



## Memorandum

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**TO:** All Members of the CMCOG **Technical Committee**

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** March 19, 2024

**SUBJECT:** **Next Meeting – March 26, 2024**

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Please be advised that the business of the CMCOG Technical Committee will be conducted on **March 26<sup>th</sup> at 9:30 a.m.** 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 number can be found on the attached agenda.**

The CMCOG would like to thank you for your continued service and participation. The Technical Committee serves as an integral part of our transportation planning process and is often the first step for reviewing and approval of transportation projects which affect our region. Your continued dedication has been admirable and appreciated.

If you have any questions or need any additional information, please do not hesitate to contact me at 803-744-5133 or by email at [rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org). I look forward to meeting with you on **March 26<sup>th</sup>**, please don't forget to mark your calendars!

Enclosures

# AGENDA

## TECHNICAL COMMITTEE

**MEETING: TUESDAY, MARCH 26, 2024**

**9:30 A.M. TO 10:30 A.M.**

**Meeting ID: 832 0361 4914 ♦ Passcode: 474127 ♦ Dial-In Number (646) 558 8656**

### OVERALL AGENDA

1. **Welcome, Introductions, and Call to Order ..... R. Simmons**
2. **Update on the Regional Bike-Ped Accommodations Master Plan .....G. Espinosa**

The South Carolina Department of Transportation (SCDOT) is seeking to establish a process to promote, prioritize, coordinate, and determine the need and feasibility of walking, biking, and transit accommodations (first-mile/last-mile) for all users of the state-owned highway system in South Carolina. Conducive to implementing the agency’s Complete Streets policy (SCDOT Departmental Directive #28), in support of the agency’s Regional Mobility Program (RMP), and in accordance with Federal Highways (FHWA) Code of Federal Regulations 23, this process will establish program management and project prioritization criteria applicable to the state-owned roadway system at the variety of administrative scales that impact transportation planning in the state. Staff will provide you with a formal introduction to this project. (Enclosure 1)
3. **Update on the Columbia East Traffic Improvement Area Plan ..... J. Robertson**

The Columbia East Traffic Improvement Area Plan is a Land Use and Transportation Plan (“Plan”) that will evaluate existing land uses and potential transportation alternatives to address the long-term, multi-modal transportation improvements required to accommodate a potentially significant level of development within and adjacent to the project area. The primary goal of this Plan is to find the most cost-effective transportation solutions that will coordinate with and support planned development in the area in a compact, pedestrian-friendly, and mixed-use manner.
4. **Update on the Congestion Management Plan ..... R. Simmons**

A Congestion Management Process (CMP) is a “living” document that systematically identifies and assesses strategies for tackling recurring and non-recurring traffic congestion issues for people and goods while improving transportation system reliability and addressing travel-related safety concerns. CMPs work in tandem with long-range transportation plans, transportation improvement programs, and unified planning work programs through a continuous feedback loop to match strategies with funding and advance them to implementation. The purpose of our current update is to include the assessment of the interstate system. This assessment will identify mitigation strategies that will address congestion along these corridors which may include the recommendation of new interchanges. (Enclosure 2)

**ACTION**



- A. Interstate System Access Change Request ..... R. Simmons

**ACTION**

→ 5. **2024 & 2025 UPWP Amendment – Forest Acres Intersections..... R. Simmons**  
 With the approval of the Intersection Control Evaluation Process, staff has been presented with two intersections in Forest Acres that we have been asked to review. With the assistance of SCDOT, staff will perform its Intersection Control Evaluation Process. In order to complete this process, staff will request to include these intersections in our Unified Planning Work Program. (Enclosure 3)

- A. Forest Drive @ Beltline Blvd
- B. Forest Drive @ Trenholm Road

6. **Old/New Business ..... R. Simmons**

7. **Public Comments..... Open**

8. **Adjourn ..... R. Simmons**

**South Carolina Department of Transportation**  
**On-Call Planning: Pilot Regional Bicycle-Pedestrian Accommodation Master Plan**  
**Scope of Work**

**Final Revision (18/October/2023)**

*Note: Deliverables and responsibilities are shown in blue and consolidated at the end of each task*

## **Description**

The South Carolina Department of Transportation (SCDOT) is seeking to establish a process to promote, prioritize, coordinate, and determine the need and feasibility of walking, biking, and transit accommodations (first-mile/last-mile) for all users of the state-owned highway system in South Carolina. Conducive to implementing the agency's Complete Streets policy (SCDOT Departmental Directive #28), in support of the agency's Regional Mobility Program (RMP), and in accordance with Federal Highways (FHWA) Code of Federal Regulations 23, this process will establish program management and project prioritization criteria applicable to the state-owned roadway system at the variety of administrative scales that impact transportation planning in the state. The SCDOT is supporting this goal by developing pilot Regional Bicycle-Pedestrian Accommodation Master Plans (RBAMP's) in collaboration with Metropolitan Planning Organizations (MPO) and Councils of Government (COG).

For this pilot the SCDOT is interested in establishing a corridor development planning framework that facilitates cross-jurisdictional network connectivity and serves as a guide for the funding, construction, maintenance, and operations of bicycle-pedestrian accommodations. This will be facilitated through a comprehensive, data-driven analysis process in support of the multimodal goals of the RMP, and validated in coordination with local stakeholders representative of the needs of non-motorized road users. An analysis of the current bicycle-pedestrian network, and the transportation network connectivity needs of Vulnerable Road Users (VRU) is envisioned as a foundational step in determining the right-sizing of accommodations within a cost-constrained project funding program. A gap analysis sensitive to roadway attributes will support an engineering feasibility analysis for those portions of the state-owned network which can support continuous routes of bicycle-pedestrian accommodations. As applicable to the context, the analysis would highlight opportunities for inter-jurisdictional connectivity that could reasonably lead to improved regional connectivity of accommodations.

The RBAMP's developed through this process will provide a basis for determining the engineering feasibility of priority corridors and bike/ped infrastructure as well as guide local entities in programming and implementing bicycle-pedestrian accommodations in coordination with SCDOT. The program management and project prioritization criteria developed through this process shall support the clear communication of benefits and outcomes of implementing the agency's Complete Streets policy. The pilot shall detail the organization of necessary components of future RBAMPs, including process considerations, coordination efforts, and recommended plan organization (e.g. chapter headings, analysis, charts/tables, etc.)

Consistency of plan and prioritization criteria will be critical in designing a statewide planning program for implementing bicycle, pedestrian, and transit accommodations in coordination with eligible entities and applicable funding sources. Beyond providing an inventory of existing facilities and general project recommendations, a successful pilot shall provide critical information for the prioritization and implementation of bicycle-pedestrian accommodations within SCDOT's programmatic framework. The pilot shall estimate the engineering and financial feasibility of priority corridors in contrast to portions of the network with a comparatively lower cost-benefit of implementing select bicycle-pedestrian accommodations. A priority corridor implementation plan should allow eligible entities to develop bicycle-pedestrian accommodation projects in coordination with SCDOT's funding programs and in anticipation of known project phasing.

