City of Charleston

SAFETY ACTION PLAN

DECEMBER 2025

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LIST OF ABBREVIATIONS

ABVISC	Association for the Blind and Visually Impaired South Carolina
AoPP	Areas of Persistent Poverty
BCDCOG	Berkeley-Charleston-Dorchester Council of Governments
CTP	Citywide Transportation Plan
EPDO	Equivalent Property Damage Only
F/SI	Fatal and Serious Injury
FHWA	Federal Highway Administration
HIN	High-Injury Network
LPI	Leading Pedestrian Interval
LSV	Low-Speed Vehicle
MADD	Mothers Against Drunk Driving
MUSC	Medical University of South Carolina
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
PBSAP	Pedestrian and Bicycle Safety Action Plan
PDO	Property Damage Only
PHB	Pedestrian Hybrid Beacon
RCI	Reduced Conflict Intersection
RITIS	Regional Integrated Transportation Information System
RRFB	Rectangular Rapid Flashing Beacon
RRPM	Raised Retroreflective Pavement Marker
RSA	Road Safety Audit
SAP	Safety Action Plan
SCDOT	South Carolina Department of Transportation
SHSP	Strategic Highway Safety Plan
SR2S	Safe Routes to School
SS4A	Safe Streets and Roads for All
STAC	Safety Technical Advisory Committee
SWA	Sliding Window Analysis
TIS	Traffic Impact Study
TZTF	Target Zero Task Force
UDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
VRU	Vulnerable Road User

SPECIAL THANKS

We extend our sincere appreciation and gratitude to City of Charleston staff, partner agencies, local advocacy groups, and community residents who participated in the public surveys and meetings to support the planning process. This input guided the development of the Safety Action Plan and will be integral to its implementation.

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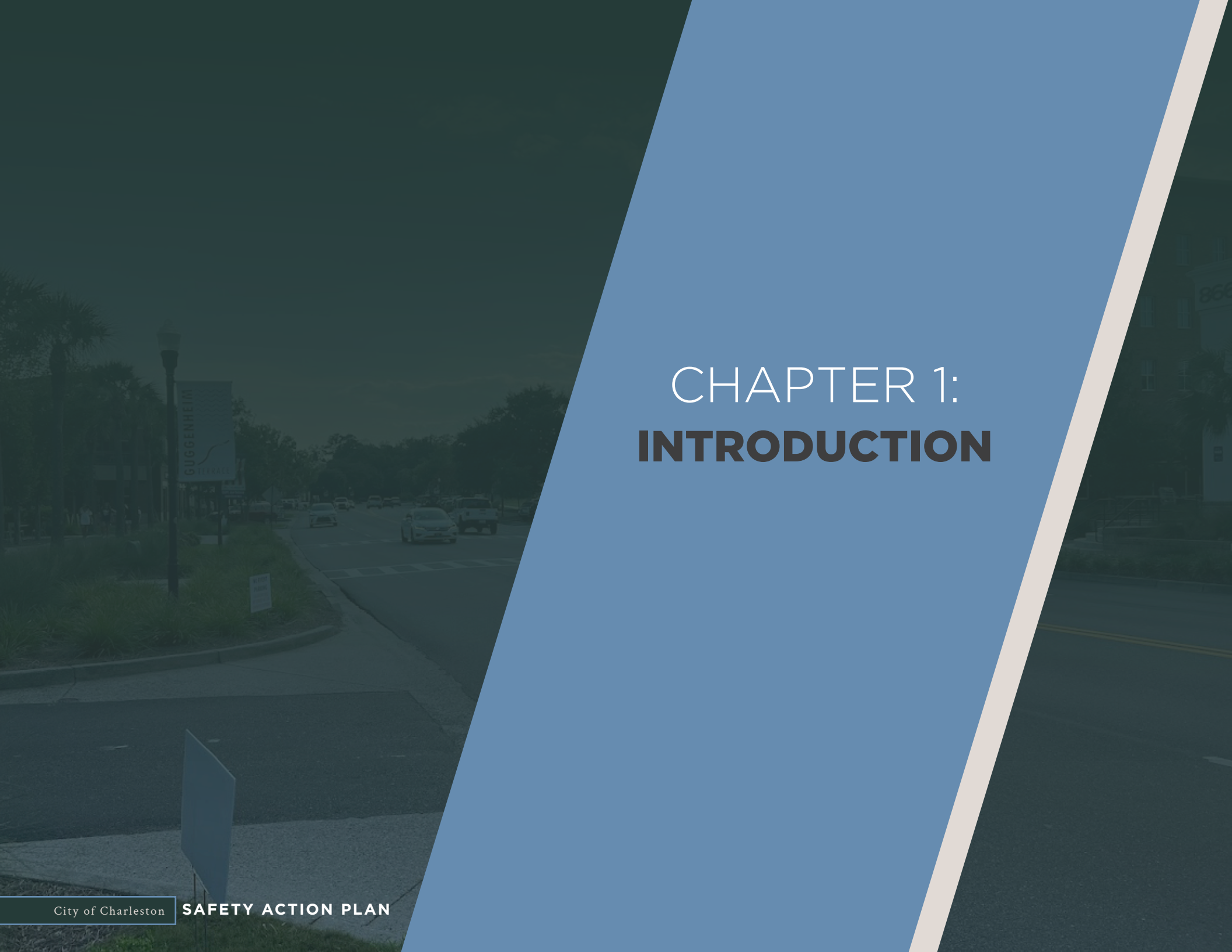


CHAPTER 1:
INTRODUCTION

INTRODUCTION

Founded in 1670, the City of Charleston is among the oldest cities in America and maintains this historic character through its nationally renowned landmarks and attractions; charming neighborhoods and parks; and thoughtful architecture and design. Though the City's core identity remains unchanged, the region continues to experience rapid population growth and an expansive tourism industry that strains the broader transportation network and introduces increased safety risks. From January 2018 through December 2023, Charleston County experienced the most fatal and serious injury crashes statewide and ranked second among South Carolina's 46 counties in terms of non-motorist-involved fatal and serious injury crash rate based on data from the South Carolina Department of Transportation (SCDOT).

STUDY AREA

The City of Charleston is located in Charleston County, South Carolina and is centered on the eight-square-mile peninsula formed by the confluence of the Ashley and Cooper rivers at the Charleston Harbor. Since its founding more than 350 years ago, the City has expanded outward to encompass a total area of approximately 120 square miles across five distinct context areas:

- **The Charleston Peninsula,** which includes the historic neighborhoods near its southern terminus and "the Neck" area that connects the City to the mainland via the City of North Charleston
- **West Ashley,** located west of the Charleston Peninsula and flanked by the Stono River and Ashley River
- **Daniel Island,** located north of the Charleston Peninsula and bound by the Cooper and Wando rivers
- **James Island,** located south of the Charleston Peninsula and bound by the Stono River, Charleston Habor, and Atlantic Ocean marshlands
- **Johns Island,** which is South Carolina's largest island, located west of James Island and south of West Ashley

Each context area offers their own set of constraints and opportunities. This plan was developed to serve the needs of each community in Charleston. As shown in the vicinity map in **Figure 1,** the City shares its borders with the municipalities of the City of North Charleston, Town of James Island, and Town of Mount Pleasant along with unincorporated areas of Charleston and Berkeley counties.

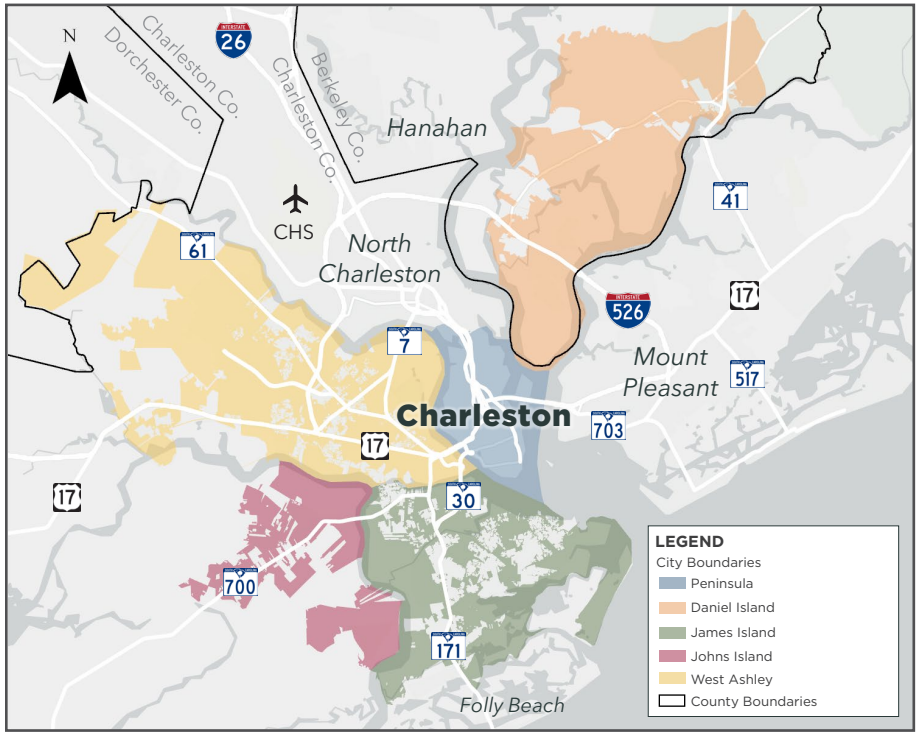


Figure 1: Study Area Map

BACKGROUND

Safety in Charleston

Between January 2018 and December 2023, more than 100 fatal and 450 serious injury crashes occurred within Charleston's city limits, approximately 30% of which involved non-motorists. Though crash frequency varies year-to-year, as shown in **Figure 2,** the number of crashes resulting in fatalities or injuries has remained largely consistent, declining by just 1% over this period. The City of Charleston faces special challenges in addressing these trends, as the area is home to a growing number of young families but also serves as a year-round destination for tourists, a place for retirees, and a major Atlantic port city—all while the City grapples with the conflicting demands of maintaining its historic character, managing growth, and building resiliency against climate change. These factors combine to create an ideal opportunity for the City to develop a comprehensive Safety Action Plan (SAP) to guide investments in citywide safety.

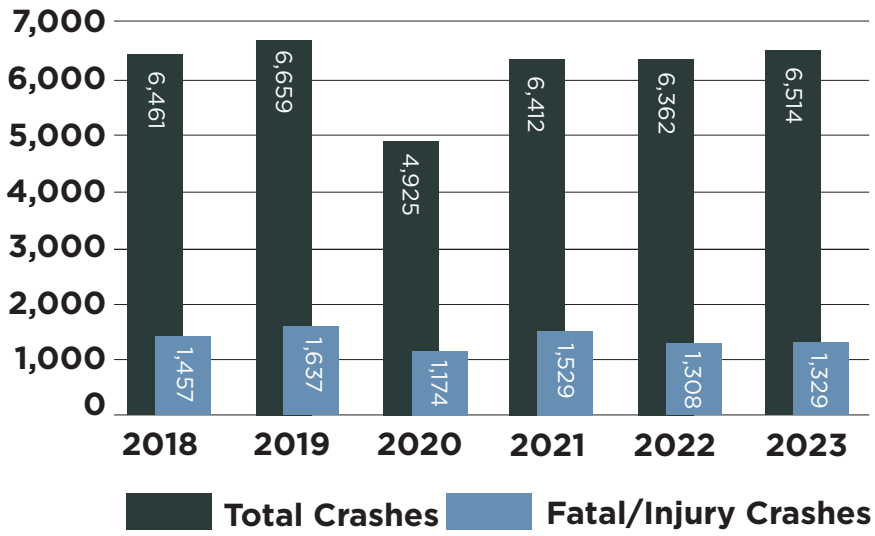


Figure 2: City of Charleston Crash History (2018-2023)

Safety Across the Region

This plan strives to develop a comprehensive set of strategies and projects geared towards substantially eliminating fatalities and serious injuries for all road users who live in, work in, and visit the City of Charleston daily. Along with previous and parallel efforts, including the 2018 *Citywide Transportation Plan* (CTP); 2022 *SCDOT Pedestrian and Bicycle Safety Action Plan* (PBSAP); 2023 *Mount Pleasant Safety Action Plan*; ongoing SCDOT Road Safety Audits (RSAs); and forthcoming plans by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) and adjacent municipalities; the City's SAP represents a critical contribution to the growing body of safety work occurring across the region. These parallel efforts are shown in **Figure 3** alongside existing fatal and serious injury crash history to underscore that safety gaps still exist across the City's network of streets. The success of this plan hinges on learning from and building upon this previous work while collaborating with neighboring jurisdictions to create a roadmap for the City that fits cohesively within the region.

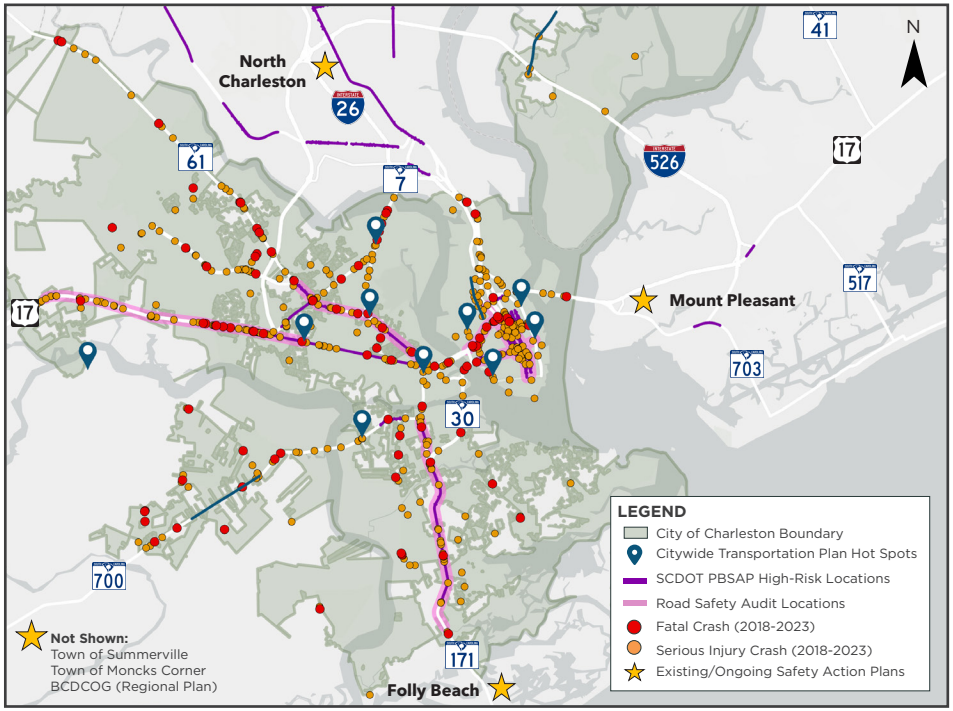


Figure 3: Existing Crash History, Studies, and Plans

Charleston's Safety Challenges: By the Numbers

The City of Charleston faces challenges in addressing issues, needs, and opportunities related to transportation safety, particularly for the system's most vulnerable road users. This group includes non-motorists, as well as road users who are tourists, older individuals, younger individuals, and those living in underserved communities. These populations face the greatest obstacles, and each are overrepresented locally. The statistics below underscore the need for targeted investments that align with the goals and objectives of funding opportunities provided through United States Department of Transportation's (USDOT's) Safe Streets and Roads for All (SS4A) program. **Between January 2018 and December 2023, there were...**

100+	2,700+	37,000+
FATAL CRASHES	INJURY CRASHES	TOTAL CRASHES

Vulnerable Road Users. Pedestrians, cyclists, and motorcyclists are up to **20** times more likely to be injured or killed than those traveling in motor vehicles when involved in a crash.

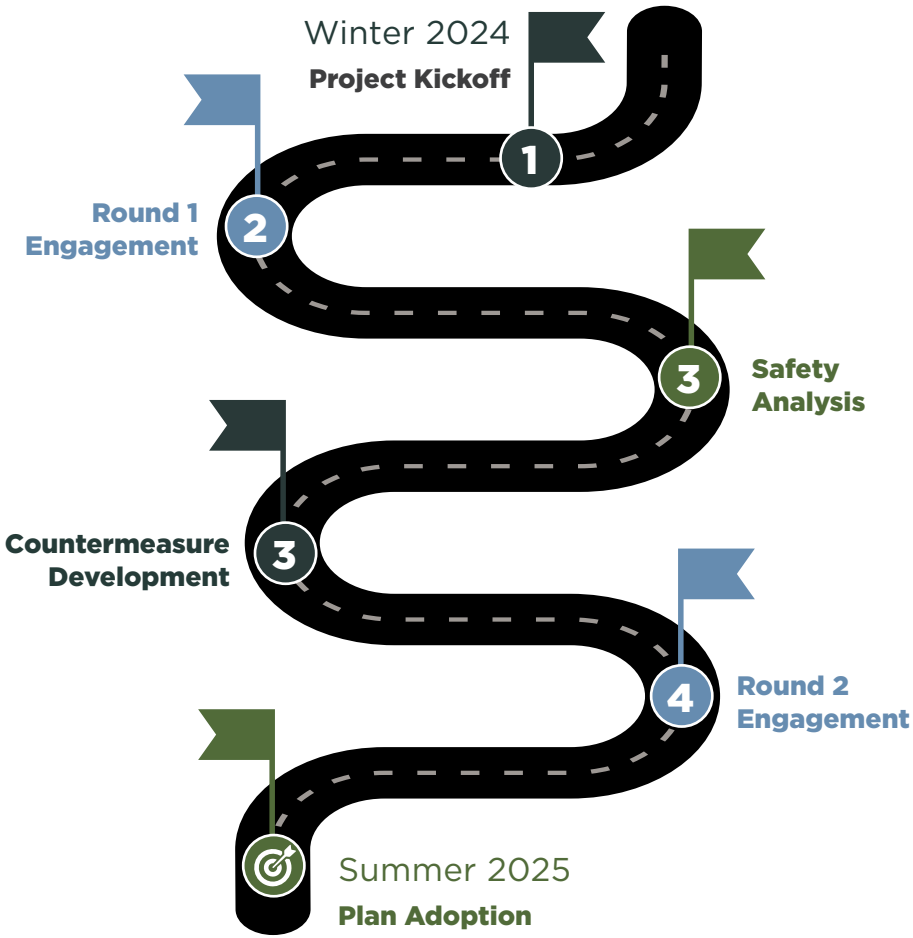
Underserved Communities. Approximately **51,000** individuals live in a Census Tract classified as underserved per the USDOT.

Aging Population. The proportion of the City's population aged 55 and older has increased at three times the rate of other age groups since 2013, comprising **30%** of the City's population based on recent data from the Census Bureau.

Non-Residents. Mobile location data from spring 2023 indicates that up to **140,000** trips are made daily within the City of Charleston by non-residents.

THE SAFETY ACTION PLAN PROCESS

Charleston's plan for addressing critical safety needs was developed and will be implemented based on the guiding principles of the USDOT SS4A program. These principles include comprehensive crash analysis, system monitoring, consultation with a multidisciplinary team of technical and non-technical stakeholders, and engagement with the public. The SAP process is outlined below along with key milestones.



TARGET ZERO COMMITMENT

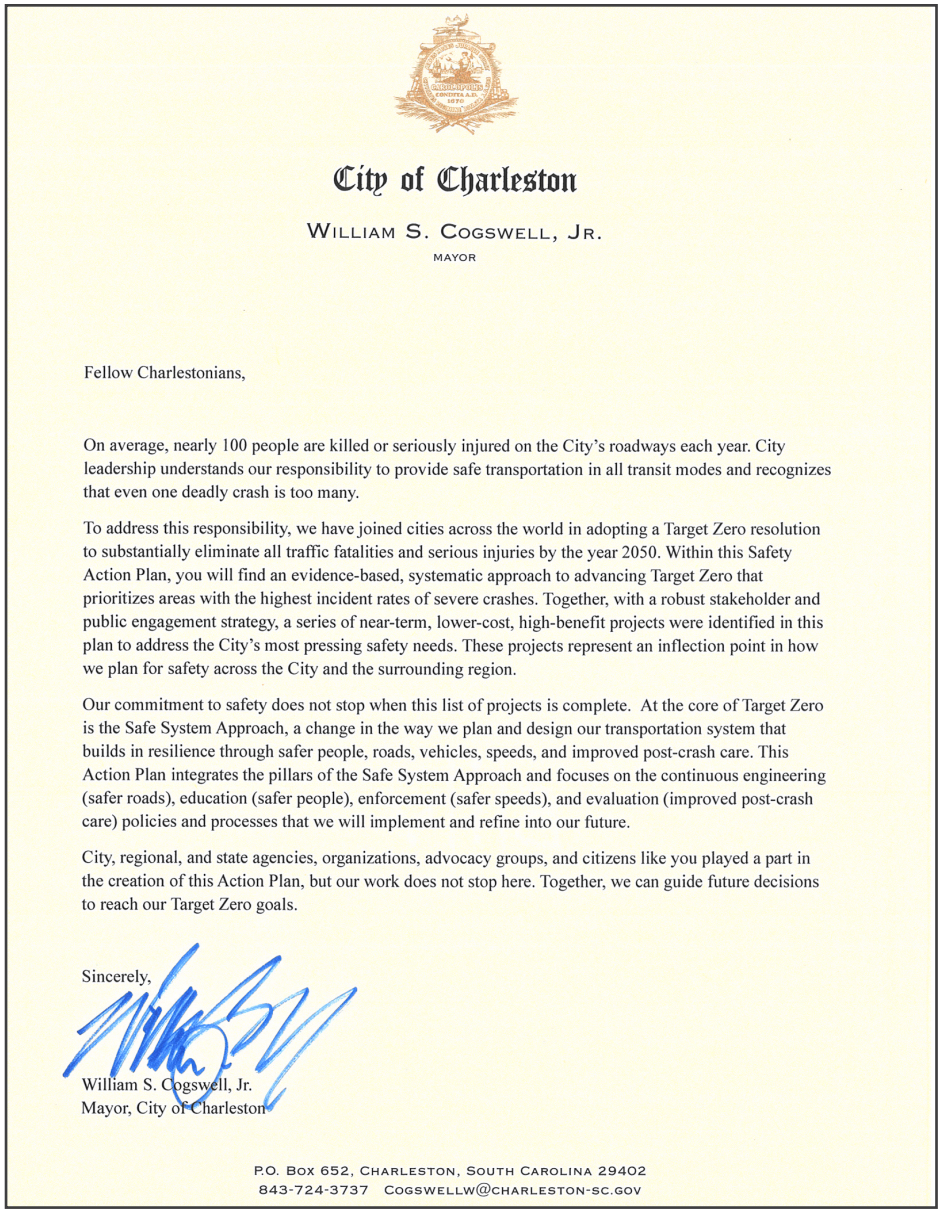
This plan is the first step in advancing a broader vision for safety within the City of Charleston. The City aligned this vision with the SCDOT's *Strategic Highway Safety Plan* (SHSP) and SAPs already adopted by other communities in the tri-county region. Adopted in October 2025, the Target Zero resolution commits to reducing traffic-related fatalities and serious injuries on public roadways by 20% by 2035 and substantially eliminate all such crashes by 2050. Benchmarked against the City's observed crash history between January 2018 and December 2023—averaging nearly 20 fatal crashes and 80 serious injury crashes per year—these targets aim to save at least 4 lives and eliminate at least 16 serious injuries annually within the next 10 years.

A Safety Technical Advisory Committee (STAC) comprised of planners, engineers, first responders, policy makers, and community advocates was formed to develop and implement this plan and will serve as the basis for a Target Zero Task Force (TZTF) responsible for progressing the objectives of the City's resolution. However, the City's ambitions for sustained improvements in traffic safety extend beyond the TZTF and the proposed countermeasures included in **Appendix A** and will only be realized if a "target zero" mindset is broadly adopted by community leaders and citizens alike.

USDOT's 7 Components of an Action Plan

The City's SAP is rooted in USDOT's 7 Components of an Action Plan, which aims to define a consistent, holistic strategy for addressing roadway fatalities and serious injuries nationwide. These guiding components are listed below, and applicable components are highlighted at the beginning of each chapter in this document. A checklist is also included in **Appendix B**, highlighting how the City's plan addresses each item.

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Policy and Process Changes
6. Strategy and Project Selections
7. Progress and Transparency



City of Charleston

WILLIAM S. COGSWELL, JR.
MAYOR

Fellow Charlestonians,

On average, nearly 100 people are killed or seriously injured on the City's roadways each year. City leadership understands our responsibility to provide safe transportation in all transit modes and recognizes that even one deadly crash is too many.

To address this responsibility, we have joined cities across the world in adopting a Target Zero resolution to substantially eliminate all traffic fatalities and serious injuries by the year 2050. Within this Safety Action Plan, you will find an evidence-based, systematic approach to advancing Target Zero that prioritizes areas with the highest incident rates of severe crashes. Together, with a robust stakeholder and public engagement strategy, a series of near-term, lower-cost, high-benefit projects were identified in this plan to address the City's most pressing safety needs. These projects represent an inflection point in how we plan for safety across the City and the surrounding region.

Our commitment to safety does not stop when this list of projects is complete. At the core of Target Zero is the Safe System Approach, a change in the way we plan and design our transportation system that builds in resilience through safer people, roads, vehicles, speeds, and improved post-crash care. This Action Plan integrates the pillars of the Safe System Approach and focuses on the continuous engineering (safer roads), education (safer people), enforcement (safer speeds), and evaluation (improved post-crash care) policies and processes that we will implement and refine into our future.

City, regional, and state agencies, organizations, advocacy groups, and citizens like you played a part in the creation of this Action Plan, but our work does not stop here. Together, we can guide future decisions to reach our Target Zero goals.

Sincerely,

William S. Cogswell, Jr.
Mayor, City of Charleston

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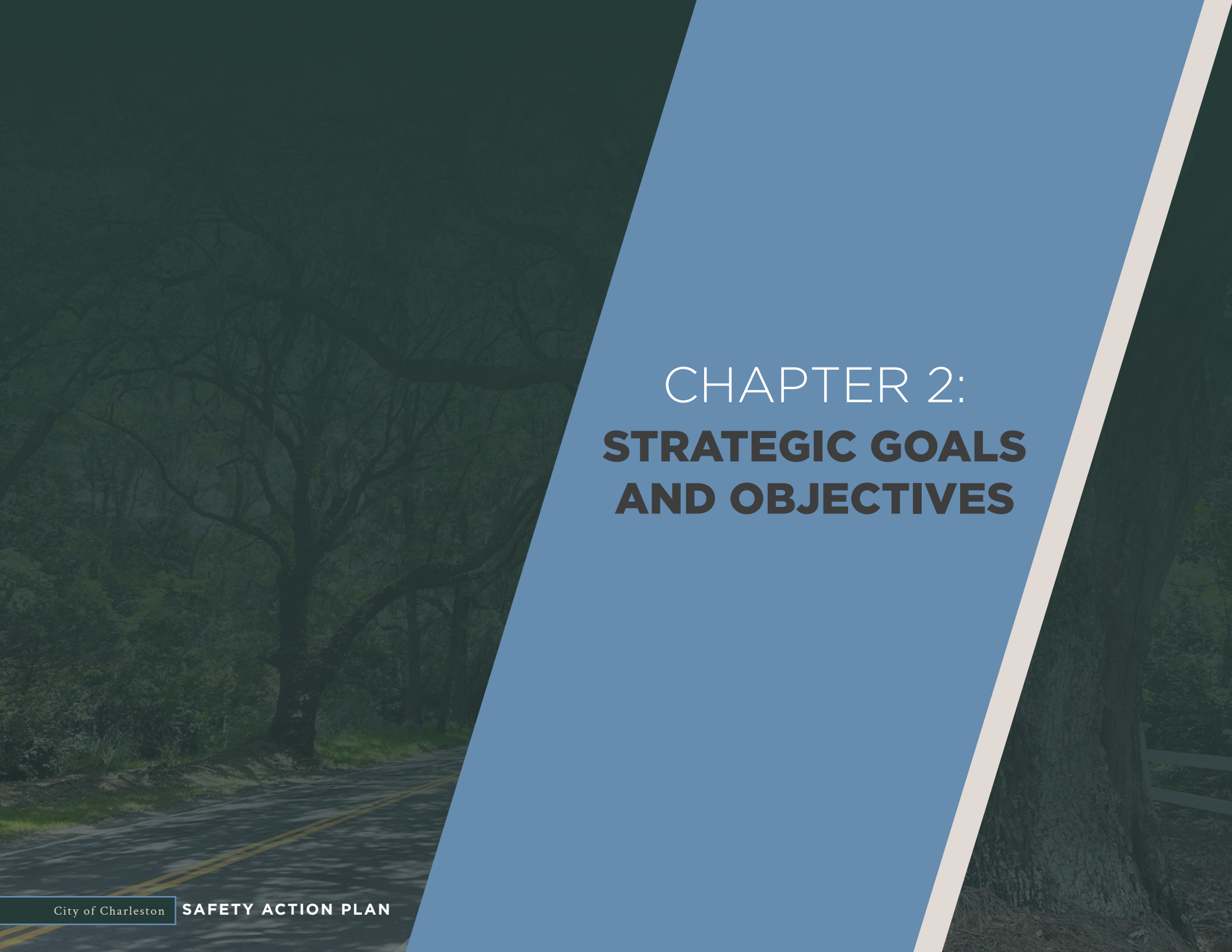
USDOT ACTION PLAN KEY COMPONENT:
1. Leadership Commitment and Goal Setting



CHAPTER 2:
STRATEGIC GOALS AND OBJECTIVES

STRATEGIC GOALS AND OBJECTIVES

The actions, investments, and long-term visioning developed through the City of Charleston's SAP was created with the assistance of the Safety Technical Advisory Committee (STAC). This committee provided local insight as the plan was made. With their assistance, the City of Charleston's SAP is directed by the following guiding principles: Adopt a Safe System Approach; Serve the City's Many Context Areas and Populations; Foster Regional Communication, Collaboration, and Cohesiveness; and Establish and Maintain a Safety Culture.

STAKEHOLDER ENGAGEMENT

The City's SAP launched in December 2024 with an initial "kickoff" meeting between the plan's core project team and STAC identified to guide the plan's development. Meetings with the STAC were coordinated with parallel regional planning efforts by BCDCOG to bolster participation, collaboration, and cohesion between the City's SAP and the region's forthcoming plan.

Three STAC meetings were held throughout plan's development: two in conjunction with BCDCOG's Safety Committee for the regional plan, and one dedicated meeting for the City's plan to review the final recommendations prior to adoption by City Council. Representatives from the City and consultant team also attended other BCDCOG Safety Committee meetings and coordinated a total of three dedicated meetings with BCDCOG staff to review each plan's progress and exchange data and findings as potentially useful for both efforts.

In addition to the STAC, stakeholders throughout the greater Charleston area were engaged throughout the SAP process, including representatives from local advocacy groups, school districts, first responders, and peer agencies. Participation and input from these stakeholders was vital to the plan's development.

Safety Summit participants during workshop

Stakeholders

- Association for the Blind and Visually Impaired South Carolina (ABVISC)
- Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)
- Tri-County Be Great Academy
- Berkeley County
- Charleston County Public Works
- Charleston County School District
- City of Charleston Police Department
- City of Charleston Fire Department
- City of Charleston Planning and Engineering Staff
- Charleston Moves
- Citadel Public Safety
- College of Charleston Department of Public Safety
- East Coast Greenway Alliance
- Medical University of South Carolina (MUSC)
- South Carolina Department of Transportation (SCDOT)
- Second Chance Bikes

USDOT ACTION PLAN KEY COMPONENT:
1. Leadership Commitment and Goal Setting
2. Planning Structure

ADOPT A SAFE SYSTEM APPROACH

The City is committed to employing a safe system approach to address existing crash history and high-risk modes, behaviors, and roadway features. This approach aligns with the City's target of substantially eliminating all transportation-related fatalities and serious injuries through comprehensive planning, design, implementation, operation, and maintenance activities. Key actions include:

Safe System Elements

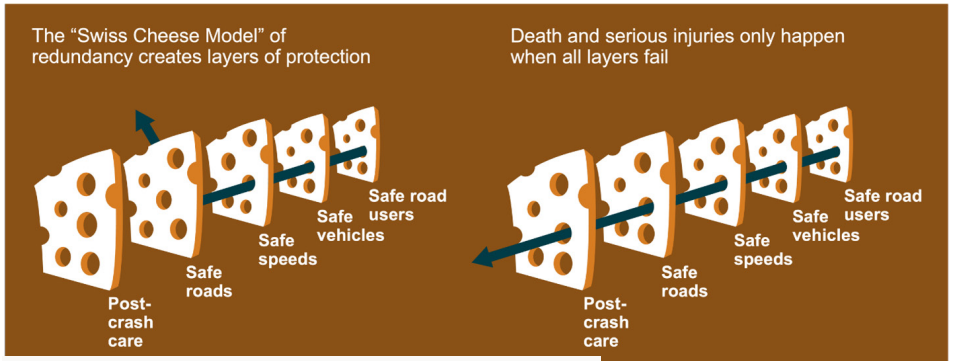
- Encourage drivers to travel at **safer speeds** through context-appropriate planning and roadway design; appropriate speed limit setting and targeted enforcement; and implementation of traffic calming and other speed management measures.
- Strive for **safer people** by mitigating the role of human behavior in crashes that result in fatalities and serious injuries through targeted outreach, education, and awareness campaigns; implementation of infrastructure that aligns with road user expectancy and supports sound decision-making; and installation of secondary measures that create forgiving roadway and roadside environments where crashes do occur.
- Create **safer roads** by identifying both high-crash and high-risk locations throughout the City to mitigate existing crash trends and implement proactive safety countermeasures. Consider emergency response in planning, design, and operation of the City's roadway network to improve the survivability of crashes that do occur and reduce additional delay and crash risk incurred by travelers during incidents.

Source: Federal Highway Administration

Safe System Principles

The key actions listed are based upon the five elements of the Safe System Approach, which are governed by the Safe System principles outlining FHWA's diagram to the left. These principles first acknowledge that humans make mistakes that inevitably lead to crashes, but death and serious injury is unacceptable.

Because humans are vulnerable, our transportation system must be designed to accommodate these vulnerabilities and address the likelihood of human mistakes by recognizing that redundancy is critical. If we understand that responsibility is shared and safety is proactive—that is, we respond to trends and mitigate latent risks in the system (e.g., through this plan), leverage resources across jurisdictional boundaries, and create a culture of safety among everyday citizens—death and serious injuries are only possible when all layers of the Safe System Approach fail.



Federal Highway Administration "Swiss Cheese Model"

SERVE THE CITY'S MANY CONTEXT AREAS AND POPULATIONS

The City of Charleston consists of several distinct context areas, each characterized by varying geography, demographics, culture, and transportation challenges. The City's SAP aims to address these challenges equitably while preserving its historic character. Key actions include:

- Prioritize vulnerable road users, including pedestrians, bicyclists, and users of low-speed vehicles (LSVs) by enhancing existing linear facilities and crossings in areas of high demand; providing new or improved

transportation alternatives in underserved areas and those experiencing rapid growth; exploring solutions that integrate transit with other modes of travel; and maximizing multimodal opportunities while reducing vehicular travel speeds through a Complete Streets design approach.

- Design, operate, and maintain an intuitive, efficient, and safe transportation network to serve the City's increasing population of new residents and tourists. Consider design solutions that create a forgiving roadway and roadside environment for unfamiliar users.
- Cater evaluation and implementation efforts to each of the City's distinct context areas, including the Charleston Peninsula and Neck, West Ashley, James Island, Johns Island, and Daniel Island. Ensure that present and future engagement with stakeholders and the general public is comprehensive and inclusive, both geographically and demographically.

FOSTER REGIONAL COMMUNICATION, COLLABORATION, AND COHESIVENESS

Through collaboration with partner agencies and jurisdictions, the City aims to create a roadmap that cohesively aligns with that of the region. Key actions include:

- Learn from and build upon the findings of previous planning efforts, including the 2018 CTP, 2022 SCDOT PBSAP, recently completed RSAs, and plans developed or in development by neighboring jurisdictions, including Folly Beach, Mount Pleasant, North Charleston, Summerville, Moncks Corner, and BCDCOG.
- Direct evaluation and implementation efforts to high-crash and high-risk locations not already included in existing plans in projects. Where countermeasures have already been identified through other plans, use the findings of this plan to demonstrate safety needs and potential benefits at these locations and serve as a potential catalyst for implementation.
- Emphasize public engagement early in the project development process to expedite the implementation of safety-critical improvements by the City or others.

ESTABLISH AND MAINTAIN A SAFETY CULTURE

Long-term success of the City's SAP hinges on maintaining a culture of shared values, actions, and behaviors that prioritize safety over competing interests. The City's SAP serves as a launching point for generating this culture at both the organizational and public level. Key actions include:

- Establish a framework for continuing data collection and monitoring in partnership with agencies and jurisdictions across the region to track the plan's implementation progress, review system performance against the goals outlined in the City's Target Zero resolution, inform future decision making, and create shared accountability for positive change with respect to transportation safety.
- Use public-facing data collection and monitoring in conjunction with ongoing education and outreach to bolster the public's awareness of the region's safety challenges and communicate specific actions that can be taken by individuals.
- Continuously evaluate existing policy and consider changes that may be needed to direct policy towards a focus in transportation safety. Weave the findings of the SAP into future short- and long-range plan development at the City, County, and regional level.
- Commit to a living, adaptable approach to the plan's implementation.

SAP team at West Ashley Farmers Market for pop-up event

CHAPTER 3:
DATA REVIEW

DATA REVIEW

Existing data review serves as the foundation for Charleston's SAP. Trends in fatal, serious injury, and non-motorist-involved crash frequency drive the need for this plan and will be the primary criteria by which the plan's success is measured over time. Understanding these trends and key contributing factors to crashes are integral first steps to implementing effective safety countermeasures.

CITYWIDE TRENDS

Before exploring contributing factors and specific locations in more detail, this section provides a holistic view of traffic safety within the City of Charleston. Fully tabulated crash data is provided in **Appendix C.** A comprehensive review of previous and ongoing plans, studies, and projects is provided in **Appendix D.**

Crashes Over Time

Over the six-year period from January 1, 2018 through December 31, 2023, the City of Charleston experienced approximately 37,000 total crashes, including 115 fatal crashes and more than 2,700 injury crashes. As highlighted in **Chapter 1** and **Figure 4**, the number of crashes resulting in fatalities or injuries has declined by just 1% over this period, underscoring the need for action.

Looking forward, rapid growth across the region will increase exposure to these life-altering crashes; used as a proxy for vehicle miles traveled (VMT), count station data from SCDOT indicates that VMT in Charleston County has increased by more than 15% since 2015, outpacing the 5.1% change experienced nationally over the same period.

In line with these trends, Smart Growth America's 2024 Dangerous by Design report ranked the Charleston-North Charleston Metropolitan Area ninth nationally among the Most Dangerous Metropolitan Areas for Pedestrians. The Tri-County region was also represented on this list in the 2022 report, with the two reports collectively considering crash history from 2016 through 2022.

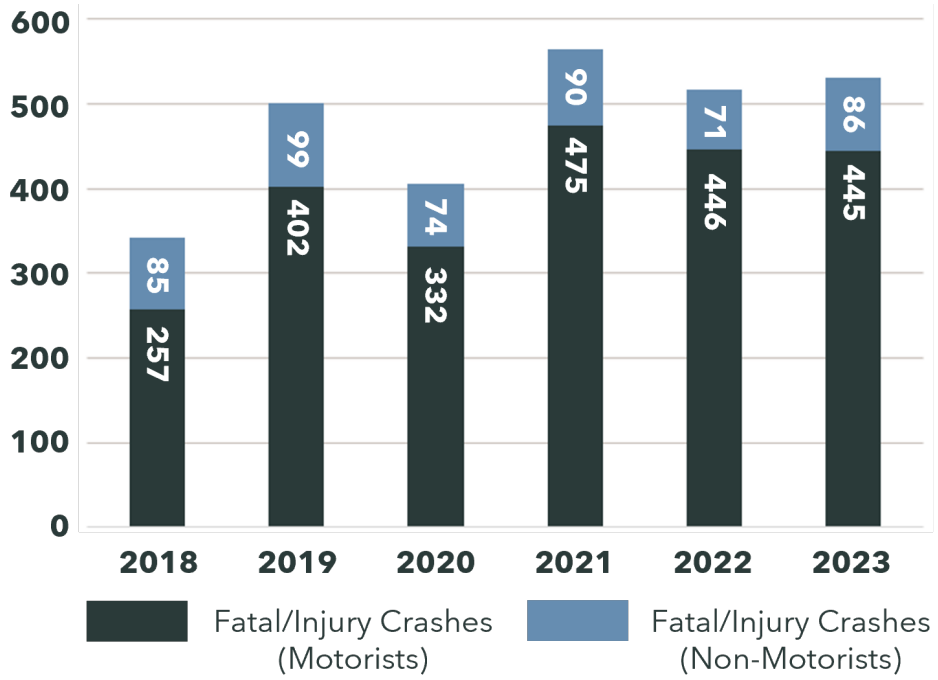


Figure 4: Injury Crash History by Mode (2018-2023)

USDOT ACTION PLAN KEY COMPONENT:
3. Safety Analysis

Crashes by Severity

The "KABCO" injury classification scale developed by the Federal Highway Administration (FHWA) was used to classify crashes by injury severity within the City of Charleston. The chart in **Figure 5** summarizes observed crash history at each severity over the studied period.

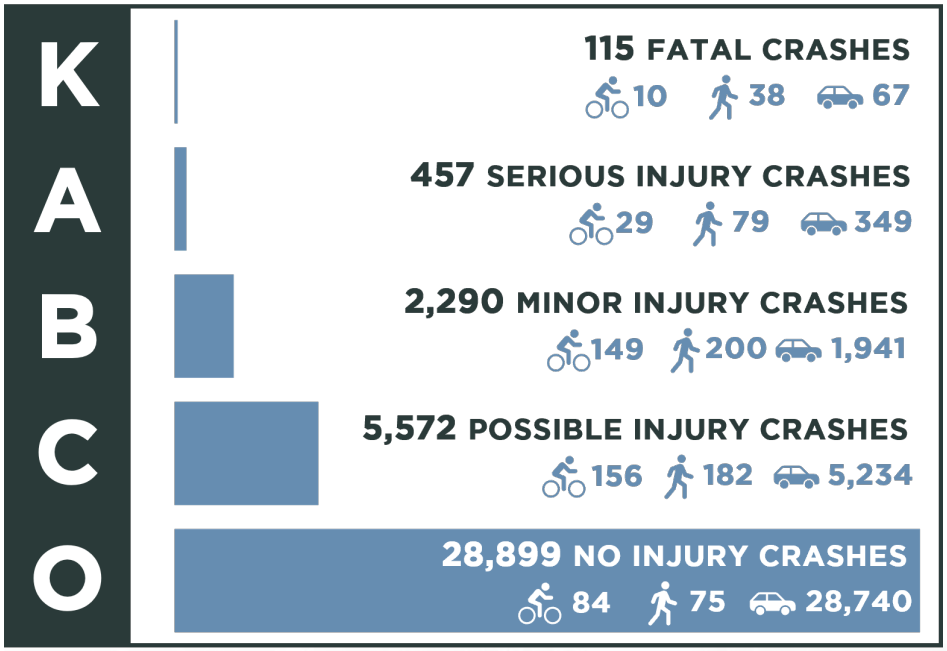


Figure 5: Crash History By Severity (2018-2023)

The Cost of Crashes

Each year, USDOT publishes comprehensive crash costs—inclusive of impacts to individual crash victims, their families, and society at large—to bring scale to the harm that results from traffic safety shortfalls and assist public and private sector officials in implementing strategies to reduce or eliminate crashes. Considering the most recent data from USDOT, crashes occurring within the City of Charleston between January 2018 and December 2023 had a dollar-equivalent impact of over $3.4 billion. These costs are summarized in **Table 1**.

Table 1: Crash Costs (2018-2023)

Severity	Cost/Crash ($)	Total Crashes (2018-2023)	Total Cost ($)
K	$13,200,000	115	$1,518,000,000
A	$1,254,700	457	$573,397,900
B	$246,900	2,290	$565,401,000
C	$118,000	5,572	$657,496,000
O	$5,300	28,899	$153,164,700

CONTRIBUTING FACTORS

The maps provided in **Figure 6** through **Figure 8** provide a more focused look at fatal and serious injury crashes occurring across the City and highlight the contributing factors associated.

Observed crash data and anecdotal evidence from the plan's steering committee, key stakeholders, and the general public each support the notion that safety within the City of Charleston is most strongly correlated with four high-risk factors: **travel mode, driving behaviors, infrastructure, and road users.**

Top Contributing Factors - Fatal Crashes

1. Excessive Speed/Driving too Fast for Conditions (27 Crashes)
2. Improper/Illegal Non-Motorist Crossing (23 Crashes)
3. Under the Influence (17 Crashes)
4. Ran off Road (10 Crashes)

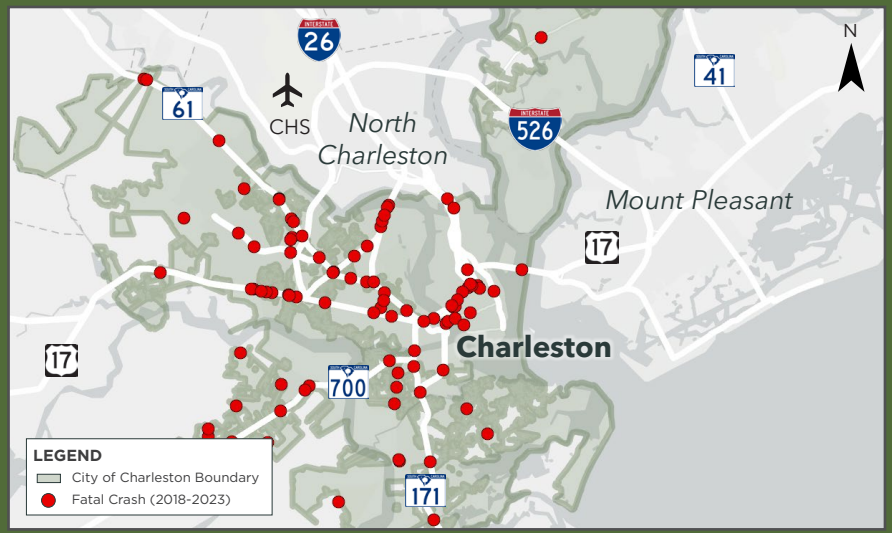
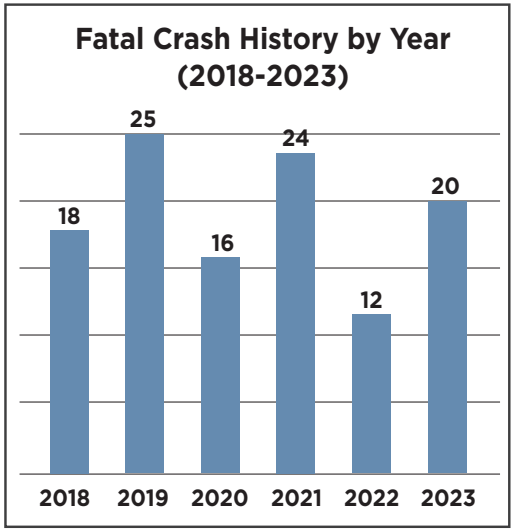


Figure 6: Fatal Crash History (2018-2023)



Vulnerable Modes

Vulnerable road users (VRUs) in Charleston include pedestrians, cyclists, motorcyclists, and those using other LSVs such as golf carts and e-bikes. When VRUs are involved in crashes, the outcome is often severe; between January 2018 and December 2023, pedestrians and cyclists comprised less than 3% of the City's observed crash history and 8% of all trips made on an average weekday but were involved in nearly 20% of all injury crashes and 42% of all fatal crashes. As shown in **Figure 7**, the likelihood of a given crash resulting in a fatality or serious injury is up to 13 times higher when a VRU is involved.

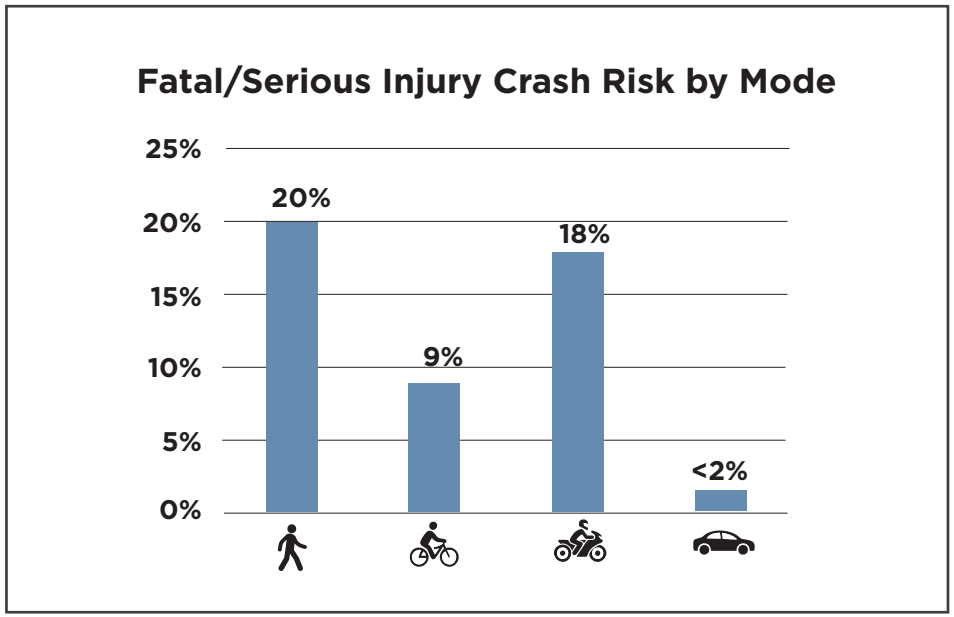


Figure 7: Fatal/Serious Injury Crash Risk by Mode

The map in **Figure 8** demonstrates most of the pedestrian- and bicycle-involved crashes occur on the Charleston Peninsula, with other high-crash locations on James Island and in West Ashley along major arterials such as SC 171/Folly Road, US 17/Savannah Highway, and SC 61/St Andrews Boulevard/ Ashley River Road. A plan for addressing many of these VRU hot spots has already been established through SCDOT's RSAs and projects programmed through the City of Charleston's, SCDOT's, and Charleston County's existing programs; however, there are critical safety gaps remaining within the City's roadway network that this plan aims to address.

Additionally, given that budget constraints limit what is feasible on corridors that have already been evaluated through SCDOT's RSAs and other studies, these corridors should be continuously evaluated over time to address the need for additional safety treatments.

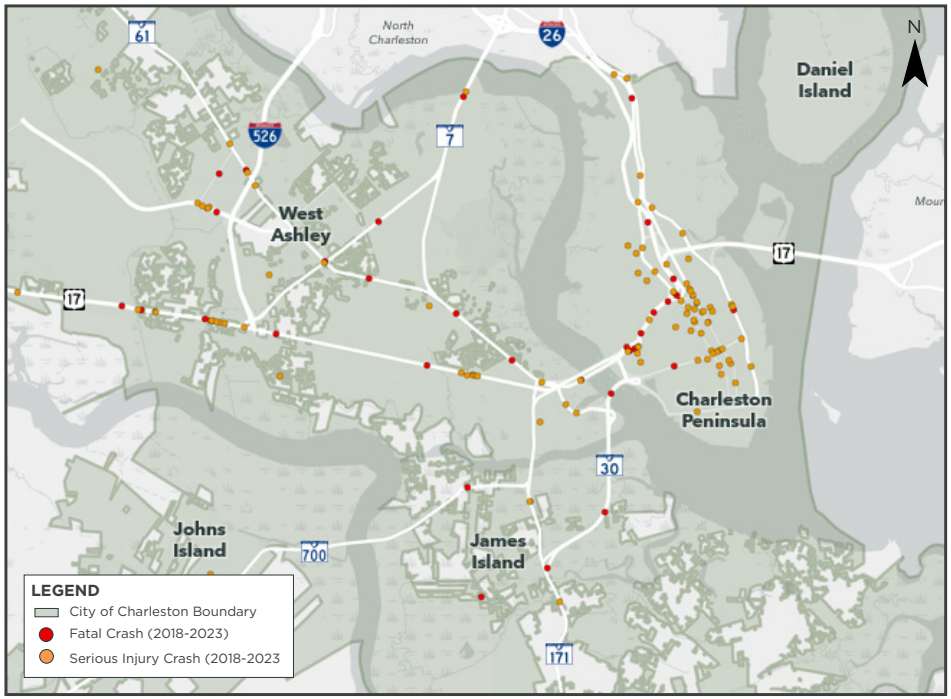


Figure 8: Non-Motorist Fatal/Serious Injury Crash History (2018-2023)

The plan's STAC emphasized during early meetings that crash history tells an incomplete story with respect to the actual number of injuries and near misses that occur annually. Data compiled by BCDCOG for the period from 2016 through 2023 showed that injuries were 67% to 229% higher in hospital injury datasets than in crash reports, with the highest discrepancies found for cyclists. Moreover, contributing factors included in standard crash report forms such as "Improper Crossing" and "Lying or Illegally in Roadway" are biased towards fault of the non-motorist over deficient infrastructure.

Charleston Moves, a local advocacy group represented on the plan's STAC, maintains a "Close Calls" database where VRUs can report near misses as a means to fill these reporting gaps. Over the most recent five-year period, more than 200 near misses were reported across the City of Charleston, as shown in **Figure 9**. The narratives associated with these reports indicate need for a cultural shift with regard to non-motorist safety, with many respondents citing driver disregard for pedestrians and cyclists, even at marked crossings or on designated facilities; harassment and intimidation from motorists; and a lack of infrastructure and enforcement, particularly near schools and hospitals.

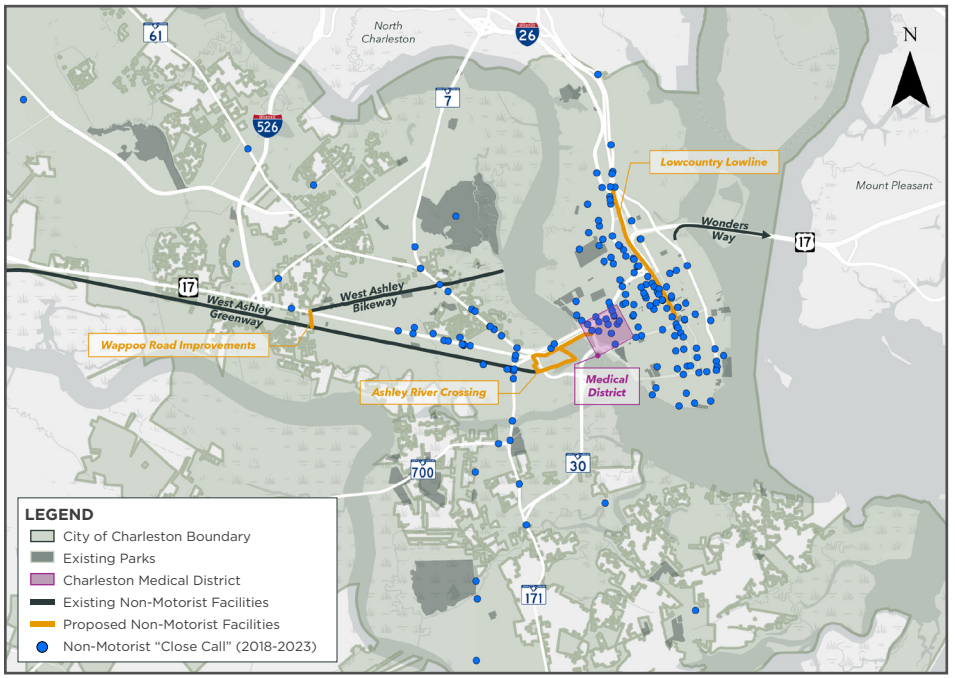


Figure 9: Non-Motorist Near Misses and Existing/Proposed Facilities

The map in **Figure 9** also includes existing and proposed parks and pathways to highlight the expectation that non-motorized activity will increase in the coming years and a more complete network developed with better design standards will be needed to safely accommodate these users. The Ashley River Crossing and Lowcountry Lowline are transformative projects that will tie residential communities, commercial hubs, and employment centers together on the Charleston Peninsula and make passage to and from West Ashley more viable. Though the separated pathways on these facilities will minimize safety hazards for non-motorists, many trips on these pathways will start, end, or pass through other portions of the City's roadway network. Notably, no single facility will provide connectivity between the proposed Ashley River Crossing and the Lowcountry Lowline, Wonders Way, or destinations within the central Charleston Peninsula. Accordingly, the strategies and projects identified through this plan will be critical to proactively addressing non-motorist safety concurrent with these high-impact projects.

Finally, approximately 25 miles of roadway segments designated as high-crash or high-risk within SCDOT's PBSAP are represented within the City's network. These locations are highlighted in **Figure 10** and informed the identification of priority locations for countermeasure implementation.

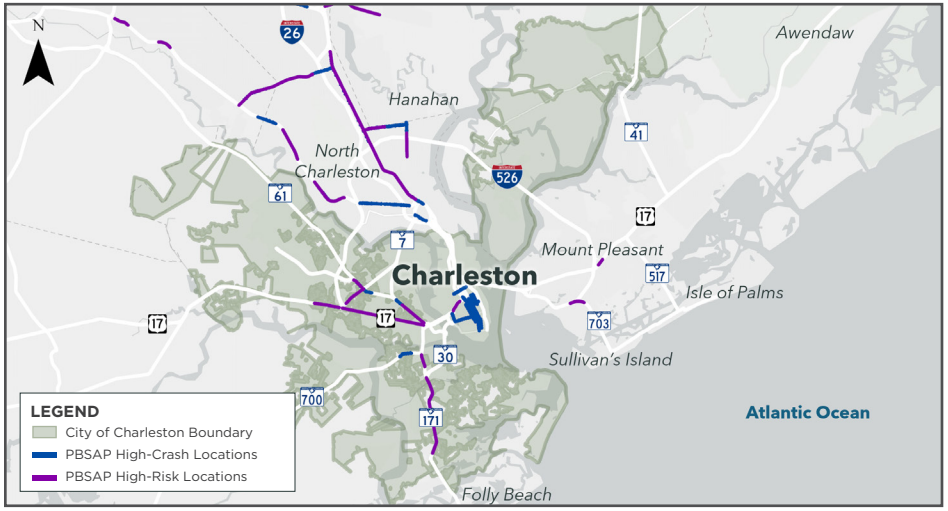


Figure 10: Non-Motorists SCDOT PBSAP High-Crash and High-Risk Locations

Pedestrian paths at Ashley River Road/Bees Ferry Road in West Ashley

Hampton Park on the Charleston Peninsula

Photo courtesy of Gately Williams; Progress on Ashley River Crossing (early 2025)

High-Risk Behaviors

High-risk behaviors such as speeding, distracted driving, impaired driving, and driving while unrestrained collectively comprise 65% of all fatal and serious injury crashes occurring across the City between 2018 and 2023. Anecdotal accounts of speeding, aggressive driving, and red light running were commonplace during engagement with the STAC and the public and speak to the systemic safety hazards created by these high-risk behaviors. The map provided in **Figure 11** shows the location of all fatal and serious injury crashes occurring between January 2018 and December 2023 that involved high-risk driving behaviors based on the attending law enforcement officer's report.

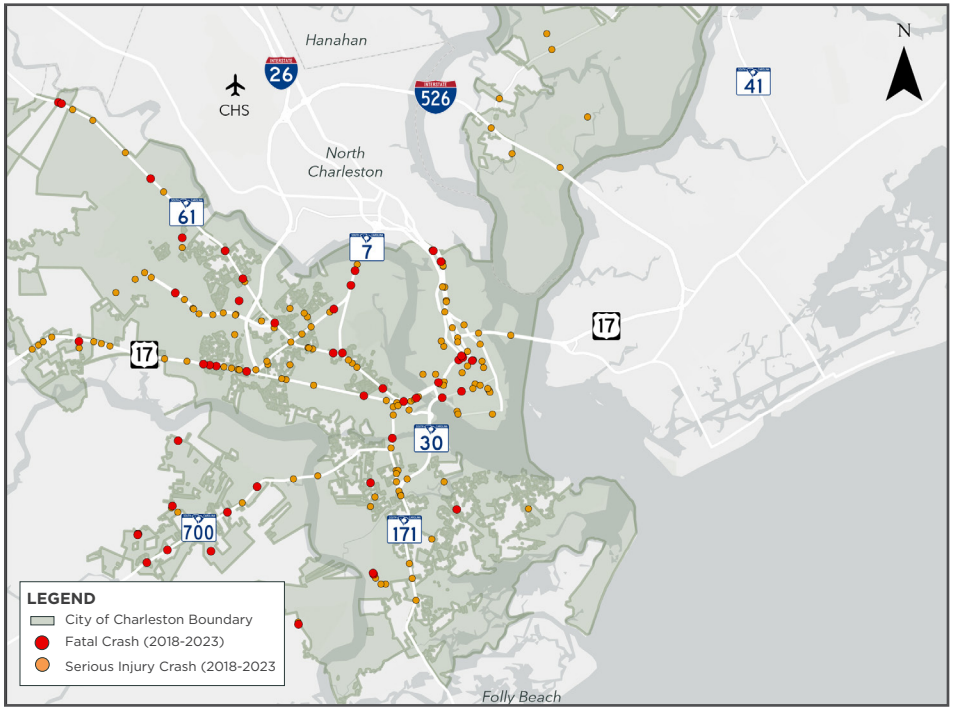


Figure 11: Fatal/Serious Injury Crashes Involving High-Risk Driving Behaviors

44 of 572 F/SI crashes were cited with a probable cause of "Disregarded Signs/Signals", and red light running was a common thread among public meeting attendees and survey respondents.

SPEED

Of the more than 37,000 crashes reported during the studied period, 27% were attributed to excessive speed as a potential contributing factor. The crash data suggests that most crashes occurring within the City of Charleston occur at speeds less than 35 mph (72%); however, those that do occur at higher speeds are substantially more likely to result in injuries or fatalities. Over the studied period, 17% of all crashes and 90% of all non-motorist crashes involving vehicles traveling at estimated speeds in excess of 45 mph prior to impact resulted in an injury or fatality. **Figure 12** illustrates how the risk for injuries and fatalities escalates with speed for non-motorized modes of travel. This data indicates that higher travel speeds, whether on roadways with a higher posted speed limit or as a result of motorists exceeding the posted speed limit, tend to increase the risk for severe crashes to occur. Accordingly, countermeasures that address excessive speed through education and enforcement and those that reduce overall travel speeds through thoughtful design are both critical elements of this plan.

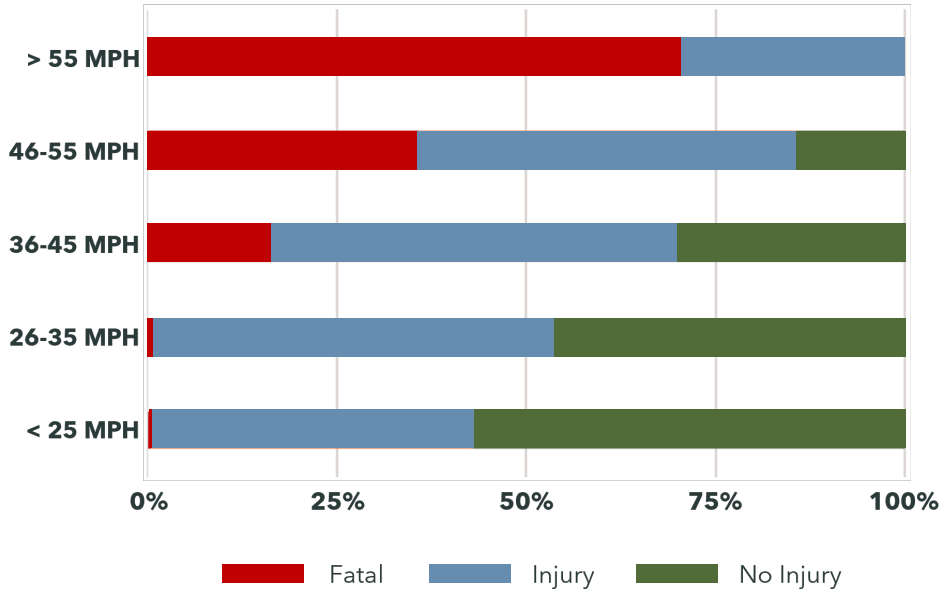
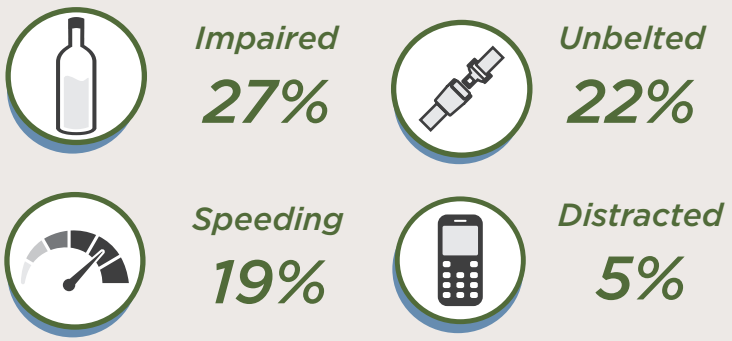


Figure 12: Non-Motorists Fatal/Serious Injury Crash by Speed

DISTRACTED DRIVING, IMPAIRMENT, AND SEATBELT USE

While travel speed is a continuous choice throughout the driving task, distracted, impaired, and unrestrained driving all represent instantaneous decisions that have a high impact on the potential for severe crashes to occur. Collectively, these three behaviors were reported in 38% of all crashes resulting in serious injuries or fatalities over the studied period. The graphic below presents the proportionate share of these crashes among all reported crashes and fatal or serious injury crashes. Impaired and unrestrained driving each more than triple the likelihood of injury when compared to all other crashes. Distracted driving is more difficult to measure, as law enforcement officers typically cannot observe this behavior directly, and involved parties are unlikely to self-report it. However, its prevalence as a contributing factor (24% of all crashes) emphasizes the need to address this preventable behavior.

Fatal/Serious Injury Crashes by High-Risk Behavior



High-Risk Roadway Features

Three primary high-risk roadway features were identified through the summary crash data review:

- Signalized Intersections
- Undivided Multilane Roadway Segments
- Roadways with Rural Two-lane Cross Sections

SIGNALIZED INTERSECTIONS

The more than 200 existing signalized intersections within the City of Charleston make up less than 3% of its more than 8,000 intersections but experienced approximately two thirds of all fatal and injury crashes over the studied periods. The City and its partner agencies, including SCDOT, have invested in safety improvements at signalized intersections citywide, including upgrades to flashing yellow arrow signal heads, other signal equipment, and pedestrian crossing infrastructure. However, field inventory indicates that at least 50% of the City's remaining signalized intersections would be candidates for similar improvements.

MULTILANE UNDIVIDED ROADWAY SEGMENTS

As shown in **Figure 13**, approximately 38 miles of the City's roadway network currently consists of a multilane, undivided cross section. These segments represent just 8% of the City's roadway miles but experienced approximately 35% of crashes resulting in fatalities or serious injuries between 2018 and 2023. Most of these roadways are located in the Charleston Peninsula, James Island, or West Ashley on critical arterials such as US 17/Savannah Highway, US 52/ East Bay Street/Morrison Drive, SC 171/Folly Road, SC 700/Maybank Highway, SC 7/Sam Rittenberg Boulevard, and SC 61/St Andrews Boulevard/Ashley River Road.

These roadways carry the highest traffic volumes, are often traveled at high speeds, and exhibit many of the high-risk features noted here, combining to create a high likelihood for severe crashes to occur. Many of SCDOT's, Charleston County's, and the City's existing projects include these roadways; nonetheless, the data reviewed as part of this plan underlines the need to prioritize implementation of these existing projects and to identify future projects that fill remaining safety gaps on these roadways.

Multilane Undivided Roadway Segments

1. Clements Ferry Road near SC 41
2. Clements Ferry Road near I-526
3. Island Park Drive
4. US 52/East Bay Street/Morrison Drive
5. Meeting Street
6. Calhoun Street
7. Lockwood Drive
8. Harbor View Road
9. SC 171/Folly Road
10. SC 700/Maybank Highway
11. US 17/Savannah Highway
12. SC 61/St Andrews Boulevard
13. SC 171/Old Towne Road
14. SC 7/Sam Rittenberg Boulevard
15. Bees Ferry Road

Figure 13: Multilane Undivided Roadway Segments

Rural, two-lane cross section on Brownswood Road on Johns Island

Congestion on Folly Road on James Island

ROADWAY DEPARTURE-PRONE SEGMENTS

The Charleston-North Charleston Metropolitan Area's population has grown by more than 20% over the past decade—with an estimated 40 people moving to the area each day, placing the Tri-County among the top 10% fastest-growing regions nationwide. Although the City falls within an urbanized area, this rapid growth has spurred development in traditionally rural or transitioning areas that lack commensurate infrastructure, including Johns Island and portions of West Ashley and the Cainhoy Peninsula. In these locations, two-lane roadways with rural cross sections (i.e., limited turn lanes, narrow shoulders, and abundant roadside hazards) have become primary travel routes, presenting increasing safety risks.

Data collected as part of this plan indicates that approximately one in five crashes resulting in fatalities or serious injuries within the City of Charleston between 2018 and 2023 involved a vehicle leaving the roadway.

Congestion and Secondary Crashes

This plan seeks to prioritize investments in safety improvements across the City of Charleston. However, the influence of congestion on primary and secondary crashes is often underexplored.

Data Indicates:

- Approximately 35% of all crashes that occurred during the studied period were rear-end crashes. Though these crashes are typically less severe than others, accounting for only 12% of all fatal and serious injury crashes observed, the City's roadway network is prone to high-impact blockages caused by incidents. When these blockages occur, the likelihood of additional incidents increases.
- 2018-2023 crash database indicates that more than 900 secondary crashes occurred during this period, resulting in 64 injuries and six fatalities. These high-impact events also hamper emergency response times and post-crash care for crashes that do occur.
- According to 2019 Regional Integrated Transportation Information System (RITIS) data, 15% incidents are responsible for 15% of all travel delay statewide.

Road Users

PROTECTING VULNERABLE POPULATIONS

As highlighted in **Chapter 1,** the City of Charleston faces special challenges in addressing traffic safety, particularly for its most vulnerable road users. These road users include VRUs such as pedestrians, cyclists, and LSVs, but also those who are non-residents, older individuals, and those living in underserved communities. Mobile location data from spring 2023 indicates that up to 140,000 trips are made daily within the City of Charleston by non-residents. Moreover, the proportion of the City's population aged 55 and older has increased at three times the rate of other age groups since 2013, and approximately 51,000 individuals live in a Census Tract classified as underserved per USDOT. These groups each comprise 30% of the City's population based on recent data from the Census Bureau.

CARTA stop at Rutledge Avenue/Grove Street on the Charleston Peninsula

SERVING UNDERSERVED COMMUNITIES

Approximately 30% of all fatal or serious injury crashes involving non-motorists occurred within 200 feet of an existing CARTA stop. The data suggest that CARTA stops do not inherently carry an elevated risk for severe crashes to occur; these stops have substantial coverage across the City of Charleston and are often located along arterials that exhibit high crash rates. However, these stops are often located within underserved communities and relied upon most heavily by the populations that live within these Census Tracts. The map in **Figure 14 s**hows Areas of Persistent Poverty (AoPP) as defined by the 2020 Census overlaid with CARTA stops and non-motorist-involved fatal and serious injury crashes to illustrate this trend.

The City of Charleston comprises a total of 12 Census Tracts classified as AoPP by USDOT, 11 of which are located on the Charleston Peninsula, and one Tract is in West Ashley, near the western terminus of I-526. Though these Census Tracts cover less than 10% of the City by square area, approximately 30% of all fatal and serious injury crashes and 60% of all non-motorist-involved injury crashes occurred within these 12 areas. Accordingly, 23 of the City's 91 high-injury network segments (25%) also fall within these 12 AoPP Census Tracts.

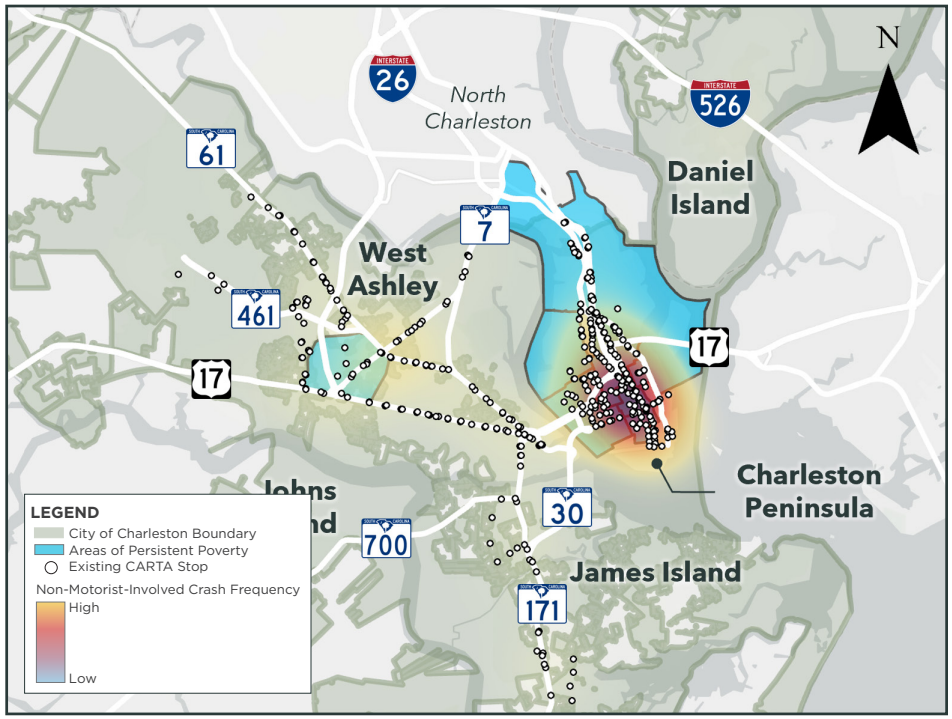


Figure 14: AOPP, CARTA Stops, and Non-Motorist Crash History

Relationship to SCDOT Strategic Highway Safety Plan Emphasis Areas

SCDOT's SHSP shares the same vision as the City of Charleston's SAP: to reduce and ultimately eliminate fatalities and serious injuries occurring on public roadways. To guide safety investments, the SHSP calls on 13 emphasis areas developed through a collaborative process involving public agencies across the state. The percentage of fatal and serious injury crashes by emphasis area is compared for the SHSP and the Charleston SAP datasets in **Figure 15**. As shown in the figure, the ordering of these emphasis areas differs substantially between the two plans, where South Carolina's predominantly rural character brings roadway departures to the top of the SHSP's list, while crashes occurring at intersections are most represented in the City's fatal and serious injury (F/SI) dataset. The five emphasis areas driving the recommendations of this plan are **intersections** (29% F/SI crashes), **speeding** (27% F/SI crashes), **young drivers** (26% F/SI crashes), **pedestrians** (22% F/SI crashes), and **roadway departures** (21% F/SI crashes).

