

Remington Avenue

Streetscape Improvements

Vision Plan Presentation | August 29, 2019



Purpose: Build Truly Great Streets



High Level Schedule



Dec 2018-May 2019
Preliminary Engineering
Analysis

May-July 2019
Public Engagement
Planning & Events

August 2019
Concept Plan
Presented to City
Council

Winter 2019-2020
Plan Design &
Project Updates

2020-2021
Project Bids

2021
Construction Period

We are here

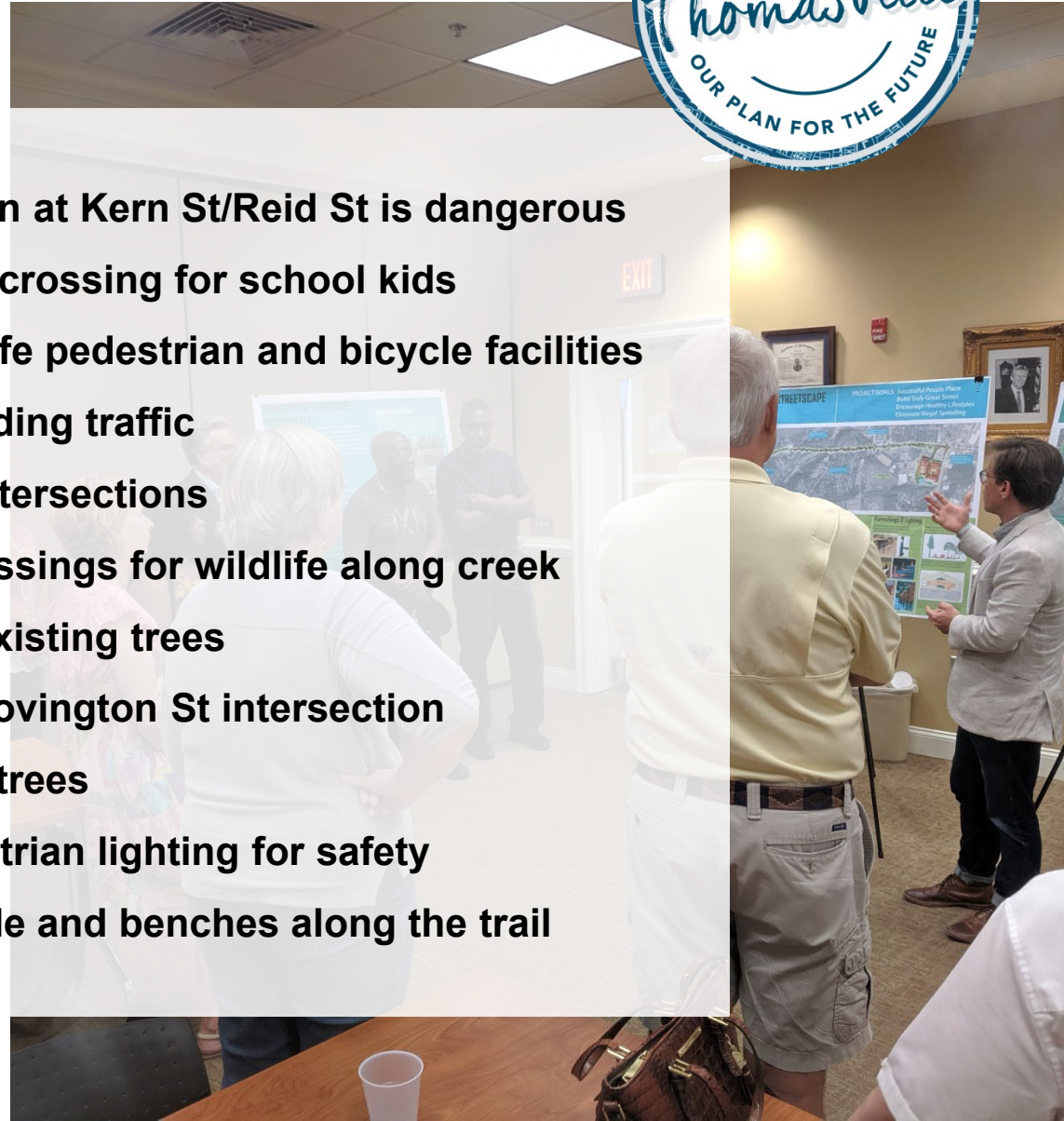
Why Plan in Public?



Why Plan in Public?



- Intersection at Kern St/Reid St is dangerous
- Make safe crossing for school kids
- Provide safe pedestrian and bicycle facilities
- Slow speeding traffic
- Improve intersections
- Create crossings for wildlife along creek
- Maintain existing trees
- Improve Covington St intersection
- Add more trees
- Add pedestrian lighting for safety
- Place shade and benches along the trail