# SCDOT Regional Bike-Ped Accommodation Master Plan (RBAMP)

## Milestone Flowchart

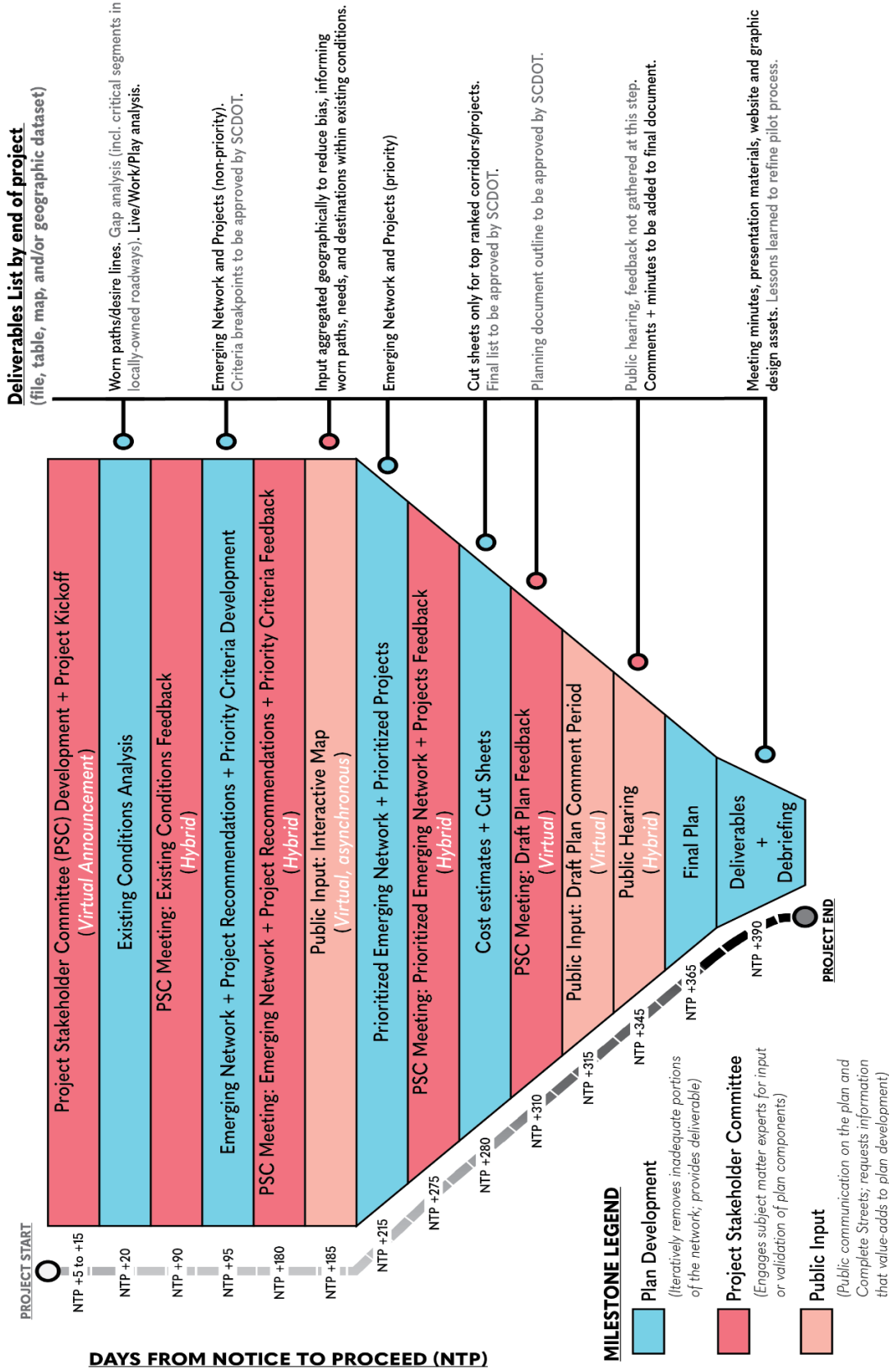


Figure 1 - Pilot RBAMP Milestone Flowchart



# COUNTY OF LEXINGTON

Lynn Sturkie  
County Administrator  
212 South Lake Drive  
Lexington, SC 29072  
(803) 785-8100  
Fax (803) 785-8101  
countyadministrator@lex-co.com

March 5, 2024

D. Britt Poole  
Executive Director  
Central Midlands Council of Governments  
236 Stoneridge Drive  
Columbia, SC 29210

RE: Interchange Improvement Program

Dear Britt:

The purpose of this letter is to request the development of an interchange improvement program as part of the 2045 Long Range Transportation Plan (LRTP). Lexington County has experienced a tremendous amount of growth and development over the past 10 years. As part of that, we have seen our traffic volumes and congestion grow and our accessibility to the interstate reduced.

We have identified several areas where increased accessibility to the interstate would greatly reduce our overall traffic congestion. Locations such as Calks Ferry Road and Mineral Springs Road are critical corridors and should be considered as part of this request. We understand that the Central Midlands Council of Governments (CMCOG) is currently working on a study to evaluate these types of requests, and we support these efforts.

SCDOT currently has a prioritized list of interchange improvements, but no program to implement them. If our region takes this step, it will provide a tremendous opportunity to begin the discussion in addressing an important need to our transportation network. Including this program will be a value-added addition to our toolbox in our continuous efforts to reduce congestion and increase safety on our roadways.

Please let me know if you have any questions or need any additional information. I am happy to assist in any way to make sure this request is included in your 2045 LRTP.

Respectfully,

Lynn Sturkie  
County Administrator

cc: Reginald Simmons, Deputy Executive Director, CMCOG  
Brent Rewis, Deputy Secretary, SCDOT

