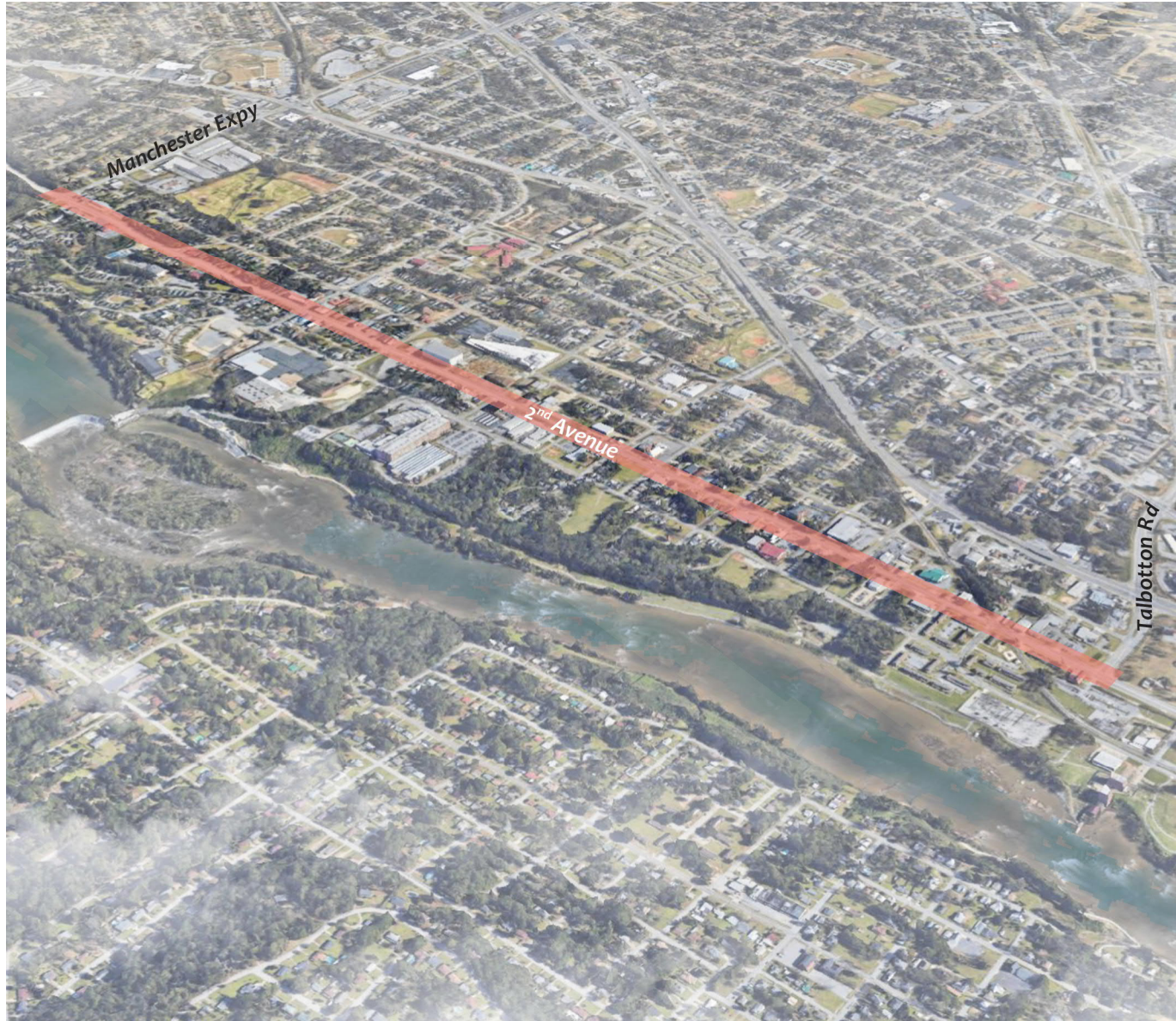
02 Traffic Analysis

- Traffic Count Map
- Traffic Data

03 Design Concepts

- Material Considerations
- Site Furniture Considerations
- Gateway and Wayfinding Signage

04 Next Steps



Project Need & Purpose – 2nd Ave. Streetscape

“The purpose of this plan is to create diverse and inclusive public space that promotes green and resilient infrastructure, intensity driven development, increased mobility/accessibility, and viable transit networks that are connected to other prominent local and regional access points and nodes.”

Second (2nd) Avenue is a 4 - lane arterial and a gateway into Downtown Columbus. In the 1980's, the road was widened from 2 - lanes to 4 - lanes. The right-of-way along this corridor varies and is constrained in some places. Historic structures exist along the corridor. The existing ADT or average daily traffic is 21,141 vehicles per day.