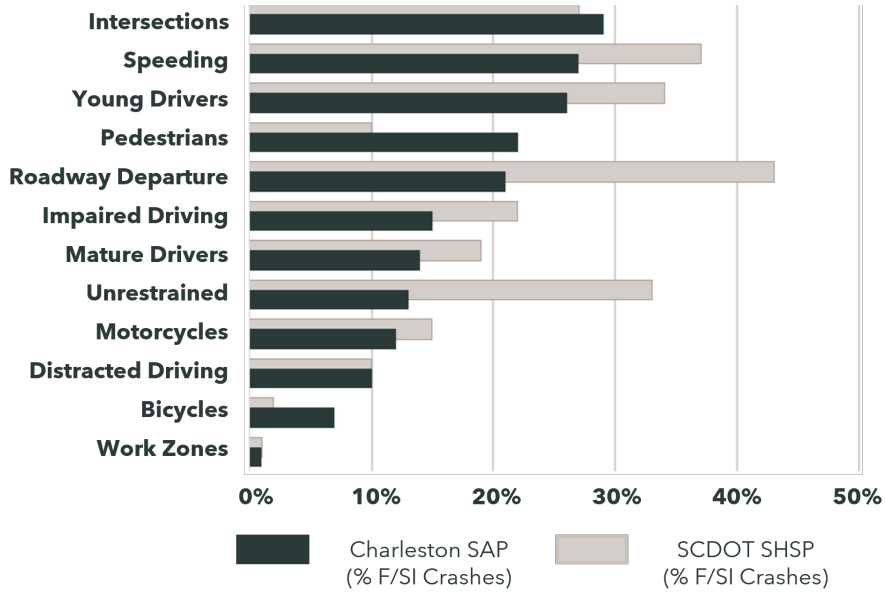
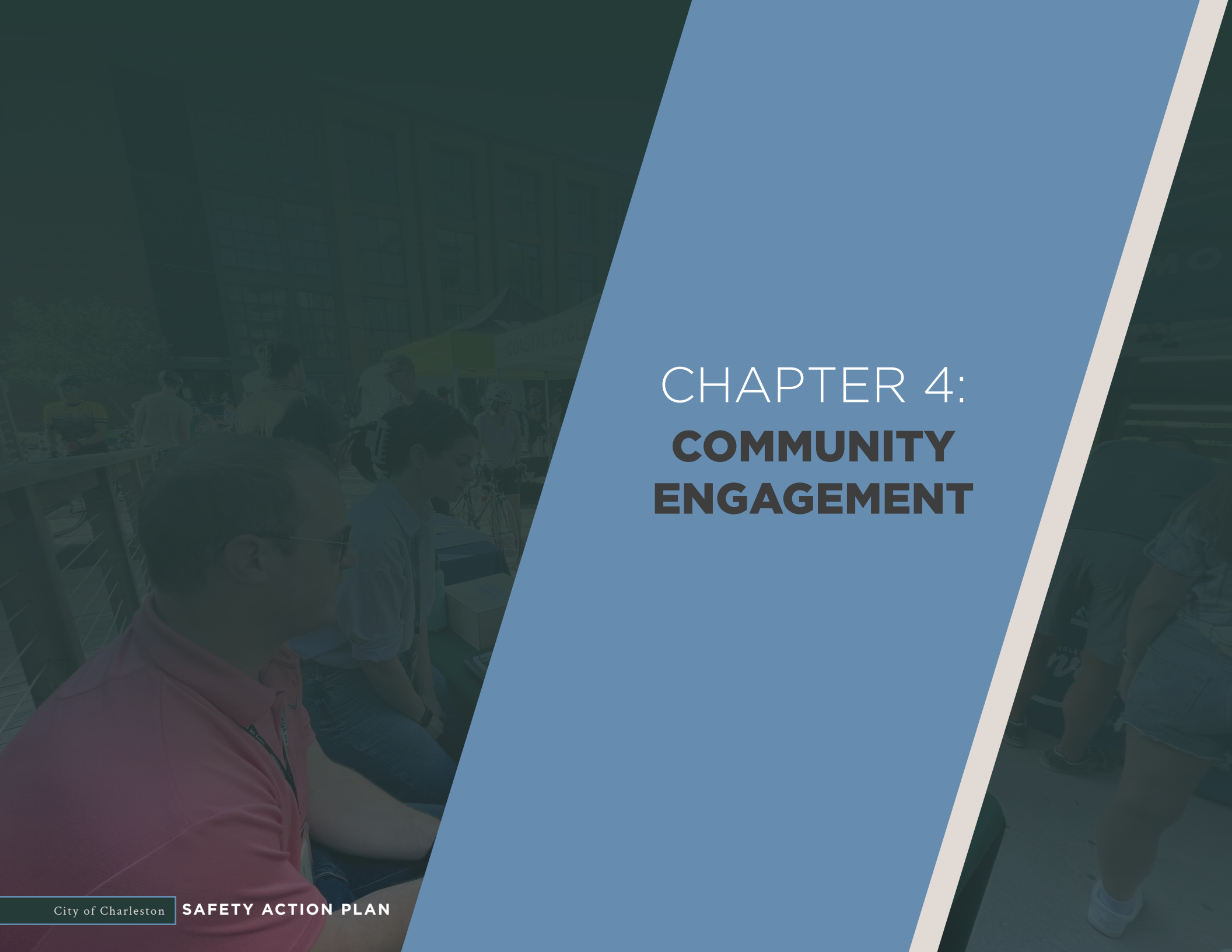


Figure 15: Fatal/Serious Injury Crashes by Emphasis Area

Signalized Pedestrian Crossing on Daniel Island

Cleveland Street near Rutledge Avenue on the Charleston Peninsula



CHAPTER 4:
COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

Engagement with local stakeholders, peer agencies, and the public—in the present and the future—is integral to the success of this action plan. These groups were involved throughout the development of the City's SAP to provide local knowledge and "truth" the outcomes of data collection and analysis; steer the recommendations of the plan towards those that address the priorities, needs, and opportunities of all road users in Charleston; and promote active participation by all in creating a safety culture that inspires positive change.

Citywide Safety Summit

To kickstart the City of Charleston's SAP development and move away from virtual or office-focused meetings, the project team coordinated a Citywide Safety Summit held at the Arthur W. Christopher Community Center in January 2025. This Safety Summit consisted of a half-day workshop attended by stakeholders across the region to define the plan's goals and objectives and identify safety needs and opportunities on the City's transportation network.

The format of this event included a general session introducing USDOT's SS4A program and the purpose of the Citywide Safety Summit, followed by a series of breakout sessions focused on the five context areas across the City: the Charleston Peninsula, Daniel Island, James Island, Johns Island, and West Ashley. Themes from the breakout activity are summarized to the right, and detailed notes are provided in **Appendix E**.

Safety Summit participant notes on a map of the Charleston Peninsula

Breakout Session Highlights

Daniel Island/Clements Ferry Road:

- Perceived lack of compliance by E-bikes, golf carts
- Pedestrian/bicycle access and connectivity constraints

Charleston Peninsula:

- Poor lighting and worn pavement markings
- Excessive speed/aggressive driving behavior
- Narrow lanes and on-street parking

West Ashley:

- West Ashley Greenway connectivity
- Poor lighting, high travel speeds in neighborhoods
- Two-way left-turn lane challenges

James Island/Johns Island:

- Disconnect between growth and infrastructure
- Lack of alternative routes

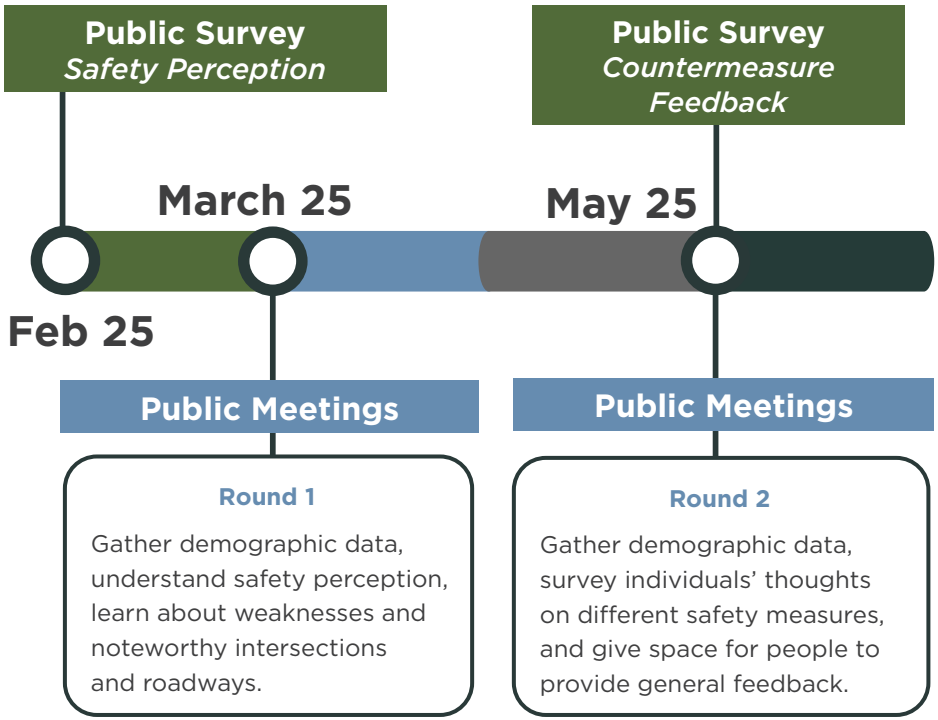
USDOT ACTION PLAN KEY COMPONENT:
4. Engagement and Collaboration

PUBLIC OUTREACH

Considering the City's diverse set of context areas, elevating voices within each of these communities is critical to the Charleston SAP's success. Residents of the Charleston area are intimately familiar with the needs and priorities of their specific communities as well as those of the overall transportation network. Public outreach was conducted throughout plan development via a tiered approach that included two public surveys and two rounds of in-person meetings.

Online Surveys

Two online surveys were prepared during the SAP's development and made available for 30 days each in parallel with in-person public meetings, as shown in the graphic below. Links to the survey were distributed through the City's Public Information office, the project stakeholders' channels, and in conjunction with a paper survey option at the in-person public meetings.



SURVEY DEMOGRAPHICS

Geography

More than 800 respondents participated in the public surveys, with home locations representing communities across the City's context areas as well as neighboring jurisdictions, such as Mount Pleasant and North Charleston, as depicted in **Figure 16.** Within the City of Charleston, most respondents were located in West Ashley, James Island, and the Charleston Peninsula, with the least responses received from Daniel Island and the Cainhoy Peninsula.

Figure 16: Public Survey Responses by Zip Code

"Many drivers are on their phones, using aggressive driving tactics, with little regard or realization of pedestrians and bikers..."

Age, Employment Status, and Race

Responses by age and employment status are summarized in **Figure 17** and **Figure 18**, respectively. As shown in the figures, most respondents were employed full-time (>70%) and between the ages of 35 and 65 (>60%). A lesser percentage of individuals between the ages of 18 and 24 (>5%) aligns with limited participation from local college students at in-person public meetings while the percentage of respondents who are retired (>13%) is in line with the City's overall population aged 65 and over (>16%) based on recent Census estimates. It was expected that predominant participation from middle-aged commuters would capture a breadth of experience driving, walking, and cycling on the City's transportation network.

With regard to race, the majority of respondents described themselves as White (86%) while approximately 8% described themselves as other races and 6% preferred not to answer. These responses generally align with the City's demographics, as recent Census estimates indicate that approximately 73% of the City's population is White; however, other races are slightly underrepresented in the survey results.

"If I as a 35 year old male with an electric bike doesn't want to bike on James Island, why would anyone?"

"I ride the Express Bus to work everyday to avoid driving and parking in the city."

"I have had my children almost hit/killed on Coming [Street] twice. We attend church off of it and entering the car is perilous."

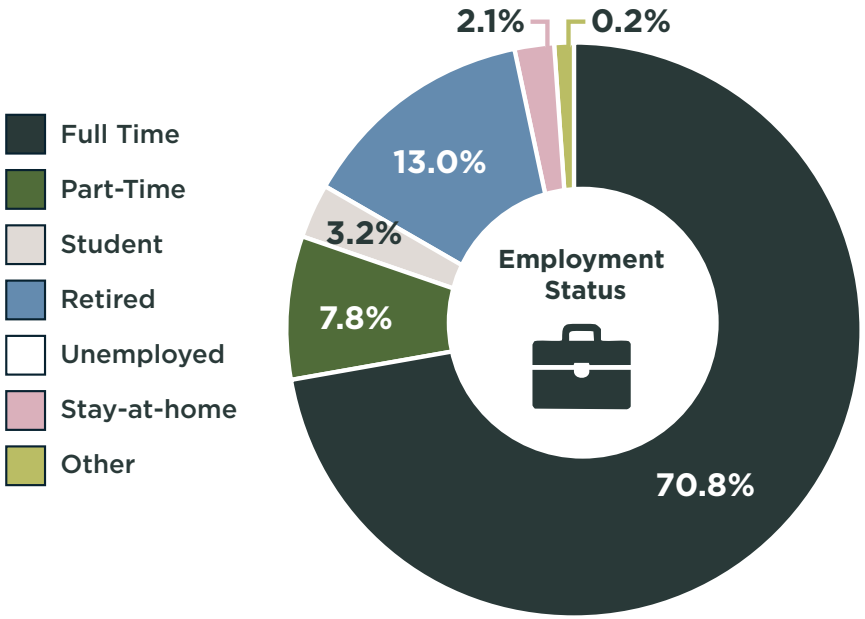


Figure 17: Public Survey Responses by Employment Status

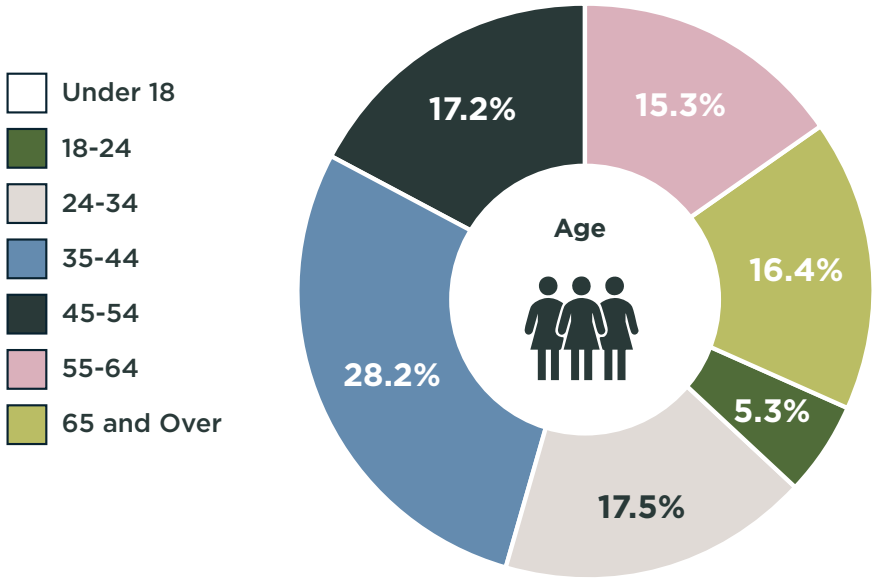


Figure 18: Public Survey Responses by Age

ROUND 1 SURVEY: SAFETY PERCEPTIONS

In the Round 1 survey conducted from early February through early March 2025, respondents were asked a series of questions related to their perception of transportation safety throughout the City. Individuals taking the survey were given the option to respond to questions specific to each context area—the Charleston Peninsula, Daniel Island, James Island, Johns Island, and West Ashley—to add a layer of granularity to this feedback. The first section of questions asked respondents to rate their level of comfort when driving, walking, or cycling within a given context area on a scale from 1 (very uncomfortable) to 5 (very comfortable) as summarized in **Figure 19**.

The results presented in **Figure 19** agree with open responses received in the online surveys and at the in-person public meetings, both of which suggest that walking and cycling are inherently dangerous across the City. As shown in the figure, between 70% and 80% of respondents said they feel uncomfortable or very uncomfortable cycling in four of five context areas, with only Daniel Island scoring favorably in this category. Similar feedback was received with respect to walking across the City, where 65% to 80% stated they felt uncomfortable walking in three of five context areas, with the Charleston Peninsula scoring slightly better than for cycling (40% uncomfortable) and Daniel Island (25% uncomfortable) scoring most favorably. The most favorable safety perception ratings were given for driving across the City, with fewer than 40% of responses marked as "uncomfortable" or "very uncomfortable" for four of five context areas. Johns Island received the least favorable ratings across all modes, including driving (65% uncomfortable). These responses reflect the need for systemwide investments in safety for all modes of travel.

Worn pavement and overgrown sidewalk on SC 61/Ashley River Road in West Ashley

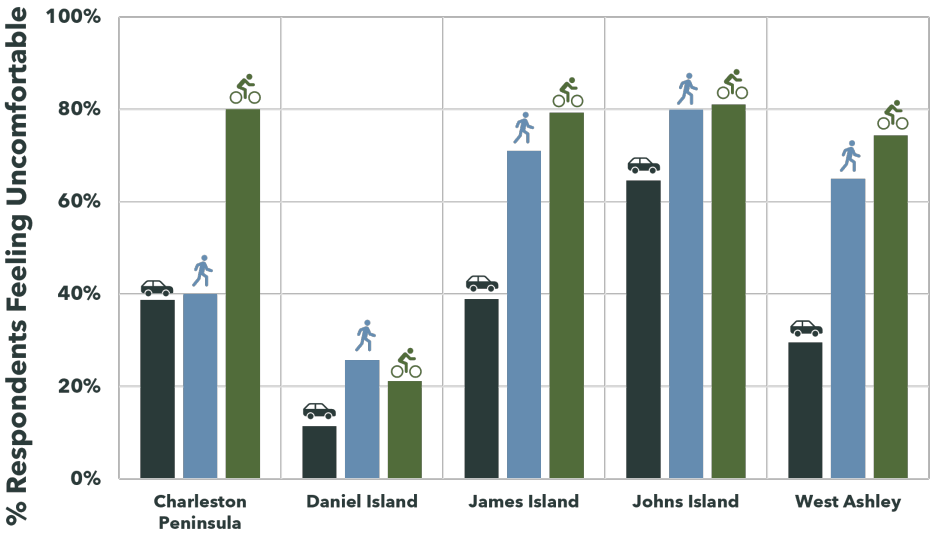


Figure 19: Safety Perception by Context Area and Travel Mode

Not Safe for Pedestrians and Cyclists

"I never feel truly comfortable walking downtown, and I rarely bike due to safety concerns."

Aggressive Driving Behavior

"Speed of cars and running red lights [has been] the new norm [the] last 5 years."

Better Infrastructure Maintenance

"Many of the roads are in need of repair. With the uneven pavement and potholes, it's almost like riding a roller coaster."

A second section of questions provided respondents the opportunity to offer location-specific feedback and to provide anecdotes regarding their experiences driving, walking, and cycling across the City. Responses from these questions are summarized in **Figure 20** and in the comment bubbles on this page. By location, the top five roadways mentioned were Calhoun Street, Maybank Highway, King Street, Ashley River Road, and Folly Road; however, the map in **Figure 20** supports the overarching theme from the safety perception ratings: safety challenges persist across Charleston. Open-response comments primarily center on improvements to infrastructure (65%), particularly non-motorist facilities (two thirds of infrastructure-based comments), while a substantial number of responses (33%) also highlighted pervasive high-risk driving behaviors such as speeding and red-light-running.

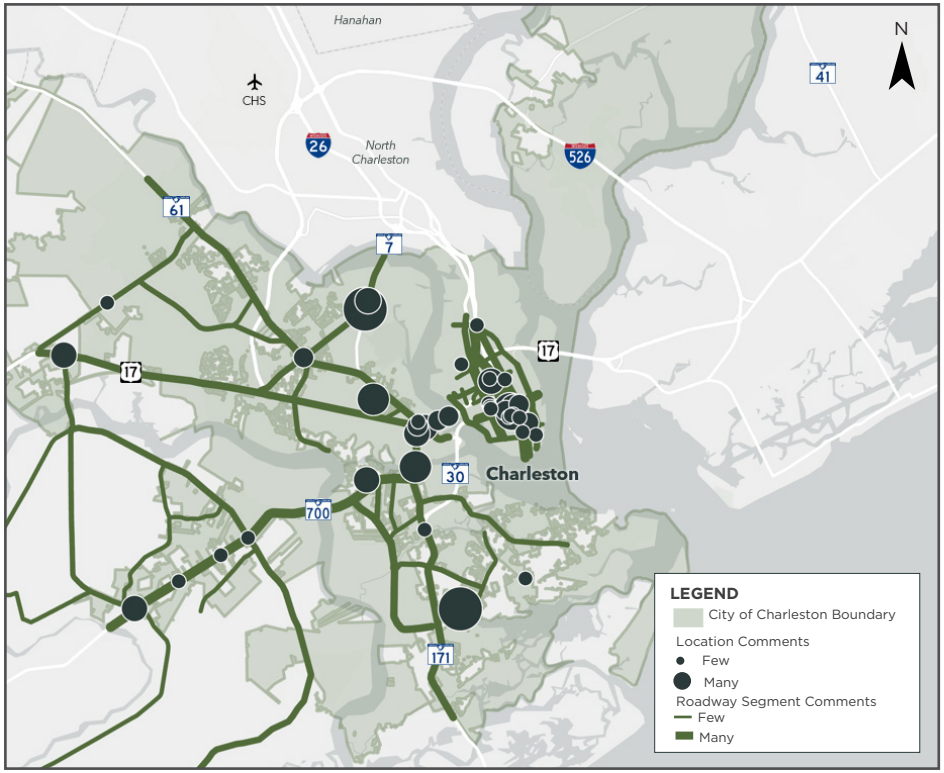
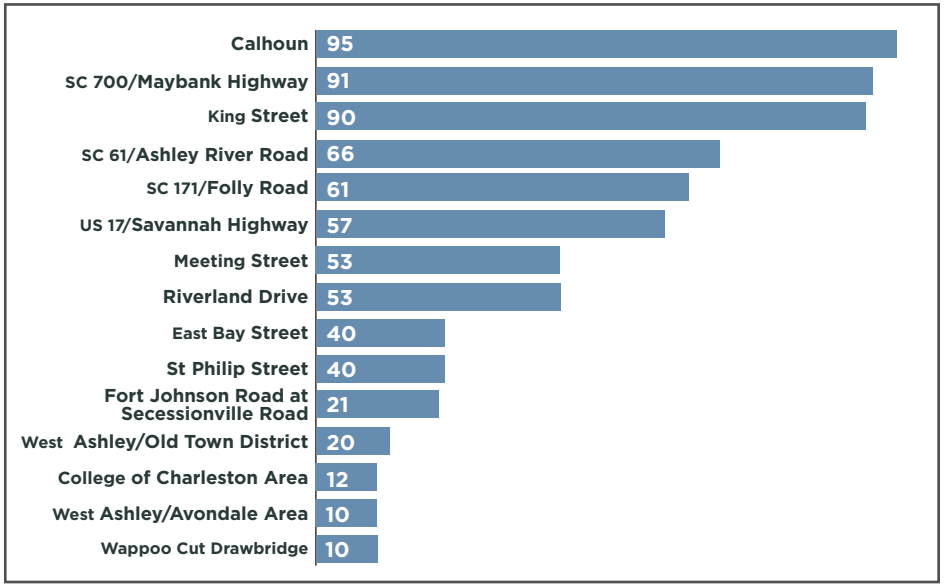


Figure 20: Round 1 Public Survey Responses by Location

Number of Comments by Location



ROUND 2 SURVEY: COUNTERMEASURE FEEDBACK

The Round 2 survey conducted from early May to early June 2025 asked respondents to comment on their perception of the likely engineering countermeasures to be implemented as part of the City's SAP: **access management strategies, pedestrian crossing enhancements, signalized intersection upgrades, roadway departure countermeasures,** and **systemic traffic control device upgrades**. As part of each question, respondents were provided with background information related to each potential countermeasures, including a detailed description of what is being proposed and how each countermeasure would be expected to positively impact existing crash history.

As summarized in the quotes from the survey, responses were generally favorable, with participants most in support of upgrades to pedestrian crossings and traffic signals (81% and 68% "very favorable", respectively) and least in support of access management and traffic control device upgrades (8% and 15% "unfavorable", respectively). These responses are a positive indication of the public's support of safety improvements across the City but also emphasize the need for effective engagement and continuous education throughout implementation of this action plan.

In-Person Meetings and Pop-Up Events

Two rounds of in-person meetings were held throughout the SAP's development as summarized below:

1.	**Round 1, Meeting 1**
	Charleston Gaillard Center, February 26, 2025
	Round 1, Meeting 2
	Hurd/St. Andrews Public Library, March 5, 2025
2.	**Round 2, Meeting 1**
	Charleston Gaillard Center, May 13, 2025
	Round 2, Meeting 2
	West Ashley Farmers Market, May 14, 2025 (Pop-Up Event)
	Round 2, Meeting 3
	Charleston Moves Ride of Silence, May 21, 2025 (Pop-Up Event)

The Round 1 meetings were each drop-in style sessions that offered participants the opportunity to review summary-level crash trends and offer their anecdotal feedback with respect to safety needs and opportunities across the City of Charleston. Project staff were on-hand to provide an overview of the SS4A program, the purpose of the City's SAP, and initial crash analysis findings. Between the two meetings, approximately 25 individuals attended and 35 handwritten comments were collected to supplement feedback received through the online surveys.

To boost participation as the warm-weather months arrived in Charleston, two pop-up events were held as part of Round 2 engagement efforts, including a booth at the West Ashley Farmers Market and attendance at the Ride of Silence, an annual memorial ride held by Charleston Moves to remember pedestrians and cyclists involved in fatal crashes and promote safety for all road users. Each event was well attended and engaged a broader audience by meeting citizens where they were already going to be. At the Ride of Silence, City of Charleston staff also interviewed with the local news, which ran a story on that evening's news and on their website to promote the City's SAP.

Commitment to Future Outreach and Communication

Throughout the SAP's development, the City maintained a project webpage featuring the latest updates on action plan progress, including survey links and public meeting notices, and providing the information shared at each round of public meetings. The City is committed to continued engagement with the public and stakeholders so these groups are informed and heard throughout implementation of this action plan. As proposed projects, policies, and campaigns mature through planning, design, and implementation, the City will collaborate with partner agencies to provide opportunities for virtual and in-person engagement and will continue to use the SAP webpage and available channels through the Public Information Office to remain connected.

Safety Action Plan team at 2025 Charleston Moves Ride of Silence

CHAPTER 5:
SAFETY ANALYSIS

SAFETY ANALYSIS

The crash data collected as part of this plan's development covers approximately 500 miles of public roadways within the City of Charleston's limits. To best manage the City's and its partner agencies' resources in addressing traffic safety across the region, this network must be screened to identify priorities. The safety analysis presented in this section combines the outcomes of the Data Review (Chapter 3), Community Engagement (Chapter 4), and a comprehensive high-injury network (HIN) analysis to develop a list of priority locations for advancing countermeasure development.

ANALYSIS METHODOLOGY

The City of Charleston's HIN was identified using crash data and analysis tools provided by SCDOT through its AASHTOWare Safety platform in conjunction with supporting measures of exposure (i.e., traffic volume) from public agencies and third party data providers. This network screening effort was conducted using a **Sliding Window Analysis** (SWA), which is a frequency-based approach that incrementally evaluates "windows" of equal length along the roadway network to identify segments experiencing the highest crash frequency or rate. To align with the goals and objectives of this action plan—to substantially eliminate fatal and serious injury crashes occurring within the City of Charleston—this analysis ranked 0.5-mile segments across the City based on the Equivalent Property Damage Only (EPDO) Index for crashes occurring between January 2018 and December 2023. The EPDO Index is calculated by assigning a weight of "1" to property damage only (PDO) crashes and an escalating rate for injury crashes based on their associated comprehensive crash cost, as summarized in **Table 2**.

Table 2: EPDO Index by Crash Severity

Severity	Cost/Crash ($)	EPDO Index
K	$13,200,000	2490.6
A	$1,254,700	236.7
B	$246,900	46.6
C	$118,000	22.3
O	$5,300	1.0

USDOT ACTION PLAN KEY COMPONENT:
3. Safety Analysis

The results of this approach prioritize 0.5-mile segments experiencing the greatest frequency of fatal and serious injury crashes. Using available traffic volume data, segments were also ranked based on their overall and fatal and serious injury crash rates as a secondary point of comparison to utilize in ranking priority segments. The SWA was conducted for all crashes and for pedestrian- and bicycle-involved crashes separately to provide adequate coverage by travel mode and geography.

What is a High-Injury Network?

Less than 2% of all crashes occurring within the City of Charleston over the period studied resulted in a fatality or serious injury; however, these life-altering crashes are responsible for 60% of the societal costs incurred and warrant focused attention. The City's HIN represents a subset of the overall transportation network that constitutes **less than 10%** of the City's public roadway miles but **more than 50%** of all fatal and serious injury crashes.

The results the SWA were HINs that included 130 total segments—91 segments when considering crashes involving all modes of travel and 39 segments when considering only non-motorist-involved crashes. These segments are displayed in **Figure 21** with road safety audit locations underlaid to highlight where detailed evaluations have yet to be completed. Full listings of the HIN locations are provided in **Appendix F.**

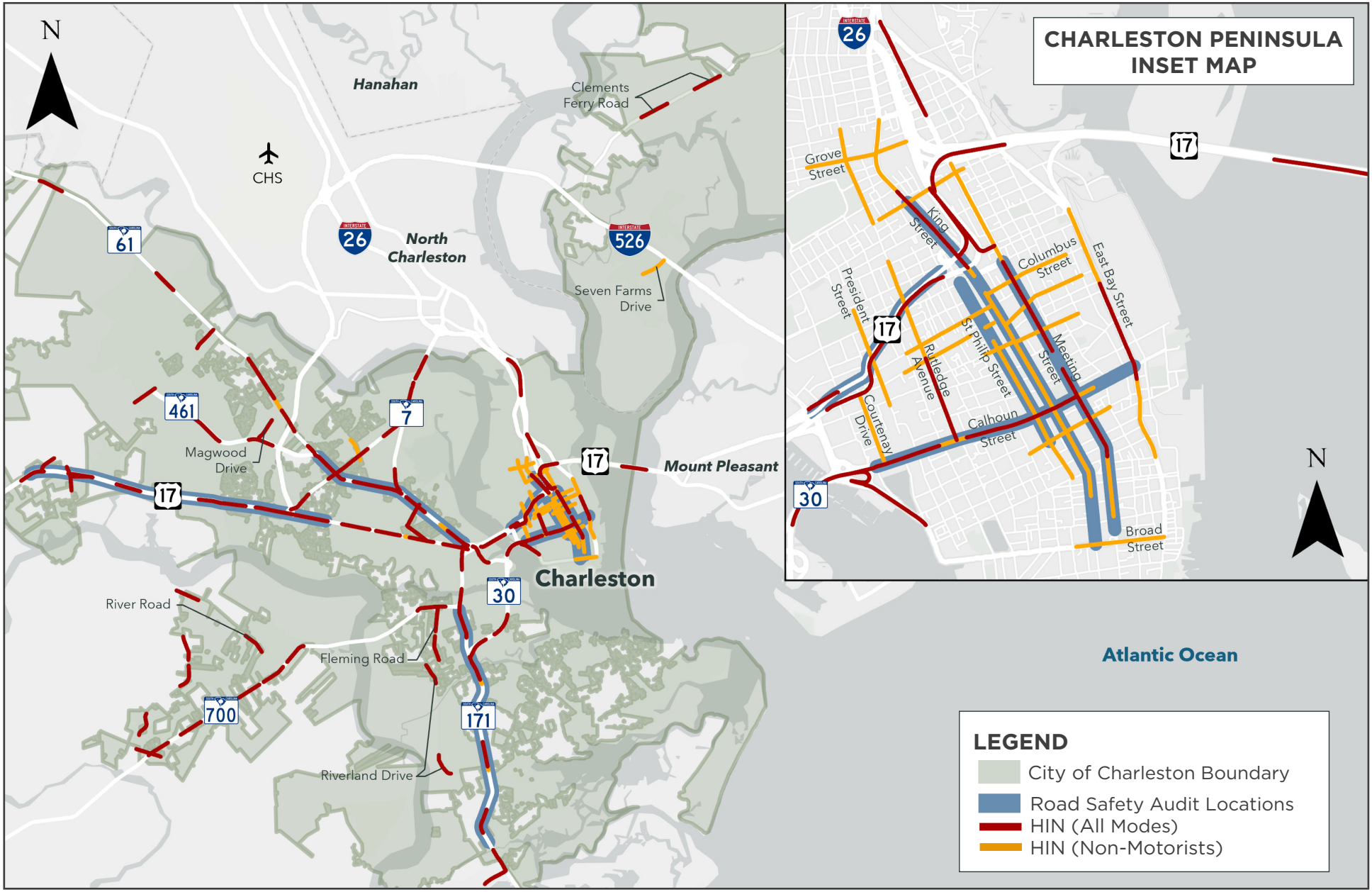


Figure 21: City of Charleston High-Injury Networks

Analysis Results

As shown in **Figure 21**, the City's principal arterials are overrepresented on the HIN, including most of the US 17 corridor's mileage within City limits and a substantial portion of Ashley River Road, Folly Road, Sam Rittenberg Boulevard, and Maybank Highway. Geographically, nearly 50% of all HIN segments are located in West Ashley, and almost none (4%) are located on Daniel Island. These results are strongly correlated with community feedback, as more than 300 comments were received in the online survey for locations in West Ashley alone. With respect to non-motorist-involved crashes, 28 of 39 (72%) of the non-motorized HIN segments are located on the Charleston Peninsula, and 8 of 11 remaining segments are located in West Ashley.

These findings align with locations of highest pedestrian demand; however, pockets of segments in West Ashley on US 17, Ashley River Road, and Sam Rittenberg Boulevard; on James Island on Folly Road; and on Daniel Island on Seven Farms Drive each highlight areas where non-motorist risks exist outside of the City's core downtown.

To supplement the HIN and help ensure that no high-crash or high-risk locations were excluded from consideration, all of the City's intersections were screened to identify those experiencing the highest crash frequency between January 2018 and December 2023. From this analysis, a total of 48 intersections were identified that each experienced more than 10 crashes per year and in total comprised 20% of the City's fatal and serious injury crash history. Just 2 of 48 high-crash intersections were not located on the City's HINs: SC 700/Maybank Highway at Riverland Drive and US 78/King Street at Mount Pleasant Street. Accordingly, these two intersections were carried forward for consideration among the City's priority locations. A full listing of the high crash intersections is provided in **Appendix F.**

US 17/Savannah Highway in West Ashley

Top Roadways (All Modes)

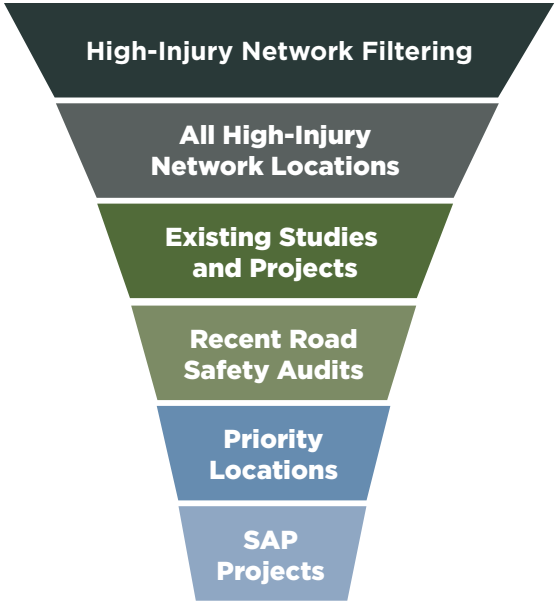
Roadway	# Segments on HIN
US 17/Savannah Hwy	17
SC 61/Ashley River Rd	12
SC 171/Folly Rd	8
SC 7/Sam Rittenberg Blvd	6
SC 700/Maybank Hwy	6

Top Roadways (Non-Motorists)

Roadway	# Segments on HIN
US 17/Savannah Hwy	5
King St	5
SC 61/Ashley River Rd	4
Rutledge Ave	3
Meeting St	3

Priority Locations

Though the HIN represents a 90% distillation of the City's overall roadway network, further filtering was needed to create a manageable set of priority locations that also consider overlaps with funded projects within SCDOT's, Charleston County's, and the City's programs and with recently completed RSAs. This filtering process and the resultant set of priority locations are depicted in **Figure 22** and **Table 3**.



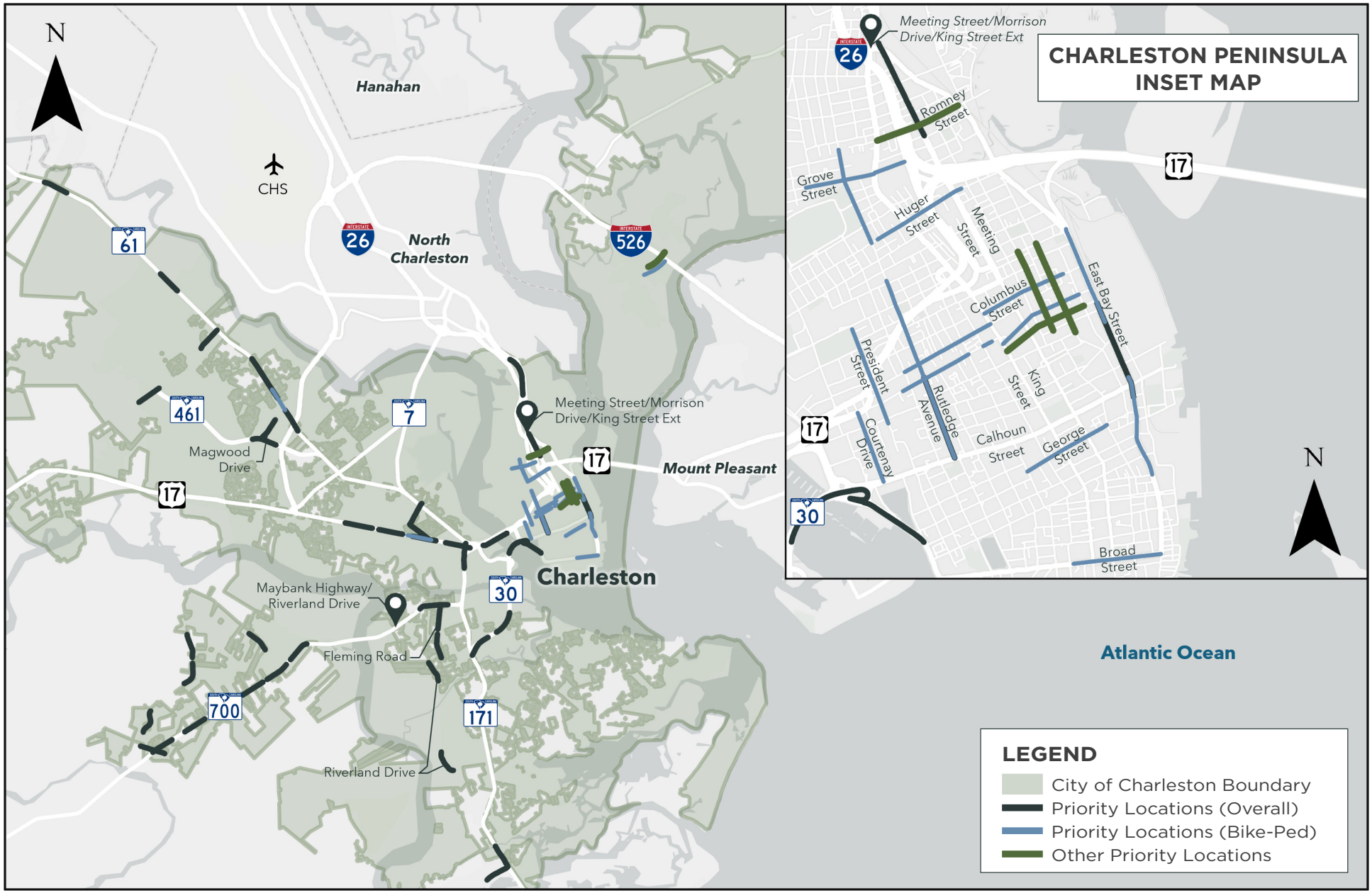


Figure 22: City of Charleston Priority Locations

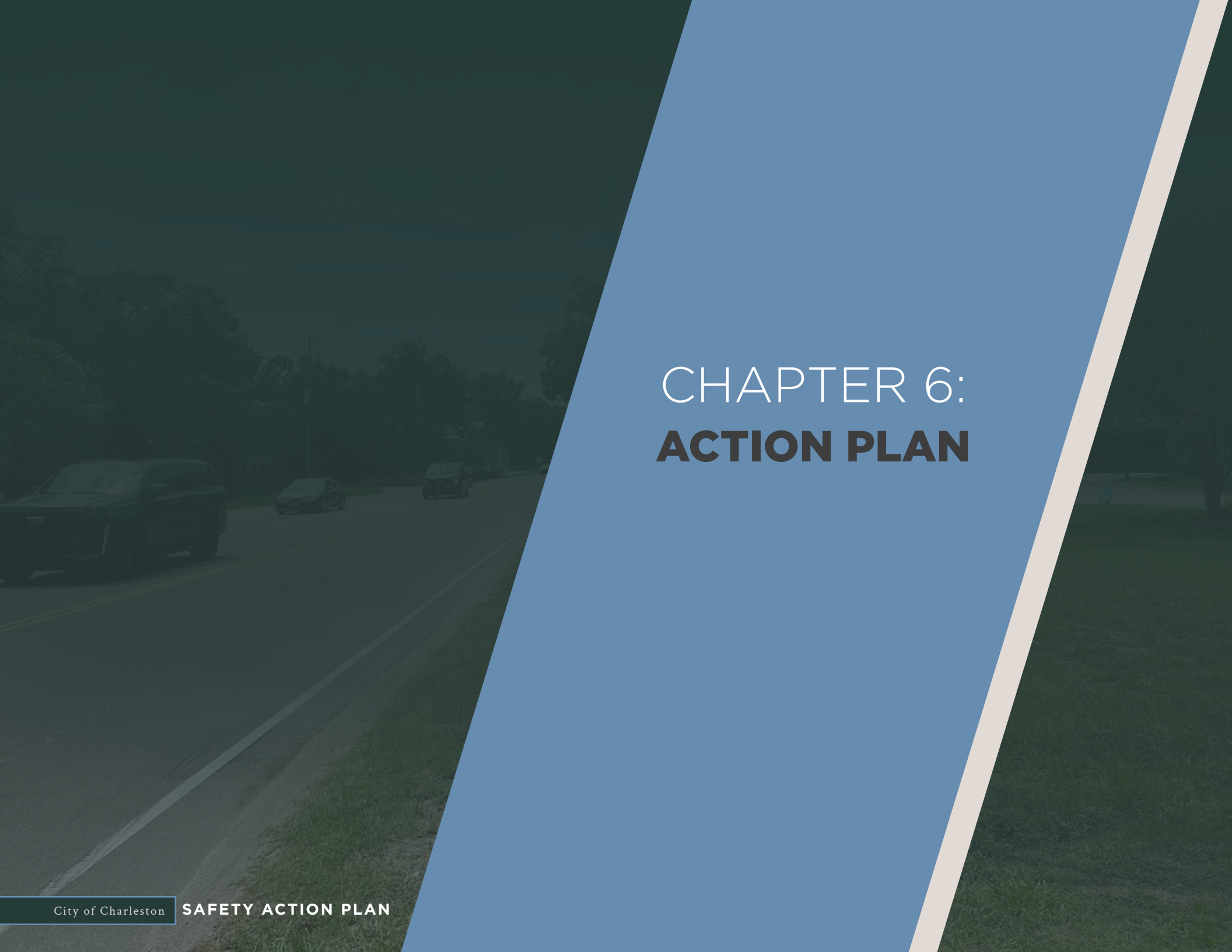
Table 3: Priority Locations

ID	Location Description	Context Area	Total Crashes	Fatal/ Serious Injury Crashes	Source List
1	SC 61/Ashley River Road from Beechwood Road to Woodland Road	West Ashley	174	4	Overall HIN
2	Magwood Drive from SC 461/Paul Cantrell Boulevard to Ashley Crossing Drive	West Ashley	289	5	Overall HIN
3	River Road from Brownswood Road to Swygert Boulevard	Johns Island	51	5	Overall HIN
4	Brownswood Road from Island Estate Drive to Dogpatch Lane	Johns Island	18	4	Overall HIN
5	SC 461/Paul Cantrell Boulevard from Charlie Hall Boulevard to I-526 Ramps	West Ashley	364	9	Overall HIN
6	Riverland Drive from George L Griffith Boulevard to 0.5 miles south of George L Griffith Boulevard	James Island	35	7	Overall HIN
7	SC 61/Ashley River Road from Woodland Road to Saint Andrews Fire District Station 3	West Ashley	114	4	Overall HIN
8	SC 30/James Island Expressway from SC 61 Ramps to Lockwood Drive Ramps	Charleston Peninsula/Neck	97	3	Overall HIN
9	SC 700/Maybank Highway from Mason Road to Hickory Knoll Way	Johns Island	83	3	Overall HIN
10	US 17/Savannah Highway from Apollo Road to Moore Drive	West Ashley	293	5	Overall HIN
11	US 17/Savannah Highway from Briarcliff Drive to Oak Forest Drive	West Ashley	263	2	Overall HIN
12	SC 61/Ashley River Road from Westchase Drive to Drayton Quarter Drive	West Ashley	181	7	Overall HIN
13	East Bay Street from Inspection Street to Reid Street	Charleston Peninsula/Neck	185	3	Overall HIN
14	SC 30/James Island Expressway from SC 171/Folly Road to 0.5 miles east of SC 171/Folly Road	James Island	111	7	Overall HIN
15	SC 700/Maybank Highway from Main Road to Vernell Lane	Johns Island	141	3	Overall HIN

ID	Location Description	Context Area	Total Crashes	Fatal/ Serious Injury Crashes	Source List
16	SC 700/Maybank Highway from Towne Street to Pinnacle Financial Partners Driveway	Johns Island	379	2	Overall HIN
17	US 17/Savannah Highway from Moore Drive to Albemarle Road Overpass	West Ashley	374	3	Overall HIN
18	US 17/Savannah Highway from Evergreen Street to Markfield Drive	West Ashley	252	6	Overall HIN
19	River Road from Murraywood Road to Jadabell Lane	Johns Island	73	1	Overall HIN
20	SC 700/Maybank Highway from 0.5 miles west of St. Johns Woods Parkway to St. Johns Woods Parkway	Johns Island	60	2	Overall HIN
21	Riverland Drive from Delaney Drive to Daniel Whaley Road	James Island	48	3	Overall HIN
22	Lockwood Drive from Wentworth Street to SC 30/James Island Expressway Ramps	Charleston Peninsula/Neck	72	1	Overall HIN
23	Brownswood Road from Hollington Road to 0.5 miles south of Hollington Road	Johns Island	19	3	Overall HIN
24	SC 30/James Island Expressway at Harbor View Road Interchange	James Island	48	1	Overall HIN
25	SC 61/Ashley River Road from 0.5 miles north of Muirfield Parkway to Muirfield Parkway	West Ashley	29	2	Overall HIN
26	Brownswood Road from 0.5 miles north of Pine Log Lane to Pine Log Lane	Johns Island	25	2	Overall HIN
27	Sycamore Avenue from Magnolia Road to Battery Avenue	West Ashley	26	2	Overall HIN
28	Magnolia Road from US 17/Savannah Highway to Sycamore Avenue	West Ashley	44	1	Overall HIN
29	Meeting Street from Conroy Street to Mount Pleasant Street	Charleston Peninsula/Neck	221	2	Overall HIN
30	Fleming Road from 0.5 miles south of SC 700/Maybank Highway to SC 700/Maybank Highway	James Island	15	2	Overall HIN
31	Main Road from Brownswood Road to Charleston Fire Department Station 17	Johns Island	255	2	Overall HIN

ID	Location Description	Context Area	Total Crashes	Fatal/ Serious Injury Crashes	Source List
32	Fleming Road from Fleming Woods Road to 0.5 miles north of Fleming Woods Road	James Island	12	2	Overall HIN
33	East Bay Street from Cooper Street to 0.1 miles South of South Street	Charleston Peninsula/Neck	6	3	Bike-Ped HIN
34	S 61/Ashley River Road from 0.1 miles North of Dogwood Road to Sledge Lane	West Ashley	7	2	Bike-Ped HIN
35	Woolfe Street/Amherst Street from King Street to Drake Street	Charleston Peninsula/Neck	8	3	Bike-Ped HIN
36	Huger Street from Dewey Street to Nassau Street	Charleston Peninsula/Neck	10	2	Bike-Ped HIN
37	Courtenay Drive from US 17/Septima P. Clark Parkway to Calhoun Street	Charleston Peninsula/Neck	11	2	Bike-Ped HIN
38	Columbus Street from King Street to Drake Street	Charleston Peninsula/Neck	8	1	Bike-Ped HIN
39	Spring Street from Ashley Avenue to King Street	Charleston Peninsula/Neck	6	1	Bike-Ped HIN
40	East Bay Street from Calhoun Street to Pinckney Street/Grove Street from 12th Street to East Terminus	Charleston Peninsula/Neck	6	1	Bike-Ped HIN
41	Rutledge Avenue from Gordon Street to Huger Street	Charleston Peninsula/Neck	8	0	Bike-Ped HIN
42	Broad Street from Legare Street to East Bay Street	Charleston Peninsula/Neck	7	0	Bike-Ped HIN
43	President Street from Fishburne Street to Bee Street	Charleston Peninsula/Neck	7	0	Bike-Ped HIN
44	Rutledge Avenue from Sumter Street to Cannon Street	Charleston Peninsula/Neck	6	0	Bike-Ped HIN
45	Cannon Street from Ashley Avenue to Saint Phillip Street	Charleston Peninsula/Neck	6	1	Bike-Ped HIN
46	George Street from Coming Street to Anson Street	Charleston Peninsula/Neck	8	0	Bike-Ped HIN
47	SC 700/Maybank Highway at Riverland Drive	James Island	162	3	High-Crash Intersections

ID	Location Description	Context Area	Total Crashes	Fatal/ Serious Injury Crashes	Source List
48	US 78/King Street at Mount Pleasant Street	Charleston Peninsula/Neck	133	4	High-Crash Intersections
49	Island Park Drive between Seven Farms Drive and River Landing Drive	Daniel Island/Clements Ferry Road	74	0	Supplemental Review
50	Romney Street between King Street and Morrison Drive	Charleston Peninsula/Neck	139	3	Supplemental Review
51	Reid Street between King Street and Drake Street	Charleston Peninsula/Neck	160	7	Supplemental Review
52	America Street between Cooper Street and Mary Street	Charleston Peninsula/Neck	69	2	Supplemental Review
53	Hanover Street between Cooper Street and South Street	James Island	57	2	Supplemental Review



CHAPTER 6:
ACTION PLAN

ACTION PLAN

USDOT ACTION PLAN KEY COMPONENT:
5. Policy and Process Changes
6. Strategy and Project Selections
7. Progress and Transparency

The following pages outline the City of Charleston's **action plan** for addressing safety needs and opportunities identified through the analysis and engagement efforts summarized in this report. Projects and strategies presented here were crafted around the City's **Target Zero Resolution**, which aims to substantially eliminate fatal and serious injury crashes by 2050, with a focus on near-term implementation (i.e., within the next five years). These action items each fall into one of four categories: **Engineering, Education and Enforcement,** and **Evaluation and Refinement.**

To support future implementation efforts, a countermeasure "toolbox" was developed based on literature review and is provided in **Appendix G**. This toolbox includes a suite of multidisciplinary countermeasures that should be utilized to supplement the specific projects and strategies presented here with system-wide applications that respond to the City's and the region's changing needs and opportunities over time.

ENGINEERING COUNTERMEASURES

Potential engineering solutions identified as part of this plan are driven by the emphasis areas highlighted in **Chapter 3**, which are influenced by three high-risk elements: infrastructure, travel modes, and behaviors. These high-risk elements are addressed by the five engineering strategies highlighted below.


Intersection Upgrades


Roadway Departure Countermeasures


Access Management


Non-Motorized Enhancements


Traffic Control Device Upgrades

A comprehensive database of the proposed engineering countermeasures, including project sheets that detail the potential for crash reduction and conceptual cost estimates associated with each, are provided in **Appendix A**. Within **Appendix A** and throughout the remainder of this section, proposed strategies are organized based on two ideas: spot and system improvements.

Spot and System Improvements

The City's HIN allows for the development of focused strategies at locations experiencing the highest frequency of severe crashes. Spot improvements are those proposed at individual intersections or corridors on the HIN to address these trends. On the contrary, the countermeasure toolbox provided in **Appendix G** includes potential low-cost, high-impact solutions that could be implemented across a broad range of the City's transportation network. System improvements are those proposed at many similar locations across the City's entire network.

Tiered Priorities

While this plan identifies many near-term safety improvements to be implemented within the next five years, it also recognizes that the City's and its partner agencies' resources are not unlimited, and other improvements may require implementation over a longer period of time. To assist with prioritization, the project sheets in **Appendix A** include benefit-cost parameters, and strategies are presented as either "Tier 1" (i.e., near-term, higher priority) or "Tier 2" (i.e., long-term, lower priority or already programmed through existing plans).

INTERSECTION UPGRADES

Nearly 30% of all fatal and serious injury crashes occurred at intersections in the City of Charleston between 2018 and 2023. Of these, approximately two-thirds—or one in five crashes overall—occurred at signalized intersections alone. Research demonstrates that low-cost upgrades at signalized intersections, including retroreflective backplates, flashing yellow arrow signal heads, and changes to signal timing and phasing can reduce fatal and serious injury crash frequency by up to 15%. As discussed in **Chapter 3**, the more than 200 existing signalized intersections within the City of Charleston were inventoried to determine where system upgrades are warranted. Based upon this review and coordination with City staff and the STAC, approximately 50 Tier 1 upgrades and 75 Tier 2 opportunities were identified and included in the countermeasure database in **Appendix A** (identified as "S-#"). These signal upgrades are mapped in **Figure 24** along with an example of an individual Tier 1 project.

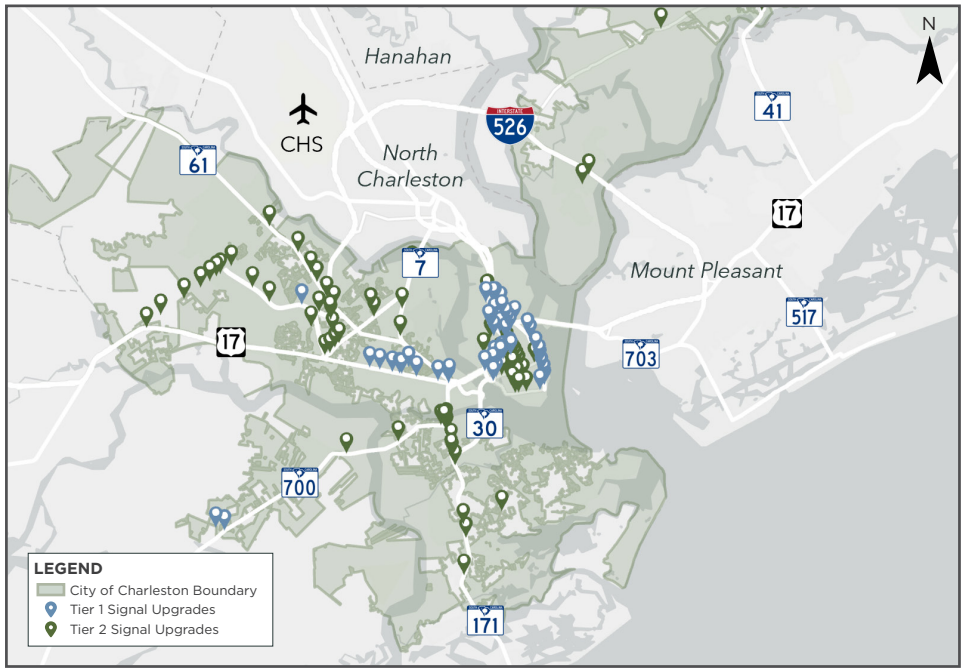


Figure 24: Proposed Signal Upgrades

A total of eight additional spot intersection improvements are included in the countermeasure database in **Appendix A** (identified as "I-#") and mapped in **Figure 25** along with an example of an individual Tier 1 project. This shortlist of improvements was developed after eliminating locations already included in corridor-level strategies identified in this plan or those already programmed by others. Potential improvements range from geometric modifications that reduce conflicts, add turn lanes, or improve sight distance to changes in intersection traffic control, such as new traffic signals or roundabouts.

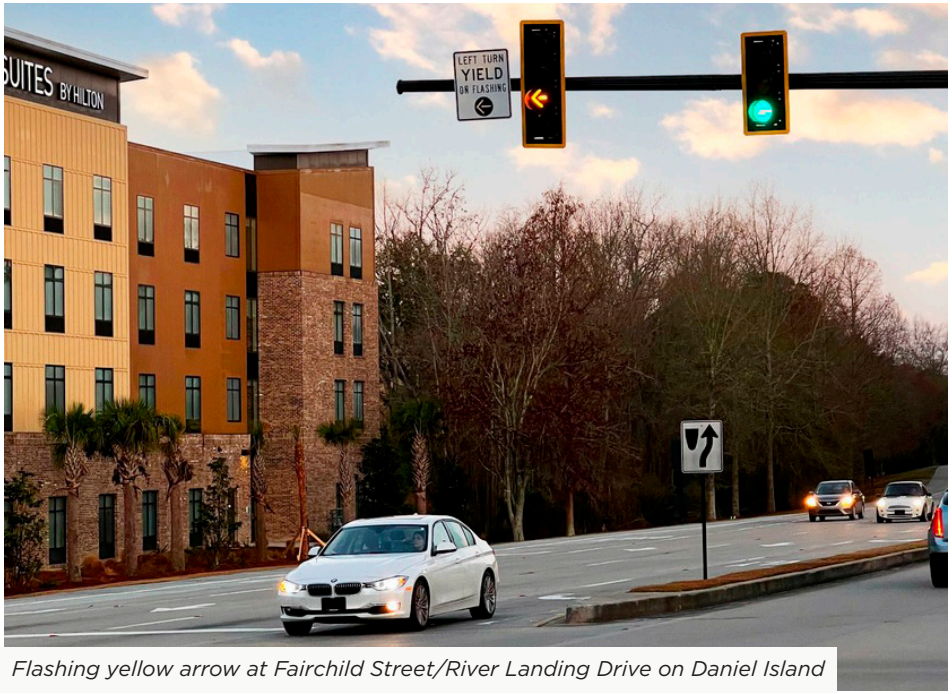
Figure 25: Proposed Intersection Upgrades

Example Project: S-01

East Bay Street Tier 1 Signal Upgrades

Applicable Countermeasure Toolbox IDs: S-01, S-02, and N-09

Install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at eight signalized intersections on East Bay Street between Broad Street and Cooper Street.



Flashing yellow arrow at Fairchild Street/River Landing Drive on Daniel Island

Potential Countermeasures

ID	Description
S-01	Install retroreflective signal head backplates
S-02	Replace five-section "doghouse" signal heads with flashing yellow arrow heads
S-03, S-04, S-05	Modify signal phasing and timing
N-09, N-14	Upgrade pedestrian crossing infrastructure
I-09, I-10	Improve sight distance through realignment or removal of obstructions
I-01, I-02, I-03, I-04	Construct or improve left- and right-turn lanes
I-06, I-08	Install traffic signals or roundabouts at unsignalized intersections
I-05	Convert intersections to a reduced conflict intersection (RCI) configuration.

Click here to see more in the Countermeasures Toolbox.

ACCESS MANAGEMENT STRATEGIES

Approximately 40% of all crashes resulting in fatalities or serious injuries within the City of Charleston between 2018 and 2023 occurred on multilane undivided roadways. Access management strategies, including corridor-wide raised medians and isolated movement restrictions at unsignalized driveways can reduce conflicts between turning vehicles, improve traffic operations, and provide opportunities to better accommodate pedestrians and cyclists. Research indicates that these proven safety countermeasures can reduce fatal and serious injury crash frequency by 25% or more on suburban and urban arterial roadways. Based upon a comprehensive review of all undivided roadways and coordination with City staff and the STAC, a total of 11 access management projects—including three Tier 1 projects and eight Tier 2 projects—were prioritized as part of this plan. These projects are included in **Appendix A** (identified as "AM-#") and mapped in **Figure 26** along with an example of an individual Tier 1 project.

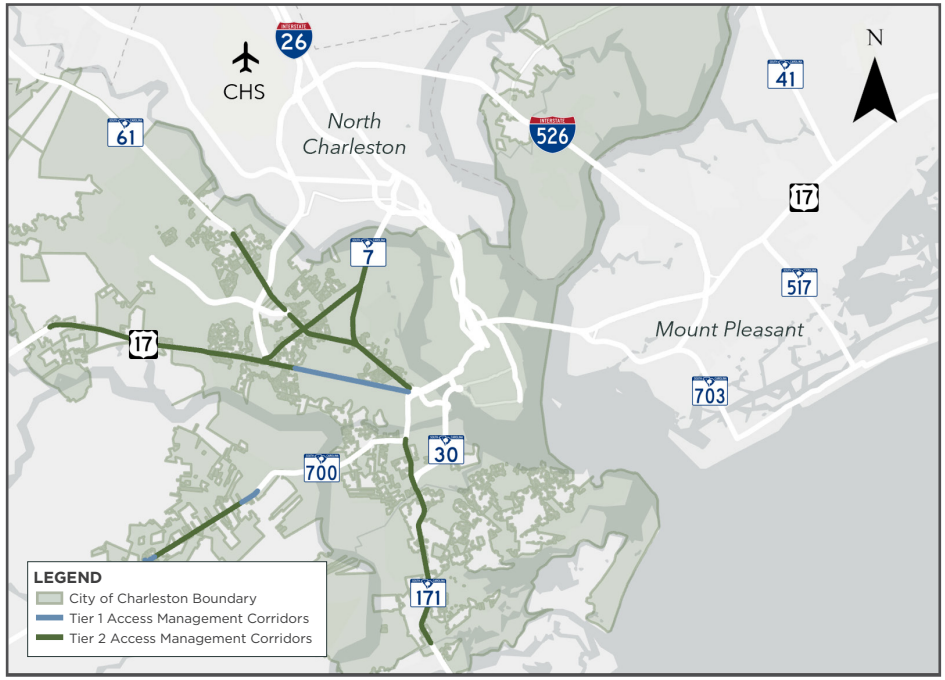


Figure 26: Proposed Access Management Corridors

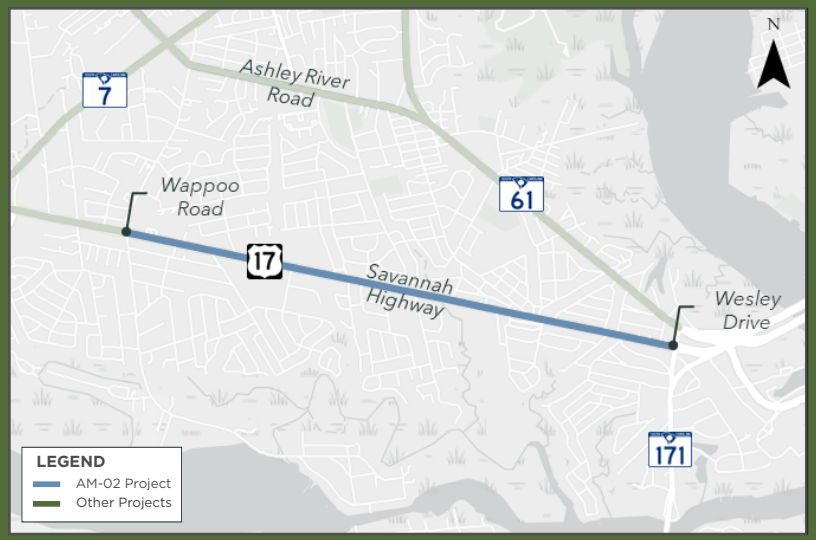
Harden Street in Columbia, SC

Example Project: AM-02

US 17/Savannah Highway Access Management

Applicable Countermeasure Toolbox IDs: AM-03

Construct a raised median and upgrade non-motorist facilities throughout the 2.8-mile-long corridor. Conduct a road safety audit or access management study to incorporate additional engineering and public engagement before proceeding to implementation.



Potential Countermeasures

ID	Description
AM-03	Install a corridor-wide raised concrete or landscape median
AM-01	Convert unsignalized intersections to ¾ or right-in/right-out access
AM-04	Consolidate or remove unsignalized driveways providing duplicate access
AM-01, I-05	Implement a RCI or RCI corridor

Click here to see more in the Countermeasures Toolbox.

NON-MOTORIZED ENHANCEMENTS

As noted throughout this report, non-motorist-involved crashes are overrepresented within the City of Charleston, comprising 30% of all fatal and serious injury crashes occurring between 2018 and 2023 despite limited exposure relative to crashes involving only motor vehicles. Of these crashes, approximately one third occurred at intersections, highlighting the need for crosswalk visibility enhancements and other improvements that increase non-motorist conspicuity. Approximately 330 crossing locations, including more than 100 unsignalized crossings, were inventoried as part of this plan to determine where upgrades are needed. Candidate locations were prioritized in consultation with City staff and the STAC as presented in **Appendix A** (identified as "N-#") and mapped in **Figure 27** along with an example of an individual Tier 1 project.

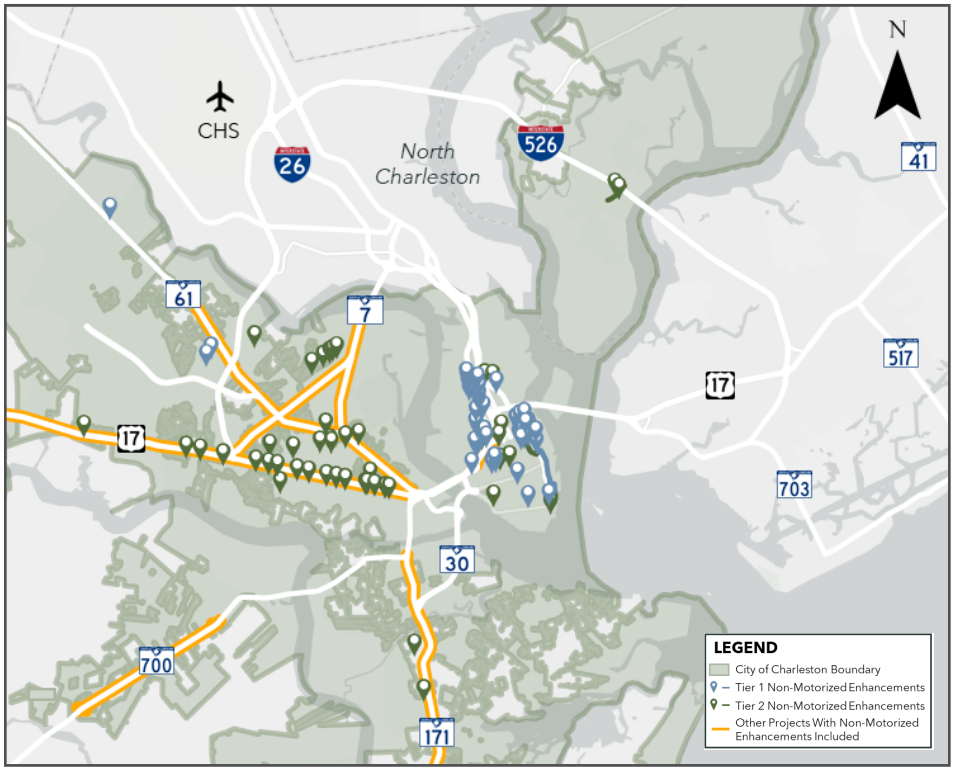


Figure 27: Proposed Non-Motorized Enhancements

Example Project: N-08

North Peninsula Bike-Ped Improvements

Applicable Countermeasure Toolbox IDs: N-01, N-02, N-09, and N-13

Install new high-visibility crosswalk markings with intersection lighting and RRFBs on uncontrolled approaches where warranted.

Pedestrian Crossing on Daniel Island, SC

Potential Countermeasures

ID	Description
N-09	Install high-visibility crosswalk markings
N-15	Implement leading pedestrian interval (LPI)
N-16	Implement exclusive pedestrian signal phases
N-14	Upgrade pedestrian countdown signals
N-02	Install rectangular rapid flashin beacon (RRFB) assemblies
N-01	Install a pedestrian hybrid beacon (PHB)
N-10, N-11, N-12	Upgrade or construct new shared-use paths, sidewalks, and/or bike lanes
N-06, I-10	Install bulb-outs and sight distance improvements

Click here to see more in the Countermeasures Toolbox.

ROADWAY DEPARTURE COUNTERMEASURES

Nearly one in five crashes resulting in fatalities or serious injuries within the City of Charleston between 2018 and 2023 involved a vehicle leaving the roadway. This trend is atypical for urbanized areas, highlighting the hazardous roadside environment that exists along many of the City's roadways, particularly in high growth, transitioning areas such as Johns Island and portions of West Ashley. Upgrades to signing, markings, cross-sectional elements, and roadside design have been found to collectively reduce the frequency of fatal and serious injury crashes by up to 64%. Based on network screening efforts and coordination with City staff and the STAC, a total of nine candidates for roadway departure countermeasures were identified as presented in **Appendix A** (identified as "RD-#" for locations with multiple countermeasure types considered or "TCD-#" where only upgrades to signing and markings are proposed). These countermeasures are also mapped in **Figure 28**.

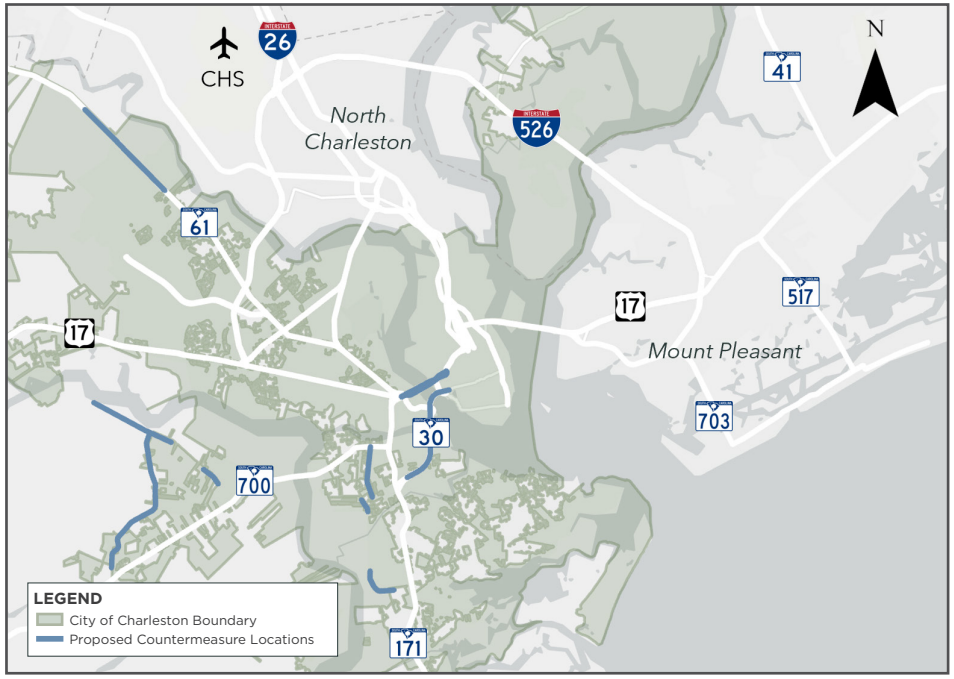


Figure 28: Proposed Roadway Departure Countermeasures and Traffic Control Device Upgrades

Addressing roadway departure crashes in a historic coastal city like Charleston is not always as simple as removing roadside hazards like large trees. Wherever possible, roadside design best practices dictate that obstacles should be removed, relocated, or shielded with an appropriate barrier such as guardrail to eliminate opportunities for severe crashes to occur. However, Charleston's often-constrained right-of-way may require alternative solutions for mitigating crash severity such as those that reduce travel speed. Lower travel speeds increase driver reaction time, decrease impact severity when crashes do occur, and improve overall safety for all travel modes. Public feedback and stakeholder engagement point to a strong desire for speed reduction measures through regulatory (e.g., enhanced enforcement) and physical (e.g., traffic calming measures such as lane narrowing, roundabouts, and road diets) means. These strategies echo FHWA's Safe System Approach as outlined in Chapter 2

Example of new edge lines, wide shoulders, and rumble strips on Highway 64 in Colleton County

Example Project: RD-01

Brownswood Road Improvements

Applicable Countermeasure Toolbox IDs: RD-01, RD-02, RD-04, RD-05, RD-06, and RD-07

Widen shoulders, install rumble stripe, and implement high-friction surface treatment (within horizontal curves) between River Road and Main Road. Trim vegetation and install larger object markers on grand trees within curves to improve driver awareness of hazards. Consider removing large trees within the clear zone and/or installing guardrail within curves wherever feasible.

