





Since the Walk Bike Columbia planning process, the City has conducted pedestrian and bicyclist counts throughout the City at regular intervals. These counts, conducted with the help of volunteers, provide both quantitative and qualitative insights into how non-vehicular users access and interact with the City's transportation network.

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## About the Count Program

### MAKING SURE WE ALL COUNT

The objective of the City of Columbia's Pedestrian and Bicyclist 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 led by the City's Planning and Development Services Department and rely on community volunteers to count numerous locations around Columbia.

While vehicular traffic counts are generally conducted at routine intervals by transportation agencies (both local and state), these standardized counts do not provide 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 simply available but also accessible and 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 City programs and multimodal infrastructure, traffic safety data, and demographic data was conducted each Fall to develop the recommendations set forth in the plan. From 2014-2019, 10 additional locations were surveyed each Spring as part of the Public Space Public Life (PSPL) Action Plan. These observations were more qualitative in nature.

After a pandemic-induced pause, regular and PSPL counts were consolidated and forms were revised in an effort to better capture both qualitative and quantitative data. Count locations were updated based on current data, plans and development; approximately two-thirds of the count locations were new in 2022.

Counts were conducted twice in 2022, in both the Spring and the Fall. Data was collected from 7:30am to 9:30am on weekdays and 10:00am to 12:00pm (noon) on weekends. Counts note the frequency and prevalence of pedestrians and cyclists in selected areas as well as written observations on the infrastructure, usage patterns, and more at each location.

Volunteers (City staff, members of City committees, and the general public) collected data over a two-hour period in 15-minute increments in order 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, a persistent lack of volunteers has resulted in gaps in data collection, especially on Saturdays.



# About the Count Program

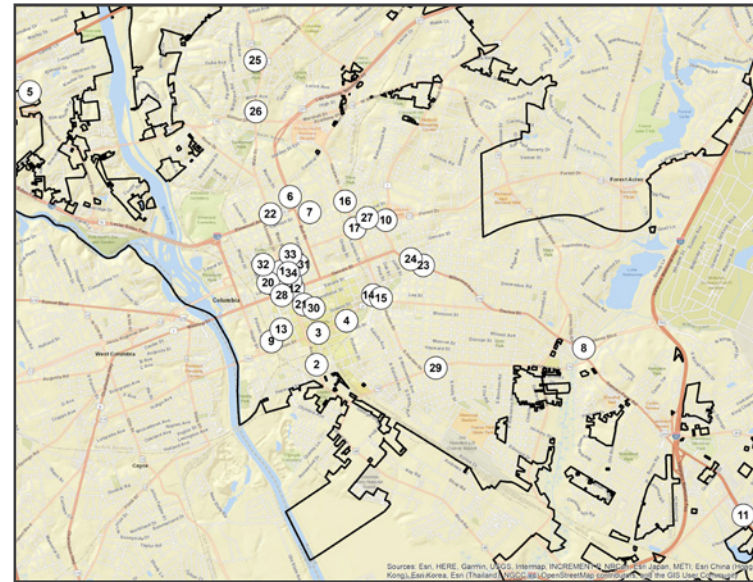
## LOCATIONS

This year, the list of locations was updated in an effort to expand the amount of information these counts gather and the diversity of the locations surveyed. Count locations were chosen for a number of reasons, including safety concerns, planned infrastructure improvements, and development pressure. Locations were surveyed in residential areas, commercial centers, commuter corridors, and industrial areas.

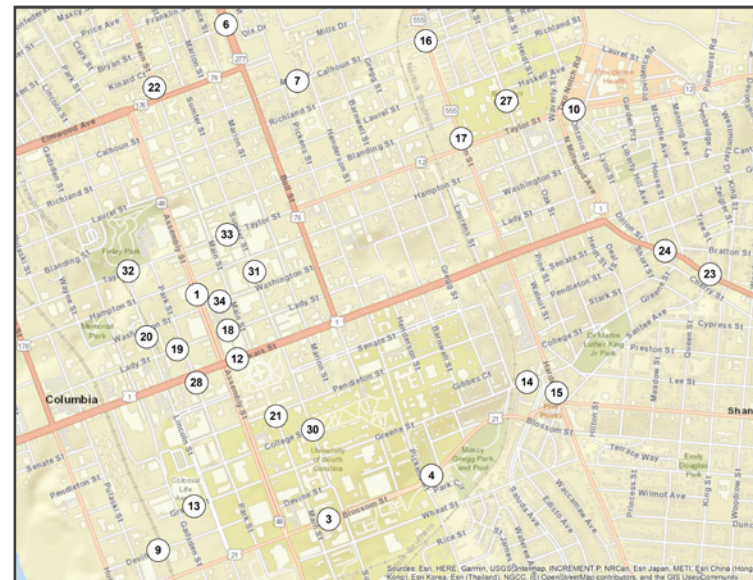
### 2022 Count Locations:

- |  |                                       |
|--|---------------------------------------|
| 1. Assembly St. (Washington - Hampton)     | 18. Lady St. (Assembly - Main)        |
| 2. Assembly St. (Whaley - Catawba)         | 19. Lady St. (Lincoln - Park)         |
| 3. Blossom St. (Main - Sumter)             | 20. Lincoln St. (Lady - Washington)   |
| 4. Blossom St. (Pickens - Henderson)       | 21. Main St. (College - Pendleton)    |
| 5. Broad River Rd. (Omarest - Bakersfield) | 22. Main St. (Elmwood - Kinard)       |
| 6. Bull St. (Jefferson - Matilda Evans)    | 23. Millwood Ave. (House - Tree)      |
| 7. Calhoun St. (Pickens - Henderson)       | 24. Millwood Ave. (Page - House)      |
| 8. Crowson Rd. (Devine - Fort Jackson)     | 25. Monticello Rd. (Jackson - Duke)   |
| 9. Devine St. (Pulaski - Gadsden)          | 26. N. Main St. (Avondale - Sunset)   |
| 10. Forest Dr. (Two Notch - Bernardin)     | 27. Oak St. (Taylor - Haskell)        |
| 11. Garners Ferry Rd. (Patterson - Daphne) | 28. Park St. (Senate - Gervais)       |
| 12. Gervais St. (Assembly - Main)          | 29. Rosewood Dr. (Howard - Maple)     |
| 13. Greene St. (Gadsden - Lincoln)         | 30. Sumter St. (Greene - Pendleton)   |
| 14. Greene St. (Laurens - Saluda)          | 31. Sumter St. (Washington - Hampton) |
| 15. Harden St. (Devine - Greene)           | 32. Taylor St. (Gadsden - Park)       |
| 16. Harden St. (Read - Calhoun)            | 33. Taylor St. (Main - Sumter)        |
| 17. Harden St. (Taylor - Blanding)         | 34. Washington St. (Assembly - Main)  |

Those locations listed in bold blue font above were newly added in 2022.



Maps showing the overall location of counts (above) and downtown locations (below) are labeled with the location numbers listed to the left.





## Results & Analysis

### MAKING DATA MEANINGFUL

In developing this report, our hope is to convert the tally marks, observations, and photos provided by count participants into accessible and translatable takeaways. In doing so, we ensure that the hours spent collecting this data across the City provide both traffic engineers and the average citizen with data that can help inform decisions, improve safety for vulnerable users, and increase accessibility.

The data analysis that follows begins by developing an overall picture of the counts as a whole, and then dives into location-specific analysis. The resulting story is told through the development of heat maps, the identification of notable count locations during each count period, a review of overall and location-specific mode share, and analysis specific to each location. An appendix containing the raw tabular data is also included at the end of the report document.

### HEAT MAPS

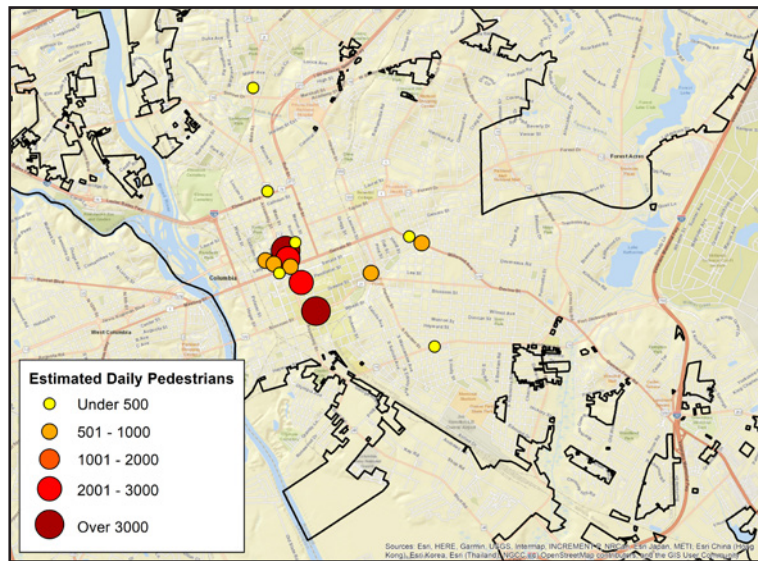
Heat maps are provided on the following pages that show the relative concentrations of pedestrians and cyclists that were counted during the two counts in 2022. While count locations are selected on their own merit and not to provide contrast when compared against one another, mapping the relative density of pedestrians and bicyclists is in itself an interesting insight into the diversity of land use patterns and relative accessibility of multimodal travel across the City.

The data collected during these counts was extrapolated to estimate the average number of pedestrians and cyclists that pass

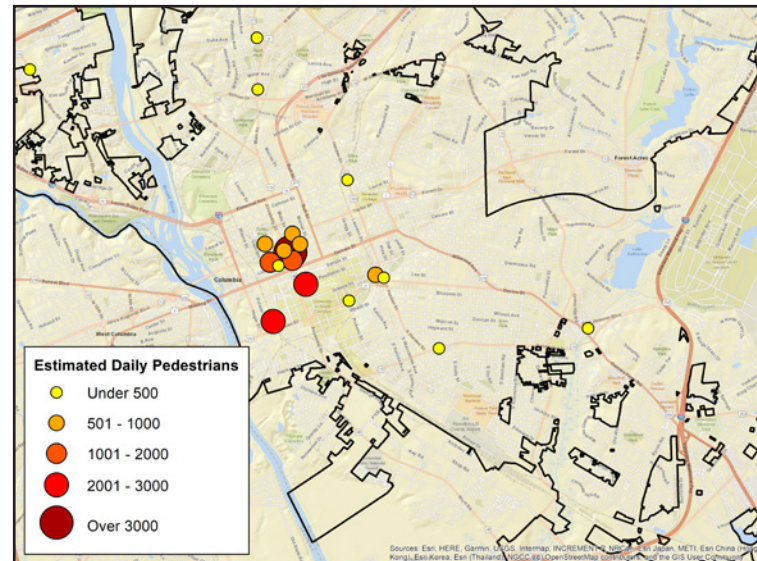
through these locations. This extrapolation was made using Count Adjustment Factors provided by the National Bicycle and Pedestrian Documentation Project, which takes into account the relative density of the location, bicycle and pedestrian infrastructure present at the location, and the time the counts took place.

# Results & Analysis

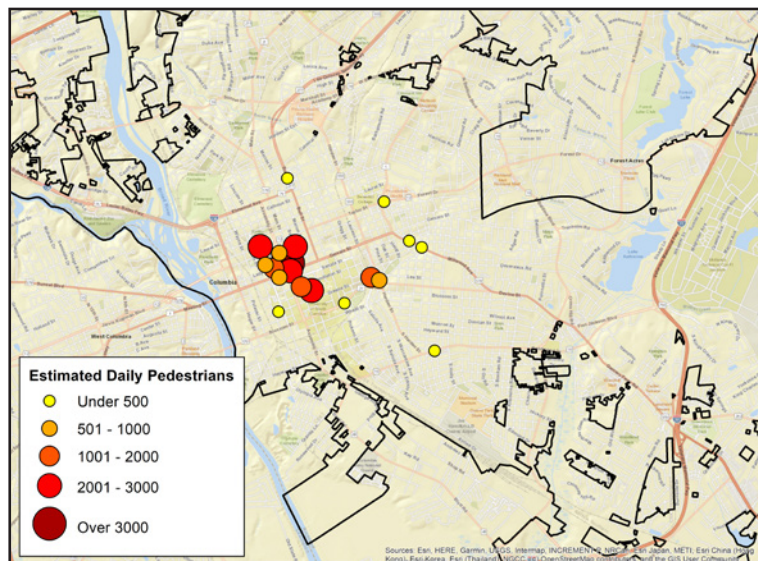
## PEDESTRIAN HEAT MAPS



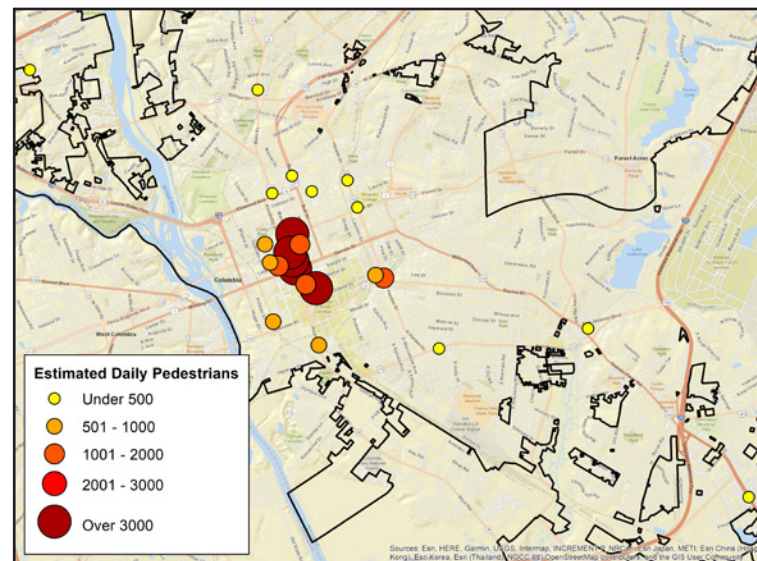
Estimated Daily Pedestrians - Spring 2022, Weekdays



Estimated Daily Pedestrians - Fall 2022, Weekdays



Estimated Daily Pedestrians - Spring 2022, Weekends

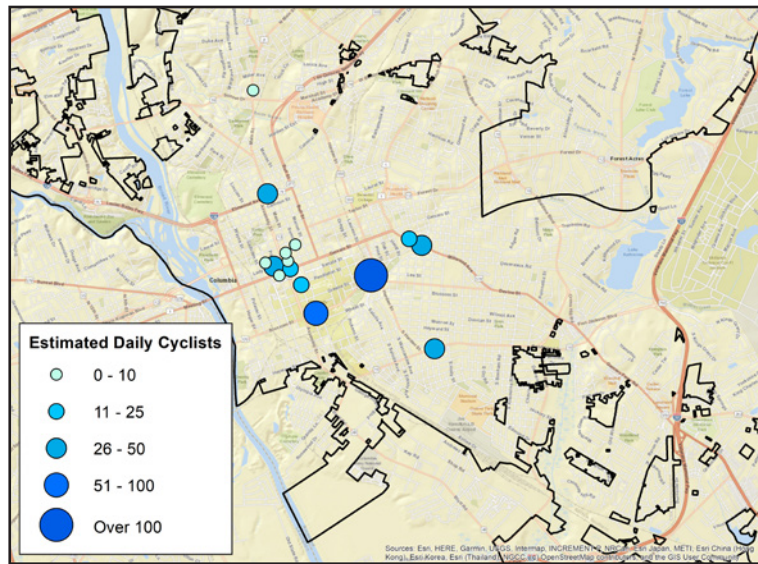


Estimated Daily Pedestrians - Fall 2022, Weekends

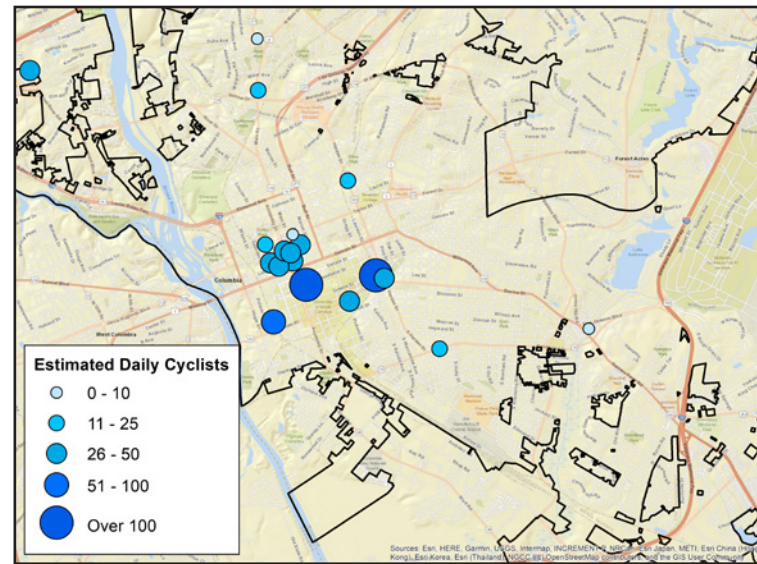


# Results & Analysis

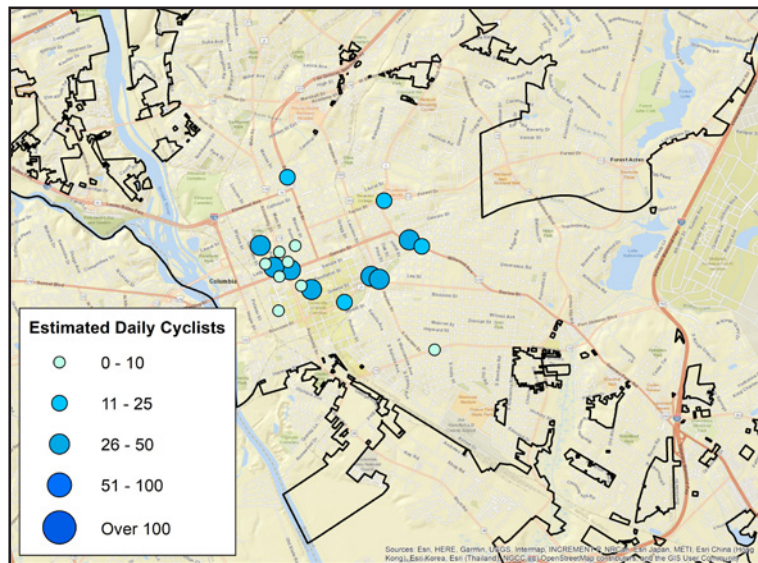
## BICYCLIST HEAT MAPS



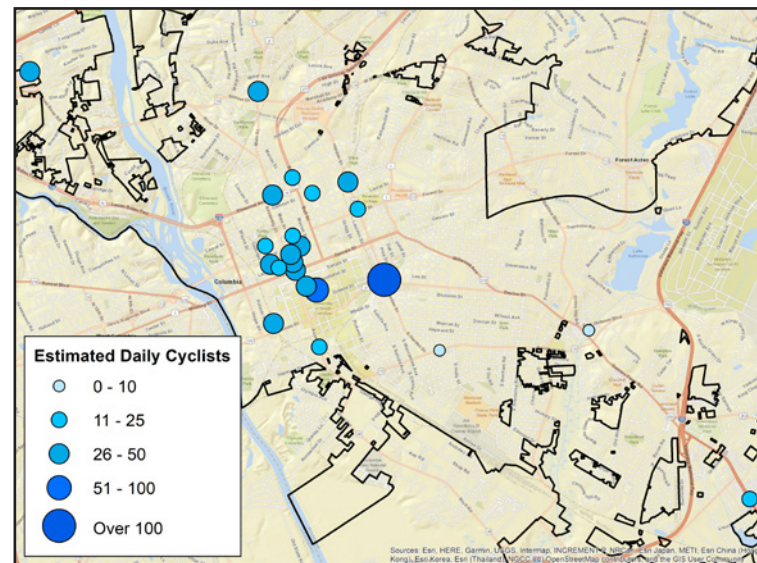
Estimated Daily Bicyclists - Spring 2022, Weekdays



Estimated Daily Bicyclists - Fall 2022, Weekdays



Estimated Daily Bicyclists - Spring 2022, Weekends



Estimated Daily Bicyclists - Fall 2022, Weekends



## Results & Analysis

As we count across a number of weekdays and weekends, it is likely the highest number of pedestrians and bicyclists counted aligned with the best weather, class and meeting schedules, and other factors. That being said, it is interesting to highlight those locations that saw the highest volumes. The locations below had the highest pedestrian volumes for each count, and notably they were all newly-added locations in 2022.





