



Memorandum

TO: All Members of the CMCOG Transportation Subcommittee

FROM: Paul Livingston, Chairperson

DATE: May 4, 2023

SUBJECT: **Next Meeting: May 11, 2023**

Please be advised that the business of the CMCOG Transportation Subcommittee will be conducted on **Thursday, May 11th, at 12:00 p.m.** in the CMCOG Virtual Conference Room. Enclosed, please find an agenda and support materials for your review.

Please note that this meeting will be held virtually using a Zoom platform. The zoom link can be found on the attached agenda.

Please be advised that in order for the Subcommittee to conduct business, a quorum of three (3) out of the six (6) local governments or appointed members must be present. Delays in conducting business may result in delays to the flow of funding to CMCOG for carrying out transportation planning activities, so please don't forget to mark your calendars.

If you have any questions or need any additional information, please do not hesitate to contact Reginald Simmons of the CMCOG staff. Reginald can be reached at 803-744-5133 or by email at rsimmons@centralmidlands.org. Thank you for your time, dedication, and service as I look forward to seeing each of you on **May 11th**.

Enclosures

AGENDA

TRANSPORTATION SUBCOMMITTEE

THURSDAY, MAY 11, 2023

12:00 PM TO 1:00 PM

<https://us06web.zoom.us/j/83670773313?pwd=UmFlb0d3c0ZZU0FINEhzWE9MWEF1QT09>

Meeting ID: 836 7077 3313 ♦ Passcode: 690870 ♦ Dial-In Number (646) 558 8656

OVERALL AGENDA

1. **Welcome, Introductions, and Call to Order** Paul Livingston

2. **Invocation**..... Open

3. **Determination of a Quorum** Entire Group

ACTION → 4. **Approval of the April 13, 2023 Meeting Minutes**Entire Group
(Enclosure 1)

ACTION → 5. **CMCOG Authorization of Section 5307 Funds** **R. Simmons**
In accordance with the Memorandum of Understanding between CMCOG, CMRTA, and SWRTA, CMCOG determines how much Section 5307 funds CMRTA and SWRTA will receive annually. CMCOG has met with each organization and will discuss the allocation of the FY 2022 Section 5307 apportionment. (Enclosure 2)

ACTION → 6. **CMCOG Authorization of Section 5339 Funds**..... **R. Simmons**
In accordance with the Memorandum of Understanding between CMCOG, CMRTA, and SWRTA, CMCOG determines how much Section 5339 funds CMRTA and SWRTA will receive annually. CMCOG has met with each organization and will discuss the allocation of the FY 2022 Section 5339 apportionment. (Enclosure 3)

ACTION → 7. **Three Rivers Bike Share Expansion Feasibility Study**..... **R. Simmons**
Sponsored by the Central Midlands Council of Governments (CMCOG), the Three Rivers Bike Share Expansion Feasibility Study presents a financial analysis for the expansion of the Blue Bike SC program within the City of Columbia and new expansion for service in the combined area of the City of Cayce, the City of West Columbia, and the Town of Springdale (West Metro). It considers the cost of expanding service into the West Metro and making Blue Bike SC a regional system, but also considers ways that the program can enhance ridership, increase its presence in these communities, be more cost-effective, increase revenues, and leverage the skills of its various partners. Staff will present this project for adoption. (Enclosure 4)

8. **Old/New Business**.....**Paul Livingston**

a. I-26 @ US 21 (Exit 119) Groundbreaking (Enclosure 5)

b. South Main Street Groundbreaking (Enclosure 6)

9. **Public Comments** Open

10. **Adjourn**..... **Paul Livingston**

MEETING SUMMARY

Transportation Subcommittee

April 13, 2023

<u>Organization</u>	<u>Members Present</u>	<u>Others Attending</u>
Richland County	Paul Livingston (CHAIR)	
City of Cayce:	Elise Partin	Tracy Hegler
ABLESC:	Brittany Terry	
SCDOT:		Diane Lackey Jim Walden
CMCOG Staff:		Reginald Simmons Rebecca Vance
FHWA:		Mark Pleasant
Guest:		Roland Bart

1. Welcome, Introductions, and Call to Order

Paul Livingston welcomed everyone and called the meeting to order at 12:00 p.m.