Validate Community Vision

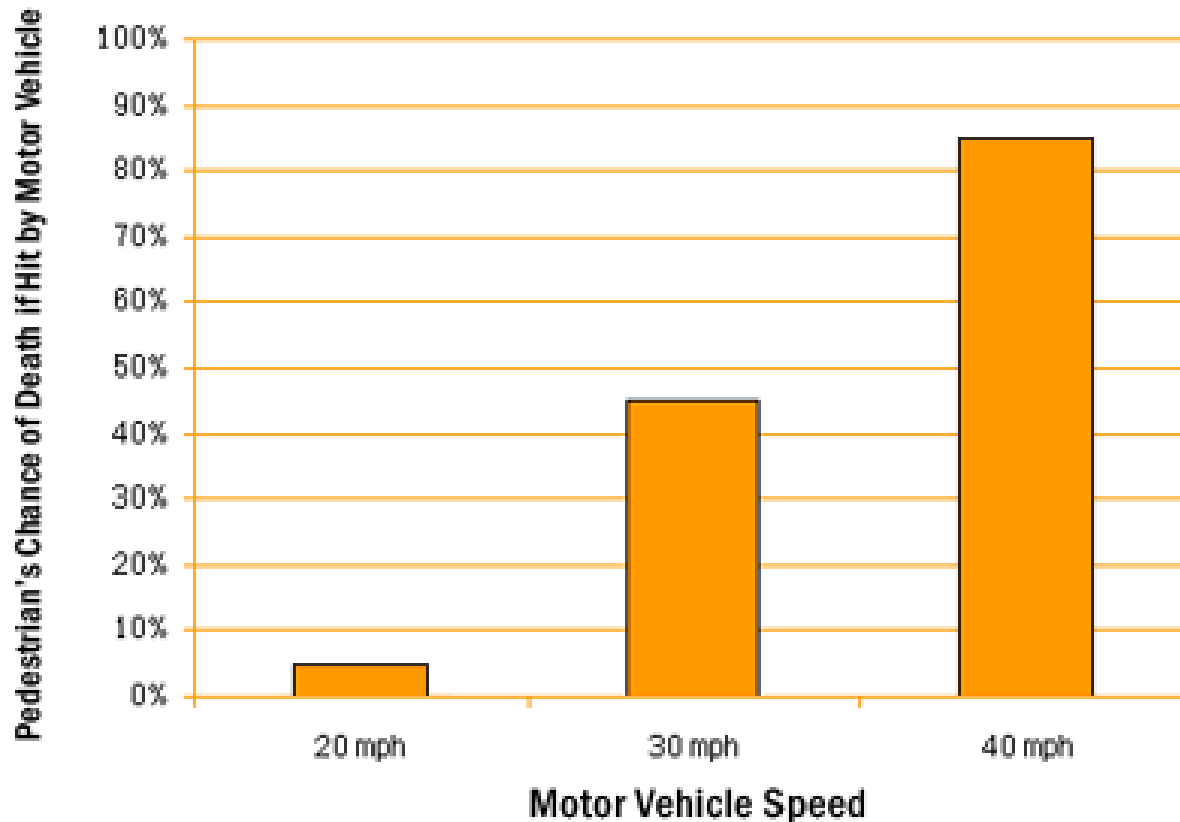
- 1. Make Safe Places**
- 2. Slow Speeding Traffic**
- 3. Build Meaningful Connections**
- 4. Preserve and Enhance Character**

MAKE SAFE PLACES



SLOW SPEEDING TRAFFIC

Pedestrian Fatalities Based on Speed of Vehicle



BUILD MEANINGFUL CONNECTIONS



PRESERVE AND ENHANCE CHARACTER



Eastern Hemlock
Tsuga canadensis



Project: Remington Avenue Streetscape



Stormwater

GOALS
 Reduce pollutant loads in rainwater
 Reduce downstream damage from runoff
 Safely move, control, contain rainwater
 Restore or create habitat



Surface treatment of rainwater runoff to slow velocity, settle sediment, promote infiltration and reduce volume to receiving waters.



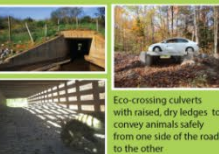
System of weirs to collect and slow runoff during rain events.

Safe Crossings

Methods for safer crossings for all users of the roadway.



Rectangular Rapid Flashing Beacon (RRFB) Pedestrian Crosswalk System is a crosswalk solution proven to improve driver yield rates at uncontrolled pedestrian crossings. It flashes warning lights when activated.



Eco-crossing culverts with raised, dry ledges to convey animals safely from one side of the road to the other.

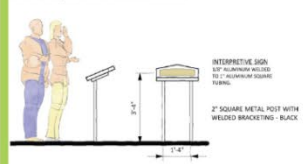
Signage & Wayfinding

Useful and informative wayfinding and interpretive signage will be placed at practical points along the Trail. Educational elements may provide historical and environmental information. Consistent signage will be located along all sections of the Trail.



Interpretive / Historical Narrative Sign

These signs allow the user to learn history to come to life by incorporating historic photographs and historic narrative text and exhibits. Illustrations. These signs will be directionally placed at the historic resource which is located on the nearby the trail. The placement of the sign should be identifiable to the user by placed in a manner which will not be visually obtrusive or driver from the historic resource. Refer to the trail map for locations of historic resources to be identified.



Excerpts from previous studies showing options for wayfinding and interpretive signage along the Remington Ave Trail section.

Furnishings & Lighting

Furnishings along sidewalks and Trail will include benches, pedestrian lighting, bike racks and drinking fountains.



Trail Design

Previous trail studies have been incorporated into the design, exploring the multi-modal transportation options for the streetscape.



The section shows the Trail, separated by a tree-planted buffer from the street. Trees enclose the streetscape. In addition to providing shade, trees calm traffic and capture rainwater.



