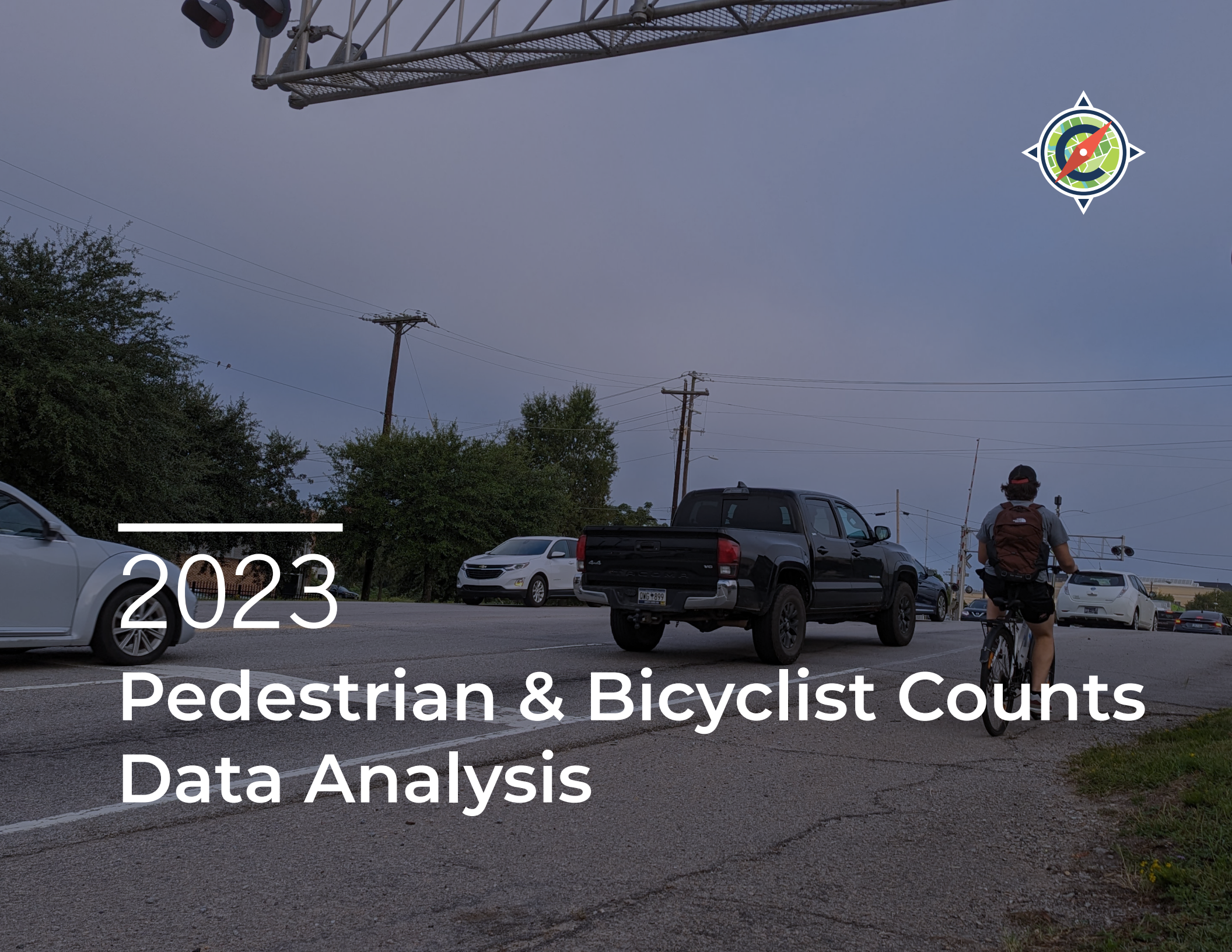




2023

Pedestrian & Bicyclist Counts Data Analysis





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 throughout 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 is 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's *Walk Bike Columbia Pedestrian and Bicycle Master Plan* kickstarted an effort to study and plan for the movement of Columbia's bicyclists and pedestrians. Beginning in 2014, a comprehensive study of existing City programs and multimodal infrastructure, traffic safety data, and demographic data was conducted every 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.

The locations counted in this report are the same as those monitored in 2022. We intend to revisit locations every two years as new crash data emerges that suggest problematic sections of roadway for pedestrians and bicyclists.

Two counts were conducted in 2023 – during the Spring and Fall. Data was collected from 7:30am to 9:30am on weekdays and 10:00am to 12:00pm 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) collect data over a two-hour period in order to obtain more granular data about the peaks in pedestrian and cyclist activity. While efforts are made to count each location twice, low participation has resulted in gaps in data collection. As a result, we've removed locations in the Fall from weekend counts that had been counted in the Spring in hopes of counting all locations at least once.

About the Count Program

LOCATIONS

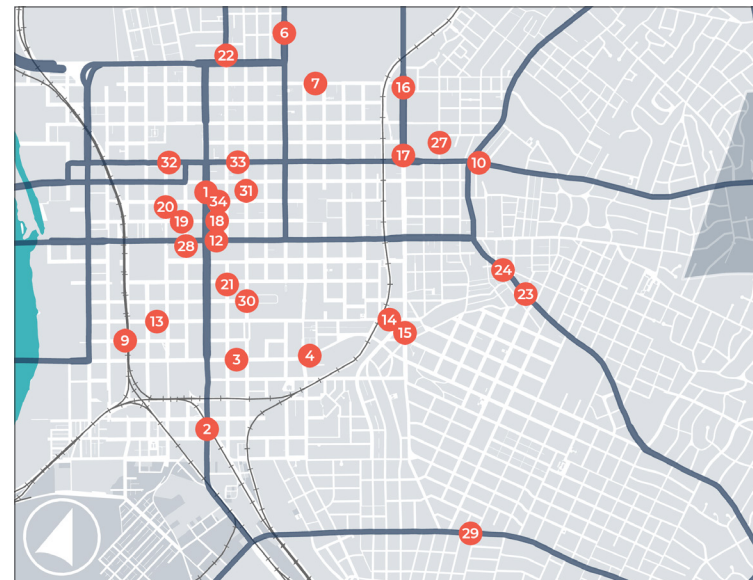
Count locations in 2023 were carried forward from 2022, and were chosen for a number of reasons, including safety concerns, planned infrastructure improvements, and development pressure. Locations were surveyed in residential areas, commercial centers, commuter corridors, and industrial areas.

2023 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) |



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 count locations with the highest pedestrian and bike densities 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 at locations that were counted in 2023. 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.

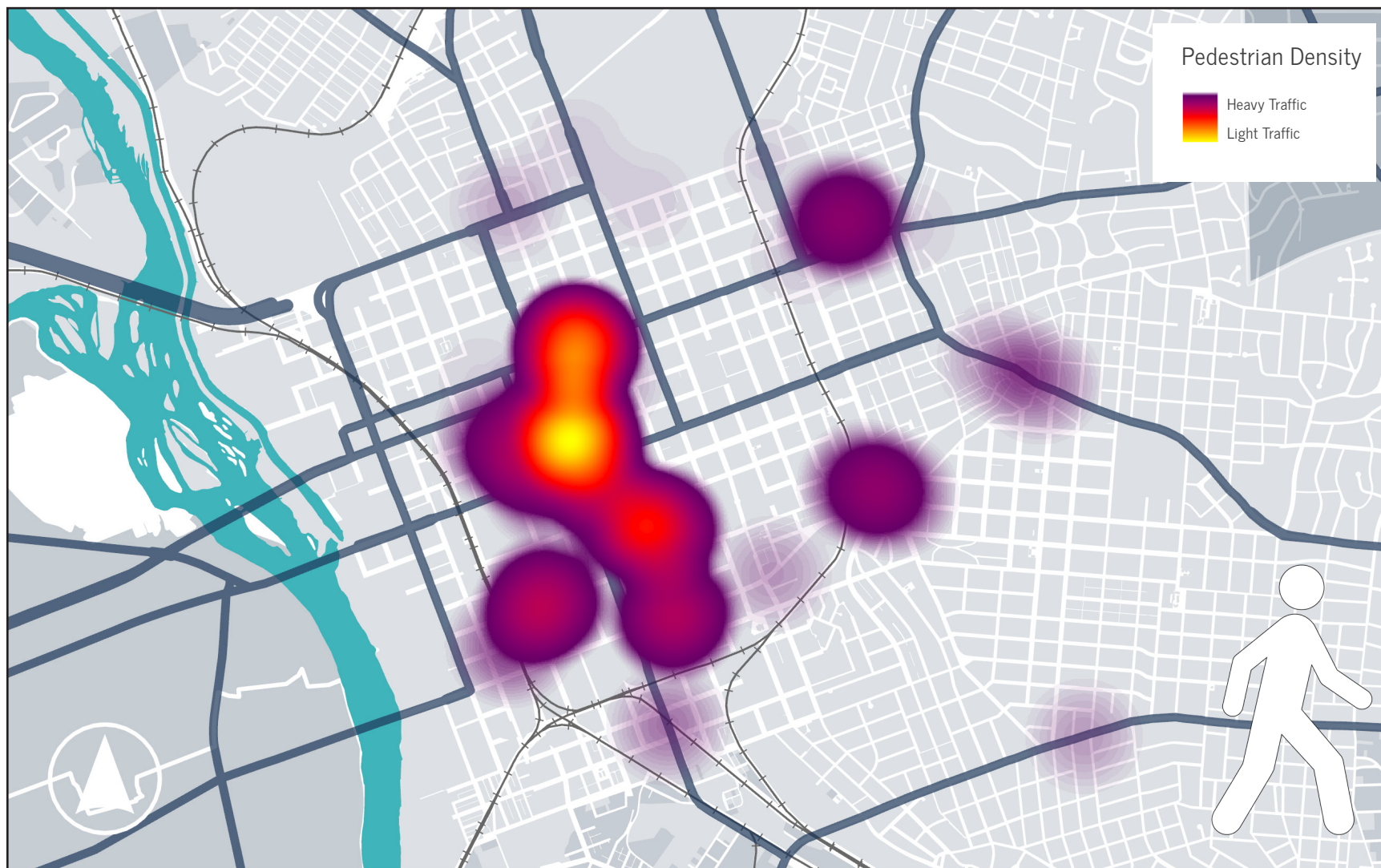
The data collected during these counts was extrapolated to estimate the average number of pedestrians and cyclists that pass

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.

The heat maps and highest count locations presented on the following pages illustrate some interesting trends in bicyclist and pedestrian behavior. These patterns of movement evolve over time and reflect changes in route comfortability, efficiency, and the attitudes of the user among other things. Unsurprisingly, pedestrian density is highest in the downtown corridor. It's important to note that this pedestrian density is not solely tied to student movement near the campus of the University of South Carolina. The areas with the highest concentration of bicyclists closely mirrors those with the greatest density of pedestrians. There is a notable deviation, however, in the Five Points neighborhood where we see a spike in density. It is also interesting to note that the highest counted weekend locations for bicyclists – Millwood and Main – are not recreational areas, whereas prior count locations with the highest bicyclist activity were more prone to recreational use/travel.

Results & Analysis

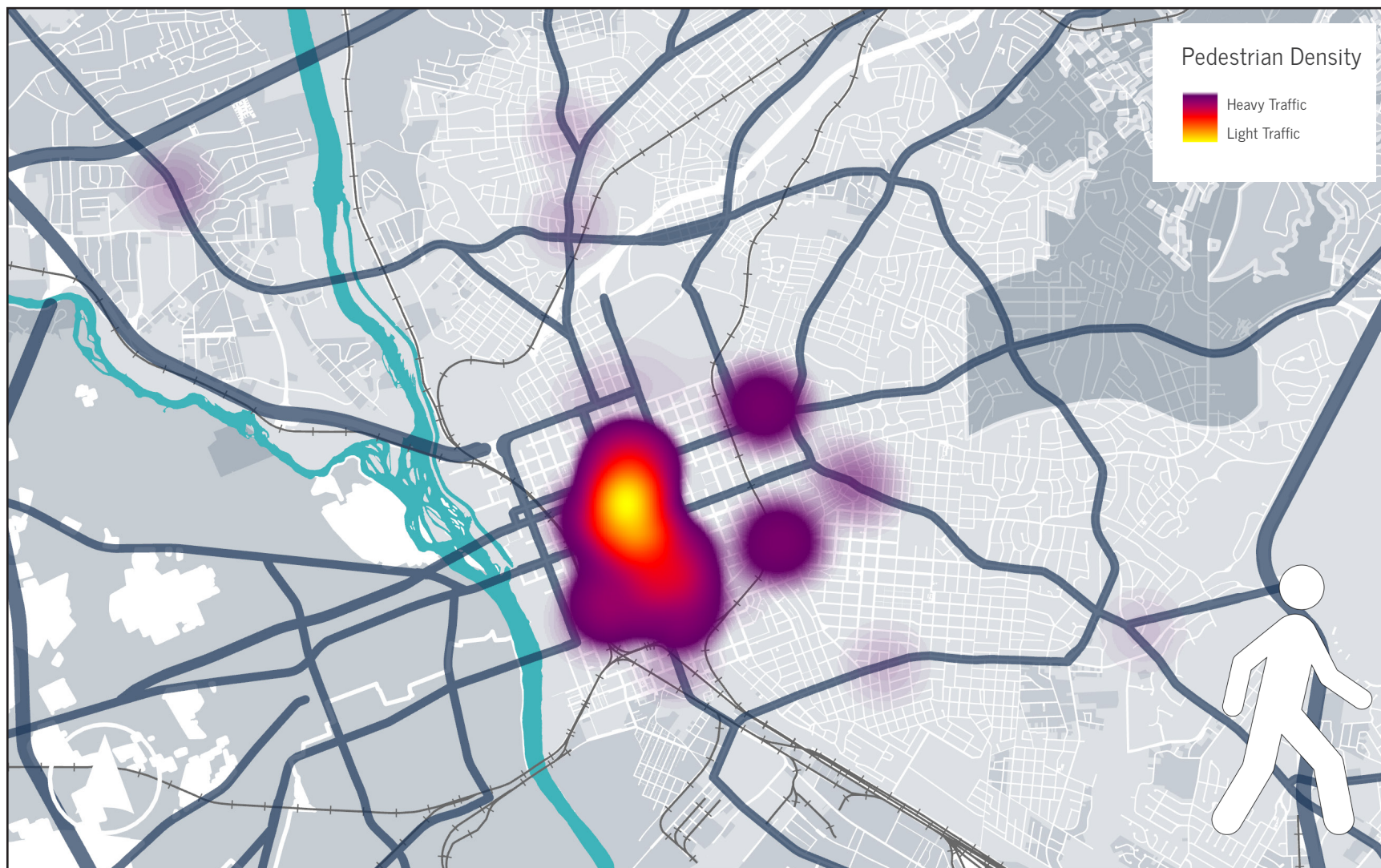
PEDESTRIAN HEAT MAP



Note the Increased pedestrian density in the downtown corridor shown above.

