



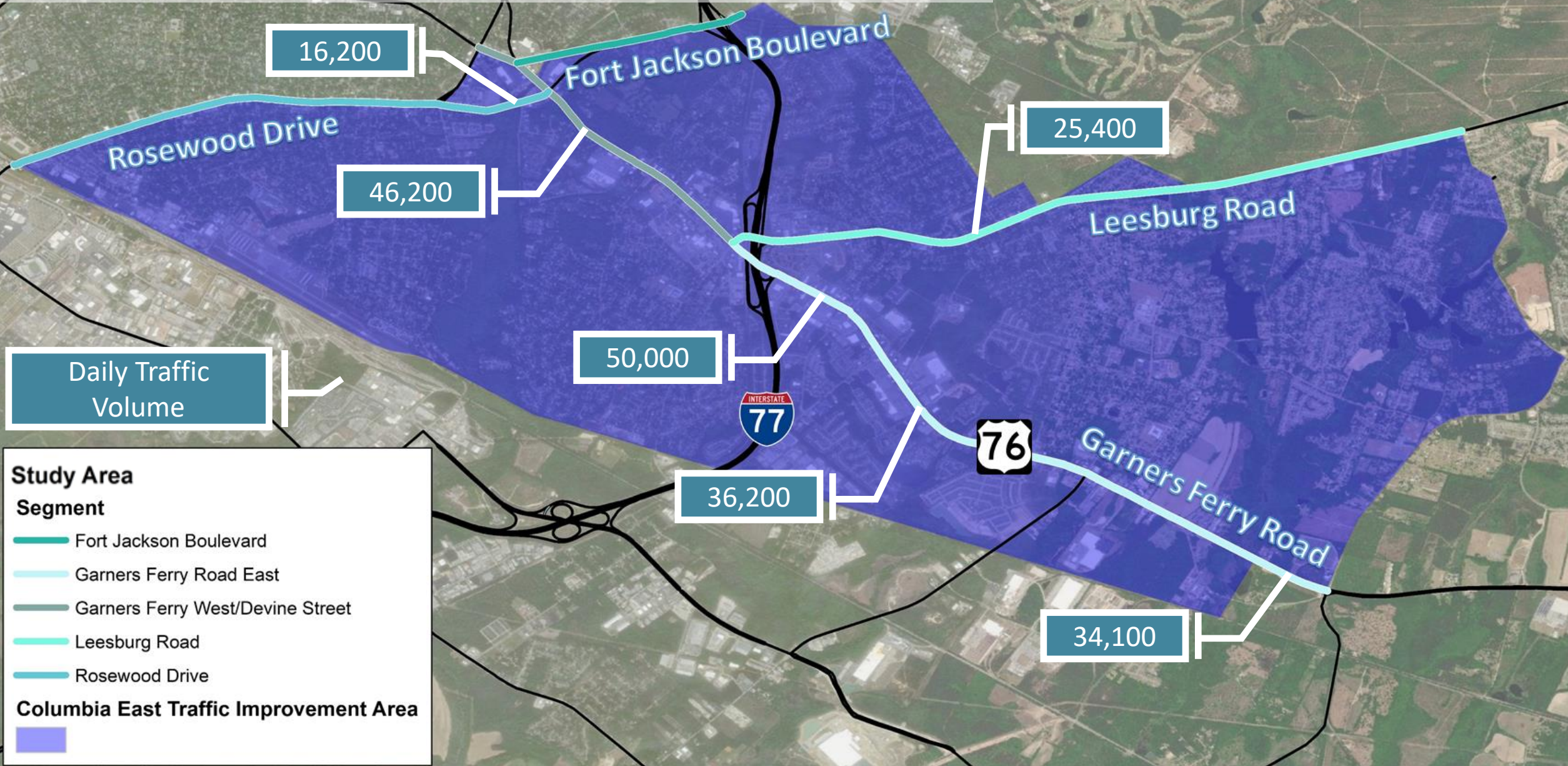
# Columbia East Traffic Improvement Area Plan

# Project Team

- Central Midlands Council of Governments (CMCOG) – Project Manager
- Kimley-Horn and Associates, Inc. – Consultant Project Manager
  - The Boudreaux Group – Land Use and Visioning
  - Three Oaks Engineering – Environmental Assessment
  - DAD N Associates – Data Collection



# Project Study Area Boundaries



Daily Traffic Volume

**Study Area**  
**Segment**

- Fort Jackson Boulevard
- Garners Ferry Road East
- Garners Ferry West/Devine Street
- Leesburg Road
- Rosewood Drive