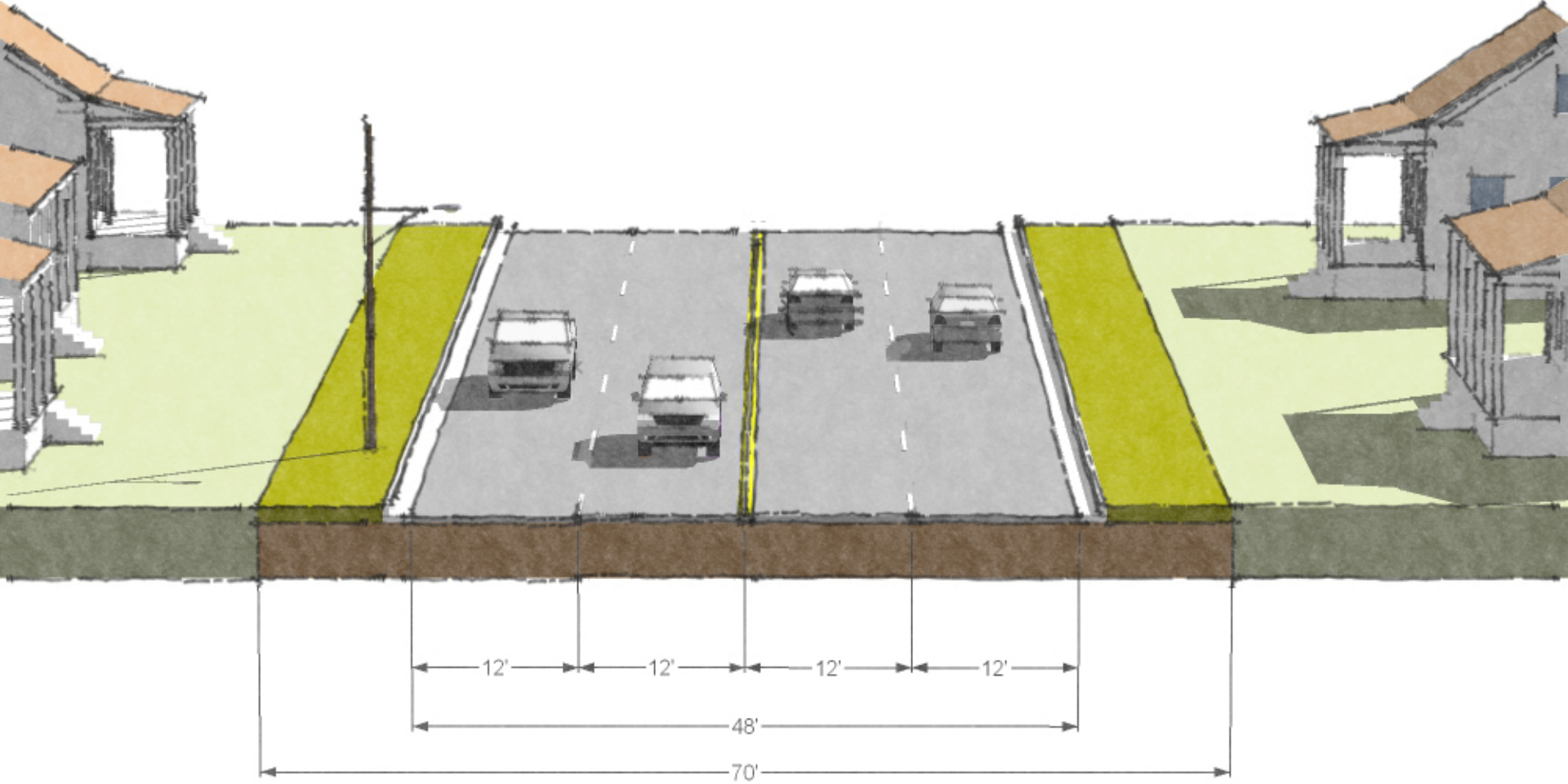
The plan illustrates how a crosswalk may intersect with the Trail or sidewalk. Signage, seating, brick paving and plantings define this juncture as an information point and opportunity for a pause along the way.

Section 1: Smith Ave to Reid Street (Kern)



Existing Street Conditions

Smith Avenue to Reid Street



Section 1: Smith Ave to Reid Street (Kern)

Smith Ave to REID ST
70'



Section 1: Smith Ave to Reid Street (Kern)



Section 1: Smith Ave to Reid Street (Kern)



Section 1: Smith Ave to Reid Street (Kern)



Remington, Reid, and Kern Intersection



Remington, Reid, and Kern Intersection



Remington, Reid, and Kern Intersections



Remington, Reid, and Kern Intersections



128 degrees

Remington, Reid, and Kern Intersections



Remington, Reid, and Kern Intersection

High School and Trail



Remington, Reid, and Kern Intersection

Smith Avenue to Reid Street



Community Trail
(to High School)

Community Trail
to Cherokee Lake
(2020)

Remington, Reid, and Kern Intersection

Smith Avenue to Reid Street



Community Trail
(to High School)

Extend Trail to
Remington Park

Community Trail
(to Cherokee Lake)