Potential Countermeasures

ID	Description
RD-06	Widen shoulders four to eight feet to include bikable shoulder outside of rumble strips/buffer
RD-02	Install wider edge lines
RD-01	Install edge line and/or centerline rumble strips
RD-02	Install raised retroflective pavement markers (RRPMs)
RD-06	Resurface work pavement
RD-05	Remove, relocate, or delineate roadside objects such as trees and ditches

Click here to see more in the Countermeasures Toolbox.

TRAFFIC CONTROL DEVICE UPGRADES

High-risk behaviors such as distracted driving, impaired driving, speeding, and driving while unrestrained collectively comprise 65% of all fatal and serious injury crashes occurring across the City of Charleston between 2018 and 2023. These behaviors cannot be addressed through engineering countermeasures alone, as mentioned in the next subsection; however, low-cost systemwide upgrades to signs, signals, and markings can mitigate crash frequency and severity by reducing travel speeds, improving traffic flow and lane utilization, and preventing run-off-road crashes. These traffic control devices reduce the burden of the driving task by more clearly guiding, warning, and regulating traffic. A shortlist of traffic control device upgrade priorities is presented in **Appendix A** (identified as "TCD-#") and mapped in **Figure 28**.

Potential Countermeasures

ID	Description
TCD-03	Install speed feedback signs
TCD-01	Install supplemental flashing beacons
TCD-04	Install advance transverse rumble strips
TCD-02	Upgrade or install new regulatory, warning, or guide signage
RD-02	Replace worn pavement markings and/or install raised markers

Click here to see more in the Countermeasures Toolbox.

Example of speedfeedback sign

EDUCATION, ENFORCEMENT, AND EVALUATION

The SAP's **Goals and Objectives (Chapter 2)** and **Community Engagement (Chapter 4)** each emphasize the importance of establishing a **culture of safety** in the City of Charleston and surrounding Tri-County region. Long-term success of the City's SAP and those developed or in development by neighboring jurisdictions hinges on maintaining shared values, actions, and behaviors that prioritize safety over competing interests. This plan serves as a launching point for generating this culture of safety at both the organizational and public level through education, enforcement, policy review, and ongoing evaluation of the transportation network—both in terms of crash frequency relative to established targets and the effectiveness of safety countermeasures as implemented.

As discussed in **Chapter 1** and **Chapter 2**, the TZTF is expected to include representatives from the plan's STAC and an evolving contingent of stakeholders across the region as this Action Plan is implemented. The TZTF is responsible for overseeing implementation of the Action Table below, which identifies the Lead Agency(ies) for each priority action listed along with measures of effectiveness and Key Partner(s) as defined by the following acronyms:

- TZTF = Target Zero Task Force
- T&T = City of Charleston/Department of Traffic and Transportation
- PI = City of Charleston/Public Information
- FR = City of Charleston/First Responders (Police, Fire, EMS)
- BCDCOG = Berkeley-Charleston-Dorchester Council of Governments
- SCDOT = South Carolina Department of Transportation

As noted in the table, the TZTF should meet on a regular basis (e.g., quarterly) to review progress towards each priority action, evaluate the state of safety in Charleston and the surrounding region, and update both the Action Table and SAP throughout implementation to respond to shifting needs and priorities.

PRIORITY ACTIONS:

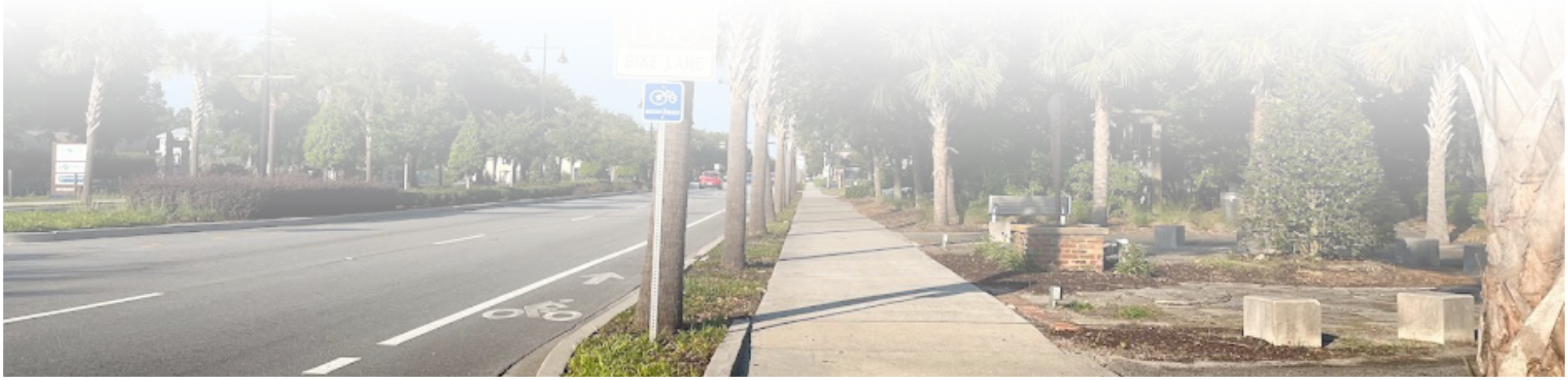
Action #	Description	Measure of Effectiveness	Lead Agency(ies)	Key Partner(s)
1	**Quarterly Task Force Meetings.** As outlined in Chapter 1 of this plan, form and maintain a TZTF comprised of planners, engineers, first responders, policy makers, and community advocates to facilitate the plan's implementation, monitor progress towards established safety goals, and continuously reevaluate priorities, policies, and programs related to traffic safety in the City of Charleston and surrounding region. The TZTF should meet on a quarterly or semi-annual basis to review the latest safety data and discuss evolving safety needs and opportunities.	Number of meetings held; meeting agendas and notes	• T&T • TZTF	• Other City Departments
2	**Target Zero Webpage Maintenance.** Develop and maintain a Target Zero webpage for progress and transparency purposes that includes a dashboard and/or links to the latest crash data and HIN; progress towards implementing the plan's projects and strategies; and the most recent SAP document. The City should consider partnering with regional partners in preparing a safety dashboard, which is currently included in scope of work for BCDCOG's regional SAP. The Target Zero Webpage should be updated at least once per year.	Target Zero webpage updated	• T&T • TZTF	• BCDOG • SCDOT • Other Municipalities

Action #	Description	Measure of Effectiveness	Lead Agency(ies)	Key Partner(s)
3	**Safety Action Plan Updates.** In addition to annual updates to the Target Zero Webpage—which includes continuous reevaluation of the City's HIN—prepare a full update to the City's SAP at least once every five years. This update should be reflective of crash data trends over the most recent five-year period and evolving safety needs and opportunities on the City's roadway network.	SAP updated	• T&T • TZTF	• TZTF
4	**Citywide Roadway Right-Sizing Evaluation.** Conduct a comprehensive review of the City's roadway network, including the 15 multilane undivided roadway segments listed in Chapter 3 of the City's SAP, to identify opportunities for roadway right-sizing (i.e., reallocation of the existing roadway cross section through a reduction in the number of or width of travel lanes) as a means to reduce vehicular travel speeds and improve safety for all travel modes. Consider a right-sized approach to the design and redesign of all public roadways in alignment with FHWA's *Proven Safety Countermeasures* and SCDOT's *Complete Streets Policy*.	Number of corridors evaluated and/or redesigned	• T&T	• TZTF • SCDOT • Charleston County
5	**Citywide Pedestrian Crossing Audit.** Build upon the system-wide recommendations for pedestrian crossing enhancements presented in Chapter 6 and Appendix A by conducting a Citywide Pedestrian Crossing Audit. This audit should include a comprehensive review of the approximately 100+ unsignalized pedestrian crossings within the City of Charleston to identify candidates for upgraded signing, markings, lighting, sidewalk, and/or accessible accommodations and to develop a list of candidate locations for RRFB or PHB assemblies. As part of this audit, conduct bicycle/pedestrian counts as appropriate and consider potential new midblock crossing locations as warranted based on crash history, non-motorist demand, and/or public feedback. The outputs of this audit should include a database of crossing locations updated at least once per year.	Citywide pedestrian crossing database; number of new crossings or crossings upgraded	• T&T	• TZTF • SCDOT
6	**Citywide Signalized Intersection Audit.** Build upon the systemwide recommendations for signalized intersection upgrades presented in Chapter 6 and Appendix A by conducting a Citywide Signalized Intersection Audit. This audit should include a comprehensive review of the approximately 200+ signalized intersections within the City of Charleston to identify candidates for safety-focused upgrades including retroreflective backplates, flashing yellow arrow signal heads, accessible pedestrian signals, LPI, and high-visibility crosswalk markings. As part of this audit, also consider potential new signalized intersection locations or candidates for signal removal in favor of alternative control such as roundabouts as warranted based on crash history, traffic volumes, and/or public feedback. The outputs of this audit should include a database of signalized intersections updated at least once per year.	Citywide signalized intersection database; number of signalized intersections upgraded	• T&T	• TZTF • SCDOT
7	**Citywide Speed Audit.** Conduct a comprehensive analysis of existing operating speeds on the City's network of streets using a combination of probe data from third party providers (i.e., data collected from devices such as smartphones and GPS units in vehicles) and field reconnaissance to identify corridors experiencing the highest rate of posted speed violations. Combine the outputs of this analysis with crash history, traffic volume data, and/or public feedback to prioritize locations for targeted enforcement and evaluate the appropriateness of existing posted speeds. Consider using tools such as FHWA's USLIMITS2 to provide justification for speed limit modifications, as appropriate. The outputs of this audit should include a database of travel speeds and priority corridors updated at least once per year.	Citywide travel speed database; number of locations reviewed for speed limit modifications	• T&T	• TZTF • FR • SCDOT

Action #	Description	Measure of Effectiveness	Lead Agency(ies)	Key Partner(s)
8	**Citywide Lighting Audit.** Conduct a comprehensive evaluation of existing street lighting along the City's network of streets, with an emphasis on locations exhibiting the highest crash frequencies and elevated non-motorist demand. As part of this audit, identify candidate locations for pedestrian-scale lighting. The outputs of this audit should complement those of the Citywide Pedestrian Crossing Audit and should include a database of existing and prospective locations for street and/or pedestrian-scale lighting updated at least once per year.	Citywide lighting database; number of lighting upgrades installed	• T&T	• TZTF • Other City Departments • SCDOT • Utility Companies
9	**Citywide Wayfinding Study.** Build upon the recommendations for traffic control device upgrades presented in Chapter 6 and Appendix A by completing a Citywide Wayfinding Study to evaluate existing guide signage across the City's network of streets. Review existing signage for compliance with the standards in the *Manual on Uniform Traffic Control Devices* (MUTCD)—including appropriate size, placement, frequency, and visibility of existing assemblies—and consider guidance for non-motorized modes as described in other documents such as National Association of City Transportation Officials' (NACTO's) *Urban Bikeway Design Guide.*	Citywide Wayfinding Study completed; number of new assemblies or assemblies upgraded	• T&T	• TZTF • Other City Departments • SCDOT
10	**Peninsula Pedestrian and Bicycle Connectivity Study.** Build upon the Data Review in Chapter 3 and recommendations for non-motorized enhancements in Chapter 6 and Appendix A by completing a Peninsula Pedestrian and Bicycle Connectivity Study. This study should evaluate feasible routes providing connectivity between the proposed Ashley River Crossing, Lowcountry Lowline, Wonders Way, and other destinations on the Charleston Peninsula and offer recommendations for new or upgraded non-motorist infrastructure.	Peninsula Pedestrian and Bicycle Connectivity Study completed; miles of pathways constructed or upgraded	• T&T	• TZTF • Other City Departments • SCDOT
11	**Traffic Calming Program Review.** Review the City's existing traffic calming program and identify opportunities to expand its scope by allocating additional resources and/or staff to evaluation and implementation of traffic calming measures on City-maintained streets. Consider proactive requirements for traffic calming measures, as appropriate, as part of new development and in the design or redesign of all public roadways in alignment with FHWA's Proven Safety Countermeasures, NACTO's *Urban Street Design Guide*, and SCDOT's *Traffic Calming Guidelines*. Common traffic calming measures to be considered include, but are not limited to: roundabouts, strategic signal progression, speed humps, raised crosswalks, chicanes, curb extensions, corner radii reductions, turning movement restrictions, and one-way to two-way street conversions.	Traffic calming program and policies updated; Number of traffic calming measures implemented	• T&T	• Other City Departments • SCDOT
12	**New Development Requirements.** Based upon a review of the City's existing Zoning Ordinance and Traffic Impact Study Preparation Guide, consider explicitly requiring safety analysis and/or mitigation measures in Traffic Impact Studies (TIS) and in the broader permitting process. Mitigation measures should be considered to address both pre-existing and anticipated safety constraints as part of this process. Continue to require sidewalks and transit accommodations as part of new development.	Zoning Ordinance/TIS Preparation Guide updated	• T&T	• Other City Departments

Action #	Description	Measure of Effectiveness	Lead Agency(ies)	Key Partner(s)
13	**Collaborative Policy Review.** Collaborate with regional partners, including BCDCOG and neighboring municipalities, to evaluate and advocate for potential changes to policies at the state, regional, and local level to advance safety for all travel modes. Specific policies include, but are not limited to: Safe Passing Law, Vulnerable Road User Law, Direct Vision Law, red light running enforcement, maintenance of sidewalks and accessible routes during construction, and employer-level policies to address distracted driving tendencies. Proposals for new or modified policies should be accompanied by education of policy makers and the general public around the benefits of such policy changes for traffic safety.	Number of policies evaluated and/or enacted	• TZTF	• BCDCOG • SCDOT • Other Municipalities
14	**Traffic Safety Education Campaigns.** Conduct educational campaigns at least quarterly to bolster the public's awareness of the region's safety challenges and communicate specific actions that can be taken by individuals. Leverage multi-agency and/or multi-jurisdictional partnerships to boost the effectiveness of these campaigns, which could rotate between topics such as: » Driving under the influence » Seatbelt use » Distracted driving/hands free law » Vulnerable road users » Other laws: red light running, safe following and passing distances, travel speed, non-motorist interactions	Number of campaigns conducted	• TZTF • PI	• BCDCOG • SCDOT • Other Municipalities
15	**Community Partnerships & Programs.** Initiate or expand community partnerships and/or programs geared towards traffic safety awareness and education through engagement with local schools, businesses, agencies, and neighborhoods. Leverage multi-agency and/or multi-jurisdictional partnerships to manage the resources needed to maintain these programs. Examples include: » Safe Routes to School (SR2S) » Monthly "Bike Bus" caravans for students » Mothers Against Drunk Driving (MADD) » Traffic Calming Program enhancements » Expansion of existing bicycle and pedestrian data collection efforts with local agencies such as BCDCOG and Charleston Moves: • Bicycle and pedestrian traffic counts • Non-motorist-involved near misses • Before/after analyses for non-motorized safety countermeasures • Bicycle and pedestrian advisory committees	Number of programs initiated, events held, and/or data collection locations	• TZTF • PI	• BCDCOG • SCDOT • Other Municipalities

Action #	Description	Measure of Effectiveness	Lead Agency(ies)	Key Partner(s)
16	**Demonstration Projects.** Conduct demonstration projects and/or publicly distribute existing information related to countermeasure effectiveness. This information will aid the public in understanding design decisions before, during, and after implementation to improve the public's perception of City investments and raise awareness of how and why these countermeasures work. Examples of demonstration projects include: » Temporary curb extensions (i.e., pedestrian "bulb-outs") » Modular channelizing devices (i.e., quick-build medians or "pork chop" islands; flexible delineators) » Temporary speed humps » Before/after studies and stakeholder interviews related to specific countermeasures (e.g., raised medians)	Number of projects implemented; before/after crash data	• T&T	• TZTF • SCDOT
17	**Engineering Studies.** Conduct engineering studies to address high-crash corridors and intersections as identified in the City's current plan and in future updates to the plan. As highlighted in Chapter 5, Chapter 6, and Appendix A, priority locations as of this writing include: » Morrison Drive/East Bay Street between US 52/Meeting Street/Mt. Pleasant Street and Calhoun Street » US 17/Savannah Highway between Wappoo Road and SC 171/Wesley Drive/Folly Road Boulevard » SC 700/Maybank Highway between Main Road and River Road » SC 700/Maybank Highway at Riverland Drive » Morrison Drive/Mt. Pleasant Street at US 78/King Street/US 52/Meeting Street Continuously evaluate all locations identified on the City's HIN for the need for additional engineering study and/or public engagement to support implementation of safety countermeasures.	Corridor and/or intersection studies completed	• T&T	• TZTF • Other City Departments • SCDOT • Charleston County

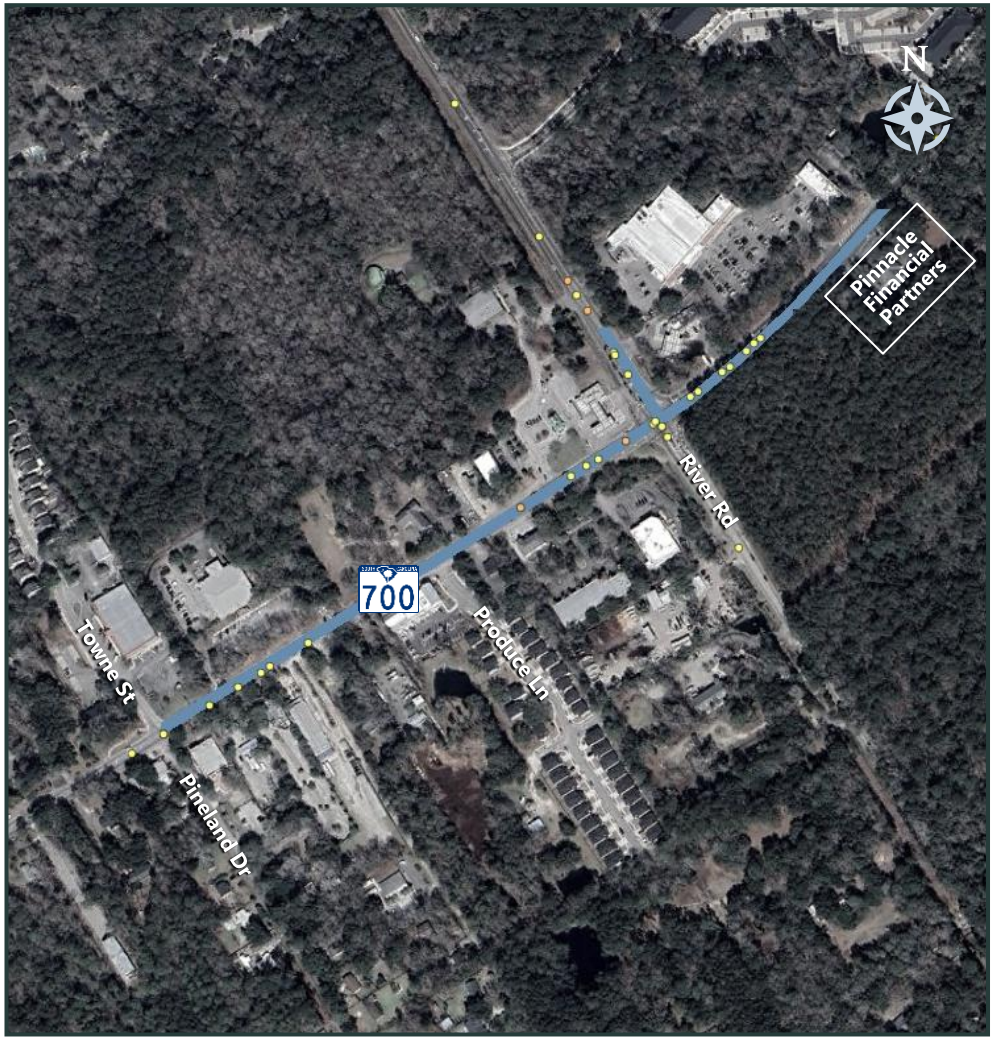


APPENDIX A:
PROJECT SHEETS

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 700/Maybank Highway from Towne Street to Pinnacle Financial Partners driveway
Project Type: Access Management Strategies



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 700/Maybank Hwy
Context Area	Johns Island
Functional Class	Urban – Minor Arterial
Typical Cross Section	2-lane, 3-lane, and 4-lane rural
Posted Speed	45 MPH
Estimated AADT	Up to 36,900 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Construct a raised median to restrict all driveways to right-in/right-out access only between Produce Lane and Pinnacle bank driveway. Reconfigure Maybank Highway to extend a three-lane cross section between Produce Lane and Towne Street. Upgrade or fill gaps in existing pedestrian and bicycle infrastructure as part of a Complete Streets vision for the Maybank Highway corridor.

On River Road west of the intersection with Maybank Highway, extend the existing raised median to restrict access to right-in/right-out only at the Exxon driveway.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	2	26
Bike/Ped	0	0	0

Estimated Project Costs

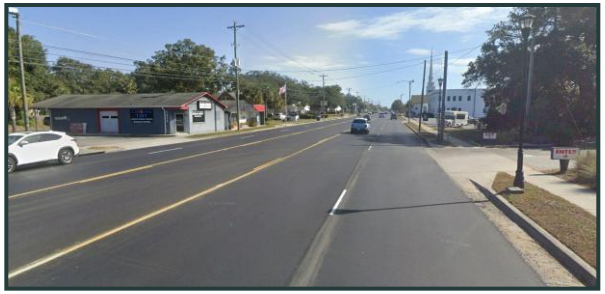
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$500,000	$2,700,000	$4,440,000	**$7,640,000**

Project ID: AM-01 - Access Management Strategies **Present Value of Costs:** $5,110,000 **Present Value of Benefits:** $6,970,000 **Benefit Cost Ratio: 1.4**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: US 17/Savannah Highway from Wappoo Road to Wesley Drive
Project Type: Access Management Strategies



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	US 17/Savannah Hwy
Context Area	West Ashley
Functional Class	Urban – Principal Arterial
Typical Cross Section	5-lane urban w/paved median
Posted Speed	35/45 MPH
Estimated AADT	Up to 45,300 vehicles per day
Schools Within ½ Mile	Stono Park Elem, Oak Grove AMS, Cooper School, St. Andrew's School of Math & Sci, Charlestowne AMS, Carolina Voyager, Blessed Sacrament
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Construct a raised median with appropriate access provided at unsignalized intersections and driveways throughout the 2.8-mile-long corridor. Upgrade to high-visibility crosswalks throughout the corridor. Conduct a road safety audit or access management study to incorporate additional engineering and public engagement before proceeding to implementation. Note that improvements are already programmed at the intersections with Wappoo Road and Magnolia Road as part of an existing Charleston County project.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	10	76
Bike/Ped	2	4	4

Estimated Project Costs

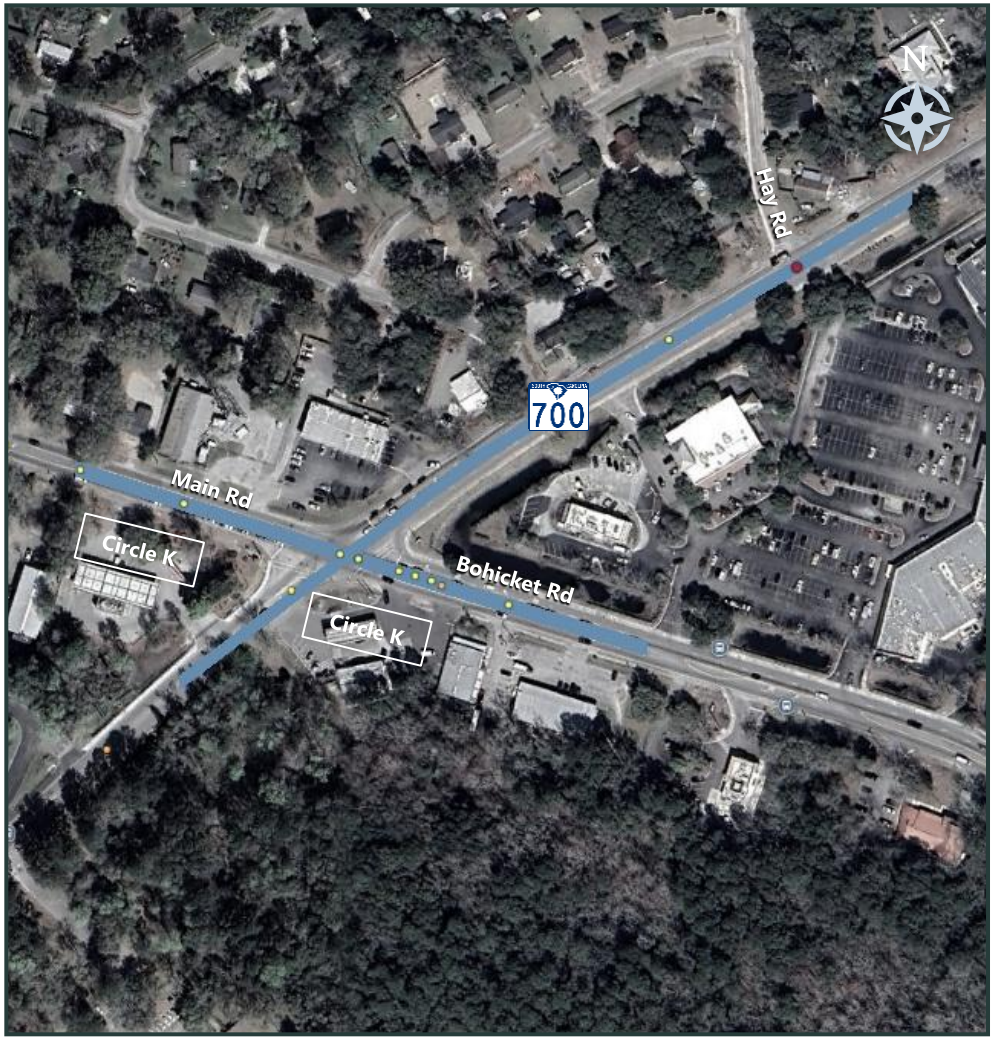
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$1,250,000	$640,000	$11,000,000	**$12,890,000**

Project ID: AM-02 - Access Management Strategies **Present Value of Costs:** $8,630,000 **Present Value of Benefits:** $38,410,000 **Benefit Cost Ratio: 4.5**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 700/Maybank Highway at Main Road
Project Type: Access Management Strategies



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 700/Maybank Hwy
Context Area	Johns Island
Functional Class	Urban - Major Collector, Minor Arterial
Typical Cross Section	2- and 3-lane w/concrete median, curb & gutter on one side and turn lanes approaching intersection
Posted Speed	35/45 MPH
Estimated AADT	19,200 vehicles per day
Schools Within ½ Mile	Haut Gap Middle
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Construct a raised median to restrict left-turn movements between Circle K driveway and Hay Road on Main Road/Bohicket Road. Maintain 3/4 access for Hay Road. Construct a raised median to restrict left-turn movements between Circle K driveway and Hay Road on Maybank Highway. Maintain 3/4 access for Hay Road and provide right-in/right-out access elsewhere.

Upgrade or fill gaps in existing pedestrian and bicycle infrastructure as part of a Complete Streets vision for the Maybank Highway corridor.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	1	9
Bike/Ped	0	0	2

Estimated Project Costs

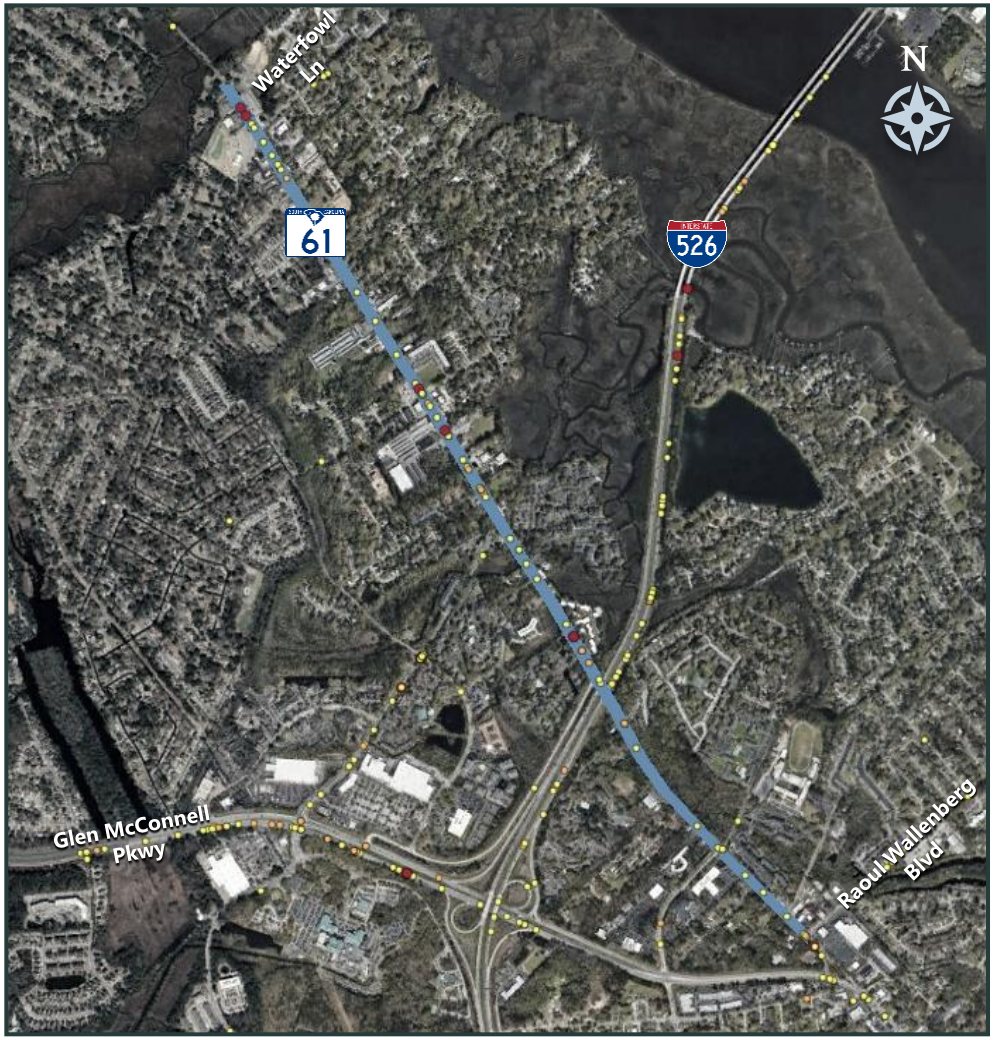
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$350,000	$150,000	$3,880,000	**$4,380,000**

Project ID: AM-03 - Access Management Strategies **Present Value of Costs:** $2,930,000 **Present Value of Benefits:** $5,860,000 **Benefit Cost Ratio: 2.0**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 61/Ashley River Road from Waterfowl Lane to Raoul Wallenberg Boulevard
Project Type: Access Management Strategies



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 61/Ashley River Rd
Context Area	West Ashley
Functional Class	Urban - Minor Arterial
Typical Cross Section	2-lane rural
Posted Speed	40 MPH
Estimated AADT	22,100 vehicles per day
Schools Within ½ Mile	Addleston Hebrew Acad, Riverpoint Christian Acad
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Construct a raised median to restrict left-turn access between Cedar Creek tavern and Charleston Heating & Air driveways on SC 61 near Old Parsonage Road. Construct a raised median to restrict left-turn movements between the Pierpont Crossing and House of Brews driveways on SC 61 near Dogwood Road. Construct a raised median to restrict left-turn movements at the C-store driveways with SC 61 at Magwood Drive. Encourage further parking lot connections and driveway reductions throughout the corridor.

Trim vegetation, remove sediment buildup, and repair deteriorated sections on existing sidewalk. Install high-visibility crosswalks at all intersections along the corridor where not already covered by adjacent signal upgrades. Install lighting throughout the corridor to improve pedestrian/cyclist visibility and assist motorists during dark conditions. Upgrade to mast arm assemblies, install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at the intersections of SC 61/Ashley River Road with Old Parsonage Road, Dogwood Road, Magwood Drive, Ashley Hall Plantation Road, and Tobias Gadsen Boulevard.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	2	9	33
Bike/Ped	3	2	5

Estimated Project Costs

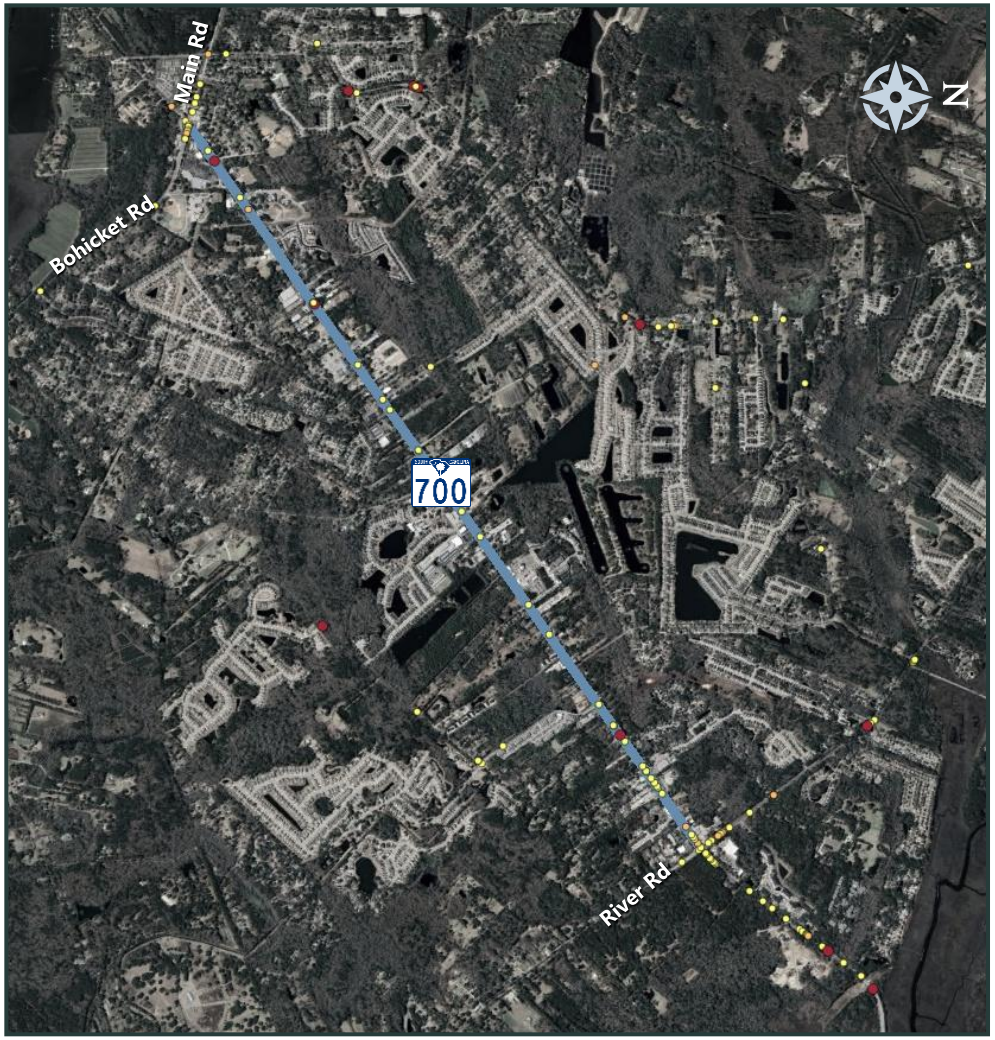
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$200,000	$830,000	$11,700,000	**$12,730,000**

Project ID: AM-04 - Access Management Strategies **Present Value of Costs:** $8,520,000 **Present Value of Benefits:** $117,060,000 **Benefit Cost Ratio: 13.7**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 700/Maybank Highway between Main Road and River Road
Project Type: Access Management Strategies



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 700/Maybank Hwy
Context Area	Johns Island
Functional Class	Urban - Minor Arterial
Typical Cross Section	2-lane rural
Posted Speed	45 MPH
Estimated AADT	19,200 vehicles per day
Schools Within ½ Mile	Haut Gap Middle
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Reconfigure Maybank Highway to include a multi-lane divided cross section between Main Road and River Road. Upgrade or fill gaps in existing pedestrian and bicycle infrastructure as part of a Complete Streets vision for the Maybank Highway corridor. Conduct a corridor study to reevaluate future growth, determine appropriate location and degree of access across the corridor, and incorporate additional public engagement before proceeding to implementation.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	3	4	29
Bike/Ped	0	0	2

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$5,600,000	$26,450,000	$63,000,000	**$95,050,000**

Project ID: AM-05 - Access Management Strategies **Present Value of Costs:** $63,630,000 **Present Value of Benefits:** $26,050,000 **Benefit Cost Ratio: 0.4**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 171/Folly Road from SC 700/Maybank Highway to Battery Island Drive
Project Type: Access Management Strategies

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 171/Folly Rd
Context Area	James Island
Functional Class	Urban – Principal Arterial
Typical Cross Section	5-lane urban w/paved median
Posted Speed	40/45 MPH
Estimated AADT	Up to 50,400 vehicles per day
Schools Within ½ Mile	Nativity School, Murray-LaSaine Mont, James Island Christian, Harbor View Elem
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Implement recommendations from the SC 171/Folly Road RSA. The limits of this project extend from SC 700/Maybank Highway to Battery Island Drive (5.16 miles). Amend the scope of work and associated costs for this project as appropriate to implement countermeasures not funded and constructed by SCDOT.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	26	120
Bike/Ped	2	6	6

Estimated Project Costs

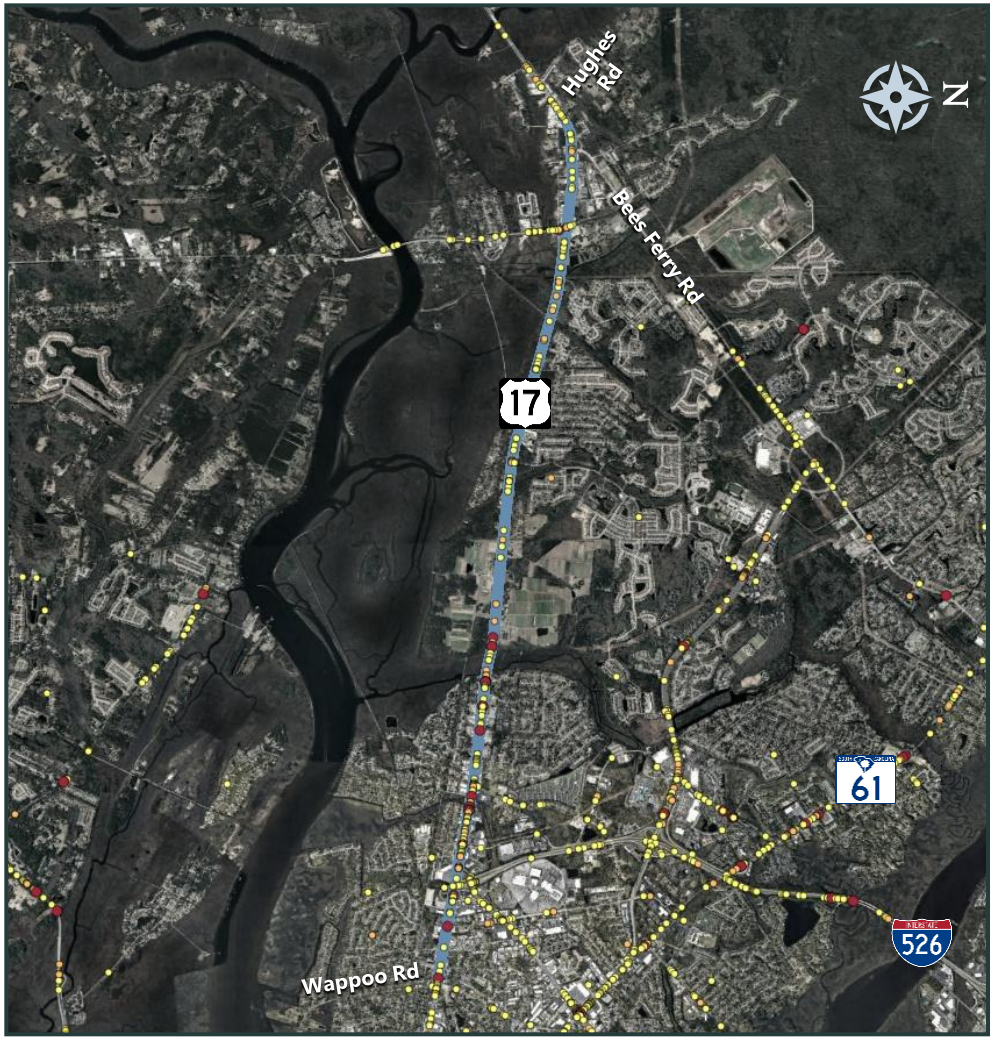
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$0	$0	$11,193,000	**$11,193,000**

Project ID: AM-06 - Access Management Strategies **Present Value of Costs:** $7,490,000 **Present Value of Benefits:** $82,390,000 **Benefit Cost Ratio: 11.0**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: US 17/Savannah Highway from Hughes Road to Wappoo Road
Project Type: Access Management Strategies



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	US 17/Savannah Hwy
Context Area	West Ashley
Functional Class	Urban - Principal Arterial
Typical Cross Section	4-lane divided
Posted Speed	45/50/55 MPH
Estimated AADT	Up to 56,200 vehicles per day
Schools Within ½ Mile	Carolina Voyager Chart, Oakland Elem, Adventist Christian Acad
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Implement recommendations from the US 17/Savannah Highway RSA. The limits of this project extend from Hughes Road to Wappoo Road (6.06 miles). Note that some intersection improvements (i.e., at Dupont Road and Wappoo Road) are planned through an existing Charleston County project. Improved connectivity between the West Ashley Bikeway and Greenway is included under a separate project in this database. Amend the scope of work and associated costs for this project as appropriate to implement countermeasures not funded and constructed by SCDOT.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	4	32	143
Bike/Ped	7	10	10

Estimated Project Costs

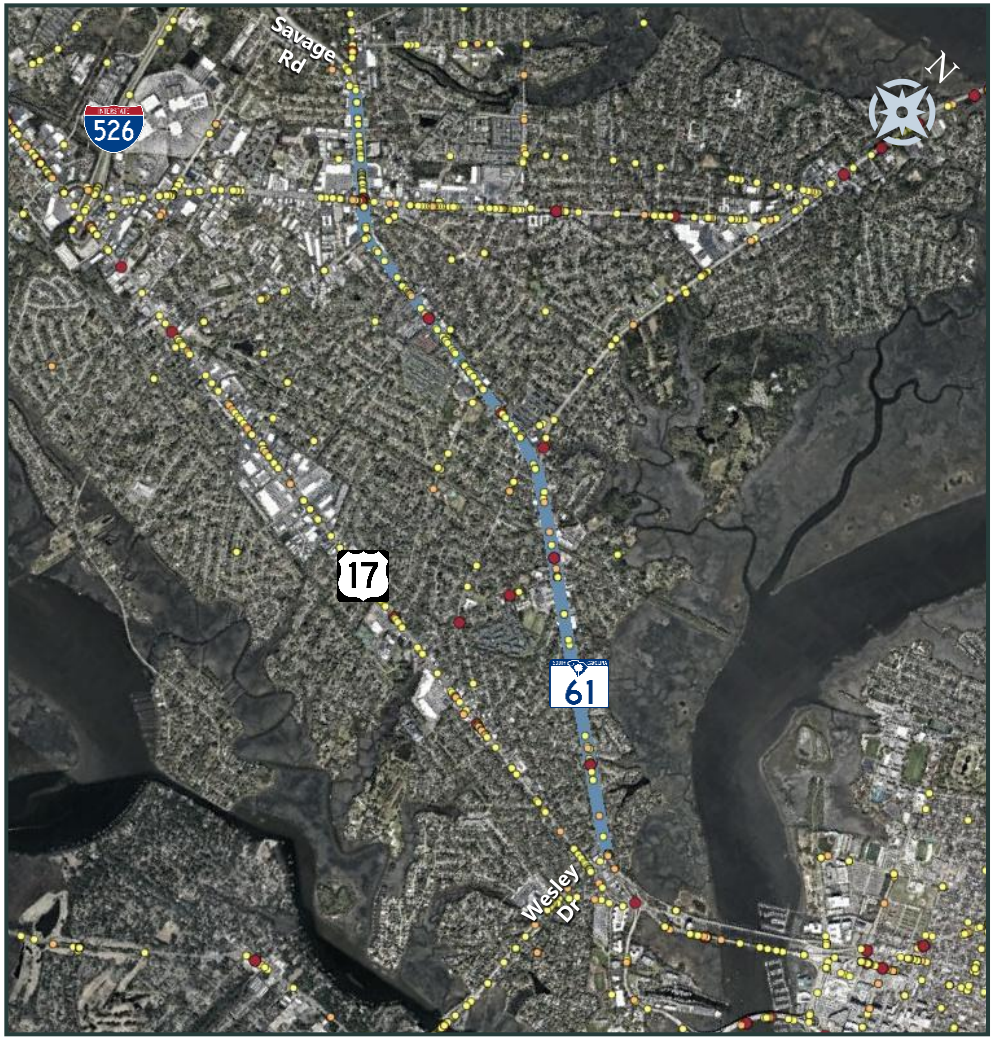
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$0	$0	$5,000,000	**$5,000,000**

Project ID: AM-07 - Access Management Strategies **Present Value of Costs:** $3,350,000 **Present Value of Benefits:** $149,540,000 **Benefit Cost Ratio: 44.6**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 61/Ashley River Road RSA from Savage Road to Wesley Drive
Project Type: Access Management Strategies



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 61/Ashley River Rd
Context Area	West Ashley
Functional Class	Urban – Principal Arterial
Typical Cross Section	5-lane paved median
Posted Speed	25/35/45 MPH
Estimated AADT	Up to 54,000 vehicles per day
Schools Within ½ Mile	Ashley River Creative Arts Elem, Addlestone Hebrew Acad, The Cooper School, Oak Grove AMS, Blessed Sacrament
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Implement recommendations from the SC 61/Ashley River Road RSA. The limits of this project extend from Savage Road to Wesley Drive (3.5 miles). Improved connectivity for the West Ashley Bikeway is included under a separate project in this database. Conduct supplemental public/business engagement to fine tune the location and degree of access proposed as part of access management strategies. Amend the scope of work and associated costs for this project as appropriate to implement countermeasures not funded and constructed by SCDOT.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	13	103
Bike/Ped	4	1	20

Estimated Project Costs

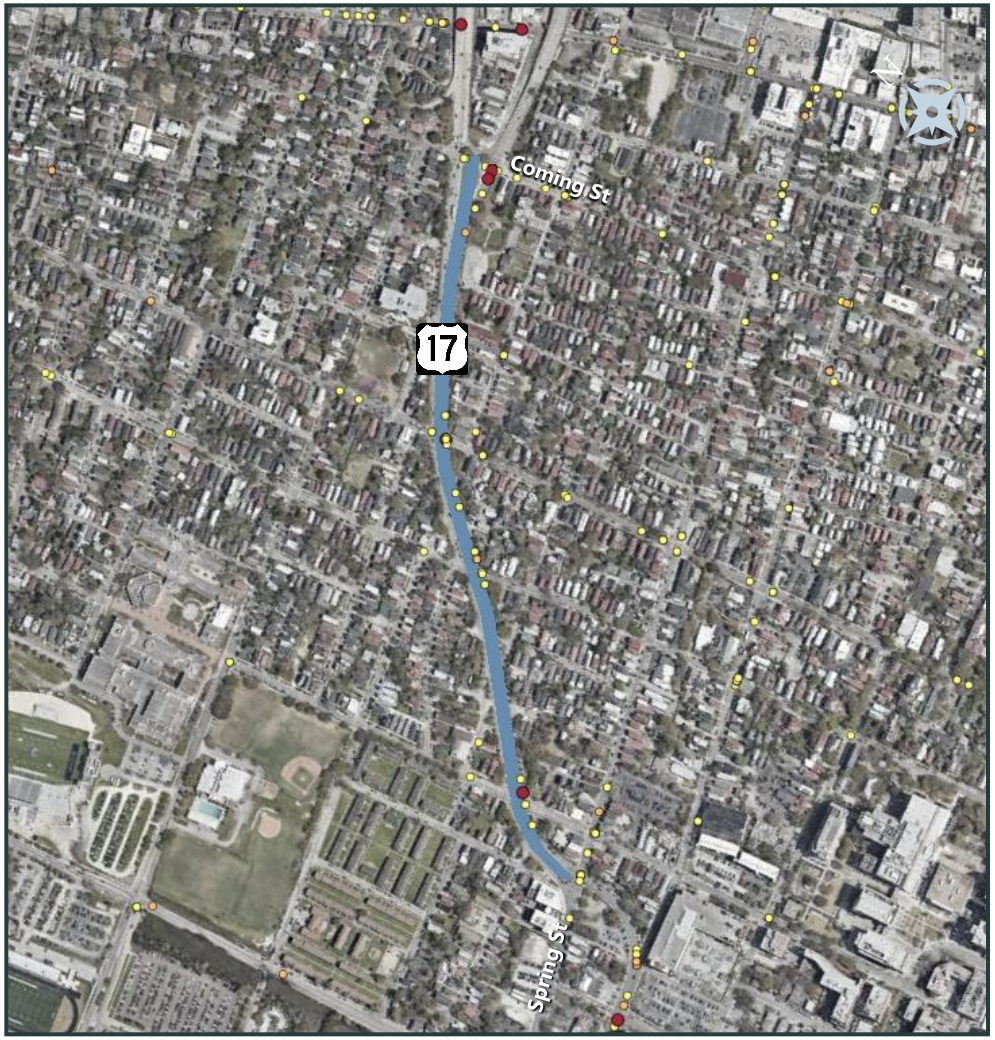
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$0	$0	$7,000,000	**$7,000,000**

Project ID: AM-08 – Access Management Strategies **Present Value of Costs:** $4,690,000 **Present Value of Benefits:** $76,110,000 **Benefit Cost Ratio: 16.2**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: US 17/Septima P. Clark Parkway from Spring Street to Coming Street
Project Type: Access Management Strategies



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	US 17/Septima P Clark Pkwy
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Principal Arterial
Typical Cross Section	6-lane divided
Posted Speed	35 MPH
Estimated AADT	75,400 vehicles per day
Schools Within ½ Mile	Ashley Hall, Compass Collegiate Acad, Charleston Catholic, Mason Prep, Charleston Development Acad, Simmons Pinckney Middle, Burke High, Mitchell Elem, James Simon AMS
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Implement recommendations from the US 17/Septima P. Clark Parkway RSA. The limits of this project extend from Spring Street to Coming Street (0.62 miles). Amend the scope of work and associated costs for this project as appropriate to implement countermeasures not funded and constructed by SCDOT.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	2	19
Bike/Ped	2	1	2

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$0	$0	$2,500,000	**$2,500,000**

Project ID: AM-09 – Access Management Strategies **Present Value of Costs:** $1,670,000 **Present Value of Benefits:** $26,390,000 **Benefit Cost Ratio: 15.8**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 7/Sam Rittenberg Boulevard from US 17/Savannah Highway to the Ashley River
Project Type: Access Management Strategies

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 7/Sam Rittenberg Blvd
Context Area	West Ashley
Functional Class	Urban – Principal Arterial
Typical Cross Section	5-lane paved median
Posted Speed	45 MPH
Estimated AADT	Up to 47,900 vehicles per day
Schools Within ½ Mile	Oakland Elem, Carolina Voyager Chart, Ashley River Creative Arts Elem, Trinity AMS, Orange Grove Chart
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Implement access management strategies and upgrade non-motorized infrastructure throughout the SC 7/Sam Rittenberg Boulevard corridor from US 17/Savannah Highway to the Ashley River (3.72 miles). Note that improvements are programmed through Charleston County's Old Towne District Transportation Improvements project, and additional study is planned via the Sam Rittenberg Boulevard Redesign project.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	5	13	127
Bike/Ped	3	3	16

Estimated Project Costs

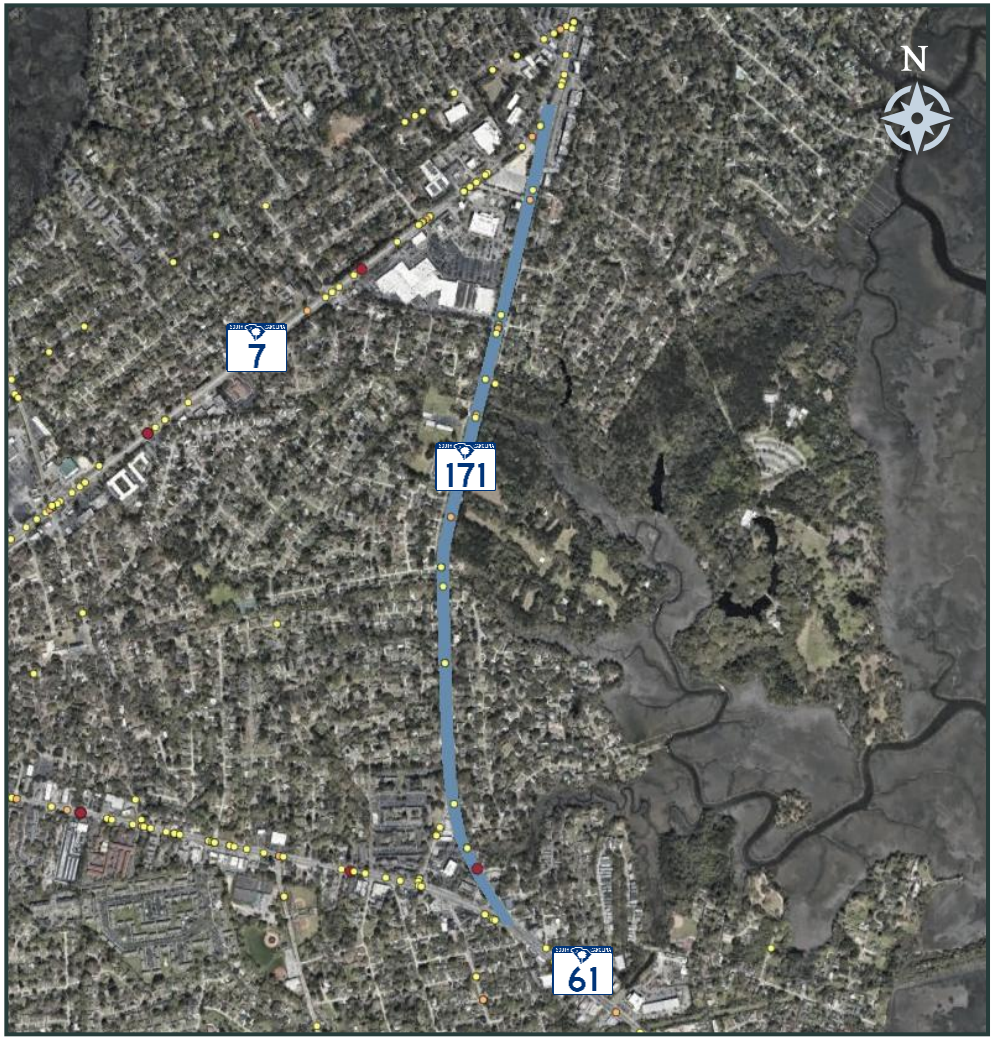
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$1,350,000	$1,200,000	$14,650,000	**$17,200,000**

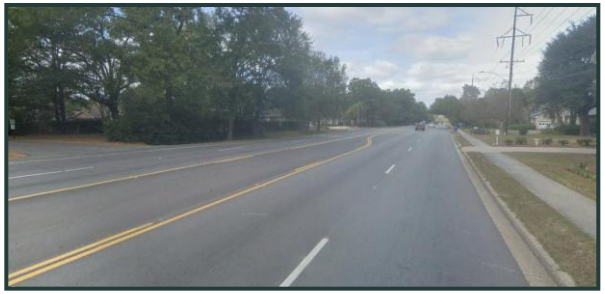
Project ID: AM-10 - Access Management Strategies **Present Value of Costs:** $11,510,000 **Present Value of Benefits:** $85,540,000 **Benefit Cost Ratio: 7.4**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 171/Old Towne Road from SC 61 to SC 7
Project Type: Access Management Strategies





Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 171/Old Towne Rd
Context Area	West Ashley
Functional Class	Urban - Principal Arterial
Typical Cross Section	5-lane paved median, 4-lane divided
Posted Speed	45 MPH
Estimated AADT	27,200 vehicles per day
Schools Within ½ Mile	Trinity AMS, Orange Grove Chart
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Implement access management strategies and upgrade non-motorized infrastructure throughout the SC 171/Old Towne Road corridor from SC 61 to SC 7 (1.5 miles). Note that improvements are programmed through Charleston County's Old Towne District Transportation Improvements project.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	4	13
Bike/Ped	0	0	2

Estimated Project Costs

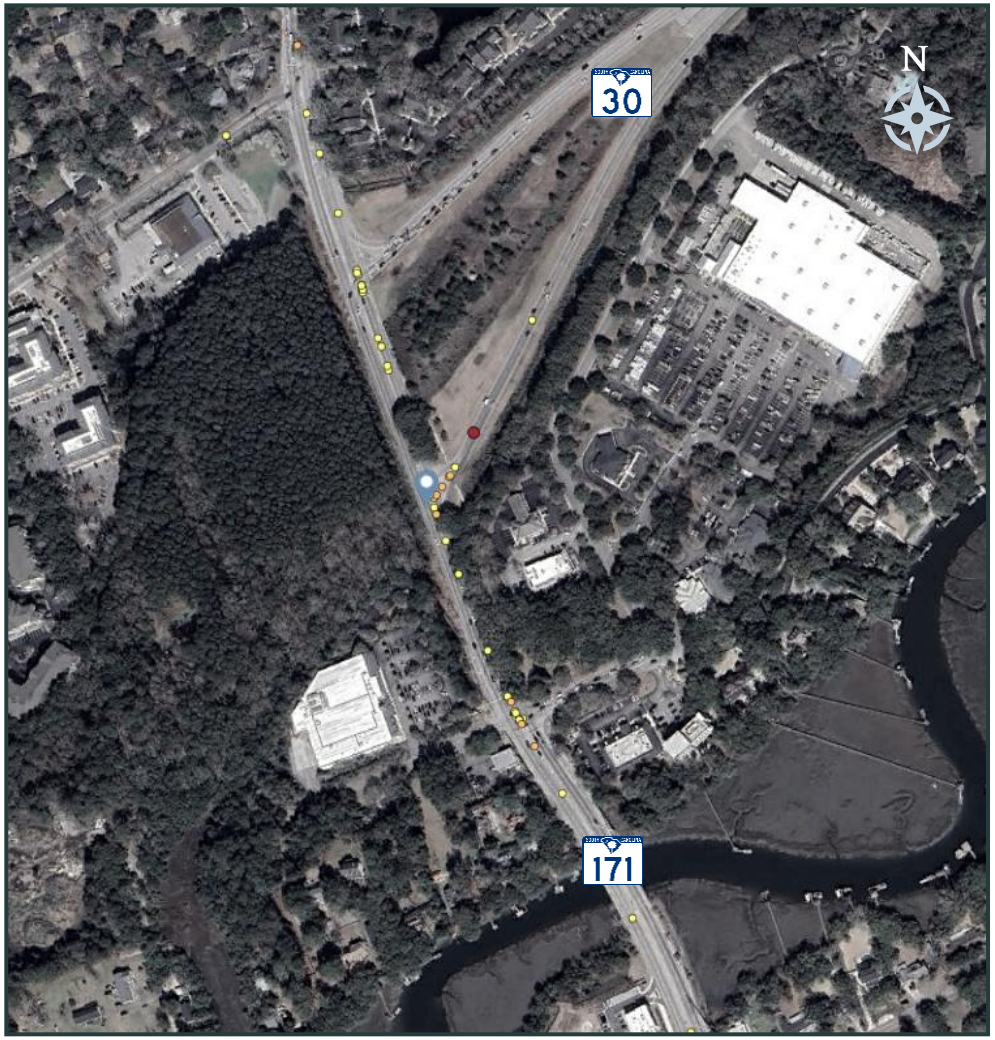
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$560,000	$600,000	$6,110,000	**$7,270,000**

Project ID: AM-11 - Access Management Strategies **Present Value of Costs:** $4,870,000 **Present Value of Benefits:** $8,040,000 **Benefit Cost Ratio: 1.7**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 171/Folly Road at SC 30/James Island Expressway
Project Type: Intersection Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 171/Folly Rd
Context Area	James Island
Functional Class	Urban - Principal Arterial
Typical Cross Section	5-lane paved median
Posted Speed	45/55 MPH
Estimated AADT	Up to 50,400 vehicles per day
Schools Within ½ Mile	Harbor View Elem
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Install concrete channelization and extend solid white striping onto the SC 30 ramp to better delineate the southbound left-turn/northbound right-turn movements. Install lighting and a high-visibility crosswalk with refuge area at the intersection. On SC 30, restripe/realign such that both ramp lanes continue through at the Harbor View Road interchange and the diverge occurs via an auxiliary lane.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	6	5
Bike/Ped	1	0	0

Estimated Project Costs

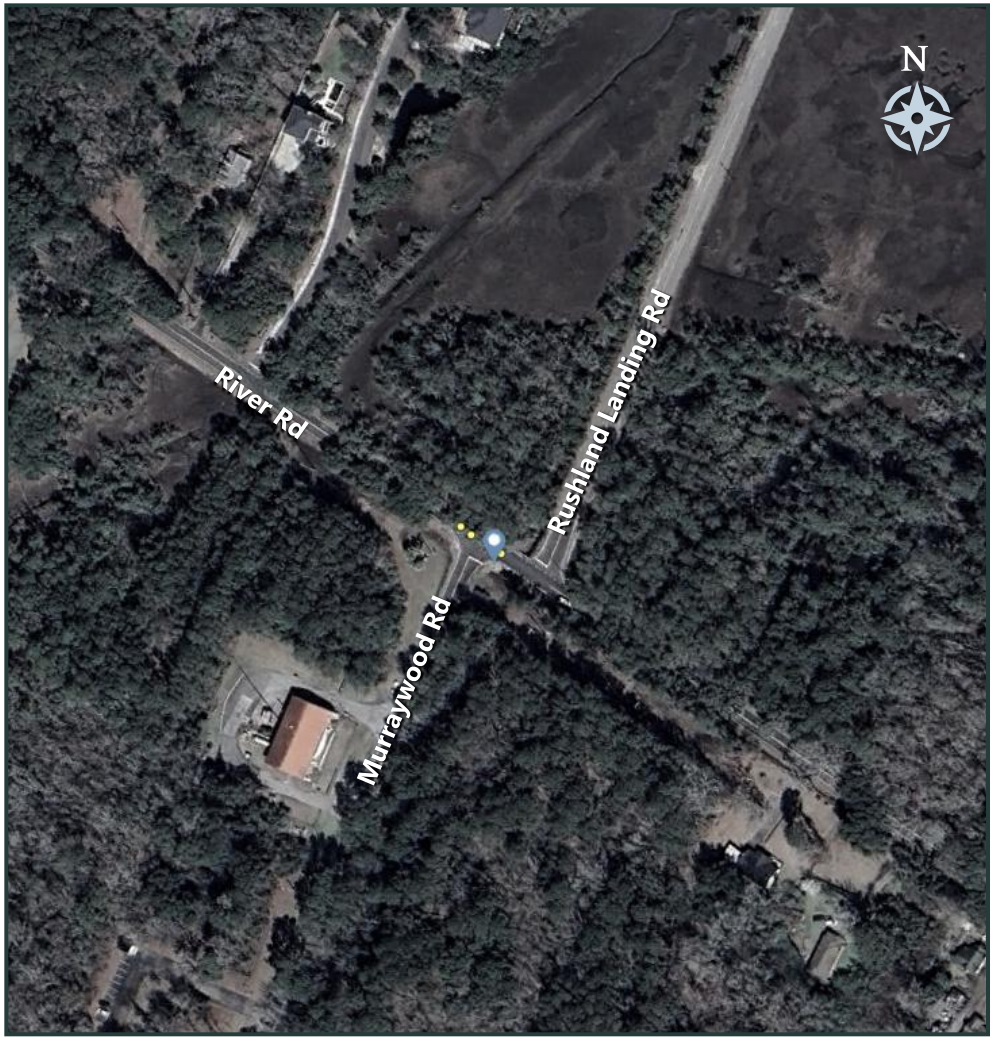
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$120,000	$0	$1,350,000	**$1,470,000**

Project ID: I-01 - Intersection Upgrades **Present Value of Costs:** $980,000 **Present Value of Benefits:** $29,640,000 **Benefit Cost Ratio: 30.2**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: River Road at Murraywood Road/Rushland Landing Road
Project Type: Intersection Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	River Rd
Context Area	Johns Island
Functional Class	Urban - Minor Arterial, Major Collector, and Local
Typical Cross Section	2-lane rural
Posted Speed	45 MPH
Estimated AADT	Up to 7,600 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Realign the intersection of River Road with Murraywood Road/Rushland Landing Road to form a four-leg intersection.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	4
Bike/Ped	0	0	0

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$900,000	$1,850,000	$6,850,000	**$9,600,000**

Project ID: I-02 – Intersection Upgrades **Present Value of Costs:** $6,430,000 **Present Value of Benefits:** $1,550,000 **Benefit Cost Ratio: 0.2**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Lockwood Drive at Montagu Street/Halsey Boulevard
Project Type: Intersection Upgrades

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Lockwood Dr
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Minor Arterial
Typical Cross Section	2-lane, 4-lane rural
Posted Speed	35 MPH
Estimated AADT	20,500 vehicles per day
Schools Within ½ Mile	Mason Prep
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Restrict the intersections of Lockwood Drive with Montagu Street and Halsey Boulevard to right-in/right-out only.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	0	0
Bike/Ped	0	0	0

Estimated Project Costs

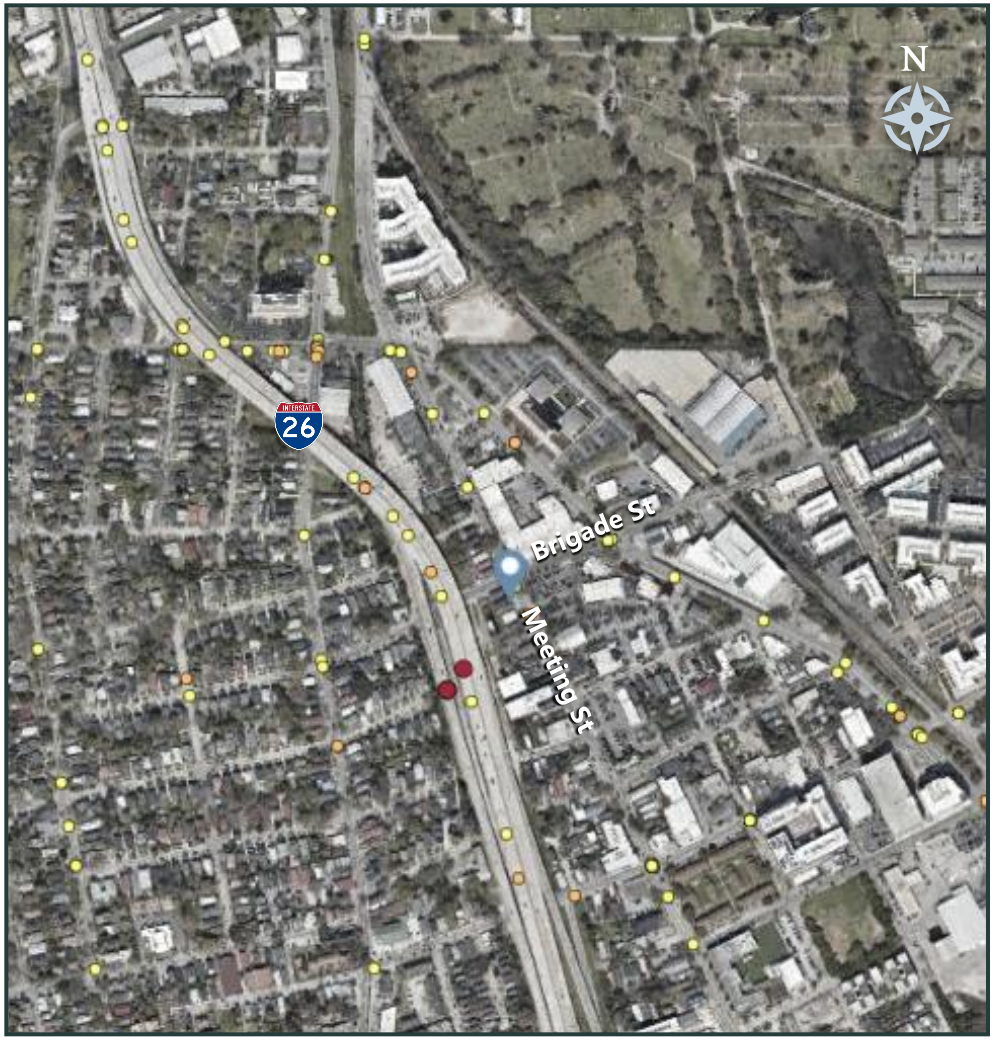
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$40,000	$0	$300,000	**$340,000**

Project ID: I-03 - Intersection Upgrades **Present Value of Costs:** $230,000 **Present Value of Benefits:** $6,450,000 **Benefit Cost Ratio: 28.0**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Meeting Street at Brigade Street
Project Type: Intersection Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Meeting St
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Principal Arterial
Typical Cross Section	2-lane urban
Posted Speed	30 MPH
Estimated AADT	19,500 vehicles per day
Schools Within ½ Mile	Charleston Charter School for Math & Science
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Conduct an engineering study to evaluate sight distance and intersection traffic control, including potential signalization. Eliminate on-street parking and/or vegetation along Meeting Street to meet SCDOT ARMS manual requirements for sight distance.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	1	15
Bike/Ped	0	0	0

Estimated Project Costs

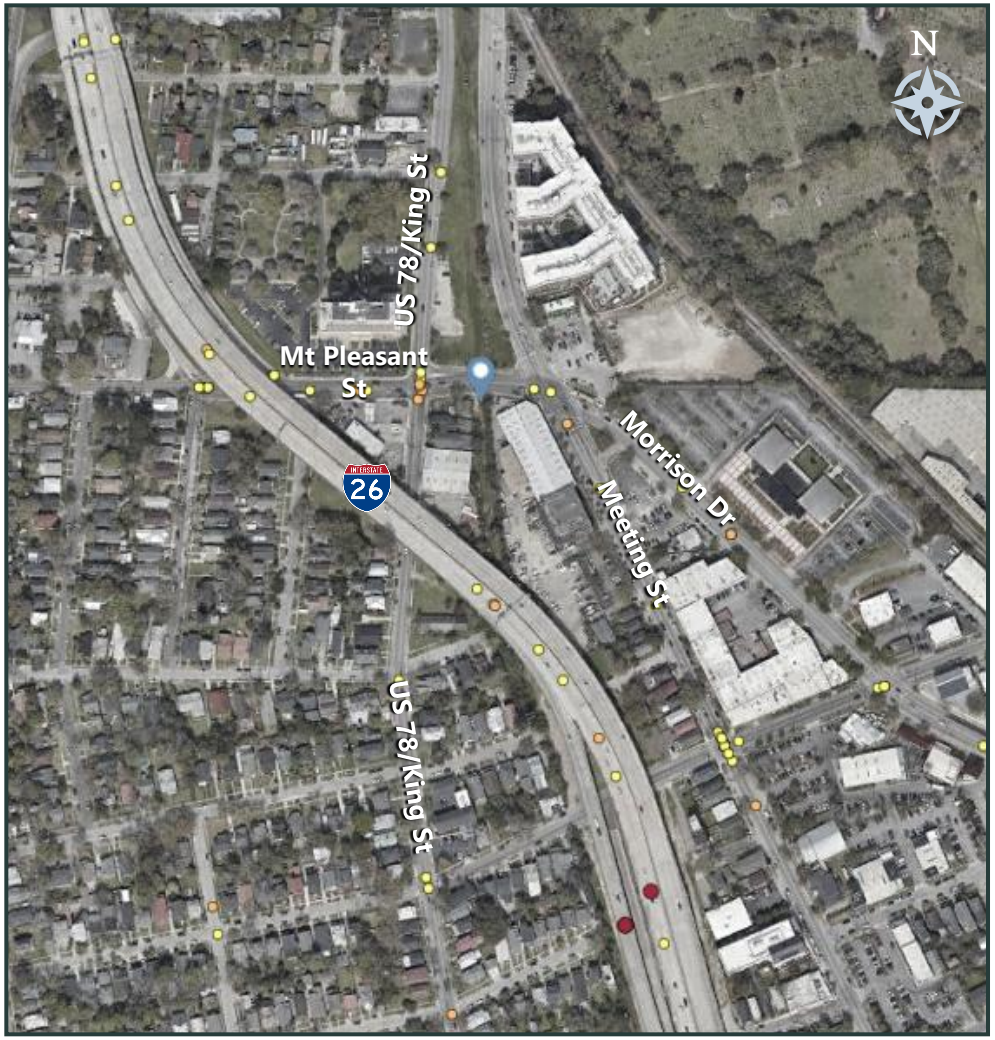
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$15,000	$0	$35,000	**$50,000**

Project ID: I-04 – Intersection Upgrades **Present Value of Costs:** $30,000 **Present Value of Benefits:** $1,710,000 **Benefit Cost Ratio: 57.0**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Meeting Street at Morrison Drive/Mt Pleasant Street at US 78/King Street
Project Type: Intersection Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Meeting St
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Principal Arterial, Major Collector, Minor Arterial
Typical Cross Section	4-lane urban
Posted Speed	30, 35, 40 MPH
Estimated AADT	Up to 19,500 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Reconfigure the intersection of Morrison Drive with Meeting Street to reduce skew, consolidate driveway access, and provide exclusive left- and right-turn lanes on all approaches. Reconfigure the segment of Mt Pleasant Street between King Street and Meeting Street to provide full-storage left- and right-turn lanes and improve alignment of through travel lanes. Reconstruct the sidewalk through both intersections, upgrade to high-visibility crosswalks, and upgrade intersection lighting to improve visibility for motorists and non-motorists during dark conditions. Upgrade signing and markings to assist drivers with lane selection upstream of the US 52, US 78, and I-26 junctions. Note that signal upgrades are included under a separate project in this database.