2. Invocation

Reginald Simmons gave the invocation.

3. Determination of a Quorum

It was determined that a quorum was present.

4. Approval of the February 9, 2023, Meeting Minutes

A motion was made by Brittany Terry to approve the minutes of February 9, 2023. The motion was seconded Elise Partin. All were in favor and the minutes were approved.

5. 2020 – 2027 TIP Amendment – Transportation Alternatives Program (TAP) Projects

Reginald Simmons requested a recommendation of approval to amend the 2020 – 2027 TIP to accept two (2) projects to the Transportation Alternatives Program (TAP). On March 22nd, CMCOG received a total of two (2) transportation alternatives projects. These projects were focused in the areas of Pedestrians, Bicycles, and Pedestrian Streetscape Improvements. The two projects include:

Jurisdiction	Project	Project Costs	Local Match	Federal Funds
City of West Columbia	N. Lucas Road Sidewalk	\$ 503,217.00	\$100,643.40	\$ 402,573.60
City of Cayce	Foreman Street Multiuse Trail	\$ 488,875.46	\$ 97,775.09	\$ 391,100.37
		\$992,092.46	\$198,418.49	\$793,673.97

A summary of each project included the following:

- N. Lucas Sidewalk Project
 - 2500 Linear Foot Sidewalk
 - From Comanche Trail to Sunset Blvd
 - The purpose of the project is to increase safety, ADA compliance, and reliable walkability along N. Lucas Street in the City of West Columbia.
 - N. Lucas Street is a multitude of mixed-income housing developments, businesses, and is a short distance to Riverwalk Park.
 - This sidewalk is compliant with the guidance from the SCDOT Pedestrian and Bicycle Safety Action Plan.

- It's projected to serve over a thousand residents.
 - This project will include clearing, grading, utility relocation, a concrete sidewalk, and curb and gutter.
 - No easements or additional right of way will be needed.
 - Expected to be completed in 12 months once construction begins.
 - This sidewalk is in accordance with the City's Bike and Pedestrian Master Plan.
- Foreman Street Multiuse Path
 - 2300 Linear Foot Concrete Multiuse Path
 - 14-Foot-Wide
 - From 2350 Foreman Street to Frink Street
 - The purpose of the project is to increase safety, ADA compliance, and reliable walkability along Foreman Street in the City of Cayce.
 - Over a thousand residents will have access to this path
 - Foreman Street provides access to the growing River Arts District and short distance to Riverwalk Park.
 - This sidewalk is compliant with the guidance from the SCDOT Pedestrian and Bicycle Safety Action Plan.
 - This sidewalk is in accordance with the City's Comprehensive Plan.
 - The project will include mobilization, clearing, grubbing, grading, storm drainage, striping, traffic control, and signage.

In total \$1,783,466 in FY 2022 funds were available. The table below shows the financial commitment that has been requested and the surplus of funds remaining.

▪ Total Funds Requested	\$ 793,673.97
▪ Previously Committed	\$ 333,000.00 (Julius Felder Sidewalk Phase III)
▪ FY 2022 Available Funding	\$1,783.466.00
▪ Surplus/(Shortage)	\$656,792.03

Each project has been evaluated through the transportation alternatives process in coordination with SCDOT. Mr. Simmons requested that these projects be included in the 2020 – 2027 TIP.

MOTION, approved

At this time, a motion was made by Elise Partin to amend the 2020 – 2027 TIP to add two (2) TAP projects to the COATS MPO Transportation Alternatives Program. The motion was seconded by Brittany Terry. All were in favor and the motion was approved.

6. 2020 – 2027 TIP Amendment – Lower Saluda Greenway

Reginald Simmons requested a recommendation of approval to amend the 2020 – 2027 TIP to add \$656K in Transportation Alternative Program funds for the regionally significant Lower Saluda Greenway Phase III. The purpose of the Lower Saluda Greenway, a proposed 10.5-mile multi-use paved path along the north side of the Lower Saluda River, is to increase safe access to nearby parks, trails, and destinations, aid in short-trip multimodal travel, and increase regional connectivity and unity between the Lexington and Irmo areas with the communities of Columbia, West Columbia, and Cayce. The study divided the project into three phases for funding purposes with an estimated total budget of approximately \$23 million. To address this financial need, ICRC has built a funding package for Phases I & II. The Metropolitan Planning Organization (MPO) has approved \$9.5 million for Phase III. To avoid the possibility of lapsing funds, the MPO is requesting to add \$656K in TAP funds to this project.