## Results & Analysis

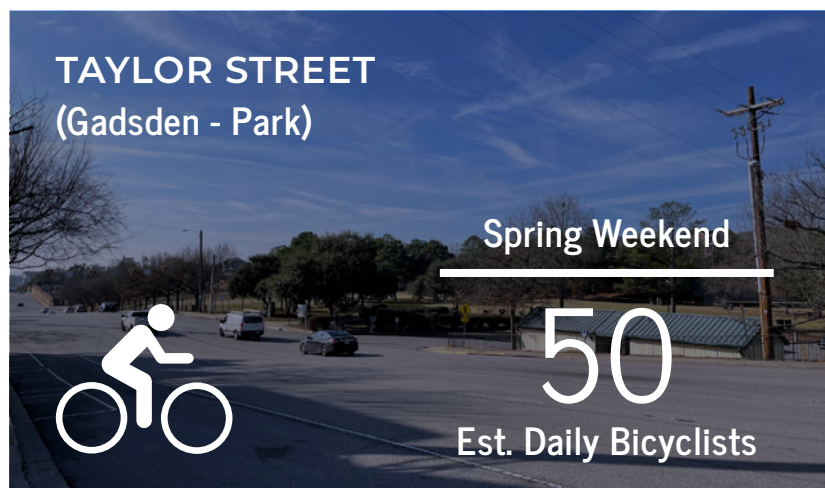
In contrast, those locations with the highest number of bicyclists in 2022 were all locations that have been counted since 2014. The busiest weekday location was the same for both counts - Greene Street is used heavily by bike commuters to access the University of South Carolina and downtown. Both of the weekend locations are busy areas for recreation and entertainment - Finlay Park (and the Vista Greenway) and Five Points.



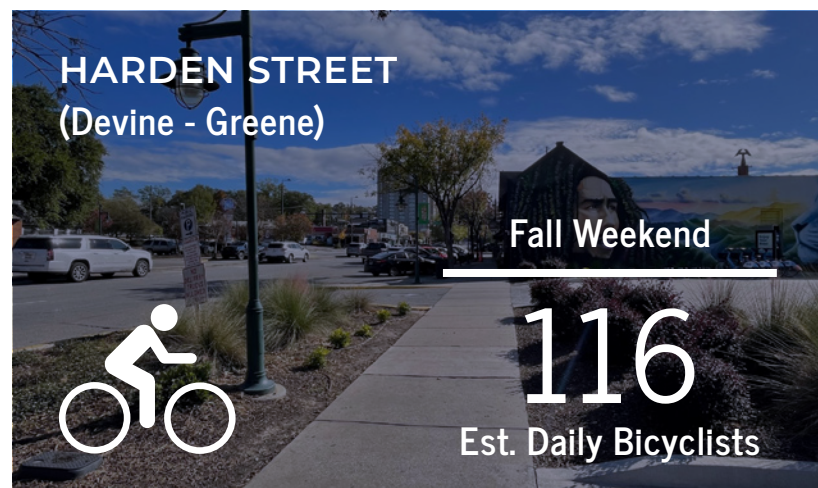
The estimated number of daily bicyclists for this location on weekdays, averaging the data obtained between 2014-2021, was 210.



The estimated number of daily bicyclists for this location on weekdays, averaging the data obtained between 2014-2021, was 210.



The estimated number of daily bicyclists for this location on weekdays, averaging the data obtained between 2014-2021, was 43.



The estimated number of daily bicyclists for this location on weekdays, averaging the data obtained between 2014-2021, was 42.

# Results & Analysis

## MAKING DATA MEANINGFUL

The mode share split of the areas surveyed this year shows that walking is heavily favored over bicycling. Areas with lower pedestrian volumes and those around universities and colleges had the highest mode share of cycling. Of note, those locations with bike facilities present are indicated with asterisks below.

Mode Share Split by Location (2022)



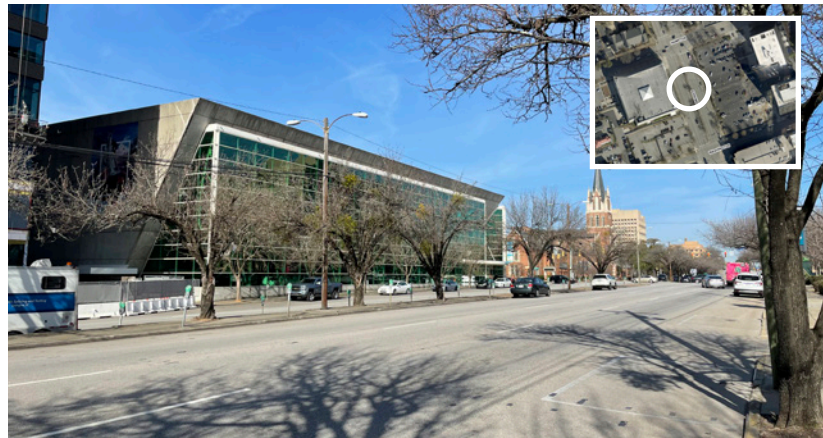
\* Greenway/multi-use path  
 \*\* Bike lanes  
 \*\*\* Sharrows

■ Pedestrians   ■ Bicyclists   ■ Location Not Counted   - - Overall Mode Share Split (97.9% pedestrians / 2.1% bicyclists)



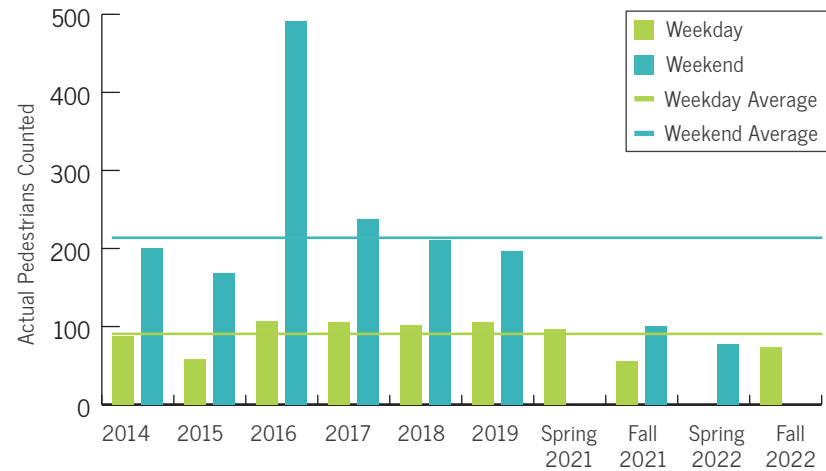
# Results and Analysis

## 1 ASSEMBLY ST. (WASHINGTON - HAMPTON)



### WHY COUNT AT THIS LOCATION?

The difficulty of crossing Assembly is a constant topic of local conversation. The location has had a relatively high rate of pedestrian crashes from 2014-2021. Given the number and width of vehicular lanes, high speeds of traffic, parking in the median, COMET stop, and proximity to Richland Library Main and adjacent multi-family development under construction, this count location will continue to provide meaningful data.



**Walk Bike Columbia + Other Plan Recommendations**

- Signalized intersection improvements at Assembly + Washington and Assembly + Hampton

**Count Observations + Recommendations (2022)**

- Crosswalks and pedestrian buttons should be more visible
- Significant jaywalking from center median parking

Estimated Weekday Total		Estimated Weekend Total	
Spring	Fall	Spring	Fall
-	863	735	-
-	26	5	-



Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



# Results and Analysis

## 2 ASSEMBLY ST. (WHALEY - CATAWBA)

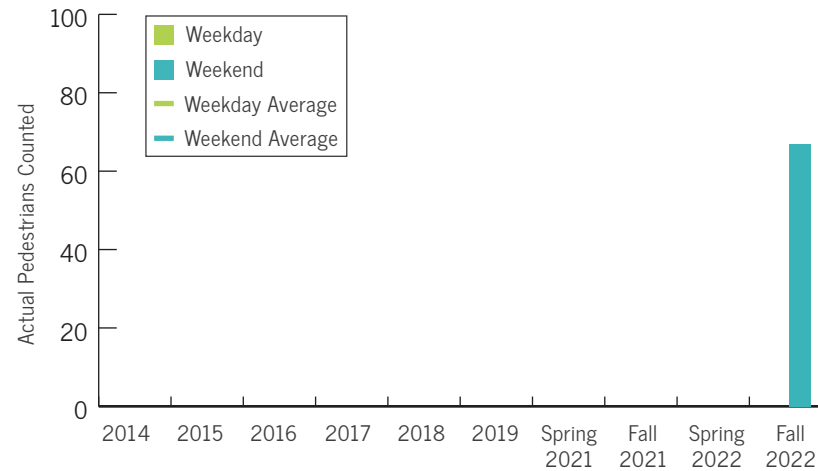


### WHY COUNT AT THIS LOCATION?

Students and commuters depart the Mill District area and points east along this busy vehicular corridor with transit stops and few pedestrian amenities. Bikeways and sidewalks along the Assembly corridor proposed by the Penny would provide connection to the future Rocky Branch Greenway. Additional student housing is under construction, and possible rail consolidation may also alter the landscape. The pedestrian crash rate at this location is notable.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	-	640
	-	-	-	21

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Sidepath on rail side, with an alternative of a road diet and one-way cycle tracks
- Pedestrian Improvements (sidewalks)
- Signalized intersection improvements at Assembly + Whaley

### Count Observations + Recommendations (2022)

- Sidewalks need to be on both sides
- There's no safe way to cross the street
- New paint and better visibility needed



## Results and Analysis

### 3 BLOSSOM ST. (MAIN - SUMTER)

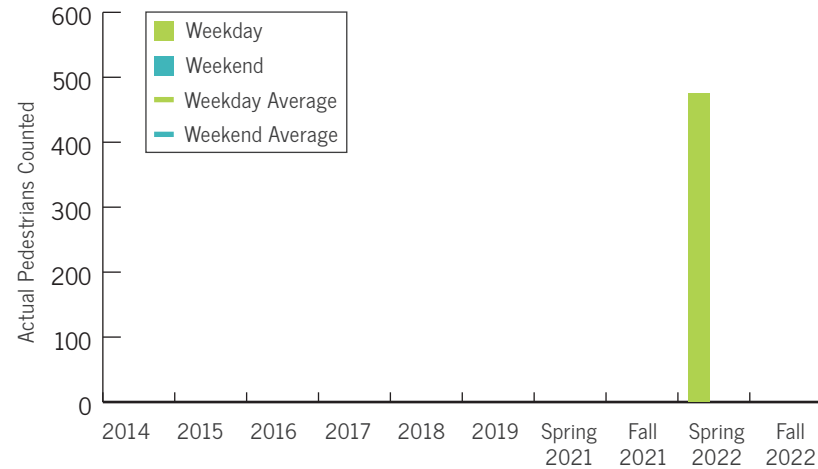


#### WHY COUNT AT THIS LOCATION?

This location, which has significant pedestrian and vehicular traffic, is also part of a corridor recently targeted by SCDOT for pedestrian safety improvements due to pedestrian crash data along the route. Sidewalks on both sides are adjacent to USC buildings, and there is a transit stop on one side at the screenline. The planted median includes a fence to deter mid-block jaywalking. The pedestrian crash rate at this location is comparatively high.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	5,542	-	-	-
	53	-	-	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



**Walk Bike Columbia + Other Plan Recommendations**

- One-way cycle tracks

**Count Observations + Recommendations (2022)**

- Sidewalks are cracked and uneven
- Regular jaywalking occurs here





## Results and Analysis

### 4 BLOSSOM ST. (PICKENS - HENDERSON)

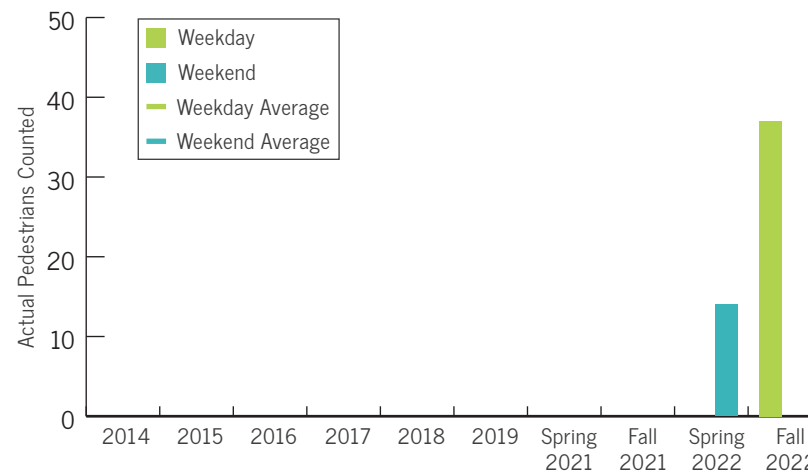


#### WHY COUNT AT THIS LOCATION?

Like location #3, this corridor is also part of a corridor recently targeted by SCDOT for pedestrian safety improvements due to crash data, and initial plans show a slight roadway realignment in this area. The screenline is adjacent to Maxcy Gregg Park, and sees significant pedestrian traffic on sidewalks with little-to-no buffer against traffic that often travels at higher than posted speeds. The pedestrian crash rate adjacent to this location (Bull to Pickens) is comparatively high.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	432	134	-
	-	46	16	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Road diet with one-way cycle tracks
- Mid-block crossing between west of Henderson and Barnwell
- Pedestrian improvements (sidewalks)
- Greenway through Maxcy Gregg Park

#### Count Observations + Recommendations (2022)

- Trees at the corner of Blossom and Henderson should be trimmed
- There should be bike lanes or other infrastructure



## Results and Analysis

### 5 BROAD RIVER RD. (OMAREST - BAKERSFIELD)

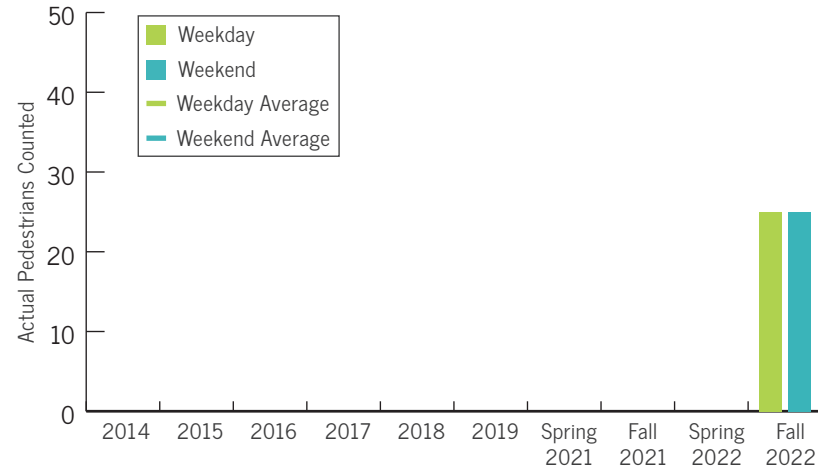


#### WHY COUNT AT THIS LOCATION?

Both pedestrian and bicyclist crash rates at this location are comparatively high. Directly across from Dutch Square, the screenline contains little shade and back-of-curb sidewalks along a busy five-lane roadway with a high number of driveways and curb cuts. High-visibility ladder-style crosswalks and ADA ramping were installed at some point in 2022 along three sides of the Omarest intersection, likely in response to the high crash rates.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	164	-	131
	-	26	-	26

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Sidepaths both sides and access management improvements
- Mid-block crossing
- Pedestrian improvements (sidewalks)
- Signalized intersection improvements at Broad River + Bakersfield and Broad River + Omarest

#### Count Observations + Recommendations (2022)

- Sidewalks are narrow and in poor condition
- Jaywalking occurred to and from COMET stops
- Lots of litter on corridor



