

Zoltan Borbely

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March 21, 2016

The Honorable Nikki R. Haley
Office of the Governor
1205 Pendleton Street
Columbia SC 29201

cc: John Hardee, Kirkman Finlay, Leona Plough

Governor Haley,

I'm a resident in the Lake Katherine area. Since August of last year (with the exception of 3 months following the flood) I have been working with SCDOT on implementing some sort of traffic calming measures to make our neighborhood safer. During this process, overseen by Commissioner Hardee, two Directors (Bryan Jones & Tony Fallaw) from SCDOT have repeatedly and intentionally provided false information by pointing to federal guidelines on traffic management that don't exist as to why the traffic concerns cannot be mitigated. State Representative Finlay and City of Columbia Councilwoman Plough are also aware.

The fact that senior members of a government agency would resort to such tactics is offensive and cannot be justified or tolerated, especially when there is evidence for the legitimacy of the original request. Betrayal of public trust is a very serious issue and I ask that DOT be investigated and that administrative action be taken against the personnel involved in misleading the public.

Sincerely yours,

Zoltan Borbely

From: **Zoltan Borbely** zoltan@spes technologies.com

Subject: Re: Speed Study on Kilbourne

Date: March 16, 2016 at 9:39 AM

To: Jones, Bryan L JonesBL@scdot.org

Cc: Kirkman Finlay KFinlay@chllc.net, Stacy Culbreath SCulbreath@chllc.net, Jennifer Suber jennifer@youreventstaff.com, Leona Plough lplough@aol.com, Sawyer, Ed SawyerEA@scdot.org, Byrd, Jason A ByrdJA@scdot.org, Magwood, Tony MagwoodAA@scdot.org, Hardee, John N HardeeJN@scdot.org, Tony Fallaw fallawaw@scdot.org



Mr Jones,

There seems to have been some back and forth between SCDOT's guidelines and a high limit of 4,000 vehicles per day (which are SCDOT's internal guidelines) as a measure of traffic calming implementation and then also referencing the MUTCD and claiming federal guidelines at other times.

So, I did some research. I can't help but notice that Park St near downtown and Blossom St are also marked as "Major Collectors", same as Kilbourne. Park St has both speed humps and stop signs. Blossom St has stop signs and traffic lights to help manage traffic. (Source - <http://scdot.maps.arcgis.com/apps/webappviewer/index.html?id=093bfb899141463cbacd879fc271a8c9>)

The main difference seems to be ownership of the roads in question. The section of Park St that has the speed humps and stop signs is city owned and the same with Blossom.

The argument over what is and isn't allowed over claimed federal standards that may or may not exist doesn't seem to be holding water very well. I say "may or may not" because I can't actually find anything in the MUTCD that references such guidelines. Just to be certain, I've reached out Kevin Sylvester, the team lead overseeing the MUTCD, from the Federal DOT for confirmation and am currently awaiting his response. The fact that Blossom St and Park St (the only two Major Collectors that I've checked and visited) have traffic calming measures in place lead me to believe that these claimed federal guidelines/regulations don't actually exist. I can't fathom that the city would be exempt when the state isn't.

As things currently stand, it appears that three SCDOT officials have repeatedly provided misleading information to the public on this matter.

At this point, I have no choice but to take this to the media. I've also reached out to my attorney to look into the legal ramifications of the potential misinformation that was provided.

Regards,

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On Mar 11, 2016, at 3:52 PM, Jones, Bryan L <JonesBL@scdot.org> wrote:

Mr. Borbely,

SCDOT District One Traffic Engineering staff has completed a review of Kilbourne Road from Fort Jackson Boulevard to Beltline Boulevard. Kilbourne Road is a two lane roadway classified as a Federal Aid Secondary route and functions as a major collector. Traffic counts indicate an average of 6,200 vehicles per day. As stated in SCDOT Director of Traffic Engineering Tony Fallaw's report to you in October 2015 (attached), a review of the crash history indicated a low occurrence of crashes and would not warrant changes in traffic control on an accident basis alone.

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A speed survey was conducted at two points along Kilbourne Road over a two week period. The final results of the survey conducted near Whitaker Drive indicate an average speed of 34 miles per hour, with 85 percent of motorists traveling below 39 miles per hour. The speed survey near Burwell Lane found an average speed of 32 miles per hour, with 85 percent of motorists travelling below 35 miles per hour.

As stated above, Kilbourne Road is classified as a Federal Aid Secondary route and functions as a major collector. As such, it must meet requirements of the Federal Manual on Uniform Traffic Control Devices (MUTCD). The Department's policy on traffic calming devices is in compliance with Federal policies for public roadways. Based on the traffic volumes and speed limit, Kilbourne Road does not qualify for traffic calming measures that are obstructive in nature. Please keep in mind that Kilbourne Road not only serves as access to residences in the surrounding neighborhood, but is a vital connecting route between Beltline Boulevard and Fort Jackson Boulevard. Beltline Boulevard is an arterial roadway carrying in excess of 25,000 vehicles per day. Fort Jackson Boulevard is also an arterial class roadway that carries in excess of 9,000 vehicles per day and accesses Interstate 77 via an interchange.

Our review did reveal a few areas which could be improved to assist with safety along the route. These items are as follows:

- The edge line of Kilbourne between Fort Jackson Boulevard and Brennen Road will be marked to provide a more consistent travel way for the entire route. Marking a narrower, well defined travel way within a wide asphalt section of pavement could have the effect of reducing vehicle speeds.
- A dashed edge line will be marked through the intersection with Brennen Road to better define the travel path along Kilbourne.
- Advance Pedestrian Crossing warning signs will be added to supplement the existing crossing at Shady Lane.
- Reflective post strips will be added to the existing speed limit signs and curve warning signs to bring more attention to these traffic control devices.

Work orders for these items will be issued to our local maintenance staff. This work should be completed within the next 30 days.

Although Kilbourne Road does not qualify for traffic calming measures that are obstructive in nature, the Department would not object to the installation of non-obstructive measures. One such measure currently in use in the Columbia area are mobile and permanent electronic speed limit signs with a built-in radar feature. These signs indicate to drivers their current speed and then flashes if the posted speed limit is being exceeded. While the Department would not be able to install or maintain the permanent type of these devices, we would allow them to be installed under an approved encroachment permit. You may wish to consult with the City of Columbia for more information on the process and policy regarding the use of these devices. Mr. David Brewer, the City's Traffic Engineer, can be reached at (803) 545-3850.

Thank you again for contacting us with your concerns. Please let me know if you need additional assistance.

Bryan L. Jones, P.E.

District Engineering Administrator