|  |  |                     |                       |  |
|--|--|---------------------|-----------------------|--|
| <b>PROJECT NO:</b>   | <b>3Z</b>                                      |                     |                       |  |
| <b>PROJECT TITLE:</b>  | <b>Interstate System Access Change Request</b> |                     |                       |  |
| <b>OBJECTIVE:</b>  |  |                     |                       |  |
| Providing on call technical support for the interstate system access change request.   |  |                     |                       |  |
| <b>METHODOLOGY:</b>  |  |                     |                       |  |
| <p>The purpose of this task to analyze and evaluate potential locations to determine the feasibility for future access to the interstate system.</p> <p>Provision of a change in access, particularly new access, should be considered in the context of statewide and local transportation and land use planning. The Interstate System typically serves as the backbone of the transportation network, and access to this facility can have significant impact on local and regional traffic circulation. The existing transportation planning activities provide a venue for coordination of stakeholders with divergent interests and concerns. Understanding the stakeholder interests and concerns is an important aspect of developing an informed decision about the merits of a change in access.</p> <p>Each Interstate System Access Change Request should include an analysis or confirmation of the project’s inclusion and consistency with the various transportation planning activities (long-range plan, TIP, air quality conformity plan). The planning for an Interstate access request should address the following as applicable to the proposal:</p> <ul style="list-style-type: none"> <li>• Stakeholder and Public Involvement</li> <li>• Operational and Safety Analysis</li> <li>• Access Management</li> <li>• Travel Demand Forecasts</li> <li>• Air Quality Conformity</li> <li>• Environmental Impacts Assessment</li> <li>• Transportation System Management Assessment</li> <li>• Transportation Demand Management Assessment</li> <li>• Financial Plan (when required for project phasing)</li> <li>• Determination of consistency with local, regional, and/or State land use and transportation plans</li> </ul> <p>The MPO will combine its efforts with the Council of Governments and SCDOT to evaluate potential interstate access requests throughout the CMCOG and COATS MPO planning areas.</p> |  |                     |                       |  |
| <b>END PRODUCT:</b>  |  |                     |                       |  |
| On Call Technical Support Services for the interstate system access change request.  |  |                     |                       |  |
| <b>Project Sponsor/<br/>Participating Agencies:</b>  | <b>Funding Sources:</b>                        |                     |                       |  |
| <b>Sponsor:</b> COATS<br><br><b>Participating Agencies:</b> COATS, CMCOG Member Governments, Other agencies as appropriate   | <b>FY 2024</b>                                 |                     | <b>FY 2025</b>        |  |
|  | FHWA/FTA Consolidated                          | \$200,000.00        | FHWA/FTA Consolidated |  |
|  | FTA (Section 5307)                             |                     | FTA (Section 5307)    |  |
|  | Local  | \$50,000.00         | Local                 |  |
|  | <b>Total</b>                                   | <b>\$250,000.00</b> | <b>Total</b>          |  |



## Memorandum

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**TO:** All Members of the CMCOG Technical Committee

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** March 19, 2024

**SUBJECT:** 2024 & 2025 UPWP Amendment – Forest Acres Intersections

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2024 & 2025 to evaluate the Forest Acres through the Intersection Control Evaluation Process. A total of \$75K will identified for this project.

### BACKGROUND

The City of Forest Acres has requested a review of the Forest Drive corridor particularly at the intersections of Beltline Boulevard and Trenholm Road. Currently, Forest Drive is a five lane corridor located between Two Notch Road and I-77. It has an average AADT of 24,000 vehicles per day. It's a heavily developed commercial and residential corridor that continues grow. Currently, Richland Fashion Mall is being re-developed which could include a proposed \$100 million investment as part of their future plans.

CMCOG has been requested to review this corridor for access management, traffic calming measures, and pedestrian safety. We will work in coordination with SCDOT to explore existing measures being implemented such as the Carbon Reduction and Regional Mobility Programs, hold public meetings to received feedback and potentially engage a consultant to assist in developing recommendations for the jurisdictions to consider.

Staff requests to add this project to the 2024 & 2025 UPWP under the Intersection Control Access Program to begin this planning analysis.

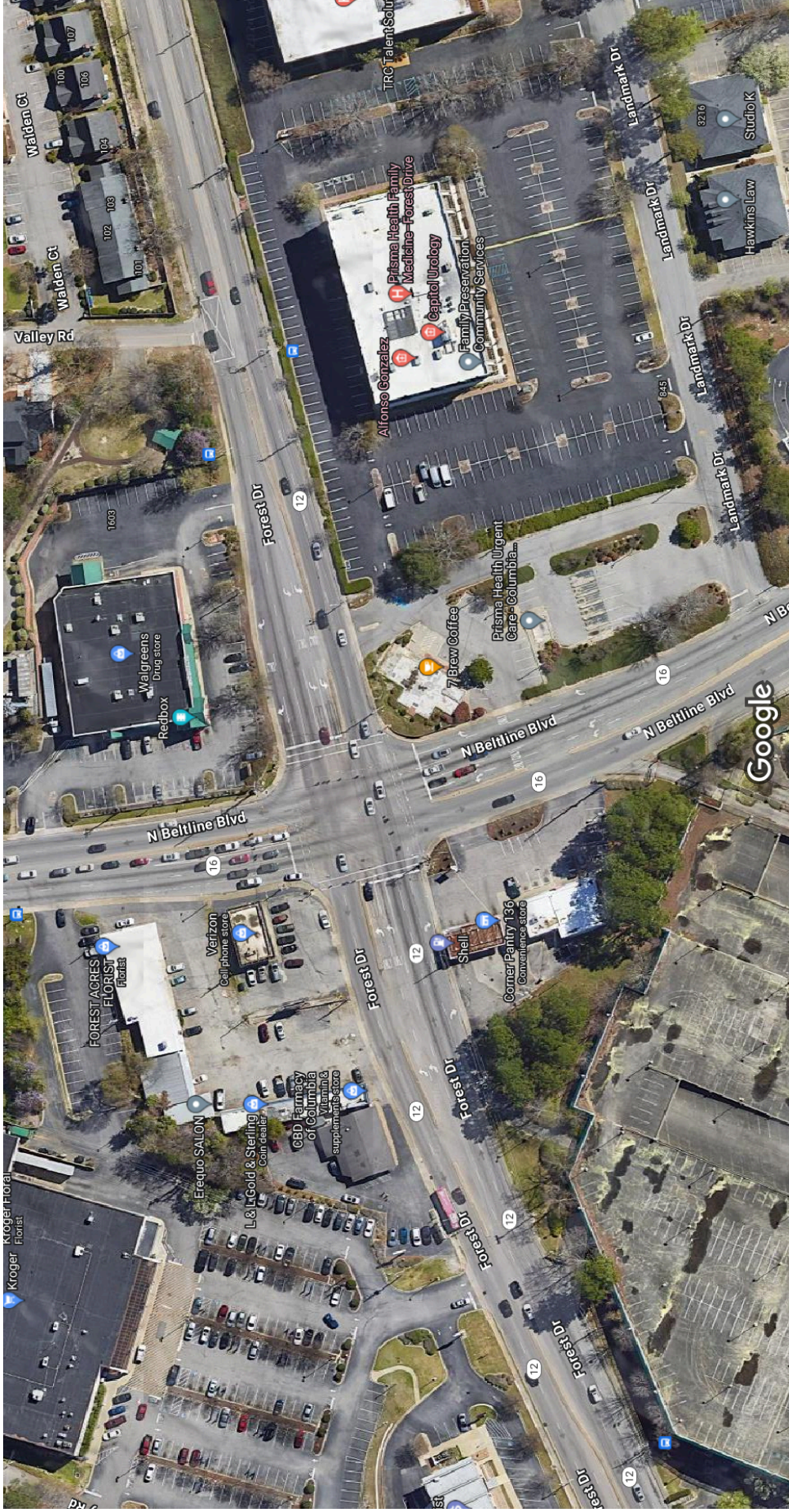
### ATTACHMENT

Accident Data  
Forest Drive and Beltline Blvd Map  
Forest Drive and Trenholm Road Map  
Richland Fashion Mall Article



