REACHING RIVERBANKS

Community Mobility Plan

Contents

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Why We Plan

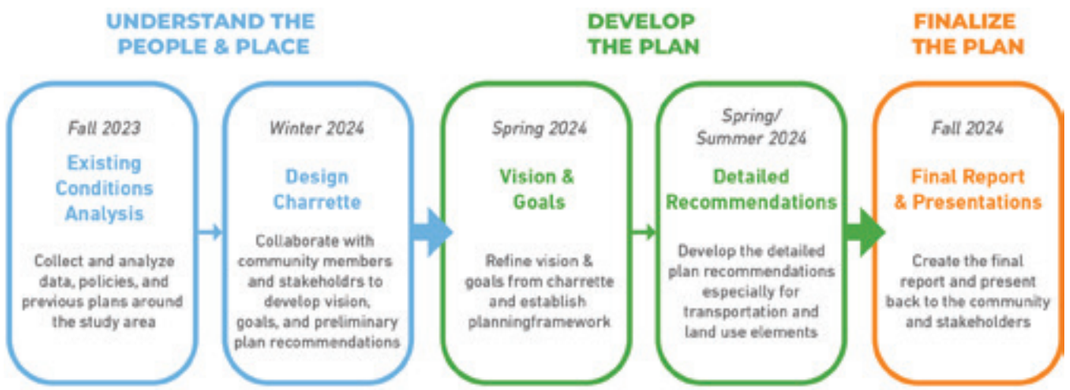
A plan is a proactive effort to create a vision for a future outcome linked with specific steps to help achieve that outcome. Planning is an important process for making decisions for areas of all shapes and sizes ranging from the most focused of transportation projects to entire cities and regions. They are most impactful when they thoughtfully consider the uniqueness of the physical place and meaningfully engage community members, stakeholders, and agency partners in the process. For an area as large and complex as Riverbanks, the *Reaching Riverbanks: Community Mobility Plan* is an invaluable tool for making intentional decisions about transportation and land use policies and projects that, when combined, create a physical place rich in experience and full of options for the way community members, present and future, live their everyday lives.

About This Plan

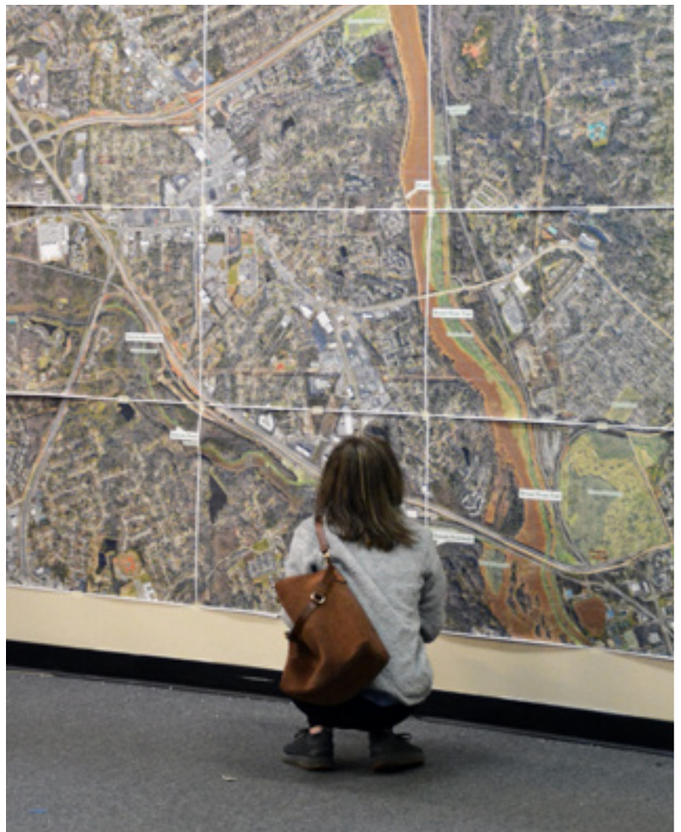
The Riverbanks area of northwest Columbia is looking to the future to be better prepared for new growth and development. The goal of the *Reaching Riverbanks: Community Mobility Plan* is to prepare the area's infrastructure, chiefly its transportation systems, and land use policies to direct this growth in a way that benefits existing and future residents. These transportation and land use decisions have been guided by a visionary planning process that began with understanding the people and places that comprise Riverbanks today and then worked with community members to create a vision for the place Riverbanks should become. The resulting plan proposes a new framework for community mobility built upon establishing new relationships with the area's riverfront, surrounding neighborhoods, and Downtown Columbia.

Planning Process

This new plan for Riverbanks is built on rigorous, thoughtful analysis of the study area's existing physical and market conditions combined with close collaboration between the planning team, public agencies, major stakeholders, and the community at-large. Collaborating with so many partners on a study area as large as Riverbanks required a creative engagement process that ensured the community's voices guided the plan's development while also balancing project efficiency. To accomplish this, engagement activities were focused into a weeklong Community Planning Charrette during the project's transition from analysis to design. This allowed the planning team to work alongside community members and other partners at multiple locations in the study area to develop the plan and its recommendations in real time. The final report for the *Reaching Riverbanks: Community Mobility Plan* is a record and product of that collaboration.



The entire process to develop the *Reaching Riverbanks: Community Mobility Plan* lasted almost a year with its launch in September 2023, the Community Planning Charrette in February 2024, and the development of the final report in August 2024.



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The Place

The Place

The study area for the Riverbanks plan sits at the convergence of the Saluda and Broad Rivers and Interstates I-20, I-26, and I-126. It is a short distance northwest of Downtown Columbia and includes the Earlewood neighborhood and Elmwood Cemetery to consider the larger study area's transition and access to downtown. It includes notable destinations such as the Dutch Square Mall, H. E. Rhame Elementary School, St. Andrews Middle School, and the COMET facilities on River Drive and Lucius Road. Riverbanks is partially located within the city limits of Columbia with the balance lying in unincorporated Richland County. The area was selected for a closer planning study to respond to anticipated growth and change as well as transportation changes stemming from SCDOT's Carolina Crossroads project affecting all interstate highways and their access along the periphery of the study area.

Riverbanks is a complex study area with many different facets that defy any single characterization. Traveling at high speeds on the interstates along Riverbanks' periphery, the two rivers and dense tree canopy tell a story of the study area's incredible natural assets. From the inside, traveling along Riverbanks' major corridors of Broad River Road, Bush River Road, and Greystone Boulevard, it's tempting to define this place in terms of its sprawling suburban development waiting for new life. Neither view tells the complete story and overlooks many different dimensions in between. Even the study area's name of ***Riverbanks*** evokes more of a reference to the City's beloved Riverbanks Zoo along the Saluda River than any real sense of connection to the rivers themselves.

While this plan includes tangible recommendations for improving the study area's transportation systems and land use policies, the true outcome of this plan is elevating Riverbanks as a place. This section focuses on establishing an understanding of that place as it exists today.

The North End of Riverfront Park (opposite page, above) and Dutch Square Mall (opposite page, below) highlight the stark contrasts present in the physical characteristics of the Riverbanks study area.

The Study Area

Riverbanks sits at the convergence of the area's rivers and interstate highways. It is a complex study area with many different facets that defy any single characterization.

Study Area Boundary

Existing Trails

Parks & Open Spaces

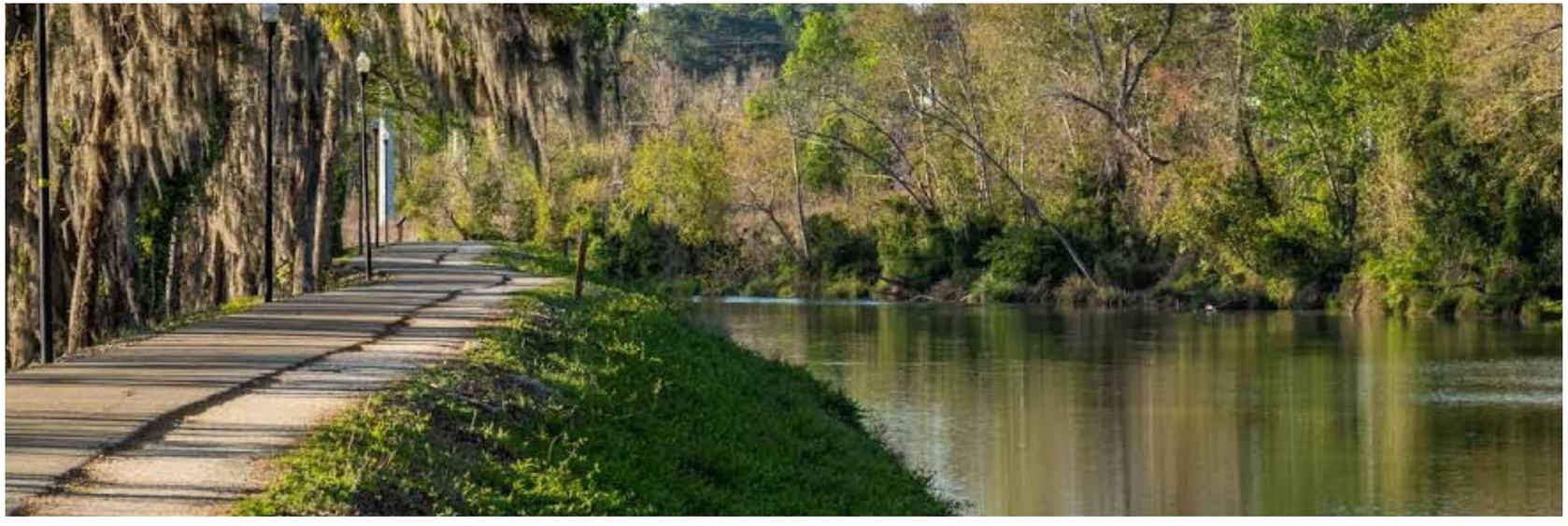
Between Two Rivers

On first glance, the majority of the Riverbanks study area is a peninsula formed by the Saluda and Broad Rivers as they converge into the Congaree River off of the peninsula's southernmost tip. The peninsula includes the neighborhoods of Belmont Estates, Dutchbrook, Riverside Forest, Elm Abode, and Skyland Estates as well as the notable Dutch Square Mall. A smaller portion of the study area includes the Earlewood neighborhood that sits between the Broad River and Elmwood neighborhoods. The entire study area links to Downtown Columbia via two very different roadways over Broad River: the major arterial of Broad River Road/River Drive and Interstate 126 (I-126). The two rivers are a shaping force for the study area's transportation system as much as they physically shape the peninsula itself.

From the roadways, the rivers provide a breathtaking view of the study area. Internally, they are an asset with limited, but improving, access. I-126 and the railroad create barriers between the Saluda River and the 7-mile Saluda Riverwalk on the western edge of the study area's peninsula. The Saluda Riverwalk is a popular greenway but is only accessible by car at a single trailhead on Candi Lane. Steep grades and gated multifamily apartment communities block access to the Broad River on the eastern edge of the peninsula while the riverfront on the opposing side features the Riverfront Park: an almost 6-mile trail that connects this easternmost side of the Riverbanks study area directly with Downtown Columbia.

There are plans to extend the southern portion of the Saluda Riverwalk around Boyd Island and across the Broad River to connect with the Riverfront Park. Not only will this link two important greenways in the area, it has the potential to expand the use of the trails from recreational assets to critical links in the area's mobility network.

Saluda Riverwalk
Credit: Palmetto Outdoor



Riverfront Park
Credit: HD Carolina

Hydrological Features

The Broad and Saluda Rivers are a shaping force for the study area's transportation system as much as they physically shape the peninsula itself.

St. Andrews
St. Andrews Rd
Broad River Rd
Longcreek Dr
Omarest Dr
Riverside Forest
Belmont Estates
Bakersfield Rd
Dutchbrook
Elm Abode
Browning Rd
Bush River Rd
Atlantic Dr
Arrowwood Rd
Colonial Life Blvd
Broad River Rd
Crane Creek
Smith Branch
Clement Rd
Bull St
Columbia Canal
Broad River
Lucius Rd
River Dr
Earlewood
Skyland Estates
Greystone Blvd
Skyland Dr
Stoneridge Dr
Gracern Rd
Senn Branch
Saluda River
Double Branch
Westwood Hills
Elmwood Park
Elmwood Ave
Arsenal Hill
Main St
Huger St
Stoop Creek
20
26
126
16

100-year Flood Zone

Development Character

Riverbanks' suburban strip commercial development along Broad River Road, Bush River Road, and Greystone Boulevard gives the first impression upon entering the study area by vehicle. This is punctuated by the 75-acre Dutch Square Mall site between Broad River Road and Bush River Road towards the northern end of the study area. Peeling back this first layer reveals a more complex mix of development.

Beyond the suburban corridors lies a variety of different residential neighborhoods ranging from detached single-family residential homes on compact lots in the northwestern portion of the study area to larger, suburban lots and homes along the western edge of Broad River. Gated, garden-style apartments occupy this same edge clustered around the crossing of Broad River Road over the Broad River as well as the northern edge along I-20. The Earlewood neighborhood in the southeastern portion of the study area features the most compact single-family homes. These are also some of the oldest structures in the study area and development in this area is governed by a historic preservation zoning overlay district and corresponding guidelines administered by the City of Columbia.

Notable office developments include Colonial Life on Colonial Life Boulevard and Wells Fargo at the intersection of Broad River Road and Greystone Boulevard: both of these are major employers that draw workers from outside of the study area. Additionally, the Browning Business Center near the interstate cloverleaf in the northwest corner of the site contains a concentration of office development and related uses.

Future Land Use

Between the City and County, there are 17 different future land use classifications associated with the Riverbanks study area.

City

- **UCMR-2** Urban Core Mixed Residential-2
- **UEMR** Urban Edge Mixed Residential
- **UCMF** Urban Core Multi-family
- **UCR-1** Urban Core Residential Small Lot
- **UER-1** Urban Edge Residential Small Lot
- **UER-2** Urban Edge Residential Large Lot
- **UCAC-1** Urban Core Neighborhood Activity Center
- **UCAC-2** Urban Core Community Activity Center
- **UCAC-3** Urban Core Regional Activity Center
- **AC-2** Community Activity Center
- **AC-3** Regional Activity Center
- **EC** Employment Campus
- **TU** Transportation & Utilities
- **C/I** Civic/Institutional
- **T/S** Transitional/Sensitive Lands

County

- Mixed Residential (High Density)
- Mixed Use Corridor

St. Andrews
Belmont Estates
Riverside Forest
Dutchbrook
Elm Abode
Westwood Hills
Skyland Estates
Earlewood
Elmwood Park
Arsenal Hill
St. Andrews Rd
Broad River Rd
Longcreek Dr
Omarest Dr
Bakersfield Rd
Browning Rd
Bush River Rd
Atlantic Dr
Arrowwood Rd
Colonial Life Blvd
Greystone Blvd
Skyland Dr
Gracern Rd
Stoneridge Dr
Saluda River
Broad River
Lucius Rd
River Dr
Clement Rd
Buist St
Main St
Elmwood Ave
Huger St
20
26
126
16

Signals of New Investment

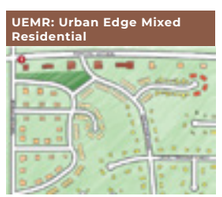
Richland County

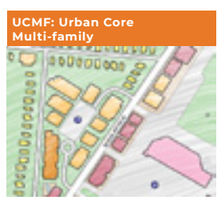
The County only has 2 different land use classifications for the entire study area.

Between the City and County comprehensive plans, there are 17 different future land use classifications associated with the Riverbanks study area. These classifications are current as of the 2015 Richland County Comprehensive Plan and the City's comprehensive plan, Columbia Compass Envision 2036, adopted in 2020. These run the spectrum of uses associated with a desire to change use and density, focused along the area's major corridors, to those aimed at protecting existing uses, particularly in the residential areas. While it's not uncommon for cities and counties to balance areas for growth and change with those for protection, what's missing from either policy framework is a clear, guiding vision for the sum of these uses. In other words, what does Riverbanks want to become when it grows up?

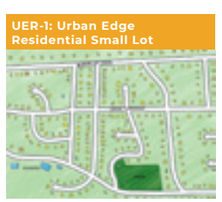
City of Columbia

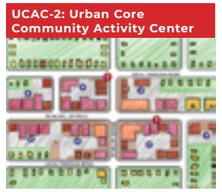
The City has 15 different land use classifications for the same area.

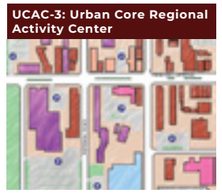




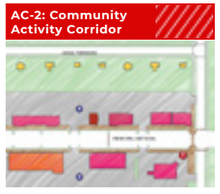
6 classifications are for different patterns and densities of residential.

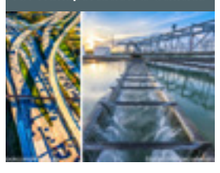






6 classifications are different intensities of mixed-use and specialized uses.



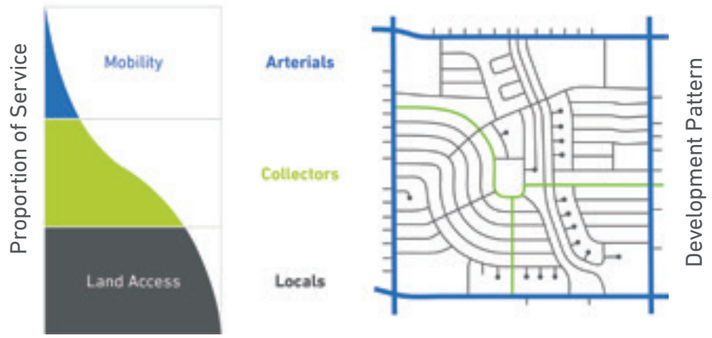


3 classifications can be located within residential or mixed-use contexts.

Corridor Based Mobility

The existing development in Riverbanks is a direct product of the infrastructure designed to support it: the hierarchy of interstates and arterial, collector, and local roadways. This type of street system is designed to balance efficient movement of high volumes of vehicles along larger roads (interstates and arterials) while focusing access to adjacent development on smaller roads (collectors and locals). Aside from the mobility functions, this system tends to segregate land uses into larger districts whose access favors vehicular. Riverbanks is no exception. Despite the wide mix of development type and uses within the study area, these tend to be in large, isolated clusters. The major corridors of Broad River Road, Bush River Road, and Greystone Boulevard focus on moving vehicles between Downtown Columbia and destinations outside of the study area while also acting as barriers to local destinations within Riverbanks.

The challenge with this system for mobility is that it prioritizes longer, regional trips over smaller, local ones. Travel for daily needs in the study area, beyond commuting to or from it for employment, can be extremely difficult as access to all homes, businesses, and other destinations requires trips on the largest arterial corridors. Not coincidentally, development and uses along these corridors have little to no relationship to surrounding development. For Reaching Riverbanks to be a plan that truly serves community mobility, it must propose recommendations for a multimodal transportation system that responds to the needs of community members.

