SOUTH CAROLINA
PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN

FINAL REPORT
MAY 13, 2022

SCDOT

South Carolina Pedestrian and Bicycle Safety Action Plan
FINAL REPORT

Prepared for:

South Carolina Department of Transportation

Traffic Engineering Safety Office

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Many individuals and groups dedicated numerous hours to the development of South Carolina's first Pedestrian and Bicycle Safety Action Plan. It is with great appreciation that the members of the Project Team and Stakeholder Team are recognized – the plan could not have been developed without their guidance, knowledge, and insight.

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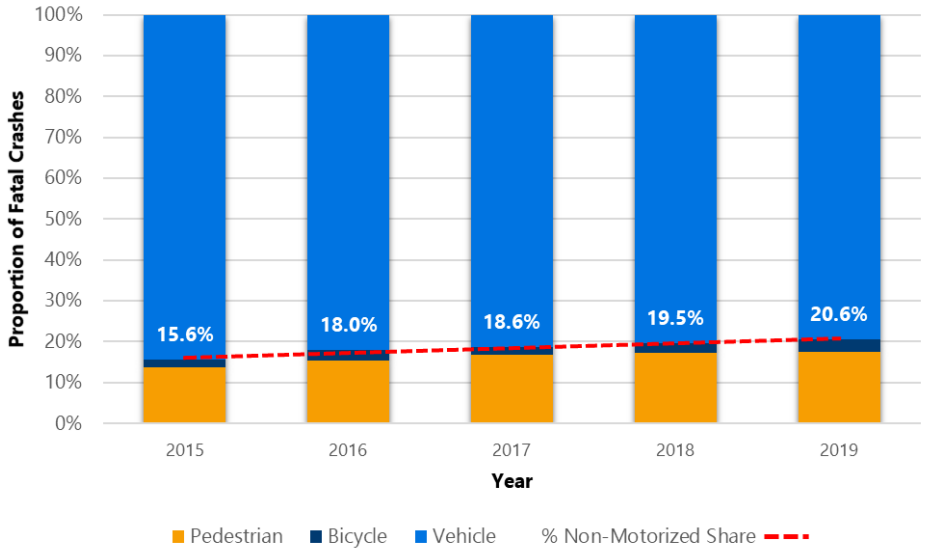
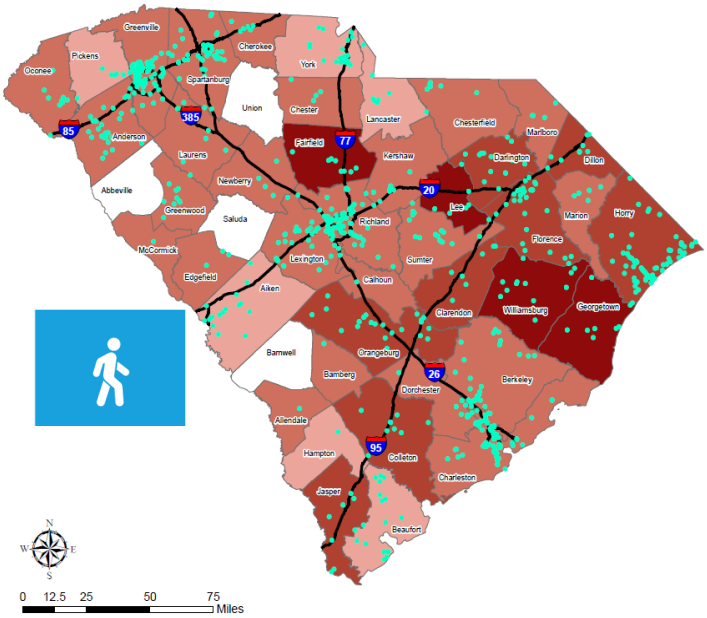
Executive Summary

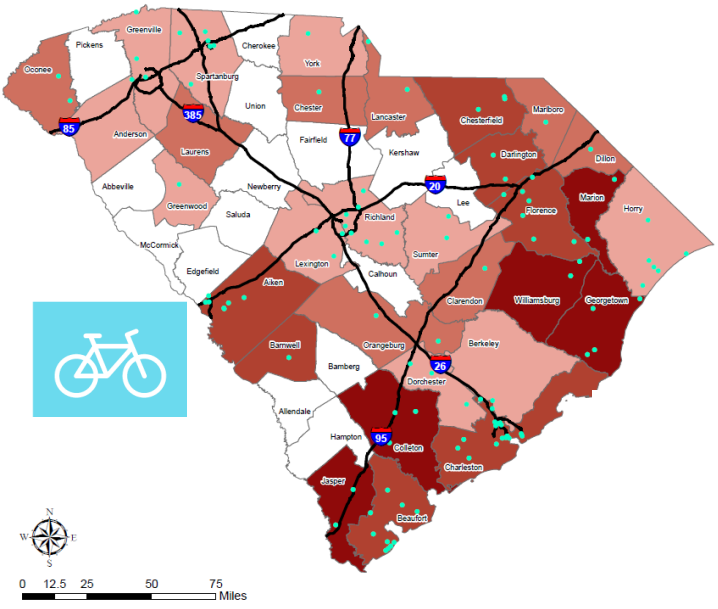
South Carolina roadway users are among those most at risk for pedestrian and bicycle crashes across the United States. South Carolina ranks **fifth** in the nation for pedestrian fatalities based on population and from 2009 to 2019, pedestrian fatalities have increased **80%** and bicycle fatalities have more than doubled across the state. Pedestrian and bicycle fatalities comprised more than **20%** of all highway deaths in South Carolina in 2019, despite contributing to less than 1% percent of all crashes. This trend has consistently increased during the past five years as shown below.

Fatal Crashes in South Carolina (2015-2019)



Pedestrian and bicycle crashes are a statewide issue for both urban and rural areas, the figures below illustrate the locations of the pedestrian and bicycle fatal crashes between 2015 and 2019.





The South Carolina Department of Transportation's (SCDOT) Pedestrian and Bicycle Safety Action Plan (PBSAP) provides a framework for focusing statewide attention on improving conditions for the most vulnerable road users: pedestrians and bicyclists. The PBSAP is intended to help SCDOT and local partners decide where to focus investments in pedestrian and bicycle safety and how to select optimal countermeasures that are appropriate based on roadway environments, policies, and behavioral programs.

Ongoing Efforts

The PBSAP enhances SCDOT's existing safety programs by serving as a reference for improving pedestrian and bicycle safety through a collaborative multidisciplinary approach. Developing the PBSAP is another step in improving safety for pedestrians and bicyclists around South Carolina, which builds upon several ongoing SCDOT efforts listed below.

- **SCDOT Complete Streets Policy, Departmental Directive #28**, states that the department, "requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation."
- **Complete Streets Council** was created to "facilitate ongoing communication to seek continuous improvement opportunities and initiatives regarding complete streets."
- **SCDOT Roadway Design Manual Updates**, which includes a new chapter on Multimodal Transportation that provides guidance for the design of walking, biking, and transit facilities along SCDOT's right-of-way.
- **SCDOT Crosswalk Implementation Guidelines**, which includes consideration of mid-block/uncontrolled crosswalks and additional crosswalk enhancements including high-visibility crosswalk markings, Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHB), curb extensions, and raised crosswalks.

State of the Practice Review

As part of the PBSAP development, a comprehensive review of existing pedestrian and bicycle policies around South Carolina was conducted to assess the alignment of SCDOT policy with that of its partners to improve the current state of mobility and safety for vulnerable road users.

To evaluate this alignment, partner agencies throughout South Carolina were interviewed for their individual insights regarding pedestrian and bicycle safety. The Project Team led interviews with 35 groups, including groups within SCDOT Headquarters and Districts, Councils of Government (COGs), Metropolitan Planning Organizations (MPOs), municipalities, universities, and advocacy groups. Conversations focused on identifying which strategies work well, determining where existing policies can be improved, and discussing other pedestrian and bicycle safety considerations.

A variety of themes emerged through conversations with stakeholders that indicated a positive focus geared towards pedestrian and bicycle safety across the state; however, there is a substantial amount of work that is still required.

Crash Data Analysis

A total of 759 pedestrian fatal crashes occurred during the five-year study period from 2015 to 2019. The majority of crashes occurring in urban areas involved a pedestrian struck by a vehicle while crossing the roadway at a midblock location. Alternatively, the majority of crashes occurring in rural areas involved a pedestrian struck from the front or behind while walking along the roadway.

A total of 109 bicycle fatal crashes occurred during the five-year study period from 2015 to 2019. The majority of these crashes, regardless of area type, involved a bicyclist struck while being overtaken (i.e., passed) by a motor vehicle.

When examining these crash data in relation to roadway types, the results indicated 40% of all pedestrian statewide fatal and serious injury crashes occurred on Principal Arterial roadways. However, Principal Arterial roadways make up just 8% of the state roadway system, indicating an overrepresentation in the crash data by 32%.

High-Risk Roadways

A methodology was developed to proactively determine high-risk roadways in South Carolina. The methodology considered a GIS-based screening of factors that are frequently identified as contributing factors to, or environmental/facility conditions that are common to, serious injury and fatal crashes involving pedestrians and bicycles. The methodology was focused on those criteria for which reliable statewide GIS data were available (from SCDOT and the United States Census Bureau) for this data-driven analysis and are summarized below.

- Posted Speed Limit
- Number of Lanes
- Functional Class
- Median Type
- Paved Shoulder Width
- AADT
- Area Type (Urban, Suburban, Rural)
- Population Density
- % Households in Poverty
- Existing Crash History
- Proximity to Schools
- Proximity to Alcohol Sales

The high-risk analysis considered the statewide transportation network, which includes over 50,000 roadway segments and 215,000 intersections. The top 1,000 high-risk roadways were determined and were advanced for consideration of detailed countermeasure implementation.

Countermeasure Identification

A toolbox was developed to summarize the countermeasures that SCDOT and other agencies can implement to improve safety for pedestrians and bicyclists. Countermeasures in the toolbox were identified from literature review of state and national references and previous SCDOT non-motorized road safety audits (RSA).

The potential countermeasures were categorized based on the three disciplines of Engineering, Education, and Enforcement. It should be noted that traditional countermeasure methodology includes a fourth "E" of highway safety, Emergency Medical Services (EMS). While not specifically addressed in this plan, EMS remains an influencing factor in the outcome of traffic collisions.

- **Engineering** countermeasures include physical improvements to roadways, which were further categorized into the sub-categories for pedestrian crossings, bicycle facilities, intersections, and roadways.
- **Education** countermeasures assist by providing training and skills to walk or bike safely, including materials to educate motorists, pedestrians, and bicyclists on better safety practices, including school-age children.
- **Enforcement** countermeasures focus on enforcing traffic laws to increase safety. These include efforts for enforcing speed limits and monitoring compliance with driver and non-motorists behaviors.

High-Priority Location and Countermeasure Prioritization

A final list of high-priority roadways and intersections was developed from the high-crash roadway segments, high-crash intersections, and high-risk roadway segments. These locations were further considered for countermeasure evaluation. An Equivalent Property Damage Only (EPDO) methodology for ranking locations based upon crash frequency and severity was used to identify a list of high-priority locations. This method uses weighted societal crash costs based on the national KABCO scale for crash severity.

The table below summarizes the total state-adjusted societal cost of South Carolina pedestrian and bicycle crashes between 2015 and 2019.

Total South Carolina Comprehensive Crash Costs (2015-2019)

Crash Severity	Total Pedestrian and Bicycle Crashes	Total Comprehensive Cost
Fatal (K)	862	$7,751,627,234
Incapacitating Injury (A)	1,160	$604,899,400
Non-Incapacitating Injury (B)	2,187	$345,615,984
Possible Injury (C)	2,669	$266,883,986
No Injury (O)	964	$9,132,936
Total		**$8,978,159,540**

Note: Costs based upon 2016 dollars.

A countermeasure prioritization methodology was developed to provide a framework for selecting and prioritizing countermeasures from the toolbox, focusing on locations with an existing crash history and those at elevated risk for future pedestrian and bicycle crashes.

1. Introduction

The South Carolina PBSAP provides a framework for focusing statewide attention on improving conditions for the most vulnerable road users: pedestrians and bicyclists. The PBSAP lays out a vision for using a **data-driven** approach to align safety programs and infrastructure improvements with demonstrated issues.

The PBSAP is intended to help SCDOT and local partners decide where to focus investments in pedestrian and bicycle safety and how to select optimal countermeasures that are appropriate based on roadway environments, policies, and behavioral programs. The PBSAP enhances SCDOT's existing safety programs by serving as a reference for improving pedestrian and bicycle safety through a collaborative multidisciplinary approach.

1.1. Ongoing SCDOT Efforts

Developing the PBSAP is another step in improving safety for pedestrians and bicyclists around South Carolina, which builds upon several ongoing SCDOT efforts.

SCDOT Complete Streets Policy, Departmental Directive #28

info2.scdot.org/SCDOTPress/PublishingImages/DD%2028%20Complete%20Streets.pdf

SCDOT's Complete Streets Policy, Departmental Directive #28, was issued on February 4, 2021 and states that the department, "requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation." A Complete Streets Council was created as part of this Departmental Directive.

SCDOT Roadway Design Manual

scdot.org/business/road-design.aspx

SCDOT updated their *Roadway Design Manual* in February 2021 to include a new chapter on Multimodal Transportation, which provides guidance for the design of walking, biking, and transit facilities along SCDOT's right-of-way.

SCDOT Crosswalk Implementation Guidelines

scdot.org/business/pdf/accessMgt/Traffic-Engineering-Guidelines/tg38.pdf

SCDOT issued new crosswalk implementation guidance, Traffic Guideline TG-38, on March 8, 2021, which includes consideration of mid-block/uncontrolled crosswalks and additional crosswalk enhancements including high-visibility crosswalk markings, RRFBs, PHBs, curb extensions, and raised crosswalks.

SCDOT Bicycling Accommodations, Engineering Directive #22

http://info2.scdot.org/ED/ED/ED-22.pdf

This engineering directive addresses bicycling accommodations that will be considered as part of the SCDOT annual paving improvement program.

South Carolina's Strategic Highway Safety Plan

scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf

SCDOT and the South Carolina Department of Public Safety updated the state's Strategic Highway Safety Plan (SHSP) in December 2020. Pedestrians and bicyclists remain an Emphasis Area in the updated SHSP, indicating the importance of making safety improvements in these areas. The SHSP contains a number of strategies that may be considered for efforts to reduce pedestrian and bicycle collisions.

Non-Motorized Road Safety Audits

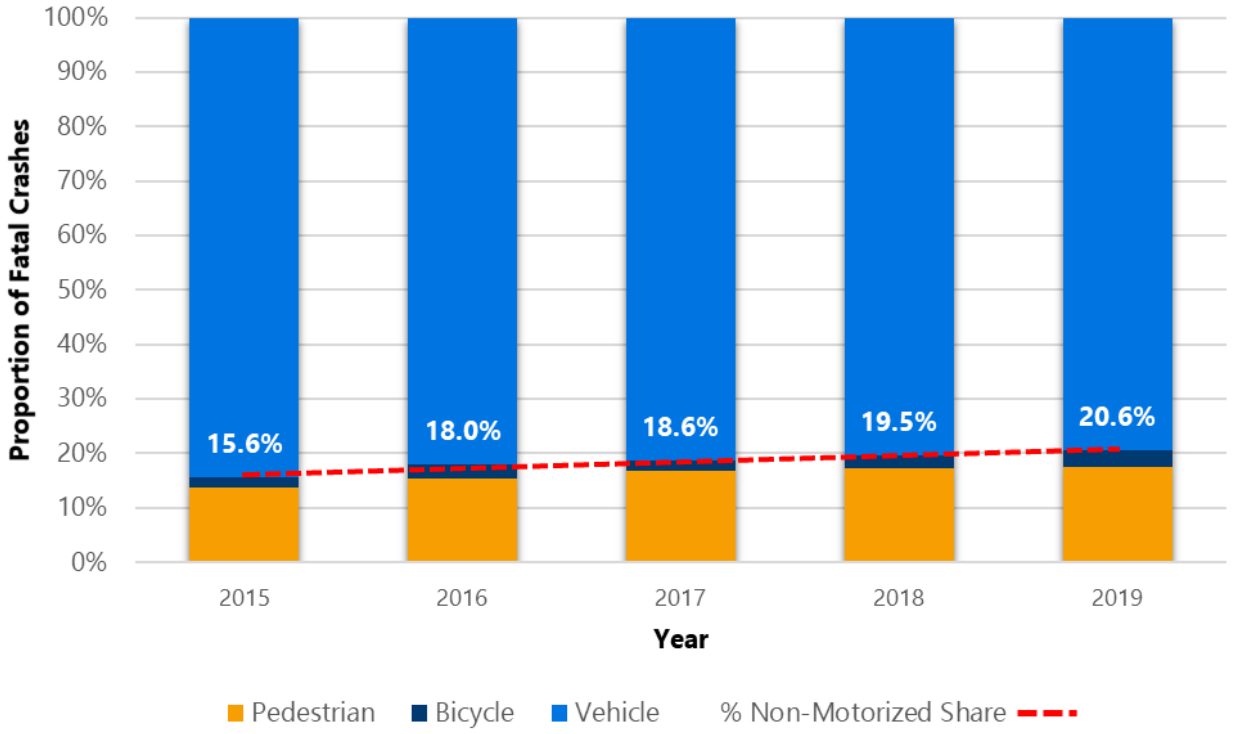
SCDOT allocates a portion of its annual Highway Safety Improvement Program (HSIP) federal funds to perform road safety audits (RSA) at locations identified to have a high density of pedestrian- and bicycle-involved crashes. Each year, ten to twenty locations are identified and studied by a multi-disciplinary team to identify highway safety issues and to develop an implementation plan to improve the safety of these locations.

1.2. South Carolina Crash Statistics

South Carolina roadway users are among those most at risk for pedestrian and bicycle crashes across the United States. Noteworthy South Carolina statistics are shown below.

- South Carolina ranks **fifth** in the nation for pedestrian fatalities based on population, approximately **69%** higher than the national average.
- From 2015 to 2019, there were **5,311** pedestrian crashes resulting in **759** pedestrian fatalities and **2,490** bicycle crashes resulting in **109** bicyclist fatalities.
- From 2009 to 2019, pedestrian fatalities have increased **80%** and bicycle fatalities have increased **155%.**
- Pedestrian and bicycle fatalities comprised more than **20%** of all highway deaths in South Carolina in 2019, despite contributing to less than 1% percent of all crashes. This trend has consistently increased during the past five years, as shown in **Figure 1**.

Figure 1 – Fatal Crashes in South Carolina (2015-2019)



1.3. PBSAP Report Overview

The remainder of this report is organized as follows:

Section 2 – State of the Practice Review discusses the review conducted to document the existing alignment of SCDOT and local partners on pedestrian and bicycle conditions in South Carolina.

Section 3 – Crash Data Analysis describes the various detailed crash data analyses conducted as part of the data-driven approach to the PBSAP development.

Section 4 – High-Risk Roadways discusses the proactive determination of High-Risk Roadways in South Carolina.

Section 5 – Countermeasure Identification discusses the development of the Countermeasure Toolbox for use in South Carolina.

Section 6 – Countermeasure Prioritization describes the determination of the high-priority facilities—made up of high-crash roadway segments, high-crash intersections, and high-risk roadway segments—and the countermeasure cut sheet development for some locations.

2. State of the Practice Review

As part of the PBSAP development, a comprehensive review of existing pedestrian and bicycle policies around South Carolina was conducted. The purpose of this review was to assess the alignment of SCDOT policy with that of its partners to facilitate improving the current state of mobility and safety for vulnerable road users.

To evaluate this alignment, partner agencies throughout South Carolina were interviewed for their individual insights regarding pedestrian and bicycle safety in their local jurisdiction. The Project Team led interviews with 35 groups around the state between January 7, 2021 and February 5, 2021. These interviews were scheduled with various groups within SCDOT Headquarters and Districts, COGs, MPOs, municipalities, universities, and advocacy groups. Conversations were held virtually via Microsoft Teams and focused on identifying which strategies work well, determining where existing policy can be improved, and discussing other pedestrian and bicycle safety considerations.

Table 1 summarizes the interview schedule and participants. Each discussion provided valuable insight that shaped this PBSAP and will motivate future pedestrian and bicycle safety policies across South Carolina. A variety of themes emerged through conversations with stakeholders. The themes discussed herein indicate that there is positive focus geared towards pedestrian and bicycle safety across the state; however, there is a substantial amount of work that is still required. Four major themes emerged consistently through the 35 interviews, as discussed in the following sections.

2.1. Shifting Demands of the Roadway Network

Roadway design in South Carolina has traditionally prioritized the movement of vehicular traffic, leaving pedestrian and bicycle accommodations as secondary considerations. Though more emphasis has been placed on non-motorist facilities in recent years, guidance in the SCDOT *Roadway Design Manual* and companion documents—such as AASHTO's *A Policy on Geometric Design of Highways and Streets* and the Transportation Research Board's *Highway Capacity Manual*—have historically prioritized vehicular throughput and supporting design elements.

Table 1 – State of the Practice Interview Summary

Interview Group	Date	Interview Participants
SCDOT ADA Compliance	1/7/2021	Natalie Moore
SCDOT District 1	1/7/2021	Lori Campbell
SCDOT Road Data Services	1/7/2021	Todd Anderson
SCDOT District 3	1/8/2021	Brandon Wilson, Dana Lowry, Sean Knight
SCDOT District 5	1/8/2021	Joey Skipper
SCDOT District 6	1/8/2021	Josh Johnson
SCDOT Traffic Engineering and FHWA	1/8/2021	Carolyn Fisher, Will McConnell, Ashley Johnson, Shawn Salley
SCDOT Maintenance	1/11/2021	Jeffery Smith and David Cook
Palmetto Cycling Coalition	1/11/2021	Amy Johnson Ely
SCDOT Preconstruction	1/11/2021	Rob Bedenbaugh, Chad Amick, Sam Pridgen, Glen Bramlitt
SC Parks, Recreation, and Tourism	1/11/2021	Neal Hamilton
Catawba COG	1/12/2021	Stephen Allen
SCDHEC	1/12/2021	Lori Phillips
Appalachian COG	1/13/2021	Lance Estep
SCDMV	1/13/2021	Shirley Rivers
SCDPS	1/13/2021	Teddy Kulmala, Rachel Urconis, Kelly Hughes, Sherri Iacobelli, Phil Riley
BCDCOG	1/14/2021	Kyle James and Sarah Cox
City of Charleston	1/14/2021	Keith Benjamin
SCDOT Planning Office	1/15/2021	Machael Peterson
Pee Dee COG	1/20/2021	Cameron Sabin and Lindsay Privette
Santee Lynches COG	1/20/2021	Jeff Parkey and Jake Whitmire
Upper Savannah COG	1/20/2021	Rick Greene
ARTS	1/26/2021	LJ Peterson and Joel Duke
GSATS	1/26/2021	Mark Hoeweler
LCOG, Hardeeville, Beaufort County	1/26/2021	Noah Krepps, Kaitie Woodruff, Stephanie Rossi, Jen Combs
City of Greenville	1/27/2021	Dwayne Cooper
City of Rock Hill	1/27/2021	Amy Jo Denton
RFATS	1/27/2021	Chris Hermann
City of Florence	1/28/2021	Clint Moore
College of Charleston	1/28/2021	Darcy Everett
SUATS	1/28/2021	Kyle Kelly
City of Columbia	1/29/2021	Krista Hampton, Lucina Statler, Dana Higgins, Robert Anderson
FLATS	1/29/2021	Ethan Brown
GPATS	1/29/2021	Keith Brockington
Charleston Moves	2/5/2021	Katie Zimmerman and Savannah Brennan

Traditional roadway design in South Carolina has made the following commonplace across the state.

- Roadways without adequate pedestrian and bicycle facilities
- Bicyclists riding on sidewalks to avoid interacting with traffic at the street level, because they feel unsafe, which violates many local jurisdictions laws
- Vehicles traveling at higher speeds along roadways, resulting in more severe conflicts with pedestrians and bicycles
- Large, wide, complex intersections that increase the potential conflicts for pedestrians crossing at intersections, including the total wait time for a crossing and time to cross
- Limited roadway lighting and very limited pedestrian lighting
- Utilities located within the sidewalk, creating constrained conditions for users with disabilities

As more non-motorists use the roadway for mobility—either out of necessity, choice, or desire—the overlapping use of the defined roadway space is increasing. Conflicts between different modes of transportation and the sharing of the limited space creates friction along the roads around the state and contributes to potentially unsafe interactions between these different roadway users. Since pedestrians and bicycles do not have the same protections as drivers in motorized vehicles, they are the most vulnerable in these conflicts.

South Carolina is a largely rural state with pockets of dense urban centers. Therefore, it is not uncommon to encounter a roadway without accommodations for non-motorists or with fragmented pedestrian and bicycle facilities. Urban and suburban areas increase the frequency at which users encounter pedestrian and bicycle infrastructure; however, fragmented networks or unmaintained facilities are common.

SCDOT's Complete Streets Policy, released in February 2021, is a foundational step towards designing and constructing roadways that accommodate all road users. The Complete Streets Policy will work to encourage a safe, comfortable, and integrated transportation network for all users and modes. These efforts are the first steps needed to create a built environment with a connected, convenient, and safe mobility network for all users, especially pedestrians and bicyclists.

Many of the interviews included discussion regarding the lack of pedestrian and bicycle focus in SCDOT's then-current standards and guidelines. Several of the interview groups were aware that the Complete Streets Policy was being developed and were optimistic about its release, which occurred after most of the interviews were completed.

2.2. Awareness of Existing Laws

In South Carolina, mobility throughout the state is challenged by a variety of external influences, including weather, roadway conditions, population age, tourism, and recurring congestion. Unsafe conditions are further exacerbated when state and local laws related to walking, biking, or driving are not followed.

Based upon the interviews conducted as part of this PBSAP, anecdotal experience suggests that many users of the roadway network are conscientiously not abiding by local walking and biking laws for safety and comfort reasons. Common examples of non-compliance among motorists and non-motorists include the following:

Pedestrians

Pedestrians may choose to cross the street at an unmarked midblock location rather than crossing at a signalized intersection with marked crosswalks to reduce their perceived delay or to minimize interaction with vehicular turning movements. Users who choose to do this may feel they have less to process with vehicles coming from a singular direction and that they have the ability to cross at their own pace and time; however, pedestrians crossing at unmarked locations may violate driver expectancy and reduce motorists' reaction time.

Bicyclists

Second, bicyclists may feel uncomfortable riding in the travel lane in the absence of a bicycle lane, especially on high-speed roadways. However, even when bicycle lanes are present, riders may still prefer to ride in another location unless a buffer is present. As such, bicyclists may often be seen utilizing the adjacent sidewalk over a bicycle lane, creating a conflict between pedestrians and bicycles.

Drivers

Finally, in a system designed for vehicles, drivers of those vehicles are less likely to look for pedestrians and bicycles or may not recall laws to share the roadway. Throughout South Carolina, anecdotal experience suggests that vehicles commonly fail to yield to pedestrians in marked crosswalks, particularly in cases where vehicles are turning right on red. Drivers focused on turning right while looking left for a gap in the traffic stream may miss pedestrians crossing at the intersection entirely, creating a conflict as the vehicle starts to turn. A common topic among the interview discussions was the lack of education among all road users (i.e. motorists, pedestrians, and bicyclists) on how to share the roads. Some interviews included discussion that the driving public gets frustrated when bicycles have to use rural, two-lane roads—which slow and block vehicles—without knowing that they have the right to use the road.

From the perspective of compliance, speeding may have the greatest adverse impact on pedestrian and bicycle safety. Non-motorists are already at an elevated risk for sustaining injuries from collisions with motorized vehicles, but the likelihood of serious injuries and fatalities greatly increases when vehicular speeds increase.

Education plays a key role in the solution to non-compliance issues for all users of the roadway network (i.e. drivers, pedestrians, and bicyclists). Be it through continued partnership with the Department of Motor Vehicles on drivers' education, or with the Department of Public Safety and their existing educational videos and materials, enhancing the understanding and compliance with the laws affecting safe mobility will be critical to meeting the goals of the PBSAP.

2.3. Strategic Partnerships/Strong Communication

Several positive examples of effective communication were demonstrated throughout the PBSAP interviews. These examples included regular traffic safety meetings led by the Grand Strand Area Transportation Study – attended by staff from the SCDOT Traffic Safety Office, the local SCDOT District 5 office, and Highway Patrol – and in the Charleston area, regular meetings between the City of Charleston, Charleston County, and the local District 6 office to discuss ongoing infrastructure project efforts, including pedestrian and bicycle projects. Additionally, interviews highlighted opportunities to improve communication of the scheduling of pavement resurfacing projects. These projects offer opportunities to efficiently program inexpensive improvements that involve restriping, such as the installation of bicycle lanes and implementation of road diets.

Also evident from the interviews is that local entities are prioritizing pedestrian and bicycle infrastructure over traditional roadway capacity enhancement projects. Through this lens of enhancing mobility, partnerships between SCDOT and the local entities will become even more critical. Many COGs, MPOs, and local municipalities partner with SCDOT to successfully implement pedestrian and bicycle projects. Further leveraging these partnerships throughout the state will unify and promote a common vision, creating safer roadways for all road users in South Carolina.

There is a clear need for additional, more connected conversations regarding the vision for mobility. By reaching a mutual understanding of the tools, processes, and priorities critical when making investments in infrastructure for all road users, the development of guidance documents (e.g. comprehensive plans and walk/bike plans) and programming projects that do not focus solely on prioritizing vehicular mobility will result in an environment that is safer for all roadway users.

2.4. Transportation Equity

Many of the interviews conducted as part of this PBSAP discussed the differing needs of pedestrian and bicycle accommodations in urban versus rural areas. Both urban and rural areas have different challenges to accommodate pedestrians and bicyclists. In rural areas across the state, sidewalks and bike lanes are not commonplace along typical two-lane roadways, so people who do not have a vehicle are forced to walk or bike within the traveled way to access their daily needs, including travel to/from a job or the grocery store. While urban areas in South Carolina generally have more sidewalks and bike lanes, they also exhibit increased pedestrian and bicycle activity and an elevated potential for conflict with motorized vehicles due to the built-up nature and larger population of the areas.

It is acknowledged that there are other related aspects of equity – including racial, income, and age equity – that are closely related to transportation equity. As part of the crash data analyses and crash risk assessment (**Section 4**), the Project Team reviewed if the distribution of fatal and serious injury crashes for minority and economic factors are over- or under-represented when compared to the distribution of statewide roadway miles that they cover. The review was based upon census data for *% Population in Minority Groups, % Households with no Vehicles, and % Households in Poverty.* For this analysis, the **US Census Bureau Poverty Thresholds** were used which vary based on the family size and number of children in the household. For example, for an individual, the poverty level is $14,097 and for a family of four, the poverty level is $18,677. The results of this review indicated there were no significant over- or under-representation of the fatal and serious injury crash data for these three census factors. It is likely that this is due to the census data not appearing to be as precise as the other roadway-specific data that was used, which could be leading to less precision in analysis results. Ultimately transportation equity was factored into this plan with a weighted score based on *% Households in Poverty* when determining high-risk roadway segments across South Carolina.

Due to the precision of available data, the PBSAP's focus on transportation equity was concentrated on evaluating countermeasures appropriate for rural areas and those appropriate for urban areas.

3. Crash Data Analysis

As noted previously, this PBSAP was developed through a data-driven approach that included several types of crash analysis. Integral to this approach was a comprehensive evaluation of pedestrian and bicycle crashes occurring across South Carolina between 2015 and 2019 sourced from a statewide database provided by SCDOT. In addition, available geographic information system (GIS) data for the state roadway network also was provided by SCDOT for use in the analyses. Additional GIS data from the United States Census Bureau and National Center for Education Statistics (NCES) also was used. The following crash data analyses were conducted:

Summary-Level Crash Statistics were prepared for pedestrian and bicycle crashes and are summarized in **Section 3.1**.

Systemic Crash Typing Analyses were conducted for all the fatal pedestrian and bicycle crashes and are summarized in **Section 3.2**.

Nominal Crash Analyses were conducted to identify **high-crash** roadways and intersections (i.e., looking backward) and are summarized in **Section 3.3**.

Substantive Crash Analyses were conducted to determine **high-risk** roadways (i.e., looking forward) and are summarized in **Section 4**.

3.1. Summary Data Analysis

Summary crash statistics were prepared for pedestrian and bicycle crashes occurring between 2015 and 2019. The following sections summarize the following descriptive crash statistics.

- Overall Crashes by Severity
- Fatal Crashes/Rates by County
- Serious Injury Crashes/Rates by County
- Crashes by Area Type (i.e., Urban vs. Rural)

The following additional summary crash statistics are provided in **Appendix A**.

- Environmental Conditions: Lighting, Weather
- Temporal Conditions: Time of Day, Day of Week, Month of Year
- Facility Characteristics: Functional Class, Junction Type, Posted Speed
- Demographics: Age, Gender, Race

The following national KABCO scale is used throughout this document to define crash severity.

- **K** = Fatal
- **A** = Incapacitating Injury
- **B** = Non-Incapacitating Injury
- **C** = Possible Injury
- **O** = Property Damage Only

3.1.1. Pedestrian Crash Data

Figure 2 summarizes the five-year history of pedestrian crashes by severity between 2015 and 2019. There is a clear upward trend in pedestrian crashes statewide, including a **29%** increase in fatal crashes from **126** in 2015 to **162** in 2019.

Figure 2 – South Carolina Statewide Pedestrian Crashes by Severity (2015-2019)

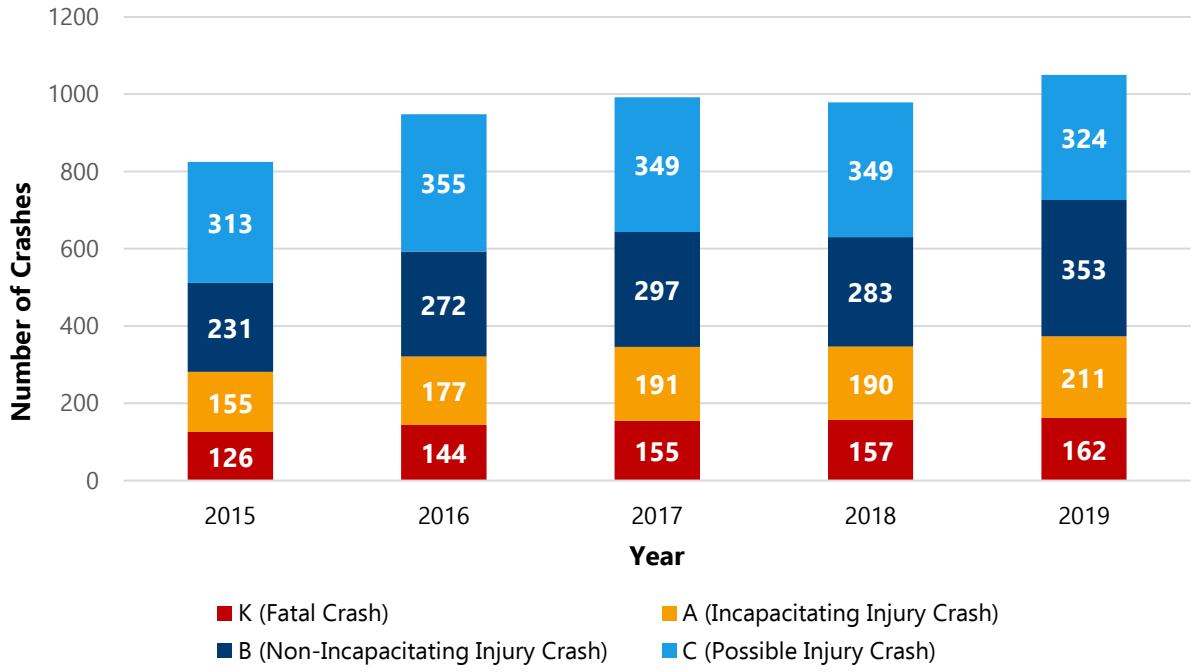
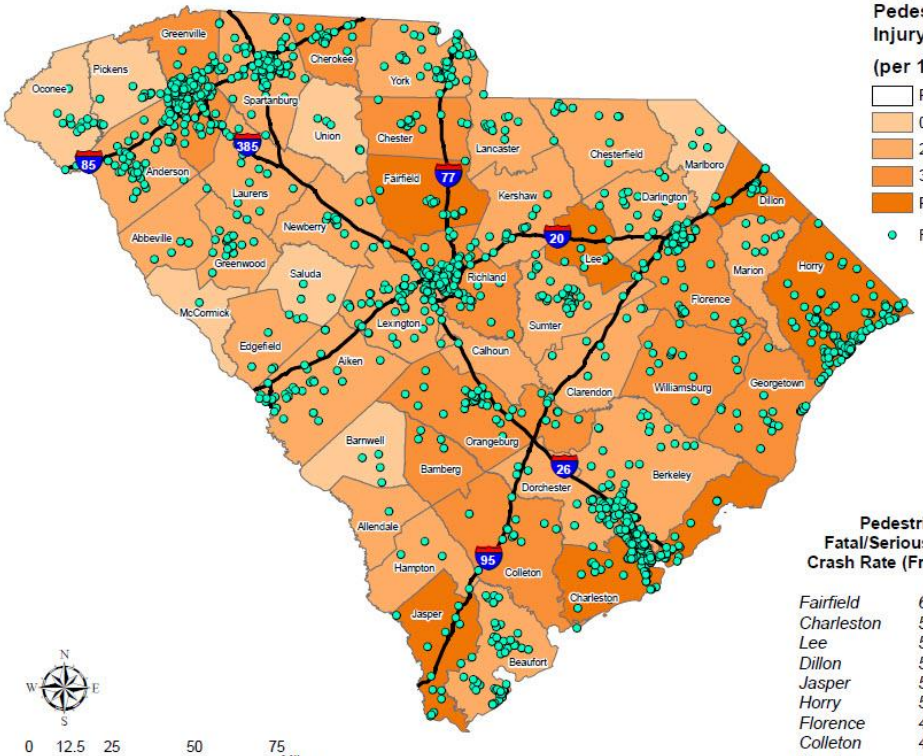


Figure 3 summarizes the five-year history of pedestrian crash frequency and crash rate by county for fatal and serious injury crashes between 2015 and 2019. The greatest *frequency* of fatal and serious injury pedestrian crashes occurred in urban areas such as Charleston, Greenville, and Horry Counties. The highest pedestrian fatal and serious injury crash *rates* occurred in a mix of urban and rural areas including Fairfield, Charleston, and Lee Counties.

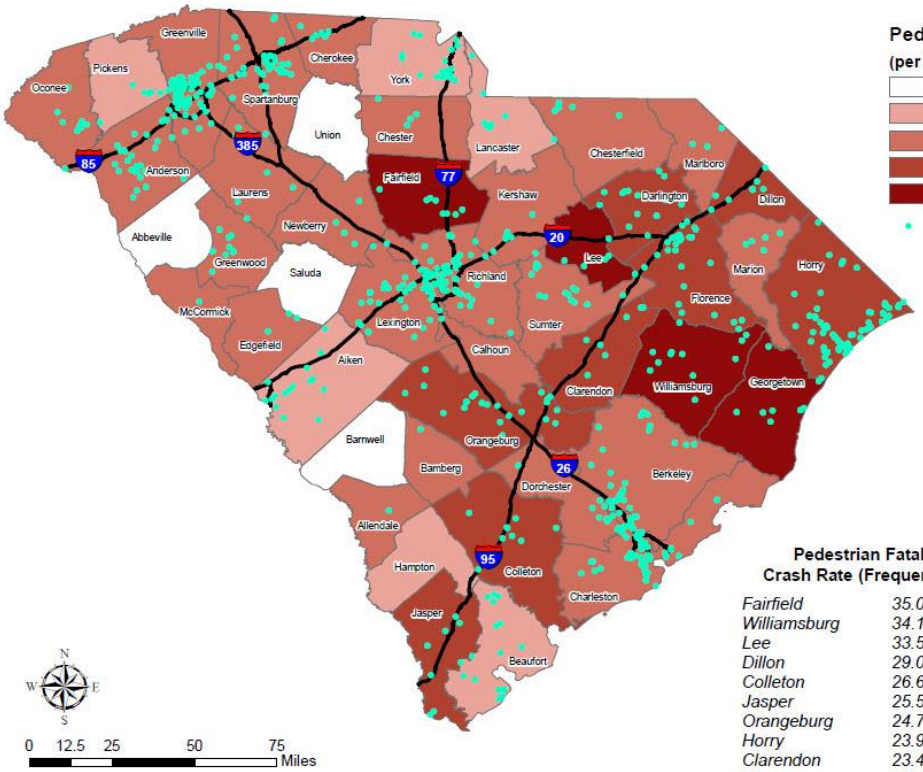
Figure 4 summarizes the five-year history of pedestrian crash frequency and crash rate by county for fatal crashes between 2015 and 2019. The greatest *frequency* of fatal pedestrian crashes occurred in urban areas such as Greenville, Charleston, and Horry Counties. However, the highest pedestrian fatal crash *rates* occurred in rural areas such as Fairfield, Williamsburg, and Lee Counties. These results indicate that despite decreased exposure (i.e., less population), pedestrian crashes occurring in rural areas are more likely to lead to fatalities.

Figure 3 – Pedestrian Fatal & Serious Injury Crashes/Rates by County



Pedestrian Fatal/Serious Injury Crash Rate (Frequency)			Pedestrian Fatal/Serious Injury Crash Frequency (Rate)		
Fairfield	*61.2*	*(14)*	*Charleston*	*224*	*(57.8)*
Charleston	*57.8*	*(224)*	*Greenville*	*186*	*(37.9)*
Lee	*55.9*	*(10)*	*Horry*	*158*	*(50.9)*
Dillon	*51.5*	*(16)*	*Richland*	*146*	*(36.1)*
Jasper	*51.0*	*(14)*	*Spartanburg*	*93*	*(31.2)*
Horry	*50.9*	*(158)*	*Florence*	*68*	*(49.1)*
Florence	*49.1*	*(68)*	*Lexington*	*67*	*(23.8)*
Colleton	*47.9*	*(18)*	*Anderson*	*64*	*(33.0)*
Bamberg	*47.2*	*(7)*	*Berkeley*	*56*	*(27.4)*
Orangeburg	*47.1*	*(42)*	*York*	*54*	*(21.5)*

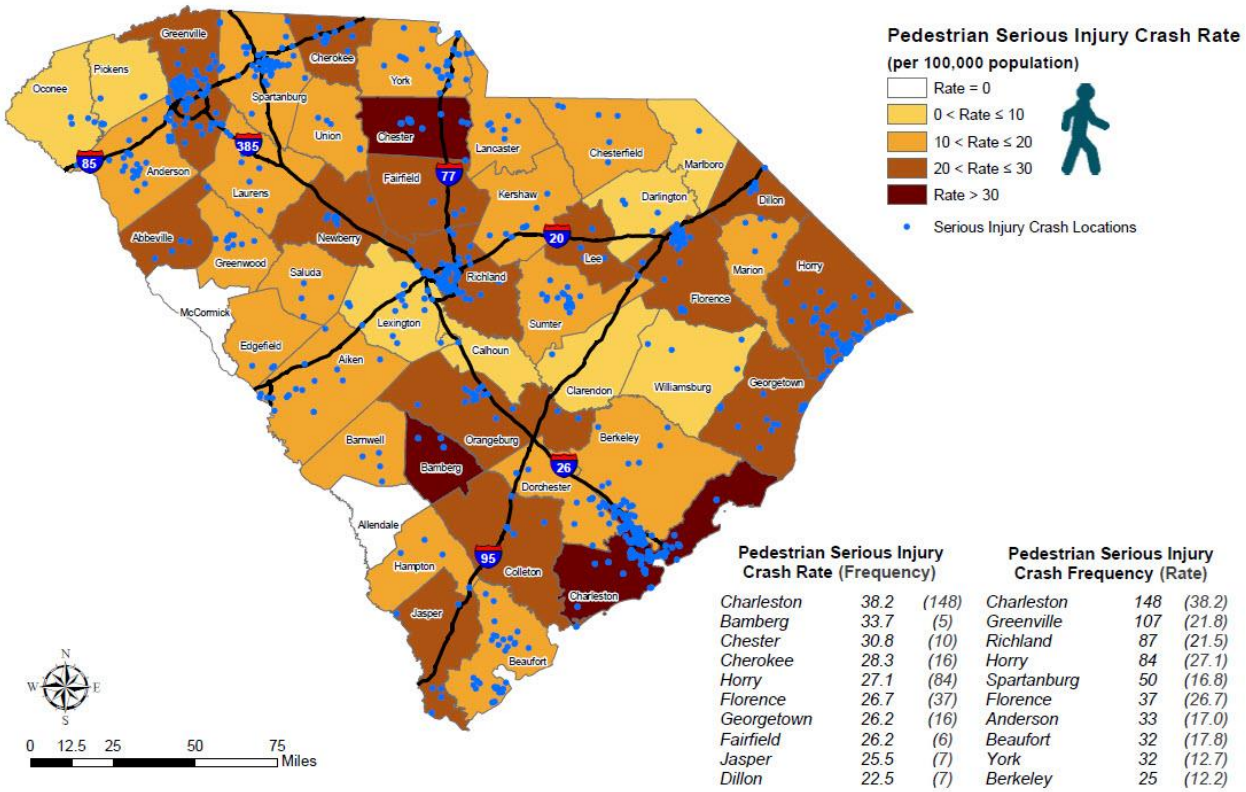
Figure 4 – Pedestrian Fatal Crashes/Rates by County



Pedestrian Fatal Crash Rate (Frequency)			Pedestrian Fatal Crash Frequency (Rate)		
Fairfield	*35.0*	*(8)*	*Greenville*	*79*	*(16.1)*
Williamsburg	*34.1*	*(11)*	*Charleston*	*75*	*(19.6)*
Lee	*33.5*	*(6)*	*Horry*	*74*	*(23.9)*
Dillon	*29.0*	*(9)*	*Richland*	*59*	*(14.6)*
Colleton	*26.6*	*(10)*	*Lexington*	*46*	*(16.3)*
Jasper	*25.5*	*(7)*	*Spartanburg*	*43*	*(14.4)*
Orangeburg	*24.7*	*(22)*	*Florence*	*31*	*(22.4)*
Horry	*23.9*	*(74)*	*Anderson*	*31*	*(16.0)*
Clarendon	*23.4*	*(8)*	*Berkeley*	*31*	*(15.1)*
Florence	*22.4*	*(31)*	*Orangeburg*	*22*	*(24.7)*

Figure 5 summarizes the five-year history of pedestrian crash frequency and crash rate by county for serious injury crashes between 2015 and 2019. The greatest *frequency* of serious injury pedestrian crashes occurred in urban counties such as Charleston, Greenville, and Richland. Unlike for fatal crashes, the highest pedestrian serious injury crash *rates* were not focused in rural counties. Instead, the highest crash rates were observed in Charleston County, followed by Bamberg, and Chester Counties. Within the PBSAP study database, nearly twice as many pedestrian crashes resulted in a serious injury (17.7%) than those resulting in property damage only (9.9%).

Figure 5 – Pedestrian Serious Injury Crashes/Rates by County



Pedestrian Serious Injury Crash Rate (Frequency)

Charleston	*38.2*	*(148)*
Bamberg	*33.7*	*(5)*
Chester	*30.8*	*(10)*
Cherokee	*28.3*	*(16)*
Horry	*27.1*	*(84)*
Florence	*26.7*	*(37)*
Georgetown	*26.2*	*(16)*
Fairfield	*26.2*	*(6)*
Jasper	*25.5*	*(7)*
Dillon	*22.5*	*(7)*

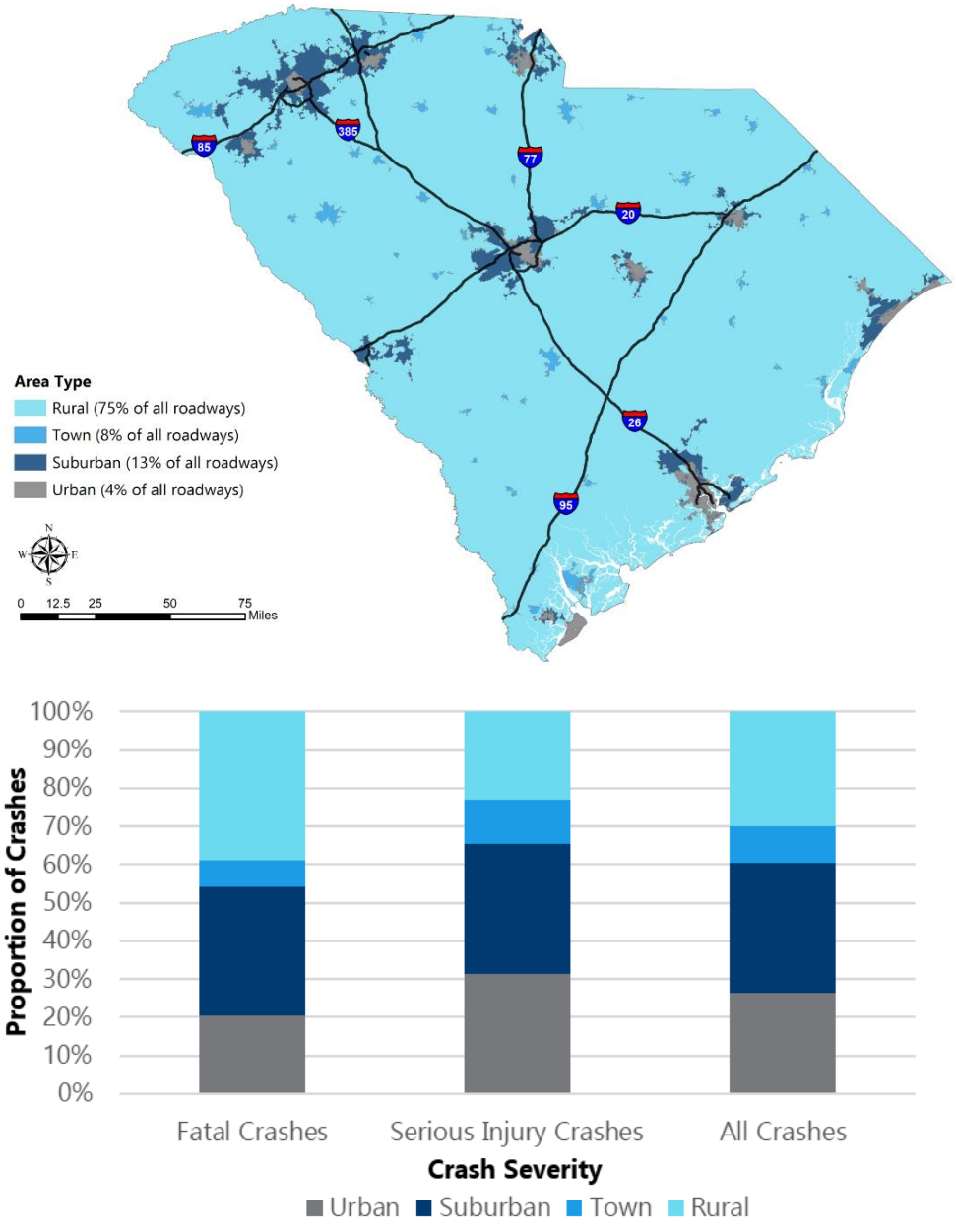
Pedestrian Serious Injury Crash Frequency (Rate)

Charleston	*148*	*(38.2)*
Greenville	*107*	*(21.8)*
Richland	*87*	*(21.5)*
Horry	*84*	*(27.1)*
Spartanburg	*50*	*(16.8)*
Florence	*37*	*(26.7)*
Anderson	*33*	*(17.0)*
Beaufort	*32*	*(17.8)*
York	*32*	*(12.7)*
Berkeley	*25*	*(12.2)*

Figure 6 illustrates pedestrian crashes by area type. **Urban** and **Rural** areas were determined and further subdivided as **Town** and **Suburban** from United States Census Bureau Data compiled by the National Center for Education Statistics (NCES), which can be found here, nces.ed.gov/programs/edge/Geographic/LocaleBoundaries.

The results of the area type analyses indicate that approximately **60%** of all pedestrian crashes occur in Urban and Suburban areas in South Carolina, but roadways in Urban and Suburban areas only account for **17%** of all roadways in the state. This data and other similar summary data comparisons were used to develop the crash risk assessment documented in **Section 4**.

Figure 6 – Pedestrian Crashes by Area Type



3.1.2. Bicycle Crash Data

Figure 7 summarizes the five-year history of bicycle crashes by severity between 2015 and 2019. There is a clear upward trend in bicycle crashes statewide, including a **75%** increase in fatal crashes from **16** in 2015 to **28** in 2019.

Figure 7 – South Carolina Statewide Bicycle Crashes by Severity (2015-2019)

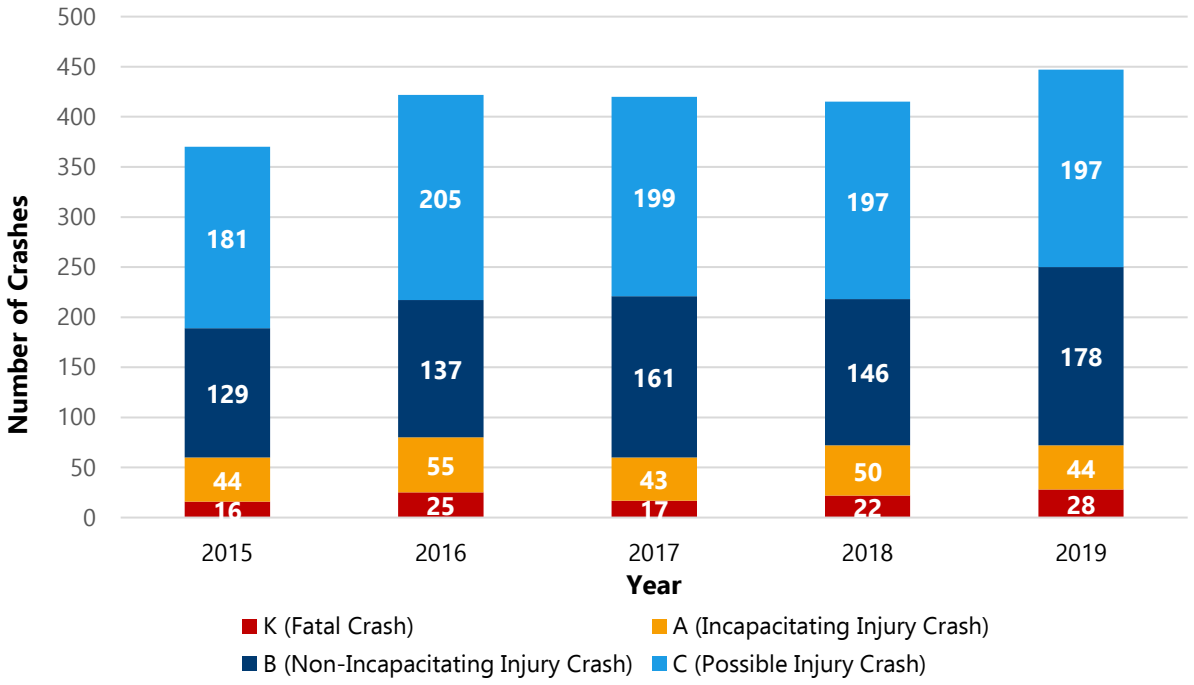
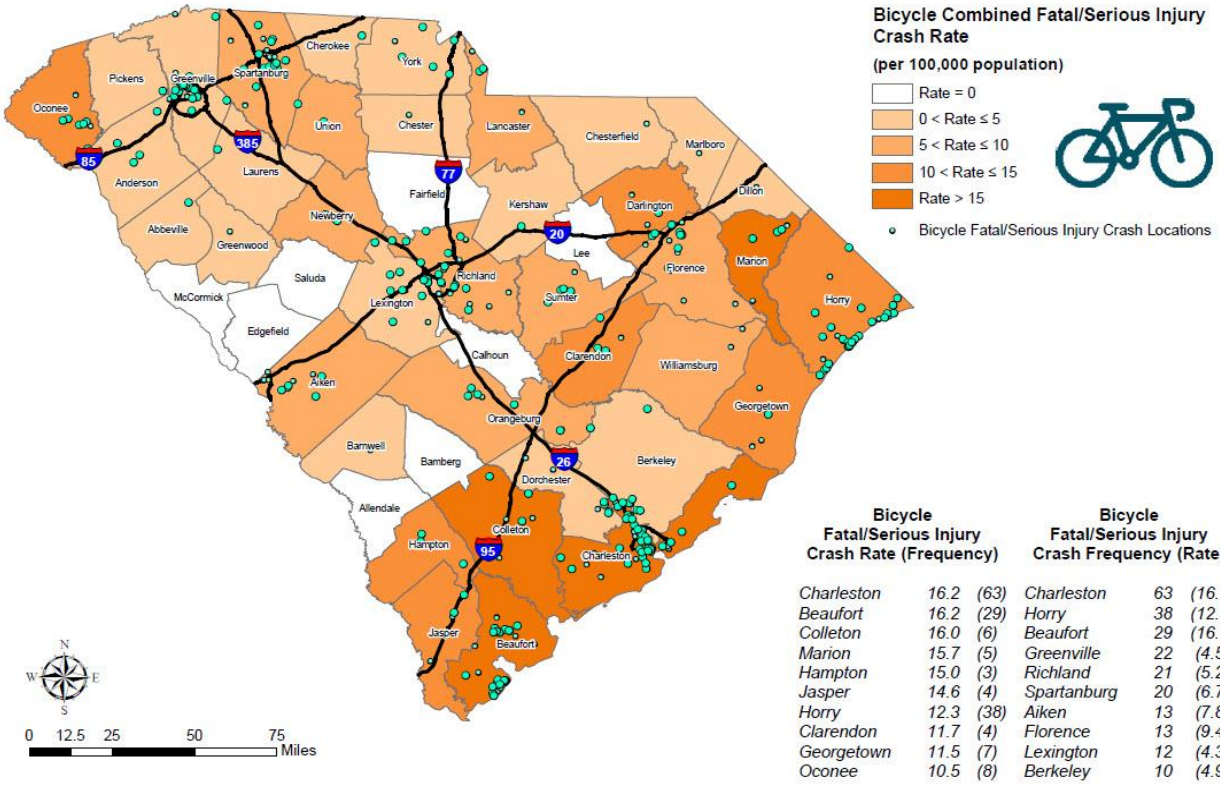


Figure 8 summarizes the five-year history of bicycle crash frequency and crash rate by county for fatal and serious injury crashes between 2015 and 2019. The greatest *frequency* of fatal and serious injury bicycle crashes occurred in urban areas such as Charleston, Horry, Beaufort, and Greenville Counties. The highest bicycle fatal and serious injury crash *rates* occurred in a mix of urban and rural areas such as Charleston, Beaufort, Colleton, and Marion Counties.

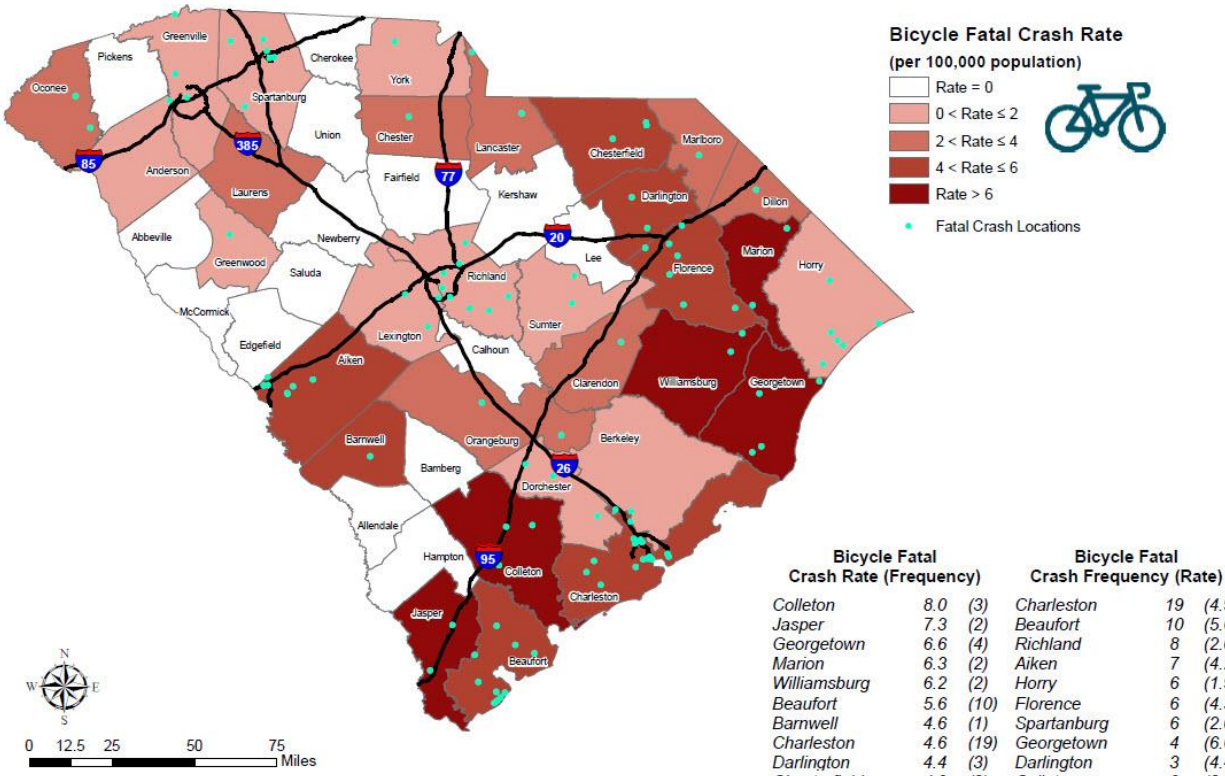
Figure 9 summarizes the five-year history of bicycle crash frequency and crash rate by county for fatal crashes between 2015 and 2019. The greatest *frequency* of fatal bicycle crashes occurred in urban areas such as Charleston, Beaufort, and Richland Counties. However, the highest bicycle fatal crash *rates* occurred in rural areas such as Colleton, Jasper, and Georgetown Counties. These results indicate that despite decreased exposure (i.e., less population), bicycle crashes occurring in rural areas are more likely to lead to fatalities.

Figure 8 – Bicycle Fatal & Serious Injury Crashes/Rates by County



Bicycle Fatal/Serious Injury Crash Rate (Frequency)			Bicycle Fatal/Serious Injury Crash Frequency (Rate)		
Charleston	*16.2*	*(63)*	*Charleston*	*63*	*(16.2)*
Beaufort	*16.2*	*(29)*	*Horry*	*38*	*(12.3)*
Colleton	*16.0*	*(6)*	*Beaufort*	*29*	*(16.2)*
Marion	*15.7*	*(5)*	*Greenville*	*22*	*(4.5)*
Hampton	*15.0*	*(3)*	*Richland*	*21*	*(5.2)*
Jasper	*14.6*	*(4)*	*Spartanburg*	*20*	*(6.7)*
Horry	*12.3*	*(38)*	*Aiken*	*13*	*(7.8)*
Clarendon	*11.7*	*(4)*	*Florence*	*13*	*(9.4)*
Georgetown	*11.5*	*(7)*	*Lexington*	*12*	*(4.3)*
Oconee	*10.5*	*(8)*	*Berkeley*	*10*	*(4.9)*

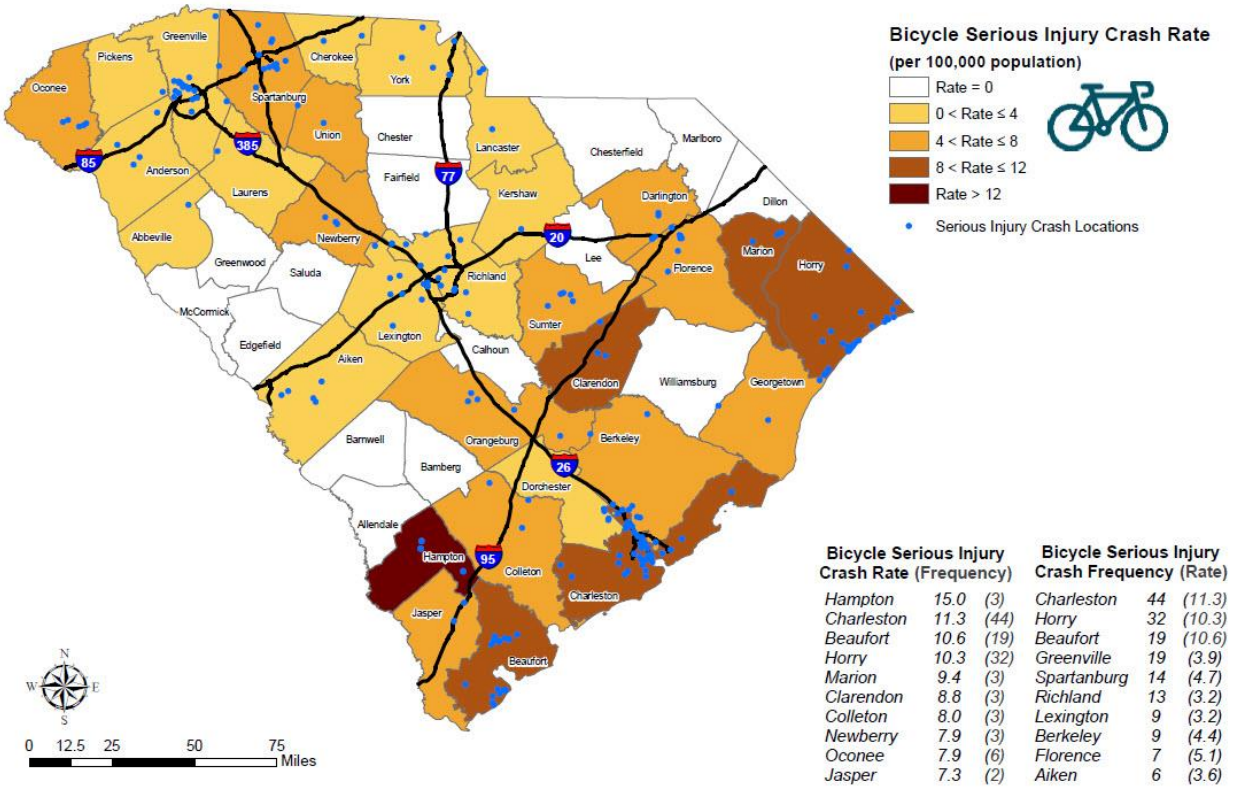
Figure 9 – Bicycle Fatal Crashes/Rates by County



Bicycle Fatal Crash Rate (Frequency)			Bicycle Fatal Crash Frequency (Rate)		
Colleton	*8.0*	*(3)*	*Charleston*	*19*	*(4.9)*
Jasper	*7.3*	*(2)*	*Beaufort*	*10*	*(5.6)*
Georgetown	*6.6*	*(4)*	*Richland*	*8*	*(2.0)*
Marion	*6.3*	*(2)*	*Aiken*	*7*	*(4.2)*
Williamsburg	*6.2*	*(2)*	*Horry*	*6*	*(1.9)*
Beaufort	*5.6*	*(10)*	*Florence*	*6*	*(4.3)*
Barnwell	*4.6*	*(1)*	*Spartanburg*	*6*	*(2.0)*
Charleston	*4.6*	*(19)*	*Georgetown*	*4*	*(6.6)*
Darlington	*4.4*	*(3)*	*Darlington*	*3*	*(4.4)*
Chesterfield	*4.3*	*(2)*	*Colleton*	*3*	*(8.0)*

Figure 10 summarizes the most recent five-year history of bicycle crash frequency and crash rate by county for serious injury crashes between 2015 and 2019. The greatest *frequency* of serious injury bicycle crashes occurred in urban counties such as Charleston, Horry, and Beaufort. Unlike for fatal crashes, the highest bicycle serious injury crash *rates* were not focused in rural counties. Instead, the highest crash rates were observed in Hampton, Charleston, and Beaufort Counties.

Figure 10 – Bicycle Serious Injury Crashes/Rates by County

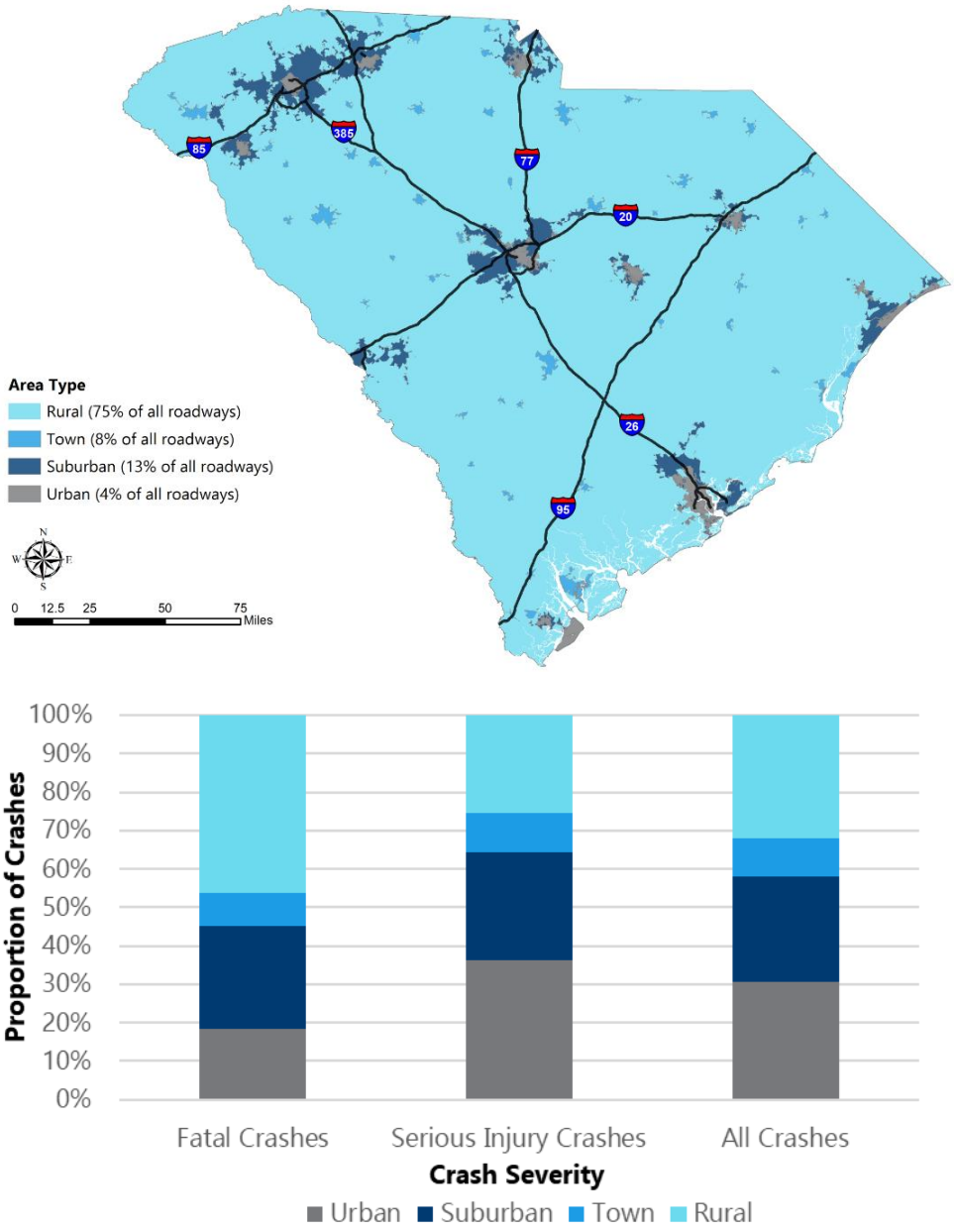


Bicycle Serious Injury Crash Rate (Frequency)			Bicycle Serious Injury Crash Frequency (Rate)		
Hampton	*15.0*	*(3)*	*Charleston*	*44*	*(11.3)*
Charleston	*11.3*	*(44)*	*Horry*	*32*	*(10.3)*
Beaufort	*10.6*	*(19)*	*Beaufort*	*19*	*(10.6)*
Horry	*10.3*	*(32)*	*Greenville*	*19*	*(3.9)*
Marion	*9.4*	*(3)*	*Spartanburg*	*14*	*(4.7)*
Clarendon	*8.8*	*(3)*	*Richland*	*13*	*(3.2)*
Colleton	*8.0*	*(3)*	*Lexington*	*9*	*(3.2)*
Newberry	*7.9*	*(3)*	*Berkeley*	*9*	*(4.4)*
Oconee	*7.9*	*(6)*	*Florence*	*7*	*(5.1)*
Jasper	*7.3*	*(2)*	*Aiken*	*6*	*(3.6)*

Figure 11 illustrates bicycle crashes by area type. **Urban** and **Rural** areas were determined and further subdivided as **Town** and **Suburban** from United States Census Bureau Data compiled by the NCES.

The results of the area type analyses indicate that more than **50%** of all bicycle crashes occur in Urban and Suburban areas in South Carolina, but roadways in Urban and Suburban areas only account for **17%** of all roadways in the state. This data and other similar summary data comparisons were used for the crash risk assessment documented in **Section 4**.

