Columbia COMPASS

Envision 2036

Transportation

HOW SHOULD WE MOVE AROUND COLUMBIA IN 2036?

Transportation is about mobility and accessibility for all – not just cars, but pedestrians, bikes, transit, freight, and passenger rail.

Transportation is a vital part of everyday life in Columbia. You use it every day to get to work and school, access community services, complete daily errands, and even have fun. As the city grows, it is crucial to plan for a transportation network that provides for the needs of current and future residents, and works toward the city's economic development, urban design, and sustainability goals.

The Transportation element of the plan will seek to answer the following questions:

- What sort of policies and projects should we implement over the next decade to achieve our transportation and mobility goals?
- How can Columbia best invest our limited transportation funds to have the most impact over the next decade?
- How do we best balance the needs of commuters, pedestrians, cyclists, and transit users?
- How do we prepare for automated vehicles, electric scooters, dockless bike share, and other technology advancements that change the way people move around the city?

PREVIOUS PLANS

The Transportation element will seek to build upon and update several previous planning efforts, including those shown below.

Walk Bike Columbia (2015)

2040 Long Range Transportation Plan

DID YOU KNOW?

Columbia is a unique place, and deserves a plan tailored to fit the community. Understanding the city's current transportation trends will allow us to create a plan tailored to the city's current and future needs.

In 2016, about 21% of commuters walked to work.

21%

That's over 14,000 people each day, and represents an increase of 10 percentage points over 2010.

It takes the average Columbia worker only 15 minutes to travel to work.

15 min

That's eleven minutes shorter than the national average of 26 minutes.

Roughly 11% of households in the city do not have access to a car.

5,000 households

That's much higher than the state average of 6%.

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PRIORITY PEDESTRIAN IMPROVEMENTS

Walk Bike Columbia

• Walk Bike Columbia is the City's bicycle and pedestrian master plan, adopted in 2015. It provides a set of recommendations to improve the city's active transportation network over the coming decades.

• The plan's recommendations were scored based on existing travel conditions, as well as the demand for active transportation in the surrounding area.

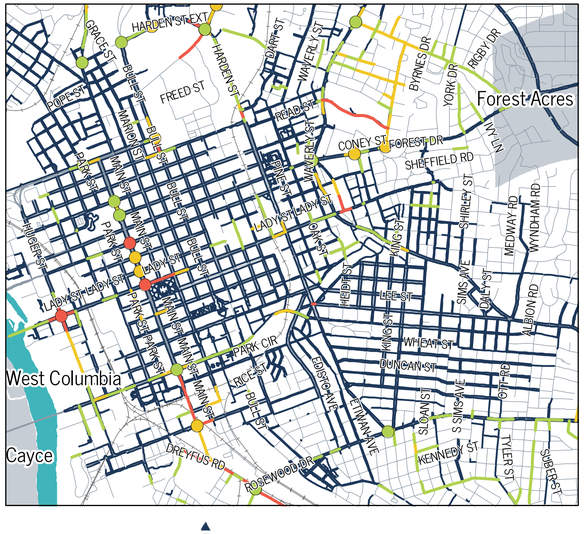
• The sidewalk segments and intersections considered high priority basedon that analysis are shown at right. These maybe new facilities where no sidewalk or crossing exists, or an area where improvements are needed.