## Results and Analysis

### 6 BULL ST. (JEFFERSON - MATILDA EVANS)

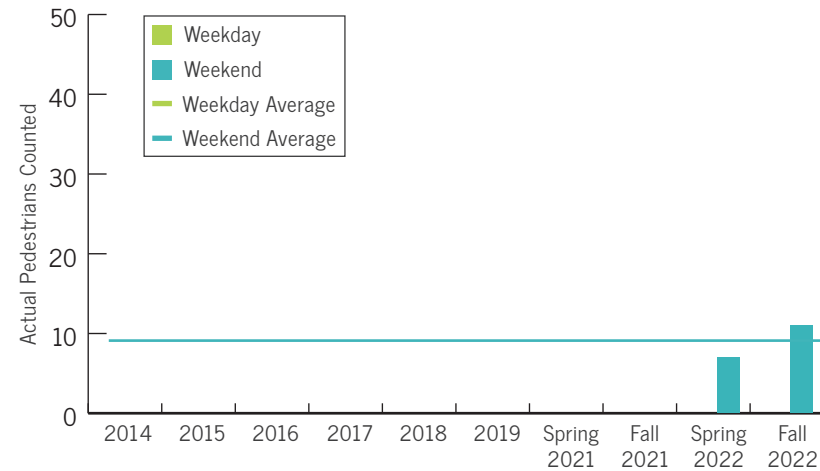


#### WHY COUNT AT THIS LOCATION?

This relatively new intersection includes a pedestrian signal and refuge and a main connection point between the Bull Street District and adjacent neighborhoods. Prior years included a count nearby on Bull between Confederate and Victoria in attempt to gather data on the multimodal activity between the two hubs and address a history of both pedestrian and bicyclist crashes.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	67	105
	-	-	11	16

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Pedestrian improvements (sidewalks)

#### Count Observations + Recommendations (2022)

- Sidewalks are narrow and feel unsafe to pedestrians
- Fast traffic makes people feel unsafe
- Protected bike lanes would be helpful



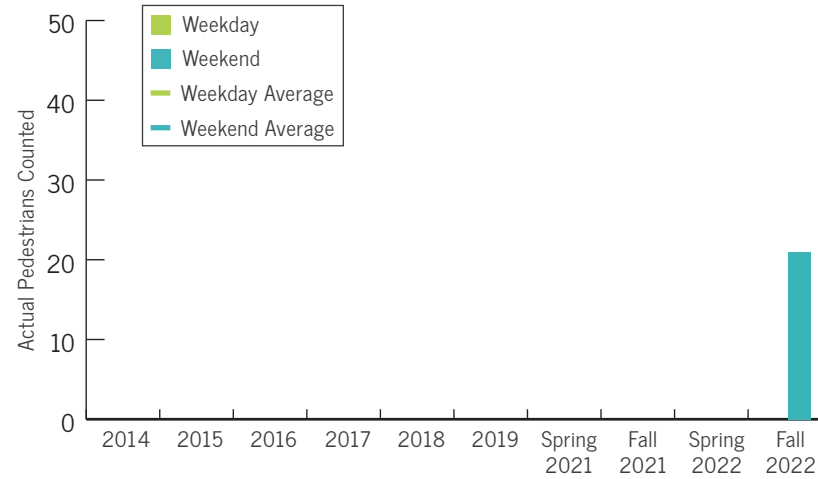
# Results and Analysis

## 7 CALHOUN ST. (PICKENS - HENDERSON)



### WHY COUNT AT THIS LOCATION?

A road diet with bike lanes has been designed by the City for Calhoun Street, and this section of Calhoun includes sidewalks on both sides, one side of which is shaded by a fairly mature street tree canopy. A large employment center (SCDHEC and the larger Bull Street District) and a fair amount of surface parking in this segment may also affect multimodal usage.





### Walk Bike Columbia + Other Plan Recommendations

- Road diet and buffered bike lanes
- Bicycle/pedestrian cut-through on Pickens at Calhoun
- Pedestrian improvements (sidewalks)

### Count Observations + Recommendations (2022)

- Excessive vehicular speed
- Broken, uneven sidewalks
- Lack of pedestrian and cyclist infrastructure

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	-	200
	-	-	-	16

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



# Results and Analysis

## 8 CROWSON RD. (DEVINE - FORT JACKSON)

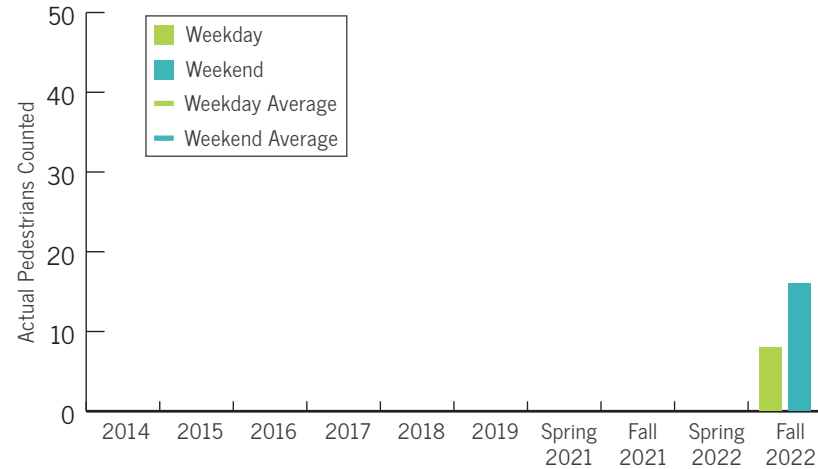


### WHY COUNT AT THIS LOCATION?

The redesign of Crowson into a multimodal hub is a key recommendation of the *Devine Street / Ft. Jackson Boulevard Commercial Node Plan* (2014). The location also currently serves as a COMET superstop, is adjacent to a recent Section 319 stream restoration, and would provide a critical connection for the proposed Gills Creek Greenway. The City received Crowson in road swap with SCDOT, which was finalized in 2021.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	93	-	153
	-	0	-	5

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

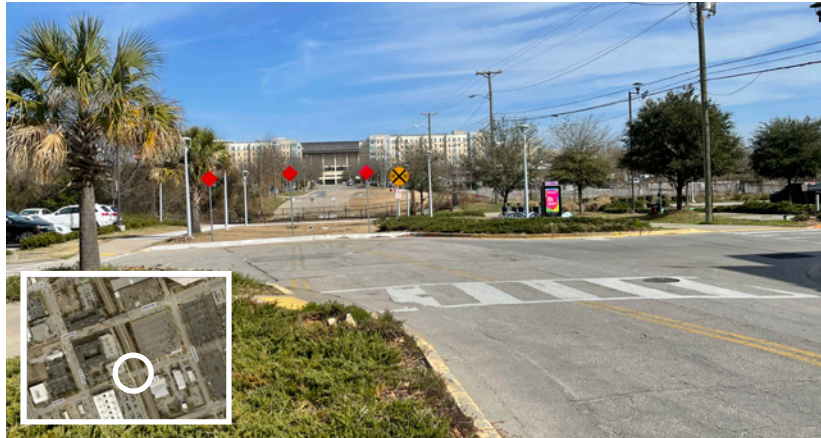
- Bike lanes
- Bike intersection improvements at Crowson + Ft. Jackson
- Pedestrian improvements (sidewalks)
- Greenway between Crowson and Gills Creek
- Signalized intersection improvements at Devine + Crowson
- Road diet and redesign of Crowson (*Devine Street / Ft. Jackson Boulevard Commercial Node Plan*, 2014)

### Count Observations + Recommendations (2022)

- Sidewalk network gaps
- Some jaywalking between bus stop and bridge
- Better landscaping behind the bus stop would be helpful



## Results and Analysis

### 9 DEVINE ST. (PULASKI - GADSDEN)

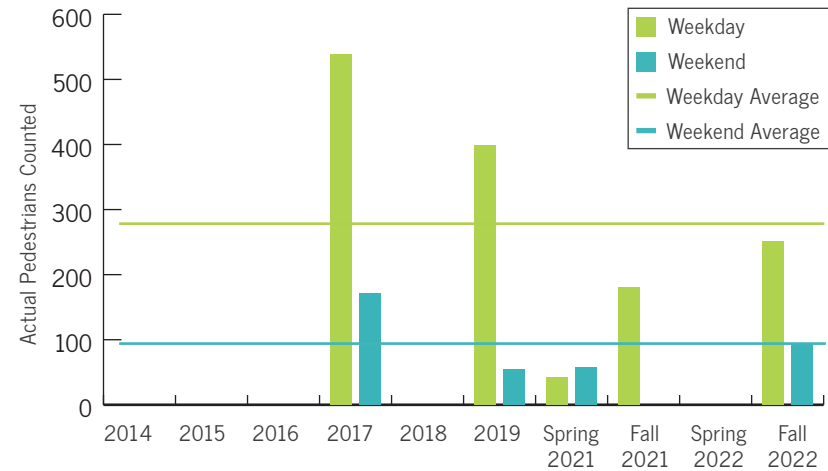


#### WHY COUNT AT THIS LOCATION?

Crossing the Innovista Trail and nearby private student housing, additional impacts to travel patterns at this location are anticipated. The opening of the Greene Street railroad bridge and corresponding closure of the at-grade railroad crossing on Devine Street (both in late 2022) and the planned Blossom Street railroad bridge project (construction anticipated in 2024) will impact all users. This location also has a notable history of pedestrian and bicyclist crashes.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	2,928	-	897
	-	79	-	42

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Bike lanes (with a note this may change due to projects in the Innovista)
- Pedestrian improvements (sidewalks)
- Innovista Trail (trail beside rail recommended by the *Innovista Master Plan, 2007, and Walk Bike Columbia*)

#### Count Observations + Recommendations (2022)

- Jaywalking was not a problem, but may become one with planned closure of the railroad crossing
- Innovista Trail is heavily used



## Results and Analysis

### 10 FOREST DR. (TWO NOTCH - BERNARDIN)

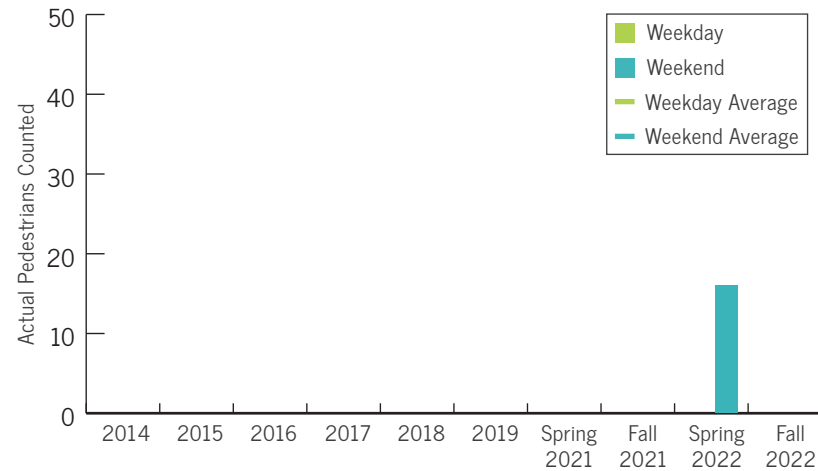


#### WHY COUNT AT THIS LOCATION?

Initially flagged due to a high number of pedestrian and bicyclist crashes, this location is also adjacent to the redevelopment of Gonzales Gardens, the City's oldest public housing complex, into The Oaks at St. Anna's Park. Redevelopment will decrease density on site and increase parking, though buildings that front along Forest Drive will directly access the sidewalk there. Redevelopment began in late 2021 and completion is anticipated in late 2023.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	153	-
	-	-	11	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Road diet (5 to 3 lanes), add bike lanes and widen travel lanes/median
- Mid-block crossing
- Pedestrian improvements (sidewalks)
- Signalized intersection improvements at Forest/Taylor + Two Notch/Millwood

#### Count Observations + Recommendations (2022)

- Significant jaywalking given relatively low pedestrian numbers
- Vehicular traffic is fairly fast
- Pedestrian infrastructure is going to be necessary when Gonzales Gardens is redeveloped



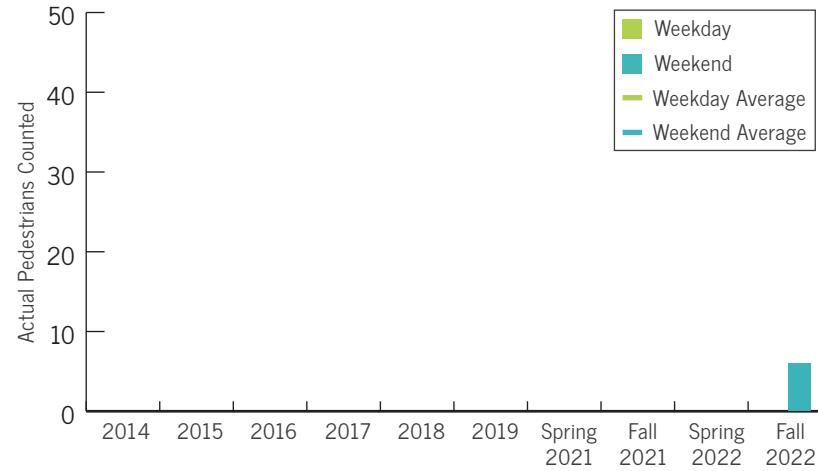
# Results and Analysis

## 11 GARNERS FERRY RD. (PATTERSON - DAPHNE)



### WHY COUNT AT THIS LOCATION?

This location adjacent to the Veteran's Administration campus was initially flagged due to a high number of pedestrian and bicyclist crashes. Garner's Ferry Road was one of the catalyst projects identified by *Walk Bike Columbia*, and there are regularly utilized COMET stops in the vicinity as well. This section of roadway is part of the *Columbia East Traffic Improvement Area Plan* facilitated by CMCOG, with study development and completion planned for 2023.





### Walk Bike Columbia + Other Plan Recommendations

- Sidepath extension, take a lane if needed
- Mid-block crossing
- Pedestrian improvements (sidewalks)
- Signalized intersection improvements at Garner's Ferry + Patterson and Garner's Ferry + Daphne

### Count Observations + Recommendations (2022)

- Sidewalks need to be installed along Garner's Ferry
- Install bike stand and seating near COMET stop
- Make crosswalks larger and more visible

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	-	32
	-	-	-	16

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



## Results and Analysis

# 12 GERVAIS ST. (ASSEMBLY - MAIN)

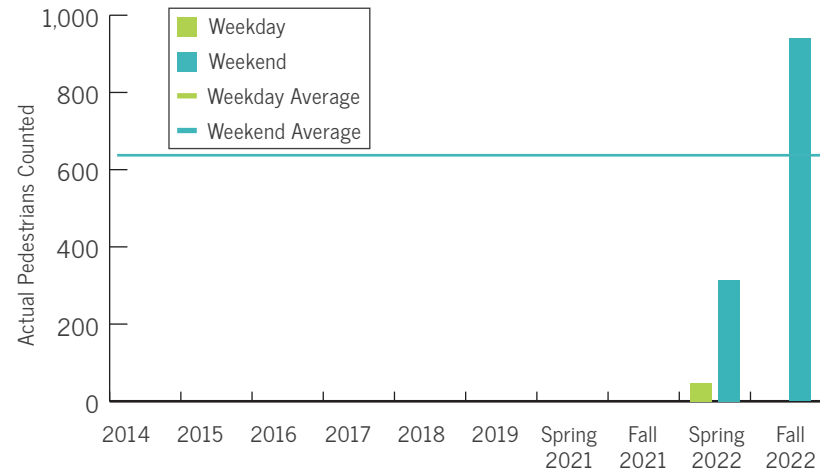


### WHY COUNT AT THIS LOCATION?

A shift a block west from prior year counts between Sumter and Main, this location has seen a notably high number of both pedestrian and bicyclist crashes. The Blue Bike SC station is also within this section, as is new public art. Leading Pedestrian Intervals (LPIs) were incorporated into the signal timing at Assembly in recent years. A redesign of Assembly currently also being considered by the City.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	617	-	2,997	8,973
	24	-	42	47

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Remove parking, two-way cycle tracks
- Pedestrian improvements (sidewalks)
- Signalized intersection improvements at Assembly + Gervais

### Count Observations + Recommendations (2022)

- Jaywalkers walk along the median until crossing
- Pedestrian buttons not intuitive to pedestrians
- Cyclists riding down Main to statehouse grounds have to use crosswalks to access statehouse grounds via ADA ramping

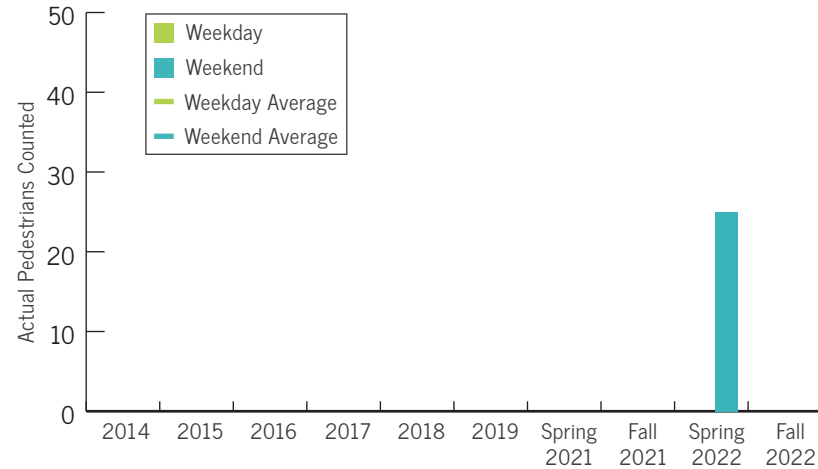
## Results and Analysis

### 13 GREENE ST. (GADSDEN - LINCOLN)



#### WHY COUNT AT THIS LOCATION?

This section of Greene was added in 2022 in an attempt to capture the impact of the anticipated opening of the Greene Street bridge, a new multimodal connection across the railroad with expansive sidewalks and bike lanes. Counts were conducted in 2022 in hopes of establishing a baseline, though unfortunately the location was counted only once. The bridge opened in December of 2022, and the nearby at-grade rail crossing at Devine Street was also closed.





#### Walk Bike Columbia + Other Plan Recommendations

- Convert two through lanes to buffered bike lanes (can be coned for travel lanes during events)
- The *Innovista Master Plan (2007)* was the impetus for the creation of Foundation Square (Greene + Lincoln) and the extension of Greene Street westward across the railroad and to the riverfront.

