

# Big Idea #4: Reclaim

Re-allocating right-of-way to strengthen business vitality and pedestrian safety.



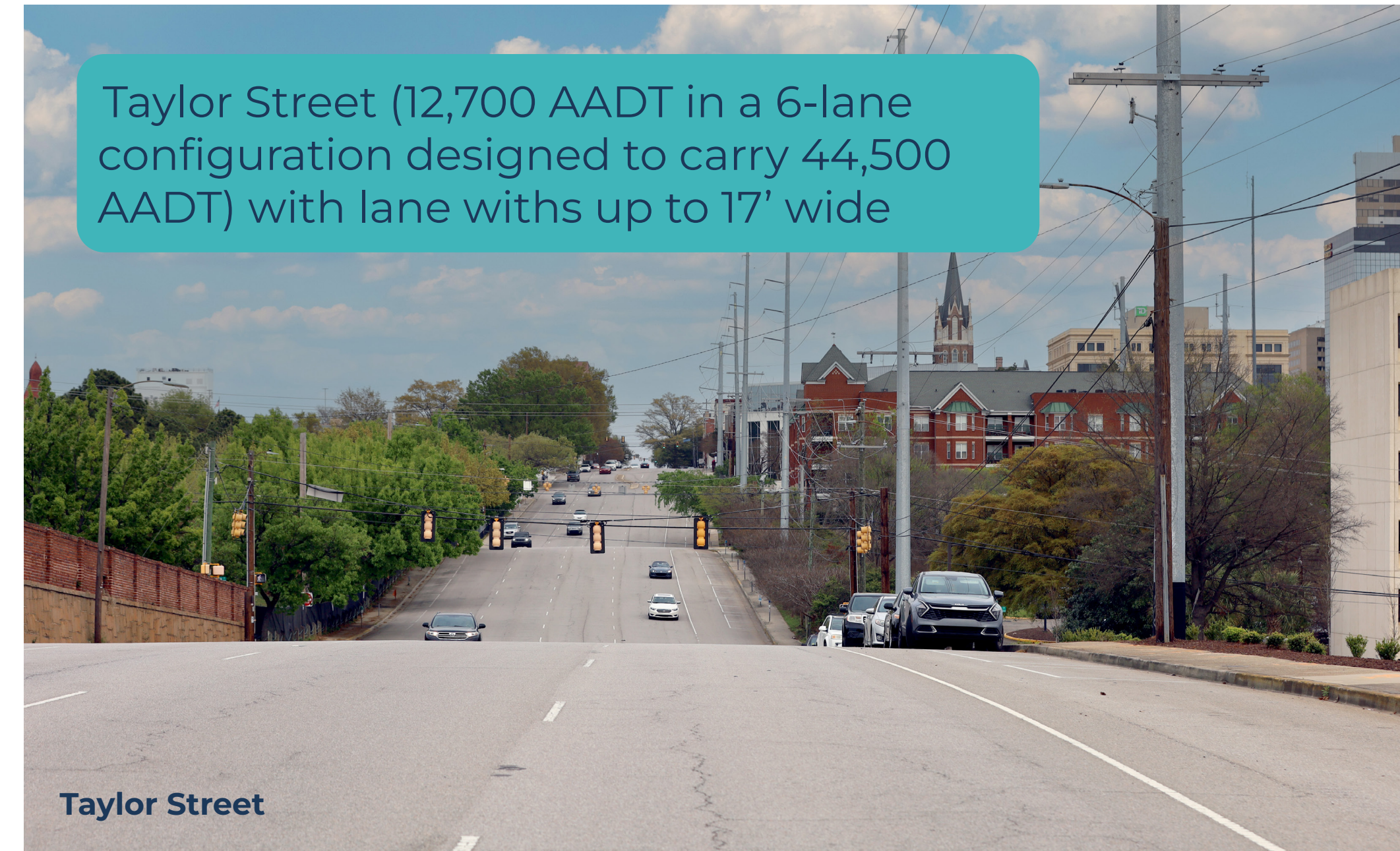
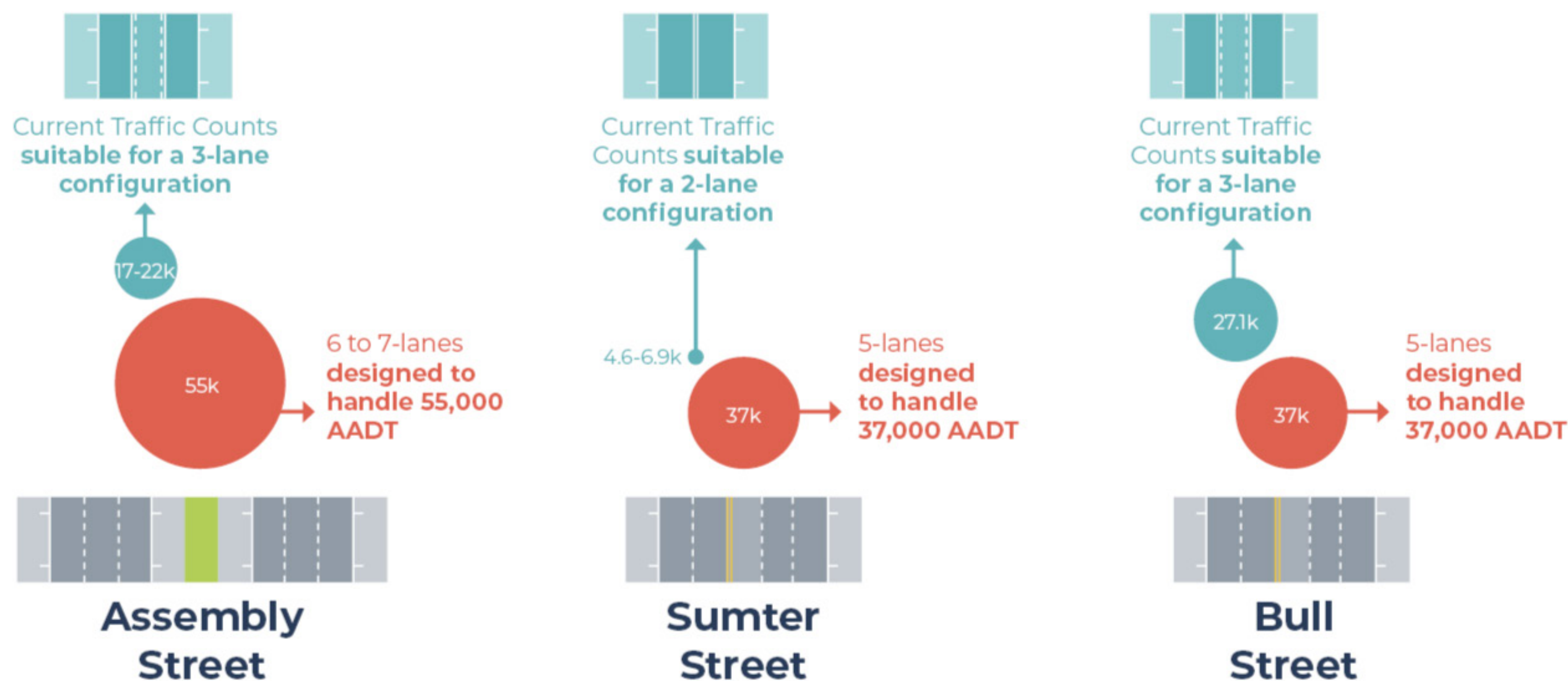
Public Market on Assembly Street