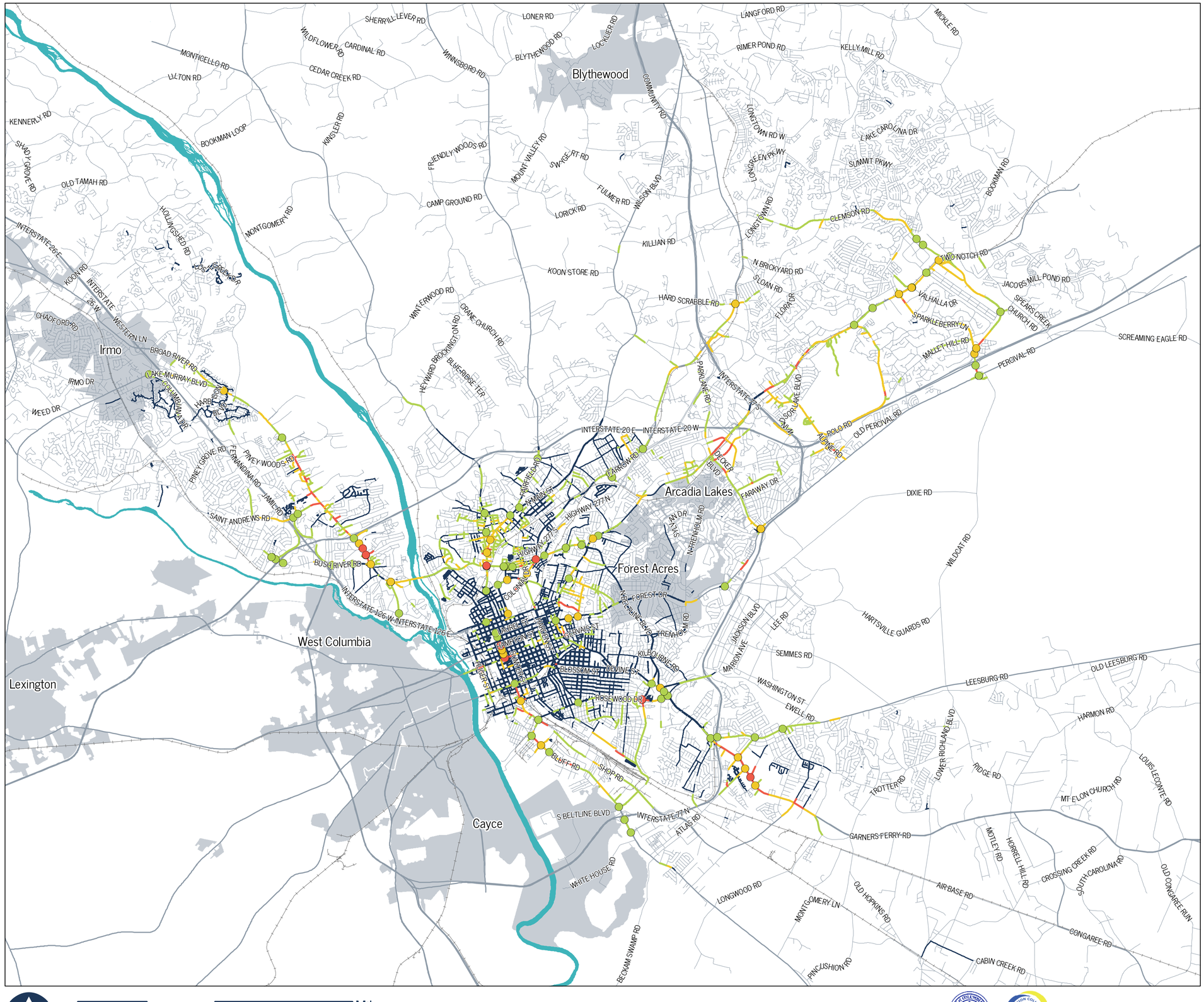
Priority

- Medium

Priority Sidewalk

- Medium
- Existing





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THE COMET

Transit Service Freqency

- The Comet provides transit service to Columbia and surrounding communities. Service is offered seven days a week on certain routes.

