

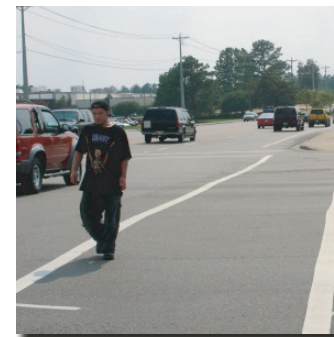
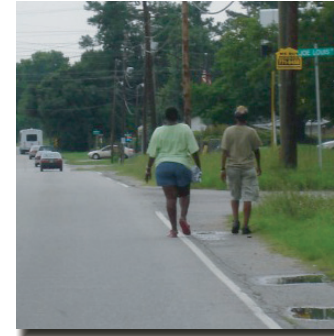
Early Action Projects

(See Section 5 of the Bike and Pedestrian Pathways Plan for a detailed description of each project).

1. Improve pedestrian crossing at the intersection of North Main Street (US 1) and Columbia Avenue (US 378) in the Town of Lexington.
2. Establish a signed bike route and striped shoulders on Center Street in the City of West Columbia.
3. Stripe bike lanes on Assembly Street in downtown Columbia.
4. Provide signage that shows bicyclists how to get to the Pennington Drive underpass to cross I-77 in Richland County.
5. Improve the signage and connection between the University of South Carolina and Three Rivers Greenway.
6. Construct new sidewalks and bus shelters on both sides of Shop Road on the south side of Columbia.
7. Stripe bike lanes on Two Notch Road between Beltline Boulevard and Parklane Road on the northeast side of Columbia, Forest Acres, and Richland County.
8. Add a paved shoulder on Farrow Road between Hard Scrabble Road and Clemson Road in Richland County.
9. Add sidewalks and bike lanes on Columbia Avenue between downtown Chapin and Chapin High School.
10. Construct sidewalks on both sides of Augusta Road (US 1) in Lexington County.
11. Include wide sidewalks and bike lanes on the new Broad River Road (US 176) Bridge.
12. Add sidewalks on both sides of Columbiana Drive on the south side of Irmo.
13. Develop a design for the Three Rivers Greenway along the Saluda River.
14. Provide a connection between the Three Rivers Greenway in the Granby Park area and Gervais Street in Columbia.
15. Install pedestrian signals and crosswalks at intersections along Harbison Boulevard on the south side of Irmo.
16. Improve pedestrian conditions along Garners Ferry Road (US 76/US 378) between Veteran Road and Benson Road.
17. Provide new pedestrian signals at the intersection of Laurel Street and Harden Street in Columbia.
18. Kick off a new Neighborhood Sidewalk Program in the Town of Lexington.
19. Provide sidewalks on both sides of Sunset Boulevard (US 378) on the east side of the Town of Lexington.
20. Add new sidewalks on both sides of Clemson Road in the commercial area north of Percival Road in Richland County.
21. Improve pedestrian accommodations at the intersection of North Springs Road and Clemson Road in Richland County.
22. Provide new facilities to accommodate pedestrians at the intersection of Blossom Street and Assembly Street in Columbia.
23. Start planning for a new greenway trail in the abandoned rail corridor between Elmwood Park and Downtown Columbia.
24. Plan and design an extension to the Three Rivers Greenway to the south of Cayce along the Congaree River.
25. Add sidewalks on the southeastern side of Two Notch Road in the commercial area between North Brickyard Road and Burnmaster Drive in Richland County.
26. Study the Kilbourne Road/Shady Lane/Kings Grant/Fort Jackson Boulevard area and develop a conceptual design for bicycle facility improvements.



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Bike and Pedestrian Pathways Plan

for the Columbia Area Transportation Study

Executive Summary



in conjunction with



and



The complete plan is available at:
www.centralmidlands.org

BACKGROUND

The *Bike and Pedestrian Pathways Plan* examines bicycle and pedestrian-related concerns and identifies what actions can be taken to develop best practices, policies, strategies, and tangible bicycle and pedestrian projects, in order to encourage and advance bicycling and walking as viable modal choices in the Columbia Area Transportation Study (COATS) region.