Results & Analysis

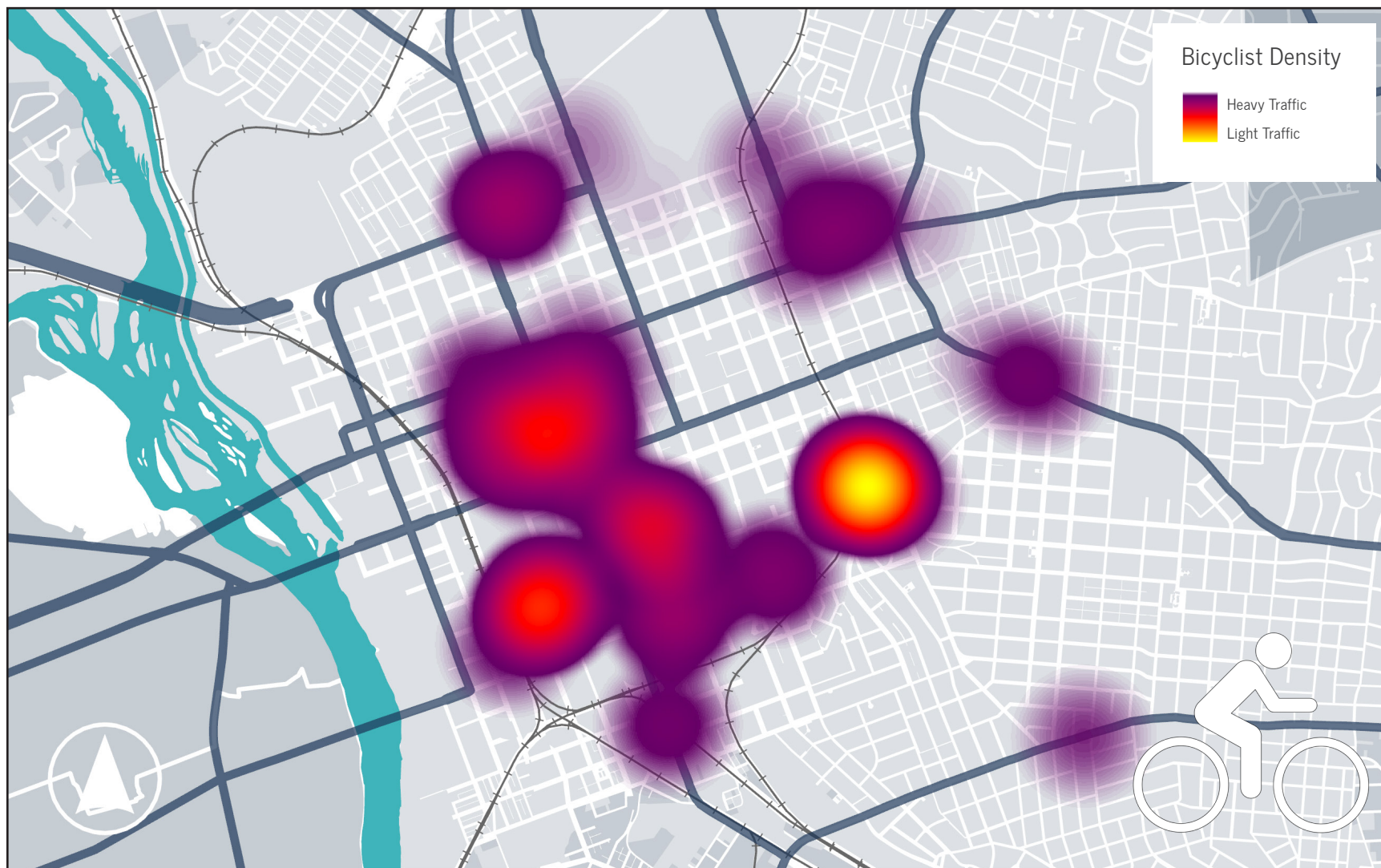
PEDESTRIAN HEAT MAP



A zoomed-out view of pedestrian density

Results & Analysis

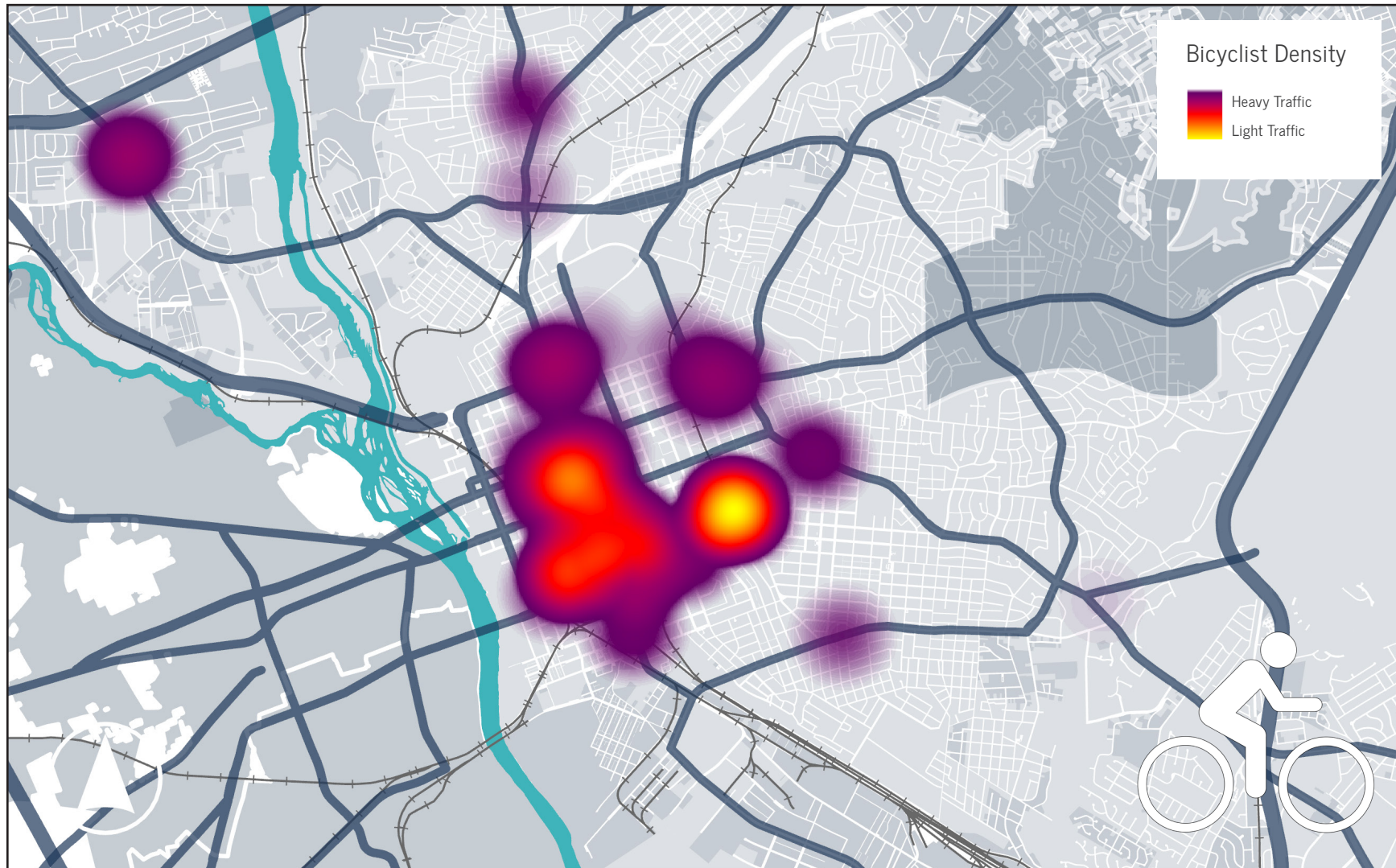
BICYCLIST HEAT MAP



Note the spike in density around the Five Points neighborhood shown above

Results & Analysis

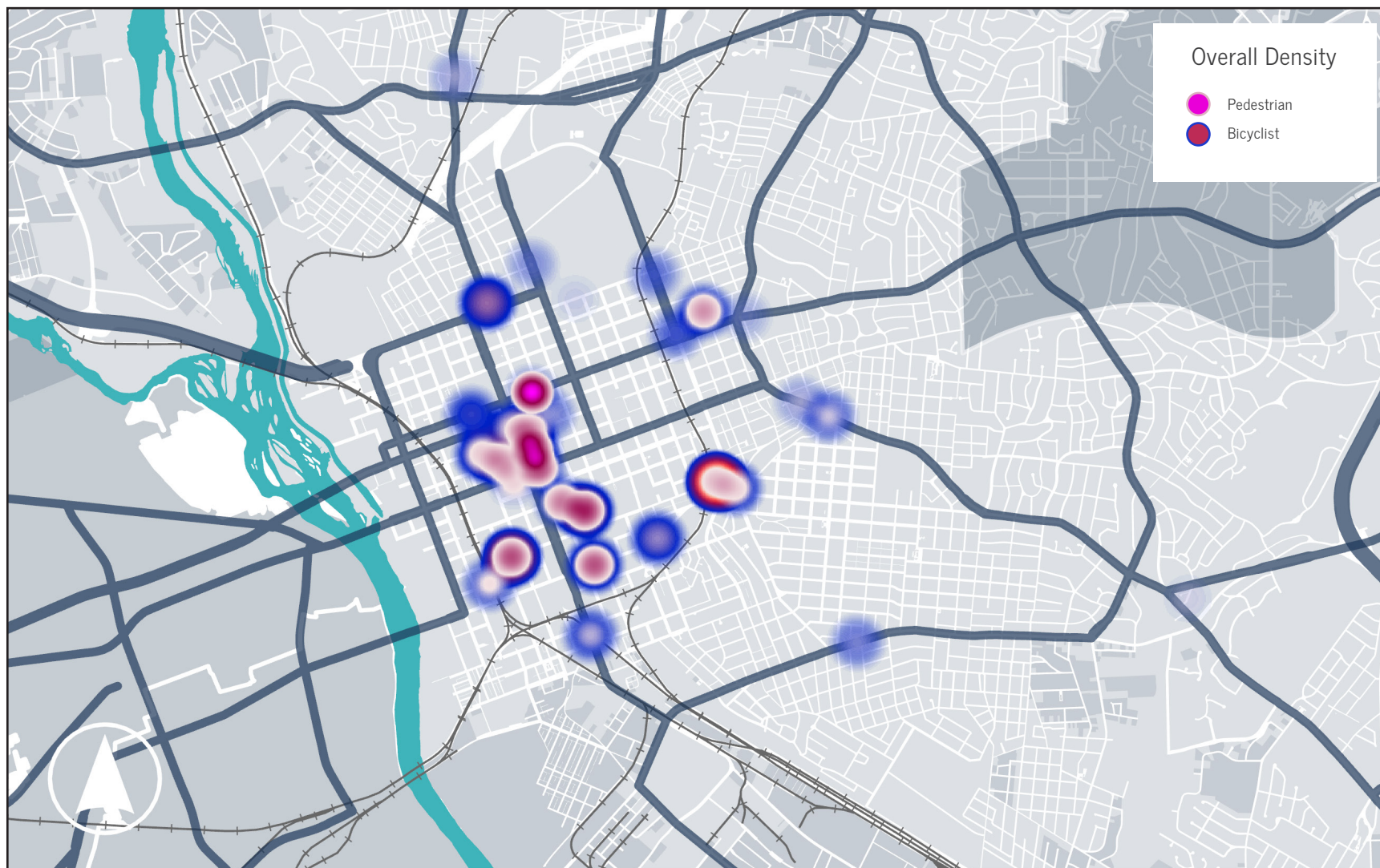
BICYCLIST HEAT MAP



A zoomed-out view of bicyclist density

Results & Analysis

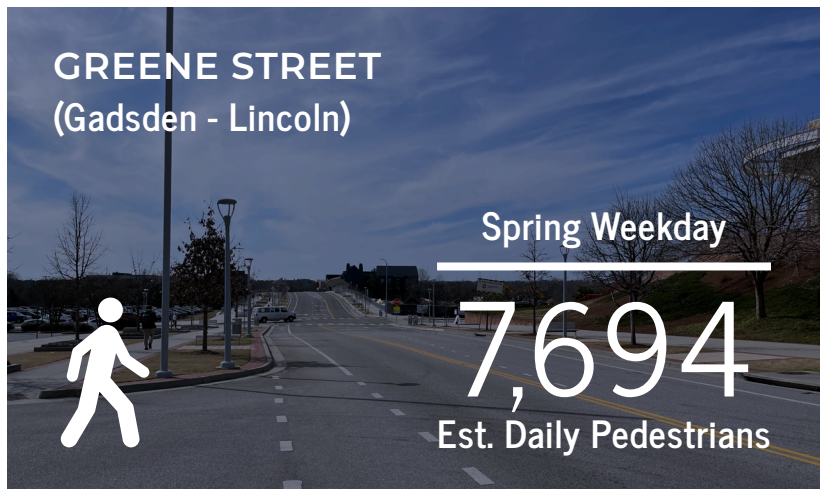
HEAT MAP OVERVIEW



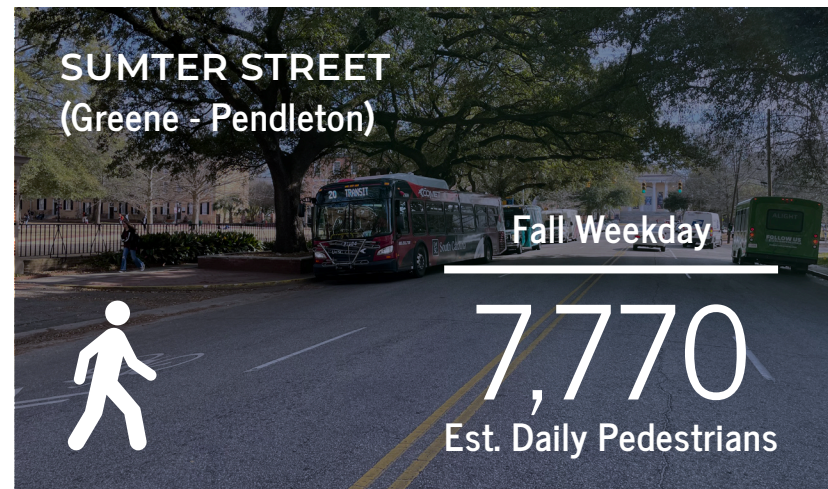
Note the overlaps in density amongst bicycle and pedestrian users in the map above.

Results & Analysis

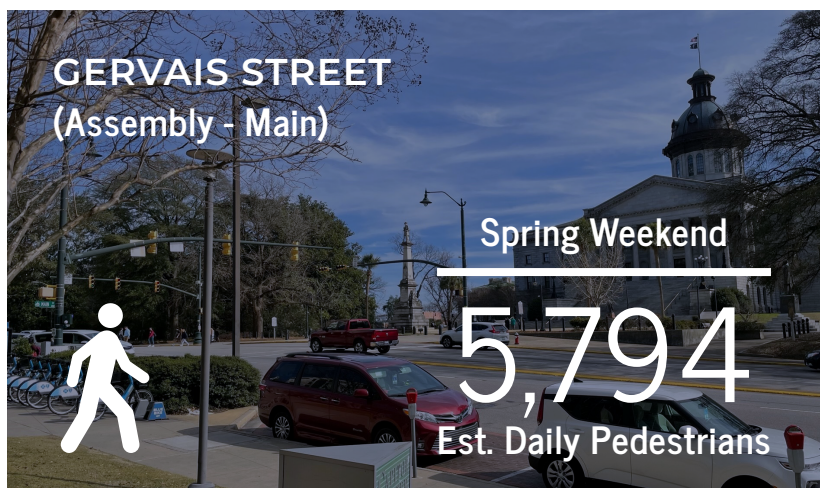
As counts occur across a number of weekdays and weekends, it is likely the highest number of pedestrians and bicyclists counted aligned with the best weather, class and meeting schedules, and other factors. That being said, it is interesting to highlight those locations that saw the highest volumes.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



This is the first year this location has been counted on a weekday in Spring.



The estimated number of daily pedestrians for this location on weekdays, averaging the data obtained between 2015-2023, was 5,778.



The estimated number of daily pedestrians for this location on weekends, averaging the data obtained between 2022-2023, was 4,165. It's worth noting this count took place during an organized walk-along near the State House.



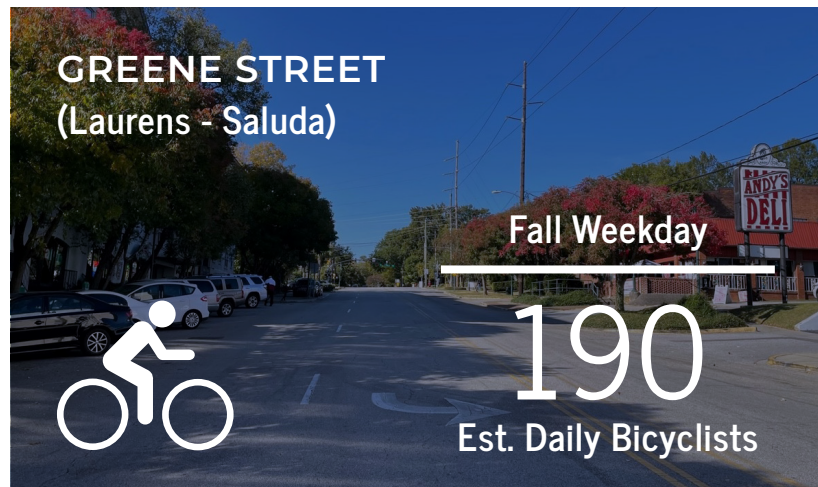
The estimated number of daily pedestrians for this location on weekends, averaging the data obtained between 2022-2023, was 12,457.

Results & Analysis

Greene Street, which is used heavily by bike commuters to access the University of South Carolina and downtown, remains the location with the highest counts on weekdays. As opposed to the top weekend bicyclist locations in 2022, locations in 2023 were more indicative of transportation corridor usage than access by bicyclist travel in recreational or commercial centers.



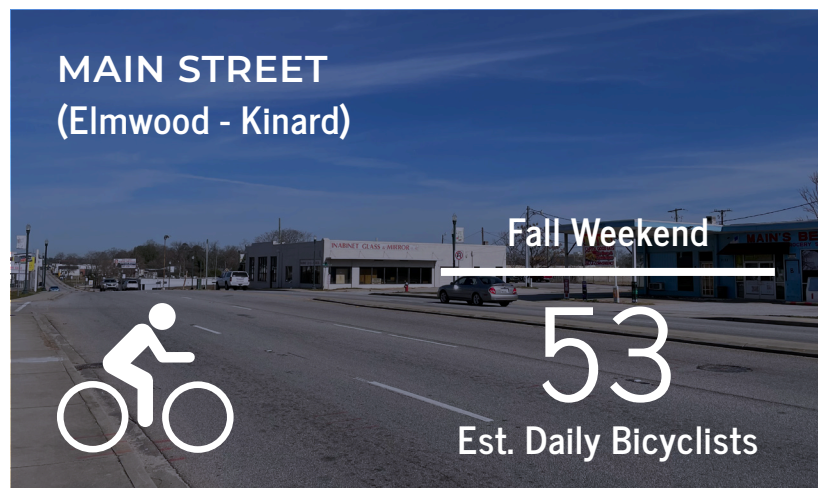
The estimated number of daily bicyclists for this location on weekdays, averaging the data obtained between 2015-2023, was 190.



The estimated number of daily bicyclists for this location on weekdays, averaging the data obtained between 2015-2023, was 228.



The estimated number of daily bicyclists for this location on weekends, averaging the data obtained between 2021-2023, was 34.



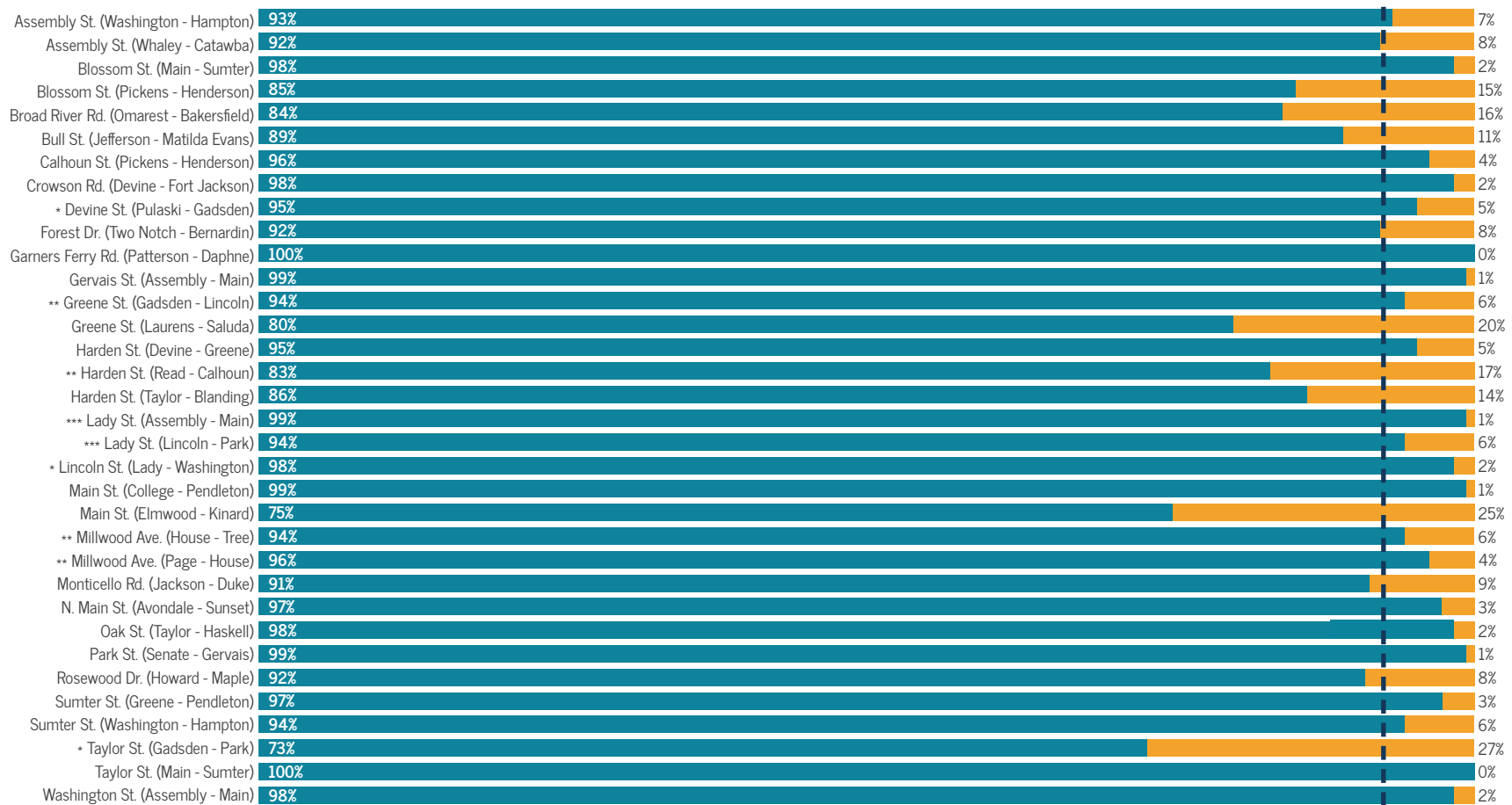
The estimated number of daily bicyclists for this location on weekends, averaging the data obtained between 2022-2023, was 59.