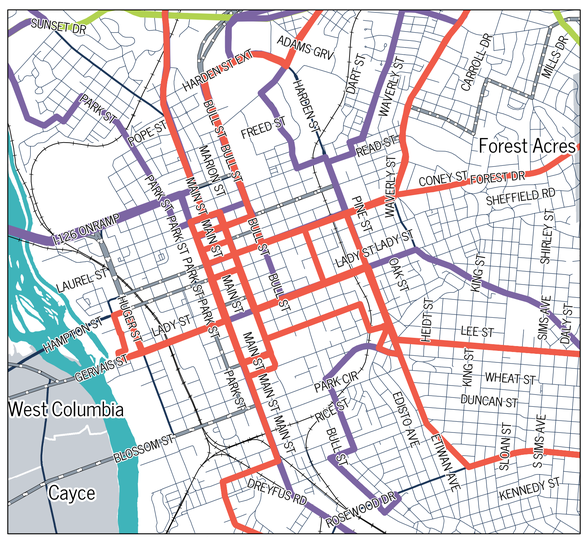
- The system provides good access to many areas of the city, as well as connections to areas outside the city. However, service frequency has been a major concern in the past.

- While some routes operate every 20 minutes, others only operate every two hours, and others only offer a limited number of trips throughout the day.

Service Frequency

- 30 min or less
- 30-60 min
- 90 min
- 120 min
- Limited Trips

- US & SC Highways
- Streets
- Rivers
- Railroad
- Other Municipalities



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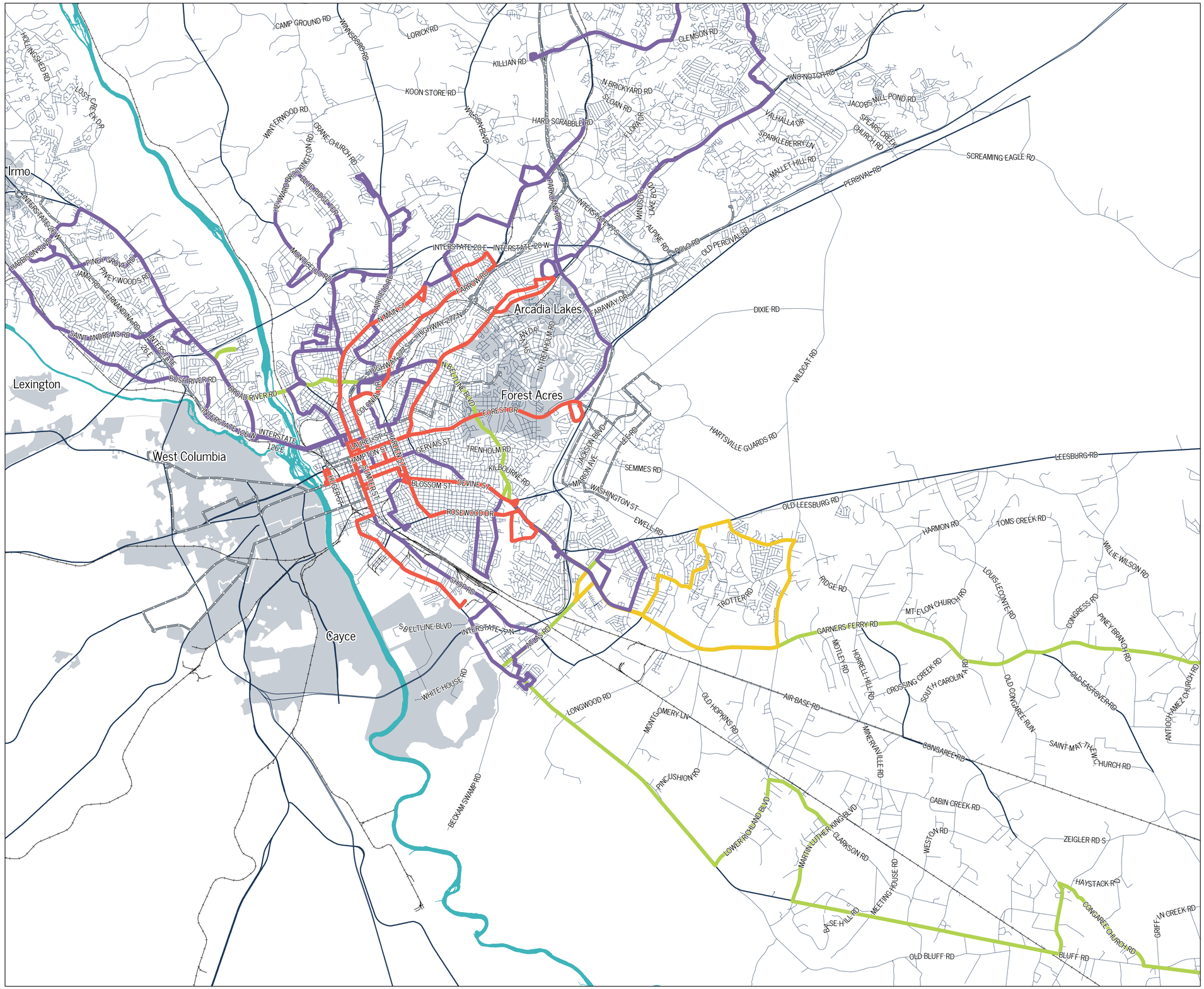