#### Count Observations + Recommendations (2022)

- Adding audible pedestrian signal would be helpful
- There are broken curbs and light poles

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	202	-
	-	-	10	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



# Results and Analysis

## 14 GREENE ST. (LAURENS - SALUDA)

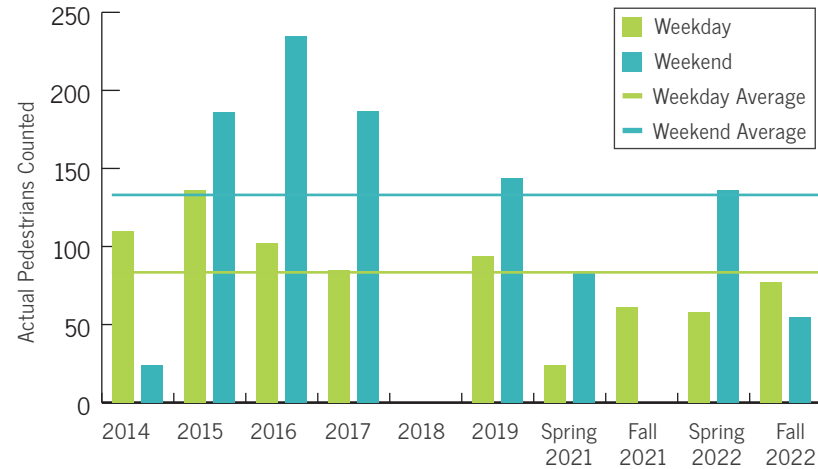


### WHY COUNT AT THIS LOCATION?

Out of the 2022 locations, this one has the third highest pedestrian crash rate, and notable bicyclist crash data as well. Greene Street continues to serve as a popular bike commuter route, and provides direct access from the Five Points area and surrounding neighborhoods to the core of USC. Angled parking, turn lanes, higher residential density a railroad crossing at the top of the hill and anticipated changes by SCDOT in Five Points impact the area.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	761	898	1,298	525
	105	322	32	37

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Bike boulevard
- Greenway between Laurens + Harden, alongside the rail line, mapped as initially programmed by the Penny for the Rocky Branch Greenway, from Gervais to the Congaree River (scope has since been reduced and no longer includes this segment)

### Count Observations + Recommendations (2022)

- Lots of speeding vehicles and jaywalking
- Mid-block crossing at Saluda would be helpful
- Dedicated bike lanes are needed





## Results and Analysis

### 15 HARDEN ST. (DEVINE - GREENE)

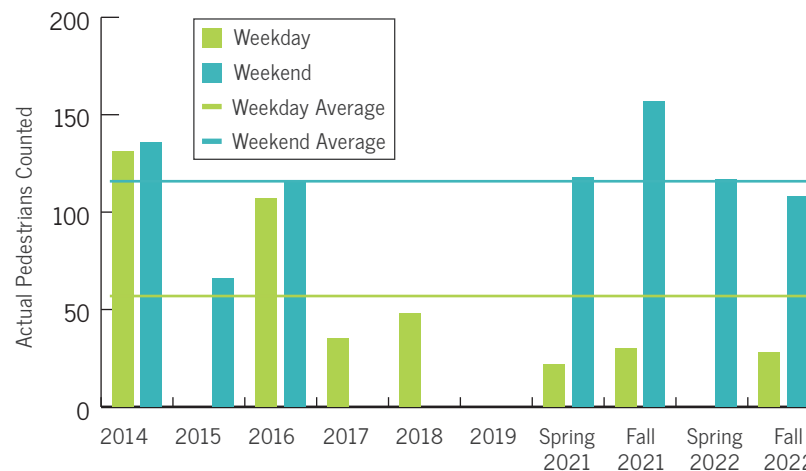


#### WHY COUNT AT THIS LOCATION?

This section of roadway has the highest number of pedestrian crashes and the second highest number of bicyclist crashes across all 34 count locations. In addition to those factors noted under location #14 (especially the planned SCDOT Safety Project), this section of Harden at the core of Five Points contains an attraction (the fountain), paired intersections (Saluda + Greene and Saluda + Harden), a Blue Bike SC station, and a public surface parking lot.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	327	945	1,031
	-	30	26	116

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Buffered bike lanes; can consider reverse-angled parking
- Potential greenway connection at Harden slightly north of Devine to the WSW to connect back across Blossom at Saluda and to Maxcy Gregg Park trails.

#### Count Observations + Recommendations (2022)

- Streetscaping and beautification is necessary



## Results and Analysis

# 16 HARDEN ST. (READ - CALHOUN)

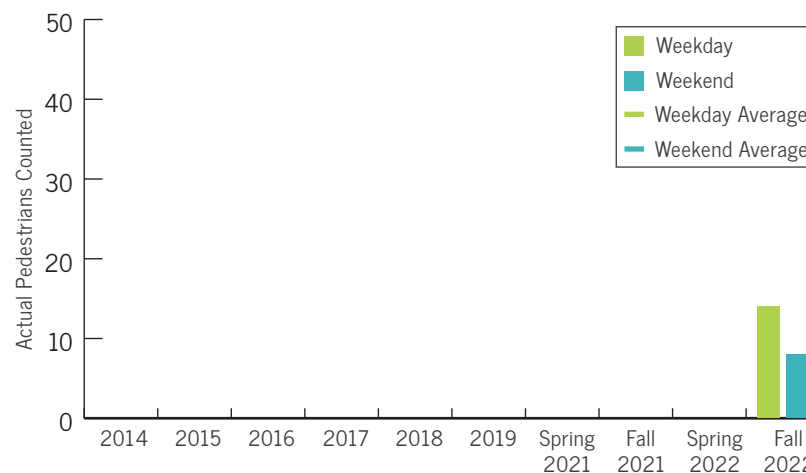


### WHY COUNT AT THIS LOCATION?

Harden Street between Laurel and Calhoun is notable for both pedestrian and bicyclist crash history. The immediate surrounding area includes the Celia Saxon apartments, planned redevelopment of Allen Benedict Court, existing (but short) bike lanes, pedestrian refuges and signals, and buffered sidewalks. The close proximity of the signals at Read and Calhoun also appear to be the source of some confusion to drivers when the timing of the two diverges.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	163	-	76
	-	23	-	38

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Road diet and one-way cycle tracks
- Greenway connection that travels north-south between Harden + Gregg
- Pedestrian improvements (sidewalks)

### Count Observations + Recommendations (2022)

- Lots of jaywalking across Harden



## Results and Analysis

### 17 HARDEN ST. (TAYLOR - BLANDING)

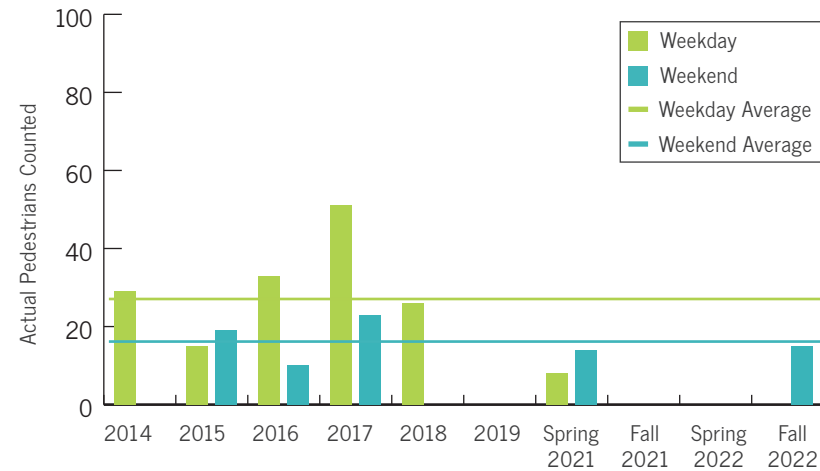


#### WHY COUNT AT THIS LOCATION?

Adjacent to Benedict College and a block from Allen University, there is a sizable bus stop and shelter, on-street parking on both sides (though on the southbound side it takes the place of a landscaped median for the adjacent sidewalk), and 6-7 lanes of vehicular travel depending on the cross section. Harden is a primary transportation corridor, with residential developments (see #16) to the north and County offices and Five Points to the south.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	-	143
	-	-	-	16

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Road diet and one-way cycle tracks or bike lanes with the removal of parking, addition of a center barrier, and reduction of lane widths if necessary
- Greenway connection that travels north-south between Harden + Gregg

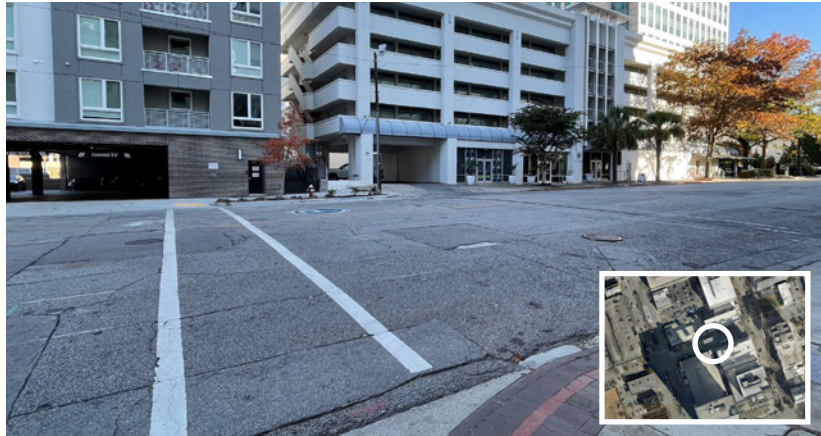
#### Count Observations + Recommendations (2022)

- Could use more visibility through improvements in lighting and crosswalks





## Results and Analysis

# 18 LADY ST. (ASSEMBLY - MAIN)

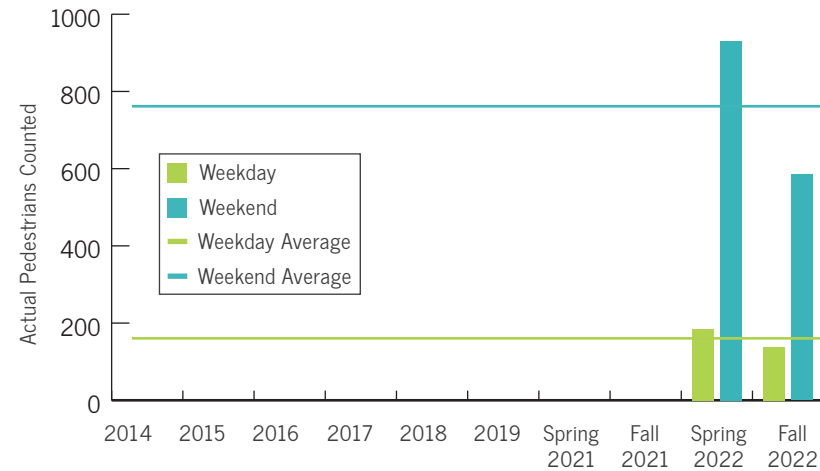


### WHY COUNT AT THIS LOCATION?

This roadway section was part of the PSPL Counts (2015-2019), and does have a history of pedestrian crashes. The Palms on Lady (completed March 2022) and The Standard (under construction on Assembly) will continue to add multimodal users to the area. Lady is noted as a key connection between the Main Street District and the Vista, highlighted as part of the *Public Space Public Life Action Plan* (2017). This segment includes sharrows and a mid-block crossing.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	2,147	1,610	7,512	5,584
	7	46	0	32

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

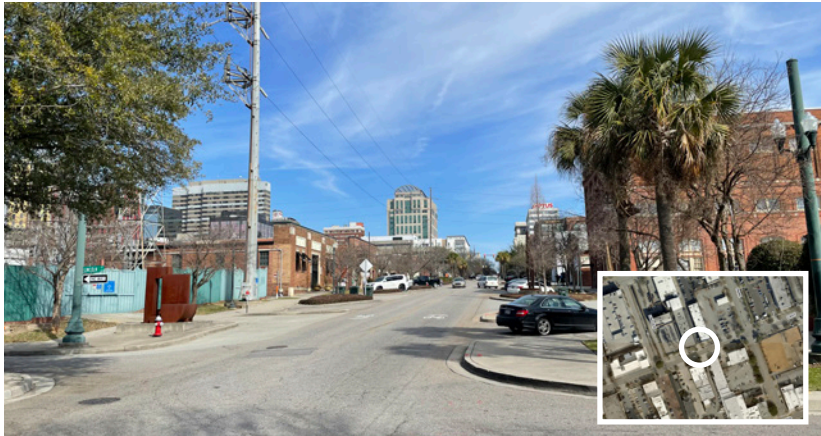
- Signalized intersection improvements at Assembly + Lady
- Creation of more vibrant and pedestrian-friendly multimodal transportation corridor as conceptualized by the *Public Space Public Life Action Plan* (2017)

### Count Observations + Recommendations (2022)

- Mid-block crossing should be more visible
- Sidewalk is very sloped and difficult for wheelchairs
- South side of Lady needs trees



## Results and Analysis

# 19 LADY ST. (LINCOLN - PARK)

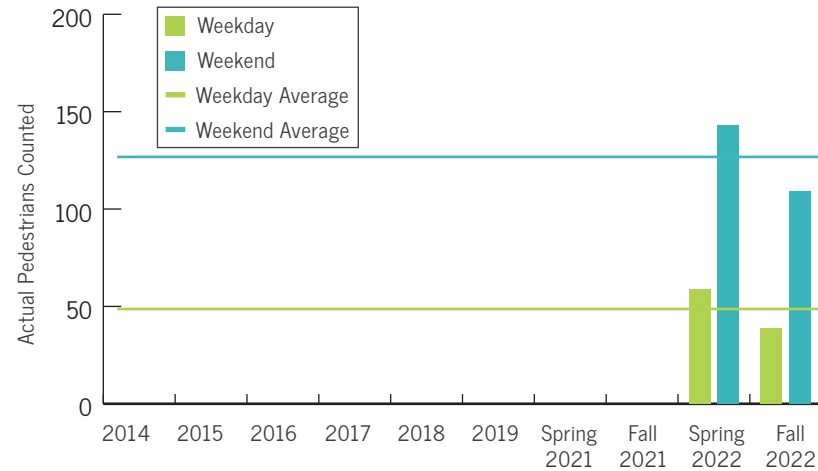


### WHY COUNT AT THIS LOCATION?

As a critical lower-stress connection between the Vista and the Main Street District, Lady Street also contains sharrows (installed as a result of *Walk Bike Columbia*), and connects to the Vista Greenway entrance at Lincoln. This location, which can be counted in conjunction with #20, has been a frequent topic of public discussion, in the planning processes for the *Public Space Public Life Action Plan* (2017) and the *West Gervais District Plan* (2017) and beyond.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	688	455	1,365	1,040
	33	33	26	16

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Bike boulevard

### Count Observations + Recommendations (2022)

- Better transition to and from Vista Greenway needed
- Lots of jaywalking from Aloft and parking garage
- Public seating near hotel would be beneficial



## Results and Analysis

# 20 LINCOLN ST. (LADY - WASHINGTON)

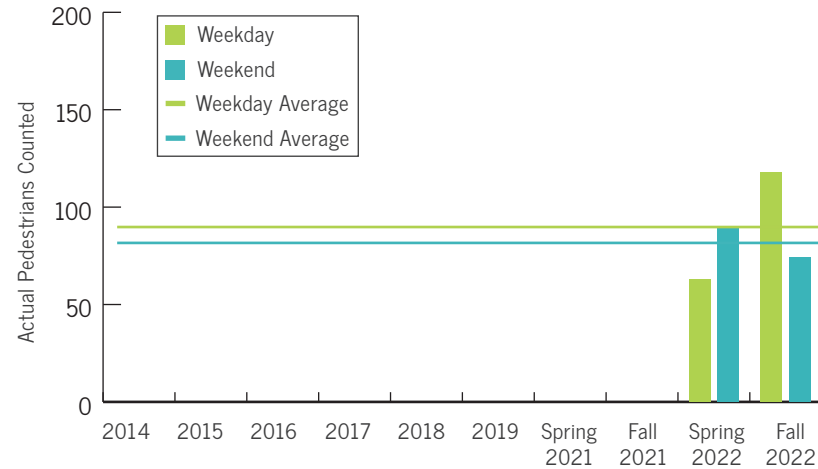


### WHY COUNT AT THIS LOCATION?

This screenline contains the entrance to the Vista Greenway and a Blue Bike SC station. It is adjacent to a large public parking garage, the Aloft hotel, and the core of the Vista along Lincoln and Gervais. Lincoln (Lady - Gervais) was part of the PSPL Counts (2015-2019). As with the reasons listed for nearby location #19, this area continues to be a topic of public discussion, and as the Vista Greenway extension moves forward, multimodal use will increase.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	735	1,377	850	706
	0	39	0	37

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Bike boulevards (on roadway)
- Greenway (Vista Greenway entrance)

### Count Observations + Recommendations (2022)

- Crosswalk is faded and needs to be repainted
- Delivery trucks regularly stop in travel lane
- People walk in street on east side due to lack of sidewalk





## Results and Analysis

### 21 MAIN ST. (COLLEGE - PENDLETON)

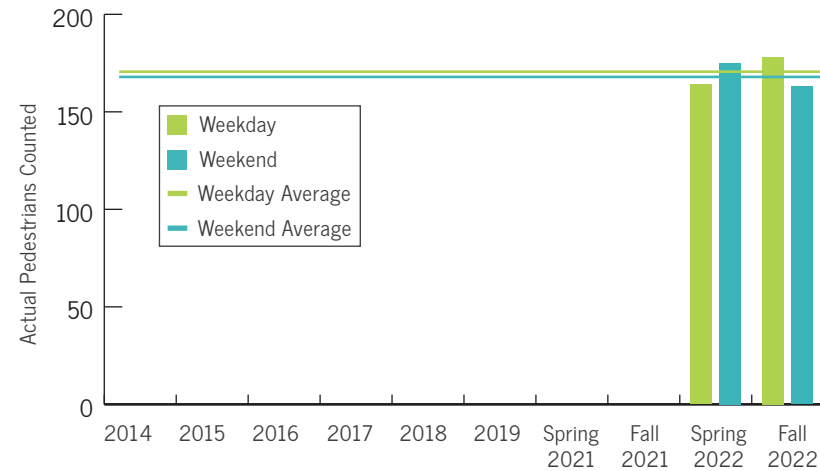


#### WHY COUNT AT THIS LOCATION?

Terminating at the statehouse grounds, this wide stretch of Main Street contains commercial, institutional, and surface parking uses. Substantial recommendations for a redesign were made by the *South Main Capital District Area Plan* (2017). A road rebuild and diet began in 2023. Notably, this section has also been the site of both pedestrian and bicyclist crashes. The section was also studied as part of the Public Space Public Life count effort, which ended in 2019.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	2,153	2,077	1,413	1,556
	16	112	10	42