**Columbia East Traffic Improvement Area**

# Project Goals & Objectives

- **Primary Goal**

- Identify cost-effective transportation solutions
- Support planned development
- Encourage compact, pedestrian-friendly, and mixed-use development

- **Plan Objectives**

- Provide input to developers on site designs that will achieve the most walking, biking, and transit use
- Provide guidance to the private sector for use in development proposals
- Potential amendments to city ordinances to achieve the above goal
- Guidance for future State and City capital planning transportation grant applications





# Challenges

High frequency of crashes along Garners Ferry Road

Explosive growth, but constrained by existing uses and traffic facilities

Relocation of USC Medical School to Bull Street campus

Increased traffic and travel times

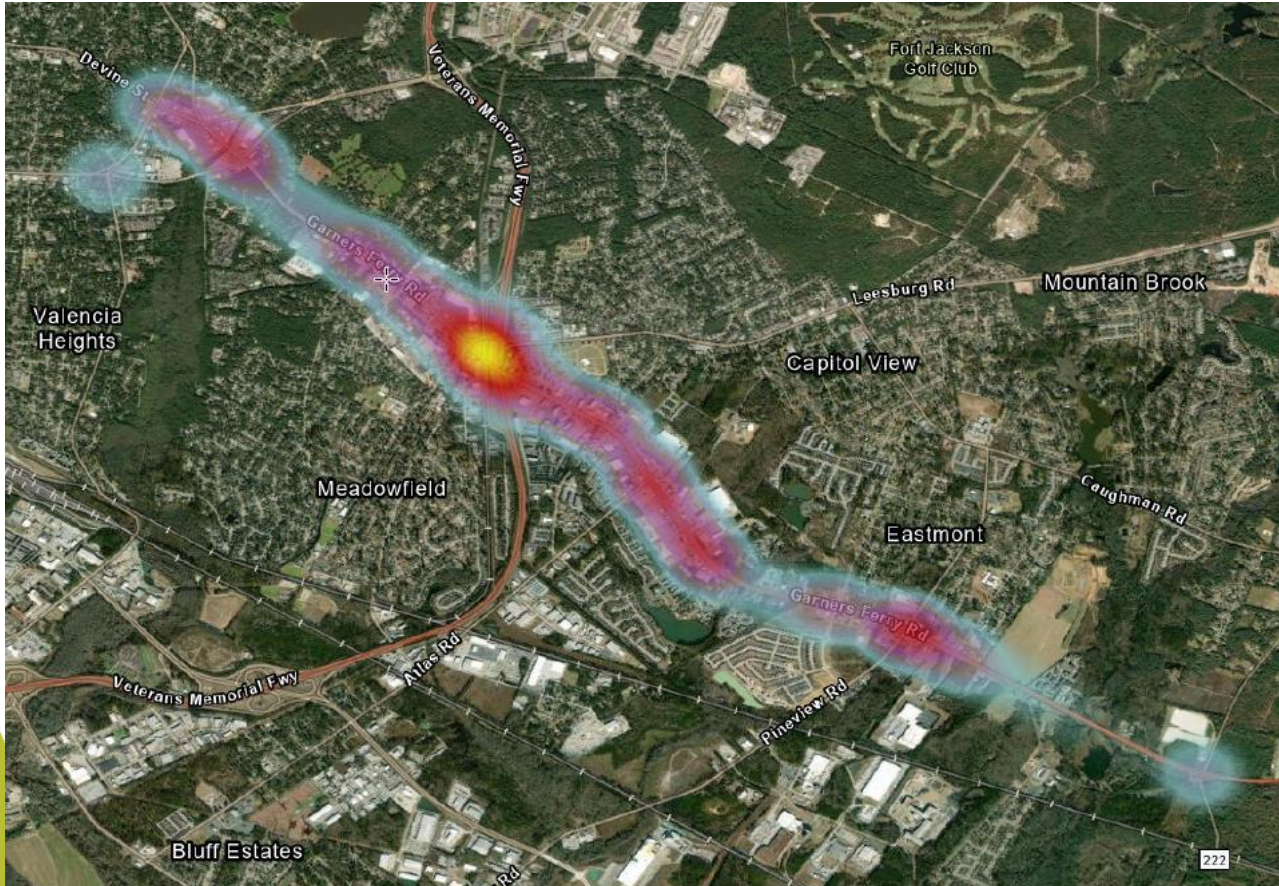
Fort Jackson and McEntire Joint National Guard Base

