



RICHLAND COUNTY GOVERNMENT
DEPARTMENT OF TRANSPORTATION
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BROAD RIVER ROAD WIDENING PUBLIC COMMENTS

- Instead of relocating old Dutch Fork Rd. in front of the district office, I think we should connect Salem church rd. in front of the YMCA to create a straight connection from, Kennerly all the way to SC6.
- Consider controlled access in front of San Jose/Arby's with Right turn and U Turns
- Save money change/replace sidewalks with 4-5 ft Asphalt walking, biking multi use pathway
Asphalt multi use sides will be less expensive and used by many more people. Isn't that the prime idea behind improving life? Think positive, save money and make something people will use.
- A walking/ biking lane is needed on shoulders, Asphalt (4ft wide) is all that would be needed to enhance healthy lifestyles.
- Do not need to be sidewalk, just an asphalt path.
- Looks good, well needed. Good luck!
- Inverse length of left turn lane into Chick-fil-a/McDonalds and right turn lane into Chick-fil-A
Continue widening into Ballentine and also to park exit.
- It seems that you could make a slight jog at lot #92 to minimize impacts to imports plus and victory bible. There is just open land nearly down to Koon Rd.
- I work for Richland Library at the Ballentine location Expanding Broad River Rd. is a good idea. However, I (and my coworkers) feel very strongly that this project should extend a little further to where Ballentine Library (and the new building construction across the street from us @1200 Dutch Fork Rd) are located. It is dreading a frustrating and often dangerous area. We have seen quite a few traffic accidents near our driveway are the last 5years. With that shopping center going in, traffic will be awful, with the potential for far more wrecks. Also, a right turn lane at Chick-fil- A.
- We live in Ballentine, I hope they put more traffic lights up traffic is very, very bad every day. We really need the fine lane road. We pay a lot of taxes so we should get what we want/ It takes me 30 to 45 minutes to drive from my house to Chapin.
- Can you make the map of the proposed widening of Broad river road project available on the Richland County and SCDOT websites for public inspection prior to the May 12, 2023 input deadline?
- Rather than connecting Salem Church Rd to Broad River Rd as proposed, could you connect Salem Church Rd. to Broad River Rd at the existing traffic light at/next to the YMCA? This configuration would eliminate an intersection on Broad River Rd.
- If the budget is tight only put 4 sidewalks on 1 side of the road. No bicycle paths, no gas tax money should be used for that. This is going to make the traffic problem in Ballentine worse. Not better. We have been lied to for 40 years, is this another one? This is just a bandage and does not fix the problem.
- The project end at Salem Church Rd. The road goes back to 2 lane in front of Wal-Mart, Aldi strip center and etc. Irmo has landed all of this commercial and will have HUGE traffic volume. Then 2
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lanes ever bridge into Ballentine where it goes back to 5 Lane, there is a huge, very dangerous bottleneck.

- Caedmons Creek is a neighborhood situated along the section of Broad River Rd that is included in the Broad River Widening Project. The proposed design would cause an incredible safety hazard when leaving the neighborhood. Currently, when turning out of the neighborhood to head east towards Farming Creek Rd, there is only one westbound lane of traffic to traverse (see attached photo). Adding an additional lane without a traffic control device (i.e. signal head) would be dangerous. The left lane drivers would be obstructed from seeing the vehicle that's leaving the neighborhood. Also, when traffic is increased after working hours it's not uncommon for the ingress and egress of the neighborhood to become blocked by cars westbound (toward Chapin) on Broad River Rd. I believe a signal would address this issue as well. This would allow cars space to enter and exit the property. Please consider amending the design to include a form of dynamic traffic control that minimizes the safety risk of leaving the neighborhood.
- We are working on a traffic impact study for a school on Koon Road near Broad River Road, and in our conversations with SCDOT, it came to our attention that Richland County is working on a widening project for Broad River. Based on the information I could gather from your website; the widening is scheduled to be completed by June 2026. If that is the case, we would need to include that new geometry in our study. Is there someone I could speak to about the design and schedule for this project? We are looking to get this study completed in the next week or two, so any effort to expedite this request would be greatly appreciated.
- I am a resident of Irmo, 10004 Broad River Road, to be exact, and I have concerns about the widening of this road. You may not know that my grandfather, Willie Davis, acquired this land in the early nineteen hundred. I can remember my old address, Rt 2 Box 170. I can remember when Broad River was just Highway 176. In 1987, my grandfather passed away and left said land to his children, one of which was Vernetta Davis Riley; one of the first Black educators in Irmo. She saw the community come through both Richland and Irmo high school. Let the record reflect, her years of life on said road: 1929-2022. My father, Bennie R. Davis Sr. came along in 1947, still in that house on that road-10008 Broad River Rd. I said all of that to say this: my family's legacy is on Broad River and although needed for the conveniences of traffic, this project is extremely inconvenient to our lives. It's hard enough living through mid-morning sirens, high-speed chases, and the litter that is collected each day from litterers passing by. After this construction, they will litter on my front porch. Not too long ago, a young man fell asleep at the wheel. He drove through my yard, (10004 Broad River) and continued to 10008 where he drove through the hedges, crashed into a vehicle, and totaled it before he stopped. Several years ago, an eighteen-wheeler came up the road and jackknifed, sending his industrial trailer through the carport and then into the house. I'm afraid. I am afraid for my father's safety and I'm afraid for my family's future. I know this project is needed, I swear, I do, but I am asking; begging that you take into consideration the Davis family legacy. 10004 Broad River and 10008 Broad River. I know my story doesn't affect the community, but it greatly affects us. Thank you for your time.



