SOUTH CAROLINA

2025-2029

STRATEGIC HIGHWAY SAFETY PLAN

December 2025

SCDOT

DEPARTMENT OF PUBLIC SAFETY
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SOUTH CAROLINA STRATEGIC HIGHWAY SAFETY PLAN

2025-2029

South Carolina Department of Transportation
955 Park Street
Columbia, South Carolina 29201

December 2025
012383097

Introductory Letter

Dear Highway Safety Partner,

The South Carolina Department of Public Safety (SCDPS) and the South Carolina Department of Transportation (SCDOT) are pleased to present the 2025–2029 South Carolina Strategic Highway Safety Plan (SHSP). **The goal of the 2025–2029 SHSP is to reduce fatalities and serious injuries on all public roadways during this period.**

The SHSP update provides an opportunity to reflect on the progress the state has made to date and what strategies can improve data analysis, collaboration, stakeholder outreach, partner engagement, implementation, and evaluation as they relate to roadway safety. A diverse group of transportation safety stakeholders provided their thoughts on how South Carolina can make meaningful reductions in traffic fatalities and injuries. This collaboration involved consultation with the appropriate federal partners and state agency heads, as well as representatives of SCDPS, SCDOT, metropolitan planning organizations, cities and counties, state and local law enforcement agencies, and those involved in highway safety education and engineering efforts.

The SHSP establishes statewide priorities and identifies emphasis areas based on a detailed analysis of statewide crash data and input from safety stakeholders. Proven strategies and countermeasures were selected with a view toward reducing traffic-related fatalities and serious injuries on South Carolina's roads. Strategies were developed from the perspective of the Federal Highway Administration's "4 Es" of highway safety: Engineering, Education, Enforcement, and Emergency Response. The SHSP covers a five-year period, from 2025 to 2029, and will be evaluated on a biannual basis to ensure the plan is continually advanced with the changing safety trends and resources of the state. Implementation planning for strategies and countermeasures proposed in the SHSP will be ongoing as the safety needs of the state evolve.

Thank you for being a part of South Carolina's transportation and traffic safety team and making the South Carolina SHSP a reality. We are proud to unite with a dedicated group of safety partners and continue our efforts to positively impact the safety of South Carolina's roadways for both our citizens and visitors.

Sincerely,

Justin P. Powell
Secretary of Transportation
South Carolina Department of Transportation

Robert G. Woods, IV
Director
South Carolina Department of Public Safety

Executive Summary

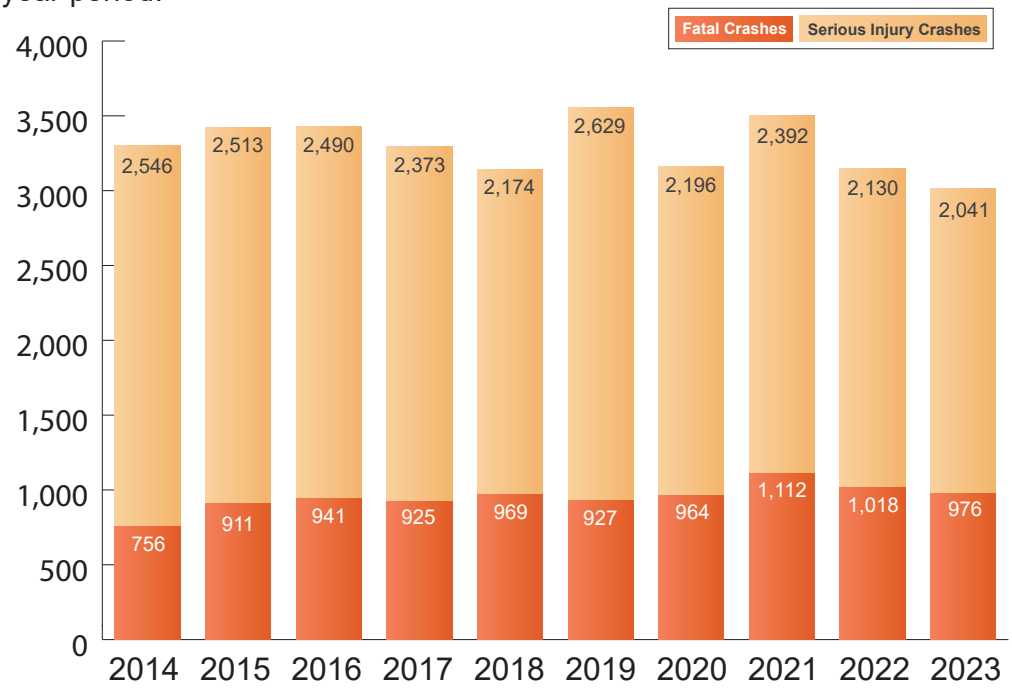
Over the past 10 years, fatal crashes have increased from 756 crashes in 2014 to 976 crashes in 2023, an increase of approximately 29%. Serious injury crashes decreased by approximately 20% across this same time period.

The goal of the 2025–2029 SHSP is to reduce fatalities and serious injuries on all public roadways during this period.

South Carolina's 2025-2029 SHSP is a statewide, comprehensive safety plan that provides guidance for all statewide transportation safety professionals to coordinate efforts towards a common goal of reducing traffic-related fatalities and serious injuries on South Carolina roadways. In accordance with the Moving Ahead for Progress in the 21st Century Act, the Fixing America's Surface Transportation Act, and the Infrastructure Investment and Jobs Act, federal, state, and local partners were consulted during the SHSP update to ensure coordination with other state, regional, local, and tribal transportation and highway safety plans. The SHSP includes information on ongoing state and national safety programs and highlights achievements of SCDOT and SCDPS to improve roadway safety to reduce fatal and serious injury crashes on South Carolina's roadways.

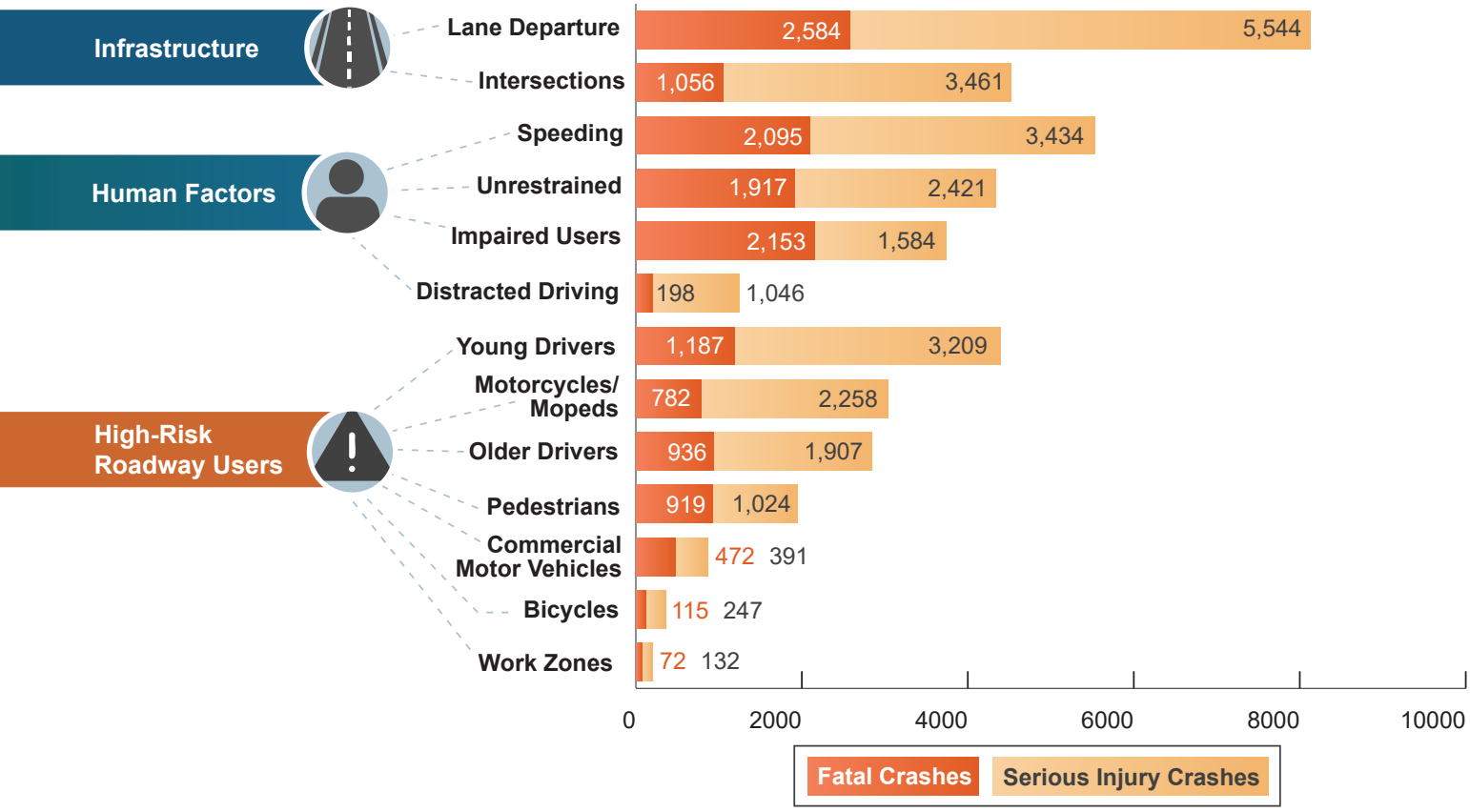
Overview

State law defines a crash as any collision resulting in more than $1,000 in property damage and/or an injury or fatality. Between 2014 and 2023, fatal crashes increased by approximately 29% in South Carolina – with a downward trend the last two years. Serious injury crashes decreased by 20% across this same time period, which is shown in the chart below. For comparison, total crashes increased by approximately 22% in this ten-year period.



Emphasis Areas

Through data analyses of fatal and serious injury crashes and input from stakeholders, 13 emphasis areas have been identified as the primary focus of the 2025-2029 SHSP. The graphic below summarizes the fatal and serious injury crashes by emphasis area from 2019 to 2023, arranged by Infrastructure, Human Factors, and High-Risk Roadway Users categories. Many collisions involve multiple emphasis areas. For example, if an older driver is involved in a lane departure crash, it would be classified in both emphasis areas. The SHSP includes more detailed crash data trends for each emphasis area.



This chart shows the number of F&SI crashes throughout the past five years (2019-2023) for each of the 13 emphasis areas. The greatest number of F&SI crashes are associated with the lane departure emphasis area.

Strategies

Strategies were developed for each emphasis area based on the review of the South Carolina 2020-2024 SHSP, input from stakeholders, and an analysis of crash data with emphasis on fatal and serious injury crashes. As part of the strategy development, applicable strategies from the FHWA's Proven Safety Countermeasures, FHWA's Highway Design Handbook for Older Drivers and Pedestrians, and NHTSA's Countermeasures That Work references were considered and noted. Additionally, all strategies were assigned a rating based on cost and time to implement, and each of the applicable four "Es" of safety were noted **(Engineering, Education, Enforcement, Emergency Response).**

As part of the strategy development, the five elements of USDOT's Safe System Approach shown below were considered for the relevant emphasis areas. The Safe System Approach shares responsibility amongst all parties, designs infrastructure with the knowledge that humans are not perfect, and addresses risks and concerns *before* a crash occurs. It focuses on implementing redundant systems and reducing the harm caused by the crashes that do occur.

PERFORMANCE MEASURES

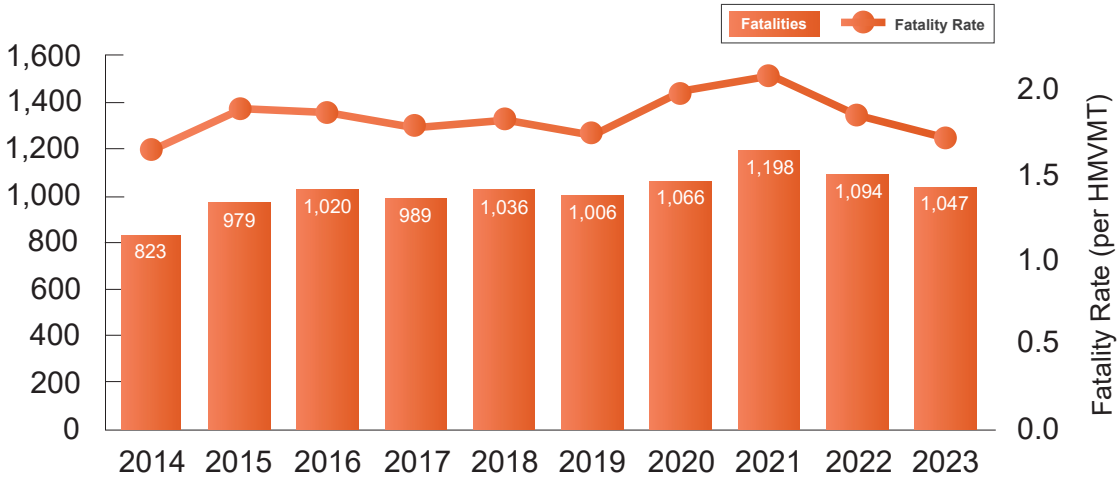
Performance-based goals were adopted that are consistent with safety performance measures established by FHWA in accordance with 23 U.S.C. 150 and are coordinated with other state highway safety programs. The following are the five performance measures South Carolina will consider within the SHSP. These performance measures align with the annual HSIP and HSP Performance Targets.

1. **Number of fatalities**
2. **Rate of fatalities per 100 million vehicle miles traveled**
3. **Number of serious injuries**
4. **Rate of serious injuries per 100 million vehicle miles traveled**
5. **Number of non-motorized* fatalities and serious injuries**

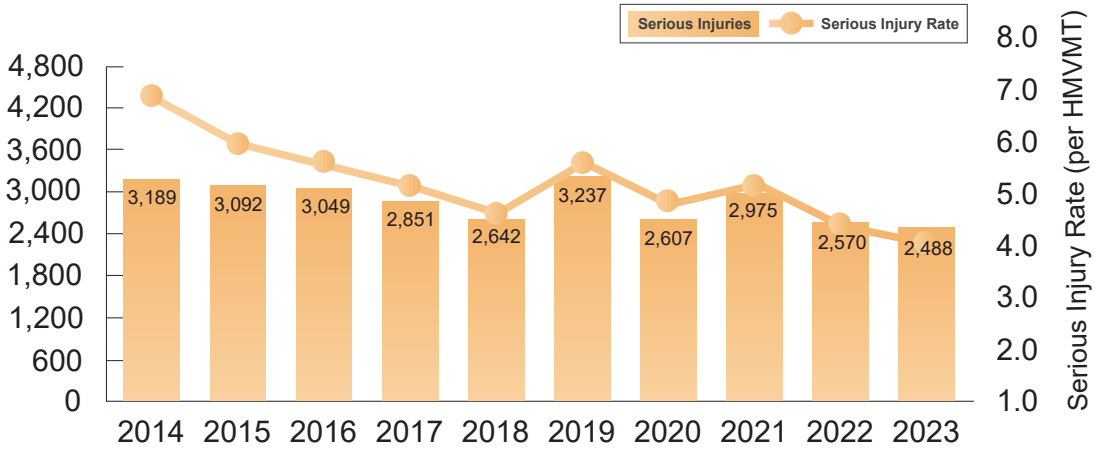
*Non-motorized consists of pedestrians and bicyclists.

SCDPS and SCDOT use the statewide five-year data to determine the annual targets for each of the five traffic safety performance measures. Targets are developed following an analysis and review of historical trend data (using five-year rolling averages) and the identified baseline years. A graphic illustrating this information between 2014 and 2023 is provided below.

Fatalities

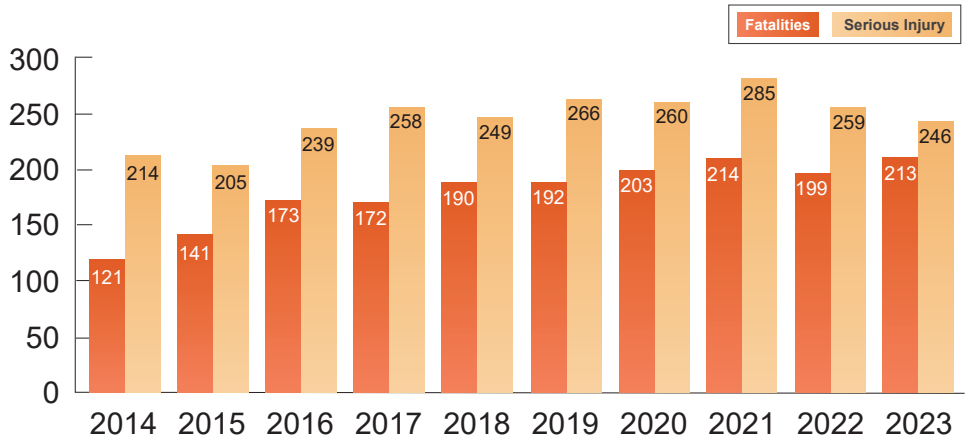


Serious Injuries



Number of Non-Motorized* Fatalities and Serious Injuries

*Non-motorized consists of pedestrians and bicyclists.



Implementation Plan

SCDOT and SCDPS are committed to safety as a top priority in the development and implementation of all transportation-related projects. Both organizations collaborate to enhance safety efforts through prioritization of safety in their mission, vision, goals, and operating procedures. Promoting the goals and strategies in the SHSP is a key step in fostering a safety culture in the state and achieving roadway safety goals of reducing fatal and serious injury crashes.

An Implementation Plan was developed for the 13 emphasis areas of the 2025-2029 SHSP. Each emphasis area includes implementation activities designed to guide state and local agencies in prioritizing actions. Each activity is detailed with a lead agency/person and anticipated funding source. The 2025-2029 SHSP Implementation plan is a living document that will be reevaluated by stakeholders and project team members as new technologies and crash trends emerge in South Carolina. SCDOT and SCDPS will work together to update the Implementation Plan on a biannual basis to guide the SHSP process and implement the safety strategies contained within. The Implementation Plan will be shared with multiple stakeholder groups and utilized to plan and prioritize highway safety strategies that support the SHSP.

Infrastructure

- Lane Departure
- Intersections

Human Factors

- Speeding
- Unrestrained
- Impaired Users
- Distracted Driving

High-Risk Roadway Users

- Young Drivers
- Motorcycles/Mopeds
- Older Drivers
- Pedestrians
- Commercial Motor Vehicles
- Bicycles
- Work Zones

Acknowledgments

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

Project Team

Brent Dillon, SCDOT Director of Traffic Engineering

Duncan Smith, SCDOT State Traffic Safety Engineer

Sarah Ives, SCDOT HSIP Safety Manager, Project Team Leader

Eugene Taylor, SCDOT HSIP Safety Engineer, Project Team Leader

Drew Stokes, SCDOT Safety Planning and Research Engineer

Phil Riley, SCDPS Director of Office of Highway Safety and Justice Programs

Emily Thomas, SCDPS Director of Statistical Services and Strategic Planning

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John Provence, Kimley-Horn Traffic Safety Analyst

Laura Kelly, Kimley-Horn Traffic Safety Engineer

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LIST OF ACRONYMS

SCDOT – South Carolina Department of Transportation
SCDPS – South Carolina Department of Public Safety
SHSP – Strategic Highway Safety Plan

AASHTO – American Association of State Highway Transportation Officials
ACE – Area Coordinated Enforcement
ADA – Americans with Disabilities Act
CMTW – Countermeasures That Work
COG – Council of Governments
F&SI – Fatal and Serious Injury
FAST Act – Fixing America's Surface Transportation Act
FMCSA – Federal Motor Carrier Safety Administration
FHWA – Federal Highway Administration
FRA – Federal Railroad Administration
GIS – Geographic Information System
HMVMT – Hundred Million Vehicle Miles Traveled
HRRR – High-Risk Rural Roads
HSIP – Highway Safety Improvement Program
HSP – Highway Safety Plan
IIJA – Infrastructure Investment and Jobs Act
MAP-21 – Moving Ahead for Progress in the 21st Century Act
MCSAP – Motor Carrier Safety Assistance Program
MPO – Metropolitan Planning Organization
MUTCD – Manual on Uniform Traffic Control Devices
NHTSA – National Highway Traffic Safety Administration
PBSAP – Pedestrian and Bicycle Safety Action Plan
PSC – Proven Safety Countermeasures
RDM – Roadway Departure Mitigation
ROW – Right-of-Way
RRSP – Rural Road Safety Program
RSA – Road Safety Assessment
SCHP – South Carolina Highway Patrol
SCDPH – South Carolina Department of Public Health
SSA – Safe System Approach
STREET – Setting The Right Example Every Time
VRU – Vulnerable Road User

1. INTRODUCTION

1-1 SHSP Update Process

The SHSP begins with several key fundamentals: strong leadership, collaboration, and clear communication. These fundamentals form the foundation for the update process and ensure the process develops a plan that can be successfully implemented and evaluated. The SHSP Implementation Process Model serves to highlight and outline these fundamentals in the following steps.

- Ensure adequate leadership, collaboration, and communication
- Collect and analyze data
- Put the plan into action
- Integrate the SHSP into other transportation and safety plans
- Market the plan
- Evaluate the plan

This process is driven by the FHWA Highway Safety Program's documentation on the SHSP process. The foundation of the process resides on the fact that a SHSP can only be effective if it is supported on local, regional, and statewide levels and is followed by actionable steps.

1-2 Safety Data Resources

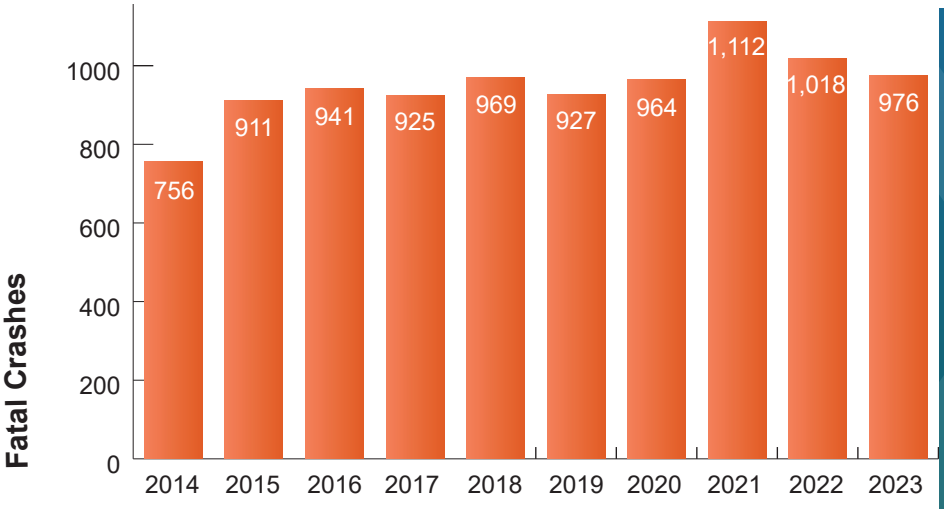
The SHSP is a comprehensive, data-driven document that leverages a variety of datasets to establish priorities, assess progress, and identify strategies aimed at reducing serious injuries and fatalities on roadways.

A central resource for this SHSP update was AASHTOWare Safety, a robust platform implemented in alignment with the document's development. AASHTOWare Safety offers extensive access to up-to-date crash data with a wide array of crash attributes—including contributing factors, vehicle types, roadway characteristics, and environmental conditions. Users can query data by geographic location, time period, and specific emphasis areas such as pedestrian safety, intersection-related crashes, or impaired driving. This tool provides a reliable historical data record dating back to 2014 and includes the most recent finalized crash data, enabling comprehensive trend analysis and evaluation of current safety challenges.

In addition to AASHTOWare Safety, other supplemental data sources were utilized to enrich the SHSP's data analysis. SCDOT's Roadway Inventory and Traffic Data includes road classifications, intersection data, and traffic counts. It is essential for identifying roadway design factors correlated with crashes. SCDPS's Traffic Collision Fact Books, published annually, offer detailed statewide summaries of traffic collision statistics, including fatality and injury counts, contributing factors, demographics, and vehicle types. U.S. Census Bureau Data uses population estimates, demographic profiles, and geographic distributions to calculate per capita statistics.

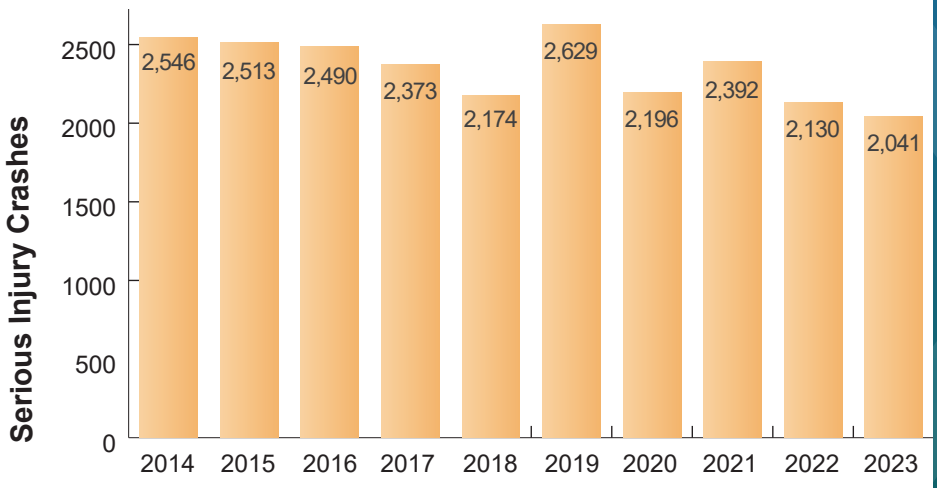
1-3 Highway Safety Trends in South Carolina

State law defines a crash as any collision resulting in more than $1,000 in property damage and/or an injury or fatality. Between 2014 and 2023, fatal crashes increased by approximately 29% in South Carolina – with a downward trend the last two years. Serious injury crashes decreased by 20% across this same time period, which are shown in the charts below. For comparison, total crashes increased by approximately 22% in this ten-year period.



Fatal Crashes

Over the last 10 years, the total number of fatal crashes has gradually increased, followed by slight decreases in 2022 and 2023. In 2021, the state of South Carolina experienced approximately 3 roadway-related fatality crashes per day.



Serious Injury Crashes

Between 2014 and 2023, the number of serious injury crashes has gradually decreased, excluding spikes in 2019 and 2021 where the number increased. This trend is positive and points towards progress in South Carolina.

The South Carolina Strategic Highway Safety Plan for 2025–2029 is a comprehensive, statewide initiative focused on reducing traffic fatalities and serious injuries on public roadways. This Plan sets statewide priorities and identifies key emphasis areas through a detailed analysis of crash data and input from various stakeholders. Following the guidelines of the MAP-21 Act, FAST Act, and IIJA, the SHSP update involved consultation with federal, state, local, and tribal partners to ensure alignment with other transportation and highway safety plans.

1-4 Stakeholder Engagement

To help steer the development of the SHSP update, representatives from SCDOT's Office of Traffic Safety and SCDPS's Office of Highway Safety and Justice Programs were engaged as plan team members. The planning team met every two weeks throughout the project to review the crash data, identify the emphasis areas, develop improvement strategies, and oversee the document preparation. The plan team members are summarized below.

- Sarah Ives, SCDOT HSIP Safety Manager
- Eugene Taylor, SCDOT HSIP Safety Engineer
- Drew Stokes, SCDOT Safety Planning and Research Engineer
- Phil Riley, SCDPS Director of Office of Highway Safety and Justice Programs
- Emily Thomas, SCDPS Director of Statistical Services and Strategic Planning
- Joi Brunson, SCDPS Director of Grant Programs

In addition to the planning team, stakeholders from around South Carolina were engaged to gather feedback on the existing SHSP and review the update results as they were developed. The stakeholders consisted of representatives from various SCDOT offices, local governments, councils of governments, metropolitan planning organizations, emergency responders, and safety interest groups, and are summarized in **Table 1**.

A survey was distributed in September 2024 to initially engage stakeholders in the SHSP update process and to gather feedback on their views of the current SHSP, crash data trends in South Carolina, areas of safety on which to focus, and specific strategies to improve safety. Survey responses were received from 106 stakeholders, representing an array of valuable respondents, including but not limited to vehicular crime prosecutors, traffic engineers and planners, engineering plan reviewers, highway safety public educators, lobbyists, and law enforcement personnel.

On December 2, 2024, a virtual webinar was held with the stakeholders to discuss the crash data trends by emphasis area during the past five years and present the survey results. Sixty stakeholders attended the live webinar or viewed the webinar recording. During Winter 2026, a virtual webinar was held with the stakeholders to discuss the proposed improvement strategies and draft SHSP document.

Table 1 – Stakeholder Survey Participants

- 11th Circuit Solicitor's Office
- AAA
- ABATE of South Carolina
- Aiken County
- Appalachian Council of Governments
- Brookland Center for Community Economic Change
- Canfor Southern Pine (New South Express – Private Fleet)
- Catawba National Tribal Police Department
- Catawba Regional Council of Governments
- Charleston Moves
- Chester County Sheriff's Department
- Children's Trust of South Carolina
- City of Columbia
- City of Columbia Planning and Development Services
- City of Greenville
- City of Hardeeville
- City of Sumter
- Claflin University Department of Public Safety
- Columbia Fire Department
- Federal Highway Administration
- Fifth Circuit Solicitor's Office – Richland County
- Florence County Emergency Services
- Goose Creek Police Department
- Greenville County
- Greenville-Pickens Area Transportation Study
- Jasper County Sheriff's Office
- Lexington County Sheriff's Department
- Lowcountry Council of Governments
- Mothers Against Drunk Driving
- Mount Pleasant Police Department
- National Safety Council – Southeastern Chapter
- Newberry Police Department
- North Augusta Department of Public Safety
- Prisma Health Upstate/Safe Kids Upstate
- Rock Hill Police Department
- SC Department of Alcohol and Other Drug Abuse Services
- SC Department of Motor Vehicles
- SC Department of Probation, Parole, and Pardon Services
- SC Department of Public Health
- SC Department of Public Safety
- SC Department of Transportation
- SC Department of Aging
- SC Law Enforcement Division
- SC Law Enforcement Officers Association
- SC Operation Lifesaver
- SCDOT Office of Public Transit
- SCDOT District 2 Traffic Engineering
- SC Commission on Prosecution Coordination
- SC Criminal Justice Academy
- SC Department of Parks, Recreation, and Tourism
- SC Sheriff's Association
- Students Against Drunk Driving
- Sumter Area Transportation Study
- Sumter County
- Superior Transportation, Inc.
- Town of Hilton Head
- University of South Carolina Police Department
- Upper Savannah Council of Governments
- Wholespire, Inc.

2. CURRENT SAFETY PROGRAMS

SCDOT, SCDPS, NHTSA, and FHWA have a successful history of working together to improve roadway safety to help reduce fatal and serious injury crashes on South Carolina's roadways. The following section details ongoing traffic safety improvement programs and plans.

2-1 High Risk Rural Roads

The HRRR program in South Carolina consists of major and minor collectors and rural local roads with a significant risk of fatalities and serious injuries. South Carolina has one of the highest fatality rates in the nation, with approximately 1,000 fatal crashes annually. Rural roads account for 30% of the fatal and serious injury crashes across 1,900 miles of roadways, which represents only 5% of the total network. Due to the fact that South Carolina's rural road fatality rate increased over a recent two-year period, South Carolina is an emphasis state for the HRRR Special Rule under the federal HSIP guidelines. There are two existing programs that address HRRR in South Carolina, the Rural Road Safety Program and Roadway Departure Mitigation.

2-1-1 Rural Road Safety Program

South Carolina has allocated state funding and resources to the HRRR program through the RRSP provided by the state legislature and SCDOT Commission, aiming to improve 1,300 miles of rural roadways (excluding approximately 600 miles of rural Interstates), which have been broken down into 10-mile segments for improvements evaluation. The RRSP is included within the greater 10-year plan, making it a long-term investment in the rural areas of South Carolina. As of October 2025, improvements are underway or complete for approximately 1,209 miles of rural roads – with the program being ahead of schedule.