MOTION, approved

At this time, a motion was made by Elise Partin to amend the 2020 – 2027 TIP to add \$656,000 in Transportation Alternatives Program funds to the Lower Saluda Greenway. The motion was seconded by Brittany Terry. All were in favor and the motion was approved.

7. 2024 & 2025 Unified Planning Work Program

Reginald Simmons requested a recommendation of approval to adopt the FY 2024 & 2025 Unified Planning Work Program (UPWP). The 2024 & 2025 COATS Unified Planning Work Program (UPWP) is based on the COATS's 2045 Long-Range Transportation Plan, which was updated and approved by the Policy Committee on December 9, 2021. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources, and which is consistent with the priorities of the COATS area. This 2024 & 2025 UPWP emphasizes activities that promote the implementation of the existing plan.

The major projects accomplished in 2022 & 2023 Work Program include:

- Columbia East Sub Area Plan – **Under Development**
- Congestion Management Plan Update - **Completed**
- Long Range Transportation Plan Update - **Completed**
- Riverbanks Land Use and Transportation Plan – **Under Development**
- Short Range Transit Plan, Origin, Destination, & Demographic Study, and Comprehensive Operational Analysis - **Completed**
- Regional Bike Share Plan – **Close to Completion**
- Regional Bike and Pedestrian Master Plan – **Under Development**
- US 76 / 176 Corridor Feasibility Study – **Under Development**
- Blythewood Road / US 21 Corridor Feasibility Study – **Under Development**
- 2020 – 2027 TIP Amendments – **Completed**
- SCDOT STIP Amendments – **Completed**
- Regional Mobility Pilot Project – **Under Development**
- COATS MPO Transportation Alternatives Program – **Completed**

The major projects to be completed in the 2024 & 2025 timeframe include:

- Columbia East Sub Area Plan
- Congestion Management Plan Update
- Regional ITS Architecture
- Regional Freight Plan
- Corridor Feasibility Studies
 - SC 6
 - Corley Mill Road / Andrew Corley Road
 - US 1 (Pontiac)
 - US 76 / 176
 - Blythewood Road / US 21
- Complete Streets Economic Impact Analysis
- Regional Bike and Pedestrian Master Plan
- Regional Mobility Program

Mr. Simmons provided a brief overview of the 2024 & 2025 project list and discussed the accomplishments made in the 2022 & 2023 Work Program.

At this time, a motion was made by Elise Partin to adopt the FY 2024 & 2025 Unified Planning Work Program (UPWP). The motion was seconded by Paul Livingston. All were in favor and the motion was approved.

8. Old/New Business

The SCDOT Project Updates were tabled.

9. Public Comments

There were none.

10. Adjourn

The meeting was adjourned at 12:30 p.m.



June 2, 2023

Mrs. Yvette G. Taylor
Region IV Regional Administrator
Federal Transit Administration
230 Peachtree, NW
Suite 800
Atlanta, GA 30303

RE: CMCOG Authorization of Section 5307 Funds

Dear Mrs. Taylor:

The Central Midlands Council of Governments (CMCOG) has a Memorandum of Understandings (MOUs) that describes the cooperative working relationship with the following two organizations, the Central Midlands Regional Transit Authority (CMRTA) and the Santee Wateree Regional Transit Authority (SWRTA). These MOUs recognize that each year most of the FTA grant dollars that are received by CMCOG as the designated recipient, will be required by the direct recipients, for the provision of public transit services. CMCOG will require some continuing FTA funding to meet our responsibilities under the FAST Act and the Infrastructure Investment and Jobs Act as a Metropolitan Planning Organization.

