



Columbia City Council Work Session Agenda

Tuesday, July 21, 2026 at 1:00 PM

City Hall • Mayor's Conference Room

1737 Main Street, 2nd Floor, Columbia, SC 29201

City Clerk's Office: (803)545-3045 or cityclerk@columbiasc.gov

The Honorable Daniel J. Rickenmann, Mayor

The Honorable Edward H. McDowell, Jr. • The Honorable William Brennan

The Honorable Tina N. Herbert, Mayor Pro-Tempore • The Honorable Peter M. Brown

The Honorable Tyler D. Bailey • The Honorable Sam P. Johnson

Call to Order

Invocation

Adoption of the Agenda

City Council Discussion

1. Taylor Street and Laurel Street Road Diet — Mr. Todd Martin, City Landscape Architect and Ms. Nicole Broner, Multimodal Transportation Coordinator / Planning and Development Services

Executive Session

2. Receipt of legal advice relating to matters covered by attorney-client privilege pursuant to S.C. Code §30-4-70(a)(2)
 - *Repealing and Replacing Chapter 4 – Animals of the 1998 Code of Ordinances of the City of Columbia*
 - *Forest Acres Franchise Fee*
 - *Per-and Polyflouroalkyl Substances (PFAS)*
 - *Use of Artificial Intelligence in City Operations*
 - *Relocation of Municipal Court*
3. Discussion of negotiations incident to proposed contractual arrangements pursuant to S. C. Code §30-4-70(a)(2)
 - *Busted Plug*
 - *Columbia-Richland 911 Communications*
 - *1112 Washington Square*

Adjournment



Meeting Date: July 21, 2026
Department: City Clerk's Office
From: Erika Hammond, City Clerk

Taylor Street and Laurel Street Road Diet — Mr. Todd Martin, City Landscape Architect and Ms. Nicole Broner, Multimodal Transportation Coordinator / Planning and Development Services

Background Summary:

Attachments:

1. Memo_PDS_Taylor St and Laurel St_UPDATED



MEMORANDUM

TO: Teresa B. Wilson, City Manager

FROM: Nicole Broner, Multimodal Transportation Coordinator

CC: Walter Martin City Landscape Architect
Jeff Palen Assistant City Manager Chief Financial Officer
Kenya Bryant Director of Parks & Recreation
Henry Simons Assistant City Manager of Operations
Justin Steinmann Planning and Development Services Director
Lucinda Statler Planning Administrator
Dana Higgins Director of Engineering
Robert Anderson Director of Public Works

DATE: 7/6/2026 [UPDATED]

SUBJECT: Conceptual Layout Package for Taylor St. and Laurel St.

Background Information:

In May of 2025, the SC Department of Transportation put forth some conceptual plans for Taylor St. These plans included creating a separated section with 45° angled in parking, extending the sidewalk, and the addition of curb bump outs in order to help with slowing down traffic.

In January of 2026, a conceptual plan for Laurel Street from Gadsden St. to Assembly St. was put forth for the 1801 Assembly St. Adaptive Reuse by the Capstone Property Group. In these layouts they include angled in parking along the Northside of the street and adjacent to the property along Assembly St.

After reviewing these corridors' configurations, with a focus on the recommendations of the [City's Walk Bike Columbia Pedestrian and Bicycle Master Plan](#) (WBC, 2015) and the Columbia Compass Comprehensive Plan, we took a complementary approach that accommodates the WBC facility recommendations while keeping in mind the Comprehensive plan recommendation to turn both Taylor and Hampton as one-way pairs to two-way streets in the future. The proposed configurations address the current needs for safer parking around Finaly Park, safer pedestrian facilities and crossings, additional bike amenities and appropriately sizing our roadways.

Package Contents:

Within this package, you will find 3 conceptual layouts. One Taylor St., and two for Laurel St. Laurel St. has two layouts due to the split ownership of this section of road which has different parking requirements and will depend on who takes full ownership of said section.