Figure 11 – Bicycle Crashes by Area Type



3.2. Crash Typing

A detailed crash typing review of the fatal pedestrian and bicycle crashes was conducted using the Federal Highway Administration's (FHWA) online *Pedestrian and Bicycle Information Center* tools. One such tool, the Pedestrian and Bicycle Crash Analysis Tool (PBCAT), can be used to assign a specific crash type to each collision. Crash typing provides enhanced insight into the sequence of events that led up to the motor vehicle crash with the pedestrian or bicyclist. There are 30 different pedestrian crash types and 44 different bicyclist crash types that describe possible contributing factors, each of which are summarized on the following sites:

- Pedestrian Crash Types: **pedbikeinfo.org/pbcat_us/ped_images.cfm**
- Bike Crash Types: **pedbikeinfo.org/pbcat_us/bike_images.cfm**

The PBCAT was used to crash type all the fatal pedestrian and bicycle crashes examined for this report. The South Carolina Traffic Collision Report Forms (TR-310) associated with all fatal pedestrian and bicycle crashes in the PBSAP study database were reviewed for the 2015-2019 analysis period. Each report was thoroughly reviewed to retrieve information that could lead to a better understanding of the contributing factors for a given crash, with a focus on extracting data from the crash diagrams and narratives. Additional data from SCDOT's GIS department and Google Earth were used to incorporate additional details and characteristics to the crash data, including roadway geometry, pedestrian accommodations and crossing conditions, and crash location (i.e., at intersections or midblock) to help determine the risk factors associated with the crashes.

Table 2 summarizes the crash types and descriptions for the pedestrian fatal crashes, and **Table 3** summarizes the crash types and descriptions for the bicycle fatal crashes in South Carolina between 2015 and 2019.

A total of 759 pedestrian fatal crashes occurred during the five-year study period from 2015 to 2019. The majority of crashes occurring in urban areas involved a pedestrian struck by a vehicle while crossing the roadway at a midblock location. On the contrary, the majority of crashes occurring in rural areas involved a pedestrian struck from the front or behind while walking along the roadway.

A total of 109 bicycle fatal crashes occurred during the five-year study period from 2015 to 2019. The majority of these crashes, regardless of area type, involved a bicyclist struck while being overtaken (i.e., passed) by a motor vehicle.

Table 2 – Pedestrian Fatal Crash Types

Crash Group Crash Type	Number of Crashes	% of Total	% Urban	% Rural
Crossing Roadway - Vehicle Not Turning The pedestrian was struck while crossing the roadway (not an expressway) by a vehicle that was traveling straight through.	**247**	**32.5%**	**86%**	**14%**
Pedestrian Failed to Yield	239	31.5%		
Motorist Failed to Yield	8	1.1%		
Walking Along Roadway The pedestrian was standing or walking along the roadway on the edge of a travel lane, or on a shoulder or sidewalk.	**175**	**23.1%**	**52%**	**48%**
Walking Along Roadway With Traffic - From Behind	134	17.7%		
Walking Along Roadway With Traffic - From Front	2	0.3%		
Walking Along Roadway Against Traffic - From Behind	3	0.4%		
Walking Along Roadway Against Traffic - From Front	35	4.6%		
Walking Along Roadway - Direction / Position Unknown	1	0.1%		
Pedestrian in Roadway - Circumstances Unknown The pedestrian was standing, walking, or lying in the road right-of-way at an intersection or midblock location but the circumstances do not otherwise fit any previously described or are unknown.	**135**	**17.8%**	**55%**	**45%**
Lying in Roadway	51	6.7%		
Standing in Roadway	43	5.7%		
Walking in Roadway	41	5.4%		
Unusual Circumstances The crash involved a disabled vehicle, emergency vehicle or vehicle in pursuit, play vehicle, driverless vehicle, or the pedestrian was struck intentionally, was clinging to a vehicle, or was struck as a result of other unusual circumstances.	**69**	**9.1%**	**67%**	**33%**
Pedestrian on Vehicle	2	0.3%		
Vehicle-Vehicle / Object	2	0.3%		
Motor Vehicle Loss of Control	16	2.1%		
Pedestrian Loss of Control	2	0.3%		
Other Unusual Circumstances	1	0.1%		
Driverless Vehicle	2	0.3%		
Disabled Vehicle-Related	41	5.4%		
Emergency Vehicle-Related	3	0.4%		
Dash / Dart-Out The pedestrian either ran into the roadway in front of a motorist whose view of the pedestrian was not obstructed or walked or ran into the road and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.	**49**	**6.5%**	**75%**	**25%**
Dash	7	0.9%		
Dart-Out	42	5.5%		
Crossing Expressway The pedestrian was on an expressway or expressway ramp when struck by a motor vehicle.	**29**	**3.8%**	**93%**	**7%**
Crossing an Expressway	29	3.8%		

Crash Group Crash Type	Number of Crashes	% of Total	% Urban	% Rural
Working or Playing in Roadway The pedestrian was working or playing in the roadway.	**15**	**2.0%**	**53%**	**47%**
Working in Roadway	12	1.6%		
Playing in Roadway	3	0.4%		
Other / Unknown - Insufficient Details The circumstances do not clearly fit any of the situations described or are unknown.	**12**	**1.6%**	**92%**	**8%**
Non-Intersection – Other/Unknown	7	0.9%		
Intersection – Other/Unknown	4	0.5%		
Unknown Location	1	0.1%		
Crossing Roadway - Vehicle Turning The pedestrian was struck while crossing a non-expressway road by a vehicle that was turning or about to turn.	**8**	**1.1%**	**100%**	**0%**
Motorist Left Turn – Parallel Paths	4	0.5%		
Motorist Left Turn – Perpendicular Paths	1	0.1%		
Motorist Right Turn – Parallel Paths	2	0.3%		
Motorist Right Turn on Red – Perpendicular Paths	1	0.1%		
Multiple Threat / Trapped The pedestrian entered the roadway on a green signal or in front of standing or slowing traffic and was trapped when the signal changed and traffic started moving or was struck by a vehicle traveling in the same direction as the stopped traffic.	**5**	**0.7%**	**100%**	**0%**
Multiple Threat	5	0.7%		
Crossing Driveway or Alley The pedestrian was crossing a driveway on a sidewalk crossing, shared-use path, shoulder, or edge of the travel lane.	**4**	**0.5%**	**100%**	**0%**
Motorist Entering Driveway or Alley	1	0.1%		
Motorist Exiting Driveway or Alley	3	0.4%		
Off Roadway The pedestrian was struck in a parking lot, driveway, open area or other or unknown, non-roadway area (vehicle not backing).	**4**	**0.5%**	**75%**	**25%**
Off Roadway - Other / Unknown	4			
Backing Vehicle The pedestrian was struck by a vehicle that was backing at the time.	**3**	**0.4%**	**33%**	**67%**
Backing Vehicle - Roadway	2			
Backing Vehicle - Other / Unknown	1			
Waiting to Cross The pedestrian was standing on the curb or near the roadway edge waiting to cross the roadway when struck.	**3**	**0.4%**	**100%**	**0%**
Waiting to Cross - Vehicle Turning	1			
Waiting to Cross - Vehicle Not Turning	2			
Unique Midblock The crash was associated with a vendor truck, mailbox, or other roadside 'destination' that was not a bus, or the pedestrian was struck while entering or exiting a parked vehicle.	**1**	**0.1%**	**100%**	**0%**
Mailbox-Related	1			
TOTALS	**759**		**70%**	**30%**

Table 3 – Bicycle Fatal Crash Types

Crash Group Crash Type	Number of Crashes	% of Total	% Urban	% Rural
Motorist Overtaking Bicyclist The motorist was overtaking the bicyclist at the time of the crash.	**67**	**61.5%**	**54%**	**46%**
Motorist Overtaking - Undetected Bicyclist	41	37.6%		
Motorist Overtaking - Misjudged Space	7	6.4%		
Motorist Overtaking - Bicyclist Swerved	7	6.4%		
Motorist Overtaking - Other/ Unknown	12	11.0%		
Loss of Control / Turning Error Either the motorist or the bicyclist lost control of their vehicle or made a turning error and inadvertently moved into the path of the other operator. Note: Includes loss of control due to mechanical problems or operator error, or turning errors such as traveling into the opposing lane.	**11**	**10.1%**	**73%**	**27%**
Bicyclist Lost Control - Alcohol / Drug Impairment	1	0.9%		
Bicyclist Lost Control - Other / Unknown	2	1.8%		
Motorist Lost Control - Oversteering, Improper Braking, Speed	2	1.8%		
Motorist Lost Control - Alcohol / Drug Impairment	4	3.7%		
Motorist Lost Control - Other / Unknown	2	1.8%		
Bicyclist Failed to Yield - Midblock The bicyclist rode into the street from a non-intersection location (including residential or commercial driveway or other midblock location) without yielding to the motorist.	**10**	**9.2%**	**70%**	**30%**
Bicyclist Ride Out - Commercial Driveway / Alley	1	0.9%		
Bicyclist Ride Out - Other Midblock	7	6.4%		
Bicyclist Ride Out - Residential Driveway	2	1.8%		
Bicyclist Failed to Yield - Sign-Controlled Intersection The bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the sign or did not properly yield right-of-way to the motorist. Note: Crashes at traffic circles or roundabouts with yield control are included here.	**9**	**8.3%**	**89%**	**11%**
Bicyclist Ride Out - Sign-Controlled Intersection	3	2.8%		
Bicyclist Ride Through - Sign-Controlled Intersection	6	5.5%		
Bicyclist Failed to Yield - Signalized Intersection The bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the signal or did not properly yield right-of-way to the motorist.	**5**	**4.6%**	**100%**	**0%**
Bicyclist Ride Through - Signalized Intersection	5	4.6%		
Head-On Either operator was going the wrong way, and the two parties collided head-on.	**3**	**2.8%**	**67%**	**33%**
Head-On - Bicyclist	2	1.8%	50%	50%
Head-On - Motorist	1	0.9%	100%	0%
Parallel Paths - Other Circumstances The bicyclist and motorist were on initial parallel paths, but the crash cannot be further classified.	**2**	**1.8%**	**100%**	**0%**
Bicyclist Ride Out - Parallel Path	1	0.9%	100%	0%
Parallel Paths - Other / Unknown	1	0.9%	100%	0%

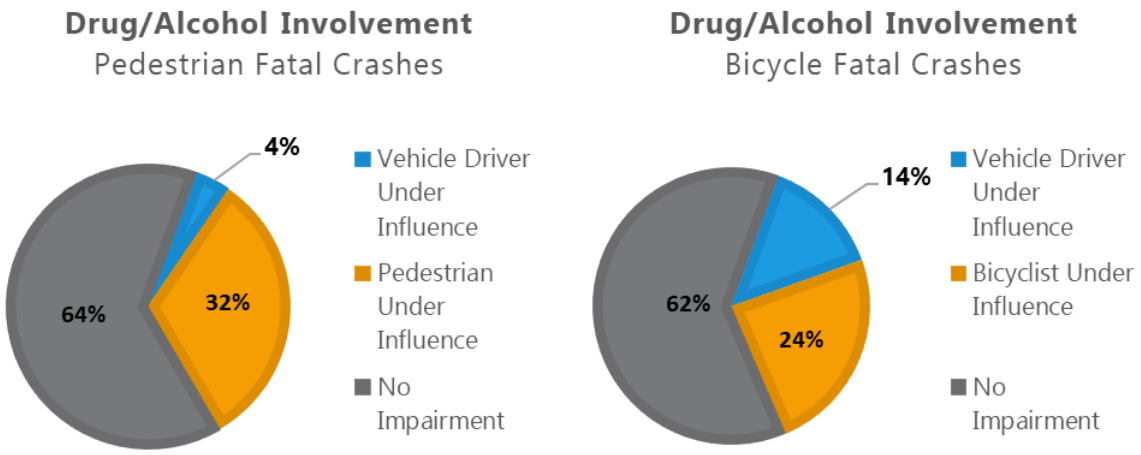
Crash Group Crash Type	Number of Crashes	% of Total	% Urban	% Rural
Motorist Failed to Yield - Midblock The motorist drove across the sidewalk or into the street from a non-intersection location (including residential or commercial driveway or other midblock location) without yielding to the bicyclist.	**1**	**0.9%**	**0%**	**100%**
Motorist Drive Out - Residential Driveway	1	0.9%	0%	100%
Motorist Failed to Yield - Signalized Intersection The motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the signal or did not properly yield right-of-way to the bicyclist.	**1**	**0.9%**	**100%**	**0%**
Motorist Drive Through - Signalized Intersection	1	1%	100%	0%
Head-On Either operator was going the wrong way, and the two parties collided head-on.	**3**	**2.8%**	**67%**	**33%**
Head-On - Bicyclist	2	1.8%	50%	50%
Head-On - Motorist	1	0.9%	100%	0%
Parallel Paths - Other Circumstances The bicyclist and motorist were on initial parallel paths, but the crash cannot be further classified.	**2**	**1.8%**	**100%**	**0%**
TOTALS	**109**		**63%**	**37%**

3.2.1. Drug- and Alcohol-Involved Crashes

During review of the TR-310 crash reports associated with fatal pedestrian and bicycle crashes, there was a significant discrepancy between the summary data fields (i.e., "Probable Cause" and "Other Contributing Factors") and the crash report narratives regarding drug and/or alcohol involvement. Specifically, impairment-involved crashes are substantially under-reported in the summary data fields, especially for crashes involving non-motorist impairment. This finding suggests that there is room for improvement in reporting processes and that care should be taken when reviewing South Carolina TR-310 crash report summary data fields for pedestrian and bicycle crashes, as impairment-related data may be unreliable.

Figure 12 illustrates the drug and alcohol involvement for pedestrian fatal and bicycle fatal crashes.

Figure 12 – Drug/Alcohol Involvement Summary



3.3. High-Crash Roadways and Intersections

A GIS analysis was conducted to identify high-crash roadways and intersections in South Carolina. This analysis considered the statewide transportation network, which includes more than 50,000 roadway segments and 215,000 intersections. Due to the prohibition of non-motorized traffic on Interstate facilities, these roadways were excluded from the GIS analyses.

Considering five years of pedestrian and bicycle crash data from 2015 through 2019, a spatial cluster analysis was used to characterize the density of crashes along roadways segments and frequency of crashes at intersections. The resultant roadway segments were adjusted to reflect the extents of crash clusters with a minimum segment length of one-quarter mile and a maximum segment length of approximately one mile. The minimum length restriction was intended to minimize bias of crash densities towards segments shorter in length. For intersections, crashes within a 150-foot buffer around the intersections were considered and all intersections with four or more pedestrian and bicycle crashes occurring in the study timeframe were identified.

The top 100 high-crash segments and 94 high-crash intersections in the PBSAP database are summarized in **Table 4** and **Table 5.** Highlighted roadway names in **Table 4** identify locations for recently completed or planned state or local projects including, but not limited to, RSAs identified by the SCDOT Traffic Safety Office. Highlighted intersections in **Table 5** similarly identify locations for recently completed or currently planned state or local projects, along with SCDOT Traffic Safety Office RSAs. Previous RSAs were completed in 2020 and project development is underway at these locations; future RSAs are being planned at this time. This listing was ultimately reduced to a set of high-priority locations for countermeasure selection and prioritization, as discussed further in **Section 6.**

Table 4 – High-Crash Roadway Segments

Roadway Segment Description				Roadway Segment Crash Summary								
				Crash Frequency					Crash Severity			
Roadway Segment	County	Route Number	High-Crash Intersections in Segment	Bicycle Crashes	Pedestrian Crashes	Total Crashes	Segment Length (feet)	Density (crashes/ mile)	Fatal (K)	Incapa-citating Injury (A)	Non-Incapa-citating Injury (B)	Possible Injury (C)	Property Damage Only (O)
Calhoun Street from Courtenay Drive to Meeting Street	Charleston	S-404	7	22	48	**70**	5,210	70.9	1	4	14	40	11
King Street from Carolina Street to George Street	Charleston	S-104	8	29	36	**65**	5,560	61.7	2	6	18	29	10
Meeting Street from Line Street to Society Street	Charleston	S-107	6	30	28	**58**	5,080	60.3	1	6	19	26	6
Kings Highway from 3rd Avenue South to 15th Avenue South	Horry	US 17	3	26	15	**41**	4,600	47.1	2	5	18	11	5
Kings Highway from 9th Avenue North to 23rd Avenue North	Horry	US 17	4	16	21	**37**	5,060	38.6	1	12	7	13	4
Rivers Avenue from Verde Avenue to Reynolds Avenue	Charleston	US 52	4	7	28	**35**	4,500	41.1	2	6	11	12	4
Ashley Phosphate Road from Rivers Avenue to Rock Street	Charleston	S-75	3	9	20	**29**	5,020	30.5	2	1	10	11	5
Harden Street from Gervais Street to Blossom Street	Richland	S-10	3	5	21	**26**	3,240	42.4	0	1	6	14	5
Blossom Street from Lincoln Street to Saluda Avenue	Richland	US 21	4	2	24	**26**	5,860	23.4	0	2	5	10	7
River Street/S. Richardson Street from Elford Street to Main Street	Greenville	S-664	3	12	11	**23**	4,500	27.0	0	2	9	8	4
St. Philip Street from Spring Street to Wentworth Street	Charleston	S-106	2	12	11	**23**	4,440	27.4	0	0	12	6	5
Dorchester Road from Kent Avenue to Lexington Avenue	Charleston	SC 642	1	10	12	**22**	5,670	20.5	2	4	5	8	3
Kings Highway from 6th Avenue South to 8th Avenue North	Horry	US 17	1	15	7	**22**	5,380	21.6	3	2	9	5	3
Assembly Street from Senate Street to Elmwood Avenue	Richland	SC 48	2	3	19	**22**	5,240	22.2	0	2	3	7	8
Ocean Boulevard from 9th Avenue North to 22nd Avenue North	Horry	L-73	0	12	10	**22**	4,660	24.9	0	0	10	6	6
Rivers Avenue from Aviation Avenue to Harley Street	Charleston	US 52	1	9	12	**21**	5,230	21.2	0	2	4	11	4
King Street from George Street to Broad Street	Charleston	S-104	3	7	14	**21**	3,100	35.8	0	1	8	10	2
Ashley Phosphate Road from Fennell Road to Playland Drive	Dorchester	S-62	0	3	16	**19**	3,980	25.2	6	1	5	7	0
William Hilton Parkway from Union Cemetery Road to Beach City Road	Beaufort	US 278	1	12	7	**19**	5,370	18.7	2	3	7	7	0
Rivers Avenue from Eagle Landing Boulevard to Morris Baker Boulevard	Charleston	US 52	1	4	15	**19**	4,670	21.5	1	4	8	4	2
Assembly Street from Heyward Street to Senate Street	Richland	SC 48	3	4	15	**19**	5,180	19.4	0	1	4	12	2
Broad River Road from Marley Drive to Elm Abode Terrace	Richland	US 176	1	1	17	**18**	5,300	17.9	0	3	8	6	1
Ashley River Road from Savage Road to Crull Drive	Charleston	SC 61	2	10	8	**18**	4,700	20.2	1	0	8	9	0
White Horse Road from W Marion Road to Banner Drive	Greenville	US 25	1	3	14	**17**	3,490	25.7	2	2	5	7	1
Gervais Street from Marion Street to Williams Street	Richland	US 1	1	4	13	**17**	5,320	16.9	1	2	4	6	4
Robert M. Grissom Parkway from Stalvey Avenue to Executive Avenue	Horry	S-1315	2	17	0	**17**	3,300	27.2	0	0	7	9	1

Roadway Segment Description				Roadway Segment Crash Summary									
				Crash Frequency					Crash Severity				
Roadway Segment	County	Route Number	High-Crash Intersections in Segment	Bicycle Crashes	Pedestrian Crashes	Total Crashes	Segment Length (feet)	Density (crashes/ mile)	Fatal (K)	Incapa-citating Injury (A)	Non-Incapa-citating Injury (B)	Possible Injury (C)	Property Damage Only (O)
Ocean Boulevard from 6th Avenue South to 18th Avenue South	Horry	L-73	0	7	10	**17**	4,220	21.3	0	1	8	2	6
Poinsett Highway from Hammett Street to Walker Street	Greenville	US 276	0	5	11	**16**	5,560	15.2	3	3	5	4	1
Broad River Road from Brook Pines Drive to Zimalcrest Drive	Richland	US 176	1	3	13	**16**	4,990	16.9	1	1	5	9	0
21st Avenue North from US 17 Bypass to John Q. Hammons Street	Horry	S-241	3	7	8	**15**	2,840	27.9	2	2	5	4	2
Bells Highway from Cycle Lane to Robertson Boulevard	Colleton	SC 64	0	4	10	**14**	4,140	17.9	4	3	0	4	3
Pete Hollis Boulevard from Finley Street to Montgomery Avenue	Greenville	SC 183	1	6	8	**14**	5,390	13.7	1	5	2	4	2
Meeting Street from Society Street to Queen Street	Charleston	S-107	0	7	7	**14**	2,180	33.9	1	0	9	4	0
Dorchester Road from Veneer Avenue to Oscar Johnson Drive	Charleston	SC 642	0	6	8	**14**	4,820	15.3	0	1	5	7	1
Rivers Avenue from Mabeline Road to Iron Rod Court	Charleston	US 52	1	6	7	**13**	5,614	12.2	2	3	1	5	2
Kings Highway from 43rd Avenue South to 29th Avenue South	Horry	US 17	0	4	9	**13**	4,910	14.0	1	2	6	2	2
Ron McNair Boulevard from Deep River Street to Kelley Street	Florence	US 52	0	6	7	**13**	4,980	13.8	1	2	1	6	3
Mr. Joe White Avenue from Robert M. Grissom Parkway to US 17 Bypass	Horry	S-215	1	9	3	**12**	4,810	13.2	0	3	1	4	4
Courtenay Drive from Cannon Street to Calhoun Street	Charleston	S-550	3	1	11	**12**	1,900	33.3	1	0	1	9	1
Huger Street from Rutledge Avenue to Hanover Street	Charleston	S-99	1	9	3	**12**	3,210	19.7	0	1	2	8	1
Remount Road from Rhett Avenue to Hardy Avenue	Charleston	S-13	0	1	11	**12**	5,410	11.7	1	0	2	8	1
Church Street from Daniel Morgan Avenue to Kennedy Street	Spartanburg	US 221	1	2	10	**12**	2,710	23.4	0	0	5	4	3
Augusta Road from Huntington Drive to Hammond Avenue	Lexington	US 1	0	4	8	**12**	3,220	19.7	0	0	4	5	3
S. Church Street from Prout Drive to E Cheves Street	Florence	S-12	1	6	5	**11**	5,150	11.3	1	2	2	6	0
Socastee Boulevard from Dick Pond Road to Manor Circle	Horry	SC 707	0	4	7	**11**	4,090	14.2	1	1	3	6	0
Two Notch Road from Edgewood Avenue to Covenant Road	Richland	US 1	0	1	10	**11**	3,750	15.5	0	1	3	7	0
Main Street from 2nd South Street to 5th North Street	Dorchester	US 17	1	2	9	**11**	3,800	15.3	1	0	3	5	2
College Street/Beattie Place from Academy Street to Church Street	Greenville	SC 183	1	5	6	**11**	2,070	28.1	0	1	4	3	3
Lucas Street from Fraser Street to Pecan Street	Florence	US 52	0	5	5	**10**	3,270	16.1	2	2	1	4	1
Kings Highway from South Highland Way to 71st Avenue North	Horry	US 17	0	3	7	**10**	3,960	13.3	1	2	4	2	1
Remount Road from Parana Street to Rivers Avenue	Charleston	S-13	0	3	7	**10**	3,400	15.5	0	3	2	3	2
St. James Avenue from Goose Creek Boulevard to Old Moncks Boulevard	Berkeley	US 176	0	3	7	**10**	5,520	9.6	2	0	2	5	1
11th Avenue North from Kings Highway to White Street	Horry	S-215	1	6	4	**10**	2,990	17.7	0	2	2	4	2

Roadway Segment Description				Roadway Segment Crash Summary								
				Crash Frequency					Crash Severity			
Roadway Segment	County	Route Number	High-Crash Intersections in Segment	Bicycle Crashes	Pedestrian Crashes	Total Crashes	Segment Length (feet)	Density (crashes/ mile)	Fatal (K)	Incapa-citating Injury (A)	Non-Incapa-citating Injury (B)	Possible Injury (C)	Property Damage Only (O)
Kings Highway from 23rd Avenue North to 30th Avenue North	Horry	US 17	4	6	4	**10**	3,160	16.7	0	1	3	4	2
Two Notch Road from Trenholm Road to Horseshoe Circle	Richland	US 1	0	1	8	**9**	2,610	18.2	2	2	2	3	0
Folly Road from Eugene Gibbs Street to Calvary Baptist Church	Charleston	SC 171	1	5	4	**9**	2,400	19.8	1	3	3	1	1
Bush River Road from Independence Avenue to Latonea Road	Lexington	S-273	0	1	8	**9**	3,850	12.3	3	0	2	3	1
Elmwood Avenue from Park Street to Marion Street	Richland	US 21	1	3	6	**9**	2,170	21.9	1	1	2	4	1
Main Street from Liberty Street to John B. White Sr. Boulevard	Spartanburg	L-3	0	1	8	**9**	4,220	11.3	1	1	5	0	2
Dorchester Road from Montague Avenue to Leslie Street	Charleston	SC 642	0	3	6	**9**	2,430	19.6	0	1	2	5	1
Main Street from Pendleton Street to Catawba Street	Richland	S-3054	0	3	6	**9**	3,630	13.1	0	1	5	2	1
Reid Street from Meeting Street to Drake Street	Charleston	S-2124	0	5	4	**9**	1,580	30.1	0	1	3	3	2
Dekalb Street from Mill Lane to Wylie Street	Kershaw	US 1	0	1	8	**9**	5,290	9.0	0	1	2	4	2
Savannah Highway from Parkdale Drive to Carrillo Street	Charleston	US 17	0	1	7	**8**	1,440	29.3	2	3	1	1	1
Dorchester Road from Archdale Boulevard to Lowell Drive	Charleston	SC 642	0	1	7	**8**	4,390	9.6	3	1	1	3	0
US 17 from Pinehurst Circle to McCorsley Avenue	Horry	US 17	0	2	6	**8**	1,670	8.3	2	1	4	1	0
US 17 from BN Lane to Pine Avenue	Horry	US 17	0	5	3	**8**	5,110	25.3	0	3	4	1	0
Maybank Highway from Plymouth Avenue to Fleming Road	Charleston	SC 700	1	3	5	**8**	2,850	14.8	2	0	3	3	0
Easley Ridge Road from Kilgore Street to Ledbetter Street	Greenville	US 123	0	2	6	**8**	2,040	20.7	1	1	2	3	1
University Boulevard from Buc Club Boulevard to Nevonna Drive	Charleston	US 78	0	3	5	**8**	3,930	10.7	0	1	2	5	0
St. Andrews Road from Strip Mall Access to I-26	Lexington	S-36	0	2	6	**8**	3,520	12.0	0	0	1	7	0
America Street from Cooper Street to Mary Street	Charleston	S-480	0	4	4	**8**	2,160	19.6	0	0	0	7	1
21st Avenue North from Corporate Centre Drive to Dunbar Street	Horry	S-241	0	7	1	**8**	1,850	22.8	0	0	3	3	2
E. Palmetto Street from Courtney Sq. Mobile Home DW to McCurdy Road	Florence	US 76	0	1	6	**7**	3,920	9.4	4	1	1	1	0
Forest Drive from Autumn Circle to Dellwood Drive	Richland	SC 12	0	0	7	**7**	3,080	12.0	1	3	1	2	0
Sunset Boulevard/N. Lake Drive from Dreher Street to Libby Lane	Lexington	US 378	0	1	6	**7**	3,840	9.6	1	3	2	1	0
W. Blue Ridge Drive from White Horse Road to Arch Street	Greenville	SC 253	1	2	5	**7**	2,410	15.3	1	2	1	2	1
St. Andrews Boulevard from 5th Avenue to Avondale Avenue	Charleston	SC 61	0	4	3	**7**	2,680	13.8	1	2	1	2	1
Chestnut Street from Ellis Avenue to Goff Avenue	Orangeburg	US 21	0	0	7	**7**	2,360	15.7	0	2	1	3	1
Jefferson Davis Highway from Crestview Avenue to Thompson Avenue	Aiken	US 1	0	1	6	**7**	3,930	9.4	1	0	4	1	1

Roadway Segment Description				Roadway Segment Crash Summary									
				Crash Frequency					Crash Severity				
Roadway Segment	County	Route Number	High-Crash Intersections in Segment	Bicycle Crashes	Pedestrian Crashes	Total Crashes	Segment Length (feet)	Density (crashes/ mile)	Fatal (K)	Incapa-citating Injury (A)	Non-Incapa-citating Injury (B)	Possible Injury (C)	Property Damage Only (O)
Wade Hampton Boulevard from Vance Street to Watson Road	Greenville	US 29	0	0	6	**6**	2,820	11.2	3	3	0	0	0
Pleasantburg Drive from Frontage Road to Mauldin Road	Greenville	SC 291	0	0	6	**6**	1,340	23.6	2	2	2	0	0
Taylor Street from Pulaski Street to Main Street	Richland	SC 12	0	0	6	**6**	3,190	9.9	2	2	0	2	0
Kings Highway from Kroger Access to Chestnut Avenue	Horry	US 17	0	1	5	**6**	1,840	17.2	1	2	2	1	0
Millwood Avenue from Page Street to Woodrow Street	Richland	US 76	0	1	5	**6**	1,990	15.9	3	0	1	2	0
Palmetto Bay Road from Archer Road to William Hilton Parkway	Beaufort	US 278	0	3	3	**6**	2,240	14.1	0	3	1	2	0
Kings Highway from Veterans Highway to Briarcliff Drive	Horry	US 17	0	1	5	**6**	3,090	10.3	1	2	2	1	0
Sulphur Springs Road from Pinsley Circle to Montis Drive	Greenville	S-87	0	0	6	**6**	3,810	8.3	1	2	1	1	1
Hanover Street from South Street to Cooper Street	Charleston	S-563	0	3	3	**6**	2,190	14.5	0	2	1	3	0
Wade Hampton Boulevard from Pine Knoll Drive to Rushmore Drive	Greenville	US 29	0	0	6	**6**	2,250	14.1	1	1	3	1	0
Ocean Highway from Hickory Drive to Waverly Road	Georgetown	US 17	0	2	4	**6**	1,710	18.5	1	1	1	1	2
Central Avenue from White Boulevard to Parkwood Drive	Dorchester	S-13	0	3	3	**6**	2,310	13.7	0	1	3	2	0
Azalea Drive from Old School Drive to Cosgrove Avenue	Charleston	S-894	0	3	3	**6**	2,870	11.0	0	1	2	3	0
Richland Avenue from Laurens Street to Sumter Street	Aiken	US 1	0	1	5	**6**	3,350	9.5	0	0	5	1	0
White Horse Road from Black Hawk Road to Staunton Bridge Road	Greenville	US 25	0	1	4	**5**	2,700	9.8	4	0	1	0	0
Edward E. Burroughs Highway from Legends Drive to Greenleaf Circle	Horry	US 501	0	1	4	**5**	3,790	7.0	4	0	0	1	0
Augusta Road from Wattling Road to Methodist Park Road	Lexington	US 1	0	2	3	**5**	2,280	11.6	2	0	1	2	0
Center Street from Indian Avenue to Arctic Avenue	Charleston	SC 171	0	0	5	**5**	1,320	20.0	0	1	4	0	0
Tiger Boulevard from Keowee Trail to Stoney Creek Drive	Pickens	US 76	0	1	4	**5**	2,290	11.5	0	1	0	4	0
Rhett Avenue from Wright Street to Bentley Road	Charleston	S-60	0	0	4	**4**	2,340	9.0	2	1	0	0	1

Table 5 – High-Crash Intersections

Intersection Description		Intersection Crash Data							
		Crash Frequency			Crash Severity				
Intersection	County	Bicycle Crashes	Pedestrian Crashes	Total Crashes	Fatal (K)	Incapa-citating Injury (A)	Non-Incapa-citating Injury (B)	Possible Injury (C)	Property Damage Only (O)
King Street / Calhoun Street	Charleston	5	8	**13**	0	1	1	7	4
Meeting Street / Calhoun Street	Charleston	4	7	**11**	0	0	4	4	3
Rivers Avenue (US 78) / Cosgrove Avenue (SC 7)	Charleston	0	10	**10**	1	2	3	2	2
Ashley Avenue / Calhoun Street	Charleston	2	8	**10**	0	1	2	7	0
Meeting Street / Columbus Street	Charleston	5	5	**10**	0	0	3	7	0
Coming Street / Calhoun Street	Charleston	3	6	**9**	0	1	4	3	1
Ashley Phosphate Road / Stall Road	Charleston	2	7	**9**	0	0	3	3	3
White Horse Road (US 25) / Blue Ridge Road (SC 253)	Greenville	2	6	**8**	1	1	2	4	0
Meeting Street / Line Street	Charleston	5	3	**8**	0	3	1	4	0
King Street / Woolfe Street	Charleston	2	6	**8**	0	2	3	2	1
Ashley Phosphate Road / Rivers Avenue (US 52)	Charleston	2	6	**8**	0	1	3	4	0
St. Philip Street / Calhoun Street	Charleston	3	5	**8**	0	0	3	3	2
US 501 / Robert M. Grissom Parkway	Horry	8	0	**8**	0	0	3	5	0
Two Notch Road (US 1) / Taylor Street (SC 12)	Richland	1	6	**7**	0	1	2	4	0
William Hilton Parkway (US 278) / Mathews Drive (S-44)	Beaufort	6	1	**7**	0	0	4	3	0
Kings Highway (US 17) / 16th Avenue North	Horry	5	2	**7**	0	3	3	1	0
Meeting Street / Woolfe Street	Charleston	3	4	**7**	0	2	4	1	0
Kings Highway (US 17) / Robert Edge Parkway	Horry	5	2	**7**	0	0	5	2	0
21st Avenue North / Seaboard Street	Horry	6	1	**7**	0	0	4	2	1
Meeting Street / Mary Street	Charleston	3	4	**7**	0	0	1	6	0
Ben Sawyer Boulevard (SC 703) / McCants Drive (S-51)	Charleston	5	1	**6**	0	0	3	1	2
William Hilton Parkway (US 278) / Palmetto Parkway	Beaufort	2	4	**6**	1	1	1	3	0
Sam Rittenberg Road (SC 7) / Ashley River Road (SC 61)	Charleston	1	5	**6**	1	1	0	4	0
Elmwood Avenue (US 76) / Main Street (US 176)	Richland	2	4	**6**	1	0	1	4	0
River Street / Broad Street	Greenville	1	5	**6**	0	2	3	0	1
King Street / Cannon Street	Charleston	5	1	**6**	0	1	3	1	1
Gervais Street (US 1) / Harden Street	Richland	0	6	**6**	0	1	1	4	0
Kings Highway (US 17) / 3rd Avenue South	Horry	5	1	**6**	0	1	2	1	2
Kings Highway (US 17) / 7th Avenue South	Horry	3	3	**6**	0	0	3	3	0
King Street / Mary Street	Charleston	1	5	**6**	0	0	2	4	0
Greene Street / Harden Street	Richland	0	6	**6**	0	0	2	2	2

Intersection Description		Intersection Crash Data							
		Crash Frequency			Crash Severity				
Intersection	County	Bicycle Crashes	Pedestrian Crashes	Total Crashes	Fatal (K)	Incapa-citating Injury (A)	Non-Incapa-citating Injury (B)	Possible Injury (C)	Property Damage Only (O)
Meeting Street / George Street	Charleston	5	1	**6**	0	0	2	2	2
Devine Street / Harden Street	Richland	0	6	**6**	0	0	1	3	2
King Street (US 78) / Huger Street	Charleston	3	3	**6**	0	1	1	3	1
Assembly Street (SC 48) / College Street	Richland	0	6	**6**	0	1	2	1	2
Assembly Street (SC 48) / Whaley Street	Richland	1	5	**6**	0	0	0	5	1
Pleasantburg Drive (SC 291) / Melvin Drive (S-764)	Greenville	0	5	**5**	1	2	1	1	0
Atlantic Avenue (S-51)/ Dogwood Drive (S-244)	Horry	1	4	**5**	0	0	1	4	0
Main Street (US-276) / McElhaney Road (S-103)	Greenville	4	1	**5**	0	0	2	2	1
Spring Street (US 17) / Hagood Avenue	Charleston	1	4	**5**	1	1	2	0	1
Kings Highway (US 17) / 14th Avenue North	Horry	2	3	**5**	1	1	1	1	1
Rivers Avenue (US 52) / Otranto Road	Charleston	0	5	**5**	1	0	2	1	1
Savannah Highway (US 17) / Magnolia Road	Charleston	1	4	**5**	0	3	0	2	0
21st Avenue North / Greens Boulevard	Horry	0	5	**5**	0	2	0	3	0
Camp Road / Folly Road (SC 171)	Charleston	2	3	**5**	0	2	1	1	1
Kings Highway (US 17) / 11th Avenue North	Horry	1	4	**5**	0	1	0	4	0
King Street (US 78) / Engel Street	Charleston	1	4	**5**	0	0	2	3	0
King Street / Spring Street	Charleston	3	2	**5**	0	0	2	3	0
Rivers Avenue (US 52) / McMillan Avenue	Charleston	1	4	**5**	0	0	2	3	0
Bee Street / Courtenay Drive	Charleston	0	5	**5**	0	0	1	4	0
Rivers Avenue (US 52) / Dorchester Road (SC 642)	Charleston	1	4	**5**	0	0	1	4	0
Ashley Phosphate Road / Northwoods Boulevard	Charleston	2	3	**5**	0	0	2	2	1
Rivers Avenue (US 78) / Reynolds Avenue	Charleston	2	3	**5**	0	0	2	2	1
Barre Street / Calhoun Street	Charleston	1	4	**5**	0	0	0	5	0
Blossom Street (US 21) / Sumter Street	Richland	0	5	**5**	0	0	1	3	1
Broad River Road (US 176) / Metze Road	Richland	0	5	**5**	0	0	1	3	1
King Street / George Street	Charleston	2	3	**5**	0	0	1	3	1
Dupre Lane / Mathis Ferry Road	Charleston	4	1	**5**	0	0	1	2	2
Forest Drive (SC 12) / Beltline Boulevard (SC 16)	Richland	1	3	**4**	0	2	2	0	0
McMillan Avenue (S-48)/ Spruill Avenue (S-32)	Charleston	3	1	**4**	0	1	1	2	0
Lafayette Drive (US-15) / Manning Avenue (S-152)	Sumter	2	2	**4**	0	1	1	2	0
Red Bank Road / Sunrise Boulevard	Berkeley	0	4	**4**	2	0	0	1	1
Pete Hollis Boulevard (SC 183) / Alexander Street	Greenville	0	4	**4**	1	1	0	0	2

Intersection Description		Intersection Crash Data							
		Crash Frequency			Crash Severity				
Intersection	County	Bicycle Crashes	Pedestrian Crashes	Total Crashes	Fatal (K)	Incapa-citating Injury (A)	Non-Incapa-citating Injury (B)	Possible Injury (C)	Property Damage Only (O)
Coming Street / Septima Clark Parkway (US 17)	Charleston	2	2	**4**	1	0	0	1	2
Kings Highway (US 17) / 9th Avenue South	Horry	2	2	**4**	0	2	1	1	0
Mr. Joe White Avenue / Robert M. Grissom Parkway	Horry	3	1	**4**	0	2	1	1	0
Broad River Road (US 176) / Longcreek Drive	Richland	0	4	**4**	0	2	0	1	1
King Street / Columbus Street	Charleston	3	1	**4**	0	1	2	0	1
Blossom Street (US 21) / Saluda Avenue	Richland	0	4	**4**	0	1	1	1	1
Sea Island Parkway (US 21) / Ladys Island Drive	Beaufort	3	1	**4**	0	1	1	1	1
Rivers Avenue (US 52) / Mabeline Road	Charleston	2	2	**4**	0	1	0	2	1
Ashley River Road (SC 61) / Crull Drive	Charleston	3	1	**4**	0	0	2	2	0
Cheves Street / Church Street	Florence	4	0	**4**	0	0	2	2	0
River Street / Ready View Drive	Greenville	2	2	**4**	0	0	2	2	0
Dorchester Road (SC 642) / Bonds Avenue	Charleston	2	2	**4**	0	0	1	3	0
Blossom Street (US 21) / Assembly Street	Richland	0	4	**4**	0	0	2	1	1
Gervais Street (US 1) / Assembly Street	Richland	1	3	**4**	0	0	2	1	1
Assembly Street / Blanding Street	Richland	1	3	**4**	0	0	0	4	0
Rivers Avenue (US 52) / Gumwood Boulevard	Charleston	3	1	**4**	0	0	1	2	1
Blossom Street (US 21) / Bull Street	Richland	0	4	**4**	0	0	0	3	1
Calhoun Street / Courtenay Street	Charleston	0	4	**4**	0	0	0	3	1
Kings Highway (US 17) / 21st Avenue North	Horry	2	2	**4**	0	0	1	1	2
Calhoun Street / Alexander Street	Charleston	3	1	**4**	0	0	3	1	0
Pine Street / Irby Street (US 52)	Florence	0	4	**4**	0	0	1	3	0
Coleman Boulevard (SC 703) / Lansing Drive	Charleston	3	1	**4**	0	0	0	3	1
Zimalcrest Drive / Seminole Road	Richland	0	4	**4**	0	0	1	1	2
Kings Highway (US 17) / 11th Avenue South	Horry	4	0	**4**	0	0	0	2	2
College Street / Richardson Street	Greenville	3	1	**4**	0	0	3	0	1
King Street / Broad Street	Charleston	0	4	**4**	0	0	1	3	0
King Street / Society Street	Charleston	2	2	**4**	0	0	1	3	0
Cannon Street / St. Philip Street	Charleston	4	0	**4**	0	0	2	1	1
Oak Forest Lane / Robert M. Grissom Parkway	Horry	4	0	**4**	0	0	2	1	1
St. John Street (US 29) / Church Street	Spartanburg	0	4	**4**	0	0	2	1	1
Richardson Avenue / Main Street (US 17)	Dorchester	0	4	**4**	0	0	0	2	2

4. High-Risk Roadways

A key element of improving pedestrian and bicycle safety in South Carolina is proactively identifying locations at higher risk for crashes. Rather than *reactively* addressing existing crash history at a given location, this approach allows for improvements to be implemented *before* crashes occur. For the PBSAP, a crash risk assessment methodology was developed to proactively identify roadways that are at a higher risk for pedestrian and/or bicycle crashes where investment can help to lower the risk of serious injury and fatal crashes. This methodology was developed based upon a review of national practices and past pedestrian and bicycle safety action plan analyses, including those completed in Arizona, Georgia, and Virginia.

4.1. Crash Risk Assessment Methodology

The crash risk assessment methodology considers a GIS-based screening of factors that are frequently identified as contributing factors to, or environmental/facility conditions that are common to, serious injury and fatal crashes involving pedestrians and bicycles. It should be noted that the methodology does not represent all potential factors of interest to pedestrian and bicycle exposure and safety, and was focused on those criteria for which reliable statewide GIS data were available (from SCDOT and the United States Census Bureau) for this data-driven analysis. The following risk assessment factors were used for the PBSAP.

- Posted Speed Limit
- Number of Lanes
- Functional Class
- Median Type
- Paved Shoulder Width
- AADT
- Area Type (Urban, Suburban, Rural)
- Population Density
- % Households in Poverty
- Existing Crash History
- Proximity to Schools
- Proximity to Alcohol Sales

It should be noted that at the time of this plan's development, SCDOT did not have access to a reliable source of data for pedestrian and bicycle exposure (i.e., pedestrian and bicycle counts), a critical underlying factor in the potential for crashes involving non-motorists.

To help quantify how these factors contribute to fatal and serious injury pedestrian and bicycle crashes in South Carolina, a review was conducted to determine how these crashes were distributed for each of the factors over the most recent five-year period from 2015 to 2019. Based upon the existing data available, this review was conducted for the first nine factors only and does not include the last three factors, Existing Crash History, Proximity to Schools, and Proximity to Alcohol Sales. This review also removed the fatal and serious injury pedestrian and bicycle crashes that occurred on Interstate facilities, to not skew the results. The results of this review are summarized in **Table 6**.

Table 6 – Risk Assessment Factors – Crash Distributions

Factor	Ranges	% of Pedestrian Crashes			% of Bicycle Crashes		
		Fatal (F)	Serious Injury (SI)	F&SI Combination	Fatal (F)	Serious Injury (SI)	F&SI Combination
Posted Speed Limit	50 and greater	25%	9%	16%	9%	29%	23%
	45	23%	19%	21%	16%	21%	20%
	40	9%	7%	8%	7%	8%	8%
	35	10%	16%	13%	29%	30%	28%
	30	3%	4%	3%	5%	1%	2%
	25 and lower	30%	45%	39%	34%	11%	19%
Number of Travel (Through) Lanes	6+ lanes	8%	9%	8%	51%	62%	59%
	4 lanes	46%	42%	44%	42%	30%	33%
	2 lanes	46%	49%	48%	7%	8%	8%
Functional Class	Principal Arterial	44%	37%	40%	38%	29%	32%
	Minor Arterial	27%	27%	27%	26%	24%	25%
	Collector	18%	18%	18%	25%	22%	23%
	Local	11%	18%	15%	11%	25%	20%
TWLTL Present?	Yes	45%	38%	41%	36%	35%	35%
	No	55%	62%	59%	64%	65%	65%
Paved Shoulder Width	8' and greater	4%	2%	3%	7%	2%	3%
	6' to 8'	1%	0%	1%	1%	0%	1%
	4' to 6'	2%	2%	2%	3%	0%	1%
	2' to 4'	3%	4%	4%	0%	8%	5%
	Less than 2'	90%	92%	90%	89%	90%	90%
AADT	30,000 and higher	18%	14%	15%	41%	42%	41%
	25,000 to 29,999	6%	7%	7%	12%	19%	17%
	20,000 to 24,999	7%	8%	8%	17%	11%	13%
	15,000 to 19,999	8%	12%	10%	9%	8%	9%
	10,000 to 14,999	12%	10%	11%	4%	6%	5%
	5,000 to 9,999	16%	15%	16%	3%	6%	5%
	4,999 and lower	33%	34%	33%	14%	8%	10%
Area Type	Urban	21%	31%	27%	18%	36%	30%
	Suburban	34%	34%	33%	27%	28%	28%
	Town	7%	12%	10%	9%	11%	10%
	Rural	38%	23%	30%	46%	25%	32%
Population Density	less than 100	23%	14%	18%	29%	12%	18%
	100-500	26%	22%	23%	26%	20%	22%
	500-1000	15%	15%	15%	17%	16%	17%
	1000-1500	11%	14%	13%	11%	16%	14%
	1500-2000	9%	10%	9%	5%	13%	10%
	More than 2000	16%	25%	22%	12%	23%	19%
% Households in Poverty	0-10%	22%	22%	22%	25%	29%	28%
	10-20%	37%	35%	36%	31%	33%	33%
	20-30%	23%	23%	23%	29%	22%	24%
	30-40%	13%	15%	14%	10%	11%	10%
	40-50%	3%	3%	3%	3%	4%	4%
	More than 50%	2%	2%	2%	2%	1%	1%

Based upon the results documented in **Table 6,** the weighted average of the fatal and serious injury crash distributions for each factor were then compared to the distribution of statewide roadway miles for each factor to identify those factor ranges that may be over- and under-represented in the crash data. For example, the analysis found that 40% of all pedestrian statewide fatal and serious injury crashes occurred on Principal Arterial roadways. However, Principal Arterial roadways make up just 8% of the state roadway system. Therefore, Principal Arterial roadways are overrepresented in the crash data by 32% and therefore are considered higher-risk segments.

The results of this comparison, and the proposed scoring for each of the factor ranges, are summarized in **Table 7.** Data was unavailable for several factors, including posted speed limit.

Table 7 – Risk Assessment Factor Scores

Factor	Ranges	% of Pedestrian Fatal & Serious Injury Crashes	% of Bicycle Fatal & Serious Injury Crashes	% of Roadway System	Pedestrian Comparison	Bicycle Comparison	Factor Score
Posted Speed Limit	50 or greater	16%	23%	--	--	--	**10**
	45	21%	20%	--	--	--	**8**
	40	8%	8%	--	--	--	**6**
	35	13%	28%	--	--	--	**4**
	30	3%	2%	--	--	--	**2**
	25 and lower	39%	19%	--	--	--	**0**
Number of Travel (Through) Lanes	6+ lanes	8%	59%	0.3%	8%	**59%**	**10**
	4 lanes	44%	33%	7%	**37%**	**27%**	**8**
	2 lanes	48%	8%	93%	**-45%**	**-85%**	**0**
Functional Class	Principal Arterial	40%	32%	8%	**32%**	**24%**	**10**
	Minor Arterial	27%	25%	11%	16%	14%	**5**
	Collector	18%	23%	35%	-17%	-12%	**0**
	Local	15%	20%	46%	**-31%**	**-26%**	**0**
TWLTL Present?	Yes	41%	35%	5%	**36%**	**30%**	**10**
	No	59%	65%	95%	**-36%**	**-30%**	**0**
Paved Shoulder Width	8' and greater	3%	3%	3%	0%	0%	**0**
	6' to 8'	1%	1%	1%	0%	0%	**0**
	4' to 6'	2%	1%	1%	1%	0%	**3**
	2' to 4'	4%	5%	5%	-1%	0%	**6**
	2' and lower	90%	90%	90%	0%	0%	**10**
AADT	30,000 and higher	15%	41%	3%	12%	**38%**	**10**
	25,000 to 29,999	7%	17%	1%	6%	16%	**8**
	20,000 to 24,999	8%	13%	1%	7%	12%	**6**
	15,000 to 19,999	10%	9%	1%	9%	8%	**4**
	10,000 to 14,999	11%	5%	3%	8%	2%	**2**
	5,000 to 9,999	16%	5%	7%	9%	-2%	**0**
	4,999 and lower	33%	10%	84%	**-51%**	**-74%**	**0**

Factor	Ranges	% of Pedestrian Fatal & Serious Injury Crashes	% of Bicycle Fatal & Serious Injury Crashes	% of Roadway System	Pedestrian Comparison	Bicycle Comparison	Factor Score
Area Type	Urban	27%	30%	4%	**23%**	**26%**	**10**
	Suburban	33%	28%	13%	**20%**	15%	**9**
	Town	10%	10%	8%	2%	2%	**3**
	Rural	30%	32%	75%	**-45%**	**-43%**	**0**
Population Density	less than 100	18%	18%	57%	**-39%**	**-39%**	**0**
	100-500	23%	22%	25%	-2%	-3%	**2**
	500-1,000	15%	17%	7%	8%	10%	**4**
	1,000-1,500	13%	14%	4%	9%	10%	**6**
	1,500-2,000	9%	10%	3%	6%	7%	**8**
	More than 2,000	22%	19%	4%	18%	15%	**10**
% Households in Poverty	0-10%	22%	28%	17%	5%	11%	**5**
	10-20%	36%	33%	42%	-6%	-9%	**0**
	20-30%	23%	24%	34%	-11%	-10%	**0**
	30-40%	14%	10%	6%	8%	4%	**10**
	40-50%	3%	4%	2%	1%	2%	**10**
	More than 50%	2%	1%	0.2%	1%	1%	**5**
Existing Crash History	4 crashes or more	--	--	--	--	--	**10**
	1 to 3 crashes	--	--	--	--	--	**5**
Proximity to Schools	Within 1 mile of a school	--	--	--	--	--	**10**
Proximity to Alcohol Sales	Within 1 mile of alcohol sales	--	--	--	--	--	**10**

Note: *Pedestrian Comparison* and *Bicycle Comparison* columns are calculated by subtracting the % of Roadway System values from the respective *% of Pedestrian Fatal & Serious Injury Crashes* and *% of Bicycle Fatal & Serious Injury Crashes* columns. Values greater than 20% or less than -20% are highlighted.

The risk factors were weighted according to their significance as an indicator of pedestrian and/or bicycle traffic exposure and crash potential for roadways and intersections around South Carolina. The selected weights are shown in **Table 8.**

Table 8 – Risk Assessment Factor Weights

Factor	Weighting	Weighting %
Posted Speed Limit	Low	4
Number of Travel Lanes	High	12
Functional Class	Medium	8
TWLTL Present?	High	12
Paved Shoulder Width	Medium	8
AADT	High	12
Area Type	High	12
Population Density	Low	4
% Households in Poverty	Medium	8
Existing Crash History	Low	4
Proximity to Schools	Medium	8
Proximity to Alcohol Sales	Medium	8
TOTAL		**100%**

4.2. High-Risk Roadways

Based upon the crash risk assessment factors, factor weights, and factor range scoring, a screening of all South Carolina roadways was conducted using GIS. This analysis considered the statewide transportation network, which includes over 50,000 roadway segments and 215,000 intersections. Due to the prohibition of non-motorized traffic on Interstate facilities, these roadways were excluded from the GIS analyses. Due to the precision of the data available, intersections were excluded from this analysis and only roadway segments were considered.

The top 1,000 high-risk roadways are shown in **Appendix B.** These roadways were advanced for consideration of detailed countermeasure implementation, which is discussed in **Section 6.** Ultimately, five high-risk roadways were included in a final list of high-priority locations.

5. Countermeasure Identification

A toolbox was developed to summarize the countermeasures that SCDOT and other agencies can implement to improve safety for pedestrians and bicyclists. Countermeasures in the toolbox were identified from literature review of state and national references and previous SCDOT non-motorized RSAs. The following resources were considered in developing the toolbox:

- **FHWA's Proven Safety Countermeasures (2017)**
  safety.fhwa.dot.gov/provencountermeasures/
- **FHWA's Every Day Counts (2021)**
  fhwa.dot.gov/innovation/everydaycounts/
- **FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018)**
  safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf
- **NHTSA's Countermeasures That Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Ninth Edition (2017)**
  nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf
- **PEDSAFE and BIKESAFE (2021)**
  pedbikesafe.org/pedsafe/
  pedbikesafe.org/bikesafe/
- **2020-2024 South Carolina Strategic Highway Safety Plan (SHSP) (2020)**
  scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf
- **SC DHEC South Carolina Pedestrian Plan Inventory Overview (2017)**
  scdhec.gov/sites/default/files/Library/CR-011747.pdf
- **SC DHEC SC Health + Planning Toolkit (2015)**
  eatsmartmovemoresc.org/pdf/SCHealthyToolkit.pdf
- **SCDOT Non-Motorized RSAs:**
  - S-10/Harden Street, Columbia
  - S-62/Ashley Phosphate Road, North Charleston
  - S-75/Ashley Phosphate Road, North Charleston
  - S-104/King Street, Charleston
  - S-106/Saint Philip Street, Charleston
  - S-107/Meeting Street, Charleston
  - S-215/Mr. Joe White Avenue, Myrtle Beach
  - S-241/21st Avenue North, Myrtle Beach
  - S-404/Calhoun Street, Charleston
  - US 21/Blossom Street/Harden Street/Devine Street, Columbia

The potential countermeasures are categorized based on the three disciplines of Engineering, Education, and Enforcement, each of which are detailed below. It should be noted that traditional countermeasure methodology includes a fourth "E" of highway safety, Emergency Medical Services (EMS). While not specifically addressed in this plan, EMS remains an influencing factor in the outcome of traffic collisions.

Engineering

Engineering countermeasures include physical improvements to roadways. This may include low-cost improvements such as signage or pavement markings, and higher-cost improvements such as road diets. The engineering countermeasures are further categorized into the following sub-categories:

- Pedestrian Crossings: Improvements to facilitate safer roadway crossings
- Bicycle Facilities: Improvements to create designated bicycling facilities
- Intersections: Improvements enhancing safety at intersections
- Roadways: Improvements enhancing safety along roadways

Education

Education countermeasures assist with providing skills to walk or bike safely. These include programs or reference materials to educate motorists, pedestrians, and bicyclists on better safety practices, including school-age children. Educational opportunities also include a review of current laws related to walking and biking and awareness programs to promote safe behaviors for all road users.

Another approach is to educate people on good design for safe facilities, including why raised medians, protected bicycle lanes, or other safety countermeasures are needed.

Enforcement

Enforcement countermeasures focus on enforcing traffic laws to increase safety. These include efforts to enforce speed limits, yielding and passing laws, and compliance with traffic signs. Law Enforcement can also play a major role in engaging the community to improve pedestrian and bicyclist safety.

Table 9 summarizes the countermeasures identified that SCDOT and other agencies can implement to improve safety for pedestrians and bicyclists. **Appendix C** further details the identified pedestrian and bicycle countermeasures, including their benefits, generalized costs, implementation timing, and other considerations. In addition, matrices identifying which countermeasures are applicable to addressing specific pedestrian and bicycle crash types in South Carolina are also provided in **Appendix C**.

Table 9 – Countermeasure Toolbox Summary

Label	Countermeasure	Purpose/Benefits
ENG P-1	**Pedestrian Hybrid Beacons (PHB)**	Helps pedestrians cross at mid-block or uncontrolled intersection locations by stopping motor vehicles.
ENG P-2	**Rectangular Rapid Flashing Beacons (RRFB)**	For use at uncontrolled pedestrian and school crosswalk locations.
ENG P-3	**In-Street Pedestrian Crossing Sign (R1-6)**	Reminds roadway users of laws regarding ROW.
ENG P-4	**Yield/Stop Here to Pedestrian Sign (R1-5)**	Provides advance warning to drivers of a marked crosswalk.
ENG P-5	**Advance Yield/Stop Pavement Markings**	Improves pedestrian visibility by providing advance warning to drivers of marked crosswalk.
ENG P-6	**Pedestrian Refuge Island**	Breaks up walking distance and allows pedestrians to focus on one direction at a time.
ENG P-7	**High Visibility Crosswalks**	Enhances visibility of crosswalks
ENG P-8	**Raised Pedestrian Crossings**	Improves safety for pedestrians by increasing visibility for drivers and reducing vehicle speed
ENG P-9	**Curb Extensions**	Increases visibility, reduces speed of turning vehicles, and reduces pedestrian crossing exposure
ENG P-10	**Pedestrian Overpasses/ Underpasses**	Provides completely separated crossing from vehicular traffic or provides safe crossing over/under barriers such as freeway, railways & natural barriers.
ENG B-1	**Bicycle Signage and Pavement Markings**	Increases drivers' awareness and create a designated space for bicyclists
ENG B-2	**Bicycle Lanes**	Provides dedicated portion of the roadway for preferential use by bicyclists
ENG B-3	**Cycle Tracks or Protected Bicycle Lanes**	Physically separates bicyclists from vehicular traffic
ENG IN-1	**Lighting and Illumination**	Provides better visibility of users or objects on the roadway
ENG IN-2	**Traffic Signals**	Provides gaps in traffic flow for pedestrians to cross the street.
ENG IN-3	**Pedestrian Countdown Signal**	To inform pedestrians of the number of seconds remaining in the pedestrian change interval
ENG IN-4	**Leading Pedestrian Intervals (LPI)**	Increases pedestrian visibility by giving pedestrians the opportunity to enter an intersection before vehicles are given green indication.

Label	Countermeasure	Purpose/Benefits
ENG IN-5	**Exclusive Pedestrian Phase**	Creates an exclusive phase for pedestrian traffic
ENG IN-6	**Right-turn-on-Red (RTOR) Restriction**	Potentially reduces conflicts with pedestrian and right-turn motorists.
ENG IN-7	**Install Red Curb Striping**	Install red curb to increase corner sight distance at intersections.
ENG IN-8	**Curb Ramp**	To make sidewalks accessible for those who need mobility or visual assistance
ENG IN-9	**Curb Radius Reduction**	Smaller turning radii can improve safety by requiring motorists to reduce vehicle speeds
ENG IN-10	**Improve Right-turn Slip Lane Design**	Slow turning vehicles, allow pedestrian and drivers to see each other, reduce pedestrian exposure in the roadway, and reduce the complexity at intersections
ENG IN-11	**Mini-Circles**	Reduces vehicular speeds and manages traffic at intersections that do not warrant a stop sign or signal.
ENG IN-12	**Roundabouts**	Roundabouts can reduce vehicle speeds, reduce conflict points, and eliminate angled collisions
ENG IN-13	**Sight Distance Improvements**	Improves visibility by removing sight distance obstructions (e.g. overgrown vegetation, on-street parking)
ENG IN-14	**Reduced Conflict Intersections (RCI)**	Increases safety by reducing the number of conflict points between vehicles and pedestrians/bicyclists.
ENG R-1	**Lighting and Illumination**	Provides better visibility of users or objects on the roadway
ENG R-2	**Raised Median**	Separates opposing directions of traffic, restricts vehicular movements, reduces vehicle speeds, and provide space for pedestrian refuge and lighting.
ENG R-3	**Speed Humps/ Speed Tables**	Reduces vehicle speeds and enhances pedestrian environment at pedestrian crossings.
ENG R-4	**Sidewalk, walking paths, and paved shoulders**	Provides dedicated space separate from public ROW for people to walk, run, skate, bike, etc.
ENG R-5	**Landscaping**	Calms traffic by creating visual narrowing of roadways and can create buffers for pedestrians along roadway
ENG R-6	**Street Furniture/Walking Improvements**	Street furniture and walking improvements can create a buffer between streets and walkways. Can also create a pleasant environment for pedestrians.
ENG R-7	**Driveway Improvements**	Driveway improvements can help reduce vehicle turning speeds and encourage vehicles to yield to pedestrians.
ENG R-8	**Access Management**	Access management can help increase safety by reducing the number of potential conflict points between vehicles and pedestrians/bicyclists.

Label	Countermeasure	Purpose/Benefits
ENG R-9	**Lane Narrowing**	Narrowing lane widths can help reduce vehicle speeds and provide additional space for bicycle lanes, parking lanes, wider sidewalks, or landscape buffers.
ENG R-10	**Road Diet/Lane Reductions**	Reconfigure roadway cross-section to optimize street space to benefit all users.
ENG R-11	**One-way/Two-way Street Conversions**	Convert one-way street to two-way or vice versa to change the character of a roadway.
ENG R-12	**Repetitive/Short-Term Maintenance**	Keeping roadways clear of debris and deterioration can provide safe and predictable riding surfaces for bicyclists
ED-1	**Children Safety Clubs**	Sponsoring safety clubs were parents/caregivers can enroll their children and receive education materials
ED-2	**School-based Pedestrian or Bicycle Training for Children**	School-based programs to teach basic pedestrian and/or bicycle concepts and safe behavior
ED-3	**Safe Route to School Programs**	Goal of Safe Route to School Programs increase safety for students/parents walking and bicycling to and from school
ED-4	**Pedestrian and/or Bicycle safety Educational classes**	Provide education on misinformation regarding traffic laws, as well as proper bicycle roadway behaviors
ED-5	**Driver Training**	Increase the sensitivity of drivers to the presence of pedestrians and bicyclists and inform drivers of their responsibility to prevent crashes
ED-6	**Share the Road Awareness Programs**	Program to promote safe behaviors for all road users to increase safety and compliance with traffic laws
ED-7	**Social Media Campaign**	Provide safety educational information to social media users about pedestrian and bicycle safety, including safety messages, current laws, safety stats, etc.
ENF-1	**Parking Restriction**	Parking restriction may remove parked cars that can obstruct sightlines and can increase visibility of pedestrian crossing the road.
ENF-2	**Speed-Monitoring Trailers**	Enhances drivers' awareness of their speed by displaying approaching drivers the speed at which they are traveling.
ENF-3	**Police Enforcement**	Increase awareness of and enforce laws for motorists, pedestrians, and bicyclists

Label Notes: "ENG" = Engineering, "ED" = Education, "ENF" = Enforcement, "P" = Pedestrian, "B" = Bicycle, "IN" = Intersection, and "R" = Roadway.

6. High Priority Location and Countermeasure Prioritization

A countermeasure prioritization methodology was developed to provide a framework for selecting and prioritizing countermeasures from the "toolbox" previously described, focusing on locations with an existing crash history and those at elevated risk for future pedestrian and bicycle crashes. The results of this process may be used to inform future investment in improvements to reduce the frequency and severity of pedestrian and bicycle crashes throughout South Carolina.

The methodology was based upon guidance found in the American Association of State Highway and Transportation Officials' (AASHTO) *Highway Safety Manual (HSM)* and the countermeasure prioritization methodologies used by the Arizona and Virginia departments of transportation in the development of their respective pedestrian and bicycle safety action plan analyses.

6.1. High-Priority Location Determination

The full list of high-crash and high-risk locations described in **Section 3** and **Section 4** were reduced to a final list of high-priority roadways and intersections to be considered for countermeasure evaluation in the PBSAP.

HSM Chapter 4 – Network Screening provides numerous methods for ranking locations based on a given performance measure. For the PBSAP, the EPDO methodology for ranking locations based upon crash frequency and severity was used in the selection of the high-priority roadways and intersections from the initial lists of high-crash and high-risk locations. This method uses weighted societal crash costs based on the national KABCO scale for crash severity.

The ratio of the societal cost for a given severity level to that of a property damage only crash then is calculated to the determine a location's EPDO index. A summary of the comprehensive crash costs and EPDO indices used in the ranking of the high-crash locations is shown in **Table 10**.

Table 10 – FHWA Comprehensive Crash Costs

Crash Severity	Comprehensive Crash Unit Cost	State-Adjusted Comprehensive Crash Unit Costs	EPDO Index
Fatal (K)	$11,295,400	$8,992,607	949
Incapacitating Injury (A)	$655,000	$521,465	55
Non-Incapacitating Injury (B)	$198,500	$158,032	17
Possible Injury (C)	$125,600	$99,994	11
No Injury (O)	$11,900	$9,474	1

Notes:

- Costs based upon 2016 dollars.
- South Carolina State-Adjusted Costs assume a Per Capita Income ratio of 0.796, as specified by FHWA.

Table 11 summarizes the total state-adjusted societal cost of South Carolina pedestrian and bicycle crashes between 2015 and 2019.

Table 11 – Total South Carolina Comprehensive Crash Costs (2015-2019)

Crash Severity	Total Pedestrian and Bicycle Crashes	Total Comprehensive Cost
Fatal (K)	862	$7,751,627,234
Incapacitating Injury (A)	1,160	$604,899,400
Non-Incapacitating Injury (B)	2,187	$345,615,984
Possible Injury (C)	2,669	$266,883,986
No Injury (O)	964	$9,132,936
Total		**$8,978,159,540**

Note: Costs based upon 2016 dollars.

In addition to the EPDO index, combined comprehensive crash costs also were developed for K and A (fatal and serious injury), B and C (apparent and possible injury), and O (property damage only) crashes as outlined by FHWA's *Crash Costs for Highway Safety Analysis* (2018) to develop an Adjusted EPDO index. The Adjusted EPDO index considers combinations of crash severity levels so the difference in weighting between the most severe crashes and property damage only crashes is not as great. A summary of the weighted comprehensive crash costs and Adjusted EPDO indices used in the ranking of the high-crash locations is shown in **Table 12**.

Table 12 – Severity-Weighted Comprehensive Crash Costs

Crash Severity	Weighted Comprehensive Crash Unit Cost (2016 Dollars)	Adjusted EPDO Index
K/A	$4,132,802	436
B/C	$126,133	13
O	$9,474	1

The locations carried forward to countermeasure selection and prioritization do not represent the highest-ranked segments and intersections from each list. Many of the high-ranking facilities already have efforts underway or recently completed by SCDOT or local governments addressing the pedestrian and safety issues. This includes, but is not limited to, RSAs, corridor studies, and corridor widening improvements. For the purposes of the PBSAP, the high-priority roadway segments and intersections considered for detailed countermeasure implementation consisted of those locations that either do not have any known efforts underway to address pedestrian and bicycle safety, as to not duplicate efforts for any particular location, or are in the project development phase where the potential to add pedestrian and bicycle countermeasures still exists.

Out of the 100 high-crash roadway segments presented in **Section 3**, 43 have recently completed or ongoing projects programmed to address safety, which are listed in **Table 13**. Out of the 94 high-crash intersections presented in **Section 3**, 46 have ongoing projects programmed which will aid in addressing safety, which are listed in **Table 14**. These tables, representing overlaps with current or planned projects, include columns for EPDO and adjusted EPDO ranks. Many of the locations in these tables ranked high in both the standard and adjusted EPDO ranks, indicating the reliability of this methodology in identifying locations for safety project development and implementation.

Table 13 – High-Crash Roadway Segments with Programmed Improvements

Roadway	From	To	Owner/Project Notes	EPDO Rank	Adjusted EPDO Rank
Ashley Phosphate Road	Fennell Road	Playland Drive	SCDOT Ped/Bike RSA	**1**	6
White Horse Road	Black Hawk Road	Staunton Bridge Road	SCDOT Ped/Bike RSA	**4**	29
Edward E. Burroughs Highway	Legends Drive	Greenleaf Circle	SCDOT Ped/Bike RSA	**5**	29
Dorchester Road	Archdale Boulevard	Lowell Drive	Charleston County TST Project	**9**	24
Bush River Road	Independence Avenue	Latonea Road	Carolina Crossroads	**10**	40
King Street	Carolina Street	George Street	SCDOT Ped/Bike RSA	**12**	2
Kings Highway	3rd Avenue South	15th Avenue South	SCDOT Ped/Bike RSA	**13**	5
Rivers Avenue	Verde Avenue	Reynolds Avenue	LCRT	**14**	3
Dorchester Road	Kent Avenue	Lexington Avenue	SCDOT Ped/Bike RSA	**15**	9
William Hilton Parkway	Union Cemetery Road	Beach City Road	SCDOT Ped/Bike RSA	**16**	14
Ashley Phosphate Road	Rivers Avenue	Rock Street	SCDOT Ped/Bike RSA	**17**	31
White Horse Road	W Marion Road	Banner Drive	SCDOT Ped/Bike RSA	**18**	19
21st Avenue North	US 17 Bypass	John Q. Hammons St.	SCDOT Ped/Bike RSA	**19**	20
Rivers Avenue	Mabeline Road	Iron Rod Court	LCRT	**20**	16
Savannah Highway	Parkdale Drive	Carrillo Street	SCDOT Ped/Bike RSA	**21**	17
Two Notch Road	Trenholm Road	Horseshoe Circle	SCDOT Ped/Bike RSA	**22**	22
St. James Avenue	Goose Creek Boulevard	Old Moncks Boulevard	SCDOT Ped/Bike RSA	**27**	57
Maybank Highway	Plymouth Avenue	Fleming Road	Charleston County TST Project	**28**	60
Augusta Road	Wattling Road	Methodist Park Road	SCDOT Ped/Bike RSA	**30**	66
Meeting Street	Line Street	Society Street	SCDOT Ped/Bike RSA	**31**	4
Kings Highway	9th Avenue North	23rd Avenue North	SCDOT Ped/Bike RSA	**32**	1
Calhoun Street	Courtenay Drive	Meeting Street	SCDOT Ped/Bike RSA	**33**	8
Rivers Avenue	Eagle Landing Boulevard	Morris Baker Boulevard	LCRT	**34**	15

Roadway	From	To	Owner/Project Notes	EPDO Rank	Adjusted EPDO Rank
Pete Hollis Boulevard	Finley Street	Montgomery Avenue	SCDOT Ped/Bike RSA	**35**	11
Broad River Road	Brook Pines Drive	Zimalcrest Drive	Carolina Crossroads SCDOT Ped/Bike RSA	**37**	54
Kings Highway	43rd Avenue South	29th Avenue South	SCDOT Ped/Bike RSA	**38**	34
Folly Road	Eugene Gibbs Street	Calvary Baptist Church	Charleston County TST Project	**40**	23
Meeting Street	Society Street	Queen Street	SCDOT Ped/Bike RSA	**45**	72
Elmwood Avenue	Park Street	Marion Street	SCDOT Ped/Bike RSA	**54**	59
Wade Hampton Boulevard	Pine Knoll Drive	Rushmore Drive	SCDOT Ped/Bike RSA	**57**	64
Courtenay Drive	Cannon Street	Calhoun Street	Charleston County Corridor Project	**57**	75
Broad River Road	Marley Drive	Elm Abode Terrace	SCDOT Traffic Safety Project	**62**	32
Harden Street	Gervais Street	Blossom Street	SCDOT Ped/Bike RSA	**64**	68
Blossom Street	Lincoln Street	Saluda Avenue	SCDOT Ped/Bike RSA	**65**	52
Rivers Avenue	Aviation Avenue	Harley Street	LCRT	**66**	53
King Street	George Street	Broad Street	SCDOT Ped/Bike RSA	**66**	69
St. Philip Street	Spring Street	Wentworth Street	SCDOT Ped/Bike RSA	**68**	92
Mr. Joe White Avenue	Robert M. Grissom Parkway	US 17 Bypass	SCDOT Ped/Bike RSA	**74**	38
11th Avenue North	Kings Highway	White Street	SCDOT Ped/Bike RSA	**79**	58
Kings Highway	23rd Avenue North	30th Avenue North	SCDOT Ped/Bike RSA	**86**	81
University Boulevard	Buc Club Boulevard	Nevonna Drive	LCRT, SCDOT Ped/Bike RSA	**88**	84
Central Avenue	White Boulevard	Parkwood Drive	Summerville Sidewalk/Path Project	**92**	88
Augusta Road	Huntington Drive	Hammond Avenue	SCDOT Ped/Bike RSA	**93**	95

Table 14 – High-Crash Intersections with Programmed Improvements

Intersection	Owner/Project Notes	EPDO Rank	Adjusted EPDO Rank	Intersection	Owner/Project Notes	EPDO Rank	Adjusted EPDO Rank
Red Bank Road/ Sunrise Boulevard	SCDOT RSA Implementation Project	**1**	19	**Sea Island Pkwy/ Lady's Island Drive**	Beaufort County US 21 Improvement Project	**47**	37
Rivers Avenue/ Cosgrove Avenue	LCRT Project	**2**	1	**Meeting Street/ Mary Street**	SCDOT Ped/Bike RSA Completed	**50**	45
Spring Street/ Hagood Avenue	City of Charleston Safety Improvements	**7**	13	**Rivers Avenue/ Mabeline Road**	LCRT Project	**51**	37
Rivers Avenue/ Otranto Road	LCRT Project	**11**	34	**King Street/ Mary Street**	SCDOT Ped/Bike RSA Completed	**52**	51
Coming Street/ Septima Clark Parkway	City of Charleston Safety Improvements	**12**	41	**King Street/ Engel Street**	SCDOT Ped/Bike RSA Completed	**53**	54
Meeting Street/ Line Street	SCDOT Ped/Bike RSA Completed	**14**	2	**King Street/ Spring Street**	SCDOT Ped/Bike RSA Completed	**53**	54
Meeting Street/ Woolfe Street	SCDOT Ped/Bike RSA Completed	**15**	8	**Rivers Avenue/ McMillan Avenue**	LCRT Project	**53**	54
Savannah Highway/ Magnolia Road	City of Charleston Safety Improvements	**16**	5	**Bee Street/ Courtenay Drive**	Charleston County US 17 Corridor Congestion Improvement Plan	**58**	54
King Street/ Woolfe Street	SCDOT Ped/Bike RSA Completed	**17**	7	**Rivers Avenue/ Dorchester Road**	LCRT Project	**58**	54
Ashley Avenue/ Calhoun Street	SCDOT Ped/Bike RSA Completed	**18**	22	**Greene Street/ Harden Street**	SCDOT Ped/Bike RSA Completed	**61**	61
Coming Street/ Calhoun Street	SCDOT Ped/Bike RSA Completed	**20**	24	**Meeting Street/ George Street**	SCDOT Ped/Bike RSA Completed	**61**	61
King Street/ Calhoun Street	SCDOT Ped/Bike RSA Completed	**21**	23	**Ashley Phosphate Road/ Northwoods Boulevard**	SCDOT Ped/Bike RSA Completed	**63**	65
Ashley Phosphate Road/Rivers Avenue	SCDOT Ped/Bike RSA Completed	**22**	25	**Rivers Avenue/ Reynolds Avenue**	LCRT Project	**63**	65
Camp Road/ Folly Road	City of Charleston, Charleston County Intersection Construction	**25**	14	**Barre Street/ Calhoun Street**	SCDOT Ped/Bike RSA Completed	**70**	54
Meeting Street/ Columbus Street	SCDOT Ped/Bike RSA Completed	**29**	42	**Devine Street/ Harden Street**	SCDOT Ped/Bike RSA Completed	**72**	61
Broad River Road/ Longcreek Drive	SCDOT Traffic Safety Project	**30**	19	**Blossom Street/ Sumter Street**	SCDOT Ped/Bike RSA Completed	**73**	65

Intersection	Owner/Project Notes	EPDO Rank	Adjusted EPDO Rank	Intersection	Owner/Project Notes	EPDO Rank	Adjusted EPDO Rank
King Street/ Cannon Street	SCDOT Ped/Bike RSA Completed	**31**	29	**King Street/ George Street**	SCDOT Ped/Bike RSA Completed	**73**	65
Gervais Street/ Harden Street	SCDOT Ped/Bike RSA Completed	**32**	27	**Blossom Street/ Assembly Street**	SCDOT Ped/Bike RSA Completed	**80**	81
Meeting Street/ Calhoun Street	SCDOT Ped/Bike RSA Completed	**33**	43	**Gervais Street/ Assembly Street**	City of Columbia Pedestrian/ Streetscape Improvement Project	**80**	81
King Street/ Columbus Street	SCDOT Ped/Bike RSA Completed	**43**	37	**Assembly Street/ Blanding Street**	City of Columbia Pedestrian/ Streetscape Improvement Project	**85**	71
Ashley Phosphate Road/Stall Road	SCDOT Ped/Bike RSA Completed	**45**	48	**Rivers Avenue/ Gumwood Boulevard**	LCRT Project	**87**	81
St. Philip Street/ Calhoun Street	SCDOT Ped/Bike RSA Completed	**46**	49	**Blossom Street/ Bull Street**	SCDOT Ped/Bike RSA Completed	**88**	81
Blossom Street/ Saluda Avenue	SCDOT Ped/Bike RSA Completed	**47**	37	**Calhoun Street/ Courtenay Street**	SCDOT Ped/Bike RSA Completed	**88**	81

After reviewing the high-crash and high-risk locations for project overlaps, the next step in the high priority identification process consisted of removing high-crash intersections that fell within a selected priority segment from consideration for individual countermeasure selection and prioritization. Each of these locations are accounted for in the priority listing and will be examined for potential improvements as part of a high-crash or high-risk segment. Out of the 94 high-crash intersections, 23 fell within a high-crash roadway segment that also was a high-priority location.