Each direct recipient may be preparing grant applications for Section 5307 funds for their maintenance, administration and capital needs. We are providing this letter to authorize the amount of formula funding that each direct recipient may apply for prior to formally submitting their grant applications. We authorize the following Section 5307 funding amount for the purpose of direct recipients grant applications:

FY 2022 - \$7,143,850 of \$7,143,850

Please be advised that as identified in this Split Letter, the CMCOG, as the Designated Recipient, authorizes the assignment/allocation of Section 5307 to the Central Midlands Regional Transit Authority, herein known as a Direct Recipient. Please be advised that the Santee Wateree Regional Transit Authority, herein known as a Direct Recipient has declined funding for this fiscal year. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5307 funds and assumes the responsibilities associated with any award for these funds.

We fully support the Direct Recipient(s) application(s) for the amount stated above. Please feel free to contact me at 803-376-5390 if you need any additional information or if you have any questions. Thank you for your time and interest in this matter.

Sincerely,

Reginald Simmons
Deputy Executive Director

cc: Rebecca Vance
Leroy Deschamps
Lottie Jones



June 2, 2023

Mrs. Yvette G. Taylor
Region IV Regional Administrator
Federal Transit Administration
230 Peachtree, NW
Suite 800
Atlanta, GA 30303

RE: CMCOG Authorization of Section 5339 Funds

Dear Mrs. Taylor:

The Central Midlands Council of Governments (CMCOG) has a Memorandum of Understandings (MOUs) that describes the cooperative working relationship with the following two organizations, the Central Midlands Regional Transit Authority (CMRTA) and the Santee Wateree Regional Transit Authority (SWRTA). These MOUs recognize that each year most of the FTA grant dollars that are received by CMCOG as the designated recipient, will be required by the direct recipients, for the provision of public transit services. CMCOG will require some continuing FTA funding to meet our responsibilities under the FAST Act and the Infrastructure Investment and Jobs Act as a Metropolitan Planning Organization.

Each direct recipient may be preparing grant applications for Section 5339 funds for their capital needs. We are providing this letter to authorize the amount of formula funding that each direct recipient may apply for prior to formally submitting their grant applications. We authorize the following Section 5339 funding amount for the purpose of direct recipients grant applications:

FY 2022 - \$568,918 of \$568,918

Please be advised that as identified in this Split Letter, the CMCOG, as the Designated Recipient, authorizes the assignment/allocation of Section 5339 to the Central Midlands Regional Transit Authority, herein known as a Direct Recipient. Please be advised that the Santee Wateree Regional Transit Authority, herein known as a Direct Recipient has declined funding for this fiscal year. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5339 funds and assumes the responsibilities associated with any award for these funds.

We fully support the Direct Recipient(s) application(s) for the amount stated above. Please feel free to contact me at 803-744-5133 if you need any additional information or if you have any questions. Thank you for your time and interest in this matter.

Sincerely,

Reginald Simmons
Deputy Executive Director

cc: Rebecca Vance
Leroy Deschamps
Lottie Jones



Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 4, 2023

SUBJECT: **Three Rivers Bike Share Expansion Feasibility Study**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to adopt the Three Rivers Bike Share Study (a.k.a Bike Share Expansion Feasibility Study). The full report is available on our website.

PROGRAM DESCRIPTION

Launched in the fall of 2018, in its four years of operations (to October 2022) the Blue Bike SC bike share system has contributed to the City of Columbia's transportation system by serving over 12,000 members and recording over 117,500 miles traveled, improving health benefits with users burning 11 million calories, and saving 48 tons in carbon emissions from entering the atmosphere. The system has proven its viability even through the duration of the pandemic.

Since the launch of the Blue Bike SC system, trends in the bike share industry have seen an expansion of dockless and hybrid shared micromobility systems that allow users to park a device at, or closer to, their destination. There is also a shift to electrify shared micromobility systems with e-bikes and e-scooters. Many cities are also reconsidering the balance of their public-private partnership models with some programs being converted to permit-based models where private operators pay for the use of the right-of-way and take on cost responsibilities in exchange for program revenues.

