

City of Columbia

Bicyclist and Pedestrian Counts

2014 - 2021



We Are Columbia

City of Columbia Planning Division

March 2022

Making Sure We All Count

The objective of the City of Columbia's Bicyclist and Pedestrian Counts is to gather quantitative data to assist City's efforts in providing pedestrian and bicycle infrastructure. Modeled after the National Bicycle and Pedestrian Documentation Project, these counts are lead by the City's Planning and Development Services Department and rely on community volunteers to count the numerous locations around Columbia. While traffic counts are generally conducted at routine intervals by transportation agencies (both local and state), these standardized counts do not provide quantitative and qualitative data related to the behavior and modal choices of the most vulnerable users—pedestrians, bicyclists, transit riders, and persons with disabilities. As roadway design is often data-driven, the lack of this type of data can lead to the design of inadequate or contextually inappropriate infrastructure.

The analysis of count data helps the City identify trends and opportunities for action. This report is designed to help disseminate this information to a wider audience, including members of the public. While the data included in this report has been used to inform decisions made by the City and other partner agencies, it is also important to provide this information in an open, user-friendly format. Similar to other planning documents, making qualitative and quantitative data not only accessible but also meaningful can help citizens engage in community planning and assist in improving our community.

Background

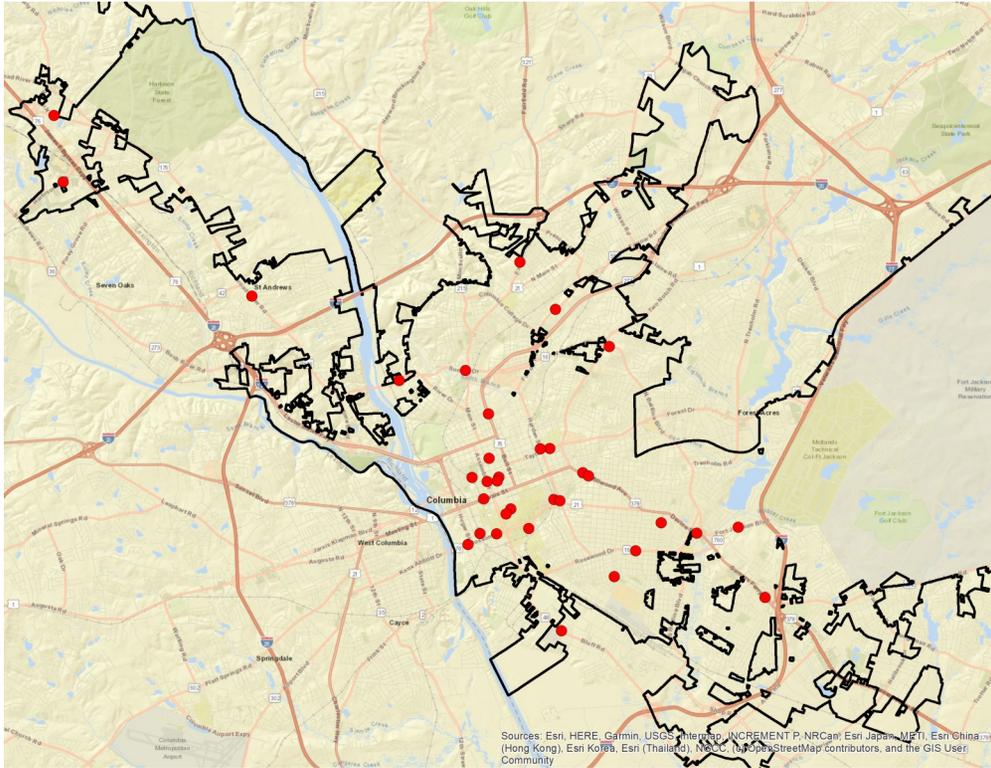
The City of Columbia undertook the effort to study and plan for the movement of bicyclists and pedestrians as part of the *Walk Bike Columbia Pedestrian and Bicycle Master Plan* planning process. Beginning in 2014, a comprehensive study of existing programs and multimodal infrastructure, traffic safety data, and demographic data was conducted to develop the recommendations set forth in the plan. As a result of the analysis, 28 locations were identified throughout the City that could benefit from further study.

Since 2014, regular bicyclist and pedestrian counts have typically been conducted once per year in the Fall, with each count location attempted to be surveyed once during the week (on a Tuesday, Wednesday, or Thursday) and once on the weekend (on a Saturday). Counts are conducted from 7:30am to 9:30am on weekdays and 10:00am to Noon on weekends. Counts note the frequency and prevalence of pedestrians and cyclists in these areas as well as general notes about the infrastructure and its condition.

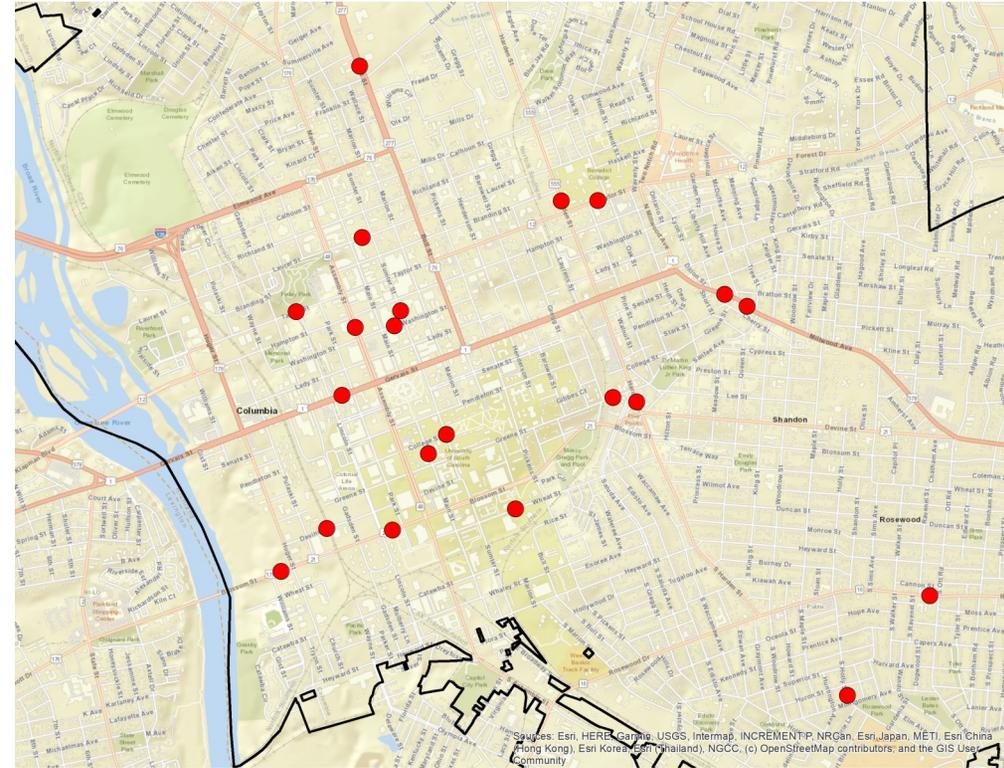
Volunteers for these counts were recruited from City staff, members of City committees and commissions, and the general public. Volunteers were asked to count for two hours in 15 minute increments to obtain more granular data about the peaks in pedestrian and cyclist activity. While efforts are made to count each location twice during the counts, typically there are not enough volunteers to fill each location which has led to gaps in data especially during Saturday counts.

Locations

Since the counts began in 2014, the number of locations has expanded from 28 to 34. Count locations were chosen for numerous reasons including safety concerns, planned infrastructure improvements, and development pressure. Diversity of count locations was also prioritized. Locations were surveyed in residential areas, commercial centers, commuter corridors, and industrial areas.



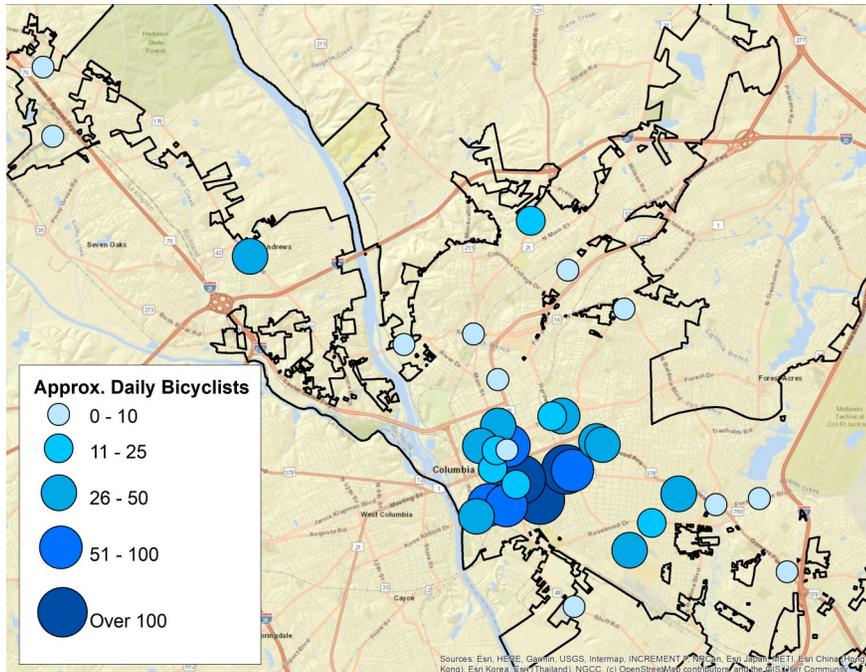
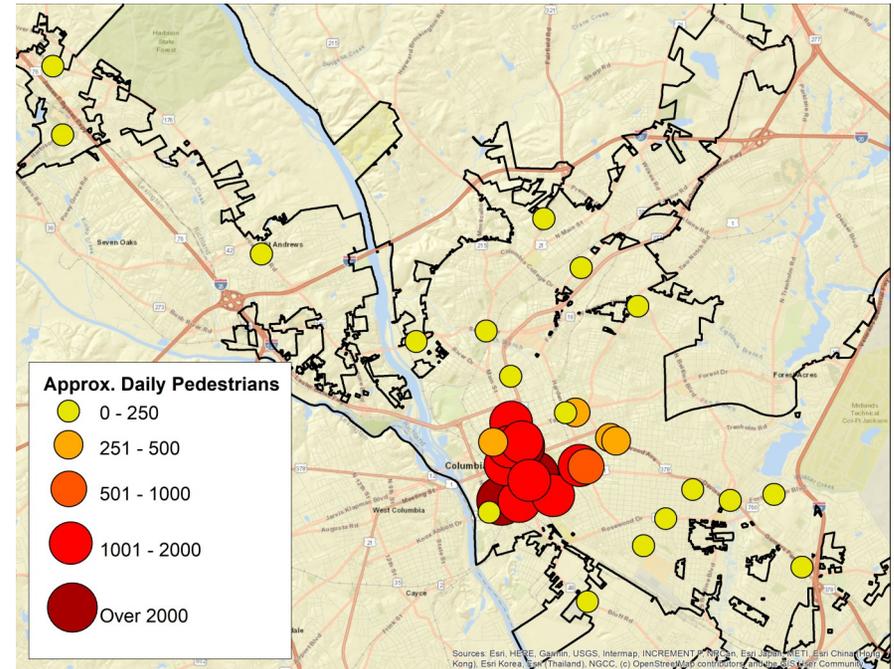
Count locations city-wide (2021)



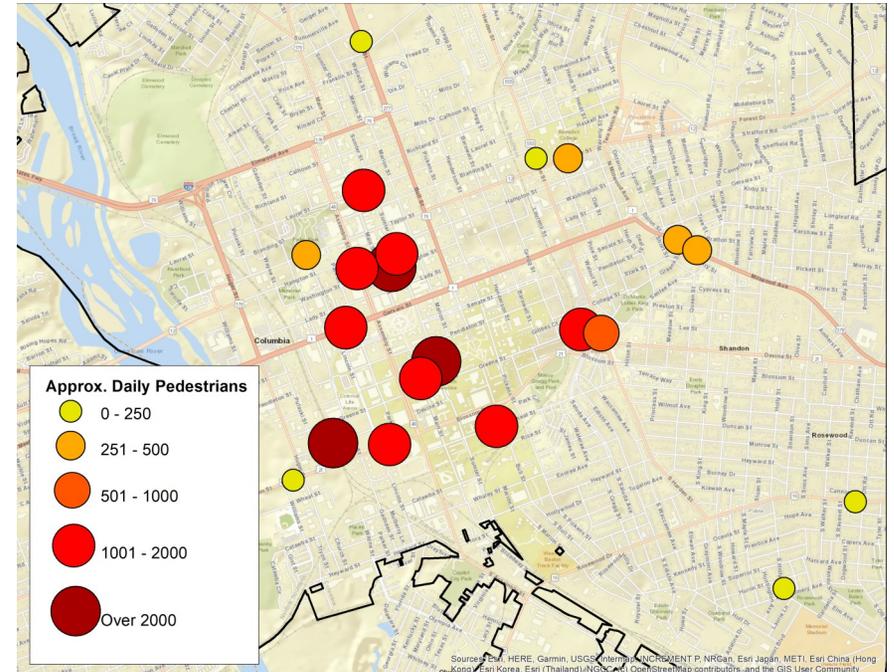
Count locations downtown (2021)

Heat Maps

Examining the data spatially shows interesting patterns of movement by pedestrians and bicyclists. The highest concentrations of pedestrians are located downtown, primarily in the business districts and around UofSC and areas of student housing. Similarly, bicycle activities are clustered downtown, however, there are also concentrations in the neighborhoods to the east and southeast of the urban core as well as areas around the outskirts of Columbia. This type of data can help to identify where bicycle and pedestrian activity is actively occurring and assist in prioritizing areas for additional bicycle and pedestrian infrastructure.



