COATS 2045
Shaping Future Transportation in the Central Midlands Region

CMCOG 2045
Shaping Future Transportation in the Central Midlands Region

2045 Regional Long Range Transportation Plan

MOVING THE MIDLANDS

2045 LONG RANGE TRANSPORTATION PLAN

FOR TRANSPORTATION PLANNING

IN THE

COLUMBIA METROPOLITAN PLANNING AREA

APPROVED BY THE POLICY COMMITTEE OF THE

COLUMBIA AREA TRANSPORTATION STUDY

December 9, 2021

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Chapter 1 2045 Plan Overview

1.1 Introduction

This 2045 Long Range Transportation Plan (LRTP) is a 25-year plan that provides a list of future multi-modal transportation needs for the urban and rural areas of the Central Midlands region. The Central Midlands Council of Governments (CMCOG) houses the designated Metropolitan Planning Organization (MPO) – Columbia Area Transportation Study (COATS) - and Rural Planning Organization (RPO) responsible for updating the LRTP in coordination with the South Carolina Department of Transportation (SCDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). CMCOG is updating both the COATS MPO LRTP and RPO LRTP

1.2 COATS MPO and CMCOG RPO

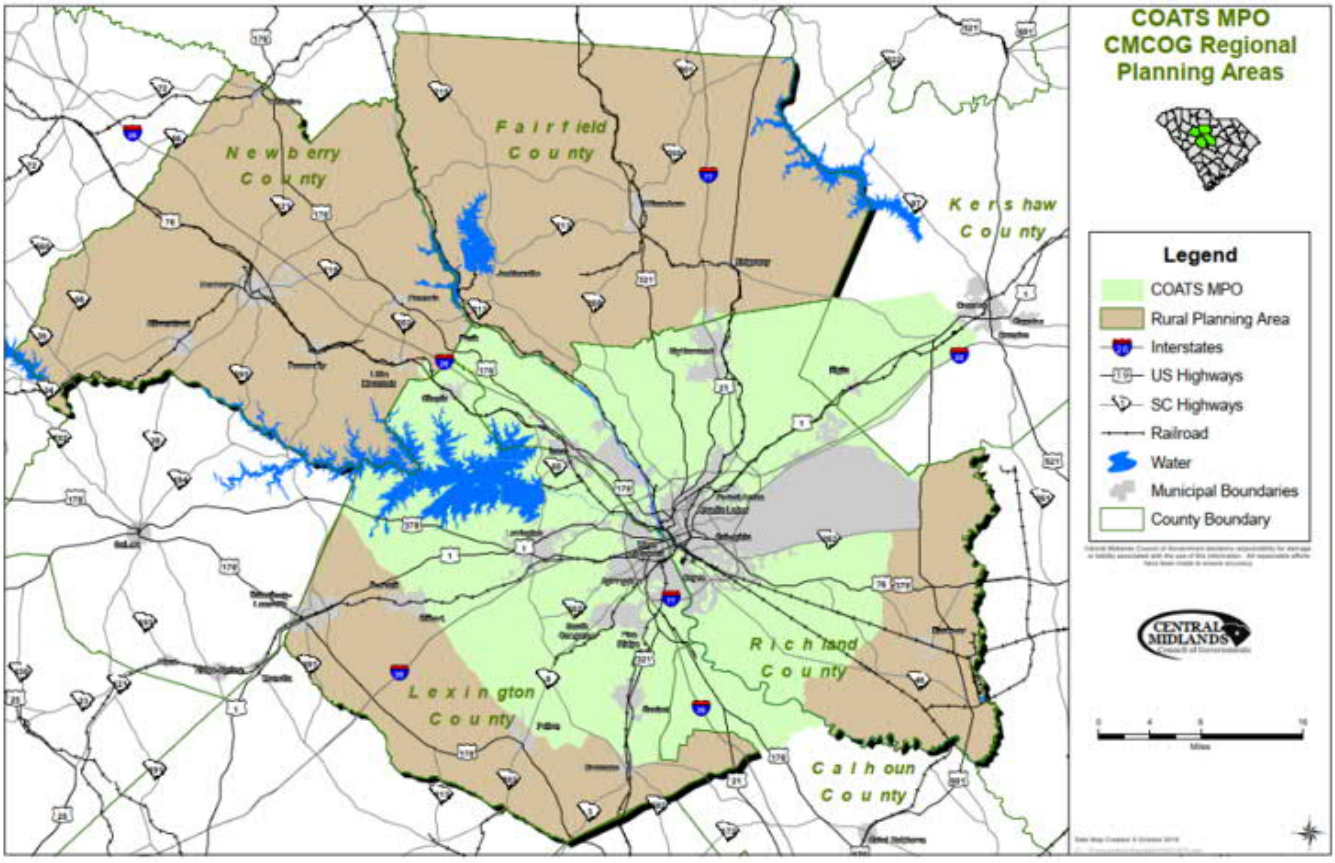
An MPO is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. The U.S. Department of Transportation (USDOT) requires every urbanized area (UZA) with a population of over 50,000 to have a designated MPO with the responsibility of conducting a continuing, cooperative, and comprehensive transportation planning process. The MPO is responsible for transportation planning in the area defined by the most current Census as being urbanized, plus the area anticipated to become urbanized in the next 20 years.

Federal law also requires states to consult and coordinate with local officials in rural areas of the state. The RPO enhances state- and regional-level partnerships in the state's rural areas for transportation planning purposes. Funding for transportation projects and programs are channeled through this planning process.

The RPO serves a similar function as the MPO for rural areas of the state. The purpose of an RPO is to involve local officials in multi-modal transportation planning, through a structured process, to ensure quality, competence, and fairness in the transportation decision-making process. The RPO will consider multi-modal transportation needs on a local and regional basis, review long-term needs as well as short-term funding priorities, and make recommendations to the SCDOT.

CMCOG/COATS MPO is the designated MPO and RPO for all or portions of Richland, Lexington, Fairfield, Newberry, Kershaw, and Calhoun Counties, see Figure 1.1. The CMCOG/ COATS MPO comprises of 3,074 square miles with an estimated 2018 population of 1,077,341 residents. For MPOs such as the COATS MPO, which serve an urbanized population greater than 200,000, they are further classified as a Transportation Management Area (TMA). These areas have additional Federal requirements for planning, monitoring, and maintaining the transportation system.

FIGURE 1.1 CMCOG AND COATS STUDY AREA



1.3 Federal Transportation Planning Requirements

The MPO is directly responsible for developing a Long Range Transportation Plan (LRTP), a short-range Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). These plans serve as the vehicles for addressing growth and travel demand issues in metropolitan areas throughout the country. They must be updated at a minimum every five years in air quality attainment areas like the COATS MPO (four years otherwise). Regional transportation planning by legislative definition must be comprehensive (including all modes), cooperative (involving a broad array of stakeholders and other interested parties), and continuous (ever improving and evolving). This "3-C" process directs cooperation across all levels of government to develop transportation plans which provide for comprehensive, multimodal strategies to improve regional transportation system performance.

This Long Range Transportation Plan is prepared under the guidance of the Fixing America's Surface Transportation (FAST) Act. The FAST Act requires that MPOs employ a transportation performance management approach in carrying out their federally-required planning and programming activities, in conformance with the following seven national performance goals for the Federal-Aid Highway Program:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.

- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

This LRTP must be financially constrained, meaning that the Plan cannot include more transportation projects and services than what can be funded with the amount of revenue forecasted to be available during the next 25 years.

1.4 Transportation Conformity Requirements

As defined by the Clean Air Act Amendments of 1990, the COATS MPO has met the National Ambient Air Quality Standard (NAAQS) for particulate matter and ozone. Currently, the counties of Richland, Lexington, Newberry, Fairfield, Calhoun, and Kershaw are considered to be an air quality *attainment area* under the annual NAAQS for particulate matter of 2.5 microns or less in size (PM2.5); and under the current eight-hour ozone standard 0.075 parts per million (ppm). The Clear Air Midlands coalition was initiated to promote regional cooperation for improving air quality to help ensure the Central Midlands region remains an attainment area.

1.5 Transportation Planning Partners

Transportation planning requires participation by transportation agencies at the local, regional, state and national levels, as well as users of the transportation system to achieve established goals and objectives. MPOs and RPOs are the primary entity in the planning process and are ultimately responsible for adopting and implementing transportation plans.

The 2045 LRTP represents a cooperative effort of citizens, planners, engineers, and public officials, who work with the MPO & RPO in developing and maintaining the plan.

1.6 COATS MPO Structure

The Central Midlands Council of Governments hosts the MPO, and is made up of a Policy Committee, Executive Committee, Transportation Subcommittee, and Technical Committee. The CMCOG Board of Directors serves as the MPO Policy Committee and is the official decision-making body. The Policy Committee decides how the Federal Planning Funds (PL), Transit Planning Funds, and Federal Surface Transportation Program-Urban (STP-U) Funds will be spent within the urban area. The Policy Committee also approves the MPO Work Program, Transportation Improvement Program, Long Range Transportation Program & adopts plans and programs prepared by the MPO staff. The Executive Committee is made up of Policy Committee members and provides oversight of transportation planning activities. The Transportation Subcommittee provides a forum for discussion and resolution of relevant issues and monitors technical activities, including development of the UPWP and TIP. The Technical Committee is composed of professional/ technical representatives of the member

governments and public agencies having indirect responsibility for transportation planning and/or implementation.

The MPO staff coordinates and administers these official committees, their meetings and leads development of all federally required MPO products, including: the long-range transportation plan, short-range transportation improvement program, associated transportation conformity determinations (if required), the UPWP, and the Congestion Management Process (CMP).

1.7 CMCOG RPO Structure

The Central Midlands Council of Governments hosts the RPO, and is made up of a Board of Directors, Executive Committee, and Rural Transportation Committee. The CMCOG Board of Directors serves as the official decision-making body. The Board of Directors decides how the State Planning Funds (PL), Transit Planning Funds, and Federal Surface Transportation Program-Urban (STP-U) Funds will be spent within the rural area. The Policy Committee also approves the RPO Work Program, Rural Transportation Improvement Program, Rural Long Range Transportation Program & adopts plans and programs prepared by the RPO staff. The Executive Committee is made up of Board of Directors members and provides oversight of transportation planning activities. The Rural Transportation Committee provides a forum for discussion and resolution of relevant issues and monitors technical activities, including development of the RPWP and RTIP.

The RPO staff coordinates and administers these official committees and their meetings, and leads development of all federally required RPO products, including: the rural Long-Range Transportation Plan, rural short-range Transportation Improvement Program, associated transportation conformity determinations (if required), and the RPWP.

The following agencies and stakeholders are involved in the CMCOG and/or COATS transportation planning process.

United State Federal Government

United States Department of Transportation – Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The FHWA and FTA are non-voting members on the MPO Policy Committee. They provide guidance in the interpretation and implementation of Federal regulations pertaining to transportation planning. FHWA, because it has an office in the City of Columbia, has a greater opportunity to participate in the planning activities of the MPO and is involved with most aspects of the transportation planning process.

South Carolina State Government

South Carolina Department of Transportation (SCDOT)

The SCDOT is responsible for all Interstates, U.S. routes, and state highways in the planning area. SCDOT has the responsibility, together with the MPO, RPO, Central Midlands Regional Transit Authority, and the Santee Wateree Regional Transit Authority, to conduct the 3-C planning process. It has the lead responsibility in the preparation of a statewide long-range transportation plan and a statewide transportation improvement program.

South Carolina Department of Health and Environmental Control

The South Carolina Department of Health and Environmental Control has the responsibility to oversee air quality planning and participate in the review of the air quality aspects of the CMCOG/COATS MPO regional transportation plans and programs, and transportation air quality conformity requirements.

Municipal and County Governments

As part of the CMCOG and COATS MPO, portions of Richland, Lexington, Newberry, Fairfield, Kershaw, and Calhoun Counties participate in the transportation planning activities of the MPO and the RPO. Individual incorporated cities and towns included in the MPO and/or the RPO within these counties are represented on the CMCOG Board and/or transportation committees.

Regional Transit Authorities

The Central Midlands Regional Transit Authority (CMRTA) operating as The Comet and the Santee Wateree Regional Transit Authority (SWRTA) are responsible for providing the COATS MPO public transit service. Both the SWRTA and CMRTA, as the public transit system operators, are included in the transportation planning process. CMRTA has representation on the COATS Policy Committee. As the public transit service provider, it is responsible together with the MPO and the state for conducting the 3-C planning process.

Private Sector and Non-Profit Agencies

Under FAST Act legislation, grantees under the Elderly Individuals and Individuals with Disabilities (Section 5310) and the Large Urban Area Program (Section 5307) grant programs must meet certain requirements in order to receive funding. One of the requirements is that projects from the Job Access and Reverse Commute (Section 5307) and the New Freedom (Section 5310) components of the programs listed above must be part of a "locally developed Coordinated Public Transit-Human Services Transportation Plan." This transportation plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers, and the general public. CMCOG is in charge of administering this program in the Columbia urbanized area.

Private Sector and Non-Profit Agencies

Private providers of transportation services:

- Ridesharing agencies
- Transportation safety agencies
- Traffic enforcement agencies
- Commuter rail operators
- Freight companies
- Railroad companies
- Environmental organizations
- Neighborhood associations
- Local health departments
- Other city, county, and municipal departments
- Advocacy groups
- Interested citizens
- Public and Private schools
- Organizations representing the interest of the following:
    - » Elderly people;

- Minority populations;
- Transportation agency employees;
- Users of various modes of transportation;
- Persons with disabilities;
- Economically disadvantaged persons; and
- Others underserved by the transportation system.

The 2045 LRTP document contained herein satisfies the required five-year update from the 2040 COATS MPO LRTP & 2035 CMCOG RPO LRTP, while also ensuring a minimum 20-year planning horizon.

Chapter 2 2045 LRTP Public Participation Process

The Public Outreach and Engagement Plan for the COATS 2045 LRTP followed CMCOG's Public Involvement Plan, which emphasizes:

- timely information about transportation issues and processes,
- reasonable public access to technical and policy information,
- adequate notice of public participation activities to allow time for public review and comment at key decision points,
- responsiveness to all applicable public input, and
- needs of those traditionally under-served by existing transportation systems.

Utilizing the U.S. Department of Transportation's Best Practices for Metropolitan Transportation Plans as well as the Public Involvement Resources, the 2045 LRTP builds upon the goals, policies, and benchmarks of the 2040 COATS LRTP created in 2015, 2035 CMCOG Rural LRTP, and the regional vision set forth by the Central Midlands Comprehensive Economic Development Strategy 2017-2022 (CEDS).

2.1 LRTP Branding

A project brand was developed to represent the purpose and the benefits of the COATS 2045 Plan to the Central Midlands Region. Figure 2.1 shows the brand which was used with digital media, meeting materials and Plan documents.

FIGURE 2.1. PROJECT LOGOS AND TAGLINE

2.2 LRTP Website

A webpage on CMCOG's website was created specifically for distributing information on the 2045 LRTP. The purposes for the page included 1) keeping the public informed on plan development progress, 2) providing access to the Needs Assessment Survey, 3) describing improvement strategies, and 4) summarizing final plan documentation. The link to the site is:

https://centralmidlands.org/about/transportation-planning/2045-regional-long-range-transportation-plan.html

2.3 Project Steering Committee

The Project Steering Committee (PSC) was briefed on upcoming LRTP tasks at a kick-off meeting held on July 22, 2020. The PSC included members of CMCOG, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT).

2.4 Stakeholder Listening Sessions

To gather input from a variety of stakeholders, CMCOG hosted seven virtual listening sessions using Zoom between October 7th and 20th, 2020:

- October 7th Fairfield and Newberry Counties
- October 14th Richland County and the City of Columbia
- October 15th Lexington and Kershaw Counties
- October 20th Calhoun County

The listening sessions started with an update on the 2045 LRTP process and schedule and offered an opportunity to comment on regional travel changes and transportation issues by responding to a needs-assessment survey. Participants were able to offer insights on land use changes (new industrial, commercial and residential areas), congestion "hot spots" and new bicycle, transit and pedestrian needs. Appendix A includes a detailed summary of the listening sessions, listing attendees by meeting and consolidating survey results into 15 charts. The appendix contains a discussion about planned projects and what had changed in stakeholder counties over the last five years. The summary also identifies new or future developments suggested by meeting participants which would impact countywide transportation systems and their thoughts on potential new projects. Because listening sessions were tailored to each local jurisdiction, their survey answers provide a more nuanced assessment of differing needs between communities within the CMCOG study area. The following section highlights key similarities and differences between communities based on Listening Session survey responses.

The Region's Greatest Transportation Issues

Listening session attendees from nearly every community–except Calhoun County, Newberry County, and the City of Columbia—ranked condition of roadways as their top priority transportation issue. Roadway condition was the second priority for Listening Session attendees in Newberry County, but it was not selected as a top priority issue in either the Calhoun County or City of Columbia listening sessions. Listening session attendees from Calhoun County ranked traffic congestion as their top priority, while those from the City of Columbia selected both bicycle and pedestrian safety and lack of bicycle and pedestrian infrastructure as their top priorities. The following table details each Listening Session's top priority transportation issues.

TABLE 2.1. TOP PRIORITY TRANSPORTATION ISSUES FROM LISTENING SESSIONS

LOCAL GOVERNMENT	TRANSPORTATION ISSUE PRIORITIES		
	1st Priority	2nd Priority	3rd Priority
Calhoun County	Traffic congestion	Accessibility/connectivity to destinations	Bicyclist and pedestrian safety
City of Columbia	Bicyclist and pedestrian safety	Lack of public transit choices	Lack of bicycle/pedestrian infrastructure
Fairfield County	Condition of roadways, Lack of public transit choices (tie)	Vehicular safety	N/A
Kershaw County	Condition of roadways	Traffic congestion	Vehicular safety
Lexington County	Condition of roadways	Traffic congestion	Vehicular safety
Newberry County	Lack of public transit choices	Condition of roadways	Lack of bicycle/ pedestrian infrastructure
Richland County	Condition of roadways	Lack of bicycle/ pedestrian infrastructure	Traffic congestion

Satisfaction with the Existing Transportation System

Levels of satisfaction with the study area's existing transportation system were fairly consistent across local governments. All listening session groups rated the following transportation system components as 'fair' or 'poor': roadway condition, bicycle and pedestrian safety, sidewalks, bicycle lanes and paths, and public transit access. Driver safety was rated as 'fair' or 'poor' by all communities except Lexington and Newberry counties, which selected 'neutral.' Traffic congestion and roadway landscaping/aesthetics were considered 'fair' or 'poor' by all local governments except for the City of Columbia, which rated both categories as 'neutral.' Greenways were rated as 'neutral' by the City of Columbia and Calhoun and Richland counties; Fairfield, Newberry, Lexington, and Kershaw counties selected 'fair' or 'poor' for their greenways. Lastly, the signal system was rated 'poor' by the City of Columbia and Fairfield and Calhoun counties, 'neutral' by Newberry and Kershaw counties, and 'good' by Richland and Lexington counties.

Mobility Infrastructure Investments

Listening session attendees from nearly every community–except Calhoun County and the City of Columbia—selected maintaining existing roads as their top priority mobility infrastructure investment. Both Calhoun County and the City of Columbia selected maintaining existing roads as their second priority. Listening session attendees from Calhoun County ranked paving dirt roads as their top priority, while those from the City of Columbia selected both expanding the bicycle and pedestrian network and expanding public transportation options as their top priorities. The following table details each Listening Session's top priority mobility infrastructure investments.

TABLE 2.2. TOP PRIORITY MOBILITY INFRASTRUCTURE INVESTMENTS FROM LISTENING SESSIONS

LOCAL GOVERNMENT	MOBILITY INFRASTRUCTURE INVESTMENT PRIORITIES		
	1st Priority	2nd Priority	3rd Priority
Calhoun County	Paving dirt roads	Maintaining existing roads	Widening existing roads
City of Columbia	Expanding the bicycle/ pedestrian network, Expanding public transportation options (tie)	Maintaining existing roads	Maintaining the bicycle/ pedestrian system
Fairfield County	Maintaining existing roads	Expanding public transportation options	N/A
Kershaw County	Maintaining existing roads, Widening existing roads (tie)	Expanding the bicycle/ pedestrian network	N/A
Lexington County	Maintaining existing roads	Expanding the bicycle/ pedestrian network	Expanding public transportation options
Newberry County	Maintaining existing roads	Expanding public transportation options	Expanding the bicycle/ pedestrian network
Richland County	Maintaining existing roads	Expanding the bicycle/ pedestrian network	Widening existing roads, expanding public transportation options (tie)

Mobility Improvement Strategies

Communities had varying top priority selections among the provided list of mobility improvement strategies. Widening existing roads, connecting existing roads, more public transit, enhanced public transit, changes to the

design of intersections, and more bicycle lanes and sidewalks were commonly selected as one of the top three priorities during the listening sessions. Congestion pricing, staggered commute times, carpooling and ridesharing, and working from home were not prioritized (with the exception of Calhoun County, which selected working from home as its third priority). The following table details each Listening Session's top priority mobility improvement strategies.

TABLE 2.3. TOP PRIORITY MOBILITY IMPROVEMENT STRATEGIES FROM LISTENING SESSIONS

LOCAL GOVERNMENT	MOBILITY IMPROVEMENT STRATEGY PRIORITIES		
	1st Priority	2nd Priority	3rd Priority
Calhoun County	Changes to the design of intersections, Widening existing roads (tie)	Connecting existing roads, Building new roads (tie)	Working from home
City of Columbia	More bicycle lanes and sidewalks, Enhanced public transit, More public transit (tie)	N/A	N/A
Fairfield County	More public transit	More bicycle lanes and sidewalks	Widening existing roads, Connecting existing roads (tie)
Kershaw County	Changes to the design of intersections, Connecting existing roads (tie)	Enhanced public transit, Widening existing roads (tie)	More bicycle lanes and sidewalks
Lexington County	Changes to the design of intersections	Widening existing roads	Connecting existing roads
Newberry County	Widening existing roads, More public transit (tie)	More bicycle lanes and sidewalks	Connecting existing roads, Enhanced public transit (tie)
Richland County	Widening existing roads	Enhanced public transit	More public transit, More bicycle lanes and sidewalks (tie)

Transportation Funding Methods

Listening session attendees from nearly every community–except Calhoun County, Richland County, and the City of Columbia—selected increased gas taxes as their top transportation funding method. Both Calhoun County and Richland County selected impact fees as their first choice, which was selected as the second or third choice during all other listening sessions. Transportation bonds and transportation sales taxes tied for first choice during the City of Columbia's Listening Session; these methods were also often supported as one of the top three funding methods during the other listening sessions. The following table details each support for transportation funding methods by listening session.

TABLE 2.4. TOP TRANSPORTATION FUNDING METHODS FROM LISTENING SESSIONS

LOCAL GOVERNMENT	TRANSPORTATION FUNDING METHOD SUPPORT		
	1st Choice	2nd Choice	3rd Choice
Calhoun County	Impact fees	Transportation sales tax	Transportation bonds
City of Columbia	Transportation bonds, Transportation sales tax (tie)	Impact fees, Increased gas tax (tie)	Increased property tax
Fairfield County	Increased gas tax, Transportation sales tax (tie)	Transportation bonds, Impact fees (tie)	N/A
Kershaw County	Increased gas tax	Transportation bonds	Impact fees
Lexington County	Increased gas tax	Impact fees	Transportation sales tax
Newberry County	Increased gas tax	Impact fees	Transportation bonds
Richland County	Impact fees	Increased gas tax	Transportation bonds

Project Types

The City of Columbia and Calhoun, Lexington, Richland, and Newberry Counties listening sessions selected maintenance and operations projects as being most important to the region. The listening sessions for Fairfield and Kershaw Counties thought that smaller, less expensive projects that provide benefits to local communities were more important to the region.

2.5 Needs Assessment Survey

Survey Development

A survey was conducted for the 2045 LRTP to gather feedback from residents on transportation issues throughout the COATS area and the Central Midlands Council of Governments. In addition, the survey aimed to understand how residents would prioritize transportation improvements under fiscal constraints. The survey was intended to be short and user-friendly, while also providing a breadth of information to inform the development of recommendations. Survey questions were also modeled after the 2040 LRTP survey with slight variations on question wording and options to allow for a comparison of overarching results over time and reflect changing transportation needs since 2015.

Distribution

The survey was primarily hosted online, but paper copies were also available via CMCOG. A link to the online survey was provided via website www.centralmidlands.org. The survey was open to the public from October 1, 2020 to January 15, 2021. Paper copies of the survey were also emailed to all Listening Session invitees, so those who were unable to attend or participate online could still contribute. A QR code was also generated for the online survey and distributed by CMCOG staff.

Online Survey Results

This survey had a much higher rate of participation than the 2040 LRTP questionnaire: 196 responses from throughout the region compared to 29 participants in last LRTP update.

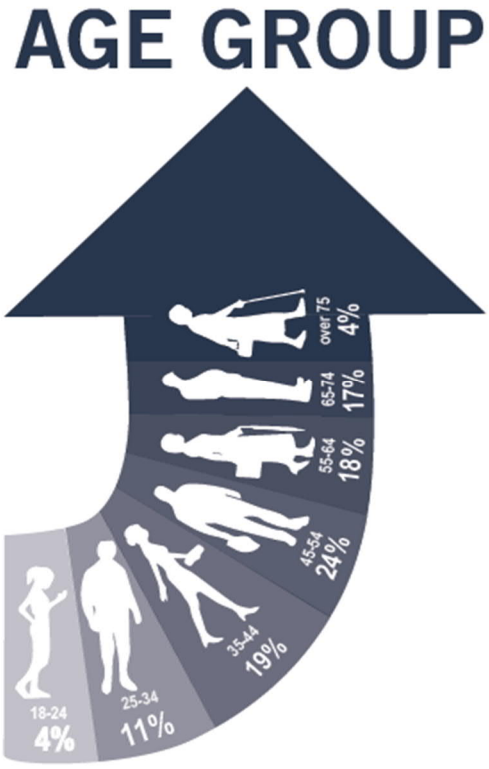
Demographics

The following sections provide demographic information of survey participants. The survey distribution methods were not designed to elicit a random sample of respondents and, therefore, the results cannot be claimed to be representative of all residents within the COATS study area. This is notable upon a comparison of demographics of study area residents and survey respondents based upon the American Community Survey 2019 5-Year Estimates.

Age

The graphic and table below show the age distribution of survey respondents. Compared to the average age distribution in the CMCOG/COATS MPO study area, the survey received less responses from people under the age of 25 or over the age of 75. Only 4% of respondents were under 25, despite comprising 27% of the COATS study area. Similarly, only 4% of respondents were 75 or older, while the proportion of COATS study area residents 75 and older is nearly double that (8.2%). The proportion of survey responses received from people within the 35-44, 45-55, and 65-74 age categories is higher than their respective contributions to the age distribution of the COATS study area (12%, 13%, and 11%, respectively).

TABLE 2.5. SURVEY RESULTS FOR AGE

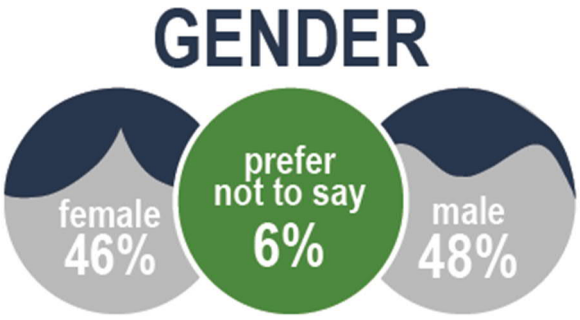


AGE GROUP	NUMBER OF RESPONDENTS	PERCENTAGE OF RESPONDENTS
Under 18	0	0.00%
18-24	7	3.57%
25-34	21	10.71%
35-44	37	18.88%
45-54	47	23.98%
55-64	36	18.37%
65-74	34	17.35%
75 and older	8	4.08%
Prefer not to say	6	3.06%
TOTAL	196	100%

The graphic and table below show the gender identities of survey respondents. Survey responses were nearly equally split between people identifying as female and male, with slightly more responses from males. The CMCOG/COATS MPO study area, on the other hand, has a slightly higher proportion of female-identifying residents (52%, compared to 48% male-identifying residents).

TABLE 2.6. SURVEY RESULTS FOR GENDER

GENDER	NUMBER OF RESPONDENTS	PERCENTAGE OF RESPONDENTS
Female	90	45.92%
Male	95	48.47%
Prefer not to say	11	5.61%
TOTAL	196	100%



Annual Household Income

The graphic and table below show the annual household incomes of survey respondents. Note that nearly a quarter of respondents elected not to share their annual household income. Overall, survey respondent incomes trended higher than CMCOG/COATS MPO study area residents. Half of CMCOG/COATS MPO study area residents have an annual household income of $50,000 or below yet only about 10% of survey respondents reported an annual household income within this category. Conversely, while 40% of survey respondents reported an annual household income above $100,000, only 20% of CMCOG/COATS MPO study area residents fall within this income category.

TABLE 2.7. SURVEY RESULTS FOR HOUSEHOLD INCOME

ANNUAL INCOME (HOUSEHOLD)	NUMBER OF RESPONDENTS	PERCENTAGE OF RESPONDENTS
Less than $25,000	3	1.53%
$25,000-$50,000	17	8.76%
$50,001-$100,000	53	27.04%
$100,001-$150,000	35	17.86%
More than $150,000	42	21.43%
Prefer not to say	46	23.47%
TOTAL	196	100%

Race and Ethnicity

The graphic and table below show the racial and ethnic identities of survey respondents. The proportion of respondents identifying as Asian, Native American Indian/Alaskan Native, and Native Hawaiian/Other Pacific Islander are similar to the population of the CMCOG/COATS MPO study area. However, proportion of responses from people who identify as White (and no other races/ethnicities) is much higher than the CMCOG/COATS MPO study area; 80% of survey respondents identified only as white, whereas 56% of the CMCOG/COATS MPO study area identifies as white alone. They survey had a lower proportion of respondents that identified as Black/African American and Latino(a)/Hispanic than the CMCOG/COATS MPO study area, where 36% and 5% of residents identify as Black/African American or Latino(a)/Hispanic respectively.

TABLE 2.8. SURVEY RESULTS FOR RACE/ETHNICITY

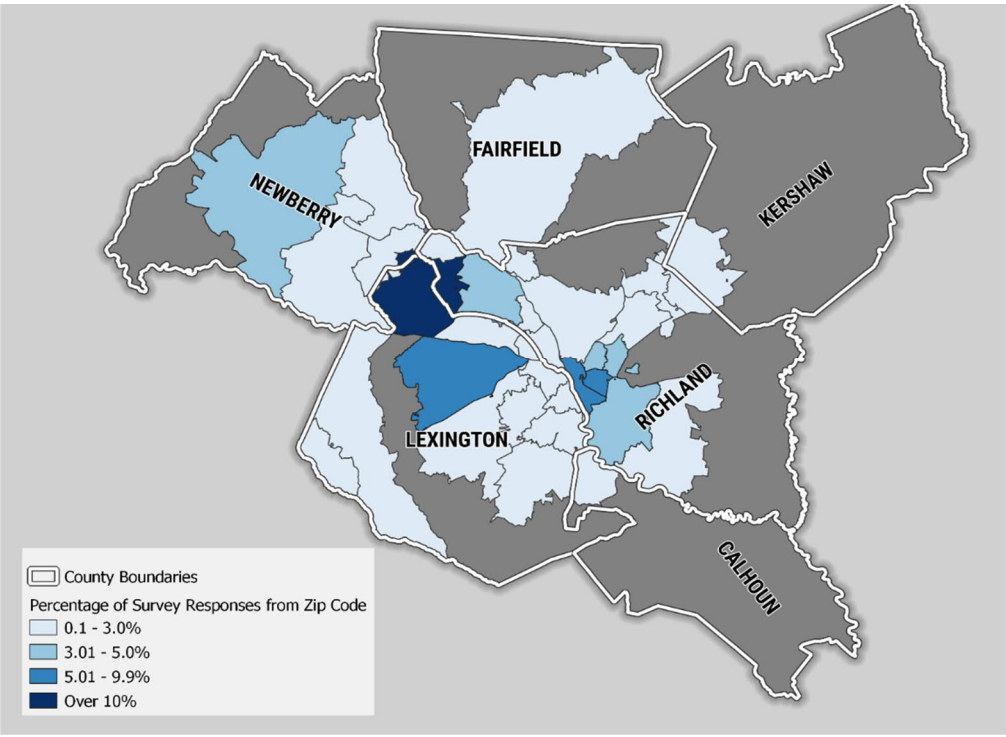
RACE/ETHNICITY	NUMBER OF RESPONDENTS	PERCENTAGE OF RESPONDENTS*
Asian	2	1.02%
Black/African American	12	6.12%
Latino(a)/Hispanic	3	1.53%
Native American Indian/Alaskan Native	1	0.51%
Native Hawaiian/Other Pacific Islander	0	0%
White	161	80.10%
Prefer not to say	21	10.71%
TOTAL	196	100%

**NOTE: Four respondents selected "White" and another race/ethnicity category. For the purposes of developing percentages, only those who identified solely with "White" (157 respondents) as their race/ethnicity are included in the percentage of "White" respondents. This is to avoid percentages over 100% (since some respondents selected multiple categories) and to allow for more a more nuanced understanding of non-white respondents rather than grouping them into a "two or more races" category.*

Zip Code

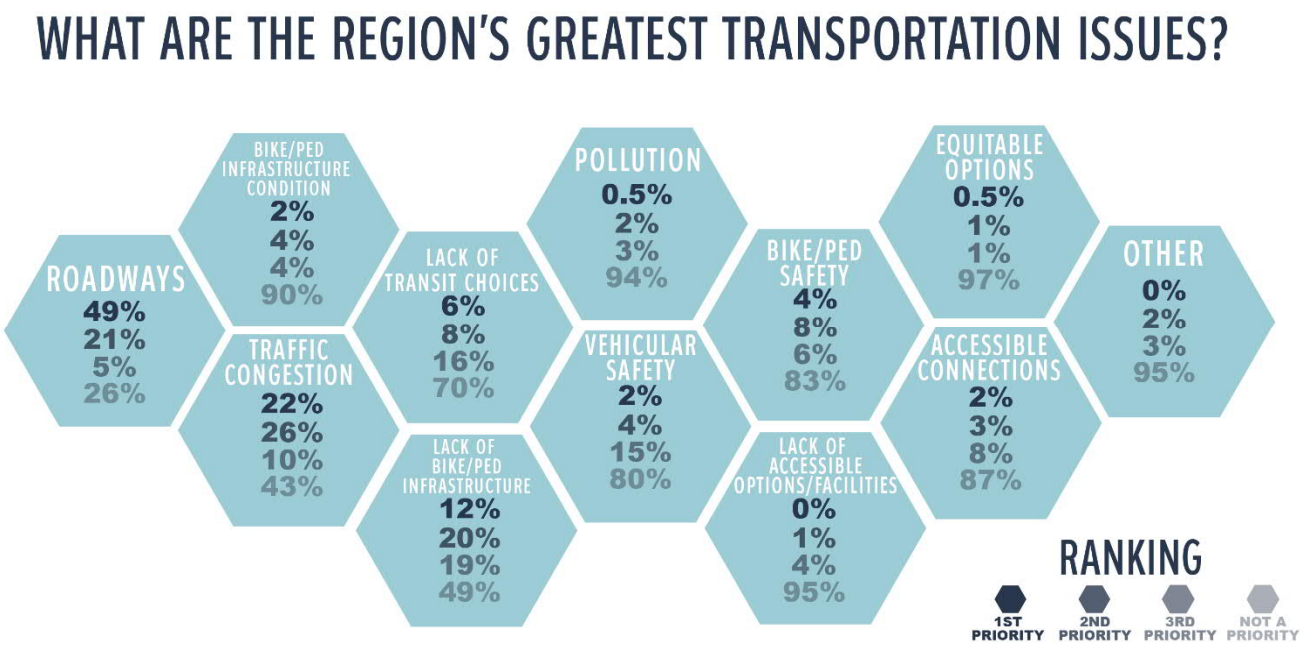
Nearly a third of survey respondents (32%) live within the 29036-zip code, which contains the Town of Chapin, Lake Murray of Lexington, White Rock, and Snug Harbor. Zip codes 29201 and 29205, within the City of Columbia, represented 7% and 9%, respectively, of survey respondents. Zip code 29072, comprising the City of Lexington, represented 6% of survey respondents. All other zip codes within the study area represented less than 5% of survey respondents. The following map depicts the percentage of survey responses received from each zip code geographically. Note that survey responses were only received from areas on the map colored in blue; no online survey responses were received from the areas colored in grey.

FIGURE 2.2. ZIP CODE OF SURVEY RESPONDERS



2.6 Transportation Investments

The Region's Greatest Transportation Issues



Participants were asked to select what they consider the region's top three transportation issues and rank them in order of importance. Roadway condition was the most common top priority for respondents, nearly 50% of participants selected it as the region's most important transportation issue and three quarters selected it as one of their top three issues. Traffic congestion and lack of bicycle and pedestrian infrastructure follow as the second and third top priority issues for respondents. Traffic congestion was selected as the top priority by 22% of respondents and as one of the top three priorities of over half (57%) of respondents. Lack of bicycle and pedestrian infrastructure was selected as the top priority by 12% of respondents and as one of the top three priority issues by just over half (52%) of respondents.

Respondents were given the option to select and describe another issue that was not provided in the list. Nine alternative issues were detailed, though notably none were selected as a respondent's top priority. The alternative issues mentioned by respondents included:

- Safety for all roadway users,
- Bridge conditions,
- Appropriate traffic signaling and turn lane placement at intersections,
- Lack of transit amenities and safe bus stops,
- Focusing enforcement initiatives on motorists rather than pedestrians and bicyclists,
- Environmentally conscious transit infrastructure,
- Not delaying funding for transportation improvements,
- Traffic and lack of accessibility to connecting destinations, specifically on Amicks Ferry Road.

TABLE 2.9. SURVEY RESULTS FOR TOP TRANSPORTATION ISSUE

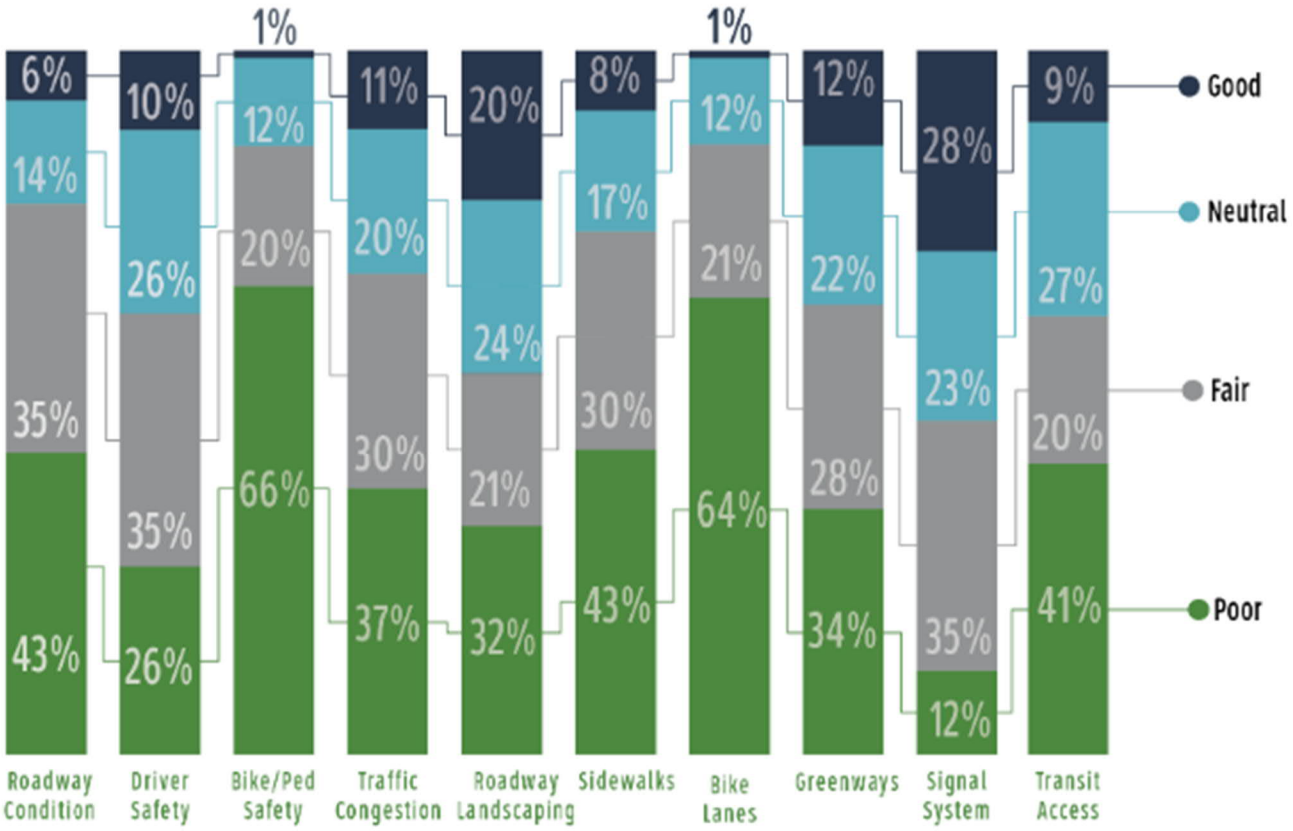
TRANSPORTATION ISSUES	LEVEL OF IMPORTANCE							
	1st Priority		2nd Priority		3rd Priority		Not a Priority	
	#	%	#	%	#	%	#	%
Roadways condition	96	48.98%	41	20.92%	9	4.59%	50	25.51%
Bicycle/pedestrian infrastructure condition	3	1.53%	8	4.08%	8	4.08%	177	90.31%
Traffic congestion	43	21.94%	50	25.51%	19	9.69%	84	42.86%
Lack of public transit choices	11	5.61%	15	7.65%	32	16.33%	138	70.41%
Lack of bicycle/ pedestrian infrastructure	24	12.24%	39	19.90%	37	18.88%	96	48.98%
Pollution	1	0.51%	3	1.53%	6	3.06%	186	94.90%
Vehicular safety	3	1.53%	7	3.57%	29	14.80%	157	80.10%
Bicycle/pedestrian safety	7	3.57%	15	7.65%	11	5.61%	163	83.16%
Lack of accessible options or facilities	0	0%	2	1.02%	7	3.57%	187	95.41%
Equitable option	1	0.51%	2	1.02%	2	1.02%	191	97.45%
Accessibility/connections to destinations	4	2.04%	6	3.06%	16	8.16%	170	86.73%
Other	0	0%	3	1.53%	6	3.06%	187	95.41%

Satisfaction with the Existing Transportation System

Participants were asked to rate a variety of existing transportation system components from 'very good' to 'poor.' Few transportation system elements received a rating of 'very good' and every category was ranked as 'fair' or 'poor' by more than half of respondents. Compared to other categories, respondents were most satisfied with roadway landscaping and aesthetics and the signal system, with 21% and 29%, respectively, ranking the categories as 'very good' or 'good.' Respondents were least satisfied with roadway condition, bicycle and pedestrian safety, and bicycle lanes/paths; 87%, 86%, and 78% assigned a 'fair' or 'poor' score for bicycle lanes/paths, bicycle and pedestrian safety, and roadway conditions, respectively.

TABLE 2.10. SURVEY RESULTS FOR SATISFACTION OF EXISTING TRANSPORTATION SYSTEM COMPONENTS

TRANSPORTATION SYSTEM COMPONENTS	LEVEL OF SATISFACTION									
	Very Good		Good		Neutral		Fair		Poor	
	#	%	#	%	#	%	#	%	#	%
Roadway condition	1	0.52%	13	6.77%	28	14.58%	68	35.42%	82	42.71%
Driver safety	1	0.52%	21	10.94%	50	26.04%	69	35.94%	51	26.56%
Bicycle/pedestrian safety	0	0%	2	1.05%	24	12.63%	38	20.00%	126	66.32%
Traffic congestion	0	0%	22	11.46%	39	20.31%	59	30.73%	72	37.50%
Roadway landscaping/aesthetics	1	0.52%	40	20.83%	47	24.48%	42	21.88%	62	32.29%
Sidewalks	0	0%	17	8.85%	33	17.19%	59	30.73%	83	43.23%
Bicycle lanes/paths	0	0%	2	1.04%	24	12.50%	42	21.88%	124	64.58%
Greenways	2	1.05%	24	12.63%	43	22.63%	55	28.95%	66	34.74%
Signal system	1	0.52%	54	28.27%	45	23.56%	68	35.60%	23	12.04%
Public transit accessibility	1	0.52%	19	9.90%	53	27.60%	40	20.83%	79	41.15%



HOW RESPONDENTS RATED CENTRAL MIDLANDS REGION ON...

Mobility Infrastructure Investments

Participants were asked to select their top three mobility infrastructure investments and rank them in order of importance. Maintaining existing roads and widening existing roads were both selected by over 50% of respondents as their top priority investment and over 80% as one of their top three priority investments. Maintaining the bicycle and pedestrian network was the next top investment, selected by 56% of respondents as one of their top three priorities.

Respondents were also given the option to select and describe another mobility infrastructure investment that was not provided in the list. The alternative investments mentioned by respondents included:

- Roundabouts,
- Reducing noise pollution,
- Updating the transportation system to accommodating increasing volumes of drivers,
- Addressing safety issues, and
- Adding more access to the interstate system to alleviate congestion, particularly between Little Mountain and Chapin.

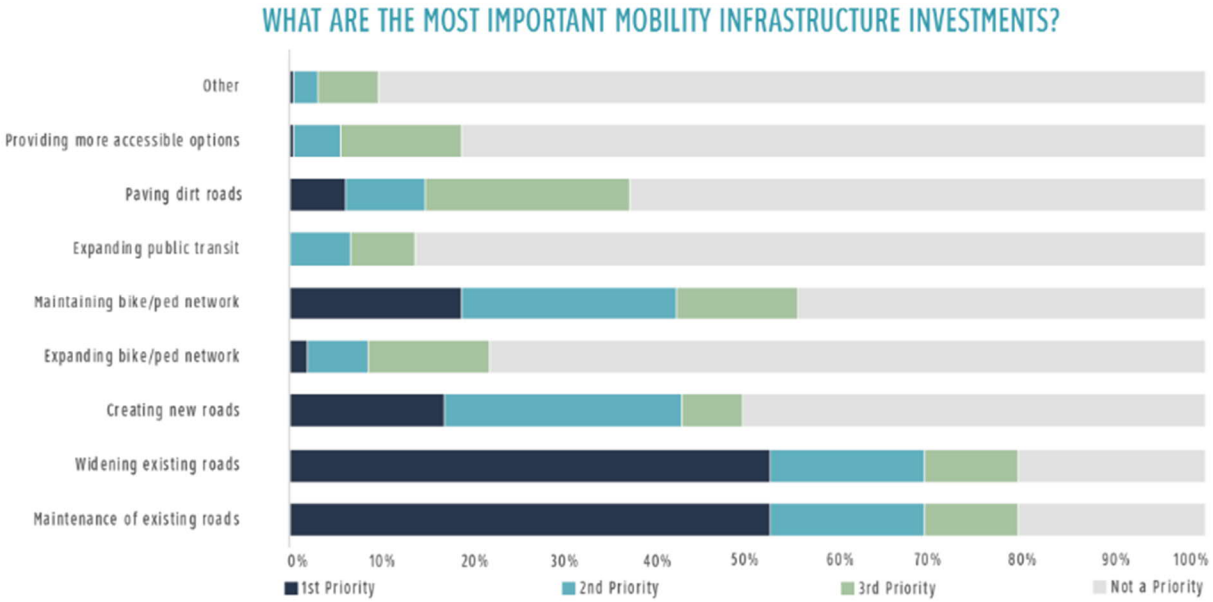


TABLE 2.11. SURVEY RESULTS FOR TOP MOBILITY INFRASTRUCTURE INVESTMENTS

MOBILITY INFRASTRUCTURE INVESTMENTS	LEVEL OF IMPORTANCE							
	1st Priority		2nd Priority		3rd Priority		Not a Priority	
	#	%	#	%	#	%	#	%
Maintaining existing roads	103	52.55%	33	16.84%	20	10.20%	40	20.41%
Widening existing roads	103	52.55%	33	16.84%	20	10.20%	40	20.41%
Creating new roads	33	16.84%	51	26.02%	13	6.63%	99	50.51%
Expanding the bicycle/ pedestrian network	4	2.04%	13	6.63%	26	13.27%	153	78.06%
Maintaining the bicycle/ pedestrian network	37	18.88%	46	23.47%	26	13.27%	87	44.39%
Expanding public transit	0	0%	13	6.63%	14	7.14%	169	86.22%
Paving dirt roads	12	6.12%	17	8.67%	44	22.45%	123	62.76%
Providing more accessible options/ facilities	1	0.51%	10	5.10%	26	13.27%	159	81.12%
Other	1	0.51%	5	2.55%	13	6.63%	177	90.31%

Mobility Improvement Strategies

Participants were asked to select their top three mobility improvement strategies and rank them in order of importance. Widening existing roads was the top priority selected by participants, with 55% choosing it as one of their top three priority strategies. Other top strategies selected include providing

more bicycle lanes and sidewalks (selected by 44% as one of their top three priorities) and enhanced public transit (selected by 33% as one of their top three priorities).

Respondents were also given the option to select and describe another mobility improvement strategy that was not provided in the list. The alternative strategies mentioned by respondents included:

- Bolstering maintenance efforts,
- Eliminating or improving crossings at railroads,
- Adding advanced pavement signage to call out turn and through lanes before intersections,
- Prioritize walkability and eliminate the need to walk in roadways or on ground without sidewalks, and
- Implementing protected bicycle lanes not only conventional painted ones.

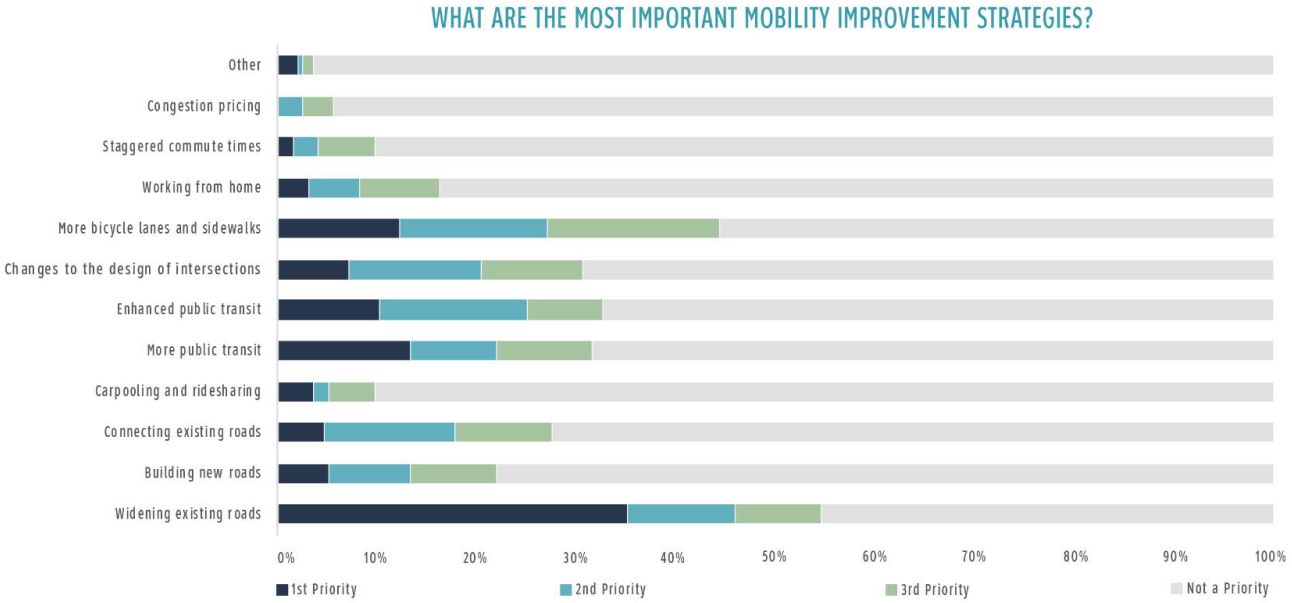


TABLE 2.12. SURVEY RESULTS FOR TOP MOBILITY IMPROVEMENT STRATEGIES

MOBILITY IMPROVEMENT STRATEGIES	LEVEL OF IMPORTANCE							
	1st Priority		2nd Priority		3rd Priority		Not a Priority	
	#	%	#	%	#	%	#	%
Widening existing roads	69	35.20%	21	10.71%	17	8.67%	89	45.41%
Building new roads	10	5.10%	16	8.16%	17	8.67%	153	78.06%
Connecting existing roads	9	4.59%	26	13.27%	19	9.69%	142	72.45%
Carpooling and ridesharing	7	3.57%	3	1.53%	9	4.59%	177	90.31%
More public transit	26	13.27%	17	8.67%	19	9.69%	134	68.37%
Enhanced public transit	20	10.20%	29	14.80%	15	7.65%	132	67.35%
Changes to intersection design	14	7.14%	26	13.27%	20	10.20%	136	69.39%
More bicycle lanes and sidewalks	24	12.24%	29	14.80%	34	17.35%	109	55.61%
Working from home	6	3.06%	10	5.10%	16	8.16%	164	83.67%
Staggered commute times	3	1.53%	5	2.55%	11	5.61%	177	90.31%
Congestion pricing	0	0%	5	2.55%	6	3.06%	185	94.39%
Other	4	2.04%	1	0.51%	2	1.02%	189	96.43%

Transportation Funding Strategies

Participants were asked to select and rank the top three funding methods they would support. The majority of participants (66%) selected impact fees as one of the top three funding methods they would support. Increasing the gas tax was selected by 56% as a funding method they would support. No other funding methods were selected by more than half of participants. Increasing property taxes was the least popular funding method, with 91% of respondents not selecting as one of the top three funding methods they would support.

Respondents were also given the option to select and describe another funding method that was not provided in the list. The alternative methods mentioned by respondents included:

- Pursuing grant opportunities,
- Tax heavy roadway users such as logging companies,
- Increase sales taxes on vehicles,
- Penny taxes,
- Require developers to pay for transportation investments,
- Highway use tax for electric vehicles and hybrid vehicles, and
- Pursue private funding sources.

Respondents also stated that they felt the region should be more efficient with current funding sources.

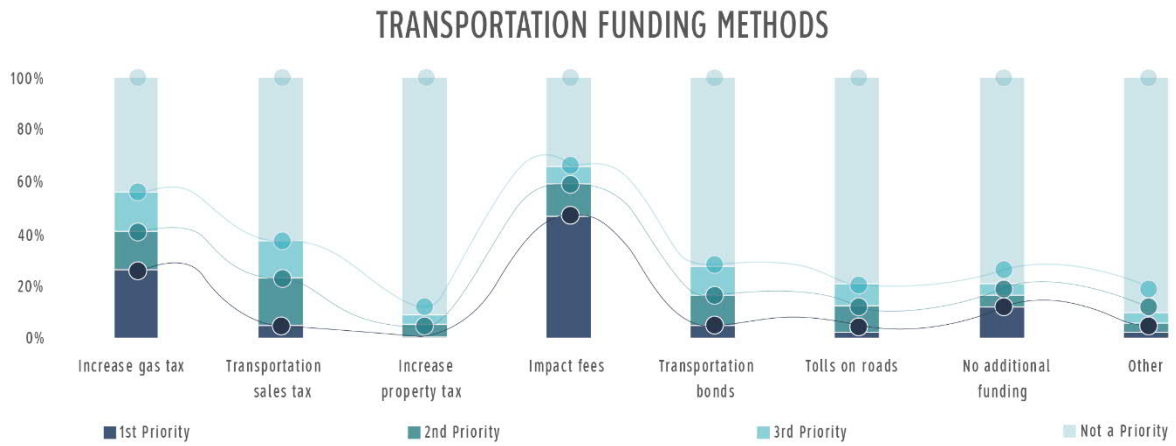


TABLE 2.13. SURVEY RESULTS FOR TOP FFUNDING METHODS

FUNDING METHODS	LEVEL OF SUPPORT							
	1st Choice		2nd Choice		3rd Choice		Not Selected	
	#	%	#	%	#	%	#	%
Increase gas tax	51	26.02%	29	14.80%	30	15.31%	86	43.88%
Transportation sales tax	9	4.59%	36	18.37%	28	14.29%	123	62.76%
Increase property tax	1	0.51%	9	4.59%	7	3.57%	179	91.33%
Impact fees	91	46.43%	25	12.76%	13	6.63%	67	34.18%
Transportation bonds	9	4.59%	23	11.73%	22	11.22%	142	72.45%
Tolls on roads	4	2.04%	20	10.20%	17	8.67%	155	79.08%
Not supportive of additional funding	23	11.73%	9	4.59%	9	4.59%	155	79.08%
Other	4	2.04%	7	3.57%	8	4.08%	177	90.31%

Project Types

Participants were asked to select what type of project was important to the region: 1) larger, regional projects, 2) smaller, more local projects, or 3) maintenance and operations projects. More than half (57%) of respondents selected smaller, less expensive projects providing benefits to local communities as being most important to the Central Midlands region.

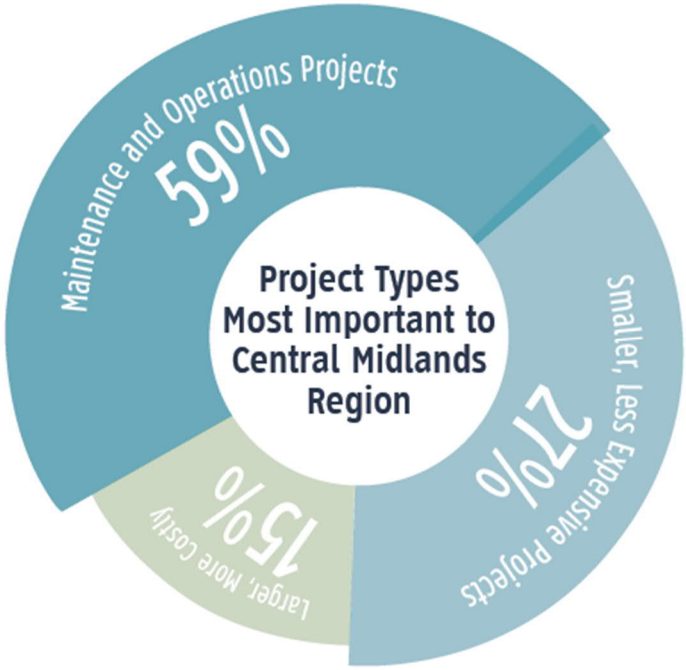


TABLE 2.14. SURVEY RESULTS FOR TOP PROJECT TYPE

PROJECT TYPE	RESPONDENTS	
	#	%
Larger, more costly projects beneficial to the entire region	28	14.66%
Smaller, less expensive projects providing benefits to local communities	112	58.64%
Maintenance and operations projects	51	26.70%
TOTAL	191	100%

Key Survey Findings

Overwhelmingly, the top transportation issues for both online survey respondents and listening session attendees are:

- Roadway condition,
- Traffic congestion, and
- Lack of bicycle and pedestrian infrastructure.

Listening sessions for specific communities also highlighted local transportation priorities, including:

- Lack of public transit choices (City of Columbia, Fairfield County, and Newberry County),
- Vehicular safety (Fairfield, Kershaw, and Lexington counties),
- Accessibility and connectivity to destinations (Calhoun County), and
- Bicycle and pedestrian safety (City of Columbia).

Respondents expressed dissatisfaction with much of the existing transportation system, assigning a rating of 'fair' or 'poor' for nearly all transportation system components. The signal system, roadway landscaping and aesthetics, and—depending on the community— greenways had higher levels of satisfaction than other transportation system components.

Following these top priorities, respondents expressed the most support for infrastructure investments in roadway maintenance and widening roads to accommodate higher traffic volumes. In addition to being

one of the top mobility infrastructure investments, widening roads was the most desired mobility improvement strategies among all respondents. More public transit, enhanced public transit, and more bicycle lanes and sidewalks were also highly desired improvement strategies.

The following funding strategies were supported by survey respondents:

- Impact fees,
- Increased gas taxes,
- Transportation bonds, and
- Transportation sales tax.

There was not wide-spread support for any of the additional funding methods provided.

It is important to caveat these findings with the limitation of the online survey in being representative of all residents within the COATS/CMCOG study area. The proportions of survey respondents in a variety of demographic categories—youth, young adults, adults 75 and older, lower-income earners, Black/African Americans, and Latino(a)/Hispanic residents—were far lower than their respective contributions to the demographic diversity of the study area.

In addition, the online survey received a very high number of responses, comprising nearly a third of all responses received, from the 29036-zip code which contains the Town of Chapin, Lake Murray of Lexington, White Rock, and Snug Harbor. No other zip code had such a strong presence in the online survey, meaning that the results may be skewed towards the opinions and priorities of the communities within the 29036-zip code.

Appendix B represents an overall summary of survey results including the survey instrument and a comparison of online survey results with stakeholder session feedback.

2.7 Public Comments on Proposed Improvement Projects and Strategies

An online public input page was created to allow the public an opportunity to review updates to the LRTP and to comment on projects being proposed. The following link is the online public input page:

https://storymaps.arcgis.com/stories/3fd2cbd38d854e6d86eaa37bfb04f629

Chapter 3 Performance-Based Regional Transportation Policy

3.1 Introduction

Establishing a meaningful strategic direction to guide multimodal investment decisions is a key component in developing the 2045 LRTP. Plan goals broadly define investment priorities, reflecting direction from federal and state goals while also considering the unique transportation challenges in the Central Midlands region. Guiding principles specify areas of policy, infrastructure, and programmatic focus for the Plan. Objectives build upon the guiding principles by describing how the CMCOG/COATS MPO will collaborate with its planning partners to achieve a shared transportation vision. Each objective represents the Plan's desired outcomes. Performance measures establish a way to evaluate success in reaching the Plan's goals, guiding principles, and objectives by defining methods of measuring, monitoring, and reporting on outcomes. Together, these form the foundation for envisioning and implementing the 2045 LRTP.

Table 3.1 compares high-level goals for transportation planning at the federal (National Federal-aid Highway Program goals and FAST Act metropolitan planning factors) and state (SCDOT) levels. The goals outlined in the previous iteration of the COATS LRTP are provided, as well as the suggested goals for this LRTP. The CMCOG/COATS MPO LRTP goals are strong and align well with federal and state planning efforts. Some slight changes are suggested, including separating Goal #1 into two goals, one focusing on preservation and efficiency of the transportation system and another focusing specifically on safety.

While the previous COATS LRTP included goals, it did not include guiding principles. Similarly, performance measures were only provided for design and bicycle and pedestrian facilities. Table 3.2, Table 3.3, Table 3.4, and Table 3.5 outline the proposed guiding principles, objectives, and performance measures for each CMCOG/COATS MPO LRTP goal. To better align with the SCDOT Multimodal Transportation Plan, previous COATS LRTP objectives will now be the plan's guiding principles. More specific objectives were created to build on these broad guiding principles. A range of possible performance measures are offered for the objectives under each goal. Table 3.6 highlights data sources for each performance measure.

TABLE 3.1. COMPARISON OF GOALS FROM THE NATIONAL FEDERAL-AID HIGHWAY PROGRAM, FAST ACT METROPOLITAN PLANNING FACTORS, SCDOT, AND THE 2040 COATS LRTP WITH PROPOSED 2045 LRTP GOALS

National Federal-aid Highway Program Goals	FAST Act Federal Metropolitan Planning Factors	SCDOT 2040 Statewide Multimodal Transportation Plan	2040 COATS LRTP (old)	2045 LRTP (new)
Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.	Promote efficient system management and operation.	Infrastructure Condition: Maintain, preserve and extend the service life of the state transportation infrastructure.	Goal 1: Preserve, make safe, and improve utilization of the existing transportation system.	Goal 1: Preserve, maintain, and extend the service life of the existing transportation system.
	Emphasize the preservation of the existing transportation system.			
Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.	Improve the resilience and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.			
Safety and Security: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Increase the security of the transportation system for motorized and non-motorized users.	Safety: Improve the safety and security of the transportation system by implementing transportation improvements that reduce fatalities and serious injuries as well as enabling effective emergency management operations.		Goal 2: Increase the safety and security of the transportation system.
	Increase the safety of the transportation system for motorized and non-motorized users.			
Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development	Increase the accessibility and mobility of people and freight.	Equity: Manage a transportation system that recognizes the diversity of the state and strives to accommodate the mobility needs of all of South Carolina's citizens.	Goal 2: Enhance regional transportation mobility and accessibility.	Goal 3: Enhance regional transportation mobility, accessibility, and choices.

and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Enhance the integration and connectivity of the transportation system for all modes.	Mobility and System Reliability: Provide surface transportation infrastructure and services that will advance the efficient and reliable movement of people and goods throughout the state.		
System Reliability: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.	Economic and Community Vitality: Provide an efficient and effective interconnected transportation system that is coordinated with state and local planning efforts to support thriving communities and South Carolina's economic competitiveness in global markets.	Goal 3: Coordinate transportation system improvements to be consistent with regional values.	Goal 4: Coordinate transportation system improvements to promote prosperity and quality of life for the region.
	Promote consistency between transportation improvements and planned State and local growth and economic development patterns.	Environment: Partner to sustain South Carolina's natural and cultural resources by minimizing and mitigating the impacts of state transportation improvements.		
	Enhance travel and tourism.			
Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Protect and enhance the environment.			
	Promote energy conservation.			
	Improve quality of life for the community.			

3.2 Proposed Goals, Guiding Principles, Objectives, and Performance Measures for 2045 LRTP

TABLE 3.2. GOAL 1 ASSOCIATED GUIDING PRINCIPLES, OBJECTIVES, AND PERFORMANCE MEASURES

Goal 1: Preserve, maintain, and extend the life of the existing transportation system.		
Guiding Principles	Objectives	Performance Measures
1. Maintain the existing network in a state-of-good repair.	1. Maintain or improve the current state of good repair for area roadways.	• Percent of street network in good/poor condition. • Percent of bicycle and pedestrian network in good/poor condition. • Percent of pavements on the non-Interstate Highway System in good/poor condition.* • Percent of pavements on the Interstate Highway System in good/poor condition.* • Percent of bridges by deck area in good/poor condition (structurally, not including functional obsolescence).* • Average age of public transit fleet in years. • Percent of public transit vehicles that have met or exceeded their useful life.* • Percent of all transit facilities less than $50,000 with a condition rating below 3.0 on the federal Transit Economic Requirements (TERM) Scale.* • Percent of revenue vehicles (by type) that exceed the useful life benchmark.* • Percent of non-revenue service vehicles (by type) that exceed the useful life benchmark.* • Percent of track segments (by mode) that have performance restrictions. Track segments are measures to the nearest 0.01 of a mile.* • Average travel time to work. • Average delay per peak period traveler, in annual hours. • Peak period travel time index. • Interstate travel time reliability index.* • Non-interstate travel time reliability index.* • Average time to clear traffic incidents.
	2. Improve the condition of area bridges.	
	3. Improve area transit infrastructure in a state of good repair.	
2. Provide cost-effective transportation improvements to address identified mobility problems and reduce the growth in traffic congestion.	1. Reduce the number of system miles at unacceptable congestion levels.	
	2. Improve travel time reliability (on priority corridors or congested corridors).	
	3. Reduce the time it takes to clear incident traffic.	

*Federally required performance measure. See FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167.

TABLE 3.3. GOAL 2 ASSOCIATED GUIDING PRINCIPLES, OBJECTIVES, AND PERFORMANCE MEASURES

Goal 2: Increase the safety and security of the transportation system.		
Guiding Principles	Objectives	Performance Measures
1. Use cost-effective transportation system management, transportation demand management, intelligent transportation system, and geometric and operational improvements and techniques to increase the safety of the existing transportation system.	1. Improve safety data collection, access, and analysis. 2. Better integrate safety into project selection and decision making. 3. Better integrate safety improvements for bicycle, pedestrian, and other non-vehicular modes by identifying opportunities to accommodate vulnerable users when improvements are included in an adopted local plan. 4. Reduce the number and severity of crashes and safety incidents for all modes. 5. Reduce serious injuries and fatalities from public transit. 6. Reduce preventable public transit crashes.	• Presence of safety as a key consideration in project prioritization, selection, and decision-making processes. • Safety analyses are included in multimodal planning efforts. • Safety criteria are included during project prioritization of local bicycle, pedestrian, or other multimodal planning efforts. • Safety impacts for transit-dependent or other vulnerable users are included in all transportation planning efforts. • Number of fatalities.* • Rate of fatalities per 100 million vehicle-miles traveled (VMT).* • Number of serious injuries.* • Rate of serious injuries per 100 million VMT.* • Number of non-motorized fatalities and non-motorized serious injuries.* • Total number of serious injuries and fatalities from crashes involving public transit vehicles recorded annually. • Rate of serious injuries and fatalities from crashes involving public transit vehicles recorded annually. • Safety-related training courses are completed by transit staff annually.

*Federally required performance measure. See FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167.

TABLE 3.4. GOAL 3 ASSOCIATED GUIDING PRINCIPLES, OBJECTIVES, AND PERFORMANCE MEASURES

Goal 3: Enhance regional transportation mobility and accessibility.		
Guiding Principles	Objectives	Performance Measures
1. Provide appropriate travel options and choice for all users, including auto, transit, paratransit, bicycle, and pedestrian.	1. Encourage local governments to develop and adopt bicycle and pedestrian plans. 2. Partner with public and private sectors to identify and implement transportation projects and services that facilitate bicycle and pedestrian movement consistent with adopted bike/pedestrian plans. 3. Improve access to and accessibility of all modes, especially transit and active transportation. 4. Improve reliability of transit.	• Percentage of local governments that have a bicycle and pedestrian plan. • Percent of planned pedestrian or bicycle network that is constructed. • Percent of roadway miles with complete sidewalks on both sides. • Miles of bicycle facilities. • Percent of bus stops with accessible boarding and alighting areas. • Public transit load factor (passenger miles/vehicle revenue miles). • Average transit ridership, per hour. • Transit operating cost per hour. • Transit on-time performance. • Number of projects that increase multimodal connectivity. • Percent of total transit stops that are connected to sidewalks or pedestrian paths by an ADA-accessible route. • Total number of public park and ride parking spaces. • Truck travel time reliability index.* • Percent of reliable person-miles traveled on the Interstate Highway System.* • Percent of reliable person-miles traveled on the non-Interstate Highway System.*
2. Improve multimodal accessibility to regional employment and activity centers.	1. Fund improvements to bicycle/pedestrian networks aimed at creating a connected network of bicycle and sidewalk facilities (both regionally and in neighborhoods) by expanding existing facilities and closing gaps. 2. Increase accessibility of sidewalk network and ability to reach regional employment and activity centers. 3. Increase percentage of population and employment within ½ mile walking, or 2-mile biking distance of transit stations and stops. 4. Increase percentage of population within a 30-minute public transit trip, ½ mile walking distance, or 2-mile biking distance of employment opportunities and activity centers.	
3. Enhance connections between modes.	1. Fund improvements to the multimodal network that increase connections between modes. 2. Increase connectivity between transit, bicycle, and pedestrian networks. 3. Increase options for carpooling, vanpooling, or using transit	
4. Support commercial goods movement within and through the region.	1. Eliminate bottlenecks on freight network and improve freight reliability. 2. Utilize the existing transportation system to facilitate enhanced freight movement to support a growing economy.	

*Federally required performance measure. See FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167.

TABLE 3.5. GOAL 4 ASSOCIATED GUIDING PRINCIPLES, OBJECTIVES, AND PERFORMANCE MEASURES

Goal 4: Coordinate transportation system improvements to be consistent with regional values.		
Guiding Principles	**Objectives**	**Performance Measures**
1. Partner with state and local jurisdictions to ensure transportation and land use are complementary.	1. Partner with state and local agencies to coordinate planning.	• Percent of transportation-related pollutants (e.g., carbon monoxide). • Percent of tree canopy coverage. • Number of projects that incorporate "green" design elements. • Percent of workforce population whose mobility needs are met (include in future surveying efforts). • Number of programs/projects that improve transportation security.
2. Enhance transportation system sustainability and minimize impacts of the transportation system to the built and natural environment.	1. Reduce greenhouse gases generated in the region by all transportation modes.	
	2. Reduce other transportation-related pollutants.	
	3. Minimize negative environmental impacts of the transportation system.	
3. Support regional economic development.	1. Respond to mobility needs of the workforce population.	
	2. Increase economic development in the region.	
4. Support transportation security.	1. Make investments and support initiatives that help protect transportation customers, employees, and the public from security threats.	

*Federally required performance measure. See FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167.

TABLE 3.6. POTENTIAL DATA SOURCES FOR PERFORMANCE MEASURES

Performance Measure	Data Source
Goal 1	
Percent of street network in good/poor condition.	SCDOT
Percent of bicycle and pedestrian network in good/poor condition.	Municipalities
Percent of pavements on the non-Interstate Highway System in good/poor condition.*	SCDOT
Percent of pavements on the Interstate Highway System in good/poor condition.*	SCDOT
Percent of bridges by deck area in good/poor condition (structurally, not including functional obsolescence).*	National Bridge Inventory; SCDOT
Average age of public transit fleet in years.	The Comet
Percent of public transit vehicles that have met or exceeded their useful life.*	The Comet
Percent of all transit facilities less than $50,000 with a condition rating below 3.0 on the federal Transit Economic Requirements (TERM) Scale.*	The Comet
Percent of revenue vehicles (by type) that exceed the useful life benchmark.*	The Comet
Percent of non-revenue service vehicles (by type) that exceed the useful life benchmark.*	The Comet
Percent of track segments (by mode) that have performance restrictions. Track segments are measures to the nearest 0.01 of a mile.*	The Comet
Average travel time to work.	US Census
Average delay per peak period traveler, in annual hours.	INRIX, SCDOT
Peak period travel time index.	INRIX or NPMRDS
Interstate travel time reliability index.*	INRIX or NPMRDS
Non-interstate travel time reliability index.*	INRIX or NPMRDS
Average time to clear traffic incidents.	SCDOT
Goal 2	
Presence of safety as a key consideration in project prioritization, selection, and decision-making processes.	COATS MPO; municipalities
Safety analyses are included in multimodal planning efforts.	COATS MPO; municipalities
Safety criteria are included during project prioritization of local bicycle, pedestrian, or other multimodal planning efforts.	COATS MPO; municipalities
Safety impacts for transit-dependent or other vulnerable users are included in all transportation planning efforts.	COATS MPO; municipalities
Number of fatalities.*	SCDOT
Rate of fatalities per 100 million vehicle-miles traveled (VMT).*	SCDOT
Number of serious injuries.*	SCDOT
Rate of serious injuries per 100 million VMT.*	SCDOT
Number of non-motorized fatalities and non-motorized serious injuries.*	SCDOT
Total number of serious injuries and fatalities from crashes involving public transit vehicles recorded annually.	National Transit Database
Rate of serious injuries and fatalities from crashes involving public transit vehicles recorded annually.	National Transit Database
Safety-related training courses are completed by transit staff annually.	The Comet

Performance Measure	Data Source
Goal 3	
Percentage of local governments that have a bicycle and pedestrian plan.	COATS MPO; municipalities
Percent of planned pedestrian or bicycle network that is constructed.	COATS MPO; municipalities
Percent of roadway miles with complete sidewalks on both sides.	COATS MPO; municipalities
Miles of bicycle facilities.	COATS MPO; municipalities
Percent of bus stops with accessible boarding and alighting areas.	The Comet
Public transit load factor (passenger miles/vehicle revenue miles).	The Comet
Average transit ridership, per hour.	National Transit Database; the Comet
Transit operating cost per hour.	The Comet
Transit on-time performance.	National Transit Database; the Comet
Number of projects that increase multimodal connectivity.	COATS MPO; municipalities
Percent of total transit stops that are connected to sidewalks or pedestrian paths by an ADA-accessible route.	Municipalities; The Comet
Total number of public park and ride parking spaces.	Municipalities; the Comet
Truck travel time reliability index.*	FHWA's National Performance Management Research Data Set (NPMRDS)
Percent of reliable person-miles traveled on the Interstate Highway System.*	SCDOT
Percent of reliable person-miles traveled on the non-Interstate Highway System.*	SCDOT
Goal 4	
Percent of transportation-related pollutants (e.g., carbon monoxide).	SCDOT
Percent of tree canopy coverage.	Municipalities
Number of projects that incorporate "green" design elements.	COATS MPO; municipalities
Percent of workforce population whose mobility needs are met (include in future surveying efforts).	CMCOG Human Services Transportation Coordination Plan
Number of programs/projects that improve transportation security.	COATS MPO; municipalities

*Federally required performance measure. See FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167.

Chapter 4 Performance-Based Planning Process and Framework

4.1 Introduction

Performance-based planning and programming (PBPP) applies data to inform decisions aimed at helping to achieve desired outcomes for the region's multimodal transportation networks. The CMCOG/COATS MPO articulated its desired outcomes for the region's transportation system in its current 2045 LRTP.

The 2045 LRTP also created a framework to guide the CMCOG/COATS MPO in making investments through its planning and programming processes, namely, the LRTP, an investment plan covering more than 20 years; the Transportation Improvement Program (TIP), a five-year plan for funding capital infrastructure projects; and the Unified or Rural Planning Work Program), which is produced biannually to support conceptual plans and research. The LRTP, TIP, UPWP, and RPWP processes become PBPP processes when the CMCOG/COATS MPO takes the following actions:

- Sets goals and objectives for the transportation system
- Selects performance measures and sets targets for performance outcomes
- Gathers data and information to monitor and analyze trends
- Uses performance measures and data to make spending decisions
- Monitors, analyzes, and reports decision outputs and performance outcomes

The CMCOG/COATS MPO currently applies PBPP principles when making investment decisions as part of the LRTP, TIP, and UPWP development processes. For example, the CMCOG/COATS MPO established criteria based on its goals and objectives to use when evaluating LRTP and TIP projects. CMCOG/COATS MPO staff applies data gathered from project proponents to conduct those evaluations, which help the MPO make spending decisions. Staff also reports on expected performance outcomes from these projects in LRTP and TIP documents. In addition, the CMCOG/COATS MPO has started responding to new federal PBPP requirements, such as setting targets for specific measures. Over the next few years, the CMCOG/COATS MPO will need to continue to respond to federal PBPP requirements.

By implementing performance management practices in its planning and programming activities the CMCOG/COATS MPO can:

- Better understand how spending decisions affect the performance of the transportation system as a whole;
- Make better decisions, including difficult tradeoffs, by focusing on data and specific performance outcomes;
- Increase accountability and transparency in CMCOG/COATS MPO planning processes; and
- Better integrate CMCOG/COATS MPO planning and programming activities.

This chapter describes:

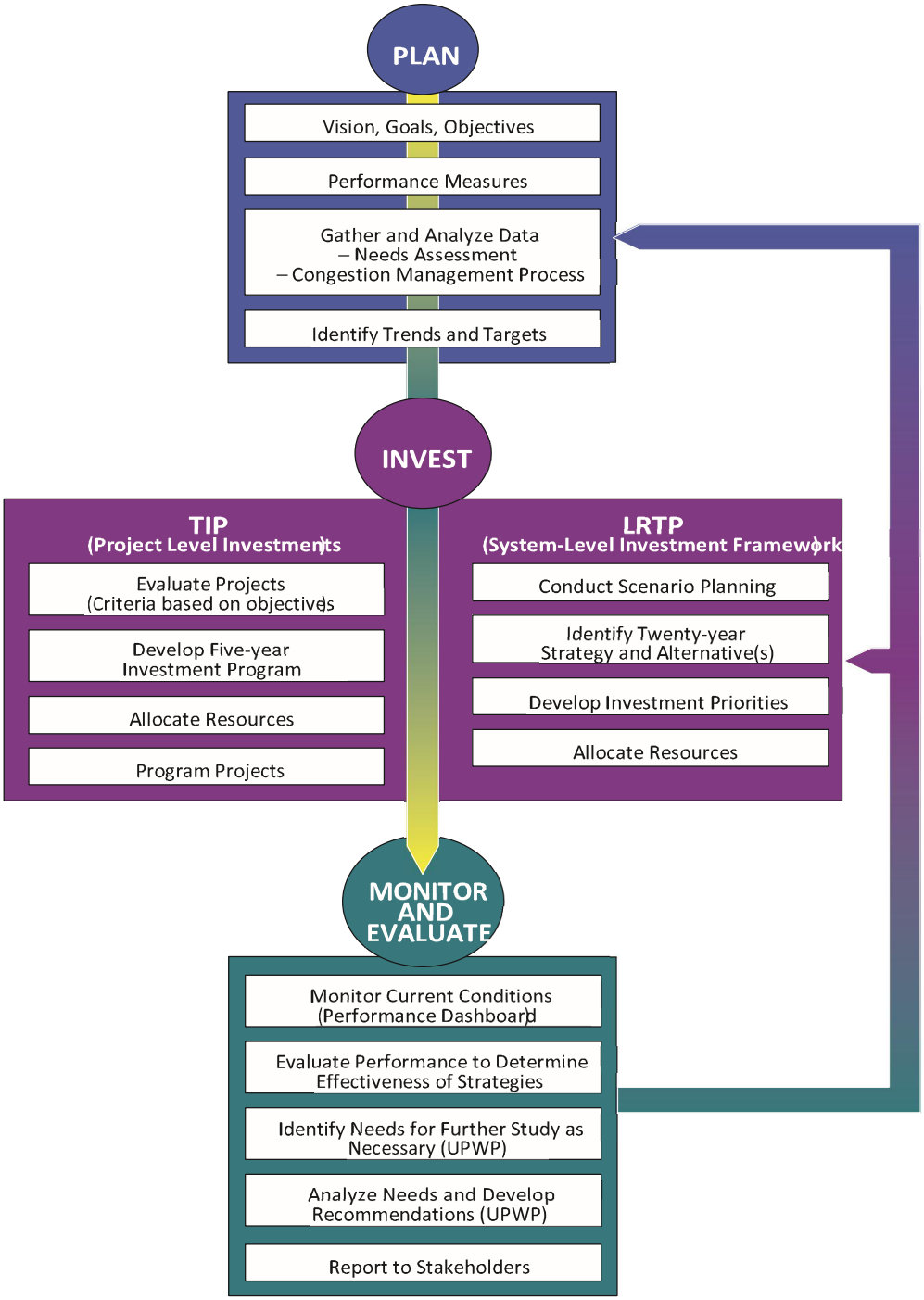
- The PBPP process;
- Federal requirements and activities related to PBPP;
- How the CMCOG/COATS MPO uses PBPP practices today; and
- Next steps for the CMCOG/COATS MPO to build its PBPP practice, including key decisions the CMCOG/COATS MPO will need to make.

The diagram on the next page (Figure 4.1) illustrates the elements involved in PBPP, and how they relate to some of the CMCOG/COATS MPO existing plans and activities. The PBPP process, which is cyclical, includes three phases:

- Plan: Set the goals, objectives, performance measures, and targets that will guide CMCOG/COATS MPO decision-making, and identify and acquire necessary data. This step involves multiple MPO documents and processes. Chapter 3 lists the CMCOG/COATS MPO's goals and objectives established during the *2045 LRTP* planning process.
- Invest: Use the PBPP framework established in the aforesaid planning phase to create a strategy for investing CMCOG/COATS MPO discretionary funds, specifically in the LRTP and TIP.
- Monitor and Evaluate: Review and report on the outcomes of CMCOG/COATS MPO investment decisions with respect to performance measures and targets and determine what framework or strategy adjustments are needed. This monitoring and evaluation may also account for investments that SCDOT and other agencies make in the regional transportation system.

The sections that follow explain how these PBPP concepts relate to federal requirements for the MPO planning process—including requirements to monitor and set targets for performance measures—and to ways that the CMCOG/COATS MPO can use PBPP to help achieve its transportation goals.

FIGURE 4.1 CREATING A FRAMEWORK FOR PERFORMANCE-BASED PLANNING PROCESS



The CMCOG/COATS MPO goals relate to transportation goals set at the Federal level. The Moving Ahead for Progress in the 21st Century Act (MAP-21) identifies seven national goals for the nation's highway system, which have been continued under the Fixing America's Surface Transportation Act (FAST Act), the current transportation funding law. Chapter 3 lists these goals and shows how they align with the CMCOG/COATS MPO goal areas, as outlined in *2045 LRTP*.

MAP-21 and the FAST Act direct CMCOG/MPOs to develop LRTPs and TIPs "through a performance driven, outcome-based approach to planning."[1] States, MPOs, and operators of public transportation are required to establish targets for performance measures in key performance areas, and to coordinate with each other when setting these targets. Through the federal rulemaking process, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have required states, MPOs, and transit operators to monitor the transportation system using specific performance measures.

[1] See 23 USC §134(c)(1) and 49 US.C. §5303(c)(1).

Chapter 5 Socio-Economic Analysis

5.1 Introduction

Over the past several decades, the population of the Columbia area, like that of many mid-sized cities in the Southeastern United States, has grown rapidly and, as a result, has undergone demographic and socioeconomic changes. The resulting growth in population has also caused residential and commercial development patterns to shift. Areas considered rural 20 years ago are now major regional residential and commercial hubs. Older, more established areas have seen some out-migration while others have undergone gentrification.

As the population continues to grow and as these trends extend into the future, the Columbia area will be faced with challenges to the functionality of its regional transportation system. Adequately planning for the region's future transportation needs will entail preserving mobility and providing accessibility, coupled with the protection of the natural and social environment. These goals are important for sustaining the long-term economic vitality of the region and enhancing its overall quality of life.

5.2 CMCOG/COATS MPO Study Area Boundaries

In the years following the World War II, residential growth in Columbia, like many similar-sized American cities, was confined to the urban core of the city, with limited development occurring in the rural or suburban areas. In 1950, 63.6 percent of the population of Richland County resided in the urbanized area, which included the newly incorporated city of Forest Acres (incorporated in 1935). In the middle of the twentieth century, Lexington County was a predominantly rural county with a total population of only 44,279 in 1950 (compared with Richland County's population of 142,565), of whom only 27.5 percent resided in incorporated areas.

Over the course of the next two decades, the population of the Columbia area continued to grow, but development trends were characterized by a rapid decentralization of the population from the urban core out into the newly constructed suburban neighborhoods. By 1970, the central urban core of the Columbia had lost 13 percent of its population to the suburbs. By 2000, 78.8 percent of the population of Richland County resided in the urbanized area, as many formerly rural portions of the Greater Columbia Area had been transformed into major residential and commercial centers. By 2010, 84.3 percent of the population of the Greater Columbia region was considered urbanized.

In 1964, the original COATS study area had a total population of 195,973 persons and covered just 182 square miles. Just five years later, the Columbia region was showing signs of its growth potential, having expanded significantly to encompass an area of more than 750 square miles including Fort Jackson, the Town of Lexington and the eastern portions of Lake Murray around Irmo. This boundary expansion caused the population of the 1969 COATS area to increase by 63.5 percent to 320,400 residents.

The COATS study area boundary was further expanded in the late 1990s to include newer areas that had experienced rapid growth. The 1998 COATS Long Range Transportation Plan addressed the needs of 1,049 square mile study area with a population of 424,605 residents. By the 2000 Census, the COATS area population had further increased to 496,625 persons, as it edged into Kershaw County for the first time.

After the Census in 2010, the CMCOG/COATS MPO study area boundary was expanded further to over 1,200 square miles with a total population of 647,091 persons based on the 2010 Census. The current CMCOG/COATS MPO study area encompasses 3,074 square miles with an estimated 2018 population of 1,077,341 residents. This includes all of Fairfield County, Lexington County, Newberry County, and Richland County, plus 14 percent of Calhoun County (54 square miles) and 33 percent of Kershaw County (244 square miles). These resulting population shifts over the decades have caused the boundaries of the Columbia Area Transportation System (COATS) study area to expand to accommodate the existing and future growth of the Columbia Urbanized Area.

FIGURE 5.1. HISTORICAL COATS MPO BOUNDARIES

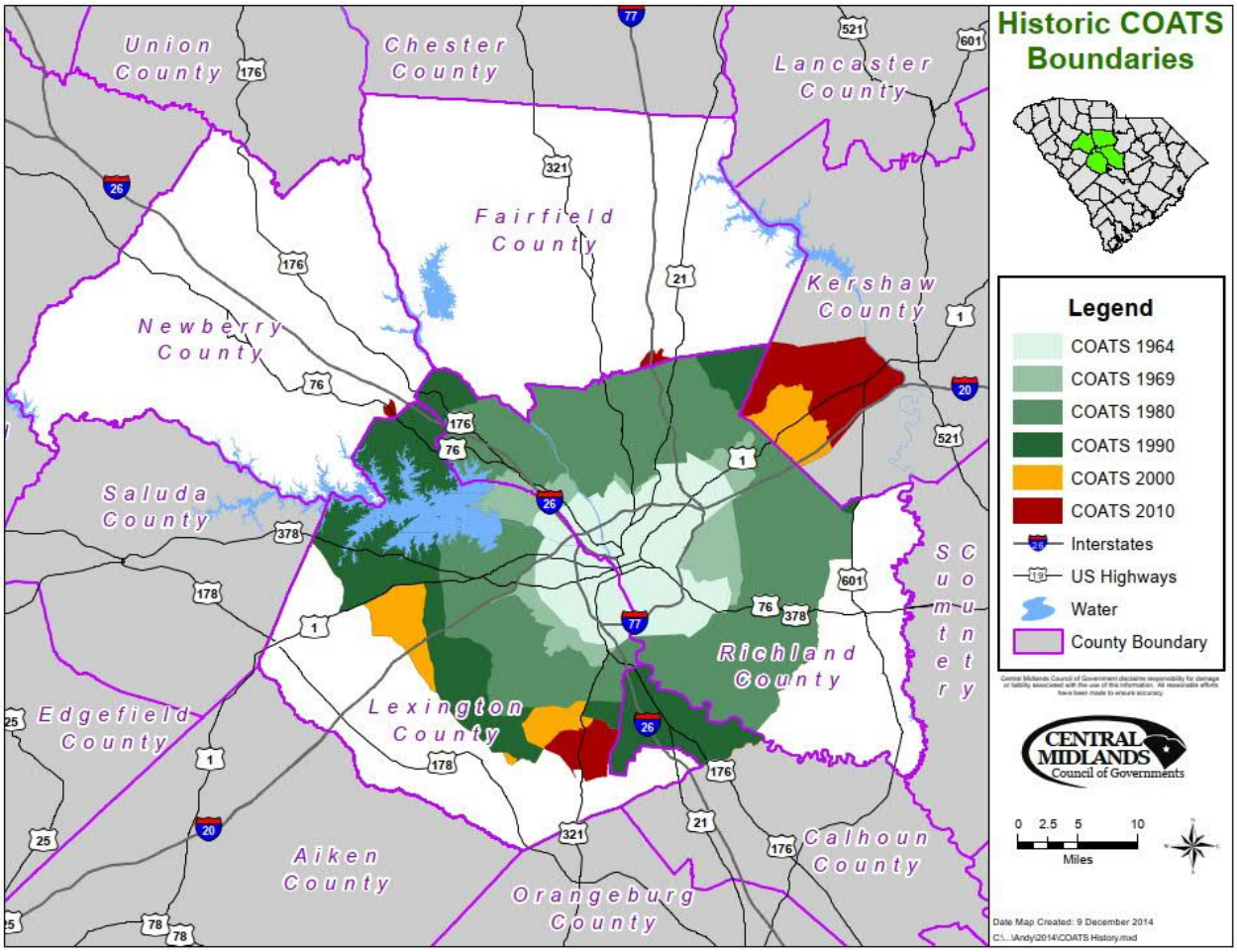
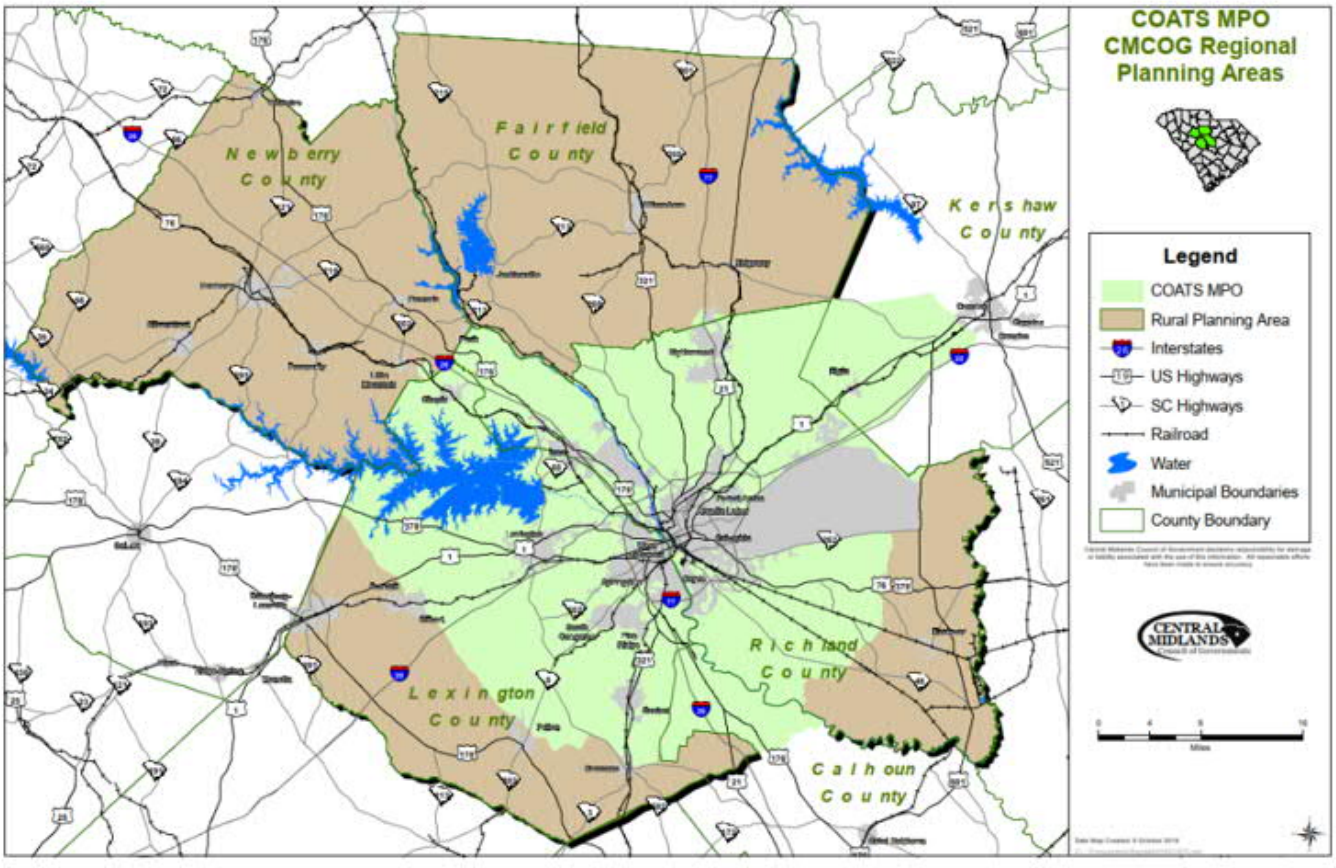


FIGURE 5.2. CURRENT CMCOG/COATS MPO STUDY AREA BOUNDARIES

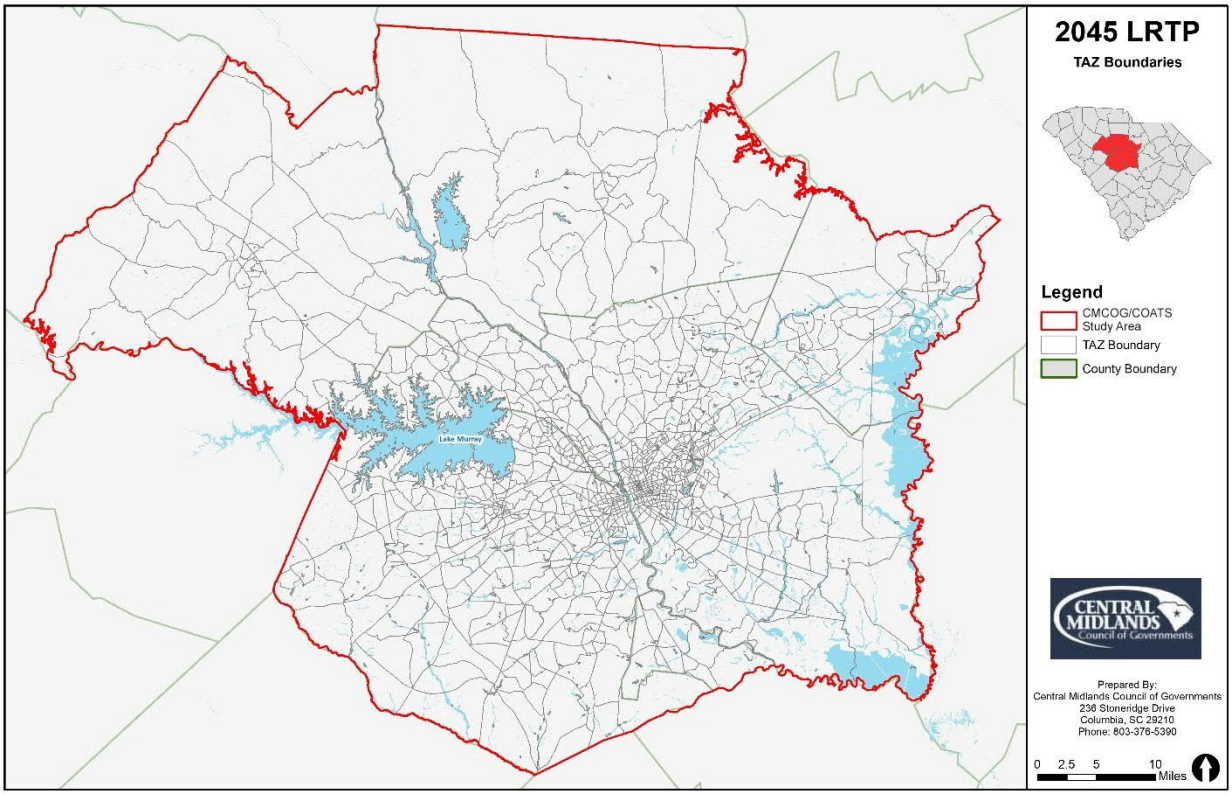


5.3 Traffic Analysis Zones

Traffic analysis zones (TAZs) are the units of geography used in travel demand models. Various socioeconomic data is developed for each zone to calculate the number of trips that are produced and attracted within the zone. The travel demand model uses this information to generate trip flows between each zone and evaluate the impact of these trips on the transportation network.

The TAZs were developed by aggregating census blocks while seeking consistency with Statewide Model TAZs where possible. In some cases, it was necessary to split blocks to achieve cohesive TAZ boundaries. The final system includes 1,066 TAZs for the entire CMCOG/COATS MPO Study Area.

FIGURE 5.3. CMCOG/COATS MPO TAZ SYSTEM



5.4 Base Year Socioeconomic Data

The base year for the CMCOG/COATS MPO travel demand model is 2018. Table 5.1 shows the socioeconomic variables in the model as well as their aggregate 2018 value.

TABLE 5.1. SOCIOECONOMIC VARIABLES IN 2018

Field Name	Total Value	Description
TAZ	NA	TAZ Number.
Households	305,514	Occupied housing units.
HHPopulation	771,827	Population living in households.
GQPopulation	35,690	Population living in group quarters. Not used by the model but left in to make the difference between Household Population & Total Population explicit.
Workers	371,376	Employed persons living in TAZ (not place of work).
Vehicles	564,323	Vehicles owned by households.
Industry	106,062	Industrial Employment.
Retail	51,639	Retail Employment.
Service	204,820	Service Employment.

Office	144,633	Office Employment.
K12Enrollment	129,685	K-12 School Enrollment. The number of students attending schools in each TAZ (not the number of school children in households in each TAZ).
USCEnrollOn	6,583	On-campus enrollment for University of South Carolina.
USCEnrollOff	21,472	Off-campus enrollment for University of South Carolina.
USCStudOff	21,603	Off-campus student households for University of South Carolina.
MedianIncome	NA	Median household income.

Housing Demographics

Households, Household Population, Group Quarters, Workers, and Vehicles were tabulated from the 2018 American Community Survey (ACS) five-year averages (2014-2018). Census Bureau privacy policies require that some data items must be suppressed at more detailed levels of geography. Thus, the required ACS data is only available at the block-group level. Within some block-groups, blocks may be allocated to different TAZs and some blocks had to be split across TAZ boundaries. The 2010 decennial census, which is available for population and households at the block level, was used to calculate the percentage (for both population and households) of each block that makes up the total block-group; and another set of percentages for each block that makes up the total tract. Additional percentages for those blocks that are split into multiple TAZs were estimated based on judgement and visual inspection of the block boundaries and Google Maps satellite imagery. ACS variables were then allocated to blocks based on block percentages. Population variables were allocated using population shares and household related variables were allocated using household shares. Disaggregated block level data was then re-aggregated to the TAZ level and rounded to integer values.

Median income cannot be disaggregated as described above and is only available in the ACS and only at the block-group level. TAZs were geospatially tagged with the block-group level median income, assigning median income from the enclosed or closest block-group. While median income is available in the ACS at the block-group level, some block-groups are suppressed because the population is too small to assure anonymity. For all TAZs tagged with a missing median income value, a manual, visual process was used to assign likely median incomes, based on values in adjacent TAZs.

Further adjustments to Workers, Vehicles, and Household Population were required to account for anomalies related to group quarters. Workers in the ACS include workers in group quarters. ACS block-groups with large group quarters populations, such prisons, the University of South Carolina resident halls, and Fort Jackson, report workers from the group quarters without corresponding households. The result can be unrealistically high numbers of workers per household, or persons per household and/or vehicles per household. Also, small differences in Household Population and Households can occur due to rounding after disaggregation to blocks and re-aggregation to TAZs. TAZs were manually reviewed and adjusted.

Employment

Base year employment data was developed using the InfoUSA dataset provided by COATS (dated October 2018) adjusted to 2018 county control totals established based on data from Woods and Poole (W&P). The InfoUSA data contained coordinates that were tagged with model TAZs and reviewed. Some InfoUSA data points were moved if found to be in the wrong TAZ. Large employment sites (generally over 100 employees) were reviewed for reasonableness using satellite imagery and Google Map data in each TAZ. In some cases, a substitute employment value was used if the employment at a site appeared too high or too low. Some records were ignored if there were duplications or if no facility existed that represented the amount of employment indicated.

The aerial review also was used to identify large employment sites not included in the InfoUSA dataset. In these cases, an attempt was made to determine if the site was constructed prior or after 2018. The ones determined to be post-2018 were noted so they could be included as part of the employment forecasts in the horizon years. For sites assumed to be pre-2018, an estimated amount of employment and employment type was noted so it would be included before adjusting to the W&P county control totals.

The W&P data provides county level employment for 23 employment sectors that generally fall within the two-digit North American Industry Classification System (NAICS) codes. These 23 sectors were grouped into the four model employment categories (Industrial, Retail, Service, and Office). The exception was public schools and hospitals. These facilities, which are coded as NAICS 61 and 62 (i.e., Service) in the InfoUSA data, are considered part of State and Local Government Employment (NAICS 92) in the W&P dataset (i.e., Office). In this case, the InfoUSA data was used as a guide to shift a portion of the W&P employment from State and Local Government to Educational Services (NAICS 61) and Health and Social Assistance (NAICS 62).

Since there are two counties that are split by the CMCOG/COATS MPO model region (Calhoun and Kershaw), the W&P county control totals also had to be split. These splits were made based on the proportion of InfoUSA employment inside and outside the CMCOG/COATS MPO modeling area. Table 6.3 below shows the control totals for each employment category by county. These control totals were used to adjust the InfoUSA data at the TAZ level so that the sum of all TAZ by employment category match the control totals established based on W&P data.

W&P considers federal military locations as office employment. W&P estimated that there are 10,869 federal military employees in Richland County in 2018, which includes military contract workers as long as they are not self-employed. It is assumed that most of this employment is represented within Fort Jackson. To avoid spreading this employment across the entire county, the federal military employment was removed from the office county control total for Richland County before distributing office employment down to the TAZ level.

After applying the control totals, the total employment in each TAZ was reviewed again for reasonableness using satellite imagery. This review also included comparisons with the original InfoUSA total employment as well as data from the previous COATS model (where available) and data from the Statewide Model. This review process found that some of the TAZs with the most InfoUSA employment seemed to be overstated. This analysis indicated that TAZs with large numbers of InfoUSA records or TAZs with one major employer require less adjustments using the control totals.

To reduce the amount of adjustments in TAZs with the most employment, a smoothing technique was used to distribute employment out to TAZs that were underrepresented in the InfoUSA data. Examples would include agricultural employment in rural areas and service employment that primarily serve residential areas. This technique gave slightly more weight towards TAZs with the least amount of employment versus TAZs with the most employment.

TABLE 5.2. 2018 EMPLOYMENT CONTROL TOTALS

County	Industry	Retail	Service	Office	Total
Calhoun	3,579	352	1,742	1,060	6,733
Inside COATS	2,605	113	158	266	3,142
Outside COATS	974	239	1,584	794	3,591
Fairfield	2,582	1,022	3,057	2,308	8,969
Kershaw	7,644	3,539	10,243	4,712	26,138
Inside COATS	6,700	3,222	9,336	4,377	23,635
Outside COATS	944	317	907	335	2,503
Lexington	46,497	20,461	55,450	41,534	163,942
Newberry	8,473	1,788	6,685	1,829	18,775
Richland	39,129	25,066	130,124	94,319	288,638
Total	107,904	52,228	207,300	145,763	513,195
Inside COATS	105,986	51,672	204,810	144,633	507,101
Note: Richland County office employment excludes federal military employment.					

5.5 2045 Horizon Year Socioeconomic Data

The first step in developing 2045 horizon year socioeconomic data is to establish county level control totals for population and employment. While the State of South Carolina provides population projections out to the year 2035 through the Department of Revenue and Fiscal Affairs (RFA), there is no comparable State source for employment projections. W&P is an independent firm that specializes in long-term county economic data and demographic data projections. W&P's database includes population and employment projections for all U.S. counties to 2050.

W&P was used for county control totals for several reasons:

- W&P is a more complete representation of employment including wage and salary workers reported to the State plus proprietors, private household employees, and miscellaneous workers.
- It provides a consistent source for estimates and projections for both employment and households that are linked together based on projected economic conditions, locally, regionally, and nationally.
- It provides annual projections of both employment and households that include the model base and horizon years, including 2045.

2045 Population Controls Totals

The RFA provides population estimates and projections in five-year increments from 2000 to 2035. This data was compared with the population data from W&P to verify that the projections from the two sources are reasonably close. Because the model's base year is 2018 and the horizon year is 2045, the RFA data was interpolated for these years for comparison purposes. Table 5.3 compares the two datasets. The table includes the entire population of Calhoun and Kershaw Counties, not just the portion within the COATS study area.

TABLE 5.3. 2018 AND 2045 POPULATION COMPARISON

County	RFA Interpolated		W&P		Percent Difference	
	2018	2045	2018	2045	2018	2045
Calhoun	14,159	11,878	14,520	14,377	2.6%	21.0%
Fairfield	21,910	17,776	22,402	21,713	2.2%	22.2%
Kershaw	64,890	81,071	65,592	77,241	1.1%	-4.7%
Lexington	294,237	409,903	295,032	389,440	0.3%	-5.0%
Newberry	38,495	42,417	38,520	41,234	0.1%	-2.8%
Richland	406,301	513,509	414,576	496,450	2.0%	-3.3%
Total	839,993	1,076,553	850,642	1,040,455	1.3%	-3.4%

The most notable differences in the two data sources are in Calhoun and Fairfield Counties, where W&P shows a stable change in population to 2045 versus RFA's declining population forecast. While the 2045 population for Newberry County shows a higher interpolated value based on the State data than W&P, the absolute difference is only 1,183. For the more populated counties of Kershaw, Lexington, and Richland, the differences between the interpolated State projection for 2045 and W&P is 5 percent or less. This comparison suggest that W&P is an acceptable source for population control totals as well as other population related data (households, household population, group quarters population, etc.).

2045 Household and Employment Control Totals

The 2045 household county control totals are a key variable in distributing household data to the TAZ level. All other household related variables (household population, workers, and vehicles) pivot from the number of households within each TAZ. Control totals for employment are also set for each county before distributing employment down to the TAZ level.

Since the CMCOG/COATS MPO model area includes only part of Calhoun County and Kershaw County, the W&P county data was proportionally split to establish control totals for these two counties. The household control totals were split utilizing household ratios inside and outside the CMCOG/COATS MPO region from the Statewide travel demand model. The employment control totals were split using ratios from the InfoUSA employment data provided by CMCOG/COATS MPO.

As previously stated, W&P considers federal military installations as office employment. W&P projects that there will be 10,957 federal military employees in Richland County by 2045. It is assumed that most of this employment is located within Fort Jackson. To avoid spreading this employment across the entire county, the federal military employment was removed from the office county control total for Richland County before distributing office employment down to the TAZ level.

TABLE 5.4. 2018 AND 2045 POPULATION COMPARISON

County	Households	Employment
Calhoun	6,527	9,376
Inside COATS	1,145	4,527
Outside COATS	5,382	4,849
Fairfield	9,653	12,219
Kershaw	26,210	31,535
Inside COATS	19,760	28,598
Outside COATS	6,450	2,937
Lexington	119,777	252,300
Newberry	15,323	22,119
Richland	154,719	360,317
Total	332,209	687,866
Inside COATS	320,377	680,080
Note: Richland County office employment excludes federal military employment.		

Major Employment Sectors

The service sector accounts for the largest share of jobs in the CMCOG/COATS MPO study area. This category of employment includes: Educational Services (colleges and schools); Health Care and Social Assistance; Arts, Entertainment, and Recreation; Accommodation and Food Services; and Other Services (except Public Administration). This sector is also projected to have the largest absolute increase in employment between 2018 and 2045.

The office sector has the second largest proportion of jobs. This category of employment includes: Information: Finance and Insurance; Real Estate Rental and Leasing; Professional, Scientific, and Technical Services; Management of Companies and Enterprises; Administrative and Support; and Waste Management and Remediation Services. It also includes Federal, State, and Local Government employment (except education).

The industrial sector includes: Agriculture, Forestry, Fishing and Hunting; Mining; Utilities; Construction; Manufacturing; Wholesale Trade; and Transportation and Warehousing. A long mainstay of the southern economy, this sector has experienced decreases in workers employed over past decades, but it is showing a rebound and now accounts for 21 percent of the total employment in the region and is anticipated to increase by 15 percent between 2018 and 2045.

Retail trade establishments account for the smallest share of total employment with 10 percent in 2018. Retail trade includes any mercantile establishment from home improvement and grocery stores, auto dealer and gas stations/convenience stores, department and clothing stores, many of which are destinations in and of themselves, such as regional shopping malls or have high auto accessibility from locations along major thoroughfares.

TABLE 5.5. EMPLOYMENT BY INDUSTRY TYPE – 2018 TO 2045

Industry	2018	%	2045	%	% Change
Industry	105,986	21%	122,131	18%	15%
Retail	51,672	10%	58,171	9%	13%
Service	204,810	40%	320,055	47%	56%
Office	144,633	29%	179,723	26%	24%
Total	507,101	100%	680,080	100%	34%

2045 Household and Employment Disaggregation to TAZs

There are 1,066 TAZs in the CMCOG/COATS MPO modeling region. Each TAZ was evaluated to assess how much additional growth is anticipated in housing and employment between 2018 and 2045 multiple sources. These sources include:

- Previous CMCOG/COATS MPO TAZ Model Projections
- State TAZ Model Projections
- 2000/2010 Census
- County Comprehensive Plans
- County Zoning
- County Economic Development Information
- Current/Historic Aerials
- Wetland areas

Aerial photography was particularly helpful in determining which TAZs should be considered built-out, nearly built-out, or had available land for future development. COATS data from the previous model and data from the State travel demand model were used to identify growth areas from past modeling efforts. Past census data also identified areas that have experienced recent growth. Comprehensive plans, zoning and information from local economic development departments were used to determine where growth is anticipated or desired. Wetlands coverage was used to identify areas that would be restricted from future development.

The zone-by-zone evaluation resulted in a set of "uncontrolled" counts of new households and employment. These values were then proportionately adjusted so the sum of all TAZs equaled the county control totals. Fairfield County was unique in that the number of households is projected to decline slightly between 2018 and 2045 (by 190). In this case, it was assumed that some TAZs would show some growth based on supporting documentation and others would experience slight declines (i.e., increased vacancy rates).

General observations on the distribution of new households and employment in the COATS modeling region are:

Calhoun County

- Less than 300 new households are projected to occur within the modeling area of the county. No TAZs are assumed to increase by more than 100 households.

- Employment growth is assumed to be less than 250 employees per TAZ for most of the area. The exceptions are areas on the west side of I-26 south of Exit 119 and the Sandy Run Industrial Park.

Fairfield County

- Households are projected to decline slightly countywide. Some areas are assumed to have slight increases and others slight decreases.
- Employment growth is assumed to be less than 250 workers per TAZ for most of the area. The most notable exception is areas along the I-77 corridor representing the future Mega Site and Fairfield Commerce Center.

Kershaw County

- Most of the household growth is anticipated to occur along the Richland County boundary and around the Town of Elgin. There is also a higher concentration of growth anticipated on the east side of the City of Camden.
- Employment growth is assumed to be less than 250 employees per TAZ for most of the area. The exceptions are the Central South Carolina Mega Site area and along the US 1/601 corridor between Logoff and Camden.

Lexington County

- Most of the household growth is anticipated to occur around Lake Murray and the suburban areas of Lexington as well as within the Redbank and Gaston areas. Several areas within Cayce and West Columbia are assumed to be built out with some infill.
- Most of the employment growth is anticipated to occur along the interstate corridors of I-20, I-26, and I-77. Pockets of higher growth are also anticipated in the Chapin and Batesburg-Leesville areas.