0 1.75 3.5 7 Miles

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EXISTING AND PROPOSED BIKEWAYS

Walk Bike Columbia

• Walk Bike Columbia is the City's bicycle and pedestrian master plan, adopted in 2015. It provides a set of recommendations to improve the city's active transportation network over the coming decades.

• The plan recommends over 150 miles of greenways and paths, 60 miles of buffered bike lanes and cycle tracks, and 70 new miles of bike lanes.

Existing Bikeways

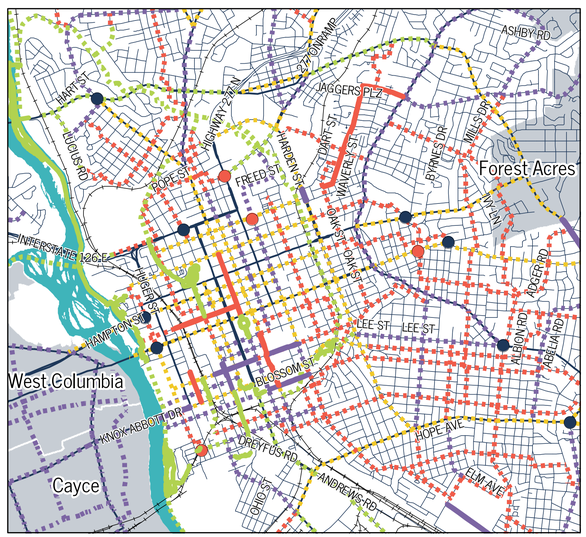
- Shared Road Markings
- Bike Lane
- Greenway or Shared Use Path

Other Proposed Improvements

- Bicycle/Pedestrian Cut-through
- Intersection Improvements

Proposed Bikeways

- Shared Road Markings or Marked Routes
- Bike Lanes or Shoulders
- Buffered Bike Lanes or Cycle Tracks
- Greenway or Sidepath
- Greenway or Sidepath (other jurisdiction)
- On-Street Bikeway (other jurisdiction)