SCDOT's RRSP focuses on roadway improvements for targeted segments of rural roads that have a high frequency of fatal and serious injury crashes. Improvements are developed to decrease the frequency and severity of roadway departure-related crashes by assessing roadways and implementing engineering solutions. Potential improvements within the RRSP include rumble strips, wider and brighter pavement markings, brighter signs, High Friction Surface Treatments, wider paved shoulders, improved clear zones, guardrail/cable barriers, and SafetyEdge. Completed RRSP locations have shown an approximate **20%** reduction in fatal and serious injury crashes overall, including an approximate **55%** reduction in fatal and serious injury road departure crashes.

2-1-2 Roadway Departure Mitigation

Similar to the state funded RRSP, the Roadway Departure Mitigation program focuses safety improvements on non-Interstate rural roads using federal funds from the HSIP. The RDM program uses a hybrid approach to balance crash risk and crash history, utilizing available proven safety countermeasures. From analyzing the data, approximately 29% of non-interstate rural road lane departure F&SI crashes occurred on 13% of the rural roads in the state. These rural roads are being assessed using a five-mile sliding scale analysis to rank and prioritize locations for systemic countermeasures and safety enhancements where possible, including but not limited to wider paved shoulders, edgeline and/or centerline rumble strips, enhanced pavement markings, enhanced horizontal curve signing, and vegetation management.

2-2 Highway Safety Improvement Program

The HSIP is a federal-aid program intended to reduce traffic fatalities and serious injuries on public roadways. The program provides funding to individual states for safety improvements and requires a data-driven selection process to identify corridors needing safety improvements. States are required to set annual performance targets in the HSIP. According to the 2024 South Carolina HSIP Annual Report, there has been a **43.5%** reduction in total crashes, **33.3%** in serious injuries, and **100%** in fatal crashes at HSIP project locations with at least three years of post-project data. These results are driven from different HSIP program areas including RDM as described above, and Road Safety Assessments and Intersection Improvements as described below.

2-2-1 Road Safety Assessments

SCDOT allocates a portion of its annual HSIP federal funds to perform RSAs at locations identified to have a high density of vehicular and/or pedestrian- and bicycle-involved crashes. Approximately every two years, the identified locations are studied by a multi-disciplinary team to identify highway safety issues and to develop an implementation plan to improve the safety of these locations. Over the past five years, SCDOT has conducted RSAs for approximately 50 high-crash corridors.

Based upon the results of the RSAs, several common countermeasures were regularly recommended, including the following geometric improvements: access management (including raised medians and driveway consolidation), high-visibility crosswalks, Americans with Disabilities Act ramps, signing and pavement marking improvements, pedestrian hybrid beacons, rectangular rapid flashing beacons, sidewalks, and bicycle lanes. In addition, the following traffic signal equipment and timing improvements were regularly recommended: flashing-yellow arrow signal heads, traffic signal backplates, extended all-red times, leading pedestrian intervals, right-turn-on-red prohibitions, and exclusive pedestrian phases.

2-2-2 Intersection Improvements

SCDOT allocates a portion of its annual HSIP federal funds to conduct intersection studies and improvements at locations identified to have a higher fatal and injury percentage compared to the statewide average. Approximately every two years, this statewide list of intersection locations is ranked and studied to identify safety issues and to develop a plan to improve the safety of these locations. Over the past five years, SCDOT has conducted studies for approximately 65 identified intersections.

2-3 Area Coordinated Enforcement

The ACE Team is a specialized unit within the SCHP that uses crash data provided by the SCDPS Office of Highway Safety and Justice Programs to identify locations for targeted enforcement. Formed in 2021, the ACE team is comprised of three teams: Upstate (Troops 3 and 4); Midstate (Troops 1, 2, 7); and Lowcountry (Troops 5 and 6). The ACE team includes officers from the motor unit, K-9 division, and interdiction team. SCHP uses crash data to help leaders make informed decisions regarding areas that have been identified by crash data as locations where the ACE team can be deployed to reduce the number of violators who are speeding, driving under the influence, not wearing seatbelts, driving distracted, or driving aggressively. This data-driven approach is now being used throughout the agency to conduct proactive enforcement.

2-4 Setting The Right Example Every Time

STREET is a SCHP community engagement program that aims to build positive relationships between law enforcement and the communities they serve. Participants in STREET events learn about various safety topics, including safe driving techniques and school bus safety. The program also provides opportunities to interact with members of the SCHP's specialty units. The SCHP's commitment to community engagement extends beyond the STREET program, as evidenced by their Trooper Talks program, through which Community Relations Officers conduct numerous safety presentations annually to schools, civic organizations, and businesses throughout the state. These presentations cover topics such as impaired driving, distracted driving, speeding, seatbelt usage, and staying alert behind the wheel. The SCDPS emphasizes the importance of safety education and supporting families affected by highway fatalities. They also engage in various safety campaigns like "Highways or Dieways", "Buckle Up, South Carolina", "Sober or Slammer", and "Operation Southern Slowdown", a multistate education and enforcement program.

2-5 Existing Safety Plans

SCDOT and SCDPS develop a number of safety plans on a regular basis related to specific issues encountered within the transportation field. These plans were developed by experts in their field, and the analysis and recommendations contained within are essential when approaching roadway safety comprehensively. These plans were examined and the content within contributed greatly to the development of the SHSP's emphasis areas and strategies. A description of each of these plans is provided below.

2-5-1 South Carolina Department of Public Safety Triennial Highway Safety Plan

SCDPS's Office of Highway Safety and Justice Programs develops the Triennial Highway Safety Plan based upon NHTSA guidelines, which includes the state's goals, objectives, and countermeasure strategies for improving traffic safety, as well as performance measures to evaluate progress. It outlines priority highway safety projects and respective funding for a three-year period and reports on progress towards meeting the performance measures in preceding HSP. The document identifies emphasis areas using a data-driven approach and selects projects to enhance roadway safety through a multicriteria process. The document then evaluates the effectiveness of each project to improve future efforts made by the department.

2-5-2 South Carolina Commercial Motor Vehicle Safety Plan

SCDPS's State Transport Police developed South Carolina's Commercial Motor Vehicle Safety Plan based upon FMCSA guidelines, whose primary goal is to reduce roadway fatalities and serious injuries involving large trucks and buses. Large trucks and buses present unique challenges regarding roadway safety due to their increased size and decreased maneuverability compared to passenger vehicles. The document analyzes crashes involving large trucks and buses as well as recommends actions to increase commercial motor vehicle safety.

2-5-3 South Carolina Pedestrian and Bicycle Safety Action Plan (2022) & South Carolina Vulnerable Road User Safety Assessment (2023)

SCDOT voluntarily developed the State's first PBSAP in 2022 to address statewide pedestrian and bicycle crashes with a data-driven approach to provide guidance for safety programs and infrastructure improvements for all statewide transportation safety professionals. The PBSAP can be found on the SCDOT website here.

The PBSAP identifies critical locations to improve pedestrian and bicyclist infrastructure and provides a framework to help SCDOT and local organizations utilize funding and select optimal countermeasures to most benefit pedestrian and bicyclist roadway safety. A countermeasure toolbox, which includes cost and implementation time, was developed to assist in countermeasure selection.

In 2023, the PBSAP was applied to meet FHWA's requirements for South Carolina to complete a VRU Safety Assessment. This was an interim measure until the state completed its next SHSP update cycle. The VRU Safety Assessment was incorporated as part of the SHSP update process and is included as **Appendix A**. The VRU Safety Assessment provides a quantitative analysis – including documentation of the high-risk methodology from the PBSAP and the top 1,000 high-risk roadways, a summary of consultation, and a program of projects and strategies to improve the state of vulnerable road user safety in South Carolina. The VRU Safety Assessment references the analysis and guiding strategies found in the PBSAP and acknowledges the Safe System Approach and other national roadway safety efforts.

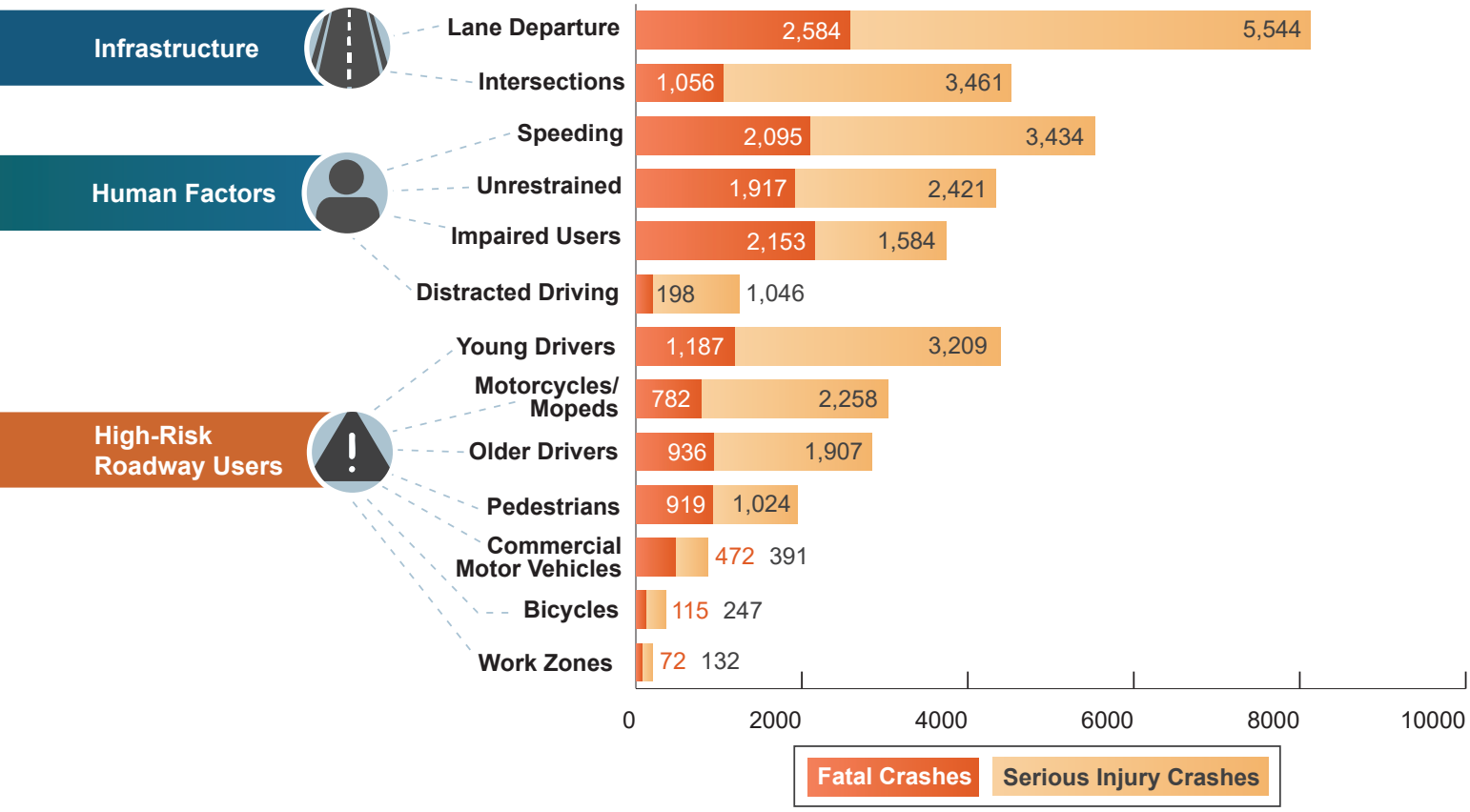
2-6 Additional Safety Efforts

- South Carolina's Impaired Driving Prevention Council meets regularly and continues its efforts to implement strategies from the state's Impaired Driving Prevention Plan.
- SCDPS has implemented more public information campaigns than ever before. Examples of innovative projects include: NASCAR partnership, airplane banner ads, and social media posts and videos.
- SCDPS hosts regular meetings of the South Carolina Motorcycle Safety Task Force.
- SCDOT has made access available for the AASHTOWare Safety platform to local governments to help them prioritize safety projects.
- SCDPS's Office of Highway Safety and Justice Programs administers approximately $10 million annually in highway safety funds and provides funding to many of the state's local law enforcement agencies for traffic enforcement.

3. EMPHASIS AREAS

Emphasis Area Selection

Emphasis areas were chosen based on the review of the 2020–2024 SHSP, input from stakeholders, and an analysis of crash data, particularly serious injuries and fatalities. Many collisions involve multiple emphasis areas. For example, if an older driver is involved in a lane departure crash, it would be classified in both emphasis areas. Below is a summary illustration of each emphasis area's crashes resulting in fatalities and/or serious injuries during the last five years (2019-2023), arranged by Infrastructure, Human Factors, and High-Risk Roadway Users categories.



This chart shows the number of F&SI crashes throughout the past five years (2019-2023) for each of the 13 emphasis areas. The greatest number of F&SI crashes are associated with the lane departure emphasis area.

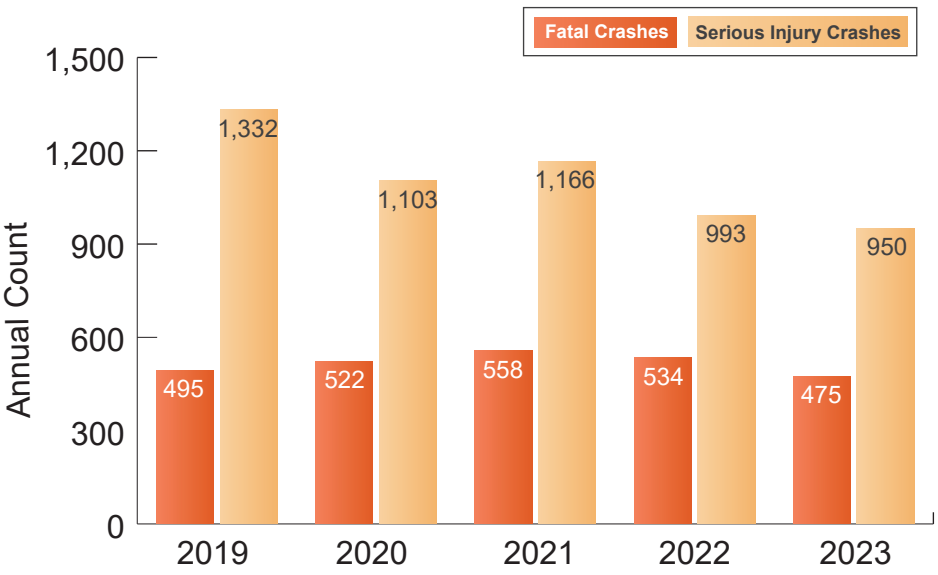
LANE DEPARTURE

3-1 Lane Departure

Lane departure crashes in South Carolina are widespread and severe. These crashes include situations in which vehicles exit the lane and enter oncoming traffic and situations in which vehicles depart the roadway. These are the deadliest crashes in South Carolina over the past five years. **More than 52% of all fatal crashes and 48% of all serious injury crashes in South Carolina are attributed to lane departures.** These crashes–often influenced by driver behavior–are exacerbated by hazardous roadsides, wet conditions, and dark conditions. South Carolina is committed to reducing fatalities and serious injuries related to drivers exiting the lane and roadway.

Lane Departure Warning Systems and other vehicular improvements have improved driver reactions to running off the road.

Between 2019 and 2023, an average of 1,109 serious injury and 517 fatal lane departure crashes occurred each year. Fatal and serious injury crashes declined from 2019 to 2023.



Note: Previous versions of the SHSP included 'Roadway Departure' as an Emphasis Area, which does not include vehicles crossing roadway centerline, and therefore should not be compared to the Lane Departure Emphasis Area.

Focus Area **Infrastructure**

Most fatal crashes in South Carolina are at least partially attributed to lane departures. The state is focusing its efforts on the following:

1. Correcting driver behavior that leads to lane departure crashes
2. Correcting roadways that are at high risk of lane/roadway departure through infrastructure improvements

Rural roads account for 66% of all lane departure fatal crashes. To improve safety on rural roads, SCDOT has implemented the RRSP.

Nighttime, run-off road crashes are particularly severe in rural areas where emergency response might be delayed. Rumble strips, brighter signage, and wide shoulders have been implemented on rural roads throughout the state as infrastructure improvements through the RRSP program.

LANE DEPARTURE

By Type of Roadway

Lane departure crashes are particularly hazardous on two-lane roadways. Almost 70% of all lane departure F&SI crashes occurred on two-lane roadways between 2019 and 2023. These roadways tend to be poorly lit, have lower traffic volumes, and are operated at higher speeds. More than 76% of lane departure F&SI crashes were also roadway departure crashes, indicating a single vehicle traveled off the roadway into the roadside, rather than oncoming traffic.

Secondary roadways and South Carolina routes were the deadliest and most injury-prone for lane departure crashes.

NIGHTTIME INFLUENCE

More than half of all lane departure F&SI crashes occurred at night between 2019 and 2023. Of the lane departure fatal crashes, 57% occurred at night. Of the lane departure serious injury crashes, 52% occurred at night. Nighttime lane departure crashes are markedly more deadly and serious than during the day. The deadliest hour of night for lane departure crashes is 9:00 PM to 10:00 PM.

CONTRIBUTING FACTORS

1. **Driving Too Fast for Conditions (34.2%)**
2. **Under the Influence (24.5%)**
3. **Wrong Side/Wrong Way (8.7%)**
4. **Aggressive Operation (3.8%)**
5. **Medical Related (3.8%)**

Lane departure F&SI crashes overlap the most with the following four emphasis areas: **Speeding** (44.8%), **Unrestrained** (38.1%), **Young Drivers** (25.0%), and **Intersections** (13.2%).

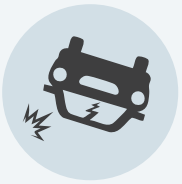
Lane Departure Most Harmful Events

TREE (35%)

DITCH (11.9%)

CROSS MEDIAN (10.1%)

MOTOR UNIT (6.6%)



SPILL (4.6%)

LANE DEPARTURE

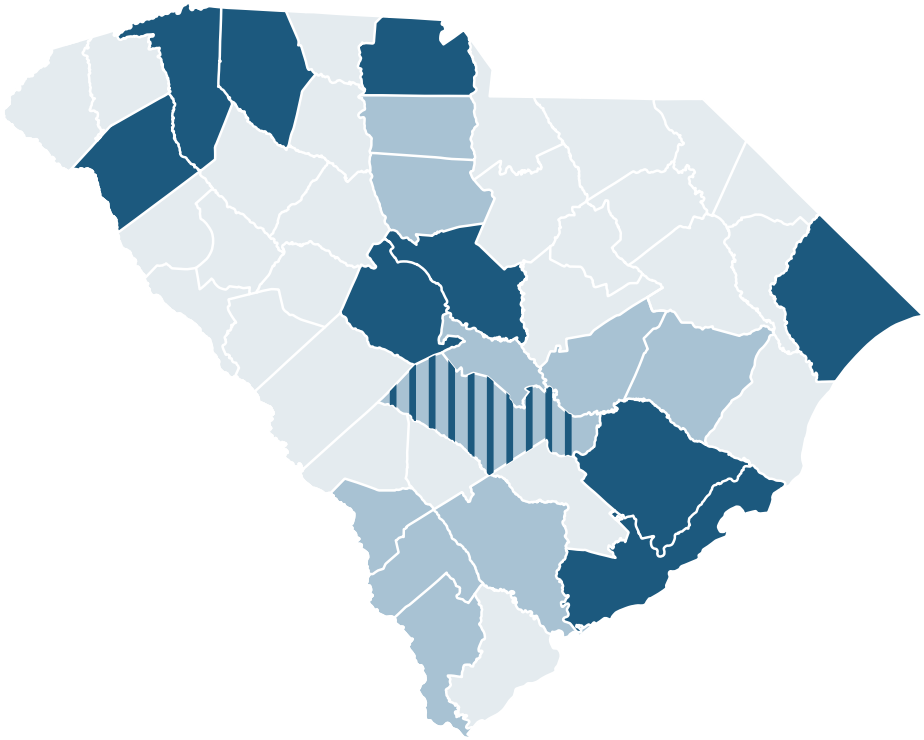
Greenville County and Charleston County experienced the highest number of F&SI lane departure crashes. **Hampton County and Allendale County** experienced the highest rate of F&SI lane departure crashes per 10,000 people.

Orangeburg County was the only county to fall in the top 10 on both lists with 295 total F&SI crashes and 35.5 F&SI crashes per 10,000 people.

County	# of F&SI Crashes
1. Greenville	638
2. Charleston	587
3. Horry	507
4. Spartanburg	487
5. Richland	360
6. Anderson	348
7. Lexington	343
8. York	334
9 Orangeburg	295
10. Berkeley	288

County	# of F&SI Crashes per 10,000 People
1. Hampton	41.9
2. Allendale	40.7
3. Clarendon	38.7
4. Jasper	38.5
5. Calhoun	38.1
6. Fairfield	37.2
7. Williamsburg	35.8
8. Orangeburg	35.5
9. Colleton	34.4
10. Chester	32.7

Top Counties for Lane Departure Fatal and Serious Injury Crashes



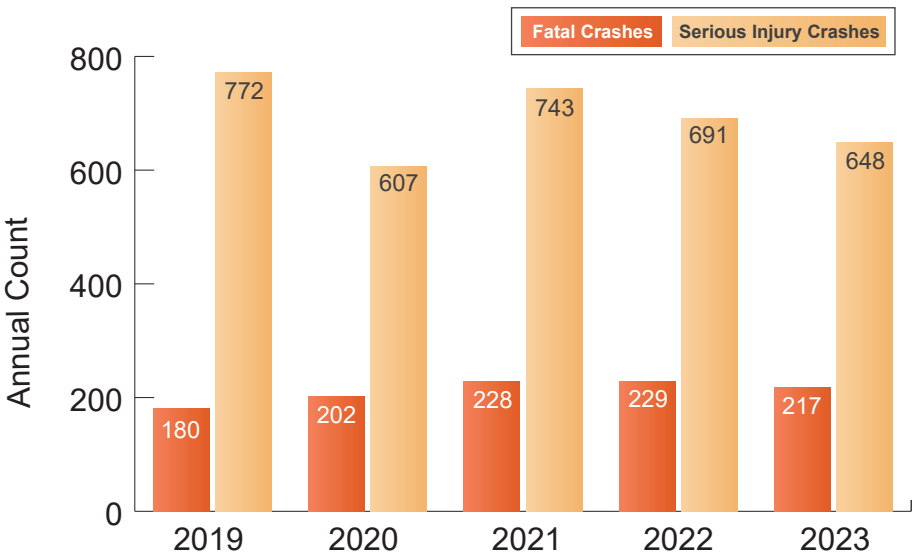
INTERSECTIONS

3-2 Intersections

Intersection crashes include any crashes relating to signalized and unsignalized intersections, including crashes involving pedestrians, bicyclists, and motorized vehicle operators at intersections.

More than 21% of all fatal crashes and 30% of all serious injury crashes in South Carolina are intersection-related. In 2023, 4,494 total intersection crashes occurred, with nearly 20% of those crashes resulting in a serious injury or fatality. SCDOT and SCDPS are committed to preventing collisions of all forms at unsignalized and signalized intersections.

Between 2019 and 2023, an average of 692 serious injury and 211 fatal intersection-related crashes occurred each year. Over this time period, serious injury crashes have been declining, while fatal crashes have been increasing.



Focus Area
Infrastructure

Intersection-related crashes can generally be attributed to behavior and intersection design, which influences how drivers, pedestrians, and bicyclists interact with infrastructure.

SCDOT has implemented engineering improvements at intersections throughout the state to reduce the severity of crashes at intersections. Examples range from roundabouts and reduced conflict intersections to low-cost improvements such as updated signal equipment, improved signage, and enhanced pavement markings.

Additional surveillance and enforcement are opportunities for success at South Carolina intersections, including for red-light running and other illegal maneuvers.

INTERSECTIONS

Rural and Urban Influence

While 28% of intersection crashes were in rural areas, 40% of fatal intersection crashes were in rural areas. **South Carolina's rural areas are more at risk than urban areas for fatal intersection crashes.**

Visible Intersections

More than half (57.6%) of intersection F&SI crashes stem from a failure to yield right-of-way or a disregard for signs/signals by intersection users. **Simple and clear intersection design with easily visible signage and signals should be prioritized to prevent these crashes.**

CONTRIBUTING FACTORS

1. **Failure to Yield ROW (39.4%)**
2. **Disregarded Signs/Signal (18.2%)**
3. **Driving Too Fast for Conditions (9.3%)**
4. **Under the Influence (8.9%)**
5. **Distracted/Inattention (2.9%)**

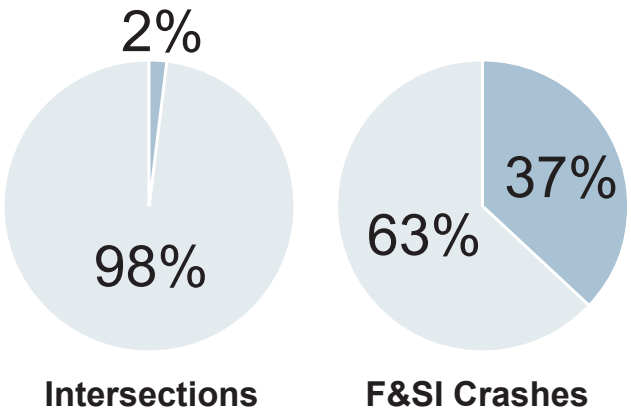
NIGHTTIME INFLUENCE

Between 2019 and 2023, approximately 41% of F&SI intersection crashes occurred at night. Ensuring adequate visibility at intersections in nighttime conditions, including proper lighting and reflective signage, can help reduce these crashes.

Signalized vs Unsignalized Intersections

The chart to the right shows that 37% of F&SI crashes happen at signalized intersections, despite making up only 2% of all intersections in the state.

Intersection F&SI crashes overlap the most with the following four emphasis areas: **Young Drivers** (30.8%), **Older Drivers** (25.5%), **Speeding** (25.1%), and **Lane Departure** (13.8%).



INTERSECTIONS

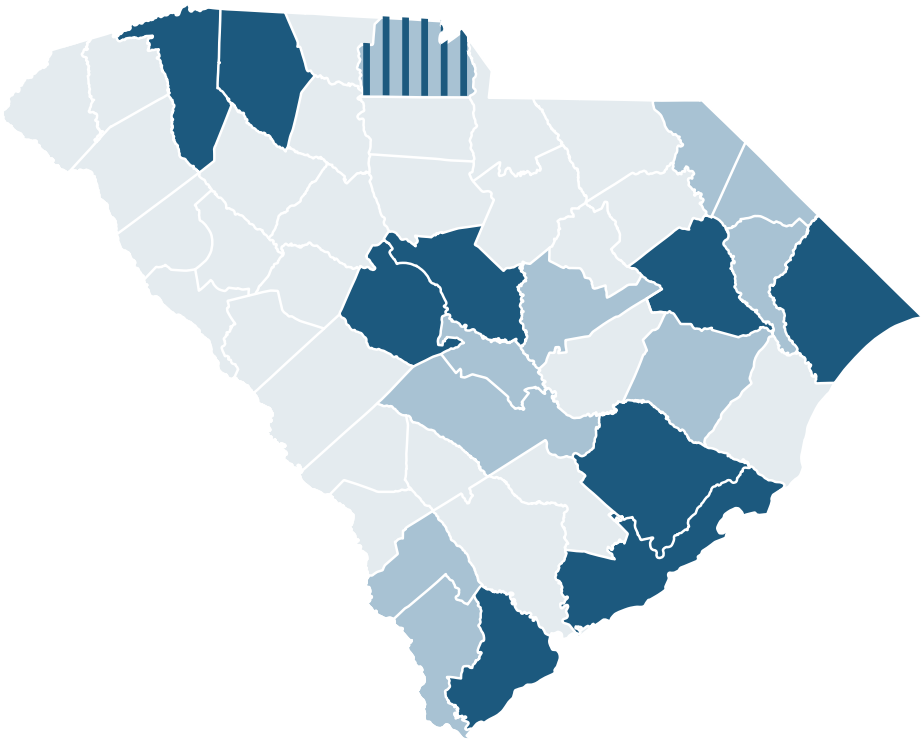
The average number of intersection F&SI crashes per 10,000 people for all counties was **9.2** intersection- related crashes.

York County was the only county to fall in the top 10 on both lists with 200 total F&SI crashes and 11.3 F&SI crashes per 10,000 people.

County	# of F&SI Crashes
1. Charleston	454
2. Greenville	410
3. Horry	408
4. Spartanburg	304
5. Richland	290
6. Lexington	201
7. York	200
8. Beaufort	183
9. Berkeley	165
10. Florence	150

County	# of F&SI Crashes per 10,000 People
1. Orangeburg	17.5
2. Marlboro	17.1
3. Jasper	16.4
4. Hampton	14.9
5. Sumter	13.1
6. Marion	13.0
7. Williamsburg	12.7
8. Calhoun	12.7
9. Dillon	12.3
10. York	11.3

Top Counties for Intersection Fatal and Serious Injury Crashes

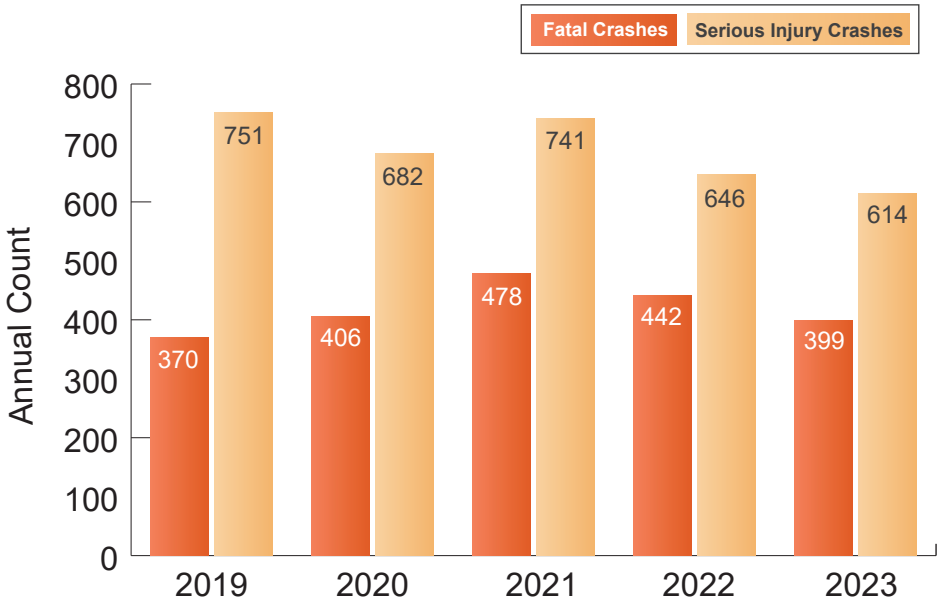


SPEEDING

3-3 Speeding

South Carolina's roadways are designed for all drivers to operate at a comfortable travel speed to reach their destination while remaining safe with the existing roadway conditions. Speeding is defined as exceeding the authorized speed limit. When drivers exceed the posted speed limit, they present danger for themselves and all other users sharing the roadway. **More than 42% of all fatal crashes and 30% of all serious injury crashes in South Carolina are related to speeding.** High speeds increase both the frequency and severity of crashes. SCDOT and SCDPS are committed to preventing speeding and protecting roadway users from serious injuries and fatalities from speed-related crashes.

Between 2019 and 2023, an average of 687 serious injury and 419 fatal speed-related crashes occurred each year. Over this time period, serious injury crashes have been declining, while fatal crashes have fluctuated, peaking in 2021.



Focus Area
Human Factors

South Carolina has committed Area Coordinated Enforcement Teams to locations with a history of F&SI crashes related to speeding. Additionally, each summer, South Carolina participates in a regional campaign called Operation Southern Slow Down committed to speed enforcement.

Solutions to speed-related crashes should address behavior and infrastructure:

1. Additional surveillance and enforcement.
2. Engineering solutions related to maintaining consistency across design speed and actual speeds.
3. Designing roadways to discourage speeding.

These strategies are opportunities for success with speed reduction and preventing crashes caused by speeding on South Carolina roadways.