Add Sidewalks

Single Land
Roundabout

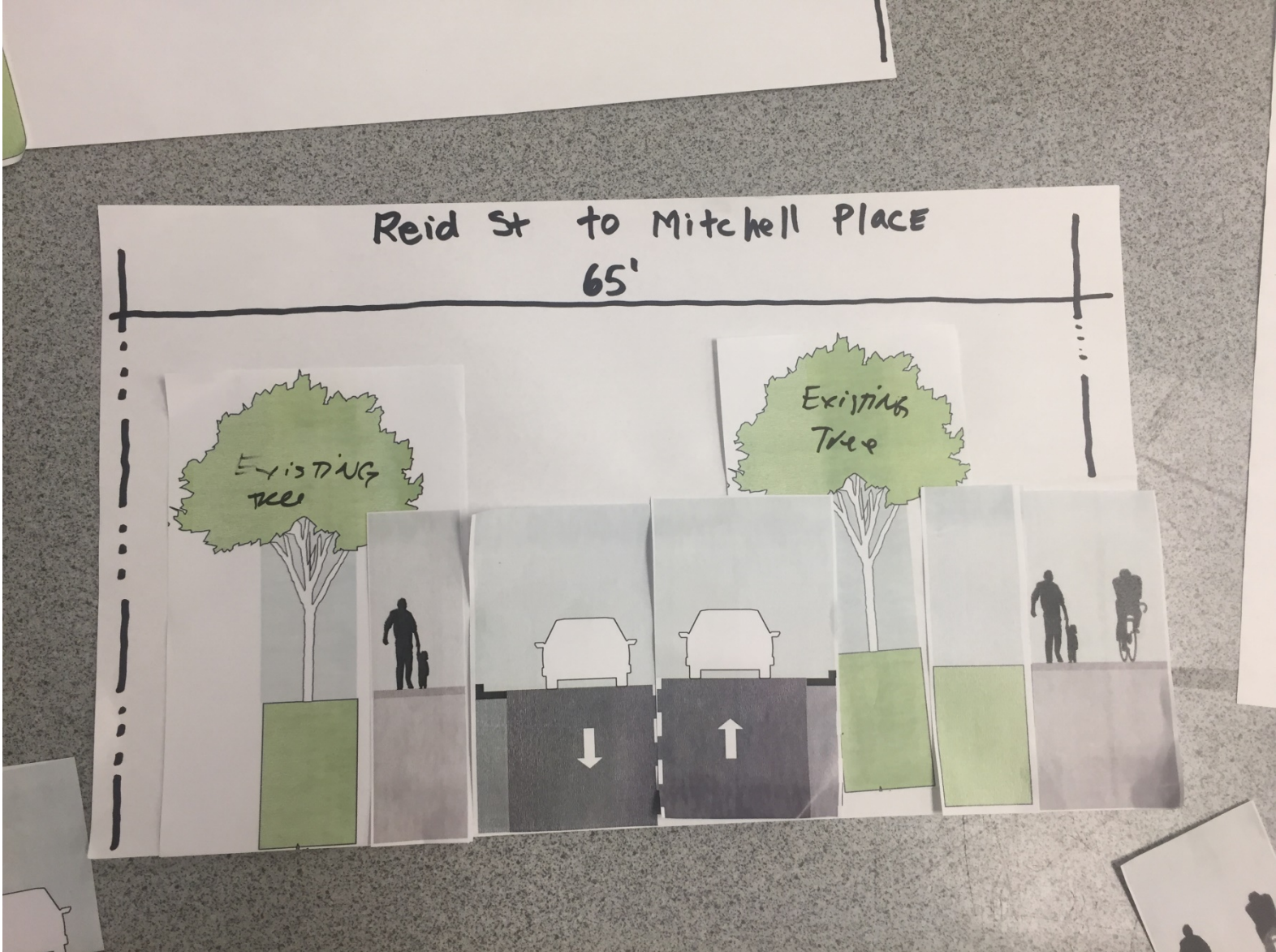
Remington, Reid, and Kern Intersection



Section 2: Reid Street to Mitchell Place

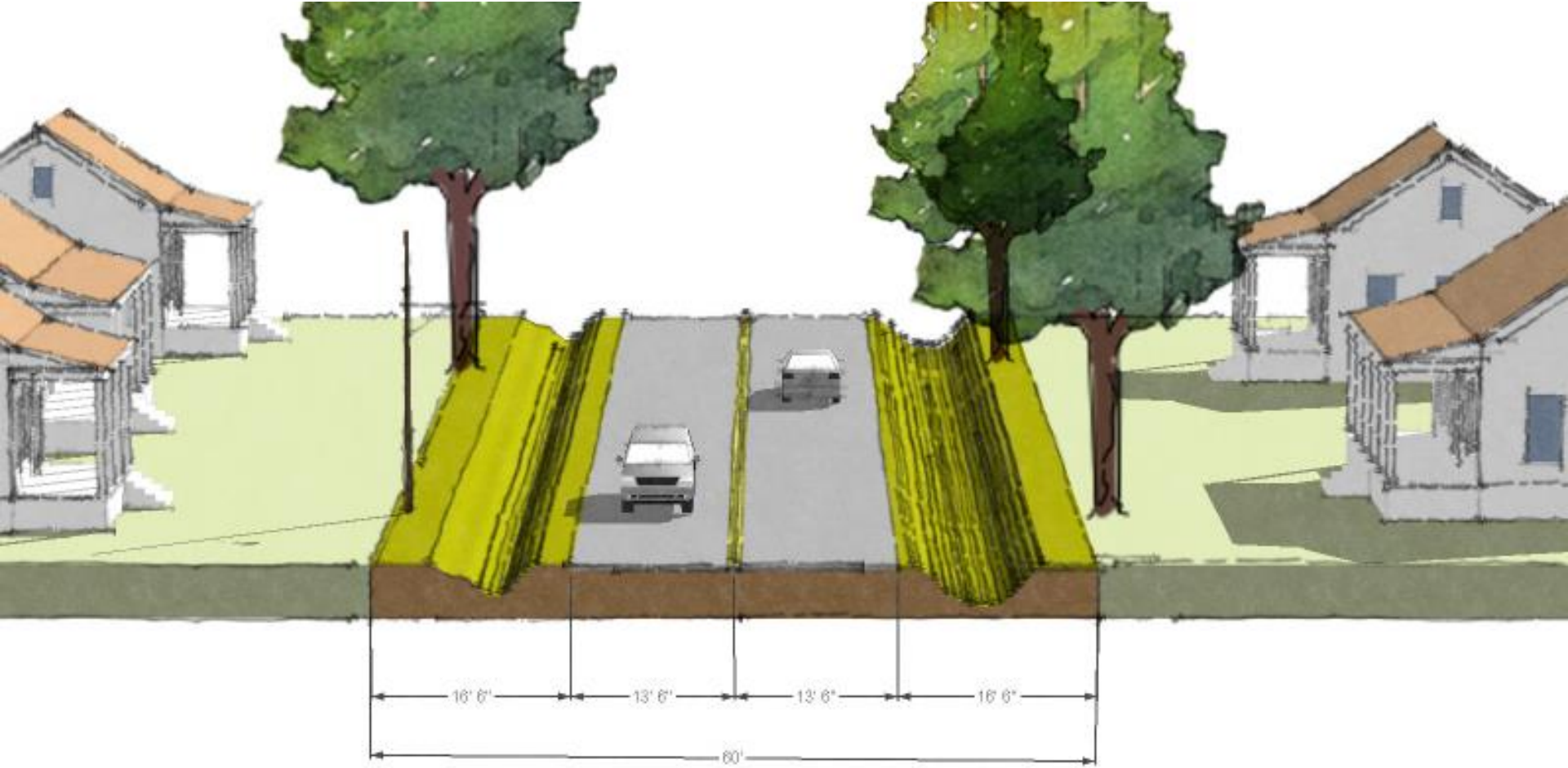


Section 2: Reid Street to Mitchell Place



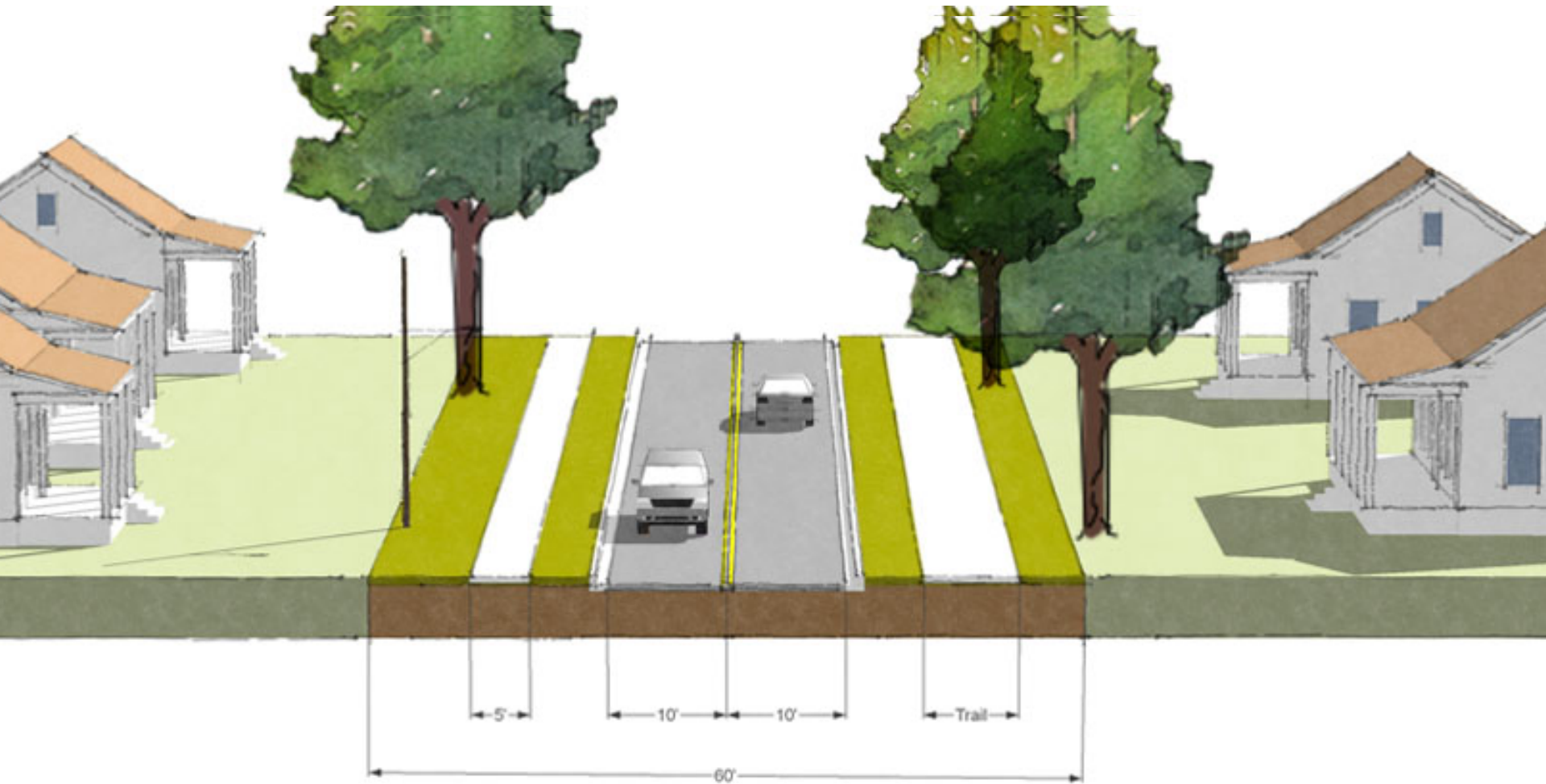
Existing Street Conditions

Reid Street to Rose Avenue