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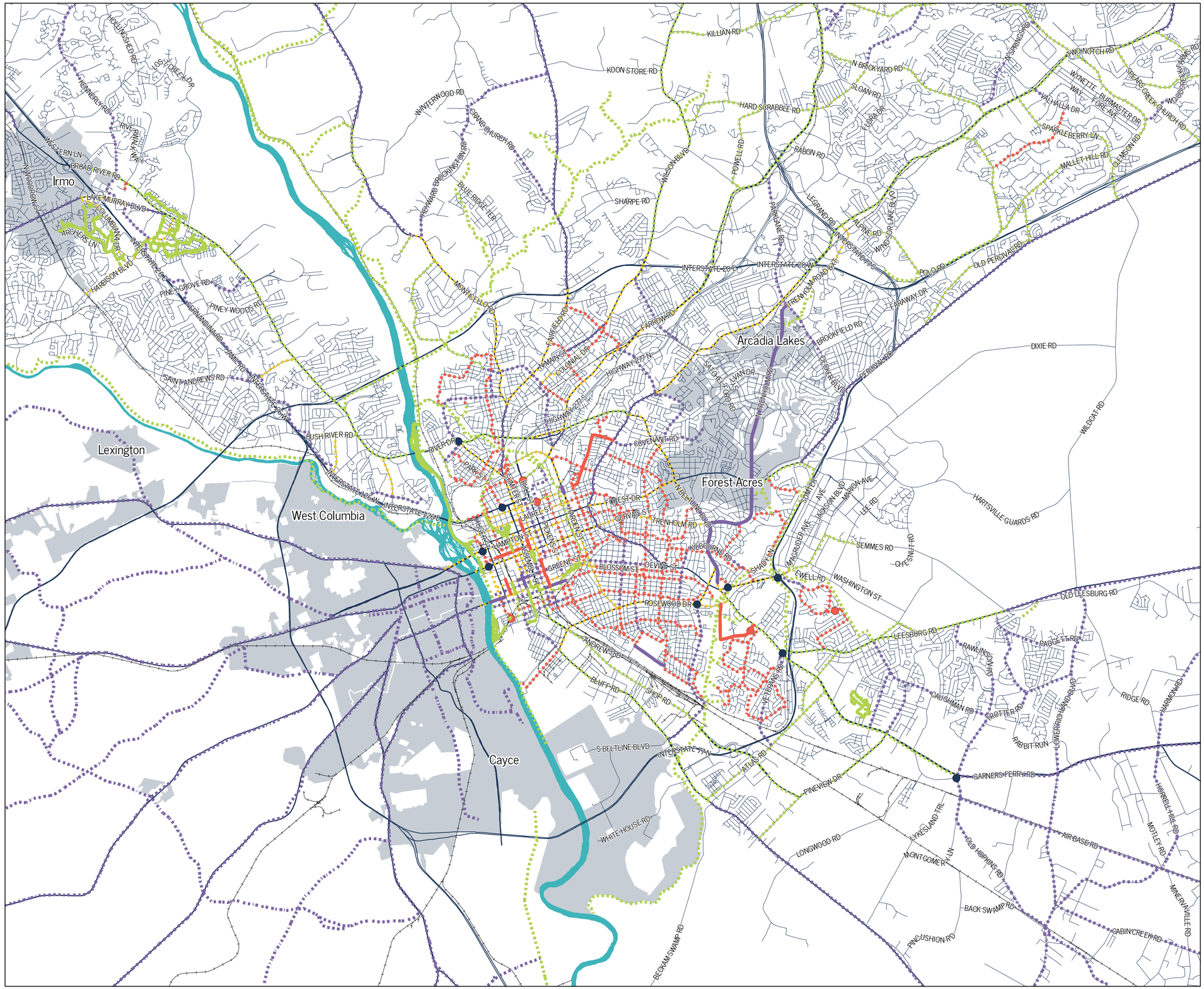

0 1.25 2.5 5 Miles

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AVERAGE DAILY TRAFFIC

2017

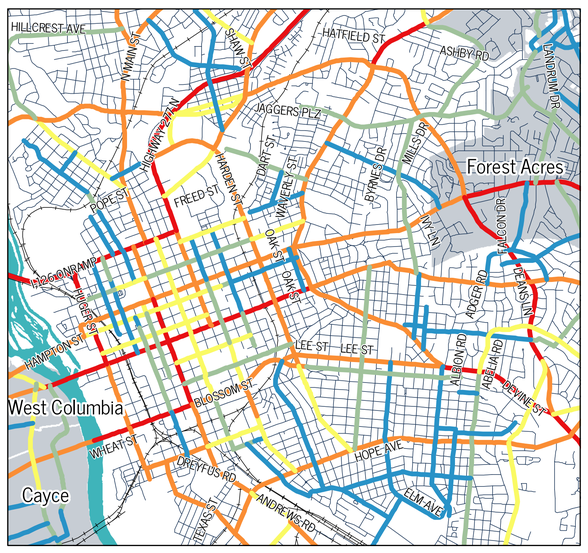
• The South Carolina Department of Transportation measures the average daily traffic counts on many roads throughout the city. Traffic volumes from 2017 are shown at right.