Blue Bike SC is a docked bike share system with a mix of regular and e-bikes. The system was purchased with funds from BlueCross BlueShield of South Carolina and an FTA grant obtained by The COMET, which is the Central Midlands Regional Transit Authority (CMRTA) for Richland County, the City of Columbia and Lexington County, SC. BlueCross BlueShield also provides funds to operate the program. The City of Columbia currently manages the contract with Bewegen, who is the vendor that operates, maintains, and promotes the Blue Bike SC system. This contract ends in June 2023. With the approaching contract deadline looming, the Central Midlands Council of Governments (CMCOG) in coordination with the City of Columbia, The COMET, City of Cayce, City of West Columbia, Town of Springdale, and the South Carolina Department of Transportation (SCDOT), collaborated on this feasibility study. The Three Rivers Bike Share Expansion Feasibility Study expounds on the City of Columbia's bike share plans and opportunities to expand the current Blue Bike SC system within its city limits; and explores opportunities to expand the Blue Bike SC or implement a new bike share system in the Cayce, West Columbia, and the Town of Springdale.

ATTACHMENT

Bike Share Study Executive Summary

1 | Executive Summary

Blue Bike SC is a long-running and successful bikeshare program. It has broad community support and has increased access to bicycling and enhanced visitor experience and mobility options since starting in 2018. However, the dock-based system has a small footprint because of the upfront capital required for stations and the funding available for program operations, which results in relatively low ridership.

Sponsored by the Central Midlands Council of Governments (CMCOG), this Three Rivers Bike Share Expansion Feasibility Study presents a financial analysis for the expansion of the Blue Bike SC program within the City of Columbia and new expansion for service in the combined area of the City of Cayce, the City of West Columbia, and the Town of Springdale (West Metro). It considers the cost of expanding service into the West Metro and making Blue Bike SC a regional system, but also considers ways that the program can enhance ridership, increase its presence in these communities, be more cost-effective, increase revenues, and leverage the skills of its various partners.

Existing System

The existing program is overseen by the City of Columbia with Blue Cross Blue Shield of South Carolina (BCBS) sponsoring the system with initial capital for the purchase of stations and bikes and ongoing funding for program operations. The COMET provided additional capital through an FTA grant to add docks to stations that were virtual at launch. Operation, maintenance, and promotion of the program is conducted by Bewegen, who is also the equipment provider, under a 5-year contract that ends June 2023.

Local Context

Bike share systems are most successful where there is higher density of people, jobs, attractions, and destinations all in the same area, with comfortable and intuitive connections to transit. Analysis and comparison of demographics such as population density, age, where workers live, where residents live to their proximity to the Blue Bike SC system, The COMET transit system, and the existing bike and pedestrian network, was conducted to demonstrate the current and future potential support of the bike share system in City of Columbia and the West Metro areas.

Affordable and convenient transportation, like transit and connections to bike share, is key for thriving communities and is also essential for historically underserved populations. This study includes analysis to understand where the region's historically underserved and transportation disadvantaged communities are located based on percent of people who identify as Black, Indigenous, People of Color (BIPOC) and median household income

In addition to analysis of demographics for potential and equitable use, analysis was conducted on gaps and barriers in the existing network to connectivity between transit and bike share station locations and other key destination opportunities. To help track and demonstrate the progress and success of the implementation of the potential bike share expansion, an equity analysis was performed to determine what percentage of the existing service areas are within Equity Emphasis Census Tracts to create performance measures. The analysis looked at four demographic factors like income, vehicle access, race, and English language proficiency for Lexington and Richland Counties..

Public Outreach and Stakeholder Engagement

A variety of outreach strategies were used throughout this process to engage the community resulting in close to 450 contacts. This was not the typical feasibility study, where the goal is to seek the public's input on specific locations on where to place the proposed expanded network stations. Therefore, the preliminary engagement was less involved as would normally be observed for a feasibility study. The information collected was to inform barriers to bicycling and walking and perceptions about current and future needs. It was also to inform potential for future ridership.