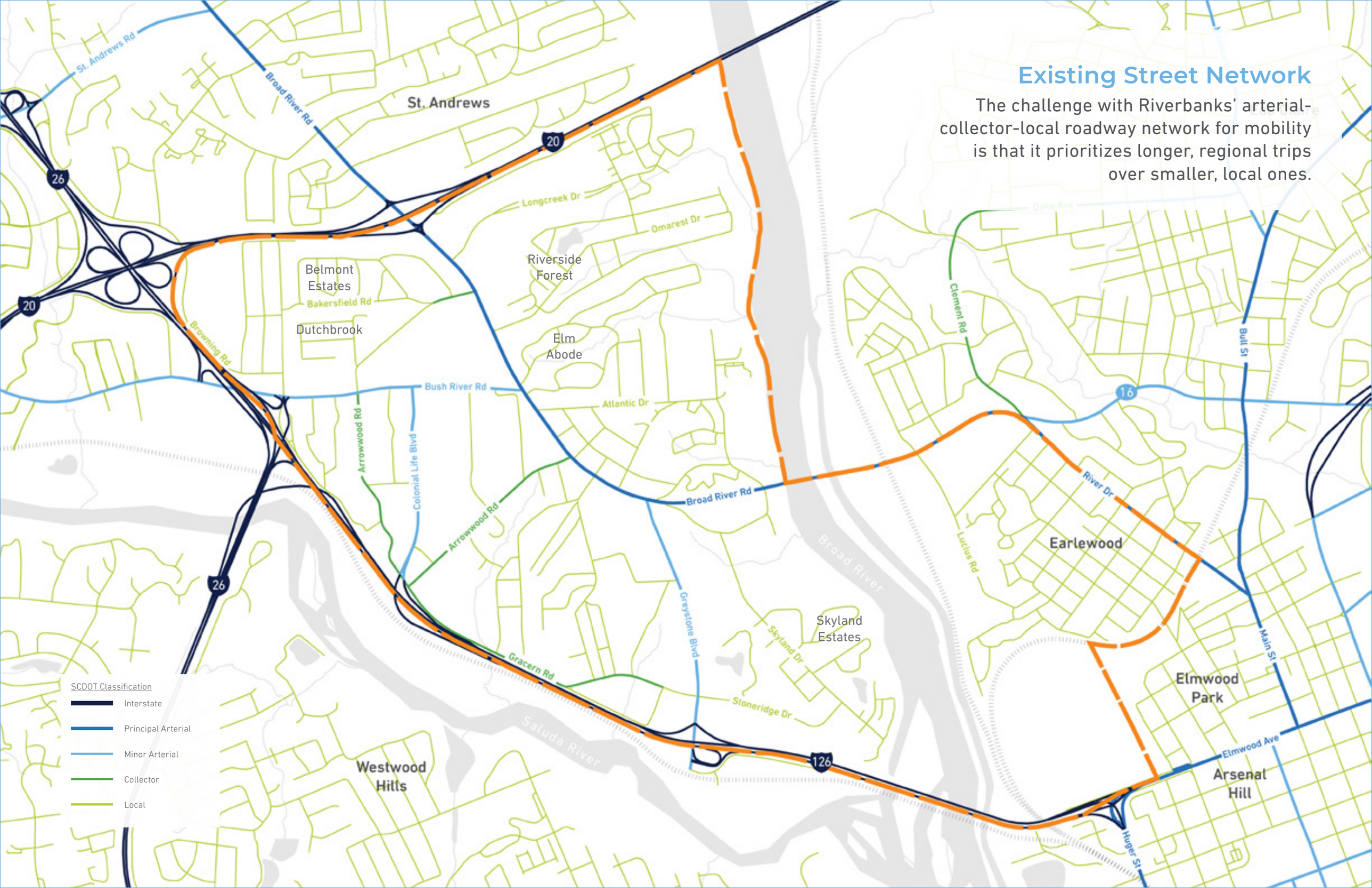


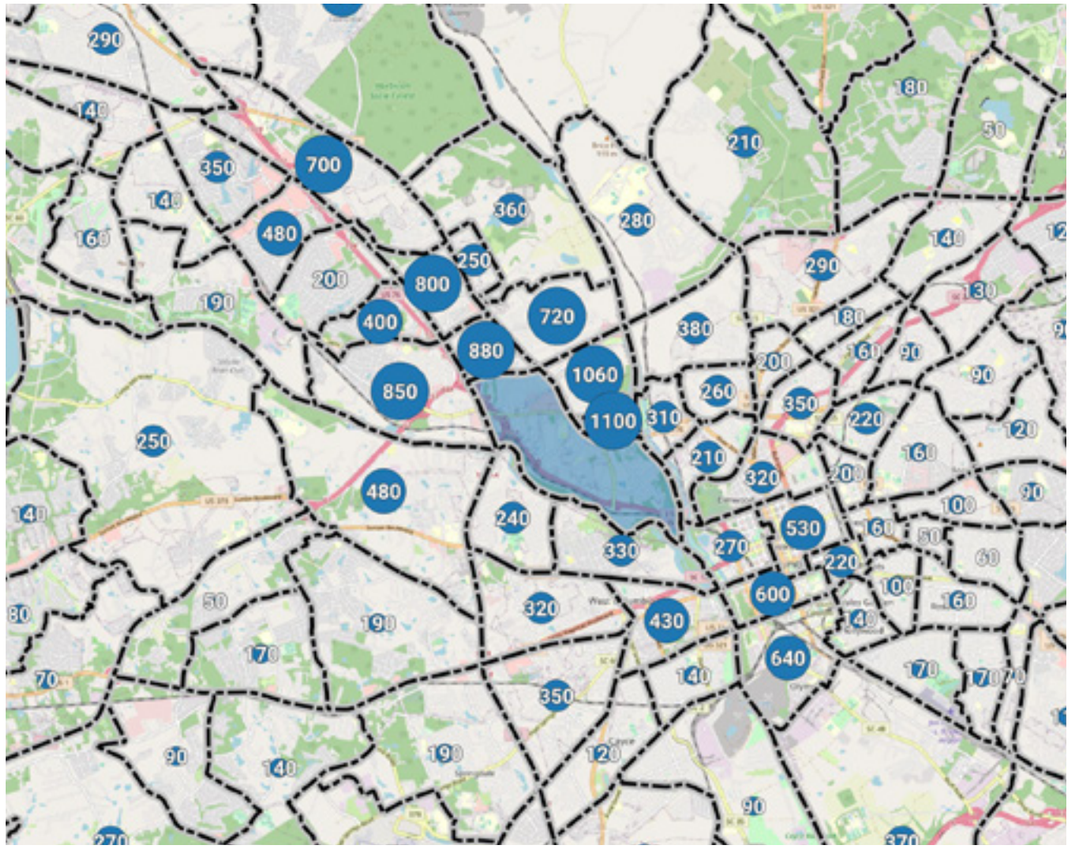
The Modern Functional Hierarchy of Streets and the Resulting Patterns of Development

Opposite Top: Broad River Road | SCDOT Principal Arterial, 5 Lanes
Opposite Bottom Left: Bush River Road | SCDOT Minor Arterial, 4-5 Lanes
Opposite Bottom Right: Greystone Boulevard | SCDOT Minor Arterial, 5 Lanes

Existing Street Network

The challenge with Riverbanks' arterial-collector-local roadway network for mobility is that it prioritizes longer, regional trips over smaller, local ones.





Origin of trips to census tract 104.3

Passing Through

Development based on high-capacity corridors dates back to the study area's formative years when US 76 and Broad River Road first provided access to Riverbanks before the arrival of the interstates. I-126 was the first interstate to be constructed in the study area replacing US 76. I-20 and I-26 followed shortly with Dutch Square Mall arriving not long after the completion of these highways. This network of highways cemented Riverbanks as a place for *passing through* for the last several decades. Today many of the trips that pass through the study area begin or end in areas just beyond Riverbanks, particularly in Downtown Columbia to the southeast and St. Andrews to the north.

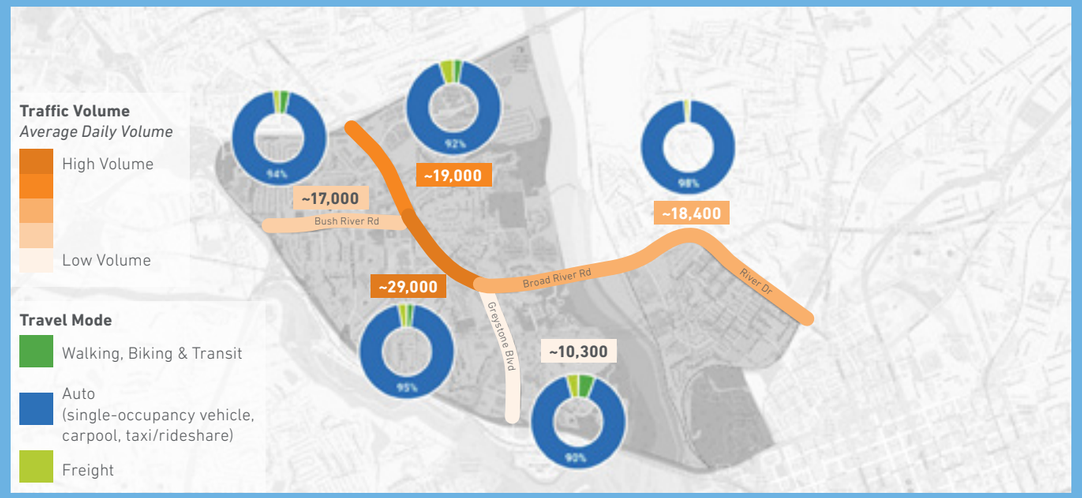
Riverbank's major growth and development coincided with the completion of the interstate highway system which opened the area for auto-oriented development.

1951
Pre-Interstate

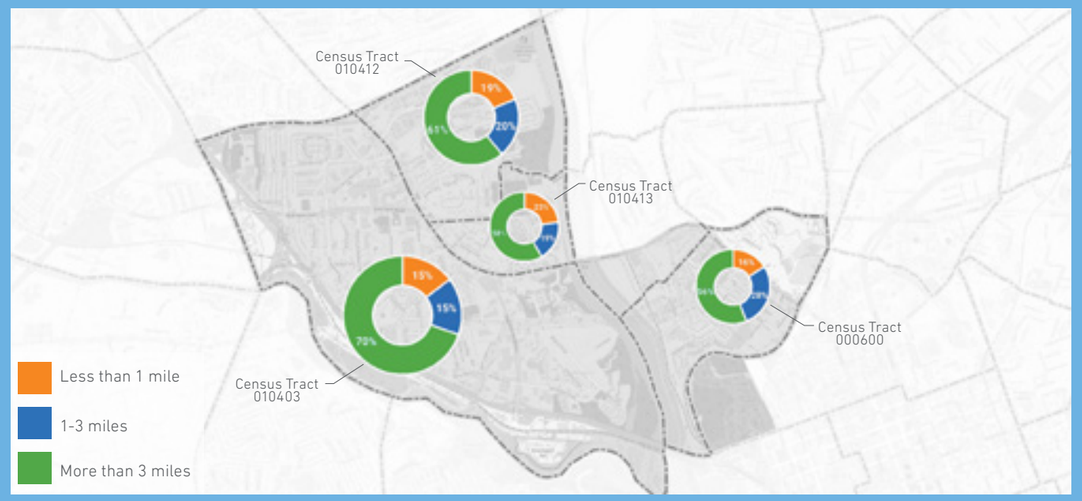
1960
Interstate Arrival

1966
Interstate Completion

1970
Dutch Square Mall & Suburbanization



Trips by Travel Mode



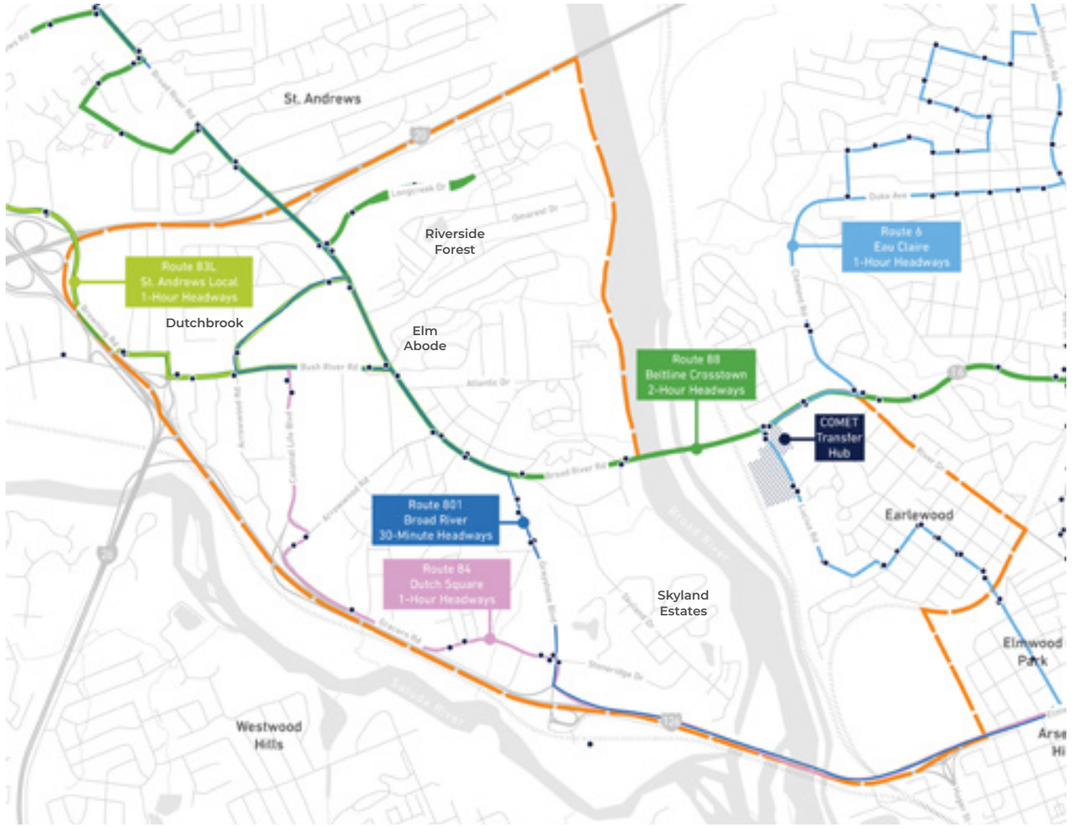
Trip Distance

Most trips are done by car, however, many local trips are less than three miles. These local trips could be walkable or bikeable if infrastructure was provided.

Broad River Road approaching the Greystone Boulevard intersection

Local Trips

While Riverbanks' roadway system favors longer trips, local trips make up almost half of all trips taken in the study area meaning these trips both start and end within Riverbanks. Of these local trips approximately 20% of these are less than a mile, a walkable distance, and another 20% are between 1-3 miles, a commonly accepted bikeable distance. This tells us that there's potential opportunity to accommodate some of these trips by an alternative mode of transportation if the right infrastructure were present. As it stands today, the prioritization of vehicular trips on the arterial-collector-local roadway system has minimized the presence of sidewalks and bicycle facilities throughout the study area. Sidewalks, where they do exist, are narrow and immediately adjacent to wide, high-speed roadways making walking here an uncomfortable and unsafe experience. Biking on the arterials, which are required for all trips in the study area, is not a reasonable option in their present form. The opportunity for this community mobility plan is to consider how existing streets could be redesigned to accommodate multiple transportation modes and propose new connections, street or otherwise, that support shorter trips between destinations in the study area.

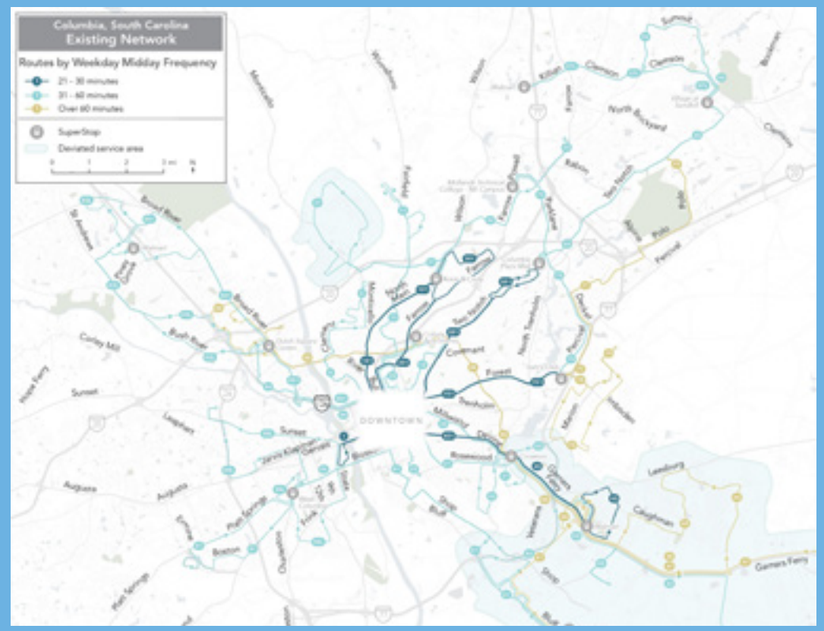


COMET bus routes and stops in the Riverbanks study area.

Transit for the Midlands

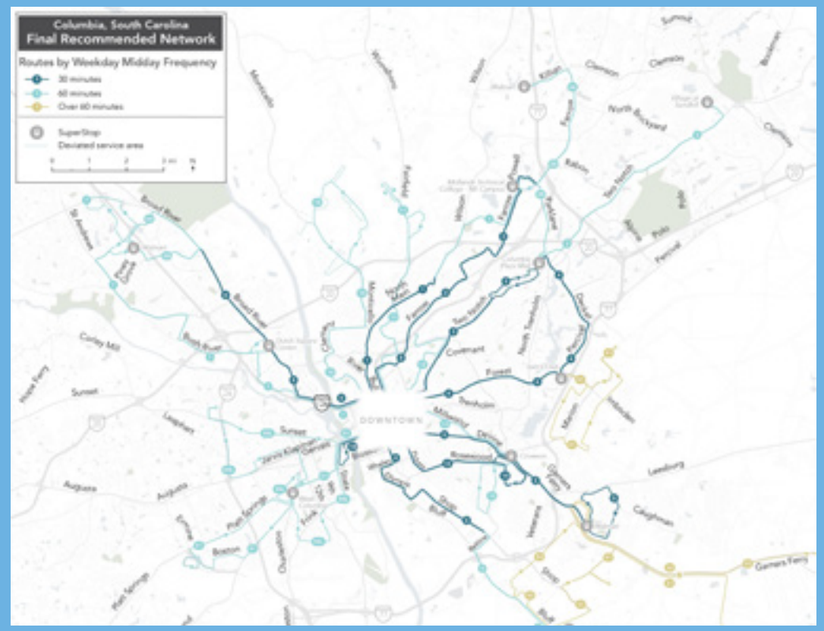
Riverbanks is served by the COMET (Central Midlands Regional Transit Authority) which provides bus service to transit riders throughout the Central Midlands region. There are currently five routes located in Riverbanks. These are generally found on the area's major corridors with headways ranging from 30 minutes to two hours. While it's possible to use the COMET to reach destinations within the study area, the routes and headways are primarily designed to support trips to regional destinations. In 2022, the *Reimagine the COMET* study proposed changes to the bus network that would better balance ridership and service areas. The impact on the study area, if implemented, would be the loss of Route 801. While the overall system, existing or proposed, does little to support local trips within Riverbanks, it's important to ensure that bus stops are easily accessible for riders and that any proposals for multimodal roadway design accommodate COMET's buses.

Recommended route changes from the *Reimagine The COMET* that focus on balancing resources between maximizing ridership and providing adequate service coverage.



Existing Network

Five bus routes provide access to regional destinations with headways ranging from 30 minutes to two hours.



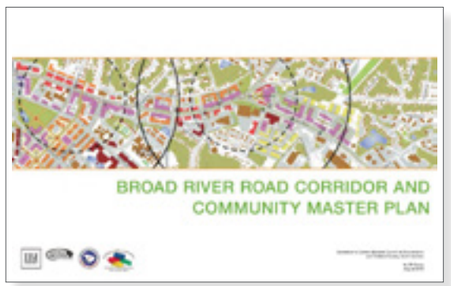
Proposed Network

Some routes with longer headways, such as Route 801 in Riverbanks, are eliminated to better balance ridership with service coverage.

No Small Plans Were Made

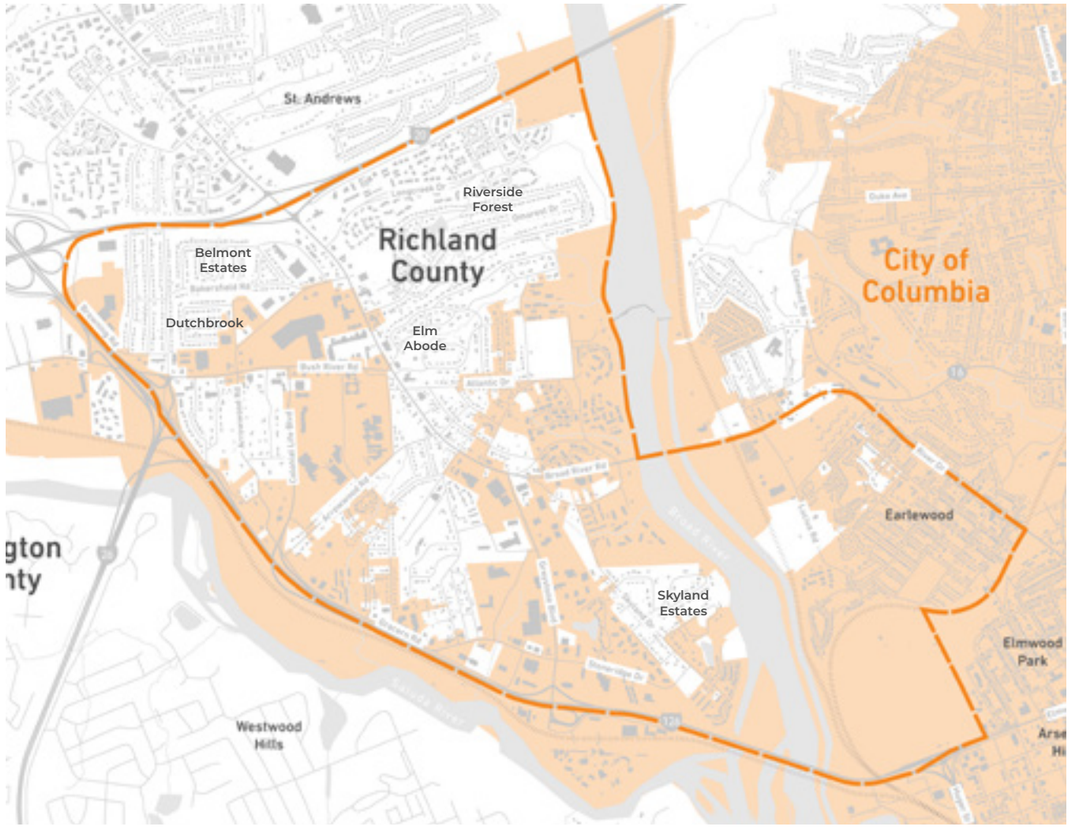
City and County comprehensive plans have set and maintained comprehensive development policies for the study area, such as transportation and land use, that are intertwined with the bigger picture of city and county development issues. But the ***Reaching Riverbanks: Community Mobility Plan*** is not the first planning study to consider Riverbanks. In 2010 the ***Broad River Road Corridor and Community Master Plan*** (led and adopted by CMCOG and Richland County) presented a vision and recommendations for the transformation of Broad River Road and adjacent areas from the suburban arterial corridor it is today into a densely developed corridor capable of supporting a variety of transportation types. The goals of that plan, which prioritizes incremental development, connected streets, walking and biking, and new open spaces, are still relevant today and generally considered elements of good planning. The challenge is that little has come of the plan 14 years later.

Often planning will tout Daniel Burham: "make no small plans." While this line reminds us to be visionary and think wholistically about the future, it's critical for plans, particularly ambitious ones, to be grounded in reality. Especially with the complicated realities of implementation. Transforming Broad River Road, as the centerpiece of a plan, is a herculean effort. It requires multiple governments (city and county), partnering agencies (local and state), major stakeholders, and community members to work in lockstep and be constant champions. It also requires a massive amount of funding and market conditions that incentivize private development to complement public investment. These are challenging conditions to align. It's not to say that these big efforts shouldn't be undertaken, but that they don't have to be the prerequisite on which all other actions hinge. The key to implementation of a community mobility study will be to consider what is achievable at the community level and can build momentum for larger tasks.



Broad River Road Corridor and Community Master Plan (2010)

Pages from the *Broad River Road Corridor and Community Master Plan* (2010)



City and County boundaries as of the outset of the planning process in Fall 2023

Caught In The Middle

Riverbanks is caught in the middle of being 60% in the City of Columbia and 40% in unincorporated Richland County. The study area's incremental annexation into the City over time has left it with an inconsistent municipal boundary that zig-zags around the study area including large appendages and gaps. This boundary adds another layer of complexity for implementation. Identifying projects that fall strictly within the City or County portion of the study area that serve the best interests of community mobility will be a virtually impossible task. Complete annexation into the City is also a highly unlikely scenario. The recommendations of the plan, and its implementation strategy, will need to consider an approach that enables the City and County to work in partnership in the easiest possible way.