SPEEDING

By Roadway Type

More than half (61%) of speed-related F&SI crashes occurred on two-lane roads, and 38% occurred on secondary roads. These statistics suggest that speed-related crashes occur with higher frequency away from major routes on roads with lower traffic volumes. Speeding can increase the risk of collisions and injuries on these types of roadways.

Nearly 1/4 of crashes involving speeding also involve driving under the influence, a hazardous combination.

NIGHTTIME INFLUENCE

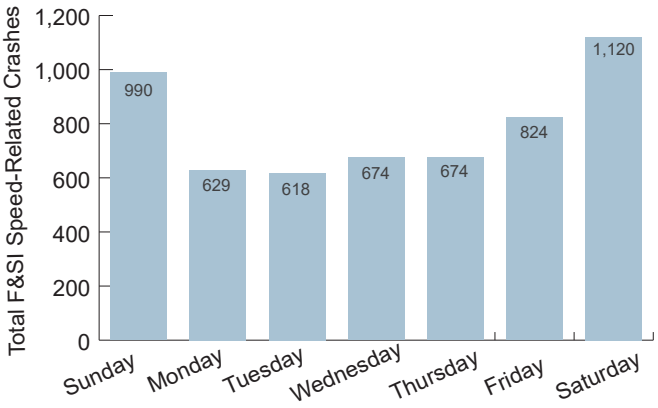
Approximately 56% of speed-related F&SI crashes occur at night. Low visibility and high speeds make reacting to roadway hazards more difficult and dangerous. Speeding, lane departures, and impaired driving all have a strong correlation with nighttime driving and with F&SI collisions.

CONTRIBUTING FACTORS

1. **Under the Influence (24.9%)**
2. **Aggressive Operation (7.8%)**
3. **Failure to Yield ROW (5.3%)**
4. **Wrong Side/Wrong Way (4.1%)**
5. **Disregarded Signs/Signals (4.0%)**

Weekend Trends

Speed-related F&SI crashes occur significantly more frequently on weekends, as seen in the chart below. More than half of all speed-related F&SI crashes occur on Friday, Saturday, or Sunday. This could be attributed to lower traffic volumes on weekends, which allow for higher speeds, or to an increase in other risky driving behaviors such as drinking.



Speeding Most Harmful Events

TREE (30%)

MOTOR UNIT (13%)

DITCH (9%)

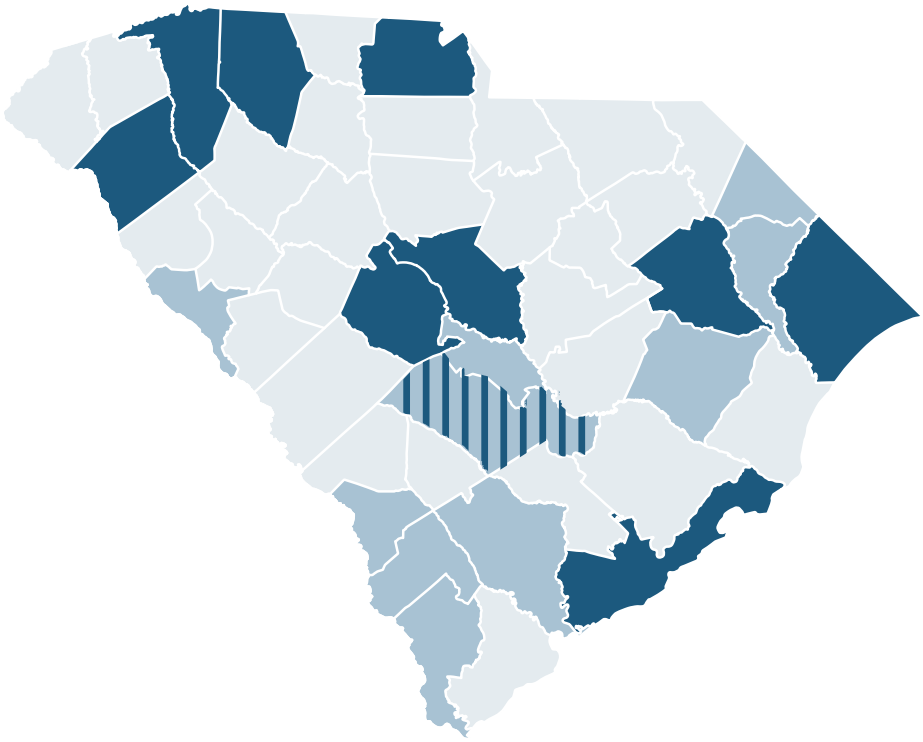
SPEEDING

Speed-related F&SI crashes overlap the most with the following four emphasis areas: Lane Departure (65.9%), Unrestrained (38.7%), Young Drivers (30.4%), and Impaired Users (24.9%).

County	# of F&SI Crashes
1. Greenville	562
2. Charleston	543
3. Spartanburg	421
4. Horry	296
5. Richland	255
6. Anderson	245
7. Orangeburg	239
8. Lexington	229
9. Florence	204
10. York	204

County	# of F&SI Crashes per 10,000 People
1. Orangeburg	28.9
2. Jasper	28.0
3. Calhoun	25.4
4. Colleton	23.7
5. Hampton	22.6
6. Williamsburg	22.4
7. Allendale	21.7
8. Dillon	19.9
9. Marion	19.3
10. McCormick	18.3

Top Counties for Speeding Fatal and Serious Injury Crashes

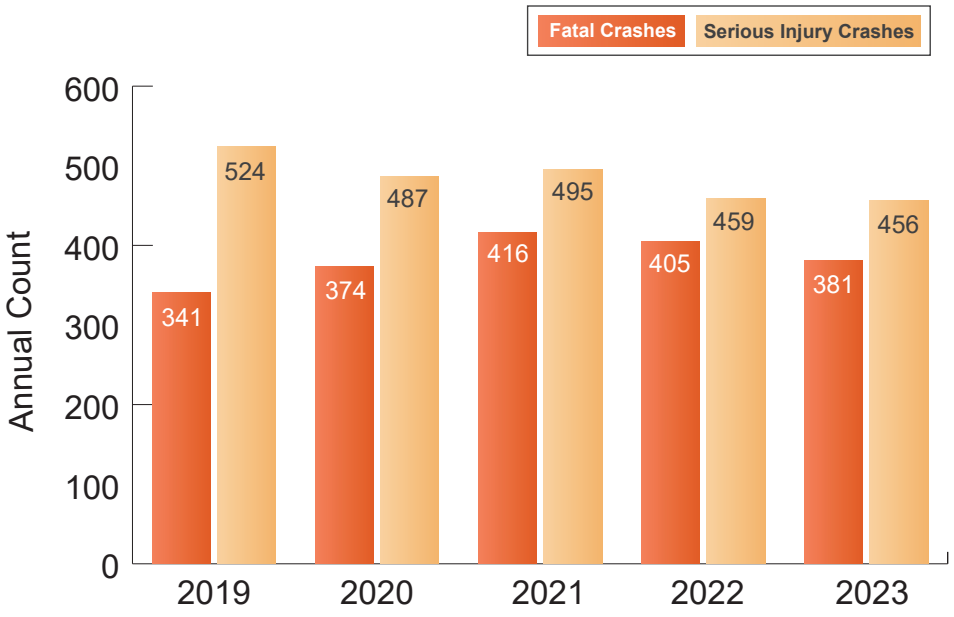


UNRESTRAINED

3-4 Unrestrained

The unrestrained emphasis area refers to users where seat belts were not in use or were misused. In a crash, proper seat belt usage can often be the difference between life and death. Between 2019 and 2023, there were 1,917 crashes resulting in the deaths of 2,182 unrestrained occupants. **More than 38% of all fatal crashes and 21% of all serious injury crashes in South Carolina involve unrestrained users.** SCDOT and SCDPS are committed to protecting roadway users by educating the public on why and how to use passenger restraint devices.

Between 2019 and 2023, an average of 484 serious injury and 383 fatal unrestrained crashes occurred each year. Over this time period, serious injury crashes have declined while fatal crashes have fluctuated.



Focus Area
Human Factors

Seat belt usage is a well-documented, effective way to protect yourself and passengers when operating or riding in a vehicle. Proper seat belt use prevents ejection, distributes force across the body, optimizes airbag effectiveness, and complies with the law.

South Carolina's safety belt law requires all drivers and passengers to wear a fastened seat belt. It gives law enforcement officers the authority to stop a motorist if the officer can visibly see that a child is not secured, or a driver or passenger is not wearing a seat belt.

The South Carolina Department of Public Safety provides positive seat belt messaging, such as the Buckle Up, South Carolina campaign.

BUCKLE UP SOUTH CAROLINA CLICK IT DON'T RISK IT

UNRESTRAINED

Area Context

Approximately 58% of unrestrained F&SI crashes occurred on rural roadways. The largest percentage of roadway type for these crashes was rural major collectors. When analyzing all unrestrained crashes, the percentage of urban crashes was 56%.

NIGHTTIME INFLUENCE

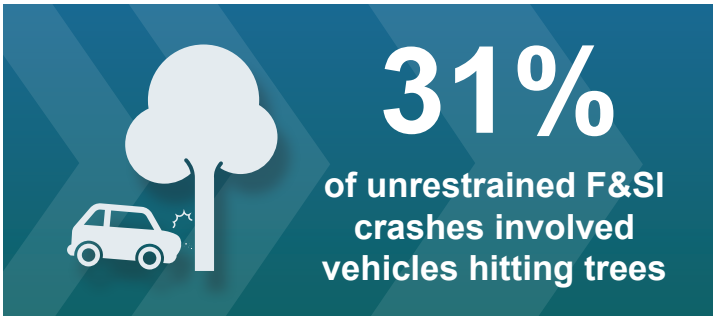
Approximately 57% of unrestrained F&SI crashes occur at nighttime. Low visibility generally leads to more severe crashes at nighttime, and is worsened by lack of restraint use.

CONTRIBUTING FACTORS

1. **Driving Too Fast for Conditions (29.6%)**
2. **Under the Influence (27.6%)**
3. **Failure to Yield ROW (8.3%)**
4. **Wrong Side/Wrong Way (6.1%)**
5. **Aggressive Operation (4.7%)**

Unrestrained and Under the Influence

Driving under the influence was noted as a contributing factor in approximately 28% of unrestrained F&SI crashes. Impairment can lead to poor decision-making, resulting in a dangerous combination of higher crash rates and failure to wear seat belts.



31%

of unrestrained F&SI crashes involved vehicles hitting trees

Harmful Event

The second highest percentage of harmful events following trees is ditches at 12%. This corresponds with the connection between lane departure crashes and unrestrained crashes. Utility poles, embankments, and culverts all comprise another 12% of F&SI unrestrained crashes.

Unrestrained F&SI crashes overlap the most with the following four emphasis areas: Lane Departure (71.4%), Speeding (49.3%), Young Drivers (30.0%), and Impaired Users (27.6%).

52% of F&SI unrestrained collisions occurred on a Friday, Saturday, or Sunday.

UNRESTRAINED

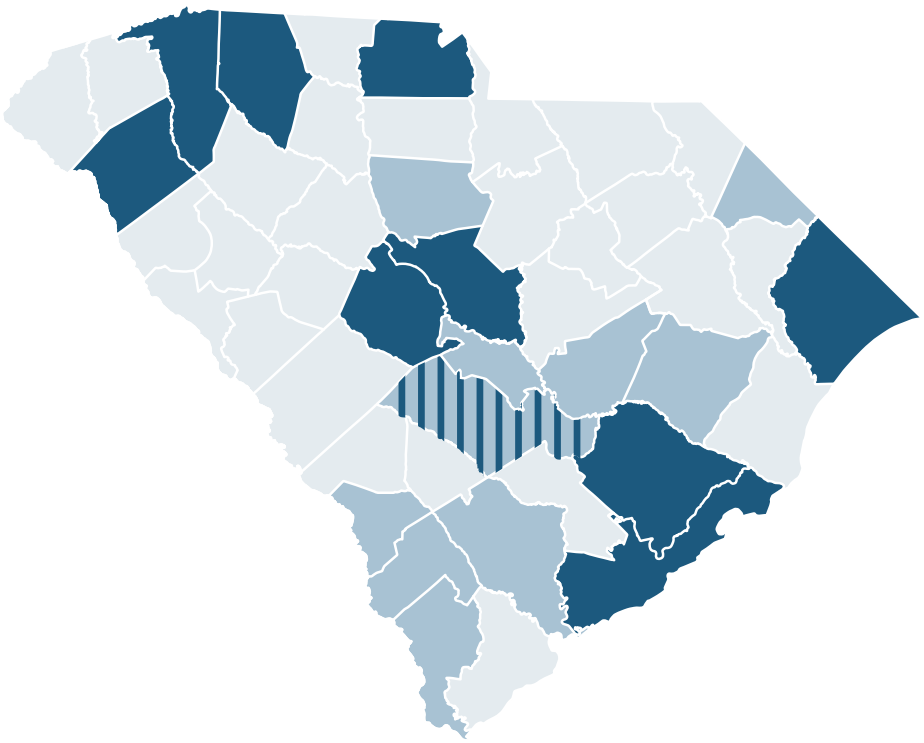
Greenville County experienced the highest number of F&SI unrestrained crashes. **Colleton County** experienced the highest rate of F&SI unrestrained crashes per 10,000 people.

Orangeburg County was the only county to fall in the top 10 on both lists, with 187 total F&SI crashes and 22.6 F&SI crashes per 10,000 people.

County	# of F&SI Crashes
1. Greenville	322
2. Charleston	267
3. Horry	254
4. Spartanburg	222
5. Richland	216
6. Orangeburg	187
7. Lexington	180
8. Berkeley	172
9. Anderson	170
10. York	155

County	# of F&SI Crashes per 10,000 People
1. Colleton	26.5
2. Jasper	23.6
3. Allendale	23.1
4. Orangeburg	22.6
5. Calhoun	21.9
6. Williamsburg	21.7
7. Hampton	21.0
8. Fairfield	20.1
9. Dillon	18.4
10. Clarendon	18.4

Top Counties for Unrestrained Fatal and Serious Injury Crashes

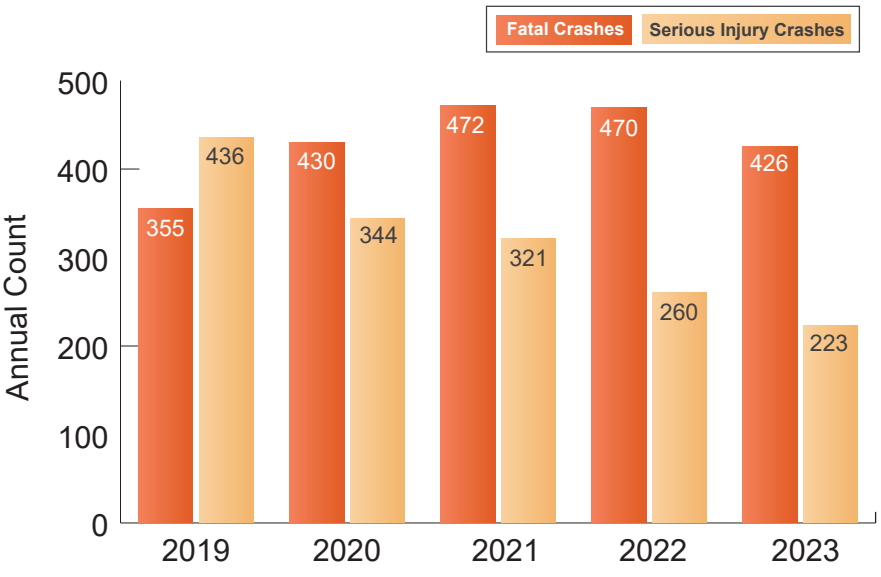


IMPAIRED USERS

3-5 Impaired Users

Impairment by alcohol or drugs is very hazardous and can cause harm beyond the individual under the influence. Law enforcement, other vehicles, and the roadway's most vulnerable users are at risk of becoming victims. Between 2019 and 2023, 1,584 crashes involving impaired users resulted in serious injury, and 2,153 crashes resulted in fatality. **Nearly 43% of all fatal crashes and 14% of all serious injury crashes in South Carolina are related to impaired roadway users.** The Impaired Users emphasis area includes crashes involving drivers and/or non-drivers using public roadways while under the influence of drugs or alcohol. SCDOT and SCDPS are committed to protecting all roadway users from impaired operation of all means of transportation, motorized and non-motorized.

Between 2019 and 2023, an average of 317 serious injury and 431 fatal crashes each year involved impaired users. Over this time period, serious injury crashes have declined while fatal crashes have increased.



Note: Previous versions of the SHSP just considered "Impaired Driving" as an Emphasis Area. The current "Impaired User" Emphasis Area considers impairment of all road users; therefore, this emphasis area should not be compared to previous versions.

Focus Area
Human Factors

Crashes involving drivers, cyclists, and pedestrians that are under the influence are deadly in South Carolina. Impaired users operating vehicles or entering the roadway as pedestrians, cyclists, or motorcyclists are considered high-risk behaviors. Other dangerous behaviors or circumstances, such as cell phone usage, nighttime driving, and speeding often exacerbate that. Impaired users are an unfortunate aspect of the Human Factors focus area.

SCDPS actively runs campaigns to reduce these crashes. Their Sober or Slammer campaign provides information on spotting an impaired driver, protecting yourself from an impaired driver, DUI facts, and the laws in South Carolina.

SOBER OR SLAMMER
SC DEPARTMENT OF PUBLIC SAFETY

IMPAIRED USERS

NIGHTTIME INFLUENCE
Almost 70% of impaired user F&SI crashes occurred during the nighttime.

CONTRIBUTING FACTORS

1. **Driving Too Fast for Conditions (7.0%)**
2. **Lying or Illegally in Roadway (4.5%)**
3. **Failure to Yield ROW (2.9%)**
4. **Wrong Side/Wrong Way(2.7%)**
5. **Excessive Speed (1.8%)**

Harmful Crash Events

Of the F&SI impaired crashes, 62% did not involve a collision with another motor vehicle.

Weekend Influence

56% of impaired user crashes occur on three days of the week: Fridays, Saturdays, and Sundays. Implementing targeted law enforcement during weekends could yield substantial results in reducing impaired driving crashes.

Between 2019 and 2023, there was an average of

1.2 deaths every day

related to impaired users.

Impaired Users F&SI crashes overlap the most with the following four emphasis areas: Lane Departure (69.4%), Speeding (54.4%), Unrestrained (48.9%), and Young Drivers (35.3%). The overlap between impaired user crashes and lane departure crashes is significant.

Impaired Users Most Harmful Events

TREE
(27%)

PEDESTRIAN
(11%)

MOTOR UNIT
(10%)

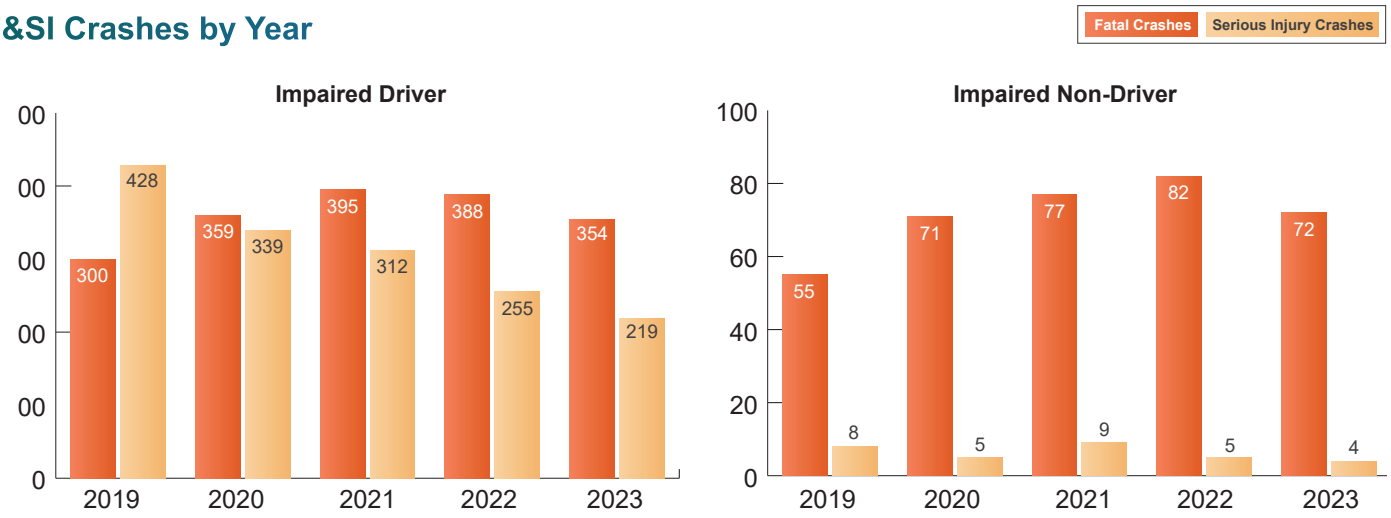
CROSS MEDIAN/CENTER
(10%)

DITCH
(9%)

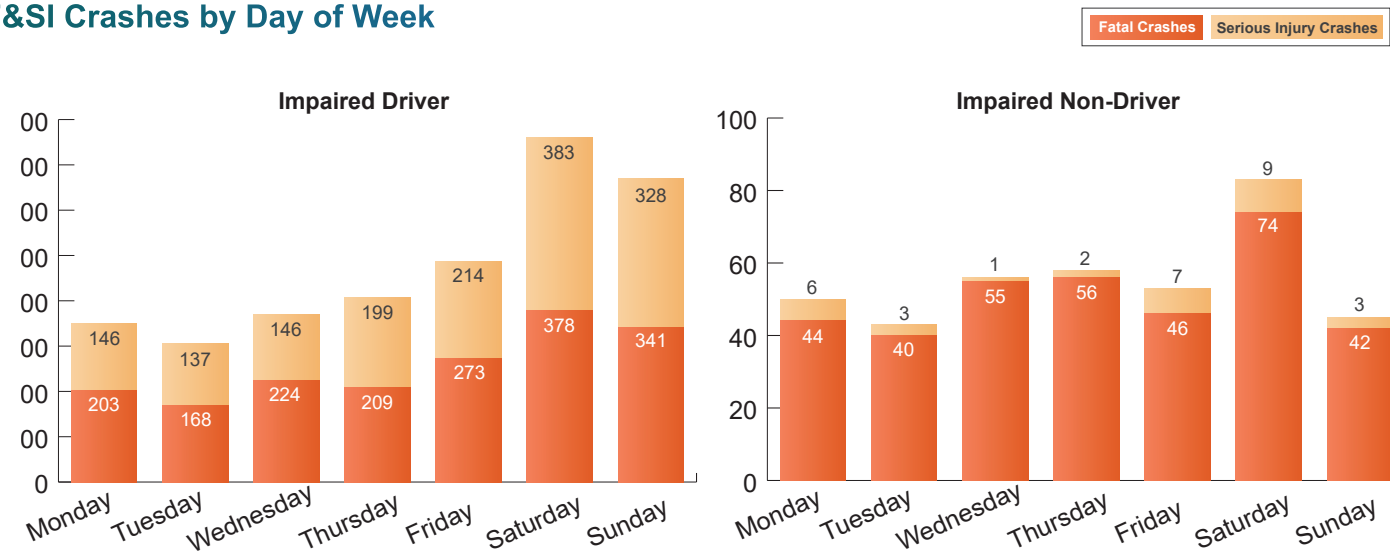
IMPAIRED USERS

The charts below break out the F&SI totals of impaired drivers or non-driver impairment. An example of an impaired non-driver would be an impaired pedestrian.

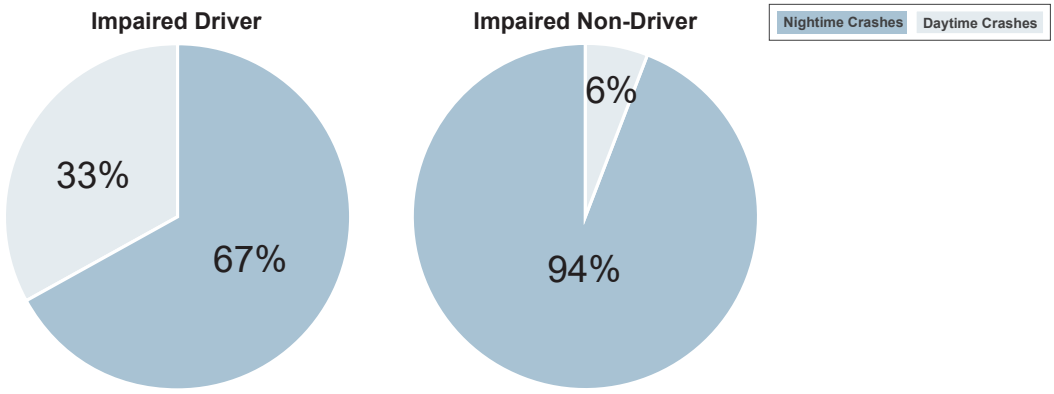
F&SI Crashes by Year



F&SI Crashes by Day of Week



F&SI Crashes by Light Condition



IMPAIRED USERS

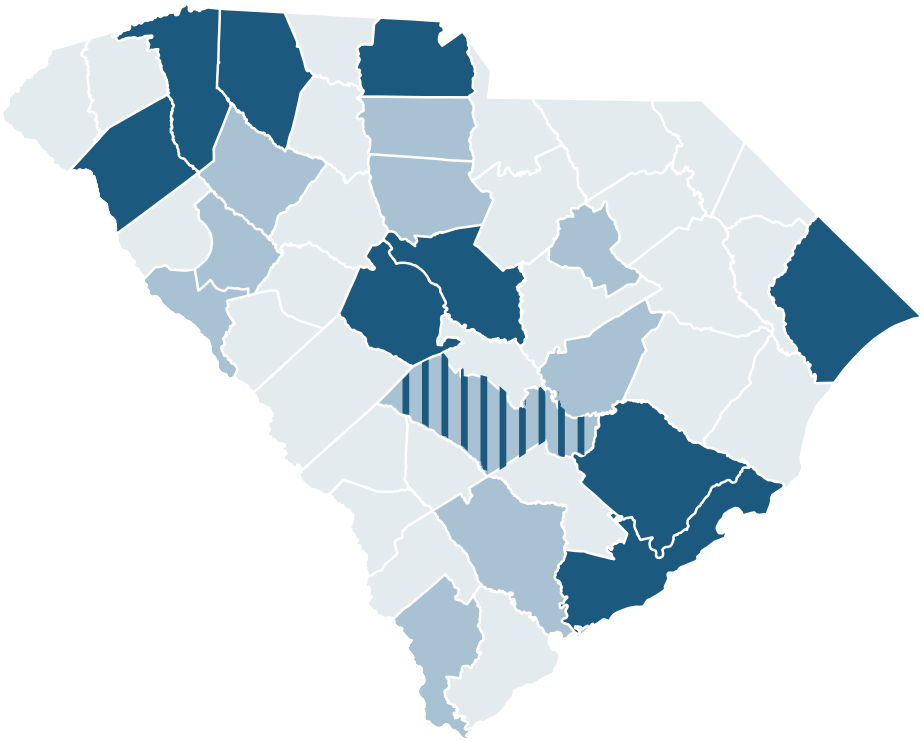
Greenville County experienced the highest number of F&SI impaired user crashes. **Colleton County** experienced the highest rate of F&SI impaired user crashes per 10,000 people.

Orangeburg County was the only county to fall in the top 10 on both lists, with 126 F&SI crashes and 15.2 impaired user F&SI crashes per 10,000 people.

County	# of F&SI Crashes
1. Greenville	349
2. Richland	263
3. Horry	242
4. Spartanburg	221
5. Lexington	205
6. Charleston	202
7. York	167
8. Berkeley	153
9. Anderson	150
10. Orangeburg	126

County	# of F&SI Crashes per 10,000 People
1. Colleton	20.1
2. Lee	18.2
3. Jasper	16.4
4. Fairfield	15.7
5. Clarendon	15.5
6. Orangeburg	15.2
7. Chester	14.9
8. Laurens	12.5
9. McCormick	12.1
10. Greenwood	10.9

Top Counties for Impaired User Fatal and Serious Injury Crashes

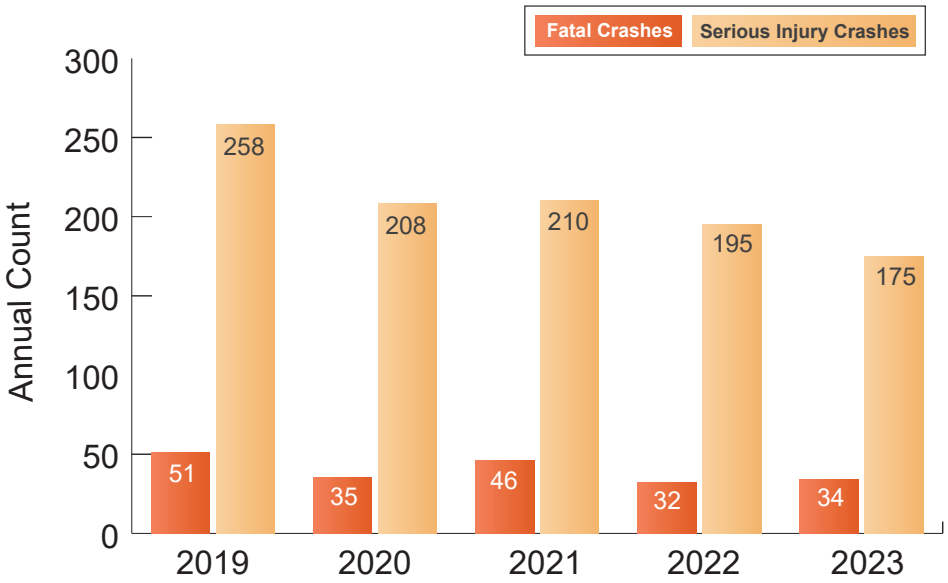


DISTRACTED DRIVING

3-6 Distracted Driving

The roadway can present many unexpected dangers for drivers, requiring driver alertness, fast reaction times, and defensive driving techniques to navigate safely and avoid incidents. When drivers are distracted by their phones or other external distractors, it can decrease their ability to react to unexpected dangers. Between 2019 and 2023, there have been 1,244 distracted driving-related crashes that resulted in serious injury or fatality. **Almost 4% of all fatal crashes and 10% of all serious injury crashes in South Carolina are related to distracted driving.** These statistics likely underestimate the situation, as distracted driving is difficult to quantify adequately by law enforcement. Distracted driving is a high-risk behavior that is common across the state and all ages.

Between 2019 and 2023, an average of 209 serious injury and 40 fatal distracted driving crashes occurred each year. Over this time period, reported fatal and serious injury crashes have declined.



Focus Area
Human Factors

Distracted driving is a notoriously high-risk behavior that has gained significant attention in the last 20 years since personal cellular devices have become commonplace in South Carolina and across the nation. In May 2025, South Carolina passed the Hands-Free Act, which prohibits all physical cell phone use while driving. This new law is a major step in addressing the distracted driving problem in the state.

South Carolina ranks #3 in the nation in rate of distracted driving. The distraction rate is 16.5%, which is higher than the national average of 12.1%.

Source: USAA SafePilot telematics app

DISTRACTED DRIVING

By Roadway Type

More than 80% of distracted driving F&SI crashes occur on secondary (48.1%) and local (35.8%) roads. Although local and secondary roads do not typically have as much vehicular traffic as major roads, the danger of unexpected hazards is still prevalent. It is important to emphasize that distracted driving is always unacceptable, not just when driving through congested areas.

Of the 1,244 F&SI crashes attributed to distracted driving between 2019 and 2023, there were 102 that involved a pedestrian and 32 that involved a bicyclist.

By Collision Type

45% of distracted driving F&SI crashes are classified as single-vehicle collisions. Unexpected events involve more than just other drivers. Pedestrians, animals, sharp turns, and other external factors can all lead to fatal and serious injury crashes for distracted drivers and those involved.

CONTRIBUTING FACTORS

1. **Driving Too Fast for Conditions (38.6%)**
2. **Failure to Yield ROW (8.6%)**
3. **Wrong Side or Wrong Way (3.9%)**
4. **Disregarded Signs/Signals (3.9%)**
5. **Ran off Road (2.5%)**

Distracted Driving F&SI crashes overlap the most with the following four emphasis areas: Lane Departure (31.0%), Intersection (29.9%), Young Drivers (27.9%), and Speeding (23.7%).