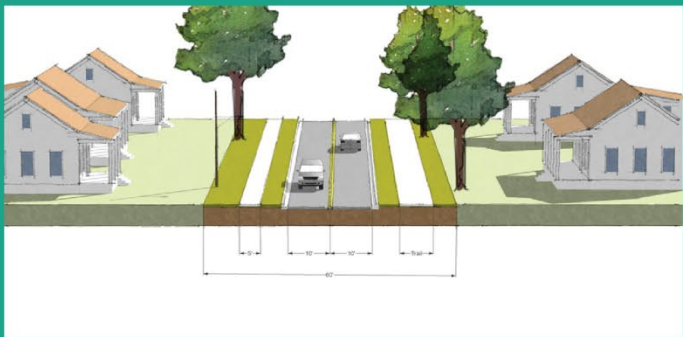


Proposed: Trail, Sidewalk, Curb & Gutter

Reid Street to Rose Avenue



Section 2: Reid Street to Rose Avenue



Historic Section

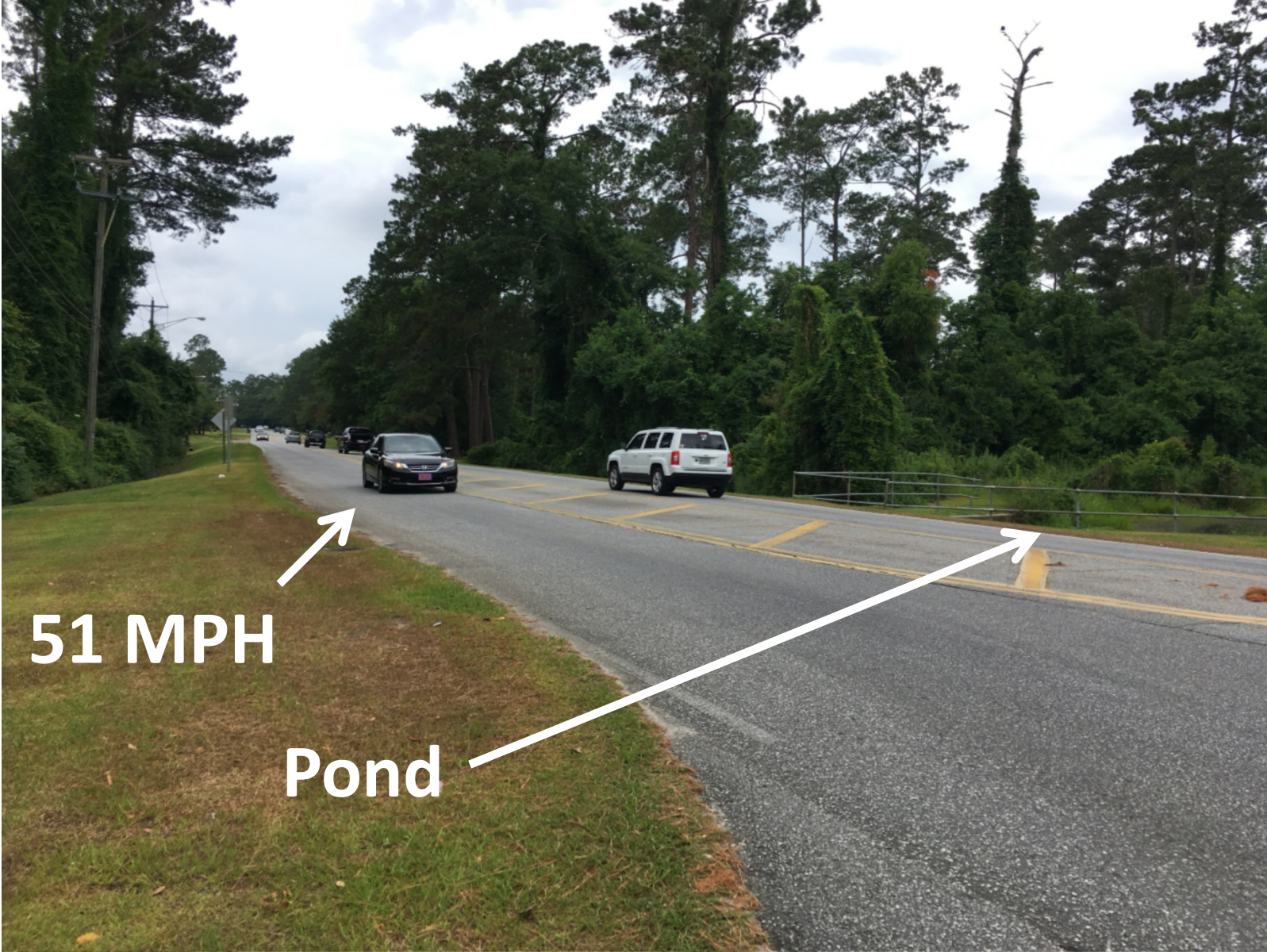
This section includes beautiful historic homes and towering canopies along a relatively narrow right of way. This proposal includes adding a sidewalk and multi-use path along the street, while relocating power lines to accommodate these improvements without removing the trees. Additionally, the drainage 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 3: Rose Avenue to Ben Grace Drive



Remington and Covington Intersection



51 MPH

Pond

Section 3: Rose Avenue to Ben Grace Drive

Mitchell Place to Pinetree Blvd

97'