Create diverse and inclusive public space



Promotes green and resilient infrastructure



Increase mobility/accessibility



Promote high standard of quality of life

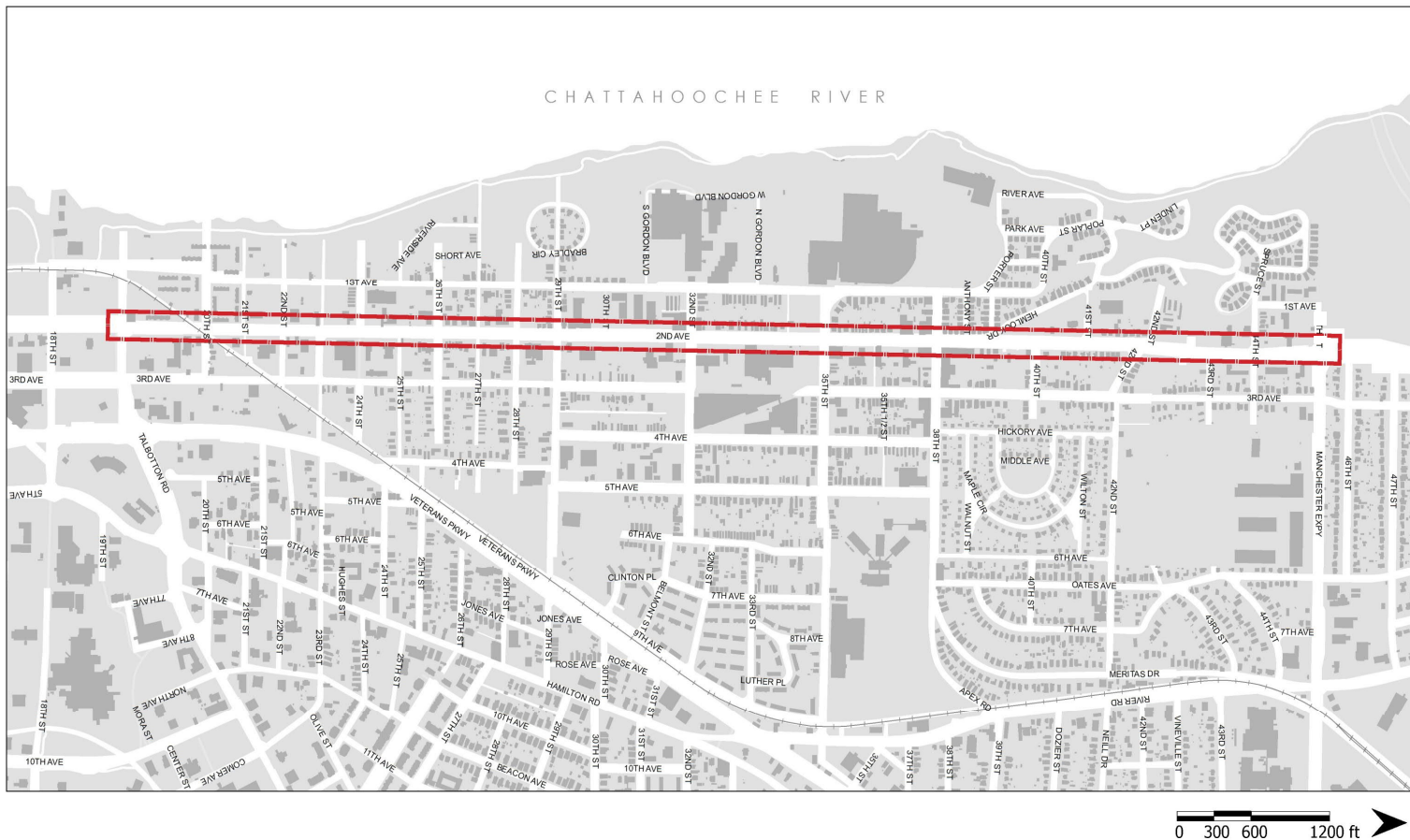


Project Limits – 2nd Ave. Streetscape

The study limits are along 2nd Avenue from north at Manchester Expressway to south at 19th Street/Talbotton Rd. approximately 1.9 miles.

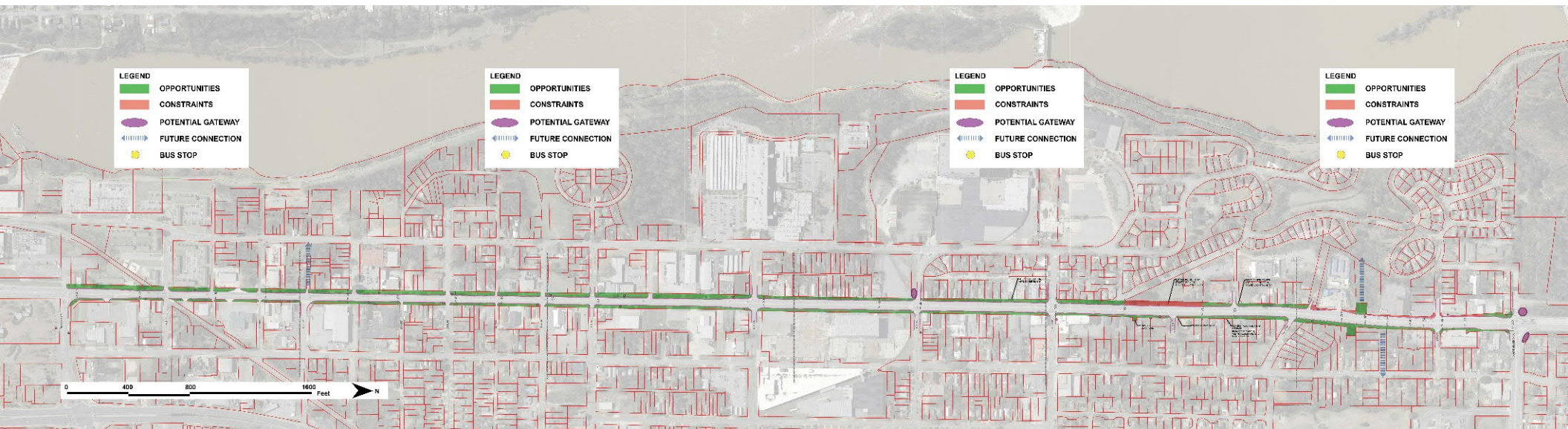
Process:

- Summarize prior plans and studies
- Conduct site visits
- Conduct traffic counts/analysis
- Public/Stakeholder Input
- Develop initial concept layouts with City Staff
- Finalize conceptual layout



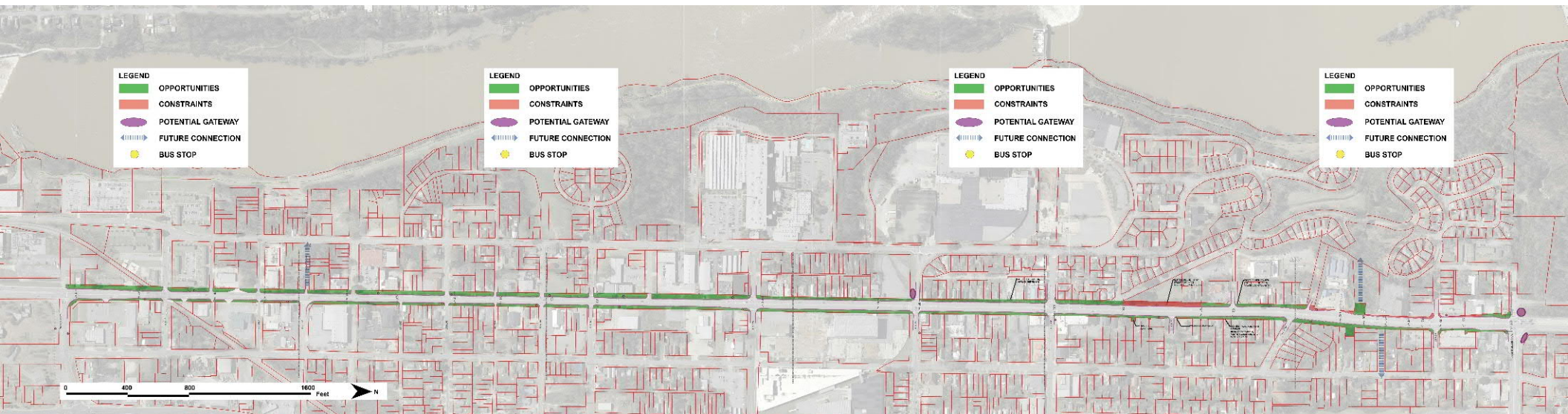
Opportunities – 2nd Ave. Streetscape

- First impressions are lasting/New Front Door. Identify architectural elements to improve the aesthetics.
- Improve pedestrian safety and upgrade pedestrian facilities such as pedestrian scale lighting, ADA ramps, protected mid-block crossings and wider buffered sidewalks.
- Opportunity to identify better connectivity/visibility to the River and to redevelopment nodes.
- Look for opportunities to incorporate bicycle facilities where feasible.
- Look for opportunities to mitigate drainage through water quality measures/improved storm drainage management.
- Look for traffic calming opportunities.