Finally, the screened lists of high-crash and high-risk locations were examined to ensure that the final list of priority locations provided adequate geographic coverage across the state, while also offering the opportunity to evaluate locations with existing crash history not already included in ongoing safety projects. Through this process, a total of 57 high-crash segments, 15 high-crash intersections, and 5 high-risk segments were selected for countermeasure implementation, 77 high priority locations in total.

6.2. Crash Reduction Potential and Countermeasure Costs

The potential for crash reduction associated with one or more recommended countermeasures was quantified based on the Predictive Analysis methodology prescribed by Part C of the HSM. In total, the HSM offers four methods for estimating changes in crash frequency following the implementation of a safety treatment. Methods 1-3 each require the use of safety performance functions (SPFs) for predicting future crash frequency, while Method 4 assumes that observed crash frequency will remain constant over time. Pedestrian and bicycle SPFs have not been formalized in the HSM, though this work is underway through NCHRP Project 17-84. Therefore, Method 4 was used for the PBSAP.

Crash modification factors (CMFs) are used to define the potential for crash reduction following the installation of a given safety treatment. A comprehensive database of CMFs developed through global research is maintained by FHWA on the *Crash Modifications Clearinghouse* webpage (**cmfclearinghouse.org/**); however, CMFs also may be acquired from other sources or local data, as applicable. The following additional resources were consulted for this purpose.

- NCHRP Report 893: Systemic Pedestrian Safety Analysis (2018)
- VDOT's Virginia State Preferred CMF List (2019)
- Evaluation of Pedestrian-Related Roadway Measures: A Summary of Available Research (Mead et al., 2014)
- FHWA's Toolbox of Pedestrian Countermeasures and Their Potential Effectiveness (2018)

A full list of the references consulted in developing a list of CMFs used as part of this PBSAP is included in **Appendix D**.

Once pre-treatment crash frequency and post-treatment CMFs have been defined, the expected number of post-treatment crashes at a given site can be determined using a modified form of **Equation C-1** from Part C of the HSM.

$$N_{post\text{-}treatment,x} = N_{pre\text{-}treatment,x} * (CMF_{1x} * CMF_{2x} * \ldots * CMF_{yx})$$

Where:

$N_{post\text{-}treatment,x}$ = Expected number of crashes at site X after implementation of one or more countermeasures.

$N_{pre\text{-}treatment,x}$ = Expected number of crashes at site X absent the implementation of one or more countermeasures.

CMF_{yx} = Crash modification factor applicable to the proposed countermeasure and crash types expected to occur at site X based on crash history and/or risk assessment.

Based on HSM guidance, the following were considered when applying CMFs to estimate post-treatment crash frequency for the 77 high-priority locations:

- CMFs were only applied to crashes likely to be mitigated by the proposed improvement, as CMFs are typically defined by applicable crash type and severity. For example, based on the source study, the CMF associated with construction of a new sidewalk only applies to crashes involving a pedestrian walking along the side of the roadway.
- Though the form of Equation C-1 implies that the installation of multiple countermeasures at a single location is defined by a multiplicative relationship, the HSM cautions that the resultant benefit may be overestimated in such cases. The potential for crash reduction was calculated based on guidance from FHWA in these cases, and engineering judgement was used when interpreting the results.
- At prioritized high-risk locations with limited existing crash history, pre-treatment crash frequency was estimated based on that at similar sites within the high-crash database (i.e., those of the same functional class and area type and similar population density).

The PBSAP countermeasures CMFs are summarized in **Appendix D.** It should be noted that CMFs are not available for all countermeasures considered as part of this PBSAP. Where no CMFs were available for a countermeasure proposed at a given site, the potential safety benefits of this countermeasure could not be estimated.

In addition to the CMFs, **Appendix D** also includes conceptual unit construction costs for the countermeasures, which does not include consideration of preliminary engineering, utility relocation, or new right-of-way costs. Most unit costs were based upon recent SCDOT bid history for the proposed improvements. Where bid costs were not available, a combination of past project experience, research, and engineering judgement were used to develop an estimate. For some countermeasures (e.g., traffic signal upgrades), the associated conceptual unit cost is dependent upon existing infrastructure present at that specific site. As such, project costs for these sites should be developed on an individual basis.

6.3. Countermeasure Cut Sheets

To demonstrate how countermeasures can be applied at specific locations, a sample of 29 cut sheets was developed, which are provided in **Appendix E**, and consisted of the following information:

- Inset Map
  - Aerial imagery of the priority location
  - Crash locations (2015-2019)
  - Google Street View snapshot
- Location Summary
  - Jurisdiction information
  - Facility characteristics
  - Other data interests
- Crash History Summary
- Potential Countermeasures
  - Potential countermeasures selected for implementation, developed from the countermeasure toolbox documented in **Section 5**
- Crash Reduction Potential, which is described in **Section 0**

6.4. Final High-Priority Locations

The 77 high-priority locations are summarized in **Table 15**. Locations identified by the SCDOT Traffic Safety Office for project development in 2022-2023 through the Highway Safety Improvement Program (HSIP) are highlighted. The table is sorted by Metropolitan Planning Organizations and Councils of Government (MPO/COG) study areas. See **Appendix B** for an expanded list of potential project locations as determined from the high-risk analysis described in **Section 4**.

Table 15 – High-Priority Locations Summary

HIGH-CRASH Roadway Segments	Route Number	County	MPO/COG
Jefferson Davis Highway from Crestview Avenue to Thompson Avenue	US 1	Aiken	ARTS
Richland Avenue from Laurens Street to Sumter Street	US 1	Aiken	ARTS
America Street from Cooper Street to Mary Street	S-480	Charleston	CHATS
Ashley River Road from Savage Road to Crull Drive	SC 61	Charleston	CHATS
Azalea Drive from Old School Drive to Cosgrove Avenue	S-894	Charleston	CHATS
Center Street from Indian Avenue to Arctic Avenue	SC 171	Charleston	CHATS
Dorchester Road from Montague Avenue to Leslie Street	SC 642	Charleston	CHATS
Dorchester Road from Veneer Avenue to Oscar Johnson Drive	SC 642	Charleston	CHATS
Hanover Street from South Street to Cooper Street	S-563	Charleston	CHATS
Huger Street from Rutledge Avenue to Hanover Street	S-99	Charleston	CHATS
Main Street from 2nd South Street to 5th North Street	US 17	Dorchester	CHATS
Reid Street from Meeting Street to Drake Street	S-2124	Charleston	CHATS
Remount Road from Parana Street to Rivers Avenue	S-13	Charleston	CHATS
Remount Road from Rhett Avenue to Hardy Avenue	S-13	Charleston	CHATS
Rhett Avenue from Wright Street to Bentley Drive	S-60	Charleston	CHATS
St. Andrews Boulevard from 5th Avenue to Avondale Avenue	SC 61	Charleston	CHATS
Assembly Street from Heyward Street to Senate Street	SC 48	Richland	COATS
Assembly Street from Senate Street to Elmwood Avenue	SC 48	Richland	COATS
Forest Drive from Autumn Circle to Dellwood Drive	SC 12	Richland	COATS
Gervais Street from Marion Street to Williams Street	US 1	Richland	COATS
Main Street from Pendleton Street to Catawba Street	S-3054	Richland	COATS
Millwood Avenue from Page Street to Woodrow Street	US 76	Richland	COATS
St. Andrews Road from Strip Mall Access to I-26	S-36	Lexington	COATS
Sunset Boulevard/N. Lake Drive from Dreher Street to Libby Lane	US 378	Lexington	COATS
Taylor Street from Pulaski Street to Main Street	SC 12	Richland	COATS
Two Notch Road from Edgewood Avenue to Covenant Road	US 1	Richland	COATS
E. Palmetto Street from Courtney Square Mobile Home DW to McCurdy Road	US 76	Florence	FLATS
Lucas Street from Fraser Street to Pecan Street	US 52	Florence	FLATS
S. Church Street from Prout Drive to E. Cheves Street	S-12	Florence	FLATS
College Street/Beattie Place from Academy Street to Church Street	SC 183	Greenville	GPATS
Easley Ridge Road from Kilgore Street to Ledbetter Street	US 123	Greenville	GPATS
Pleasantburg Drive from Frontage Road to Mauldin Road	SC 291	Greenville	GPATS
Poinsett Highway from Hammett Street to Walker Street	US 276	Greenville	GPATS
S. Richardson Street/River Street from Elford Street to Main Street	S-664	Greenville	GPATS
Sulphur Springs Road/N. Franklin Road from Pinsley Circle to Montis Drive	S-87	Greenville	GPATS
Tiger Boulevard from Keowee Trail to Stoney Creek Drive	US 76	Pickens	GPATS
W. Blue Ridge Drive from White Horse Road to Arch Street	SC 253	Greenville	GPATS
Wade Hampton Boulevard from Vance Street to Watson Road	US 29	Greenville	GPATS
21st Avenue North from Corporate Centre Drive to Dunbar Street	S-241	Horry	GSATS

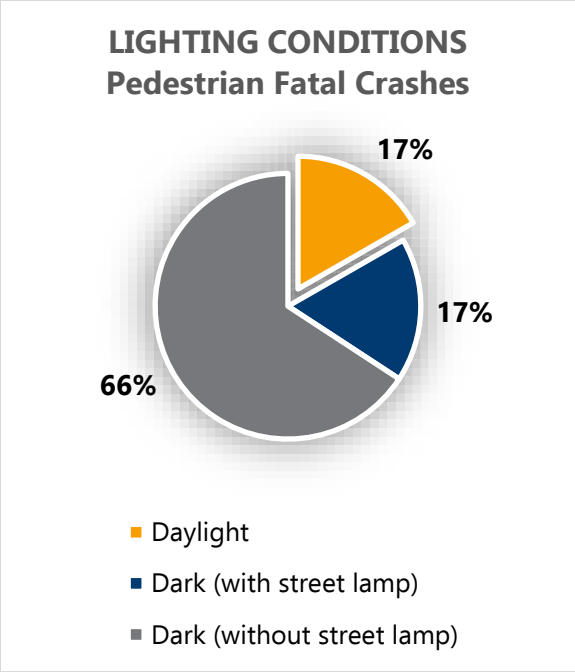
Kings Highway from 6th Avenue South to 8th Avenue North	US 17	Horry	GSATS
Kings Highway from Kroger Access to Chestnut Road	US 17	Horry	GSATS
Kings Highway from South Highland Way to 71st Avenue North	US 17	Horry	GSATS
Kings Highway from Veterans Highway to Briarcliff Drive	US 17	Horry	GSATS
Ocean Boulevard from 6th Avenue South to 18th Avenue North	L-73	Horry	GSATS
Ocean Boulevard from 9th Avenue North to 22nd Avenue North	L-73	Horry	GSATS
Ocean Highway from Hickory Drive/S-195 to Waverly Road/S-46	US 17	Georgetown	GSATS
Robert M. Grissom Parkway from Stalvey Avenue to Executive Avenue	S-1315	Horry	GSATS
Socastee Boulevard from Dick Pond Road to Manor Circle	SC 707	Horry	GSATS
US 17 Business from BN Lane to Pine Avenue	US 17	Horry	GSATS
US 17 from Pinehurst Circle to McCorsley Avenue	US 17	Horry	GSATS
Palmetto Bay Road from Archer Road to William Hilton Parkway	US 278	Beaufort	LATS
Bells Highway from Cycle Lane to Robertson Boulevard	SC 64	Colleton	Low Country COG
Chestnut Street from Ellis Avenue/S-224 to Goff Avenue/S-106	US 21	Orangeburg	Lower Savannah COG
Ron McNair Boulevard from Deep River Street to Kelley Street	US 52	Florence	Pee Dee COG
Dekalb Street from Mill Lane/S-79 to Wylie Street/S-747	US 1	Kershaw	Santee-Lynches COG
Church Street from Daniel Morgan Avenue to Kennedy Street	US 221	Spartanburg	SPATS
Main Street from John B. White Sr. Boulevard to N Liberty Street	S-3	Spartanburg	SPATS
HIGH-RISK Roadway Segments	**Route Number**	**County**	**MPO/COG**
Savannah Highway from Savage Road to Sam Rittenburg Boulevard	US 17	Charleston	CHATS
Calhoun Memorial Highway from College Avenue to Anderson Highway	US 76	Pickens	GPATS
North Pleasantburg Drive from Villa Road/Century Drive to Edwards Road	SC 291	Greenville	GPATS
North Lafayette Drive from East Liberty Street to East Calhoun Street	US 15	Sumter	SUATS
US 25 from Cokesbury Road/Grace Street to US 221/Reynolds Avenue	US 25	Greenwood	Upper Savannah COG
HIGH-CRASH Intersections		**County**	**MPO/COG**
Ben Sawyer Boulevard (SC 703) / McCants Drive (S-51)		Charleston	CHATS
Calhoun Street (S-404) / Alexander Street (S-110)		Charleston	CHATS
Coleman Boulevard (SC 703) / Lansing Drive (L-582)		Charleston	CHATS
Dupre Lane (L-1271) / Mathis Ferry Road (S-56)		Charleston	CHATS
McMillan Avenue (S-48) / Spruill Avenue (S-32)		Charleston	CHATS
Forest Drive (SC 12) / Beltline Boulevard (SC 16)		Richland	COATS
Two Notch Road (US 1) / Taylor Street (SC 12)		Richland	COATS
Zimalcrest Drive (S-492) / Seminole Road (S-927)		Richland	COATS
West Pine Street (S-978) / S. Irby Street (US-52)		Florence	FLATS
Pleasantburg Drive (SC 291) / Melvin Drive (S-764)		Greenville	GPATS
Atlantic Avenue (S-51)/ Dogwood Drive (S-244)		Horry	GSATS
Kings Highway (US 17) / 11th Avenue South (S-755)		Horry	GSATS
William Hilton Pkwy. (US 278) / Mathews Dr. (S-44)		Beaufort	LATS
Main Street (US 276)/ McElhaney Road (S-103)		Greenville	SPATS
Lafayette Avenue (US 15) / Manning Avenue (S-152)		Sumter	SUATS

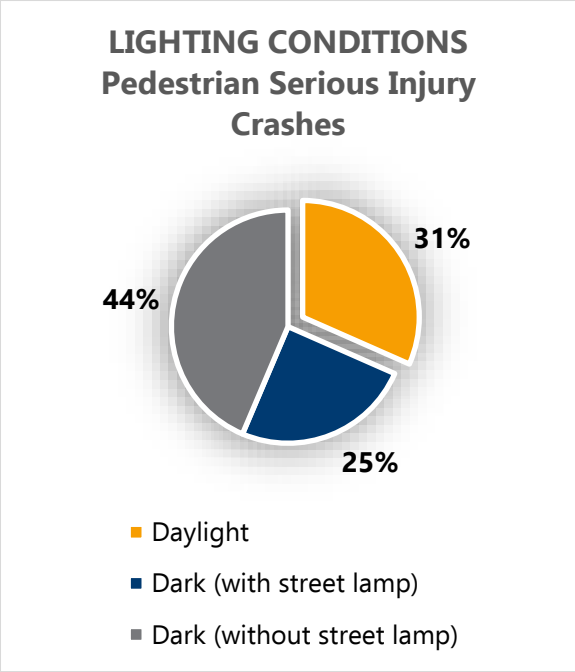
Appendix A

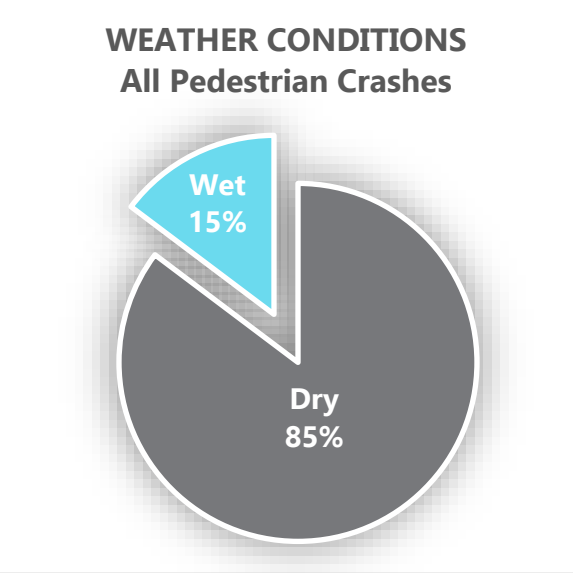
Additional Crash Data Analysis Results

Pedestrian Crashes

Environmental Conditions







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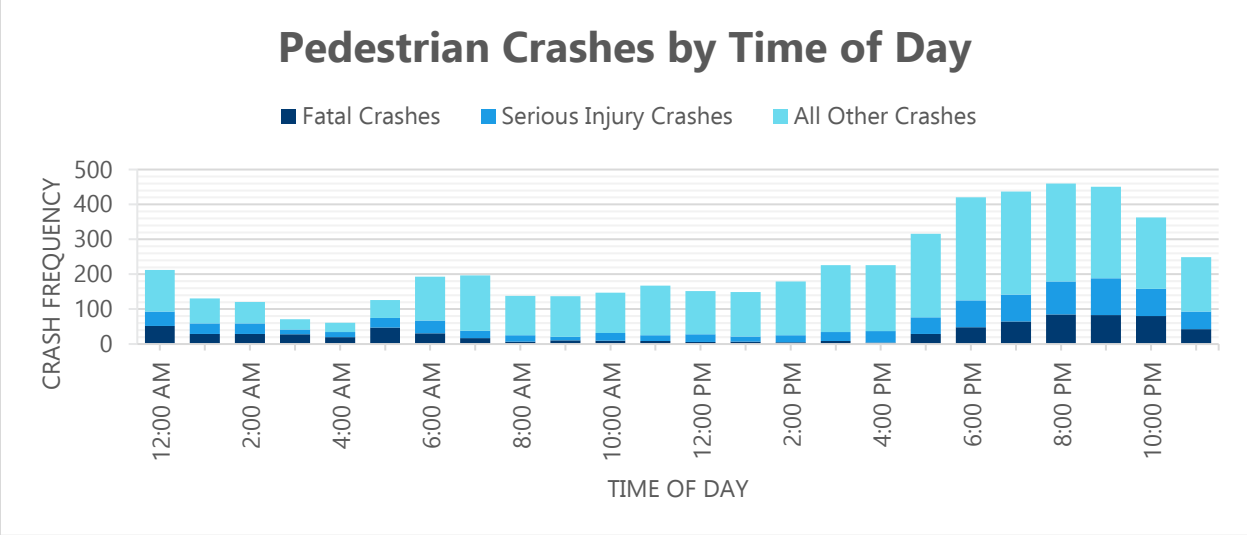
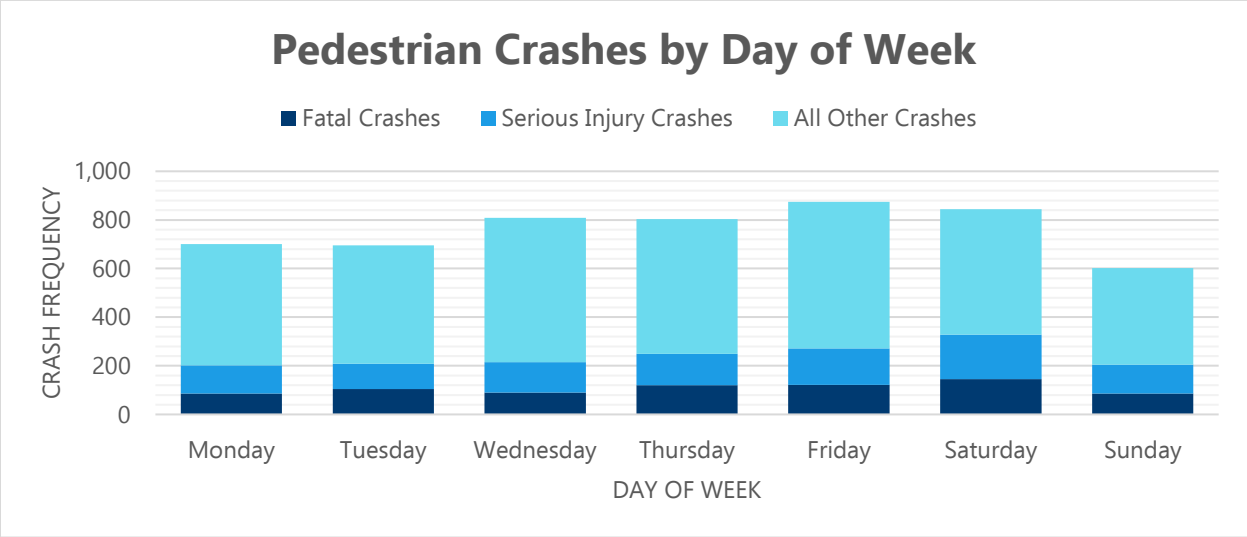
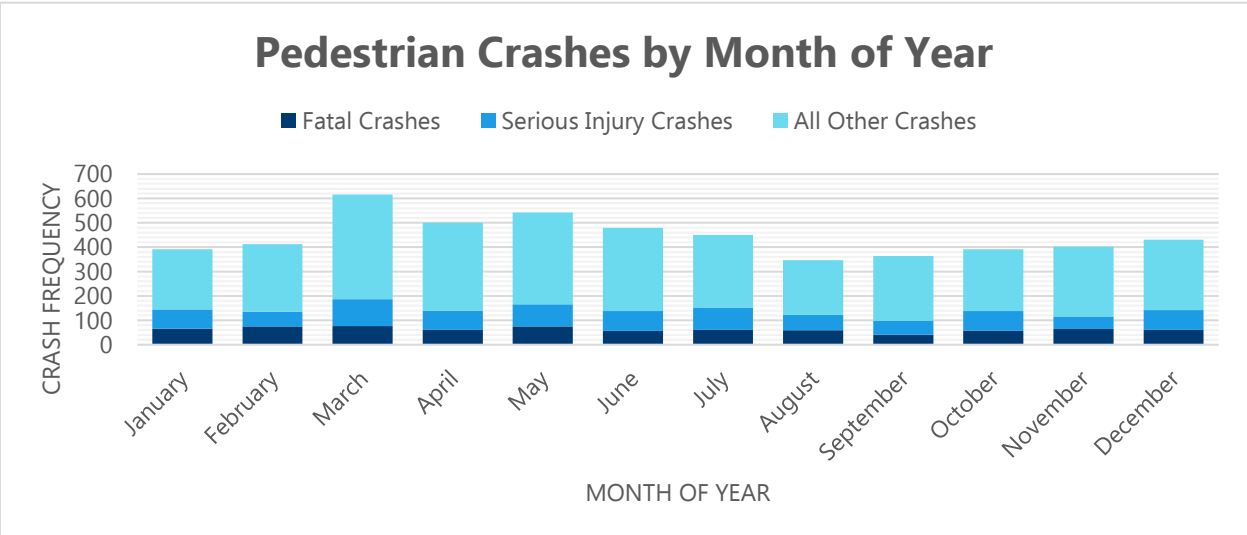
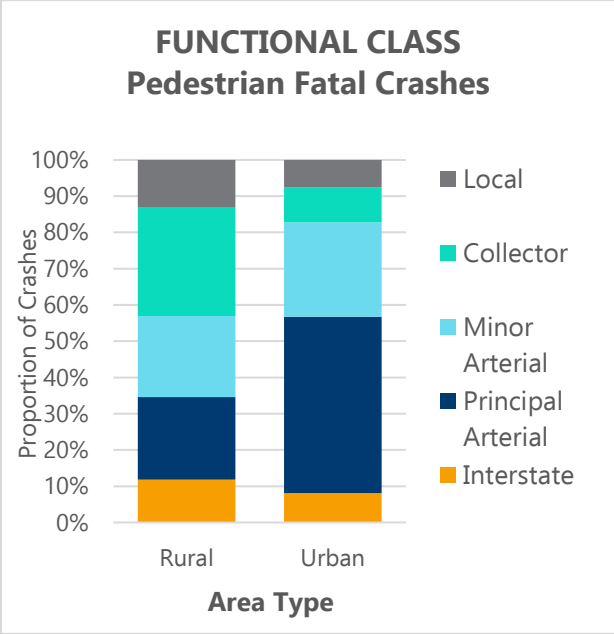
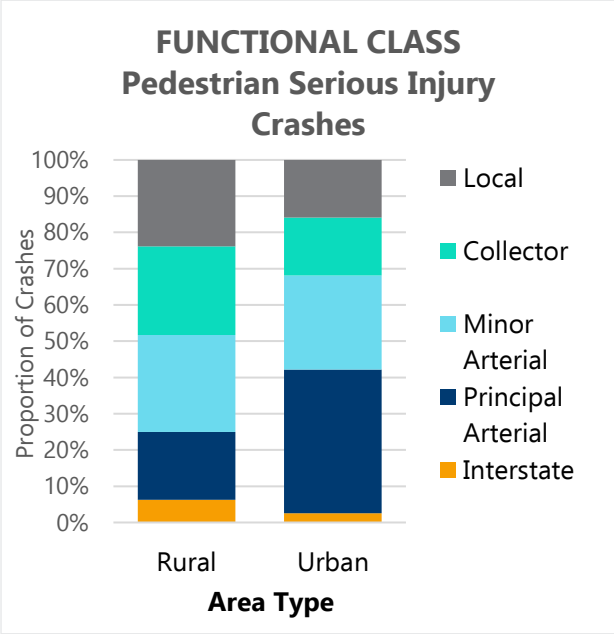


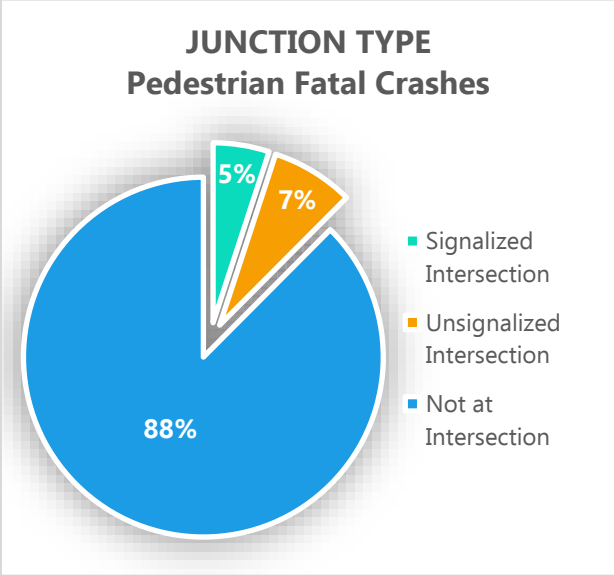


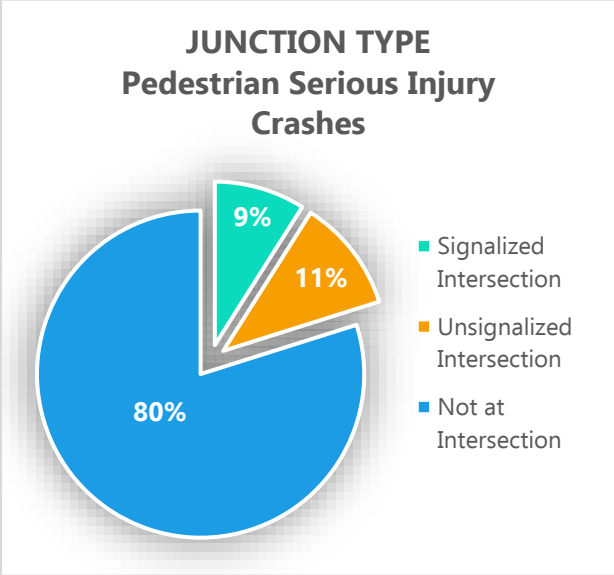


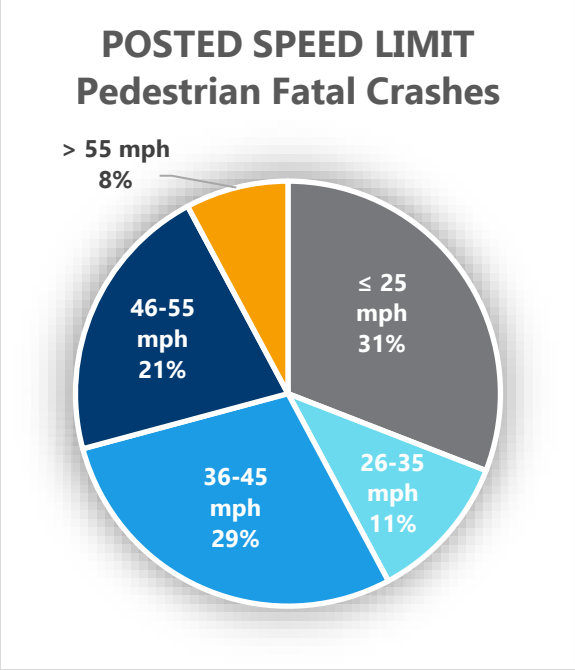
Facility Characteristics

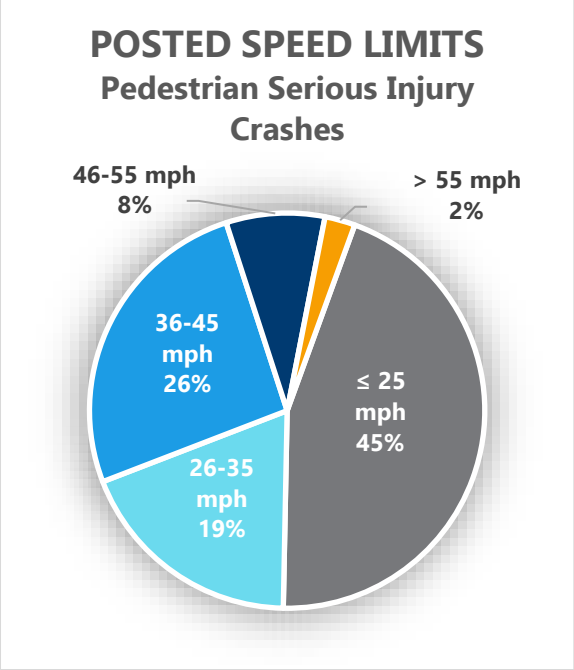




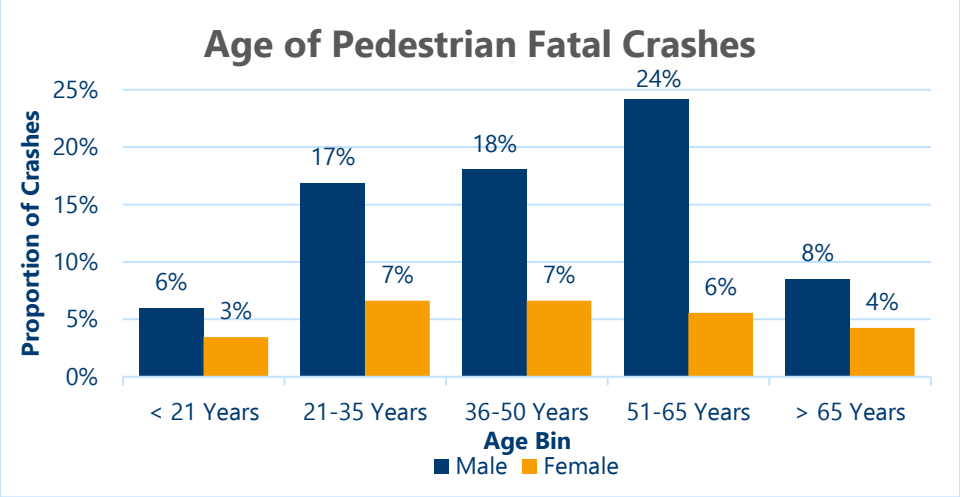


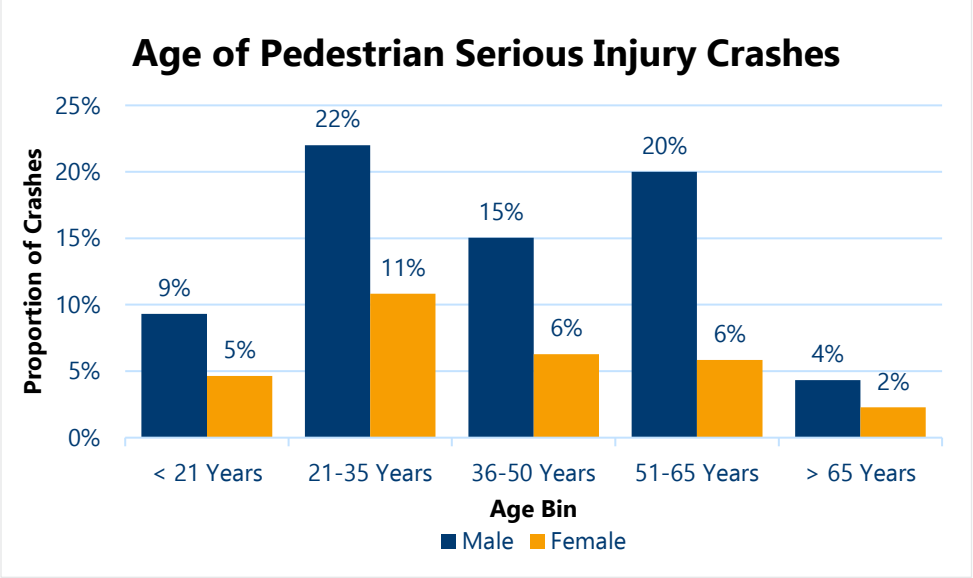


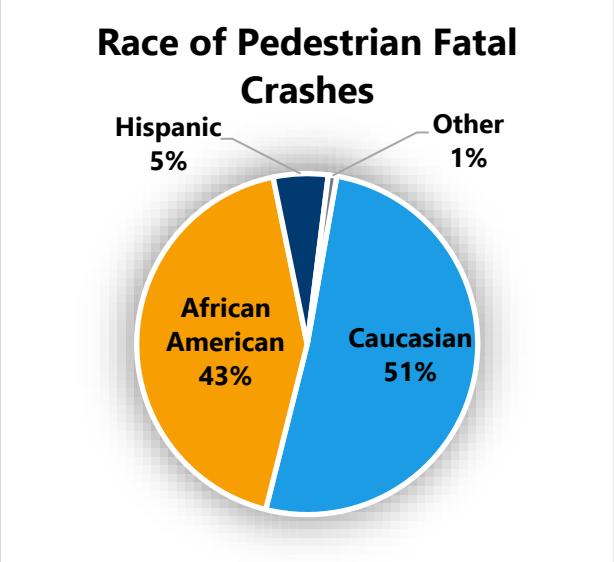

POSTED SPEED LIMIT
Pedestrian Fatal Crashes
> 55 mph
8%
≤ 25
mph
31%
46-55
mph
21%
26-35
mph
11%
36-45
mph
29%

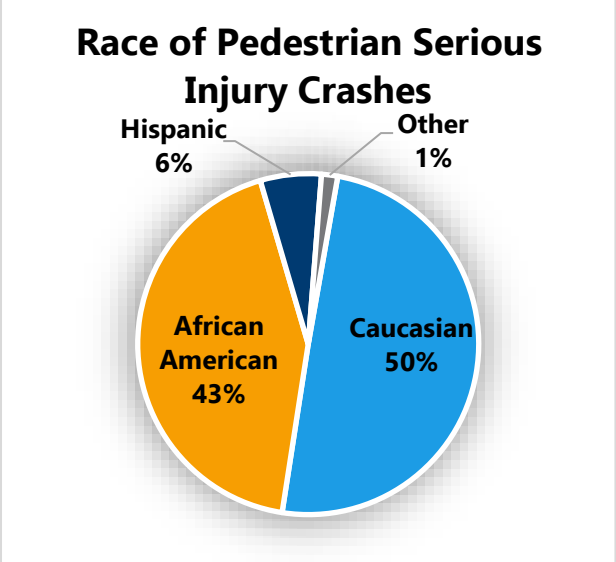

POSTED SPEED LIMITS
Pedestrian Serious Injury
Crashes
46-55 mph
8%
> 55 mph
2%
36-45
mph
26%
≤ 25
mph
45%
26-35
mph
19%

Demographics



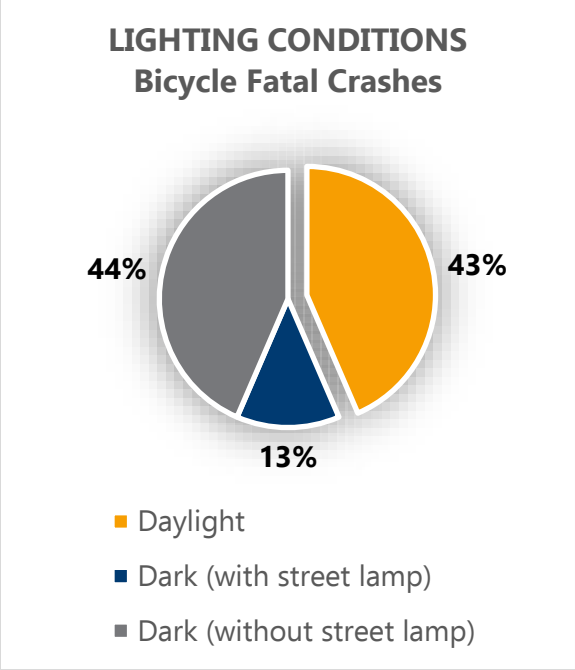


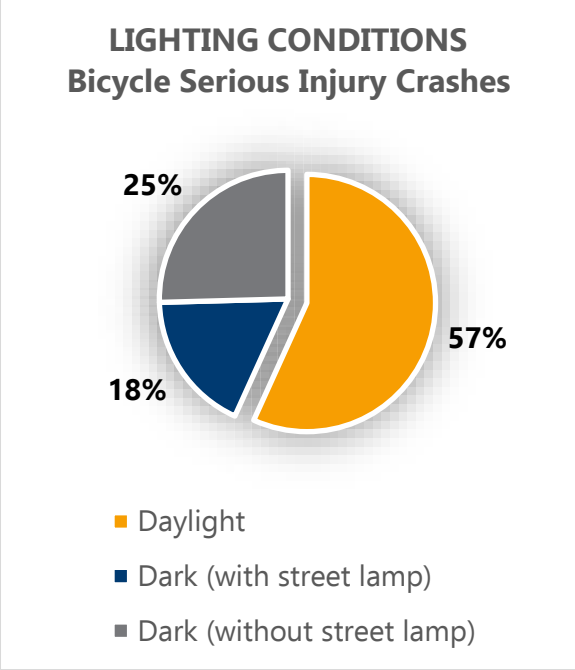


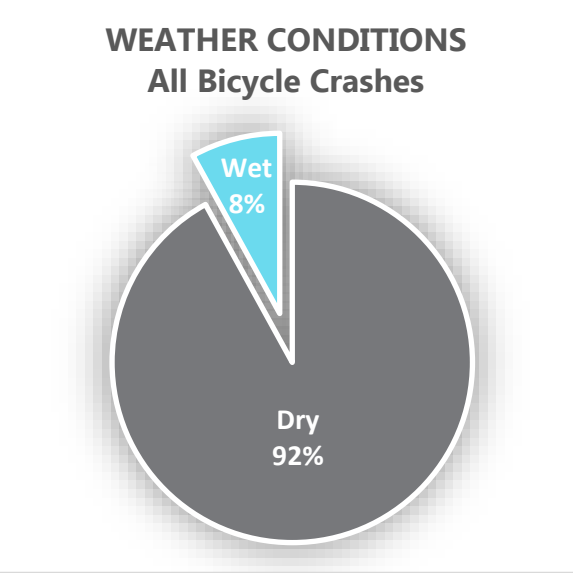


Bicycle Crashes

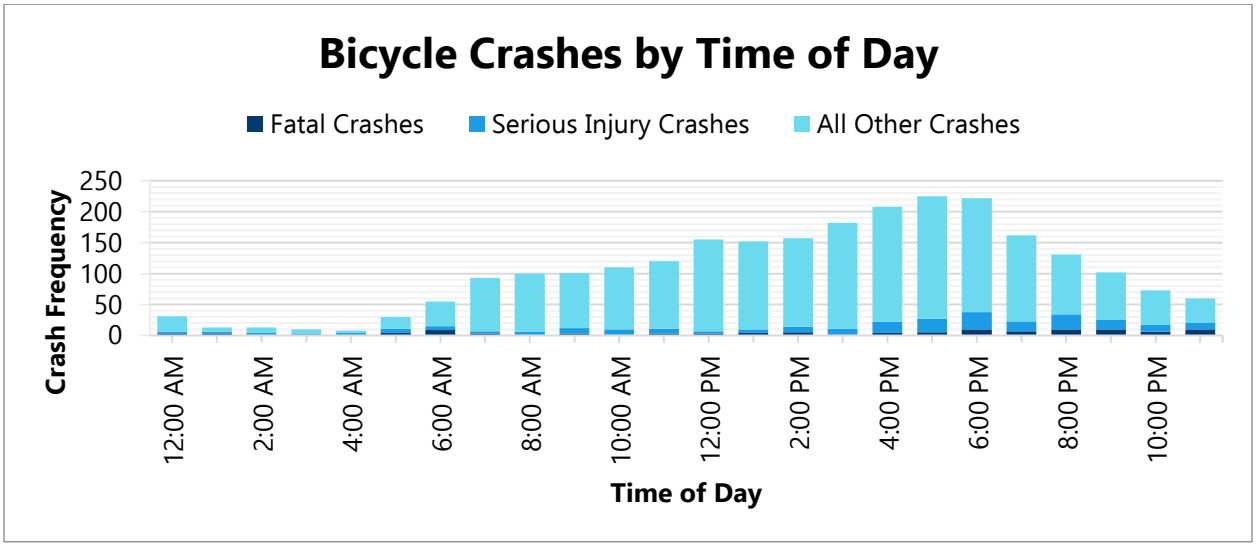
Environmental Conditions

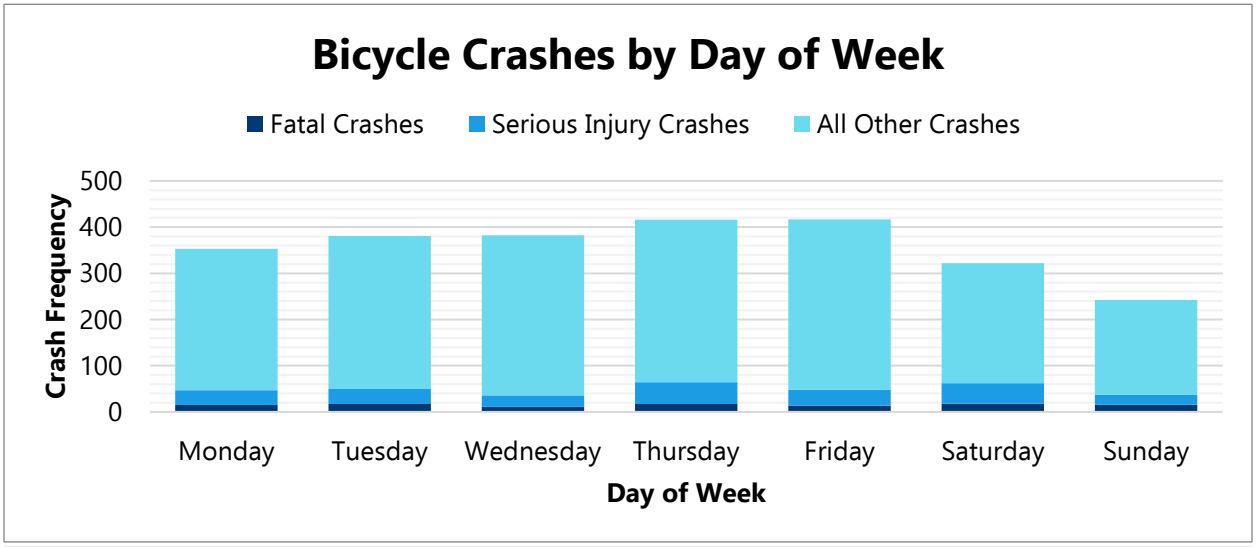


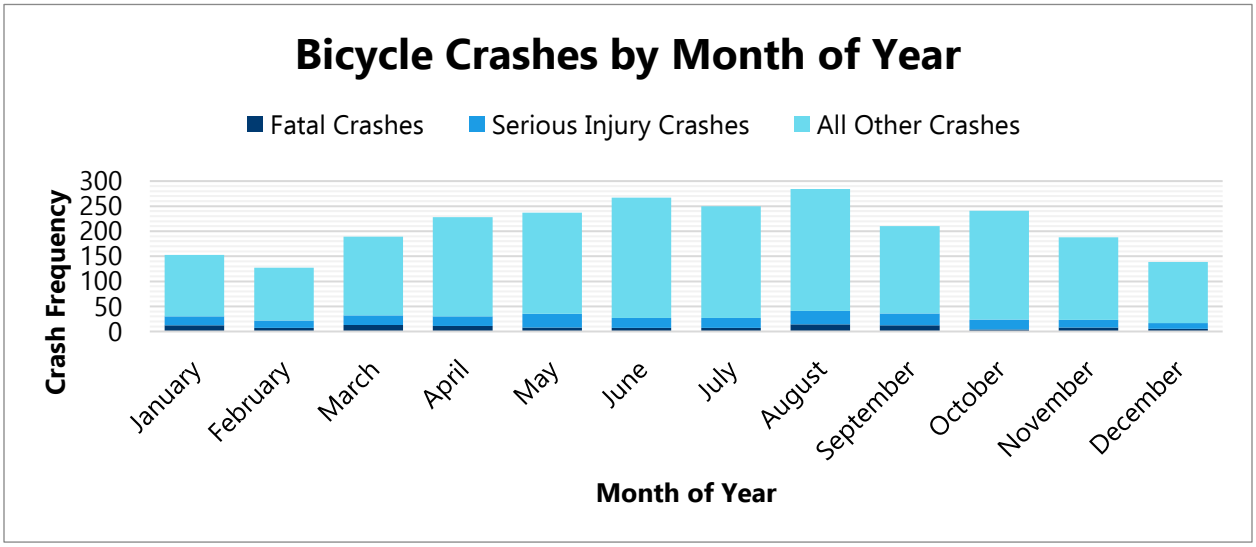




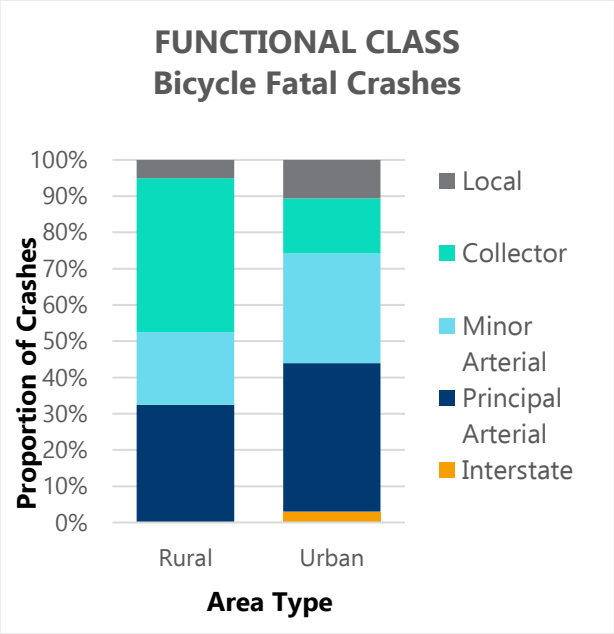
Temporal Conditions

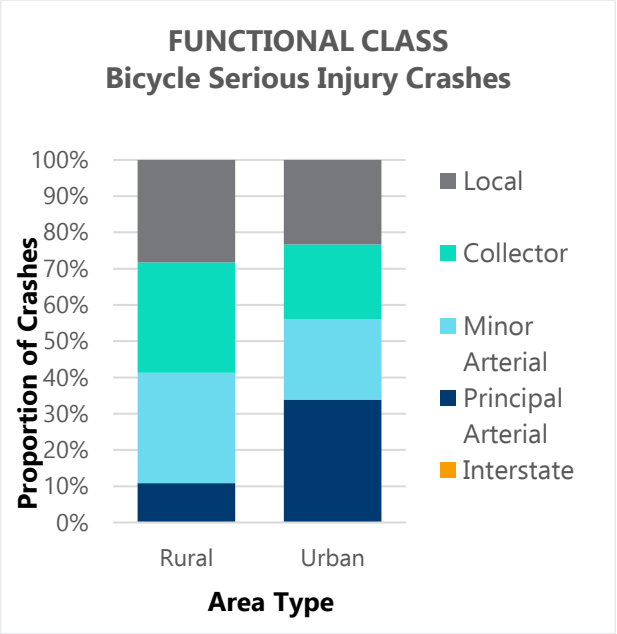


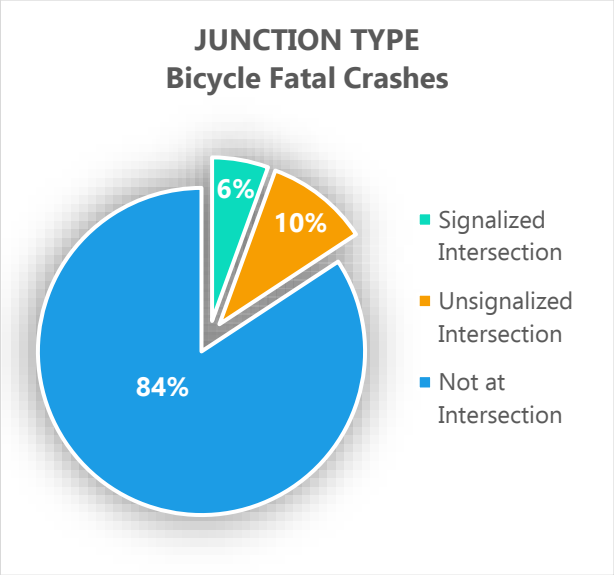


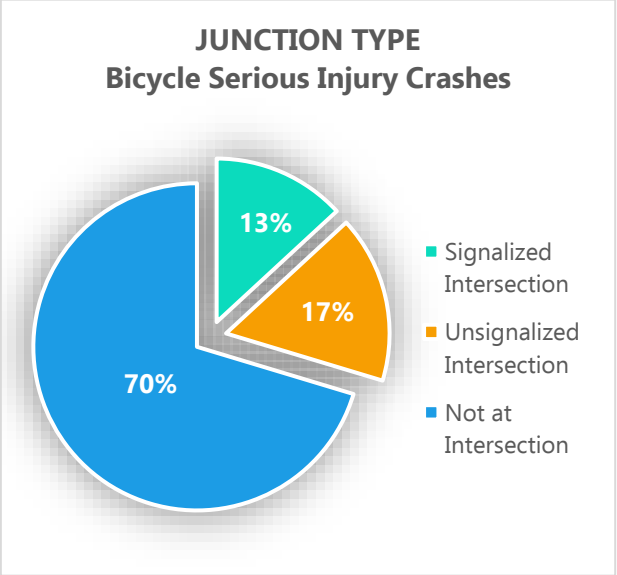


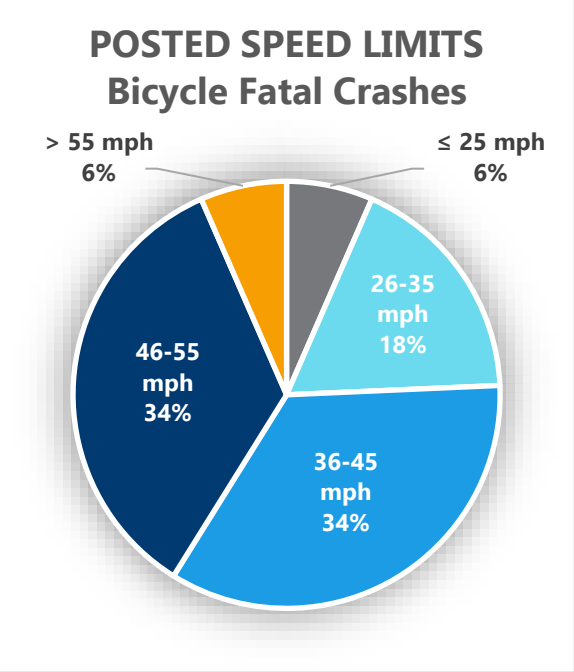
Facility Characteristics

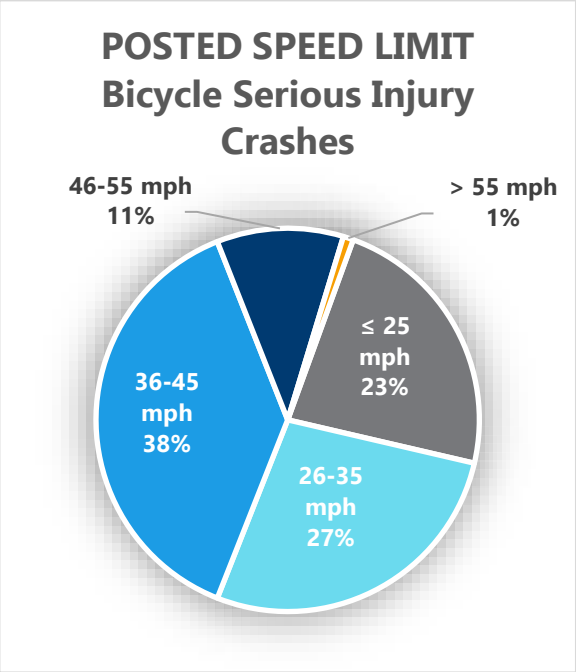




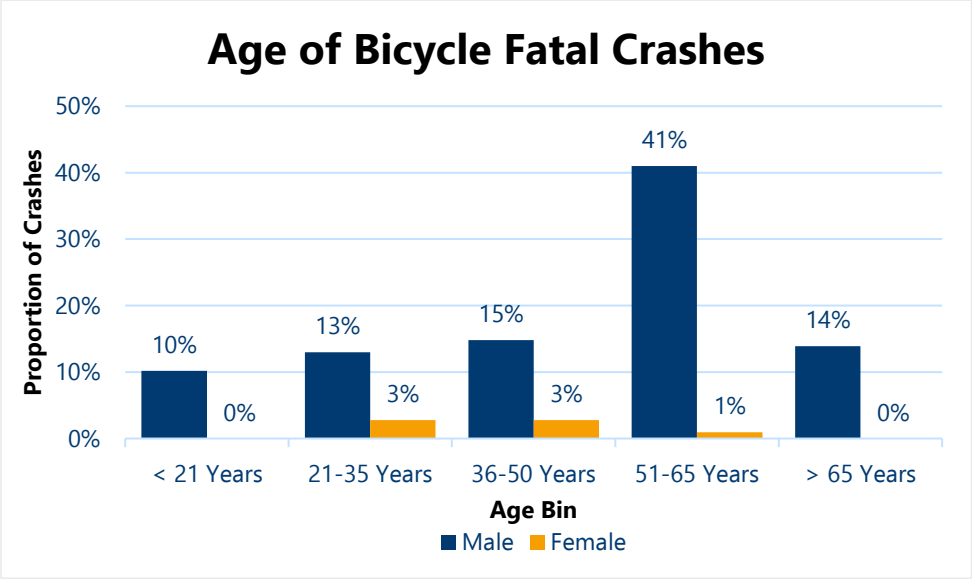


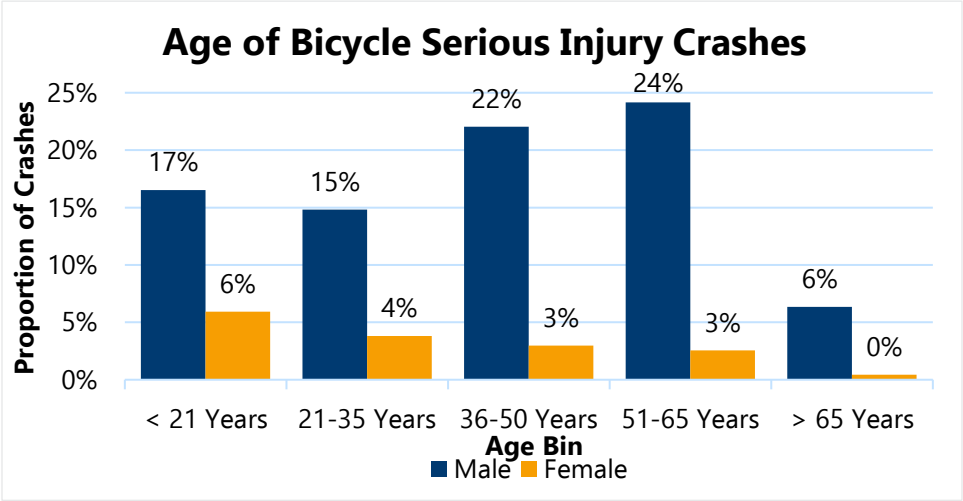


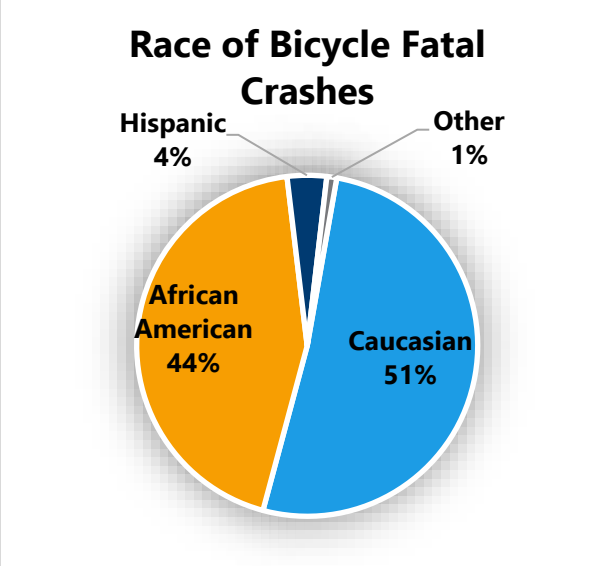

POSTED SPEED LIMITS
Bicycle Fatal Crashes
> 55 mph
6%
≤ 25 mph
6%
26-35
mph
18%
46-55
mph
34%
36-45
mph
34%

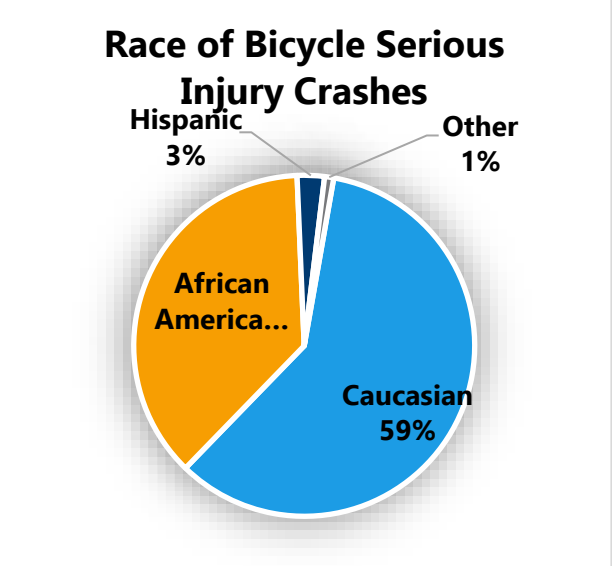

POSTED SPEED LIMIT
Bicycle Serious Injury
Crashes
46-55 mph
11%
> 55 mph
1%
≤ 25
mph
23%
36-45
mph
38%
26-35
mph
27%