Results & Analysis

MAKING DATA MEANINGFUL

The mode share split of the areas surveyed in 2023 continues to show that walking is heavily favored over bicycling. Where locations were counted multiple times, the mode share reflects the total data collected. Of note, those locations with bike facilities present are indicated with asterisks below.

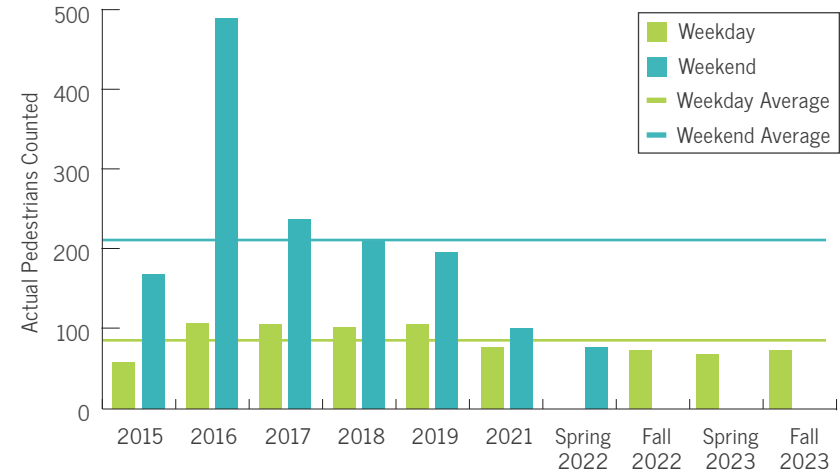
Mode Share Split by Location (2023)



* Greenway/multi-use path ■ Pedestrians ■ Bicyclists ■ Location Not Counted - - Overall Mode Share Split (93.7% pedestrians / 7.3% bicyclists)
 ** Bike lanes *** Sharrows

Results & 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 2014-2022. 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 an adjacent student housing development completed prior to the Fall count dates, this count location will continue to provide meaningful data. SCDOT began a Road Safety Audit (RSA) process along Assembly in 2023.

Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- Additional bike infrastructure may be helpful



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 793 | 852 | - | - |
| 58 | 70 | - | - |

*Hyphen denotes that location was not counted

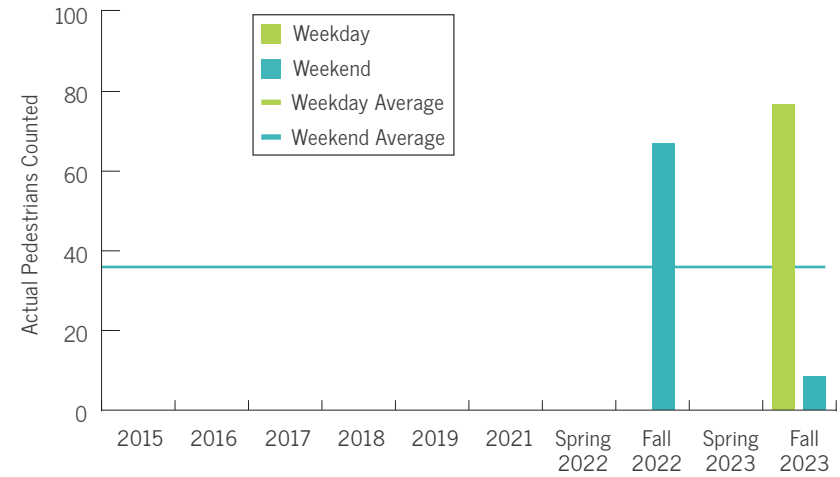
Results & Analysis

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. SCDOT began a Road Safety Audit (RSA) process along Assembly in 2023.



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



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| - | 910 | - | 124 |
| - | 93 | - | 0 |

*Hyphen denotes that location was not counted

Count Observations + Recommendations (2023)

- Pedestrian crossings needed
- Curb needed along eastern sidewalk
- Improvements to COMET stop could increase visibility and safety

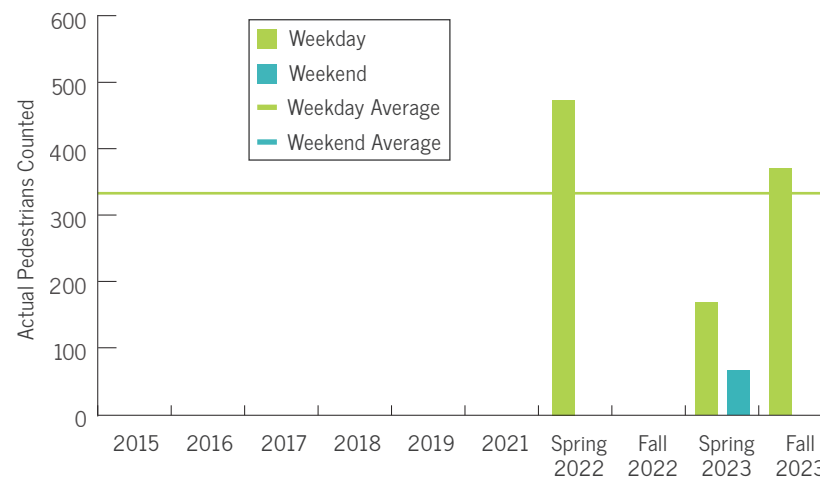
Results & Analysis

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. Infrastructure improvements are anticipated in the near future. 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.



Walk Bike Columbia + Other Plan Recommendations

- One-way cycle tracks

Count Observations + Recommendations (2023)

- Due to the work being done, ensure adequate signage at corner of Main and Blossom to alert pedestrians of uneven surface caused by gravel/general construction-related disturbances



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|-------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 2,065 | 4,433 | 659 | - |
| 82 | 82 | 19 | - |

*Hyphen denotes that location was not counted

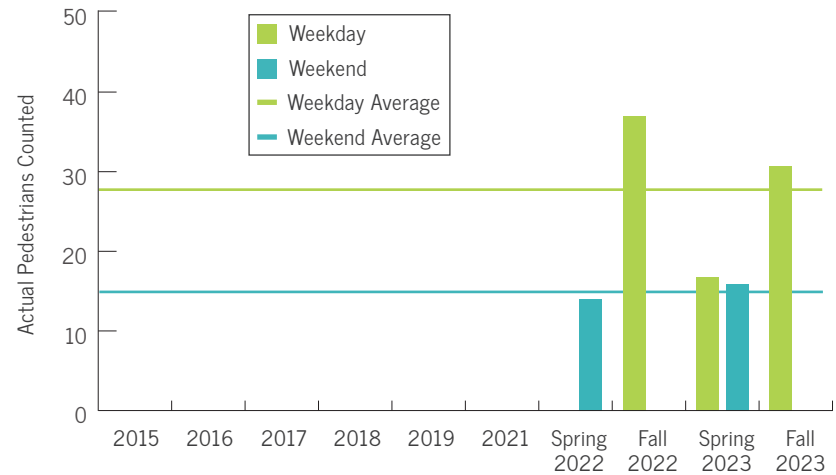
Results & Analysis

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. The resulting SCDOT 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.



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 (2023)

- Back-of-curb sidewalks are relatively uncomfortable for pedestrians due to high speed of travel

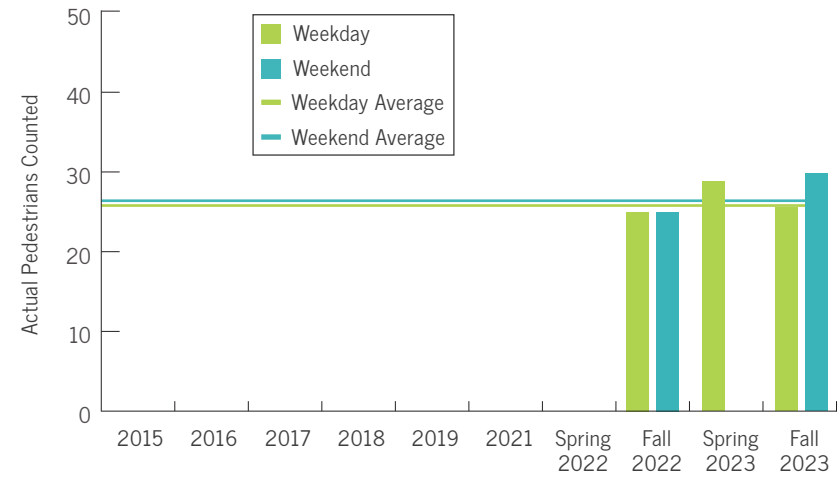


| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 223 | 362 | 153 | - |
| 66 | 47 | 19 | - |

*Hyphen denotes that location was not counted

Results & 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. Private bus services like Megabus pick up and drop off in close proximity to this intersection.

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



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 338 | 303 | - | 286 |
| 70 | 12 | - | 86 |

*Hyphen denotes that location was not counted

Count Observations + Recommendations (2023)

- Re-orient ADA detectable mats that cross McDonalds entrance

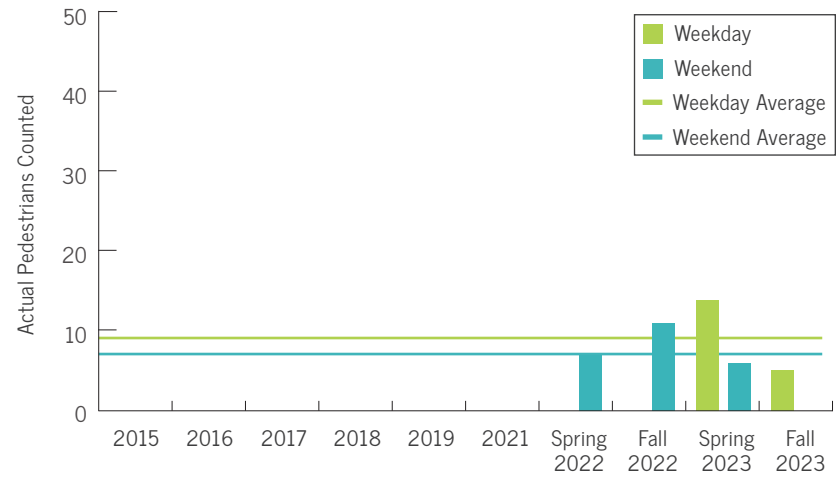
Results & Analysis

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 Street 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.



Walk Bike Columbia + Other Plan Recommendations

- Pedestrian improvements (sidewalks)

Count Observations + Recommendations (2023)

- More trees would improve the pedestrian experience



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 163 | 58 | 48 | - |
| 0 | 0 | 24 | - |

*Hyphen denotes that location was not counted

Results & Analysis

7 CALHOUN ST. (PICKENS - HENDERSON)



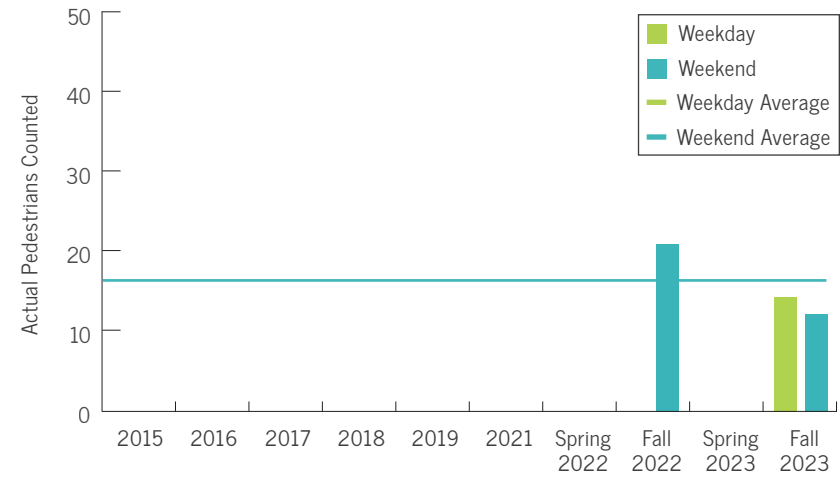
WHY COUNT AT THIS LOCATION?

A long-planned road diet with bike lanes was installed in this section of Calhoun after completion of the 2023 counts. 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, as may the anticipated movement of state offices from buildings in and surrounding the Bull Street District and the increasing residential density of the Bull Street District and the increasing residential density of the Bull Street District.



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| - | 163 | - | 115 |
| - | 12 | - | 0 |

*Hyphen denotes that location was not counted



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 (2023)

- ADA detectable mats needed at intersections
- Tree canopy should be monitored for tree replacements
- Crosswalks needed at Henderson and Pickens to cross Calhoun

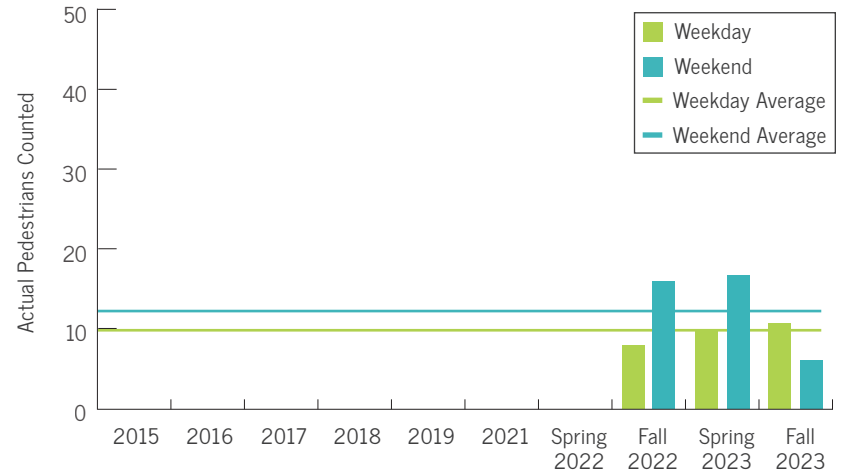
Results & Analysis

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. This location falls within the study area of the *Columbia East Traffic Improvement Area Plan* currently underway.



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 (2023)

- A volunteer suggested a midblock crossing



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 131 | 128 | 172 | 67 |
| 13 | 0 | 0 | 0 |

*Hyphen denotes that location was not counted

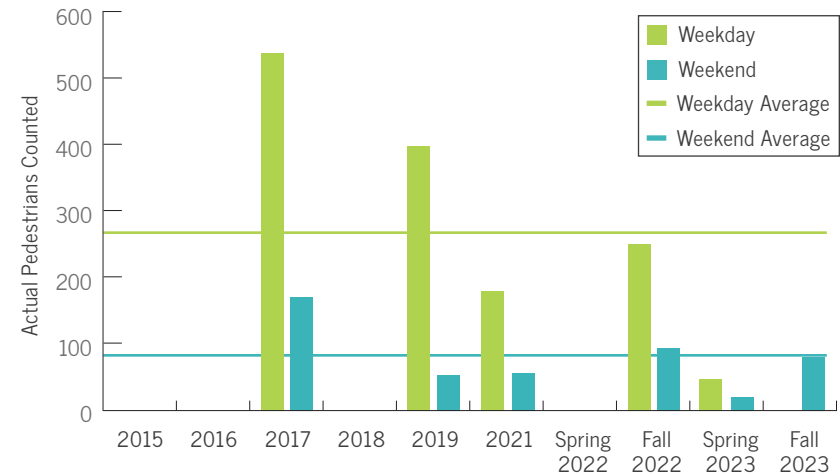
Results & Analysis

9 DEVINE ST. (PULASKI - GADSDEN)



WHY COUNT AT THIS LOCATION?

Crossing the Innovista Trail and nearby private student housing, travel patterns at this location have changed over the years. The opening of the Greene Street railroad bridge and corresponding closure of the at-grade railroad crossing on Devine Street (both in late 2022) impacted all users; the planned Blossom Street railroad bridge project has been deprioritized. Count sheets had to be modified in 2023 to address at-grade crossing closure travel patterns and account for Innovista Trail users. Pedestrian and bicyclist crashes are notably higher at this location.



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 (2023)

- Recommendation for an increase in pedestrian amenities
- Due to the closure of Devine Street, an adjustment to this count location might gather more meaningful data.



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 551 | - | 97 | 830 |
| 32 | - | 0 | 16 |

*Hyphen denotes that location was not counted

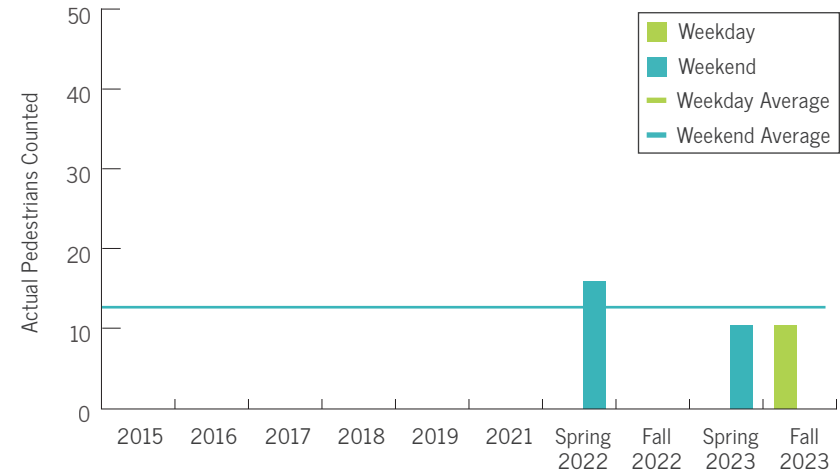
Results & Analysis

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 the coming years, with most of the development along Forest Drive to be completed in 2024.