Constraints – 2nd Ave. Streetscape

- Limited signals for pedestrian crossings. Existing traffic signals currently only at Manchester Parkway, 38th, 35th and 19th streets.
- Driver behavior, lack of pedestrian awareness, drivers exceeding posted speed limit of 35 mph.
- Significant overhead utilities.
- Historic structures along corridor.
- Unsightly walls and fences. Lack of unique character.
- Rolling topography, structures above and well below the existing road grade.



Manchester Expwy to 42nd St.



Opportunity: Reconstruct curb cut to discourage high speed entry/exit across pedestrian crossing.

Opportunity: Identify additional pedestrian crossing locations between 40th and Manchester Expwy (~2000')

Opportunity: Repurpose right turn lane to increase comfort for people walking and bicycling.

Opportunity: Potential to reduce corner radius to encourage slower turning speeds, improve rates of driver yielding, and reduce pedestrian crash severity. If design vehicle does not permit this, could consider reconstructing as Urban Smart Channel, with raised pedestrian crossing.

*ROW and Parcel information obtained by available GIS and is approximate only, typical.



LEGEND

- R.O.W. OPPORTUNITIES
- R.O.W. CONSTRAINTS
- POTENTIAL GATEWAY
- FUTURE CONNECTION
- BUS STOP

0 50 100 200 ft

N

42nd St to 38th St



38th St to 32nd St.



Opportunity: Existing travel lanes look to be 12' wide. If lane widths were reduced to 10', that would provide enough space for 5' bike lanes on both sides of the street. (At least in the 5-lane sections).

Opportunity: 5-lane section with center left turn lane provides opportunities for raised medians with pedestrian refuge islands.

AERIAL INFORMATION APPEARS SHIFTED TYP.

Constraint: Land uses along some portions of the corridor are not conducive to pedestrian activity.








Constraint: Narrow planting strip is not wide enough to plant street trees or landscaping. Widening planting strip and/or sidewalk would encroach into parking spaces.



Opportunity: Existing planting strip on east side which is wide enough for street trees.

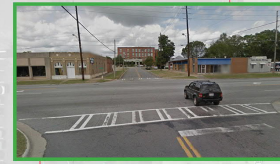
LEGEND

-  R.O.W. OPPORTUNITIES
-  R.O.W. CONSTRAINTS
-  POTENTIAL GATEWAY
-  FUTURE CONNECTION
-  BUS STOP

0 50 100 200 ft



32nd St to 28th St.



Opportunity: Install enhanced crosswalk to help pedestrians and transit users cross 2nd Ave and access Johnston Mill Lofts/Riverwalk.

Constraint: Recently constructed sidewalks on the east side of 2nd Ave between 29th St and 32nd St may limit desire to upgrade to a shared use path.



- LEGEND**
- R.O.W. OPPORTUNITIES
 - R.O.W. CONSTRAINTS
 - POTENTIAL GATEWAY
 - FUTURE CONNECTION
 - BUS STOP



28th St to 23rd St.

Opportunity: Provide enhanced crossing for bicyclists/pedestrians to access Riverwalk.

Constraint: Surface parking lots do not help to create a pedestrian-friendly environment.

Opportunity: Potential to reduce corner radius to encourage slower turning speeds, improve rates of driver yielding, and reduce pedestrian crash severity. If design vehicle does not permit this, could consider reconstructing as Urban Smart Channel, with raised porkchop island and raised pedestrian crossing.






Constraint: Narrowing lane width to 10' in the 4-lane sections does not result in enough width to restripe with bike lanes.



Opportunity: Install enhanced crosswalk to help pedestrians and transit users cross 2nd Ave.

Constraint: Recently constructed sidewalks on the east side of 2nd Ave between 27th St and 28th St may limit desire to upgrade to a shared use path.

LEGEND

-  R.O.W. OPPORTUNITIES
-  R.O.W. CONSTRAINTS
-  POTENTIAL GATEWAY
-  FUTURE CONNECTION
-  BUS STOP

0 50 100 200 ft



23rd St to Talbotton Rd



Opportunity: Existing planting strip on west side looks like it's 6', which is wide enough for street trees.

Constraint: Skewed railroad track crossing creates potential challenges for bicyclists and pedestrians using mobility aids.

Opportunity: Reconstruct curb cut to discourage high speed entrance/exit across pedestrian crossing.

Opportunity: Existing travel lanes look to be 12' wide. If lane widths were reduced to 10', that would provide enough space for 5' bike lanes on both sides of the street. (At least in the 5-lane sections)

Opportunity: Potential to reduce corner radius to encourage slower turning speeds, improve rates of driver yielding, and reduce pedestrian crash severity. If design vehicle does not permit this, could consider reconstructing as Urban Smart Channel, with raised porkchop island and raised pedestrian crossing.

Opportunity: Install 8' wide concrete pad to make bus stop ADA compliant, and add shelter and other amenities. (Applies throughout)

Opportunity: Power line poles in this section are close to roadway edge - this may create opportunities for widening sidewalk or converting to a shared use path without relocating utilities.

Opportunity: Wide (12 - 13') planting strips provide potential opportunities for shade trees and improved landscaping.



LEGEND

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- R.O.W. CONSTRAINTS
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- BUS STOP

0 50 100 200 ft



Existing Conditions – 2nd Ave. Streetscape



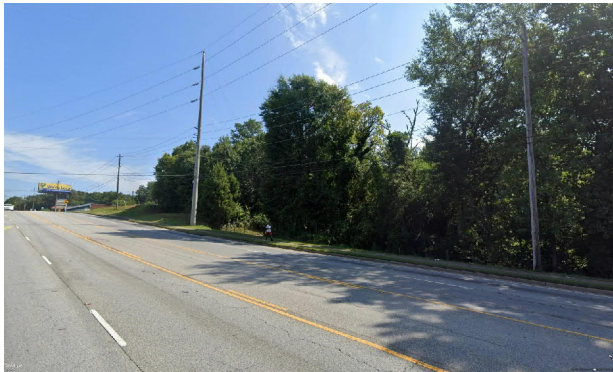
2nd Avenue, Home relationships - Westside



**2nd Avenue – Existing topography, Westside-
Overhead Utilities**



2nd Avenue, Home relationships - Westside



2nd Avenue – Overhead Utilities Westside



**2nd Avenue – Wall/Railing Improvement
Opportunity**



**2nd Avenue – Overhead Utilities Eastside, 5
lane section**

Existing Conditions – 2nd Ave. Streetscape



2nd Avenue, 35 mph hr. speed limit, 5 lane section



Existing Sidewalk, Bus Stop Locations, 5 lane section, pedestrian crossing



Existing on grade rail road crossing, – 20th Street



2nd Avenue – 4 lane section, overhead utilities both sides of the street.