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- My only comment is to please consider fixing the road between Green Charter School and the Palmetto Citizens Federal Credit Union as part of the project. Green Charter uses the road as a one-way only entrance for parents dropping off and picking up children. Palmetto Citizens uses the same road as a one-way (in the opposite direction) exit from the bank back onto Broad River Road. This is an error likely situation and there have already been a couple of accidents at this location. This has been addressed to the school with no action. As a lifelong resident of Irmo, I must express my opposition to the proposed road widening. While the goal of reducing congestion is necessary and laudable, research and experience consistently show that road widening provides only temporary relief at best, before ultimately resulting in a further worsening of traffic, congestion, and fatal incidents, particularly those involving bicyclists and pedestrians. On a higher speed road such as Broad River Road, fatal incidents like these are especially exacerbated. Unless the bike lanes and pedestrian lanes are separated from the car lanes entirely (which is to say, either buffered lanes at the least and preferably segregated lanes), an increase in incidents is basically inevitable for cyclists. Additionally, the ultimate increase in traffic also brings with it increased vehicle noise and air pollution. Nearly 20% of South Carolina's high school population experiences asthma, do we really want to knowingly take an action that would make it worse? Aside from these issues, a widened road with additional car lanes does little to help pedestrians or those without cars; the current state of Irmo as a partially rural town is such that it is already unfriendly to those on foot. Rather than making it more so, we should instead be investing in public infrastructure, such as local transit systems (streetcar or bus, most likely), working with the city of Columbia to add bus stops (the closest stop to me is almost 2 miles from my front door, catastrophically far for anyone with physical disabilities who may rely on transit), bike rentals, traffic calming infrastructure within neighborhoods, and adjustments to zoning laws that will allow for mixed use zoning within neighborhoods, to name just a few options. And finally, we must consider the cost. Road widening is, of course, expensive. But even more expensive than the initial widening are the maintenance costs over the long term. With more pavement comes more necessary erosion controls. And of course, the pavement itself must be kept up over time to prevent potholes; given the number of potholes in the Friarsgate neighborhood alone that have yet to be attended to, how does Richland county propose to maintain the far busier Broad River Road? And how will this be paid for over time?
- I am a resident in Caedmon's Creek Subdivision, and I have a major concern with the proposed 2025 construction layout as it pertains to the only entrance and exit to the subdivision. Currently the only way to turn left out of the neighborhood and east onto Broad River Rd. is for the cross traffic to come to a stop and let a resident out. With the existing median and only one lane of traffic needing to stop, it is not ideal, but it is achievable. There have been collisions here as a result however. Once the proposed widening project is



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completed, there will be two lanes of traffic that would both have to come to a stop for a left turn. Additionally, it is already difficult to make a right turn out of the neighborhood during high traffic. I would therefore like for you to consider additional options for the Caedmon's Creek / Broad River intersection on your current proposal. The current plan forces our neighborhood to only take a right and turn around later, but this is not an option with the congestion at the Chick-fil-A, McDonalds, and Tractor Supply Intersection. That intersection is not adequate for the volume of traffic that occurs on Broad River Rd. and Dutch Fork Rd. I recommend adding a traffic light outside of our subdivision, and have it coordinated with the new proposed traffic light at Farming Creek Rd. Thank you for your consideration. I have three kids that will be driving in the next 6 years. Regardless, I foresee the proposed configuration being the cause of many accidents on Broad River Rd, as cars attempt to turn out of our neighborhood.