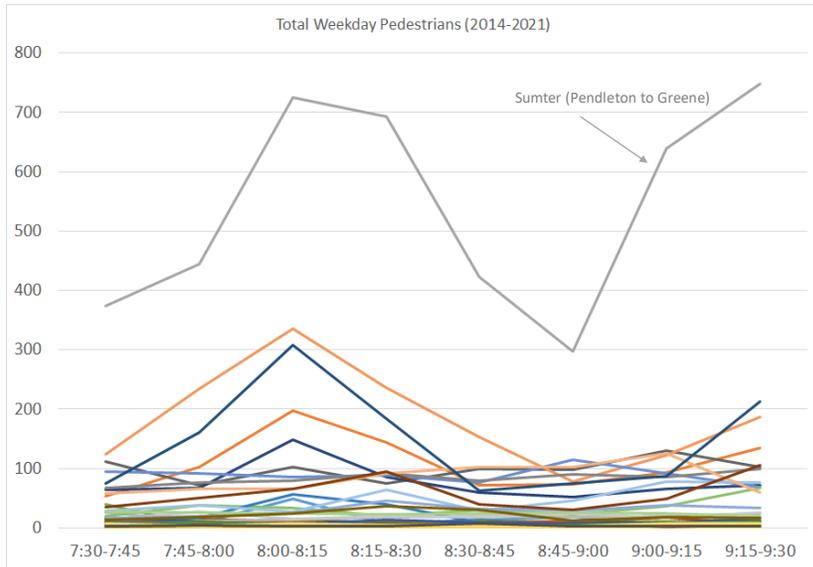
Approximate Daily Bicyclist counts



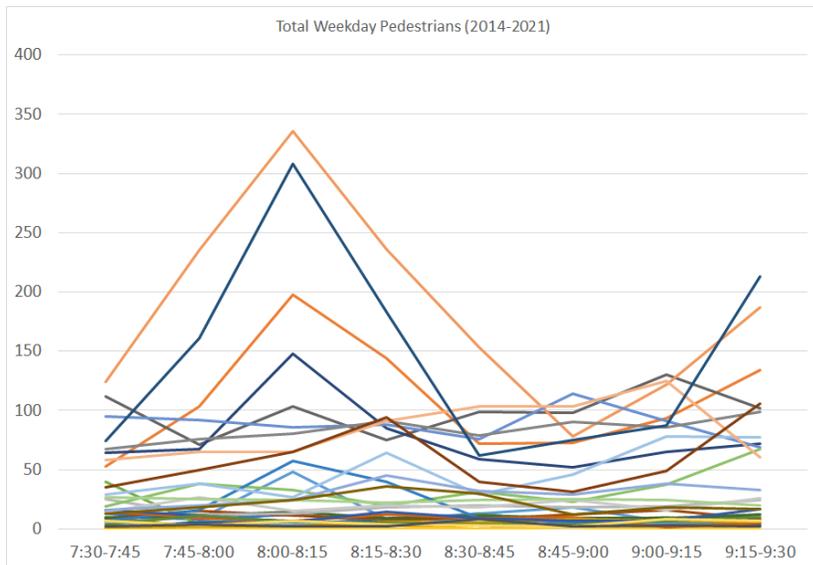
Approximate Daily Pedestrian counts

Incremental Data

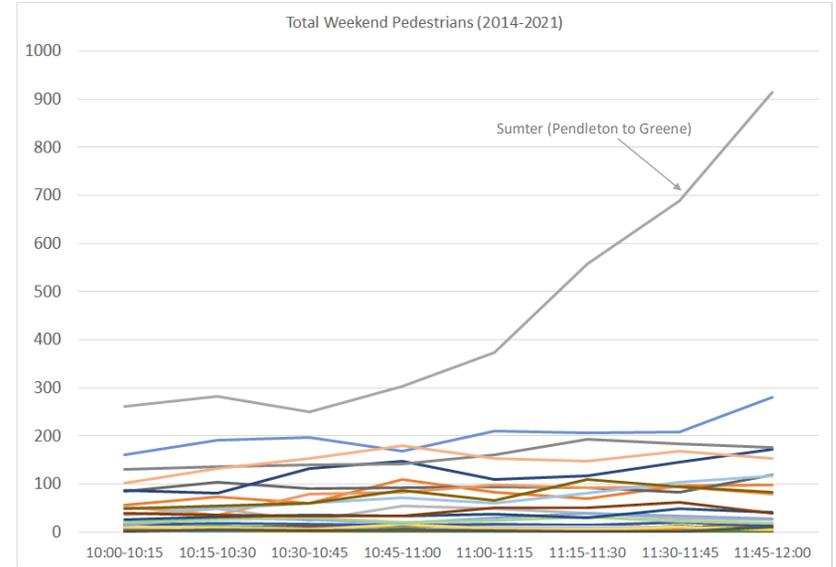
The counts are segmented into 15 minute increments which allows for the data to be viewed over time. Pedestrian count values on both weekdays and weekends at Sumter Street between Pendleton and Greene represent a substantial outlier from other locations, likely due to the large amount of UofSC students in this area. Removing this outlier shows a more clear pattern on weekdays, showing that pedestrians peak around 8:00am before declining briefly then increasing toward 10:00am. In contrast, the weekend counts do not have as distinct of a pattern, instead creating a steady climb in traffic toward the afternoon.



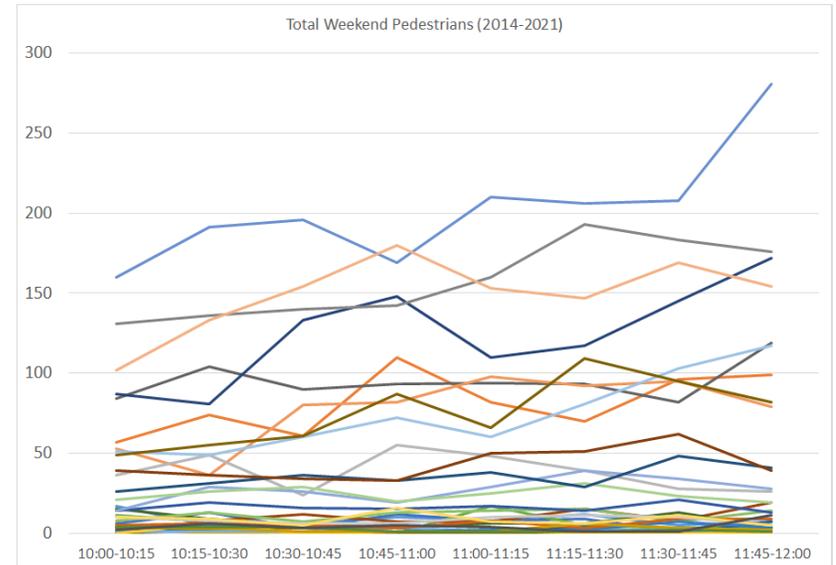
Total Weekday Pedestrians by Location



Total Weekday Pedestrians without Sumter St. Outlier



Total Weekend Pedestrians by Location

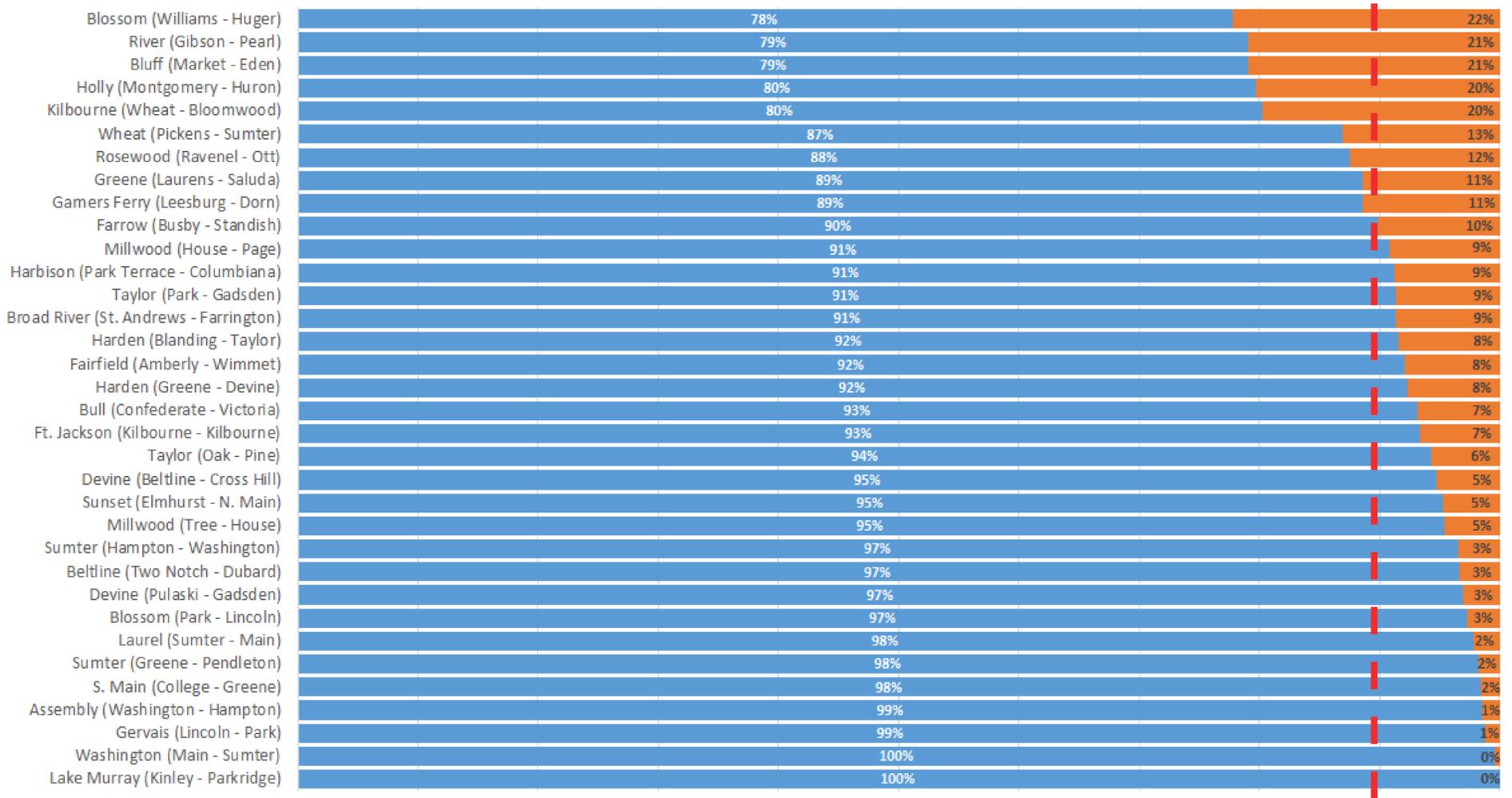


Total Weekend Pedestrians without Sumter St. Outlier

Mode Share Split

The mode share split of the areas that were counted shows that walking is favored nearly 9:1 over bicycling. The areas that have shown to have higher than average bicycling ratios tend to be in areas with relatively low non-vehicular traffic or in residential neighborhoods. As only three of the counted locations have dedicated bike lanes, the creation of additional bike lanes and infrastructure may help to encourage more cyclists to use the roads.

Mode Share Split by Location (2014-2021)



■ Pedestrians ■ Bicyclists

Average Mode Share Split
(89.5% pedestrians/10.5% bicyclists)

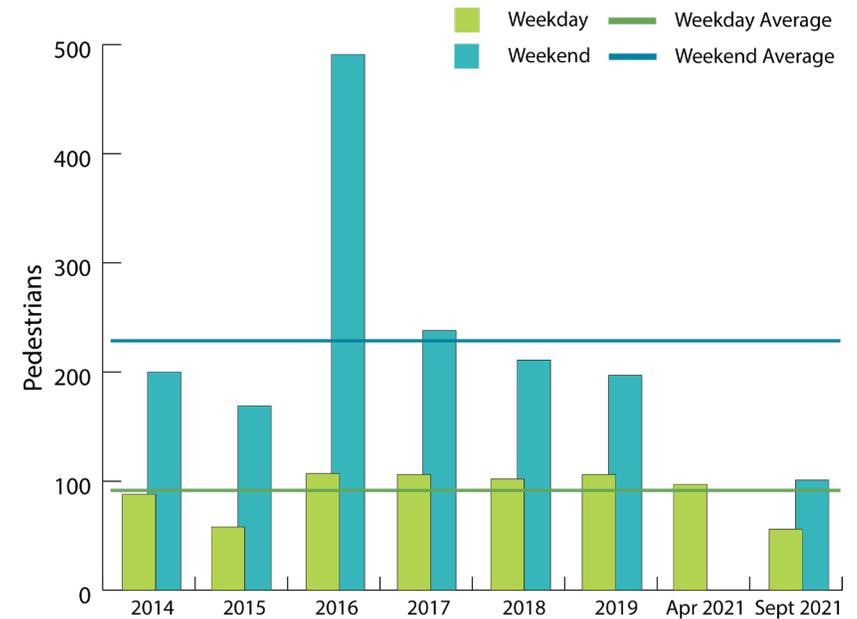
Data Included

The Bicyclist and Pedestrian counts began in 2014, with 28 locations around Columbia. Since then, additional locations have been added bringing the total locations to 34 in 2021. The data gathered helps to better understand the unique needs and challenges at these locations and implement programs to increase safety for all users.

To more easily facilitate the analytical process, cut sheets of each location with the following individualized information are provided:

- Location: An aerial photograph of the corridor with the count location highlighted.
- Estimated Daily Average: The data that was collected in the two hour counts was extrapolated to estimate the aggregate average number of pedestrians and cyclists who pass through each location over the eight counts since 2014. This extrapolation was made using Count Adjustment Factors provided by the National Bicycle and Pedestrian Documentation Project which takes into account the relative density of the location, bicycle and pedestrian infrastructure present at the location, and the time the counts took place.
- Reasons Location was Chosen: The individual circumstances that the location was chosen to be counted.
- Pedestrian Counts Over Time: The pedestrian data collected during each two-hour count. Due to a lack of volunteers, some locations were not counted leading to gaps in the data represented.
- Existing Infrastructure: The existing pedestrian and bicycle infrastructure at each location as well as notable public areas.
- Walk Bike Columbia and other Plan Recommendations: The specific recommendations listed in the Walk/Bike Columbia Pedestrian and Bicycle Master Plan that was adopted in 2015, as well as recommendations made as part of other City neighborhood, area, or corridor plans, or as part of the Columbia Compass Comprehensive Plan.
- Volunteer Observations and Recommendations: General observations and recommendations that were made by count volunteers.

Assembly Street between Washington Street and Hampton Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend

 **1,582.7** **1,050.1** **2,191.3**

 **22.9** **22.2** **23.8**

Existing Infrastructure

- Sidewalks, both sides
- Median with parking

Walk Bike Columbia and other Plan Recommendations

- Intersection improvements at Assembly and Washington
- Intersection improvements at Assembly and Hampton

Reasons Location was Chosen

- Major vehicular corridor in downtown Columbia
- Significant future residential development
- Significant vehicular and residential traffic
- Pedestrian safety concerns
- Adjacent to Richland Library Main branch

Volunteer Observations and Recommendations

This area is the main vehicular artery through downtown Columbia and has extremely wide rights-of-way. The wide lanes leads vehicles to regularly exceed the speed limit and makes crossing the street and cycling on the road particularly treacherous. A road diet and other improvements are necessary to keep the large number of pedestrians in this area safe.