Existing Crosswalk – Update ADA Facilities, such as handicap ramps.



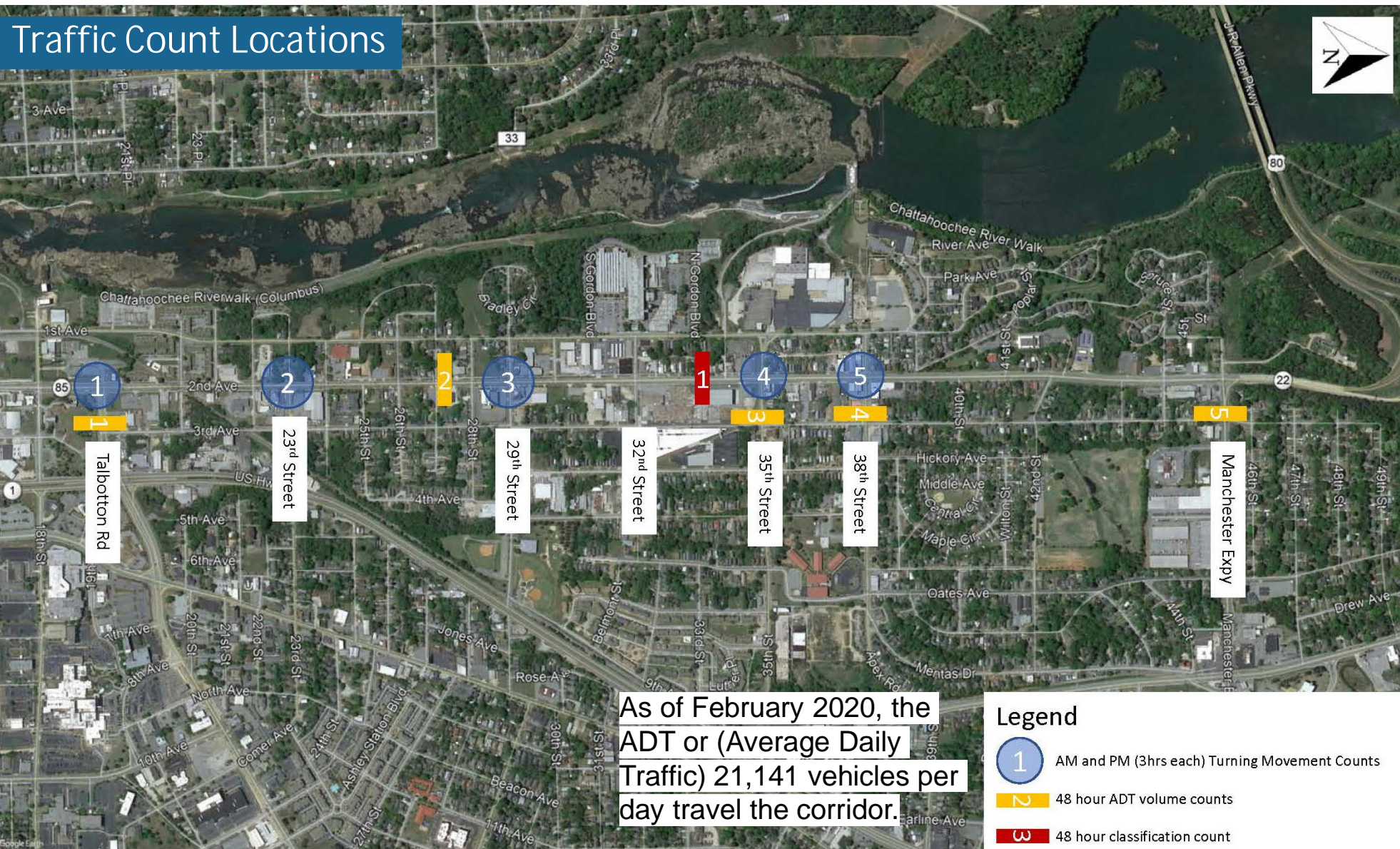
Existing development, Urban Village – 38th Street