Housing availability and affordability

# Stakeholder Coordination

- Technical Working Group
  - CMCOG
  - City of Columbia Planning
  - Richland County Planning
  - VA Hospital
  - SCDOT
  - FHWA
- Developer and Real Estate Advisory Group
  - Richland County Economic Development
  - VA Hospital
  - Fort Jackson
  - Jim Hamilton – LB Owens Airport
  - Local commercial and residential realtors/developers

# Safety Analysis



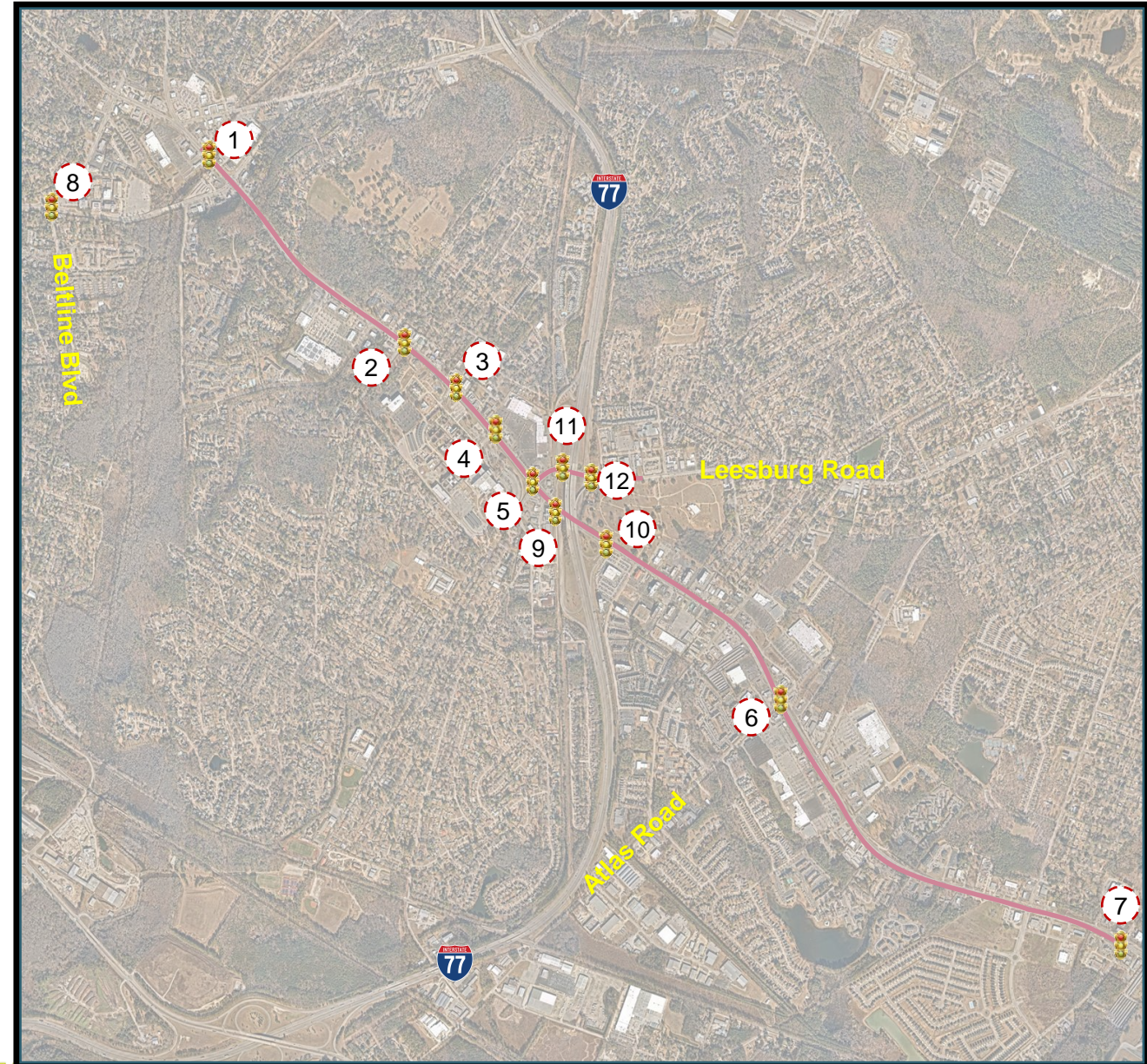
- 1,856 crashes from 2020 through 2022
  - Nearly 620 crashes/year on average
  - 2 pedestrian fatalities
  - 14 serious injury crashes
  - 410 other injury crashes
  - 45% rear-end crashes (congestion)
  - 34% angle crashes (conflicting traffic)
- Intersections at Hallbrook Drive, Atlas Road, and I-77 Ramps had greatest crash rates