|   |   |                         |                       |  |
|---|---|-------------------------|-----------------------|--|
| <b>PROJECT NO:</b>  | <b>3AA - 1</b>  |                         |                       |  |
| <b>PROJECT TITLE:</b>   | <b>Intersection Control Evaluation – Forest Drive</b> |                         |                       |  |
| <b>OBJECTIVE:</b>   |   |                         |                       |  |
| To allow staff to utilize a procured consultant for specific engineering, planning, or other necessary services as needed in support of intersection improvement projects.  |   |                         |                       |  |
| <b>METHODOLOGY:</b>   |   |                         |                       |  |
| Intersection Control Evaluation (ICE) is a data-driven, performance-based framework and approach used to objectively screen alternatives and identify an optimal geometric and control solution for an intersection. The benefits to using this approach include:   |   |                         |                       |  |
| <ul style="list-style-type: none"> <li>• Implementation of safer, more balanced, and more cost-effective solutions.</li> <li>• Consistent documentation that improves the transparency of transportation decisions.</li> <li>• Increased awareness of innovative intersection solutions and emphasis on objective performance metrics for consistent comparisons.</li> <li>• The opportunity to consolidate and streamline existing intersection-related policies and procedures, including access or encroachment approvals, new traffic signal requests, and impact studies for development.</li> </ul> |   |                         |                       |  |
| Projects include:   |   |                         |                       |  |
| <ul style="list-style-type: none"> <li>• Forest Drive Intersections</li> </ul>  |   |                         |                       |  |
| A safety analysis, operational analysis, and multimodal considerations will also be conducted as part of this evaluation.   |   |                         |                       |  |
| This project may require the support of consultant services.  |   |                         |                       |  |
| ** Please be advised that the COATS MPO will navigate either the SCDOT LPA and/or FTA Procurement Process prior to initiating any work that involves the hiring of a contractor or consultant**   |   |                         |                       |  |
| <b>END PRODUCT:</b>   |   |                         |                       |  |
| An evaluation and assessment of intersections along the Forest Drive Corridor between Two Notch Road and I-77.  |   |                         |                       |  |
| <b>Project Sponsor/<br/>Participating Agencies:</b>   |   | <b>Funding Sources:</b> |                       |  |
| <b>Sponsor:</b> COATS<br><br><b>Participating Agencies:</b> COATS, CMCOG Member Governments, Other agencies as appropriate  | <b>FY 2024</b>  |                         | <b>FY 2025</b>        |  |
|   | FHWA/FTA Consolidated                                 | \$60,000.00             | FHWA/FTA Consolidated |  |
|   | FTA (Section 5307)                                    |                         | FTA (Section 5307)    |  |
|   | Local   | \$15,000.00             | Local                 |  |
|   | Total   | \$75,000.00             | Total                 |  |

Google Maps Forest Drive @ Beltline Blvd Intersection



**TRAFFIC COLLISIONS AT OR NEAR THE INTERSECTION OF SC PRIMARY-12 @ SC PRIMARY-16  
RICHLAND COUNTY 2018-2023 (2022-2023 PRELIMINARY DATA)  
SC PRIMARY-12 (FOREST DRIVE) @ SC PRIMARY-16 (BELTLINE BLVD)**

| <b>Summary by Year</b> |                        |                         |                                       |                         |                       |                        |
|------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Year</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| 2018                   | 0                      | 7                       | 33                                    | 40                      | 0                     | 12                     |
| 2019                   | 0                      | 14                      | 28                                    | 42                      | 0                     | 19                     |
| 2020                   | 0                      | 4                       | 17                                    | 21                      | 0                     | 4                      |
| 2021                   | 0                      | 6                       | 24                                    | 30                      | 0                     | 7                      |
| 2022                   | 0                      | 5                       | 15                                    | 20                      | 0                     | 8                      |
| 2023                   | 0                      | 5                       | 18                                    | 23                      | 0                     | 10                     |
|                        | <b>0</b>               | <b>41</b>               | <b>135</b>                            | <b>176</b>              | <b>0</b>              | <b>60</b>              |

| <b>Summary by Month</b> |                        |                         |                                       |                         |                       |                        |
|-------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Month</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| January                 | 0                      | 3                       | 13                                    | 16                      | 0                     | 4                      |
| February                | 0                      | 2                       | 10                                    | 12                      | 0                     | 3                      |
| March                   | 0                      | 3                       | 7                                     | 10                      | 0                     | 3                      |
| April                   | 0                      | 2                       | 18                                    | 20                      | 0                     | 6                      |
| May                     | 0                      | 6                       | 13                                    | 19                      | 0                     | 8                      |
| June                    | 0                      | 3                       | 10                                    | 13                      | 0                     | 3                      |
| July                    | 0                      | 6                       | 7                                     | 13                      | 0                     | 8                      |
| August                  | 0                      | 4                       | 10                                    | 14                      | 0                     | 7                      |
| September               | 0                      | 1                       | 9                                     | 10                      | 0                     | 3                      |
| October                 | 0                      | 1                       | 11                                    | 12                      | 0                     | 2                      |
| November                | 0                      | 5                       | 9                                     | 14                      | 0                     | 6                      |
| December                | 0                      | 5                       | 18                                    | 23                      | 0                     | 7                      |

| <b>Summary by Day of Week</b> |                        |                         |                                       |                         |                       |                        |
|-------------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Day of Week</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| Sunday                        | 0                      | 4                       | 11                                    | 15                      | 0                     | 12                     |
| Monday                        | 0                      | 6                       | 20                                    | 26                      | 0                     | 8                      |
| Tuesday                       | 0                      | 6                       | 24                                    | 30                      | 0                     | 7                      |
| Wednesday                     | 0                      | 4                       | 22                                    | 26                      | 0                     | 4                      |
| Thursday                      | 0                      | 12                      | 18                                    | 30                      | 0                     | 18                     |
| Friday                        | 0                      | 5                       | 24                                    | 29                      | 0                     | 7                      |
| Saturday                      | 0                      | 4                       | 16                                    | 20                      | 0                     | 4                      |