02 Traffic Analysis

- Traffic Count Map
- Traffic Data
- Pedestrian/ Bike/ Automobile Heat Map



Traffic Count Locations



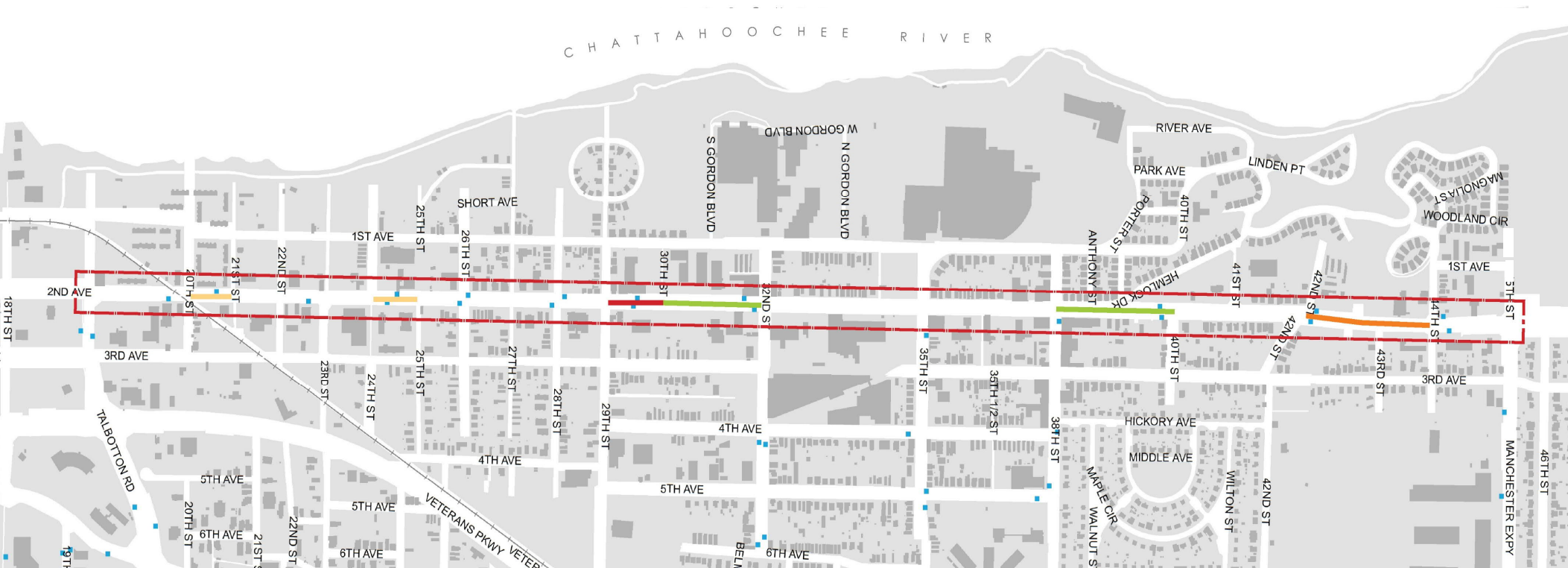
Pedestrian Count Locations



Pedestrian Count Locations



6:00 AM TO 6:00 PM

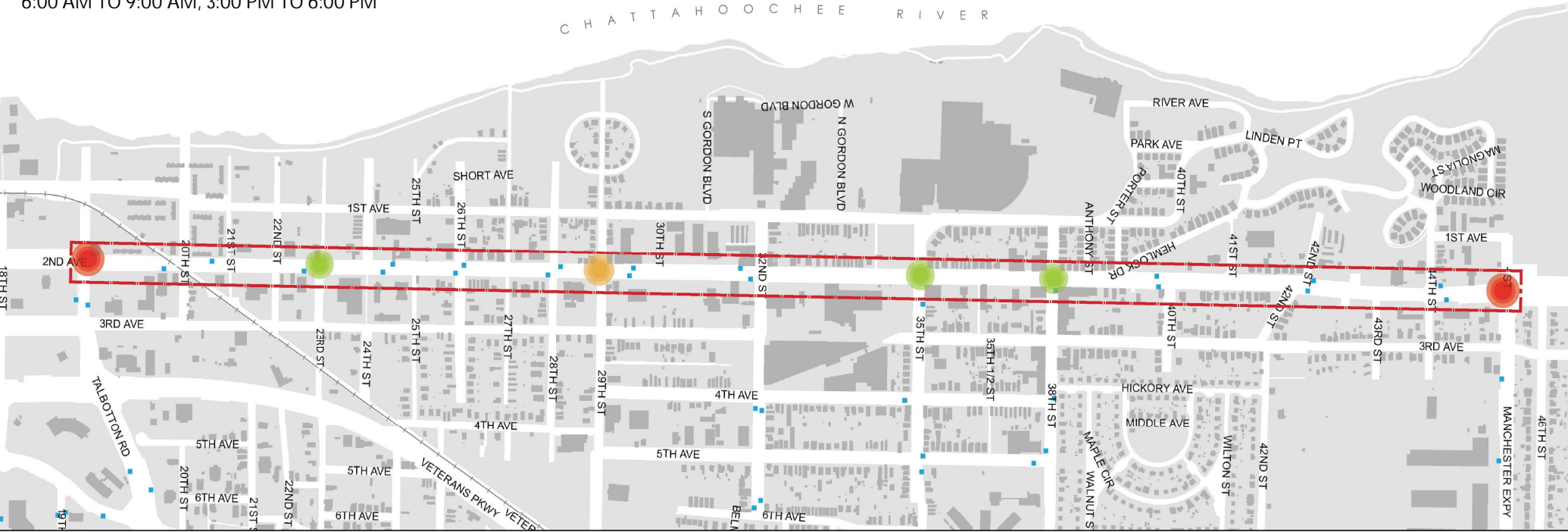


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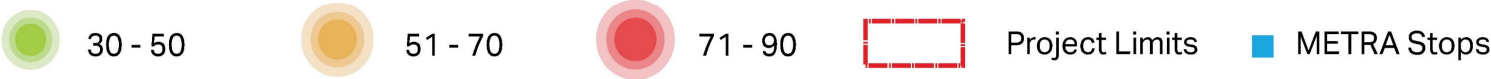
Pedestrian Peak Hour Heat Map (Crosswalks) – 2nd Ave. Streetscape

6:00 AM TO 9:00 AM, 3:00 PM TO 6:00 PM



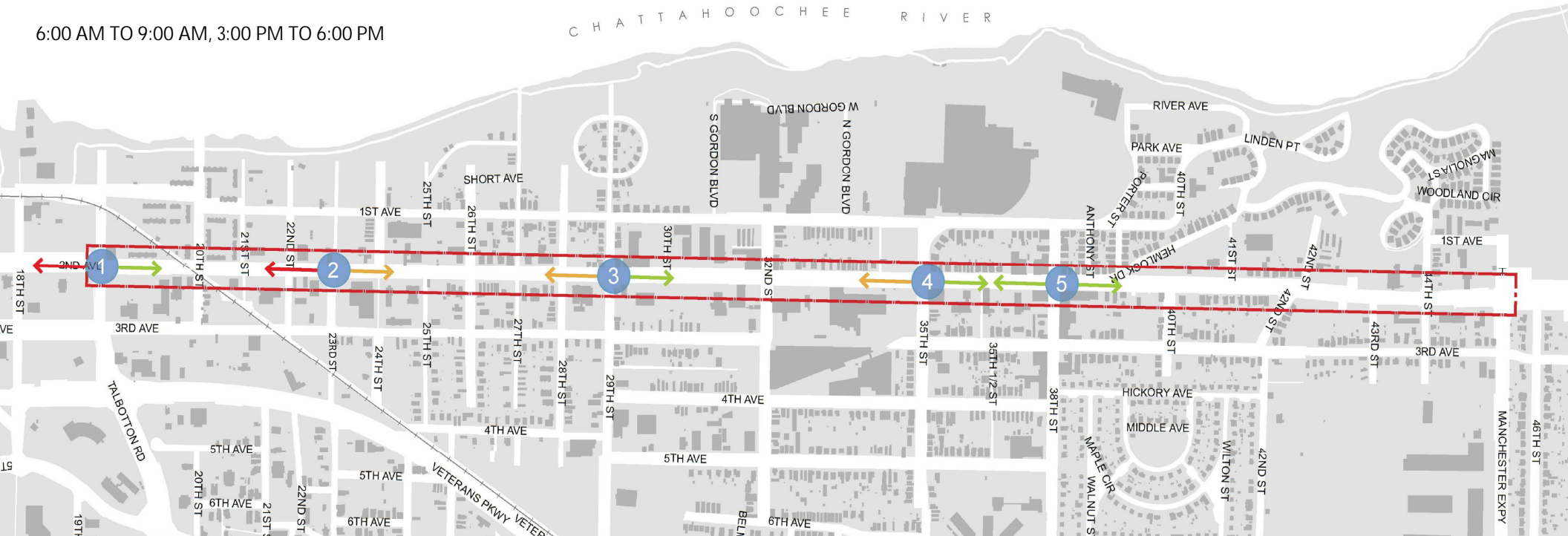
LEGEND

Pedestrian Counts (Quantity)