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 (2023)

- Move electrical poles underground due to their limiting of ADA access on sidewalk
- Move back construction fencing to better accommodate pedestrians



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| - | 128 | 105 | - |
| - | 0 | 19 | - |

*Hyphen denotes that location was not counted

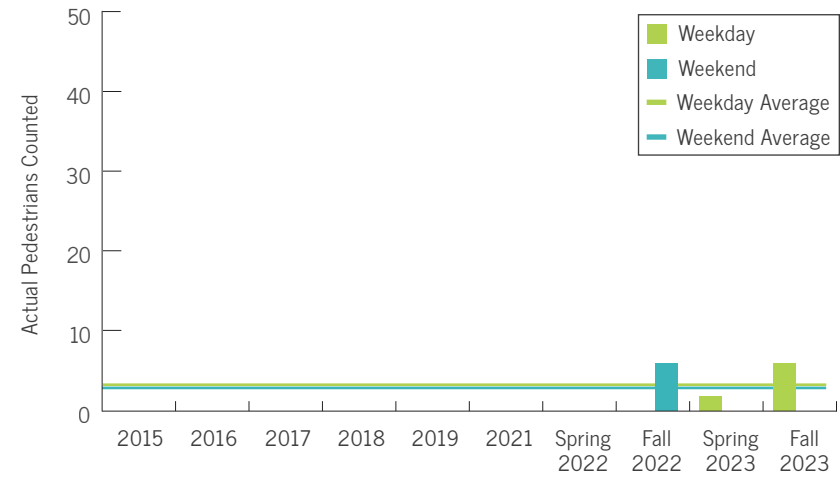
Results & Analysis

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 through 2024.



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



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 26 | 82 | 0 | - |
| 0 | 0 | 0 | - |

*Hyphen denotes that location was not counted

Count Observations + Recommendations (2023)

- More deliberate landscaping could improve the user environment
- Sidewalks needed
- Crosswalks to cross Walmart entrance would improve pedestrian visibility / driver awareness.

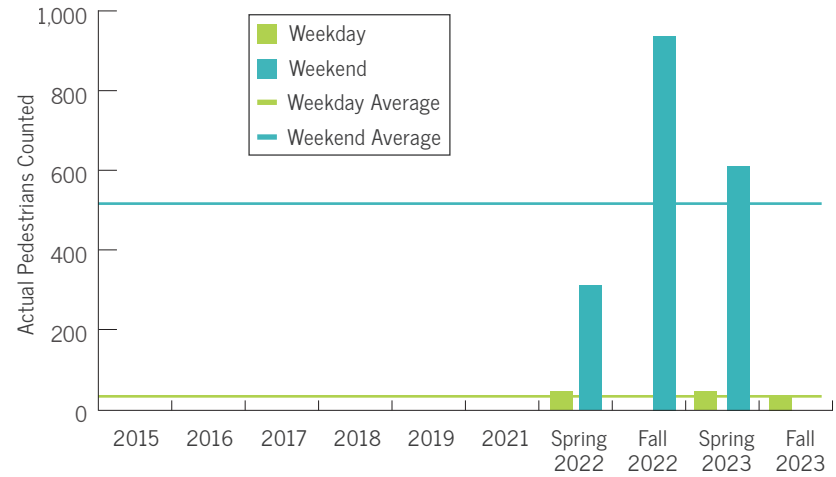
Results & Analysis

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 between Lady and Pendleton is also being considered by the City. SCDOT began a Road Safety Audit (RSA) process along Gervais in 2023.



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- Explore signal timing and multimodal signage based on existing pedestrian and driver behavioral patterns



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 853 | 537 | 5,794 | - |
| 79 | 12 | 0 | - |

*Hyphen denotes that location was not counted

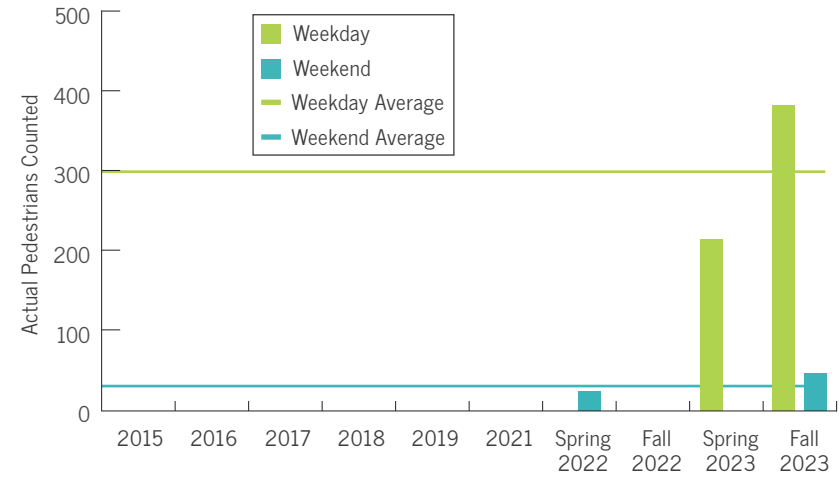
Results & Analysis

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 closed, likely resulting in the notable increase over Spring 2022 data.



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 (2023)

- High visibility crosswalk at intersection of Greene and Lincoln



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|-------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 2,769 | 4,573 | - | 449 |
| 184 | 210 | - | 76 |

*Hyphen denotes that location was not counted

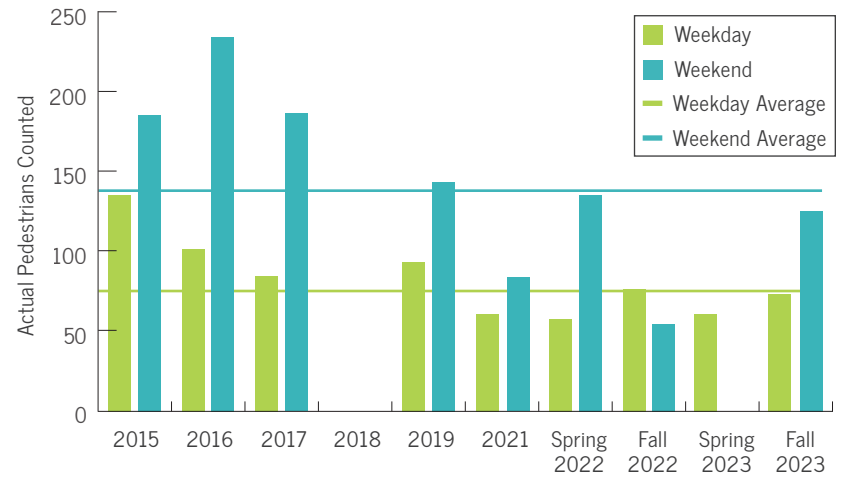
Results & Analysis

14 GREENE ST. (LAURENS - SALUDA)



WHY COUNT AT THIS LOCATION?

Out of the 2022-23 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 tied to Road Safety Audit (RSA) and resulting plan will continue to impact the area.



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)



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|-------|
| Spring | Fall | Spring | Fall |
| 677 | 980 | - | 1,193 |
| 373 | 338 | - | 48 |

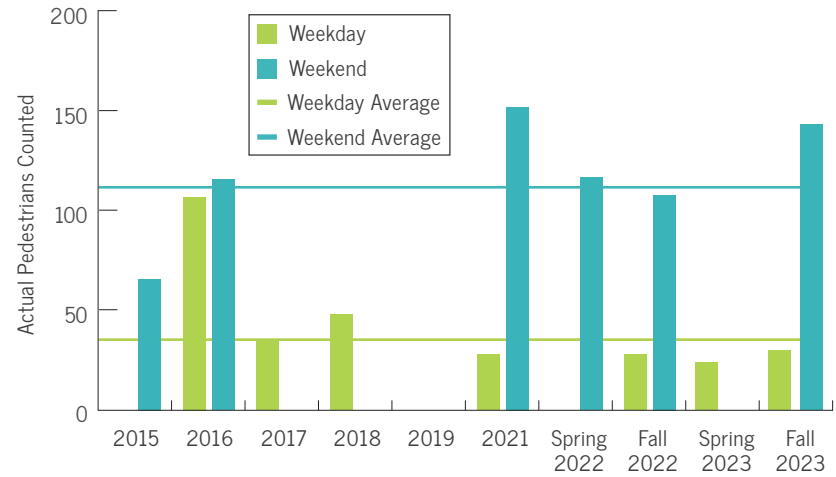
*Hyphen denotes that location was not counted

Count Observations + Recommendations (2023)

- The Saluda intersection could benefit from a crosswalk to access the other side of Greene
- Mid-block crosswalk to deter jaywalkers
- Bench and transit shelter would improve transit stops in this area

Results & 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.

Walk Bike Columbia + Other Plan Recommendations

- Buffered bike lanes; can consider reverse-angle 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 (2023)

- Add bike facilities to minimize danger for cyclists using busy road



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|-------|
| Spring | Fall | Spring | Fall |
| 276 | 350 | - | 1,403 |
| 66 | 47 | - | 10 |

*Hyphen denotes that location was not counted

Results & Analysis

16 HARDEN ST. (READ - CALHOUN)



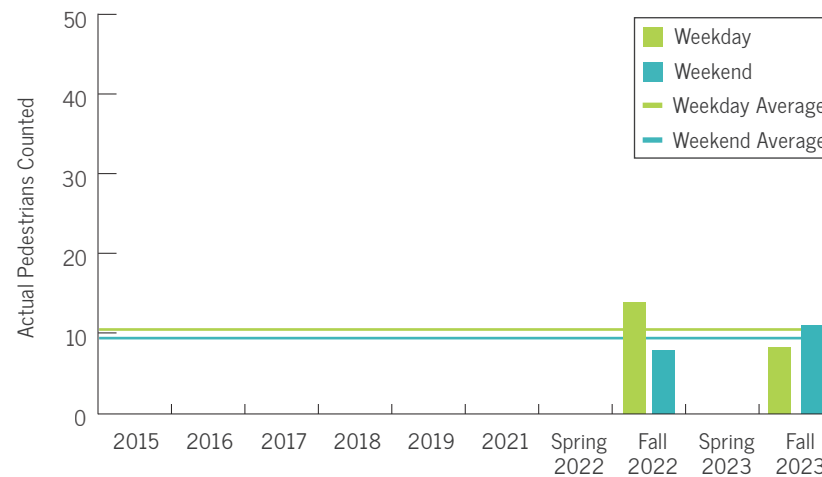
WHY COUNT AT THIS LOCATION?

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. The addition of bike facilities on Calhoun in late 2023 might impact the number of future users.



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| - | 105 | - | 105 |
| - | 35 | - | 10 |

*Hyphen denotes that 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 (2023)

- Better enforcement of red-light running which is rampant on Harden in both directions
- All pedestrian crossings should be automated to be consistent
- Examine signal timing to better understand and increase safety for all modes

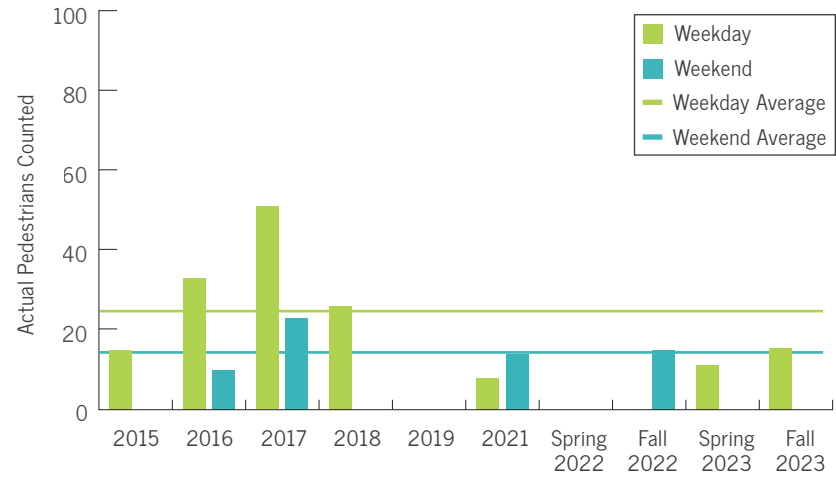
Results & Analysis

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.



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 (2023)

- More trees and curb needed on west side of Harden
- Sidewalks on both sides need to be widened



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 158 | 210 | - | - |
| 39 | 23 | - | - |

*Hyphen denotes that location was not counted

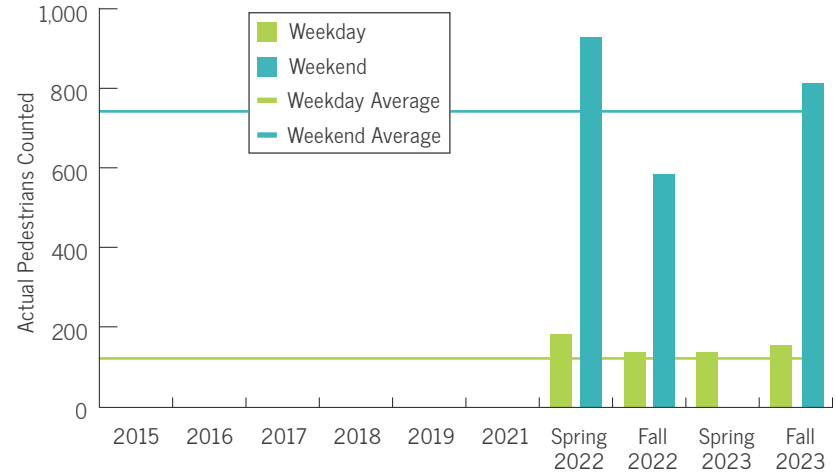
Results & Analysis

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 (completed late Summer 2023) 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.



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 (2023)

- More trees and planters
- Re-paint midblock crosswalk connecting apartment to parking garage



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|-------|-------------------------|-------|
| Spring | Fall | Spring | Fall |
| 1,864 | 1,762 | - | 7,694 |
| 26 | 12 | - | 57 |

*Hyphen denotes that location was not counted

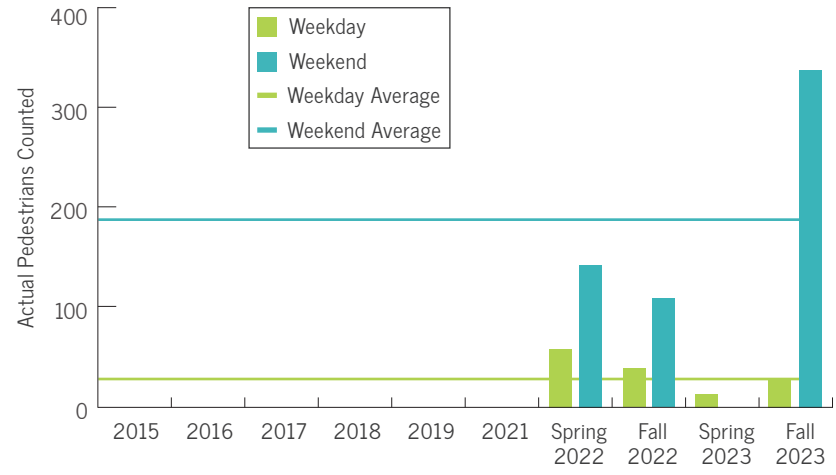
Results & Analysis

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.



Walk Bike Columbia + Other Plan Recommendations

- Bike boulevard

Count Observations + Recommendations (2023)

- Additional signage would be helpful at the intersection of Lincoln and Lady to help vehicles and pedestrians navigate confusing area



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|-------|
| Spring | Fall | Spring | Fall |
| 124 | 443 | - | 6,038 |
| 0 | 93 | - | 53 |

*Hyphen denotes that location was not counted

Results & Analysis

20 LINCOLN ST. (LADY - WASHINGTON)



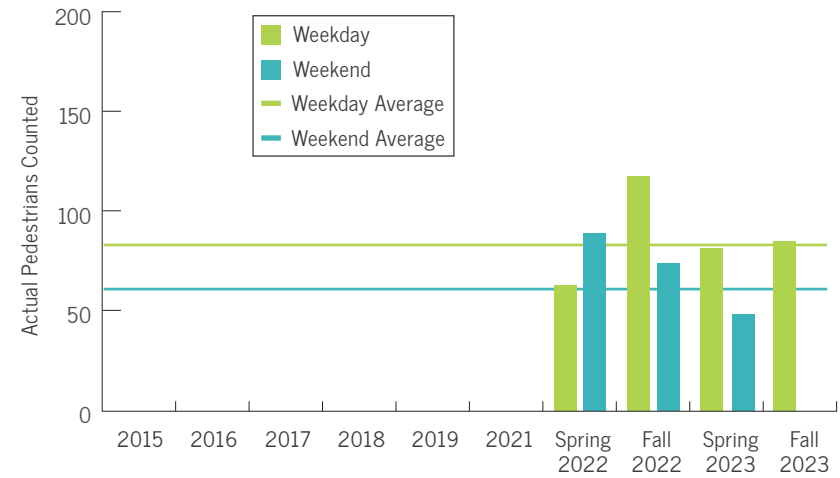
WHY COUNT AT THIS LOCATION?

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 and Finlay Park revitalization moves forward, multimodal use will likely increase.



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|-------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 1,037 | 1,038 | 458 | - |
| 79 | 82 | 0 | - |

*Hyphen denotes that location was not counted



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- Screening or relocation of substation is recommended
- More trees to facilitate additional shade
- Recommended signage for Vista Greenway

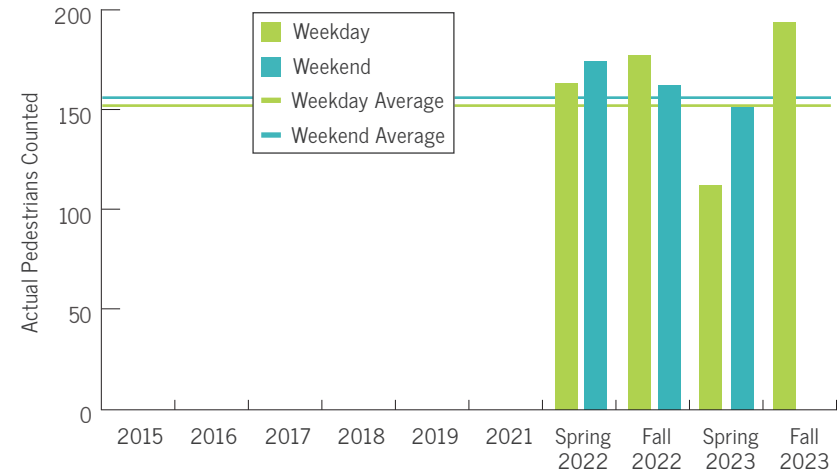
Results & Analysis

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. This location has a high number of pedestrians, many of whom jaywalk, often in the crosswalk but against the signal.