Conduct a detailed intersection study to incorporate additional engineering and public engagement with consideration for compatibility and connectivity with the proposed Lowcountry Rapid Transit and Lowcountry Lowline projects prior to implementation.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	4	6
Bike/Ped	0	1	0

Estimated Project Costs

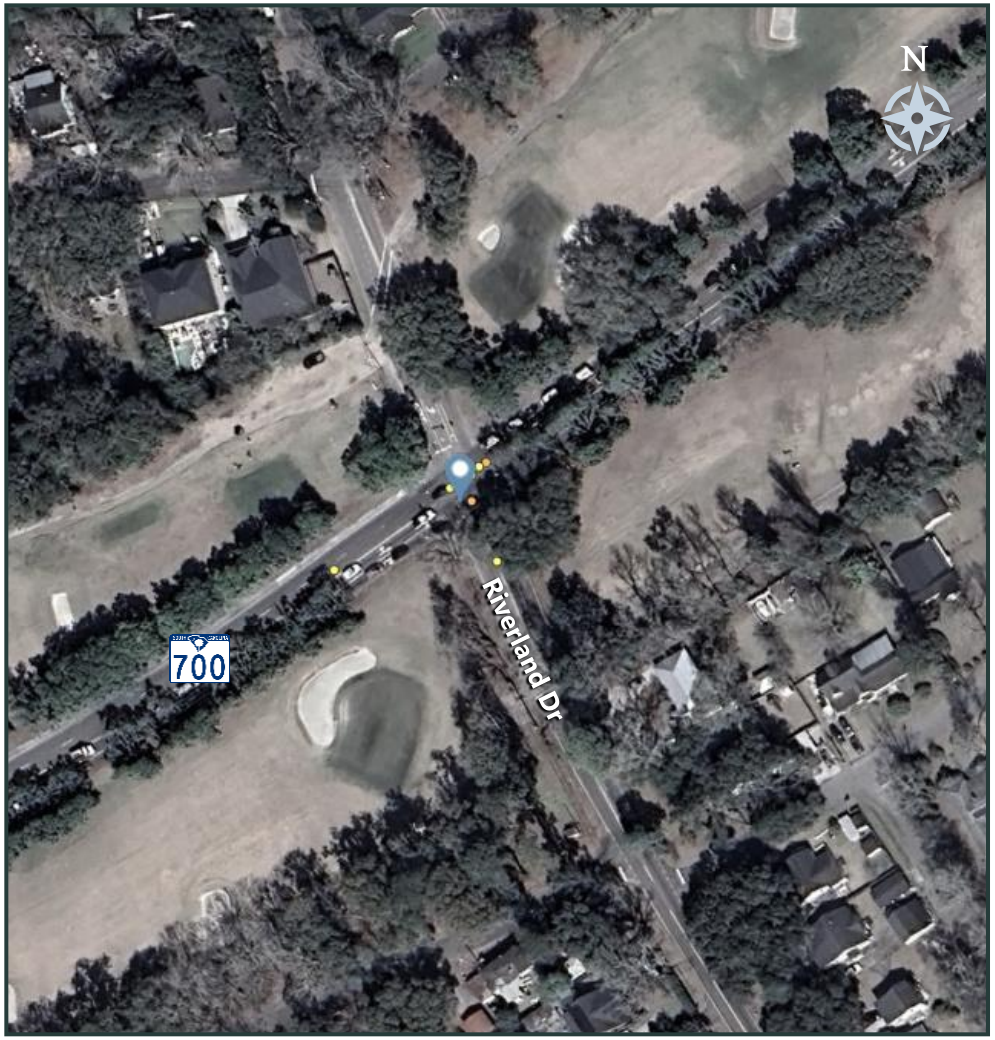
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$1,100,000	$5,600,000	$15,400,000	**$22,100,000**

Project ID: I-05 – Intersection Upgrades **Present Value of Costs:** $14,790,000 **Present Value of Benefits:** $15,520,000 **Benefit Cost Ratio: 1.0**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 700/Maybank Highway at Riverland Drive
Project Type: Intersection Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 700/Maybank Hwy
Context Area	James Island
Functional Class	Urban – Minor Arterial
Typical Cross Section	4-lane urban
Posted Speed	40 MPH
Estimated AADT	Up to 36,900 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Construct a westbound left-turn lane to operate with protected-permissive signal phasing. Trim vegetation on both sides of Maybank Highway to improve signal visibility for approaching motorists. Given right-of-way constraints, consider interim measures that improve safety, such as restricting left-turn movements from Maybank Highway to Riverland Drive.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	3	11
Bike/Ped	0	0	0

Estimated Project Costs

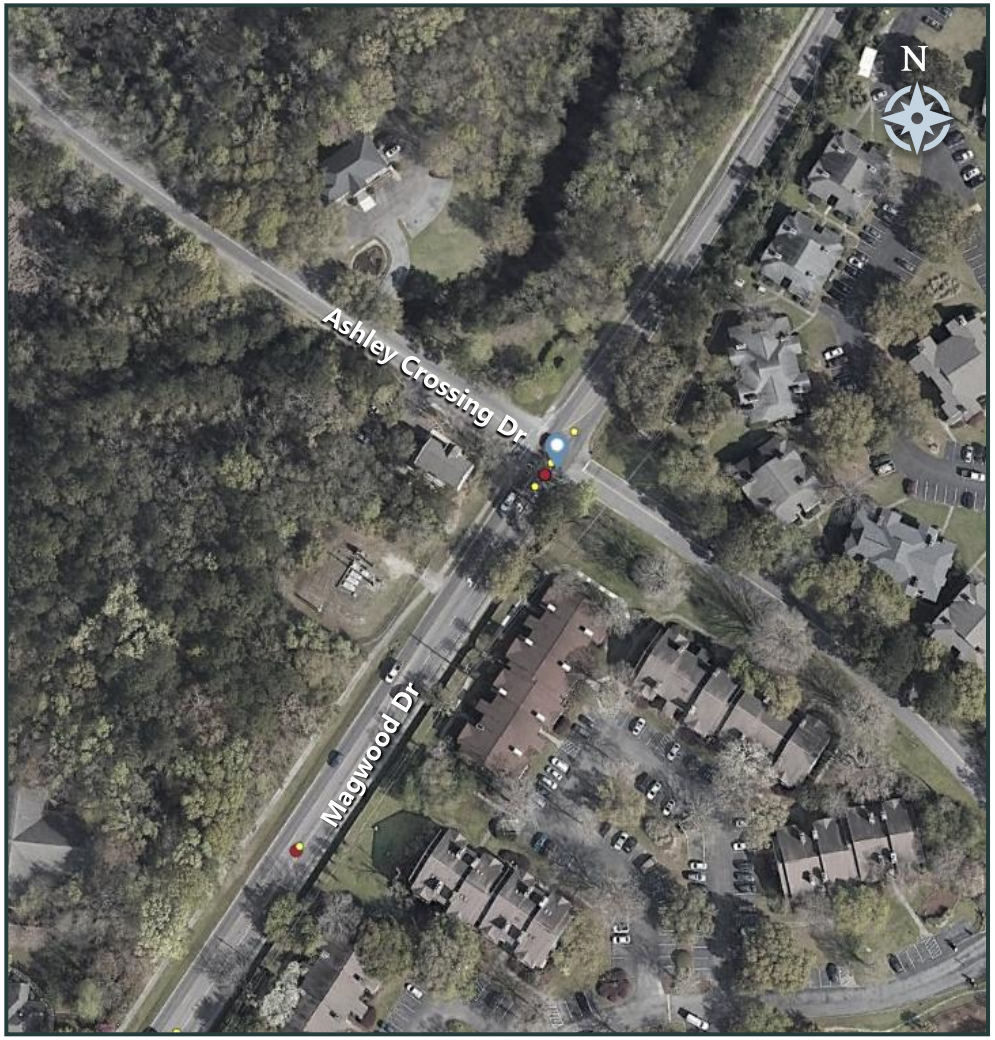
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$250,000	$325,000	$3,160,000	**$3,735,000**

Project ID: I-06 - Intersection Upgrades **Present Value of Costs:** $2,500,000 **Present Value of Benefits:** $6,420,000 **Benefit Cost Ratio: 2.6**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Magwood Drive at Ashley Crossing Drive
Project Type: Intersection Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Magwood Dr
Context Area	West Ashley
Functional Class	Urban - Major Collector
Typical Cross Section	2-lane rural
Posted Speed	45 MPH
Estimated AADT	18,400 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Construct a single-lane roundabout.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	1	13
Bike/Ped	1	0	0

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$400,000	$1,825,000	$4,500,000	**$6,725,000**

Project ID: I-07 - Intersection Upgrades **Present Value of Costs:** $4,500,000 **Present Value of Benefits:** $21,180,000 **Benefit Cost Ratio: 4.7**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Morrison Drive at Romney Street
Project Type: Intersection Upgrades

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Morrison Dr
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Minor Arterial
Typical Cross Section	4-lane urban with bike lane
Posted Speed	35 MPH
Estimated AADT	Up to 19,400 vehicles per day
Schools Within ½ Mile	Harvest Time International Acad, Sanders-Clyde Elem
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Conduct a signal warrant analysis to determine if a traffic signal is warranted at this location. If warranted, install a traffic signal.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	2	4
Bike/Ped	0	0	1

Estimated Project Costs

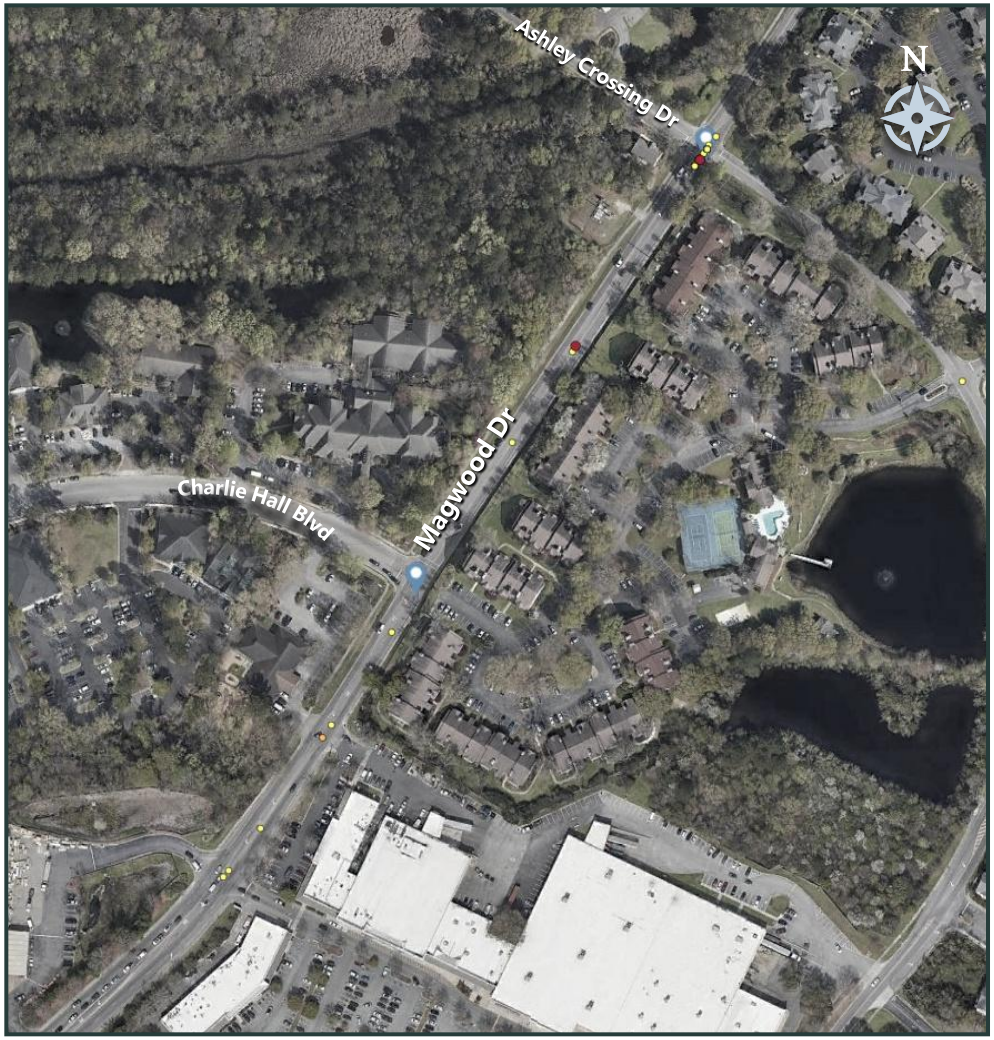
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$40,000	$155,000	$875,000	**$1,070,000**

Project ID: I-08 - Intersection Upgrades **Present Value of Costs:** $720,000 **Present Value of Benefits:** $2,160,000 **Benefit Cost Ratio: 3.0**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Magwood Drive from SC 461/Glen McConnell Parkway/Paul Cantrell Boulevard to Ashley Crossing Drive
Project Type: Non-Motorized Enhancements



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Magwood Dr
Context Area	West Ashley
Functional Class	Urban - Major Collector
Typical Cross Section	3-lane urban
Posted Speed	35/45 MPH
Estimated AADT	18,400 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Upgrade to high-visibility crosswalk markings and install RRFBs at the intersections with Charlie Hall Boulevard and Ashley Crossing Drive.

Upgrade to high-visibility crosswalk markings and install lighting at the intersection with SC 461/Glen McConnell Parkway/Paul Cantrell Boulevard to improve pedestrian/cyclist visibility during dark conditions.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	1	16
Bike/Ped	1	0	0

Estimated Project Costs

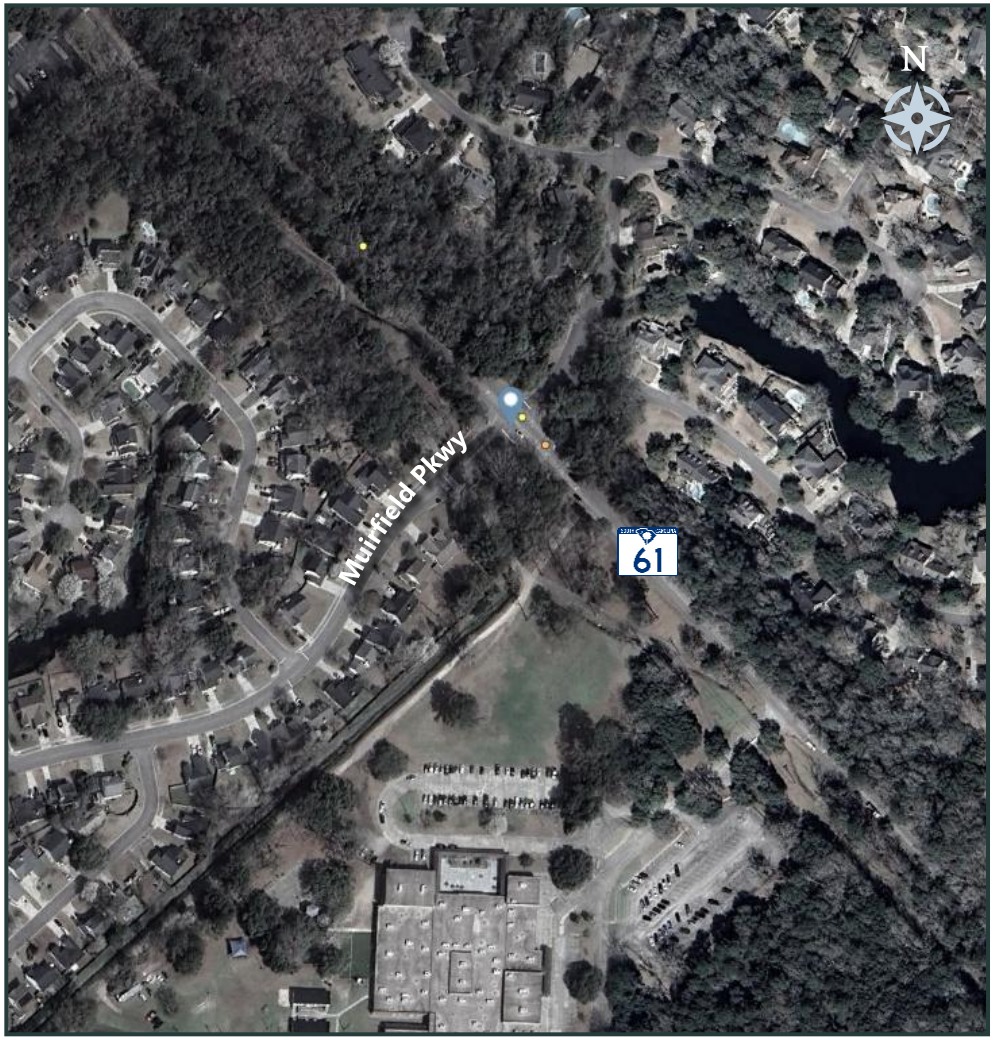
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$175,000	$50,000	$1,200,000	**$1,425,000**

Project ID: N-01 - Non-Motorized Enhancements **Present Value of Costs:** $950,000 **Present Value of Benefits:** $23,890,000 **Benefit Cost Ratio: 25.1**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 61/Ashley River Road at Muirfield Parkway
Project Type: Non-Motorized Enhancements



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 61/Ashley River Rd
Context Area	West Ashley
Functional Class	Urban - Minor Arterial
Typical Cross Section	2-lane rural
Posted Speed	35 MPH
Estimated AADT	17,700 vehicles per day
Schools Within ½ Mile	Drayton Hall Elem
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Conduct an engineering study to evaluate the existing pedestrian crossing and intersection traffic control, including the potential for a pedestrian hybrid beacon or a single-lane roundabout. Upgrade markings, upgrade signage, and extend sidewalk on Muirfield Parkway to connect to the existing crossing or future crossings within a roundabout.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	1	1
Bike/Ped	0	0	0

Estimated Project Costs

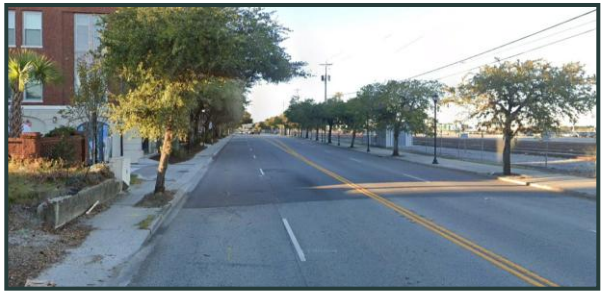
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$450,000	$1,840,000	$5,100,000	**$7,390,000**

Project ID: N-02 - Non-Motorized Enhancements **Present Value of Costs:** $4,950,000 **Present Value of Benefits:** $0 **Benefit Cost Ratio: 0.0**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: East Bay Street between Chapel Street and Cooper Street
Project Type: Non-Motorized Enhancements



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	East Bay St
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Minor Arterial
Typical Cross Section	4-lane urban
Posted Speed	28,300 vehicles per day
Estimated AADT	35 MPH
Schools Within ½ Mile	Harvest Time International Acad, Sanders-Clyde Elem, Charleston Progressive, Buist Acad
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Trim vegetation and upgrade parallel pedestrian crossings to include high-visibility markings, signage, and lighting where missing to improve safety for pedestrians and cyclists between Chapel Street and Wonders Way. Consider recommendations from the 2017 *People Pedal Plan* where applicable and implement as appropriate.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	9
Bike/Ped	1	2	1

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$75,000	$0	$400,000	**$475,000**

Project ID: N-03 - Non-Motorized Enhancements **Present Value of Costs:** $320,000 **Present Value of Benefits:** $17,960,000 **Benefit Cost Ratio: 56.1**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Concord Street/Pritchard Street/Washington Street between Vendue Range and Chapel Street
Project Type: Non-Motorized Enhancements

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Concord St/Pritchard St/Washington St
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Local, Major Collector
Typical Cross Section	2-lane urban w/on-street parking
Posted Speed	35 MPH
Estimated AADT	Up to 5,600 vehicles per day
Schools Within ½ Mile	NE Miles Early Childhood, First Baptist School of Charleston, Charleston Day School, Buist Acad, Charleston Progressive, Memminger Elem
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Upgrade and/or install signing, markings, lighting, and wayfinding infrastructure to create a bike boulevard. Note that signal upgrades at Chapel Street are captured under a separate project in this database, and the forthcoming Union Pier Redevelopment may impact these corridors. Consider recommendations from the 2017 *People Pedal Plan* where applicable and implement as appropriate.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	6
Bike/Ped	0	0	4

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$85,000	$55,000	$630,000	**$770,000**

Project ID: N-04 - Non-Motorized Enhancements **Present Value of Costs:** $520,000 **Present Value of Benefits:** $1,450,000 **Benefit Cost Ratio: 2.8**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: East Bay Street at South Street
Project Type: Non-Motorized Enhancements

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	East Bay St
Context Area	Charleston Peninsula/Neck
Functional Class	Urban – Minor Arterial
Typical Cross Section	4-lane urban
Posted Speed	35 MPH
Estimated AADT	28,300 vehicles per day
Schools Within ½ Mile	Buist Acad, Charleston Progressive
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Install a pedestrian hybrid beacon with high-visibility crosswalks, if warranted.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	4
Bike/Ped	1	2	0

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$50,000	$40,000	$230,000	**$320,000**

Project ID: N-05 - Non-Motorized Enhancements **Present Value of Costs:** $210,000 **Present Value of Benefits:** $11,330,000 **Benefit Cost Ratio: 54.0**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Roadways in Eastside Neighborhood
Project Type: Non-Motorized Enhancements

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	Charleston Peninsula/Neck
Functional Class	Urban – Major Collector, Local
Typical Cross Section	2-lane urban w/on-street parking
Posted Speed	20 MPH
Estimated AADT	Up to 4,900 vehicles per day
Schools Within ½ Mile	Harvest Time International Acad, Buist Acad, Sanders-Clyde Elem, Charleston Progressive, private schools (see spreadsheet)
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Eastside Pedestrian/Bicycle Safety Improvements: Upgrade to high-visibility crosswalk markings, upgrade intersection lighting, improve sight distance, install RRFBs, and/or install curb extensions as appropriate at up to 21 pedestrian crossing locations on Columbus Street, Woolfe Street, Amherst Street, Reid Street, Line Street, Sheppard Street, America Street, Drake Street, and South Street. Consider recommendations from the 2017 *People Pedal Plan* where applicable and implement as appropriate.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	5	25
Bike/Ped	1	8	19

Estimated Project Costs

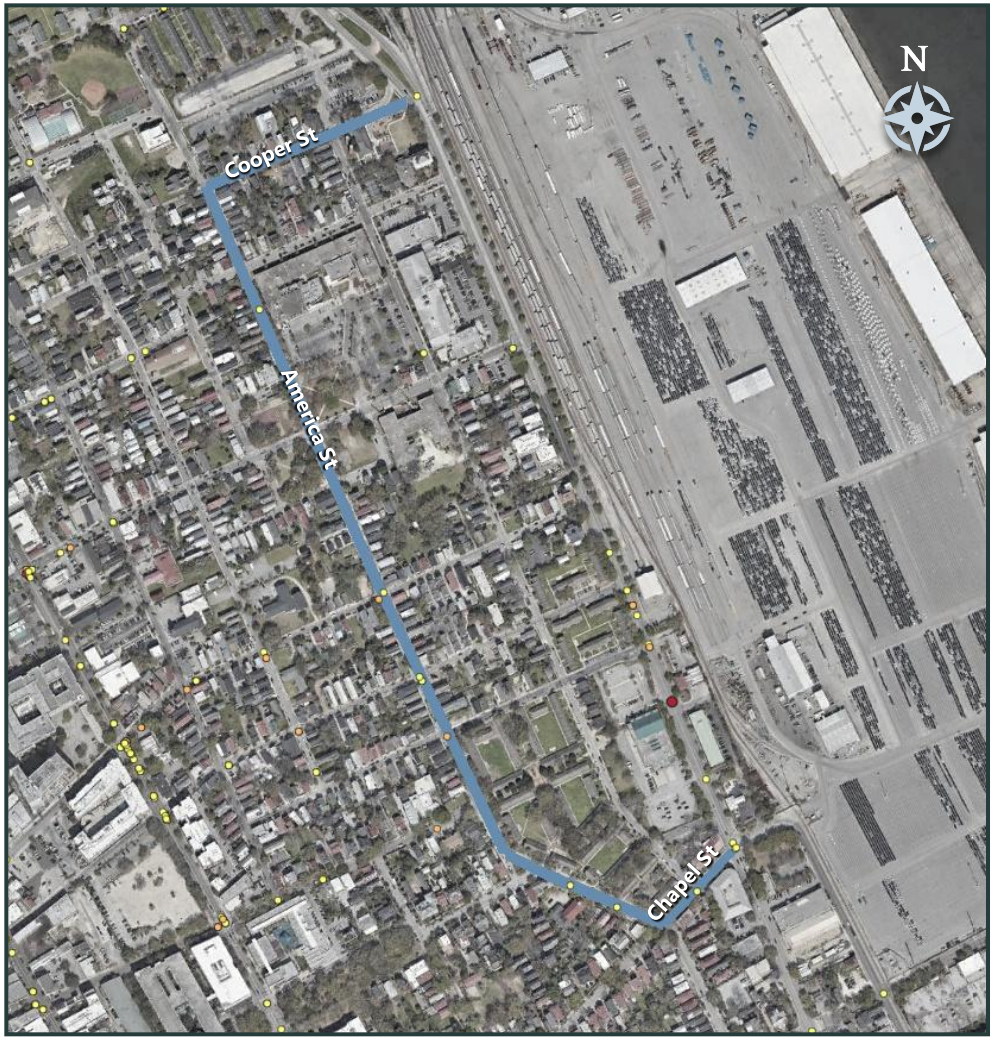
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$220,000	$0	$970,000	**$1,190,000**

Project ID: N-06 - Non-Motorized Enhancements **Present Value of Costs:** $800,000 **Present Value of Benefits:** $7,630,000 **Benefit Cost Ratio: 9.5**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: America Street between Chapel Street and Cooper Street
Project Type: Non-Motorized Enhancements



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Cooper St, America St
Context Area	Charleston Peninsula/Neck
Functional Class	Urban – Local
Typical Cross Section	2-lane urban w/on-street parking
Posted Speed	20 MPH
Estimated AADT	< 1,000 vehicles per day
Schools Within ½ Mile	Harvest Time International Acad, Sanders-Clyde Elem, Charleston Progressive, Buist Acad
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Upgrade and/or install signing, markings, and lighting to create a bike boulevard. Note that signal upgrades at Cooper Street and uncontrolled pedestrian crossing upgrades on America Street are captured under separate projects in this database. Consider recommendations from the 2017 *People Pedal Plan* where applicable and implement as appropriate.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	2	10
Bike/Ped	0	0	1

Estimated Project Costs

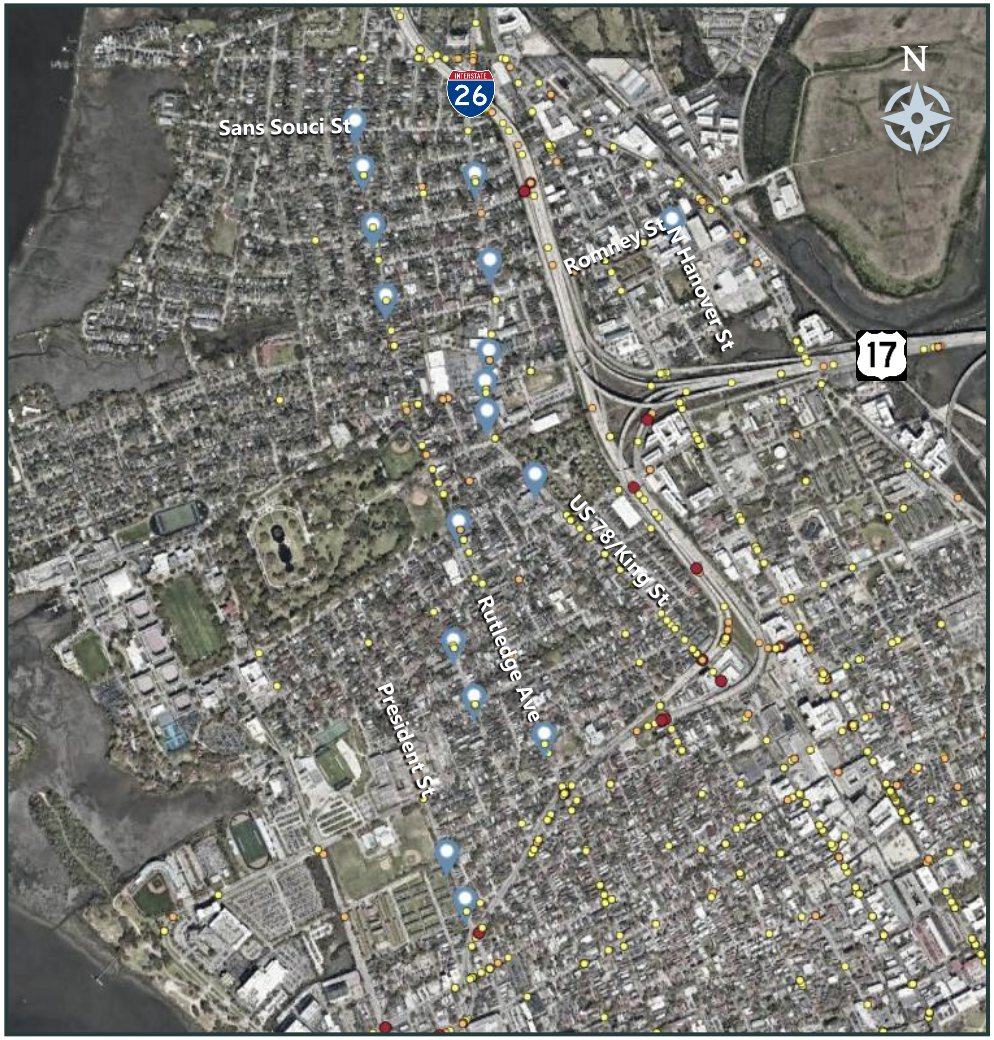
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$100,000	$45,000	$520,000	**$665,000**

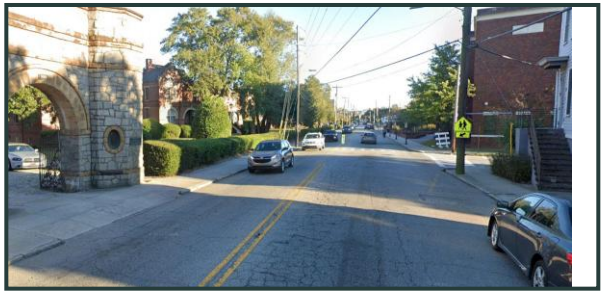
Project ID: N-07 - Non-Motorized Enhancements **Present Value of Costs:** $450,000 **Present Value of Benefits:** $350,000 **Benefit Cost Ratio: 0.8**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Roadways in the North Peninsula
Project Type: Non-Motorized Enhancements





Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Minor Arterial, Local
Typical Cross Section	2-lane urban
Posted Speed	25/30 MPH
Estimated AADT	Up to 10,300 vehicles per day
Schools Within ½ Mile	Charleston Char for Math & Science, James Simons AMS, Compass Collegiate Acad, Simmons Pinckney Middle, Charleston Development Acad, Burke High, Mitchell Elem
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

North Peninsula Pedestrian/Bicycle Safety Improvements: Upgrade to high-visibility crosswalk markings, upgrade intersection lighting, and install RRFBs on uncontrolled approaches at existing pedestrian crossings as warranted. Install new high-visibility crosswalk markings with intersection lighting and RRFBs on uncontrolled approaches, where warranted, at new locations. This project includes up to 17 pedestrian crossing locations along President Street, Ashley Avenue, Rutledge Avenue, King Street, and Romney Street. Consider recommendations from the 2017 *People Pedal Plan* where applicable and implement as appropriate.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	11	113
Bike/Ped	1	6	18

Estimated Project Costs

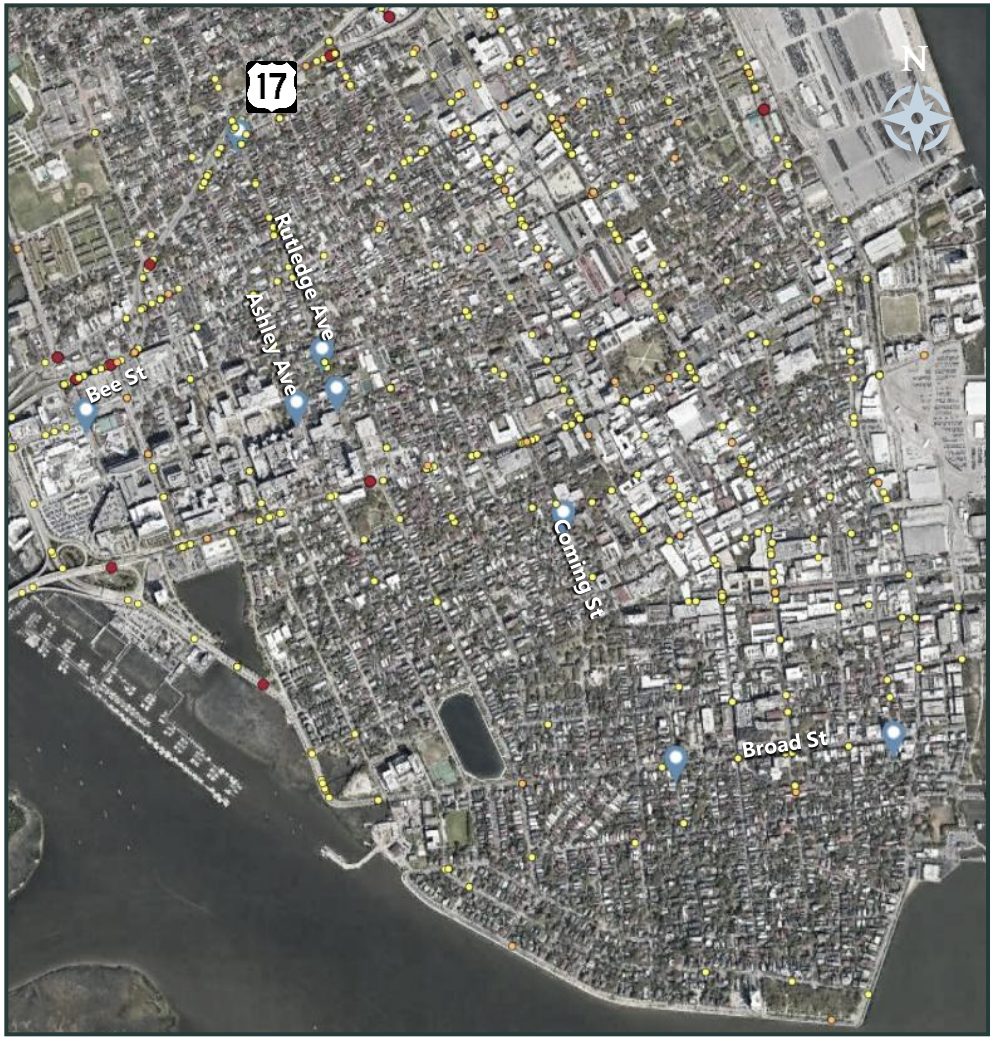
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$160,000	$130,000	$1,500,000	**$1,790,000**

Project ID: N-08 - Non-Motorized Enhancements **Present Value of Costs:** $1,200,000 **Present Value of Benefits:** $23,400,000 **Benefit Cost Ratio: 19.5**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Roadways in the South Peninsula
Project Type: Non-Motorized Enhancements



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Minor Arterial, Major Collector, and Local
Typical Cross Section	2-lane urban
Posted Speed	15/25/30 MPH
Estimated AADT	Up to 11,800 vehicles per day
Schools Within ½ Mile	Memminger Elem, Buist Acad, Compass Collegiate Acad,, Simmons Pinckney Middle, Burke High, Mitchell Elem, & other (see spreadsheet)
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

South Peninsula Pedestrian/Bicycle Safety Improvements: Upgrade to high-visibility crosswalk markings, upgrade intersection lighting, and install RRFBs on uncontrolled approaches at existing pedestrian crossings as appropriate. Install new high-visibility crosswalk markings with intersection lighting and RRFBs on uncontrolled approaches, where warranted, at new locations. This project includes up to 8 pedestrian crossing locations along Bee Street, Ashley Avenue, Rutledge Avenue, Coming Street, and Broad Street. Consider recommendations from the 2017 *People Pedal Plan* where applicable and implement as appropriate.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	5
Bike/Ped	0	0	1

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$120,000	$60,000	$690,000	**$870,000**

Project ID: N-09 - Non-Motorized Enhancements **Present Value of Costs:** $580,000 **Present Value of Benefits:** $15,840,000 **Benefit Cost Ratio: 27.3**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Island Park Drive between I-526 ramps and River Landing Drive
Project Type: Non-Motorized Enhancements

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Island Park Dr
Context Area	Daniel Island
Functional Class	Not available
Typical Cross Section	4-lane urban
Posted Speed	25 MPH
Estimated AADT	Not available
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Right-size the corridor to create a three-lane section with non-motorist facilities as part of the next resurfacing.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	2
Bike/Ped	0	0	2

Estimated Project Costs

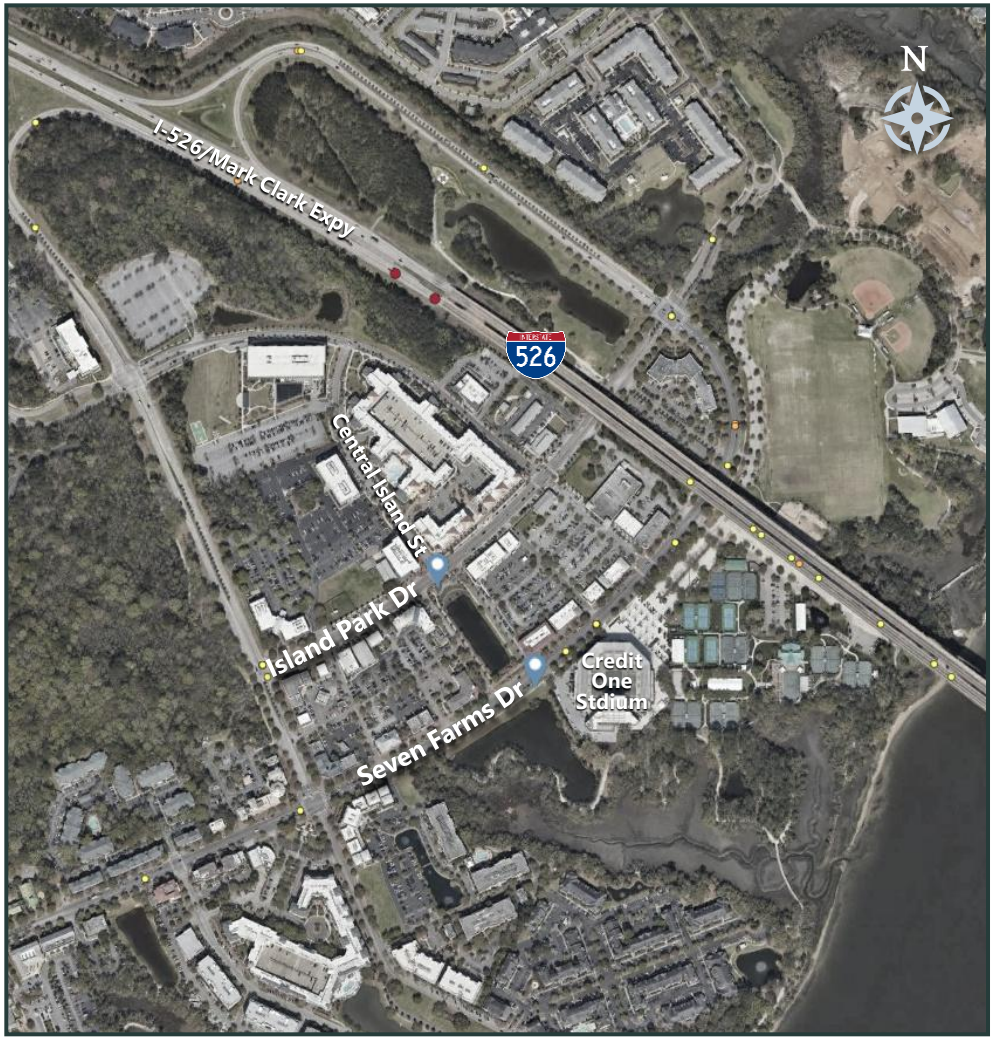
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$120,000	$0	$920,000	**$1,040,000**

Project ID: N-10 - Non-Motorized Enhancements **Present Value of Costs:** $700,000 **Present Value of Benefits:** $540,000 **Benefit Cost Ratio: 0.8**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Seven Farms Drive at Credit One Stadium; Island Park Drive at Central Island Street
Project Type: Non-Motorized Enhancements



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Seven Farms Dr, Island Park Dr
Context Area	Daniel Island
Functional Class	Not available
Typical Cross Section	4-lane urban
Posted Speed	25 MPH
Estimated AADT	Not available
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Daniel Island Tier 2 Pedestrian/Bicycle Safety Improvements:

At Credit One Stadium, install a new pedestrian crossing with curb extensions, high-visibility crosswalk markings, and RRFBs.

On Island Park Drive at Central Island Street, install RRFBs.

Island-wide, evaluate the need to remove on-street parking and/or trim vegetation at unsignalized driveways and intersections to improve pedestrian visibility and sight distance for motorists.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	1
Bike/Ped	0	0	0

Estimated Project Costs

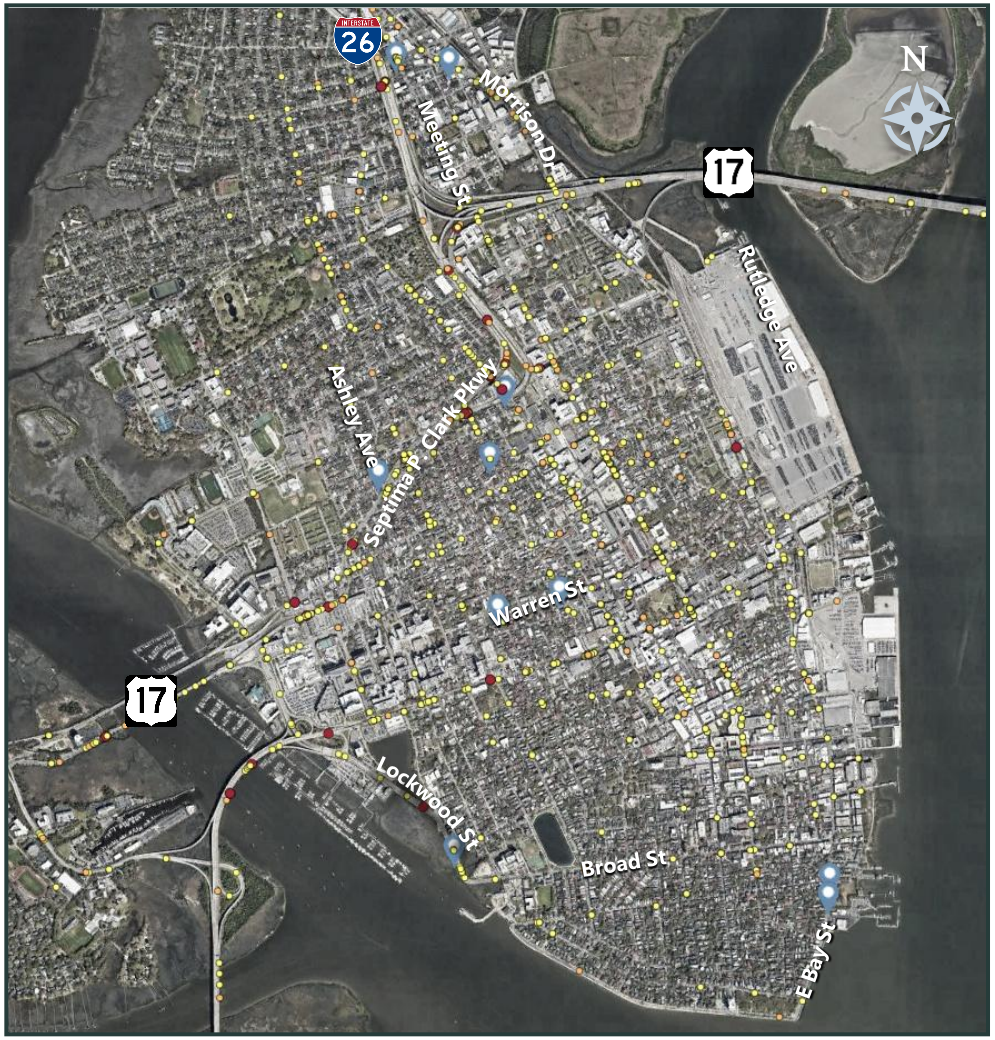
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$175,000	$50,000	$400,000	**$625,000**

Project ID: N-11 - Non-Motorized Enhancements **Present Value of Costs:** $420,000 **Present Value of Benefits:** $720,000 **Benefit Cost Ratio: 1.7**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Locations on Charleston Peninsula
Project Type: Non-Motorized Enhancements



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Major collector, Minor arterial, Local
Typical Cross Section	Varies
Posted Speed	25/30 MPH
Estimated AADT	Up to 20,500 vehicles per day
Schools Within ½ Mile	Sanders-Clyde Elem, Charleston Charter School for Math & Science, James Simons AMS, Charleston Dev Acad, Burke High, Memminger Elem, & others
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Charleston Peninsula Tier 2 Pedestrian/Bicycle Safety Improvements: Upgrade to high-visibility crosswalk markings, upgrade intersection lighting, and install RRFBs on uncontrolled approaches at existing pedestrian crossings as appropriate. Install new high-visibility crosswalk markings with intersection lighting and RRFBs or PHBs on uncontrolled approaches, where warranted, at new locations. Eliminate on-street parking and/or vegetation to improve sight distance as appropriate. This project includes up to 9 pedestrian crossing locations along Ashley Avenue, King Street, Smith Street, Coming Street, Bogard Street, Lockwood Drive, East Bay Street, and Morrison Drive. Consider recommendations from the 2017 *People Pedal Plan* where applicable and implement as appropriate.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	2	31
Bike/Ped	1	1	2

Estimated Project Costs

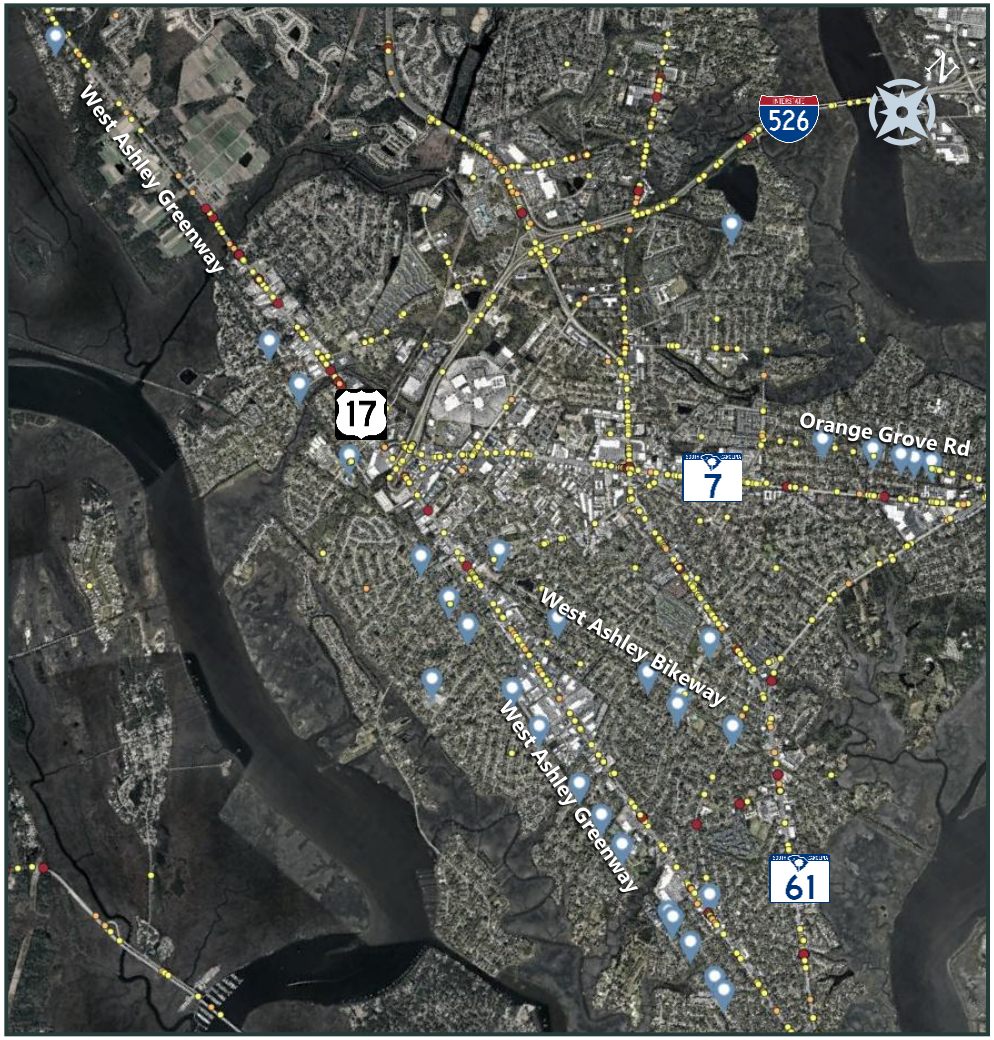
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$160,000	$50,000	$1,260,000	**$1,470,000**

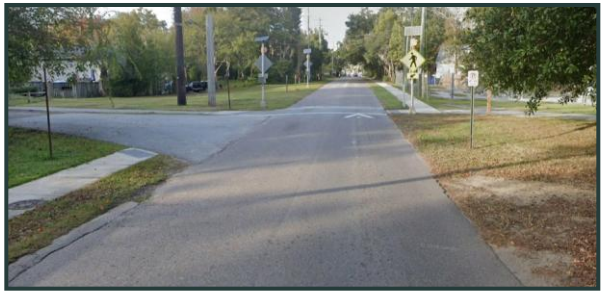
Project ID: N-12 - Non-Motorized Enhancements **Present Value of Costs:** $980,000 **Present Value of Benefits:** $19,400,000 **Benefit Cost Ratio: 19.8**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Locations in West Ashley and James Island
Project Type: Non-Motorized Enhancements





Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	West Ashley/James Island
Functional Class	Urban - Major Collector, Local
Typical Cross Section	2-lane rural and urban
Posted Speed	15/20/25/30/35 MPH
Estimated AADT	Up to 11,800 vehicles per day
Schools Within ½ Mile	Oakland Elem, Ashley River Creative Arts Elem, Carolina Voyager Chart, Orange Grove Chart, Stono Park Elem, & others
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

West Ashley/James Island Tier 2 Pedestrian/Bicycle Safety Improvements: Upgrade to high-visibility crosswalk markings, upgrade intersection lighting, and install RRFBs on uncontrolled approaches at existing pedestrian crossings as appropriate. Install new high-visibility crosswalk markings with intersection lighting and RRFBs or PHBs on uncontrolled approaches, where warranted, at new locations. Eliminate on-street parking and/or vegetation to improve sight distance as appropriate. This project includes up to 35 pedestrian crossing locations along George L Griffith Boulevard, Camp Road, Ashley Hall Plantation Road, Orange Grove Road, Wappoo Road, Playground Road, Magnolia Road, SC 61, Wantoot Boulevard, White Oak Drive, Garden Street, and the West Ashley Greenway.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	4	10
Bike/Ped	1	0	7

Estimated Project Costs

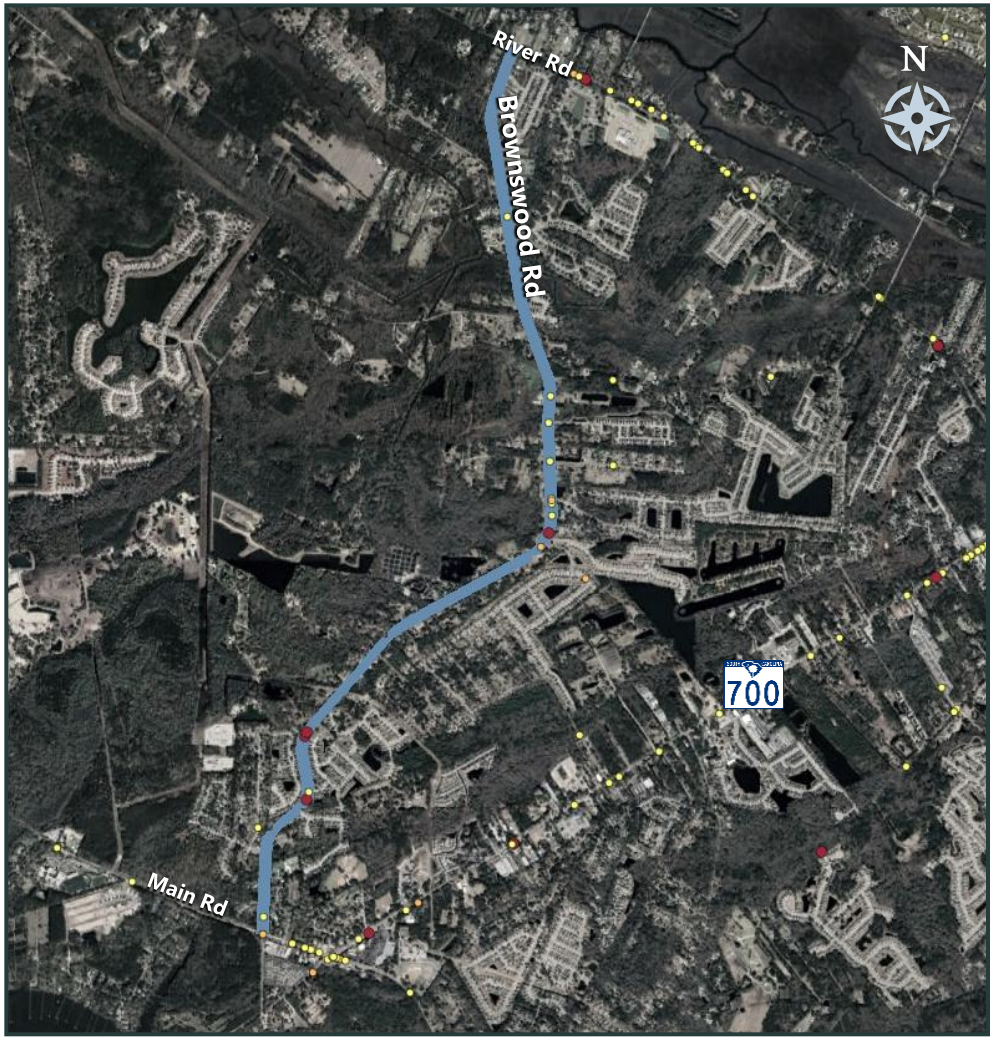
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$195,000	$100,000	$2,190,000	**$2,485,000**

Project ID: N-13 - Non-Motorized Enhancements **Present Value of Costs:** $1,660,000 **Present Value of Benefits:** $26,680,000 **Benefit Cost Ratio: 16.1**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Brownswood Road from Main Road to River Road
Project Type: Roadway Departure Countermeasures



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Brownswood Rd
Context Area	Johns Island
Functional Class	Urban - Major Collector
Typical Cross Section	2-lane rural
Posted Speed	30/45 MPH
Estimated AADT	5,900 vehicles per day
Schools Within ½ Mile	Haut Gap Middle
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Widen shoulders, install rumble stripe, and implement high-friction surface treatment (within horizontal curves) between River Road and Main Road. Trim vegetation and install larger object markers on grand trees within curves to improve driver awareness of hazards. Consider removing large trees within the clear zone and/or installing guardrail within curves wherever feasible.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	4	3	11
Bike/Ped	0	0	1

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$200,000	$0	$3,100,000	**$3,300,000**

Project ID: RD-01 - Roadway Departure Countermeasures **Present Value of Costs:** $2,210,000 **Present Value of Benefits:** $28,450,000 **Benefit Cost Ratio: 12.9**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Riverland Drive between George L Griffith Boulevard and Samson Road
Project Type: Roadway Departure Countermeasures

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Riverland Dr
Context Area	James Island
Functional Class	Urban - Major Collector
Typical Cross Section	2-lane rural
Posted Speed	35/40 MPH
Estimated AADT	6,400 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Widen shoulders, install rumble stripe, and implement high-friction surface treatment between George L Griffith Boulevard and Samson Road. Trim vegetation and install larger object markers on grand trees within curve to improve driver awareness of hazards. Install transverse rumble strips in advance of curves to reduce travel speeds. Remove large trees within the clear zone and/or install guardrail within curves wherever feasible.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	2	6	13
Bike/Ped	0	0	0

Estimated Project Costs

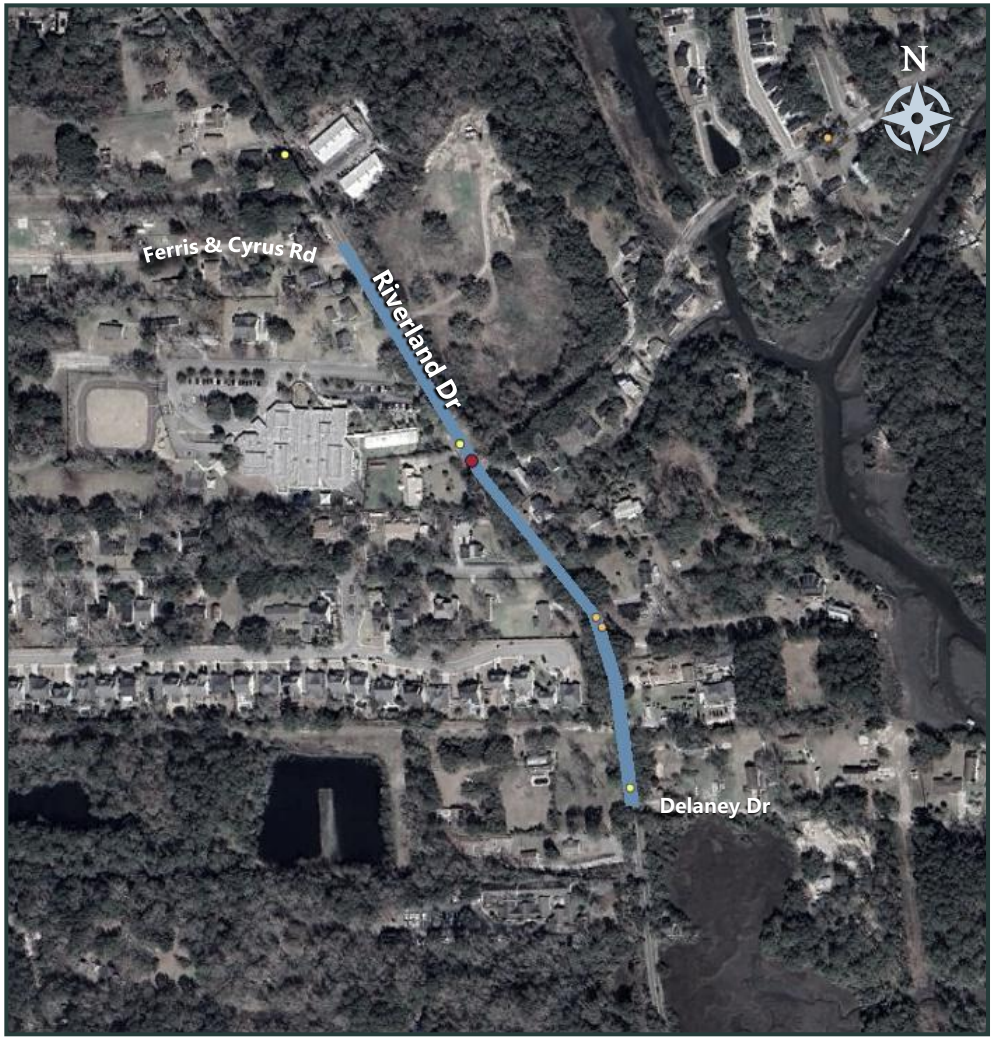
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$50,000	$0	$900,000	**$950,000**

Project ID: RD-02 - Roadway Departure Countermeasures **Present Value of Costs:** $640,000 **Present Value of Benefits:** $18,630,000 **Benefit Cost Ratio: 29.1**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Riverland Drive between Ferris & Cyrus Road and Delaney Drive
Project Type: Roadway Departure Countermeasures



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Riverland Dr
Context Area	James Island
Functional Class	Urban - Major Collector
Typical Cross Section	2-lane rural
Posted Speed	25/35 MPH
Estimated AADT	14,500 vehicles per day
Schools Within ½ Mile	Murray-LaSaine Montessori
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Widen shoulders, install rumble stripe, and implement high-friction surface treatment between Delaney Drive and Ferris & Cyrus Road. Trim vegetation and install larger object markers on grand trees within curve to improve driver awareness of hazards. Remove large trees within the clear zone wherever feasible. Additional improvements to be implemented through existing Charleston County project.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	2	1
Bike/Ped	1	0	1

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$35,000	$0	$410,000	**$445,000**

Project ID: RD-03 - Roadway Departure Countermeasures **Present Value of Costs:** $300,000 **Present Value of Benefits:** $1,480,000 **Benefit Cost Ratio: 4.9**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: East Bay Street between Broad Street and Cooper Street
Project Type: Signal Upgrades

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	East Bay St
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Principal Arterial, Minor Arterial
Typical Cross Section	2-lane, 4-lane urban
Posted Speed	25/30/35 MPH
Estimated AADT	28,300 vehicles per day
Schools Within ½ Mile	Memminger Elem, Buist Acad, Charleston Progressive, Sanders-Clyde Elem, & others
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

East Bay Street Tier 1 Signal Upgrades: Install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at the signalized intersections on East Bay Street with Broad Street, Queen Street, Cumberland Street, Market Street, Hassell Street, George Street, Chapel Street, Columbus Street, and Cooper Street.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	16
Bike/Ped	0	2	7

Estimated Project Costs

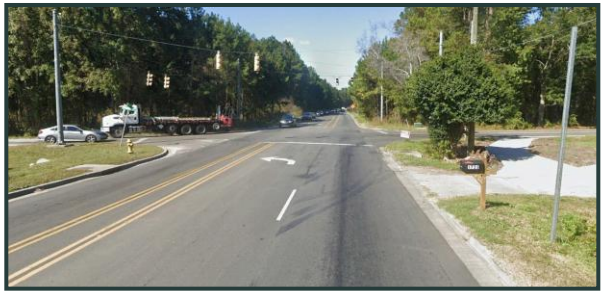
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$270,000	$100,000	$1,225,000	**$1,595,000**

Project ID: S-01 - Signal Upgrades **Present Value of Costs:** $1,070,000 **Present Value of Benefits:** $6,550,000 **Benefit Cost Ratio: 6.1**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Main Road between SC 700/Maybank Highway and Brownswood Road
Project Type: Signal Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Main Rd
Context Area	Johns Island
Functional Class	Rural - Minor Arterial, Urban - Minor Arterial
Typical Cross Section	3-lane rural
Posted Speed	35/45 MPH
Estimated AADT	7,600 vehicles per day
Schools Within ½ Mile	Haut Gap Middle
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Johns Island Tier 1 Signal Upgrades: Install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at the intersections of Main Road with SC 700/Maybank Highway and Brownswood Road.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	2	7
Bike/Ped	0	0	1

Estimated Project Costs

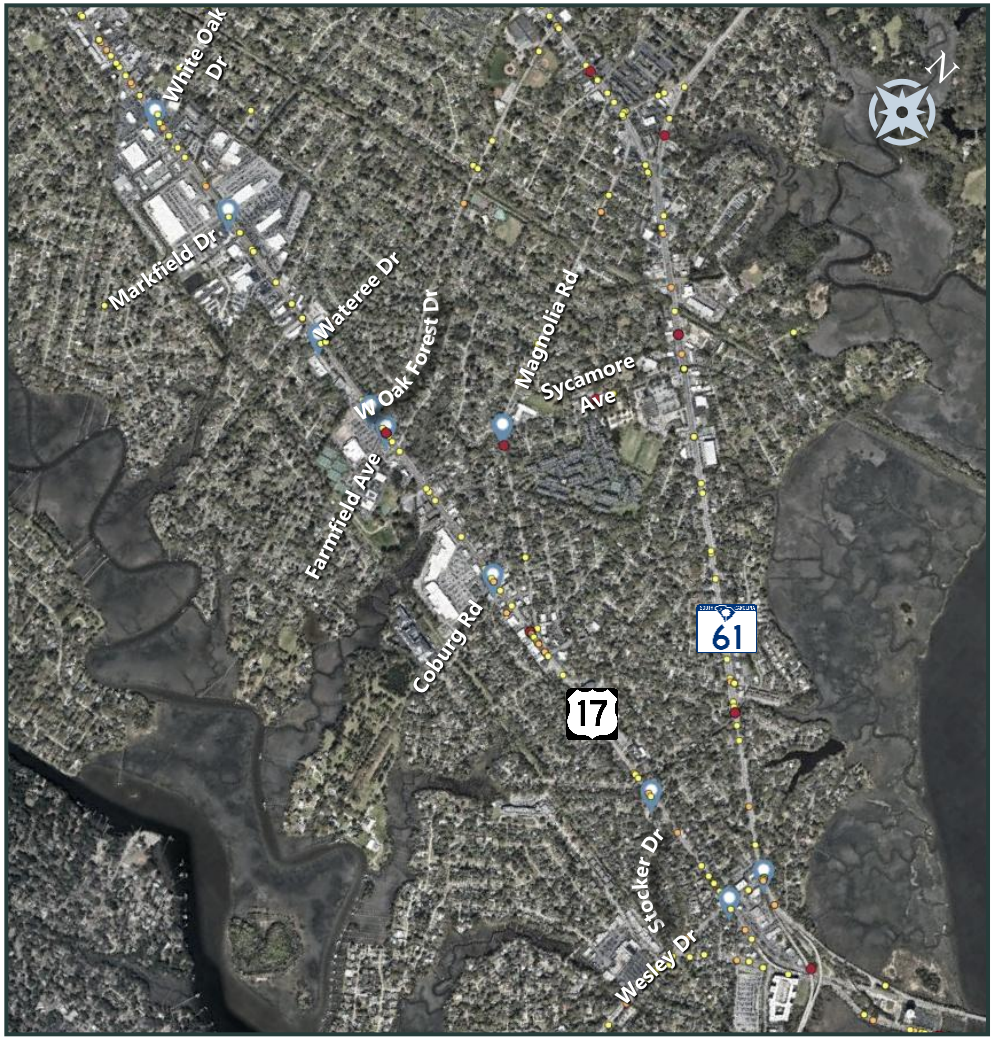
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$30,000	$0	$20,000	**$50,000**

Project ID: S-02 - Signal Upgrades **Present Value of Costs:** $30,000 **Present Value of Benefits:** $1,730,000 **Benefit Cost Ratio: 57.7**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: US 17/Savannah Highway from Wappoo Rd to Wesley Dr; SC 61 at Wesley Drive; Magnolia Rd at Sycamore Ave
Project Type: Signal Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	US 17/Savannah Hwy, Magnolia Rd
Context Area	West Ashley
Functional Class	Urban - Principal Arterial, Major Collector, Local
Typical Cross Section	5-lane urban
Posted Speed	25/30/35/45 MPH
Estimated AADT	45,300 vehicles per day
Schools Within ½ Mile	St Andrew's School of Math & Sci, Stono Park Elem, Oak Grove AMS, Charles Towne AMS, & others
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Avondale Tier 1 Signal Upgrades: Install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at the intersections of US 17/Savannah Highway with White Oak Drive, Markfield Drive, Wateree Drive, Oak Forest Drive, Farmfield Avenue, Coburg Road, and Stocker Drive; at the SC 61 intersection with Wesley Drive; and at the Magnolia Road intersection with Sycamore Avenue.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	4	52
Bike/Ped	1	1	2

Estimated Project Costs

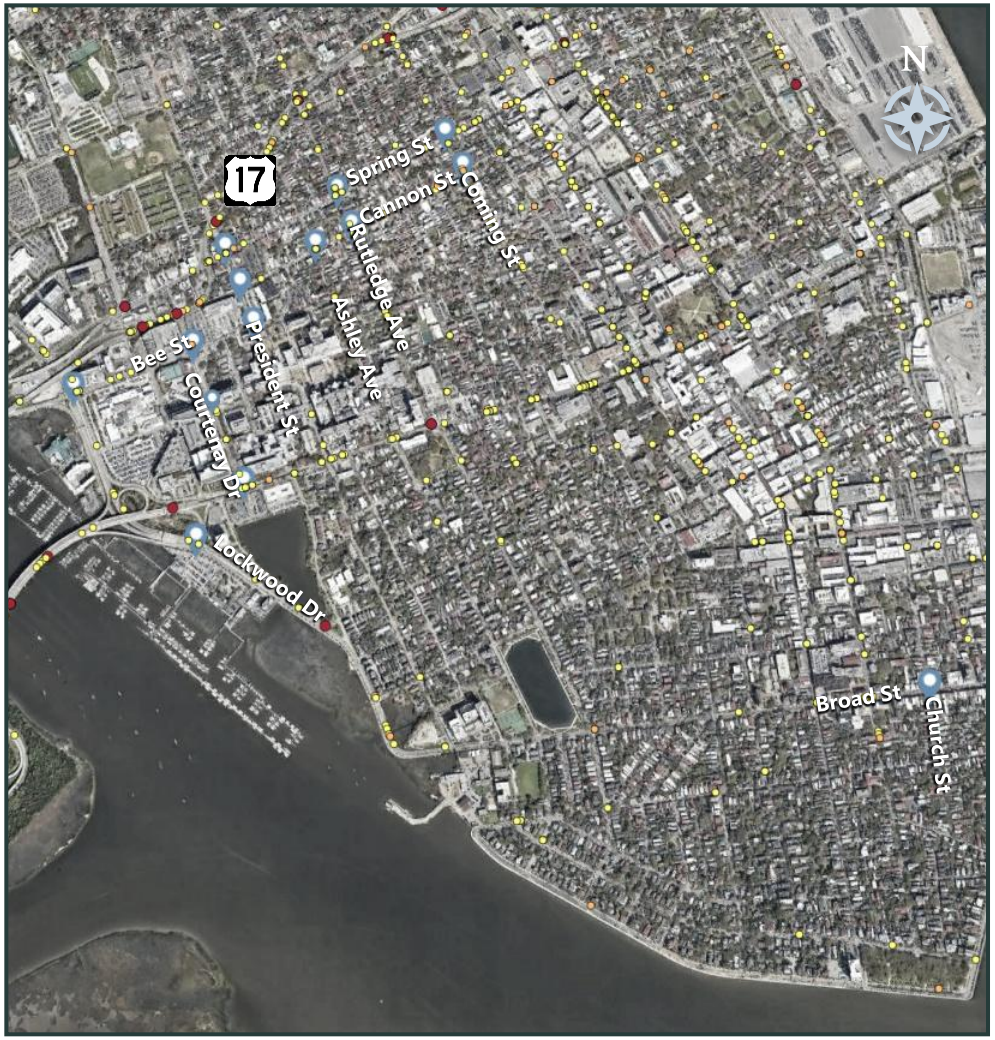
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$45,000	$0	$40,000	**$85,000**

Project ID: S-03 - Signal Upgrades **Present Value of Costs:** $60,000 **Present Value of Benefits:** $13,530,000 **Benefit Cost Ratio: 225.5**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Roadways in the South Peninsula
Project Type: Signal Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Major Collector, Principal Arterial, Minor Arterial, Local
Typical Cross Section	2-lane, 3-lane, 4-lane urban
Posted Speed	15/25/30/35 MPH
Estimated AADT	20,500 vehicles per day
Schools Within ½ Mile	Memminger Elem, Charleston Progressive, Mitchell Elem, & others
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

South Peninsula Tier 1 Signal Upgrades: Install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at the intersections of Lockwood Drive with Bee Street and Calhoun Street; Courtenay Drive at Bee Street, Doughty Street, and Calhoun Street; President Street at Spring Street, Cannon Street, and Bee Street; Ashley Avenue at Cannon Street; Rutledge Avenue at Spring Street and Cannon Street; Coming Street at Spring Street and Cannon Street; and Broad Street at Church Street.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	3	45
Bike/Ped	0	2	12