Bike Peak Hour Heat Map – 2nd Ave. Streetscape

6:00 AM TO 9:00 AM, 3:00 PM TO 6:00 PM



LEGEND

Bike Counts (Quantity)

1 - 3

4 - 6

7

Project Limits



03 Design Concepts

- Material Considerations
- Site Furniture Considerations
- Gateway and Wayfinding Signage



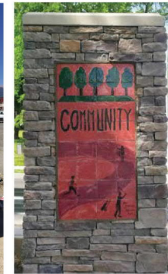
Material Considerations – 2nd Ave. Streetscape



Chattahoochee River



River Rock



Design

- Gateway Feature
- Art Installation



Mills



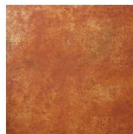
Brick



- Paver
- Gateway Feature



Historic District



Cor-Ten Steel



- Art Installations
- Urban elements

Material Considerations – 2nd Ave. Streetscape

Design

- Walls
- Pavers bands

- Sidewalks
- Gateway Feature

- Art Installation



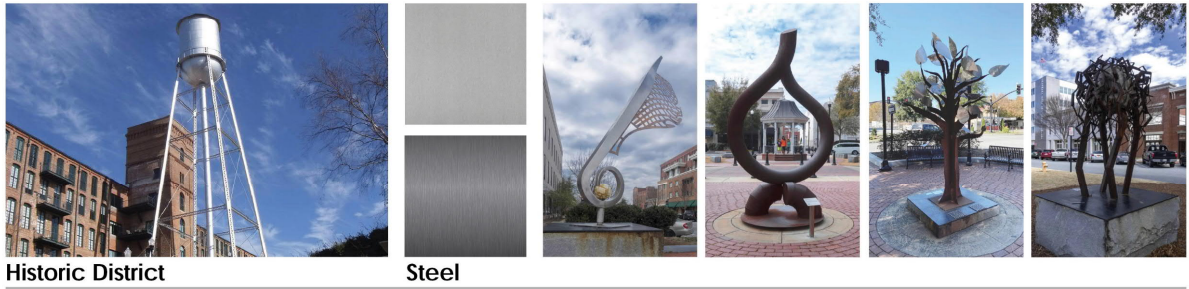
Chattahoochee River

Granite



Mills

Concrete

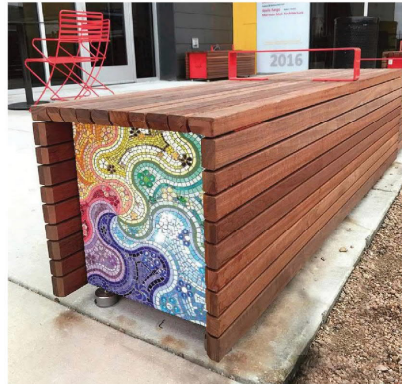


Historic District

Steel

Site Furniture Considerations – 2nd Ave. Streetscape

BENCH



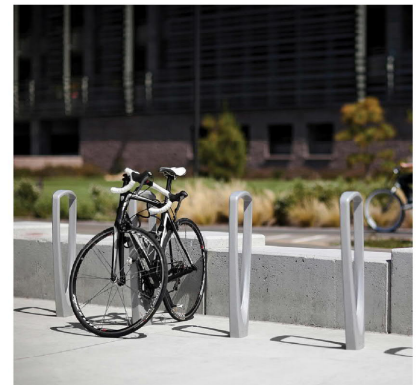
LITTER RECEPTACLES



PEDESTRIAN LIGHTING



BIKE RACK



Potential Gateway/Signage Location Map – 2nd Ave. Streetscape

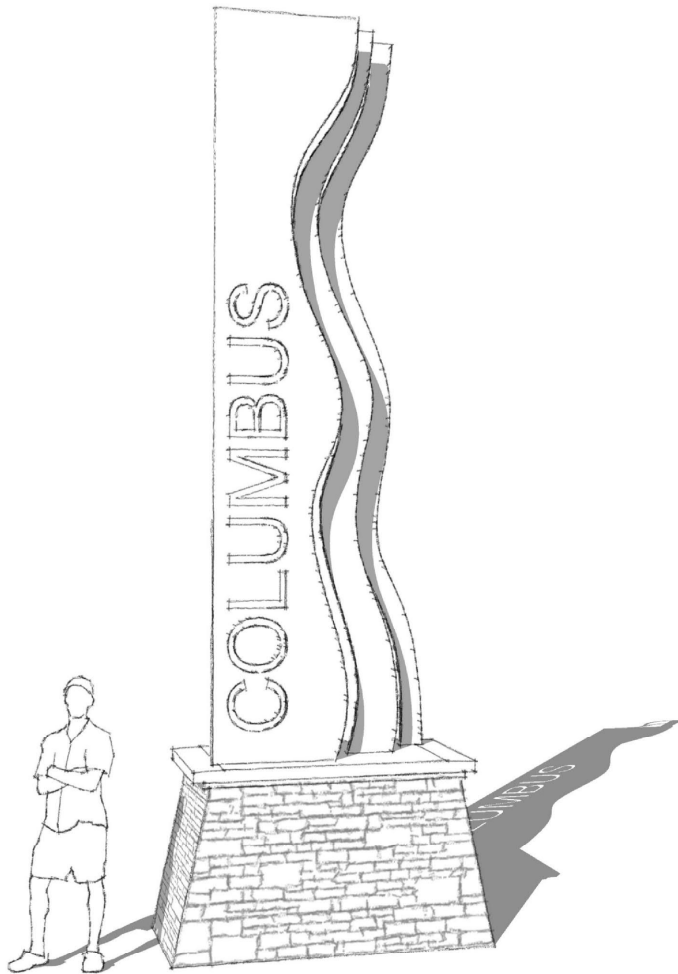


LEGEND

- | | |
|--|--|
| A Primary Gateway | C Vehicular Directional |
| B Secondary Gateway | D Pedestrian Info Kiosk |



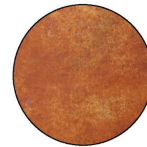
Primary Gateway Concept – Option A 2nd Ave. Streetscape