Historically, it is often noted that distracted driving crashes are significantly underrepresented and undercounted. This is due to the difficulty officers face in determining if a driver was distracted leading up to and during a crash.

DISTRACTED DRIVING

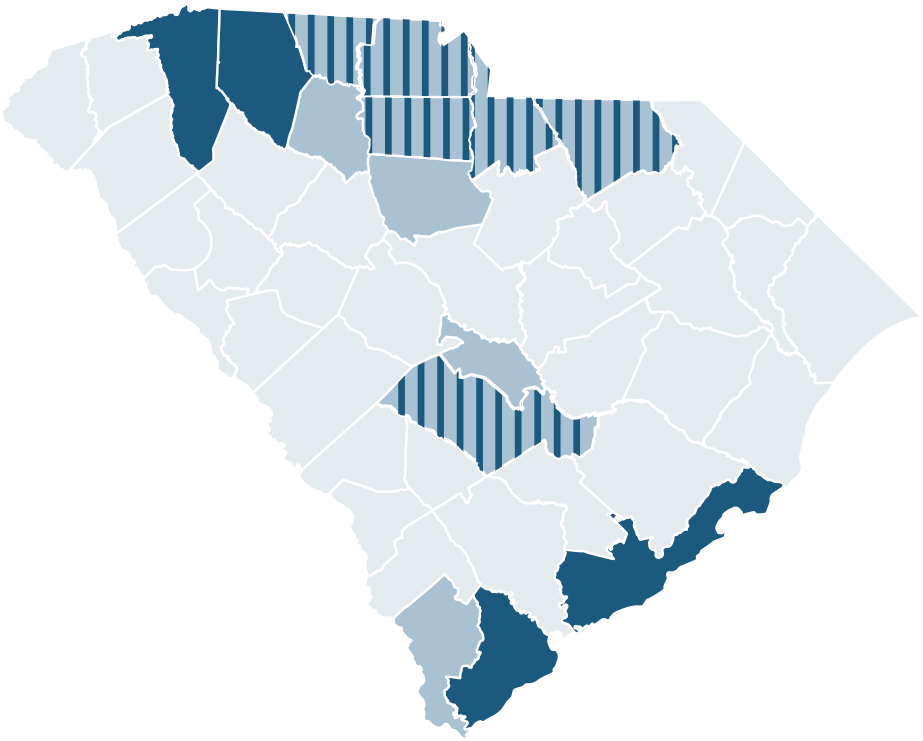
Charleston County experienced the highest number of F&SI distracted driving crashes. **Fairfield County** experienced the highest rate of F&SI crashes per 10,000 people.

Chester, Cherokee, Chesterfield, Lancaster, Orangeburg, and York County all fell in the top 10 for both total F&SI crashes and F&SI crashes per 10,000 people

County	# of F&SI Crashes
1. Charleston	171
2. York	141
3. Orangeburg	90
4. Cherokee	75
5. Lancaster	54
6. Spartanburg	54
7. Chester	49
8. Beaufort	44
9. Greenville	44
10. Chesterfield	39

County	# of F&SI Crashes per 10,000 People
1. Fairfield	15.7
2. Chester	15.2
3. Cherokee	13.2
4. Calhoun	12.7
5. Union	10.9
6. Orangeburg	10.9
7. Jasper	10.4
8. Chesterfield	8.9
9. York	8.0
10. Lancaster	5.0

Top Counties for **Distracted Driving**
Fatal and Serious Injury Crashes

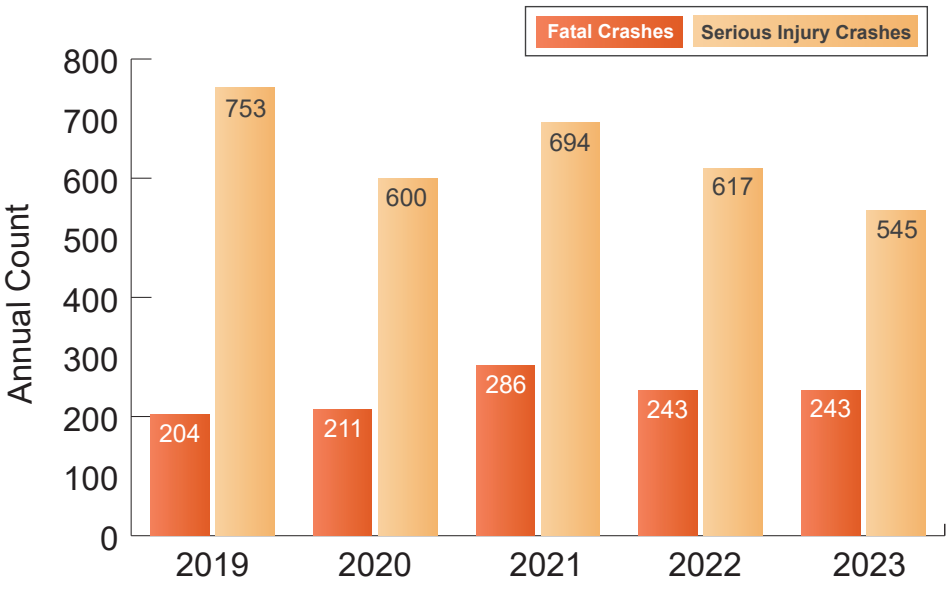


YOUNG DRIVERS

3-7 Young Drivers

South Carolina's transportation system is intended to be easily navigable by all users, including young drivers who are newer to the driving responsibility. Young drivers includes all drivers between 15 and 24 who may have recently acquired their first driver's license or beginner's permit. **Between 2019 and 2023, almost 24% of all fatal crashes and more than 28% of all serious injury crashes in South Carolina involved young drivers.** An average of 874 crashes per year involving young drivers resulted in a fatality or serious injury. Protecting the roadway's newest users from serious injury or death can be achieved by understanding the responsibilities of safely driving and navigating the roadways. South Carolina is committed to reducing fatalities and serious injuries for young drivers.

Between 2019 and 2023, an average of 642 serious injury and 237 fatal young driver crashes occurred each year. Over this time period, fatal crashes have increased while serious injury crashes have decreased.



Focus Area
High-Risk Roadway Users

Data and studies suggest that young drivers are at risk of becoming seriously injured or killed on the roadways due to a variety of factors. Efforts in the state have been implemented to curb this trend.

The restrictions for driving at 15 and 16 years of age in South Carolina are designed to allow young drivers to develop their skills over time. Restrictions include the number of passengers, hours of operation, and minimum practice hours.

In South Carolina in 2022, drivers between 15 and 24 comprised approximately 13% of the licensed driving population – but were involved in nearly 34% of all crashes in that same year.

Inexperience, immaturity, distracted driving, and aggressive driving all contribute to this trend.

YOUNG DRIVERS

NIGHTTIME INFLUENCE

Despite restrictions for young drivers in South Carolina, which are designed to limit nighttime exposure, 50% of F&SI crashes involving young drivers still occur at night. The challenges of low visibility conditions can be particularly stressful for inexperienced drivers, and the data supports the need for continued implementation of curfew laws for new drivers.

CONTRIBUTING FACTORS

1. **Driving Too Fast for Conditions (24.4%)**
2. **Failure to Yield ROW (20.1%)**
3. **Under the Influence (13.1%)**
4. **Wrong Side/Wrong Way (6.6%)**
5. **Disregarded Signs/Signals (6.5%)**

24% **of young driver F&SI crashes were contributed by driving too fast for conditions.**

Weekend Driving

50% of young driver F&SI crashes occur on three days of the week: Fridays, Saturdays, and Sundays. Teenagers are more likely to be injured or killed in crashes on the weekend than the weekday.

Young Drivers Under the Influence

South Carolina has a zero-tolerance policy for impaired underage driving, which concludes it is illegal for anyone under 21 to drive with a BAC of 0.02 percent or higher. Despite this, 13% of young driver F&SI crashes were influenced by alcohol.

Young Driver F&SI crashes overlap the most with the following four emphasis areas: Lane Departure (46.2%), Speeding (38.2%), Intersection (31.6%), and Unrestrained (29.6%).

YOUNG DRIVERS

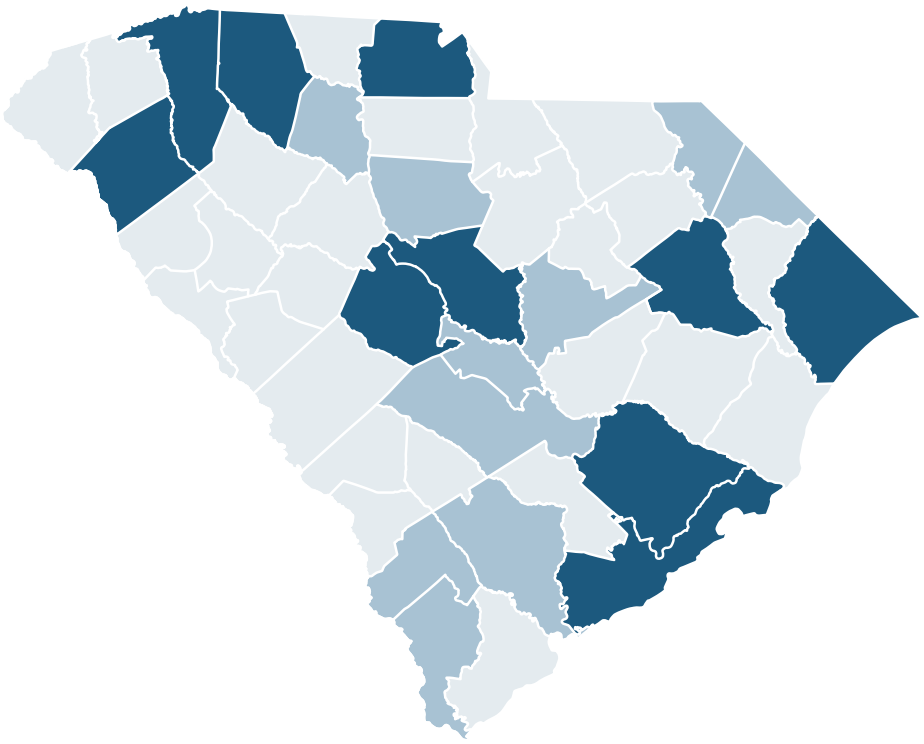
Greenville County experienced the highest number of F&SI young drivers crashes. **Jasper County** experienced the highest rate of F&SI young drivers crashes per 10,000 people.

The average number of F&SI crashes by young drivers per 10,000 people for all counties was **10.0** crashes.

County	# of F&SI Crashes
1. Greenville	423
2. Charleston	370
3. Spartanburg	328
4. Horry	286
5. Richland	255
6. York	190
7. Lexington	189
8. Berkeley	181
9. Anderson	174
10. Florence	145

County	# of F&SI Crashes per 10,000 People
1. Jasper	17.6
2. Hampton	16.0
3. Orangeburg	15.9
4. Calhoun	14.8
5. Marlboro	14.8
6. Dillon	13.7
7. Fairfield	13.7
8. Colleton	12.9
9. Sumter	12.7
10. Union	12.4

Top Counties for **Young Drivers**
Fatal and Serious Injury Crashes

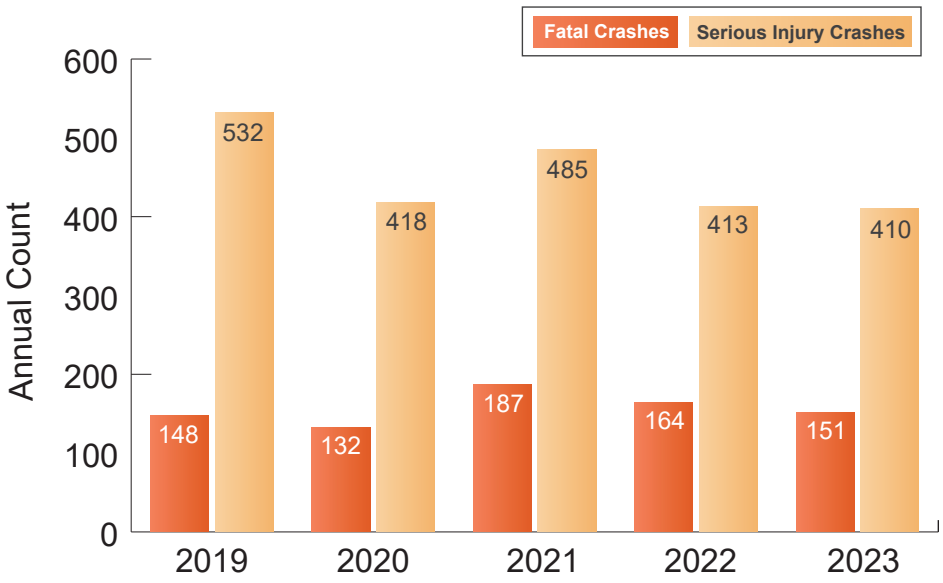


MOTORCYCLES/MOPEDS

3-8 Motorcycles/Mopeds

South Carolina's transportation system is intended to serve all users, including motorcyclists. Motorcyclists include all persons operating a motorcycle, moped, or similar device for transportation. Between 2019 and 2023, 3,040 crashes involving motorcyclists resulted in fatality or serious injury. **More than 16% of all fatal crashes and more than 20% of all serious injury crashes in South Carolina involve motorcycles/mopeds.** SCDOT and SCDPS are committed to protecting motorcyclists' safety and ability to use the roadway alongside other motorized vehicles.

Between 2019 and 2023, an average of 452 serious injury and 156 fatal motorcycle crashes occurred each year. During this time period, serious injury crashes have decreased while fatal crashes have fluctuated.



Focus Area
High-Risk Roadway Users

South Carolina is committed to enforcing and encouraging safe practices for motorcyclists and moped users.

South Carolina requires that mopeds be registered with a license plate. While mopeds do not need insurance, there are rules surrounding helmet usage–to have a moped license, users must be 15, and to operate a moped or motorcycle without a helmet, users must be older than 20.

SCDPS actively runs campaigns to reduce motorcycle crashes. Informational campaigns such as their 'Be Aware of Blind Spots' messaging helps spread awareness of the most common causes of motorcycle crashes.

MOTORCYCLES/MOPEDS

Protective Gear

Of the motorcycle/moped F&SI crashes, approximately 56% of operators did not have a helmet or any other protective gear, 37% were wearing a helmet, and 6% had some other type of protective equipment, such as pads, clothing, or lighting.

Motorcycle/Moped Fatal and Serious Injury Crashes

- 94% occurred on dry pavement
- 92% occurred during clear conditions
- 56% occurred during daylight hours

By Harmful Event

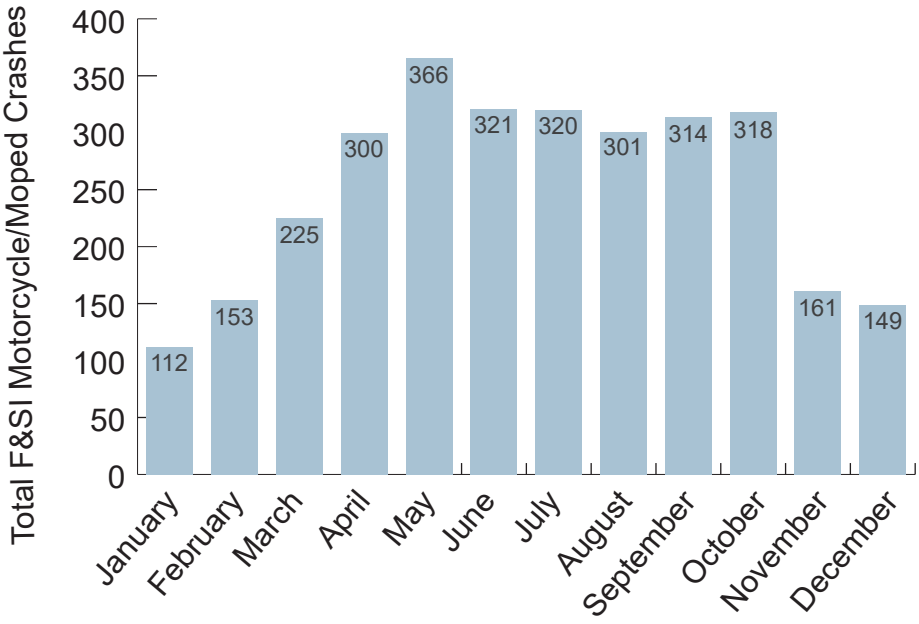
The most common harmful event for F&SI are collisions with another vehicle. The second most common harmful event is a spill. Mopeds and motorcycles are often victims of spill crashes, where motorists are flipped or overturned due to an external circumstance or object.

CONTRIBUTING FACTORS

1. Driving Too Fast for Conditions (26.9%)
2. Failure to Yield ROW (25.3%)
3. Under the Influence (11.0%)
4. Aggressive Operation (4.0%)
5. Improper Lane Use/Change (3.9%)

By Time Period

Nearly three-quarters of motorcycle crashes occur during warmer months (April–October), the most popular period for motorcyclists to use the roadway. Increasing motorcycle education and awareness campaigns during these months could reduce crashes more effectively. More than 54% of crashes occurred on Friday, Saturday, and Sunday combined.



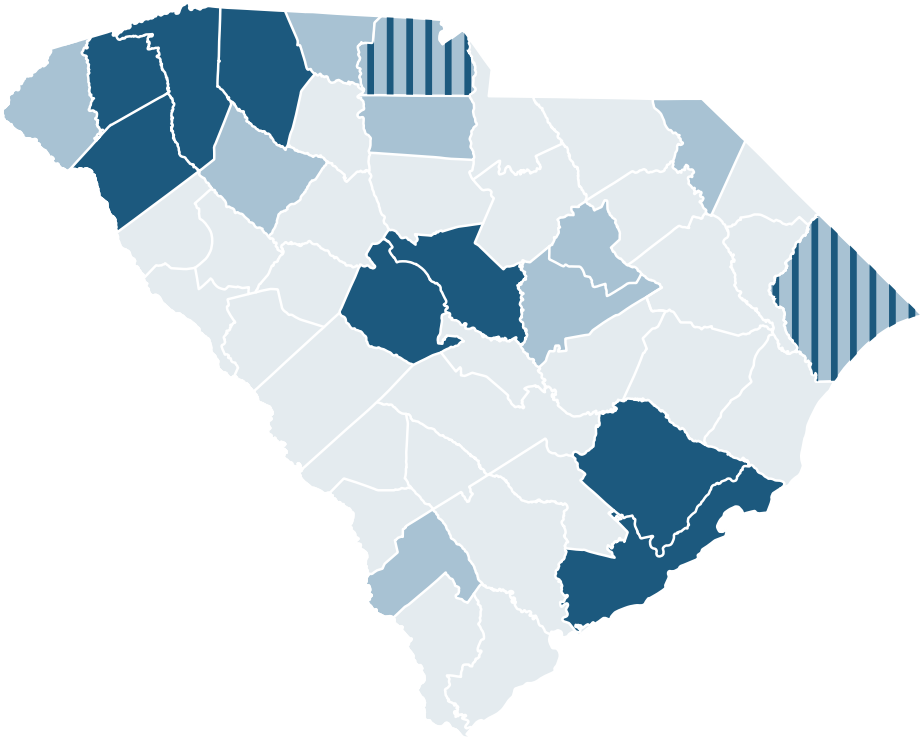
MOTORCYCLES/MOPEDS

Motorcycle/Moped F&SI crashes overlap the most with the following four emphasis areas: Lane Departure (45.2%), Intersection (37.5%), Speeding (32.6%), and Young Drivers (22.3%).

County	# of F&SI Crashes
1. Horry	359
2. Greenville	305
3. Charleston	287
4. Spartanburg	208
5. Richland	174
6. Anderson	138
7. York	135
8. Lexington	129
9. Berkeley	114
10. Pickens	92

County	# of F&SI Crashes per 10,000 People
1. Marlboro	10.9
2. Lee	10.0
3. Horry	9.0
4. Cherokee	8.8
5. Sumter	8.2
6. Oconee	7.6
7. York	7.6
8. Laurens	7.6
9. Hampton	7.2
10. Chester	7.1

Top Counties for **Motorcycles/Mopeds**
Fatal and Serious Injury Crashes

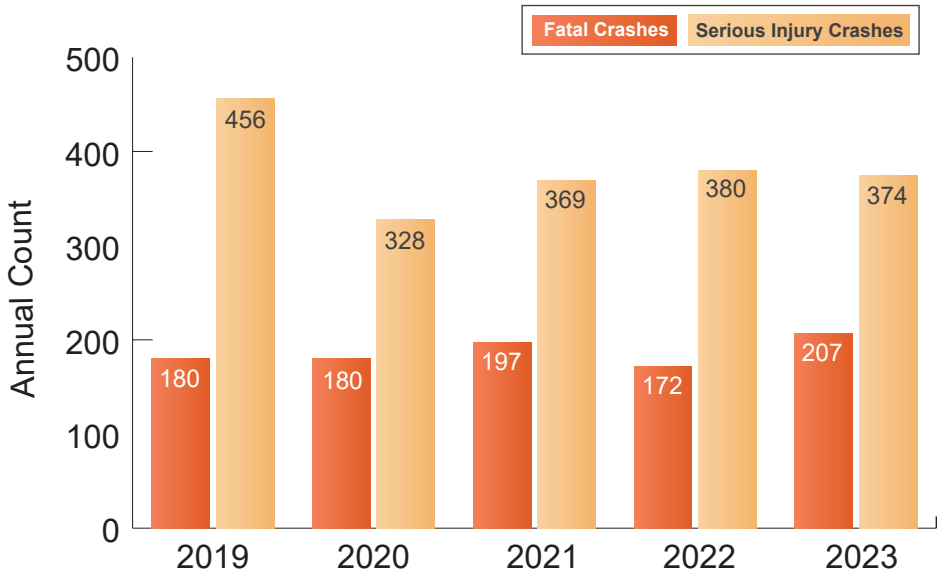


OLDER DRIVERS

3-9 Older Drivers

South Carolina's transportation system is intended to be easily navigable by all users, including older drivers. Older drivers includes all drivers 65 years and older whose age may be affecting their driving ability. Between 2019 and 2023, an average of 567 crashes per year involving older drivers resulted in a fatality or serious injury. **Almost 19% of all fatal crashes and nearly 17% of all serious injury crashes in South Carolina involve older drivers.** SCDOT and SCDPS are committed to protecting older drivers and making sure infrastructure and alternate transportation options support their ability to use the roadway. While older drivers have more years of experience on the roadways, they also are more likely to suffer from cognitive, visual, and physical impairments that affect their driving abilities.

Between 2019 and 2023, an average of 381 serious injury and 187 fatal older driver crashes occurred each year. Over this time period, fatal crashes have increased while serious injury crashes have decreased.



Focus Area
High-Risk Roadway Users

According to the American Automobile Association, Americans are living longer than ever before. Seniors are outliving their ability to drive safely and must consider that while they tend to be cautious drivers, their cognitive abilities often decline with age.

South Carolina requires all drivers to update their license and take a vision test every eight years.

In South Carolina in 2022, drivers over 65 comprise approximately 23.4% of the licensed driving population. 19% of total crashes in 2022 involved an older driver.

OLDER DRIVERS

By Time of Day

72% of older driver crashes occur during the daytime. Although this is a higher percentage of daytime crashes than any other emphasis area, it is still noteworthy that 28% of older driver crashes occur at night.

CONTRIBUTING FACTORS

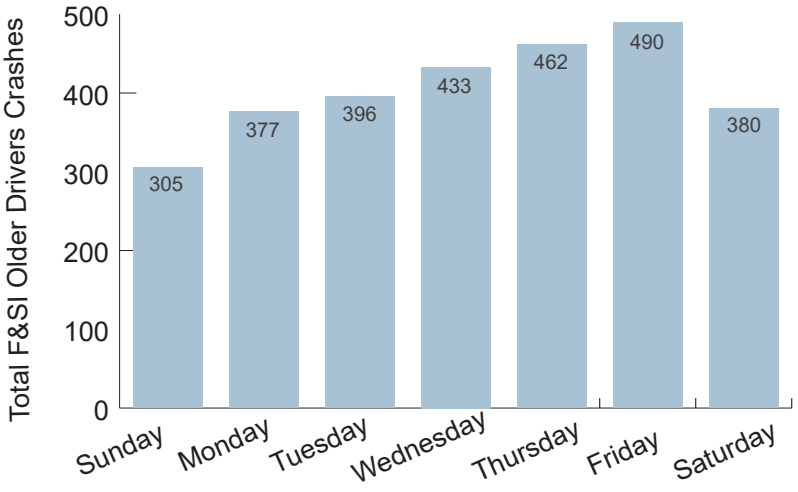
1. **Failure to Yield ROW (29.9%)**
2. **Driving Too Fast for Conditions (17.1%)**
3. **Disregarded Signs/Signals (7.9%)**
4. **Under the Influence (7.9%)**
5. **Wrong Side or Wrong Way (7.0%)**

Nearly 30% of all fatal and serious injuries that involve Older Drivers are caused by a failure to yield ROW. The emphasis area with the most overlap with older drivers is Intersections.

Older Driver F&SI crashes overlap the most with the following four emphasis areas: Intersections (40.6%), Lane Departure (33.8%), Speeding (21.4%), and Unrestrained (18.7%).

By Day of the Week

Older Drivers are a unique emphasis area in that the fewest crashes occur on a Saturday or Sunday.



OLDER DRIVERS

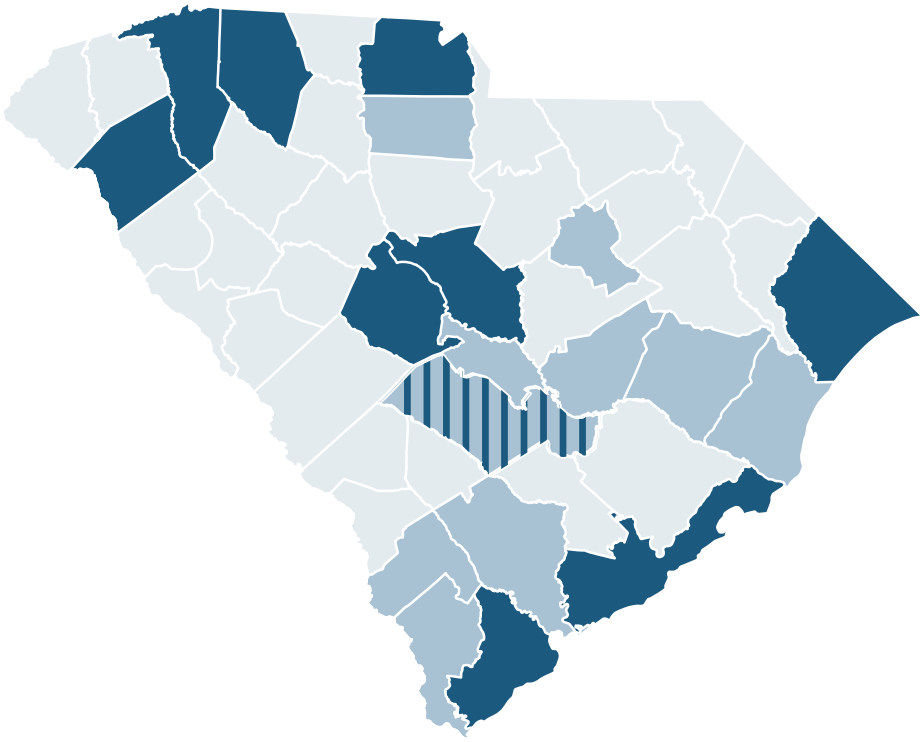
Greenville County experienced the highest number of F&SI older drivers crashes. **Hampton County** experienced the highest rate of F&SI young drivers crashes per 10,000 people.

Orangeburg County is the only county to fall on both top 10 lists with 102 F&SI crashes and 12.3 F&SI crashes per 10,000 people, respectively.

County	# of F&SI Crashes
1. Greenville	238
2. Horry	225
3. Charleston	225
4. Spartanburg	182
5. Lexington	137
6. York	134
7. Richland	130
8. Anderson	109
9. Orangeburg	102
10. Beaufort	96

County	# of F&SI Crashes per 10,000 People
1. Hampton	13.8
2. Calhoun	13.4
3. Orangeburg	12.3
4. Jasper	11.3
5. Colleton	11.3
6. Williamsburg	10.0
7. Chester	9.9
8. Georgetown	9.4
9. Lee	9.4
10. Clarendon	9.4

Top Counties for **Older Drivers**
Fatal and Serious Injury Crashes

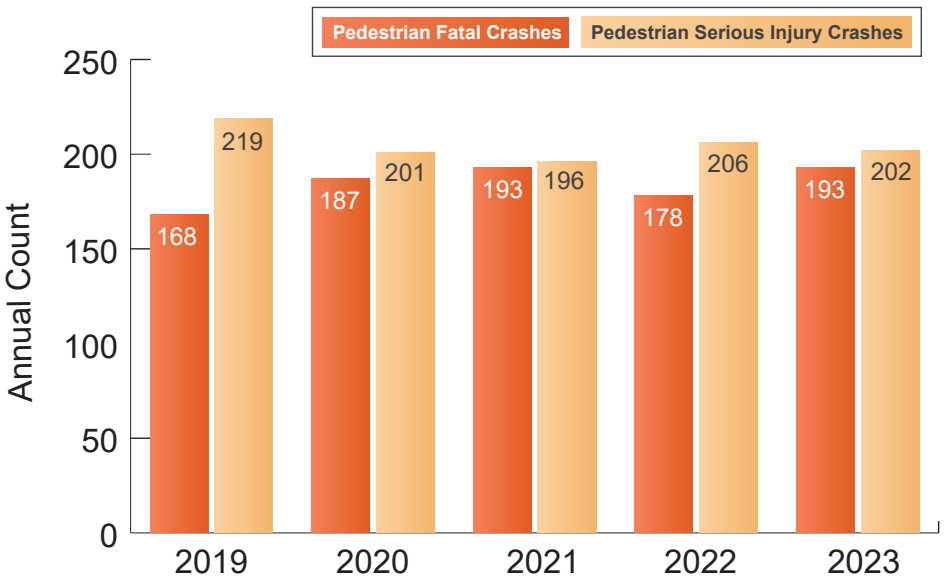


PEDESTRIANS

3-10 Pedestrians

South Carolina's transportation system is intended to serve all users, including pedestrians. Pedestrians include persons walking as well as those using a wheelchair, skateboard, rollerblades, or a similar device for transportation. Between 2019 and 2023, an average of approximately 1,209 total crashes involving a pedestrian occurred on South Carolina's roadways. **More than 18% of all fatal crashes and more than 9% of all serious injury crashes in South Carolina involve pedestrians.** SCDOT and SCDPS are committed to protecting pedestrians and their ability to walk or use non-motorized transportation forms.

Between 2019 and 2023, an average of 205 serious injury and 184 fatal pedestrian crashes occurred each year. Over this time period, fatal crashes have increased and serious injury crashes have slightly decreased.



Focus Area
High-Risk Roadway Users

South Carolina continues to invest in pedestrian-focused safety initiatives.

- In 2021, South Carolina adopted a new Complete Streets Policy, which requires SCDOT to work with South Carolina's regional planning partners to prioritize walking, bicycling, and transit usage.
- In 2021, South Carolina issued new crosswalk implementation guidance which considers mid-block crossings and additional crosswalk visibility enhancements.
- In 2022, South Carolina published its first Pedestrian and Bicycle Safety Action Plan, which highlighted high-crash and high-risk locations where non-motorized users are at risk. SCDOT funds road safety assessments to improve safety for pedestrians and bicyclists on the identified corridors.
- SCDPS paid media campaigns include billboards, radio ads, and video PSAs to promote safe walking and increased driver awareness of pedestrians.

PEDESTRIANS

By Day of the Week and Month of the Year

Between 2019 and 2023, the most pedestrian F&SI crashes occurred on Saturdays, with 346 crashes. December has the highest percentage of pedestrian crashes in the year, followed by October and November, likely due to the greater number of dark hours in the day.