Large Site

Developing a plan that supports community mobility for the entire Riverbanks area is no small task: Riverbanks is no small study area. At almost 4.5 square miles (2,900 acres) Riverbanks is larger than Downtown Columbia and other downtowns in similar riverfront cities like Chattanooga. In fact, all Lower Manhattan could fit within the Riverbanks study area.

What does this mean for the plan and its process? It means that mobility recommendations of this plan must be developed with a strategy for implementation at the outset. This strategy must avoid the potential pitfall of putting too many eggs in a single basket. Rather than a central, large project from which all other projects flow outward, this ***Reaching Riverbanks: Community Mobility Plan*** must think about incremental projects that add up to something that is bigger than the sum of its parts: an approach that prioritizes community needs first and satisfies regional mobility needs second as opportunities for funding and implementation present themselves.

Riverbanks Study Area

Downtown Columbia

Downtown Chattanooga

Manhattan

2

The People

The People

The first section of this document focused on understanding Riverbanks as a physical place. This section focuses on understanding Riverbanks by the people who live and work there today. While planning for a future outcome is predicated on anticipated growth – new residents, workers, and visitors – it's vital that planning considers the needs and desires of the existing community first and foremost. While growth and change can be positive things, they are only positive if the benefits are realized by existing community members and improve the options for the way they want to live their lives.

The planning process for Riverbanks approached understanding community from two perspectives. First, the process included an in-depth market study and housing needs assessment to create a data-driven profile of the community. It's important to understand what the data tells us about the types of recommendations a plan should consider especially for new development and land uses and the transportation systems that support it. This must be coupled with engaging the community directly. Community members are important partners in the planning process. They can help validate or fill in the gaps of the data analysis, provide important anecdotal information about daily activities in the study area, and most importantly, help us establish a vision and goals for the plan. Our process included a weeklong Community Planning Charrette on-site in the study area to spend a wealth of time with community members and key stakeholders to collaborate in the creation of this plan. The following pages provide an overview of key themes of what we learned about the people both on paper and in person.

On Paper

A market overview and housing needs assessment were prepared as part of the *Reaching Riverbanks: Community Mobility Plan*. The market overview examined demographic and economic data, household income information, jobs by industry in the study area, industry jobs by resident, primary employers, and commute flow information. The housing summary assessed tenure, vacancy rates, age, and sizes of units, as well as home sales and rents, housing affordability, and job-resident employment gaps. The complete, supporting study can be found as an appendix to this final report.

This information helps us identify the sectors and development types that should be targeted to assist with economic growth in the Riverbanks study area, prepare a housing needs assessment, and determine the relative vulnerability of existing residents to displacement. With the market overview, the housing needs assessment, the site visit and information gleaned from stakeholder interviews, and the public workshops during the charrette, we are also able to develop a set of anti-displacement strategies for the existing residential and commercial communities as part of the final plan recommendations presented later in this report.

Riverbanks is Growing

Riverbanks had 11,582 residents and 6,128 households in 2023. This represents an 8 percent increase in residents since 2010, more than double the 3.7 percent population growth in the City of Columbia. Riverbanks also saw a 7.2 percent increase in households though Columbia's households grew over twice as quickly at 15.5 percent.

The median age of Riverbanks residents is 34.4 years, slightly older than the City's median age of 31. This difference can be attributed to the large population of college students attending the University of South Carolina, located in Downtown Columbia. Approximately 53.9 percent of Riverbanks residents are Black/African American, 35 percent are White, and 4.6 percent are Hispanic/Latino. Population growth and housing information demonstrate the need for additional housing units. The Riverbanks population is growing faster than that of Columbia (8.0 percent versus 3.7 percent), and overall home vacancy rates are relatively low (9.7 percent).

Population

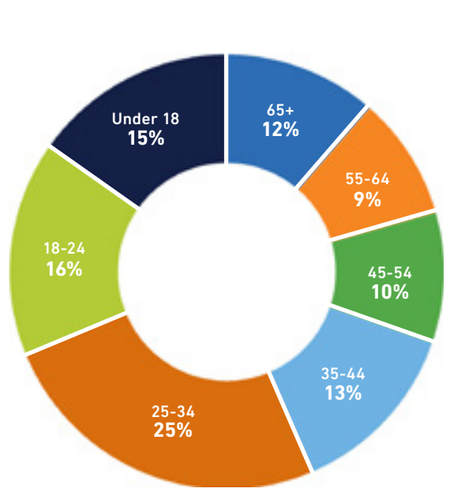
2010 10,721
2023 11,582
+8%

Number of Households

2010 5,719
2023 6,128
+7%

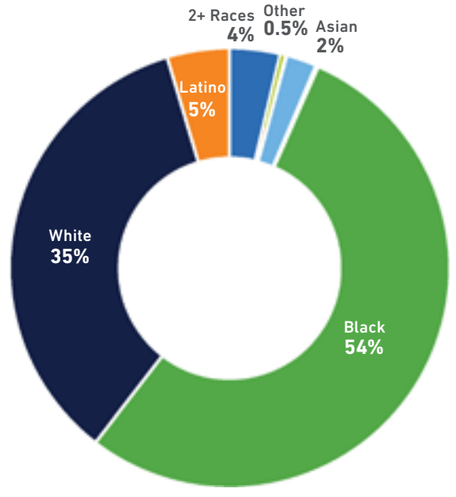
Average Household Size

2010 1.85
2023 1.89
+2%



Age Distribution

[U.S. Census Bureau via ESRI Business Analyst, 2023; BAE 2024]

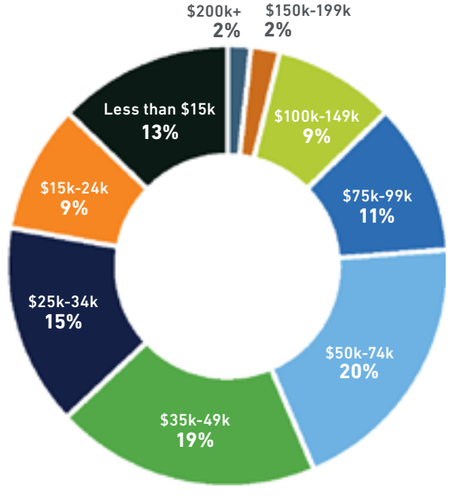


Race & Ethnicity

*Hispanic/Latino includes all races for those of Hispanic/Latino background.
[U.S. Census Bureau via ESRI Business Analyst, 2023; BAE 2024]

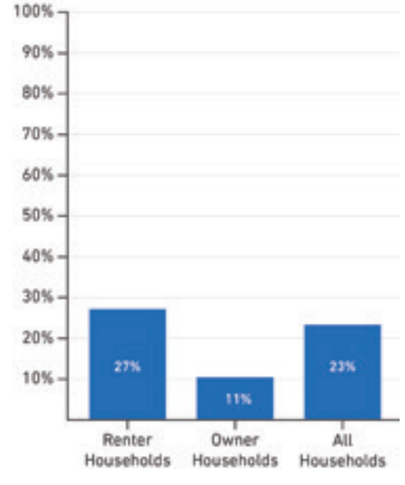
Longitudinal Employer-Household Dynamis via OnTheMap, 2021; BAE, 2024

Commute Flows



[U.S. Census Bureau via ESRI Business Analyst, 2023; BAE 2024]

Household Income



U.S. Department of Housing and Urban Development, 2016-2020 Comprehensive Housing Affordability Strategy (CHAS) data; BAE 2024.

Cost Burdened Households

Signals of New Investment

Demographic, economic, and market information signal new investment and potential gentrification for Riverbanks. The area has significantly more jobs than employed residents (1,329 workers), attracts workers from outside the Riverbanks study area (other parts of Columbia, St. Andrews, and Lexington), and has a large renter population (69.7 percent of all households).

Given the imbalance between jobs and housing and the large amount of commuting by Riverbanks residents, improving transportation options is key. Residents need improved transportation options to commute to Downtown Columbia, as well as other parts of the region.

Housing Affordability

According to the US Department of Housing and Urban Development (HUD), an overwhelming majority of all households within the Riverbanks study area earning 50 percent or less of the HUD Area Median Family Income (HAMFI) are spending 30 percent or more of their income on housing. While there are more than twice as many cost-burdened renter households than owner households, the distribution of cost burden across both household types are comparable to the distribution across all households.

Although an issue, the cost burden rates among lower income households do not indicate severe cost burden issues for the area. In most housing markets, households earning up to 50 percent of the HAMFI are typically cost-burdened, and Riverbanks is not an exception. The notable difference can be seen in the relatively low levels of cost burden earning more than 50 percent of the HAMFI. Most middle-income and workforce households in Riverbanks are not extremely cost burdened, which indicates the current affordability in the local housing market. This points to a need for policies to help maintain affordability for current residents.

In Person

The planning process for Reaching Riverbanks leaned heavily on engaging community members through a Community Planning Charrette. A charrette is a creative, intense work session that mixes planning production time, additional stakeholder interviews, and focused community engagement activities to create a collaborative planning process that established the plan's foundation. In this process, ideas that are developed during the charrette are shared with stakeholders and the community for feedback to help refine these ideas in real time. The primary goal of the charrette is to conclude with planning and design decisions and products from which a plan can be finalized.

For Riverbanks, the goal of the charrette was to develop clear transportation and land use recommendations driven by a cohesive vision and goals developed with community members. The Community Planning Charrette was hosted during the week of February 26, 2024 and included a community kickoff meeting, several stakeholder group interviews, open studio time, pop-up workshops throughout the study area, and a closing open house. The vision and goals for the plan are found on the following pages. These were crafted from key themes that came out of numerous conversations with community members, key stakeholders, and partnering agencies during the charrette week. They underpin the core recommendations of this plan.

What We Heard

The vision and goals for the plan were crafted from key themes that came out of numerous conversations with community members, key stakeholders, and partnering agencies during the charrette week.

Improve internal neighborhood connectivity

Improve community access to the River

Improve pedestrian and bicycle connectivity to the river and across the river

Create a gateway to both Downtown and the Riverbanks area

Improve access to historic cemeteries

Re-imagine an I-126 that better connects the Zoo to the area

Enhance connection to the river and trail

Create safer streets

Dutch Square is still the heart of the community

St. Andrews

Dutchbrook

Riverside Forest

Elm Abode

Skyland Estates

Earlewood

Westwood Hills

Arsenal Hill

Riverside Golf Center

Riverfront Park North

Earlewood Park

Marshall Park

Elmwood Cemetery

Randolph Cemetery

Riverbanks Zoo & Garden

St. Andrews Rd

Broad River Rd

Longcreek Dr

Omarest Dr

Browning Rd

Bush River Rd

Atlantic Dr

Arrowwood Rd

Colonial Life Blvd

Greystone Blvd

Skyland Dr

Stoneridge Dr

Gracern Rd

Lucius Rd

River Dr

Bull St

Main St

Elmwood Ave

Huger St

Study Area Boundary

Existing Trails

Parks & Open Spaces

Riverbanks Vision

The Riverbanks area is a distinct community that creates places and spaces for residents and visitors, celebrates and connects to its natural beauty, and provides safe, comfortable, and accessible transportation options for all people.

Plan Goals

Goal 1: Make everyone feel welcomed, celebrated, and comfortable.

1. Focus on human-scale development and infrastructure that is reflective of the community and its values.
2. Create lively and welcoming public open spaces that are accessible to all.

Goal 2: Celebrate the area's natural beauty.

1. Improve pedestrian and bicycle access to the rivers and existing park spaces.
2. Connect the Broad River to the Saluda River through the community by rebalancing existing infrastructure.
3. Identify new parks and open space areas for all.

Goal 3: Foster, showcase, and attract businesses and new development.

1. Create opportunities for businesses to attract a more local workforce.
2. Encourage new workforce and senior housing.
3. Coordinate across jurisdictions to provide a consistent zoning district or overlay to incentivize new development that enhances the character of the community.

Goal 4: Create safe, accessible, and comfortable multimodal facilities.

1. Rebalance Broad River Road, Greystone Boulevard, Bush River Road, and Colonial Life Boulevard for pedestrians and bicyclists.
2. Improve or identify small neighborhood connections that improve internal circulation away from the major corridors.
3. Re-imagine Interstate I-126 as an at-grade boulevard that: serves as a gateway into the community and Downtown Columbia, improves access to the Riverbanks Zoo and the Elmwood and Randolph Cemeteries, and creates opportunity for new development.

3

The Plan

The Plan

Riverbanks' vision is rooted in connecting its people with its natural spaces, primarily its rivers, and using these new connections as the backbone of a new, non-vehicular mobility system that supports local trips first. It's an ambitious vision that focuses on a collection of smaller projects, rather than a singular, large move, to achieve a successful outcome. An outcome of connecting people with place.

The Plan for Riverbanks details how these numerous, smaller moves add up to achieve the plan's vision and goals. It's built on a framework of different layers that organize the plan's various recommendation to ensure that improvements to the study area's mobility are coupled with sound land use and development recommendations that maximize the benefits for all community members. It also establishes a system for implementing projects in bite-size pieces that will help build momentum to accomplish larger tasks later. It's a patient approach that puts community-oriented improvements first, and larger, regional improvements second.

This section explains in greater detail this framework approach, the complete framework plan for community mobility, and then dives into the details of each layer. It's followed by an implementation strategy in the next section aimed at making this plan as achievable as possible.

Framework Approach

A framework is a system of organization. In planning, a framework is a useful approach for organizing complex aspects of a plan, especially one that covers a lot of territory and topics, to understand the interrelatedness of its constituent parts. For the *Reaching Riverbanks: Community Mobility Plan* this means understanding the key recommendations for improving the study area's transportation options and how these can shape land use policy and future development to achieve a future outcome that aligns with the plan's vision and goals. The framework for this plan is based on four layers: River Access, Street Connections, Growth Strategy, and Opportunity Sites.

River Access

The River Access layer is the base of the community mobility plan. It focuses on those non-vehicular connections – urban and naturalized greenways – that connect the people of Riverbanks with its rivers and other natural spaces and, by doing so, also facilitates local trips within the study area. These connections support mobility alternatives to driving but also includes retrofitting existing roadways to include these options as well.

Street Connections

The existing street system is built-on access to and from the study area's major corridors: Broad River Road, Bush River Road, and Greystone Boulevard. Almost every trip in the study area is required to use these roads even if the trip begins and ends in Riverbanks. There are many, small street connections that can improve connectivity by making it possible for local trips to avoid these roadways that were built for regional, through trips. The Street Connections layer identifies and details these new potential connections.

Growth Strategy

Riverbanks is growing. The transportation system envisioned by this community mobility plan is designed to support community members both present and future. The Growth Strategy framework layer outlines an approach for considering the areas of Riverbanks most suited to receive its future growth. This strategy underpins specific recommendations for future land use and development policies in line with the plan's vision and goals.

Opportunity Sites

Some areas of Riverbanks are well-suited for substantial, future new development. This plan has no control over when these areas may redevelop but offers recommendations to guide future redevelopment to align with the vision and goals of this plan and that are consistent with the recommendations for River Access, Street Connections, and the Growth Strategy Framework Layers. The plan is not dependent on the redevelopment of these areas, but its potential outcomes are maximized by them.

The Framework Plan

PROPOSED MOBILITY NETWORK

- Street Connections
- Urban Trails
- Naturalized Greenways

EXISTING MOBILITY NETWORK

- Existing Streets
- Existing Greenways

OTHER MOBILITY NETWORK

- Potential Greenway
- Potential Bicycle Facilities

NORTH

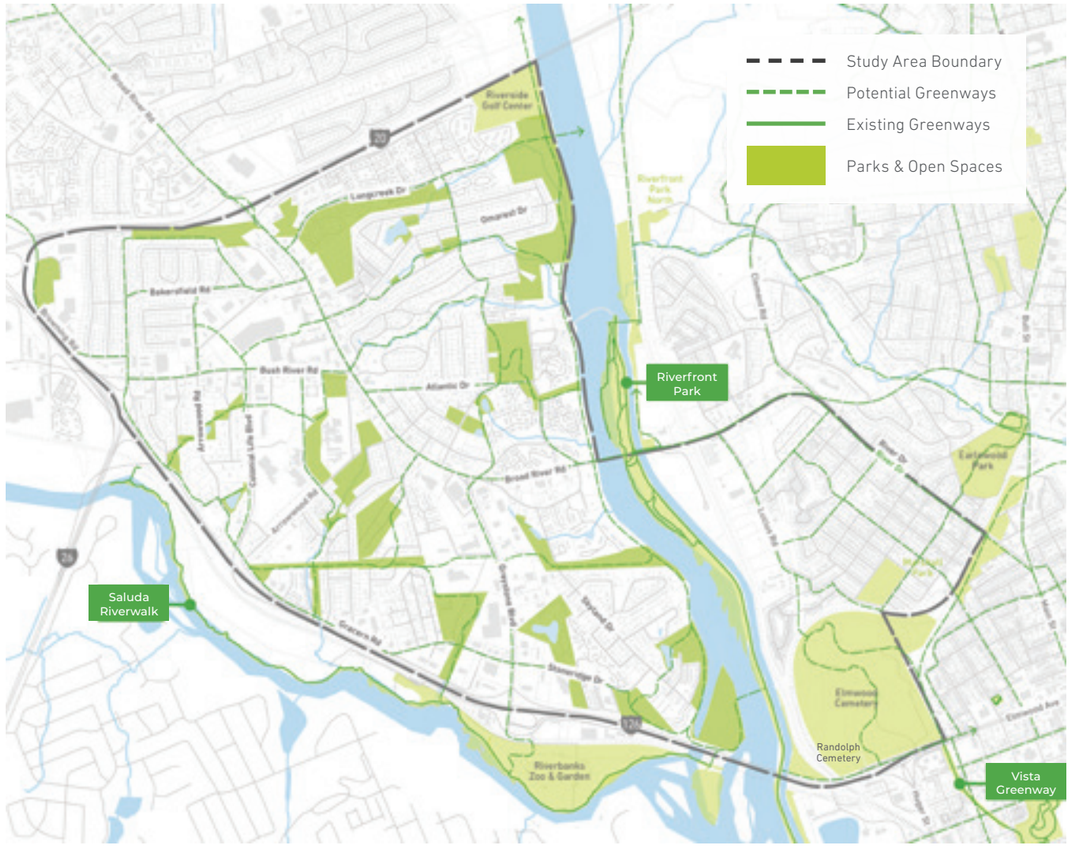
0’ 1,500’

PARK & OPEN SPACE TYPES

- Riverfront Access
- Stream Protection
- Stormwater Management
- Tree Canopy Conservation
- Utility Easements
- Active Recreational Facility
- Cultural Destination

OTHER KEY LOCATIONS

- Opportunity Site
- Transit Facility
- School



River Access

The River Access layer of the plan's framework is comprised of two main elements: new greenway connections to the Broad and Saluda Rivers and new parks, and open spaces that protect Riverbanks' natural spaces and invite additional greenway connections. Combined, these elements are the foundation for a new network that supports local, non-vehicular mobility. While the plan identifies numerous potential new greenways and park spaces, these are primarily smaller connections and spaces that can be more easily implemented incrementally over a longer period. Parks and open spaces in this framework are less about large investments in new active, recreational facilities and more about the protection and conservation of natural assets like the study area's tree canopy and watersheds. And the term *greenway* itself is used expansively to include many types of pedestrian and bicycle connections that can more easily be adapted to different site conditions while still functioning as part of a singular network.

Park & Greenspace Opportunities

Today, there is a lack of public parks and open spaces in Riverbanks. However, it's natural areas and other physical features offer numerous opportunities to create these types of spaces. They are also opportunities to protect these natural features and unique characteristics of the site from future growth and development.

Broad River access off of Omarest Drive

Riverfront Access

Like the Saluda Riverwalk or the Riverfront Park, these are spaces located on the riverfront that are opportunities to provide direct river access. Typically located within floodplains, opportunity for active recreational facilities are limited.

Vegetation and tree canopy within a stream buffer at Koulter Drive

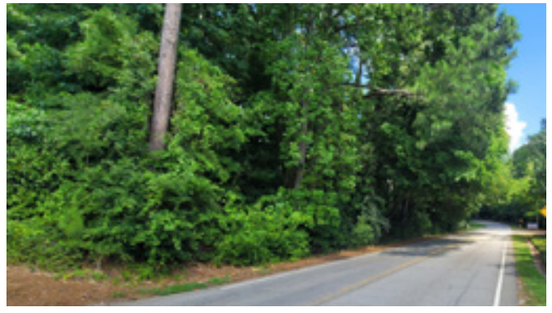
Stream Buffer

Typically private property that is undeveloped due to stream buffer regulations. These spaces are an opportunity to provide greenway connections that allow protection of watersheds and tree canopy areas.

Stormwater Management by the Columbia Zen Buddhist Priory

Stormwater Management

Areas that were developed to retain stormwater runoff until it can seep back in the groundwater supply. Often restricted for access, redesigned they could also become recreational spaces. Private ponds also play a vital role in stormwater management.



Tree Canopy at Stonebridge Drive

Tree Canopy Conservation

Large, undeveloped areas that contain dense coverage of mature trees. Designating these areas for conservation allows protection of the tree canopy and opportunities for greenway connections.

Utility Easement at Skyland Drive

Utility Easements

Wide-open swaths of land for major utility connections. These linear spaces are opportunities for additional greenway connections on previously cleared land that often offers incredible viewsheds.

Andrews Middle School

Active Recreational Facilities

Existing recreational facilities, such as ballfields at local schools, that could follow national trends of opening these spaces for public use outside of regularly scheduled organized sports and athletics.