Inspiration



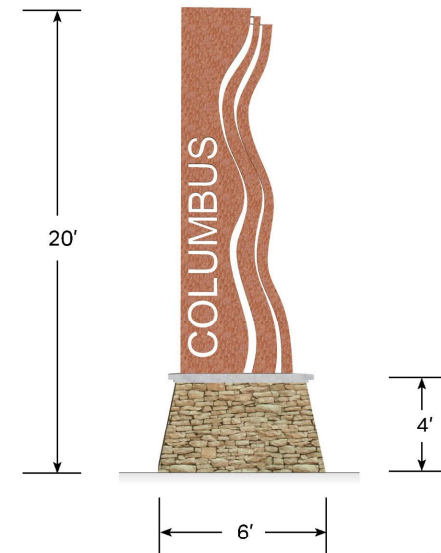
Material



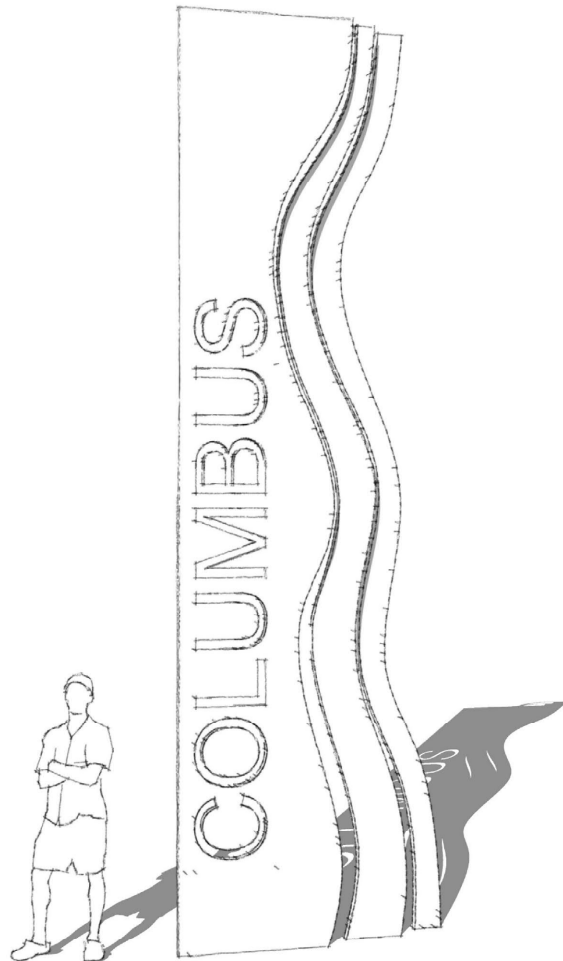
Cor-ten Steel



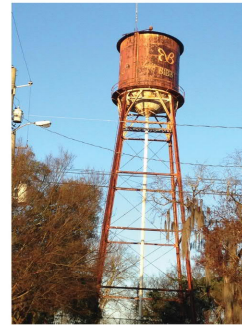
River Rock



Primary Gateway Concept - Option B 2nd Ave. Streetscape



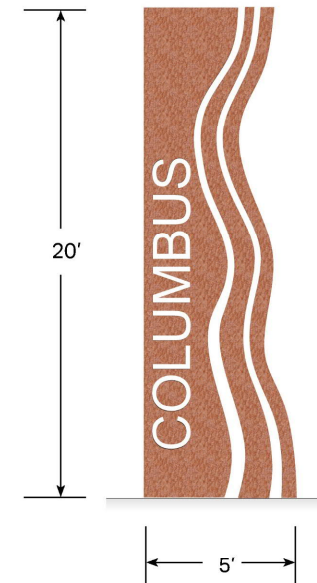
Inspiration



Material



Cor-ten Steel



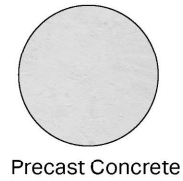
Primary Gateway Concept – Option C 2nd Ave. Streetscape



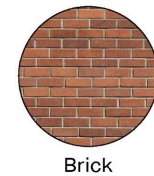
Inspiration



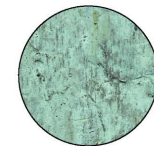
Material



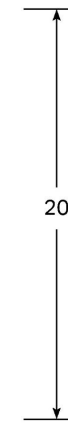
Precast Concrete



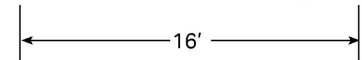
Brick



Painted Steel



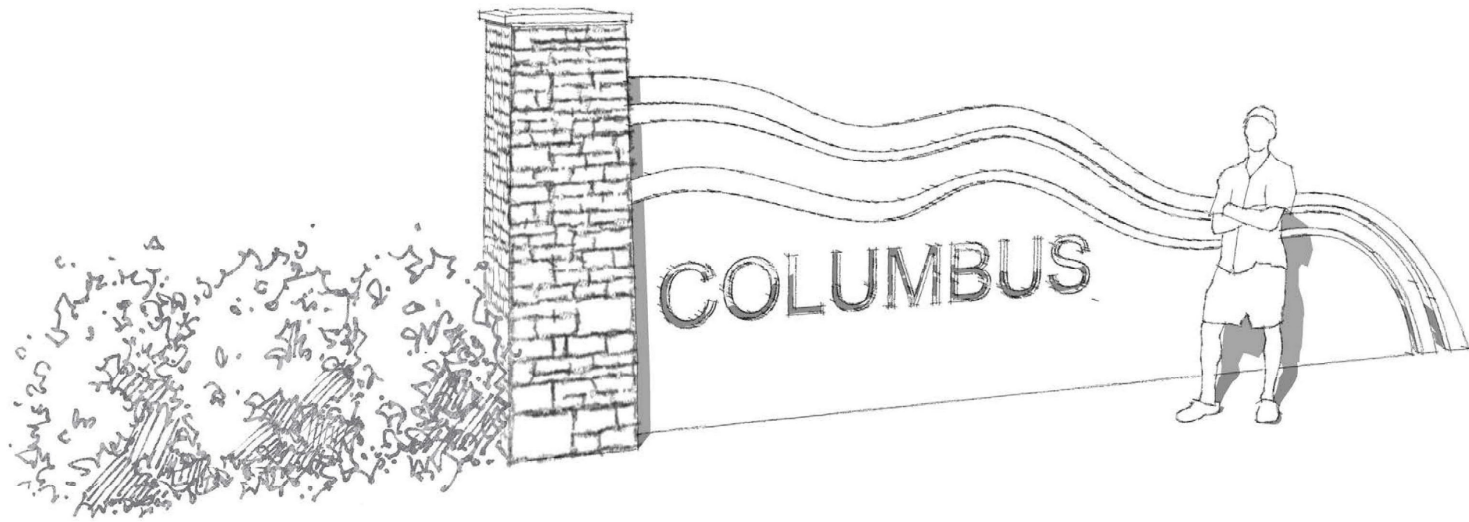
20'