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 (2023)

- Automate all pedestrian crossing signals
- Examination of signal timing and the interaction between vehicles entering/exiting the parking garage and pedestrian traffic will be important with infrastructure improvements



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|-------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 1,536 | 2,263 | 1,441 | - |
| 39 | 23 | 19 | - |

*Hyphen denotes that location was not counted

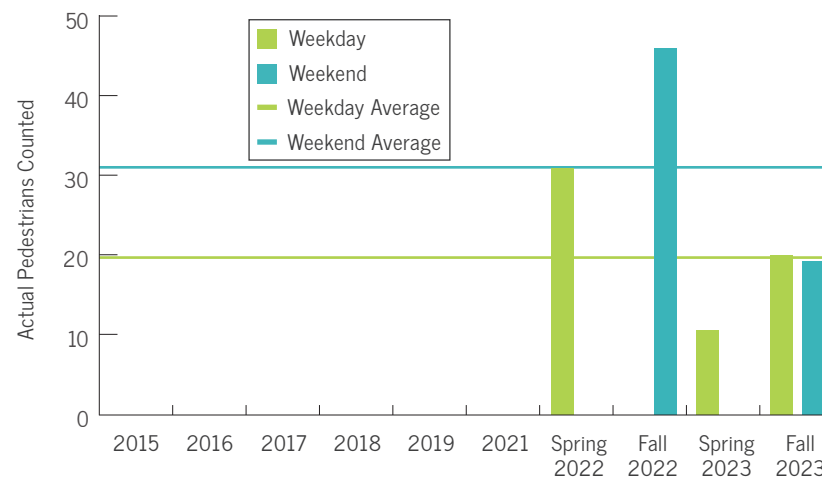
Results & Analysis

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 2022-23 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.



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- A volunteer commented that there should be an increase in trees, vegetation, shading and pedestrian-scale lighting along this corridor



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 128 | 233 | - | 181 |
| 35 | 47 | - | 95 |

*Hyphen denotes that location was not counted

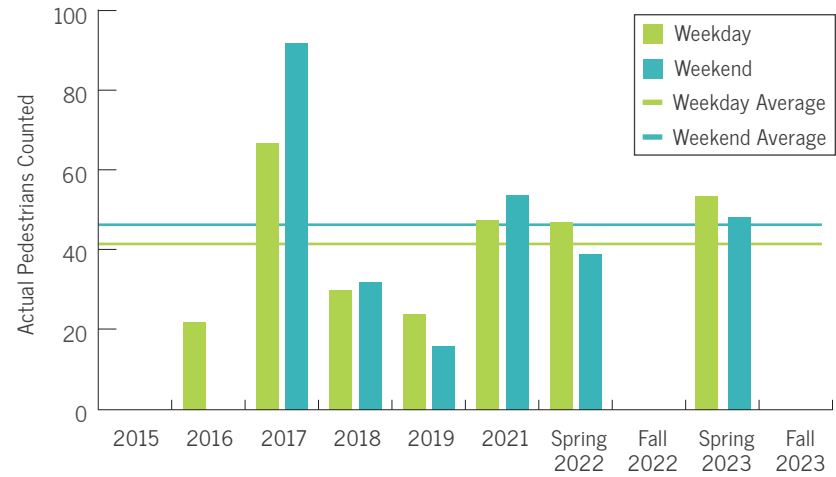
Results & Analysis

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. SCDOT began a Road Safety Audit (RSA) process along Millwood in 2023.



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- Crosswalks on both sides of Santee
- Additional HAWK or other signalization suggested



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 722 | - | 388 | - |
| 26 | - | 32 | - |

*Hyphen denotes that location was not counted

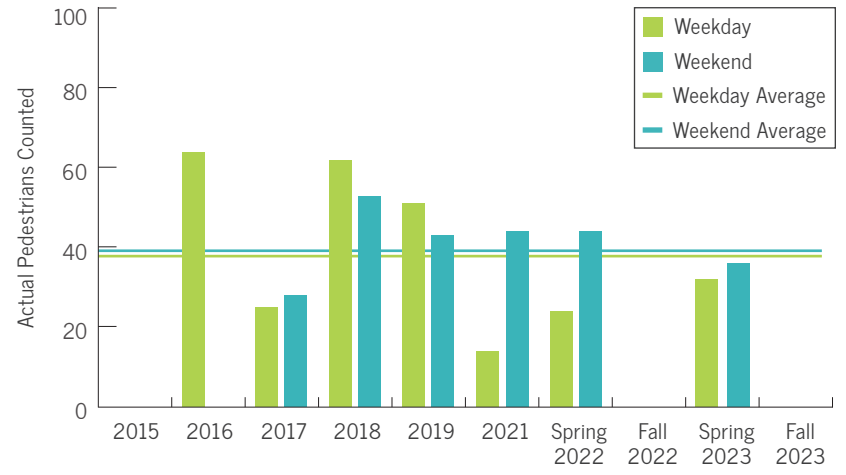
Results & Analysis

24 MILLWOOD AVE. (PAGE - HOUSE)



WHY COUNT AT THIS LOCATION?

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, resurfacing included lane width reduction and the addition of bike lanes, and after observing a blind pedestrian, an audible countdown for the HAWK signal warning was ordered by SCDOT and installed by the City (2023). SCDOT began a Road Safety Audit (RSA) process along Millwood in 2023.



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- Suggestion to widen the crosswalk at the HAWK to encompass entire intersection.
- ADA ramps and bike lanes on south side have drainage issues
- Reseeding of strip between sidewalk and roadway where it was dug for utilities



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 433 | - | 299 | - |
| 13 | - | 16 | - |

*Hyphen denotes that location was not counted

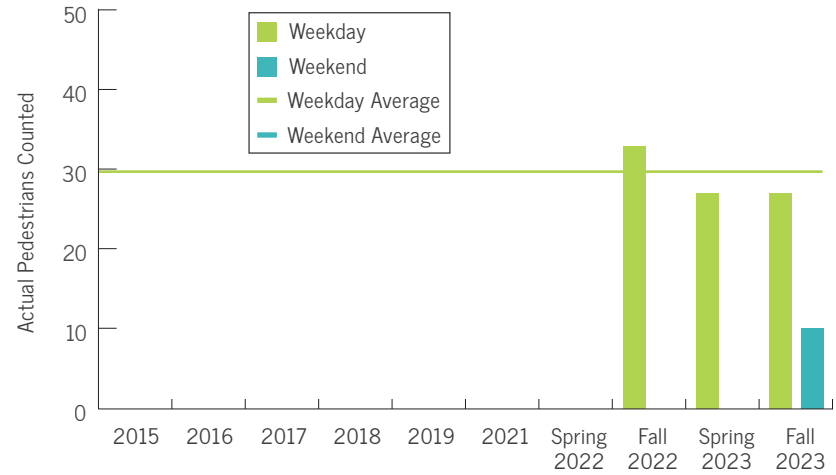
Results & Analysis

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 resurfaced Monticello in 2023 and hoped to incorporate a restriping and road diet, though opposition kept that from moving forward. The location is notable for number of both pedestrian and bicyclist crashes.



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- Landscaping and better bike facilities that would be facilitated by road diet are recommended
- Resurfacing and painted crosswalks needed; no crosswalks exist to cross streets while walking along Monticello
- Widen sidewalks and add bike lanes
- Move electrical lines underground



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 315 | 315 | - | 95 |
| 0 | 0 | - | 57 |

*Hyphen denotes that location was not counted

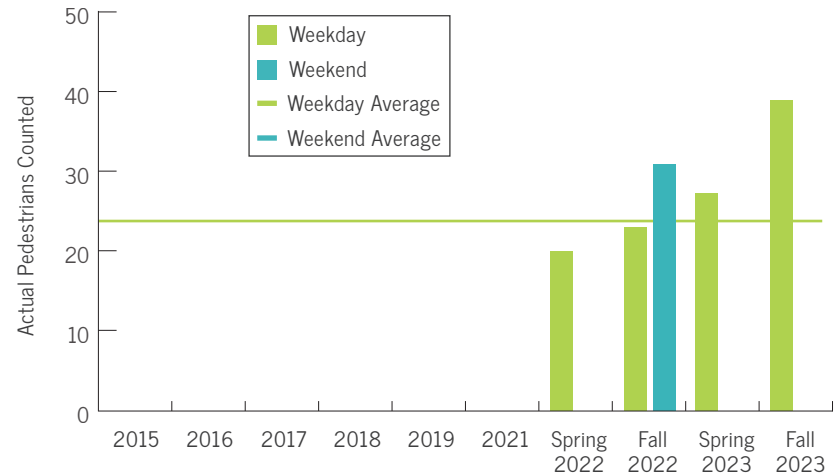
Results & Analysis

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, and the ladder-style crosswalk was installed in 2023 prior to the spring count. An adjacent redevelopment is underway and Penny sidewalks are planned along Sunset.



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- Encourage use of the underutilized Avondale crosswalk with introduction of better signage



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 315 | 455 | - | - |
| 12 | 23 | - | - |

*Hyphen denotes that location was not counted

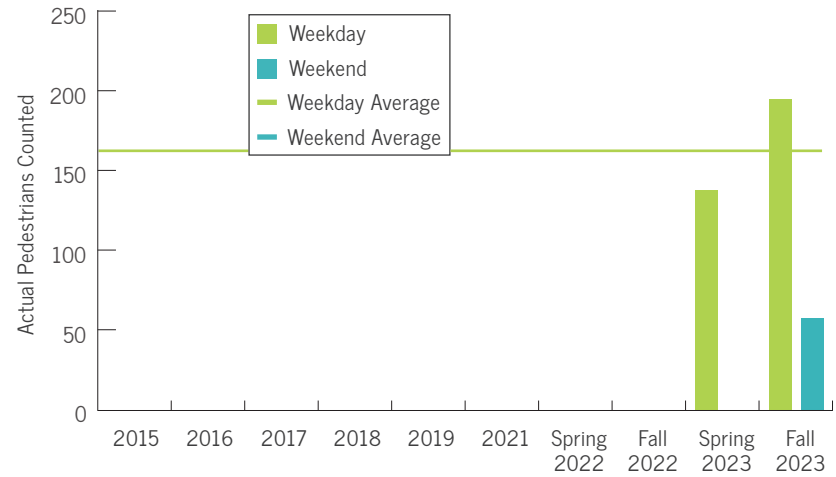
Results & Analysis

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 an historically busy Blue Bike SC station. Oak is identified as 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 location was a shift from a prior count location along Taylor (Oak - Pine), which had limited pedestrian access to adjacent uses due to continuous fencing.



Walk Bike Columbia + Other Plan Recommendations

- Bike boulevard

Count Observations + Recommendations (2023)

- Widen sidewalk western side
- Mid-block crossing recommended on Oak Street
- Repaint high visibility crosswalk across entrance of parking lot
- Relocate bike corral so that power pole does not block usage.



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|-------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 1,877 | 2,263 | - | 506 |
| 8 | 35 | - | 48 |

*Hyphen denotes that location was not counted

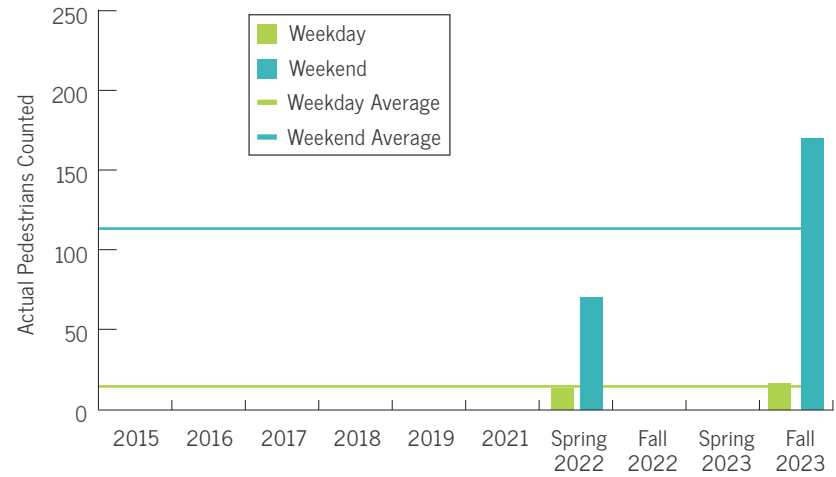
Results & Analysis

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).



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- Palmetto tree is dead and should be replaced
- Signage or other treatment clarify that new sidewalk is public space
- During the Gervais RSA, participants noted there may be some confusion about the recent improvements being private space closed to pedestrians. Signage/creative treatment of the sidewalk may help here.



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|-------|
| Spring | Fall | Spring | Fall |
| - | 198 | - | 1,604 |
| - | 58 | - | 5 |

*Hyphen denotes that location was not counted

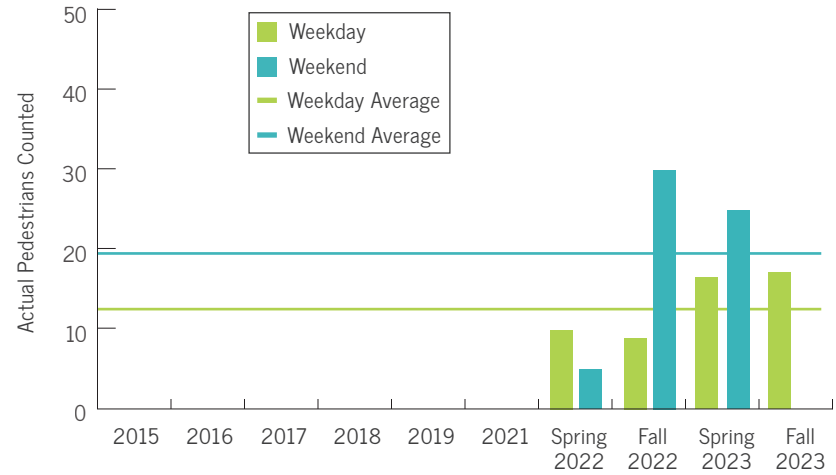
Results & Analysis

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.



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 (2023)

- Widening of southern sidewalk recommended
- A volunteer noted that vegetation is encroaching on pedestrian facilities



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 198 | 210 | 202 | - |
| 12 | 23 | 16 | - |

*Hyphen denotes that location was not counted

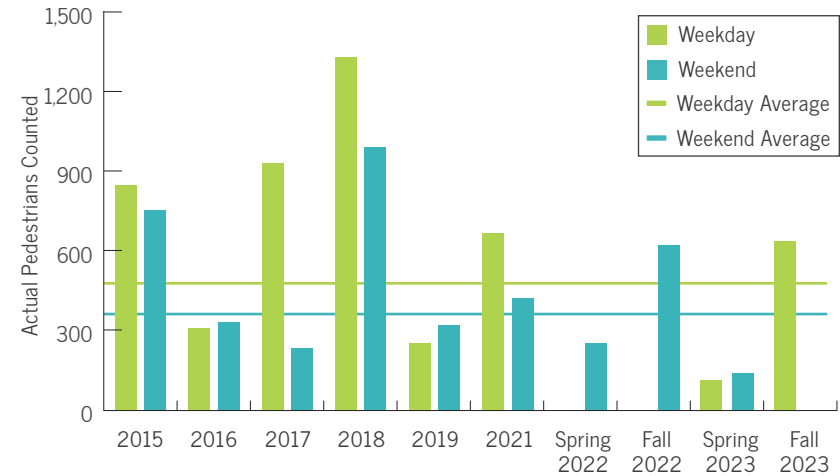
Results & Analysis

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.



Walk Bike Columbia + Other Plan Recommendations

- One-way cycle tracks

Count Observations + Recommendations (2023)

- Better bike facilities
- Benches should be added for individuals waiting for buses
- ADA detectable warning mats needed at half of the crosswalk entrances



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|-------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 1,050 | 7,770 | 1,021 | - |
| 47 | 257 | 0 | - |

*Hyphen denotes that location was not counted

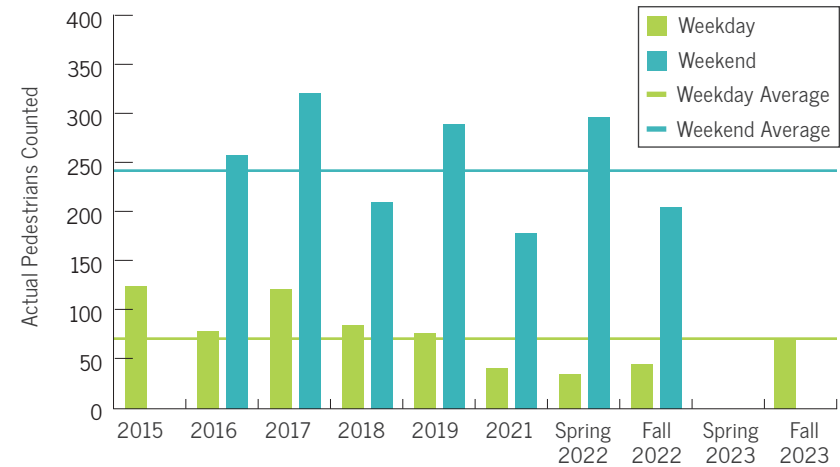
Results & Analysis

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.



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

Count Observations + Recommendations (2023)

- In addition to recommended multimodal facilities, there is plenty of space and need for street trees
- Designated loading zone for delivery trucks recommended



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| - | 852 | - | - |
| - | 58 | - | - |

*Hyphen denotes that location was not counted

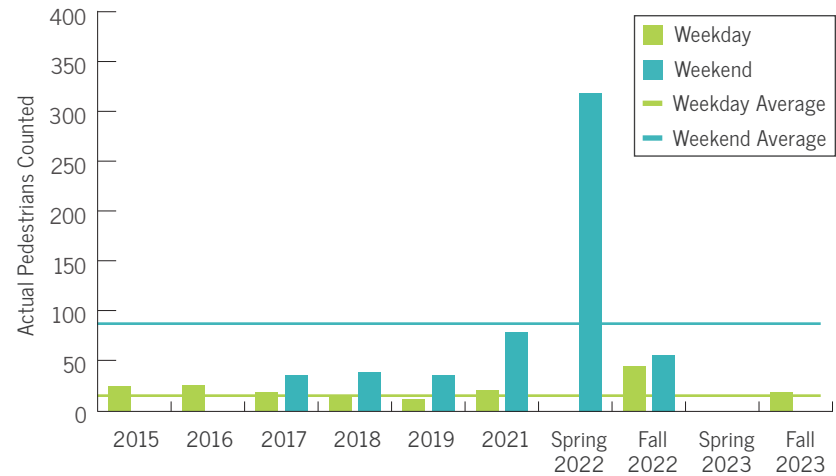
Results & Analysis

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 is planned for a 2025 completion. During the fall count, the greenway was fenced off, but fencing was modified shortly after for greenway use during the counts.