# Existing Traffic Analysis

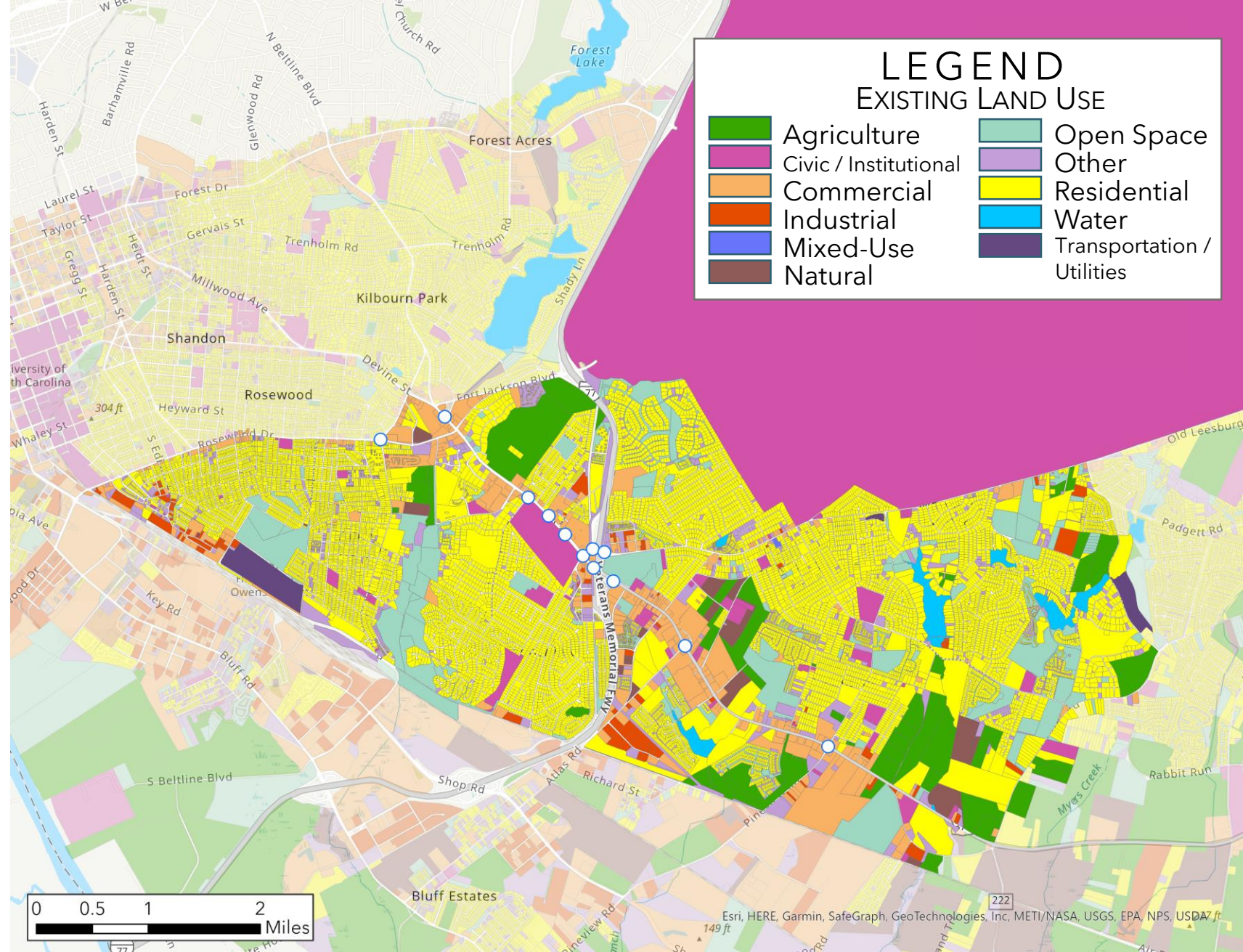
| AM and PM Peak Hour Intersection LOS Analysis Summary (2023) |  |              |  |          |
|--|--|--------------|--|----------|
| Int. No.   | Intersection                             | Control Type | Level of Service (Delay <sup>1</sup> ) |          |
|  |  |              | AM                                     | PM       |
| 1  | Crowson Road at Garners Ferry Road       | Signalized   | A (4.2)                                | B (10.4) |
| 2  | Old Woodlands Road at Garners Ferry Road | Signalized   | B (17.1)                               | C (34.6) |
| 3  | SOM Boulevard at Garners Ferry Road      | Signalized   | B (10.9)                               | B (16.0) |
| 4  | Dorn Drive at Garners Ferry Road         | Signalized   | B (15.5)                               | B (14.7) |
| 5  | Leesburg Road at Garners Ferry Road      | Signalized   | F (117.3)                              | F (86.3) |
| 6  | Atlas Road at Garners Ferry Road         | Signalized   | C (20.6)                               | C (28.2) |
| 7  | Hallbrook Drive at Garners Ferry Road    | Signalized   | C (32.2)                               | C (31.9) |
| 8  | Bellline Boulevard at Rosewood Drive     | Signalized   | C (24.9)                               | C (24.7) |
| 9  | I-77 SB Ramps at Garners Ferry Road      | Signalized   | D (36.1)                               | D (37.1) |
| 10   | I-77 NB Ramps at Garners Ferry Road      | Signalized   | B (12.9)                               | B (16.2) |
| 11   | I-77 SB Ramps at Leesburg Road           | Signalized   | D (39.8)                               | C (20.5) |
| 12   | I-77 NB Ramps at Leesburg Road           | Signalized   | D (40.2)                               | B (19.6) |