Beltline Boulevard between Two Notch Road and Dubard Street

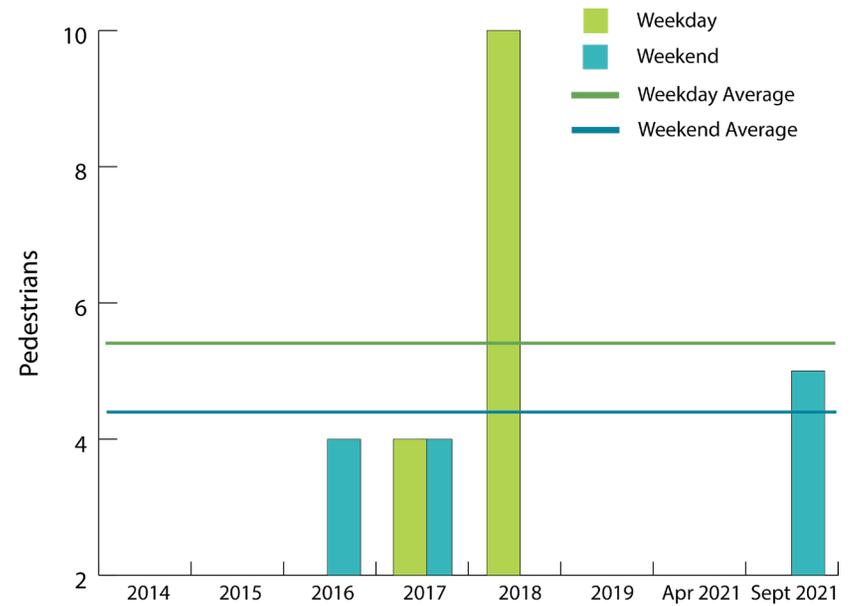


<u>Estimated Daily Average - Total</u>	<u>Estimated Daily Average - Weekday</u>	<u>Estimated Daily Average - Weekend</u>
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 51.8	62.3	41.3
 1.8	0.0	3.7

Reasons Location was Chosen

- Transitional area from commercial corridor to residential area
- Significant vehicular traffic corridor
- Beltline and Two Notch intersection is a safety concern



Existing Infrastructure

- Sidewalks, both sides

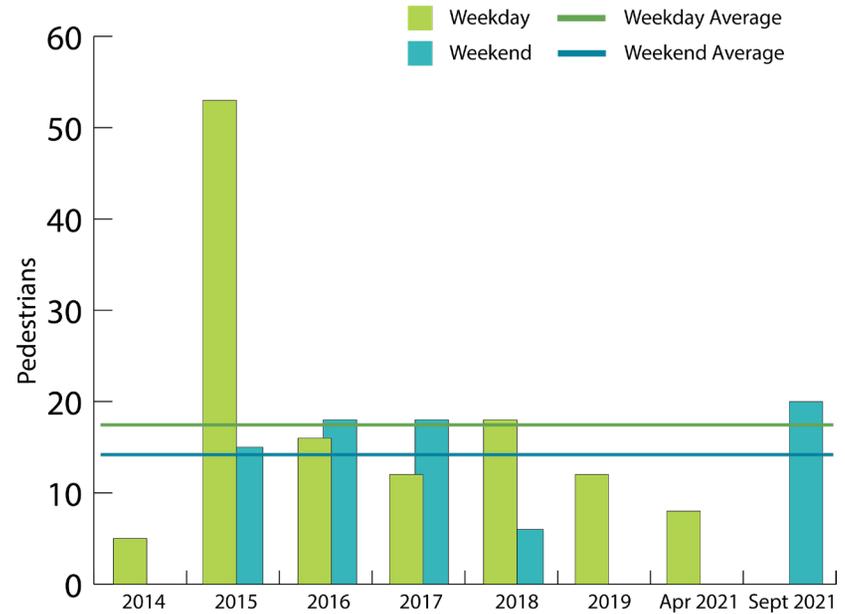
Walk Bike Columbia and other Plan Recommendations

- 1-way Cycle Tracks
- Intersection improvements at Beltline and Two Notch

Volunteer Observations and Recommendations

While bike lanes begin east of Dubard, bicycling and walking remains low in this area. Motorists in this area typically drive at high speeds which makes the unprotected bike lanes feel unsafe for cyclists and uncomfortable for pedestrians. Traffic calming measures such as a road diet and protected bike lanes would improve the safety of all users of this corridor.

Blossom Street between Huger Street and Williams Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



175.2

204.9

133.6



50.1

57.3

40.0

Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- 1-way Cycle Tracks

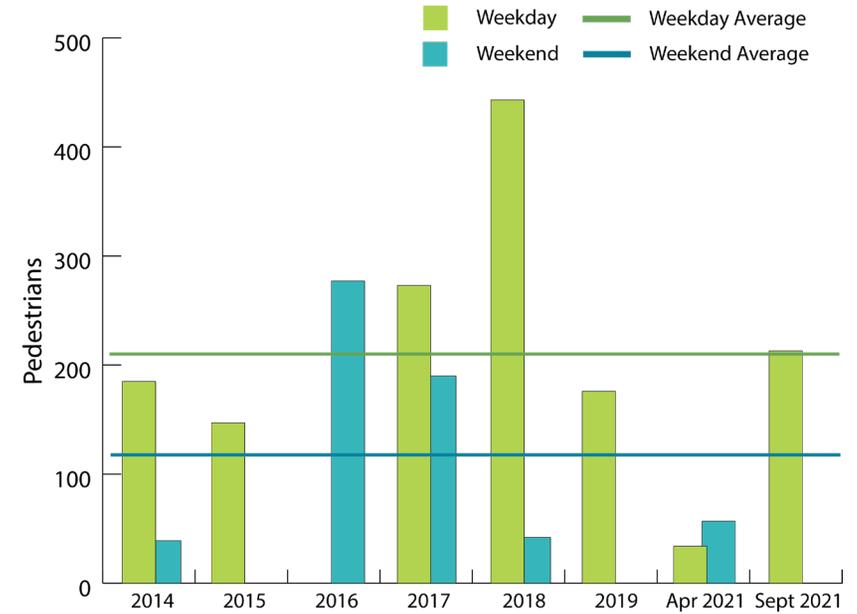
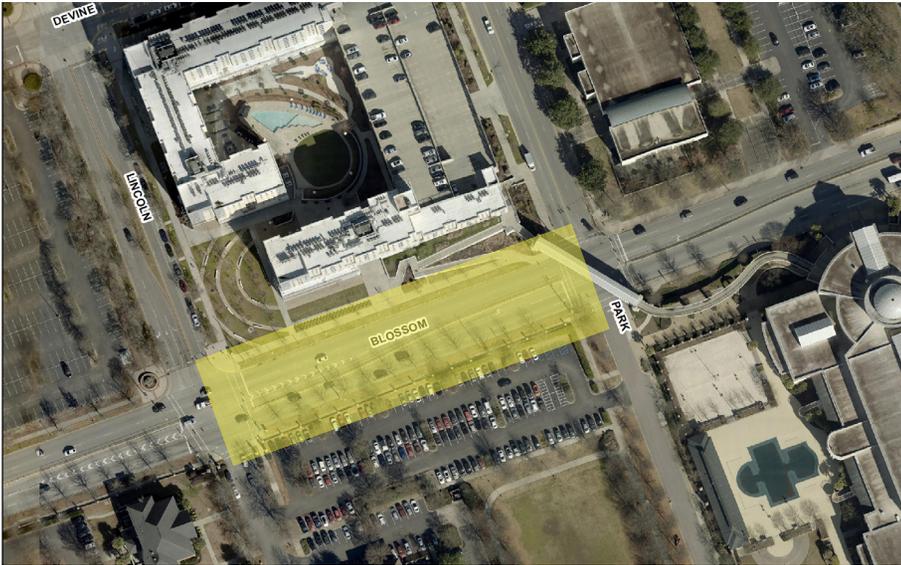
Reasons Location was Chosen

- Major gateway into Columbia
- Bike lanes on Blossom Street bridge
- Significant recent residential development
- Significant vehicular traffic corridor
- Blossom and Huger intersection is a safety concern
- Future infrastructure improvements in area

Volunteer Observations and Recommendations

This corridor provides an entrance into Columbia from Cayce and West Columbia. Aesthetic improvements to this area would help to provide a better first impression of the City. There's a significant number of cyclists using this corridor, however because bike lanes only exist on the bridge, commuters must co-mingle with vehicular traffic or use sidewalks to travel. Residential development on both sides of the river will continue to contribute to large amount of vehicular, pedestrian, and bicycle traffic in this area.

Blossom Street between Park Street and Lincoln Street



**Estimated Daily
Average -
Total**

**Estimated Daily
Average -
Weekday**

**Estimated Daily
Average -
Weekend**

 **1,911.3 2,451.6 1,155.0**

 **53.3 70.3 29.4**

Existing Infrastructure

- Sidewalks, both sides
- Pedestrian bridge

Walk Bike Columbia and other Plan Recommendations

- 1-way Cycle Tracks

Reasons Location was Chosen

- Significant vehicular and pedestrian traffic
- Connection between Greek Village and UofSC campus
- Large amount of student housing adjacent to Blossom

Volunteer Observations and Recommendations

This area combines a high volume of vehicular traffic with significant daily pedestrian traffic, predominantly UofSC students. The lack of bicycle infrastructure and topography of this area leads many cyclists to find alternative routes such as using the pedestrian bridge.

Bluff Road between Market Road and Eden Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



30.3

32.8

24.0



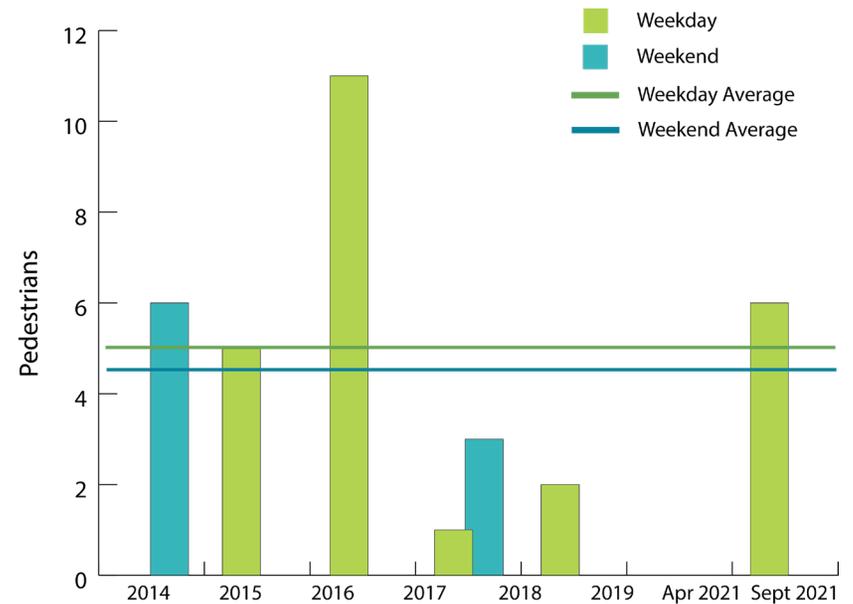
8.0

8.8

6.7

Reasons Location was Chosen

- Major gateway into Columbia
- Near Williams-Bryce Stadium
- Significant pedestrian traffic on game days



Existing Infrastructure

- Partial sidewalks, one side

Walk Bike Columbia and other Plan Recommendations

- Sidepath, west side of road

Volunteer Observations and Recommendations

This corridor is located in a relatively low density, mostly industrial area with low pedestrian and cyclist counts on an ordinary day. However, on a day when Williams-Bryce Stadium is hosting a game, this corridor is packed with pedestrians and vehicles. Making this corridor a complete street with sidewalks, trees, and landscaping would help with safety and improve Columbia's image.

Broad River Road between St. Andrews Parkway and Farrington Way



**Estimated Daily
Average -
Total**



161.7

**Estimated Daily
Average -
Weekday**

190.3

**Estimated Daily
Average -
Weekend**

133.0



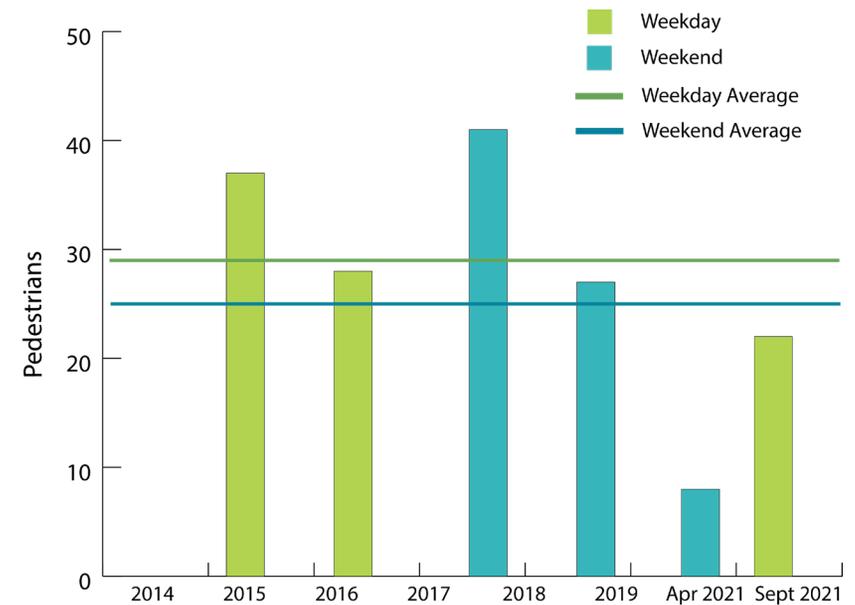
27.5

28.3

26.7

Reasons Location was Chosen

- Adjacent to Richland Library St. Andrews branch
- Significant vehicular traffic corridor
- Pedestrian safety concerns



Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Sidepaths, both sides & access management improvements

Volunteer Observations and Recommendations

This corridor carries significant vehicular, pedestrian, and cyclist traffic daily. There have been pedestrian/vehicular conflicts in this area, particularly when pedestrians attempt to cross Broad River Road. This area has a significant number of households that do not own a personal vehicle which increases the amount of pedestrians and cyclists and underscores the need for safety improvements.

Bull Street between Confederate Avenue and Victoria Street



Estimated Daily
Average -
Total

58.2

Estimated Daily
Average -
Weekday

72.4

Estimated Daily
Average -
Weekend

44.0



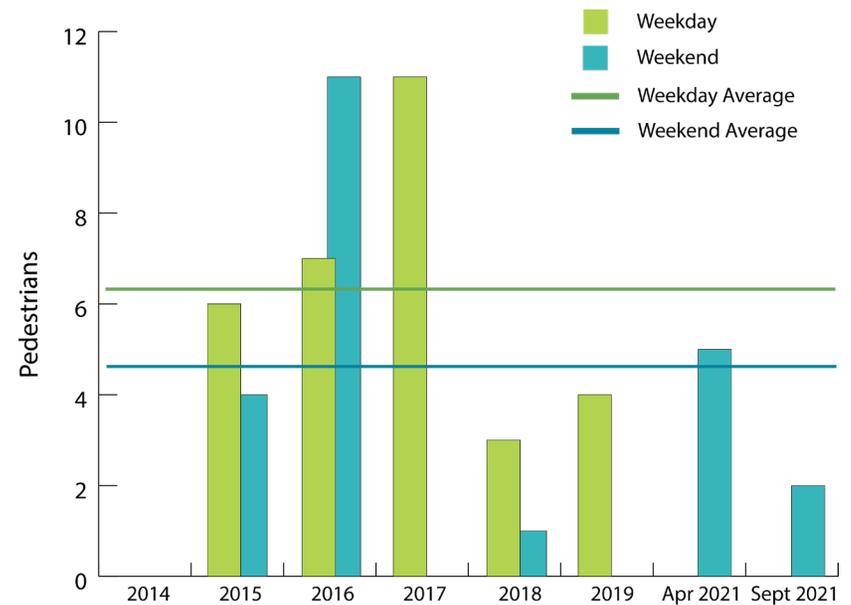
4.3

6.6

2.0

Reasons Location was Chosen

- Major gateway into downtown Columbia
- Significant vehicular traffic corridor
- Adjacent to Bull Street District



Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Intersection improvements at Bull and Confederate
- Intersection improvements at Bull and Victoria

Volunteer Observations and Recommendations

This corridor connects the downtown grid to SC 277 to the north. This area serves to move a significant number of commuters in and out of the city every day. The amount and speed of the vehicles in this area combined with narrow sidewalks makes walking and cycling uncomfortable. Infrastructure improvements would help increase pedestrian and cycling safety.