Riverbanks Zoo & Garden

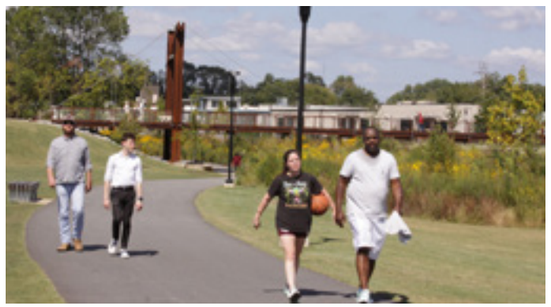
Cultural Destination

Existing major destinations within the study area, particularly the Riverbanks Zoo, which are a regional attraction but also have an opportunity to play a local role in recreation and connectivity.

Greenways Defined

Greenways are thought of as linear open spaces that connect multiple destinations along a corridor and are predominately natural in character. Because the Riverbanks area is so large with many different conditions and characteristics, this plan expands this definition. Here, we include in the term *greenway* the combination of different pedestrian and bicycle facilities that link this system of active transportation and natural areas with Riverbanks' more developed areas. In some locations, context and physical constraints call for the use of pedestrian and bicycle facilities other than the traditional shared use path for portions of the route. Examples are below.

Naturalized Greenways



Shared use paths that operate in parks and open spaces outside of street and rail right-of-way.

Urban Trails

Shared Use Paths

A path for pedestrians and cyclists within an existing street righ-of-way (next to a road) that is physically separated from vehicular traffic by an open space or a barrier.

Bicycle Lanes

A lane in the roadway designated for use by cyclists through striping, signage, and markings.

Two-Way Cycle Tracks

Bike paths that are physically separated from vehicular (and also often pedestrian) traffic by a barrier or vertical separation (i.e. at sidewalk level) and allow bicycle movement in both directions.

Bicycle Boulevards

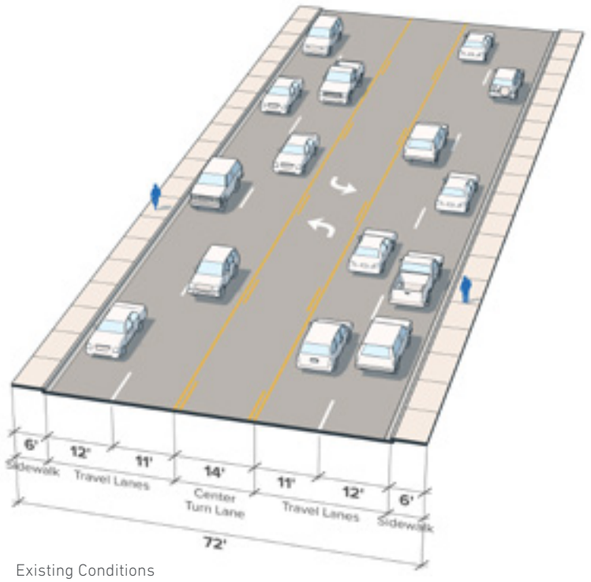
Streets with low existing vehicular speeds and volumes that are enhanced to improve comfort and safety for cyclists riding in shared lanes with cars, such as traffic calming, pavement parking, and signage.

Sidewalks

Wide paved path for pedestrians on the side of a road.

Adapting Major Corridors

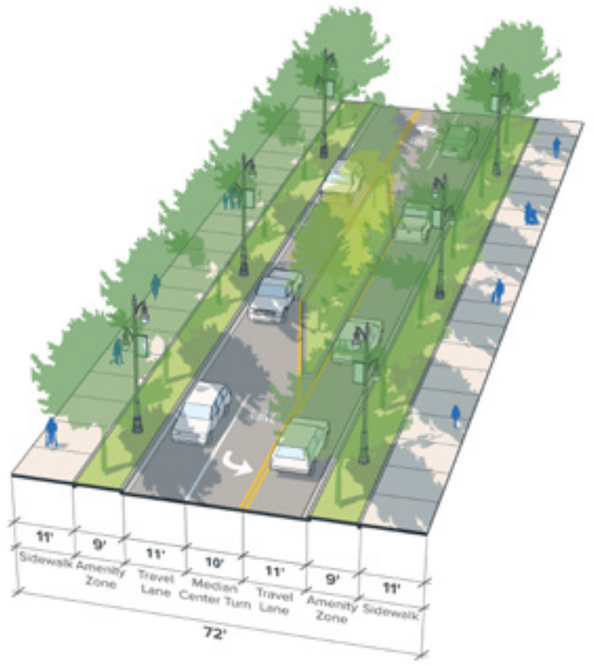
When the term ***greenway*** is used to encompass a broader range of bicycle and pedestrian facilities, it allows them to play a role in building out the River Access network. This is true of the small neighborhood streets to major, suburban arterials. This section illustrates how the study area's largest corridors – Broad River Road, Bush River Road, and Greystone Boulevard – could be adapted to better serve local mobility. While these would be transformative projects, the plan is not dependent on these improvements happening first but rather elevated by them when they do happen. These are concepts for illustrative purposes only; additional design and engineering study and community engagement would be required to advance them.



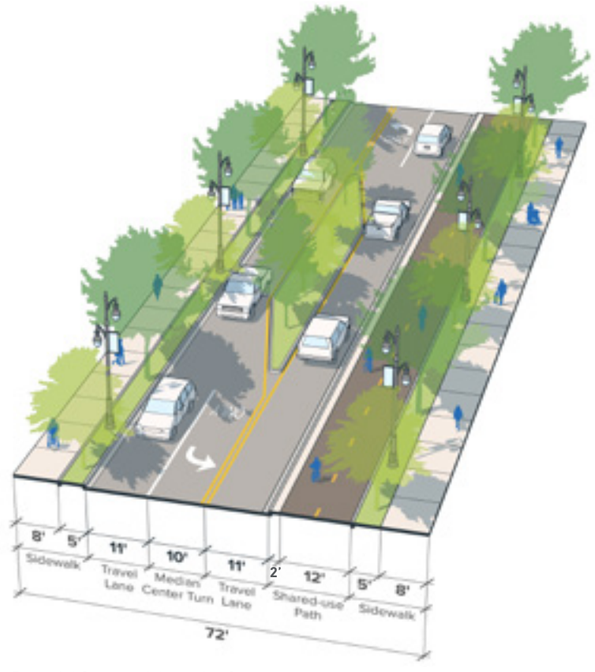
Existing Conditions

Broad River Road

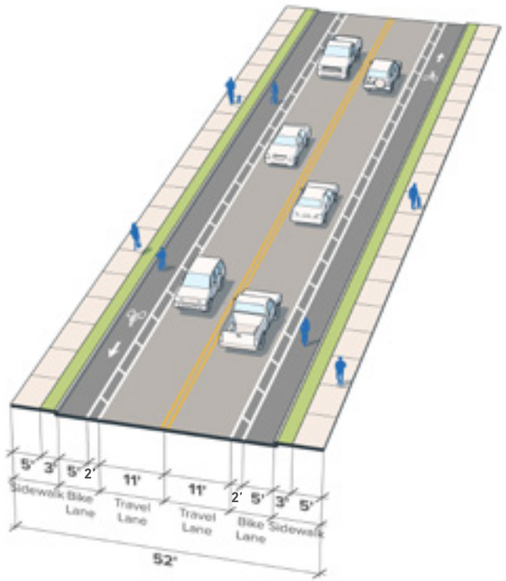
This is the key corridor that connects Riverbanks with destinations beyond Downtown Columbia. It is a five-lane arterial with narrow back of curb sidewalks that offer pedestrians little protection, and are regularly interrupted by curb cuts. Average traffic volumes just under 20,000 vehicles per day reveal that the roadway could be a candidate for a lane reduction from five to three lanes. The space gained back from this lane reduction could be reallocated for wider sidewalks with a healthy, landscaped separation from the street or even include a shared use path.



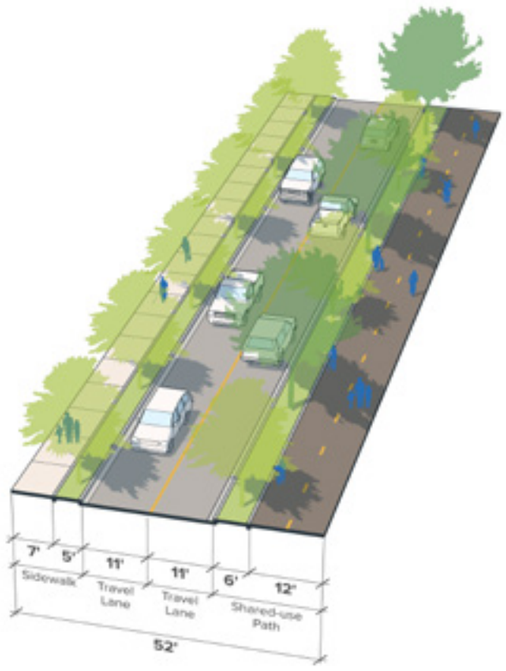
Potential Concept Alternative 1



Potential Concept Alternative 2



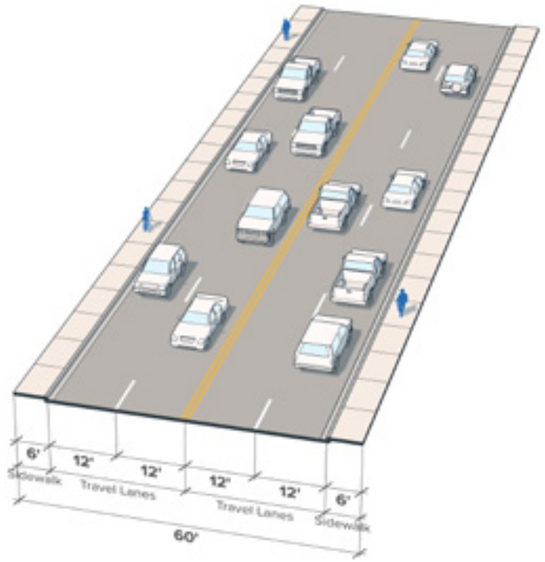
Planned Improvements



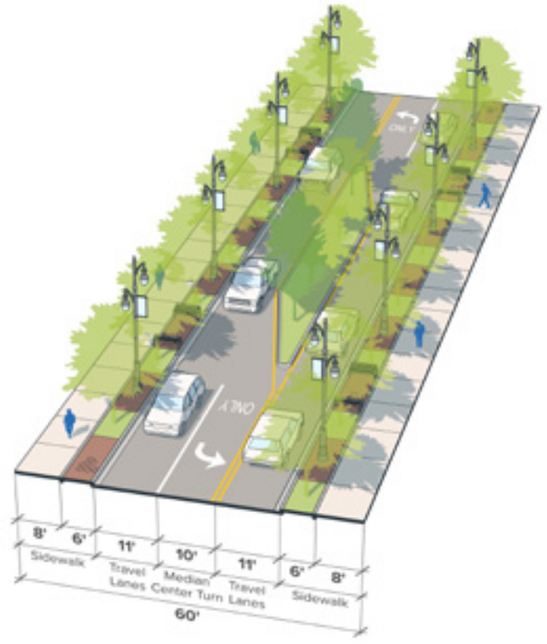
Potential Concept

River Drive

A continuation of Broad River Road after it crosses the Broad River and then turns south toward Downtown Columbia after the Clement Road intersection, this corridor is planned for buffered bike lanes consistent with City of Columbia's Walk Bike Columbia Pedestrian and Bicycle Master Plan adopted in 2015. If implemented, this would be the first bicycle lanes of this type in the city. While the current proposal is to accomplish this initially with striping, pavement markings, and signage, the concept image here shows a potential future version that solidifies these improvements with additional landscaping features.



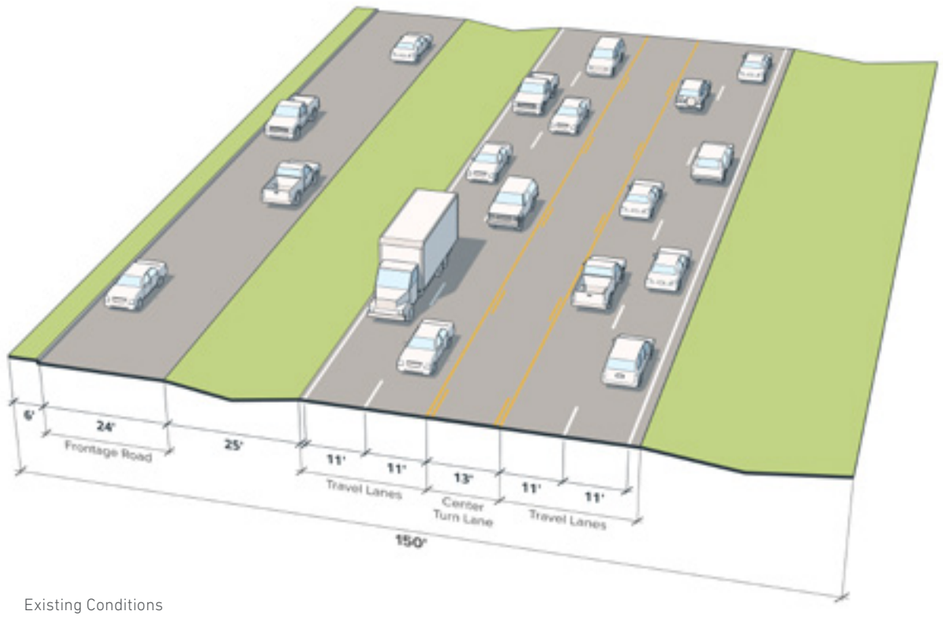
Existing Conditions



Potential Concept

Bush River Road

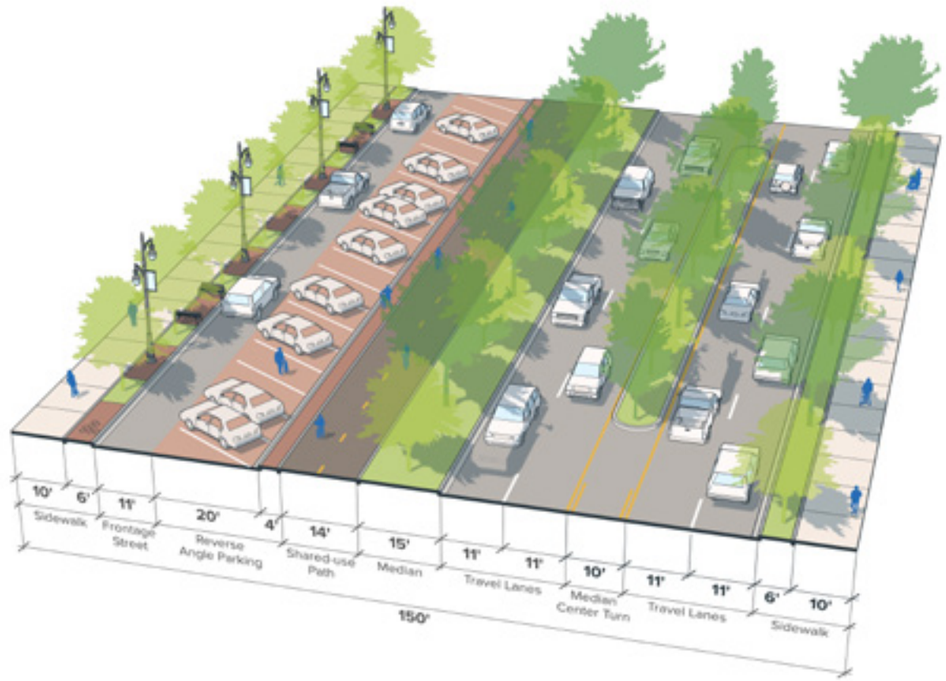
Like Broad River Road, Bush River Road is also a candidate for a lane reduction to three lanes based on its traffic volumes. Due to the narrower right-of-way and single lane reduction, including fully protected bicycle facilities would be a challenge but wider, protected sidewalks would be a strong option. Additionally, converting the middle lane to a two-way center turn lane would facilitate turning movements without impeding the flow of traffic. This lane could also include occasional medians which would provide additional opportunities for planting and landscaping features, as well as access management that could increase safety.



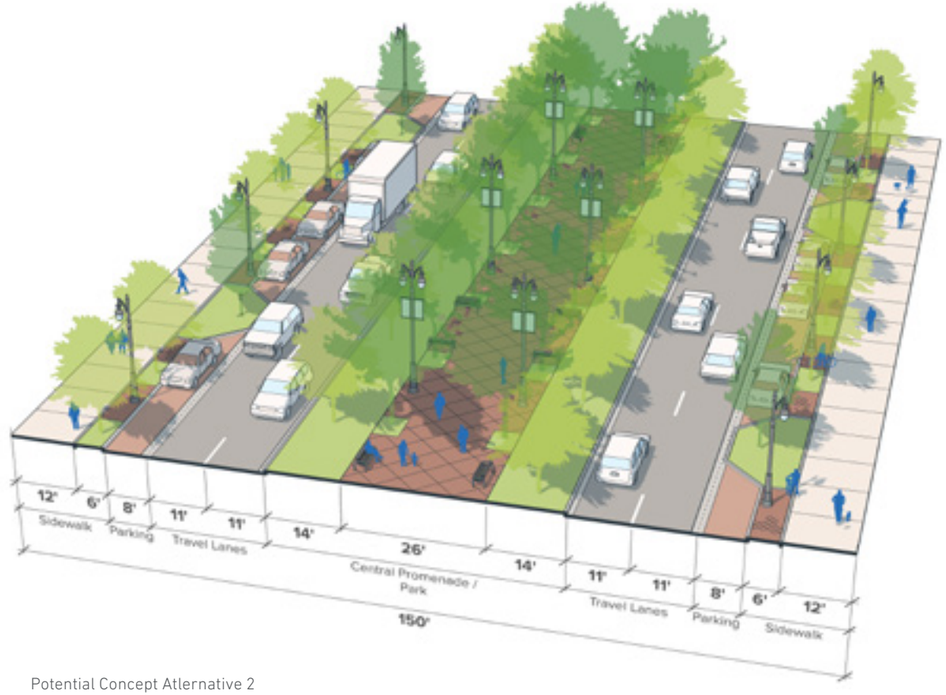
Existing Conditions

Greystone Boulevard

The widest of the corridors in the study area, Greystone Boulevard was originally intended to be a highway linking Riverbanks with West Columbia over the Saluda River. The highway was never completed and now the roadway, including a side access road, is much wider than needed for the volume of vehicles it serves. Its extreme width provides great flexibility for how Greystone Boulevard could be transformed to serve as part of the River Access framework. These options range from a conversion to a multimodal corridor with wider sidewalks, bicycle facilities, and planted areas to a concept that includes a promenade where a centralized area of the roadway surpasses being a greenway to become a park itself. Greystone Boulevard's underutilized width, current land uses and development pattern, and ability to link a great portion of the study area to the Saluda Riverwalk and the Columbia Riverfront Park, make it an excellent candidate to be the first major corridor to be transformed.



Potential Concept Alternative 1



Potential Concept Alternative 2

Street Connections

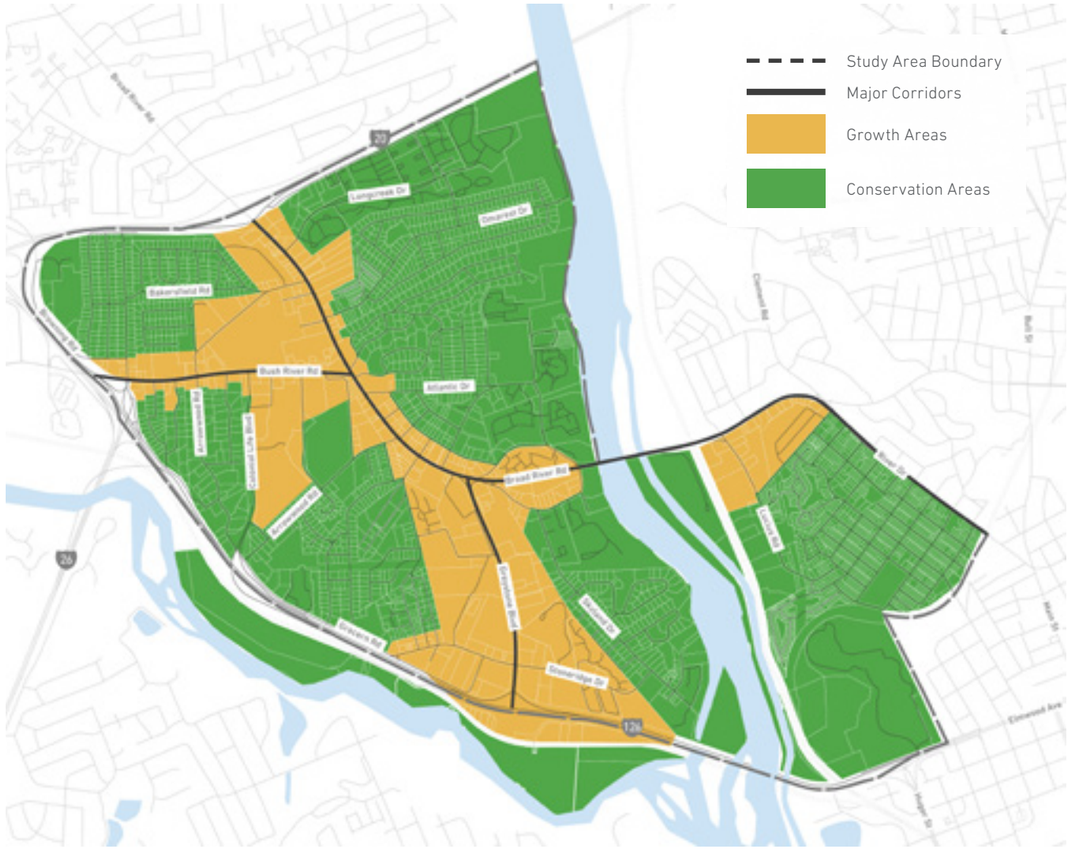
While the River Access framework is the most crucial aspect of the plan in the creation of non-vehicular connections and transformation of roadways into multimodal corridors to support local trips, new street connections are the second most important aspect of creating this network. In Riverbanks, almost every local trip relies on the use of its major corridors – Broad River Road, Bush River Road, Greystone Boulevard – at some point. This can put excessive, unnecessary demand on these roadways, making local trips take longer, and, in the event of a closed segment, provide few, efficient alternative routes. This plan identifies several new street connections that can offer these routes for local trips and add another layer of connectivity to the River Access framework. These are smaller, shorter connections within the residential neighborhoods and longer, more substantial connections across larger areas that may someday be candidates for redevelopment.