Newberry County

- Households are projected to increase by less than 1000 between 2018 and 2045. No TAZs are anticipated to increase by more than 100 households.
- Employment growth is assumed to be less than 250 employees per TAZ for most of the area. The exceptions are areas along I-26 near the City of Newberry and the area south the Newberry County Airport.

Richland County

- The projected focus of household growth is in Irmo, Blythewood and along the Kershaw County boundary south of Elgin. Additional pockets of growth are anticipated along the Congaree River in Columbia and east of Columbia below Fort Jackson.
- Employment growth is anticipated to occur along the I-20, I-26, and I-77 corridors north of Columbia. A pocket of higher employment growth is also anticipated along Shop Road south of I-77.

5.6 Socioeconomic Data Summary

In the 27-year period between the base year (2018) and the horizon year (2045), the population of the CMCOG/COATS MPO study area is expected to increase by 17 percent. This growth represents an increase of 189,951 persons to 2045.

TABLE 5.6. POPULATION PROJECTION SUMMARY FOR THE CMCOG/COATS MPO AREA

	2018 CMCOG/COATS MPO	2045 CMCOG/COATS MPO	% Change
Calhoun County	2,560	2,999	17%
Fairfield County	22,402	21,713	-3%
Kershaw County	49,732	60,937	23%
Lexington County	295,032	389,440	32%
Newberry County	38,520	41,234	7%
Richland County	414,576	496,450	20%
Total Population	822,822	1,012,773	17%

Error! Reference source not found. and Error! Reference source not found. show population densities at the TAZ level of geography for 2018 and 2045 while Error! Reference source not found. depicts the change in population density over the LRTP's 27-year life.

FIGURE 5.4. 2018 POPULATION DENSITY

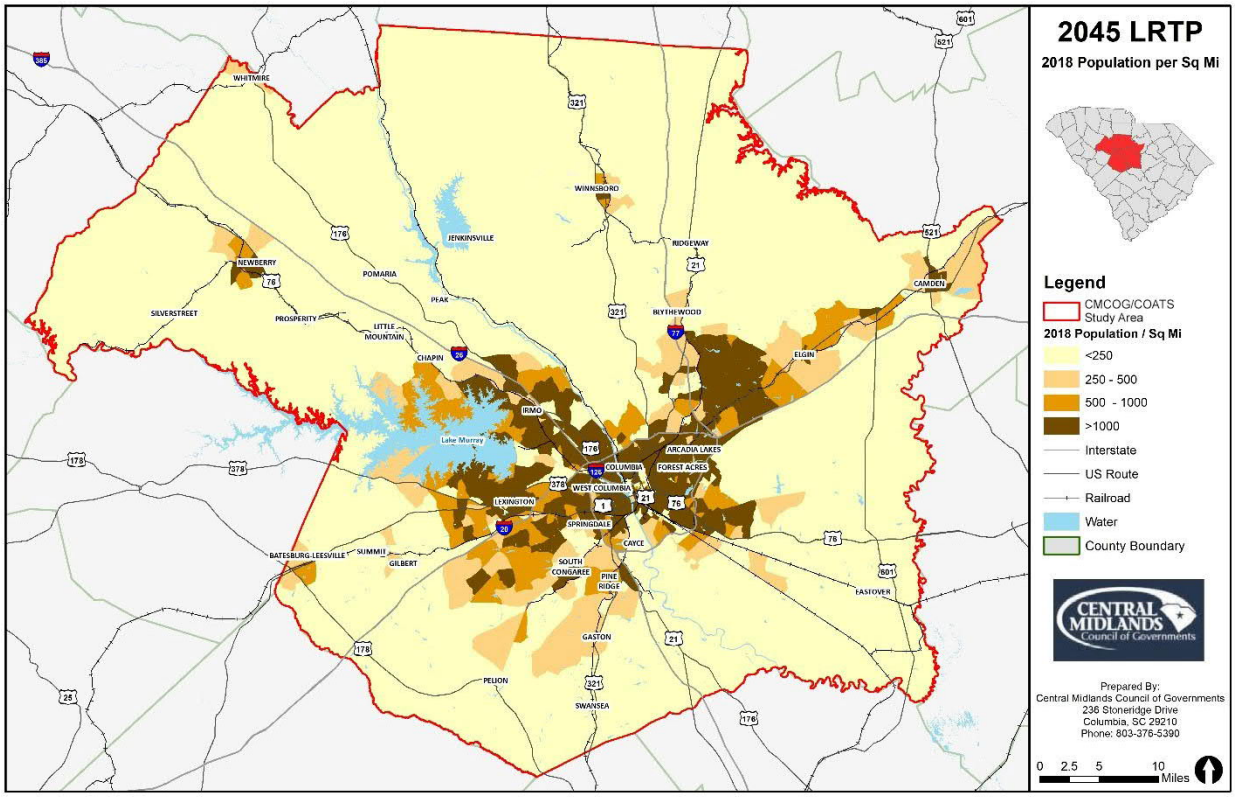


FIGURE 5.5. 2045 POPULATION DENSITY

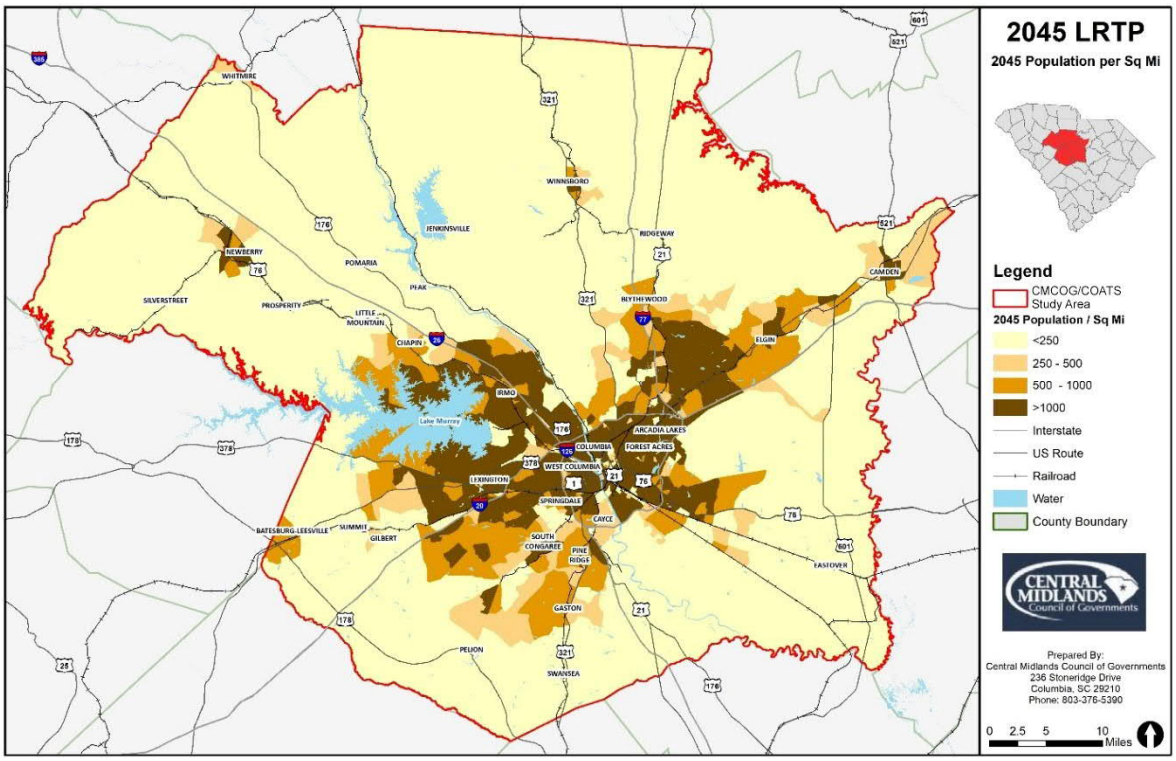
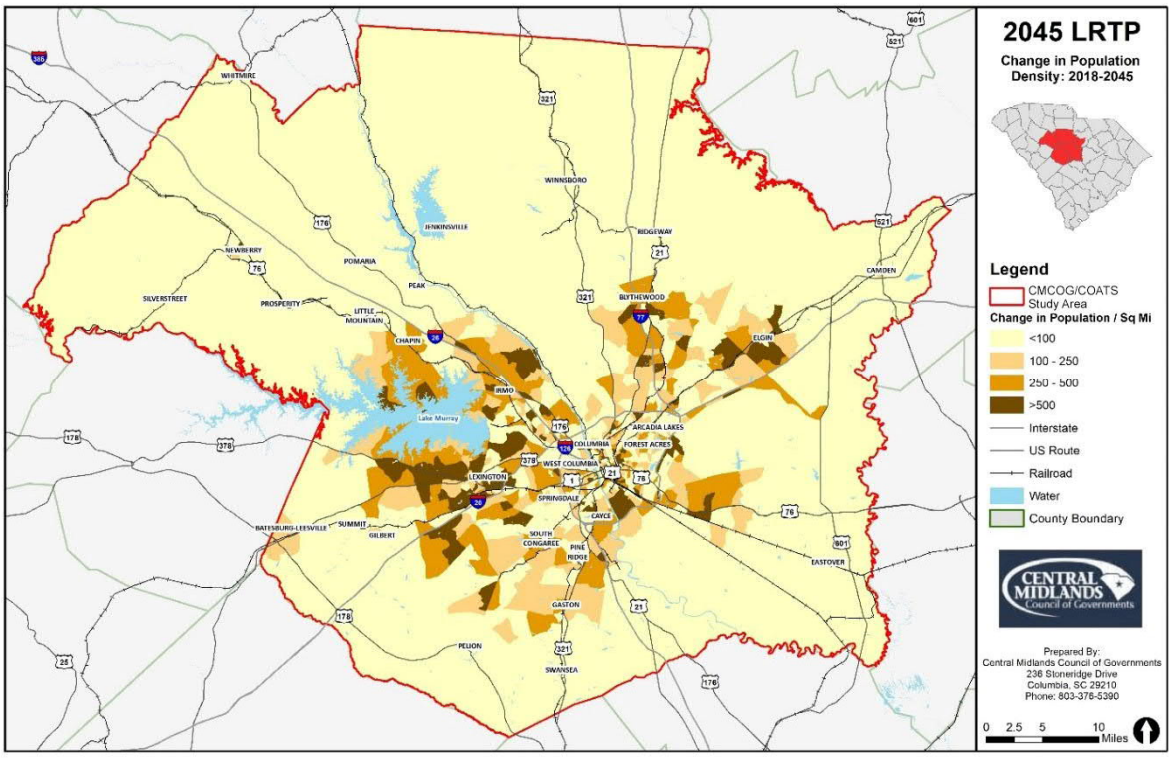


FIGURE 5.6. CHANGE IN POPULATION DENSITY 2018-2045



Existing and future employment trends are closely linked to population growth and depend on the functionality of the regional transportation system. With 173,000 jobs added to the Columbia metropolitan area over the next 27 years, this employment growth, which is expected to be more suburban in nature, has the potential to place the road network under considerable strain, as residents commute further to their place of employment, making the need for a functional transportation system a necessity. However, the central business district of the Columbia metropolitan area will continue to be a major employment center of the region and has shown in recent years promising growth in multiple employment sectors. Error! Reference source not found. and Error! Reference source not found. show employment densities at the TAZ level of geography for 2018 and 2045 while Error! Reference source not found. illustrates the change in employment density over this period.

FIGURE 5.7. 2018 EMPLOYMENT DENSITY

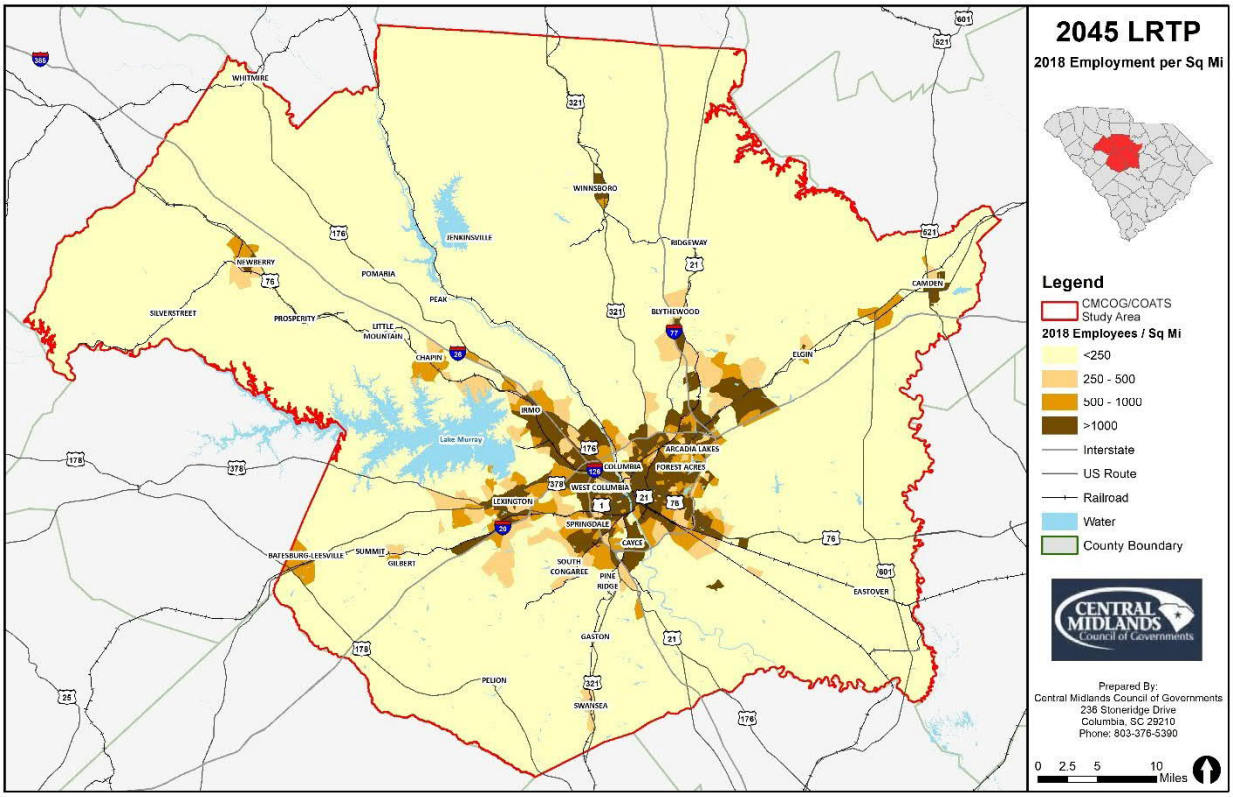


FIGURE 5.8. 2045 EMPLOYMENT DENSITY

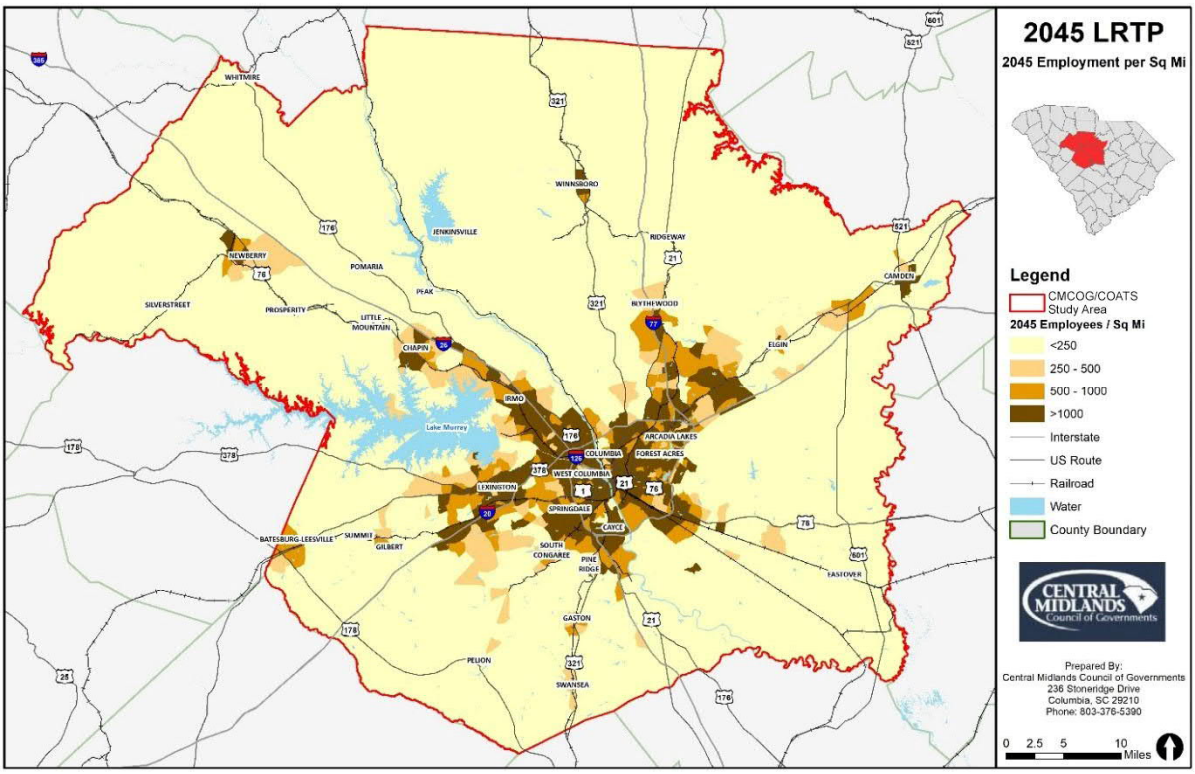
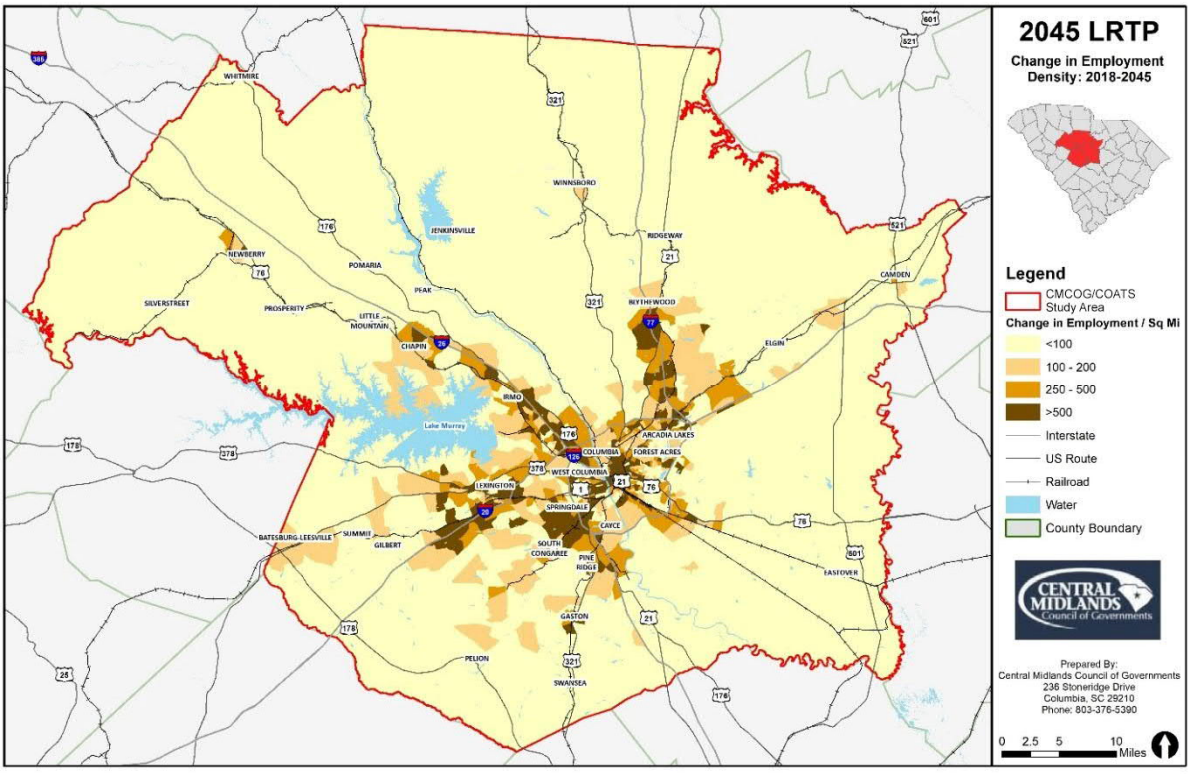


FIGURE 5.9. CHANGE IN EMPLOYMENT DENSITY 2018-2045



Chapter 6 Social Environment

This chapter provides information about the inclusion of protected classes and potentially disadvantaged populations in the transportation decision-making process. The first section provides an overview of the history of nondiscrimination laws and statutes and how the CMCOG/COATS MPO adheres to these as a recipient of federal funds. The second part discusses the equity analysis that was completed for the LRTP and then summarizes the CMCOG/COATS MPO's objectives and strategies for equitable engagement and decision-making.

Block Group

A *block group* is defined by the U.S. Census Bureau as a statistical division of the larger census tract groupings, and generally contain between 600 to 3,000 people. The block group consists of clusters of blocks that are within the same census tract and covers a contiguous area. It is the smallest unit of demographic information provided by the

6.1 Overview of Title VI and Environment Justice

Title VI of the Civil Rights Act of 1964 prohibits the discrimination on the basis of race, color, or national origin in programs that receive federal monies. Additional laws and guidance have been enacted since the Act to further protect and consider protected classes and potentially disadvantaged populations. In 1994, Executive Order (EO) 12898 was signed into law, directing federal agencies to take appropriate actions and steps to identify and address disproportionately high and adverse environmental effects of federal actions on minority and low-income populations to the greatest extent practicable. The Civil Rights Act and EO 12898, along with other nondiscrimination protections programs, protect populations that may be at risk of significant impacts associated with transportation decisions and encourage transportation decisions be more equitably distributed among communities. It is therefore the CMCOG/COATS MPO's responsibility, as a recipient of federal transportation funding, to comply with these laws. The CMCOG/COATS MPO uses analytics, such as identifying demographic profiles and assessing federal financial distributions of transportation investments across these communities, to accurately assess the compliance of planning programs with Title VI.

In addition, public involvement in the transportation planning process is a key element of ensuring compliance with Title VI and EO 12898. The public involvement process is intended to promote and remove barriers towards equitable participation within the CMCOG/COATS MPO region. The CMCOG/COATS MPO's adopted Public Participation Plan is intended to provide direction for public participation activities to be conducted by the CMCOG/COATS MPO and maintains the goals, visions, and objectives used by the MPO in public participation activities.

6.2 Equity Analysis Methodology & Analysis

The CMCOG/COATS MPO conducted an equity analysis as part of the LRTP update in order to understand particular areas where populations may most benefit or be unduly burdened by from future transportation projects. Since the CMCOG/COATS MPO is responsible for transportation decisions in 6 counties, including Calhoun, Fairfield, Kershaw, Lexington, Newberry and Richland, the analysis first identified the block groups within the CMCOG/COATS MPO boundaries using the 2015-2019 American Community Survey (ACS) 5-year data. The 2019 ACS data was used for this analysis because it provided

the most detailed demographic information to-date at the time of the LRTP. Each county's populations, listed in more detail below, were calculated based on block groups data.

- Minorities- Minority populations are readily identifiable group of minority persons who live in geographic proximity. A minority is defined by the Federal Highway Administration as Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander.
- Hispanic- Ethnicity demographics are collected by the Census Bureau. Hispanic or Latino refers to a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
- 65 and older- Males and females that are older than 65, who may benefit from enhanced mobility options to access key locations such as grocery stores, medical facilities, religious locations, or other social gatherings.
- Low income- considered families who are living below the poverty line. The poverty thresholds are updated annually by the U.S. Census Bureau.
- Limited English Proficiency- persons for whom English is not their first language and who have a limited ability to read, write, speak, or understand English. These populations are identified by people who reported to the U.S. Census Bureau that they speak English less than very well, well, not well, or not at all.

Each county's percentage of potentially disadvantaged populations for the portions of the county within the CMCOG/COATS MPO region were calculated and are shown below in Table 6.1. Calculations for the CMCOG/COATS MPO area were also completed and are used as a "baseline" for comparison on the following maps. For example, the CMCOG/COATS MPO region has an average low-income population of 14.3%. Figure 6.1 has ranges of low-income populations, where the lowest range is less than the CMCOG/COATS MPO average and the others are higher than the CMCOG/COATS MPO average.

TABLE 6.1. CMCOG/COATS MPO REGION ENVIRONMENTAL JUSTICE PROFILE

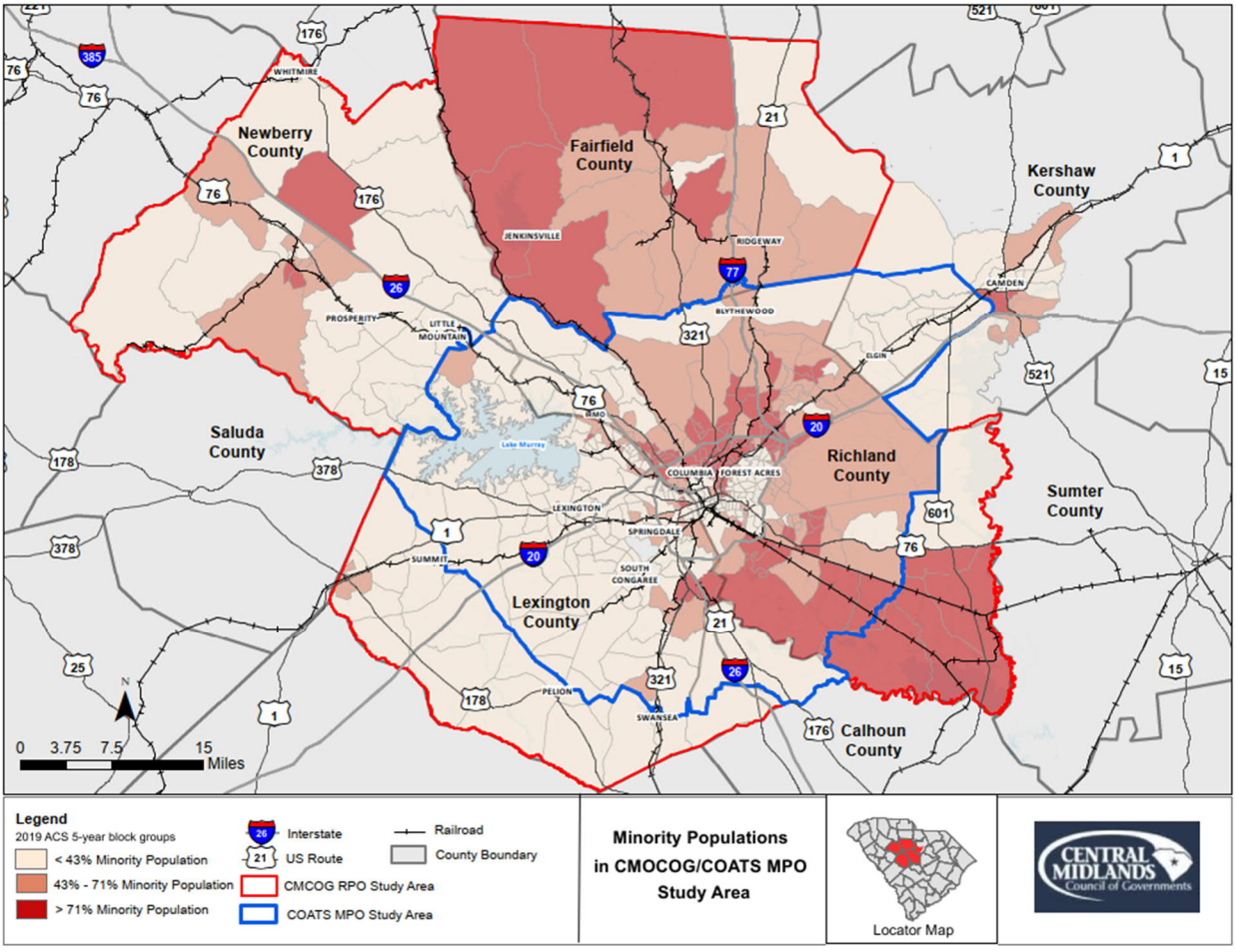
	Area Total	Richland Co.	Lexington Co.	Kershaw Co.	Calhoun Co. (COATS portion)	Newberry Co.	Fairfield Co.
Total Population	822,424	411,091	290,278	58,224	2,072	38,194	22,565
Minority Population	358,335	237,160	72,999	18,786	127	15,311	13,952
% Minority Population	43.6%	57.7%	25.1%	32.3%	6.1%	40.1%	61.8%
Hispanic Population	44,847	21,188	17,438	2,831	42	2,854	494
% Hispanic Population	5.5%	5.2%	6.0%	4.9%	2.0%	7.5%	2.2%
Over 65 Population	117,842	50,741	44,761	9,864	507	7,345	4,624
% Over 65 Population	14.3%	12.3%	15.4%	16.9%	24.5%	19.2%	20.5%
Households Below Poverty	117,812	61,864	35,934	8,559	265	6,539	4,651
% Households Below Poverty	14.3%	15.0%	12.4%	14.7%	12.8%	17.1%	20.6%

Note that there are two counties, Calhoun and Kershaw, that have several block groups outside of the CMCOG/COATS MPO region, while the remaining counties are completely encompassed in the CMCOG/COATS MPO region. Therefore, a true side-by-side comparison may not be accurate based on the calculations in Table 7.1. Additionally, the totals shown in the table do not include Fort Jackson, as military populations are not considered to be exposed to the same level of risk for environmental justice concerns as civilian populations.

Minority

The CMCOG/COATS MPO area has an average minority population of 43.6%, with the highest concentration of minority populations (66%) found in Richland County. As shown in Figure 6.1, Fairfield County also has several block groups that have higher minority populations compared to CMCOG/COATS MPO average minority population. Minority populations are concentrated in the southeastern portion of Richland County around Eastover, the northern portion of Fairfield County starting around Jenkinsville, and around the I-77 corridor.

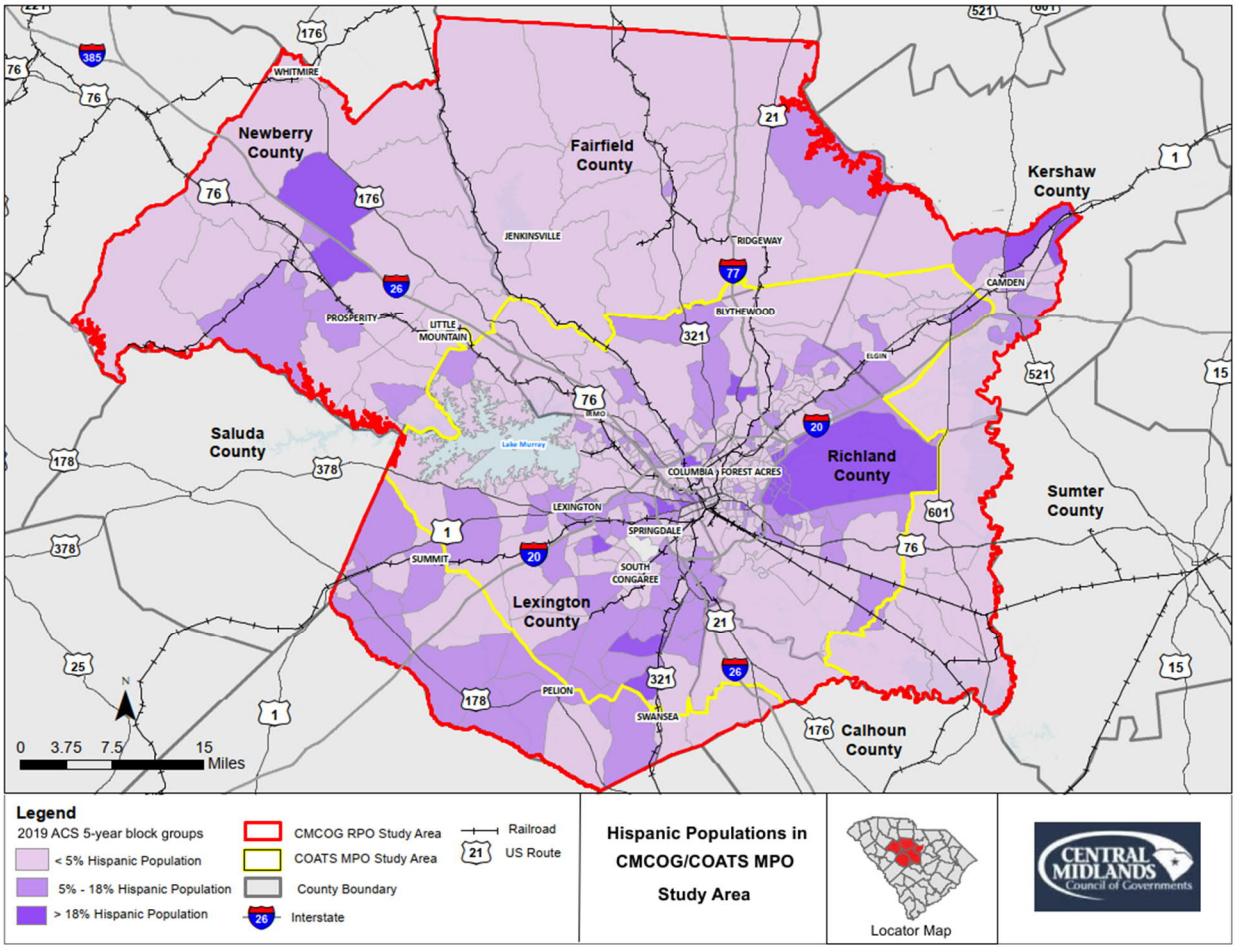
FIGURE 6.1. CMCOG/COATS MPO AREA MINORITY POPULATION



Hispanic

Richland County has the highest concentration of Hispanic populations (47%) within the CMCOG/COATS MPO region, although as shown on Figure 6.2, a large portion of the population appears around Fort Jackson, which is not included in this evaluation. Lexington County contains the second highest (39%) Hispanic populations, and populations appear to be relatively evenly distributed.

FIGURE 6.2. CMCOG/COATS MPO AREA HISPANIC POPULATION



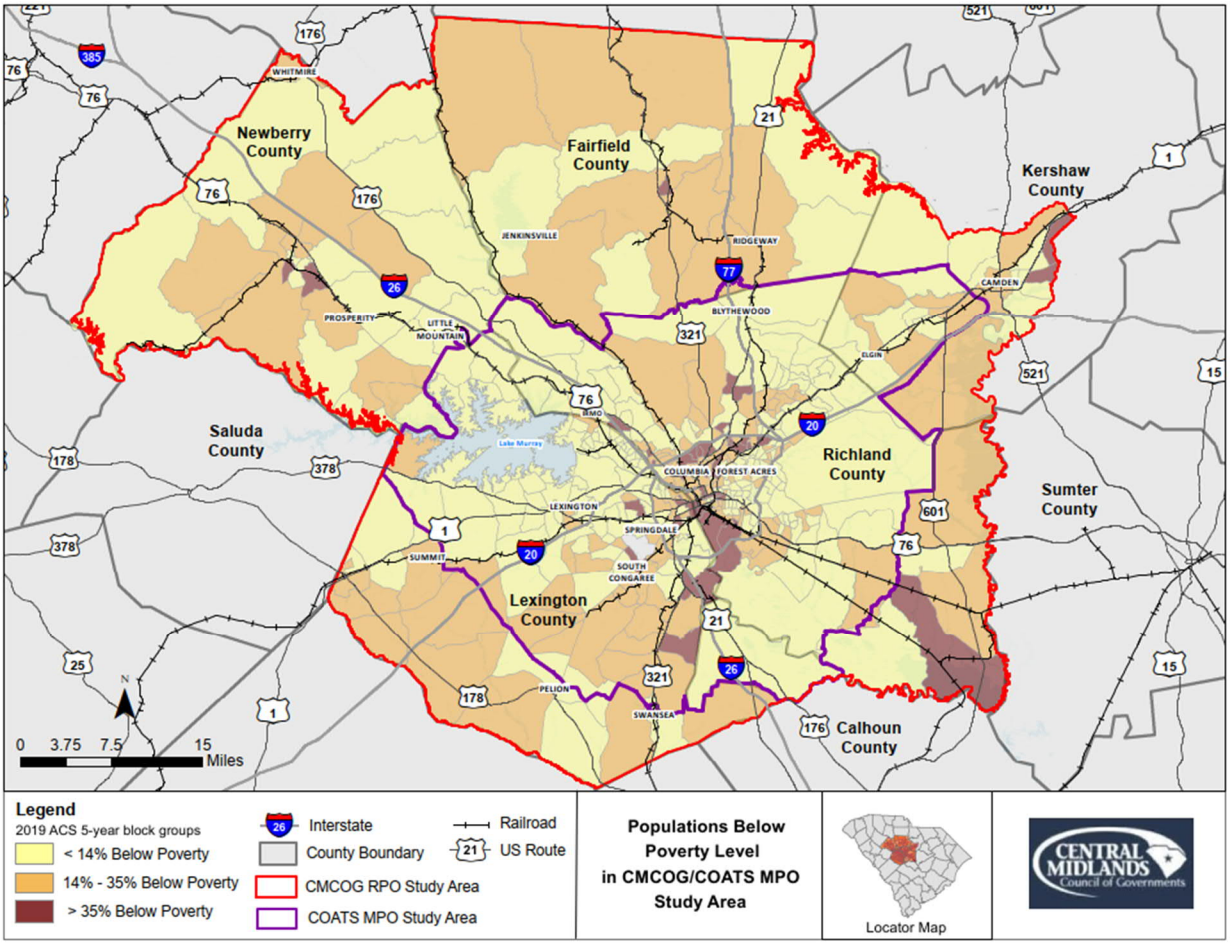
Limited English Proficiency

Approximately 7.7% of residents in the CMCOG/COATS MPO region that are 5 years or older speak a language other than English at home. Of the 59,186 residents in CMCOG/COATS MPO region who speak a language other than English at home, 36.6% indicated that they speak English less than "very well". Spanish-speaking residents made up 61% of the group who speak English less than "very well", and Richland County contains the most residents (51%) who speak English less than "very well". Additional information about the COATS' LEP Policy can be found at the end of this chapter.

Low Income

As seen on Figure 6.3, low income populations appear to be dispersed throughout the CMCOG/COATS MPO region. At a county-level, Richland has the highest number of the region's low-income populations (53%) and Lexington has the second (31%).

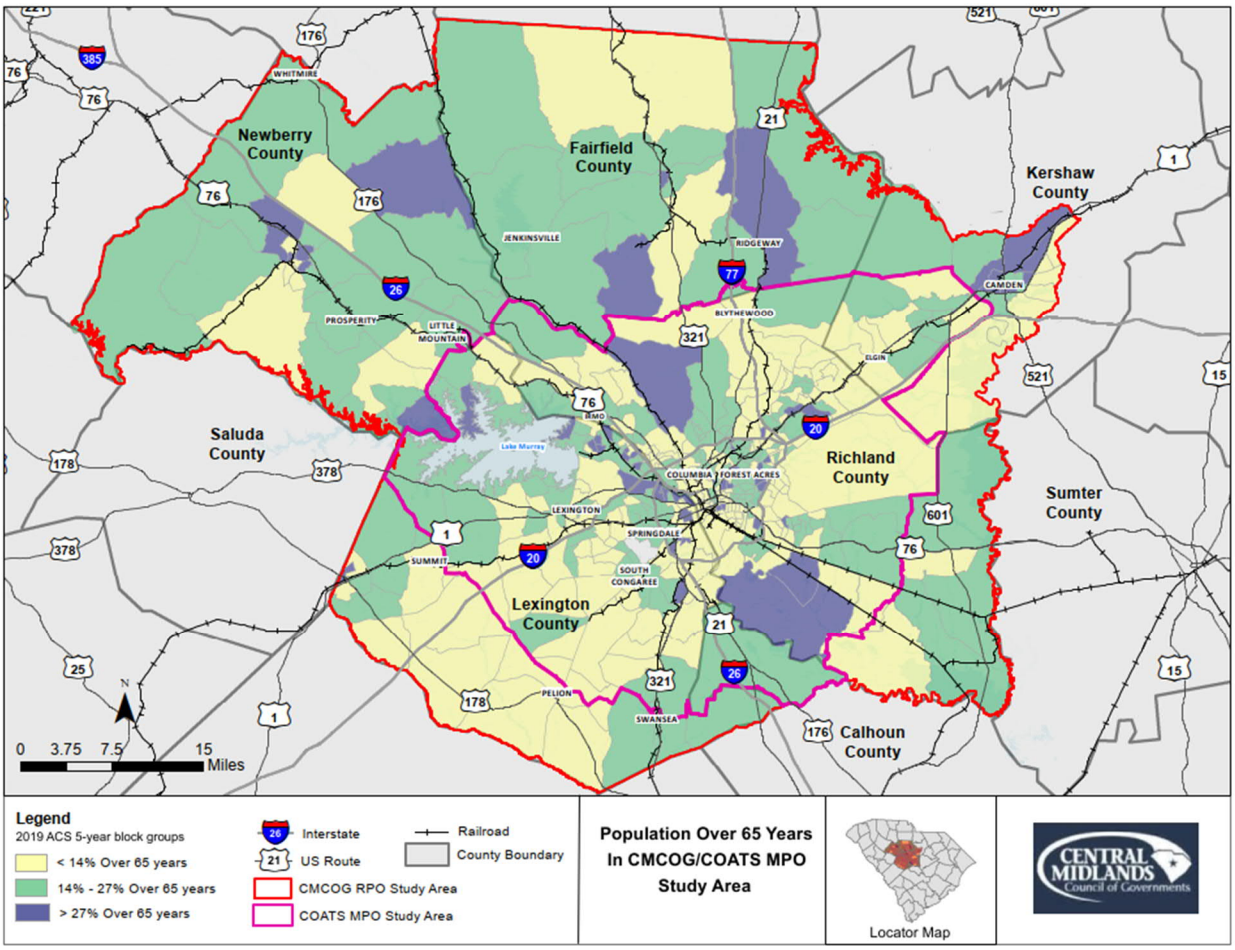
FIGURE 6.3. CMCOG/COATS MPO AREA LOW INCOME POPULATION



Population Over Age 65

Richland (43%) and Lexington (38%) have the highest populations of residents over 65 years old. However, as seen on Figure 6.4, each county within the CMCOG/COATS MPO region has several block groups with populations over 65 that are higher than the average percent of the over 65 population in the CMCOG/COATS MPO region. Residents over 65 are evenly grouped within the CMCOG/COATS MPO region, with more populations possibly residing around the outer boundaries of the region.

FIGURE 6.4. CMCOG/COATS MPO AREA POPULATION OVER AGE 65



Environmental Justice Areas

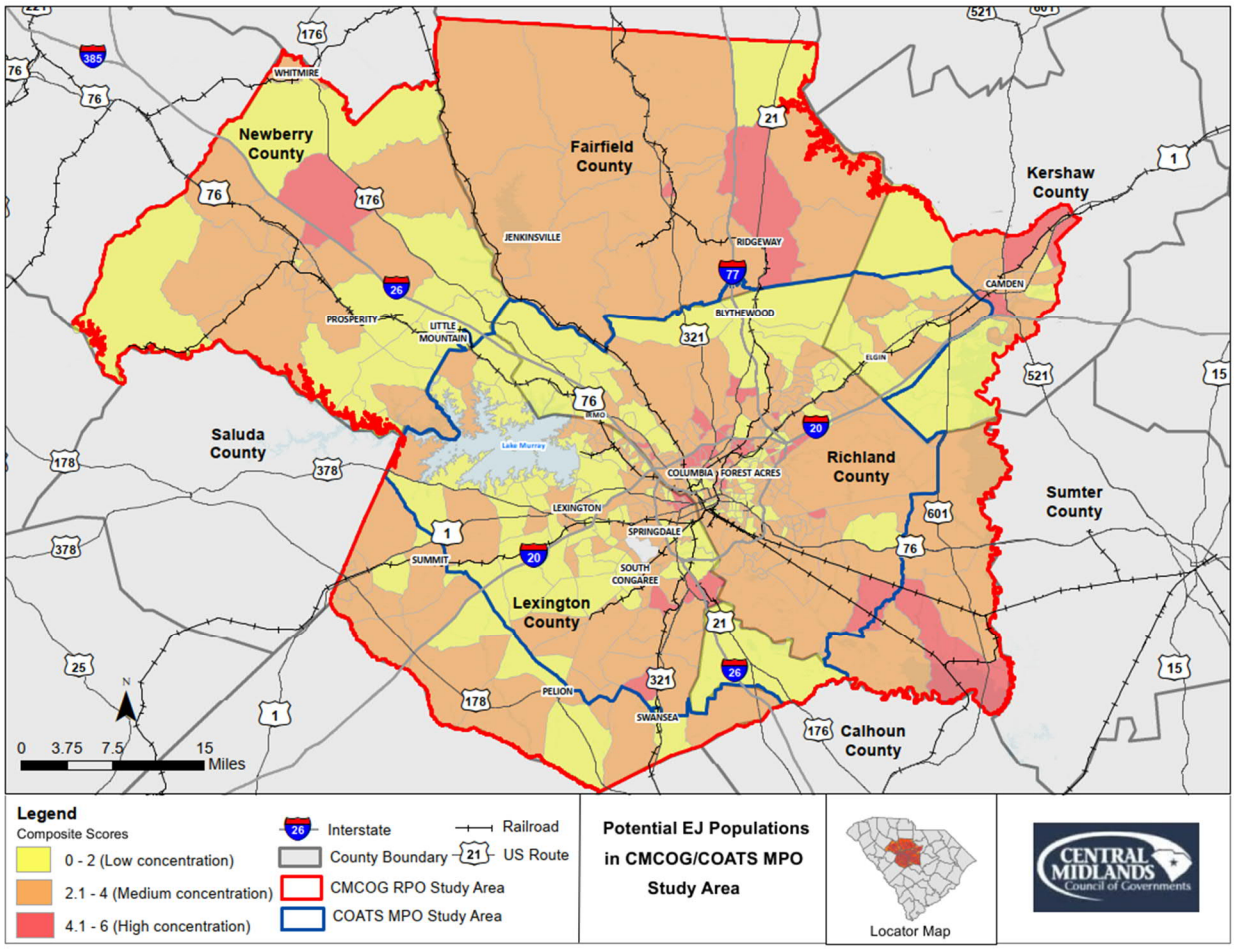
A composite map was created to display the highest concentrations of minority, Hispanic, low-income, and populations over 65 (Figure 6.5). This composite map is intended to help decision-makers identify areas where higher concentrations of protected classes and/or environmental justice communities reside. The composite map represents a useful benchmark for decision-makers to assess the likelihood of planned transportation projects positively or negatively impacting environmental justice or Title VI populations. Composite scores were created by assigning each block group in the CMCOG/COATS MPO region a score of 0,1, or 2, based on the criteria below:

- Block groups that have a lower percentage than the CMCOG/COATS MPO regional average percentage for a given category = 0

- Block groups that have a percentage greater than the CMCOG/COATS MPO regional average percentage, but less than double the CMCOG/COATS MPO average for a given category = 1
- Block groups that have a greater percentage than double the COATS regional average percentage for a given category = 2

Scores were added for the four categories; total scores of less than 2 are considered to have a low potential for high concentrations of protected classes or EJ communities, while scores of greater than 4 are considered to have a high potential for high concentrations. As shown in Figure 6.5, there are few high concentrations of these communities, while the majority of the map shows medium concentrations that are evenly distributed across the CMCOG/COATS MPO region.

FIGURE 6.5. CMCOG/COATS MPO AREA ENVIRONMENTAL JUSTICE AREAS



6.3 CMCOG/COATS MPO Objectives and Strategies

With the data analyzed as part of the LRTP, CMCOG/COATS MPO can continue to implement the region's four main goals for encouraging equitable engagement in the transportation decision-making process and prevent undue hardship on any one population. CMCOG/COATS MPO will work with local governments and encourage the regional and local implementation of these goals, as well as implement the strategies outlined in the CMCOG/COATS MPO Public Participation Plan.

1. Encourage regional collaboration and coordination amongst local jurisdictions in planning for future growth and development in the region.
2. Promote economic vitality by investing in infrastructure improvements that increase the potential for job creation and retention, improve linkages between housing and employment opportunities, and support regional economic development strategies.
3. Ensure that all citizens and communities within the Columbia Metropolitan Area are equitably served by the region's transportation system.
4. Ensure that all programs, policies, and activities do not have disproportionately adverse effects on minority and low-income populations and that all potentially affected communities are represented in the transportation decision-making process.

6.4 CMCOG/COATS MPO Limited English Proficiency Policy

CMCOG/COATS MPO follows the *U.S. DOT's Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons* for fulfilling responsibilities to LEP persons, pursuant to Title VI regulations. The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) has developed this Limited English Proficiency Plan (LEP) to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to CMCOG/COATS MPO programs as required by Executive Order 13166. The plan follows the U.S. DOT'S "four factor analysis" method when determining the types of participation and engagement that occur to ensure meaningful access for LEP persons. The CMCOG/COATS MPO will use the following tools to identify persons who may need language assistance:

- The CMCOG/COATS MPO will examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- When CMCOG/COATS MPO sponsored public meetings, workshops or conferences are held, the MPO will setup a sign-in sheet table and have a staff member greet and briefly speak to each attendee. To informally gage the attendee's ability to speak and understand English, the CMCOG/COATS MPO staff will ask a question that requires a full sentence reply;
- The CMCOG/COATS MPO will have the Census Bureau's "I Speak Cards" at the meeting, workshop or conference sign-in sheet table. While staff may not be able to provide translation assistance at this meeting, the cards are an excellent tool to identify language needs for future meetings. The CMCOG/COATS MPO will also, have the cards available at the CMCOG/COATS MPO office reception area; and
- The CMCOG/COATS MPO will post a notice of available language assistance at CMCOG/COATS MPO reception area.

When an interpreter is needed, in person or on the telephone, the CMCOG/COATS MPO will determine what language is required. For a listing of available languages, persons can check the CMCOG website at: www.centralmidlands.org, to see what languages are offered. If the required language is not available or if a formal interpretation is required, the CMCOG/COATS MPO shall use a translation service.

The CMCOG/COATS MPO may be able to assist with written communications and small CMCOG/COATS MPO document translation requests from LEP persons. If not, a translation service shall be used for a fee. CMCOG/COATS MPO documents can be made available in another language, such as Spanish, upon request.

Chapter 7 Environmental Mitigation

7.1 Introduction

The COATS MPO and the Central Midlands region are situated in the middle of South Carolina, halfway between the Appalachian Mountains and the Atlantic Ocean. This central location on the dividing line between the mountains and the sea is characterized by an extremely diverse natural and cultural landscape. A vast network of streams, wetlands, woodlands, and productive agricultural areas extend from the sandhills eco-region south of Lake Murray to the extensive flood plains that provide the backdrop for Congaree National Park, located southeast of the City of Columbia.

The rapid pace of growth and development in the Central Midlands region requires planners and policy makers to develop long term strategies for protecting these unique and biologically diverse ecosystems. The implementation of large-scale transportation improvement projects can be particularly detrimental to the viability of these resources.

According to the FAST Act, metropolitan and statewide transportation plans must include a discussion on types of potential environmental mitigation activities as part of their plans. While not specifically mapped for this LRPT, there are environmentally sensitive resources located throughout the Central Midlands region that must be considered when doing individual projects.

Environmental mitigation measures therefore need to be an essential and ever present component of the long range transportation planning process. This can be accomplished by consulting and coordinating with other governmental, non-governmental, and private sector stakeholders to conduct a system-wide review of the potential environmental impacts of short and long term transportation investments. These coordination efforts are an initial step in identifying impacted areas and help to inform preliminary engineering and design. They also allow the CMCOG/COATS MPO to better facilitate the regional visioning and goal setting process. The end result is a transportation plan that minimizes environmental and social impacts, increases efficiency and cost effectiveness, and enhances the overall quality of life for area residents.

This chapter of the LRTP outlines strategies that CMCOG/COATS MPO is currently undertaking or plans to undertake to mitigate against environmental impacts through consultation and coordination, early project screening, and various regional planning initiatives.

7.2 Environmental mitigation strategies

CMCOG/COATS MPO uses or intends to use the following strategies to mitigate potential environmental impacts of multi-modal transportation projects identified in this LRTP:

Coordination

- Maintenance and deployment of a current resource agency contact database
- Utilization of the CMCOG/COATS MPO committee structure, CMCOG/COATS MPO public outreach and involvement strategy, and other CMCOG/COATS MPO planning activities
- Coordination with the Office of Planning and Environmental Services Division of SCDOT

CMCOG/COATS MPO will develop, maintain, and utilize a resource agency contact database to assist with collecting environmental data and soliciting input on the development of the LRTP and system wide

environmental and social impacts of project proposals. CMCOG will also use this database and consultation process to compare the transportation plan with available maps, inventories, plans, policies and strategies of the different agencies and organizations. CMCOG will also provide these agencies and organizations with an opportunity for review and comment of the plan as it is developed and during the public comment process. Agencies and organizations included in the contact database include, but are not limited to:

- Environmental Protection Agency Region IV
- USDA Natural Resources Conservation Service
- US Fish and Wildlife Service
- National Park Service – Congaree National Park
- US Department of Homeland Security Regional Environmental Officer
- US Army Corps of Engineers (Wetlands Protection and Floodplain Management)
- SC Department of Health and Environmental Control (Bureau of Water, Bureau of Air Quality, and the Bureau of Land and Waste Management)
- SC Department of Natural Resources
- SC Department of Parks, Recreation, and Tourism
- SC State Historic Preservation Office
- Richland County Conservation Commission
- Richland and Lexington Countywide Stormwater Consortiums
- Sustainable Midlands
- Congaree Riverkeeper
- Congaree Land Trust
- Community Open Land Trust

CMCOG will also coordinate planning activities with the various units of Local Government within the COATS MPO Planning Area through the existing MPO policy and technical committee structure. Other CMCOG committees and planning activities will also be coordinated with the long range transportation planning process to ensure compatibility and consistency with other regional planning programs, policies, and projects. The CMCOG environmental planning program and Environmental Planning Advisory Committee will play a particularly important role in coordinating transportation planning projects with regional water quality management and sustainability initiatives.

To ensure ongoing consultation efforts throughout the lifecycle of the plan, SCDOT will play an important role in project specific environmental mitigation activities by serving as a primary point of contact for many of the natural and cultural resource management agencies listed above. SCDOT will review the LRTP and solicit input and comments from these other agencies as priority projects begin to move through the project development process. This consultation will provide the opportunity to evaluate the consistency of individual projects with the relevant federal, state, and local environmental policies and programs.[2] SCDOT and CMCOG will continue to develop and strengthen these relationships

[2] SCDOT works closely with the major resource agencies and either funds full-time positions or has an interagency agreement with: the South Carolina Department of Archives and History, the United States Army Corps of

with the agencies and organizations responsible for natural and cultural resource management and preservation in the central midlands region.

Environmental Resource Mitigation

- Environmental Screening
- Green Infrastructure Planning
- Wetlands Mitigation Banking
- Regional Air Quality Planning

The scope and intended outcomes of each of these efforts will be summarized below, along with a discussion of their relationship to the LRTP and compliance with MAP 21/SAFETEA-LU environmental mitigation requirements.

Environmental Screening

CMCOG utilizes an early environmental screening process intended to pro-actively identify potential environmental or social issues that could impact the implementation of road improvement projects proposed in the Long Range Transportation Plan. An early evaluation of the location of proposed projects in relationship to sensitive environmental and cultural features is an essential component of transportation planning and provides the framework for later, more detailed pre-construction project specific analysis that is required by the National Environmental Policy Act (NEPA). The purpose is to subject projects to a planning level "fatal flaw" analysis to identify major problems or "showstoppers" so that appropriate mitigation activities and/or alternatives can be considered before a project enters the pre-construction phase. This process facilitates enhanced coordination between agencies, assists in setting realistic cost and construction estimates, and prepares projects for the NEPA review process.

The primary means for conducting the screening includes system-wide and project specific analysis of the data collected during the consultation and coordination process described above. Typical components of the screenings include spatially examining projects in the context of existing conditions related to:

- Congestion, Traffic Volumes, and Level of Service
- Crash and Safety Data
- Land Use, Growth, and Development Trends
- Preliminary Cost Estimates
- Hydrography
- 303(d) Impaired Streams
- Floodplains
- Wetlands (National Wetlands Inventory and Hydric Soils)
- Endangered Species Occurrence
- Hazardous Substance Disposal Sites
- Protected Lands

Engineers, the South Carolina Department of Health and Environmental Control, the US Fish and Wildlife Service and the US Environmental Protection Agency.

- Prime Farmland, Farmland of Statewide Importance
- Vulnerable Populations/Environmental Justice Areas
- Historic Areas/Historic Resources
- Schools, Parks, Churches, and Cemeteries

Although this type of early action screening does not substitute for more detailed, project specific environmental review, it can help to identify important issues that require further analysis. Understanding the environmental and social complexities of a proposed project or package of projects early on, can reduce the likelihood of encountering unexpected environmental constraints that could stop a project or significantly increase the capital costs for completion.

Green Infrastructure

Green infrastructure is a term often applied to describe economical and environmentally friendly means for protecting and managing land and water resources. Over the past two decades separate but related conceptual definitions for Green Infrastructure have emerged, one centered on the protection of open space for its inherent natural value, and one centered on utilizing sustainable Low Impact Development (LID) strategies to address stormwater runoff related issues.

In the case of the open space definition, green infrastructure is commonly described as "an interconnected network of green space that conserves natural ecosystem values and functions and provides associated benefits to human populations." (Benedict and McMahon, 2006). This definition typically describes a hubs, links and sites approach to open space preservation. Hubs anchor green infrastructure networks and provide an origin or destination for wildlife and ecological processes moving to or through it. Different types of hubs can include:

- Reserves: Large protected areas, such as national and state parks and wildlife refuges
- Managed Native Landscapes: Large publicly-owned lands, such as national and state forests, managed for resource extraction as well as natural and recreational values
- Working Lands: Private farms, forests, and ranches that are managed for commodity production yet remain in a predominantly open and undeveloped state
- Regional Parks and Preserves: Less extensive hubs of regional ecological significance

Sites are smaller community parks and natural areas where natural features and ecological processes are protected and/or restored. Links are the connections that tie the system together and enable green infrastructure networks to work. They range in size, function and ownership, and can include the following:

- Landscape Linkages: Large, protected areas that connect existing parks, preserves, or natural areas and provide sufficient space for native plants and animals to flourish, while serving as corridors connecting ecosystems and landscapes
- Conservation Corridors: Less extensive linear protected areas, such as river and stream corridors, that serve as biological conduits for wildlife and may provide recreational opportunities;
- Greenways: Protected corridors of land managed for resource conservation and/or recreational use

- Greenbelts: Protected natural lands or working lands that serve as a framework for development while also preserving native ecosystems and/or farms or ranchland
- Ecobelts: Linear woody buffers that can ease the zone of tension between urban and rural land uses, while providing ecological and social benefits for urban and rural residents

Since 2006 CMCOG has been working with regional partners to develop a vision for creating a network of protected open spaces by utilizing the Green Infrastructure approach within the central midlands region. This approach is an important component of the COATS transportation planning process because it identifies priority conservation areas that can help guide transportation related environmental mitigation measures and engage stakeholders in discussions about long range plans for protecting the regions natural and cultural resources amidst increasing growth and development pressures.

The water resource definition of Green Infrastructure on the other hand refers more specifically to a natural or engineered system that use soil and vegetation to manage stormwater runoff by retaining and treating it where it falls, allowing for less disruptions to the natural hydrologic cycle and contributing to improved health of the overall watershed. Low Impact Development (LID) concepts are often used interchangeably with this definition of Green Infrastructure because they also refer to a planning, design and development framework for using natural site features along with engineered facilities to better manage land and water resources. Examples of LID techniques for managing water quality include:

- Bioretention and Infiltration (e.g., bioswales, filter strips, Rain Gardens)
- Pervious Pavement
- Rainwater Harvesting
- Green Roofs, Walls, and Planters
- Stormwater Wetlands
- Greenways, Parks, and Plazas
- Green Streets and Parking Lots

Green Streets and Parking lots in particular are important for consideration in long range transportation planning activities. The Institute of Transportation Engineers has defined a series of green streets principles and guidelines for transportation agencies to use. These guiding principles include:

- Minimizing street widths
- Providing pervious surfaces where possible
- Incorporating aesthetic design into retention and detention facilities
- Providing mechanical traps to capture pollutants and particulate matter
- Directing runoff into biofilters or swales where appropriate rather than relying solely on conventional storm drain systems

In regards to this last bullet point, bioswales can be appropriate in many different locations and in many different transportation facility contexts. They can be used in medians, planting strips, curb extensions, islands, and other areas of significant size where runoff can be collected and detained. They can also be employed in areas that slope downward from the curb or sidewalk. Stormwater is allowed to enter

bioswale areas by employing frequent curb and gutter cuts in down slope locations. As with bioswales and rain gardens in non-transportation settings, they can and should become an integral part of the existing landscaping treatment. Municipalities spend a great deal of public funds on streetscaping and beautification projects. By embracing green infrastructure and greet street concepts, jurisdictions can better leverage these scarce financial resources.

In addition to bioswales, green street designs also rely heavily on pervious pavement systems. As discussed earlier, pervious pavement can be used in a variety of settings including on-street parking areas, off-street parking areas, and alley ways and on low volume collector streets. Sidewalks and pedestrian crosswalks can also use pervious pavement systems. Green street concepts are typically applied to the following five transportation facility types:

- urban commercial streets
- arterial streets
- residential streets
- alley ways and parking lots

Urban Commercial streets offer opportunities for pervious pavement in on-street parking areas, bioswale curb extensions, and stormwater planters around native street trees. Suburban Arterial roads which have much higher traffic volumes and often have two travel lanes in each direction, can use continuous bioswale features parallel to the road. The landscaped bioswale can provide a much needed separation between the vehicle travel lanes and the sidewalks, making for a much safer and aesthetically pleasing pedestrian experience. Residential Streets offer numerous green infrastructure opportunities.

Pervious pavement can be implemented along the edges of wide residential streets that can be used for on street parking (which provides the added benefit of calming traffic). Pervious pavement, such as gravel and turf, can also be used on residential driveways. Homeowners can also site rain gardens next to driveways and along the street frontage to serve as a filter strip and/or infiltration area. Curb extensions with bioswales or larger bioswale systems can also be used on residential streets. Urban Alleyways which often provide a connection to off street parking can use pervious pavement in access and parking areas. When implemented in tandem with urban commercial green street designs, it can have a positive cumulative impact on stormwater runoff.

Parking Lots represent one of the biggest contributions to impervious surface areas in any given watershed. Fortunately, bioswales and rain gardens are well suited to capture, store, and filter runoff from parking lots. Bioswales can be implemented in the center of a large parking area where frequent curb cuts allow stormwater to enter the bioswale system. If used in tandem with policies that promote shared parking and reduced parking requirements, the negative water quality impacts associated with these types of impervious surfaces can be dramatically reduced.

The green street concept represents a way to reduce impervious surface coverage, increase regional water quality, and support smart growth urban design strategies that facilitate the development of a “complete” street network.

One of the biggest constraints to green street development is a lack of existing technical specifications for planning, design, and construction. Because few projects currently exist in the state of South

Carolina, there are a limited amount of benchmarks for demonstrating the effectiveness of these types of projects. As already discussed, many of these techniques can be cost prohibitive for retrofit projects unless they are a part of a complete road redesign or capacity improvement project. As the designated Metropolitan Planning Organization (MPO) for the Columbia area, CMCOG can play an instrumental role in advocating for the use of complete street/green street concepts and should continuously work to identify creative ways for integrating green infrastructure concepts into the regional transportation planning process. This will assist with federal regulatory compliance by identifying potential sites for environmental protection as well as mitigating the adverse impacts of transportation improvements.

Wetlands Mitigation Banking

Wetland and stream mitigation banking is another important strategy for identifying potential environmental mitigation sites as well as providing project specific mitigation measures. CMCOG has actively engaged in regional mitigation bank planning activities to include developing an eco-region and watershed based site selection and prioritization process used to identify regional focus areas for mitigation banking activities.

The need for wetland and stream mitigation banks in the midlands has increased in recent years as Richland County is about to embark on considerable construction activity as a result of the passage of the Richland Transportation Penny Sales Tax in 2012. In order to meet the project demand for mitigation credits, Richland County is the process of establishing their own 1,314 acre mitigation bank in the Mill Creek area adjacent to Congaree National Park. The bank, once operational, will preserve existing wetland areas as well as provide opportunities for wetlands restoration which is highly favored by the US Army Corps of Engineers. The bank will have the potential to restore 15,520 linear feet of stream and 267 acres of wetlands and will preserve 14,164 linear feet of existing stream and 662 acres of existing wetlands. In addition to creating a market for Richland County based construction activities, this site also has the potential to absorb pent up demand from SCDOT and private developers who until now have not been able to receive mitigation credits from within the same eco-region and drainage basin because of the absence of mitigation banks in the central midlands region.

In order to comply with federal environmental mitigation regulations, CMCOG will continue to monitor the progress of the Mill Creek mitigation bank and will continue to work with Richland and Lexington Counties to identify opportunities for establishing new banks that can be used for transportation related mitigation credits.

Regional Air Quality Mitigation

To proactively address regional air quality issues, primarily those associated with mobile source emissions, CMCOG is an active member of the Central Midlands Air Quality Coalition (CMAQC), which is a group of public, private, and citizen stakeholders who promote regional cooperation for air quality in the central midlands region of South Carolina. CMCOG serves on the CMAQC steering committee which is also comprised of representatives from Richland County, Lexington County, the City of Columbia, the University of South Carolina, The Central Midlands Regional Transit Authority (The Comet), and South Carolina Department of Health and Environmental Control. The goals of CMAQC are to raise public awareness, promote air quality improvement efforts, and work towards developing collaborative, sustainable solutions to regional air quality problems.

The CMAQC has previously developed and received signatures on an air quality pledge of support to promote local air quality initiatives, increased school district-wide participation in air quality awareness programs, and developed the "Clean Air Midlands" campaign to provide local air quality information on social media, TV and radio public service announcements. CMAQC is also in the process of developing a dedicated website called Clean Air Midlands (www.cleanairmidlands.com) which will serve to educate residents and businesses on local air quality conditions and to encourage involvement in collaborative solutions for emission reduction strategies.

The efforts of CMAQC will increase in importance for the COATS MPO region and surrounding areas if federal air quality standards for particulate matter and ground level ozone become more stringent in the near future. The COATS MPO region will likely trend towards falling into "non-attainment" status and this new designation could significantly hamper regional economic development initiatives and federal funding for transportation infrastructure improvements. To help maintain acceptable air quality, CMAQC will need to promote education and awareness about transportation related strategies that involve reducing number of vehicle miles traveled by single passenger automobiles. Such strategies include:

- The Congestion Management Process (CMP). The CMP is outlined in Chapter X of this document. In addition to identifying congested locations, the CMP provides a toolbox of congestion mitigation strategies and a five level screening process to address congestion issues quickly with relatively low-cost improvements. The five levels of strategies range from use of communications and work hour scheduling to reduce the need for travel to full-blown road widening projects. In between are strategies to shift trips from automobiles to other travel modes, increase the use of high-occupancy vehicles, improving the operating characteristics of existing roadways. The CMP approach advocates using the quickest, least expensive method to address the congestion problems identified in ach corridor to reduce congestion and related air pollution.
- Improving the Availability and Service Quality of Alternative Travel Modes. Chapters 9 and 12 of this plan include proposals for improvement and expansion of bicycle, pedestrian and mass transit facilities and services. While these travel modes currently account for a small share of travel in the Central Midlands, improving these services result in a reduction, or a slowing in the rate of increase, in daily vehicle miles traveled in single passenger motor automobiles.
- Land Use Practices. Uncoordinated, disjointed development patterns, generally referred to as "sprawl", are responsible for increasing the growth of automobile vehicle miles traveled at a much faster rate than actual population growth. Walkable, transit supportive, mixed use neighborhoods and communities, on the other hand, can reduce automobile dependence and enable more destinations to be reached by shorter vehicular trips or non-motorized forms of transportation. Walkable mixed use communities generally will include higher population densities and therefore make it more feasible to provide transit service for longer commuter oriented trips.

Chapter 8 Transit and Commuter Rail

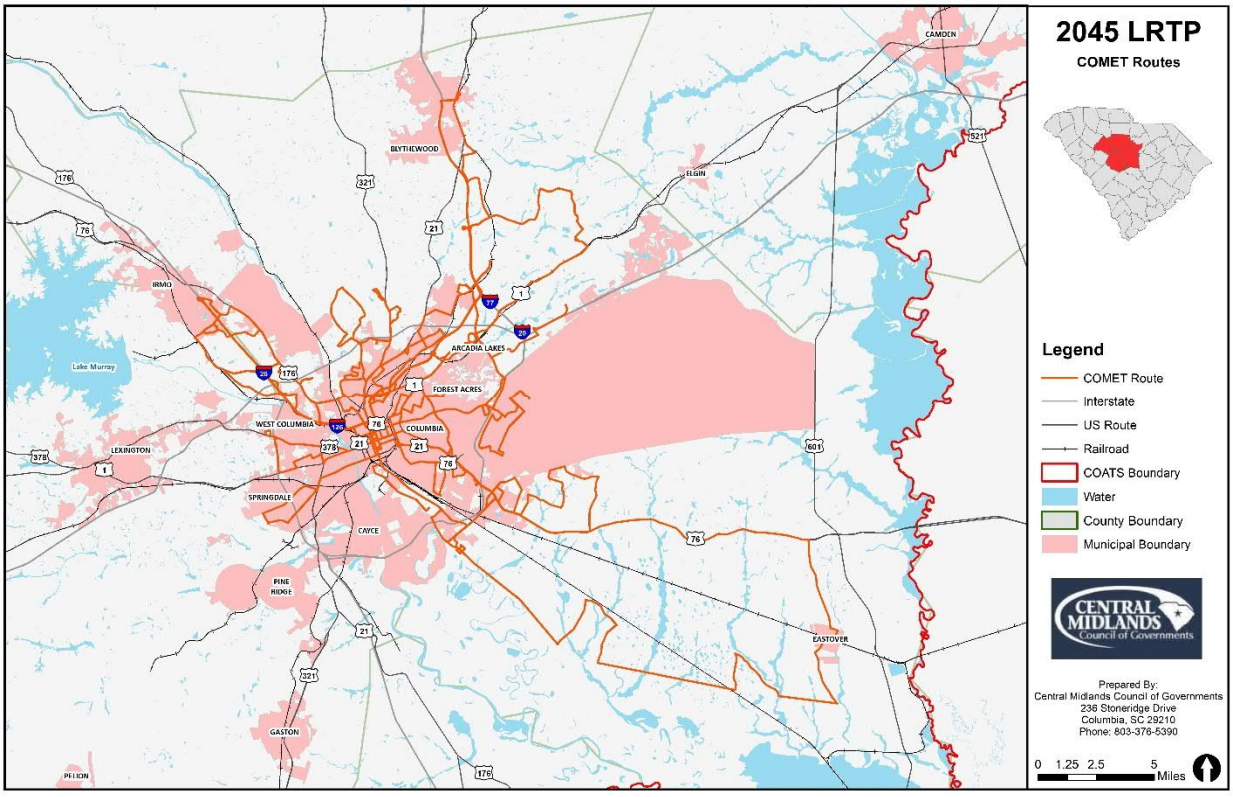
The primary public transit provider in the COATS MPO is the Central Midlands Regional Transit Authority (CMRTA) (aka The COMET). Much of The COMET fixed route service is provided within the City of Columbia, with operations reaching into nearby surrounding communities of Richland and Lexington Counties. Most COMET routes are radial routes which begin and end at COMET Central in Downtown Columbia or at a SuperStop. Routes designated with an "L" are routes local to a neighborhood, routes designated with an "X" are express routes which operate non-stop or with limited stops.

8.1 COMET Service

The COMET service map, as of January 2021, is shown in Figure 8.1, which is taken directly from the COMET website to reflect the most recent service. COMET service is generally provided as follows:

- Monday – Friday: Service generally operates between 5:15am and 10:15pm with service frequency generally every 15 to 60 minutes. Routes 24 and 25 operate late evening service.
- Saturday: Service generally operates between 5:45am and 10:15pm with most service operating at 60-minute headways.
- Sunday: Service generally operates between 5:45am and 10:15pm with most service operating at 60-minute headways.

FIGURE 8.1. COMET SERVICE MAP



COMET Fares

COMETCards can be purchased and used to load ride fares, 1-Day, 7-Day, and 31-Day passes and must be used for transfers. COMET Half Fare ID Card is available for purchase by passengers eligible for discounted fares. COMET fares are as indicated in Table 8.1.

TABLE 8.1. COMET FARES

	Basic	Discount*	Express
One Way	$2.00	$1.00	$4.00
All-Day Pass	$4.00	$2.00	$6.00
7-Day Pass	$14.00	$7.00	$28.00
10-Day Pass	N/A	N/A	$40.00
31-Day Pass	$40.00	$20.00	$80.00
Route Deviation on Flex Routes	+ $2.00	+ $1.00	N/A
Express Route Upcharge	+ $2.00	+ $1.00	Varies
Soda Cap Connector	Free	Free	Free
Transfer (60 minutes only)	Free	Free	Free
	Free transfer requires COMETcard		

Special Services for Persons with Disabilities

Dial-A-Ride Transit (DART) is the complementary American with Disabilities Act (ADA) paratransit service for persons with disabilities unable to board the COMET buses or access a transit stop for any trip purpose. The service is a curb-to-curb, advance reservation, shared-ride transportation service. There are no restrictions on the purpose or frequency of reservations, however customers must board, travel, and alight within ¾ mile of an operating COMET route. The DART base fare is $4.00 per one-way trip. A fleet of small buses provides DART service. Each bus is equipped with wheelchair lifts and can accommodate four wheelchairs.

V-TRIP and Pick Up Program are volunteer and subsidized transportation programs available to individuals that live outside the DART service area but within Richland and Lexington Counties and are at least 65 years old or have a disability.

Innovative Mobility

CMRTA operates several innovative mobility options across the Central Midlands, as discussed in the following.

- The COMET Vanpool is designed to assist employees to form vanpools for the home-to-work commute. A monthly subsidy of $500 is available to help with the cost of the vanpool. In association with Commute with Enterprise, 7, 12, and 15-passenger vans are available, but the vans must originate or end in Richland or Lexington Counties.

- The COMET On the Go! Provides payment of up to $8.00 for ridesharing trips that start and end in The COMET fixed route service area on Lyft and Uber through use of a promo code.
  - » COMET @ Night: Seven days a week between 8:00pm and 6:00am.
  - » COMET To The Market: Seven days a week between 6:00am and 8:00pm with a trip beginning or end at a grocery store.
- Blue Bike provides on-demand access to bicycles for short distance trips in Downtown Columbia. The COMET riders with a 1-day, 5-day, 7-day, 31-day, or 10-Ride pass can receive unlimited 45-minute Blue Bike ride sessions in a day by inputting a promo code.
- Soda Cap Connector is a festive service that connects many popular Downtown Columbia destinations, including West Columbia, Cayce, the Main Street District, the Vista, Five Points, Segra Park, Allen and Benedict Colleges, and University of South Carolina. The service operates every 30 minutes, seven days a week, and is free.

8.2 Existing Ridership and Service Trends

The following tables and figures present ridership and service trends for CMRTA from 2013 to 2019. Due to the COVID-19 pandemic, ridership figures were not used for 2020 or 2021 as these figures don't represent typical conditions. Ridership and service trends are taken from the National Transit Database, as reported to Federal Transit Administration (FTA) by CMRTA.

In the 7-year period, fixed-route bus service, like The COMET and Soda Cap Connector experienced a steady 110% increase in ridership, growing from 1,262,053 riders in 2013 to 2,654,874 riders in 2019. Demand response service (DART and V-TRIP) saw a 19% increase over the same time period. Vanpool service was just started in 2019 and saw 1,121 riders. Demand response service – taxi, which would represent those trips taken COMET On The Go!, saw 6,211 riders in its first year of operation in 2019. Total CMRTA system ridership in 2019 was 2,733,489, up from 1,322,052 in 2013. This reverses a trend seen in the 2040 LRTP, which reported ridership decreases between 2010 and 2013. Ridership trends are outlined in Table 8.2.

TABLE 8.2. CMRTA RIDERSHIP 2013-2019

CMRTA Ridership*							
	Calendar Year						
Transit Mode	2013	2014	2015	2016	2017	2018	2019
Fixed-route Bus	1,262,053	1,535,163	2,059,884	2,356,278	2,432,463	2,575,627	2,654,874
Demand Response	59,999	50,338	57,418	63,410	63,999	72,815	71,283
Demand Response - Taxi	N/A**	N/A	N/A	N/A	N/A	N/A	6,211
Vanpool	N/A	N/A	N/A	N/A	N/A	N/A	1,121
All Modes	1,322,052	1,585,501	2,117,302	2,419,688	2,496,462	2,648,442	2,733,489

*Unlinked Passenger Trips

**N/A = not reported in National Transit Database

Figure 8.2 and Figure 8.3 represent CMRTA annual vehicle revenue miles and annual vehicle revenue hours, respectively, between 2103 and 2109. The figures indicate both saw substantial increases.

FIGURE 8.2. CMRTA ANNUAL VEHICLE REVENUE MILES

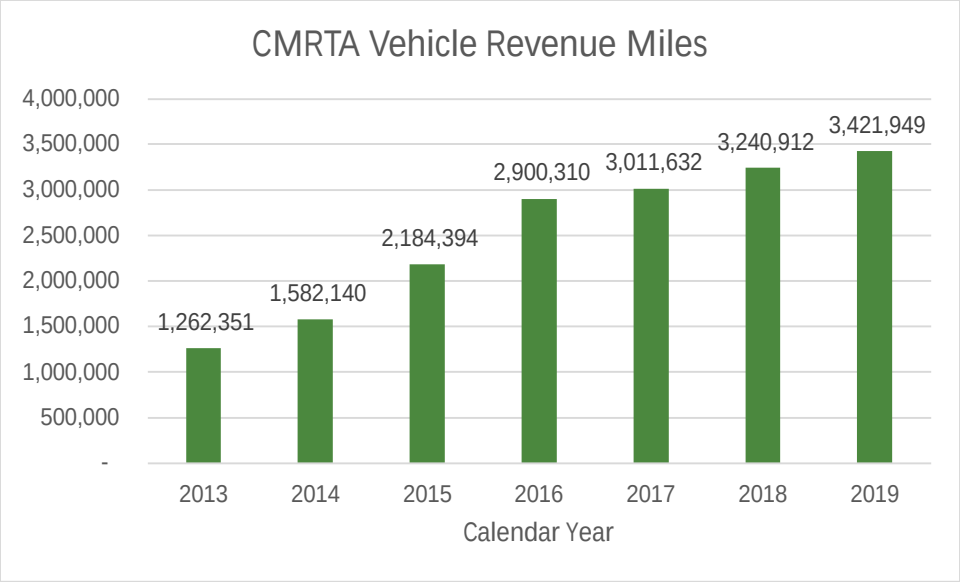
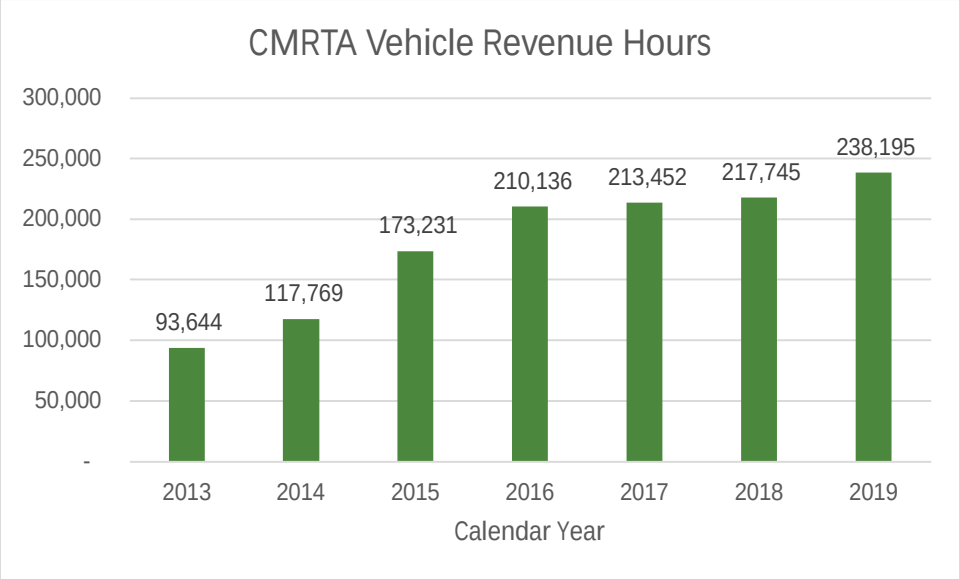


FIGURE 8.3. CMRTA ANNUAL VEHICLE REVENUE MILES



In Table 8.3, as ridership, revenue miles, and revenue hours have all gone up between 2013 and 2019, so have CMRTA annual vehicle operating expenses have more than doubles, increasing from $9,053,938 in 2013 to $20,512,606 in 2019. Figure 8.4 and Figure 8.5 portray the annual unlinked passenger trips per revenue mile and by revenue hour.

TABLE 8.3. CMRTA ANNUAL VEHICLE OPERATING EXPENSES

CMRTA Annual Vehicle Operating Expenses							
	Calendar Year						
Transit Mode	2013	2014	2015	2016	2017	2018	2019
Fixed-route Bus	$7,251,914	$8,495,944	$12,727,003	$12,829,670	$13,900,013	$15,637,722	$16,305,894
Demand Response	$1,802,024	$2,742,392	$3,055,496	$3,207,509	$3,475,003	$2,948,688	$4,069,861
Demand Response - Taxi	N/A*	N/A	N/A	N/A	N/A	N/A	$82,877
Vanpool	N/A	N/A	N/A	N/A	N/A	N/A	$54,064
All Modes	$9,053,938	$11,238,336	$15,782,499	$16,037,179	$17,375,01	$18,586,410	$20,512,696

*N/A = not reported in National Transit Database

FIGURE 8.4. CMRTA UNLINKED PASSENGER TRIPS PER REVENUE MILE

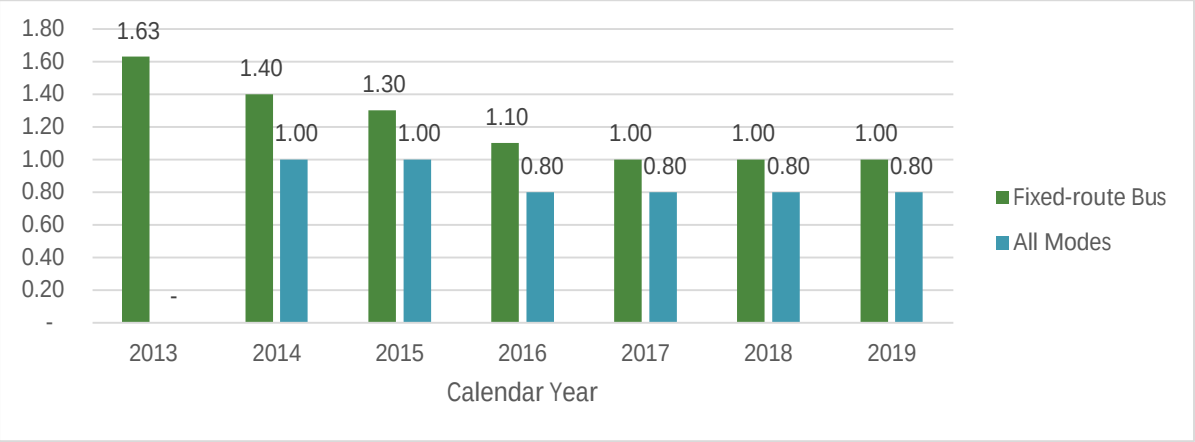
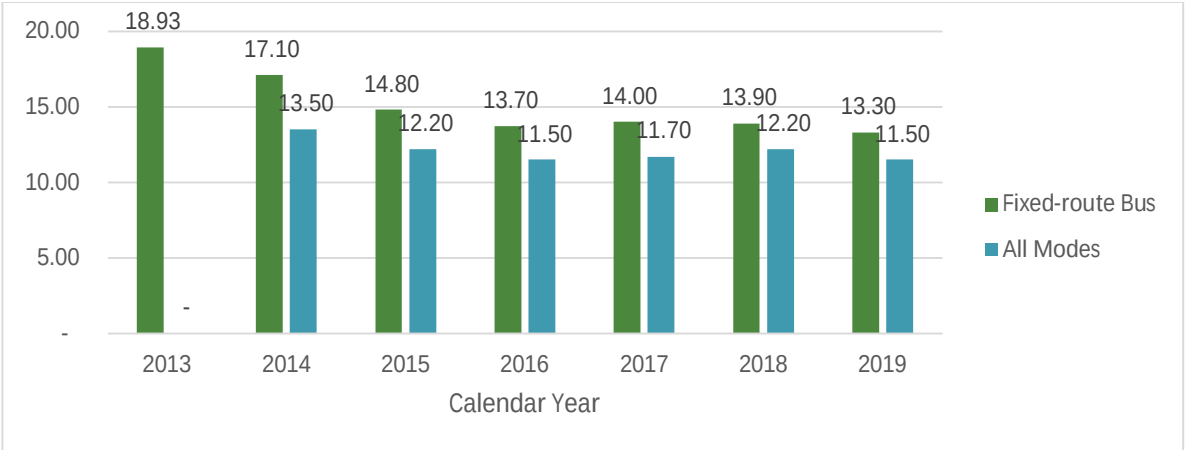


FIGURE 8.5. CMRTA UNLINKED PASSENGER TRIPS PER REVENUE HOUR



8.3 Transit Vision

CMRTA is in the process of developing a transit vision called Reimagine The COMET. Reimagine The COMET is reviewing the existing bus network in the Central Midlands region and will recommend short and long-term changes to the system based on the goals and priorities of the community. A bus network redesign is a collaborative planning effort to decide where bus service should go, when it should run, and how frequently it should operate, starting from a clean slate. Redesigning The COMET's bus network is an opportunity to review existing and potential transit demand, and to design a network that meets those demands most efficiently. Ultimately, the goal is a network designed for the city and region of today and tomorrow, not one based on the past. The full documentation of the Reimagine The COMET project is provided in a separate document entitled "*Reimagine The COMET Transit Choices Report."* A brief summary is provided below.

The Transit Choices Report is the first step in Reimagine The COMET. It is meant to spark a conversation about transit needs and goals in the Central Midlands region for the short and long-term. The Transit Choices Report helps lay out relevant facts about transit and development in the region. The goal of this report is to assess the existing transit network and the geometry of the region today and engage the public, stakeholders and elected officials in a conversation about the goals of transit in the Central Midlands. For a transit agency like The COMET, learning how the community values different outcomes is an essential step in deciding where to run service, what kind of service to run, and how to define success. This report explains some of those trade-offs and helps the reader identify which choices are most consistent with his or her own values for transit.

Much of Reimagine The COMET is focused on the short term, focusing on things that can be accomplished in the next few years. This report focuses mostly on bus services because those services are relatively easy to develop or revise quickly. The goals articulated by the public, stakeholders and elected officials through this project will be carried forward into future long-range planning and this project will develop a 10-year transit plan, to guide both investment in transit and complementary land use policy.

Why is it Important to Reimagine The COMET?

There are several factors to consider as to why it is important to enhance transit and to Reimagine The COMET.

- *Severe road space limitations.* Across many parts of Columbia, West Columbia, and inner parts of the region, the road width is fixed and will never be wider. Efforts at widening roads in built-up areas are extremely costly, frequently destructive, and actually counterproductive—research shows that widening roads does not reduce congestion, due to induced car demand. Curb space is also limited and cannot be readily expanded.
- *Intensification of land use.* In response to growing demands for housing and commercial space, both central and outlying areas are growing more dense. More and more people are living within the same limited area.

These two factors combined mean that more and more people are trying to use a fixed amount of road space. If they are all in cars, they simply will not fit in the space available. The result is congestion, which cuts people off from opportunity and strangles economic growth. Figure 1 shows how much space the

same number of people take in cars, bikes, and buses. *In a growing city that is getting more dense, relying on bikes and transit as major modes of transportation is the only way to have room for everyone.*

An alternative to addressing congestion is for a larger share of the population to rely on public transit and other modes that carry many people in few vehicles, or that take far less space per person than cars (i.e. bicycles). This requires services that most efficiently respond to the city's changing needs, as well as corridor improvements to give buses a level of priority over cars that reflect the vastly larger numbers of people on each bus.

8.4 Human Services Transportation Coordination Plan

A Human Services Transportation Coordination Plan (HSTCP) was developed for Central Midlands to develop a coordinated approach for improving the network of transportation resources for older adults, individuals with disabilities, and people with low incomes in a manner that maximizes the utilization of existing resources and introduces new programs that will be most appropriate for addressing the needs identified by local stakeholders. The plan was prepared as part of the administration of CMCOG administration of the FTA Section 5310 Program, *Enhanced Mobility for Seniors and Individuals with Disabilities*.

The HSTCP identifies several unmet transportation needs and gaps in service, including:

- Connectivity between public transportation services is lacking in many parts of the region, which makes multi-county trips difficult.
- Access to fresh food and nutrition programs remains a challenge.
- Transportation to medical and wellness appointments is an ongoing challenge, particularly for trips from surrounding communities into Richland and Lexington Counties.
- Access to transportation is limited in Kershaw, Calhoun, Newberry, Fairfield, and Lexington Counties.
- Sustainable funding is needed to support and expand public, non-profit, and human service transportation.
- Specialized transportation services, including vehicles that are wheelchair accessible and drivers/ staff with experience and expertise to safely transport mobility devices are highly desirable.
- Travel Training and outreach education transportation options need to continue to improve.

The HSTCP looks to establish strategies to address the above unmet transportation needs and gaps.

8.5 Central Midlands Commuter Rail

The 2040 LRTP included a discussion on the potential for commuter rail in the Central Midlands region. As the Central Midlands region continues to grow in both population and employment, the likelihood of more traffic congestion will continue to rise. Providing transportation options, like transit (and commuter rail in the long run), will help maintain quality of life and lessen the need for investment in roadways. In 2006, CMCOG adopted the *Commuter Rail Feasibility Study for the Central Midlands Region of South Carolina* (aka Commuter Rail Plan) for purposes of fostering the establishment of regional land use policies that would play a major role in the future viability of rail transit in the Central Midlands region. The CMCOG Commuter Rail Plan examines three corridors in the region that exhibit characteristics most suitable for some type of commuter rail investment. These corridors are:

Batesburg-Leesville to Columbia, Camden to Columbia, and Newberry to Columbia. The Commuter Rail Plan envisions and encourages the establishment of transit-supportive developments and facilities, in order to reduce the dependence on the use of automobiles and improve air quality; and outlines a series of action steps that can be taken now to build toward high-capacity transit service in the future. This Commuter Rail Element incorporates by reference the CMCOG Commuter Rail Plan.

Chapter 9 Bicycle & Pedestrian

9.1 Introduction

While transportation planning has historically focused on motorized vehicles, in recent years, communities throughout the United States have experienced a growing interest in transportation infrastructure that supports walking and bicycling. Rising gas prices, increasing congestion, lack of first- and last-mile connectivity to transit, and unprecedented events like the COVID-19 pandemic have elevated the need and desire for better integrating bicycle and pedestrian projects into the overall transportation planning process. Advancing bicycle and pedestrian projects is integral to meeting the 2045 LRTP goals and objectives. In addition, walking and bicycling provide a host of benefits to communities and regions by connecting destinations, encouraging healthy lifestyles, and protecting the environment.

People throughout the COATS MPO area and the CMCOG region have embraced walking and bicycling as viable forms of transportation and recreation. As the communities within the region grow, it will be increasingly important to provide a safe and comfortable bicycle and pedestrian network that supports those who walk and bicycle out of necessity as well as provides mobility options for those who can choose to walk or bicycle instead of drive.

The purpose of this section is to provide an understanding of the context of walking and bicycling within the COATS area and the CMCOG region. In addition to presenting existing conditions, this memorandum provides best practices for active transportation planning and policy as well as a list of prioritized bicycle and pedestrian projects.

The E's of Bicycling and Walking

At the heart of any quality bicycle and pedestrian network are what have been termed as the "E's." While the number of "E's" varies from community to community, in general the "E's" include: Engineering, Education, Encouragement, Enforcement, Evaluation, Engagement, and Equity. Considering each of the E's results in a thorough understanding of the issues at hand within individual communities and the CMCOG/COATS MPO region as a whole and leads to the development of comprehensive strategies to improve safety, enhance mobility, and increase the number of people walking and bicycling. The E's are described in more detail below.

Engineering refers to providing physical infrastructure for safe, convenient walking and bicycling. Engineering can be reflected in the capital improvement recommendations of planning documents or in the actual implementation of active transportation facilities. Engineering includes:

- On-street bike lanes, crosswalks, and paved shoulders
- Off-street shared use paths, trails, and greenways
- Sidewalks
- Grade separations, including pedestrian/bicycle tunnels and bridges
- Traffic calming devices
- Directional and wayfinding signage
- Anything physical in nature

Education efforts typically focus on teaching all users (i.e., people who drive cars, ride bicycles, and walk) how to safely operate within the transportation network. Education may focus on teaching bicyclists, particularly children, how to properly interact with motorists and how to avoid the most dangerous situations that commonly occur for bicyclists. Motorist education typically focuses on reminding drivers of the rules of the road and how to properly interact with bicyclists and pedestrians. Education efforts include:

- Bike rodeos and helmet fairs
- Safe Routes to School programs
- Public Service Announcements (PSAs)
- Informational brochures and marketing campaigns
- Driver education courses

Encouragement activities focus on increasing bicycling and walking through fun and interesting activities, promotional events, and avenues that make walking and bicycling more convenient. Encouragement efforts seek to demonstrate that bicycling and walking are valid modes of transportation. Encouragement activities include:

- Bike to Work Week and Bike and Walk to School Day activities
- Walk to Lunch Day activities
- Open Streets events (i.e., closing a street for a few hours and allowing biking, walking, skating, etc.)
- Community bike rides
- Bike share systems
- Maps, brochures, websites, apps, and other ways of providing information to users

Enforcement activities focus on enforcing the rules of the road for all users (i.e., people who drive cars, ride bicycles, and walk). Enforcement also prioritizes having links between the law enforcement community and the active transportation community. Enforcement activities include:

- Training programs for drivers
- Training programs for bicyclists
- Training programs for law enforcement officers
- Efforts to reduce speeding, red light/stop sign running, and distracted driving
- Efforts to increase yielding to pedestrians
- Efforts to reduce leading bicycle/pedestrian crash types
- Efforts to reduce improper or unlawful cyclist and pedestrian behaviors

Evaluation efforts, which seek to quantify the impact of the other “E’s,” occur at the beginning of the planning process, during implementation, and as follow-up to implementation. Evaluation efforts may include:

- Measuring the growth of bicycle and pedestrian facilities in a region
- Walkability and bikeability audits
- Measuring the rate of walking or bicycling in an area or the number of users on a specific facility
- • Evaluating the increase of users based on increase in facilities

- Evaluating crash data for patterns or frequency

Engagement refers to building partnerships with communities and stakeholders during the planning, implementation, and evaluation of bicycle and pedestrian programs, policies, and projects. Engagement efforts may include:

- Facilitating a bicycle and pedestrian task force or advisory committee with community representation
- Conducting outreach to ensure community feedback shapes the vision for bicycling and walking
- Efforts to engage traditionally marginalized communities
- Celebrating success as a community

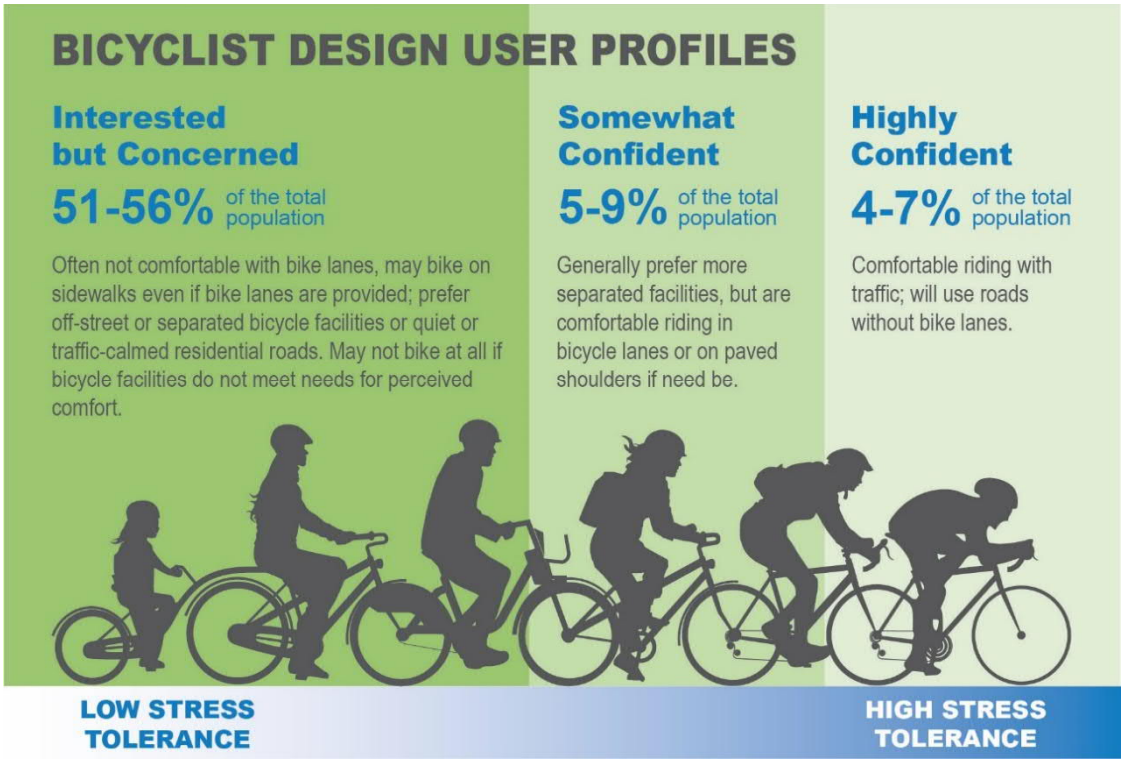
Equity in bicycle and pedestrian planning seeks fairness in the distribution of projects, programs, and policies. Equity should not be confused with equality; equality assumes that all needs are the same, while equity allows resources to be provided based on need. In bicycle and pedestrian planning and design, discussion of equity acknowledges that, based on context, different solutions may be appropriate in different communities or for specific populations.

Understanding Users

Traditionally, bicycle and pedestrian facilities have been viewed as "alternative" forms of transportation, with cars, trucks, and other vehicular modes taking a more prominent role in transportation planning and design. Under this framing, bicycle facilities were designed to place bicyclists directly in or adjacent to vehicle travel lanes with little to no separation. While this approach met and continues to meet the needs of confident bicyclists, it does not attract new users or encourage a broader culture of bicycling among people of all ages and abilities. In 2012, 60 percent of people indicated that they were "interested but concerned" in bicycling and would like to ride more often.[3] Over 50 percent said they were worried about being hit by a car and nearly 50 percent said they would be more likely to bicycle if physical separation were provided between motor vehicles and bicyclists.[4] These trends still hold nearly a decade later. Similarly, pedestrians prefer to be placed further away from the curb and/or have a buffer between themselves and motor vehicle traffic. Lower stress environments result in increased numbers of people biking and walking.

[3] Dill, J., McNeil, N. (2012). Four Types of Cyclists? Examining a Typology to Better Understand Bicycling Behavior and Potential. Transportation Research Board. Bicycles 2013: Planning, Design, Operations, and Infrastructure, 01514640, 129-138.
[4] U.S. Bicycling Participation Benchmarking Study (2014).

FIGURE 9.1. BICYCLIST DESIGN USER PROFILES



9.2 Existing Conditions

Planning documents from throughout the region that incorporate bicycle and pedestrian elements were reviewed to ensure that the 2045 LRTP bicycle and pedestrian recommendations build upon planning efforts that have already been completed. In addition, existing conditions of the bicycling and walking environment were analyzed to understand what it is like to walk and bicycle in the CMCOG/COATS MPO area today. The following sections outline existing plans, infrastructure, and programming in the CMCOG/COATS MPO area.

Previous Plans

The CMCOG/COATS MPO has long recognized the importance of bicycle and pedestrian planning. Numerous planning efforts have been completed by CMCOG/COATS MPO member governments which laid the foundation for realizing each community's vision for walking and bicycling. Building upon this work is essential to enhancing the bicycle and pedestrian environment for communities throughout the region. The 2045 CMCOG/COATS MPO LRTP recognizes the importance of creating a safe, well-connected network of facilities that support bicycling and walking for both transportation and recreation.

Each of the following plans makes recommendations that benefit the overall bicycle and pedestrian network within the region:

- Kershaw County Bicycle, Pedestrian and Greenways Plan (2013)
- Walk Bike Columbia (2015)
- COATS 2040 Long Range Transportation Plan (2015)
- West Watertree Transportation Study (2017)
- West Metro Bike and Pedestrian Master Plan (2017)

- Chapin, Swansea, & Batesburg-Leesville Bike and Pedestrian Master Plan (2019)
- Lower Saluda Greenway Feasibility Study (2021)

See Appendix C for a comprehensive review of each plan's purpose, goals, key takeaways, and proposed projects.

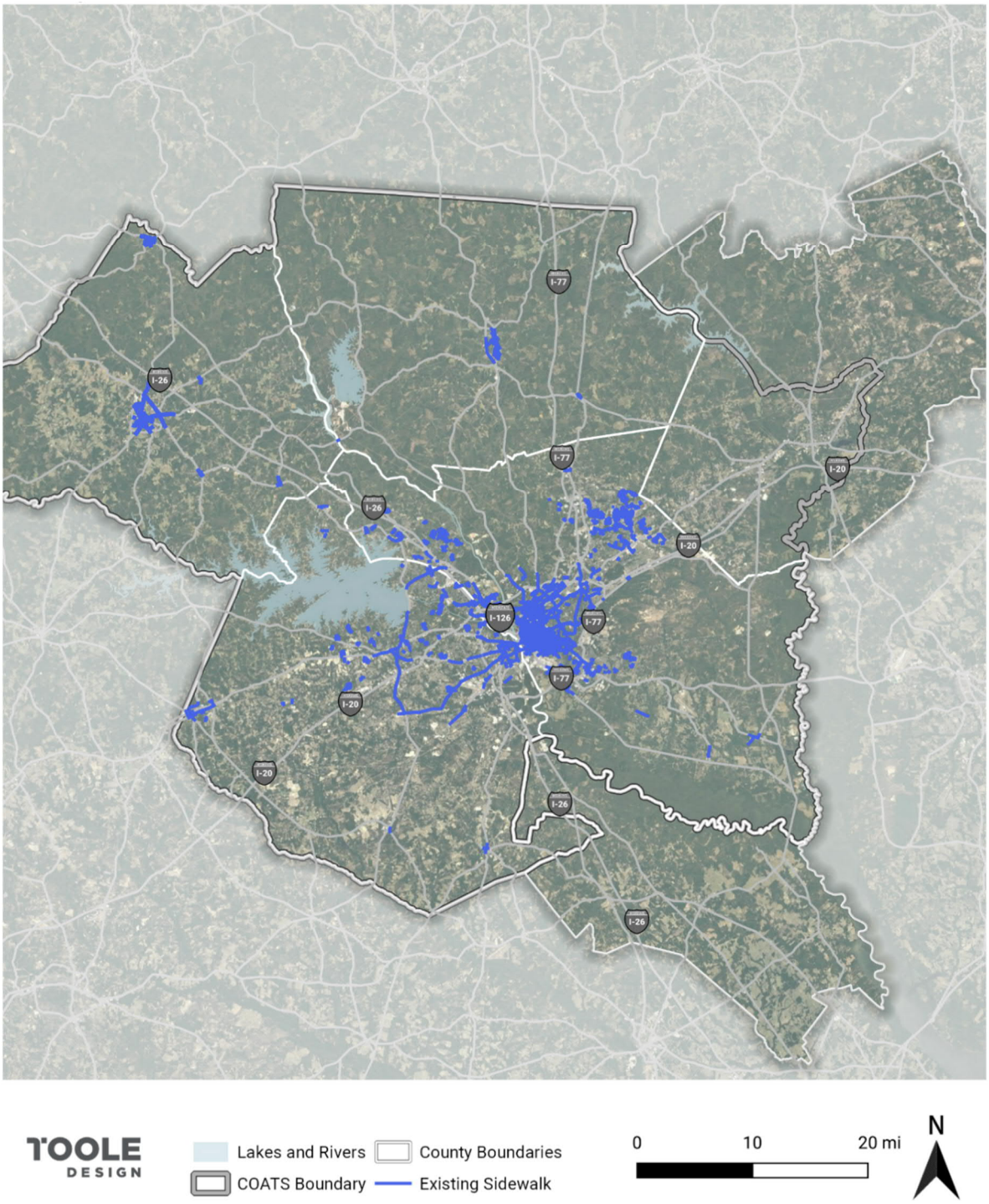
Existing Infrastructure

Sidewalks

The CMCOG/COATS MPO area has several geographies with robust sidewalk infrastructure. A well-connected sidewalk network is present in the downtown core and surrounding older neighborhoods of the cities of Columbia and West Columbia, as well as in smaller municipalities with commercial districts, such as the municipalities of Lexington, Chapin, Batesburg-Leesville, Swansea, Newberry, and Winnsboro. In addition, many neighborhoods and rural roads throughout the counties of Fairfield, Lexington, Newberry, and Richland have sidewalk present on at least one side of the road. No sidewalk data was available for Calhoun and Kershaw Counties at the time of this analysis. It should also be noted that while the existence of sidewalk is crucial to creating a pedestrian network, the quality of sidewalk (e.g., width, utility pole placement, cracking and heaving, root damage, uneven sidewalk slabs, etc.) also impacts how comfortable and convenient it is for people to walk along it. This is particularly important when considering accessibility for people using mobility devices. Data on sidewalk quality was not available at the time of this analysis but should be considered for future maintenance projects of existing sidewalk and in developing new sidewalk projects.

Figure 9.2 shows the location of sidewalks currently as indicated by the data available. As mentioned above no sidewalk data was available for Calhoun and Kershaw Counties but the sidewalk data from Fairfield, Lexington, Newberry, and Richland Counties was out of date and may be missing sidewalk installed over the last few years.

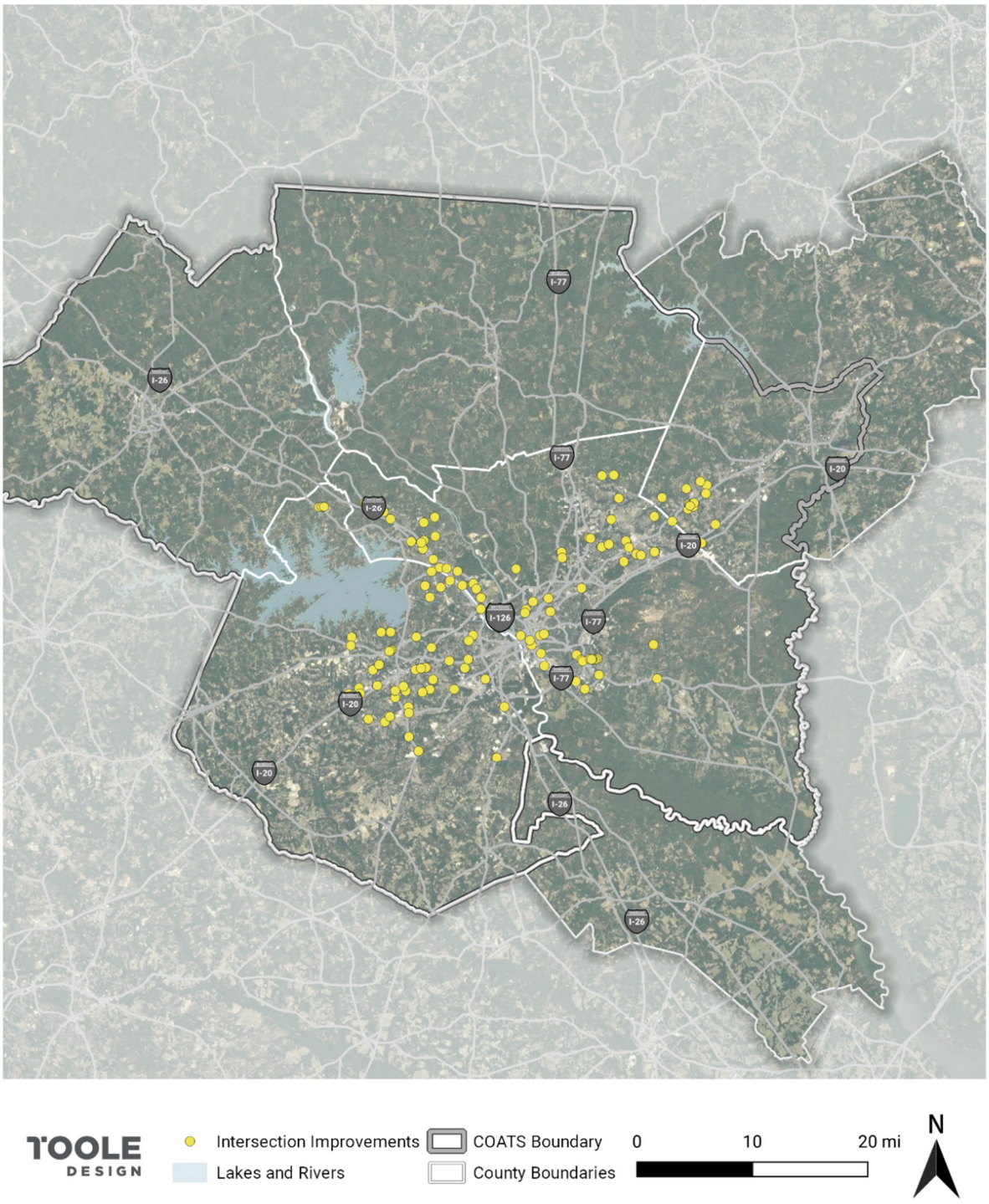
FIGURE 9.2. EXISTING SIDEWALKS



Crosswalks are another important component to the overall pedestrian network. Specific data on crosswalk locations, type, and quality (e.g., worn paint) was not available at the time of this analysis. However, in Richland County, crosswalks have been installed and/or replaced along Assembly Street, Rosewood Drive, Two Notch Road, and Blossom Street since the 2040 COATS LRTP. Many intersection improvements are planned throughout the CMCOG/COATS MPO area that aim to increase pedestrian safety and overall walkability. Figure 9.3 shows the locations of the planned intersection improvement projects.

Still, there are many physical barriers for pedestrians throughout the CMCOG/COATS MPO area. Large vehicular corridors, such as Garners Ferry Road, Fort Jackson Boulevard, Broad River Road, and North Main Street have many vehicular travel lanes and high traffic speeds and volumes, making it difficult for people walking to cross them. Other barriers include the high-frequency of curb-cuts and large parking lots fronting many businesses along commercial corridors, which decrease pedestrian comfort and create longer walking distances.

FIGURE 9.3. INTERSECTION IMPROVEMENT PROJECT LOCATIONS



Bikeways

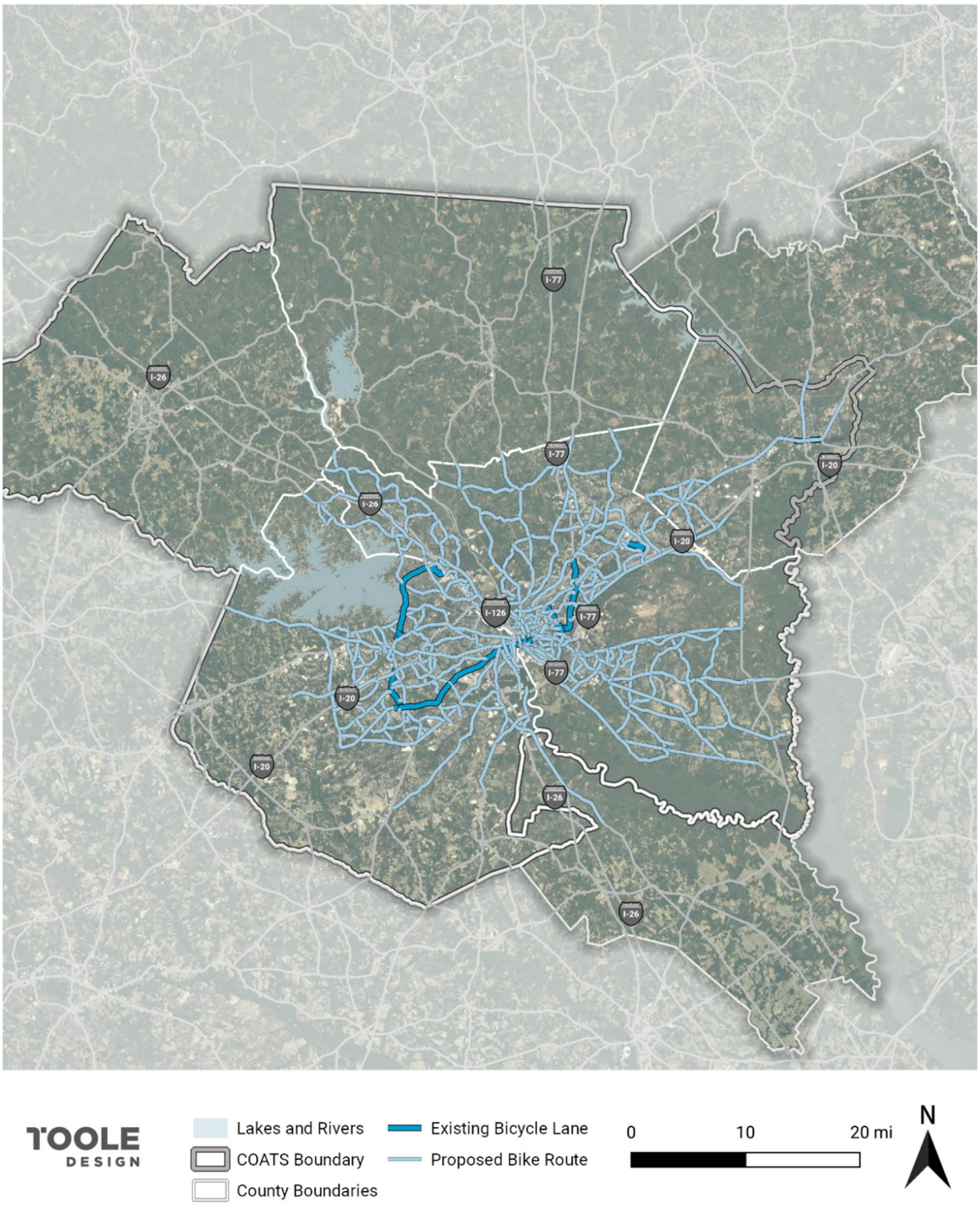
Bicycle lanes currently exist within the municipalities of Columbia, Forest Acres, West Columbia, Cayce, Springdale, Lexington, Irmo, and Camden and unincorporated areas within Richland and Lexington Counties. However, these facilities are mostly disconnected from one another, meaning bicyclists will often have to share space with vehicular traffic to reach most destinations or travel between bicycle facilities. In communities that have a grid street network, such as Downtown Columbia, there are many opportunities to establish a robust bicycle network. In addition, greenways, trails, and side paths provide another opportunity to connect bicycle facilities along higher-trafficked corridors or areas where on-street facilities may be less comfortable.