Devine Street between Beltline Boulevard and Cross Hill Road



**Estimated Daily
Average -
Total**

149.7

**Estimated Daily
Average -
Weekday**

145.0

**Estimated Daily
Average -
Weekend**

153.9



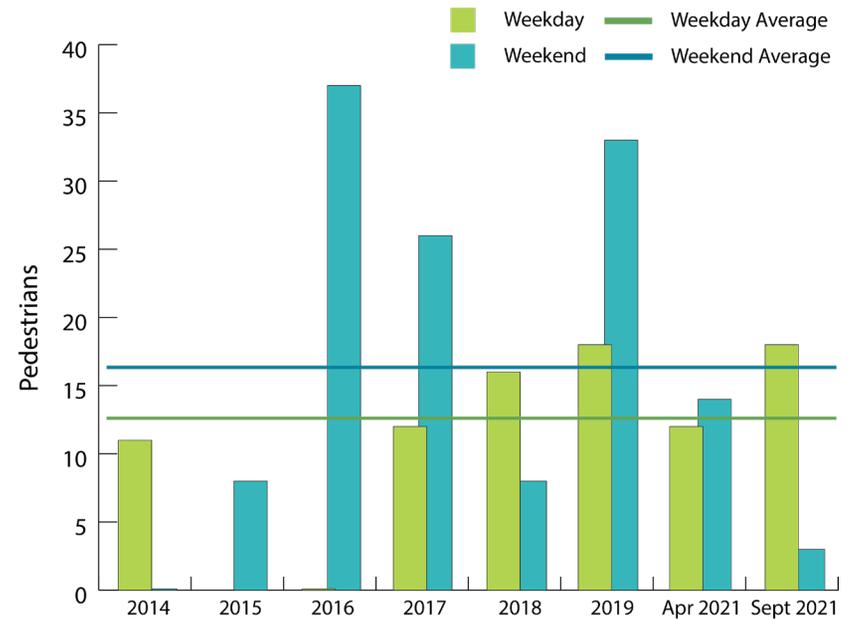
8.3

4.7

11.4

Reasons Location was Chosen

- Significant vehicular traffic corridor
- Devine & Beltline and Devine & Cross Hill intersections are a safety concern
- Significant commercial area
- Devine Street - Fort Jackson Commercial Node Plan recommendation



Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Intersection improvements at Devine and Beltline
- Intersection improvements at Devine and Cross Hill

Volunteer Observations and Recommendations

This area is the entrance into a large commercial center which draws thousands of shoppers each day. While the area is largely auto-oriented, numerous pedestrians also access this area daily. The wide roads, high-speeds, and large intersections make walking along this corridor very hazardous.

Devine Street between Pulaski Street and Gadsden Street



**Estimated Daily
Average -
Total**

**Estimated Daily
Average -
Weekday**

**Estimated Daily
Average -
Weekend**



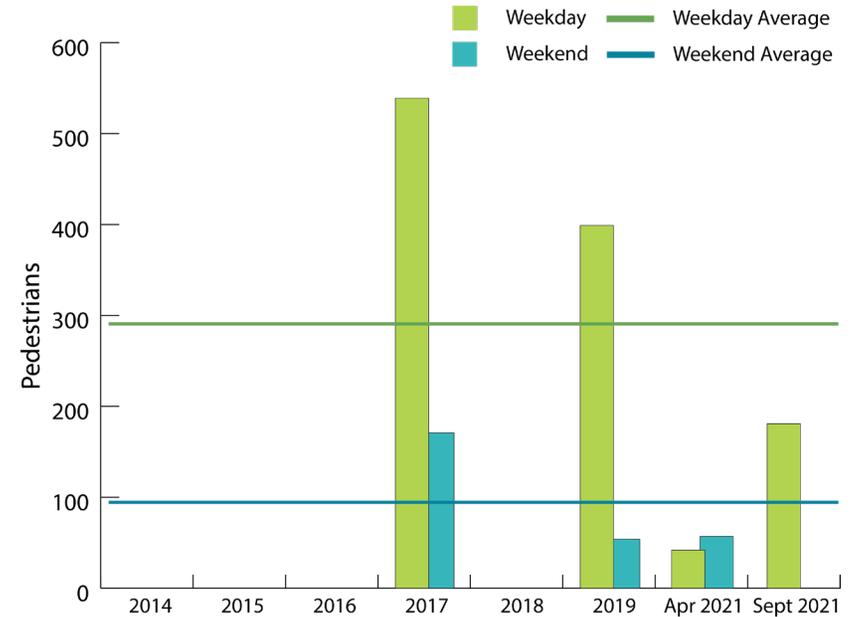
2,319.4 3,386.3 897.0



71.9 110.0 21.0

Reasons Location was Chosen

- Significant recent residential development
- Significant pedestrian traffic
- Future infrastructure improvements in area
- Adjacent to the Innovista Trail



Existing Infrastructure

- Sidewalks, one side
- Innovista Trail

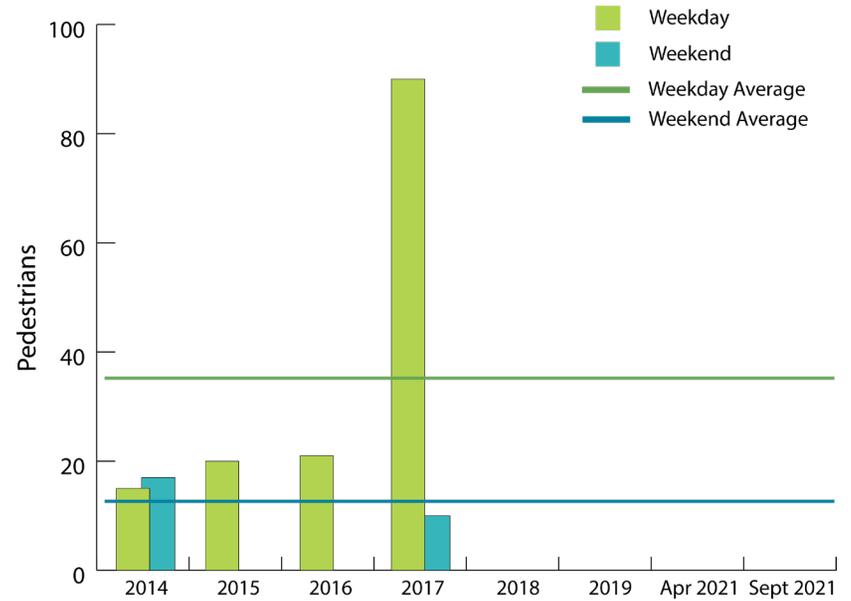
Walk Bike Columbia and other Plan Recommendations

- Bike lanes
- Extension of the Innovista Trail

Volunteer Observations and Recommendations

This area was added to the counts in 2017 following the construction of numerous student housing complexes in this area. This area carries thousands of people, mainly students, daily despite a lack of pedestrian infrastructure. Making this area a complete street with sidewalks and bicycle infrastructure and extending the Innovista Trail would help to increase the safety of this largely pedestrian corridor.

Fairfield Road between Amberley Road and Winmet Drive



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



183.3

239.5

71.5



15.6

13.3

19.3

Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Road diet with buffered bike lanes
- Intersection improvements at Fairfield and Amberley

Volunteer Observations and Recommendations

This corridor is relatively low density and links more rural parts of Richland County to the City. This area also has relatively high numbers of households who do not own personal vehicles which has lead to a large number of pedestrians and cyclists. The high speed and rural quality of this road combined with the large number of pedestrians raises significant safety concerns for this area.

Reasons Location was Chosen

- Gateway into Columbia from I-20 and northern Richland County
- Adjacent to Alcorn Middle School
- Pedestrian safety concerns

Farrow Road between Busby Street and Standish Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



67.6

54.7

87.0



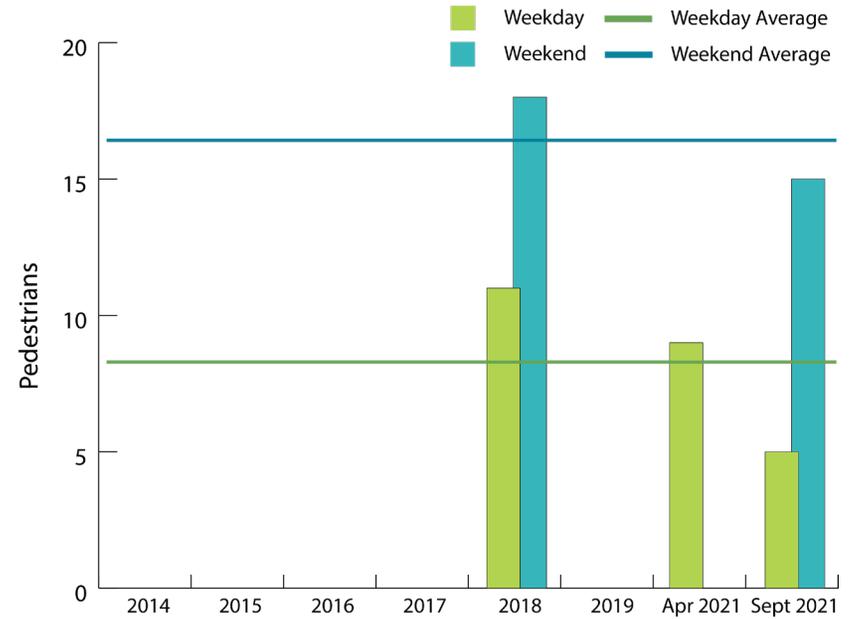
7.6

11.0

2.5

Reasons Location was Chosen

- Significant vehicular traffic corridor
- Pedestrian and cyclist safety concerns
- Infrastructure improvements in area



Existing Infrastructure

- Sidewalks, both sides
- Midblock crossing

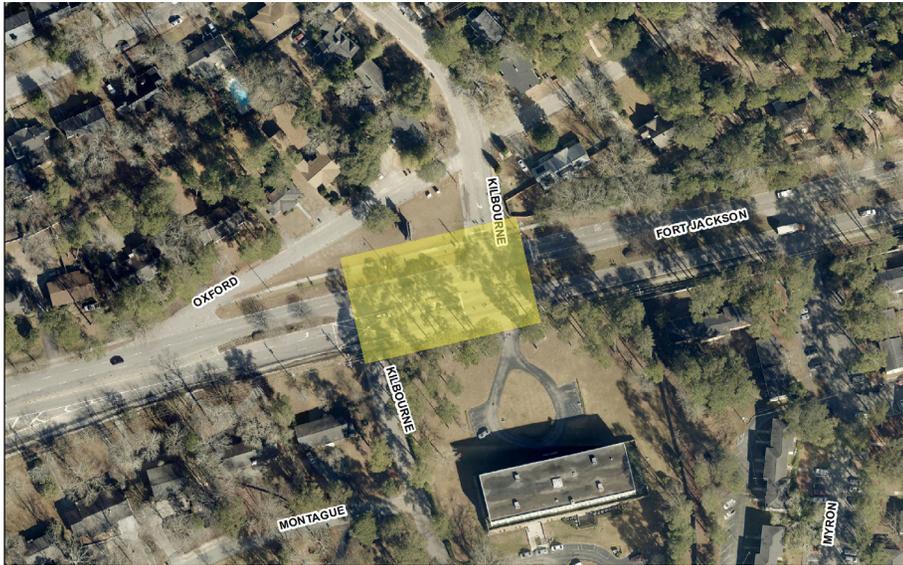
Walk Bike Columbia and other Plan Recommendations

- Road diet with 1-way Cycle Tracks
- Part of Walk Bike Columbia catalyst project

Volunteer Observations and Recommendations

This corridor was added to the counts in 2018 following numerous pedestrian collisions. In 2018, SCDOT planned a repaving and road diet which would include a buffered bike lane. Following the completion of this project, the bike lanes were removed, leaving lingering safety concerns for pedestrians and cyclists.

Fort Jackson Boulevard between Kilbourne Road and Kilbourne Road



**Estimated Daily
Average -
Total**



126.2

**Estimated Daily
Average -
Weekday**

95.6

**Estimated Daily
Average -
Weekend**

164.5



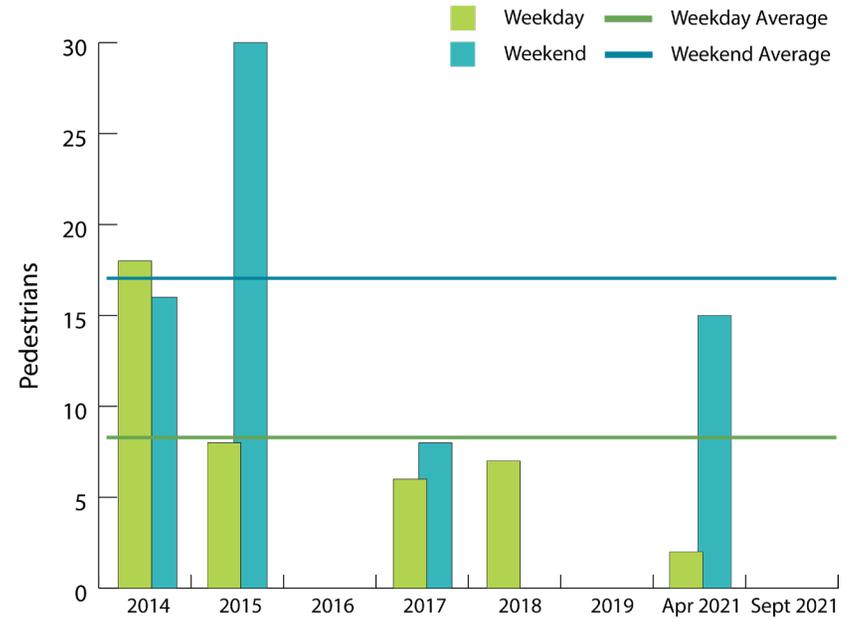
9.0

5.4

13.5

Reasons Location was Chosen

- Connection to Fort Jackson
- Significant vehicular traffic corridor



Existing Infrastructure

- Sidewalks, both sides

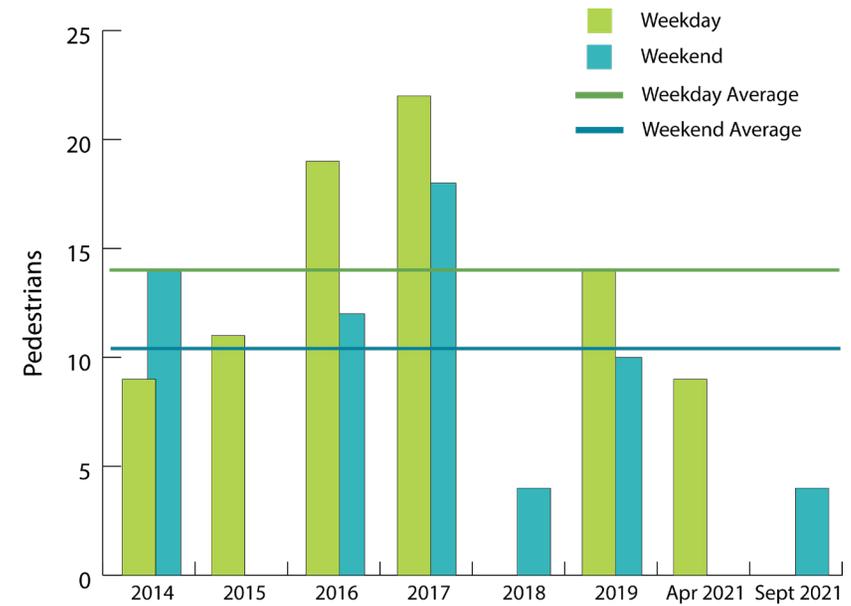
Walk Bike Columbia and other Plan Recommendations

- Road diet with 1- way Cycle Tracks

Volunteer Observations and Recommendations

This corridor provides a connection between Fort Jackson and surrounding neighborhoods to the commercial node at Devine Street. The convergence of numerous roads combined with a relatively large number of pedestrians makes this area a safety concern.