• Most roads throughout the city see relatively light traffic, with with fewer than 5,000 vehicles per day. As can be expected, the heaviest traffic is seen on the interstates surrounding the city, and on some of the main commuter corridors leading into downtown.

Vehicles per day (2017)

- Less than 2,500
- 2,500 to 5,000
- 5,000 to 10,000
- 10,000 to 25,000
- More than 25,000

- US & SC Highways
- Streets
- Rivers
- Railroad
- Other Municipalities



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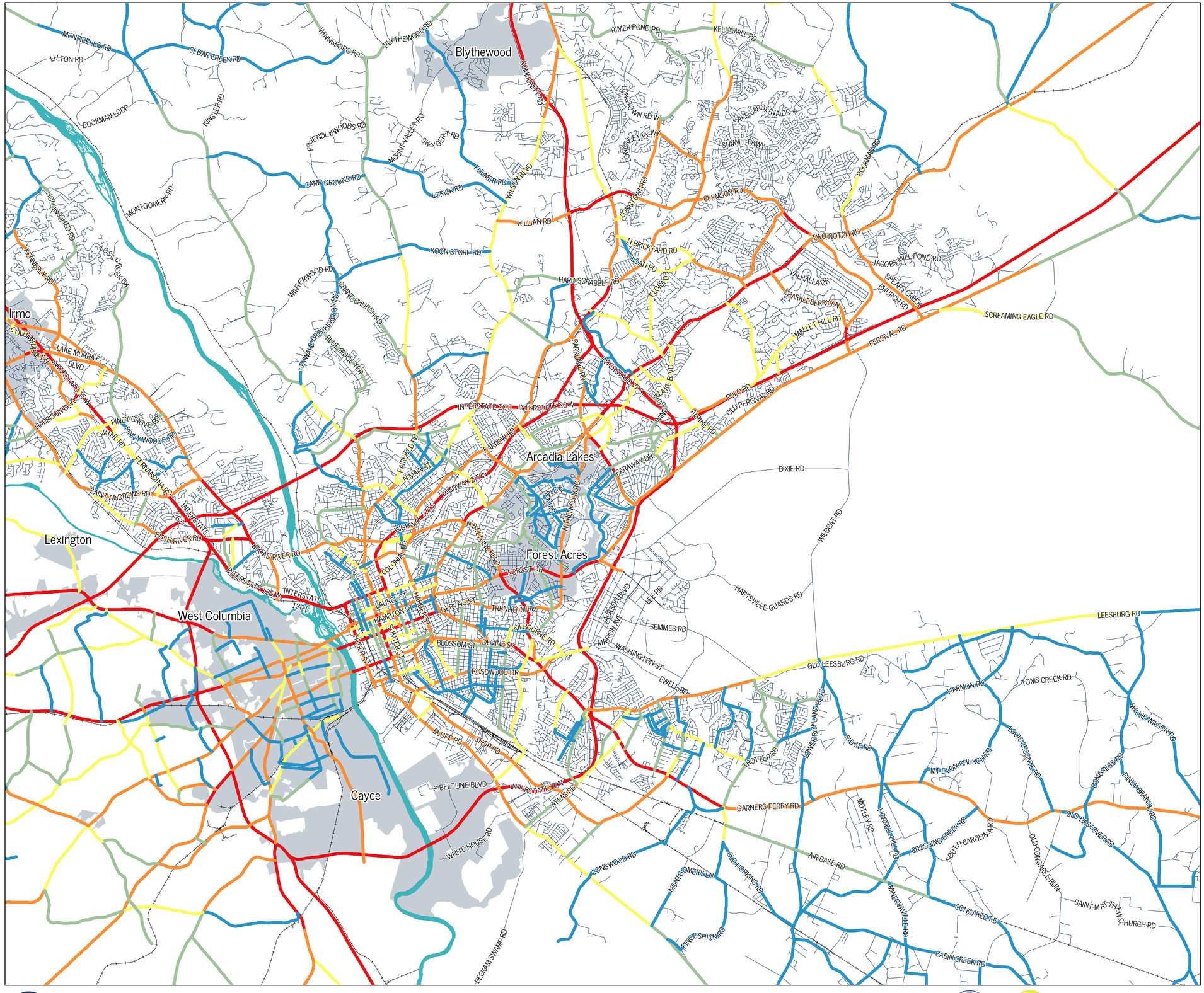

