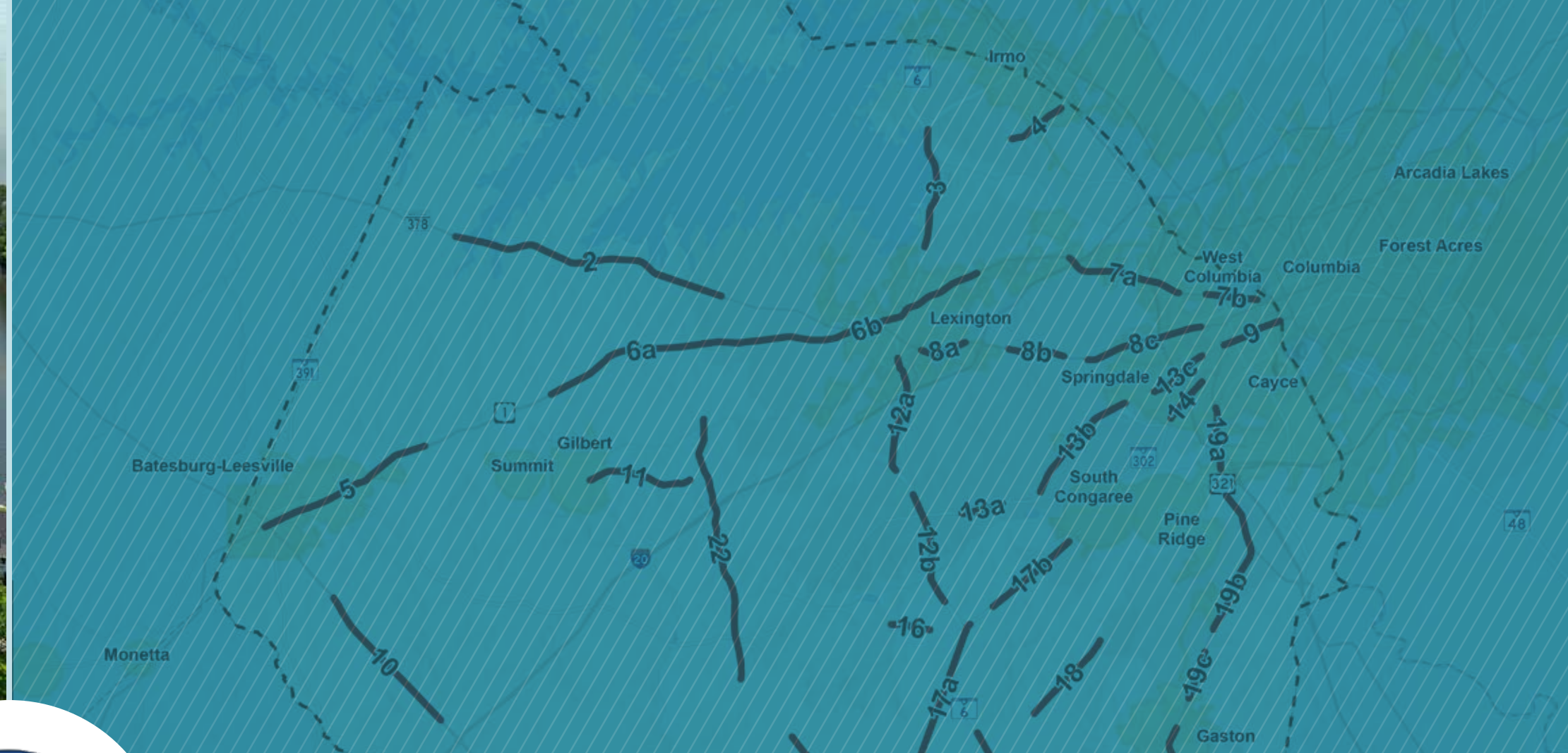




Safe Streets for All **Action Plan**

Lexington County, SC

February 24, 2026



Our Roadway Safety Challenges

Between 2019 and 2024, 293 people were killed in traffic-related crashes within in Lexington County:

- May and June have been the deadliest months on our streets (21%) of all fatalities.
- Vulnerable road users – pedestrians, bicyclists, moped riders and motorcyclists – account for 12% of all fatalities.
- Secondary state and county roads – mostly rural – accounted for 42% percent of all fatalities, primarily because drivers were traveling too fast for conditions and/ or ran off the road.
- At least 33% of victims were not wearing a seatbelt.
- At least 25% of crashes involved drivers under the influence of alcohol or drugs.
- 23% of all fatalities occurred in our municipalities.
- The victims of fatal traffic crashes were our neighbors, friends, grandparents, and children; they were visitors to Lexington County or just passing through on one of the interstates.