Estimated Project Costs

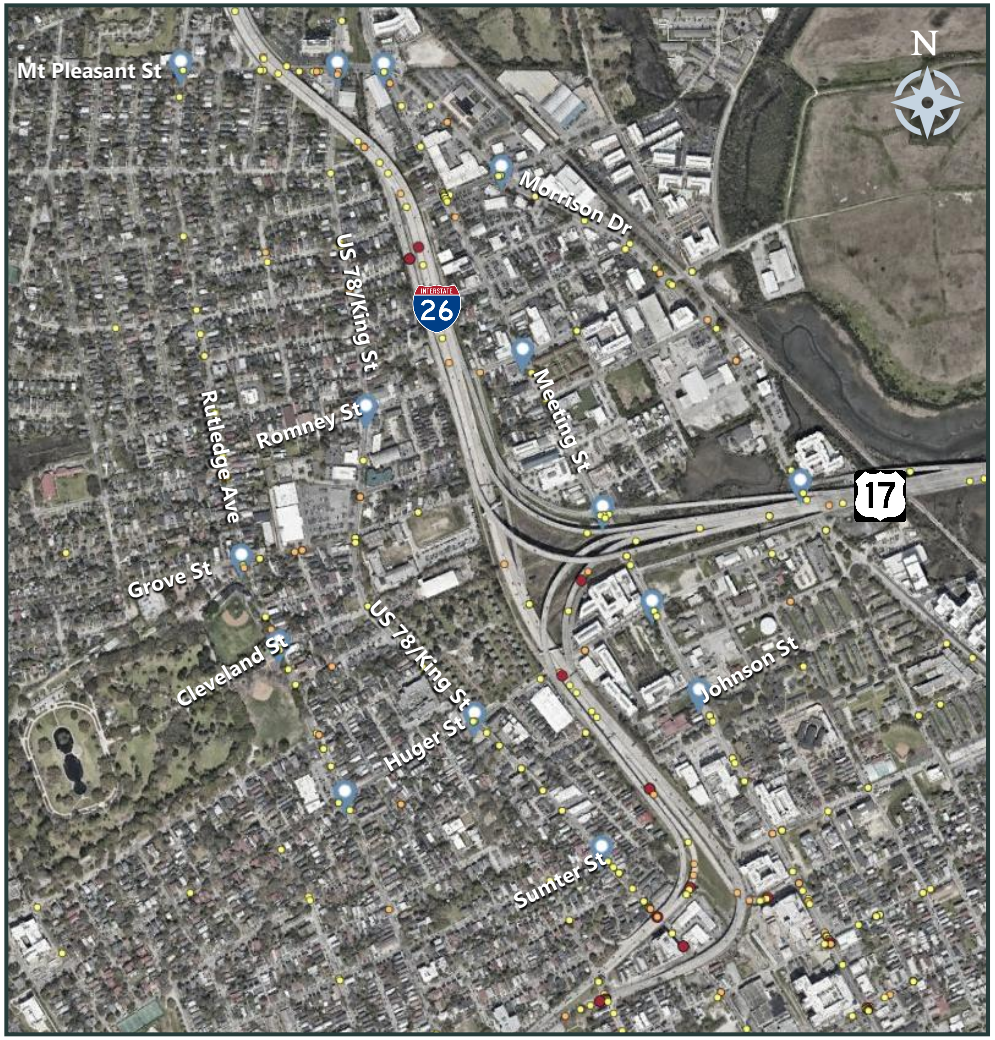
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$300,000	$25,000	$570,000	**$895,000**

Project ID: S-04 - Signal Upgrades **Present Value of Costs:** $600,000 **Present Value of Benefits:** $14,280,000 **Benefit Cost Ratio: 23.8**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Roadways in the North Peninsula
Project Type: Signal Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Principal Arterial, Minor Arterial, Local
Typical Cross Section	2-lane, 3-lane, 4-lane urban
Posted Speed	25/30/35 MPH
Estimated AADT	19,500 vehicles per day
Schools Within ½ Mile	Sanders-Clyde Elem, Charleston Charter School for Math & Sci, & others
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

North Peninsula Tier 1 Signal Upgrades: Excluding signals included under S-01 and S-04, Install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at the intersections of Meeting Street with Johnson Street, Huger Street, US 17 southbound off-ramp, Romney Street, and Morrison Drive; Morrison Drive at US 17 southbound off-ramp, Brigade Street, and US 78/King Street/Mt Pleasant Street; Rutledge Avenue at Mt Pleasant Street, Grove Street, Cleveland Street, and Huger Street; and US 78/King Street at Sumter Street, Huger Street, and Romney Street.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	7	55
Bike/Ped	0	2	11

Estimated Project Costs

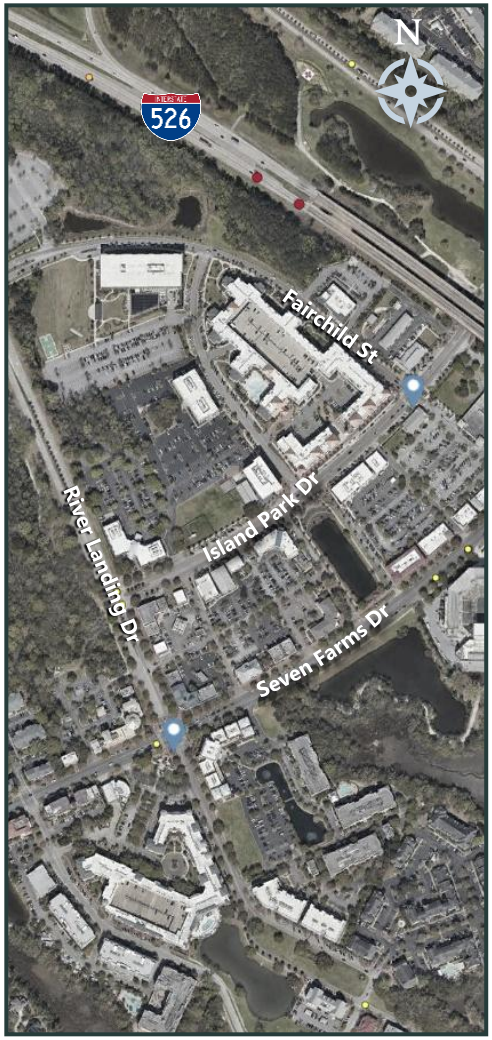
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$375,000	$45,000	$1,020,000	**$1,440,000**

Project ID: S-05 - Signal Upgrades **Present Value of Costs:** $960,000 **Present Value of Benefits:** $11,230,000 **Benefit Cost Ratio: 11.7**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Intersections on Daniel Island
Project Type: Signal Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	Daniel Island
Functional Class	Urban – Minor Arterial
Typical Cross Section	2-lane, 3-lane, 4-lane urban
Posted Speed	25/35/45/55
Estimated AADT	23,100 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Daniel Island Tier 2 Signal Upgrades: Install retroreflective backplates on all signal heads and upgrade "doghouse" signal heads to flashing yellow arrows as appropriate at the signalized intersections on Daniel Island. Implement recommendations from previous studies completed by the City of Charleston.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	1
Bike/Ped	0	0	0

Estimated Project Costs

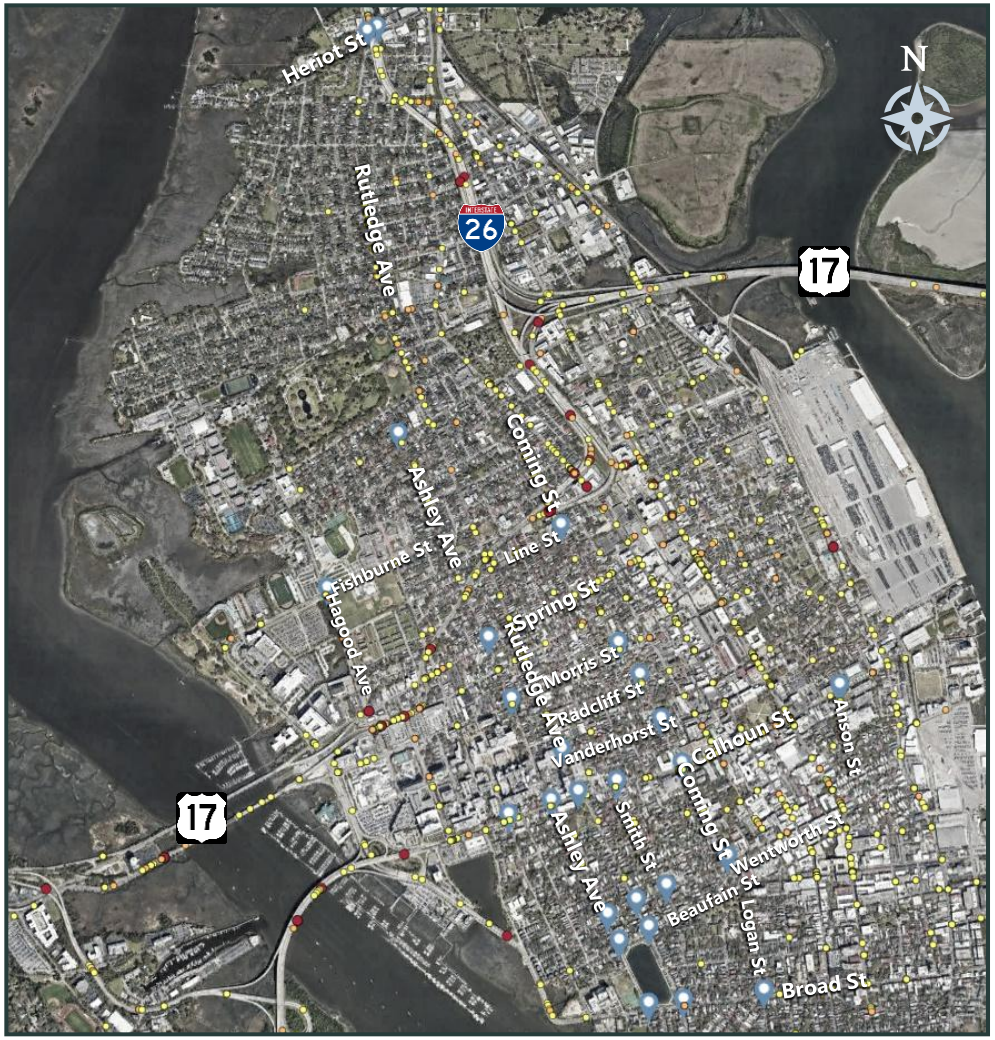
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$150,000	$25,000	$510,000	**$685,000**

Project ID: S-06 - Signal Upgrades **Present Value of Costs:** $460,000 **Present Value of Benefits:** $25,250,000 **Benefit Cost Ratio: 54.9**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Locations on Charleston Peninsula
Project Type: Signal Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	Charleston Peninsula/Neck
Functional Class	Urban - Major Collector, Principal Arterial, Minor Arterial, Local
Typical Cross Section	Varies
Posted Speed	15/20/25/30/35 MPH
Estimated AADT	Up to 19,500 vehicles per day
Schools Within ½ Mile	Memminger Elem, Charleston Progressive, Mitchell Elem, & others
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Charleston Peninsula Tier 2 Signal Upgrades: Install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at the intersections specified.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	7	41
Bike/Ped	1	2	17

Estimated Project Costs

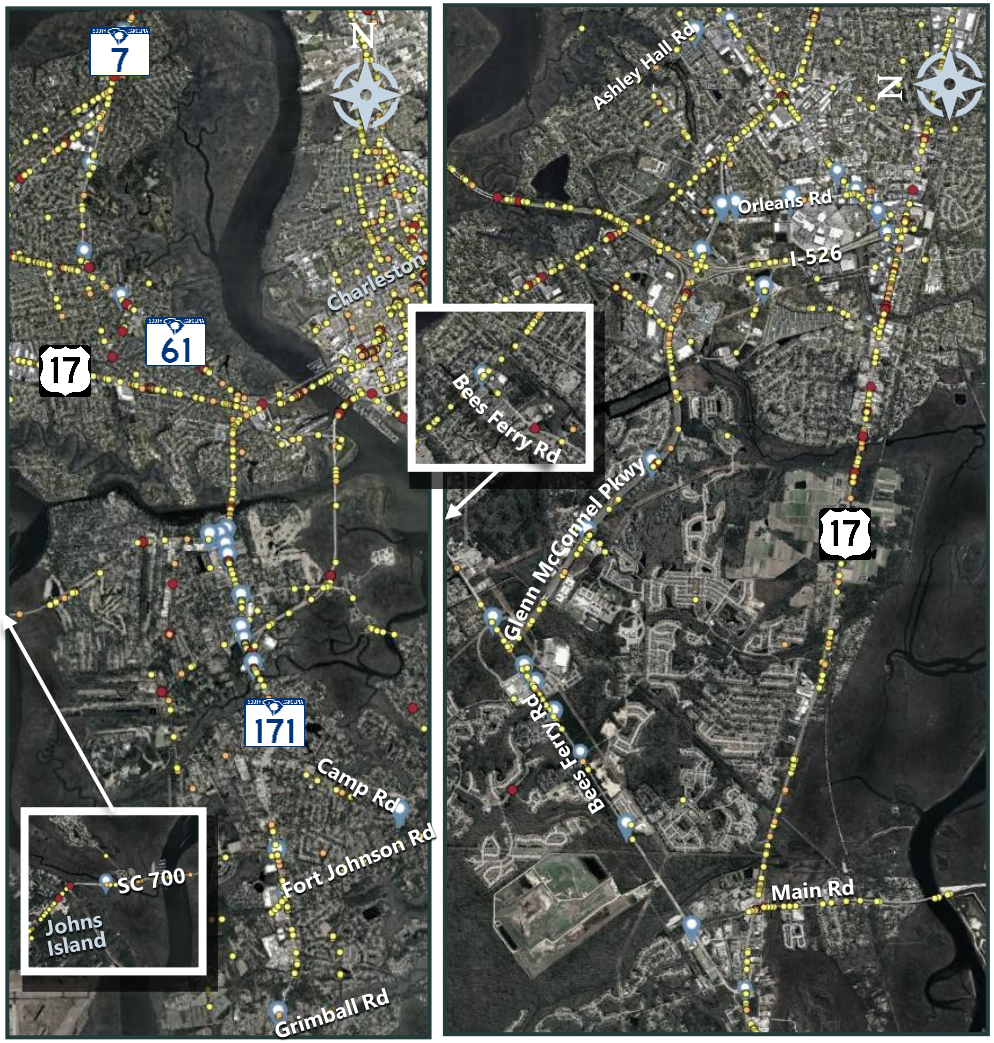
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$400,000	$60,000	$1,270,000	**$1,730,000**

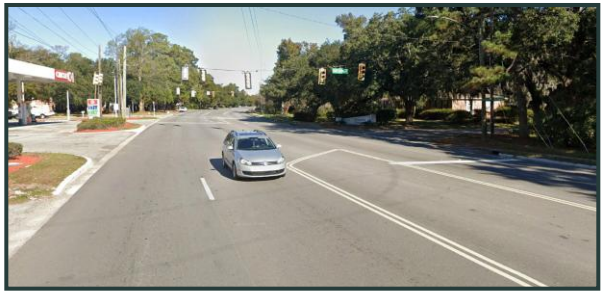
Project ID: S-07 - Signal Upgrades **Present Value of Costs:** $1,160,000 **Present Value of Benefits:** $23,130,000 **Benefit Cost Ratio: 19.9**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Various Locations in West Ashley and James Island
Project Type: Signal Upgrades





Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Various
Context Area	West Ashley/James Island
Functional Class	Urban - Major Collector, Principal Arterial, Minor Arterial, Local
Typical Cross Section	Varies
Posted Speed	30/35/40/45/50/55 MPH
Estimated AADT	Up to 54,000 vehicles per day
Schools Within ½ Mile	Harbor View Elem, West Ashley High, West Ashley Center for Advance Studies, & others
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

West Ashley Tier 2 Signal Upgrades: Upgrade to mast arm assemblies, install retroreflective backplates on all signal heads, upgrade "doghouse" signal heads to flashing yellow arrows, and upgrade to high-visibility crosswalk markings as appropriate at the intersections specified.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	4	47	219
Bike/Ped	5	2	15

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$510,000	$75,000	$1,690,000	**$2,275,000**

Project ID: S-08 - Signal Upgrades **Present Value of Costs:** $1,520,000 **Present Value of Benefits:** $62,740,000 **Benefit Cost Ratio: 41.3**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: River Road between Seabrook Farm Road and Swygert Boulevard
Project Type: Traffic Control Device Upgrades

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	River Rd
Context Area	Johns Island
Functional Class	Urban - Minor Arterial
Typical Cross Section	2-lane rural
Posted Speed	45 MPH
Estimated AADT	7,600 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Install speed feedback signs at one or more locations along the tangent section to reinforce the posted speed limit. Conduct targeted speed enforcement along this segment to encourage reduced travel speeds concurrent with the opening of the new Johns Island Elementary school. Install appropriate warning signage and transverse rumble strips in the eastbound direction on River Road in advance of the intersection with Brownswood Road to emphasize the need to reduce travel speeds.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	1	5
Bike/Ped	0	0	0

Estimated Project Costs

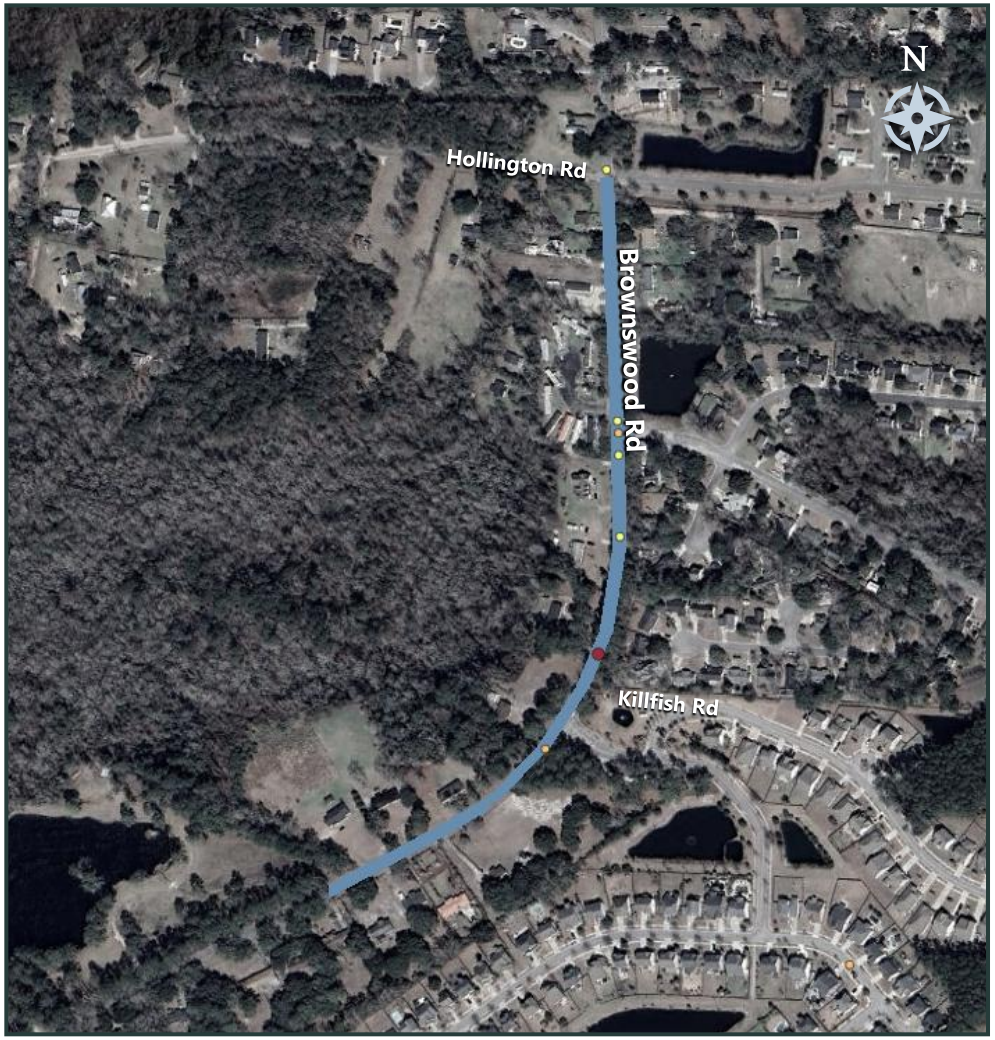
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$75,000	$0	$195,000	**$270,000**

Project ID: TCD-01 Traffic Control Device Upgrades **Present Value of Costs:** $180,000 **Present Value of Benefits:** $4,180,000 **Benefit Cost Ratio: 23.2**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Brownswood Road from Hollington Road to 0.5 miles south of Hollington Road
Project Type: Traffic Control Device Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Brownswood Rd
Context Area	Johns Island
Functional Class	Urban – Major Collector
Typical Cross Section	2-lane rural
Posted Speed	45 MPH
Estimated AADT	5,900 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Install W1-10 (southbound) and W1-2 signs with supplemental W13-1P signage along with W1-8 chevrons to emphasize the need to reduce speed through the horizontal curve. Trim vegetation along both sides of the roadway to improve traffic control device visibility and increase sight distance at driveways and intersections.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	2	5
Bike/Ped	0	0	0

Estimated Project Costs

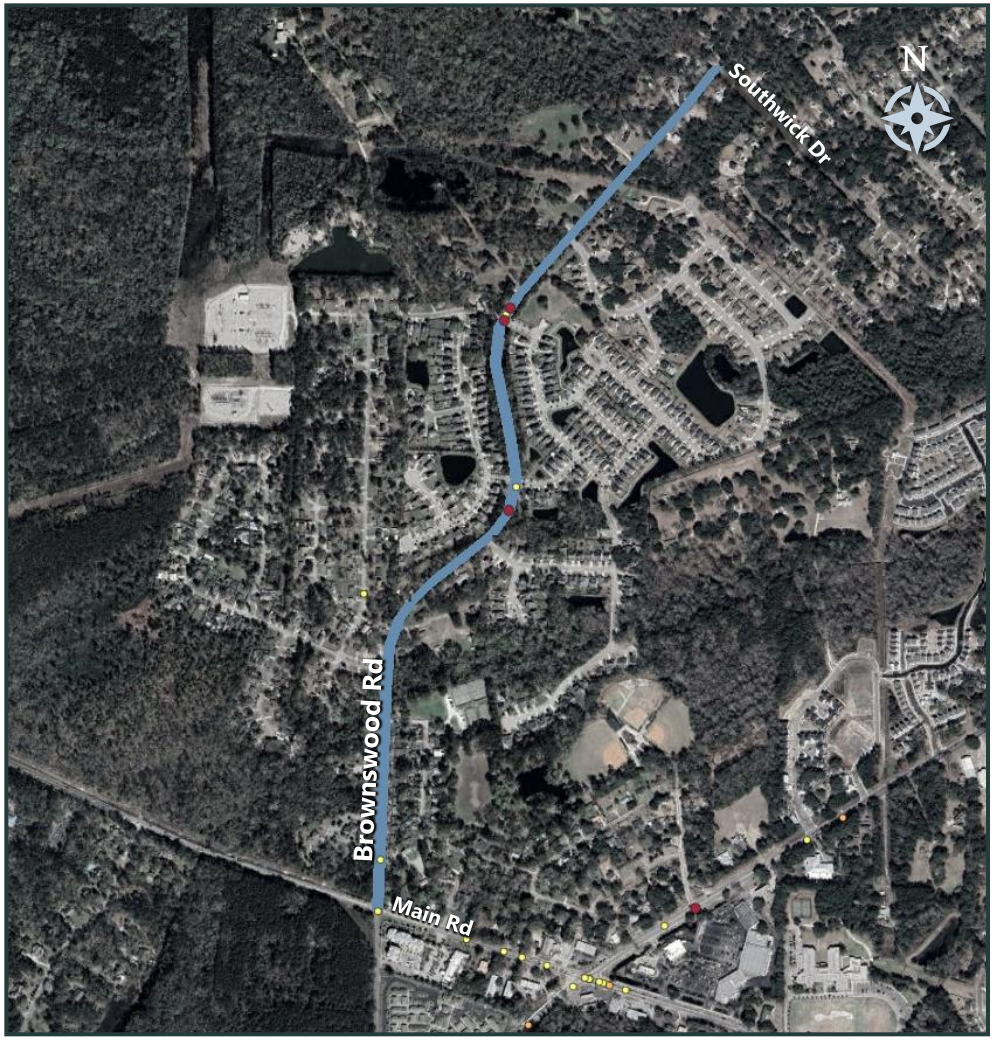
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$30,000	$0	$210,000	**$240,000**

Project ID: TCD-02 - Traffic Control Device Upgrades **Present Value of Costs:** $160,000 **Present Value of Benefits:** $3,280,000 **Benefit Cost Ratio: 20.5**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Brownswood Road from Main Road to Southwick Drive
Project Type: Traffic Control Device Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Brownswood Rd
Context Area	Johns Island
Functional Class	Urban - Major Collector
Typical Cross Section	2-lane rural
Posted Speed	30/45 MPH
Estimated AADT	5,900 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Conduct a speed study to determine whether the speed limit and/or termini of the existing 30 MPH speed zone should be adjusted. Install post-mounted speed feedback signs at the termini of the existing 30 MPH speed zone. Trim vegetation along both sides of the roadway to improve traffic control device visibility and increase sight distance at driveways and intersections. Install W1-8 chevrons within horizontal curves for improved delineation.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	3	1	4
Bike/Ped	0	0	0

Estimated Project Costs

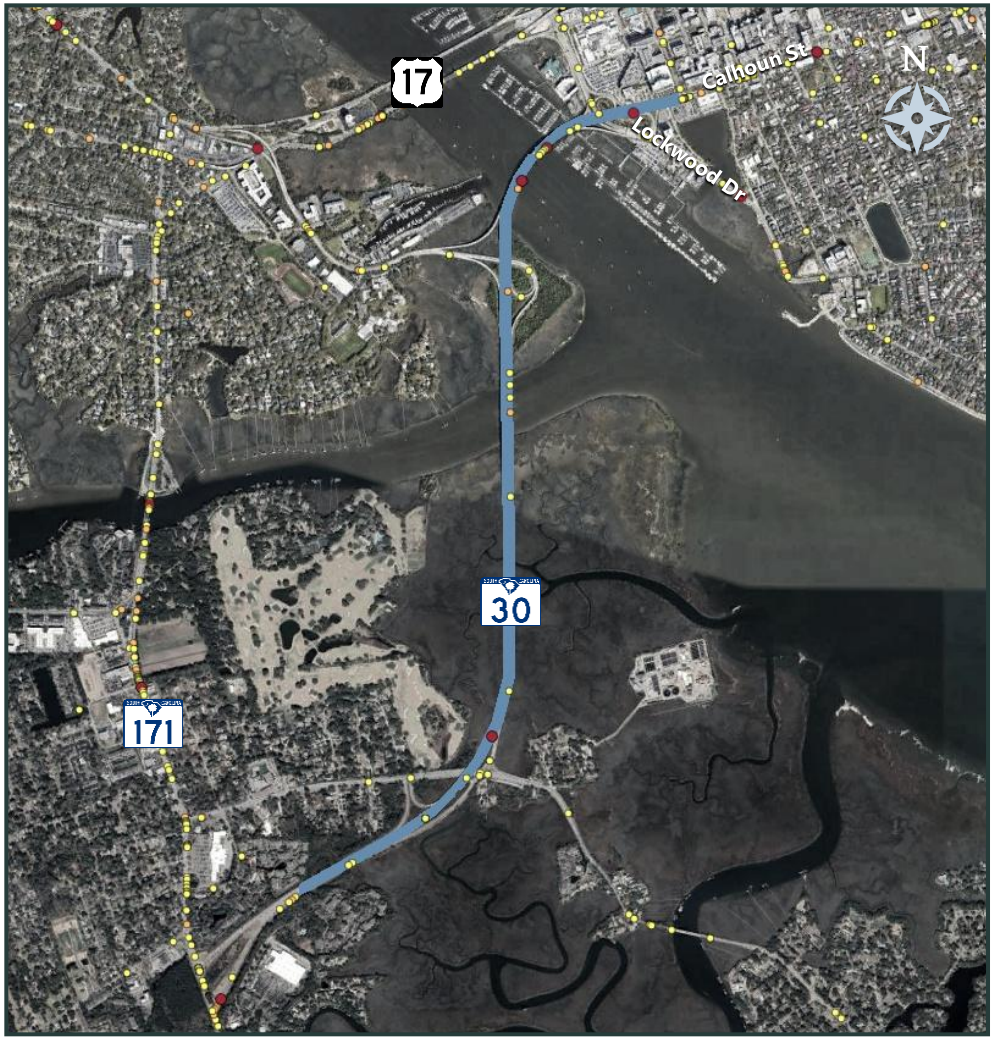
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$35,000	$0	$245,000	**$280,000**

Project ID: TCD-03- Traffic Control Device Upgrades **Present Value of Costs:** $190,000 **Present Value of Benefits:** $11,050,000 **Benefit Cost Ratio: 58.2**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 30/James Island Expressway from SC 171/Folly Road to Lockwood Drive
Project Type: Traffic Control Device Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC 30/James Island Expwy
Context Area	James Island
Functional Class	Urban - Principal Arterial
Typical Cross Section	4-lane, 6-lane divided,
Posted Speed	55 MPH
Estimated AADT	Up to 67,300 vehicles per day
Schools Within ½ Mile	Porter-Gaud, Mason Prep, Harbor View Elem, Ashley Hall
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Install posted speed limit signs immediately downstream of all entrance ramps. Install W19-1 "Freeway Ends XX Miles" signs on existing overhead assemblies at the interchanges with SC 61 (northbound) and Harbor View Road (southbound). Install W19-3 signs with supplemental flashing beacons and advisory speed plaques downstream of the last on-ramp in each direction. Install high-friction surface treatment between the SC 61 interchange and freeway terminus at Calhoun Street.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	2	3	18
Bike/Ped	2	0	1

Estimated Project Costs

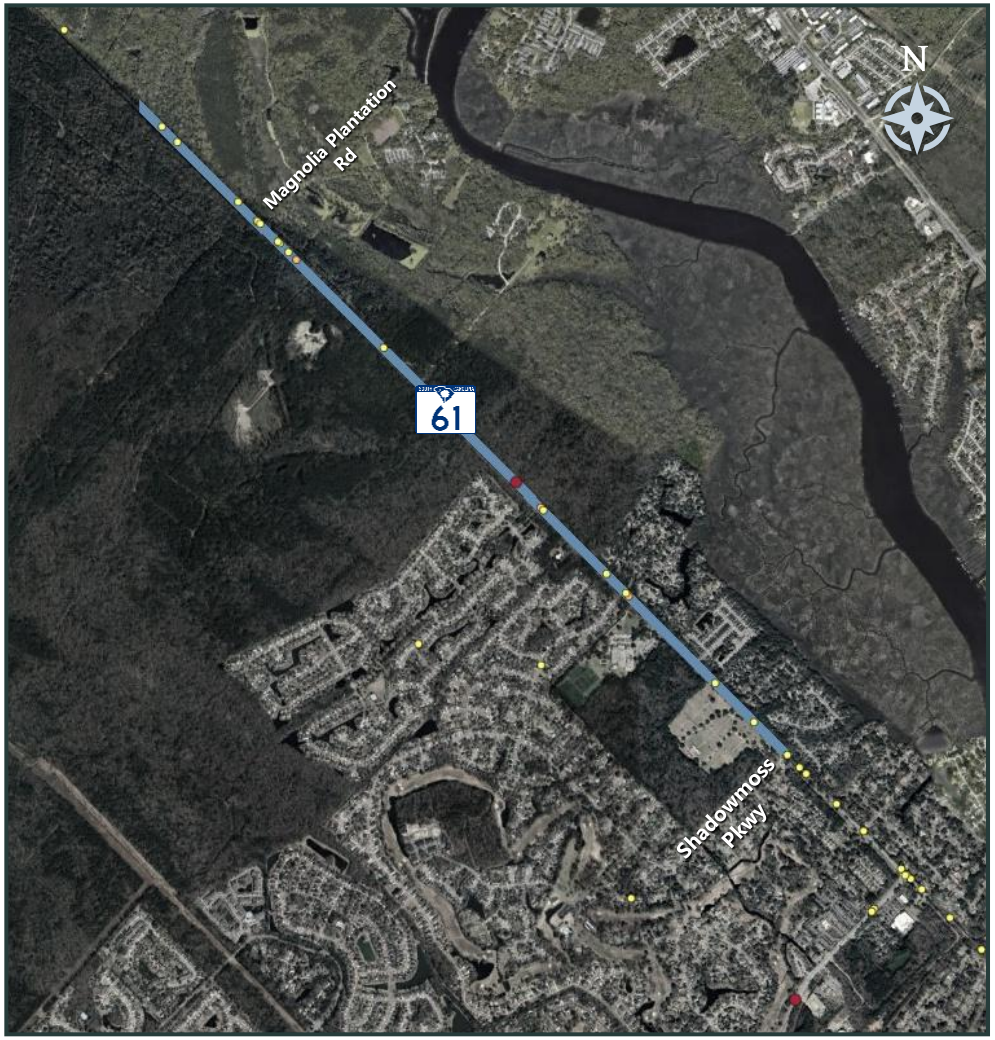
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$75,000	$0	$1,150,000	**$1,225,000**

Project ID: TCD-04 - Traffic Control Device Upgrades **Present Value of Costs:** $820,000 **Present Value of Benefits:** $10,280,000 **Benefit Cost Ratio: 12.5**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: SC 61/Ashley River Road from Shadowmoss Parkway to 0.5 miles north of Magnolia Plantation
Project Type: Traffic Control Device Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	SC
Context Area	West Ashley
Functional Class	Urban - Minor Arterial, Rural - Minor Arterial
Typical Cross Section	2-lane paved median, 2-lane rural
Posted Speed	45/55 MPH
Estimated AADT	17,700 vehicles per day
Schools Within ½ Mile	Drayton Hall Elem
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Install W2-2 signage with supplemental flashers in both directions on SC 61 upstream of the Magnolia Plantation driveways.

Install supplemental flashers on existing W2-1 and W2-2 signage on SC 61 upstream of the intersections with W Bridge Road, Muirfield Parkway, and Shadowmoss Parkway.

Trim vegetation along both sides of the roadway to improve traffic control device visibility and increase sight distance at driveways and intersections.

Install transverse rumble strips on southbound SC 61 upstream of W Bridge Road to introduce the need to reduce speed in advance of the corridor's transition from rural to suburban context.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	3	17
Bike/Ped	0	0	0

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$30,000	$0	$325,000	**$355,000**

Project ID: TCD-05 - Traffic Control Device Upgrades **Present Value of Costs:** $240,000 **Present Value of Benefits:** $4,980,000 **Benefit Cost Ratio: 20.8**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: East Bay Street at Cooper Street/US 17 Northbound On-Ramp
Project Type: Traffic Control Device Upgrades

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Eat Bay St
Context Area	Charleston Peninsula/Neck
Functional Class	Urban – Minor Arterial
Typical Cross Section	5-lane urban
Posted Speed	35 MPH
Estimated AADT	28,300 vehicles per day
Schools Within ½ Mile	Sanders-Clyde Elem, Harvest Time International Acad
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

Install overhead guide sign assemblies and upgrade striping to more clearly delineate the diverge from East Bay Street to US 17 northbound. Note that signal upgrades at Cooper Street are included under a separate project in this database.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	0	1
Bike/Ped	0	0	0

Estimated Project Costs

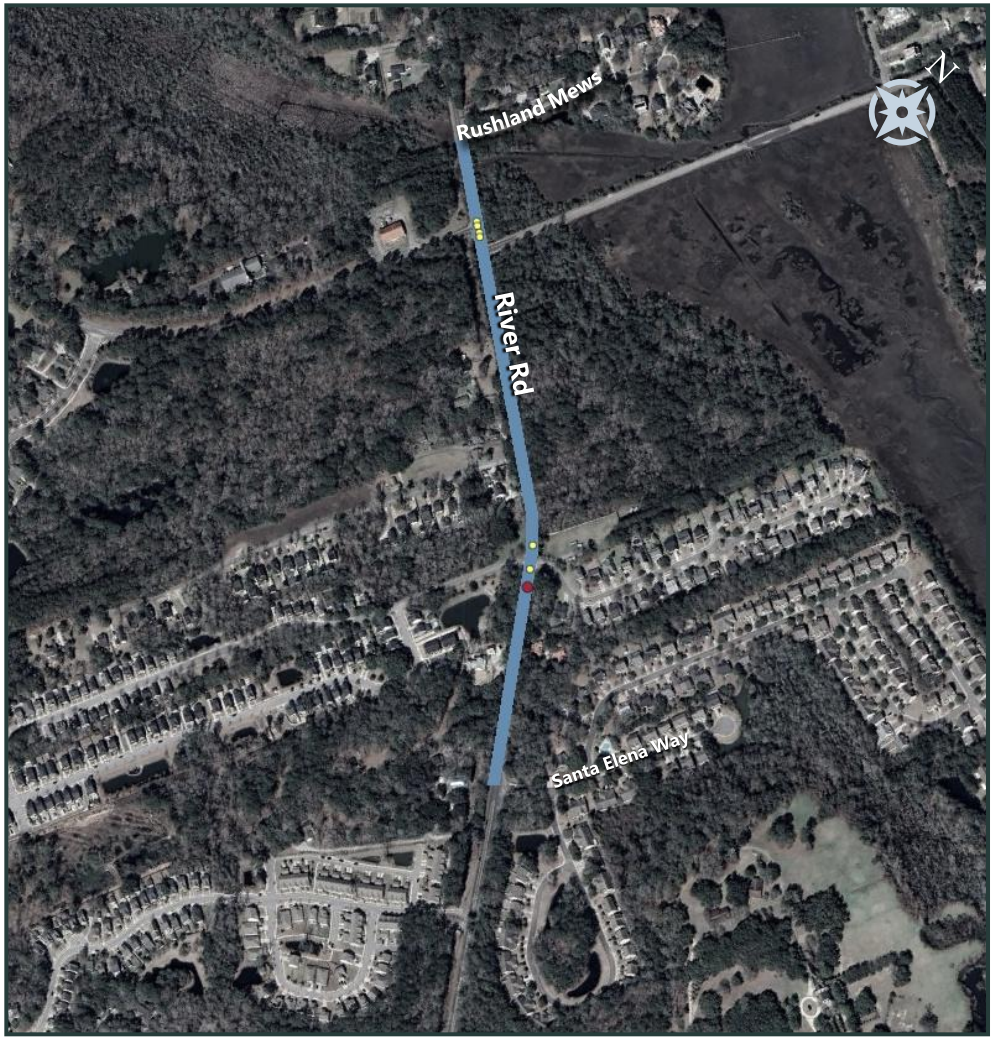
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$55,000	$0	$630,000	**$685,000**

Project ID: TCD-06 - Traffic Control Device Upgrades **Present Value of Costs:** $460,000 **Present Value of Benefits:** $290,000 **Benefit Cost Ratio: 0.6**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: River Road from Rushland Mews to Santa Elena Way
Project Type: Traffic Control Device Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	River Rd
Context Area	Johns Island
Functional Class	Urban - Minor Arterial
Typical Cross Section	2-lane rural
Posted Speed	35/45 MPH
Estimated AADT	7,600 vehicles per day
Schools Within ½ Mile	None
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Install supplemental flashers on existing W1-10a and W2-7R signs in both directions. Install transverse rumble strips upstream of the segment termini in each direction to reinforce the need to reduce travel speeds. Install object markers on large trees throughout this segment.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	0	6
Bike/Ped	0	0	0

Estimated Project Costs

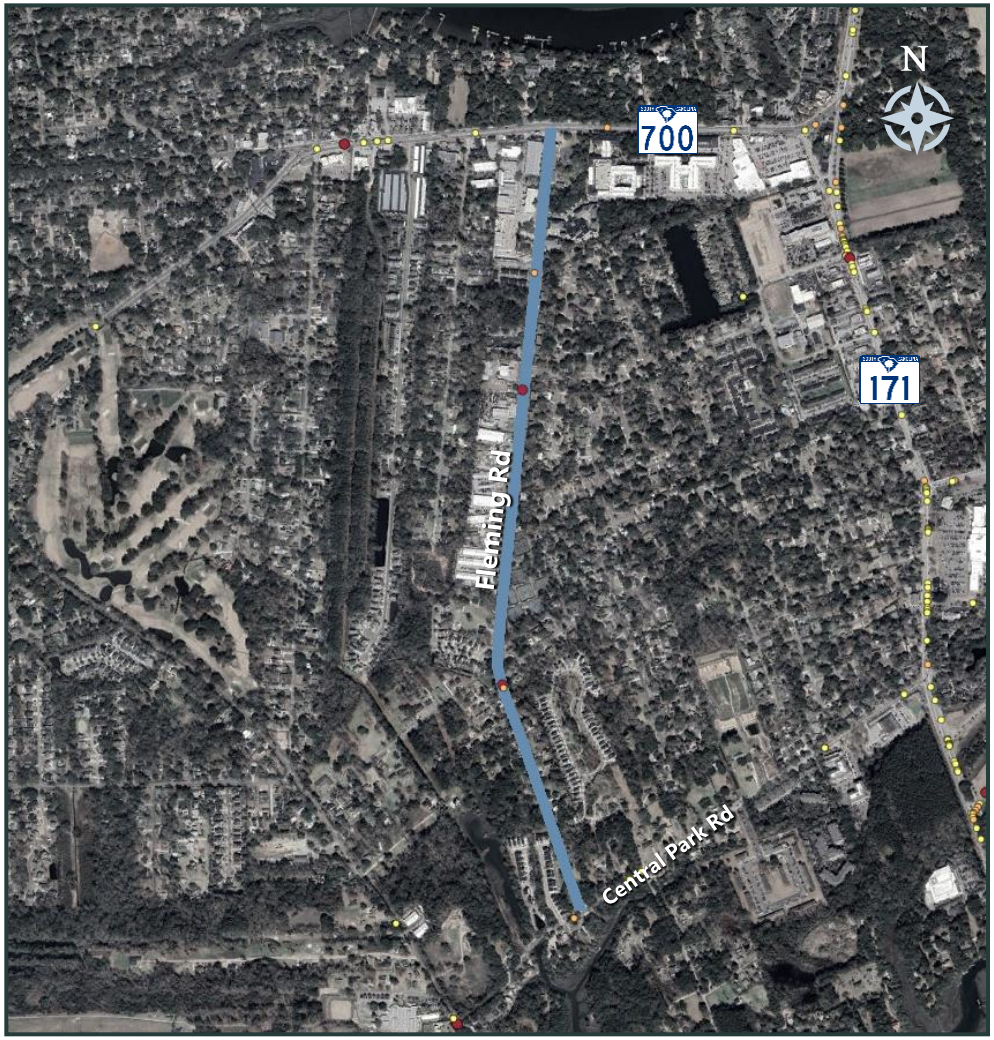
Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$30,000	$0	$230,000	**$260,000**

Project ID: TCD-07 - Traffic Control Device Upgrades **Present Value of Costs:** $170,000 **Present Value of Benefits:** $3,260,000 **Benefit Cost Ratio: 19.2**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: Fleming Road between SC 700/Maybank Highway and Central Park Road
Project Type: Traffic Control Device Upgrades



Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	Fleming Rd
Context Area	James Island
Functional Class	Urban – Major Collector
Typical Cross Section	2-lane rural
Posted Speed	35 MPH
Estimated AADT	2,800 vehicles per day
Schools Within ½ Mile	James Island Christian, Murray-LaSaine AMS
Located Within Underserved Community?	No

Proposed Countermeasure Details

Description

Install edge lines along the entirety of Fleming Road. Install W1-10a signage in both directions upstream of the intersections with Hollings Road and Houghton Drive. Consider installing speed feedback signs in one or both directions to accompany and reinforce posted speed limit.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	1	1	0
Bike/Ped	1	1	0

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$35,000	$0	$155,000	**$190,000**

Project ID: TCD-08 - Traffic Control Device Upgrades **Present Value of Costs:** $130,000 **Present Value of Benefits:** $10,490,000 **Benefit Cost Ratio: 80.7**

Benefit-cost analysis results only consider safety benefits associated with each project. The actual benefit-cost ratio may be higher for projects that offer other benefits.

Candidate Project Informational Sheet

Location: US 17/Septima P. Clark Parkway/Savannah Highway between SC 171/Folly Road Boulevard and Spring Street
Project Type: Traffic Control Device Upgrades

Legend

- Project Location (Segment)
- Project Location (Node)
- Fatal Crash
- Serious Injury Crash
- Minor Injury Crash

Existing Facility Characteristics

Major Street Name	US 17/Septima P. Clark Pkwy/Savannah Hwy
Context Area	Charleston Peninsula/Neck
Functional Class	Urban – Principal Arterial
Typical Cross Section	3-lane south bound, 4-lane north bound bridge
Posted Speed	35 MPH
Estimated AADT	Up to 75,700 vehicles per day
Schools Within ½ Mile	Burke High, Simmons Pinckney Middle, Ashley Hall, Mitchell Elem, & others
Located Within Underserved Community?	Yes

Proposed Countermeasure Details

Description

On northbound US 17, restripe the US 17/Savannah Highway/Folly Road Boulevard merge such that both lanes on US 17/Savannah Highway continue through and the outer/Folly Road Boulevard lane drops. Install additional overhead sign assemblies and upgrade striping ahead of the diverges to Lockwood Drive and Cannon Street to assist motorists with lane selection and more clearly delineate lane drops. Install an overhead "Signal Ahead" sign with supplemental flashers upstream of the intersection with Spring Street. See US 17/Septima P Clark Parkway Road Safety Audit for additional recommendations.

On southbound US 17, install overhead guide sign assemblies and upgrade striping ahead of the diverges to Spring Street/Lockwood Drive, SC 61, and SC 171 to assist motorists with lane selection and more clearly delineate lane drops. See US 17/Septima P Clark Parkway Road Safety Audit for additional recommendations.

Existing Crash History Addressed

Travel Mode	Fatal	Serious Injury	Minor Injury
Vehicle	0	7	31
Bike/Ped	4	4	6

Estimated Project Costs

Preliminary Engineering	Right-of-Way Acquisition/Utilities	Construction	**Total**
$75,000	$0	$1,405,000	**$1,480,000**

Project ID: TCD-09 - Traffic Control Device Upgrades **Present Value of Costs:** $990,000 **Present Value of Benefits:** $33,630,000 **Benefit Cost Ratio: 34.0**

APPENDIX B:

USDOT SAFETY ACTION PLAN CHECKLIST

CHECKLIST: USDOT'S 7 COMPONENTS OF AN ACTION PLAN

1. Leadership Commitment and Goal Setting

☑ **A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries.**

The City prepared and adopted a Target Zero Resolution in October 2025, as summarized on Page 8 of the Safety Action Plan document and complemented by a letter from the Mayor regarding the City's commitment to safety.

☑ **The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.**

The City's Target Zero Resolution commits to the following objectives: a 20% reduction in fatal/serious injury crashes by 2035, and substantial elimination of all fatal/serious injury crashes by 2050.

2. Planning Structure

☑ **To develop the action plan, a committee, task force, implementation group, or similar body was established and charged with the plan's development, implementation, and monitoring.**

As introduced on Page 8 and Page 10 and highlighted throughout the Safety Action Plan document, a Safety Technical Advisory Committee (STAC) was established to oversee the plan's development and will serve as a basis for a Target Zero Task Force (TZTF) to oversee its implementation and monitoring.

3. Safety Analysis

☑ **The action plan includes analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.**

Existing and historical crash trends are presented in detail throughout Chapter 1 (Pages 6-7), Chapter 3 (Pages 14-24), and Chapter 5 (Pages 33-40) of the Safety Action Plan document.

☑ **The action plan includes analysis of the location(s) of crashes, the severity, contributing factors, and crash types.**

Crashes are mapped and tabulated by severity (Pages 6, 14-15), contributing factors (Pages 16-24), and crash types (Pages 16-24) of the Safety Action Plan document.

☑ **The action plan includes analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users).**

The Safety Action Plan document explores high-risk behaviors, high-risk roadway features, and vulnerable road users in detail in Chapter 3 (Pages 14-24) and identifies both systemic and location-specific needs in the high-injury network analysis in Chapter 5 (Pages 33-40).

☑ **The action plan includes a geospatial identification (geographic or locational data using maps) of higher risk locations.**

The Safety Action Plan document highlights the high-injury network (HIN) and priority locations in Chapter 5 (Pages 33-40).

CHECKLIST: USDOT'S 7 COMPONENTS OF AN ACTION PLAN

4. Engagement and Collaboration

☑ **The action plan includes engagement with the public and relevant stakeholders, including the private sector and community groups.**

The plan included a Citywide Safety Summit with relevant stakeholders and two rounds of public workshops, each including a public survey, as discussed in Chapter 4 (Pages 26-31) and Appendix E of the Safety Action Plan document.

☑ **The action plan includes incorporation of information received from the engagement and collaboration into the plan.**

The Safety Action Plan document summarizes feedback received from the public and stakeholders in detail in Chapter 5 (Pages 26-31) and Appendix E.

☑ **The action plan includes coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.**

The plan's Safety Technical Advisory Committee (STAC)--which included members from partner agencies such as SCDOT, BCDCOG, and Charleston County--met three times between December 2024 and June 2025, and the City held three separate meetings with BCDCOG to coordinate efforts with the parallel regional Safety Action Plan. The City participated in five Safety Committee meetings as part of BCDCOG's regional Safety Action Plan between January 2025 and November 2025 and will continue to engage with BCDCOG and neighboring municipalities through this process.

5. Policy and Process Changes

☑ **The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.**

The City participated in Safety Committee meetings facilitated by BCDCOG as part of the region's Safety Action Plan to explore local, regional, and state policies and programs in detail. Applicable actions--including further evaluation of existing policies and programs--are summarized in Chapter 6 (Pages 50-54) of the Safety Action Plan document.

☑ **The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.**

See above response regarding regional collaboration in evaluating and adopting revised or new policies, guidelines, and standards. Additional review is proposed as part of Actions #13 and #15 on Page 53 of the Safety Action Plan document.

6. Strategy and Project Selections

☑ **The plan identifies a comprehensive set of projects and strategies to address the safety problems in the action plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria.**

A comprehensive set of engineering countermeasures and education, enforcement, and evaluation strategies are presented in Chapter 6 (Pages 42-54) and Appendix A of the Safety Action Plan document.

7. Progress and Transparency

☑ **The plan includes a description of how progress will be measured over time that includes, at a minimum, outcome data.**

The plan's proposed process for measuring progress over time is detailed in Chapter 6 (Pages 50-54) of the Safety Action Plan document.

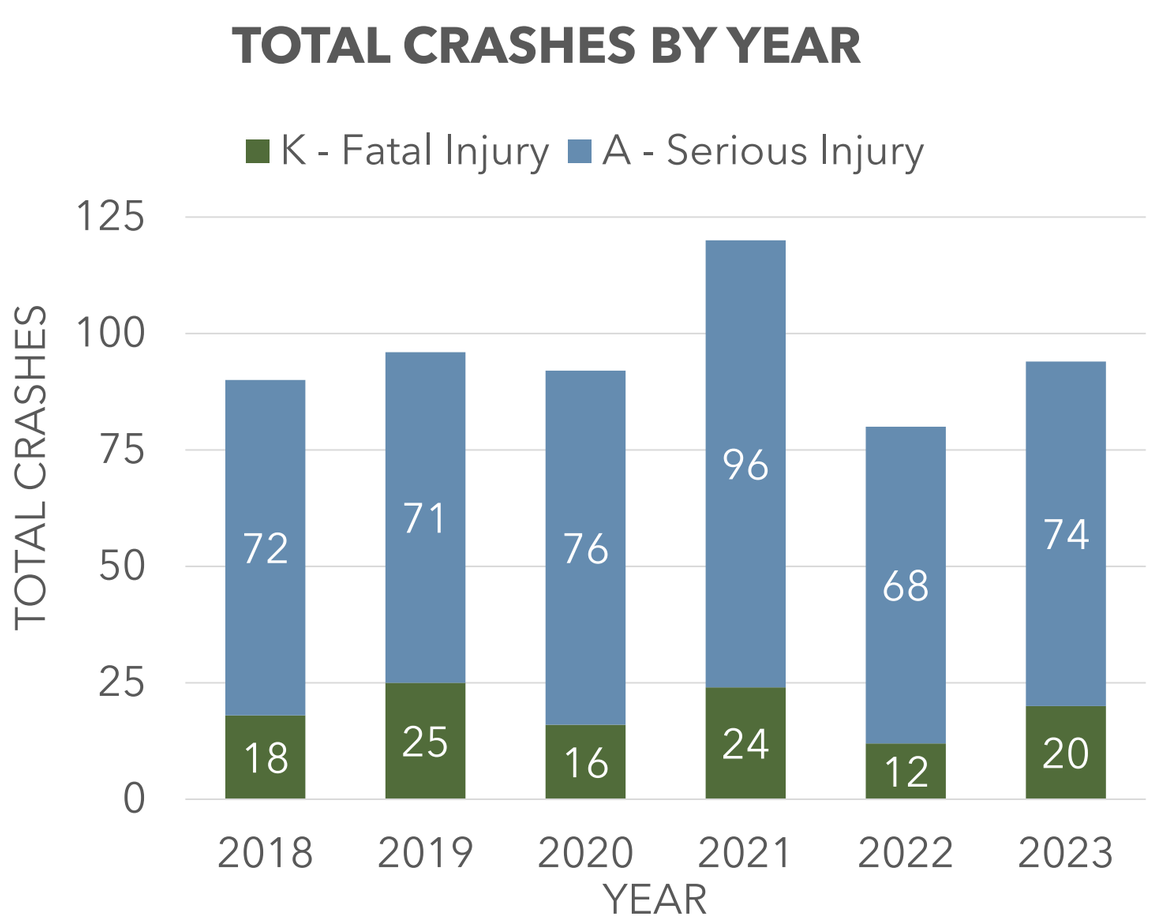
☑ **The plan is posted publicly online.**

The City maintains a Safe Streets and Roads for All (SS4A) informational page on its website that included information throughout development of the plan. This web page or another web page will house the final Safety Action Plan be maintained throughout the plan's implementation.

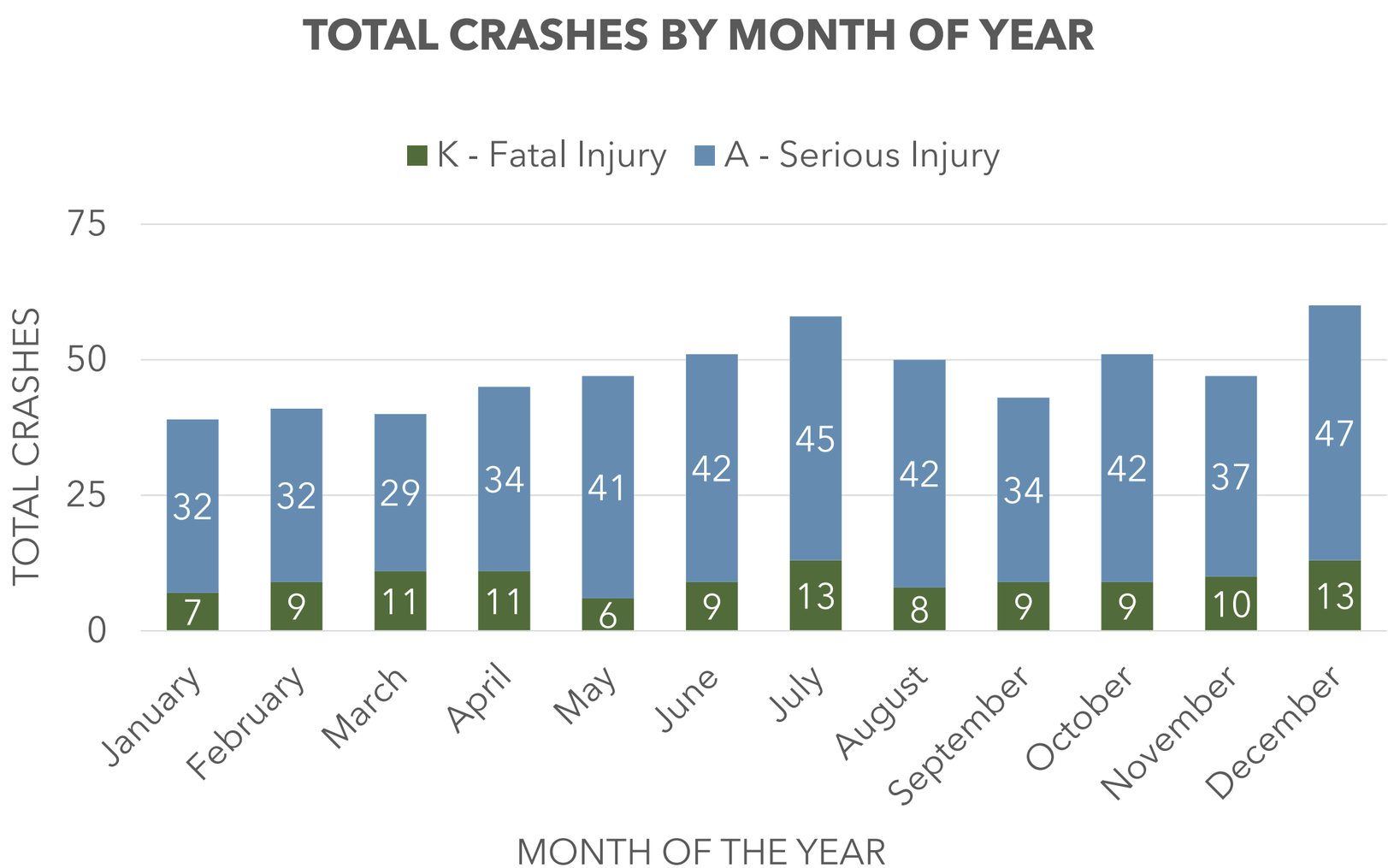
APPENDIX C:
TABULATED CRASH DATA

Crashes by Year

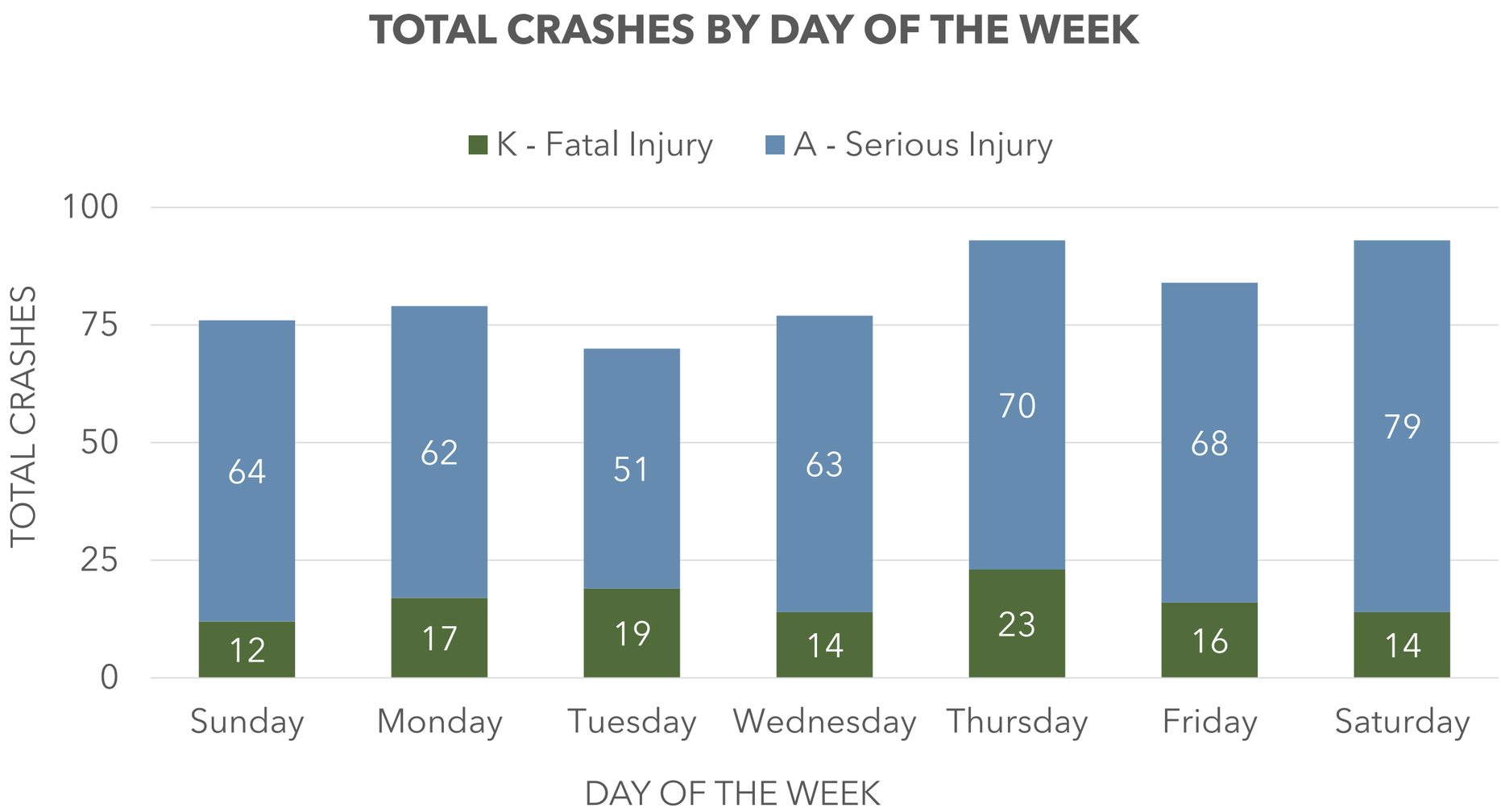
All Crashes							
Crash Severity	Year						Total
	2018	2019	2020	2021	2022	2023	
K - Fatal Injury	18	25	16	24	12	20	115
A - Serious Injury	72	71	76	96	68	74	457
B - Minor Injury	252	405	314	445	437	437	2290
C - Possible Injury	1115	1136	768	964	791	798	5572
O - No Injury	5004	5022	3751	4883	5054	5185	28899
Total	6461	6659	4925	6412	6362	6514	**37333**



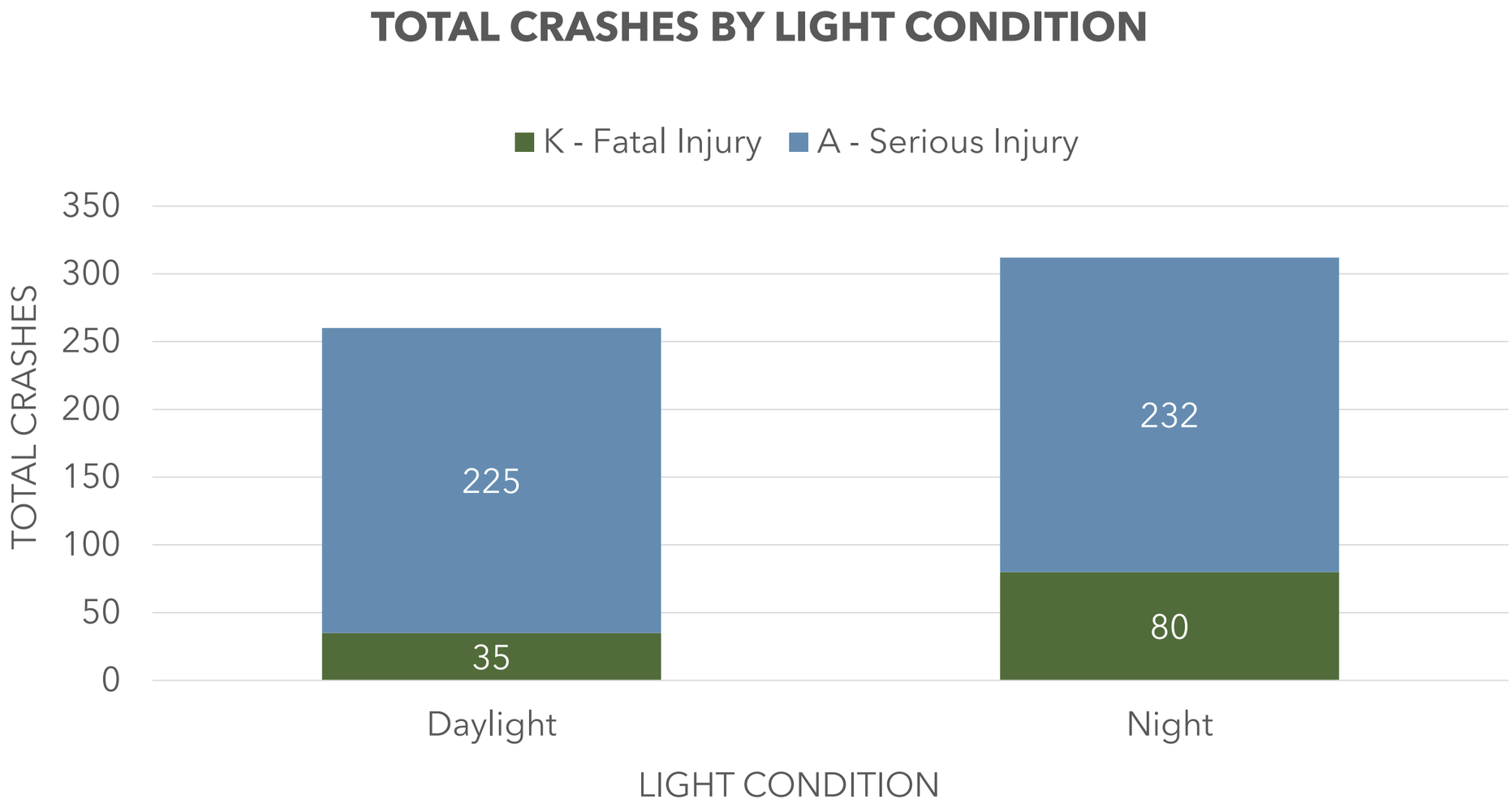
Total Crashes by Month of Year



Total Crashes by Day of the Week



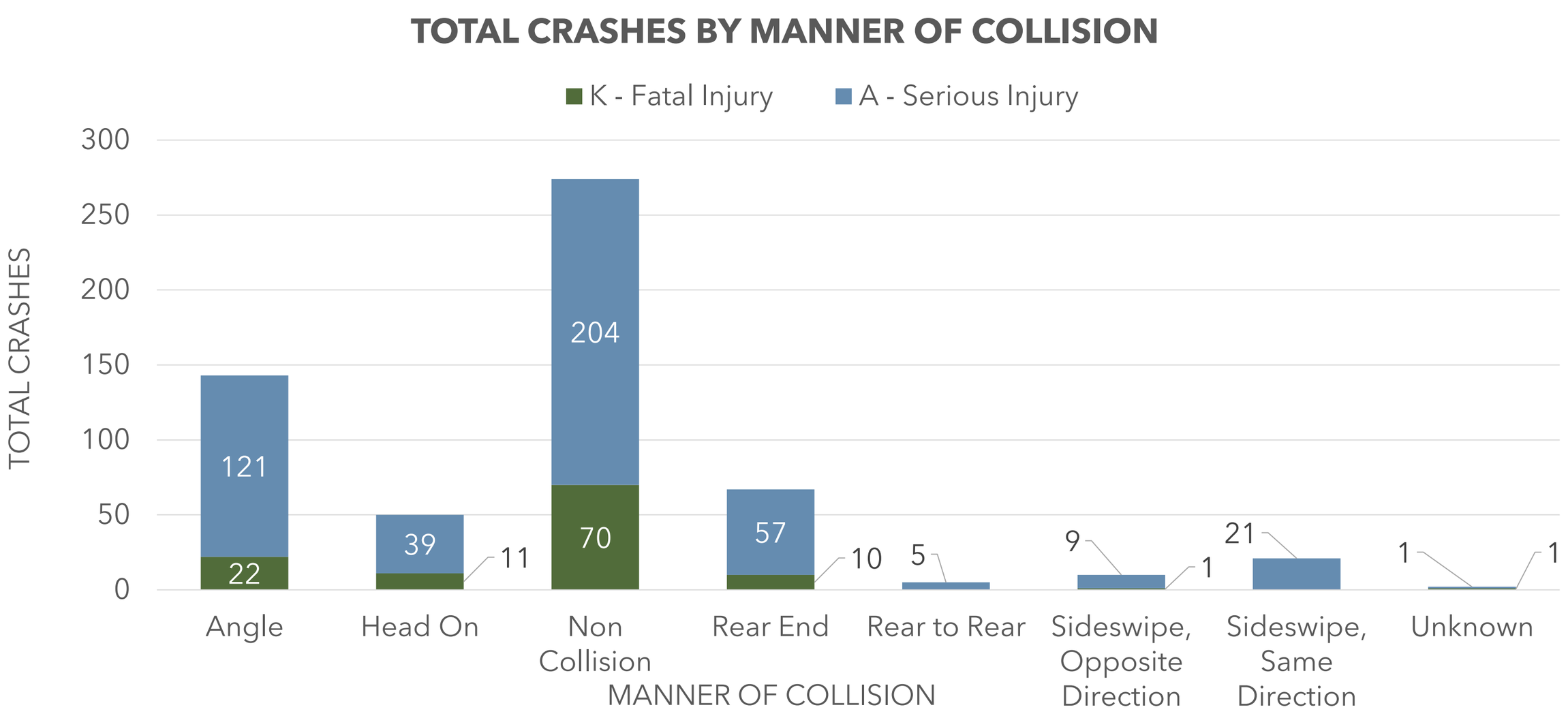
Total Crashes by Light Condition



Total Crashes by Weather Condition

All Crashes					
Crash Severity	**Weather Condition**				**Total**
	Clear	**Rain**	**Cloudy**	**Other**	
K - Fatal Injury	98	10	7	0	115
A - Serious Injury	392	38	23	4	457
B - Minor Injury	1934	199	140	17	2290
C - Possible Injury	4567	627	353	25	5572
O - No Injury	24016	2864	1865	154	28899
Total	31007	3738	2388	200	37333

Total Crashes by Manner of Collision



Total Crashes by Functional Class & Primary Contributing Factor

Description	Route Type						Grand Total
	Interstate	US Route	SC Primary	Local	Secondary	Ramp	
Aggressive Operation	53	102	120	72	196	15	558
Animal in Road	9	20	68	11	97	3	208
Brakes	8	27	28	10	18	3	94
Cargo	4	5	8	3	11	1	32
Cell Phone	3	6	16	4	12	3	44
Darting	0	5	4	0	4	0	13
Debris	25	17	17	4	13	1	77
Disregard Signs (non-motorist)	0	5	0	1	18	0	24
Disregarded Signs/Signals	13	400	410	136	850	8	1817
Distracted/Inattention	429	1684	2209	1215	3102	105	8744
Driving too Fast for Conditions	409	483	708	141	498	71	2310
Excessive Speed	9	18	23	19	32	3	104
Failure to Yield RoW	116	1485	2523	582	2603	30	7339
Failure to Yield Row (non-motorist)	0	9	13	6	24	0	52
Fatigued/Asleep	11	23	33	20	34	4	125
Following too Closely	685	1474	2462	289	1434	95	6439
Fuel Systen	2	3	5	1	2	0	13
Glare	0	3	6	8	5	0	22
Improper Crossing	0	25	26	5	38	0	94
Improper Lane use/change	197	704	639	186	818	36	2580

Total Crashes by Functional Class & Primary Contributing Factor

Description	Route Type						Grand Total
	Interstate	US Route	SC Primary	Local	Secondary	Ramp	
Improper Turn	9	134	143	114	354	1	755
Innattentive (non-motorist)	0	6	2	8	26	0	42
Lights	0	2	1	0	1	0	4
Lying or Illegally in Roadway	1	4	15	5	12	0	37
Medical Related	11	32	52	38	61	4	198
Non-Highway Work	0	0	0	0	1	0	1
Not Visible (dark clothing)	0	0	4	1	6	1	12
Obstruction	1	0	6	10	16	0	33
Obstruction in Roadway	8	3	12	4	16	0	43
Other (environmental)	0	1	6	9	8	1	25
Other (non-motorist)	4	2	5	4	16	1	32
Other (roadway)	1	5	9	5	14	0	34
Other (vehicle defect)	6	6	7	6	17	1	43
Other Improper Action	34	113	134	259	526	6	1072
Other Person UI	0	0	2	0	0	0	2
Over-steering	41	50	69	64	160	5	389
Power Plant	0	0	0	1	1	0	2
Ran off Road	43	76	80	65	154	15	433
Restraint System	0	0	0	0	1	0	1
Road Surface Condition	15	12	13	3	11	0	54

Total Crashes by Functional Class & Primary Contributing Factor

Description	Route Type						Grand Total
	Interstate	US Route	SC Primary	Local	Secondary	Ramp	
Rut, Hole, Bumps	1	2	0	0	3	0	6
Shoulders	0	1	1	1	2	0	5
Steering	1	5	6	3	5	1	21
Swerving to Avoid Object	33	45	60	31	91	3	263
Texting	3	6	12	11	17	0	49
Tires/Wheel	25	13	21	5	18	2	84
Traffic Control Device	0	2	0	0	1	0	3
Truck Coupling	0	2	1	0	0	0	3
Under the Influence	35	102	153	90	261	3	644
Under the Influence (non-motorist)	3	7	10	4	10	0	34
Unknown	62	263	256	322	652	13	1568
Unknown (environmental)	0	0	3	3	6	0	12
Unknown (non-motorist)	1	5	4	2	13	0	25
Unknown (roadway)	2	5	8	13	19	2	49
Unknown (vehicle defect)	6	20	31	32	87	1	177
Vision Obscured	4	24	14	65	89	1	197
Weather Condition	9	18	12	3	11	1	54
Windows/Shield	0	0	1	0	0	0	1
Work Zone	0	2	1	0	5	0	8
Worn, Travel-polised Surface	0	2	0	0	0	0	2

Total Crashes by Functional Class & Primary Contributing Factor

Description	Route Type						Grand Total
	Interstate	US Route	SC Primary	Local	Secondary	Ramp	
Wrong Side of Road (non-motorist)	0	0	2	3	5	1	11
Wrong side or Wrong Way	9	29	40	38	98	2	216
							37333
Grand Total	2341	7497	10514	3935	12603	443	37333

Crashes within 200 feet of a CARTA Stop

All Crashes by Max Injury Code

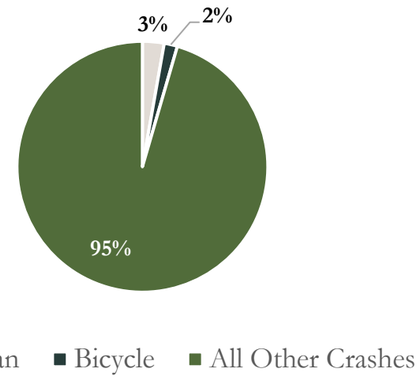
	Total Crashes	Percent of Crashes
Fatal	16	0.2%
Minor Injury	562	6.5%
No Injury	6721	77.2%
Possible Injury	1298	14.9%
Serious Injury	107	1.2%
Grand Total	8704	100%