The wide streets of Downtown Columbia have vastly more space dedicated for vehicular travel lanes than is required by engineering standards. This inefficient use of land results in several conditions that limit the success of local businesses and that limits the attractiveness of Downtown to potential residents and visitors.



96% of Columbia respondents agree that great public spaces are important for downtown!

Assembly, Sumter and Bull Streets are a few examples of how over-engineered Downtown streets are, providing excessive lanes and pavement widths that cause high speeds and lack safety for bikers and pedestrians.

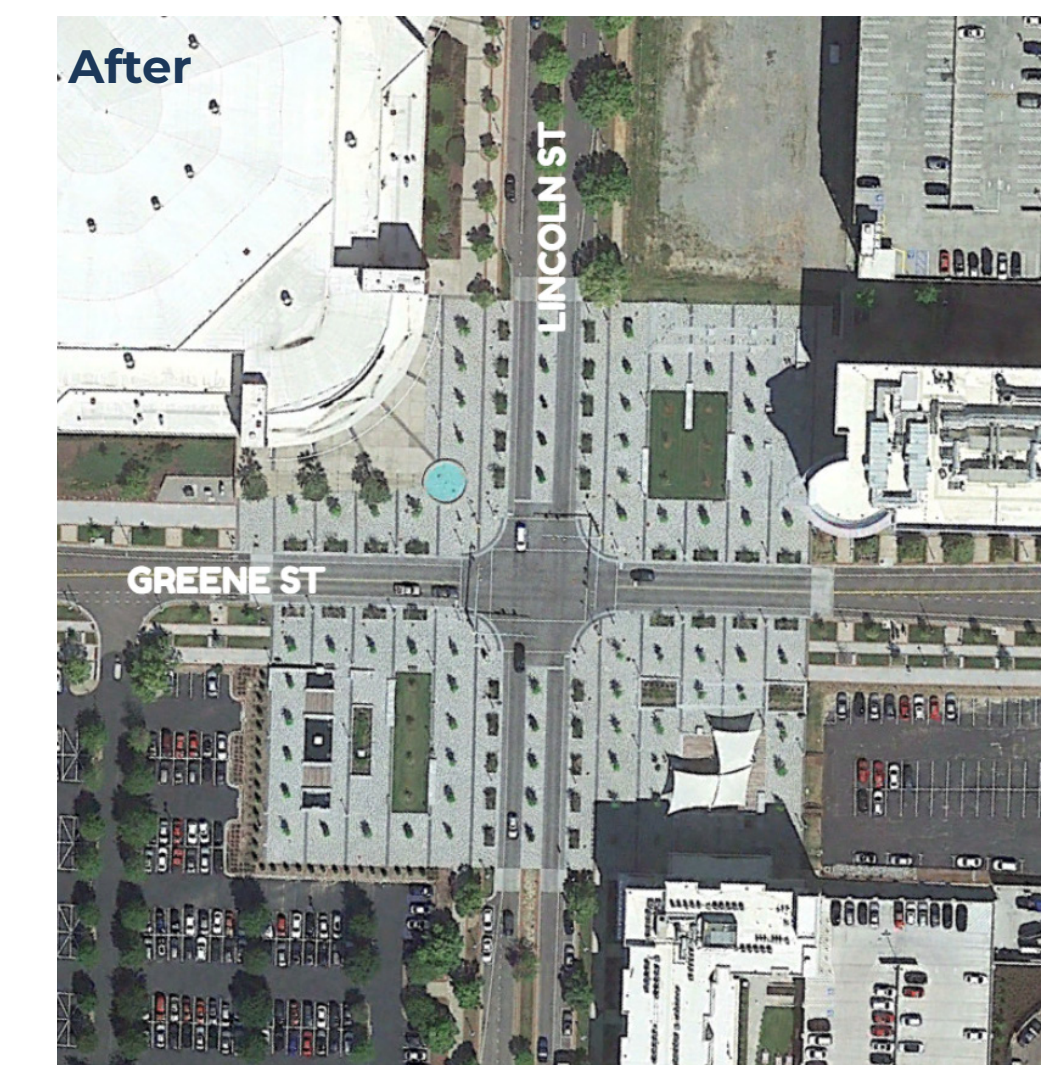
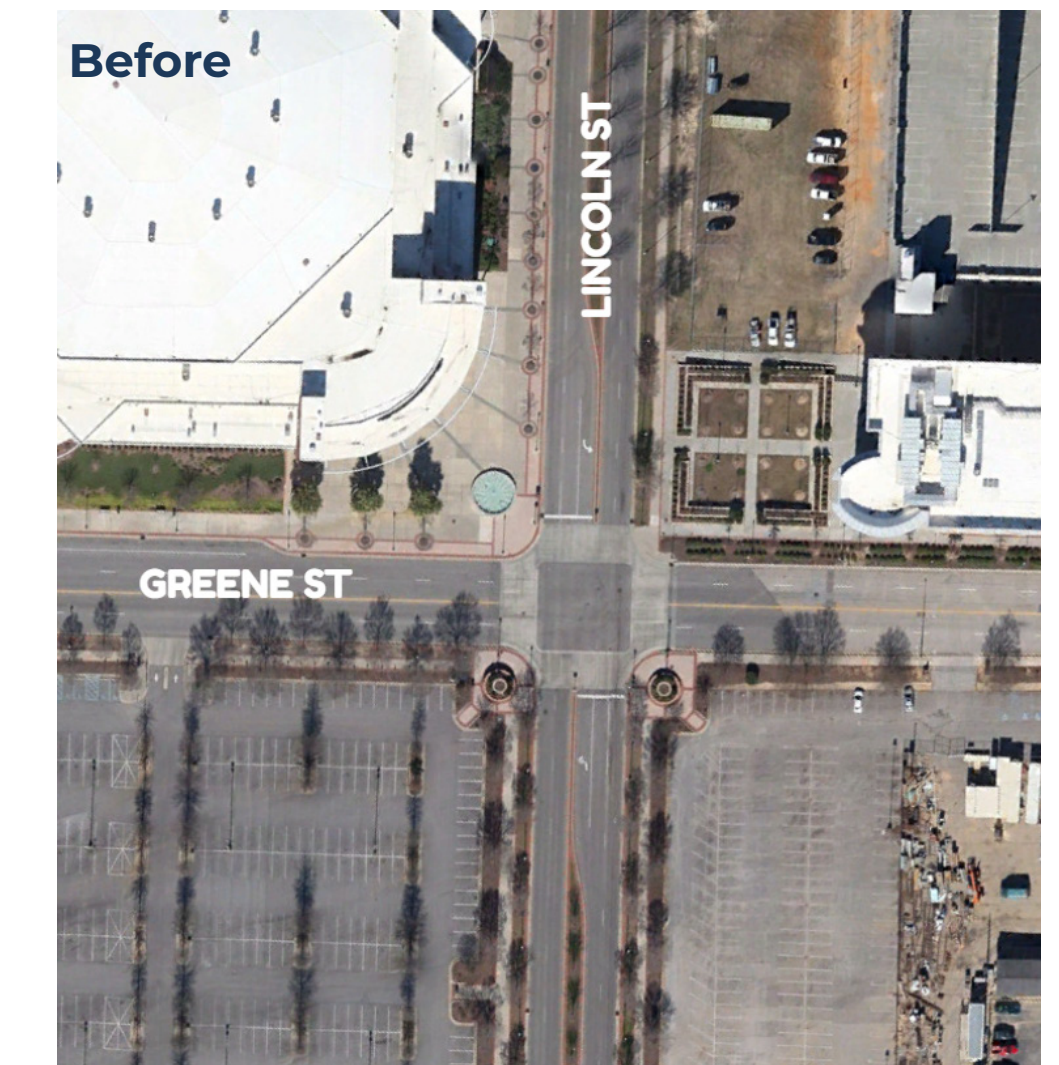