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Main Street streetscape improvements (potentially diagonal parking, bike lanes, plantings, planted median)
- Road diet with protected bike facilities, expansive sidewalks, street trees + landscaping, furnishings, and pedestrian-scale lighting (*South Main Capital District Area Plan, 2017*)

#### Count Observations + Recommendations (2022)

- No street trees or shade
- Pedestrian and cyclist infrastructure is needed
- Littering is a problem; there are no public trash cans



## Results and Analysis

# 22 MAIN ST. (ELMWOOD - KINARD)

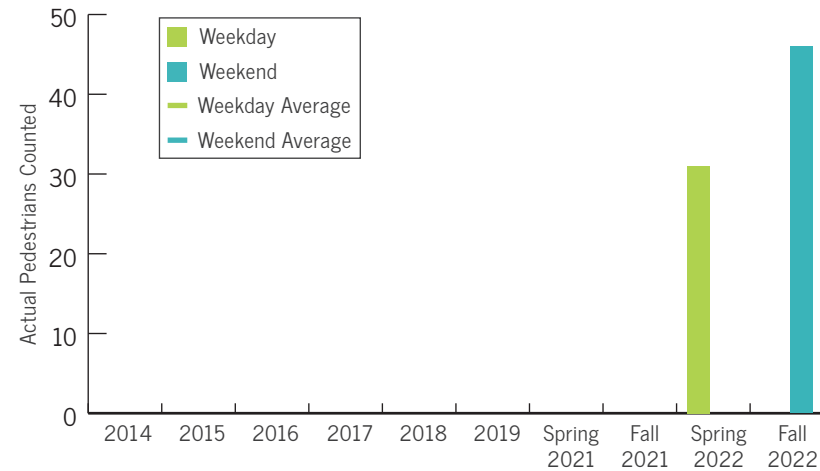


### WHY COUNT AT THIS LOCATION?

As development increases along Main Street north of Elmwood, crossing Elmwood continues to be a safety concern. This roadway segment actually has the highest number of recent bicyclist crashes out of all the 2022 count locations, and the number of pedestrian crashes is notable as well. Adjacent to historic and walkable neighborhoods on both sides of Main and located near downtown and the Bull Street District, this area is increasingly under pressure.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	362	-	-	439
	46	-	-	42

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- One-way cycle tracks
- Pedestrian improvements (sidewalks)

### Count Observations + Recommendations (2022)

- Lots of jaywalking occurring
- Litter is a problem in this area
- The empty lots here are an eyesore



## Results and Analysis

### 23 MILLWOOD AVE. (HOUSE - TREE)

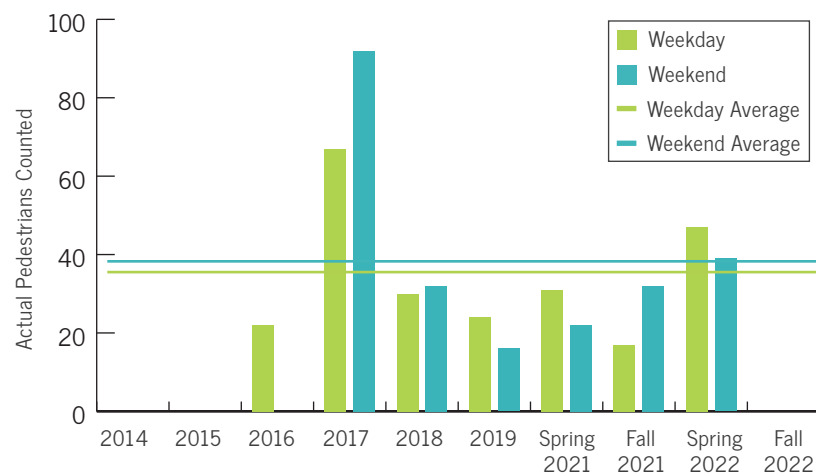


#### WHY COUNT AT THIS LOCATION?

Counted at the bus stop and crosswalk at Tree, this road segment was added in 2016 due to known safety concerns. Infrastructure changes have been made over the years. The mural (2017), ADA ramps and detectable warning mats (2018), and an SCDOT resurfacing project that allowed for lane width reduction and the addition of bike lanes (2020). The offset, unsignalized intersection at Tree remains difficult for pedestrians to navigate.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	548	-	315	-
	35	-	24	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Lane width reduction, add bike lanes
- Mid-block crossing
- Pedestrian improvements (sidewalks)

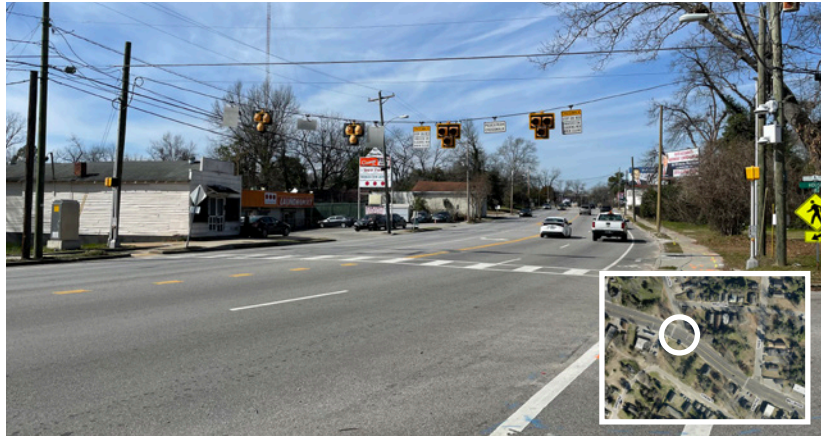
#### Count Observations + Recommendations (2022)

- Only one crosswalk is marked at Tree + Santee, though there are four sides to the intersection from a pedestrian's standpoint - and ramps. Most jaywalking occurs east of the singular crosswalk aligned with ADA ramps.
- High vehicular speeds and cars do not stop for pedestrians in crosswalk.
- Pedestrians walk up center lane while trying to cross and waiting for cars to stop or pass.
- Fewer cars observed driving in bike lanes than in 2021 counts, but it still occurs.





## Results and Analysis

# 24 MILLWOOD AVE. (PAGE - HOUSE)

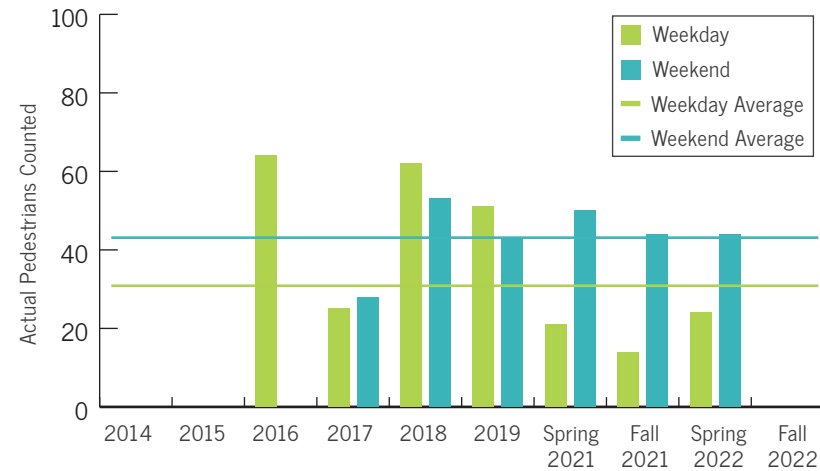


### WHY COUNT AT THIS LOCATION?

Counted at what is now the HAWK signal, this segment was added in 2016 due to known safety concerns. Infrastructure changes have been made over the years: ADA ramps and detectable warning mats were added, a HAWK signal was installed in partnership with SCDOT, resurfacing included lane width reduction and the addition of bike lanes, and after observing a blind pedestrian, an audible signal warning was ordered by SCDOT and installed by the City (2023).

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	280	-	355	-
	23	-	32	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Lane width reduction, add bike lanes
- Pedestrian improvements (sidewalks)

### Count Observations + Recommendations (2022)

- Drainage issues in eastbound bike lane and the ADA ramp on the west side of the HAWK
- Bike lanes need to be swept
- Jaywalking is more limited on weekdays than in prior counts and generally occurred crossing House (outside of the crosswalk), not Millwood. Weekend jaywalking across Millwood was much more frequent.
- High visibility ladder-style crosswalk at HAWK could be widened to include width of intersection as crossing House is required to access crosswalk on House (east side).



## Results and Analysis

# 25 MONTICELLO RD. (JACKSON - DUKE)

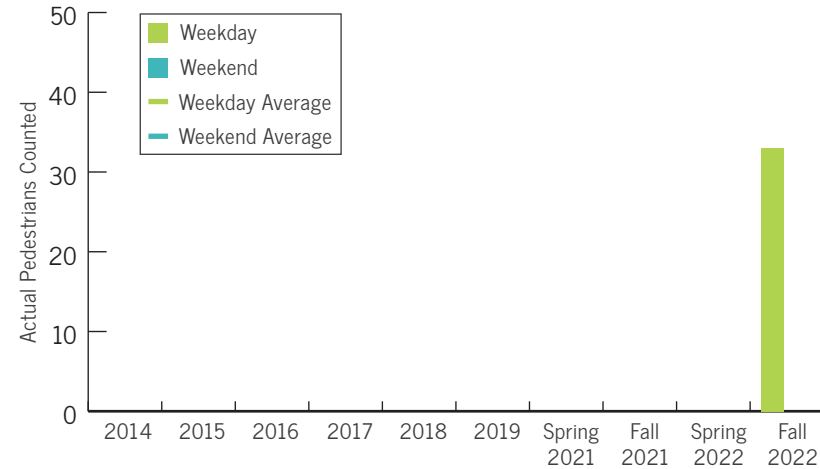


### WHY COUNT AT THIS LOCATION?

Monticello Road was identified for a road diet and multimodal improvements by both *Walk Bike Columbia* (2015) and *Walkable 29203* (2017). SCDOT plans to resurface Monticello in the near future, and hoped to incorporate a restriping and road diet in 2023-2024, though opposition has kept that from moving forward. The location is notable for number of both pedestrian and bicyclist crashes.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	385	-	-
	-	0	-	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Road diet, buffered bike lanes
- Signalized intersection improvements at Monticello + Duke
- Pedestrian improvements (sidewalks)

### Count Observations + Recommendations (2022)

- Segment would benefit from street cleaning and litter pickup
- There are no crosswalks, despite frequent pedestrian crossings
- Excessive vehicular speed



## Results and Analysis

# 26 N. MAIN ST. (AVONDALE - SUNSET)

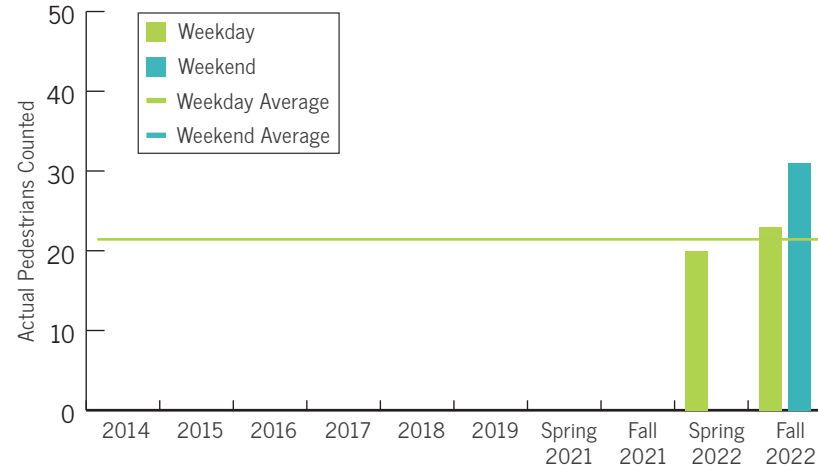


### WHY COUNT AT THIS LOCATION?

The shift to this location was recommended as part of count observations at a prior location, along Sunset from N. Main to Elmhurst. A planted median was added with a pedestrian refuge to address the offset Avondale intersection with the N. Main project, though a planned crosswalk has not been installed yet. An adjacent redevelopment is underway (brewery + related adaptive reuse) and Penny sidewalks are planned along Sunset (anticipated late 2023).

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	263	268	-	296
	0	13	-	26

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Road diet, bike lanes
- Signalized intersection improvements at N. Main + Sunset
- Pedestrian improvements (sidewalks)

### Count Observations + Recommendations (2022)

- A high visibility crosswalk is needed at the crossing locations on each side of the median
- Path through pedestrian island is difficult to see





## Results and Analysis

### 27 OAK ST. (TAYLOR - HASKELL)

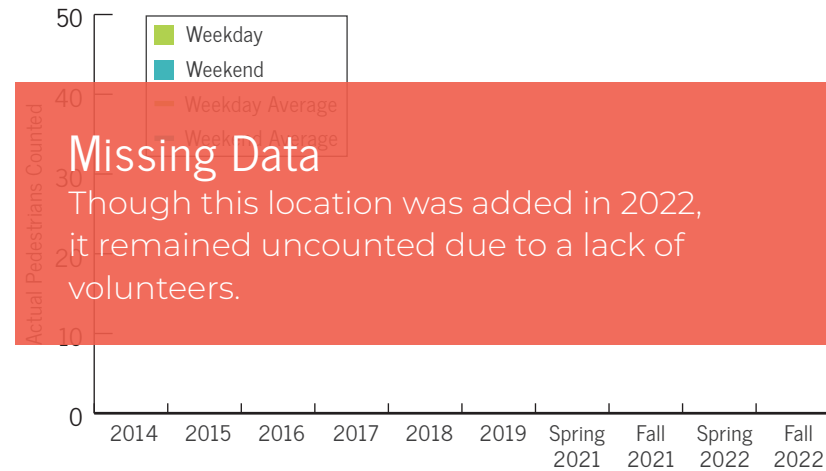


#### WHY COUNT AT THIS LOCATION?

In the heart of the Benedict College campus and near Allen University, this section includes a busy Blue Bike SC station. Oak is a lower-stress multimodal route parallel to Harden, and would connect WBC-proposed infrastructure on Laurel to a proposed Penny road diet of Hampton (current status unclear). This is a shift from the prior count location along Taylor (Oak - Pine), which had limited pedestrian access to adjacent uses due to continuous fencing.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	-	-
	-	-	-	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



**Walk Bike Columbia + Other Plan Recommendations**

- Bike boulevard

**Count Observations + Recommendations (2022)**

- Though it was added to the list of locations at the beginning of the calendar year, no one signed up to count this location during the Spring or Fall counts, so no data points were gathered.
- Data has consistently shown that the Blue Bike SC station in this screenline is heavily used, with it consistently ranking as one of the highest use stations in the system.



## Results and Analysis

# 28 PARK ST. (SENATE - GERVAIS)

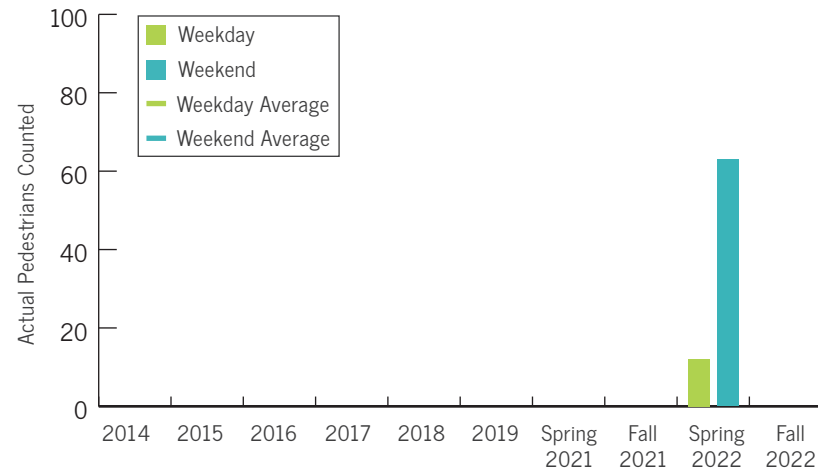


### WHY COUNT AT THIS LOCATION?

Substantially complete by the time of the Spring 2022 counts, construction on the pedestrian improvements and waste enclosure wrapped up in mid-2022. Prior conditions at the site created a number of obstacles for pedestrians. Improvements were completed in response to public engagement and subsequent *West Gervais District Plan* (2017) recommendations. This segment was also studied as part of the Public Space Public Life counts (2014-2019).