Physical barriers for bicyclists throughout the COATS area are similar to the barriers noted previously for pedestrians. Large vehicular corridors, such as US 378, US 1, Harbison Boulevard, Bower Parkway, St. Andrews Road, Elmwood Avenue, Bull Street, Gervais Street, Huger Street, Broad River Road, and Garners Ferry Road, have many travel lanes and carry many vehicles traveling at high speeds, creating an uncomfortable environment for most bicyclists. Without dedicated space for bicyclists, this type of road can also have real and perceived safety issues. Other physical barriers include the Saluda, Broad, and Congaree Rivers and the interstates, which do not have separated bicycle facilities that cross them.

In addition, on-street bicycle facilities physically separated from traffic by curbs, bollards, flexposts, or other treatments that create a vertical separation are limited throughout the CMCOG/COATS MPO area. Nearly all on-street bicycle facilities are conventional bicycle lanes striped with paint. Implementing more separated facilities will create a more comfortable environment for bicyclists of all ages and abilities.

Lastly, bicycle parking is an important amenity to support people who bicycle for all trip types, from those who bicycle to pick up groceries to those who ride to dinner with their friends. A lack of bicycle parking creates challenges for bicyclists who need a place to safely store their bicycle during their trip. While bicycle parking data was not available at the time of this analysis, the 2040 COATS LRTP noted that short- and long-term bicycle parking was limited in most areas throughout the COATS area, even within the central business districts of most municipalities, including Downtown Columbia. Figure 9.4 details the locations of existing and proposed bicycle lanes.

FIGURE 9.4. EXISTING AND PROPOSED BICYCLE FACILITIES



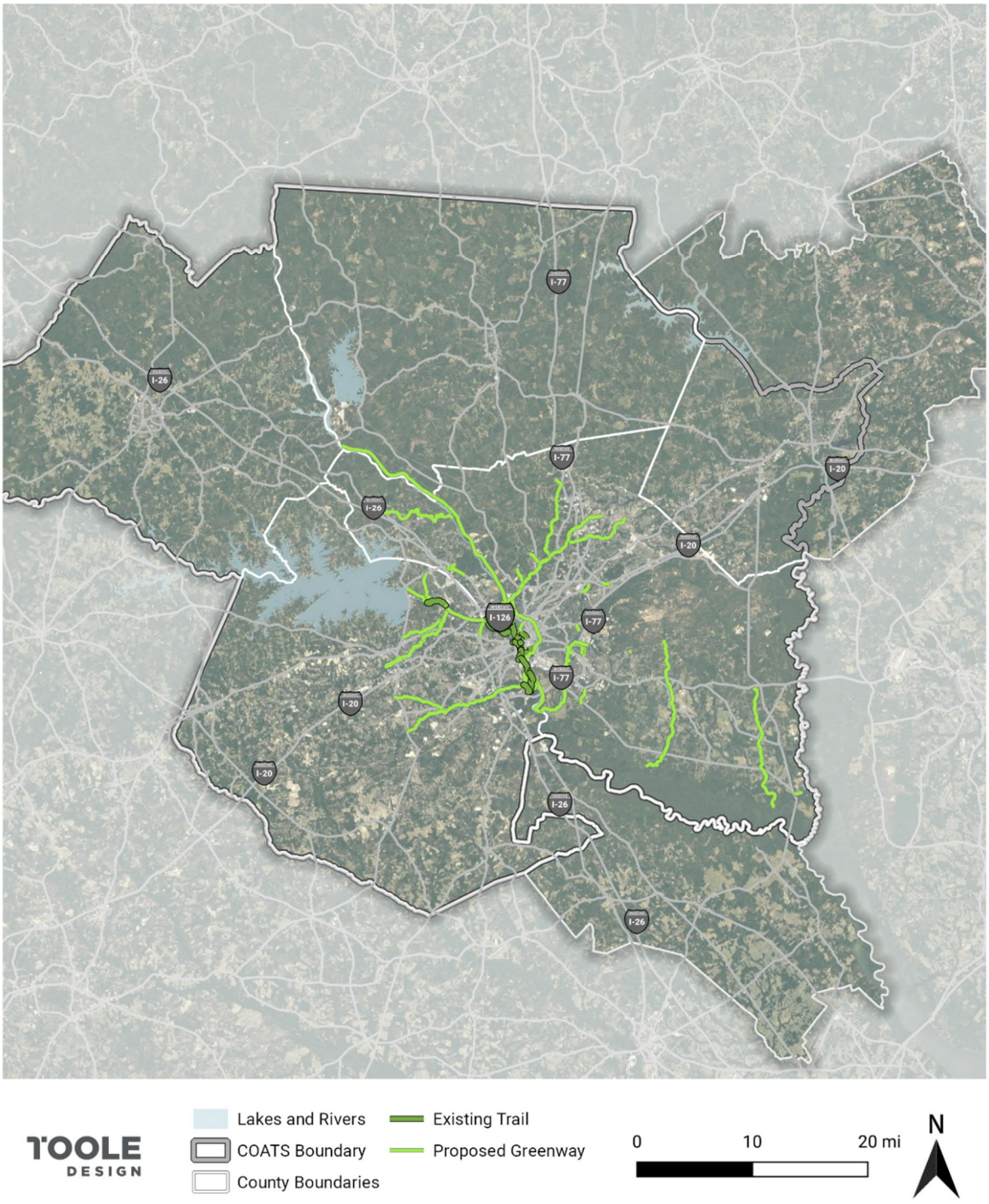
Greenways

Greenways are an important component of the regional bicycle and pedestrian network because they provide protected, paved, multi-use pathways that can accommodate both bicycle and pedestrian travel. The COATS area has the following greenways:

- Three Rivers Greenway in the City of Columbia
- Mill Villages River Link in the City of Columbia
- Saluda Shoals Trails in unincorporated Lexington County
- Cayce River Walk in the City of Cayce
- West Columbia Riverwalk in the City of West Columbia
- Timmerman Trail in the City of Cayce
- Palmetto Trail in municipalities and unincorporated areas of the counties of Newberry, Richland, and Fairfield
- Harbison Trails in the cities of Irmo and Columbia, as well as unincorporated areas of Richland County

Many greenway projects are also planned throughout the COATs area, providing potential for a better-connected bicycle and pedestrian network that supports active transportation as well as recreation. Figure 9.5 highlights where existing and proposed greenways and trails are located.

FIGURE 9.5. EXISTING AND PROPOSED GREENWAYS AND TRAILS



TOOLE DESIGN

Conclusion

While bicycle and pedestrian facilities exist throughout the CMCOG/COATS MPO area, there are numerous opportunities to strengthen connectivity within individual communities and throughout the region. Planning and design of bicycle and pedestrian infrastructure should build upon the existing segments and networks within the CMCOG/COATS MPO area and strive to implement facilities that attract new users while linking destinations and providing more accessibility. The planned facilities for bicycling and walking highlight the current gaps in the bicycle and pedestrian network. In many cases, the planned projects not only provide active transportation corridors within a single community, but also connect to neighboring communities and illustrate how a regional network of bikeways and walkways could exist to support regional connectivity.

Public Input

Public engagement activities during the 2045 LRTP planning process have reinforced excitement about the opportunity for more bicycle and pedestrian infrastructure and increased connectivity throughout the region's bicycle and pedestrian network. Community members were able to provide input on all modes of the existing transportation network through a survey and at virtual meetings. Comments received through both methods of outreach have been reviewed and incorporated into the 2045 LRTP.

Participant feedback illuminated the interest and concern for bicycling and walking in the CMCOG/COATS MPO area. Survey participants selected "lack of bicycle and pedestrian infrastructure" as the third greatest transportation issue the CMCOG region faces. Similarly, when survey participants were asked to rank elements of the existing transportation system from 'very good' to 'poor,' respondents were least satisfied with "bicycle and pedestrian safety" and "bicycle lanes/paths"; 87 percent and 86 percent assigned a 'fair' or 'poor' score for "bicycle and pedestrian safety" and "bicycle lanes/paths," respectively. Additionally, when asked about the most important mobility improvement strategies, "providing more bicycle lanes and sidewalks" was selected by 44 percent as one of their top strategies, making it the second highest priority among all participants. Virtual meeting attendees echoed these results, with many prioritizing the lack of bicycle and pedestrian infrastructure as a top transportation issue in the region.

Pedestrian and Bicycle Crash Analysis

To assess patterns in bicycle- and pedestrian-related crashes, South Carolina Department of Transportation (SCDOT) crash data for a five-year period (2016-2020) were analyzed. Within this timeframe, there were 905 pedestrian- or bicycle-related crashes in the COATS area. A quarter of those (231) resulted in a fatality or serious injury, nearly always to the pedestrian or bicyclist involved. The five municipalities in the Columbia metropolitan area (Columbia, West Columbia, Cayce, Springdale, and Forest Acres) contained a large portion of the crashes, with roughly 44 percent of the total crashes and 33 percent of the fatal or serious crashes. The maps below detail the locations of all pedestrian crashes (Figure 9.6) and serious injury and fatal crashes (Figure 9.7).

FIGURE 9.6. PEDESTRIAN AND BICYCLE CRASHES (2016-2020)

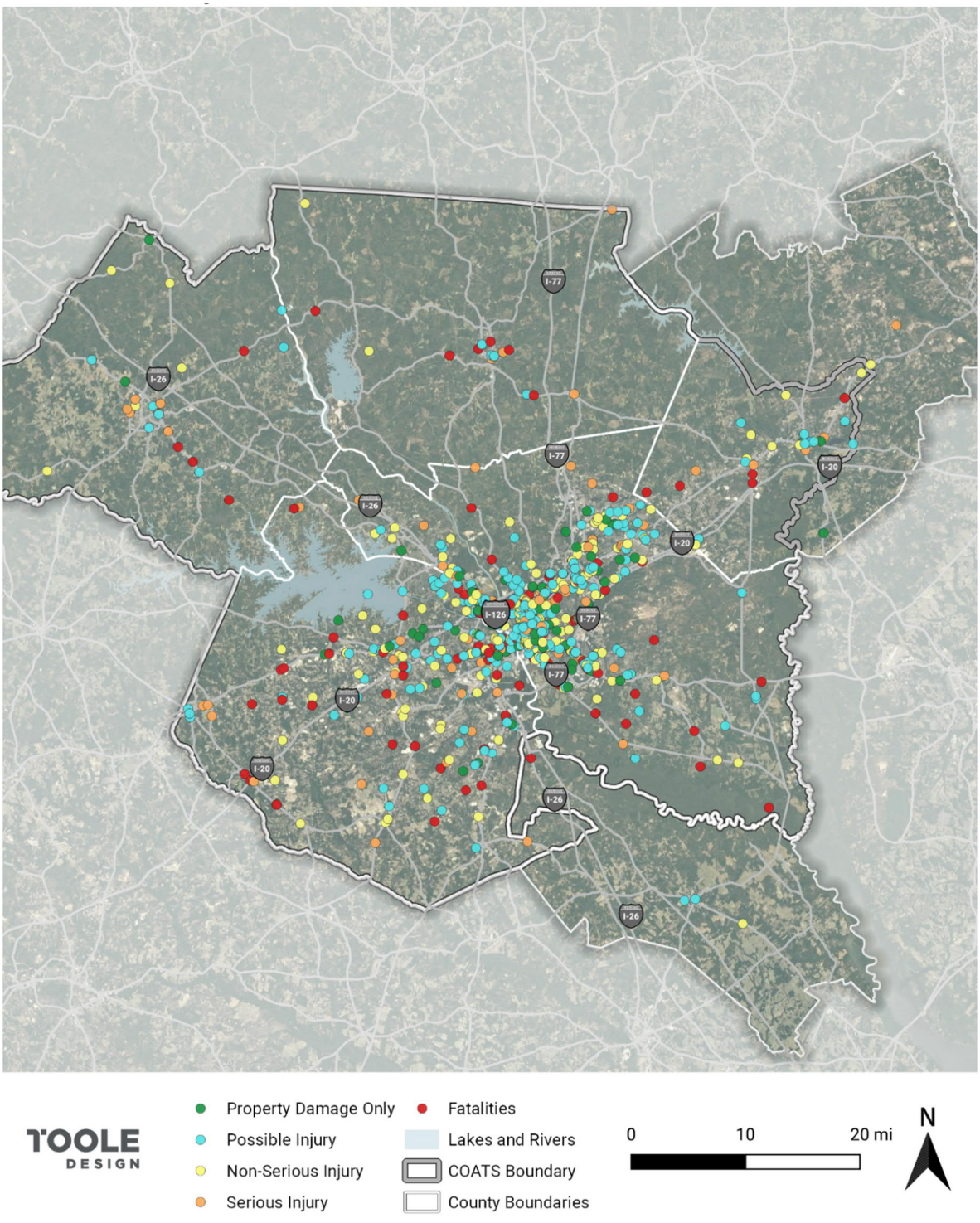
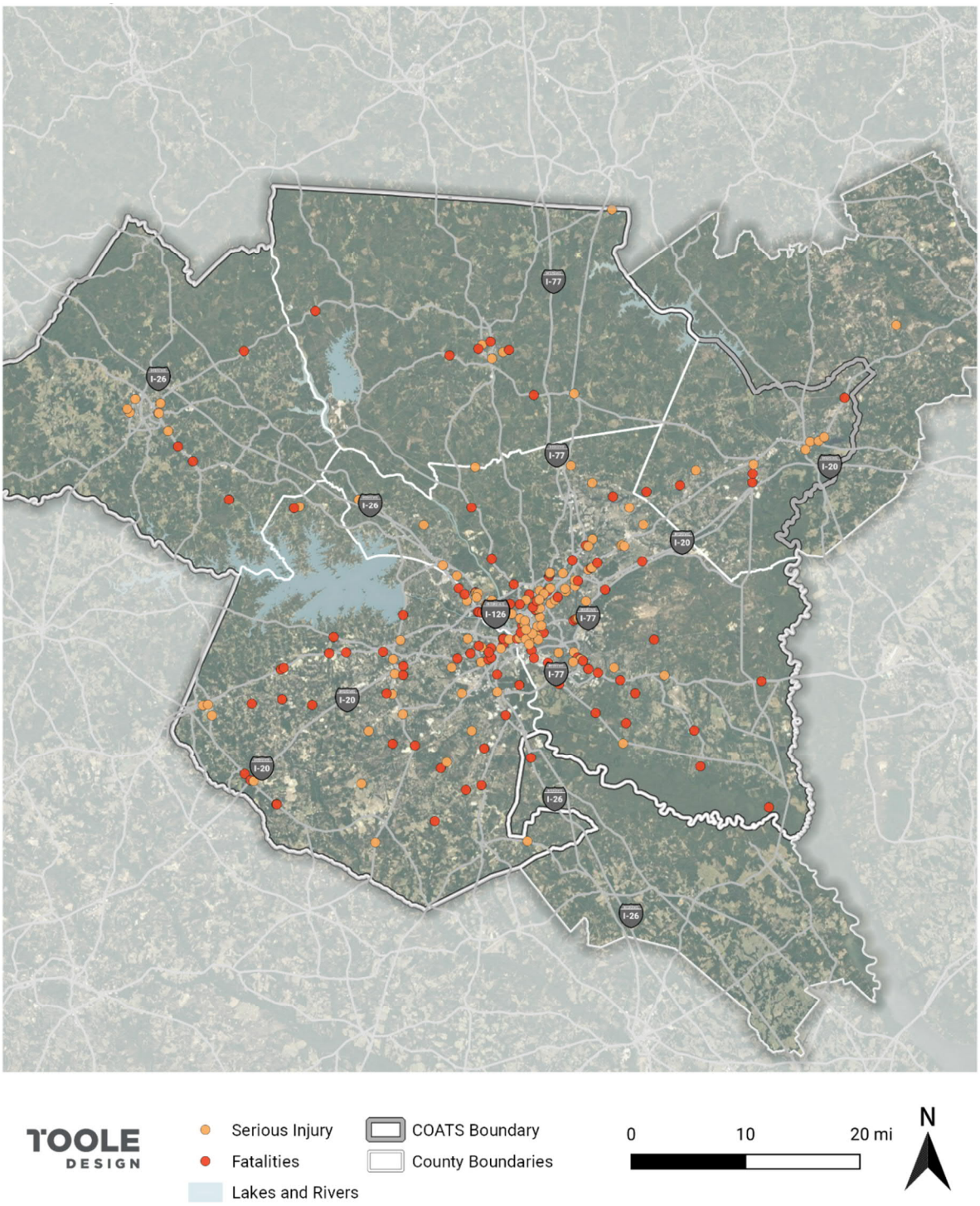


FIGURE 9.7. SERIOUS AND FATAL PEDESTRIAN AND BICYCLE CRASHES



Unlike with crashes between two vehicles, crashes involving pedestrians and bicyclists often lead to some degree of injury. Table 9.1 details bicycle and pedestrian crashes throughout the CMCOG/COATS MPO area by type and severity. Between 2016 and 2020, over half of all crashes involved evident injuries (i.e., non-serious injuries, serious injuries, or fatalities). Adding in the possible injury category, which includes reported but not evident injuries, the proportion of crashes that involved some sort of injury climbs to nearly 90 percent.

TABLE 9.1. BICYCLE AND PEDESTRIAN CRASH SEVERITY IN THE CMCOG/COATS MPO AREA

Crash Severity	Pedestrian		Bicycle		Total Crashes	
	# of Crashes	% of Crashes	# of Crashes	% of Crashes	# of Crashes	% of Crashes
Fatality	96	13.8%	13	6.1%	109	12.1%
Serious Injury	103	14.8%	19	9.0%	122	13.5%
Non-Serious Injury	189	27.3%	53	25.0%	242	26.7%
Possible Injury	245	35.4%	92	43.4%	337	37.2%
No Injury	60	8.7%	35	16.5%	95	10.5%
Total Crashes	693	100%	212	100%	905	100%

Crash density clearly identifies locations where bicycle and pedestrian crashes occur with greater frequency. Figure 9.8 and Figure 9.9 show the density of serious and fatal crashes.

FIGURE 9.8. HEAT MAP OF SERIOUS AND FATAL PEDESTRIAN AND BICYCLE CRASHES

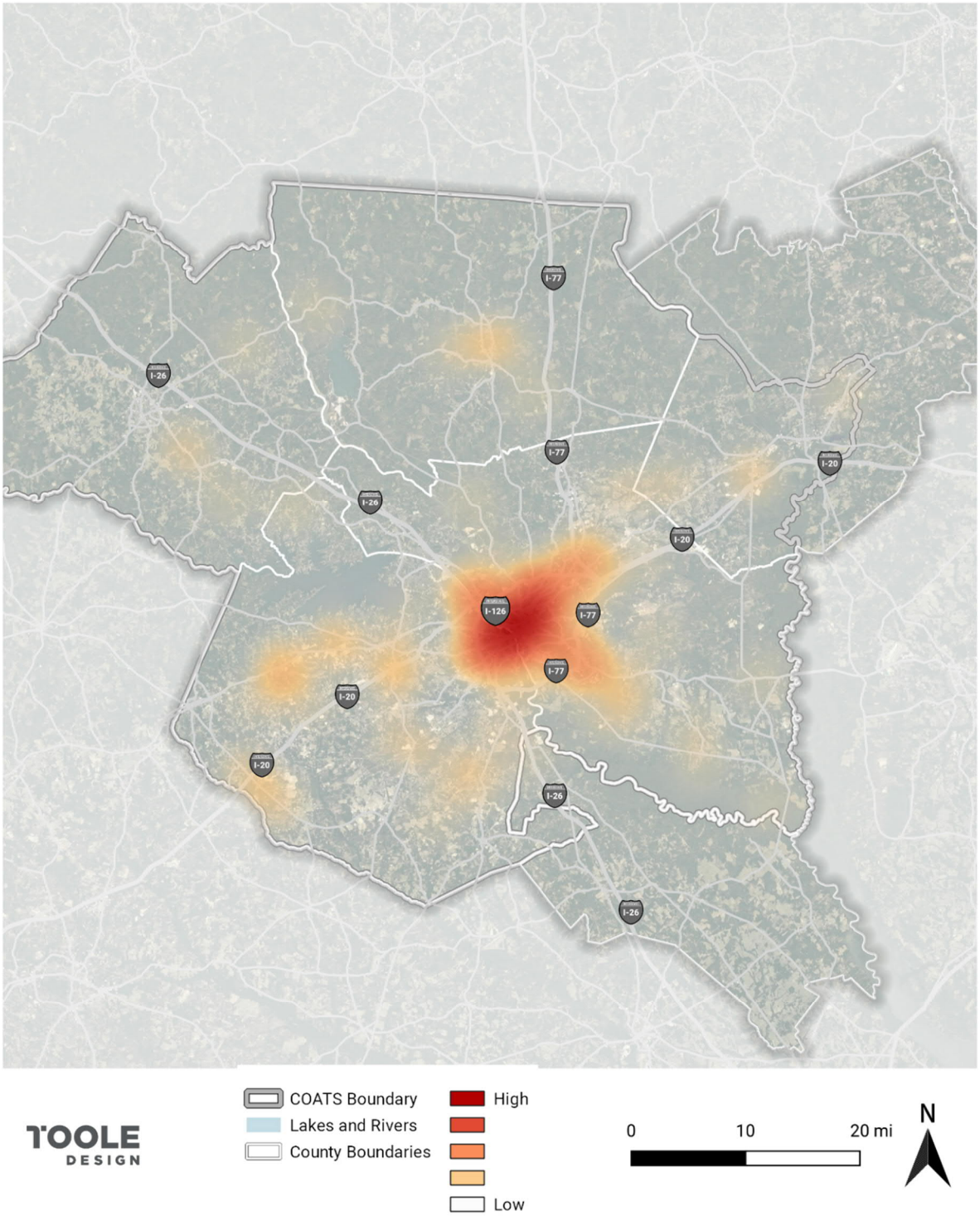
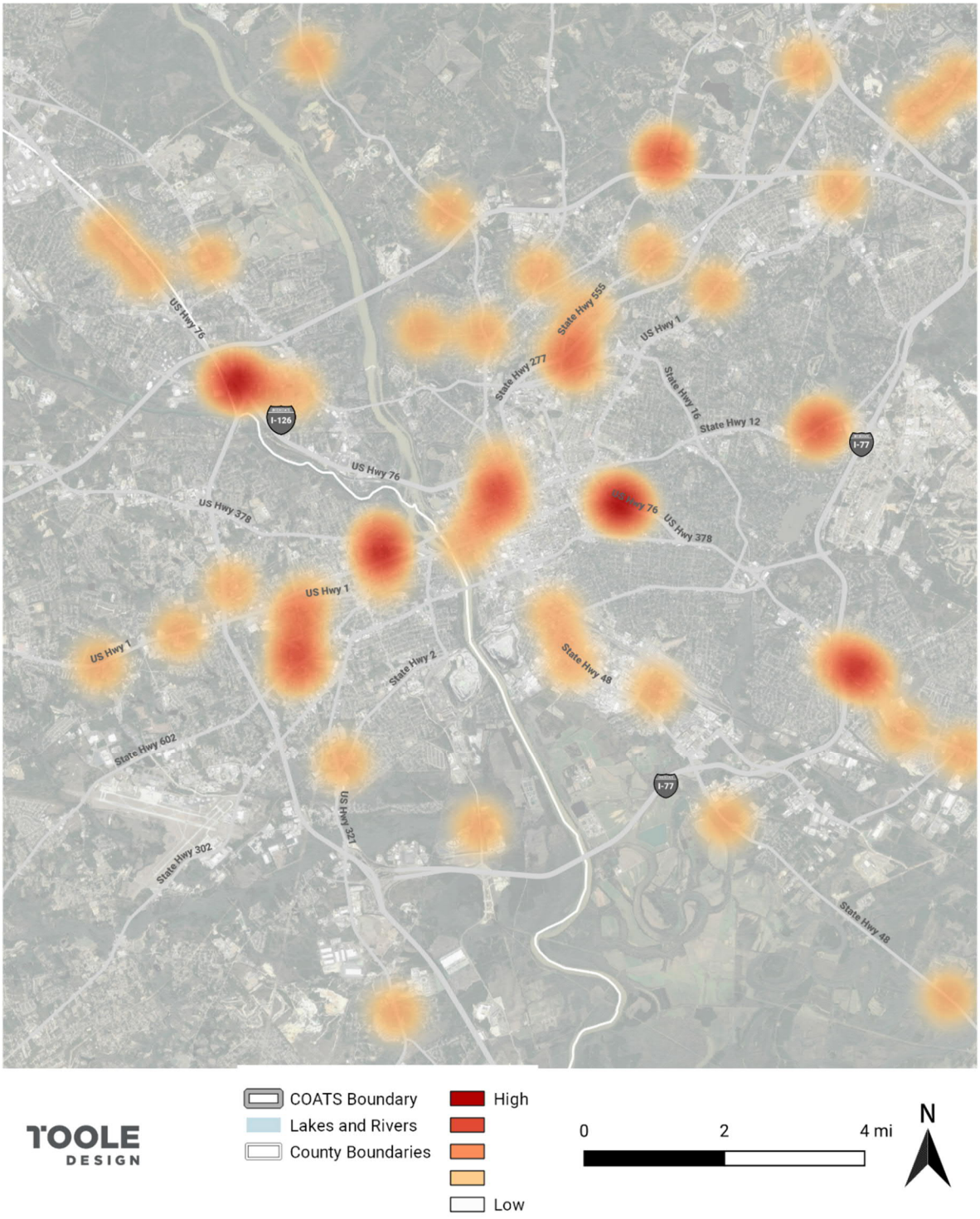


FIGURE 9.9. HEAT MAP OF SERIOUS AND FATAL PEDESTRIAN AND FATAL CRASHES (COLUMBIA AREA)



Intersections with a higher density of crashes in the CMCOG/COATS MPO area include:

- The Five Points area in Columbia (Devine Street, Blossom Street, Saluda Avenue, Harden Street, College Street, Santee Avenue, Green Street)
- Columbia Avenue at West Main Street in Lexington
- In unincorporated areas at:
  - » Broad River Road at Long Creek Drive, and at St. Andrews Road
  - » Two Notch Road at Alpine Road and at Decker Boulevard

9.3 Recommendations for Bicycle and Pedestrian Projects, Programs and Policies

Having a broad vision for bicycling and walking in the CMCOG/COATS MPO region is important; however, it is equally important to understand that bicycle and pedestrian projects, programs, and policies need to be implemented efficiently, in a cost-effective manner, and seeking to bring the highest number of new bicyclists and pedestrians to the network. To this end, the following sections highlight recommendations for successful implementation of bicycle and pedestrian projects, programs, and policies throughout the CMCOG region.

Benchmarking

As the CMCOG/COATS MPO region moves toward a more integrated bicycle and pedestrian network, it will be important to be able to measure the effectiveness of the efforts that are being undertaken. Benchmarking programs should be stablished through partnerships with member governments, non-profit organizations, and advocacy groups. One such program would be recording bicycle and pedestrian counts on regular intervals. Counts will help in quantifying the success of implemented facilities and in determining areas of demand where future facilities may be needed.

Develop Active Transportation Design Policies

CMCOG/COATS MPO should partner with member governments and the SCDOT to develop active transportation design policies. At a minimum, these four areas of design should be considered:

- *Paved Shoulders* – Rural roads within the CMCOG/COATS MPO area offer a unique opportunity for bicycling between communities without traveling along corridors with higher vehicle volumes. Rural roadway designs should include 4- to 8-foot paved shoulders to provide bicyclists and walkers an area of refuge from automobile traffic. Paved shoulders also provide an area where motorists may make course corrections when lane departures occur.
- *Rumble Strips* – While popular on rural roads for vehicular safety, rumble strips create hazards for people riding bicycles. When rumble strips are necessary, their design and placement are critical to safe bicycle travel. If rumble strips consume the entirety of the shoulder, or leave little to no shoulder passable, bicyclists are forced to ride in the travel lane, increasing the potential for automobile/bicycle conflicts. Additionally, periodic breaks in the rumble strips allow bicyclists to enter and exit the shoulder area when needed.
- *Bridges* – Bridges are often choke points for pedestrians and bicyclists. When bridges only provide the necessary width for vehicular travel lanes, people walking and bicycling have no safe travel path. Whenever possible, bridge replacement projects should include the continuation of shoulder

facilities (at a minimum) across their entire length. Even when these shoulders do not presently exist on the approaches, providing them on the bridge is good practice, as many years will pass before the bridge is replaced again.

- *Signage* – Basic signage is a very low-cost infrastructure improvement that provides increased safety and comfort to pedestrians and bicyclists. By including "Bikes May Use Full Lane" signs in roadway improvement designs, motorists become more aware of bicyclists even when bicyclists are not physically present.

Make Active Transportation Part of Every Project

Bicycle and pedestrian projects should be integrated within the overall transportation network, and it is much more efficient and cost effective to incorporate bicycle and pedestrian infrastructure into larger roadway and bridge projects. When pursuing all roadway, intersection, and bridge projects, CMCOG/COATS MPO should consider how bicyclists and pedestrians will be accommodated in a safe, convenient, and comfortable manner. Adopting a policy that requires all new projects to make accommodations for all modes of transportation should be considered throughout the CMCOG/COATS MPO area. Recently, SCDOT adopted a "Complete Streets" policy for the state-owned highway system. The policy includes funding for walking, bicycling, and transit accommodations for every project if warranted and in accordance with regional planning efforts, updating SCDOT design manuals to include multimodal accommodations, and establishing a council to facilitate ongoing improvements related to multimodal transportation across the state. Implementing a similar "Complete Streets" policy at the regional level will allow CMCOG/COATS MPO to support state-wide efforts to integrate multimodal elements into projects and ensure that active transportation is a part of every project within the CMCOG/COATS MPO.

Prioritize Separated Facilities

To meet the needs of all area residents and visitors, CMCOG/COATS MPO should prioritize bicycle and pedestrian facilities that are physically separated from motorized traffic, such as separated bicycle lanes, shared-use paths, trails, and greenways. While on-road facilities such as bike lanes are appropriate in certain situations, separated bicycle facilities provide lower stress environments that are more comfortable for people of all ages and abilities. These facilities also provide greater separation for pedestrians, making the walking environment more comfortable as well. When new location and widening projects are considered, CMCOG/COATS MPO should advocate for separated facilities over SCDOT's standard cross sections. By providing facilities that everyone can use, especially the most vulnerable users like children and older adults, CMCOG/COATS MPO will elevate the perception of walking and bicycling, encourage more people to use the provided facilities, and meet the needs of a greater number of its constituents.

Connect the Network

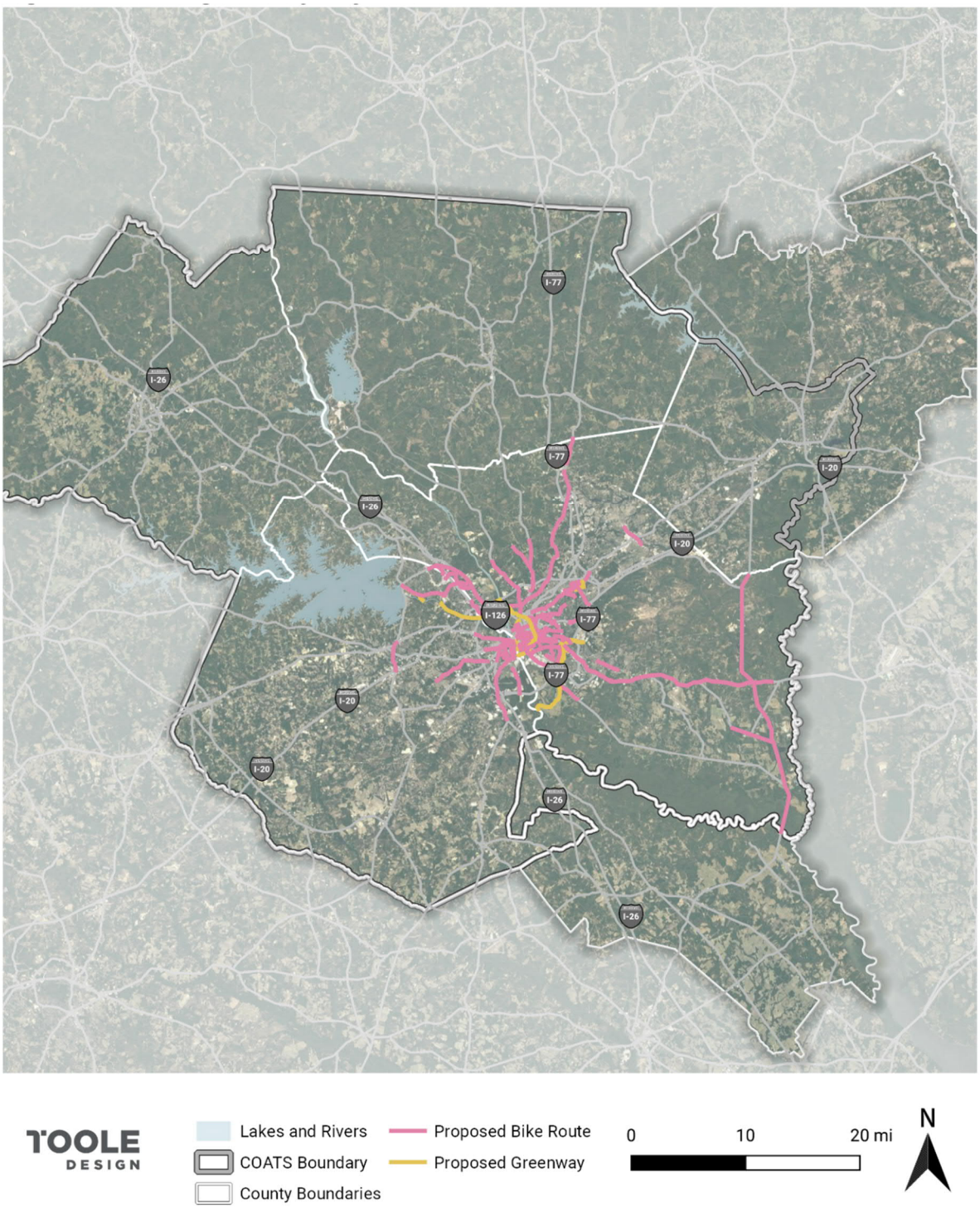
Rather than having a myriad of facilities dispersed across the region, CMCOG/COATS MPO should focus its attention on connecting the overall bicycle and pedestrian network. By providing a better-connected network, facilities will be more useful for transportation trips as more destinations are reachable via walking and bicycling. This in turn will make it more plausible to use Surface Transportation Block Grant Program funding, or other federal funding for bicycle and pedestrian projects, as they will have a legitimate transportation nexus.

9.4 Project Prioritization

This section identifies planned bicycle and pedestrian projects in each county within the COATS area and CMCOG region. While each project aims to encourage bicycling and walking and increase the safety of pedestrians and bicyclists and, therefore, is valuable in its own right, some projects may contribute more to the goals of CMCOG/COATS MPO and its member governments. Prioritizing these projects will help guide implementation of the overall bicycle and pedestrian network through resource constraints. The prioritized project list serves as a decision-making tool when selecting bicycle and pedestrian projects for implementation. Table 9.2 presents the criteria used for project prioritization.

The planned bicycle and pedestrian projects included within this section were provided by CMCOG/COATS MPO. Based upon the data provided, there are 679 bicycle and pedestrian projects within the CMCOG/COATS MPO area; 623 are bikeway projects, 49 are greenway projects, 37 are sidewalk projects, and 6 are rural signed bike routes. Table 9.3, Table 9.4, and Figure 9.10 present all projects that received a priority score of High and Medium-High.

FIGURE 9.10. HIGH AND MEDIUM HIGH PRIORITY PROJECTS



All projects along with their scores can be reviewed in Appendix D. Also included in Appendix D is the map of all projects categorized into the five groups described below. Planned projects that were not included in the data provided by CMCOG were not included in the prioritization process and, therefore, are not reflected in the prioritized project list in Table 9.3 and Table 9.4 or Appendix D.

Once prioritized, projects were grouped into five categories based on their overall score:

- High Priority Projects received scores between 47 and 58 points
- Medium-High Priority Projects received scores between 36 to 46 points
- Medium Priority Projects received scores between 25 and 35 points
- Low-Medium Priority Projects received scores between 14 and 24 points
- Low Priority Projects received scores between 0 and 13 points

Although the prioritizations above have been established, these designations are for planning purposes only; projects should be implemented as soon as opportunities arise. If circumstances provide an opportunity to complete a Medium Priority Project prior to a High Priority Project, the improvement should be made, regardless of its designation.

TABLE 9.2. PRIORITIZATION CRITERIA FOR BICYCLE AND PEDESTRIAN PROJECTS

Criterion	Rationale	Scoring
Connects to Existing Bicycle and Pedestrian Network	Projects that directly touch existing facilities contribute to the expansion of the bicycle and pedestrian network. A well-connected bicycle and pedestrian network is more accessible and useful for commuting or utilitarian trip types than disconnected bicycle and pedestrian projects.	Directly touches an existing bicycle or pedestrian facility – 10 points Otherwise – 0 points
Connects to Major Destinations	Projects that connect to key destinations are more likely to be used and attract more people to walk and bicycle to that destination. Major destinations include retail and commercial centers, as well as leisure and entertainment venues.	Within ¼ mile of a major destination – 10 points Within ½ mile of a major destination – 5 points Otherwise – 0 points
Connects to Parks	Projects that connect to parks and recreation facilities provide important opportunities for people to enjoy nature and engage in physical activity.	Within ¼ mile of a park – 10 points Within ½ mile of a park – 5 points Otherwise – 0 points
Connects to Schools	Projects providing infrastructure for students, staff, and community members to walk or bicycle to school increases accessibility to schools for those without access to a vehicle and encourages active lifestyles.	Within ¼ mile of a school – 10 points Within ½ mile of a school – 5 points Otherwise – 0 points
Connects to Transit	Projects that connect to the COMET increase access to education and employment opportunities, as well as key destinations like grocery stores or civic buildings, that may be too far away to reach by walking or bicycling.	Within ¼ mile of transit stop – 10 points Within ½ mile of transit stop – 5 points Otherwise – 0 points
Connects to Area with Low Car Ownership	Households that do not have access to a personal vehicle endure more challenges when traveling to work, school, parks, or other community destinations. This criterion prioritizes areas in the CMCOG region where more households rely on transit, bicycling, and walking for trips. Census data was used to determine areas with a higher proportion of people living in a zero-car household.	Within area with high proportion of zero-car households – 10 points Within area with medium-high proportion of zero-car households – 8 points Within area with medium proportion of zero-car households – 6 points Within area with medium-low proportion of zero-car households – 4 points Within area with low proportion of zero-car households – 2 points
Provides Regional Connection	The 2045 LRTP is focused on the CMCOG region and specifically in projects that provide value to multiple communities throughout the CMCOG. For this reason, projects that cross counties received higher scores.	Within multiple counties – 10 points Within one county – 0 points
TOTAL POSSIBLE		60 points

TABLE 9.3. LIST OF PRIORITIZED BICYCLE AND PEDESTRIAN PROJECTS THAT RECEIVED SCORES OF HIGH OR MEDIUM HIGH

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
High	Bikeway	Two Notch	N. Beltline Blvd	Decker Blvd	Richland	10	10	10	10	8	10	0	58
High	Bikeway	Piney Grove/St. Andrews/ Bush River	Hwy 60	Fernandina Rd	Lexington; Richland	10	0	10	10	6	10	10	56
High	Bikeway	Decker	Two Notch Rd	Percival Rd	Richland	10	10	10	10	4	10	0	54
High	Bikeway; Sidewalk	Broad River	Lake Mural Blvd	Greystone Blvd	Richland	10	5	10	10	6	10	0	51
High	Bikeway	Lady	Huger St	Park St	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Saluda	Wheat St	Blossom St/ Devine St/ Greene St	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Hampton St	Huger St	Sumter St	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Washington	Wayne St	Pickens St	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Lincoln St	Lady St	College	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Pickens	Park Cir	Wheat St	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Gervais	Park St	Millwood Ave	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Pickens	Wheat St	Calway Alley	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Greene	Pickens St	Saluda Ave	Richland	10	0	10	10	10	10	0	50
High	Bikeway; Sidewalk	Harrison	Two Notch Rd	Forest Dr	Richland	10	10	10	10	10	0	0	50
High	Bikeway	Harbison	Park Terrace Dr	Hillpine Rd	Lexington; Richland	5	10	10	0	4	10	10	49
High	Bikeway	Beltline	Valley Rd	Forest Dr	Richland	5	10	10	10	4	10	0	49
High	Bikeway	9th St	Sunset Blvd	Poplar St	Lexington	10	0	10	10	8	10	0	48
High	Bikeway	State Street	Meeting St	Frink St	Lexington	10	0	10	10	8	10	0	48
High	Bikeway	Assembly St	Calhoun St	Blossom St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Catawba	Lincoln St	Sumter St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Whaley	Lincoln St	Pickens St	Richland	10	0	10	10	8	10	0	48

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
High	Bikeway	Devine St	Harden St	Millwood Ave	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Bluff	Norfolk Southern RR	Virginia St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Covenant	Two Notch Rd	Bethel Church Rd	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Pickens	Wheat St	Calway Alley	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Wayne	Elmwood Ave	Hampton St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	King	Wheat St	Blossom St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Wheat St	Pickens St	Harden St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Henderson	Wheat St	St. James St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Wheat	Harden St	King St	Richland	10	0	10	10	8	10	0	48
Medium - High	Bikeway	12th St	US 21	Poplar St	Lexington	10	0	10	10	6	10	0	46
Medium -High	Bikeway	Columbia Mall	Parkland Rd	No cross street	Richland	5	10	10	5	6	10	0	46
Medium -High	Bikeway	Ott	Blossom St	Heyward St	Richland	10	0	10	10	6	10	0	46
Medium -High	Bikeway	Blossom	King St	Kilbourne Rd	Richland	10	0	10	10	6	10	0	46
Medium -High	Bikeway	Wheat St	King St	Ott Rd	Richland	10	0	10	10	6	10	0	46
Medium -High	Bikeway	Rosewood	George Rogers Blvd	Beltline Blvd	Richland	10	0	10	10	6	10	0	46
Medium -High	Bikeway	Garners Ferry	True St	Julian C. Adams Rd	Richland	10	0	10	10	6	10	0	46
Medium -High	Bikeway	Sumter	Washington St	Senate St	Richland	10	0	10	5	10	10	0	45
Medium -High	Bikeway	Blossom	Huger St	Sumter St	Richland	10	0	10	5	10	10	0	45

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Senate	Sumter St	Laurens St/ Gregg St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Sumter	Devine St	Blossom St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Lincoln	Senate St	College St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Gadsden	Greene St	Blossom St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Bull	Greene St	Devine St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Sumter	Blossom St	Wheat St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Devine	Huger St	Park St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Park	Gervais St	Devine St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Sumter	Greene St	Devine St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Lincoln	Greene St	Blossom St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Pendleton	Pendleton St	Park St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Pickens	Pickens St	Greene St	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Waccamaw Ave; Santee Ave;	Harden St	Wheat St	Richland	5	0	10	10	10	10	0	45
Medium-High	Bikeway; Sidewalk	Columbiana	Lake Murray Blvd	Columbiana Dr	Lexington; Richland	10	10	10	0	4	0	10	44
Medium-High	Bikeway	Old Barnwell Rd; Wilton Rd; Rainbow Dr	Emanuel Church Rd	Platt Springs Rd	Lexington	10	0	10	10	4	10	0	44

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Beltline	Chateau Dr	Falcon Dr	Richland	5	10	10	5	4	10	0	44
Medium-High	Bikeway	Devereaux	Heathwood Dr	Rickenbaker Rd	Richland	10	0	10	10	4	10	0	44
Medium-High	Bikeway	Charleston Highway	D Ave	US 321	Lexington	10	0	10	5	8	10	0	43
Medium-High	Bikeway	Alexander Rd; Axtell Dr.	Meeting St	State St	Lexington	5	0	10	10	8	10	0	43
Medium-High	Bikeway	Beltline	Bluff Rd	Rosewood Dr	Richland	10	0	10	5	8	10	0	43
Medium-High	Bikeway; Sidewalk	Assembly	Blossom St	Rosewood Dr	Richland	10	0	10	5	8	10	0	43
Medium-High	Bikeway	Sumter	Wheat St	Whaley St	Richland	10	0	10	5	8	10	0	43
Medium-High	Bikeway	Craig	Harrison Rd	Covenant Rd	Richland	10	0	10	5	8	10	0	43
Medium-High	Bikeway	Olympia	Wayne St	Bluff Rd	Richland	10	0	5	10	8	10	0	43
Medium-High	Bikeway	Whaley	Church St	Lincoln St	Richland	5	0	10	10	8	10	0	43
Medium-High	Bikeway	State Hwy 35	Godley St	I-77	Lexington	10	0	10	10	2	10	0	42
Medium-High	Bikeway	Piney Grove	Foxfire Dr	Broad River Rd	Lexington; Richland	10	0	10	5	6	0	10	41
Medium-High	Bikeway	Charleston Hwy And Knox Abbott Dr	12th St	Airport Blvd	Lexington	10	0	10	5	6	10	0	41
Medium-High	Bikeway	Oneil	Parkland Rd	Two Notch Rd	Richland	5	5	10	5	6	10	0	41
Medium-High	Bikeway	Piney Woods	Broad River Rd	Broad River Rd	Richland	5	0	10	10	6	10	0	41

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Trenholm	Hagood Ave	Beltline Blvd	Richland	5	0	10	10	6	10	0	41
Medium-High	Bikeway	Trenholm	Decker Blvd	N. Kings St	Richland	10	5	10	0	6	10	0	41
Medium-High	Bikeway	Rosewood	Beltline Blvd	Garners Ferry Rd	Richland	10	5	10	0	6	10	0	41
Medium-High	Bikeway	Parklane	Two Notch Rd	Decker Blvd	Richland	10	5	10	0	6	10	0	41
Medium-High	Bikeway	Trenholm	Trenholm Rd	Decker Blvd	Richland	10	5	10	0	6	10	0	41
Medium-High	Bikeway	Garners Ferry	Wildcat Rd	True St	Richland	10	10	10	5	6	0	0	41
Medium-High	Bikeway	Columbia Mall	Faust Ave	Oneil Ct	Richland	10	10	10	5	6	0	0	41
Medium-High	Bikeway	Wayne	Whaley St	Heyward St	Richland	5	0	5	10	10	10	0	40
Medium-High	Bikeway	Williams	Blossom St	Catawba St	Richland	0	0	10	10	10	10	0	40
Medium-High	Bikeway	Greene	Main St	Sumter St	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Pendleton	Assembly St	Marion St	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Main	Pendleton St	Whaley St	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Wheat	Assembly St	Main St	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	College	Park St	Sumter St	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Sumter	Senate St	Greene St	Richland	10	0	10	0	10	10	0	40

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Sidewalk	Assembly St Ph I	Pendleton St	Blossom St	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Beltline	Farrow Rd	Two Notch Rd	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	College	Laurens St	Oak St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Gibbes	Barnwell St	Gregg St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Elmwood	Randolph Cemetery	Wayne St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Main	Carola Ave	Wilson Blvd	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Harden	Colonial Dr	Gervais St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Pickens	Blossom St	Blossom St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Park	Washington St	Gervais St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Barnwell	Gerais St	Pendleton St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Duke	Dundee Ln	Monticello Rd	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Main	Hwy 16	Fairfield Rd	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Oak	Elmwood Ave	College St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Barhamville	Elmwood Ave	Tremain St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Pickens	Greene St	Blossom St	Richland	10	0	10	10	10	0	0	40

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Gregg	Senate St	Greene St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Chestnut	Dart St	Barnhamville Rd	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Monticello	Monticello (no cross street)	N. Main St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Slighs	Howell St	Dart St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Pickens	Blossom St	Park Cir	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Calhoun	Wayne St	Harden St	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Lake Murray	Mowers St	Broad River Rd	Lexington; Richland	5	0	10	10	4	0	10	39
Medium-High	Bikeway	Heathwood	Sweetbriar Rd	Devereaux Rd	Richland	10	0	10	5	4	10	0	39
Medium-High	Bikeway	Kilbourne	Rickenbaker Rd	Fort Jackson Blvd	Richland	10	0	10	5	4	10	0	39
Medium-High	Bikeway	Datura	N. Beltline Blvd	Cross Hill Rd	Richland	10	0	10	5	4	10	0	39
Medium-High	Bikeway	Beltline	Devine St	Arbutus Dr	Richland	10	0	10	5	4	10	0	39
Medium-High	Bikeway	Beltline	Forest Dr	Chateau Dr	Richland	5	10	10	10	4	0	0	39
Medium-High	Bikeway	Burning Tree	St. Andrews Rd	Center Point Rd	Lexington; Richland	10	0	10	0	8	0	10	38
Medium-High	Bikeway	Lake Dr	Sunset Blvd	I-20	Lexington	10	0	0	10	8	10	0	38
Medium-High	Bikeway	McCords Ferry Rd/ US 601	Shady Grove Rd	Blakes Landing	Richland; Calhoun	0	0	0	10	8	10	10	38

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Sunset Blvd	I-26	Meeting St	Lexington	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Charleston Highway and Center Street	D Ave	State St	Lexington	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Augusta Rd (Meeting St)	Jarvis Klapman Blvd	Sunset Blvd	Lexington	10	0	10	10	8	0	0	38
Medium-High	Bikeway	B Ave	Augusta Rd	Alexander Rd	Lexington	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Harden	Devine St	Heyward St	Richland	5	0	10	5	8	10	0	38
Medium-High	Bikeway	Pickens	Calway Alley	Rice St	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Fairfield	Colleton St	Dubard Boyle Rd	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Chester	Wayne St	Park St	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Pendleton St; Tree St	Wellington Dr	Cypress St	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Jim Hamilton	Airport Blvd	S. Ott Rd	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Main	Webber School Rd	Old Eastover Rd	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Woodrow	Cypress St	Gervais St	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Senate	Page St	Gladden St	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Monticello	Harmon Rd	N. Main St	Richland	10	0	10	10	8	0	0	38
Medium-High	Bike Route	Main St SC 764	Old Eastover Rd	McCords Ferry Rd	Richland	10	0	10	10	8	0	0	38

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Park	Chester St	Elmwood Ave	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Wayne	Chester St	Elmwood Ave	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway; Sidewalk	Bluff	Rosewood Dr	Longwood Rd	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Rice	Bull St	St. James St	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Park	Elmwood Ave	Calhoun St	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Forest	Trenholm Rd	Percival Rd	Richland	5	0	10	10	2	10	0	37
Medium-High	Bikeway	Forest Lake Place	Trenholm Rd	No cross street	Richland	5	0	10	10	2	10	0	37
Medium-High	Bikeway; Sidewalk	Clemson	Summit Pkwy	Clemson Rd	Richland	10	10	10	5	2	0	0	37
Medium-High	Bikeway	Charleston Hwy; Frink St	Drayton Hall Rd	State St	Lexington	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Arcadia Lakes	Two Notch Rd	N. Trenholm Rd	Richland	5	0	10	5	6	10	0	36
Medium-High	Bikeway	Shakespeare	Risley Rd	Columbia Mall Rd	Richland	10	5	10	5	6	0	0	36
Medium-High	Bikeway	Columbia Mall	Columbia Mall Rd	No cross street	Richland	5	10	10	5	6	0	0	36
Medium-High	Bikeway	Caughman	Hazelwood Rd	Trotter Rd	Richland	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Ott	Heyward St	Jim Hamilton Blvd	Richland	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Crane Church	Heyward Brockington Rd	Fairfield Rd	Richland	10	0	10	10	6	0	0	36

Rank	Type	Project Name	Termini One	Termini Two	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Bethel Church	Covenant Rd	Satchelford Rd	Richland	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Bush River	Morninghill Dr	Broad River Rd	Richland	10	10	10	0	6	0	0	36
Medium-High	Bikeway	Columbia Mall	Faust St	No cross street	Richland	10	10	10	0	6	0	0	36
Medium-High	Bikeway	Columbia Mall	No cross street	Shakespeare Rd	Richland	10	10	10	0	6	0	0	36
Medium-High	Bikeway	Columbia Mall	No cross street	Faust St	Richland	10	10	10	0	6	0	0	36

TABLE 9.4. LIST OF PRIORITIZED GREENWAY PROJECTS THAT RECEIVED SCORES OF HIGH OR MEDIUM HIGH

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
High	Greenway	Off-Road; Along Gills Creek	Richland	10	10	10	10	6	10	0	56
High	Greenway	Lower Saluda Greenway	Lexington; Richland	5	10	5	10	4	10	10	54
High	Greenway	Off-Road; Starts at Maxcy Gregg Park and Runs North Along the R Line. Shifts West to Run Along Smith Branch Creek.	Richland	10	0	10	10	10	10	0	50
High	Greenway	Greenway Starting in Maxcy Gregg Park Running Along Stream Corridor	Richland	10	0	10	10	8	10	0	48
Medium -High	Greenway	Off-Road; Adjacent to Decker Blvd., runs along Long Jackson Creek; Ends at N. Trenholm Rd	Richland	10	0	10	5	8	10	0	43
Medium -High	Greenway	Off-Street; Starts at Anthony Ave and River Dr Intersection	Richland	10	0	10	5	8	10	0	43
Medium -High	Greenway	Off-Road; Runs Along Utility Corridor; starts at Riverfront Park; Ends at Granby Park	Richland	0	0	10	10	8	10	0	38
Medium -High	Greenway	Gamer Lane	Richland	5	5	10	10	8	0	0	38

Chapter 10 Congestion Management Process

10.1 Introduction

All metropolitan areas with a population over 200,000, known as Transportation Management Areas (TMAs) are required by federal regulations (23 CFR 450.320) to adopt a formal Congestion Management Process (CMP) that provides for the safe and effective integrated management and operation of the multimodal transportation system through performance monitoring and the use of travel demand reduction and operational management strategies. The CMP is an integral component of the metropolitan transportation planning process as it helps to identify areas with high congestion (as a complement to the travel demand modeling process) and recommends appropriate mitigation strategies that manage travel demand, reduce single occupancy vehicle (SOV) usage, and improve travel conditions without having to add roadway capacity. When capacity improvement projects are warranted, the CMP provides recommendations for facilitating future travel demand management strategies and operational improvements that will help maintain the functional integrity and safety of the roadway once additional travel lanes are added. Per federal regulations, the congestion management process should include the following activities:

- Development of congestion management objectives
- Establishment of measures of multimodal transportation system performance
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion
- Identification of congestion management strategies
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy
- Evaluation of the effectiveness of implemented strategies

A successful CMP offers many benefits to the regional transportation system. Congestion concerns inevitably tie into community objectives regarding transit use, livability, and land use. When identifying goals and actions to address regional congestion, other planning goals should be considered as well in order to create one unified and efficient approach, thereby helping to ensure that the region's transportation investments support the desired vision of the community. The CMP is therefore not intended to be a standalone process, but instead an integral part of a larger overall planning process. Specific benefits of the CMP are:

- A structured process for analyzing congestion issues
- An objective-driven, performance-based approach
- Increased collaboration and coordination
- More effective resource allocation
- Linkage to project development and environmental review

10.2 CMP Process Model

To assist MPOs with CMP regulatory compliance, FHWA developed a CMP model based on implementing the following actions:

- Develop regional objectives for congestion management

- Define CMP network
- Develop multimodal performance measures
- Collect data/ monitor system performance
- Analyze congestion problems and needs
- Identify and assess strategies
- Program and implement strategies
- Evaluate strategy effectiveness

10.3 Regional Congestion Management Objectives

Regional objectives define what the COATS MPO hopes to achieve through the Congestion Management Process. This may include broader regional goals consistent with those defined as part of the overall LRTP, as well as more specific congestion management-oriented objectives that help to achieve regional goals. The COATS MPO therefore hopes to enhance regional mobility, increase transportation accessibility, and maintain existing infrastructure in a state-of-good repair by developing and implementing strategies that mitigate congestion through travel demand management, operational improvements, modal connectivity, land use compatibility, and where necessary, through capacity improvement projects.

10.4 Regional CMP Network

The geographic boundary of application for the CMP is consistent with the 2020 COATS MPO boundary, outlined in Chapter 1. The defined CMP road network is that which contains real-time traffic data that is readily available through the National Performance Management Research Data Set (NPMRDS). The corridors analyzed as part of the CMP are outlined in Table 10.1.

TABLE 10.1. REGIONAL CMP NETWORK CORRIDORS

Corridor	Corridor
Bluff Road	SC-215
Clemson Road	SC-277
Forest Drive	SC-302
Huger Street	US-1
I-20	US-21
I-26	US-21 Connector
I-77	US-76
John N. Hardee Expressway	US-176
Killian Road	US-321
Olympia Avenue	US-378
SC-6	US-521
SC-12	US-601
SC-34	Wayne Street
SC-48	Whaley Street
SC-72	

10.5 Regional CMP Performance Measures

Performance measures are used in the CMP to characterize current and future travel conditions, track progress toward meeting regional objectives, identify locations of congestion, assess the effectiveness of congestion mitigation strategies, and to communicate system performance. A wide range of performance measures are available for measuring and monitoring system performance. The COATS MPO selected a number of local and regional performance measures that are commonly used, relatively easy to communicate, and make use of readily available data sources. These performance measures include:

- Volume-to-Capacity (V/C) or Level of Service (LOS) Based Measures – Comparison of observed and estimated traffic volumes to planning level roadway design capacities. This measure uses SCDOT Average Annual Daily Traffic (AADT) counts and COATS updated travel demand model output. Regional and system level performance goals include reducing the number or share of road miles operating above V/C ration 1.15 or operating at a LOS E or F.
- Travel Time Index (TTI) Measures – The TTI compares peak-period travel times to free flow travel times, illustrating both the duration and intensity of congestion on a corridor. This measure uses real-time and archived speed data available through various data sources (such as NPMRDS). Regional and system level performance goals include reducing total excess delay time and the number or share of roads experiencing a comparatively high TTI.
- Congestion Index (CI) – The CI is the ration of the actual travel speed to the free flow travel speed. This measure uses real-time and archived speed data available through various data sources (such as NPMRDS). Regional and system level performance goals include reducing the number or share of congested road miles.
- Transit Ridership – Analysis of current and historic transit ridership data for transit routes adjacent to congested corridors. This measure will rely on data reported in the National Transit Database (NTD) and ridership information provided by The COMET. Regional and system level performance goals include increasing transit ridership on certain routes and reducing crowding via increased frequencies.
- Transit On-Time Performance – Analysis of on-time performance for certain transit routes. This measure will rely on data reported in the NTD and ridership information provided by The COMET. Regional and system level performance goals include increasing the percentage of buses arriving on-time.
- Bike and Pedestrian Amenities – Congested corridors will be assessed in terms of the percentage of the roadway with access to sidewalks, crosswalks, bike lanes, multi-use pathways, transit stops, and regional activity centers. This measure uses various data sources and GIS databases. Regional and system level performance goals include increasing access to bike, pedestrian, and transit facilities along congested corridors.
- Land Use Measures – Land use and transportation are very closely inter-connected. Land use measures look at ways in which land use policies and regulations can be updated to reflect the ability to reduce the number of trips made and less of a reliance on automobiles. This measure would use various GIS databases and zoning codes. Regional and system level performance goals include increasing mixed-use zoning along congested corridors and accommodating multi-modal transportation options and amenities.

10.6 Collect CMP Data/ Monitor System Performance

NPMRDS data will be utilized to collect data and monitor system performance. NPMRDS data contains field-observed travel time and speed data collected anonymously from a fleet of pro be vehicles equipped with mobile devices. Using time and location information from probe vehicles, NPMRDS generates speed and travel time data aggregated in 5-minute, 15-minute, or 1-hour codes.

NPMRDS data is populated monthly for the previous month. For the purposes of analyzing what real-time traffic was like under normal commuting patterns, historical data was taken from 2019 to analyze conditions in a pre-Covid pandemic environment.

In the future, if additional subscriptions to real-time traffic data are available, these sources can be used to supplement NPMRDS.

10.7 Analyze Congestion Problems and Needs

Once collected, raw data is analyzed and translated into meaningful measures of performance. The purpose of this process is to identify specific locations with congestion problems and identify the sources of these problems.

10.8 Identify and Assess CMP Strategies

Once congestion is identified, the next step is to determine which strategies and types of infrastructure modifications have the most impact on relieving congestion. A primary component of the CMP involves developing a toolbox of mitigation strategies that are consistent with federal guidelines and can be applied to the identified congested corridors and intersections. The toolbox is intended to provide a hierarchical methodology for congestion mitigation that begins with the most cost effective and efficient strategies and ends with the most cost prohibitive and intrusive strategies. A wide range of strategies are available and can be broadly grouped into the following categories:

- Demand Management Strategies – Travel Demand Management (TDM), nonautomotive travel modes, and land use management can all help to provide travelers with more options and reduce the number of vehicles or trips during congested periods. These include strategies that substitute communication for travel, or encourage regional cooperation to change development patterns and/or reduce sprawl. Alternatives include programs that encourage transit use and ridesharing, pedestrian and bicycle improvements, congestion pricing strategies, parking management, flexible work programs, land use policies that encourage more compact, mixed use, and transit-supportive development.
- Traffic Operations Strategies – These strategies focus on getting more out of what we have. Rather than building new infrastructure, many transportation agencies have embraced strategies that deal with operation of the existing network of roads. Many of these operations-based strategies are supported by the use of enhanced technologies or ITS. Alternatives include ramp metering, reversible travel lanes, access management, automated toll collection, shoulder transit use, High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lanes, traffic signal optimization, geometric improvements at intersections, transit signal priority, traffic calming, incident management, and traveler information systems.
- Public Transportation Strategies – Improving transit operations, improving access to transit, and expanding transit service can help reduce the number of vehicles on the road by making transit more attractive or accessible. Alternatives include enhanced transit operations, service, and

amenities, real-time transit information, universal fare collection, transit signal priority, high-capacity transit, transit-only lanes, more frequent transit service, and improved connectivity with the bicycle and pedestrian network.

- Road Capacity Strategies – This category of strategies addresses adding more base capacity to the road network, such as adding additional lanes and building new roads, a well as redesigning specific bottlenecks to increase their capacity. Alternatives include construction of new lanes and roadways, interchange and intersection improvements, addition of turn lanes, grade separation of congested intersections, and adding truck climbing lanes at steep grades.

Table 10.2 is a Congestion Management toolbox of strategies that can be used to address congestion across the region.

TABLE 10.2. REGIONAL CMP NETWORK CORRIDOR

Strategy Type	Strategy	Description	Typica Project Applications	Scope and Benefits	Implementation Needs
Demand Management					
	Travel Demand Management	Employer-based or geography-based strategies to reduce single occupancy vehicle usage, parking demand, and peak hour congestion by providing mode choice, time choice, location choice, and route choice.	• Flex work or alternative work schedules • Telecommuting • Reduced fare or free transit passes • Reduced cost parking passes for carpools and vanpools • Organized vanpools • Amenities at work for bicyclists and walkers (lockers, showers, etc.) • Tax incentives for workers that use alternative forms of transportation • Trip route planning services • Awareness, education, and promotional activities • Car and bike share • Micro-mobility options	TDM is part of the congestion management toolbox in growing urban areas or in denser communities. These strategies tend to provide incentives or dis-incentives to either shift travel from peak hours to off-peak hours or reduce trips all together by providing alternative mode and work options.	CMCOG and SCDOT can take the co-lead in working with major employers in the region to develop employer-based TDM strategies. The region can develop and adopt a comprehensive TDM plan and incentives. There are several Federal funding sources that can be used to implement TDM strategies.
	Land Use Planning	Regulations, policies, and plans that link land use decisions with transportation decisions.	• Zoning and land development regulations, zoning overlay districts • Design standards • Master plans and subarea plans • Corridor studies/ plans • Transit-Oriented Development (TOD) • Redevelopment and revitalization plans • Promote infill development	There is an inherent link between land use and transportation. Transportation improvements follow growth in land development because of an increase in mobility needs. Likewise, denser land use development tends to occur where transportation capacity exists. Thus, the two must be coordinated, with a land use vision in sync with a transportation vision.	For localized regulations, policies, and plans, individual jurisdictions are responsible for adoption and implementation. Larger master planning and corridor planning efforts typically involve multiple jurisdictions, agencies, and stakeholders and would likely need an agency like CMCOG or COATS MPO to take the lead.

Strategy Type	Strategy	Description	Typica Project Applications	Scope and Benefits	Implementation Needs
	Growth Management	Regulations, policies, and plans that outline type, mix, intensity, and character of allowable growth by geographic areas and the mitigation requirements of such development to reduce or mitigate growth impacts on transportation, environment, utilities, and schools.	• Growth management plans and ordinances • Mobility management goals and LOS standards by geographic area • Adoption of smart growth principles • Transportation Impact Fees • Local and regional land use development regulations	This strategy is similar to the land use planning strategy, but meant more for urbanized areas with limited developable or redevelopable land. The main principle of this strategy is focused on growth management so that land development doesn't occur in sprawling, uncontrolled ways that places undue hardship on the transportation system.	State legislative acts such as Growth Management Act is desirable in order to develop consistent local growth management plans. Local jurisdictions can adopt transportation impact fees based on detailed cost-benefit analysis of the impacts of new growth on public infrastructure.
	Congestion Management	Traffic congestion monitoring and mitigation prioritization plan that identifies recurrent and non-recurrent bottlenecks.	• Highway real-time speed and travel time data • Intersection delay and LOS studies • Transit travel time studies • Crash studies	FAST Act mandates development of a Congestion Management Process (CMP) by MPOs in urbanized areas of 200,000 in population. The purpose of the CMP is to monitor traffic congestion in a systematic way such that effectiveness of mitigation strategies can be evaluated over time.	The data collected for CMP is expected to guide selection of short-term mitigation strategies that are easier to implement that roadway capacity projects. Congestion mitigation projects requiring Federal funds would require justification based on CMP evaluations.
	Congestion Pricing	Use of peak-period tolls to reduce traffic congestion on roadways. The toll amount is typically defined based on local prevailing traffic and market conditions to provide monetary incentive to travelers to find alternative routes, modes, or times of day for their travel.	• Freeway ramp metering • Toll roads and bridges • Variable priced lanes, such as High Occupancy Toll (HOT) lanes that allow free or reduced cost access to qualifying HOVs and also provide access to single-occupant vehicles for a cost • Per-mile charges for traveling on congested roadways	Congestion pricing tends to provide monetary dis-incentives to either shift travel from peak hours to off-peak hours, from congested corridors to non-congested corridors, or reduce the number of trips all together. Pricing strategies make efficient	The region can develop a strategy for toll roads and HOV lanes prior to moving into congestion pricing.

Strategy Type	Strategy	Description	Typica Project Applications	Scope and Benefits	Implementation Needs
			• Fees for single occupant vehicles to enter certain congested areas	use of the transportation system.	
	Non-Motorized Transportation	Strategies and projects that facilitate safe and enhanced use of bicycles and/or walking trips.	• Bicycle and pedestrian plans • Adoption of bicycle and pedestrian LOS standards • Enhanced bicycle and pedestrian facilities and amenities • Complete streets, road diet and/or traffic calming • ADA compliant sidewalks • Safe routes to school • On-road facilities and protected bikeways • Off-road trails • Awareness, educational, and promotional programs	Non-motorized transportation facilities should be an integral part of transportation planning projects and TIP development. It has been demonstrated that a good non-motorized transportation system contributes to healthier living, lower carbon footprint, and more equitable mobility options for communities.	FAST Act allows flexibility in using Federal transportation dollars for non-motorized projects that will benefit multimodalism.
	Access Management	Regulations, policies, and plans to manage residential and commercial access to highways, major arterials, and other roadways to promote safe and efficient use of the roadway capacities.	• Access management guidelines by roadway functional classification • Corridor studies/ plans, corridor access management plan • Spacing standards for interchanges, traffic signals, and driveways • Roadway median treatments • Left-turn treatments • Clear sight distance • Connectivity between adjoining parcels • Turn lanes and auxiliary lanes • Shared access points/ driveways	Access management is an indirect congestion mitigation strategy. The purpose is often preserving the available capacity of a roadway by developing access approval guidelines for developments. This strategy should be applied to those highway corridors that not only provides local access, but also provides regional mobility to through traffic.	SCDOT is the lead agency to implement access management strategies. Local jurisdictions can incorporate access management strategies into local land use development codes.

Strategy Type	Strategy	Description	Typica Project Applications	Scope and Benefits	Implementation Needs
			• Turn restrictions/ peak time turn restrictions		
	Parking Management	Regulation, policies, plans, and application of technologies to improve and optimize parking access, supply, safety, utilization, and payment management.	• Parking capacity, utilization rate studies • Variable parking payment options (i.e., kiosks, mobile pay, pre-purchase) • Real-time parking availability • Dynamic parking pricing based on demand • Parking incentives for carpool and vanpools • Shared parking incentives	Availability of parking and hourly/ daily/ monthly parking costs at central business districts and major activity centers are an important element of how people choose their mode of transportation.	Local jurisdictions are responsible for developing a comprehensive parking policy, as well as setting minimum parking requirements in land use regulations. Jurisdictions can set prices for publicly owned lots/ ramps.
Traffic Operations	Roadway Operational Improvements	Traffic control improvements to improve traffic flow and safety along roads and highways.	• New traffic signal • Signal timing and coordination • Street signs and markings, wayfinding • Adaptive signal control • Intersection turn lanes • Roadway realignments • Designated truck routes • Center left turn lanes • Complete streets, road diet and/or traffic calming	Roadway operational improvements are desired in urbanized areas and congested roads where deficiencies exist in current conditions. These projects are far less expensive that roadway capacity projects and will result in significant reduction of traffic delays or crashes along congested corridors or intersections. These are also referred to as Transportation System Management (TSM) strategies.	Roadway operational improvement projects will require lesser amount of analysis and environmental assessment due to the limited influence area. These projects are typically identified and funded through a variety of existing statewide and local transportation programs, such as safety, traffic operations, congestion management, air quality, and traffic calming. Project planning would require some coordination and cooperation among agencies and stakeholders.

Strategy Type	Strategy	Description	Typica Project Applications	Scope and Benefits	Implementation Needs
	High-Occupancy Vehicle (HOV) System	Highway lanes with limited access reserved for exclusive use by high-occupancy vehicles (HOV) and transit buses. HOV occupancy requirements typically vary from 2 or more persons (2+) to three or more persons (3+)	• HOV lanes • Intersection queue jump for HOV lane • HOV-only interchange • Conversion of general purpose lane to HOV lane • Ride share services • Employer-based carpool incentives • Preferential parking for carpools	HOV lanes have proven to be effective congestion mitigation strategies along corridors with severe recurring congestion. HOV 3+ lane is to increase the person throughput capacity of the lane and provide significant travel time advantage for carpools, vanpools, and transit.	SCDOT would need to take the lead in evaluating the need and feasibility of HOV lanes along congested freeway corridors, while CMCOG or individual jurisdictions can take the lead in defining the need for arterial HOV treatments. A system-wide approach is required to develop an effective HOV system.
	Toll Roads	Highways constructed using all or a portion of private funds and financed by collecting user tolls.	• Roads with toll collection • Bridges with toll collection • Electronic toll collection • Traffic surveillance system • Traffic monitoring system for dynamic, variable toll pricing	Toll road projects are very successful in South Carolina. The toll road projects in South Carolina helped in providing mobility along key transportation corridors. With shrinking transportation funding, toll roads are increasingly considered an important element of congestion management.	Toll road financing feasibility studies should be undertaken for the targeted corridors. These projects would require design-bid-build-operate type agreements.
	Intelligent Transportation Systems (ITS)	Application of smart technology solutions to improve the operation, safety, and security of the existing multimodal transportation system.	• Traffic surveillance cameras • Regional ITS deployment plan • Traffic operations center • Traffic monitoring devices • Traffic signal control and coordination • Real-time traveler information • Ease of payment options • Mobility and ride sharing apps • Trip planning services • Automated and Connected vehicle technology • 511 traveler hotline	ITS improvements can help in getting extra capacity out of and optimizing the existing transportation system. ITS solutions improve traffic operations, safety, and security, and can support information dissemination to system users and operators.	SCDOT is the lead agency to implement ITS strategies. ITS implementation will require developing a regional ITS architecture that is in line with the national ITS architecture deployment plan.

Strategy Type	Strategy	Description	Typica Project Applications	Scope and Benefits	Implementation Needs
			• Communication and data management systems • Variable speed limit • Commercial Vehicle Information System Networks (CVISN) • Work zone management		
	Incident Management	Multi-agency program to detect, respond, and clear traffic incidents and restore traffic operations to normal conditions.	• Roadway incident response vehicles and roadside assistance • HAZMAT vehicle response team • Traffic surveillance system • Dynamic message boards to inform motorists about incidents and traffic conditions • 511 traveler hotline • Crash investigation sites • Emergency routing	Incident management improvements are an important element to mitigate non-recurring traffic congestion, which is a larger part of traffic congestion. The traffic delays due to crashes and incidents can be reduced significantly by developing a coordinated incident response program.	SCDOT is the lead agency to implement incident response strategies, and should involve coordination amongst multiple transportation and emergency response agencies.
Public Transit					
	Transit Capital Projects	Capital improvements that increase person throughput capacity across transit markets.	• New buses • Park-and-ride lots • Enhanced transit stations/ amenities • High capacity transit (commuter rail, light rail, bus rapid transit) • On-demand transit service • Intermodal facilities	Transit capacity enhancements are desired in metropolitan and highly urbanized areas, as well as along congested corridors, as a means to enhance regional mobility, reduce congestion, and improve air quality. These projects are capital intensive and will result in significant capacity expansion of transit services.	Transit capital improvement projects typically require Federal funding and grants. Therefore, project planning typically involves alternatives analysis, cost-benefit analysis, environmental assessment, public engagement, and capital planning. Projects eligible for “New Starts” funding include any fixed guideway system which utilizes and occupies a separate right-of-way, or

Strategy Type	Strategy	Description	Typica Project Applications	Scope and Benefits	Implementation Needs
					rail line for the exclusive use of mass transit.
	Transit Operational Improvements	Operational improvements to improve travel time and reliability of transit services.	• Transit signal priority • Automatic Vehicle Location (AVL) Technology • Automatic Passenger Count (APC) technology • Express transit service • Coordinated payment system, smart fare card • Transit priority at intersections (queue jumps, pre-signal queue jump) • Transit only lanes • Increased transit frequency • Expanded transit service	Transit operational improvements are typically targeted to increase ridership and travel time reliability of transit service through use of technological solutions, scheduling solutions, transit priority, or small scale roadway improvements.	Transit operational improvements would typically need to be implemented based on detailed feasibility, environmental assessment, design, and contractual agreements between transit providers and roadway owners.
Roadway Capacity	Roadway Capacity Improvements	Physical capital-intensive improvements that increase vehicle throughput capacity along roads and highways	• Roadway widening • Additional lanes • Providing new or additional turn lanes • New roadways • Grade-separation of congested intersections • Interchange configuration upgrade • Truck climbing lanes	Roadway capacity enhancements are desired in high growth transitional areas to support forecasted growth in regional population and employment, in isolated areas with major development or redevelopment proposals, and along roadway corridors that carries interstate, inter-regional, and regional traffic. These projects are capital-intensive and will result in additional roadway capacity.	Roadway capacity expansion projects will typically require feasibility analysis, alternatives analysis, environmental assessment, funding priority, and/or public outreach. Project planning would require significant coordination and cooperation among multiple agencies and stakeholders Project utilizing Federal funds will also need to follow Federal guidelines, such as NEPA.

10.9 Implement Strategies and Evaluate Effectiveness

As part of the MPO ongoing planning processes, information about the best ways to minimize increases in single occupant vehicle usage and maintain a strong transportation network while limiting roadway expansions will be used to help select the types of projects to be included in future editions of the LRTP and TIP. This information will primarily be learned through data compiled in the regularly produces CMP Performance Reports as well as through travel demand modeling work to analyze impacts of various changes to the MPO's transportation network. The CMP will examine the effectiveness of CMP strategies at both the regional and corridor level by continuously applying the performance measures adopted as a part of this planning process.

10.10 Roadway Congestion Analysis

The defined CMP road network was established through an iterative process that considered a number of factors, including corridors analyzed in previous CMPs, an examination of base and horizon year travel demand model output, CMCOG staff and stakeholder input, and the availability of real-time data that is readily available through the National Performance Management Research Data Set (NPMRDS).

The selected roadway network consists of federal aid eligible roadways that are functionally classified by SCDOT as primary arterials, minor arterials, major collectors, and minor collectors. Interstates are not included as a part of the COATS MPO CMP network because all performance monitoring, analysis, and funding for Interstate improvements and congestion management projects are programmed and implemented directly by SCDOT. Local roads are also not included in the CMP network. Due to the availability of data, transit routes and bike/ ped facilities were not included as part of the CMP network and are included in the CMP in terms of their ability to contribute to the effectiveness of travel demand management strategies along adjacent congested roadway corridors.

The COATS MPO hopes to enhance regional mobility, increase transportation accessibility, and maintain existing infrastructure in a state-of-good repair by developing and implementing strategies that mitigate congestion through travel demand management, operational improvements, modal connectivity, land use compatibility, and where necessary, through capacity improvement projects. Primary performance measures adopted by the COATS MPO to analyze corridor system performance include Volume to Capacity ration and Travel Time Index measures.

Volume to capacity (V/C) ratio consists of a comparison of observed and estimated traffic volumes to planning level roadway design capacities. This measure uses the updated travel demand model to determine V/C ratio. For purposes of this CMP, a V/C ration of 0.9 or above represents potentially congested conditions. Each corridor has data control points that are broken out by Traffic Message Center (TMC) to assess various portions of a corridor.

The Travel Time Index relies on real-time and archived speed data provided through the available NPMRDS. The Travel Time Index compares the ratio of 95th percentile peak-period travel time to free flow travel time by hour of day, as taken from an average 24-hour period of Tuesday, Wednesday, and Thursday, illustrating both the duration and intensity of congestion on a corridor. For purposes of this CMP, a TTI value of 1.5 or above represents potentially congested conditions. The current CMP uses real-time and archived speed data available through the available NPMRDS.

Based on the overall assessment for the COATS CMP network, the following findings are derived:

- There are 25 TMC's that have a V/C ratio of 0.9 or greater, indicating a potential for congestion
- There are 356 TMC's that have a TTI of 1.5 or greater, indicating a potential for congestion
- There are 12 TMC's that have both a V/C ratio of 0.9 or greater and have a TTI of 1.5 or greater. These areas indicate the most likely congested areas, and are as follows:
    - Clemson Road NB/WB at Longtown Road
    - SC-12 NB at US 176/ US 21/ US 321/ Huger Street
    - US 1 NB at I-26
    - US 1 SB at SC-6/ Lake Drive
    - US 1 NB at I-20
    - US 1 SB at I-20
    - US 76 EB at SC-48/ Assembly Street
    - US 176 WB at SC-16/ Sunset Drive
    - US 321 NB at US 76. Elmwood Avenue
    - US 378 EB at I-26
    - US 378 EB at @C-6/ N. Lake Drive
    - US 378 EB at SC-6

The full results of the roadway congestion analysis are outlined in the Congestion Management Plan.

Chapter 11 Freight

11.1 Overview and Existing Regional Plans

The Central Midlands region of South Carolina continues to be a transportation hub for freight. Freight travels to, through, and from the Central Midlands region and is a critical element to the region's business and industrial success. For many industries, economic competitiveness is defined by the ability of goods and services to be transported in an on-time-manner or next day delivery. A well-functioning commercial transport system brings modern quality-of-life benefits that consumers value. In the current cost-effective business environment, time sensitive transportation services are increasingly a strategy for gaining a competitive advantage in manufacturing and service-based industries. Global integration of the U.S. economy has grown at a rapid pace as domestic manufacturers now shop the world for components and subassemblies to manufacturing processes. Advances in technology and management practices are also allowing U.S. firms to develop strategies that enable customized products for mass market distribution.

Industries are intent on minimizing costs, focusing on ways to manage supply chains effectively and place a premium on logistics and transportation. Logistics is the art of moving the right material, to the right place, at the right time, at the least cost. For some industries, logistics are approximately 40% - 60% of the overall costs of a supply chain. The major costs of logistics are broken down into transportation and warehousing, with transportation serving as the highest logistics cost. Transportation is a variable cost, which can be managed to reduce overall costs. All industries rely on the nation's highways, rail, port, and air freight facilities to move their cargo.

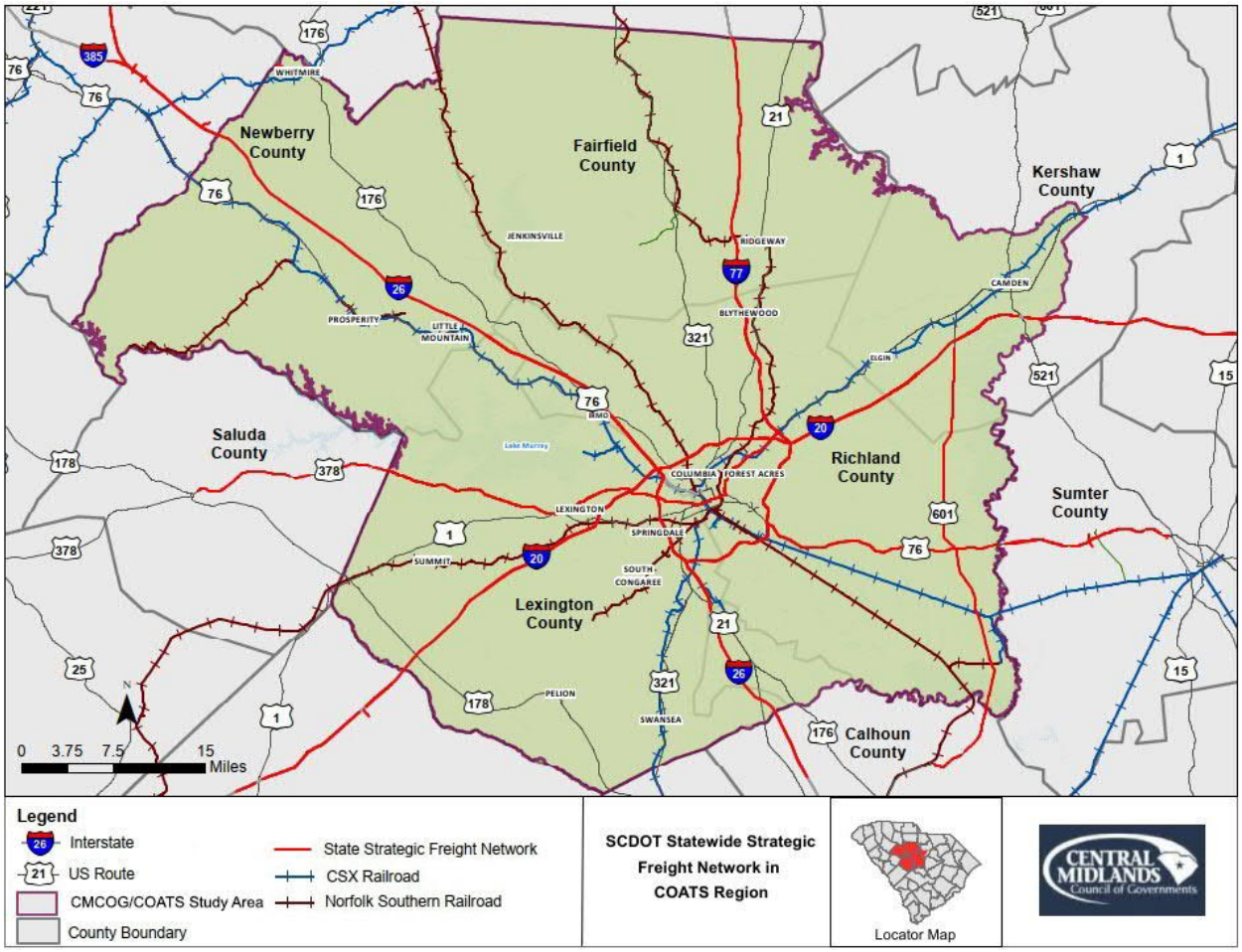
However, freight is also viewed as a threat to commute times and safety. Several projects planned for our region will benefit both groups and reduce this conflict, for example SCDOT is currently adding travel lanes to sections of I-20 between US 378 and Longs Pond Road, widening I-26 from Columbia to Orangeburg, and widening 12 miles of I-26 from Little Mountain to Irmo. Projects such as modernizing several interchanges, raising low clearance bridges, and replacing several aging bridges would also improve freight safety. A major redesign of "Malfunction Junction" [I-20 at I-26/I-126] has recently been funded by SCDOT and SC State Infrastructure Bank and should reduce truck rollovers and traffic conflicts of trucks traversing through this congested and high volume juncture. The multimodal approach to addressing long term strategies for the region's transportation network will enable commercial and freight transportation to continue to improve and develop.

The CMCOG Regional Freight Mobility Plan (2017) was the first regional freight study in South Carolina, and was developed to align with other regional and state planning-level documents and to provide an assessment of the current freight infrastructure. The plan identified specific projects and policies designed to support current and future freight movement and investigated the current freight system's needs and issues. This plan, combined with the LRTP and other regional and state planning documents, will help to prioritize projects for funding opportunities. Information provided in this chapter is primarily from existing adopted plans or studies, such as the Regional Freight Mobility Plan (2017) and the South Carolina DOT Statewide Freight Plan Update (2020).

11.2 Freight Infrastructure System and Existing Conditions

This section is broken down into subsections of types of freight infrastructure and can serve as a baseline to identity improvement needs and safety of freight in the region. Figure 11.1 shows the Central Midlands Freight Network and Railroads.

FIGURE 11.1. CENTRAL MIDLANDS SCDOT STATEWIDE STRATEGIC FREIGHT NETWORK AND RAILROADS



Inland Ports and Intermodal Container Transfer Facility

The South Carolina Ports Authority (SCPA) opened a rail-served container terminal at Greer in 2013 to provide overnight service between the Port of Charleston and shippers in the rapidly developing I-85 corridor. The service is largely centered around current and projected logistical needs of the BMW factory in Greer, which receives parts and ships finished automobiles via rail. The SCPA provided $23.5 million for the project, with Norfolk Southern (NS) Railroad contributing an additional $7.5 million. This route passes directly through Columbia. Although this may be creating additional trains through the CMCOG region, it is also removing truck traffic that would otherwise be using I-26.

In 2018, the SCPA opened a new inland port in Dillon. This new facility provides additional intermodal rail capacity to support cargo flows between the Port of Charleston and markets in the Carolinas, Northeast, and Midwest. The site is located on the Carolinas I-95 Mega Site, which is a 1,920-acre

industrial park located at Exit 190 off I-95 in Dillon. This adjacency to I-95 provides quick access to a critical trade artery for the entire US East Coast. The Mega Site is within 160 miles of the Port of Charleston, 89 miles of the Port of Georgetown, and 85 miles of the Port of Wilmington, NC. Overnight rail service to and from Charleston will be provided by CSX. SCPA expects the new inland port to handle about 45,000 containers per year initially. In addition to the inland ports, Palmetto Railways plans to construct a new intermodal container transfer facility, the Naval Base Intermodal Facility (NBIF) on a 118-acre site at the former Charleston Naval Complex. This new facility will provide better intermodal connectivity between the Port of Charleston and the state and national rail networks. It will include dual access by both NS and CSX, offering shippers maximum flexibility and lower transportation rates. The NBIF is expected to begin construction in 2020 and will increase the Port's intermodal capacity by 50%.

Roadways

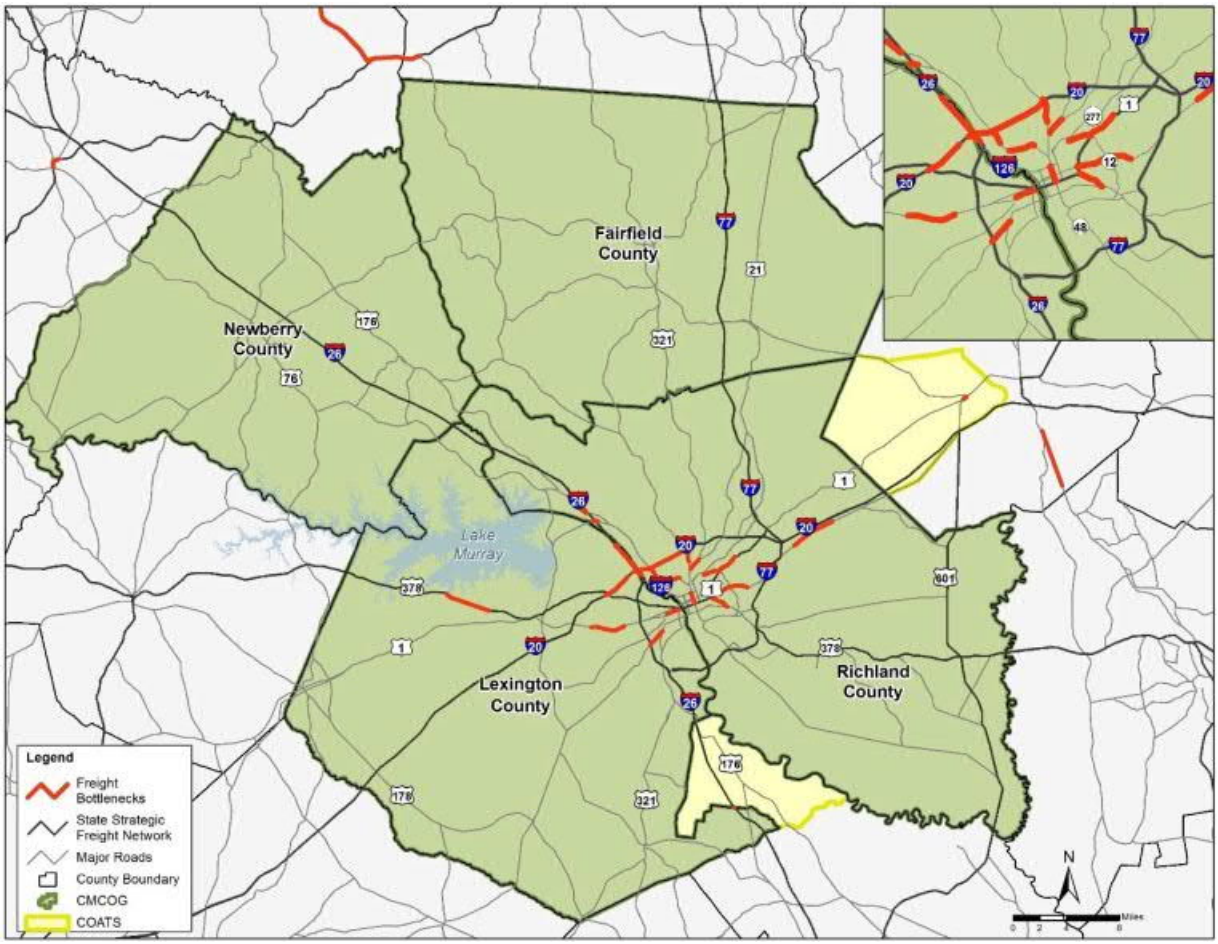
The SCDOT Statewide Strategic Freight Network roads in the Central Midlands area include all four interstates as well as US 1, US 378, SC 277, and US 601. These facilities carry some of the highest truck volumes in the region since they serve not only local markets in the Midlands but also statewide and national freight traffic. I-20 links the area to Atlanta and major markets on the Eastern Seaboard via I-95, while I-26 is a key route for freight going to and from Greenville, Spartanburg, and the Port of Charleston. I-77 links the Midlands to Charlotte. US 378 provides linkages to smaller cities around the Midlands such as Sumter and Saluda. Based on 2018 AADT data in the South Carolina DOT Statewide Freight Plan Update (2020), the average daily truck volume along interstates in the COATS region was approximately 7,600.

Highway and street congestion and bottlenecks – both in the CMCOG/COATS MPO region and throughout South Carolina – are a major concern for freight carriers and shippers in the state as well as government agencies. Freight bottlenecks contribute to cargo delays, higher fuel consumption, increased emissions, and increased transportation costs both within the Central Midlands and elsewhere. Truck bottlenecks were identified in the CMCOG/COATS MPO region during peak shipping season (October) and peak tourism season (June) in 2016. Trucks encounter bottlenecks in many known problem areas around the region including:

- "Carolina Crossroads" (the I-20/I-26 interchange)
- I-26 to the north of Columbia
- I-20 through the north side of Columbia
- I-20 from US 378 to roughly Bush River Road, perhaps because it is serving pass-through traffic as well as trucks going to and from the Two Notch Road/Industrial Drive corridor (around Exit 55) where several manufacturers such as Michelin Tire and International Paper are located.

Figure 11.2 shows the Freight Roadway Bottlenecks, as taken from the Central Midlands Regional Freight Mobility Plan.

FIGURE 11.2. FREIGHT ROADWAY BOTTLENECKS



Source: Central Midlands Regional Freight Mobility Plan

Truck Parking

In the Central Midlands, truck parking is mainly provided by private truck stops. An inventory of truck parking facilities was undertaken as part of the Central Midlands Regional Freight Mobility Plan. That inventory found 16 truck parking facilities within the COATS area, all along I-26 and I-20, encompassing nearly 1,000 truck parking spaces. Since 2017, additional truck parking area have been built along I-20 at Exit 51 near Longs Pond Road in Lexington and at Exit 5 near Bluff Road (SC 48) in Richland County.

Rail

As shown previously in Figure 13.1 SCDOT Statewide Strategic Freight Network Roads and Railroads, the Central Midlands region is served by two Class I railroads, CSX Corporation and Norfolk Southern (NS). Combined, they operate about 260 miles of track in the area. Columbia is a crossroads for key lines owned by both railroads. NS lines connect the CMCOG region with Charlotte to the north, Atlanta and Macon, GA to the west, and Savannah, GA to the south. NS also operates regular service between Greer and the Port of Charleston which passes through the Central Midlands. CSX lines in the region connect to Savannah, Charleston, Spartanburg, and Raleigh-Durham, NC.

NS operates 132 miles of rail in the Central Midlands region. There are two rail yards in the area, the CSX-West Columbia Thoroughbred Bulk Transfer terminal and the NS-Andrews Yard. CSX operates 128 miles of railroad in the CMCOG area. More than three quarters of the rail freight by weight and by value in the Central Midlands is simply moving through the region, with no origin or destination in the area. This means that although this traffic is not directly associated with economic activity in the Central Midlands, it creates regional impacts including traffic delays at grade crossings and potential safety concerns (a large share of this through freight consists of chemical products, some of which may be hazardous).

Aviation

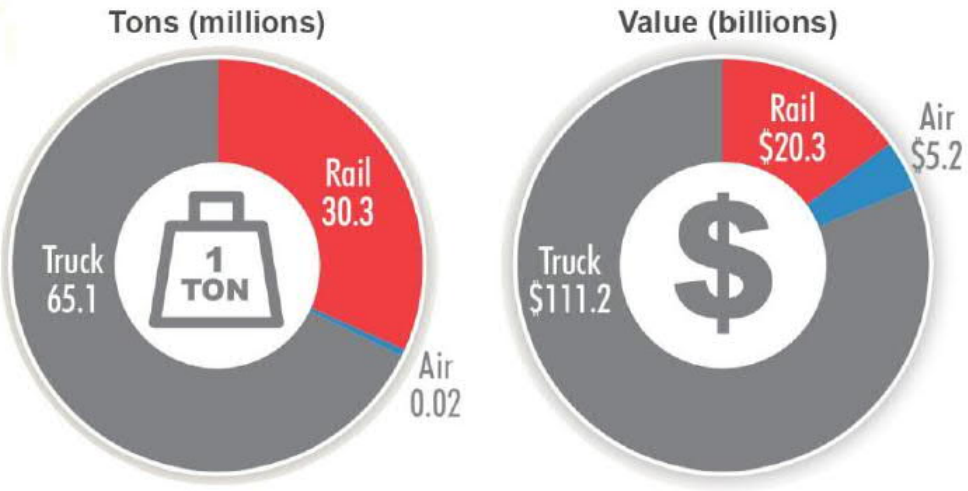
Columbia Metropolitan Airport (CAE) is the primary commercial airport serving the Central Midlands. It is located in Lexington County about 5 miles southwest of Columbia. The airport is the southeast regional cargo hub for UPS, which includes a 281,000 square foot sorting facility adjacent to the east cargo apron. UPS averages 10 flights per day in/out of the airport.

The Airport Master Plan Update calls for a 40,000 square yard cargo apron expansion and the construction of a new 30,750 square foot air cargo building adjacent to the existing air cargo facilities.

11.3 Freight Movement and Economic Impacts

Based on the South Carolina DOT Statewide Freight Plan Update (2020), over 465 million tons of freight moved across South Carolina's freight network in 2016. In 2011, 95.5 million tons of freight moved across the Central Midlands regional transportation network alone. This included 65.1 million tons of truck movement and 30.3 million tons of rail (Figure 11.3).

FIGURE 11.3. FREIGHT ACROSS THE MIDLANDS



Out of the total freight movements across the region in 2011, approximately 18% were produced and/or used by Central Midlands shippers/receivers. The remainder were through movements, empty containers, secondary traffic, etc.

Based on projections over the next 25 years, the total volume of freight moving over the region's infrastructure is projected to increase by 42%, to an estimated 325 million tons by 2030. Over the same

time period, truck shipments are forecast to grow by 30% and air shipments by 82%, while rail shipments are projected to increase by 18%, primarily due to through movements. The volume of freight moving in Fairfield County is estimated to grow by 745% by 2030 (to 5.5 million tons annually). This growth may be lowered due to the change in the expansion of VC Summer. Richland County is projected to experience a doubling in freight movements (to 45 million tons annually). This level of growth may strain highway infrastructure, specifically routes such as I-20 in the COATS area.

Currently, the primary commodity transported to, through, and from the region is nonmetallic minerals, with projected additional growth in volumes of 18% by the year 2030. Secondary traffic defined as freight transiting to and from distribution centers or through intermodal facilities, is projected to surpass nonmetallic minerals as the top commodity volume in the region by 2030, growing by 122%.

Trucks will continue to serve as the primary mode of transportation in the region in the future. It is also important to note that the types of commodities that originate in or are destined for the region that are projected to increase are primarily bulk commodities. These commodities are typically used for pure manufacturing purposes and the final products will most likely be consumed outside of the Central Midlands region. From an infrastructure perspective, these commodities dictate mode choice and supply chain efficiency, and are likely to impact roadways in the region by increasing Class 8 truck traffic (large 18 wheelers). The Irmo at Lake Murray electric power plant was converted to natural gas, and shipments continue to use the coal burning power plant, Eastover on the Wateree River. Shipments may continue to be shifted as additional plants in the region are converted to natural gas or are closed. The inland port of Greer (between Greenville and Spartanburg) will transport up to 2000 containers nightly from Charleston to Greer. The return daytime trip will fill empty containers with finished BMWs and tires bound for other east coast ports or for Europe. This inland should reduce the truck traffic on I-26 in the metro area.

11.4 Safety

The 2019 South Carolina Traffic Collision Fact Book was referenced to portray Commercial Motor Vehicle (CMV) safety data. A CMV is any motor vehicle used for the transportation of goods, property, or people in either interstate or intrastate commerce. In 2019, there were 3,929 CMVs involved in traffic collisions, accounting for 2.8% of all traffic collisions. CMVs traffic collisions accounted for 104 fatalities, or 11.2% of all fatal traffic collisions. The top three vehicle uses of CMVs involved in fatal traffic collisions are:

- Transport Property
- Logging
- Construction/ Maintenance

Further, out-of-state CMV drivers accounted for 42.3% of CMV drivers involved in traffic collisions. Table 11.1 offers collision statistics for CMVs across South Carolina.

TABLE 11.1. SOUTH CAROLINA COMMERCIAL MOTOR VEHICLE COLLISIONS STATISTICS

CMV Collision Statistics	2015	2016	2017	2018	2019	Percent Change 2018-2019
Fatal Collisions	98	101	89	105	104	-1.0%
Serious Injury Collisions	119	161	151	141	162	14.9%
Other Injury Collisions	1,171	1,470	1,511	1,587	1,643	3.5%
Total Collisions	2,782	3,632	3,677	3,989	3,929	-6.3%
Persons Killed	117	110	98	112	116	3.6%
Persons Seriously Injured	154	205	197	179	209	16.8%
Persons Other Injuries	1,889	2,297	2,596	2,522	2,596	2.9%

Additional concerns regarding the safe movement of freight in the region include hazardous materials movements and was a reoccurring public comment during engagement for the Regional Freight Mobility Plan. The Savannah River Site nuclear facility in Barnwell and Fort Jackson in Richland County both generate hazmat shipments. Flammable and corrosive materials are stored at the Savannah River Site while Fort Jackson requires shipments of arms and munitions. Nukem Nuclear Technologies, which specializes in radioactive waste management, operates a nuclear shipment and maintenance facility in Lexington County. Avantech, LLC, a similar type of facility, operates in Richland County. Specific roads and routings of these loads are considered security sensitive, but they sometimes must move through residential areas or other conflicting land uses. South Carolina does not impose any specific route restrictions on hazmat loads, so there is currently no designated hazmat route network statewide or in the Central Midlands region.

11.5 Objectives and Strategies for Freight Mobility Improvements

To meet the requirements of the Fixing America's Surface Transportation Act (FAST Act), the Central Midlands Regional Freight Study proposed a Central Midlands Regional Freight Network. The network is critical to support the efficient movement of freight within the region and will be used to inform the CMCOG, local governments, and SCDOT of the corridors that need improvements in order to maintain efficient and safe movement of goods. The network can also assist in decision-making regarding recommendations for transportation projects, policies, and operational changes that impact freight mobility.

Objectives and strategies identified in the Central Midlands Regional Freight Study that can be implemented are discussed more below.

1. Create design standards for freight infrastructure. Officially recognized infrastructure and operational design guidelines implemented by all jurisdictional bodies within the region are a fundamental element of effective metropolitan freight and goods movement planning. Truck traffic, particularly heavy-truck traffic, causes a disproportionate amount of roadway wear and tear in comparison to passenger vehicle traffic. Central Midlands' roadways should be designed on a network of freight transport corridors and designed to common physical standards that are more freight-tolerant than conventional roadways. For example, freight network roadways should be designed to higher lane and curb lane widths, as well as shoulder

widths. Pavement Condition Rating (PCR) values, as well as intersection radii should also be designed for a significantly higher volume of freight traffic than other facilities. Developing a truck friendly lane in each direction consisting of a 12 to 13-foot lane with freight friendly geometrics would promote freight mobility and enhance safety of operations for both trucks and passenger vehicles.

2. Prepare and adopt Regional Truck Route Plan. Truck routing strategies and restrictions for regional jurisdictions vary. It is recommended that a Regional Truck Route Plan be pursued to identify where trucks should travel in the region. The plan will provide a better and more concise way to identify maintenance needs along the regional system and may help recognize the appropriate routes that trucks hauling hazardous materials may take, since there are currently no restrictions. Identifying truck routes is an important component of freight mobility and mitigation of freight passenger conflicts. Designated truck routes focus on:
    - Targeted design standards: Truck routes provide a means for targeting truck supporting design standards and policies toward specific corridors rather than across the board.
    - Cost effective infrastructure: Improving roads to accommodate larger trucks requires significant investment. Designated routes provide a means to rationally allocate resources to specific corridors with higher benefits. Truck routes also allow favorable opportunities to implement Intelligent Transportation Systems (ITS) applications.
    - High safety standards: Improving design standards and segregating freight traffic along specific corridors would also reduce operating incompatibilities and diminish the incidence of crashes.
    - Operational productivity: Improving truck operations within trade corridors leads to increased productivity, lower truck operating costs and improved reliability.

This proposed truck route system can be framed around road characteristics, truck traffic and accessibility to major terminals and markets. Characteristics may include things like 12-foot lanes, 4-foot paved shoulders, clear site lines, bridges and overpasses that are over 14.6 feet in height, minimal 90-degree turns, major regional connectors, and railroad bridges upgraded to 23.6 feet to allow for double stacked shipping containers.

1. Improve signage and signalization along key truck routes. Key routes that are used by trucks often suffer from poor signage and signal timings. Limited signage poses a safety hazard for passenger and freight users. Freight route designation and utilization of rural routing to satisfy freight flow requirements should coincide with a review of all signage. Increased heavy equipment use requires a change in strategies, from earlier utilization marked by predominant passenger use.
2. Support regional economic development. As metropolitan truck corridors span multiple jurisdictions across a region, it is essential that there exists inter-jurisdictional cooperation for the maximum benefit of this strategy.
3. Work with governments and private sector to mitigate railroad crossings including reducing the number in downtown centers. Minimizing the number of crossings is the optimal way of addressing at-grade crossings and should be employed when possible. When elimination is not possible enhancing the safety at railroad crossings should be a priority.
4. Integrate ITS application along freight corridors. South Carolinas' Intelligent Transportation System (ITS) provides real time traffic information across the interstate/primary route system

pertain to accidents and detours. The ITS system includes eleven Variable Message Sign (VMS) and 73 traffic cameras (with radars) which are placed along the interstate and managed from the SCDOT control center which alerts travelers of the need for detouring or cautious driving during accidents or unusual road conditions. Variable message signs to inform truckers of lanes restrictions or dangerous ramps can further promote safety and mobility. Further expansion this application should be consider along other primary corridors.

5. Improve data collection between agencies and private sector. Freight data helps transportation planners and economic development analysts understand the trade environment of the region, state and multistate region. Commodity flow data helps supports the link between transportation and economic development by revealing information about key domestic and trading partners, key international gateways, high volume and high value industries, and provides indications of how private sector supply chains work. These groups may include, but are not limited to, SC Trucking Association, SCDOT Permitting Office and District engineers, SC Manufacturer's Association, and SC Department of Public Safety.
6. Establish advisory group to retrieve input on freight issues. CMCOG/COATS has established guidelines for public involvement but has not developed practices or guidelines specifically for engaging the private sector in planning activities. To facilitate greater participation in planning, federal legislation encourages metropolitan transportation organizations (MPOs) to provide opportunities for interested parties to provide input into the development of transportation plans and programs. The main goal would be to review future transportation plans and provide focused input on improving freight needs for the region. These groups may include, but are not limited to, SC Trucking Association, SC Manufacturer's Association, railroad companies, citizens groups, and the Columbia Chamber of Commerce.

Several projects identified in the Project List are meant to improve the region's freight transportation system.

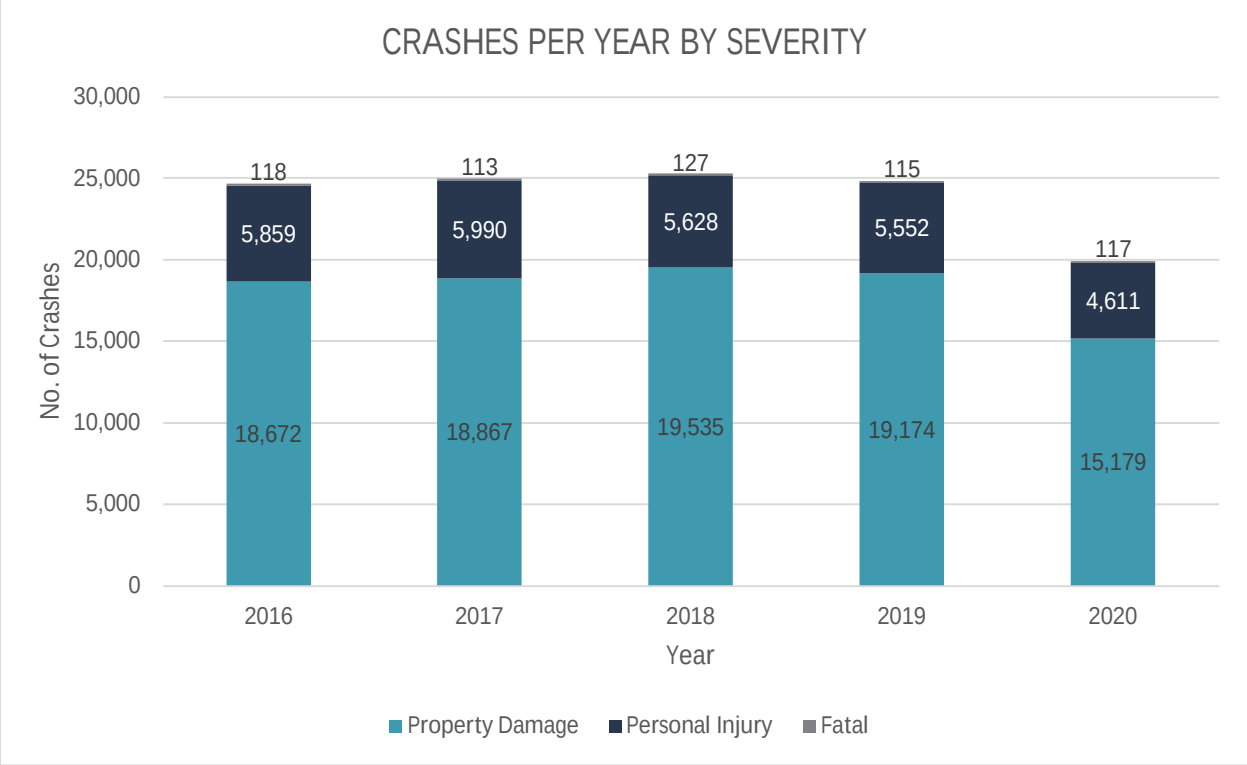
Chapter 12 Safety & Security

12.1 Crash Analysis

A high-level review of the crash data was performed to evaluate the safety performance of the CMCOG/COATS MPO region and to determine the type and severity of collisions that occurred throughout the study area. An analysis of the crash data is a way to detect high crash corridors and intersections in order to address safety deficiencies. Crash data records were provided by SCDOT for a five-year period (01/01/2016 to 12/31/2020). The crash data records included county name, latitude and longitude, route names, number of fatalities, number of injuries, date, road surface conditions, and collision type.

A total of 119,657 crashes were reported in the CMCOG/COATS MPO region with 91,427 classified as property damage only crashes, 27,640 classified as non-fatal personal injury crashes, and 590 classified as fatal crashes between 2016 and 2020. Figure 12.1 illustrates the number of crashes in the region per year by severity. The total number of crashes was consistent between 2016 and 2019 with around 25,000 crashes per year. The overall number of crashes drops by 20 percent in 2020 for a total of around 20,000 crashes. Most of the crashes were classified as property damage only crashes with this crash type accounting for around three-fourths of the total crashes in the region.