Garners Ferry Road between Leesburg Road and Dorn Drive



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



73.2

91.8

54.4



9.4

11.0

7.8

Reasons Location was Chosen

- Major gateway into Columbia
- Significant vehicular traffic corridor
- Adjacent to the Dorn Veterans Administration campus

Existing Infrastructure

- Sidewalks, both sides

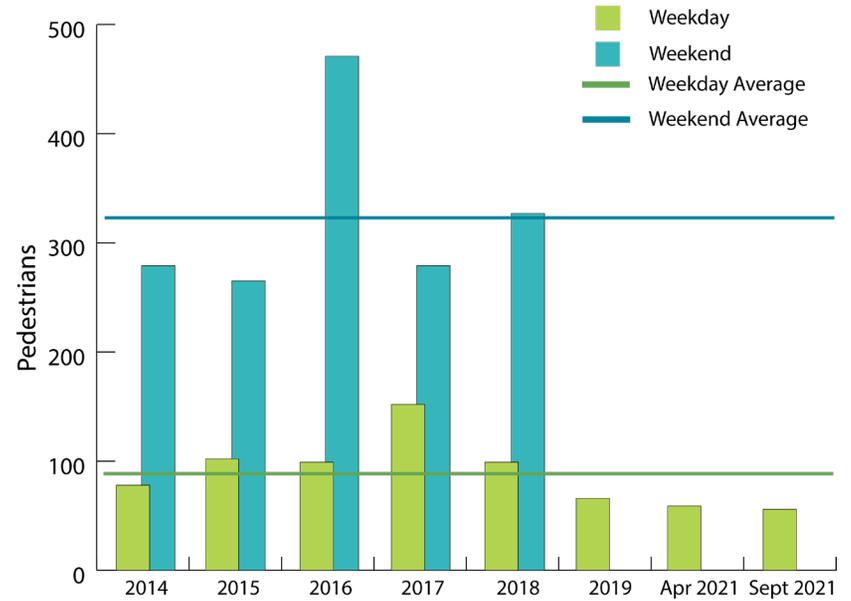
Walk Bike Columbia and other Plan Recommendations

- Sidepath
- Midblock crossing
- Intersection improvements at Garners Ferry and Leesburg

Volunteer Observations and Recommendations

This corridor functions a gateway and major commuting route into Columbia from I-77 and southeast Richland County. In this area, the Dorn VA serves numerous people, including disabled and homeless veterans, who can be seen walking from the VA and using transit in the area. Significant pedestrian safety improvements and beautification of this area are recommended.

Gervais Street between Lincoln Street and Park Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend

 **1,828.2** **1,036.8** **3,094.6**

 **23.6** **23.8** **23.4**

Reasons Location was Chosen

- Major commercial corridor in the Vista
- Significant recent commercial development
- Significant vehicular traffic corridor
- Significant pedestrian traffic corridor

Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- 2-way Cycle Track

Volunteer Observations and Recommendations

This corridor is one of the most active commercial areas in Columbia for both vehicular and pedestrian traffic. The corridor lacks bicycle facilities which leads many to use lower volume parallel streets to move around the Vista. Given the large numbers of pedestrians, the sidewalks are narrow and notably have numerous utility access cutouts which can make walking hazardous.

Greene Street between Laurens Street and Saluda Avenue



**Estimated Daily
Average -
Total**

**Estimated Daily
Average -
Weekday**

**Estimated Daily
Average -
Weekend**



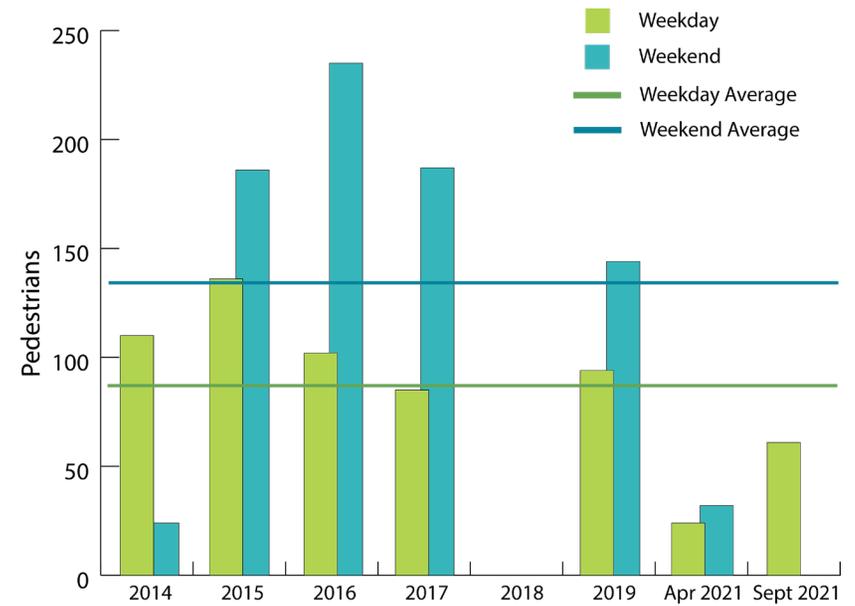
1,142.5 1,020.1 1,285.3



147.5 210.1 74.5

Reasons Location was Chosen

- Connection between UofSC and nearby neighborhoods to Five Points
- Significant pedestrian and cyclist traffic



Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Bike Boulevard

Volunteer Observations and Recommendations

This corridor provides an entrance into Five Points from neighborhoods to the east. This area is dense and highly walkable. The high number of pedestrians in the area frequently come into conflict with automotive traffic. More pedestrian and cyclist safety measures should be added to this area to reduce these issues.

Harbison Boulevard between Park Terrace Drive and Columbiana Drive



**Estimated Daily
Average -
Total**

**Estimated Daily
Average -
Weekday**

**Estimated Daily
Average -
Weekend**



55.2

52.6

68.0



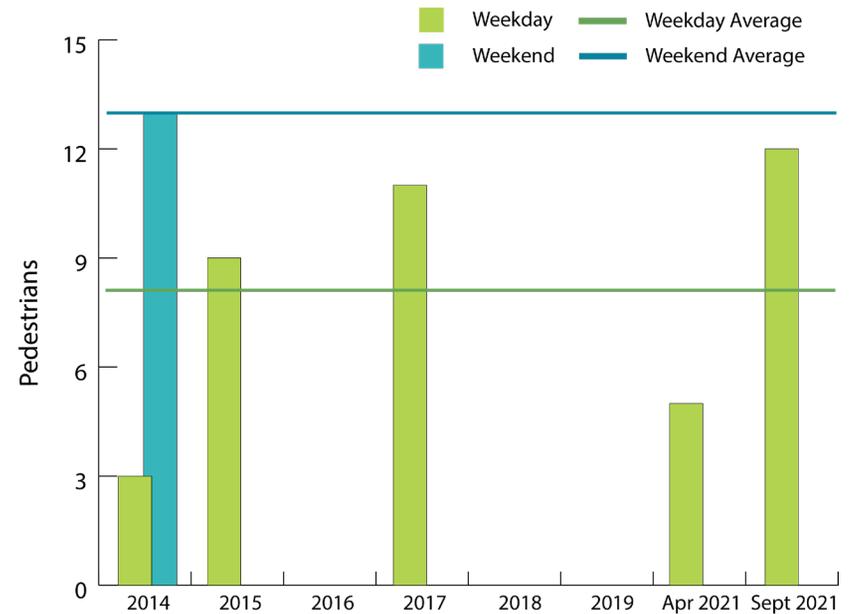
5.3

5.4

5.0

Reasons Location was Chosen

- Significant vehicular traffic corridor
- Harbison & Park Terrace and Harbison & Columbiana intersections are a safety concern
- Lack of pedestrian infrastructure



Existing Infrastructure

- No sidewalks, both sides

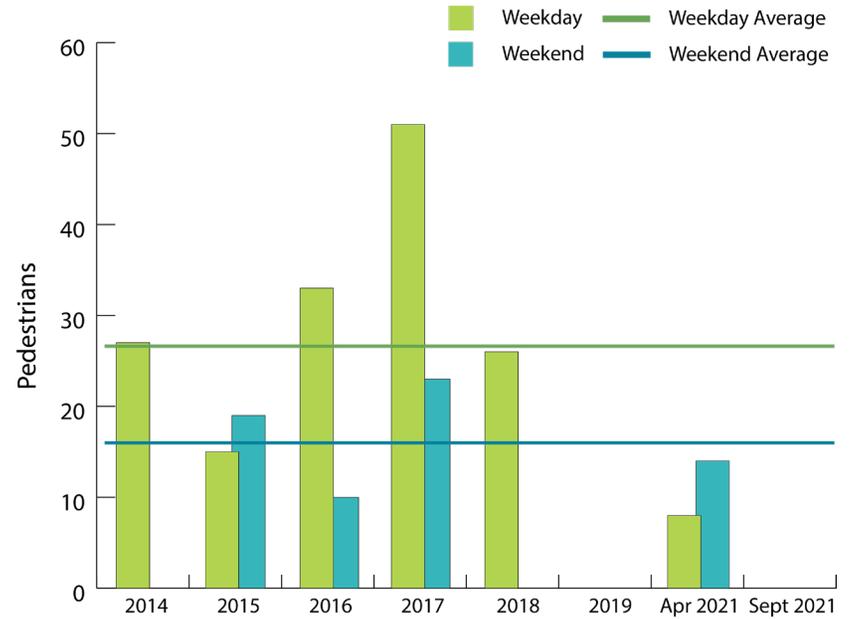
Walk Bike Columbia and other Plan Recommendations

- Road diet and 2-way Cycle Track
- Intersection improvements at each intersection
- Realignment of Columbiana Drive

Volunteer Observations and Recommendations

This corridor carries a significant number of vehicular traffic to the numerous commercial destinations in this area. While this area is focused on vehicular use, there are pedestrians and cyclists that regularly use this area. The lack of pedestrian and cyclist infrastructure in this area is a safety concern.

Harden Street between Blanding Street and Taylor Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



249.6

311.0

157.5



23.0

25.2

19.8

Reasons Location was Chosen

- Significant vehicular traffic corridor
- Significant intersection
- Adjacent to Benedict College and Allen University

Existing Infrastructure

- Sidewalks, both sides

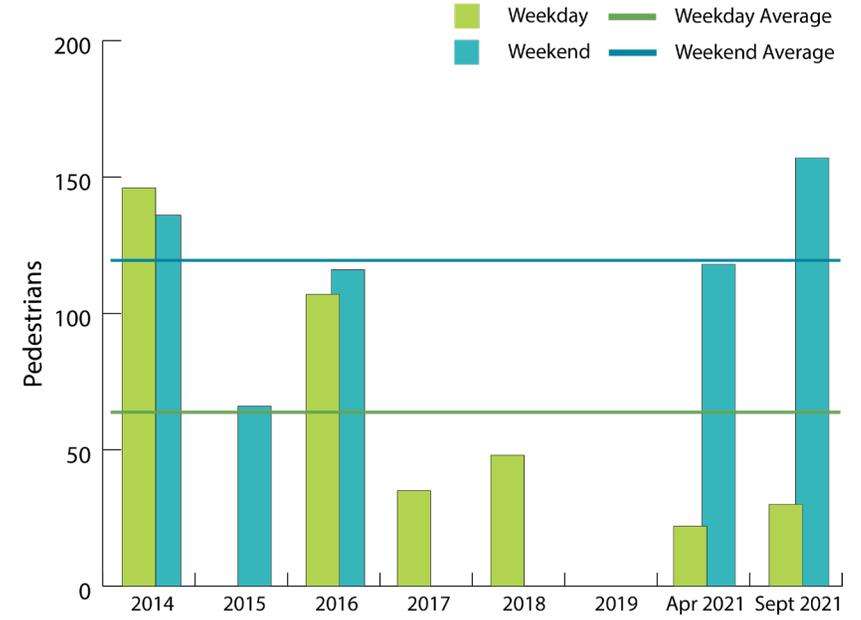
Walk Bike Columbia and other Plan Recommendations

- Road diet and 1-way Cycle Tracks
- Bike lanes with lane width reduction

Volunteer Observations and Recommendations

This corridor leads to the convergence of two main roads in Columbia and carries thousands of vehicles daily. Numerous pedestrians and cyclists also use this area frequently and must contend with the high-speed traffic and wide corridors. With the future redevelopment of Allen Benedict Court apartments, pedestrian and bicycle safety improvements will be necessary to address the increased demand.

Harden Street between Greene Street and Devine Street



**Estimated Daily
Average -
Total**

**Estimated Daily
Average -
Weekday**

**Estimated Daily
Average -
Weekend**



926.0

754.3

1,132.0



77.0

106.2

42.0

Reasons Location was Chosen

- Significant commercial corridor
- Significant vehicular, pedestrian, and bicyclist traffic
- Pedestrian safety concerns
- Future infrastructure improvements in area

Existing Infrastructure

- Sidewalks, both sides

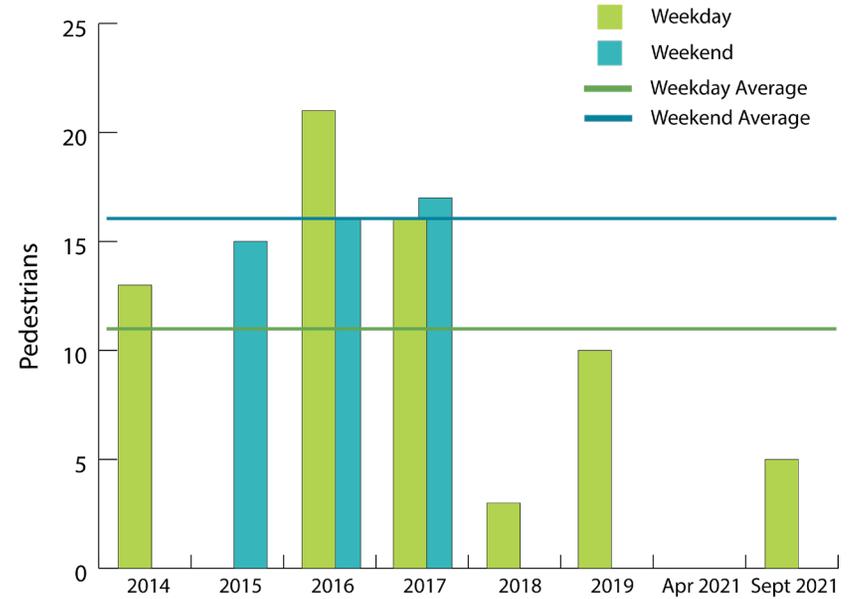
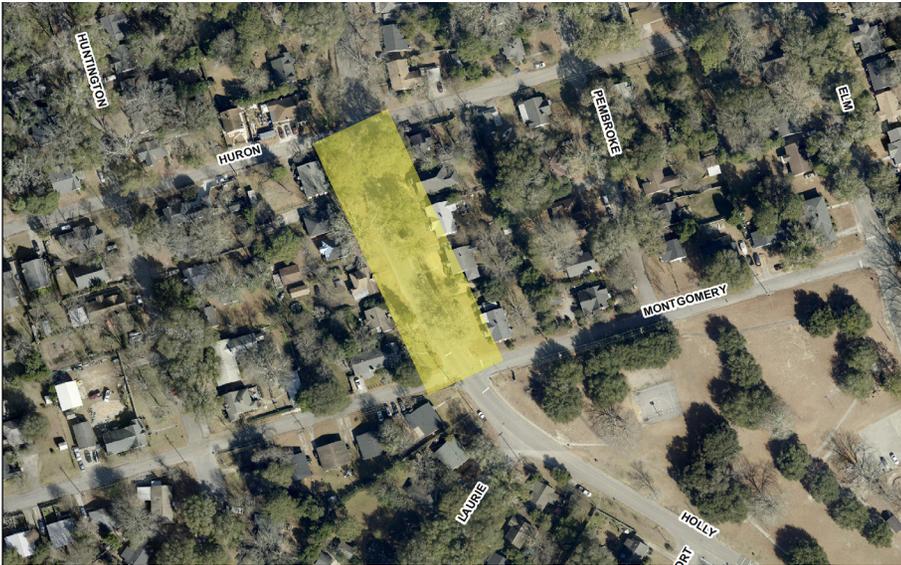
Walk Bike Columbia and other Plan Recommendations

- Buffered bike lanes

Volunteer Observations and Recommendations

This corridor goes through the heart of Five Points and draws a large number of people each day. The large number of pedestrians and cyclists often come into contact with the high speed vehicular traffic. There are opportunities for improved safety including a road diet, decreased vehicular speeds, and buffered bike lanes.