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	158	-	601	-
	0	-	0	-

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Road diet, buffered bike lanes
- Pedestrian improvements (sidewalks)

### Count Observations + Recommendations (2022)

- Opportunity for street trees near fire station tower (east side of street), to provide shade in summertime.
- Landscaping opportunity on east side mid-block down to Senate
- The whole ROW is paved in front of a business on the east side, making it look like a large parking lot. Concrete and curbing should be installed except at access points for parking.
- Jaywalking by individuals heading toward Gervais in the upper half of the block, using new ramp on west side of street as an access point



## Results and Analysis

# 29 ROSEWOOD DR. (HOWARD - MAPLE)

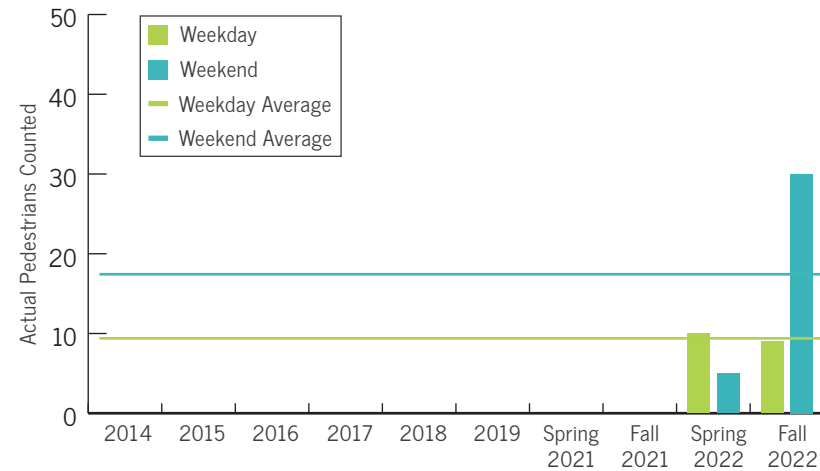


### WHY COUNT AT THIS LOCATION?

This location is notably the site of both pedestrian and bike crashes. Located in close proximity to the Publix and adjacent shopping center and buffered by Shandon and Rosewood neighborhoods, families and students are among those likely to cross Rosewood to access schools and recreational facilities in both neighborhoods. A segment near Rosewood Elementary was counted in prior years, but didn't quite capture school traffic due to count time and location.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	131	105	40	286
	40	13	5	0

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- Road diet (reduce to three lanes), one-way cycle tracks
- Mid-block crossing
- Pedestrian improvements (sidewalks)

### Count Observations + Recommendations (2022)

- Sidewalk is uncomfortably narrow; exacerbated by landscaping in front of Rockaways in the sidewalk zone
- Lighting along north sidewalk, which is particularly dark
- Realign western crosswalk at Maple to reduce crossing distance
- Extend sidewalk from SW quadrant along S. Maple to the Montessori School to provide a safe walking path for school children
- Bike infrastructure needed for a fair number of school commuters crossing at Rosewood + Maple





## Results and Analysis

### 30 SUMTER ST. (GREENE - PENDLETON)

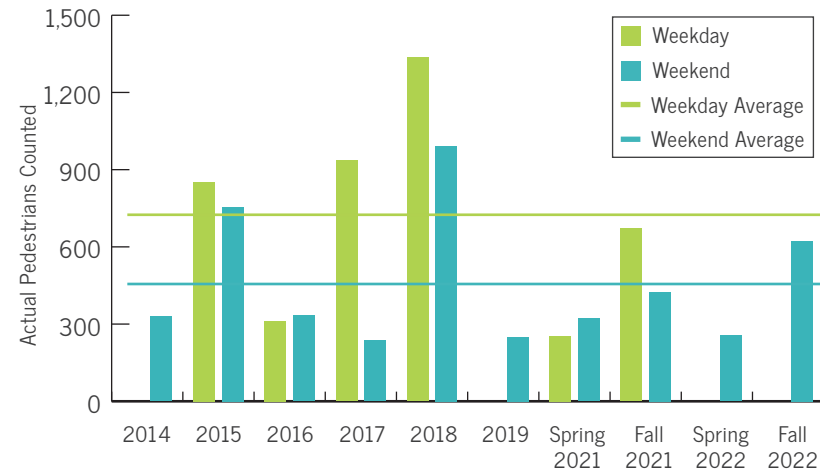


#### WHY COUNT AT THIS LOCATION?

This location adjacent to the USC Horseshoe and nearby statehouse grounds, a small commercial hub, and student housing sees consistently high volumes of pedestrians and bicyclists. As a lower-stress route that connects USC and downtown, Sumter has sharrows and is frequented by bike commuters. The COMET, a host of private student housing-run shuttles, and some regional transit buses stop frequently in the screenline.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	-	2,060	5,947
	-	-	30	68

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- One-way cycle tracks

#### Count Observations + Recommendations (2022)

- Pedestrian signal takes too long to activate
- High number of jaywalkers, many of whom don't use pedestrian buttons
- Lots of shuttle buses can be a safety issue
- Narrow pedestrian curb cuts without ADA mats



# Results and Analysis

## 31 SUMTER ST. (WASHINGTON - HAMPTON)

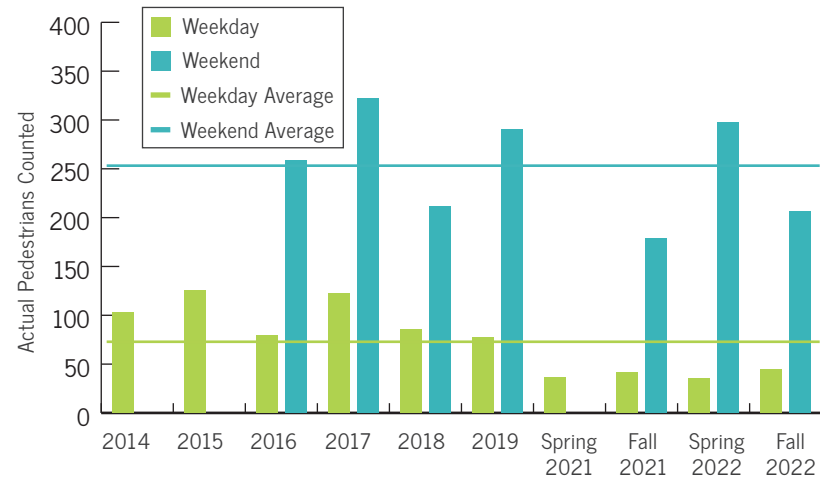


### WHY COUNT AT THIS LOCATION?

A road diet and redesign of Sumter Street was identified as a catalyst project in *Walk Bike Columbia*. The underutilized roadway, which is parallel to Main Street, adjacent to student housing, restaurants/commercial uses, institutional uses, the hospital, and a parking garage, is also notable for some pedestrian crashes. Although wide, Sumter is commonly seen as a lower-stress route that connects both north of Elmwood and south of Gervais.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	408	525	2,835	1,966
	7	33	0	42

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



### Walk Bike Columbia + Other Plan Recommendations

- One-way cycle tracks
- Sumter (Elmwood - Taylor) was highlighted as a *Walk Bike Columbia* catalyst project, with a road diet, protected cycle tracks, transit stop improvements, and streetscaping improvements including street trees and a landscaped median.

### Count Observations + Recommendations (2022)

- More street trees and landscaping would help
- A road diet would help make the street safer

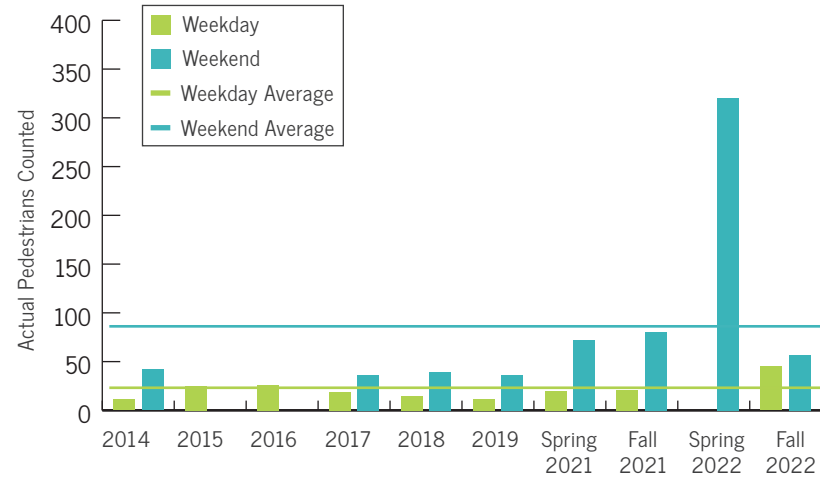
## Results and Analysis

# 32 TAYLOR ST. (GADSDEN - PARK)



### WHY COUNT AT THIS LOCATION?

This location represented the end of the Vista Greenway until its extension across Taylor and into Finlay Park in 2016, concurrent with which the City’s first HAWK signal was installed. This one-way route exiting downtown contains wide lanes and tends to be the site of high speeds. Pedestrian crash data is notable here, as is the planned redesign of Finlay Park, which received D/DRC approval in late 2022.





### Walk Bike Columbia + Other Plan Recommendations

- Mid-block crossing
- Vista Greenway crosses Taylor at this location
- Removal of two-way pair at Taylor + Hampton and related multimodal improvements (*Columbia Compass*)

### Count Observations + Recommendations (2022)

- Lots of jaywalking to and from Finlay Park
- Most vehicles speed down the hill
- Sidewalks are narrow and many people walk in the road

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	525	2,585	544
	-	13	50	21

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.





## Results and Analysis

### 33 TAYLOR ST. (MAIN - SUMTER)

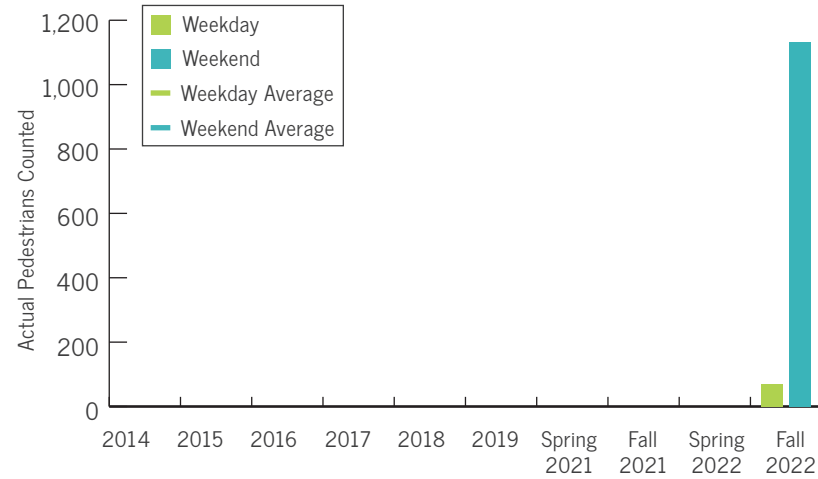


#### WHY COUNT AT THIS LOCATION?

This section of Taylor is actively redeveloping while also serving as a major corridor that sees heavy vehicular traffic during peak hours, as drivers cut through downtown. This segment includes COMET; the stop on the northwest corner of Sumter and Taylor is highly utilized. Just off Main Street, this segment lacks the mature tree canopy and landscaping seen on Main, though it is heavily used by pedestrians. The public parking garage contains bike parking. Hospital is nearby.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	-	828	-	10,815
	-	7	-	21

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



**Walk Bike Columbia + Other Plan Recommendations**

- None

**Count Observations + Recommendations (2022)**

- Area could benefit from trees and streetscaping
- Most jaywalking from garage and Hotel Trundle



## Results and Analysis

### 34 WASHINGTON ST. (ASSEMBLY - MAIN)

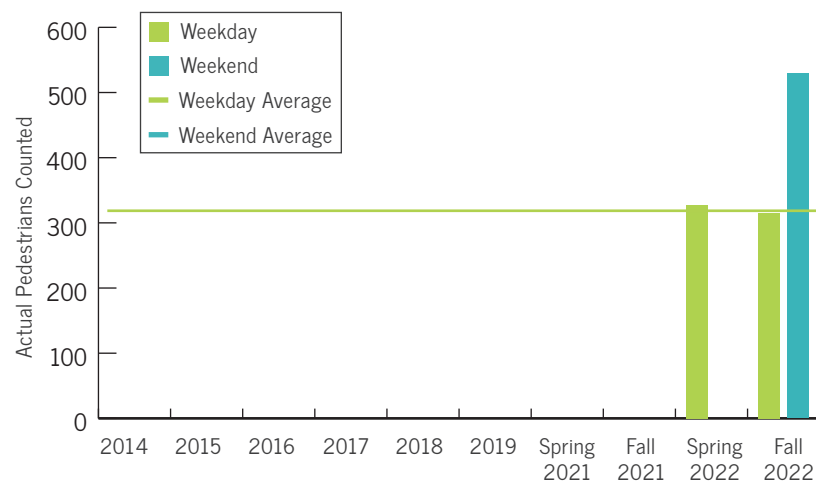


#### WHY COUNT AT THIS LOCATION?

A design to implement a road diet and buffered bike lanes was developed by the City, however concerns regarding curb management and limited funding led the project to stall. This location is the site of substantial jaywalking mid-block, a public parking garage, surface parking, and the bulk of City offices. In prior years, counts occurred on Washington (Main - Sumter) due to bike and pedestrian crash data and to study parklet use.

	Estimated Weekday Total		Estimated Weekend Total	
	Spring	Fall	Spring	Fall
	4,292	3,675	-	5,050
	0	26	-	26

Where the location was counted but no users were observed, the total is listed as zero. A hyphen is used to denote that a location was not counted.



#### Walk Bike Columbia + Other Plan Recommendations

- Road diet, buffered bike lanes
- Signalized intersection improvements at Washington + Assembly

#### Count Observations + Recommendations (2022)

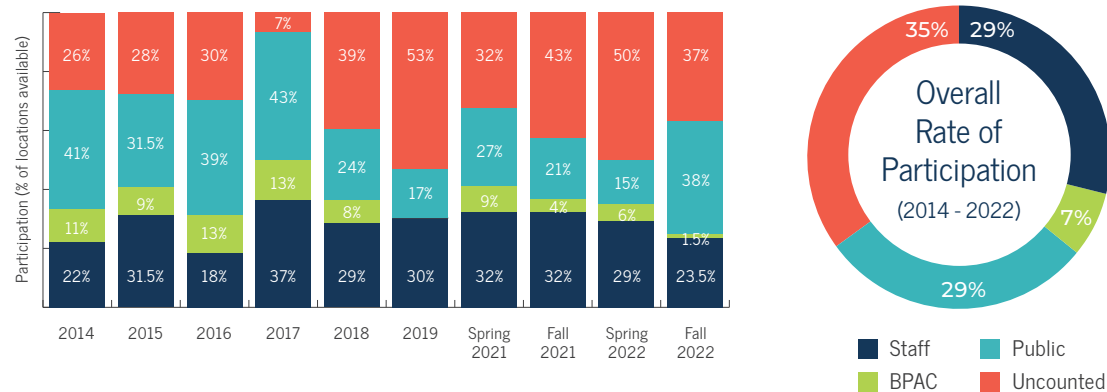
- Substantial number of jaywalkers mid-block, often from the garage; a mid-block crossing would help
- Delivery vehicles routinely double park, causing safety and visibility issues for all users

## Conclusion

In 2022 the Planning Division worked to streamline analysis and reporting, and as part of this process staff reviewed and re-prioritized count locations based on safety concerns, planned infrastructure improvements, and development pressure. These changes to count locations meant that longitudinal conclusions were not possible for all locations this year. However, we were able to observe some patterns in 2022:

- While Main Street continues to be a locus of pedestrian activity, the large number of pedestrians on cross streets such as Lady Street and Taylor Street demonstrates the need to “turn the corner” off of Main Street and begin to focus on making the side streets that connect to Main Street more friendly and safe for pedestrians and cyclists.
- Not surprisingly, the greatest density of bicyclists was observed around USC’s campus and adjacent student housing complexes.

The count program remains highly dependent on volunteer and staff participation. As we work to gather complete data on new locations and with decreased staffing, we may shift our approach to limit count locations in the Fall to those which have not been counted in the Spring.



With this first annual report, we have developed a template that can be utilized to provide reports on a calendar-year basis. In future years, we anticipate re-evaluating count locations every calendar year or two (counting locations for a minimum of two years), to optimize data collection and analysis.

## Stay Engaged

### E-NEWSLETTERS

Columbia Compass e-newsletters won't clog your inbox, but they will let you know about opportunities for engagement, upcoming events, projects, and more, on a monthly (or so) basis. Sign up here: [bit.ly/ColaCompassNews](https://bit.ly/ColaCompassNews)

### PLANNING & DEVELOPMENT SERVICES WEBSITE

Has this report piqued your interest in planning and development? Are you interested in reviewing this area plan, or neighborhood, area, or corridor plans facilitated by the City? You can find out more by visiting our microsite, [planninganddevelopment.columbiasc.gov](https://planninganddevelopment.columbiasc.gov)

### WALK BIKE COLUMBIA

Looking to dig into data or a specific plan recommendation, or learn more about multimodal planning in Columbia? [columbiacompass.org/walk-bike-columbia.html](https://columbiacompass.org/walk-bike-columbia.html).





For those who like to dig into the data, the appendix contains tabular quantitative and qualitative data for each location, as well as insight into the analytical process and resulting action items.

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## APPENDIX

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# Calculation of Daily Estimates

## DEVELOPING ESTIMATES

The calculations of the daily estimates of pedestrians and cyclists were made using the Count Adjustment Factors tool provided by the National Bicycle and Pedestrian Documentation Project. This tool extrapolates the number of pedestrians and cyclists counted during the two-hour counts by taking into account factors including the date and time the counts took place, the climate of the count location, and the type of location (determined by the relative density of the area counted and the existing infrastructure of the area). The type of location is broken up into “Street/Sidewalk,” which indicates a more dense area with accessible pedestrian infrastructure and dedicated bicycle facilities like bike lanes, and “Path,” which indicates less dense pedestrian areas and areas without dedicated bicycle facilities.

More information about the national count project and methods of estimating daily pedestrian and cyclists can be found at [bikepeddocumentation.org](http://bikepeddocumentation.org).