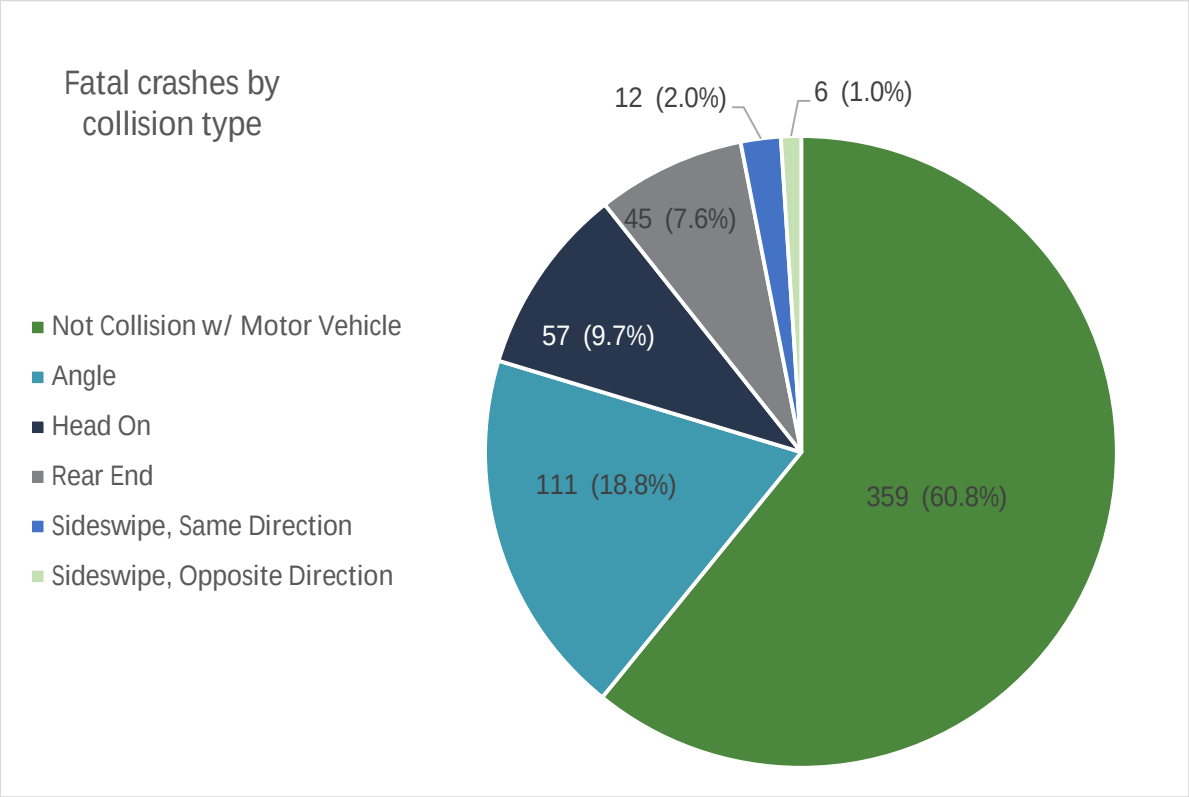
FIGURE 12.1. SEVERITY OF CRASHES BY YEAR (2016-2020)



There were 590 fatal crashes within the region between 2016 and 2020, with the highest number of fatal crashes being 127 which occurred in 2018. The 590 fatal crashes resulted in the deaths of 632 people. Over half of these fatal crashes were classified as not collisions with motor vehicles, nearly 61 percent, with many of the crashes attributing to driving too fast for conditions, pedestrian illegally in

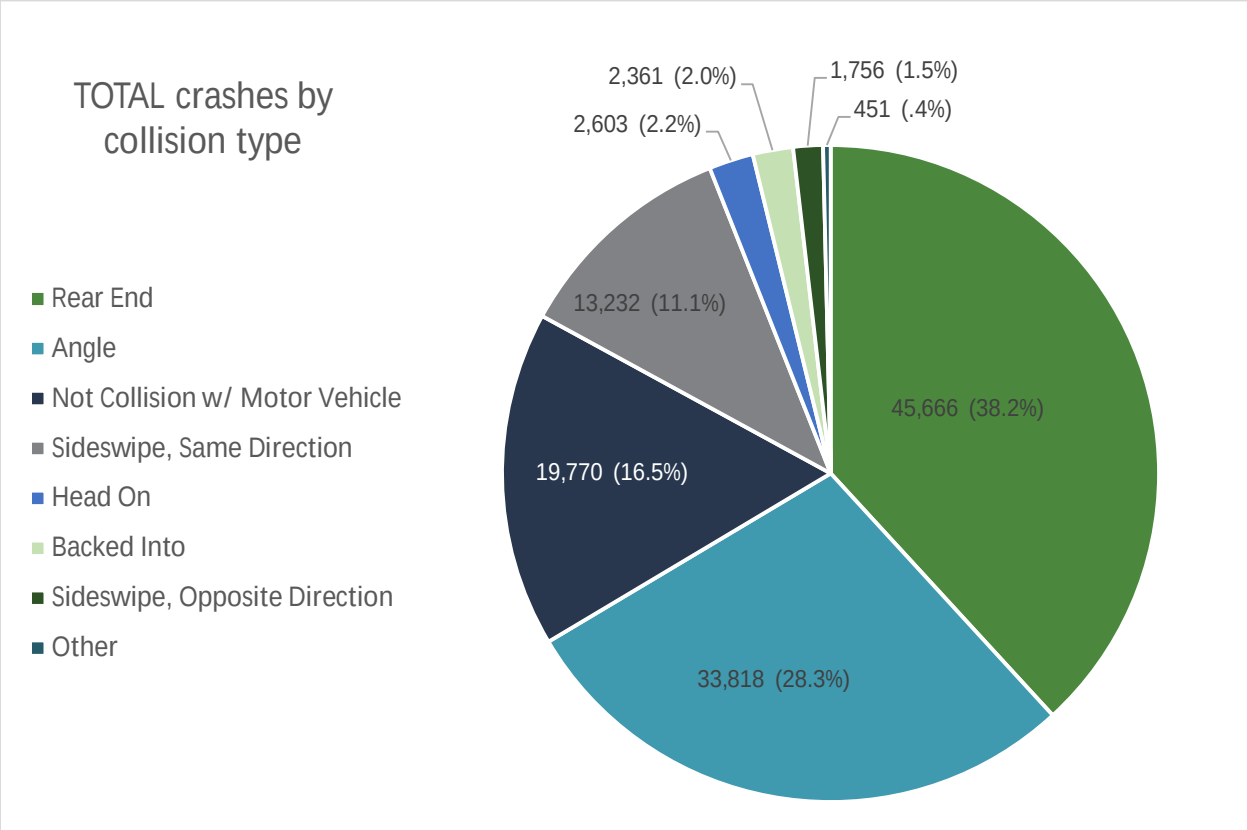
roadway, and driving under the influence. The three other most common types of fatal crashes were angle, head on, and rear-end collisions which accounted for an additional 36 percent of the total number of crashes. The number of fatal crashes are summarized by type in Figure 12.2.

FIGURE 12.2. FATAL CRASH TYPES (2016-2020)



Four types of crashes make up 94 percent of the total crashes in the region and these crash types include rear-end, angle, not collision with motor vehicle, and same direction sideswipe. Rear-end crashes are the most dominate crash type in the region with this crash type accounting for 38 percent of the total number of crashes. The majority of the rear-end crashes were attributed to driving too fast for roadway conditions, drivers following too closely, and drivers who were distracted or inattentive to the road. The second most common crash type was angle with probable causes including drivers failing to yield the right of way, drivers disregarding traffic control devices like signs or signals, improper lane changes, driving too fast for conditions, and drivers making an improper turning movements. A not collision with motor vehicle crash was classified as the third most common crash type in the region. The probable cause of this type of crash can be attributed to driving too fast for roadway conditions, driving under the influence, animal in the roadway, running off the road, and improper lane changes. The number of crashes are summarized by type in Figure 12.3.

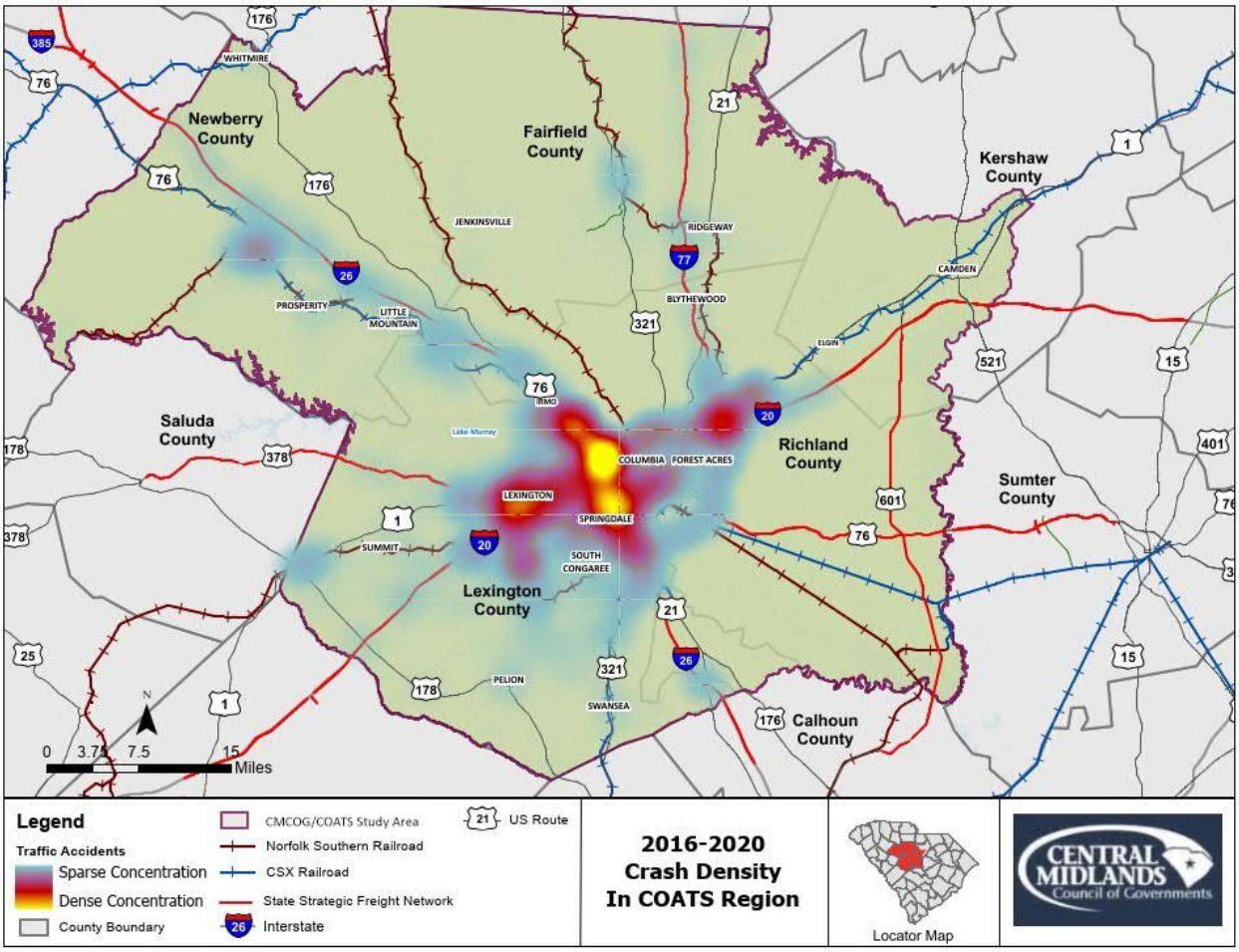
FIGURE 12.3. REGIONAL CRASH TYPES (2016-2020)



Crash Density Analysis

Crash density data from 2016 to 2020 was analyzed to assess areas of high concentrations of vehicular accidents within the CMCOG/COATS MPO region. As seen on the heat map on Figure 12.4, the highest density of crashes is primarily along I-26 in the downtown Columbia area between Irmo and Springdale. The I-20 corridor between the US 378 interchange and the I-77 interchange are also areas of high number of crashes. SCDOT has made this intersection the number one interstate priority in South Carolina with the Carolina Crossroads I-20/26/126 Corridor Project. The project is intended to improve local and freight mobility, safety while simultaneously reducing existing traffic congestion. Figure X provides an overview of the density of crashes that have occurred throughout the Central Midlands area between 2016 and 2020.

FIGURE 12.4. DENSITY OF CRASHES (2016-2020)



The top ten roadway corridors with the highest number of crashes in the region are shown in Table 12.1. This list accounts for all crashes associated with the route name including property damage only, non-fatal personal injury, and fatal crashes between 2016 and 2020.

TABLE 12.1. TOP RANKED ROADWAY CORRIDORS FOR CRASHES (2016-2020)

Rank	Roadway Corridor Name
1	Interstate 26 (between SC 60 and US 176)
2	Interstate 20 (between US 176 and US 378)
3	Two Notch Road (at I-77 interchange)
4	Broad River Road (Irmo)
5	Garners Ferry Road (near I-77 interchange)
6	Augusta Road (near I-20 interchange)
7	Sunset Boulevard (between I-20 and US 1)
8	Interstate 77 (between I-20 and US 21)
9	Farrow Road (between I-77 and SC 277)
10	Charleston Highway/ US 321 (in Gaston)

Several projects identified in the Project List are meant to improve safety of the region's roadways.

12.2 Security

Metropolitan Planning Organizations are charged with considering ways to increase the security of the transportation system for motorized and non-motorized users. Security is designated in the FAST Act as a stand-alone planning factor, which is outline in Chapter 3. CMCOG/COATS MPO primary role in planning for the security of the transportation system in the region is to provide support to existing Federal, state, and local agencies in the implementation of their security plans, as well as private sector freight and logistics companies in the movement of freight, especially hazardous materials. Several projects identified in this 2045 Long Range Transportation Plan are aimed at improving transportation security.

Chapter 13 Recommended COATS MPO Transportation Projects

13.1 Introduction

Below is a complete list of highway projects identified for the COATS MPO area as part of this 2045 Long Range Transportation Plan. The projects are prioritized and financially-constrained based on the Financial Plan in Chapter 15, with a list of widening projects that can be funded with anticipated revenues through 2045, a list of aspirational projects, and a list of intersection projects. The projects are derived based on community input, the transportation needs identified throughout this process, and the goals and objectives outlined in Chapter 3.

TABLE 13.1. COATS 2045 PRIORITIZED LIST OF ROAD WIDENING PROJECTS

COATS Priority	Project ID	Project Name	Project Limits	Project Score	County	Estimated Cost	Cumulative Total Cost
1	17	W Main St Lexington US 1	Columbia Ave to N. Lake Dr (SC 6)	100	Lexington	$6,600,000	$6,600,000
2	26	US 378	Old Lexington Road (S-157) to Beulah Church Rd	87.9	Lexington	$34,200,000	$40,800,000
3	78	Two Notch Road US 1 Pontiac	Steven Campbell Rd (S-407, Kershaw Co.) to end to S-53 Spears Creek Church Rd	72.6	Richland	$29,200,000	$70,000,000
4	125	Leesburg Rd. (SC 262)	Greenlawn Drive to Patricia Drive	62.6	Richland	$4,199,906	$74,199,906
5	103	Industrial Drive	Two Notch Rd to South Lake Dr (SC 6)	59.6	Lexington	$23,987,566	$98,187,472
6	14	Corley Mill Rd S-68	Lee Kleckley Rd to Sunset Blvd (US 378)	58.5	Lexington	$24,900,000	$123,087,472
7	55	Jefferson Davis Hwy US 1	Steven Campbell Rd (S-407) to Sessions Rd (S-47)	57.9	Kershaw	$19,500,000	$142,587,472
8	38	Longs Pond Rd S-204	Barr Rd (S-77) to Nazareth Rd (S-243)	57.2	Lexington	$30,700,000	$173,287,472
9	7	Kennerley Rd S-129	Hollingshed Rd (S-635) to Broad River Rd	56.5	Richland	$12,300,000	$185,587,472
10	56	Jefferson David Hwy US 1 East	Sessions Rd (S-101) to Watts Hill Rd (S-757)	56.1	Kershaw	$17,700,000	$203,287,472
11	114	Gibson Road	W Main St (US 1) to South Lake Dr (SC 6)	55	Lexington	$18,268,283	$221,555,755
12	94	S Lake Dr I-20	Industrial Dr S-626 to US 1 (Main Street)	54	Lexington	$13,900,000	$235,455,755
13	102	Barr Rd/ Wildlife Rd	W Main St (US 1) to Industrial Drive	51.9	Lexington	$23,422,342	$258,878,097
14	108	Old Wire Rd	Charleston Highway (US 321/US 176) to 12th St Extension	50.9	Lexington	$11,154,929	$270,033,026
15	107	Nazareth Road	Longs Pond Rd to South Lake Dr (SC 6)	50.1	Lexington	$31,130,996	$301,164,022
16	120	Shady Grove Rd	Broad River Rd (US 176) to Koon Rd	50.1	Richland	$22,759,157	$232,923,179
17	70	Broad River Rd US 176 North	I-26 to Chapin Rd (S-39)	50	Richland	$34,300,000	$358,223,179
18	112	Two Notch Rd/ Muddy Springs Rd	South Lake Dr (US 6) to Longs Pond Rd	49.9	Lexington	$44,268,053	$402,491,232
19	118	Lost Creek Rd	Broad River Rd (US 76/US 176) to Boat Ramp Road	49.2	Richland	$28,766,404	$431,257,636
20	62	Hardscrabble Rd North	Langford Rd to Summit Parkway	48.4	Richland	$22,200,000	$453,457,636
21	110	Rauch Metz Road	Dutch Fork Rd (US 76) to On/Off Ramp of I-26 near Broad River Rd (US 176)	47.2	Richland	$11,591,322	$465,048,958

TABLE 13.2. COATS 2045 ASPIRATIONS LIST OF ROAD WIDENING PROJECTS

Project ID	Project Name	Project Limits	Project Score	County	Estimated Cost	Cumulative Total Cost
100	Platt Springs Rd West S-34/63	White Knoll HS past SC 6 to Boiling Springs Rd (S-279)	47.5	Lexington	$63,900,000	$528,948,958
69	Broad River Rd US 76/176	Dutch Fork Rd (US 76) to Woodrow St (S-27)	47.2	Richland	$17,100,000	$546,048,958
116	Highway Church Road	Blaney Rd to Fort Jackson Blvd (SC 12)	47.2	Kershaw	$32,670,043	$578,719,001
104	SC 6	Bush River Rd to US 76	47.2	Lexington	$45,782,892	$624,501,893
88	Fish Hatchery Rd S-37	Charleston Highway (US 321) to Pine Ridge Rd (S-103)	46.1	Lexington	$22,700,000	$647,201,893
97	Two Notch Rd S-70	S Lake Dr (SC 6) to Longs Pond Rd (S-204)	45.6	Lexington	$35,400,000	$682,601,893
119	Koon Road	Broad River Rd (US 76/US 176) to Old Tamah Rd	45.3	Richland	$28,978,782	$711,580,675
90	Edmund Hwy SC 302	Princeton Rd (S-1287) to S Lake Dr (SC 6)	44.7	Lexington	$28,700,000	$740,280,675
36	Fish Hatchery Rd South 2	Casa Dell Dr S-868 to Glenn Rd (S-875)	44.6	Lexington	$28,900,000	$769,180,675
122	Kelly Mill Road	Two Notch Rd (US 1) to Twenty Five Mile Creek Rd	44.6	Richland	$38,521,761	$807,702,436
25	Calks Ferry Rd S-278	I-20 to Pond Branch Rd (S-34)	44.3	Lexington	$36,900,000	$844,602,436
1	St. Peters Ch Rd S-29	Chapin Rd to Paul Fulmer Rd	43.5	Lexington	$24,500,000	$869,102,436
46	Percival Rd SC 12 East	Spears Creek Rd (S-53) to Highway Church Rd	43.3	Richland	$32,600,000	$901,702,436
123	Earth Road	Clemson Rd to Spears Creek Church Rd	42.2	Richland	$3,528,677	$905,231,113
64	Wilson Blvd US 21 North	Raines Rd (S-2126) to Langford Rd (S-54)	42.2	Richland	$19,600,000	$924,831,113
2	Amick Ferry Rd S-51 South	Paul Fulmer Rd to South of Shady Acres Drive	41.8	Lexington	$13,800,000	$938,631,113
121	Screaming Eagle Road	Percival Road (SC 12) to Dixie Road/Highway Church Road	41.3	Richland	$23,141,928	$961,773,041
113	Charter Oak Road/Pisgah Church Road	US 378 to Hermitage Road	41	Lexington	$19,807,728	$981,580,769
34	Fish Hatchery Rd S-73 south	Pine Ridge Drive (S-103) to Bachman Road (S-1257)	41	Lexington	$6,900,000	$988,480,769
68	Amick Ferry Rd S-51	Chapin Road to Paul Fulmer Road	40.8	Lexington	$31,600,000	$1,020,080,769
77	Wilson Rd US 21	I-77 to Blythewood Road (S-59)	39.5	Richland	$30,800,000	$1,050,880,769
117	Old Sandy Run Road	Pine Plain Road to I-26	39.3	Calhoun	$25,472,324	$1,076,353,093
101	Wise Ferry Road/Hermitage Road	Old Cherokee Road to Pisgah Church Road	39.1	Lexington	$28,144,205	$1,104,497,298
124	Longtown Road	Farrow Road to Longtown Road East	38.9	Richland	$25,360,070	$1,129,857,368
109	Leaphart Road	Sunset Blvd (US 378) to Harbor Drive/Orchard Drive	38.8	Lexington	$23,843,477	$1,153,700,845
35	Emmanuel Ch Rd S-168	Old Barnwell Road (S-104) to W. Dunbar Road (S-72)	38.5	Lexington	$17,300,000	$1,171,000,845
65	Wilson Blvd US 21 south	Fulmer Road (S-1352) to south of Pisgah Church Road (S-34)	37.3	Richland	$31,400,000	$1,202,400,845
63	Blythewood Rd S-59	Muller Road to Wilson Blvd.	37.3	Richland	$16,900,000	$1,219,300,845
22	Pisgah Ch Rd S-204	Hermitage Road (S-172) to Barr Road (S-77)	36.7	Lexington	$18,700,000	$1,238,000,845
111	Pond Branch Road	Two Notch Road to I-20	36.5	Lexington	$30,151,900	$1,268,152,745

Project ID	Project Name	Project Limits	Project Score	County	Estimated Cost	Cumulative Total Cost
99	Heins Rd S-54	Langford Road to Cherokee Blvd.	35.9	Richland	$10,200,000	$1,278,352,745
29	SC 6	Edmund Highway to Meadowfield Road (S-65)	35.9	Lexington	$16,400,000	$1,294,752,745
105	Hope Ferry Road	Sunset Blvd (US 378) to Corley Mill Road	35.7	Lexington	$24,682,666	$1,319,435,411
59	White Pond Rd	US 1 (Main Street) to Heath Pond Road	35.5	Kershaw	$21,800,000	$1,341,235,411
28	Edmund Hwy SC 302 south	S. Lake Drive (SC 6) to Old Charleston Road (S-625)	35.2	Lexington	$42,200,000	$1,383,435,411
47	Percival Rd SC 12 Fort Jackson	Smallwood Road to Spears Creek Church Road	34.6	Richland	$35,100,000	$1,418,535,411
66	Farrow Rd SC 555	N Pines Road (S-1437) to Hard Scrabble Road	34.6	Richland	$26,800,000	$1,445,335,411
80	Spears Creek Ch Rd	I-20 to Two Notch Road (US 1)	34.4	Richland	$22,400,000	$1,467,735,411
89	Edmund Highway SC 302	S. Lake Drive (SC 6) to SC 6	34	Lexington	$16,100,000	$1,483,835,411
67	Sunset Dr SC 16	River Drive (US 176) to SC 277 interchange	33.9	Richland	$8,400,000	$1,492,235,411
87	Pineview Rd SC 769	Bluff Road (SC 48) to Garners Ferry Road (US 76)	33.8	Richland	$29,300,000	$1,521,535,411
27	S Lake Dr South	Platt Springs Road (SC 602) to Boiling Springs Road (S-279)	33.4	Lexington	$36,100,000	$1,557,635,411
11	Bush River Rd S-273	Seawright Rd S-1002 to Woodlands Dr	33.1	Lexington	$13,900,000	$1,571,535,411
60	Langford Rd east	Hard Scrabble Road to Heins Road	32.8	Richland	$25,500,000	$1,597,035,411
91	Mineral Springs Rd S-106	Sunset Blvd (US 378) to Cedar Road (S-387)/Cromer	32.6	Lexington	$17,800,000	$1,614,835,411
58	Bookman Rd S-53	Robinhood Road (S-1051) to Two Notch Road	32.4	Richland	$38,900,000	$1,653,735,411
115	Bowen Street (S-28-48)	Cherokee Blvd to Jefferson Davis Highway (US 1)	32.2	Kershaw	$32,964,958	$1,686,700,369
43	Leesburg Rd SC 262 east	Lower Richland Blvd. (S-37) to Harmon Road (S-86)	31.9	Richland	$43,800,000	$1,730,500,369
44	Leesburg Rd SC 262 east 2	Harmon Road (S-86) to McCords Ferry Road	30.8	Richland	$50,600,000	$1,781,100,369
9	Bush River Rd S-107	N. Lake Drive (SC 6) to St. Andrews Road	30.6	Lexington	$36,900,000	$1,818,000,369
76	Winnsboro Rd US 321	Koon Store Road (S-61) to Blythewood Road (S-2200)	30.6	Richland	$44,200,000	$1,862,200,369
4	Broad River Rd US 176 north 2	Chapin Road (S-39) to north of Jake Eargle Road (S-592)	30.5	Richland	$12,700,000	$1,874,900,369
3	Chapin Rd US 76	Murray Lindler Road (S-82) to Sid Bickley Road (S-715)	30.1	Lexington	$17,800,000	$1,892,700,369
74	Chapin Rd/Dutch Fork Rd	Sid Bickley Road (S-715, Lex) to Three Dog Road	30	Richland	$21,300,000	$1,914,000,369
73	Dutch Fork Rd US 76	Twin Gates Road (S-1151) to Three Dog Road (S-1403)	29.4	Richland	$28,200,000	$1,942,200,369
106	Mineral Springs Road	I-20 to Leaphart Road	28.6	Lexington	$36,755,526	$1,978,955,895
13	Pilgrim Ch Rd S-408	N. Lake Drive (SC 6) Old Cherokee Road	27.5	Lexington	$14,500,000	$1,993,455,895
6	Broad River Rd US 76/176 Irmo	Woodrow St. to I-26 Interchange	24.2	Richland	$11,700,000	$2,005,155,895
93	Old Cherokee Rd S-485/486/406	N. Lake Drive (SC 6) to Sunset Blvd (US 378)	22.5	Lexington	$61,500,000	$2,066,655,895
61	Langford Rd S-54	Wilson Blvd. (US 21) to Grover Wilson Road (S-60)	19.3	Richland	$39,900,000	$2,106,555,895
144	Bluff Rd SC 48 Montgomery to LR	Bluff Rd SC 48 Montgomery to LR	15.8	Richland	$29,500,000	$2,136,055,895
39	LR Blvd S-37 Goodson to Leesburg	LR Blvd S-37 Goodson to Leesburg	13	Richland	$15,400,000	$2,151,455,895

FIGURE 13.1. COATS MPO WIDENING PROJECTS

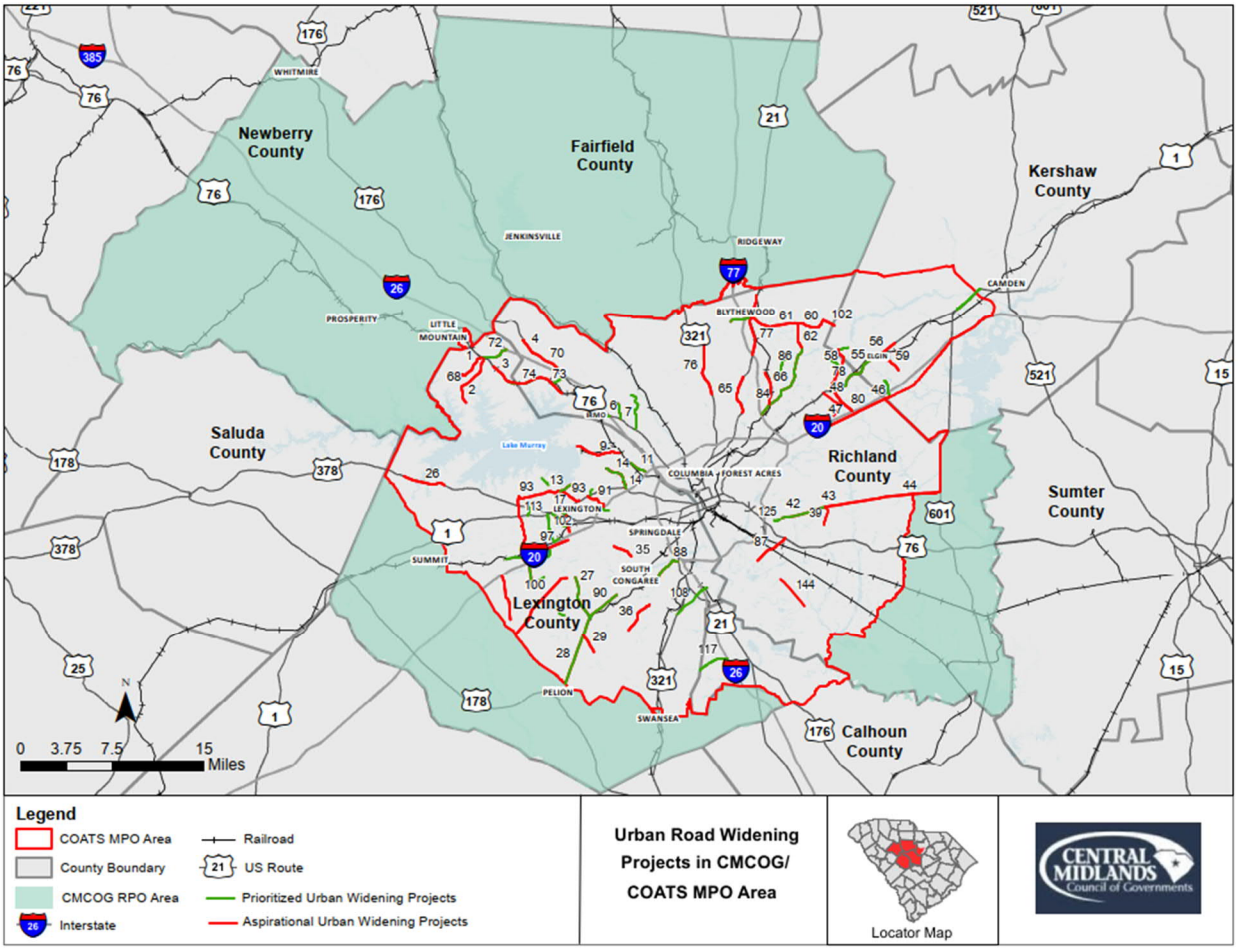
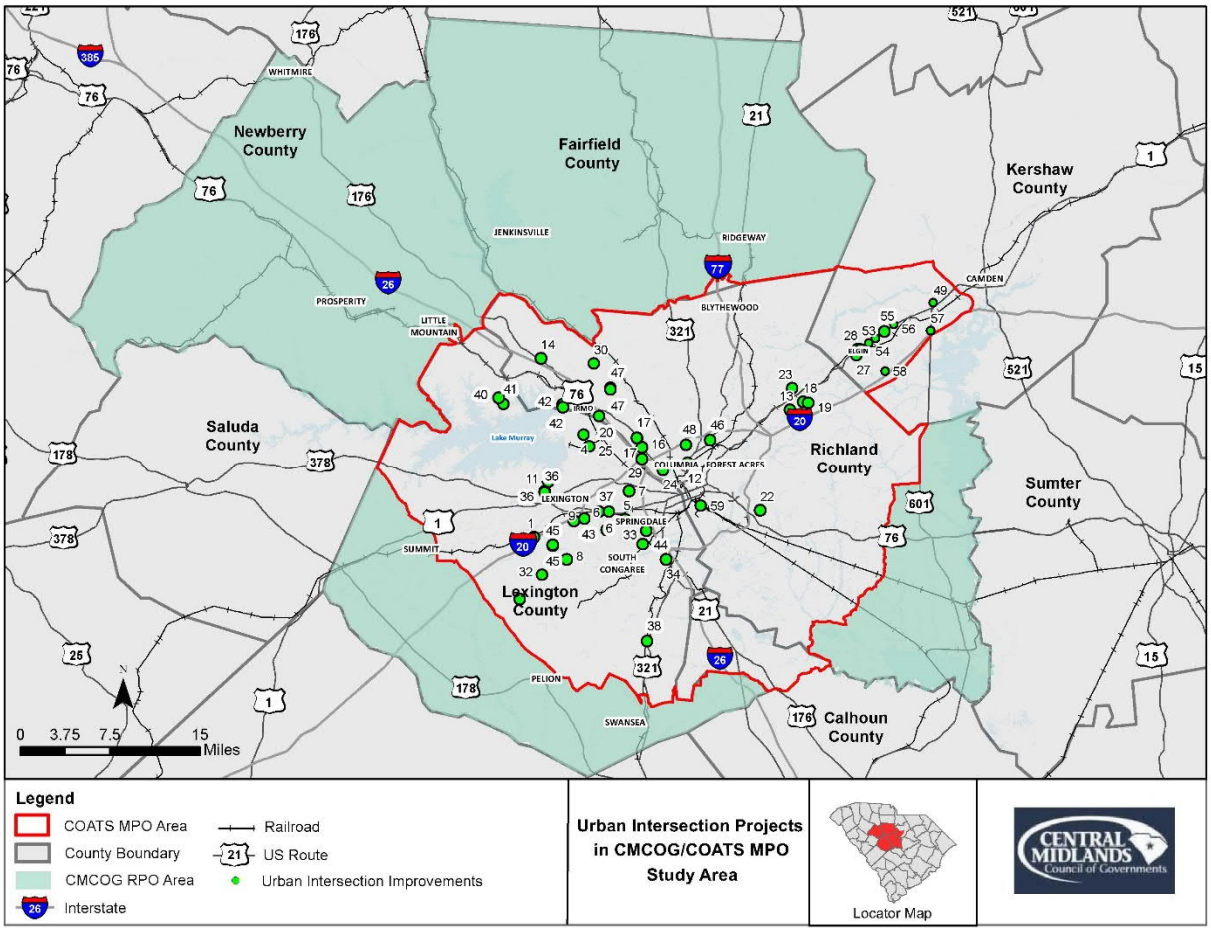


TABLE 13.3. COATS 2045 PRIORITIZED LIST OF INTERSECTION PROJECTS

CMCOG Priority	Project ID	Project Name	County	Project Score
1	59	Assembly Street RR Separation Project	Richland	100.0
2	20	SC 60 & Columbiana Drive	Richland	100.0
3	45	South Lake Drive & Stump Road and Old Barnwell Road	Lexington	85.2
4	12	North Main Street & Lamar St	Richland	84.7
5	44	Creekside Road & Edmunds Highway	Lexington	79.2
6	34	US 321 & Recycle Center	Lexington	77.0
7	6	US 1 & St. David Church	Lexington	76.3
8	48	Lawton Street & Monticello Road	Richland	70.7
9	16	Broad River Road & Shivers Road	Richland	69.9
10	24	Broad River Road & Riverhill Circle	Richland	69.7
11	38	US 321 Main Street & Mack Street	Lexington	68.7
12	17	US 176 & Piney Woods	Richland	62.1
13	54	US 1 and Watts Hill	Kershaw	52.9
14	32	Platt Springs Rd S-34 & Cannon Trail Rd S-1790	Lexington	50.9
15	57	US 601 and Whiting Way	Kershaw	49.8
16	56	US 1 and Whitehead Road	Kershaw	48.8
17	22	Leesburg Road & Patterson Road	Richland	48.6
18	52	US 1 and S-15	Kershaw	48.1
19	55	US 1 and Eskie Dixon	Kershaw	46.8
20	37	Kitti Wake Drive, Sycamore Tree Road & Two Notch Road	Lexington	46.5
21	53	US 1 and Chestnut Road	Kershaw	45.5
22	42	Village Lane & Leamington Way	Richland	45.4
23	5	Old Barnwell Road & Ermine Road	Lexington	44.4
24	23	North Springs Road & Risdon Way	Richland	39.4
25	31	Main St US 1 & Pine St S-109	Kershaw	34.6
26	1	Old Two Notch Road & Industrial Drive	Lexington	33.2

CMCOG Priority	Project ID	Project Name	County	Project Score
27	50	SC 34 and S-46	Kershaw	32.8
28	43	Sausage Lane & Old Barnwell	Lexington	28.7
29	46	Frye Road & US 21	Richland	28.4
30	40	Old Lexington Highway & Wessinger Road	Lexington	26.9
31	11	Pilgram Church & Old Cherokee Road	Lexington	26.9
32	39	Boiling Springs Road & Pond Branch Road and Platt Springs Road	Lexington	26.4
33	47	Hollingshed & Lost Creek and Raintree	Richland	26.3
34	29	Burning Tree Dr (Frontage Rd) S-2892 & Zimelcrest Dr S-672	Richland	25.2
35	41	Old Lexington Highway & Pebblebranch Drive	Lexington	25.0
36	49	SC 34 and S-901	Kershaw	24.7
37	14	Broad River Road & Hopewell Church Road	Richland	22.8
38	36	Old Chapin road, Rose Lake Road & Reed Avenue & S-32-145	Lexington	22.6
39	19	Sparkleberry Lane & Wotan Road	Richland	20.5
40	3	Old Barnwell Road & White Knoll Way	Lexington	20.1
41	51	SC 341 and S-15	Kershaw	19.5
42	25	Old Bush River Road & Wescot Road	Lexington	19.4
43	10	Old Two Notch Road & Shirway Road	Lexington	18.8
44	18	Sparkleberry Lane & Viking Drive	Richland	18.2
45	58	S-47 (White Pond Road) and Whiting Way	Kershaw	17.8
46	7	Leaphart Road & Mineral Springs	Lexington	17.2
47	28	Church St S-101-Secessions Rd S-101& Smyrna Road S-21	Kershaw	15.6
48	9	Old Two Notch Road & Dooley Road	Lexington	14.8
49	33	Boston Ave S-71& Kitty Hawk Dr S-326-Moblie Ave S-1592	Lexington	14.1
50	13	Polo Road & Running Fox Road West	Richland	13.9
51	4	Nursery Road & Nursery Hill Road	Lexington	8.7
52	30	Kennerly Rd S-217 & Old Tamah Rd S-244	Richland	6.0
53	27	Blaney Rd S-551/S-101 & Forest Drive Rd S-565-Hwy Ch St S-10	Kershaw	5.2

FIGURE 13.2. COATS MPO INTERSECTION PROJECTS



Chapter 14 Recommended CMCOG RPO Transportation Projects

14.1 Introduction

Below is a complete list of highway projects identified for the CMCOG RPO area as part of this 2045 Long Range Transportation Plan. The projects are prioritized and financially-constrained based on the Financial Plan in Chapter 15, with a list of widening projects that can be funded with anticipated revenues through 2045, a list of aspirational projects, and a list of intersection projects. The projects are derived based on community input, the transportation needs identified throughout this process, and the goals and objectives outlined in Chapter 3.Table 14.1. CMCOG 2045 Prioritized List of Rural Widening Projects

CMCOG Priority	Project ID	Project Name	Project Limits	Project Score	County	Estimated Cost	Cumulative Total Cost
1	39	Church St Savannah Hwy US 321	S-102 (Burton Gunter Rd) to SC 692 (E Fifth St/ Redmund Mill Rd)	100.0	Lexington	$21,000,000	$21,000,000
2	35	Kendall Rd SC 121 (B)	S-91 (Drayton St) to SC 395 (Nance St)	78.9	Newberry	$12,000,000	$33,000,000
3	36	Kendall Rd SC 121 (A)	SC 34 (Boundary St) to S-91 (Drayton St)	77.0	Newberry	$16,000,000	$49,000,000
4	37	Pine St Edmunds Hwy SC 302 (B)	S-245 (Hartley Quarter Rd) to S-73 (Fish Hatchery Rd)	43.1	Lexington	$22,000,000	$71,000,000

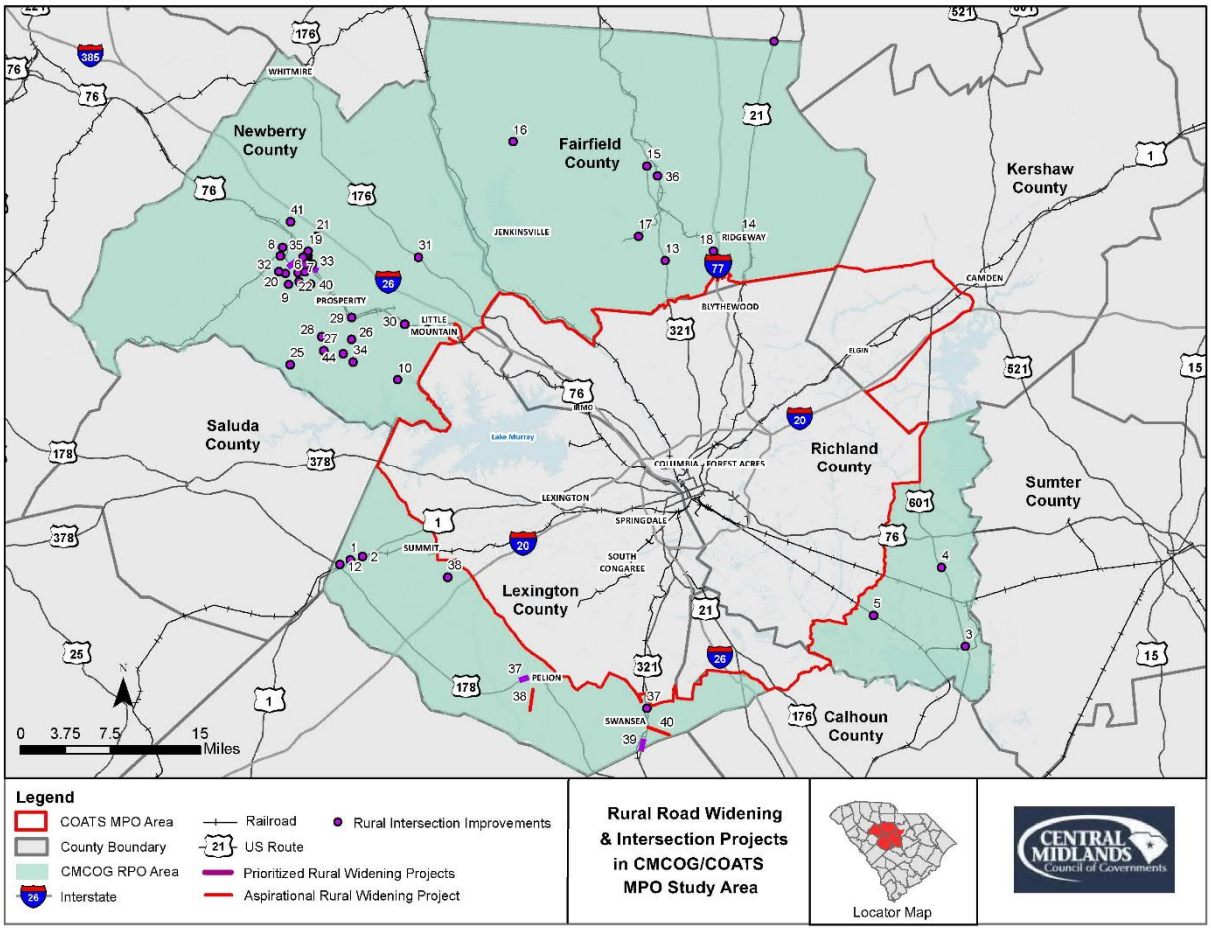
TABLE 14.2. CMCOG 2045 ASPIRATIONS LIST OF RURAL WIDENING PROJECTS

Project ID	Project Name	Project Limits	Project Score	County	Estimated Cost	Cumulative Total Cost
38	Pine St Edmunds Hwy SC 302 (A)	S-45 (Cedar Creek Rd) to S-245 (Hartley Quarter Rd)	4.1	Lexington	$41,000,000	$112,000,000
40	E 5th St/ Redmund Mill Rd SC 692	US 321 (Church St/ Savannah Hwy.) to near S-164 (Calhoun Rd)	3.4	Lexington	$34,000,000	$146,000,000

TABLE 14.3.CMCOG 2045 PRIORITIZED LIST OF RURAL INTERSECTION PROJECTS

CMCOG Priority	Project ID	Project Name	County	Project Score
1	7	Wilson Rd & Winnsboro Road north	Newberry	100.0
2	2	Church Street & Lee Street	Lexington	78.5
3	38	Church St US 321 & 5th St SC 692	Lexington	72.0
4	6	Wilson Rd & Main Street	Newberry	69.5
5	29	Main Street & Counts Sausage Road	Newberry	59.3
6	19	Winnsboro Road & Mt. Bethel Garmany Road	Newberry	55.6
7	39	Juniper Springs Road & Two Notch Road	Lexington	55.1
8	40	Wilson Road (US 76) & Adelaide Street	Newberry	50.1
9	37	Columbia Ave US 1 & Mitchell Ave S-17	Lexington	47.5
10	8	Kendall Road & Nance Road	Newberry	46.8
11	43	SC 121 and S-56	Newberry	46.0
12	4	McCords Ferry Road & Van Boklen Road	Richland	45.3
13	22	Bob Lake Blvd & Nance Road	Newberry	41.9
14	35	Main St S-60 & Kinard St S-375	Newberry	40.7
15	14	SC 34 & US 21	Fairfield	39.7
16	20	Bob Lake Blvd & Boundary Street	Newberry	37.3
17	12	Church Street & Summerland Avenue	Lexington	37.0
18	36	Congress St US 321 Bus & Washington St S-61	Fairfield	36.9
19	33	Wilson Rd & Winnsboro Road south	Newberry	36.1
20	1	Church Street & Mitchell Street	Lexington	35.5
21	32	Boundary Street & Kendall Road	Newberry	34.7
22	3	McCords Ferry Road & Bluff Road	Richland	33.2
23	23	Bob Lake Blvd & Glenn Street	Newberry	32.5
24	31	US 176 & New Hope Road	Newberry	30.0
25	15	US 321 & SC 34	Fairfield	29.2
26	21	Winnsboro Road & S 462	Newberry	27.8
27	34	SC 391 & Bethel Chr Rd S-71	Newberry	25.4
28	41	Short Cut Road & Winnsboro Road (SC 34)	Newberry	25.4
29	16	SC 215 & SC 34	Fairfield	23.6
30	30	US 76 & Mount Pilgrim Church Road	Newberry	23.5
31	42	US 21 and SC 200	Fairfield	22.0
32	26	Sandy Hill Road & Stoney Hill Road	Newberry	21.6
33	44	St. Luke's Church Road & SC 391	Newberry	20.4
34	11	Main Street & Wheeland Road	Newberry	20.1
35	24	SC 395 & Hawkins Road	Newberry	19.9
36	25	SC 395 & Stoney Hill Road	Newberry	19.9
37	13	US 321 & Peach Road	Fairfield	16.5
38	17	SC 269 & Kelly Miller Road	Fairfield	15.4
39	5	Bluff Road & St Marks Road	Richland	14.8
40	10	Macedonia Church Rd & Wheeland Road	Newberry	12.8
41	9	Dennis Dairy Rd & Hawkins Road	Newberry	11.5
42	27	Stoney Hill Road & St Lukes Church Road	Newberry	11.4
43	28	St Luke's Church Road & Counts Sausage Road	Newberry	10.5
44	18	SC 34 & Boney Road	Fairfield	7.6

FIGURE 14.1. CMCOG RPO WIDENING AND INTERSECTION PROJECTS



Chapter 15 Financial Plan

15.1 Introduction

Federal requirements mandate that this 2045 Long Range Transportation Plan include a financial plan that demonstrates how the future transportation project recommendations can be implemented based on order of magnitude cost estimates and reasonably expected revenues. These financial constraints are critical to ensuring that the 2045 Long Range Transportation Plan is credible and provides realistic expectations of what can be accomplished.

15.2 Project Prioritization Methodology

There is a need to prioritize projects that will receive funding based on how well a project performs against a number of performance criteria. Both the South Carolina Legislative Act 114 of 2007 (Act 114) along with FAST Act legislation require an objective, data-driven process for selecting projects for inclusion in the financially-constrained plan, and, ultimately, for funding and consideration. One key component of the process included using the Statewide Travel Demand Model to analyze current and anticipated travel patterns and traffic congestion rates. Following the requirements of Act 114, COATS MPO and CMCOG RPO adopted a project ranking system for transportation projects outlined in Chapters 13 and 14. It should be noted that the project ranking requirements do not apply to projects that do not use SCDOT guideshare funding. Projects funded entirely by state or federal earmarks, a local sales tax initiative, local government general obligation bonds or other exempt sources could be built as funds become available at the discretion of SCDOT and the funding entity.

For this 2045 LRTP, all urban MPO widening projects and intersection projects, as well as all rural RPO widening projects and intersection projects, were put through a project prioritization scoring, resulting in the project priority categories in Chapters 13 and 14. Figure 15.1 summarizes the project prioritization methodology used.

FIGURE 15.1. SUMMARY OF PROJECT PRIORITIZATION METHODOLOGY

Goal Area	Criteria	Rating Methodology	Required Data Set(s)
Asset Preservation	• Improves pavement quality	Calculate change in Pavement Quality Index [as defined by SCDOT]	Highway Performance Monitoring System
	• Improves bridge sufficiency	Calculate change in Bridge Sufficiency Rating	National Bridge Inventory
Safety	• Improves highest fatal crash frequency locations	Calculate historic crash frequency	Fatality Analysis Reporting System
Mobility and Accessibility	• Reduces congestion	Predict impact of changes in capacity on level of travel time reliability using regression	Regional Integrated Transportation Information Systems
	• Improves access on commute routes	Calculate peak hour flows for passenger vehicles	Regional Travel Demand Model
	• Peak auto and truck travel time savings	Estimate change in peak hour travel times and daily truck travel times	Regional Travel Demand Model
Regional Values	• Improves access to employment centers	Calculate employment accessibility using gravity model	Longitudinal Employer Household Dynamics Survey
	• Reduces pollutant emissions	Predict the emissions savings based on travel time savings for freight vehicles	Regional Travel Demand Model

Each of the above project prioritization areas were given a weight that results in each project being given a score. The road widening ranking criteria weights are outlined in Table 15.1.

TABLE 15.1. ROAD WIDENING RANKING CRITERIA

Criteria	Weighting
Asset Preservation – Pavement	8%
Asset Preservation – Bridge	8%
Safety	10%
Improved Access for Commute Routes	12%
Peak Auto Travel Time Savings	12%
Truck Travel Time Savings	8%
Improves Access to Employment Centers	8%
Reduces Pollutant Emissions	10%
On National Highway System	14%
Benefit/ Cost	10%
TOTAL	100%

15.3 Urban Area Highway Fiscally-Constrained Plan

To develop the financially-constrained highway plan for the urbanized area, the COATS MPO prepared revenue forecasts of anticipated Federal, state, and local revenues, along with planning-level cost estimates for each proposed highway project located in the urbanized area. The projected revenue is compared to the recommended projects and programs to determine which projects can be realistically funded, and thus are recommended based on the anticipated level of funding over the life of the Plan. This results in the financially-constrained list of projects, outlined in Chapter 13 as the Prioritized Widening Projects. Projects that cannot be funded through the financially-constrained plan are identified as aspirational projects. Error! Reference source not found.2 identifies the revenue projections used in the development of a financially-constrained plan.

TABLE 15.2. REVENUE PROJECTIONS

Fiscal Year	Guideshare	Debt Service	Total Revenue (Guideshare – Debt Service)
2020	$19,199,714.00	$3,398,706.12	$15,801,007.88
2021	$19,199,714.00	$3,403,972.84	$15,795,741.16
2022	$21,925,067.00		$21,925,067.00
2023	$21,925,067.00		$21,925,067.00
2024	$21,925,067.00		$21,925,067.00
2025	$21,925,067.00		$21,925,067.00
2026	$21,925,067.00		$21,925,067.00
2027	$21,925,067.00		$21,925,067.00
2028	$21,925,067.00		$21,925,067.00
2029	$21,925,067.00		$21,925,067.00
2030	$24,556,075.04		$24,556,075.04
2031	$24,556,075.04		$24,556,075.04

2032	$24,556,075.04		$24,556,075.04
2033	$24,556,075.04		$24,556,075.04
2034	$24,556,075.04		$24,556,075.04
2035	$24,556,075.04		$24,556,075.04
2036	$24,556,075.04		$24,556,075.04
2037	$24,556,075.04		$24,556,075.04
2038	$24,556,075.04		$24,556,075.04
2039	$24,556,075.04		$24,556,075.04
2040	$27,502,804.04		$27,502,804.04
2041	$27,502,804.04		$27,502,804.04
2042	$27,502,804.04		$27,502,804.04
2043	$27,502,804.04		$27,502,804.04
2044	$27,502,804.04		$27,502,804.04
2045	$27,502,804.04		$27,502,804.04
Totals (2020-2045)	$624,377,538.64	$6,802,678.96	$617,574,859.69
Anticipated Revenues	$617,574,859.69	This is the total anticipated revenue after debt service from FY 2020 to FY 2045	
Existing + Committed	$150,727,000.00	This amount includes funding committed to intersections, sidewalks, signal systems, highway projects, and interchange improvements	
Remaining Revenues	$466,847,859.69	This is the amount of revenue available for new transportation projects	
Cost Constrained Funding Available (Rounded to the nearest million)	$466,000,000.00	This is the amount of revenue available (rounded down to the nearest million) that will be used to financially-constrain the plan	

Table 15.3 shows how the $150,727,000 that will go towards Existing + Committed projects is allocated.

TABLE 15.3. EXISTING + COMMITTED PROJECT ALLOCATION

Project	Amount
Intersection Improvement Projects	$2,115,000
South Main Street	$6,000,000
Assembly Street	$3,000,000
Hardscrabble Road Widening	$6,667,000
Leesburg Road Widening	$47,045,000
Columbia Avenue Widening	$44,200,000
Exit 119 Interchange Improvement	$41,700,000
TOTAL	$150,727,000

15.4 Transit Fiscal Constraint

The continued operation and enhancement of transit service provided by Central Midlands Regional Transit Authority must also show fiscal constraint. Sources of Federal transit revenue include the following:

- Section 5307
- Section 5307 Operating Assistance
- Section 5310
- Section 5339

Table 15.4 indicates Transit Funding Projections, including sources of and anticipated revenues for transit operations and improvement projects.

TABLE 15.4. TRANSIT FUNDING PROJECTIONS

Fiscal Year	Section 5307	COATS MPO Planning Initiatives	Amount Typically Transferred to Regional Transit Authorities	Section 5307 Operating Assistance	Section 5310	Section 5339
2020	$5,399,496.00	-	$5,399,496.00	$4,049,622.00	$488,640.00	$626,271.00
2021	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2022	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2023	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2024	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2025	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2026	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2027	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2028	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2029	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2030	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2031	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2032	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2033	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2034	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2035	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2036	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2037	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00

Fiscal Year	Section 5307	COATS MPO Planning Initiatives	Amount Typically Transferred to Regional Transit Authorities	Section 5307 Operating Assistance	Section 5310	Section 5339
2038	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2039	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2040	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2041	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2042	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2043	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2044	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
2045	$5,496,654.00	$200,000.00	$5,296,654.00	$3,972,490.50	$509,993.00	$586,728.00
Totals (2020-2045)	$142,815,846.00	$5,000,000.00	$137,815,846.00	$103,361,884.50	$13,238,465.00	$15,294,471.00

Anticipated Revenues for Transit (Capital & Maintenance)	$137,815,846.00	Funding can be used to purchase buses and/or provide preventive maintenance
Anticipated Revenues for Operating Expenses	$103,361,884.50	Up to 75% of the funding can be used for operating assistance
Anticipated Revenues for Transit Planning	$5,000,000.00	Funding can be used to provide planning and technical support for transit service
Total Anticipated Transit Revenues	$246,177,730.50	This is the amount of total revenue available for transit
Transit Funding Available (Rounded to the nearest million)	$246,000,000.00	This is the amount of revenue available (rounded to the nearest million) for transit

15.5 Rural Area Highway Fiscal Constraint

To develop the financially-constrained highway plan for the rural area, CMCOG prepared revenue forecasts of anticipated Federal, state, and local revenues, along with planning-level cost estimates for each proposed highway project located outside of the urbanized area, outlined in Chapter 14. The projected revenue is compared to the recommended projects and programs to determine which projects can be realistically funded, and thus are recommended based on the anticipated level of funding over the life of the Plan. This results in a financially-constrained list of projects. Projects that cannot be funded through the financially-constrained plan are identified as aspirational projects. Table 15.5 identifies the revenue projections used in the development of a financially-constrained plan.

TABLE 15.5. RURAL REVENUE PROJECTIONS

Fiscal Year	Guideshare	Debt Service	Total Revenue (Guideshare – Debt Service)
2020	$2,883,809.00		$2,883,809.00
2021	$2,883,809.00		$2,883,809.00
2022	$4,000,000.00		$4,000,000.00
2023	$4,000,000.00		$4,000,000.00
2024	$4,000,000.00		$4,000,000.00
2025	$4,000,000.00		$4,000,000.00
2026	$4,000,000.00		$4,000,000.00
2027	$4,000,000.00		$4,000,000.00
2028	$4,000,000.00		$4,000,000.00
2029	$4,000,000.00		$4,000,000.00
2030	$4,200,000.00		$4,200,000.00
2031	$4,200,000.00		$4,200,000.00
2032	$4,200,000.00		$4,200,000.00
2033	$4,200,000.00		$4,200,000.00
2034	$4,200,000.00		$4,200,000.00
2035	$4,200,000.00		$4,200,000.00
2036	$4,200,000.00		$4,200,000.00
2037	$4,200,000.00		$4,200,000.00
2038	$4,200,000.00		$4,200,000.00
2039	$4,200,000.00		$4,200,000.00
2040	$4,410,000.00		$4,410,000.00
2041	$4,410,000.00		$4,410,000.00
2042	$4,410,000.00		$4,410,000.00
2043	$4,410,000.00		$4,410,000.00
2044	$4,410,000.00		$4,410,000.00
2045	$4,410,000.00		$4,410,000.00
Totals (2020-2045)	$106,227,618.00		$106,227,618.00

Anticipated Revenues	$106,227,618.00	This is the total anticipated revenue after debt service from FY 2020 to FY 2045
Existing + Committed	$27,025,000.00	This amount includes funding committed to intersections, sidewalks, signal systems, highway projects, and interchange improvements
Remaining Revenues	$79,202,618.00	This is the amount of revenue available for new transportation projects
Cost Constrained Funding Available (Rounded to the nearest million)	$79,000,000.00	This is the amount of revenue available (rounded down to the nearest million) that will be used to financially-constrain the plan

Table 15.6 shows how the $27,025,000 that will go towards Existing + Committed projects is allocated.

TABLE 15.6. RURAL EXISTING + COMMITTED PROJECT ALLOCATION

Project	Amount
Intersection Improvement Projects	$2,525,000
US 1 Phases II & III	$7,500,000
Exit 119 Interchange Improvement	$4,000,000
Longtown Road Resurfacing	$6,000,000
Macedonia Road Resurfacing	$7,000,000
TOTAL	$27,025,000

Appendix A

Summary of Stakeholder Listening Sessions

Regional Long Range Transportation Plan

October 7 - 20, 2020
Virtual Zoom Meetings

The Central Midlands Council of Governments (CMCOG) is in the process of developing the five-year update to its twenty-five-year Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP). When completed the COATS MPO LRTP will provide a list of future multi-modal transportation needs for the Central Midlands region based on analysis of forecasts and current conditions of highways, roads, transit, bicycle and pedestrian facilities based on collected field data, modeling, and public input. It will also be written in conjunction with a Regional Congestion Management Plan (CMP) and the Regional Travel Demand Model (TDM).

To gather input from a variety of stakeholders, the CMCOG and the COATS 2045 study team hosted seven virtual zoom listening sessions: Fairfield County and Newberry County on October 7, 2020; Richland County and the City of Columbia on October 14, 2020; Lexington County and Kershaw County on October 15, 2020; and Calhoun County on October 20, 2020.

The listening sessions started with an update on the 2045 LRTP process and schedule and offered an opportunity to comment on regional travel changes and transportation issues by responding to a needs-assessment survey. Participants were be able to offer insights on land use changes (new industrial, commercial and residential areas), congestion "hot spots" and new bicycle, transit and pedestrian needs.

Staffing for these listening sessions from the COATS 2045 team included:

- Reginald Simmons - Deputy Executive Director/Director of Transportation, CMCOG
- Lynn Purnell – Project Manager, WSP
- Genevieve Rubrecht - Communications and Public Involvement Manager, WSP
- Sarah Parkins - Communications and Public Involvement Specialist, WSP
- Ashley Schultz – Planner II, Toole Design
- Meghan McMullen - Toole Design
- Julie Hussey - Community Outreach and Public Information, Civic Communications, LLC

Attendees included, by listening session:

Fairfield County – October 7, 2020

- Moses Bell - Fairfield County Council District 1
- Jonathan W. Burroughs - Fairfield County Public Works Director
- Angi Connor - Fairfield County Council on Aging
- Chris Clauson - Fairfield County Community Development Director
- Diana P. White - Fairfield County Transit Director

Newberry County – October 7, 2020

- Bridget Carey - Newberry PRT Administrative Assistant
- Rick Farmer - Newberry County Economic Development Director
- Marty Frick - Little Mountain Town Council
- Jana Jayroe - Little Mountain Mayor
- Mary Alex Kopp - Newberry PRT Tourism and Events Manager
- Tommy Long - Newberry County Emergency Management
- Liz McDonald - Newberry County Assessor's Office
- Chief Wesley Palmore - Town of Prosperity Police Department Chief
- Kenneth Rawls - Newberry County School District 1, Assistant Superintendent for Operations & Administration
- Foster Senn - Mayor of Newberry
- Lynn Stockman - Newberry County Council on Aging

Richland County – October 14, 2020

- Andrew Boozer - Senior Resources Director
- Leonardo Brown - Richland County Administrator
- Stephanie Conrad - Richland District 1, Team Lead Accounting III
- Michelle Ethridge - Lexington/Richland 5 School District, Secretary
- Malcolm Gordge - Town of Blythewood Planning Commission, Vice Chair
- Sloan J. Griffin III - Town of Blythewood Councilman
- Chakisse Newton - Richland County Council, District 11
- Michelle Ransom - COMET transit system, Grants and Regional Coordination Manager
- Allison Steele - Richland County Office of Procurement
- Allison Terracio - Richland County Council, Michael Maloney – Richland County, Director of Public Works

City of Columbia – October 14, 2020

- Skot Garrick - City of Columbia Office of the Mayor Communications Director
- Kay Hightower - SC Department of Aging Director
- Shane Shaughnessy - City of Columbia Planning Department Associate Planner
- Lucinda Statler - City of Columbia Planning Division Interim Planning Administrator/Principal Planner /Urban Designer
- Isabel Steen - United Way of the Midlands Grants Manager

Lexington County – October 15, 2020

- Daniel Beaty - Lexington County Economic Development Project Manager
- Dave Carpenter
- Jim Drennan - Town of South Congaree Councilmember
- Randy Edwards - City of Lexington
- Michelle K. Ethridge - Lexington Richland School District 5
- Chief Josh Frye -Batesburg- Leesville Fire Department
- Melissa Hallbick - Babcock Center, Inc., Senior Director of Administration
- John Hanson - Town of Lexington, Director of Planning, Building & Technology
- Sarah Johnson - Lexington County Economic Development Director
- David Kerr - Lexington County Department of Emergency Services
- Albert Koon - Town of Chapin
- Angelle LaBorde - Lexington Chamber and Visitors Center, CEO
- Holland Jay Leger - Lexington County Planning Director
- Joe Mergo - Lexington County Administrator
- David Moye - City of West Columbia Councilmember District 8.
- Frank Murray - CAE Airport Executive Director
- Gregg Shockley - Lexington County Sheriff's Department, Chief Deputy Sherriff
- Wayne Schuler - City of West Columbia
- Mark Smyers - Irmo Chapin Recreation Commission Executive Director
- Michael Spires - Lexington County Director of Public Works

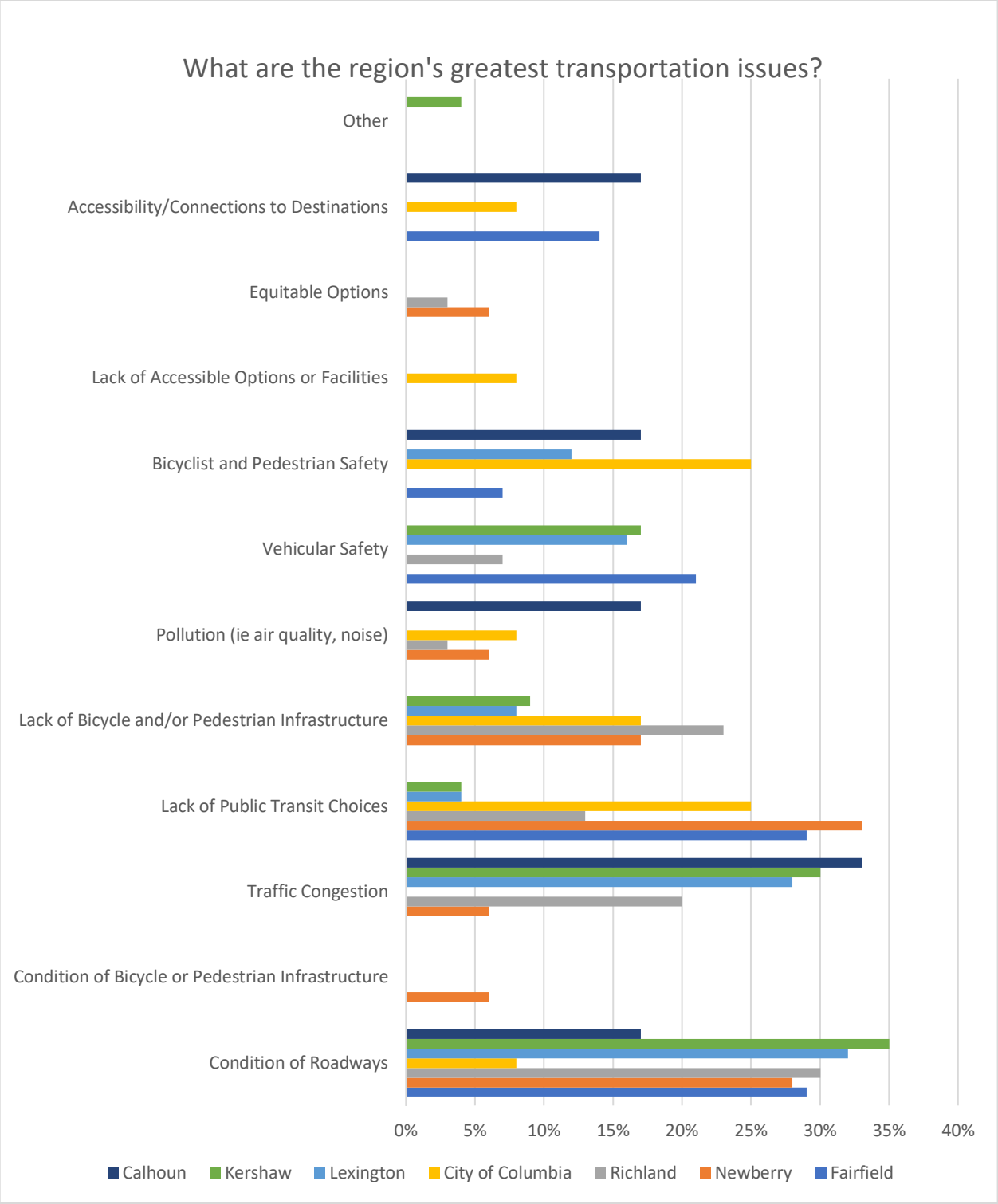
Kershaw County – October 15, 2020

- Jeff Burgess – Kershaw County Economic Development Director
- Julian Burns – Kershaw County Council Chairman
- Vic Carpenter – Kershaw County Administrator
- Michael Conley – Kershaw County Planning and Zoning Director.
- Zenobia Corley – Kershaw County Board of Disabilities and Special Needs, Executive Director
- Melissa Emmons – Town of Elgin, Mayor
- Eric Harris
- Lotie Jones – Santee Wateree Transit Authority, Executive Director
- Amy Kinard, - Kershaw County Chamber of Commerce Executive Director
- Brian Motley – South Carolina Department of Transportation Residence Maintenance Engineer Kershaw Maintenance
- Russ Van Patten – Kershaw County Engineer

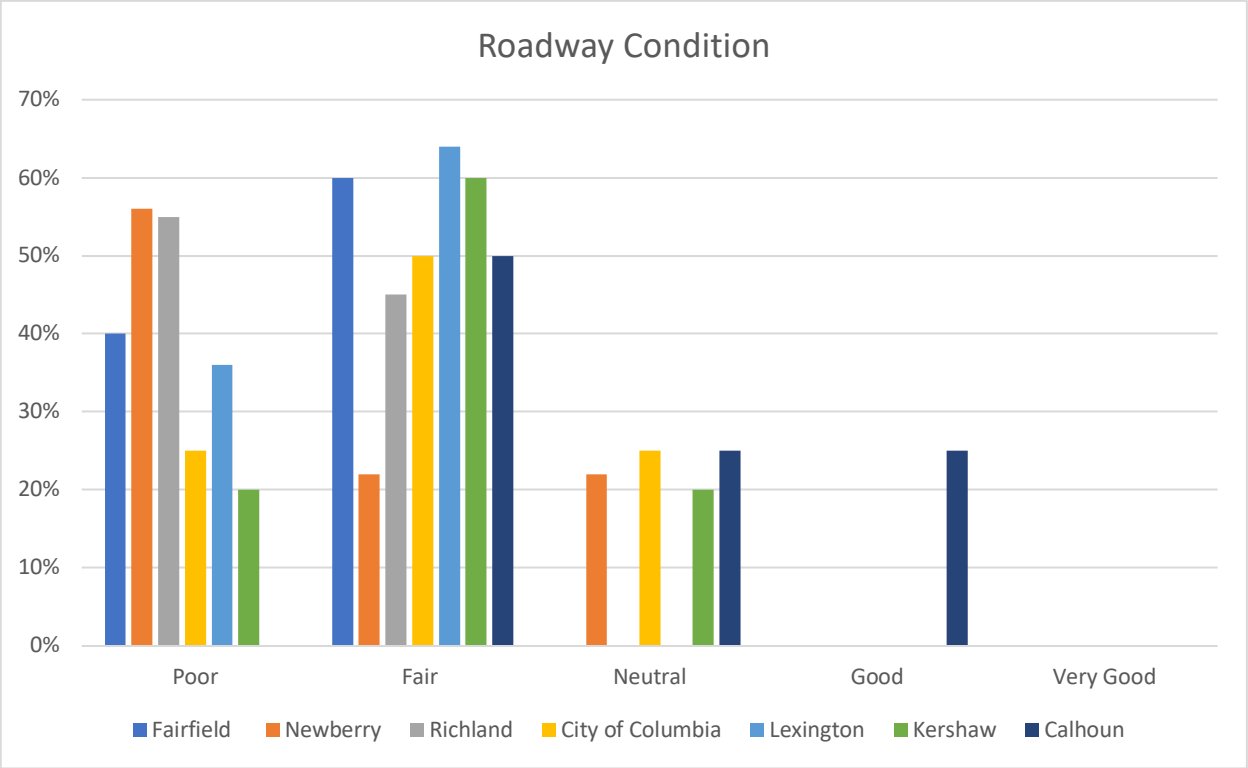
Calhoun County – October 20, 2020

- David Chojnacki, Calhoun County Emergency Management Director
- Steve Hamilton, Calhoun County Assessor
- Lenessa Hawkins, Calhoun County, Deputy Administrator
- John Nelson, Calhoun County Council, District
- Steve Yeargin, Calhoun County Building and Planning Department Director

Lynn Purnell led attendees through an overview of the study, highlighting the study requirements, the study area, the key elements, engagement schedule, engagement activities, and project schedule; after which attendees were led through the Regional Long Range Transportation Plan Survey. Their responses have been consolidated into the following 15 charts.



Other: Funding


Roadway Condition
70%
60%
50%
40%
30%
20%
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Poor
Fair
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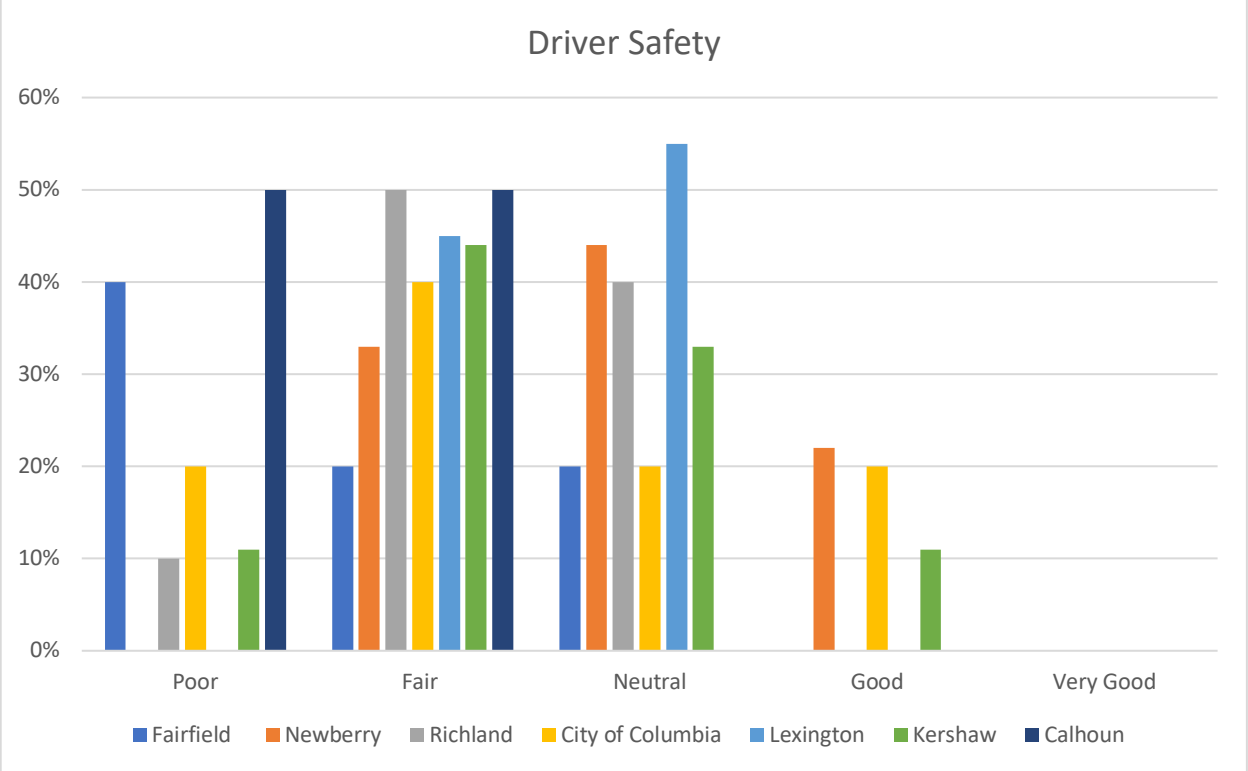
Fairfield
Newberry
Richland
City of Columbia
Lexington
Kershaw
Calhoun


Driver Safety
60%
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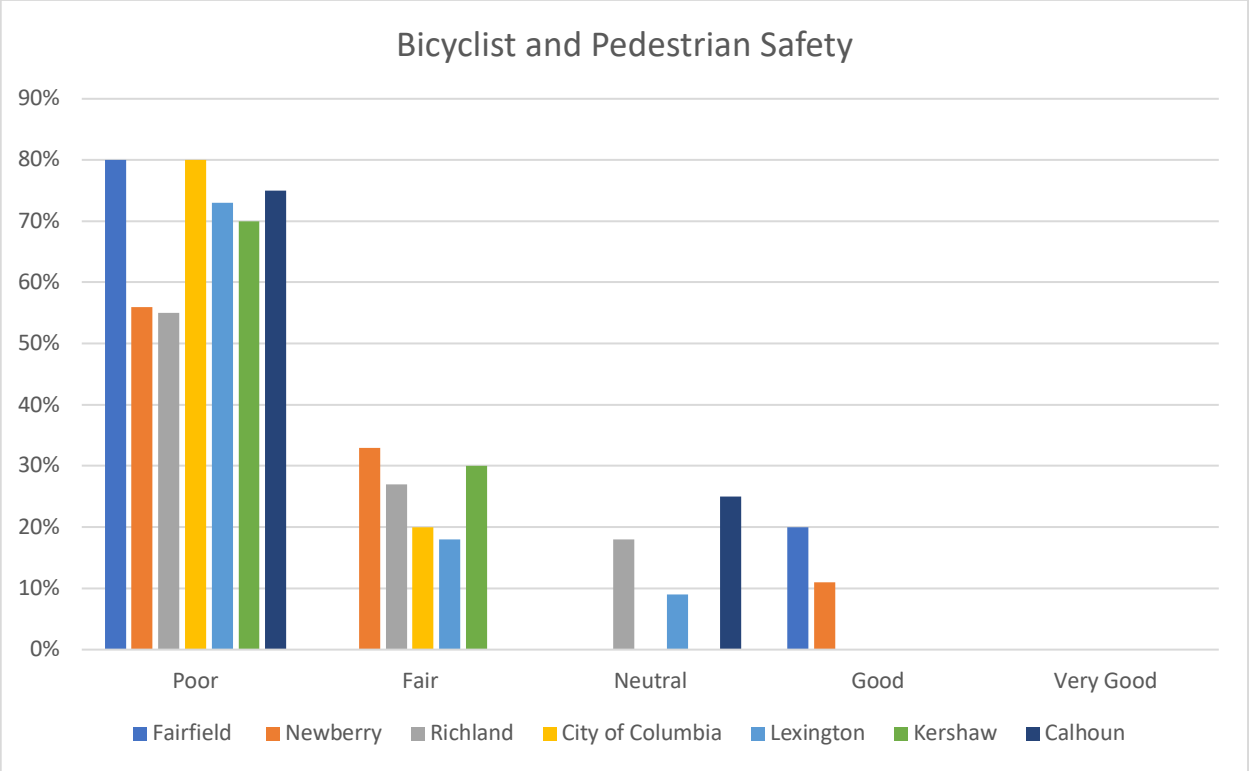
Bicyclist and Pedestrian Safety
90%
80%
70%
60%
50%
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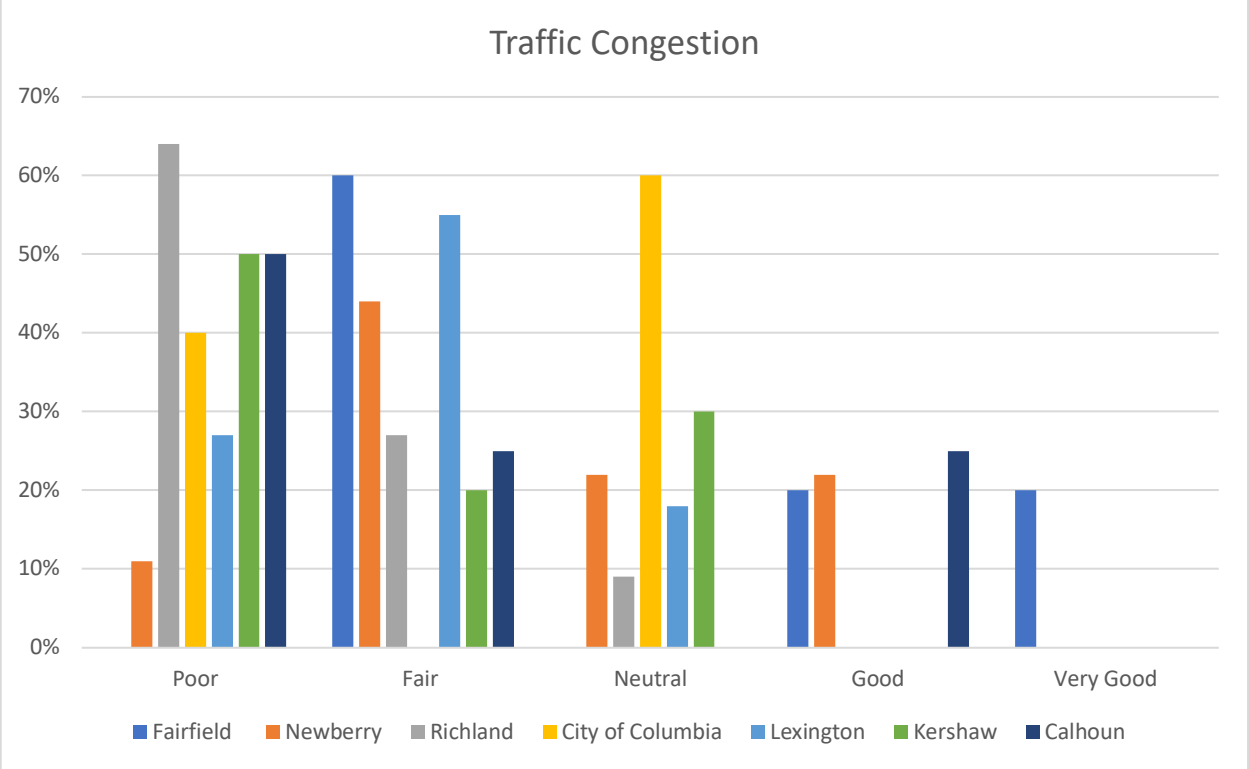
Traffic Congestion
70%
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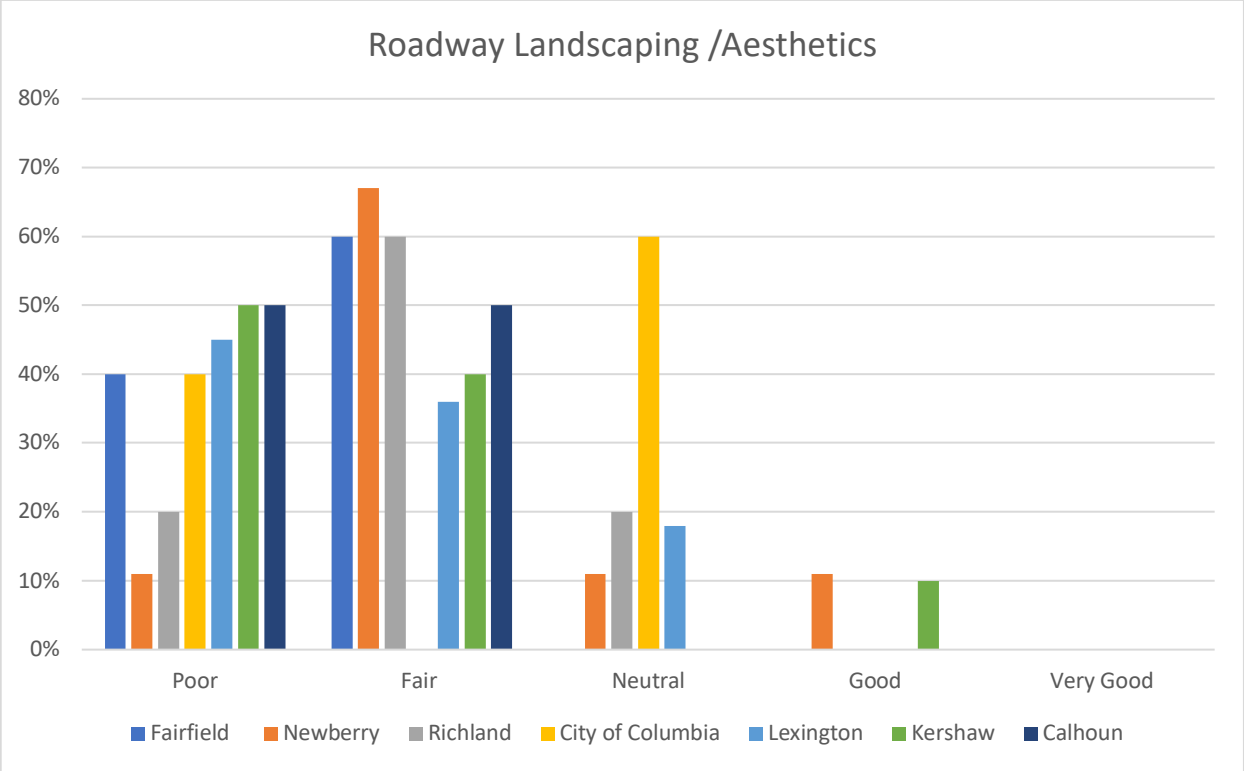
Roadway Landscaping /Aesthetics
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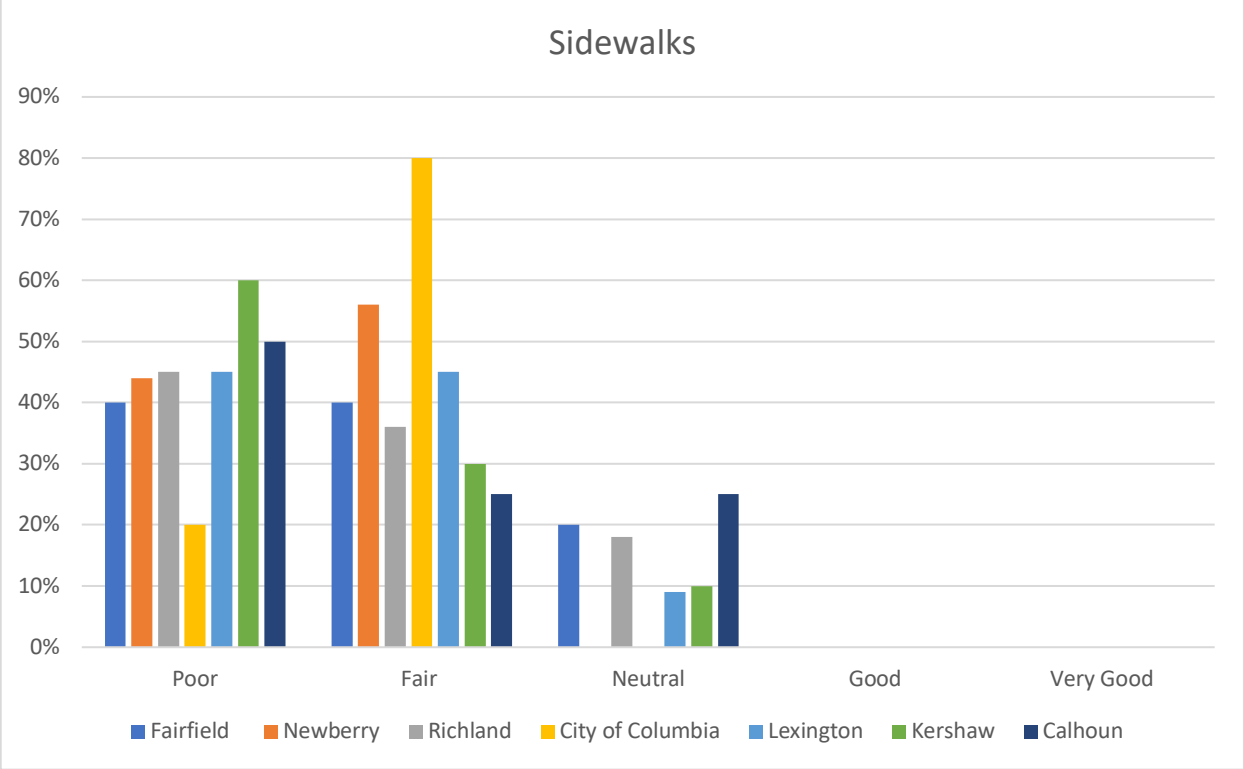
Sidewalks
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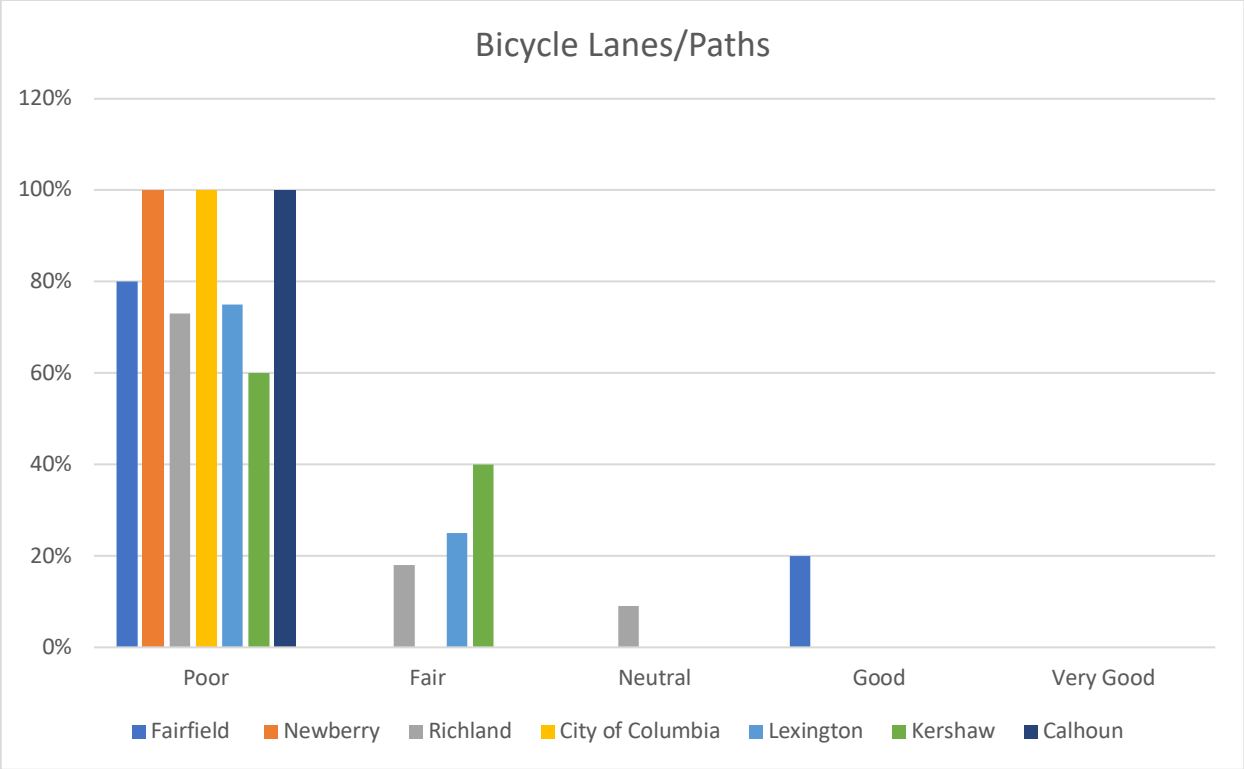
Bicycle Lanes/Paths
120%
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City of Columbia
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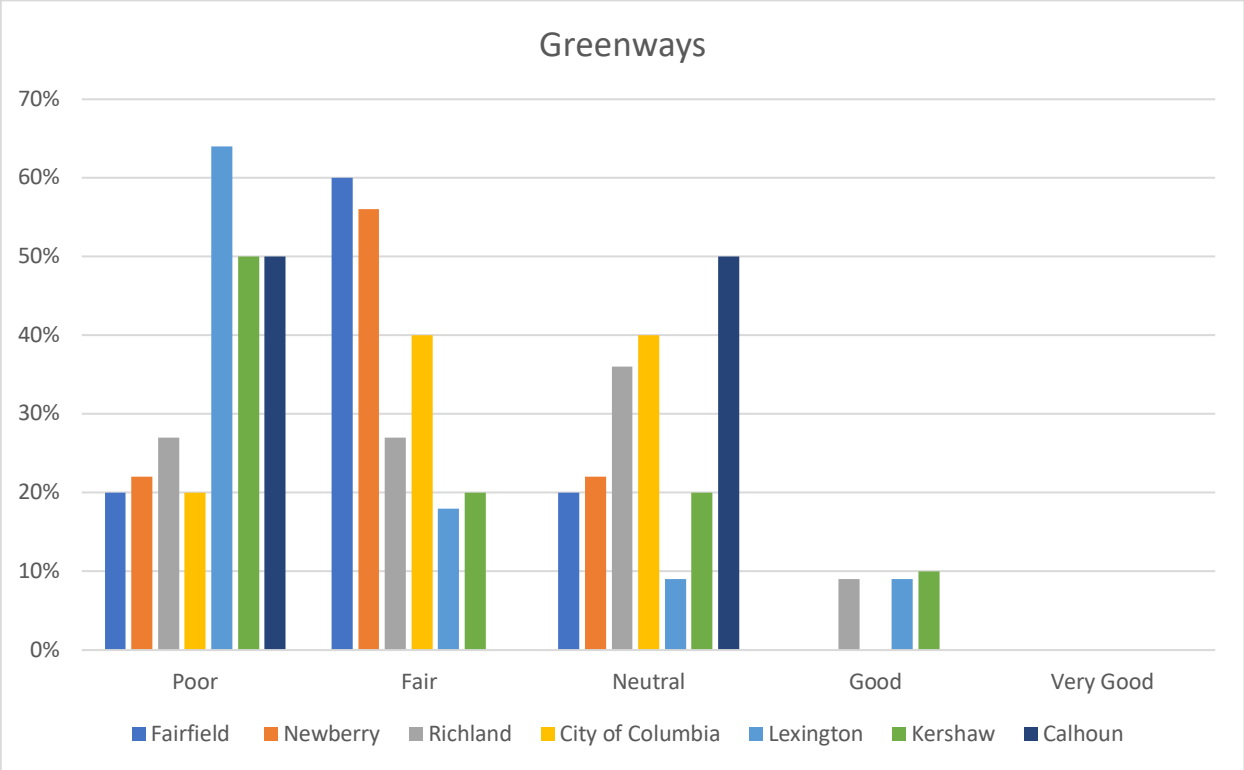
Kershaw
Calhoun


Greenways
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Newberry
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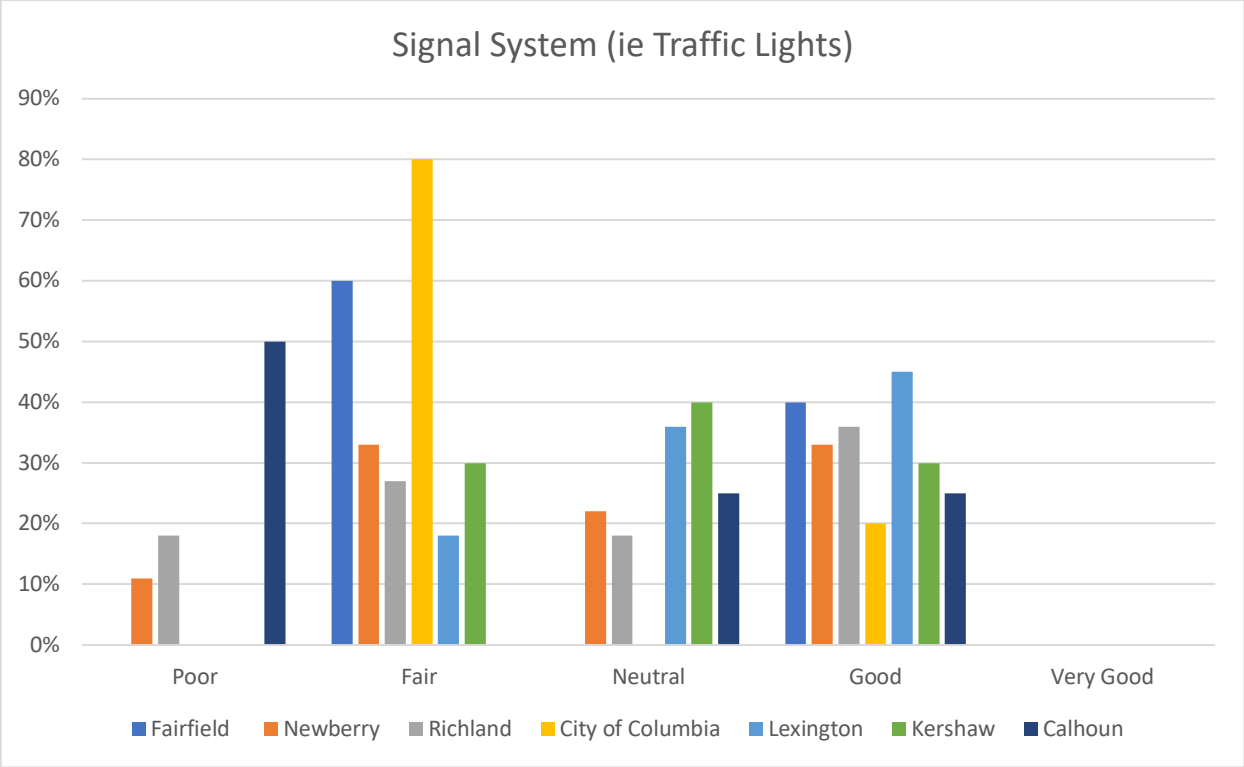
City of Columbia
Lexington
Kershaw
Calhoun


Signal System (ie Traffic Lights)
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80%
70%
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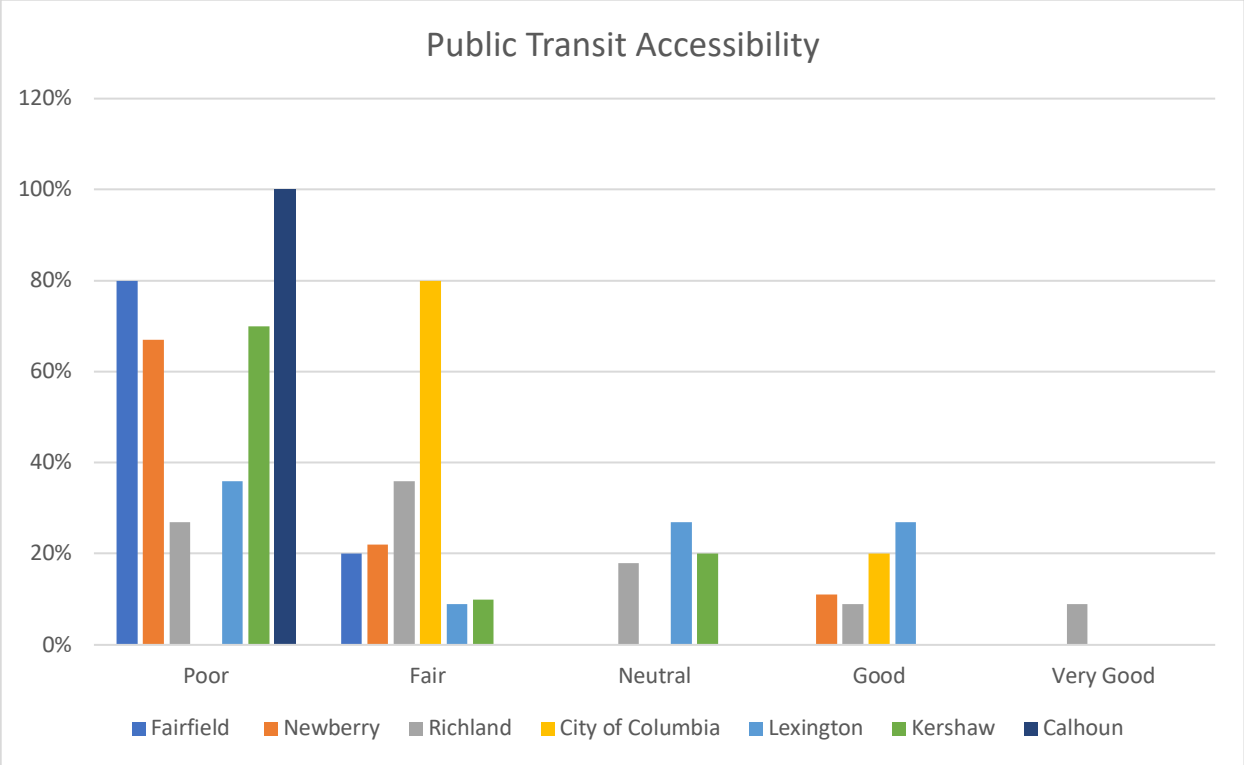
Very Good
Fairfield
Newberry
Richland
City of Columbia
Lexington
Kershaw
Calhoun


Public Transit Accessibility
120%
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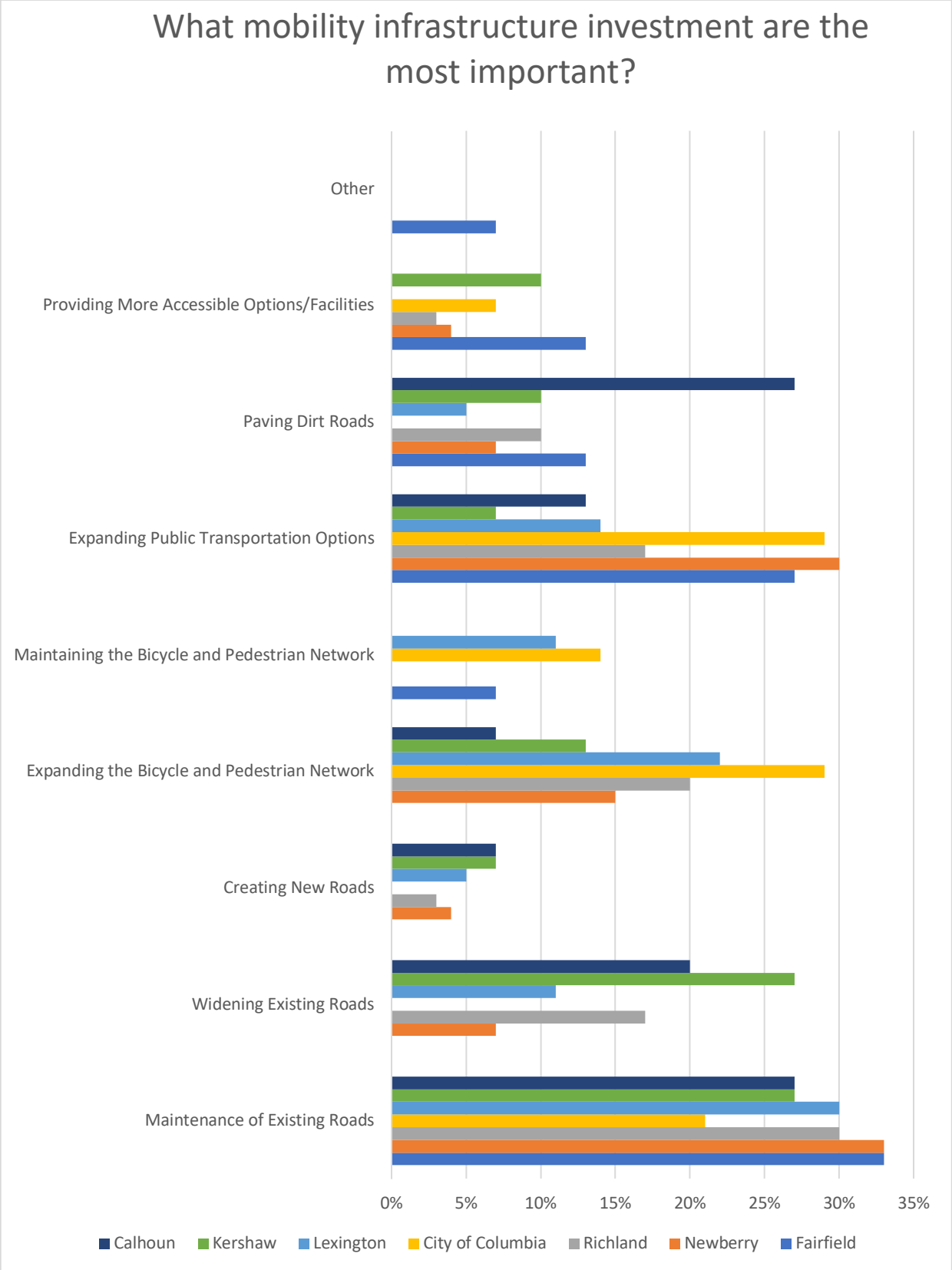
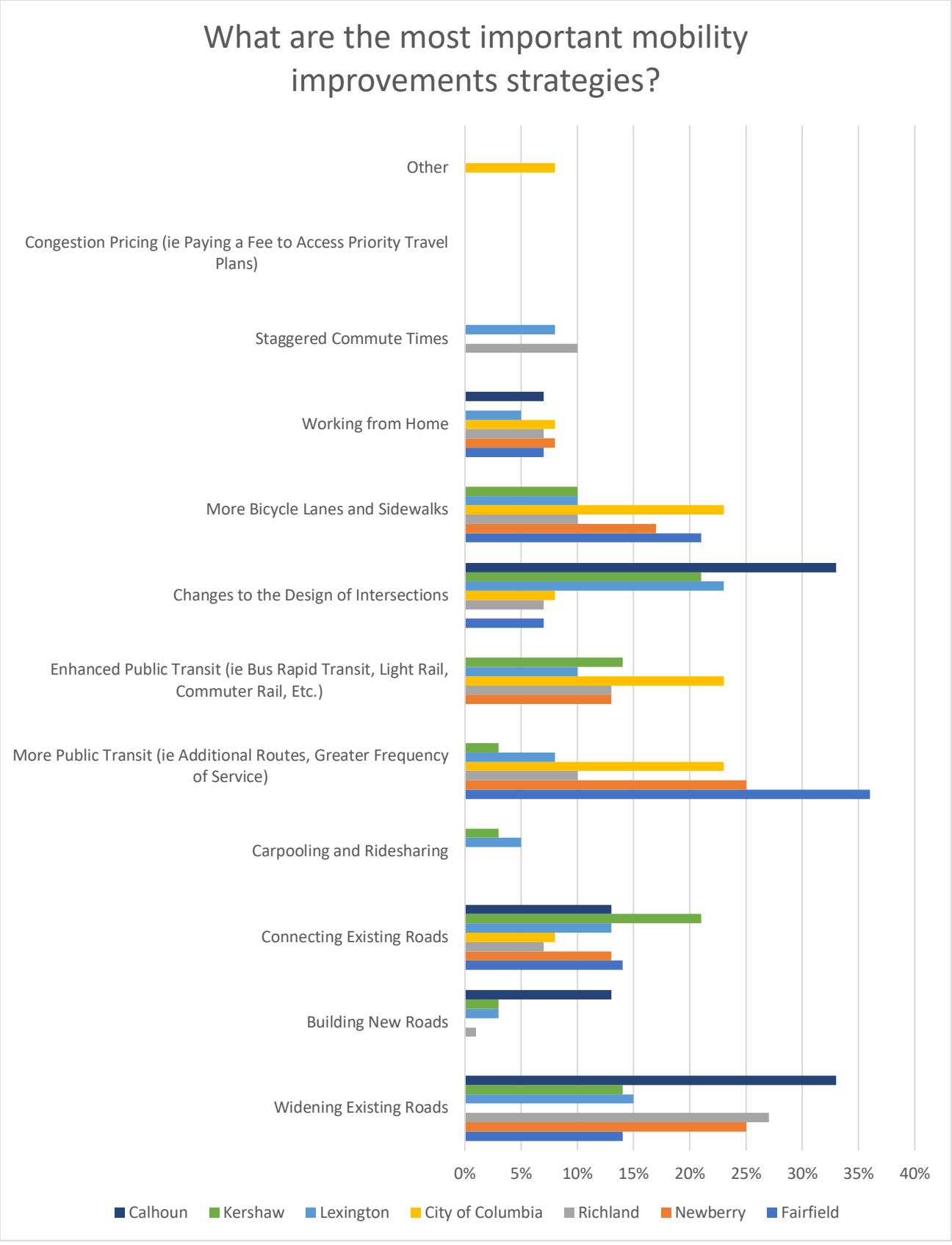
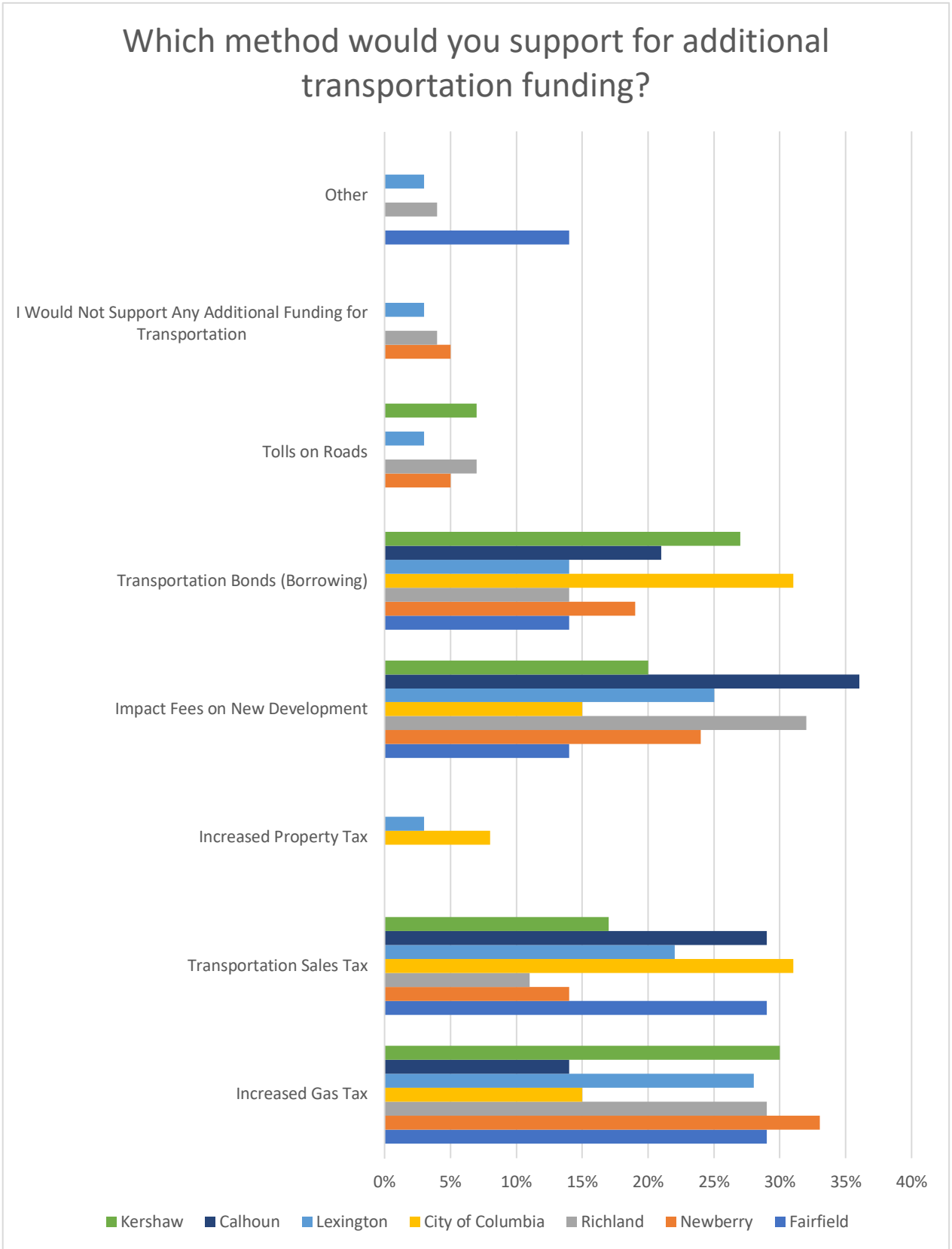
Newberry
Richland
City of Columbia
Lexington
Kershaw
Calhoun



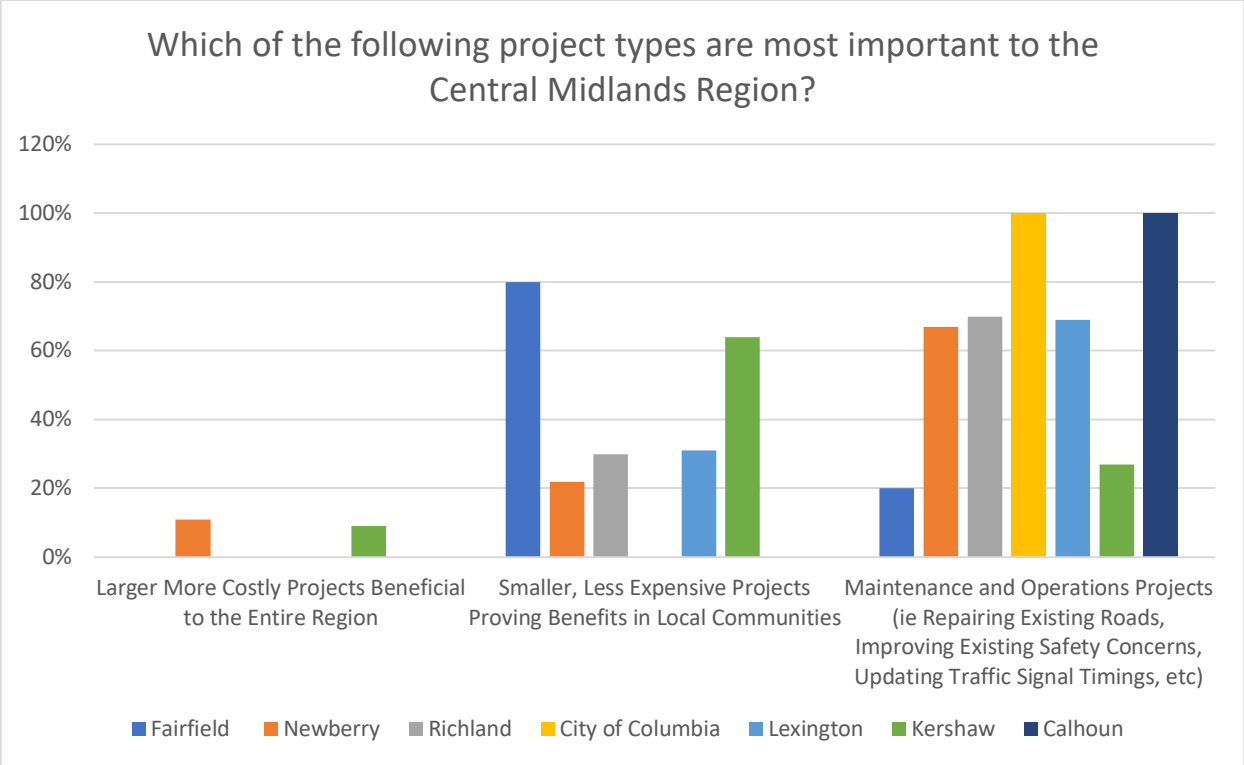
Other: More walkways.



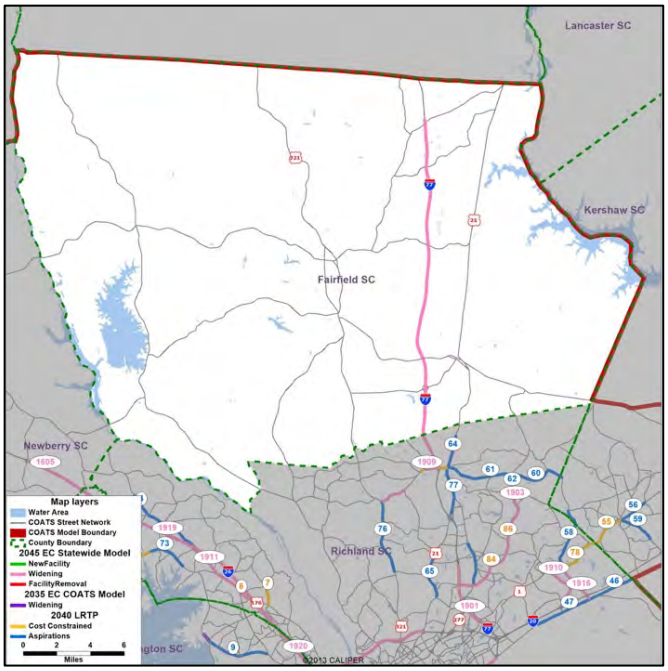
Other: More stuff for seniors.