Neighborhood Links

These are smaller street connections made within neighborhoods. Their purpose is to improve community mobility to destinations between neighborhoods, not provide cut-throughs for regional traffic. They are primarily created by using space in existing, unimproved right-of-way or undeveloped properties. For example, in the northwest portion of Riverbanks these types of spaces exist to connect Cambout Street to Koulter Drive and Carl Road allowing residents of Riverside Forest and Elm Abode to move freely between these neighborhoods that would otherwise require the use of Broad River Road.

Opportunity Site Connections

Opportunity Sites are large portions of the study area that may one day be candidates for redevelopment. These sites, such as Dutch Square Mall, currently act as barriers within Riverbanks due to their sheer size and lack of public, multimodal connections. Should the opportunity arrive for their redevelopment or adaptive re-use, their plans should include new public multimodal connections that make these places more accessible while also improving local mobility. While one potential street framework is illustrated here, there are multiple alternatives to developing these connections. These are discussed in further detail in the Opportunity Sites framework layer.



Growth Strategy

Often planners talk about the interrelatedness of transportation infrastructure and land use policy as a means for achieving a desired outcome for growth and new development. The precursor to those policies is a more fundamental question: where should growth occur? The Growth Strategy layer of the plan's framework takes a step back to ask this question. It looks for areas appropriate to receive additional growth contrasted with those that should be protected or conserved. As Riverbanks continues to grow, previously developed low density properties along the major corridors often have the latent capacity to absorb this new growth incrementally over time. Conversely the residential neighborhoods on the study area's interior are less likely to receive this growth and contain the majority of Riverbanks' natural spaces: areas for conservation. Together, the concept of areas of Growth and Conservation helps guide more specific decisions on future land use.

Growth Areas

Areas for additional growth and development are located along Riverbanks' major corridors. Properties in these areas are lower intensity with capacity to add growth with the most direct access to major roadways and transit that can serve this growth. Growth Areas align with city and county future land use districts that already contain policies to transform corridor development to this effect.

Conservation Areas

Conservation Areas are located more internally to the study area and often located closer to the actual banks of the rivers. Aside from being primarily residential in nature, they also contain many of the study area's natural assets that are part of Riverbanks' unique character and should be protected. Conservation Areas generally align with existing city and county residential future land use classifications. It's not to say these areas won't receive any growth, but growth here will be much more modest and residential in nature.

Market Recommendations

After establishing a strategy for organizing Riverbanks for growth and conservation, we can better assess and address target industries for job growth, potential new development types and future land uses, and housing needs with the understanding of where these may be located generally within the study area. The demographic and economic trends analysis and the housing market analysis and needs assessment have provided a set of recommendations pertaining to these topics. This report can be found in its entirety in the appendices of this final report. The specific recommendations for Riverbanks, discussed here, should be considered by CMCOG, as well as the City of Columbia and Richland County. While there is no formal existing agreement between the two governments on a set of policies, ideally the City and County will recognize the importance of doing so and work constructively together toward improving the area for its current and future residents.

Key Growth Industries

1. Target the Industry Sector of Healthcare and Social Assistance for Economic Development

Columbia and Richland County should make a concerted effort to attract and retain healthcare and social assistance businesses and service providers in the Riverbanks area and encourage employers in the sector, most notably Prisma Health Midlands which is headquartered in the study area, to employ and help build skills for Riverbanks residents in the healthcare sector. The healthcare and social assistance sectors have the highest proportion of jobs in Riverbanks and employs the second highest proportion of Riverbanks residents, after the educational services sector.

Since healthcare is important in the region, it makes sense for economic development to promote the strength and opportunities in Riverbanks and the region at large. It is also important to maintain strength in the healthcare sector to preserve jobs in Riverbanks. This should include supporting skill development in the healthcare sector, perhaps in partnership with Prisma Health Midlands, to build a stronger workforce in the healthcare sector, thereby creating advancement opportunities, especially for Riverbanks residents.

2. Target the Finance and Insurance Industry Sector for Economic Development

Columbia and Richland County should also make a strong effort to attract and retain finance and insurance jobs in the Riverbanks study area. Though the finance and insurance sector is not a high growth sector overall, the sector provides a wide range of jobs from entry level position (e.g., tellers, call center jobs) to high level administrative jobs. Within that range are family supporting positions that would provide stability and work options for Riverbanks residents. Additionally, there may be partnership opportunities with Colonial Life and Accident Insurance Company to hire local residents.

Target Uses

3. Encourage Mixed-Use Development, Primarily Housing and Retail

The Market Overview and Housing Needs Assessment clearly show there is demand and need for housing in the Riverbanks study area, including both affordable and market rate housing. This includes demand for quality apartments. At the same time there are underutilized commercial properties on Bush River Road and Broad River Road and the surrounding area that are prime for redevelopment. Mixed-use developments that combine housing as the primary use, with supporting retail, create a built-in market for the retail uses.

The City of Columbia and Richland County should promote the Multi-County Industrial Park Tax Credit, a tax abatement for up to 10 years for mixed-use development projects that create substantial taxable development. Though there is a rigorous review of mixed-use development projects applying for the tax abatement, the savings in taxes for developers is significant.

Mixed-use development in the Riverbanks area will help to build the local economy, adding new population which, in turn, encourages other investment. Also, mixed-use developments, which are large by definition will contribute to the tax base in the City of Columbia and Richland County.

4. Encourage Selective Retail Particularly Experiential or Restaurants with Entertainment

While acknowledging that online shopping and other issues have changed the way most consumers shop, there is still room for experiential retail focused on creating an engaging consumer experience rather than just selling goods or products. This trend, when matched with what Riverbanks' community stakeholders point to, demand for better quality restaurants with table service, improved fast casual restaurant options, and restaurants with entertainment, typically live music which some in the industry refer to as ***eatertainment***. There are the retail and restaurant uses that should be encouraged from the time the developer submits concept plans for the mixed-use housing and retail developments described in the

recommendation immediately above. Over the longer term, if these mixed-use developments are successful, demand for grocery stores and other retail will likely increase.

5. Preserve Office Space in the Riverbanks Study Area

According to CoStar data, there is more than two million square feet of office space in the Riverbanks study area, most of which is located along I-26 in the Riverbanks study area or near the Dutch Square Center. This Class B office space has fared relatively well in the post-COVID market with a vacancy rate of just over 12 percent. Economic developers contacted for the study agree that much of this office space fills a specific niche of mostly small, locally-owned businesses that do not need to be in Downtown Columbia or in Class A space. Because the tenants in this space potentially employ local residents and pay higher wages than retailers, it is important to preserve the space and wise to maintain economic diversity to not be too dependent on any one type of business in the area.

Housing Needs & Anti-Displacement Strategies

6. Improve Transportation Options for Riverbanks Residents

Preempting specific needs for housing supply, there is an imbalance between jobs and housing and the large amount of commuting by Riverbanks residents that points to the need for improved transportation options, especially to Downtown Columbia. This includes everything from better, reliable public transportation to more biking and walking trails and pathways to connect to public transportation and job centers.

7. Create More Housing in the Riverbanks Study Area

There is significant amount of unmet demand for housing units. This assessment includes the following key findings relative to this shortage:

- A total of 8,286 housing units are needed for Riverbanks' households with workers under the age of 62.
- There is a shortage of 924 housing units for households with workers under the age of 62.
- There is a shortage of at least 170 housing units for severely cost-burdened elderly households currently, with an addition 52 housing units needed for cost-burdened elderly households in the near future.
- For each additional job created, there needs to be 0.96 housing units for worker households under the age of 62.

Housing leaders should prioritize the development of housing, especially affordable and workforce housing in the Riverbanks area. They should employ the housing preservation and production strategies listed below that have the dual benefit of helping to prevent displacement.

8. To Prevent Displacement, Implement Housing Preservation Strategies

The housing needs assessment finds that there is risk for gentrification and displacement of Riverbanks study area residents. Elderly households with one or two persons 62 years old or older, and small family households with only two people, both under 62 years old, are the most vulnerable households for displacement in the Riverbanks study area, especially if they are renters.

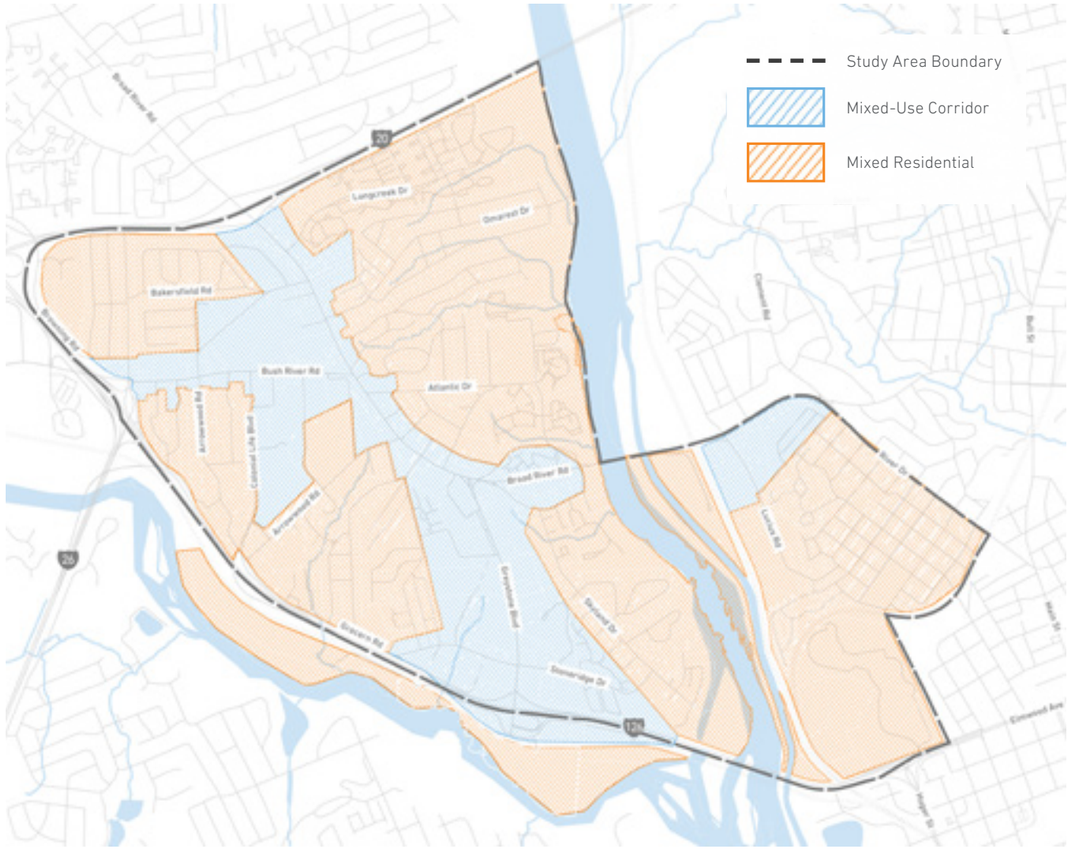
Accordingly, housing leaders, especially the City of Columbia's community development office, Columbia Community Development, and the Richland County Office of Community Development, along with Columbia Housing (the local housing authority) should work to improve the quality and maintain an inventory of affordable housing units in the Riverbanks study area. To do so the City and County should 1) prioritize programs that preserve and improve the existing affordable housing stock, 2) preserve the quality of market rate units through better code enforcement of non-owner occupied units, and 3) preserve local communities by providing more homeowner counseling services and monitoring neighborhood displacement risks. For Columbia Housing this would also include proactively marketing project based vouchers to expand landlord participation.

9. To Prevent Displacement, Expand Housing Production Capacity

Housing leaders should work to improve the quality and maintain an inventory of affordable housing units in the Riverbanks study area and implement the following housing production strategies: 1) provide concierge services to housing developers to guide them through all of the different permitting and review departments; and 2) assemble vacant or underutilized private and public property to provide housing developers with sites that are at or below market rate prices.

10. To Prevent Displacement, Expand Funding and Financing Mechanisms to Increase Housing Development

Housing leaders from the City of Columbia and Richland County should work to expand funding and financing mechanisms that will enable increased housing development in the Riverbanks study area. To do so, they should align local housing initiatives with federal and state resources including the South Carolina State Housing Finance and Development Authority, to maximize the impact of new housing developments. They should also seek funding for affordable housing from other sources, including Community Development Financing Intermediaries (CDFIs), such as Local Initiatives Support Corporation (LISC) and Enterprise Community Partners. LISC now has an Upstate South Carolina office but indicates the national program has funded investments throughout South Carolina, including in the Midlands Region. Enterprise has a southeast regional office and has helped to fund developments throughout South Carolina.



Future Land Use

Cities and counties establish policies to guide the use of land within their respective boundaries. Depending on the city or county, these policies, usually coupled with colored districts on a map, can range from just a few future land use classifications to very many. These policies often try to strike a balance between designating places where a change in use, density, and character is desirable and where it is not. Riverbanks is no exception. Here the City of Columbia and Richland County both maintain future land use maps to this effect. Due to the irregular municipal boundary, these land classifications crisscross in interesting ways.

Aligning Existing Land Uses with the Growth & Conservation Strategy

Strategy	Growth Areas	Conservation Areas
Future Land Use	Mixed-Use Corridor	Mixed Residential
Primary Uses	Multi-family Medium & Large Multi-family Mixed-use Commercial Retail Small & Medium Offices/Services Small & Medium Business/Employment Medium & Large Civic/Institutional	Single-family Detached & Attached Two-family Three-family Multi-family Small & Medium Parks & Recreation

Future Land Use

Where the City has 15 classifications to establish future land use policy in the study area, Richland County has only two. In spite of this mismatch in terms of quantity, there is a discernible pattern in how their respective uses align in terms of desired growth and change along major corridors and protected, residential uses beyond them. What's more is that these future land use classifcations generally align with the industries, land uses, and housing needs identified in the market overview recommendations. The overarching Growth Strategy framework more clearly links this relationship and establishes a clear vision, across municipal lines, for growth and conservation. It very closely resembles Richland County's two-district approach of future land use by designating Mixed-use Corridors (for growth and change) and Mixed-use Residential (for conservation with modest growth). This plan recommends following this more generalized approach for future land use policy. Allowing greater flexibility in uses, both for mixed uses in Growth Areas and a variety of residential development types that matches the existing character in Conservation Areas, can make it easier to accommodate the change in uses and needs of housing over time.

City of Columbia

The City has **15** different land use districts for the Riverbanks study area.

- UCMR-2: Urban Core Mixed Residential 2
- UEMR: Urban Edge Mixed Residential
- UCMF: Urban Core Multi-family
- UCR-1: Urban Core Residential Small Lot
- UER-1: Urban Edge Residential Small Lot
- UER-2: Urban Edge Residential Large Lot
- UCAC-1: Urban Core Neighborhood Activity Center
- UCAC-2: Urban Core Community Activity Center
- UCAC-3: Urban Core Regional Activity Center
- AC-2: Community Activity Corridor
- AC-3: Regional Activity Corridor
- EC: Employment Campus
- TU: Transportation & Utilities
- C/I: Civic/Institutional
- T/S: Transitional/Sensitive Lands

Richland County

The County only has **2** different land use districts for the same area.

Mixed Residential

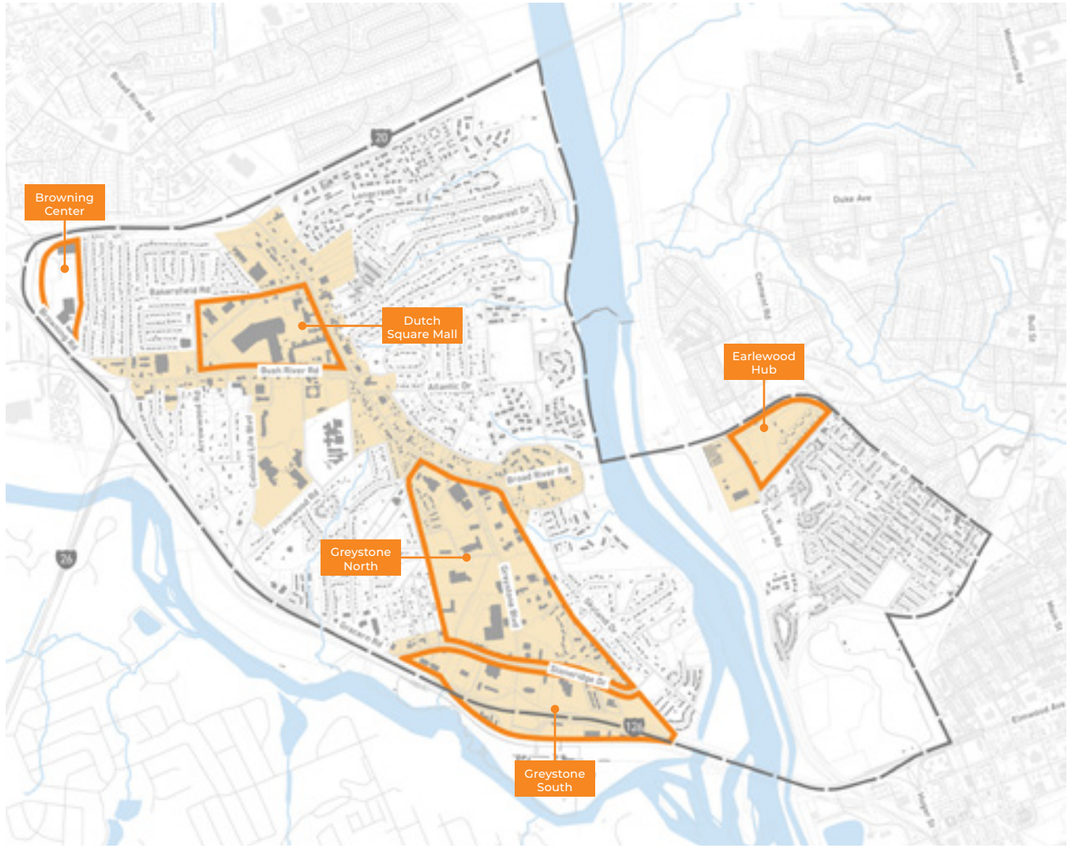
Rather than specifying uses, the County refers to the City's Future Land Uses. Those uses are to the right. Uses not highlighted are not currently in the Riverbanks study area.

Mixed-use Corridor

The County specifies the following uses:

- Multifamily Housing
- Professional Offices
- Restaurants & Bars
- Financial Institutions
- Medical Office
- Personal Services
- Drug Stores
- Smaller-scale Retail Shopping
- Parks & Recreation
- Other (Generally Commercial)

These uses are applicable to either County classification depending on context.



Dutch Square Mall is one of the prime examples of opportunity sites

Opportunity Sites

The final layer of the plan's framework focuses on Opportunity Sites. The previous framework layer organizes the study into areas for growth and conservations. Opportunity Sites are special sites in the Riverbanks study area, primarily in Growth Areas, that are a high susceptibility to receive future growth and change. They are typically large sites that offer great potential for new, high intensity development in a wide range of uses and opportunities for several new connections, both vehicular and non-vehicular, to give local mobility some of its biggest boosts. These are privately-owned properties. The ability and timing for the transformation of these sites will be dependent on the properties' owners and the timing of the market forces that compel these owners to action.

Beyond recommendations on growth versus conservation and future land use, the framework plan shows one potential scenario for providing a new layer of connectivity across these sites. It will be the responsibility of the City of Columbia and Richland County to ensure that future development plans align with this vision. But the best plans anticipate the need to be flexible to accommodate any number of future visions for new development on these sites. To provide this accommodation, this next section highlights each of the Opportunity Sites identified in the plan and illustrate different scenarios that new connections could be provided on these sites while still aligning with the vision and goal of this plan. Other scenarios may also exist and could be perfectly acceptable so long as they meet the intent and spirit of this plan.

Dutch Square Mall

Dutch Square Mall and adjacent properties in the area bounded by Broad River Road, Bush River Road, and Dutch Square Boulevard form an approximately 75-acre site in the heart of Riverbanks. First opened over 50 years ago, Dutch Square Mall, like many other suburban shopping malls throughout the country, has long since past its peak retail-use era and has spent over a decade looking for new tenants and purpose. The 2010 Broad River Road Corridor and Community Master Plan includes a reimagination of the mall site that includes introducing new street connections to transform the superblock into smaller, walkable blocks, new public spaces, mixed-use private development, and a potential transit hub. These are all moves that generally align with this plan that focuses on community mobility. That this transformation hasn't yet occurred is less about the sound planning principles and vision the concept is built on and more a testament to the magnitude of resources, partnerships, and time that are necessary to make the vision a reality.

This site is still an enormous opportunity to create connections for community mobility and accommodate new, high intensity mixed-use development. At the time of this planning process, Word of God Ministries, a major faith-based organization and community stakeholder located along Broad River Road, is in the final stages of acquiring the Dutch Square Mall. Their vision for the site includes transforming the mall into mixed-use hub that is anchored by an animation studio and center for innovation that adaptively re-uses the existing structure of the mall. Later phases may potentially include new housing, such as condos, and a hotel constructed in the mall's existing parking areas. Development plans are still fluid at this time with much to be decided. The intention however is solid: bring the community back to Dutch Square Mall and creating opportunities for community to be a part of that process.

Opppostie: Dutch Square Mall in 1974

This plan provides options for various ways the Dutch Square Mall Opportunity Site could potentially be reconnected with the surrounding community. The base framework plan shows major new River Access and Street Connections that improve community connectivity across the existing mall site while generally respecting the mall's existing footprint. Some connections would require modification of the mall's structure but could be done in phases. One of the most impactful connections is a new multimodal street connection from Averyt Avenue that extends north across the site, passes by Word of God's existing facilities at the north end of the study area, and connects with Statler Road in the Belmont Estates neighborhood.