Location Types for Daily Estimates			
Location No.	Count Location	Pedestrians	Cyclists
1	Assembly (Washington - Hampton)	Street/Sidewalk	Path
2	Assembly (Whaley - Catawba)	Street/Sidewalk	Path
3	Blossom (Main - Sumter)	Street/Sidewalk	Path
4	Blossom (Pickens - Henderson)	Street/Sidewalk	Path
5	Broad River (Omarest - Bakersfield)	Path	Path
6	Bull (Jefferson - Matilda Evans)	Street/Sidewalk	Path
7	Calhoun (Pickens - Henderson)	Street/Sidewalk	Path
8	Crowson (Devine - Fort Jackson)	Street/Sidewalk	Path
9	Devine (Pulaski - Gadsden)	Street/Sidewalk	Path

Location Types for Daily Estimates			
Location No.	Count Location	Pedestrians	Cyclists
10	Forest (Two Notch - Bernardin)	Street/Sidewalk	Path
11	Garners Ferry (Patterson - Daphne)	Path	Path
12	Gervais (Assembly - Main)	Street/Sidewalk	Path
13	Greene (Gadsden - Lincoln)	Street/Sidewalk	Path
14	Greene (Laurens - Saluda)	Street/Sidewalk	Path
15	Harden (Devine - Greene)	Street/Sidewalk	Path
16	Harden (Read - Calhoun)	Street/Sidewalk	Street/Sidewalk
17	Harden (Taylor - Blanding)	Street/Sidewalk	Path
18	Lady (Assembly - Main)	Street/Sidewalk	Path
19	Lady (Lincoln - Park)	Street/Sidewalk	Path
20	Lincoln (Lady - Washington)	Street/Sidewalk	Path
21	Main (College - Pendleton)	Street/Sidewalk	Path
22	Main (Elmwood - Kinard)	Street/Sidewalk	Path
23	Millwood (House - Tree)	Street/Sidewalk	Street/Sidewalk
24	Millwood (Page - House)	Street/Sidewalk	Street/Sidewalk
25	Monticello (Jackson - Duke)	Street/Sidewalk	Path
26	N. Main (Avondale - Sunset)	Street/Sidewalk	Path
27	Oak (Taylor - Haskell)	Street/Sidewalk	Path
28	Park (Senate - Gervais)	Street/Sidewalk	Path
29	Rosewood (Howard - Maple)	Street/Sidewalk	Path
30	Sumter (Greene - Pendleton)	Street/Sidewalk	Path
31	Sumter (Washington - Hampton)	Street/Sidewalk	Path
32	Taylor (Gadsden - Park)	Street/Sidewalk	Path
33	Taylor (Main - Sumter)	Street/Sidewalk	Path
34	Washington (Assembly - Main)	Street/Sidewalk	Path

## 2022 Pedestrian Count Data

Location No.	Location	Day	Season	# of Pedestrians (Counted)			# of Pedestrians (Estimated)		
				Total	Per Hour	Per 15 Minutes	Daily	Per Hour	Per 15 Minutes
1	Assembly (Washington - Hampton)	Weekend	Spring	77	38.5	9.6	735	30.6	7.7
1	Assembly (Washington - Hampton)	Weekday	Fall	74	37	9.3	863	36	9
2	Assembly (Whaley - Catawba)	Weekend	Fall	67	33.5	8.4	640	26.7	6.7
3	Blossom (Main - Sumter)	Weekday	Spring	475	237.5	59.4	5,542	230.9	57.7
4	Blossom (Pickens - Henderson)	Weekend	Spring	14	7	1.8	134	5.6	1.4
4	Blossom (Pickens - Henderson)	Weekday	Fall	37	18.5	4.6	432	18	4.5
5	Broad River (Omarest - Bakersfield)	Weekday	Fall	25	12.5	3.1	164	6.8	1.7
5	Broad River (Omarest - Bakersfield)	Weekend	Fall	25	12.5	3.1	131	5.5	1.4
6	Bull (Jefferson - Matilda Evans)	Weekend	Spring	7	3.5	0.9	67	2.8	0.7
6	Bull (Jefferson - Matilda Evans)	Weekend	Fall	11	5.5	1.4	105	4.4	1.1
7	Calhoun (Pickens - Henderson)	Weekend	Fall	21	10.5	2.6	200	8.3	2.1
8	Crowson (Devine - Fort Jackson)	Weekday	Fall	8	4	1	93	3.9	1
8	Crowson (Devine - Fort Jackson)	Weekend	Fall	16	8	2	153	6.4	1.6
9	Devine (Pulaski - Gadsden)	Weekday	Fall	251	125.5	31.4	2,928	122	30.5
9	Devine (Pulaski - Gadsden)	Weekend	Fall	94	47	11.8	897	37.4	9.3
10	Forest (Two Notch - Bernardin)	Weekend	Spring	16	8	2	153	6.4	1.6
11	Garners Ferry (Patterson - Daphne)	Weekend	Fall	6	3	0.8	32	1.3	0.3
12	Gervais (Assembly - Main)	Weekday	Spring	47	23.5	5.9	617	25.7	6.4
12	Gervais (Assembly - Main)	Weekend	Spring	314	157	39.3	2,997	124.9	31.2
12	Gervais (Assembly - Main)	Weekend	Fall	940	470	117.5	8,973	373.9	93.5



## 2022 Pedestrian Count Data

Location No.	Location	Day	Season	# of Pedestrians (Counted)			# of Pedestrians (Estimated)		
				Total	Per Hour	Per 15 Minutes	Daily	Per Hour	Per 15 Minutes
13	Greene (Gadsden - Lincoln)	Weekend	Spring	25	12.5	3.1	202	8.4	2.1
14	Greene (Laurens - Saluda)	Weekday	Spring	58	29	7.3	761	31.7	7.9
14	Greene (Laurens - Saluda)	Weekend	Spring	136	68	17	1,298	54.1	13.5
14	Greene (Laurens - Saluda)	Weekday	Fall	77	38.5	9.6	898	37.4	9.4
14	Greene (Laurens - Saluda)	Weekend	Fall	55	27.5	6.9	525	21.9	5.5
15	Harden (Devine - Greene)	Weekend	Spring	117	58.5	14.6	945	39.4	9.8
15	Harden (Devine - Greene)	Weekday	Fall	28	14	3.5	327	13.6	3.4
15	Harden (Devine - Greene)	Weekend	Fall	108	54	13.5	1,031	43	10.7
16	Harden (Read - Calhoun)	Weekday	Fall	14	7	1.8	163	6.8	1.7
16	Harden (Read - Calhoun)	Weekend	Fall	8	4	1	76	3.2	0.8
17	Harden (Taylor - Blanding)	Weekend	Fall	15	7.5	1.9	143	6	1.5
18	Lady (Assembly - Main)	Weekday	Spring	184	92	23	2,147	89.5	22.4
18	Lady (Assembly - Main)	Weekend	Spring	930	465	116.3	7,512	313	78.3
18	Lady (Assembly - Main)	Weekday	Fall	138	69	17.3	1,610	67.1	16.8
18	Lady (Assembly - Main)	Weekend	Fall	585	292.5	73.1	5,584	232.7	58.2
19	Lady (Lincoln - Park)	Weekday	Spring	59	29.5	7.4	688	28.7	7.2
19	Lady (Lincoln - Park)	Weekend	Spring	143	71.5	17.9	1,365	56.9	14.2
19	Lady (Lincoln - Park)	Weekday	Fall	39	19.5	4.9	455	19	4.7
19	Lady (Lincoln - Park)	Weekend	Fall	109	54.5	13.6	1,040	43.3	10.8
20	Lincoln (Lady - Washington)	Weekday	Spring	63	31.5	7.9	735	30.6	7.7

## 2022 Pedestrian Count Data

Location No.	Location	Day	Season	# of Pedestrians (Counted)			# of Pedestrians (Estimated)		
				Total	Per Hour	Per 15 Minutes	Daily	Per Hour	Per 15 Minutes
20	Lincoln (Lady - Washington)	Weekend	Spring	89	44.5	11.1	850	35.4	8.9
20	Lincoln (Lady - Washington)	Weekday	Fall	118	59	14.8	1,377	57.4	14.3
20	Lincoln (Lady - Washington)	Weekend	Fall	74	37	9.3	706	29.4	7.4
21	Main (College - Pendleton)	Weekday	Spring	164	82	20.5	2,153	89.7	22.4
21	Main (College - Pendleton)	Weekend	Spring	175	87.5	21.9	1,413	58.9	14.7
21	Main (College - Pendleton)	Weekday	Fall	178	89	22.3	2,077	86.5	21.6
21	Main (College - Pendleton)	Weekend	Fall	163	81.5	20.4	1,556	64.8	16.2
22	Main (Elmwood - Kinard)	Weekday	Spring	31	15.5	3.9	362	15.1	3.8
22	Main (Elmwood - Kinard)	Weekend	Fall	46	23	5.8	439	18.3	4.6
23	Millwood (House - Tree)	Weekday	Spring	47	23.5	5.9	548	22.8	5.7
23	Millwood (House - Tree)	Weekend	Spring	39	19.5	4.9	315	13.1	3.3
24	Millwood (Page - House)	Weekday	Spring	24	12	3	280	11.7	2.9
24	Millwood (Page - House)	Weekend	Spring	44	22	5.5	355	14.8	3.7
25	Monticello (Jackson - Duke)	Weekday	Fall	33	16.5	4.1	385	16	4
26	N. Main (Avondale - Sunset)	Weekday	Spring	20	10	2.5	263	11	2.7
26	N. Main (Avondale - Sunset)	Weekday	Fall	23	11.5	2.9	268	11.2	2.8
26	N. Main (Avondale - Sunset)	Weekend	Fall	31	15.5	3.9	296	12.3	3.1
28	Park (Senate - Gervais)	Weekday	Spring	12	6	1.5	158	6.6	1.6
28	Park (Senate - Gervais)	Weekend	Spring	63	31.5	7.9	601	25	6.3
29	Rosewood (Howard - Maple)	Weekday	Spring	10	5.0	1.3	131	5.5	1.4

## 2022 Pedestrian Count Data

Location No.	Location	Day	Season	# of Pedestrians (Counted)			# of Pedestrians (Estimated)		
				Total	Per Hour	Per 15 Minutes	Daily	Per Hour	Per 15 Minutes
29	Rosewood (Howard - Maple)	Weekend	Spring	5	2.5	0.6	40	1.7	0.4
29	Rosewood (Howard - Maple)	Weekday	Fall	9	4.5	1.1	105	4.4	1.1
29	Rosewood (Howard - Maple)	Weekend	Fall	30	15	3.8	286	11.9	3.0
30	Sumter (Greene - Pendleton)	Weekend	Spring	255	127.5	31.9	2,060	85.8	21.5
30	Sumter (Greene - Pendleton)	Weekend	Fall	623	611.5	77.9	5,947	247.8	61.9
31	Sumter (Washington - Hampton)	Weekday	Spring	35	17.5	4.4	408	17	4.3
31	Sumter (Washington - Hampton)	Weekend	Spring	297	148.5	37.1	2,835	118.1	29.5
31	Sumter (Washington - Hampton)	Weekday	Fall	45	22.5	5.6	525	21.9	5.5
31	Sumter (Washington - Hampton)	Weekend	Fall	206	103	25.8	1,966	81.9	20.5
32	Taylor (Gadsden - Park)	Weekend	Spring	320	160	40	2,585	107.7	26.9
32	Taylor (Gadsden - Park)	Weekday	Fall	45	22.5	5.6	525	21.9	5.5
32	Taylor (Gadsden - Park)	Weekend	Fall	57	28.5	7.1	544	22.7	5.7
33	Taylor (Main - Sumter)	Weekday	Fall	71	35.5	8.9	828	34.5	8.6
33	Taylor (Main - Sumter)	Weekend	Fall	1,133	566.5	141.6	10,815	450.6	112.7
34	Washington (Assembly - Main)	Weekday	Spring	327	163.5	40.9	4,292	178.8	44.7
34	Washington (Assembly - Main)	Weekday	Fall	315	157.5	39.4	3,675	153.1	38.3
34	Washington (Assembly - Main)	Weekend	Fall	529	264.5	66.1	5,050	210.4	52.6

## 2022 Bicyclist Count Data

Location No.	Location	Day	Season	# of Bicyclists (Counted)			# of Bicyclists (Estimated)		
				Total	Per Hour	Per 15 Minutes	Daily	Per Hour	Per 15 Minutes
1	Assembly (Washington - Hampton)	Weekend	Spring	1	0.5	0.1	5	0.2	0.1
1	Assembly (Washington - Hampton)	Weekday	Fall	4	2	0.5	26	1.1	0.3
2	Assembly (Whaley - Catawba)	Weekend	Fall	4	2	0.5	21	0.9	0.2
3	Blossom (Main - Sumter)	Weekday	Spring	8	4	1	53	2.2	0.6
4	Blossom (Pickens - Henderson)	Weekend	Spring	3	1.5	0.4	16	0.7	0.2
4	Blossom (Pickens - Henderson)	Weekday	Fall	7	3.5	0.9	46	1.9	0.5
5	Broad River (Omarest - Bakersfield)	Weekday	Fall	4	2	0.5	26	1.1	0.3
5	Broad River (Omarest - Bakersfield)	Weekend	Fall	5	2.5	0.6	26	1.1	0.3
6	Bull (Jefferson - Matilda Evans)	Weekend	Spring	2	1	0.3	11	0.5	0.1
6	Bull (Jefferson - Matilda Evans)	Weekend	Fall	3	1.5	0.4	16	0.7	0.2
7	Calhoun (Pickens - Henderson)	Weekend	Fall	3	1.5	0.4	16	0.7	0.2
8	Crowson (Devine - Fort Jackson)	Weekday	Fall	0	0	0	0	0	0
8	Crowson (Devine - Fort Jackson)	Weekend	Fall	1	0.5	0.1	5	0.2	0.1
9	Devine (Pulaski - Gadsden)	Weekday	Fall	12	6	1.5	79	3.3	0.8
9	Devine (Pulaski - Gadsden)	Weekend	Fall	8	4	1	42	1.8	0.4
10	Forest (Two Notch - Bernardin)	Weekend	Spring	2	1	0.3	11	0.5	0.1
11	Garners Ferry (Patterson - Daphne)	Weekend	Fall	3	1.5	0.4	16	0.7	0.2
12	Gervais (Assembly - Main)	Weekday	Spring	3	1.5	0.4	24	1	0.3
12	Gervais (Assembly - Main)	Weekend	Spring	8	4	1	42	1.8	0.4
12	Gervais (Assembly - Main)	Weekend	Fall	9	4.5	1.1	47	2	0.5



## 2022 Bicyclist Count Data

Location No.	Location	Day	Season	# of Bicyclists (Counted)			# of Bicyclists (Estimated)		
				Total	Per Hour	Per 15 Minutes	Daily	Per Hour	Per 15 Minutes
13	Greene (Gadsden - Lincoln)	Weekend	Spring	2	1	0.3	10	0.4	0.1
14	Greene (Laurens - Saluda)	Weekday	Spring	13	6.5	1.6	105	4.4	1.1
14	Greene (Laurens - Saluda)	Weekend	Spring	6	3	0.8	32	1.3	0.3
14	Greene (Laurens - Saluda)	Weekday	Fall	49	24.5	6.1	322	13.4	3.4
14	Greene (Laurens - Saluda)	Weekend	Fall	7	3.5	0.9	37	1.5	0.4
15	Harden (Devine - Greene)	Weekend	Spring	6	3	0.8	30	1.3	0.3
15	Harden (Devine - Greene)	Weekday	Fall	4	2	0.5	26	1.1	0.3
15	Harden (Devine - Greene)	Weekend	Fall	22	11	2.8	116	4.8	1.2
16	Harden (Read - Calhoun)	Weekday	Fall	2	1	0.3	23	1	0.2
16	Harden (Read - Calhoun)	Weekend	Fall	4	2	0.5	38	1.6	0.4
17	Harden (Taylor - Blanding)	Weekend	Fall	3	1.5	0.4	16	0.7	0.2
18	Lady (Assembly - Main)	Weekday	Spring	1	0.5	0.1	7	0.3	0.1
18	Lady (Assembly - Main)	Weekend	Spring	0	0	0	0	0	0
18	Lady (Assembly - Main)	Weekday	Fall	7	3.5	0.9	46	1.9	0.5
18	Lady (Assembly - Main)	Weekend	Fall	6	3	0.8	32	1.3	0.3
19	Lady (Lincoln - Park)	Weekday	Spring	5	2.5	0.6	33	1.4	0.3
19	Lady (Lincoln - Park)	Weekend	Spring	5	2.5	0.6	26	1.1	0.3
19	Lady (Lincoln - Park)	Weekday	Fall	5	2.5	0.6	33	1.4	0.3
19	Lady (Lincoln - Park)	Weekend	Fall	3	1.5	0.4	16	0.7	0.2
20	Lincoln (Lady - Washington)	Weekday	Spring	0	0	0	0	0	0

## 2022 Bicyclist Count Data

Location No.	Location	Day	Season	# of Bicyclists (Counted)			# of Bicyclists (Estimated)		
				Total	Per Hour	Per 15 Minutes	Daily	Per Hour	Per 15 Minutes
20	Lincoln (Lady - Washington)	Weekend	Spring	0	0	0	0	0	0
20	Lincoln (Lady - Washington)	Weekday	Fall	6	3	0.8	39	1.6	0.4
20	Lincoln (Lady - Washington)	Weekend	Fall	7	3.5	0.9	37	1.5	0.4
21	Main (College - Pendleton)	Weekday	Spring	2	1	0.3	16	0.7	0.2
21	Main (College - Pendleton)	Weekend	Spring	2	1	0.3	10	0.4	0.1
21	Main (College - Pendleton)	Weekday	Fall	17	8.5	2.1	112	4.7	1.2
21	Main (College - Pendleton)	Weekend	Fall	8	4	1	42	1.8	0.4
22	Main (Elmwood - Kinard)	Weekday	Spring	7	3.5	0.9	46	1.9	0.5
22	Main (Elmwood - Kinard)	Weekend	Fall	8	4	1	42	1.8	0.4
23	Millwood (House - Tree)	Weekday	Spring	3	1.5	0.4	35	1.5	0.4
23	Millwood (House - Tree)	Weekend	Spring	3	1.5	0.4	24	1	0.3
24	Millwood (Page - House)	Weekday	Spring	2	1	0.3	23	1	0.2
24	Millwood (Page - House)	Weekend	Spring	4	2	0.5	32	1.3	0.3
25	Monticello (Jackson - Duke)	Weekday	Fall	0	0	0	0	0	0
26	N. Main (Avondale - Sunset)	Weekday	Spring	0	0	0	0	0	0
26	N. Main (Avondale - Sunset)	Weekday	Fall	2	1	0.3	13	0.5	0.1
26	N. Main (Avondale - Sunset)	Weekend	Fall	5	2.5	0.6	26	1.1	0.3
28	Park (Senate - Gervais)	Weekday	Spring	0	0	0	0	0	0
28	Park (Senate - Gervais)	Weekend	Spring	0	0	0	0	0	0
29	Rosewood (Howard - Maple)	Weekday	Spring	5	2.5	0.6	40	1.7	0.4