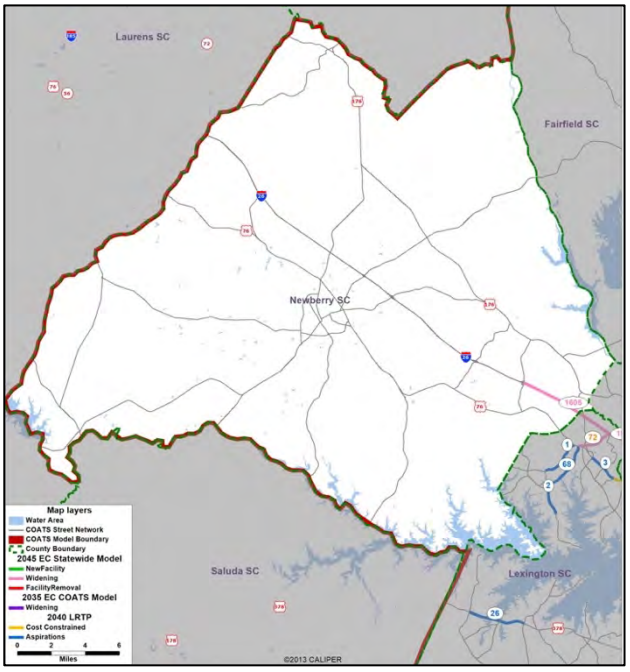
Other: VMT to pick up EV and Hybrids, Penny Tax, Other for Richland County was not identified



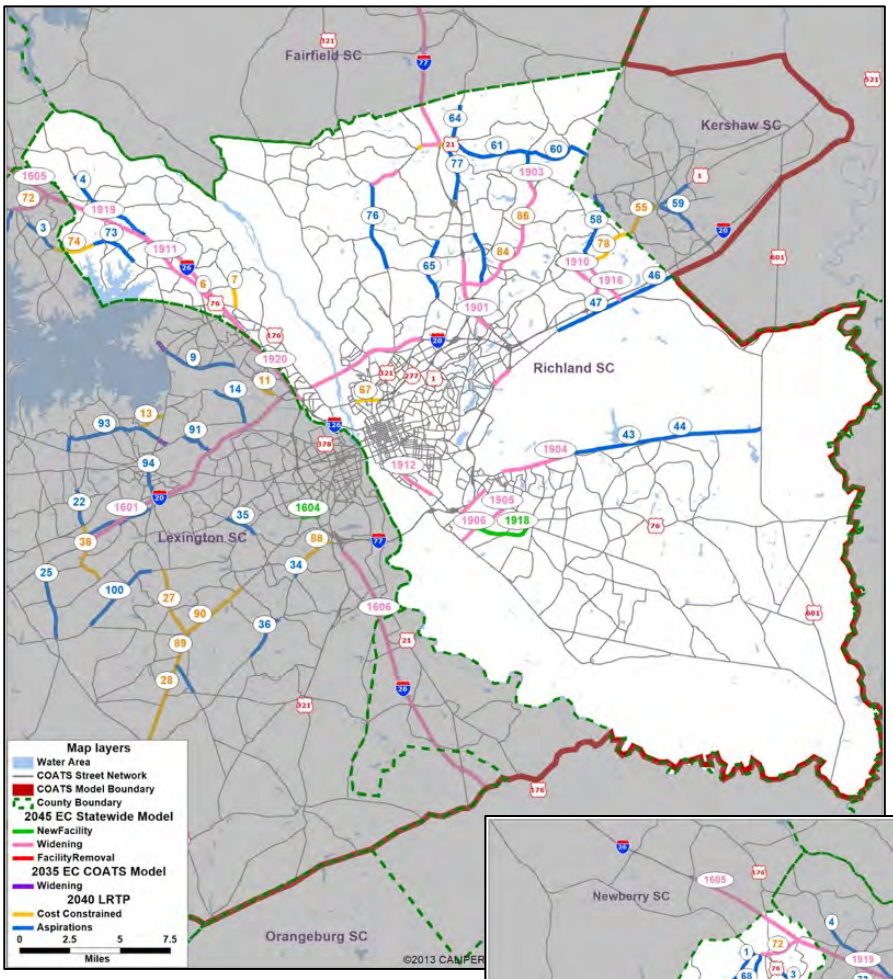
After going through the survey questions, the planned projects for each county were presented as attendees were led through a discussion about those planned projects and what had changed in their counties over the last five years. Then they were asked if there were new or future developments which would impact their transportation systems and if they had thoughts on potential new projects about which the study should be aware.



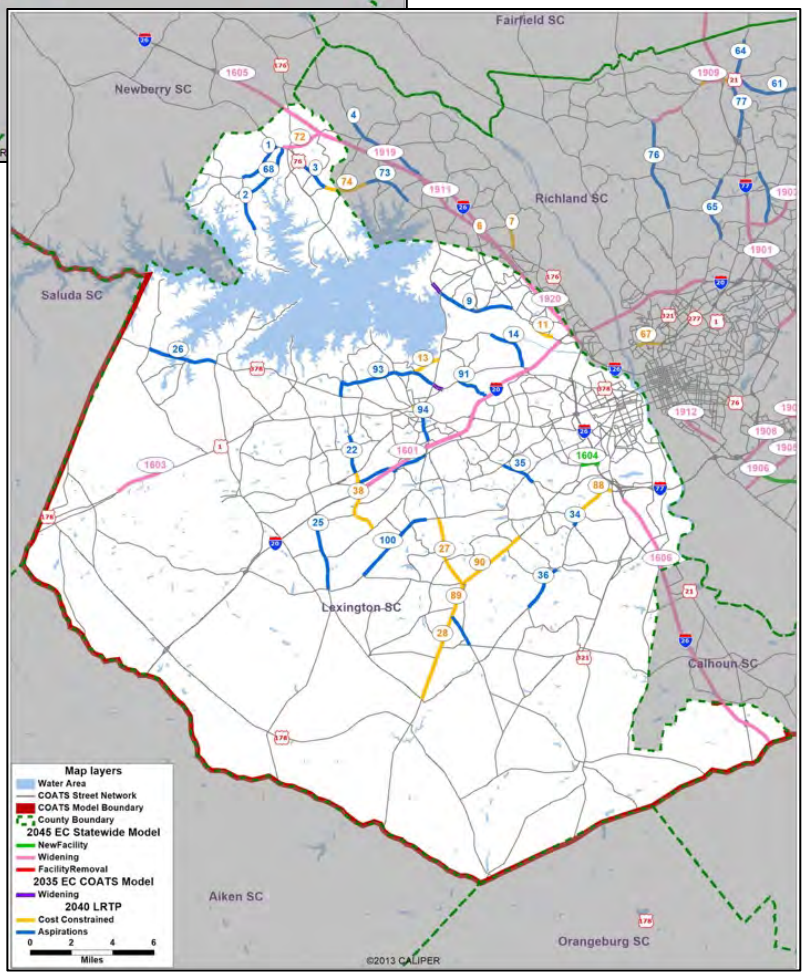
Fairfield County



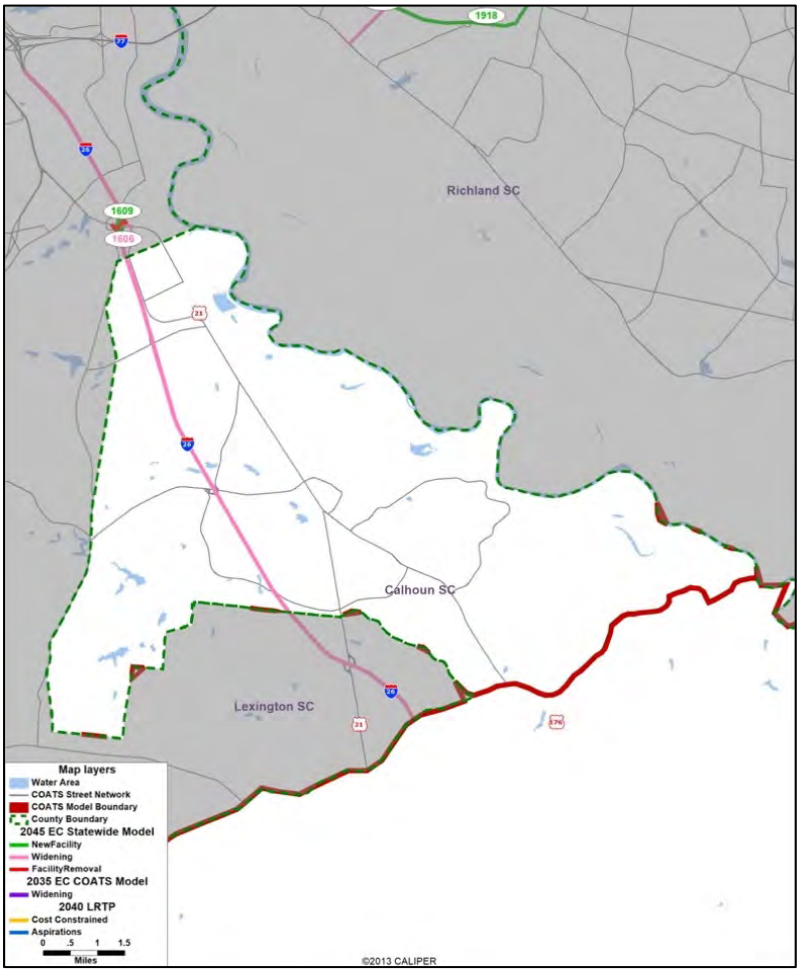
Newberry County



Richland County & City of Columbia



Lexington County



Calhoun County

When asked "what changes have occurred during the past five years," the attendees replied as follows (comments have not been edited or prioritized):

Fairfield

- Roads are worse than ever – especially because of timber harvesting, especially high over the past five years.
- Newer industrial infill. Mega site - 1500 acres on the east side of I-77. Master plan for the new commerce park at Exit 32/34. Other properties sold and started.
- New industries in Fairfield County.
- Mack Plant which is now a mattress factory that hasn't caused a big uptick in traffic.
- Vulcan will impact Highway 200.
- Warehouses don't have a lot of employee traffic.
- Workers are primarily coming from Columbia.

Newberry

- Large amount of traffic traveling through Prosperity.
- More traffic on I-26 between Little Mountain and Columbia.
- More traffic, near Exit 82 near Mid-Carolina Commerce Park.
- Added industry that requires road travel on our I-26 Exits.
- Industry requires road travel on our I-26 Exits.
- Caterpillar closure.
- Park & Ride was a major addition that we intended to use in future tourism/recreation promotion.
- The Park & Ride 93x Route with the Comet was wonderful and we miss it.
- Increased traffic into Newberry from industry and tourism.
- Traffic will continue to increase at Exit 82.
- Increase in pedestrian traffic to include motorized wheelchairs.
- Many commuters. (3)
- Lots of congestion.
- Rapid increase in population growth.
- Growth around the lake.
- Rapid increase in population growth.
- Many commuters.
- Two big industrial happenings – Samsung on Exit 76.

Richland

- Major growth adding miles of new local roads without arterial growth.
- More folks working remotely.
- Decline of conditions of roads and increase in traffic volume.
- Massive residential growth in NE especially Blythewood area Zip 29016.
- Aging population continues to grow without increased senior- accessible and equitable transportation models.
- Growth in area.

City of Columbia[i]

- Student housing development.
- USC is expanding south, building up south campus. Redevelopment of South Main will start to have an impact on transportation in the southern part of the City.
- New businesses in downtown.
- A lot of infill in downtown core and around neighborhoods/business districts; Lots of hotels and apartment buildings; Has become denser; Some subdivision development towards the periphery of the City.
- Bull Street Development.
- Also seeing bike/ped options downtown – people want to see this. People are used to driving everywhere and parking, but others want to see mobility choices. BPAC – lot of folks who would be more willing to bike if they had more separated facilities (all ages and abilities).

Lexington

- Traffic circle on Old Lexington, in close proximity to schools is so very helpful.
- Opportunity to connect to the Three Rivers Greenway system with additional greenway in the Irmo area.
- Traffic signal pre-emption and timing project between Lexington and West Columbia…positive, need more.
- Locations of new schools produces transportation demand that's not addressed by new schools.
- Growth along Pilgrim Church Road and Old Cherokee between SC Highway 6 to I-20.
- Growth in Chapin.
- Growth increasing traffic on SC Highway 6 between Lake Murray Dam and Ballentine.
- Columbia Avenue, Amicks Ferry Road, Old Lexington Highway, WESSINGER Road, Chapin Road.
- New school and neighborhood developments on Amicks Ferry Road in Chapin.
- 2015 Hospitality Tax Program produced $20-$40 Million in existing roadway/Intersection improvements.
- Additional schools throughout the County.
- There are a lot of new developments in West Columbia, SC. There is currently a lack of sidewalks, bike lanes, and public transportation that encourages residents to use other modes of transportation to the commercial corridors. Therefore, there is more traffic and wear and tear on existing roads!
- Population and vehicular increases especially in the Central urban portions of County.
- More traffic and congestion in the Chapin area! Housing developments over running the area!

Kershaw County

- New emphasis on bike trails and on road use.
- Bike connectivity.
- Increased growth/increased traffic volume.
- Growth of housing in the West Wateree area.
- Continued residential growth in the West Wateree.
- Huge population growth West Wateree.
- New schools and industrial parks along I20 and W. Wateree.

Calhoun County

- New commercial service and retail in the area.
- Recent new residential subdivisions platted and planned.
- Updates to the Calhoun County I-26 Park.
- Calhoun County School District purchase of land in the area.
- Sandy Run Industrial Park.

When asked "are there new developments or future developments that will impact transportation systems," the attendees answered as follows (comments have not been edited or prioritized):

Fairfield

- New schools are not planned. The Charter School has moved around.
- Highway 321 needs improvement: widening 321 South from town, problem with the resurfacing of 321 into Columbia because the preservative was incorrectly placed, intersection improvements at Peach Road and Highway 321.
- Dangerous intersections and facilities, and certain spots without a light need to be addressed.

Newberry

- Personally, know of a handful of commuters who work from home once a week and otherwise rely on driving themselves personally to work on I-26 or taking Park and Ride service that was previously provided by Comet.
- New housing developments that cater to families.
- Unaware of schools but new fiber internet is increasing growth in residences and jobs including commuters who may work from home occasionally.
- Residential growth is beginning to grow, and industrial growth has been on an uptick for quite a while.
- We expected continued growth near Exit 76 and Exit 82. We expect the Little Mountain, Peak, Pomeria area to grow with housing developments. We expect for residential growth in the City of Newberry.
- More traffic near Exit 76 near Samsung – Traffic has doubled with over 1000 employees at Samsung.
- 4th Tenant near Exit 82 near 773. Lot of new traffic movement. Needs revamp of this interchange.
- Residential growth in Little Mountain. Moderate growth in Newberry. Lots more industrial recruitment.
- New 200 home development in Macedonia will create impacts on highway and schools.
- Transportation routes have lost transit riders and funding. Public transit hasn't had an increase in funding since 1986 and the expectation is that there will be a big decrease in the next two years. Cyclical funding creates problems on transit and economic development funding. Price of oil per gallon has a big impact on public transit. $3 and up causes people to carpool and seek out commuter options.

Richland

- Large scale developments – Blythewood Industrial Park, proposed new school in Blythewood.
- Industrial park in Blythewood.
- Absolutely. This year will be a banner year for new residential streets. Each home adds 10 trips per day. We'll see 8,000 to 10,000 more trips next year than last year and this growth will continue.
- Senior citizens will make a larger percentage of our population as baby boomers retire and life spans lengthen. At the same time, family caregivers are no longer living close to seniors. More transportation options will be necessary for the older population.

City of Columbia

- Bull Street especially after Babcock fire.
- USC is expanding southward, and redevelopment of south Main will start to have traffic impacts.
- People are recognizing the need for Bike/Ped downtown.
- Seeing a lot of subdivisions popping up because of expansion of sewer/water.
- Church at the corner of Gervais and Millwood has talked about expanding but that seems a way off.

Lexington

- Lack of available sufficient infrastructure, water and sewer. Large scale residential developments in Chapin, along SC Highway 6 South of Lexington and large-scale development on SC Highway 1.
- Relocation of Lexington Middle School.
- New developments within our Saxe Gotha Industrial Park.
- Business and Technology Park and surrounding housing development projects in Chapin. Also, simply the over-abundance of housing projects in the Chapin area!
- Continued allowance of large-scale housing to occur far removed from infrastructure produces more demand.
- New industrial park in Chapin.
- There is a number of built/upcoming development on the Meeting Street/Augusta Highway Corridor in West Columbia, SC. They will create demand for and benefit from enhanced pedestrian safety improvements, bike/pedestrian infrastructure, and public transit riders to downtown Columbia.

Kershaw County

- Excess traffic flow at White Pond and Whiting Way at I-20 and US 1.
- New parks at river and Elgin and East Camden.
- New residential development in West Wateree/Elgin Area.
- Growth in West Wateree Executive Park.
- Improved airport on US 1.
- Move of tech college to 521 and tech high school to intersection at Black River Road and 521.
- More micro transit options.
- New battlefield tours.
- Residential development.

Calhoun County

- Sandy Run.
- Areas adjacent to Lake Marion.
- New retail and service businesses in the area.
- Multiple pending/potential industries in Sandy Run Industrial Park.
- Interest is high in the northern end of the County as folks tend to desire homes away from the metropolitan area.
- New subdivisions.

When asked "are there thoughts on potential new projects," the attendees offered the following considerations (comments have not been edited or prioritized):

Fairfield

- Really need an Exit 38 onto a widened I-77.
- Widening of I-77 up to 6/8 lanes to SC 200.
- Widening of 77 needs more right of way.
- Valencia Road will be a construction road, but it isn't far off the right of way.

Newberry

- Additional sidewalks in the City of Newberry.
- Bicycle lanes and sidewalks for sure!
- Express lanes on the Interstate for carpooling.
- Road resurfacing very needed.
- Local public transportation to key areas. Additional park and ride locations.
- Public transportation without limited access.
- Return of express routes for commuters.
- Road expansion to Exit 76 would be a wonderful benefit to downtown Newberry's tourism industry including the Newberry Opera House, restaurants, shopping. Commuters would love roadway expansion.
- Widening of I-26 to mile marker 202. Widening to Little Mountain by 2025 but should be widened further. Echoed by others as needed for a long time. Would like to see up to Newberry. Widening needs to be extended to the Town of Little Mountain.
- New interchange between Little Mountain and Chapin.
- We cannot wait for widening of I-26 to Newberry. Needs to happen sooner.
- Need traffic lights on SC Highway 219 all the way to the Exit.
- Two problems in Southside (north shore of lake). Connecting route between 391 and US6 or 76 would make traffic a lot better and better accommodate growth.
- Prosperity has a lot of lumber trucks traveling through it. Streets were not designed for this heavy travel. Need another route which doesn't go through Prosperity.
- We really need a park and ride with expanded public transportation.
- Little Mountain really needs a traffic light downtown – agreed by another person.
- Traffic on Little Mountain roads has chewed up curbs and knocked down signs especially at the intersection of Pomaria Street and Highway 202 and Main Street and US 76.
- Bicycle paths would be great.
- Please expand public transit system. Public transit in Newberry has only been limited to trips to and from Columbia. This is great, but we need transit within the city. Busses could be used in the city at a cost per rider as it is done in major cities. It was noted that Newberry has on-demand transit without fixed routes that simply requires the potential rider to call the Council on Aging.
- Any chance of light rail?
- Many areas still have landline. Need high speed internet. NEC has been working on their areas; however, the Dominion area still has no coverage – improving internet could reduce traffic and commuting. Little Mountain has high speed internet through Spectrum and there are a lot of telecommuters.

Newberry County Continued for the question: "are there thoughts on potential new projects."

- Clearing out creeks of debris helps our transportation infrastructure by preventing flooding on our roadways.

Richland

- Widening of Lanford Road in Blythewood.
- Park and Rides.
- Provide funding opportunities for senior-serving and public transit organizations to increase senior transportation services, including ride sharing, on-demand public transit, and transportation for those with mobility challenges.
- North of I-20 bridge across Broad River.
- Improvements at road intersections to allow for turn lanes and reduce queue times.

City of Columbia[ii]

- Projects identified in the Bike/Walk Columbia Master Plan.

Lexington[iii]

- How do we address cell phone use and districted drivers, e.g., safety?
- Bike lanes need to be maintained properly – many are not transvers able by bicycle tires.
- Education projects for drivers regarding bike safety. Drivers don't realize that bikes have the same right to the road as autos and they put themselves and cyclist in danger because they don't understand the law and the potential for harm.
- Additional bike lanes.
- I know it failed years ago, but a Bypass route around the Town of Lexington would allow for better access north and south.
- Alternative connection from northwest Richland County to northeast Richland County.
- Seems like a new exit for I-26 between Exit 97 and Exit 91 would be extremely helpful.
- Expressway connection to airport stalled due to funding. At minimum continued improvement of the exiting roadways around the airport are necessary to maximize e-commerce/logistics opportunities the airport can attract.
- Emphasis and continued pursuit of improvement to Pilgrim Church and Old Cherokee Road all the way south to I-20 – Longs Pond Road.
- Develop a connector from I-26 to I-77 from Chapin area.
- Columbia Ave. widening in Chapin badly needed. Been waiting too long. Chapin Road traffic volume is high. Don't understand why it isn't on the list for widening. The proposed new "East Boundary Street" which terminates on Columbia Avenue upstream of High School doesn't make sense. Also, why it terminates at Amicks Ferry Road on the other end doesn't make sense. Should progress to St. Peters Church Road.
- Trail from Chapin to Irmo along Highway 76 and Highway 6 to Lake Murray Dam.
- Complete airport expressway to I-26.

Lexington County Continued for the question "are there thoughts on potential new projects":

- Focus on intersection or Node improvements instead of large wholesale widening (especially into the rural areas).
- There is no easy way (fast route) to get from Highway 378 to I-20 in western part of County…Need fast route connector….
- Improvements to Highway 76 from Richland County line to Chapin, e.g., widening.
- Consider road widening on high traffic roads, especially from interstate to residential areas.
- Lower Saluda Greenway (it was noted that this project is being actively worked on and the study will be out soon).
- Need for additional turn lanes.
- Are there infrastructure requirements relating to EV charging that need to be considered within the roads plan?

Kershaw County[iv]

- Sidewalks and bike trails in Wateree.
- Widen I-20 from RC.
- 601 Crossing Improvements.
- Do not widen 521 into Sumter.
- White Pond Road.
- Industrial park at 601.
- US Highway 1/Main Street in Elgin.
- Widen US 1. (2)
- Wildwood Lane Pedestrian Project.
- Improve 601/US 1 Intersection.

Calhoun County

- Update of bike lanes installed by Governor Sanford throughout the county.
- I-26 and Savany Hunt Interchange.
- Improvements and widening Savany Hunt Cree Road as well.
- Big Beaver Creek Road and Savany Hunt Creek Road.
- I-26 and Big Beaver.
- Sandy Run Area Plan already states most of these projects.
- Traffic light at Old Sandy Run and US Highway 176 or possibly a roundabout.
- New Interchange on I-26.

Follow-up:

Richland County Councilwoman Chakisse Newton will follow up to discuss future planning for the southeast part of Richland County. There will be needs over the next 20 years that aren't represented on the plan.

COATS LRTP team/CMCOG to send out the number of miles covered for each project listed in the 2040 LRTP.

Shane Shaughnessy will provide the Walk/bike Columbia Master Plan to ensure COATS LRTP has the right information.

[i] In the Columbia session Reginald dug deeper into the responses with a few questions.

Reginald asked: UC dormitories and apartment complexes in downtown?

Answer from the City: Not just student housing. It's really just a lot of infill and a lot more density in downtown.

Reginald asked: Any conversation about new schools in downtown?

Answer from the City: Richland I has too many schools, many of which are a lot less than capacity. Charter school was considering near downtown. Traffic concerns were one of the primary reasons they shifted gears. Was going to be K-12 with approximately 1000 students.

Reginald asked: Access to public transit?

Answer from the City: COMET is working on creating a more efficient system downtown. The transit system they have now is accessible if you live downtown. Further out you live, the more difficult it is. COMET has the downtown section well-covered. They are looking at different options for how to serve these more outlying areas.

Reginald asked: With the City/Richland County Comprehensive Plan recently completed. How is the growth around the outside of the City limits impacting transportation within the City?

Answer from the City: Growth in NE Richland County. Will see more transportation demand as that happens. Still a lot of infill happening. Thinks it will be mainly diverging of resources away from urban core towards suburban areas. There is a focus on corridor development. Move towards building up corridors that are adjacent to neighborhoods and becoming more mixed-use, so they can be more walkable and have more TOD. Mixed-use needs critical mass

Reginald asked : Where is the interest in commuter rail?

Response from the City: Elected officials are interested in this at some point in the future and there are promoters in the City, put isn't a big priority.

Reginald asked: Some years ago, a lot of parking garages were built downtown to accommodate daytime traffic. Does the City have a plan to add more?

Answer from the City: Not sure of any immediate plans. There is a tax incentive available for developers for "infrastructure investments" – discount on property taxes for developers who spend on infrastructure (e.g., private development).

Reginald Asked: What about Bull Street site? When is it expected to be fully developed?

Answer from the City: They don't know. This is definitely a location where the City could build garages and provide infrastructure. Babcock was a day away from permits. New construction there after the fire will make a huge difference and spur development. This project will affect traffic flow.

[ii] *Question from the City of Columbia:* How will this project help the COG when they are talking with SCDOT about transportation improvements in the urban setting (e.g., bike lanes, sidewalk, etc.).

Answer from Reginald: Bike/ped and SCDOT collaboration occurs to a certain point. Central Midlands Council of Governments collaborated to develop the Walk/Bike Columbia Plan. LRTP will identify areas we haven't been able to get to since the Plan and bike lanes that could be more efficient. As part of this effort, we will identify improvements based on what has been planned. Those projects will go through the CMP process first, then go through the LRTP.

[iii] In the Lexington session It was noted that an article was released the same day as the meeting by StreetsBlog USA - Proof: Bike Paths are Good for the Local Economy by Gersh Kuntzman.

[iv] In the Kershaw County session Several Studies were noted for guidance: West Wateree Transit Study (2017), the Elgin and Richland Northeast Study (EMRE) in 2010

Need for educational material to gather input from the community and interactive maps would be helpful.

Appendix: Presentation

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Stakeholder Listening Sessions

October 7- 20, 2020

Meeting Agenda

- Introductions and Virtual Meeting House Keeping
- Interactive Polling Introduction
- Study Overview
- Purpose of Today's Meeting
- Review of 2040 LRTP Recommendations
- Q&A

Virtual Meeting House Keeping

- Please remain on mute

- If you have any questions – post them to the chat box to be answered at the end of the meeting

- There will be two engagement sessions where you will enter questions via online polling – you can use your cell phone or laptop

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Project Team

CMCOG 2045
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CENTRAL MIDLANDS
Council of Governments

WSP

TOOLE DESIGN

HIGH STREET

Civic Communications

EA Harper Consulting
Travel Forecasting & Model Support

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Three easy ways to join the conversation with PollEverywhere.

APP

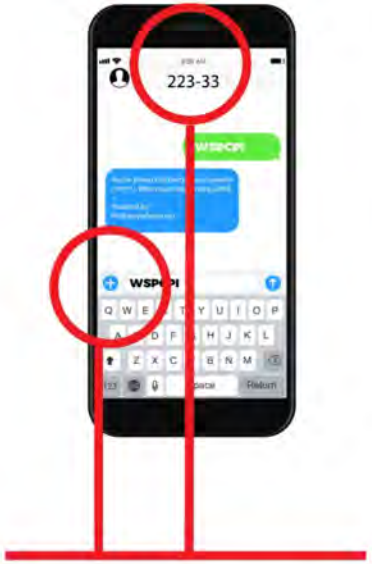
Download the ***free*** PollEverywhere App and enter **INPUT** into the field reading: "**PollEv.com/username**"

GET IT ON Google play Download on the App Store

WEB

Go to **PollEv.com/input** to enter the poll via web browser.

TEXT



Text **INPUT** to 223-33 to enter the poll via text.

**not all questions are available via text*

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What is your name and the organization you represent?

Study Overview

About the LRTP

The 2045 Long-Range Transportation Plan (LRTP) serves as the **comprehensive plan for transportation investment** to support the safe and efficient movement of people and goods within the Central Midlands region through the plan horizon year of 2045.

- Primary transportation policy document
- Identifies and prioritizes policies, strategies, and projects for the future
- Must be fiscally constrained
- Establishes the purpose and need for major projects to address transportation issues
- Must be updated every five years in air quality attainment areas

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Study Area

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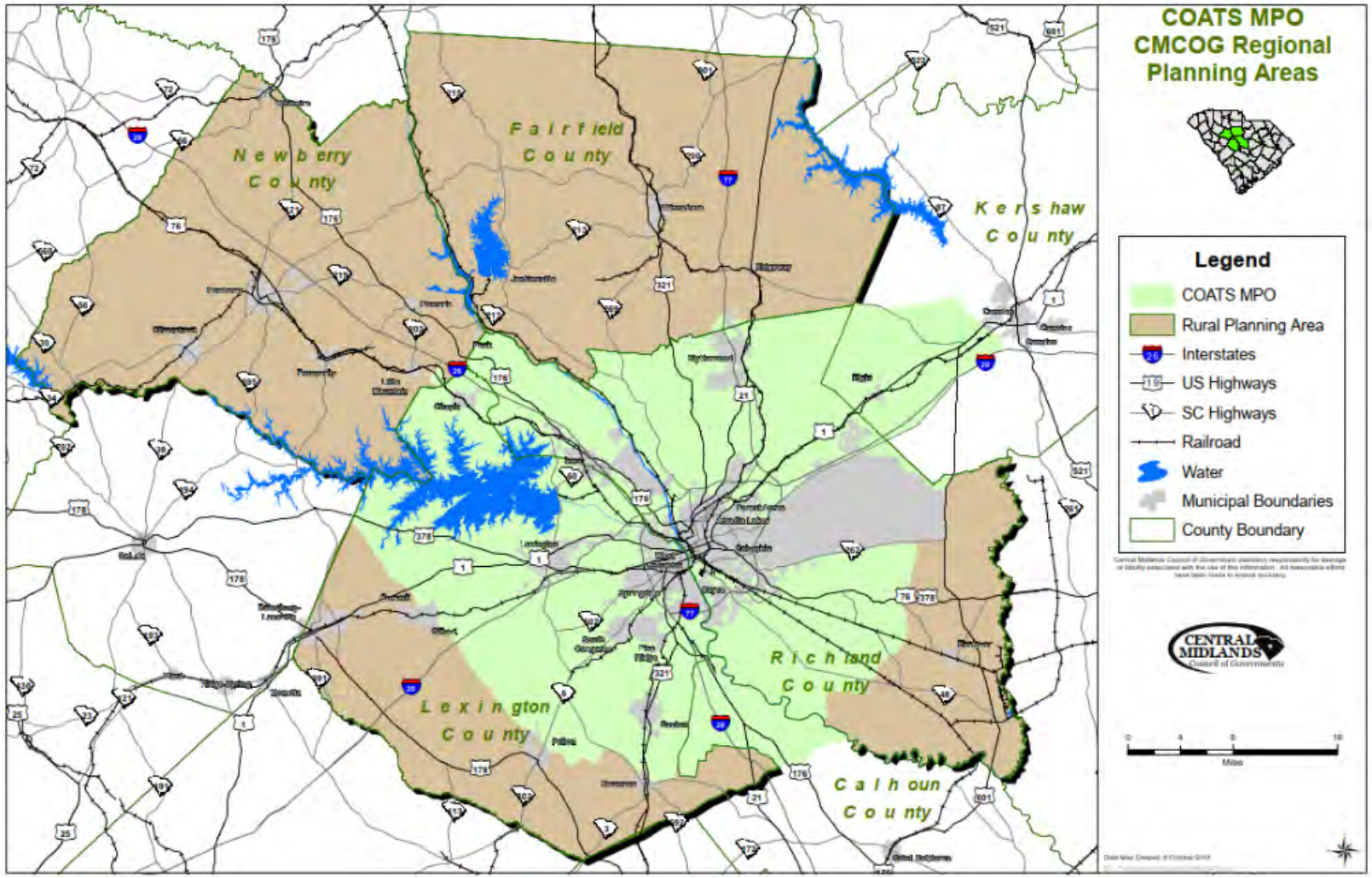

Key Elements

Engagement Schedule

Task	Date
Project Steering Committee Kick-off Meeting	July 2020
Website Live	October 2020
Stakeholder Listening Session(s)	October 2020
Survey Period	October 2020
Mid-Study Update to PSC and Stakeholders	December 2020
Plan Toolkit #1	January 2021
Interactive Comment Project Map	February 2021
Plan Toolkit #2 (Draft Recommendations)	April 2021

Engagement Activities

Steering Committee

- July 22, 2020
- December 2020
- April 2021
- June 2021

Emails

- COATS List
- Targeted Stakeholder Groups
- Sign-ups via website

Listening Sessions

- Today
- Countywide Transportation Needs & Concerns

Survey/ Comment Map

- Email list
- Social Media
- Collaborate

Toolkits 1 & 2

- Add-in
- Community Meetings
- Download

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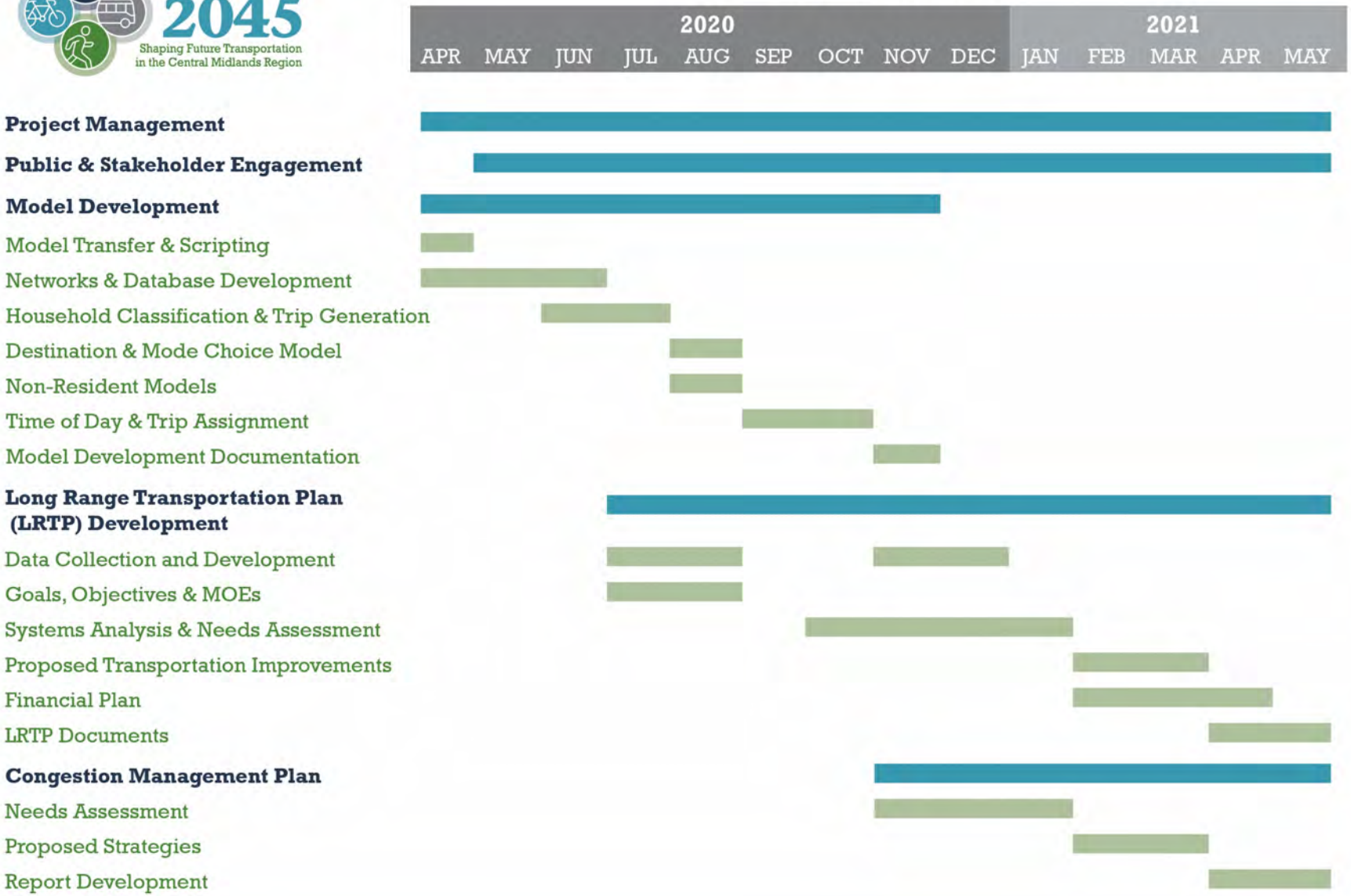
Project Schedule



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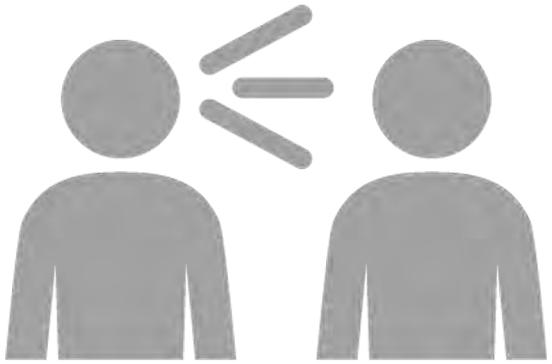
Session Purpose

Listening Session for Project Team

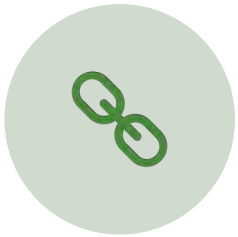


- Hear your perspective on regional transportation challenges based on survey responses
- Collect thoughts on recommended County improvements from previous plans
- Use the information gathered today in the development of alternatives & strategies

LRTP Survey

OBTAIN INPUT ON REGIONAL TRANSPORTATION ISSUES & CHALLENGES

AVAILABLE ON CMCOG'S PROJECT WEBPAGE



INFORMATION & LINKS VIA EMAIL & SOCIAL MEDIA

EASY TO ADMINISTER

RESULTS COMPILED INTO USER-FRIENDLY SUMMARIES

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What are the region's greatest transportation issues? Select your top three

- Condition of roadways
- Condition of bicycle or pedestrian infrastructure
- Traffic congestion
- Lack of public transit choices
- Lack of bicycle and/or pedestrian infrastructure
- Pollution (i.e. air quality, noise)
- Vehicular safety
- Bicyclist and pedestrian safety
- Lack of accessible options or facilities
- Equitable options
- Accessibility/connections to destinations
- Other

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How would you rate the content?

When survey is active, respond at PollEv.com/input

0 surveys done

0 surveys underway

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

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What mobility infrastructure investment are the most important? Select your top three

- Maintenance of existing roads
- Widening existing roads
- Creating new roads
- Expanding the bicycle and pedestrian network
- Maintaining the bicycle and pedestrian network
- Expanding public transportation options
- Paving dirt roads
- Providing more accessible options/facilities
- Other

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What are the most important mobility improvements strategies? Select your top three

- Widening existing roads
- Building new roads
- Connecting existing roads
- Carpooling and ridesharing
- More public transit (i.e., additional routes, greater frequency of service, etc.)
- Enhanced public transit (i.e., bus rapid transit, light rail, commuter rail, etc.)
- Changes to the design of intersections
- More bicycle lanes and sidewalks
- Working from home
- Staggered commute times
- Congestion pricing (i.e., paying a fee to access priority travel lanes)
- Other

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Which method would you support for additional transportation funding? Select your top three

- Increased gas tax
- Transportation sales tax
- Increased property tax
- Impact fees on new development
- Transportation bonds (borrowing)
- Tolls on roads
- I would not support any additional funding for transportation
- Other

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Which of the following project types are most important to the Central Midlands Region?

Larger, more costly projects beneficial to the entire region

Smaller, less expensive projects providing benefits in local communities

Maintenance and operations projects (i.e., repairing existing roads, improving existing safety concerns, updating traffic signal timings, etc.)

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If you are interested in signing-up for updates about the Regional Long-Range Transportation Plan, please provide your email.

Review of Proposed Improvements

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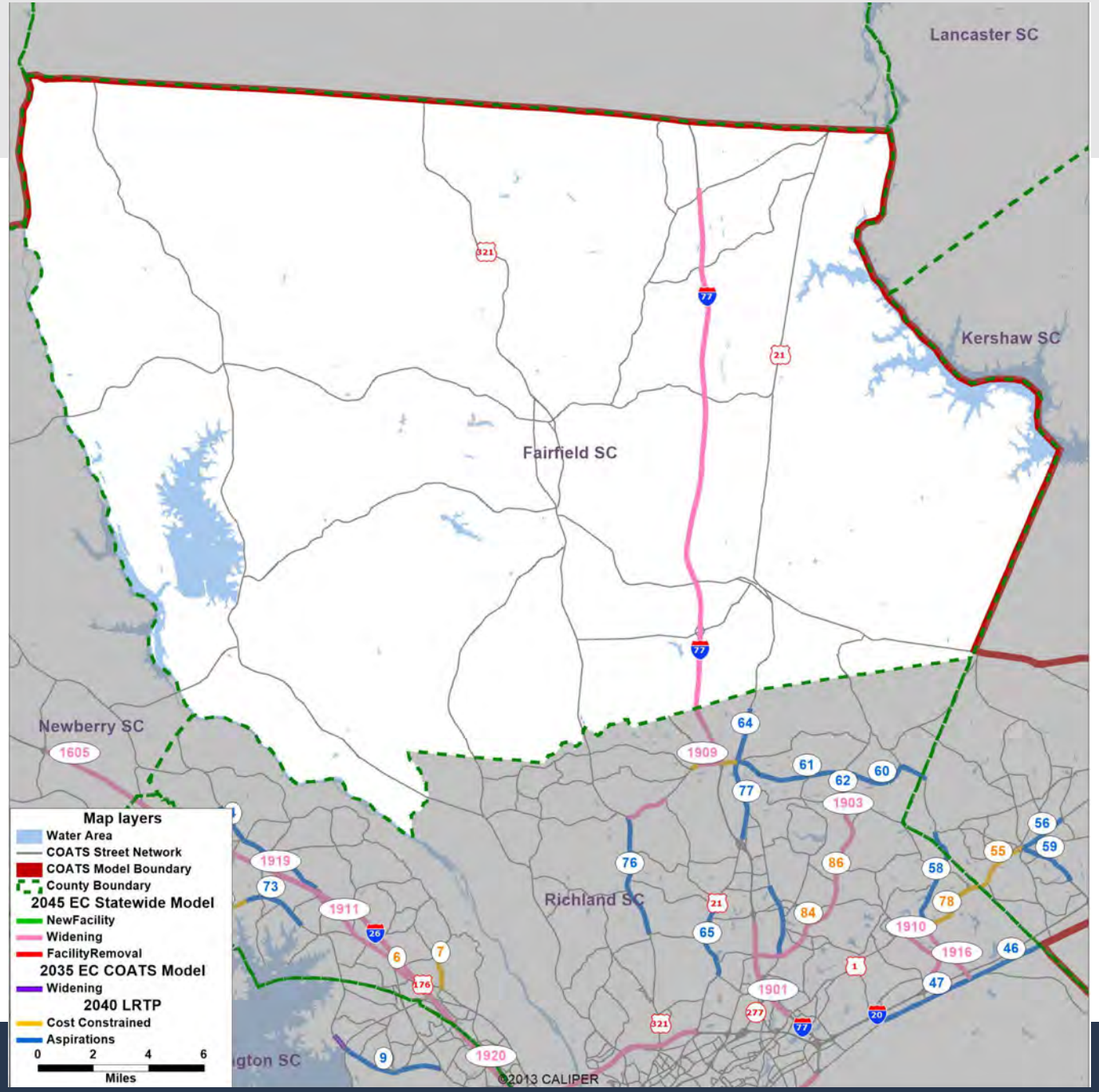

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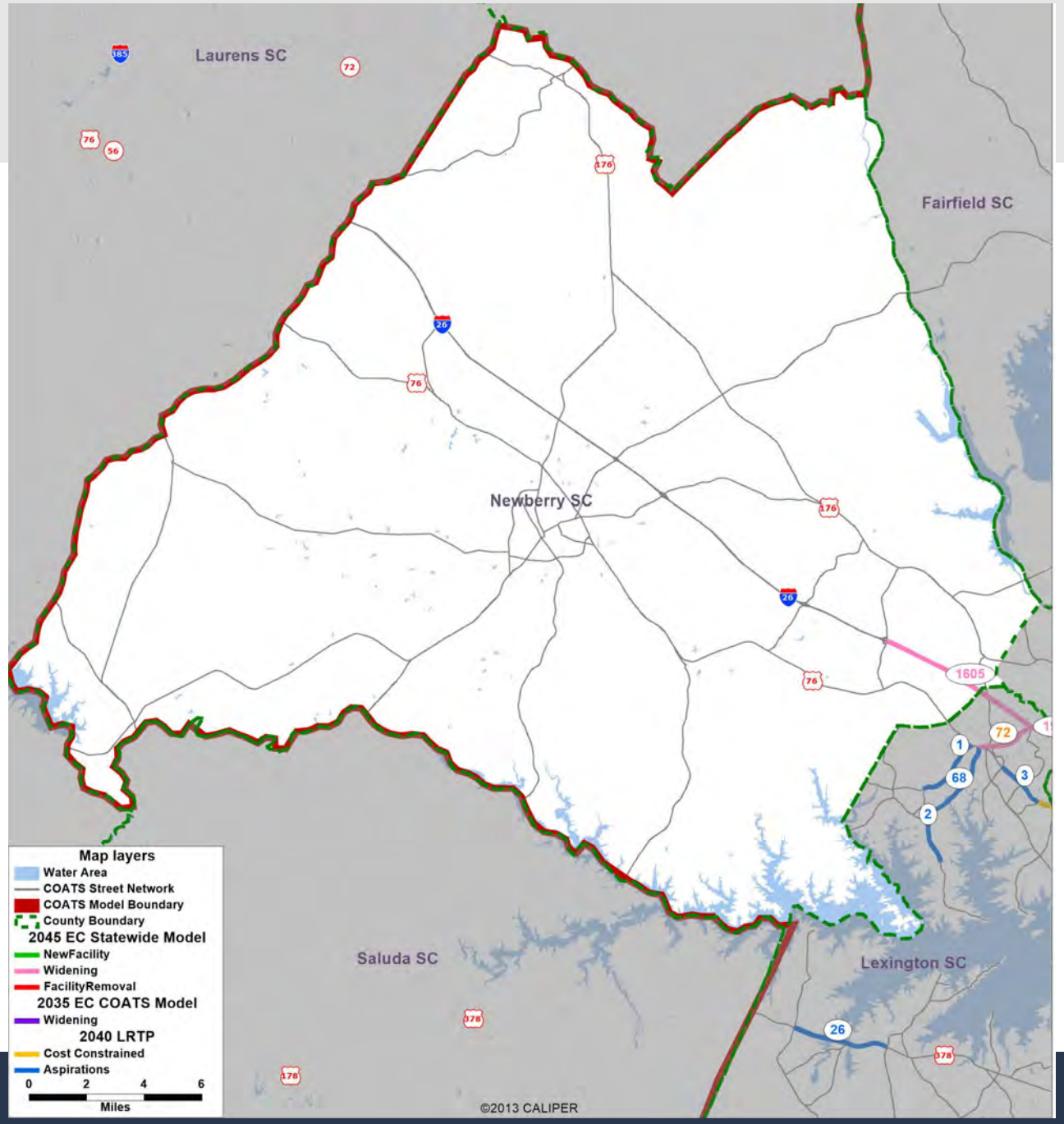

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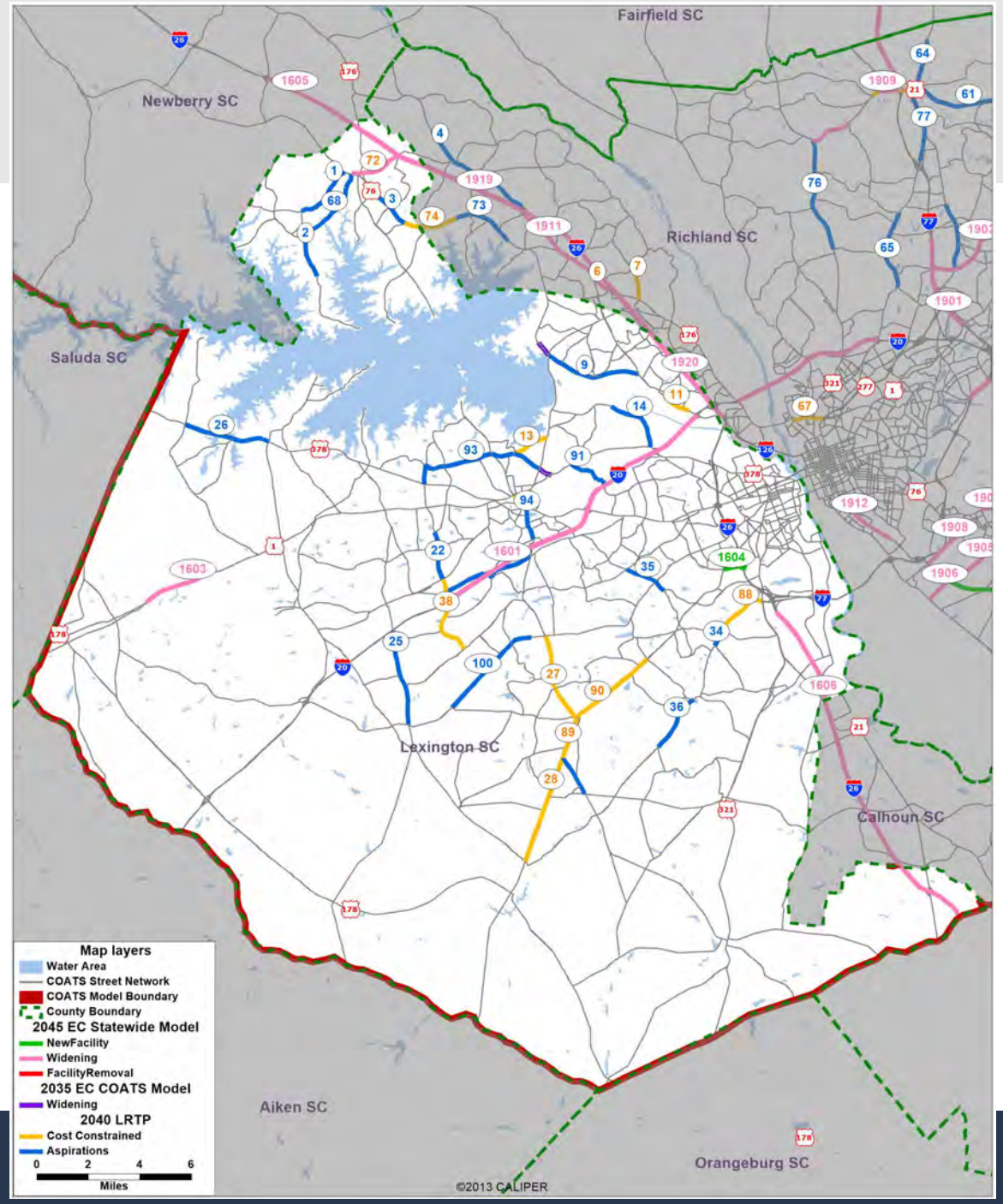

COATS 2040 Prioritized List of Road Widening Projects

LEXINGTON COUNTY

Cost-Constrained Improvement List

Project ID	Route Name	Project Limits	Cost Estimate
38	Long Pond Rd	Barr Rd (S-77) to Nazareth Rd (S-243)	$ 27 M
17	West Main St	Columbia Ave to N Lake Dr (SC-6)	$ 5 M
89	Edmund Hwy (SC-302)	S Lake Dr (SC-6) to SC-6	$ 13 M
27	South Lake Dr	Platt Springs Rd (SC-602) to Boiling Springs Rd (S-279)	$ 29 M
90	Edmund Hwy (SC-302)	Princeton Rd (S-1287) to S Lake Dr (SC-6)	$ 27 M
88	Fish Hatchery Rd	Charleston Hwy (US-321) to Pine Ridge Rd (S-103)	$ 20 M
72	Columbia Ave	I-26 to Chapin Rd (US-76)	$ 20 M
28	Edmund Hwy (SC-302)	S Lake Dr (SC-6) to Old Charleston Rd (S-625)	$ 40 M
11	Bush River Rd	Seawright Rd (S-1002) to Woodlands Dr	$ 11 M
13	Pilgrm Church Rd	N Lake Dr (SC-6) to Old Cherokee Rd	$ 16 M

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COATS 2040 Prioritized List of Road Widening Projects

LEXINGTON COUNTY

Aspirations List

Project ID	Route Name	Project Limits	Cost Estimate
94	S Lake Dr	Industrial Dr (S-626) to Main St (US-1)	$ 15 M
35	Emmanual Church Rd	Old Barnwell Rd (S-104) to W Dunbar Rd (S-72)	$ 19 M
34	Fish Hatchery Rd	Pine Ridge Dr (S-103) to Bachman Rd (S-1257)	$ 6 M
2	Amicks Ferry Rd	Paul Fulmer Rd to South of Shady Acres Dr	$ 19 M
68	Amicks Ferry Rd	Chpain Rd to Paul Fulmer Rd	$ 40 M
29	SC-6	Edmund Hwy to Meadowfield Rd (S-65)	$ 21 M
93	Old Cherokee Rd	N Lake Dr (SC-6) to Sunset Blvd	$ 77 M
26	US-378	Old Lexington Rd (S-157) to Beulah Church Rd	$ 50 M
9	Bush River Rd	N Lake Drive (SC-6) to St. Andrews Rd	$ 55 M
1	St. Peters Church Rd	Chapin Rd to Paul Fulmer Rd	$ 36 M
22	Pisgah Church Rd	Hermitage Rd (S-172) to Barr Rd (S-77)	$ 27 M
36	Fish Hatchery Rd	Casa Dell Dr (S-868) to Glenne Rd (S-875)	$ 42 M
100	Platt Springs Rd	White Knoll HS past SC-6 to Boiling Springs Rd (S-279)	$ 81 M
25	Caulks Ferry Rd	I-20 to Pond Branch Rd (S-34)	$ 64 M
3	Chapin Rd	Murray Lindler Rd (S-82) to Sid Bickley Rd (S-715)	$ 30 M
14	Corley Mill Rd	Lee Kleckley Rd to Sunset Blvd (US-378)	$ 42 M
97	Two Notch Rd (US-1)	S Lake Dr (SC-6) to Longs Pond Rd (S-204)	$ 64 M
91	Mineral Springs Rd	Sunset Blvd (US-378) to Cedar Rd (S-387)/Cromer	$ 36 M

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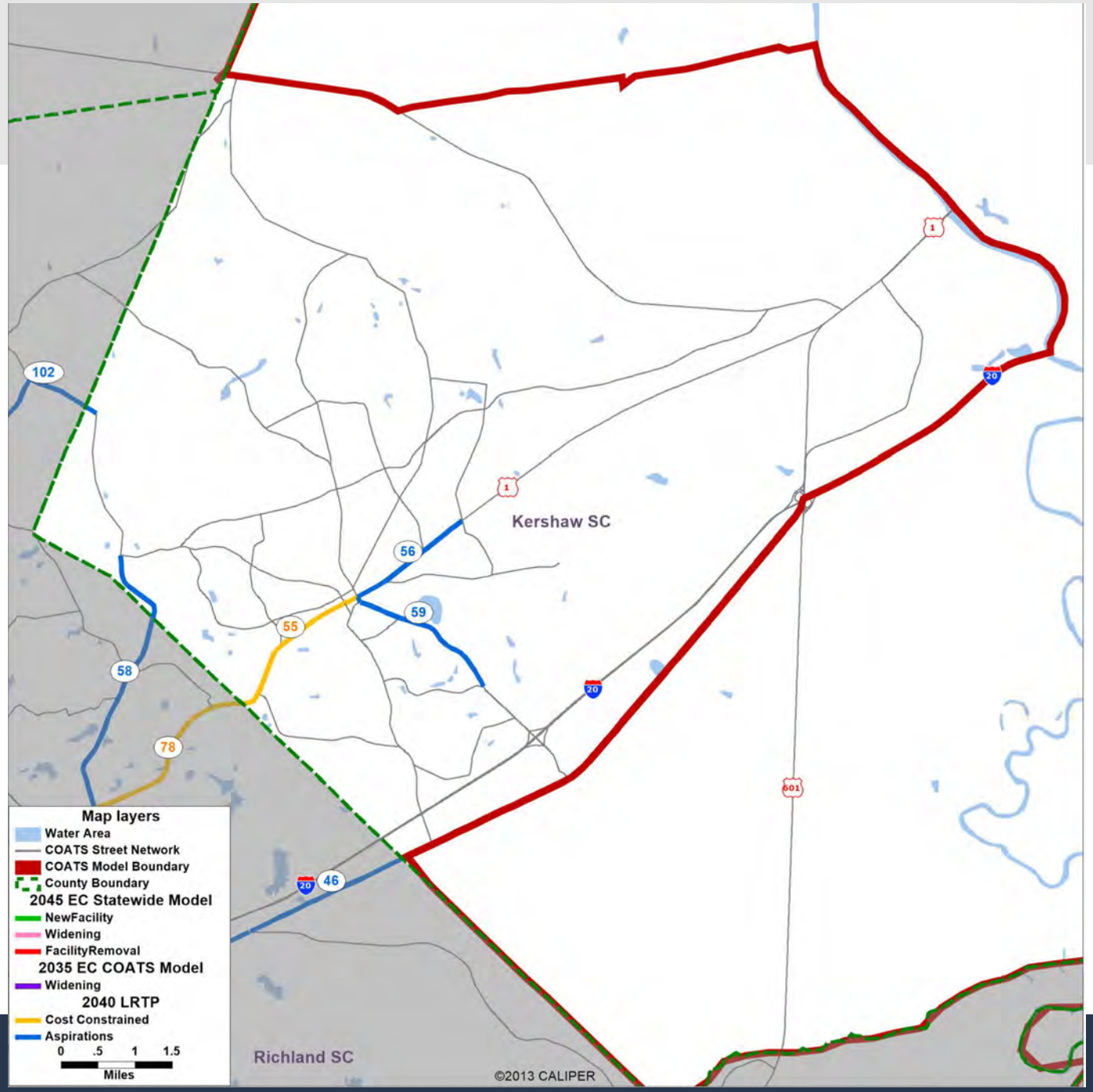

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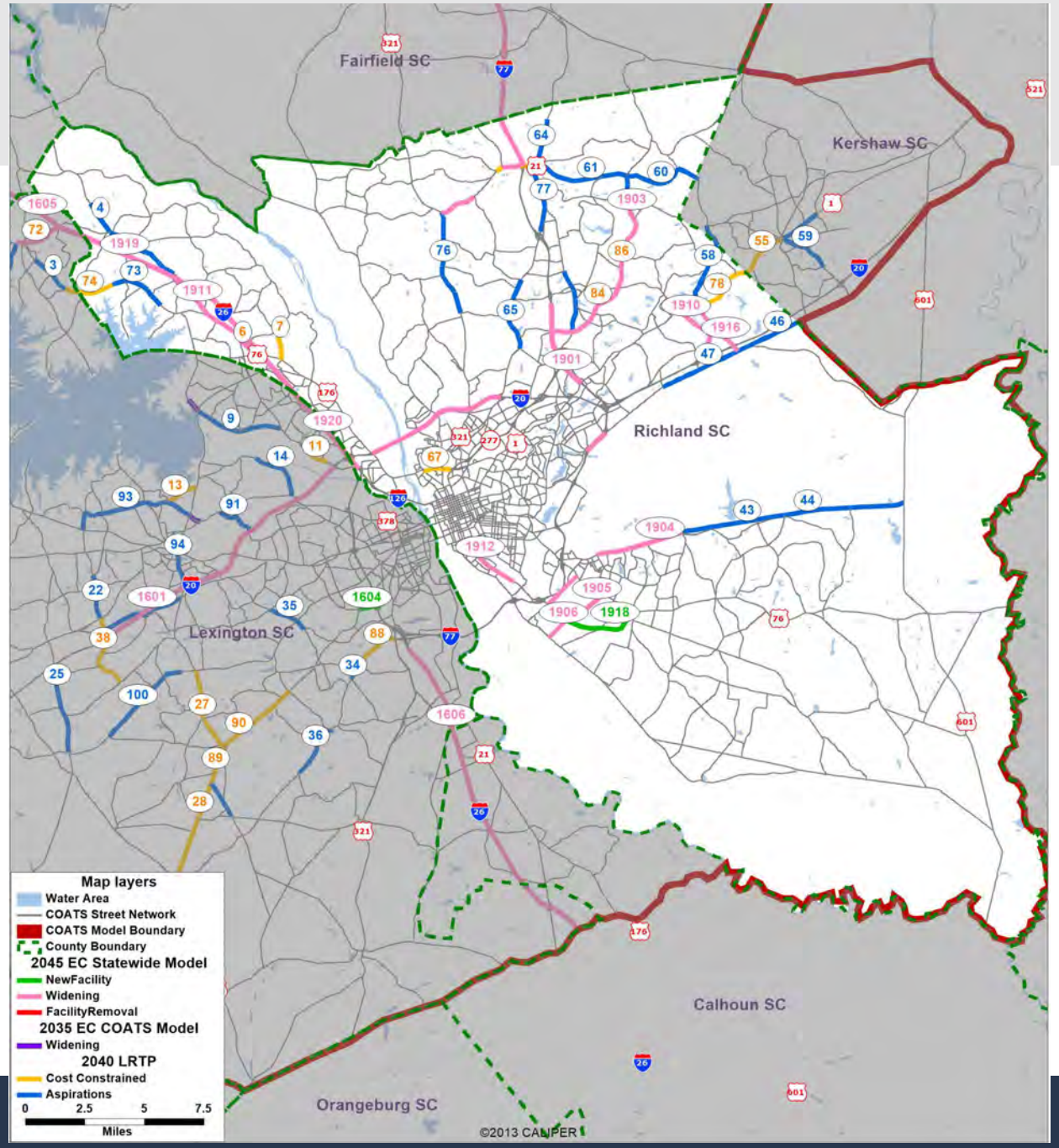

COATS 2040 Prioritized List of Road Widening Projects

RICHLAND COUNTY

Cost-Constrained Improvement List

Project ID	Route Name	Project Limits	Cost Estimate
78	Two Notch Rd (US-1)	Steven Campbell Rd (S-407, Kershaw Co.) to end of Spears Crek Church Rd	$ 19 M
84	Hard Scrabble Rd	Farrow Rd (SC-225)/I-77 to Clemson Rd (S-52)	$ 30 M
42	Leesburg Rd	Fairmount Dr (S-404) to Lower Richland Blvd (S-37)	$ 30 M
67	Sunset Dr (SC-16)	River Dr (US-176) to SC-277 interchange	$ 7 M
7	Kennerly Rd (S-40)	Hollingshed Rd to Broad River Road (US-176)	$ 10 M
86	Hard Scrabble Rd	Clemson Rd (S-52) to Lake Carolina/Rice Creek	$ 23 M
55	Jefferson Davis Hwy (Kershaw Co.)	Steven Campbell Rd (S-407) to Sessions Rd (S-47)	$ 18 M
69	Broad River Rd	Dutch Fork Rd (US-76) to Woodrow St (S-27)	$ 16 M
48	Clemson Rd	Quality Court to Sparkleberry Crossing	$ 26 M
6	Broad River Rd	Woodrow St to I-26 Interchange	$ 9 M
63	Blythewood Rd	Muller Rd to Wilson Blvd	$ 16 M
74	Chapin Rd/Dutch Fork Rd	Sid Bickley Rd (S-715, Lex Co.) to Three Dog Rd	$ 23 M

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COATS 2040 Prioritized List of Road Widening Projects

RICHLAND COUNTY

Aspirations List

Project ID	Route Name	Project Limits	Cost Estimate
73	Dutch Fork Rd	Twin Gates Rd (S-1151) to Three Dog Rd (S-1403)	$ 34 M
66	Farrow Rd	N Pines Rd (S-1437) to Hard Scrabble Rd	$ 29 M
56	Jefferson Davis Hwy (Kershaw Co.)	Sessions Rd (S-101) to Watts Hill Rd (S-757)	$ 19 M
46	Percival Rd (SC-12)	Spears Creek Rd (S-53) to Highway Church Rd (Kershaw Co.)	$ 30 M
61	Langford Rd	Wilson Blvd (US-21) to Grover Wilson Rd (S-60)	$ 50 M
59	White Pond Rd (S-47, Kershaw Co.)	Main St (US-1) to Heath Pond Rd	$ 31 M
77	Wilson Rd	I-77 to Blythewood Rd (S-59)	$ 29 M
80	Spears Creek Church Rd	I-20 to Two Notch Rd (US-1)	$ 44 M
47	Percival Rd (SC-12)	Smallwood Rd to Spears Creek Church Rd	$ 37 M
87	Pineview Rd	Bluff Rd (SC-48) to Garners Ferry Road (US-76)	$ 27 M
60	Langford Rd	Hard Scrabble Rd to Heins Rd	$ 32 M
102	Heins Rd	Langford Rd to Cherokee Blvd	$ 15 M
62	Hard Scrabble Rd	Langford Rd to Summit Parkway	$ 32 M
42	Leesburg Rd	Lower Richland Blvd (S-37) to Harmon Rd (S-86)	$ 64 M
64	Wilson Blvd	Raines Rd (S-2126) to Langford Rd (S-54)	$ 29 M
70	Broad River Rd	I-26 to Chapin Rd (S-39)	$ 48 M
76	Winnsboro Rd	Koon Store Rd (S-61) to Blythewood Rd (S-2200)	$ 76 M
65	Wilson Blvd	Fulmer Rd (S-1352) to south of Pisgah Church Rd (S-34)	$ 65 M
58	Bookman	Robinhood Rd (S-1051) to Two Notch Rd	$ 66 M
4	Broad River Rd	Chapin Rd (S-39) to north of Jake Eargle Rd	$ 25 M
44	Leesburg Rd	Harmon Rd (S-86) to McCords Ferry Rd	$ 87 M

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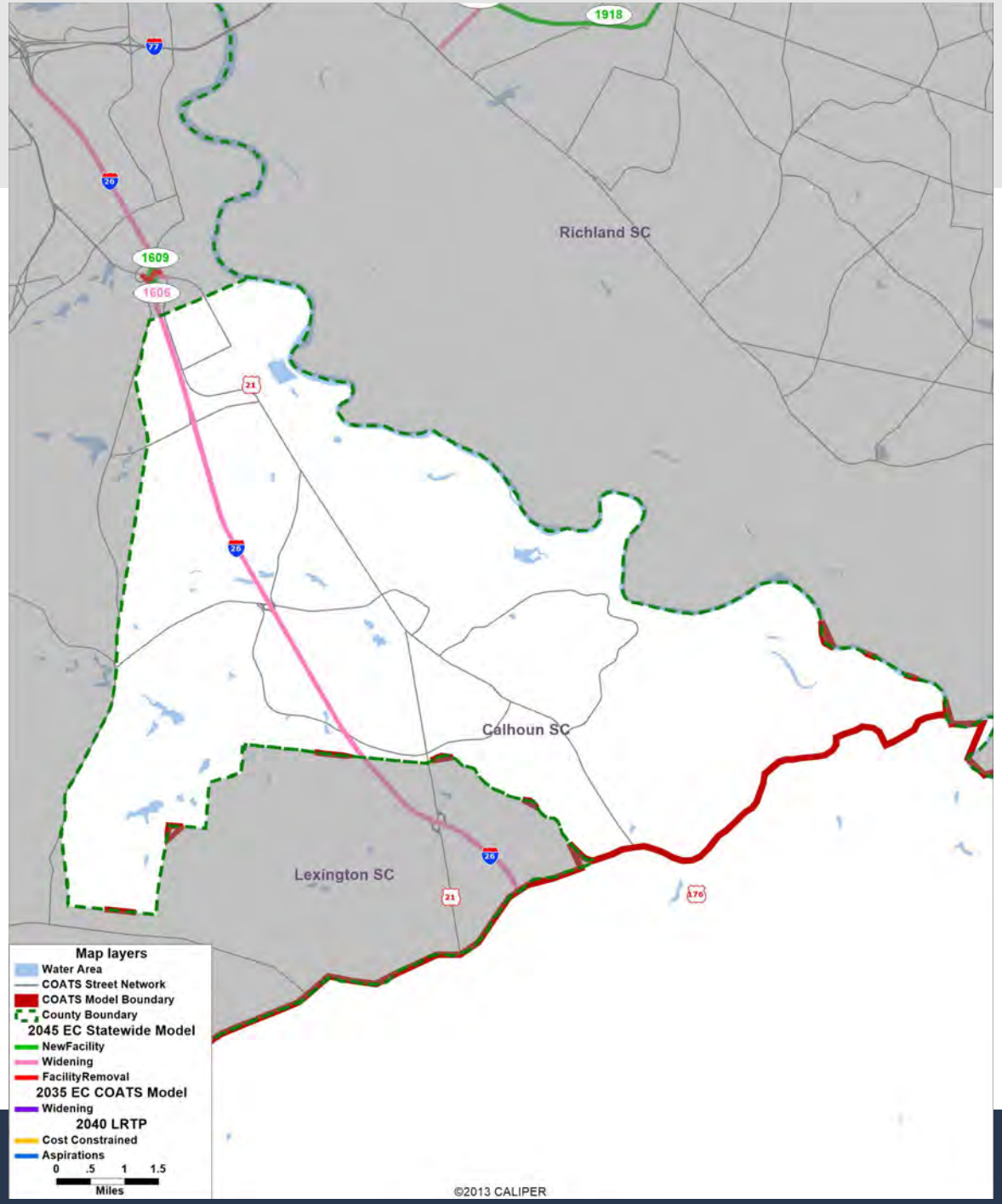

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What changes have occurred during the past five years?

Are there new developments or future developments that will impact transportation system?

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Thoughts on potential new projects?

Next Steps & Questions

Share the survey!

http://centralmidlands.org/2045-regional-long-range-transportation-plan-survey.html/

Appendix B

SURVEY ANALYSIS

Survey Development

A survey was conducted for the 2045 Regional Long Range Transportation Plan to gather feedback from residents on transportation issues throughout the Columbia Area Transportation Study (COATS) area and the Central Midlands Council of Governments. In addition, the survey aimed to understand how residents would prioritize transportation improvements under fiscal constraints.

The survey was developed in collaboration with Central Midlands Council of Governments staff. It was intended to be short and user-friendly, while also providing a breadth of information to inform the development of recommendations. Survey questions were also modeled after the 2040 Long Range Transportation Plan survey with slight variations on question wording and options to allow for a comparison of overarching results over time and reflect changing transportation needs since 2015.

Distribution

The survey was primarily hosted online, but paper copies were also available via the Central Midlands Council of Governments. A link to the online survey was provided via website www.centralmidlands.org. The survey was open to the public from October 1st, 2020 to January 15th, 2021. All attendees of the October Listening Sessions were guided through the survey. Paper copies of the survey were also emailed to all Listening Session invitees, so those who were unable to attend or participate online could still contribute. A QR code was also generated for the online survey and distributed by Central Midlands Council of Governments staff.

Online Survey Results

Compared to the 2040 Long Range Transportation Plan, which received 29 responses, this survey had a much higher rate of participation; 196 people from throughout the region completed the survey.

Demographics

The following sections provide demographic information of survey participants. The survey distribution methods were not designed to elicit a random sample of respondents and, therefore, the results cannot be claimed to be representative of all residents within the COATS study area. This is notable upon a comparison of demographics of study area residents and survey respondents based upon the American Community Survey 2019 5-Year Estimates.

Age

The graphic and table below show the age distribution of survey respondents. Compared to the average age distribution in the COATS study area, the survey received less responses from people under the age of 25 or over the age of 75. Only 4% of respondents were under 25, despite comprising 27% of the COATS study area. Similarly, only 4% of respondents were 75 or older, while the proportion of COATS study area residents 75 and older is nearly double that (8.2%). The proportion of survey responses received from people within the 35-44, 45-55, and 65-74 age categories is higher than their respective contributions to the age distribution of the COATS study area (12%, 13%, and 11%, respectively).

AGE GROUP	NUMBER OF RESPONDENTS	PERCENTAGE OF RESPONDENTS
Under 18	0	0.00%
18-24	7	3.57%
25-34	21	10.71%
35-44	37	18.88%
45-54	47	23.98%
55-64	36	18.37%
65-74	34	17.35%
75 and older	8	4.08%
Prefer not to say	6	3.06%
TOTAL	**196**	**100%**

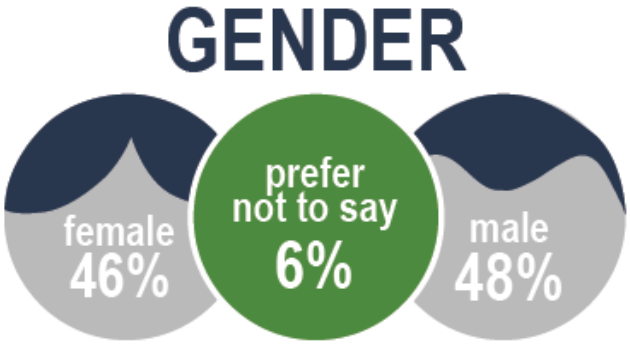
Annual Household Income

The graphic and table below show the annual household incomes of survey respondents. Note that nearly a quarter of respondents elected not to share their annual household income. Overall, survey respondent incomes trended higher than COATS study area residents. Half of COATS study area residents have an annual household income of $50,000 or below yet only about 10% of survey respondents reported an annual household income within this category. Conversely, while 40% of survey respondents reported an annual household income above $100,000, only 20% of COATS study area residents fall within this income category.

ANNUAL INCOME (HOUSEHOLD)	NUMBER OF RESPONDENTS	PERCENTAGE OF RESPONDENTS
Less than $25,000	3	1.53%
$25,000-$50,000	17	8.76%
$50,001-$100,000	53	27.04%
$100,001-$150,000	35	17.86%
More than $150,000	42	21.43%
Prefer not to say	46	23.47%
TOTAL	**196**	**100%**

Gender

The graphic and table below show the gender identities of survey respondents. Survey responses were nearly equally split between people identifying as female and male, with slightly more responses from males. The COATS study area, on the other hand, has a slightly higher proportion of female-identifying residents (52%, compared to 48% male-identifying residents).



GENDER	NUMBER OF RESPONDENTS	PERCENTAGE OF RESPONDENTS
Female	90	45.92%
Male	95	48.47%
Prefer not to say	11	5.61%
TOTAL	**196**	**100%**

Race and Ethnicity

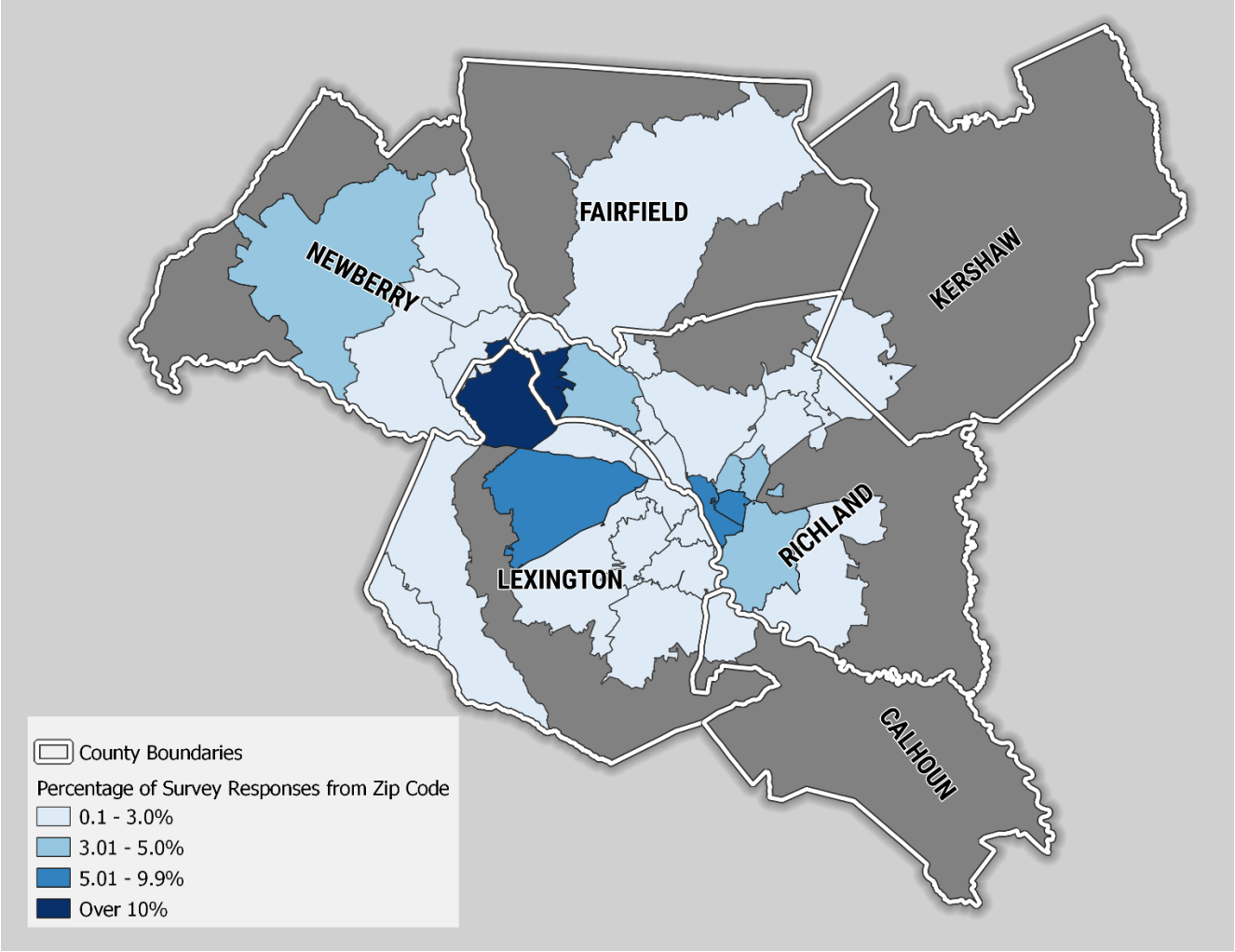
The graphic and table below show the racial and ethnic identities of survey respondents. The proportion of respondents identifying as Asian, Native American Indian/Alaskan Native, and Native Hawaiian/Other Pacific Islander are similar to the population of the COATS study area. However, proportion of responses from people who identify as White (and no other races/ethnicities) is much higher than the COATS study area; 80% of survey respondents identified only as white, whereas 56% of the COATS study area identifies as white alone. They survey had a lower proportion of respondents that identified as Black/African American and Latino(a)/Hispanic than the COATS study area, where 36% and 5% of residents identify as Black/African American or Latino(a)/Hispanic respectively.

RACE/ETHNICITY	NUMBER OF RESPONDENTS	PERCENTAGE OF RESPONDENTS*
Asian	2	1.02%
Black/African American	12	6.12%
Latino(a)/Hispanic	3	1.53%
Native American Indian/Alaskan Native	1	0.51%
Native Hawaiian/Other Pacific Islander	0	0%
White	161	80.10%
Prefer not to say	21	10.71%
TOTAL	**196**	**100%**

*NOTE: Four respondents selected "White" and another race/ethnicity category. For the purposes of developing percentages, only those who identified solely with “White” (157 respondents) as their race/ethnicity are included in the percentage of “White” respondents. This is to avoid percentages over 100% (since some respondents selected multiple categories) and to allow for more a more nuanced understanding of non-white respondents rather than grouping them into a “two or more races” category.

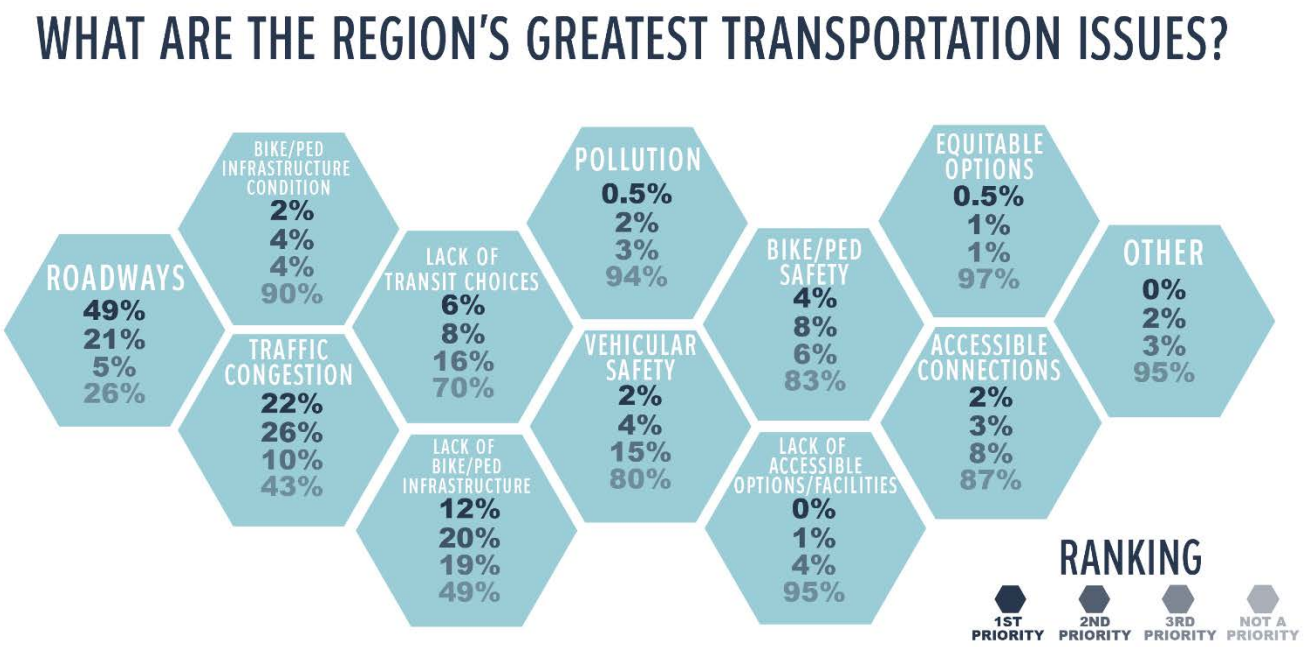
Zip Code

Nearly a third of survey respondents (32%) live within the 29036 zip code, which contains the Town of Chapin, Lake Murray of Richland, White Rock, and Snug Harbor. Zip codes 29201 and 29205, within the City of Columbia, represented 7% and 9%, respectively, of survey respondents. Zip code 29072, comprising the City of Lexington, represented 6% of survey respondents. All other zip codes within the study area represented less than 5% of survey respondents. The following map depicts the percentage of survey responses received from each zip code geographically. Note that survey responses were only received from areas on the map colored in blue; no online survey responses were received from the areas colored in grey.



Transportation Investments

The Region's Greatest Transportation Issues



Participants were asked to select what they consider the region's top three transportation issues and rank them in order of importance. Roadway condition was the most common top priority for respondents, nearly 50% of participants selected it as the region's most important transportation issue and three quarters selected it as one of their top three issues. Traffic congestion and lack of bicycle and pedestrian infrastructure follow as the second and third top priority issues for respondents. Traffic congestion was selected as the top priority by 22% of respondents and as one of the top three priorities of over half (57%) of respondents. Lack of bicycle and pedestrian infrastructure was selected as the top priority by 12% of respondents and as one of the top three priority issues by just over half (52%) of respondents.

Respondents were given the option to select and describe another issue that was not provided in the list. Nine alternative issues were detailed, though notably none were selected as a respondent's top priority. The alternative issues mentioned by respondents included:

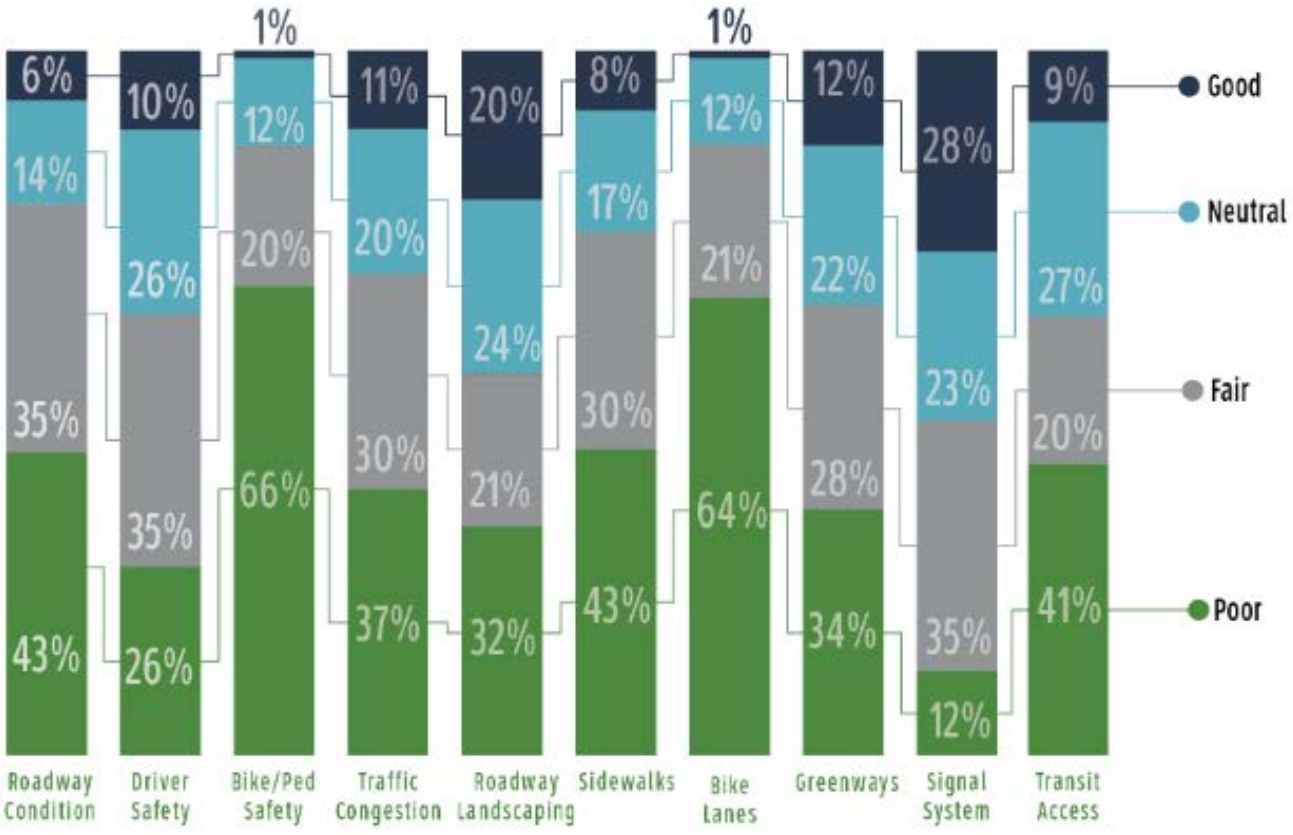
- Safety for all roadway users,
- Bridge conditions,
- Appropriate traffic signaling and turn lane placement at intersections,
- Lack of transit amenities and safe bus stops,
- Focusing enforcement initiatives on motorists rather than pedestrians and bicyclists,
- Environmentally conscious transit infrastructure,
- Not delaying funding for transportation improvements,
- Traffic and lack of accessibility to connecting destinations, specifically on Amicks Ferry Road.

TRANSPORTATION ISSUES	LEVEL OF IMPORTANCE							
	1st Priority		2nd Priority		3rd Priority		Not a Priority	
	#	%	#	%	#	%	#	%
Roadways condition	96	48.98%	41	20.92%	9	4.59%	50	25.51%
Bicycle/pedestrian infrastructure condition	3	1.53%	8	4.08%	8	4.08%	177	90.31%
Traffic congestion	43	21.94%	50	25.51%	19	9.69%	84	42.86%
Lack of public transit choices	11	5.61%	15	7.65%	32	16.33%	138	70.41%
Lack of bicycle/ pedestrian infrastructure	24	12.24%	39	19.90%	37	18.88%	96	48.98%
Pollution	1	0.51%	3	1.53%	6	3.06%	186	94.90%
Vehicular safety	3	1.53%	7	3.57%	29	14.80%	157	80.10%
Bicycle/pedestrian safety	7	3.57%	15	7.65%	11	5.61%	163	83.16%
Lack of accessible options or facilities	0	0%	2	1.02%	7	3.57%	187	95.41%
Equitable option	1	0.51%	2	1.02%	2	1.02%	191	97.45%
Accessibility/connections to destinations	4	2.04%	6	3.06%	16	8.16%	170	86.73%
Other	0	0%	3	1.53%	6	3.06%	187	95.41%

Satisfaction with the Existing Transportation System

Participants were asked to rate a variety of existing transportation system components from 'very good' to 'poor.' Few transportation system elements received a rating of 'very good' and every category was ranked as 'fair' or 'poor' by more than half of respondents. Compared to other categories, respondents were most satisfied with roadway landscaping and aesthetics and the signal system, with 21% and 29%, respectively, ranking the categories as 'very good' or 'good.' Respondents were least satisfied with roadway condition, bicycle and pedestrian safety, and bicycle lanes/paths; 87%, 86%, and 78% assigned a 'fair' or 'poor' score for bicycle lanes/paths, bicycle and pedestrian safety, and roadway conditions, respectively.

TRANSPORTATION SYSTEM COMPONENTS	LEVEL OF SATISFACTION									
	Very Good		Good		Neutral		Fair		Poor	
	#	%	#	%	#	%	#	%	#	%
Roadway condition	1	0.52%	13	6.77%	28	14.58%	68	35.42%	82	42.71%
Driver safety	1	0.52%	21	10.94%	50	26.04%	69	35.94%	51	26.56%
Bicycle/pedestrian safety	0	0%	2	1.05%	24	12.63%	38	20.00%	126	66.32%
Traffic congestion	0	0%	22	11.46%	39	20.31%	59	30.73%	72	37.50%
Roadway landscaping/aesthetics	1	0.52%	40	20.83%	47	24.48%	42	21.88%	62	32.29%
Sidewalks	0	0%	17	8.85%	33	17.19%	59	30.73%	83	43.23%
Bicycle lanes/paths	0	0%	2	1.04%	24	12.50%	42	21.88%	124	64.58%
Greenways	2	1.05%	24	12.63%	43	22.63%	55	28.95%	66	34.74%
Signal system	1	0.52%	54	28.27%	45	23.56%	68	35.60%	23	12.04%
Public transit accessibility	1	0.52%	19	9.90%	53	27.60%	40	20.83%	79	41.15%



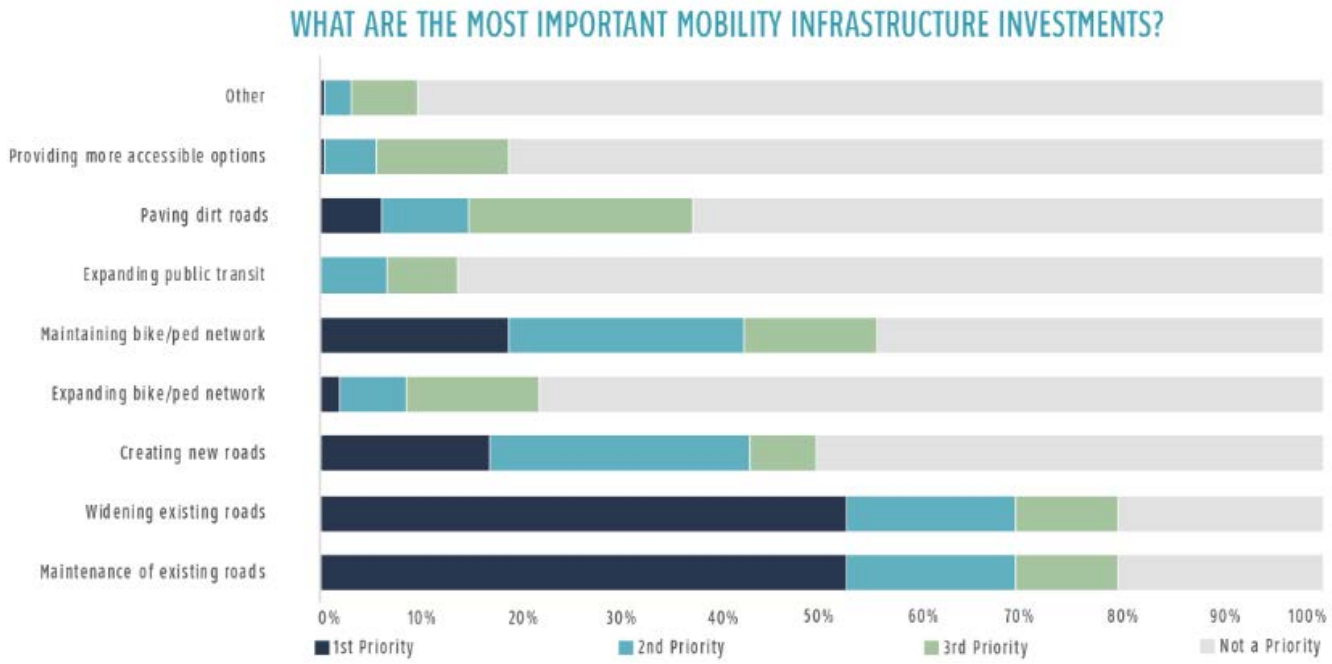
HOW RESPONDENTS RATED CENTRAL MIDLANDS REGION ON...

Mobility Infrastructure Investments

Participants were asked to select their top three mobility infrastructure investments and rank them in order of importance. Maintaining existing roads and widening existing roads were both selected by over 50% of respondents as their top priority investment and over 80% as one of their top three priority investments. Maintaining the bicycle and pedestrian network was the next top investment, selected by 56% of respondents as one of their top three priorities.

Respondents were also given the option to select and describe another mobility infrastructure investment that was not provided in the list. The alternative investments mentioned by respondents included:

- Roundabouts,
- Reducing noise pollution,
- Updating the transportation system to accommodating increasing volumes of drivers,
- Addressing safety issues, and
- Adding more access to the interstate system to alleviate congestion, particularly between Little Mountain and Chapin.



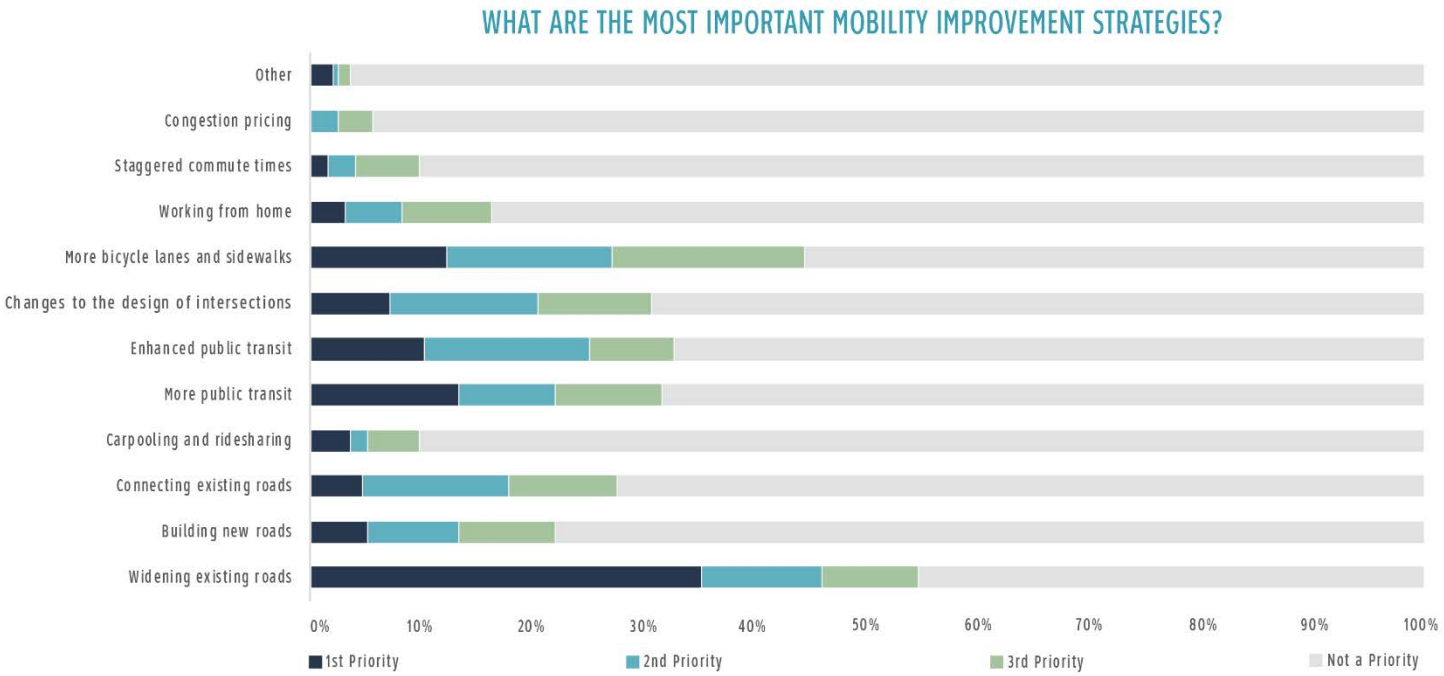
MOBILITY INFRASTRUCTURE INVESTMENTS	LEVEL OF IMPORTANCE							
	1st Priority		2nd Priority		3rd Priority		Not a Priority	
	#	%	#	%	#	%	#	%
Maintaining existing roads	103	52.55%	33	16.84%	20	10.20%	40	20.41%
Widening existing roads	103	52.55%	33	16.84%	20	10.20%	40	20.41%
Creating new roads	33	16.84%	51	26.02%	13	6.63%	99	50.51%
Expanding the bicycle/ pedestrian network	4	2.04%	13	6.63%	26	13.27%	153	78.06%
Maintaining the bicycle/ pedestrian network	37	18.88%	46	23.47%	26	13.27%	87	44.39%
Expanding public transit	0	0%	13	6.63%	14	7.14%	169	86.22%
Paving dirt roads	12	6.12%	17	8.67%	44	22.45%	123	62.76%
Providing more accessible options/ facilities	1	0.51%	10	5.10%	26	13.27%	159	81.12%
Other	1	0.51%	5	2.55%	13	6.63%	177	90.31%

Mobility Improvement Strategies

Participants were asked to select their top three mobility improvement strategies and rank them in order of importance. Widening existing roads was the top priority selected by participants, with 55% choosing it as one of their top three priority strategies. Other top strategies selected include providing more bicycle lanes and sidewalks (selected by 44% as one of their top three priorities) and enhanced public transit (selected by 33% as one of their top three priorities).

Respondents were also given the option to select and describe another mobility improvement strategy that was not provided in the list. The alternative strategies mentioned by respondents included:

- Bolstering maintenance efforts,
- Eliminating or improving crossings at railroads,
- Adding advanced pavement signage to call out turn and through lanes before intersections,
- Prioritize walkability and eliminate the need to walk in roadways or on ground without sidewalks, and
- Implementing protected bicycle lanes not only conventional painted ones.



MOBILITY IMPROVEMENT STRATEGIES	LEVEL OF IMPORTANCE							
	1st Priority		2nd Priority		3rd Priority		Not a Priority	
	#	%	#	%	#	%	#	%
Widening existing roads	69	35.20%	21	10.71%	17	8.67%	89	45.41%
Building new roads	10	5.10%	16	8.16%	17	8.67%	153	78.06%
Connecting existing roads	9	4.59%	26	13.27%	19	9.69%	142	72.45%
Carpooling and ridesharing	7	3.57%	3	1.53%	9	4.59%	177	90.31%
More public transit	26	13.27%	17	8.67%	19	9.69%	134	68.37%
Enhanced public transit	20	10.20%	29	14.80%	15	7.65%	132	67.35%
Changes to intersection design	14	7.14%	26	13.27%	20	10.20%	136	69.39%
More bicycle lanes and sidewalks	24	12.24%	29	14.80%	34	17.35%	109	55.61%
Working from home	6	3.06%	10	5.10%	16	8.16%	164	83.67%
Staggered commute times	3	1.53%	5	2.55%	11	5.61%	177	90.31%
Congestion pricing	0	0%	5	2.55%	6	3.06%	185	94.39%
Other	4	2.04%	1	0.51%	2	1.02%	189	96.43%

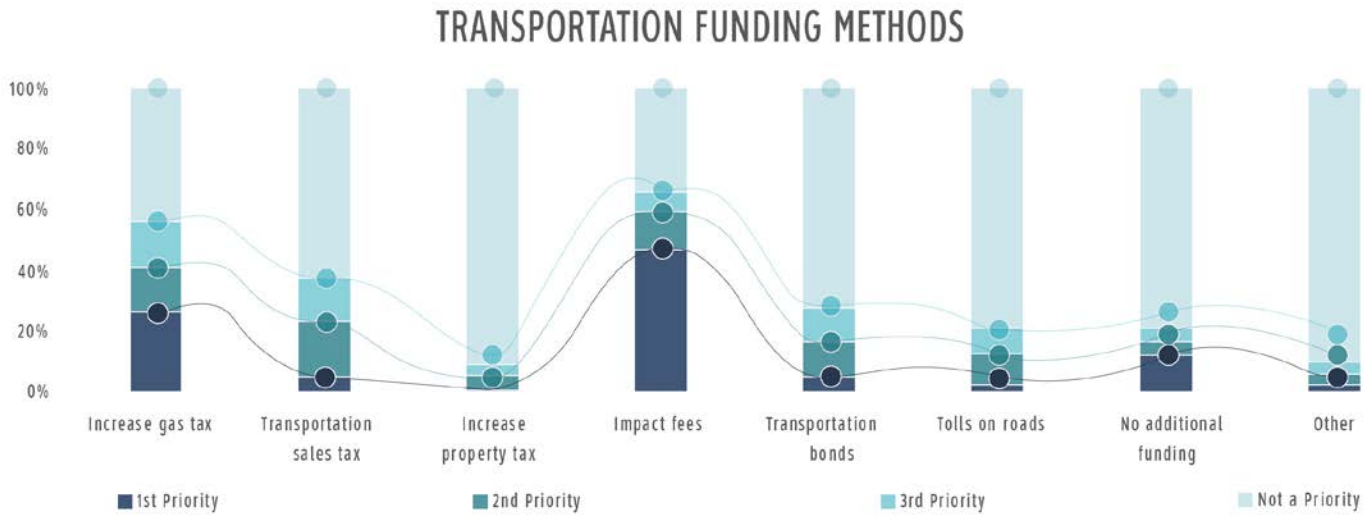
Transportation Funding Methods

Participants were asked to select and rank the top three funding methods they would support. The majority of participants (66%) selected impact fees as one of the top three funding methods they would support. Increasing the gas tax was selected by 56% as a funding method they would support. No other funding methods were selected by more than half of participants. Increasing property taxes was the least popular funding method, with 91% of respondents not selecting as one of the top three funding methods they would support.

Respondents were also given the option to select and describe another funding method that was not provided in the list. The alternative methods mentioned by respondents included:

- Pursuing grant opportunities,
- Tax heavy roadway users such as logging companies,
- Increase sales taxes on vehicles,
- Penny taxes,
- Require developers to pay for transportation investments,
- Highway use tax for electric vehicles and hybrid vehicles, and
- Pursue private funding sources.

Respondents also stated that they felt the region should be more efficient with current funding sources.

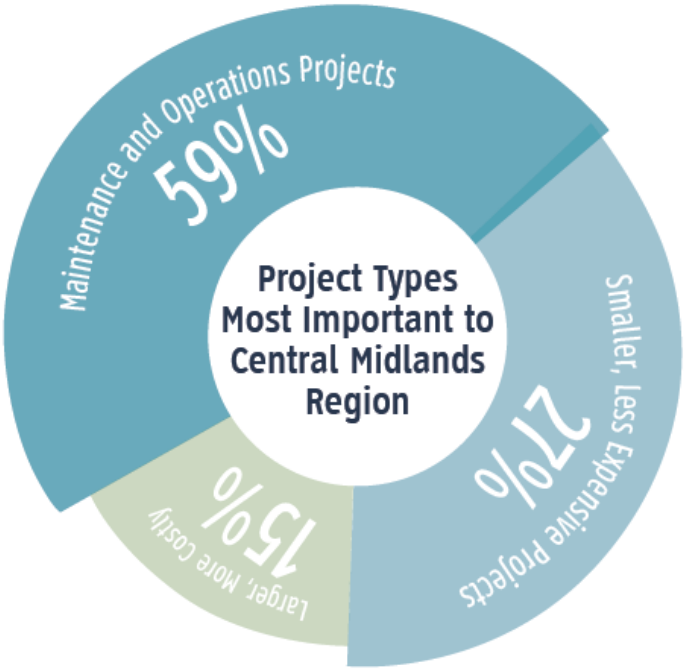


FUNDING METHODS	LEVEL OF SUPPORT							
	1st Choice		2nd Choice		3rd Choice		Not Selected	
	#	%	#	%	#	%	#	%
Increase gas tax	51	26.02%	29	14.80%	30	15.31%	86	43.88%
Transportation sales tax	9	4.59%	36	18.37%	28	14.29%	123	62.76%
Increase property tax	1	0.51%	9	4.59%	7	3.57%	179	91.33%
Impact fees	91	46.43%	25	12.76%	13	6.63%	67	34.18%
Transportation bonds	9	4.59%	23	11.73%	22	11.22%	142	72.45%
Tolls on roads	4	2.04%	20	10.20%	17	8.67%	155	79.08%
Not supportive of additional funding	23	11.73%	9	4.59%	9	4.59%	155	79.08%
Other	4	2.04%	7	3.57%	8	4.08%	177	90.31%

Project Types

Participants were asked to select what type of project was important to the region: 1) larger, regional projects, 2) smaller, more local projects, or 3) maintenance and operations projects. More than half (57%) of respondents selected smaller, less expensive projects providing benefits to local communities as being most important to the Central Midlands region.

PROJECT TYPE	RESPONDENTS	
	#	%
Larger, more costly projects beneficial to the entire region	28	14.66%
Smaller, less expensive projects providing benefits to local communities	112	58.64%
Maintenance and operations projects	51	26.70%
TOTAL	**191**	**100%**



Listening Session Survey Results

Listening Sessions were held for each county within the COATS study area, as well as the City of Columbia. Attendees were guided through the online survey questions. Since these meetings were tailored to each local government, their survey answers provide a more nuanced assessment of differing needs between communities within the COATS study area. The following section will highlight key similarities and differences between communities in their Listening Session survey responses, as well as similarities and differences between the cumulative Listening Session survey responses and the online survey responses. A detailed overview of the results is included in the Listening Session Minutes.

The Region's Greatest Transportation Issues

Comparing Listening Session Survey Results

Listening session attendees from nearly every community–except Calhoun County, Newberry County, and the City of Columbia—ranked condition of roadways as their top priority transportation issue. Roadway condition was the second priority for Listening Session attendees in Newberry County, but it was not selected as a top priority issue in either the Calhoun County or City of Columbia listening sessions. Listening session attendees from Calhoun County ranked traffic congestion as their top priority, while those from the City of Columbia selected both bicycle and pedestrian safety and lack of bicycle and pedestrian infrastructure as their top priorities. The following table details each Listening Session's top priority transportation issues.

LOCAL GOVERNMENT	TRANSPORTATION ISSUE PRIORITIES		
	1st Priority	**2nd Priority**	**3rd Priority**
Calhoun County	Traffic congestion	Accessibility/connectivity to destinations	Bicyclist and pedestrian safety
City of Columbia	Bicyclist and pedestrian safety	Lack of public transit choices	Lack of bicycle/pedestrian infrastructure
Fairfield County	Condition of roadways, Lack of public transit choices (tie)	Vehicular safety	N/A
Kershaw County	Condition of roadways	Traffic congestion	Vehicular safety
Lexington County	Condition of roadways	Traffic congestion	Vehicular safety
Newberry County	Lack of public transit choices	Condition of roadways	Lack of bicycle/pedestrian infrastructure
Richland County	Condition of roadways	Lack of bicycle/pedestrian infrastructure	Traffic congestion

Comparing Listening Session Results to Online Survey Results

Overarching results from the listening session surveys as the online survey are similar. Roadway condition was selected as the top priority for both the majority of listening session respondents and online survey respondents. Traffic congestion and lack of bicycle and pedestrian infrastructure were also popular selections among both groups of respondents. It is notable that two listening sessions prioritized lack of public transit choices (Fairfield County and Newberry County), whereas this was not selected as a top transportation issue by online survey respondents.

Satisfaction with the Existing Transportation System

Comparing Listening Session Survey Results

Levels of satisfaction with the COATS study area's existing transportation system were fairly consistent across local governments. All listening session groups rated the following transportation system components as 'fair' or 'poor': roadway condition, bicycle and pedestrian safety, sidewalks, bicycle lanes and paths, and public transit access. Driver safety was rated as 'fair' or 'poor' by all communities except Lexington and Newberry counties, which selected 'neutral.' Traffic congestion and roadway landscaping/aesthetics were considered 'fair' or 'poor' by all local governments except for the City of Columbia, which rated both categories as 'neutral.' Greenways were rated as 'neutral' by the City of Columbia and Calhoun and Richland counties; Fairfield, Newberry, Lexington, and Kershaw counties selected 'fair' or 'poor' for their greenways. Lastly, the signal system was rated 'poor' by the City of Columbia and Fairfield and Calhoun counties, 'neutral' by Newberry and Kershaw counties, and 'good' by Richland and Lexington counties.

Comparing Listening Session Results to Online Survey Results

Satisfaction levels with the existing transportation system were very similar when comparing the listening session surveys to the online surveys. Most transportation system components were rated as 'fair' or 'poor' by both sets of respondents. In addition, the signal system had the highest satisfaction rating among both sets of respondents. Online survey respondents were more satisfied with roadway landscaping/aesthetics than listening session respondents.

Mobility Infrastructure Investments

Comparing Listening Session Survey Results

Listening session attendees from nearly every community–except Calhoun County and the City of Columbia—selected maintaining existing roads as their top priority mobility infrastructure investment. Both Calhoun County and the City of Columbia selected maintaining existing roads as their second priority. Listening session attendees from Calhoun County ranked paving dirt roads as their top priority, while those from the City of Columbia selected both expanding the bicycle and pedestrian network and expanding public transportation options as their top priorities. The following table details each Listening Session's top priority mobility infrastructure investments.

LOCAL GOVERNMENT	MOBILITY INFRASTRUCTURE INVESTMENT PRIORITIES		
	1st Priority	**2nd Priority**	**3rd Priority**
Calhoun County	Paving dirt roads	Maintaining existing roads	Widening existing roads
City of Columbia	Expanding the bicycle/ pedestrian network, Expanding public transportation options (tie)	Maintaining existing roads	Maintaining the bicycle/ pedestrian system
Fairfield County	Maintaining existing roads	Expanding public transportation options	N/A
Kershaw County	Maintaining existing roads, Widening existing roads (tie)	Expanding the bicycle/ pedestrian network	N/A
Lexington County	Maintaining existing roads	Expanding the bicycle/ pedestrian network	Expanding public transportation options

LOCAL GOVERNMENT	MOBILITY INFRASTRUCTURE INVESTMENT PRIORITIES		
	1st Priority	2nd Priority	3rd Priority
Newberry County	Maintaining existing roads	Expanding public transportation options	Expanding the bicycle/ pedestrian network
Richland County	Maintaining existing roads	Expanding the bicycle/ pedestrian network	Widening existing roads, expanding public transportation options (tie)

Comparing Listening Session Results to Online Survey Results

Maintaining existing roads was a top priority for both the listening session respondents and the online survey respondents. Online survey respondents prioritized widening existing roads more than the listening session respondents; widening existing roads was only selected as one of the top three investment priorities by three of the listening sessions (Calhoun County, Kershaw County, and Richland County). Maintaining the bicycle and pedestrian network was not a priority for most of the listening sessions (only for the City of Columbia), while it was the third highest priority investment for online survey respondents. Instead, listening session attendees prioritized expanding the bicycle and pedestrian network or expanding public transportation options.

Mobility Improvement Strategies

Comparing Listening Session Survey Results

Communities had varying top priority selections among the provided list of mobility improvement strategies. Widening existing roads, connecting existing roads, more public transit, enhanced public transit, changes to the design of intersections, and more bicycle lanes and sidewalks were commonly selected as one of the top three priorities during the listening sessions. Congestion pricing, staggered commute times, carpooling and ridesharing, and working from home were not prioritized (with the exception of Calhoun County, which selected working from home as its third priority). The following table details each Listening Session's top priority mobility improvement strategies.

LOCAL GOVERNMENT	MOBILITY IMPROVEMENT STRATEGY PRIORITIES		
	1st Priority	2nd Priority	3rd Priority
Calhoun County	Changes to the design of intersections, Widening existing roads (tie)	Connecting existing roads, Building new roads (tie)	Working from home
City of Columbia	More bicycle lanes and sidewalks, Enhanced public transit, More public transit (tie)	N/A	N/A
Fairfield County	More public transit	More bicycle lanes and sidewalks	Widening existing roads, Connecting existing roads (tie)
Kershaw County	Changes to the design of intersections, Connecting existing roads (tie)	Enhanced public transit, Widening existing roads (tie)	More bicycle lanes and sidewalks
Lexington County	Changes to the design of intersections	Widening existing roads	Connecting existing roads

LOCAL GOVERNMENT	MOBILITY IMPROVEMENT STRATEGY PRIORITIES		
	1st Priority	2nd Priority	3rd Priority
Newberry County	Widening existing roads, More public transit (tie)	More bicycle lanes and sidewalks	Connecting existing roads, Enhanced public transit (tie)
Richland County	Widening existing roads	Enhanced public transit	More public transit, More bicycle lanes and sidewalks (tie)

Comparing Listening Session Results to Online Survey Results

Widening existing roads was a top priority for both listening session attendees and online survey respondents. It was selected as one of the top three mobility improvement strategies by all listening group sessions, except for the City of Columbia. More bicycle lanes and sidewalks, the second priority of online survey respondents, was also commonly selected as one of the top three priorities during the listening sessions. Enhanced public transit, the third priority of online survey respondents, was selected as a top priority by some of the listening sessions (City of Columbia, Kershaw County, Newberry County, and Richland County). Notably, many listening sessions selected connecting to existing roads as one of their top three priority strategies, while online survey respondents did not prioritize it.