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 (2023)

- There should be high visibility crosswalk at parking entrance
- ADA detectable mats needed on northside
- The sidewalk width along Taylor on the Finlay park side should be improved and obstacles removed



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| - | 222 | - | - |
| - | 82 | - | - |

*Hyphen denotes that location was not counted

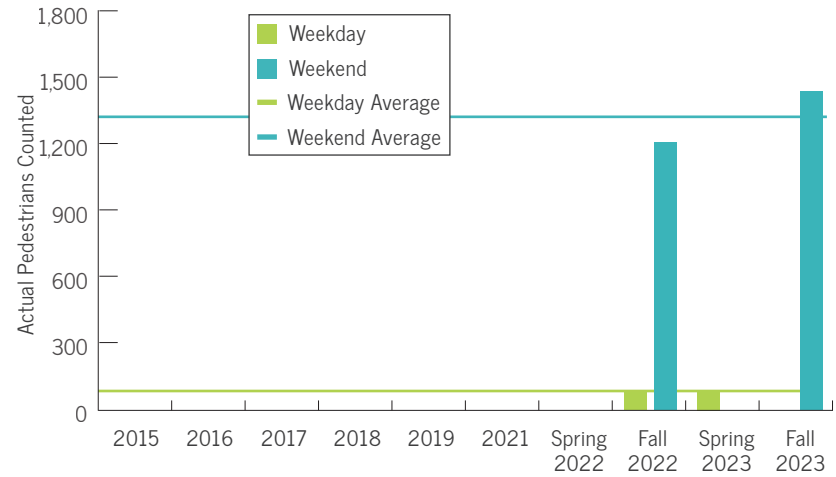
Results & Analysis

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. Hotel valet parking on the south side of street. Hospital is nearby.



Walk Bike Columbia + Other Plan Recommendations

- None

Count Observations + Recommendations (2023)

- Mid-block crosswalk
- Intersection at Sumter needs directional ADA mats; there is no mat at the NE corner.
- The City parking garage needs mirrors at the exit for pedestrian visibility and an audible warning of exiting cars for pedestrians



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|------|-------------------------|--------|
| Spring | Fall | Spring | Fall |
| 1,190 | - | - | 14,099 |
| 23 | - | - | 19 |

*Hyphen denotes that location was not counted

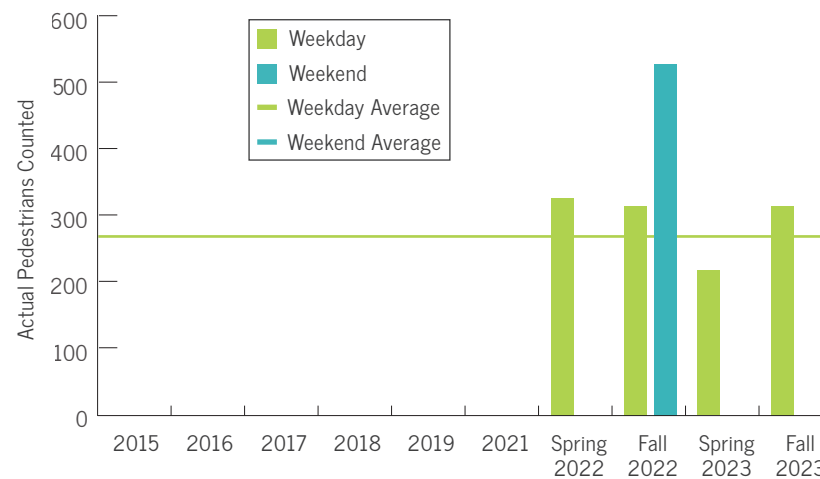
Results & Analysis

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. Prior to 2022, counts occurred on Washington (Main - Sumter) due to bike and pedestrian crash data and to study parklet use.



Walk Bike Columbia + Other Plan Recommendations

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

Count Observations + Recommendations (2023)

- A better designated space for delivery trucks is suggested
- Mid-block crossing and bike facilities recommended
- This location has the highest number of jaywalkers of all locations.



| Estimated Weekday Total | | Estimated Weekend Total | |
|-------------------------|-------|-------------------------|------|
| Spring | Fall | Spring | Fall |
| 2,485 | 3,523 | - | - |
| 47 | 47 | - | - |

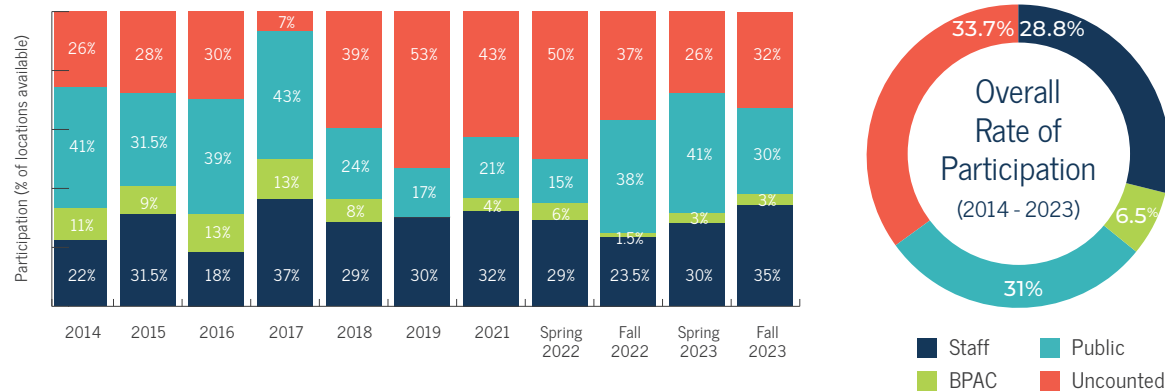
*Hyphen denotes that location was not counted

Conclusion

The approach taken in the 2023 counts is due largely to the efforts made in 2022 to streamline analysis and reporting. As part of that process, staff reviewed and re-prioritized count locations based on safety concerns, planned infrastructure improvements, and development pressure. Listed below are some of the most notable patterns we identified in 2023:

- 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.
- Unlike in the 2022 calendar year – where the greatest density of bicyclists was observed near the USC campus – we witnessed an upswing in bicyclist travel along Millwood Avenue and Main Street. We believe this shift might suggest an increase in comfortability amongst bicyclists outside of the existing patterns of commuter traffic.
- At the close of 2023, we had the opportunity to review two years of data for our newer count locations. With this data, we are able to draw more longitudinal conclusions for locations and revisit our current location list.

The count program remains highly dependent on volunteer and staff participation. We witnessed a significant improvement in volunteer turnout during both the Spring and Fall counts of 2023. We hope to further build on this success in 2024. Lastly, we anticipate needing to compensate in some way for uncounted Springtime locations during the Fall count.



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

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

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.



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.

APPENDICES

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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.

| 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 |

2023 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) | Weekday | Spring | 68 | 34 | 8.5 | 793 | 33 | 8.3 |
| 1 | Assembly (Washington - Hampton) | Weekday | Fall | 73 | 36.5 | 9.1 | 852 | 35.5 | 8.9 |
| 2 | Assembly (Whaley - Catawba) | Weekday | Fall | 78 | 39 | 9.8 | 910 | 37.9 | 9.5 |
| 2 | Assembly (Whaley - Catawba) | Weekend | Fall | 13 | 6.5 | 1.6 | 124 | 5.2 | 1.3 |
| 3 | Blossom (Main - Sumter) | Weekday | Spring | 177 | 88.5 | 22.1 | 2,065 | 86 | 21.5 |
| 3 | Blossom (Main - Sumter) | Weekend | Spring | 69 | 34.5 | 8.6 | 659 | 27.5 | 6.9 |
| 3 | Blossom (Main - Sumter) | Weekday | Fall | 380 | 190 | 47.5 | 4,433 | 184.7 | 46.2 |
| 4 | Blossom (Pickens - Henderson) | Weekday | Spring | 17 | 8.5 | 2.1 | 223 | 9.3 | 2.3 |
| 4 | Blossom (Pickens - Henderson) | Weekend | Spring | 16 | 8 | 2 | 153 | 6.4 | 1.6 |
| 4 | Blossom (Pickens - Henderson) | Weekday | Fall | 31 | 15.5 | 3.9 | 362 | 15.1 | 3.8 |
| 5 | Broad River (Omarest - Bakersfield) | Weekday | Spring | 29 | 14.5 | 3.6 | 338 | 14.1 | 3.5 |
| 5 | Broad River (Omarest - Bakersfield) | Weekday | Fall | 26 | 13 | 3.25 | 303 | 12.6 | 3.2 |
| 5 | Broad River (Omarest - Bakersfield) | Weekend | Fall | 30 | 15 | 3.75 | 286 | 11.9 | 3.0 |
| 6 | Bull (Jefferson - Matilda Evans) | Weekday | Spring | 14 | 7 | 1.8 | 163 | 6.8 | 1.7 |
| 6 | Bull (Jefferson - Matilda Evans) | Weekend | Spring | 6 | 3 | 0.8 | 48 | 2 | 0.5 |
| 6 | Bull (Jefferson - Matilda Evans) | Weekday | Fall | 5 | 2.5 | 0.6 | 58 | 2.4 | 0.6 |
| 7 | Calhoun (Pickens - Henderson) | Weekday | Fall | 14 | 7 | 1.8 | 163 | 6.8 | 1.7 |
| 7 | Calhoun (Pickens - Henderson) | Weekend | Fall | 12 | 6 | 1.5 | 115 | 4.8 | 1.2 |
| 8 | Crowson (Devine - Fort Jackson) | Weekday | Spring | 10 | 5 | 1.3 | 131 | 5.5 | 1.4 |
| 8 | Crowson (Devine - Fort Jackson) | Weekend | Spring | 18 | 9 | 2.3 | 172 | 7.2 | 1.8 |

2023 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 |
| 8 | Crowson (Devine - Fort Jackson) | Weekday | Fall | 11 | 5.5 | 1.4 | 128 | 5.3 | 1.3 |
| 8 | Crowson (Devine - Fort Jackson) | Weekend | Fall | 7 | 3.5 | 0.9 | 67 | 2.8 | 0.7 |
| 9 | Devine (Pulaski - Gadsden) | Weekday | Spring | 42 | 21 | 5.3 | 551 | 23 | 5.8 |
| 9 | Devine (Pulaski - Gadsden) | Weekend | Spring | 12 | 6 | 1.5 | 97 | 4 | 1 |
| 9 | Devine (Pulaski - Gadsden) | Weekend | Fall | 87 | 43.5 | 10.9 | 830 | 34.6 | 8.7 |
| 10 | Forest (Two Notch - Bernardin) | Weekend | Spring | 11 | 5.5 | 1.4 | 105 | 4.4 | 1.1 |
| 10 | Forest (Two Notch - Bernardin) | Weekday | Fall | 11 | 5.5 | 1.4 | 128 | 5.3 | 1.3 |
| 11 | Garners Ferry (Patterson - Daphne) | Weekday | Spring | 2 | 1 | 0.3 | 26 | 1.1 | 0.3 |
| 11 | Garners Ferry (Patterson - Daphne) | Weekend | Spring | none counted | | | | | |
| 11 | Garners Ferry (Patterson - Daphne) | Weekday | Fall | 7 | 3.5 | 0.9 | 82 | 3.4 | 0.9 |
| 12 | Gervais (Assembly - Main) | Weekday | Spring | 65 | 32.5 | 8.1 | 853 | 35.5 | 8.9 |
| 12 | Gervais (Assembly - Main) | Weekend | Spring | 607 | 303.5 | 75.9 | 5,794 | 241.4 | 60.4 |
| 12 | Gervais (Assembly - Main) | Weekday | Fall | 46 | 23 | 5.75 | 537 | 22.4 | 5.6 |
| 13 | Greene (Gadsden - Lincoln) | Weekday | Spring | 211 | 105.5 | 26.4 | 2,769 | 115.4 | 28.9 |
| 13 | Greene (Gadsden - Lincoln) | Weekday | Fall | 392 | 196 | 49 | 4,573 | 190.5 | 47.6 |
| 13 | Greene (Gadsden - Lincoln) | Weekend | Fall | 47 | 23.5 | 5.9 | 449 | 18.7 | 4.7 |
| 14 | Greene (Laurens - Saluda) | Weekday | Spring | 58 | 29 | 7.3 | 677 | 28.2 | 7.1 |
| 14 | Greene (Laurens - Saluda) | Weekday | Fall | 84 | 42 | 10.5 | 980 | 40.8 | 10.2 |
| 14 | Greene (Laurens - Saluda) | Weekend | Fall | 125 | 62.5 | 15.6 | 1,193 | 49.7 | 12.4 |
| 15 | Harden (Devine - Greene) | Weekday | Spring | 21 | 10.5 | 2.6 | 276 | 11.5 | 2.9 |

2023 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 |
| 15 | Harden (Devine - Greene) | Weekday | Fall | 30 | 15 | 3.8 | 350 | 14.6 | 3.7 |
| 15 | Harden (Devine - Greene) | Weekend | Fall | 147 | 73.5 | 18.4 | 1,403 | 58.5 | 14.6 |
| 16 | Harden (Read - Calhoun) | Weekday | Fall | 9 | 4.5 | 1.1 | 105 | 4.4 | 1.1 |
| 16 | Harden (Read - Calhoun) | Weekend | Fall | 11 | 5.5 | 1.4 | 105 | 4.4 | 1.1 |
| 17 | Harden (Taylor - Blanding) | Weekday | Spring | 12 | 6 | 1.5 | 158 | 6.6 | 1.7 |
| 17 | Harden (Taylor - Blanding) | Weekday | Fall | 18 | 9 | 2.3 | 210 | 8.8 | 2.2 |
| 18 | Lady (Assembly - Main) | Weekday | Spring | 142 | 71 | 17.8 | 1,864 | 77.7 | 19.4 |
| 18 | Lady (Assembly - Main) | Weekday | Fall | 151 | 75.5 | 18.9 | 1,762 | 73.4 | 18.4 |
| 18 | Lady (Assembly - Main) | Weekend | Fall | 806 | 403 | 100.8 | 7,694 | 320.6 | 80.2 |
| 19 | Lady (Lincoln - Park) | Weekday | Spring | 13 | 6.5 | 1.6 | 124 | 5.2 | 1.3 |
| 19 | Lady (Lincoln - Park) | Weekday | Fall | 38 | 19 | 4.8 | 443 | 18.5 | 4.6 |
| 19 | Lady (Lincoln - Park) | Weekend | Fall | 345 | 172.5 | 43.1 | 6,038 | 251.6 | 62.9 |
| 20 | Lincoln (Lady - Washington) | Weekday | Spring | 79 | 39.5 | 9.9 | 1,037 | 43.2 | 10.8 |
| 20 | Lincoln (Lady - Washington) | Weekend | Spring | 48 | 24 | 6 | 458 | 19.1 | 4.8 |
| 20 | Lincoln (Lady - Washington) | Weekday | Fall | 89 | 44.5 | 11.1 | 1,038 | 43.3 | 10.8 |
| 21 | Main (College - Pendleton) | Weekday | Spring | 117 | 15 | 14.6 | 1,536 | 64 | 16 |
| 21 | Main (College - Pendleton) | Weekend | Spring | 151 | 75.5 | 18.9 | 1,441 | 60 | 15 |
| 21 | Main (College - Pendleton) | Weekday | Fall | 194 | 97 | 24.25 | 2,263 | 94.3 | 23.6 |
| 22 | Main (Elmwood - Kinard) | Weekday | Spring | 11 | 5.5 | 1.4 | 128 | 5.3 | 1.3 |
| 22 | Main (Elmwood - Kinard) | Weekday | Fall | 20 | 10 | 2.5 | 233 | 9.3 | 2.3 |

2023 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 |
| 22 | Main (Elmwood - Kinard) | Weekend | Fall | 19 | 9.5 | 2.4 | 181 | 7.5 | 1.9 |
| 23 | Millwood (House - Tree) | Weekday | Spring | 55 | 27.5 | 6.9 | 722 | 30.1 | 7.5 |
| 23 | Millwood (House - Tree) | Weekend | Spring | 48 | 24 | 6 | 388 | 16.2 | 4.05 |
| 24 | Millwood (Page - House) | Weekday | Spring | 33 | 16.5 | 4.1 | 433 | 18 | 4.5 |
| 24 | Millwood (Page - House) | Weekend | Spring | 37 | 18.5 | 4.6 | 299 | 12.5 | 3.1 |
| 25 | Monticello (Jackson - Duke) | Weekday | Spring | 27 | 13.5 | 3.4 | 315 | 13.1 | 3.3 |
| 25 | Monticello (Jackson - Duke) | Weekday | Fall | 27 | 13.5 | 3.4 | 315 | 13.1 | 3.3 |
| 25 | Monticello (Jackson - Duke) | Weekend | Fall | 10 | 5 | 1.3 | 95 | 4 | 1 |
| 26 | N. Main (Avondale - Sunset) | Weekday | Spring | 27 | 13.5 | 3.4 | 315 | 13.1 | 3.3 |
| 26 | N. Main (Avondale - Sunset) | Weekend | Fall | 39 | 19.5 | 4.9 | 455 | 19 | 4.8 |
| 27 | Oak (Taylor - Haskell) | Weekday | Spring | 143 | 71.5 | 17.9 | 1,877 | 78.2 | 19.6 |
| 27 | Oak (Taylor - Haskell) | Weekday | Fall | 194 | 97 | 24.3 | 2,263 | 94.3 | 23.6 |
| 27 | Oak (Taylor - Haskell) | Weekend | Fall | 53 | 26.5 | 6.6 | 506 | 21.1 | 5.3 |
| 28 | Park (Senate - Gervais) | Weekday | Fall | 17 | 8.5 | 2.1 | 198 | 8.3 | 2.1 |
| 28 | Park (Senate - Gervais) | Weekend | Fall | 168 | 84 | 21 | 1,604 | 66.8 | 16.7 |
| 29 | Rosewood (Howard - Maple) | Weekday | Spring | 17 | 8.5 | 2.1 | 198 | 8.3 | 2.1 |
| 29 | Rosewood (Howard - Maple) | Weekend | Spring | 25 | 12.5 | 3.1 | 202 | 8.4 | 2.1 |
| 29 | Rosewood (Howard - Maple) | Weekday | Fall | 18 | 9 | 2.25 | 210 | 8.8 | 2.2 |
| 30 | Sumter (Greene - Pendleton) | Weekday | Spring | 90 | 45 | 11.3 | 1,050 | 43.8 | 11 |
| 30 | Sumter (Greene - Pendleton) | Weekend | Spring | 107 | 53.5 | 13.4 | 1,021 | 42.5 | 10.6 |

2023 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 |
| 30 | Sumter (Greene - Pendleton) | Weekday | Fall | 666 | 333 | 88.3 | 7,770 | 323.8 | 81 |
| 31 | Sumter (Washington - Hampton) | Weekday | Fall | 73 | 36.5 | 9.1 | 852 | 35.5 | 8.9 |
| 32 | Taylor (Gadsden - Park) | Weekday | Fall | 19 | 9.5 | 2.4 | 222 | 9.3 | 2.3 |
| 33 | Taylor (Main - Sumter) | Weekday | Spring | 102 | 51 | 12.8 | 1,190 | 49.6 | 12.4 |
| 33 | Taylor (Main - Sumter) | Weekend | Fall | 1,477 | 738.5 | 184.6 | 14,099 | 587.5 | 146.9 |
| 34 | Washington (Assembly - Main) | Weekday | Spring | 213 | 106.5 | 26.6 | 2,485 | 103.5 | 25.9 |
| 34 | Washington (Assembly - Main) | Weekday | Fall | 302 | 151 | 37.8 | 3,523 | 146.8 | 36.7 |