S. Holly Street between Huron Street and Montgomery Avenue



**Estimated Daily
Average -
Total**

139.1

**Estimated Daily
Average -
Weekday**

132.3

**Estimated Daily
Average -
Weekend**

152.7



35.4

29.7

52.5

Existing Infrastructure

- Sidewalks, one side

Walk Bike Columbia and other Plan Recommendations

- Bike lanes

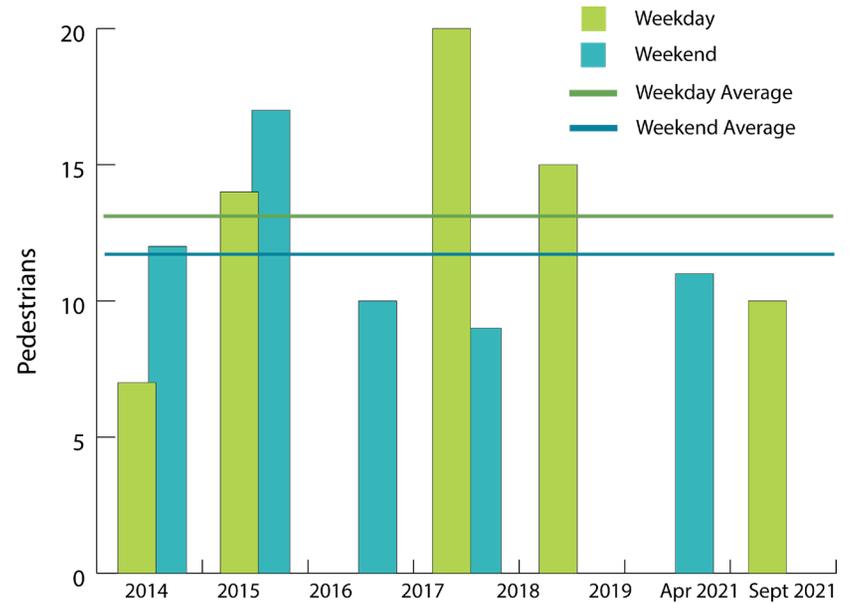
Volunteer Observations and Recommendations

This corridor provides a connection between Rosewood Drive and Owens Field and the parks and fields surrounding the airport. The parks and fields draw significant numbers of pedestrians and cyclists from the surrounding residential neighborhoods. Providing bike lanes and sidewalks would increase safety in this area.

Reasons Location was Chosen

- Primary connector street
- Adjacent to Rosewood Park

Kilbourne Road between Wheat Street and Bloomwood Road



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



133.3

154.0

112.6



28.0

33.0

23.0

Existing Infrastructure

- Sidewalks, one side

Walk Bike Columbia and other Plan Recommendations

- Bike lanes

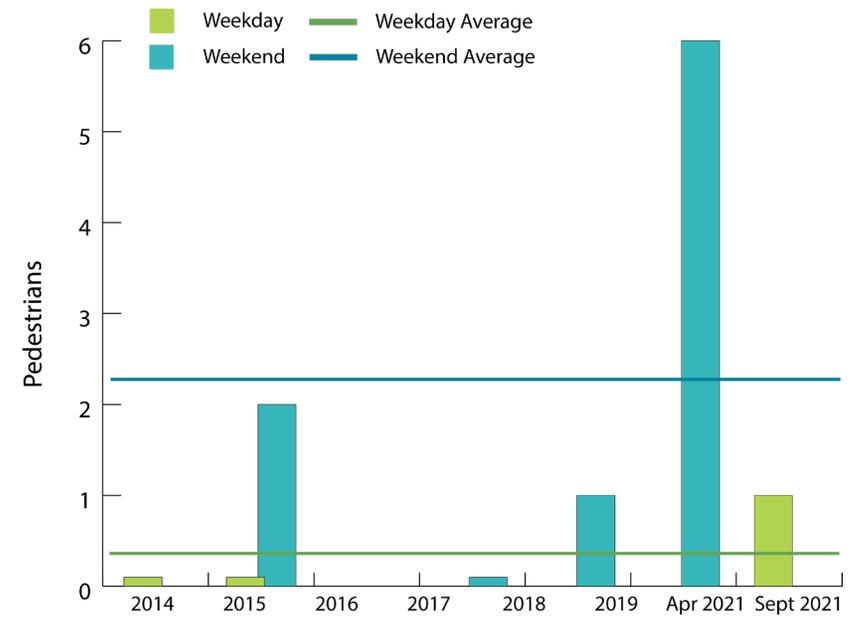
Reasons Location was Chosen

- Main collector road in a residential area
- Acts as a main connection between Devine Street and Rosewood Drive

Volunteer Observations and Recommendations

This corridor is in a primarily single family residential area that connects two prominent corridors. Despite a lack of pedestrian and bicycle infrastructure and topographic issues, this area sees significant non-vehicular traffic. Adding sidewalks and bike lanes would increase safety for these users.

Lake Murray Boulevard between Kinley Road and Parkridge Drive



Estimated Daily Average - Total **Estimated Daily Average - Weekday** **Estimated Daily Average - Weekend**

	7.9	2.3	12.0
	0.0	0.0	0.0

Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Road diet and 2-way Cycle Track
- Intersection improvements at Lake Murray and Kinley

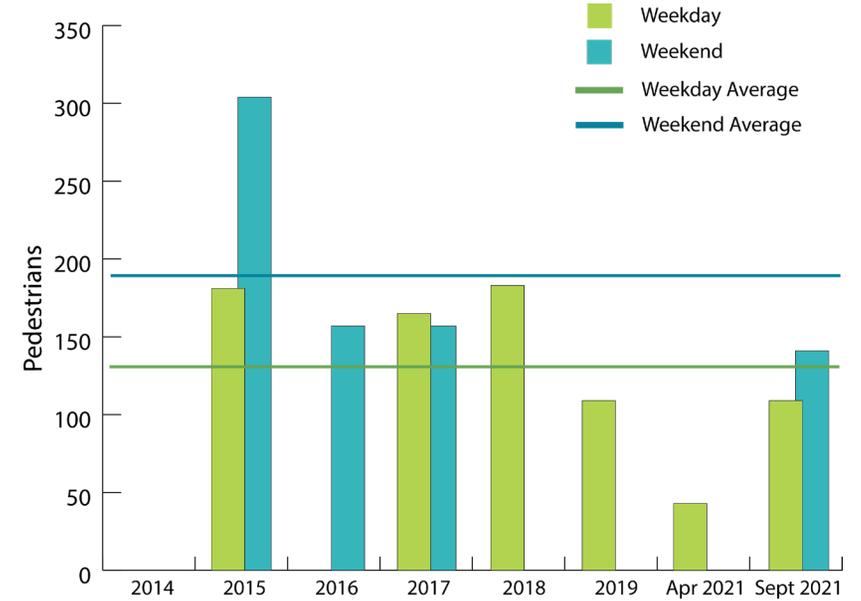
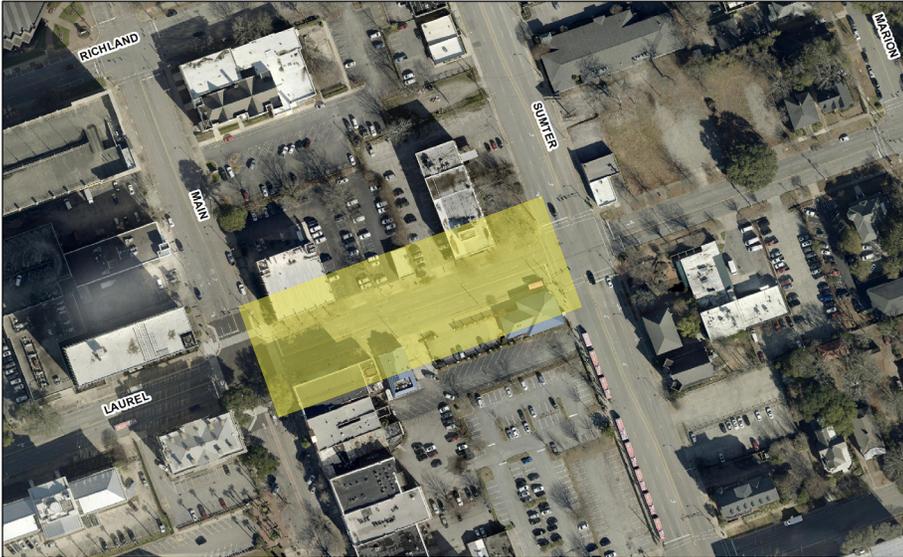
Reasons Location was Chosen

- Adjacent to Prisma Health Baptist Parkridge Hospital
- Significant vehicular traffic corridor
- Pedestrian safety concerns

Volunteer Observations and Recommendations

This area is predominantly suburban and low-density. While this corridor has sidewalks, the high volume and speed of vehicular traffic makes walking here uncomfortable. Sidewalks terminate to the east of Parkridge forcing pedestrians to walk on the grass or side of the road which is a safety concern.

Laurel Street between Sumter Street and Main Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend

 **1,646.4** **1,536.3** **1,811.5**

 **37.0** **28.3** **50.0**

Existing Infrastructure

- Sidewalks, both sides
- COMET Central

Walk Bike Columbia and other Plan Recommendations

- 1-way Cycle Tracks

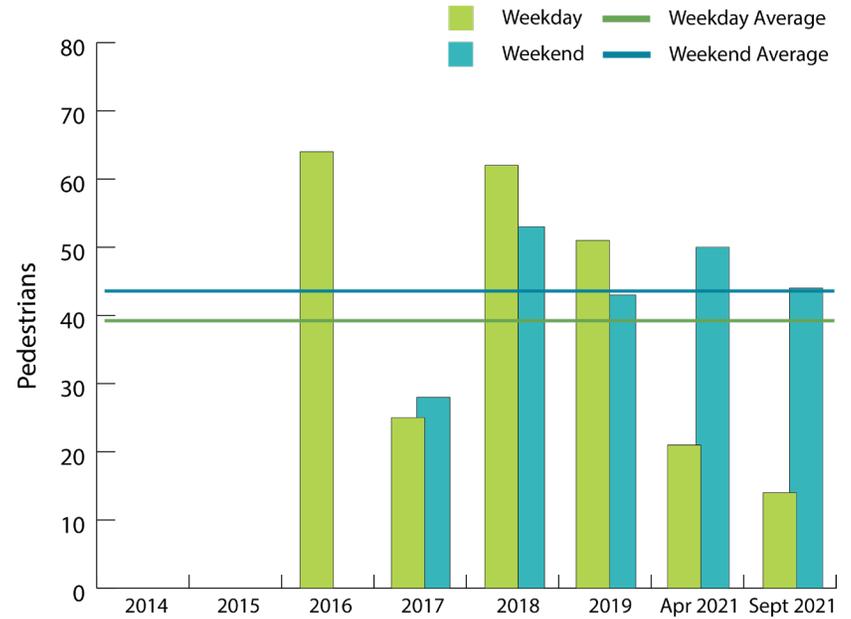
Reasons Location was Chosen

- Adjacent to COMET Central
- Significant pedestrian and bicycle traffic

Volunteer Observations and Recommendations

This street is the location of COMET Central and regularly has buses traveling on it. A large number of people come to this area to board a COMET bus or access Main Street. The amount of pedestrians here emphasizes the importance of safety improvements as well as beautification efforts such as street trees.

Millwood Avenue between House Street and Page Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



440.5

460.8

416.0



44.5

46.7

42.0

Existing Infrastructure

- Sidewalks, both sides
- Bike lanes
- HAWK signal

Walk Bike Columbia and other Plan Recommendations

- Bike lanes

Reasons Location was Chosen

- Significant vehicular traffic corridor
- Pedestrian safety concerns

Volunteer Observations and Recommendations

This corridor was initially added to the counts in 2016 following a number of pedestrian collisions and fatalities. High numbers of pedestrians use and cross this corridor daily and often come into conflict with the high speed vehicular traffic in this area. The addition of a HAWK signal in 2019 and bike lanes in 2020 have helped to improve the pedestrian and cyclist safety of this corridor.

Millwood Avenue between Tree Street and House Street



Estimated Daily Average - Total

370.9

Estimated Daily Average - Weekday

371.5

Estimated Daily Average - Weekend

370.2



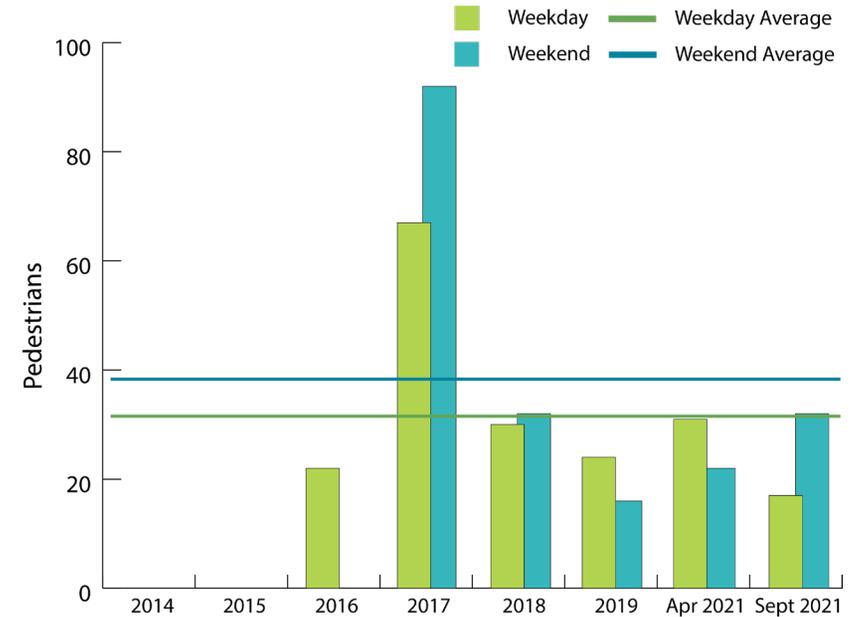
31.4

35.0

27.0

Reasons Location was Chosen

- Significant vehicular traffic corridor
- Pedestrian safety concerns



Existing Infrastructure

- Sidewalks, both sides
- Bike lanes
- HAWK signal

Walk Bike Columbia and other Plan Recommendations

- Bike lanes
- Midblock crossing

Volunteer Observations and Recommendations

This corridor was initially chosen to be counted in 2016 following a number of pedestrian collisions and fatalities. High numbers of pedestrians use and cross this corridor daily and often come into conflict with the high speed vehicular traffic in this area. The addition of a HAWK signal in 2019 and bike lanes in 2020 have helped to improve the pedestrian and cyclist safety of this corridor.