Bicycle Crash Demographics









Appendix B

High-Risk Roadway Analysis Results

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
27413	GREENVILLE	SC Route	291	7.17	11.4	TWLTL - Bituminous Median	23040029100N	1	1	8	32,900	Urban	1,354	32.94%	6	Principal Art.	0	Unpaved	2.11	**0.944**
27133	GREENVILLE	US Route	276	29.29	33.07	TWLTL - Bituminous Median	23020027600E	1	1	6	30,300	Urban	2,116	32.35%	4	Principal Art.	0	Unpaved	0.16	**0.936**
27131	GREENVILLE	US Route	276	29.29	33.07	TWLTL - Bituminous Median	23020027600E	1	1	15	37,200	Urban	1,354	32.94%	4	Principal Art.	3	Unpaved	0.10	**0.920**
27132	GREENVILLE	US Route	276	29.29	33.07	TWLTL - Bituminous Median	23020027600E	1	1	15	37,200	Urban	1,354	32.94%	4	Principal Art.	0	Unpaved	1.79	**0.920**
27407	GREENVILLE	SC Route	291	6.19	6.72	TWLTL - Bituminous Median	23040029100N	1	1	6	35,100	Urban	2,289	5.73%	6	Principal Art.	0	Unpaved	0.52	**0.920**
48978	RICHLAND	US Route	76	23.68	26.04	TWLTL - Bituminous Median	40020007600E	1	1	7	46,000	Urban	2,455	5.54%	6	Principal Art.	0	Unpaved	1.09	**0.920**
48979	RICHLAND	US Route	76	23.68	26.04	TWLTL - Bituminous Median	40020007600E	1	1	7	46,000	Urban	2,455	5.54%	7	Principal Art.	0	Unpaved	0.14	**0.920**
48980	RICHLAND	US Route	76	23.68	26.04	TWLTL - Bituminous Median	40020007600E	1	1	7	46,000	Urban	2,455	5.54%	6	Principal Art.	0	Unpaved	0.10	**0.920**
48981	RICHLAND	US Route	76	23.68	26.04	TWLTL - Bituminous Median	40020007600E	1	1	7	49,700	Urban	2,455	5.54%	6	Principal Art.	0	Unpaved	0.12	**0.920**
48983	RICHLAND	US Route	76	26.223	26.74	TWLTL - Bituminous Median	40020007600E	1	1	7	49,700	Urban	2,455	5.54%	6	Principal Art.	0	Unpaved	0.14	**0.920**
48901	RICHLAND	US Route	21	1.37	1.47	TWLTL - Bituminous Median	40020002100N	1	1	3	36,500	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.10	**0.916**
10859	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	1	14	54,600	Urban	1,795	4.12%	6	Principal Art.	0	Unpaved	0.53	**0.912**
27414	GREENVILLE	SC Route	291	7.17	11.4	TWLTL - Bituminous Median	23040029100N	1	1	3	32,100	Suburban	1,354	32.94%	6	Principal Art.	0	Unpaved	0.78	**0.912**
11021	CHARLESTON	SC Route	61	8.32	10.18	TWLTL - Bituminous Median	10040006100S	1	1	15	37,600	Urban	3,268	9.48%	4	Principal Art.	0	Unpaved	0.56	**0.896**
11201	CHARLESTON	Secondary road	13	0.11	2.81	TWLTL - Bituminous Median	10070001300N	1	1	4	28,600	Urban	1,380	36.86%	4	Principal Art.	0	Unpaved	0.34	**0.896**
27403	GREENVILLE	SC Route	291	1.24	5.76	TWLTL - Bituminous Median	23040029100N	1	1	4	29,800	Urban	2,289	5.73%	6	Principal Art.	0	Unpaved	1.52	**0.896**
48977	RICHLAND	US Route	76	23.68	26.04	TWLTL - Bituminous Median	40020007600E	1	1	4	29,200	Urban	2,455	5.54%	6	Principal Art.	0	Unpaved	0.24	**0.896**
10860	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	1	14	54,600	Urban	1,795	4.12%	4	Principal Art.	0	Unpaved	0.14	**0.888**
10862	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	1	8	40,000	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.72	**0.888**
10863	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	1	8	40,000	Urban	1,516	6.62%	4	Principal Art.	3	Unpaved	0.32	**0.888**
10864	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	1	8	40,000	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.36	**0.888**
10930	CHARLESTON	US Route	52	4.4	6.95	TWLTL - Bituminous Median	10020005200W	1	1	34	18,400	Urban	2,363	34.51%	6	Principal Art.	0	Unpaved	0.48	**0.888**
11029	CHARLESTON	SC Route	61	10.39	11.9	TWLTL - Bituminous Median	10040006100S	1	1	9	45,800	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	1.19	**0.888**
27354	GREENVILLE	SC Route	253	4.38	4.81	TWLTL - Bituminous Median	23040025300N	1	1	2	38,300	Suburban	1,354	32.94%	4	Principal Art.	0	Unpaved	0.13	**0.888**
48940	RICHLAND	US Route	21	0	0.07	TWLTL - Bituminous Median	40020002106N	1	1	9	24,000	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.03	**0.888**
10936	CHARLESTON	US Route	52	11.86	12.4	TWLTL - Bituminous Median	10020005200W	1	1	17	38,500	Urban	4,070	11.15%	6	Principal Art.	0	Unpaved	0.60	**0.880**
11160	CHARLESTON	SC Route	703	2.48	3.65	TWLTL - Bituminous Median	10040070300N	1	1	4	32,900	Suburban	1,583	8.68%	4	Principal Art.	0	Unpaved	0.28	**0.876**
11090	CHARLESTON	SC Route	171	8.51	9.24	TWLTL - Bituminous Median	10040017100N	1	1	5	47,500	Urban	1,516	6.62%	6	Minor Art.	0	Unpaved	0.17	**0.872**
27412	GREENVILLE	SC Route	291	7.17	11.4	TWLTL - Bituminous Median	23040029100N	1	1	8	47,600	Urban	1,737	20.59%	6	Principal Art.	0	Unpaved	1.29	**0.872**
47890	PICKENS	US Route	76	0	1.783	TWLTL - Bituminous Median	39020007600E	1	1	3	42,300	Suburban	336	41.48%	4	Principal Art.	0	Unpaved	0.38	**0.872**
49076	RICHLAND	SC Route	12	1.13	1.28	TWLTL - Bituminous Median	40040001200E	1	1	14	20,800	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.15	**0.872**
49080	RICHLAND	SC Route	12	2.51	6.36	TWLTL - Bituminous Median	40040001200E	1	1	14	20,800	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.05	**0.872**
59120	YORK	SC Route	161	23.31	28.91	TWLTL - Bituminous Median	46040016100S	1	1	4	44,600	Urban	1,664	10.43%	6	Principal Art.	0	Unpaved	1.24	**0.872**
47889	PICKENS	US Route	76	0	1.783	TWLTL - Bituminous Median	39020007600E	1	1	5	28,100	Suburban	336	41.48%	4	Principal Art.	0	Unpaved	0.21	**0.868**
49574	RICHLAND	Secondary road	102	0	0.39	TWLTL - Bituminous Median	40070010200E	1	1	2	20,100	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.10	**0.868**
49576	RICHLAND	Secondary road	102	0	0.39	TWLTL - Bituminous Median	40070010200E	1	1	2	20,100	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.09	**0.868**
53383	SPARTANBURG	US Route	176	25.67	33.57	TWLTL - Bituminous Median	42020017600E	1	1	2	26,100	Urban	1,670	9.77%	6	Principal Art.	0	Unpaved	0.72	**0.868**
10929	CHARLESTON	US Route	52	4.4	6.95	TWLTL - Bituminous Median	10020005200W	1	1	34	18,400	Urban	2,363	34.51%	4	Principal Art.	0	Unpaved	1.43	**0.864**
48875	RICHLAND	US Route	1	4.5	8.79	TWLTL - Bituminous Median	40020000100N	1	1	2	32,300	Suburban	2,123	9.08%	4	Principal Art.	0	Unpaved	0.12	**0.864**
48878	RICHLAND	US Route	1	9.03	13.52	TWLTL - Bituminous Median	40020000100N	1	1	2	31,500	Suburban	2,123	9.08%	4	Principal Art.	0	Unpaved	0.60	**0.864**
48946	RICHLAND	US Route	21	1.06	1.14	TWLTL - Bituminous Median	40020002106N	1	1	26	16,700	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.08	**0.864**
53433	SPARTANBURG	US Route	221	23.62	26.77	TWLTL - Bituminous Median	42020022100N	1	1	14	17,900	Urban	2,473	42.12%	4	Principal Art.	0	Unpaved	1.28	**0.864**
49082	RICHLAND	SC Route	12	2.51	6.36	TWLTL - Bituminous Median	40040001200E	1	1	11	27,300	Suburban	2,717	7.31%	4	Principal Art.	0	Unpaved	1.40	**0.860**
8808	BERKELEY	US Route	52	1.05	1.45	TWLTL - Bituminous Median	08020005200W	1	1	2	38,600	Suburban	322	9.11%	6	Principal Art.	3	Unpaved	0.28	**0.856**
10861	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	1	6	40,800	Urban	4,671	22.53%	4	Principal Art.	0	Unpaved	2.11	**0.856**
11082	CHARLESTON	SC Route	171	3.66	7.99	TWLTL - Bituminous Median	10040017100N	1	1	10	45,400	Urban	3,080	10.13%	4	Principal Art.	0	Unpaved	1.01	**0.856**
11372	CHARLESTON	Secondary road	60	1.68	3.17	TWLTL - Bituminous Median	10070006000E	1	1	7	32,800	Urban	3,031	5.50%	4	Minor Art.	0	Unpaved	0.67	**0.856**
11373	CHARLESTON	Secondary road	60	1.68	3.17	TWLTL - Bituminous Median	10070006000E	1	1	7	32,800	Urban	3,031	5.50%	4	Minor Art.	3	Unpaved	0.32	**0.856**
11374	CHARLESTON	Secondary road	60	1.68	3.17	TWLTL - Bituminous Median	10070006000E	1	1	7	32,800	Urban	3,031	5.50%	4	Minor Art.	0	Unpaved	0.20	**0.856**
49023	RICHLAND	US Route	176	15.15	22.62	TWLTL - Bituminous Median	40020017600E	1	1	30	37,600	Urban	3,054	14.56%	4	Principal Art.	0	Unpaved	1.74	**0.856**
49144	RICHLAND	SC Route	48	2.33	2.514	TWLTL - Bituminous Median	40040004800E	1	1	17	25,500	Urban	3,716	56.15%	6	Minor Art.	2	Paved	0.14	**0.856**
4507	ANDERSON	SC Route	28	12.45	19.52	TWLTL - Bituminous Median	04040002800W	1	1	2	24,500	Urban	1,500	38.88%	4	Principal Art.	0	Unpaved	1.00	**0.852**
4508	ANDERSON	SC Route	28	12.45	19.52	TWLTL - Bituminous Median	04040002800W	1	1	2	23,000	Urban	1,500	38.88%	4	Principal Art.	0	Unpaved	0.86	**0.852**
4542	ANDERSON	SC Route	81	19.83	33.79	TWLTL - Bituminous Median	04040008100N	1	1	1	26,700	Urban	2,245	9.63%	4	Principal Art.	0	Unpaved	2.31	**0.852**
27083	GREENVILLE	US Route	29	0	0.12	TWLTL - Bituminous Median	23020002950N	1	1	1	22,900	Urban	5,353	7.46%	6	Principal Art.	0	Unpaved	0.13	**0.852**
48974	RICHLAND	US Route	76	23.68	26.04	TWLTL - Bituminous Median	40020007600E	1	1	2	27,300	Urban	2,655	4.00%	4	Principal Art.	0	Unpaved	0.34	**0.852**
10974	CHARLESTON	SC Route	7	0.33	1.29	TWLTL - Bituminous Median	10040000700N	1	1	14	28,200	Urban	1,795	4.12%	6	Minor Art.	0	Unpaved	0.95	**0.848**
11091	CHARLESTON	SC Route	171	8.51	9.24	TWLTL - Bituminous Median	10040017100N	1	1	5	47,500	Urban	1,516	6.62%	4	Minor Art.	0	Unpaved	0.03	**0.848**
11122	CHARLESTON	SC Route	642	0.94	2.29	TWLTL - Bituminous Median	10040064200E	1	1	13	42,800	Urban	1,859	17.25%	4	Principal Art.	0	Unpaved	1.40	**0.848**
11200	CHARLESTON	Secondary road	13	0.11	2.81	TWLTL - Bituminous Median	10070001300N	1	1	12	17,400	Urban	1,380	36.86%	4	Principal Art.	0	Unpaved	0.58	**0.848**
27071	GREENVILLE	US Route	29	6.91	13.45	TWLTL - Bituminous Median	23020002900N	1	1	4	28,400	Urban	1,737	20.59%	6	Principal Art.	0	Unpaved	1.72	**0.848**
27355	GREENVILLE	SC Route	253	4.38	4.81	TWLTL - Bituminous Median	23040025300N	1	1	2	38,300	Suburban	1,354	32.94%	4	Minor Art.	0	Unpaved	0.13	**0.848**
28015	GREENVILLE	Secondary road	201	0.75	1.49	TWLTL - Bituminous Median	23070020100N	1	1	6	22,600	Urban	2,567	33.00%	4	Minor Art.	0	Unpaved	0.79	**0.848**
28017	GREENVILLE	Secondary road	201	2.68	3.08	TWLTL - Bituminous Median	23070020100N	1	1	6	22,600	Urban	2,567	33.00%	4	Minor Art.	0	Unpaved	0.19	**0.848**
48909	RICHLAND	US Route	21	3.065	3.165	TWLTL - Bituminous Median	40020002100N	1	1	11	16,200	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.09	**0.848**
53714	SPARTANBURG	SC Route	295	3.51	13.32	TWLTL - Bituminous Median	42040029500S	1	1	0	29,000	Urban	1,946	8.99%	6	Principal Art.	0	Unpaved	0.89	**0.848**
8961	BERKELEY	Secondary road	29	2.86	5.74	TWLTL - Bituminous Median	08070002900N	1	1	14	30,900	Suburban	3,722	14.17%	4	Principal Art.	0	Unpaved	1.21	**0.844**
48913	RICHLAND	US Route	21	4.38	5.23	TWLTL - Bituminous Median	40020002100N	1	1	3	16,700	Urban	2,851	33.33%	4	Principal Art.	0	Unpaved	0.07	**0.844**
53380	SPARTANBURG	US Route	176	25.12	25.36	TWLTL - Bituminous Median	42020017600E	1	1	3	34,400	Urban	1,343	13.87%	6	Principal Art.	0	Unpaved	0.24	**0.844**
58952	YORK	SC Route	5	21.23	29.629	TWLTL - Bituminous Median	46040000500S	1	1	1	18,000	Urban	2,314	35.08%	4	Principal Art.	0	Unpaved	0.60	**0.844**
58953	YORK	SC Route	5	21.23	29.629	TWLTL - Bituminous Median	46040000500S	1	1	2	19,800	Urban	3,304	32.18%	4	Principal Art.	0	Unpaved	1.57	**0.844**
58954	YORK	SC Route	5	21.23	29.629	TWLTL - Bituminous Median	46040000500S	1	1	1	16,500	Urban	3,304	32.18%	4	Principal Art.	0	Unpaved	1.07	**0.844**
10874	CHARLESTON	US Route	17	29.15	30.33	Divided - Earth median	10020001700N	1	1	14	65,700	Urban	3,092	34.35%	6	Principal Art.	0	Unpaved	0.17	**0.840**
10875	CHARLESTON	US Route	17	29.15	30.33	Divided - Earth median	10020001700N	1	1	14	65,700	Urban	3,092	34.35%	8	Principal Art.	0	Unpaved	0.09	**0.840**
10876	CHARLESTON	US Route	17	30.33	30.83	Divided - Physical Barrier	10020001700N	1	1	14	65,700	Urban	3,092	34.35%	8	Principal Art.	0	Unpaved	0.50	**0.840**
10877	CHARLESTON	US Route	17	30.83	30.93	Divided - Earth median	10020001700N	1	1	14	65,700	Urban	3,092	34.35%	8	Principal Art.	0	Unpaved	0.09	**0.840**
10932	CHARLESTON	US Route	52	6.95	11.86	Divided - Earth median	10020005200W	1	1	7	33,600	Urban	2,363	34.51%	6	Principal Art.	0	Unpaved	0.46	**0.840**
10933	CHARLESTON	US Route	52	6.95	11.86	Divided - Earth median	10020005200W	1	1	42	48,400	Urban	2,276	31.72%	6	Principal Art.	0	Unpaved	0.44	**0.840**
10934	CHARLESTON	US Route	52	6.95	11.86	Divided - Earth median	10020005200W	1	1	42	48,400	Urban	2,276	31.72%	6	Principal Art.	3	Unpaved	2.50	**0.840**
11081	CHARLESTON	SC Route	171	3.66	7.99	TWLTL - Bituminous Median	10040017100N	1	1	12	29,800	Urban	334	8.70%	4	Principal Art.	0	Unpaved	1.23	**0.840**
37787	LEXINGTON	US Route	1	28.148	30.25	TWLTL - Bituminous Median	32020000100N	1	1	11	33,300	Suburban	1,925	19.44%	4	Principal Art.	0	Unpaved	0.01	**0.836**
37788	LEXINGTON	US Route	1	28.148	30.25	TWLTL - Bituminous Median	32020000100N	1	1	11	33,300	Suburban	1,925	19.44%	4	Principal Art.	3	Unpaved	0.11	**0.836**
37789	LEXINGTON	US Route	1	28.148	30.25	TWLTL - Bituminous Median	32020000100N	1	1	11	33,300	Suburban	1,925	19.44%	4	Principal Art.	0	Unpaved	0.43	**0.836**
37886	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	1	5	32,500	Suburban	1,909	10.04%	4	Principal Art.	0	Unpaved	0.82	**0.836**
11126	CHARLESTON	SC Route	642	3.53	5.778	TWLTL - Bituminous Median	10040064200E	1	1	11	30,000	Urban	759	18.65%	4	Principal Art.	0	Unpaved	1.66	**0.832**
18927	DARLINGTON	US Route	52	2.58	3.52	TWLTL - Bituminous Median	16020005200W	1	1	1	22,400	Suburban	565	33.43%	4	Principal Art.	3	Unpaved	0.13	**0.832**
18930	DARLINGTON	US Route	52	5.21	5.44	TWLTL - Bituminous Median	16020005200W	1	1	3	23,600	Suburban	565	33.43%	4	Principal Art.	3	Unpaved	0.22	**0.832**
49024	RICHLAND	US Route	176	15.15	22.62	TWLTL - Bituminous Median	40020017600E	1	1	5	25,700	Urban	5,908	13.77%	4	Principal Art.	0	Unpaved	0.56	**0.832**
49125	RICHLAND	SC Route	16	2.36	7.05	TWLTL - Bituminous Median	40040001600E	1	1	6	25,000	Urban	2,214	5.29%	4	Minor Art.	0	Unpaved	1.71	**0.832**
49142	RICHLAND	SC Route	48	1.601	1.876	TWLTL - Bituminous Median	40040004800E	1	1	17	25,500	Urban	3,716	56.15%	4	Minor Art.	2	Paved	0.27	**0.832**
49385	RICHLAND	Secondary road	52	2.35	9.14	TWLTL - Bituminous Median	40070005200E	1	1	1	26,200	Suburban	1,832	7.10%	4	Principal Art.	0	Unpaved	1.44	**0.832**
11161	CHARLESTON	SC Route	703	2.48	3.65	TWLTL - Bituminous Median	10040070300N	1	1	4	23,100	Suburban	1,583	8.68%	4	Principal Art.	0	Unpaved	0.34	**0.828**
11265	CHARLESTON	Secondary road	43	0	0.6	TWLTL - Bituminous Median	10070004300N	1	1	3	33,500	Urban	1,961	21.33%	4	Principal Art.	3	Unpaved	0.25	**0.828**
27068	GREENVILLE	US Route	29	6.51	6.79	TWLTL - Bituminous Median	23020002900N	1	1	2	24,100	Urban	4,116	9.22%	4	Principal Art.	0	Unpaved	0.25	**0.828**
27070	GREENVILLE	US Route	29	6.91	13.45	TWLTL - Bituminous Median	23020002900N	1	1	2	21,500	Urban	3,762	6.45%	4	Principal Art.	0	Unpaved	0.52	**0.828**
37884	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	1	5	30,000	Suburban	1,142	13.18%	4	Principal Art.	0	Unpaved	0.68	**0.828**
49118	RICHLAND	SC Route	16	0.84	1.12	TWLTL - Bituminous Median	40040001600E	1	1	2	21,900	Urban	2,851	33.33%	4	Minor Art.	0	Unpaved	0.28	**0.828**
58959	YORK	SC Route	5	21.23	29.629	TWLTL - Bituminous Median	46040000500S	1	1	1	27,900	Urban	515	7.26%	4	Principal Art.	0	Unpaved	0.20	**0.828**
58961	YORK	SC Route	5	21.23	29.629	TWLTL - Bituminous Median	46040000500S	1	1	1	27,900	Urban	515	7.26%	4	Principal Art.	0	Unpaved	0.19	**0.828**
8962	BERKELEY	Secondary road	29	2.86	5.74	TWLTL - Bituminous Median	08070002900N	1	1	2	30,000	Suburban	3,722	14.17%	4	Principal Art.	0	Unpaved	0.48	**0.824**
8965	BERKELEY	Secondary road	29	5.81	6.55	TWLTL - Bituminous Median	08070002900N	1	1	2	32,500	Suburban	3,722	14.17%	4	Principal Art.	0	Unpaved	0.08	**0.824**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
8966	BERKELEY	Secondary road	29	5.81	6.55	TWLTL - Bituminous Median	08070002900N	1	1	2	32,500	Suburban	3,722	14.17%	4	Principal Art.	3	Unpaved	0.39	**0.824**
10856	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	0	7	47,300	Urban	1,091	9.61%	6	Principal Art.	3	Unpaved	0.05	**0.824**
10857	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	0	7	47,300	Urban	1,091	9.61%	6	Principal Art.	0	Unpaved	0.16	**0.824**
11407	CHARLESTON	Secondary road	75	0	2.56	TWLTL - Bituminous Median	10070007500N	1	1	17	41,900	Urban	1,495	12.72%	6	Minor Art.	0	Unpaved	1.57	**0.824**
21570	DORCHESTER	US Route	17	15.86	16.4	TWLTL - Bituminous Median	18020001702N	1	0	2	37,600	Suburban	2,306	31.00%	4	Principal Art.	0	Unpaved	0.54	**0.824**
31149	HORRY	US Route	17	20.355	21.685	TWLTL - Bituminous Median	26020001700N	1	0	5	59,700	Urban	1,223	5.31%	6	Principal Art.	0	Unpaved	0.34	**0.824**
31150	HORRY	US Route	17	20.355	21.685	TWLTL - Bituminous Median	26020001700N	1	0	15	55,800	Urban	1,223	5.31%	6	Principal Art.	0	Unpaved	1.01	**0.824**
31152	HORRY	US Route	17	22.625	23.691	TWLTL - Bituminous Median	26020001700N	1	0	15	55,800	Urban	1,223	5.31%	6	Principal Art.	0	Unpaved	1.06	**0.824**
31157	HORRY	US Route	17	24.339	27.175	TWLTL - Bituminous Median	26020001700N	1	0	10	38,400	Urban	1,422	8.24%	6	Principal Art.	0	Unpaved	0.73	**0.824**
31160	HORRY	US Route	17	27.385	28.817	TWLTL - Bituminous Median	26020001700N	1	0	24	37,900	Urban	1,077	7.81%	6	Principal Art.	0	Unpaved	1.38	**0.824**
48857	RICHLAND	US Route	1	0.2	2.4	Divided - Raised/Curbed Median	40020000100N	1	1	12	30,500	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.16	**0.824**
48905	RICHLAND	US Route	21	2.29	2.761	Divided - Raised/Curbed Median	40020002100N	1	1	7	50,700	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.40	**0.824**
48967	RICHLAND	US Route	76	19.65	20.87	Divided - Raised/Curbed Median	40020007600E	1	1	7	39,700	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.29	**0.824**
55341	SUMTER	US Route	15	9.472	12.67	TWLTL - Bituminous Median	43020001500N	1	1	5	14,900	Urban	1,474	45.34%	4	Principal Art.	0	Unpaved	1.39	**0.824**
59159	YORK	SC Route	322	23.29	28.05	TWLTL - Bituminous Median	46040032200E	1	1	5	27,700	Urban	1,790	11.22%	4	Principal Art.	0	Unpaved	0.98	**0.824**
8784	BERKELEY	US Route	17	1.362	1.466	TWLTL - Bituminous Median	08020001702N	1	0	15	37,100	Suburban	1,733	6.03%	6	Principal Art.	0	Unpaved	0.10	**0.820**
11035	CHARLESTON	SC Route	61	12.37	12.73	TWLTL - Bituminous Median	10040006100S	1	1	1	21,100	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.22	**0.820**
11085	CHARLESTON	SC Route	171	3.66	7.99	TWLTL - Bituminous Median	10040017100N	1	1	1	33,000	Urban	1,431	9.26%	4	Minor Art.	0	Unpaved	0.52	**0.820**
37891	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	1	0	44,700	Suburban	803	4.03%	4	Principal Art.	0	Unpaved	0.48	**0.820**
48864	RICHLAND	US Route	1	2.67	3.67	TWLTL - Bituminous Median	40020000100N	1	1	2	12,600	Urban	4,361	31.85%	4	Principal Art.	0	Unpaved	0.11	**0.820**
48903	RICHLAND	US Route	21	1.47	1.85	Divided - Raised/Curbed Median	40020002100N	1	1	3	36,500	Urban	5,222	31.18%	6	Principal Art.	0	Unpaved	0.08	**0.820**
48904	RICHLAND	US Route	21	1.85	1.97	Divided - Physical Barrier	40020002100N	1	1	3	36,500	Urban	5,222	31.18%	6	Principal Art.	0	Unpaved	0.14	**0.820**
885	AIKEN	SC Route	19	0.3	11	TWLTL - Bituminous Median	02040001900N	1	1	2	26,600	Suburban	586	6.95%	4	Principal Art.	0	Unpaved	0.09	**0.816**
10931	CHARLESTON	US Route	52	6.95	11.86	Divided - Earth median	10020005200W	1	1	10	28,600	Urban	2,363	34.51%	6	Principal Art.	0	Unpaved	1.40	**0.816**
11080	CHARLESTON	SC Route	171	3.66	7.99	TWLTL - Bituminous Median	10040017100N	1	1	6	20,300	Urban	334	8.70%	4	Principal Art.	0	Unpaved	1.09	**0.816**
11083	CHARLESTON	SC Route	171	3.66	7.99	TWLTL - Bituminous Median	10040017100N	1	1	10	45,400	Urban	3,080	10.13%	4	Minor Art.	0	Unpaved	0.21	**0.816**
21678	DORCHESTER	SC Route	165	10.935	14.31	TWLTL - Bituminous Median	18040016500N	1	1	1	41,400	Suburban	1,733	8.62%	4	Minor Art.	0	Unpaved	0.22	**0.816**
21703	DORCHESTER	SC Route	642	4.588	5.782	TWLTL - Bituminous Median	18040064200E	1	0	12	40,400	Urban	3,063	4.27%	4	Principal Art.	0	Unpaved	0.57	**0.816**
21850	DORCHESTER	Secondary road	62	0	1.82	TWLTL - Bituminous Median	18070006200E	1	1	22	37,000	Urban	2,371	20.92%	4	Minor Art.	0	Unpaved	1.90	**0.816**
27134	GREENVILLE	US Route	276	33.07	34.57	Non-divided	23020027600E	1	1	6	30,300	Urban	2,116	32.35%	4	Principal Art.	0	Unpaved	0.16	**0.816**
38040	LEXINGTON	SC Route	302	14.94	21.792	TWLTL - Bituminous Median	32040030200E	1	1	1	33,600	Suburban	1,545	23.12%	4	Principal Art.	0	Unpaved	0.74	**0.816**
38041	LEXINGTON	SC Route	302	14.94	21.792	TWLTL - Bituminous Median	32040030200E	1	1	1	33,600	Suburban	1,545	23.12%	4	Principal Art.	3	Unpaved	0.01	**0.816**
53319	SPARTANBURG	US Route	29	17.06	25.79	TWLTL - Bituminous Median	42020002900N	1	1	6	15,300	Urban	1,670	9.77%	4	Principal Art.	0	Unpaved	0.38	**0.816**
53322	SPARTANBURG	US Route	29	17.06	25.79	TWLTL - Bituminous Median	42020002900N	1	1	6	26,600	Urban	1,409	11.90%	4	Principal Art.	0	Unpaved	3.15	**0.816**
53471	SPARTANBURG	SC Route	9	7.111	14.541	TWLTL - Bituminous Median	42040000900S	1	1	1	31,000	Suburban	1,671	5.82%	4	Minor Art.	0	Unpaved	0.92	**0.816**
10858	CHARLESTON	US Route	17	23.8	28.82	TWLTL - Bituminous Median	10020001700N	1	0	1	47,100	Urban	1,795	4.12%	6	Principal Art.	0	Unpaved	0.54	**0.812**
10892	CHARLESTON	US Route	17	37.72	37.98	TWLTL - Bituminous Median	10020001700N	1	0	9	43,800	Suburban	1,424	9.32%	6	Principal Art.	0	Unpaved	0.30	**0.812**
21679	DORCHESTER	SC Route	165	10.935	14.31	TWLTL - Bituminous Median	18040016500N	1	1	4	29,000	Suburban	1,733	8.62%	4	Minor Art.	0	Unpaved	0.51	**0.812**
21680	DORCHESTER	SC Route	165	10.935	14.31	TWLTL - Bituminous Median	18040016500N	1	1	4	29,000	Suburban	1,733	8.62%	4	Minor Art.	3	Unpaved	0.23	**0.812**
27078	GREENVILLE	US Route	29	14.63	15.61	TWLTL - Bituminous Median	23020002900N	1	0	9	32,300	Suburban	1,315	3.12%	6	Principal Art.	0	Unpaved	0.54	**0.812**
27080	GREENVILLE	US Route	29	15.87	16.92	TWLTL - Bituminous Median	23020002900N	1	0	9	32,300	Suburban	1,315	3.12%	6	Principal Art.	0	Unpaved	1.06	**0.812**
27353	GREENVILLE	SC Route	253	4.38	4.81	TWLTL - Bituminous Median	23040025300N	1	1	7	14,000	Suburban	1,354	32.94%	4	Principal Art.	0	Unpaved	0.01	**0.812**
37812	LEXINGTON	US Route	21	15.54	16.3	TWLTL - Bituminous Median	32020002100N	1	0	5	33,000	Suburban	1,025	8.88%	6	Principal Art.	0	Unpaved	0.44	**0.812**
37893	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	1	5	28,000	Suburban	1,925	19.44%	4	Principal Art.	0	Unpaved	0.63	**0.812**
48855	RICHLAND	US Route	1	0.16	0.2	TWLTL - Bituminous Median	40020000100N	1	0	1	28,000	Urban	5,222	31.18%	4	Principal Art.	2	Paved	0.04	**0.812**
48897	RICHLAND	US Route	21	0.43	0.53	TWLTL - Bituminous Median	40020002100N	1	0	2	26,700	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.09	**0.812**
11877	CHARLESTON	Secondary road	404	0.17	0.21	TWLTL - Bituminous Median	10070040400E	1	1	9	21,600	Urban	4,343	20.53%	4	Principal Art.	0	Unpaved	0.03	**0.808**
23878	FLORENCE	US Route	52	29.184	30.57	TWLTL - Bituminous Median	21020005200W	1	1	1	26,700	Suburban	396	9.62%	4	Principal Art.	3	Unpaved	0.01	**0.808**
27093	GREENVILLE	US Route	123	2.7	2.78	TWLTL - Bituminous Median	23020012300N	1	1	18	21,400	Urban	3,518	22.97%	4	Principal Art.	0	Unpaved	0.09	**0.808**
27095	GREENVILLE	US Route	123	3.93	4.04	TWLTL - Bituminous Median	23020012300N	1	1	18	21,400	Urban	3,518	22.97%	4	Principal Art.	0	Unpaved	0.13	**0.808**
27137	GREENVILLE	US Route	276	34.57	34.757	TWLTL - Bituminous Median	23020027600E	1	1	5	24,800	Urban	3,829	28.82%	4	Principal Art.	0	Unpaved	0.18	**0.808**
27334	GREENVILLE	SC Route	183	6.19	6.69	TWLTL - Bituminous Median	23040018300N	1	1	26	16,000	Urban	4,172	18.82%	6	Principal Art.	0	Unpaved	0.16	**0.808**
31234	HORRY	US Route	501	18.54	19.36	TWLTL - Bituminous Median	26020050100S	1	1	4	28,200	Urban	865	23.40%	4	Principal Art.	0	Unpaved	0.82	**0.808**
47922	PICKENS	US Route	123	18.17	18.9	TWLTL - Bituminous Median	39020012300N	1	1	1	40,100	Suburban	1,264	12.97%	4	Principal Art.	0	Unpaved	0.73	**0.808**
48028	PICKENS	SC Route	93	0	3.587	TWLTL - Bituminous Median	39040009300N	1	1	3	26,000	Suburban	336	41.48%	4	Minor Art.	3	Unpaved	0.14	**0.808**
48029	PICKENS	SC Route	93	0	3.587	TWLTL - Bituminous Median	39040009300N	1	1	3	26,000	Suburban	336	41.48%	4	Minor Art.	0	Unpaved	1.03	**0.808**
48872	RICHLAND	US Route	1	4.5	8.79	TWLTL - Bituminous Median	40020000100N	1	1	6	23,800	Urban	2,738	23.37%	4	Principal Art.	0	Unpaved	0.64	**0.808**
48970	RICHLAND	US Route	76	22.25	22.9	TWLTL - Bituminous Median	40020007600E	1	1	6	22,500	Urban	4,574	25.49%	4	Principal Art.	0	Unpaved	0.63	**0.808**
48972	RICHLAND	US Route	76	23.12	23.26	TWLTL - Bituminous Median	40020007600E	1	1	6	22,500	Urban	4,574	25.49%	4	Principal Art.	0	Unpaved	0.14	**0.808**
55448	SUMTER	US Route	521	0	12.7	TWLTL - Bituminous Median	43020052100N	1	1	0	19,900	Urban	1,104	36.24%	4	Principal Art.	3	Unpaved	0.48	**0.808**
55449	SUMTER	US Route	521	0	12.7	TWLTL - Bituminous Median	43020052100N	1	1	0	19,900	Urban	1,104	36.24%	4	Principal Art.	0	Unpaved	0.60	**0.808**
4296	ANDERSON	US Route	29	15.3	15.53	TWLTL - Bituminous Median	04020002900N	1	1	1	12,900	Urban	1,384	35.63%	4	Principal Art.	0	Unpaved	0.06	**0.804**
4297	ANDERSON	US Route	29	15.3	15.53	TWLTL - Bituminous Median	04020002900N	1	1	1	12,900	Urban	1,384	35.63%	4	Principal Art.	1	Paved	0.06	**0.804**
4300	ANDERSON	US Route	29	16.08	16.82	TWLTL - Bituminous Median	04020002900N	1	1	1	12,900	Urban	1,384	35.63%	4	Principal Art.	3	Unpaved	0.07	**0.804**
4301	ANDERSON	US Route	29	16.08	16.82	TWLTL - Bituminous Median	04020002900N	1	1	1	12,900	Urban	1,384	35.63%	4	Principal Art.	0	Unpaved	0.07	**0.804**
8850	BERKELEY	US Route	176	21.01	27.02	TWLTL - Bituminous Median	08020017600E	1	1	5	30,100	Suburban	2,790	18.59%	4	Minor Art.	3	Unpaved	1.11	**0.804**
8851	BERKELEY	US Route	176	21.01	27.02	TWLTL - Bituminous Median	08020017600E	1	1	5	30,100	Suburban	2,790	18.59%	4	Minor Art.	0	Unpaved	0.07	**0.804**
21698	DORCHESTER	SC Route	642	3.029	3.674	TWLTL - Bituminous Median	18040064200E	1	0	4	31,500	Suburban	2,504	7.60%	4	Principal Art.	0	Unpaved	0.64	**0.804**
21700	DORCHESTER	SC Route	642	3.778	3.906	TWLTL - Bituminous Median	18040064200E	1	0	4	31,500	Suburban	2,504	7.60%	4	Principal Art.	0	Unpaved	0.13	**0.804**
21701	DORCHESTER	SC Route	642	3.906	4.588	TWLTL - Concrete Median	18040064200E	1	0	4	31,500	Suburban	2,504	7.60%	4	Principal Art.	0	Unpaved	0.68	**0.804**
21702	DORCHESTER	SC Route	642	4.588	5.782	TWLTL - Bituminous Median	18040064200E	1	0	4	31,500	Suburban	2,504	7.60%	4	Principal Art.	0	Unpaved	0.62	**0.804**
27014	GREENVILLE	US Route	25	21.18	23.4	TWLTL - Bituminous Median	23020002500N	1	0	7	21,000	Suburban	1,257	35.34%	6	Principal Art.	0	Unpaved	0.27	**0.804**
55496	SUMTER	SC Route	120	12.17	13.96	TWLTL - Bituminous Median	43040012000E	1	1	1	24,500	Urban	956	6.50%	4	Principal Art.	0	Unpaved	0.08	**0.804**
55499	SUMTER	SC Route	120	14.16	14.2	TWLTL - Bituminous Median	43040012000E	1	1	1	24,500	Urban	956	6.50%	4	Principal Art.	3	Unpaved	0.03	**0.804**
55501	SUMTER	SC Route	120	14.39	17.39	TWLTL - Bituminous Median	43040012000E	1	1	1	24,500	Urban	956	6.50%	4	Principal Art.	0	Unpaved	0.20	**0.804**
58834	YORK	US Route	21	7.33	8.27	TWLTL - Bituminous Median	46020002100N	1	1	3	23,800	Urban	515	7.26%	4	Principal Art.	3	Unpaved	0.23	**0.804**
58835	YORK	US Route	21	7.33	8.27	TWLTL - Bituminous Median	46020002100N	1	1	3	23,800	Urban	515	7.26%	4	Principal Art.	0	Unpaved	0.42	**0.804**
58836	YORK	US Route	21	7.33	8.27	TWLTL - Bituminous Median	46020002100N	1	1	2	21,400	Urban	515	7.26%	4	Principal Art.	0	Unpaved	0.36	**0.804**
58838	YORK	US Route	21	8.42	12.181	TWLTL - Bituminous Median	46020002100N	1	1	2	21,400	Urban	515	7.26%	4	Principal Art.	0	Unpaved	0.19	**0.804**
58951	YORK	SC Route	5	21.23	29.629	TWLTL - Bituminous Median	46040000500S	1	1	3	16,800	Urban	2,020	9.76%	4	Principal Art.	0	Unpaved	1.65	**0.804**
59158	YORK	SC Route	322	23.29	28.05	TWLTL - Bituminous Median	46040032200E	1	1	3	16,600	Urban	2,336	3.35%	4	Principal Art.	0	Unpaved	0.85	**0.804**
59160	YORK	SC Route	322	23.29	28.05	TWLTL - Bituminous Median	46040032200E	1	1	2	25,600	Urban	1,790	11.22%	4	Principal Art.	0	Unpaved	0.34	**0.804**
59161	YORK	SC Route	322	23.29	28.05	TWLTL - Bituminous Median	46040032200E	1	1	2	25,600	Urban	1,790	11.22%	4	Principal Art.	3	Unpaved	0.03	**0.804**
59162	YORK	SC Route	322	23.29	28.05	TWLTL - Bituminous Median	46040032200E	1	1	2	25,600	Urban	1,790	11.22%	4	Principal Art.	0	Unpaved	0.62	**0.804**
4371	ANDERSON	US Route	76	9.27	11.9	TWLTL - Bituminous Median	04020007600E	1	1	0	27,100	Urban	1,113	13.10%	6	Principal Art.	0	Unpaved	0.43	**0.800**
10978	CHARLESTON	SC Route	7	3.13	3.71	TWLTL - Bituminous Median	10040000700N	1	0	4	48,600	Urban	3,726	17.78%	6	Principal Art.	0	Unpaved	0.55	**0.800**
11036	CHARLESTON	SC Route	61	12.37	12.73	TWLTL - Bituminous Median	10040006100S	1	1	0	21,900	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.14	**0.800**
11092	CHARLESTON	SC Route	171	8.51	9.24	TWLTL - Bituminous Median	10040017100N	1	1	4	22,900	Urban	1,516	6.62%	4	Minor Art.	0	Unpaved	0.21	**0.800**
11406	CHARLESTON	Secondary road	75	0	2.56	TWLTL - Bituminous Median	10070007500N	1	1	26	61,000	Urban	1,495	12.72%	4	Minor Art.	0	Unpaved	0.91	**0.800**
23864	FLORENCE	US Route	52	22.45	25.94	TWLTL - Bituminous Median	21020005200W	1	0	6	20,500	Urban	1,977	30.35%	4	Principal Art.	0	Unpaved	0.69	**0.800**
27406	GREENVILLE	SC Route	291	5.76	6.19	Divided - Raised/Curbed Median	23040029100N	1	1	6	35,100	Urban	2,289	5.73%	6	Principal Art.	0	Unpaved	0.12	**0.800**
31267	HORRY	US Route	501	32.74	33.65	TWLTL - Bituminous Median	26020050100S	1	0	8	20,800	Urban	1,593	31.22%	4	Principal Art.	3	Unpaved	0.64	**0.800**
31268	HORRY	US Route	501	32.74	33.65	TWLTL - Bituminous Median	26020050100S	1	0	8	20,800	Urban	1,593	31.22%	4	Principal Art.	0	Unpaved	0.22	**0.800**
37795	LEXINGTON	US Route	1	31.05	31.28	TWLTL - Bituminous Median	32020000100N	1	1	1	28,000	Suburban	2,890	23.16%	4	Principal Art.	0	Unpaved	0.07	**0.800**
37885	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	1	2	44,000	Suburban	807	10.53%	4	Principal Art.	0	Unpaved	0.22	**0.800**
48859	RICHLAND	US Route	1	0.2	2.4	Divided - Raised/Curbed Median	40020000100N	1	1	12	30,500	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.19	**0.800**
48860	RICHLAND	US Route	1	0.2	2.4	Divided - Raised/Curbed Median	40020000100N	1	1	10	31,400	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.40	**0.800**
48982	RICHLAND	US Route	76	26.04	26.223	Divided - Raised/Curbed Median	40020007600E	1	1	7	49,700	Urban	2,455	5.54%	6	Principal Art.	0	Unpaved	0.19	**0.800**
48984	RICHLAND	US Route	76	26.223	26.74	TWLTL - Bituminous Median	40020007600E	1	1	7	49,700	Urban	2,455	5.54%	5	Principal Art.	0	Unpaved	0.29	**0.800**
49139	RICHLAND	SC Route	48	0	1.088	Divided - Raised/Curbed Median	40040004800E	1	1	17	28,800	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.20	**0.800**
49140	RICHLAND	SC Route	48	1.088	1.481	Divided - Earth median	40040004800E	1	1	17	28,800	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.40	**0.800**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
49213	RICHLAND	SC Route	277	1.06	8.14	Divided - Cable Stay Guardrail	40040027700N	1	1	0	50,000	Urban	2,622	36.90%	6	Principal Art.	0	Unpaved	0.36	**0.800**
49229	RICHLAND	SC Route	555	1.56	1.63	TWLTL - Bituminous Median	40040055500N	1	1	14	13,100	Urban	2,622	36.90%	4	Minor Art.	0	Unpaved	0.07	**0.800**
49231	RICHLAND	SC Route	555	1.78	3.6	TWLTL - Bituminous Median	40040055500N	1	1	14	13,100	Urban	2,622	36.90%	4	Minor Art.	0	Unpaved	1.85	**0.800**
49233	RICHLAND	SC Route	555	3.83	5.35	TWLTL - Bituminous Median	40040055500N	1	1	14	13,100	Urban	2,622	36.90%	4	Minor Art.	0	Unpaved	0.41	**0.800**
53307	SPARTANBURG	US Route	29	13.49	13.711	TWLTL - Bituminous Median	42020002900N	1	0	14	35,000	Urban	2,283	18.35%	6	Principal Art.	0	Unpaved	0.27	**0.800**
53309	SPARTANBURG	US Route	29	13.85	13.97	TWLTL - Bituminous Median	42020002900N	1	0	14	35,000	Urban	2,283	18.35%	6	Principal Art.	0	Unpaved	0.12	**0.800**
53311	SPARTANBURG	US Route	29	14.1	14.28	TWLTL - Bituminous Median	42020002900N	1	0	14	35,000	Urban	2,283	18.35%	6	Principal Art.	0	Unpaved	0.17	**0.800**
53470	SPARTANBURG	SC Route	9	7.111	14.541	TWLTL - Bituminous Median	42040000900S	1	1	1	30,000	Suburban	876	6.29%	4	Minor Art.	0	Unpaved	0.15	**0.800**
8786	BERKELEY	US Route	17	1.693	5.19	TWLTL - Bituminous Median	08020001702N	1	0	15	37,100	Suburban	1,733	6.03%	4	Principal Art.	0	Unpaved	1.91	**0.796**
8805	BERKELEY	US Route	52	0.1	0.88	TWLTL - Bituminous Median	08020005200W	1	0	6	54,800	Suburban	322	9.11%	6	Principal Art.	0	Unpaved	0.80	**0.796**
8807	BERKELEY	US Route	52	1.05	1.45	TWLTL - Bituminous Median	08020005200W	1	0	6	54,800	Suburban	322	9.11%	6	Principal Art.	3	Unpaved	0.10	**0.796**
11084	CHARLESTON	SC Route	171	3.66	7.99	TWLTL - Bituminous Median	10040017100N	1	1	2	25,900	Urban	1,431	9.26%	4	Minor Art.	0	Unpaved	0.26	**0.796**
11445	CHARLESTON	Secondary road	97	0.45	1.78	TWLTL - Bituminous Median	10070009700N	1	1	0	27,400	Suburban	940	1.05%	4	Principal Art.	3	Unpaved	0.01	**0.796**
11446	CHARLESTON	Secondary road	97	0.45	1.78	TWLTL - Bituminous Median	10070009700N	1	1	0	27,400	Suburban	940	1.05%	4	Principal Art.	1	Paved	0.33	**0.796**
27696	GREENVILLE	Secondary road	94	1.35	8.33	TWLTL - Bituminous Median	23070009400E	1	1	5	21,800	Suburban	3,142	9.34%	4	Minor Art.	0	Unpaved	2.48	**0.796**
38129	LEXINGTON	Secondary road	36	0	5.79	TWLTL - Bituminous Median	32070003600E	1	1	8	22,700	Suburban	3,906	7.80%	4	Minor Art.	0	Unpaved	0.90	**0.796**
39576	LEXINGTON	Secondary road	757	0.69	2	TWLTL - Bituminous Median	32070075700N	1	1	2	32,600	Urban	2,618	18.75%	4	Minor Art.	0	Unpaved	0.34	**0.796**
48900	RICHLAND	US Route	21	0.97	1.37	Divided - Raised/Curbed Median	40020002100N	1	1	3	36,500	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.30	**0.796**
48902	RICHLAND	US Route	21	1.47	1.85	Divided - Raised/Curbed Median	40020002100N	1	1	3	36,500	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.29	**0.796**
49375	RICHLAND	Secondary road	52	0.43	1.06	TWLTL - Bituminous Median	40070005200E	1	0	1	33,800	Urban	2,187	9.51%	4	Principal Art.	0	Unpaved	0.21	**0.796**
53320	SPARTANBURG	US Route	29	17.06	25.79	TWLTL - Bituminous Median	42020002900N	1	1	2	15,800	Urban	1,670	9.77%	4	Principal Art.	0	Unpaved	0.34	**0.796**
53432	SPARTANBURG	US Route	221	23.62	26.77	TWLTL - Bituminous Median	42020022100N	1	1	1	15,300	Urban	1,670	9.77%	4	Principal Art.	0	Unpaved	1.11	**0.796**
59116	YORK	SC Route	161	15.68	22.97	TWLTL - Bituminous Median	46040016100S	1	0	2	35,700	Urban	2,020	9.76%	4	Principal Art.	0	Unpaved	1.09	**0.796**
59118	YORK	SC Route	161	23.31	28.91	TWLTL - Bituminous Median	46040016100S	1	0	2	35,700	Urban	2,020	9.76%	4	Principal Art.	0	Unpaved	1.77	**0.796**
4491	ANDERSON	SC Route	24	9.38	16.22	TWLTL - Bituminous Median	04040002400E	1	1	3	12,300	Suburban	1,500	38.88%	4	Principal Art.	0	Unpaved	1.66	**0.792**
7793	BEAUFORT	US Route	278	0	3.98	Divided - Earth median	07020027807E	1	1	16	37,100	Urban	656	30.68%	4	Principal Art.	3	Unpaved	1.68	**0.792**
7794	BEAUFORT	US Route	278	0	3.98	Divided - Earth median	07020027807E	1	1	16	37,100	Urban	656	30.68%	4	Principal Art.	0	Unpaved	0.25	**0.792**
7796	BEAUFORT	US Route	278	3.98	5.08	TWLTL - Bituminous Median	07020027807E	1	0	10	40,800	Urban	634	8.19%	4	Principal Art.	0	Unpaved	0.77	**0.792**
7797	BEAUFORT	US Route	278	3.98	5.08	TWLTL - Bituminous Median	07020027807E	1	0	11	35,200	Urban	634	8.19%	4	Principal Art.	0	Unpaved	0.36	**0.792**
7800	BEAUFORT	US Route	278	8.71	8.99	TWLTL - Bituminous Median	07020027807E	1	0	11	35,200	Urban	634	8.19%	4	Principal Art.	0	Unpaved	0.15	**0.792**
10869	CHARLESTON	US Route	17	29.15	30.33	Divided - Earth median	10020001700N	1	1	5	64,000	Urban	1,516	6.62%	6	Principal Art.	3	Unpaved	0.33	**0.792**
10870	CHARLESTON	US Route	17	29.15	30.33	Divided - Earth median	10020001700N	1	1	5	64,000	Urban	1,516	6.62%	6	Principal Art.	0	Unpaved	0.33	**0.792**
10871	CHARLESTON	US Route	17	29.15	30.33	Divided - Earth median	10020001700N	1	1	5	64,000	Urban	1,516	6.62%	6	Principal Art.	1	Paved	0.01	**0.792**
10947	CHARLESTON	US Route	52	1.39	1.69	TWLTL - Bituminous Median	10020005205W	1	1	13	24,100	Urban	1,139	2.75%	4	Minor Art.	0	Unpaved	0.22	**0.792**
11384	CHARLESTON	Secondary road	62	1.311	2.32	TWLTL - Bituminous Median	10070006200E	1	1	4	30,300	Urban	759	18.65%	4	Minor Art.	0	Unpaved	0.24	**0.792**
23860	FLORENCE	US Route	52	22.45	25.94	TWLTL - Bituminous Median	21020005200W	1	1	0	22,000	Urban	1,402	8.66%	4	Principal Art.	3	Unpaved	0.15	**0.792**
23861	FLORENCE	US Route	52	22.45	25.94	TWLTL - Bituminous Median	21020005200W	1	1	0	22,000	Urban	1,402	8.66%	4	Principal Art.	0	Unpaved	0.05	**0.792**
24008	FLORENCE	SC Route	51	33.503	40.473	TWLTL - Bituminous Median	21040005100N	1	1	4	28,700	Urban	2,028	12.27%	4	Minor Art.	0	Unpaved	0.47	**0.792**
27072	GREENVILLE	US Route	29	6.91	13.45	TWLTL - Bituminous Median	23020002900N	1	0	16	38,400	Urban	1,737	20.59%	6	Principal Art.	0	Unpaved	3.87	**0.792**
47891	PICKENS	US Route	76	0	1.783	TWLTL - Bituminous Median	39020007600E	1	1	1	17,200	Suburban	2,918	55.67%	4	Principal Art.	0	Unpaved	0.40	**0.792**
48861	RICHLAND	US Route	1	0.2	2.4	Divided - Raised/Curbed Median	40020000100N	1	1	11	28,500	Urban	7,341	35.55%	4	Principal Art.	0	Unpaved	0.60	**0.792**
48862	RICHLAND	US Route	1	0.2	2.4	Divided - Raised/Curbed Median	40020000100N	1	1	6	29,300	Urban	7,341	35.55%	4	Principal Art.	0	Unpaved	0.34	**0.792**
53318	SPARTANBURG	US Route	29	17.06	25.79	TWLTL - Bituminous Median	42020002900N	1	1	5	14,600	Urban	1,670	9.77%	4	Principal Art.	0	Unpaved	0.19	**0.792**
55495	SUMTER	SC Route	120	12.17	13.96	TWLTL - Bituminous Median	43040012000E	1	1	0	20,800	Urban	1,146	6.61%	4	Principal Art.	0	Unpaved	0.65	**0.792**
4509	ANDERSON	SC Route	28	12.45	19.52	TWLTL - Bituminous Median	04040002800W	1	1	7	21,300	Suburban	1,750	17.93%	4	Principal Art.	2	Paved	1.44	**0.788**
4510	ANDERSON	SC Route	28	12.45	19.52	TWLTL - Bituminous Median	04040002800W	1	1	7	21,300	Suburban	1,750	17.93%	4	Principal Art.	0	Unpaved	0.73	**0.788**
11156	CHARLESTON	SC Route	703	0.38	1.51	TWLTL - Bituminous Median	10040070300N	1	0	16	37,300	Suburban	1,424	9.32%	4	Principal Art.	0	Unpaved	1.09	**0.788**
11158	CHARLESTON	SC Route	703	1.57	2.26	TWLTL - Bituminous Median	10040070300N	1	0	16	37,300	Suburban	1,424	9.32%	4	Principal Art.	0	Unpaved	0.68	**0.788**
23902	FLORENCE	US Route	76	11.85	16.45	TWLTL - Bituminous Median	21020007600E	1	1	2	24,200	Urban	2,028	12.27%	4	Principal Art.	0	Unpaved	1.42	**0.788**
23903	FLORENCE	US Route	76	11.85	16.45	TWLTL - Bituminous Median	21020007600E	1	1	1	20,400	Urban	2,028	12.27%	4	Principal Art.	0	Unpaved	0.81	**0.788**
27520	GREENVILLE	Secondary road	21	0	6.32	TWLTL - Bituminous Median	23070002100N	1	1	3	16,900	Urban	1,354	32.94%	4	Minor Art.	0	Unpaved	1.20	**0.788**
37808	LEXINGTON	US Route	21	14.29	14.63	TWLTL - Bituminous Median	32020002100N	1	0	5	33,000	Suburban	1,025	8.88%	4	Principal Art.	3	Unpaved	0.29	**0.788**
37810	LEXINGTON	US Route	21	15.54	16.3	TWLTL - Bituminous Median	32020002100N	1	0	5	33,000	Suburban	1,025	8.88%	4	Principal Art.	3	Unpaved	0.17	**0.788**
37811	LEXINGTON	US Route	21	15.54	16.3	TWLTL - Bituminous Median	32020002100N	1	0	5	33,000	Suburban	1,025	8.88%	4	Principal Art.	0	Unpaved	0.15	**0.788**
47926	PICKENS	US Route	123	18.968	19.96	TWLTL - Bituminous Median	39020012300N	1	1	0	39,600	Suburban	1,264	12.97%	4	Principal Art.	0	Unpaved	0.81	**0.788**
49025	RICHLAND	US Route	176	15.15	22.62	TWLTL - Bituminous Median	40020017600E	1	1	1	24,400	Urban	5,908	13.77%	4	Principal Art.	0	Unpaved	1.43	**0.788**
49677	RICHLAND	Secondary road	151	0	1.87	TWLTL - Bituminous Median	40070015100N	1	1	4	24,100	Suburban	1,980	9.16%	4	Minor Art.	0	Unpaved	1.01	**0.788**
53741	SPARTANBURG	SC Route	296	8.263	13.903	TWLTL - Bituminous Median	42040029600E	1	0	3	25,000	Urban	1,782	9.72%	8	Principal Art.	0	Unpaved	0.04	**0.788**
883	AIKEN	SC Route	19	0.3	11	TWLTL - Bituminous Median	02040001900N	1	1	1	36,600	Suburban	818	3.31%	4	Principal Art.	1	Paved	0.26	**0.784**
7792	BEAUFORT	US Route	278	0	3.98	Divided - Earth median	07020027807E	1	1	16	37,100	Urban	656	30.68%	6	Principal Art.	1	Paved	0.79	**0.784**
10961	CHARLESTON	US Route	78	3.31	7.28	TWLTL - Bituminous Median	10020007800E	1	0	8	43,700	Urban	1,495	12.72%	6	Principal Art.	0	Unpaved	0.11	**0.784**
10962	CHARLESTON	US Route	78	3.31	7.28	TWLTL - Bituminous Median	10020007800E	1	0	8	43,700	Urban	1,495	12.72%	6	Principal Art.	3	Unpaved	0.12	**0.784**
28010	GREENVILLE	Secondary road	200	0	0.21	TWLTL - Bituminous Median	23070020000E	1	1	9	17,300	Urban	3,033	26.39%	4	Principal Art.	0	Unpaved	0.21	**0.784**
28018	GREENVILLE	Secondary road	201	2.68	3.08	TWLTL - Bituminous Median	23070020100N	1	1	4	19,300	Urban	3,515	6.83%	4	Minor Art.	0	Unpaved	0.21	**0.784**
37781	LEXINGTON	US Route	1	20.86	27.909	TWLTL - Bituminous Median	32020000100N	1	0	3	32,300	Suburban	2,012	6.37%	4	Principal Art.	0	Unpaved	1.72	**0.784**
39575	LEXINGTON	Secondary road	757	0.69	2	TWLTL - Bituminous Median	32070075700N	1	1	0	28,000	Urban	1,788	0.00%	4	Minor Art.	0	Unpaved	0.45	**0.784**
47888	PICKENS	US Route	76	0	1.783	TWLTL - Bituminous Median	39020007600E	1	0	1	31,600	Suburban	2,918	55.67%	4	Principal Art.	0	Unpaved	0.77	**0.784**
48866	RICHLAND	US Route	1	2.67	3.67	TWLTL - Bituminous Median	40020000100N	1	1	9	17,400	Urban	2,554	14.35%	4	Principal Art.	0	Unpaved	0.08	**0.784**
48871	RICHLAND	US Route	1	4.5	8.79	TWLTL - Bituminous Median	40020000100N	1	1	4	18,000	Urban	2,738	23.37%	4	Principal Art.	0	Unpaved	0.14	**0.784**
49022	RICHLAND	US Route	176	15.15	22.62	TWLTL - Bituminous Median	40020017600E	1	1	14	17,300	Urban	2,618	18.75%	4	Principal Art.	0	Unpaved	1.67	**0.784**
49083	RICHLAND	SC Route	12	2.51	6.36	TWLTL - Bituminous Median	40040001200E	1	0	9	28,000	Urban	1,713	7.18%	4	Principal Art.	0	Unpaved	0.94	**0.784**
59230	YORK	SC Route	901	9.86	10.32	TWLTL - Bituminous Median	46040090100N	1	1	0	16,100	Urban	2,020	9.76%	4	Principal Art.	3	Unpaved	0.05	**0.784**
59231	YORK	SC Route	901	9.86	10.32	TWLTL - Bituminous Median	46040090100N	1	1	0	16,100	Urban	2,020	9.76%	4	Principal Art.	3	Unpaved	0.42	**0.784**
10948	CHARLESTON	US Route	52	1.39	1.69	TWLTL - Bituminous Median	10020005205W	1	1	3	17,400	Urban	656	47.05%	4	Minor Art.	0	Unpaved	0.07	**0.780**
10950	CHARLESTON	US Route	52	1.83	2.25	TWLTL - Bituminous Median	10020005205W	1	1	3	17,400	Urban	656	47.05%	4	Minor Art.	0	Unpaved	0.43	**0.780**
11118	CHARLESTON	SC Route	526	0	1.32	TWLTL - Bituminous Median	10040052605E	1	1	5	24,000	Suburban	1,424	9.32%	4	Minor Art.	0	Unpaved	1.26	**0.780**
11150	CHARLESTON	SC Route	700	19.96	20.03	TWLTL - Bituminous Median	10040070000E	1	1	1	21,700	Urban	1,516	6.62%	4	Minor Art.	0	Unpaved	0.09	**0.780**
27009	GREENVILLE	US Route	25	0	17.71	TWLTL - Bituminous Median	23020002500N	1	0	10	21,200	Suburban	1,257	35.34%	4	Principal Art.	0	Unpaved	1.72	**0.780**
27011	GREENVILLE	US Route	25	18.11	21	TWLTL - Bituminous Median	23020002500N	1	0	10	21,200	Suburban	1,257	35.34%	4	Principal Art.	0	Unpaved	2.88	**0.780**
27013	GREENVILLE	US Route	25	21.18	23.4	TWLTL - Bituminous Median	23020002500N	1	0	7	21,000	Suburban	1,257	35.34%	4	Principal Art.	0	Unpaved	1.96	**0.780**
27158	GREENVILLE	US Route	385	42.16	42.65	Divided - Raised/Curbed Median	23020038505N	1	1	3	38,900	Urban	4,116	9.22%	6	Principal Art.	0	Unpaved	0.23	**0.780**
31173	HORRY	US Route	17	33.555	34.395	TWLTL - Bituminous Median	26020001700N	1	0	9	41,400	Suburban	931	7.04%	4	Principal Art.	0	Unpaved	0.43	**0.780**
58962	YORK	SC Route	5	21.23	29.629	TWLTL - Bituminous Median	46040000500S	1	1	1	17,100	Urban	515	7.26%	4	Principal Art.	0	Unpaved	0.15	**0.780**
58972	YORK	SC Route	5	0	1.04	TWLTL - Bituminous Median	46040000506N	1	1	2	14,300	Urban	2,020	9.76%	4	Principal Art.	0	Unpaved	1.02	**0.780**
59129	YORK	SC Route	274	0	0.08	TWLTL - Bituminous Median	46040027400W	1	1	2	12,700	Urban	2,336	3.35%	4	Principal Art.	0	Unpaved	0.08	**0.780**
59157	YORK	SC Route	322	23.29	28.05	TWLTL - Bituminous Median	46040032200E	1	1	1	11,100	Urban	2,314	35.08%	4	Minor Art.	0	Unpaved	0.92	**0.780**
4370	ANDERSON	US Route	76	9.27	11.9	TWLTL - Bituminous Median	04020007600E	1	1	0	27,100	Urban	1,113	13.10%	4	Principal Art.	0	Unpaved	0.38	**0.776**
8964	BERKELEY	Secondary road	29	5.81	6.55	TWLTL - Bituminous Median	08070002900N	1	1	1	21,400	Suburban	3,722	14.17%	4	Principal Art.	0	Unpaved	0.24	**0.776**
11022	CHARLESTON	SC Route	61	8.32	10.18	TWLTL - Bituminous Median	10040006100S	1	0	22	34,900	Urban	4,671	22.53%	4	Principal Art.	0	Unpaved	1.28	**0.776**
11028	CHARLESTON	SC Route	61	10.39	11.9	TWLTL - Bituminous Median	10040006100S	1	0	8	52,300	Urban	2,650	11.60%	4	Principal Art.	0	Unpaved	0.33	**0.776**
11447	CHARLESTON	Secondary road	97	0.45	1.78	TWLTL - Bituminous Median	10070009700N	1	1	3	27,100	Suburban	897	3.36%	4	Minor Art.	1	Paved	0.08	**0.776**
11449	CHARLESTON	Secondary road	97	0.45	1.78	TWLTL - Bituminous Median	10070009700N	1	1	3	27,100	Suburban	897	3.36%	4	Minor Art.	3	Unpaved	0.19	**0.776**
11450	CHARLESTON	Secondary road	97	0.45	1.78	TWLTL - Bituminous Median	10070009700N	1	1	3	27,100	Suburban	897	3.36%	4	Minor Art.	0	Unpaved	0.53	**0.776**
23862	FLORENCE	US Route	52	22.45	25.94	TWLTL - Bituminous Median	21020005200W	1	0	5	25,500	Urban	1,402	8.66%	4	Principal Art.	0	Unpaved	0.86	**0.776**
23905	FLORENCE	US Route	76	11.85	16.45	TWLTL - Bituminous Median	21020007600E	1	0	4	18,400	Urban	1,977	30.35%	4	Principal Art.	0	Unpaved	0.19	**0.776**
23908	FLORENCE	US Route	76	18.45	18.67	TWLTL - Bituminous Median	21020007600E	1	0	6	15,900	Urban	1,977	30.35%	4	Principal Art.	0	Unpaved	0.22	**0.776**
23910	FLORENCE	US Route	76	18.87	20.24	TWLTL - Bituminous Median	21020007600E	1	0	6	15,900	Urban	1,977	30.35%	4	Principal Art.	0	Unpaved	0.96	**0.776**
27140	GREENVILLE	US Route	276	34.783	35.97	TWLTL - Bituminous Median	23020027600E	1	0	10	26,000	Urban	1,336	6.03%	4	Principal Art.	0	Unpaved	1.16	**0.776**
27142	GREENVILLE	US Route	276	36.462	38.639	TWLTL - Bituminous Median	23020027600E	1	0	10	26,000	Urban	1,336	6.03%	4	Principal Art.	0	Unpaved	1.02	**0.776**
27400	GREENVILLE	SC Route	291	1.24	5.76	TWLTL - Bituminous Median	23040029100N	1	0	13	22,800	Urban	1,336	6.03%	6	Principal Art.	0	Unpaved	0.86	**0.776**
27402	GREENVILLE	SC Route	291	1.24	5.76	TWLTL - Bituminous Median	23040029100N	1	0	13	22,800	Urban	1,336	6.03%	6	Principal Art.	0	Unpaved	1.52	**0.776**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
27405	GREENVILLE	SC Route	291	5.76	6.19	Divided - Raised/Curbed Median	23040029100N	1	1	6	35,100	Urban	2,289	5.73%	4	Principal Art.	0	Unpaved	0.28	**0.776**
27614	GREENVILLE	Secondary road	55	7.65	9.24	TWLTL - Bituminous Median	23070005500N	1	1	2	28,700	Suburban	941	8.30%	4	Minor Art.	0	Unpaved	1.00	**0.776**
31155	HORRY	US Route	17	24.339	27.175	TWLTL - Bituminous Median	26020001700N	1	0	16	47,300	Urban	902	13.96%	6	Principal Art.	0	Unpaved	0.80	**0.776**
31156	HORRY	US Route	17	24.339	27.175	TWLTL - Bituminous Median	26020001700N	1	0	11	44,200	Urban	902	13.96%	6	Principal Art.	0	Unpaved	1.31	**0.776**
37894	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	1	3	23,200	Suburban	2,890	23.16%	4	Principal Art.	0	Unpaved	1.84	**0.776**
48968	RICHLAND	US Route	76	19.65	20.87	Divided - Raised/Curbed Median	40020007600E	1	1	5	25,100	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.89	**0.776**
48976	RICHLAND	US Route	76	23.68	26.04	TWLTL - Bituminous Median	40020007600E	1	1	4	29,200	Urban	2,455	5.54%	5	Principal Art.	0	Unpaved	0.22	**0.776**
49135	RICHLAND	SC Route	48	0	1.088	Divided - Raised/Curbed Median	40040004800E	1	1	14	20,200	Urban	1,345	39.68%	7	Principal Art.	0	Unpaved	0.10	**0.776**
49136	RICHLAND	SC Route	48	0	1.088	Divided - Raised/Curbed Median	40040004800E	1	1	14	20,200	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.20	**0.776**
49137	RICHLAND	SC Route	48	0	1.088	Divided - Raised/Curbed Median	40040004800E	1	1	14	20,200	Urban	1,345	39.68%	7	Principal Art.	0	Unpaved	0.20	**0.776**
49138	RICHLAND	SC Route	48	0	1.088	Divided - Raised/Curbed Median	40040004800E	1	1	9	22,800	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.40	**0.776**
49212	RICHLAND	SC Route	277	1.06	8.14	Divided - Cable Stay Guardrail	40040027700N	1	1	0	50,000	Urban	2,622	36.90%	4	Principal Art.	0	Unpaved	0.24	**0.776**
49214	RICHLAND	SC Route	277	1.06	8.14	Divided - Cable Stay Guardrail	40040027700N	1	1	0	50,000	Urban	2,622	36.90%	4	Principal Art.	0	Unpaved	0.07	**0.776**
49215	RICHLAND	SC Route	277	1.06	8.14	Divided - Cable Stay Guardrail	40040027700N	1	1	0	50,000	Urban	2,622	36.90%	4	Principal Art.	1	Paved	0.13	**0.776**
49308	RICHLAND	Secondary road	31	0.35	0.99	TWLTL - Bituminous Median	40070003100N	1	1	8	28,600	Urban	1,196	12.71%	4	Minor Art.	0	Unpaved	0.63	**0.776**
49383	RICHLAND	Secondary road	52	2.35	9.14	TWLTL - Bituminous Median	40070005200E	1	0	1	30,800	Suburban	1,670	7.94%	4	Principal Art.	0	Unpaved	0.73	**0.776**
49386	RICHLAND	Secondary road	52	2.35	9.14	TWLTL - Bituminous Median	40070005200E	1	0	1	34,700	Suburban	1,832	7.10%	4	Principal Art.	0	Unpaved	1.33	**0.776**
53316	SPARTANBURG	US Route	29	15.89	16.47	TWLTL - Bituminous Median	42020002900N	1	0	14	35,000	Urban	2,283	18.35%	4	Principal Art.	0	Unpaved	0.52	**0.776**
55340	SUMTER	US Route	15	9.472	12.67	TWLTL - Bituminous Median	43020001500N	1	1	4	15,600	Urban	1,992	22.57%	4	Principal Art.	0	Unpaved	0.27	**0.776**
55400	SUMTER	US Route	76	0.45	3.43	TWLTL - Bituminous Median	43020007607E	1	1	5	15,700	Urban	1,992	22.57%	4	Principal Art.	0	Unpaved	0.67	**0.776**
58844	YORK	US Route	21	12.379	12.499	TWLTL - Bituminous Median	46020002100N	1	0	5	39,000	Urban	794	18.08%	6	Principal Art.	0	Unpaved	0.12	**0.776**
59058	YORK	SC Route	72	8.34	8.75	TWLTL - Bituminous Median	46040007200E	1	1	7	9,800	Urban	3,304	32.18%	4	Minor Art.	0	Unpaved	0.40	**0.776**
59067	YORK	SC Route	122	0	0.36	TWLTL - Bituminous Median	46040012200E	1	1	6	5,900	Urban	3,304	32.18%	4	Minor Art.	0	Unpaved	0.38	**0.776**
59091	YORK	SC Route	160	1.041	3.85	TWLTL - Bituminous Median	46040016000E	1	0	2	32,600	Suburban	1,766	1.89%	4	Principal Art.	0	Unpaved	2.32	**0.776**
59093	YORK	SC Route	160	1.041	3.85	TWLTL - Bituminous Median	46040016000E	1	0	2	32,600	Suburban	1,766	1.89%	4	Principal Art.	0	Unpaved	0.41	**0.776**
59121	YORK	SC Route	161	23.31	28.91	TWLTL - Bituminous Median	46040016100S	1	0	9	55,000	Urban	794	18.08%	6	Principal Art.	0	Unpaved	0.75	**0.776**
4369	ANDERSON	US Route	76	9.27	11.9	TWLTL - Bituminous Median	04020007600E	1	0	6	30,100	Suburban	118	6.16%	4	Principal Art.	0	Unpaved	0.59	**0.772**
27017	GREENVILLE	US Route	25	23.69	24.452	TWLTL - Bituminous Median	23020002500N	1	0	13	38,600	Suburban	1,047	17.26%	6	Principal Art.	0	Unpaved	0.81	**0.772**
27019	GREENVILLE	US Route	25	24.479	26.99	TWLTL - Bituminous Median	23020002500N	1	0	13	38,600	Suburban	1,047	17.26%	6	Principal Art.	0	Unpaved	1.20	**0.772**
27020	GREENVILLE	US Route	25	24.479	26.99	TWLTL - Bituminous Median	23020002500N	1	0	14	36,000	Suburban	1,047	17.26%	6	Principal Art.	0	Unpaved	1.27	**0.772**
27022	GREENVILLE	US Route	25	27.135	35.81	TWLTL - Bituminous Median	23020002500N	1	0	14	36,000	Suburban	1,047	17.26%	6	Principal Art.	0	Unpaved	0.52	**0.772**
27023	GREENVILLE	US Route	25	27.135	35.81	TWLTL - Bituminous Median	23020002500N	1	0	31	34,100	Suburban	1,047	17.26%	6	Principal Art.	0	Unpaved	0.33	**0.772**
27024	GREENVILLE	US Route	25	27.135	35.81	TWLTL - Bituminous Median	23020002500N	1	0	31	34,100	Suburban	1,047	17.26%	8	Principal Art.	0	Unpaved	0.14	**0.772**
27025	GREENVILLE	US Route	25	27.135	35.81	TWLTL - Bituminous Median	23020002500N	1	0	31	34,100	Suburban	1,047	17.26%	6	Principal Art.	0	Unpaved	0.28	**0.772**
27026	GREENVILLE	US Route	25	27.135	35.81	TWLTL - Bituminous Median	23020002500N	1	0	31	34,100	Suburban	1,047	17.26%	8	Principal Art.	0	Unpaved	0.19	**0.772**
27027	GREENVILLE	US Route	25	27.135	35.81	TWLTL - Bituminous Median	23020002500N	1	0	31	34,100	Suburban	1,047	17.26%	6	Principal Art.	0	Unpaved	0.76	**0.772**
27350	GREENVILLE	SC Route	253	0.26	3.96	TWLTL - Bituminous Median	23040025300N	1	1	7	14,000	Suburban	1,354	32.94%	4	Minor Art.	0	Unpaved	1.62	**0.772**
27352	GREENVILLE	SC Route	253	4.38	4.81	TWLTL - Bituminous Median	23040025300N	1	1	7	14,000	Suburban	1,354	32.94%	4	Minor Art.	0	Unpaved	0.16	**0.772**
48183	PICKENS	Secondary road	10	0.357	0.667	TWLTL - Bituminous Median	39070001000E	1	1	4	17,200	Suburban	2,918	55.67%	4	Minor Art.	0	Unpaved	0.31	**0.772**
48895	RICHLAND	US Route	21	0	0.33	Non-divided	40020002100N	1	1	3	27,500	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.22	**0.772**
48896	RICHLAND	US Route	21	0.33	0.43	Divided - Raised/Curbed Median	40020002100N	1	1	3	27,500	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.10	**0.772**
49575	RICHLAND	Secondary road	102	0	0.39	TWLTL - Bituminous Median	40070010200E	1	1	2	20,100	Urban	5,222	31.18%	5	Principal Art.	2	Paved	0.20	**0.772**
59119	YORK	SC Route	161	23.31	28.91	TWLTL - Bituminous Median	46040016100S	1	0	1	27,500	Urban	2,336	3.35%	4	Principal Art.	0	Unpaved	1.51	**0.772**
815	AIKEN	US Route	25	0.71	8.64	TWLTL - Bituminous Median	02020002500N	1	1	2	21,200	Suburban	1,828	15.84%	4	Principal Art.	0	Unpaved	0.43	**0.768**
9175	BERKELEY	Secondary road	136	5.07	6.76	TWLTL - Bituminous Median	08070013600E	1	1	1	32,100	Suburban	1,257	16.72%	4	Minor Art.	0	Unpaved	1.17	**0.768**
10981	CHARLESTON	SC Route	7	3.71	5.92	Divided - Raised/Curbed Median	10040000700N	1	1	17	20,000	Urban	954	33.53%	6	Principal Art.	0	Unpaved	0.22	**0.768**
11030	CHARLESTON	SC Route	61	11.9	12.23	Divided - Earth median	10040006100S	1	1	9	45,800	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.05	**0.768**
11199	CHARLESTON	Secondary road	13	0.11	2.81	TWLTL - Bituminous Median	10070001300N	1	0	13	15,300	Urban	1,380	36.86%	4	Principal Art.	0	Unpaved	1.64	**0.768**
24007	FLORENCE	SC Route	51	33.503	40.473	TWLTL - Bituminous Median	21040005100N	1	1	6	22,700	Urban	2,497	10.82%	4	Minor Art.	0	Unpaved	1.90	**0.768**
27151	GREENVILLE	US Route	276	40.263	42.026	TWLTL - Bituminous Median	23020027600E	1	0	1	35,800	Suburban	2,097	10.90%	6	Principal Art.	0	Unpaved	0.16	**0.768**
27204	GREENVILLE	SC Route	14	16.57	20.62	TWLTL - Bituminous Median	23040001400W	1	0	1	28,300	Suburban	1,315	3.12%	6	Principal Art.	0	Unpaved	0.22	**0.768**
27205	GREENVILLE	SC Route	14	16.57	20.62	TWLTL - Bituminous Median	23040001400W	1	0	1	28,300	Suburban	1,315	3.12%	6	Principal Art.	3	Unpaved	0.27	**0.768**
27331	GREENVILLE	SC Route	183	4.59	5.49	TWLTL - Bituminous Median	23040018300N	1	1	26	16,000	Urban	4,172	18.82%	6	Minor Art.	0	Unpaved	0.81	**0.768**
27333	GREENVILLE	SC Route	183	6.19	6.69	TWLTL - Bituminous Median	23040018300N	1	1	26	16,000	Urban	4,172	18.82%	6	Minor Art.	0	Unpaved	0.41	**0.768**
31492	HORRY	SC Route	707	0	11.481	TWLTL - Bituminous Median	26040070700N	1	1	16	22,200	Urban	3,294	15.45%	4	Minor Art.	0	Unpaved	2.09	**0.768**
38132	LEXINGTON	Secondary road	36	0	5.79	TWLTL - Bituminous Median	32070003600E	1	1	2	23,300	Suburban	1,841	4.59%	4	Minor Art.	0	Unpaved	0.82	**0.768**
48941	RICHLAND	US Route	21	0.07	0.26	Non-divided	40020002106N	1	1	9	24,000	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.26	**0.768**
48942	RICHLAND	US Route	21	0.26	0.58	Divided - Physical Barrier	40020002106N	1	1	9	24,000	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.30	**0.768**
48988	RICHLAND	US Route	76	27.48	27.605	TWLTL - Bituminous Median	40020007600E	1	1	12	33,400	Urban	1,915	14.23%	4	Principal Art.	1	Paved	0.12	**0.768**
49121	RICHLAND	SC Route	16	1.91	2.24	TWLTL - Bituminous Median	40040001600E	1	1	9	22,200	Urban	2,738	23.37%	4	Minor Art.	0	Unpaved	0.33	**0.768**
49123	RICHLAND	SC Route	16	2.36	7.05	TWLTL - Bituminous Median	40040001600E	1	1	9	22,200	Urban	2,738	23.37%	4	Minor Art.	0	Unpaved	0.74	**0.768**
59074	YORK	SC Route	122	1.358	2.23	TWLTL - Bituminous Median	46040012200E	1	1	0	22,400	Urban	2,452	19.91%	4	Principal Art.	0	Unpaved	0.51	**0.768**
59285	YORK	Secondary road	30	3.08	5.19	TWLTL - Bituminous Median	46070003000E	1	1	0	22,700	Urban	2,336	3.35%	4	Minor Art.	0	Unpaved	0.75	**0.768**
59440	YORK	Secondary road	86	0	0.83	TWLTL - Bituminous Median	46070008600E	1	1	0	23,400	Urban	2,336	3.35%	4	Minor Art.	0	Unpaved	0.83	**0.768**
7801	BEAUFORT	US Route	278	8.71	8.99	TWLTL - Bituminous Median	07020027807E	1	1	2	21,400	Urban	554	11.48%	4	Principal Art.	0	Unpaved	0.20	**0.764**
8852	BERKELEY	US Route	176	21.01	27.02	TWLTL - Bituminous Median	08020017600E	1	0	15	40,700	Suburban	3,172	1.57%	4	Minor Art.	0	Unpaved	2.87	**0.764**
22051	DORCHESTER	Secondary road	199	0	3.48	TWLTL - Bituminous Median	18070019900N	1	0	19	30,200	Suburban	3,177	9.07%	4	Minor Art.	0	Unpaved	3.48	**0.764**
22107	DORCHESTER	Secondary road	230	0	0.58	TWLTL - Bituminous Median	18070023000E	1	0	6	31,000	Suburban	3,177	9.07%	4	Minor Art.	0	Unpaved	0.10	**0.764**
22110	DORCHESTER	Secondary road	230	1.15	2.28	TWLTL - Bituminous Median	18070023000E	1	0	6	31,000	Suburban	3,177	9.07%	4	Minor Art.	0	Unpaved	1.14	**0.764**
27150	GREENVILLE	US Route	276	40.263	42.026	TWLTL - Bituminous Median	23020027600E	1	0	3	33,800	Urban	1,102	17.21%	6	Principal Art.	0	Unpaved	0.17	**0.764**
27183	GREENVILLE	SC Route	14	6.15	6.2	TWLTL - Bituminous Median	23040001400W	1	1	0	17,700	Suburban	1,573	3.99%	4	Principal Art.	2	Paved	0.12	**0.764**
27185	GREENVILLE	SC Route	14	6.55	9.31	TWLTL - Bituminous Median	23040001400W	1	1	0	17,700	Suburban	1,573	3.99%	4	Principal Art.	0	Unpaved	0.59	**0.764**
31482	HORRY	SC Route	544	7.86	11.821	TWLTL - Bituminous Median	26040054400E	1	0	5	36,700	Suburban	3,294	15.45%	4	Principal Art.	0	Unpaved	0.53	**0.764**
31483	HORRY	SC Route	544	7.86	11.821	TWLTL - Bituminous Median	26040054400E	1	0	5	36,700	Suburban	3,294	15.45%	4	Principal Art.	3	Unpaved	0.91	**0.764**
31484	HORRY	SC Route	544	7.86	11.821	TWLTL - Bituminous Median	26040054400E	1	0	5	36,700	Suburban	3,294	15.45%	4	Principal Art.	0	Unpaved	1.07	**0.764**
31487	HORRY	SC Route	544	11.898	13.71	TWLTL - Bituminous Median	26040054400E	1	0	4	29,200	Suburban	1,235	4.60%	4	Principal Art.	0	Unpaved	1.82	**0.764**
39574	LEXINGTON	Secondary road	757	0.69	2	TWLTL - Bituminous Median	32070075700N	1	1	1	18,700	Urban	2,224	3.56%	4	Minor Art.	0	Unpaved	0.46	**0.764**
49145	RICHLAND	SC Route	48	2.33	2.514	TWLTL - Bituminous Median	40040004800E	1	1	1	15,100	Urban	3,716	56.15%	4	Minor Art.	2	Paved	0.04	**0.764**
53366	SPARTANBURG	US Route	176	20.176	20.289	TWLTL - Concrete Median	42020017600E	1	1	0	17,000	Suburban	1,448	46.91%	4	Principal Art.	4	Paved	0.05	**0.764**
53740	SPARTANBURG	SC Route	296	8.263	13.903	TWLTL - Bituminous Median	42040029600E	1	0	3	25,000	Urban	1,782	9.72%	4	Principal Art.	0	Unpaved	0.06	**0.764**
59075	YORK	SC Route	122	1.358	2.23	TWLTL - Bituminous Median	46040012200E	1	1	1	24,600	Urban	794	18.08%	4	Principal Art.	0	Unpaved	0.42	**0.764**
884	AIKEN	SC Route	19	0.3	11	TWLTL - Bituminous Median	02040001900N	1	1	2	26,600	Suburban	586	6.95%	4	Principal Art.	1	Paved	0.59	**0.760**
10935	CHARLESTON	US Route	52	6.95	11.86	Divided - Earth median	10020005200W	1	1	17	38,500	Urban	4,070	11.15%	6	Principal Art.	0	Unpaved	0.08	**0.760**
10937	CHARLESTON	US Route	52	12.4	14.33	Divided - Earth median	10020005200W	1	1	17	38,500	Urban	4,070	11.15%	6	Principal Art.	0	Unpaved	0.46	**0.760**
10960	CHARLESTON	US Route	78	3.31	7.28	TWLTL - Bituminous Median	10020007800E	1	0	8	43,700	Urban	1,495	12.72%	4	Principal Art.	0	Unpaved	1.24	**0.760**
11361	CHARLESTON	Secondary road	58	0	1.41	TWLTL - Bituminous Median	10070005800E	1	1	0	8,400	Urban	1,380	36.86%	4	Principal Art.	0	Unpaved	0.05	**0.760**
11375	CHARLESTON	Secondary road	60	1.68	3.17	TWLTL - Bituminous Median	10070006000E	1	1	7	32,800	Urban	3,031	5.50%	2	Minor Art.	0	Unpaved	0.30	**0.760**
12051	CHARLESTON	Secondary road	550	0.19	0.36	TWLTL - Bituminous Median	10070055000E	1	1	13	10,900	Urban	3,092	34.35%	4	Collector/Local	0	Unpaved	0.16	**0.760**
24064	FLORENCE	Secondary road	12	2.57	3.51	TWLTL - Bituminous Median	21070001200E	1	0	10	20,600	Urban	1,848	43.05%	4	Minor Art.	0	Unpaved	0.90	**0.760**
27305	GREENVILLE	SC Route	146	1.71	7.36	TWLTL - Bituminous Median	23040014600E	1	0	6	40,100	Urban	1,336	6.03%	4	Minor Art.	0	Unpaved	0.05	**0.760**
27307	GREENVILLE	SC Route	146	1.71	7.36	TWLTL - Bituminous Median	23040014600E	1	0	6	40,100	Urban	1,336	6.03%	4	Minor Art.	0	Unpaved	2.19	**0.760**
27984	GREENVILLE	Secondary road	183	2	2.99	TWLTL - Bituminous Median	23070018300N	1	1	0	33,300	Urban	1,388	13.10%	4	Minor Art.	0	Unpaved	0.26	**0.760**
31217	HORRY	US Route	378	8.37	11.82	TWLTL - Bituminous Median	26020037800E	1	1	7	15,800	Urban	865	23.40%	4	Principal Art.	0	Unpaved	0.36	**0.760**
31254	HORRY	US Route	501	28.18	29.74	Divided - Physical Barrier	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	1	Paved	0.68	**0.760**
31255	HORRY	US Route	501	28.18	29.74	Divided - Physical Barrier	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	4	Paved	0.19	**0.760**
31256	HORRY	US Route	501	28.18	29.74	Divided - Physical Barrier	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	1	Paved	0.49	**0.760**
31257	HORRY	US Route	501	29.74	30.61	Divided - Earth median	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	0	Unpaved	0.24	**0.760**
31258	HORRY	US Route	501	29.74	30.61	Divided - Earth median	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	1	Paved	0.39	**0.760**
31259	HORRY	US Route	501	29.74	30.61	Divided - Earth median	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	4	Paved	0.05	**0.760**
31260	HORRY	US Route	501	29.74	30.61	Divided - Earth median	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	1	Paved	0.18	**0.760**
31261	HORRY	US Route	501	30.61	31.34	Divided - Physical Barrier	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	1	Paved	0.30	**0.760**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
31262	HORRY	US Route	501	30.61	31.34	Divided - Physical Barrier	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	4	Paved	0.12	**0.760**
31263	HORRY	US Route	501	30.61	31.34	Divided - Physical Barrier	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	3	Unpaved	0.27	**0.760**
31264	HORRY	US Route	501	31.34	32.74	Divided - Raised/Curbed Median	26020050100S	1	1	6	60,400	Urban	1,483	4.97%	4	Principal Art.	3	Unpaved	0.19	**0.760**
37888	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	0	2	33,800	Suburban	717	3.66%	4	Principal Art.	0	Unpaved	2.64	**0.760**
37889	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	0	2	33,800	Suburban	717	3.66%	4	Principal Art.	3	Unpaved	0.08	**0.760**
37890	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	0	2	33,800	Suburban	717	3.66%	4	Principal Art.	0	Unpaved	0.49	**0.760**
47902	PICKENS	US Route	123	1.35	2	TWLTL - Bituminous Median	39020012300N	1	0	1	29,400	Suburban	2,918	55.67%	4	Principal Art.	0	Unpaved	0.58	**0.760**
48865	RICHLAND	US Route	1	2.67	3.67	TWLTL - Bituminous Median	40020000100N	1	1	9	14,100	Urban	2,554	14.35%	4	Principal Art.	0	Unpaved	0.78	**0.760**
48914	RICHLAND	US Route	21	4.38	5.23	TWLTL - Bituminous Median	40020002100N	1	1	5	10,500	Urban	3,655	28.23%	4	Principal Art.	0	Unpaved	0.75	**0.760**
49124	RICHLAND	SC Route	16	2.36	7.05	TWLTL - Bituminous Median	40040001600E	1	1	9	14,900	Urban	2,717	7.31%	4	Minor Art.	0	Unpaved	1.51	**0.760**
49176	RICHLAND	SC Route	215	0	0.26	TWLTL - Bituminous Median	40040021500N	1	0	9	12,800	Urban	2,851	33.33%	4	Principal Art.	0	Unpaved	0.26	**0.760**
49178	RICHLAND	SC Route	215	0.63	1.61	TWLTL - Bituminous Median	40040021500N	1	0	9	12,800	Urban	2,851	33.33%	4	Principal Art.	0	Unpaved	0.97	**0.760**
49318	RICHLAND	Secondary road	33	0.141	6.67	TWLTL - Bituminous Median	40070003300N	1	1	4	14,400	Urban	2,214	5.29%	4	Minor Art.	0	Unpaved	1.39	**0.760**
49713	RICHLAND	Secondary road	177	1.213	1.913	TWLTL - Bituminous Median	40070017700N	1	1	5	8,700	Urban	1,345	39.68%	4	Minor Art.	0	Unpaved	0.69	**0.760**
53302	SPARTANBURG	US Route	29	12.81	12.98	Divided - Raised/Curbed Median	42020002900N	1	1	1	46,200	Suburban	1,782	9.72%	6	Principal Art.	0	Unpaved	0.17	**0.760**
53303	SPARTANBURG	US Route	29	12.98	13.193	Divided - Earth median	42020002900N	1	1	1	46,200	Suburban	1,782	9.72%	6	Principal Art.	0	Unpaved	0.22	**0.760**
53304	SPARTANBURG	US Route	29	13.193	13.275	Divided - Physical Barrier	42020002900N	1	1	1	46,200	Suburban	1,782	9.72%	6	Principal Art.	0	Unpaved	0.07	**0.760**
53428	SPARTANBURG	US Route	221	20.43	23.11	TWLTL - Bituminous Median	42020022100N	1	0	5	12,400	Urban	2,796	30.46%	4	Principal Art.	3	Unpaved	0.94	**0.760**
53429	SPARTANBURG	US Route	221	20.43	23.11	TWLTL - Bituminous Median	42020022100N	1	0	5	12,400	Urban	2,796	30.46%	4	Principal Art.	0	Unpaved	0.45	**0.760**
53431	SPARTANBURG	US Route	221	23.62	26.77	TWLTL - Bituminous Median	42020022100N	1	0	5	12,400	Urban	2,796	30.46%	4	Principal Art.	0	Unpaved	0.14	**0.760**
55907	SUMTER	Secondary road	152	0	1.4	TWLTL - Bituminous Median	43070015200E	1	1	4	5,500	Urban	1,104	36.24%	4	Minor Art.	2	Paved	0.06	**0.760**
817	AIKEN	US Route	25	0.71	8.64	TWLTL - Bituminous Median	02020002500N	1	1	4	17,400	Suburban	1,207	22.00%	4	Principal Art.	0	Unpaved	0.21	**0.756**
818	AIKEN	US Route	25	0.71	8.64	TWLTL - Bituminous Median	02020002500N	1	1	4	17,400	Suburban	1,207	22.00%	4	Principal Art.	3	Unpaved	0.51	**0.756**
819	AIKEN	US Route	25	0.71	8.64	TWLTL - Bituminous Median	02020002500N	1	1	4	17,400	Suburban	1,207	22.00%	4	Principal Art.	0	Unpaved	0.27	**0.756**
23907	FLORENCE	US Route	76	17.92	18.32	TWLTL - Bituminous Median	21020007600E	1	0	1	17,800	Urban	1,977	30.35%	4	Principal Art.	0	Unpaved	0.38	**0.756**
27159	GREENVILLE	US Route	385	42.16	42.65	Divided - Raised/Curbed Median	23020038505N	1	1	3	38,900	Urban	4,116	9.22%	4	Principal Art.	0	Unpaved	0.20	**0.756**
45382	ORANGEBURG	US Route	21	24.25	26.02	TWLTL - Bituminous Median	38020002100N	1	1	4	23,100	Town	1,711	32.18%	4	Minor Art.	0	Unpaved	0.40	**0.756**
48879	RICHLAND	US Route	1	9.03	13.52	TWLTL - Bituminous Median	40020000100N	1	0	11	38,300	Suburban	1,559	14.18%	4	Principal Art.	0	Unpaved	2.31	**0.756**
48880	RICHLAND	US Route	1	9.03	13.52	TWLTL - Bituminous Median	40020000100N	1	0	11	38,300	Suburban	1,559	14.18%	4	Principal Art.	3	Unpaved	0.54	**0.756**
48975	RICHLAND	US Route	76	23.68	26.04	TWLTL - Bituminous Median	40020007600E	1	1	2	27,300	Urban	2,655	4.00%	5	Principal Art.	0	Unpaved	0.12	**0.756**
49217	RICHLAND	SC Route	277	1.06	8.14	Divided - Cable Stay Guardrail	40040027700N	1	1	0	59,700	Suburban	1,608	32.00%	4	Principal Art.	1	Paved	1.73	**0.756**
50639	RICHLAND	Secondary road	1036	0	2.17	TWLTL - Bituminous Median	40070103600E	1	1	6	21,100	Suburban	2,008	13.82%	4	Minor Art.	0	Unpaved	0.63	**0.756**
58840	YORK	US Route	21	8.42	12.181	TWLTL - Bituminous Median	46020002100N	1	1	2	13,800	Urban	515	7.26%	4	Principal Art.	0	Unpaved	1.27	**0.756**
1051	AIKEN	SC Route	302	9.487	15.42	TWLTL - Bituminous Median	02040030200E	1	1	1	21,900	Suburban	792	7.24%	4	Minor Art.	0	Unpaved	0.42	**0.752**
8775	BERKELEY	US Route	17	0	0.26	TWLTL - Bituminous Median	08020001702N	1	0	3	56,200	Suburban	279	5.68%	4	Principal Art.	0	Unpaved	0.26	**0.752**
10938	CHARLESTON	US Route	52	12.4	14.33	Divided - Earth median	10020005200W	1	1	9	69,800	Urban	1,961	21.33%	6	Principal Art.	0	Unpaved	0.12	**0.752**
10939	CHARLESTON	US Route	52	12.4	14.33	Divided - Earth median	10020005200W	1	1	9	69,800	Urban	1,961	21.33%	8	Principal Art.	0	Unpaved	0.80	**0.752**
10940	CHARLESTON	US Route	52	12.4	14.33	Divided - Earth median	10020005200W	1	1	9	69,800	Urban	1,961	21.33%	6	Principal Art.	0	Unpaved	0.40	**0.752**
10941	CHARLESTON	US Route	52	12.4	14.33	Divided - Earth median	10020005200W	1	1	9	69,800	Urban	1,961	21.33%	6	Principal Art.	3	Unpaved	0.18	**0.752**
11087	CHARLESTON	SC Route	171	8.1	8.25	TWLTL - Bituminous Median	10040017100N	1	1	5	47,500	Urban	1,516	6.62%	5	Minor Art.	0	Unpaved	0.15	**0.752**
11089	CHARLESTON	SC Route	171	8.51	9.24	TWLTL - Bituminous Median	10040017100N	1	1	5	47,500	Urban	1,516	6.62%	5	Minor Art.	0	Unpaved	0.32	**0.752**
11112	CHARLESTON	SC Route	461	3.35	3.71	TWLTL - Bituminous Median	10040046100N	1	0	5	29,600	Urban	3,572	14.43%	4	Principal Art.	0	Unpaved	0.07	**0.752**
23863	FLORENCE	US Route	52	22.45	25.94	TWLTL - Bituminous Median	21020005200W	1	0	9	24,500	Urban	1,402	8.66%	4	Principal Art.	0	Unpaved	1.22	**0.752**
27073	GREENVILLE	US Route	29	6.91	13.45	TWLTL - Bituminous Median	23020002900N	1	0	2	40,200	Suburban	1,472	19.11%	6	Principal Art.	0	Unpaved	0.44	**0.752**
27075	GREENVILLE	US Route	29	13.9	14.48	TWLTL - Bituminous Median	23020002900N	1	0	2	40,200	Suburban	1,472	19.11%	6	Principal Art.	0	Unpaved	0.67	**0.752**
27077	GREENVILLE	US Route	29	14.63	15.61	TWLTL - Bituminous Median	23020002900N	1	0	2	40,200	Suburban	1,472	19.11%	6	Principal Art.	0	Unpaved	0.46	**0.752**
27401	GREENVILLE	SC Route	291	1.24	5.76	TWLTL - Bituminous Median	23040029100N	1	0	13	22,800	Urban	1,336	6.03%	4	Principal Art.	0	Unpaved	0.01	**0.752**
27404	GREENVILLE	SC Route	291	5.76	6.19	Divided - Raised/Curbed Median	23040029100N	1	1	4	29,800	Urban	2,289	5.73%	4	Principal Art.	0	Unpaved	0.09	**0.752**
27408	GREENVILLE	SC Route	291	6.72	6.79	Divided - Raised/Curbed Median	23040029100N	1	1	8	47,600	Urban	1,737	20.59%	6	Principal Art.	0	Unpaved	0.07	**0.752**