TOP MONTHS	
1. December	11%
2. October	11%
3. November	10%

TOP DAYS OF THE WEEK	
1. Saturday	18%
2. Friday	17%
3. Thursday	14%

NIGHTTIME INFLUENCE

Of all emphasis areas, pedestrians have the highest likelihood of being killed or seriously injured at night. 87% of pedestrian fatal crashes and 68% of pedestrian serious injury crashes occurred at night. The data are clear that pedestrians are at greater risk when walking at night.

CONTRIBUTING FACTORS

1. **Lying or Illegally in roadway (37.8%)**
2. **Improper Crossing (15.9%)**
3. **Driving Too Fast for Conditions (6.2%)**
4. **Under the Influence (Pedestrian) (5.9%)**
5. **Failure to Yield ROW (5.1%)**

Pedestrian F&SI crashes overlap the most with the following four emphasis areas: Young Drivers (19.1%), Intersections (18.5%), Speeding (14.6%), and Older Drivers (9.9%). More than half of all pedestrian fatalities and serious injuries overlapped with at least one of these areas.

South Carolina had the 3rd highest pedestrian fatality rate per capita in 2023 according to NHTSA's Fatality Analysis Reporting System.

PEDESTRIANS

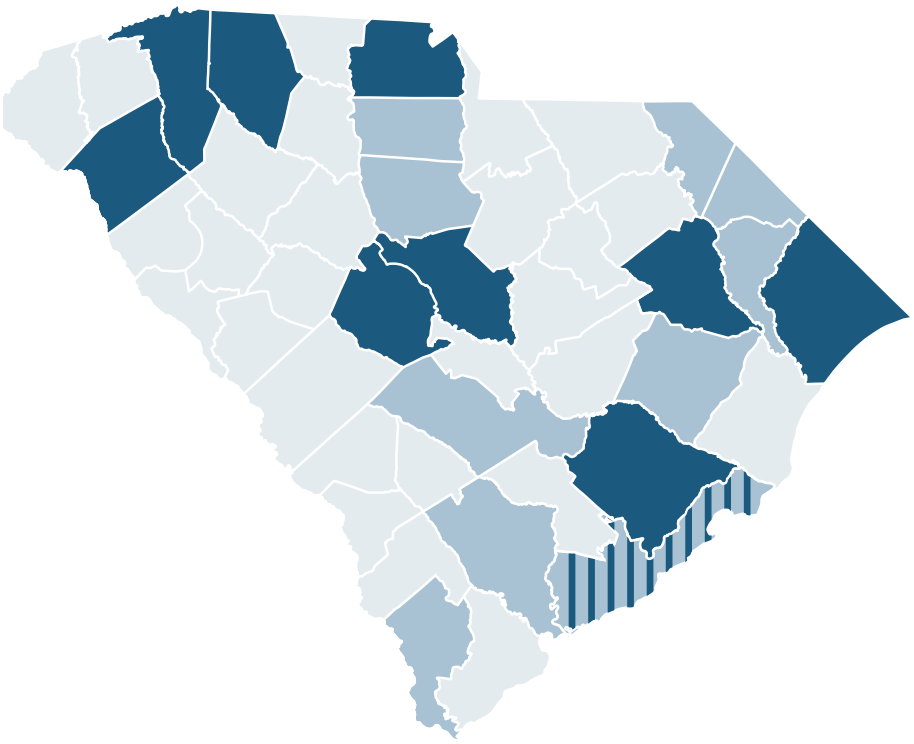
Between 2019 and 2023, Charleston County had 47 more fatal and serious injuries than the next highest county. **On average, Charleston County has approximately 20 fatal pedestrian crashes per year.**

Charleston County is the only county to fall on both lists with 246 total F&SI crashes and 5.8 F&SI crashes per 10,000 people.

County	# of F&SI Crashes
1. Charleston	246
2. Greenville	199
3. Horry	181
4. Richland	177
5. Spartanburg	113
6. Lexington	79
7. Florence	72
8. Berkeley	71
9. Anderson	69
10. York	64

County	# of F&SI Crashes per 10,000 People
1. Colleton	6.4
2. Williamsburg	6.4
3. Jasper	6.3
4. Marlboro	6.2
5. Chester	6.2
6. Dillon	6.1
7. Orangeburg	5.9
8. Charleston	5.8
9. Marion	5.6
10. Fairfield	5.4

Top Counties for **Pedestrian** Fatal and Serious Injury Crashes

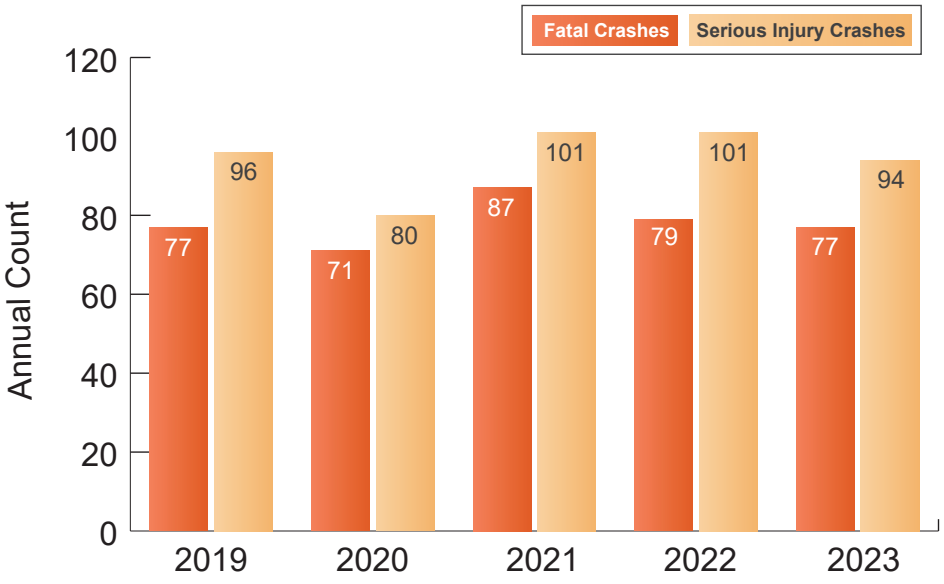


COMMERCIAL MOTOR VEHICLES

3-11 Commercial Motor Vehicles

South Carolina's transportation system is intended to serve all users, including commercial motor vehicle operators. Commercial motor vehicles include any vehicle that is used for a business-related purpose, such as semi-trucks, buses, and delivery trucks. For the purpose of data analysis, only tractor trailer vehicle types were considered. Between 2019 and 2023, 863 commercial motor vehicles crashes resulted in fatality or serious injury. **Over 7% of all fatal crashes and 4% of all serious injury crashes in South Carolina are commercial motor vehicle related.** SCDOT and SCDPS are committed to protecting the safety all roadway users both when operating commercial motor vehicles and sharing the road with them.

Between 2019 and 2023, an average of 94 serious injury and 78 fatal commercial motor vehicle crashes occurred each year. During this period, serious injury crashes and fatal injury crashes have remained relatively consistent.



Focus Area
High-Risk Roadway Users

Two of the nation's largest ports are located in Charleston, South Carolina and Savannah, Georgia. These ports generate a large amount of freight traffic throughout South Carolina to deliver goods to and from these ports.

The 2022 South Carolina *Statewide Freight Plan Update* identifies roads to be included in the freight network. Many of these roads are higher functional classification roadways designed to increase the speed and efficiency of transporting goods. **This also means that more commercial motor vehicle crashes occur on these higher functional class roadways.**

The *Statewide Freight Plan Update* projects a 90% increase in tons of freight moved on South Carolina roadways from 2019 to 2050. As the number of commercial motor vehicles on South Carolina roads grows, enhancing safety measures to prevent crashes involving these vehicles becomes increasingly essential.

COMMERCIAL MOTOR VEHICLES

Commercial Motor Vehicle Fatal and Serious Injury Crashes

- 85% occurred on dry pavement
- 80% occurred during clear conditions
- 62% occurred during daylight hours

By Route Type

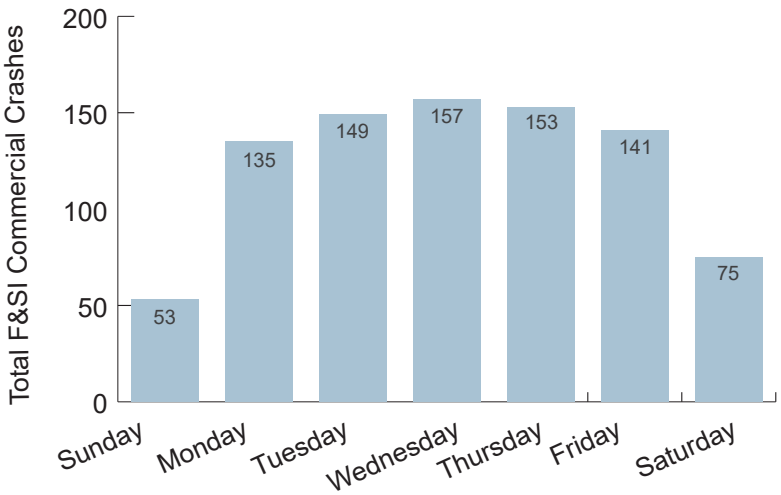
Nearly 87% of all commercial motor vehicle crashes occur on Interstate, US, or SC routes. These roads often have higher vehicle speeds, resulting in more severe crashes.

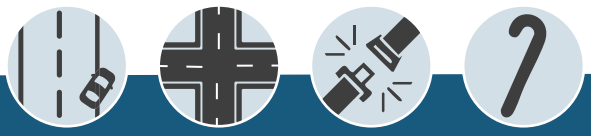
CONTRIBUTING FACTORS

1. Driving Too Fast for Conditions (26.7%)
2. Failure to Yield ROW (16.9%)
3. Wrong Side/Wrong Way (10.1%)
4. Under the Influence (8.7%)
5. Disregarded Signs/Signals (6.6%)

By Time Period

While commercial motor vehicle crashes steadily occur throughout the calendar year, more crashes occur during the work week compared to weekends. Crashes occur at a daily average of 147 crashes during the week and only a daily average of 64 during the weekend. This data aligns with the business nature of commercial motor vehicles.





Commercial Motor Vehicle F&SI crashes overlap the most with the following four emphasis areas: Lane Departure (27.5%), Intersection (27.4%), Unrestrained (24.7%), and Older Drivers (23.2%).

COMMERCIAL MOTOR VEHICLES

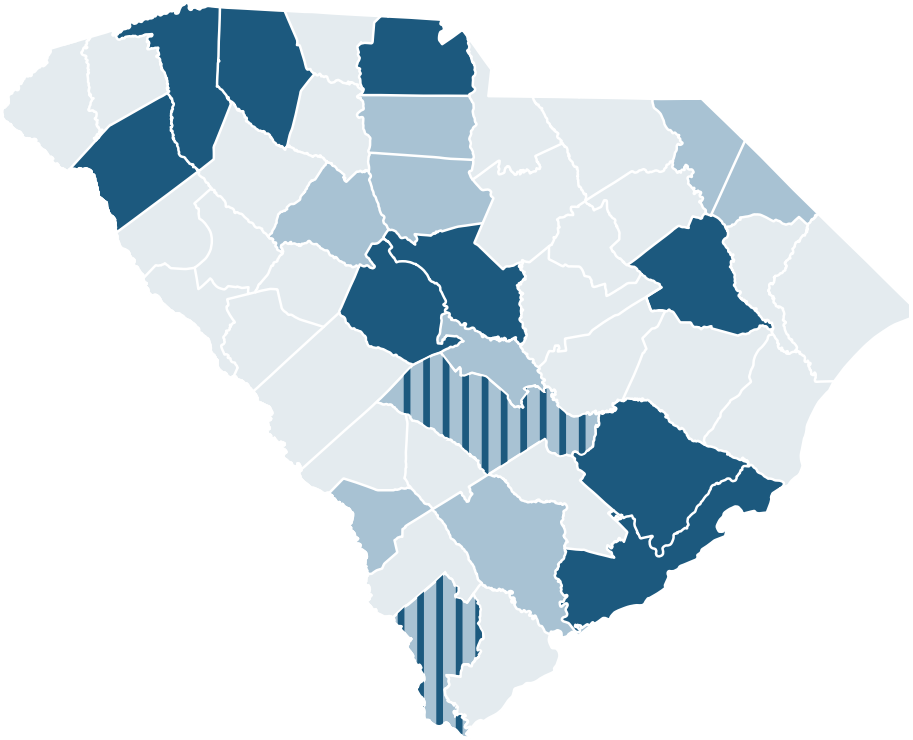
The majority of the top-ranked counties for **commercial motor vehicle F&SI crashes include sections of I-85, I-26, I-77, or I-95.**

Orangeburg County and Jasper County are the only counties to fall on both lists with 51 and 32 total F&SI crashes and 6.2 and 9.5 F&SI crashes per 10,000 people respectively.

County	# of F&SI Crashes
1. Greenville	59
2. Spartanburg	57
3. Orangeburg	51
4. Lexington	39
5. Richland	39
6. York	37
7. Charleston	32
8. Jasper	32
9. Anderson	31
9. Berkeley	31
9. Florence	31

County	# of F&SI Crashes per 10,000 People
1. Jasper	9.5
2. Calhoun	7.8
3. Allendale	6.8
4. Orangeburg	6.2
5. Dillon	6.1
6. Fairfield	5.9
7. Marlboro	5.8
8. Chester	5.6
9. Colleton	5.1
10. Newberry	4.9

Top Counties for **Commercial Motor Vehicles** Fatal and Serious Injury Crashes

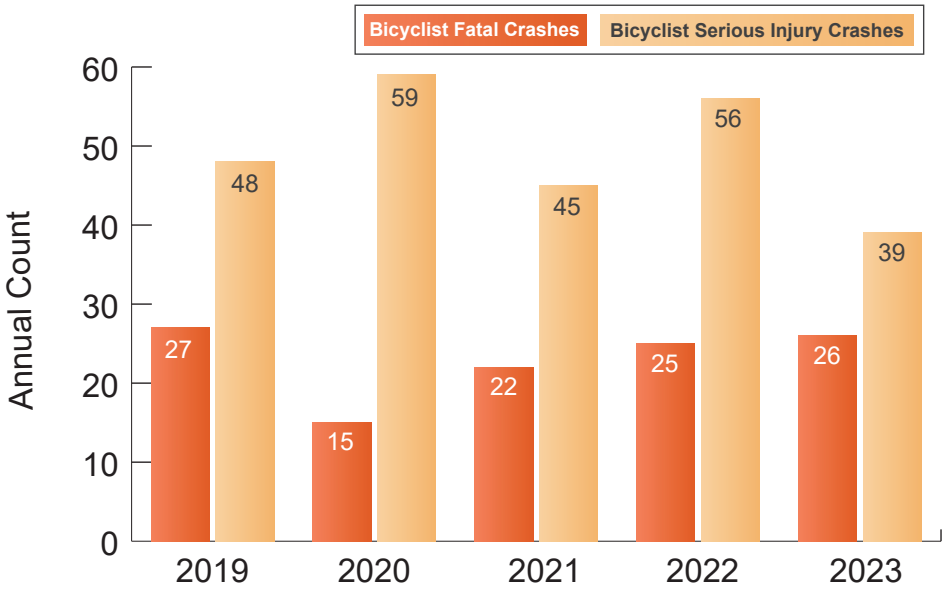


BICYCLES

3-12 Bicycles

South Carolina's transportation system is intended to serve all users, including bicyclists. Bicyclists include all roadway users riding a bicycle or related vehicle for transportation on the roadway. Between 2019 and 2023, 362 crashes involving bicyclists resulted in fatality or serious injury. **More than 2% of all fatal crashes and 2% of all serious injury crashes in South Carolina involve bicyclists.** SCDOT and SCDPS are committed to protecting bicyclists and their ability to share the roadway with motor vehicles.

Between 2019 and 2023, an average of 49 serious injury and 23 fatal bicycle crashes occurred each year. Over this time period, fatal and serious injury crashes have fluctuated.



Focus Area
High-Risk Roadway Users

South Carolina continues to invest in bicycle-focused safety initiatives.

- In 2021, South Carolina adopted a new Complete Streets Policy, which requires SCDOT to work with South Carolina's regional planning partners to prioritize walking, bicycling, and transit usage as part of an upcoming visioning effort.
- In 2021, South Carolina revised Engineering Directive #22, which provides guidance on installation of bicycle accommodations as part of SCDOT's annual pavement improvement program.
- In 2022, South Carolina published its first Pedestrian and Bicycle Safety Action Plan, which highlighted high-crash and high-risk locations where non-motorized users are at risk; SCDOT funds road safety assessments to improve safety for pedestrians and bicyclists on the identified corridors.

BICYCLES

NIGHTTIME INFLUENCE

Over half (52%) of bicycle F&SI crashes occur at night. Nighttime conditions can make it very difficult for drivers to see cyclists without high visibility clothing or bicycle lighting. Improvements such as increased roadway lighting and increased cyclist facilities can help prevent nighttime crashes.

CONTRIBUTING FACTORS

1. **Failure to Yield ROW (13.0%)**
2. **Driving Too Fast for Conditions (7.2%)**
3. **Improper Crossing (6.1%)**
4. **Disregarded Signs/Signals (4.4%)**
5. **Unknown (4.1%)**

Crash Causes

The contributing factors show that education for both cyclists and motor vehicle drivers on the dangers and laws associated with bicycles on the roadway could help reduce overall bicycle crashes. Cyclists and motorists are responsible for keeping the roadway safe and obeying traffic laws.

13% of all bicycle crashes are attributed to failure to yield ROW (includes vehicles and bicyclists)

Bicycle F&SI crashes overlap the most with the following four emphasis areas: Young Drivers (16.5%), Speeding (16.0%), Older Drivers (13.2%), and Distracted Drivers (4.5%). This emphasis area has the least overlap with other emphasis areas.

Bicycle Fatal and Serious Injury Crashes

- **90% occurred on dry pavement**
- **88% occurred during clear conditions**

BICYCLES

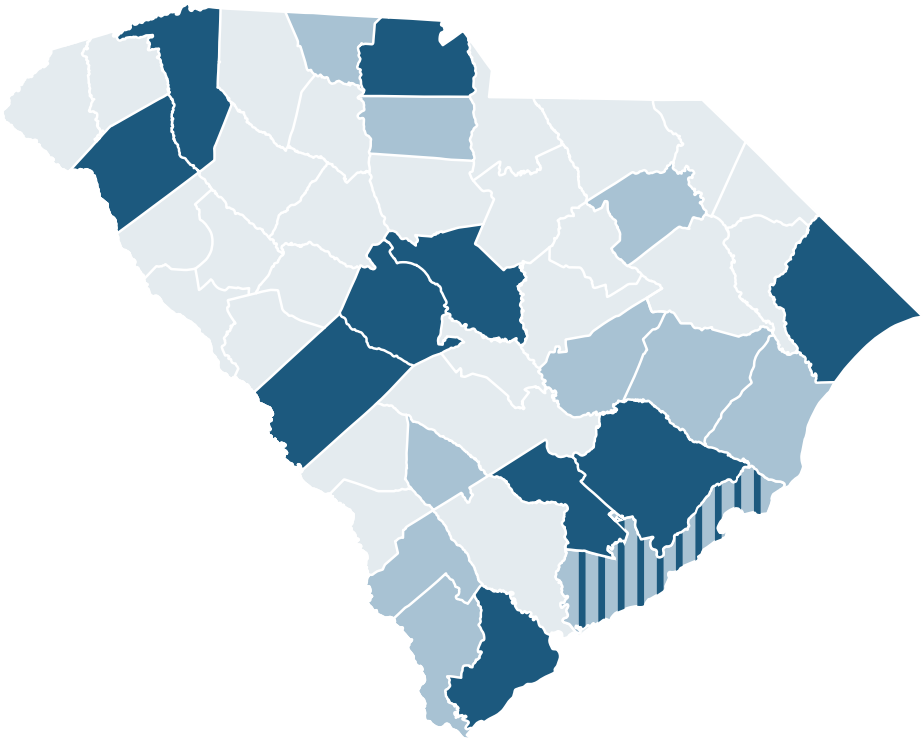
Charleston County had more than double fatal and serious injuries than the next highest county, Greenville.

Charleston County was the only county to fall in the top 10 on both lists with 81 total F&SI crashes and 1.9 F&SI crashes per 10,000 people.

County	# of F&SI Crashes
1. Charleston	81
2. Greenville	34
3. Horry	30
4. Beaufort	22
5. York	13
6. Dorchester	13
7. Richland	12
8. Berkeley	12
9. Aiken	11
9. Anderson	11
9. Lexington	11

County	# of F&SI Crashes per 10,000 People
1. Bamberg	2.3
2. Charleston	1.9
3. Hampton	1.7
4. Jasper	1.5
5. Georgetown	1.4
6. Williamsburg	1.3
7. Clarendon	1.3
8. Darlington	1.3
9. Chester	1.2
10. Cherokee	1.2

Top Counties for **Bicycle** Fatal and Serious Injury Crashes

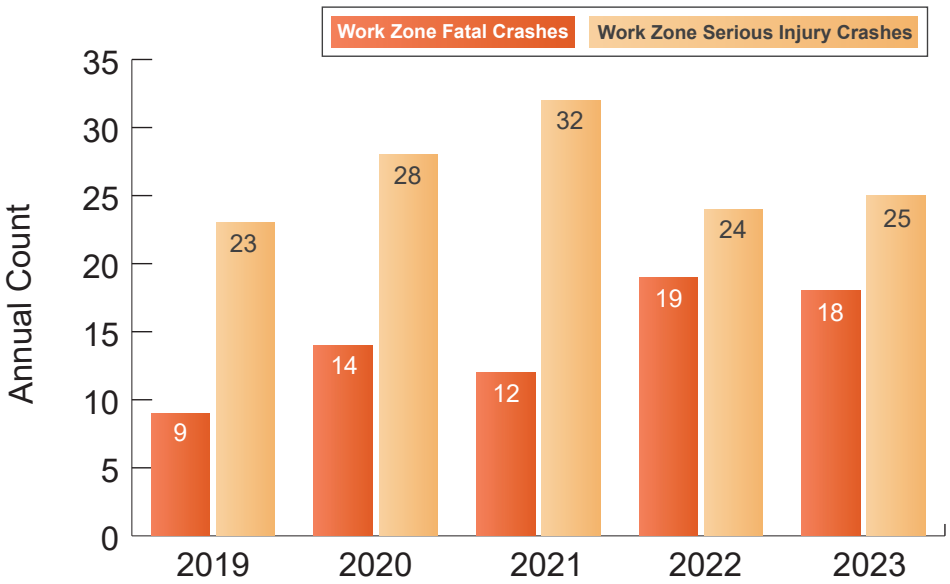


WORK ZONES

3-13 Work Zones

South Carolina's transportation system is intended to protect all users, including those working on roadway infrastructure. Work zones encompass all construction-related activities requiring workers to be close to an active roadway. Between 2019 and 2023, 204 crashes in work zones resulted in serious injury or fatality. **More than 1% of all fatal crashes and 1% of all serious injury crashes in South Carolina are work zone-related.** SCDOT and SCDPS are committed to protecting workers and drivers in work zones, which may present additional dangers for both groups.

Between 2019 and 2023, an average of 26 serious injury and 14 fatal work zone crashes occurred each year. Over this time period, fatal crashes have increased and serious injury crashes have fluctuated.



Focus Area
High-Risk Roadway Users

South Carolina provides hourly restrictions for lane closures on multilane primary and secondary routes. Speeding is closely tied to crashes involving workers and motorists. Emphasizing reduced speeds and enforcing speed reduction are necessary to save lives and prevent serious injuries.

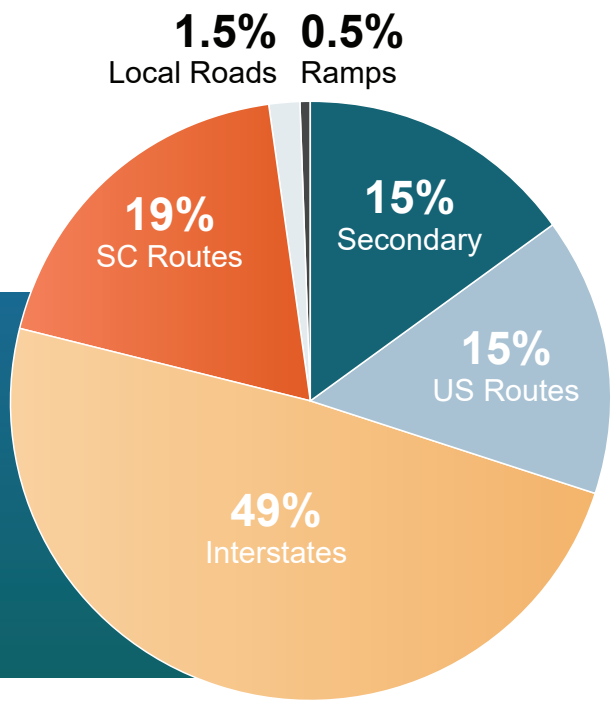
"We have more construction underway in South Carolina than ever before, and that means we have more highway workers in work zones around the state. Everyone needs to do their part to keep them safe. Slow down, stay alert and give highway workers room to work"

- SCDOT Secretary Justin Powell

WORK ZONES

By Roadway Type

The majority of work zone F&SI crashes occur on South Carolina's interstates. Due to higher speeds and traffic on these types of roadways, collisions can be much more dangerous than crashes on other roadway facility types.



Work Zone
Serious Injury and Fatal Crashes

By Crash Type

Approximately 34% of all F&SI work zone crashes were rear end crashes. These are likely attributed to driving too fast for conditions, speeding through work zones, and distracted driving.

CONTRIBUTING FACTORS

1. Driving Too Fast for Conditions (50%)
2. Under the Influence (10.3%)
3. Failure to Yield ROW (7.8%)
4. Improper Lane Change/Usage (4.4%)
5. Lying or Illegally in Roadway (3.9%)

Work Zone F&SI crashes overlap the most with the following four emphasis areas: Lane Departure (31.4%), Speeding (27.9%), Unrestrained (25%), and Older Drivers (21.1%).

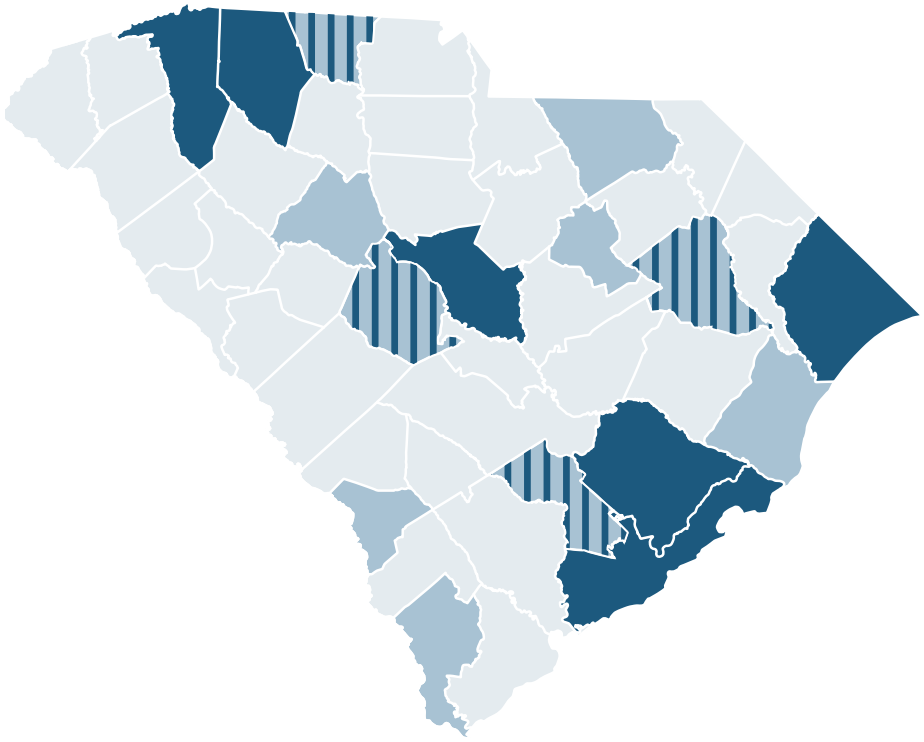
WORK ZONES

Many of the Interstate F&SI work zone crashes occurred on I-85 in Cherokee County, where SCDOT recently widened the Interstate to three lanes in each direction. Cherokee County appears in the top 10 counties of both the number of crashes and the number of crashes per population for work zone-related and distracted driving-related crashes.

County	# of F&SI Crashes
1. Cherokee	34
2. Lexington	26
3. Richland	23
4. Berkeley	13
5. Spartanburg	12
6. Charleston	11
7. Dorchester	10
8. Florence	10
9. Greenville	9
9. Horry	9

County	# of F&SI Crashes per 10,000 People
1. Cherokee	6.0
2. Allendale	2.7
3. Lee	1.3
4. Lexington	0.8
5. Newberry	0.8
6. Georgetown	0.8
7. Florence	0.7
8. Chesterfield	0.7
9. Jasper	0.6
10. Dorchester	0.6

Top Counties for **Work Zone** Fatalities and Serious Injury Crashes



4. SAFE SYSTEM APPROACH

FHWA recognizes the Safe System approach as the model by which roadway safety is designed so that fatalities and serious injuries are minimized when mistakes are made on the roadway. The approach accepts the reality that crashes will occur on the roadways, and humans do make mistakes. In addition to SCDOT's data-driven approach to align safety programs and infrastructure improvements with demonstrated issues, the Safe System approach focuses on implementing redundant systems and reducing the harm caused by the crashes that do occur. The five elements of the Safe System Approach are shown below and correspond with the emphasis areas proposed in this SHSP.

SAFE SYSTEM PRINCIPLES

In addition to the five elements listed above, a Safe system approach incorporates the following six principles. These principles lay the foundation for understanding that the goal is to keep crashes from injuring or killing users.

1. **DEATH/SERIOUS INJURY IS UNACCEPTABLE**
2. **HUMANS MAKE MISTAKES**
3. **HUMANS ARE VULNERABLE**
4. **RESPONSIBILITY IS SHARED**
5. **SAFETY IS PROACTIVE**
6. **REDUNDANCY IS CRUCIAL**

5. STRATEGIES

Strategies were developed for each emphasis area based on the review of the South Carolina 2020-2024 SHSP, input from stakeholders, and an analysis of crash data with emphasis on fatal and serious injury crashes. Each strategy falls under an emphasis area and an objective within that emphasis area. Additionally, each strategy is assigned a rating based on cost and time to implement, and each of the applicable four "Es" of safety are noted.

All strategies that align with FHWA's Proven Safety Countermeasures are denoted with "PSC", all strategies that align with FHWA's Highway Design Handbook for Older Drivers and Pedestrians are denoted with "ODP", and all strategies that align with NHTSA's Countermeasures That Work are denoted with "CMTW".

Cost to Implement

Strategy costs can vary greatly based on numerous factors. Therefore each strategy has been rated on an approximate amount of resources needed to implement as shown below.

$ Can be implemented with current staff with limited costs for potential training, equipment, facilities, and/or public engagement.

$ $ Requires additional staff, equipment, facilities, and/or public engagement.

$ $ $ Requires extensive new facilities, staff, equipment, or public engagement, or makes heavy demands on current resources.

Time to Implement

The approximate time has been estimated for each strategy to reach a point of effectiveness after day one of implementation as shown to the right.

Short: Less than 1 year
Mid: 1 to 2 years
Long: 3 or more years

The 4 "Es" of Highway Safety

ENGINEERING: Strategies that can be implemented and/or considered by transportation engineers during the design process

EDUCATION: Strategies that involve dissemination of information that will enhance roadway users' knowledge and ability to use the roadway safely

ENFORCEMENT: Refers to strategies involving enforcement of roadway and transportation laws

EMERGENCY RESPONSE: Refers to strategies that increase effectiveness of emergency response procedures

LANE DEPARTURE

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

PSC = Proven Safety Countermeasures, **ODP =** Highway Design Handbook for Older Drivers and Pedestrians, **CMTW** = Countermeasures That Work

A: Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane

Deploy centerline and edge line rumble strips in accordance with SCDOT policy.