Pedestrian and Bicycle Crashes by Max Injury Code

	Total Crashes	Percent of Crashes
Fatal	7	2%
Minor Injury	136	35%
No Injury	69	18%
Possible Injury	140	36%
Serious Injury	40	10%
Grand Total	392	100%

All Crashes by Transportation Mode

Crashes within 200 feet of a CARTA Stop

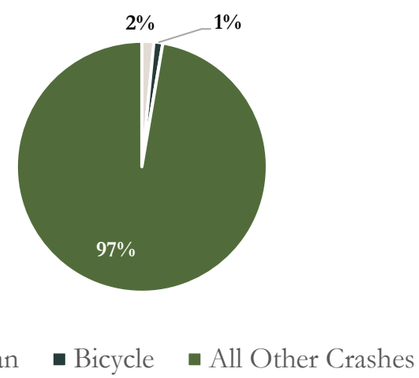


All Crashes

	Total Crashes	Percent of Crashes
Fatal	115	0.3%
Minor Injury	2290	6.1%
No Injury	28899	77.4%
Possible Injury	5572	14.9%
Serious Injury	457	1.2%
Grand Total	37333	100%

	Total Crashes	Percent of Crashes
Fatal	48	5%
Minor Injury	349	35%
No Injury	159	16%
Possible Injury	338	34%
Serious Injury	108	11%
Grand Total	1002	100%

All Crashes

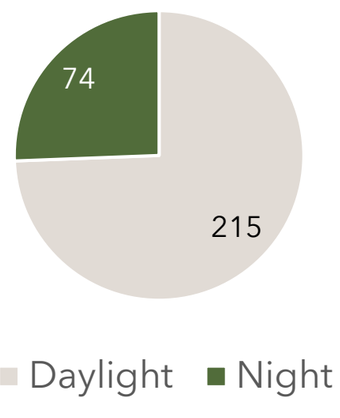


Secondary Crashes Analysis

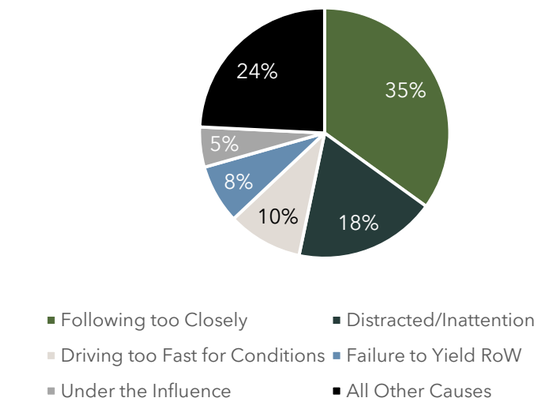
By Route Type

	Crashes
SC Route	99
US Route	70
Secondary Road	56
Interstate	51
Local Road	12
Ramp	1
Grand Total	289

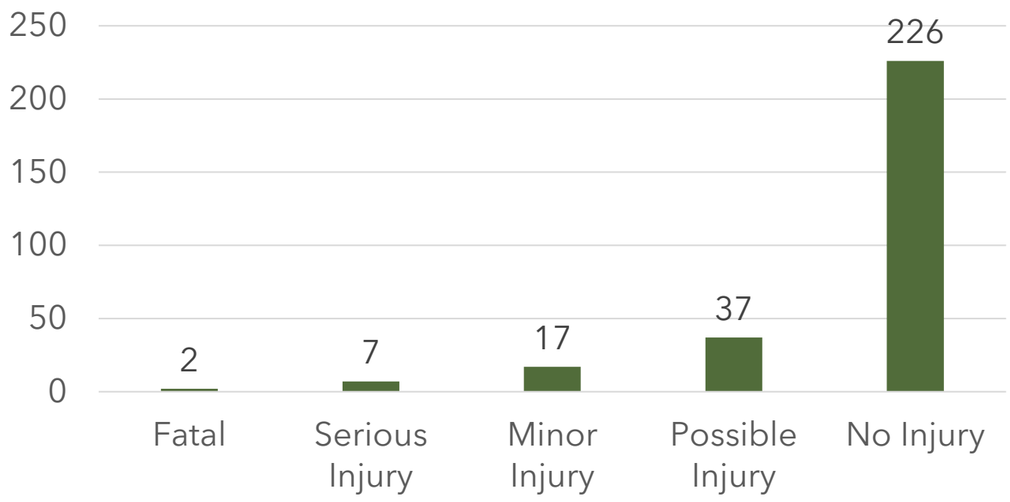
By Light Condition



By Probable Cause



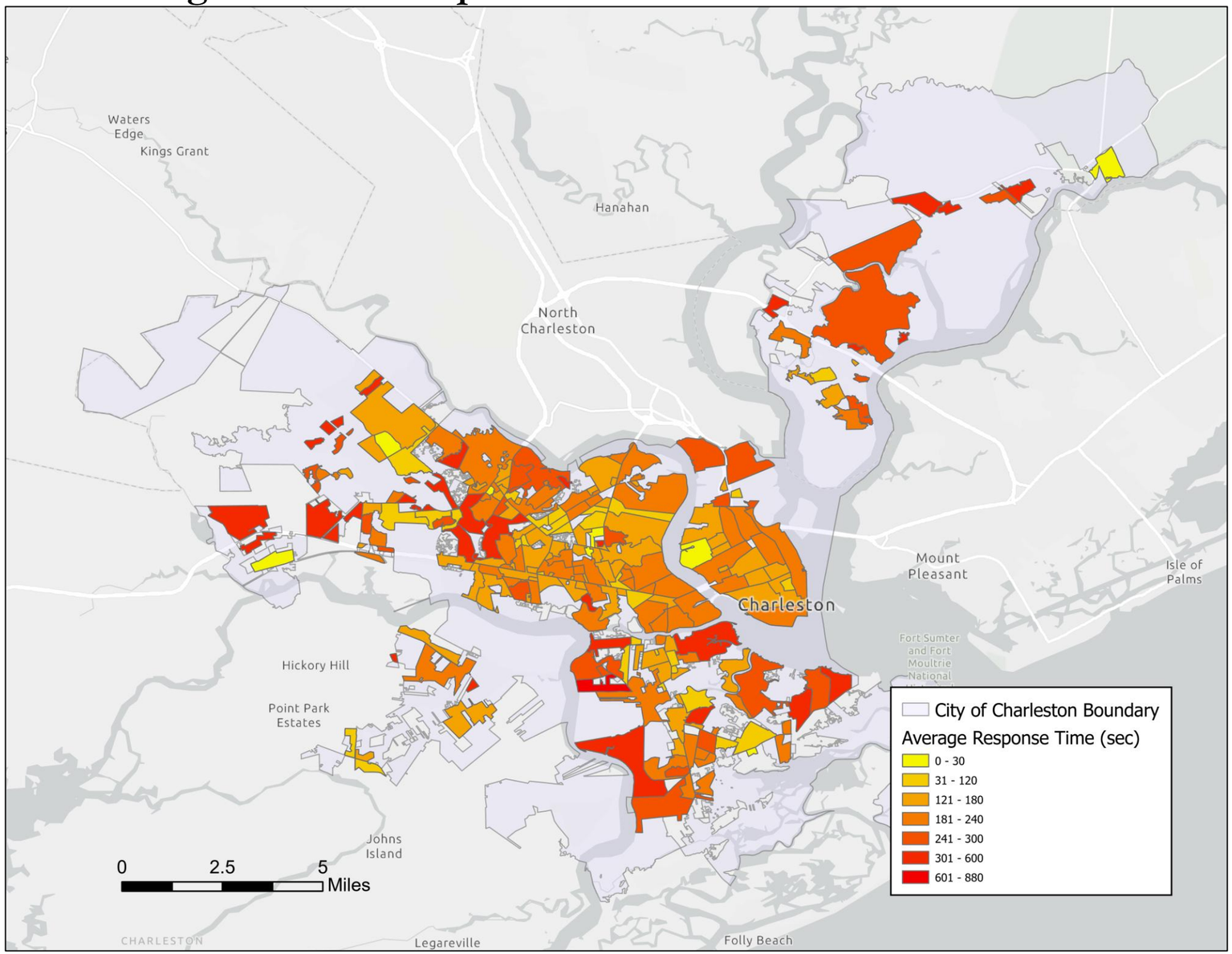
By Max Injury Code



By Manner of Collision

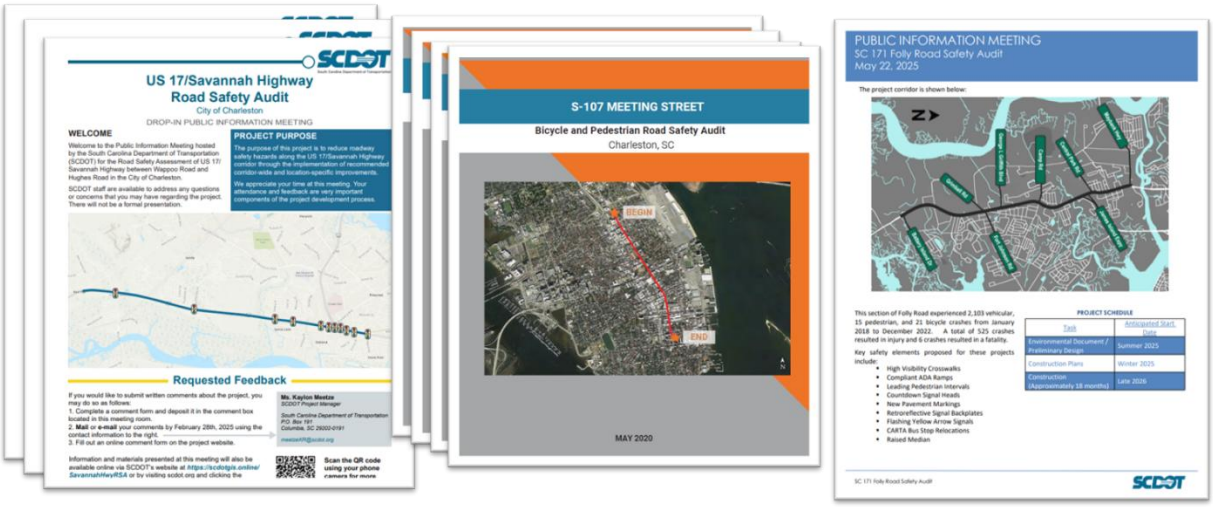
	Crashes
Rear End	166
Angle	43
Sideswipe, Same Direction	36
Non-Collision	22
Backed Into	7
Sideswipe, Opposite Direction	6
Head On	5
Unknown	3
Rear to Rear	1
Grand Total	289

Average Incident Response Time for Charleston Subdivisions



APPENDIX D:
EXISTING PLANS AND PROJECTS REVIEW

SCDOT Road Safety Audits & Other Planning Efforts



SCDOT's Road Safety Audit (or "Road Safety Assessment") (RSA) program was initiated in 2016 as part of its Highway Safety Improvement Program (HSIP) and uses data analysis to identify high-crash locations statewide, with a recent emphasis on non-motorized road users. Since 2018, SCDOT has completed RSAs for eight corridors within the City of Charleston, including Meeting Street, King Street, Saint Philip Street, Calhoun Street, and US 17/Septima Clark Parkway on the Charleston Peninsula; US 17/Savannah Highway and SC 61/St Andrews Boulevard/Ashley River Road in West Ashley; and SC 171/Folly Road on James Island. A brief summary is provided for each of these RSAs below.

Downtown Charleston Bike and Pedestrian Improvements Project (Link)

Spurred by SCDOT's emphasis on non-motorist safety beginning in 2018 and continuing through the adoption of its statewide Pedestrian and Bicycle Safety Action Plan (PBSAP) in 2022, a series of concurrent RSAs were conducted for the following locations on the Charleston Peninsula:

S-107/Meeting Street from Line Street to Broad Street

Key Crash Statistics:

- Then-ranked #2 high-crash corridor statewide for non-motorists
- From 2013-2018:
    - There were 699 total crashes, 180 injury crashes, and 2 fatal crashes
    - There were 36 bicycle/pedestrian crashes, including 30 injuries and 1 fatality
    - Most common crash types: Angle (33%), Rear-End (29%), Sideswipe (24%)
    - 23% of all crashes resulted in at least one injury
    - 42% of bike/ped crashes occurred at night

S-104/King Street from Line Street to Broad Street

Key Crash Statistics:

- Then-ranked #3 high-crash corridor statewide for non-motorists
- From 2013-2018:
    - There were 526 total crashes, 117 injury crashes, and 0 fatal crashes

  - There were 36 bicycle/pedestrian crashes, including 32 injuries and 0 fatalities
  - Most common crash types: Sideswipe (36%), Angle (22%), Rear-End (21%)
  - 17% of all crashes resulted in at least one injury
  - 36% of bike/ped crashes occurred at night

S-404/Calhoun Street from 4th Street to US 52/East Bay Street

Key Crash Statistics:

- Then-ranked #4 high-crash corridor statewide for non-motorists
- From 2013-2018:
  - There were 754 total crashes, 156 injury crashes, and 2 fatal crashes
  - There were 40 bicycle/pedestrian crashes, including 36 injuries and 1 fatality
  - Most common crash types: Sideswipe (36%), Rear-End (29%), Angle (26%)
  - 17% of all crashes resulted in at least one injury
  - 45% of bike/ped crashes occurred at night

S-106/St Philip Street from Line Street to George Street

Key Crash Statistics:

- Then-ranked #6 high-crash corridor statewide for non-motorists
- From 2013-2018:
  - There were 133 total crashes, 33 injury crashes, and 0 fatal crashes
  - There were 12 bicycle/pedestrian crashes, including 11 injuries and 0 fatality
  - Most common crash types: Angle (38%), Sideswipe (31%)
  - 18% of all crashes resulted in at least one injury
  - 25% of bike/ped crashes occurred at night

Collectively, the recommendations from these RSAs comprise SCDOT's Downtown Charleston Bike and Pedestrian Improvements Project, which has an anticipated construction year of 2026. Key countermeasures to be implemented across these corridors include:

- **Pedestrian Crossings**
  - Add or upgrade crosswalks to ladder-style/high-visibility, decorative, or stamped asphalt at all intersections and midblock locations
  - Install curb extensions (i.e., "bulb-outs") at intersections wherever feasible to shorten crossing distances and improve pedestrian visibility
  - Implement Rectangular Rapid Flashing Beacons (RRFBs) at key midblock or uncontrolled crossings
  - Add pedestrian refuge islands where feasible
  - Consider all-pedestrian signal phases ("pedestrian scrambles") at high-volume intersections
  - Install or upgrade detectable warning surfaces on ADA ramps at crossings
  - Relocate or reconstruct ADA ramps to align with crosswalks
  - Restrict right turns on red at intersections with limited sight distance or high pedestrian activity
  - Add "Yield to Pedestrian" signage and pavement markings at crossings

- **Signal & Intersection Improvements**
  - Implement Leading Pedestrian Intervals (LPIs) at signalized intersections to give pedestrians a head start
  - Upgrade pedestrian signals to include countdown timers and pushbuttons
  - Upgrade traffic signals to 12" heads (MUTCD compliant) and add retroreflective backplates for better visibility
  - Convert signals from nighttime flash to timed phasing
  - Perform traffic signal timing studies to optimize operations and reduce conflicts
  - Add or improve left-turn skip lines and lane markings at intersections
  - Consider intersection-specific improvements such as raised crosswalks, curb extensions, and improved signage

- **Bicycle Safety**
  - Add or upgrade bicycle facilities to include:
    - Dedicated bike lanes or cycle tracks where feasible (e.g., King St, Saint Philip St south of Calhoun, Calhoun St if space allows)
    - Shared lane markings ("sharrows") where dedicated lanes are not feasible
    - "Bicycle boulevards" with traffic calming and priority for cyclists (e.g., Saint Philip St north of Calhoun)
  - Replace storm drain grates with bicycle-friendly designs
  - Provide alternate routing strategies for cyclists on lower-volume streets if main corridors cannot accommodate dedicated lanes

- **Other Improvements**
  - Implement access management near intersections to reduce conflicts and offer opportunities for pedestrian refuge where medians are installed
  - Address speed management through speed studies, reduced speed limits, and traffic calming measures (e.g., curb extensions, raised intersections, road diets)
  - Repair and reconstruct damaged sidewalks and ramps, and widen sidewalks where feasible, especially in high-pedestrian areas
  - Add or upgrade street lighting, especially in areas with high nighttime crash rates
  - Replace or upgrade storm drain inlets to be flush with pavement and safe for bicycles, and address flooding or drainage issues at intersections and sidewalks.
  - Implement public awareness campaigns and educational programs for all road users
  - Use targeted enforcement to address common crash causes (failure to yield, illegal crossings, distracted operation)

US 17/Savannah Highway RSA (Link)

Study Area: US 17/Savannah Highway from Hughes Road to Wappoo Road

Key Crash Statistics (June 2017-June 2022):

- There were 2,601 total crashes
- There were 8 bicycle and 26 pedestrian crashes
- There were 43 incapacitating injury crashes and 8 fatal crashes
- 22% of all crashes occurred at night

- 87% of all crashes occurred on dry pavement

Key Recommendations:

- Access management strategies to reduce angle and pedestrian collisions, including a raised median within the existing flush two-way left-turn lane section to the south/east of Long Branch Creek
- Pedestrian improvements to include ADA compliant ramps, high-visibility crosswalks, and pedestrian countdown signals
- Enhancement signing and markings throughout the corridor
- Intersection improvements to improve safety by way of improving operations

Construction is anticipated in 2026. *Of the recommendations included in the RSA, the following are omitted from the scope of improvements to be implemented:*

  - Trim vegetation and remove sediment and debris from sidewalks
  - Install traffic signal cabinet wraps
  - Implement a reduced conflict intersection (RCI) design at the US 17/Savannah Highway intersections with McLeod Road, US Vegetable Laboratory Driveways, and Bonanza Road
  - Install the fourth southbound approach lane along Carolina Bay Drive approaching US 17/Savannah Highway

US 17/Septima P. Clark Parkway RSA (Link)

Study Area: US 17/Septima P. Clark Parkway from Lockwood Drive to Coming Street

Key Crash Statistics (June 2017-June 2022):

- There were 1,118 total crashes
- There were 7 bicycle and 15 pedestrian crashes
- There were 43 incapacitating injury crashes and 8 fatal crashes
- 23% of all crashes occurred at night
- 88% of all crashes occurred on dry pavement

Key Recommendations:

- Corridor-wide, refresh worn signing and markings; upgrade existing traffic signals to include retroreflective backplates and repair lighting, as appropriate; and clear vegetation overgrowth and debris from sidewalks.
- **Coming Street** - Install concrete median for the free-flow northbound right-turn movement from Coming Street to US 17/Septima P. Clark Parkway; install traffic signal for the eastbound left-turn movement from US 17/Septima P. Clark Parkway to Coming Street; and repair the existing guardrail.
- **Rutledge Avenue** - Replace no turns signs, and install louvered traffic signal heads on the Rutledge Avenue approach. President Street - Replace no turns signs. Spring Street - Replace no turns signs; update traffic signal timing; relocate signal ahead sign and post; improve sight distance; and install traffic signal and pedestrian signal improvements.
- **Cannon Street** - Reduce the Canon Street exit to one lane with a concrete median, and install overhead directional signs.

- **Courtenay Drive/Vaughan Street** - Install directional signs on US 17/Septima P. Clark Parkway; install ADA pedestrian ramps; install pedestrian signal improvements; repair flexible delineators.
- **Lockwood Drive** - Convert existing shoulder to the second left-turn lane to Lockwood Drive, and install overhead directional signs.

Construction is anticipated in 2026. *Of the recommendations included in the RSA, the following are omitted from the scope of improvements to be implemented:*

  - Trim vegetation and remove sediment and debris from sidewalks
  - Install traffic signal cabinet wraps

US 61/Ashley River Road RSA (Link)

Study Area: SC 61/Ashley River Road/St Andrews Boulevard from Savage Road to Wesley Drive

Key Crash Statistics (June 2017-June 2022):

- There were 2,008 total crashes
- There were 28 bicycle and 18 pedestrian crashes
- There were 12 incapacitating injury crashes and 4 fatal crashes
- 20% of all crashes occurred at night
- 87% of all crashes occurred on dry pavement

Key Recommendations:

- Corridor-wide, refresh worn signing and markings; upgrade existing traffic signals to include retroreflective backplates and repair lighting, as appropriate; and clear vegetation overgrowth and debris from sidewalks.
- **Wesley Drive**
  - Trim vegetation on the east side blocking pedestrian signal button and route signs (Short-Term)
  - Update overhead lane signs on southbound SC 61 in advance of Wesley Drive and ramps to SC 61/US 17 (Short-Term)
  - Restrict right turns on red for the Wesley Drive approach due to queuing and sight distance (Short-Term)
  - Restripe existing crosswalks and install a third crosswalk leg on the southbound approach (Mid-Term)
  - Shorten the existing concrete median on the east leg (Mid-Term)
- **Colony Drive/Riverdale Drive**
  - Fix pavement in disrepair adjacent to the gas station (Short-Term)
  - Install high-visibility crosswalk markings at all legs, including new legs across the northbound approach of Ashley River Road and westbound approach of Colony Drive (Mid-Term)
- **Sycamore Avenue**
  - Widen the sidewalk on the north side of SC 61 from the West Ashley Greenway to Sycamore Avenue (Charleston County project)
  - Install bike/pedestrian crossing improvements at SC 61 and Sycamore Avenue
- **West Ashley Bikeway**
  - Install mast-arm mounted Pedestrian Hybrid Beacon (PHB) across Ashley River Road at the bikeway crossing

  - Provide a pedestrian refuge island in the existing two-way center left-turn lane (Long-Term)
- **5th Avenue**
  - Install Reduced Conflict Intersection treatment to prohibit lefts out of 5th Avenue and prohibit left turns into 5th Avenue on the east side of SC 61 (Long-Term)
- **St. Andrews Boulevard**
  - Install high-visibility crosswalk markings at all crosswalk approaches (Mid-Term)
  - Install ADA pedestrian ramps with detectable warning surfaces (Long-Term)
  - Realign the intersection to provide three crosswalk legs and minimize the skew angle (Long-Term)
- **Magnolia Road**
  - Realign Magnolia Road approach to SC 61 to a more 90-degree angle
  - Convert the existing slip lane to Magnolia Road to a dedicated right-turn lane (Mid-Term)
  - Install ADA pedestrian ramps with detectable warning surfaces (Mid-Term)
- **Carriage Lane**
  - Install high-visibility crosswalk markings at all legs, including a new leg across the northbound approach of Ashley River Road (Mid-Term)
  - Install ADA pedestrian ramps with detectable warning surfaces (Mid-Term)
- **Playground Road**
  - Install pedestrian signal heads and push buttons across the westbound approach of the commercial driveway (Short-Term)
  - Install high-visibility crosswalk markings at all legs, including a new leg across the northbound approach of Ashley River Road (Mid-Term)
- **Ashley Hall Road**
  - Install No Right Turn On Red sign for northbound Ashley River Road traffic (Short-Term)
  - Install high-visibility crosswalk markings at all legs, including a new leg across the northbound approach of Ashley River Road (Mid-Term)
  - Install ADA pedestrian ramps with detectable warning surfaces (Mid-Term)
- **Wappoo Road**
  - Install high-visibility crosswalk markings (Mid-Term)
  - Install leading pedestrian intervals (LPIs) (Mid-Term)
  - Install high-visibility crosswalk markings across Los Reyes driveway between Wappoo Road and Sam Rittenberg Boulevard (Mid-Term)
- **Sam Rittenberg Boulevard**
  - No new recommendations (recently updated with additional capacity and updated crosswalks/traffic signals)
- **Wallace School Road**
  - Install high-visibility crosswalk markings at all legs, including a new crosswalk leg across the northbound approach of Ashley River Road (Mid-Term)
  - Install ADA pedestrian ramps with detectable warning surfaces (Mid-Term)
  - Extend median on Ashley River Road east of Wallace School Road to prohibit lefts in front of Barnes & Noble and Crossroads Center shopping mall (Long-Term)

- **Savage Road**
    - Install high-visibility crosswalk markings, including new third and fourth crosswalk legs across the eastbound approach of Savage Road and southbound approach of Ashley River Road (Mid-Term)
    - Install ADA pedestrian ramps with detectable warning surfaces (Mid-Term)

Construction is anticipated in 2026. *Of the recommendations included in the RSA, the following are omitted from the scope of improvements to be implemented:*

- Trim vegetation and remove sediment and debris from sidewalks
- Install traffic signal cabinet wraps

SC 171/Folly Road RSA (Link)

Study Area: SC 171/Folly Road from Old Folly Beach Road to SC 700/Maybank Highway

Key Crash Statistics (January 2018-December 2022):

- There were 2,103 total crashes
- There were 21 bicycle and 15 pedestrian crashes
- There were 525 injury crashes and 6 fatal crashes
- 23% of all crashes occurred at night
- 88% of all crashes occurred on dry pavement

Key Recommendations:

- Corridor-wide, refresh worn signing and markings, including at all pedestrian crossings; upgrade existing traffic signals to include retroreflective backplates, pedestrian pushbuttons, leading pedestrian interval (LPI), flashing yellow arrow signal heads, and upgraded lighting, as appropriate; implement access management strategies that consolidate driveways, restrict movements, and include raised medians, as appropriate and feasible; enhance transit stops; and improve bicycle accommodations.
- Additional location-specific recommendations include:
    - Between Bur Clare Drive and Fort Johnson Road – install new sidewalk
    - Grimball Road – RRFBs and high-visibility crosswalks for crossings on Grimball Road near Food Lion/Publix; driveway consolidation near the signalized intersection with Folly Road
    - Between Prescott Street and Camp Road (near Truist Bank) – install a pedestrian hybrid beacon (PHB) midblock crossing
    - Between Ellis Oak Avenue and James Island Expressway Ramps – install new sidewalk
    - Construct an additional right-turn lane on the James Island Expressway Off-Ramp
    - Construct an additional right-turn lane from Folly Road to Maybank Highway

  Construction is anticipated in 2026. *Note that the number of proposed raised median locations were reduced from the original RSA recommendations based on feedback from the public and key stakeholders.*

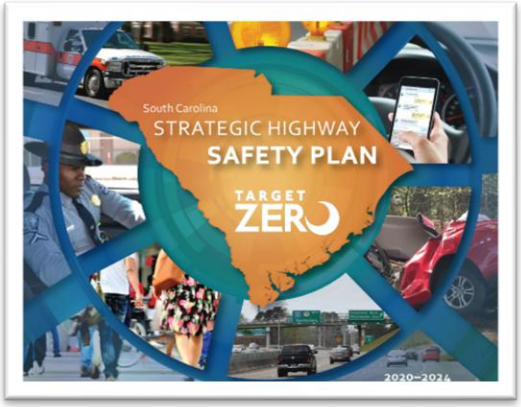
SCDOT Pedestrian and Bicycle Safety Action Plan (Link)

The SCDOT Pedestrian and Bicycle Safety Action Plan (PBSAP) was published in 2022 and represents the state's first comprehensive strategy for reducing pedestrian and bicyclist fatalities and serious injuries. The goals, objectives, and outcomes of the PBSAP align with those of the Safe Streets and Roads for All (SS4A) program, including identification of statewide high-crash and high-risk networks. Findings relevant to this Safety Action Plan include:

- Charleston County ranks second among all South Carolina counties in pedestrian fatal/serious injury crash rate.
- Charleston County ranks first among all South Carolina counties in bicycle fatal/serious injury crash rate.
- The PBSAP identified 15 high-crash segments within the City of Charleston, including the top 3 segments statewide (on Calhoun Street, King Street, and Meeting Street).
- The PBSAP identified 8 of the top 100 high-risk segments statewide within the City of Charleston, including portions of US 17/Savannah Highway, US 17/Septima P. Clark Parkway, SC 7/Sam Rittenberg Boulevard, SC 61/Ashley River Road/St Andrews Boulevard, and SC 171/Folly Road.

These high-crash and high-risk segments are mapped in Chapter 1 of this Safety Action Plan and in the map below. This Safety Action Plan also builds upon the comprehensive state-of-the-practice review conducted as part of the PBSAP to develop the countermeasure toolbox in Appendix G.

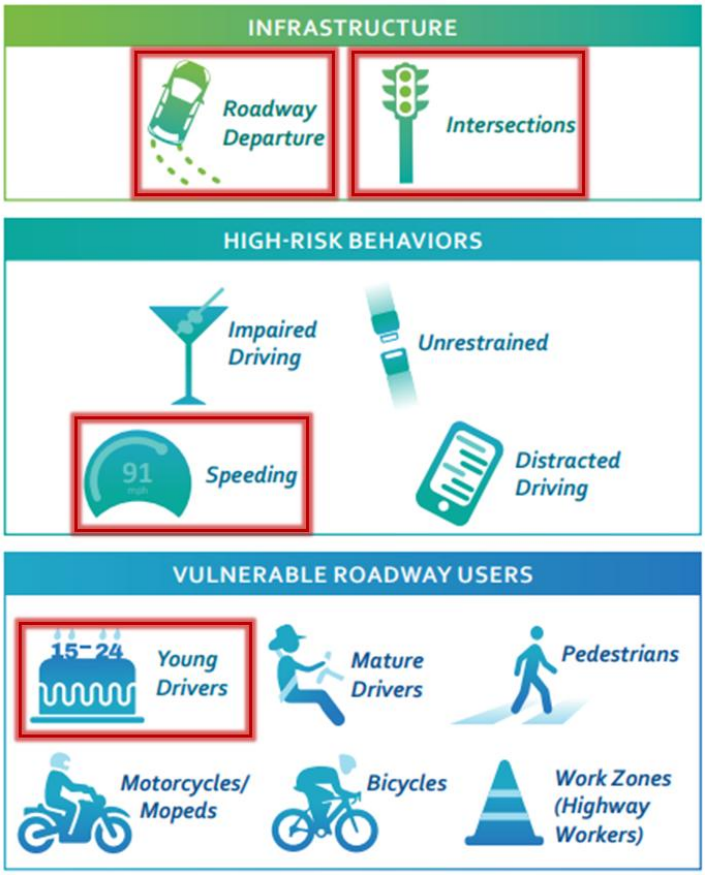
SCDOT Strategic Highway Safety Plan (Link)



SCDOT and the South Carolina Department of Public Safety updated the state's Strategic Highway Safety Plan (SHSP) in December 2020, and another update is expected to be released in 2026. The SHSP identifies a series of Emphasis Areas that warrant particular attention in implementing safety improvements and offers a number of strategies to be considered in efforts to reduce fatal and serious injury crashes.

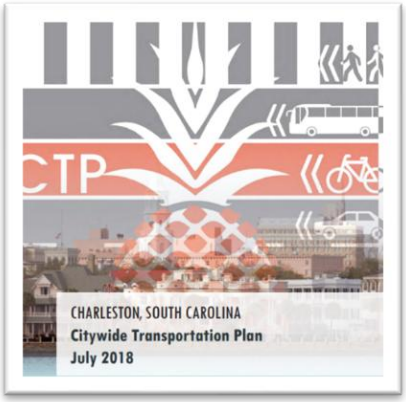
The SHSP's Emphasis Areas are shown below, and those that overlap with the City of Charleston's top five emphasis areas are boxed in red. Key strategies presented for each of these Emphasis Areas in the SHSP include:

- **Roadway Departures** – National solutions encompass three main strategies: keep vehicles on the roadway (first priority), provide for safe recovery when departures do occur, and reduce crash severity when crashes are unavoidable. The SHSP also highlights the need to educate roadway users in understanding the causes and implications of roadway departure crashes.
- **Intersections** – The SHSP broadly highlights the need to manage access near intersections, reduce conflicts through geometric design, improve sight distance and driver awareness, reduce operating speeds, and evaluate the need for lighting improvements.
- **Speeding** – The SHSP primarily underscores the need for non-engineering solutions, including elevated enforcement, education of the public with respect to driving risks at unsafe speeds, and accurate reporting and monitoring of speed data to inform and direct speed management activities.
- **Young Drivers** – The SHSP emphasizes the need to implement and enforce Graduated Drivers Licensing (GDL) programs and laws, educate roadway users on young driver risks and consequences, and focus on reducing crash risks on roadways used by young drivers to get to school.



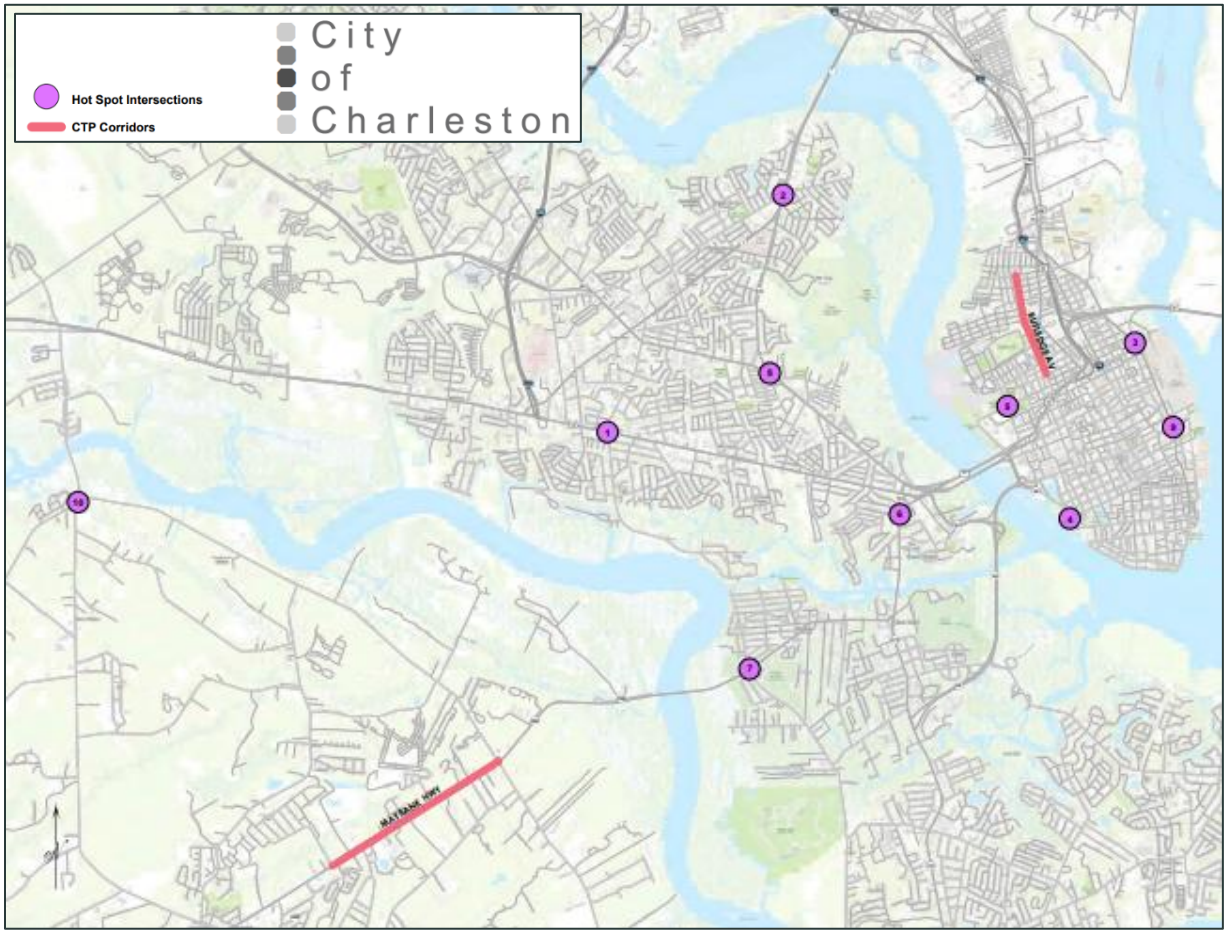
City of Charleston Plans, Studies, & Projects

Citywide Transportation Plan (Link)



The *Citywide Transportation Plan* (CTP) was published in July 2018 and serves as the City's comprehensive guidebook for improving mobility, safety, and connectivity for all road users. The plan was developed through extensive public and stakeholder engagement and prioritized corridor- and intersection-level projects and strategies citywide.

With respect to traffic safety, the CTP identified a total of 13 priority areas, or "hot spots", based on analysis of crash data, including portions of Lockwood Boulevard, Morrison Drive, Sam Rittenberg Boulevard, Clements Ferry Road, and Maybank Highway. These "hot spots" are summarized in Chapter 1 of this Safety Action Plan and in the map below.

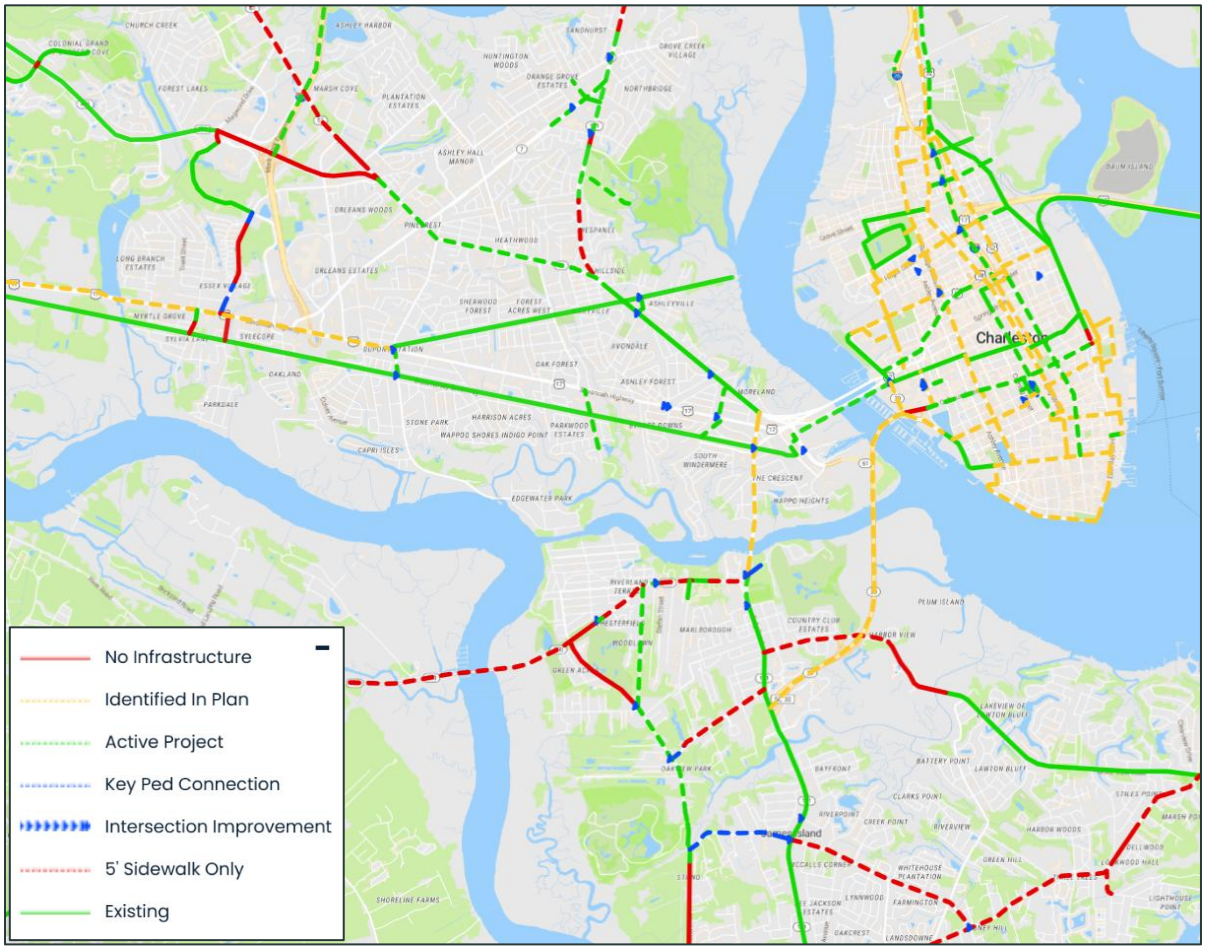


Critical locations of overlap with the high-injury network (HIN) identified in this Safety Action Plan include SC 700/Maybank Highway on Johns Island, SC 700/Maybank Highway at Riverland Drive, and Rutledge Avenue in the North Charleston Peninsula.

People Pedal CHS Plan (Link)

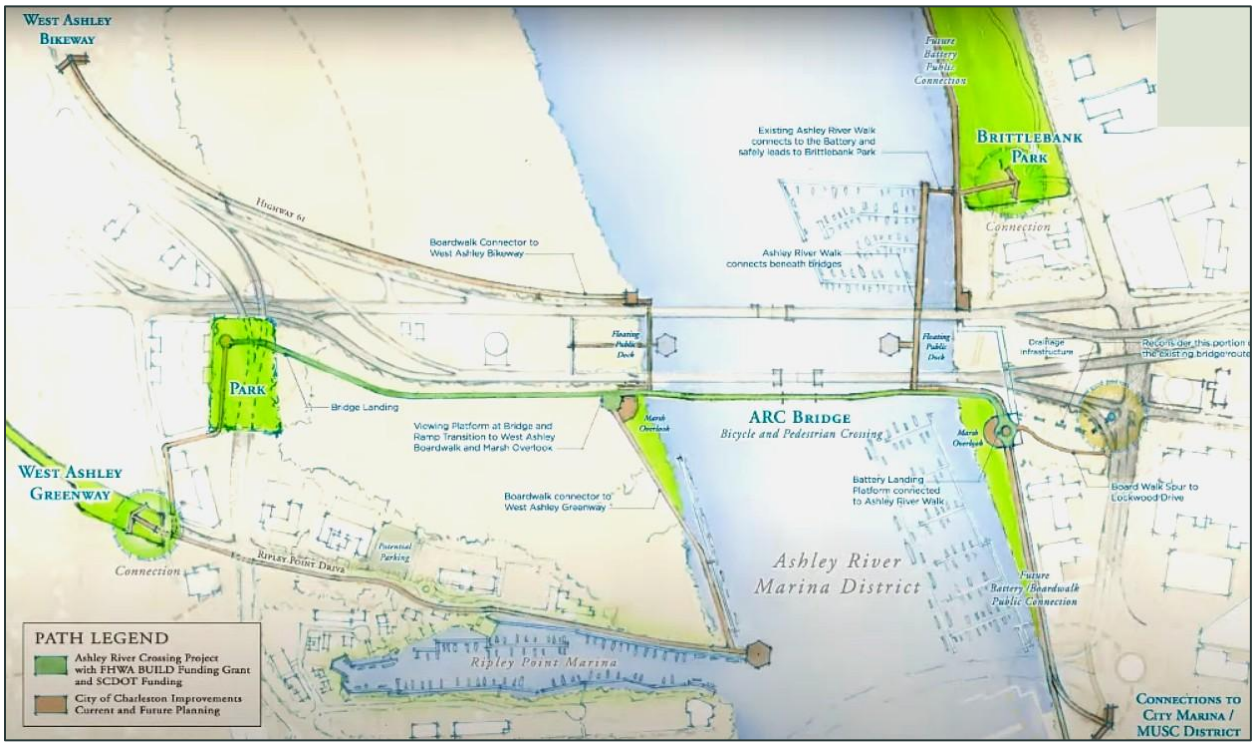
The 2017 *People Pedal Plan* was created through a partnership between Charleston Moves, the City of Charleston, and the Civic Design Division. Its main objective is to build a well-connected network of bicycle facilities across the Charleston peninsula, aiming to significantly boost the number of bicycle trips in the area. The plan envisions a comprehensive bikeway system, with both corridor and intersection upgrades, to make this goal a reality.

The recommendations are phased: first, by enhancing current facilities and aligning with already planned projects; next, by creating a "Minimum Grid" of essential bike corridors; and finally, by expanding the network with longer-term improvements. These steps are designed to fit seamlessly into the broader Charleston *Citywide Transportation Plan*. A map summarizing the existing and proposed bicycle and pedestrian facility network is included below and can be found on Charleston Moves' web page.

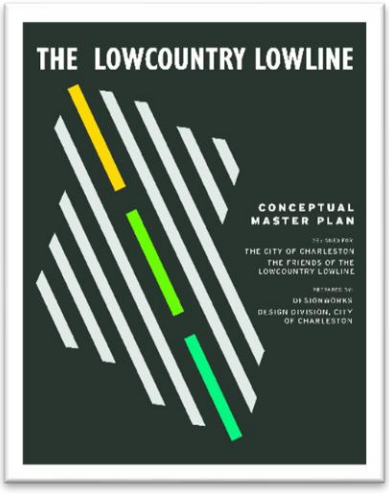


Ashley River Crossing Project (Link)

As discussed in Chapter 3 of this Safety Action Plan, the Ashley River Crossing (ARC) will provide an integral connection between West Ashley and the Charleston Peninsula, tying the West Ashley Greenway to Brittlebank Park, the Medical District, and ultimately the Lowcountry Lowline through the heart of downtown. This pedestrian bridge is currently under construction with an anticipated opening year of 2027. A rendering of the bridge's design is shown below, and a detailed discussion of the project during an October 2024 Traffic and Transportation Committee meeting can be viewed at this **link**.



Lowcountry Lowline (Link)



The Lowcountry Lowline is a proposed two-mile linear park that will better connect neighborhoods in downtown Charleston once divided by Interstate 26, an abandoned rail line, and neglected highway corridors and tie the peninsula to West Ashley, North Charleston, and Mount Pleasant via a regional park and mobility system. The northern terminus of the Lowline intersects a high-crash intersection identified as part of this Safety Action Plan at Morrison Drive/Mount Pleasant Street/Meeting Street/King Street, where the **conceptual master plan** proposes a transit hub gateway. The Lowline then parallels I-26 before emerging at its southern terminus near Marion Square in the center of the Charleston Peninsula.

Construction is funded and imminent for **Phase 1A** of the Lowcountry Lowline project, which includes the first 1.6 miles of trail between Mount Pleasant Street and Romney Street, "the North Central Corridor".

Other Plans, Studies, & Projects

Additional previous or ongoing plans, studies, and projects influencing the development of this Safety Action Plan are summarized in Chapter 1, represented in the map below, and detailed further at the links below.

Charleston County Roadway Projects

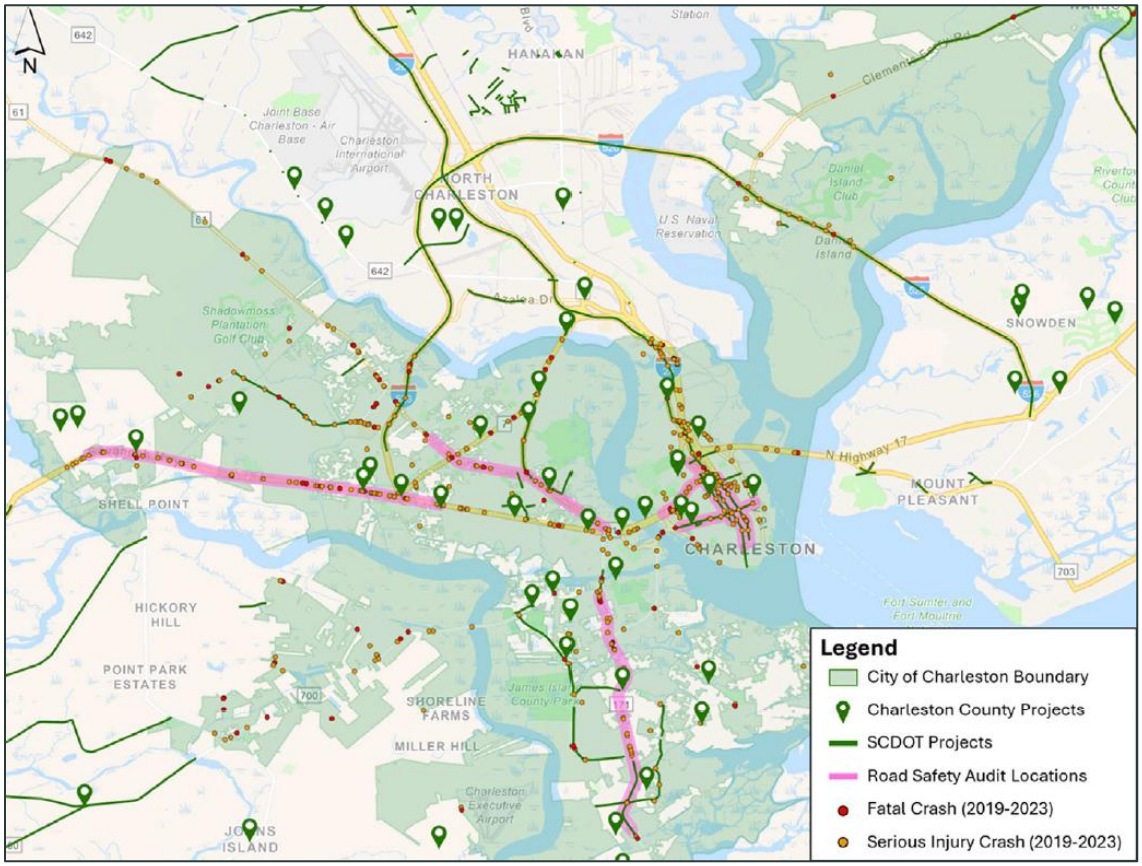
- Maybank Highway and Woodland Shores Complete Streets Project (Under Construction) **Link**
- Savannah Highway Intersection Improvements Project (Construction 2025-2027) **Link**
- Maybank Highway Widening/4th Lane on Johns Island (30% Design Submitted) **Link**
- Main Road Corridor: Segment A (Under Construction) **Link**
- Old Towne District Transportation Improvements (Construction 2026) **Link**

Other Roadway Projects & Plans

- Lowcountry Rapid Transit Project (Construction 2027) **Link**
- City of Charleston Sam Rittenberg Boulevard Redesign
- City of Charleston Coming, Ashley, Rutledge Two-Way Conversion Study

Other Safety Action Plans

- Mount Pleasant Safety Action Plan (2023) **Link**
- Folly Beach Safety Action Plan (2025) **Link**



APPENDIX E:
CITYWIDE SAFETY SUMMIT NOTES

Meeting Notes

Date: January 14, 2025

Time: 10:00 AM – 12:00 PM

Location: Arthur W. Christopher Community Center

Subject: Charleston Citywide Safety Summit

Attendees:

Brooks Harken, ABVISC – bharken@abvisc.org

Kyle James, BCDCOG - kylej@bcdcog.com

Shynia Bienaime, Be Great Academy - sbienaime@tri-county.begreatclubs.org

Amanda Deaton, Berkeley County - amanda.deaton@berkeleycountysc.gov

James Wallace, City of Charleston - wallacej@charleston-sc.gov

Eliza Story, City of Charleston - storye@charleston-sc.gov

Michael Mathis, City of Charleston - mathismi@charleston-sc.gov

Mackenzie Kelley, Charleston County Public Works - mkelley@charlestoncounty.org

Leslie Hargrove, Charleston County School District - leslie.hargrove@charleston.k12.sc.us

Richard Dean, Charleston County School District - billy.dean@charleston.k12.sc.us

Rick Fluegge, Charleston Fire Department - fluegger@charleston-sc.gov

Katie Zimmerman, Charleston Moves - katie@charlestonmoves.org

Clarence Brisbane, Citadel Public Safety - cbrisbane@citadel.edu

Eric Pohlman, City of Charleston - pohlmane@charleston-sc.gov

Chris Morgan, City of Charleston - morganc@charleston-sc.gov

John Lambert, City of Charleston - lambertj@charleston-sc.gov

Michael Seekings, City of Charleston - seekingsm@charleston-sc.gov

Rusty Myers, College of Charleston Department of Public Safety - myersr1@charleston.edu

Chip Searson, College of Charleston Department of Public Safety - searsonfm@cofc.edu

Jim Hemphill, ECGA - jim@greenway.org

Stephen Espinoza, MUSC Public Safety - espinoza@musc.edu

Patricia Smalls, SCDOT - smallspb@scdot.org

Sylvie Baele, Second Chance Bikes - sylvie@scbikes.org

Laura Kelly, Kimley-Horn - laura.kelly@kimley-horn.com

Nick Jehn, Kimley-Horn - nick.jehn@kimley-horn.com

The purpose of this meeting was to introduce a diverse group of stakeholders to the City of Charleston's forthcoming Safety Action Plan (SAP), detail the plan's goals and objectives, and host an interactive working session aimed at gathering feedback on safety needs and opportunities across the City. Key topics of discussion are summarized below

I. Overview

a. City of Charleston and Kimley-Horn staff prepared a brief presentation providing background on the United States Department of Transportation's (USDOT) Safe Streets and Roads For All (SS4A) Program, the City's SAP, and future funding opportunities for addressing transportation safety across the City and region. Additional information on the SS4A program can be found at this link.

b. Kimley-Horn staff reported summary-level crash statistics to provide a basis for subsequent discussion during the working session. Highlights from this summary include:

- More than 37,000 crashes were reported within City limits between January 2018 and December 2023, including more than 8,400 crashes resulting in at least one injury and 115 fatal crashes
- Generally, trends show that crash frequency has remained largely flat over the studied period. The City's SAP aims to establish a clear downward trend in both crash frequency and severity and will outline these goals in a future Target Zero Resolution to be adopted by City Council in early 2025.
- Of the 115 fatal crashes observed over the studied period, 45 (39%) involved impaired driving of some kind, and 27 (23%) were attributable to excessive speed. These reported attributes highlight the contribution of high-risk behaviors to severe crashes; however, the City's plan is informed by USDOT's Safe System Approach, which acknowledges these human mistakes but emphasizes the need to create a roadway and roadside environment that mitigates the risk for injuries and fatalities.

- Charleston County experienced the highest frequency of fatal and serious injury pedestrian and bicycle crashes and ranked #2 and #1 statewide in fatal and serious injury pedestrian and bicycle crash rate, respectively, from 2015 to 2019 according to SCDOT's *Pedestrian and Bicycle Safety Action Plan*.
- The region's high ranking statewide with respect to fatal and injury crashes involving all modes of travel has garnered significant attention in recent years. Though many previous studies, plans, and projects have explored many of the City's high-crash and high-risk roadways, critical gaps still exist.
- Summary-level crash data and overlap with previous plans and studies are included in the attached slide deck (**Attachment A**) and supplemental handout (**Attachment B**).

c. The attendees' roles and responsibilities were highlighted and include:

- Leverage local knowledge to "truth" crash data and provide additional feedback or observations that contribute to identifying priorities, needs, and opportunities for transportation safety across the City.
- Help the SAP team connect with and engage additional stakeholders to strengthen the plan's outcomes.
- Help facilitate the plan's public outreach strategy by sharing information related to the SAP across relevant channels.

II. Breakout Activity

a. City of Charleston and Kimley-Horn staff facilitated a one-hour breakout session during which large-print maps were arranged at a series of tables to cover four main context areas: Daniel Island/Neck/Clements Ferry; Charleston Peninsula; West Ashley; and James Island/Johns Island.

b. Notes from the working session are summarized in the table in **Attachment C**.

Attachments:

A – Safety Summit Slide Deck

B – Safety Summit Supplemental Handout

C – Breakout Session Notes

Attachment A: Safety Summit Slide Deck

Citywide Safety Summit

January 14, 2025

TODAY'S AGENDA

1. Safety Action Plan Background & Overview

2. Breakout Activity

3. Activity Review & Wrap-Up

BACKGROUND & OVERVIEW

Safety Action Plan Process

Q4 2024 - Q2 2025

S | S
4 | A
Grant Applications

FY 2025/FY 2026

Implementation & Monitoring

Ongoing

WE ARE HERE

December '24

Project Kickoff
- Purpose & Need
- Goals & Objectives
- Existing Data Review

Round 1 Engagement
- Citywide Safety Summit
- Public Meetings & Surveys
- Needs Identification

Safety Analysis
- High-Injury Network
- High-Risk Network
- Field Reviews

Countermeasure Development
- Identify Strategies & Projects
- Incorporate Feedback

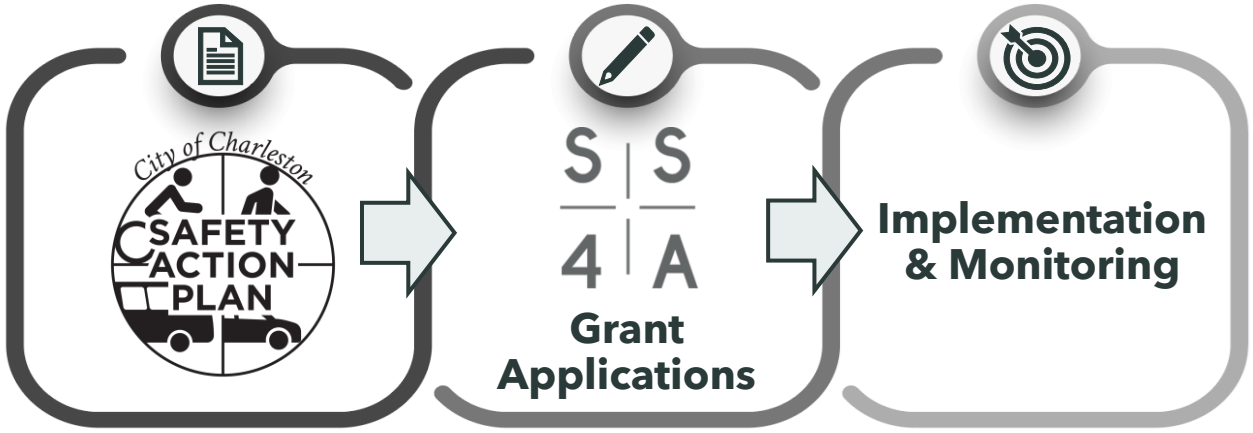
Round 2 Engagement
- Public Meetings & Surveys
- Stakeholder Interviews
- Review Countermeasures

June '25

Plan Adoption
- Final Report
- Grant Applications
- Implementation

BACKGROUND & OVERVIEW

Safety Action Plan Process



Planning & Demonstration Grants

- **Planning:** Develop a Safety Action Plan (★)
- **Supplemental Planning:** Enhance a Safety Action Plan
- **Demonstration:** Test Proposed Strategies & Projects

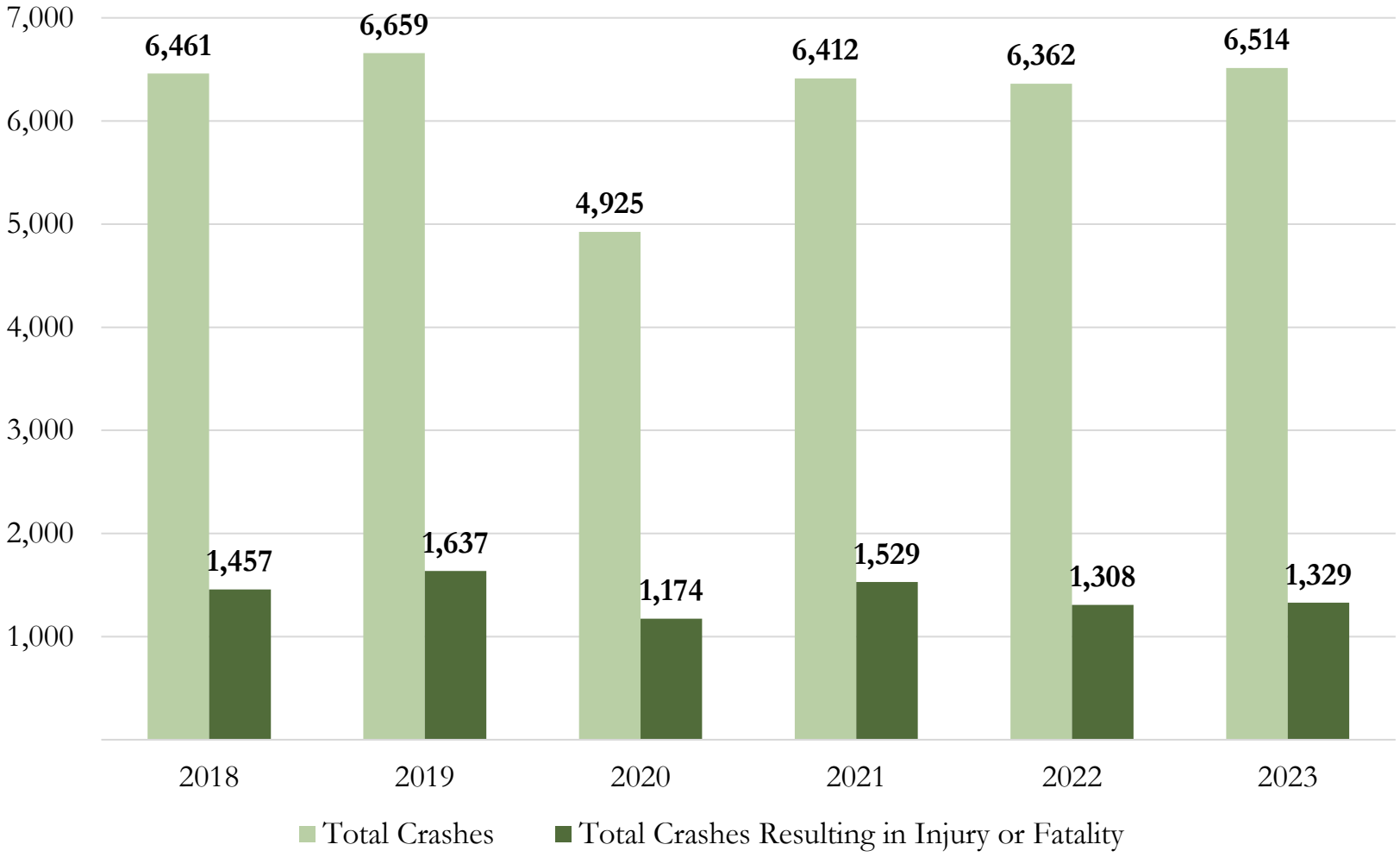
DOES NOT require a completed Safety Action Plan

Implementation Grants

- **Implementation:** Design & Construction Funding
- **Supplemental Planning:** Enhance a Safety Action Plan
- **Demonstration:** Test Proposed Strategies & Projects

REQUIRES a completed Safety Action Plan

SUMMARY DATA: CRASHES BY YEAR



37,000+

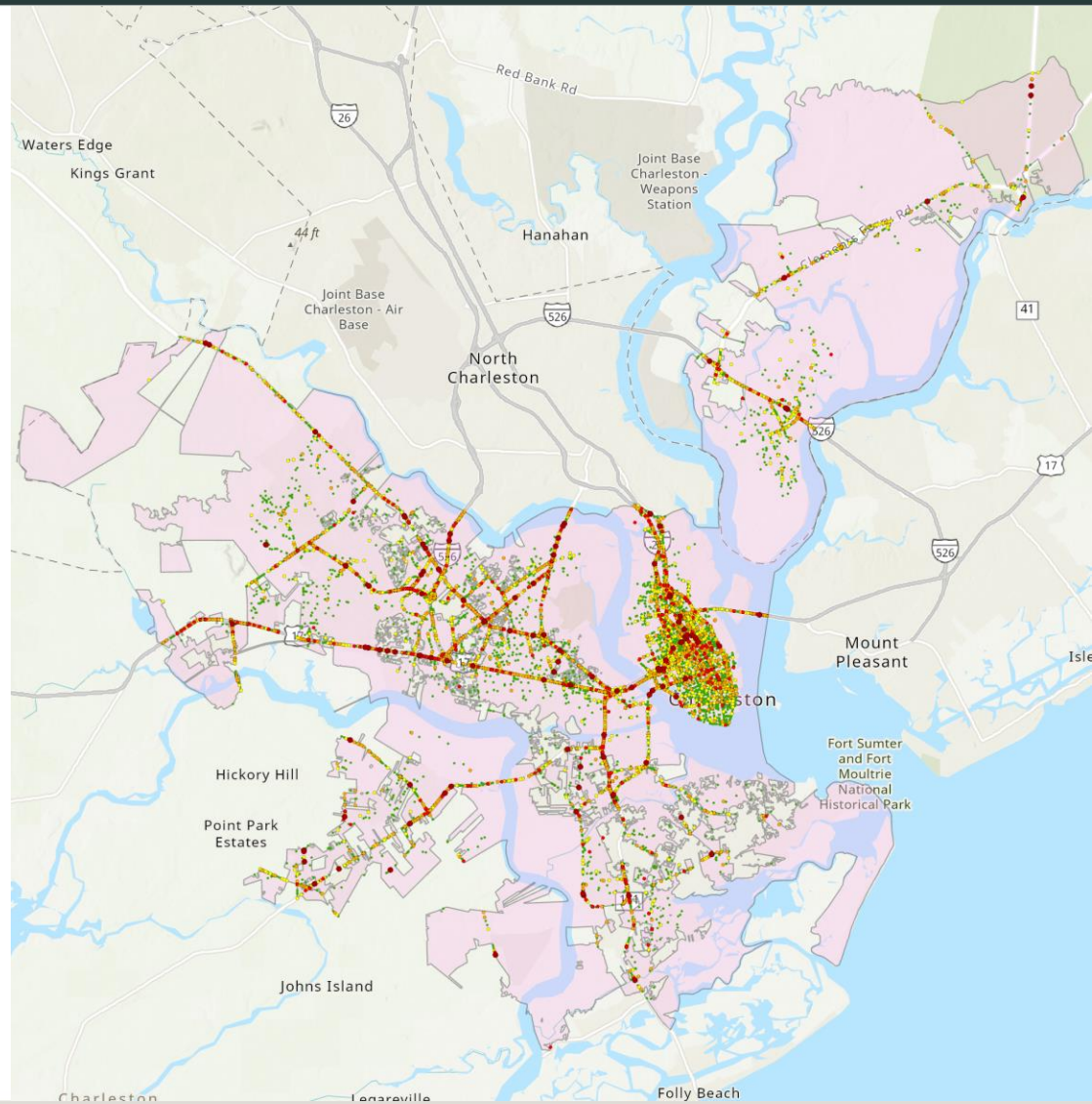
crashes reported within City limits between Jan 2018 and Dec 2023

8,400+

injury crashes reported within City limits between Jan 2018 and Dec 2023

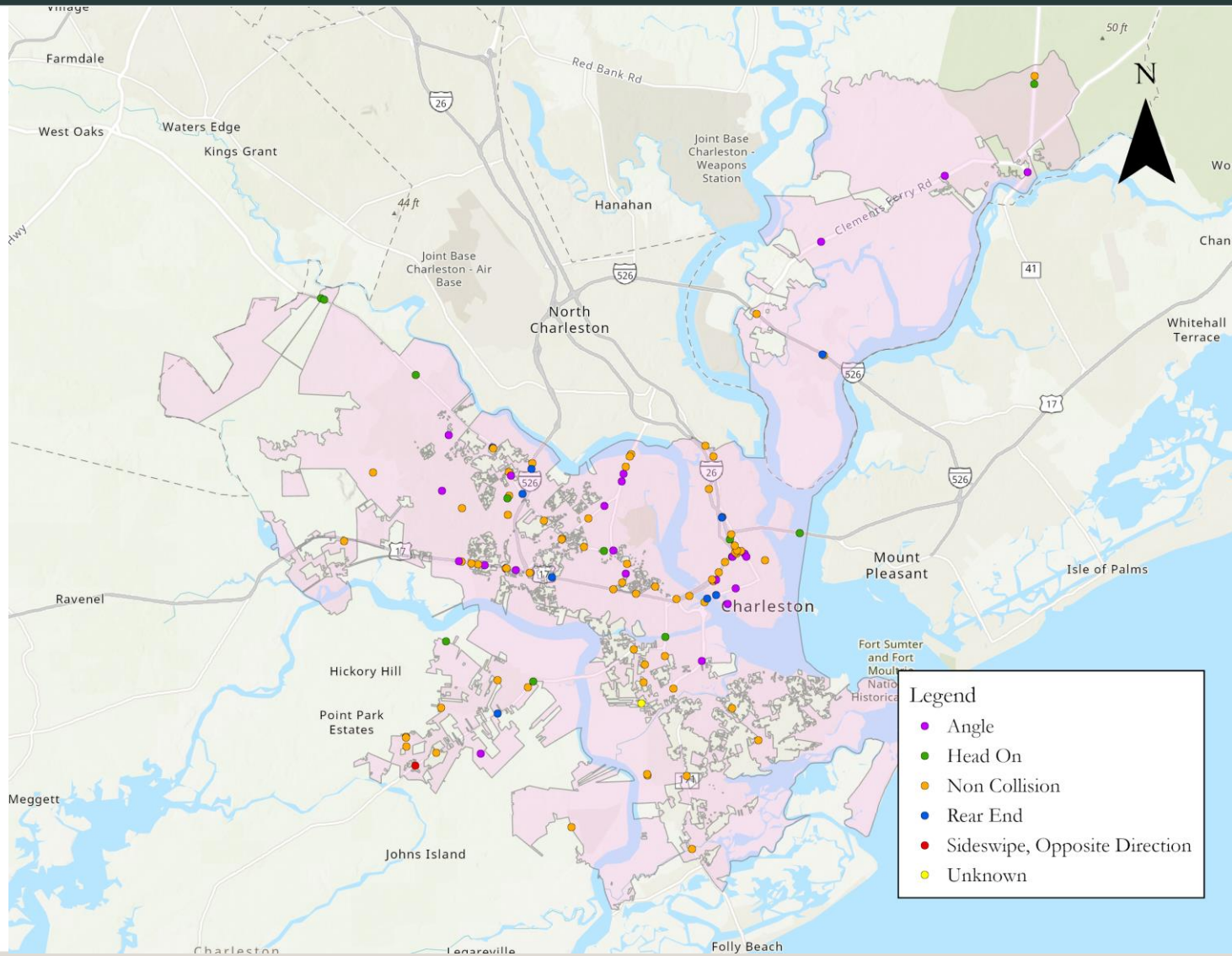
SUMMARY DATA: CRASHES BY SEVERITY

115	Fatal
457	Serious Injury
2,290	Minor Injury
5,572	Possible Injury
28,899	No Injury

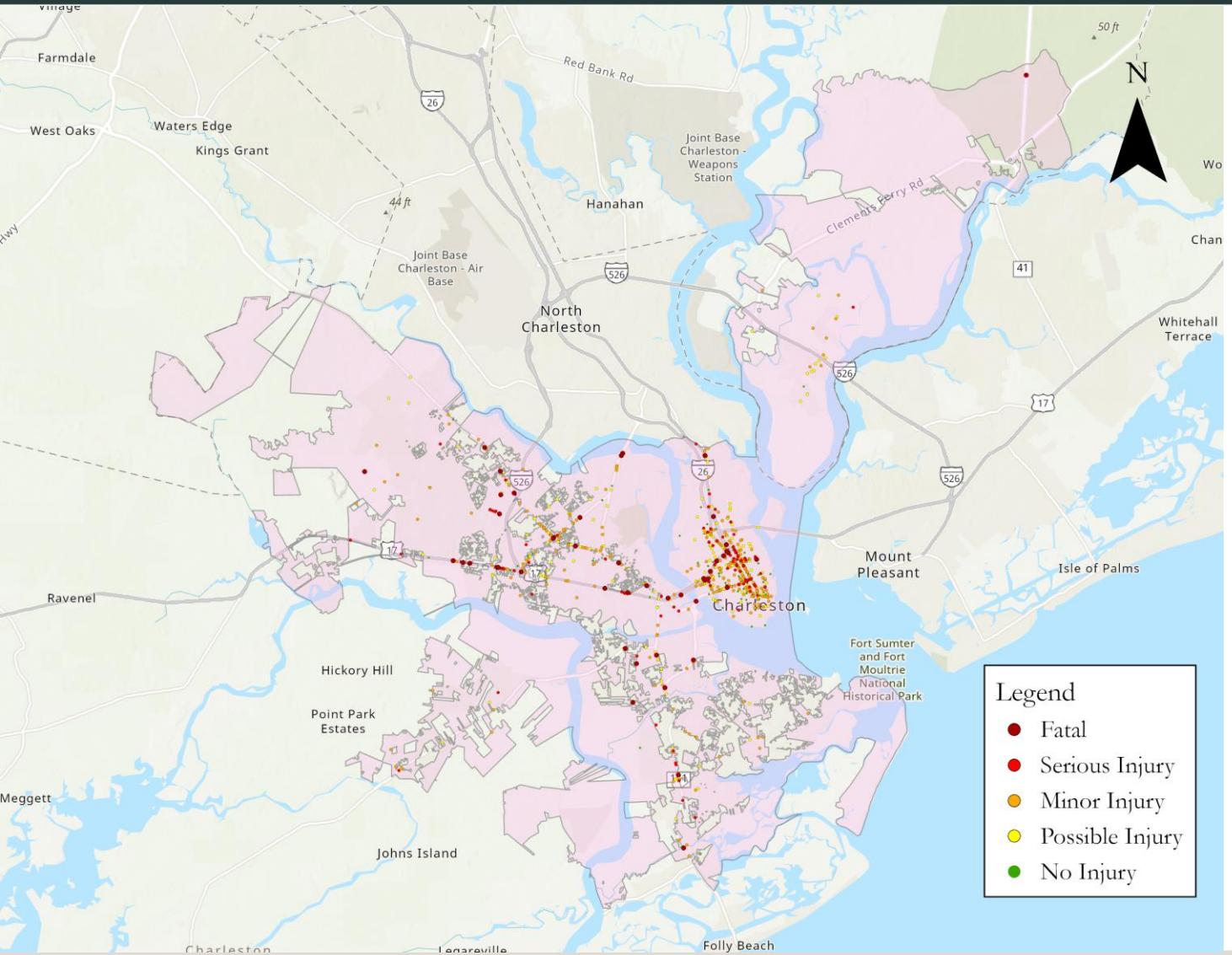


SUMMARY DATA: FATAL CRASHES

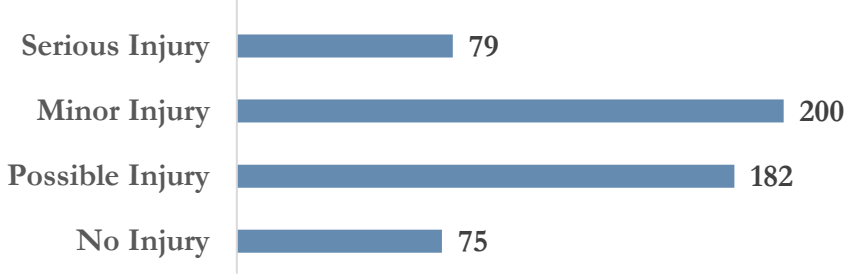
Top Causes of Fatal Crashes	
Cause	# of Collisions
Excessive Speed/ Driving too Fast for Conditions	27
Under the Influence	16
Improper Crossing	10
Ran off Road	10
Lying or Illegally in Roadway	9



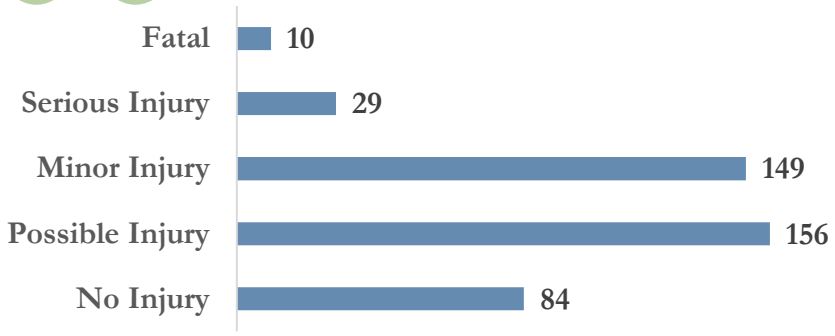
SUMMARY DATA: PED-BIKE CRASHES



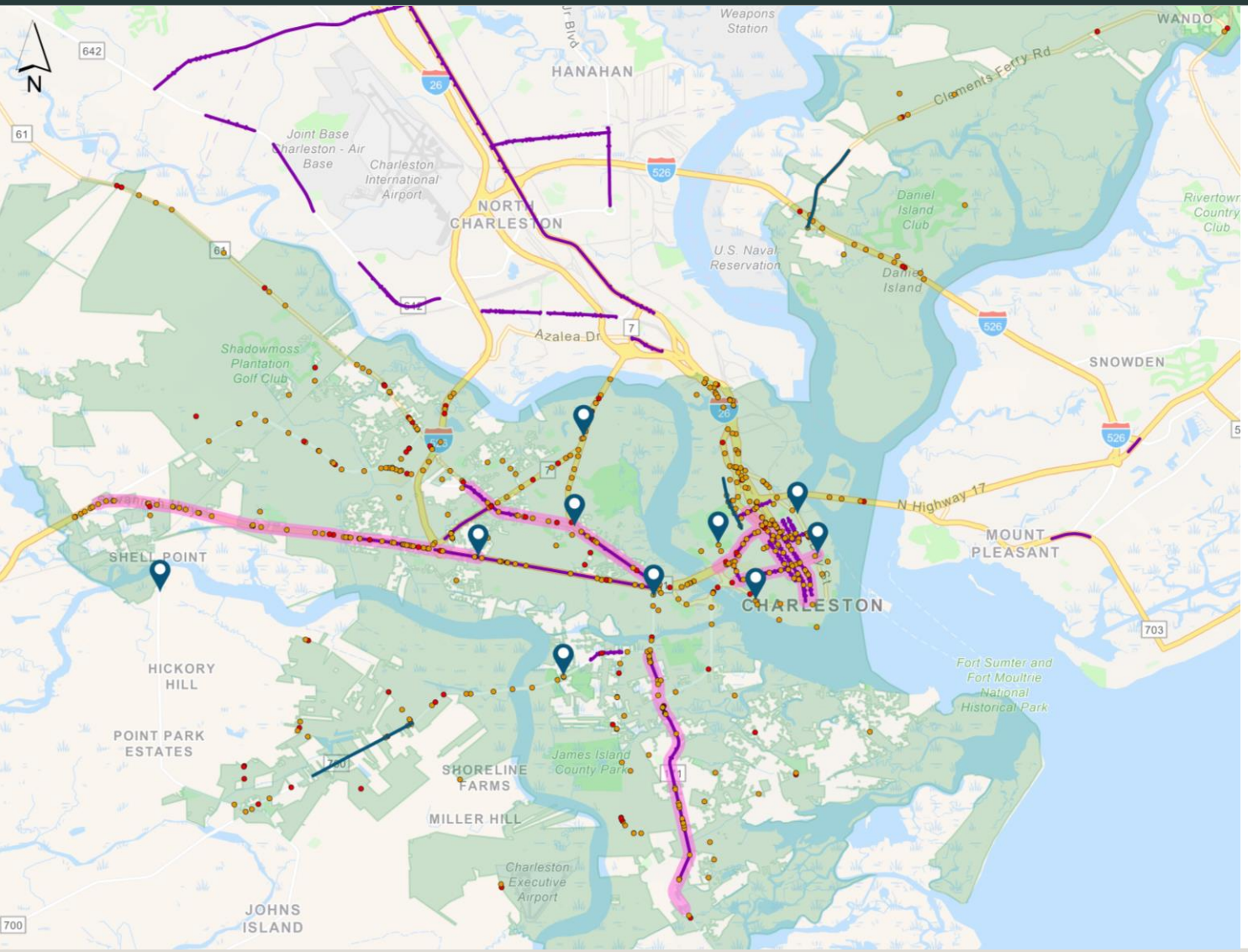
574 crashes that involved a pedestrian



428 crashes that involved a bicycle



OVERLAP WITH PREVIOUS STUDIES/PLANS



13 "Hot Spots" from Citywide Transportation Plan

25 miles of PBSAP High-Crash/High-Risk segments within City limits

9 recently completed/ongoing road safety audits within City limits

Legend

- City of Charleston Boundary
- Citywide Transportation Plan Hot Spots
- SCDOT PBSAP High-Crash/High-Risk Locations
- Road Safety Audit Locations
- Fatal Crash (2018-2023)
- Serious Injury Crash (2018-2023)

YOUR ROLES & RESPONSIBILITIES

Today:

1. Leverage your local knowledge to "truth" crash data and provide feedback on **priorities, needs, and opportunities**

Tomorrow:

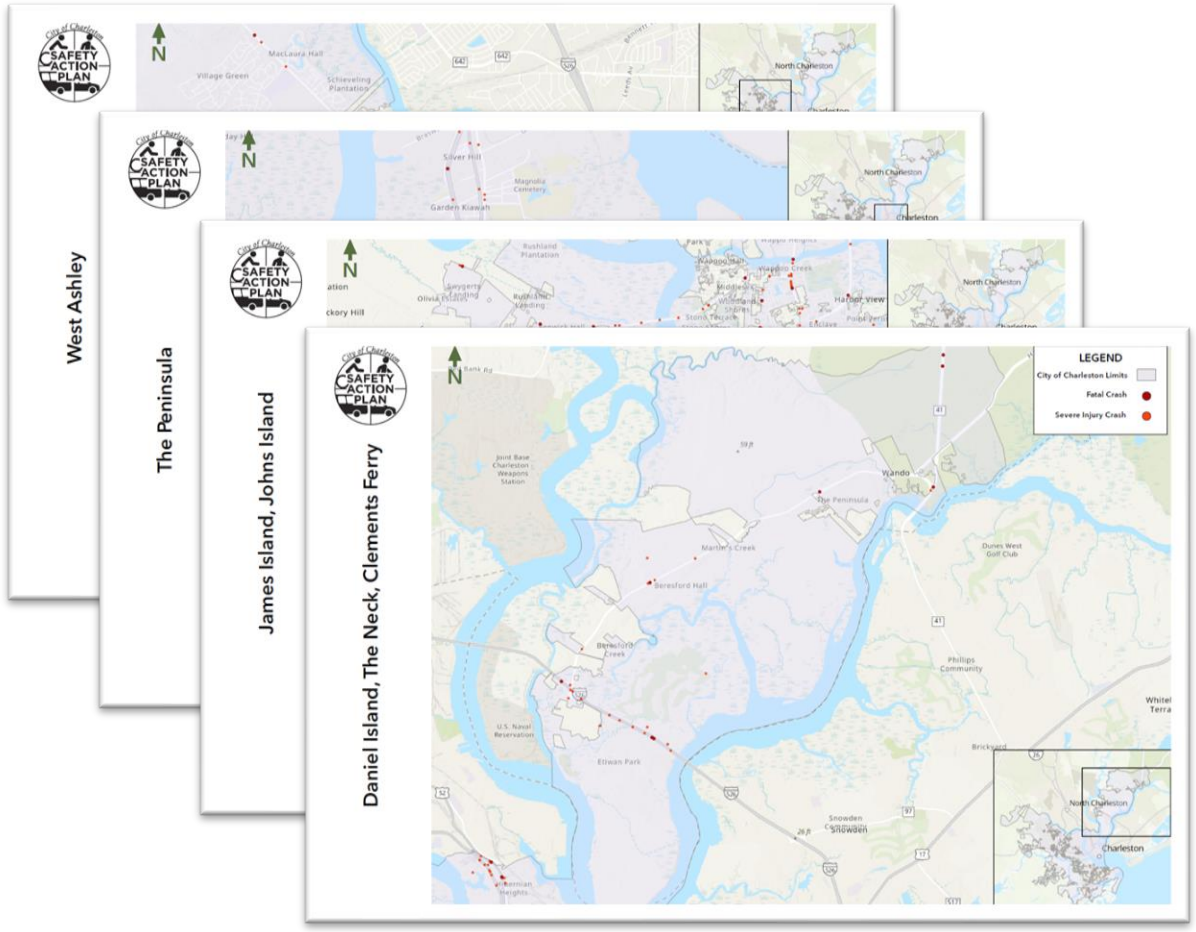
2. Help us to **connect with and engage additional stakeholders** to strengthen the plan's outcomes

3. Facilitate the Plan's **public outreach strategy**

4. **Be an active participant** in ongoing safety work across the region to position our communities for successful implementation

Breakout Activity

30-45 minutes



WRAP-UP & NEXT STEPS

Breakout Activity Highlights

- How do these initial findings relate to your experience driving, walking, and cycling within the City?
- Are there unreported crashes or close calls that may be missing?
- Where do we have opportunities to implement low-cost and/or high-benefit improvements?
- How can we maximize the effectiveness of our future engagement opportunities?