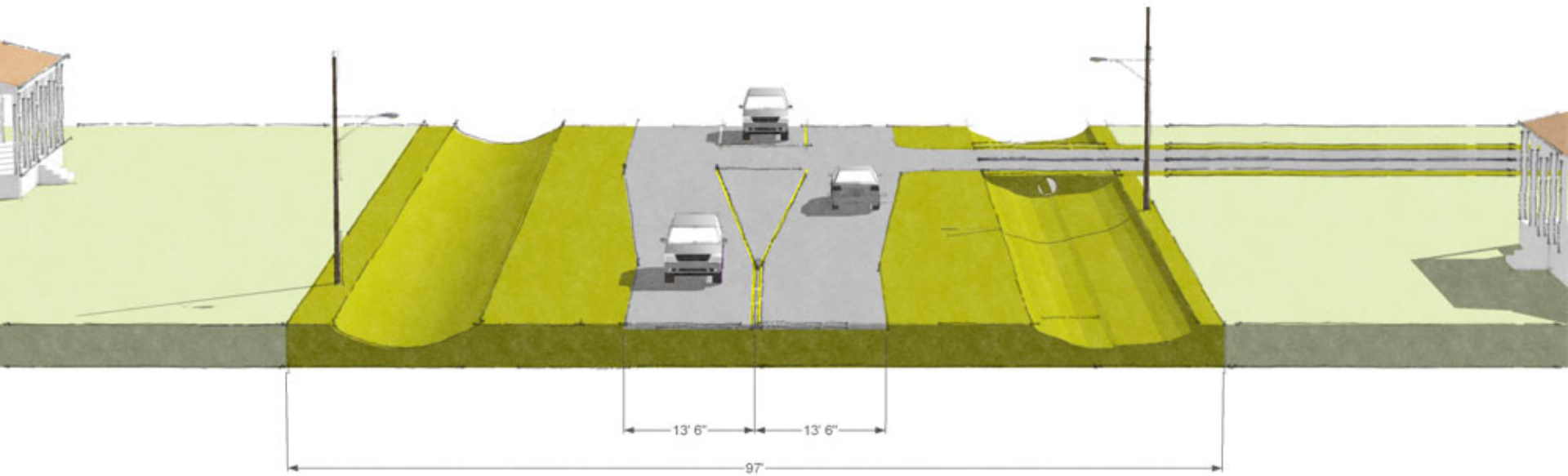


ON AVENUE
ents



Section 3: Rose Avenue to Ben Grace Drive

Existing Conditions



Section 3: Rose Avenue to Ben Grace Drive



Section 3: Rose Avenue to Ben Grace Drive



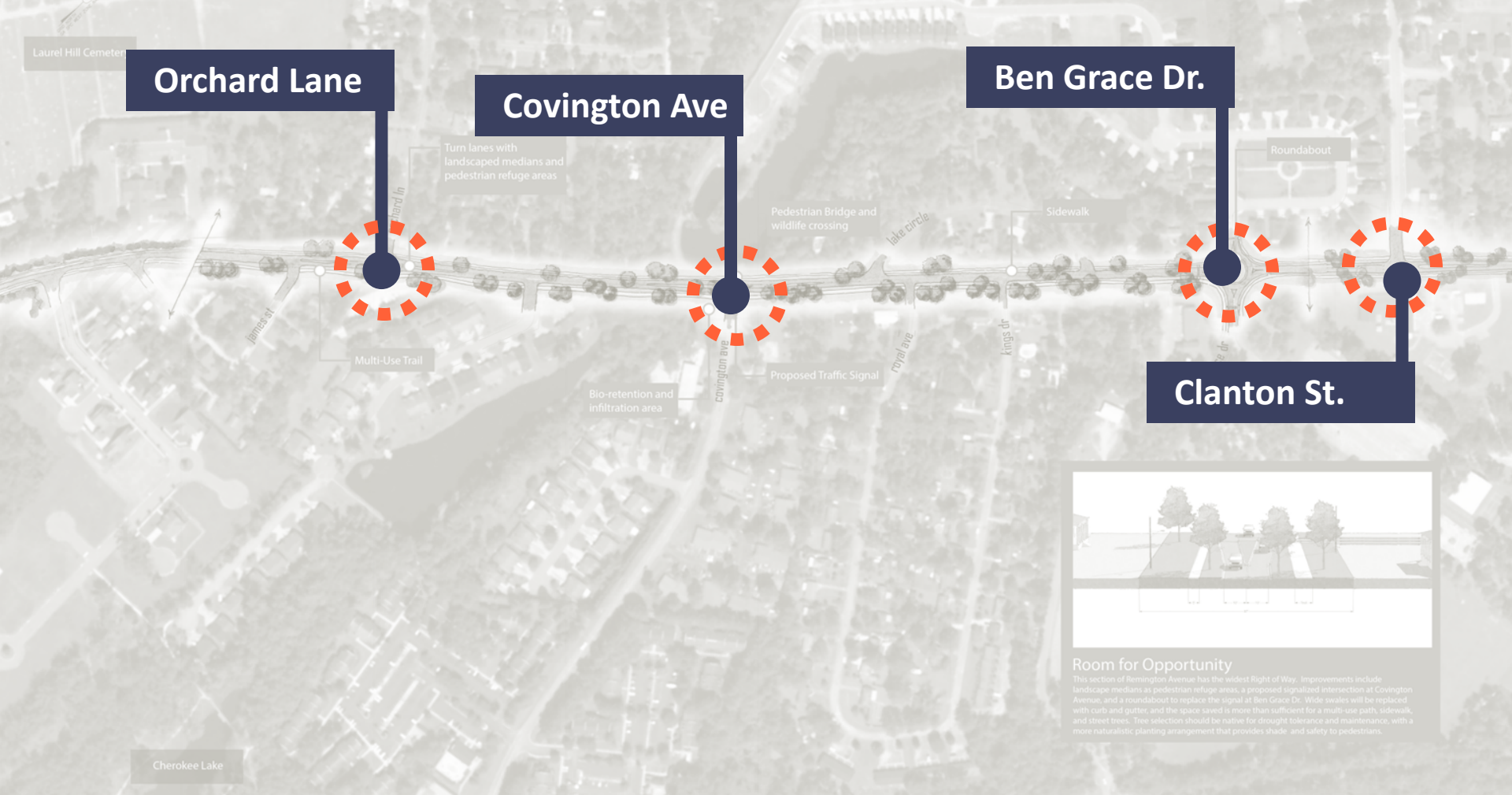
Section 3: Rose Avenue to Ben Grace Drive