$	SHORT	ENGINEERING	PSC

Install enhanced pavement markings, a six-inch edge line, or wet-reflective wider pavement markings on sections with narrow or no paved shoulders.

$	SHORT	ENGINEERING	PSC

Maintain shoulders to reduce debris and edge drop-offs using SafetyEdge (i.e., pavement edge taper); identify opportunities to upgrade or improve shoulders to provide additional recovery area for vehicles that leave the roadway.

$$	MID	ENGINEERING	PSC

Increase road surface skid resistance using high friction surface treatments where crash data dictates.

$$	MID	ENGINEERING	PSC

Improve safety through signing at horizontal curves through inventory and assessment of curves to comply with MUTCD requirements.

$$	SHORT	ENGINEERING	PSC

Study the need to add median barriers or other access control measures to prevent opposite lane encroachments on multilane arterials.

$	SHORT	ENGINEERING	PSC

Continue implementation of South Carolina's HRRR programs, RRSP and RDM, aimed at reducing roadway departure crashes and/or reducing the severity of those crashes by targeting the top roadways in the state with the highest occurrences of roadway departure crashes.

$$$	SHORT	ENGINEERING	PSC

Improve roadway visibility by installing additional lighting and enhancing existing roadway lighting infrastructure to reduce nighttime lane departure crashes.

$$	LONG	ENGINEERING

Improve roadway signage visibility by installing additional and brighter signage to give advance warning for dangerous road segments, especially at nighttime.

$	MID	ENGINEERING

LANE DEPARTURE

B: Provide for safe recovery

Continue to maintain roadside safety hardware and include new hardware installation as deemed necessary when developing lane departure mitigation safety projects.

$$	MID	ENGINEERING	PSC

Study the need to remove/relocate objects located in the clear zone such as, trees, utility poles, or other high-risk items, and install delineations on fixed objects that cannot be removed from the clear zone, in a context- sensitive manner.

$$	MID	ENGINEERING	PSC

Install systemic application of guardrail on Interstate system.

$$$	MID	ENGINEERING	PSC

Remove or replace existing barriers that are damaged or non-functional.

$$	SHORT	ENGINEERING

C: Conduct targeted enforcement to reduce frequency and severity of lane departure crashes

Perform targeted enforcement emphasizing speed and DUI on roads with a high percentage of lane departure crashes.

$	SHORT	ENFORCEMENT

Utilize Law Enforcement Networks to conduct briefings with local law enforcement agencies on contributing factors and locations within their jurisdictions that may present a high number of crashes related to lane departure.

$	SHORT	ENFORCEMENT

D: Educate roadway users to understand the contributing factors in lane departure crashes

Use media, marketing, social media, community resource officers, websites, etc., to increase awareness of the dynamics of lane departure crashes among the public.

$$	SHORT	EDUCATION

Work with partner agencies to integrate new content into the driver education curriculum and the driver manual.

$$	SHORT	EDUCATION

E: Improve emergency response

Improve emergency response time in rural locations and continue implementing prehospital whole blood transfusion programs for civilian trauma patients.

$$	MID	EMERGENCY RESPONSE

Ensure emergency vehicle access on freeways, limited access highways, and controlled access highways.

$$	MID	EMERGENCY RESPONSE

Work with state and local fire, emergency medical services, law enforcement, and incident response personnel to identify opportunities for reducing secondary crashes through coordinated incident response.

$$	SHORT	EMERGENCY RESPONSE

INTERSECTIONS

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

PSC = Proven Safety Countermeasures, **ODP =** Highway Design Handbook for Older Drivers and Pedestrians, **CMTW =** Countermeasures That Work

A: Improve Access Management

Study the need to implement driveway closures, relocations, or turn restrictions at unsignalized intersections with high angle collision frequencies related to driveways.

$$	SHORT	ENGINEERING	PSC

B: Reduce conflict through geometric design improvement

Provide left-turn lanes at unsignalized intersections with a high frequency of rear-end collisions resulting from the conflict between; 1) vehicles turning left and following vehicles, 2) vehicles turning left and opposing through vehicles.

$$	SHORT	ENGINEERING	PSC

Provide longer left-turn lane storage at intersections where existing left-turn lanes are not long enough to store all left-turning vehicles and have a high frequency of rear-end collisions resulting from the conflict between vehicles waiting to turn left and following vehicles.

$$	MID	ENGINEERING

Provide offset left-turn lanes at intersections where possible.

$$	SHORT	ENGINEERING	PSC, ODP

Use signing to restrict or eliminate turning maneuvers at unsignalized intersections with patterns of collisions related to turning maneuvers where it is impractical to reduce that pattern of collisions by improving sight distance or providing a left-turn or shoulder bypass lane.

$	MID	ENGINEERING

Provide channelization or close median openings to restrict or eliminate turning maneuvers at unsignalized intersections with patterns of collisions related to turning maneuvers where sight distance cannot be improved.

$	SHORT	ENGINEERING	ODP

Realign intersection approaches to reduce or eliminate intersection skew at unsignalized intersections with a high frequency of collisions resulting from insufficient intersection sight distance and awkward sight lines at a skewed intersection.

$$$	MID	ENGINEERING	ODP

Improve pedestrian and bicycle facilities to reduce conflicts between motorists and non-motorists.

$$	MID	ENGINEERING	PSC

Utilize innovative design techniques, such as roundabouts or reduced conflict intersections, in targeted areas.

$$$	MID	ENGINEERING	PSC

B: Reduce conflict through geometric design improvement (continued)

Provide or improve left-turn channelization at signalized intersections where collisions related to left-turn movements are an issue.

$$	MID	ENGINEERING	ODP

Provide or improve right-turn channelization at signalized intersections with a high frequency of rear-end collisions resulting from conflicts between: 1) vehicles turning right and following vehicles, and 2) vehicles turning right and through vehicles coming from the left on the cross street.

$$	MID	ENGINEERING

Improve geometry of pedestrian and bicycle facilities at signalized intersections with high frequencies of pedestrian and/or bicycle collisions and on routes serving schools or other generators of pedestrian and bicycle traffic.

$	SHORT	ENGINEERING

Revise geometry of complex signalized intersections with high collisions on a leg where other low-cost strategies have not been successful or are not considered appropriate.

$$$	LONG	ENGINEERING

C: Improve sight distance

Clear sight triangles on stop- or yield-controlled approaches to intersections where feasible.

$	SHORT	ENGINEERING	ODP

Clear sight triangles in the medians of divided highways near intersections where feasible.

$	SHORT	ENGINEERING	ODP

Change horizontal and/or vertical alignment to provide more sight distance where feasible.

$$	LONG	ENGINEERING	ODP

Eliminate parking that restricts sight distance, where feasible.

$	SHORT	ENGINEERING	ODP

D: Improve driver awareness

Improve visibility of intersections by providing enhanced signing and delineation at unsignalized intersections that are not visible to approaching motorists, particularly approaching motorists on the major road, where feasible.

$	SHORT	ENGINEERING	PSC, ODP

Install larger regulatory signs, warning signs, and advance street name signs at intersections with patterns of rear-end, angle, or turning collision related to lack of driver awareness, where feasible.

$	SHORT	ENGINEERING	PSC, ODP

Install flashing beacons at stop-controlled intersections or unsignalized intersections with patterns of high angle collisions related to lack of driver awareness, where feasible.

$	SHORT	ENGINEERING	PSC, ODP

Implement an educational campaign through media, marketing, and/or social media to educate roadway users on the contributing factors associated with intersection collisions, complying with traffic control devices, and providing proper right of way to all road users.

$$	SHORT	EDUCATION

D: Improve driver awareness (continued)

Provide education on the benefits of and instructions on traversing alternative intersection types.

$	SHORT	EDUCATION

Improve visibility of traffic control devices at intersections on approaches by using nearside signal heads, advanced signal ahead signs with flashers, or advanced overhead signal ahead flashers at locations where a high frequency of right-angle and rear-end collisions occur because drivers cannot see traffic signals and signs sufficiently in advance to safely negotiate the approaching intersection.

$	SHORT	ENGINEERING	PSC

Install light emitting diode (LED) heads and reflective backplates.

$	SHORT	ENGINEERING	PSC

E: Choose appropriate intersection traffic control

Implement all-way stop-control at appropriate intersections with right-angle and turning collisions patterns and moderate and relatively balanced volumes on the intersection approaches.

$	SHORT	ENGINEERING

Install RCIs at appropriate locations along divided highways.

$$	LONG	ENGINEERING

Install roundabouts at appropriate locations, such as unsignalized intersections experiencing right-angle, rear-end, and turning collisions.

$$$	LONG	ENGINEERING	PSC

F: Improve compliance with traffic control devices and traffic laws

Provide targeted enforcement to reduce stop sign and signal violations.

$$	SHORT	ENFORCEMENT

Provide targeted public information and education on safety problems at specific intersections.

$	SHORT	EDUCATION

Provide targeted conventional enforcement of traffic laws at signalized intersections with a high frequency of collisions related to drivers either being unaware of (or refusing to obey) traffic laws and regulations that impact traffic safety.

$$	SHORT	ENFORCEMENT

Research the benefits and challenges of automated enforcement at signalized intersections, allowing for red-light-running cameras, and present findings to leadership for their consideration.

$	SHORT	ENGINEERING

G: Reduce operating speed

Provide targeted speed enforcement at high-speed locations.

$$	SHORT	ENFORCEMENT

Implement inclusion of traffic calming measures based on a study of crash data, posted speed limit, and existing geometry.

$$	MID	ENGINEERING

INTERSECTIONS

H: Guide motorists more effectively

Deploy turn path markings at complex unsignalized intersections with a high frequency of collisions related to turning vehicle positioning (e.g., sideswipe collisions).

$	SHORT	ENGINEERING

Deploy a double yellow centerline on the median opening of a divided highway at intersections experiencing many side-by-side queuing and angle stopping within the median area.

$	SHORT	ENGINEERING

Deploy lane assignment marking at complex, unsignalized intersections with a high frequency of angle collisions involving left turning and opposing through vehicles.

$	SHORT	ENGINEERING

Enhance intersection lighting infrastructure to improve the visibility of intersection striping and signage.

$$	LONG	ENGINEERING

I: Reduce frequency and severity of intersection conflicts through traffic control and operational improvements

Implement flashing yellow arrow signal heads for intersections that have protected/permitted or permitted-only phasing for left-turn movements.

$	SHORT	ENGINEERING

Employ multiphase signal operation at signalized intersections with a high frequency of angle collisions involving left turning and opposing through vehicles.

$	SHORT	ENGINEERING	ODP

Optimize change intervals at signalized intersections with a high frequency of collisions related to change interval lengths that are possibly too short.

$	SHORT	ENGINEERING	PSC

Employ signal coordination for signalized intersections with a high frequency of collisions related to turning maneuvers.

$$	MID	ENGINEERING

Remove unwarranted signals where traffic volumes and safety records do not warrant signalization.

$	SHORT	ENGINEERING

J: Improve safety through other infrastructure treatments

Provide skid resistance at intersections and on approaches where skidding is a problem, especially in wet conditions.

$$	MID	ENGINEERING	PSC

Coordinate closely spaced signals near at-grade railroad crossings with a high frequency of collisions.

$$	MID	ENGINEERING

Restrict or eliminate existing parking on intersection approaches.

$	MID	ENGINEERING

SPEEDING

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

PSC = Proven Safety Countermeasures, ODP = Highway Design Handbook for Older Drivers and Pedestrians, CMTW = Countermeasures That Work

A: Reduce speeding through enforcement activities

Conduct high-visibility speed enforcement efforts at locations where speed-related collisions are over-represented, particularly at night.			
$	SHORT	ENFORCEMENT	CMTW
Research the benefits and challenges of speed safety cameras in South Carolina, which automatically detect speeding and capture video evidence of vehicles violating a set speed threshold, as an effective countermeasure, and present findings to leadership for their consideration.			
$	LONG	ENFORCEMENT	PSC, CMTW
Ensure that law enforcement officers have appropriate equipment for conducting speed enforcement.			
$$	SHORT	ENFORCEMENT	
Continue participation in the annual NHTSA Region 4 speeding campaign, Operation Southern Slow Down.			
$	SHORT	ENFORCEMENT	

B: Use engineering measures to effectively manage speed

Set speed limits that account for roadway design, traffic, and environment, including traffic volume, modal mixed-use, and local and regional function.			
$	MID	ENGINEERING	PSC
Consider the inclusion of traffic calming measures based on a study of crash data, posted speed limit, and existing geometry to influence driver speed.			
$$	LONG	ENGINEERING	
Design and maintain speed limit signs and ensure that warning signs are installed at appropriate intervals with adequate sight distance.			
$	SHORT	ENGINEERING	
Implement timed and coordinated traffic signals with adequate clearance intervals to improve traffic flow, reduce red-light running, and manage speeds.			
$$	MID	ENGINEERING	
Consider combination of geometric elements to control speed at horizontal curves (high friction surface treatment), enhance delineation (chevron sign) of curve alerts, and include roadside design improvements (guardrail, cable/concrete barrier).			
$$	LONG	ENGINEERING	PSC

B: Use engineering measures to effectively manage speed (continued)

Incorporate variable speed limits in heavy traffic zones based on congestion, weather, incidents, etc.

$$$	LONG	ENGINEERING	PSC

Use existing resources, such as Institute of Transportation Engineers Resource Hub and FHWA's National Highway Institute free online courses, to develop training for transportation engineers/planners on proven countermeasures that reduce speed-related crashes.

$	SHORT	ENGINEERING | EDUCATION

C: Increase public awareness of risk to driving at unsafe speeds

Implement a campaign through media, marketing, and/or social media to inform roadway users on the dangers of speeding and continue driver education programs educating on the risks of driving at unsafe speeds.

$$	MID	EDUCATION

D: Build partnerships to increase support for speed-reducing measures

Continue the use of the Area Coordinated Enforcement Team to focus on locations where data suggest a high rate of speed-related fatal or serious injury collisions.

$$	SHORT	ENFORCEMENT

Conduct Road Safety Assessments to identify roadway characteristics and roadways designs for speed-related safety improvements.

$$	SHORT	ENGINEERING	PSC

E: Obtain and report uniform, timely, consistent, integrated, accurate, and complete speed data for the purposes of informing and directing speed management activities

Create an inventory of existing speed data and identify data gaps to obtain a complete dataset.

$$	MID	ENGINEERING

Provide clear, instructive training to law enforcement on identifying speed-related collisions and recording them appropriately on the state's crash report.

$$	MID	EDUCATION | ENFORCEMENT

Ensure that transportation and safety partners can access the data to help determine data-driven solutions.

$	MID	EDUCATION | ENFORCEMENT

Present the visual statistics to the public and elected officials to gain support in prioritizing safety improvement funding.

$	SHORT	EDUCATION

Include a webpage to provide practitioners with an overview of speed-setting methodology.

$	SHORT	EDUCATION

UNRESTRAINED

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

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A: Increase seat belt law enforcement

Use public safety checkpoints and saturation patrols to conduct intense high visibility enforcement over a period of time, with a focus on nighttime enforcement.

$$	SHORT	ENFORCEMENT	CMTW

Research implementation of new laws to prohibit and more severely punish unrestrained passengers in all seating positions.

$	SHORT	ENFORCEMENT	CMTW

Enforce seat belt laws as part of customary traffic enforcement activities.

$$	SHORT	ENFORCEMENT

Continue the use of the Area Coordinated Enforcement Team to focus on locations where data suggest a high rate of unbelted-related fatal or serious injury collisions.

$	SHORT	ENFORCEMENT

B: Educate public regarding seat belt law enforcement

Use Changeable Message Signs and paid advertising during stepped-up seat belt enforcement campaigns such as Buckle Up, South Carolina.

$	SHORT	EDUCATION	CMTW

Identify high-risk population groups or vehicle types to develop an educational campaign about the risks of not wearing safety belts.

$	SHORT	EDUCATION	CMTW

Implement an educational campaign through media, marketing, and/or social media to educate roadway users on the risks of driving/riding while unrestrained.

$$	MID	EDUCATION	CMTW

C: Improve child occupant protection through education, outreach, and enforcement

Continue to provide community locations for instruction in proper child restraint use, including public safety agencies and health care providers.

$	SHORT	EDUCATION	CMTW

C: Improve child occupant protection through education, outreach, and enforcement (continued)

Study the need to remove/relocate objects located in the clear zone such as, trees, utility poles, or other high-risk items, and install delineations on fixed objects that cannot be removed from the clear zone, in a context- sensitive manner.

$$	MID	ENGINEERING	CMTW

Continue to enforce child restraint laws and publicize them during statewide occupant protection campaigns, such as Buckle Up, South Carolina and Child Passenger Safety Week.

$$	MID	ENFORCEMENT	CMTW

Evaluate Emergency Services training for transporting children, and recommend improvements as needed.

$	SHORT	EDUCATION | EMERGENCY RESPONSE

Conduct educational activities in support of Child Passenger Safety Week and at other times during the year when there is an increased emphasis on the importance of child restraint systems.

$$	SHORT	EDUCATION

IMPAIRED USERS

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

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A: Enforce or research additional laws that prohibit or greatly penalize driving while impaired offenses

Conduct a review of existing legislation and explore feasibility of stricter laws and/or harsher penalties for DUI offenses or ways to lessen the administrative burden on the arresting officer.

$$$	MID	ENFORCEMENT	CMTW

Encourage development of driving under the influence treatment courts in more jurisdictions.

$	MID	ENFORCEMENT

Enforce open container laws that prohibit the possession of any open alcoholic beverage container and consuming any alcoholic beverage in a motor vehicle.

$	SHORT	ENFORCEMENT	CMTW

Study neighboring states' successes in addressing impaired drivers.

$$	MID	ENFORCEMENT

Research the benefits of neighboring states with lower blood alcohol content limits for repeat offenders.

$	SHORT	ENFORCEMENT

Research the use of portable breath test devices to help establish probable cause for DUI arrest.

$$	SHORT	ENFORCEMENT

B: Increase the number of high visibility DUI programs

Implement public safety checkpoints at predetermined locations to check whether a driver is impaired and publicize the results (e.g., social media, press releases, etc.).

$	SHORT	ENFORCEMENT	CMTW

Continue the use of the Area Coordinated Enforcement Team to focus on locations where data suggest a high rate of impaired driver-related fatal or serious injury collisions.

$$	SHORT	ENFORCEMENT

Conduct saturation patrol of specific areas for impaired drivers.

$$	SHORT	ENFORCEMENT

Conduct Standardized Field Sobriety Tests and Drug Recognition Expert testing and evaluation through regular traffic enforcement and crash investigations or at public safety checkpoints, particularly at night.

$	SHORT	ENFORCEMENT	CMTW

IMPAIRED USERS

B: Increase the number of high visibility DUI programs (continued)

Increase enforcement resources to patrol additional areas.

$$	SHORT	ENFORCEMENT

C: Minimize the risks of fatalities and serious injuries related to impaired driver collisions

While developing lane departure mitigation traffic safety projects or other projects throughout the agency, consider implementing lane departure countermeasures related to impaired drivers.

$$	SHORT	ENGINEERING

Identify, develop, and deploy engineering solutions and best practices for wrong-way driving and intersection crashes that may be greater risks for impaired drivers.

$	SHORT	ENGINEERING

D: Maintain the Impaired Driving Prevention Council

Continue active participation in the Impaired Driving Prevention Council.

$	SHORT	EDUCATION | ENFORCEMENT

Implement the most recent Impaired Driving Prevention Council-approved State Impaired Driving Plan.

$$	MID	EDUCATION | ENFORCEMENT

Review and implement, when possible, the recommendations from the most recent Impaired Driving Assessment and refer to the National Highway Traffic Safety Administration's Countermeasures That Work document for policy-related and other strategies.

$$	MID	EDUCATION | ENFORCEMENT

E: Enhance prosecutor, judicial, and law enforcement training programs

Continue supporting the Traffic Safety Resource Prosecutor Program.

$	SHORT	ENFORCEMENT	CMTW

Continue supporting the state's Judicial Outreach Liaison Program.

$	SHORT	ENFORCEMENT	CMTW

Expand court monitoring programs where citizens observe, track, and report on DUI court or administrative hearing activities and compare results across different judges and different courts; use results to work with the judicial system to improve DUI enforcement and prosecution.

$	SHORT	EDUCATION | ENFORCEMENT	CMTW

Educate officers to recognize drivers requiring an Ignition Interlock Device and verify device and license compliance.

$	MID	EDUCATION | ENFORCEMENT	CMTW

Continue training law enforcement in the following programs: Drug Recognition Expert and Standardized Field Sobriety Tests.

$	SHORT	EDUCATION | ENFORCEMENT	CMTW

IMPAIRED USERS

F: Conduct impaired driving education and community outreach programs

Conduct alcohol screenings or brief interventions at emergency rooms, college campuses, or in social service settings to estimate the level and severity of alcohol use and to determine whether a person may be at risk.

$$	MID	EDUCATION	

Implement an educational campaign through media, marketing, and/or social media to educate roadway users on the risks of driving impaired and how to navigate roadways with impaired drivers safely.

$$	MID	EDUCATION	CMTW

Encourage alternative transportation in addition to normal public transportation during short periods of the year, such as Christmas and New Year's holidays.

$$$	MID	EDUCATION	CMTW

Continue to support national, regional, and state DUI public information educational campaigns such as Sober or Slammer.

$$	SHORT	EDUCATION	CMTW

G: Discourage underage drinking

Work with the Department of Revenue to develop training on underage consumption for alcohol vendors. Additionally, have law enforcement conduct regular compliance checks among alcohol distributors.

$$	SHORT	EDUCATION | ENFORCEMENT	CMTW

Continue to support the Alcohol Enforcement Teams.

$	SHORT	ENFORCEMENT	

Implement youth drinking-and-driving programs to motivate youth not to drink, not to drink and drive, and not to ride with a driver who has been drinking. One example is the Alive @25 program.

VARIES	SHORT	EDUCATION	CMTW

H: Reduce drugged driving

Enforce laws that include all forms of driver impairment (e.g., alcohol, illegal and prescription drugs).

UNKNOWN	SHORT	ENFORCEMENT	CMTW

Educate physicians, pharmacists, and patients about the potential risk of motor vehicle collisions associated with prescription medications.

UNKNOWN	SHORT	EDUCATION	

Continue to educate the Legislature on the risks of highway safety associated with legalizing marijuana in the state.

$	SHORT	EDUCATION	

Support the Drug Recognition Expert Program.

$	MID	EDUCATION | ENFORCEMENT	CMTW

DISTRACTED DRIVING

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

PSC = Proven Safety Countermeasures, **ODP =** Highway Design Handbook for Older Drivers and Pedestrians, **CMTW** = Countermeasures That Work

A: Research the distracted driving problem in the state

To help ensure effective law enforcement, explore options/methods to assess cell phone and texting offenses while driving.

$	SHORT	ENFORCEMENT

B: Improve the collection and reporting of distracted driving in collisions

Provide training to officers to classify distracted driving collisions.

$	SHORT	EDUCATION | ENFORCEMENT

Explore legislation related to the collection of cell phone records for persons involved in a fatal crash.

$$	MID	ENFORCEMENT

C: Reduce the likelihood of vehicles leaving the travel lane(s) at high-collision/high-risk locations by improving the roadway

Deployment of centerline and edge line rumble strips based on the SCDOT Roadway Design Manual and engineering directives.

$$	MID	ENGINEERING	PSC

Consider the use of a SafetyEdge (i.e., pavement edge taper) as well as opportunities to improve vehicles' ability to recover after leaving the roadway.

$$	LONG	ENGINEERING	PSC

Review crash data to consider expansion of existing roadway delineation and visibility features, which include geometric alignment, pavement markings, raised markers, signs, and other devices.

$$	SHORT	ENGINEERING	PSC

D: Enhance driver awareness of the risks of distracted driving

Conduct extensive education and enforcement campaign focused on distracted driving including enforcement of the Hands-Free law.

$$	LONG	EDUCATION | ENFORCEMENT	CMTW

Promote in-vehicle technologies–lane departure warning, collision-imminent braking, forward collision warning, etc.–to deter driver distraction or drowsiness.

$$	LONG	EDUCATION

D: Enhance driver awareness of the risks of distracted driving (continued)			
Encourage employers to develop education programs or fatigue management programs for employees working nighttime or rotating shifts.			
$$	MID	EDUCATION	
Promote employer-based policies banning cell phone use while operating a motor vehicle.			
$$	MID	EDUCATION	CMTW
Make driver education programs and exams more comprehensive and informative regarding the risks of distracted driving.			
$	SHORT	EDUCATION	
Examine and create a database of applications that discourage smartphone use while driving.			
$$	SHORT	ENGINEERING | EDUCATION	
Implement a safety/ educational campaign through media, marketing, and/or social media informing roadway users on the dangers of distracted driving.			
$$	MID	EDUCATION	CMTW
E: Strengthen enforcement			
Expand high-visibility enforcement of the Hands-Free law.			
$	SHORT	ENFORCEMENT	CMTW
Promote awareness and education of the Hands-Free law for the public.			
$	SHORT	EDUCATION	CMTW

YOUNG DRIVERS

LEGEND

	Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)
	Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)
	4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE
	PSC = Proven Safety Countermeasures, **ODP =** Highway Design Handbook for Older Drivers and Pedestrians, **CMTW =** Countermeasures That Work

A: Implement and enforce Graduated Drivers Licensing programs and laws

Implement and enforce programs that help identify teen drivers operating outside of the nighttime restrictions and increase the effectiveness of the current nighttime restriction rules.

$$$	MID	ENFORCEMENT	

Enforce graduated driver licensing and zero-tolerance laws.

$	SHORT	ENFORCEMENT	CMTW

B: Continue to educate roadway users and create awareness of young driver risks and consequences

Encourage all public high schools to educate young drivers on safe driving practices and continue to support young driver safety initiatives such as the Alive @ 25 driver safety program.

$	MID	EDUCATION	CMTW

Increase young driver education in rural areas through school and church outreach campaigns.

$$	MID	EDUCATION	CMTW

Educate parents and young drivers on the impact of risky driver behaviors, including driving under the influence and using a cell phone while operating a vehicle.

$$	MID	EDUCATION	

Educate and enforce laws pertaining to underage drinking.

$$	SHORT	EDUCATION | ENFORCEMENT	

Facilitate partnerships between law enforcement and middle and high schools statewide to create awareness events regarding young driver risk behavior and consequences.

$$	MID	EDUCATION | ENFORCEMENT	

Support/create young driver social media campaigns regarding risky behavior on platforms such as Instagram, Facebook, X, and Snapchat to engage younger populations.

$	SHORT	EDUCATION	

Display statistics and young driver collision data along highway signs and billboards to promote awareness.

$$	SHORT	EDUCATION	

Implement post-licensure driver's education in areas with high rates of incidents involving young drivers.

$$	SHORT	EDUCATION	CMTW

Expand driver's education curriculum, including special education driver's education.

$	SHORT	EDUCATION	CMTW

C: Reduce collisions along routes used by young drivers to get to school

Continue implementing a program to reduce lane departure and intersection collisions along identified corridors.

$$	LONG	ENGINEERING

MOTORCYCLES/MOPEDS

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

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A: Develop education and enforcement strategies based on top contributing factors to motorcycle-involved collisions

Expand impaired driving prevention programs (high-visibility and public safety checkpoints, saturation patrols) to detect impaired motorcyclists.

$$	MID	ENFORCEMENT	CMTW

Maintain regular meetings of the Motorcycle Safety Task Force to review and implement the most current SHSP strategies and other initiatives deemed necessary by the task force.

$	SHORT	EDUCATION | ENFORCEMENT

Identify and promote methods of motorcycle rider conspicuity, such as daytime headlights.

$	SHORT	EDUCATION | EMERGENCY RESPONSE	CMTW

Educate emergency responders on methods for proper helmet removal and other motorcycle specific injuries.

$	SHORT	EDUCATION | EMERGENCY RESPONSE

B: Minimize the adverse consequences of leaving the roadway by improving the roadside

While developing traffic management plans for construction projects, consider providing advance warning signs to alert drivers of traffic congestion and irregular roadway surfaces.

$$	SHORT	ENGINEERING

Maintain roadway surfaces through work zones to facilitate safe passage of all motorists, including motorcycles.

$	SHORT	ENGINEERING

Implement enhanced signing and pavement markings for the benefit of motorcyclists.

$	SHORT	ENGINEERING	PSC

C: Educate riders and drivers on motorcycle safety and create awareness

Expand the Motorcycle Rider Education program to ensure riders have adequate training courses and licenses to operate a motorcycle safely on the road.

$	MID	EDUCATION	CMTW

Require mandatory training for (M) License endorsements.

$	MID	EDUCATION | ENFORCEMENT	CMTW

Expand educational campaign to promote use of safety gear and motorcycle safety.

$$	SHORT	EDUCATION	CMTW

C: Educate riders and drivers on motorcycle safety and create awareness

Raise motorcycle safety awareness by implementing a safety/educational campaign utilizing digital message signs, social media, posters, flyers at transportation events, etc.

$$	SHORT	EDUCATION	CMTW

Enhance awareness of the consequences of aggressive riding, riding while fatigued or impaired, unsafe riding, and poor traffic strategies.

$$	SHORT	EDUCATION

Develop and expand relationships with rider groups and other partners to improve programs and communication.

$$	SHORT	EDUCATION

7 OLDER DRIVERS

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

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A: Identify older drivers at an elevated risk of collision involvement and injury

Implement *Model Driver Screening and Evaluation Program Guidelines for Motor Vehicle Administrators* for screening and testing older drivers' license.

$	SHORT	EDUCATION	CMTW

Establish effective referral of older drivers to licensing agencies by providing appropriate educational materials to law enforcement agencies and physicians.

$$	SHORT	ENFORCEMENT	CMTW

B: Improve the roadway and driving environment to better accommodate older drivers' unique needs

Review crash data to consider the need for increasing the size of the lettering on roadway signs.

$	SHORT	ENGINEERING	ODP

Consider providing more protected left-turn signal phases at high-volume intersections, where supported by collision data.

$	SHORT	ENGINEERING	ODP

Deploy lighting and other engineering countermeasures at intersections, horizontal curves, and railroad grade crossings where supported by collision data and feasible.

$$$	SHORT	ENGINEERING	ODP

Implement systemic upgrades to the reflectivity of sign sheeting for all critical roadway safety signs, such as chevrons and curve warning signs.

$$	SHORT	ENGINEERING	PSC, ODP

While developing traffic safety projects or other projects, replace painted channelization with raised channelization where feasible.

$$	SHORT	ENGINEERING	ODP

Use proven design practices, such as FHWA's Handbook for Designing Roadways for the Aging Population.

$	MID	ENGINEERING

7 OLDER DRIVERS

C: Improve the driving competency of Older adults in the general driving population and reduce the risk of injury and death

Increase awareness of safety belt use for older drivers and passengers and enforce safety belt use laws.

$	MID	EDUCATION | ENFORCEMENT

Implement a safety/educational campaign through media, marketing, and/or social media, informing older roadway users on in-vehicle technologies, modern engineering designs, and safety-enhancing infrastructure.

$$	MID	EDUCATION	CMTW

PEDESTRIANS

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

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A: Implement the Statewide Pedestrian and Bicycle Safety Action Plan

Educate planners, engineers, and law enforcement on implementing the state's first *PBSAP* and the strategies and countermeasures contained therein.

$	SHORT	ENGINEERING | EDUCATION

Use the PBSAP to create awareness of increasing pedestrian-involved fatalities and injuries and the importance of pedestrian safety on the transportation network.

$$	LONG	ENGINEERING | EDUCATION

B: Support the SCDOT Safety Office investment plan to perform road safety assessments at locations identified as having a high occurrence of pedestrian fatalities and injuries

Explore and implement pedestrian safety countermeasures identified as part of Road Safety Assessments and other systemic strategies.

$$	LONG	ENGINEERING	PSC

Improve data collection methods and continue to track pedestrian crash safety data.

$	LONG	ENGINEERING

C: Add pedestrian facilities

Install separated paths/sidewalks and other pedestrian-friendly road features along corridors and at intersections where supported by crash analysis and where feasible.