River Drive between Gibson Street and Pearl Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



34.8

34.7

35.0



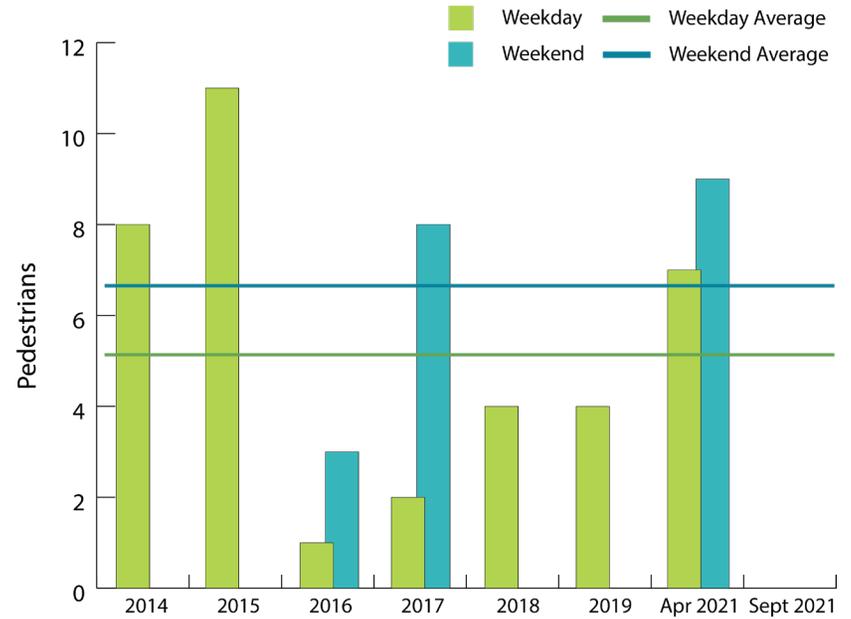
9.2

9.4

8.7

Reasons Location was Chosen

- Gateway into Columbia
- Significant vehicular traffic corridor
- Bike lanes begin on Broad River Bridge
- Pedestrian safety concerns
- Connection to Three Rivers Greenway
- Adjacent to COMET headquarters



Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Sidepath, north side of road

Volunteer Observations and Recommendations

This high-speed corridor carries significant vehicular traffic over the Broad River on a daily basis. While the area currently has relatively low numbers of pedestrians and cyclists, additional development in the area could lead to greater need for updated pedestrian and cyclist facilities.

Rosewood Drive between S. Ravenel Street and S. Ott Road



**Estimated Daily
Average -
Total**

150.0

**Estimated Daily
Average -
Weekday**

167.2

**Estimated Daily
Average -
Weekend**

124.3



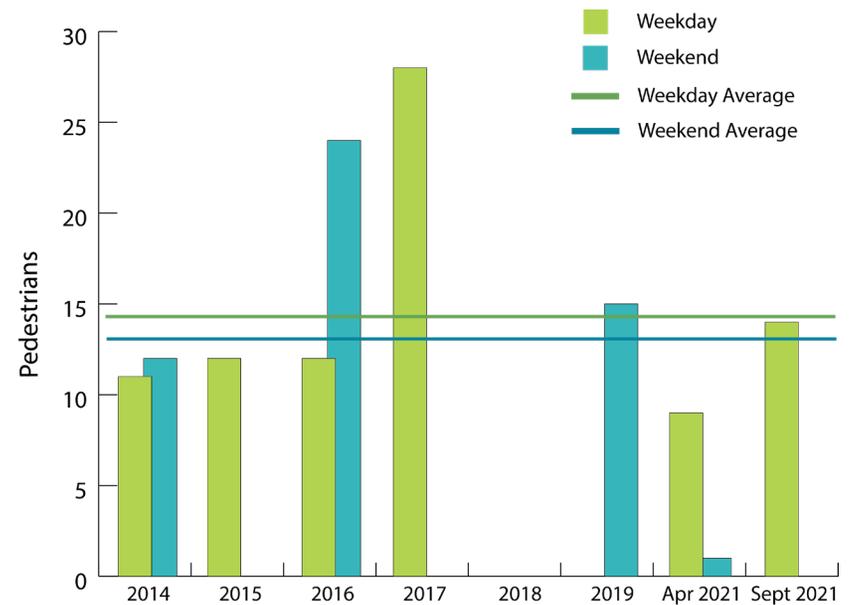
21.3

18.7

25.3

Reasons Location was Chosen

- Adjacent to Rosewood Elementary School
- Significant vehicular traffic corridor
- Significant pedestrian and bicycle traffic in the area, particularly before and after school hours



Existing Infrastructure

- Sidewalks, both sides
- Planted median

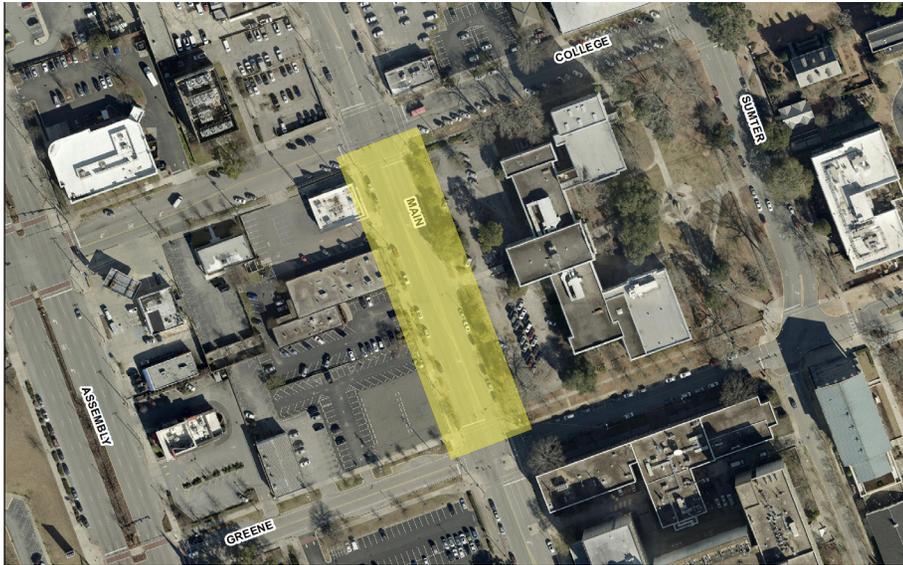
Walk Bike Columbia and other Plan Recommendations

- Road diet and 1-way Cycle Tracks
- Midblock Crossing

Volunteer Observations and Recommendations

This area combines a high traffic vehicular corridor with significant numbers of school aged pedestrians. Pedestrians typically use Ravenel or Ott to access the school and the two streets are typically used to drop off students. Given the amount of young children in this area, safety improvements should be prioritized in tandem with the school and Richland One.

S. Main Street between College Street and Greene Street



Estimated Daily
Average -
Total

Estimated Daily
Average -
Weekday

Estimated Daily
Average -
Weekend



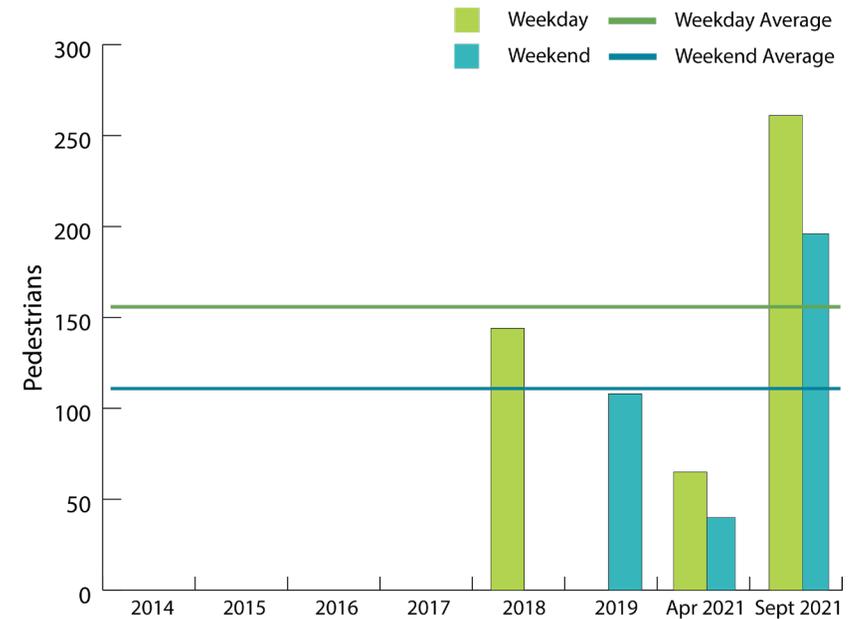
1,461.2 1,827.7 1,094.7



22.7 41.7 3.7

Reasons Location was Chosen

- Significant pedestrian traffic corridor
- Future infrastructure improvements in area
- Significant corridor in S. Main Capital District Area Plan



Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Road diet with protected bikeway
- Widened sidewalks

Volunteer Observations and Recommendations

This corridor was added to the counts in 2018 following the adoption of the South Main Capital District Area Plan in 2017. This area south of the Statehouse has been the focus of numerous redevelopment plans between the City, UofSC, and SCDOT. When this area is redeveloped, special care should be made to enhance the experience of the large number of pedestrians that use this corridor.

Sumter Street between Greene Street and Pendleton Street



**Estimated Daily
Average -
Total**

**Estimated Daily
Average -
Weekday**

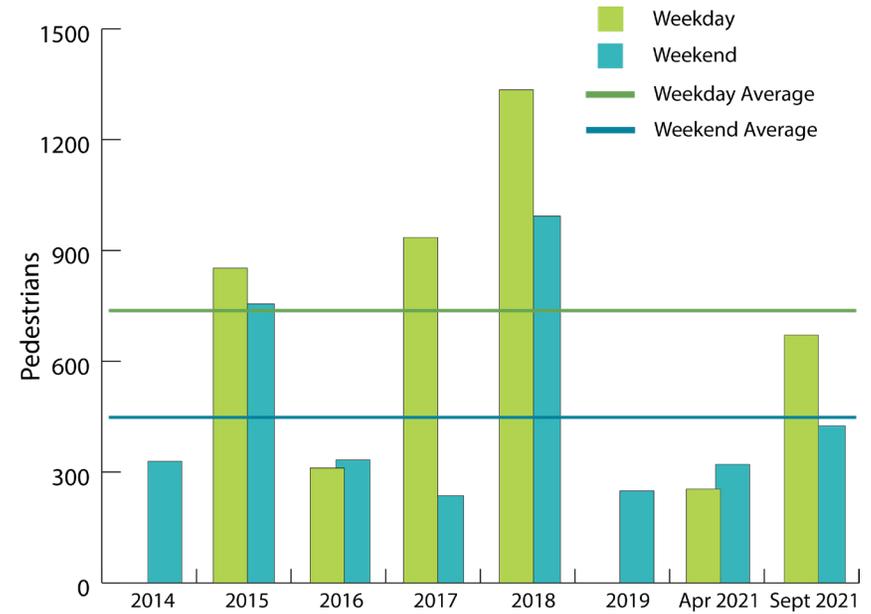
**Estimated Daily
Average -
Weekend**

 **6,114.1 8,473.7 4,344.5**

 **107.6 165.0 64.5**

Reasons Location was Chosen

- Connection between UofSC and downtown
- Entrance to The Horseshoe
- Significant pedestrian and bicycle traffic
- Primary dropoff location of student shuttles
- Significant corridor in S. Main Capital District Area Plan



Existing Infrastructure

- Sidewalks, both sides
- Sharrows

Walk Bike Columbia and other Plan Recommendations

- 1-way Cycle Tracks

Volunteer Observations and Recommendations

The Horseshoe is one of the primary entrances into the UofSC campus and draws thousands of students and visitors every day. This area also functions as a drop off spot for numerous shuttles from student housing in the area. Despite not having dedicated bike lanes, bicycle travel is significant. Additional safety infrastructure such as all stops, bike lanes, and midblock crossings should be considered in this area.

Sumter Street between Hampton Street and Washington Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



1,525.4

974.1

2,407.4



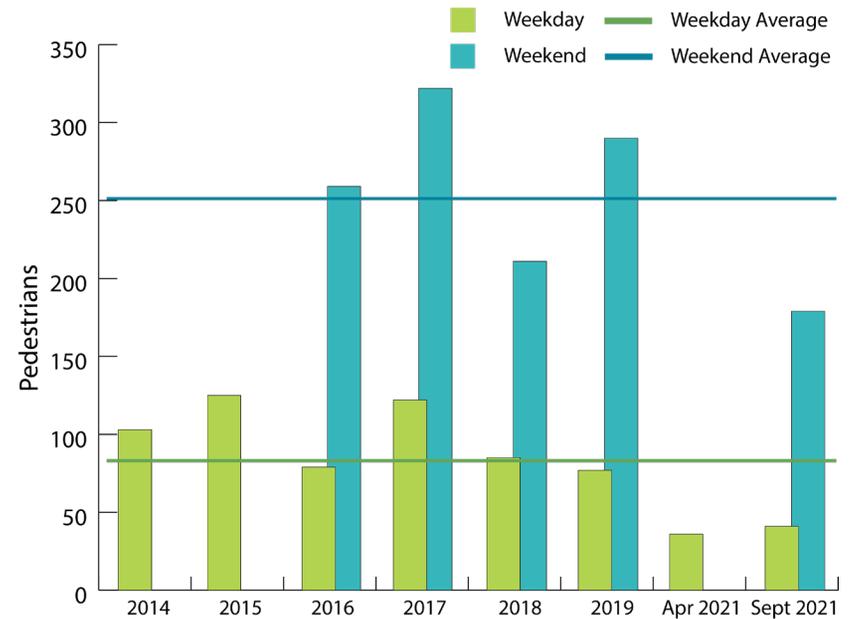
53.9

50.8

59.0

Reasons Location was Chosen

- Major downtown north-south connector
- Significant vehicular traffic
- Significant pedestrian and cyclist traffic



Existing Infrastructure

- Sidewalks, both sides

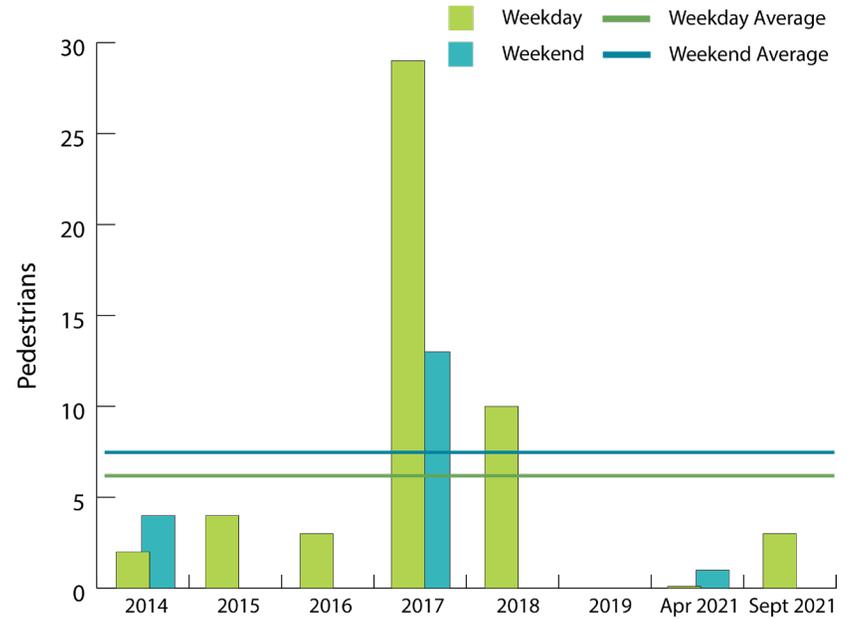
Walk Bike Columbia and other Plan Recommendations

- 1-way Cycle Tracks

Volunteer Observations and Recommendations

This corridor connects the neighborhoods in the north of Columbia to UofSC through the downtown core. This area sees significant vehicular, pedestrian, and cyclist traffic. The wide vehicular lanes and sloping sidewalks make the area treacherous for pedestrians and cyclists. A road diet, improved pedestrian and cyclist infrastructure, and beautification would make this corridor highly attractive.