Alternative 1 shows a different potential configuration for these connections that balance maintaining the mall's footprint while focusing new connections directly into the Dutchbrook neighborhood to the east. Alternative 2 shows a much more ambitious series of connections that result in new blocks closer in size to what is proposed in the 2010 plan but would only be possible if the mall were completely redeveloped. All three scenarios presented here demonstrate the numerous ways that future development of this site could potentially meet the goals for community mobility in this plan.

PROPOSED MOBILITY NETWORK
- Street Connections
- Urban Trails
- Naturalized Greenways

EXISTING MOBILITY NETWORK
- Existing Streets
- Existing Greenways

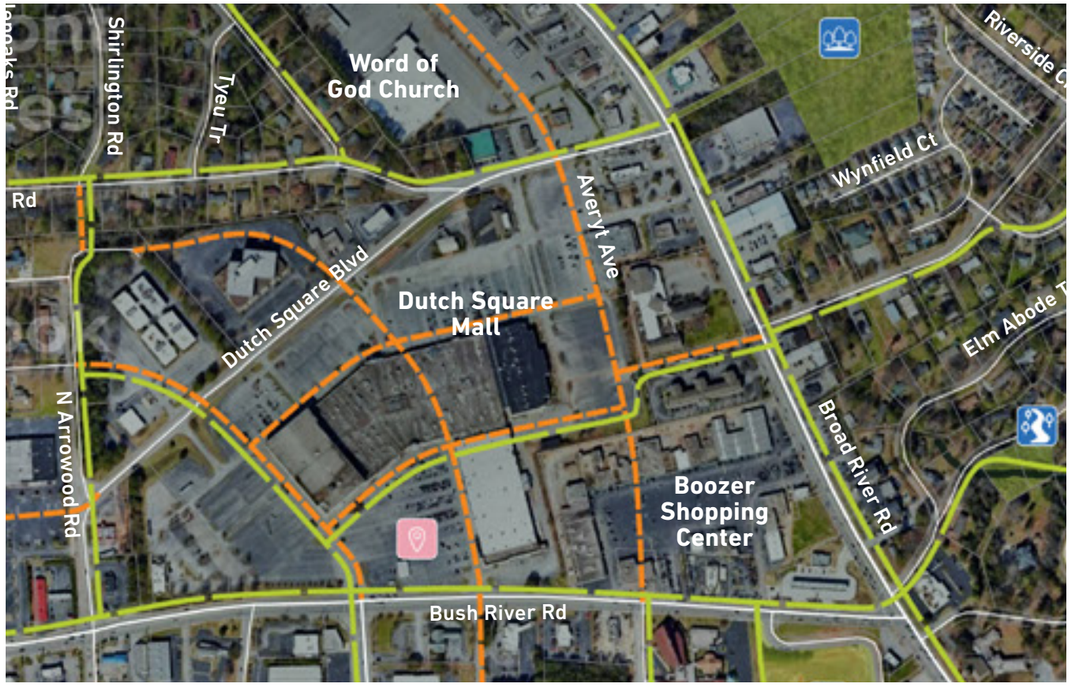
OTHER MOBILITY NETWORK
- Potential Greenway
- Potential Bicycle Facilities

PARK & OPEN SPACE TYPES
- Riverfront Access
- Stream Protection
- Stormwater Management
- Tree Canopy Conservation
- Utility Easements
- Active Recreational Facility
- Cultural Destination

OTHER KEY LOCATIONS
- Opportunity Site
- Transit Facility
- School

Proposed Street Framework Alternative 1

Proposed Street Framework Base



Proposed Street Framework Alternative 2

Browning Center

The Browning Business Center is an approximately 40-acre site tucked away in the northwestern corner of the Riverbanks study area between the interchange of I-20 and I-26 and the backs of the Belmont Estates and Dutchbrook neighborhoods. The business center is served only by Browning Road which connects south to Broad River Road and north under I-20 into the St. Andrews neighborhood.

The base framework plan for this Opportunity Site includes a greenway connection along Browning Road that has been identified in previous plans including the City and County's respective comprehensive plans. An existing easement along a portion of Browning Road has left a portion of the site undeveloped which has protected the existing tree canopy: the plan identifies this as a potential open space within the River Access framework. Two new street connections better link this site directly with the existing neighborhoods to the east. This scenario assumes that the Browning Business Center will continue to exist on this site.

An alternative scenario contemplates the potential for the business center to be redeveloped for new housing that would dovetail with the existing neighborhoods. In this scenario, additional street connections subdivide the existing site into block sizes that are similar in size to the adjacent neighborhoods and integrate the new blocks with the neighborhoods themselves.

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OTHER KEY LOCATIONS
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- Transit Facility
- School

Proposed Street Framework Base

Proposed Street Framework Alternative 1

Earlewood Hub

This Opportunity Site was identified with transit-oriented development in mind. The Earlewood Hub is an opportunity to leverage COMET's new transit facility at the corner of River Drive and Lucius Road to create new connections that provide access to transit and set the stage for adjacent development that capitalizes on this same access. It is understood that there are currently many on-going conversations between partnering agencies and major stakeholders regarding the future operation of this facility. These scenarios show potential opportunities assuming use of this transit as it exists today. Additionally planning studies would need to be produced if a different outcome for the facility comes to fruition.

The base scenario illustrated in the framework plan is the most ambitious to provide the best overall connectivity between the transit facility, the existing Hammond Village housing development, River Drive, and the Earlewood neighborhood to the south. It takes advantage of existing street circulation within Hammond Village though some modifications would need to be made to connect with the transit facility and River Drive. Due to topography between these areas, these potential connections would require further study. The resulting new blocks are opportunities for new development that takes advantage of its direct adjacency to transit which can reduce personal vehicle dependence. This scenario offers the greatest connectivity to transit for both existing and future residents.

The alternative scenario shows a lighter approach to connectivity should the challenges to overcoming site topography and modifying Hammond Village prove unfeasible. New connections in this scenario aim at better organizing the site immediately around the transit facility for new development. This scenario focuses on improving access to transit for new potential residents in adjacent development.

PROPOSED MOBILITY NETWORK
- Street Connections
- Urban Trails
- Naturalized Greenways

EXISTING MOBILITY NETWORK
- Existing Streets
- Existing Greenways

OTHER MOBILITY NETWORK
- Potential Greenway
- Potential Bicycle Facilities

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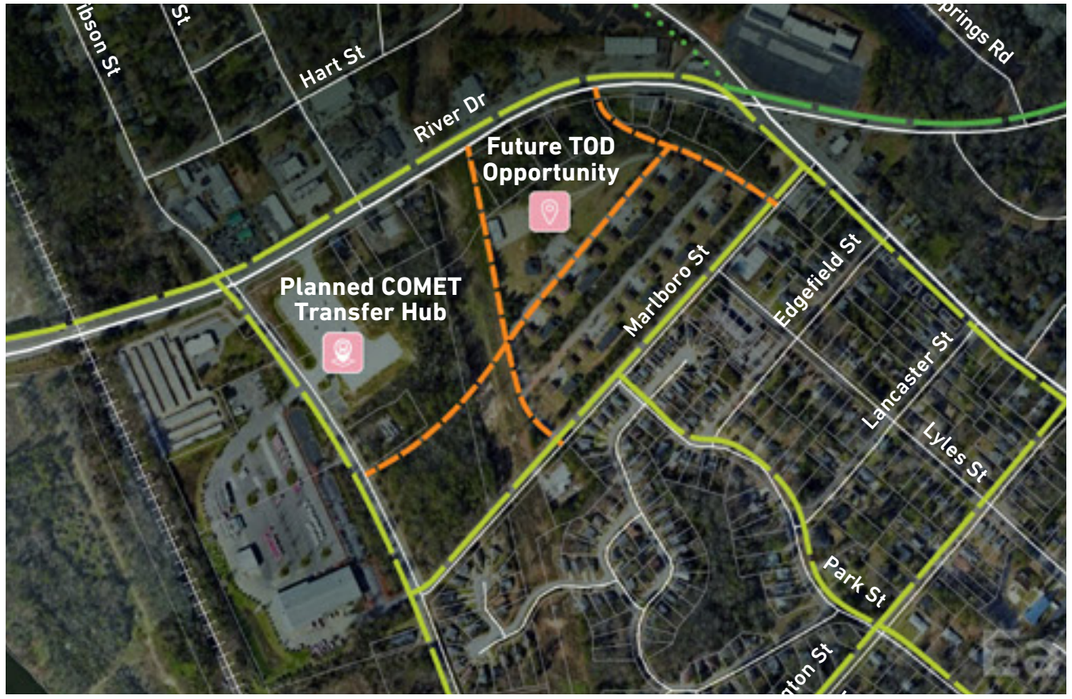
- School



Proposed Street Framework Base

Proposed Street Framework Alternative 1

Greystone North

Like the Dutch Square Mall Opportunity Site, Greystone Boulevard is another transformative opportunity contemplated by the 2010 Broad River Road Corridor and Community Master Plan. The vision illustrated by this plan is for dense, mixed-use development surrounding a new transit hub at the intersection of Greystone Boulevard and Broad River Road. Unfortunately, like Dutch Square Mall, this vision has yet to be realized though many of its elements align with the vision and goals for community mobility in this plan. Given recent developments, it seems unlikely that a transit hub would be the catalytic spark to transform this corridor. The transformation of Greystone Boulevard into a multimodal link in the River Access Framework is a much more likely catalytic move for this portion of the study area. The base scenario in the framework plan, as well as the alternatives, focus on this potential transformation of Greystone Boulevard that would also serve as the backbone for additional community connections and new adjacent development. While most of this corridor is currently occupied by large automobile dealerships, it will be a tremendous opportunity for redevelopment should these dealerships one day relocate. The different alternatives demonstrate different ways this transformation could unfold incrementally.

In the base scenario, new greenway and street connections following internal driveways and circulation features within existing properties to improve connectivity between Greystone Boulevard and adjacent neighborhoods to the east and west. This approach makes it possible for these connections to be pursued today without the need for complete redevelopment of these properties. The creation of these connections would be contingent upon agreements and partnerships with existing property owners. Once in place they set the foundation of a smaller, more walkable development pattern that is ready to accept new mixed-use development in the future. This development should be higher density with frontages that priortize Greystone Boulevard designed to enhance the street's public realm.

The first alternative scenario shows a modified approach that focuses on orienting development to better address frontage on both Broad River Road and Greystone Boulevard. The drawback is that the resulting connections require more intensive modification to existing properties along Greystone Boulevard. This would require that all properties be redeveloped and reconfigured at the same time. The second alternative features many of the same street connections from the base scenario and instead relies on modifications to the Wells Fargo and Mazda properties to realign the intersection with Broad River Road to achieve the same development frontage relationships like the first alternative.

PROPOSED MOBILITY NETWORK
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- Naturalized Greenways

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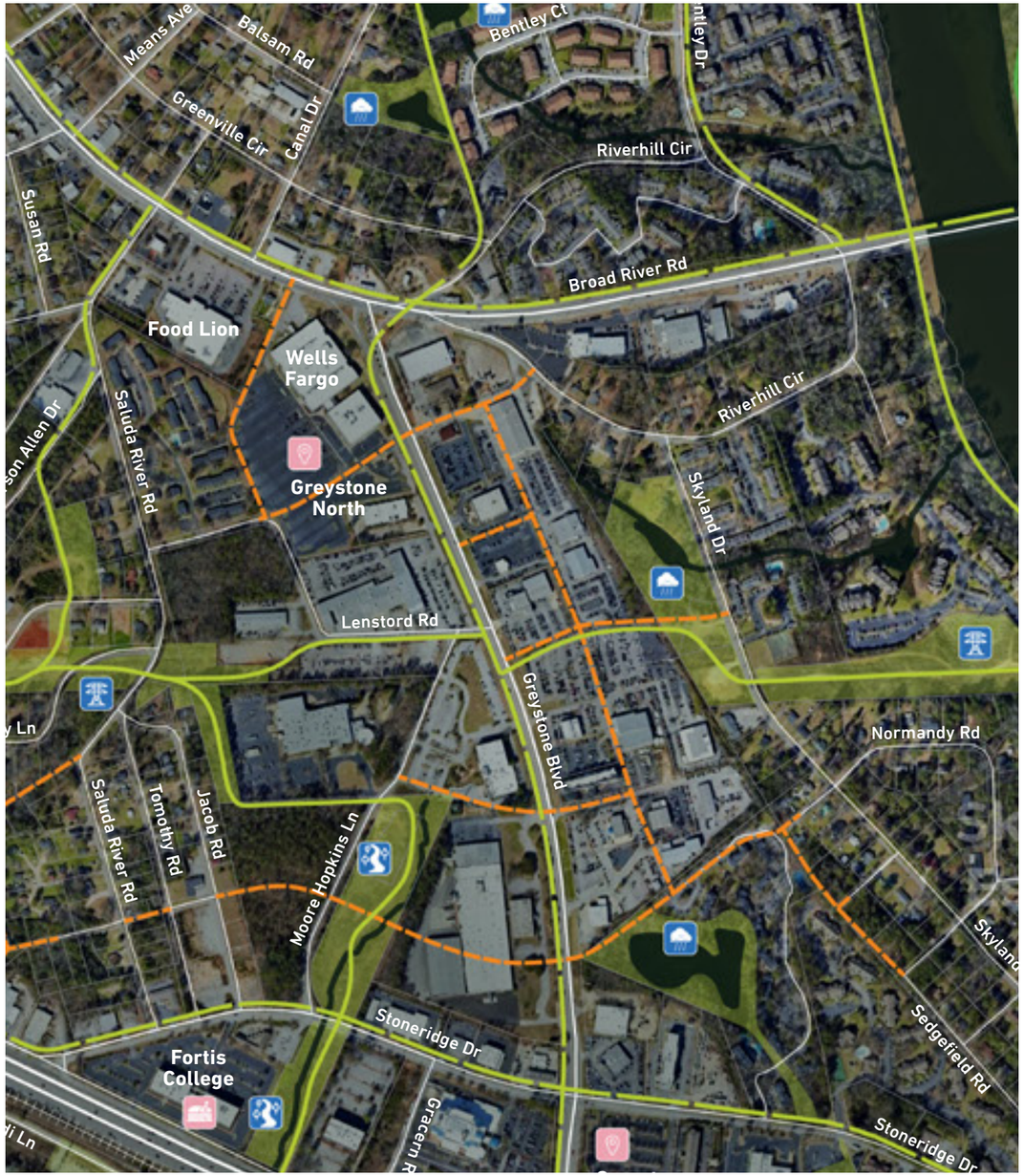
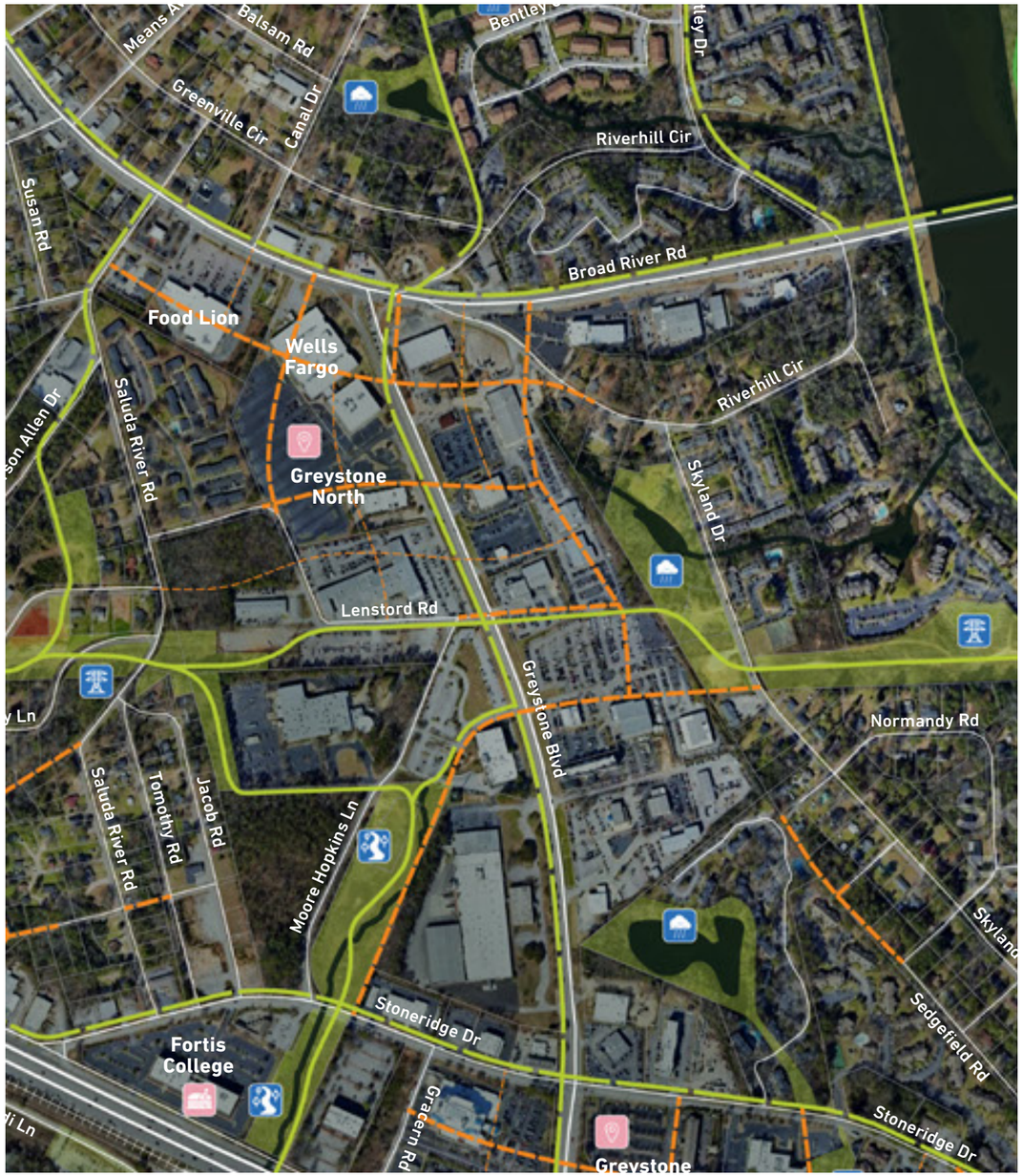
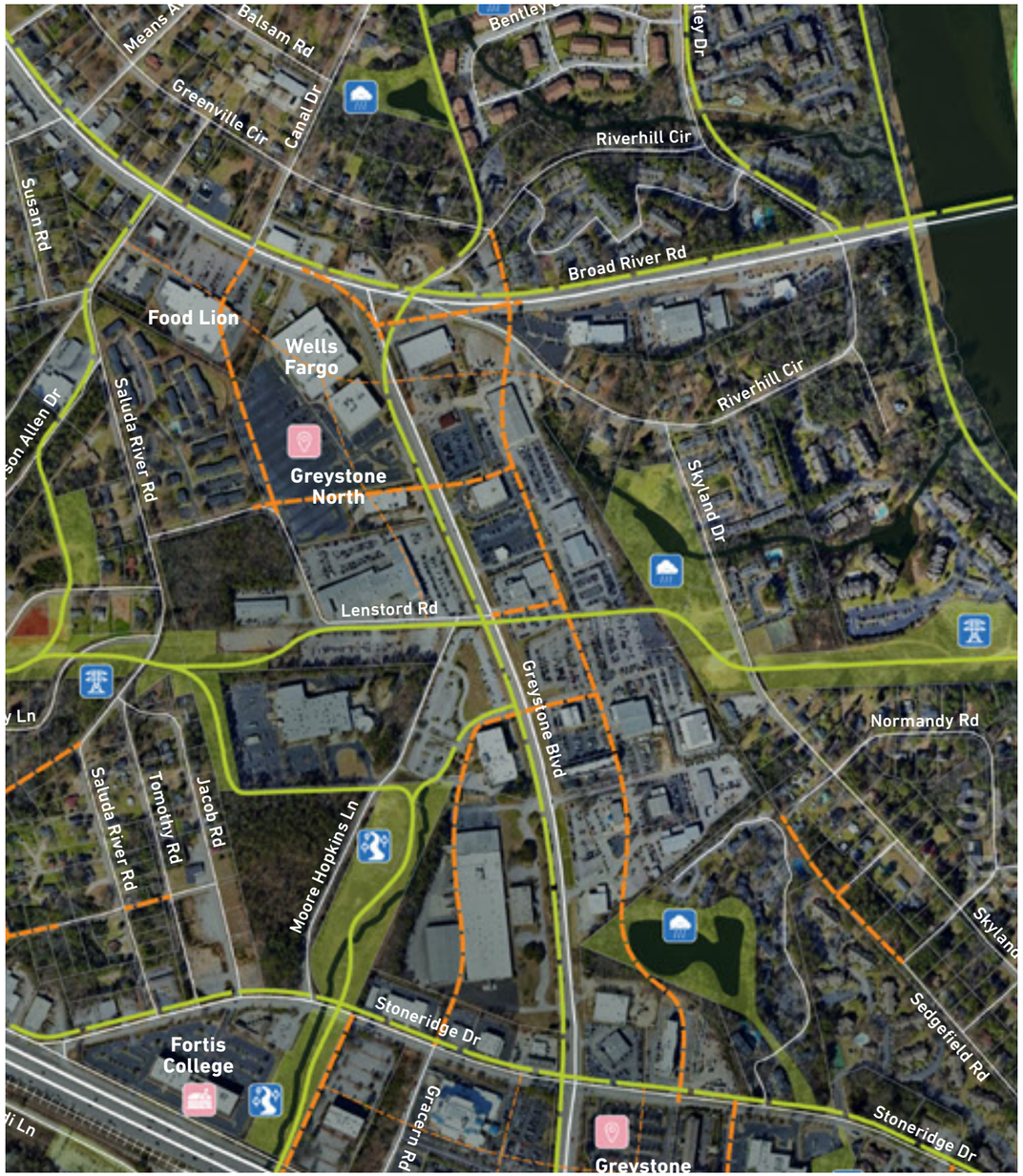


Proposed Street Framework Base



Proposed Street Framework Alternative 1



Proposed Street Framework Alternative 2

Greystone South

Greystone South faces different challenges and presents a different opportunity from its northern counterpart. While it consists of many large properties north of the interstate (particularly hotels), its challenge is to overcome the barrier that I-126 creates between the community assets on the south side of the highway – the Saluda River, Riverwalk, and Riverbanks Zoo – and the development and neighborhoods on the north side. The baseline scenario in the framework plan proposes a new greenway connection along Greystone Boulevard to connect over the interstate highway and through existing circulation in the Riverbanks Zoo to access the Saluda Riverwalk. It proposes a second connection down the utility easement next to Fortis College and tunnels under the interstate to access the existing Riverwalk trailhead on Candi Lane. Neither of these are easy projects but are the options available assuming the interstate remains.