Transportation Funding Methods

Comparing Listening Session Survey Results

Listening session attendees from nearly every community–except Calhoun County, Richland County, and the City of Columbia—selected increased gas taxes as their top transportation funding method. Both Calhoun County and Richland County selected impact fees as their first choice, which was selected as the second or third choice during all other listening sessions. Transportation bonds and transportation sales taxes tied for first choice during the City of Columbia's Listening Session; these methods were also often supported as one of the top three funding methods during the other listening sessions. The following table details each support for transportation funding methods by listening session.

LOCAL GOVERNMENT	TRANSPORTATION FUNDING METHOD SUPPORT		
	1st Choice	2nd Choice	3rd Choice
Calhoun County	Impact fees	Transportation sales tax	Transportation bonds
City of Columbia	Transportation bonds, Transportation sales tax (tie)	Impact fees, Increased gas tax (tie)	Increased property tax
Fairfield County	Increased gas tax, Transportation sales tax (tie)	Transportation bonds, Impact fees (tie)	N/A
Kershaw County	Increased gas tax	Transportation bonds	Impact fees
Lexington County	Increased gas tax	Impact fees	Transportation sales tax
Newberry County	Increased gas tax	Impact fees	Transportation bonds
Richland County	Impact fees	Increased gas tax	Transportation bonds

Comparing Listening Session Results to Online Survey Results

Impact fees and increased gas taxes were supported by both listening sessions participants and online survey respondents. Nearly all listening sessions also selected transportation sales taxes and transportation bonds as funding methods they would support, though they often were prioritized lower than increased gas taxes and impact fees.

Project Types

Comparing Listening Session Survey Results

The City of Columbia and Calhoun, Lexington, Richland, and Newberry counties listening sessions selected maintenance and operations projects as being most important to the region. The listening sessions for Fairfield and Kershaw counties thought that smaller, less expensive projects that provide benefits to local communities were more important to the region.

Comparing Listening Session Results to Online Survey Results

The listening sessions for Kershaw and Fairfield counties aligned with the majority online survey respondents, selecting smaller, less expensive projects that provide benefits to local communities. All other listening sessions, which selected maintenance and operations projects, did not align with the majority of online survey respondents.

Conclusion

Summary of Key Findings

The Region's Greatest Transportation Issues

Overwhelmingly, the top transportation issues for online survey respondents and listening session attendees are:

- Roadway condition,
- Traffic congestion, and
- Lack of bicycle and pedestrian infrastructure.

Listening sessions for specific communities also highlighted community-specific transportation priorities, including:

- Lack of public transit choices (City of Columbia, Fairfield County, and Newberry County),
- Vehicular safety (Fairfield, Kershaw, and Lexington counties),
- Accessibility and connectivity to destinations (Calhoun County), and
- Bicycle and pedestrian safety (City of Columbia).

Satisfaction with the Existing Transportation System

Respondents expressed dissatisfaction with much of the existing transportation system, assigning a rating of 'fair' or 'poor' for nearly all transportation system components. The signal system, roadway landscaping and aesthetics, and—depending on the community— greenways had higher levels of satisfaction than other transportation system components.

Mobility Infrastructure Investments

Following these top priorities, respondents expressed the most support for infrastructure investments in roadway maintenance and widening roads to accommodate higher traffic volumes. Expanding the bicycle and pedestrian network and expanding public transportation options were also prioritized by most listening session attendees. Community-specific investment priorities included paving dirt roads, which was selected as the top infrastructure investment by Calhoun County Listening Session attendees.

Mobility Improvement Strategies

In addition to being one of the top mobility infrastructure investments, widening roads was the most desired mobility improvement strategies among all respondents. More public transit, enhanced public transit, and more bicycle lanes and sidewalks were also highly desired improvement strategies by all respondents. Nearly all listening session attendees additionally prioritized connecting existing roads. Community-specific highly rated improvement strategies included changes to intersection design, which was chosen as one of the top three priority strategies by Calhoun County and Kershaw County listening sessions.

Transportation Funding Methods

The following funding strategies were widely supported by both online survey respondents and listening session attendees:

- Impact fees,
- Increased gas taxes,
- Transportation bonds, and
- Transportation sales tax.

There was not wide-spread support for any of the additional funding methods provided.

Voices Missing in Survey Results

It is important to caveat these findings with the limitations of both the online survey and listening sessions in being representative of all residents within the COATS study area. The proportions of survey respondents in a variety of demographic categories—youth, young adults, adults 75 and older, lower-income earners, Black/African Americans, and Latino(a)/Hispanic residents—were far lower than their respective contributions to the demographic diversity of the COATS study area.

In addition, the online survey received a very high number of responses, comprising nearly a third of all responses received, from the 29036 zip code which contains the Town of Chapin, Lake Murray of Richland, White Rock, and Snug Harbor. No other zip code had such a strong presence in the online survey, meaning that the results may be skewed towards the opinions and priorities of the communities within the 29036 zip code.

Future engagement efforts should strive for a more representative sample of the COATS study area, both in terms of demographics and geographic location.

APPENDIX I: SURVEY INSTRUMENT

Imagine the year 2045 - what will our region area look like? How will we get around? What transportation choices will be available for the next generation?

The Central Midlands Council of Governments (CMCOG) and the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) are updating their Long-Range Transportation Plan. This plan will address future road, transit, passenger rail, freight, bicycle and pedestrian needs for the region. It's a document that reflects the vision and goals of the region. The plan also includes a financially-constrained list of transportation projects; including major capacity improvements (new roadway lanes or transit links), as well as pedestrian and bicycle facilities, intersection design and traffic signal upgrades, rail and freight projects, and other critical investments.

Because these are your needs, and because this plan will directly impact you and shape your quality of life, we want to hear your perspective on vital transportation challenges in the region. In this way, we can mutually shape a vision for the Central Midlands area. This brief survey should only take about 5 minutes to complete and will be used to help guide the region's future. Thank you for your participation.

1. **What is your home zip code?**

2. **What are the region's greatest transportation issues?** *Select your top three and rank them in order of importance*.
   - Condition of roadways
   - Condition of bicycle or pedestrian infrastructure
   - Traffic congestion
   - Lack of public transit choices
   - Lack of bicycle and/or pedestrian infrastructure
   - Pollution (i.e., air quality, noise)
   - Vehicular safety
   - Bicyclist and pedestrian safety
   - Lack of accessible options or facilities
   - Equitable option
   - Accessibility/connections to destinations
   - Other:

3. **How would you rate the following in the Central Midlands Region?**

	POOR	FAIR	NEUTRAL	GOOD	VERY GOOD
Roadway condition					
Driver safety					
Bicyclist and pedestrian safety					
Traffic congestion					
Roadway landscaping/aesthetics					
Sidewalks					
Bicycle lanes/paths					
Greenways					
Signal system (i.e., traffic lights)					
Public transit accessibility					

4. **What mobility infrastructure investments are the most important?** *Select your top three and rank them in order of importance.*
    - Maintenance of existing roads
    - Widening existing roads
    - Creating new roads
    - Expanding the bicycle and pedestrian network
    - Maintaining the bicycle and pedestrian network
    - Expanding public transportation options
    - Paving dirt roads
    - Providing more accessible options/facilities
    - Other:

5. **What are the most important mobility improvement strategies?** *Select your top three and rank them in order of importance.*
    - Widening existing roads
    - Building new roads
    - Connecting existing roads
    - Carpooling and ridesharing
    - More public transit (i.e., additional routes, greater frequency of service, etc.)
    - Enhanced public transit (i.e., bus rapid transit, light rail, commuter rail, etc.)
    - Changes to the design of intersections
    - More bicycle lanes and sidewalks
    - Working from home
    - Staggered commute times
    - Congestion pricing (i.e., paying a fee to access priority travel lanes)
    - Other:

6. **Which method would you support for additional transportation funding?** *Select your top three and rank them in order of importance.*
    - Increased gas tax
    - Transportation sales tax
    - Increased property tax
    - Impact fees on new development
    - Transportation bonds (borrowing)
    - Tolls on roads
    - I would not support any additional funding for transportation
    - Other:

7. **Which of the following project types are most important to the Central Midlands Region?**
    - Larger, more costly projects beneficial to the entire region
    - Smaller, less expensive projects providing benefits in local communities
    - Maintenance and operations projects (i.e., repairing existing roads, improving existing safety concerns, updating traffic signal timings, etc.)

8. If you are interested in signing-up for updates about the Regional Long-Range Transportation Plan, please provide your email.

Thank you for your input! Please answer these optional questions to help us better understand our audience.

9. **What is your age group?**
    - Under 18
    - 18-24
    - 25-34
    - 35-44
    - 45-54
    - 55-64
    - 65-74
    - Over 75
    - Prefer not to say

10. **As what gender do you identify?**
    - Female
    - Male
    - Non-binary/third gender
    - Prefer not to say
    - Prefer to self-describe: _____

11. **How do you describe your race/ethnicity?** Select all that apply.
    - Asian
    - Black or African American
    - Latino/a or Hispanic
    - Native American Indian or Alaskan Native
    - Native Hawaiian or Other Pacific Islander
    - White
    - Prefer not to say
    - Prefer to self-describe: _____

12. **What is your annual household income?**
    - Less than $25,000
    - $25,001-$50,000
    - $50,001-$100,000
    - $100,001-$150,000
    - More than $150,000
    - Prefer not to answer

MOVING THE MIDLANDS FORWARD 2040 LONG RANGE TRANSPORTATION PLAN SURVEY

1. **How many people are in your household?**
   a. 1
   b. 2
   c. 3
   d. 4 or more

2. **In what range is your age?**
   a. 15 or under
   b. 16-24
   c. 25-34
   d. 35-44
   e. 45-54
   f. 55-64
   g. 65 or over

3. **What is your gender?**
   a. Male
   b. Female

4. **In what range is your household income?**
   a. Under $10,000
   b. $10,000 to $20,000
   c. $20,000 to $30,000
   d. $30,000 to $40,000

e. $40,000 to $50,000

f. $50,000 to $60,000

g. $60,000 to $70,000

h. $70,000 to $80,000

i. $80.000 and above

5. What is your race?

a. White
b. Hispanic or Latino
c. Black or African American
d. Native American or American Indian
e. Asian / Pacific Islander
f. Other

6. Please provide your street name and residential zip code. This will assist us in tracking the general location of where the surveys were received from.

7. What is the zip code and address of your workplace?

8. Which of the following do you consider to be the area's most important transportation issue?

a. Condition of roadways

b. Congestion

c. Distances needed to drive to various destinations

d. Lack of transportation choices (public transit, biking, walking)

e. Lack of efficient street connectivity (between home and work)

f. Other

9. **Please rank the roadway/mobility improvements from 1 to 6 with 1 being the most important and 6 being the least important.**

   a. Maintenance of existing roads

   b. New roads to make new connections

   c. Widening existing roads

   d. More sidewalks and bike lanes

   e. New and expanded public transportation

   f. Paving dirt roads

10. **Which strategies listed below should be used to improve the street/roadway network so that travel would be easier and roadways less congested? You may choose more than one.**

    a. Widen existing road/streets

    b. Build new roads/streets

    c. Connecting existing roads/streets

    d. Carpool/Ridesharing

    e. More public transit

    f. Improve intersections

11. **Which strategies listed below should be used to improve safety and slow traffic.**

    a. Build and/or widen sidewalks

    b. Allow or provide on street parking

    c. Install traffic calming devices: street trees, roundabouts, bulb outs

    d. Narrow road/street lanes

    e. Create more one way streets

12. On average, how many times a month do you drive (round trip) a private automobile to work, school, run errands?

a. 0 to 4 times

b. 5 to 9 times

c. 10 to 19 times

d. 20 or more

e. I do not work

13. How have increased fuel prices changed your driving habits? You may choose more than one answer.

a. Drive less

b. Purchase more fuel efficient car

c. Ridesharing/Car pooling

d. Walk more

e. Bike more

f. More public transit

g. No change

14. How many times a month do you ride public transportation?

a. 0 to 4 times

b. 5 to 9 times

c. 10 to 19 times

d. 20 or more

e. I do not use public transportation

15. What would motivate you to take public transportation? You may choose more than one answer.

a. Stops conveniently near my destination

b. Transit shelters that are safe and sheltered

c. More fixed routes in my community

d. If gas becomes too expensive

e. Lower cost to ride

f. I would not take public transportation

16. Would you support a policy to connect commercial, office, and retail parking lots to reduce the need to drive on major roadways?

a. Yes

b. No

17. Do you feel the existing roadway system is adequately maintained?

a. Yes

b. No

18. Do you feel that there is adequate roads, sidewalks, and bike lanes to accommodate growth?

a. Yes

b. No

19. Please list roads and intersections that you feel need to be improved and what is needed?

20. Where would you like to see future job growth areas? Please provide the city, town, county and directional description. (Example: Richland County, Northeast)

21. Where would you like to see future residential growth areas? Please provide the city, town, county and directional description. (Example: Kershaw County, Near City of Camden)

22. Check all the trips below that you might make by walking or biking?

a. Commute to work

b. Commute to school

c. Commute to a transit stop

d. Run errands

e. Shop/Dine

f. Recreational purposes

23. What roads/streets would you like to have bike lanes on?

24. What road/streets would you like to have sidewalks on?

25. Where would you like to see greenways?

26. Would you prefer to have a separated bike lane or within the roadway?

a. Separated

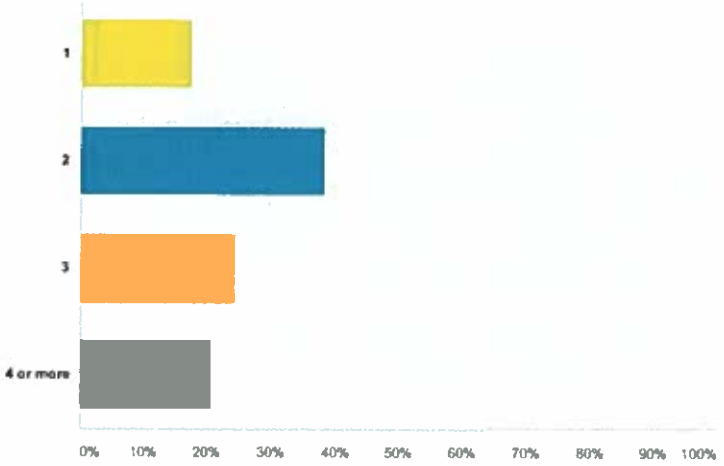
b. Within Roadway

APPENDIX C: PUBLIC PARTICIPATION SURVEY RESULTS

2040 Long Range Transportation Plan

Q1 How many people are in your household?

Answered: 29 Skipped: 1



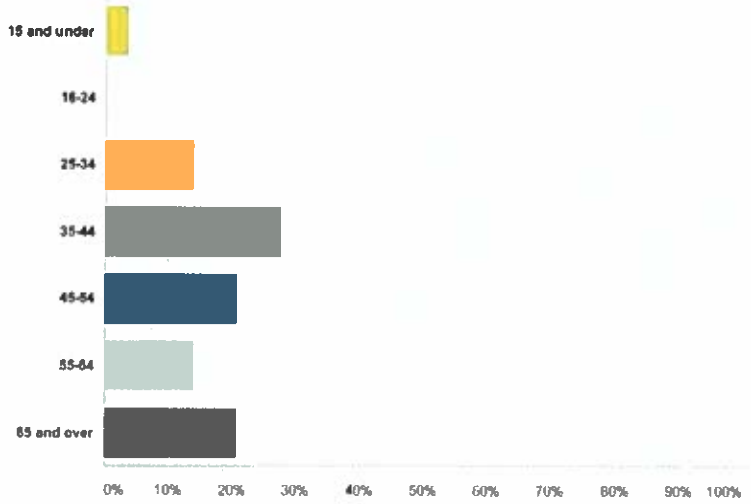
Answer Choices	Responses	
1	17.24%	5
2	37.93%	11
3	24.14%	7
4 or more	20.69%	6
Total		29

1 / 26

2040 Long Range Transportation Plan

Q2 In what range is your age?

Answered: 29 Skipped: 1



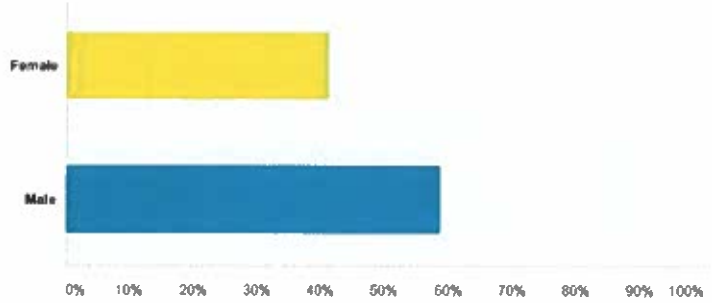
Answer Choices	Responses	
15 and under	3.45%	1
16-24	0.00%	0
25-34	13.79%	4
35-44	27.59%	8
45-54	20.69%	6
55-64	13.79%	4
65 and over	20.69%	6
Total		29

2 / 26

2040 Long Range Transportation Plan

Q3 What is your gender?

Answered: 29 Skipped: 1



Answer Choices	Responses	
Female	41.38%	12
Male	58.62%	17
Total		29

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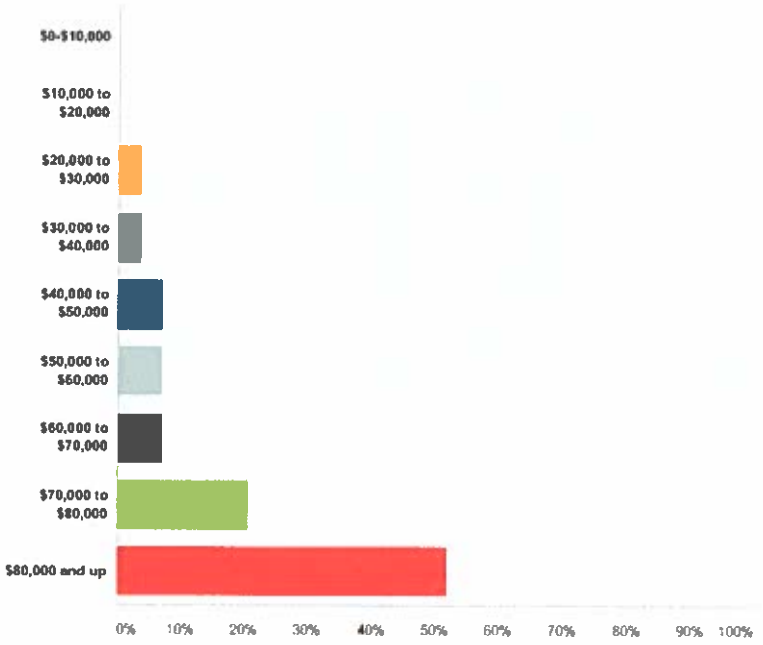
2040 Long Range Transportation Plan

Q4 What is your approximate average household income?

Answered: 29 Skipped: 1

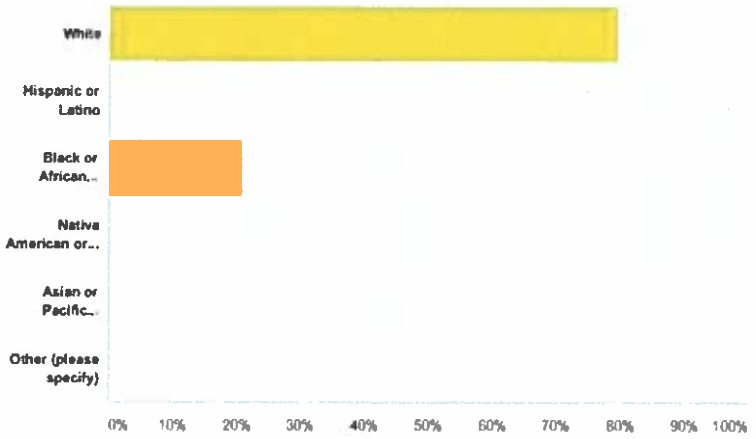


Answer Choices	Responses	
$0-$10,000	0.00%	0
$10,000 to $20,000	0.00%	0
$20,000 to $30,000	3.45%	1
$30,000 to $40,000	3.45%	1
$40,000 to $50,000	6.90%	2
$50,000 to $60,000	6.90%	2
$60,000 to $70,000	6.90%	2
$70,000 to $80,000	20.69%	6
$80,000 and up	51.72%	15
Total		29

2040 Long Range Transportation Plan

Q5 What is your race?

Answered: 29 Skipped: 1



Answer Choices	Responses	
White	79.31%	23
Hispanic or Latino	0.00%	0
Black or African American	20.69%	6
Native American or American Indian	0.00%	0
Asian or Pacific Islander	0.00%	0
Other (please specify)	0.00%	0
Total		29

2040 Long Range Transportation Plan

Q6 Please provide your street name and/or residential zip code. This will assist us in tracking the general location of where the surveys were received from.

Answered 29 Skipped 1

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Please be advised that these results can only be seen on the individual responses.

2040 Long Range Transportation Plan

Q7 What is the zip code and address of your workplace?

Answered: 29 Skipped: 1

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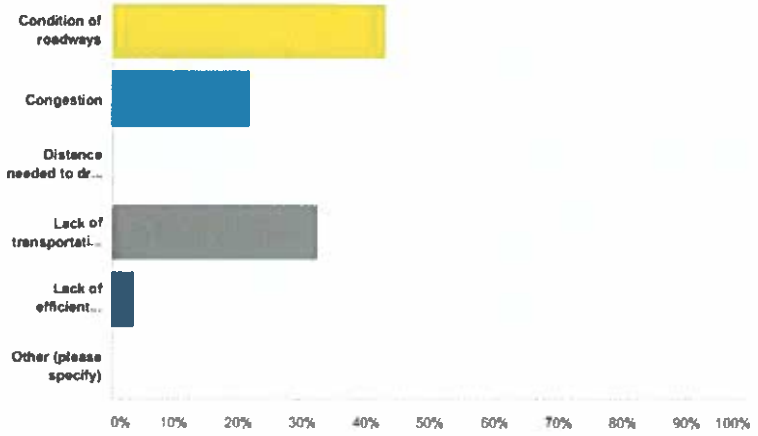
Please be advised that these results can only be seen on the individual responses.

2040 Long Range Transportation Plan

Q8 Which of the following do you consider to be the area's most important transportation issue?

Answered: 28 Skipped: 2

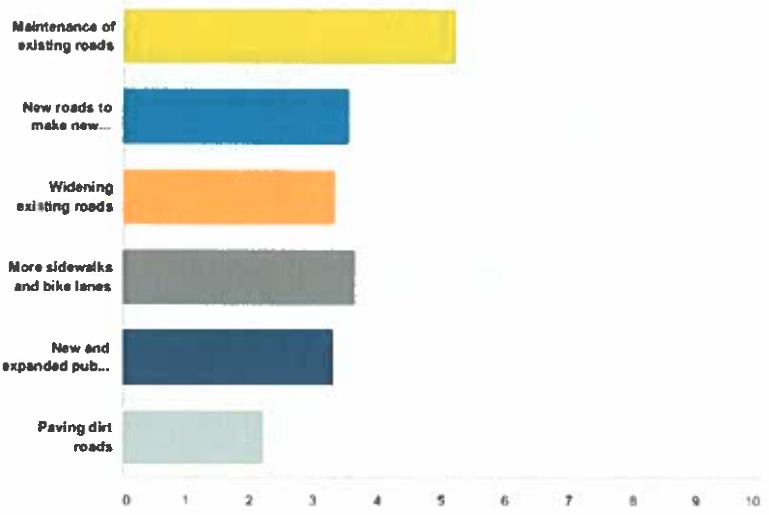


Answer Choices	Responses	
Condition of roadways	42.86%	12
Congestion	21.43%	6
Distance needed to drive to various destinations	0.00%	0
Lack of transportation choices (public transit, biking, walking)	32.14%	9
Lack of efficient street connectivity (between home and work)	3.57%	1
Other (please specify)	0.00%	0
Total		28

2040 Long Range Transportation Plan

Q9 Please rank the roadway/mobility improvements from 1 to 6 with 1 being the most important and 6 being the least important?

Answered: 28 Skipped: 2

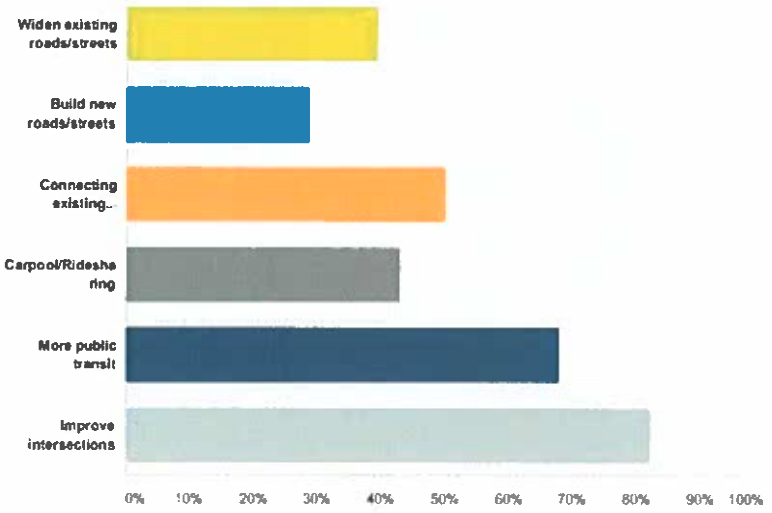


	1	2	3	4	5	6	Total	Score
Maintenance of existing roads	53.85% 14	15.38% 4	26.92% 7	3.85% 1	0.00% 0	0.00% 0	26	5.19
New roads to make new connections	4.00% 1	20.00% 5	16.00% 4	44.00% 11	16.00% 4	0.00% 0	25	3.52
Widening existing roads	10.71% 3	14.29% 4	28.57% 8	7.14% 2	21.43% 6	17.86% 5	28	3.32
More sidewalks and bike lanes	14.81% 4	22.22% 6	22.22% 6	7.41% 2	18.52% 5	14.81% 4	27	3.63
New and expanded public transportation	18.52% 5	14.81% 4	7.41% 2	11.11% 3	33.33% 9	14.81% 4	27	3.30
Paving dirt roads	0.00% 0	14.81% 4	0.00% 0	25.93% 7	11.11% 3	48.15% 13	27	2.22

2040 Long Range Transportation Plan

Q10 Which strategies listed below should be used to improve the street/roadway network so that travel would be easier and roadways less congested? You may choose more than one.

Answered: 28 Skipped: 2

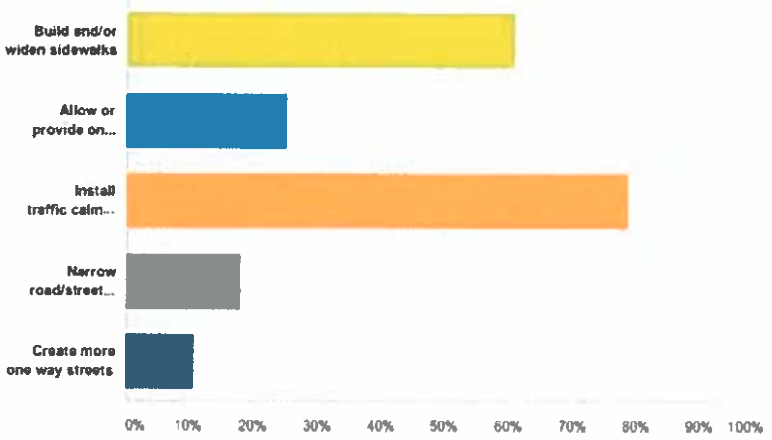


Answer Choices	Responses	
Widen existing roads/streets	39.29%	11
Build new roads/streets	28.57%	8
Connecting existing roads/streets	50.00%	14
Carpool/Ridesharing	42.86%	12
More public transit	67.86%	19
Improve intersections	82.14%	23
Total Respondents: 28		

2040 Long Range Transportation Plan

Q11 Which strategies listed below should be used to improve safety and slow traffic?

Answered: 28 Skipped: 2

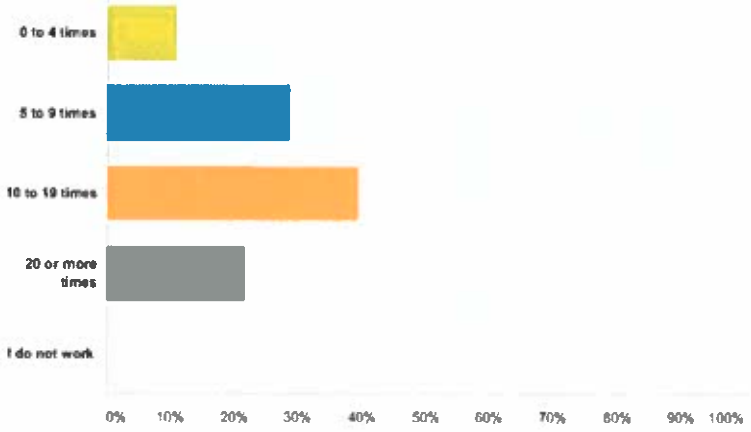


Answer Choices	Responses	
Build and/or widen sidewalks	60.71%	17
Allow or provide on street parking	25.00%	7
Install traffic calming devices: street trees, roundabouts, bulb outs	78.57%	22
Narrow road/street lanes	17.86%	5
Create more one way streets	10.71%	3
Total Respondents: 28		

2040 Long Range Transportation Plan

Q12 On average, how many times a week do you drive (round trip) a private automobile to work, school, run errands?

Answered: 28 Skipped: 2

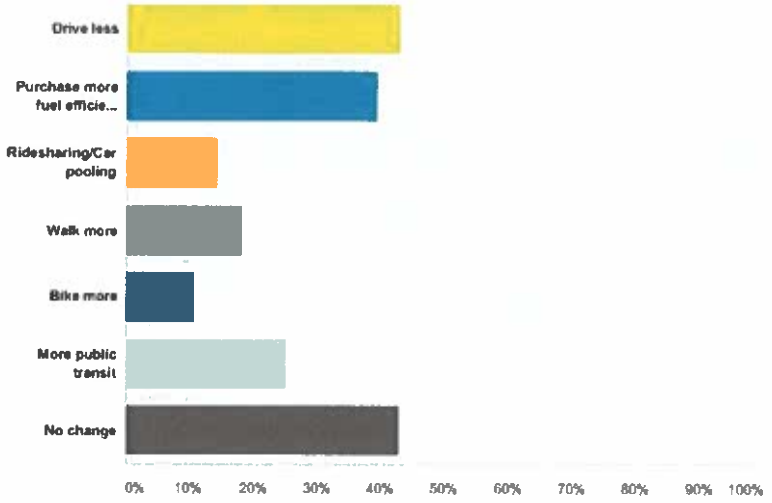


Answer Choices	Responses	
0 to 4 times	10.71%	3
5 to 9 times	28.57%	8
10 to 19 times	39.29%	11
20 or more times	21.43%	6
I do not work	0.00%	0
Total		28

2040 Long Range Transportation Plan

Q13 How will increased fuel prices change your driving habits? You may choose more than one answer?

Answered: 28 Skipped: 2

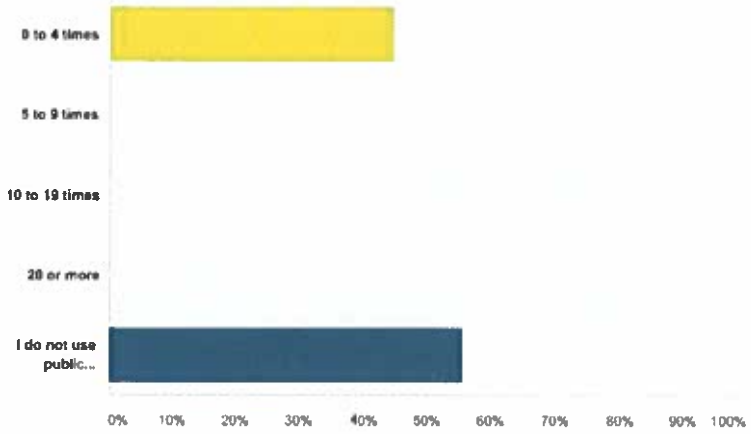


Answer Choices	Responses	
Drive less	42.86%	12
Purchase more fuel efficient car	39.29%	11
Ridesharing/Car pooling	14.29%	4
Walk more	17.86%	5
Bike more	10.71%	3
More public transit	25.00%	7
No change	42.86%	12
Total Respondents: 28		

2040 Long Range Transportation Plan

Q14 How many times a month do you ride public transportation?

Answered: 27 Skipped: 3

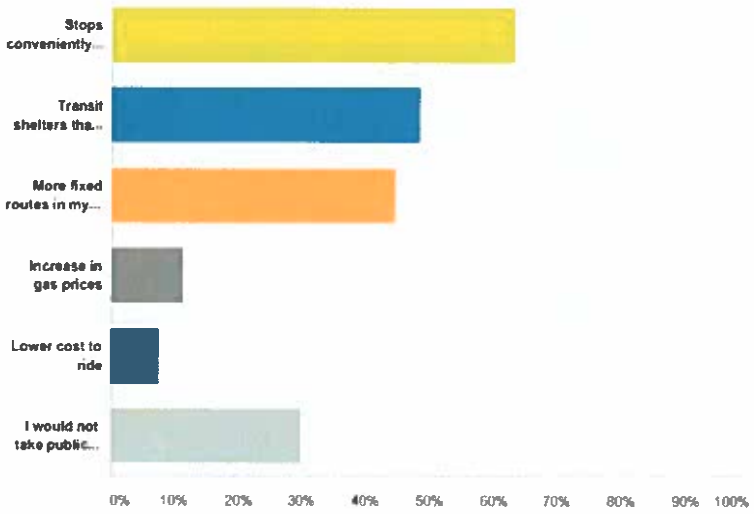


Answer Choices	Responses	
0 to 4 times	44.44%	12
5 to 9 times	0.00%	0
10 to 19 times	0.00%	0
20 or more	0.00%	0
I do not use public transportation	55.56%	15
Total		27

2040 Long Range Transportation Plan

Q15 What would motivate you to take public transportation? You may choose more than one.

Answered: 27 Skipped: 3



Answer Choices	Responses	
Stops conveniently near my destination	62.96%	17
Transit shelters that are safe and sheltered	48.15%	13
More fixed routes in my community	44.44%	12
Increase in gas prices	11.11%	3
Lower cost to ride	7.41%	2
I would not take public transportation	29.63%	8
Total Respondents: 27		

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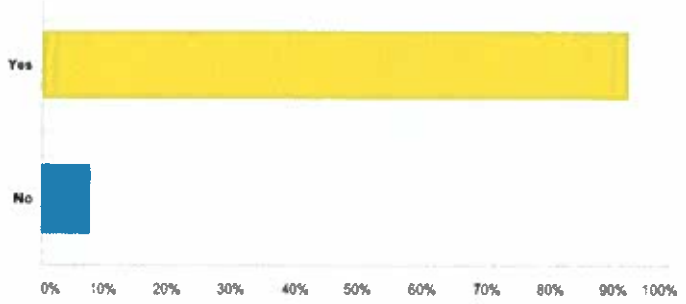
2040 Long Range Transportation Plan

Q16 Would you support a policy to connect commercial, office, and retail parking lots to reduce the need to drive on major roadways?

Answered: 26 Skipped: 4



Answer Choices	Responses	
Yes	92.31%	24
No	7.69%	2
Total		26

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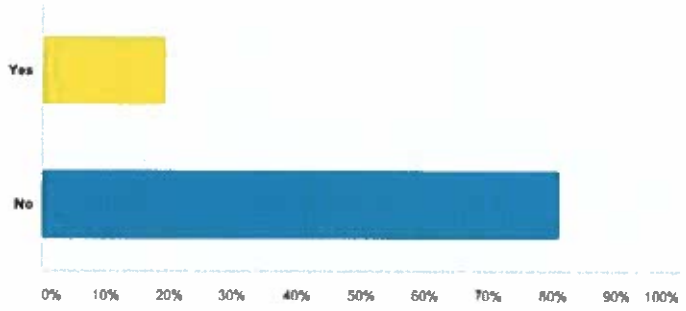
2040 Long Range Transportation Plan

Q17 Do you feel the existing roadway system is adequately maintained?

Answered: 26 Skipped: 4

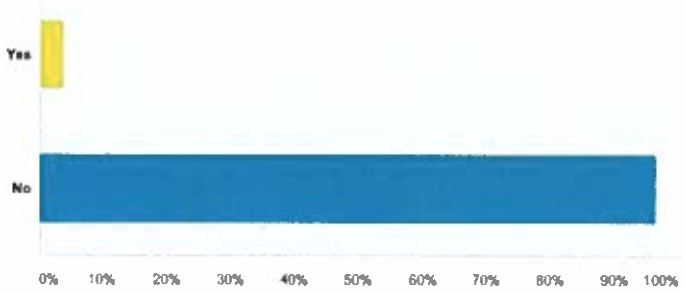


Answer Choices	Responses	
Yes	19.23%	5
No	80.77%	21
Total		26

2040 Long Range Transportation Plan

Q18 Do you feel that there is adequate road, sidewalks, and bike lanes to accommodate growth?

Answered: 27 Skipped: 3



Answer Choices	Responses	
Yes	3.70%	1
No	96.30%	26
Total		27

2040 Long Range Transportation Plan

Q19 Please list road and intersections that you feel need to be improved and what is needed.

Answered: 20 Skipped: 10

19 / 26

Please be advised that these results can only be seen on the individual responses.

2040 Long Range Transportation Plan

Q20 Where would you like to see future job growth areas? Please provide the city, town, county and directional description? (Example: Richland County, Northeast)

Answered: 23 Skipped: 7

20 / 26

Please be advised that these results can only be seen on the individual responses.

2040 Long Range Transportation Plan

Q21 Where would you like to see future residential growth areas? Please provide the city, town, county and directional description? (Example: Kershaw County, Near City of Camden)

Answered: 18 Skipped: 14

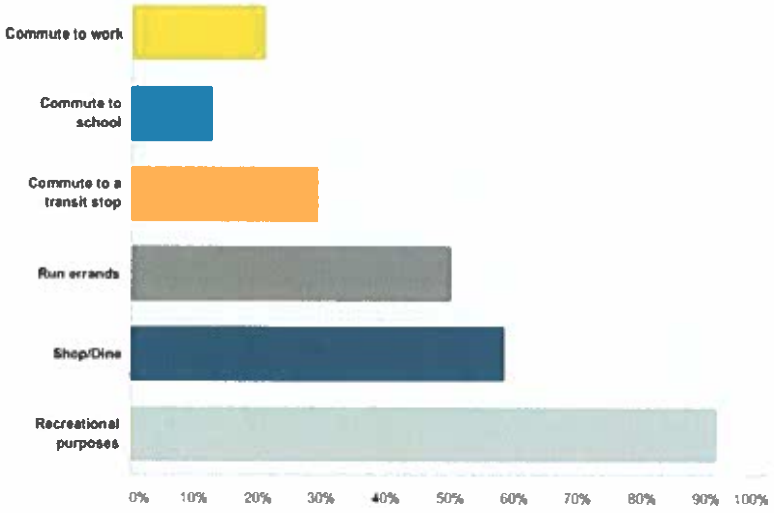
21 / 26

Please be advised that these results can only be seen on the individual responses.

2040 Long Range Transportation Plan

Q22 Check all the trips below that you might make by walking or biking?

Answered: 24 Skipped: 6



Answer Choices	Responses	
Commute to work	20.83%	5
Commute to school	12.50%	3
Commute to a transit stop	29.17%	7
Run errands	50.00%	12
Shop/Dine	58.33%	14
Recreational purposes	91.67%	22
Total Respondents: 24		

2040 Long Range Transportation Plan

Q23 What roads/streets would you like to have bike lanes on?

Answered: 20 Skipped: 10

Please be advised that these results can only be seen on the individual responses.

2040 Long Range Transportation Plan

Q24 What road/streets would you like to have sidewalks on?

Answered: 18 Skipped: 12

Please be advised that these results can only be seen on the individual responses.

2040 Long Range Transportation Plan

Q25 Where would you like to see greenways developed?

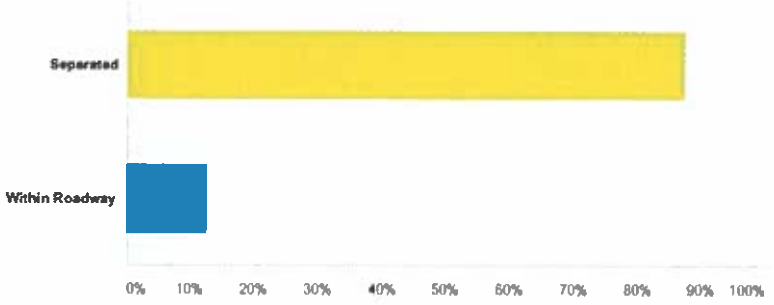
Answered: 15 Skipped: 15

Please be advised that these results can only be seen on the individual responses.

2040 Long Range Transportation Plan

Q26 Where would you prefer to have a bike lane, separated from the roadway or within the roadway?

Answered: 24 Skipped: 6



Answer Choices	Responses	
Separated	87.50%	21
Within Roadway	12.50%	3
Total		24

Appendix C

TOOLE DESIGN

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APPENDIX C: BICYCLE AND PEDESTRIAN PLAN REVIEW

Numerous planning efforts have been completed by CMCOG member governments which laid the foundation for realizing each community's vision for walking and bicycling. Building upon this work is essential to enhancing the bicycle and pedestrian environment for communities throughout the region. The 2045 LRTP recognizes the importance of creating a safe, well-connected network of facilities that support bicycling and walking for both transportation and recreation. Six bicycle and pedestrian plans, in addition to the 2040 COATS LRTP, were reviewed:

- Kershaw County Bicycle, Pedestrian and Greenways Plan (2013)
- Walk Bike Columbia (2015)
- West Wateree Transportation Study (2017)
- West Metro Bike and Pedestrian Master Plan (2019)
- Chapin, Swansea, & Batesburg-Leesville Bike and Pedestrian Master Plan (2019)
- Lower Saluda Greenway Feasibility Study (2021)

Each of these plans incorporated feedback from their respective communities, developed strategies based upon the goals and desires of the public, and proposed recommendations that benefit the overall bicycle and pedestrian environment within the region. This document summarizes key elements of each plan relevant to the 2045 COATS LRTP, including:

- Plan Purpose
- Plan Goals
- Key Takeaways (from existing conditions, public participation, and analysis results)
- Proposed Projects

Kershaw County Bicycle, Pedestrian, and Greenways Plan (2013)

Purpose

The Kershaw County Bicycle, Pedestrian, and Greenways Plan proposes on- and off-street bikeway, walkway, and trail network and recommends policies and programs to encourage usage of the bikeway, walkway, and trail network and to promote safe bicycling, walking, and driving practices.

Goals

- Goal 1: Create a community network of on- and off-street walkways, bikeways, and trails designed for all ages, abilities, and user groups
- Goal 2: Capitalize on existing scenic natural resources, including the Wateree River, recreation and historical amenities, and the attractiveness of Downtown Camden
- Goal 3: Improve the safety and comfort of bicycling and walking routes to destinations such as schools, parks, and libraries
- Goal 4: Ensure that bikeways, walkways, and trails are clean, inviting, and family-friendly

- Goal 5: Establish a connected network of primary bicycling and walking routes and spur trails that link to community destinations
- Goal 6: Promote bicycling, walking, and trail usage for both recreation and transportation
- Goal 7: Improve bicycle and pedestrian access between neighborhoods and outlets for healthy food

Key Takeaways

Existing Conditions

- Highway 1 is a major obstacle to a safe, viable, connected bicycle and pedestrian system.
- Existing sidewalk infrastructure is limited.
- Safe intersection crossings for bicyclists are needed.
- There are important opportunities for greenway development throughout the County along existing abandoned railroads, publicly- and privately-owned land, roadway right-of-way, and conservation easements.
- Developing a greenway along the Wateree River and creating access to the property behind Wal-Mart will create an important multi-use connection.
- Need to improve connectivity to existing neighborhoods, schools, and neighboring parks.
- There is strong support from political leadership, the business community, and private citizens.
- Camden's Complete Street Resolution is an important policy success.
- Improving communication between the County and municipal governments is needed.

Public Participation

Key findings from the Plan's survey include:

- The major reasons participants identified as discouraging biking and walking include: aggressive motorist behavior, lack of time, and lack of nearby destinations.
- People prefer paved greenways (67.1%) and sidewalks (58%) as facilities.
- Community destinations considered the most important for walking and bicycling include: entertainment, libraries or recreational facilities, public transportation, and greenways.

Key community member desires expressed during public input include:

- Create a connected network (current facilities are disconnected)
- Develop consistent wayfinding signage
- Design for the needs and preferences of senior citizens
- Design for the needs and preferences of children
- Engage Kershaw Health as a partner in implementation
- Maintain existing shoulders and bikeways
- Connect residents to Downtown Camden (especially Black River Road residential areas)
- Advance Safe Routes to School efforts

Overall Analysis Results

Various population demographics were assessed within walking and bicycling distances of ½ mile and 1 ½ miles of grocery stores to analyze food access. Key findings include:

- Much of the population in poverty is likely located outside of the direct walk/bike shed.
- Less than 10% of the under 18 population live within the walk/bike sheds.
- Some of the zero-car households are within walk/bike sheds; however, those in the NE corner of the county lack access.

- The census tract that includes the community of Lugoff has the highest percentages of potentially vulnerable populations.
- Access along or parallel to Jefferson Highway/Main Street is critical for access to fresh food.

Proposed Projects

All of the proposed projects in this Plan were considered “high priority.” The number and type of proposed projects are detailed in Table 5.

Table 5. Kershaw County Bicycle, Pedestrian and Greenways Plan Proposed Projects by Type

PROPOSED PROJECT TYPE	QTY
Multi-Use Trail	6
Sidewalk	4
Bike Lanes	1
Shared Lane Markings	1

Walk Bike Columbia (2015)

Purpose

The Plan provides a long-term vision for walking, bicycling, and transit in Columbia, as well as a plan of action to guide Columbia towards achieving the Plan’s vision.

Major Goals

- Goal 1: Choice – Provide a range of transportation options to advance Columbia’s multimodal linkages and transportation culture.
- Goal 2: Accessibility – Institutionalize universal design principals to meet the needs of all modes and all users, including children, families, the aging, and those with disabilities.
- Goal 3: Connectivity and Convenience – Biking, walking, and using transit for transportation will be easy, efficient, and routine activities.
- Goal 4: Safety and Comfort – Improve pedestrian and bicyclist safety while designing attractive, welcoming, and comfortable streets, trails, and greenways for all users.
- Goal 5: Awareness – Increase education, encouragement, and enforcement related to biking and walking to ensure all residents and visitors feel confident biking and walking throughout Columbia.
- Goal 6: Usage – The transit-, walking-, and biking-environment will inspire movement in everyday life.
- Goal 7: Implementation – Local leadership, coordination, and funding will allow the continued growth of the pedestrian and bicycle network as well as opportunities for bike sharing.
- Goal 8: Evaluation – The City will measure progress towards advancing the vision and goals of Walk Bike Columbia.

Key Takeaways

Existing Conditions

- Columbia is one of five bronze-level Bicycle Friendly Communities in South Carolina.
- The sidewalk network is more established around downtown and other historic commercial and residential districts.
- Paved trails exist primarily along and/or connecting to the Broad, Saluda, and Congaree rivers.
- Existing bicycle facilities connect West Columbia, downtown, Arcadia Lakes, and Dentsville. Facilities include bicycle lanes, shared lanes, and off-road trails.

- Most Columbia primary schools are in walkable or bikeable areas. Relatively minor improvements can be made to make walking and bicycling to school a more attractive and safe activity.
- The existing greenways, downtown business district, Five Points, and Congaree Vista in Columbia also offer walk-friendly environments that many residents and students currently utilize.
- Many civic destinations such as schools, libraries, and parks are accessible by walking, especially in older areas of Columbia where street networks are well connected and sidewalk coverage is good.
- The City utilizes high-visibility crosswalk markings in some highly trafficked pedestrian areas such as near schools and in business or retail centers.
- Several ADA accessibility improvements at curb ramps have been made throughout Columbia in recent years.
- Barriers to bicycling include:
    - Large vehicular corridors such as, but not limited to, US 378 and US 1 in Lexington, Harbison Boulevard, Bower Parkway, and St. Andrews Road in the Irmo area, Assembly Street, Elmwood Avenue, Bull Street, Gervais Street, Blossom Street, and Huger Street in Columbia, and Broad River Road, Two-Notch Road, and Garners Ferry Road in Richland County;
    - Short- and long-term bicycle parking is limited in most areas throughout the City of Columbia, even within the central business districts of most municipalities including in Downtown Columbia;
    - Many of the regions busiest retail, employment, recreation, and learning centers are difficult to access by bike due to their location along high-traffic, high-speed, and wide roadways; and
    - Bike connectivity across the Congaree River and on interstate overpasses is limited due to a lack of separated bicycle facilities across many of the bridges.
- Barriers to walking include:
    - Large vehicular corridors such as, but not limited to, Garners Ferry Road, Fort Jackson Boulevard, Two Notch Road, Broad River Road, and North Main Street are barriers due to large distances between safe crossings, long distances across roadways, and long wait times for traffic signals to change;
    - Lack of sidewalk along major corridors throughout the City of Columbia;
    - The low density of development, high-frequency of curb cuts, and large parking lots in front of businesses along these corridors decreases walking comfort and increases walking distances and potential safety issues;
    - Access to significant parks and green space, especially the Three Rivers Greenway is limited for pedestrians which discourages the use of these areas;
    - As one moves away from the City core, presence of sidewalks, sidewalk connectivity, and street connectivity worsens, rendering many areas virtually un-walkable;
    - Many existing sidewalks are narrow or constrained by obstructions such as utility poles or maintenance issues. This forces pedestrians with assisted mobility devices to ride within the roadway in some areas; and
    - Several bus stops lack sidewalk connectivity, especially as one moves away from the City core, and many crosswalks lack curb ramps or do not meet ADA requirements for accessibility. In some areas, median islands at pedestrian crossings do not have cut throughs necessary for pedestrians with mobility impairments.
- The COMET has bicycle racks on all buses, which has been a priority for the agency for several years. New buses ordered by The COMET buses will have racks for three bikes. The University of South Carolina does not have bike racks on buses but does have many bicycle racks located on campus to accommodate student and faculty bike riders.

Public Participation

The public input process included several steering committee meetings, public workshops, stakeholder focus groups, and an online project website, survey (and hardcopy survey), and interactive map. The following themes were found:

- The top three transportation priorities included: 1) expanding the on-street bicycle network (67.11%); 2) constructing sidewalks (59.80%); and 3) expanding the trail network (47.51%).
- Bike lanes/buffered bike lanes (15.4%), trails and greenways (14.39%), cycle tracks (10.50%), and bicycle-friendly intersections (10.50%) were the most requested bicycle and pedestrian facilities.
- Bicycle parking was highlighted several times through public comment, touching on the following general needs and desires:
    - Install or increase the number of bicycles that can be accommodated by COMET and campus buses.
    - Organize bike-on-bus demonstration at the downtown transit center to teach riders how to use a bus bike rack.
    - Add bicycle parking to Gervais Street, the Vista, parks, Trenholm Plaza, Five Points, Main Street, Rosewood Drive, downtown, grocery stores, and shopping centers.

Overall Analysis Results

- Walk Friendly Community and Bicycle Friendly Community scorecards were assessed during the planning process. Key findings include:
    - Columbia has been successful at implementing various education and encouragement programs related to walking and bicycling.
    - Several engineering and enforcement policies and programs are lacking that could make Columbia a more welcoming bicycling environment.
    - Evaluation and planning for bicyclists and pedestrians are identified as areas where Columbia has the most potential for growth towards becoming a more friendly community for people who walk and bike.
- The plan's demand and benefits analysis revealed that, despite a lack of adequate existing facilities, Columbia residents are already walking, biking, and accessing transit at a comparatively high level with a combined total of 40 million trips annually. Translating these trips into measurable benefits, the analysis revealed that Columbia is already realizing over $14 million in community-wide benefits from existing walking activity and over $1 million from existing bicycling activity.
- Point in time counts suggest that many people in Columbia are bicycling for commuting purposes to work and/or school as higher numbers of these users are bicycling during typical weekday commute times. The counts also show a high instance of sidewalk bicycle riding, even occurring on streets with existing bike lanes. This is typically an indicator that users don't feel comfortable riding in the roadway due to inadequate bicycle facilities for roadway conditions.
- The safety analysis demonstrated that the majority of pedestrian and bicycle crashes have occurred on major roadways. Broad River Road, Two Notch Road, and Bluff Road are among the corridors which have seen the greatest number of pedestrian and bicycle accidents in Columbia. Intersections with the highest number of collisions include: Bull and Whaley, Forest and McDuffie, and Devine and Santee.
- The primary contributing factors of collisions involving pedestrians include:
    - motorists failing to yield the right-of-way,
    - pedestrian improper crossing, and
    - pedestrian lying and/or illegally in the roadway.
- The primary contributing factors to bicycle collisions include:
    - disregarding signals,

    - bicyclists failing to yield the right-of-way,
    - motorists failing to yield the right-of-way, and
    - bicycling wrong side/way riding.
- While there have been no documented bicyclist fatalities in the four years previous to the Plan, Columbia's pedestrian fatality rate is significantly higher than the State's average.
- Pedestrian and bicycle suitability analyses demonstrate the need to improve pedestrian facilities around schools, medical districts, and shopping centers, and focus on improving crossings of collector and arterial roadways for pedestrians and cyclists.

Proposed Projects

Table 3 outlines the projects proposed in Walk Bike Columbia by project type. Four catalyst projects were proposed during the planning process:

- Garners Ferry Road – sidewalks or shared use paths
- Farrow Road – one-way cycle tracks on both sides of road, bicycle wayfinding signage, and intersection improvements
- Laurel Street – one-way cycle tracks on both sides of road, bicycle wayfinding signage, and intersection improvements
- Sumter Street – one-way cycle tracks on both sides of road, bicycle wayfinding signage, and streetscape improvements

Table 3. Walk Bike Columbia Proposed Projects by Type

PROPOSED PROJECT TYPE	QTY
Pedestrian Intersection Improvements	389 Projects
Sidewalks	639 miles
Greenway	53 miles
Sidepath	101 miles
Cycle Track (1-Way)	28 miles
Cycle Track (2-Way)	9 miles
Buffered Bike Lanes	26 miles
Bike Lanes	68 miles
Paved Shoulders	11 miles
Bike Boulevard	64 miles
Shared Lane Markings	5 miles
Signed Route	2 miles
Infill Street	3 miles
Ped/Bike Cut-Through	6 Projects
Bicycle Intersection Improvements	12 Projects

Columbia Area Transportation Study (COATS) Moving the Midlands 2040 Long Range Transportation Plan (2015)

Purpose

This Plan serves as the comprehensive guiding document for transportation investment within the Columbia urbanized area through the year 2040. The plan identifies policies, strategies, and projects for the future. As the MPO's primary transportation policy document, it establishes the purpose and need for major projects included in

the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system. While the Plan focuses on the entire transportation system, this summarizes its bicycle- and pedestrian-specific findings and recommendations. The bike and pedestrian vision and guiding principles for the LRTP are based on the vision and goals set for the Walk Bike Columbia plan. The future vision for the COATS study area is to have an expanded and ADA-accessible network of transit, sidewalks, greenways, trails, and on-street bicycle connections that link people to jobs, schools, destinations, and adjacent communities.

Goals

- Goal 1: Preserve, make safe, and improve utilization of the existing transportation system.
- Goal 2: Enhance regional transportation mobility and accessibility.
- Goal 3: Plan, design, and implement coordinated transportation system improvements to be consistent with regional values.

Key Takeaways

Existing Conditions

Existing conditions are summarized from the Walk Bike Columbia plan. No further existing conditions are added for the region.

Public Participation

The Plan incorporated an online survey that included questions about bicycling and walking. Major findings include:

- 32.14% of respondents felt that a lack of transportation choices (public transit, biking, walking) was the area's most important transportation issue.
- Adding more sidewalks and bike lanes was ranked as the second most important roadway/mobility improvement, behind maintenance of existing roads.
- 60.71% of respondents thought that building and/or widening sidewalks should be pursued to improve safety and slow traffic.
- Respondents overwhelmingly (96.30%) felt there were not enough pedestrian and bicycle facilities to accommodate future growth.
- Most respondents would walk or bike for recreational purposes (91.67%), shopping/dining (58.33%), or running errands (50%). Survey respondents were less likely to report walking or biking for commuting to a transit stop (29.17%), to work (20.83%), or to school (12.50%).
- Most respondents (87.50%) would prefer to have separated bicycle facilities.

Overall Analysis Results

Results from Walk Bike Columbia's analyses are shared within the LRTP document.

Proposed Projects

Bicycle and pedestrian facilities are one component of the LRTP's proposed projects. Table 2 describes the number and type of projects proposed within the LRTP. The Plan contains 22 priority projects, most of which include sidewalks and bike lanes as secondary components to a road widening. Priority projects that include bicycle and pedestrian infrastructure include:

- Two Notch Road – road widening with paved median, sidewalks, and bike lanes
- Longs Pond Road – road widening with paved median, sidewalks, and bike lanes
- West Main Street – road widening, adequate pedestrian facilities

- Edmunds Highway – road widening with paved median, sidewalks, and bike lanes
- Leesburg Road – road widening with paved median, sidewalks, and bike lanes
- Sunset Drive – road widening, adequate pedestrian facilities
- South Lake Drive – road widening with paved median, sidewalks, and bike lanes
- Kennerly Road – road widening with paved median, sidewalks, and bike lanes
- Fish Hatchery Road – road widening with paved median, sidewalks, and bike lanes
- Jefferson Davis Highway – road widening with paved median, sidewalks, and bike lanes
- Broad River Road – road widening with paved median, sidewalks, and bike lanes
- Columbia Avenue – road widening, adequate pedestrian facilities
- Clemson Road – road widening with paved median, sidewalks, and bike lanes
- Blythewood Road – road widening with paved median, sidewalks, and bike lanes
- Bush River Road – road widening with paved median, sidewalks, and bike lanes
- Chapin Road/Dutch Fork Road – road widening with paved median, sidewalks, and bike lanes
- Pilgrim Church Road – road widening with paved median, sidewalks, and bike lanes

Table 2. 2040 COATS LRTP Number of Proposed Projects by Type

PROPOSED PROJECT TYPE	QTY
Road Widening	30
Right-of-way	4
Intersection Improvement	71
Interstate Improvement	8
Resurfacing	43
Bikeway	87
Pedestrian	21
Sidewalk	53
Greenway	15

West Wateree Transportation Study (2017)

Purpose

The West Wateree Transportation Study is a multimodal transportation plan that analyzes existing conditions and makes recommendations based upon best practices, existing plans, and citizen input for the vision and goals of the study area, approximately 90 square miles in the southwestern corner of Kershaw County. The Study also emphasizes connectivity between transportation facilities and land use.

Goals

Goals were not established during this planning process; however, the following guiding principles were crafted through feedback received during stakeholder and public meetings:

- Safe and Accessible
    - Provide safe opportunities for all modes of transportation
    - Relieve congestion while providing adequate service to local, commuter, and commercial traffic
    - Maximize efficiency of existing transportation network
    - Improve access to key regional corridors and the interstates
- Conserve and Appreciate
    - Protect the Wateree as a natural amenity

    - Provide access to recreational areas for community and visitors
    - Celebrate the rural and natural character of the area
    - Promote the Wateree as regional destination
- Attractive and Inviting
    - Embrace community values for transportation and thoughtful development
    - Preserve the small town character of the area
    - Improve opportunities to attract new residents and businesses
    - Enhance quality of place through attractive and efficient streetscapes and land development

Key Takeaways

Existing Conditions

- While there are some roadways within the study area that have sidewalks, a connected network of sidewalks does not yet exist. However, Kershaw County's development regulations make it clear that improving the pedestrian environment is one of the key components to site design and analysis for new developments.
- Pedestrian crossings are also a need throughout the study area to ensure safety at intersections. Most intersections are not signalized, increasing the difficulty for pedestrians and cyclists to cross safely.
- Many of the roads in this part of Kershaw County have little or no shoulder along either side of the roadway.
- In addition, the geometry of some roads and intersections create blind spots and corners that make bicycle and pedestrian travel more hazardous.
- The lack of designated facilities within the West Wateree study area also may create an assumption by drivers that active transportation users will not be traveling along these routes. This assumption may cause drivers to travel at higher speeds and with little to no regard for non-motorized users; further increasing the danger for people cycling or walking.
- There are no existing designated bicycle facilities within the study area; there is a bike route that is identified along Ridgeway Road going west from Lugoff.

Public Participation

While the West Wateree Transportation Study focused on all transportation modes, the following findings are relevant to bicyclists and pedestrians:

- 37% of survey respondents' highest priority concern was pedestrian safety and collisions.
- 26% of survey respondents' highest priority concern was bicycle safety and collisions.

Overall Analysis Results

A bicycle and pedestrian demand analysis was conducted to understand which locations within the study area have the highest potential for bicycle and pedestrian use, a need for enhanced infrastructure, and should be prioritized for funding when identifying non-motorized projects. The results identified the following areas for bicycle and pedestrian improvements:

- US 1 Corridor
- US 601 Corridor
- I-20/White Pond Road Interchange

Proposed Projects

The West Wateree Transportation Study proposed the projects outlined in Table 6. It considered all of these projects to be 'high priority.'

Table 6. West Wateree Transportation Study Proposed Projects by Number and Type

STUDY AREA	PROPOSED PROJECT TYPE	QTY
Town of Elgin	Sidewalk - Bowen St Sidewalk - Walnut St	0.7 Miles 0.2 Miles
Unincorporated Kershaw County	Multi-use Trail - Lugoff-Elgin Connector	4.4 Miles
Town of Elgin and Unincorporated Kershaw County	Bike lane – Smyrna Road	1.4 Miles
Unincorporated Kershaw County	Sidewalk – Ridgeway Road Sidewalk – US 1	1.1 Miles 1.4 Miles

Chapin, Swansea, & Batesburg-Leesville Bike and Pedestrian Master Plan (2019)

Purpose

The Bicycle and Pedestrian Master Plan for Chapin, Swansea, and Batesburg-Leesville serves as a guiding document to prioritize and catalyze active transportation in each community. As each small town strives to create a sense of place, a safe and connected bicycle and pedestrian system will benefit residents and visitors.

Goals

- Goal 1: Encourage active transportation as a mode choice.
- Goal 2: Create a list of active transportation projects that will best connect people to important places.
- Goal 3: Illustrate a vision for what could be.
- Goal 4: Identify what success looks like and outline a roadmap to get there.

Key Takeaways

Existing Conditions

- While the communities have few sidewalks, there is demonstrated capacity and need for sidewalks to create safe and comfortable walking routes.
- Residential communities in each town cannot access the downtown areas by bicycle or foot but are close enough to benefit greatly from an expanded sidewalk network.
- Schools within each community are accessible almost exclusively by car. Strategically sited facilities could offer safe and accessible routes for students to walk or bike to school.
- Each town has its own small town character. As these communities provide safer active transportation options, preserving their downtowns and their town fabric is of paramount importance.
- The communities have no bicycle infrastructure. However, these locations are ripe for creating safe bicycling routes between destinations.

Public Participation

- People care about safety: Nearly 40% of survey respondents said that they would consider walking and biking more for trips if they believed conditions were safer.
- Connected routes can make a difference: 25% of online interactive mapping respondents said that they would walk or bike more often if there were convenient routes connected to important destinations.
- People are interested in walking and bicycling to community destinations like schools, parks, natural resources, and downtowns.

- There are significant barriers to bicycling and walking in each community. The Plan aims to address some of these barriers with recommendations for safer and more connected bicycling and walking routes.

Overall Analysis Results

- Chapin:
  - Most streets in Chapin are high stress for bicyclists.
  - The Town's bicycling and walking network is somewhat limited; at the time the Plan was written there were currently no constructed bicycle facilities within the Town.
  - The existing sidewalk network is concentrated in Downtown Chapin and large gaps exist connecting surrounding neighborhoods to downtown.
- Swansea:
  - There were no bicycle facilities within Swansea at the time of the Plan's publication.
  - The downtown area has sidewalk, but many streets that connect into downtown do not.
  - Despite the lack of bicycle and pedestrian infrastructure, the Town's naturally gridded street network offers abundant opportunities for active transportation routes throughout the area.
- Batesburg-Leesville:
  - Because Batesburg and Leesville were previously two separate communities, there are two distinct "downtown" areas that are connected by east-west connections via West Columbia Avenue (US 1), West Church Street, and an active railroad.
  - There were no bicycle facilities in Batesburg-Leesville at the time the Plan's publication.
  - The existing sidewalk network Is concentrated in Downtown Batesburg.
  - There are no sidewalk connections to most of the community facilities and schools, meaning that there is latent potential for walking for trips.

Proposed Projects

Table 1 highlights the number and type of bicycle and pedestrian projects proposed in each community. In addition, the Plan outlined a catalyst project for each community. In Chapin, the recommended catalyst project is a shared use path along Lexington Avenue, connecting downtown to Crooked Creek Park. Two catalyst projects were proposed in Swansea: a "main street" block and streetscaping along W. 3rd Street and a veteran's memorial park. A rail-with-trail project, a shared use path alongside a railroad corridor, was proposed as the catalyst project for Batesburg-Leesville to connect the two communities.

Table 1. Chapin, Swansea, and Batesburg-Leesville Bike and Pedestrian Master Plan Number of Proposed Projects by Type

STUDY AREA	PROJECT TYPE	QTY
Chapin	Delineated Bike Lane	6
	Shared Street	1
	Shared Use Path	2
	Sidewalk	5
Swansea	Separated Bike Lane	4
	Shared Street	3
	Sidewalk	8
Batesburg-Leesville	Separated Bike Lane	2
	Shared Street	3
	Shared Use Path	1
	Sidewalk	23

West Metro Bike and Pedestrian Master Plan (2019)

Purpose

The West Metro Bike and Pedestrian Master Plan identifies a clear strategy for near- and long-term active transportation projects within the municipalities of Cayce, West Columbia, and Springdale. These projects will advance a safer, more connected network of bicycle and pedestrian infrastructure. The recommended network connects key destinations to encourage active transportation throughout the three communities and surrounding jurisdictions.

Goals

- Goal 1: Connectivity – Complete a connected and accessible network of low-stress bike and pedestrian facilities.
- Goal 2: Safety – Improve safety for all modes of transportation.
- Goal 3: Increase Users – Provide a comfortable network that encourages biking and walking by users of all ages and abilities.
- Goal 4: Community-Wide Access – Provide equitable access to bike and pedestrian facilities and cultivate an environment of respect for all modes of transportation.

Key Takeaways

- Active Transportation Connectivity: Connecting planned and existing bike lanes, trails, and paths to create a cohesive network that can be utilized for transportation and recreation
- Gateways: Creating attractive and multimodal entrances to downtown areas
- Beautification and Place: Encouraging a sense of “place” within the three communities by updating landscaping and streetscaping that attracts visitors and new residents
- Redevelop and Revitalize: Using economic tools, beautification, and multimodal travel to reinvigorate existing communities
- Safety: Creating active transportation facilities that are safe for all ages and abilities
- Transit Linkages: Coordinating transit and active transportation planning so that convenient and effective linkages are accessible to the three communities
- The West Metro Bike and Pedestrian Master Plan took a comprehensive approach to bicycle and pedestrian infrastructure, route connectivity, accessibility, and policies and programs. Through the implementation of the Plan, the West Metro area will become a region where:
    - A 43-mile, low-stress network of bicycle and pedestrian facilities exists.
    - Amenities, destinations, and neighborhoods are accessible through multiple modes of transportation.
    - All ages, abilities, genders, and income levels are comfortable walking and biking throughout the area.
    - Bicycle ridership will increase annually.
    - Residents are regularly engaged about walking and biking in the West Metro area through programming and events.
    - Future development embraces a walking and biking culture.
    - Active transportation planning efforts are led by an advisory committee made up of stakeholders from all three communities.
    - School-age children can safely walk and bike to schools within the West Metro area.
    - Transit can be accessed safely and conveniently by walking or biking.

Existing Conditions

- Most of the study area is within Lexington County, except for a portion of the City of Cayce that is in Richland County on the east side of the Congaree River.
- The study area has three bike lanes, one in West Columbia, one connecting West Columbia and Springdale, and one in Cayce.
- A greenway extends along the Congaree River from West Columbia to Cayce.

Public Participation

- Based upon feedback from all three communities, 25% of participants would like to see shared-use paths as a facility type for bikes and pedestrians within the West Metro area.
- Online interactive mapping participants categorized themselves into the following bicyclist types: 45% prefer not ride their bicycle in traffic and stay on trails, 40% would ride in traffic but preferred to ride on trails, 13% felt comfortable riding in traffic, and 2% did not ride a bicycle.
- The following themes were highlighted during stakeholder interviews:
    - High speed limits make people walking and bicycling feel unsafe
    - Poor maintenance for existing on-street bike lanes
    - Desire to increase tourism and economic benefits
    - Want a more connected network and well-defined bike routes
    - Need for signage

Overall Analysis Results

- Level of Comfort Analysis:
    - Highest comfort (LOC 1) was assigned to the Three Rivers Greenway and all neighborhood streets. Most streets in the study area received a LOC score of 1.
    - LOC 2 was assigned to roads that may be comfortable for adults that don't ride a bike often, such as North Eden Drive, Julius Felder Street, and Axtell Drive. Only a handful of roads received a LOC score of 2.
    - LOC 3 is assigned to areas well suited for enthusiastic cyclists that are confident in their abilities and comfortable riding in mixed traffic, such as 9th Street, Foreman Street, and Lafayette Avenue. Only a handful of roads received a LOC score of 3.
    - LOC 4 are streets that are not comfortable for bicycle travel and may only be suitable for the most advanced level of cyclist, the strong and fearless, in rare circumstances, such as Knox Abbott Drive, Sunset Boulevard, and Platt Springs Road. Most large thoroughfares in the study area received a LOC score of 4.
    - LOC 5 is a category that is intolerable for even the most experienced adult cyclists. Only Jarvis Klapman Boulevard received a LOC score of 5.

Proposed Projects

Table 4 highlights the number and type of projects proposed within the Plan. Short-term capital improvement projects and early action projects were proposed for each community within the study area. Priority projects in Cayce include:

- State Street – buffered bike lane, incidental intersection improvements
- 12th Street at Frink Street – High visibility crosswalks, curb ramps

Priority projects in West Columbia include:

- Meeting Street – physically separated bicycle facility, incidental intersection improvements

- State Street at Meeting Street – high visibility crosswalks, curb ramps

Priority projects in Springdale include:

- Platt Springs Road – physically separated bicycle facility, incidental intersection improvements
- Platt Springs Road at Watling Road – restripe crosswalks, median refuge

Table 4. West Metro Bike and Pedestrian Plan Proposed Projects by Type

PROPOSED PROJECT TYPE	QTY
Bicycle Projects	42
Pedestrian Projects	71
Intersection Projects	24
Wayfinding/Signage/Calming	29

Lower Saluda Greenway Feasibility Study (2021)

Purpose

The Lower Saluda Greenway Feasibility Study further defines the greenway's mission, purpose, and need; identifies potential environmental, cultural, and social resources that should have direct access to the greenway; determines natural features or social concerns that may constrain greenway construction; informs, educates, and engages the public about the greenway; provides a detailed concept plan and recommended alignment for the greenway; and provides cost estimates for implementing the project.

Goals

Specific goals were not identified during the study process. However, the Lower Saluda Greenway aims 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.

Key Takeaways

- Active Transportation Connectivity: Connecting planned and existing bike lanes, trails, and paths to create a cohesive network that can be utilized for transportation and recreation
- Gateways: Creating attractive and multimodal entrances to downtown areas
- Beautification and Place: Encouraging a sense of "place" within the three communities by updating landscaping and streetscaping that attracts visitors and new residents
- Redevelop and Revitalize: Using economic tools, beautification, and multimodal travel to reinvigorate existing communities
- Safety: Creating active transportation facilities that are safe for all ages and abilities
- Transit Linkages: Coordinating transit and active transportation planning so that convenient and effective linkages are accessible to the three communities
- The West Metro Bike and Pedestrian Master Plan took a comprehensive approach to bicycle and pedestrian infrastructure, route connectivity, accessibility, and policies and programs. Through the implementation of the Plan, the West Metro area will become a region where:
    - A 43-mile, low-stress network of bicycle and pedestrian facilities exists.
    - Amenities, destinations, and neighborhoods are accessible through multiple modes of transportation.

- All ages, abilities, genders, and income levels are comfortable walking and biking throughout the area.
- Bicycle ridership will increase annually.
- Residents are regularly engaged about walking and biking in the West Metro area through programming and events.
- Future development embraces a walking and biking culture.
- Active transportation planning efforts are led by an advisory committee made up of stakeholders from all three communities.
- School-age children can safely walk and bike to schools within the West Metro area.
- Transit can be accessed safely and conveniently by walking or biking.

Existing Conditions

- The public has made it abundantly clear that connected, safe, and comfortable non-motorized transportation and recreational facilities are of paramount importance.
- The current active transportation network lacks connectivity between communities in Irmo and Lexington and those in Cayce, Columbia, and West Columbia, limiting non-motorized access to critical destinations and recreational amenities.
- While the region has a robust variety of trails, they are not fully interconnected as a network.

Public Participation

- Strong support for the greenway was expressed throughout the study.
- Over half of survey respondents visit the Three Rivers Greenway at least once a month.
- Nearly 30% of survey respondents visit Saluda Shoals Park at least once a month.
- Nearly 30% of survey respondents visit the Johnny W. Jeffcoat Walkway at least once a month.

Overall Analysis Results

- A variety of alternative greenway alignments were reviewed against the following evaluation criteria:
  - Ability to gain property owner permission and minimize property acquisition
  - Ability to increase visual and/or physical access to the Saluda River
  - Ability to connect surrounding areas and residents to the greenway network
  - Ability to avoid/mitigate environmental impacts
  - Ability to simplify construction and maintenance access
  - Ability to reduce overall cost

Proposed Project

- Based on the evaluation of alternatives, a planning-level alignment was developed. It includes paved greenway, boardwalks, bridges, trailheads, lighting, call boxes, and other site-specific safety improvements to complete the 10.5-mile Lower Saluda Greenway.

Appendix D

TOOLE DESIGN

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APPENDIX D: PRIORITIZED BICYCLE AND PEDESTRIAN PROJECTS

The planned bicycle and pedestrian projects included within the following table were provided by CMCOG. Based upon the data provided, there are 679 bicycle and pedestrian projects within the COATS area; 623 are bikeway projects, 49 are greenway projects, 37 are sidewalk projects, and 6 are rural signed bike routes. The following table presents all projects along with their scores. Planned projects that were not included in the data provided by CMCOG were not included in the prioritization process and, therefore, are not reflected in the prioritized project list in the following table.

Table 1: Complete List of Prioritized Bicycle and Pedestrian Projects

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
High	Bikeway	Two Notch	Richland	10	10	10	10	8	10	0	58
High	Bikeway	Piney Grove/St. Andrews/ Bush River	Lexington; Richland	10	0	10	10	6	10	10	56
High	Greenway	Off-Road; Along Gills Creek	Richland	10	10	10	10	6	10	0	56
High	Greenway	Lower Saluda Greenway	Lexington; Richland	5	10	5	10	4	10	10	54
High	Bikeway	Decker	Richland	10	10	10	10	4	10	0	54
High	Bikeway; Sidewalk	Broad River	Richland	10	5	10	10	6	10	0	51
High	Bikeway	Lady	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Saluda	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Hampton St	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Washington	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Lincoln St	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Pickens	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Gervais	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Pickens	Richland	10	0	10	10	10	10	0	50
High	Bikeway	Greene	Richland	10	0	10	10	10	10	0	50
High	Greenway	Off-Road; Starts at Maxcy Gregg Park and Runs North Along the R Line. Shifts West to Run Along Smith Branch Creek	Richland	10	0	10	10	10	10	0	50
High	Bikeway; Sidewalk	Harrison	Richland	10	10	10	10	10	0	0	50
High	Bikeway	Harbison	Lexington; Richland	5	10	10	0	4	10	10	49
High	Bikeway	Beltline	Richland	5	10	10	10	4	10	0	49
High	Bikeway	9th St	Lexington	10	0	10	10	8	10	0	48
High	Bikeway	State Street	Lexington	10	0	10	10	8	10	0	48
High	Bikeway	Assembly St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Catawba	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Whaley	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Devine St	Richland	10	0	10	10	8	10	0	48

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
High	Bikeway	Bluff	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Covenant	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Pickens	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Wayne	Richland	10	0	10	10	8	10	0	48
High	Bikeway	King	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Wheat St	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Henderson	Richland	10	0	10	10	8	10	0	48
High	Bikeway	Wheat	Richland	10	0	10	10	8	10	0	48
High	Greenway	Greenway Starting in Maxcy Gregg Park Running Along Stream Corridor.	Richland	10	0	10	10	8	10	0	48
Medium-High	Bikeway	12th St	Lexington	10	0	10	10	6	10	0	46
Medium-High	Greenway	Off-Road; Adjacent to Decker Blvd, Runs Along Jackson Creek; Ends at N. Trenholm Rd	Richland	10	5	10	5	6	10	0	46
Medium-High	Bikeway	Columbia Mall	Richland	5	10	10	5	6	10	0	46
Medium-High	Bikeway	Ott	Richland	10	0	10	10	6	10	0	46
Medium-High	Bikeway	Blossom	Richland	10	0	10	10	6	10	0	46
Medium-High	Bikeway	Wheat St	Richland	10	0	10	10	6	10	0	46
Medium-High	Bikeway	Rosewood	Richland	10	0	10	10	6	10	0	46
Medium-High	Bikeway	Garners Ferry	Richland	10	0	10	10	6	10	0	46
Medium-High	Bikeway	Sumter	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Blossom	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Senate	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Sumter	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Lincoln	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Gadsden	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Bull	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Sumter	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Devine	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Park	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Sumter	Richland	10	0	10	5	10	10	0	45

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Lincoln	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Pendleton	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Pickens	Richland	10	0	10	5	10	10	0	45
Medium-High	Bikeway	Waccamaw Ave; Santee Ave;	Richland	5	0	10	10	10	10	0	45
Medium-High	Bikeway; Sidewalk	Columbiana	Lexington; Richland	10	10	10	0	4	0	10	44
Medium-High	Bikeway	Old Barnwell Rd; Wilton Rd; Rainbow Dr	Lexington	10	0	10	10	4	10	0	44
Medium-High	Bikeway	Beltline	Richland	5	10	10	5	4	10	0	44
Medium-High	Bikeway	Devereaux	Richland	10	0	10	10	4	10	0	44
Medium-High	Bikeway	Charleston Highway	Lexington	10	0	10	5	8	10	0	43
Medium-High	Bikeway	Alexander Rd; Axtell Dr.	Lexington	5	0	10	10	8	10	0	43
Medium-High	Bikeway	Beltline	Richland	10	0	10	5	8	10	0	43
Medium-High	Bikeway; Sidewalk	Assembly	Richland	10	0	10	5	8	10	0	43
Medium-High	Bikeway	Sumter	Richland	10	0	10	5	8	10	0	43
Medium-High	Bikeway	Craig	Richland	10	0	10	5	8	10	0	43
Medium-High	Greenway	Off-Street; Starts at Anthony Ave And River Dr Intersection.	Richland	10	0	10	5	8	10	0	43
Medium-High	Bikeway	Olympia	Richland	10	0	5	10	8	10	0	43
Medium-High	Bikeway	Whaley	Richland	5	0	10	10	8	10	0	43
Medium-High	Bikeway	State Hwy 35	Lexington	10	0	10	10	2	10	0	42
Medium-High	Bikeway	Piney Grove	Lexington; Richland	10	0	10	5	6	0	10	41
Medium-High	Bikeway	Charleston Hwy and Knox Abbott Dr	Lexington	10	0	10	5	6	10	0	41
Medium-High	Bikeway	Oneil	Richland	5	5	10	5	6	10	0	41
Medium-High	Bikeway	Piney Woods	Richland	5	0	10	10	6	10	0	41
Medium-High	Bikeway	Trenholm	Richland	5	0	10	10	6	10	0	41
Medium-High	Bikeway	Trenholm	Richland	10	5	10	0	6	10	0	41
Medium-High	Bikeway	Rosewood	Richland	10	5	10	0	6	10	0	41
Medium-High	Bikeway	Parklane	Richland	10	5	10	0	6	10	0	41

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Trenholm	Richland	10	5	10	0	6	10	0	41
Medium-High	Bikeway	Garners Ferry	Richland	10	10	10	5	6	0	0	41
Medium-High	Bikeway	Columbia Mall	Richland	10	10	10	5	6	0	0	41
Medium-High	Bikeway	Wayne	Richland	5	0	5	10	10	10	0	40
Medium-High	Bikeway	Williams	Richland	0	0	10	10	10	10	0	40
Medium-High	Bikeway	Greene	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Pendleton	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Main	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Wheat	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	College	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Sumter	Richland	10	0	10	0	10	10	0	40
Medium-High	Sidewalk	Assembly St Ph I	Richland	10	0	10	0	10	10	0	40
Medium-High	Bikeway	Beltline	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	College	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Gibbes	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Elmwood	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Main	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Harden	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Pickens	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Park	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Barnwell	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Duke	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Main	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Oak	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Barhamville	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Pickens	Richland	10	0	10	10	10	0	0	40

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Gregg	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Chestnut	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Monticello	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Slighs	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Pickens	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Calhoun	Richland	10	0	10	10	10	0	0	40
Medium-High	Bikeway	Lake Murray	Lexington; Richland	5	0	10	10	4	0	10	39
Medium-High	Bikeway	Heathwood	Richland	10	0	10	5	4	10	0	39
Medium-High	Bikeway	Kilbourne	Richland	10	0	10	5	4	10	0	39
Medium-High	Bikeway	Datura	Richland	10	0	10	5	4	10	0	39
Medium-High	Bikeway	Beltline	Richland	10	0	10	5	4	10	0	39
Medium-High	Bikeway	Beltline	Richland	5	10	10	10	4	0	0	39
Medium-High	Bikeway	Burning Tree	Lexington; Richland	10	0	10	0	8	0	10	38
Medium-High	Bikeway	Browning	Lexington; Richland	10	0	10	0	8	0	10	38
Medium-High	Bikeway	Lake Dr	Lexington	10	0	0	10	8	10	0	38
Medium-High	Bikeway	Sunset Blvd	Lexington	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Charleston Highway and Center Street	Lexington	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Augusta Rd (Meeting St)	Lexington	10	0	10	10	8	0	0	38
Medium-High	Bikeway	B Ave	Lexington	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Harden	Richland	5	0	10	5	8	10	0	38
Medium-High	Greenway	Off-Road; Runs Along Utility Corridor; Starts at Riverfront Park; Ends at Granby Park	Richland	0	0	10	10	8	10	0	38
Medium-High	Greenway	Garner Lane	Richland	5	5	10	10	8	0	0	38
Medium-High	Bikeway	Pickens	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Fairfield	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Chester	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Pendleton St; Tree St	Richland	10	0	10	10	8	0	0	38

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium-High	Bikeway	Jim Hamilton	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Main	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Woodrow	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Senate	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Monticello	Richland	10	0	10	10	8	0	0	38
Medium-High	Bike Route	Main St SC 764	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Park	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Wayne	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway; Sidewalk	Bluff	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Rice	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Park	Richland	10	0	10	10	8	0	0	38
Medium-High	Bikeway	Forest	Richland	5	0	10	10	2	10	0	37
Medium-High	Bikeway	Forest Lake Place	Richland	5	0	10	10	2	10	0	37
Medium-High	Bikeway; Sidewalk	Clemson	Richland	10	10	10	5	2	0	0	37
Medium-High	Bikeway	Charleston Hwy; Frink St	Lexington	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Arcadia Lakes	Richland	5	0	10	5	6	10	0	36
Medium-High	Bikeway	Shakespeare	Richland	10	5	10	5	6	0	0	36
Medium-High	Bikeway	Columbia Mall	Richland	5	10	10	5	6	0	0	36
Medium-High	Bikeway	Caughman	Richland	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Ott	Richland	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Crane Church	Richland	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Bethel Church	Richland	10	0	10	10	6	0	0	36
Medium-High	Bikeway	Bush River	Richland	10	10	10	0	6	0	0	36
Medium-High	Bikeway	Columbia Mall	Richland	10	10	10	0	6	0	0	36
Medium-High	Bikeway	Columbia Mall	Richland	10	10	10	0	6	0	0	36
Medium-High	Bikeway	Columbia Mall	Richland	10	10	10	0	6	0	0	36

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium	Bikeway; Sidewalk	Blossom	Richland	0	0	10	5	10	10	0	35
Medium	Bikeway	Tryon	Richland	0	0	5	10	10	10	0	35
Medium	Bikeway	College St	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Two Notch	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Barnwell	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Pickens	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway; Sidewalk	Colonial	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Farrow	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Laurens	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Devine	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Sumter	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Hampton	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Pendleton	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Sumter St	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Taylor	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	College	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Bull	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Pickens	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Pickens	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Millwood	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Pickens	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Hampton St	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Tremain	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Pickens	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Pendleton	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Park	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Main	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Marion	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Main	Richland	10	0	10	5	10	0	0	35
Medium	Sidewalk	Assembly St Ph II	Richland	10	0	10	5	10	0	0	35
Medium	Bikeway	Pavillion	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway; Sidewalk	Gervais	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Page	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Byrnes	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Saluda	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Mark Buyck	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Gadsden	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Beltline	Richland	5	0	10	10	10	0	0	35

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium	Bikeway	Lee	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Main	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Santee	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Slighs	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Greene	Richland	5	0	10	10	10	0	0	35
Medium	Bikeway	Wilson	Richland	10	0	10	10	4	0	0	34
Medium	Greenway	Zoo Trail to US 378	Lexington; Richland	10	0	10	0	4	0	10	34
Medium	Bikeway	Community Dr	Lexington	10	0	0	10	4	10	0	34
Medium	Greenway	Nursery Rd	Lexington	10	0	0	10	4	10	0	34
Medium	Bikeway	Saint Andrews Rd	Lexington	10	0	10	10	4	0	0	34
Medium	Bikeway	Charleston Hwy	Lexington	10	0	10	10	4	0	0	34
Medium	Bikeway	Parklane	Richland	10	0	10	0	4	10	0	34
Medium	Bikeway	Beltline	Richland	5	10	10	5	4	0	0	34
Medium	Bikeway	Colin Kelly	Richland	5	10	10	5	4	0	0	34
Medium	Bikeway	Mcarthur	Richland	5	10	10	5	4	0	0	34
Medium	Bikeway; Sidewalk	Polo	Richland	10	0	10	10	4	0	0	34
Medium	Bikeway	Farrow	Richland	10	0	10	10	4	0	0	34
Medium	Bikeway	Saint Andrews	Lexington; Richland	5	0	10	0	8	0	10	33
Medium	Bikeway	Gervais	Richland	0	0	10	5	8	10	0	33
Medium	Bikeway	River	Richland	5	0	10	0	8	10	0	33
Medium	Bikeway	Broad River	Richland	5	0	10	0	8	10	0	33
Medium	Greenway	Off-Road; North of River Dr	Richland	5	0	10	0	8	10	0	33
Medium	Greenway	Off-Road; Begins at Lucius Rd And River Dr	Richland	5	0	10	0	8	10	0	33
Medium	Greenway	North Columbia Bikeway Connection System	Richland	5	0	10	0	8	10	0	33
Medium	Bikeway	Pickens	Richland	10	0	10	5	8	0	0	33
Medium	Bikeway	Pickens	Richland	10	0	10	5	8	0	0	33
Medium	Bikeway	Bull	Richland	10	0	10	5	8	0	0	33
Medium	Bikeway; Sidewalk	Atlas	Richland	10	0	10	5	8	0	0	33
Medium	Bikeway	Ott	Richland	10	0	10	5	8	0	0	33
Medium	Bikeway	Main	Richland	10	0	10	5	8	0	0	33
Medium	Bikeway	Plowden	Richland	10	0	10	5	8	0	0	33
Medium	Bikeway	Gladden	Richland	10	0	5	10	8	0	0	33
Medium	Bikeway	Gervais	Richland	10	0	5	10	8	0	0	33
Medium	Bikeway	Webster	Richland	10	0	5	10	8	0	0	33
Medium	Bikeway	River	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Park	Richland	5	0	10	10	8	0	0	33

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Medium	Bikeway	Park	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Old Eastover	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Wellington	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Canterbury	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Wayne	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway; Sidewalk	Assembly	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Pickens	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Kay	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Cypress	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Pickens	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Pulaski	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Pickens	Richland	5	0	10	10	8	0	0	33
Medium	Bikeway	Broad River	Richland; Newberry	10	0	10	0	2	0	10	32
Medium	Bikeway	Corley Mill	Lexington	10	0	0	10	2	10	0	32
Medium	Bikeway	Old Cherokee	Lexington	10	10	0	0	2	10	0	32
Medium	Bikeway; Sidewalk	Old Lexington Hwy	Lexington	10	0	10	10	2	0	0	32
Medium	Bikeway	Sparkleberry	Richland	10	0	10	0	2	10	0	32
Medium	Bikeway; Sidewalk	Two Notch	Richland	5	10	10	5	2	0	0	32
Medium	Bikeway; Sidewalk	Clemson	Richland	10	0	10	10	2	0	0	32
Medium	Bikeway	Dutch Fork	Richland	10	0	10	10	2	0	0	32
Medium	Bikeway; Sidewalk	Polo	Richland	10	0	10	10	2	0	0	32
Medium	Bikeway	Lower Richland	Richland	10	0	10	10	2	0	0	32
Medium	Bikeway	Hardscrabble	Richland	10	0	10	10	2	0	0	32
Medium	Bikeway	Old Orangeburg Rd	Lexington	10	0	0	5	6	10	0	31
Medium	Bikeway	Augusta Rd	Lexington	10	0	10	5	6	0	0	31
Medium	Bikeway	Poplar St	Lexington	5	0	10	10	6	0	0	31
Medium	Bikeway	Briarfield	Richland	10	0	0	5	6	10	0	31
Medium	Bikeway	Fort Jackson	Richland	5	0	10	0	6	10	0	31
Medium	Bikeway	Devine	Richland	5	0	10	0	6	10	0	31
Medium	Bikeway	Sunnyside	Richland	0	10	10	5	6	0	0	31
Medium	Bikeway	Harden	Richland	10	0	10	5	6	0	0	31
Medium	Bikeway	Bloomwood	Richland	10	0	10	5	6	0	0	31
Medium	Bikeway	Blossom	Richland	10	0	10	5	6	0	0	31
Medium	Bikeway	Oneil	Richland	10	0	10	5	6	0	0	31
Medium	Bikeway	Pickens	Richland	5	0	10	10	6	0	0	31

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Medium	Bikeway; Sidewalk	Superior	Richland	5	0	10	10	6	0	0	31
Medium	Bikeway	Old Garners Ferry	Richland	5	0	10	10	6	0	0	31
Medium	Greenway	Off-Road; Near Forest Heights Elementary School	Richland	5	0	10	10	6	0	0	31
Medium	Bikeway	Columbia Mall	Richland	10	5	10	0	6	0	0	31
Medium	Bikeway	Arrowwood	Richland	10	5	10	0	6	0	0	31
Medium	Bikeway	Two Notch Rd	Richland	10	5	10	0	6	0	0	31
Medium	Bikeway	Two Notch	Richland	10	5	10	0	6	0	0	31
Medium	Bikeway	Burnette	Richland	10	5	10	0	6	0	0	31
Medium	Bikeway	Columbia Mall	Richland	10	5	10	0	6	0	0	31
Medium	Bikeway	George	Lexington	10	0	0	10	10	0	0	30
Medium	Bikeway	Gibson Rd (South Church St)	Lexington	10	0	0	10	10	0	0	30
Medium	Greenway	Off Road; Loops Around Gibsons Pond and Runs Along 12 Mile Creek	Lexington	10	0	0	10	10	0	0	30
Medium	Bikeway; Sidewalk	Sunset	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Marshall	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Farrow	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Farrow	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Main	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Farrow	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Main	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Beltline	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Colonial	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Academy	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Beltline	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Beltline	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Waites	Richland	5	0	10	5	10	0	0	30
Medium	Bikeway	Pineview	Richland	0	0	10	10	10	0	0	30
Medium	Bikeway	Saint Julian	Richland	0	0	10	10	10	0	0	30
Medium	Bikeway	Hampton	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Pickens	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Pickens	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Fairfield	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Pickens	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Pickens	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Main	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Bull St	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Bull	Richland	10	0	10	0	10	0	0	30
Medium	Bikeway	Emanuel Church Rd	Lexington	10	0	0	5	4	10	0	29
Medium	Bikeway	Old Barnwell Rd	Lexington	5	0	0	10	4	10	0	29
Medium	Bikeway	Sunset Blvd	Lexington	10	5	0	0	4	10	0	29

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Medium	Bikeway	Airport Blvd	Lexington	10	0	10	5	4	0	0	29
Medium	Bikeway	Lake Murray Blvd	Lexington	10	0	5	10	4	0	0	29
Medium	Greenway	Congaree Creek Trail	Lexington	5	0	10	10	4	0	0	29
Medium	Greenway	Off-Road: Starts on Fort Jackson Blvd; Ends on True St	Richland	0	0	5	10	4	10	0	29
Medium	Bikeway	Crowson	Richland	5	0	10	0	4	10	0	29
Medium	Greenway	I-26 To Harbison State Forest	Richland	5	0	10	0	4	10	0	29
Medium	Bikeway	Summit	Richland	10	0	10	5	4	0	0	29
Medium	Bikeway	TRUE	Richland	10	0	10	5	4	0	0	29
Medium	Bikeway; Sidewalk	Planters	Richland	10	0	10	5	4	0	0	29
Medium	Bikeway	Bonham	Richland	10	0	10	5	4	0	0	29
Medium	Bikeway	Faraway	Richland	10	0	10	5	4	0	0	29
Medium	Bikeway	Sweetbriar	Richland	10	0	10	5	4	0	0	29
Medium	Bikeway	Old Hopkins	Richland	5	0	10	10	4	0	0	29
Medium	Bike Route	McCords Ferry Rd Us 601	Richland	0	0	0	10	8	10	0	28
Medium	Bikeway	Main/378/1	Lexington	10	0	0	10	8	0	0	28
Medium	Bikeway	Saint Andrews	Lexington	10	0	10	0	8	0	0	28
Medium	Greenway	North Columbia Bikeway Connection System	Richland	5	0	5	0	8	10	0	28
Medium	Greenway	Off Road; Utility Corridor; Also Runs Along Creek	Richland	0	0	10	0	8	10	0	28
Medium	Bikeway	Bluff	Richland	10	0	5	5	8	0	0	28
Medium	Bikeway	Veterans	Richland	10	0	5	5	8	0	0	28
Medium	Bikeway	Pickens	Richland	5	0	10	5	8	0	0	28
Medium	Bikeway	Pickens	Richland	5	0	10	5	8	0	0	28
Medium	Bikeway	Marion	Richland	5	0	10	5	8	0	0	28
Medium	Bikeway	Pickens	Richland	5	0	10	5	8	0	0	28
Medium	Bikeway	Risley	Richland	5	0	10	5	8	0	0	28
Medium	Bikeway	Frost	Richland	5	0	10	5	8	0	0	28
Medium	Bikeway	Pickens	Richland	5	0	10	5	8	0	0	28
Medium	Bikeway	Heyward	Richland	5	0	10	5	8	0	0	28
Medium	Bikeway	Morningside	Richland	5	0	5	10	8	0	0	28
Medium	Bikeway	Hagood	Richland	5	0	5	10	8	0	0	28
Medium	Bikeway	Beatty	Richland	5	0	5	10	8	0	0	28
Medium	Bikeway	Taylor St	Richland	5	0	5	10	8	0	0	28
Medium	Bikeway	Brookgreen	Richland	5	0	5	10	8	0	0	28
Medium	Bikeway; Sidewalk	Shop	Richland	0	0	10	10	8	0	0	28
Medium	Bikeway	Off-Road; Adjacent to Airline Dr; Along Rail Line	Richland	0	0	10	10	8	0	0	28

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Medium	Bikeway; Sidewalk	Shop	Richland	0	0	10	10	8	0	0	28
Medium	Greenway	Off-Road; Starts Near Garners Ferry Rd; Ending at Congaree Natl Park	Richland	0	0	10	10	8	0	0	28
Medium	Greenway	Off-Road; Starts at Shop Rd; Ends on Longwood Rd	Richland	0	0	10	10	8	0	0	28
Medium	Bikeway	Hallbrook	Richland	10	0	10	0	8	0	0	28
Medium	Bikeway	Clement	Richland	10	0	10	0	8	0	0	28
Medium	Bikeway	Rosewood	Richland	10	0	10	0	8	0	0	28
Medium	Bikeway	Chapin Rd	Lexington; Richland	5	0	10	0	2	0	10	27
Medium	Bikeway	State Highway 35	Lexington	5	0	10	10	2	0	0	27
Medium	Bikeway	Mallet Hill	Richland	5	0	10	10	2	0	0	27
Medium	Bikeway	East Dekalb St	Kershaw	10	0	0	0	6	10	0	26
Medium	Bikeway	Barr	Lexington	10	0	0	10	6	0	0	26
Medium	Bikeway	Foxglen/Park	Lexington	10	0	0	10	6	0	0	26
Medium	Bikeway	Harbor/Hospital Drive	Lexington	10	0	10	0	6	0	0	26
Medium	Bike Route	Bluff Rd SC 48	Richland	5	0	10	5	6	0	0	26
Medium	Greenway	Off Road; Utility Corridor; Also Runs Along Creek	Richland	5	0	10	5	6	0	0	26
Medium	Bikeway; Sidewalk	Holt	Richland	5	0	5	10	6	0	0	26
Medium	Bikeway	Montgomery	Richland	5	0	5	10	6	0	0	26
Medium	Bikeway	Woodrow	Richland	5	0	5	10	6	0	0	26
Medium	Greenway	Off-Road; Running Along Congaree River; Ending at Gills Creek	Richland	5	0	5	10	6	0	0	26
Medium	Bikeway	Trotter	Richland	0	0	10	10	6	0	0	26
Medium	Bikeway	Rawlinson	Richland	0	0	10	10	6	0	0	26
Medium	Bikeway	Off-Road; Begins at Intersection of Old Garners Ferry Rd, State Highway 222 And Trotter Rd	Richland	0	0	10	10	6	0	0	26
Medium	Bikeway	Morninghill	Richland	5	5	10	0	6	0	0	26
Medium	Bikeway	Wildcat	Richland	5	5	10	0	6	0	0	26
Medium	Bikeway	Windsor Lake	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Hunt Club	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Greystone	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Beltline	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Candi	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Hallbrook	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Beltline	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway; Sidewalk	Broad River	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Fairmont	Richland	10	0	10	0	6	0	0	26

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Medium	Bikeway	Hazelwood	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Fairmont	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Beltline	Richland	10	0	10	0	6	0	0	26
Medium	Bikeway	Hendrix/Gibson/Roberts	Lexington	5	0	0	10	10	0	0	25
Medium	Bikeway	S. Church St (Elm St)	Lexington	5	0	0	10	10	0	0	25
Medium	Bikeway	S. Church St	Lexington	5	0	0	10	10	0	0	25
Medium	Bikeway	East Main St.	Lexington	5	0	0	10	10	0	0	25
Medium	Bikeway	Shop	Richland	0	0	10	5	10	0	0	25
Medium	Bikeway; Sidewalk	Huger	Richland	0	0	10	5	10	0	0	25
Medium	Bikeway	Summerville	Richland	0	0	10	5	10	0	0	25
Medium	Bikeway	Catawba	Richland	0	0	5	10	10	0	0	25
Medium	Bikeway	Whaley	Richland	0	0	5	10	10	0	0	25
Medium	Bikeway	Ryan	Richland	5	0	10	0	10	0	0	25
Medium	Bikeway	Bull	Richland	5	0	10	0	10	0	0	25
Medium	Bikeway	Brickyard	Richland	5	0	10	0	10	0	0	25
Medium	Bikeway	Pickens	Richland	5	0	10	0	10	0	0	25
Medium	Bikeway	Greene	Richland	5	0	10	0	10	0	0	25
Low-Medium	Bikeway	North Lake Dr	Lexington	0	0	0	10	4	10	0	24
Low-Medium	Bikeway	Platt Springs Rd	Lexington	10	0	0	0	4	10	0	24
Low-Medium	Bikeway	State Hwy 35	Lexington	0	0	10	10	4	0	0	24
Low-Medium	Bikeway	Hwy 378	Lexington	10	0	0	10	4	0	0	24
Low-Medium	Bikeway	Pine Ridge Dr	Lexington	10	0	0	10	4	0	0	24
Low-Medium	Bikeway	Edmund Highway / Main St	Lexington	10	0	0	10	4	0	0	24
Low-Medium	Bikeway	Ramblin Rd	Lexington	10	0	0	10	4	0	0	24
Low-Medium	Bikeway	Leaphart	Lexington	10	0	10	0	4	0	0	24
Low-Medium	Bikeway	Rickenbaker	Richland	5	0	5	0	4	10	0	24
Low-Medium	Bikeway	Hillpine	Richland	0	0	10	0	4	10	0	24
Low-Medium	Bikeway; Sidewalk	Byron	Richland	5	0	10	5	4	0	0	24
Low-Medium	Bikeway; Sidewalk	Leesburg	Richland	5	0	10	5	4	0	0	24
Low-Medium	Bikeway; Sidewalk	Leesburg	Richland	5	0	10	5	4	0	0	24
Low-Medium	Bikeway	Bluff	Richland	5	0	10	5	4	0	0	24

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Low-Medium	Bikeway	Main	Richland	10	0	0	10	4	0	0	24
Low-Medium	Bikeway	Clemson/Killian/Wilson/Koon Store	Richland	10	0	10	0	4	0	0	24
Low-Medium	Bikeway; Sidewalk	Alpine	Richland	10	0	10	0	4	0	0	24
Low-Medium	Bikeway	Rabon	Richland	10	0	10	0	4	0	0	24
Low-Medium	Bikeway	Farrow	Richland	10	0	10	0	4	0	0	24
Low-Medium	Bikeway	Boundary	Richland	10	0	10	0	4	0	0	24
Low-Medium	Greenway	Off-Road; Adjacent to I20	Richland	0	0	0	5	8	10	0	23
Low-Medium	Bikeway	Huger	Richland	0	0	10	5	8	0	0	23
Low-Medium	Bikeway	Forest	Richland	0	0	10	5	8	0	0	23
Low-Medium	Bikeway	Huger	Richland	0	0	10	5	8	0	0	23
Low-Medium	Bikeway	Huger	Richland	0	0	10	5	8	0	0	23
Low-Medium	Bikeway	Mountain	Richland	5	0	10	0	8	0	0	23
Low-Medium	Bikeway	River	Richland	5	0	10	0	8	0	0	23
Low-Medium	Bikeway; Sidewalk	Marion	Richland	5	0	10	0	8	0	0	23
Low-Medium	Bikeway	Garners Ferry	Richland	5	0	10	0	8	0	0	23
Low-Medium	Bikeway	Pineview	Richland	5	0	10	0	8	0	0	23
Low-Medium	Bike Route	Poultry Ln S-56	Richland	5	0	10	0	8	0	0	23
Low-Medium	Greenway	Off-Road; Utility Corridor; Begins On I-20; Ends at Duke Ave (Clement Rd)	Richland	5	0	10	0	8	0	0	23
Low-Medium	Bikeway	Dreher Shoals	Lexington; Richland	5	0	0	5	2	0	10	22
Low-Medium	Greenway	Off-Road; Starts at Palmetto Trail; Runs Along Broad River; Rail Lines	Richland; Fairfield; Newberry	0	0	0	0	2	10	10	22
Low-Medium	Bikeway	Fort Jackson Rd	Kershaw; Richland	10	0	0	0	2	0	10	22
Low-Medium	Bikeway	Main St / West Dekalb	Kershaw	10	0	0	0	2	10	0	22
Low-Medium	Bikeway	Nazareth Rd	Lexington	0	0	0	10	2	10	0	22
Low-Medium	Greenway	14 Mile Creek	Lexington	0	10	0	0	2	10	0	22
Low-Medium	Bikeway	Pilgrim Church	Lexington	10	0	0	0	2	10	0	22
Low-Medium	Bikeway	Platt Springs Rd	Lexington	10	0	0	0	2	10	0	22

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Low-Medium	Bikeway	Fish Hatchery Rd	Lexington	10	0	0	10	2	0	0	22
Low-Medium	Bikeway	Saint Andrews Rd (Ashbourne Rd.)	Lexington	10	0	0	10	2	0	0	22
Low-Medium	Bikeway	Us 378 Connector	Lexington	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Columbia Ave	Lexington	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Leesburg	Richland	0	0	10	0	2	10	0	22
Low-Medium	Bikeway; Sidewalk	Broad River	Richland	10	0	5	5	2	0	0	22
Low-Medium	Greenway	Off-Road; Runs Along Crane Creek; Starts at Ridge Trail Dr.	Richland	5	0	10	5	2	0	0	22
Low-Medium	Bikeway	Forest Lake Place	Richland	0	0	10	10	2	0	0	22
Low-Medium	Bikeway	Bickley	Richland	10	0	0	10	2	0	0	22
Low-Medium	Bikeway	Woodrow	Richland	10	0	0	10	2	0	0	22
Low-Medium	Bikeway	Langford	Richland	10	0	0	10	2	0	0	22
Low-Medium	Bikeway	Springs	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Brickyard	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Harmon	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Clarkson	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Longtown	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Lee	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Horrell Hill	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Shady Grove	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway; Sidewalk	Clemson	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway; Sidewalk	Clemson	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Cabin Creek	Richland	10	0	10	0	2	0	0	22
Low-Medium	Bikeway	Old Chaplin Rd	Lexington	5	0	0	10	6	0	0	21
Low-Medium	Bikeway	Klapman	Lexington	10	0	5	0	6	0	0	21
Low-Medium	Greenway	Elmwood Ave	Richland	0	0	0	5	6	10	0	21
Low-Medium	Bikeway	Beltline	Richland	5	0	10	0	6	0	0	21

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Low-Medium	Bikeway	Haven	Richland	5	0	10	0	6	0	0	21
Low-Medium	Bikeway	Heyward Brockington	Richland	5	0	10	0	6	0	0	21
Low-Medium	Bikeway	Greenlawn	Richland	5	0	10	0	6	0	0	21
Low-Medium	Bikeway	Kings	Richland	5	0	10	0	6	0	0	21
Low-Medium	Bikeway	Rivermont	Richland	5	0	10	0	6	0	0	21
Low-Medium	Bikeway	Patricia	Richland	5	0	10	0	6	0	0	21
Low-Medium	Bikeway	Wildlife	Richland	5	0	10	0	6	0	0	21
Low-Medium	Bikeway	Elmtree	Richland	5	0	10	0	6	0	0	21
Low-Medium	Greenway	Off-Road; Begins at Windosr Lake Blvd; Ends at Polo Rd	Richland	5	0	10	0	6	0	0	21
Low-Medium	Bikeway	Gibson Rd	Lexington	5	0	0	5	10	0	0	20
Low-Medium	Bikeway	Miriam	Richland	0	0	10	0	10	0	0	20
Low-Medium	Bikeway	New Orangeburg Rd	Lexington	5	0	0	0	4	10	0	19
Low-Medium	Bikeway	Brevard Pkwy	Lexington	5	0	0	0	4	10	0	19
Low-Medium	Bikeway	Old Orangeburg Rd	Lexington	5	0	0	0	4	10	0	19
Low-Medium	Bikeway	New State Rd	Lexington	0	0	10	5	4	0	0	19
Low-Medium	Bikeway	Church St	Lexington	5	0	0	10	4	0	0	19
Low-Medium	Bikeway	Ball Park	Lexington	5	0	0	10	4	0	0	19
Low-Medium	Bikeway	Shorebrook	Richland	5	0	0	0	4	10	0	19
Low-Medium	Bikeway	Bluff	Richland	0	0	10	5	4	0	0	19
Low-Medium	Bikeway; Sidewalk	Blythewood	Richland	10	0	0	5	4	0	0	19
Low-Medium	Bikeway	Lawand	Richland	5	0	10	0	4	0	0	19
Low-Medium	Bikeway	Morninglo	Richland	5	0	10	0	4	0	0	19
Low-Medium	Bikeway	Acton	Richland	0	0	0	0	8	10	0	18
Low-Medium	Greenway	Utility Corridor Connecting to Palmetto Trail Wateree Passage	Richland	0	0	0	0	8	10	0	18
Low-Medium	Bikeway	Huger St	Richland	0	0	5	5	8	0	0	18
Low-Medium	Bikeway	Main	Richland	5	0	5	0	8	0	0	18

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Low-Medium	Greenway	Off-Road; West of NSW Line	Richland	5	0	5	0	8	0	0	18
Low-Medium	Bikeway	Bluff	Richland	0	0	10	0	8	0	0	18
Low-Medium	Bikeway	Edgefield	Richland	0	0	10	0	8	0	0	18
Low-Medium	Greenway	Off Road; Utility Corridor; Also Runs Along Creek	Richland	0	0	10	0	8	0	0	18
Low-Medium	Bikeway	Two Notch	Richland; Kershaw	5	0	0	0	2	0	10	17
Low-Medium	Bikeway	Wildwood Lane Extension	Kershaw; Richland	5	0	0	0	2	0	10	17
Low-Medium	Bikeway	Andrew Corley	Lexington	5	0	0	0	2	10	0	17
Low-Medium	Bikeway	Primrose Lane	Lexington	10	0	0	5	2	0	0	17
Low-Medium	Bikeway	Forest Lake Place	Richland	0	0	10	5	2	0	0	17
Low-Medium	Bikeway	Forest Lake Place	Richland	0	0	10	5	2	0	0	17
Low-Medium	Bikeway	Forest Lake Place	Richland	0	0	10	5	2	0	0	17
Low-Medium	Bikeway	Lakeshore	Richland	0	0	10	5	2	0	0	17
Low-Medium	Greenway	Off-Road; Gills Creek	Richland	0	0	10	5	2	0	0	17
Low-Medium	Bikeway	Dutch Fork	Richland	5	0	0	10	2	0	0	17
Low-Medium	Bikeway	Farming Creek	Richland	5	0	0	10	2	0	0	17
Low-Medium	Bikeway	Broad River Rd	Richland	10	0	5	0	2	0	0	17
Low-Medium	Bikeway	Broad River Rd	Richland	10	0	5	0	2	0	0	17
Low-Medium	Bikeway	Longtown	Richland	5	0	10	0	2	0	0	17
Low-Medium	Bikeway	Winnsboro	Richland; Fairfield	0	0	0	0	6	0	10	16
Low-Medium	Bikeway	Monticello	Richland; Fairfield	0	0	0	0	6	0	10	16
Low-Medium	Bikeway	Two Notch Rd	Lexington	0	0	0	0	6	10	0	16
Low-Medium	Greenway	Off-Road; Begins on South Lake Dr And Ends on Platt Springs Rd	Lexington	0	0	0	0	6	10	0	16
Low-Medium	Bikeway	Old State Rd	Lexington	0	0	5	5	6	0	0	16
Low-Medium	Bikeway	Old Barnwell Rd	Lexington	5	0	0	5	6	0	0	16
Low-Medium	Bikeway	YMCA Rd	Lexington	5	0	0	5	6	0	0	16
Low-Medium	Bikeway	Main Street North	Lexington	10	0	0	0	6	0	0	16

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Low-Medium	Bikeway	Kitti Wake Dr	Lexington	10	0	0	0	6	0	0	16
Low-Medium	Bikeway	Southwood Dr	Lexington	10	0	0	0	6	0	0	16
Low-Medium	Bikeway	Lykesland	Richland	0	0	5	5	6	0	0	16
Low-Medium	Bikeway	Old Davidson	Richland	0	0	5	5	6	0	0	16
Low-Medium	Greenway	Off-Road Segment; Begins West of Lykesland Trail Running Along Rail Line (Eastover Subdivision)	Richland	0	0	5	5	6	0	0	16
Low-Medium	Bikeway	Airport	Richland	0	0	0	10	6	0	0	16
Low-Medium	Bikeway	Campground	Richland	0	0	0	10	6	0	0	16
Low-Medium	Bikeway	Formosa	Richland	5	0	5	0	6	0	0	16
Low-Medium	Bikeway	Ulmer	Richland	0	0	10	0	6	0	0	16
Low-Medium	Bike Route	Eastover Rd SC 764	Richland	0	0	10	0	6	0	0	16
Low-Medium	Bikeway	Blythewood	Richland	10	0	0	0	6	0	0	16
Low-Medium	Bikeway	Charleston Highway / Old State Road	Calhoun; Lexington	0	0	0	0	4	0	10	14
Low-Medium	Bikeway	Shelton Rd	Lexington	0	0	0	0	4	10	0	14
Low-Medium	Bikeway	Hwy 6 Connector	Lexington	0	0	0	0	4	10	0	14
Low-Medium	Bikeway	Princeton Rd	Lexington	0	0	0	0	4	10	0	14
Low-Medium	Bikeway	Two Notch/Dooley/Cedar/Mineral Springs	Lexington	5	0	0	5	4	0	0	14
Low-Medium	Bikeway	Old Orangeburg Rd	Lexington	0	0	0	10	4	0	0	14
Low-Medium	Bikeway	Edmund Hwy	Lexington	0	0	0	10	4	0	0	14
Low-Medium	Bikeway	Boiling Springs	Lexington	0	0	0	10	4	0	0	14
Low-Medium	Bikeway	Rawl	Lexington	10	0	0	0	4	0	0	14
Low-Medium	Bikeway	Hermitage/Wise Ferry	Lexington	10	0	0	0	4	0	0	14
Low-Medium	Bikeway	Platt Springs Rd	Lexington	10	0	0	0	4	0	0	14
Low-Medium	Bikeway	Shirway Rd	Lexington	10	0	0	0	4	0	0	14
Low-Medium	Bikeway	Old Leesburg	Richland	0	0	0	0	4	10	0	14
Low-Medium	Greenway	Off-Road; Off-Road to SE Beltway	Richland	0	0	5	5	4	0	0	14
Low-Medium	Greenway	Off Road; Utility Corridor; Also Runs Along Creek	Richland	5	0	0	5	4	0	0	14

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Low-Medium	Bikeway	Marthan	Richland	0	0	0	10	4	0	0	14
Low-Medium	Greenway	Off-Road; Starts at Lee Ridge Crt.; Runs Along Robert Branch Creek	Richland	5	0	5	0	4	0	0	14
Low-Medium	Bikeway	Killian	Richland	0	0	10	0	4	0	0	14
Low-Medium	Bikeway	Broad River	Richland	0	0	10	0	4	0	0	14
Low-Medium	Bikeway	Kinley	Richland	0	0	10	0	4	0	0	14
Low-Medium	Bikeway	Dutchman	Richland	0	0	10	0	4	0	0	14
Low-Medium	Bikeway	Overcreek	Richland	0	0	10	0	4	0	0	14
Low-Medium	Bikeway	Trotter	Richland	0	0	10	0	4	0	0	14
Low-Medium	Bikeway	Ramp Connecting Padgett Rd To Trotter Rd	Richland	0	0	10	0	4	0	0	14
Low-Medium	Bikeway	Padgett	Richland	0	0	10	0	4	0	0	14
Low-Medium	Greenway	Off Road; Dutchman Blvd	Richland	0	0	10	0	4	0	0	14
Low	Bikeway	Augusta Rd	Lexington	0	0	0	5	8	0	0	13
Low	Greenway	US 1 To Mineral Springs Rd	Lexington	0	0	0	5	8	0	0	13
Low	Greenway	Runs Parallel To I-20 (South Side)	Richland	0	0	0	5	8	0	0	13
Low	Greenway	Off-Road; Running Along Broad River Rd. Across from Riverside Golf Center Driving Range	Richland	0	0	0	5	8	0	0	13
Low	Bikeway	Dare	Richland	0	0	5	0	8	0	0	13
Low	Bikeway	Satchelford	Richland	5	0	0	0	8	0	0	13
Low	Bikeway	Columbia	Lexington; Richland	0	0	0	0	2	0	10	12
Low	Bikeway	Grover Wilson	Richland; Fairfield	0	0	0	0	2	0	10	12
Low	Bikeway	R. Stoudemayer	Richland; Newberry	0	0	0	0	2	0	10	12
Low	Bikeway	Smyrna Rd	Kershaw	10	0	0	0	2	0	0	12
Low	Bikeway	Kyzer Rd	Lexington	0	0	0	10	2	0	0	12
Low	Bikeway; Sidewalk	Lexington St	Lexington	0	0	10	0	2	0	0	12
Low	Bikeway	Chapin Rd	Lexington	0	0	10	0	2	0	0	12
Low	Bikeway	Calks Ferry	Lexington	10	0	0	0	2	0	0	12
Low	Bikeway	Midway	Lexington	10	0	0	0	2	0	0	12
Low	Bikeway	Longs Pond Rd	Lexington	10	0	0	0	2	0	0	12
Low	Bikeway	Pisgah Church/Saint Peters/Longs Pond/Charter Oak	Lexington	10	0	0	0	2	0	0	12
Low	Greenway	Off-Road Trail; Begins at Leesburg Rd; Ends at Old Bluff Rd	Richland	0	0	0	0	2	10	0	12
Low	Bikeway	Royal Tower	Richland	5	0	0	5	2	0	0	12

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Low	Bikeway	Kennerly	Richland	5	0	5	0	2	0	0	12
Low	Bikeway	Mallet Hill	Richland	5	0	5	0	2	0	0	12
Low	Bikeway	Smallwood	Richland	5	0	5	0	2	0	0	12
Low	Bikeway	Hopkins	Richland	5	0	5	0	2	0	0	12
Low	Bikeway	Lost Creek	Richland	0	0	10	0	2	0	0	12
Low	Bikeway	Partridge	Richland	0	0	10	0	2	0	0	12
Low	Bikeway	Old Leesburg	Richland	0	0	10	0	2	0	0	12
Low	Bikeway	Percival	Richland	0	0	10	0	2	0	0	12
Low	Bikeway	Fleming	Richland	0	0	10	0	2	0	0	12
Low	Bikeway	Partridge	Richland	0	0	10	0	2	0	0	12
Low	Bikeway	Old Tamah	Richland	10	0	0	0	2	0	0	12
Low	Bikeway	Mount Vernon Church	Richland	10	0	0	0	2	0	0	12
Low	Bikeway	Hollingshed	Richland	10	0	0	0	2	0	0	12
Low	Bikeway	Bookman	Richland	10	0	0	0	2	0	0	12
Low	Bikeway	Freshly Mill	Richland	10	0	0	0	2	0	0	12
Low	Bikeway	Spears Creek Church	Richland	10	0	0	0	2	0	0	12
Low	Bikeway	Kennerly	Richland	10	0	0	0	2	0	0	12
Low	Bikeway	Kennerly	Richland	10	0	0	0	2	0	0	12
Low	Greenway	Off-Road; Begins on Broad River Rd; Ends at The Broad River	Richland	10	0	0	0	2	0	0	12
Low	Bikeway	Pennington	Richland	0	0	5	0	6	0	0	11
Low	Bikeway	Asbury	Richland	0	0	5	0	6	0	0	11
Low	Bikeway	Towhee	Richland	0	0	5	0	6	0	0	11
Low	Bikeway	Windwan	Richland	0	0	5	0	6	0	0	11
Low	Bikeway	Congress	Richland	0	0	5	0	6	0	0	11
Low	Bikeway	Teague	Richland	0	0	5	0	6	0	0	11
Low	Bikeway	Garden Springs	Richland	0	0	5	0	6	0	0	11
Low	Bikeway	East Dekalb St	Kershaw	5	0	0	0	4	0	0	9
Low	Bikeway	Emanuel Church Rd	Lexington	0	0	0	5	4	0	0	9
Low	Bikeway	Two Notch Rd	Lexington	5	0	0	0	4	0	0	9
Low	Greenway	12 Mile Creek Mineral Springs Rd to US 378	Lexington	5	0	0	0	4	0	0	9
Low	Bikeway	Starling Goodson	Richland	0	0	5	0	4	0	0	9
Low	Bikeway	Air Base	Richland	0	0	5	0	4	0	0	9
Low	Greenway	Off-Road; Starts at Old Leesburg Rd And Ends at Woodbury Dr	Richland	0	0	5	0	4	0	0	9
Low	Bikeway	Old Orangeburg Rd	Lexington	0	0	0	0	8	0	0	8
Low	Bikeway	Oakwood	Richland	0	0	0	0	8	0	0	8
Low	Bikeway	Robert Mckenzie	Richland	0	0	0	0	8	0	0	8
Low	Bikeway	Sessions Rd	Kershaw	5	0	0	0	2	0	0	7

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Low	Bikeway	Cannon Trail Rd	Lexington	5	0	0	0	2	0	0	7
Low	Bikeway	Columbia Ave	Lexington	5	0	0	0	2	0	0	7
Low	Bikeway	Flagbury	Richland	0	0	0	5	2	0	0	7
Low	Bikeway	Ashbourne	Richland	0	0	0	5	2	0	0	7
Low	Bikeway	Longtown	Richland	0	0	5	0	2	0	0	7
Low	Bikeway; Sidewalk	Clemson	Richland	5	0	0	0	2	0	0	7
Low	Bikeway	Old Clarkson	Richland	5	0	0	0	2	0	0	7
Low	Greenway	Off-Road Segment; East Side of Fairfield Rd.	Richland	5	0	0	0	2	0	0	7
Low	Bikeway	Old Wire Rd	Lexington	0	0	0	0	6	0	0	6
Low	Bikeway	Us 321	Lexington	0	0	0	0	6	0	0	6
Low	Bikeway	Bitternut	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Congaree Church	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	McCords Ferry	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Hinnants Store Rd	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Fairfield	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Locklier	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Unnamed Road; Connecting Monticello Rd And Hinnants Store Rd	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Unnamed Road; Connecting Monticello Rd And Hinnants Store Rd	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Trotwood	Richland	0	0	0	0	6	0	0	6
Low	Bike Route	S-76/S-2206	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Cedar Creek	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Zeigler	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Unnamed Road; Connecting Monticello Rd And Hinnants Store Rd	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Dubard Boyle	Richland	0	0	0	0	6	0	0	6
Low	Bikeway	Hinnants Store	Richland	0	0	0	0	4	0	0	4
Low	Bikeway	Flat Rock Rd	Kershaw	0	0	0	0	4	0	0	4
Low	Bikeway	Clemont Lakes Dr	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Laurel Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Beckman Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Emanuel Church Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Laurel Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Princeton Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Two Notch Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Bluefield Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Kitti Wake Dr	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Pleasant View Dr	Lexington	0	0	0	0	4	0	0	4

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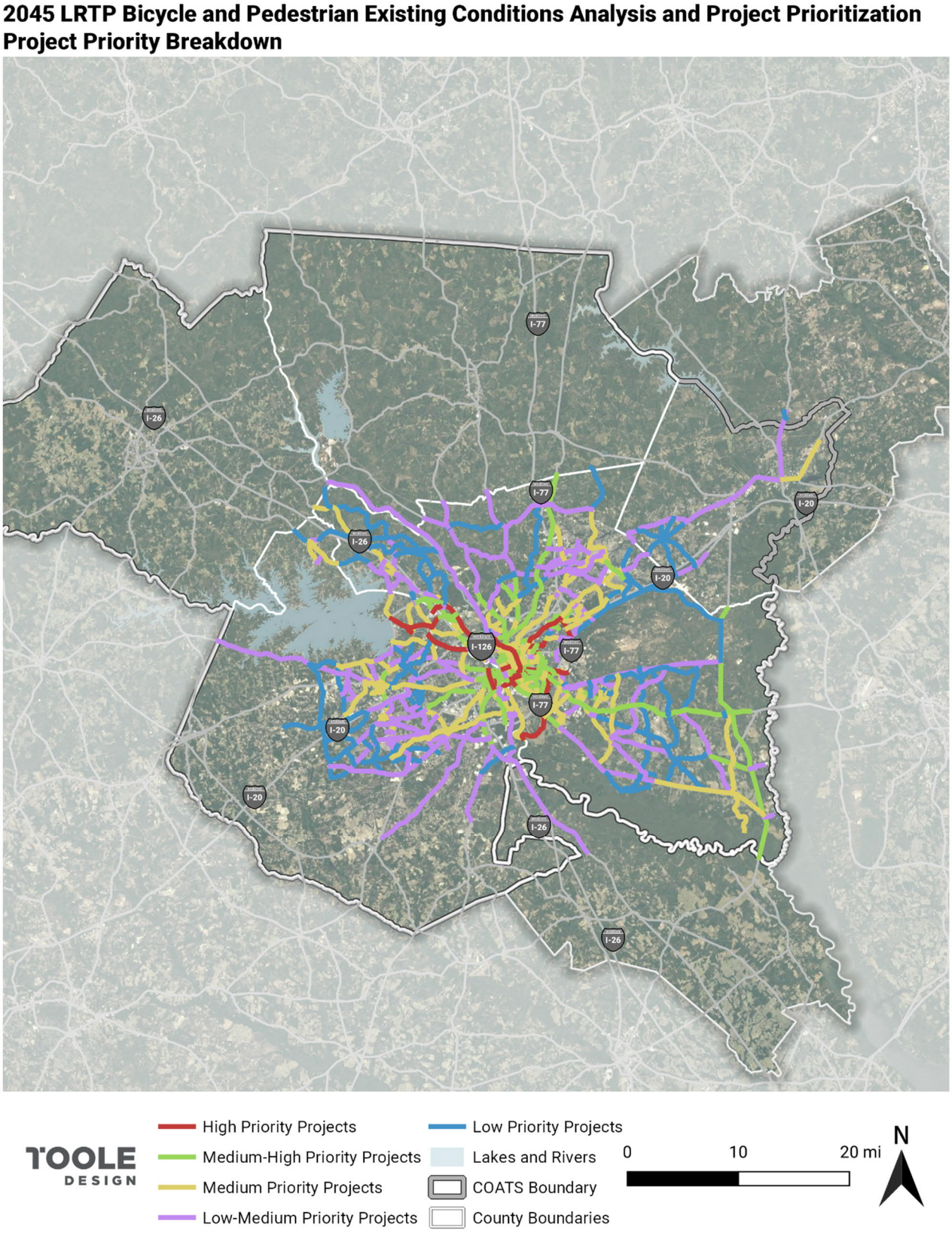
Low	Bikeway	Mclee Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Mineral Springs Rd	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Bluefield Dr	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Pleasant View Dr	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Bluefield Dr	Lexington	0	0	0	0	4	0	0	4
Low	Bikeway	Old Leesburg	Richland	0	0	0	0	4	0	0	4
Low	Bikeway	Eastshore	Richland	0	0	0	0	4	0	0	4
Low	Greenway	Off-Road; Begins at Locklier Rd;	Richland	0	0	0	0	4	0	0	4
Low	Bikeway	Percival	Richland	0	0	0	0	2	0	10	2
Low	Bikeway	Bowen St	Kershaw	0	0	0	0	2	0	0	2
Low	Bikeway	Hwy Church Rd	Kershaw	0	0	0	0	2	0	0	2
Low	Bikeway	White Pond Rd	Kershaw	0	0	0	0	2	0	0	2
Low	Bikeway	Main St	Kershaw	0	0	0	0	2	0	0	2
Low	Bikeway	Muddy Springs Rd	Lexington	0	0	0	0	2	0	0	2
Low	Bikeway	Pond Branch Rd	Lexington	0	0	0	0	2	0	0	2
Low	Bikeway	Nazareth Rd	Lexington	0	0	0	0	2	0	0	2
Low	Bikeway	Nazareth Rd	Lexington	0	0	0	0	2	0	0	2
Low	Bikeway	Sherwood Dr	Lexington	0	0	0	0	2	0	0	2
Low	Bikeway	Mccartha	Lexington	0	0	0	0	2	0	0	2
Low	Bikeway	Hope Ferry	Lexington	0	0	0	0	2	0	0	2
Low	Greenway	12 Mile Creek Trail	Lexington	0	0	0	0	2	0	0	2
Low	Bikeway	Old Leesburg	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Wash Lever	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Louis Leconte	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Old Leesburg	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Old Congaree	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Congaree	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	R L Coward	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Mt Elon Church	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Dutch Fork	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Screaming Eagle	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Old Bluff	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Broad River Rd	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Percival	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Old Congaree	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Lost Creek	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Chapin	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Pet Sites	Richland	0	0	0	0	2	0	0	2

Rank	Type	Project Name	Counties	Connects to Schools	Connects to Major Destinations	Connects to Transit	Connects to Parks	Connects to Areas with Low Car Ownership	Connects to Existing Bicycle and Pedestrian Facilities	Provides Regional Connection	TOTAL SCORE
Low	Bikeway	Robinwood	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Freshly Mill	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Mount View	Richland	0	0	0	0	2	0	0	2
Low	Bikeway	Dry Branch Way	Richland	0	0	0	0	2	0	0	2
Low	Greenway	Off-Road Trail; Connecting Crane Creek, Running Through Lake Elizabeth And Connecting West of Winston Blvd	Richland	0	0	0	0	2	0	0	2

Map 1: Project Priority Breakdown



Appendix E

LRTP Amendments

PUBLIC NOTICE

NOTICE OF INTENT TO AMEND

2045 Long Range Transportation Plan

Opportunity for Public Review and Comment

21–Day Public Notice

May 4, 2022 to May 25, 2022

The Central Midlands Council of Governments (CMCOG) and the Central Midlands Regional Transit Authority (CMRTA) currently have a proposed amendment for the 2045 Long Range Transportation Plan (LRTP) available for public review and comment. The LRTP serves as the 20-year guide to transportation investments and funding options for the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) and the Central Midlands Council of Government (CMCOG) Rural Planning Organization (RPO) and as a framework for transit investments by urban and rural area transit agencies.