27409	GREENVILLE	SC Route	291	6.79	6.85	Divided - Earth median	23040029100N	1	1	8	47,600	Urban	1,737	20.59%	6	Principal Art.	0	Unpaved	0.06	**0.752**
27410	GREENVILLE	SC Route	291	6.85	7.04	Divided - Raised/Curbed Median	23040029100N	1	1	8	47,600	Urban	1,737	20.59%	6	Principal Art.	0	Unpaved	0.19	**0.752**
27411	GREENVILLE	SC Route	291	7.04	7.17	Divided - Earth median	23040029100N	1	1	8	47,600	Urban	1,737	20.59%	6	Principal Art.	0	Unpaved	0.16	**0.752**
31345	HORRY	SC Route	9	36.73	39.06	TWLTL - Bituminous Median	26040000900S	1	1	2	22,300	Suburban	721	13.34%	4	Principal Art.	3	Unpaved	0.77	**0.752**
37780	LEXINGTON	US Route	1	20.86	27.909	TWLTL - Bituminous Median	32020000100N	1	0	2	28,200	Suburban	1,981	2.84%	4	Principal Art.	0	Unpaved	2.24	**0.752**
38134	LEXINGTON	Secondary road	36	0	5.79	TWLTL - Bituminous Median	32070003600E	1	1	2	19,400	Suburban	2,224	3.56%	4	Minor Art.	0	Unpaved	0.48	**0.752**
48906	RICHLAND	US Route	21	2.29	2.761	Divided - Raised/Curbed Median	40020002100N	1	1	11	16,200	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.01	**0.752**
49077	RICHLAND	SC Route	12	1.28	1.43	Non-divided	40040001200E	1	1	14	20,800	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.15	**0.752**
49078	RICHLAND	SC Route	12	1.43	2.32	Divided - Raised/Curbed Median	40040001200E	1	1	14	20,800	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.89	**0.752**
49079	RICHLAND	SC Route	12	2.32	2.51	Non-divided	40040001200E	1	1	14	20,800	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.18	**0.752**
49191	RICHLAND	SC Route	262	0.24	0.54	TWLTL - Bituminous Median	40040026200E	1	0	7	25,900	Urban	2,652	6.12%	4	Minor Art.	0	Unpaved	0.32	**0.752**
49193	RICHLAND	SC Route	262	0.94	1.1	TWLTL - Bituminous Median	40040026200E	1	0	7	25,900	Urban	2,652	6.12%	4	Minor Art.	0	Unpaved	0.11	**0.752**
49305	RICHLAND	Secondary road	31	0	0.06	TWLTL - Bituminous Median	40070003100N	1	1	4	24,900	Urban	1,196	12.71%	4	Minor Art.	0	Unpaved	0.06	**0.752**
49317	RICHLAND	Secondary road	33	0.141	6.67	TWLTL - Bituminous Median	40070003300N	1	1	2	16,800	Suburban	2,717	7.31%	4	Minor Art.	0	Unpaved	0.36	**0.752**
53321	SPARTANBURG	US Route	29	17.06	25.79	TWLTL - Bituminous Median	42020002900N	1	1	0	14,100	Urban	1,670	9.77%	4	Principal Art.	0	Unpaved	0.16	**0.752**
53361	SPARTANBURG	US Route	176	18.83	19.27	TWLTL - Bituminous Median	42020017600E	1	1	3	24,000	Suburban	665	11.63%	4	Principal Art.	3	Unpaved	0.04	**0.752**
53362	SPARTANBURG	US Route	176	18.83	19.27	TWLTL - Bituminous Median	42020017600E	1	1	3	24,000	Suburban	665	11.63%	4	Principal Art.	0	Unpaved	0.40	**0.752**
55338	SUMTER	US Route	15	9.472	12.67	TWLTL - Bituminous Median	43020001500N	1	1	5	15,300	Urban	415	28.38%	4	Principal Art.	0	Unpaved	0.74	**0.752**
55401	SUMTER	US Route	76	0.45	3.43	TWLTL - Bituminous Median	43020007607E	1	1	5	13,000	Urban	1,992	22.57%	4	Principal Art.	0	Unpaved	0.58	**0.752**
55453	SUMTER	US Route	521	0	12.7	TWLTL - Bituminous Median	43020052100N	1	1	0	24,000	Urban	1,378	16.22%	4	Principal Art.	0	Unpaved	0.55	**0.752**
55454	SUMTER	US Route	521	0	12.7	TWLTL - Bituminous Median	43020052100N	1	1	0	23,900	Urban	1,378	16.22%	4	Principal Art.	0	Unpaved	0.51	**0.752**
59123	YORK	SC Route	161	23.31	28.91	TWLTL - Bituminous Median	46040016100S	1	0	9	55,000	Urban	794	18.08%	4	Principal Art.	0	Unpaved	0.28	**0.752**
4506	ANDERSON	SC Route	28	12.45	19.52	TWLTL - Bituminous Median	04040002800W	1	1	5	18,900	Suburban	840	25.68%	4	Principal Art.	0	Unpaved	0.77	**0.748**
10989	CHARLESTON	SC Route	30	0.27	3	Divided - Physical Barrier	10040003000E	1	1	1	55,900	Urban	1,516	6.62%	4	Principal Art.	3	Unpaved	0.05	**0.748**
10990	CHARLESTON	SC Route	30	0.27	3	Divided - Physical Barrier	10040003000E	1	1	1	55,900	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.34	**0.748**
10991	CHARLESTON	SC Route	30	3	3.05	Divided - Raised/Curbed Median	10040003000E	1	1	1	55,900	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.04	**0.748**
12732	CHARLESTON	Secondary road	1194	0	0.21	TWLTL - Bituminous Median	10070119400E	1	1	1	22,900	Urban	4,343	20.53%	4	Minor Art.	0	Unpaved	0.20	**0.748**
27028	GREENVILLE	US Route	25	27.135	35.81	TWLTL - Bituminous Median	23020002500N	1	0	31	34,100	Suburban	1,047	17.26%	4	Principal Art.	0	Unpaved	2.13	**0.748**
27101	GREENVILLE	US Route	123	5.96	6.28	TWLTL - Bituminous Median	23020012300N	1	1	3	22,500	Urban	3,829	28.82%	4	Minor Art.	0	Unpaved	0.32	**0.748**
37782	LEXINGTON	US Route	1	20.86	27.909	TWLTL - Bituminous Median	32020000100N	1	0	6	45,300	Suburban	1,082	12.11%	4	Principal Art.	0	Unpaved	1.15	**0.748**
45491	ORANGEBURG	US Route	301	16	18.56	TWLTL - Bituminous Median	38020030100N	1	1	5	13,900	Town	1,905	43.77%	4	Principal Art.	0	Unpaved	0.10	**0.748**
49108	RICHLAND	SC Route	12	0	0.282	TWLTL - Bituminous Median	40040001205E	1	0	3	23,400	Urban	3,000	0.00%	4	Principal Art.	0	Unpaved	0.28	**0.748**
49244	RICHLAND	SC Route	555	7.37	7.77	TWLTL - Bituminous Median	40040055500N	1	1	3	24,300	Urban	2,008	13.82%	4	Minor Art.	3	Unpaved	0.05	**0.748**
49246	RICHLAND	SC Route	555	7.37	7.77	TWLTL - Bituminous Median	40040055500N	1	1	3	24,300	Urban	2,008	13.82%	4	Minor Art.	3	Unpaved	0.11	**0.748**
53382	SPARTANBURG	US Route	176	25.36	25.67	Divided - Earth median	42020017600E	1	1	2	26,100	Urban	1,670	9.77%	6	Principal Art.	0	Unpaved	0.13	**0.748**
53709	SPARTANBURG	SC Route	295	2.83	3.39	TWLTL - Bituminous Median	42040029500S	1	1	3	21,300	Urban	2,283	18.35%	4	Minor Art.	0	Unpaved	0.13	**0.748**
53710	SPARTANBURG	SC Route	295	2.83	3.39	TWLTL - Bituminous Median	42040029500S	1	1	3	21,300	Urban	2,283	18.35%	4	Minor Art.	3	Unpaved	0.19	**0.748**
53712	SPARTANBURG	SC Route	295	3.51	13.32	TWLTL - Bituminous Median	42040029500S	1	1	3	21,300	Urban	2,283	18.35%	4	Minor Art.	3	Unpaved	0.06	**0.748**
53713	SPARTANBURG	SC Route	295	3.51	13.32	TWLTL - Bituminous Median	42040029500S	1	1	3	21,300	Urban	2,283	18.35%	4	Minor Art.	0	Unpaved	0.51	**0.748**
53738	SPARTANBURG	SC Route	296	8.263	13.903	TWLTL - Bituminous Median	42040029600E	1	0	3	25,000	Urban	1,782	9.72%	8	Minor Art.	0	Unpaved	0.03	**0.748**
55455	SUMTER	US Route	521	0	12.7	TWLTL - Bituminous Median	43020052100N	1	1	2	16,100	Urban	1,378	16.22%	4	Principal Art.	0	Unpaved	0.37	**0.748**
55502	SUMTER	SC Route	120	14.39	17.39	TWLTL - Bituminous Median	43040012000E	1	1	2	16,000	Urban	1,378	16.22%	4	Principal Art.	0	Unpaved	0.17	**0.748**
816	AIKEN	US Route	25	0.71	8.64	TWLTL - Bituminous Median	02020002500N	1	1	1	16,000	Suburban	1,828	15.84%	4	Principal Art.	0	Unpaved	1.77	**0.744**
831	AIKEN	US Route	25	0.14	0.74	TWLTL - Bituminous Median	02020002507N	1	1	3	18,300	Suburban	1,763	21.63%	4	Principal Art.	0	Unpaved	0.64	**0.744**
834	AIKEN	US Route	25	1.32	1.5	TWLTL - Bituminous Median	02020002507N	1	1	3	18,000	Suburban	1,763	21.63%	4	Principal Art.	0	Unpaved	0.16	**0.744**
4372	ANDERSON	US Route	76	9.27	11.9	TWLTL - Bituminous Median	04020007600E	1	1	4	31,700	Urban	1,337	16.71%	5	Principal Art.	0	Unpaved	1.20	**0.744**
4564	ANDERSON	SC Route	81	42.38	43.82	TWLTL - Bituminous Median	04040008100N	1	1	1	12,000	Suburban	878	32.14%	4	Minor Art.	3	Unpaved	0.18	**0.744**
10982	CHARLESTON	SC Route	7	3.71	5.92	Divided - Raised/Curbed Median	10040000700N	1	1	17	20,000	Urban	954	33.53%	4	Principal Art.	3	Unpaved	0.03	**0.744**
10983	CHARLESTON	SC Route	7	3.71	5.92	Divided - Raised/Curbed Median	10040000700N	1	1	17	20,000	Urban	954	33.53%	4	Principal Art.	0	Unpaved	0.62	**0.744**
11202	CHARLESTON	Secondary road	13	0.11	2.81	TWLTL - Bituminous Median	10070001300N	1	0	0	16,000	Urban	2,363	34.51%	4	Principal Art.	0	Unpaved	0.02	**0.744**
11203	CHARLESTON	Secondary road	13	2.81	3.5	TWLTL - Concrete Median	10070001300N	1	0	0	16,000	Urban	2,363	34.51%	4	Principal Art.	0	Unpaved	0.18	**0.744**
12862	CHARLESTON	Secondary road	1342	0.024	0.41	Divided - Raised/Curbed Median	10070134200E	1	1	4	19,900	Urban	2,276	31.72%	4	Principal Art.	0	Unpaved	0.20	**0.744**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
23904	FLORENCE	US Route	76	11.85	16.45	TWLTL - Bituminous Median	21020007600E	1	1	0	16,000	Urban	2,428	28.77%	4	Principal Art.	0	Unpaved	0.53	**0.744**
24163	FLORENCE	Secondary road	31	0.928	3.058	TWLTL - Bituminous Median	21070003100N	1	1	4	18,000	Urban	2,428	28.77%	4	Minor Art.	0	Unpaved	0.97	**0.744**
27206	GREENVILLE	SC Route	14	16.57	20.62	TWLTL - Bituminous Median	23040001400W	1	0	1	28,300	Suburban	1,315	3.12%	4	Principal Art.	0	Unpaved	2.39	**0.744**
27328	GREENVILLE	SC Route	183	1.2	4.4	TWLTL - Bituminous Median	23040018300N	1	1	26	16,000	Urban	4,172	18.82%	4	Minor Art.	0	Unpaved	1.47	**0.744**
27330	GREENVILLE	SC Route	183	4.59	5.49	TWLTL - Bituminous Median	23040018300N	1	1	26	16,000	Urban	4,172	18.82%	4	Minor Art.	0	Unpaved	0.08	**0.744**
27753	GREENVILLE	Secondary road	107	1.1	2.34	TWLTL - Bituminous Median	23070010700N	1	1	1	17,900	Suburban	1,947	6.63%	4	Minor Art.	0	Unpaved	0.96	**0.744**
31240	HORRY	US Route	501	20.92	21.59	TWLTL - Bituminous Median	26020050100S	1	0	4	39,700	Urban	386	12.04%	4	Principal Art.	3	Unpaved	0.02	**0.744**
31241	HORRY	US Route	501	20.92	21.59	TWLTL - Bituminous Median	26020050100S	1	0	4	39,700	Urban	386	12.04%	4	Principal Art.	1	Paved	0.52	**0.744**
31243	HORRY	US Route	501	21.7	22.39	TWLTL - Bituminous Median	26020050100S	1	0	4	39,700	Urban	386	12.04%	4	Principal Art.	1	Paved	0.58	**0.744**
31244	HORRY	US Route	501	21.7	22.39	TWLTL - Bituminous Median	26020050100S	1	0	4	39,700	Urban	386	12.04%	4	Principal Art.	3	Unpaved	0.10	**0.744**
31477	HORRY	SC Route	544	0.49	7.801	TWLTL - Bituminous Median	26040054400E	1	0	14	35,000	Urban	386	12.04%	4	Principal Art.	0	Unpaved	4.89	**0.744**
31862	HORRY	Secondary road	215	0.541	2.351	TWLTL - Bituminous Median	26070021500N	1	0	23	15,600	Urban	2,300	34.71%	4	Minor Art.	0	Unpaved	1.73	**0.744**
37816	LEXINGTON	US Route	21	16.62	17.46	TWLTL - Bituminous Median	32020002100N	1	0	1	22,000	Suburban	1,025	8.88%	6	Principal Art.	0	Unpaved	0.23	**0.744**
38831	LEXINGTON	Secondary road	273	0	1.13	TWLTL - Bituminous Median	32070027300N	1	1	2	16,100	Suburban	1,688	8.65%	4	Minor Art.	0	Unpaved	0.22	**0.744**
48874	RICHLAND	US Route	1	4.5	8.79	TWLTL - Bituminous Median	40020000100N	1	1	1	18,200	Suburban	1,873	29.48%	4	Principal Art.	0	Unpaved	0.47	**0.744**
48876	RICHLAND	US Route	1	8.79	9.03	Divided - Earth median	40020000100N	1	1	2	32,300	Suburban	2,123	9.08%	4	Principal Art.	0	Unpaved	0.25	**0.744**
48877	RICHLAND	US Route	1	8.79	9.03	Divided - Earth median	40020000100N	1	1	2	31,500	Suburban	2,123	9.08%	4	Principal Art.	0	Unpaved	0.07	**0.744**
48943	RICHLAND	US Route	21	0.58	0.68	Divided - Raised/Curbed Median	40020002106N	1	1	26	16,700	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.11	**0.744**
48944	RICHLAND	US Route	21	0.68	1.03	Divided - Physical Barrier	40020002106N	1	1	26	16,700	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.35	**0.744**
48945	RICHLAND	US Route	21	1.03	1.06	Divided - Raised/Curbed Median	40020002106N	1	1	26	16,700	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.03	**0.744**
48947	RICHLAND	US Route	21	1.14	2.93	Non-divided	40020002106N	1	1	26	16,700	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.39	**0.744**
49111	RICHLAND	SC Route	16	0	0.19	TWLTL - Bituminous Median	40040001600E	1	1	5	17,700	Urban	2,806	18.62%	4	Minor Art.	0	Unpaved	0.06	**0.744**
49112	RICHLAND	SC Route	16	0	0.19	TWLTL - Bituminous Median	40040001600E	1	1	5	17,700	Urban	2,806	18.62%	4	Minor Art.	2	Paved	0.04	**0.744**
49130	RICHLAND	SC Route	16	7.3	9.395	TWLTL - Bituminous Median	40040001600E	1	1	5	19,000	Urban	4,574	25.49%	4	Minor Art.	0	Unpaved	1.29	**0.744**
49131	RICHLAND	SC Route	16	7.3	9.395	TWLTL - Bituminous Median	40040001600E	1	1	0	16,400	Urban	3,716	56.15%	4	Minor Art.	0	Unpaved	0.81	**0.744**
49133	RICHLAND	SC Route	16	9.429	9.55	TWLTL - Bituminous Median	40040001600E	1	1	0	16,400	Urban	3,716	56.15%	4	Minor Art.	0	Unpaved	0.11	**0.744**
49780	RICHLAND	Secondary road	218	1.339	1.76	TWLTL - Bituminous Median	40070021800E	1	1	1	15,600	Suburban	1,608	32.00%	4	Collector/Local	0	Unpaved	0.42	**0.744**
55334	SUMTER	US Route	15	8.14	9.14	TWLTL - Bituminous Median	43020001500N	1	1	5	13,900	Urban	1,169	28.11%	4	Principal Art.	0	Unpaved	0.34	**0.744**
59163	YORK	SC Route	322	23.29	28.05	TWLTL - Bituminous Median	46040032200E	1	0	4	29,500	Urban	1,790	11.22%	4	Principal Art.	0	Unpaved	0.88	**0.744**
789	AIKEN	US Route	1	13	15.08	TWLTL - Bituminous Median	02020000100N	1	1	0	20,500	Suburban	1,114	10.83%	4	Principal Art.	0	Unpaved	0.09	**0.740**
4341	ANDERSON	US Route	29	2.2	3.95	TWLTL - Bituminous Median	04020002907N	1	1	2	15,500	Urban	979	23.93%	4	Principal Art.	0	Unpaved	1.12	**0.740**
4342	ANDERSON	US Route	29	2.2	3.95	TWLTL - Bituminous Median	04020002907N	1	1	3	17,200	Urban	979	23.93%	4	Principal Art.	0	Unpaved	0.62	**0.740**
4670	ANDERSON	Secondary road	22	8.47	8.86	TWLTL - Bituminous Median	04070002200E	1	1	1	5,000	Urban	1,500	38.88%	4	Minor Art.	0	Unpaved	0.07	**0.740**
5168	ANDERSON	Secondary road	274	1.44	2.99	TWLTL - Bituminous Median	04070027400E	1	1	2	2,900	Urban	1,384	35.63%	4	Minor Art.	0	Unpaved	0.28	**0.740**
7778	BEAUFORT	US Route	278	14.44	14.958	TWLTL - Bituminous Median	07020027800E	1	0	2	57,100	Urban	1,090	16.95%	4	Principal Art.	0	Unpaved	0.34	**0.740**
8794	BERKELEY	US Route	17	15.632	18.8	TWLTL - Bituminous Median	08020001702N	1	0	4	32,600	Suburban	741	14.05%	4	Principal Art.	0	Unpaved	1.02	**0.740**
8795	BERKELEY	US Route	17	15.632	18.8	TWLTL - Bituminous Median	08020001702N	1	0	4	32,600	Suburban	741	14.05%	4	Principal Art.	0	Unpaved	0.54	**0.740**
8796	BERKELEY	US Route	17	15.632	18.8	TWLTL - Bituminous Median	08020001702N	1	0	4	32,600	Suburban	741	14.05%	4	Principal Art.	3	Unpaved	0.25	**0.740**
10959	CHARLESTON	US Route	78	3.31	7.28	TWLTL - Bituminous Median	10020007800E	1	0	3	54,000	Urban	1,495	12.72%	4	Principal Art.	0	Unpaved	1.38	**0.740**
10984	CHARLESTON	SC Route	30	0	0.27	Divided - Earth median	10040003000E	1	1	2	33,500	Urban	1,431	9.26%	4	Principal Art.	3	Unpaved	0.27	**0.740**
12170	CHARLESTON	Secondary road	658	1.444	1.494	TWLTL - Bituminous Median	10070065800E	1	1	1	10,600	Urban	3,092	34.35%	4	Collector/Local	0	Unpaved	0.03	**0.740**
24005	FLORENCE	SC Route	51	33.503	40.473	TWLTL - Bituminous Median	21040005100N	1	0	2	30,800	Urban	1,402	8.66%	4	Minor Art.	0	Unpaved	0.62	**0.740**
27143	GREENVILLE	US Route	276	36.462	38.639	TWLTL - Bituminous Median	23020027600E	1	0	1	39,200	Urban	1,102	17.21%	4	Principal Art.	0	Unpaved	1.16	**0.740**
27148	GREENVILLE	US Route	276	40.263	42.026	TWLTL - Bituminous Median	23020027600E	1	0	3	33,800	Urban	1,102	17.21%	4	Principal Art.	1	Paved	0.61	**0.740**
27149	GREENVILLE	US Route	276	40.263	42.026	TWLTL - Bituminous Median	23020027600E	1	0	3	33,800	Urban	1,102	17.21%	4	Principal Art.	0	Unpaved	0.83	**0.740**
27521	GREENVILLE	Secondary road	21	0	6.32	TWLTL - Bituminous Median	23070002100N	1	1	2	8,900	Urban	1,354	32.94%	4	Minor Art.	0	Unpaved	1.20	**0.740**
28123	GREENVILLE	Secondary road	273	0	3.39	TWLTL - Bituminous Median	23070027300N	1	0	2	30,300	Urban	2,716	10.06%	6	Minor Art.	0	Unpaved	0.13	**0.740**
31182	HORRY	US Route	17	0.45	1.03	TWLTL - Bituminous Median	26020001707N	1	0	7	28,600	Suburban	2,601	11.58%	4	Principal Art.	3	Unpaved	0.54	**0.740**
31478	HORRY	SC Route	544	0.49	7.801	TWLTL - Bituminous Median	26040054400E	1	0	5	32,200	Suburban	517	22.04%	4	Principal Art.	0	Unpaved	2.22	**0.740**
31480	HORRY	SC Route	544	7.86	11.821	TWLTL - Bituminous Median	26040054400E	1	0	5	32,200	Suburban	517	22.04%	4	Principal Art.	0	Unpaved	0.35	**0.740**
38011	LEXINGTON	SC Route	60	0	3.31	TWLTL - Bituminous Median	32040006000E	1	1	0	26,300	Suburban	2,427	12.50%	4	Minor Art.	0	Unpaved	0.68	**0.740**
49006	RICHLAND	US Route	76	0	0.76	TWLTL - Bituminous Median	40020007650E	1	1	2	11,200	Urban	2,455	5.54%	4	Minor Art.	0	Unpaved	0.09	**0.740**
49007	RICHLAND	US Route	76	0	0.76	TWLTL - Bituminous Median	40020007650E	1	1	2	11,200	Urban	2,455	5.54%	4	Minor Art.	2	Paved	0.07	**0.740**
49009	RICHLAND	US Route	76	0	0.47	TWLTL - Bituminous Median	40020007652E	1	1	1	14,500	Urban	2,655	4.00%	4	Minor Art.	0	Unpaved	0.49	**0.740**
49319	RICHLAND	Secondary road	33	0.141	6.67	TWLTL - Bituminous Median	40070003300N	1	1	1	11,900	Urban	2,633	2.10%	4	Minor Art.	0	Unpaved	0.15	**0.740**
55691	SUMTER	Secondary road	55	0.65	2.09	TWLTL - Bituminous Median	43070005500N	1	1	1	6,700	Urban	1,474	45.34%	4	Minor Art.	0	Unpaved	0.07	**0.740**
55692	SUMTER	Secondary road	55	0.65	2.09	TWLTL - Bituminous Median	43070005500N	1	1	1	6,700	Urban	1,474	45.34%	4	Minor Art.	3	Unpaved	0.03	**0.740**
59019	YORK	SC Route	49	30.566	33.996	TWLTL - Bituminous Median	46040004900N	1	0	5	35,500	Suburban	959	3.61%	4	Minor Art.	0	Unpaved	2.65	**0.740**
3599	AIKEN	Secondary road	2323	1.29	1.46	TWLTL - Bituminous Median	02070232300N	1	1	1	2,700	Suburban	1,506	38.32%	4	Minor Art.	0	Unpaved	0.07	**0.736**
8809	BERKELEY	US Route	52	1.45	15.01	Divided - Earth median	08020005200W	1	1	2	38,600	Suburban	322	9.11%	6	Principal Art.	3	Unpaved	0.12	**0.736**
8960	BERKELEY	Secondary road	29	2.86	5.74	TWLTL - Bituminous Median	08070002900N	1	0	2	20,600	Suburban	2,086	5.27%	4	Principal Art.	0	Unpaved	0.76	**0.736**
11148	CHARLESTON	SC Route	700	17.78	18.87	TWLTL - Bituminous Median	10040070000E	1	0	9	26,800	Urban	1,431	9.26%	4	Minor Art.	0	Unpaved	1.08	**0.736**
11390	CHARLESTON	Secondary road	62	3.27	4.25	TWLTL - Bituminous Median	10070006200E	1	1	6	9,500	Urban	3,031	5.50%	4	Minor Art.	0	Unpaved	0.98	**0.736**
21685	DORCHESTER	SC Route	165	14.96	15.47	TWLTL - Bituminous Median	18040016500N	1	0	2	30,300	Suburban	1,733	6.03%	4	Minor Art.	0	Unpaved	0.51	**0.736**
27066	GREENVILLE	US Route	29	5.374	6.43	Divided - Raised/Curbed Median	23020002900N	1	1	4	33,800	Urban	2,843	11.31%	4	Principal Art.	0	Unpaved	0.56	**0.736**
27067	GREENVILLE	US Route	29	6.43	6.51	Non-divided	23020002900N	1	1	4	33,800	Urban	2,843	11.31%	4	Principal Art.	0	Unpaved	0.08	**0.736**
27519	GREENVILLE	Secondary road	21	0	6.32	TWLTL - Bituminous Median	23070002100N	1	1	6	15,900	Urban	1,737	20.59%	4	Minor Art.	0	Unpaved	1.38	**0.736**
27622	GREENVILLE	Secondary road	62	0.33	0.52	TWLTL - Bituminous Median	23070006200E	1	1	6	6,200	Urban	2,116	32.35%	4	Collector/Local	0	Unpaved	0.15	**0.736**
27697	GREENVILLE	Secondary road	94	1.35	8.33	TWLTL - Bituminous Median	23070009400E	1	1	6	18,600	Urban	1,992	10.23%	4	Minor Art.	0	Unpaved	1.69	**0.736**
31194	HORRY	US Route	17	11.69	11.75	Divided - Earth median	26020001707N	1	0	8	30,700	Urban	2,300	34.71%	4	Principal Art.	0	Unpaved	0.02	**0.736**
31195	HORRY	US Route	17	11.75	17.4	Divided - Raised/Curbed Median	26020001707N	1	0	8	30,700	Urban	2,300	34.71%	4	Principal Art.	0	Unpaved	0.22	**0.736**
31297	HORRY	US Route	701	15.69	18.16	TWLTL - Bituminous Median	26020070100N	1	1	4	23,500	Urban	167	12.73%	4	Minor Art.	0	Unpaved	0.66	**0.736**
31298	HORRY	US Route	701	15.69	18.16	TWLTL - Bituminous Median	26020070100N	1	1	4	23,500	Urban	167	12.73%	4	Minor Art.	3	Unpaved	1.63	**0.736**
31840	HORRY	Secondary road	196	0.82	3.04	TWLTL - Bituminous Median	26070019600E	1	1	6	15,700	Urban	1,613	20.66%	4	Minor Art.	0	Unpaved	0.66	**0.736**
32619	HORRY	Secondary road	1244	5.353	5.743	TWLTL - Bituminous Median	26070124400E	1	1	1	19,100	Suburban	1,483	4.97%	4	Minor Art.	0	Unpaved	0.36	**0.736**
32683	HORRY	Secondary road	1315	0	0.03	TWLTL - Bituminous Median	26070131500N	1	0	14	15,800	Urban	1,593	31.22%	4	Minor Art.	3	Unpaved	0.01	**0.736**
37887	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	0	1	41,700	Suburban	1,909	10.04%	4	Principal Art.	0	Unpaved	1.15	**0.736**
37892	LEXINGTON	US Route	378	15.19	26.1	TWLTL - Bituminous Median	32020037800E	1	0	1	28,600	Suburban	803	4.03%	4	Principal Art.	0	Unpaved	1.86	**0.736**
38039	LEXINGTON	SC Route	302	14.94	21.792	TWLTL - Bituminous Median	32040030200E	1	1	1	33,600	Suburban	1,545	23.12%	4	Principal Art.	2	Paved	0.17	**0.736**
38133	LEXINGTON	Secondary road	36	0	5.79	TWLTL - Bituminous Median	32070003600E	1	1	1	17,900	Suburban	1,281	6.06%	4	Minor Art.	0	Unpaved	1.21	**0.736**
45452	ORANGEBURG	US Route	178	18.76	22.44	TWLTL - Bituminous Median	38020017800E	1	1	2	23,400	Town	1,711	32.18%	4	Minor Art.	0	Unpaved	1.14	**0.736**
47894	PICKENS	US Route	76	2.23	2.44	TWLTL - Bituminous Median	39020007600E	1	0	1	20,400	Suburban	2,918	55.67%	4	Principal Art.	0	Unpaved	0.11	**0.736**
48881	RICHLAND	US Route	1	9.03	13.52	TWLTL - Bituminous Median	40020000100N	1	0	1	36,900	Suburban	1,559	14.18%	4	Principal Art.	3	Unpaved	0.69	**0.736**
48882	RICHLAND	US Route	1	9.03	13.52	TWLTL - Bituminous Median	40020000100N	1	0	1	36,900	Suburban	1,559	14.18%	4	Principal Art.	1	Paved	0.28	**0.736**
48884	RICHLAND	US Route	1	13.837	16.16	TWLTL - Bituminous Median	40020000100N	1	0	1	36,900	Suburban	1,559	14.18%	4	Principal Art.	1	Paved	0.23	**0.736**
48885	RICHLAND	US Route	1	13.837	16.16	TWLTL - Bituminous Median	40020000100N	1	0	1	36,900	Suburban	1,559	14.18%	4	Principal Art.	3	Unpaved	0.60	**0.736**
49143	RICHLAND	SC Route	48	1.876	2.33	Non-divided	40040004800E	1	1	17	25,500	Urban	3,716	56.15%	6	Minor Art.	3	Unpaved	0.45	**0.736**
53278	SPARTANBURG	US Route	29	0.499	1.21	TWLTL - Bituminous Median	42020002900N	1	0	3	26,900	Suburban	513	6.11%	4	Principal Art.	0	Unpaved	0.18	**0.736**
53279	SPARTANBURG	US Route	29	0.499	1.21	TWLTL - Bituminous Median	42020002900N	1	0	3	26,900	Suburban	513	6.11%	4	Principal Art.	1	Paved	0.53	**0.736**
53281	SPARTANBURG	US Route	29	1.83	2.58	TWLTL - Bituminous Median	42020002900N	1	0	3	26,900	Suburban	513	6.11%	4	Principal Art.	1	Paved	0.73	**0.736**
53283	SPARTANBURG	US Route	29	2.77	3.91	TWLTL - Bituminous Median	42020002900N	1	0	3	26,900	Suburban	513	6.11%	4	Principal Art.	3	Unpaved	0.25	**0.736**
53472	SPARTANBURG	SC Route	9	7.111	14.541	TWLTL - Bituminous Median	42040000900S	1	0	2	30,800	Suburban	1,671	5.82%	4	Minor Art.	0	Unpaved	1.45	**0.736**
53474	SPARTANBURG	SC Route	9	14.802	16.077	TWLTL - Bituminous Median	42040000900S	1	0	2	30,800	Suburban	1,671	5.82%	4	Minor Art.	0	Unpaved	0.10	**0.736**
53641	SPARTANBURG	SC Route	215	13.05	16.2	TWLTL - Bituminous Median	42040021500N	1	1	0	18,300	Urban	1,946	8.99%	4	Minor Art.	0	Unpaved	0.90	**0.736**
59083	YORK	SC Route	122	0	0.091	TWLTL - Bituminous Median	46040012206E	1	1	0	4,000	Urban	3,304	32.18%	4	Minor Art.	0	Unpaved	0.09	**0.736**
59856	YORK	Secondary road	285	1.064	1.315	TWLTL - Bituminous Median	46070028500N	1	1	0	4,900	Urban	3,304	32.18%	4	Minor Art.	0	Unpaved	0.13	**0.736**
1052	AIKEN	SC Route	302	9.487	15.42	TWLTL - Bituminous Median	02040030200E	1	1	0	21,200	Suburban	586	6.95%	4	Minor Art.	0	Unpaved	0.40	**0.732**
8792	BERKELEY	US Route	17	15.56	15.632	TWLTL - Concrete Median	08020001702N	1	1	0	21,100	Suburban	741	14.05%	4	Principal Art.	0	Unpaved	0.06	**0.732**
8793	BERKELEY	US Route	17	15.632	18.8	TWLTL - Bituminous Median	08020001702N	1	1	0	21,100	Suburban	741	14.05%	4	Principal Art.	0	Unpaved	1.37	**0.732**
9062	BERKELEY	Secondary road	62	0.707	5.061	TWLTL - Bituminous Median	08070006200E	1	1	8	19,200	Suburban	2,790	18.59%	4	Minor Art.	0	Unpaved	0.01	**0.732**
10942	CHARLESTON	US Route	52	14.33	15.06	Divided - Raised/Curbed Median	10020005200W	1	1	2	56,400	Urban	1,961	21.33%	6	Principal Art.	3	Unpaved	0.71	**0.732**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
11097	CHARLESTON	SC Route	171	11.35	11.95	TWLTL - Bituminous Median	10040017100N	1	0	1	26,100	Urban	2,650	11.60%	4	Principal Art.	3	Unpaved	0.59	**0.732**
21569	DORCHESTER	US Route	17	11.7	15.86	Non-divided	18020001702N	1	1	6	19,300	Suburban	2,306	31.00%	4	Principal Art.	0	Unpaved	0.49	**0.732**
24006	FLORENCE	SC Route	51	33.503	40.473	TWLTL - Bituminous Median	21040005100N	1	0	3	25,100	Urban	2,416	9.62%	4	Minor Art.	0	Unpaved	0.47	**0.732**
24074	FLORENCE	Secondary road	13	1.42	3.75	TWLTL - Bituminous Median	21070001300N	1	1	1	17,600	Urban	396	9.62%	4	Minor Art.	0	Unpaved	1.98	**0.732**
27615	GREENVILLE	Secondary road	55	7.65	9.24	TWLTL - Bituminous Median	23070005500N	1	1	0	24,900	Suburban	941	8.30%	4	Minor Art.	0	Unpaved	0.25	**0.732**
37779	LEXINGTON	US Route	1	20.86	27.909	TWLTL - Bituminous Median	32020000100N	1	0	4	29,000	Suburban	1,909	10.04%	4	Principal Art.	0	Unpaved	1.96	**0.732**
48973	RICHLAND	US Route	76	23.26	23.68	Divided - Raised/Curbed Median	40020007600E	1	1	2	27,300	Urban	2,655	4.00%	4	Principal Art.	0	Unpaved	0.42	**0.732**
49346	RICHLAND	Secondary road	42	0	0.7	TWLTL - Bituminous Median	40070004200E	1	1	5	15,900	Suburban	4,324	23.01%	4	Minor Art.	0	Unpaved	0.70	**0.732**
49676	RICHLAND	Secondary road	151	0	1.87	TWLTL - Bituminous Median	40070015100N	1	1	7	18,800	Suburban	3,819	16.73%	4	Minor Art.	0	Unpaved	0.84	**0.732**
53301	SPARTANBURG	US Route	29	12.449	12.81	TWLTL - Bituminous Median	42020002900N	1	0	5	26,600	Suburban	408	10.16%	6	Principal Art.	0	Unpaved	0.36	**0.732**
58848	YORK	US Route	21	12.889	13.713	TWLTL - Bituminous Median	46020002100N	1	0	3	29,900	Urban	794	18.08%	6	Principal Art.	0	Unpaved	0.13	**0.732**
58960	YORK	SC Route	5	21.23	29.629	TWLTL - Bituminous Median	460400005005	1	1	1	27,900	Urban	515	7.26%	2	Principal Art.	0	Unpaved	0.07	**0.732**
59212	YORK	SC Route	460	10.403	12.473	TWLTL - Bituminous Median	46040046000E	1	0	4	26,500	Suburban	1,742	5.02%	4	Minor Art.	0	Unpaved	2.07	**0.732**
1036	AIKEN	SC Route	230	0	3.96	TWLTL - Bituminous Median	02040023000W	1	1	1	22,600	Suburban	1,828	15.84%	4	Minor Art.	0	Unpaved	2.04	**0.728**
7790	BEAUFORT	US Route	278	20.05	20.71	TWLTL - Bituminous Median	07020027800E	1	0	6	26,300	Urban	554	11.48%	4	Principal Art.	3	Unpaved	0.51	**0.728**
8816	BERKELEY	US Route	52	15.01	15.39	TWLTL - Bituminous Median	08020005200W	1	1	3	18,800	Suburban	741	14.05%	4	Principal Art.	0	Unpaved	0.37	**0.728**
8818	BERKELEY	US Route	52	15.44	16.21	TWLTL - Bituminous Median	08020005200W	1	1	3	18,800	Suburban	741	14.05%	4	Principal Art.	0	Unpaved	0.77	**0.728**
10928	CHARLESTON	US Route	52	4.4	6.95	TWLTL - Bituminous Median	10020005200W	1	1	25	10,500	Urban	412	26.09%	4	Principal Art.	0	Unpaved	0.62	**0.728**
10973	CHARLESTON	SC Route	7	0	0.33	Divided - Raised/Curbed Median	10040000700N	1	1	14	28,200	Urban	1,795	4.12%	6	Minor Art.	0	Unpaved	0.15	**0.728**
11120	CHARLESTON	SC Route	642	0	0.94	Divided - Earth median	10040064200E	1	1	13	42,800	Urban	1,859	17.25%	4	Principal Art.	3	Unpaved	0.68	**0.728**
11121	CHARLESTON	SC Route	642	0	0.94	Divided - Earth median	10040064200E	1	1	13	42,800	Urban	1,859	17.25%	4	Principal Art.	0	Unpaved	0.26	**0.728**
11123	CHARLESTON	SC Route	642	2.29	3.53	Divided - Earth median	10040064200E	1	1	13	42,800	Urban	1,859	17.25%	4	Principal Art.	0	Unpaved	0.08	**0.728**
11124	CHARLESTON	SC Route	642	2.29	3.53	Divided - Earth median	10040064200E	1	1	13	42,800	Urban	1,859	17.25%	4	Principal Art.	3	Unpaved	1.11	**0.728**
11408	CHARLESTON	Secondary road	76	0	2.39	TWLTL - Bituminous Median	10070007600E	1	0	12	44,500	Urban	1,881	21.44%	4	Minor Art.	0	Unpaved	2.37	**0.728**
23879	FLORENCE	US Route	52	29.184	30.57	TWLTL - Bituminous Median	21020005200W	1	1	1	26,700	Suburban	396	9.62%	4	Principal Art.	1	Paved	0.67	**0.728**
23928	FLORENCE	US Route	301	22.3	24.49	TWLTL - Bituminous Median	21020030100N	1	1	0	17,100	Urban	1,402	8.66%	4	Minor Art.	0	Unpaved	1.28	**0.728**
24009	FLORENCE	SC Route	51	33.503	40.473	TWLTL - Bituminous Median	21040005100N	1	1	0	20,700	Urban	2,028	12.27%	4	Minor Art.	0	Unpaved	0.78	**0.728**
27356	GREENVILLE	SC Route	253	4.81	5.03	Non-divided	23040025300N	1	1	2	38,300	Suburban	1,354	32.94%	4	Minor Art.	0	Unpaved	0.22	**0.728**
28014	GREENVILLE	Secondary road	201	0.33	0.75	Divided - Raised/Curbed Median	23070020100N	1	1	6	22,600	Urban	2,567	33.00%	4	Minor Art.	0	Unpaved	0.17	**0.728**
28016	GREENVILLE	Secondary road	201	1.49	2.68	Non-divided	23070020100N	1	1	6	22,600	Urban	2,567	33.00%	4	Minor Art.	0	Unpaved	1.15	**0.728**
28125	GREENVILLE	Secondary road	273	0	3.39	TWLTL - Bituminous Median	23070027300N	1	1	1	12,500	Suburban	3,191	7.96%	4	Minor Art.	0	Unpaved	0.07	**0.728**
31190	HORRY	US Route	17	9.94	10.74	TWLTL - Bituminous Median	26020001707N	1	0	46	26,600	Urban	559	14.90%	4	Principal Art.	0	Unpaved	0.80	**0.728**
31265	HORRY	US Route	501	31.34	32.74	Divided - Raised/Curbed Median	26020050100S	1	0	10	35,400	Urban	1,593	31.22%	4	Principal Art.	3	Unpaved	0.85	**0.728**
37772	LEXINGTON	US Route	1	6.82	19.75	TWLTL - Bituminous Median	32020000100N	1	0	2	35,300	Suburban	1,142	13.18%	4	Principal Art.	0	Unpaved	0.70	**0.728**
45404	ORANGEBURG	US Route	21	2.046	2.307	TWLTL - Bituminous Median	38020002107N	1	1	3	12,400	Town	1,905	43.77%	4	Principal Art.	0	Unpaved	0.17	**0.728**
45531	ORANGEBURG	US Route	601	17.45	18.93	TWLTL - Bituminous Median	38020060100N	1	1	2	15,100	Town	401	32.04%	4	Principal Art.	0	Unpaved	0.93	**0.728**
48179	PICKENS	Secondary road	4	2.117	2.247	TWLTL - Bituminous Median	39070000400E	1	1	1	9,700	Suburban	1,005	44.07%	4	Minor Art.	0	Unpaved	0.11	**0.728**
48907	RICHLAND	US Route	21	2.29	2.761	Divided - Raised/Curbed Median	40020002100N	1	1	11	16,200	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.09	**0.728**
48908	RICHLAND	US Route	21	2.761	3.065	Non-divided	40020002100N	1	1	11	16,200	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.30	**0.728**
48910	RICHLAND	US Route	21	3.165	4.38	Non-divided	40020002100N	1	1	11	16,200	Urban	1,345	39.68%	4	Principal Art.	0	Unpaved	0.01	**0.728**
49172	RICHLAND	SC Route	60	0	0.94	TWLTL - Bituminous Median	40040006000E	1	1	0	24,600	Urban	2,618	18.75%	4	Minor Art.	0	Unpaved	0.39	**0.728**
55447	SUMTER	US Route	521	0	12.7	TWLTL - Bituminous Median	43020052100N	1	1	0	18,100	Urban	1,169	28.11%	4	Principal Art.	3	Unpaved	0.72	**0.728**
55450	SUMTER	US Route	521	0	12.7	TWLTL - Bituminous Median	43020052100N	1	0	0	18,600	Urban	1,301	40.61%	4	Principal Art.	0	Unpaved	0.32	**0.728**
55451	SUMTER	US Route	521	0	12.7	TWLTL - Bituminous Median	43020052100N	1	0	0	19,800	Urban	1,301	40.61%	4	Principal Art.	0	Unpaved	0.37	**0.728**
4432	ANDERSON	US Route	178	0	0.18	TWLTL - Bituminous Median	04020017806E	1	1	0	13,900	Suburban	664	9.68%	4	Principal Art.	0	Unpaved	0.18	**0.724**
6042	ANDERSON	Secondary road	1164	1.988	2.166	TWLTL - Bituminous Median	04070116400E	1	1	0	14,800	Suburban	501	2.28%	4	Principal Art.	1	Paved	0.10	**0.724**
6044	ANDERSON	Secondary road	1164	2.319	2.45	TWLTL - Bituminous Median	04070116400E	1	1	0	14,800	Suburban	501	2.28%	4	Principal Art.	1	Paved	0.12	**0.724**
6046	ANDERSON	Secondary road	1164	2.554	2.955	TWLTL - Bituminous Median	04070116400E	1	1	0	14,800	Suburban	501	2.28%	4	Principal Art.	1	Paved	0.40	**0.724**
8978	BERKELEY	Secondary road	33	6.031	6.175	TWLTL - Concrete Median	08070003300N	1	0	3	32,100	Urban	159	4.09%	4	Minor Art.	0	Unpaved	0.14	**0.724**
8979	BERKELEY	Secondary road	33	6.175	7.793	TWLTL - Bituminous Median	08070003300N	1	0	3	32,100	Urban	159	4.09%	4	Minor Art.	0	Unpaved	1.46	**0.724**
8980	BERKELEY	Secondary road	33	6.175	7.793	TWLTL - Bituminous Median	08070003300N	1	0	3	32,100	Urban	159	4.09%	4	Minor Art.	1	Paved	0.15	**0.724**
11142	CHARLESTON	SC Route	700	14.69	16.08	TWLTL - Bituminous Median	10040070000E	1	0	2	32,500	Urban	398	5.28%	4	Minor Art.	3	Unpaved	0.46	**0.724**
11144	CHARLESTON	SC Route	700	17.08	17.26	TWLTL - Bituminous Median	10040070000E	1	0	2	32,500	Urban	398	5.28%	4	Minor Art.	0	Unpaved	0.18	**0.724**
23831	FLORENCE	US Route	52	0.6	4.4	TWLTL - Bituminous Median	21020005200W	1	1	11	13,700	Town	388	30.15%	4	Principal Art.	0	Unpaved	1.45	**0.724**
24164	FLORENCE	Secondary road	31	0.928	3.058	TWLTL - Bituminous Median	21070003100N	1	1	1	18,700	Urban	2,428	28.77%	4	Minor Art.	0	Unpaved	0.30	**0.724**
27176	GREENVILLE	SC Route	14	1.83	5.3	TWLTL - Bituminous Median	23040001400W	1	1	0	10,300	Suburban	941	8.30%	4	Principal Art.	2	Paved	0.25	**0.724**
27177	GREENVILLE	SC Route	14	1.83	5.3	TWLTL - Bituminous Median	23040001400W	1	1	0	10,300	Suburban	941	8.30%	4	Principal Art.	0	Unpaved	1.32	**0.724**
48912	RICHLAND	US Route	21	3.165	4.38	Non-divided	40020002100N	1	1	3	16,700	Urban	2,851	33.33%	4	Principal Art.	0	Unpaved	0.52	**0.724**
49005	RICHLAND	US Route	76	0	0.76	TWLTL - Bituminous Median	40020007650E	1	1	1	15,400	Urban	4,468	22.46%	4	Minor Art.	0	Unpaved	0.59	**0.724**
53367	SPARTANBURG	US Route	176	20.176	20.289	TWLTL - Concrete Median	42020017600E	1	1	0	17,000	Suburban	1,448	46.91%	4	Minor Art.	4	Paved	0.00	**0.724**
53377	SPARTANBURG	US Route	176	24.45	24.6	Divided - Raised/Curbed Median	42020017600E	1	1	3	34,400	Urban	1,343	13.87%	6	Principal Art.	0	Unpaved	0.16	**0.724**
53378	SPARTANBURG	US Route	176	24.6	25.05	Divided - Earth median	42020017600E	1	1	3	34,400	Urban	1,343	13.87%	6	Principal Art.	0	Unpaved	0.50	**0.724**
53379	SPARTANBURG	US Route	176	25.05	25.12	Divided - Raised/Curbed Median	42020017600E	1	1	3	34,400	Urban	1,343	13.87%	6	Principal Art.	0	Unpaved	0.07	**0.724**
53381	SPARTANBURG	US Route	176	25.36	25.67	Divided - Earth median	42020017600E	1	1	3	34,400	Urban	1,343	13.87%	6	Principal Art.	0	Unpaved	0.18	**0.724**
53384	SPARTANBURG	US Route	176	25.67	33.57	TWLTL - Bituminous Median	42020017600E	1	0	1	22,300	Urban	878	8.55%	4	Principal Art.	0	Unpaved	1.43	**0.724**
53733	SPARTANBURG	SC Route	296	8.263	13.903	TWLTL - Bituminous Median	42040029600E	1	0	3	25,000	Urban	1,782	9.72%	4	Minor Art.	0	Unpaved	1.62	**0.724**
53734	SPARTANBURG	SC Route	296	8.263	13.903	TWLTL - Bituminous Median	42040029600E	1	0	3	25,000	Urban	1,782	9.72%	4	Minor Art.	3	Unpaved	1.35	**0.724**
53735	SPARTANBURG	SC Route	296	8.263	13.903	TWLTL - Bituminous Median	42040029600E	1	0	3	25,000	Urban	1,782	9.72%	4	Minor Art.	0	Unpaved	1.27	**0.724**
53737	SPARTANBURG	SC Route	296	8.263	13.903	TWLTL - Bituminous Median	42040029600E	1	0	3	25,000	Urban	1,782	9.72%	4	Minor Art.	0	Unpaved	1.01	**0.724**
53739	SPARTANBURG	SC Route	296	8.263	13.903	TWLTL - Bituminous Median	42040029600E	1	0	3	25,000	Urban	1,782	9.72%	4	Minor Art.	0	Unpaved	0.02	**0.724**
53914	SPARTANBURG	Secondary road	44	0.42	2.1	TWLTL - Bituminous Median	42070004400E	1	1	1	20,300	Urban	998	22.69%	4	Minor Art.	0	Unpaved	0.55	**0.724**
55590	SUMTER	SC Route	763	8.99	9.94	TWLTL - Bituminous Median	43040076300N	1	0	1	14,200	Urban	1,301	40.61%	4	Principal Art.	0	Unpaved	0.85	**0.724**
55591	SUMTER	SC Route	763	8.99	9.94	TWLTL - Bituminous Median	43040076300N	1	0	3	11,000	Urban	1,301	40.61%	4	Principal Art.	0	Unpaved	0.09	**0.724**
970	AIKEN	SC Route	118	10.31	10.66	TWLTL - Bituminous Median	02040011800E	1	0	2	14,900	Suburban	1,506	38.32%	4	Principal Art.	0	Unpaved	0.17	**0.720**
973	AIKEN	SC Route	118	11.48	11.97	TWLTL - Bituminous Median	02040011800E	1	0	2	14,900	Suburban	1,506	38.32%	4	Principal Art.	0	Unpaved	0.04	**0.720**
978	AIKEN	SC Route	118	12.91	13.18	TWLTL - Bituminous Median	02040011800E	1	0	2	14,900	Suburban	1,506	38.32%	4	Principal Art.	0	Unpaved	0.14	**0.720**
9174	BERKELEY	Secondary road	136	5.07	6.76	TWLTL - Bituminous Median	08070013600E	1	0	1	27,500	Suburban	2,086	5.27%	4	Minor Art.	1	Paved	0.52	**0.720**
10865	CHARLESTON	US Route	17	28.82	29.05	Divided - Earth median	10020001700N	1	1	4	21,100	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.18	**0.720**
10873	CHARLESTON	US Route	17	29.15	30.33	Divided - Earth median	10020001700N	1	1	14	65,700	Urban	3,092	34.35%	5	Principal Art.	0	Unpaved	0.08	**0.720**
10913	CHARLESTON	US Route	52	0	0.572	Non-divided	10020005200W	1	1	18	18,600	Urban	656	47.05%	4	Principal Art.	0	Unpaved	0.56	**0.720**
10914	CHARLESTON	US Route	52	0.572	0.588	Divided - Raised/Curbed Median	10020005200W	1	1	18	18,600	Urban	656	47.05%	4	Principal Art.	0	Unpaved	0.03	**0.720**
10915	CHARLESTON	US Route	52	0.588	3.04	Non-divided	10020005200W	1	1	18	18,600	Urban	656	47.05%	4	Principal Art.	0	Unpaved	0.68	**0.720**
27212	GREENVILLE	SC Route	14	21.42	21.46	TWLTL - Bituminous Median	23040001400W	1	1	3	12,700	Suburban	1,974	12.83%	4	Principal Art.	0	Unpaved	0.01	**0.720**
27216	GREENVILLE	SC Route	14	22.24	22.54	TWLTL - Bituminous Median	23040001400W	1	1	3	12,700	Suburban	1,974	12.83%	4	Principal Art.	0	Unpaved	0.14	**0.720**
27752	GREENVILLE	Secondary road	107	1.1	2.34	TWLTL - Bituminous Median	23070010700N	1	1	1	24,400	Suburban	1,179	10.11%	4	Minor Art.	0	Unpaved	0.03	**0.720**
31218	HORRY	US Route	378	8.37	11.82	TWLTL - Bituminous Median	26020037800E	1	1	7	15,800	Urban	865	23.40%	4	Minor Art.	0	Unpaved	0.39	**0.720**
31481	HORRY	SC Route	544	7.86	11.821	TWLTL - Bituminous Median	26040054400E	1	0	1	34,700	Suburban	517	22.04%	4	Principal Art.	0	Unpaved	1.18	**0.720**
37817	LEXINGTON	US Route	21	16.62	17.46	TWLTL - Bituminous Median	32020002100N	1	0	1	22,000	Suburban	1,025	8.88%	4	Principal Art.	3	Unpaved	0.01	**0.720**
37819	LEXINGTON	US Route	21	16.62	17.46	TWLTL - Bituminous Median	32020002100N	1	0	1	22,000	Suburban	1,025	8.88%	4	Principal Art.	3	Unpaved	0.37	**0.720**
48886	RICHLAND	US Route	1	13.837	16.16	TWLTL - Bituminous Median	40020000100N	1	0	1	24,500	Suburban	1,401	8.65%	4	Principal Art.	3	Unpaved	0.34	**0.720**
48887	RICHLAND	US Route	1	13.837	16.16	TWLTL - Bituminous Median	40020000100N	1	0	1	21,100	Suburban	1,401	8.65%	4	Principal Art.	0	Unpaved	0.26	**0.720**
48888	RICHLAND	US Route	1	13.837	16.16	TWLTL - Bituminous Median	40020000100N	1	0	1	21,100	Suburban	1,401	8.65%	4	Principal Art.	3	Unpaved	0.23	**0.720**
48889	RICHLAND	US Route	1	13.837	16.16	TWLTL - Bituminous Median	40020000100N	1	0	1	21,100	Suburban	1,401	8.65%	4	Principal Art.	0	Unpaved	0.29	**0.720**
50637	RICHLAND	Secondary road	1036	0	2.17	TWLTL - Bituminous Median	40070103600E	1	1	6	11,500	Urban	2,008	13.82%	4	Minor Art.	3	Unpaved	0.08	**0.720**
50638	RICHLAND	Secondary road	1036	0	2.17	TWLTL - Bituminous Median	40070103600E	1	1	6	11,500	Urban	2,008	13.82%	4	Minor Art.	0	Unpaved	1.52	**0.720**
53372	SPARTANBURG	US Route	176	20.42	21.77	Divided - Physical Barrier	42020017600E	1	1	2	21,100	Suburban	1,448	46.91%	4	Principal Art.	3	Unpaved	0.69	**0.720**
59234	YORK	Secondary road	2	0	0.14	TWLTL - Bituminous Median	46070000200E	1	1	0	13,100	Urban	2,314	35.08%	4	Collector/Local	0	Unpaved	0.18	**0.720**
790	AIKEN	US Route	1	13	15.08	TWLTL - Bituminous Median	02020000100N	1	1	0	19,100	Suburban	1,114	10.83%	4	Principal Art.	0	Unpaved	0.26	**0.716**
799	AIKEN	US Route	1	16.45	23.81	TWLTL - Bituminous Median	02020000100N	1	1	5	10,100	Suburban	250	12.37%	4	Principal Art.	0	Unpaved	1.92	**0.716**
840	AIKEN	US Route	78	17.03	18.25	TWLTL - Bituminous Median	02020007800E	1	0	4	8,800	Suburban	1,506	38.32%	4	Principal Art.	0	Unpaved	1.14	**0.716**
842	AIKEN	US Route	78	18.4	18.85	TWLTL - Bituminous Median	02020007800E	1	0	4	8,800	Suburban	1,506	38.32%	4	Principal Art.	3	Unpaved	0.05	**0.716**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
4380	ANDERSON	US Route	76	15.18	16.15	TWLTL - Bituminous Median	04020007600E	1	1	2	12,400	Urban	979	23.93%	4	Principal Art.	0	Unpaved	0.96	**0.716**
5164	ANDERSON	Secondary road	274	1.44	2.99	TWLTL - Bituminous Median	04070027400E	1	1	1	9,700	Urban	2,245	9.63%	4	Minor Art.	0	Unpaved	0.48	**0.716**
8898	BERKELEY	SC Route	165	0	0.34	TWLTL - Bituminous Median	08040016500N	1	0	0	33,600	Suburban	1,733	6.03%	4	Minor Art.	0	Unpaved	0.19	**0.716**
9063	BERKELEY	Secondary road	62	0.707	5.061	TWLTL - Bituminous Median	08070006200E	1	0	5	38,800	Suburban	1,881	21.44%	4	Minor Art.	0	Unpaved	1.30	**0.716**
9064	BERKELEY	Secondary road	62	0.707	5.061	TWLTL - Bituminous Median	08070006200E	1	0	5	38,800	Suburban	1,881	21.44%	4	Minor Art.	3	Unpaved	0.27	**0.716**
9066	BERKELEY	Secondary road	62	5.081	5.631	TWLTL - Bituminous Median	08070006200E	1	0	5	38,800	Suburban	1,881	21.44%	4	Minor Art.	0	Unpaved	0.50	**0.716**
9067	BERKELEY	Secondary road	62	5.081	5.631	TWLTL - Bituminous Median	08070006200E	1	0	5	38,800	Suburban	1,881	21.44%	4	Minor Art.	0	Unpaved	0.01	**0.716**
10987	CHARLESTON	SC Route	30	0.27	3	Divided - Physical Barrier	10040003000E	1	1	1	55,900	Urban	1,516	6.62%	4	Principal Art.	4	Paved	1.93	**0.716**
10988	CHARLESTON	SC Route	30	0.27	3	Divided - Physical Barrier	10040003000E	1	1	1	55,900	Urban	1,516	6.62%	4	Principal Art.	1	Paved	0.22	**0.716**
12864	CHARLESTON	Secondary road	1342	0.41	0.68	TWLTL - Bituminous Median	10070134200E	1	0	2	7,300	Urban	2,276	31.72%	4	Principal Art.	3	Unpaved	0.27	**0.716**
23877	FLORENCE	US Route	52	29.184	30.57	TWLTL - Bituminous Median	21020005200W	1	0	2	23,500	Urban	396	9.62%	4	Principal Art.	3	Unpaved	0.61	**0.716**
23911	FLORENCE	US Route	76	18.87	20.24	TWLTL - Bituminous Median	21020007600E	1	0	12	21,600	Suburban	0	0.00%	4	Principal Art.	0	Unpaved	0.33	**0.716**
23913	FLORENCE	US Route	76	20.63	22.32	TWLTL - Bituminous Median	21020007600E	1	0	12	21,600	Suburban	0	0.00%	4	Principal Art.	3	Unpaved	1.26	**0.716**
23914	FLORENCE	US Route	76	20.63	22.32	TWLTL - Bituminous Median	21020007600E	1	0	12	21,600	Suburban	0	0.00%	4	Principal Art.	0	Unpaved	0.25	**0.716**
28122	GREENVILLE	Secondary road	273	0	3.39	TWLTL - Bituminous Median	23070027300N	1	0	2	30,300	Urban	2,716	10.06%	4	Minor Art.	0	Unpaved	0.08	**0.716**
28124	GREENVILLE	Secondary road	273	0	3.39	TWLTL - Bituminous Median	23070027300N	1	0	2	30,300	Urban	2,716	10.06%	4	Minor Art.	0	Unpaved	1.24	**0.716**
37785	LEXINGTON	US Route	1	27.965	28.091	Divided - Earth median	32020000100N	1	1	11	33,300	Suburban	1,925	19.44%	4	Principal Art.	0	Unpaved	0.05	**0.716**
37786	LEXINGTON	US Route	1	28.091	28.148	Divided - Raised/Curbed Median	32020000100N	1	1	11	33,300	Suburban	1,925	19.44%	4	Principal Art.	0	Unpaved	0.06	**0.716**
48856	RICHLAND	US Route	1	0.2	2.4	Divided - Raised/Curbed Median	40020000100N	1	0	1	28,000	Urban	5,222	31.18%	6	Principal Art.	0	Unpaved	0.19	**0.716**
49026	RICHLAND	US Route	176	15.15	22.62	TWLTL - Bituminous Median	40020017600E	1	1	3	6,200	Urban	2,332	13.72%	4	Principal Art.	0	Unpaved	0.09	**0.716**
49029	RICHLAND	US Route	321	5.43	5.47	TWLTL - Bituminous Median	40020032100N	1	1	2	8,100	Urban	3,655	28.23%	4	Principal Art.	0	Unpaved	0.04	**0.716**
49149	RICHLAND	SC Route	48	2.856	5.202	TWLTL - Bituminous Median	40040004800E	1	0	3	23,400	Urban	466	62.52%	4	Principal Art.	0	Unpaved	0.22	**0.716**
49150	RICHLAND	SC Route	48	2.856	5.202	TWLTL - Bituminous Median	40040004800E	1	0	3	23,400	Urban	466	62.52%	4	Principal Art.	2	Paved	0.07	**0.716**
49151	RICHLAND	SC Route	48	2.856	5.202	TWLTL - Bituminous Median	40040004800E	1	0	3	23,400	Urban	466	62.52%	4	Principal Art.	0	Unpaved	0.45	**0.716**
49152	RICHLAND	SC Route	48	2.856	5.202	TWLTL - Bituminous Median	40040004800E	1	0	3	23,400	Urban	466	62.52%	4	Principal Art.	3	Unpaved	1.60	**0.716**
49216	RICHLAND	SC Route	277	1.06	8.14	Divided - Cable Stay Guardrail	40040027700N	1	1	1	44,600	Urban	2,738	23.37%	4	Principal Art.	1	Paved	2.37	**0.716**
53746	SPARTANBURG	SC Route	296	17.073	17.163	TWLTL - Bituminous Median	42040029600E	1	1	2	15,500	Urban	1,994	29.74%	4	Minor Art.	0	Unpaved	0.07	**0.716**
54880	SPARTANBURG	Secondary road	787	0.37	1.3	TWLTL - Bituminous Median	42070078700N	1	1	1	2,500	Urban	2,796	30.46%	4	Collector/Local	0	Unpaved	0.93	**0.716**
55372	SUMTER	US Route	76	14.326	14.73	TWLTL - Bituminous Median	43020007600E	1	0	2	28,200	Urban	1,378	16.22%	4	Principal Art.	1	Paved	0.17	**0.716**
4511	ANDERSON	SC Route	28	12.45	19.52	TWLTL - Bituminous Median	04040002800W	1	0	2	20,900	Suburban	664	9.68%	4	Principal Art.	0	Unpaved	2.09	**0.712**
4595	ANDERSON	SC Route	153	0	1.09	TWLTL - Bituminous Median	04040015300N	1	0	2	38,100	Suburban	441	5.18%	4	Minor Art.	1	Paved	0.21	**0.712**
8810	BERKELEY	US Route	52	1.45	15.01	Divided - Earth median	08020005200W	1	1	2	38,600	Suburban	322	9.11%	4	Principal Art.	3	Unpaved	1.82	**0.712**
10922	CHARLESTON	US Route	52	3.46	3.85	TWLTL - Bituminous Median	10020005200W	1	0	4	4,800	Urban	656	47.05%	4	Principal Art.	2	Paved	0.22	**0.712**
10923	CHARLESTON	US Route	52	3.46	3.85	TWLTL - Bituminous Median	10020005200W	1	0	4	4,800	Urban	656	47.05%	4	Principal Art.	0	Unpaved	0.05	**0.712**
11125	CHARLESTON	SC Route	642	2.29	3.53	Divided - Earth median	10040064200E	1	1	11	30,000	Urban	759	18.65%	4	Principal Art.	3	Unpaved	0.01	**0.712**
11127	CHARLESTON	SC Route	642	3.53	5.778	TWLTL - Bituminous Median	10040064200E	1	0	33	21,700	Urban	1,311	14.49%	4	Principal Art.	0	Unpaved	0.59	**0.712**
11129	CHARLESTON	SC Route	642	5.838	5.9	TWLTL - Bituminous Median	10040064200E	1	0	33	21,700	Urban	1,311	14.49%	4	Principal Art.	0	Unpaved	0.05	**0.712**
12434	CHARLESTON	Secondary road	894	0.8	1.11	TWLTL - Bituminous Median	10070089400E	1	1	7	9,600	Urban	954	33.53%	4	Collector/Local	0	Unpaved	0.15	**0.712**
18928	DARLINGTON	US Route	52	3.52	5.21	Divided - Earth median	16020005200W	1	1	1	22,400	Suburban	565	33.43%	4	Principal Art.	3	Unpaved	1.23	**0.712**
18929	DARLINGTON	US Route	52	3.52	5.21	Divided - Earth median	16020005200W	1	1	3	23,600	Suburban	565	33.43%	4	Principal Art.	3	Unpaved	0.42	**0.712**
18931	DARLINGTON	US Route	52	5.44	13.277	Divided - Earth median	16020005200W	1	1	3	23,600	Suburban	565	33.43%	4	Principal Art.	3	Unpaved	0.28	**0.712**
21681	DORCHESTER	SC Route	165	10.935	14.31	TWLTL - Bituminous Median	18040016500N	1	0	3	29,500	Suburban	1,733	8.62%	4	Minor Art.	3	Unpaved	0.50	**0.712**
21683	DORCHESTER	SC Route	165	14.47	14.76	TWLTL - Bituminous Median	18040016500N	1	0	3	29,500	Suburban	1,733	8.62%	4	Minor Art.	3	Unpaved	0.27	**0.712**
23859	FLORENCE	US Route	52	22.45	25.94	TWLTL - Bituminous Median	21020005200W	1	1	0	22,000	Urban	1,402	8.66%	4	Principal Art.	1	Paved	0.13	**0.712**
23915	FLORENCE	US Route	76	20.63	22.32	TWLTL - Bituminous Median	21020007600E	1	1	1	18,500	Suburban	77	12.31%	4	Principal Art.	0	Unpaved	0.13	**0.712**
23916	FLORENCE	US Route	76	20.63	22.32	TWLTL - Bituminous Median	21020007600E	1	1	1	18,500	Suburban	77	12.31%	4	Principal Art.	3	Unpaved	0.05	**0.712**
27097	GREENVILLE	US Route	123	4.04	5.96	Divided - Raised/Curbed Median	23020012300N	1	1	5	28,900	Urban	2,592	26.36%	4	Principal Art.	0	Unpaved	0.44	**0.712**
27983	GREENVILLE	Secondary road	183	2	2.99	TWLTL - Bituminous Median	23070018300N	1	1	0	24,100	Urban	1,388	13.10%	4	Minor Art.	0	Unpaved	0.46	**0.712**
31138	HORRY	US Route	17	0	11.605	Divided - Earth median	26020001700N	1	0	4	46,800	Urban	1,920	6.68%	6	Principal Art.	3	Unpaved	0.44	**0.712**
31139	HORRY	US Route	17	11.605	12.545	Divided - Raised/Curbed Median	26020001700N	1	0	4	46,800	Urban	1,920	6.68%	6	Principal Art.	3	Unpaved	0.43	**0.712**
31192	HORRY	US Route	17	10.74	11.69	Divided - Raised/Curbed Median	26020001707N	1	0	10	27,900	Urban	2,300	34.71%	4	Principal Art.	0	Unpaved	0.60	**0.712**
31193	HORRY	US Route	17	11.69	11.75	Divided - Earth median	26020001707N	1	0	10	27,900	Urban	2,300	34.71%	4	Principal Art.	0	Unpaved	0.04	**0.712**
38135	LEXINGTON	Secondary road	36	0	5.79	TWLTL - Bituminous Median	32070003600E	1	1	1	19,500	Suburban	2,427	12.50%	4	Minor Art.	0	Unpaved	1.11	**0.712**
49141	RICHLAND	SC Route	48	1.481	1.601	Divided - Physical Barrier	40040004800E	1	1	17	25,500	Urban	3,716	56.15%	4	Minor Art.	0	Unpaved	0.12	**0.712**
49223	RICHLAND	SC Route	555	0.4	0.45	Divided - Earth median	40040055500N	1	1	11	22,000	Urban	1,345	39.68%	4	Minor Art.	0	Unpaved	0.06	**0.712**
49224	RICHLAND	SC Route	555	0.45	0.89	Non-divided	40040055500N	1	1	11	22,000	Urban	1,345	39.68%	4	Minor Art.	0	Unpaved	0.45	**0.712**
49225	RICHLAND	SC Route	555	0.89	1.07	Divided - Raised/Curbed Median	40040055500N	1	1	11	22,000	Urban	1,345	39.68%	4	Minor Art.	0	Unpaved	0.18	**0.712**
49289	RICHLAND	Secondary road	10	0	1	Divided - Raised/Curbed Median	40070001000E	1	1	31	23,300	Urban	1,345	39.68%	4	Minor Art.	0	Unpaved	1.00	**0.712**
49376	RICHLAND	Secondary road	52	0.43	1.06	TWLTL - Bituminous Median	40070005200E	1	0	0	21,900	Urban	1,401	8.65%	4	Principal Art.	0	Unpaved	0.38	**0.712**
49380	RICHLAND	Secondary road	52	2.35	9.14	TWLTL - Bituminous Median	40070005200E	1	0	0	21,900	Urban	1,401	8.65%	4	Principal Art.	0	Unpaved	0.59	**0.712**
49381	RICHLAND	Secondary road	52	2.35	9.14	TWLTL - Bituminous Median	40070005200E	1	0	0	21,900	Urban	1,401	8.65%	4	Principal Art.	3	Unpaved	0.20	**0.712**
49382	RICHLAND	Secondary road	52	2.35	9.14	TWLTL - Bituminous Median	40070005200E	1	0	0	21,900	Urban	1,401	8.65%	4	Principal Art.	0	Unpaved	0.02	**0.712**
49384	RICHLAND	Secondary road	52	2.35	9.14	TWLTL - Bituminous Median	40070005200E	1	0	3	19,500	Suburban	4,724	4.87%	4	Principal Art.	0	Unpaved	2.14	**0.712**
49775	RICHLAND	Secondary road	218	0.85	1.081	TWLTL - Bituminous Median	40070021800E	1	1	0	10,100	Urban	1,608	32.00%	4	Collector/Local	0	Unpaved	0.23	**0.712**
53536	SPARTANBURG	SC Route	56	22.8	27.25	TWLTL - Bituminous Median	42040005600E	1	1	0	10,700	Urban	1,670	9.77%	4	Minor Art.	0	Unpaved	1.27	**0.712**
53537	SPARTANBURG	SC Route	56	22.8	27.25	TWLTL - Bituminous Median	42040005600E	1	1	0	14,100	Urban	1,670	9.77%	4	Minor Art.	0	Unpaved	0.45	**0.712**
58839	YORK	US Route	21	8.42	12.181	TWLTL - Bituminous Median	46020002100N	1	1	0	7,900	Urban	515	7.26%	4	Principal Art.	0	Unpaved	0.24	**0.712**
4492	ANDERSON	SC Route	24	9.38	16.22	TWLTL - Bituminous Median	04040002400E	1	1	1	9,100	Urban	1,750	17.93%	4	Principal Art.	0	Unpaved	0.07	**0.708**
4669	ANDERSON	Secondary road	22	8.47	8.86	TWLTL - Bituminous Median	04070002200E	1	1	0	5,800	Suburban	1,500	38.88%	4	Minor Art.	0	Unpaved	0.07	**0.708**
7882	BEAUFORT	SC Route	281	0	1.7	TWLTL - Bituminous Median	07040028100N	1	1	5	22,500	Town	1,201	8.69%	4	Minor Art.	0	Unpaved	0.42	**0.708**
10985	CHARLESTON	SC Route	30	0.27	3	Divided - Physical Barrier	10040003000E	1	1	2	33,500	Urban	1,431	9.26%	4	Principal Art.	1	Paved	0.39	**0.708**
10986	CHARLESTON	SC Route	30	0.27	3	Divided - Physical Barrier	10040003000E	1	1	2	33,500	Urban	1,431	9.26%	4	Principal Art.	4	Paved	0.13	**0.708**
18975	DARLINGTON	SC Route	34	9.65	14.85	TWLTL - Bituminous Median	16040003400E	1	0	0	15,300	Suburban	565	33.43%	4	Principal Art.	3	Unpaved	4.14	**0.708**
18976	DARLINGTON	SC Route	34	9.65	14.85	TWLTL - Bituminous Median	16040003400E	1	0	0	15,300	Suburban	565	33.43%	4	Principal Art.	0	Unpaved	1.05	**0.708**
27069	GREENVILLE	US Route	29	6.79	6.91	Divided - Raised/Curbed Median	23020002900N	1	1	2	21,500	Urban	3,762	6.45%	4	Principal Art.	0	Unpaved	0.14	**0.708**
37790	LEXINGTON	US Route	1	28.148	30.25	TWLTL - Bituminous Median	32020000100N	1	1	4	12,900	Suburban	2,890	23.16%	4	Minor Art.	0	Unpaved	1.53	**0.708**
37829	LEXINGTON	US Route	21	19.28	21.22	TWLTL - Bituminous Median	32020002100N	1	0	8	23,600	Suburban	1,545	23.12%	4	Principal Art.	0	Unpaved	1.67	**0.708**
39061	LEXINGTON	Secondary road	378	0	0.15	TWLTL - Bituminous Median	32070037800E	1	1	0	14,500	Suburban	0	0.00%	4	Principal Art.	0	Unpaved	0.14	**0.708**
39063	LEXINGTON	Secondary road	378	0.48	0.58	TWLTL - Bituminous Median	32070037800E	1	1	0	14,500	Suburban	0	0.00%	4	Principal Art.	0	Unpaved	0.09	**0.708**
49117	RICHLAND	SC Route	16	0.73	0.84	Divided - Raised/Curbed Median	40040001600E	1	1	2	21,900	Urban	2,851	33.33%	4	Minor Art.	0	Unpaved	0.03	**0.708**
49119	RICHLAND	SC Route	16	1.12	1.27	Divided - Earth median	40040001600E	1	1	2	21,900	Urban	2,851	33.33%	4	Minor Art.	0	Unpaved	0.16	**0.708**
49316	RICHLAND	Secondary road	33	0.141	6.67	TWLTL - Bituminous Median	40070003300N	1	1	0	12,200	Suburban	2,304	7.65%	4	Minor Art.	0	Unpaved	1.50	**0.708**
53296	SPARTANBURG	US Route	29	11.24	11.47	TWLTL - Bituminous Median	42020002900N	1	0	5	26,600	Suburban	408	10.16%	4	Principal Art.	3	Unpaved	0.20	**0.708**
53544	SPARTANBURG	SC Route	56	0	0.33	TWLTL - Bituminous Median	42040005606E	1	1	3	8,100	Urban	1,670	9.77%	4	Minor Art.	0	Unpaved	0.33	**0.708**
55154	SPARTANBURG	Secondary road	1049	0	0.09	TWLTL - Bituminous Median	42070104900N	1	1	2	6,900	Urban	1,670	9.77%	4	Minor Art.	0	Unpaved	0.09	**0.708**
55156	SPARTANBURG	Secondary road	1049	0.12	0.47	TWLTL - Bituminous Median	42070104900N	1	1	2	6,900	Urban	1,670	9.77%	4	Minor Art.	0	Unpaved	0.38	**0.708**
55158	SPARTANBURG	Secondary road	1049	0.62	1.04	TWLTL - Bituminous Median	42070104900N	1	1	2	6,900	Urban	1,670	9.77%	4	Minor Art.	0	Unpaved	0.34	**0.708**
55339	SUMTER	US Route	15	9.472	12.67	TWLTL - Bituminous Median	43020001500N	1	1	3	14,600	Urban	415	28.38%	4	Principal Art.	0	Unpaved	0.79	**0.708**
58850	YORK	US Route	21	12.889	13.713	TWLTL - Bituminous Median	46020002100N	1	0	3	29,900	Urban	794	18.08%	4	Principal Art.	0	Unpaved	0.62	**0.708**
58851	YORK	US Route	21	12.889	13.713	TWLTL - Bituminous Median	46020002100N	1	0	3	29,900	Urban	794	18.08%	4	Principal Art.	0	Unpaved	0.01	**0.708**
58852	YORK	US Route	21	13.713	13.902	TWLTL - Concrete Median	46020002100N	1	0	3	29,900	Urban	794	18.08%	4	Principal Art.	0	Unpaved	0.19	**0.708**
58853	YORK	US Route	21	13.902	14.439	TWLTL - Bituminous Median	46020002100N	1	0	3	29,900	Urban	794	18.08%	4	Principal Art.	0	Unpaved	0.28	**0.708**
58854	YORK	US Route	21	13.902	14.439	TWLTL - Bituminous Median	46020002100N	1	0	3	29,900	Urban	794	18.08%	4	Principal Art.	0	Unpaved	0.04	**0.708**
822	AIKEN	US Route	25	0.71	8.64	TWLTL - Bituminous Median	02020002500N	1	0	2	27,300	Suburban	1,207	22.00%	4	Principal Art.	3	Unpaved	1.03	**0.704**
823	AIKEN	US Route	25	0.71	8.64	TWLTL - Bituminous Median	02020002500N	1	0	2	27,300	Suburban	1,207	22.00%	4	Principal Art.	0	Unpaved	1.22	**0.704**
7765	BEAUFORT	US Route	278	2.809	12.74	Divided - Earth median	07020027800E	1	0	4	48,000	Urban	1,483	5.85%	6	Principal Art.	3	Unpaved	1.10	**0.704**
10848	CHARLESTON	US Route	17	11.76	14.17	TWLTL - Bituminous Median	10020001700N	1	0	1	21,000	Suburban	190	6.56%	4	Principal Art.	3	Unpaved	0.51	**0.704**
10972	CHARLESTON	SC Route	7	0	0.33	Divided - Raised/Curbed Median	10040000700N	1	1	14	28,200	Urban	1,795	4.12%	4	Minor Art.	0	Unpaved	0.18	**0.704**
10992	CHARLESTON	SC Route	41	0	0.25	TWLTL - Bituminous Median	10040004100N	1	0	2	27,400	Suburban	1,182	5.25%	4	Minor Art.	0	Unpaved	0.14	**0.704**
11204	CHARLESTON	Secondary road	13	2.81	3.5	TWLTL - Concrete Median	10070001300N	1	0	0	16,000	Urban	2,363	34.51%	4	Minor Art.	0	Unpaved	0.25	**0.704**
15873	CHESTERFIELD	SC Route	151	0	3.58	TWLTL - Bituminous Median	13040015100S	1	1	1	12,400	Town	130	31.97%	4	Principal Art.	0	Unpaved	1.25	**0.704**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
21695	DORCHESTER	SC Route	642	1.427	2.757	TWLTL - Bituminous Median	18040064200E	1	0	3	26,500	Suburban	1,365	16.89%	4	Principal Art.	0	Unpaved	0.45	**0.704**
23829	FLORENCE	US Route	52	0.6	4.4	TWLTL - Bituminous Median	21020005200W	1	1	1	10,800	Town	388	30.15%	4	Principal Art.	3	Unpaved	0.02	**0.704**
23830	FLORENCE	US Route	52	0.6	4.4	TWLTL - Bituminous Median	21020005200W	1	1	1	10,800	Town	388	30.15%	4	Principal Art.	0	Unpaved	0.57	**0.704**
23929	FLORENCE	US Route	301	22.3	24.49	TWLTL - Bituminous Median	21020030100N	1	1	0	13,600	Urban	1,402	8.66%	4	Minor Art.	0	Unpaved	0.27	**0.704**
24165	FLORENCE	Secondary road	31	0.928	3.058	TWLTL - Bituminous Median	21070003100N	1	1	0	17,300	Urban	2,428	28.77%	4	Minor Art.	0	Unpaved	0.19	**0.704**
27217	GREENVILLE	SC Route	14	22.24	22.54	TWLTL - Bituminous Median	23040001400W	1	1	2	15,700	Suburban	1,974	12.83%	4	Minor Art.	0	Unpaved	0.15	**0.704**
27275	GREENVILLE	SC Route	101	2.24	2.883	TWLTL - Bituminous Median	23040010100N	1	0	2	25,100	Suburban	1,315	3.12%	4	Minor Art.	0	Unpaved	0.50	**0.704**
27830	GREENVILLE	Secondary road	136	1.29	4.06	TWLTL - Bituminous Median	23070013600E	1	0	1	29,100	Suburban	1,315	3.12%	4	Minor Art.	0	Unpaved	1.29	**0.704**
29266	GREENWOOD	US Route	25	19.26	20.19	TWLTL - Bituminous Median	24020002500N	1	0	3	22,300	Town	3,106	49.17%	4	Principal Art.	0	Unpaved	0.24	**0.704**
29268	GREENWOOD	US Route	25	20.32	27.28	TWLTL - Bituminous Median	24020002500N	1	0	3	22,300	Town	3,106	49.17%	4	Principal Art.	0	Unpaved	0.43	**0.704**
29285	GREENWOOD	US Route	25	1.2	2.75	TWLTL - Bituminous Median	24020002507N	1	0	2	22,100	Town	3,106	49.17%	4	Principal Art.	0	Unpaved	0.06	**0.704**
29287	GREENWOOD	US Route	25	3.19	3.9	TWLTL - Bituminous Median	24020002507N	1	0	2	22,100	Town	3,106	49.17%	4	Principal Art.	0	Unpaved	0.24	**0.704**
31147	HORRY	US Route	17	12.545	20.355	Divided - Earth median	26020001700N	1	0	5	59,700	Urban	1,223	5.31%	7	Principal Art.	3	Unpaved	0.20	**0.704**
31148	HORRY	US Route	17	12.545	20.355	Divided - Earth median	26020001700N	1	0	5	59,700	Urban	1,223	5.31%	6	Principal Art.	0	Unpaved	0.21	**0.704**
31151	HORRY	US Route	17	21.685	22.625	Divided - Raised/Curbed Median	26020001700N	1	0	15	55,800	Urban	1,223	5.31%	6	Principal Art.	0	Unpaved	0.94	**0.704**
31153	HORRY	US Route	17	23.691	24.339	Divided - Raised/Curbed Median	26020001700N	1	0	15	55,800	Urban	1,223	5.31%	7	Principal Art.	0	Unpaved	0.19	**0.704**
31158	HORRY	US Route	17	27.175	27.385	Divided - Earth median	26020001700N	1	0	10	38,400	Urban	1,422	8.24%	6	Principal Art.	0	Unpaved	0.11	**0.704**
31159	HORRY	US Route	17	27.175	27.385	Divided - Earth median	26020001700N	1	0	24	37,900	Urban	1,077	7.81%	6	Principal Art.	0	Unpaved	0.12	**0.704**
32691	HORRY	Secondary road	1315	6.76	7.16	TWLTL - Bituminous Median	26070131500N	1	0	0	33,800	Urban	1,495	8.11%	4	Principal Art.	1	Paved	0.10	**0.704**
45532	ORANGEBURG	US Route	601	17.45	18.93	TWLTL - Bituminous Median	38020060100N	1	1	1	13,100	Town	401	32.04%	4	Principal Art.	0	Unpaved	0.14	**0.704**
45533	ORANGEBURG	US Route	601	17.45	18.93	TWLTL - Bituminous Median	38020060100N	1	1	1	13,100	Town	401	32.04%	4	Principal Art.	3	Unpaved	0.34	**0.704**
48858	RICHLAND	US Route	1	0.2	2.4	Divided - Raised/Curbed Median	40020000100N	1	1	12	30,500	Urban	1,345	39.68%	5	Principal Art.	0	Unpaved	0.24	**0.704**
48873	RICHLAND	US Route	1	4.5	8.79	TWLTL - Bituminous Median	40020000100N	1	0	12	19,500	Urban	2,738	23.37%	4	Principal Art.	0	Unpaved	2.86	**0.704**
49081	RICHLAND	SC Route	12	2.51	6.36	TWLTL - Bituminous Median	40040001200E	1	0	17	19,800	Urban	2,554	14.35%	4	Principal Art.	0	Unpaved	1.59	**0.704**
49209	RICHLAND	SC Route	277	0	0.72	Divided - Earth median	40040027700N	1	0	0	46,700	Urban	1,345	39.68%	6	Principal Art.	0	Unpaved	0.72	**0.704**
49218	RICHLAND	SC Route	277	1.06	8.14	Divided - Cable Stay Guardrail	40040027700N	1	1	1	60,200	Suburban	2,008	13.82%	4	Principal Art.	1	Paved	1.38	**0.704**
53276	SPARTANBURG	US Route	29	0	0.499	Divided - Raised/Curbed Median	42020002900N	1	1	3	26,300	Suburban	2,007	23.03%	6	Principal Art.	0	Unpaved	0.43	**0.704**
55494	SUMTER	SC Route	120	12.17	13.96	TWLTL - Bituminous Median	43040012000E	1	1	0	11,600	Urban	1,146	6.61%	4	Minor Art.	0	Unpaved	0.84	**0.704**
58841	YORK	US Route	21	8.42	12.181	TWLTL - Bituminous Median	46020002100N	1	0	5	22,000	Urban	794	18.08%	4	Principal Art.	0	Unpaved	2.05	**0.704**
835	AIKEN	US Route	25	1.32	1.5	TWLTL - Bituminous Median	02020002507N	1	1	0	12,700	Suburban	1,828	15.84%	4	Principal Art.	0	Unpaved	0.01	**0.700**
837	AIKEN	US Route	25	1.54	2.9	TWLTL - Bituminous Median	02020002507N	1	1	0	12,700	Suburban	1,828	15.84%	4	Principal Art.	0	Unpaved	1.35	**0.700**
888	AIKEN	SC Route	19	0.3	11	TWLTL - Bituminous Median	02040001900N	1	1	0	14,800	Suburban	1,639	11.54%	4	Principal Art.	0	Unpaved	0.12	**0.700**
1016	AIKEN	SC Route	126	0.52	0.65	TWLTL - Bituminous Median	02040012600E	1	1	0	6,200	Suburban	749	34.55%	4	Minor Art.	0	Unpaved	0.12	**0.700**
4541	ANDERSON	SC Route	81	16.86	18.08	TWLTL - Bituminous Median	04040008100N	1	0	2	8,400	Urban	1,500	38.88%	4	Principal Art.	0	Unpaved	1.18	**0.700**
7696	BEAUFORT	US Route	21	8.55	16.01	TWLTL - Bituminous Median	07020002100N	1	1	6	22,300	Town	652	8.20%	4	Minor Art.	0	Unpaved	0.68	**0.700**
7781	BEAUFORT	US Route	278	14.958	15.33	Divided - Raised/Curbed Median	07020027800E	1	1	1	42,700	Urban	1,090	16.95%	4	Principal Art.	0	Unpaved	0.08	**0.700**
7891	BEAUFORT	SC Route	802	0	1.55	TWLTL - Bituminous Median	07040080200E	1	1	5	21,700	Town	652	8.20%	4	Minor Art.	0	Unpaved	0.21	**0.700**
7892	BEAUFORT	SC Route	802	0	1.55	TWLTL - Bituminous Median	07040080200E	1	1	5	20,900	Town	652	8.20%	4	Minor Art.	0	Unpaved	1.34	**0.700**
7894	BEAUFORT	SC Route	802	1.805	1.975	TWLTL - Bituminous Median	07040080200E	1	1	5	20,900	Town	652	8.20%	4	Minor Art.	0	Unpaved	0.17	**0.700**
8782	BERKELEY	US Route	17	0.66	1.362	Divided - Raised/Curbed Median	08020001702N	1	0	15	37,100	Suburban	1,733	6.03%	8	Principal Art.	0	Unpaved	0.04	**0.700**
8783	BERKELEY	US Route	17	0.66	1.362	Divided - Raised/Curbed Median	08020001702N	1	0	15	37,100	Suburban	1,733	6.03%	6	Principal Art.	0	Unpaved	0.29	**0.700**
8785	BERKELEY	US Route	17	1.466	1.693	Divided - Raised/Curbed Median	08020001702N	1	0	15	37,100	Suburban	1,733	6.03%	6	Principal Art.	0	Unpaved	0.23	**0.700**
11034	CHARLESTON	SC Route	61	12.23	12.37	Non-divided	10040006100S	1	1	1	21,100	Urban	1,516	6.62%	4	Principal Art.	0	Unpaved	0.13	**0.700**
11086	CHARLESTON	SC Route	171	7.99	8.1	Divided - Earth median	10040017100N	1	1	1	33,000	Urban	1,431	9.26%	4	Minor Art.	0	Unpaved	0.11	**0.700**
11162	CHARLESTON	SC Route	703	2.48	3.65	TWLTL - Bituminous Median	10040070300N	1	0	7	14,900	Suburban	1,583	8.68%	4	Principal Art.	0	Unpaved	0.37	**0.700**
11163	CHARLESTON	SC Route	703	2.48	3.65	TWLTL - Bituminous Median	10040070300N	1	0	7	14,900	Suburban	1,583	8.68%	4	Principal Art.	3	Unpaved	0.12	**0.700**
18979	DARLINGTON	SC Route	34	14.99	15.34	TWLTL - Bituminous Median	16040003400E	1	1	0	4,600	Suburban	565	33.43%	4	Minor Art.	0	Unpaved	0.26	**0.700**
24076	FLORENCE	Secondary road	13	3.87	4.17	TWLTL - Bituminous Median	21070001300N	1	1	1	11,000	Urban	2,428	28.77%	4	Minor Art.	0	Unpaved	0.30	**0.700**
25955	GEORGETOWN	US Route	17	25.58	27.39	TWLTL - Bituminous Median	22020001700N	1	0	10	35,400	Town	413	4.67%	4	Principal Art.	3	Unpaved	1.26	**0.700**
27862	GREENVILLE	Secondary road	149	4.02	4.18	TWLTL - Bituminous Median	23070014900N	1	1	2	14,300	Urban	2,463	12.15%	4	Minor Art.	0	Unpaved	0.08	**0.700**
29346	GREENWOOD	SC Route	72	0	4.18	TWLTL - Bituminous Median	24040007200E	1	1	0	20,300	Town	572	9.00%	4	Principal Art.	0	Unpaved	1.13	**0.700**
29347	GREENWOOD	SC Route	72	0	4.18	TWLTL - Bituminous Median	24040007200E	1	1	0	20,300	Town	572	9.00%	4	Principal Art.	3	Unpaved	0.12	**0.700**
29348	GREENWOOD	SC Route	72	0	4.18	TWLTL - Bituminous Median	24040007200E	1	1	0	20,300	Town	572	9.00%	4	Principal Art.	0	Unpaved	0.10	**0.700**
31232	HORRY	US Route	501	16.3	18.46	TWLTL - Bituminous Median	26020050100S	1	0	1	26,000	Urban	236	20.67%	4	Principal Art.	0	Unpaved	2.01	**0.700**
38130	LEXINGTON	Secondary road	36	0	5.79	TWLTL - Bituminous Median	32070003600E	1	1	0	13,500	Suburban	1,841	4.59%	4	Minor Art.	2	Paved	0.01	**0.700**
38131	LEXINGTON	Secondary road	36	0	5.79	TWLTL - Bituminous Median	32070003600E	1	1	0	13,500	Suburban	1,841	4.59%	4	Minor Art.	0	Unpaved	0.87	**0.700**
45486	ORANGEBURG	US Route	301	11.84	14.21	TWLTL - Bituminous Median	38020030100N	1	0	0	26,700	Town	1,905	43.77%	4	Principal Art.	0	Unpaved	0.43	**0.700**
48863	RICHLAND	US Route	1	2.4	2.67	Non-divided	40020000100N	1	1	2	12,600	Urban	4,361	31.85%	4	Principal Art.	0	Unpaved	0.24	**0.700**
49089	RICHLAND	SC Route	12	7.85	8.988	TWLTL - Bituminous Median	40040001200E	1	1	2	14,400	Urban	3,819	16.73%	4	Minor Art.	0	Unpaved	0.85	**0.700**
49091	RICHLAND	SC Route	12	9.283	9.73	TWLTL - Bituminous Median	40040001200E	1	1	2	14,400	Urban	3,819	16.73%	4	Minor Art.	0	Unpaved	0.24	**0.700**
49093	RICHLAND	SC Route	12	9.283	9.73	TWLTL - Bituminous Median	40040001200E	1	1	2	14,400	Urban	3,819	16.73%	4	Minor Art.	3	Unpaved	0.16	**0.700**
49234	RICHLAND	SC Route	555	3.83	5.35	TWLTL - Bituminous Median	40040055500N	1	1	2	13,200	Urban	2,008	13.82%	4	Minor Art.	0	Unpaved	1.04	**0.700**
53374	SPARTANBURG	US Route	176	24.02	24.39	Divided - Raised/Curbed Median	42020017600E	1	1	3	34,400	Urban	1,343	13.87%	4	Principal Art.	3	Unpaved	0.13	**0.700**
53375	SPARTANBURG	US Route	176	24.02	24.39	Divided - Raised/Curbed Median	42020017600E	1	1	3	34,400	Urban	1,343	13.87%	4	Principal Art.	0	Unpaved	0.04	**0.700**
53376	SPARTANBURG	US Route	176	24.39	24.45	Divided - Earth median	42020017600E	1	1	3	34,400	Urban	1,343	13.87%	4	Principal Art.	0	Unpaved	0.06	**0.700**
53502	SPARTANBURG	SC Route	14	0	1.27	TWLTL - Bituminous Median	42040001400W	1	0	0	21,900	Suburban	1,315	3.12%	4	Principal Art.	0	Unpaved	0.76	**0.700**
53503	SPARTANBURG	SC Route	14	0	1.27	TWLTL - Bituminous Median	42040001400W	1	0	0	21,900	Suburban	1,315	3.12%	4	Principal Art.	3	Unpaved	0.42	**0.700**
53504	SPARTANBURG	SC Route	14	0	1.27	TWLTL - Bituminous Median	42040001400W	1	0	0	21,900	Suburban	1,315	3.12%	4	Principal Art.	0	Unpaved	0.26	**0.700**
53716	SPARTANBURG	SC Route	295	3.51	13.32	TWLTL - Bituminous Median	42040029500S	1	0	1	15,400	Urban	878	8.55%	4	Principal Art.	0	Unpaved	4.00	**0.700**
55343	SUMTER	US Route	15	12.83	12.9	TWLTL - Bituminous Median	43020001500N	1	0	1	9,300	Urban	1,474	45.34%	4	Principal Art.	3	Unpaved	0.09	**0.700**
55369	SUMTER	US Route	76	13.98	14.13	TWLTL - Bituminous Median	43020007600E	1	0	1	27,000	Urban	180	26.62%	4	Principal Art.	1	Paved	0.14	**0.700**
55371	SUMTER	US Route	76	14.326	14.73	TWLTL - Bituminous Median	43020007600E	1	0	1	27,000	Urban	180	26.62%	4	Principal Art.	1	Paved	0.21	**0.700**
969	AIKEN	SC Route	118	10.31	10.66	TWLTL - Bituminous Median	02040011800E	1	1	1	14,800	Suburban	250	12.37%	4	Principal Art.	0	Unpaved	0.17	**0.696**
5163	ANDERSON	Secondary road	274	1.44	2.99	TWLTL - Bituminous Median	04070027400E	1	1	0	3,200	Urban	2,245	9.63%	4	Minor Art.	0	Unpaved	0.04	**0.696**
11113	CHARLESTON	SC Route	517	0	3.84	TWLTL - Bituminous Median	10040051700N	1	0	1	19,300	Suburban	1,034	4.60%	4	Principal Art.	3	Unpaved	0.08	**0.696**
11371	CHARLESTON	Secondary road	60	1.42	1.68	Divided - Raised/Curbed Median	10070006000E	1	1	7	32,800	Urban	3,031	5.50%	4	Collector/Local	0	Unpaved	0.26	**0.696**
11386	CHARLESTON	Secondary road	62	2.32	3.27	Divided - Raised/Curbed Median	10070006200E	1	1	4	30,300	Urban	759	18.65%	6	Minor Art.	0	Unpaved	0.24	**0.696**
12801	CHARLESTON	Secondary road	1271	0.263	1.233	TWLTL - Bituminous Median	10070127100N	1	1	2	15,900	Suburban	1,424	9.32%	4	Collector/Local	0	Unpaved	0.29	**0.696**
12802	CHARLESTON	Secondary road	1271	0.263	1.233	TWLTL - Bituminous Median	10070127100N	1	1	3	16,000	Suburban	1,424	9.32%	4	Collector/Local	0	Unpaved	0.19	**0.696**
21674	DORCHESTER	SC Route	165	10.497	10.82	TWLTL - Bituminous Median	18040016500N	1	0	3	20,700	Suburban	2,504	7.60%	4	Minor Art.	0	Unpaved	0.32	**0.696**
21676	DORCHESTER	SC Route	165	10.935	14.31	TWLTL - Bituminous Median	18040016500N	1	0	3	20,700	Suburban	2,504	7.60%	4	Minor Art.	0	Unpaved	1.87	**0.696**
21704	DORCHESTER	SC Route	642	5.782	10.802	Divided - Earth median	18040064200E	1	0	12	40,400	Urban	3,063	4.27%	4	Principal Art.	3	Unpaved	5.02	**0.696**
23921	FLORENCE	US Route	76	0	0.14	TWLTL - Bituminous Median	21020007606E	1	1	0	9,800	Urban	2,428	28.77%	4	Principal Art.	0	Unpaved	0.14	**0.696**
27030	GREENVILLE	US Route	25	27.135	35.81	TWLTL - Bituminous Median	23020002500N	1	0	3	22,300	Suburban	523	16.35%	6	Principal Art.	0	Unpaved	0.12	**0.696**
27259	GREENVILLE	SC Route	81	2.444	4.08	TWLTL - Bituminous Median	23040008100N	1	1	7	8,000	Urban	2,892	18.33%	4	Minor Art.	0	Unpaved	1.24	**0.696**
27468	GREENVILLE	Secondary road	3	0.231	0.561	TWLTL - Bituminous Median	23070000300N	1	1	5	6,000	Urban	3,829	28.82%	4	Minor Art.	0	Unpaved	0.32	**0.696**
27471	GREENVILLE	Secondary road	3	0.901	0.921	TWLTL - Bituminous Median	23070000300N	1	1	5	6,000	Urban	3,829	28.82%	4	Minor Art.	0	Unpaved	0.02	**0.696**
27759	GREENVILLE	Secondary road	107	3.96	8.49	TWLTL - Bituminous Median	23070010700N	1	0	8	29,400	Urban	1,102	17.21%	4	Minor Art.	0	Unpaved	4.20	**0.696**
27760	GREENVILLE	Secondary road	107	3.96	8.49	TWLTL - Bituminous Median	23070010700N	1	0	8	29,400	Urban	1,102	17.21%	4	Minor Art.	3	Unpaved	0.01	**0.696**
27761	GREENVILLE	Secondary road	107	3.96	8.49	TWLTL - Bituminous Median	23070010700N	1	0	8	29,400	Urban	1,102	17.21%	4	Minor Art.	0	Unpaved	0.12	**0.696**
27763	GREENVILLE	Secondary road	107	8.733	9.28	TWLTL - Bituminous Median	23070010700N	1	0	8	29,400	Urban	1,102	17.21%	4	Minor Art.	0	Unpaved	0.69	**0.696**
29270	GREENWOOD	US Route	25	20.32	27.28	TWLTL - Bituminous Median	24020002500N	1	1	1	16,200	Town	572	9.00%	4	Principal Art.	0	Unpaved	1.51	**0.696**
31140	HORRY	US Route	17	11.605	12.545	Divided - Raised/Curbed Median	26020001700N	1	0	4	41,200	Urban	740	3.19%	6	Principal Art.	3	Unpaved	0.57	**0.696**
31141	HORRY	US Route	17	12.545	20.355	Divided - Earth median	26020001700N	1	0	4	41,200	Urban	740	3.19%	6	Principal Art.	3	Unpaved	1.76	**0.696**
31342	HORRY	SC Route	9	36.73	39.06	TWLTL - Bituminous Median	26040000900S	1	0	3	26,700	Suburban	721	13.34%	4	Principal Art.	3	Unpaved	0.32	**0.696**
31343	HORRY	SC Route	9	36.73	39.06	TWLTL - Bituminous Median	26040000900S	1	0	3	26,700	Suburban	721	13.34%	4	Principal Art.	0	Unpaved	0.25	**0.696**
31344	HORRY	SC Route	9	36.73	39.06	TWLTL - Bituminous Median	26040000900S	1	0	3	26,700	Suburban	721	13.34%	4	Principal Art.	3	Unpaved	0.95	**0.696**
31839	HORRY	Secondary road	196	0.82	3.04	TWLTL - Bituminous Median	26070019600E	1	0	7	8,400	Urban	2,300	34.71%	4	Minor Art.	0	Unpaved	0.85	**0.696**
38042	LEXINGTON	SC Route	302	21.792	21.865	Divided - Physical Barrier	32040030200E	1	1	1	33,600	Suburban	1,545	23.12%	4	Principal Art.	3	Unpaved	0.04	**0.696**
38830	LEXINGTON	Secondary road	273	0	1.13	TWLTL - Bituminous Median	32070027300N	1	0	4	18,900	Urban	1,688	8.65%	4	Minor Art.	0	Unpaved	0.84	**0.696**
44259	OCONEE	US Route	76	33.376	34.06	TWLTL - Bituminous Median	37020007600E	1	0	3	28,900	Town	336	41.48%	4	Principal Art.	3	Unpaved	0.56	**0.696**