The two alternatives make an ambitious assumption: transforming I-126 to a surface street that includes multimodal enhancements. This will require tackling the challenge of eliminating the interstate's grade separation and reconciling the site's topography on either side. As audacious as this may sound at first, many communities across the country have either already

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- Transit Facility
- School

Proposed Street Framework Base

Proposed Street Framework Alternative 1

Proposed Street Framework Alternative 2

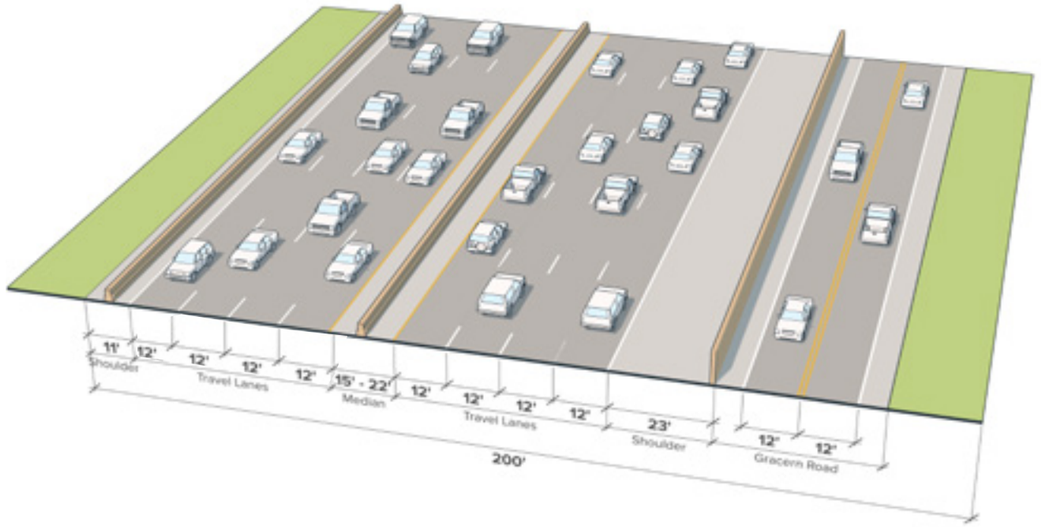
taken these same steps (Chattanooga, TN; Boston, MA; San Fransico, CA) or have begun planning to do the same (Atlanta, GA). More information on what this transformation could like, the federal programs that support it, and a case study are included on the following pages. All of these efforts have been undertaken realizing the incredible benefits of restoring community connectivity. In addition to providing a wider set of options for considering potential new street and greenway connections over a surface level roadway, these new connections organize the site for new development opportunities that infill between these connections. In short, it restores the urban fabric and allows unblocked access between Riverbanks and the Saluda River.

Transforming I-126

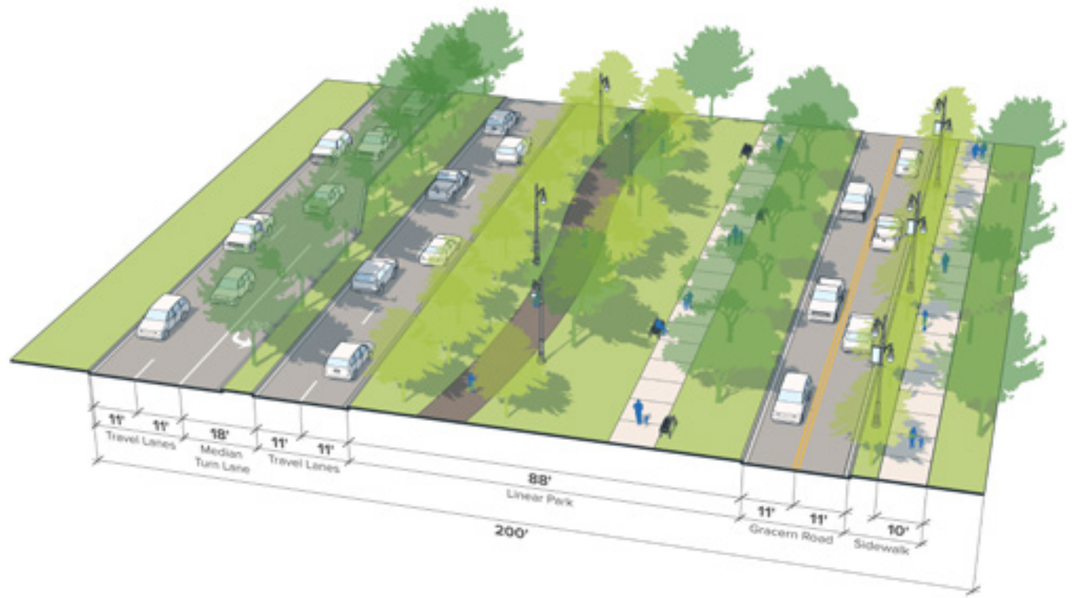
I-126 was one of the first interstates to arrive in Columbia. It replaced the former US 76 highway that connected Columbia regionally and nationally. Unfortunately, this investment in the highway reinforced its presence as a barrier that separates Riverbanks from the Saluda River on the other side: it disconnected the community from the place. The Saluda Riverwalk and the Riverbanks Zoo are incredible, citywide assets but are only accessible by vehicle via Greystone Boulevard. The ability of this entire area of Riverbanks to transform into something different and more community supportive is intertwined with the fate of this highway.

As I-126 enters Downtown Columbia, it transitions to a wider, surface arterial roadway except for where there is a bridge across the river. This point of transition should be reconsidered. It could be shifted farther north to Arrowood Road or all the way to the intersection with I-26 effectively eliminating I-126 altogether. In either scenario the roadway would be redesigned as a multimodal corridor that could accommodate pedestrians and bicyclists while handling the same volumes of vehicles. The illustration on this page shows a potential concept where I-126 is transformed into a multimodal corridor that includes shared uses paths that could better connect the existing Saluda Riverwalk with the greenways proposed in the River Access layer of this plan. Additionally, bringing this roadway to surface level makes it possible to introduce other new street connections that can reconfigure the entire area for new, community-oriented development.

This idea isn't far-fetched. Many other cities, from San Franciso to Chattanooga and Boston, have successfully realized the opportunity of transforming massive highways that once disconnected communities into public realm assets that have stitched communities back together. In fact, the federal government recently established the Reconnecting Communities Pilot Program to assist communities to this effect. Should CMCOG, the City of Columbia, and Richland County ultimately seek to take advantage of this opportunity, this grant would provide support for planning, design, and implementation.



Existing Conditions



Proposed Design Alternative

Learning from San Francisco

Removing the Embarcadero Freeway has revitalized San Francisco's financial district, freeing up over 100 acres of land from the freeway for a new waterfront promenade and public plaza. It led to the redevelopment of historic buildings like the Ferry Building and recast entire districts like the formerly industrial South of Market (SoMa) neighborhood as a hub for tech companies. It opened in 2002 and carries three lanes of traffic in each direction and has a streetcar line running down the center, along with a bike lane and an adjacent waterfront trail. While it accommodates substantial car traffic, it also increased transit options and introduced a substantial amount of public open space. By 2006, housing in the area has increased by 51% and jobs by 23% since the freeway's removal. The freeway's removal has also led to other efforts to reclaim street space for people.

Source: https://www.transportation.gov/grants/rcnprogram

Embarcadero, San Francisco
Photo Credit: Above: Lance Yamamoto / SFGate; Opposite: Wikipedia

4

Implementing the Plan

Implementing the Plan

The *Reaching Riverbanks: Community Mobility Plan* is a long-term vision for aligning community needs for local mobility with future land use and development decisions. Due to the enormity of the Riverbanks study area, Implementation of this vision will unfold over decades and potentially generations. The recommended transportation projects in this plan, as detailed in the plan's River Access and Street Connections framework layers, are numerous but fundamental to transforming Riverbanks into an area that connects its people with its places. The transportation infrastructure designed and built is the biggest factor in defining the places that coalesce around it.

The goal of every plan is its implementation. Though this plan is considered a long-term vision, this section is organized to provide detail on the transportation projects identified in this plan. The alignments proposed by this plan are a starting point for the work ahead: additional, focused design and engineering studies, specific conversations with individual property owners, and continued community engagement will be required to advance these into actual projects ready for construction. Some of these have been carried forward from previous plans and are further along on the pathway towards implementation. These are great catalysts to build momentum for the new projects identified in this plan which will need to follow a more detailed planning and design process of their own. Continued engagement of Riverbanks community members will need to be a vital component of this process to ensure they stay true to the vision and goals of this plan.

The Strategy

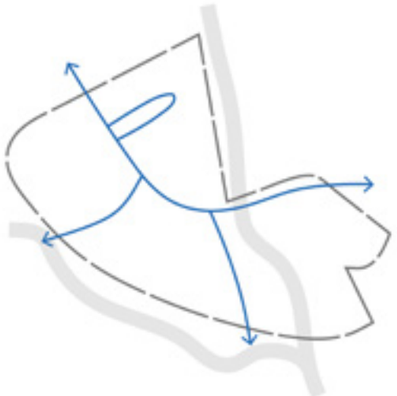
At almost 3,000 acres, the Riverbanks study area is massive. It will be a generational effort to implement the number of potential projects within the proposed framework plan. It's imperative that these projects be organized in a way that promotes implementation. The challenge of past planning efforts is that they tended to be centered around big, catalytic projects. These are important but require significant political will, funding, and a robust development environment to move forward. When these ingredients are in short supply, implementation doesn't happen. Instead, this plan focuses on smaller projects to connect people with the rivers, build out the internal mobility network, and create momentum for tackling larger efforts later. This incremental approach includes organizing the large Riverbanks study area into four, smaller focus areas to help prioritize further.

Many of these projects cross jurisdictional boundaries and will require close coordination between the City of Columbia and Richland County. This is an opportunity for both partners to bring their future land use policies in alignment based on the recommendations in this plan. As the area begins to grow and the need for transit increases, they'll need to work together with COMET to re-evaluate transit service within the area especially as it relates to the design transformation of the major corridors in the study area.

1. Riverbanks is a big area with a lot of projects: organize these for implementation success.

2. Focus on smaller projects that connect with the rivers and build out the internal mobility network.

3. Adjust and simplify land use policies to set the foudation for the desired development outcomes.



4. Revisit transit service as the area grows and becomes more connected.

5. Make decisions about key transportation projects to affect development outcomes.

6. Time larger project investments with larger development projects.

Project Parameters

Developing a comprehensive and detailed list of the transportation projects was a key part of the *Reaching Riverbanks: Community Mobility Plan* process. While the lists on the following pages provides this detailed information based on the recommended locations as depicted in this plan, it's important to understand that the location, lengths, characteristics, and potential costs of these projects should be taken as a starting point for making final decisions. Each project, though some may be pursued collectively, will require its own planning, design, and engagement process to make specific decision on alignments, facility types, and destinations. That these projects will change and evolve as they are understood in greater detail is a normal and healthy part of any project development process. Changes that ensure that these projects align with the vision and goals of this plan and include community members in the decision-making process are welcomed.

Prioritization

• **High:** These are projects that have already been vetted in previous planning processes and should occur as soon as possible. They help build connections to the rivers and are also the backbones of local mobility. They are critical to establishing early momentum and setting the foundation for the success of future projects.

• **Medium:** These projects continue to build out local mobility network. They build-off of the high-priority projects and further connect local residents and workers with destinations inside of Riverbanks study area.

• **Low:** These projects will require a level of planning and funding that must be formulated over several years. Building community and political support and collaboration with multiple agencies and stakeholders will be critical. These projects will have the potential for high, positive impact on community mobility but will require the highest level of effort.

Although implementation priorities have been established, these designations are for planning purposes only; actions should be implemented as soon as opportunities arise. For example, if circumstances provide an opportunity to complete a low priority (more difficult) project in the near-term, then implementation should be pursued despite its priority designation.

Cost Projections & Funding Sources

Where applicable, an estimated order-of-magnitude opinion of probable cost is presented for each recommendation in the Action Plan. For policy and planning actions, cost is estimated based on professional experience with similar efforts. For capital projects, costs were developed by identifying pay items and establishing rough quantities; these costs include a planning-level contingency. Unit costs are based on 2024 dollars and were assigned based on historical cost data from working with many state DOTs and other sources. Lump sum costs have been assigned to some general categories such as utility relocations, engineering, and right-of-way acquisition; however these costs can vary widely depending on the exact details and nature of the work. The overall estimates are intended to be general and used for planning purposes. Construction costs will vary based on the ultimate project scope (i.e., potential combination of projects) and economic conditions at the time of construction. These cost projections do not include estimates for on-going maintenance. For all infrastructure improvements, particularly separated facilities, the City and County will need to plan and budget for these accordingly.

Funding sources for these projects will vary greatly. Smaller projects are great candidates for local funding (general fund, T-SPLOT) that have fewer requirements in terms of process and implementation. Larger projects, such as transformations of major corridors, will likely require state and/or federal funding grants to be implemented. While these grants can offer substantial funding capacity, the requirements attached to state and federal processes can extend the implementation timeline of these projects.

Potential Partnerships

While potentially numerous partnerships are involved in any transportation project, the project list in this plan identifies those key agencies that will need to collaborate for implementation. Due to the complex jurisdictional boundaries in Riverbanks, often this collaboration will start with the City of Columbia and Richland County as well as CMCOG as the regional metropolitan planning organization (MPO) and sponsor of this plan. Additionally, many of the existing roadways within the study area are owned by SCDOT requiring that they be an early partner. The COMET, Central Midlands Transit, will be a partner for those projects that fall on an existing, planned, or future potential transit routes.

The Focus Areas

To facilitate implementation, the Riverbanks study area is organized into four focus areas. While the projects in each of these areas all connect to form the area's future network for local mobility, each of these areas supports the overall network by focusing key connections with a specific study area destination.

1: NORTHWEST

Connect neighborhoods to the Broad and Saluda River

2: NORTHEAST

Provide connections to the Broad River

3: CENTRAL

Provide connections to the Saluda River

4: EAST

Reinforce connections to the Broad River and Downtown Columbia

St. Andrews
Riverside Golf Center
Longcreek Dr
Riverside Forest
Koulter Dr
Word of God Ministries
Bakersfield Rd
Browning Business Center
Dutch Square Mall
Broad River Rd
NewSpring Church
Bush River Rd
Atlantic Dr
Riverfront Park
St. Andrews Middle School
Colonial Life Blvd
Arrowwood Rd
JB Rhame Elementary School
Food Lion
Wells Fargo
Greystone North
Greystone Blvd
Broad River
Future TOD Opportunity
Planned COMET Transfer Hub
Marlboro St
Lyles St
River Dr
Darlington St
Union St
Beaufort St
Marshall Park
VISTA GREENWAY EXTENSION
Fortis College
Candi Ln
Saluda River
Greystone South
Stoneridge Dr
SALUDA RIVERWALK
Riverbanks Zoo & Garden
SALUDA RIVERWALK PHASE II
Elmwood Cemetery
Randolph Cemetery
VISTA GREENWAY
Westwood Hills
Arsenal Hill
20
26
126

Northwest Focus Area

The Northwest Focus Area lies between Bush River Road, Broad River Road, and the confluence of the interstate highways in the northwest corner of the Riverbanks Study Area. It includes the Belmont Estates and Dutchbrook neighborhoods. The most remote from the rivers, it offers one of the greatest opportunities to connect these neighborhoods with the Broad and Saluda Rivers through the redevelopment of the Dutch Square Mall Opportunity Site as well as the Browning Center. This area includes the transformation of Bush River Road as well as an important connection across the Colonial Life property.

Northwest Implementation Projects

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
NW-01	Street Access	Build new two-lane street from Gale Road to Browning Road.	Low	0.21	One cost: assumes 24' wide road matching rural section and 5' sidewalk.	$587,800 - $795,300	CMCOG, SCDOT, Richland County
NW-02	Street Access	Build new two-lane street connecting NW-01 to Browning Road.	Low	0.28	One cost: assumes 24' wide road with curb, gutter, and 5' sidewalk.	$748,000 - $1,012,000	CMCOG, SCDOT, Richland County, City of Columbia
NW-03	Street Access	Build bicycles lanes and a sidewalk between I-20 and Morninghill Drive.	High	0.73	Low cost: assumes building a multiuse path with existing street remaining. High cost: assumes removing asphalt and widening the roadway to 36' ,build curb and gutter, include a 6' painted bike lane on both sides of the street, and a sidewalk with amenity zone.	$641,800 - $868,300 $5,916,400 - $8,004,600	CMCOG, SCDOT, Richland County, City of Columbia
NW-04	Street Access	Bicycle boulevard/shared lane markings on Morninghill Drive from Burnette Drive to Gale Drive.	Low	0.42	One cost: assumes bicycle boulevard.	$9,300 - $12,600	CMCOG, SCDOT, Richland County
NW-05	Street Access	Bicycle boulevard/shared lane markings on Gale Drive from Morning Hill Drive and Statler Road.	Low	0.42	One cost: assumes bicycle boulevard.	$9,100 - $12,300	CMCOG, SCDOT, Richland County
NW-06	Street Access	Bicycle boulevard/shared lane markings on Statler Road to Bakersfield Road.	Low	0.14	One cost: assumes bicycle boulevard.	$3,100 - $4,200	CMCOG, SCDOT, Richland County
NW-07	Street Access	Bicycle boulevard/shared lane markings on Bakersfield Road from Morninghill Drive to Broad River Road.	Low	0.69	One cost: assumes bicycle boulevard.	$15,300 - $20,600	CMCOG, SCDOT, Richland County
NW-08	Street Access	Upgrade roadway leading to Dutch Square Mall to be two-lanes with an urban trail and sidewalk.	Medium	0.11	One cost: assumes rebuilding road as 24' with a sidewalk, urban trail, and amenity zone	$258,800 - $350,200	CMCOG, SCDOT, City of Columbia, Word of God
NW-09	Street Access	Build new two-lane street connecting Statler Road and NW-11.	Low	0.50	One cost: assumes 24' wide road, curb and gutter, and sidewalk with amenity zone.	$2,118,900 - $2,866,700	CMCOG, SCDOT, Word of God, City of Columbia, Richland County
NW-10	Street Access	Build new two-lane street connecting NW-09 and NW-15.	Low	0.28	One cost: assumes 24' wide road, curb and gutter, and sidewalk with amenity zone.	$936,700 - $1,267,300	CMCOG, SCDOT, Word of God, City of Columbia
NW-11	Street Access	Build new two-lane street with urban trail connecting NW-15 and NW-27.	Low	0.23	One cost: assumes 24' wide road, curb and gutter, sidewalk, side path, and amenity zone.	$1,022,600 - $1,383,500	CMCOG, SCDOT, Word of God, City of Columbia
NW-12	Street Access	Build new two-lane street connecting NW-10 to N Arrowood Road.	Medium	0.22	One cost: assumes 24' wide road, curb and gutter, and sidewalk with amenity zone.	$441,900 - $597,900	CMCOG, SCDOT, Word of God, City of Columbia, Richland County

Northwest Implementation Projects Cont.

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
NW-13	Street Access	Build new two-lane street connecting NW-12 and NW-11.	Low	0.09	One cost: assumes 24' wide road, curb and gutter, and sidewalk with amenity zone.	$16,230 - $22,000	CMCOG, SCDOT, Word of God, City of Columbia
NW-14	Street Access	Build new two-lane street connecting NW-11 to NW-25.	Medium	0.24	One cost: assumes 24' wide road, curb and gutter, and sidewalk with amenity zone.	$722,900 - $978,100	CMCOG, SCDOT, Word of God, City of Columbia
NW-15	Street Access	Build new two-lane street with cycle track connecting N Arrowood Road to Bush River Road.	Medium	0.28	One cost: assumes 24' wide road, curb and gutter, sidewalk, cycle track, and amenity zone.	$1,382,300 - $1,870,200	CMCOG, SCDOT, Word of God, City of Columbia
NW-16	Street Access	Build urban trail on N Arrowood Road from Bush River Road to Innsbrook Drive.	Low	0.32	Low cost: assumes building a 12' urban trail with existing street remaining. High cost: assumes building a 12' urban trail with amenity zone.	$423,300 - $572,700 $667,900 - $903,600	CMCOG, SCDOT, City of Columbia, Richland County
NW-17	Street Access	Build new two-lane street with urban trail connecting N Arrowood Road to Bakersfield Toad.	Low	0.05	One cost: assumes 24' wide road, curb and gutter, 12' urban trail, and amenity zone.	$75,300 - $101,900	CMCOG, SCDOT, Richland County
NW-18	Street Access	Build new two-lane street connecting Morninghill Drive to N Arrowood Road.	Low	0.27	One cost: assumes 24' wide road, curb and gutter, and sidewalk with amenity zone.	$840,500 - $1,137,500	CMCOG, SCDOT, City of Columbia, Richland County
NW-19	Street Access	Build urban trail on Bush River Road from Morninghill Drive to Broad River Road.	High	0.95	Low cost: Assumes urban trail build with no changes to the existing roadway. High cost: Assumes reducing the road from 5 lanes to 3 lanes, building a 12' urban trail on both sides of the street with an amenity zone. Includes a planted median. Previous plan: Walk Bike Columbia.	$1,252,100 - $1,694,000 $25,600,500 - $34,636,000	CMCOG, SCDOT, City of Columbia, Richland County
NW-20	Street Access	Build bike lanes on Frontage Road/Lawand Drive/ Arrowwod Road from Bush River Road to Colonial Life Boulevard.	High	0.94	Low cost: Assumes building a urban trail with curb and gutter, no roadway improvements. High cost: Assumes widening the roadway to include 6' bike lanes on each side, curb and gutter, and a sidewalk with amenity zone. Previous plan: Walk Bike Columbia.	$1,287,800 - $1,742,300 $11,292,100 - $15,267,600	CMCOG, SCDOT, City of Columbia, Richland County
NW-21	Street Access	Build naturalized greenway connection between Lawand Drive and Colonial Life Boulevard.	Low	0.42	One cost: assumes a 12' shared use path.	$1,028,100 - $1,391,000	CMCOG, SCDOT, Richland County
NW-22	Street Access	Build two-lane new roadway connection between Lawand Drive and Arrowood Road.	Low	0.09	One cost: assumes 24' wide road.	$46,500 - $62,900	CMCOG, SCDOT, Richland County

Northwest Implementation Projects Cont.