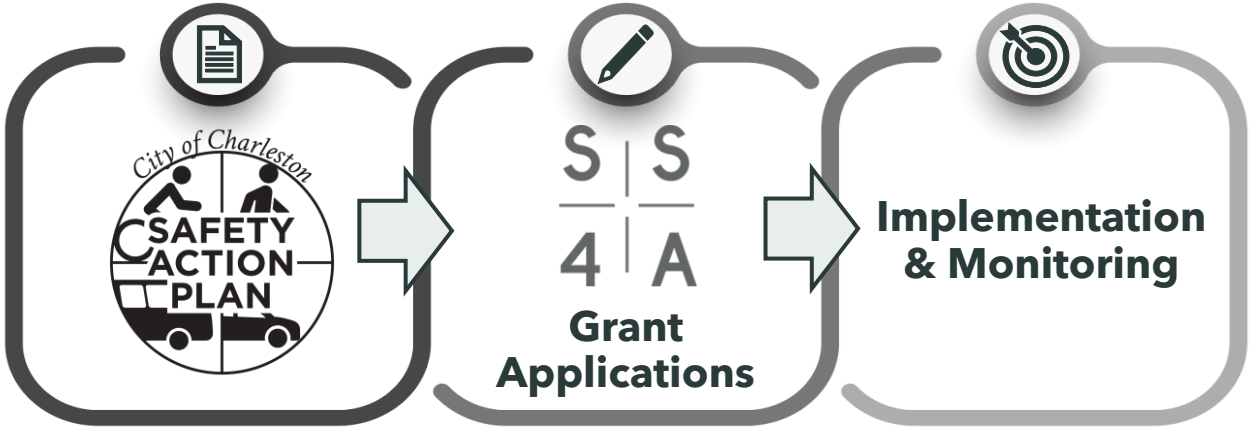
Next Steps

JAN Citywide Safety Summit

FEB Complete Round 1 Public Engagement

MAR Complete Safety Analyses

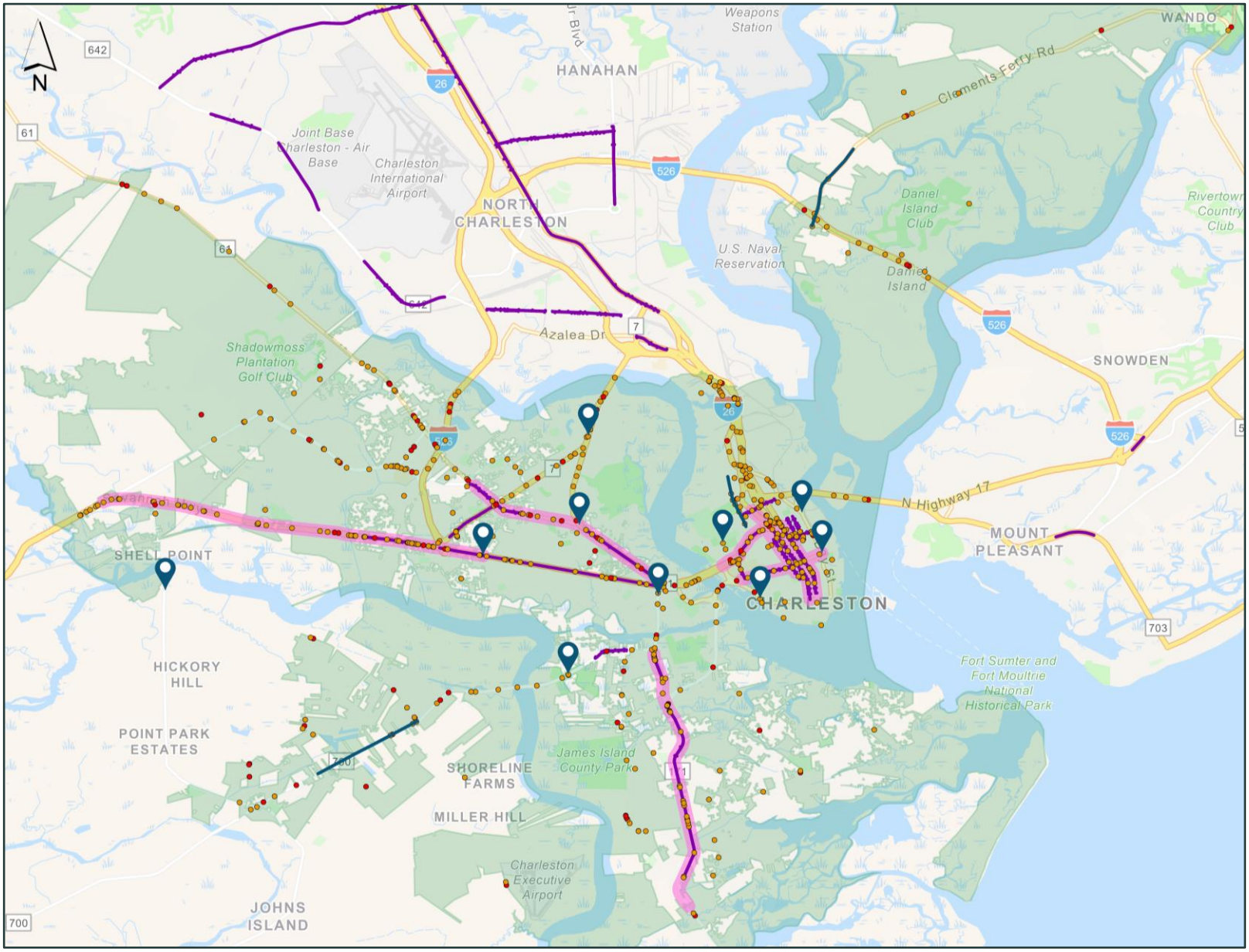
APR - JUN Additional engagement, countermeasure identification, and final report



Attachment B: Safety Summit Supplemental Handout

Citywide Safety Summit
Supplemental Handout

Previous Plans & Studies



Legend

- City of Charleston Boundary
- Citywide Transportation Plan Hot Spots
- SCDOT PBSAP High-Crash/High-Risk Locations
- Road Safety Audit Locations
- Fatal Crash (2018-2023)
- Serious Injury Crash (2018-2023)

Previous safety efforts include:

- ***13*** *"Hot Spots" from Citywide Transportation Plan*
- ***25*** *miles of PBSAP High-Crash/High-Risk segments within City limits*
- ***9*** *recently completed/ongoing road safety audits within City limits*

Specific locations identified/studied are listed on the following page.

Citywide Safety Summit
Supplemental Handout

Previous Plans & Studies

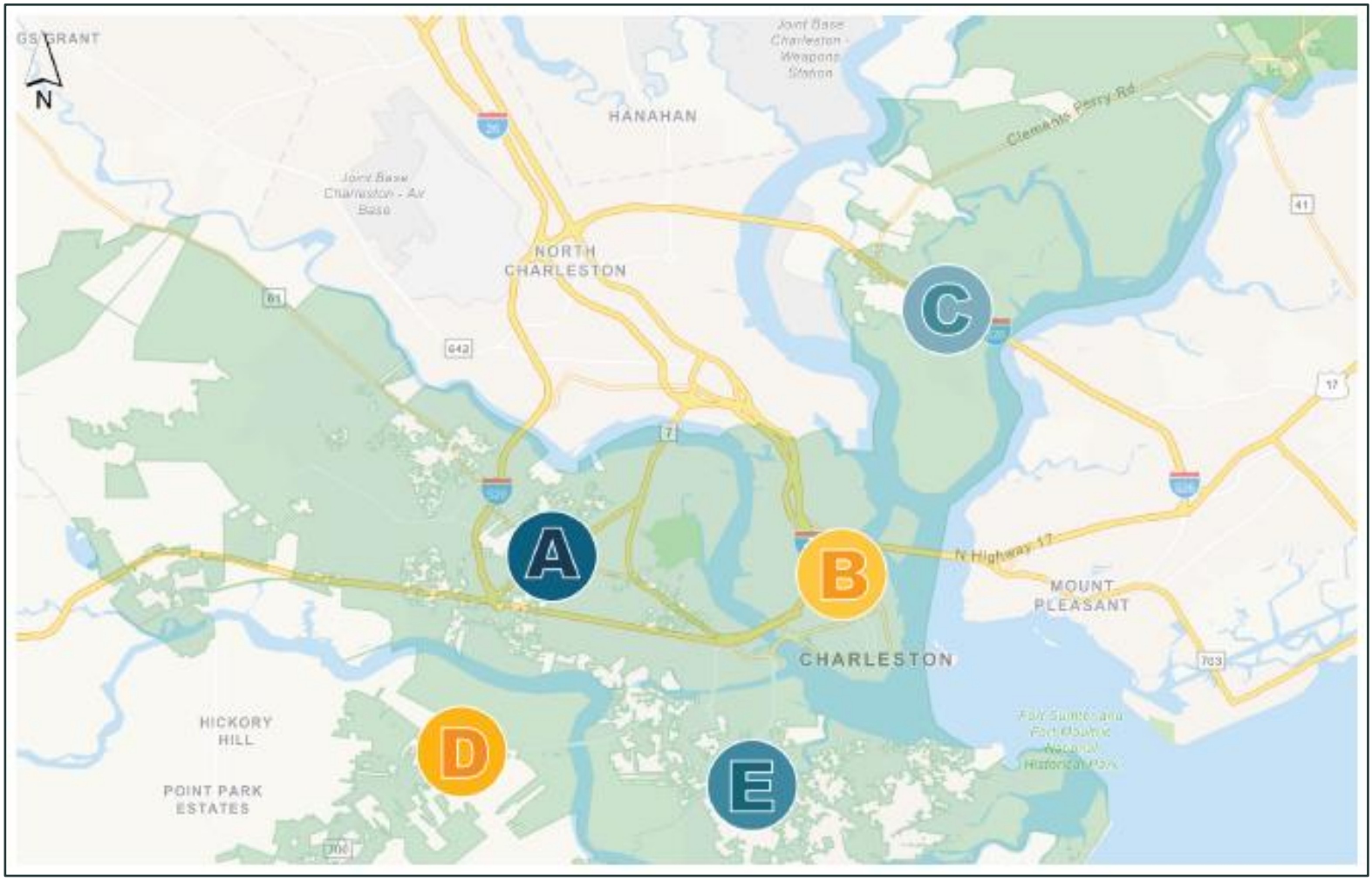
Citywide Transportation Plan Hot Spots:

- US 17 at Wappoo Road
- SC 7 at Orange Grove Road
- US 52 Business at Cooper Street/Lee Street/US 17 On-Ramp
- Lockwood Drive at Beaufain Street
- Fishburne Street at Hagood Avenue
- Folly Road Blvd at Wesley Drive/Windemere Blvd
- SC 700/Maybank Highway at Riverland Drive
- SC 61 at St Andrews Blvd
- US 52 Business at Calhoun Street
- Main Road at River Road
- Rutledge Avenue from Peachtree Street to Sumter Street
- Clements Ferry Road from I-526 to Joyner Lane
- SC 700/Maybank Highway from River Road to Southwick Drive

Road Safety Audit Locations:

- US 17/Savannah Hwy – Wappoo Rd to Hughes Rd
- US 17/Septima P Clark Pkwy – Coming St to Lockwood Dr
- Calhoun St – 4th St to East Bay St
- Folly Road – Old Folly Rd to Old Folly Beach Rd
- SC 61 – Wesley Dr to Savage Rd
- King Street – Huger Street to Broad St
- Meeting St – Line St to Broad St
- St Phillip St – Line St to George St

Potential Safety Gaps, Needs, & Opportunities



A. West Ashley

- A critical gap in RSAs conducted on US 17/Savannah Highway along the segment between Wappoo Road and Wesley Drive
- Multi lane undivided segments on Bees Ferry Road, US 17/Savannah Highway, and SC 7/Sam Rittenberg Boulevard
- Fatal, serious injury, and non-motorist-involved crash history on SC 61/Ashley River Road north of Paul Cantrell Boulevard between Pierpont and the Plantation District
- Non-motorized access and connectivity associated with the West Ashley Greenway

Potential Safety Gaps, Needs, & Opportunities

B. Charleston Peninsula & Neck

- Existing fatal, serious injury, and non-motorist-involved crash history outside the study area of existing RSAs, including:
  - Near Hampton Park in the Wagener Terrace/North Central/Westside neighborhoods
  - Between Bay Street and Meeting Street in the Eastside neighborhood
  - Along Morrison Drive, Meeting Street, and King Street through the Neck area
- US 17, SC 30, Lockwood Drive, and surrounding local and collector streets within the Medical District area
- Non-motorized access and connectivity to and from facilities on the Ravenel Bridge

C. Daniel Island

- Multi lane undivided segment on Clements Ferry Road south of Clements Crest Lane
- Island Park Drive: interchange with I-526 and existing multi lane undivided cross section with on-street parking, pedestrian activity, and left-turn movements
- Island wide provisions for non-motorists and neighborhood electric vehicles (NEVs), including along Island Park Drive and Seven Farms Drive where shopping, dining, and events at Credit One Stadium draw significant activity by these vulnerable road users

Potential Safety Gaps, Needs, & Opportunities

D. Johns Island

- Over-capacity conditions, non-motorist accommodations, and left-turn access along the two-lane undivided section of Maybank Highway between Hayes Park Boulevard and River Road
- High travel speeds, roadway departure crashes, and left-turn access along the entirety of River Road and Brownswood Road
- Strategies for accommodating rapid growth and providing safe access for motorized and non-motorized users at existing and proposed school facilities, including the forthcoming Johns Island Elementary School

E. James Island

- Non-motorized activity and deficient infrastructure within the area bound by Maybank Highway, Riverland Drive, Camp Road, and Folly Road, particularly near schools, the Municipal Golf Course, and Terrace Plaza
- High travel speeds, roadway departure crashes, and left-turn access along Riverland Drive and at key nodes with Central Park Road and Maybank Highway
- Implementation of recommendations from the Folly Road RSA and Rethink Folly Road study

Issues/Needs	Other Notes
Daniel Island, The Neck, & Clements Ferry Road Area	
• There is a perceived lack of compliance with traffic laws by younger individuals on E-bikes • Golf carts use the existing Clements Ferry Road shared use path • High travel speeds are prevalent on Clements Ferry Road, and there is a perceived lack of enforcement • There are currently no pedestrian/bicycle facilities between I-526 and Jack Primus Road on Clements Ferry Road • Travel to and from St. Thomas Island and Clements Ferry Road north of I-526 is not feasible for pedestrians and cyclists • Island Park Drive could be a road diet candidate; this change would provide left-turn lanes and could provide opportunities for other modes, including pedestrians, cyclists, and golf carts • Commercial areas have the most perceived safety issues (e.g., River Landing Drive at Seven Farms Drive, Seven Farms Drive at Pier View Street) • There is a disconnect between Daniel Island and the Clements Ferry Road corridor	• A shared use path is programmed through the Berkeley County one-cent sales tax for Clements Ferry Road between I-526 and Jack Primus Road • Consider collecting pedestrian and bicycle data on Daniel Island • A boardwalk between Grand Oaks Drive and Forrest Drive could be beneficial • Special events on Daniel Island seem to be managed well with few complaints minus parking constraints • Consider exploring summertime crash trends on Daniel Island to determine if these differ from those throughout the rest of the year
Charleston Peninsula	
• Excessive speed is prevalent on US 17/Septima P. Clark Parkway during off-peak hours; could variable speed limits be appropriate? • Aggressive lane change maneuvers are prevalent at the lane drop from I-26 to southbound US 17 at Coming Street • Pedestrian volumes have increased where dormitories/apartments have opened near the College of Charleston campus • Delivery drivers encroach in the travel lanes and/or block through traffic, particularly on King Street south of Calhoun Street • Police are unable to allocate adequate resources to traffic/DUI enforcement • Drivers do not understand what pedestrian signal indications mean (e.g., lack of yielding behavior during the pedestrian clearance interval) • On-street parking reduces sight distance and introduces conflicts throughout the peninsula (e.g., along Calhoun Street near the FedEx lot) • Faded crosswalks are prevalent and need repainting • New cyclists tend to hug curb so as parallel parking comes and goes, it creates pinch zones • The texting while driving ordinance is difficult to enforce • Red light running enforcement is difficult given limiting state laws • Poor lighting near the terminus of the James Island Expressway • Uncontrolled pedestrian midblock crossings (e.g., darting behavior across US 17 at Hagood lot) • Narrow lanes reduce speed but increase friction and the potential for conflicts between vehicles, pedestrians, and cyclists • Poor lighting on high-volume roadways, in general • Lane markings are faded and difficult to see at night or during inclement weather • Poor lighting near Amherst Street, Reid Street, and Hanover Street • Rutledge at Vanderhorst intersection improvements	• Consider the impact of traffic calming devices on emergency response times • TNC/Rideshare drop-off within new buffered bike lanes on Meeting Street • How do other cities deal with major universities in close proximity to major roadways? • A success story: retroreflective markers at the intersection of Rutledge Avenue with Calhoun Street prevent run-off-road crashes into Cannon Park • Does the data support an inverse relationship between enforcement and crash frequency? • Consider transverse rumble strips to encourage drivers to reduce their speed at the transition from I-26 to US 17 • Consider upgrading to high-visibility "ladder" crosswalks everywhere on the Peninsula • TNC/Rideshare pick-up/drop-off zones seem to be successful on King Street and Calhoun Street; consider expanding this concept • Consider education/outreach to emphasize that cyclists (and pedestrians) are vulnerable road users and should be treated as such • Consider installing signage on I-26 to clarify that the freeway is ending as drivers approach US 17 • Explore the potential to accommodate cyclists on the James Island Expressway • Pedestrian scramble phases are forthcoming as part of previous RSA efforts; monitor their effectiveness and consider implementation elsewhere across the peninsula • Consider the feasibility of ramp metering on I-26 • Consider extending King Street-type weekend/night closures to other locations to promote pedestrian safety • Consider reducing the speed limit to 20 mph where appropriate • Consider upgrading signage at existing pedestrian crossings (e.g., RRFB assemblies or in-street crossing signs) • Consider necessary safety upgrades at the forthcoming Ashley River bridge crossing

West Ashley	
• Connectivity between the West Ashley Greenway and other facilities, including the St. Andrews Boulevard bike lanes, forthcoming Ashley River Bridge crossing, and Citadel Mall • High travel speeds in neighborhoods • A very dangerous area for visually impaired persons, in general • West Ashley is a transportation exclusionary zone • Poor lighting near the intersection of US 17 with Arlington Drive • Poor lighting along the US 17 corridor, in general • Two-way left-turn lane creates an element of unpredictability/increased conflicts	• Consider a more robust traffic calming program • Consider upgrades to the crosswalk at SC 61/Carriage Lane to support connectivity between restaurants/bars and surrounding residential areas • Consider systemic improvements to bicycle and pedestrian access to schools • Consider controlling access to the median, perhaps through a raised median or targeted movement restrictions • Emphasize countermeasures that do not rely on individual effort, including educational programs, enforcement, and systemic improvements to signage and lighting • Emphasize safe routes to school; two critical locations are Drayton Hall and Oakland elementary schools
James Island/Johns Island	
• Johns Island had been predominantly rural for a long time; how do we promote growth and transportation safety while preserving this rural character and not uprooting those who have been here for so long? • A general lack of alternative routes creates significant bottlenecks at Johns Island's two points of ingress and egress • Anxious/aggressive driving behavior as commute times continue to increase, particularly during the AM peak period • Distracted driving increases rear-end crash risk • Funding mechanisms and policy have been constraints to improving safety and operations on Johns Island despite continued rapid growth	• The imminent Main Road improvements will provide some relief; Mark Clark Extension is ultimately needed, but smaller scale capacity improvements may also promote safety, particularly on Maybank Highway • Education is a focal point: safe following distance; safe speeds; with upcoming roundabouts on Johns Island, roundabout education! • Explore the potential connection between school start/dismissal and crash trends; would staggering start times make a difference? New Johns Island Elementary is considering the need for buses based on walking safety -- yes, we need them! • Engage with the youth! Start young to promote safe driving behaviors and carry those lessons learned from kid to parent

APPENDIX F:

HIGH-INJURY NETWORK ANALYSIS SUMMARY

Appendix F.1

Uncontrolled Pedestrian Crossing and Traffic Signal Inventory

Uncontrolled Pedestrian Crossing Inventory

Name	ID	Associated Project ID	Upgrade to High Visibility Markings (# Crossings)	New High Visibility Markings (# Crossings)	Potential RRFBs (# Assemblies)	Potential PHBs (# Assemblies)	Other Signing, Marking, Lighting Upgrades	Notes
Magwood Drive at Ashley Crossing Drive	1	N-01	2	0	1	0	1	Install RRFBs or PHB, if warranted, with appropriate signing, marking, and lighting upgrades.
Magwood Drive at Charlie Hall Boulevard	2	N-01	2	0	1	0	1	Install RRFBs or PHB, if warranted, with appropriate signing, marking, and lighting upgrades.
Ashley River Road at Muirfield Parkway	3	N-02	0	0	0	1	1	If warranted, install a PHB and upgrade markings, signage, and sidewalk on Muirfield Parkway to connect to crossing. If not warranted, remove crossing.
East Bay Street at South Street	4	N-05	0	1	0	1	1	Install a PHB to address crash history/risk and latent pedestrian demand.
Columbus Street at Hanover Street	5	N-06	0	0	0	0	1	Upgrade signage and lighting.
Columbus Street at Hampstead Square	6	N-06	0	0	0	0	1	Remove downstream speed hump and replace with raised crossing at existing crosswalk location.
Columbus Street at Drake Street	7	N-06	0	0	0	0	1	Upgrade signage and lighting.
Woolfe Street at Nassau Street	8	N-06	2	2	0	0	1	Install new EB-WB crossings with high-visibility markings and appropriate signage and lighting.
Amherst Street at America Street	9	N-06	0	2	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
Amherst Street at Drake Street	10	N-06	0	4	0	0	1	Install new EB-WB crossings with high-visibility markings and appropriate signage and lighting.
Reid Street at Hanover Street	11	N-06	0	0	0	0	1	Upgrade signage and lighting.
Line Street at Hanover Street	12	N-06	0	0	0	0	1	Upgrade signage and lighting.
Sheppard Street at Hanover Street	13	N-06	0	0	0	0	1	Upgrade signage and lighting.
America Street at Blake Street	14	N-06	0	0	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
America Street at Cooper Street	15	N-06	0	0	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
Drake Street at Cooper Street	16	N-06	0	0	0	0	1	Upgrade signage and lighting.
Amherst Street at Hanover Street	17	N-06	0	4	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
Reid Street at Nassau Street	18	N-06	0	4	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
Reid Street at America Street	19	N-06	0	4	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
Reid Street at Drake Street	20	N-06	0	4	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
South Street at Drake Street	21	N-06	0	4	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
South Street at America Street	22	N-06	0	4	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
South Street at Hanover Street	23	N-06	0	4	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
South Street at Nassau Street	24	N-06	0	4	0	0	1	Install new crossings on all approaches with high-visibility markings and appropriate signage and lighting.
Alexander Street at Chapel Street	25	N-06	4	0	0	0	1	Upgrade crossings on all approaches with appropriate signage and lighting.
President Street at Bogard Street	26	N-08	1	0	0	0	1	Upgrade to high-visibility crossing and install other signing, lighting upgrades as appropriate.
President Street at Line Street	27	N-08	0	0	0	0	1	Upgrade signage and lighting.
Ashley Avenue at Sumter Street	28	N-08	4	0	0	0	1	Upgrade to high-visibility crossing and install other signing, lighting upgrades as appropriate.
Ashley Avenue at Congress Street	29	N-08	0	2	0	0	1	Install new high-visibility crossing across Ashley Avenue.

Uncontrolled Pedestrian Crossing Inventory

Name	ID	Associated Project ID	Upgrade to High Visibility Markings (# Crossings)	New High Visibility Markings (# Crossings)	Potential RRFBs (# Assemblies)	Potential PHBs (# Assemblies)	Other Signing, Marking, Lighting Upgrades	Notes
Rutledge Avenue at Fishburne Street	30	N-08	0	0	2	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Rutledge Avenue at Moultrie Street	31	N-08	0	0	2	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Rutledge Avenue at Simons Street	32	N-08	0	0	2	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Rutledge Avenue at Maple Street	33	N-08	0	4	2	0	1	Install new high-visibility crossings with RRFBs and appropriate signing, marking, and lighting upgrades.
Rutledge Avenue at Peachtree Street	34	N-08	0	4	2	0	1	Install new high-visibility crossings with RRFBs and appropriate signing, marking, and lighting upgrades.
Rutledge Avenue at Sans Souci Street	35	N-08	0	4	2	0	1	Install new high-visibility crossings with RRFBs and appropriate signing, marking, and lighting upgrades.
King Street at Moultrie Street	36	N-08	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
King Street at Francis Street	37	N-08	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
King Street at Grove Street	38	N-08	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
King Street at Poinsett Street	39	N-08	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
King Street at Simons Street	40	N-08	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
King Street at Cyprus Street	41	N-08	2	2	1	0	1	Install new high-visibility crossings with RRFBs and appropriate signing, marking, and lighting upgrades.
Romney Street at N Hanover Street	42	N-08	1	0	0	0	1	Upgrade signage and lighting and upgrade to a high-visibility crossing across the north leg.
Bee Street at Bravo Street	43	N-09	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Ashley Avenue at Doughty Street	44	N-09	0	0	1	0	0	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Rutledge Avenue at Doughty Street	45	N-09	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Rutledge Avenue at Radcliffe Street	46	N-09	0	0	1	0	0	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Rutledge Avenue at Line Street	47	N-09	3	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Coming Street at George Street	48	N-09	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Broad Street at Legare Street	49	N-09	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Broad Street at State Street	50	N-09	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Island Park Drive at Central Island Street	51	N-11	0	0	2	0	1	Install RRFBs with curb extensions and appropriate upgrades to signing and lighting.
Ashley Avenue at Line Street	52	N-12	0	0	0	0	1	Upgrade signage and lighting.
King Street at Sheppard Street	53	N-12	0	0	2	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Smith Street at Warren Street	54	N-12	0	0	0	0	1	Upgrade signage and lighting.
Coming Street at Warren Street	55	N-12	2	0	2	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Bogard Street at Coming Street	56	N-12	0	0	2	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Lockwood Drive at Beaufain Street	57	N-12	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
East Bay Street at Hazel Parker Playground	58	N-12	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
East Bay Street at Tradd Street	59	N-12	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.

Uncontrolled Pedestrian Crossing Inventory

Name	ID	Associated Project ID	Upgrade to High Visibility Markings (# Crossings)	New High Visibility Markings (# Crossings)	Potential RRFBs (# Assemblies)	Potential PHBs (# Assemblies)	Other Signing, Marking, Lighting Upgrades	Notes
Morrison Drive between Brigade Street and Romney Street	60	N-12	0	1	0	1	1	Install a PHB to address crash history/risk and latent pedestrian demand.
George L Griffith Boulevard at Walmart Supercenter	61	N-13	0	0	0	0	1	Upgrade signage and lighting.
Camp Road at Camp Road Middle School	62	N-13	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Ashley Hall Plantation Road at Sandcroft Drive	63	N-13	2	0	0	0	1	Upgrade to high-visibility crossing and install other signing, lighting upgrades as appropriate.
Orange Grove Road at Mulmar Street	64	N-13	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Orange Grove Road at Dickens Street	65	N-13	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Orange Grove Road at Royal Palm Boulevard	66	N-13	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Orange Grove Road at Amberly Road	67	N-13	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Orange Grove Road at Orange Branch Road	68	N-13	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Wappoo Road at Pattison's Academy	69	N-13	0	0	1	0	1	Install RRFBs with appropriate signing, marking, and lighting upgrades.
Playground Road at St Andrews Parks & Playground	70	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades.
Playground Road at W Ashley Bikeway	71	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades.
Playground Road at N Sherwood Drive	72	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades.
Magnolia Road at Tall Oak Avenue	73	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades.
Magnolia Road at W Ashley Bikeway	74	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades.
SC 61/St Andrews Boulevard at W Ashley Bikeway	75	N-13	0	1	0	1	1	Evaluate the potential for a PHB to enhance connectivity and safety along the West Ashley Bikeway.
Wantoot Boulevard at W Ashley Bikeway	76	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades.
White Oak Drive at W Ashley Bikeway	77	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades.
Garden Street at Huntley Drive	78	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades.
W Ashley Greenway at Croghan Landing Drive	79	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Mutual Drive	80	N-13	1	0	0	0	1	Upgrade to a high-visibility crossing and install other signing, lighting upgrades as appropriate. Trim vegetation to improve sight distance.
W Ashley Greenway at Parkdale Drive	81	N-13	1	0	0	0	1	Upgrade to a high-visibility crossing and install other signing, lighting upgrades as appropriate. Trim vegetation to improve sight distance.
W Ashley Greenway at Arlington Drive	82	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Stinson Drive	83	N-13	1	0	0	0	1	Upgrade to a high-visibility crossing and install other signing, lighting upgrades as appropriate. Trim vegetation to improve sight distance.
W Ashley Greenway at Wappoo Road	84	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Braxton Avenue	85	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Betsy Road	86	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Markfield Drive	87	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Canterbury Road	88	N-13	0	0	0	0	1	Install signage, lighting upgrades as appropriate. Trim vegetation to improve sight distance.
W Ashley Greenway at Sunset Drive	89	N-13	0	0	0	0	1	Install signage, lighting upgrades as appropriate. Trim vegetation to improve sight distance.

Uncontrolled Pedestrian Crossing Inventory

Name	ID	Associated Project ID	Upgrade to High Visibility Markings (# Crossings)	New High Visibility Markings (# Crossings)	Potential RRFBs (# Assemblies)	Potential PHBs (# Assemblies)	Other Signing, Marking, Lighting Upgrades	Notes
W Ashley Greenway at Farmfield Avenue	90	N-13	0	0	0	0	1	Install signage, lighting upgrades as appropriate. Trim vegetation to improve sight distance.
W Ashley Greenway at Coburg Road	91	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Timmerman Drive	92	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Nicholson Street	93	N-13	0	0	0	0	1	Install a raised crossing with appropriate signing, lighting upgrades. Trim vegetation to improve sight distance.
W Ashley Greenway at Campbell Drive	94	N-13	0	0	0	0	1	Install signage, lighting upgrades as appropriate. Trim vegetation to improve sight distance.
W Ashley Greenway at Chadwick Drive	95	N-13	0	0	0	0	1	Install signage, lighting upgrades as appropriate. Trim vegetation to improve sight distance.
Seven Farms Drive at Publix Driveway	-	-	0	0	0	0	0	None.
Point Hope Parkway at Point Hope Park	-	-	0	0	0	0	0	None.
Seven Sticks Drive at Ten Point Drive	-	-	0	0	0	0	0	None.
River Village Drive at Philip Simmons High School W	-	-	0	0	0	0	0	None.
River Village Drive at Philip Simmons High School E	-	-	0	0	0	0	0	None.
Columbus Street at America Street	-	-	0	0	0	0	0	Recently upgraded.
Seven Farms Drive at Pier View Street	-	-	0	0	0	0	0	Active City of Charleston project.

Traffic Signal Inventory

Name	ID	Associated Project ID	# Backplates Needed	# FYAs Needed	# Ped Signals Needed	# High-Vis Crosswalks Needed	Upgrade Assembly?	Existing Assembly Type	Notes
SC 61/Ashley River Road at Tobias Gadsen Boulevard	1	AM-04	0	0	0	4	0	Wood	Planned Charleston County project.
SC 61/Ashley River Road at Ashley Hall Plantation Road	2	AM-04	4	0	0	0	0	Steel Strain	Planned Charleston County project.
SC 61/Ashley River Road at Magwood Drive	3	AM-04	0	0	0	1	1	Wood	Planned Charleston County project.
SC 61/Ashley River Road at Dogwood Road	4	AM-04	0	0	0	2	1	Wood	Planned Charleston County project.
SC 61/Ashley River Road at Parsonage Road	5	AM-04	0	0	0	2	1	Steel Strain	Planned Charleston County project.
Maybank Highway at Riverland Drive	6	I-06	0	0	0	0	1	Other	City of Charleston/Charleston County actively pursuing upgrades.
Glen McConnell Parkway at Magwood Drive	7	N-01	0	0	0	3	1	Steel Strain	Upgrade to high-visibility crosswalks and realign pedestrian ramps.
East Bay Street at Queen Street	8	S-01	8	0	0	0	0	Other	**Consider no RTOR and/or pedestrian scramble phase.** No mast arms within Charleston Historic District.
East Bay Street at Market Street	9	S-01	8	0	0	2	0	Wood	**Consider no RTOR and/or pedestrian scramble phase.**
East Bay Street at Hassell Street	10	S-01	8	0	3	2	0	Wood	Missing pedestrian signals for 6/8 crossings; **Consider no RTOR and/or pedestrian scramble phase.**
East Bay Street at George Street	11	S-01	6	0	3	1	0	Wood	Incorporate missing pedestrian signals. No mast arms within Charleston Historic District.
East Bay Street at Calhoun Street	12	S-01	0	0	0	0	0	Mast Arm	Calhoun Street SMART Grant.
East Bay Street at Chapel Street	13	S-01	8	1	0	4	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
East Bay Street at Columbus Street	14	S-01	0	0	0	2	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
East Bay Street at Cooper Street	15	S-01	0	0	0	1	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Maybank Highway at Main Road	16	S-02	0	4	0	2	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Main Road at Brownswood Road	17	S-02	8	0	0	0	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Wesley Drive at US 17/Savannah Highway	18	S-03	0	0	0	4	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Wesley Drive at SC 61/St Andrews Boulevard	19	S-03	0	1	0	2	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
US 17/Savannah Highway at White Oak Drive	20	S-03	0	0	0	3	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
US 17/Savannah Highway at Markfield Drive	21	S-03	0	0	0	3	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
US 17/Savannah Highway at Wateree Drive	22	S-03	0	0	0	3	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
US 17/Savannah Highway at Oak Forest Drive	23	S-03	0	0	0	3	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
US 17/Savannah Highway at Farmfield Avenue	24	S-03	0	0	0	2	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
US 17/Savannah Highway at Coburg Road	25	S-03	0	0	0	2	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
US 17/Savannah Highway at Stocker Drive	26	S-03	0	0	0	2	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Magnolia Road at Sycamore Avenue	27	S-03	8	0	0	1	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Coming Street at Cannon Street	28	S-04	6	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Coming Street at Spring Street	29	S-04	6	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.

Traffic Signal Inventory

Name	ID	Associated Project ID	# Backplates Needed	# FYAs Needed	# Ped Signals Needed	# High-Vis Crosswalks Needed	Upgrade Assembly?	Existing Assembly Type	Notes
Rutledge Avenue at Cannon Street	30	S-04	6	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Rutledge Avenue at Spring Street	31	S-04	7	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Ashley Avenue at Cannon Street	32	S-04	6	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. **Consider no RTOR and/or pedestrian scramble phase.**
President Street at Bee Street	33	S-04	8	0	0	4	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. **Consider no RTOR and/or pedestrian scramble phase.**
President Street at Cannon Street	34	S-04	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. **Consider no RTOR and/or pedestrian scramble phase.**
President Street at Spring Street	35	S-04	6	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Courtenay Drive at Calhoun Street	36	S-04	0	2	0	4	1	Wood	Calhoun Street SMART Grant to include some upgrades. Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Courtenay Drive at Doughty Street/Ralph H Johnson Drive	37	S-04	13	4	0	0	2	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. **Consider no RTOR and/or pedestrian scramble phase.**
Courtenay Drive at Bee Street	38	S-04	4	2	0	0	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. **Consider no RTOR and/or pedestrian scramble phase.**
Lockwood Drive at Calhoun Street	39	S-04	1	0	0	0	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Lockwood Drive at Bee Street	40	S-04	2	0	0	0	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Broad Street at Church Street	41	S-04	6	0	0	0	0	Other	**Consider no RTOR and/or pedestrian scramble phase.** No mast arms within Charleston Historic District.
Morrison Drive at US 17 SB Off-Ramp	42	S-05	0	0	0	2	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Morrison Drive at Brigade Street	43	S-05	9	0	0	3	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Morrison Drive at Meeting Street	44	S-05	0	0	0	3	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Mt Pleasant Street at King Street	45	S-05	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Mt Pleasant Street at Rutledge Avenue	46	S-05	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
King Street at Romney Street	47	S-05	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
King Street at Huger Street	48	S-05	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
King Street at Sumter Street	49	S-05	6	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Meeting Street at Johnson Street	50	S-05	4	0	0	0	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Meeting Street at Huger Street	51	S-05	12	0	0	4	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Meeting Street at US 17 SB Off-Ramp	52	S-05	0	0	0	2	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Meeting Street at Romney Street	53	S-05	8	0	0	0	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Rutledge Avenue at Huger Street	54	S-05	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Rutledge Avenue at Cleveland Street	55	S-05	9	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Rutledge Avenue at Grove Street	56	S-05	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Seven Farms Drive at River Landing Drive	57	S-06	2	2	0	0	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Island Park Drive at Seven Farms Drive	58	S-06	8	0	0	0	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Clements Ferry Road at Point Hope Parkway	62	S-06	0	0	0	4	0	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.

Traffic Signal Inventory

Name	ID	Associated Project ID	# Backplates Needed	# FYAs Needed	# Ped Signals Needed	# High-Vis Crosswalks Needed	Upgrade Assembly?	Existing Assembly Type	Notes
Clements Ferry Road at Cainhoy Road	63	S-06	0	0	0	2	0	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Clements Ferry Road at SC 41	64	S-06	0	0	0	2	0	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Coming Street at Wentworth Street	65	S-07	6	0	0	0	1	Wood	**Consider no RTOR and/or pedestrian scramble phase.**
Coming Street at Calhoun Street	66	S-07	7	0	0	0	1	Wood	**Consider no RTOR and/or pedestrian scramble phase.**
Coming Street at Vanderhorst Street	67	S-07	6	0	0	0	1	Wood	**Consider no RTOR and/or pedestrian scramble phase.**
Coming Street at Radcliffe Street	68	S-07	0	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Coming Street at Morris Street	69	S-07	4	0	0	2	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Coming Street at Line Street	70	S-07	6	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Rutledge Avenue at Broad Street	71	S-07	8	0	0	0	0	Wood	Upgrade to include backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. No mast arms within Charleston Historic District.
Rutledge Avenue at Beaufain Street	72	S-07	8	0	0	0	0	Wood	Upgrade to include backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. No mast arms within Charleston Historic District.
Rutledge Avenue at Wentworth Street	73	S-07	0	0	4	0	0	Wood	Upgrade to include backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. No mast arms within Charleston Historic District.
Rutledge Avenue at Calhoun Street	74	S-07	7	0	0	0	1	Wood	Calhoun Street SMART Grant to include some upgrades. Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Rutledge Avenue at Vanderhorst Street	75	S-07	4	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Rutledge Avenue at Heriot Street/I-26 EB Off-Ramp	76	S-07	4	0	0	2	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Heriot Street at I-26 WB On-Ramp	77	S-07	6	0	0	1	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Ashley Avenue at Broad Street	78	S-07	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Ashley Avenue at Beaufain Street	79	S-07	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Ashley Avenue at Wentworth Street	80	S-07	8	0	4	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Ashley Avenue at Calhoun Street	81	S-07	7	0	3	0	1	Wood	Calhoun Street SMART Grant.
Ashley Avenue at Bee Street	82	S-07	6	0	0	0	1	Wood	**Consider no RTOR and/or pedestrian scramble phase.**
Ashley Avenue at Spring Street	83	S-07	6	0	0	0	1	Wood	**Consider no RTOR and/or pedestrian scramble phase.**
Ashley Avenue at Huger Street	84	S-07	6	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Barre Street at Calhoun Street	85	S-07	8	0	0	4	1	Wood	Calhoun Street SMART Grant to include some upgrades. Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Fishburne Street at Hagood Avenue	86	S-07	10	0	0	0	0	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. Citywide Transportation Plan hot spot.
Wentworth Street at Smith Street	87	S-07	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Calhoun Street at Smith Street	88	S-07	8	0	0	0	1	Wood	Calhoun Street SMART Grant to include some upgrades. Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Calhoun Street at Anson Street/Elizabeth Street	89	S-07	8	0	0	0	1	Other	Mixture of mast arms and streetlight-mounted signal heads. Calhoun Street SMART Grant.
Broad Street at Logan Street	90	S-07	8	0	0	0	0	Wood	Upgrade to include backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed. No mast arms within Charleston Historic District.
Folly Road at S Grimball Road	91	S-08	0	0	0	4	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at Grimball Road/Fort Johnson Road	92	S-08	0	0	3	4	0	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.

Traffic Signal Inventory

Name	ID	Associated Project ID	# Backplates Needed	# FYAs Needed	# Ped Signals Needed	# High-Vis Crosswalks Needed	Upgrade Assembly?	Existing Assembly Type	Notes
Folly Road at George L Griffith Boulevard	93	S-08	6	0	2	1	0	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at Ellis Oak Avenue	94	S-08	8	4	0	4	0	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at SC 30/James Island Expressway Off-Ramp	95	S-08	6	0	2	1	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at Central Park Road	96	S-08	0	2	0	1	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at Harbor View Road	97	S-08	0	2	0	1	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at Tatum Street	98	S-08	0	0	2	2	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at Old Folly Road	99	S-08	6	1	1	1	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at Maybank Highway	100	S-08	9	1	0	2	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Camp Road at Dills Bluff Road	101	S-08	0	0	0	4	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Maybank Highway at Old Folly Road	102	S-08	6	0	0	2	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Maybank Highway at Wappoo Creek Place	103	S-08	8	0	0	0	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Maybank Highway at Headquarters Plantation Drive	104	S-08	0	0	0	2	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 61/Ashley River Road at Bees Ferry Road	105	S-08	0	0	0	1	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 171/Old Towne Road at Carriage Lane	106	S-08	0	0	0	1	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 171/Old Towne Road at Old Plantation Road	107	S-08	0	1	0	1	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 7/Sam Rittenberg Boulevard at I-526 Ramps	108	S-08	1	0	0	1	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 7/Sam Rittenberg Boulevard at Skylark Drive	109	S-08	0	2	0	2	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 7/Sam Rittenberg Boulevard at Orleans Road	110	S-08	0	0	0	4	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 7/Sam Rittenberg Boulevard at Dupont Road	111	S-08	0	0	0	2	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 7/Sam Rittenberg Boulevard at Ashley Hall Road	112	S-08	2	4	0	3	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
SC 7/Sam Rittenberg Boulevard at Poston Road	113	S-08	0	2	0	2	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Orleans Road at Hazelwood Drive	114	S-08	0	2	0	2	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Orleans Road at Savage Road	115	S-08	0	0	0	4	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Paul Cantrell Boulevard at Tobias Gadsen Boulevard	116	S-08	0	0	0	0	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Paul Cantrell Boulevard at I-526 Ramps	117	S-08	0	0	0	0	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Glen McConnell Parkway at Waterstone Lane	118	S-08	0	0	0	4	0	Mast Arm	Recently upgraded.
Glen McConnell Parkway at W Wildcat Boulevard	119	S-08	0	0	0	3	0	Mast Arm	Recently upgraded.
Bees Ferry Road at W Ashley Circle N	120	S-08	0	2	0	4	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Bees Ferry Road at W Ashley Circle S	121	S-08	0	2	0	4	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.

Traffic Signal Inventory

Name	ID	Associated Project ID	# Backplates Needed	# FYAs Needed	# Ped Signals Needed	# High-Vis Crosswalks Needed	Upgrade Assembly?	Existing Assembly Type	Notes
Bees Ferry Road at Grand Oaks Boulevard	122	S-08	0	1	0	2	1	Wood	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Bees Ferry Road at Proximity Drive	123	S-08	0	1	0	2	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Bees Ferry Road at Verdier Boulevard/Sanders Road	124	S-08	0	0	0	4	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Bees Ferry Road at Bluewater Way	125	S-08	0	0	0	2	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Bees Ferry Road at Hunt Club Road	126	S-08	0	2	0	4	0	Mast Arm	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Bees Ferry Road at US 17/Savannah Highway	127	S-08	0	0	0	4	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Ashley Town Center Drive at Savage Road	128	S-08	0	2	1	1	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Orange Grove Road at Ashley Hall Road	129	S-08	0	0	0	1	1	Steel Strain	Upgrade to mast arm assembly with backplates, flashing yellow arrow signal heads, and high-visibility crosswalk upgrades as needed.
Folly Road at Windermere Boulevard/Folly Road Boulevard	-	-	15	1	0	0	1	Other	Ashley River Crossing project to include upgrades.
Maybank Highway at Wappoo Drive/Woodland Shores Road	-	-	0	0	0	0	1	Wood	Charleston County Maybank Highway and Woodland Shores Complete Streets project.
Meeting Street Rd at Spruill Avenue	-	-	0	0	0	0	0	Steel Strain	No upgrades needed.
King Street at Heriot Street	-	-	6	0	2	1	1	Wood	Lowcountry Rapid Transit project.
King Street at Line Street	-	-	0	0	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Columbus Street	-	-	6	1	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Spring Street	-	-	0	2	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Cannon Street	-	-	6	0	0	0	1	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Morris Street	-	-	7	0	0	0	1	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at John Street/Warren Street	-	-	11	0	0	0	1	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Calhoun Street	-	-	0	0	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at George Street	-	-	0	0	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Wentworth Street	-	-	6	0	0	0	1	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Market Street	-	-	4	0	0	0	1	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Queen Street	-	-	0	0	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
King Street at Broad Street	-	-	6	0	0	0	1	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Broad Street	-	-	6	0	0	0	1	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Queen Street	-	-	8	0	0	0	1	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Cumberland Street	-	-	10	0	0	0	0	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Market Street	-	-	6	0	0	0	0	Other	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Hassell Street	-	-	0	2	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Wentworth Street	-	-	7	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.

Traffic Signal Inventory

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Meeting Street at George Street	-	-	8	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Calhoun Street	-	-	10	0	0	0	0	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at John Street	-	-	0	0	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Ann Street/Wragg Square	-	-	0	0	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Mary Street	-	-	0	0	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Woolfe Street	-	-	8	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Columbus Street	-	-	9	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Line Street	-	-	8	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at I-26 EB Off-Ramp	-	-	0	0	0	0	0	Mast Arm	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Meeting Street at Lee Street/Walnut Street	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
St Philip Street at Wentworth Street	-	-	6	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
St Philip Street at George Street	-	-	6	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
St Philip Street at Calhoun Street	-	-	6	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
St Philip Street at Vanderhorst Street	-	-	8	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
St Philip Street at Radcliffe Street	-	-	8	0	4	4	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
St Philip Street at Morris Street	-	-	6	0	4	4	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
St Philip Street at Cannon Street	-	-	8	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
St Philip Street at Spring Street	-	-	8	0	0	0	1	Wood	SCDOT Downtown Charleston Bicycle and Pedestrian Improvements project.
Coming Street at Beaufain Street	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Coming Street at US 17/Septima P Clark Pkwy S	-	-	0	0	0	0	0	Mast Arm	US 17/Septima P Clark Parkway RSA.
Coming Street at US 17/Septima P Clark Pkwy N	-	-	0	0	0	0	0	Mast Arm	US 17/Septima P Clark Parkway RSA.
Rutledge Avenue at US 17/Septima P Clark Pkwy	-	-	0	0	0	0	0	Mast Arm	US 17/Septima P Clark Parkway RSA.
Rutledge Avenue at Sheppard Street	-	-	0	0	0	0	0	Mast Arm	US 17/Septima P Clark Parkway RSA.
Ashley Avenue at US 17/Septima P Clark Pkwy	-	-	0	0	0	0	0	Mast Arm	US 17/Septima P Clark Parkway RSA.
President Street at US 17/Septima P Clark Pkwy	-	-	0	0	0	0	0	Mast Arm	US 17/Septima P Clark Parkway RSA.
Courtenay Drive at US 17/Septima P Clark Pkwy	-	-	0	0	0	0	0	Mast Arm	US 17/Septima P Clark Parkway RSA.
Lockwood Drive at Spring Street	-	-	0	0	0	0	0	Steel Strain	No upgrades needed.
US 17/Septima P Clark Pkwy at Spring Street	-	-	0	0	0	0	0	Mast Arm	US 17/Septima P Clark Parkway RSA.
Calhoun Street at Washington Street	-	-	0	0	0	0	0	Mast Arm	Calhoun Street SMART Grant.
Clements Ferry Road at I-526 Ramps	-	-	0	0	0	0	0	Steel Strain	No upgrades needed.

Traffic Signal Inventory

Name	ID	Associated Project ID	# Backplates Needed	# FYAs Needed	# Ped Signals Needed	# High-Vis Crosswalks Needed	Upgrade Assembly?	Existing Assembly Type	Notes
Clements Ferry Road at Charleston Regional Parkway	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Clements Ferry Road at Jack Primus Road	-	-	0	0	0	0	0	Steel Strain	No upgrades needed.
Folly Road at Sol Legare Road/Terns Nest Road	-	-	0	0	0	0	0	Steel Strain	No upgrades needed.
Folly Road at Camp Road	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Folly Road at Rivers Point Row	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Folly Road at Formosa Drive	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Folly Road at Yeamans Road	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Harbor View Road at Mikell Drive	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Harbor View Road at Fort Sumter Drive	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Maybank Highway at Fenwick Hall Allee	-	-	0	0	0	0	0	Mast Arm	New install/temporary signal.
Maybank Highway at River Road	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Bohicket Road at River Road	-	-	8	0	0	0	1	Steel Strain	Not in City of Charleston.
Main Road at River Road	-	-	0	0	0	0	1	Wood	Charleston County Main Road Corridor Segment A project.
US 17/Savannah Highway at Main Road	-	-	1	4	2	1	0	Steel Strain	US 17/Savannah Highway RSA/Charleston County Main Road Corridor Segment A project.
US 17/Savannah Highway at Carolina Bay Drive	-	-	0	0	0	2	0	Steel Strain	US 17/Savannah Highway RSA.
US 17/Savannah Highway at Dobbin Road	-	-	0	0	0	4	0	Wood	US 17/Savannah Highway RSA.
US 17/Savannah Highway at Savage Road	-	-	1	2	9	2	0	Steel Strain	US 17/Savannah Highway RSA.
US 17/Savannah Highway at Ashley Town Center Drive	-	-	0	0	0	3	0	Steel Strain	US 17/Savannah Highway RSA.
US 17/Savannah Highway at SC 7/Sam Rittenberg Boulevard	-	-	0	0	0	2	0	Steel Strain	US 17/Savannah Highway RSA.
US 17/Savannah Highway at I-526 Ramps	-	-	0	0	0	1	0	Steel Strain	US 17/Savannah Highway RSA.
US 17/Savannah Highway at Skylark Drive	-	-	0	0	0	2	0	Steel Strain	US 17/Savannah Highway RSA.
US 17/Savannah Highway at Orleans Road	-	-	1	0	0	2	0	Steel Strain	US 17/Savannah Highway RSA.
US 17/Savannah Highway at Dupont Road	-	-	0	0	0	3	0	Steel Strain	Charleston County Savannah Highway Capacity and Intersection Improvement Project.
US 17/Savannah Highway at Wappoo Road	-	-	0	0	0	3	0	Steel Strain	Charleston County Savannah Highway Capacity and Intersection Improvement Project.
US 17/Savannah Highway at Magnolia Road/Avondale Avenue	-	-	0	0	0	2	0	Mast Arm	Charleston County Savannah Highway Capacity and Intersection Improvement Project.
SC 61/St Andrews Boulevard at Riverdale Drive	-	-	1	2	2	3	0	Wood	SC 61 RSA.
SC 61/St Andrews Boulevard at Sycamore Avenue	-	-	0	0	0	3	0	Wood	SC 61 RSA.
SC 61/St Andrews Boulevard at Old Towne Road	-	-	0	0	0	0	0	Wood	SC 61 RSA.
SC 61/Ashley River Road at Carriage Lane	-	-	0	0	0	2	0	Wood	SC 61 RSA.

Traffic Signal Inventory

Name	ID	Associated Project ID	# Backplates Needed	# FYAs Needed	# Ped Signals Needed	# High-Vis Crosswalks Needed	Upgrade Assembly?	Existing Assembly Type	Notes
SC 61/Ashley River Road at Playground Road	-	-	0	0	0	2	0	Wood	SC 61 RSA.
SC 61/Ashley River Road at Ashley Hall Road	-	-	0	0	0	2	0	Wood	SC 61 RSA.
SC 61/Ashley River Road at Wappoo Road	-	-	0	0	0	4	0	Steel Strain	SC 61 RSA.
SC 61/Ashley River Road at SC 7/Sam Rittenberg Road	-	-	0	0	0	0	0	Mast Arm	SC 61 RSA.
SC 61/Ashley River Road at Wallace School Road	-	-	0	0	0	0	0	Mast Arm	SC 61 RSA.
SC 61/Ashley River Road at Savage Road	-	-	0	0	0	2	0	Steel Strain	SC 61 RSA.
SC 61/Ashley River Road at Paul Cantrell Boulevard	-	-	0	0	0	0	0	Steel Strain	No upgrades needed.
SC 61/Ashley River Road at Raoul Wallenberg Boulevard	-	-	0	0	0	0	0	Steel Strain	No upgrades needed.
SC 171/Old Towne Road at Charlestowne Drive	-	-	0	0	0	2	1	Wood	Charleston County Old Towne District Transportation Improvements project.
SC 7/Sam Rittenberg Boulevard at Charlestowne Drive	-	-	0	2	0	2	1	Wood	Charleston County Old Towne District Transportation Improvements project.
SC 7/Sam Rittenberg Boulevard at SC 171/Old Towne Road	-	-	0	0	0	0	1	Wood	Charleston County Old Towne District Transportation Improvements project.
SC 7/Sam Rittenberg Boulevard at Orange Grove Road	-	-	0	4	0	2	1	Steel Strain	Charleston County Old Towne District Transportation Improvements project.
Glen McConnell Parkway at Bees Ferry Road	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Bees Ferry Road at Foxhall Road	-	-	6	0	0	0	0	Steel Strain	Emergency signal.
E Bay Street at Broad Street	-	-	7	0	1	0	0	Other	City of Charleston: no-go on upgrades.
East Bay Street at Cumberland Street	-	-	8	0	0	0	0	Wood	City of Charleston: no-go on upgrades.
River Landing Drive at Fairchild Street	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.
Island Park Drive at Fairchild Street	-	-	0	0	0	0	0	Mast Arm	No upgrades needed.

