

# FACT SHEET

## WHAT IS THE 2ND AVENUE PROJECT?

**This project improves 2<sup>nd</sup> Avenue from approximately 6<sup>th</sup> Street to St. Claire Avenue. The project will:**

- Replace the deteriorating sidewalk, curb and curb ramps within the project limits.
- Construct curb extensions (bump-outs) along the north side of 2<sup>nd</sup> Avenue to better define the travel lanes and northern parking lane. The curb extensions will shorten the street crossing distance and will provide more visibility of the pedestrian crossing to motorists.
- Install permeable pavers with underground storage in the parking lane to improve the existing drainage conditions.
- Install new lighting throughout the corridor.
- Resurface and restripe 2<sup>nd</sup> Avenue.
- Installing bike sharrows with along 2<sup>nd</sup> Avenue from 4<sup>th</sup> Street to St. Claire Avenue.
- Construct new retaining walls as needed between 6<sup>th</sup> Avenue and Grant Avenue or remove the walls where grading makes it feasible.



## MATERIALS WILL BE USED FOR THIS PROJECT?

Standard concrete curb and concrete sidewalks are being used on this project, similar to other city neighborhoods outside the Downtown district.

## HOW IS THE PROJECT BEING FUNDED?

- Columbus Department of Development
- Ohio Public Works Commission

## WILL THE SPEED LIMIT ON 2<sup>ND</sup> BE REDUCED TO 25 MPH?

This project will not reduce the speed limit on 2<sup>nd</sup> Avenue to 25 mph.

Changing the characteristics of the roadway need to change can encourage slower driving. The project will provide some countermeasures to encourage slower driving speeds (narrowing lanes, adding curb extensions, etc.). The street may be studied after project completion for a potential speed limit reduction.

## WHY IS PARKING PLANNED FOR THE NORTH SIDE OF THE STREET?

The project limits along 2<sup>nd</sup> Avenue extend from 6<sup>th</sup> Street to St. Clair Avenue. Currently, existing parking is located along the northern side of 2<sup>nd</sup> Avenue from 6<sup>th</sup> Street to Cleveland Avenue. The existing parking lane switches to the south side of 2<sup>nd</sup> Avenue from Cleveland Avenue to St. Clair Avenue.

When determining the location of the parking, underground utility impacts were investigated. An existing gas main and an existing waterline run along the south side of 2<sup>nd</sup> Avenue. The permeable pavers and the storage beneath would be in direct conflict with the waterline and gas line if parking was placed on the south side. Due to the possible impacts, the parking was switched to the north side between Cleveland Avenue and St. Clair Avenue.

## WHAT ARE BUMP-OUTS?

Bump-outs are also known as curb extensions or bulb-outs. Bump-outs extend the curb into the street and align with the parking lane at a pedestrian crossing.

### ***Bump-outs increase pedestrian safety in three distinct ways:***

- By making the distance shorter for pedestrians, they decrease the time that a pedestrian is in the street and vulnerable to being hit by a car. By having a shorter distance to cross, the pedestrian completes the crossing more quickly.
- By serving to make the neck of a street narrower at an intersection. A car making a left or right turn onto a street that has bump-outs installed must slow down considerably to make the turn. Lower speeds increase time for a driver to see a pedestrian and decrease the likelihood of severe injuries to a pedestrian in the event of a collision.
- By preventing vehicles from illegally parking near the corner of an intersection. Vehicles parked too close to an intersection block the driver's view of the pedestrian seeking to cross the street at the curb ramp.

## WILL STOP SIGNS BE ADDED?

This project will not be adding new stop signs for traffic traveling on 2<sup>nd</sup> Avenue. Several factors are considered when determining if an intersection will be an all-way stop. The non-signalized cross streets along 2<sup>nd</sup> Avenue are not candidates for all-way stop control, partially due to the lower volumes of traffic using the side streets compared to 2<sup>nd</sup> Avenue.

Installing stop signs when the conditions don't call for them can lead to an increased likelihood of stop sign violations.

## IS MILO BEING ANNEXED INTO ITALIAN VILLAGE?

Municipal annexation is the territorial expansion of a municipality's corporate boundaries. Since both are neighborhoods within the same municipality (*City of Columbus*) corporate boundaries currently, there is no way a annexation can take place. In regards to neighborhood identity and the boundaries, the current boundaries of the Milo-Grogan area will remain the same. DPS will continue to work with the areas to embrace and maintain identity.

## ARE SPEED HUMPS AN OPTION ON 2<sup>ND</sup> AVE?

2<sup>nd</sup> Ave is on a Priority 1 Snow Route. Vertical traffic calming, like speed humps, cannot be installed on the city's Priority 1 Snow Routes as they would interfere with the safe snow and ice removal operations.

Priority 1 routes are considered critical to our citywide transportation network and are among the first streets to be treated during snow and ice events.

## WHEN DOES THE PROJECT START AND WHEN WILL IT BE COMPLETE?

Construction is anticipated to start March 2023 and be completed in October 2024.

## IS THIS ANYTHING LIKE THE 5TH AVE PROJECT?

Similar improvements that will be constructed on the 2<sup>nd</sup> Avenue project that were on the 5<sup>th</sup> Avenue project. The 2<sup>nd</sup> Avenue project will provide new street lighting, street trees, sidewalks and curbs, new ADA ramps, pavement markings, pavement resurfacing and retaining walls (*west of the RR tracks to Grant Ave*).