The re-allocation of right-of-way, or “road diet,” is a policy-based initiative that has been acknowledged by the FHWA and other transportation authorities for well over a decade as a proven safety countermeasure that benefits all users.

A re-allocation of right-of-way that reduces excessive vehicular lanes could result in the following benefits:

- **Safer streets** (lower traffic speeds and reduced crossing distance resulting in measurable safety improvements and lower potential for crash severity)
- **More space for businesses** (recapture of valuable real estate for outdoor dining, retailing, and amenities that generate revenue for Downtown businesses)
- **Higher property values** (greater business vitality, reduced level of traffic stress for all users, and available space for property-enhancing features such as street trees)

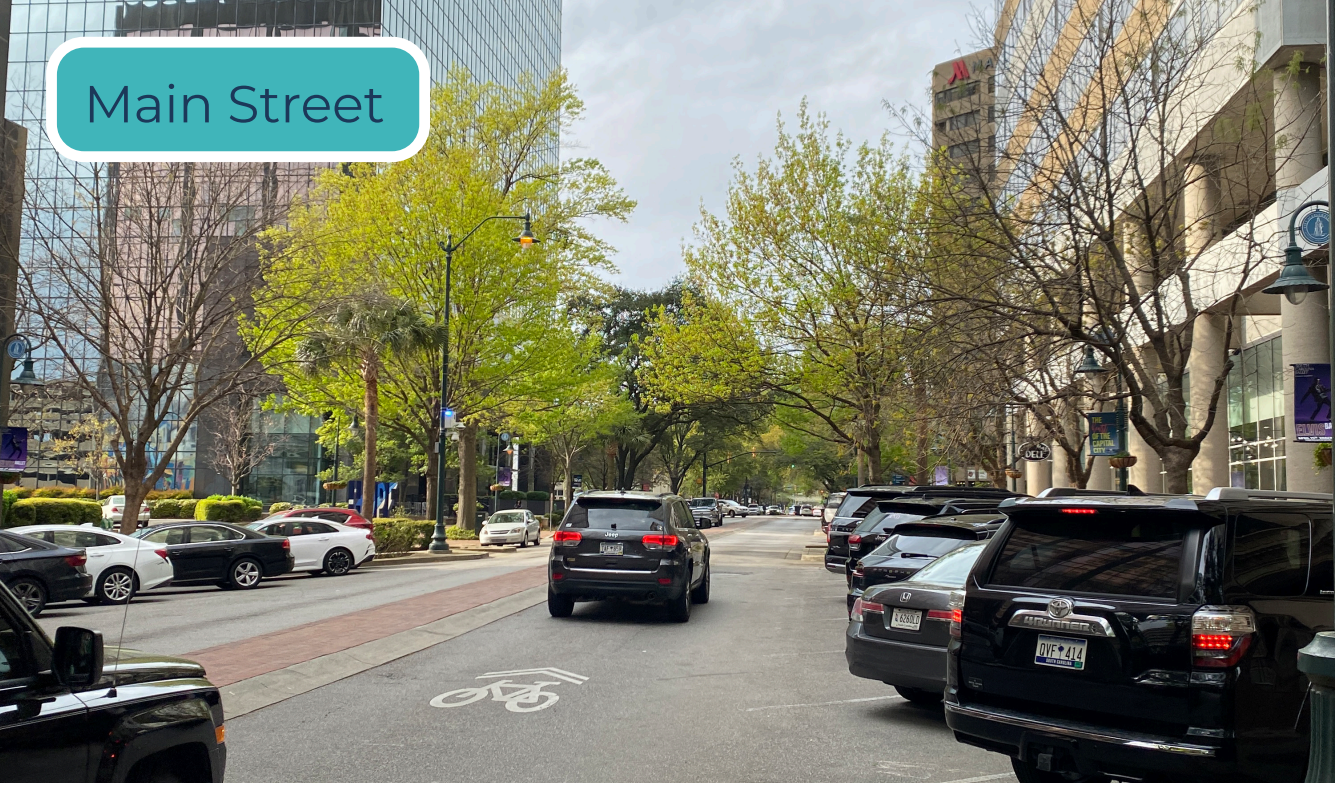
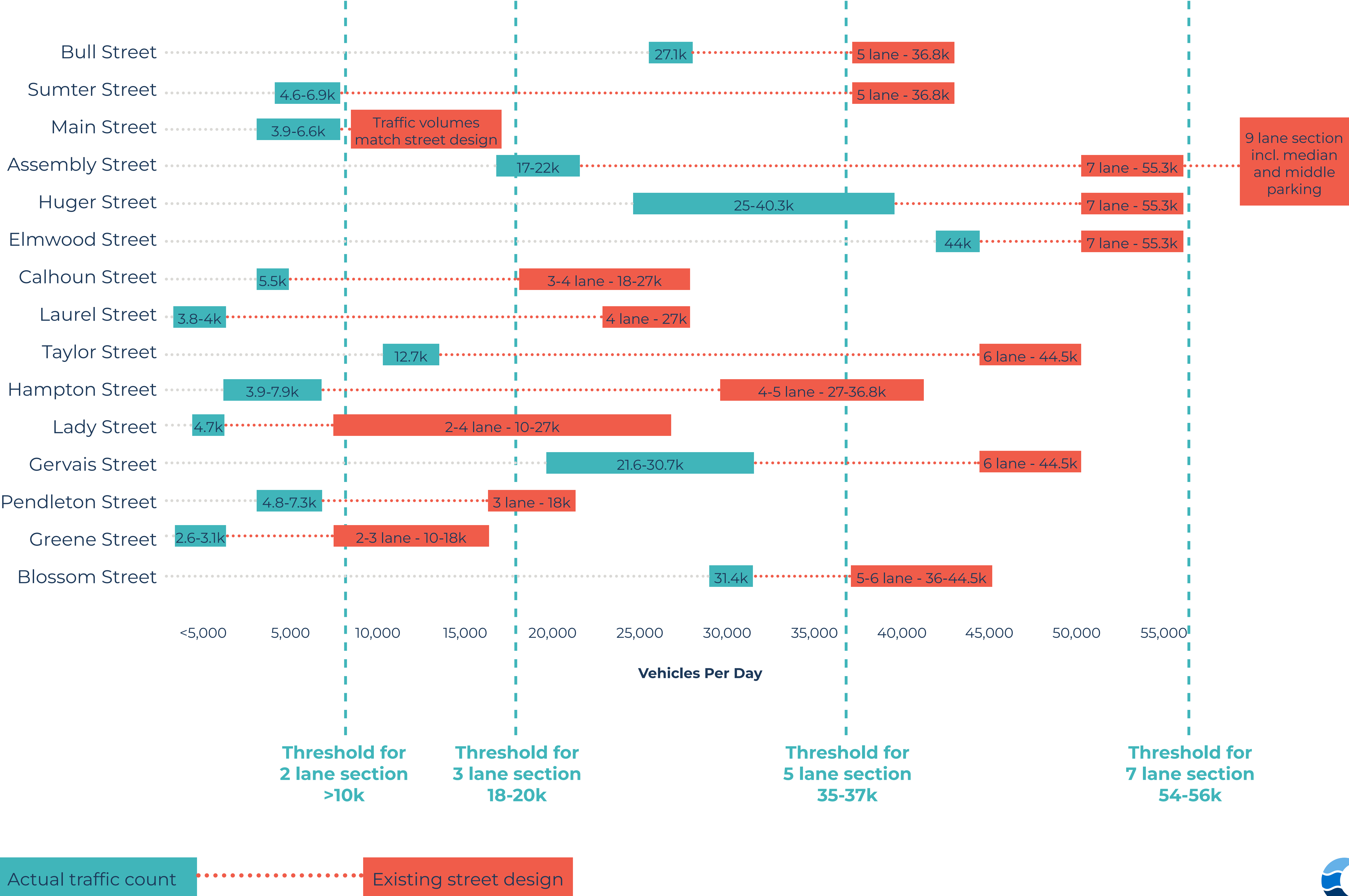
## Local Case Study: Greene Street and Lincoln Street



Improvements to Lincoln and Greene Streets **prioritize safety for bikers and people walking**. Narrow car lanes and updated landscaping with shade trees will make walking more comfortable for students and visitors.