Appendix F.2
High-Injury Network

High Injury Network – All Modes

Segment Description	Context Area	Total Length (Miles)	Estimated AADT	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Combined F/SI Crash Rate	Rank (ePDO)	Rank (F/SI Crash Rate)	Include? (Yes/No)	Filter Notes
US 17/Savannah Highway from Savage Road to Ashley Town Center Drive	West Ashley	0.5	52,900	510	4	9	33	96	368	6,224.0	22.4	1	25	No	US 17/Savannah Highway Road Safety Audit
US 17/Septima P Clark Parkway from Lockwood Drive to Kracke Street	Charleston Peninsula/Neck	0.5	72,700	597	3	6	17	93	478	4,921.1	11.3	2	53	No	US 17/Septima P. Clark Parkway Road Safety Audit
US 17/Savannah Highway from Long Branch to Melrose Drive	West Ashley	0.5	49,700	196	4	5	16	36	135	4,854.0	16.5	3	35	No	US 17/Savannah Highway Road Safety Audit
US 17/Septima P Clark Parkway from Kracke Street to Coming Street	Charleston Peninsula/Neck	0.5	73,100	440	3	6	33	61	337	4,709.3	11.2	4	54	No	US 17/Septima P. Clark Parkway Road Safety Audit
SC 7/Sam Rittenberg Boulevard from Orange Grove Road to Poston Road	West Ashley	0.5	46,400	178	4	1	12	31	130	4,509.3	9.8	5	63	No	CTP Hot Spot at Orange Grove Road; Sam Rittenberg Boulevard Redesign
US 17/Savannah Highway from Orleans Road to Wappoo Road	West Ashley	0.5	43,500	448	3	3	22	74	346	4,506.9	12.6	6	43	No	US 17/Savannah Highway Road Safety Audit
Meeting Street from Ann Street to US 17 NB On-Ramp	Charleston Peninsula/Neck	1	8,200	350	2	6	26	69	247	3,637.7	44.5	7	10	No	SCDOT Downtown Charleston Bike and Pedestrian Improvements Project
I-26 EB Off-Ramp to US 17/Septima P Clark Parkway	Charleston Peninsula/Neck	0.5	57,000	156	3	4	8	25	116	3,581.2	11.2	8	55	No	US 17/Septima P. Clark Parkway Road Safety Audit
SC 61/Ashley River Road from Beechwood Road to Woodland Road	West Ashley	0.5	21,500	174	3	1	15	21	134	3,508.6	17.0	9	32	Yes	Future SCDOT/Charleston County Improvements; Construction > 5 Years
Magwood Drive from SC 461/Paul Cantrell Boulevard to Ashley Crossing Drive	West Ashley	0.5	20,000	289	2	3	22	53	209	3,199.0	22.8	10	24	Yes	
River Road from Brownswood Road to Swygert Boulevard	Johns Island	0.5	7,900	51	3	2	6	4	36	3,136.1	57.8	11	7	Yes	Charleston County/CCSD Improvements
SC 61/Ashley River Road from 0.9 to 0.4 miles south of Dorchester County line	West Ashley	0.5	17,500	23	3	1	5	3	11	3,028.8	20.9	12	28	No	
SC 61/Ashley River Road from Wappoo Road to Dillway Street	West Ashley	0.5	39,700	604	1	2	33	89	479	3,028.2	6.9	13	75	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
Brownswood Road from Island Estate Drive to Dogpatch Lane	Johns Island	0.5	5,100	18	3	1	2	6	6	3,005.4	71.6	14	4	Yes	
SC 171/Folly Road from SC 30/James Island Expressway Ramps to Patterson Avenue	James Island	0.5	47,400	509	1	5	32	80	391	2,993.6	11.6	15	50	No	SC 171 Road Safety Audit
SC 7/Sam Rittenberg Boulevard from Gardner Road to N Woodmere Drive	West Ashley	0.5	26,000	415	1	4	30	77	303	2,785.6	17.6	16	31	No	Sam Rittenberg Boulevard Redesign
King Street from Sheppard Street to Moultrie Street	Charleston Peninsula/Neck	0.5	10,500	166	2	2	18	30	114	2,739.4	34.8	17	15	No	SCDOT Downtown Charleston Bike and Pedestrian Improvements Project
SC 171/Folly Road from Wambaw Avenue to Old Folly Road	James Island	0.5	30,700	340	1	3	31	70	235	2,605.3	11.9	18	47	No	SC 171 Road Safety Audit
SC 461/Paul Cantrell Boulevard from Charlie Hall Boulevard to I-526 Ramps	West Ashley	0.5	37,400	364	1	8	16	54	285	2,511.4	22.0	19	26	Yes	
SC 700/Maybank Highway from Robeson Trace to 0.4 miles east of Fenwick Hall Allee	Johns Island	0.5	35,900	110	2	1	11	23	73	2,452.8	7.6	20	68	No	Charleston County Maybank Highway Widening
SC 171/Folly Road from Fort Johnson Road to George L Griffith Boulevard	James Island	0.5	27,500	259	1	7	21	55	175	2,440.4	26.6	21	21	No	SC 171 Road Safety Audit
Riverland Drive from George L Griffith Boulevard to 0.5 miles south of George L Griffith Boulevard	James Island	0.5	5,900	35	2	5	9	5	14	2,390.6	108.4	22	3	Yes	
SC 7/Sam Rittenberg Boulevard/Cosgrove Avenue from Poston Road to Ashley River crossing	West Ashley	0.5	47,300	88	2	2	4	21	59	2,355.9	7.7	23	67	No	Sam Rittenberg Boulevard Redesign
SC 61/Ashley River Road from Woodland Road to Saint Andrews Fire District Station 3	West Ashley	0.5	20,000	114	2	2	6	13	91	2,336.8	18.3	24	29	Yes	
SC 30/James Island Expressway from SC 61 Ramps to Lockwood Drive Ramps	Charleston Peninsula/Neck	0.5	63,300	97	2	1	7	16	71	2,310.1	4.3	25	86	Yes	
US 17/Savannah Highway from 0.5 miles south of Long Branch to Long Branch	West Ashley	0.5	53,000	58	2	3	5	9	39	2,281.0	8.6	26	64	No	US 17/Savannah Highway Road Safety Audit
SC 61/Ashley River Road from Playground Road to Crull Drive	West Ashley	0.5	37,300	245	1	4	27	45	168	2,262.8	12.2	27	45	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
US 78/King Street from Braswell Street to Austin Avenue	Charleston Peninsula/Neck	0.5	8,500	43	2	2	5	11	23	2,231.0	43.0	28	11	No	Lowcountry Rapid Transit Project/Magnolia PUD
SC 700/Maybank Highway from Mason Road to Hickory Knoll Way	Johns Island	0.5	18,500	83	2	1	7	8	65	2,219.7	14.8	29	39	Yes	

High Injury Network – All Modes

Segment Description	Context Area	Total Length (Miles)	Estimated AADT	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Combined F/SI Crash Rate	Rank (ePDO)	Rank (F/SI Crash Rate)	Include? (Yes/No)	Filter Notes
SC 61/St Andrews Boulevard from 0.5 miles north of Ashley Point Drive to Moore Drive	West Ashley	0.5	51,200	297	1	2	18	55	221	2,161.1	5.4	30	82	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
US 17/Savannah Highway from Apollo Road to Moore Drive	West Ashley	0.5	37,700	293	1	4	14	49	225	2,145.1	12.1	31	46	Yes	
SC 171/Folly Road from Sol Legare Road to Battery Island Drive and Sol Legare Road from 0.5 miles west of SC 171/Folly Road to SC 171/Folly Road	James Island	1	7,800	68	2	0	4	9	53	2,113.2	11.7	32	49	No	City of Folly Beach Improvements
US 17/Arthur Ravenel Jr. Bridge from 0.5 to 0.0 miles south of Mount Pleasant Town limit	Charleston Peninsula/Neck	0.5	93,800	267	1	2	19	47	198	2,070.3	2.9	33	90	No	Downstream constraints within the Town of Mount Pleasant
SC 171/Folly Road from Old Folly Road to Wappoo Cut Boat Landing	James Island	0.5	42,000	262	1	6	14	33	208	2,069.3	15.2	34	36	No	SC 171 Road Safety Audit
SC 41 from 0.5 miles south of Hoover Road to Hoover Road	Daniel Island/Clements Ferry Road	0.5	3,900	14	2	0	4	4	4	2,011.4	46.8	35	9	No	Note SCDOT STIP project for centerline rumble strips with 2022 Construction Year
US 17/Savannah Highway from Briarcliff Drive to Oak Forest Drive	West Ashley	0.5	41,400	263	1	1	17	48	196	1,990.5	4.4	36	85	Yes	
SC 61/Ashley River Road from Dillway Street to Able Street	West Ashley	0.5	33,500	257	1	1	17	47	191	1,974.9	5.5	37	81	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
SC 7/Sam Rittenberg Boulevard from Dickens Street to SC 171/Old Towne Road	West Ashley	0.5	24,600	164	1	3	18	37	105	1,910.2	14.8	38	38	No	Charleston County Old Towne District Transportation Improvements
US 17/Savannah Highway from SC 61/St Andrews Boulevard to Lockwood Drive Off-Ramp	West Ashley	0.5	72,800	239	1	5	13	23	197	1,881.1	7.5	39	70	No	Ashley River Crossing Project
SC 461/Glen McConnell Parkway from Lockhaven Drive to Goodwill Way	West Ashley	0.5	44,900	187	1	3	21	26	136	1,875.1	8.1	40	66	No	SCDOT STIP Project P037878/6-lane widening recently constructed
SC 7/Sam Rittenberg Boulevard from N Woodmere Drive to Trailee Drive	West Ashley	0.5	24,700	222	1	1	19	36	165	1,866.2	7.4	41	72	No	Sam Rittenberg Boulevard Redesign
SC 61/Ashley River Road from Avondale Avenue to Davidson Avenue	West Ashley	0.5	51,500	231	1	3	9	40	178	1,864.7	7.1	42	74	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
SC 61/Ashley River Road from Westchase Drive to Drayton Quarter Drive	West Ashley	0.5	21,500	181	1	6	9	28	137	1,862.2	29.7	43	18	Yes	
US 17/Savannah Highway from Kingdom Hall Driveway to Ponderosa Drive	West Ashley	0.5	51,900	159	1	5	12	26	115	1,814.0	10.6	44	56	No	US 17/Savannah Highway Road Safety Audit
SC 61/Ashley River Road from SC 171/Old Towne Road to Playground Road	West Ashley	0.5	37,400	217	1	1	13	36	166	1,767.1	4.9	45	83	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
E Bay Street from Inspection Street to Reid Street	Charleston Peninsula/Neck	0.5	23,100	185	1	2	11	30	141	1,700.5	11.9	46	48	Yes	
SC 700/Maybank Highway from Sunoco Driveway to Promenade Vista Street	James Island	0.5	27,100	160	1	2	8	35	114	1,676.2	10.1	47	60	No	Charleston County Maybank Highway and Woodland Shores Complete Streets Project
US 17/Savannah Highway from Main Road to Bluewater Way	West Ashley	0.5	42,100	378	0	7	24	55	292	1,658.2	15.2	48	37	No	US 17/Savannah Highway Road Safety Audit
Calhoun Street from Ogier Street to Meeting Street	Charleston Peninsula/Neck	0.5	14,200	473	0	5	24	56	388	1,654.6	32.2	49	17	No	SCDOT Downtown Charleston Bike and Pedestrian Improvements Project
Calhoun Street from SC 30/James Island Expressway terminus to Ashley Avenue	Charleston Peninsula/Neck	0.5	14,900	192	1	1	13	25	152	1,637.0	12.3	50	44	No	SCDOT Downtown Charleston Bike and Pedestrian Improvements Project
SC 461/Glen McConnell Parkway from 0.5 miles south of Lockhaven Drive to Lockhaven Drive	West Ashley	0.5	44,500	112	1	3	11	22	75	1,605.1	8.2	51	65	No	SCDOT STIP Project P037878/6-lane widening recently constructed
SC 7/Sam Rittenberg Boulevard from I-526 Off-Ramp to Brittany Street	West Ashley	0.5	28,200	312	0	4	26	67	215	1,576.1	13.0	52	41	No	Sam Rittenberg Boulevard Redesign
SC 30/James Island Expressway from SC 171/Folly Road to 0.5 miles east of SC 171/Folly Road	James Island	0.5	36,200	111	1	6	5	9	90	1,547.9	17.7	53	30	Yes	
SC 171/Folly Road from 0.3 miles south of S Grimball Road to 0.2 miles north of S Grimball Road	James Island	0.5	20,000	68	1	5	3	14	45	1,467.3	27.4	54	20	No	SC 171 Road Safety Audit
US 17/Savannah Highway from Ashley Towne Center Drive to Orleans Road	West Ashley	0.5	49,100	414	0	3	22	57	332	1,465.8	5.6	55	80	No	US 17/Savannah Highway Road Safety Audit
SC 700/Maybank Highway from Main Road to Vernell Lane	Johns Island	0.5	11,800	141	1	2	4	17	117	1,422.5	23.2	56	22	Yes	
SC 61/St Andrews Boulevard from Ashley Point Drive to 0.5 miles north of Ashley Point Drive	West Ashley	0.5	27,400	72	1	2	4	14	51	1,324.8	10.0	57	61	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
US 17/Septima P Clark Expressway Off-Ramp to US 17 NB	Charleston Peninsula/Neck	0.5	19,200	75	1	2	5	11	56	1,314.8	14.3	58	40	No	Freeway facilities outside scope of Safety Action Plan
SC 700/Maybank Highway from Towne Street to Pinnacle Financial Partners Driveway	Johns Island	0.5	24,500	379	0	2	17	58	302	1,307.9	7.5	59	71	Yes	

High Injury Network – All Modes

Segment Description	Context Area	Total Length (Miles)	Estimated AADT	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Combined F/SI Crash Rate	Rank (ePDO)	Rank (F/SI Crash Rate)	Include? (Yes/No)	Filter Notes
Clements Ferry Road from 0.5 miles south of Bradbury Lane to Bradbury Lane	Daniel Island/Clements Ferry Road	0.5	22,700	92	1	0	3	23	65	1,307.0	4.0	60	87	No	SCDOT STIP Project P029503/5-lane widening
Clements Ferry Road from 0.3 miles south of to 0.2 miles north of Charleston Regional Parkway	Daniel Island/Clements Ferry Road	0.5	35,900	59	1	2	3	15	38	1,305.7	7.6	61	68	No	SCDOT STIP Project P029503/5-lane widening
US 17/Savannah Highway from Moore Drive to Albemarle Road Overpass	West Ashley	0.5	38,000	374	0	3	16	54	301	1,303.0	7.2	62	73	Yes	
Bees Ferry Road from 0.5 miles west of SC 461/Glen McConnell Parkway to SC 461/Glen McConnell Parkway	West Ashley	0.5	26,600	356	0	3	18	52	283	1,297.3	10.3	63	58	No	
US 17/Savannah Highway from Evergreen Street to Markfield Drive	West Ashley	0.5	43,400	252	0	6	15	48	183	1,270.1	12.6	64	42	Yes	
River Road from Murraywood Road to Jadabell Lane	Johns Island	0.5	7,900	73	1	0	6	15	51	1,258.6	11.6	65	50	Yes	
SC 700/Maybank Highway from 0.5 miles west of St. Johns Woods Parkway to St. Johns Woods Parkway	Johns Island	0.5	18,300	60	1	1	6	10	42	1,251.9	10.0	66	62	Yes	
Rutledge Avenue from Calhoun Street to Cannon Street	Charleston Peninsula/Neck	0.5	5,500	126	1	0	3	13	109	1,245.5	16.6	67	34	No	City of Charleston Two-Way Conversion Study
SC 171/Old Towne Road from SC 61/Ashley River Road to Gilmore Road	West Ashley	0.5	26,100	83	1	0	4	15	63	1,237.3	3.5	68	88	No	Charleston County Old Towne District Transportation Improvements
Riverland Drive from Delaney Drive to Daniel Whaley Road	James Island	0.5	11,800	48	1	2	3	8	34	1,227.8	23.2	69	22	Yes	
Lockwood Drive from Wentworth Street to SC 30/James Island Expressway Ramps	Charleston Peninsula/Neck	0.5	19,900	72	1	0	4	15	52	1,226.3	4.6	70	84	Yes	
I-26 EB Off-Ramp to US 52/Meeting Street	Charleston Peninsula/Neck	0.5	8,000	49	1	2	3	6	37	1,209.7	34.2	71	16	No	US 17/Septima P. Clark Parkway Road Safety Audit
SC 41 from Low Tide Court to Boatswain Drive	Daniel Island/Clements Ferry Road	0.5	7,600	34	1	2	2	9	20	1,207.7	36.0	72	13	No	Addressed by Clements Ferry Widening Phase 2 Project
Meeting Street from Hassell Street to Hutson Street	Charleston Peninsula/Neck	0.5	16,300	253	0	5	21	35	192	1,186.9	28.0	73	19	No	SCDOT Downtown Charleston Bike and Pedestrian Improvements Project
Bees Ferry Road from 0.5 miles west of US 17/Savannah Highway to US 17/Savannah Highway	West Ashley	0.5	27,400	42	1	1	4	7	29	1,173.9	6.7	74	76	No	US 17/Savannah Highway Road Safety Audit
US 17/Savannah Highway from Dollar General Driveway to Bees Ferry Road	West Ashley	0.5	32,800	212	0	6	17	38	151	1,165.9	16.7	75	33	No	US 17/Savannah Highway Road Safety Audit
Brownswood Road from Hollington Road to 0.5 miles south of Hollington Road	Johns Island	0.5	5,300	19	1	2	5	1	10	1,163.3	51.7	76	8	Yes	
Sol Legare Road from 0.5 miles west of SC 171/Folly Road to SC 171/Folly Road	James Island	0.5	2,200	17	1	2	4	2	8	1,155.1	124.5	77	2	No	Not within City of Charleston limits
Bees Ferry Road from 0.5 miles west of SC 61/Ashley River Road to SC 61/Ashley River Road	West Ashley	0.5	15,200	55	1	0	4	8	42	1,142.4	6.0	78	78	No	
SC 30/James Island Expressway at Harbor View Road Interchange	James Island	0.5	54,800	48	1	0	4	8	35	1,135.4	1.7	79	91	Yes	
SC 61/Ashley River Road from 0.5 mils north of Muirfield Parkway to Muirfield Parkway	West Ashley	0.5	17,700	29	1	1	2	7	18	1,129.5	10.3	80	57	Yes	
Ramp from Main Road to NB US 17/Savannah Highway	West Ashley	0.5	200	44	1	1	0	7	35	1,113.2	913.2	81	1	No	Main Road Corridor Improvements - Segment A
Brownswood Road from 0.5 miles north of Pine Log Lane to Pine Log Lane	Johns Island	0.5	5,200	25	1	1	3	3	17	1,103.0	35.1	82	14	Yes	
Sycamore Avenue from Magnolia Road to Battery Avenue	West Ashley	0.5	4,700	26	1	1	2	3	19	1,088.3	38.9	83	12	Yes	
Magnolia Road from US 17/Savannah Highway to Sycamore Avenue	West Ashley	0.5	4,300	44	1	0	2	6	35	1,080.9	21.2	84	27	Yes	
Meeting Street from Conroy Street to Mount Pleasant Street	Charleston Peninsula/Neck	0.5	17,900	221	0	2	19	47	153	1,076.1	10.2	85	59	Yes	
Fleming Road from 0.5 miles south of SC 700/Maybank Highway to SC 700/Maybank Highway	James Island	0.5	2,800	15	1	1	1	2	10	1,052.1	65.2	86	5	Yes	
Main Road from Publix Driveway to 0.5 miles south of Publix Driveway	West Ashley	0.5	30,400	343	0	1	14	45	283	1,046.6	3.0	87	89	No	Main Road Corridor Improvements - Segment A
Main Road from Brownswood Road to Charleston Fire Department Station 17	Johns Island	0.5	16,000	255	0	2	13	48	192	1,025.6	11.4	88	52	Yes	
Fleming Road from Fleming Woods Road to 0.5 miles north of Fleming Woods Road	James Island	0.5	2,800	12	1	1	0	1	9	1,023.8	65.2	89	5	Yes	
Spring Street from Hagood Avenue to Lockwood Drive	Charleston Peninsula/Neck	0.5	14,200	31	1	0	1	3	26	1,023.6	6.4	90	77	No	US 17/Septima P. Clark Parkway Road Safety Audit
SC 171/Folly Road from Formosa Drive to SC 61/Saint Andrews Boulevard	James Island	0.5	32,300	393	0	2	9	38	344	1,005.3	5.7	91	79	No	SC 61 RSA, SC 171 RSA, Ashley River Crossing Project include corridor

High Injury Network – Pedestrians and Cyclists

Segment Description	Context Area	Total Length (Miles)	Total Bike-Ped Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)	Include? (Yes/No)	Filter Notes
US 17/Savannah Highway from 0.5 Miles West of Dobbins Road to Exxon Driveway	West Ashley	0.5	8	4	2	2	0	0	3,940.3	1	No	US 17/Savannah Highway Road Safety Audit
US 17/Savannah Highway from 0.1 miles West of Savage Road to Ashley Towne Center Drive	West Ashley	0.5	13	3	4	3	1	2	3,130.4	2	No	US 17/Savannah Highway Road Safety Audit
US 17/Septima P. Clark Parkway from Lockwood Drive to Kracke Street	Charleston Peninsula/Neck	0.5	13	3	3	3	2	2	3,086.0	3	No	US 17/Septima P. Clark Parkway Road Safety Audit
King Street from Huger Street to Line Street	Charleston Peninsula/Neck	0.5	24	2	2	9	9	2	2,255.7	4	No	SCDOT Downtown Bike and Pedestrian Improvements Project
US 17/Septima P. Clark Parkway from Kracke Street to Coming Street	Charleston Peninsula/Neck	0.5	7	2	1	2	2	0	2,008.0	5	No	US 17/Septima P. Clark Parkway Road Safety Audit
US 17/Savannah Highway from 0.05 Miles West of Apollo Road to Avondale Avenue	West Ashley	0.5	8	1	4	1	1	1	1,197.6	6	Yes	*Included in overall HIN
SC 61/Ashley River Road from Savage Road to Sam Rittenberg Boulevard	West Ashley	0.5	18	1	0	9	8	0	1,183.8	7	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
SC 7/Sam Rittenberg Boulevard from Gardner Road to N Woodmere Drive	West Ashley	0.5	13	1	2	6	1	3	1,173.0	8	No	Sam Rittenberg Boulevard Redesign
SC 171/Folly Road from Wilton Street to .05 Miles South of Avenue A	James Island	0.5	8	1	3	2	2	0	1,168.8	9	No	SC 171 Road Safety Audit
SC 61/Ashley River Road from Crull Drive to 0.05 Miles West of Playground Road	West Ashley	0.5	10	1	1	4	2	2	1,094.1	10	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
East Bay Street from Cooper Street to 0.1 Miles South of South Street	Charleston Peninsula/Neck	0.5	6	1	2	0	3	0	1,091.0	11	Yes	
S 61/Ashley River Road from 0.1 Miles North of Dogwood Rd to Sledge Lane	West Ashley	0.5	7	1	1	1	3	1	1,053.6	12	Yes	
Rutledge Avenue from Cannon Street to Calhoun Street	Charleston Peninsula/Neck	0.5	8	1	0	2	2	3	1,006.7	13	No	*Included in overall HIN

High Injury Network – Pedestrians and Cyclists

Segment Description	Context Area	Total Length (Miles)	Total Bike-Ped Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)	Include? (Yes/No)	Filter Notes
SC 61/Saint Andrews Boulevard from Arcadian Way to .05 miles south of Godfrey Park Place	West Ashley	0.5	6	1	0	0	5	0	1,002.0	14	No	SC 61 Road Safety Audit from Wesley Drive to Savage Road
Meeting Street from Line Street to Ann Street	Charleston Peninsula/Neck	0.5	41	0	4	14	20	3	667.8	15	No	SCDOT Downtown Bike and Pedestrian Improvements Project
Calhoun Street from Pitt Street to 0.1 miles East of Meeting Street	Charleston Peninsula/Neck	0.5	35	0	5	12	11	7	598.5	16	No	Calhoun Street Road Safety Audit
King Street from Columbus Street to John Street	Charleston Peninsula/Neck	0.5	34	0	2	13	11	8	451.0	17	No	SCDOT Downtown Bike and Pedestrian Improvements Project
Meeting Street from George Street to Queen Street	Charleston Peninsula/Neck	0.5	23	0	3	9	6	5	383.6	18	No	SCDOT Downtown Bike and Pedestrian Improvements Project
Meeting Street from US 17 Ramp to Line Street	Charleston Peninsula/Neck	0.5	10	0	4	3	3	0	301.9	19	No	SCDOT Downtown Bike and Pedestrian Improvements Project
Saint Phillip Street from Green Way to .05 Miles North of Morris Street	Charleston Peninsula/Neck	0.5	14	0	2	8	2	2	266.6	20	No	SCDOT Downtown Bike and Pedestrian Improvements Project
King Street from Calhoun Street to Fulton Street	Charleston Peninsula/Neck	0.5	17	0	1	10	2	4	247.0	21	No	SCDOT Downtown Bike and Pedestrian Improvements Project
Woolfe Street/Amherst Street from King Street to Drake Street	Charleston Peninsula/Neck	0.5	8	0	3	4	1	0	242.4	22	Yes	
Huger Street from Dewey Street to Nassau Street	Charleston Peninsula/Neck	0.5	10	0	2	2	5	1	197.2	23	Yes	
Courtenay Drive from US 17/Septima P. Clark Parkway to Calhoun Street	Charleston Peninsula/Neck	0.5	11	0	2	1	6	2	192.1	24	Yes	
King Street from Warren Street to Calhoun Street	Charleston Peninsula/Neck	0.5	10	0	2	3	1	4	174.7	25	No	SCDOT Downtown Bike and Pedestrian Improvements Project
Calhoun Street from Courtenay Drive to Smith Street	Charleston Peninsula/Neck	0.5	13	0	0	4	9	0	161.7	26	No	Calhoun Street Road Safety Audit

High Injury Network – Pedestrians and Cyclists

Segment Description	Context Area	Total Length (Miles)	Total Bike-Ped Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)	Include? (Yes/No)	Filter Notes
King Street from Romney Street to Huger Street/Mary Street from Coming Street to America Street	Charleston Peninsula/Neck	0.5	9	0	1	2	4	2	132.6	27	No	SCDOT Downtown Bike and Pedestrian Improvements Project
Columbus Street from King Street to Drake Street	Charleston Peninsula/Neck	0.5	8	0	1	3	2	2	128.2	28	Yes	
Spring Street from Ashley Avenue to King Street	Charleston Peninsula/Neck	0.5	6	0	1	3	2	0	126.2	29	Yes	
SC 171/Folly Road from Ellis Oak Drive to Santee Street	James Island	0.5	6	0	1	2	3	0	120.1	30	No	SC 171 Road Safety Audit
East Bay Street from Calhoun Street to Pinckney Street/Grove Street from 12th Street to East Terminus	Charleston Peninsula/Neck	0.5	6	0	1	3	1	1	116.6	31	Yes	
Rutledge Avenue from Gordon Street to Huger Street	Charleston Peninsula/Neck	0.5	8	0	0	3	5	0	102.8	32	Yes	
Broad Street from Legare Street to East Bay Street	Charleston Peninsula/Neck	0.5	7	0	0	3	4	0	92.3	33	Yes	
President Street from Fishburne Street to Bee Street	Charleston Peninsula/Neck	0.5	7	0	0	3	3	1	82.7	34	Yes	
Rutledge Avenue from Sumter Street to Cannon Street	Charleston Peninsula/Neck	0.5	6	0	0	3	3	0	81.7	35	Yes	
Cannon Street from Ashley Avenue to Saint Phillip Street	Charleston Peninsula/Neck	0.5	6	0	1	0	2	3	79.2	36	Yes	
Seven Farms Drive from Pier View Street to Publix Driveway	Daniel Island/Clements Ferry Road	0.5	6	0	0	1	5	0	69.5	37	No	Active City of Charleston project
George Street from Coming Street to Anson Street	Charleston Peninsula/Neck	0.5	8	0	0	2	2	4	58.5	38	Yes	
Saint Phillip Street from 0.05 miles south of Calhoun Street to Beaufain Street/Ashley Hall Road from N Woodmere Drive to 0.05 miles south of SC 7/Sam Rittenberg Boulevard	Charleston Peninsula/Neck	0.5	6	0	0	2	2	2	56.5	39	No	SCDOT Downtown Bike and Pedestrian Improvements Project/SCDOT Downtown Bike and Pedestrian Improvements Project

High-Crash Intersections

Intersection Name	Context Area	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)
US 17/Savannah Highway at Main Road	West Ashley	346	0	5	15	49	277	1,319.6	1
US 17/Septima P. Clark Parkway at Courtenay Drive	Charleston Peninsula/Neck	330	1	3	5	51	270	2,006.1	2
SC 61/Ashley River Road at SC 7/Sam Rittenberg Boulevard	West Ashley	322	2	2	20	48	250	3,098.8	3
US 17/Savannah Highway at Wesley Drive	West Ashley	302	0	0	10	28	264	726.4	4
SC 700/Maybank Highway at River Road	Johns Island	289	0	1	13	41	234	938.7	5
US 17/Septima P. Clark Parkway at Coming Street	Charleston Peninsula/Neck	269	2	3	27	44	193	3,171.4	6
SC 461/Glen McConnell Parkway at Magwood Drive	West Ashley	256	0	3	5	28	220	764.1	7
SC 61/Saint Andrews Boulevard at Wesley Drive	West Ashley	231	0	1	16	37	177	889.5	8
SC 171/Folly Road at Ellis Oak Drive	James Island	206	0	3	10	28	165	792.5	9
SC 171/Folly Road at Fort Johnson Road	James Island	187	1	2	16	36	132	1,838.2	10
SC 700/Maybank Highway at Main Road	Johns Island	177	0	1	8	26	142	604.9	11
Calhoun Street at Coming Street	Charleston Peninsula/Neck	176	0	3	13	20	140	733.1	12
SC 7/Sam Rittenberg Boulevard at Orange Grove Road	West Ashley	167	0	2	8	35	122	735.0	13
Meeting Street at Calhoun Street	Charleston Peninsula/Neck	164	0	2	10	13	139	553.1	14
US 17/Septima P. Clark Parkway at Rutledge Avenue	Charleston Peninsula/Neck	162	1	1	11	13	136	1,461.0	15
SC 700/Maybank Highway at Riverland Drive	James Island	162	0	3	11	19	129	678.2	16
SC 7/Sam Rittenberg Boulevard at Orleans Road	West Ashley	161	0	2	16	31	112	816.2	17
Calhoun Street at King Street	Charleston Peninsula/Neck	161	0	3	7	9	142	518.9	18
Calhoun Street at Saint Phillip Street	Charleston Peninsula/Neck	161	0	1	7	19	134	506.4	19
US 17/Savannah Highway at Dupont Road	West Ashley	159	0	0	5	33	121	552.7	20
SC 61/Ashley River Road at Wappoo Road	West Ashley	158	0	1	6	26	125	554.6	21
Bees Ferry Road at Grand Oaks Boulevard	West Ashley	150	0	2	10	20	118	606.0	22
US 17/Savannah Highway at Savage Road	West Ashley	148	0	1	12	25	110	629.1	23

High-Crash Intersections

Intersection Name	Context Area	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)
SC 171/Folly Road at James Island Expressway On-Ramp	James Island	147	1	6	5	22	113	1,708.1	24
US 17/Septima P. Clark Parkway at Spring Street	Charleston Peninsula/Neck	141	0	0	10	25	106	536.7	25
Meeting Street at Columbus Street	Charleston Peninsula/Neck	138	1	4	11	29	93	1,752.0	26
SC 461/Glen McConnell Parkway at Wildcat Boulevard	West Ashley	133	1	1	15	21	95	1,571.1	27
US 78/King Street at Mount Pleasant Street	Charleston Peninsula/Neck	133	0	4	6	29	94	720.4	28
US 17/Savannah Highway at Skylark Drive	West Ashley	127	0	1	7	22	97	501.0	29
Meeting Street at Line Street	Charleston Peninsula/Neck	124	1	0	5	17	101	1,313.1	30
SC 7/Sam Rittenberg Boulevard at Ashley Hall Road	West Ashley	122	0	1	10	25	86	571.7	31
Meeting Street at Brigade Street	Charleston Peninsula/Neck	118	0	1	14	32	71	697.3	32
US 17/Septima P. Clark Parkway at President Street	Charleston Peninsula/Neck	117	1	0	4	18	94	1,299.9	33
Main Road at Old Charleston Road	West Ashley	113	1	0	4	12	96	1,238.6	34
SC 171/Folly Road at Tatum Street	James Island	112	1	3	16	20	72	1,664.4	35
US 17/Savannah Highway at Magnolia Road	West Ashley	110	1	3	6	9	91	1,400.4	36
US 17/Savannah Highway at Orleans Road	West Ashley	101	2	1	6	11	81	2,250.7	37
US 17/Savannah Highway at Ashley Towne Center Drive	West Ashley	101	1	0	6	15	79	1,286.6	38
Calhoun Street at Rutledge Avenue	Charleston Peninsula/Neck	95	1	0	1	8	85	1,135.3	39
Meeting Street at Amherst Street	Charleston Peninsula/Neck	90	0	3	11	16	60	577.5	40
US 17/Savannah Highway at Parkdale Drive	West Ashley	89	1	1	6	19	62	1,366.9	41
Magwood Drive at Ashley Crossing Drive	West Ashley	86	1	1	13	26	45	1,540.6	42
US 17/Savannah Highway at Oak Forest Drive	West Ashley	75	1	1	5	17	51	1,318.1	43
SC 461/Glen McConnell Parkway at Bairds Cove	West Ashley	72	1	2	11	15	43	1,444.1	44
SC 7/Sam Rittenberg Boulevard at Gamecock Avenue	West Ashley	64	1	1	3	9	50	1,199.3	45

High-Crash Intersections

Intersection Name	Context Area	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)
SC 61/Ashley River Road at Markham Street	West Ashley	63	1	1	3	7	51	1,179.2	46
US 17/Savannah Highway at Dobbin Road	West Ashley	62	2	0	5	13	42	2,161.1	47
SC 7/Sam Rittenberg Boulevard at Poston Road	West Ashley	62	1	1	6	10	44	1,253.9	48

Appendix F.3
Priority Locations

Priority Locations

Location Description	Context Area	Total Length (Miles)	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)	Source List
SC 61/Ashley River Road from Beechwood Road to Woodland Road	West Ashley	0.5	174	3	1	15	21	134	3,508.6	9	Overall
Magwood Drive from SC 461/Paul Cantrell Boulevard to Ashley Crossing Drive	West Ashley	0.5	289	2	3	22	53	209	3,199.0	10	Overall
River Road from Brownswood Road to Swygert Boulevard	Johns Island	0.5	51	3	2	6	4	36	3,136.1	11	Overall
Brownswood Road from Island Estate Drive to Dogpatch Lane	Johns Island	0.5	18	3	1	2	6	6	3,005.4	14	Overall
SC 461/Paul Cantrell Boulevard from Charlie Hall Boulevard to I-526 Ramps	West Ashley	0.5	364	1	8	16	54	285	2,511.4	19	Overall
Riverland Drive from George L Griffith Boulevard to 0.5 miles south of George L Griffith Boulevard	James Island	0.5	35	2	5	9	5	14	2,390.6	22	Overall
SC 61/Ashley River Road from Woodland Road to Saint Andrews Fire District Station 3	West Ashley	0.5	114	2	2	6	13	91	2,336.8	24	Overall
SC 30/James Island Expressway from SC 61 Ramps to Lockwood Drive Ramps	Charleston Peninsula/Neck	0.5	97	2	1	7	16	71	2,310.1	25	Overall
SC 700/Maybank Highway from Mason Road to Hickory Knoll Way	Johns Island	0.5	83	2	1	7	8	65	2,219.7	29	Overall
US 17/Savannah Highway from Apollo Road to Moore Drive	West Ashley	0.5	293	1	4	14	49	225	2,145.1	31	Overall
US 17/Savannah Highway from Briarcliff Drive to Oak Forest Drive	West Ashley	0.5	263	1	1	17	48	196	1,990.5	36	Overall
SC 61/Ashley River Road from Westchase Drive to Drayton Quarter Drive	West Ashley	0.5	181	1	6	9	28	137	1,862.2	43	Overall
E Bay Street from Inspection Street to Reid Street	Charleston Peninsula/Neck	0.5	185	1	2	11	30	141	1,700.5	46	Overall
SC 30/James Island Expressway from SC 171/Folly Road to 0.5 miles east of SC 171/Folly Road	James Island	0.5	111	1	6	5	9	90	1,547.9	53	Overall
SC 700/Maybank Highway from Main Road to Vernell Lane	Johns Island	0.5	141	1	2	4	17	117	1,422.5	56	Overall
SC 700/Maybank Highway from Towne Street to Pinnacle Financial Partners Driveway	Johns Island	0.5	379	0	2	17	58	302	1,307.9	59	Overall

Priority Locations

Location Description	Context Area	Total Length (Miles)	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)	Source List
US 17/Savannah Highway from Moore Drive to Albemarle Road Overpass	West Ashley	0.5	374	0	3	16	54	301	1,303.0	62	Overall
US 17/Savannah Highway from Evergreen Street to Markfield Drive	West Ashley	0.5	252	0	6	15	48	183	1,270.1	64	Overall
River Road from Murraywood Road to Jadabell Lane	Johns Island	0.5	73	1	0	6	15	51	1,258.6	65	Overall
SC 700/Maybank Highway from 0.5 miles west of St. Johns Woods Parkway to St. Johns Woods Parkway	Johns Island	0.5	60	1	1	6	10	42	1,251.9	66	Overall
Riverland Drive from Delaney Drive to Daniel Whaley Road	James Island	0.5	48	1	2	3	8	34	1,227.8	69	Overall
Lockwood Drive from Wentworth Street to SC 30/James Island Expressway Ramps	Charleston Peninsula/Neck	0.5	72	1	0	4	15	52	1,226.3	70	Overall
Brownswood Road from Hollington Road to 0.5 miles south of Hollington Road	Johns Island	0.5	19	1	2	5	1	10	1,163.3	76	Overall
SC 30/James Island Expressway at Harbor View Road Interchange	James Island	0.5	48	1	0	4	8	35	1,135.4	79	Overall
SC 61/Ashley River Road from 0.5 miles north of Muirfield Parkway to Muirfield Parkway	West Ashley	0.5	29	1	1	2	7	18	1,129.5	80	Overall
Brownswood Road from 0.5 miles north of Pine Log Lane to Pine Log Lane	Johns Island	0.5	25	1	1	3	3	17	1,103.0	82	Overall
Sycamore Avenue from Magnolia Road to Battery Avenue	West Ashley	0.5	26	1	1	2	3	19	1,088.3	83	Overall
Magnolia Road from US 17/Savannah Highway to Sycamore Avenue	West Ashley	0.5	44	1	0	2	6	35	1,080.9	84	Overall
Meeting Street from Conroy Street to Mount Pleasant Street	Charleston Peninsula/Neck	0.5	221	0	2	19	47	153	1,076.1	85	Overall
Fleming Road from 0.5 miles south of SC 700/Maybank Highway to SC 700/Maybank Highway	James Island	0.5	15	1	1	1	2	10	1,052.1	86	Overall
Main Road from Brownswood Road to Charleston Fire Department Station 17	Johns Island	0.5	255	0	2	13	48	192	1,025.6	88	Overall

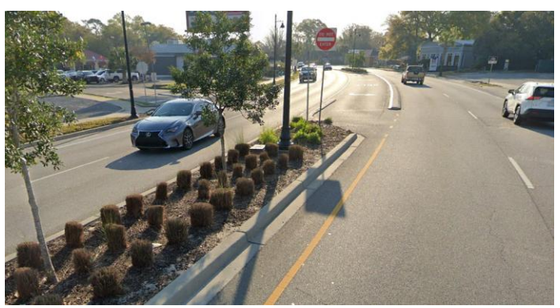
Priority Locations

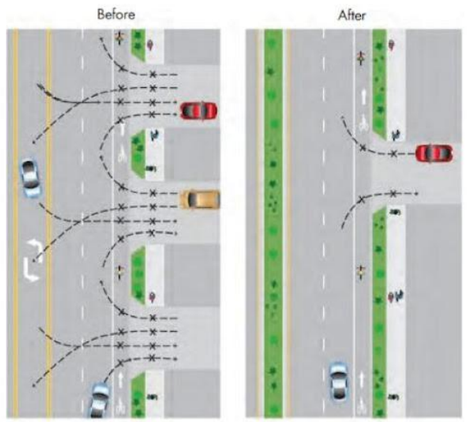
Location Description	Context Area	Total Length (Miles)	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)	Source List
Fleming Road from Fleming Woods Road to 0.5 miles north of Fleming Woods Road	James Island	0.5	12	1	1	0	1	9	1,023.8	89	Overall
East Bay Street from Cooper Street to 0.1 Miles South of South Street	Charleston Peninsula/Neck	0.5	6	1	2	0	3	0	1,091.0	11	Bike-Ped
S 61/Ashley River Road from 0.1 Miles North of Dogwood Rd to Sledge Lane	West Ashley	0.5	7	1	1	1	3	1	1,053.6	12	Bike-Ped
Woolfe Street/Amherst Street from King Street to Drake Street	Charleston Peninsula/Neck	0.5	8	0	3	4	1	0	242.4	22	Bike-Ped
Huger Street from Dewey Street to Nassau Street	Charleston Peninsula/Neck	0.5	10	0	2	2	5	1	197.2	23	Bike-Ped
Courtenay Drive from US 17/Septima P. Clark Parkway to Calhoun Street	Charleston Peninsula/Neck	0.5	11	0	2	1	6	2	192.1	24	Bike-Ped
Columbus Street from King Street to Drake Street	Charleston Peninsula/Neck	0.5	8	0	1	3	2	2	128.2	28	Bike-Ped
Spring Street from Ashley Avenue to King Street	Charleston Peninsula/Neck	0.5	6	0	1	3	2	0	126.2	29	Bike-Ped
East Bay Street from Calhoun Street to Pinckney Street/Grove Street from 12th Street to East Terminus	Charleston Peninsula/Neck	0.5	6	0	1	3	1	1	116.6	31	Bike-Ped
Rutledge Avenue from Gordon Street to Huger Street	Charleston Peninsula/Neck	0.5	8	0	0	3	5	0	102.8	32	Bike-Ped
Broad Street from Legare Street to East Bay Street	Charleston Peninsula/Neck	0.5	7	0	0	3	4	0	92.3	33	Bike-Ped
President Street from Fishburne Street to Bee Street	Charleston Peninsula/Neck	0.5	7	0	0	3	3	1	82.7	34	Bike-Ped
Rutledge Avenue from Sumter Street to Cannon Street	Charleston Peninsula/Neck	0.5	6	0	0	3	3	0	81.7	35	Bike-Ped
Cannon Street from Ashley Avenue to Saint Phillip Street	Charleston Peninsula/Neck	0.5	6	0	1	0	2	3	79.2	36	Bike-Ped
George Street from Coming Street to Anson Street	Charleston Peninsula/Neck	0.5	8	0	0	2	2	4	58.5	38	Bike-Ped

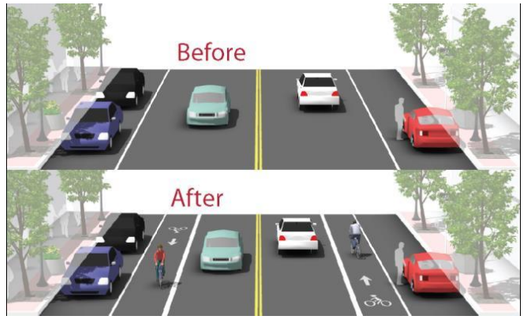
Priority Locations

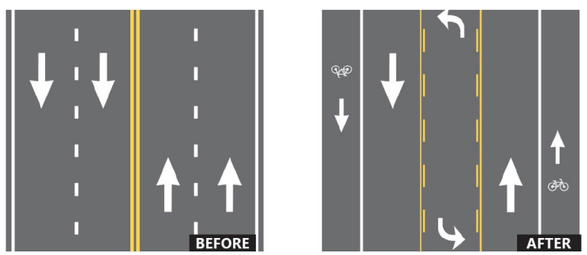
Location Description	Context Area	Total Length (Miles)	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	ePDO	Rank (ePDO)	Source List
SC 700/Maybank Highway at Riverland Drive	James Island	N/A	162	0	3	11	19	129	678.2	16	Intersections
US 78/King Street at Mount Pleasant Street	Charleston Peninsula/Neck	N/A	133	0	4	6	29	94	720.4	28	Intersections
Island Park Drive between Seven Farms Drive and River Landing Drive	Daniel Island/Clements Ferry Road	0.5	74	0	0	5	11	58	258.1	N/A	Supp. Review
Romney Street between King Street and Morrison Drive	Charleston Peninsula/Neck	0.5	139	0	3	13	33	90	821.9	N/A	Supp. Review
Reid Street between King Street and Drake Street	Charleston Peninsula/Neck	0.5	160	0	7	16	24	113	1,019.6	N/A	Supp. Review
America Street between Cooper Street and Mary Street	Charleston Peninsula/Neck	0.5	69	0	2	4	12	51	355.0	N/A	Supp. Review
Hanover Street between Cooper Street and South Street	James Island	0.4	57	0	2	4	7	44	295.0	N/A	Supp. Review

APPENDIX G:
COUNTERMEASURE TOOLBOX

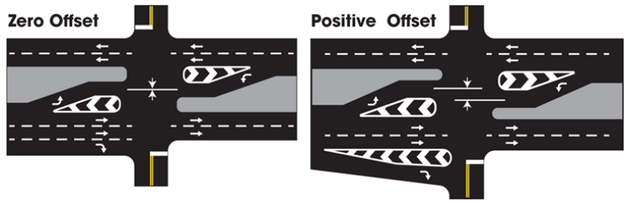
Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
Access Management Strategies						
AM-01		Unsignalized Reduced Conflict Intersections (RCIs)	Reduces the number of conflict points at unsignalized driveways and intersections by restricting left-turn movements.	• Unsignalized RCIs should be considered at existing intersections or driveways with minor street AADT less than 3,000 vehicles per day • Consider the need to provide 3/4 access (i.e., major street left-turn movements allowed, minor street left-turn movements restricted) or right-in/right-out (RI/RO) access (i.e., all left-turn movements restricted) based on local conditions with respect to traffic volumes and adjacent access points	$$$-$$$$ (Medium-Long)	22%-63%
AM-02		Access Management Near Signalized Intersections	Reduces conflicts near signalized intersections by removing or restricting adjacent unsignalized driveways to right-in/right-out (RI/RO) access only.	• Consider restricting all unsignalized driveways within the functional area of adjacent intersections to right-in/right-out (RI/RO) access only, wherever feasible and/or supported by existing angle crash history • The functional area of an intersection consists of the entire space over which drivers make decisions and lane change maneuvers, including turn bay storage area but often extending as far upstream as 1,000 feet or the next signalized intersection on urban roadways	$$-$$$ (Short-Medium)	22%-63%
AM-03		Corridor Access Management: Raised Medians	Reduces conflicts along a corridor by physically precluding cross access with a raised or depressed concrete or landscaped median.	• Consider constructing a raised median wherever absent on undivided facilities (including those with a center TWLTL) with at least 4 lanes, medium/high driveway density, and/or an existing angle crash history • Communicate with community stakeholders about closing/consolidating or restricting movements at driveway	$$$-$$$$ (Medium-Long)	22%-63%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
AM-04		Corridor Access Management: Reduce Driveway Density	Reduces conflicts by limiting the number of access points and simplifying turning movement patterns along a corridor.	• Consider removing or consolidating driveways on urban roadways, both divided and undivided, with medium/high driveway density and/or an existing crash history • Driveway density can be described as follows: Less than 10 driveways per mile (low); 10-20 driveways per mile (medium); more than 20 driveways per mile (high) • Communicate with community stakeholders about closing/consolidating or restricting movements at driveways	$$-$$$ (Medium-Long)	5%-31%
Cross Section Modifications						

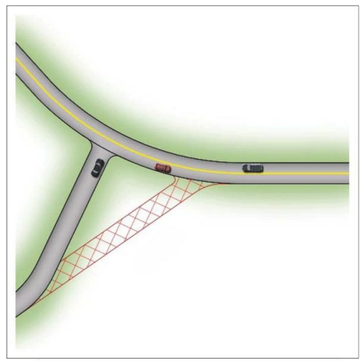
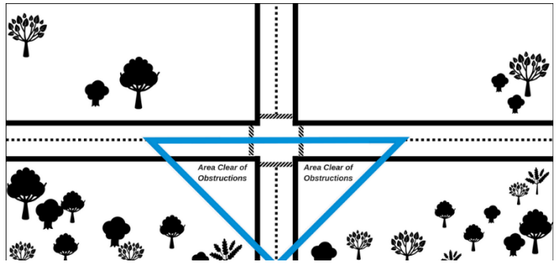
CS-01		Lane Narrowing	Narrowing lane widths can help reduce vehicle speeds and provide additional space for bicycle lanes, parking lanes, wider sidewalks, or landscape buffers.	• AASHTO Greenbook minimum lane widths:
				  ○ 9 feet on rural highways
				  ○ 10 feet for most vehicle travel lanes or turn lanes
				  ○ 11 feet to accommodate larger vehicles
				• Consider surrounding land uses or if lane narrowing would divert traffic to local neighborhood streets
				• On roadways with exceeded capacity, a road diet/lane reduction may be a better option
					$-$$$ (Medium-Long)	38%-46%

CS-02		Road Diet/Lane Reductions	A "road diet" typically involves reallocating existing pavement width on undivided highways without left-turn lanes. When applied appropriately, road diets can reduce travel speeds and improve safety for all road users by providing exclusive left-turn lanes and enhancing non-motorist facilities.	• 4-to-3 lane conversion should be considered for roadways with documented safety concerns and moderate volumes (i.e., typically less than 20,000 vehicles per day, with the best candidate roadways carrying less than 15,000 vehicles per day) • Road diets can be uncommon for a community, so community outreach is helpful to educate and gather input • Consider how road diet/lane reduction may affect alternative routes	$-$$$ (Medium-Long)	19%-47%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
CS-03		One-Way/Two-Way Street Conversions	Convert one-way street to two-way or vice versa to change the character of a roadway.	• Consider how conversion may affect overall circulation of the system • Converting to one-way may affect accessibility for businesses and may increase the potential for speeding issues • One-way conversion should occur as a couplet where a nearby street is converted to one-way in the opposite direction	$$$-$$$$ (Long)	Unknown
Intersection Upgrades						
I-01		Dedicated Left-Turn Lanes	Reduces rear-end and angle crash risk by removing left-turning traffic from the through lanes (all cases) and providing opportunities for phasing upgrades (at signalized intersections).	• Left-turn lanes should be provided: ○ On the major street at any signalized intersection ○ On the major street at any unsignalized intersection with an arterial or collector ○ At all entrances to major developments and all median crossovers ○ At any intersection where crash history may be influenced by the absence of a turn lane ○ In general, where the peak hour left-turning volume > 100 vehicles per hour ○ As dual left-turn lanes where the peak hour left-turning volume > 300 vehicles per hour	$$-$$$ (Short-Medium)	28%-48%
I-02		Dedicated Right-Turn Lanes	Reduces rear-end crash risk by removing right-turning traffic from the through lanes (all cases) and providing opportunities for phasing upgrades (at signalized intersections).	• Right-turn lanes should be provided: ○ On a six-lane major street at any unsignalized, free-flowing intersection approach ○ At any major street signalized intersection approach with right-turn volumes > 300 vehicles per hour ○ At any intersection where crash history may be influenced by the absence of a turn lane ○ For uniformity along a corridor where right-turn lanes are typically provided	$$-$$$ (Short-Medium)	14%-26%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
I-03		Provide Positive Offset for Left-Turn Lanes	Improves sight distance for left-turning vehicles by shifting the left-turn bay closer to the opposing traffic stream.	• Consider providing a positive offset for major street left-turn lanes at signalized intersections when operating under permissive or protected-permissive control where sight distance constraints and existing angle crash history are prevalent	$$-$$$ (Short-Medium)	36%
I-04		Extend Existing Left- or Right-Turn Lanes	Reduces rear-end crash risk by providing additional deceleration and/or storage length for turning traffic.	• Where additional turn lanes may not be appropriate or feasible but projected traffic volumes, existing traffic operations data, or anecdotal knowledge of traffic conditions indicate that existing storage is insufficient, consider extending left- or right-turn lanes	$$-$$$ (Short-Medium)	15%
I-05		Signalized Reduced Conflict Intersections (RCIs)	Reduces the number of conflict points at signalized intersections by restricting left-turn movements. Utilizing an RCI design at a signalized intersection can also improve the efficiency of the traffic signal, thereby reducing the potential for rear-end crashes.	• Signalized reduced conflict intersections (i.e., RCUT or Thru-Cut intersections) should be considered at existing signalized or unsignalized intersections on 4-, 6-, or 8-lane arterials with minor street AADT > 3,000 vehicles per day.	$$$-$$$$ (Medium-Long)	22%

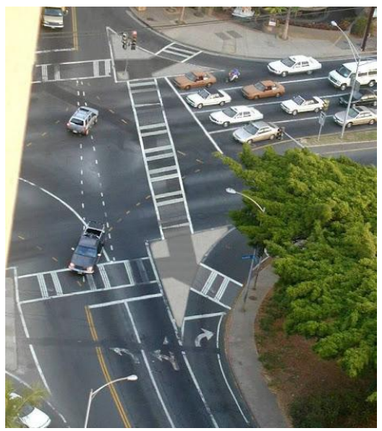
Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
I-06		Roundabouts	Reduces travel speeds and the number of conflict points relative to conventional intersection designs and creates an environment that minimizes the risk of injury crashes.	• A roundabout should be considered at existing signalized or unsignalized intersections where the minor street AADT is at least 10% of the major street AADT, feasible volume thresholds are not exceeded, and sufficient right-of-way is available • For a single-lane roundabout, the entering average daily traffic volume should not exceed 25,000 vehicles per day. • For a multi-lane roundabout, the entering average daily traffic volume should not exceed 45,000 vehicles per day	$$$$ (Medium-Long)	78%-82%
I-07		All-Way Stop Control	Reduces travel speeds approaching an unsignalized intersection and provides protected access for all movements.	• All-way stop control should only be considered at existing unsignalized intersections that meet the volume thresholds provided in the Chapter 2B of the MUTCD, where signal warrants are not met, and a roundabout is not feasible • The average daily traffic volume on all approaches should not exceed 7,500 vehicles per day, and the total entering volume should not exceed 15,000 vehicles per day	$ (Short)	72%-86%
I-08		New Traffic Signal	Provides protected access and reduces delay for minor movements at an intersection (i.e., major street left-turn movements and all minor street movements).	• A traffic signal should only be considered when one or more of the warrants presented in Part 4 of the MUTCD are met • A new traffic signal may typically be considered at unsignalized intersections with AADT in excess of 3,000 vehicles per day and/or a history of angle crashes	$$-$$$ (Short-Medium)	34%-61%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
I-09		Reduce Intersection Skew Angle	Improves sight distance for turning traffic from the minor/stop-controlled approaches and allows major street left-turn movements to be completed at appropriate speeds.	• While developing intersection traffic safety projects or other projects, study the need to realign intersection approaches to reduce or eliminate intersection skew at unsignalized intersections with a high frequency of collisions resulting from insufficient intersection sight distance and awkward sight lines at a skewed intersection	$$-$$$$ (Medium)	20%-60%
I-10		Intersection Sight Distance Improvements	Improves sight distance for minor/stop-controlled approaches by removing vegetation, parking, or other obstructions.	• Consider the need for regular maintenance/trimming at intersections with non-removable vegetation and implement design standards that consider sight distance at intersections in urban areas • Also consider intersection sight distance improvements (i.e., "daylighting") as a countermeasure at intersections with high non-motorist activity and/or crash history	$-$$ (Short-Medium)	15%-25%
Non-Motorized Enhancements						
N-01		Pedestrian Hybrid Beacon (PHB)	Helps pedestrians cross at mid-block or uncontrolled intersection locations by stopping motor vehicles.	• Recommended for 3+ lane roadways with speeds higher than 40 mph and AADT greater than 9,000 • Should be installed with other improvements such as high visibility crosswalks, advance yield/stop signage and pavement markings, and/or pedestrian refuge islands • PHB and RRFB should not be installed at the same crossing • See Chapter 4J.02 of the MUTCD for further guidance	$$-$$$ (Short-Medium)	15%-55%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]

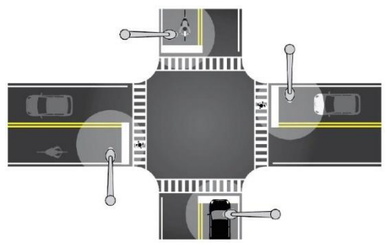
N-02		Rectangular Rapid Flashing Beacon (RRFB)	Improves pedestrian visibility at mid-block or uncontrolled intersection locations by providing dynamic signing and marking enhancements.	• Recommended for:
				  ○ 2-lane roadways with speeds greater than 30 mph and AADT less than 15,000 or speeds less than 40 mph for AADT greater than 15,000
				  ○ 3-lane roadways with speeds less than 40 mph
				  ○ 4+ lanes roadways with speeds less than 40 mph and AADT less than 15,000 or speeds less than 30 mph for AADT greater than 15,000
				  ○ PHB and RRFB should not be installed at the same crossing
				  ○ See Chapter 4L of the MUTCD for further guidance
					$$-$$$ (Short-Medium)	47%

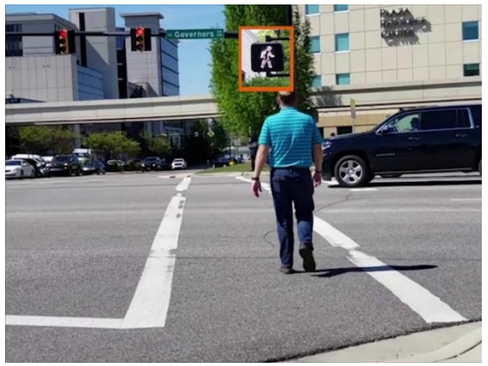
N-03		In-Street Pedestrian Crossing Sign (MUTCD R1-6)	Reminds roadway users of laws regarding right-of-way.	• Recommended for multilane roadways where AADT is greater than 10,000 or on 2- to 3-lane roads where speed limits are 30 mph or less • Cannot be implemented at signalized locations • See Section 2B.20 of the MUTCD for further guidance	$ (Short)	Unknown
N-04		Pedestrian Refuge Island	Breaks up walking distance and allows pedestrians to focus on one direction at a time.	• Recommended for roadways with raised median, especially for roadways with more than 2 lanes in each direction • At controlled crossing, it is recommended that pedestrian signal button is installed in the pedestrian refuge island • Need to be of sufficient size for ADA compliance	$$-$$$ (Medium-Long)	46%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
N-05		Raised Pedestrian Crossings	Improves safety for pedestrians by increasing visibility for drivers and reducing vehicle speed.	• Recommended as an uncontrolled crossing for 2- to 3- lane roadways with speeds less than 30 mph and AADT less than 9,000 • Attention should be paid to impacts on drainage • May be inappropriate on curves or steep roadway grades • Need to consider impacts on emergency response vehicles	$$-$$$ (Medium)	30%-45%
N-06		Curb Extensions/Radius Reductions	Increases visibility, reduces speed of turning vehicles, and reduces pedestrian crossing exposure.	• Curb extensions appropriate where there is an on-street parking and transit users and bicyclists would travel outside curb edge • Curb extensions should not extend more than 6 feet from curb • Curb extensions and radius reductions need to consider turning needs for larger vehicles such as school buses or emergency vehicles • Attention should be paid to impacts on drainage	$$-$$$ (Medium)	0%-57%
N-07		Improve Right-Turn Slip Lane Design	Improved right-turn slip lane design may slow turning vehicles, allow pedestrian and drivers to see each other, reduce pedestrian exposure in the roadway, and reduce the complexity of an intersection.	• Right-turn slip lanes are most appropriate at signalized intersections with higher right-turn volumes or signalized intersections where geometry makes the right-turn movement infeasible without impeding pedestrian crossings	$$-$$$ (Medium-Long)	44%-60%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
N-08		Pedestrian Overpass/Underpass	Provides completely separated crossing from vehicular traffic or provides safe crossing over/under barriers such as freeway, railways and natural barriers.	• Use sparingly and as a measure of last resort • Pedestrians will not use if there is a more direct route • Lighting, drainage, graffiti removal, and security are a major concern with underpasses • Long ramps may be necessary to accommodate ADA	$$$$ Long	Unknown
N-09		Enhanced Signage and Markings	Improves pedestrian visibility by providing advance warning to drivers of marked crosswalks and/or better delineating crossings themselves.	• High-Visibility Crosswalk Markings (See SCDOT Traffic Engineering Guidelines), Advance Yield/Stop Pavement Markings (See Section 3B.19 of the MUTCD), Yield/Stop Here to Pedestrians Signage (See Section 2B.19 of the MUTCD), Bicycle Signage and Pavement Markings (Chapter 9 of the MUTCD), and Improved Retroreflectivity/Conspicuity of Signs all fall within this category	$-$$$ (Short)	25%-42%

N-10		Bicycle Lanes	Provides dedication portion of the roadway for preferential use by bicyclists.	• Provide adequate bicycle lane width
				• 4-5 feet when on-street parking is not present.
				  ○ 6-7 feet for locations with higher bicycle traffic, higher vehicle speeds or volume, or higher percentage of larger vehicles
				  ○ When adjacent to on-street parking make sure to provide additional space between bicycle lane and vehicles
				• Make sure bicycle lanes are clear of debris and avoid placing paving joints within a bicycle lane
				• Marked crosswalk should be extended across bicycle lanes to inform bicyclists that they should yield to pedestrians
				• See Chapter 9E of the MUTCD for further guidance
					$$-$$$ (Medium-Long)	30%-53%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
N-11		Separated Bicycle Lanes	Physically separates bicyclists from vehicular traffic.	• Minimum width of separated bicycle lane is 5 feet, with a minimum 3-foot buffer • At intersections, make sure to have signage and pavement markings to improve awareness	$$$-$$$$ Long	30%-53%
N-12		Sidewalk/Shared Use Path	Provides dedicated space separate from public right-of-way for non-motorists.	• While constructing continuous facilities is ideal, constructing sections can help set groundwork for a later continuous system • In retrofitting streets that do not have space for continuous walkways, prioritize locations near transit stops, schools, parks, public buildings, and other areas with high concentrations of pedestrians • Street furniture should not restrict pedestrian flow	$$-$$$$ (Medium-Long)	65%-89%
N-13		Roadway/Intersection Lighting	Provides better visibility of users or objects on the roadway or crossing at an intersection.	• Install lighting on both sides of street for wider streets and streets in commercial districts • Roadways should have uniform lighting levels • Place lights in advance of mid-block and intersection crosswalks on both approaches to illuminate in front of pedestrians and avoid creating a silhouette	$$-$$$ Medium	28%-42%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
N-14		Pedestrian Countdown Signal	Informs pedestrians of the number of seconds remaining in the pedestrian change interval.	• Pedestrians should also have audible means to indicate crossing interval for pedestrians with restricted vision • See Chapter 4I of the MUTCD for further guidance	$-$$ Short	55%-70%
N-15		Leading Pedestrian Interval (LPI)	Increases pedestrian visibility by giving pedestrians the opportunity to enter an intersection before vehicles are given green indication.	• Right turn on red rules might limit the effectiveness of LPIs • If there is particularly high pedestrian traffic, consider adding an exclusive pedestrian phase instead of LPI	$-$$ Short	13%
N-16		Exclusive Pedestrian Phase	Creates an exclusive phase for pedestrian traffic to separate non-motorists from conflicting vehicular movements.	• Implement at intersections with high pedestrian volume • If there is low pedestrian traffic, consider an LPI	$-$$ Short	0%-50%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
N-17		Right-Turn on Red Restriction	Potentially reduces conflicts with pedestrian and right-turn motorists.	• RTOR restriction should be used at school crossings or intersections with a crossing guard or with inadequate sight distances and where there are known areas of high pedestrian activity • Sign should be clearly visible to right-turning motorists • Also consider implementing LPI or exclusive pedestrian phase	$-$$ Short	Unknown
Roadway Departure Countermeasures						
RD-01		Install Longitudinal Rumble Strips and Stripes	Rumble strips and stripes alert distracted, drowsy, or otherwise inattentive drivers who drift from their lane.	• Agencies should consider milled center line rumble strips (including in passing zone areas) and milled edge line or shoulder rumble strips with bicycle gaps for systemic safety projects, location-specific corridor safety improvements, as well as reconstruction or resurfacing projects • Consider SCDOT Engineering Directive 53 wherever rumble strips are implemented to ensure that bikeable shoulders are provided	$-$$$ (Short-Medium)	13%-64%

RD-02	
	Roadway with 4-in edge line
	 
	Roadway with 8-in edge line
		Install Wider Edge Lines	Wider edge lines increase drivers' perception of the edge of the travel lane and can provide a safety benefit to all facility types. This countermeasure typically involves widening of existing markings to the maximum normal line width of 6 inches. Use of thermoplastic markings with retroreflective beads, raised pavement markers, or other measures that improve visibility may increase the effectiveness of this countermeasure.	• Agencies should consider implementing a systemic approach to wider edge line installation based roadway departure crash risk factors
				• Potential risk factors for two-lane rural roads include:
				  ○ Pavement and shoulder widths
				  ○ Presence of curves
				  ○ Traffic volumes
				  ○ History of nighttime crashes
					$-$$$
					(Short-Medium)
						22%-37%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]

RD-03		Install Median Barriers	Median barriers significantly reduce the number of cross-median crashes, which are attributed to the relatively high speeds that are typical on divided highways.	• To reduce cross-median crashes, transportation agencies should review their head-on crash history on divided highways to identify hot spots
				• Agencies should also consider implementing a systemic approach to median barrier placement based on cross-median crash risk factors
				• Potential risk factors include:
				  ○ Traffic volumes
				  ○ Vehicle classifications
				  ○ Median crossover history
				  ○ Vertical and horizontal alignment
				  ○ Median terrain configurations
				• Median barriers can be cable, metal-beam, or concrete
					$$-$$$ (Short)	97%

RD-04		Install Roadside Barriers	Roadside barriers reduce the number of run-off-road crashes by redirecting vehicles departing the outside edge of the travel lane.	• Roadside barriers should be considered wherever roadside hazards cannot be removed, relocated, or redesigned in curves and/or steep embankments do not allow for a recoverable clear zone • Roadside barriers can be cable, metal-beam, or concrete	$$-$$$ (Short)	8%-44%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
RD-05		Remove, Relocate, or Delineate Roadside Obstacles	Removal, relocation, or delineation of roadside obstacles reduce the risk of severe injury run-off-road crashes.	• Consider removing, relocating, or delineating roadside obstacles, including vegetation, where single-vehicle/roadway departure crashes are frequent • These steps should always be sought prior to implementing roadside barriers as a countermeasure	$-$$$ (Short)	8%-44%
RD-06		Resurfacing and Shoulder Widening	Adding or widening shoulders gives drivers more recovery area to regain control in the event of a roadway departure. Maintaining a general state of good repair, particularly on rural two-lane highways, also reduces the risk of roadway departure crashes related to poor pavement condition.	• Consider shoulder widening where single-vehicle/roadway departure crashes are frequent. Shoulder widening should occur in conjunction with programmed mill-and-fill or overlay resurfacing efforts • Where shoulder widening is cost prohibitive or infeasible, consider paving with Safety Edge technology to improve pavement durability and reduce the risk of edge-drop-offs	$$-$$$ (Short-Medium)	8%-44%

RD-07		Apply High-Friction Surface Treatment	High-friction surface treatments (HFST) reduce the risk of vehicles leaving the roadway due to a lack of friction caused by wet conditions or high travel speeds in horizontal curves.	• HFST should be applied in locations with increased friction demand, including:
				  ○ Horizontal curves
				  ○ Interchange ramps
				  ○ Intersection approaches
				  ○ Higher-speed signalized and stop-controlled intersections
				  ○ Steep downward grades
				  ○ Locations with a history of rear-end, failure to yield, wet-weather, or red-light-running crashes
				  ○ Crosswalk approaches
					$$-$$$ (Short)	20%-63%

Signal Upgrades						

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
S-01		Install Backplates With Retroreflective Borders	Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.	• Agencies should consider backplates with retroreflective borders as part of their efforts to systematically improve safety performance at signalized intersections	$-$$ (Short)	15%
S-02		Install Flashing Yellow Arrow Signal Heads	Provides clearer direction for drivers making permissive or protected-permissive left-turn movements at signalized intersections, eliminates the potential for the "left-turn trap" associated with five-section "doghouse" signal heads, and provides opportunities for lead-lag phasing.	• Agencies should consider flashing yellow arrow signal heads as part of their efforts to systematically improve safety performance at signalized intersections • Flashing yellow arrow signal heads may require a signal rebuild if the existing poles/mast arms are not equipped to support the proposed load and configuration	$-$$$ (Short-Medium)	15%-65%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
S-03		Modify Yellow Change Intervals	Appropriately timed yellow change intervals reduce the risk of red-light running, a significant contributor to severe injury crashes at signalized intersections.	• Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing • Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD) for basic requirements and further recommendations about yellow change interval timing	$-$$ (Short)	12%
S-04		Modify Left-Turn Phasing	Protected or protected-permissive left-turn phasing reduces the risk of severe injury, angle crashes occurring during permissive left-turn movements.	• Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing • Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD) and SCDOT Roadway Design Manual for basic requirements and further recommendations about left-turn signal phasing	$-$$ (Short)	15%-99%
S-05		Corridor Signal Retiming	Regular retiming of coordinated signal systems can improve safety by optimizing progression between signals and reducing congestion, thereby reducing the risk for crashes related to queues, speed differentials, and aggressive driving behavior.	• Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing • Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD), SCDOT Roadway Design Manual, and other guiding documents for basic requirements and further recommendations about signal timing and phasing	$-$$$ (Short-Medium)	15%
Traffic Control Device Upgrades						

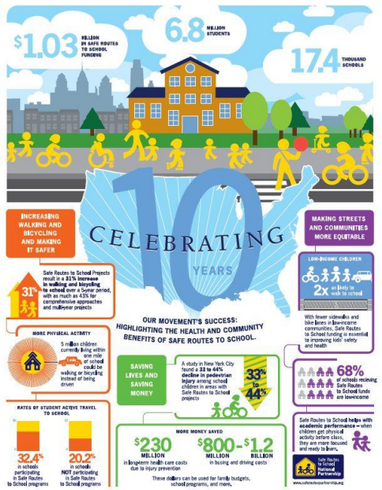
Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]

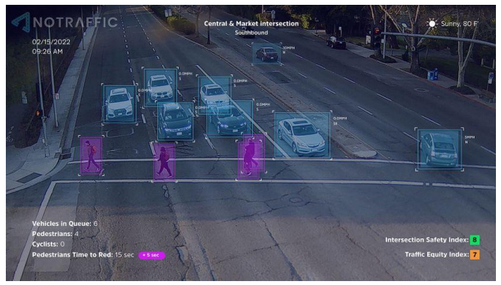
TCD-01		Stop-Controlled Intersection Upgrades	These countermeasures increase driver awareness and recognition of the intersections and potential conflicts.	• The low-cost countermeasures for stop-controlled intersections generally consist of the following treatments on the through approach:
				  ○ Doubled-up (left and right), oversized advance intersection warning signs, with supplemental street name plaques (can also include flashing beacon)
				  ○ Retroreflective sheeting on sign posts
				  ○ Enhanced pavement markings that delineate through lane edge lines
				• The low-cost countermeasures for stop-controlled intersections generally consist of the following treatments on the stop approaches:
				  ○ Doubled-up (left and right), oversized advance ”Stop Ahead“ intersection warning signs (can also include flashing beacon)
				  ○ Doubled-up (left and right), oversized Stop signs
				  ○ Retroreflective sheeting on sign posts
				  ○ Properly placed stop bar
				  ○ Removal of vegetation, parking, or obstructions that limit sight distance
				  ○ Double arrow warning sign at stem of T-intersections
					$-$$ (Short)	10%-27%

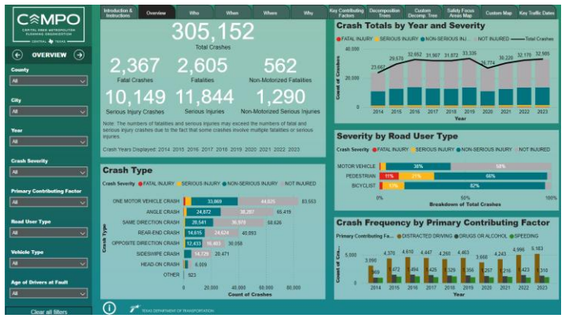
TCD-02		Enhanced Delineation for Horizontal Curves	Enhanced delineation treatments improve safety by alerting drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed.	• Agencies can take the following steps to implement enhanced delineation strategies: • Review signing practices and policies to ensure they comply with the Manual on Uniform Traffic Control Devices (MUTCD) principles of traffic control devices • Consistent practice for similar curves sets the appropriate driver expectancy • Use the systemic approach to identify and treat problem curves ○ For example, Minnesota uses risk factors that include curve radii between 500 and 1,200 ft, traffic volumes between 500 and 1,000 vehicles per day, intersection in the curve, and presence of a visual trap • Match the appropriate strategy to the identified problem(s), considering the full range of enhanced delineation treatments • Once the MUTCD requirements and recommendations have been met, an incremental approach is often beneficial to avoid excessive cost	$-$$ (Short)	15%-60%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
TCD-03		Speed Feedback Signs	Increases driver awareness of their current travel speed.	• Speed feedback signs have proven to be an effective tool for reducing travel speeds, particularly on rural highways with long tangent sections and infrequent posted speed limit signs	$-$$ (Short)	46%
TCD-04		Transverse Rumble Strips	Grooves or strips of material alert drivers of an area to reduce speed.	• Vehicles passing over the strips produce noise and vibration • Alerts drivers of a need to reduce speed • See Chapter 3K of the MUTCD for further guidance	$-$$ (Short)	24%
TCD-05		Variable Speed Limits	Improves safety by dynamically adjusting the posted speed limit to reflect a safe travel speed based on then-current conditions.	• Agencies can typically implement variable speed limits for the following applications: congestion, incidents, work zones, and inclement weather. • VSLs are particularly effective on urban and rural freeway and high-speed arterials with posted speed limits great than 40 mph	$$-$$$ (Medium)	51%
Education, Enforcement, Policy, and Partnership						
EEPP-01		Appropriate Speed Limit Setting	Setting a speed limit no more than 5 mph below the 85th percentile travel speed on a corridor may result in fewer injury crashes and lead to increased driver compliance.	• When setting a speed limit, agencies should consider a range of factors such as pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds	$-$$ (Short)	15%-44%

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
EEPP-02		Speed Enforcement	Increase awareness of and enforce laws for motorists, pedestrians, and bicyclists.	• Campaign must be sensitive to needs of different neighborhoods, age/ethnic groups, etc. • Enforcement operation should be conducted with help of staff support and awareness of the courts • Enforcement can be conducted physically or through the use of speed safety cameras, where permitted	$$-$$$ (Ongoing)	Unknown
EEPP-03		Pedestrian and Bicycle Safety Action Plan Advocacy	Raises awareness of increasing pedestrian-involved fatalities and injuries and the importance of pedestrian safety on the transportation network.	• Use the Pedestrian and Bicycle Safety Action Plan to create awareness of increasing pedestrian-involved fatalities and injuries and the importance of pedestrian safety on the transportation network • Educate planners, engineers, and law enforcement on the plan and the strategies and countermeasures contained therein • Consider the recommended strategies and high-crash/high-risk networks identified in the Plan when prioritizing future investment	$-$$ (Ongoing)	Unknown

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
EEPP-04		Safe Routes to School Advocacy and Awareness	Raises awareness of the importance of safe routes to school in safety-related planning, engineering, and policy measures.	• Distribute educational brochures and maps with identified safe routes to schools • Prioritize the maintenance and development of safe routes to school in safety-related planning, engineering, and policy measures • The Safe Routes to School program offers a great opportunity to build strong partnerships with local jurisdictions, agencies, and schools	$-$$ (Ongoing)	Unknown
EEPP-05		Awareness and Safety Campaigns	Raises awareness of the risks to pedestrians and cyclists on all roadway types to promote safe behavior by motorists and non-motorists.	• Implement awareness campaigns emphasizing the risks to motorists, pedestrians, and cyclists on all roadway types to promote safe behavior by motorists and non-motorists • These campaigns should leverage multiple mediums, including pop-up booths, radio ads, and social media posts • Partner with local and state agencies to develop these campaigns • Educational messages should encourage people to think about their own travel attitude and behaviors and make more informed choices • Materials should be sensitive to the different groups of people receiving them	$-$$ (Ongoing)	Unknown
EEPP-06		Educational Classes/Training	Improves understanding of basic non-motorist safety principles and misinformation regarding traffic laws and safe behaviors by both motorists and non-motorists.	• Provide education, both in schools and for the general public, regarding basic non-motorist safety principles and misinformation regarding traffic laws and safe behaviors by both motorists and non-motorists • Educational messages should encourage people to think about their own travel attitude and behaviors and make more informed choices • Materials should be sensitive to the different groups of people receiving them	$-$$ (Ongoing)	Unknown

Countermeasures			Purpose/Benefit	Considerations	Cost (Time to Implement)	Potential Fatal/Injury Crash Reduction[1]
EEPP-07		Intelligent Transportation Systems (ITS) Strategies	Implementation of traffic responsive or adaptive signal systems can improve corridor traffic operations and reduce crash risks. Detection and video can be utilized to monitor conflicts/near misses.	• If the corridor is located in an area with significant travel pattern variability, consider implementing a traffic responsive or adaptive system • Corridors near recreational areas, tourist destinations, and event centers or those experiencing incidents and inclement weather regularly are most likely to benefit from this type of signal system • Detection status and inter-signal communication are keys to success for traffic responsive systems • Continuous detection and/or video at signalized intersections can also be utilized to evaluate intersection operations and safety performance	$$$-$$$$ (Varies)	Unknown

EEPP-08		System Performance Monitoring	Enhances availability of data that can be used to monitor system performance as the Safety Action Plan is implemented and as high-crash locations and countermeasure needs change.	• Specific actions to be taken include:
				  ○ Conduct pedestrian and bicycle counts with an emphasis on locations impacted by new or improved infrastructure
				  ○ Maintain a dashboard and/or webpage that can be used to review the Safety Action Plan, associated publications/news, and crash data trends
				  ○ Collaborate with partners to share data/results and identify potential projects to ensure resources are being leveraged and targets can be reached together
					$$-$$$ (Ongoing)	Unknown

EEPP-09		Road Safety Audits	• RSAs provide the following benefits: Reduced number and severity of crashes due to safer designs
			  ○ Reduced costs resulting from early identification and mitigation of safety issues before projects are built
			  ○ Increased opportunities to integrate multimodal safety strategies and proven safety countermeasures
			  ○ Expanded ability to consider human factors in all facets of design
			  ○ Increased communication and collaboration among safety stakeholders
			  ○ Objective review by independent multidisciplinary team
				• Agencies are encouraged to conduct an RSA at the earliest stage possible, as all roadway design options and alternatives are being explored
				• Candidate RSA locations can be identified through system performance monitoring and partnership between road owning agencies and jurisdictions
					$$-$$$ (Ongoing)	Unknown

1 Potential Fatal/Injury Crash Reduction values were drawn from the following sources: FHWA's Crash Modification Factor Clearinghouse, FHWA's Proven Safety Countermeasures, SCDOT's PBSAP, and NCDOT's CRF Listing

APPENDIX H:
TARGET ZERO RESOLUTION

CITY OF CHARLESTON RESOLUTION

ESTABLISHING A TARGET ZERO POLICY TO WORK TOWARDS

ZERO TRAFFIC DEATHS AND SEVERE INJURIES

WHEREAS according to data from the National Highway Traffic Safety Administration (NHTSA) each year approximately 40,000 people are killed in traffic collisions in the United States; and

WHEREAS, according to data from NHTSA, South Carolina experienced the second highest rate of fatal and pedestrian-involved crashes in the United States from 2017-2021; and

WHEREAS, according to data from the South Carolina Department of Transportation (SCDOT), Charleston County was represented among the top 10 pedestrian and cyclist fatality rates in South Carolina in from 2017-2021; and

WHEREAS between January 1 of 2018 to December 31 of 2023, 37,333 crashes were reported in the City of Charleston jurisdictional area including 115 crashes resulting in fatality and 22% of crashes resulting in injury; and

WHEREAS one traffic related death in the City is one too many, and City and departmental leadership are dedicated to strategies that aim to reduce and eliminate deaths and serious injuries on streets within the City; and

WHEREAS, the City of Charleston has partnered with the Federal Highway Administration (FHWA), SCDOT, Charleston County, the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), surrounding municipalities, and regional stakeholders to develop the Charleston Safety Action Plan; and

WHEREAS, this Safety Action Plan was developed through data analysis, stakeholder engagement, and public input to develop a comprehensive set of multi-disciplinary strategies and projects that address safety for all road users and prioritize the needs of vulnerable road users and those living in areas of persistent poverty; and

WHEREAS, Target Zero is a public health-based traffic safety strategy to reduce and eventually eliminate traffic deaths and serious injuries using a data driven, multi-disciplinary and safe systems approach that also increases safe healthy equitable mobility for all; and

WHEREAS, FHWA and SCDOT have made a commitment to eliminate fatalities and serious injuries on the nation's and state's roadways using a data driven interdisciplinary approach and with a focus on using proven effective strategies and countermeasures.

NOW, THEREFORE, BE IT RESOLVED that the City of Charleston declares that Target Zero is the City-wide guiding principle for transportation planning and programming activities, the design of streets and sidewalks, and the maintenance of the public rights of way; and

BE IT FURTHER RESOLVED that the City shall align planning and programming activities towards a goal of reducing traffic fatalities and serious injuries by 20% by 2035 and substantially eliminating all traffic fatalities and serious injuries by 2050; and

BE IT FURTHER RESOLVED that Target Zero and the outcomes of the region's Safety Action Plan will be implemented in an equitable manner accounting for historic inequities in transportation and safety investments across the City of Charleston while prioritizing strategies and projects that drive the greatest positive safety benefit; and

BE IT FURTHER RESOLVED that the City Council directs City staff to consider safety as the highest priority when balancing competing needs and demands for space within the public right of way; and

BE IT FURTHER RESOLVED that City staff shall develop an annual report on progress toward the Target Zero goals tracking process and outcome metrics to be defined in the Safety Action Plan and shall present this report each year to the Committee on Traffic and Transportation and City Council.

I the undersigned hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Charleston in regular meeting assembled on the 14th day of October 2025.

RESOLVED this 14th day of October, 2025.

CITY OF CHARLESTON,

SOUTH CAROLINA

Signature: _____

Name: William S. Cogswell

Title: Mayor

(ATTEST)

Signature: _____

Name: Jennifer Cook

Title: Clerk to Council