Our challenges are many: roads were designed and constructed many years ago before an extensive body of scientific research was available; not enough money to install the safety devices needed to prevent or mitigate crashes; drivers who make poor decisions by speeding excessively or driving while intoxicated; pedestrians who make risky decisions to cross the road where there is no signal or crosswalk; and many more.

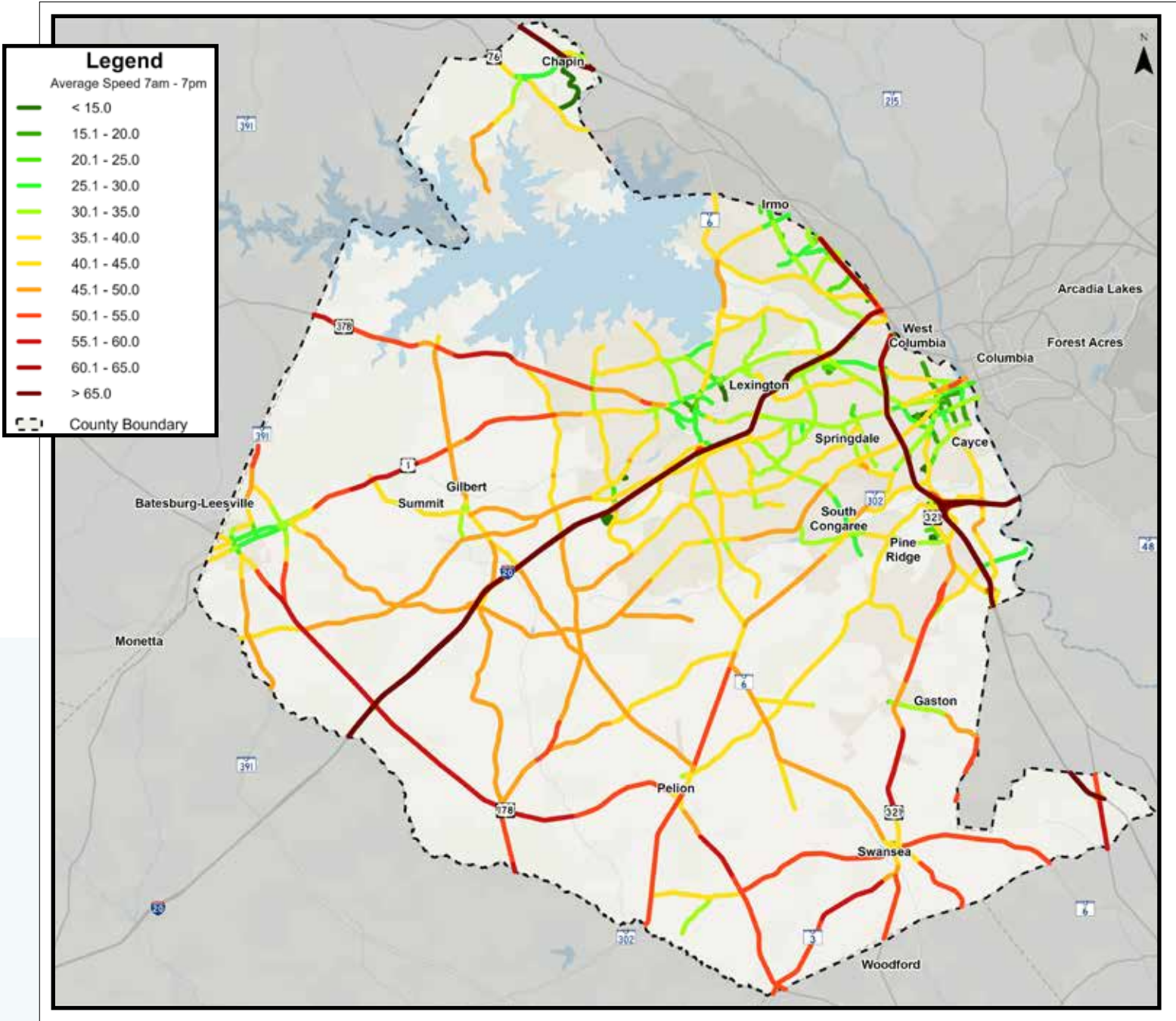
Driver Outcomes

At 40 MPH Impact Speed	At 50 MPH Impact Speed	At 56 MPH Impact Speed
Occupant Injuries: • 15% risk of serious or worse overall injury	Occupant Injuries: • 59% risk of serious or worse overall injury • Head goes through deployed airbag and smashes into steering wheel • High risk of facial fractures and severe brain injury	Occupant Injuries: • 78% risk of serious or worse overall injury • Head goes through deployed airbag and smashes into steering wheel • High risk of facial fractures and severe brain injury • Severe neck injuries • Likelihood of fractures in lower leg bones

National Highway Traffic Safety Administration

By far, the most significant contributing factor to crashes resulting in serious injury or death is speeding – especially in rural areas.