$	MID	ENGINEERING	PSC

Consider pedestrian safety and mobility during the needs assessment in conjunction with Department Directives, Engineering Directives, the SCDOT Roadway Design Manual, and SCDOT's Complete Streets' Policy where feasible.

$	SHORT	ENGINEERING

Install enhanced crosswalk lighting, hybrid beacons, rectangular rapid flashing beacons, advance pavement markings, and other infrastructure to enhance the safety and conspicuity of pedestrians when crossing roadways, particularly at nighttime.

$	MID	ENGINEERING

D: Encourage age-friendly pedestrian design

Ensure pedestrian facilities located near schools have adequate pedestrian crossing opportunities, flashing beacons, and reduced speed limits for passing vehicles.

$	SHORT	ENGINEERING	PSC

Consider adequate pedestrian design that can accommodate the aging and disabled populations (including wide sidewalks, longer pedestrian clearance times at crosswalks, and ADA-accessible infrastructure) where feasible.

$	SHORT	ENGINEERING	PSC

Implement leading pedestrian intervals at intersections with high turning vehicle volumes to reduce pedestrian-vehicle crashes.

$	MID	ENGINEERING	PSC, ODP

Restrict or eliminate right turns on red.

$	SHORT	ENGINEERING	ODP

E: Increase pedestrian education efforts

Implement an awareness campaign through media, marketing, and/or social media emphasizing the risks to pedestrians on high-volume/speed roadways resulting from disabled vehicles, motorist assistance, crossing multilane roads, etc.

$	SHORT	EDUCATION

Continue pedestrian safety campaigns, which promote reflective apparel among pedestrians (conspicuity enhancement).

$	SHORT	EDUCATION

Distribute educational brochures and maps with identified safe routes to schools.

$	LONG	EDUCATION	CMTW

Encourage the continuation of School Audits performed by South Carolina's Department of Public Health and other community stakeholders to develop and implement elementary school pedestrian training programs.

$	LONG	EDUCATION

Increase training for Emergency Services to address injuries specific to pedestrians and bicyclists.

$	SHORT	EDUCATION | EMERGENCY RESPONSE

Expand driver's education to increase sensitivity to the presence of pedestrians and inform drivers of their responsibility to prevent crashes.

$	SHORT	EDUCATION

F: Increase enforcement of laws pertaining to pedestrians

Implement targeted enforcement campaigns for pedestrians and motorists. Coordinate special enforcement efforts at the local and district levels.

$	SHORT	EDUCATION | ENFORCEMENT	CMTW

Educate officers on pedestrian-related laws.

$	SHORT	EDUCATION | ENFORCEMENT

COMMERCIAL MOTOR VEHICLES

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

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A: Provide Education on Risks Associated with Commercial Motor Vehicles

Educate commercial drivers on use of safety belts and monitoring hours of service; and on the risks of speed and fatigue.

$	SHORT	EDUCATION

Implement educational/safety campaigns using media, marketing, and/or social media to educate the public on how to drive near commercial motor vehicles safely, and how to recognize potential dangers when driving near commercial motor vehicles.

$	SHORT	EDUCATION

B: Strengthen Enforcement of Laws Related to Commercial Motor Vehicles

Expand regulations regarding commercial motor vehicle work hours/driving times.

$$	MID	ENFORCEMENT

Increase enforcement in areas with higher rates of commercial motor vehicle-related crashes as well as weight, speed and driving hours violations.

$$	MID	ENFORCEMENT

Enhance enforcement of commercial motor vehicle hours of service regulation provided by the Federal Motor Carrier Safety Administration to identify high-risk carriers and drivers.

$$	MID	ENFORCEMENT

C: Expand commercial motor vehicle facilities

Strengthen collaboration with local governments and MPOs to identify specific needs of commercial motor vehicles, such as truck parking along highways during the planning process.

$$$	LONG	ENGINEERING

Use weigh-in-motion and mainline bypass technologies to effectively facilitate the safe movement of goods and minimize commercial motor vehicle backup on interstates.

$$$	LONG	ENGINEERING | ENFORCEMENT

BICYCLES

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

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A: Implement the Statewide *Pedestrian and Bicycle Safety Action Plan*

Use the PBSAP to create awareness of increasing bicyclist-involved fatalities and injuries and the importance of pedestrian safety on the transportation network.

$	SHORT	ENGINEERING | EDUCATION	

B: Add bicyclist facilities

While developing traffic safety projects or other projects throughout the agency, consider including bicycle accommodations based on safety, mobility, and guidance in SCDOT's Complete Streets' Policy during the project development process.

$$	MID	ENGINEERING	PSC

Study the need to improve pavement markings, driveway access, or other access management strategies, based on collision analysis to improve bicycle safety.

$$$	LONG	ENGINEERING	PSC

C: Improve bicyclist safety awareness and behavior

Increase nighttime bicyclist conspicuity through roadway lighting, bicycle lights, reflectors, etc.

$	MID	ENGINEERING	

Expand bicycle safety education for children and adults and promote Safe Route to School programs.

$	SHORT	EDUCATION	CMTW

Implement educational campaigns for children and adults using media, marketing, and/or social media focusing on bicyclist skill education, safety-related training, helmet use, etc.

$	MID	EDUCATION	CMTW

Promote 'Share the Road' signage on targeted, high-risk road segments.

$$	SHORT	ENGINEERING | EDUCATION	CMTW

D: Coordinate with local stakeholders to reduce the number and severity of bicycle-involved collisions

Provide statistical analysis and assistance to MPO's/COG's that request it for the purpose of improving non-motorized safety.

$	SHORT	EDUCATION	

E: Increase enforcement of laws pertaining to bicyclists

Educate officers on bicycle-related traffic laws.

$	SHORT	EDUCATION | ENFORCEMENT

Explore benefits of increasing the current safe distance required by law when passing a bicycle from three feet to a greater distance.

$$	MID	EDUCATION | ENFORCEMENT	CMTW

WORK ZONES

LEGEND

Cost to Implement: $ (Can be implemented with available resources), $$ (Requires additional resources), $$$ (Requires extensive additional resources)

Time to Implement: SHORT (Less than 1 year), MID (1 to 2 years), LONG (3 or more years)

4 "Es" of Highway Safety: ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE

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A: Reduce the severity of work zone-related collisions

Review work zone fatal and serious injury collisions to identify areas for engineering improvements.

$$	MID	ENGINEERING

Research use of personal safety technology to alert workers of errant vehicles in work zones.

$$	MID	ENGINEERING

B: Improve data collection quality and perform possible revisions to the Collision Report Form

Provide training to law enforcement on work zone safety and laws.

$	SHORT	EDUCATION | ENFORCEMENT

Provide training to law enforcement on completing the collision report form (TR-310) and properly identifying work zone locations and activity areas.

$	SHORT	EDUCATION | ENFORCEMENT

C: Reduce the duration and impact of work zones

During project development, study opportunities to accelerate construction and maintenance activities where possible, schedule highway work to avoid periods of high traffic volumes, and provide adequate space for future road work in new project development.

$$$	MID	ENGINEERING

During project development, consider full-time roadway closures for construction operations to separate the motoring public from work zones.

$$	MID	ENGINEERING

During project development, consider including contract provisions such as no-excuse incentives to expedite construction.

$$	MID	ENGINEERING

Use agency prescribed engineering directives to guide whether construction work should be performed at night due to traffic volumes.

$	MID	ENGINEERING

WORK ZONES

D: Improve work zone traffic control devices

Implement Intelligent Transportation Systems strategies to improve safety.

$$	MID	ENGINEERING

Continue to perform routine work zone night reviews, continue to improve the visibility of SCDOT work zone personnel and equipment, and study neighboring states' successes in improving the visibility of work zone personnel and vehicles.

$	SHORT	ENGINEERING

Increase driver awareness of flagger presence using advanced warning signs, flashing stop/slow paddles, and high visibility apparel.

$	SHORT	ENGINEERING	CMTW

E: Improve work zone design practices

Utilize work zone design guidance to improve work zone safety on a project-by-project basis.

$	MID	ENGINEERING

When developing staging plans for projects, consider measures to reduce workspace intrusions (and limit consequences of intrusions), such as physical barriers or positive protection (devices that contain and redirect vehicles, preventing them from intruding into the workspace).

$$$	SHORT	ENGINEERING	ODP

Consider all modes of travel (including pedestrians, bicyclists, motorcyclists, and heavy-truck drivers) when establishing work zone design plans; perform routine inspection of conditions to ensure safe accommodations.

$$$	SHORT	ENGINEERING

F: Improve driver compliance with work zone traffic controls

Enhance enforcement of traffic laws in work zones.

$$	SHORT	ENFORCEMENT

Improve the application of increased driver penalties in work zones.

$	MID	ENFORCEMENT

Research the benefits and challenges of speed safety cameras in South Carolina, which automatically detect speeding and capture video evidence of vehicles violating a set speed threshold, as an effective countermeasure, and present findings to leadership for their consideration.

$$	LONG	ENGINEERING | ENFORCEMENT

WORK ZONES

G: Provide public education and information on work zone safety to increase knowledge and awareness of work zones

Develop and implement public information campaigns for work zone safety, including honoring those workers who have lost their lives in work zone-related collisions.

$	MID	EDUCATION

Disseminate work zone safety information to road users.

$$	SHORT	EDUCATION

Provide work zone training programs and manuals for designers and field staff.

$	SHORT	EDUCATION

H: Develop procedures to effectively manage work zones

Develop or enhance agency-level work zone collision data systems.

$$	MID	ENGINEERING

When practicable, coordinate schedules of multiple projects on the same section of roadway to minimize impacts; coordination among different DOT divisions (maintenance, construction, design, traffic, safety) and emergency responders.

$$	MID	ENGINEERING

Research incentives or awareness programs to encourage work zone personnel to strive for safe work zones.

$$	SHORT	EDUCATION

I: Increase likelihood of survival

Continue Traffic Incident Management Training for first responders and SCDOT personnel on traffic control in work zones.

$	MID	EDUCATION | EMERGENCY RESPONSE

Ensure all workers are outfitted with appropriate personal protection equipment.

$	MID	ENGINEERING

6. PERFORMANCE MEASURES

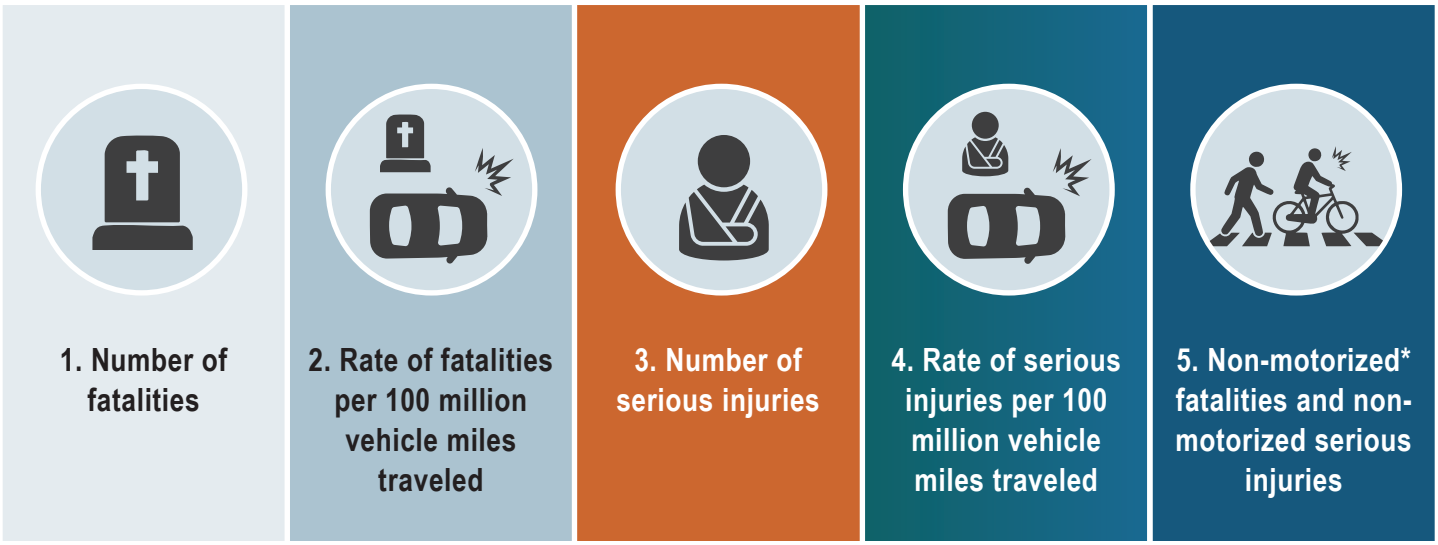
As part of the Strategic Highway Safety Plan development, performance-based goals need to be adopted that are consistent with safety performance measures established by FHWA in accordance with 23 U.S.C. 150 and are coordinated with other State highway safety programs. 23 U.S.C. 150 states the following regarding the Highway Safety Improvement Program performance measures.

(4) Highway safety improvement program. -For the purpose of carrying out section 148, the Secretary shall establish measures for States to use to assess-

(A) serious injuries and fatalities per vehicle mile traveled; and

(B) the number of serious injuries and fatalities.

The five performance measures that South Carolina will consider in the SHSP are shown below. These performance measures align with the annual HSIP and HSP Performance Targets.

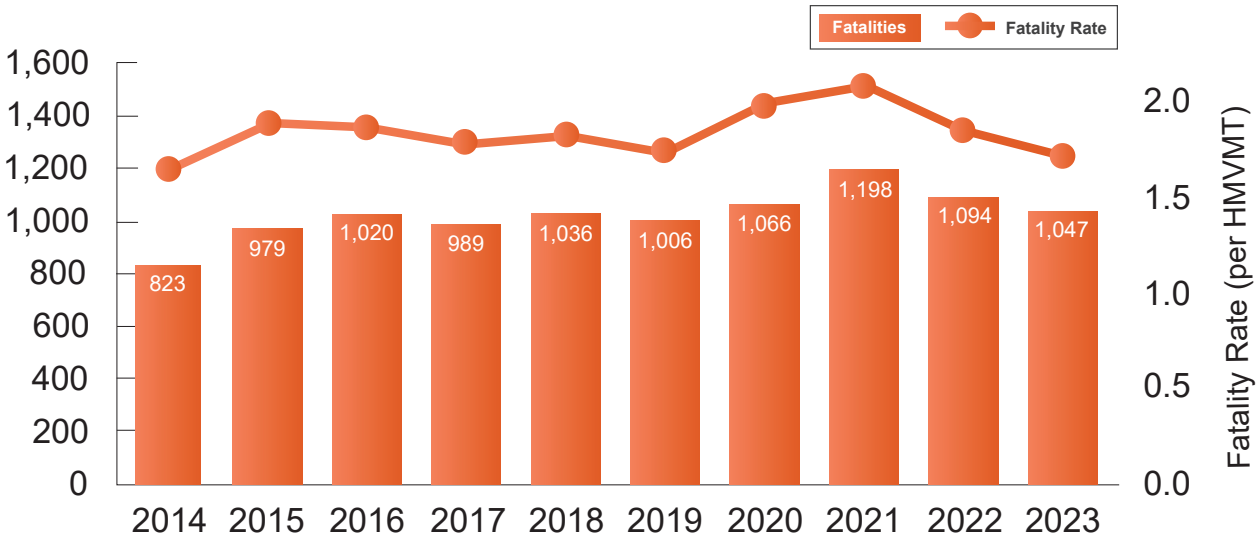


*Non-motorized consists of pedestrians and bicyclists.

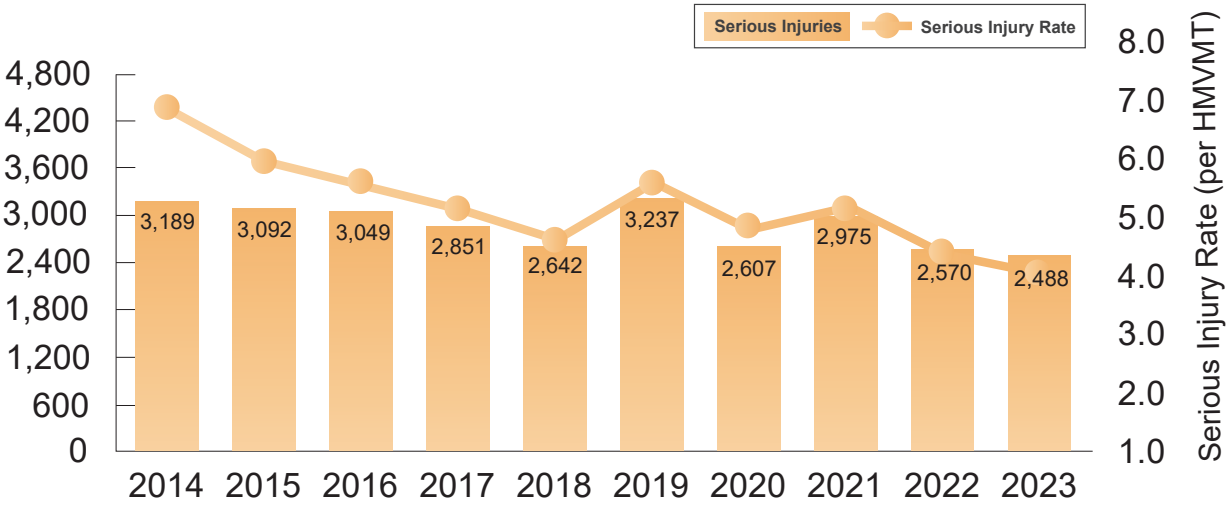
SCDPS and SCDOT use the statewide five-year data to determine the annual targets for each of the five traffic safety performance measures. Targets are developed following an analysis and review of historical trend data (using five-year rolling averages) and the identified baseline years. A graphic illustrating this information between 2014 and 2023 is provided on the following page.

SCDOT first established statewide targets in 2017 and are connected to the HSIP. These targets are data-driven, attainable, and incite momentum within the agency and across the state.

Fatalities

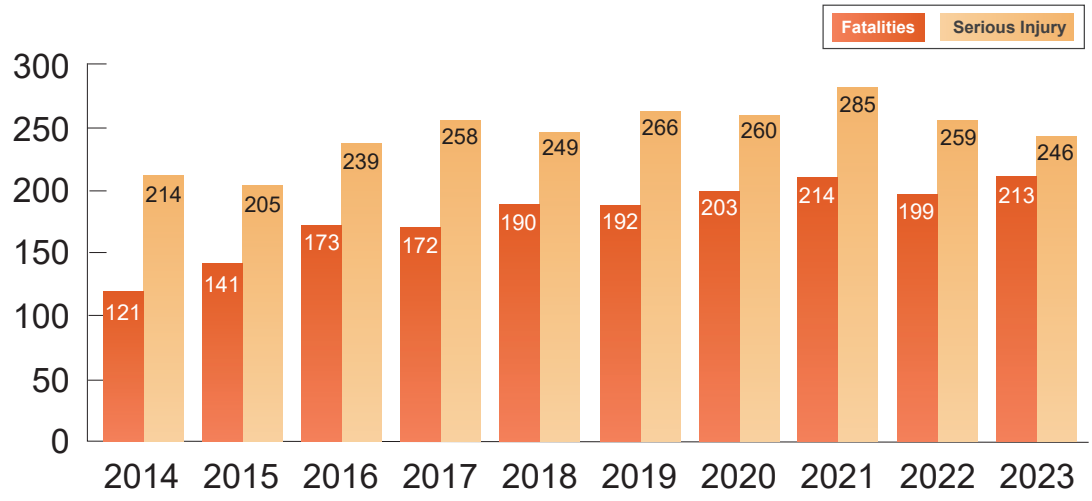


Serious Injuries



Number of Non-Motorized* Fatalities and Serious Injuries

*Non-motorized consists of pedestrians and bicyclists.



7. IMPLEMENTATION & EVALUATION

7-1 SCDOT Safety Investment Plan

The SCDOT allocates funding for the development and implementation of roadway safety strategies through the Office of Traffic Safety. Funding is generally allocated based on a safety investment plan that reviews the fatal and serious injuries of the SHSP Emphasis Areas. As safety trends and new technologies emerge over time, this investment strategy is adjusted to respond to the changing safety needs of the state.

7-2 Safety Culture in South Carolina

Safety Culture is defined by the FHWA as the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands. SCDOT and SCDPS are committed to safety as a top priority in the development and implementation of all transportation-related projects. Both organizations collaborate to enhance safety efforts through prioritization of safety in their mission, vision, goals, and operating procedures. Continued support of the state's safety culture is critical to reduce traffic-related fatalities and serious injuries in South Carolina.

7-3 Implementation & Evaluation

SCDOT and SCDPS leadership are dedicated to promoting and guiding the 2025-2029 SHSP implementation through the continued commitment to developing a strong safety culture in South Carolina. Promoting the goals and strategies in the SHSP is a key step in fostering a safety culture in the state and achieving roadway safety goals of reducing fatal and serious injury crashes.

SCDOT and SCDPS will work together to update the Implementation Plan on a biannual basis to guide the SHSP process and implement the safety strategies contained within. The Implementation Plan will be shared with multiple stakeholder groups and utilized to plan and prioritize highway safety strategies that support the SHSP. The plan will contain descriptions of the strategies SCDOT and SCDPS will utilize to keep partners educated and aware of the SHSP's goals and recommendations.

The biannual development process will give the opportunity to reinforce the commitment to ongoing projects and strategies, highlight short-term safety goals, and reprioritize strategies within the SHSP to respond to the changing safety needs of the state.

The Implementation Plan is organized according to the 13 emphasis areas of the 2025-2029 SHSP. Each emphasis area includes implementation activities designed to guide state and local agencies in prioritizing actions. Each activity is detailed with a lead agency/person and anticipated funding source. The 2025-2026 SHSP Implementation plan is a living document that will be reevaluated by stakeholders and project team members as new technologies and crash trends emerge in South Carolina.

Continually measuring the progress and effectiveness of the 2025-2029 SHSP is crucial to find which efforts are effective and which efforts should continue in the future. The identified performance measures in the SHSP will be reviewed annually to ensure alignment with HSIP and HSP performance targets. The performance review, alongside the development of the Implementation Plan, will help ensure the SHSP is applied effectively to the dynamic needs of South Carolina.

LANE DEPARTURES

Activity	Lead Agency/ Person	Funding Source
Continue Area Coordinated Enforcement Teams and utilize a data-driven process to direct enforcement efforts to high fatal and serious injury crash corridors.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Continue systemic lane departure countermeasure implementation as well as implementation at locations identified with high rates or patterns of lane departure related fatal and serious injury collisions as part of the state's Highway Safety Improvement Program to include lane departure mitigation strategies. Includes statewide rumble strip program, clear zone reclamation efforts, guardrail/cable rail installation and maintenance, and signing and marking program.	SCDOT (Traffic Safety Engineer)	HSIP
Biannual Update Notes:		
Continue implementation of Rural Road Safety Program.	SCDOT(Traffic Safety Engineer)	Rural Road Safety Program
Biannual Update Notes:		
Continue to issue grants to law enforcement agencies that focus on speeding, impaired driving, and other violations that lead to lane departure collisions.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		

LANE DEPARTURES

Activity	Lead Agency/ Person	Funding Source
Conduct safety data briefings at South Carolina Law Enforcement Network meetings. Provide data that could assist in identifying areas to focus enforcement efforts in order to reduce lane departure collisions. Encourage targeted enforcement in those areas.	SCDPS (Office of Highway Safety & Justice Programs) & SCDOT (SHSP Manager)	N/A
Biannual Update Notes:		
Continue to provide Traffic Incident Management Training for all law enforcement and first responders.	SCDOT (Traffic Engineering)	SCDOT Operations budget
Biannual Update Notes:		
Use various forms of social media to increase awareness of the dynamics associated with lane departure collisions. Provide this same information during safety presentations delivered at civic organizations, businesses, churches, and high schools throughout the year by SC Highway Patrol representatives.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs, Highway Patrol)	NHTSA Grant Funds
Biannual Update Notes:		
Conduct targeted enforcement of those violations that lead to lane departure collisions and along those corridors with a high rate of these type crashes.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		

LANE DEPARTURES

Activity	Lead Agency/ Person	Funding Source
Assist other agencies and groups with development and implementation of lane departure mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		

INTERSECTIONS

Activity	Lead Agency/ Person	Funding Source
Continue safety improvement projects at intersections with high collision rates and/or patterns.	SCDOT (Traffic Safety Engineer)	HSIP – Intersection Safety Projects
Biannual Update Notes:		
Use various forms of social media to increase awareness of the safety issues associated with intersections, complying with traffic control devices, providing proper right of way, properly navigating alternative intersection designs (roundabouts, reduced conflict intersections), etc. Provide this same information during safety presentations delivered at civic organizations, businesses, churches, and high schools throughout the year by SC Highway Patrol representatives.	SCDPS (Highway Patrol, Office of Highway Safety & Justice Programs, Office of Public Affairs), SCDOT (Office of Public Engagement)	NHTSA Grant Funds
Biannual Update Notes:		
Continue to upgrade and replace signing and pavement markings to maintain driver awareness.	SCDOT (Maintenance, Traffic Engineering)	SCDOT Operations & Maintenance Budget, HSIP
Biannual Update Notes:		
Consider Signal Upgrade, Removal, Timing and Coordination Projects while developing intersection traffic safety projects or other projects throughout the agency.	SCDOT (Traffic Engineering)	HSIP – Intersection Safety projects
Biannual Update Notes:		

INTERSECTIONS

Activity	Lead Agency/ Person	Funding Source
Research and document benefits and challenges using cameras for intersection data collection, including existing camera technology.	SCDPS (Office of Highway Safety & Justice Programs and Office of Executive Affairs) & SCDOT (HSIP Data Analytics)	N/A
Biannual Update Notes:		
While developing intersection traffic safety projects or other projects throughout the agency, consider railroad hazard elimination near intersections.	SCDOT (Traffic Safety Engineer)	HSIP– Railroad Safety Projects
Biannual Update Notes:		
Conduct safety data briefings at South Carolina Law Enforcement Network meetings. Provide data on high collision rate intersections and encourage targeted enforcement at those locations.	SCDPS (Office of Highway Safety & Justice Programs) & SCDOT (SHSP Manager)	N/A
Biannual Update Notes:		
Conduct targeted enforcement of disregarding stop signs/ traffic signals, speeding, improper turn, and other commonly-committed violations at high crash rate intersections.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		

INTERSECTIONS

Activity	Lead Agency/ Person	Funding Source
Assist other agencies and groups with development and implementation of intersection-related collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		

SPEEDING

Activity	Lead Agency/ Person	Funding Source
Conduct targeted enforcement of speeding laws at locations where speed-related collisions are over-represented as part of customary patrol duties.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Continue Area Coordinated Enforcement Teams and utilize a data-driven process to direct enforcement efforts to high fatal and serious injury crash corridors.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Conduct enhanced speed enforcement activities during the NHTSA Region 4 Operation Southern Slow Down campaign, traditionally held in the month of July, and support this effort with a strong Public Information and Education component, including variable message signs.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs)	NHTSA Grant Funds
Biannual Update Notes:		
Design and maintain speed limit signs and pavement markings and ensure that warning signs are installed at appropriate intervals with adequate sight distance.	SCDOT (Traffic Engineering & Maintenance)	SCDOT Operations & Maintenance Budget
Biannual Update Notes:		

SPEEDING

Activity	Lead Agency/ Person	Funding Source
Use various forms of social media to increase awareness of the dangers of driving at unsafe speeds and penalties associated with speeding citations. Provide this same information during safety presentations delivered at civic organizations, businesses, churches, and high schools throughout the year by SC Highway Patrol representatives.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs, Highway Patrol)	N/A
Biannual Update Notes:		
Continue to fund speed enforcement projects in counties with the highest percentage of speed-related collisions.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		
Assist other agencies and groups with development and implementation of speeding-related collision mitigation strategies	SCDOT & SCDPS	N/A
Biannual Update Notes:		

UNRESTRAINED

Activity	Lead Agency/ Person	Funding Source
Continue Buckle Up, South Carolina Memorial Day Campaign. Conduct high-visibility enforcement of seat belt and child restraint laws during campaign period, including public safety checkpoints, saturation patrols, and nighttime seat belt enforcement. Support enforcement effort with strong Public Information and Education component, including social media, paid media, and variable message signs.	SCDPS (Highway Patrol, Office of Highway Safety & Justice Programs, Office of Public Affairs)	NHTSA Grant Funds
Biannual Update Notes:		
Conduct regular enforcement of seat belt and child restraint laws as part of customary patrol duties.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Continue ACE Teams and utilize a data-driven process to direct enforcement efforts to high fatal and serious injury crash corridors.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Continue to offer and solicit Adult and Child Passenger Safety Education grants, as well as Occupant Protection enforcement grants	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		

UNRESTRAINED

Activity	Lead Agency/ Person	Funding Source
Use various forms of social media to increase awareness of the dangers of driving or riding unrestrained. Incorporate this same message in safety presentations delivered at civic organizations, businesses, churches, and high schools throughout the year by SC Highway Patrol representatives.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs, Highway Patrol)	N/A
Biannual Update Notes:		
Continue to provide community locations for instruction in proper child restraint use, including both public safety agencies and health care providers. Publicize child restraint inspection events.	SCDPS (Office of Highway Safety & Justice Programs), SCDPH	NHTSA Grant Funds
Biannual Update Notes:		
Conduct educational activities in support of Child Passenger Safety Week and at other times during the year when there is an increased emphasis on the importance of child restraint systems.	SCDPS (Office of Highway Safety & Justice Programs), SCDPH	N/A
Biannual Update Notes:		
Continue to emphasize seat belt and child restraint enforcement with traffic grants issued to police agencies.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		

UNRESTRAINED

Activity	Lead Agency/ Person	Funding Source
Assist other agencies and groups with development and implementation of unrestrained collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		
Continue to conduct an annual Seat Belt Observational Survey to assess seat belt use among drivers in South Carolina.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		

IMPAIRED USERS

Activity	Lead Agency/ Person	Funding Source
Continue Area Coordinated Enforcement Teams and utilize a data-driven process to direct enforcement efforts to high fatal and serious injury crash corridors.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Continue administration of license suspension laws that allow drivers license authorities to suspend a driver's license if the driver fails or refuses to take a blood alcohol content test.	SCDMV	N/A
Biannual Update Notes:		
Conduct regular enforcement of impaired driving and open container laws as part of customary patrol duties, to include public safety checkpoints and saturation patrols.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Conduct Standardized Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) testing and evaluation through regular traffic enforcement and crash investigations or at public safety checkpoints, particularly at night.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Continue regular meetings of the Impaired Driving Prevention Council (IDPC).	SCDPS (Office of Highway Safety & Justice Programs)	N/A
Biannual Update Notes:		

IMPAIRED USERS

Activity	Lead Agency/ Person	Funding Source
Review and implement, when possible, the recommendations from the most recent Impaired Driving Assessment and IDPC-approved Impaired Driving Countermeasures Plan.	SCDPS (Office of Highway Safety & Justice Programs)	TBD
Biannual Update Notes:		
Continue to support the Traffic Safety Resource Prosecutor (TSRP), Judicial Outreach Liaison, and court monitoring programs.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		
Continue to support impaired driving detection (SFST and DRE) training.	SCDPS (Office of Highway Safety & Justice Programs) & SC Criminal Justice Academy	NHTSA Grant Funds
Biannual Update Notes:		
Continue to conduct the annual, nine-month-long Law Enforcement DUI Challenge, (includes Labor Day and Christmas/New Year's Sober or Slammer! Campaign). Support enforcement and prosecution efforts with strong Public Information and Education component, including social media, paid media, and variable message board signs.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs, Highway Patrol)	NHTSA Grant Funds
Biannual Update Notes:		

IMPAIRED USERS

Activity	Lead Agency/ Person	Funding Source
Continue to fund DUI enforcement and prosecution projects in counties with the highest percentage of impaired user-related collisions.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		
Continue countermeasure implementation at locations identified with high rates or patterns of lane departure related fatal and serious injury collisions as part of the state's HSIP to include lane departure mitigation strategies. Includes statewide rumble strip program, clear zone reclamation efforts, guardrail/cable rail installation and maintenance, and signing and marking program.	SCDOT (Traffic Safety Engineer)	HSIP
Biannual Update Notes:		
Assist other agencies and groups with development and implementation of impaired user-related collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		
Draft white paper on developing and implementing driving under the influence treatment courts and encourage their use in more jurisdictions.	SCDPS	N/A
Biannual Update Notes:		