The 2005 COATS study area boundary was utilized as the study area for the Bike and Pedestrian Pathways Plan. The COATS study area includes the urban areas of Richland and Lexington counties as well as portions of Kershaw County to the east and Calhoun County to the south to account for urban commuter patterns between Columbia and outlying suburbs.

Public involvement was essential to the success of this project; therefore, communication between the Project Team and the public was ongoing in the form of a Public Involvement Plan (PIP). This PIP consisted of three major parts: establishing a Study Steering Committee (SSC) to provide overall policy and technical guidance to the plan; coordination with stakeholder groups that will have a strong influence on the implementation of the plan; and informing and soliciting comments/suggestions from the general public primarily through two public meetings held on July 19, 2005 and November 14, 2005.

THE VISION FOR THE PLAN IS:

The Central Midlands region will be a place where people choose to make walking and/or bicycling a part of their everyday lives. Residents and visitors will walk and ride with confidence, safety, and security, as bicycling and walking become a routine part of our transportation system. Based on this vision, several goals were established for the planning process:

GOAL 1:

To provide a safe, efficient, and accessible transportation system to all residents and visitors, which allows them to walk and bicycle alongside other modes with independence and comfort.

GOAL 2:

To foster bicycle and pedestrian access and mobility in all transportation and development projects at local, regional, and state levels of government and in all project phases, including planning, design, construction, and maintenance.

GOAL 3:

To support and encourage the integration of transportation and land use decisions that result in the promotion of development patterns that allow bicycling and walking to be viable, everyday modes of travel.

GOAL 4:

To support and enhance healthy lifestyles and good stewardship of the environment by providing safe and convenient opportunities for bicycle and pedestrian travel, thereby increasing active living, while reducing auto emissions and fuel usage.

GOAL 5:

To identify opportunities, funding sources, and responsible public and private agencies/entities at the local, regional, and state levels so that bicycle and pedestrian projects and programs can be implemented.

BIKE AND PEDESTRIAN STRATEGIES

Bike and pedestrian strategies were developed based on existing conditions and associated opportunities and constraints, vision statement, goals, stakeholder meetings, and public feedback received. The goal of the strategies is to develop a synergy between the recommendations of the plan and the policies and practices of member governments and SCDOT (i.e., those responsible for roadway design, construction, and maintenance). Over 35 strategies were developed and classified into 8 major groupings. From these, 12 Early Action Strategies were identified as priorities in the successful implementation of the plan. These strategies are presented below and should be pursued during the first 0-2 years after the plan is adopted.

Early Action Strategies

(See Section 5 of the Bike and Pedestrian Pathways Plan for a detailed description of each strategy)

1. Establish a full-time bike and pedestrian coordinator for the COATS region.
2. Draft a model ordinance with language that requires pedestrian facilities in new developments and supports pedestrian and bicycle connectivity.
3. Establish a Safe Routes to School program.
4. Encourage member governments to adopt bicycle and pedestrian design guidelines.
5. Encourage USC to develop a pedestrian and bicycle plan for the campus and surrounding neighborhoods.
6. Encourage the SCDOT to draft an engineering directive for pedestrian accommodations.
7. Evaluate the suitability of roads throughout the region for bicycle and pedestrian travel using Bicycle and Pedestrian Level of Service Models.
8. Develop a bicycle map for the Central Midlands region.
9. Create and maintain a comprehensive database of location, type, and condition of bicycle facilities.
10. Collect and analyze police-reported pedestrian crashes from the past five years.
11. Conduct a bus stop access improvement study.
12. Work with law enforcement agencies to conduct increased enforcement of laws pertaining to bicycle, pedestrian, and automobile travel.

RECOMMENDATIONS

Specific components of the plan include pedestrian facility improvements, bicycle facility improvements, and Early Action Projects. An implementation plan was developed that included detailed cost estimates for Early Action Projects and routing and phasing plans for bicycle and pedestrian facility improvements. The list on the next page identifies the 26 Early Action Projects and their geographic locations. These projects are the first actions that should be taken to improve bicycling and walking in the Central Midlands region. They have the potential to be implemented relatively quickly (i.e. in the first 0-2 years following adoption of the plan), providing funding can be secured, which will build excitement and momentum for the other future bicycle and pedestrian initiatives outlined in the plan.