Public engagement activities included an interactive online map and survey and attendance at local pop-up events held at locations such as the Soda City Market, college and university campuses, parks, and at existing bike share stations. These events and activities were advertised using a QR code that linked to the project website and was printed on 250 business cards, 50 window clings, and numerous flyers. Stakeholder outreach included a focus group meeting and Project Advisory Committee (PAC) meetings as well as interviews conducted with representatives from the Cities of Columbia and West Columbia, CMOG, BCBS of SC, The COMET, and Bewegen. A summary of public and stakeholder engagement can be found in Chapter 6, Stakeholder Engagement.



Implementation

Expansion

Scenarios for bike share system expansion were developed to understand the potential scale of bike share in the region with plans developed based on analysis of potential trip origins and destinations and input received from the public outreach and the stakeholder engagement process. This study does not identify specific bike share station locations but considers expansion areas or corridors within the City of Columbia and within the combined area of Cayce, West Columbia, and Springdale (West Metro).

The following principles were developed from feedback from the PAC and guided the development of the expansion plans:

- **Separate expansion plans:** having separate expansion plans for Columbia and the West Metro communities allows each community to move at their own pace.
- **One fleet:** While system assets will be owned by the entities that purchased them, bicycles will move between participating municipalities on both sides of the river.
- **Contiguous expansion areas:** new stations should be built within bicycling distance of other stations.
- **System-wide target of 1.8 docks-per-bike:** setting a consistent dock-to-bike ratio across the entire system.
- **Transition to a 100% pedelec bike fleet:** given the higher ridership and revenues of pedelec bicycles with only a marginal increase in capital cost.
- **Relocate underutilized docks and stations:** for stations that are not well used or where there are more docks than needed.

City of Columbia Expansion

The following is a list of options developed as an approach for the expansion of the Blue Bike SC system within the City of Columbia. The equipment needed to serve this expansion will vary depending on the amount of equipment that can be repurposed. The preferred expansion scenario will also impact expected ridership, which is discussed in more detailed in Chapter 7, Expansion Scenarios.

- Four potential expansion areas were identified that are contiguous with the existing system footprint that will accommodate up to six new stations with 60 new docks. The expansion areas are:
 - Devine Street – from Harden Street to Millwood Avenue
 - University of South Carolina – south of Blossom Street
 - Benedict College – additional new station
 - Cottontown – area next to Bull Street or Segra Park Station
- Some of the five most underperforming stations (out of a total of eighteen) should be considered for a reduction in the number of docks or for wholesale relocation. This could make stations and docks available for deployment elsewhere.
- Of the existing top five performing stations, three could be considered for an increase in the number of docks due to above-average utilization.

West Metro Expansion

- Two potential expansion areas were identified in the cities of West Columbia and Cayce. These expansion areas could accommodate up to five new stations and 50 new docks. The expansion areas are:
 - Riverwalk – from Moffatt Street to Lyles Street trailheads
 - Meeting Street – from Riverwalk to Triangle City
- As right-of-way is owned by SCDOT and not the local municipality, station location placement and related space considerations will be crucial in any expansion in the West Metro area.
- By prioritizing expansion in areas of West Columbia and Cayce in close proximity and relatively well connected to Columbia, this study is laying the groundwork for the phasing of the expansion of the West Metro system to help connect adjacent communities, like the Town of Springdale.

Funding

This study presents a financial analysis for the expansion of the Blue Bike SC program. It considers the cost of expanding service into new areas, but also considers ways that the program can enhance ridership, increase its presence in the community, be more cost-effective, increase revenues, and leverage the skills of its various partners. Some of the key points include:

- Continuing to build out the bikeway infrastructure is essential.
- E-bikes are ridden almost 3 times more than regular bicycles and continued electrification of the fleet is key to increased ridership.
- Docked-based infrastructure is capital-intensive and limits the footprint of the program and the flexibility for riders to easily access their destination. The project partners should pilot using bike corrals as virtual stations.
- Grant funding may help to offset the capital funds used for expansions.
- Reserving assets space and actively increasing sponsorships will help to increase revenue.

- There are creative ways through user fee structures, and other examples, to increase ridership and achieve other program goals.
- Program contracts can be arranged to incentivize private and public partnerships to work to increase ridership effectively and innovatively.