**TRAFFIC COLLISIONS AT OR NEAR THE INTERSECTION OF SC PRIMARY-12 @ SC PRIMARY-16  
RICHLAND COUNTY 2018-2023 (2022-2023 PRELIMINARY DATA)  
SC PRIMARY-12 (FOREST DRIVE) @ SC PRIMARY-16 (BELTLINE BLVD)**

| Summary by Time of Day |                 |                  |                                |                  |                |                 |
|------------------------|-----------------|------------------|--------------------------------|------------------|----------------|-----------------|
| Time of Day            | Fatal Collision | Injury Collision | Property Damage Only Collision | Total Collisions | Persons Killed | Persons Injured |
| 12:01am - 3:00am       | 0               | 1                | 2                              | 3                | 0              | 1               |
| 3:01am - 6:00am        | 0               | 1                | 2                              | 3                | 0              | 3               |
| 6:01am - 9:00am        | 0               | 3                | 14                             | 17               | 0              | 3               |
| 9:01am - Noon          | 0               | 7                | 24                             | 31               | 0              | 9               |
| 12:01pm - 3:00pm       | 0               | 5                | 38                             | 43               | 0              | 9               |
| 3:01pm - 6:00pm        | 0               | 12               | 36                             | 48               | 0              | 15              |
| 6:01pm - 9:00pm        | 0               | 6                | 13                             | 19               | 0              | 11              |
| 9:01pm - Midnight      | 0               | 6                | 6                              | 12               | 0              | 9               |

| Summary by Weather Condition     |                 |                  |                                |                  |                |                 |
|----------------------------------|-----------------|------------------|--------------------------------|------------------|----------------|-----------------|
| Weather Condition                | Fatal Collision | Injury Collision | Property Damage Only Collision | Total Collisions | Persons Killed | Persons Injured |
| Clear, No Adverse Conditions     | 0               | 29               | 100                            | 129              | 0              | 47              |
| Rain                             | 0               | 5                | 24                             | 29               | 0              | 6               |
| Cloudy                           | 0               | 6                | 11                             | 17               | 0              | 6               |
| Sleet Or Hail                    | 0               | 0                | 0                              | 0                | 0              | 0               |
| Snow                             | 0               | 0                | 0                              | 0                | 0              | 0               |
| Fog, Smog, Smoke                 | 0               | 1                | 0                              | 1                | 0              | 1               |
| Blowing Sand, Soil, Dirt Or Snow | 0               | 0                | 0                              | 0                | 0              | 0               |
| Severe Cross Winds, High Wind    | 0               | 0                | 0                              | 0                | 0              | 0               |
| Unknown                          | 0               | 0                | 0                              | 0                | 0              | 0               |

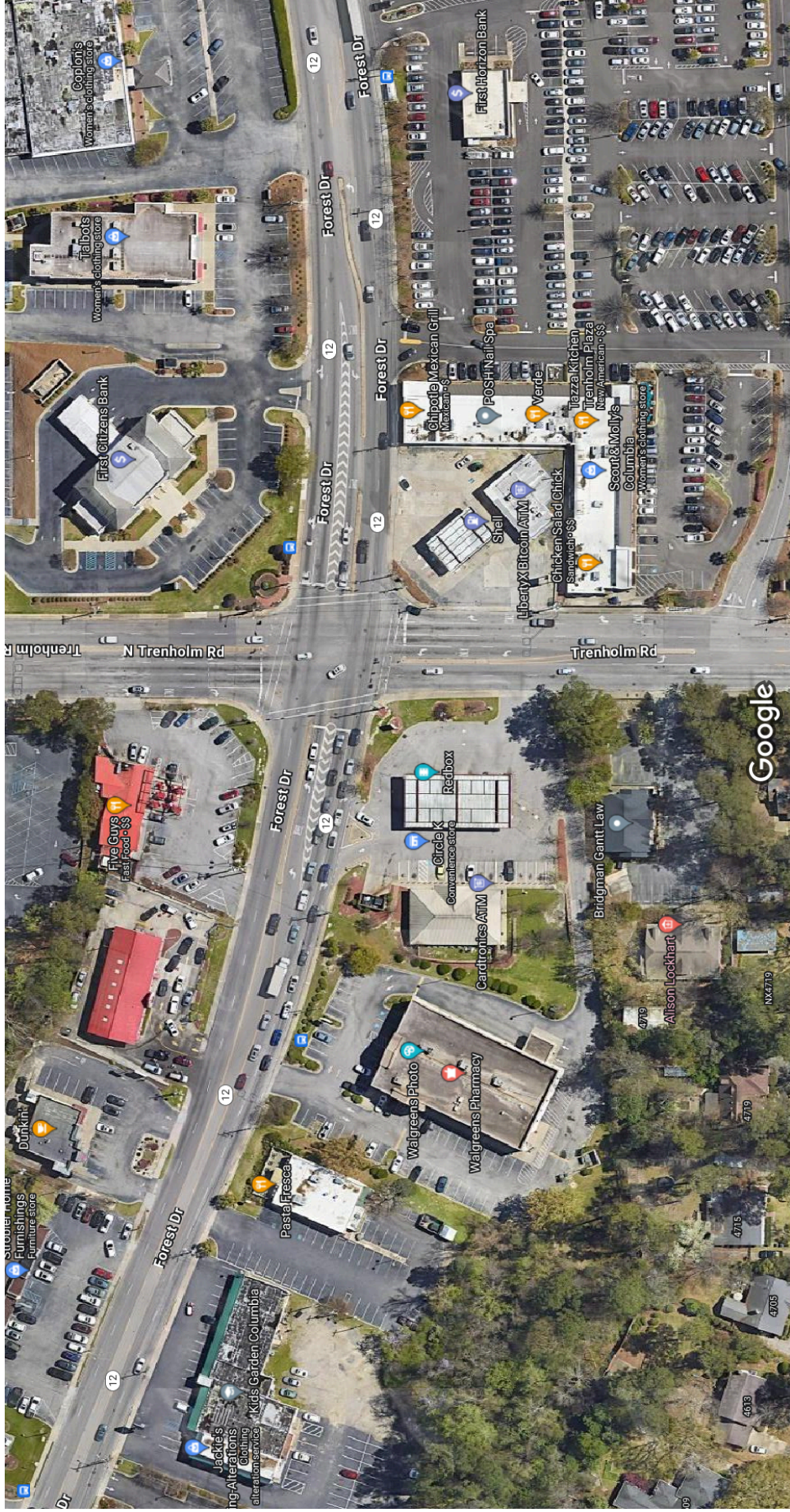
| Summary by Road Surface Condition        |                 |                  |                                |                  |                |                 |
|--|-----------------|------------------|--------------------------------|------------------|----------------|-----------------|
| Road Surface Condition                   | Fatal Collision | Injury Collision | Property Damage Only Collision | Total Collisions | Persons Killed | Persons Injured |
| Dry                                      | 0               | 33               | 112                            | 145              | 0              | 51              |
| Wet                                      | 0               | 8                | 23                             | 31               | 0              | 9               |
| Snow                                     | 0               | 0                | 0                              | 0                | 0              | 0               |
| Slush                                    | 0               | 0                | 0                              | 0                | 0              | 0               |
| Ice                                      | 0               | 0                | 0                              | 0                | 0              | 0               |
| Contaminant (Sand, Mud, Dirt, Oil, Etc.) | 0               | 0                | 0                              | 0                | 0              | 0               |
| Water (Standing)                         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other                                    | 0               | 0                | 0                              | 0                | 0              | 0               |
| Unknown                                  | 0               | 0                | 0                              | 0                | 0              | 0               |