Section 3: Rose Avenue to Ben Grace Drive



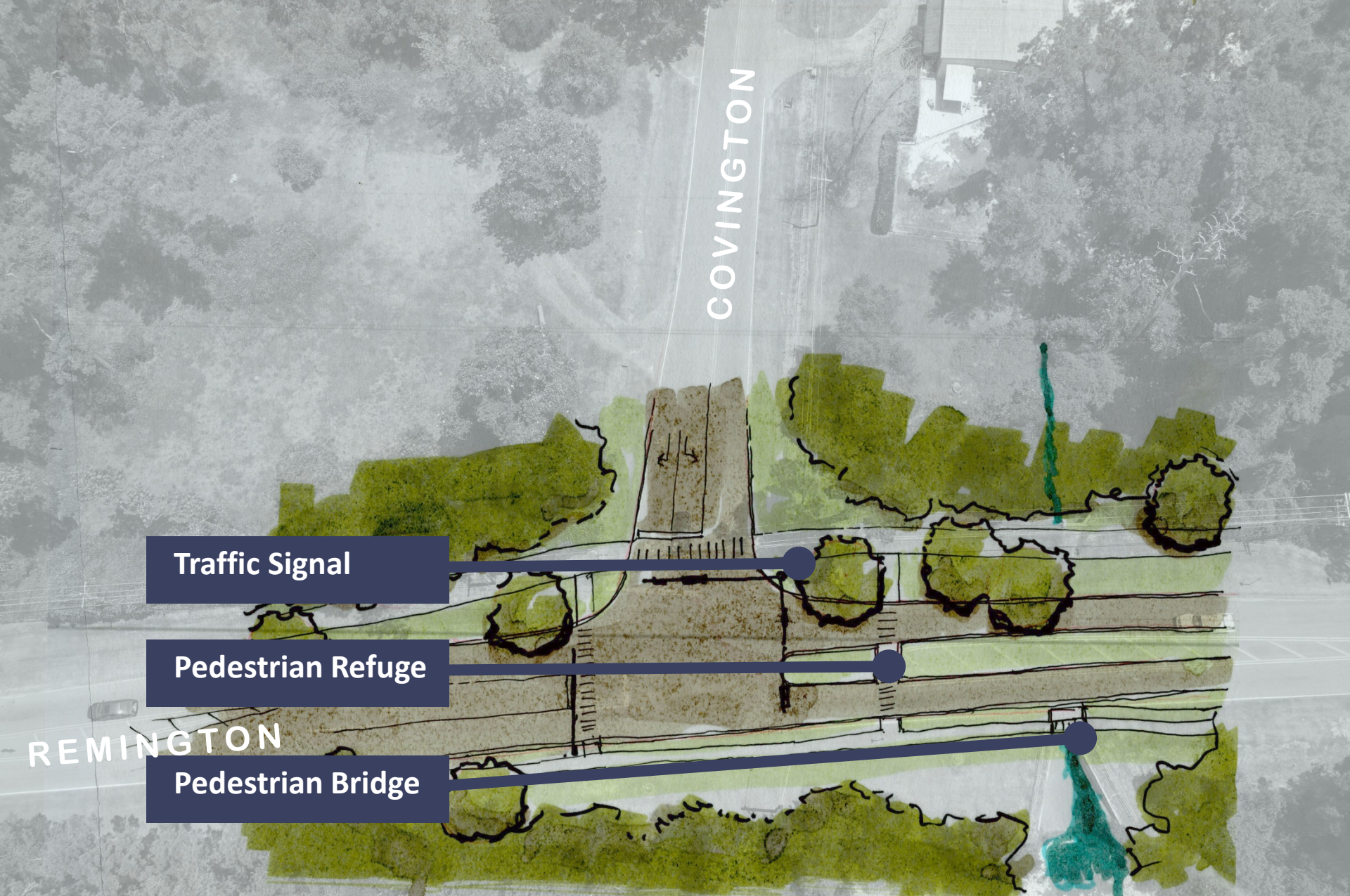
Potential Intersection Improvements



Potential Intersection Improvements



Potential Intersection Improvements



Traffic Signal

Pedestrian Refuge

Pedestrian Bridge

Potential Intersection Improvements



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.

Section 4: Ben Grace Dr to Pinetree Boulevard



Section 4: Ben Grace Dr to Pinetree Boulevard



Section 4: Ben Grace Dr to Pinetree Boulevard



Section 4: Ben Grace Dr to Pinetree Boulevard



Section 4: Ben Grace Dr to Pinetree Boulevard



Project: Cost Estimate and Funding



Project Length.....	1.5 Miles
Cost Estimate	\$4.5 Million
TAP Grant (If Awarded).....	\$3 Million
Possible Cost to the City.....	\$1.5 Million

QUESTIONS?

Kenny Thompson
City Planner and Senior Planner
for the Remington Improvement Project
kenneth.thompson@thomasville.org
229-227-4118

Sherri Nix
Public Outreach Manager
sherrin@thomasville.org
229-227-4154