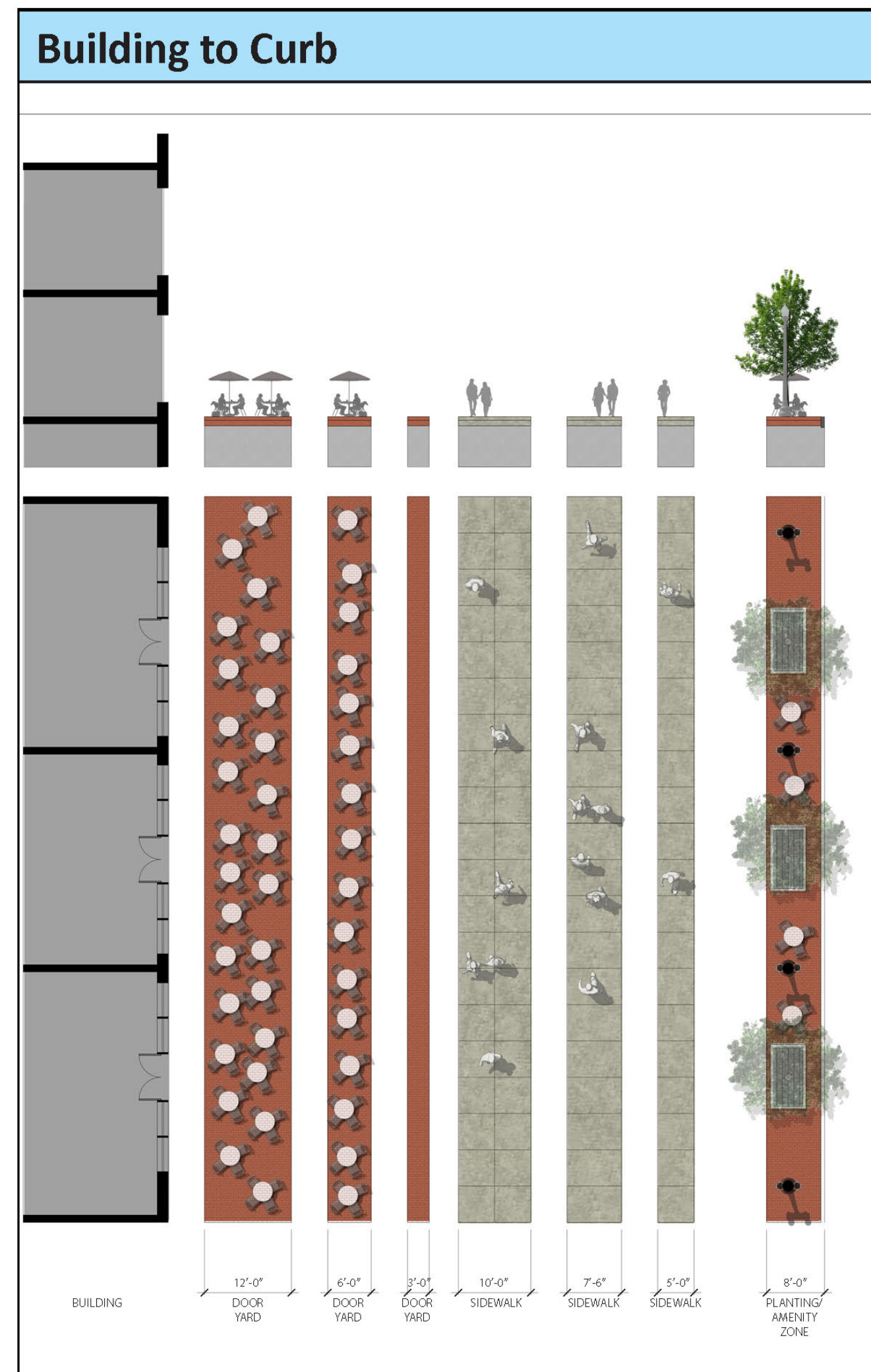
# Downtown Streets are Too Wide

Overall, Downtown Columbia's streets have excessive lanes and pavement widths that cause high speeds and lack safety for bikers and pedestrians. The chart below compares street design with their actual traffic counts.