**TRAFFIC COLLISIONS AT OR NEAR THE INTERSECTION OF SC PRIMARY-12 @ SC PRIMARY-16  
RICHLAND COUNTY 2018-2023 (2022-2023 PRELIMINARY DATA)  
SC PRIMARY-12 (FOREST DRIVE) @ SC PRIMARY-16 (BELTLINE BLVD)**

| Summary by First Harmful Event  |                 |                  |                                |                  |                |                 |
|---------------------------------|-----------------|------------------|--------------------------------|------------------|----------------|-----------------|
| First Harmful Event             | Fatal Collision | Injury Collision | Property Damage Only Collision | Total Collisions | Persons Killed | Persons Injured |
| None Listed                     | 0               | 0                | 0                              | 0                | 0              | 0               |
| Cargo/Equip Loss Or Shift       | 0               | 0                | 1                              | 1                | 0              | 0               |
| Cross Median/Center Line        | 0               | 0                | 0                              | 0                | 0              | 0               |
| Downhill Runaway                | 0               | 0                | 0                              | 0                | 0              | 0               |
| Equipment Failure               | 0               | 0                | 0                              | 0                | 0              | 0               |
| Fire/Explosion                  | 0               | 0                | 0                              | 0                | 0              | 0               |
| Immersion                       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Jackknife                       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Overturn/Rollover               | 0               | 0                | 0                              | 0                | 0              | 0               |
| Run Off Road Left               | 0               | 0                | 0                              | 0                | 0              | 0               |
| Run Off Road Right              | 0               | 0                | 0                              | 0                | 0              | 0               |
| Separation Of Units             | 0               | 0                | 0                              | 0                | 0              | 0               |
| Spill (Two Wheel Vehicle)       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other Non-Collision             | 0               | 0                | 0                              | 0                | 0              | 0               |
| Unknown Non-Collision           | 0               | 1                | 0                              | 1                | 0              | 1               |
| Animal (Deer Only)              | 0               | 0                | 0                              | 0                | 0              | 0               |
| Animal (Not Deer)               | 0               | 0                | 0                              | 0                | 0              | 0               |
| Motor Vehicle (In Transport)    | 0               | 28               | 115                            | 143              | 0              | 44              |
| Motor Vehicle (Stopped)         | 0               | 9                | 15                             | 24               | 0              | 12              |
| Motor Vehicle (Other Roadway)   | 0               | 0                | 0                              | 0                | 0              | 0               |
| Motor Vehicle (Parked)          | 0               | 0                | 0                              | 0                | 0              | 0               |
| Pedalcycle                      | 0               | 0                | 0                              | 0                | 0              | 0               |
| Pedestrian                      | 0               | 1                | 0                              | 1                | 0              | 1               |
| Railway Vehicle                 | 0               | 0                | 0                              | 0                | 0              | 0               |
| Work Zone Maint. Equip.         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other Movable Object            | 0               | 0                | 0                              | 0                | 0              | 0               |
| Unknown Movable Object          | 0               | 0                | 0                              | 0                | 0              | 0               |
| Bridge Overhead Structure       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Bridge Parapet End              | 0               | 0                | 0                              | 0                | 0              | 0               |
| Bridge Pier Or Abutment         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Bridge Rail                     | 0               | 0                | 0                              | 0                | 0              | 0               |
| Culvert                         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Curb                            | 0               | 0                | 0                              | 0                | 0              | 0               |
| Ditch                           | 0               | 0                | 1                              | 1                | 0              | 0               |
| Embankment                      | 0               | 0                | 0                              | 0                | 0              | 0               |
| Equipment                       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Fence                           | 0               | 0                | 0                              | 0                | 0              | 0               |
| Guardrail End                   | 0               | 0                | 0                              | 0                | 0              | 0               |
| Guardrail Face                  | 0               | 0                | 0                              | 0                | 0              | 0               |
| HWY Traffic Sign Post           | 0               | 0                | 0                              | 0                | 0              | 0               |
| Impact Attenuator/Crash Cushion | 0               | 0                | 0                              | 0                | 0              | 0               |
| Light Luminaire Support         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Mailbox                         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Median Barrier                  | 0               | 0                | 0                              | 0                | 0              | 0               |
| Overhead Sign Support           | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other (Post,Pole,Support,Etc.)  | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other (Wall,Bldg,Tunnel,Etc.)   | 0               | 1                | 0                              | 1                | 0              | 1               |
| Tree                            | 0               | 0                | 0                              | 0                | 0              | 0               |
| Utility Pole                    | 0               | 1                | 3                              | 4                | 0              | 1               |
| Workzone Maint. Equip.          | 0               | 0                | 0                              | 0                | 0              | 0               |

**TRAFFIC COLLISIONS AT OR NEAR THE INTERSECTION OF SC PRIMARY-12 @ SC PRIMARY-16  
 RICHLAND COUNTY 2018-2023 (2022-2023 PRELIMINARY DATA)  
 SC PRIMARY-12 (FOREST DRIVE) @ SC PRIMARY-16 (BELTLINE BLVD)**

| <b>Summary by First Harmful Event</b> |                        |                         |                                       |                         |                       |                        |
|---------------------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>First Harmful Event</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| Other                                 | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Unknown Fixed Object                  | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Unknown                               | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |



**TRAFFIC COLLISIONS AT OR NEAR THE INTERSECTION OF SC PRIMARY-12 @ SECONDARY-33)  
 RICHLAND COUNTY 2018-2023 (2022-2023 PRELIMINARY DATA)  
 SC PRIMARY-12 (FOREST DRIVE) @ SECONDARY-33 (TRENHOLM ROAD)**

| <b>Summary by Year</b> |                        |                         |                                       |                         |                       |                        |
|------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Year</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| 2018                   | 0                      | 11                      | 45                                    | 56                      | 0                     | 13                     |
| 2019                   | 0                      | 10                      | 38                                    | 48                      | 0                     | 11                     |
| 2020                   | 0                      | 7                       | 19                                    | 26                      | 0                     | 8                      |
| 2021                   | 0                      | 11                      | 29                                    | 40                      | 0                     | 16                     |
| 2022                   | 0                      | 11                      | 19                                    | 30                      | 0                     | 17                     |
| 2023                   | 0                      | 2                       | 22                                    | 24                      | 0                     | 6                      |
|                        | <b>0</b>               | <b>52</b>               | <b>172</b>                            | <b>224</b>              | <b>0</b>              | <b>71</b>              |