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PENNY TAX PROJECTS

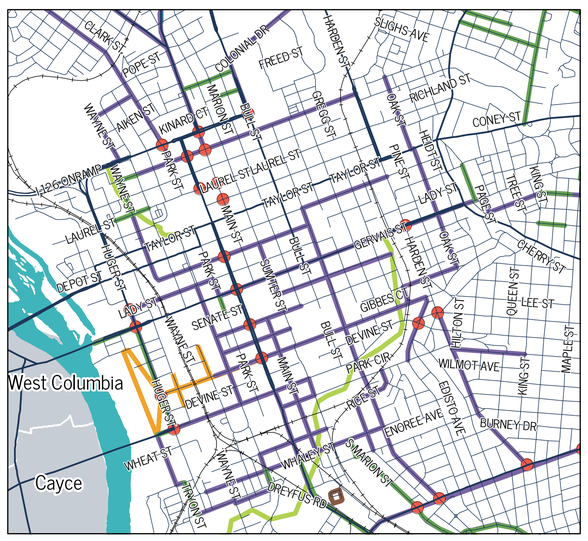
Richland County

- In 2012, Richland County voters approved a 1-cent sales tax to fund transportation improvements. The tax will collect up to $1.07 billion over 22 years.

- The program funds road improvements, transit, and pedestrian facilities, bicycle facilities, trails and greenways.

- To date, the program has completed 269 projects and invested $234 million in the county's transportation system.

- Intersection Improvements
- Pedestrian Improvements
- Bikeways
- Dirt Roads
- Greenways
- Neighborhood Improvements
- Resurfacing
- Widening
- Sidewalks
- Special Projects