Proposed Amendment to the 2045 MPO Long Range Transportation Plan includes:

- **The addition of the Carolina Crossroads Interstate Improvement Project.**
- **The addition of the Regional Multi-Modal Transportation Center.**
- **The addition of the White Pond Road & Whiting Way Intersection in Kershaw County**

The COATS MPO gives notice of intent to amend its 2045 Long Range Transportation Plan. Those interested can view or receive a copy of the proposed amendment(s) at 236 Stoneridge Drive, Columbia, SC 29210 or on our website at www.centralmidlands.org. Written comments can be submitted to the MPO at the address above or emailed to rsimmons@centralmidlands.org. Written comments will be accepted until May 25, 2022.

Please submit your written comments to the attention of Reginald Simmons at the email or mailing address above or contact him at 803-376-5390 if you have any questions.

Individuals interested in the conduct of a public hearing to discuss the contents of the LRTP must submit a written request to the attention of Reginald Simmons at the CMCOG. Written requests for a public hearing must be received by CMCOG on or before the comment closing date at the address shown above.

All written comments received shall, as applicable, be made a part of the CMCOG and/or CMRTA records of public in-put. Please be advised that if no comments are received and/or no additional changes have been made, then as amended, this document will be published as the final document.

Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: April 21, 2022

SUBJECT: 2045 LRTP Amendment – Carolina Crossroads

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2045 Long Range Transportation Plan to add Carolina Crossroads.

BACKGROUND

The Carolina Crossroads project is a $2.08 billion state infrastructure project that will provide a safer, more modern interchange design for the state's top interstate "pinch point," commonly known as "Malfunction Junction."

More than 134,000 vehicles travel through this area daily. After construction, the average commuter through the I-20/26/126 corridor will save 112 hours each year. The upgrade and modernization of the corridor is critical to the state's economic vitality and will enhance the daily commute for thousands of South Carolinians.

ATTACHMENT

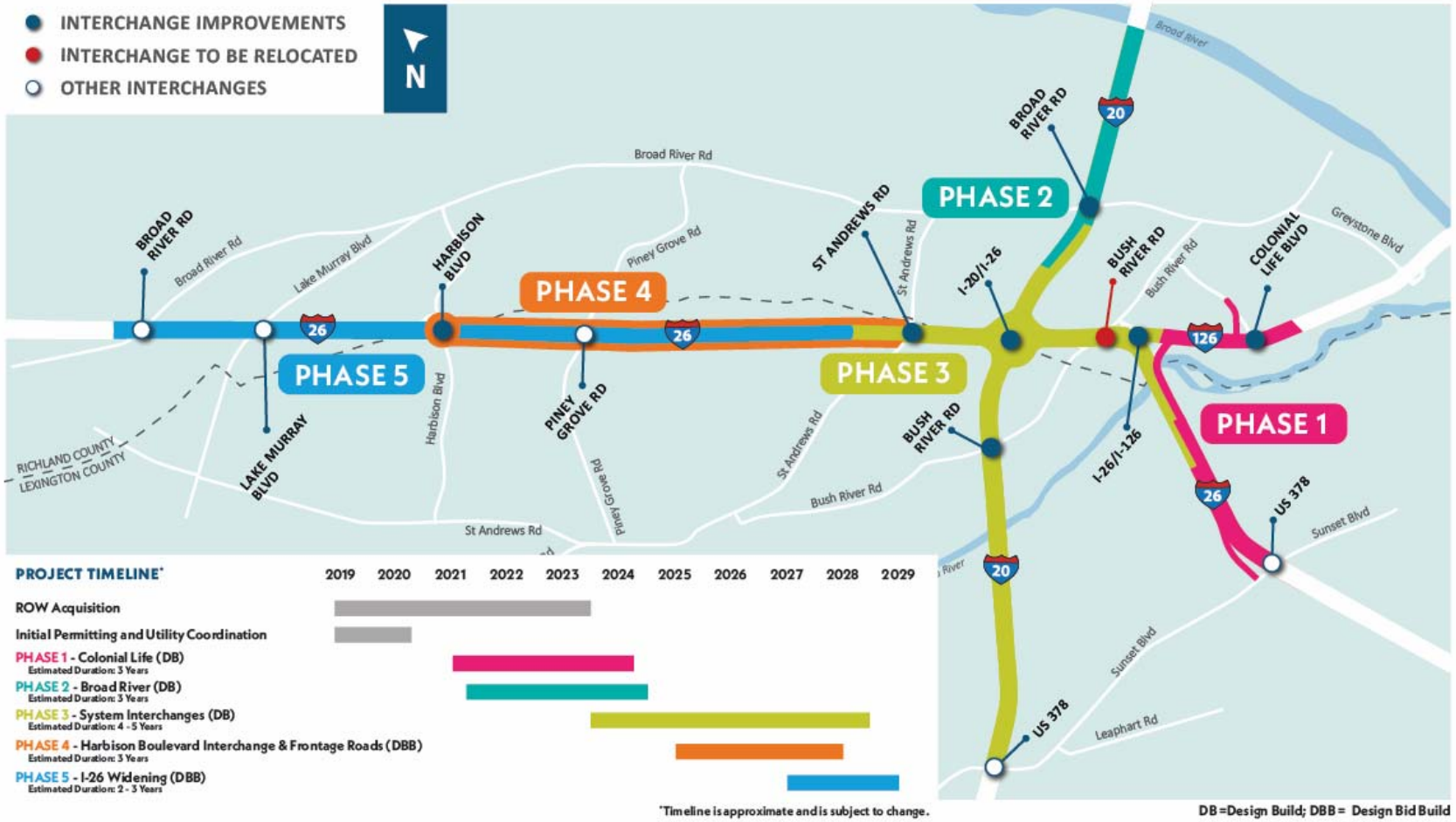
Phased Construction Map
STIP Manager Funding Pages
Winter 2022 Newsletter

Serving Local Governments in South Carolina's Midlands
236 Stoneridge Drive, Columbia, SC 29210 (803) 376-5390 FAX (803) 376-5394 Web Site: http://www.centralmidlands.org

Phased Construction Map

March 23, 2022

CAROLINA CROSSROADS



PROJECT TIMELINE*

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW Acquisition											
Initial Permitting and Utility Coordination											
PHASE 1 - Colonial Life (DB) Estimated Duration: 3 Years											
PHASE 2 - Broad River (DB) Estimated Duration: 3 Years											
PHASE 3 - System Interchanges (DB) Estimated Duration: 4 - 5 Years											
PHASE 4 - Harbison Boulevard Interchange & Frontage Roads (DBB) Estimated Duration: 3 Years											
PHASE 5 - I-26 Widening (DBB) Estimated Duration: 2 - 3 Years											

*Timeline is approximate and is subject to change.

DB=Design Build; DBB= Design Bid Build

#

CAROLINA CROSSROADS

CAROLINA CROSSROADS QUARTERLY

WINTER 2022

Program Updates

From left: SCDOT Seventh Congressional District Commissioner Tony Cox, SCDOT Fourth Congressional District Commissioner Woody Willard, Jr., SCDOT Third Congressional District Commissioner Pamela Christopher, President and CEO of the S.C. Trucking Association Rick Todd, State Representative Chip Huggins, State Senator Nikki Setzler, U.S. Representative Joe Wilson, Governor Henry McMaster, Secretary of Transportation Christy A. Hall, SCDOT Commission Chairman, and Sixth Congressional District Commissioner J. Barnwell Fishburne, Federal Highway Administration S.C. Division Administrator Emily Lawton, SCDOT Fifth Congressional District Commissioner Gene Branham, Jr., SCDOT Commissioner At-Large James McLawhorne, Jr., SCDOT Second Congressional District Commissioner Bill Dukes. Photo courtesy of Mike Cameron/HDR.

SCDOT officially breaks ground on Carolina Crossroads

On Monday, November 8, 2021, Secretary of Transportation, Christy A. Hall, was joined by statewide dignitaries for a groundbreaking ceremony for the South Carolina Department of Transportation's $1.7 billion Carolina Crossroads project. The project will improve 14 miles of I-20, I-26 and I-126 including the area commonly called "Malfunction Junction."

Governor Henry McMaster hailed the start of Carolina Crossroads as a harbinger of economic growth for the state saying, "We are booming and the next 10 years are going to be extraordinary and this is a big part of it."

Secretary Hall defined the moment as celebration of the start of Carolina Crossroads as well as "the success of a commitment to the citizens of this state by the state D.O.T."

Carolina Crossroads will be constructed in five phases and is scheduled to be finished in 2029.

Fire training takes place at SCDOT properties

In October 2021, fire personnel from City of Columbia, West Columbia, Irmo, and Lexington County came together at the Spherion Building located on Berryhill Road for training exercises.

The building was purchased as right of way for Carolina Crossroads. Its use as a fire training site gave participants the opportunity to learn about flat roof ventilation techniques and gave them simulated field experience.

After the fire training completed, the building was demolished.

Fire personnel atop the Spherion Building on Berryhill Rd. in Irmo on Oct. 27, 2021. Photo courtesy of Cody Crouch/SCDOT

Firemen from Irmo Fire Department train inside the Spherion Building on Berryhill Rd. in Irmo on Oct. 21, 2021. Photo courtesy of Cody Crouch/SCDOT

Aaron Livingston from the Archer United Joint Venture (AUJV) construction team explains a rendering to members of the public who attended the Carolina Crossroads Phase 1 Construction Public Information Meeting. Photo courtesy of Maria Yesenia Trejo/HDR.

SCDOT holds Phase 1 Construction Public Information Meeting

On Thursday, November 18, 2021, SCDOT hosted the Carolina Crossroads Phase 1 Construction Public Information Meeting at Dutch Square Mall.

The meeting gave the public an opportunity to interact with project personnel, ask questions, and gain an understanding of the anticipated construction impacts of Phase 1. Conceptual design renderings and project area maps were available for review. The project team also debuted an informational video that outlines project details and explains many of the key facets of Phase 1 design and construction.

Phase 1 Virtual Public Meeting now available

Members of the public who are interested in learning more about construction of the Carolina Crossroads Phase 1 Project can visit the virtual public meeting site to see all of the information, renderings, displays, and video that were shared at the in-person meeting.

To access the meeting site, visit **SCDOTCarolinaCrossroads.com/phase1meeting/**

Screenshot of Carolina Crossroads project video on website

Phase 1 construction updates

Archer United Joint Venture received Notice to Proceed (NTP) for the Carolina Crossroads Phase 1 Project in June 2021. The contract bid amount was $207.9 million. In the months since NTP, preliminary and right of way design plans for Phase 1 have been submitted and are under review by SCDOT. Utility relocation coordination is on-going and there is isolated clearing taking place to facilitate the relocation of Outdoor Advertising (ODA) signs. Milling and resurfacing of the existing pavement was recently completed on I-26 eastbound and westbound between the Saluda River and the ramps nearing US-378. This activity will facilitate the installation of concrete barriers along the outside shoulders of I-26 in the coming months. Additional preliminary activity planned for the next six months includes:

- Finalizing design plans and construction permits
- Reconstructing paved shoulders on I-26 and I-126
- Beginning rehabilitation of existing bridges at Colonial Life Boulevard
- Relocating fiber optic lines and 30-inch City of Columbia force main sewer lines

Construction permits are anticipated to be obtained and full construction is scheduled to begin in early-summer 2022. Substantial completion is expected to be in fall 2024.

PHASE 2 – Broad River Road at I-20 Interchange

Preliminary design concepts of the I-20 interchange at Broad River Road. Rendering is courtesy of AUJV.

AUJV receives Notice to Proceed for Phase 2

In August 2021, SCDOT announced that it would be moving forward with a $127 million contract to Archer United Joint Venture (AUJV) for Phase 2 of the Carolina Crossroads project. AUJV received Notice to Proceed (NTP) in November 2021. Now that NTP has been issued, AUJV is moving forward with preliminary design plans submittal and utility relocation coordination. Preliminary work planned in the next six months include:

- Finalizing design plans and construction permits
- Demolishing vacated structures
- Reconstructing paved shoulder on I-20
- Clearing brush throughout the project area

Construction permits are anticipated to be obtained and full construction is expected to begin in late summer 2022.

A look ahead

Our next quarterly newsletter will feature construction photos and highlights from Phases 1 and 2.

Stay informed of traffic delays and detours

Throughout the duration of the Carolina Crossroads Program, traffic changes will be inevitable.

Temporary lane closures, occasional ramp detours, and additional traffic information can be found on the Carolina Crossroads website and corresponding social media platforms.

You are also encouraged to download the **SCDOT511 Traveler Information System** to find real-time traffic information.

SCDOT South Carolina Department of Transportation

U.S. Department of Transportation Federal Highway Administration

1-800-601-8715
info@carolinacrossroads.com

SCAN ME FOR INFO > > > > > >

Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 19, 2022

SUBJECT: **2045 LRTP Amendment – Multi-Modal Transportation Center**

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2045 LRTP to add the Multi-Modal Transportation Center.

BACKGROUND

In September of 2016, the Central Midlands Council of Governments (CMCOG) initiated a study to examine the opportunities that a Regional Intermodal Transportation Center located in or around downtown Columbia would bring to the Central Midlands area. It was expected that such a facility not only would enhance the traveler experience and the efficiency of transportation service operators in Columbia, but also would attract transit oriented development (TOD). Such development would be attracted because of its transportation access advantages and would be supportive of the transportation services found at the Center. Opportunities for transit oriented design and joint development were examined in the study.

The purpose of the Site Selection Study was to look at what an Intermodal Transportation Center for Central Midlands might include, how it might serve various modes of transportation and impact development, and where it might be located. The Site Selection Study is a first step in the process set out by the Federal Transit Administration for advancing public transportation facility projects. Regarding when the project might happen, the actual design and construction of a Regional Intermodal Transportation Center is subject to future funding and approval by local, regional, state, and federal agencies. Depending on how aggressively approvals and funding are pursued and secured, the construction of a Regional Intermodal Transportation Center could occur in as few as two to three years or as late as five to ten years.

Additional stakeholders that were consulted during the Site Selection Study included elected and appointed officials from the City and CMRTA and representatives from the University of South Carolina, South Carolina Department of Transportation, Amtrak, Greyhound Bus Lines, and Megabus. To evaluate market demand and economic conditions, interviews were held with numerous local and regional real estate developers, brokers, economic development entities and civic/cultural representatives.

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Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 19, 2022

SUBJECT: **2045 LRTP Amendment - White Pond Road/Whiting Way Intersection**

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2045 LRTP to add the White Pond Road/Whiting Way Intersection Improvement Project

BACKGROUND

The West Wateree area of Kershaw County is experiencing the pressures of growth that are facing the entire Central Midlands region. Both transportation and land use are impacted by this growth, with new challenges to overcome but also opportunities to embrace. The Central Midlands Council of Governments (CMCOG), in cooperation with Kershaw County, has completed the West Wateree Transportation Study, a multimodal transportation plan that analyzes existing conditions and makes recommendations based upon best practices, existing plans, and citizen input for the vision and goals of the area. Recommendations address both transportation and land use concerns for the study area. One of the projects recommended for improvement is the White Pond Road/Whiting Way Intersection. Staff will request to include this project into the 2045 LRTP for further analysis.

ATTACHMENT

White Pond Road/Whiting Way Intersection

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Figure 4.3-2 | Long-term Proposed Improvements for White Pond Road/I-20

White Pond Road/Whiting Way

The intersection of White Pond Road at Whiting Way was addressed in the ERNE Sub-Area Plan and it was recommended that a left-turn lane be installed on White Pond Road to keep through-traffic from being delayed behind queuing left-turning traffic onto Whiting Way. This was a near-term (i.e., 0-2 years) recommendation made in 2010, but it has not yet been implemented. Left-turns at this location have only increased in the last seven years and the West Wateree Transportation Study also recommends that a left-turn lane be added to White Pond Road at its intersection with Whiting Way. This is not a complex or expensive solution and it should be implemented as soon as possible. **Figure 4.3-3** depicts this recommendation graphically.

The ERNE Sub-Area Plan also recommended a more robust solution in the long-term (i.e., 10-20 years), including signalization, widening of White Pond Road, paved shoulders, crosswalks, and pedestrian signals. For the West Wateree Transportation Study, a conceptual design was developed for these improvements (see **Figure 4.3-4**), which helped in refining them further. Access management has been included to prevent dangerous, conflicting turning movements to/from adjacent properties in close proximity to the intersection. These improvements could be implemented independently, or as part of the conversion of White Pond Road to a Three-Lane Rural Arterial, but should occur in the mid-term (i.e., 5-10 years).

Figure 4.3-3 | Near-term Proposed Improvements for White Pond Road/Whiting Way

Figure 4.3-3 | Mid-term Proposed Improvements for White Pond Road/Whiting Way

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PUBLIC NOTICE

NOTICE OF INTENT TO AMEND

2045 Long Range Transportation Plan

Opportunity for Public Review and Comment

21–Day Public Notice

May 6, 2022 to May 27, 2022

The Central Midlands Council of Governments (CMCOG) and the Central Midlands Regional Transit Authority (CMRTA) currently have a proposed amendment for the 2045 Long Range Transportation Plan (LRTP) available for public review and comment. The LRTP serves as the 20-year guide to transportation investments and funding options for the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) and the Central Midlands Council of Government (CMCOG) Rural Planning Organization (RPO) and as a framework for transit investments by urban and rural area transit agencies.

Proposed Amendment to the 2045 MPO Long Range Transportation Plan includes:

- **The addition of the Assembly Street Railroad Separation Project.**

The COATS MPO gives notice of intent to amend its 2045 Long Range Transportation Plan. Those interested can view or receive a copy of the proposed amendment(s) at 236 Stoneridge Drive, Columbia, SC 29210 or on our website at www.centralmidlands.org. Written comments can be submitted to the MPO at the address above or emailed to rsimmons@centralmidlands.org. Written comments will be accepted until May 27, 2022.

Please submit your written comments to the attention of Reginald Simmons at the email or mailing address above or contact him at 803-376-5390 if you have any questions.

Individuals interested in the conduct of a public hearing to discuss the contents of the LRTP must submit a written request to the attention of Reginald Simmons at the CMCOG. Written requests for a public hearing must be received by CMCOG on or before the comment closing date at the address shown above.

All written comments received shall, as applicable, be made a part of the CMCOG and/or CMRTA records of public in-put. Please be advised that if no comments are received and/or no additional changes have been made, then as amended, this document will be published as the final document.

Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 19, 2022

SUBJECT: **Assembly Street Railroad Separation Project**

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2045 Long Range Transportation Plan to add the Assembly Street Railroad Separation Project.

BACKGROUND

Columbia is the crossroads of the state of South Carolina with government, industry and education all coming together in the Capital City. Thousands of people go to work here, attend college here, and serve the people of South Carolina here in various capacities. With that comes thousands of commuters coming to the City daily, and thousands more on the weekends for conventions and events. Assembly Street is a heavily traveled artery and the combination of increased vehicular traffic congestion, freight rail volume and slow train traffic speeds results in unacceptable delays (both to vehicles and trains), increased air and noise pollution, and increased danger to pedestrians.

The Assembly Street Railroad Separation Project and Huger Street Connector seeks to address one of the state's highest profile traffic areas where both vehicle and train traffic meet on a daily basis. Located adjacent to Williams Brice Stadium and minutes from the State House, this project will separate train and vehicular traffic permanently, allowing both to move freely through Columbia.

ATTACHMENT

Assembly Street Railroad Separation Project Flyer

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ASSEMBLY STREET
RAILROAD SEPARATION PROJECT

Information Packet:

Purpose

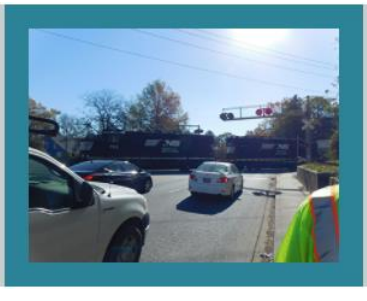
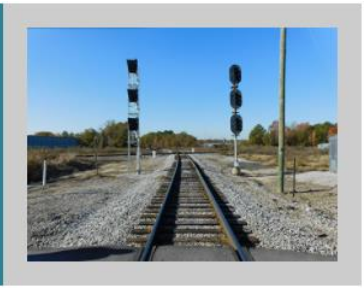
Components

Status

Potential Funding Sources

07/28/23



Assembly St. Railroad Separation Project

Purpose

Columbia is the crossroads of the state of South Carolina with government, industry and education all coming together in the Capital City. Thousands of people go to work here, attend college here, and serve the people of South Carolina here in various capacities. With that comes thousands of commuters coming to the City daily, and thousands more on the weekends for conventions and events. Assembly Street is a heavily traveled artery and the combination of increased vehicular traffic congestion, freight rail volume and slow train traffic speeds results in unacceptable delays (both to vehicles and trains), increased air and noise pollution, and increased danger to pedestrians.

The Assembly Street Railroad Separation Project and Huger Street Connector seeks to address one of the state's highest profile traffic areas where both vehicle and train traffic meet on a daily basis. Located adjacent to Williams Brice Stadium and minutes from the State House, this project will separate train and vehicular traffic permanently, allowing both to move freely through Columbia.

Project Components

Although the preferred alternative has not been selected, the below description focuses on one of the leading alternatives. A map of this option is on the next page of this flyer.

Alternative A (Formerly 320): Eliminates 15 grade crossings (6 via horizontal; 9 via raised profile). Assembly Street would be lowered and the rail tracks would be elevated at Catawba and Whaley Streets. The existing at grade crossings at Dreyfuss and Assembly (near Capital City Stadium) and Rosewood and Assembly (near the Fairgrounds) would be removed. Road closures would occur for Lincoln and Flora Streets. The rail line crossing Assembly Street near the California Dreaming Restaurant (400 block of Assembly Street) will remain – the low volume of train traffic has minimal impact on vehicular congestion.

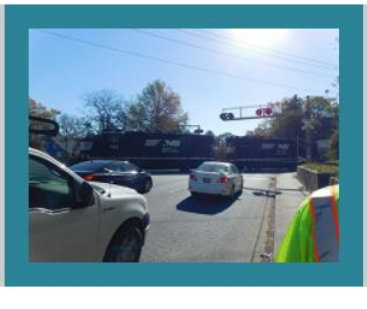
Huger Street Connector:

As part of the project, a proposed new vehicular road with bridge over the current rail line would be built connecting Huger Street with Wayne Street. The at grade crossing at Huger Street would remain for local traffic.

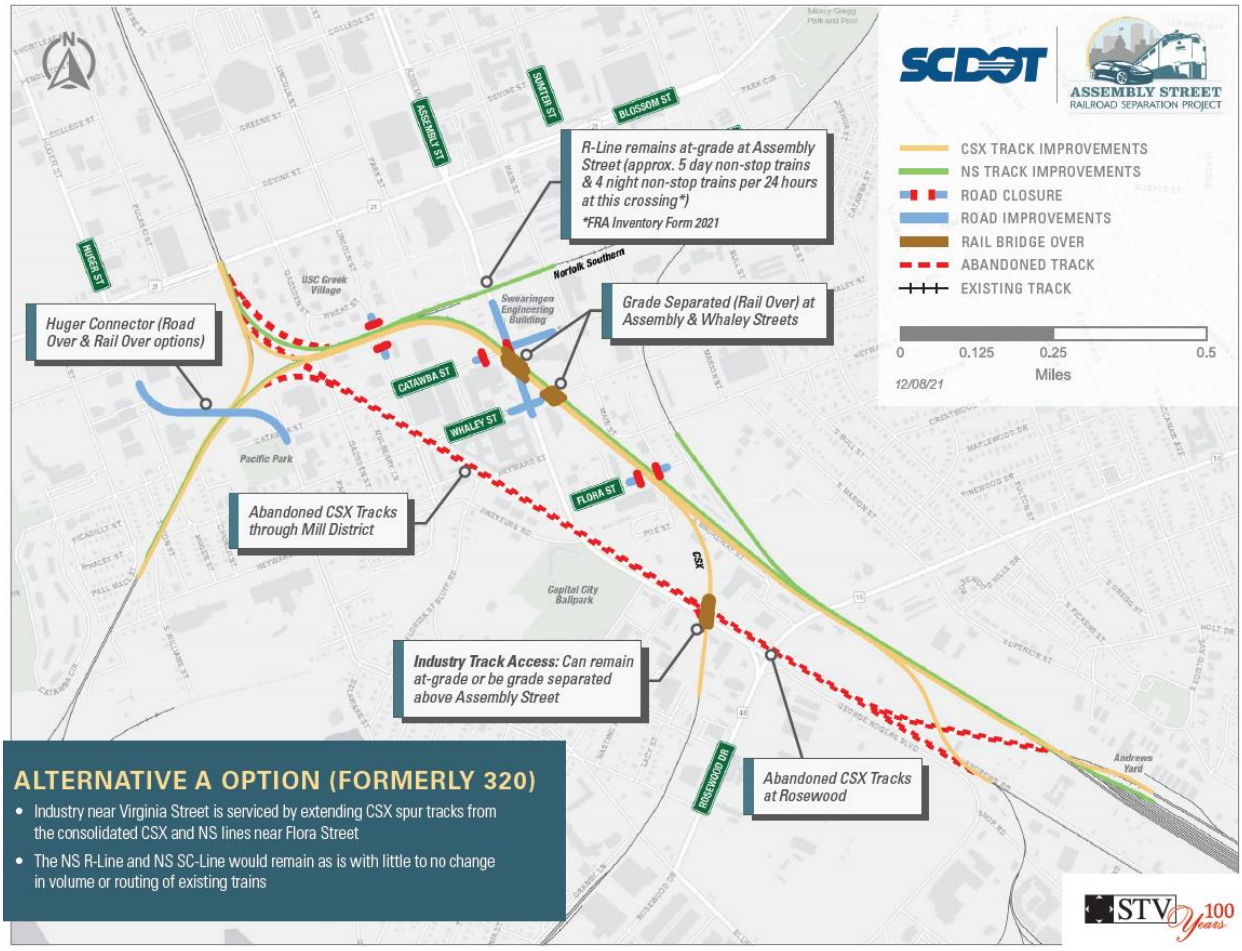
Status

The City of Columbia and the South Carolina Department of Transportation (SCDOT) are collaborating to advance the project forward while securing funding for the next steps. Preliminary Engineering Agreements have been established with CSX and Norfolk Southern. The railroads have provided comments to alternatives and SCDOT ìå reviewing them internally. The EA (Environmental Assessment) and the FONSI (Finding of No Significant Impact) are expected to be complete by 2nd quarter 2024. Because of the preliminary status of the project, a final project cost estimate has not yet been determined. However, the current estimated range as provided by the SCDOT is $нур – $3нр million for the entire project.






Assembly St. Railroad Separation Project

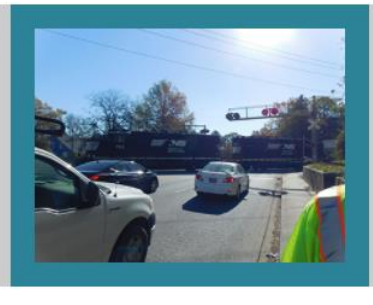


A larger map can be found at

www.assemblystreetrailproject.com.

More Information

The South Carolina Department of Transportation has created a website where citizens can provide input and learn more about the project. It is at www.assemblystreetrailproject.com.



Assembly St. Railroad Separation Project

Infrastructure Investment and Jobs Act

The $1.2 Trillion Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, includes $550 billion in new funding to rebuild roads and bridges, water infrastructure, resilience, internet, and more. Congress intends the competitive grant programs to fund transformational and generational projects.

The Assembly Street Project falls squarely in this category. It also meets most, if not all, of the Administration's equity, climate, and state of good repair goals and is a project of regional significance with broad community and regional support across a diverse group of stakeholders.

Competitive Transportation Grant Programs

IIJA provides funding over five years (FY 2022-FY 2026) as follows.

- Mega Projects: $1 billion per year for FY 2022-FY 2026 (total of $5 billion over 5 years)
- INFRA: $1.64 billion per year for FY 2022-FY 2024 and $1.54 billion per year for FY 2025 and FY 2026 (total of $8 billion over 5 years)
- CRISI: $1 billion per year FY 2022-FY 2026 (total of $5 billion over 5 years)
- Railroad Grade Crossing Discretionary: $600 million per FY 2022-FY 2026 (total of $3 billion over 5 years)

Note that these funds are either Highway Trust Fund contract authority or General Fund advance appropriations provided by IIJA. Congress could choose to provide additional funding for any of these programs in any given fiscal year, similar to how they provided an additional $775 million for RAISE this year.

Funding Options

Mega/INFRA is the Infrastructure for Rebuilding America funding opportunity made available through the U.S. Department of Transportation for highway and rail projects.

1. Application ŘdzŜ !dzƎdzǎǘ HM, 2020 with request of $1TM million
2. Match requirement: 40% ($MMΠ million)

CRISI is the Consolidated Rail Infrastructure and Safety Improvements Grant funding opportunity made available through the Federal Railroad Administration.

1. Application submitted December 1, 2022
2. 20% match required, 50% preferred
3. Can be phased (PE/NEPA – 30% design)

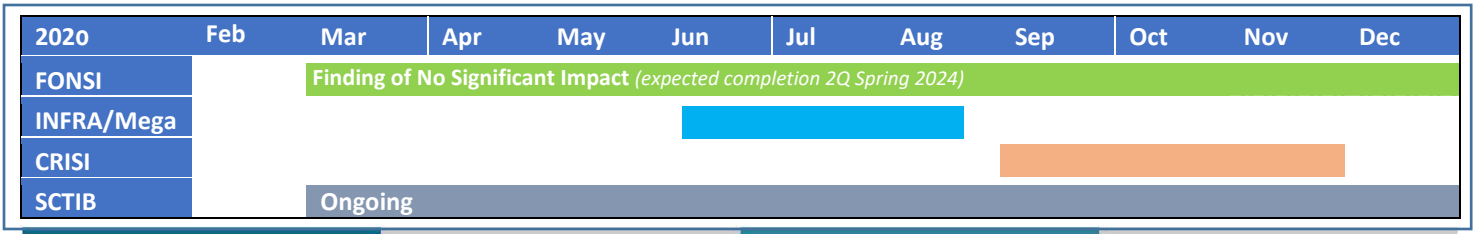
SCTIB is the South Carolina Transportation Infrastructure Bank funding opportunity made available through the South Carolina State Government.

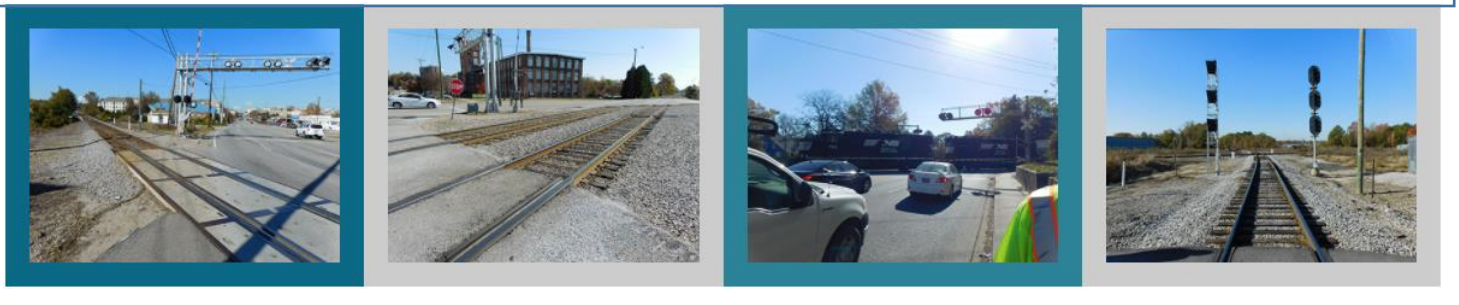
1. Due – No date posted
2. 25% match required
3. Match funds can be federal or local

Railroad Grade Crossing Elimination is a funding opportunity made available through the Federal Railroad Administration.

1. Application submitted October 4, 2022
2. Match requirement: 20%

Potential Grant Opportunity Schedule





PUBLIC NOTICE

NOTICE OF INTENT TO AMEND

2045 Long Range Transportation Plan

Opportunity for Public Review and Comment

21–Day Public Notice

July 22, 2022 to August 15, 2022

The Central Midlands Council of Governments (CMCOG) and the Central Midlands Regional Transit Authority (CMRTA) currently have a proposed amendment for the 2045 Long Range Transportation Plan (LRTP) available for public review and comment. The LRTP serves as the 20-year guide to transportation investments and funding options for the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) and the Central Midlands Council of Government (CMCOG) Rural Planning Organization (RPO) and as a framework for transit investments by urban and rural area transit agencies.

Proposed Amendment to the 2045 MPO Long Range Transportation Plan includes:

- **The addition of the Town of Lexington Projects.**

The COATS MPO gives notice of intent to amend its 2045 Long Range Transportation Plan. Those interested can view or receive a copy of the proposed amendment(s) at 236 Stoneridge Drive, Columbia, SC 29210 or on our website at www.centralmidlands.org. Written comments can be submitted to the MPO at the address above or emailed to rsimmons@centralmidlands.org. Written comments will be accepted until August 15, 2022.

Please submit your written comments to the attention of Reginald Simmons at the email or mailing address above or contact him at 803-376-5390 if you have any questions.

Individuals interested in the conduct of a public hearing to discuss the contents of the LRTP must submit a written request to the attention of Reginald Simmons at the CMCOG. Written requests for a public hearing must be received by CMCOG on or before the comment closing date at the address shown above.

All written comments received shall, as applicable, be made a part of the CMCOG and/or CMRTA records of public in-put. Please be advised that if no comments are received and/or no additional changes have been made, then as amended, this document will be published as the final document.

Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 16, 2022

SUBJECT: **2045 LRTP Amendment – Town of Lexington Projects**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2045 Long Range Transportation Plan (LRTP) to add a list of the Town of Lexington transportation projects.

PROGRAM DESCRIPTION

The Town of Lexington has developed its own Local Transportation Improvement Plan (LTIP). This LTIP is used to address transportation needs as it related to development impacts and long-range planning for the town. The Town has since used this LTIP to submit 22 possible projects to the Lexington County Capital Sales Tax plan. This plan is being proposed for the 2022 general election ballot.

The town has requested for these projects to be included in the 2045 LRTP. CMCOG will review this project list and request to include those projects that are federally eligible.

ATTACHMENT

Town of Lexington Project List

Serving Local Governments in South Carolina's Midlands
236 Stoneridge Drive, Columbia, SC 29210 □ (803) 376-5390 □ FAX (803) 376-5394 □ Web Site: http://www.centralmidlands.org

2022 Town of Lexington CPST Projects

Project	LTIP Rank	Crashes (3-year)	ADT Main	ADT Cross	ADT Sum	Cost Estimate	Final Rank
Hope Ferry Road at Sunset Boulevard (US378) Intersection Improvements(LTIP 25)	6	136	42,000	7,200	49,200	$6,710,000	1a
Mineral Springs Connector **(inlcuded W/#1)**	n/a	n/a	n/a	n/a		$9,730,000	1b
Corley Mill Bypass	n/a	202	n/a	n/a		$28,289,000	2
Gibson Road Parkway	n/a	10	7,300	n/a		$25,421,700	3
East Main Street (US 1) Additional Inbound Lane (LTIP 16)	n/a	56	29,300	0	29,300	$11,872,500	4
Ginny Lane and Woodside Road Connector	n/a	16	n/a	n/a	n/a	$18,652,000	5
Old Cherokee Road and Old Chapin Road Intersection Improvements (LTIP 1)	8	17	12,340	7,350	19,690	$3,728,000	6
West Main Street (US 1) at LMC Intersection Improvements (LTIP 4)	25	35	41,800	2,140	43,940	$640,200	7
Sunset Boulevard Widening from Coventry Drive to Northside Boulevard	n/a	n/a	36,600	n/a		$137,683,500	8
Sunset Boulevard (US 378) from Coventry to Walmart (LTIP 18)	10	15	36,600	2,210	38,810	$1,487,600	9
West Main Street (US 1) at Gibson Road (LTIP 5) **(also inlcuded with #3)**	7	86	41,800	11,090	52,890	$1,234,000	10
South Lake Drive (SC 6) at I-20 Adaptive Signals (LTIP 14)	9	n/a	20,800	n/a		$560,100	11
South Lake Drive (SC 6) at Railroad Avenue Intersection Improvements (LTIP 12)	13	19	20,800	610	21,410	$118,900	12
Hope Ferry Road at Midway Road Intersection Improvements (LTIP 26)	14	16	7,200	3,500	10,700	$615,600	13
Sunset Boulevard (US 378) at Park Place Trail Intersection Improvements (LTIP 27)	16	0	31,180	850	32,030	$152,900	14
Barr Road at Wildlife Road Intersection Improvements (LTIP 8)	18	6	11,500	5,470	16,970	$774,100	15
Old Chapin Road at Maxie Road Intersection Improvements (LTIP 2)	20	4	7,730	3,400	11,130	$241,900	16
Reed Avenue at Old Chapin Road Intersection Improvement	n/a	5	8,300	1,300	9,600	$639,200	17
Barr Road at Hendrix Street Intersection Improvements (LTIP 7)	22	1	9,800	2,300	12,100	$356,100	18
Pilgrim Church Road at Settlers Trail Intersection Improvements (LTIP 30)	23	0	11,400	480	11,880	$652,800	19
Northside Boulevard at Ginny Lane Traffic Signal (LTIP 28B)	26	2	5,750	3,470	9,220	$261,500	20
Parker Street at Swartz Road Intersection Improvements (LTIP 15)	28	0	2,800	1,200	4,000	$232,700	21
Snelgrove Road Improvements (LTIP 3)	29	7	10,340	1,670	12,010	$341,500	22
						$250,395,800	

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PUBLIC NOTICE

NOTICE OF INTENT TO AMEND

2045 Long Range Transportation Plan

Opportunity for Public Review and Comment

21–Day Public Notice

March 1, 2023 to March 22, 2023

The Central Midlands Council of Governments (CMCOG) and the Central Midlands Regional Transit Authority (CMRTA) currently have a proposed amendment for the 2045 Long Range Transportation Plan (LRTP) available for public review and comment. The LRTP serves as the 20-year guide to transportation investments and funding options for the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) and the Central Midlands Council of Government (CMCOG) Rural Planning Organization (RPO) and as a framework for transit investments by urban and rural area transit agencies.

Proposed Amendment to the 2045 MPO & RPO Long Range Transportation Plan includes:

- The addition of the 2022 STAMP System Performance Report
- The addition of the 2019 – 2023 Safety Performance Targets

The COATS MPO & CMCOG RPO gives notice of intent to amend its 2045 Long Range Transportation Plan. Those interested can view or receive a copy of the proposed amendment(s) at 236 Stoneridge Drive, Columbia, SC 29210 or on our website at www.centralmidlands.org. Written comments can be submitted to the MPO and RPO at the address above or emailed to rsimmons@centralmidlands.org. Written comments will be accepted until March 22, 2023.

Please submit your written comments to the attention of Reginald Simmons at the email or mailing address above or contact him at 803-376-5390 if you have any questions.

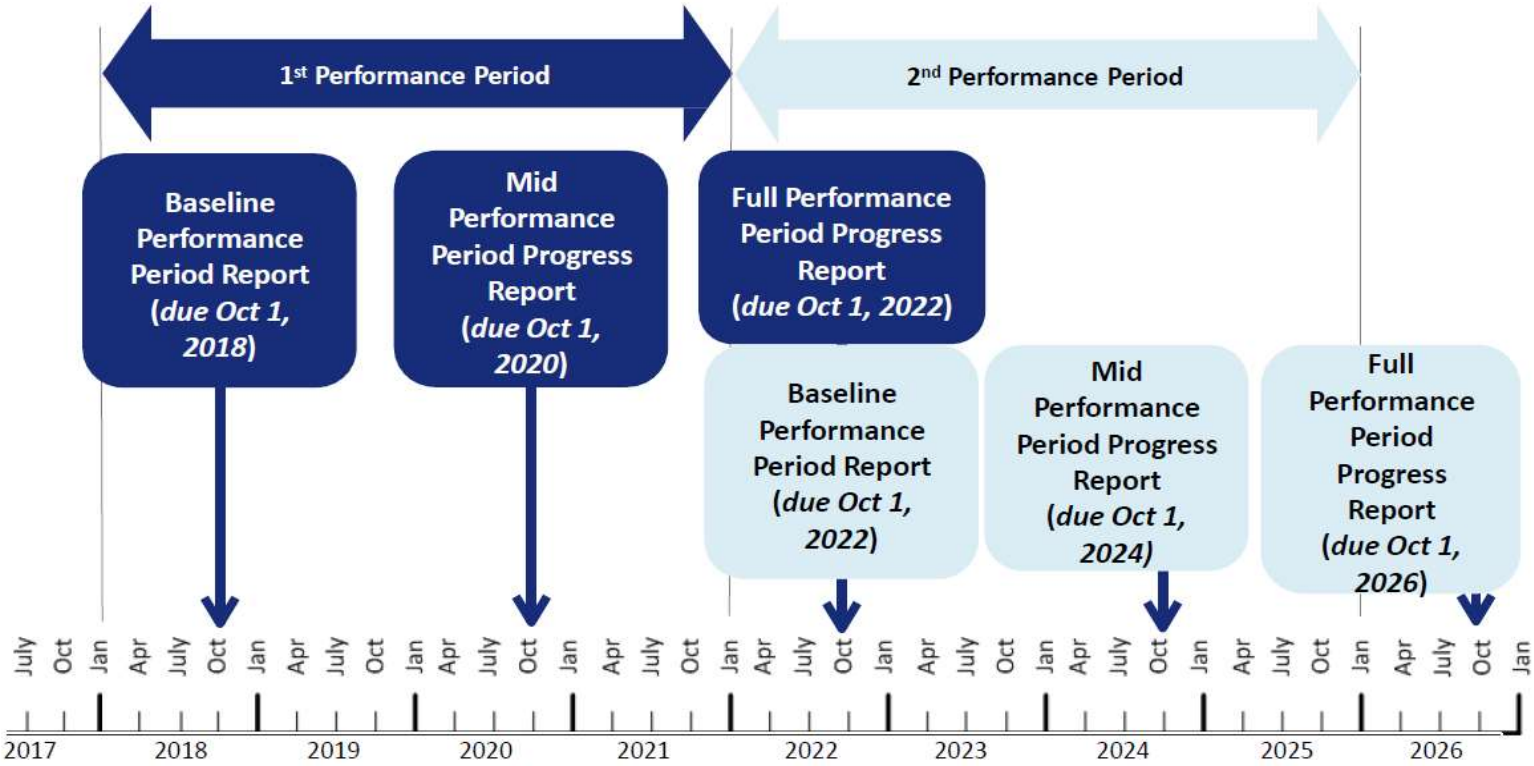
Individuals interested in the conduct of a public hearing to discuss the contents of the LRTP must submit a written request to the attention of Reginald Simmons at the CMCOG. Written requests for a public hearing must be received by CMCOG on or before the comment closing date at the address shown above.

All written comments received shall, as applicable, be made a part of the CMCOG and/or CMRTA records of public in-put. Please be advised that if no comments are received and/or no additional changes have been made, then as amended, this document will be published as the final document.

STAMP SYSTEM PERFORMANCE REPORT 2022

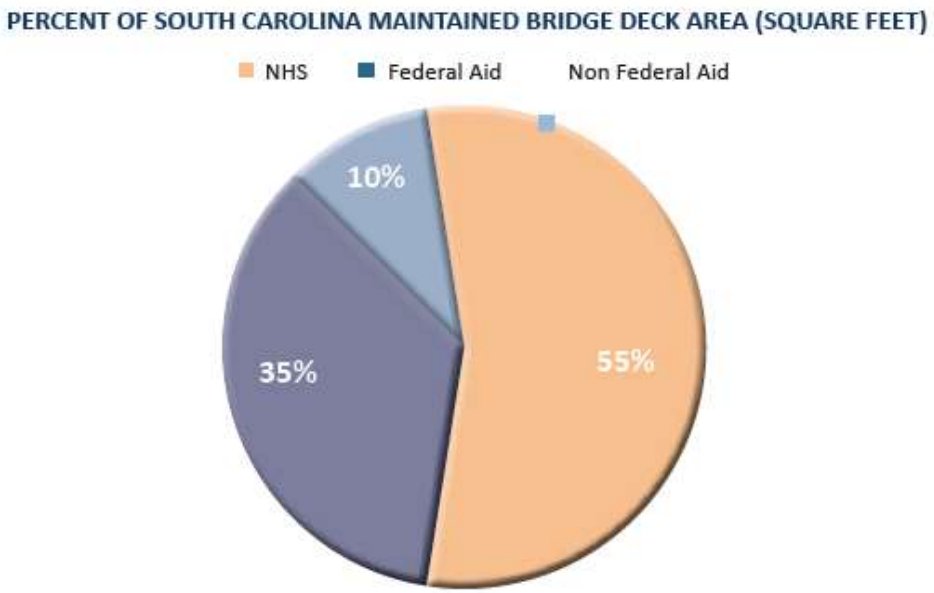
All Inclusive Planning

TPM Timeline



PM-2 / Bridges

- % NHS Bridge Deck Area in Good Condition
- % NHS Bridge Deck Area in Poor Condition
- 490.411 – Poor cannot equal or exceed 10% (3-year Period)



- 1,771 NHS Bridges
- 21% by Inventory

First Performance Period (January 2018 – December 2021)

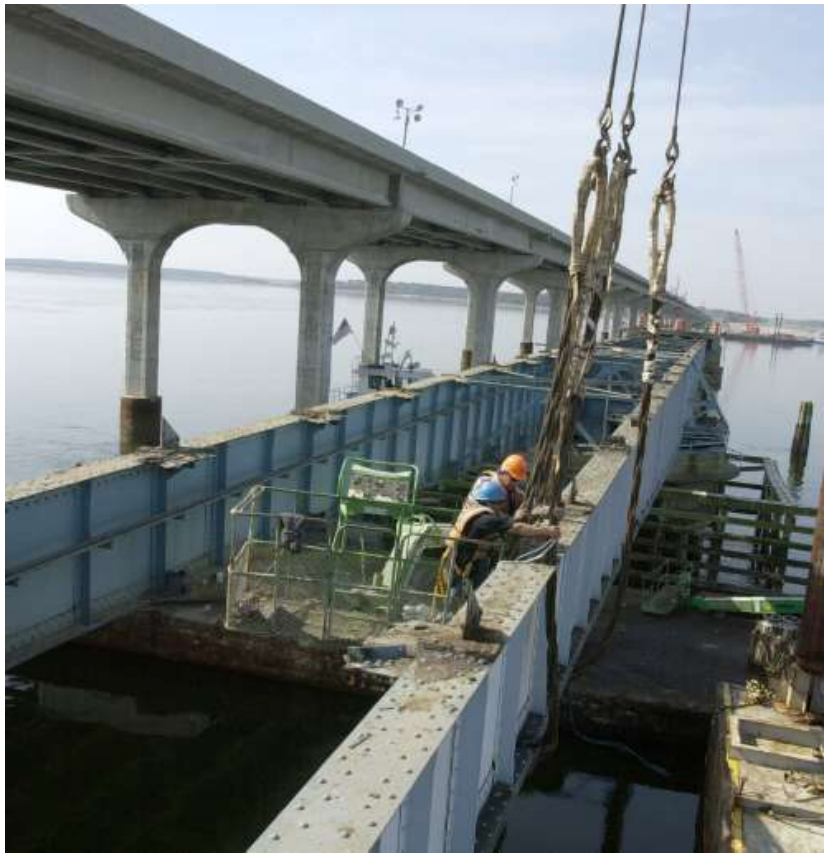
Performance Measure	Baseline 2018	2-Year Target	2-Year Actual	4-Year Target	4-Year Actual
% of NHS Bridges Classified as in Good Condition (sq. ft. deck area)	41.1%	42.2%	40.0%	42.7%	38.5%
% of NHS Bridges Classified as in Poor Condition (sq. ft. deck area)	4.0%	4.0%	4.2%	6.0%	4.3%

Second Performance Period (January 2022 – December 2025)

Performance Measure	Baseline 2021	2-Year Target (end of 2023)	4-Year Target (end of 2025)
% of NHS Bridges Classified as in Good Condition (sq. ft. deck area)	38.5%	35.0%	34.0%
% of NHS Bridges Classified as in Poor Condition (sq. ft. deck area)	4.3%	6.0%	6.0%

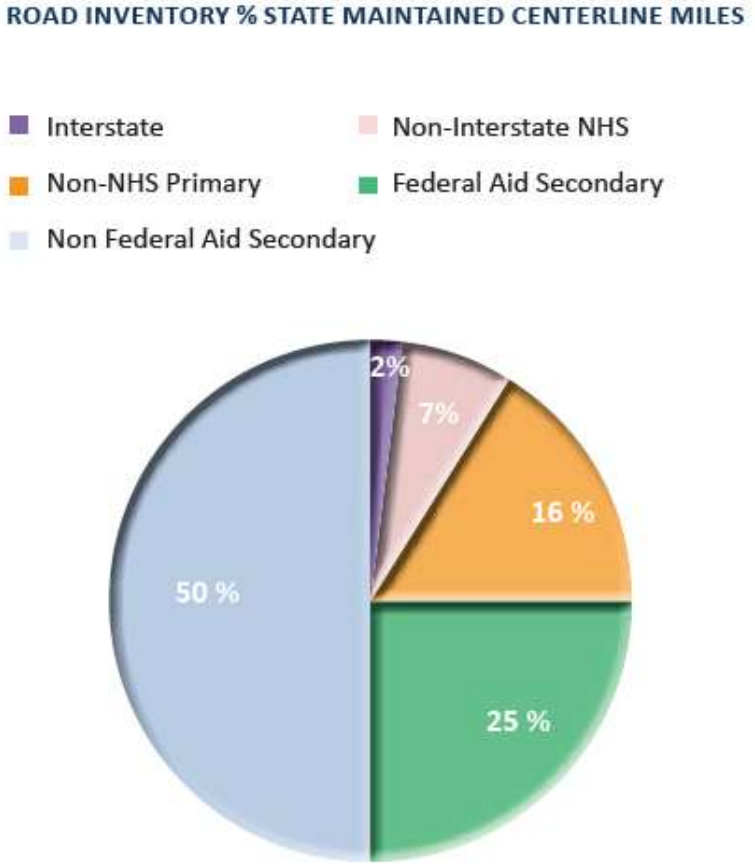
Bridge Management

- Load Rating Effort was completed in 2021
- Balanced approach to preservation, rehabilitation and replacement
- New plan approved by Commission on December 9, 2021
- Dedicated BMO responsible for over 8,400 bridges throughout South Carolina
- 9 priorities – focused on the entire system



PM-2 / Pavements

- % Interstate Pavements in Good Condition
- % Interstate Pavements in Poor Condition
- % Non-Interstate NHS Pavements in Good Condition
- % Non-Interstate NHS Pavements in Poor Condition
- 490.317 – Interstate Poor cannot exceed 5%



First Performance Period (January 2018 – December 2021)

Performance Measure	Baseline 2018	2-year Target	2-Year Actual	4-Year Target	4-Year Actual
% of Pavements Interstate System in Good Condition	NA	NA	63.2%	71.0%	75.8%
% of Pavements Interstate System in Poor Condition	NA	NA	1.2%	3.0%	0.2%
% of Pavements Non-Interstate NHS System in Good Condition	NA	14.9%	27.4%	21.1%	38.8%
% of Pavements Non-Interstate NHS System in Poor Condition	NA	4.3%	3.9%	4.6%	1.6%

Second Performance Period (January 2022 – December 2025)

Performance Measure	Baseline 2021	2-Year Target (end of 2023)	4-Year Target (end of 2025)
% of Pavements Interstate System in Good Condition	75.8%	77.0%	78.0%
% of Pavements Interstate System in Poor Condition	0.2%	2.5%	2.5%
% of Pavements Non-Interstate NHS System in Good Condition	38.8%	36.0%	38.0%
% of Pavements Non-Interstate NHS System in Poor Condition	1.6%	10.0%	10.0%

PM-3 / Reliability, Freight

- % Person-miles on the Interstate system that are reliable
- % Person-miles on the Non-Interstate system that are reliable
- Truck Travel Time Reliability (TTTR)

First Performance Period (January 2018 – December 2021)

Performance Measure	Baseline 2018	2-year Target	2-Year Actual	4-Year Target	4-Year Actual
% of Person Miles on the Interstate System that are Reliable	94.7%	91.0%	94.8%	90.0%	95.9%
% of Person Miles on the Non-Interstate NHS System that are Reliable	91.4%	NA	NA	81.0%	95.0%
Truck Travel Time Reliability (TTTR)	1.34	1.36	1.33	1.45	1.31

Second Performance Period (January 2022 – December 2025)

Performance Measure	Baseline 2021	2-Year Target (end of 2023)	4-Year Target (end of 2025)
% of Person Miles on the Interstate System that are Reliable	95.9%	89.1%	89.1%
% of Person Miles on the Non-Interstate NHS System that are Reliable	95.0%	85.0%	85.0%
Truck Travel Time Reliability (TTTR)	1.31	1.45	1.45

Performance Measure	Baseline 2021 CMCOG	Baseline 2021 COATS
% Good Overall Square Feet of Bridge Deck Area Interstate/NHS	50.96%	52.67%
% Poor Overall Square Feet of Bridge Deck Area Interstate/NHS	1.73%	5.08%
% Good Interstate Pavement (Federal Metric)	79.99%	79.80%
% Poor Interstate Pavement (Federal Metric)	0.33%	0.20%
% Good Non-Interstate NHS Pavement (Federal Metric)	49.26%	30.71%
% Poor Non-Interstate NHS Pavement (Federal Metric)	2.92%	1.11%

Performance Measure	Baseline 2021 CMCOG	Baseline 2021 COATS
% of Person Miles on the Interstate System that are Reliable	100%	94.3%
% of Person Miles on the Non-Interstate NHS System that are Reliable	99.8%	87.2%
Truck Travel Time Reliability (TTTR)	1.14	1.37

Important TPM Items to Note:

- Notification to MPO / COGs, 180 days to adopt

  (February 1 – July 31, 2023)
- System Performance Report (Every 2 Years)

Erin P. Porter, PE, PMP
Office of Strategic Planning
PorterEP@scdot.org
803-737-1530

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December 9, 2022

Ms. Christina Lewis
Transportation Planner
South Carolina Department of Transportation
955 Park Street, Room 516
Columbia, SC 29202

RE: Acceptance of 2019 – 2023 SCDOT Safety Performance Measures

Dear Ms. Lewis:

The Columbia Area Transportation Study Metropolitan Planning Organization approved and adopted an amendment to the agency's 2045 Long Range Transportation Plan on December 8, 2022, incorporating the SCDOT Performance Measures and Targets.

For the 2023 performance period, the Columbia Area Transportation Study Metropolitan Planning Organization has elected to accept and support the State of South Carolina DOT targets for the PM1 Safety Performance Measures as described below:

Performance Measure 2019 – 2023 Statewide Targets

Total Number of Fatalities	1,119
Fatality Rate per 100 Million Vehicle Miles Traveled	1.940
Total Number of Serious Injuries	2,868
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.960
Total Number of Non-motorized Fatalities and Serious Injuries	485

The amended 2045 Long Range Transportation Plan is available for viewing on our website at www.centralmidlands.org. 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. Thank you for your interest in this matter.

Sincerely,

Reginald Simmons
Deputy Executive Director/Transportation Director

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RESOLUTION

RESOLUTION AUTHORIZING THE COLULMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION TO ADOPT THE SAFETY PERFORMANCE MANAGEMENT TARGETS AS APPROVED BY THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, Federal regulations require that the Long Range Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and,

WHEREAS, the South Carolina Department of Transportation in coordination with the Federal Highway Administration has reviewed the requirement to adopt the following 2019 - 2023 Safety Performance Management Targets by August 31, 2022; and,

Performance Measures 2019 – 2023 Statewide Targets

Total Number of Fatalities	1,119
Fatality Rate per 100 Million Vehicle Miles Traveled	1.940
Total Number of Serious Injuries	2,868
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.960
Total Number of Non-motorized Fatalities and Serious Injuries	485

WHEREAS, the adoption the Safety Performance Management Targets by the South Carolina Department of Transportation begins a 180-day time period for metropolitan planning organizations to evaluate and set regionally specific targets or accept and support the state's targets; and,

WHEREAS, the Policy Committee of the Columbia Area Transportation Study Metropolitan Planning Organization in coordination with the Federal Highway Administration and the South Carolina Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the metropolitan transportation planning process; and,

WHEREAS, the Transportation Subcommittee at its meeting on November 10, 2022 recommended that MPO Policy Committee support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

WHEREAS, the Technical Committee at its meeting on October 25, 2022 recommended that MPO Policy Committee support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

NOW, THEREFORE BE IT RESOLVED BY THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION:

1. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee concurs with the recommendation of the Transportation Subcommittee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

2. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee concurs with the recommendation of the Technical Advisory Committee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

CERTIFICATION

THE UNDERSIGNED is the duly qualified Chairman of Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at an open meeting of the Central Midlands Council of Governments held on December 8, 2022.

Foster Senn, MPO Chairman Columbia Area Transportation Study Metropolitan Planning Organization	Reginald Simmons, MPO Director Columbia Area Transportation Study Metropolitan Planning Organization
Witness	Witness

December 9, 2022

Ms. Christina Lewis
Statewide Planning Manager
South Carolina Department of Transportation
955 Park Street, Room 516
Columbia, SC 29202

RE: Acceptance of 2019 – 2023 SCDOT Safety Performance Measures

Dear Ms. Lewis:

The Board of Directors of the Central Midlands Council of Governments approved and adopted an amendment to the agency's 2045 Long Range Transportation Plan on December 8, 2022 incorporating the SCDOT Performance Measures and Targets.

For the 2023 performance period, the Central Midlands Council of Governments Board of Directors has elected to accept and support the State of South Carolina DOT targets for the PM1 Safety Performance Measures as described below:

Performance Measure 2019 – 2023 Statewide Targets

Total Number of Fatalities	1,119
Fatality Rate per 100 Million Vehicle Miles Traveled	1.940
Total Number of Serious Injuries	2,868
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.960
Total Number of Non-motorized Fatalities and Serious Injuries	485

The amended 2045 Long Range Transportation Plan is available for viewing on our website at www.centralmidlands.org. 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. Thank you for your interest in this matter.

Sincerely,

Reginald Simmons
Deputy Executive Director/Transportation Director

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RESOLUTION

RESOLUTION AUTHORIZING THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS TO ADOPT THE SAFETY PERFORMANCE MANAGEMENT TARGETS AS APPROVED BY THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, Federal regulations require that the Long Range Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and,

WHEREAS, the South Carolina Department of Transportation in coordination with the Federal Highway Administration has reviewed the requirement to adopt the following 2019 - 2023 Safety Performance Management Targets by August 31, 2022; and,

Performance Measures 2019 – 2023 Statewide Targets

Total Number of Fatalities	1119
Fatality Rate per 100 Million Vehicle Miles Traveled	1.940
Total Number of Serious Injuries	2,868
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.960
Total Number of Non-motorized Fatalities and Serious Injuries	485

WHEREAS, the adoption the Safety Performance Management Targets by the South Carolina Department of Transportation begins a 180-day time period for councils of governments to evaluate and set regionally specific targets or accept and support the state's targets; and,

WHEREAS, the Central Midlands Council of Governments Board of Directors in coordination with the Federal Highway Administration and the South Carolina Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the transportation planning process; and,

WHEREAS, the Rural Transportation Committee at its meeting on September 8, 2022 recommended approval to support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

NOW, THEREFORE BE IT RESOLVED BY THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS:

1. The Central Midlands Council of Governments Board of Directors concurs with the recommendation of the Rural Transportation Committee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

CERTIFICATION

THE UNDERSIGNED is the duly qualified Chairman of Central Midlands Council of Governments Board of Directors, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at an open meeting of the Central Midlands Council of Governments held on December 8, 2022.

Foster Senn, Chairman Central Midlands Council of Governments	Benjamin J. Mauldin, Executive Director Central Midlands Council of Governments
Witness	Witness

PUBLIC NOTICE

NOTICE OF INTENT TO AMEND

2045 Long Range Transportation Plan

Opportunity for Public Review and Comment

21–Day Public Notice

November 19, 2023 to December 12, 2023

The Central Midlands Council of Governments (CMCOG) and the Central Midlands Regional Transit Authority (CMRTA) currently have a proposed amendment for the 2045 Long Range Transportation Plan (LRTP) available for public review and comment. The LRTP serves as the 20-year guide to transportation investments and funding options for the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) and the Central Midlands Council of Government (CMCOG) Rural Planning Organization (RPO) and as a framework for transit investments by urban and rural area transit agencies.

Proposed Amendment to the 2045 MPO & RPO Long Range Transportation Plan includes:

- The addition of the 2020 – 2024 Safety Performance Targets
- The addition of the New MPO Boundary based on the 2020 Census

The COATS MPO & CMCOG RPO gives notice of intent to amend its 2045 Long Range Transportation Plan. Those interested can view or receive a copy of the proposed amendment(s) at 236 Stoneridge Drive, Columbia, SC 29210 or on our website at www.centralmidlands.org. Written comments can be submitted to the MPO and RPO at the address above or emailed to rsimmons@centralmidlands.org. Written comments will be accepted until December 12, 2023.

Please submit your written comments to the attention of Reginald Simmons at the email or mailing address above or contact him at 803-376-5390 if you have any questions.

Individuals interested in the conduct of a public hearing to discuss the contents of the LRTP must submit a written request to the attention of Reginald Simmons at the CMCOG. Written requests for a public hearing must be received by CMCOG on or before the comment closing date at the address shown above.

All written comments received shall, as applicable, be made a part of the CMCOG and/or CMRTA records of public in-put. Please be advised that if no comments are received and/or no additional changes have been made, then as amended, this document will be published as the final document.

December 15, 2023

Ms. Christina Lewis
Transportation Planner
South Carolina Department of Transportation
955 Park Street, Room 516
Columbia, SC 29202

RE: Acceptance of 2020 – 2024 SCDOT Safety Performance Measures

Dear Ms. Lewis:

The Columbia Area Transportation Study Metropolitan Planning Organization approved and adopted an amendment to the agency's 2045 Long Range Transportation Plan on December 14, 2023, incorporating the SCDOT Performance Measures and Targets.

For the 2023 performance period, the Columbia Area Transportation Study Metropolitan Planning Organization has elected to accept and support the State of South Carolina DOT targets for the PM1 Safety Performance Measures as described below:

Performance Measure 2020 – 2024 Statewide Targets

Total Number of Fatalities	1,079
Fatality Rate per 100 Million Vehicle Miles Traveled	1.870
Total Number of Serious Injuries	2,549
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.410
Total Number of Non-motorized Fatalities and Serious Injuries	454.8

The amended 2045 Long Range Transportation Plan is available for viewing on our website at www.centralmidlands.org. 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. Thank you for your interest in this matter.

Sincerely,

Reginald Simmons
Deputy Executive Director/Transportation Director

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RESOLUTION

RESOLUTION AUTHORIZING THE COLULMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION TO ADOPT THE SAFETY PERFORMANCE MANAGEMENT TARGETS AS APPROVED BY THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, Federal regulations require that the Long Range Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and,

WHEREAS, the South Carolina Department of Transportation in coordination with the Federal Highway Administration has reviewed the requirement to adopt the following 2020 - 2024 Safety Performance Management Targets by August 31, 2023; and,

Performance Measures 2020 – 2024 Statewide Targets

Total Number of Fatalities	1,079
Fatality Rate per 100 Million Vehicle Miles Traveled	1.870
Total Number of Serious Injuries	2,549
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.410
Total Number of Non-motorized Fatalities and Serious Injuries	454.8

WHEREAS, the adoption the Safety Performance Management Targets by the South Carolina Department of Transportation begins a 180-day time period for metropolitan planning organizations to evaluate and set regionally specific targets or accept and support the state's targets; and,

WHEREAS, the Policy Committee of the Columbia Area Transportation Study Metropolitan Planning Organization in coordination with the Federal Highway Administration and the South Carolina Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the metropolitan transportation planning process; and,

WHEREAS, the Transportation Subcommittee at its meeting on September 14, 2023 recommended that MPO Policy Committee support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

WHEREAS, the Technical Committee at its meeting on September 26, 2023 recommended that MPO Policy Committee support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

NOW, THEREFORE BE IT RESOLVED BY THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION:

1. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee concurs with the recommendation of the Transportation Subcommittee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

2. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee concurs with the recommendation of the Technical Advisory Committee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

CERTIFICATION

THE UNDERSIGNED is the duly qualified Chairman of Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at an open meeting of the Central Midlands Council of Governments held on December 14, 2023.

Will Brennan, MPO Chairman Columbia Area Transportation Study Metropolitan Planning Organization	Reginald Simmons, MPO Director Columbia Area Transportation Study Metropolitan Planning Organization
Witness	Witness

December 15, 2023

Ms. Christina Lewis
Transportation Planner
South Carolina Department of Transportation
955 Park Street, Room 516
Columbia, SC 29202

RE: Acceptance of 2020 – 2024 SCDOT Safety Performance Measures

Dear Ms. Lewis:

The Board of Directors of the Central Midlands Council of Governments approved and adopted an amendment to the agency's 2045 Long Range Transportation Plan on December 14, 2023, incorporating the SCDOT Performance Measures and Targets.

For the 2023 performance period, the Central Midlands Council of Governments Board of Directors has elected to accept and support the State of South Carolina DOT targets for the PM1 Safety Performance Measures as described below:

Performance Measure 2020 – 2024 Statewide Targets

Total Number of Fatalities	1,079
Fatality Rate per 100 Million Vehicle Miles Traveled	1.870
Total Number of Serious Injuries	2,549
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.410
Total Number of Non-motorized Fatalities and Serious Injuries	454.8

The amended 2045 Long Range Transportation Plan is available for viewing on our website at www.centralmidlands.org. 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. Thank you for your interest in this matter.

Sincerely,

Reginald Simmons
Deputy Executive Director/Transportation Director

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RESOLUTION

RESOLUTION AUTHORIZING THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS TO ADOPT THE SAFETY PERFORMANCE MANAGEMENT TARGETS AS APPROVED BY THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, Federal regulations require that the Long Range Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and,

WHEREAS, the South Carolina Department of Transportation in coordination with the Federal Highway Administration has reviewed the requirement to adopt the following 2020 - 2024 Safety Performance Management Targets by August 31, 2023; and,

Performance Measures 2020 – 2024 Statewide Targets

Total Number of Fatalities	1,079
Fatality Rate per 100 Million Vehicle Miles Traveled	1.870
Total Number of Serious Injuries	2,549
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.410
Total Number of Non-motorized Fatalities and Serious Injuries	454.8

WHEREAS, the adoption the Safety Performance Management Targets by the South Carolina Department of Transportation begins a 180-day time period for councils of governments to evaluate and set regionally specific targets or accept and support the state's targets; and,

WHEREAS, the Board of Directors of the Central Midlands Council of Governments in coordination with the Federal Highway Administration and the South Carolina Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the transportation planning process; and,

WHEREAS, the Rural Transportation Committee at its meeting on December 5, 2023 recommended to support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

NOW, THEREFORE BE IT RESOLVED BY THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS:

1. The Central Midlands Council of Governments Board of Directors concurs with the recommendation of the Rural Transportation Committee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

CERTIFICATION

THE UNDERSIGNED is the duly qualified Chairman of Central Midlands Council of Governments Board of Directors, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at an open meeting of the Central Midlands Council of Governments held on December 14, 2023.

Will Brennan, CMCOG Chairman Central Midlands Council of Governments	D. Britt Poole, Executive Director Central Midlands Council of Governments
Witness	Witness

Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 15, 2023

SUBJECT: **New MPO Boundary**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to adopt the COATS MPO new metropolitan planning study boundary which is based upon the 2020 US Census.

PROGRAM DESCRIPTION

On Thursday, December 29, 2022, the US Census Bureau released their new 2020 Urbanized Areas. The release of these new urbanized areas denoted that per federal requirements, Metropolitan Planning Organizations (MPOs) such as the Columbia Area Transportation Study (COATS) will have to adjust their metropolitan planning area boundary to encompass the contiguous census designated urbanized area and the area projected to be urbanized over the next 20 years. Federal requirements also denoted that the COATS MPO may consider adjusting its Policy Committee composition to ensure that adequate representation for all necessary jurisdictions has been addressed.

The 2020 US Census produced a new census designated urbanized area that receded the existing COATS MPO Boundary in three (3) locations. The nearby municipalities in these reduced areas were the Town of Chapin in Lexington and Newberry Counties, Town of Swansea in Lexington County, and the Lugoff/Elgin Area in Kershaw County. Please be advised that the Lugoff/Elgin area was designated by the Census Bureau as an urban cluster and was not included as part of the census designated urbanized area for Columbia.

The SCDOT Planning Office has been working with all of the MPOs to discuss changes to the urbanized areas and any resulting changes to the study boundaries. SCDOT has provided a schedule to all COGs and MPOs which outlined SCDOT's accelerated schedule for receiving updates resulting from the 2020 Census. This accelerated schedule will allow the next Regional Mobility Program (RMP) allocation increase to be based on the 2020 Census population rather than the 2010 population numbers. SCDOT has requested for all MPO boundaries to be updated and submitted by August 1st.

The COATS MPO has created an updated MPO Boundary based on the 2020 Census. The new boundary will be present for review and approval.

ATTACHMENT

2010 Urbanized Area and MPO Boundary
2020 Urbanized Area and MPO Boundary

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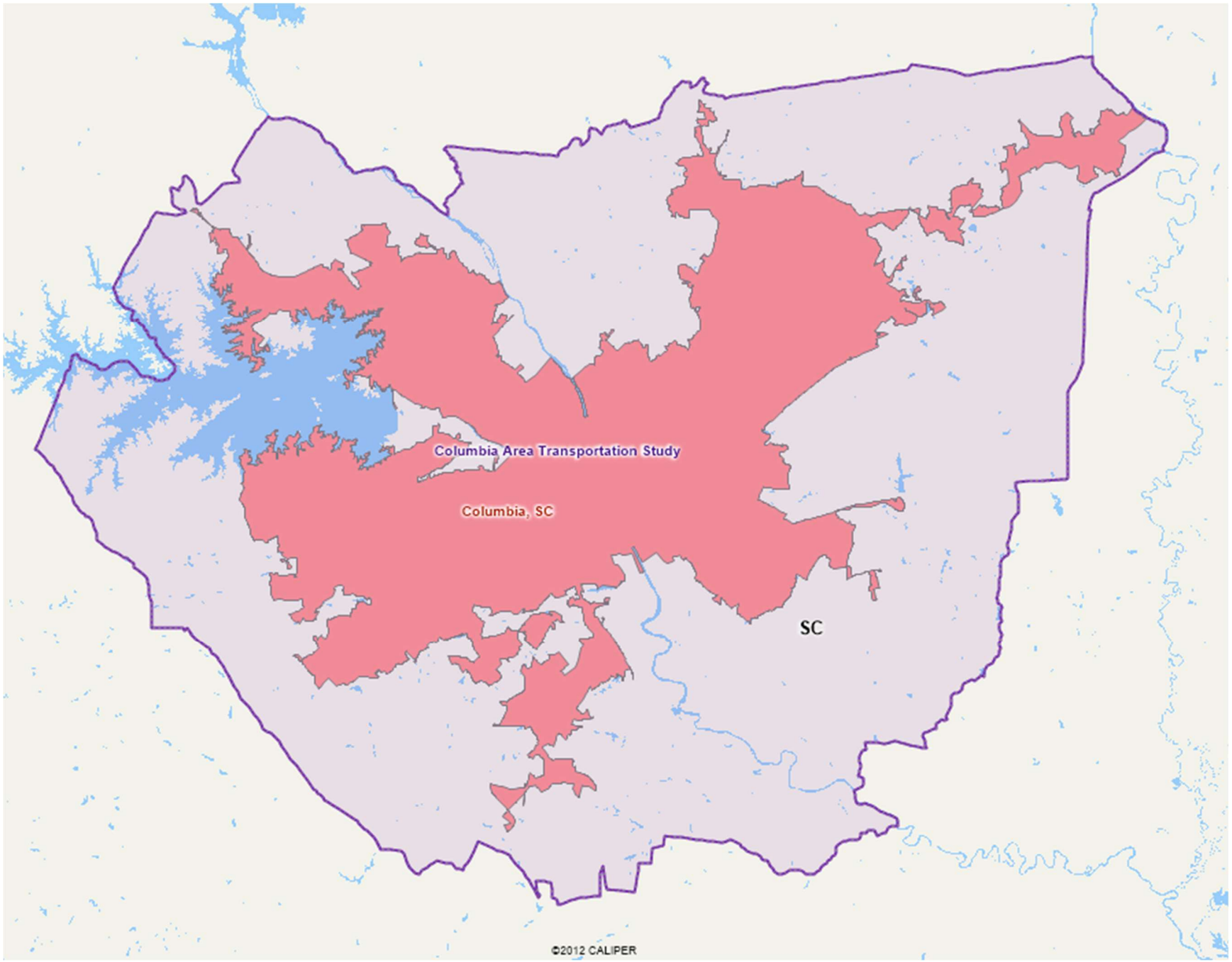
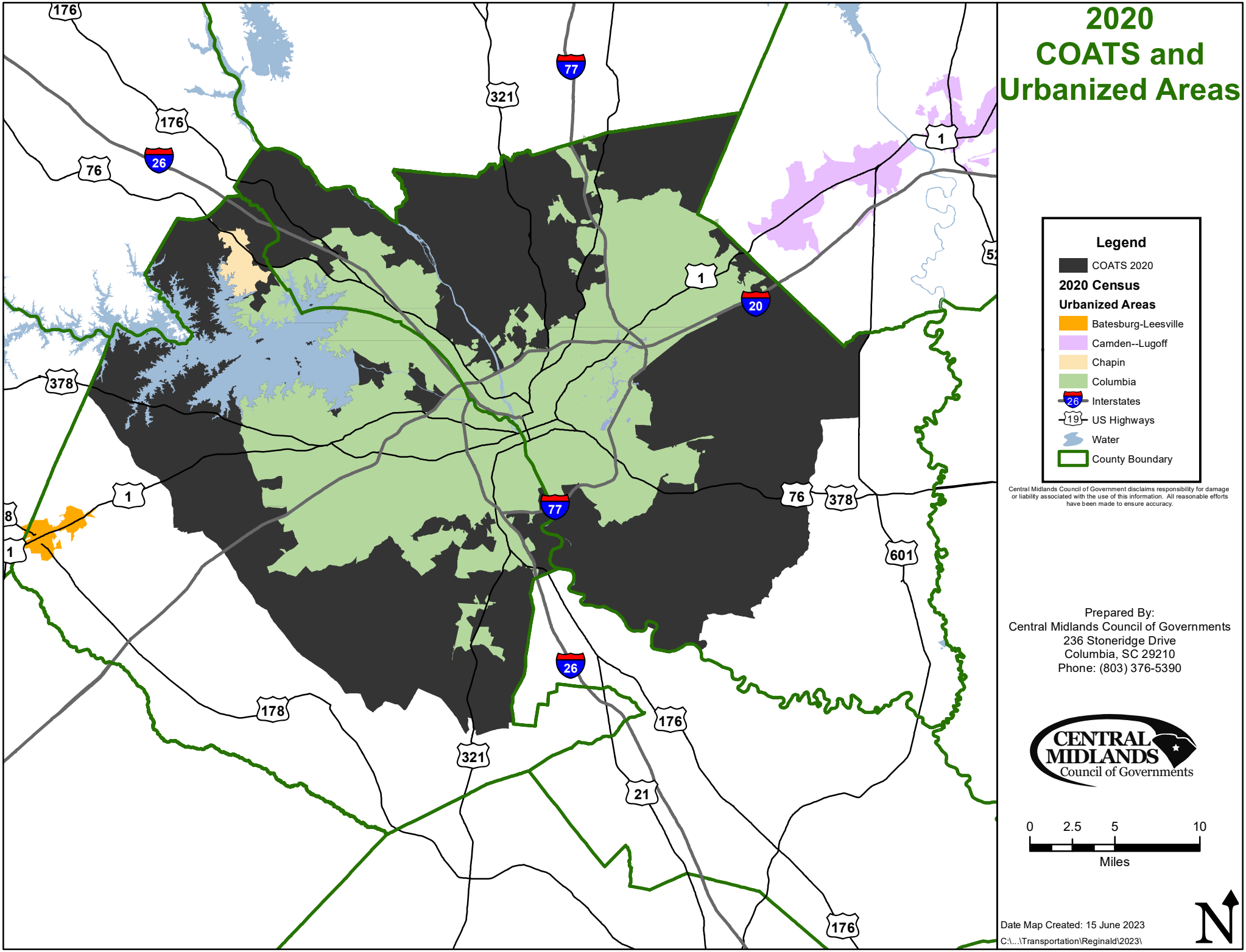
2010 URBANIZED AREA AND MPO BOUNDARY




2020
COATS and
Urbanized Areas
Legend
COATS 2020
2020 Census
Urbanized Areas
Batesburg-Leesville
Camden--Lugoff
Chapin
Columbia
Interstates
US Highways
Water
County Boundary
Central Midlands Council of Government disclaims responsibility for damage or liability associated with the use of this information. All reasonable efforts have been made to ensure accuracy.
Prepared By:
Central Midlands Council of Governments
236 Stoneridge Drive
Columbia, SC 29210
Phone: (803) 376-5390
CENTRAL MIDLANDS
Council of Governments
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PUBLIC NOTICE

NOTICE OF INTENT TO AMEND

2045 Long Range Transportation Plan

Opportunity for Public Review and Comment

21–Day Public Notice

February 15, 2024 to March 16, 2024

The Central Midlands Council of Governments (CMCOG) and the Central Midlands Regional Transit Authority (CMRTA) currently have a proposed amendment for the 2045 Long Range Transportation Plan (LRTP) available for public review and comment. The LRTP serves as the 20-year guide to transportation investments and funding options for the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) and the Central Midlands Council of Government (CMCOG) Rural Planning Organization (RPO) and as a framework for transit investments by urban and rural area transit agencies.

Proposed Amendment to the 2045 MPO & RPO Long Range Transportation Plan includes:

- The addition of the Columbia Area Transportation Study Metropolitan Planning Organization (MPO) Regional Transportation Operations and Technology Strategic Planning Program.
- The addition of the Central Midlands Council of Governments Rural Planning Organization (RPO) Regional Transportation Operations and Technology Strategic Planning Program.
- The addition of 300,000 in guideshare funds for the Columbia Traffic Signals Systems Improvement Study.

The COATS MPO & CMCOG RPO gives notice of intent to amend its 2045 Long Range Transportation Plan. Those interested can view or receive a copy of the proposed amendment(s) at 236 Stoneridge Drive, Columbia, SC 29210 or on our website at www.centralmidlands.org. Written comments can be submitted to the MPO and RPO at the address above or emailed to rsimmons@centralmidlands.org. Written comments will be accepted until March 16, 2024.

Please submit your written comments to the attention of Reginald Simmons at the email or mailing address above or contact him at 803-376-5390 if you have any questions.

Individuals interested in the conduct of a public hearing to discuss the contents of the LRTP must submit a written request to the attention of Reginald Simmons at the CMCOG. Written requests for a public hearing must be received by CMCOG on or before the comment closing date at the address shown above.

All written comments received shall, as applicable, be made a part of the CMCOG and/or CMRTA records of public in-put. Please be advised that if no comments are received and/or no additional changes have been made, then as amended, this document will be published as the final document.

Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: December 7, 2023

SUBJECT: 2045 LRTP Amendment – COATS MPO Regional Transportation Operations and Technology Strategic Planning Program

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2045 LRTP to add the COATS MPO Regional Transportation Operations and Technology Strategic Planning Program.

BACKGROUND

The purpose of the Regional Transportation Operations and Technology Strategic Planning Program is to guide the Central Midlands Council of Governments' efforts to deploy technology, tools and coordinated system procedures to manage the multimodal transportation system. Regional Transportation Operations and Technology is a set of tools and processes used by public and private operating agencies' staff to meet the day-to-day demands of the traveling public.

Transportation operations staff work to provide the best mobility services and facilities to people and businesses across the region every day. Rail and bus operators, maintenance crews, emergency responders, traffic management center staff, law enforcement personnel, Transportation District dispatchers, shared mobility providers and many others all work tirelessly to keep the transportation system operating safely and efficiently. Maintaining reliable operations also requires monitoring performance over time to improve service and to account for changes in transportation demand.

This approach examines existing challenges to transportation operations in the region and identifies a vision, goals and objectives for regional transportation operations and technology. Performance measures will be used to track progress. Several strategic initiatives are defined that will subsequently guide investments for the deployment of system operation projects. One of the first set of investments will be defined through the evaluation and implementation of the Carbon Reduction Program. The vision for the Regional Transportation Operations and Technology Strategic Planning is:

- Transportation systems serving all travel modes across the CMCOG area are interconnected, collaboratively operated, managed and maintained to optimize safe, reliable and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life.

ATTACHMENT

- Goals for Regional Transportation Operations and Technology Strategic Planning
- Traffic Operations Prioritization Process
- Prioritized List of Traffic Signal Improvement Projects

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Goals for Regional Transportation Operations and Technology Strategic Planning

Safe Operations

- Physical and technological improvements and intentional operations management deployed to both reduce crashes and achieve zero fatalities.

Efficient, Seamless Travel

- Interconnected systems across jurisdictions and modes are actively and cooperatively managed to optimize operator situational awareness, provide accurate and timely traveler information and allow collaborative transportation systems operation.

Travel Time Reliability

- Multimodal travel times are monitored in real-time and operations are managed to limit disruptions affecting travel time reliability.

Equitable Access

- People of all ages, abilities, languages, backgrounds, and incomes have access to safe and reliable mobility options.

Environmental Sustainability

- Apply technology, services and operations that reduce energy consumption, improve air quality and reduce greenhouse gas emissions.