Early Action

To seamlessly move toward implementation and maintain momentum, early action projects were developed for each of the participating communities. The goal of these recommendations is to have low to no cost projects that could serve as catalysts for more bicycle investments and lead to an increase in enthusiasm for the bike share system and its expansion. Two projects are identified for each community - one an event or bike share expansion project and one physical infrastructure project. The projects are listed in the Table 1. Early Action Projects.

Table 1: Early Action Projects

City	Project Type	Location	Project
City of Cayce	Infrastructure	Naples Avenue at State Street	High Visibility Crosswalks
	Event	Local public celebration or event	Host an e-bike demonstration
City of Columbia	Infrastructure	Harden Street	Improving Bus Stop and Bike Share Station
	Event	Area south of Blossom Street or along Devine Street	Host pilot virtual stations
City of West Columbia	Infrastructure	Oliver Street at Alexander Road	High Visibility Crosswalks
	Event	Local public celebration or event	Host an e-bike demonstration
Town of Springdale	Infrastructure	Boston Avenue at Walterboro Street	High Visibility Crosswalk, Sidewalks, and Curb Extensions
	Event	RH Fulmer Middle School	Host a bicycle safety event

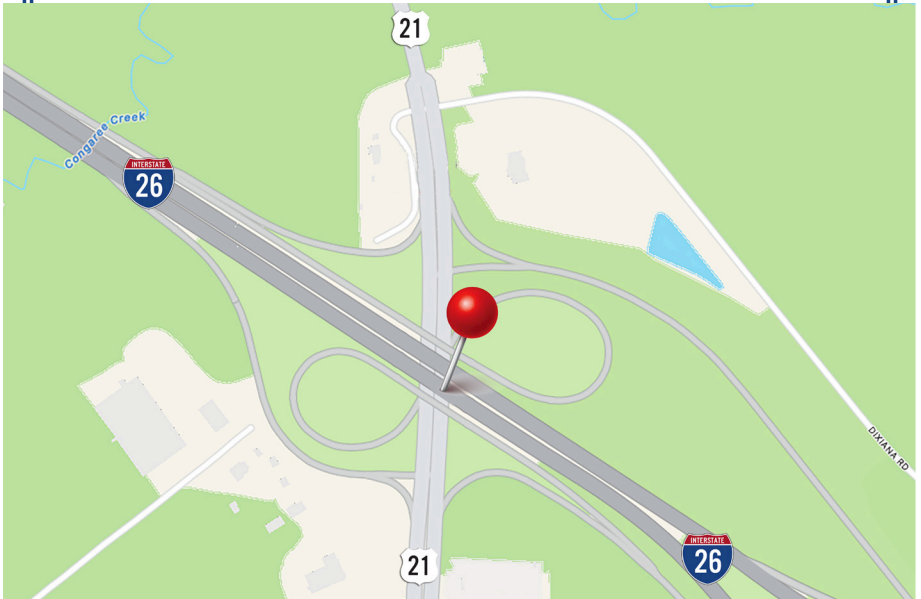


at



Enclosure 5

Groundbreaking Ceremony



*You are cordially invited to attend
a Groundbreaking Ceremony
for the I-26 at US 21
Interchange Improvement Project*

*Friday, May 5, 2023
11:30 a.m.*









Groundbreaking ceremony at South Main Street

The area of Main Street between the State House and Blossom Street is getting a makeover.

Feb 23, 2023 6:30 PM EST by [Jessica Mejia](https://www.abccolumbia.com/author/jessicamejia/)

COLUMBIA, S.C. (WOLO)— The area of Main Street between the State House and Blossom Street is getting a makeover.

Governor McMaster, SCDOT Secretary Christy Hall and University of South Carolina's President Michael Amiridis were all at the groundbreaking ceremony today to discuss the upcoming improvements.

According to plans, the revitalization process will include bicycle lanes, landscaping updates, and buried power lines.

SCDOT Secretary Christy Hall says this project has been a dream of many people for a very long time.

Categories: [Local News](https://www.abccolumbia.com/category/news/local-news/), [News](https://www.abccolumbia.com/category/news/)

Tags: [groundbreaking ceremony](https://www.abccolumbia.com/tag/groundbreaking-ceremony/), [housing project](https://www.abccolumbia.com/tag/housing-project/)

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