Sunset Drive between Elmhurst Road and N. Main Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



76.7

85.0

57.3



3.8

4.7

1.7

Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- Sidepath, north side of road
- Intersection improvements at N. Main and Sunset

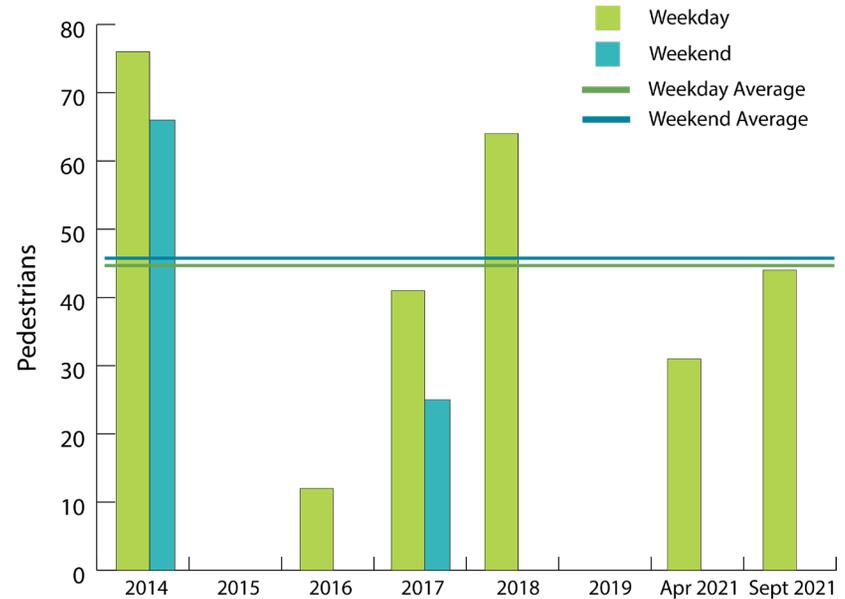
Reasons Location was Chosen

- Significant vehicular traffic
- N. Main & Sunset intersection is a safety concern
- Future infrastructure improvements in area

Volunteer Observations and Recommendations

This corridor connects the North Main corridor to the residential areas to the west. While this block of Sunset has sidewalks, they end to the west of Elmhurst. The Richland Penny initially funded the extension of these sidewalks, however this project is currently on hold. Additional pedestrian and bicycle infrastructure is necessary to improve safety in this area.

Taylor Street between Oak Street and Pine Street



Estimated Daily Average - Total

Estimated Daily Average - Weekday

Estimated Daily Average - Weekend



499.5

521.2

434.5



29.9

28.3

34.5

Existing Infrastructure

- Sidewalks, both sides

Walk Bike Columbia and other Plan Recommendations

- No specific recommendations

Reasons Location was Chosen

- Significant vehicular traffic corridor
- Significant pedestrian traffic
- Adjacent to Allen University and Benedict College

Volunteer Observations and Recommendations

Located in the center of the campuses of the Allen and Benedict campuses, this corridor carries a significant number of vehicles daily. Numerous pedestrians and cyclists, many of whom are students, also pass through this area. Additional pedestrian and cyclist safety measures as well as beautification and street trees would help to enhance this centrally-located corridor.

Taylor Street between Park Street and Gadsden Street



**Estimated Daily
Average -
Total**

332.1

**Estimated Daily
Average -
Weekday**

217.3

**Estimated Daily
Average -
Weekend**

485.3



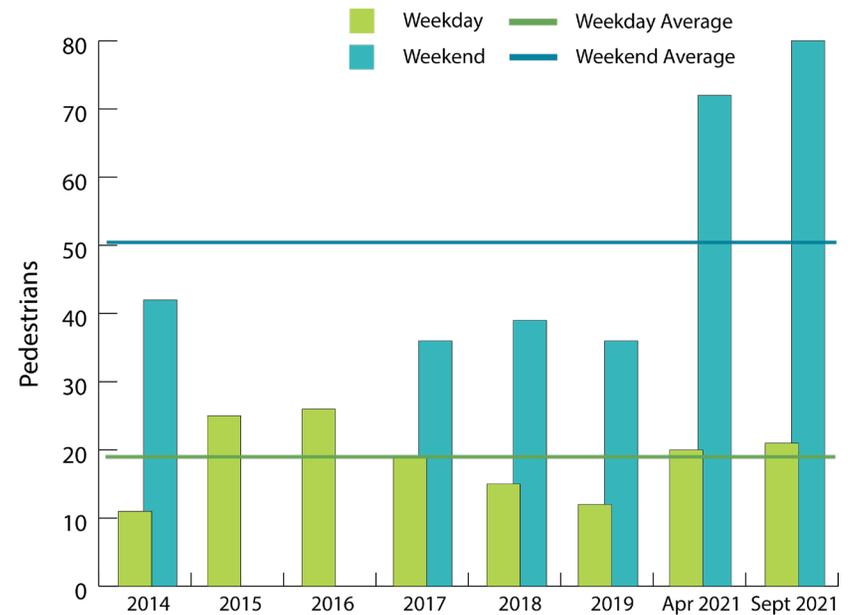
31.6

23.1

43.0

Reasons Location was Chosen

- Adjacent to Finlay Park
- Adjacent to Vista Greenway tunnel and extension
- Significant vehicular traffic
- Pedestrian safety concerns
- Addition of a HAWK signal at Lincoln Street



Existing Infrastructure

- Sidewalks, both sides
- HAWK Signal
- Vista Greenway

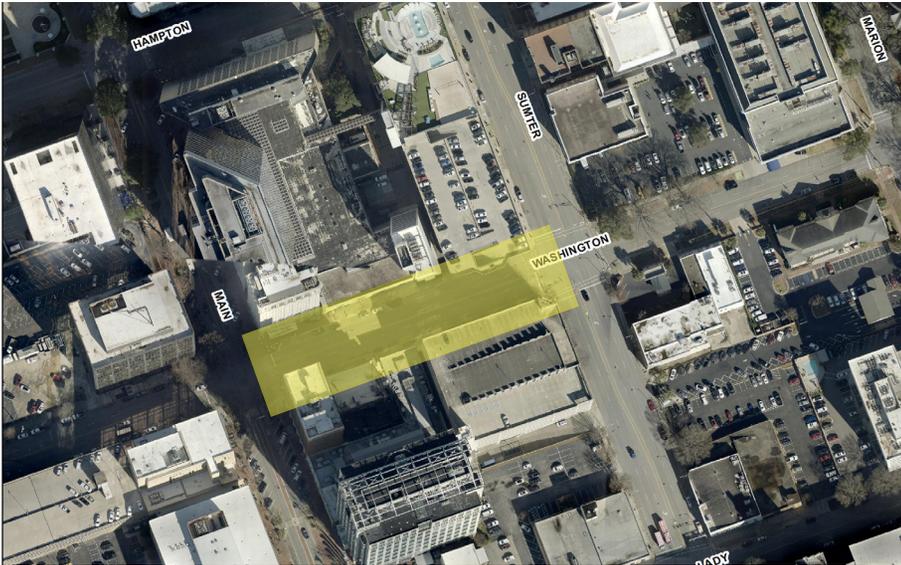
Walk Bike Columbia and other Plan Recommendations

- Midblock crossing
- Greenway extension
- Taylor St./Hampton St. two-way pair

Volunteer Observations and Recommendations

This high-speed corridor is a one-way road that transports a significant amount of commuter traffic out of Columbia's downtown core daily. The wide lanes and high speed of vehicles regularly comes into conflict with pedestrians and cyclists. Safety improvements such as a road diet, making the road two-way, and expanded pedestrian and cyclist infrastructure should be prioritized.

Washington Street between Main Street and Sumter Street



**Estimated Daily
Average -
Total**

 **2,582.7**

**Estimated Daily
Average -
Weekday**

991.5

**Estimated Daily
Average -
Weekend**

5,765.0

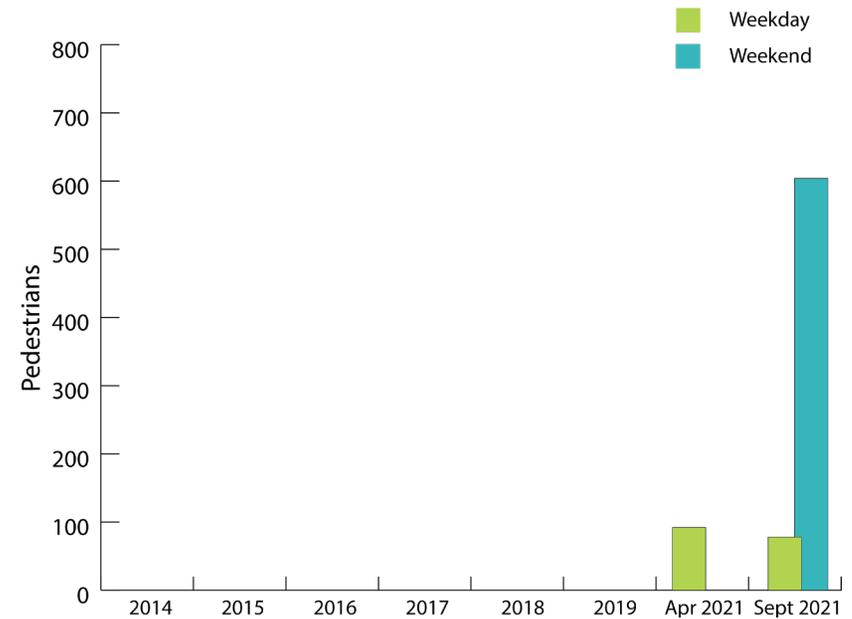
 **9.3**

3.5

21.0

Reasons Location was Chosen

- Significant recent commercial development
- Significant pedestrian traffic
- Future infrastructure improvements in area
- Parklet installation



Existing Infrastructure

- Sidewalks, both sides
- Parklet

Walk Bike Columbia and other Plan Recommendations

- Road diet and buffered bike lanes

Volunteer Observations and Recommendations

This count was added in 2021 following the installation of a parklet, significant commercial and residential developments, and in anticipation of future bicycle improvements in the corridor. While the data for this area is still new, a significant number of pedestrians use this street on a daily basis.

Wheat Street between Pickens Street and Sumter Street



Estimated Daily
Average -
Total

Estimated Daily
Average -
Weekday

Estimated Daily
Average -
Weekend



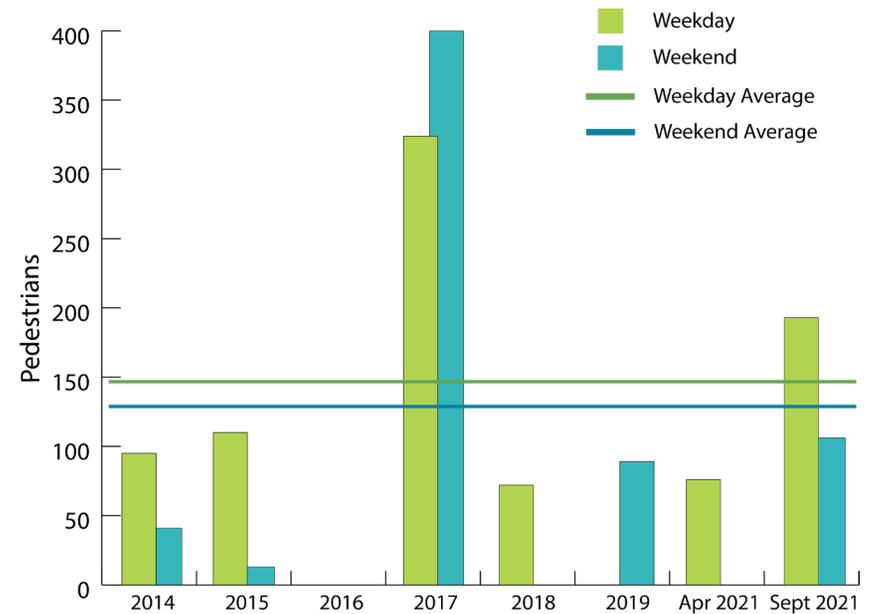
1,485.9 1,691.7 1,239.0



223.3 317.0 110.8

Reasons Location was Chosen

- Connection between UofSC and UofSC facilities
- Bike lanes on Wheat Street
- Significant pedestrian traffic



Existing Infrastructure

- Sidewalks, both sides
- Bike lanes, both sides

Walk Bike Columbia and other Plan Recommendations

- Greenway segment

Volunteer Observations and Recommendations

This area is a nexus of pedestrian and bicycling activity. UofSC students regularly pass through this corridor to access the main University access to the north and University facilities and housing to the south, particularly near Blatt Physical Education Center. Given the large amount of people who use this corridor, connections to and from this area with pedestrian safety improvements should be prioritized.

Future Considerations

As Columbia continues to grow and increase in density, having reliable and detailed data about pedestrians and cyclists is becoming more important to ensure users have adequate infrastructure to meet the rising demand. The data gathered from these counts should be further integrated into infrastructure improvement and prioritization processes to ensure users are able to travel through Columbia safely. The data collected in these counts may also prove to be valuable to developers and neighborhood groups looking to invest in and improve Columbia.

Using the information gathered from these counts, future counts will be able to be more finely tuned to address specific concerns, anticipated projects, planning efforts, and changing safety data. Additionally, future counts will consider adding other areas to count, particularly locations counted in the City's separate Public Space Public Life counts, as well as updated plans. Future counts will involve more clearly defined screenlines for more accurate counts as well as greater opportunity for volunteers to provide qualitative data about count locations.

Since 2014 and 2015, respectively, the City has been conducting Bicyclist and Pedestrian Counts and Public Space Public Life Counts around the City to record data that can help to inform public safety concerns, infrastructure improvements, and collect information about how people use Columbia's public spaces. While these separate count exercises were generated by different plan initiatives, there is overlap both in the locations and in the content. Additionally, there have been gaps in data for several count locations each year due to the lack of enough volunteers and staff to fill all count locations.

In order to provide the most consistent data in the most efficient manner, staff has worked to combine the quantitative data from the Bicyclist and Pedestrian Counts and the more qualitative information gathered from the Public Space Public Life counts into a single count exercise that will be conducted twice a year. By prioritizing count locations that may have not been filled in the first (Spring) count for the second (Fall) count, we anticipate being able to fill each count location at least once per year. The hope is that this method, combined with regularly updating our count locations based on current crash data, significant developments, and infrastructure projects, will provide the most useful data in a consistent manner year after year.

As always, the volunteers who participate in these counts are the driving force for getting complete and accurate data and greater effort should be made to increase the number of participants. Investments in technologies such as automatic pedestrian counters would also improve the reliability of the data and could greatly offset staff and volunteer time.