SOUTH CAROLINA PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN
Appendix B
High-Risk Roadway Analysis Results

ID	County	Route Type	Route Number	Begin Milepost	Ending Milepost	Median Type	Route LRS	Within 1 Mile of Alcohol Sales (1 = Yes, 0 = No)	Within 1 Mile of School (1 = Yes, 0 = No)	Total Pedestrian/ Bicycle Crashes (2015-2019)	Factored AADT	Area Type	Population Density (persons/ square mile)	% Households in Poverty	Total Number of Lanes	Functional Class	Right Outside Shoulder Width	Right Outside Shoulder Treatment	Segment Length (miles)	PBSAP Risk Score
44260	OCONEE	US Route	76	34.06	34.14	TWLTL - Concrete Median	37020007600E	1	0	3	28,900	Town	336	41.48%	4	Principal Art.	0	Unpaved	0.07	**0.696**
48078	PICKENS	SC Route	93	18.54	19.62	TWLTL - Bituminous Median	39040009300N	1	1	1	16,000	Suburban	1,264	12.97%	4	Minor Art.	0	Unpaved	0.90	**0.696**
49126	RICHLAND	SC Route	16	2.36	7.05	TWLTL - Bituminous Median	40040001600E	1	1	0	6,900	Urban	2,655	4.00%	4	Minor Art.	0	Unpaved	0.42	**0.696**
49443	RICHLAND	Secondary road	63	0.499	0.92	TWLTL - Bituminous Median	40070006300N	1	1	1	12,800	Suburban	2,123	9.08%	4	Minor Art.	1	Paved	0.20	**0.696**
49474	RICHLAND	Secondary road	73	0.417	0.637	TWLTL - Bituminous Median	40070007300N	1	1	0	7,500	Urban	2,622	36.90%	4	Collector/Local	3	Unpaved	0.06	**0.696**
49475	RICHLAND	Secondary road	73	0.417	0.637	TWLTL - Bituminous Median	40070007300N	1	1	0	7,500	Urban	2,622	36.90%	4	Collector/Local	0	Unpaved	0.15	**0.696**
53317	SPARTANBURG	US Route	29	16.47	17.06	Non-divided	42020002900N	1	1	8	19,300	Urban	1,670	9.77%	4	Principal Art.	0	Unpaved	0.59	**0.696**
55397	SUMTER	US Route	76	0.36	0.41	TWLTL - Bituminous Median	43020007607E	1	0	7	16,100	Urban	1,992	22.57%	4	Principal Art.	0	Unpaved	0.02	**0.696**
55399	SUMTER	US Route	76	0.45	3.43	TWLTL - Bituminous Median	43020007607E	1	0	7	16,100	Urban	1,992	22.57%	4	Principal Art.	0	Unpaved	1.70	**0.696**
55589	SUMTER	SC Route	763	7.8	8.23	TWLTL - Bituminous Median	43040076300N	1	1	0	13,200	Urban	956	6.50%	4	Minor Art.	0	Unpaved	0.25	**0.696**
59012	YORK	SC Route	49	28.636	30.426	TWLTL - Bituminous Median	46040004900N	1	0	2	29,800	Suburban	559	6.14%	4	Minor Art.	0	Unpaved	1.51	**0.696**
59013	YORK	SC Route	49	30.426	30.566	TWLTL - Concrete Median	46040004900N	1	0	2	29,800	Suburban	559	6.14%	4	Minor Art.	0	Unpaved	0.03	**0.696**
59014	YORK	SC Route	49	30.426	30.566	TWLTL - Concrete Median	46040004900N	1	0	2	29,800	Suburban	559	6.14%	4	Minor Art.	0	Unpaved	0.11	**0.696**
59015	YORK	SC Route	49	30.566	33.996	TWLTL - Bituminous Median	46040004900N	1	0	2	29,800	Suburban	559	6.14%	4	Minor Art.	0	Unpaved	0.34	**0.696**
59017	YORK	SC Route	49	30.566	33.996	TWLTL - Bituminous Median	46040004900N	1	0	2	29,800	Suburban	559	6.14%	4	Minor Art.	0	Unpaved	0.13	**0.696**
59018	YORK	SC Route	49	30.566	33.996	TWLTL - Bituminous Median	46040004900N	1	0	2	29,800	Suburban	559	6.14%	4	Minor Art.	0	Unpaved	0.06	**0.696**
59069	YORK	SC Route	122	0.36	0.732	Divided - Raised/Curbed Median	46040012200E	1	1	6	5,900	Urban	3,304	32.18%	4	Principal Art.	0	Unpaved	0.24	**0.696**
59070	YORK	SC Route	122	0.732	1.157	Divided - Earth median	46040012200E	1	1	6	5,900	Urban	3,304	32.18%	4	Principal Art.	0	Unpaved	0.17	**0.696**
59286	YORK	Secondary road	30	3.08	5.19	TWLTL - Bituminous Median	46070003000E	1	1	0	7,900	Urban	2,336	3.35%	4	Minor Art.	0	Unpaved	0.22	**0.696**
792	AIKEN	US Route	1	13	15.08	TWLTL - Bituminous Median	02020000100N	1	1	0	13,600	Suburban	1,114	10.83%	4	Principal Art.	0	Unpaved	0.58	**0.692**
793	AIKEN	US Route	1	13	15.08	TWLTL - Bituminous Median	02020000100N	1	1	0	12,000	Suburban	1,114	10.83%	4	Principal Art.	0	Unpaved	0.01	**0.692**
4367	ANDERSON	US Route	76	8.43	8.6	TWLTL - Bituminous Median	04020007600E	1	0	6	30,100	Suburban	118	6.16%	4	Principal Art.	1	Paved	0.15	**0.692**
4703	ANDERSON	Secondary road	34	5.62	6.84	TWLTL - Bituminous Median	04070003400E	1	1	1	11,200	Urban	1,750	17.93%	4	Minor Art.	0	Unpaved	1.07	**0.692**
4705	ANDERSON	Secondary road	34	7.6	7.7	TWLTL - Bituminous Median	04070003400E	1	1	1	11,200	Urban	1,750	17.93%	4	Minor Art.	0	Unpaved	0.12	**0.692**
9061	BERKELEY	Secondary road	62	0.707	5.061	TWLTL - Bituminous Median	08070006200E	1	1	8	19,200	Suburban	2,790	18.59%	4	Collector/Local	0	Unpaved	2.66	**0.692**
10891	CHARLESTON	US Route	17	34	37.72	Divided - Earth median	10020001700N	1	0	9	43,800	Suburban	1,424	9.32%	6	Principal Art.	0	Unpaved	0.23	**0.692**
10893	CHARLESTON	US Route	17	37.98	67.22	Divided - Earth median	10020001700N	1	0	9	43,800	Suburban	1,424	9.32%	6	Principal Art.	0	Unpaved	0.05	**0.692**
11075	CHARLESTON	SC Route	171	2.79	3.06	TWLTL - Bituminous Median	10040017100N	1	0	3	17,000	Urban	334	8.70%	4	Principal Art.	1	Paved	0.14	**0.692**
11076	CHARLESTON	SC Route	171	2.79	3.06	TWLTL - Bituminous Median	10040017100N	1	0	3	16,600	Urban	334	8.70%	4	Principal Art.	1	Paved	0.13	**0.692**
11079	CHARLESTON	SC Route	171	3.66	7.99	TWLTL - Bituminous Median	10040017100N	1	0	3	16,600	Urban	334	8.70%	4	Principal Art.	0	Unpaved	0.01	**0.692**
24002	FLORENCE	SC Route	51	33.503	40.473	TWLTL - Bituminous Median	21040005100N	1	0	2	22,100	Urban	1,402	8.66%	4	Minor Art.	0	Unpaved	0.69	**0.692**
24004	FLORENCE	SC Route	51	33.503	40.473	TWLTL - Bituminous Median	21040005100N	1	0	2	22,100	Urban	1,402	8.66%	4	Minor Art.	0	Unpaved	0.38	**0.692**
24910	FLORENCE	Secondary road	577	0	1.03	TWLTL - Bituminous Median	21070057700N	1	1	3	15,200	Urban	453	7.68%	4	Collector/Local	0	Unpaved	0.80	**0.692**
27079	GREENVILLE	US Route	29	15.61	15.87	Divided - Earth median	23020002900N	1	0	9	32,300	Suburban	1,315	3.12%	6	Principal Art.	0	Unpaved	0.26	**0.692**
27081	GREENVILLE	US Route	29	16.92	18.76	Divided - Earth median	23020002900N	1	0	9	32,300	Suburban	1,315	3.12%	6	Principal Art.	0	Unpaved	1.84	**0.692**
27256	GREENVILLE	SC Route	81	1.34	2.434	TWLTL - Bituminous Median	23040008100N	1	1	5	14,800	Suburban	1,047	17.26%	4	Minor Art.	0	Unpaved	0.43	**0.692**
27258	GREENVILLE	SC Route	81	2.444	4.08	TWLTL - Bituminous Median	23040008100N	1	1	5	14,800	Suburban	1,047	17.26%	4	Minor Art.	0	Unpaved	0.38	**0.692**
27698	GREENVILLE	Secondary road	94	1.35	8.33	TWLTL - Bituminous Median	23070009400E	1	1	1	10,300	Urban	1,992	10.23%	4	Minor Art.	0	Unpaved	0.09	**0.692**
31174	HORRY	US Route	17	33.555	34.395	TWLTL - Bituminous Median	26020001700N	1	0	0	21,700	Suburban	931	7.04%	4	Principal Art.	0	Unpaved	0.13	**0.692**
31175	HORRY	US Route	17	33.555	34.395	TWLTL - Bituminous Median	26020001700N	1	0	0	21,700	Suburban	931	7.04%	4	Principal Art.	3	Unpaved	0.27	**0.692**
37813	LEXINGTON	US Route	21	16.3	16.34	Divided - Raised/Curbed Median	32020002100N	1	0	5	33,000	Suburban	1,025	8.88%	6	Principal Art.	0	Unpaved	0.04	**0.692**
37814	LEXINGTON	US Route	21	16.34	16.44	Divided - Physical Barrier	32020002100N	1	0	5	33,000	Suburban	1,025	8.88%	6	Principal Art.	0	Unpaved	0.11	**0.692**
48854	RICHLAND	US Route	1	0	0.16	Non-divided	40020000100N	1	0	1	28,000	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.14	**0.692**
48898	RICHLAND	US Route	21	0.53	0.97	Non-divided	40020002100N	1	0	2	26,700	Urban	5,222	31.18%	4	Principal Art.	2	Paved	0.41	**0.692**
48899	RICHLAND	US Route	21	0.97	1.37	Divided - Raised/Curbed Median	40020002100N	1	0	2	26,700	Urban	5,222	31.18%	4	Principal Art.	0	Unpaved	0.10	**0.692**
49034	RICHLAND	US Route	321	6.9	10.01	TWLTL - Bituminous Median	40020032100N	1	0	1	14,900	Urban	1,680	40.10%	4	Minor Art.	0	Unpaved	1.53	**0.692**
49181	RICHLAND	SC Route	215	1.92	5.51	TWLTL - Bituminous Median	40040021500N	1	0	2	10,200	Urban	1,680	40.10%	4	Minor Art.	0	Unpaved	1.61	**0.692**
53284	SPARTANBURG	US Route	29	2.77	3.91	TWLTL - Bituminous Median	42020002900N	1	0	0	21,700	Suburban	513	6.11%	4	Principal Art.	3	Unpaved	0.06	**0.692**
53285	SPARTANBURG	US Route	29	2.77	3.91	TWLTL - Bituminous Median	42020002900N	1	0	0	21,700	Suburban	513	6.11%	4	Principal Art.	1	Paved	0.82	**0.692**
53287	SPARTANBURG	US Route	29	4.45	4.61	TWLTL - Bituminous Median	42020002900N	1	0	0	21,700	Suburban	513	6.11%	4	Principal Art.	1	Paved	0.16	**0.692**
53289	SPARTANBURG	US Route	29	4.89	5.47	TWLTL - Bituminous Median	42020002900N	1	0	0	21,700	Suburban	513	6.11%	4	Principal Art.	1	Paved	0.28	**0.692**
53290	SPARTANBURG	US Route	29	4.89	5.47	TWLTL - Bituminous Median	42020002900N	1	0	0	21,700	Suburban	513	6.11%	4	Principal Art.	0	Unpaved	0.31	**0.692**
4302	ANDERSON	US Route	29	16.08	16.82	TWLTL - Bituminous Median	04020002900N	1	0	0	23,400	Urban	985	24.82%	6	Principal Art.	0	Unpaved	0.61	**0.688**
7713	BEAUFORT	US Route	21	19.92	27.89	TWLTL - Bituminous Median	07020002100N	1	1	1	19,500	Town	494	6.65%	4	Principal Art.	0	Unpaved	1.15	**0.688**
7795	BEAUFORT	US Route	278	0	3.98	Divided - Earth median	07020027807E	1	0	14	28,100	Urban	656	30.68%	4	Principal Art.	3	Unpaved	1.20	**0.688**
11266	CHARLESTON	Secondary road	43	0	0.6	TWLTL - Bituminous Median	10070004300N	1	1	0	5,700	Urban	1,961	21.33%	4	Principal Art.	3	Unpaved	0.49	**0.688**
11878	CHARLESTON	Secondary road	404	0.21	1.53	Non-divided	10070040400E	1	1	9	21,600	Urban	4,343	20.53%	4	Principal Art.	0	Unpaved	0.18	**0.688**
24063	FLORENCE	Secondary road	12	2.57	3.51	TWLTL - Bituminous Median	21070001200E	1	0	7	9,900	Urban	1,977	30.35%	4	Minor Art.	0	Unpaved	0.03	**0.688**
27094	GREENVILLE	US Route	123	2.78	3.93	Non-divided	23020012300N	1	1	18	21,400	Urban	3,518	22.97%	4	Principal Art.	0	Unpaved	1.10	**0.688**
27096	GREENVILLE	US Route	123	4.04	5.96	Divided - Raised/Curbed Median	23020012300N	1	1	18	21,400	Urban	3,518	22.97%	4	Principal Art.	0	Unpaved	0.80	**0.688**
27136	GREENVILLE	US Route	276	33.07	34.57	Non-divided	23020027600E	1	1	5	24,800	Urban	3,829	28.82%	4	Principal Art.	0	Unpaved	0.22	**0.688**
27138	GREENVILLE	US Route	276	34.757	34.783	Divided - Raised/Curbed Median	23020027600E	1	1	5	24,800	Urban	3,829	28.82%	4	Principal Art.	0	Unpaved	0.02	**0.688**
27173	GREENVILLE	SC Route	14	0.08	1.32	TWLTL - Bituminous Median	23040001400W	1	1	1	9,900	Suburban	1,249	12.28%	4	Principal Art.	0	Unpaved	0.66	**0.688**
27175	GREENVILLE	SC Route	14	1.83	5.3	TWLTL - Bituminous Median	23040001400W	1	1	1	9,900	Suburban	1,249	12.28%	4	Principal Art.	2	Paved	1.09	**0.688**
27327	GREENVILLE	SC Route	183	1.2	4.4	TWLTL - Bituminous Median	23040018300N	1	1	2	15,200	Suburban	523	16.35%	4	Minor Art.	0	Unpaved	0.91	**0.688**
27335	GREENVILLE	SC Route	183	6.69	6.71	Non-divided	23040018300N	1	1	26	16,000	Urban	4,172	18.82%	6	Principal Art.	0	Unpaved	0.02	**0.688**
27399	GREENVILLE	SC Route	291	1.24	5.76	TWLTL - Bituminous Median	23040029100N	1	0	3	25,100	Suburban	151	19.58%	4	Principal Art.	0	Unpaved	0.26	**0.688**
27857	GREENVILLE	Secondary road	149	0	2.57	TWLTL - Bituminous Median	23070014900N	1	0	6	16,200	Urban	1,089	8.34%	4	Minor Art.	0	Unpaved	1.07	**0.688**
27861	GREENVILLE	Secondary road	149	4.02	4.18	TWLTL - Bituminous Median	23070014900N	1	0	6	16,200	Urban	1,089	8.34%	4	Minor Art.	0	Unpaved	0.08	**0.688**
28012	GREENVILLE	Secondary road	201	0	0.33	TWLTL - Bituminous Median	23070020100N	1	0	3	13,100	Suburban	2,165	34.62%	4	Minor Art.	0	Unpaved	0.33	**0.688**
28452	GREENVILLE	Secondary road	492	2.15	7.48	TWLTL - Bituminous Median	23070049200E	1	0	4	22,500	Urban	4,592	12.62%	4	Minor Art.	0	Unpaved	1.33	**0.688**
31136	HORRY	US Route	17	0	11.605	Divided - Earth median	26020001700N	1	0	4	46,800	Urban	1,920	6.68%	4	Principal Art.	3	Unpaved	0.23	**0.688**
31233	HORRY	US Route	501	18.46	18.54	Divided - Raised/Curbed Median	26020050100S	1	1	4	28,200	Urban	865	23.40%	4	Principal Art.	0	Unpaved	0.09	**0.688**
31235	HORRY	US Route	501	19.36	19.56	Divided - Raised/Curbed Median	26020050100S	1	1	4	28,200	Urban	865	23.40%	4	Principal Art.	0	Unpaved	0.14	**0.688**
34654	LANCASTER	SC Route	160	2.34	2.73	TWLTL - Bituminous Median	29040016000E	1	0	2	16,300	Suburban	889	4.79%	4	Principal Art.	0	Unpaved	0.20	**0.688**
37792	LEXINGTON	US Route	1	30.33	30.55	TWLTL - Bituminous Median	32020000100N	1	1	2	13,400	Suburban	2,890	23.16%	4	Minor Art.	0	Unpaved	0.22	**0.688**
37794	LEXINGTON	US Route	1	31.05	31.28	TWLTL - Bituminous Median	32020000100N	1	1	2	13,400	Suburban	2,890	23.16%	4	Minor Art.	0	Unpaved	0.17	**0.688**
37807	LEXINGTON	US Route	21	14.29	14.63	TWLTL - Bituminous Median	32020002100N	1	0	3	25,300	Suburban	445	23.44%	4	Principal Art.	3	Unpaved	0.06	**0.688**
37825	LEXINGTON	US Route	21	18.7	19.11	TWLTL - Bituminous Median	32020002100N	1	0	3	24,100	Suburban	1,545	23.12%	4	Principal Art.	3	Unpaved	0.07	**0.688**
37828	LEXINGTON	US Route	21	19.28	21.22	TWLTL - Bituminous Median	32020002100N	1	0	3	24,100	Suburban	1,545	23.12%	4	Principal Art.	0	Unpaved	0.30	**0.688**
38007	LEXINGTON	SC Route	35	3.13	5.63	TWLTL - Bituminous Median	32040003500N	1	1	1	13,900	Suburban	2,890	23.16%	4	Minor Art.	0	Unpaved	0.60	**0.688**
45904	ORANGEBURG	Secondary road	94	0	2.81	TWLTL - Bituminous Median	38070009400E	1	1	3	12,300	Town	1,711	32.18%	4	Minor Art.	0	Unpaved	0.28	**0.688**
45905	ORANGEBURG	Secondary road	94	0	2.81	TWLTL - Bituminous Median	38070009400E	1	1	3	12,300	Town	1,711	32.18%	4	Minor Art.	2	Paved	0.03	**0.688**
45906	ORANGEBURG	Secondary road	94	0	2.81	TWLTL - Bituminous Median	38070009400E	1	1	3	12,300	Town	1,711	32.18%	4	Minor Art.	0	Unpaved	0.14	**0.688**
47920	PICKENS	US Route	123	17.77	18.17	Divided - Raised/Curbed Median	39020012300N	1	1	1	40,100	Suburban	1,264	12.97%	4	Principal Art.	1	Paved	0.01	**0.688**
47921	PICKENS	US Route	123	17.77	18.17	Divided - Raised/Curbed Median	39020012300N	1	1	1	40,100	Suburban	1,264	12.97%	4	Principal Art.	1	Paved	0.17	**0.688**
47923	PICKENS	US Route	123	18.9	18.936	Divided - Raised/Curbed Median	39020012300N	1	1	1	40,100	Suburban	1,264	12.97%	4	Principal Art.	0	Unpaved	0.02	**0.688**
48031	PICKENS	SC Route	93	0	3.587	TWLTL - Bituminous Median	39040009300N	1	0	2	17,300	Suburban	711	34.73%	4	Minor Art.	0	Unpaved	0.64	**0.688**
48868	RICHLAND	US Route	1	3.94	4.25	TWLTL - Bituminous Median	40020000100N	1	1	9	17,400	Urban	2,554	14.35%	2	Principal Art.	0	Unpaved	0.15	**0.688**
48869	RICHLAND	US Route	1	3.94	4.25	TWLTL - Bituminous Median	40020000100N	1	1	4	18,000	Urban	2,738	23.37%	2	Principal Art.	0	Unpaved	0.14	**0.688**
48969	RICHLAND	US Route	76	21.85	22.25	Non-divided	40020007600E	1	1	6	22,500	Urban	4,574	25.49%	4	Principal Art.	0	Unpaved	0.39	**0.688**
29269	GREENWOOD	US Route	25	20.32	27.28	TWLTL - Bituminous Median	24020002500N	1	0	3	25,300	Town	1,839	15.80%	4	Principal Art.	0	Unpaved	2.16	**0.640**

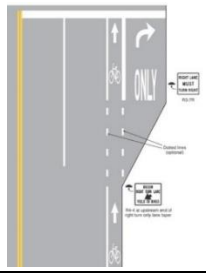
Appendix C

Countermeasure Toolbox

Table 16 – Countermeasure Toolbox

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
Engineering – Pedestrian Crossings					
ENG P-1	**Pedestrian Hybrid Beacons (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 4F of MUTCD for further guidance	$$-$$$ Medium to Long
ENG P-2	**Rectangular Rapid Flashing Beacons (RRFB)**		For use at uncontrolled pedestrian and school crosswalk locations	• Covered under SCDOT Traffic Engineering Guideline 33: **scdot.org/business/pdf/accessMgt/Traffic-Engineering-Guidelines/tg33.pdf** • 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 RFB should not be installed at the same crossing • See MUTCD Interim Approval 21 (IA-21) for further guidance	$$-$$$ Short to Medium
ENG P-3	**In-Street Pedestrian Crossing Sign (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.11 of MUTCD for further guidance	$-$$ Short

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
ENG P-4	**Yield/Stop Here to Pedestrian Sign (R1-5)**		Provides advance warning to drivers of a marked crosswalk	• Implement along with Advance Yield/Stop pavement markings • See Section 2B.11 of MUTCD for further guidance	$-$$ Short
ENG P-5	**Advance Yield/Stop Pavement Markings**		Improves pedestrian visibility by providing advance warning to drivers of marked crosswalk	• Recommended at uncontrolled crossings for 3-lane roadways with speeds less than 30 mph, and AADT less than 9,000 • Also Implement with Advance Yield/Stop signage, RRFB, and PHB • Parking should be restricted between yield line and crosswalk to allow for better visibility • Effectiveness depends on motorist compliance with marked yield lines • See Section 3B.16 of MUTCD for further guidance	$-$$ Short
ENG P-6	**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
ENG P-7	**High-Visibility Crosswalks**		Enhances visibility of crosswalks	• For signalized and unsignalized intersections • Mid-block locations recommended for 2- to 3-lane roadways, with speeds less than 30 mph, and AADT less than 9,000 • Mid-block locations can be considered for 2-4 lane roadways with speed less than 40mph, and AADT less than 15,000 with combination with other improvements such as advance yield/stop signage and pavement markings, pedestrian refuge islands, RRFB, and PHB • See SCDOT Traffic Engineering Guidelines for further guidance scdot.org/business/pdf/accessMgt/Traffic-Engineering-Guidelines/tg38.pdf	$$-$$$ Short

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
ENG P-8	**Raised Pedestrian Crossings**		Improves safety for pedestrians by increasing visibility for drivers and reducing vehicle speed	• Covered under SCDOT's Traffic Calming Guidelines: scdot.org/business/pdf/accessMgt/trafficEngineering/SCDOT_TCG_06.pdf • 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
ENG P-9	**Curb Extensions**		Improves safety for pedestrians and motorist at intersections. Increases visibility, reduces speed of turning vehicles, and reduces pedestrian crossing exposure	• Appropriate where there is an on-street parking and transit users and bicyclists would travel outside curb edge • Curb extension should not extend more than 6 feet from curb • Need to consider turning needs for larger vehicles such as school buses or emergency vehicles. • Attention should be paid to impacts on drainage	$$-$$$ Medium
ENG P-10	**Pedestrian Overpasses/ Underpasses**		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	$$$$ Long
Engineering – Bicycle Facilities					
ENG B-1	**Bicycle Signage and Pavement Markings**		Increases drivers' awareness and create a designated space for bicyclists	• Signage may include bicycle lane, share the road, bicycle guide information, etc. • Intersection markings may include dashed lines, colored (green) pavement or bicycle box • See Chapter 9C of the MUTCD for further guidance	$$-$$$ Short to Medium

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement

ENG B-2	**Bicycle Lanes**		Provides dedicated 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 Section 9C.04 of the MUTCD for further guidance
					$$-$$$ Medium to Long

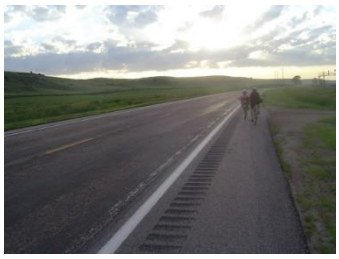
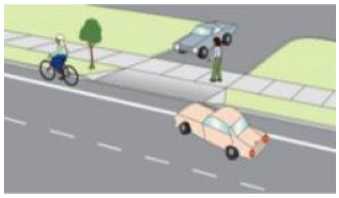
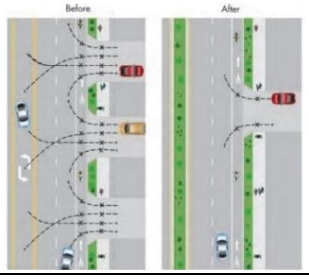
ENG B-3	**Separated Bicycle Lanes (Cycle Tracks or Protected Bicycle Lanes)**		Physically separates bicyclists from vehicular traffic	• Minimum width of separated bicycle lane is 5 feet, with a minimum 3-foot buffer • At intersections, make sure to have signage and pavement markings to improve awareness	$$$-$$$$ Long
Engineering – Intersections					
ENG IN-1	**Lighting and Illumination**		Provides better visibility of users or objects on the roadway	• Install lighting on both sides of street for wider streets and streets in commercial districts • Roadways should have uniform lighting levels • Place lights in advance of mid-block and intersection crosswalks on both approaches to illuminate in front of pedestrians and avoid creating a silhouette	$$-$$$ Medium
ENG IN-2	**Traffic Signals**		Provides gaps in traffic flow for pedestrians to cross the street	• A pedestrian phase should be automatically active for locations where pedestrian traffic is regular and frequent • Warrants in section 2C.01 of the MUTCD governs the installation of traffic signal	$-$$$ Medium

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
ENG IN-3	**Pedestrian Countdown Signal**		To inform pedestrians of the number of seconds remaining in the pedestrian change interval	• Pedestrian should also have audible means to indicate crossing interval for pedestrians with restricted vision • See Chapter 4E of MUTCD for further guidance	$-$$ Short
ENG IN-4	**Leading Pedestrian Intervals (LPI)**		Increases pedestrian visibility by giving pedestrians the opportunity to enter an intersection before vehicles are given green indication	• Right turn on red rules might limit the effectiveness of LPIs • If there is particularly high pedestrian traffic, consider adding an exclusive pedestrian phase instead of LPI	$-$$ Short
ENG IN-5	**Exclusive Pedestrian Phases**		Creates an exclusive phase for pedestrian traffic	• Implement at intersections with high pedestrian volume • If there is low pedestrian traffic, consider LPI	$-$$ Short
ENG IN-6	**Right-turn-on-Red (RTOR) Restriction**		Potentially reduces conflicts with pedestrian and right-turn motorists	• RTOR restriction should be used at school crossings or intersections with a crossing guard or with inadequate sight distances and where there are known areas of high pedestrian activity • Sign should be clearly visible to right-turning motorists • Also consider implementing LPI or exclusive pedestrian phase	$-$$ Short
ENG IN-7	**Install Red Curb Striping**		Install red curb to increase corner sight distance at intersections	• Red curb should be installed 10-25 feet from corner. Additional length may be needed to accommodate corner sight distance	$-$$ Short
ENG IN-8	**Curb Ramp**		To make sidewalks accessible for those who need mobility or visual assistance	• Need to follow ADA design guidelines • Texture patterns must be detectable by visually impaired pedestrians	$$-$$$ Medium

ENG IN-9	**Curb Radius Reduction**		Smaller turning radii can improve safety by requiring motorists to reduce vehicle speeds	• Design should consider:
				  ○ The turning needs of design vehicles or emergency vehicles
				  ○ Adding parking or bicycle lanes
				  ○ Angle of the intersection and presence of curb extensions and the receiving lane width
					$$-$$$ Medium

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
ENG IN-10	**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 to Long
ENG IN-11	**Mini-Circles**		Reduces vehicular speeds and manages traffic at intersections that do not warrant a stop sign or signal	• Covered under SCDOT's Traffic Calming Guidelines: scdot.org/business/pdf/accessMgt/trafficEngineering/SCDOT_TCG_06.pdf • Increasing turning radii will compromise pedestrian and bicycle safety • Stop control should not be used at mini-circle • Landscaping in the mini-circle should not obstruct sight distance • For low-speed and low-volume roadways	$$-$$$ Medium to Long
ENG IN-12	**Roundabouts**		Roundabouts can reduce vehicle speeds, reduce conflict points, and eliminate angled collisions	• General consideration includes bicycle/pedestrian volumes, design vehicle, available ROW • Works best where traffic flows are balanced on all approaches or at intersections with more than 4 approaches • For low speed and volume roadways, consider installing mini-traffic circles instead	$$-$$$$ Long
ENG IN-13	**Sight Distance Improvements**		Improves visibility by removing sight distance obstructions (e.g. overgrown vegetation, on-street parking)	• If there is on-street parking, should determine whether on-street parking is necessary or explore other parking alternatives • Consider replacing vegetation with hardscape • Determine if skewed intersection should be realigned	$-$$ Short to Medium

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
ENG IN-14	**Reduced Conflict Intersections (RCI)**		Increases safety by reducing the number of conflict points between vehicles and pedestrians/bicyclists	• Drivers from the side street only need be concerned with one direction of traffic on the highway at a time. They don't need to wait for a gap in both directions to cross a major road	$$$-$$$$ Long
Engineering – Roadways					
ENG R-1	**Lighting and Illumination**		Provides better visibility of users or objects on the roadway	• Install lighting on both sides of street for wider streets and in commercial districts • Roadways should have uniform lighting levels • Place lights in advance of mid-block and intersection crosswalks on both approaches to illuminate in front of pedestrians and avoid creating a silhouette	$$-$$$ Medium
ENG R-2	**Raised Median**		Enhances safety by separating opposing directions of traffic, restricting vehicular movements, and reducing vehicle speeds. Medians can also provide space for pedestrian refuge islands, or for lighting and landscaping	• Special consideration should be given for areas with significant pedestrian and vehicle traffic (greater than 12,000 AADT) or roadways with moderate to high travel speeds. • Landscaping in medians should not obstruct visibility for pedestrians, bicyclists, or motorist • Fences and railings can be added to medians to discourage crossing at undesignated mid-block locations	$$-$$$ Medium
ENG R-3	**Speed Humps/ Speed Tables**		Reduces vehicle speeds and enhances pedestrian environment at pedestrian crossings	• Covered under SCDOT's Traffic Calming Guidelines: scdot.org/business/pdf/accessMgt/trafficEngineering/SCDOT_TCG_06.pdf • Do no use if on a sharp turn • If street is bus or primary emergency vehicle route, design should coordinate with operators • May increase noise • Should be properly design and constructed to reduce physical discomfort experience by vehicle occupants.	$$-$$$ Medium