2023 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) | Weekday | Spring | 5 | 2.5 | 0.6 | 58 | 2.4 | 0.6 |
| 1 | Assembly (Washington - Hampton) | Weekday | Fall | 6 | 3 | 0.8 | 70 | 2.9 | 0.7 |
| 2 | Assembly (Whaley - Catawba) | Weekday | Fall | 8 | 4 | 1 | 93 | 3.9 | 1.0 |
| 2 | Assembly (Whaley - Catawba) | Weekend | Fall | none counted | | | | | |
| 3 | Blossom (Main - Sumter) | Weekday | Spring | 7 | 3.5 | 0.9 | 82 | 3.4 | 0.9 |
| 3 | Blossom (Main - Sumter) | Weekend | Spring | 2 | 1 | 0.3 | 19 | 0.8 | 0.2 |
| 3 | Blossom (Main - Sumter) | Weekday | Fall | 7 | 3.5 | 0.9 | 82 | 3.4 | 0.9 |
| 4 | Blossom (Pickens - Henderson) | Weekday | Spring | 5 | 2.5 | 0.6 | 66 | 2.8 | 0.7 |
| 4 | Blossom (Pickens - Henderson) | Weekend | Spring | 2 | 1 | 0.3 | 19 | 0.8 | 0.2 |
| 4 | Blossom (Pickens - Henderson) | Weekday | Fall | 4 | 2 | 0.5 | 47 | 2.0 | 0.5 |
| 5 | Broad River (Omarest - Bakersfield) | Weekday | Spring | 6 | 3 | 0.8 | 70 | 2.9 | 0.7 |
| 5 | Broad River (Omarest - Bakersfield) | Weekday | Fall | 1 | 0.5 | 0.1 | 12 | 0.5 | 0.1 |
| 5 | Broad River (Omarest - Bakersfield) | Weekend | Fall | 9 | 4.5 | 1.1 | 86 | 3.6 | 0.9 |
| 6 | Bull (Jefferson - Matilda Evans) | Weekday | Spring | none counted | | | | | |
| 6 | Bull (Jefferson - Matilda Evans) | Weekend | Spring | 3 | 1.5 | 0.4 | 24 | 1 | 0.3 |
| 6 | Bull (Jefferson - Matilda Evans) | Weekday | Fall | none counted | | | | | |
| 7 | Calhoun (Pickens - Henderson) | Weekday | Fall | 1 | 0.5 | 0.1 | 12 | 0.5 | 0.1 |
| 7 | Calhoun (Pickens - Henderson) | Weekend | Fall | none counted | | | | | |
| 8 | Crowson (Devine - Fort Jackson) | Weekday | Spring | 1 | 0.5 | 0.1 | 13 | 0.5 | 0.1 |
| 8 | Crowson (Devine - Fort Jackson) | Weekend | Spring | none counted | | | | | |

2023 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 |
| 8 | Crowson (Devine - Fort Jackson) | Weekday | Fall | none counted | | | | | |
| 8 | Crowson (Devine - Fort Jackson) | Weekend | Fall | none counted | | | | | |
| 9 | Devine (Pulaski - Gadsden) | Weekday | Spring | 4 | 2 | 0.5 | 32 | 1.3 | 0.3 |
| 9 | Devine (Pulaski - Gadsden) | Weekend | Spring | none counted | | | | | |
| 9 | Devine (Pulaski - Gadsden) | Weekend | Fall | 3 | 1.5 | 0.4 | 16 | 0.7 | 0.2 |
| 10 | Forest (Two Notch - Bernardin) | Weekend | Spring | 2 | 1 | 0.3 | 19 | 0.8 | 0.2 |
| 10 | Forest (Two Notch - Bernardin) | Weekday | Fall | none counted | | | | | |
| 11 | Garners Ferry (Patterson - Daphne) | Weekday | Spring | none counted | | | | | |
| 11 | Garners Ferry (Patterson - Daphne) | Weekend | Spring | none counted | | | | | |
| 11 | Garners Ferry (Patterson - Daphne) | Weekday | Fall | none counted | | | | | |
| 12 | Gervais (Assembly - Main) | Weekday | Spring | 6 | 3 | 0.8 | 79 | 3.3 | 0.8 |
| 12 | Gervais (Assembly - Main) | Weekend | Spring | none counted | | | | | |
| 12 | Gervais (Assembly - Main) | Weekday | Fall | 1 | 0.5 | 0.1 | 12 | 0.5 | 0.1 |
| 13 | Greene (Gadsden - Lincoln) | Weekday | Spring | 14 | 7 | 1.8 | 184 | 7.7 | 1.9 |
| 13 | Greene (Gadsden - Lincoln) | Weekday | Fall | 18 | 9 | 2.3 | 210 | 8.8 | 2.2 |
| 13 | Greene (Gadsden - Lincoln) | Weekend | Fall | 8 | 4 | 1 | 76 | 3.2 | 0.8 |
| 14 | Greene (Laurens - Saluda) | Weekday | Spring | 32 | 16 | 4 | 373 | 15.5 | 3.9 |
| 14 | Greene (Laurens - Saluda) | Weekday | Fall | 29 | 14.5 | 3.6 | 338 | 14.1 | 3.5 |
| 14 | Greene (Laurens - Saluda) | Weekend | Fall | 5 | 2.5 | 0.6 | 48 | 2 | 0.5 |
| 15 | Harden (Devine - Greene) | Weekday | Spring | 5 | 2.5 | 0.6 | 66 | 2.8 | 0.7 |

2023 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 |
| 15 | Harden (Devine - Greene) | Weekday | Fall | 4 | 2 | 0.5 | 47 | 2.0 | 0.5 |
| 15 | Harden (Devine - Greene) | Weekend | Fall | 1 | 0.5 | 0.1 | 10 | 0.4 | 0.1 |
| 16 | Harden (Read - Calhoun) | Weekday | Fall | 3 | 1.5 | 0.4 | 35 | 1.5 | 0.4 |
| 16 | Harden (Read - Calhoun) | Weekend | Fall | 1 | 0.5 | 0.1 | 10 | 0.4 | 0.1 |
| 17 | Harden (Taylor - Blanding) | Weekday | Spring | 3 | 1.5 | 0.4 | 39 | 1.6 | 0.4 |
| 17 | Harden (Taylor - Blanding) | Weekday | Fall | 2 | 1 | 0.3 | 23 | 1.0 | 0.2 |
| 18 | Lady (Assembly - Main) | Weekday | Spring | 2 | 1 | 0.3 | 26 | 1.1 | 0.3 |
| 18 | Lady (Assembly - Main) | Weekday | Fall | 1 | 0.5 | 0.1 | 12 | 0.5 | 0.1 |
| 18 | Lady (Assembly - Main) | Weekend | Fall | 6 | 3 | 0.8 | 57 | 2.4 | 0.6 |
| 19 | Lady (Lincoln - Park) | Weekday | Spring | none counted | | | | | |
| 19 | Lady (Lincoln - Park) | Weekday | Fall | 8 | 4 | 1 | 93 | 3.9 | 1.0 |
| 19 | Lady (Lincoln - Park) | Weekend | Fall | 3 | 1.5 | 0.4 | 53 | 2.2 | 0.6 |
| 20 | Lincoln (Lady - Washington) | Weekday | Spring | 6 | 3 | 0.8 | 79 | 3.3 | 0.8 |
| 20 | Lincoln (Lady - Washington) | Weekend | Spring | none counted | | | | | |
| 20 | Lincoln (Lady - Washington) | Weekday | Fall | 7 | 3.5 | 0.9 | 82 | 3.4 | 0.9 |
| 21 | Main (College - Pendleton) | Weekday | Spring | 3 | 1.5 | 0.4 | 39 | 1.6 | 0.4 |
| 21 | Main (College - Pendleton) | Weekend | Spring | 2 | 1 | 0.3 | 19 | 0.8 | 0.2 |
| 21 | Main (College - Pendleton) | Weekday | Fall | 2 | 1 | 0.3 | 23 | 1.0 | 0.2 |
| 22 | Main (Elmwood - Kinard) | Weekday | Spring | 3 | 1.5 | 0.4 | 35 | 1.5 | 0.4 |
| 22 | Main (Elmwood - Kinard) | Weekday | Fall | 4 | 2 | 0.5 | 47 | 2.0 | 0.5 |

2023 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 |
| 22 | Main (Elmwood - Kinard) | Weekend | Fall | 10 | 5 | 1.3 | 95 | 4.0 | 1.0 |
| 23 | Millwood (House - Tree) | Weekday | Spring | 2 | 1 | 0.3 | 26 | 1.1 | 0.3 |
| 23 | Millwood (House - Tree) | Weekend | Spring | 4 | 2 | 0.5 | 32 | 1.3 | 0.3 |
| 24 | Millwood (Page - House) | Weekday | Spring | 1 | 0.5 | 0.1 | 13 | 0.5 | 0.1 |
| 24 | Millwood (Page - House) | Weekend | Spring | 2 | 1 | 0.3 | 16 | 0.7 | 0.2 |
| 25 | Monticello (Jackson - Duke) | Weekday | Spring | none counted | | | | | |
| 25 | Monticello (Jackson - Duke) | Weekday | Fall | none counted | | | | | |
| 25 | Monticello (Jackson - Duke) | Weekend | Fall | 6 | 3 | 0.8 | 57 | 2.4 | 0.6 |
| 26 | N. Main (Avondale - Sunset) | Weekday | Spring | 1 | 0.5 | 0.1 | 12 | 0.5 | 0.1 |
| 26 | N. Main (Avondale - Sunset) | Weekday | Fall | 2 | 1 | 0.3 | 23 | 1.0 | 0.2 |
| 27 | Oak (Taylor - Haskell) | Weekday | Spring | 1 | 0.5 | 0.1 | 8 | 0.3 | 0.1 |
| 27 | Oak (Taylor - Haskell) | Weekday | Fall | 3 | 1.5 | 0.4 | 35 | 1.5 | 0.4 |
| 27 | Oak (Taylor - Haskell) | Weekend | Fall | 5 | 2.5 | 0.6 | 48 | 2.0 | 0.5 |
| 28 | Park (Senate - Gervais) | Weekday | Fall | 1 | 0.5 | 0.1 | 58 | 2.4 | 0.6 |
| 28 | Park (Senate - Gervais) | Weekend | Fall | 1 | 0.5 | 0.1 | 5 | 0.2 | 0.1 |
| 29 | Rosewood (Howard - Maple) | Weekday | Spring | 1 | 0.5 | 0.1 | 12 | 0.5 | 0.1 |
| 29 | Rosewood (Howard - Maple) | Weekend | Spring | 2 | 1 | 0.3 | 16 | 0.7 | 0.2 |
| 29 | Rosewood (Howard - Maple) | Weekday | Fall | 2 | 1 | 0.3 | 23 | 1.0 | 0.2 |
| 30 | Sumter (Greene - Pendleton) | Weekday | Spring | 4 | 2 | 0.5 | 47 | 2.0 | 0.5 |
| 30 | Sumter (Greene - Pendleton) | Weekend | Spring | none counted | | | | | |

2023 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 |
| 30 | Sumter (Greene - Pendleton) | Weekday | Fall | 22 | 11 | 2.8 | 257 | 10.7 | 2.7 |
| 31 | Sumter (Washington - Hampton) | Weekday | Fall | 5 | 2.5 | 0.6 | 58 | 2.4 | 0.6 |
| 32 | Taylor (Gadsden - Park) | Weekday | Fall | 7 | 3.5 | 0.9 | 82 | 3.4 | 0.9 |
| 33 | Taylor (Main - Sumter) | Weekday | Spring | 2 | 1 | 0.3 | 23 | 1.0 | 0.2 |
| 33 | Taylor (Main - Sumter) | Weekend | Fall | 2 | 1 | 0.3 | 19 | 0.8 | 0.2 |
| 34 | Washington (Assembly - Main) | Weekday | Spring | 4 | 2 | 0.5 | 47 | 2.0 | 0.5 |
| 34 | Washington (Assembly - Main) | Weekday | Fall | 4 | 2 | 0.5 | 47 | 2.0 | 0.5 |

2023 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 | x | | x | | | |
| 2 | Assembly (Whaley - Catawba) | x | | x | | x | | | | | RR crossing 2 tracks parallel |
| 3 | Blossom (Main - Sumter) | | x | | x | x | | | | | |
| 4 | Blossom (Pickens - Henderson) | x | x | | x | x | | | | | |
| 5 | Broad River (Omarest - Bakersfield) | | x | x | x | x | | x | x | | Megabus stop in lot behind McDonalds |
| 6 | Bull (Jefferson - Matilda Evans) | | x | | x | x | | | | | Pedestrian refuge - raised median |
| 7 | Calhoun (Pickens - Henderson) | | x | | | | | | | | |
| 8 | Crowson (Devine - Fort Jackson) | | | x | | x | | x | | | Bus shelter stop |
| 9 | Devine (Pulaski - Gadsden) | | x | x | x | | x | | x | | Multi-use path crossing Devine St. |
| 10 | Forest (Two Notch - Bernardin) | | x | x | x | x | | | | | |
| 11 | Garners Ferry (Patterson - Daphne) | | | | | x | | | | | |
| 12 | Gervais (Assembly - Main) | | x | x | | | x | x | | | |
| 13 | Greene (Gadsden - Lincoln) | | x | x | x | | x | x | x | x | |
| 14 | Greene (Laurens - Saluda) | | x | x | | x | | | | | |
| 15 | Harden (Devine - Greene) | | x | x | x | x | x | | x | | Bike Racks |
| 16 | Harden (Read - Calhoun) | | x | x | x | | | | | x | Median fences and landscaping |

2023 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 |
| 17 | Harden (Taylor - Blanding) | | x | | | x | | x | | | |
| 18 | Lady (Assembly - Main) | | x | x | x | x | | | | | Mid-block crossing (well used) |
| 19 | Lady (Lincoln - Park) | | x | x | x | | x | | | | Greenway entrance, sharrows on lady |
| 20 | Lincoln (Lady - Washington) | x | | x | x | | x | | x | | Vista greenway tunnel |
| 21 | Main (College - Pendleton) | | x | | x | | | | | | West side of Main closed for construction; restaurant seating |
| 22 | Main (Elmwood - Kinard) | | x | x | | x | | | | | |
| 23 | Millwood (House - Tree) | | x | x | x | x | | x | x | x | Mural on North side. |
| 24 | Millwood (Page - House) | | x | | x | | | | x | x | Chairs in triangle property, HAWK signal. seating in triangle property - not necessarily public, but used publicly. Audible pedestrian countdown signal added in 2023. |
| 25 | Monticello (Jackson - Duke) | | x | | | | | | | | |

2023 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 |
| 26 | N. Main (Avondale - Sunset) | | x | | x | x | | | | x | Offset crossing and median with refuge at Avondale |
| 27 | Oak (Taylor - Haskell) | | x | x | x | | x | | | x | Public bike rack. Fence controls/limits access to buildings on western side of Oak, which are also college related |
| 28 | Park (Senate - Gervais) | | x | x | x | | | x | | x | |
| 29 | Rosewood (Howard - Maple) | | x | | x | | | | | | |
| 30 | Sumter (Greene - Pendleton) | | x | x | x | x | | | | | Sharrows on Sumter. |
| 31 | Sumter (Washington - Hampton) | | x | x | | | | | | | |
| 32 | Taylor (Gadsden - Park) | | x | | x | | | | | | Vista Greenway, HAWK signal |
| 33 | Taylor (Main - Sumter) | | x | | x | x | | | | | Restaurant seating, valet lane, bike parking in public garage. Audible ped heads at Sumter. |
| 34 | Washington (Assembly - Main) | | x | x | x | | | | | | |

2023 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) | Weekday | x | | x | | | | x | x | |
| 2 | Assembly (Whaley - Catawba) | Weekend | | | x | | | | | | Train, at-grade crossing. Very dangerous for pedestrians |
| 2 | Assembly (Whaley - Catawba) | Weekday | x | | x | | | | | | |
| 3 | Blossom (Main - Sumter) | Weekend | | | | | | | x | | |
| 3 | Blossom (Main - Sumter) | Weekday | x | | | | | | x | | Students walking to class. Construction crew closing down a traffic lane |
| 4 | Blossom (Pickens - Henderson) | Weekend | | | x | | | | x | x | |
| 4 | Blossom (Pickens - Henderson) | Weekday | | | x | | | | x | x | |
| 5 | Broad River (Omarest - Bakersfield) | Weekend | x | | x | | | | | | Panhandling |
| 5 | Broad River (Omarest - Bakersfield) | Weekday | x | | x | x | | | | x | |
| 6 | Bull (Jefferson - Matilda Evans) | Weekend | | | | | | | x | x | |

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

2023 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 |
| 6 | Bull (Jefferson - Matilda Evans) | Weekday | x | | | | | | x | | Rummaging through roll cart |
| 7 | Calhoun (Pickens - Henderson) | Weekend | | | | | | | x | x | |
| 7 | Calhoun (Pickens - Henderson) | Weekday | | | | | | | | | Training of blind pedestrians to use canes |
| 8 | Crowson (Devine - Fort Jackson) | Weekend | x | | x | x | | | x | | Wandering around commercial areas while waiting for transit |
| 8 | Crowson (Devine - Fort Jackson) | Weekday | x | | x | | | | x | x | |
| 9 | Devine (Pulaski - Gadsden) | Weekend | | | x | | | | x | x | Walking to cars/trucks, electric scooter user, electric skateboard, ebike. Devine St. regularly used as a dog park |

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

2023 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) | Weekday | | | | | | | x | | |
| 10 | Forest (Two Notch - Bernardin) | Weekday | | | | x | | | | | Very little bike or pedestrian activity. What appeared to be a homeless person taking a rest at the bus stop seat. |
| 11 | Garners Ferry (Patterson - Daphne) | Weekend | | x | | x | | | | x | Homeless person sleeping under makeshift shelter from Walmart buggy. |
| 11 | Garners Ferry (Patterson - Daphne) | Weekday | x | | x | | | | x | x | |
| 12 | Gervais (Assembly - Main) | Weekend | | | x | | x | x | x | | Organized walk to State House |
| 12 | Gervais (Assembly - Main) | Weekday | | | | | | x | x | | |
| 13 | Greene (Gadsden - Lincoln) | Weekend | | | 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.