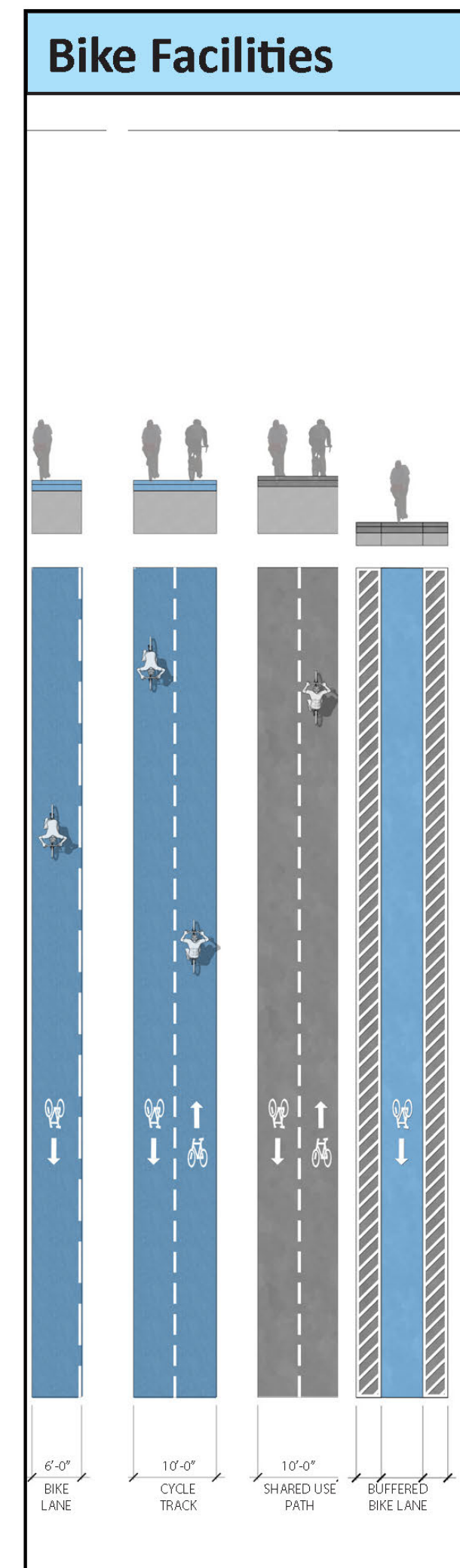


# Design Your Perfect Downtown Street

Most Streets in Downtown Columbia have a 100-foot Right of Way. Using the Kit of Parts provided, design your ideal downtown street within this 100-foot dimension. Tell us which street you are envisioning, if applicable, on the same sheet.



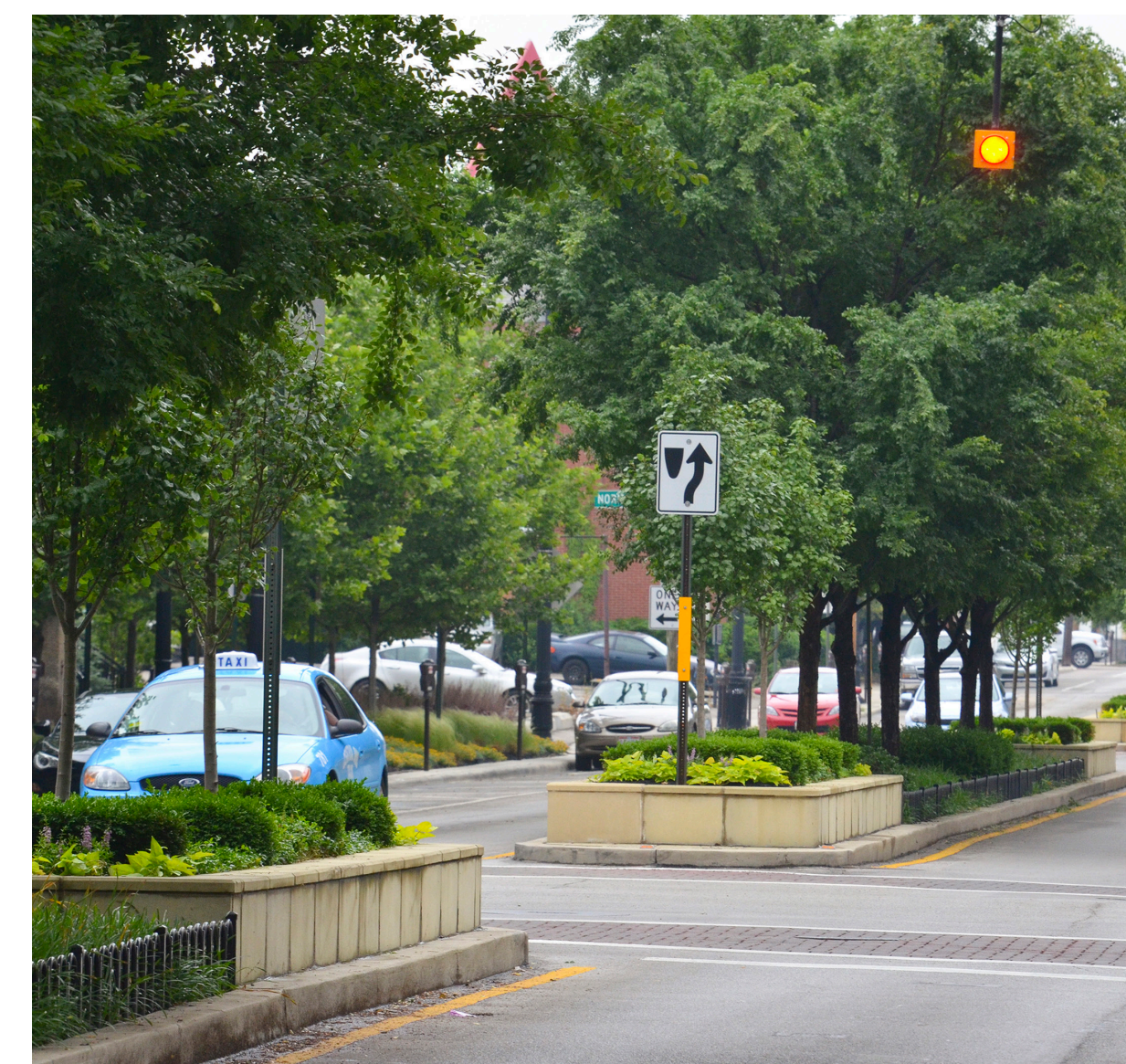
The area immediately in front of the building providing an extension of the sidewalk allowing opportunities for pedestrian amenities.



