

Blossom Street, Devine Street, and Harden Street Safety Project

City of Columbia

PUBLIC INFORMATION MEETING

The South Carolina Department of Transportation (SCDOT) is holding a Public Comment period for the proposed Blossom Street, Devine Street and Harden Street Safety Project. A Public Information Meeting will be held on August 3, 2021 at the Columbia Metropolitan Convention Center located at 1101 Lincoln Street, Columbia SC from 4:00 pm to 7:00 pm.

All project materials including displays and project information will be available to the public on the project website: scdotgis.online/Blosom/Devine/Harden-Improvements.

The purpose of this meeting is to provide the public an opportunity to review the proposed Blossom Street, Devine Street and Harden Street Safety Project material and discuss the project with SCDOT representatives. This meeting is an opportunity to ask questions and provide comments on any aspect of the project.



Project Purpose

This project was initiated by SCDOT's Office of Traffic Safety and began with a Road Safety Audit (RSA) which was performed by a multidisciplinary team consisting of representatives from SCDOT, Federal Highway Administration (FHWA), City of Columbia Engineering, Planning and Police, University of South Carolina Police, Palmetto Cycling Coalition, and 5 Points Association. With input from these organizations, the RSA provided recommendations for improving traffic safety and operations for all road users including bicyclist and pedestrians along project corridor. The recommendations included in the report are now being designed for implementation.

Between January 2013 and December 2018, 26 bicycle/pedestrian crashes occurred along the 3.2 mile corridor of Blossom Street and Devine Street. During the same period, 17 bicycle/pedestrian crashes occurred along the 0.6 miles of Harden Street. Of the total bicycle/pedestrian crashes during this period, five (5) resulted in incapacitating injuries.

Project Contact

Mr. Brett McCutchan, P.E., PTOE
 SCDOT Safety Projects Manager
 955 Park Street, Room 528,
 Columbia, SC 29202-0191
 Email: McCutchaBJ@scdot.org
 Phone: (803) 737-1564

Requested Feedback

If you would like to submit written comments about the project, you may do so as follows:

1. Complete a comment form and deposit it in the comment box located in this meeting room.
2. Mail or e-mail your comments using the contact information provided.
3. Online at the Project Website: scdotgis.online/Blosom/Devine/Harden-Improvements

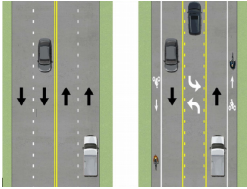
SCDOT will compile all comments given at the public information meeting along with those that are mailed into an official public meeting file. All materials from today's meeting can be found at: scdotgis.online/Blosom/Devine/Harden-Improvements

Comments should be submitted no later than August 20, 2021

Anticipated Schedule

Right-of-Way Acquisition	Not Anticipated
Construction	Late 2022

Project Highlights



Road Diet

Road Diets reallocate travel lanes and utilize the space for other uses and travel modes. The most common type of road diet reduces the number of through lanes from four to two and adds a center turn lane. With this project the road diet will reduce the number of through lanes and reallocate the space for bicycle lanes, curb extension to shorten pedestrian crossing distance, raised medians and wider sidewalks, if possible, based on drainage considerations.

In addition to increase the benefit from the road diet and the following project elements. A median fencing with landscaping to prevent mid-block pedestrian crossing is included in the area of the road diet up on Harden Street from Blossom Street to Pendleton Street and Devine Street from Harden Street to Saluda Avenue.



Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. Benefits from this operation are:

- Increased visibility of crossing pedestrians
- Increased likelihood of motorists yielding to pedestrians
- Reduced conflicts between pedestrians and vehicles
- Enhanced safety for pedestrians who may be slower to start into the intersection



Ladder Crosswalks

Crosswalk markings not only define a path for the pedestrian to cross the street, but they also call attention to the presence of the crosswalk for approaching drivers. The traditional set of transverse white parallel lines define the boundaries of a crosswalk for the pedestrian, but they are not particularly visible to approaching drivers, especially in dark and/or wet conditions. Markings commonly called “ladder” crosswalks increase visibility to approaching drivers. In addition, the crosswalks installed with the project will be wider than the existing in area of high pedestrian activity and the space between the stop bar will be increased to provide additional open space within the intersection to improve visibility of the pedestrians.



Audible Pedestrian Signals

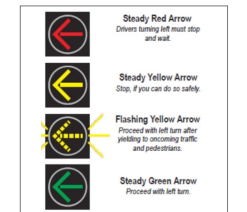
Audible signals can be heard six to twelve feet from the pushbutton. Volumes become louder or softer in response to level of traffic noise. Audible signals provide information using repeating tone indicating location of pushbutton, spoken “WAIT” indicating button was pushed, and spoken “WALK” message providing name of street to be crossed. Benefits include:

- Improve ability of pedestrians with hearing and visual impairments to cross the street safely
- Allow pedestrians to more accurately judge beginning of “WALK” interval
- Reduce crossings begun during “DON'T WALK” phase



Countdown Pedestrian Signals

Countdown signals help by giving pedestrians information about how much crossing time remains. There is a good deal of confusion by most pedestrians on the meaning of the flashing “Don't Walk” signal. While it technically means don't start walking if the pedestrian has not yet started to cross the street, some pedestrians and motorists think that they are supposed to see the ‘Walk’ signal for the entire crossing and they will not have enough time to cross as soon as the flashing begins. The countdown signal shows the number of seconds remaining to cross the street.



Flashing Yellow Arrow (FYA)

FYA traffic signals feature a flashing yellow arrow in addition to the standard red, yellow and green arrows. When illuminated, the flashing yellow arrow allows waiting motorists to make a left-hand turn after yielding to oncoming traffic. Otherwise, the new traffic signals work the same as traditional signals.

Safer – Flashing yellow arrow signals have been shown to help drivers make fewer mistakes. They keep motorists safer during heavy traffic and reduce delays when traffic is light. A national study demonstrated that drivers found flashing yellow left-turn arrows more understandable than traditional yield-on-green indications (individual traffic signal lights).

Less delay – There are more opportunities to make a left turn with the flashing yellow left-turn arrow than with the traditional three-arrow, red, yellow and green indications.

Title VI compliance: SCDOT complies with all requirements set forth by Federal regulations issued by the U.S. Department of Transportation under the Title VI of the Civil Rights Act of 1964, as amended. Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or nation origin under a program receiving federal aid has the right to file a complaint with SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special programs, 955 Park Street, Suite 117, Columbia, SC 29202 or at 803.737.5095. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.