# Existing Land Use

- Study area is primarily residential
- Garners Ferry Road frontage mostly commercial/institutional





# Planned Development

- Over 2,500 single family homes and nearly 1,000 multifamily units approved or planned in/near the area
- Estimated 18,000 additional daily trips, 1,800 peak hour trips
- Commercial development anticipated to follow in the eastern end
- Additional industrial development near study area
- Fort Jackson anticipated to remain stable
- With USC Med School relocating, capacity will open on the VA campus but expansion plans are unknown





# 2045 Future No Build Traffic Analysis

| AM and PM Peak Hour Intersection LOS Analysis Summary (2045) |  |              |                                       |           |
|--|--|--------------|---------------------------------------|-----------|
| Int. No.   | Intersection                             | Control Type | Level of Service (Delay) <sup>1</sup> |           |
|  |  |              | AM                                    | PM        |
| 1  | Crowson Road at Garners Ferry Road       | Signalized   | A (7.9)                               | B (14.7)  |
| 2  | Old Woodlands Road at Garners Ferry Road | Signalized   | D (35.5)                              | E (58.1)  |
| 3  | SOM Boulevard at Garners Ferry Road      | Signalized   | B (19.9)                              | D (45.0)  |
| 4  | Dorn Drive at Garners Ferry Road         | Signalized   | B (17.3)                              | B (18.0)  |
| 5  | Leesburg Road at Garners Ferry Road      | Signalized   | F (401.5)                             | F (373.6) |
| 6  | Atlas Road at Garners Ferry Road         | Signalized   | F (89.1)                              | D (41.5)  |
| 7  | Hallbrook Drive at Garners Ferry Road    | Signalized   | E (74.1)                              | F (128.0) |
| 8  | Beltline Boulevard at Rosewood Drive     | Signalized   | C (25.3)                              | C (30.1)  |
| 9  | I-77 SB Ramps at Garners Ferry Road      | Signalized   | B (15.5)                              | D (43.7)  |
| 10   | I-77 NB Ramps at Garners Ferry Road      | Signalized   | B (16.6)                              | B (16.5)  |
| 11   | I-77 SB Ramps at Leesburg Road           | Signalized   | D (54.2)                              | D (35.9)  |
| 12   | I-77 NB Ramps at Leesburg Road           | Signalized   | F (222.9)                             | F (190.9) |



# Opportunities

- VA medical center expansion
- Proximity to Downtown Columbia
- Key employers
  - Ft. Jackson
  - VA Medical Center
- Collective vision for growth in the area
- Develop systemic solutions for congestion mitigation
- Improve safety in the area for all modes
- Mode integration and transit enhancement
- Access management
- Beautification and gateway features



# Next Steps

- **Public Meeting #1 – August 29, 2023 Richland Library SE**
- Technical Working Group Meetings
- Developer and Real Estate Advisory Group Meetings
- SCDOT Meetings
- Resource Agency Meetings
- Develop Purpose and Need Statements
- Development of Alternatives and Recommendations
- **Public Meeting #2 – Early 2024**
- Project reporting and summarization
- City Council and MPO Committee Presentations



# Contact:

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