2023 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 |
| 13 | Greene (Gadsden - Lincoln) | Weekday | | | x | | | | x | x | |
| 14 | Greene (Laurens - Saluda) | Weekend | x | | x | x | | | x | x | |
| 14 | Greene (Laurens - Saluda) | Weekday | x | | x | | | | x | x | |
| 15 | Harden (Devine - Greene) | Weekend | | x | x | x | | | x | x | |
| 15 | Harden (Devine - Greene) | Weekday | x | | x | x | | | x | x | Getting coffee, walking to campus |
| 16 | Harden (Read - Calhoun) | Weekend | | | | | | | x | x | |
| 16 | Harden (Read - Calhoun) | Weekday | no activities observed | | | | | | | | |
| 17 | Harden (Taylor - Blanding) | Weekday | x | | x | | | | | x | |
| 18 | Lady (Assembly - Main) | Weekend | | | x | x | | | x | | |
| 18 | Lady (Assembly - Main) | Weekday | | | x | | | | x | x | Lots of u-turns mid block, skateboards on sidewalk |
| 19 | Lady (Lincoln - Park) | Weekend | | | x | | | | x | | |
| 19 | Lady (Lincoln - Park) | Weekday | | | x | | | | x | x | |
| 20 | Lincoln (Lady - Washington) | Weekend | | | x | | | | x | x | |
| 20 | Lincoln (Lady - Washington) | Weekday | | | 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.

2023 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 |
| 21 | Main (College - Pendleton) | Weekend | no activities observed | | | | | | | | |
| 21 | Main (College - Pendleton) | Weekday | | | x | x | | x | x | | Construction |
| 22 | Main (Elmwood - Kinard) | Weekend | no activities observed | | | | | | | | |
| 22 | Main (Elmwood - Kinard) | Weekday | x | | x | | | | | x | |
| 23 | Millwood (House - Tree) | Weekend | x | | x | | | | x | | |
| 23 | Millwood (House - Tree) | Weekday | x | | x | | | | x | | COMET trash can to accommodate more trash. A moped rode briefly on the sidewalk on the north side of the road between Oak and Tree. |
| 24 | Millwood (Page - House) | Weekend | | | x | x | | | x | | |
| 24 | Millwood (Page - House) | Weekday | | | x | | | | x | | |
| 25 | Monticello (Jackson - Duke) | Weekend | | | x | | | | x | | |
| 25 | Monticello (Jackson - Duke) | Weekday | | | x | | | x | x | | |
| 26 | N. Main (Avondale - Sunset) | 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.

2023 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 |
| 27 | Oak (Taylor - Haskell) | Weekend | | | x | | | | | | Going to college buildings |
| 27 | Oak (Taylor - Haskell) | Weekday | | | x | | | | x | | A lot of walking while on speaker phone/video chat |
| 29 | Rosewood (Howard - Maple) | Weekend | | | x | x | | x | x | | |
| 29 | Rosewood (Howard - Maple) | Weekday | | | x | x | | | x | | |
| 30 | Sumter (Greene - Pendleton) | Weekend | | | x | | | x | | | |
| 30 | Sumter (Greene - Pendleton) | Weekday | x | | x | | | x | x | | |
| 31 | Sumter (Washington - Hampton) | Weekday | | | x | x | | x | x | | Scooter on sidewalk |
| 32 | Taylor (Gadsden - Park) | Weekday | | | x | | | | x | | |
| 33 | Taylor (Main - Sumter) | Weekend | x | x | x | | | | x | | Lots of jaywalkers |
| 33 | Taylor (Main - Sumter) | Weekday | | | x | x | | x | | | |
| 34 | Washington (Assembly - Main) | Weekday | | | x | | | | x | | Lots of hotel valets going back and forth |

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 2022. During this reassessment, which the Planning Division now plans to conduct on a bi-yearly basis, a number of the existing locations from 2014-21 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 we still recognize the importance of year-over-year data, we revisited count locations after the 2023 counts closed as anticipated. An analysis of count and crash data as well as planned infrastructure and land use changes led to an updated list of locations for the 2024-2025 count cycle as follows:

35. Boyce St. (Freed - Saunders)
 - A shift to count the interior of Bull Street in order to capture pedestrian movement between the new housing and commercial development.
36. Blossom St. (Huger - Williams)
 - Added in order to obtain baseline data prior to Williams Street extension.
37. Greene St. (Huger - Pulaski)
 - This location was shifted from the Greene St. (Gadsden - Lincoln) location in hopes of capturing movement along the Greene Street bridge and towards Williams Street.
38. Greene St. (Pavilion - Harden)
 - This location is a shift from the Greene St. (Laurens - Saluda) tied to increased crash data on this block.
39. Harden St. (Blossom - Devine)
 - SCDOT road safety improvements are planned in the near future at this location, which has been added in an effort to capture baseline data.
40. Millwood Ave. (Midblock)
 - This location was shifted from the previous two Millwood count locations. The pivot is intended to capture baseline data in an area that will be restriped shortly, inclusive of the installation of a midblock crosswalk and bike lanes.
41. Sunset Dr. (Makeway - River)
 - A number of changes are planned for the immediate area, including the redevelopment of the vacant shopping center at the corner of River and Clement into housing and the installation of sidewalks by the Richland Penny. This location is also notable due to pedestrian crashes.
42. Forest (Dellwood - Percival)
 - This location, adjacent to the Walmart, had high numbers of pedestrian crashes.

Count Locations

43. Farrow (Douglas - Booker)
 - This location had concerning pedestrian crash data.
44. Elmwood (Park - Lincoln)
 - The addition of this location will help capture the planned Vista Greenway extension. There is also a high rate of pedestrian crashes along this stretch of Elmwood.
45. Huger (At Lady)
 - This location is adjacent to planned development and the recommended pedestrian continuation of Lady between Huger and Williams.
46. Gervais (Huger - Pulaski)
 - This location will capture the hotel development along this section of Gervais and serves as an opportunity to collect data prior to any SCDOT Road Safety improvements. Review of the crash data here also justified the location.
47. Gervais (Harden - Laurens)
 - This location will capture the new car wash being constructed along Gervais as well as traffic to and from the Student apartment across the street. Crashes were high along this stretch of Gervais. Like at the newly added location on Gervais between Harden and Laurens, the addition of this location will allow the collection of baseline data prior to any Road Safety improvements.
48. River (Beaufort - Anthony)
 - This location serves to capture a pre-development analysis of the Vista Greenway extension and bridge replacement. It also provides an opportunity to obtain baseline data prior to the redevelopment of the area surrounding the NOMA Community Garden.

The following locations will be removed and/or paused:

5. Broad River Rd. (Omarest - Bakersfield)
 - Consistent data has been collected at this location and collection should be paused until infrastructure or land use change.
6. Bull St. (Jefferson - Matilda Evans)
 - Consistent data has been collected at this location and a shift to capture movement on the interior of the Bull Street District as opposed to between the adjacent neighborhood and the commercial district seems timely.
8. Crowson Rd. (Devine - Fort Jackson)
 - Consistent data has been collected at this location and as such, a pause until infrastructure improvements like the Gills Creek Greenway are completed is sensible.
9. Devine St. (Pulaski - Gadsden)
 - This location was removed/relocated because of the closure of Devine Street at the railroad crossing. A shift will also help capture multimodal travel tied to new and planned housing developments.
13. Greene St. (Gadsden - Lincoln)
 - This location was shifted a block to capture the Greene Street bridge and traffic towards Williams Street.
14. Greene St. (Laurens - Saluda)
 - This location has been consistently counted over the years, and a shift in location for future counts will still capture bike commuters while better aligning with known crash locations.

Count Locations

- 16. Harden St. (Read - Calhoun)
 - This location should be paused until the redevelopment of Allen Benedict Court public housing; consistent baseline data has also been collected.
- 19. Lady St. (Lincoln - Park)
 - Consistent data has been collected here and the Vista Greenway entrance will still be accounted for by counting Lincoln Street between Lady and Washington.
- 23. Millwood Ave. (House - Tree)
 - Consistent data has been collected at this location that has effectively tracked changes over time. The shift away from this block on Millwood will help collect data prior to and after restriping and the installation of a midblock crosswalk. This location may be recounted in the future after SCDOT completes improvements related to the recent road safety audit.
- 24. Millwood Ave. (Page - House)
 - Consistent data has been collected at this location that has effectively tracked changes over time. The shift away from this block on Millwood will help collect data prior to and after restriping and the installation of a midblock crosswalk. This location may be recounted in the future after SCDOT completes improvements related to the recent road safety audit.
- 29. Rosewood Dr. (Howard - Maple)
 - Baseline data has been collected here and there are no changes anticipated for Rosewood Drive in the near future.
- 30. Sumter St. (Greene - Pendleton)
 - Consistent data collection at this location will help inform any future changes, however none are anticipated. Pausing this count location will allow for data collection elsewhere.

- 31. Sumter St. (Washington - Hampton)
 - Consistent data collection at this location will help inform any future changes, however none are anticipated. Pausing this count location will allow for data collection elsewhere.

| 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 | - |

Count Locations

| Count Locations | | | |
|-----------------|--|------------|--------------|
| Location No. | Count Location | Year Added | Year Removed |
| 21 | Main (College - Pendleton) | 2022 | - |
| 22 | Main (Elmwood - Kinard) | 2022 | - |
| 23 | Millwood (House - Tree) | 2016 | - |
| 24 | Millwood (Page - House) | 2016 | - |
| 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 |

| Count Locations | | | |
|-----------------|--|------------|--------------|
| Location No. | Count Location | Year Added | Year Removed |
| * | Gervais St. (Lincoln - Park) | 2014 | 2021 |
| * | Harbison Blvd. (Park Terrace - Columbiana) | 2014 | 2021 |
| * | S. Holly St. (Montgomery - Huron) | 2014 | 2021 |
| * | 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

RECOMMENDATIONS AND INSIGHTS

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 Housing

- The wooden fencing which limits sidewalk access along the driveway connecting Harden and Celia Saxon Street creates a disconnect in the pedestrian network.
- Construction fencing along Forest Drive between Two Notch Road and Bernardin Ave should be inset to meet ADA requirements.

COMET

- The frequency of buses arriving at both southbound and northbound stations on Assembly between Whaley Street and Catawba Street should increase.
- A bench and shelter for the bus stop is recommended on Greene Street between Laurens Street and Saluda Avenue.

Columbia Police Department (CPD) Code Enforcement

- A suggestion was made for the addition of a no littering sign alongside the ditch on Crowson Road between Devine Street and Fort Jackson Boulevard. The volunteer noted a considerable

amount of litter in this ditch.

- The shrubbery lining the surrounding businesses on Garners Ferry Road between Patterson Road and Daphne Road need trimming.
- A volunteer noted trash and untended grass in the cross section at Harden Street between Taylor Street and Blanding Street
- Litter lines the sidewalks and easement at N. Main Street between Sunset Boulevard and Avondale Drive
- A volunteer noted that vegetation extending into the sidewalk throughway on Rosewood Drive between Howard Street and Maple Street makes it exceptionally narrow.
- The buildings at 2772 Rosewood and 2764-2758 Rosewood are missing trim and the roofing looks worn.

City of Columbia - Parking Services

- A volunteer suggested that the parking spaces on the West side of Harden between Taylor Street and Blanding Street street be repainted.
- A note was also made that a car was parked in the no parking zone on the West side of Harden. It's recommended that this location be monitored to ensure this isn't a regular occurrence.
- In place of additional on-street parking, it's suggested that a loading zone may be constructed for delivery trucks on Sumter Street between Washington Street and Hampton Street.
- Given the high volume of both pedestrian and vehicular traffic on Taylor Street between Main Street and Sumter Street, the parking garage should have mirrors for exiting drivers to see pedestrians, and an audible warning system that alerts pedestrians to exiting vehicles. Also, On-street parking should be

Addressing Concerns

RECOMMENDATIONS AND INSIGHTS

moved back from the entrance.

- A volunteer suggested that a pick-up and drop-off zone for carpoolers and city staff be implemented at Washington Street between Assembly Street and Main Street. This would help facilitate the transportation of those who need to come and go quickly and hopefully reduce double parking issues.

City of Columbia - Parks and Recreation

- Additional signage for the Vista Greenway tunnel on Lincoln Street between Lady Street and Washington Street will increase its visibility. Furthermore, that signage should illuminate at night. A volunteer suggested that it take the shape of an arch.

City of Columbia - Planning and Development Services

- A volunteer noted a lot of signage, namely business signage both permanent and temporary, in the right-of-way along Rosewood between Howard and Maple.

City of Columbia Public Works - Forestry + Beautification

- More trees should be planted along the stretch of Bull Street between Jefferson Street and Matilda Evans Street. Additionally, traffic cabinets and transformer boxes on S/E corner of Matilda and Bull should be wrapped in vegetation.
- A volunteer noted that the aging street tree canopy on the DHEC side of Calhoun Street between Pickens Street and Henderson Street should be addressed.
- Additional trees and planters should be added along the stretch of Lady between Assembly Street and Main Street.
- A volunteer noted that the branches of the crepe myrtle hanging

over the roadway and tunnel on Lincoln Street between Lady and Washington be trimmed. That volunteer suggested that the canopy be raised to better accommodate users.

- A palmetto tree on the new sidewalk patio section in front of 1121 Park Street is dead. The surrounding irrigation should be checked to see if it's functioning properly.

City of Columbia Public Works - Streets

- ADA ramps are needed at the intersections of Calhoun/Pickens and Calhoun/Henderson.
- A volunteer noted that the bridge from Crowson Road to the development along the stretch between Devine Street and Fort Jackson Boulevard is not pedestrian-friendly. They emphasized that the bridge entrance needs a better crosswalk. A volunteer reported drainage issues on the south side of Crowson Road just east of the creek bridge. Additionally, this volunteer suggested a grading of the landscaping along the street edge.
- The street lamp at the entrance to the USC parking lot on Greene Street between Gadsden Street and Lincoln Street is in need of repair.
- A volunteer noted that the intersection of Greene Street and Saluda would benefit from a crosswalk. This crosswalk would facilitate access to the other side of Greene Street.
- Debris was noticed on the sidewalk of Harden Street between Taylor Street and Blanding Street adjacent to Benedict College.
- A volunteer suggested that the midblock crosswalk on Lady Street between Assembly Street and Main Street be made more visible. They noted that it is utilized but not well marked. It was also noted that new paint is needed on the street.

Addressing Concerns

RECOMMENDATIONS AND INSIGHTS

- A volunteer recommended a crosswalk on the east side of Lincoln Street crossing Lady on Lincoln Street between Lady Street and Washington Street. Also on this stretch of road, they noted that the double yellow solid line pavement marking on the two-way section of Lincoln Street needs to be refreshed.
- A volunteer noted that curb ramps, ADA detectable warning mats, and freshly painted crosswalks are needed at the intersection of Lincoln and Washington.
- The stretch of Lincoln Street between Lady Street and Washington Street would also benefit from “Yield to Pedestrian” signs.
- ADA detectable warning mats are needed at the midblock of Oak Street between Taylor Street and Haskell Avenue on the Taylor Street side .
- A volunteer suggested relocating the bike corral at the NW corner of the Swinton Campus Center to eliminate conflict with lamp post on Oak Street between Taylor Street and Haskell Avenue. They suggested repainting the midblock crosswalk in front of the Swinton Campus Center entrance.
- A correction is needed in the direction of ADA detectable warning mats at the intersection of Oak and Taylor.
- Additional ADA detectable warning mats and ramps are needed on Sumter Street between Greene Street and Pendleton Street.
- A midblock crosswalk connecting garage and building on Washington Street between Assembly and Main would help increase pedestrian visibility and predictability in an area with a high rate of jaywalking.
- A volunteer noted that a raised walkway with plantings along the curb cuts on Washington Street between Assembly and Main

would be a dramatic improvement for pedestrians.

City of Columbia Public Works - Traffic Engineering

- A volunteer suggested that an additional “Yield to Pedestrian” sign be placed at eye level on the green post close to the pedestrian crossing on Bull Street between Jefferson Street and Matilda Evans Street.
- More trees should be planted along Bull Street between Jefferson Street and Matilda Evans Street. Additionally, traffic cabinets and transformer boxes on S/E corner of Matilda and Bull should be wrapped in vegetation.
- A volunteer noted that the signal timing at Greene and Lincoln needs to be fixed. They suggested making it pre-timed for pedestrian crossing. This automation makes sense given the high pedestrian traffic in the area.
- In order to be consistent with the other crossings, a volunteer suggested automating the pedestrian signal to cross Harden Street on the stretch of Harden between Read Street and Calhoun Street. The volunteer noted that this is especially important given the rampant red light running recorded on Harden in both directions.
- A volunteer suggested the implementation of additional signage at the intersection of Lincoln and Lady. This would help vehicles and pedestrians navigate a confusing area.
- Given that the only “Yield to Pedestrian” sign on Lady Street between Lincoln Street and Park Street is in front of the Aloft hotel on Lady Street, a volunteer recommends adding more, noting they should be strategically placed so as not to encourage pedestrian crossings at a non-crosswalk locations.

Addressing Concerns

RECOMMENDATIONS AND INSIGHTS

- A volunteer recommends the addition of more “Yield to Pedestrian” signs throughout the Vista generally.
- A volunteer emphasized the need to make pedestrian signaling consistent on Main Street between College Street and Pendleton Street. They urge that the crossings be automated.

SCDOT

- A volunteer recommended an increase in the number of pedestrian crossings on Assembly Street between Whaley Street and Catawba Street. They urged for the widening of sidewalks for the sake of pedestrian safety and the facilitation of additional pedestrian services.
- On Bull Street between Jefferson Street and Matilda Evans Street, a volunteer suggested an additional “Yield to Pedestrian” sign at eye level on the green post close to the pedestrian crossing.
- A crosswalk at the entrance to the Walmart on Garners Ferry Road, placed at the shortest distance and above drainage, is recommended.
- The Vegetation along Garners Ferry between Patterson Road and Daphne Road needs to be controlled. It is especially unkempt along the northbound stretch of road.
- In order to be consistent with the other crossings, a volunteer suggested automating the pedestrian signal to cross Harden Street between Read Street and Calhoun Street. This is especially important given the rampant red light running recorded on Harden in both directions.
- A volunteer recommended the introduction of better signage to encourage the use of the underutilized Avondale crosswalk.
- Adding a mid-block crossing of Monticello between Jackson and Duke may help to address current jaywalking trends

- Crosswalks should be striped for pedestrians traveling on Monticello in order to cross both the Duke and Jackson intersections with Monticello Road.
- Volunteers emphasized the need for a buffer between the road and sidewalk on Monticello Road between Jackson Avenue and Duke Avenue. Similarly, volunteers recommended an increase in bike infrastructure.

USC

- A volunteer noted that the shuttles stationed along the Eastern side of Sumter adjacent to the Horseshoe often blocked the crosswalk. This blockage deters use of the crosswalk and encourages unsafe pedestrian crossings. We find that this is a problematic interaction and suggest the implementation of a facilitated drop-off schedule or crossing guard.
- There’s also a need for additional ADA accessible ramps with included detectable warning mats that align with painted crosswalks in this area.