| <b>Summary by Month</b> |                        |                         |                                       |                         |                       |                        |
|-------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Month</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| January                 | 0                      | 5                       | 10                                    | 15                      | 0                     | 5                      |
| February                | 0                      | 2                       | 17                                    | 19                      | 0                     | 2                      |
| March                   | 0                      | 6                       | 13                                    | 19                      | 0                     | 9                      |
| April                   | 0                      | 6                       | 14                                    | 20                      | 0                     | 9                      |
| May                     | 0                      | 3                       | 12                                    | 15                      | 0                     | 3                      |
| June                    | 0                      | 2                       | 17                                    | 19                      | 0                     | 2                      |
| July                    | 0                      | 4                       | 12                                    | 16                      | 0                     | 5                      |
| August                  | 0                      | 2                       | 15                                    | 17                      | 0                     | 6                      |
| September               | 0                      | 4                       | 17                                    | 21                      | 0                     | 5                      |
| October                 | 0                      | 5                       | 11                                    | 16                      | 0                     | 6                      |
| November                | 0                      | 6                       | 12                                    | 18                      | 0                     | 7                      |
| December                | 0                      | 7                       | 22                                    | 29                      | 0                     | 12                     |

| <b>Summary by Day of Week</b> |                        |                         |                                       |                         |                       |                        |
|-------------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Day of Week</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| Sunday                        | 0                      | 2                       | 18                                    | 20                      | 0                     | 6                      |
| Monday                        | 0                      | 10                      | 35                                    | 45                      | 0                     | 15                     |
| Tuesday                       | 0                      | 8                       | 25                                    | 33                      | 0                     | 8                      |
| Wednesday                     | 0                      | 8                       | 27                                    | 35                      | 0                     | 8                      |
| Thursday                      | 0                      | 8                       | 27                                    | 35                      | 0                     | 9                      |
| Friday                        | 0                      | 8                       | 26                                    | 34                      | 0                     | 13                     |
| Saturday                      | 0                      | 8                       | 14                                    | 22                      | 0                     | 12                     |



**TRAFFIC COLLISIONS AT OR NEAR THE INTERSECTION OF SC PRIMARY-12 @ SECONDARY-33  
RICHLAND COUNTY 2018-2023 (2022-2023 PRELIMINARY DATA)  
SC PRIMARY-12 (FOREST DRIVE) @ SECONDARY-33 (TRENHOLM ROAD)**

| Summary by First Harmful Event  |                 |                  |                                |                  |                |                 |
|---------------------------------|-----------------|------------------|--------------------------------|------------------|----------------|-----------------|
| First Harmful Event             | Fatal Collision | Injury Collision | Property Damage Only Collision | Total Collisions | Persons Killed | Persons Injured |
| None Listed                     | 0               | 0                | 0                              | 0                | 0              | 0               |
| Cargo/Equip Loss Or Shift       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Cross Median/Center Line        | 0               | 0                | 0                              | 0                | 0              | 0               |
| Downhill Runaway                | 0               | 0                | 0                              | 0                | 0              | 0               |
| Equipment Failure               | 0               | 0                | 1                              | 1                | 0              | 0               |
| Fire/Explosion                  | 0               | 0                | 0                              | 0                | 0              | 0               |
| Immersion                       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Jackknife                       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Overturn/Rollover               | 0               | 0                | 0                              | 0                | 0              | 0               |
| Run Off Road Left               | 0               | 0                | 0                              | 0                | 0              | 0               |
| Run Off Road Right              | 0               | 0                | 0                              | 0                | 0              | 0               |
| Separation Of Units             | 0               | 0                | 0                              | 0                | 0              | 0               |
| Spill (Two Wheel Vehicle)       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other Non-Collision             | 0               | 0                | 0                              | 0                | 0              | 0               |
| Unknown Non-Collision           | 0               | 0                | 0                              | 0                | 0              | 0               |
| Animal (Deer Only)              | 0               | 0                | 0                              | 0                | 0              | 0               |
| Animal (Not Deer)               | 0               | 0                | 0                              | 0                | 0              | 0               |
| Motor Vehicle (In Transport)    | 0               | 45               | 164                            | 209              | 0              | 63              |
| Motor Vehicle (Stopped)         | 0               | 5                | 6                              | 11               | 0              | 6               |
| Motor Vehicle (Other Roadway)   | 0               | 0                | 0                              | 0                | 0              | 0               |
| Motor Vehicle (Parked)          | 0               | 0                | 0                              | 0                | 0              | 0               |
| Pedalcycle                      | 0               | 1                | 0                              | 1                | 0              | 1               |
| Pedestrian                      | 0               | 1                | 0                              | 1                | 0              | 1               |
| Railway Vehicle                 | 0               | 0                | 0                              | 0                | 0              | 0               |
| Work Zone Maint. Equip.         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other Movable Object            | 0               | 0                | 0                              | 0                | 0              | 0               |
| Unknown Movable Object          | 0               | 0                | 0                              | 0                | 0              | 0               |
| Bridge Overhead Structure       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Bridge Parapet End              | 0               | 0                | 0                              | 0                | 0              | 0               |
| Bridge Pier Or Abutment         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Bridge Rail                     | 0               | 0                | 0                              | 0                | 0              | 0               |
| Culvert                         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Curb                            | 0               | 0                | 1                              | 1                | 0              | 0               |
| Ditch                           | 0               | 0                | 0                              | 0                | 0              | 0               |
| Embankment                      | 0               | 0                | 0                              | 0                | 0              | 0               |
| Equipment                       | 0               | 0                | 0                              | 0                | 0              | 0               |
| Fence                           | 0               | 0                | 0                              | 0                | 0              | 0               |
| Guardrail End                   | 0               | 0                | 0                              | 0                | 0              | 0               |
| Guardrail Face                  | 0               | 0                | 0                              | 0                | 0              | 0               |
| HWY Traffic Sign Post           | 0               | 0                | 0                              | 0                | 0              | 0               |
| Impact Attenuator/Crash Cushion | 0               | 0                | 0                              | 0                | 0              | 0               |
| Light Luminaire Support         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Mailbox                         | 0               | 0                | 0                              | 0                | 0              | 0               |
| Median Barrier                  | 0               | 0                | 0                              | 0                | 0              | 0               |
| Overhead Sign Support           | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other (Post,Pole,Support,Etc.)  | 0               | 0                | 0                              | 0                | 0              | 0               |
| Other (Wall,Bldg,Tunnel,Etc.)   | 0               | 0                | 0                              | 0                | 0              | 0               |
| Tree                            | 0               | 0                | 0                              | 0                | 0              | 0               |
| Utility Pole                    | 0               | 0                | 0                              | 0                | 0              | 0               |