Taylor St

Revisions to SCDOT Proposed Layout

- Lane width to be 11ft.
- Extend the sidewalk to become Shared Use Paths for pedestrians and cyclist. (Figure 1)
- Creation of cutes on both sides of the street for both safer parallel parking and 45° or 60° angled parking with wheel stop to prevent overhang.
 - Estimate 45° Parking + Parallel Parking: ±87 spaces
 - Estimate 60° Parking + Parallel Parking: ±129 spaces
 - Recommendation for back in angled parking for safer loading and unloading for park goers.
- Chute Separation can be done either through concrete wheel stops or by concrete Jersey barrier. (Figure 2)
- Curb bump-outs to be detached for ease of drainage. (Figure 3)
- Addition of a flex zone with a transit shelter for both ride share and bus pick-up and drop-off.
- Bicycle Storage access from the service parking lot. (Figure 4)



Figure 1: OHDOT Shared Use Path



Figure 2: Wheel stop barriers (Left) and Decorative concrete jersey barriers



Figure 3: Detached Curb Bump-Outs with grating



Figure 4: City of Lake Forest Parachute Model Bike Storage

Laurel St.

Following the WBC recommendation, the addition of a two-way protected cycle track to north side with flex post and/or wheel stops should be highly considered as it will operate as a way to connect cyclist down to Riverfront Park safely (*Figure 4*)



Figure 4: Flex post with wheel stops (Left) Decorative low concrete barrier (Right)

City Ownership

- 11ft lane width
- Angled parking 45° or 60° depending on the slope for visibility. Parking to be along Governors Hill to Finlay Park and will terminate near the Park St. intersection.
 - Parking Estimate for 45°: ±30 spaces
 - Parking Estimate for 60°: ±53 spaces
- Addition of a Rectangular Rapid Flashing Beacon at the Lincoln St. intersection for safer access Finlay Park. (*Figure 5*)



Figure 5: Rectangular Rapid Flashing

State Ownership

- 11ft lane width
- The addition of the protected cycle track to the north side with flex post and/or wheel stops, or a low profile concrete barrier. (*Figure 4*)
- Addition of a Rectangular Rapid Flashing Beacon at the Lincoln St. intersection.
- Parallel parking spaces on the south side of the street.
 - Parking Estimate for Parallel Parking: ±40 spaces

Parking Estimate

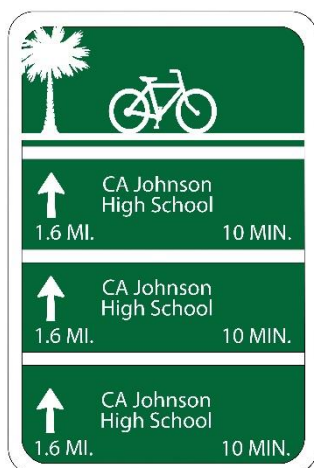
These estimates will take into account the various angled parking options, parallel parking along Taylor Street and will also include parking from the Laurel Street's DOT and CITY layouts. Please note that these estimates do not take into account driveways and municipal operations, and a larger driving aisle is needed with 60° parking.

	Parking Type	Estimated # of Spaces
TAYLOR ST.	Parallel Parking	±31
	45° Parking	±56
	60° Parking	±98
LAUREL ST. (City)	45° Parking	±30
	60° Parking	±53
LAUREL ST. (DOT)	Parallel Parking	±40

Estimated # of Spaces	
Taylor (Parallel + 45° Parking) + Laurel (CITY 45° Parking)	±117
Taylor (Parallel + 45° Parking) + Laurel (DOT Parallel Parking)	±127
Taylor (Parallel + 45° Parking) + Laurel (CITY 60° Parking)	±140
Taylor (Parallel + 60° Parking) + Laurel (CITY 45° Parking)	±159
Taylor (Parallel + 60° Parking) + Laurel (DOT Parallel Parking)	±169
Taylor (Parallel + 60° Parking) + Laurel (CITY 60° Parking)	±182

Wayfinding Signage

The City of Columbia has a network of wayfinding signage to aid in navigation to key points of interest within downtown, many of which can be found along the Lincoln corridor, along Greene St. and down S. Main St. With the consideration of a two way cycle track along Laurel and the shared use paths on Taylor, additional wayfinding signage to help with connecting these new facilities to the network should be taken into consideration. We have drafts of what our current wayfinding signs look like. Base mounting heights, ranging from 4FT – 7Ft, can be adjusted depending on size of the furnishing zone in order to ensure adequate visibility to cyclist without impeding pedestrian traffic or on-street parking.



Bicycle Decision Sign (can have 3 – 4 destination)



Bicycle Route Confirmation Sign



Bicycle Turn Sign



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