Prioritization Process

The statewide signal ranking process is based on age of equipment, proximity of interstate, and AADT. The age of equipment and proximity of interstate information is obtained from the Traffic Signal Inventory Program, TEAMS. The AADT is obtained from ITMS. Points are given to each location based on the following criteria:

- Age of Controller (in years) = Age points
- Age of Cabinet (in years) = Age points
- Proximity of Interstate – If a location is at a ramp = 2 points, otherwise = 0 points
- AADT -> 12,000AADT = 2 points otherwise = 0 points

The life cycle of a signal is considered to be 15 years and any signal with more than 15 points is a candidate for a rebuild. Districts may chose signals that are not the highest ranking signals based on the following reasons:

- Specific knowledge of faulty or deteriorated signal equipment
- Signal requires more maintenance than normal
- If high ranking signal is part of an existing signal system, then adjacent signals may be included for improvements

High ranking signals may be bypassed based on the following criteria:

- Railroad, utility, or right of way issues are present that would add undue costs to the upgrade and require a lengthier project design
- A future project will impact the signal
- A resurfacing project will impact the signal
- The signal is a candidate for removal based on reductions in traffic volumes

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
District1	TS1431	S-36 MP: 2.01	The Shoppes Mall	St. Andrews @ The Shoppes	25	26	0		23,300	25	26	0	0	2	53	1
District1	TS1434	S-36 MP: 3.817	S-757 MP: 0.689	St. Andrews Rd. @ Harbison Blvd./Emory Ln.	26	26	0		4,400	26	26	0	0	0	52	2
District1	TS1743	US1 MP: 12.544	Polo Rd	Two Notch Rd. @ Polo Rd	21	27	0		36,900	21	27	0	0	2	50	3
District1	TS1478	SC35 MP: 4.038	S-41 MP: 1.01	SC-35 12th St. @ S-41 Lafayette Ave.	24	21	0		13,500	24	21	0	0	2	47	4
District1	TS1375	S-104 MP: 3.224	S-168 MP: 4.325	Old Barnwell Rd @ Emanuel Church Rd	22	22	0		8,100	22	22	0	0	0	44	5
Columbia	118	Chestnut St	Barhamville Rd MP: 0.522		22	22	0		3,900	22	22	0	0	0	44	5
Columbia	RD 04	Rosewood Dr MP: 9.55	Assembly St	Fiber	22	19	0		16,400	22	19	0	0	2	43	6
District1	TS1271	US21 MP: 19.112	US176	Charleston Hwy. @ Airport Blvd. / Piggy Park	24	17	0		24,100	24	17	0	0	2	43	6
Columbia	KR 08	Kilbourne Rd MP: 3.281	Brennen Rd MP: 0.66		24	19	0		4,500	24	19	0	0	0	43	6
Columbia	TR 15	Trenholm Rd MP: 6.289	Whitaker Dr		22	18	0		14,400	22	18	0	0	2	42	7
Lexington	TS1231	US1 MP: 20.701	S-61 MP: 0.95	US-1 Main Street @ Harmon St.	27	13	0		29,000	27	13	0	0	2	42	7
Lexington	TS1229	US1 MP: 21.46	S-167 MP: 1.18	Augusta Hwy. @ Cedarcrest Dr./ Safe Federal Credit Union	25	15	0		29,000	25	15	0	0	2	42	7
District1	TS1290	US321 MP: 6.539	S-1073	US-321 Charleston Hwy. @ S-1073 Lewis Rast Rd.	21	18	0		13,400	21	18	0	0	2	41	8
Lexington	TS1471	US378 MP: 16.992	S-485	US-378 Sunset Blvd. @ Old Cherokee Rd. / Mallard lake Dr.	26	13	0		41,700	26	13	0	0	2	41	8
Lexington	TS1472	US378 MP: 16.549	Sunset Blvd MP: 16.549	US-378 Sunset Blvd. @ Wal-Mart	25	13	0		32,500	25	13	0	0	2	40	9
Columbia	BR 40	River Dr MP: 22.509	Sunset Dr MP: 0.019		25	15	0		6,200	25	15	0	0	0	40	9
Lexington	TS1466	US378 MP: 18.05	S-28 MP: 2.339	Sunset Blvd. @ Hope Ferry Rd./Tom Corley Rd.	24	14	0		41,700	24	14	0	0	2	40	9
District1	TS1789	S-27 MP: 0.728	S-1862 MP: 0.471	Woodrow St. @ N. Royal Tower Dr.	20	20	0		7,100	20	20	0	0	0	40	9
District1	TS1556	US76 MP: 7.918	US176 MP: 12.0880002212524	Broad River Rd. @ Woodrow St.	17	21	0		16,200	17	21	0	0	2	40	9
Lexington	TS1474	US378 MP: 16.158	SC6 MP: 7.905	Sunset Blvd. @ North Lake Dr.	24	13	0		32,500	24	13	0	0	2	39	10
District1	TS1741	US1 MP: 11.128	Two Notch Rd MP: 11.128	Columbia Northeast Shopping Center	27	10	0		38,300	27	10	0	0	2	39	10
District1	TS1265	US76 MP: 1.721	S-83 MP: 0.1	Chapin Rd. @ Old Lexington Rd. RR	22	15	0		12,600	22	15	0	0	2	39	10
Columbia	BL 38	Beltline Blvd	Convenant Rd		18	19	0		14,900	18	19	0	0	2	39	10
District1	TS1318	US378 MP: 5.11	S-24 MP: 7.941	US-378 Columbia Ave. @ Priceville Rd. / Beulah Church Rd.	19	19	0		10,700	19	19	0	0	0	38	11
District1	TS1781	US21 MP: 16.16	Jenkins Brothers Rd MP: 1.181	Wilson Blvd. @ Jenkins Bros. Rd.	18	18	0		14,300	18	18	0	0	2	38	11
Columbia	328	Wayne St MP: 0.909	Whaley St MP: 0.891		26	10	0		19,400	26	10	0	0	2	38	11
District1	TS1438	S-36 MP: 4.923	St. Andrews Rd	St. Andrews Rd. @ Palmetto Woods Pkwy. /Lex. Medical Center	18	18	0		19,500	18	18	0	0	2	38	11
District1	TS1400	S-204 MP: 4.33	Pisgah Church Rd MP: 4.33	S-204 Pisgah Ch. Rd.@ S-604 Rawl Rd.	14	24	0		9,400	14	24	0	0	0	38	11
District1	TS1411	SC602 MP: 5.229	S-168 MP: 3.088	Platt Springs Rd. @ Emanuel Church Rd.	18	18	0		21,700	18	18	0	0	2	38	11
Columbia	CD 08	Farrow Rd MP: 1.25	Colonial Dr MP: 1.25		20	15	0		13,100	20	15	0	0	2	37	12
Lexington	TS1311	US378 MP: 15.429	S-121	378-Columbia Ave @ Berley Street	23	12	0		30,000	23	12	0	0	2	37	12
District1	TS1439	S-36 MP: 5.791	S-42 MP: 0.21	St Andrews Rd @ Thames Valley / Woodrow RR	17	20	0		12,000	17	20	0	0	0	37	12
District1	TS1409	SC602 MP: 7.419	S-71 MP: 2.09	Platt Springs Rd. @ Wattling Rd.	17	18	0		17,900	17	18	0	0	2	37	12
District1	TS1596	US76 MP: 2.04	S-234 MP: 0.001	Dutch Fork @ Lowman Home / Mt Vernon Church Rd.	18	18	0		1,200	18	18	0	0	0	36	13
District1	TS1673	SC60 MP: 0.1	Columbiana Dr MP: 1.038	Lake Murray Blvd @ Columbiana Dr.	24	10	0		24,600	24	10	0	0	2	36	13
District1	TS1573	S-52 MP: 3.783	Clemson Rd MP: 3.783	Clemson Rd @ Promenade Place [Sand Hills Village]	16	18	0		30,800	16	18	0	0	2	36	13
District1	TS1322	S-73 MP: 12.963	Fish Hatchery Rd MP: 12.963	Fish Hatchery Rd. @ Pine Ridge Complex Pine Ridge Town Hall	24	10	0		13,000	24	10	0	0	2	36	13
District1	TS1410	SC602 MP: 6.967	S-1508	Platt Springs Rd. @ Ermine Drive./John Hardee Expy.	17	17	0		17,900	17	17	0	0	2	36	13
District1	TS1244	US1 MP: 15.791	S-879	US-1 Augusta Hwy @ Old Farm Rd.	17	17	0		14,700	17	17	0	0	2	36	13
District1	TS1200	SC302 MP: 22.821	S-166 MP: 0.491	Airport Blvd. @ Glenn St.	8	25	0		12,100	8	25	0	0	2	35	14
District1	TS1266	US76 MP: 1.449	S-51 MP: 0.03	US-76 Chapin Rd. @ S-51 Amick's Ferry Rd. RR	22	11	0		13,400	22	11	0	0	2	35	14
District1	TS1927	US76 MP: 3.517	US521	Washington @ Hampton	23	12	0		7,600	23	12	0	0	0	35	14
District1	TS1403	SC602 MP: 9.661	S-804	Platt Springs Rd. @ Williams St./ Dreher	18	15	0		18,400	18	15	0	0	2	35	14
District1	TS1612	US321 MP: 6.897	I-20 MP: 69.697	Fairfield Rd. @ I-20 WB / Bowling Rd	31	0	0	I	14,900	31	0	0	2	2	35	14
Columbia	28	Bull St MP: 20.075	Calhoun St MP: 0.827		16	16	0		25,100	16	16	0	0	2	34	15
District1	TS1380	S-408 MP: 3.421	S-145 MP: 0.79	Old Cherokee Rd. @ Maxie Rd.	17	17	0		3,400	17	17	0	0	0	34	15
Lexington	TS1452	US378 MP: 23.466	East Hospital Dr	Sunset Blvd. @ East Hospital Dr. / Harbor Dr.	19	13	0		28,600	19	13	0	0	2	34	15
District1	TS1574	S-52 MP: 4.02	Clemson Rd MP: 4.02	Clemson Rd @ Market Place Common [Sand Hills Village]	16	16	0		30,800	16	16	0	0	2	34	15
District1	TS1203	SC302 MP: 21.744	I-26 MP: 113.067	Airport Blvd. @ I-26 East Bound Ramp	18	12	0	I	96,900	18	12	0	2	2	34	15
Columbia	BL 12	Sunset Dr MP: 1.179	SC277 Ramp MP: 1.097		17	15	0		21,900	17	15	0	0	2	34	15
District1	TS1642	US76 MP: 28.422	US378 MP: 8.9720008850098	Garners Ferry Rd @ Pineview Rd \ Hallbrook Dr	20	12	0		37,600	20	12	0	0	2	34	15

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
District1	TS1388	S-70 MP: 3.89	S-244 MP: 4.125	Old Two Notch Rd. @ Old Orangeburg Rd	17	17	0		10,100	17	17	0	0	0	34	15
District1	TS1302	US1 MP: 3.118	SC245 MP: 2.979	US-1 Columbia Ave. @ SC-245 South Lee St.	17	17	0		9,700	17	17	0	0	0	34	15
Columbia	BL 22	Beltline Blvd	Grant St		22	9	0		22,200	22	9	0	0	2	33	16
Columbia	383	Sunset Dr MP: 1.378	West Ave		17	16	0		6,400	17	16	0	0	0	33	16
District1	TS1586	S-151 MP: 1.476	S-1677 MP: 1.35	Decker Blvd @ O'Neil Ct.	24	7	0		24,100	24	7	0	0	2	33	16
Lexington	TS1241	US1 MP: 18.579	S-77 MP: 20.234	US-1 W. Main St. @ S-77 Barr Rd.	21	10	0		19,400	21	10	0	0	2	33	16
District1	TS1272	US21 MP: 18.701	US176	Charleston Hwy. @ Glenn St.	8	25	0		10,700	8	25	0	0	0	33	16
Lexington	TS1469	US378 MP: 17.444	Whiteford Way MP: 1.482	US-378 Sunset Blvd. @ Whiteford Way / Lowes	18	13	0		41,700	18	13	0	0	2	33	16
Columbia	HA 09	Harden St MP: 0.229	Medical Park Rd		17	16	0		8,000	17	16	0	0	0	33	16
Columbia	MR 06	Monticello Rd MP: 0.632	Columbia College Dr		22	9	0		12,800	22	9	0	0	2	33	16
District1	TS1723	US1 MP: 6.384	S-218 MP: 1.76	US-1 Two Notch Rd. @ Fontaine Rd.	24	7	0		19,500	24	7	0	0	2	33	16
Columbia	82	Blanding St MP: 0.719	Barnwell St MP: 0.883		16	16	0		2,900	16	16	0	0	0	32	17
District1	TS1275	US21 MP: 16.622	US176	Charleston Hwy. @ Dixiana Rd.	19	11	0		22,000	19	11	0	0	2	32	17
District1	TS1204	SC302 MP: 21.479	S-1339	Airport Blvd @ Stratford Rd. / Branch Rd.	19	11	0		33,600	19	11	0	0	2	32	17
Columbia	55	Laurel St MP: 1.76	Gadsden St MP: 0.297		16	16	0		2,300	16	16	0	0	0	32	17
Columbia	61	Laurel St MP: 1.163	Marion St MP: 0.302		16	16	0		4,600	16	16	0	0	0	32	17
Columbia	106	Hampton St MP: 0.837	Gadsden St MP: 0.601		16	16	0		9,300	16	16	0	0	0	32	17
Columbia	116	Hampton St MP: 0.799	Barnwell St MP: 0.681		16	16	0		4,700	16	16	0	0	0	32	17
Columbia	60	Laurel St MP: 1.257	Sumter St MP: 1.712		16	16	0		8,700	16	16	0	0	0	32	17
Columbia	64	Laurel St MP: 0.86	Henderson St MP: 0.323		16	16	0		4,600	16	16	0	0	0	32	17
Columbia	FR 04	Farrow Rd MP: 1.627	Beltline Blvd	Fiber	17	15	0		6,400	17	15	0	0	0	32	17
Columbia	65	Barnwell St MP: 0.979	Laurel St MP: 0.759		16	16	0		1,000	16	16	0	0	0	32	17
Columbia	176	Park St MP: 0.5	Senate St MP: 0.1		16	16	0		3,400	16	16	0	0	0	32	17
Columbia	356	Harbison Blvd MP: 0.682	WB OFF/ON Ramp	Fiber	15	15	0	I	8,800	15	15	0	2	0	32	17
Columbia	58	Assembly St MP: 0.292	Laurel St MP: 1.459		16	16	0		-	16	16	0	0	0	32	17
District1	TS1521	SC48 MP: 5.984	S-1308 MP: 0.018	S-48 Bluff Rd@The Boulevard [Industrial Park]	8	24	0		11,500	8	24	0	0	0	32	17
District1	TS1210	US1 MP: 29.918	S-544	Augusta Rd. @ 13th St./ Senn St.	19	10	0		12,900	19	10	0	0	2	31	18
Columbia	CD 19	Colonial Dr MP: 1.14	Muller Ave		22	9	0		3,100	22	9	0	0	0	31	18
Columbia	DS 42	Leesburg Rd MP: 1.014	Greenlawn Rd		15	14	0		25,900	15	14	0	0	2	31	18
District1	TS1432	S-36 MP: 2.612	S-671 MP: 0.001	S-36 St. Andrews Rd. @ S-671 Piney Grove Rd.	22	7	0		17,900	22	7	0	0	2	31	18
Lexington	TS1457	US378 MP: 21.771	S-30 MP: 3.171	Sunset Blvd. @ Leaphart Rd.	19	10	0		28,600	19	10	0	0	2	31	18
District1	TS1619	S-218 MP: 0.949	Fontaine Rd MP: 0.949	Fontain Rd. @ Arbor Lake Dr. Fontaine Business Center	24	7	0		10,100	24	7	0	0	0	31	18
District1	TS1716	S-2033 MP: 2.441	S-1795 MP: 2.448	Sparkleberry Ln. @ Mallet Hill Rd.	20	11	0		6,600	20	11	0	0	0	31	18
District1	TS1365	US1 MP: 30.033	SC35 MP: 4.852	Meeting St @ 12th Street	19	10	0		12,900	19	10	0	0	2	31	18
District1	TS1206	SC302 MP: 20.818	S-378 MP: 0.003	SC-302 Airport Blvd. @ S-378 Airport Blvd - John Hardee Express Way	18	11	0		16,500	18	11	0	0	2	31	18
District1	TS1430	S-36 MP: 1.787	S-273 MP: 2.72	St. Andrews Rd. @ S-Tram Rd.	22	7	0		13,500	22	7	0	0	2	31	18
Lexington	TS1456	US378 MP: 22.139	Sunset Blvd MP: 22.139	US-378 Sunset Blvd @ Lott Ct.	19	10	0		28,600	19	10	0	0	2	31	18
District1	TS1405	SC602 MP: 9.47	S-275	Platt Springs Rd. @ Brooks Ave. / Zeigler St.	17	12	0		18,400	17	12	0	0	2	31	18
District1	TS1214	US1 MP: 28.551	S-312	Augusta Rd. @ Wade Street	19	10	0		33,300	19	10	0	0	2	31	18
District1	TS1386	S-70 MP: 2.179	S-167 MP: 0.002	Old Two Notch Rd. @ Cedarcrest Dr.	20	10	0		11,800	20	10	0	0	0	30	19
Columbia	BL 60	Beltline Blvd MP: 6.031	Kilbourne Rd MP: 3		27	1	0		25,000	27	1	0	0	2	30	19
District1	TS1750	US1 MP: 15.016	S-52	Two Notch Rd. @ Clemson Rd. W. Bound	21	7	0		21,100	21	7	0	0	2	30	19
District1	TS1549	US176 MP: 15.678	S-674 MP: 2.05	Broad River Rd. @ Piney Woods / Lost Creek	18	10	0		18,700	18	10	0	0	2	30	19
Columbia	284	Wheat St MP: 0.504	Pickens St MP: 0.806		15	15	0		2,300	15	15	0	0	0	30	19
Columbia	128	Washington St MP: 0.21	Sumter St MP: 1.311		15	15	0		8,700	15	15	0	0	0	30	19
Columbia	193	Park St MP: 0.398	Pendleton St MP: 0.953		15	15	0		3,400	15	15	0	0	0	30	19
Columbia	210	Park St MP: 0.298	College St MP: 0.093		15	15	0		3,400	15	15	0	0	0	30	19
District1	TS1749	US1 MP: 14.755	S-52 MP: 3.198	Two Notch Rd. @ Clemson Rd. East Bound	21	7	0		24,500	21	7	0	0	2	30	19
District1	TS1421	SC6 MP: 14.113	Lake Dr S MP: 14.113	South Lake Dr. @ Walmart/ Lowes / Shoppes White Knoll	15	13	0		26,000	15	13	0	0	2	30	19
District1	TS1585	S-151 MP: 1.794	Decker Blvd MP: 1.794	Decker @ Fashion Place Mall / Dent Middle School	7	21	0		24,100	7	21	0	0	2	30	19
District1	TS1609	SC555 MP: 5.195	S-923	Farrow Rd. @ Westmore RD. / Dixion Rd	21	7	0		13,200	21	7	0	0	2	30	19

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
District1	TS1545	US176 MP: 18.742	S-42 MP: 0.7	Broad River Rd. @ St Andrews Rd.	14	14	0		17,300	14	14	0	0	2	30	19
Columbia	MS 39	Main St	Prescott Rd MP: 0.459		29	0	0		8,200	29	0	0	0	0	29	20
Columbia	BL 40	Beltline Blvd	Craig Rd MP: 0.47		18	9	0		14,900	18	9	0	0	2	29	20
Columbia	TN 20	Two Notch Rd MP: 4.869	Windover Rd MP: 0.537	Fiber	26	1	0		23,800	26	1	0	0	2	29	20
Columbia	BL 52	Beltline Blvd	Buchanan Dr		18	9	0		25,000	18	9	0	0	2	29	20
District1	TS1295	SC391 MP: 8.523	S-1112	Summerland Ave @ Bobcat (Batesburg Primary)	18	11	0		5,700	18	11	0	0	0	29	20
District1	TS1715	S-2033 MP: 0.777	Sparkleberry Ln MP: 0.777	Spring Valley High School Entrance	20	7	0		14,400	20	7	0	0	2	29	20
Columbia	RD 24	Rosewood Dr MP: 7.511	Kilbourne Rd	Fiber	26	1	0		19,000	26	1	0	0	2	29	20
District1	TS1286	US321 MP: 9.617	S-65 MP: 7.26	Charleston Hwy @ Mack Street	4	23	0		13,600	4	23	0	0	2	29	20
Columbia	RD 23	Rosewood Dr MP: 7.659	Bonham Rd	Fiber	26	1	0		19,000	26	1	0	0	2	29	20
District1	TS1623	SC12 MP: 6.4	I-77 MP: 12.312	Forest Dr @ I-77 S. Ramp	23	2	0	I	99,400	23	2	0	2	2	29	20
District1	TS1257	S-273 MP: 0.941	S-1551 MP: 1.26	Bush River Rd. @ Berryhill Rd./ I-20 West Bound Ramp	25	0	0	I	16,100	25	0	0	2	2	29	20
Columbia	RD 08	Rosewood Dr MP: 9.12	Pickens St	Fiber	26	1	0		16,400	26	1	0	0	2	29	20
Columbia	RD 15	Rosewood Dr MP: 8.423	Maple St	Fiber	27	0	0		19,000	27	0	0	0	2	29	20
Columbia	RD 10	Rosewood Dr MP: 8.861	Edisto Ave S MP: 0.883	Fiber	26	0	0		16,400	26	0	0	0	2	28	21
District1	TS1216	US1 MP: 27.765	S-592	US-1 Augusta Rd. @ Lowes Entrance	19	7	0		45,300	19	7	0	0	2	28	21
Columbia	TR 13	Trenholm Rd MP: 6.533	Beltline Blvd		17	9	0		25,000	17	9	0	0	2	28	21
District1	TS1604	SC555 MP: 8.011	I-77 MP: 19.054	Farrow Rd. @ 77 SB Off Ramp	15	11	0	I	-	15	11	0	2	0	28	21
Columbia	270	Blossom St	Saluda Ave		13	13	0		13,700	13	13	0	0	2	28	21
District1	TS1579	S-52 MP: 8.222	Clemson Rd MP: 8.222	Clemson Rd. @ Longreen Prkwy (Lowes)	12	14	0		34,700	12	14	0	0	2	28	21
District1	TS1476	SC35 MP: 5.39	S-981	Holland St. Fire Department	28	0	0		9,100	28	0	0	0	0	28	21
District1	TS1610	SC555 MP: 4.27	S-218 MP: 0.848	Farrow Rd. @ Wilkes Rd. / Fontaine RR	21	5	0		13,100	21	5	0	0	2	28	21
District1	TS1570	S-52 MP: 0.493	S-2923 MP: 0.001	Clemson Rd @ Clemson Frontage Rd Waflle House	15	11	0		33,800	15	11	0	0	2	28	21
Lexington	TS1465	US378 MP: 18.683	0	Sunset Blvd. @ Lexington Pavillion	13	13	0		33,800	13	13	0	0	2	28	21
District1	TS1566	I-26 Ramp MP: 107.728	S-31 MP: 0.35	Bush River Rd. @ West Bound Ramp / Morninghill Rd.	22	2	0	I	28,600	22	2	0	2	2	28	21
District1	TS1707	S-2214 MP: 1.668	S-1794	Polo Rd. @ Mallet Hill Rd.	15	13	0		8,900	15	13	0	0	0	28	21
District1	TS1444	US378 MP: 26.341	S-153 MP: 0.599	Sunset Blvd. @ North Lucas St.	26	0	0		15,900	26	0	0	0	2	28	21
District1	TS1654	S-83 MP: 4.356	Elders Pond Dr MP: 0.514	Hard Scrabble Rd. @ Elders Pond / Magnolia	15	11	0		26,100	15	11	0	0	2	28	21
Columbia	140	Lady St MP: 0.287	Gadsden St MP: 0.796		15	13	0		2,400	15	13	0	0	0	28	21
District1	TS1510	SC16 MP: 4.984	Beltline Rd	Beltlin Blvd @ Richland Fashion Mall	24	2	0		25,000	24	2	0	0	2	28	21
District1	TS1613	US321 MP: 6.751	I-20 MP: 69.644	Fairfield Rd. @ I-20 E.B. Ramp	26	0	0	I	8,800	26	0	0	2	0	28	21
District1	TS1215	US1 MP: 28.282	S-1115 MP: 0.002	Augusta Hwy @ Walmart Entrance	19	7	0		33,300	19	7	0	0	2	28	21
Columbia	RD 17	Rosewood Dr MP: 8.281	Holly St	Fiber	26	0	0		19,000	26	0	0	0	2	28	21
District1	TS1364	US1 MP: 30.429	S-370	US-1 Meeting St. @ S-370 9th St.	11	15	0		13,400	11	15	0	0	2	28	21
District1	TS1276	Charleston Hwy MP: 16.381	I-26 Ramp MP: 115.033	Charleston Hwy. @ I-26 East Bound Ramp	19	4	0	I	90,600	19	4	0	2	2	27	22
Columbia	RD 07	Rosewood Dr MP: 9.252	Marion St	Fiber	24	1	0		16,400	24	1	0	0	2	27	22
District1	TS1285	US321 MP: 11.11	S-663	Charleston Hwy @ Woodtrail	18	7	0		22,200	18	7	0	0	2	27	22
Columbia	254	Blossom St	Huger St	Intersection Camera	24	1	0		26,700	24	1	0	0	2	27	22
District1	TS1630	SC12 MP: 4.869	S-209 MP: 1.049	Foresr Dr @ Atascadero Dr\ Greenhill Rd	23	2	0		27,300	23	2	0	0	2	27	22
Columbia	371	Fort Jackson Blvd MP: 1.125	I-77 MP: 10.278	NB On/Off ramp	22	1	0	I	95,700	22	1	0	2	2	27	22
District1	TS1631	SC12 MP: 4.625	S-1402 MP: 0.543	Forest Dr @ Falcon Dr	23	2	0		27,300	23	2	0	0	2	27	22
Columbia	86	Huger St MP: 1.463	Taylor St MP: 0.5	Intersection Camera	24	1	0		36,500	24	1	0	0	2	27	22
Columbia	103	Huger St MP: 1.367	Hampton St MP: 0.551	Intersection Camera	24	1	0		36,500	24	1	0	0	2	27	22
Columbia	168	Gervais St MP: 1.828	Gregg St MP: 0.776		15	10	0		28,500	15	10	0	0	2	27	22
Columbia	376	Leesburg Rd MP: 0.169	NB ON Ramp	On ramp	22	1	0	I	87,500	22	1	0	2	2	27	22
District1	TS1242	US1 MP: 16.929	S-172 MP: 4.34	Augusta Hwy. @Wise Ferry Rd./Heritage Rd.	21	4	0		19,400	21	4	0	0	2	27	22
District1	TS1629	SC12 MP: 5.054	S-260 MP: 0.948	Forest Dr @ Clemson Ave	23	2	0		27,300	23	2	0	0	2	27	22
District1	TS1633	SC12 MP: 4.052	S-1109 MP: 0.002	Forest Dr @ Troy Rd\Richland Mall Entrance	23	2	0		19,800	23	2	0	0	2	27	22
District1	TS1636	SC12 MP: 3.438	S-875	Forest Dr @ St. Julian Place St	23	2	0		19,800	23	2	0	0	2	27	22
District1	TS1637	SC12 MP: 3.059	S-943	Forest Dr @ Pinehurst Dr	23	2	0		19,800	23	2	0	0	2	27	22
District1	TS1626	SC12 MP: 5.87	S-3036	Forest Dr @ Lakeshore Dr/Greg Pkwy	23	2	0		28,000	23	2	0	0	2	27	22

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
District1	TS1635	SC12 MP: 3.631	S-115 MP: 0.412	Forest Dr @ Glenwood Rd	23	2	0		19,800	23	2	0	0	2	27	22
District1	TS1632	SC12 MP: 4.201	SC16 MP: 4.665	Forest Dr @ Beltline Blvd	23	2	0		27,300	23	2	0	0	2	27	22
Columbia	TN 21	Two Notch Rd MP: 5.001	Carter St	Fiber	24	1	0		23,800	24	1	0	0	2	27	22
Lexington	TS1240	US1 MP: 18.946	US378 MP: 14.503	US-1/ US-378 W. Main Street @ S-1378 Gibson Rd.	13	12	0		19,400	13	12	0	0	2	27	22
District1	TS1484	SC35 MP: 1.96	Old Taylor Rd MP: 0.253	12th St. @ Old Taylor Rd./SCE&G Entrance	13	11	0		12,200	13	11	0	0	2	26	23
District1	TS1202	SC302 MP: 21.878	I-26 MP: 113.014	Airport Blvd. @ I-26 West Bound Ramp	11	11	0	I	96,900	11	11	0	2	2	26	23
Columbia	RD 21	Rosewood Dr MP: 7.831	Ott St MP: 0.666	Fiber	24	0	0		19,000	24	0	0	0	2	26	23
District1	TS1562	S-1975 MP: 2.49	S-1196 MP: 2.69	Brookfield Rd. @ E. Boundry / Windsor Lake Blvd.	21	5	0		3,900	21	5	0	0	0	26	23
Columbia	FR 31	Wilkes Rd MP: 0.43	David St		17	9	0		6,600	17	9	0	0	0	26	23
District1	TS1281	US321 MP: 15.4	US21 MP: 13.583	Savannah Hwy @ Charleston Hwy / Silver lake	12	12	0		25,300	12	12	0	0	2	26	23
District1	TS1738	US1 MP: 10.069	Alpine Rd MP: 2.41	Two Notch Rd @ Alpine Rd	24	0	0		38,300	24	0	0	0	2	26	23
Columbia	DS 43	Garners Ferry Rd MP: 26.221	I-77 MP: 8.611	NB On/Off ramp Fiber	21	1	0	I	49,700	21	1	0	2	2	26	23
District1	TS1782	US21 MP: 17.431	S-1041 MP: 6.529	Wilson Blvd. @ Rimer Pond Rd. RR	14	10	0		14,300	14	10	0	0	2	26	23
District1	TS1485	SC35 MP: 0.924	0	12th St. @ SCANA Campus Entrance	11	13	0		12,200	11	13	0	0	2	26	23
District1	TS1622	SC12 MP: 6.42	I-77 MP: 12.306	Forest Dr @ I-77 N. Ramp	20	2	0	I	99,400	20	2	0	2	2	26	23
Lexington	TS1458	US378 MP: 21.503	S-387	Sunset Blvd. @ Cromer Rd./Daveda Rd.	19	5	0		44,700	19	5	0	0	2	26	23
District1	TS1683	SC215 MP: 0.912	S-1625	Monticello Rd. @ Club Rd. / Dixie Rd.	22	2	0		12,800	22	2	0	0	2	26	23
District1	TS1608	SC555 MP: 5.613	I-20	Farrow Rd. @ I-20 EB	22	0	0	I	13,200	22	0	0	2	2	26	23
District1	TS1422	SC6 MP: 14.233	SC602 MP: 0.001	SC-6 South Lake Dr. @ SC-602 Platt Springs Rd.	13	11	0		13,700	13	11	0	0	2	26	23
Lexington	TS1230	US1 MP: 21.241	Augusta Hwy	US-1 Augusta Hwy. @ Library Hill Ln.	13	11	0		29,000	13	11	0	0	2	26	23
District1	TS1721	US1 MP: 5.765	S-1562 MP: 0.57	Two Notch Rd. @ Baldwin / Hutto	24	0	0		19,500	24	0	0	0	2	26	23
District1	TS1689	US21 MP: 6.962	S-908 MP: 0.58	North Main St. @ Frye Rd.	21	5	0		8,200	21	5	0	0	0	26	23
District1	TS1576	S-52 MP: 4.512	Summit Pkwy	Clemson Rd. @ Summit Parkway- upgraded 8/21/2019	23	1	0		19,500	23	1	0	0	2	26	23
District1	TS1711	SC768 MP: 2.939	S-50 MP: 1.092	Shop Rd. @ Atlas Rd.	17	7	0		19,500	17	7	0	0	2	26	23
Lexington	TS1232	US1 MP: 20.3	SC6 MP: 8.82	US-1 Main St. @ SC-6 South Lake Dr.	19	5	0		17,900	19	5	0	0	2	26	23
District1	TS1599	US76 MP: 0.12	S-405 MP: 3.028	Dutch Fork Rd. @ Old Hilton / Wessinger Rd.	17	7	0		24,200	17	7	0	0	2	26	23
Columbia	378	Garners Ferry Rd MP: 27.245	Patterson Rd MP: 0.983	Fiber	22	1	0		33,400	22	1	0	0	2	25	24
Columbia	BL 61	Beltline Blvd MP: 6.151	Deveraux Rd		22	1	0		25,000	22	1	0	0	2	25	24
Columbia	BL 64	Cross Hill Rd	Beltline Blvd MP: 6.445		24	1	0		6,900	24	1	0	0	0	25	24
Columbia	161	Gervais St MP: 1.117	Main St MP: 0.884		22	1	0		31,400	22	1	0	0	2	25	24
Columbia	DS 36	Garners Ferry Rd MP: 25.482	Cedar Terr	Fiber	22	1	0		46,000	22	1	0	0	2	25	24
Columbia	DS 31	Garners Ferry Rd MP: 25.061	Woodhill Cir	Fiber Intersection Camera	22	1	0		46,000	22	1	0	0	2	25	24
District1	TS1420	SC6 MP: 12.637	S-243 MP: 6.108	South Lake Dr. @ Nazareth Church Rd.	13	10	0		26,000	13	10	0	0	2	25	24
Columbia	DS 38	Garners Ferry Rd MP: 25.73	Landmark	Fiber	22	1	0		46,000	22	1	0	0	2	25	24
Columbia	DS 40	Garners Ferry Rd MP: 25.933	Leesburg Rd	Fiber	22	1	0		49,700	22	1	0	0	2	25	24
District1	TS1625	SC12 MP: 6.343	Percival Rd MP: 6.343	Forest Dr @ Percival Rd	23	2	0		11,400	23	2	0	0	0	25	24
District1	TS1277	US21 MP: 16.177	US176	Charleston Hwy @ Cayce Crossings / Denberg Rd	19	4	0		33,000	19	4	0	0	2	25	24
District1	TS1703	SC12 MP: 8.141	I-77 MP: 13.795	Percival Rd. @ Decker Blvd. / I-77 South Bound Ramp	14	7	0	I	14,400	14	7	0	2	2	25	24
District1	TS1638	SC12 MP: 2.869	S-1778	Forest Dr @ Providence St	23	0	0		19,800	23	0	0	0	2	25	24
District1	TS1644	US76 MP: 29.901	US378 MP: 10.4509990692139	Garners Ferry Rd @ Trotter Rd \ Old Hopkins Rd	16	7	0		27,700	16	7	0	0	2	25	24
Columbia	TR 03	Trenholm Rd MP: 7.57	Glenwood Rd		24	1	0		11,900	24	1	0	0	0	25	24
District1	TS1267	S-48 MP: 2.599	I-26 MP: 91.118	S-48 Columbia Ave. @ I-26 West Bound Ramp	19	2	0	I	44,900	19	2	0	2	2	25	24
Lexington	TS1238	US1 MP: 19.501	US378 MP: 15.06	W. Main St. @ Park Rd	23	0	0		35,300	23	0	0	0	2	25	24
Columbia	DS 06	Devine St MP: 2.19	Woodrow St MP: 0.826	Fiber	21	1	0		13,600	21	1	0	0	2	24	25
Columbia	DS 12	Devine St MP: 24.484	Crowson Rd MP: 0.415	Fiber	21	1	0		29,200	21	1	0	0	2	24	25
District1	TS1486	SC35 MP: 0.455	Saxe Gotha Dr	SC-35 12th St @ Saxe Gotha Drive	11	11	0		12,200	11	11	0	0	2	24	25
Columbia	DS 07	Devine St MP: 2.322	Maple St MP: 1.188	Fiber	21	1	0		13,600	21	1	0	0	2	24	25
Columbia	332	Assembly St MP: 1.873	Whaley St MP: 0.503		11	11	0		25,500	11	11	0	0	2	24	25
District1	TS1592	US76 MP: 4.947	SC6	Dutch Fork @ Dreher Shoals Rd.	17	5	0		24,200	17	5	0	0	2	24	25
Columbia	DS 09	Devine St MP: 2.58	Sims Ave MP: 0.19	Fiber	22	0	0		13,600	22	0	0	0	2	24	25
District1	TS1559	US176 MP: 10.019	S-80 MP: 0.002	Broad River Rd. @ Shady Lane / Wal-Mart Entrance.	12	12	0		7,700	12	12	0	0	0	24	25

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
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District1	TS1564	S-31 MP: 0.796	S-2263	Bush River @ Colonial Life Blvd. [Dutch Square Mall]	22	0	0		28,600	22	0	0	0	2	24	25
District1	TS1584	S-151 MP: 1.869	S-33 MP: 1.902	Decker Blvd. @ Trenholm Rd.	24	0	0		9,500	24	0	0	0	0	24	25
District1	TS1548	US176 MP: 17.044	S-1280 MP: 1.254	Broad River @ Piney GR.	22	0	0		16,400	22	0	0	0	2	24	25
District1	TS1591	US76 MP: 5.685	Dutch Fork Rd MP: 5.685	Dutch Fork Rd. @ Walmart Entrance	11	11	0		20,000	11	11	0	0	2	24	25
Columbia	GV 11	Gervais St	Trenholm Rd MP: 7.837		23	1	0		11,900	23	1	0	0	0	24	25
District1	TS1217	US1 MP: 27.418	S-274 MP: 0.002	US-1 Augusta Rd. @ Methodist Park Rd.	19	3	0		45,300	19	3	0	0	2	24	25
District1	TS1597	US76 MP: 1.522	S-1403 MP: 0.742	Dutch Fork Rd. @ Three Dog Rd.	17	5	0		24,200	17	5	0	0	2	24	25
District1	TS1656	SC83	0	Hardscrabble @ Summit Commons / Ridgeview High	11	11	0		20,500	11	11	0	0	2	24	25
Lexington	TS1451	US378 MP: 23.597	I-26 MP: 109.543	US-378 Sunset Blvd. @ I-26 East Bound Ramp	16	4	0	I	95,400	16	4	0	2	2	24	25
District1	TS1342	SC60 MP: 0.002	SC6 MP: 2.7	Lake Murray Blvd @ Old Bush River Rd./ N. Lake Dr.	15	7	0		26,700	15	7	0	0	2	24	25
District1	TS1220	US1 MP: 26.13	S-1508 MP: 1.509	Augusta Hwy. @ Ermine Rd.	19	3	0		32,300	19	3	0	0	2	24	25
District1	TS1274	US21 MP: 17.039	US176	Charleston Hwy. @ Old Dunbar	19	3	0		22,000	19	3	0	0	2	24	25
District1	TS1418	SC6 MP: 10.556	I-20 MP: 54.836	SC-6 South Lake Dr. @ I-20 East Bound Ramp	17	3	0	I	49,100	17	3	0	2	2	24	25
District1	TS1346	S-30 MP: 1.393	S-865	Leaphart Rd. @ Hebron Rd.	4	20	0		10,000	4	20	0	0	0	24	25
District1	TS1684	SC215 MP: 1.7	I-20 MP: 68.23	Monticello Rd. @ I-20 East Bound Ramp	10	10	0	I	12,800	10	10	0	2	2	24	25
District1	TS1357	SC302 MP: 19.033	S-72 MP: 2.996	Edmund Hwy. @ Old Dunbar Rd.	12	10	0		16,500	12	10	0	0	2	24	25
Columbia	MS 04	Main St MP: 3.071	Confederate Ave	Fiber	11	11	0		16,200	11	11	0	0	2	24	25
District1	TS1413	SC602 MP: 0.36	S-244 MP: 0.728	SC-602 Platt Springs Rd. @ S-244 Old Orangeburg Rd.	20	2	0		16,600	20	2	0	0	2	24	25
District1	TS1755	S-33 MP: 5.363	S-270	Trenholm Rd @ Converse Rd	19	2	0		14,400	19	2	0	0	2	23	26
District1	TS1747	US1 MP: 14.07	S-2271 MP: 0.73	Two Notch Rd. @ Valhalla Dr. / Risdon Way RR	21	0	0		36,900	21	0	0	0	2	23	26
District1	TS1885	SC120 MP: 13.773	S-227 MP: 1.209	Pinewood @ Oakland Ave.	18	3	0		20,800	18	3	0	0	2	23	26
Columbia	167	Gervais St MP: 1.719	Barnwell St MP: 0.406		20	1	0		28,500	20	1	0	0	2	23	26
Columbia	TN 02	Two Notch Rd MP: 3.096	Laurel St MP: 0.27	Fiber	20	1	0		14,100	20	1	0	0	2	23	26
Columbia	DS 22	Devine St MP: 24.152	Beltline Blvd MP: 6.751	Fiber	20	1	0		29,200	20	1	0	0	2	23	26
District1	TS1259	S-273 MP: 0.542	0	Bush River Rd. @ Independence Ave.	19	2	0		18,900	19	2	0	0	2	23	26
District1	TS1280	US21 MP: 14.128	US176	Charleston Hwy @ Gardner's Terrace Rd.	10	11	0		25,300	10	11	0	0	2	23	26
District1	TS1278	US21 MP: 16.048	S-73 MP: 14.93	Charleston Hwy. @ Fish Hatchery Rd. / I-77 Ramp	19	2	0		33,000	19	2	0	0	2	23	26
Columbia	GV 09	Gervais St MP: 8.03	Woodrow St MP: 0.001		22	1	0		11,600	22	1	0	0	0	23	26
Columbia	DS 24	Devine St MP: 24.36	Jackson Blvd	Fiber	21	0	0		29,200	21	0	0	0	2	23	26
District1	TS1710	SC768 MP: 4.325	S-48	Shop Rd. @ South Beltline Rd.	22	1	0		7,400	22	1	0	0	0	23	26
District1	TS1339	SC60 MP: 2.109	S-356	Lake Murray Blvd. @ Nursery Rd./Ridgemont Dr.	14	7	0		15,400	14	7	0	0	2	23	26
District1	TS1509	SC16 MP: 5.167	S-1402 MP: 0.006	Beltline Rd @ Falcon Rd	19	2	0		25,000	19	2	0	0	2	23	26
District1	TS1219	US1 MP: 26.33	S-870 MP: 0.93	Augusta Hwy. @ Wren Rd.	18	3	0		32,300	18	3	0	0	2	23	26
District1	TS1222	US1 MP: 24.193	S-70 MP: 0.001	Augusta Hwy @ Old Two Notch Rd. / Kitty Wake Dr.	19	2	0		28,200	19	2	0	0	2	23	26
District1	TS1443	US378 MP: 26.748	SC2 MP: 3.94	Sunset Blvd. @ State Street	12	11	0		9,600	12	11	0	0	0	23	26
Columbia	DS 26	Garners Ferry Rd MP: 24.601	Wildcat Rd MP: 0.59	Fiber	20	1	0		46,000	20	1	0	0	2	23	26
District1	TS1744	US1 MP: 13.099	S-1274 MP: 3.179	Two Notch @ Brickyard	20	1	166.66667		36,900	20	1	0	0	2	23	26
Columbia	GS 07	Stoneridge Dr MP: 0.402	Greystone Blvd MP: 0.73		22	0	0		6,100	22	0	0	0	0	22	27
District1	TS1643	US76 MP: 28.676	US378 MP: 9.2260005950928	Garners Ferry Rd @ Universal Dr. Updated 8/8/2019	20	0	0		37,600	20	0	0	0	2	22	27
District1	TS1531	S-1274 MP: 2.26	S-3990 MP: 0.002	Brickyard Rd. @ Green Springs Rd.	20	0	0		13,600	20	0	0	0	2	22	27
Columbia	DS 15	Devine St MP: 23.449	Bonham Rd MP: 0.133	Fiber	21	1	0		-	21	1	0	0	0	22	27
District1	TS1393	S-408 MP: 3.643	S-485 MP: 1.736	Pilgrim Church Rd. @ Old Cherokee Rd.	22	0	0		11,500	22	0	0	0	0	22	27
District1	TS1582	S-127 MP: 1.756	S-435 MP: 0.726	Covenant Rd. @ Bethel Church Rd.	22	0	0		4,500	22	0	0	0	0	22	27
District1	TS1756	S-33 MP: 3.289	S-827	Trenholm Rd. @ Rockbridge Rd.	22	0	0		9,500	22	0	0	0	0	22	27
District1	TS1327	SC12 MP: 0.17	S-285 MP: 1.145	SC-12 Jarvis Klapman Blvd. @ S-285 Hook St.	10	10	0		13,200	10	10	0	0	2	22	27
District1	TS1228	I-20 Ramp MP: 57.545	US1 MP: 22.685	Augusta Hwy @ West Bound Ramp	8	10	0	I	29,000	8	10	0	2	2	22	27
District1	TS1705	SC12 MP: 10.6	S-63	Percival Rd @ Alpine Rd	11	11	0		10,900	11	11	0	0	0	22	27
Columbia	CD 20	Colonial Dr MP: 1.228	Columbia College Dr MP: 0.86		22	0	0		7,100	22	0	0	0	0	22	27
Columbia	DS 50	Garners Ferry Rd MP: 27.046	Atlas Rd MP: 2.82	Fiber	20	0	0		33,400	20	0	0	0	2	22	27
Lexington	TS1313	US1 MP: 19.626	US378 MP: 15.19	Columbia Ave. @ Old Chapin Rd./ Main St.	8	12	0		35,300	8	12	0	0	2	22	27
Lexington	TS1310	US378 MP: 15.855	SC6 MP: 8.207	US-378 Columbia Ave. @ Dreher St. / SC-6 North Lake Dr.	0	20	0		30,000	0	20	0	0	2	22	27

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
District1	TS1419	SC6 MP: 10.878	S-70 MP: 4.106	South Lake Drive @ Old Two Notch Rd.	17	3	0		25,300	17	3	0	0	2	22	27
District1	TS1433	S-36 MP: 2.837	S-107 MP: 3.76	St. Andrews Rd @ Old Bush River Rd.	18	2	0		17,900	18	2	0	0	2	22	27
District1	TS1525	S-59 MP: 0.174	S-1367 MP: 0.005	Blythewood Rd. @ Boney Rd. / Blythwood Shopping Center	14	6	0		19,400	14	6	0	0	2	22	27
District1	TS1751	US1 MP: 15.79	S-53 MP: 2.82	Two Notch @ Bookman / Spears Creek Church Rd.	10	10	0		21,100	10	10	0	0	2	22	27
District1	TS1530	S-1274 MP: 2.995	S-1834	Brickyard Rd. @ North Springs Rd.	20	0	0		13,600	20	0	0	0	2	22	27
District1	TS1250	US1 MP: 10.27	S-24 MP: 3.85	US-1 Augusta Hwy. @ Peach Festival Rd./ Priceville Hwy.	21	0	0		6,400	21	0	0	0	0	21	28
Columbia	357	Harbison Blvd MP: 0.85	EB ON/OFF Ramp	Fiber	15	2	0	I	101,000	15	2	0	2	2	21	28
Columbia	9	Elmwood Ave MP: 19.758	Sumter St MP: 2.013		18	1	0		39,700	18	1	0	0	2	21	28
Columbia	159	Gervais St MP: 0.901	Park St MP: 0.596		17	2	0		30,500	17	2	0	0	2	21	28
District1	TS1212	US1 MP: 28.709	SC12 MP: 0.018	Augusta Hwy @ Jarvis Klapman Blvd	19	0	0		12,900	19	0	0	0	2	21	28
Columbia	FR 08	Farrow Rd MP: 2.128	Columbia College Dr MP: 1.42	Fiber	19	0	0		13,100	19	0	0	0	2	21	28
Columbia	62	Bull St MP: 20.27	Laurel St MP: 1.06		20	1	0		-	20	1	0	0	0	21	28
District1	TS1372	SC6 MP: 2.019	S-38 MP: 0.001	North Lake Dr. @ River Road	13	6	0		13,300	13	6	0	0	2	21	28
Lexington	TS1370	SC6 MP: 5.681	S-28 MP: 0.001	North Lake Dr. @ Andrew Corley Rd.	14	5	0		15,500	14	5	0	0	2	21	28
District1	TS1678	SC262 MP: 3.211	S-490 MP: 0.004	Leesburg Rd. @ Ulmer Rd.	19	0	0		25,900	19	0	0	0	2	21	28
District1	TS1679	SC262 MP: 3.9	S-70 MP: 1.71	Leesburg Rd. @ Trotter Rd.	19	0	0		25,900	19	0	0	0	2	21	28
District1	TS1571	S-52 MP: 0.628	S-2033 MP: 2.638	Clemson Rd @ Sparkleberry Ln.	7	12	0		33,800	7	12	0	0	2	21	28
District1	TS1205	SC302 MP: 21.26	S-71 MP: 3.48	Airport Blvd. @ Boston Ave.	18	1	0		33,600	18	1	0	0	2	21	28
District1	TS1535	US176 MP: 20.485	S-31 MP: 1.196	Broad River Rd. @ Bush River Rd.	15	4	0		37,600	15	4	0	0	2	21	28
District1	TS1554	US76 MP: 8.982	I-26 MP: 101.235	Broad River Rd. @ I-26 East Bound Ramp	14	3	0	I	24,000	14	3	0	2	2	21	28
Lexington	TS1369	SC6 MP: 6.031	S-408 MP: 5.13	North Lake Dr. @ Pilgrim Church Rd.	14	5	0		15,500	14	5	0	0	2	21	28
District1	TS1381	S-408 MP: 0.791	S-173	Old Cherokee Rd. @ Wise Ferry Rd	17	4	0		1,500	17	4	0	0	0	21	28
District1	TS1337	SC60 MP: 2.619	S-36 MP: 5.519	Lake Murray Blvd. @ St. Andrews Rd. RR	19	0	0		15,400	19	0	0	0	2	21	28
Lexington	TS1464	US378 MP: 20.396	Northside Blvd MP: 20.86	Sunset Blvd. @ Northside Blvd.	10	9	0		33,800	10	9	0	0	2	21	28
District1	TS1406	SC602 MP: 9.191	S-365	Platt Springs Rd. @ Rainbow Drive	17	2	0		18,400	17	2	0	0	2	21	28
District1	TS1547	US176 MP: 17.339	Broad River Rd MP: 17.339	Broad River Rd. @ Bert Friday / Department of Corrections	19	0	0		17,300	19	0	0	0	2	21	28
Lexington	TS1371	SC6 MP: 4.921	S-68 MP: 5.08	North Lake Dr. @ Corley Mill Rd.	14	5	0		26,700	14	5	0	0	2	21	28
Lexington	TS1470	US378 MP: 17.224	Scottland Dr	Sunset Blvd. @ Scottland Dr. / Kohl's	9	10	0		41,700	9	10	0	0	2	21	28
District1	TS1513	SC16 MP: 3.008	S-2561	Beltline Blvd @ Brookland Cir	19	0	0		22,200	19	0	0	0	2	21	28
Columbia	163	Gervais St MP: 1.32	Marion St MP: 0.885		17	1	0		31,400	17	1	0	0	2	20	29
Columbia	6	Elmwood Ave MP: 2.45	Park St MP: 0.295		17	1	0		50,700	17	1	0	0	2	20	29
Columbia	130	Bull St MP: 20.667	Washington St MP: 0.402		17	1	0		25,100	17	1	0	0	2	20	29
Columbia	FR 05	Farrow Rd MP: 1.828	SC277 MP: 1.9	NB On/Off Ramp Fiber	17	1	0		50,000	17	1	0	0	2	20	29
Columbia	375	Fort Jackson Blvd MP: 1.007	I-77 MP: 10.319	SB On/Off ramp	17	1	0	I	10,500	17	1	0	2	0	20	29
Columbia	265	Blossom St MP: 1.057	Pickens St MP: 0.911		17	1	0		16,700	17	1	0	0	2	20	29
Columbia	7	Elmwood Ave MP: 2.592	Assembly St	Intersection Camera	17	1	0		50,700	17	1	0	0	2	20	29
Columbia	165	Gervais St MP: 1.522	Pickens St MP: 1.495		17	1	0		28,500	17	1	0	0	2	20	29
District1	TS1340	SC60 MP: 1.541	S-239 MP: 0.001	Lake Murray Blvd @ Weed Dr./ Meredith Dr	14	4	0		15,400	14	4	0	0	2	20	29
Columbia	HA 05	Harden St MP: 0.975	Slighs Ave		17	1	0		22,000	17	1	0	0	2	20	29
District1	TS1417	SC6 MP: 10.2	S-626 MP: 2.398	South Lake Dr. @ Industrial Dr. / Glassmaster Rd.	16	2	0		21,600	16	2	0	0	2	20	29
District1	TS1501	S-63 MP: 0.568	I-20 MP: 76.142	Alpine Rd @ I-20 East Ramp	6	10	0	I	50,400	6	10	0	2	2	20	29
District1	TS1553	US176 MP: 13.694	S-2894 MP: 0.151	Broad River Rd. @ Western Ln.	13	5	0		13,300	13	5	0	0	2	20	29
District1	TS1618	S-218 MP: 1.105	SC277 MP: 4.297	Fontaine Rd. @ South Bound Ramp	9	11	0		10,100	9	11	0	0	0	20	29
District1	TS1552	US176 MP: 14.101	S-129 MP: 2.675	US-176 Broad River Rd. @ S-670 Kinley Rd. / Kennerly Rd	18	0	0		13,300	18	0	0	0	2	20	29
Columbia	267	Blossom St MP: 1.261	Barnwell St		17	1	0		16,700	17	1	0	0	2	20	29
District1	TS1223	US1 MP: 22.96	Cedar Rd MP: 1.119	Augusta Hwy. @ Cedar Rd. / Dooly Rd. / I-20 EB Ramp	8	10	0		28,200	8	10	0	0	2	20	29
District1	TS1481	S-71 MP: 1	S-104	Watling Rd. @ Old Barnwell Rd./Wilton Rd.	20	0	0		9,500	20	0	0	0	0	20	29
Columbia	261	Blossom St MP: 0.681	Main St MP: 0.004		17	1	0		16,700	17	1	0	0	2	20	29
District1	TS1699	S-1036 MP: 1.391	S-1914	Parklane Rd. @ Springtree Dr. / Springcrest Dr.	10	10	0		-	10	10	0	0	0	20	29
Lexington	TS1233	US1 MP: 20.183	S-91 MP: 1.53	Main Street @ Church St.	18	0	0		17,900	18	0	0	0	2	20	29
Columbia	374	Harbison Blvd	Bower Pkwy	Intersection Camera Fiber	15	2	0		28,000	15	2	0	0	2	19	30

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
Columbia	BU 04	Bull St MP: 0.434	Confederate Ave		17	0	0		46,700	17	0	0	0	2	19	30
Columbia	95	Taylor St MP: 1.528	Marion St MP: 0.491		16	1	0		20,800	16	1	0	0	2	19	30
Columbia	109	Assembly St MP: 0.587	Hampton St MP: 0.103		16	1	0		22,800	16	1	0	0	2	19	30
Columbia	126	Washington St	Assembly St MP: 0.685		16	1	0		22,800	16	1	0	0	2	19	30
Columbia	158	Gervais St MP: 0.797	Lincoln St MP: 0.297		17	2	0		-	17	2	0	0	0	19	30
Columbia	228	Assembly St MP: 1.284	Greene St MP: 1.544		16	1	0		28,800	16	1	0	0	2	19	30
Columbia	359	Harbison Blvd	Columbiana Cir	Fiber	15	2	0		28,000	15	2	0	0	2	19	30
Columbia	366	George Rodgers Blvd	Bluff Rd MP: 3.145	Fiber	17	0	0		23,400	17	0	0	0	2	19	30
Columbia	372	Harbison Blvd	Saturn Pkwy	Fiber	15	2	0		32,600	15	2	0	0	2	19	30
Columbia	FR 07	Farrow Rd MP: 1.955	SC277 MP: 1.993	SB On/Off Ramp Fiber	17	0	0		44,600	17	0	0	0	2	19	30
District1	TS1245	US1 MP: 14.569	S-169 MP: 2.901	Augusta Hwy. @ Calks Ferry Rd.	17	0	0		14,700	17	0	0	0	2	19	30
Columbia	98	Taylor St MP: 1.824	Henderson St MP: 0.131		16	1	0		20,800	16	1	0	0	2	19	30
Columbia	97	Taylor St MP: 1.728	Pickens St MP: 1.888		16	1	0		20,800	16	1	0	0	2	19	30
Columbia	BU 07	Bull St MP: 0.68	Harden St		16	1	0		46,700	16	1	0	0	2	19	30
Columbia	MA 09	Millwood Ave MP: 22.398	Woodrow St MP: 0.42		16	1	0		22,500	16	1	0	0	2	19	30
Columbia	MA 11	Millwood Ave MP: 22.534	Maple St MP: 1.548		17	0	0		22,500	17	0	0	0	2	19	30
District1	TS1580	SC555 MP: 11.25	S-52 MP: 8.519	Farrow Rd. @ Clemson Rd.	15	2	0		13,500	15	2	0	0	2	19	30
District1	TS1628	SC12 MP: 5.374	Forest Dr MP: 5.374	Forest Dr @ Forest Park Mall	15	2	0		27,300	15	2	0	0	2	19	30
Columbia	147	Bull St MP: 20.761	Lady St MP: 0.985		16	1	0		25,100	16	1	0	0	2	19	30
Columbia	157	Gervais St MP: 0.698	Gadsden St MP: 0.89		17	2	0		-	17	2	0	0	0	19	30
Columbia	260	Blossom St MP: 0.585	Assembly St MP: 1.477		16	1	0		16,700	16	1	0	0	2	19	30
Columbia	41	Richland St MP: 0.199	Assembly St MP: 0.192		16	1	0		20,200	16	1	0	0	2	19	30
Columbia	89	Taylor St MP: 0.198	Gadsden St MP: 0.503		16	1	0		12,500	16	1	0	0	2	19	30
Columbia	RD 13	Rosewood Dr MP: 8.599	Harden St	Fiber	17	0	0		16,400	17	0	0	0	2	19	30
District1	TS1540	US176 MP: 19.689	I-20 MP: 65.015	Broad River Rd. @ I-20 West Bound Ramp	15	0	0	I	103,500	15	0	0	2	2	19	30
Columbia	92	Taylor St MP: 1.231	Assembly St MP: 0.49		16	1	0		20,800	16	1	0	0	2	19	30
District1	TS1533	US176 MP: 21.116	Greystone Blvd MP: 0.037	Broad River Rd. @ Greystone Blvd	15	2	0		24,400	15	2	0	0	2	19	30
Columbia	360	Harbison Blvd	Harbison Ct	Fiber	15	2	0		28,000	15	2	0	0	2	19	30
District1	TS1694	S-1862 MP: 0.684	Friarsgate Blvd MP: 0.287	N. Royal Tower @ Friarsgate Blvd	19	0	0		9,500	19	0	0	0	0	19	30
District1	TS1686	SC215 MP: 2.102	S-43	Montecello @ Blueridge Terrace / Peeples	8	11	0		10,200	8	11	0	0	0	19	30
District1	TS1748	US1 MP: 14.523	S-2386 MP: 1.799	Two Notch Rd. @ Fashion / Fore RR	15	2	0		36,900	15	2	0	0	2	19	30
District1	TS1603	SC555 MP: 8.458	S-424 MP: 0.191	Farrow Rd. @ Rabon/Gateway Blvd.	7	10	0		32,900	7	10	0	0	2	19	30
Columbia	TN 10	Two Notch Rd MP: 3.827	Harrison Rd	Fiber	15	1	0		17,400	15	1	0	0	2	18	31
Columbia	TN 18	Two Notch Rd MP: 4.627	Beltline Blvd MP: 3.151	Fiber	15	1	0		18,000	15	1	0	0	2	18	31
Columbia	382	Garners Ferry Rd MP: 27.476	Fountain Lake Dr	Fiber Intersection Camera	16	0	0		33,400	16	0	0	0	2	18	31
Columbia	CD 11	Marshall St MP: 0.283	Colonial Dr MP: 0.229		18	0	0		6,400	18	0	0	0	0	18	31
Columbia	MS 25	Main St	Columbia College Dr MP: 0.622		9	9	0		10,500	9	9	0	0	0	18	31
Columbia	34	Harden St MP: 0.409	Calhoun St MP: 1.41		15	1	0		22,000	15	1	0	0	2	18	31
Columbia	162	Gervais St MP: 1.222	Sumter St MP: 1.12	Gervais @ Sumter	17	1	0		-	17	1	0	0	0	18	31
Columbia	170	Gervais St MP: 2.039	Harden St MP: 0.604		15	1	0		28,500	15	1	0	0	2	18	31
Columbia	194	Assembly St MP: 1.087	Pendleton St MP: 0.852		16	0	0		28,800	16	0	0	0	2	18	31
Columbia	211	Assembly St MP: 1.188	College St MP: 0.203		15	1	0		28,800	15	1	0	0	2	18	31
Columbia	DS 16	Devine St MP: 23.599	Kilbourne Rd MP: 2.278	Fiber	17	1	0		-	17	1	0	0	0	18	31
Columbia	83	Harden St MP: 0.105	Blanding St MP: 1.002		15	1	0		22,000	15	1	0	0	2	18	31
Columbia	102	Taylor St MP: 2.211	Harden St MP: 1		15	1	0		20,800	15	1	0	0	2	18	31
Columbia	177	Assembly St MP: 0.985	Senate St MP: 0.201		16	0	0		28,800	16	0	0	0	2	18	31
Columbia	HA 06	Harden St MP: 1.07	Colonial Dr MP: 1.07	Intersection Camera	17	1	0		-	17	1	0	0	0	18	31
Columbia	BU 03	Bull St MP: 0.318	Colonial Dr	Intersection Camera	16	0	0		46,700	16	0	0	0	2	18	31
Columbia	DS 13	Devine St MP: 23.27	Millwood Ave MP: 23.26	Fiber	15	1	0		27,300	15	1	0	0	2	18	31
District1	TS1558	US176 MP: 8.059	I-26 MP: 96.283	Broad River Rd @ I-26 W.B. Ramp / Food Lion	14	0	0	I	12,600	14	0	0	2	2	18	31
District1	TS1560	US176 MP: 5.82	S-234 MP: 1.589	Broad River @ Mt Vernon Church Rd / Freshley Mill Rd.	8	8	0		12,600	8	8	0	0	2	18	31

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
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Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
Columbia	240	Harden St MP: 0.206	Greene St MP: 0.558		15	1	0		23,300	15	1	0	0	2	18	31
Columbia	TN 12	Two Notch Rd MP: 4.08	Convenant Rd	Fiber	15	1	0		17,400	15	1	0	0	2	18	31
District1	TS1587	S-827 MP: 1.38	S-151 MP: 1.001	Decker Blvd. @ Brookfield Rd.	8	8	0		24,100	8	8	0	0	2	18	31
District1	TS1414	S-34 MP: 19.634	I-26	Platt Springs Rd @ Lowes Entrance	11	5	0	I	6,200	11	5	0	2	0	18	31
Columbia	24	Assembly St MP: 0.096	Calhoun St MP: 0.425		15	1	0		20,200	15	1	0	0	2	18	31
District1	TS1539	US176 MP: 19.813	I-20 MP: 65.067	Broad River Rd. @ I-20 East Bound Ramp	14	0	0	I	103,500	14	0	0	2	2	18	31
Columbia	259	Blossom St MP: 0.468	Park St MP: 0.095		17	1	0		-	17	1	0	0	0	18	31
Columbia	262	Blossom St MP: 0.783	Sumter St MP: 0.509		17	1	0		-	17	1	0	0	0	18	31
Columbia	166	Gervais St MP: 1.619	Henderson St MP: 0.089		17	1	0		-	17	1	0	0	0	18	31
Columbia	BL 13	Sunset Dr MP: 1.276	Medical Park Rd MP: 0.31		18	0	0		6,400	18	0	0	0	0	18	31
Columbia	143	Assembly St MP: 0.781	Lady St MP: 0.589		16	0	0		22,800	16	0	0	0	2	18	31
Columbia	119	Harden St MP: 0.924	Hampton St MP: 1.098		15	1	0		23,300	15	1	0	0	2	18	31
Columbia	GV 02	Gervais St MP: 2.234	Oak St MP: 0.382		15	1	0		29,300	15	1	0	0	2	18	31
District1	TS1677	SC262 MP: 1.689	S-88 MP: 1.669	Leesburg Rd. @ Fairmont Dr.	16	0	0		25,900	16	0	0	0	2	18	31
Columbia	45	Bull St MP: 20.169	Richland St MP: 0.599		16	0	0		25,100	16	0	0	0	2	18	31
Columbia	113	Bull St MP: 20.564	Hampton St MP: 0.5		16	0	0		25,100	16	0	0	0	2	18	31
Columbia	363	Fort Jackson Blvd MP: 0.635	Kilbourne Rd MP: 0.11		17	1	0		10,500	17	1	0	0	0	18	31
District1	TS1655	SC83	0	Hardscrabble rd. @ Summit Parkway / Rice Creek Elem.	12	4	150000000		20,500	12	4	0	0	2	18	31
District1	TS1376	S-107 MP: 0.609	Old Bush River Rd	S-107 Old Bush River Rd. @ S-271 Coldstream Dr.	18	0	0		7,900	18	0	0	0	0	18	31
Columbia	TN 06	Two Notch Rd MP: 3.46	Chestnut St MP: 0.748	Fiber	15	1	0		14,100	15	1	0	0	2	18	31
Columbia	160	Gervais St MP: 1.016	Assembly St MP: 0.878		15	0	0		31,400	15	0	0	0	2	17	32
District1	TS1363	US1 MP: 31.145	SC2 MP: 3.894	Meeting St. @ State St.	14	1	0		13,400	14	1	0	0	2	17	32
Columbia	26	Sumter St MP: 1.914	Calhoun St MP: 0.633		17	0	0		8,700	17	0	0	0	0	17	32
Columbia	43	Richland St MP: 0.406	Sumter St MP: 1.816		16	1	0		8,700	16	1	0	0	0	17	32
Columbia	221	Harden St MP: 0.301	College St MP: 0.08		14	1	0		23,300	14	1	0	0	2	17	32
Columbia	DS 47	Garners Ferry Rd MP: 26.739	Greenlawn Rd	Fiber	14	1	0		49,700	14	1	0	0	2	17	32
Columbia	11	Bull St MP: 0.006	Elmwood Ave MP: 19.969	Inetrsection Camera	16	1	0		-	16	1	0	0	0	17	32
Columbia	81	Blanding St MP: 0.623	Henderson St MP: 0.228		16	1	0		2,900	16	1	0	0	0	17	32
District1	TS1534	US176 MP: 20.795	S-287	Broad River Rd. @ Arrowood Dr / Means	14	1	0		25,700	14	1	0	0	2	17	32
District1	TS1624	SC12 MP: 0.032	Forest Dr MP: 0.142	Forest Dr @ Walmart Ent	13	2	0		23,400	13	2	0	0	2	17	32
District1	TS1667	S-52 MP: 9.374	I-77 MP: 21.571	Killian Rd. @ I-77 North Bound Ramp	0	13	0	I	34,700	0	13	0	2	2	17	32
District1	TS1536	US176 MP: 20.272	S-1377	US-176 Broad River @ S-1377 Omarest	15	0	0		37,600	15	0	0	0	2	17	32
District1	TS1666	S-52 MP: 9.562	I-77 MP: 21.536	S-52 Killian Rd. @ I-77 South Bound Ramp	13	0	0	I	15,300	13	0	0	2	2	17	32
District1	TS1338	SC60 MP: 2.435	S-175 MP: 0.001	Lake Murray Blvd. @ Irmo Dr. Updated 6/13/2019	14	1	0		15,400	14	1	0	0	2	17	32
Columbia	108	Hampton St MP: 1.03	Park St MP: 1.031		16	1	0		9,300	16	1	0	0	0	17	32
Columbia	KR 14	Kilbourne Rd MP: 2.598	Deveraux Rd		17	0	0		1,700	17	0	0	0	0	17	32
Columbia	GV 03	Gervais St MP: 8.66	Millwood Ave MP: 21.85		15	0	0		29,300	15	0	0	0	2	17	32
District1	TS1690	US21 MP: 7.707	S-218 MP: 0.003	North Main St. @ Wilkes Rd. Updated 8/8/2019	16	1	0		8,200	16	1	0	0	0	17	32
District1	TS1739	US1 MP: 10.64	Rabon Rd MP: 2.161	Two Notch Rd @ Rabon Rd	12	3	0		38,300	12	3	0	0	2	17	32
District1	TS1614	US321 MP: 6.66	S-511 MP: 1.378	Fairfield Rd. @ Buckner / Mason	17	0	0		8,800	17	0	0	0	0	17	32
District1	TS1279	US21 MP: 15.564	US176	Charleston Hwy. @ Sandhills Parkway	10	4	0		33,000	10	4	0	0	2	16	33
Columbia	93	Taylor St MP: 1.329	Main St MP: 0.491		13	1	0		20,800	13	1	0	0	2	16	33
Columbia	96	Bull St MP: 20.464	Taylor St MP: 1.627		16	0	0		-	16	0	0	0	0	16	33
District1	TS1557	US76 MP: 6.793	US176 MP: 10.9630002212524	Broad River @ Koon Rd.	14	0	0		20,000	14	0	0	0	2	16	33
District1	TS1681	S-1051 MP: 2.211	S-1050 MP: 1.219	Longtown Rd. @ Lee Rd. / Longreen Rd.	14	0	0		12,800	14	0	0	0	2	16	33
Columbia	63	Laurel St MP: 0.96	Pickens St MP: 2.081		16	0	0		4,600	16	0	0	0	0	16	33
Columbia	79	Bull St MP: 20.368	Blanding St MP: 0.428		15	1	0		-	15	1	0	0	0	16	33
Columbia	253	Devine St MP: 1.616	Harden St MP: 0.101		13	1	0		13,600	13	1	0	0	2	16	33
District1	TS1538	US176 MP: 19.993	S-2590	Broad River Rd. @ Long Creek Dr.	14	0	0		37,600	14	0	0	0	2	16	33
District1	TS1733	US1 MP: 9.202	S-235	Two Notch Rd. @ Nates RR	7	7	0		31,500	7	7	0	0	2	16	33
Columbia	68	Harden St MP: 0.198	Laurel St MP: 0.486		15	1	0		-	15	1	0	0	0	16	33

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
District1	TS1528	S-59 MP: 1.71	Muller Rd MP: 1.711	Blythewood Rd. @ Muller Rd.	9	7	0		1,150	9	7	0	0	0	16	33
District1	TS1544	US176 MP: 18.926	S-2181 MP: 0.002	Broad River Rd. @ St Andrews Pkwy	14	0	0		37,600	14	0	0	0	2	16	33
District1	TS1325	SC12 MP: 1.38	SC35 MP: 5.101	Jarvis Klapman Blvd. @ SC-35 12th St. Upgraded 7/25/2019	14	0	0		13,200	14	0	0	0	2	16	33
District1	TS1740	US1 MP: 10.9	Windsor Lake Blvd	Two Notch Rd. @ Windsor Lake / Greengate RR	12	2	0		38,300	12	2	0	0	2	16	33
District1	TS1567	S-31 MP: 0.057	I-26 MP: 107.458	Bush River Rd. @ I-26 E.B. Ramp	12	0	0	I	24,900	12	0	0	2	2	16	33
District1	TS1542	US176 MP: 19.319	S-927 MP: 0.529	Broad River Rd. @ Seminole Rd / Young Dr	14	0	0		37,600	14	0	0	0	2	16	33
District1	TS1537	US176 MP: 20.104	S-1380 MP: 0.7	Broad River @ Dutch Square Center	14	0	0		37,600	14	0	0	0	2	16	33
District1	TS1709	S-1041 MP: 3.881	S-1051 MP: 5.29	Rimer Pond Rd. @ Longtown / Round Top School	12	4	0		6,100	12	4	0	0	0	16	33
District1	TS1260	S-273 MP: 0.06	S-1241	Bush River @ Zimalcrest / Wal-Mart	14	0	0		18,900	14	0	0	0	2	16	33
District1	TS1646	US76 MP: 33.582	US378 MP: 14.1320007324219	Garners Ferry Rd @ Horrel Hill Rd \ Harmon Rd	14	0	0		25,300	14	0	0	0	2	16	33
Lexington	TS1473	US378 MP: 16.365	0	US-378 Sunset Blvd. @ Coventry Dr. / Home Depot	0	13	0		32,500	0	13	0	0	2	15	34
Columbia	99	Taylor St MP: 1.922	Barnwell St MP: 0.789		15	0	0		-	15	0	0	0	0	15	34
District1	TS1503	S-63 MP: 0.762	S-2214	Alpine Rd @ Polo Rd.	14	1	0		8,700	14	1	0	0	0	15	34
District1	TS1138	S-35 MP: 1.622	S-130 MP: 2.29	Knights Hill Rd. @ Springdale Dr.	14	1	0		1,750	14	1	0	0	0	15	34
District1	TS1518	SC48 MP: 4.644	S-1568 MP: 0.132	Bluff Rd. @ Blair Rd.	11	2	0		23,400	11	2	0	0	2	15	34
Columbia	BR 05	River Dr MP: 22.947	Northwood St MP: 0.323		15	0	0		6,200	15	0	0	0	0	15	34
Columbia	94	Taylor St MP: 1.432	Sumter St MP: 1.513		12	1	0		20,800	12	1	0	0	2	15	34
Columbia	111	Hampton St MP: 0.306	Sumter St MP: 1.415		15	0	0		8,700	15	0	0	0	0	15	34
Columbia	DS 34	Garners Ferry Rd MP: 25.328	Old Woodlands Rd	Fiber	12	1	0		46,000	12	1	0	0	2	15	34
District1	TS1273	US321 MP: 19.2100006103516	S-165	Charleston Hwy @ North Eden	8	5	0		22,000	8	5	0	0	2	15	34
District1	TS1483	SC35 MP: 2.478	Goodley St	12th St @ Goodley Street	11	4	0		12,000	11	4	0	0	0	15	34
Columbia	75	Blanding St MP: 0.036	Assembly St MP: 0.391		12	1	0		20,200	12	1	0	0	2	15	34
Columbia	258	Blossom St MP: 0.368	Lincoln St MP: 0.898		14	1	0		-	14	1	0	0	0	15	34
Columbia	59	Laurel St MP: 1.359	Main St MP: 0.295		14	1	0		4,600	14	1	0	0	0	15	34
Columbia	264	Blossom St MP: 0.978	Bull St MP: 0.009		14	1	0		-	14	1	0	0	0	15	34
District1	TS1641	US76 MP: 28.198	US378 MP: 8.7479999542236	Garners Ferry Rd @ Hazelwood Rd	12	1	0		33,400	12	1	0	0	2	15	34
Lexington	TS1309	US378 MP: 16.095	SC6 MP: 7.9650006866455	US-378 Columbia Ave. @ Northwood Dr.	0	13	0		44,000	0	13	0	0	2	15	34
District1	TS1502	S-63 MP: 0.671	I-20 WB MP: 76.139	Alpine @ I-20 WB Exit	6	5	0	I	50,400	6	5	0	2	2	15	34
District1	TS1551	US176 MP: 14.34	S-1944	Broad River Rd. @ Lykes / Dutchman	13	0	0		13,300	13	0	0	0	2	15	34
District1	TS1662	S-129 MP: 1.355	S-1058	Kennerly Rd. @ Hollingshed Rd. / Firetower Rd.	13	0	0		15,300	13	0	0	0	2	15	34
Columbia	272	Blossom St MP: 0.151	Harden St		13	1	0		-	13	1	0	0	0	14	35
District1	TS1319	US378 MP: 9.232	SC113	US 378 Columbia Ave @ S-113 Counts Ferry/Spring Hill Rd	1	11	0		14,500	1	11	0	0	2	14	35
Columbia	MS 05	Main St MP: 3.186	River Dr MP: 23.493	Fiber	11	1	0		13,000	11	1	0	0	2	14	35
District1	TS1519	SC48 MP: 5.365	SC768 MP: 4.875	Bluff Rd. @ S. Beltline Blvd.	8	4	0		23,400	8	4	0	0	2	14	35
Columbia	TR 18	Trenholm Rd MP: 5.984	Brennen Rd MP: 0.08		3	9	0		14,400	3	9	0	0	2	14	35
District1	TS1718	S-53 MP: 4.138	Spears Creek Church Rd MP: 4.138	Spears Creek Rd. @ Woodcreek Farms / Earth Rd.	7	7	0		11,800	7	7	0	0	0	14	35
District1	TS1326	SC12 MP: 0.961	S-313 MP: 0.489	Jarvis Klapman Blvd. @ Brown St.	9	3	0		13,200	9	3	0	0	2	14	35
District1	TS1785	US21 MP: 18.558	S-59	Wilson Blvd. @ Blythewood Rd. / Langford Rd.	14	0	0		4,100	14	0	0	0	0	14	35
District1	TS1426	S-36 MP: 0.202	I-26 MP: 106.274	St Andrews Rd. @ I-26 East Bound Ramp	5	5	0	I	22,700	5	5	0	2	2	14	35
Lexington	TS1312	US378 MP: 15.317	S-138	Columbia Ave. @ Reed St. / West Butler Rd.	0	12	0		30,000	0	12	0	0	2	14	35
District1	TS1869	S-5 MP: 0.401	S-89 MP: 0.41	N.Main @ Hampton	7	7	0		150	7	7	0	0	0	14	35
Lexington	TS1239	US1 MP: 19.261	US378 MP: 14.8209996795654	W. Main St. @ K-Mart / Lexington Med. Center	0	12	0		35,300	0	12	0	0	2	14	35
Columbia	MS 06	Main St	Anthony Ave MP: 0.168	Fiber	11	1	0		13,000	11	1	0	0	2	14	35
District1	TS1362	US1 MP: 31.216	US378 MP: 26.927	Meeting St. @ Sunset Blvd.	11	0	0		13,400	11	0	0	0	2	13	36
District1	TS1578	S-52 MP: 7.89	S-1051 MP: 0.702	Clemson Rd. @ Longtown Rd. Revised6/17/2020	11	0	0		26,200	11	0	0	0	2	13	36
District1	TS1341	SC60 MP: 0.488	Lake Murray Blvd MP: 0.488	North Lake Fire Station	11	0	0		15,400	11	0	0	0	2	13	36
District1	TS1665	S-52 MP: 9.763	Killian Rd MP: 9.765	Killian Rd. @ Walmart	13	0	0		-	13	0	0	0	0	13	36
District1	TS1577	S-52 MP: 6.444	S-83 MP: 4.986	S-52 Clemson Rd. @ S-83 Hardscrabble Rd.	0	11	0		19,500	0	11	0	0	2	13	36
District1	TS1487	SC35 MP: 0.289	I-77	12th St Ext @ I-77 Southbound Ramp	7	2	0	I	12,200	7	2	0	2	2	13	36
District1	TS1732	US1 MP: 9	I-20 MP: 74.17	Two Notch Rd. @ I-20 W.B. / Horseshoe Dr. / Berkshire	7	2	0	I	31,500	7	2	0	2	2	13	36
District1	TS1702	SC277 MP: 7.14	S-1036 MP: 0.485	Parklane Rd. @ SC-277 S.B. Bound Exit Ramp	9	1	0		60,200	9	1	0	0	2	12	37

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
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District1	TS1729	Two Notch Rd MP: 8.17	Parklane Rd MP: 2.17	Two Notch Rd @ Parklane / Decker Blvd.	5	5	0		19,500	5	5	0	0	2	12	37
Columbia	BL 04	Sunset Dr MP: 0.418	Abingdon Rd		0	10	0		17,700	0	10	0	0	2	12	37
District1	TS1425	S-36	S-42	St. Andrews @ Fernandina Rd./Burning Tree Rd.	6	4	0		22,700	6	4	0	0	2	12	37
District1	TS1211	US1 MP: 28.888	S-285 MP: 1.23	Augusta Hwy. @ Hook St.	9	1	0		12,900	9	1	0	0	2	12	37
Columbia	388	George Rodgers Blvd	Shop Rd MP: 0.007	Fiber	12	0	0		7,300	12	0	0	0	0	12	37
District1	TS1500	S-63 MP: 0.473	S-1201 MP: 2.756	Alpine Rd @ Faraway Dr/ New Way Rd	5	5	0		12,800	5	5	0	0	2	12	37
District1	TS1520	SC48 MP: 5.667	I-77 MP: 5.368	Bluff Rd. @ I-77 N.B. Ramp	5	5	0	I	-	5	5	0	2	0	12	37
District1	TS1728	US1 MP: 7.923	Two Notch Rd MP: 7.923	Columbia Mall / Advance Auto Parts	5	5	0		19,500	5	5	0	0	2	12	37
District1	TS1735	US1 MP: 9.614	I-77	Two Notch Rd @ I-77 SB	8	0	0	I	31,500	8	0	0	2	2	12	37
District1	TS1600	Farrow Rd MP: 10.671	Longtown Rd	SC-555 Farrow Rd @ S-1051 Longtown Rd	5	5	0		13,500	5	5	0	0	2	12	37
District1	TS1778	US21 MP: 8.351	S-3967	Wilson Blvd @ Meadowlakes / Beckham	8	2	0		16,600	8	2	0	0	2	12	37
District1	TS1532	US176 MP: 18.172	Beatty Rd	Broad River Rd @ Beatty Rd	5	5	0		17,300	5	5	0	0	2	12	37
District1	TS1734	US1 MP: 9.44	S-1705 MP: 0.002	Two Notch Rd. @ Daulton Dr. / Oakcrest	8	2	0		31,500	8	2	0	0	2	12	37
District1	TS1746	US1 MP: 13.753	S-2033 MP: 0.442	Two Notch Rd. @ Sparkleberry Ln. RR	7	2	0		36,900	7	2	0	0	2	11	38
District1	TS1724	US1 MP: 7.06	S-64 MP: 1.328	US -1 Two Notch Rd. @ S-64 Arcadia Lakes / Risly Rd	7	2	0		19,500	7	2	0	0	2	11	38
Columbia	8	Elmwood Ave MP: 2.661	Main St MP: 2.661	Intersection Camera	10	1	0		-	10	1	0	0	0	11	38
District1	TS1617	S-218 MP: 1.301	SC277 MP: 4.295	Fontaine Rd. @ North Bound Ramp Fontain Buss Park	8	1	0		15,600	8	1	0	0	2	11	38
Columbia	MR 02	Monticello Rd MP: 0.19	Duke Ave MP: 1.797		9	0	0		12,800	9	0	0	0	2	11	38
District1	TS1429	S-36 MP: 0.901	S-173 MP: 1.31	S-36 St. Andrews Rd. @ S-173 Sidney Dr.	5	4	0		13,500	5	4	0	0	2	11	38
District1	TS1488	SC35 MP: 0.086	I-77	12th St Ext @ I-77 Northbound Ramp	7	0	0	I	12,200	7	0	0	2	2	11	38
District1	TS1546	US176 MP: 17.914	0	Broad River Rd. @ Huffstettler Dr.	9	0	0		17,300	9	0	0	0	2	11	38
District1	TS1701	S-1036 MP: 0.729	SC277 MP: 7.094	Parklane @ SC-277 N.B Exit Ramp	8	1	0		60,200	8	1	0	0	2	11	38
District1	TS1695	S-1677 MP: 1.152	S-1975 MP: 1.43	O'Neil Court Ext. @ Hunt Club Rd.	4	7	0		8,300	4	7	0	0	0	11	38
District1	TS1428	S-36 MP: 0.581	S-946	St. Andrews Rd. @ Ashland Rd.	6	3	0		22,700	6	3	0	0	2	11	38
District1	TS1779	US21 MP: 10.252	S-34 MP: 1.145	Wilson Blvd @ Pisgah Church Rd.	10	0	0		8,500	10	0	0	0	0	10	39
Columbia	391	SC12	S-168	Taylor Street @ Lincoln St Hawk System	8	0	0		12,500	8	0	0	0	2	10	39
Lexington	TS1454	US378 MP: 22.999	S-1209 MP: 0.002	Sunset Blvd. @ Fairlane Dr. / Summerplace Dr.	4	4	0		28,600	4	4	0	0	2	10	39
District1	TS1588	S-151 MP: 0.838	S-1201 MP: 0.488	Decker Blvd. @ Faraway Dr. / Crossfield Rd.	8	0	0		18,800	8	0	0	0	2	10	39
District1	TS1213	US1 MP: 28.652	S-30	Augusta Rd. @ Dreher Rd. / Leaphart Rd.	8	0	0		33,300	8	0	0	0	2	10	39
District1	TS1397	S-671 MP: 1.43	I-26 MP: 104.197	I-26 East Bound Ramp @ S-671 Piney Grove Rd.	3	3	0	I	115,100	3	3	0	2	2	10	39
District1	TS1720	S-36 MP: 0.149	S-2016 MP: 0.55	St Andrews Rd. @ Kay St.	5	5	0		3,700	5	5	0	0	0	10	39
District1	TS1437	S-36 MP: 4.674	Woodstream Rd	St. Andrews Rd. @ Pebble Gate Rd. / Woodstream Rd. RR	4	4	0		19,500	4	4	0	0	2	10	39
District1	TS1445	US378 MP: 25.521	S-35	US-378 Sunset Blvd. @ S-35 12th St. / S-69 Seminole Dr.	5	5	0		1,550	5	5	0	0	0	10	39
District1	TS1516	SC48 MP: 3.379	Berea Rd MP: 0.07	Bluff Rd. @ Berea Rd. / National Guard Rd.	8	0	0		23,400	8	0	0	0	2	10	39
Lexington	TS1468	US378 MP: 17.675	Palmetto Park Blvd	Sunset Blvd. @ Palmetto Park Blvd.	4	4	0		41,700	4	4	0	0	2	10	39
Lexington	TS1467	US378 MP: 17.812	S-106 MP: 0.002	Sunset Blvd. @ Mineral Springs Rd.	4	4	0		41,700	4	4	0	0	2	10	39
District1	TS1435	S-36 MP: 4.09	St. Andrews Rd	S-36 St. Andrews Rd. @ Irmo High School RR	4	3	0		19,400	4	3	0	0	2	9	40
District1	TS1594	US76 MP: 3.41	S-385	Dutch Fork @ Rauch-Metz Rd	7	0	0		24,200	7	0	0	0	2	9	40
District1	TS1671	SC60 MP: 1.346	Parkridge Dr MP: 0.63	Lake Murray Blvd. @ Parkridge Dr.	9	0	0		10,900	9	0	0	0	0	9	40
Lexington	TS1447	US378 MP: 24.424	S-1225	Sunset Blvd @ Klampman Rd. /Cougar Drive	5	2	0		23,200	5	2	0	0	2	9	40
District1	TS1698	S-1036 MP: 1.777	S-1092	Parklane @ Claudia Dr. / Moonglo	5	2	0		21,100	5	2	0	0	2	9	40
District1	TS1356	SC302 MP: 10.85	SC6 MP: 19.439	Edmund Hwy @ South Lake Dr	7	0	0		18,300	7	0	0	0	2	9	40
Lexington	TS1463	US378 MP: 20.981	S-68	Sunset Blvd. @ Corley Mill Rd./ Ginny Ln.	7	0	0		33,800	7	0	0	0	2	9	40
District1	TS1389	S-70 MP: 7.932	S-204 MP: 6.21	Old Two Notch Rd. @ Longs Pond Rd.	5	4	0		8,400	5	4	0	0	0	9	40
District1	TS1726	US1 MP: 8.634	O'Neil Ct MP: 0.439	Two Notch Rd. @ O'Neil Court	7	0	0		18,200	7	0	0	0	2	9	40
District1	TS1427	S-36 MP: 0.368	S-1791	St. Andrews Rd. @ Jamil Rd.	5	2	0		22,700	5	2	0	0	2	9	40
District1	TS1700	S-1036 MP: 0.771	S-2873	Parklane Rd. @ Brighton Hill Rd.	9	0	0		11,500	9	0	0	0	0	9	40
District1	TS1672	SC60 MP: 0.93	S-670	Lake Murray Blvd. @ Kinley Rd.	9	0	0		10,900	9	0	0	0	0	9	40
District1	TS1719	S-53 MP: 5.136	0	Spears Creek Church Rd. @ I-20 E.B Exit Ramp	9	0	0		11,800	9	0	0	0	0	9	40
District1	TS1727	US1 MP: 7.79	Columbia Mall Blvd	Two Notch Rd. @ Columbia Mall Blvd.	2	5	0		19,500	2	5	0	0	2	9	40
District1	TS1395	S-671 MP: 1.67	S-42	Piney Grove @ Fernandina Rd.	4	4	0		11,600	4	4	0	0	0	8	41

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
District1	TS1390	S-77 MP: 13.9	S-278 MP: 3.151	Old Two Notch Rd. @ Calks Ferry Rd.	8	0	0		3,000	8	0	0	0	0	8	41
District1	TS1415	S-34 MP: 18.63	S-1910	Platt Springs @ McLee-Kyzer	8	0	0		6,200	8	0	0	0	0	8	41
District1	TS1522	SC48 MP: 6.643	S-50	Bluff Rd. @ Atlas Rd.	8	0	0		11,500	8	0	0	0	0	8	41
District1	TS1670	Killian Rd W MP: 8.682	0	S-52 Killian Rd @ Nuttall Oak Dr	3	3	0		34,700	3	3	0	0	2	8	41
District1	TS1527	S-59 MP: 0.458	I-77 MP: 27.315	Blythewood Rd. @ I-77 N.B. Exit Ramp	2	2	0	I	19,400	2	2	0	2	2	8	41
District1	TS1627	SC12 MP: 5.547	S-33 MP: 5.138	Forest Dr @ Trenholm Dr	4	2	0		27,300	4	2	0	0	2	8	41
District1	TS1605	SC555 MP: 8.319	I-77	Farrow Rd. @ I-77 NB Off Ramp	3	3	0	I	-	3	3	0	2	0	8	41
District1	TS1697	S-1036 MP: 1.901	S-1677	Parklane Rd. @ O'Neil Ct. / Columbia Mall Exit	5	1	0		21,100	5	1	0	0	2	8	41
District1	TS1333	Charleston Hwy MP: 0.068	0	US 21/176/321 Knox Abbott Dr @ US 21 Charleston Hwy	4	4	0		8,100	4	4	0	0	0	8	41
Lexington	TS1461	US378 MP: 21.374	I-20 MP: 61.224	Sunset Blvd. @ I-20 East Bound Exit Ramp	4	0	0	I	44,700	4	0	0	2	2	8	41
District1	TS1218	US1 MP: 26.765	S-71 MP: 0.602	Augusta Rd. @ Wattling Rd. / Woodberry Rd. RR	5	3	0		11,600	5	3	0	0	0	8	41
District1	TS1517	SC48 MP: 3.999	S-1536 MP: 0.299	Bluff Rd. @ Idlewild Rd./ Stock Rd.	5	1	0		23,400	5	1	0	0	2	8	41
District1	TS1504	S-63 MP: 1.679	S-1196 MP: 0.819	Alpine Rd @ Windsor Lake Blvd	8	0	0		8,700	8	0	0	0	0	8	41
District1	TS1565	S-31 MP: 0.61	S-287 MP: 1.448	Bush River Rd @ Arrowood Dr. / Dutch Sq. Blvd	5	1	0		28,600	5	1	0	0	2	8	41
District1	TS1396	S-671 MP: 1.525	I-26 MP: 104.232	Piney Grove @ I-26 West Bound Ramp	2	2	0	I	115,100	2	2	0	2	2	8	41
District1	TS1555	US76 MP: 8.916	US176 MP: 13.0860003662109	US-76/176 Broad River Rd. @ Columbiana Dr. Rebuilt 5/16/17 permit # 200034048	3	3	0		24,000	3	3	0	0	2	8	41
District1	TS1246	US1 MP: 16.001	0	Us 1 Augusta Hwy & Lexington High School	3	3	0		14,700	3	3	0	0	2	8	41
District1	TS1706	Percival Rd MP: 14.14	Clemson Rd	Percival Rd. @ Clemson Rd.	8	0	0		11,200	8	0	0	0	0	8	41
District1	TS1352	S-204 MP: 6.795	S-1823 MP: 0.05	Longs Pond @ Blackjack Oak-Love Travel Plaza	7	0	0		10,600	7	0	0	0	0	7	42
District1	TS1780	US21 MP: 14.91	S-1694 MP: 0.006	Wilson Blvd @ Turkey Farm Rd./ Blythwood Crossings	7	0	0		8,500	7	0	0	0	0	7	42
District1	TS1696	S-244 MP: 1.43	S-498	Old Tamah Rd. @ Koon Rd.	7	0	0		3,400	7	0	0	0	0	7	42
District1	TS1757	S-33 MP: 1.373	S-1677 MP: 0.624	Trenholm Extension @ O'Neil Ct.	5	2	0		7,800	5	2	0	0	0	7	42
District1	TS1317	US378 MP: 11.597	S-204 MP: 1.83	US-378 Columbia Ave. @ S-204 St. Peters Church Rd. / Charter Oaks Rd.	3	2	0		14,500	3	2	0	0	2	7	42
District1	TS1606	SC555 MP: 7.772	S-1036 MP: 0.005	Farrow Rd. @ Parklane Rd./ Carolina Research Park	7	0	0		-	7	0	0	0	0	7	42
District1	TS1651	S-83 MP: 7.062	S-1048 MP: 1.267	Hardscrabble Rd. @ Sloan Rd.	0	5	0		19,400	0	5	0	0	2	7	42
District1	TS1243	US1 MP: 16.19	S-204 MP: 2.75	US-1 Augusta Hwy. @ Pisgah Church Rd./ Charter Oak Rd.	5	0	0		14,700	5	0	0	0	2	7	42
District1	TS1742	US1 MP: 11.489	Spring Valley Rd	Two Notch Rd. @ Spring Valley Entrance	2	2	0		38,300	2	2	0	0	2	6	43
District1	TS1783	Wilson Blvd MP: 12.416	S-52 MP: 10.959	Wilson Blvd & Killian Rd Turned on 6/21/2017. Final Inspection 7/13/2017	3	3	0		8,500	3	3	0	0	0	6	43
District1	TS1668	S-52 MP: 9.165	Bridgeberry Lane	Killian Rd @ Bridgeberry Lane	4	0	0		34,700	4	0	0	0	2	6	43
District1	TS1383	S-244 MP: 2.604	S-104 MP: 6.478	Old Orangeburg Rd. @ Old Barnwell Rd.	3	3	0		7,600	3	3	0	0	0	6	43
District1	TS1736	US1 MP: 9.725	I-77 MP: 17.45	Two Notch Rd. @ I-77 N.B. Ramp	1	1	0	I	61,200	1	1	0	2	2	6	43
District1	TS1595	SC6 MP: 1.224	S-957	SC-6 Dreher Shoals Rd @ S-957 Farming Creek rd	4	0	0		13,700	4	0	0	0	2	6	43
District1	TS1561	Broad River Rd MP: 5.732	0	US-176 Broad River Rd @ Portrait Hill/Chapin Middle School	2	2	0		12,600	2	2	0	0	2	6	43
Lexington	TS1448	US378 MP: 24.083	S-285	Sunset Blvd @ North Hook Ave.	2	2	0		28,000	2	2	0	0	2	6	43
Lexington	TS1450	US378 MP: 23.764	S-1814	Sunset Blvd. @ Chris Dr./McSwain Dr.	2	2	0		28,000	2	2	0	0	2	6	43
District1	TS1575	S-52 MP: 4.262	S-266 MP: 0.95	Clemson Rd. @ Rhame Rd. / N.Springs	3	1	0		30,800	3	1	0	0	2	6	43
District1	TS1593	US76 MP: 4.8	S-286 MP: 1.13	US-76 Dutch Fork Rd. @ Bickley Rd. / A.J. Amick	2	2	0		24,200	2	2	0	0	2	6	43
District1	TS1647	US76 MP: 36.273	US378 MP: 16.8229988098145	Garners Ferry Rd @ McEntire Air National Guard	2	2	0		19,300	2	2	0	0	2	6	43
District1	TS1543	US176 MP: 19.209	S-1876	Broad River @ Rushmore Rd.	4	0	0		37,600	4	0	0	0	2	6	43
District1	TS1402	SC602 MP: 10.69	S-400 MP: 0.88	SC-602 Platt Springs Rd. @ S-400 D Ave./ Charleston Hwy	3	3	0		10,500	3	3	0	0	0	6	43
District1	TS1602	SC555 MP: 9.235	S-83 MP: 7.786	Farrow Rd. @ Hardscarbble Rd.	4	0	0		32,900	4	0	0	0	2	6	43
District1	TS1685	SC215 MP: 1.892	I-20 MP: 68.23	Montecello Rd. @ I-20 West Bound Ramp	2	2	0	I	10,200	2	2	0	2	0	6	43
Lexington	TS1455	US378 MP: 22.841	S-865 MP: 0.62	Sunset Blvd @ Hebron Rd.	2	2	0		28,600	2	2	0	0	2	6	43
Lexington	TS1449	US378 MP: 23.889	S-1854 MP: 0.002	Sunset Blvd. @ Whippoorwill Dr.	2	2	0		28,000	2	2	0	0	2	6	43
District1	TS1607	SC555 MP: 7.295	S-34	Farrow @ Pisgah Church Rd. Rebuilt 9/6/2018	2	2	0		24,300	2	2	0	0	2	6	43
Lexington	TS1446	US378 MP: 24.61	S-644 MP: 0.6	Sunset Blvd. @ Hummingbird Dr. / Arehart Rd.	2	2	0		23,200	2	2	0	0	2	6	43
District1	TS1398	S-671 MP: 1.279	S-1792	Piney Grove Rd. @ Jamil Rd./Bowers Parkway.	3	3	0		11,600	3	3	0	0	0	6	43
District1	TS1347	S-30 MP: 2.101	S-106 MP: 5.649	Leaphart @ Mineral Springs	0	6	0		6,500	0	6	0	0	0	6	43
District1	TS1335	SC60 MP: 3.25	S-1675	SC-60 Lake Murray @ College St.	2	2	0		26,300	2	2	0	0	2	6	43
District1	TS1634	SC12 MP: 3.961	S-93 MP: 1.17	Forest Dr @ Harrison Rd\Richland Mall Entrance	2	2	0		19,800	2	2	0	0	2	6	43
District1	TS1745	US1 MP: 13.518	Rivkin Blvd	Two Notch Rd. @ Rivkin / Walmart	0	3	0		36,900	0	3	0	0	2	5	44

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
District1	TS1569	S-52 MP: 0.242	I-20 MP: 79.843	Clemson Rd. @ I-20 East Bound Ramp	1	0	0	I	80,900	1	0	0	2	2	5	44
District1	TS1258	S-273 MP: 0.745	I-20	Bush River Rd. @ I-20 East Bound Ramp	1	0	0	I	18,900	1	0	0	2	2	5	44
District1	TS1221	US1 MP: 25.039	S-386 MP: 1.678	Augusta Hwy. @ St. David Church Rd./Oak Dr.	3	0	0		28,200	3	0	0	0	2	5	44
District1	TS1436	S-36 MP: 4.407	S-174 MP: 1.418	St. Andrews Rd. @ Wescott Rd.	0	3	0		19,400	0	3	0	0	2	5	44
District1	TS1731	US1 MP: 8.816	I-20	Two Notch Rd. @ I-20 E.B. Ramp / Firelane	0	1	0	I	32,300	0	1	0	2	2	5	44
District1	TS1704	SC12 MP: 8.47	S-2150 MP: 0.182	Percival Rd. @ Morninglo / Boyden	1	1	0		14,400	1	1	0	0	2	4	45
District1	TS1423	0	0	SC-6 S. Lake Dr @ Bethany Church/Pleasantview	2	2	0		-	2	2	0	0	0	4	45
District1	TS1777	US21 MP: 15.044	S-2885 MP: 0.005	US-21 Wilson Blvd @ S-2885 Community Rd	1	1	0		14,300	1	1	0	0	2	4	45
District1	TS1590	US76 MP: 6.115	US176 MP: 10.327	Dutch Fork Rd @ Broad River Rd	1	1	0		20,000	1	1	0	0	2	4	45
District1	TS1708	S-424 MP: 1.771	S-1293	Rabon Rd. @ Flora Dr.	3	1	0		9,000	3	1	0	0	0	4	45
District1	TS1145	SC97 MP: 18.891	S-130 MP: 3.527	Liberty Hill Rd. @ Springdale / Boykin Rd.	2	2	0		3,700	2	2	0	0	0	4	45
District1	TS1653	S-83 MP: 4.156	S-1050 MP: 0.008	Hardscrabble Rd. @ Lee Rd.	1	1	0		26,100	1	1	0	0	2	4	45
District1	TS1329	US21 MP: 21.001	US176	Knox Abbott Dr. @ Axtel Dr.	1	1	0		23,600	1	1	0	0	2	4	45
District1	TS1330	US21 MP: 20.801	US176	Knox Abbott Dr. @ State St.	1	1	0		23,600	1	1	0	0	2	4	45
District1	TS1416	SC6 MP: 12.007	S-648	SC- S. Lake Dr @ S-648 Community Dr	1	1	0		25,300	1	1	0	0	2	4	45
District1	TS1887	SC120 MP: 12.409	S-442 MP: 0.844	Pinewood Rd. @ Stadium Rd.	2	2	0		7,600	2	2	0	0	0	4	45
District1	TS1712	SC768 MP: 1.91	S-1248 MP: 1.06	Shop Rd. @ Pineveiw Rd	1	1	0		14,500	1	1	0	0	2	4	45
District1	TS1208	S-378 MP: 0.646	S-288	S-378 John Hardee Expy @ S-288 Lexington Dr	1	1	0		13,500	1	1	0	0	2	4	45
District1	TS1255	S-273 MP: 1.5	S-946 MP: 0.739	Bush River Rd. @ Ashland Rd. / Marydale Ln.	2	2	0		11,300	2	2	0	0	0	4	45
Columbia	358	Harbison Blvd	Park Terrace Dr	Fiber	0	2	0		32,600	0	2	0	0	2	4	45
District1	TS1332	US21 MP: 19.953	US176	Knox Abbott Dr. @ 12th St.	1	1	0		23,600	1	1	0	0	2	4	45
Lexington	TS1462	US378 MP: 21.165	I-20 MP: 61.197	US-378 Sunset Blvd. @ I-20 West Bound Ramp	0	0	0	I	33,800	0	0	0	2	2	4	45
District1	TS1737	US1 MP: 9.97	S-33	Two Notch Rd. @ Trenholm / Grampian Hills	1	1	250		38,300	1	1	0	0	2	4	45
District1	TS1373	SC6 MP: 0.3	S-175 MP: 2.28	SC-6 North Lake drive @ Irmo Drive Rebuilt 7/2/2019	1	1	0		13,300	1	1	0	0	2	4	45
District1	TS1506	S-49 MP: 1.262	S-50 MP: 2.312	Greenlawn Dr. @ Atlas Rd.	1	3	0		4,500	1	3	0	0	0	4	45
Columbia	PF 4	Millwood Ave MP: 22.084	House St MP: 0.162	Ped Flasher	1	1	0		22,500	1	1	0	0	2	4	45
District1	TS1256	S-273 MP: 1.028	0	Bush River @ Outlet Point	1	1	0		16,100	1	1	0	0	2	4	45
District1	TS1692	US21 MP: 8.081	I-20 MP: 71.165	North Main St. @ I-20 WB Ramp / Plumbers Rd.	0	0	0	I	16,600	0	0	0	2	2	4	45
District1	TS1870	S-5 MP: 0.083	S-88	N.Main St. @ Bartlette St.	0	4	0		600	0	4	0	0	0	4	45
District1	TS1345	S-30 MP: 0.701	S-1813	Leaphart Rd. @ Chris Dr./Harbor Dr./Orchard Dr.	2	2	0		11,000	2	2	0	0	0	4	45
District1	TS1541	US176 MP: 19.482	S-683	Broad River Rd. @ Marley Dr. / Briargate	1	1	0		37,600	1	1	0	0	2	4	45
District1	TS1331	US21 MP: 20.302	US176	Knox Abbott Dr. @ 9th St.	1	1	0		23,600	1	1	0	0	2	4	45
Columbia	TN 04	Two Notch Rd MP: 3.257	Read St MP: 0.138	Fiber	0	1	0		14,100	0	1	0	0	2	3	46
Columbia	365	Rosewood Dr MP: 1.051	Bluff Rd MP: 2.857		0	1	0		23,400	0	1	0	0	2	3	46
Columbia	RD 31	Rosewood Dr MP: 0.505	Gills Creek Pkwy	Fiber	0	1	0		15,400	0	1	0	0	2	3	46
District1	TS1351	S-204 MP: 6.712	Longs Pond Rd MP: 6.712	longs Pond Rd. @ East Bound Ramp	0	3	0		10,600	0	3	0	0	0	3	46
District1	TS1479	SC35 MP: 3.333	SC2 MP: 1.612	12th St. @ Frink St. RR	2	1	0		5,300	2	1	0	0	0	3	46
District1	TS1149	Main St S MP: 12.903	0	US-1King St @ SC-341 Main St	3	0	0		2,900	3	0	0	0	0	3	46
District1	TS1652	S-83 MP: 6.549	S-1274 MP: 0.831	Hardscrabblle Rd. @ Brickyard Rd.	0	1	0		18,200	0	1	0	0	2	3	46
Columbia	TN 24	Two Notch Rd MP: 5.279	Cushman Rd	Fiber	0	1	0		23,800	0	1	0	0	2	3	46
Columbia	DS 08	Devine St MP: 2.448	Holly St MP: 0.7	New construction	0	0	0		13,600	0	0	0	0	2	2	47
District1	TS1758	S-33 MP: 0.571	S-1705 MP: 0.209	Trenholm Rd. Ext @ Oakcrest Dr.	1	1	0		11,200	1	1	0	0	0	2	47
Columbia	MS 15	Main St	Miller Ave		0	0	0		16,700	0	0	0	0	2	2	47
Columbia	MS 12	Main St MP: 3.873	Sunset Dr MP: 0.81		0	0	0		16,700	0	0	0	0	2	2	47
Columbia	MS 18	Main St	Monticello Rd		0	0	0		16,700	0	0	0	0	2	2	47
District1	TS1378	S-52 MP: 1.818	S-485	Old Cherokee Rd @ Old Chapin Rd	1	1	0		6,100	1	1	0	0	0	2	47
Columbia	77	Blanding St MP: 0.236	Sumter St MP: 1.617		1	1	0		8,700	1	1	0	0	0	2	47
Columbia	164	Gervais St MP: 1.421	Bull St MP: 20.864		0	0	0		31,400	0	0	0	0	2	2	47
District1	TS1514	SC16 MP: 2.602	S-961 MP: 0.1	W Beltline Blvd @ Truman St	0	0	0		22,200	0	0	0	0	2	2	47
District1	TS1526	S-59 MP: 0.628	I-77	Blythewood Rd. @ I-77 SB Exit Ramp	0	0	0	I	11,300	0	0	0	2	0	2	47
District1	TS1550	US176 MP: 15.384	S-757	Broad River Rd. @ Harbison Blvd. Rebuilt on 4/29/2020	0	0	0		18,700	0	0	0	0	2	2	47

TRAFFIC SIGNALS OPERATIONS PRIORITIZATION RANKINGS
COATS MPO

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	COATS MPO Ranking
Columbia	145	Lady St MP: 0.791	Sumter St MP: 1.213		1	1	0		8,700	1	1	0	0	0	2	47
Columbia	154	Gervais St MP: 0.404	Huger St MP: 1.073	Intersection Camera	0	0	0		30,500	0	0	0	0	2	2	47
Columbia	RD 27	Rosewood Dr	Beltline Blvd MP: 7.175	Fiber	0	0	0		15,400	0	0	0	0	2	2	47
District1	TS1645	US76 MP: 31.717	US378 MP: 12.2669990539551	Garners Ferry Rd @ Lower Richland Blvd	1	1	0		-	1	1	0	0	0	2	47
District1	TS1693	Risdon Way	Springs Rd N MP: 0.731		0	0	0		15,300	0	0	0	0	2	2	47
District1	TS1336	Lake Murray Blvd MP: 2.842	S-1238	SC-60 Lake Murray Blvd @ S-1238 Childs St- Irmo FD Substation	0	0	0		26,300	0	0	0	0	2	2	47
District1	TS1691	US21 MP: 7.87	I-20 MP: 71.08	North Main St. @ I-20 East Bound Ramp	0	0	0	I	8,200	0	0	0	0	2	2	47
District1	TS1572	S-52 MP: 1.5	Earth Rd	Clemson Rd. @ Earth Rd.	0	0	0		21,900	0	0	0	0	2	2	47
District1	TS1722	US1 MP: 6.128	S-977 MP: 0.82	Two Notch Rd. @ Pinestraw / Albritton	0	0	0		19,500	0	0	0	0	2	2	47
District1	TS1201	SC302 MP: 22.428	S-165 MP: 0.949	Airport Blvd. @ Sox St. / Memorial Dr.	0	0	0		12,100	0	0	0	0	2	2	47
District1	TS1477	SC35 MP: 4.744	US21	12th St. @ B. Ave. / Old Charleston Hwy.	0	0	0		13,900	0	0	0	0	2	2	47
Lexington	TS1453	US378 MP: 23.279	S-1676 MP: 0.001	Sunset Blvd. @ West Hospital Drive/Sunset Ct.	0	0	0		28,600	0	0	0	0	2	2	47
District1	TS1350	S-204 MP: 6.477	Longs Pond Rd MP: 6.477	Longs Pond Rd. @ West Bound Ramp	0	0	0		12,600	0	0	0	0	2	2	47
District1	TS1424	Lake Dr S MP: 15.499	0	SC-6 South Lake Dr @ Bluefield Rd	0	0	0		13,700	0	0	0	0	2	2	47
District1	TS1611	SC555 MP: 3.451	S-907 MP: 0.051	Farrow Rd. @ Cushman Rd.	0	0	0		13,100	0	0	0	0	2	2	47
Lexington	TS1368	SC6 MP: 7.249	S-485 MP: 0.539	SC-6 North lake Drive @ S-485 Old Cherokee Rd.	0	0	0		15,500	0	0	0	0	2	2	47
Columbia	203	Harden St MP: 0.436	Pendleton St	Harden St @ Pendleton St	0	1	0		-	0	1	0	0	0	1	48
Columbia	233	Greene St MP: 1.068	Pickens St MP: 1.096	Greene St @ Pickens St	0	1	0		7,900	0	1	0	0	0	1	48
Columbia	239	Greene St MP: 0.699	Laurens St MP: 0.09	Greene St @ Laurens St	0	1	0		3,000	0	1	0	0	0	1	48
Columbia	52	Huger St MP: 1.672	Laurel St MP: 2.068	Intersection Camera	0	1	0		-	0	1	0	0	0	1	48
Columbia	KR 18	Blossom St MP: 1.738	Kilbourne Rd MP: 2.197		0	1	0		3,300	0	1	0	0	0	1	48
District1	TS1387	S-70 MP: 1.836	S-168 MP: 6.6	Old Two Notch Rd. @ Emanual Church Rd.	0	1	0		11,800	0	1	0	0	0	1	48
Columbia	195	Main St MP: 0.396	Pendleton St MP: 0.763	Main St @ Pendleton St	0	1	0		6,300	0	1	0	0	0	1	48
District1	TS1412	Old Orangeburg Rd MP: 1.251	0	Old Orangeburg & Southwood Final Inspection 3/30/2018	0	1	0		7,100	0	1	0	0	0	1	48
Columbia	MS 29	Main St N MP: 5.43	Fairfield Rd MP: 5.368		0	0	0		8,200	0	0	0	0	0	0	49
Columbia	MS 20	Main St	Lorick Ave		0	0	0		10,500	0	0	0	0	0	0	49
Columbia	PF 2	Medical Park Rd MP: 0.153	S-2091 MP: 0.153	Ped Crossing Mid -block Flasher	0	0	0		8,000	0	0	0	0	0	0	49
Columbia	212	Main St MP: 0.302	College St MP: 0.304	Main St @ College St	0	0	0		3,800	0	0	0	0	0	0	49
Columbia	CD 10	Academy	Colonial Dr MP: 0.171		0	0	0		6,400	0	0	0	0	0	0	49
Columbia	115	Hampton St MP: 0.696	Henderson St MP: 0.03	Hampton St @ Henderson St	0	0	0		4,700	0	0	0	0	0	0	49
Columbia	SF 14	Main St	Ashley St MP: 0.001	School / Traffic Signal crossing	0	0	0		8,200	0	0	0	0	0	0	49
Columbia	80	Pickens St MP: 1.984	Blanding St MP: 0.529	Pickens St @ Blanding St	0	0	0		2,900	0	0	0	0	0	0	49
Columbia	229	Main St MP: 0.207	Greene St MP: 1.447	Main St @ Greene St	0	0	0		3,700	0	0	0	0	0	0	49
Lexington	TS1980	Church St S MP: 1.452	Maiden Ln		0	0	0		5,600	0	0	0	0	0	0	49
District1	R-3201	S-65 MP: 3.803	S-663 MP: 5	Meadowfield Rd. @ Woodcrest Ln (Roundabout)	0	0	0		-	0	0	0	0	0	0	49
District1	R-3203	SC6 MP: 21.951	Fish Hatchery Rd MP: 3.64	SC-6 @ Fishhatchery (Roundabout)	0	0	0		-	0	0	0	0	0	0	49
District1	R-3205	Mineral Springs Rd MP: 1.931	0	Mineral Springs Rd @ Cromer Rd Roundabout	0	0	0		-	0	0	0	0	0	0	49
Columbia	117	Hampton St MP: 0.893	Gregg St MP: 0.48	Hampton @ Gregg St	0	0	0		1,800	0	0	0	0	0	0	49
Columbia	199	Pickens St MP: 1.284	Pendleton St MP: 0.37	Pickens St @ Pendleton St	0	0	0		7,900	0	0	0	0	0	0	49
District1	TS1441	Sunset Blvd MP: 26.735	0	US-378 Sunset Blvd @ House of Raeford Chicken Plant Final Inspection 7/12/2017 HAWK	0	0	0		9,600	0	0	0	0	0	0	49
Columbia	247	Main St MP: 0.098	Devine St MP: 0.092	Main St @ Devine St	0	0	0		2,100	0	0	0	0	0	0	49
District1	TS1401	Pisgah Church Rd MP: 5.685	Barr Rd MP: 16.389	S-204 Pisgah Ch Rd @ Longs Pond/Barr Rd	0	0	2000		7,300	0	0	0	0	0	0	49
District1	R-3202	S-83 MP: 1.238	S-940	Old Lexington Rd. @ Murray Lindler converted to Roundabout 6/2019	0	0	0		-	0	0	0	0	0	0	49
District1	R-4002			Piney Grove Rd @ Piney Woods Rd. (Roundabout)	0	0	0		-	0	0	0	0	0	0	49

Please note that rows highlighted in blue indicates that the project is located in the City of Columbia

Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: December 7, 2023

SUBJECT: 2045 LRTP Amendment – CMCOG Regional Transportation Operations and Technology Strategic Planning Program

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2045 LRTP to add the CMCOG Regional Transportation Operations and Technology Strategic Planning Program.

BACKGROUND

The purpose of the Regional Transportation Operations and Technology Strategic Planning Program is to guide the Central Midlands Council of Governments' efforts to deploy technology, tools and coordinated system procedures to manage the multimodal transportation system. Regional Transportation Operations and Technology is a set of tools and processes used by public and private operating agencies' staff to meet the day-to-day demands of the traveling public.

Transportation operations staff work to provide the best mobility services and facilities to people and businesses across the region every day. Rail and bus operators, maintenance crews, emergency responders, traffic management center staff, law enforcement personnel, Transportation District dispatchers, shared mobility providers and many others all work tirelessly to keep the transportation system operating safely and efficiently. Maintaining reliable operations also requires monitoring performance over time to improve service and to account for changes in transportation demand.

This approach examines existing challenges to transportation operations in the region and identifies a vision, goals and objectives for regional transportation operations and technology. Performance measures will be used to track progress. Several strategic initiatives are defined that will subsequently guide investments for the deployment of system operation projects. One of the first set of investments will be defined through the evaluation and implementation of the Carbon Reduction Program. The vision for the Regional Transportation Operations and Technology Strategic Planning is:

- Transportation systems serving all travel modes across the CMCOG area are interconnected, collaboratively operated, managed and maintained to optimize safe, reliable and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life.

ATTACHMENT

- Goals for Regional Transportation Operations and Technology Strategic Planning
- Traffic Operations Prioritization Process
- Prioritized List of Traffic Signal Improvement Projects

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Goals for Regional Transportation Operations and Technology Strategic Planning

Safe Operations

- Physical and technological improvements and intentional operations management deployed to both reduce crashes and achieve zero fatalities.

Efficient, Seamless Travel

- Interconnected systems across jurisdictions and modes are actively and cooperatively managed to optimize operator situational awareness, provide accurate and timely traveler information and allow collaborative transportation systems operation.

Travel Time Reliability

- Multimodal travel times are monitored in real-time and operations are managed to limit disruptions affecting travel time reliability.

Equitable Access

- People of all ages, abilities, languages, backgrounds, and incomes have access to safe and reliable mobility options.

Environmental Sustainability

- Apply technology, services and operations that reduce energy consumption, improve air quality and reduce greenhouse gas emissions.

Prioritization Process

The statewide signal ranking process is based on age of equipment, proximity of interstate, and AADT. The age of equipment and proximity of interstate information is obtained from the Traffic Signal Inventory Program, TEAMS. The AADT is obtained from ITMS. Points are given to each location based on the following criteria:

- Age of Controller (in years) = Age points
- Age of Cabinet (in years) = Age points
- Proximity of Interstate – If a location is at a ramp = 2 points, otherwise = 0 points
- AADT -> 12,000AADT = 2 points otherwise = 0 points

The life cycle of a signal is considered to be 15 years and any signal with more than 15 points is a candidate for a rebuild. Districts may chose signals that are not the highest ranking signals based on the following reasons:

- Specific knowledge of faulty or deteriorated signal equipment
- Signal requires more maintenance than normal
- If high ranking signal is part of an existing signal system, then adjacent signals may be included for improvements

High ranking signals may be bypassed based on the following criteria:

- Railroad, utility, or right of way issues are present that would add undue costs to the upgrade and require a lengthier project design
- A future project will impact the signal
- A resurfacing project will impact the signal
- The signal is a candidate for removal based on reductions in traffic volumes

TRAFFIC SIGNAL OPERATIONS PRIORITIZATION RANKINGS
CMCOG

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	CMCOG Rankings
District1	TS1305	US1 MP: 1.675	S-58 MP: 0.609	Columbia Ave @ North Carolina Ave	21	21	0		7200	21	21	0	0	0	42	1
District2	TS2368	S-383 MP: 1.46	Johnstone St MP: 0.87	Glenn @ Johnstone	21	20	0		3700	21	20	0	0	0	41	2
District2	TS2357	SC395 MP: 10.28	S-60 MP: 1.569	Downtown	21	14	0		3800	21	14	0	0	0	35	3
District2	TS2366	S-60 MP: 1.17	Calhoun St MP: 0.099	Downtown	21	14	0		1250	21	14	0	0	0	35	3
District2	TS2363	S-642 MP: 0.21	Harrington St MP: 1.417	Downtown	20	14	0		2300	20	14	0	0	0	34	4
District2	TS2372	S-60 MP: 1.52	Caldwell St	Downtown	20	14	0		6600	20	14	0	0	0	34	4
District2	TS2364	S-60 MP: 1.43	College St MP: 0.129	Downtown	19	14	0		6600	19	14	0	0	0	33	5
District1	TS1355	SC302 MP: 6.27	S-73	Edmund Hwy. @ Fish Hatchery Rd.	23	7	0		12000	23	7	0	0	0	30	6
District2	TS2352	US76 MP: 12.923	SC34 MP: 22.98	Hardees north intersec.	21	6	0		17600	21	6	0	0	2	29	7
District1	TS1298	SC23 MP: 2.054	Church St N	SC-23 Church St. @ Wal-Mart	14	14	0		9400	14	14	0	0	0	28	8
District2	TS2358	SC395 MP: 10.35	Harrington St MP: 1.519		21	6	0		3900	21	6	0	0	0	27	9
District2	TS2356	SC395 MP: 10.14	S-90 MP: 0.959		21	6	0		2900	21	6	0	0	0	27	9
District2	TS2387	SC121 MP: 10.133	Louis Rich Rd		14	13	0		5300	14	13	0	0	0	27	9
District2	TS2354	US76 MP: 12.176	Evans St	Old Wal-Mart	15	10	0		16200	15	10	0	0	2	27	9
District2	TS2361	S-642 MP: 0.73	Evans St	At Nby. College	21	6	0		2600	21	6	0	0	0	27	9
District2	TS2374	SC391 MP: 8.391	S-26	Town of Prosperity	20	7	0		4400	20	7	0	0	0	27	9
District2	TS2380	SC34 MP: 19.402	SC34 Business MP: 19.402		20	6	0		3800	20	6	0	0	0	26	10
District2	TS2237	US76 MP: 19.677		at Wal-Mart	12	12	0		14500	12	12	0	0	2	26	10
District2	TS2181	S-58 MP: 2.13	Center St MP: 3.06	Harris Plant	17	7	0		14000	17	7	0	0	2	26	10
District2	TS2241	US76 MP: 17.001		County Office Complex	20	6	0		10900	20	6	0	0	0	26	10
District2	TS2388	US76 MP: 22.789	Cy Schumpert Rd MP: 3.18	Mid Carolina School 2nd light	14	12	0		4700	14	12	0	0	0	26	10
District1	TS1294	SC23 MP: 2.79	SC245 MP: 3.101	SC-23 Church St. @ SC-245 Lee St. / Columbia Farms Feed Mill	19	7	0		9400	19	7	0	0	0	26	10
District2	TS2384	SC219 MP: 0.781	S-731 MP: 0.117	(Newberry High Sch./Conv. Store)	19	6	0		9700	19	6	0	0	0	25	11
District2	TS2360	SC395 MP: 11.081	Pope St MP: 13.07	Pope St.	19	6	0		3900	19	6	0	0	0	25	11
District2	TS2381	SC219 MP: 0.091	Heritage Dr MP: 0.46	Super Wal-Mart	19	6	0		9700	19	6	0	0	0	25	11
District2	TS2359	S-90 MP: 0.71	Drayton St MP: 1.686		19	6	0		1700	19	6	0	0	0	25	11
District2	TS2367	S-60 MP: 0.87	Glenn St MP: 1.597	Video Store	19	6	0		6600	19	6	0	0	0	25	11
District2	TS2362	S-642 MP: 0.52	Calhoun St MP: 0.598	Below Nby. College	19	6	0		1250	19	6	0	0	0	25	11
District1	TS1293	SC23 MP: 2.891	S-39 MP: 0.12	SC-23 Church St. @ Main St. RR	18	7	0		5900	18	7	0	0	0	25	11
District2	TS2353	US76 MP: 12.349	Kinard Rd		11	11	0		16200	11	11	0	0	2	24	12
District4	TS4320	US21 MP: 4.252	SC34 MP: 31.728	US21/SC34(mm4.25)	22	2	0		3800	22	2	0	0	0	24	12
District2	TS2377	SC34 MP: 20.478	SC395 MP: 9.26		11	12	0		3800	11	12	0	0	0	23	13
District2	TS2383	SC34 MP: 23.229	Mt. Bethal Garmany Rd	Next to SCDOT	15	8	0		7600	15	8	0	0	0	23	13
District2	TS2351	US76 MP: 13.104	SC219	Walgreens/Rite Aide	15	6	0		17600	15	6	0	0	2	23	13
District4	TS4311	US321 MP: 10.19	S-61 MP: 4.969	US321/Moultrie(mm10.19)	21	2	0		6600	21	2	0	0	0	23	13
District2	TS2386	US76 MP: 22.464	SC773	Mid Carolina School 1st light	15	7	0		4700	15	7	0	0	0	22	14
District2	TS2379	US76 MP: 11.378	Whitener Rd MP: 1.061		11	11	0		7500	11	11	0	0	0	22	14
District2	TS2355	US76 MP: 11.856	Pender Ridge Rd	Produce Stand	16	6	0		7500	16	6	0	0	0	22	14
District1	TS1306	US1 MP: 1.08	US178 MP: 0.84	Columbia Ave @ Pine St	21	0	0		5100	21	0	0	0	0	21	15
District4	TS4312	US321 MP: 9.36	S-185 MP: 0.66	US321/Ninth(mm9.36)	19	1	0		6600	19	1	0	0	0	20	16
District4	TS4302	US321 Business MP: 2.452	S-61 MP: 6.07		18	2	0		4000	18	2	0	0	0	20	16
District2	TS2371	US76 MP: 13.82	SC34 MP: 22.078	Cromley Ford	8	8	0		17600	8	8	0	0	2	18	17
District2	TS2376	SC121 MP: 9.111	Pope St	Food Lion @ RXR	9	9	0		6700	9	9	0	0	0	18	17
District2	TS2385	SC34 MP: 21.797	Adelaide St MP: 0.369		14	1	0		6600	14	1	0	0	0	15	18
District4	TS4314	US321 MP: 8.28	SC213 MP: 18.659	US321/SC213(mm8.28)	15	0	0		6600	15	0	0	0	0	15	18
District1	TS1304	US1 MP: 1.99	S-17	US-1 Columbia Ave. @ Mitchell St./David Drive	15	0	0		7200	15	0	0	0	0	15	18

TRAFFIC SIGNAL OPERATIONS PRIORITIZATION RANKINGS
CMCOG

Maintained By	Custom Identifier	Primary Route	Secondary Route	Comment	Cabinets Average Age in Years	Controllers Average Age in Years	Support Poles by Type	Proximity to Interstate	AADT	Cabinet Points	Controller Points	Pole Points	Interstate Points	AADT Points	Total Points	CMCOG Rankings
District2	TS2382	SC121 MP: 10.56	College St MP: 1.67		3	10	0		5300	3	10	0	0	0	13	19
District1	TS1150	US1 MP: 2.208	S-47 MP: 0.005	Main St. @ Church St.	5	5	0		13100	5	5	0	0	2	12	20
District2	TS2378	US76 MP: 13.287	Johnstone St	Super Wal-Mart	3	6	0		17600	3	6	0	0	2	11	21
District4	TS4310	US321 ByPass MP: 11.676	SC34 MP: 19.409	US 321/SC 34 & SC 200 (mm 11.67)	9	2	0		6600	9	2	0	0	0	11	21
District2	TS2375	US76 MP: 10.921	SC121 MP: 11.479	Hail's Truck Stop	3	7	0		7500	3	7	0	0	0	10	22
District1	TS1299	SC23 MP: 1.693	S-17 MP: 0.229	Church St @ Mitchell St./Palmetto Propane	5	5	0		9400	5	5	0	0	0	10	22
District1	TS1359	SC302 MP: 17.659	S-103 MP: 4.171	SC-302 Main St. @ Ramblin Rd.	0	8	0		15200	0	8	0	0	2	10	22
District4	TS4303	US321 Business MP: 2.303	S-80 MP: 0.11	Liberty/Congress (mm2.30)	3	2	0		4000	3	2	0	0	0	5	23
District4	TS4305	S-61 MP: 5.97	S-77 MP: 0.68	Washington/Vanderhorst(mm5.97)	3	2	0		2600	3	2	0	0	0	5	23
District4	TS4301	US321 Business MP: 2.62	S-56 MP: 0.12	Congress/College(mm2.62)	1	1	0		4000	1	1	0	0	0	2	24
District4	TS4304	US321 Business MP: 2.174	S-88 MP: 0.618	Congress/Moultrie(mm2.17)	1	1	0		4000	1	1	0	0	0	2	24
District1	TS1354	US178 MP: 22.822	SC302 MP: 5.219	US-178 Pine St. @ SC-302 Main St.	1	1	0		3800	1	1	0	0	0	2	24
District1	TS1300	SC23 MP: 0.75	SC391 MP: 6.21	Church St. @ Pine St.	1	1	0		6900	1	1	0	0	0	2	24
District4	TS4319	SC213 MP: 1.6	S-16 MP: 1.068	SC 213 @ S-16 Parr Rd./Jenkinsville Rd.(mm1.6)	0	0	0		5800	0	0	0	0	0	0	25

Please note:	District 1	Lexington County
	District 1	Richland County
	District 2	Newberrry County
	Distrrict 4	Fairfield County

Memorandum

TO: All Members of the CMCOG **Board of Directors**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: December 7, 2023

SUBJECT: 2020 – 2027 TIP Amendment – Columbia Traffic Signals Study
2024 & 2025 UPWP Amendment
2045 LRTP Amendment

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 TIP to add $300,000 in guideshare funds for the Columbia Traffic Signal Study. This request will also amend the 2045 Long Range Transportation Plan and the 2024 & 2025 Unified Planning Work Program.

BACKGROUND

The operation of a traffic control system should closely mirror a city's policy goals and objectives. Managing traffic signals is important because signals directly impact the quality of the transportation system. While geometric enhancements to a corridor may demarcate space for bikes and buses and create a more multi-modal cross-section, signal timing influences delay, compliance, safety, and mode choice.

Traffic signal timing that provides insufficient time for someone to cross the street, for instance, is likely to create an unpleasant experience and may discourage walking entirely. Likewise, significant delays may cause street users to violate the traffic signal or take unsafe risks entering intersections.

In partnership with SCDOT, CMCOG member governments, and the COMET, the Central Midlands Council of Governments will perform a Columbia Traffic Signal Study to enhance safety, reduce congestion, and promote a pedestrian friendly multi-modal transportation network. Signal timing is an essential tool, not just for the movement of traffic, but also for a safer environment that supports walking, bicycling, public transportation, and economic vitality. The outcomes of this study will create a plan of action that will facilitate traffic signal improvements throughout the City of Columbia.

ATTACHMENT

COATS MPO Study Area
COATS MPO Traffic Signals Operations Prioritized List - City of Columbia Projects Highlighted in Blue

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COATS MPO Boundary

Legend

- COATS
- Municipal Boundaries
- Interstates
- US Highways
- SC Highways
- Local Roads
- Water
- County Boundary

Prepared By:
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CENTRAL MIDLANDS Council of Governments

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Miles

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Date Map Created: 8 August 2023
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