## 2022 Bicyclist Count Data

Location No.	Location	Day	Season	# of Bicyclists (Counted)			# of Bicyclists (Estimated)		
				Total	Per Hour	Per 15 Minutes	Daily	Per Hour	Per 15 Minutes
29	Rosewood (Howard - Maple)	Weekend	Spring	1	0.5	0.1	5	0.2	0.1
29	Rosewood (Howard - Maple)	Weekday	Fall	2	1	0.3	13	0.5	0.1
29	Rosewood (Howard - Maple)	Weekend	Fall	0	0	0	0	0	0
30	Sumter (Greene - Pendleton)	Weekend	Spring	6	3	0.8	30	1.3	0.3
30	Sumter (Greene - Pendleton)	Weekend	Fall	13	6.5	1.6	68	2.8	0.7
31	Sumter (Washington - Hampton)	Weekday	Spring	1	0.5	0.1	7	0.3	0.1
31	Sumter (Washington - Hampton)	Weekend	Spring	0	0	0	0	0	0
31	Sumter (Washington - Hampton)	Weekday	Fall	5	2.5	0.6	33	1.4	0.3
31	Sumter (Washington - Hampton)	Weekend	Fall	8	4	1	42	1.8	0.4
32	Taylor (Gadsden - Park)	Weekend	Spring	10	5	1.3	50	2.1	0.5
32	Taylor (Gadsden - Park)	Weekday	Fall	2	1	0.3	13	0.5	0.1
32	Taylor (Gadsden - Park)	Weekend	Fall	4	2	0.5	21	0.9	0.2
33	Taylor (Main - Sumter)	Weekday	Fall	1	0.5	0.1	7	0.3	0.1
33	Taylor (Main - Sumter)	Weekend	Fall	4	2	0.5	21	0.9	0.2
34	Washington (Assembly - Main)	Weekday	Spring	0	0	0	0	0	0
34	Washington (Assembly - Main)	Weekday	Fall	4	2	0.5	26	1.1	0.3
34	Washington (Assembly - Main)	Weekend	Fall	5	2.5	0.6	26	1.1	0.3

## 2022 Location Data - Facilities Present

Location No.	Location	Facilities Present									
		Sidewalks (1 side)	Sidewalks (2 sides)	Public Trash Can	ADA Ramps	COMET Stop(s)	Bike Share Station	Public Seating	High-Visibility Crosswalks	Bike Lanes	Other
1	Assembly (Washington - Hampton)		x	x		x					
2	Assembly (Whaley - Catawba)					x					
3	Blossom (Main - Sumter)		x		x	x			x		
4	Blossom (Pickens - Henderson)		x	x	x			x	x		Park
5	Broad River (Omarest - Bakersfield)		x	x	x	x		x	x		
6	Bull (Jefferson - Matilda Evans)		x			x			x		
7	Calhoun (Pickens - Henderson)		x		x						
8	Crowson (Devine - Fort Jackson)	x		x		x		x			bus shelter
9	Devine (Pulaski - Gadsden)		x		x		x		x		Innovista Trail
10	Forest (Two Notch - Bernardin)		x			x					
11	Garners Ferry (Patterson - Daphne)	x		x		x		x			
12	Gervais (Assembly - Main)		x	x	x		x	x			
13	Greene (Gadsden - Lincoln)		x	x	x		x	x	x	x	water feature
14	Greene (Laurens - Saluda)		x	x	x	x		x			bike rack
15	Harden (Devine - Greene)		x	x	x	x	x	x	x		
16	Harden (Read - Calhoun)		x	x	x					x	
17	Harden (Taylor - Blanding)		x	x	x	x					
18	Lady (Assembly - Main)		x		x				x		mid-block crossing
19	Lady (Lincoln - Park)		x	x	x	x	x		x		



## 2022 Location Data - Facilities Present

Location No.	Location	Facilities Present									
		Sidewalks (1 side)	Sidewalks (2 sides)	Public Trash Can	ADA Ramps	COMET Stop(s)	Bike Share Station	Public Seating	High-Visibility Crosswalks	Bike Lanes	Other
20	Lincoln (Lady - Washington)		x	x	x		x		x		greenway
21	Main (College - Pendleton)		x		x				x		private seating
22	Main (Elmwood - Kinard)		x	x		x					
23	Millwood (House - Tree)		x	x	x	x		x	x	x	
24	Millwood (Page - House)		x		x				x	x	HAWK signal
25	Monticello (Jackson - Duke)		x								
26	N. Main (Avondale - Sunset)		x		x	x					
27	Oak (Taylor - Haskell)		x	x	x		x		x		public art, mid-block crossing, bike parking, parallel sidewalks adjacent to buildings, east side
28	Park (Senate - Gervais)		x		x	x	x	x	x		
29	Rosewood (Howard - Maple)		x		x	x			x		bike rack
30	Sumter (Greene - Pendleton)		x	x	x	x		x			sharrows
31	Sumter (Washington - Hampton)		x	x	x						
32	Taylor (Gadsden - Park)		x	x	x			x			HAWK signal
33	Taylor (Main - Sumter)		x		x	x			x		tables
34	Washington (Assembly - Main)		x	x	x				x		

## 2022 Location Data - Activities Observed

Location No.	Location	Weekend/ Weekday	Activities Observed								
			Accessing Transit	Restaurant Seating	Jaywalking	Commercial Activity	Children Playing	Pet Walking	Running/ Physical Activity	Littering	Other
1	Assembly (Washington - Hampton)	Weekend	x		x						
1	Assembly (Washington - Hampton)	Weekday	x		x						people picking up litter
2	Assembly (Whaley - Catawba)	Weekend	x		x	x		x			
3	Blossom (Main - Sumter)	Weekday		x	x	x		x	x		
4	Blossom (Pickens - Henderson)	Weekend						x			bicyclists riding side-by-side towards Pickens
4	Blossom (Pickens - Henderson)	Weekday			x				x		
5	Broad River (Omarest - Bakersfield)	Weekend	x		x	x					
5	Broad River (Omarest - Bakersfield)	Weekday	x	x	x				x		
6	Bull (Jefferson - Matilda Evans)	Weekend	x								
7	Calhoun (Pickens - Henderson)	Weekend			x	x	x		x		
8	Crowson (Devine - Fort Jackson)	Weekend	x								
8	Crowson (Devine - Fort Jackson)	Weekday	x								

Where locations were counted on a weekday and/or weekend in both seasons, activities shown above are consolidated under weekday or weekend.

## 2022 Location Data - Activities Observed

Location No.	Location	Weekend/ Weekday	Activities Observed								
			Accessing Transit	Restaurant Seating	Jaywalking	Commercial Activity	Children Playing	Pet Walking	Running/ Physical Activity	Littering	Other
9	Devine (Pulaski - Gadsden)	Weekend			x			x	x		
9	Devine (Pulaski - Gadsden)	Weekday						x	x		scooters
10	Forest (Two Notch - Bernardin)	Weekend	x		x						
11	Garners Ferry (Patterson - Daphne)	Weekend	x		x					x	
12	Gervais (Assembly - Main)	Weekend		x	x			x	x		
12	Gervais (Assembly - Main)	Weekday			x			x	x		
13	Greene (Gadsden - Lincoln)	Weekend			x			x	x		
14	Greene (Laurens - Saluda)	Weekend	x	x	x	x		x	x		skateboarding + electric scooter
14	Greene (Laurens - Saluda)	Weekday	x	x	x	x		x	x		
15	Harden (Devine - Greene)	Weekend	x	x	x	x		x	x		
15	Harden (Devine - Greene)	Weekday			x	x			x		
16	Harden (Read - Calhoun)	Weekend			x						
16	Harden (Read - Calhoun)	Weekday	no activities observed								
17	Harden (Taylor - Blanding)	Weekend	x								
18	Lady (Assembly - Main)	Weekend			x			x	x		skateboarding
18	Lady (Assembly - Main)	Weekday			x			x	x		
19	Lady (Lincoln - Park)	Weekend			x	x		x	x		

Where locations were counted on a weekday and/or weekend in both seasons, activities shown above are consolidated under weekday or weekend.

## 2022 Location Data - Activities Observed

Location No.	Location	Weekend/ Weekday	Activities Observed								
			Accessing Transit	Restaurant Seating	Jaywalking	Commercial Activity	Children Playing	Pet Walking	Running/ Physical Activity	Littering	Other
19	Lady (Lincoln - Park)	Weekday			x	x		x	x		
20	Lincoln (Lady - Washington)	Weekend			x	x		x	x		
20	Lincoln (Lady - Washington)	Weekday			x	x		x	x		
21	Main (College - Pendleton)	Weekend		x	x	x		x	x	x	
21	Main (College - Pendleton)	Weekday		x	x	x		x	x	x	panhandling, scooters, skateboarding
22	Main (Elmwood - Kinard)	Weekend	x		x	x	x		x		
22	Main (Elmwood - Kinard)	Weekday	x		x	x			x		loitering
23	Millwood (House - Tree)	Weekend	x		x				x		
23	Millwood (House - Tree)	Weekday	x		x				x		
24	Millwood (Page - House)	Weekend			x	x			x		
24	Millwood (Page - House)	Weekday			x				x		
25	Monticello (Jackson - Duke)	Weekday			x						
26	N. Main (Avondale - Sunset)	Weekend			x			x	x		
26	N. Main (Avondale - Sunset)	Weekday	x		x	x					
28	Park (Senate - Gervais)	Weekend		x	x			x	x		
28	Park (Senate - Gervais)	Weekday			x						street light maintenance work
29	Rosewood (Howard - Maple)	Weekend			x	x		x	x		

Where locations were counted on a weekday and/or weekend in both seasons, activities shown above are consolidated under weekday or weekend.



## 2022 Location Data - Activities Observed

Location No.	Location	Weekend/ Weekday	Activities Observed								
			Accessing Transit	Restaurant Seating	Jaywalking	Commercial Activity	Children Playing	Pet Walking	Running/ Physical Activity	Littering	Other
29	Rosewood (Howard - Maple)	Weekday	x		x	x		x	x		
30	Sumter (Greene - Pendleton)	Weekend	x		x		x	x	x		
31	Sumter (Washington - Hampton)	Weekend		x	x	x	x	x	x		
31	Sumter (Washington - Hampton)	Weekday			x	x		x	x		
32	Taylor (Gadsden - Park)	Weekend			x		x	x	x		goods given away to homeless individuals; walking tour/ CSI game activity
32	Taylor (Gadsden - Park)	Weekday									parked truck blocking sidewalk
33	Taylor (Main - Sumter)	Weekend		x	x	x		x	x		
33	Taylor (Main - Sumter)	Weekday	x		x	x					utility work in street and sidewalk
34	Washington (Assembly - Main)	Weekend			x			x			
34	Washington (Assembly - Main)	Weekday			x			x			

Where locations were counted on a weekday and/or weekend in both seasons, activities shown above are consolidated under weekday or weekend.

## Count Locations

### ENSURING RELEVANCY

Pedestrian and bicyclist counts began in 2014 as part of the *Walk Bike Columbia* planning process. Those initial locations were chosen based on pedestrian and bicyclist crash data, known safety concerns, public input, and ongoing or anticipated changes to the built environment such as high density housing development or planned multimodal infrastructure improvements.

Over the years, locations have been added for the same reasons stated above - however a whole-scale reassessment of locations was not conducted until the count analysis and report for 2014-2021 counts was completed. With that analysis complete, the Planning Division reviewed current locations, as well as a list of potential locations based on updated crash data and anticipated changes to the built environment. In some cases, anticipated changes did not come to pass, and enough data had been gathered to establish a baseline should a location anticipate change in the future. As such, a number of the locations either shifted slightly to better align with desired travel routes (often based on count observations) or were removed completely starting with the 2022 count year.

While locations may be added on a year-by-year basis, we still recognize the importance of year-over-year data, and as such, we do not anticipate removing any locations from the count list in 2023 that were added in the 2022 count year.

Count Locations			
Location No.	Count Location	Year Added	Year Removed
1	Assembly (Washington - Hampton)	2014	-
2	Assembly (Whaley - Catawba)	2022	-
3	Blossom (Main - Sumter)	2022	-
4	Blossom (Pickens - Henderson)	2022	-
5	Broad River (Omarest - Bakersfield)	2022	-
6	Bull (Jefferson - Matilda Evans)	2022	-
7	Calhoun (Pickens - Henderson)	2022	-
8	Crowson (Devine - Fort Jackson)	2022	-
9	Devine (Pulaski - Gadsden)	2017	-
10	Forest (Two Notch - Bernardin)	2022	-
11	Garners Ferry (Patterson - Daphne)	2022	-
12	Gervais (Assembly - Main)	2022	-
13	Greene (Gadsden - Lincoln)	2022	-
14	Greene (Laurens - Saluda)	2014	-
15	Harden (Devine - Greene)	2014	-
16	Harden (Read - Calhoun)	2022	-
17	Harden (Taylor - Blanding)	2014	-
18	Lady (Assembly - Main)	2022	-
19	Lady (Lincoln - Park)	2022	-
20	Lincoln (Lady - Washington)	2022	-
21	Main (College - Pendleton)	2022	-
22	Main (Elmwood - Kinard)	2022	-
23	Millwood (House - Tree)	2016	-
24	Millwood (Page - House)	2016	-

## Count Locations

Count Locations			
Location No.	Count Location	Year Added	Year Removed
25	Monticello (Jackson - Duke)	2022	-
26	N. Main (Avondale - Sunset)	2022	-
27	Oak (Taylor - Haskell)	2022	-
28	Park (Senate - Gervais)	2022	-
29	Rosewood (Howard - Maple)	2022	-
30	Sumter (Greene - Pendleton)	2014	-
31	Sumter (Washington - Hampton)	2014	-
32	Taylor (Gadsden - Park)	2014	-
33	Taylor (Main - Sumter)	2022	-
34	Washington (Assembly - Main)	2022	-
*	Beltline Blvd. (Two Notch - Dubard)	2016	2021
*	Blossom St. (Park - Lincoln)	2014	2021
*	Blossom St. (Williams - Huger)	2014	2021
*	Bluff Rd. (Market - Eden)	2014	2021
*	Broad River Rd. (St. Andrews - Farrington)	2015	2021
*	Bull St. (Confederate - Victoria)	2015	2021
*	Devine St. (Beltline - Cross Hill)	2014	2021
*	Fairfield Rd. (Amberley - Winmet)	2014	2021
*	Farrow Rd. (Busby - Standish)	2018	2021
*	Ft. Jackson Blvd. (Kilbourne - Kilbourne)	2014	2021
*	Garners Ferry Rd. (Leesburg - Dorn)	2014	2021
*	Gervais St. (Lincoln - Park)	2014	2021
*	Harbison Blvd. (Park Terrace - Columbiana)	2014	2021
*	S. Holly St. (Montgomery - Huron)	2014	2021

Count Locations			
Location No.	Count Location	Year Added	Year Removed
*	Kilbourne Rd. (Wheat - Bloomwood)	2014	2021
*	Lake Murray Blvd. (Kinley - Parkridge)	2014	2021
*	Laurel St. (Sumter - Main)	2015	2021
*	River Dr. (Gibson - Pearl)	2014	2021
*	Rosewood Dr. (Ravenel - Ott)	2014	2021
*	Main (College - Greene)	2018	2021
*	Sunset Dr. (Elmhurst - N. Main)	2014	2021
*	Taylor St. (Oak - Pine)	2014	2021
*	Washington St. (Main - Sumter)	2021	2021
*	Wheat St. (Pickens - Sumter)	2014	2021

\*Location numbers were first assigned in 2022, so locations removed at the end of the 2021 calendar year were not assigned a number.

## Addressing Concerns

### SHORT-TERM SOLUTIONS

When we observe multimodal users in a single location for a two-hour window, we begin to notice how the surrounding environment impacts human behavior. These insights, when translated into the observations on individual count forms, can help inform the short- and long-term decisions of City departments and state agencies. Often, the information we receive can also help us flag simple solutions that can make locations safer and more accessible. As such, Planning Division staff works to forward comments relevant to each department or agency at the conclusion of each count.

#### Columbia Police Department (CPD)

- Excessive automobile speeds along Calhoun between Pickens and Henderson
- Jaywalking on Monticello between Jackson and Duke, partly due to obstructed sidewalks (Code Enforcement)
- High speeds and wrong-way drivers (as cars exit Finlay Park) on Taylor between Gadsden and Park

#### City of Columbia Public Works - Traffic Engineering

- Assembly (Washington - Hampton)
  - Light timing should incorporate a leading pedestrian interval (LPI), especially where drivers turn onto Assembly from Hampton.
  - Inclusion of a pedestrian button in the median, as individuals parking along the median are forced to jaywalk as the pedestrian signal is only granted if the button is pushed.
- Many people jaywalk across Taylor at Finlay Park, in spite of the HAWK signal, because there is a lack of directional signage pointing people to the pedestrian button.

- A mid-block crossing on Washington (Assembly - Main) may be warranted (one observer counted 143 jaywalkers in 2 hours).

#### City of Columbia Public Works - Streets

- Crosswalks are faded and visibility should be increased, and lighting should be added/updated to increase pedestrian visibility at the following locations:
  - Assembly (Whaley - Catawba)
  - Harden (Taylor - Blanding)
  - Lady (Assembly - Main) between the parking garage and The Palms
  - N. Main (Sunset - Avondale)
- A decorative light pole is down on the north side of Family Dollar driveway (east side of N. Main) between Sunset and Avondale.

#### City of Columbia Public Works - Forestry + Beautification

- Move trash receptacle closer to the bus stop at Assembly and Hampton to decrease litter issues on Assembly.
- Recycling and trash bins should be clearly marked and more visible to discourage litter along Main between College and Pendleton.
- Hedges on the southwest corner of Lady and Lincoln make it difficult to turn off Lincoln, and should be trimmed.

#### South Carolina Department of Transportation (SCDOT)

- Assembly (Washington - Hampton)
  - Light timing should incorporate a leading pedestrian interval (LPI), especially where drivers turn onto Assembly from Hampton.



## Addressing Concerns

### SHORT-TERM SOLUTIONS

- Inclusion of a pedestrian button in the median, as individuals parking along the median are forced to jaywalk as the pedestrian signal is only granted if the button is pushed.
- Crosswalks are faded and visibility should be increased.
- Assembly (Whaley - Catawba) crosswalks are faded and visibility should be increased. Lighting should be added for visibility.
- There is a safety issue on Gervais between Assembly and Main, at the statehouse, because of inconsistency in traffic patterns with other nearby intersections. Perhaps signage could more clearly notify pedestrians not to walk across left-turn-only traffic.
- There is only a crosswalk on the south side of the Bakersfield/ Broad River intersection, not the north and west sides. The signal at Omarest is fairly long, so pedestrians do not seem to have the patience to walk on the walk sign. Sidewalks in the area are also in poor condition. Lack of shade/vegetation along Broad River makes it difficult to differentiate the sidewalk from the numerous parking lots in the area.
- Crosswalks are needed at Monticello + Jackson and Monticello + Duke.
- Crosswalks are faded and visibility should be increased, and lighting should be added/updated to increase pedestrian visibility at the following locations:
  - Assembly (Whaley - Catawba)
  - Harden (Taylor - Blanding)
  - Lady (Assembly - Main) between the parking garage and The Palms
  - N. Main (Sunset - Avondale)