16'

Secondary Gateway Concept – Option A

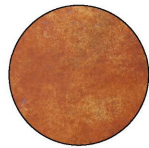
2nd Ave. Streetscape



Inspiration



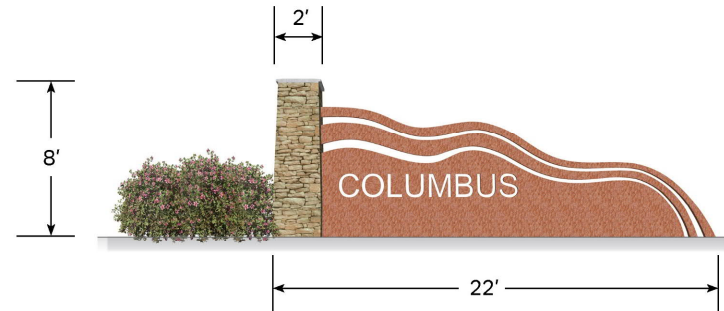
Material



Cor-ten Steel

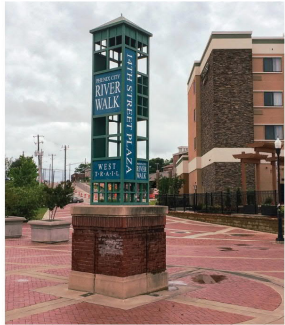
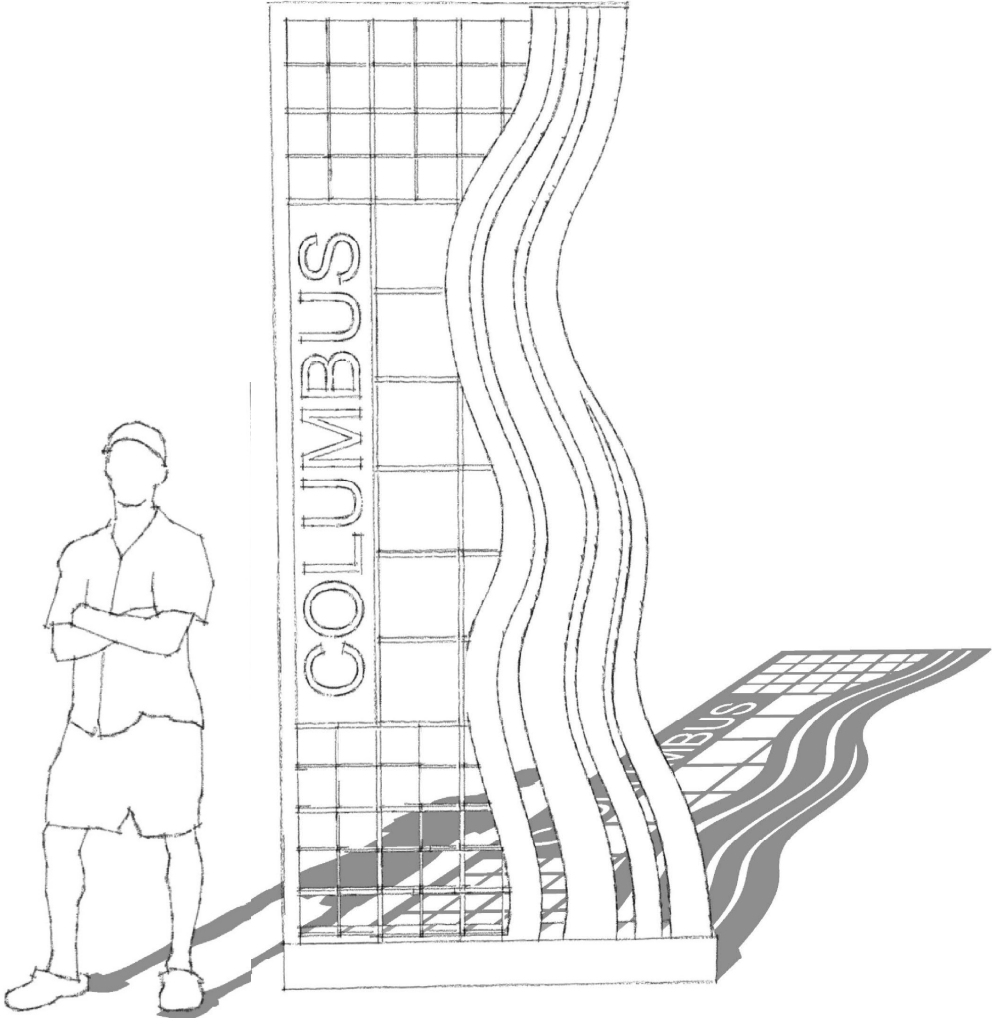


River Rock



Secondary Gateway Concept – Option B

2nd Ave. Streetscape
Inspiration



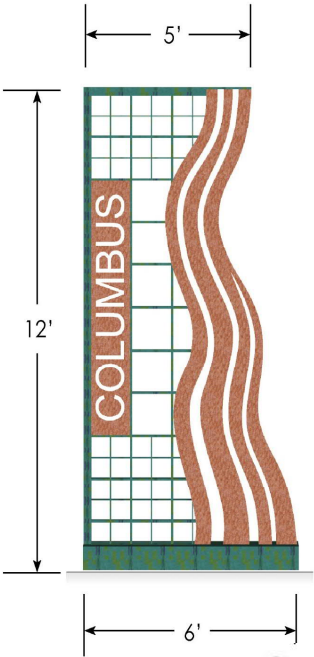
Material



Cor-ten Steel



Painted Steel



04 Next Steps



Next Steps - 2nd Ave. Streetscape

- Receive stakeholder/public input From June 1 – June 15, 2020
- Develop concept layout
- Conduct a second stakeholder/public input meeting for comment on concept layout.
- Address comments from City Staff and the Stakeholder and Public Input Process.
- Prepare final scoping document for presentation to Mayor and Council, early fall 2020.

Methods of Providing Comments:

- View presentation and complete survey at <https://bit.ly/2ndAveStreetscapes>
- E-mail comments to cpcmpo@columbusga.org
- Phone comments to 706-225-3938
- Mail comments to Columbus Consolidated Government
Planning Department
P.O. Box 1340, Columbus, Georgia 31902





THANK YOU!

COLUMBUS
GEORGIA

We do amazing.

AECOM

Photograph by: Sean Pavone
<https://www.seanpavonephoto.com>