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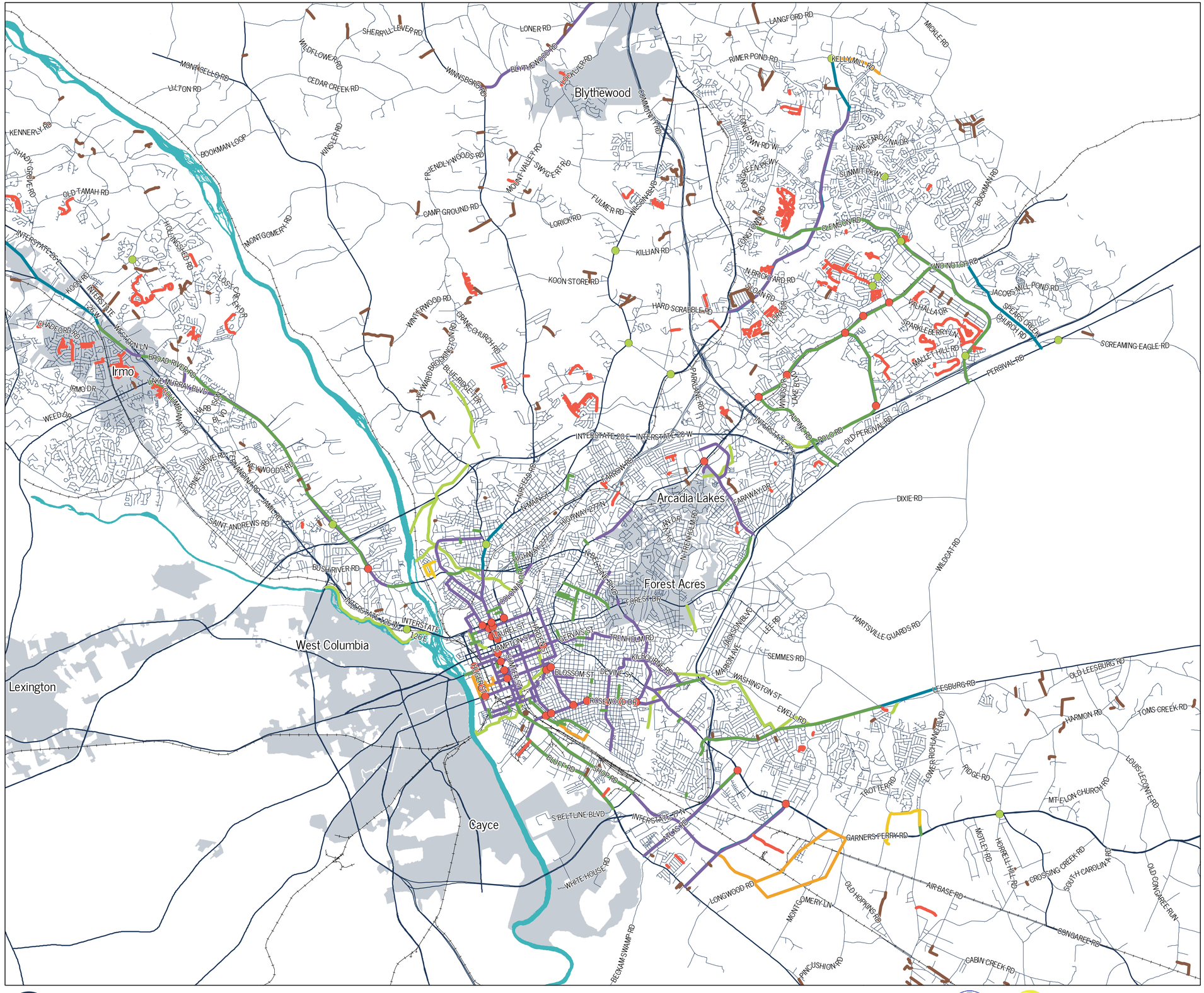

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CITY OF COLUMBIA

Challenges and Opportunities

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If I could improve one corridor or intersection, I would choose...

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How much do you agree or disagree with these statements?

IMPROVING SAFETY SHOULD BE THE CITY'S BIGGEST TRANSPORTATION FOCUS.

STRONGLY DISAGREE — NEUTRAL — STRONGLY AGREE

INVESTING IN A VARIETY OF WAYS TO TRAVEL IS ESSENTIAL TO ACHIEVING THE CITY'S GOALS.

STRONGLY DISAGREE — NEUTRAL — STRONGLY AGREE

CURRENTLY, RESIDENTS OF ALL AGES AND ABILITIES CAN ACCESS THEIR DESIRED DESTINATIONS.

STRONGLY DISAGREE — NEUTRAL — STRONGLY AGREE

THE CITY SHOULD INVEST IN A FEW LARGE CATALYTIC PROJECTS, RATHER THAN MANY SMALLER PROJECTS.

STRONGLY DISAGREE — NEUTRAL — STRONGLY AGREE

COLUMBIA IS WELL PREPARED FOR FUTURE SHIFTS IN TRANSPORTATION TECHNOLOGY AND DEMAND.

STRONGLY DISAGREE — NEUTRAL — STRONGLY AGREE

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