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
ENG R-4	**Sidewalk, walking paths, and paved shoulders**		Provides dedicated space separate from public ROW for people to walk, run, skate, bike, etc	• 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	$$-$$$$ Medium to Long
ENG R-5	**Landscaping**		Calms traffic by creating visual narrowing of roadways and can create buffers for pedestrians along roadway	• Party responsible for maintenance (municipality or neighborhood residents) must be considered and agreed to up-front • Vegetation should be trimmed to ensure **sight distances** are maintained • Could instill a false sense of security for pedestrians	$-$$ Medium to Long
ENG R-6	**Street Furniture/Walking Improvements**		Street furniture and walking improvements can create a buffer between streets and walkways. Can also create a pleasant environment for pedestrians	• Ensure placement of furniture does not block pedestrian walkway or obstruct sightlines	$-$$ Short to Medium
ENG R-7	**Driveway Improvements**		Driveway improvements can help reduce vehicle turning speeds and encourage vehicles to yield to pedestrians	• Narrowing driveways • Tighten turning radii • Improving driveway definition • Install surface treatments to better define walking paths	$$-$$$$ Medium to Long
ENG R-8	**Access Management**		Access management can help increase safety by reducing the number of potential conflict points between vehicles and pedestrians/bicyclists	• Access management evaluation can assist with determinations to close/consolidate or restrict movements at driveways • Communicate with community stakeholders about closing/consolidating or restricting movements at driveways	$$$-$$$$ Long

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement

ENG R-9	**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, road diet/lane reduction may be a better option
					$$$-$$$$ Medium to Long

ENG R-10	**Road Diet/Lane Reductions**		Reconfigure roadway cross-section to optimize street space to benefit all users	• 4 to 3 lane conversation should be considered for roadways with documented safety concerns and moderate volumes (less than 15,000 ADT), • 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	$$$-$$$$ Long
ENG R-11	**One-way/ Two-way Street Conversions**		Convert one-way street to two-way or vice versa to change the character of a roadway	• Consider how conversion may affect overall circulation system • Converting to one-way may affect accessibility for businesses and may increase the potential for speeding issues. • One-way conversion should occur as a couplet where a nearby street is converted to one-way in the opposite direction	$$$-$$$$ Long
ENG R-12	**Repetitive/ Short-Term Maintenance**		Keeping roadways clear of debris and deterioration can provide safe and predictable riding surfaces for bicyclists	• Annual maintenance needs and costs should be considered at the time facilities are constructed • Institutionalizing good maintenance practices may increase bicycling and reduce government liability	$-$$$ On-Going

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
Education					
ED-1	**Children Safety Clubs**		Sponsoring safety clubs were parents/caregivers can enroll their children and receive education materials	• Consider partnering with local agencies or schools	$-$$ Varies
ED-2	**School-based Pedestrian or Bicycle Training for Children**		School-based programs to teach basic pedestrian and/or bicycle concepts and safe behavior	• Consider partnering with local agencies • Materials should be sensitive of different groups of people	$-$$ Short
ED-3	**Safe Route to School Programs**		Goal of Safe Route to School Programs increase safety for students/parents walking and bicycling to and from school	• Great opportunity for strong partnerships with local jurisdiction, agencies, and school	$-$$ Long
ED-4	**Pedestrian and/or Bicycle Safety Educational Classes**		Provide education on misinformation regarding traffic laws, as well as proper bicycle roadway behaviors	• Educational classes may also include bike fairs or bike rodeos • Educational messages should encourage people to think about their own travel attitude and behaviors and make more informed choices • Materials should be sensitive of different groups of people	$-$$ Short
ED-5	**Driver Training**		Provide training to increase the sensitivity of drivers to the presence of pedestrians and bicyclists and inform drivers of their responsibility to prevent crashes and enhance safety for all road users	• Educational message should encourage people to think about their own travel attitude and behaviors and make more informed choices • Materials should be sensitive of different groups of people	$-$$ Short
ED-6	**Share the Road Awareness Programs**		Program to promote safe behaviors for all road users to increase safety and compliance with traffic laws	• Educational message should encourage people to think about their own travel attitude and behaviors and make more informed choices • Materials should be sensitive of different groups of people	$-$$$ Long

Countermeasures			Purpose/Benefit	Considerations	Cost & Time to Implement
ED-7	**Social Media Campaign**		Provide safety educational information to social media users about pedestrian and bicycle safety, including safety messages, current laws, safety stats, etc.	• Partner with DPS and their ongoing social media programs • Current platforms are Facebook, Instagram, and Twitter	$-$$ Varies
Enforcement					
ENF-1	**Parking Restriction**		Parking restriction may remove parked cars that can obstruct sightlines and can increase visibility of pedestrian crossing the road	• Communicate with community stakeholders about removing parking spaces • Important to enforce parking restriction with signage, paint & pavement markings	$-$$ Short
ENF-2	**Speed-Monitoring Trailers**		Enhances drivers' awareness of their speed by displaying approaching drivers the speed at which they are traveling	• Enforcement is needed to supplement speed-monitoring trailers • Not a substitution for engineering measures • Trailers should be placed at locations where they will not obstruct pedestrian travelways or roadway sightlines	$-$$ Short
ENF-3	**Police Enforcement**		Increase awareness of and enforce laws for motorists, pedestrians, and bicyclists	• Campaign must be sensitive to needs of different neighborhoods, age/ethnic groups, etc. • Enforcement operation should be conducted with help of staff support and awareness of the courts • Education of officers on pedestrian- and bicycle-related laws	$$-$$$ On-Going

Image sources: www.PEDBIKESAFE.org, FWHA *Proven Safety Countermeasure*, *Manual on Uniform Traffic Control Devices (MUTCD)*

LEGEND

Costs
$$$$: requires extensive new facilities, staff, equipment, or public involvement; or heavy demands on current resources
$$$: requires moderate new facilities, staff, equipment, or public involvement; or moderate demands on current resources
$$: requires some additional staff time, equipment, facilities, and/or publicity
$: can be implemented with current staff, perhaps with training, limited costs for equipment, facilities, and publicity

Time to Implement
Long: more than 1 year
Medium: more than 3 months, but less than 1 year
Short: 3 months or less

Table 17 – Countermeasure Matrix (Pedestrians)

Countermeasure		Currently Implemented in South Carolina?	Crossing Roadway/ Through Vehicle		Walking Along Roadway*	Dash/ Dart-Out	Crossing Expressway	Working or Playing in Roadway	Crossing Roadway/ Turning Vehicle	Multiple Threat/ Trapped
			Unsignalized	Signalized						
ENG P-1	**Pedestrian Hybrid Beacons**	Yes	✓			✓	✓	✓		✓
ENG P-2	**Rectangular Rapid Flashing Beacons**	Yes	✓			✓		✓	✓	✓
ENG P-3	**In-Street Pedestrian Crossing Sign (R1-6)**	Yes	✓			✓		✓		
ENG P-4	**Yield/Stop Here to Pedestrian Sign (R1-5)**	Yes	✓			✓	✓	✓	✓	✓
ENG P-5	**Advance Yield/Stop Pavement Markings**	Yes	✓			✓	✓	✓	✓	✓
ENG P-6	**Pedestrian Refuge Island**	Yes	✓	✓		✓	✓	✓	✓	✓
ENG P-7	**High Visibility Crosswalks**	Yes	✓	✓		✓	✓	✓	✓	✓
ENG P-8	**Raised Pedestrian Crossings**	Yes	✓			✓		✓	✓	✓
ENG P-9	**Curb Extensions**	Yes	✓	✓		✓	✓	✓	✓	✓
ENG P-10	**Pedestrian Overpasses/ Underpasses**	Yes	✓	✓		✓	✓			
ENG B-1	**Bicycle Signage and Pavement Markings**	Yes								
ENG B-2	**Bicycle Lanes**	Yes								
ENG B-3	**Separated Bicycle Lanes**	Yes								
ENG IN-1	**Lighting and Illumination**	Yes	✓	✓		✓	✓	✓	✓	
ENG IN-2	**Traffic Signals**	Yes		✓		✓	✓		✓	
ENG IN-3	**Pedestrian Countdown Signal**	Yes		✓		✓	✓		✓	

Countermeasure		Currently Implemented in South Carolina?	Crossing Roadway/ Through Vehicle		Walking Along Roadway*	Dash/ Dart-Out	Crossing Expressway	Working or Playing in Roadway	Crossing Roadway/ Turning Vehicle	Multiple Threat/ Trapped
			Unsignalized	Signalized						
ENG IN-4	**Leading Pedestrian Intervals**	**Yes**		✓		✓	✓		✓	
ENG IN-5	**Exclusive Pedestrian Phase**	**Yes**		✓		✓			✓	
ENG IN-6	**RTOR Restrictions**	**Yes**		✓		✓	✓		✓	
ENG IN-7	**Install Red Curb Striping**	**Yes**	✓	✓		✓		✓	✓	✓
ENG IN-8	**Curb Ramp**	**Yes**	✓	✓		✓			✓	✓
ENG IN-9	**Curb Radius Reduction**	**Yes**	✓	✓		✓			✓	
ENG IN-10	**Improve Right-turn Slip Lane Design**	**Yes**	✓	✓		✓			✓	
ENG IN-11	**Mini-Circles**	**Yes**	✓			✓				
ENG IN-12	**Roundabouts**	**Yes**	✓			✓				
ENG IN-13	**Sight Distance Improvements**	**Yes**	✓	✓		✓	✓	✓	✓	✓
ENG IN-14	**Reduced Conflict Intersections**	**Yes**	✓	✓	✓				✓	✓
ENG R-1	**Lighting and Illumination**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ENG R-2	**Raised Median**	**Yes**	✓		✓	✓			✓	✓
ENG R-3	**Speed Hump/Speed Table**	**Yes**			✓	✓		✓		✓
ENG R-4	**Sidewalk, walking and paved shoulders**	**Yes**	✓	✓	✓			✓		
ENG R-5	**Landscaping**	**Yes**			✓					

Countermeasure		Currently Implemented in South Carolina?	Crossing Roadway/ Through Vehicle		Walking Along Roadway*	Dash/ Dart-Out	Crossing Expressway	Working or Playing in Roadway	Crossing Roadway/ Turning Vehicle	Multiple Threat/ Trapped
			Unsignalized	Signalized						
ENG R-6	**Street Furniture/ Walking Improvements**	**Yes**			✓					
ENG R-7	**Driveway Improvements**	**Yes**							✓	✓
ENG R-8	**Access Management**	**Yes**			✓				✓	✓
ENG R-9	**Lane Narrowing**	**Yes**	✓		✓	✓		✓	✓	✓
ENG R-10	**Road Diet/Lane Reduction**	**Yes**	✓		✓	✓		✓	✓	✓
ENG R-11	**One-way/Two-way Street Conversions**	**Yes**	✓	✓	✓	✓			✓	✓
ENG R-12	**Repetitive/Short-Term Maintenance**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-1	**Children Safety Clubs**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-2	**School-based Training for Children**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-3	**Safe Route to School Programs**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-4	**Pedestrian/Bicycle Safety Classes**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-5	**Driver Training**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-6	**Share to Road Awareness Programs**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-7	**Social Media Campaign**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ENF-1	**Parking Restriction**	**Yes**	✓	✓		✓				✓
ENF-2	**Speed-Monitoring Trailers**	**Yes**	✓	✓	✓	✓		✓		✓
ENF-3	**Police Enforcement**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓

**Walking Along Roadway* was the crash type with the highest share of rural pedestrian fatal crashes.

Table 18 – Countermeasure Matrix (Bicycles)

Countermeasure		Currently Implemented in South Carolina?	Motorist Overtaking Bicyclist	Bicyclist Failed to Yield			Motorist Turned or Merged		Bicyclist Turned or Merged	
				Unsignalized	Signalized	Midblock	Left into path of Bicyclist	Right into path of Bicyclist	Left into path of Motorist	Right into path of Motorist
ENG P-1	**Pedestrian Hybrid Beacons**	**Yes**								
ENG P-2	**Rectangular Rapid Flashing Beacons**	**Yes**								
ENG P-3	**In-Street Pedestrian Crossing Sign (R1-6)**	**Yes**								
ENG P-4	**Yield/Stop Here to Pedestrian Sign (R1-5)**	**Yes**								
ENG P-4	**Advance Yield/Stop Pavement Markings**	**Yes**								
ENG P-6	**Pedestrian Refuge Island**	**Yes**					✓	✓	✓	✓
ENG P-7	**High Visibility Crosswalks**	**Yes**					✓	✓	✓	✓
ENG P-8	**Raised Pedestrian Crossings**	**Yes**					✓	✓	✓	✓
ENG P-9	**Curb Extensions**	**Yes**					✓	✓	✓	✓
ENG P-10	**Pedestrian Overpasses/ Underpasses**	**Yes**								
ENG B-1	**Bicycle Signage and Pavement Markings**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ENG B-2	**Bicycle Lanes**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ENG B-	**Separated Bicycle Lanes**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ENG IN-1	**Lighting and Illumination**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ENG IN-2	**Traffic Signals**	**Yes**			✓		✓	✓	✓	✓
ENG IN-3	**Pedestrian Countdown Signal**	**Yes**								

Countermeasure		Currently Implemented in South Carolina?	Motorist Overtaking Bicyclist	Bicyclist Failed to Yield			Motorist Turned or Merged		Bicyclist Turned or Merged	
				Unsignalized	Signalized	Midblock	Left into path of Bicyclist	Right into path of Bicyclist	Left into path of Motorist	Right into path of Motorist
ENG IN-4	**Leading Pedestrian Intervals**	Yes								
ENG IN-5	**Exclusive Pedestrian Phase**	Yes								
ENG IN-6	**RTOR Restrictions**	Yes			✓		✓	✓	✓	✓
ENG IN-7	**Install Red Curb Striping**	Yes		✓		✓		✓		✓
ENG IN-8	**Curb Ramp**	Yes								
ENG IN-9	**Curb Radius Reduction**	Yes		✓				✓		✓
ENG IN-10	**Improve Right-turn Slip Lane Design**	Yes			✓			✓		✓
ENG IN-11	**Mini-Circles**	Yes		✓			✓	✓	✓	✓
ENG IN-12	**Roundabouts**	Yes		✓			✓	✓	✓	✓
ENG IN-13	**Sight Distance Improvements**	Yes				✓	✓	✓	✓	✓
ENG IN-14	**Reduced Conflict Intersections**	Yes		✓		✓	✓	✓	✓	✓
ENG R-1	**Lighting and Illumination**	Yes	✓	✓	✓	✓	✓	✓	✓	✓
ENG R-2	**Raised Median**	Yes	✓			✓	✓		✓	
ENG R-3	**Speed Hump/Speed Table**	Yes	✓							
ENG R-4	**Sidewalk, walking and paved shoulders**	Yes	✓							
ENG R-5	**Landscaping**	Yes								

Countermeasure		Currently Implemented in South Carolina?	Motorist Overtaking Bicyclist	Bicyclist Failed to Yield			Motorist Turned or Merged		Bicyclist Turned or Merged	
				Unsignalized	Signalized	Midblock	Left into path of Bicyclist	Right into path of Bicyclist	Left into path of Motorist	Right into path of Motorist
ENG R-6	**Street Furniture/ Walking Improvements**	**Yes**								
ENG R-7	**Driveway Improvements**	**Yes**		✓		✓	✓	✓	✓	✓
ENG R-8	**Access Management**	**Yes**		✓		✓	✓	✓	✓	✓
ENG R-9	**Lane Narrowing**	**Yes**	✓							
ENG R-10	**Road Diet/Lane Reduction**	**Yes**	✓	✓		✓	✓	✓	✓	✓
ENG R-11	**One-way/Two-way Street Conversions**	**Yes**	✓							
ENG R-12	**Repetitive/Short-Term Maintenance**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-1	**Children Safety Clubs**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-2	**School-based Training for Children**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-3	**Safe Route to School Programs**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-4	**Pedestrian/Bicycle Safety Classes**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-5	**Driver Training**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-6	**Share the Road Awareness Programs**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ED-7	**Social Media Campaign**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓
ENF-1	**Parking Restriction**	**Yes**		✓		✓	✓	✓	✓	✓
ENF-2	**Speed-Monitoring Trailers**	**Yes**	✓							
ENF-3	**Police Enforcement**	**Yes**	✓	✓	✓	✓	✓	✓	✓	✓

**Motorist Overtaking Bicyclist* was the crash type with the highest share of rural bicycle fatal crashes.

Appendix D

Countermeasure Crash Modification Factors and Costs

Table 19 – Countermeasure CMFs and Costs

Countermeasure		Crash Modification Factors - Non-Motorists			Crash Modification Factors - All Modes			CMF IDs	Source*	Conceptual Cost
		All Severity Levels	K	A, B, C	All Severity Levels	K	A, B, C			
ENG P-1	PHBs (*Without/with advance signs and markings)	0.57 / 0.43	0.55 / 0.43	0.55 / 0.43	0.88 / 0.82	0.81 / 0.82	0.81 / 0.82	10591,10608, 10585,10586	9	$100,000
ENG P-2	Rectangular Rapid Flashing Beacons	0.53	0.53	0.53	-	-	-	9024	23	$24,000/Crossing
ENG P-3	In-Street Pedestrian Crossing Sign (R1-6)	-	-	-	-	-	-	-	-	$100/Sign
ENG P-4	Yield/Stop Here to Pedestrian Sign (R1-5)	0.75	0.75	0.75	-	-	-	9017	23	$300/Sign
ENG P-4	Advance Yield/Stop Pavement Markings	0.75	0.75	0.75	-	-	-	9017	23	$250/Lane Crossed
ENG P-6	Pedestrian Refuge Island (*With/without marked crosswalk)	0.54 / 0.61	0.54 / 0.61	0.54 / 0.61	0.74	0.74	0.71	175, 176[8], 8800, 9014	24	$21,000 (dependent upon size and site-specific conditions)
ENG P-7	High Visibility Crosswalks	0.60	0.60	0.60	0.81	0.81	0.81	4123[8], 4124[8]	4	$250/Lane Crossed
ENG P-8	Raised Pedestrian Crossings	-	-	0.55	-	-	0.64	136, 135	5	$1,500/Lane Crossed
ENG P-9	Curb Extension	-	-	-	-	-	-	-	-	$8,000
ENG P-10	Pedestrian Overpasses/ Underpasses	0.14	0.1	0.1	-	-	-	-	8	$1.5 Million to $5 Million
ENG B-2	Bicycle Signage and Pavement Markings[1]	0.61	0.61	0.61	-	-	-	3258[8]	19	$5,000/Intersection
ENG B-3	Bicycle Lanes (*Four-lane/two-lane undivided facilities)	0.44 / 0.73	0.44 / 0.73	0.44 / 0.73	0.44 / 0.73	0.44 / 0.73	0.44 / 0.73	10737	3	$24,000/Mile
ENG B-4	Separated Bicycle Lanes[2]	0.11	0.11	0.11	-	-	-	-	13	$700,000/Mile
ENG IN-1	Lighting and Illumination	0.68	0.63	0.63	-	-	-	7774, 7776	1	$10,000/Light
ENG IN-2	Traffic Signals	-	0.85	0.85	0.75	0.75	0.75	8480, 8481	21	$140,000
ENG IN-3	Pedestrian Countdown Signal[3]	0.30	0.30	0.30	-	-	-	5272	20	$800/Signal Head
ENG IN-4	Leading Pedestrian Intervals[4]	0.81	0.81	0.81	0.90	0.90	0.90	9903, 9901	6, 11	Dependent upon currently installed equipment

Countermeasure		Crash Modification Factors - Non-Motorists			Crash Modification Factors - All Modes			CMF IDs	Source*	Conceptual Cost
		All Severity Levels	K	A, B, C	All Severity Levels	K	A, B, C			
ENG IN-5	**Exclusive Pedestrian Phase**	0.49	0.49	0.49	-	-	-	4117[8]	4	Dependent upon currently installed equipment
ENG IN-6	**RTOR Restrictions**	0.97	0.97	0.97	0.97	0.97	0.97	-	8	Dependent upon currently installed equipment
ENG IN-7	**Install Red Curb Striping**	-	-	-	-	-	-	-	-	$2.50/LF
ENG IN-8	**Curb Ramp**	-	-	-	-	-	-	-	-	$4,000/Ramp
ENG IN-9	**Curb Radius Reduction**	-	-	-	-	-	-	-	-	$30,000/Radius
ENG IN-10	**Improve Right-turn Slip Lane Design**	-	-	-	0.56	0.56	0.56	8428, 8429, 8431	18	Dependent upon site-specific conditions
ENG IN-11	**Mini-Circles**	-	-	-	-	-	-	-	-	$30,000
ENG IN-12	**Roundabouts**	-	-	-	-	-	-	-	-	$1,800,000
ENG IN-13	**Sight Distance Improvements**	-	-	-	-	-	-	-	-	Dependent upon site-specific conditions
ENG IN-14	**Reduced Conflict Intersections**	0.80	0.80	0.80	0.80	0.80	0.80	10382	-	$2 Million/ Intersection
ENG R-1	**Lighting and Illumination**	0.68	0.63	0.63	-	-	-	7774, 7776	1	$10,000/Light
ENG R-2	**Raised Median[5]**	0.69	0.69	0.69	0.74	0.74	0.71	8799, 8800, 9014	23	$350,000/Mile
ENG R-3	**Speed Hump/Speed Table**	-	-	-	-	-	0.60	132	5	$750/Lane Crossed
ENG R-4	**Sidewalk, walking and paved shoulders (*Sidewalk/paved shoulder)[6]**	0.12 / 0.29	0.12 / 0.29	0.12 / 0.29	-	-	-	-	8	$650,000/Mile
ENG R-5	**Landscaping**	-	-	-	-	-	-	-	-	Dependent upon site-specific conditions
ENG R-6	**Street Furniture/Walking Improvements**	-	-	-	-	-	-	-	-	Dependent upon site-specific conditions
ENG R-7	**Driveway Improvements**	-	-	-	-	-	-	-	-	$13,000/Driveway
ENG R-8	**Access Management[7]**	-	-	-	0.77 - 0.95	0.69 - 0.75	0.69 - 0.75	-	-	$13,000/Driveway Closed

Countermeasure		Crash Modification Factors - Non-Motorists			Crash Modification Factors - All Modes			CMF IDs	Source*	Conceptual Cost
		All Severity Levels	K	A, B, C	All Severity Levels	K	A, B, C			
ENG R-9	Lane Narrowing	-	-	-	-	-	-	-	-	Dependent upon site-specific conditions
ENG R-10	Road Diet/Lane Reduction (*Suburban/urban area)	0.53 / 0.81	0.53 / 0.81	0.53 / 0.81	0.71	0.71	0.71	2841	16	Dependent upon site-specific conditions
ENG R-11	One-way/Two-way Street Conversions	-	-	-	-	-	-	-	-	Dependent upon site-specific conditions
ENG R-12	Repetitive/Short-Term Maintenance	-	-	-	-	-	-	-	-	Dependent upon site-specific conditions
ED-1	Children Safety Clubs	-	-	-	-	-	-	-	-	Varies
ED-2	School-based Training for Children	-	-	-	-	-	-	-	-	Varies
ED-3	Safe Route to School Programs	-	-	-	-	-	-	-	-	Varies
ED-4	Pedestrian/Bicycle Safety Classes	-	-	-	-	-	-	-	-	Varies
ED-5	Driver Training	-	-	-	-	-	-	-	-	Varies
ED-6	Share to Road Awareness Programs	-	-	-	-	-	-	-	-	Varies
ENF-1	Parking Restriction	0.70	0.70	0.70	-	-	-	-	10	Varies
ENF-2	Speed-Monitoring Trailers	-	-	-	-	-	-	-	-	Varies
ENF-3	Police Enforcement	0.77	0.77	0.77	0.77	0.77	-	-	20	Varies

1- Applies only to the installation of bicycle lanes with green paint at signalized intersections

2- Applies to the installation of a buffer-separated cycle track

3- Applies to scenarios under which an existing pedestrian signal is upgraded to a pedestrian signal with a countdown timer

4- Applicable CMFs ranged from approximately 0.4 to 0.9 in the literature; those presented here received the highest star rating per the CMF Clearinghouse database

5- Applies to scenarios with or without a raised crosswalk

6- Applies to crashes involving a pedestrian walking on the side of the road

7- Range of CMFs provided in the literature

8- CMF rating less than three stars

***Source numbers correspond to reference list on the following pages**

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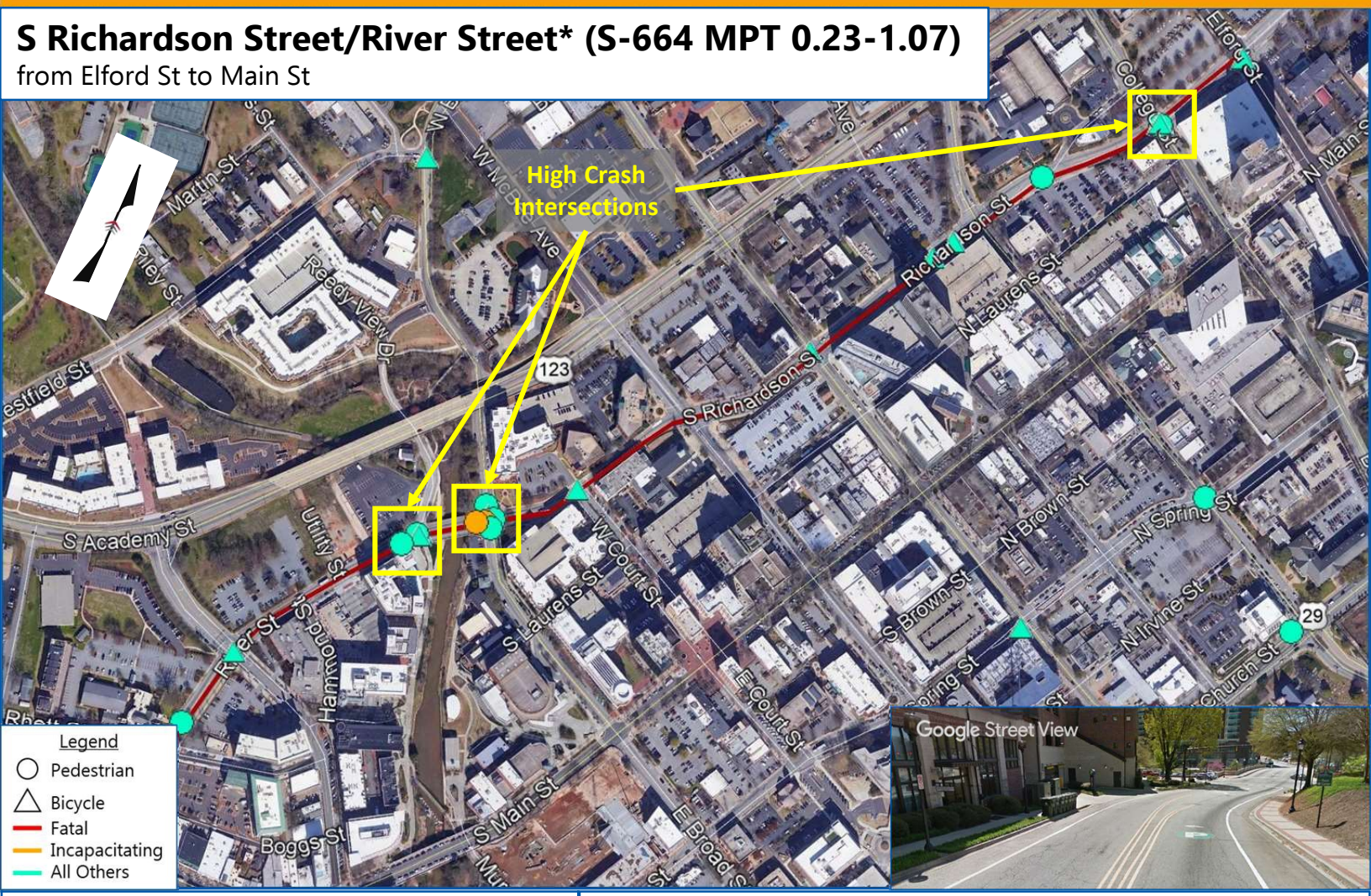
Appendix E

Countermeasure Cut Sheets

S Richardson Street/River Street* (S-664 MPT 0.23-1.07)

from Elford St to Main St



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Bicycle Signage and Pavement Markings – ENG B-1
- Bicycle Lanes - ENG B-2
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 4.60 crashes/year
- Estimated Crashes (After): 3.15 crashes/year
- **Annual Crash Reduction Potential: 32%**

Location Summary

Primary Route: S-664
Segment Length: 4,500 feet
County: Greenville
Jurisdiction: GPATS MPO, City of Greenville
SCDOT District: 3
Area Type: Urban
AADT: 5,400 vehicles per day
Number of Lanes: 2
Speed Limit: 30 mph
Functional Class: Urban-Major Collector

*S Richardson St changes to River St at W McBee Ave (MPT 0.62)

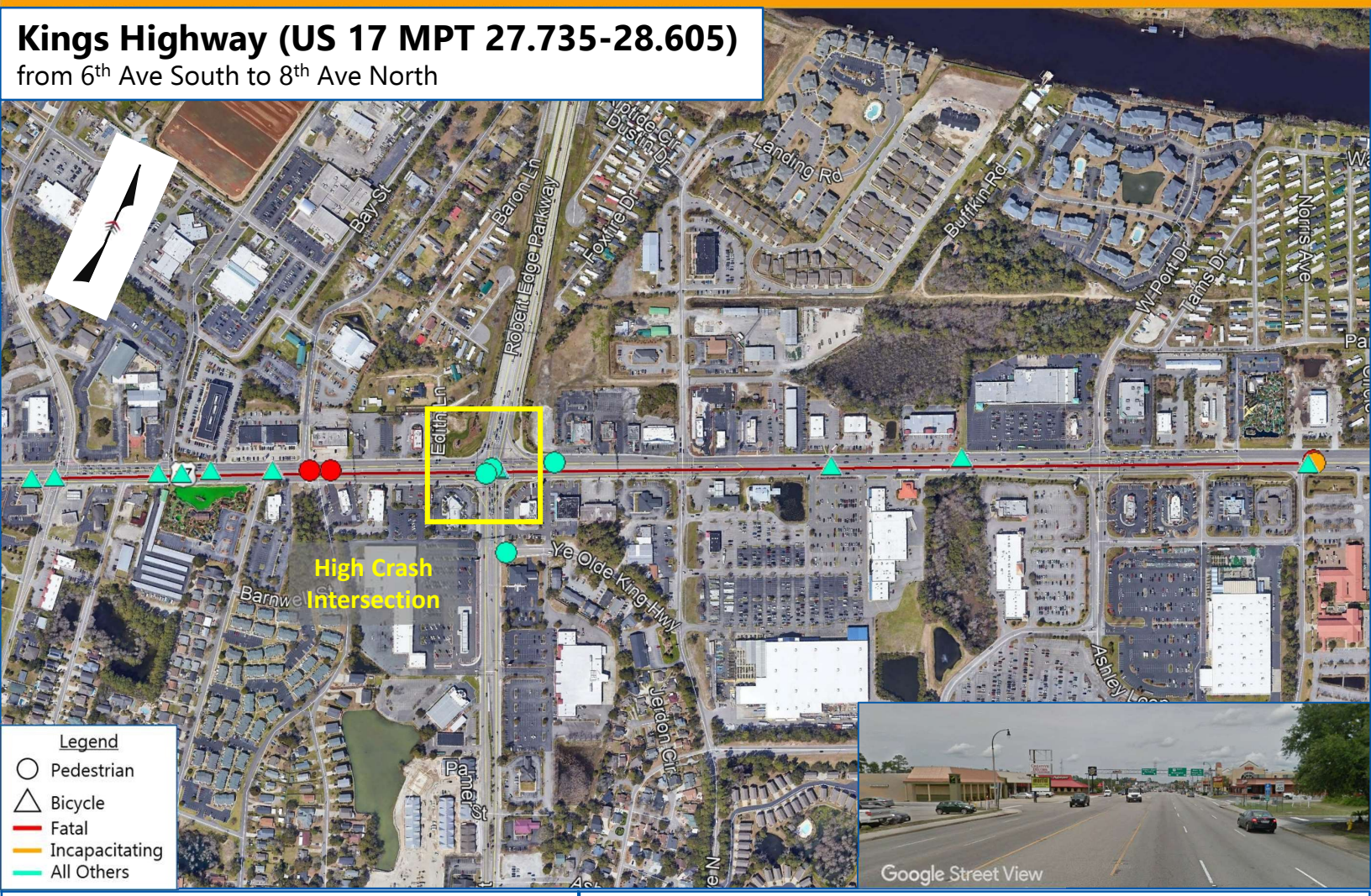
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	0	2	9	11
Bicycle	0	0	12	12

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? No
High-Crash Intersections in Segment: 3
Total Pedestrian/Bicycle Crashes: 23

Kings Highway (US 17 MPT 27.735-28.605)

from 6th Ave South to 8th Ave North



Potential Countermeasures

- Rectangular Rapid Flashing Beacon - ENG P-2
- Improve Right-Turn Slip Lane Design – ENG IN-10
- Raised Median - ENG R-2
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 4.40 crashes/year
- Estimated Crashes (After): 2.44 crashes/year
- **Annual Crash Reduction Potential: 45%**

Location Summary

Primary Route: US 17
Segment Length: 5,380 feet
County: Horry
Jurisdiction: GSATS MPO, City of North Myrtle Beach
SCDOT District: 5

Area Type: Urban
AADT: 37,900 vehicles per day
Number of Lanes: 6+TWLTL
Speed Limit: 40 mph
Functional Class: Urban-Principal Arterial

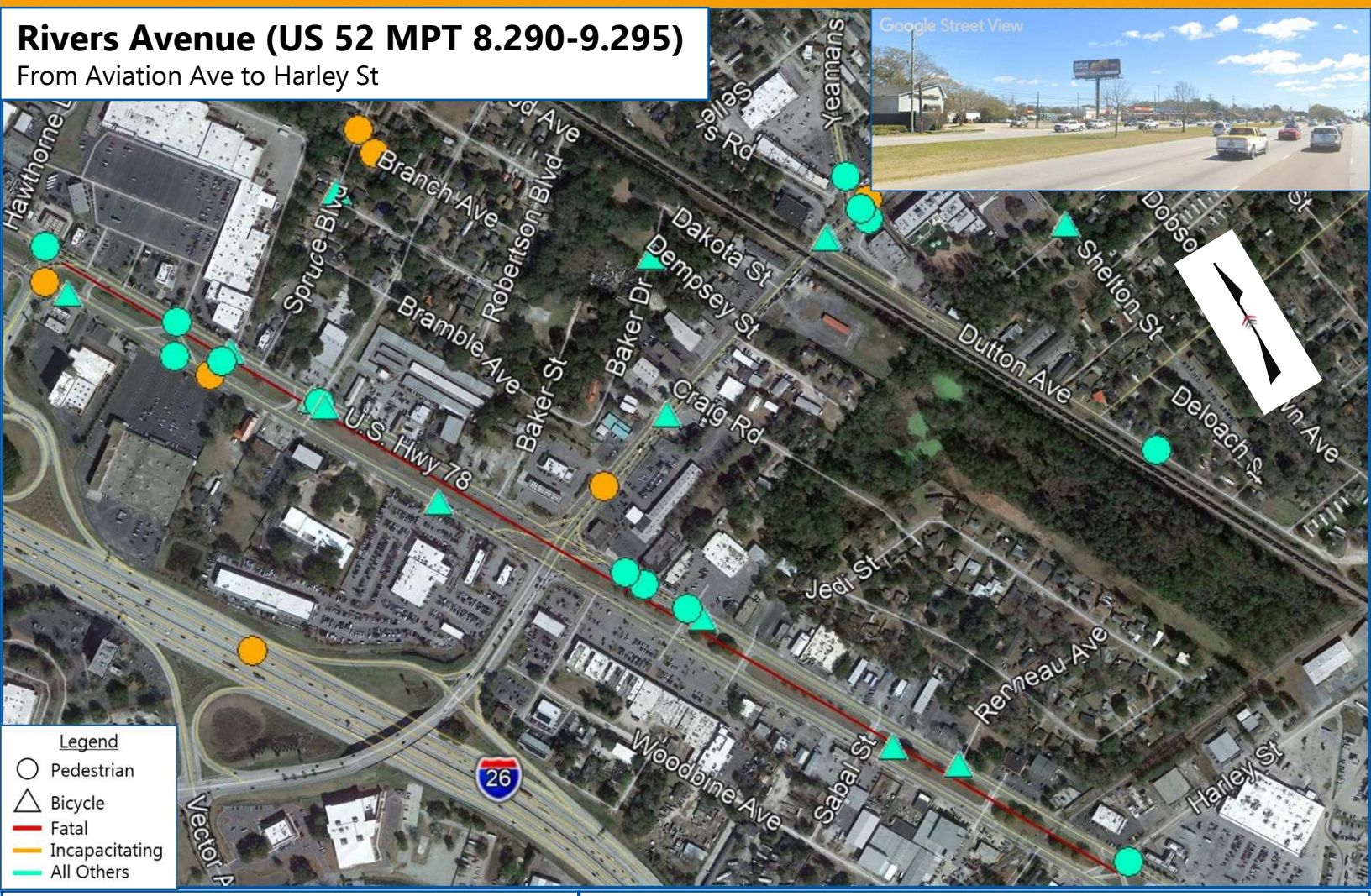
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	3	1	3	7
Bicycle	0	1	14	15

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? No
High-Crash Intersections in Segment: 1
Total Pedestrian/Bicycle Crashes: 22

Rivers Avenue (US 52 MPT 8.290-9.295)

From Aviation Ave to Harley St



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Leading Pedestrian Interval - ENG IN-4
- Improve Right-Turn Slip Lane Design - ENG IN-10
- Sidewalks - ENG R-4
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4

Potential Crash Reduction

- Observed Crashes (Before): 4.20 crashes/year
- Estimated Crashes (After): 2.95 crashes/year
- **Annual Crash Reduction Potential: 30%**

Location Summary

Primary Route: US 52
Segment Length: 5,200 feet
County: Charleston
Jurisdiction: CHATS MPO, City of North Charleston
SCDOT District: 6
Area Type: Urban
AADT: 48,400 vehicles per day
Number of Lanes: 6
Speed Limit: 45 mph
Functional Class: Urban-Principal Arterial

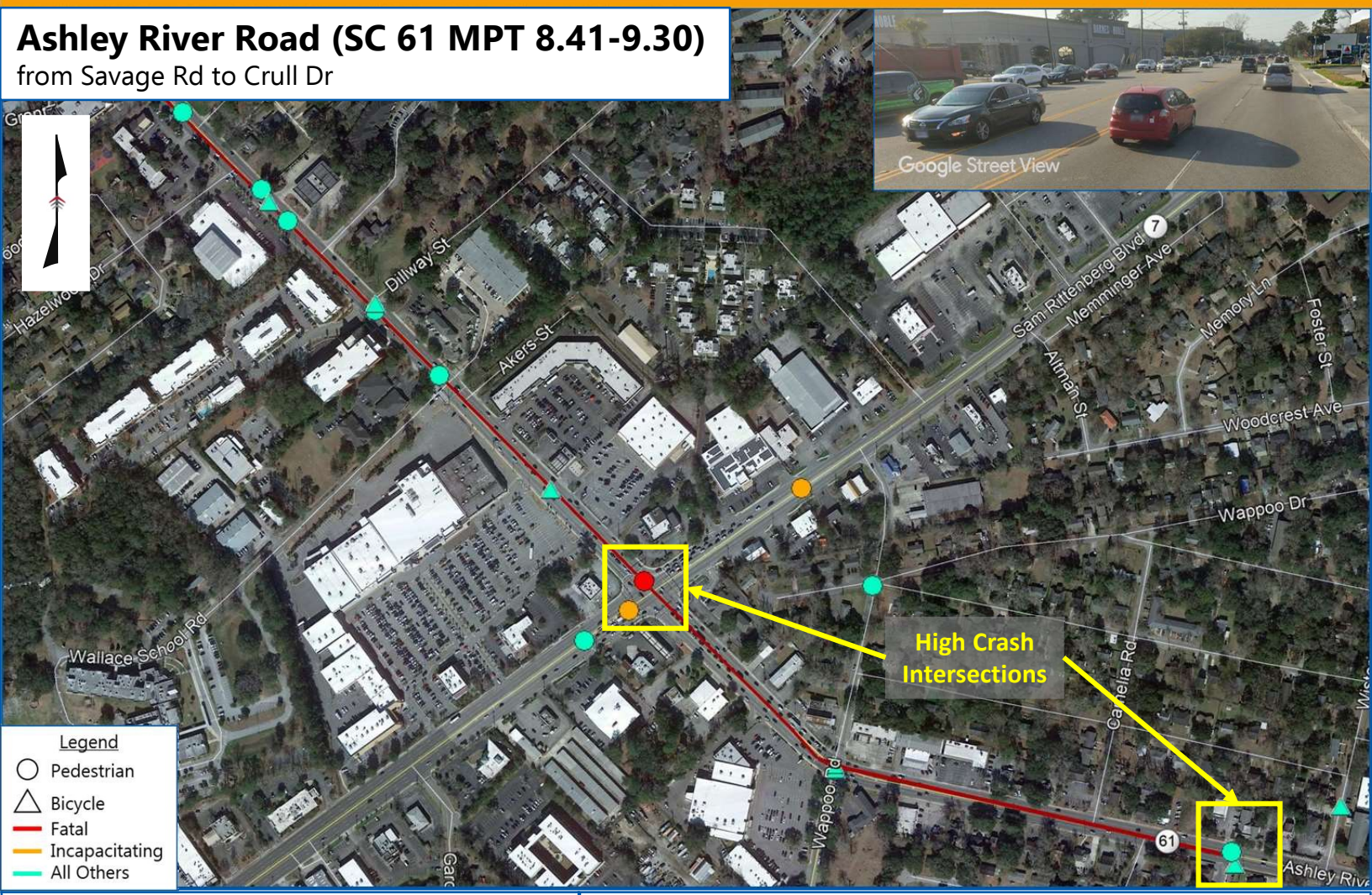
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	0	2	10	12
Bicycle	0	0	9	9

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 21

Ashley River Road (SC 61 MPT 8.41-9.30)

from Savage Rd to Crull Dr



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Leading Pedestrian Interval - ENG IN-4
- Raised Median - ENG R-2
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 3.60 crashes/year
- Estimated Crashes (After): 2.32 crashes/year
- **Annual Crash Reduction Potential: 36%**

Location Summary

Primary Route: SC 61
Segment Length: 4,700 feet
County: Charleston
Jurisdiction: CHATS MPO, City of Charleston
SCDOT District: 6

Area Type: Urban
AADT: 37,600 vehicles per day
Number of Lanes: 4+TWLTL
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

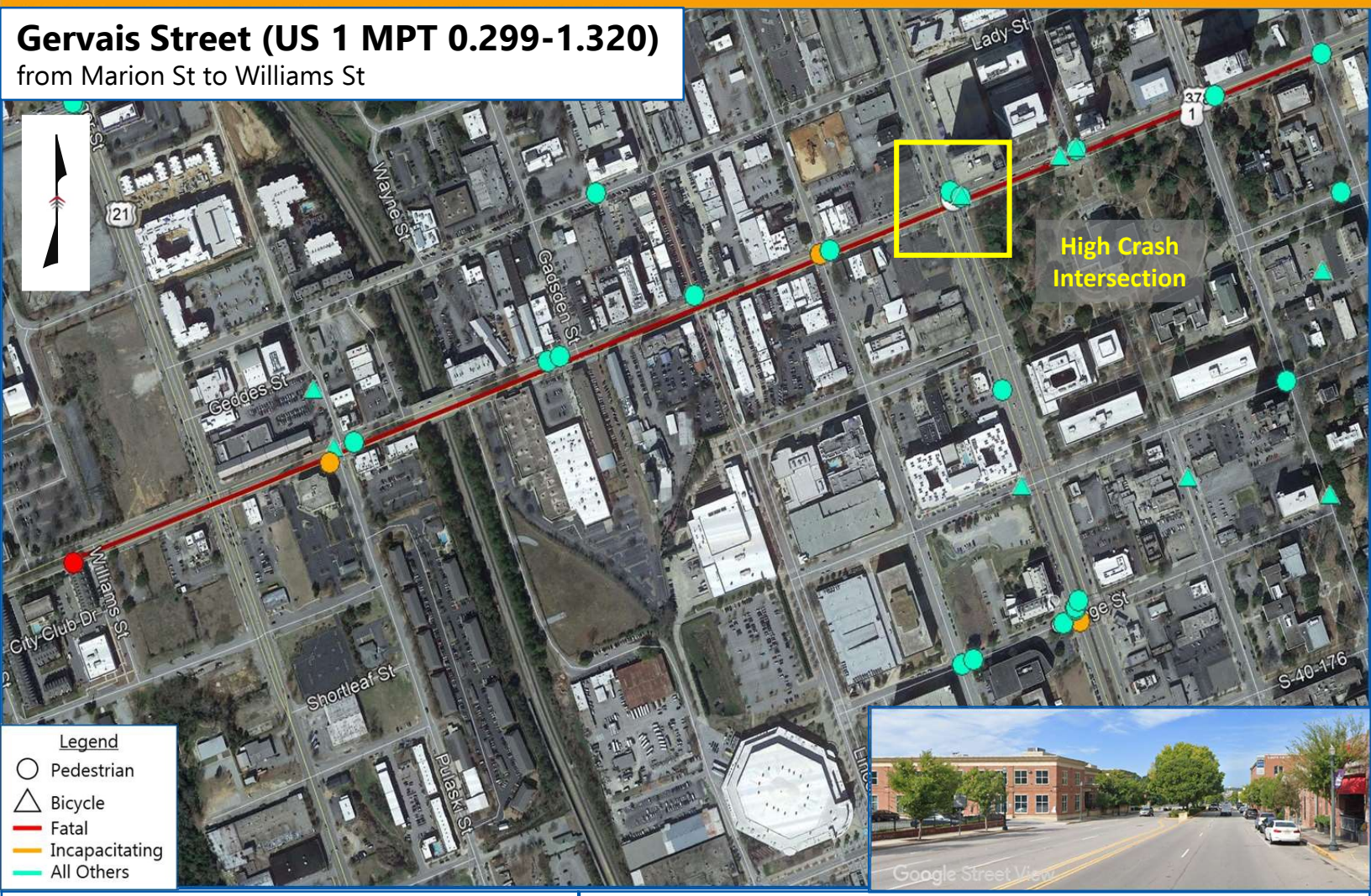
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	0	10	11
Bicycle	0	0	7	7

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 2
Total Pedestrian/Bicycle Crashes: 18

Gervais Street (US 1 MPT 0.299-1.320)

from Marion St to Williams St



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Exclusive Pedestrian Phase - ENG IN-5
- Right-Turn on Red Restrictions - ENG IN-6
- Pedestrian/Bicycle Safety Classes - ED-4
- Driver Training - ED-5
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 3.40 crashes/year
- Estimated Crashes (After): 1.97 crashes/year
- **Annual Crash Reduction Potential: 42%**

Location Summary

Primary Route: US 1
Segment Length: 5,320 feet
County: Richland
Jurisdiction: COATS MPO, City of Columbia
SCDOT District: 1
Area Type: Urban
AADT: 31,400 vehicles per day
Number of Lanes: 6
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

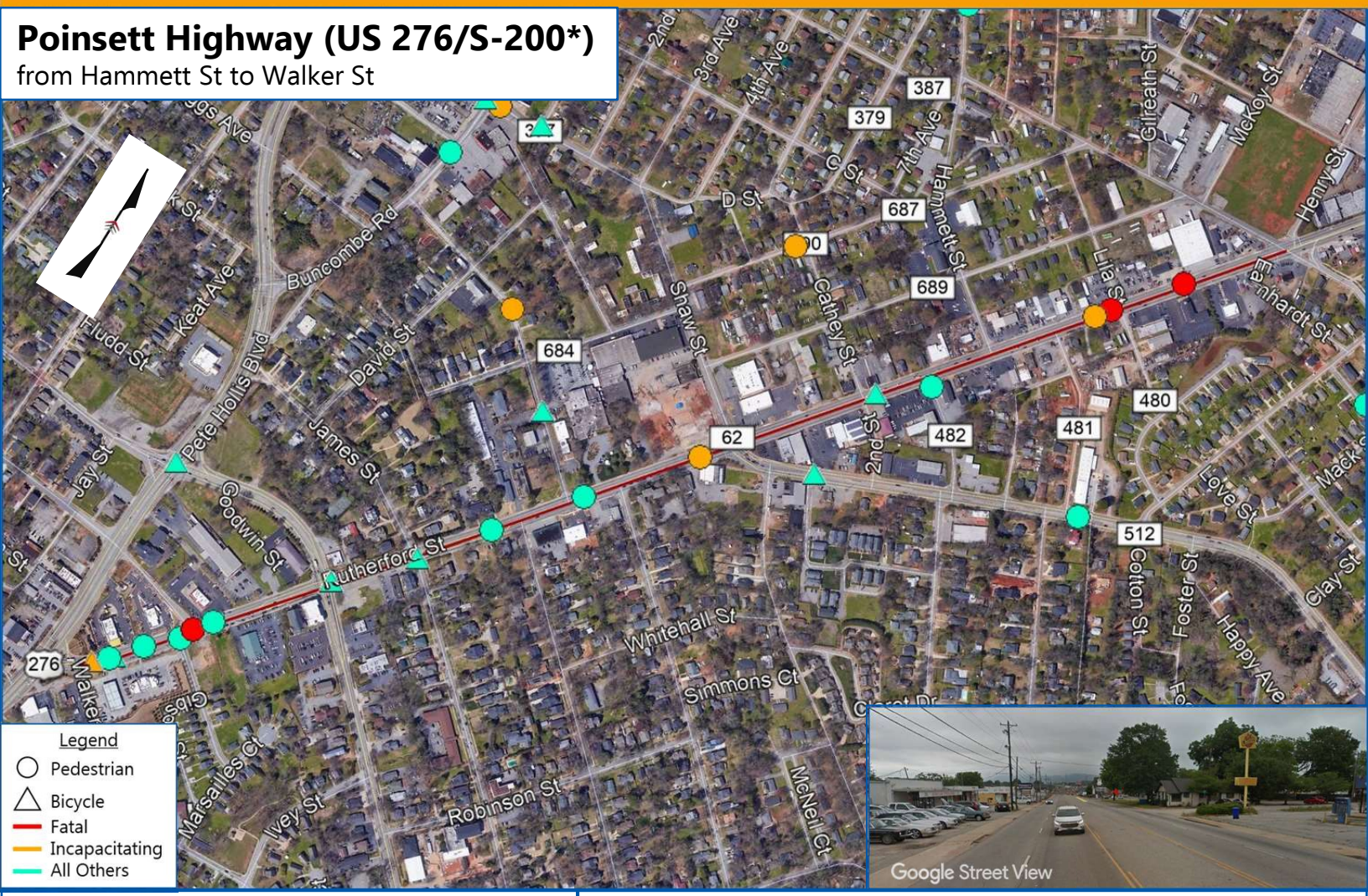
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	2	10	13
Bicycle	0	0	4	4

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 1
Total Pedestrian/Bicycle Crashes: 17

Poinsett Highway (US 276/S-200*)

from Hammett St to Walker St



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Bicycle Signage and Pavement Markings - ENG B-1
- Bicycle Lanes - ENG B-2
- Pedestrian Countdown Signal - ENG IN-3
- Leading Pedestrian Interval - ENG IN-4
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 3.20 crashes/year
- Estimated Crashes (After): 1.82 crashes/year
- **Annual Crash Reduction Potential: 43%**

Location Summary

Primary Route: US 276/S-200
Segment Length: 5,560 feet
County: Greenville
Jurisdiction: GPATS MPO, City of Greenville
SCDOT District: 3
Area Type: Urban
AADT: 30,300 vehicles per day
Number of Lanes: 4+TWLTL
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

*US 276 from Hammett St to W. Stone Ave (MP 32.375-33.24); S-200 from W Stone Ave to Walker St (MP 0.031-0.25)

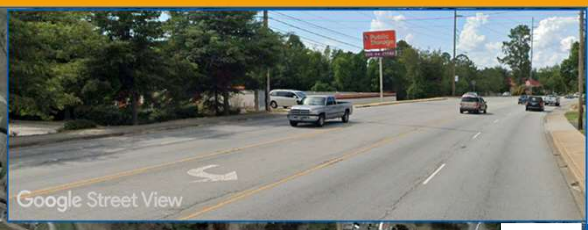
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	3	2	6	11
Bicycle	0	1	4	5

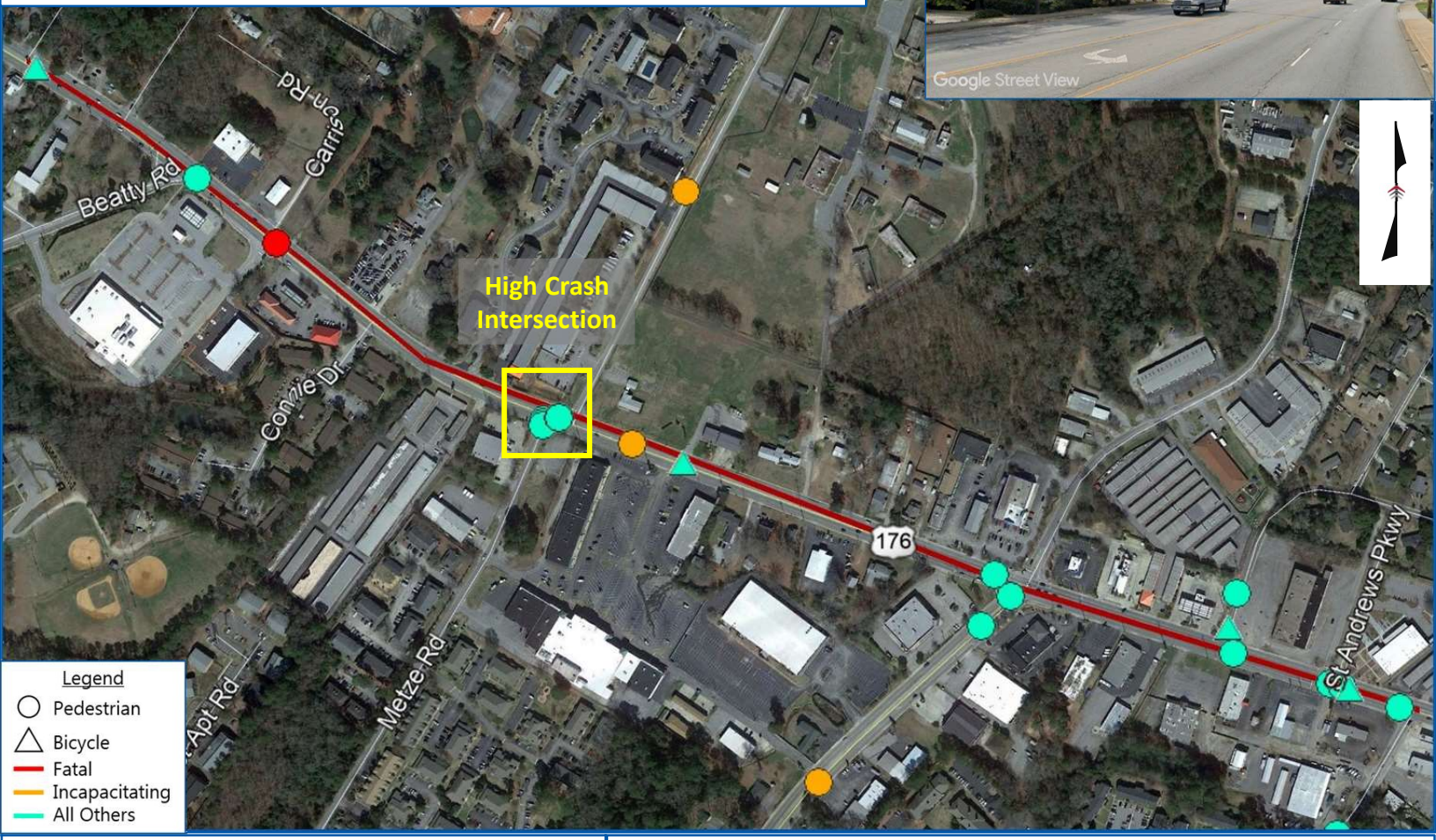
Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 16

Broad River Road (US 176 MPT 18.099-18.980)

From Brook Pines Dr to Zimalcrest Dr





Potential Countermeasures

Pedestrian Refuge Island - ENG P-6
High-Visibility Crosswalks - ENG P-7
Pedestrian Countdown Signal - ENG IN-3
Leading Pedestrian Interval - ENG IN-4
Raised Median - ENG R-2
Driveway Improvements - ENG R-7
Access Management - ENG R-8
Pedestrian/Bicycle Safety Classes - ED-4
Police Enforcement - ENF-3

Potential Crash Reduction

Observed Crashes (Before): 3.20 crashes/year
Estimated Crashes (After): 1.20 crashes/year
Annual Crash Reduction Potential: 62%

Location Summary

Primary Route: US 176
Segment Length: 4,990 feet
County: Richland
Jurisdiction: COATS MPO, City of Columbia
SCDOT District: 1

Area Type: Suburban
AADT: 37,600 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 40 mph
Functional Class: Urban-Principal Arterial

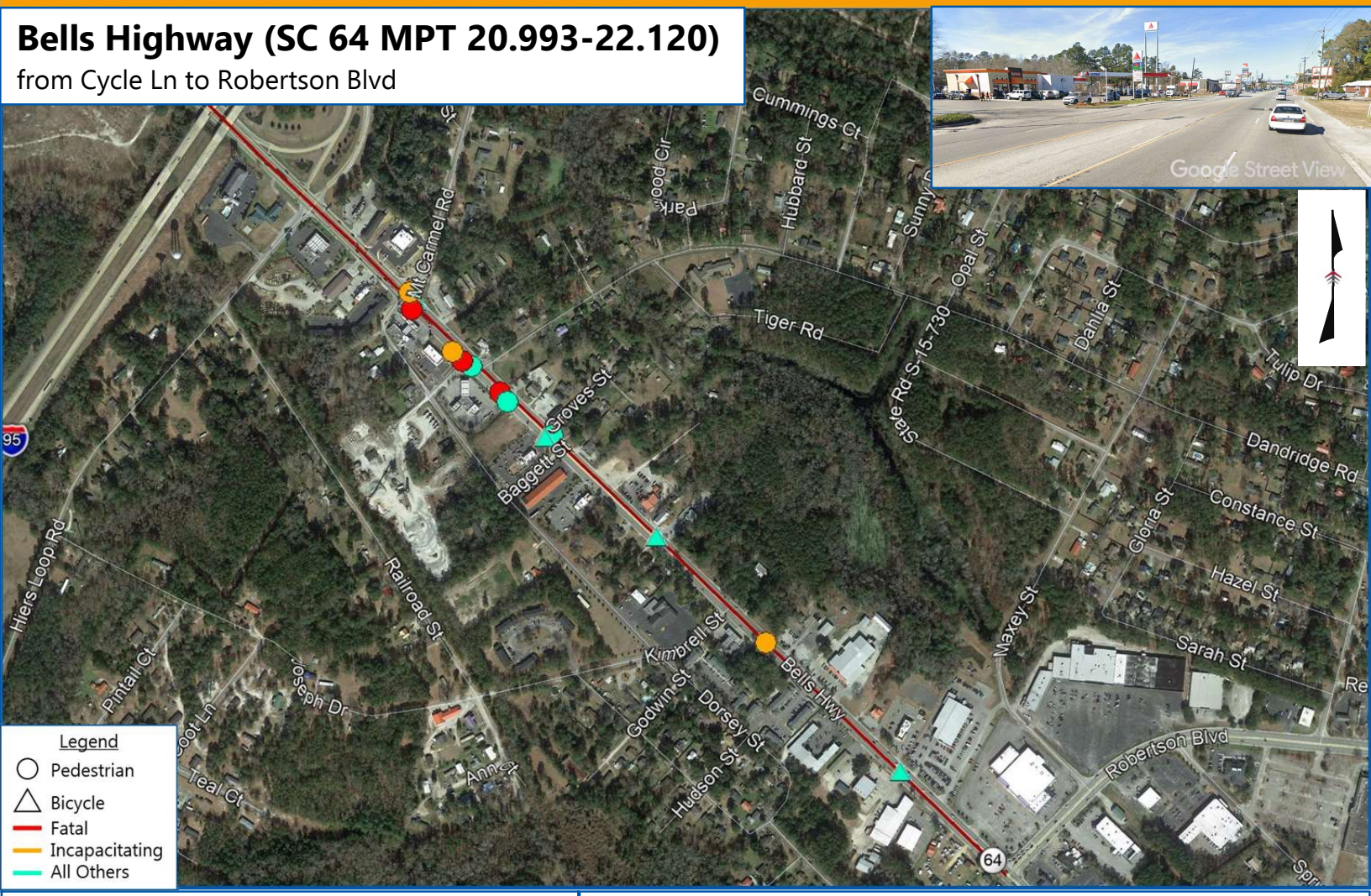
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	1	11	13
Bicycle	0	0	3	3

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? No
High-Crash Intersections in Segment: 1
Total Pedestrian/Bicycle Crashes: 16

Bells Highway (SC 64 MPT 20.993-22.120)

from Cycle Ln to Robertson Blvd



Potential Countermeasures

- Pedestrian Hybrid Beacon - ENG P-1
- High-Visibility Crosswalks - ENG P-7
- Bicycle Signage and Pavement Markings - ENG B-1
- Bicycle Lanes - ENG B-2
- Leading Pedestrian Interval - ENG IN-4
- Raised Median - ENG R-2
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Lane Narrowing - ENG R-9

Potential Crash Reduction

- Observed Crashes (Before): 2.80 crashes/year
- Estimated Crashes (After): 1.33 crashes/year
- **Annual Crash Reduction Potential: 53%**

Location Summary

Primary Route: SC 64
Segment Length: 4,140 feet
County: Colleton
Jurisdiction: Lowcountry COG, City of Walterboro
SCDOT District: 6
Area Type: Town
AADT: 17,100 vehicles per day
Number of Lanes: 4 +TWLTL
Speed Limit: 45 mph
Functional Class: Urban-Minor Arterial

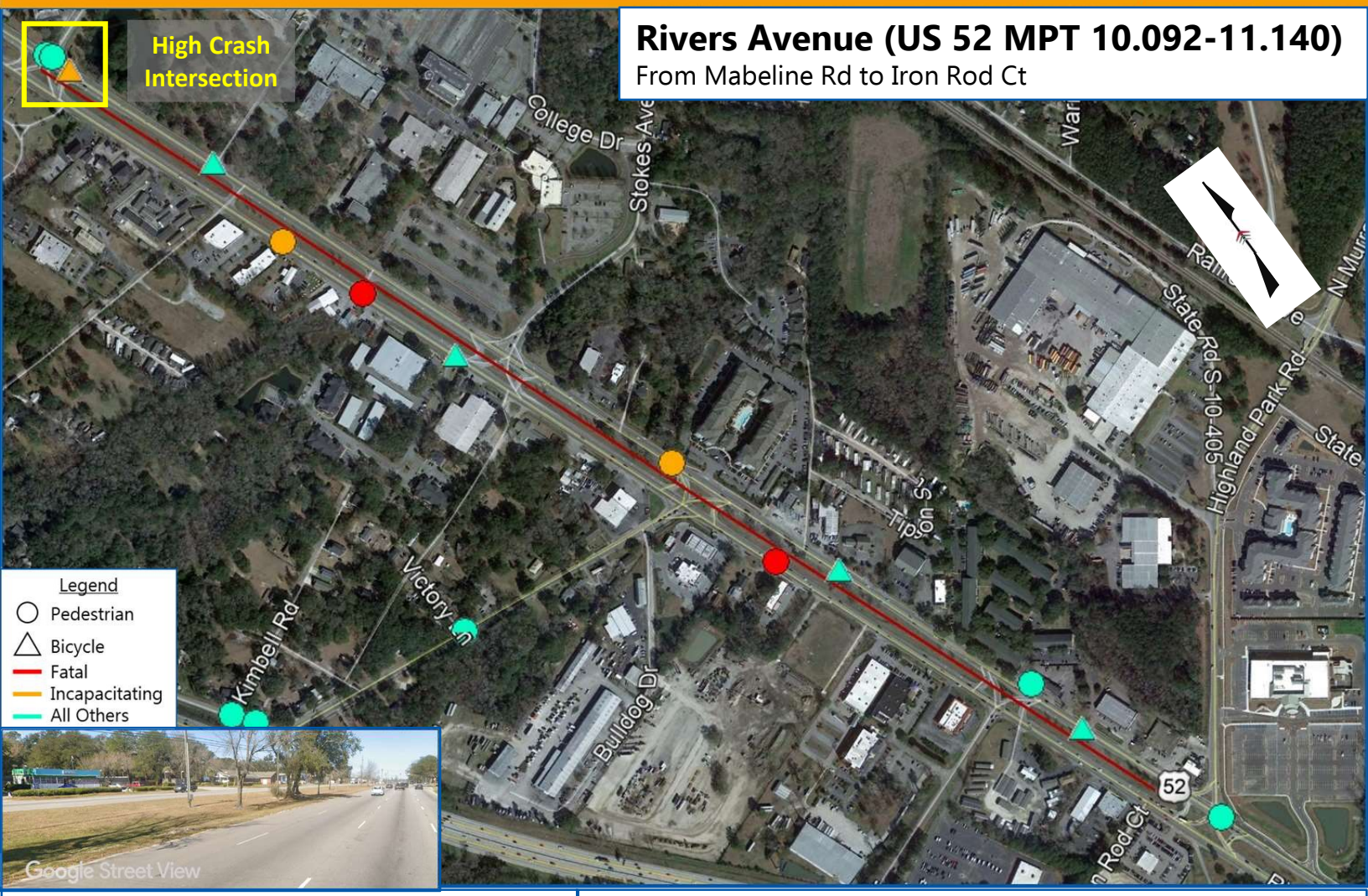
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	4	3	3	10
Bicycle	0	0	4	4

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? No
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 14

Rivers Avenue (US 52 MPT 10.092-11.140)

From Mabeline Rd to Iron Rod Ct



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Improve Right-Turn Slip Lane Design - ENG IN-10
- Sidewalks - ENG R-5
- Driveway Improvements - ENG R-8
- Access Management - ENG R-9
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 2.60 crashes/year
- Estimated Crashes (After): 1.63 crashes/year
- **Annual Crash Reduction Potential: 37%**

Location Summary

Primary Route: US 52
Segment Length: 5,614 feet
County: Charleston
Jurisdiction: CHATS MPO, City of North Charleston
SCDOT District: 6
Area Type: Urban
AADT: 48,400 vehicles per day
Number of Lanes: 6
Speed Limit: 40 mph
Functional Class: Urban-Principal Arterial

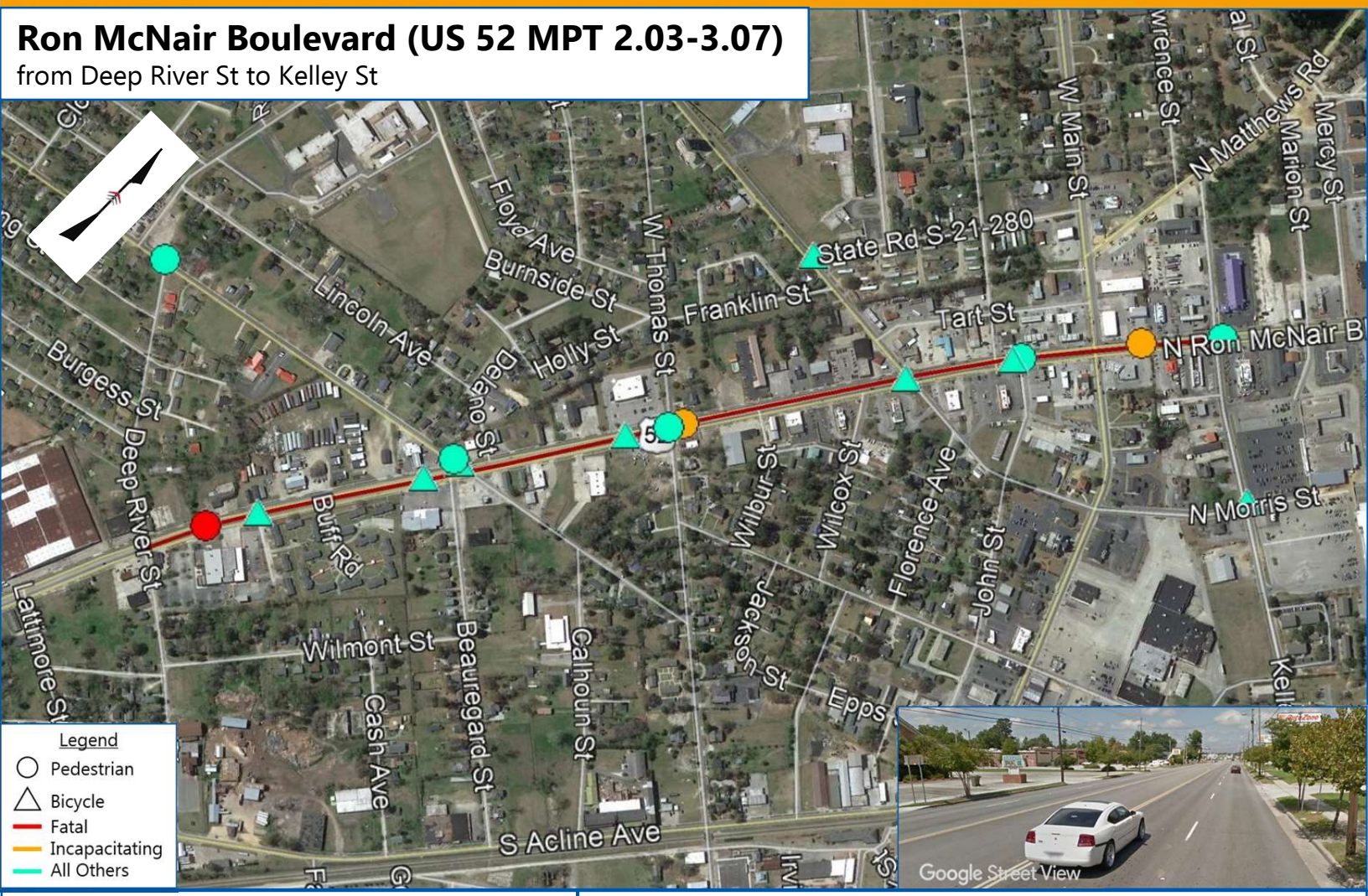
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	2	2	4	8
Bicycle	0	1	4	5

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 1
Total Pedestrian/Bicycle Crashes: 13

Ron McNair Boulevard (US 52 MPT 2.03-3.07)

from Deep River St to Kelley St



Potential Countermeasures

- Pedestrian Refuge Island - ENG P-6
- High-Visibility Crosswalks - ENG P-7
- Bicycle Signage and Pavement Markings - ENG B-1
- Bicycle Lanes - ENG B-2
- Pedestrian Countdown Signal - ENG IN-3
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 3.20 crashes/year
- Estimated Crashes (After): 1.82 crashes/year
- **Annual Crash Reduction Potential: 43%**

Location Summary

Primary Route: US 52
Segment Length: 4,980 feet
County: Florence
Jurisdiction: Pee Dee COG, Lake City
SCDOT District: 5

Area Type: Town
AADT: 13,700 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

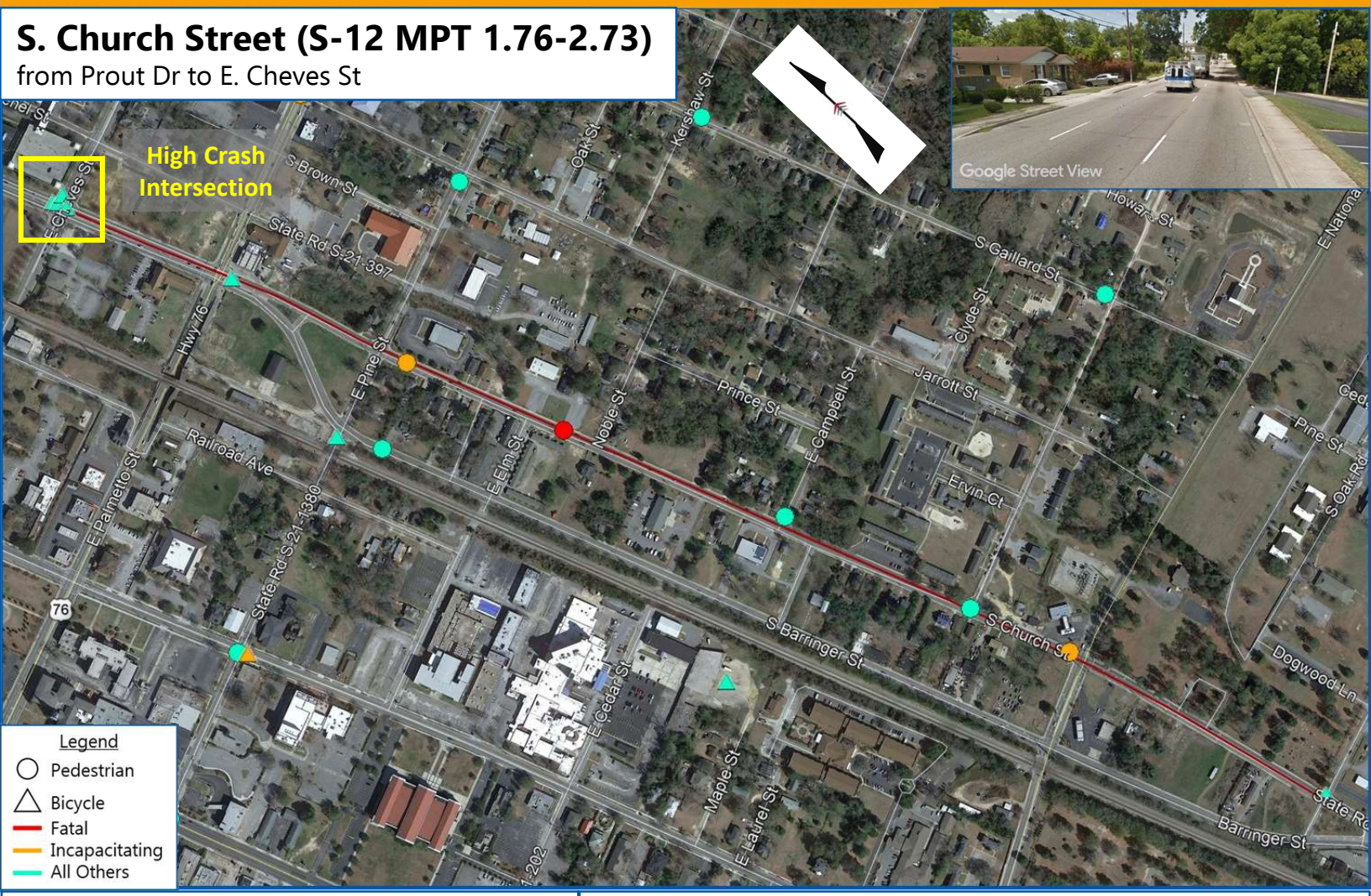
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	2	4	7
Bicycle	0	0	6	6