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
NW-23	Street Access	Build naturalized greenway connection between Arrowwood Road and Colonial Life Boulevard.	Low	0.12	One cost: assumes a 12' shared use path	$106,300 - $143,800	CMCOG, SCDOT, City of Columbia
NW-24	Street Access	Build cycle track on Colonial Life Boulevard between Bush River Road and Arrowwood Road.	High	0.67	Low cost: Assumes building a shared use path with curb and gutter, no roadway widening. High cost: Assumes milling the roadway to restripe a road diet, adding medians, and a two-way cycle track. No roadway widening. No changes to sidewalks. Previous plan: Walk Bike Columbia.	$765,000 - 1,035,000 $3,165,200 - $4,282,300	CMCOG, SCDOT, City of Columbia, Richland County
NW-25	Street Access	Build two-lane new roadway connection with urban trail between Colonial Life Boulevard and Averyt Avenue.	Low	0.22	One cost: assumes 24' wide road, curb and gutter, 12' shared use path, and amenity zone.	$1,046,800 - $1,414,900	CMCOG, SCDOT, City of Columbia
NW-26	Street Access	Build two-lane new roadway connection between Colonial Life Boulevard and Averyt Avenue.	Low	0.20	One cost: assumes 24' wide road, curb and gutter, 5' sidewalk, and amenity zone.	$710,200 - $960,900	CMCOG, SCDOT, City of Columbia, Colonial Life
NW-27	Street Access	Build two-lane new roadway connection between NW-11 and Bush River Road.	Low	0.15	One cost: assumes 24' wide road, curb and gutter, 5' sidewalk, and amenity zone.	$532,700 - $720,700	CMCOG, SCDOT, City of Columbia, Richland County
NW-28	Street Access	Build urban trail on Averyt Avenue.	Medium	0.59	Low cost: Assumes building shared use path with curb and gutter. High cost: Assumes including an amenity zone between path and road.	$673,200 - 910,800 $1,202,900 - $1,440,500	CMCOG, SCDOT, City of Columbia
NW-29	Street Access	Build naturalized greenway connection from Averyt Ave to Bush River Road around St. Andrews Middle School.	Medium	0.25	One cost: assumes a 12' shared use path.	$220,200 - $262,900	CMCOG, SCDOT,City of Columbia, St. Andrews Baptist Church, St. Andrews Middle School
NW-30	Street Access	Build out access road from St. Andrews Middle School as a two-way street.	Low	0.36	Low cost: Assumes existing street remains and adding center line striping, includes a 5' sidewalk on one side. High cost: Assumes including an amenity zone between sidewalk and street.	$330,700 - $447,500 $653,900 - $770,700	CMCOG, SCDOT, City of Columbia, St. Andrews Middle School

Northeast Focus Area

The Northeast Focus Area consists primarily of residential neighborhoods, including Riverside Forest and Elm Abode, beyond the first layer of development along Broad River Road. This focus area features numerous greenway connections aimed at connecting with the Broad River particularly in the most northeastern corner of the site where at-grade access with the river is the most feasible. Some of these direct connections along the Broad River already exist though they are well-hidden secrets and not currently part of any larger mobility and access strategy.

Northeast Implementation Projects

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
NE-01	Street Access	Build urban trail on Longcreek Drive from Broad River Road to approximately Riverwind Drive.	Medium	0.81	Low cost: Assumes building 12' shared use path and leaving the roadway the same. High cost: assumes building an amentity zone between the road and urban trail.	$1,837,400 - $2,213,900	CMCOG, SCDOT, Richland County
NE-02	Street Access	Build new two-lane street from Gale Road to Browning Road.	Low	0.21	One cost: assumes 24' wide road matching rural section and 5' sidewalk.	$587,800 - $795,300	CMCOG, SCDOT, Richland County
NE-03	River Access	Build naturalized greenway along Broad River.	High	1.51	One cost: assumes a 12' shared use path.	$1,908,300 - $2,581,800	CMCOG, SCDOT, Richland County, City of Columbia
NE-04	Street Access	Bicycle boulevard/shared lane markings between Longcreek Drive and Omarest Drive.	Medium	0.19	One cost: assumes bicycle boulevard.	$4,200 - $5,700	CMCOG, SCDOT, Richland County
NE-05	Street Access	Build new roadway connection with on-street urban trail between Omarest Drive and Koulter Drive.	Low	0.07	One cost: assumes 24' wide road with bicycle boulevard treatments.	$32,300 - $43,600	CMCOG, SCDOT, Richland County
NE-06	River Access	Build an urban trail from Koulter Drive to proposed naturalized greenway along Broad River.	Medium	0.43	One cost: assumes 12' shared use path.	$454,800 - $615,300	CMCOG, SCDOT, Richland County, City of Columbia
NE-07	Street Access	Build new two-lane street with bicycle boulevard/shared lane markings connecting Koulter Drive to Carl Road.	Low	0.09	One cost: assumes 24' wide road with bicycle boulevard.	$41,500 - $56,100	CMCOG, SCDOT, Richland County
NE-08	Street Access	Build bicycle boulevard connection from Carl Road to the end of Elmgren Street.	Medium	0.27	One cost: assumes bicycle boulevard.	$19,000 - $33,000	CMCOG, SCDOT, Richland County, City of Columbia
NE-09	River Access	Build naturalized greenway along stream from Elmgren Street to Melissa Lane.	Medium	0.51	One cost: assumes a 12' shared use path.	$539,000 - $729,000	CMCOG, SCDOT, Richland County
NE-10	Street Access	Build urban trail connection along Omarest Drive and Koulter Drive to the proposed off street naturalized greenway connection.	Medium	0.36	One cost: assumes a 12' shared use path	$274,600 - $371,500	CMCOG, SCDOT, Richland County
NE-11	Street Access	Build two-lane new roadway connection from Riverwind Drive to Burbank Street.	Low	0.19	One cost: assumes 24' wide road.	$83,400 - $112,800	CMCOG, SCDOT, Richland County
NE-12	Street Access	Build two-lane new roadway connection between Elmgren Street and Adella Street.	Low	0.08	One cost: assumes 24' wide road.	$35,100 - $47,500	CMCOG, SCDOT, Richland County, City of Columbia

Northeast Implementation Projects Cont.

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
NE-13	Street Access	Build two-lane new roadway connection connecting Elmgren Street.	Low	0.10	One cost, assumes two-way 22' wide road with no curb and gutter. No sidewalk.	$43,900 - $59,400	CMCOG, SCDOT, Richland County, City of Columbia
NE-14	River Access	Build naturalized greenway connection from end of Elmgren Street to proposed greenway along Broad River. Include spur trail to connect to Atlantic Drive.	Medium	0.74	One cost: assumes a 12' shared use path.	$707,200 - $956,800	CMCOG, SCDOT, Richland County, City of Columbia
NE-15	River Access	Build urban trail along Atlantic Drive from Broad River Road to Bentley Drive.	Medium	0.61	Low cost: Assumes existing street section remains the same with 12' shared use path. High cost: Assumes adding curb and gutter and including an amenity zone between sidewalk and street.	$535,500 - $724,500	CMCOG, SCDOT, Richland County, City of Columbia
NE-16	River Access	Build urban trail connecting Atlantic Drive to Riverhill Circle going on and off street.	Medium	0.43	One cost: assumes a 12' shared use path. On-street connections maintain rural section with no curb and gutter.	$327,300 -$442,800	CMCOG, SCDOT
NE-17	River Access	Build urban trail connection along Bentley Drive from Atlantic Drive to Broad River Road.	Medium	0.30	One cost: assumes a 12' shared use path that maintains rural section with no curb and gutter.	$317,100 - $429,000	CMCOG, SCDOT
NE-18	Street Access	Rebuild Broad River Road from I-20 to Broad River Bridge as a road diet with urban trail.	High	1.76	Both costs assume a road diet from 5-lanes to 3-lanes. Low cost: assumes milling the existing roadway and adding in new striping for vehicle travel lanes,realloating two lanes for a protected two-way cycle track on one side, and mantainig existing sidewalks on both sides of the street. High cost includes a planted median, removing all existing asphalt and concrete, and upgraded ammentity zones for pedestrians and bicyclists. Previous plan: Walk Bike Columbia.	$10,241,800 - $13,856,600 $32,117,000 - $43,452,400	CMCOG, SCDOT, Richland County, City of Columbia

Central Focus Area

The Central Focus Area has the potential to be the most transformative, even more so than the Northwestern Focus Area that contains the Dutch Square Mall Opportunity Site. The many auto dealerships and other larger properties that line Greystone Boulevard offer numerous possibilities for new community connections and mobility if and when these properties are ultimately ready for redevelopment. At the center of these connections is the multimodal transformation of Greystone Boulevard that has the potential to link the northeastern neighborhoods of the study area directly with the the Saluda River. The transformation of I-126 into a surface boulevard can maximize these connections. Due the complexities of cost, partnerships, and political will, this transformation is not included in the project list for this focus area at this time. The list focuses on the connections that are achievable with the presence of the interstate.

Central Implementation Projects

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
C-1	Street Access	Build naturalized greenway from Greenbrook Court to Gracern Road with spur trail to Betsy Drive.	Medium	0.47	One cost: assumes a 12' shared use path.	$496,400 - $671,600	CMCOG, SCDOT, Richland County, City of Columbia
C-2	Street Access	Build naturalized greenway along utility easement from Gracern Road to Greystone Road.	Medium	0.94	One cost: assumes a 12' shared use path.	$992,000 - $1,342,000	CMCOG, Utility company, Richland County, City of Columbia
C-3	Street Access	Build new two-lane street from Greenbrook Court to Betsy Drive.	Low	0.06	One cost: assumes 24' wide road.	$103,000 - $139,300	CMCOG, SCDOT, City of Columbia
C-4	Street Access	Build urban trail and naturalized greenway from Broad River Road to C-2.	Low	0.45	One cost: assumes a 12' shared use path that mantains existing rural condition.	$395,300 - $535,000	CMCOG, Richland County, City of Columbia, SCDOT
C-5	Street Access	Build new two-lane street between Betsy Drive and Starlight Drive.	Low	0.08	One cost: assumes 22' new roadway matching existing rural section.	$137,300 - $185,700	CMCOG, Richland County, City of Columbia, SCDOT
C-6	Street Access	Build bike lanes on Gracern Road from Colonial Life Boulevard to the end of Stoneridge Drive.	High	1.64	Low cost: Assumes mantaining rural section with a 12' shared use path built on one side of the street. High cost: assumes widening the road by 12' to add 6' bike lanes on each side, adding sidewalk, and mantaining existing rural section. Road widening includes removing existing asphalt and repaving road. Previous plan: Walk Bike Columbia.	$1,439,900 - $1,948,100 $6,522,300 - $8,824,300	CMCOG, Richland County, City of Columbia, SCDOT
C-7	Street Access	Build new two-lane street between betsy Drive and Saluda River Road.	Low	0.14	One cost: assumes 24' new road.	$240,200 - $325,000	CMCOG, Richland County, City of Columbia, SCDOT
C-8	Street Access	Build new two-lane street between C-7 to Gracern Road.	Low	0.19	One cost: assumes 24' new road.	$326,000 - $383,500	CMCOG, Richland County, City of Columbia, SCDOT
C-9	Street Access	Build new two-lane street between C-8 to Normandy Road.	Low	0.65	One cost: assumes 22' new roadway matching existing rural section.	$1,115,200 - $1,508,800	CMCOG, Richland County, City of Columbia, SCDOT
C-10	River Access	Naturalized greenway connection from C-2 to the Saluda River Walk.	Medium	0.72	One cost: assumes a 12' shared use path.	$642,300 - $857,000	CMCOG, Richland County, City of Columbia, SCDOT

Central Implementation Projects Cont.

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
C-11	Street Access	Build new two-lane street from C-9 to W Shawnee Road.	Low	0.18	One cost: assumes 24' new road.	$308,800 - $417,800	CMCOG, Richland County, City of Columbia, SCDOT
C-12	Street Access	Build new two-lane street from C-9 and C-13.	Low	0.46	One cost: assumes 24' new roadway with curb and gutter and 5' sidewalk.	$1,551,400 - $2,098,900	CMCOG, City of Columbia, SCDOT
C-13	Street Access	Build new two-lane street from C-14 and Riverhill Circle.	Low	0.28	Low cost: assumes 24' new roadway with urban section and 5' sidewalk. High Cost: Includes amenity zone.	$578,100 - $782,100 $898,200 - $1,954,800	CMCOG, Richland County, City of Columbia, SCDOT
C-14	Street Access	Build new two-lane street from Broad River Road and C-13.	Low	0.22	Low cost: assumes 24' new roadway with curb and gutter and 5' sidewalk. High Cost: Includes amenity zone.	$391,500 - $530,000 $576,300 - $779,700	CMCOG, Richland County, City of Columbia, SCDOT
C-15	Street Access	Build new two-lane street from Greystone Boulevard and Skyland Drive.	Low	0.20	One cost: assumes 24' new roadway with 5' sidewalk on both sides of street.	$223,400 - $302,200	CMCOG, Richland County, City of Columbia, SCDOT
C-16	River Access	New naturalized greenway from Greystone Boulevard to Broad River Road Greenway.	Medium	0.64	One cost: assumes 12' shared use path.	$674,900 - $913,100	CMCOG, Richland County, City of Columbia, SCDOT
C-17	Street Access	Build new two-lane street from Moore Hopkins Lane to C-12.	Low	0.21	Low cost: assumes 24' new roadway with curb and gutter and 5' sidewalk. High Cost: Includes amenity zone.	$284,900 - $385,300 $452,700 - $612,500	CMCOG, Richland County, City of Columbia, SCDOT
C-18	Street Access	Urban trail connection along Greystone Boulevard.	High	0.73	Costs assume a road diet from 5-lanes to 3-lanes. The low cost assumes milling the existing roadway and adding in new striping for vehicle travel lanes, realloating two lanes for a cement protected two-way cycle track on one side, and adding sidewalks on both sides of the street. Does not include removing any curb or relocating curb. Does not inlcude amenity zone. The high cost includes a planted median, removing all existing asphalt and concrete, relocating one curb and gutter to narrow the road, and amentity zones for both sides of the street. This project would be an ideal candidate to lead the transformation of other major corridors in the study area for its ability to provide a direct link to the existing Saluda Riverwalk and Columbia Riverfront Park.	$1,761,800 - $2,383,600 $13,930,600 - $18,835,500	CMCOG, Richland County, City of Columbia, SCDOT

Central Implementation Projects Cont.

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
C-19	River Access	New street connection from Skyland Drive to Sedgefield Road.	Low	0.29	One cost: assumes 24' new roadway.	$197,600 - $267,300	CMCOG, Richland County, City of Columbia, SCDOT
C-20	River Access	New naturalized greenway along Broad River Road connecting from the Broad River Bridge to project C-6. Includes spur trail.	Medium	1.63	One cost: assumes 12' shared use path.	$2,059,600 - $2,786,500	CMCOG, Richland County, City of Columbia, SCDOT
C-21	River Access	New naturalized greenway connecting C-20 to other end of C-20.	Medium	0.43	One cost: assumes 12' shared use path.	$454,800 - $615,300	CMCOG, Richland County, City of Columbia, SCDOT
C-22	River Access	Urban trail connection from C-18 to Saluda River Greenway.	High	0.58	One cost: assumes 12' shared use path.	$917,200 - $1,240,900	CMCOG, Richland County, City of Columbia, SCDOT

East Focus Area

The East Focus Area is an opportunity to reinforce the Riverbanks study area's connection with the Earlewood neighborhood, Downtown Columbia, and the Broad River. It focuses on adapting local streets in the neighborhood to provide multimodal options. The planned COMET transfer hub along River Drive is both an opportunity for new connections and transit-oriented development that takes advantage of the anticipated number of transit routes that will pass through this area. The Elmwood Cemetery and other historic cemeteries that fall within its general boundaries present exciting opportunities for new local, non-vehicular connections that provide access to these important open spaces and cultural assets that also link with Downtown Columbia.

East Implementation Projects

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
E-1	River Access	Urban trail connecting Three Rivers Greenway to Vista Greenway.	Medium	0.65	One cost: assumes 12' shared use path. Previous plan: Walk Bike Columbia.	$686,000 - $928,000	CMCOG, City of Columbia, The River Alliance
E-2	River Access	Naturalized greenway circulating through Elmwood Cemetary.	Medium	1.56	One cost: assumes 12' shared use path.	$1,405,100 - $1,901,000	CMCOG, City of Columbia, Elmwood Cemetary
E-3	River Access	Naturalized greenway connecting Elmwood Cemetary to Lucius Road.	Medium	0.25	One cost: assumes 12' shared use path.	$265,200 - $358,800	CMCOG, City of Columbia, Elmwood Cemetary
E-4	Street Access	Bicycle boulevard/shared lane markings on Union Street/ Richfield Drive/Northwood Street between River Drive and Lucius Road.	High	0.92	One cost: assumes bicycle boulevard. Previous plan: Walk Bike Columbia.	$20,300 - $27,500	CMCOG, City of Columbia
E-5	Street Access	Urban trail on Lucius Road between River Road and Canal Pl Way.	High	0.62	Low cost: assumes building a 12' shared use path along existing rural section, no changes to the street. High cost: assumes building curb and gutter on both sides of the street with amenity zones between 12' shared use path one one side and a sidewalk on the other side of the street. Assumes no removal of of existing asphalt or repaving. Previous plan: Walk Bike Columbia.	$545,700 - $738,300 $2,493,500 -$3,373,600	CMCOG, Richland County, City of Columbia
E-6	Street Access	Bicycle boulevard/shared lane markings on Park Street from the railroad to Marlboro Street.	High	0.82	One cost: assumes bicycle boulevard. Previous plan: Walk Bike Columbia.	$18,100 - $24,500	CMCOG, Richland County, City of Columbia
E-7	Street Access	Bicycle boulevard/shared lane markings on Darlington Street from River Drive to end of existng roadway.	Medium	0.43	One cost: assumes bicycle boulevard.	$9,500 - $12,900	CMCOG, Richland County, City of Columbia
E-8	Street Access	Buffered bicycle lanes on River Drive from Clement Drive to the railroad.	High	0.81	One cost due to ROW constraints: assumes existing roadway is milled and restriped to create two travel lanes with a two-way buffered bicycle lane. On street parking is removed. Existing sidewalk remains. Previous plan: Walk Bike Columbia.	$347,800 - $470,600	CMCOG, Richland County, City of Columbia

East Implementation Projects Cont.

No.	Type	Description	Priority	Miles	Notes	Cost Range	Partners
E-9	Street Access	Bike lanes on Marlboro Street from Lucius Drive to River Road.	High	0.41	Low cost: assumes roadway is milled and restriped to include a 6' climbing bike lane and a sharrow on the downhill. No changes to curbs or sidewalks. High cost: assumes widening the roadway by 8' to add 6' bike lanes on each side of the street with sidewalks on the both sides.Previous plan: Walk Bike Columbia	$81,300 - $110,000 $1,482,000 - $2,005,100	CMCOG, Richland County, City of Columbia
E-10	Street Access	Build new two-lane roadway continuing the bicycle boulevard/shared lane markings from Darlington Street to Lucius Road.	Low	0.11	One cost: assumes new 24' road with no curb and gutter.	$75,400 - $102,000	CMCOG, Richland County, City of Columbia
E-11	Street Access	Build new two-lane roadway from River Road to Keels.	Low	0.13	One cost: assumes new 24' road with curb and gutter, 5' sidewalk on one side.	$165,300 - $223,700	CMCOG, Richland County, City of Columbia
E-12	Street Access	Build new two-lane roadway from Lucius Road to Keels.	Low	0.14	One cost: assumes new 24' road with curb and gutter, 5' sidewalk on one side.	$218,700 - $295,900	CMCOG, Richland County, City of Columbia
E-13	Street Access	Build new two-lane roadway from River Road to Keels.	Low	0.07	One cost: assumes new 24' road with curb and gutter, 5' sidewalk on one side.	$39,200 - $53,100	CMCOG, Richland County, City of Columbia
E-14	Street Access	Build urban trail on River Drive from the bridge to Clement Road.	High	0.90	Both costs assume a road diet from 5-lanes to 3-lanes. Low cost: assumes milling the existing roadway and adding in new striping for vehicle travel lanes,realloating two lanes for a protected two-way cycle track on one side, and mantainig existing sidewalks on both sides of the street. High cost includes a planted median, removing all existing asphalt and concrete, and upgraded ammentity zones for pedestrians and bicyclists.	$5,316,900 - $7,254,300 $17,003,100 - $23,004,200	CMCOG, Richland County, City of Columbia

Reaching Riverbanks

The effort for improving community mobility is intertwined with elevating the most unique features of Riverbanks: its rivers. It's about connecting people with the place. Reaching Riverbanks may take decades, if not generations to unfold. But if used as the guide for which it was intended, the plan has the power to satisfy the mobility needs of all community members, present and future.

REACHING
RIVERBANKS
Community Mobility Plan