**TRAFFIC COLLISIONS AT OR NEAR THE INTERSECTION OF SC PRIMARY-12 @ SECONDARY-33  
RICHLAND COUNTY 2018-2023 (2022-2023 PRELIMINARY DATA)  
SC PRIMARY-12 (FOREST DRIVE) @ SECONDARY-33 (TRENHOLM ROAD)**

| <b>Summary by Time of Day</b> |                        |                         |                                       |                         |                       |                        |
|-------------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Time of Day</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| 12:01am - 3:00am              | 0                      | 0                       | 2                                     | 2                       | 0                     | 0                      |
| 3:01am - 6:00am               | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| 6:01am - 9:00am               | 0                      | 2                       | 12                                    | 14                      | 0                     | 2                      |
| 9:01am - Noon                 | 0                      | 7                       | 27                                    | 34                      | 0                     | 7                      |
| 12:01pm - 3:00pm              | 0                      | 16                      | 43                                    | 59                      | 0                     | 19                     |
| 3:01pm - 6:00pm               | 0                      | 17                      | 56                                    | 73                      | 0                     | 29                     |
| 6:01pm - 9:00pm               | 0                      | 10                      | 28                                    | 38                      | 0                     | 14                     |
| 9:01pm - Midnight             | 0                      | 0                       | 4                                     | 4                       | 0                     | 0                      |



| <b>Summary by Weather Condition</b> |                        |                         |                                       |                         |                       |                        |
|-------------------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Weather Condition</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| Clear, No Adverse Conditions        | 0                      | 46                      | 127                                   | 173                     | 0                     | 63                     |
| Rain                                | 0                      | 5                       | 26                                    | 31                      | 0                     | 7                      |
| Cloudy                              | 0                      | 1                       | 18                                    | 19                      | 0                     | 1                      |
| Sleet Or Hail                       | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Snow                                | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Fog, Smog, Smoke                    | 0                      | 0                       | 1                                     | 1                       | 0                     | 0                      |
| Blowing Sand, Soil, Dirt Or Snow    | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Severe Cross Winds, High Wind       | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Unknown                             | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |

| <b>Summary by Road Surface Condition</b> |                        |                         |                                       |                         |                       |                        |
|--|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>Road Surface Condition</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| Dry                                      | 0                      | 47                      | 133                                   | 180                     | 0                     | 61                     |
| Wet                                      | 0                      | 4                       | 37                                    | 41                      | 0                     | 9                      |
| Snow                                     | 0                      | 1                       | 0                                     | 1                       | 0                     | 1                      |
| Slush                                    | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Ice                                      | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Contaminant (Sand, Mud, Dirt, Oil, Etc.) | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Water (Standing)                         | 0                      | 0                       | 2                                     | 2                       | 0                     | 0                      |
| Other                                    | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Unknown                                  | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |

**TRAFFIC COLLISIONS AT OR NEAR THE INTERSECTION OF SC PRIMARY-12 @ SECONDARY-33  
 RICHLAND COUNTY 2018-2023 (2022-2023 PRELIMINARY DATA)  
 SC PRIMARY-12 (FOREST DRIVE) @ SECONDARY-33 (TRENHOLM ROAD)**

| <b>Summary by First Harmful Event</b> |                        |                         |                                       |                         |                       |                        |
|---------------------------------------|------------------------|-------------------------|---------------------------------------|-------------------------|-----------------------|------------------------|
| <b>First Harmful Event</b>            | <b>Fatal Collision</b> | <b>Injury Collision</b> | <b>Property Damage Only Collision</b> | <b>Total Collisions</b> | <b>Persons Killed</b> | <b>Persons Injured</b> |
| Workzone Maint. Equip.                | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Other                                 | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Unknown Fixed Object                  | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |
| Unknown                               | 0                      | 0                       | 0                                     | 0                       | 0                     | 0                      |

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## Richland Mall's demolition begins: Major move in Forest Acres' redevelopment

Story by Dejon Johnson | Joey Mattei • 11h • 2 min read



**L** Richland Mall's demolition begins: Major move in Forest Acres' redevelopment  
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A new chapter is officially underway on a longtime fixture in the midlands.

Demolition work has started on the Richland Fashion Mall to make way for a highly anticipated re-development plan in Forest Acres.

Wednesday morning when demolition crews took down the first piece of the iconic Richland Mall.

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The redevelopment crews are clearing the way for has been years in the making.

“This type of mall is just not going to survive in a community like this but what these guys are proposing, it’s really nice.” Said Frank Brunson, Former Forest Acres Mayor.

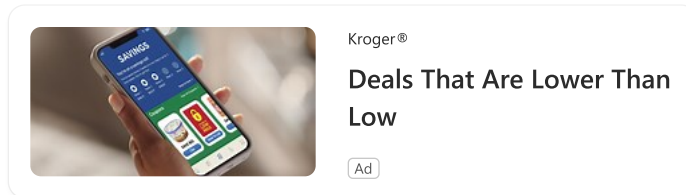
“I’ve been waiting for this day because I’m excited to see it go down and have a new facility there.” Said Sally St John, Forest Acres Resident

The new development at this site will include apartments, retail stores, restaurants, and even a park with an Amphitheater.

“Sort of an economic win for the area but it’s also just to create space for gathering as a community in a vibrancy which i think is amazing for our residents and i think they are excited about it.” Said Mayor of Forest Acres, Thomas Andrews.

The demolition work is expected to take up to a year.

The reason for the long timeline is due to environmental factors that would have been aggravated by an implosion here.



Instead, crews will have to take each section down piece by piece.

“I just sort of tell people to be patient, you know it’s going to go down for a year and we’re really using this year time to fine tune a couple things. Southeastern development, the developer is fine tuning their plans especially for phase one to bring them to the city in the next six months or so.” Said Mayor Andrews.

As the demolition crews continue their work here, developers want people to know that they will be bringing in water later this week to help limit the amount of dust that comes with the demolition.

Demolition on Richland Mall began on Wednesday morning at 10am.

Officials say it’s expected to take about a year to knock down and clear all 930,000 feet of concrete.

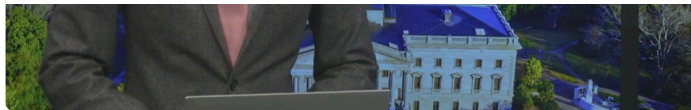


“Forest Drive and Beltline is a crossroads for the residents of Forest Acres and really for all of Richland County. And its redevelopment is a generational opportunity for Forest Acres. It will not only grow economic

development as well as the park Forest Acres is planning will create spaces for community and gathering," said Mayor Thomas Andrews. "The demolition of the mall is the first step toward the property's revitalization. As the mall begins to come down we remember with fondness the memories made here, but also look forward to the new memories that will be created here by a new generation of residents and visitors. We thank Southeastern Development for their commitment to Forest Acres. We also thank Richland County Council for their partnership in this project as well as Senator Mia McLeod and Representatives Beth Bernstein and Heather Bauer for their continuing support."

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