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 13

S. Church Street (S-12 MPT 1.76-2.73)

from Prout Dr to E. Cheves St



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Bicycle Signage and Pavement Markings - ENG B-1
- Roadway Lighting and Illumination - ENG R-1
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

Observed Crashes (Before): 2.20 crashes/year

Estimated Crashes (After): 1.43 crashes/year

Annual Crash Reduction Potential: 35%

Location Summary

Primary Route: S-12
Segment Length: 5,150 feet
County: Florence
Jurisdiction:
SCDOT District: 5

Area Type: Urban
AADT: 9,900 vehicles per day
Number of Lanes: 3
Speed Limit: 40 mph
Functional Class: Urban-Minor Arterial

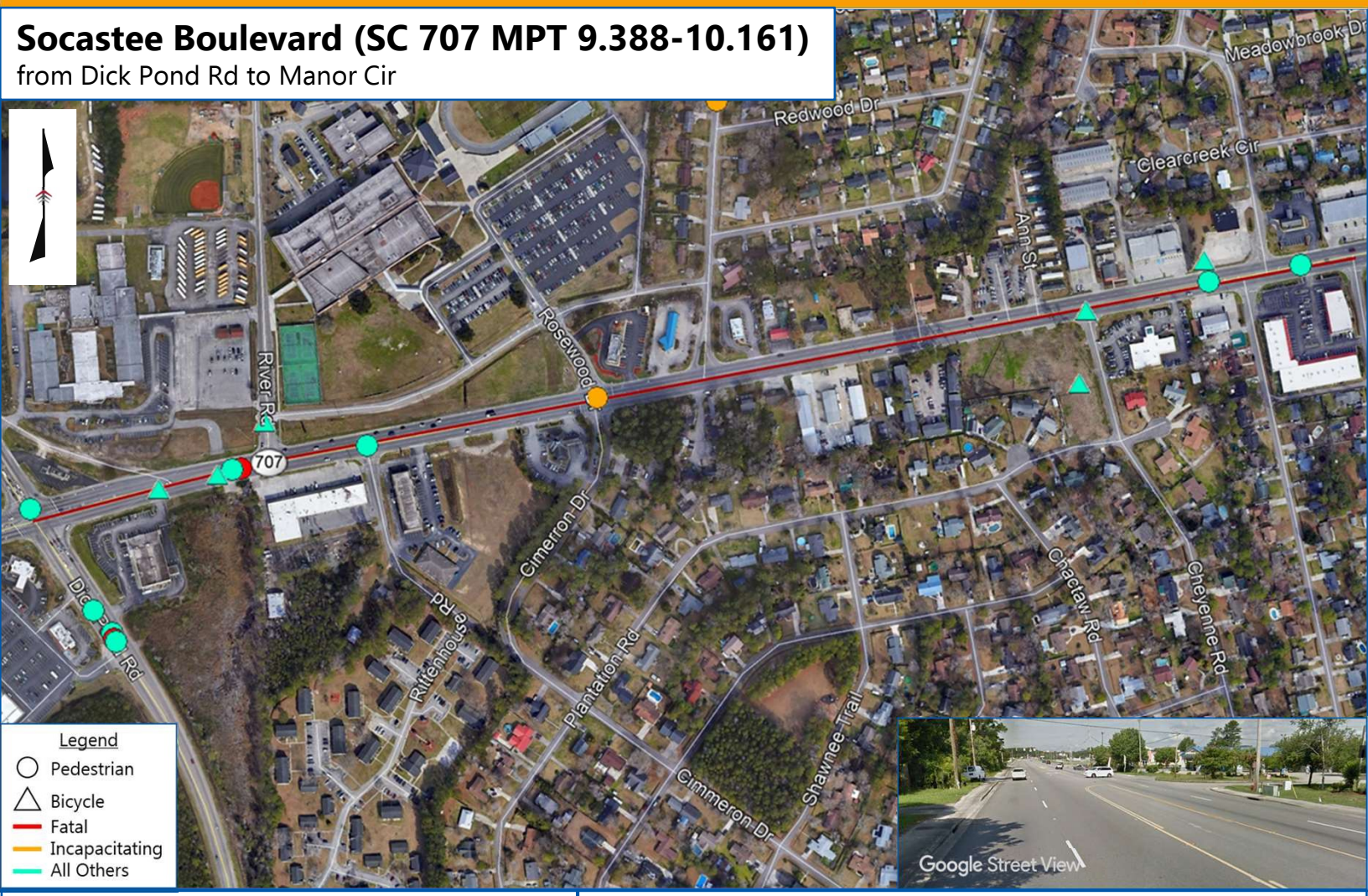
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	2	2	5
Bicycle	0	0	6	6

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 1
Total Pedestrian/Bicycle Crashes: 11

Socastee Boulevard (SC 707 MPT 9.388-10.161)

from Dick Pond Rd to Manor Cir



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Leading Pedestrian Interval - ENG IN-4
- Raised Median - ENG R-2
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 2.20 crashes/year
- Estimated Crashes (After): 1.48 crashes/year
- **Annual Crash Reduction Potential: 33%**

Location Summary

Primary Route: SC 707
Segment Length: 4,090 feet
County: Horry
Jurisdiction: GSATS MPO, Horry County
SCDOT District: 5

Area Type: Suburban
AADT: 22,200 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 30 mph
Functional Class: Urban-Minor Arterial

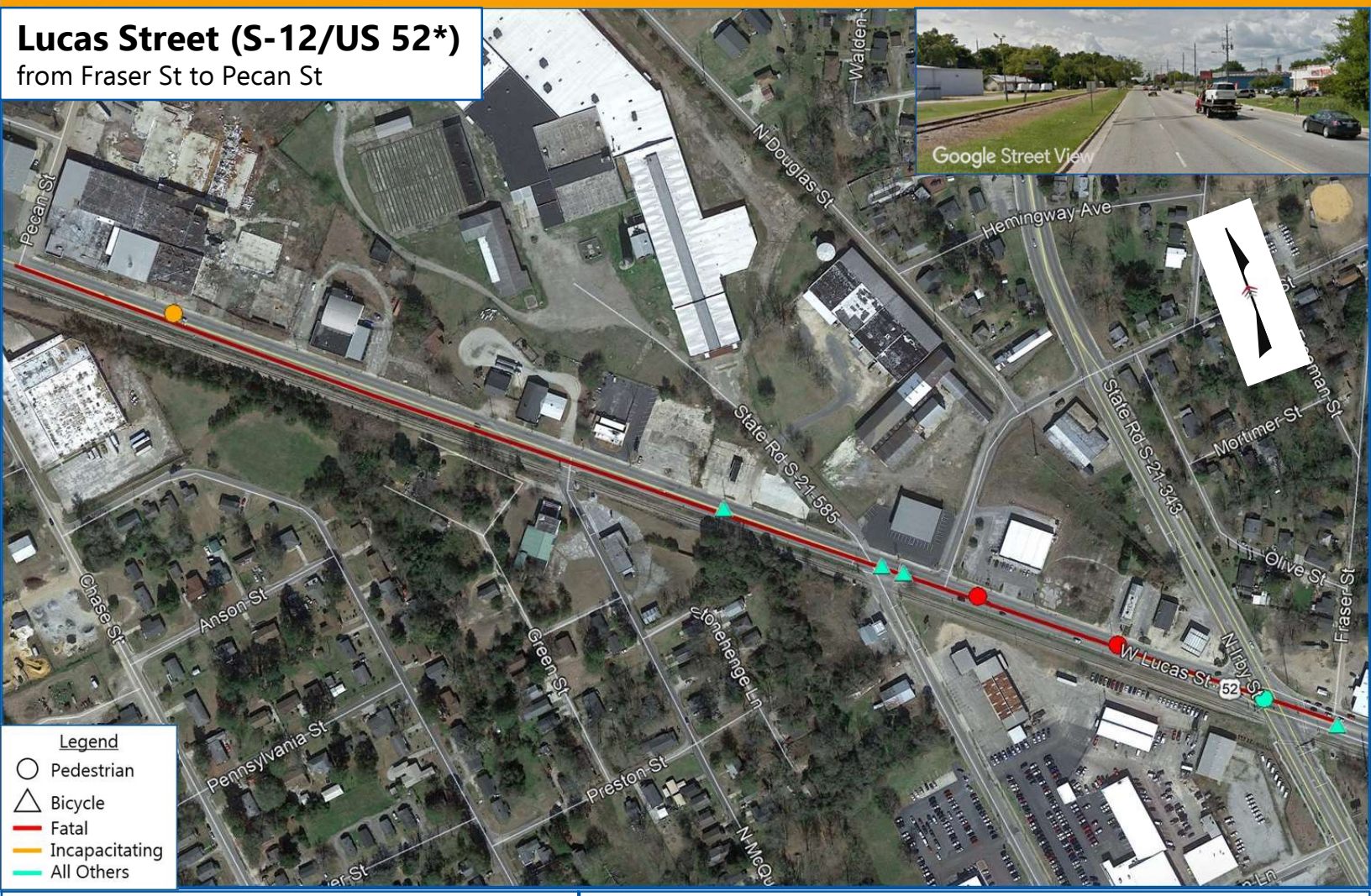
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	1	5	7
Bicycle	0	0	4	4

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 11

Lucas Street (S-12/US 52*)

from Fraser St to Pecan St



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Bicycle Signage and Pavement Markings - ENG B-1
- Leading Pedestrian Interval - ENG IN-4
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 2.00 crashes/year
- Estimated Crashes (After): 1.40 crashes/year
- **Annual Crash Reduction Potential: 30%**

Location Summary

Primary Route: S-12/US 52
Segment Length: 3,270 feet
County: Florence
Jurisdiction: FLATS MPO, City of Florence
SCDOT District: 5

Area Type: Urban
AADT: 21,200 vehicles per day
Number of Lanes: 4
Speed Limit: 40 mph
Functional Class: Urban-Principal Arterial

*S-12 from MP 3.481-3.510; US 52 from MP 26.56-27.23

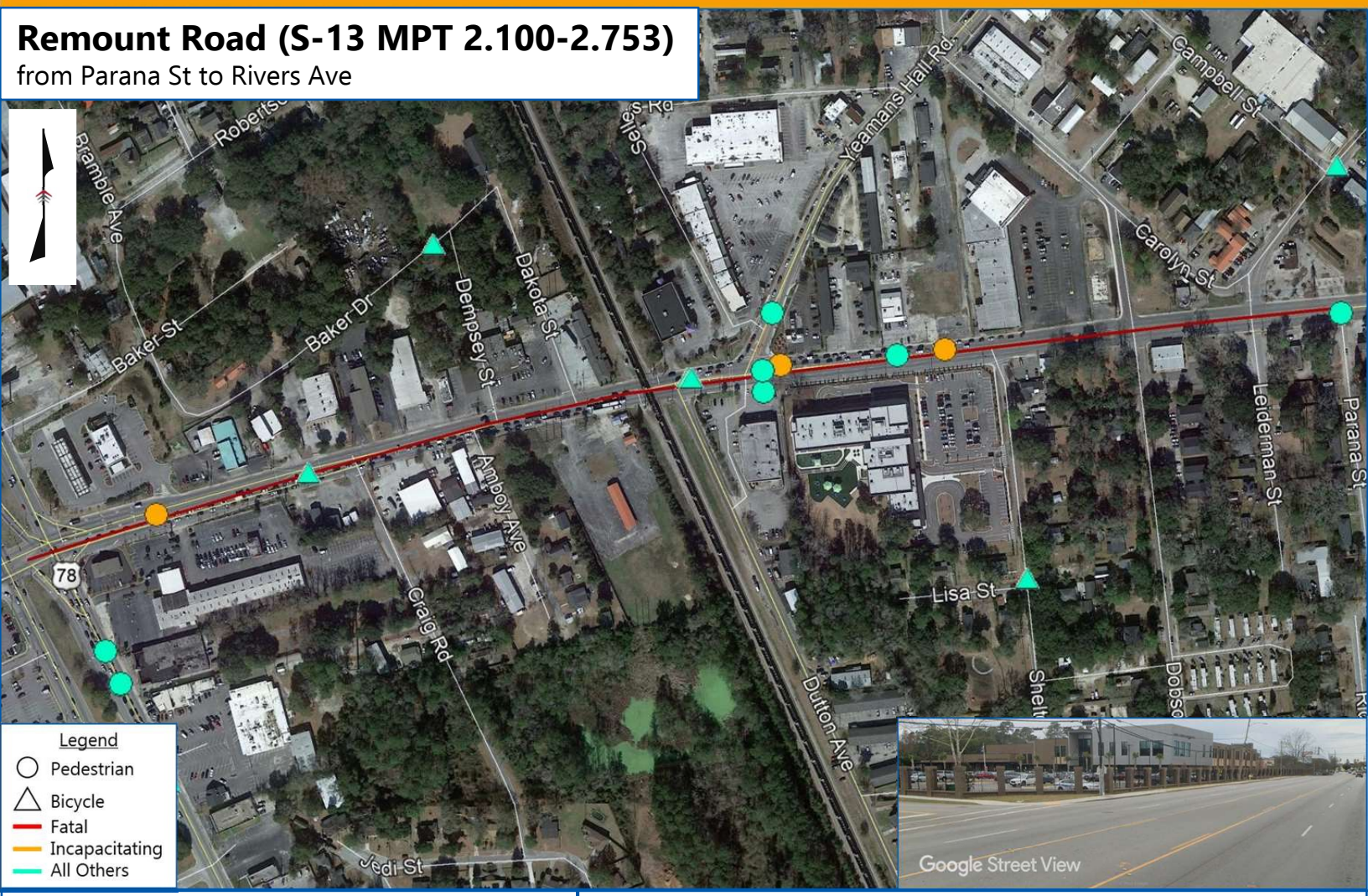
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	2	1	2	5
Bicycle	0	1	4	5

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 10

Remount Road (S-13 MPT 2.100-2.753)

from Parana St to Rivers Ave



Potential Countermeasures

- Pedestrian Refuge Island - ENG P-6
- High-Visibility Crosswalks - ENG P-7
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

Observed Crashes (Before): 2.00 crashes/year

Estimated Crashes (After): 1.21 crashes/year

Annual Crash Reduction Potential: 39%

Location Summary

Primary Route: S-13
Segment Length: 3,400 feet
County: Charleston
Jurisdiction: CHATS MPO, City of North Charleston
SCDOT District: 6
Area Type: Urban
AADT: 28,600 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 40 mph
Functional Class: Urban-Principal Arterial

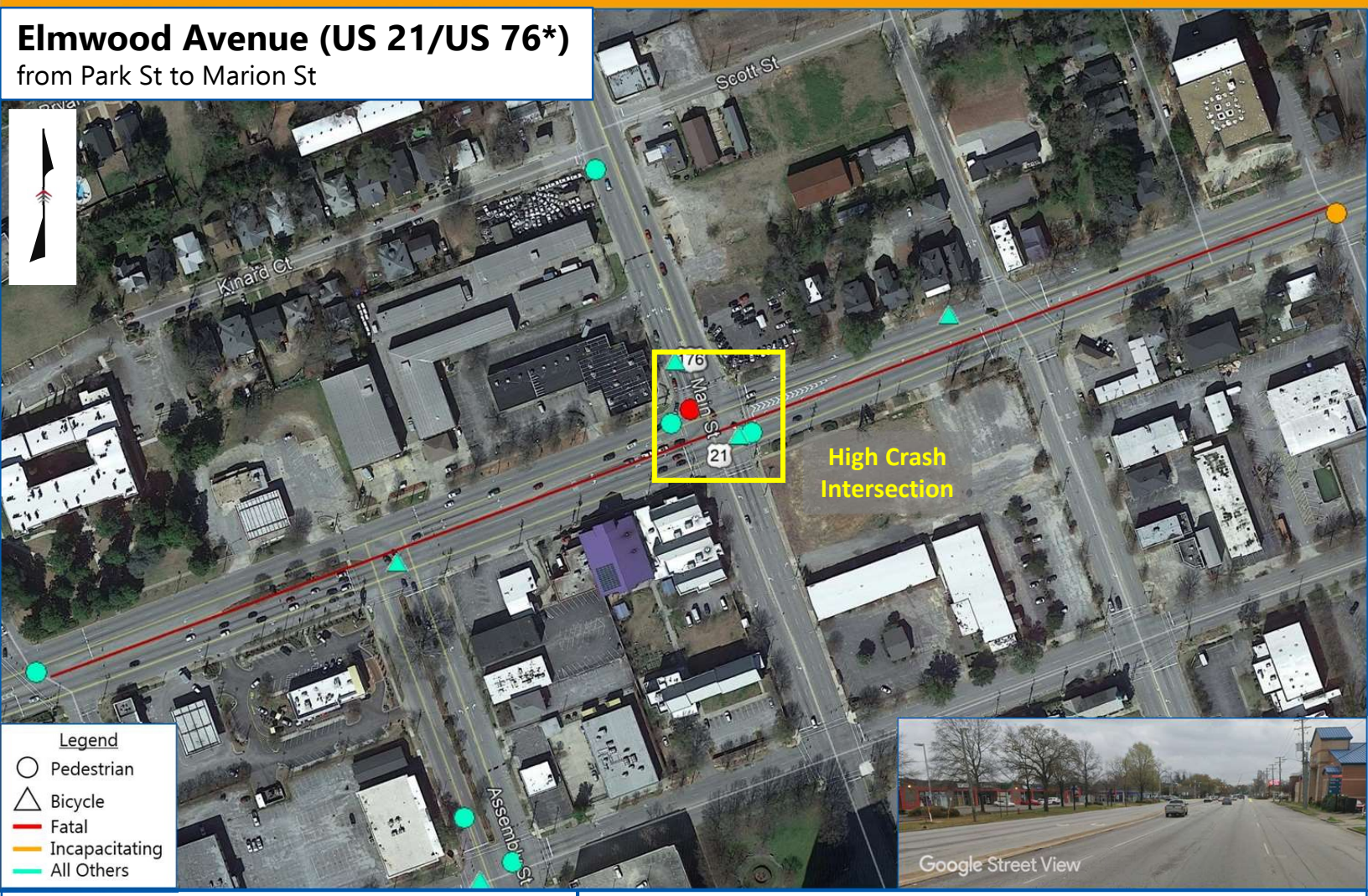
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	0	3	4	7
Bicycle	0	0	3	3

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 10

Elmwood Avenue (US 21/US 76*)

from Park St to Marion St



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Right-Turn on Red Restrictions - ENG IN-6
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3
- High-Visibility Crosswalks - ENG P-7
- Right-Turn on Red Restrictions - ENG IN-6

Potential Crash Reduction

Observed Crashes (Before): 1.80 crashes/year

Estimated Crashes (After): 1.26 crashes/year

Annual Crash Reduction Potential: 30%

Location Summary

Primary Route: US 21
Segment Length: 2,170 feet
County: Richland
Jurisdiction: COATS MPO, City of Columbia
SCDOT District: 1
Area Type: Urban
AADT: 39,700 vehicles per day
Number of Lanes: 7
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

*US 21 from MP 2.449-2.682; US 76 from MP 19.650-19.868

Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	1	4	6
Bicycle	0	0	3	3

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 1
Total Pedestrian/Bicycle Crashes: 9

US 17 (MPT 33.467-33.835)

from Pinehurst Cir to McCorsley Ave

Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Roadway Lighting and Illumination - ENG R-1
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.60 crashes/year
- Estimated Crashes (After): 0.97 crashes/year
- **Annual Crash Reduction Potential: 39%**

Location Summary

Primary Route: US 17
Segment Length: 1,670 feet
County: Horry
Jurisdiction: GSATS MPO, Horry County
SCDOT District: 5

Area Type: Suburban
AADT: 41,400 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 45 mph
Functional Class: Urban-Principal Arterial

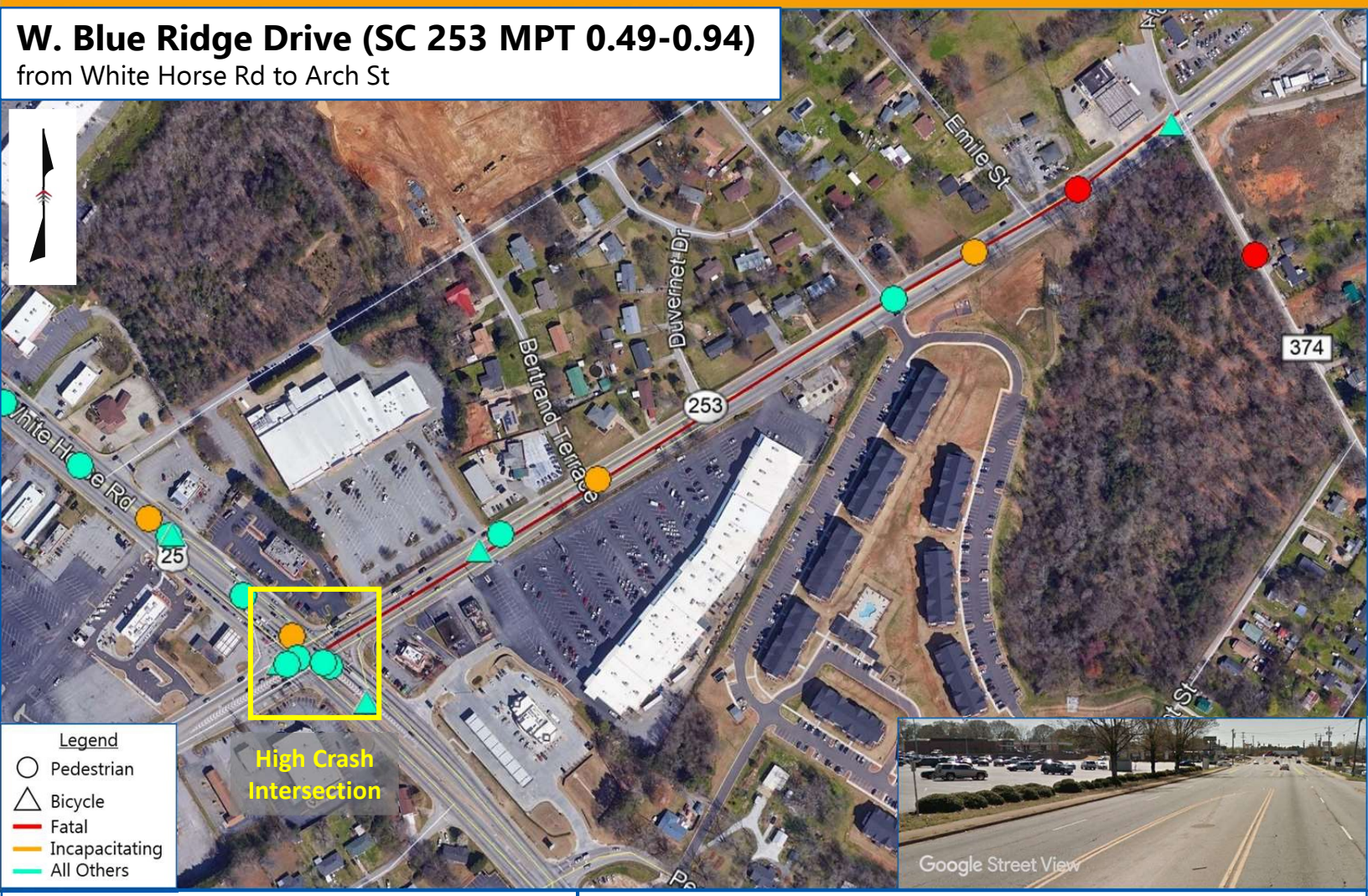
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	2	1	3	6
Bicycle	0	0	2	2

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 8

W. Blue Ridge Drive (SC 253 MPT 0.49-0.94)

from White Horse Rd to Arch St



Potential Countermeasures

- Pedestrian Refuge Island - ENG P-6
- High-Visibility Crosswalks - ENG P-7
- Roadway Lighting and Illumination - ENG R-1
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.40 crashes/year
- Estimated Crashes (After): 0.82 crashes/year
- **Annual Crash Reduction Potential: 41%**

Location Summary

Primary Route: SC 253
Segment Length: 2,410 feet
County: Greenville
Jurisdiction: GPATS MPO, Greenville County
SCDOT District: 3

Area Type: Suburban
AADT: 26,900 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 45 mph
Functional Class: Urban-Minor Arterial

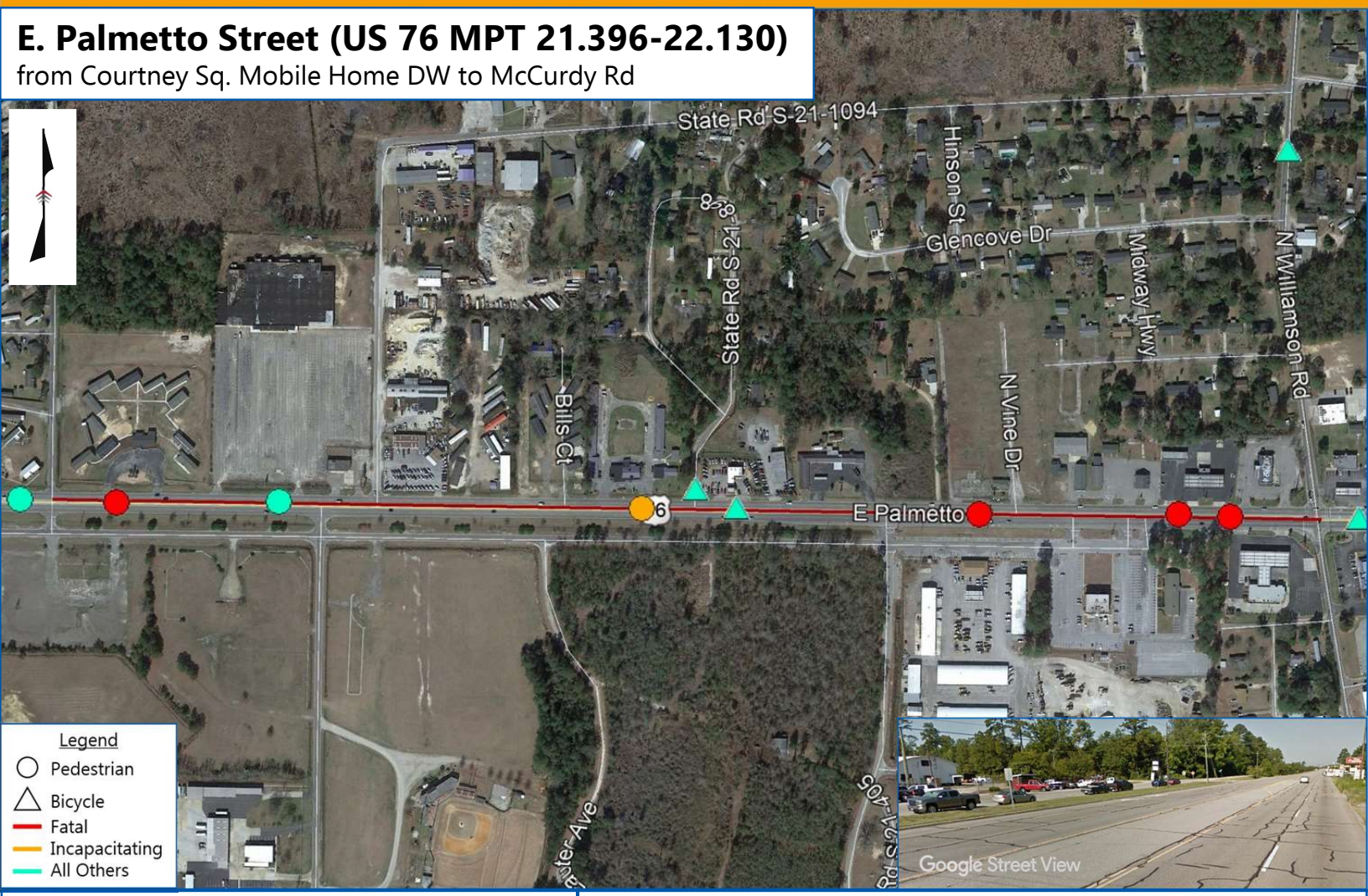
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	3	2	6
Bicycle	0	0	2	2

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 1
Total Pedestrian/Bicycle Crashes: 8

E. Palmetto Street (US 76 MPT 21.396-22.130)

from Courtney Sq. Mobile Home DW to McCurdy Rd



Potential Countermeasures

- Pedestrian Hybrid Beacon - ENG P-1
- High-Visibility Crosswalks - ENG P-7
- Roadway Lighting and Illumination - ENG R-1
- Raised Median - ENG R-2
- Sidewalks - ENG R-4
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

Observed Crashes (Before): 1.40 crashes/year

Estimated Crashes (After): 0.48 crashes/year

Annual Crash Reduction Potential: 66%

Location Summary

Primary Route: US 76
Segment Length: 3,920 feet
County: Florence
Jurisdiction: FLATS MPO, Florence County
SCDOT District: 5

Area Type: Suburban
AADT: 21,600 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 45 mph
Functional Class: Urban-Principal Arterial

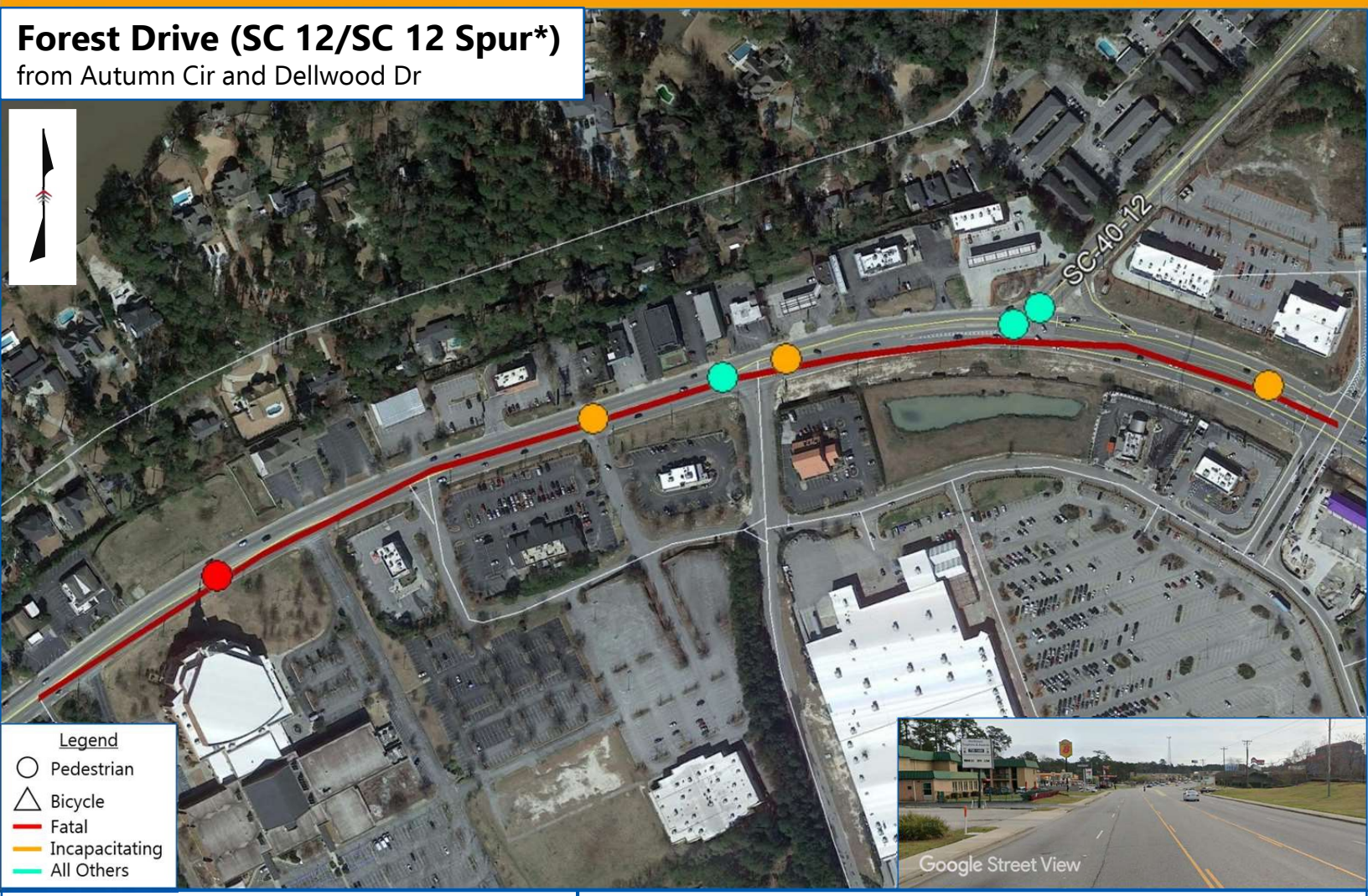
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	4	1	1	6
Bicycle	0	0	1	1

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 7

Forest Drive (SC 12/SC 12 Spur*)

from Autumn Cir and Dellwood Dr



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Curb Radius Reduction - ENG IN-9
- Roadway Lighting and Illumination - ENG R-1
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.40 crashes/year
- Estimated Crashes (After): 0.85 crashes/year
- **Annual Crash Reduction Potential: 39%**

Location Summary

Primary Route: SC 12
Segment Length: 3,080 feet
County: Richland
Jurisdiction: COATS MPO, City of Columbia
SCDOT District: 1
Area Type: Suburban
AADT: 28,000 vehicles per day
Number of Lanes: 5
Speed Limit: 45 mph
Functional Class: Urban-Principal Arterial

*SC 12 from MP 6.007-6.330; SC 12 Spur from MP 0.000-0.136

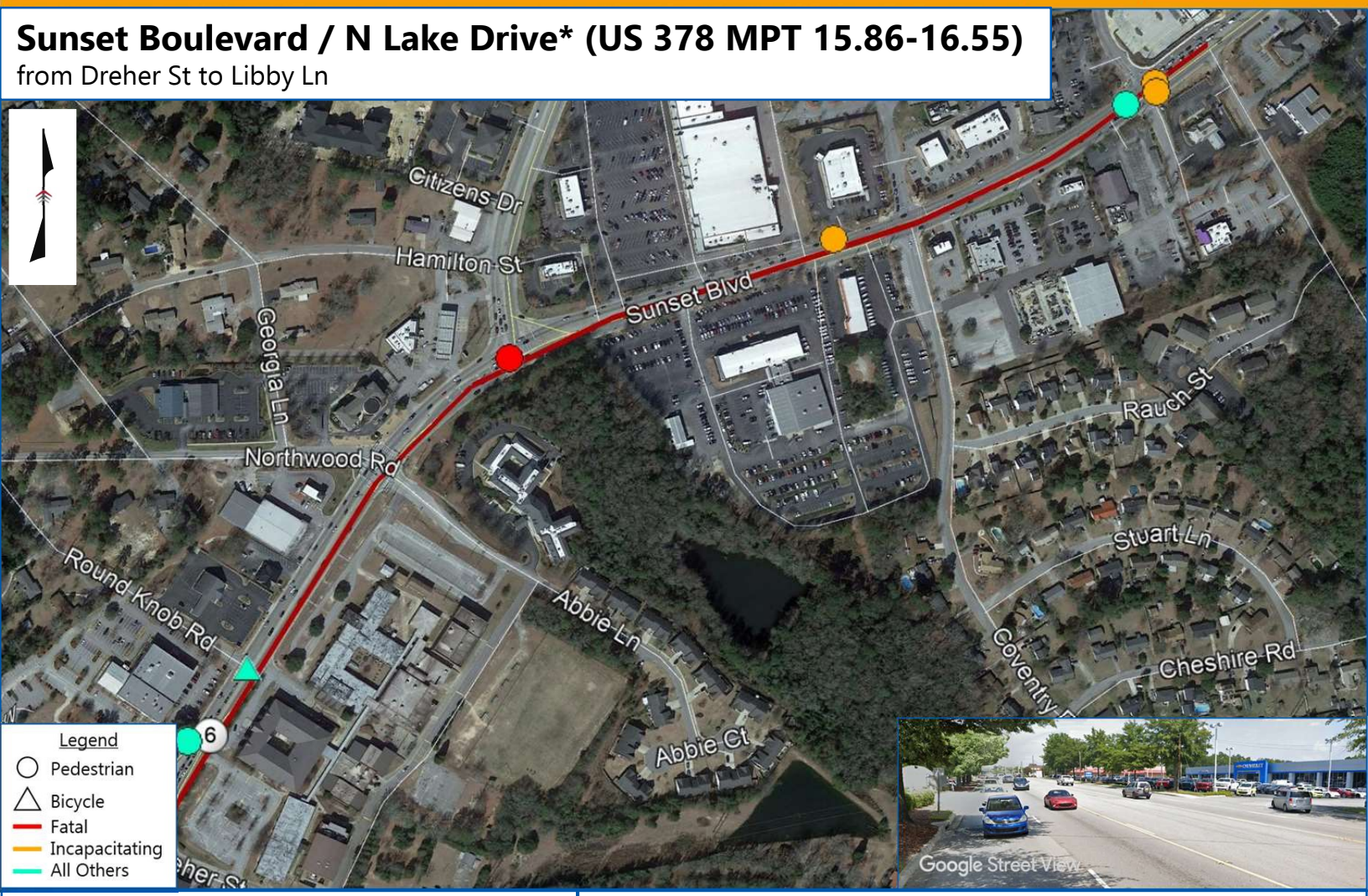
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	3	3	7
Bicycle	0	0	0	0

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 7

Sunset Boulevard / N Lake Drive* (US 378 MPT 15.86-16.55)

from Dreher St to Libby Ln



Potential Countermeasures

High-Visibility Crosswalks - ENG P-7
Pedestrian Countdown Signal - ENG IN-3
Leading Pedestrian Interval - ENG IN-4
Raised Median - ENG R-2
Landscaping - ENG R-5
Driveway Improvements - ENG R-7
Access Management - ENG R-8
Pedestrian/Bicycle Safety Classes - ED-4
Police Enforcement - ENF-3

Potential Crash Reduction

Observed Crashes (Before): 1.40 crashes/year
Estimated Crashes (After): 0.58 crashes/year
Annual Crash Reduction Potential: 59%

Location Summary

Primary Route: US 378
Segment Length: 3,840 feet
County: Lexington
Jurisdiction: COATS MPO, Town of Lexington
SCDOT District: 1

Area Type: Suburban
AADT: 32,500 vehicles per day
Number of Lanes: 5
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

*N Lake Drive becomes Sunset Blvd at MP 16.15

Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	3	2	6
Bicycle	0	0	1	1

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 7

St. Andrews Boulevard (SC 61 MPT 10.390-10.883)

from 5th Ave to Avondale Ave

Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Roadway Lighting and Illumination - ENG R-1
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.40 crashes/year
- Estimated Crashes (After): 0.83 crashes/year
- **Annual Crash Reduction Potential: 40%**

Location Summary

Primary Route: SC 61
Segment Length: 2,680 feet
County: Charleston
Jurisdiction: CHATS MPO, City of Charleston
SCDOT District: 6

Area Type: Urban
AADT: 52,300 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 30 mph
Functional Class: Urban-Principal Arterial

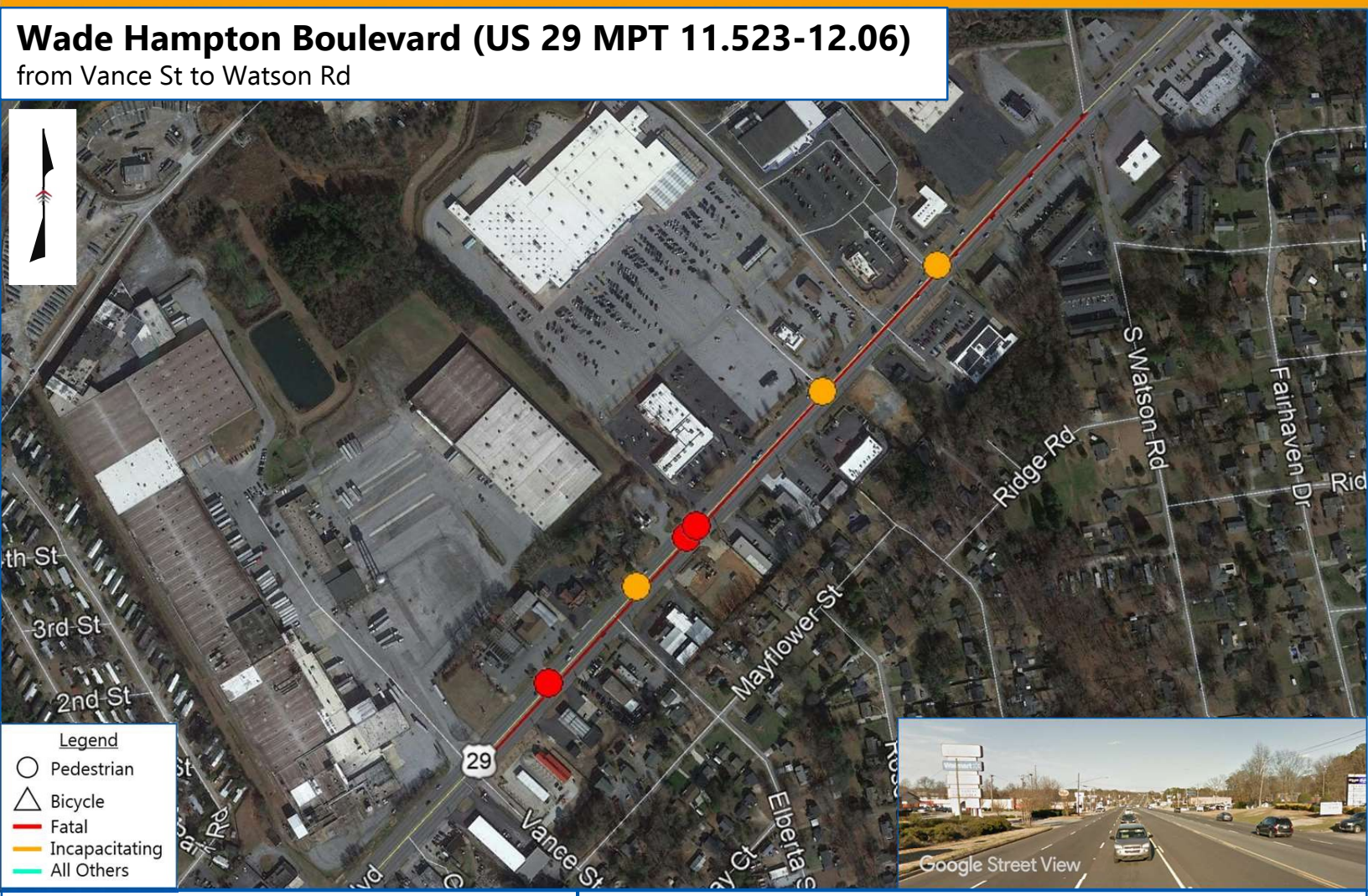
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	2	0	3
Bicycle	0	0	4	4

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 7

Wade Hampton Boulevard (US 29 MPT 11.523-12.06)

from Vance St to Watson Rd



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Pedestrian Countdown Signal - ENG IN-3
- Raised Median - ENG R-2
- Sidewalks - ENG R-4
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.20 crashes/year
- Estimated Crashes (After): 0.33 crashes/year
- **Annual Crash Reduction Potential: 73%**

Location Summary

Primary Route: US 29
Segment Length: 2,820 feet
County: Greenville
Jurisdiction: GPATS, Greenville County
SCDOT District: 3
Area Type: Suburban
AADT: 38,400 vehicles per day
Number of Lanes: 6 + TWLTL
Speed Limit: 45 mph
Functional Class: Urban-Principal Arterial

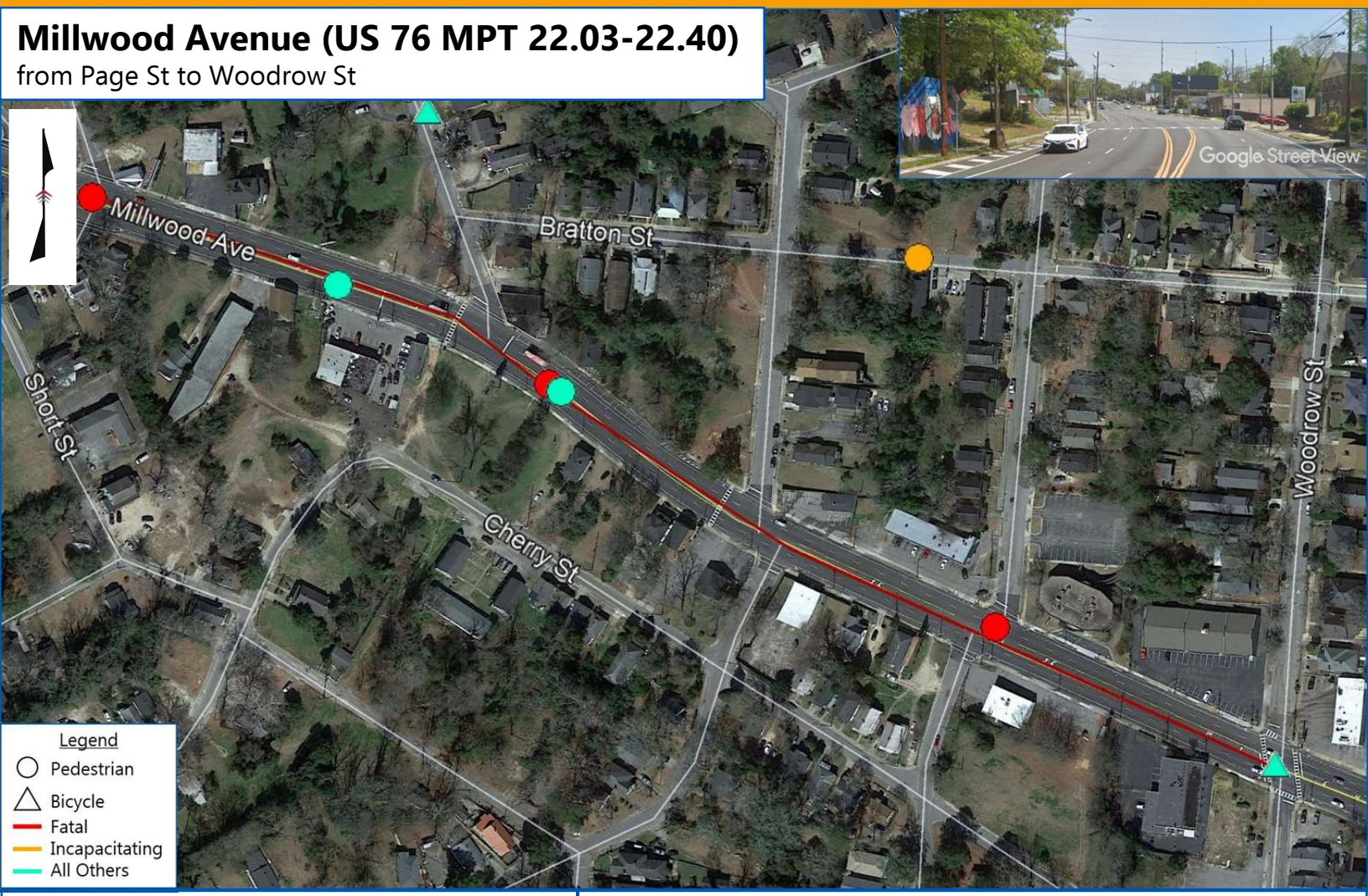
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	3	3	0	6
Bicycle	0	0	0	0

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 6

Millwood Avenue (US 76 MPT 22.03-22.40)

from Page St to Woodrow St



Potential Countermeasures

- Raised Median - ENG R-2
- Roadway Lighting and Illumination - ENG R-1
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Road Diet/Lane Reduction - ENG R-10
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.20 crashes/year
- Estimated Crashes (After): 0.64 crashes/year
- **Annual Crash Reduction Potential: 47%**

Location Summary

Primary Route: US 76
Segment Length: 1,990 feet
County: Richland
Jurisdiction: COATS MPO, City of Columbia
SCDOT District: 1
Area Type: Urban
AADT: 22,500 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

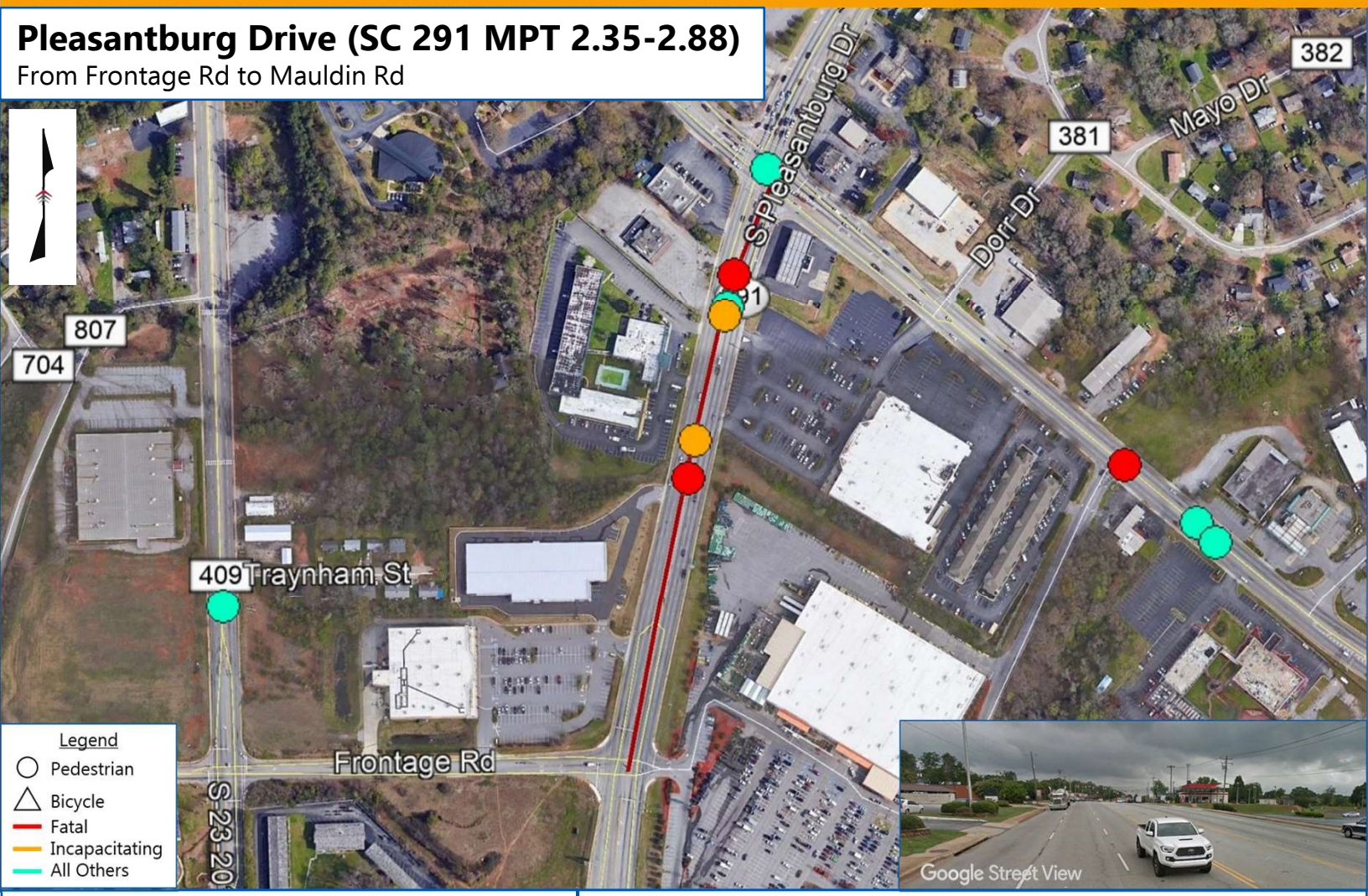
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	3	0	2	5
Bicycle	0	0	1	1

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 6

Pleasantburg Drive (SC 291 MPT 2.35-2.88)

From Frontage Rd to Mauldin Rd



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Leading Pedestrian Interval - ENG IN-4
- Roadway Lighting and Illumination - ENG R-1
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8

Potential Crash Reduction

- Observed Crashes (Before): 1.20 crashes/year
- Estimated Crashes (After): 0.71 crashes/year
- **Annual Crash Reduction Potential: 41%**

Location Summary

Primary Route: SC 291
Segment Length: 1,340 feet
County: Greenville
Jurisdiction: GPATS MPO, City of Greenville
SCDOT District: 3

Area Type: Suburban
AADT: 22,800 vehicles per day
Number of Lanes: 6 + TWLTL
Speed Limit: 45 mph
Functional Class: Urban-Principal Arterial

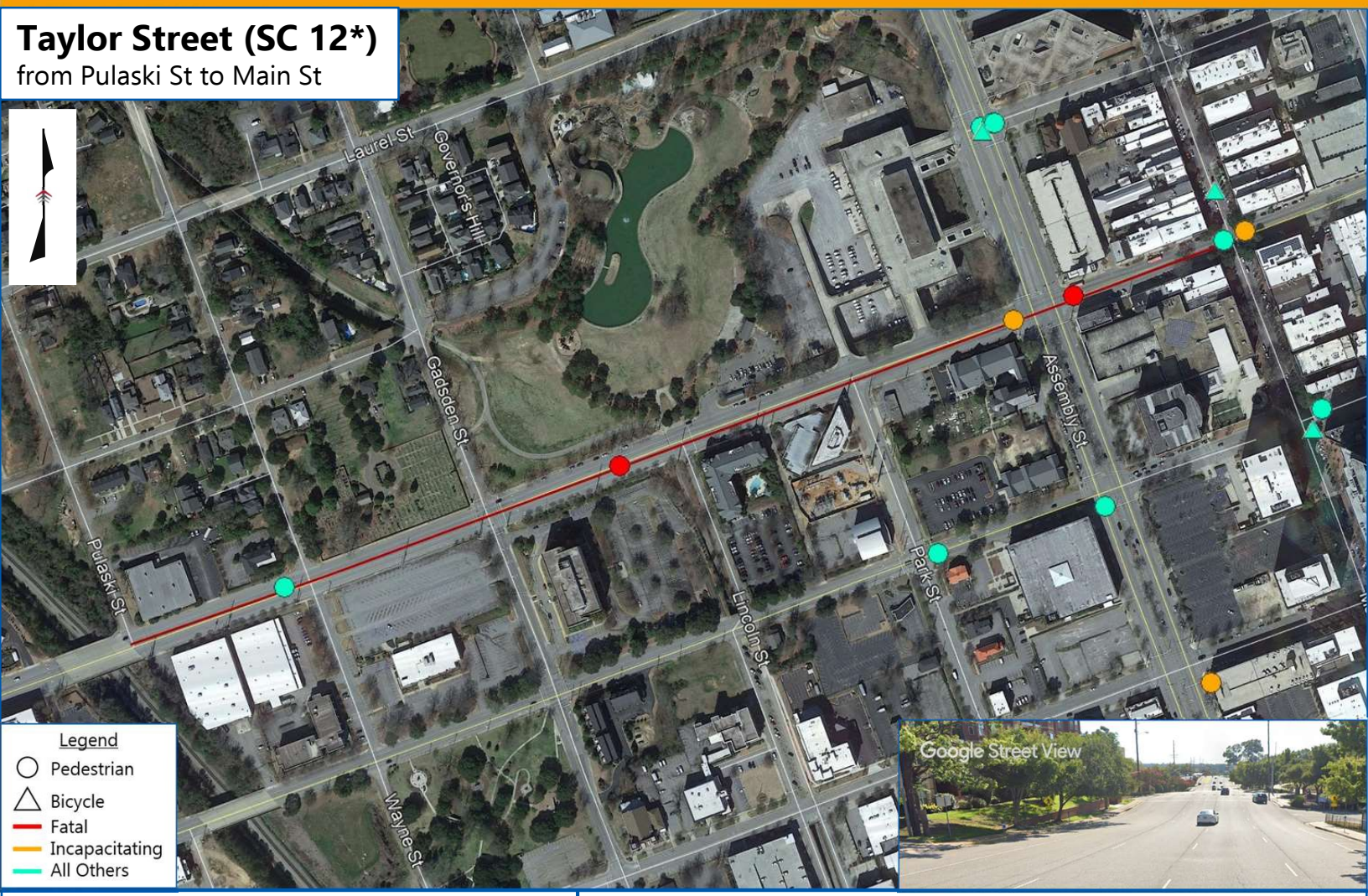
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	2	2	2	6
Bicycle	0	0	0	0

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 6

Taylor Street (SC 12*)

from Pulaski St to Main St



Potential Countermeasures

- In-Street Pedestrian Crossing Sign - ENG P-3
- High-Visibility Crosswalks - ENG P-7
- Curb Extension - ENG P-9
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.20 crashes/year
- Estimated Crashes (After): 0.88 crashes/year
- **Annual Crash Reduction Potential: 27%**

Location Summary

Primary Route: SC 12
Segment Length: 3,190 feet
County: Richland
Jurisdiction: COATS MPO, City of Columbia
SCDOT District: 1
Area Type: Urban
AADT: 12,500 vehicles per day
Number of Lanes: 6
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

*SC 12 Couplet MP 0.00-0.397; SC 12 Mainline from MP 1.13-1.336

Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	2	2	2	6
Bicycle	0	0	0	0

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? No
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 6

Kings Highway (US 17 MPT 22.135-22.711)

from Veterans Hwy to Briarcliff Dr

Potential Countermeasures

- Pedestrian Refuge Island - ENG P-6
- High-Visibility Crosswalks - ENG P-7
- Leading Pedestrian Interval - ENG IN-4
- Raised Median - ENG R-2
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.20 crashes/year
- Estimated Crashes (After): 0.65 crashes/year
- **Annual Crash Reduction Potential: 46%**

Location Summary

Primary Route: US 17
Segment Length: 3,090 feet
County: Horry
Jurisdiction: GSATS MPO, Horry County
SCDOT District: 5

Area Type: Urban
AADT: 55,800 vehicles per day
Number of Lanes: 7
Speed Limit: 40 mph
Functional Class: Urban-Principal Arterial

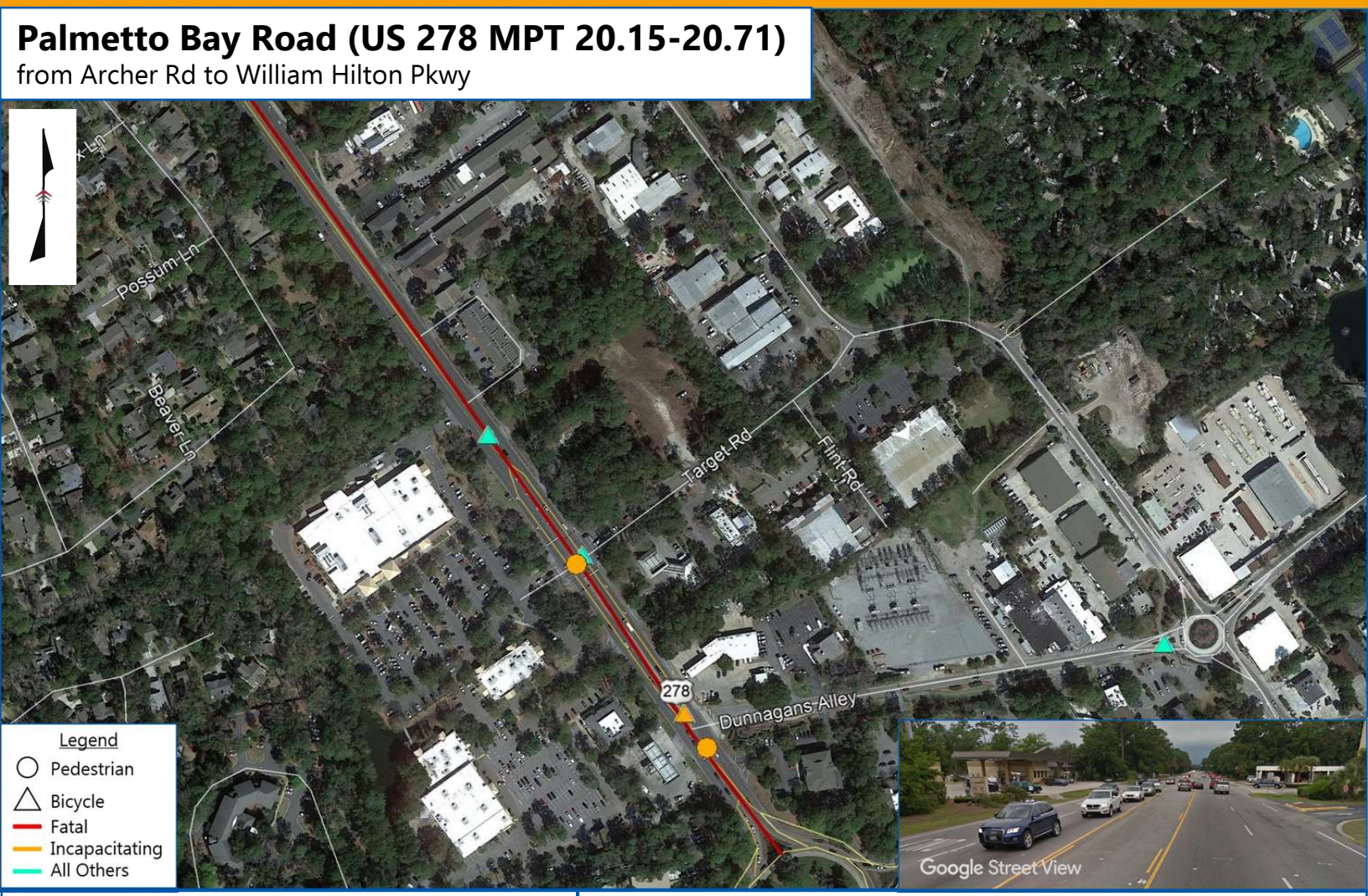
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	1	3	5
Bicycle	0	1	0	1

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 6

Palmetto Bay Road (US 278 MPT 20.15-20.71)

from Archer Rd to William Hilton Pkwy



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Bicycle Signage and Pavement Markings – ENG B-1
- Leading Pedestrian Interval - ENG IN-4
- Raised Median - ENG R-2
- Sidewalks - ENG R-4
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

Observed Crashes (Before): 1.20 crashes/year

Estimated Crashes (After): 0.76 crashes/year

Annual Crash Reduction Potential: 37%

Location Summary

Primary Route: US 278
Segment Length: 2,240 feet
County: Beaufort
Jurisdiction: LATS MPO, Town of Hilton Head
SCDOT District: 6

Area Type: Urban
AADT: 26,300 vehicles per day
Number of Lanes: 4 + TWLTL
Speed Limit: 35 mph
Functional Class: Urban-Principal Arterial

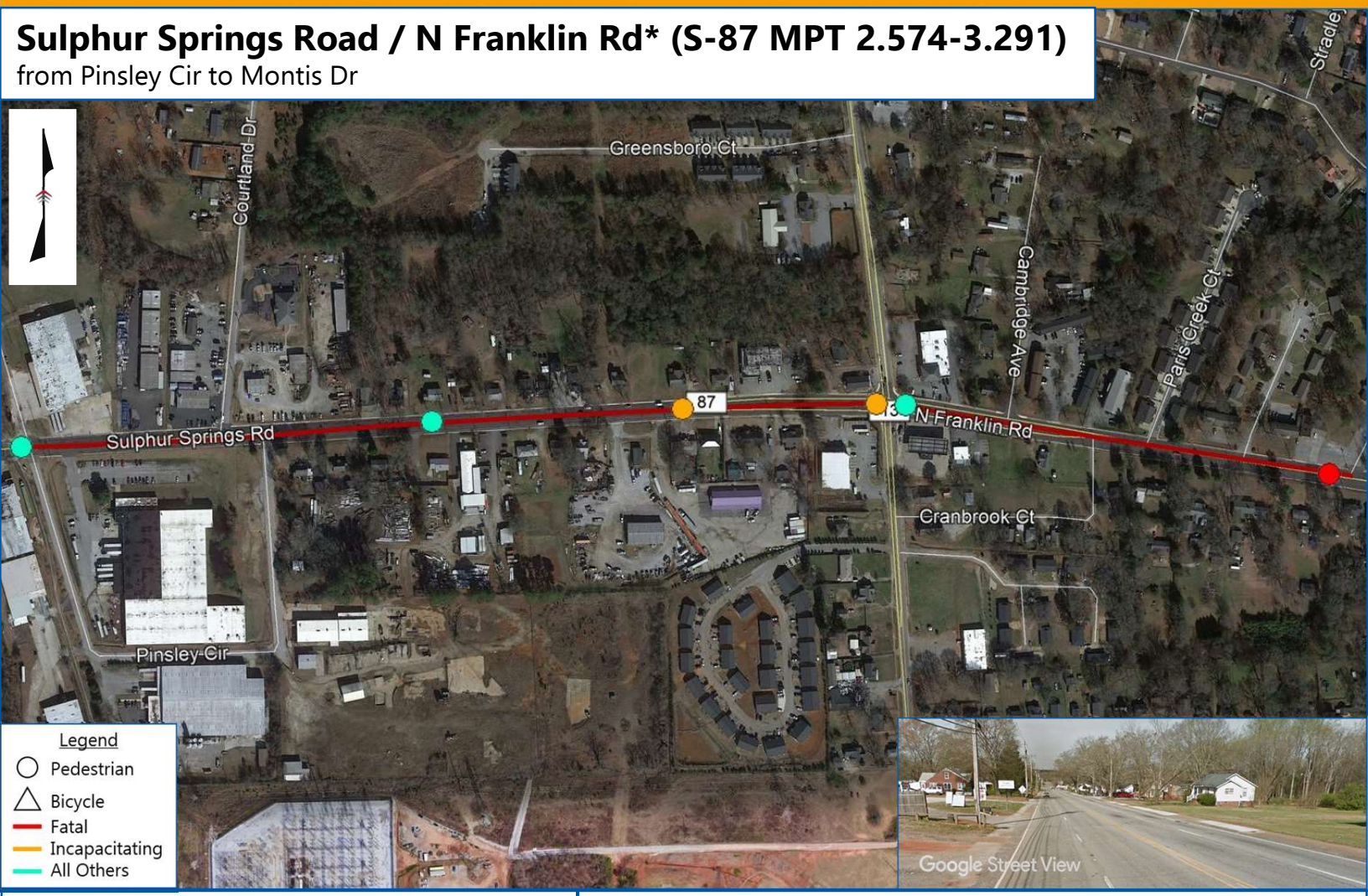
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	0	2	1	3
Bicycle	0	1	2	3

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 6

Sulphur Springs Road / N Franklin Rd* (S-87 MPT 2.574-3.291)

from Pinsley Cir to Montis Dr



Potential Countermeasures

- High-Visibility Crosswalks - ENG P-7
- Leading Pedestrian Interval - ENG IN-4
- Roadway Lighting and Illumination - ENG R-1
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Road Diet/Lane Reduction - ENG R-10
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3
- High-Visibility Crosswalks - ENG P-7

Potential Crash Reduction

- Observed Crashes (Before): 1.20 crashes/year
- Estimated Crashes (After): 0.63 crashes/year
- **Annual Crash Reduction Potential: 48%**

Location Summary

Primary Route: S-87
Segment Length: 3,810 feet
County: Greenville
Jurisdiction: GPATS MPO, Greenville County
SCDOT District: 3

Area Type: Suburban
AADT: 10,800 vehicles per day
Number of Lanes: 4
Speed Limit: 40 mph
Functional Class: Urban-Major Collector

*Sulphur Springs Rd changes to N. Franklin Rd at MPT 3.04

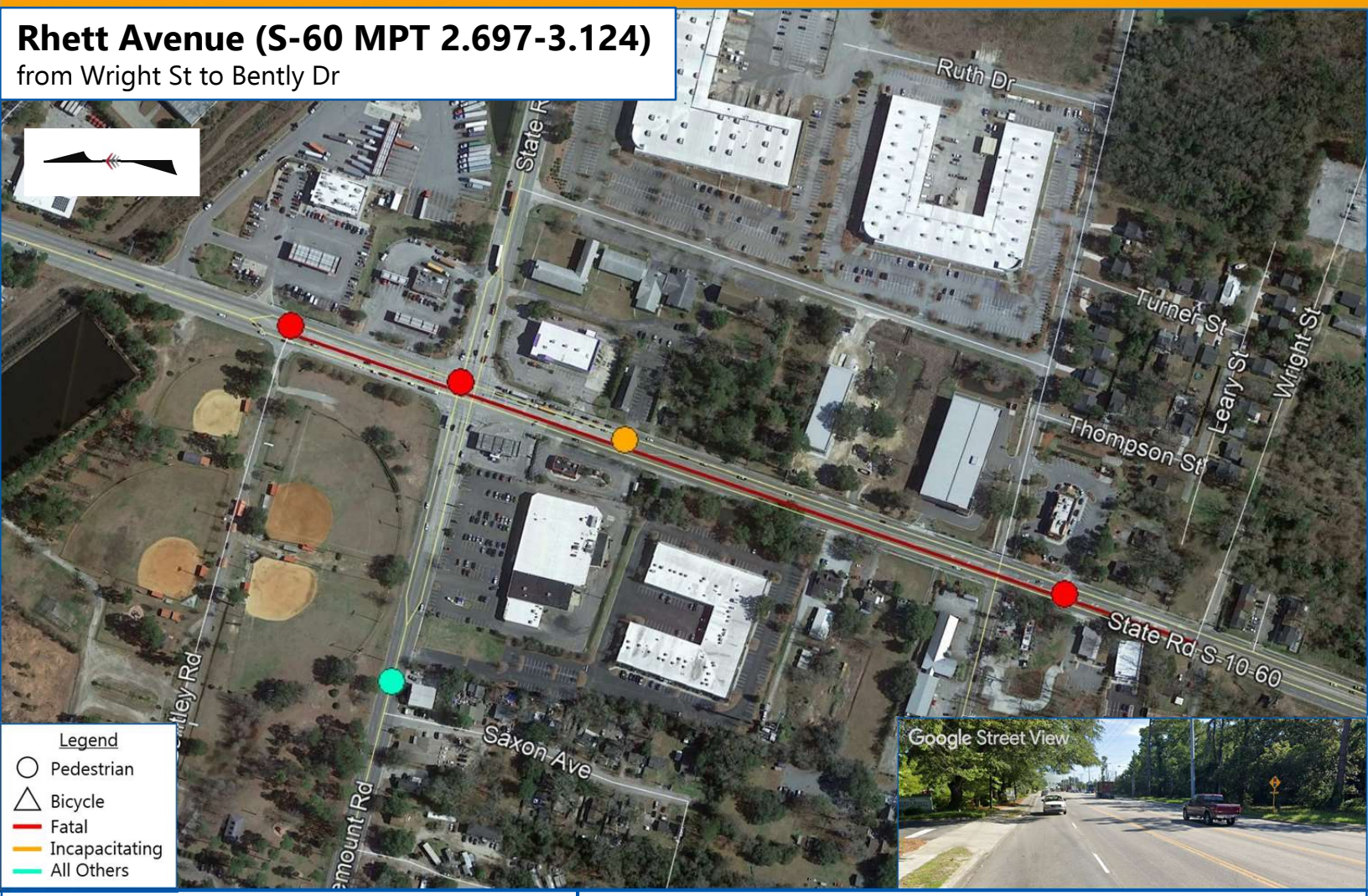
Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	1	2	3	6
Bicycle	0	0	0	0

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? No
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 6

Rhett Avenue (S-60 MPT 2.697-3.124)

from Wright St to Bently Dr



Potential Countermeasures

- Pedestrian Refuge Island - ENG P-6
- High-Visibility Crosswalks - ENG P-7
- Leading Pedestrian Interval - ENG IN-4
- Roadway Lighting and Illumination - ENG R-1
- Raised Median - ENG R-2
- Landscaping - ENG R-5
- Driveway Improvements - ENG R-7
- Access Management - ENG R-8
- Pedestrian/Bicycle Safety Classes - ED-4
- Police Enforcement - ENF-3

Potential Crash Reduction

- Observed Crashes (Before): 1.00 crashes/year
- Estimated Crashes (After): 0.53 crashes/year
- **Annual Crash Reduction Potential: 47%**

Location Summary

Primary Route: S-60
Segment Length: 2,340 feet
County: Charleston
Jurisdiction: CHATS MPO, City of North Charleston
SCDOT District: 6
Area Type: Urban
AADT: 32,800 vehicles per day
Number of Lanes: 4+ TWLTL
Speed Limit: 40 mph
Functional Class: Urban-Minor Arterial

Crash Summary	Fatal (K)	Incapacitating Injury (A)	All Others	Total
Pedestrian	3	1	1	5
Bicycle	0	0	0	0

Crash History (2015 to 2019)

High-Crash Segment? Yes
High-Risk Segment? Yes
High-Crash Intersections in Segment: 0
Total Pedestrian/Bicycle Crashes: 5