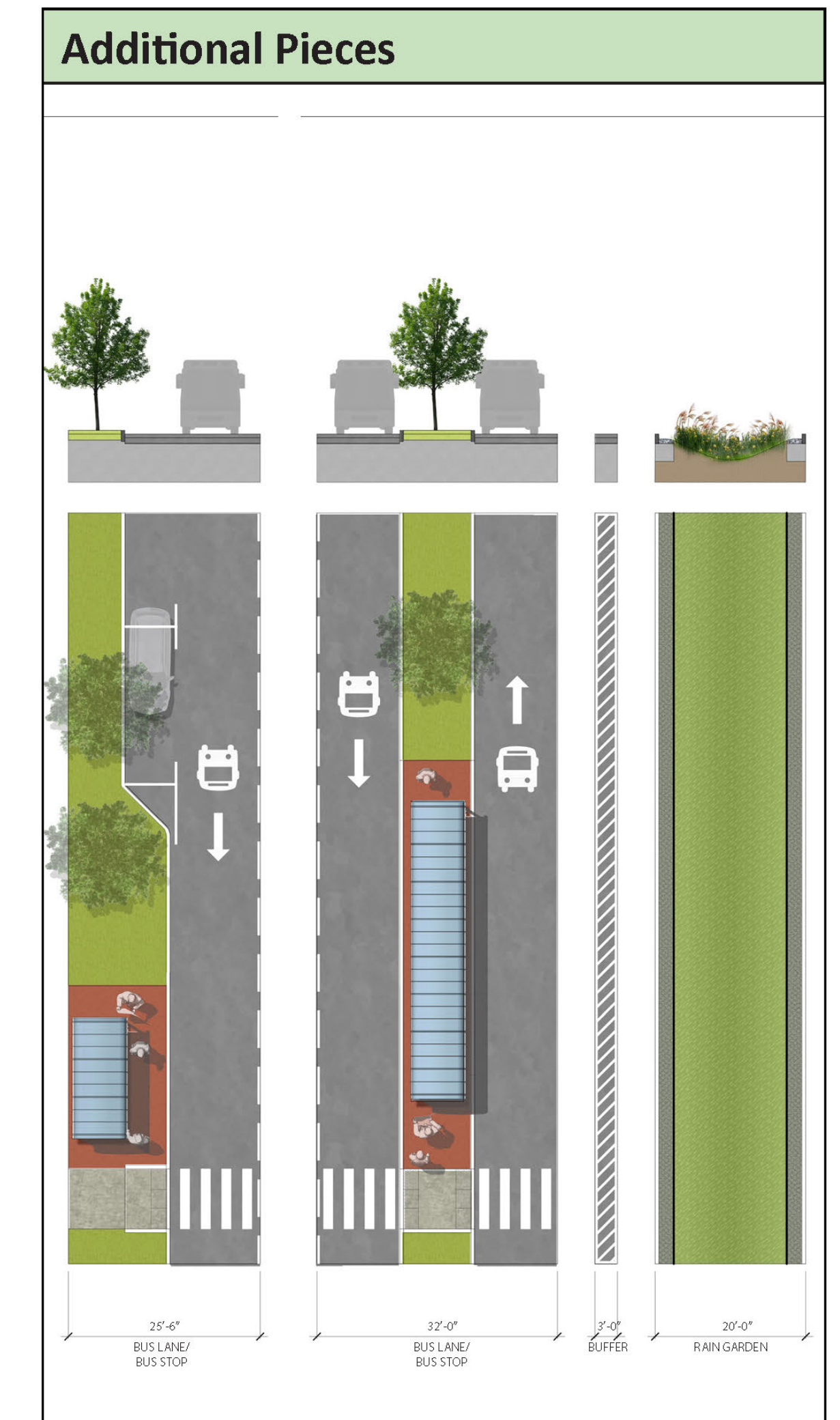
Dedicated lanes for cyclists to increase mobility options.



Planted medians with optional turn lanes or center-turn lanes to add trees, greenery, wayfinding, or signage.



Right-sized streets designed to carry vehicular traffic while allowing for traffic-calming measures, dedicated transit facilities, and on street parking.



Additional elements for signature streets, such as bus rapid transit lanes/stations, buffers, or bioswales.