DISTRACTED DRIVING

Activity	Lead Agency/ Person	Funding Source
Continue countermeasure implementation at locations identified with high rates or patterns of lane departure related fatal and serious injury collisions as part of the state's HSIP to include lane departure mitigation strategies. Includes statewide rumble strip program, guardrail/cable rail installation and maintenance, clear zone reclamation efforts, and signing and marking program.	SCDOT (Traffic Safety Engineer)	HSIP
Biannual Update Notes:		
Conduct an extensive Public Information and Education campaign (social media, paid media, etc.) during Distracted Driving Month (April) as a means of warning the public about the dangers of distracted driving.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs)	NHTSA Grant Funds
Biannual Update Notes:		
Conduct regular enforcement of the state's new Hands Free law as part of customary patrol duties.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Launch "Hands Free SC" campaign to educate the motoring public on the new Hands Free law.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs) & SCDOT	NHTSA Grant Funds
Biannual Update Notes:		

DISTRACTED DRIVING

Activity	Lead Agency/ Person	Funding Source
Conduct stepped-up enforcement of the state's new Hands Free law during Distracted Driving Month (April), and encourage such activities at South Carolina Law Enforcement Network meetings.	SCDPS (Highway Patrol, Office of Highway Safety & Justice Programs)	N/A
Biannual Update Notes:		
Assist other agencies and groups with development and implementation of distracted driving-related collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		
Research and begin to update SC Driver's exam to include distracted driving questions.	SCDMV	N/A
Biannual Update Notes:		

YOUNG DRIVERS

Activity	Lead Agency/ Person	Funding Source
Continue the Alive @ 25 young driver safety program.	National Safety Council (SC Chapter)	NHTSA Grant Funds
Biannual Update Notes:		
Conduct safety presentations and awareness events for youth at local schools and churches on risky and dangerous driving behaviors (impaired driving, distracted driving, speeding, etc.).	SCDPS (Highway Patrol)	Other Funds
Biannual Update Notes:		
Enforce laws pertaining to underage drinking and driving (e.g., zero tolerance), as well as Graduated Driver Licensing as part of regular patrol duties.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Conduct a Public Information and Education campaign (social media, paid media, etc.) during April and May (Youth Traffic Safety Month) to coincide with prom season and graduation events at local high schools. Use variable message signs to promote campaign. Conduct stepped-up enforcement of underage drinking laws during this time period.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs, Highway Patrol)	NHTSA Grant Funds
Biannual Update Notes:		

YOUNG DRIVERS

Activity	Lead Agency/ Person	Funding Source
Use various forms of social media to share young driver safety messages, to include the consequences of dangerous driver behaviors (e.g., distracted driving, speeding, impaired driving, lack of restraint usage, etc.).	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs)	NHTSA Grant Funds
Biannual Update Notes:		
Assist other agencies and groups, including driver training schools, with development and implementation of young driver-related collision mitigation strategies.	SCDOT & SCDPS (Office of Highway Safety & Justice Programs)	N/A
Biannual Update Notes:		
Continue to offer and solicit Young Driver Education grants to include education on alcohol and/or drugs, safety belt usage and speeding, among other risky driving behaviors.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		

MOTORCYCLES/MOPEDS

Activity	Lead Agency/ Person	Funding Source
Continue impaired driving prevention programs (high-visibility and public safety checkpoints, saturation patrols) to detect impaired motorcyclists.	SCDPS (Office of Highway Safety & Justice Programs, Highway Patrol)	N/A
Biannual Update Notes:		
Conduct a motorcycle safety awareness Public Information and Education campaign (social media, paid media, etc.) during the month of May to coincide with bike rallies along the coast. Use variable message boards to promote campaign. Continue to conduct motorcycle safety gear campaigns during the months which show high motorcycle-related fatalities and serious injuries.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs)	NHTSA Grant Funds
Biannual Update Notes:		
Use various forms of social media to share motorcycle safety messages, to include the consequences of dangerous rider behaviors (e.g., riding while fatigued or impaired, aggressive riding, etc.). Encourage the use of safety gear as part of the effort.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs)	NHTSA Grant Funds
Biannual Update Notes:		
Continue regular meetings of the state's Motorcycle Safety Task Force.	SCDPS (Office of Highway Safety & Justice Programs)	N/A
Biannual Update Notes:		

MOTORCYCLES/MOPEDS

Activity	Lead Agency/ Person	Funding Source
Assist other agencies and groups with development and implementation of motorcycle collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		
Continue to offer and solicit Community-Based Education grants, which may include pedestrian, bicyclist, and motorcycle safety.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds

7 OLDER DRIVERS

Activity	Lead Agency/ Person	Funding Source
In coordination with SCDMV, use social media, South Carolina Law Enforcement Network meetings, correspondence, and other methods to inform the motoring public, law enforcement officers, and physicians about the process of reporting potentially unsafe older drivers to the licensing agency.	SCDMV & SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs)	NHTSA Grant Funds
Biannual Update Notes:		
Continue to upgrade and replace signing and pavement markings to maintain driver awareness.	SCDOT (Maintenance, Traffic Engineering)	SCDOT Operations & Maintenance Budget
Biannual Update Notes:		
Work with AARP South Carolina to disseminate information on the importance of wearing safety belts to older drivers.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		
Assist other agencies and groups with development and implementation of older driver-related collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		
Continue to offer and solicit Older Driver Education programs, which may address basic safe driving practices and adjusting driving to accommodate age-related cognitive and physical challenges.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		

PEDESTRIANS

Activity	Lead Agency/ Person	Funding Source
Educate planners, engineers, and law enforcement on the implementation of the state's first Pedestrian and Bicycle Safety Action Plan and the strategies and countermeasures contained therein.	SCDOT (Active Transportation Engineer)	N/A
Biannual Update Notes:		
Explore and implement pedestrian safety countermeasures identified as part of Road Safety Assessments and other systemic strategies.	SCDOT (Traffic Safety Engineer)	HSIP - Road Safety Assessment
Biannual Update Notes:		
Improve data collection methods and continue to track pedestrian crash safety data.	SCDOT (Traffic Safety Engineer) & SCDPS (Office of Highway Safety & Justice Programs)	NHTSA/ TRCC Grant Funds
Biannual Update Notes:		
While developing traffic safety projects or other projects throughout the agency, consider pedestrian safety and mobility along corridors and at intersections based upon SCDOT's Complete Streets' Policy where supported by crash analysis and where feasible.	SCDOT (Traffic Safety Engineer)	N/A
Biannual Update Notes:		

PEDESTRIANS

Activity	Lead Agency/ Person	Funding Source
Conduct a pedestrian safety Public Information and Education campaign (social media, paid media, etc.) during Pedestrian Safety Month (October).	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs)	NHTSA Grant Funds
Biannual Update Notes:		
Continue SC Highway Patrol's efforts to address pedestrian safety through community engagement and educational programs.	SCDPS (Highway Patrol)	N/A
Biannual Update Notes:		
Produce laminated cards that contain pertinent information on pedestrian laws in South Carolina and provide to all troopers, as well as South Carolina Law Enforcement Network Coordinators for further distribution to agencies/ officers in their respective networks.	SCDPS (Office of Highway Safety & Justice Programs, Highway Patrol)	NHTSA Grant Funds
Biannual Update Notes:		
Assist other agencies and groups with development and implementation of pedestrian collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		
Continue to offer and solicit Pedestrian Safety Education grants, which may include child and university educational campaigns, conspicuity enhancement programs and education on traffic laws related to pedestrians.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		

COMMERCIAL MOTOR VEHICLES

Activity	Lead Agency/ Person	Funding Source
Provide briefings at South Carolina Law Enforcement Network meetings on commercial motor vehicle safety and applicable regulations, as well as properly completing collision reports regarding identifying and coding commercial motor vehicle-involved collisions.	SCDPS (Office of Highway Safety & Justice Programs) & SCDOT (SHSP Manager)	N/A
Biannual Update Notes:		
Install and maintain existing weigh-in-motion, mainline bypass technology, and other emerging technologies to prevent commercial motor vehicle backup on interstates.	SCDPS (State Transport Police) & SCDOT	Agency Budgets
Biannual Update Notes:		
Continue education and awareness campaigns for drivers to safely operate commercial motor vehicles and/or navigate the roadway safely around commercial motor vehicles.	SCDPS (Office of Highway Safety & Justice Programs, Office of Public Affairs)	N/A
Biannual Update Notes:		
Assist other agencies and groups with development and implementation of commercial motor vehicle collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		

COMMERCIAL MOTOR VEHICLES

Activity	Lead Agency/ Person	Funding Source
Continue implementation of SCDPS State Transport Police's outreach and educational initiative, "DRIVE 2 ZERO."	SCDPS (State Transport Police)	MCSAP
Biannual Update Notes:		
Continue participation in the high visibility enforcement campaign, "Safe DRIVE."	SCDPS (State Transport Police)	MCSAP
Biannual Update Notes:		
Evaluate existing physical weigh stations for feasibility of returning those locations to operational status.	SCDPS (State Transport Police)	N/A
Biannual Update Notes:		
Continue to implement enforcement and other MCSAP strategies outlined in SCDPS State Transport Police's Commercial Vehicle Safety Plan (CVSP).	SCDPS (State Transport Police)	MCSAP
Biannual Update Notes:		

BICYCLES

Activity	Lead Agency/ Person	Funding Source
Educate planners, engineers, and law enforcement on the implementation of the state's first Pedestrian and Bicycle Safety Action Plan and the strategies and countermeasures contained therein.	SCDOT (Active Transportation Engineer)	N/A
Biannual Update Notes:		
Collect geospatial data for current or planned bicycle facilities or on local and state routes.	SCDOT (Planning Office)	N/A
Biannual Update Notes:		
Produce laminated cards that contain pertinent information on bicycle laws in South Carolina and provide to all troopers, as well as South Carolina Law Enforcement Network Coordinators for further distribution to agencies/ officers in their respective networks.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		
Assist other agencies and groups with development and implementation of bicycle collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		
Explore and implement bicycle safety countermeasures identified as part of Road Safety Assessments and other systemic strategies.	SCDOT (Traffic Safety Engineer)	HSIP - Road Safety Assessment
Biannual Update Notes:		

BICYCLES

Activity	Lead Agency/ Person	Funding Source
Continue to offer and solicit Community-Based Education grants, which may include pedestrian, bicyclist, and motorcycle safety.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds

Biannual Update Notes:

WORK ZONES

Activity	Lead Agency/ Person	Funding Source
Continue to fund law enforcement to support construction work zones.	SCDOT (Traffic Safety Engineer)	Included in project costs
Biannual Update Notes:		
Work to obtain better data in the TR-310 traffic collision report forms for incidents that occur in or are influenced by work zones and to better understand the nature of these types of collisions and how they might be mitigated.	SCDPS & SCDOT (Traffic Engineering)	N/A
Biannual Update Notes:		
Implement Intelligent Transportation Systems strategies to improve safety.	SCDOT (Traffic Engineering)	CMAQ
Biannual Update Notes:		
Improve worker safety by increasing visibility, decreasing exposure, and providing appropriate personal protection equipment.	SCDOT	SCDOT Operations Budget
Biannual Update Notes:		
Participate in Work Zone Awareness week and honor workers lost annually during memorial service.	SCDOT	SCDOT General Fund
Biannual Update Notes:		

WORK ZONES

Activity	Lead Agency/ Person	Funding Source
Continue Traffic Incident Management Training for first responders and SCDOT personnel on traffic control in work zones.	SCDOT (Traffic Management Engineer)	SCDOT Operations Budget
Biannual Update Notes:		
Educate motorists on the importance of work zone safety and provide information related to work zones in the area by radio transmissions.	SCDOT & SCDPS	SCDOT General Fund
Biannual Update Notes:		
Provide work zone training programs and manuals for designers and field staff.	SCDOT (Training)	SCDOT General Fund
Biannual Update Notes:		
Assist other agencies and groups with development and implementation of work zone-related collision mitigation strategies.	SCDOT & SCDPS	N/A
Biannual Update Notes:		
Provide briefings at South Carolina Law Enforcement Network meetings on work zone safety and applicable laws, as well as properly completing collision reports regarding identifying and coding work zone locations.	SCDPS (Office of Highway Safety & Justice Programs) & SCDOT (SHSP Manager)	N/A
Biannual Update Notes:		

WORK ZONES

Activity	Lead Agency/ Person	Funding Source
Continue to offer and solicit Community-Based Education grants, which may include preventing roadside deaths or injuries of first responders or in work zones.	SCDPS (Office of Highway Safety & Justice Programs)	NHTSA Grant Funds
Biannual Update Notes:		

Appendix A

Vulnerable Road User Safety Assessment

1. VULNERABLE ROAD USER SAFETY ASSESSMENT

1-1 Introduction

All states are required to develop a VRU Safety Assessment as part of their HSIP in accordance with 23 U.S.C. 148(1). The VRU Safety Assessment is a new requirement from the Infrastructure Investment and Jobs Act (IIJA). Subsequent updates are to be completed with the routine SHSP updates in accordance with the HSIP. This assessment reviews and highlights statewide safety challenges for bicycles and pedestrians on both the state highway and local roadway systems and identifies specific projects and strategies to address VRU concerns.

VRUs are defined in 23 U.S.C. 148(a)(15) as “nonmotorists.” A nonmotorist is a pedestrian, bicyclist, or other cyclist, excluding motorcyclist. Examples of other non-motorists include a person on personal conveyance, an injured person, and a highway worker on foot in a work zone. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human-powered but not propelled by pedaling. This includes rideable toys (e.g., skateboard, scooter), motorized rideable toys (e.g., skateboard, toy car), mobility assistance devices (e.g., wheelchair, segway), etc.

1-2 Safe System Approach

The Safe System Approach, advocated by FHWA, is a comprehensive method aimed at achieving zero traffic deaths and serious injuries. The approach acknowledges that humans do make mistakes and that a transportation system should be designed to accommodate those mistakes and provide opportunities for recovery. While the approach does not encourage unsafe driving behaviors or mistakes, it attempts to minimize the consequences of errors.

Key Principles of the approach are listed below.

The six principles that guide the safe system approach are illustrated below.

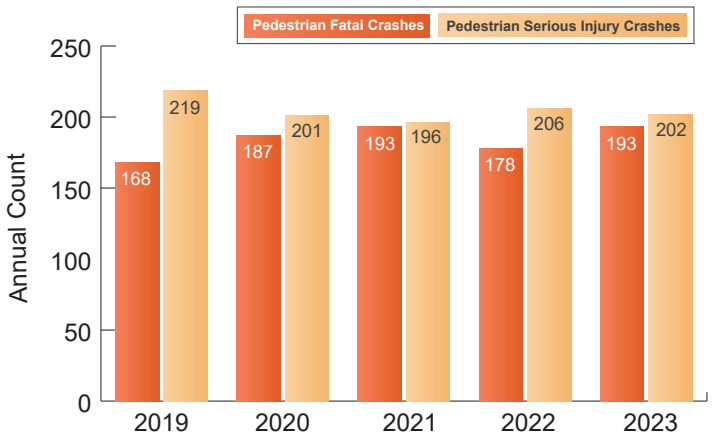
- Death/Serious Injury is Unacceptable
- Humans are Vulnerable
- Redundancy is Crucial
- Safety is Proactive
- Humans Make Mistakes
- Responsibility is Shared

1-3 VRU Crash Summary

South Carolina's transportation system is intended to serve all users, including pedestrians, bicyclists, and roadway infrastructure workers. This section provides an overview of pedestrian, bicycles, and work zone crash data during the five years from January 1, 2019 to December 31, 2023.

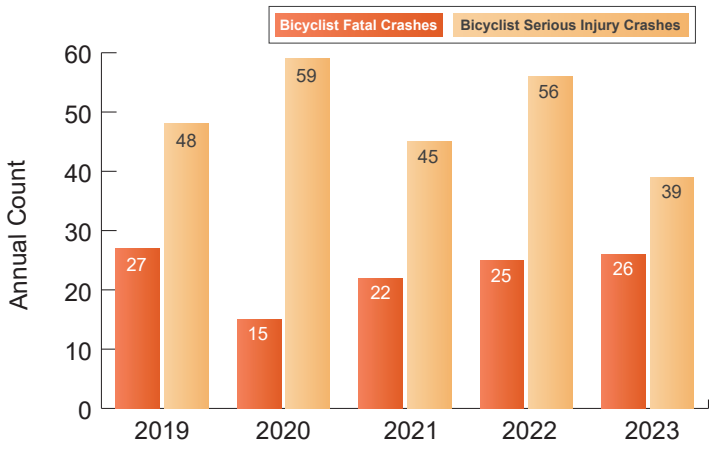
1-3-1 Pedestrian Crash Data

Pedestrians include persons walking as well as those using a wheelchair, skateboard, rollerblades, or a similar device for transportation. Between 2019 and 2023, 1,943 crashes involving pedestrians resulted in a fatality or serious injury. More than 18% of all fatal crashes and more than 9% of all serious injury crashes in South Carolina involve pedestrians. During this time period, fatal crashes have increased and serious injury crashes have slightly decreased.



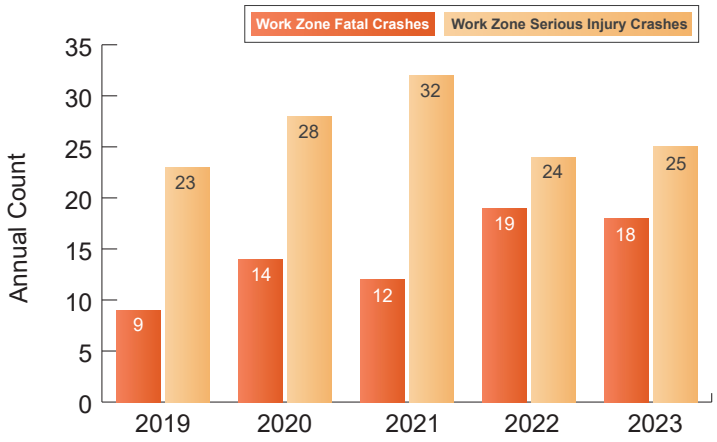
1-3-2 Bicycles Crash Data

Bicyclists includes all roadway users riding a bicycle or related vehicle for transportation. Between 2019 and 2023, 362 crashes involving bicyclists resulted in a fatality or serious injury. More than 2% of all fatal crashes and 2% of all serious injury crashes in South Carolina involve bicyclists. During this time period, fatal and serious injury crashes have fluctuated.



1-3-3 Work Zone Crash Data

Work zones encompass all construction-related activities requiring workers to be close to an active roadway. Between 2019 and 2023, 204 crashes in work zones resulted in serious injury or fatality. More than 1% of all fatal crashes and 1% of all serious injury crashes in South Carolina are work zone-related. During this time period, fatal crashes have increased and serious injury crashes have fluctuated.



1-3-4 VRU Achievements

SCDOT, SCDPS, NHTSA, and FHWA have a history of working together to improve roadway safety to reduce fatal and serious injury crashes on South Carolina's roadways, including pedestrians, bicyclists, and those working on roadway infrastructure. Notable achievements include:

Road Safety Assessments have been conducted on high-crash and high-risk corridors based on crash history and have included improvement recommendations to reduce fatal and serious injury crashes.

South Carolina's first state PBSAP was developed in 2022. The plan examines bicycle and pedestrian infrastructure deficiencies and recommends a methodology for improving pedestrian and bicycle safety.

The HSIP is a federal-aid program intended to reduced traffic fatalities and serious injuries on public roadways. The program funds individual states for safety improvements and requires a data-driven selection process to identify corridors needing safety improvements. According to the 2024 South Carolina HSIP Annual Report, there has been a 43.5% reduction in total crashes, 33.3% reduction in serious injuries, and a 100% reduction in fatal crashes at HSIP project locations with at least 3 years of post-project data.

1-4 VRU High-Risk Analysis

As part of the South Carolina PBSAP, May 2022, a methodology to proactively identify locations at higher risk for crashes was developed as a key element to improving pedestrian and bicycle safety in South Carolina. Rather than reactively addressing existing crash history at a given location, this approach allows improvements to be implemented before crashes occur. For the PBSAP, a crash risk assessment methodology was developed to proactively identify roadways at a higher risk for pedestrian and/or bicycle crashes where investment can help lower the risk of serious injury and fatal crashes. This methodology was developed based on a review of national practices and past PBSAP analyses.

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

- 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

To help quantify how these factors contributed 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 during the five years 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. The results of this review are summarized in **Table 1**.

Table 1 – Risk Assessment Factors – Crash Distribution

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%	1%
	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%

Next, the weighted average of the fatal and serious injury crash distributions for each factor were compared to the distribution of statewide roadway miles for each factor to identify those 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 comprise 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 factor range are summarized in **Table 2**. Data was unavailable for several factors, including the posted speed limit.

Table 2 – 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%	n/a	n/a	n/a	10
	45	21%	20%	n/a	n/a	n/a	8
	40	8%	8%	n/a	n/a	n/a	6
	35	13%	28%	n/a	n/a	n/a	4
	30	3%	2%	n/a	n/a	n/a	2
	25 and lower	39%	19%	n/a	n/a	n/a	0
Number of Travel 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%	5%	-36%	-30%	0
Paved Shoulder Width	8’ and greater	1%	3%	3%	0%	0%	0
	6’ to 8’	1%	1%	1%	0%	0%	0
	4’ to 6’	1%	1%	1%	-1%	0%	3
	2’ to 4’	1%	5%	5%	-1%	0%	6
	Less than 2’	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

Table 2 – Risk Assessment Factor Scores Continued

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	< 100	18%	18%	57%	-39%	-39%	0
	100–500	23%	22%	25%	-2%	-3%	2
	500–1,000	15%	17%	17%	-4%	-6%	4
	1,000–1,500	13%	14%	14%	-7%	-9%	6
	1,500–2,000	12%	10%	11%	-4.5%	-5.5%	8
	More than 2,000	22%	19%	19%	-3%	-3%	10
% Households in Poverty	0–10%	22%	28%	17%	5%	11%	5
	10–20%	36%	33%	42%	6%	11%	0
	20–30%	23%	24%	36%	9%	10%	0
	30–40%	8%	10%	6%	4%	6%	10
	40–50%	3%	4%	2%	1%	2%	10
	More than 50%	3%	4%	0.2%	0%	0%	5
Existing Crash History	4 crashes or more	n/a	n/a	n/a	n/a	n/a	10
	1 to 3 crashes	n/a	n/a	n/a	n/a	n/a	5
Proximity to Schools	Within 1 mile of a school	n/a	n/a	n/a	n/a	n/a	10
Proximity to Alcohol Sales	Within 1 mile of alcohol sales	n/a	n/a	n/a	n/a	n/a	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 3**.

Table 3 – 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 (Annual Average Daily Traffic)	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%**

Based on the crash risk assessment factors, factor weights, and factor range scoring, all South Carolina roadways were screened using GIS. This analysis considered the statewide transportation network, which includes more than 50,000 roadway segments and 215,000 intersections. The top 1,000 high-risk roadways were advanced for consideration of detailed countermeasure implementation.

1-5 Stakeholder Engagement

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 insights regarding pedestrian and bicycle safety in their local jurisdiction. The Project Team led interviews with 35 groups around the state, including various groups within SCDOT Headquarters and Districts, COGs, MPOs, municipalities, universities, and advocacy groups.

Conversations focused on identifying which strategies work well, determining where existing policy can be improved, and discussing other pedestrian and bicycle safety considerations. Each discussion provided valuable insight that shaped this PBSAP and will motivate future pedestrian and bicycle safety policies.

A variety of themes emerged through conversations with stakeholders. The themes discussed herein indicate positive focus geared towards pedestrian and bicycle safety across the state; however, a substantial amount of work is still required. Four major themes emerged consistently through the 35 interviews, as discussed in the following sections.

1. 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 including SCDOT's Complete Streets' Policy, 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. Traditional roadway design in South Carolina has made the following commonplace across
   the state.

   - Roadways without adequate pedestrian and bicycle facilities
   - Bicyclists ride 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

2. In South Carolina, mobility throughout the state is challenged by various external influences, including weather, roadway conditions, population age, tourism, and recurring congestion. Unsafe conditions are further exacerbated when state and local laws regarding 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 networks are conscientiously not abiding by local walking and biking laws for safety and comfort reasons.

   From the compliance perspective, 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. Still, the likelihood of serious injuries and fatalities greatly increases when vehicular speeds increase.

   Education plays a key role in solving non-compliance issues for all users of the roadway network (i.e. drivers, pedestrians, and bicyclists). Whether 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.

3. Several positive examples of effective communication were demonstrated throughout the PBSAP interviews. 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 installing bicycle lanes and implementing road diets.

   Also evident from the interviews is that local entities prioritize 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.

4. Many interviews conducted during this PBSAP discussed the differing needs of pedestrian and bicycle accommodations in urban versus rural areas. Both urban and rural areas have different challenges in accommodating 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.

   As part of the crash data analyses and crash risk assessment, the Project Team reviewed if the distribution of fatal and serious injury crashes for minority and economic factors are over- or under-represented compared to the distribution of statewide roadway miles they cover. The review was based on 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 was no significant over- or under-representation of the fatal and serious injury crash data for these three census factors. This is likely due to the census data not appearing to be as precise as the other roadway-specific data that was used, which could lead to less precision in analysis results.

1-6 VRU Projects and Strategies

To improve the safety of pedestrians and bicyclists around South Carolina, SCDOT has conducted numerous Road Safety Assessments and developed a VRU countermeasure toolbox as part of the PBSAP. These strategies are summarized herein.

1-6-1 Road Safety Assessments

SCDOT allocates a portion of its annual HSIP federal funds to perform Road Safety Assessments at locations identified to have a high density of vehicular and/or 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 develop an implementation plan to improve the safety of these locations. During the past five years, SCDOT has conducted RSAs for approximately 50 corridors.

Based upon the results of the RSAs, several common countermeasures were regularly recommended, including the following geometric improvements: access management (including raised medians and driveway consolidation), high-visibility crosswalks, ADA ramps, signing and pavement marking improvements, pedestrian hybrid beacons, rectangular rapid flashing beacons, sidewalks, and bicycle lanes. In addition, the following traffic signal equipment and timing improvements were regularly recommended: flashing-yellow arrow signal heads, traffic signal backplates, extended all-red times, leading pedestrian intervals, right-turn-on-red prohibitions, and exclusive pedestrian phases.

Table 4 summarizes the RSA projects that were conducted upon the conclusion and recommendations of the PBSAP analyses.

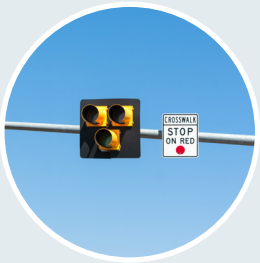
Table 4 – RSA Summary

County	Route	Road Name	Begin Milepost	End Milepost	Length (miles)
Horry	S-1315	Robert M. Grissom Pkwy	1.15	1.74	0.59
Greenville	S-664	River Street/Richardson	0.23	1.07	0.84
Horry	US 17	Kings Hwy	33.47	33.84	0.37
Charleston	SC 61	Ashley River Road	8.41	11	3.59
Richland	US 1	Gervais Street	0.1	2.39	2.29
Richland	US 76	Millwood Avenue	21.85	23.3	1.45
Greenville	US 276	Poinsett Highway	32.38	33.24	0.86
Florence	US 52	Lucas Street	25.07	27.48	2.41
Horry	SC 707	Socastee Boulevard	9.39	10.16	0.77
Florence	US 52	S. Ron McNair Boulevard	1.553	3.371	1.82
Colleton	SC 64	Bells Highway	20.82	22.83	2.01
Charleston	SC 642	Dorchester Road	0	8.8	8.8
Florence	S-12	S. Church Street	1.28	4.5	3.22
Richland	SC 48	Assembly Street	0	5.2	5.2
Greenville	US 29	Wade Hampton Boulevard	11.3	12.06	0.76
Horry	US 17	Kings Highway	26.04	28.61	2.57
Florence	US 76	Palmetto Street	18.81	22.3	3.49
Charleston	S-13	Remount Road	9.22	7.51	1.83

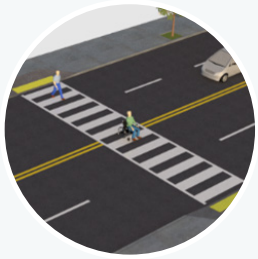
1-6-2 VRU Countermeasure Toolbox

As part of the development of the PBSAP, 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 a literature review of state and national references and previous SCDOT nonmotorized RSAs. The potential countermeasures are categorized based on the three disciplines of Engineering, Education, and Enforcement. The following pages detail the identified pedestrian and bicycle countermeasures, including their benefits, generalized costs, implementation timing, and other considerations.

Table 5 – 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

Countermeasures		Purpose/Benefit	Considerations	Cost & Time to Implement
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
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

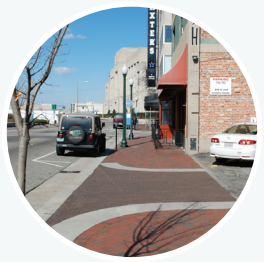
Countermeasures		Purpose/Benefit	Considerations	Cost & Time to Implement
ENG P-10	**Pedestrian Overpasses/ Underpasses** 	Provides completely separated crossing from vehicular traffic or provides safe crossing over/under barriers such as freeway, railways and natural barriers	• Use sparingly and as a 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	$$$$ Long
Engineering – Bicycle Facilities				
ENG B-1	**Bicycle Signage and Pavement Markings** 	Increases drivers' awareness and create a designated space for bicyclists	• Signage may include bicycle lane, share the road, bicycle guide information, etc. • Intersection markings may include dashed lines, colored (green) pavement or bicycle box • See Chapter 9C of the MUTCD for further guidance	$$-$$$ Short to Medium
ENG B-2	**Bicycle Lanes** 	Provides dedicated portion of the roadway for preferential use by bicyclists	• Provide adequate bicycle lane width » 4-5 feet when on-street parking is not present » 6-7 feet for locations with higher bicycle traffic, higher vehicle speeds or volume, or higher percentage of larger vehicles • When adjacent to on-street parking make sure to provide additional space between bicycle lane and vehicles • Make sure bicycle lanes are clear of debris and avoid placing paving joints within a bicycle lane • Marked crosswalk should be extended across bicycle lanes to inform bicyclists that they should yield to pedestrians • See Section 9C.04 of the MUTCD for further guidance	$$-$$$ Medium to Long

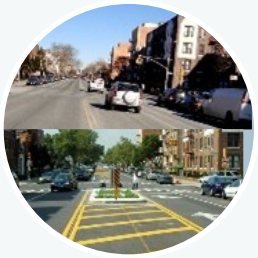
Countermeasures		Purpose/Benefit	Considerations	Cost & Time to Implement
ENG B-3	**Separated Bicycle Lanes (Cycle Tracks or Protected Bicycle Lanes)** 	Physically separates bicyclists from vehicular traffic	• Minimum width of separated bicycle lane is 5 feet, with a minimum 3-foot buffer • At intersections, 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
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

Countermeasures		Purpose/Benefit	Considerations	Cost & Time to Implement
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
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

Countermeasures		Purpose/Benefit	Considerations	Cost & Time to Implement
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	$-$$$ Long
ED-7	**Social Media Campaign**	Provide safety educational information to social media users about pedestrian and bicycle safety, including safety messages, current laws, safety stats, etc.	• Partner with DPS and their ongoing social media programs • Current platforms are Facebook, Instagram, and Twitter	$-$$ Varies

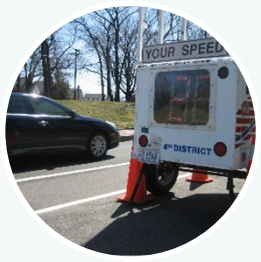
Countermeasures		Purpose/Benefit	Considerations	Cost & Time to Implement
Enforcement				
ENF-1	**Parking Restriction**	Parking restriction may remove parked cars that can obstruct sightlines and can increase visibility of pedestrian crossing the road	• Communicate with community stakeholders about removing 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