The median average daytime speed on most rural roads in Lexington County exceeds the posted speed limit. In some corridors, the average driver travels 15mph over the speed limit.



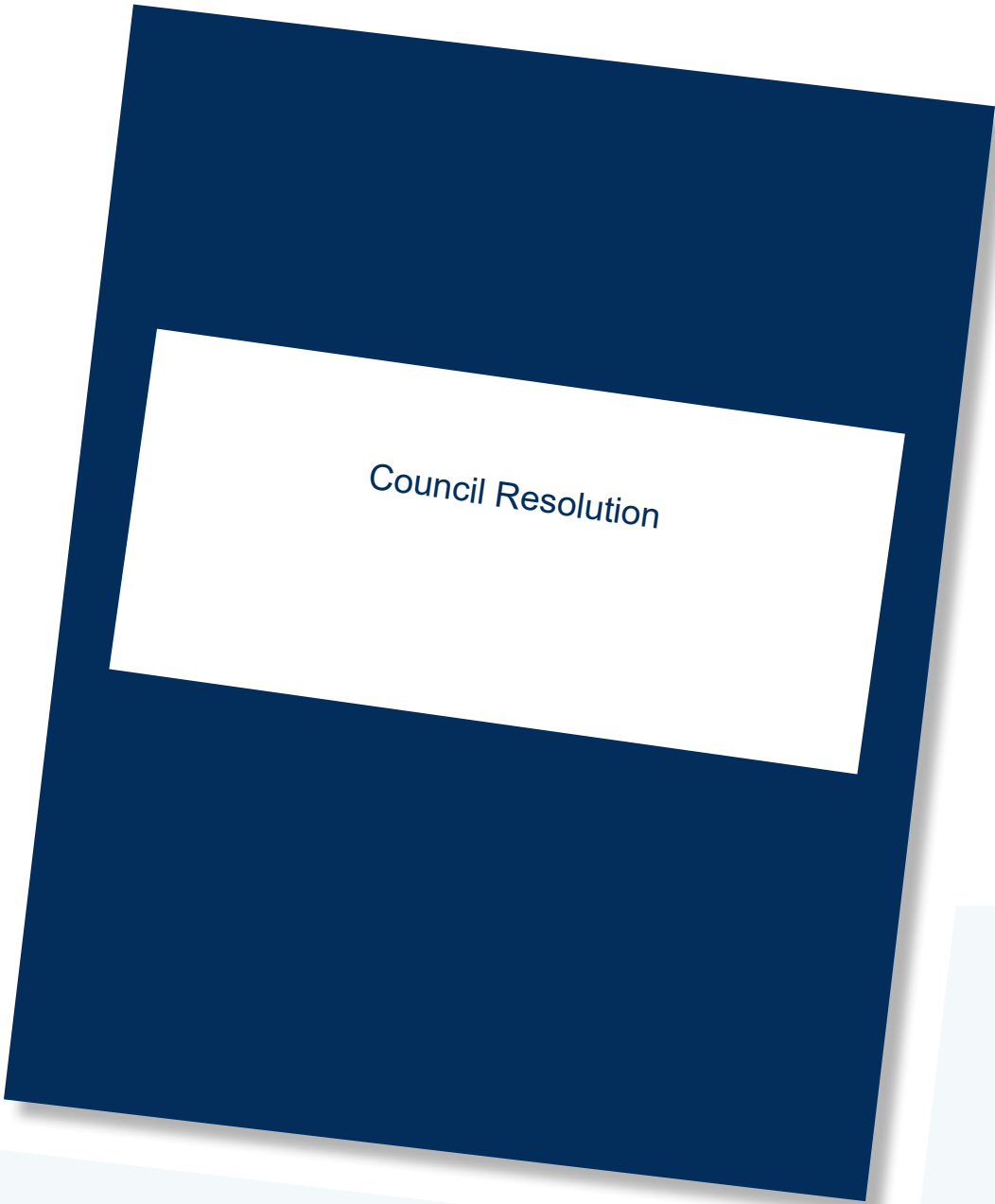
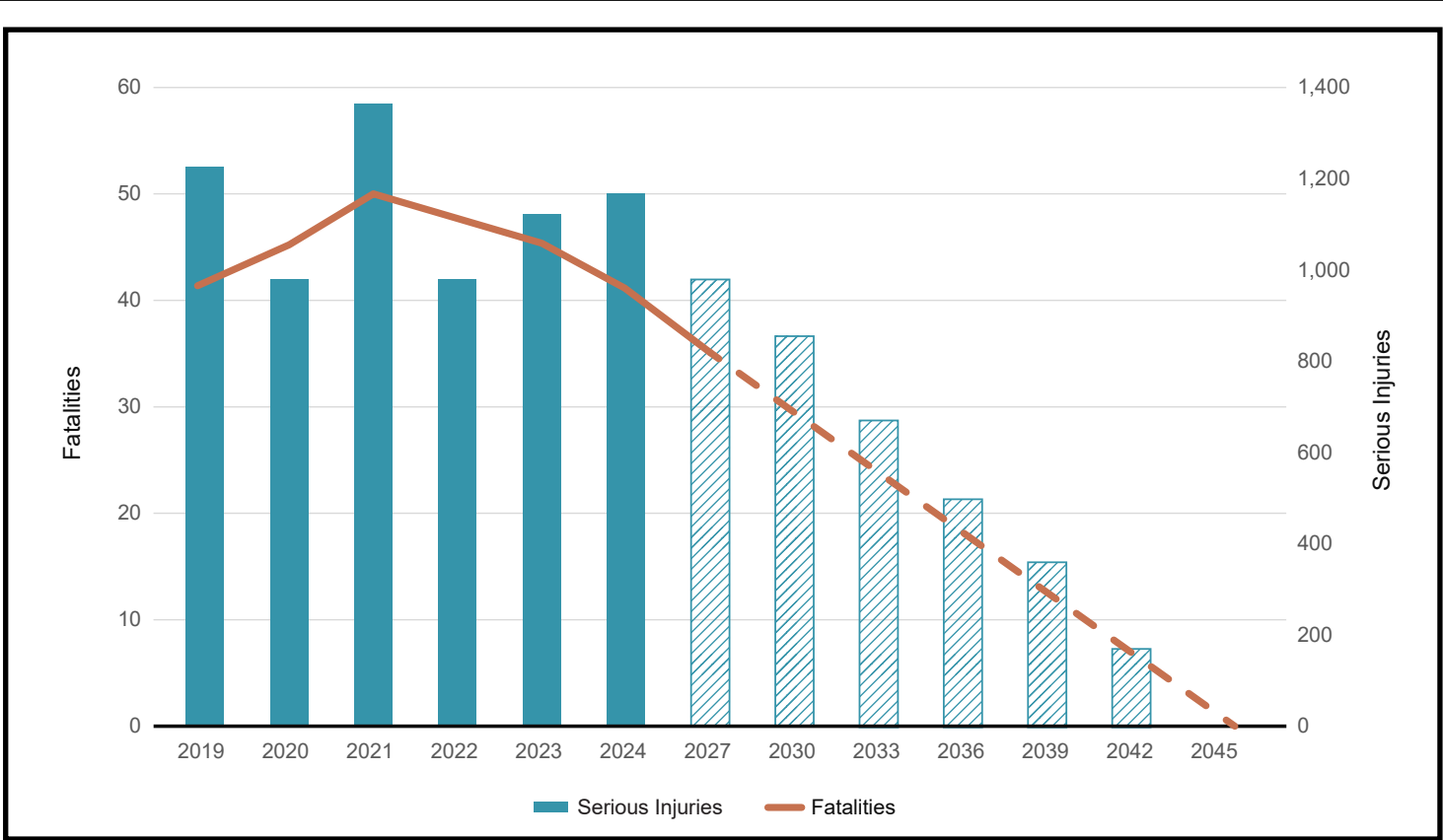
Our Commitment to Eliminating Deaths and Serious Injuries

Lexington County, in partnership with SCDOT and our municipalities, is committed to change the trajectory of serious injuries and fatalities on our roads with an aspirational goal of zero deaths by 2045.

Dramatically reducing the number of serious injuries and fatalities in Lexington County will require a focused effort on safety when our roads are designed and built and in how they are operated and maintained. This safety focus requires a change in thinking

about how land is developed, how roads are patrolled, about how we expect our neighbors and ourselves to slow down and pay attention when driving, walking, and bicycling. Technology can play a big part in how we identify crash hot spots and respond to emergency situations. Targeting resources to the corridors and communities on the High Injury Network will have the greatest effect on reducing serious injuries and fatalities.

The Path to Zero Deaths and Fatalities by 2045



A Call to Action

The Lexington County Safe Streets for All Action Plan is based on a data-driven, community-informed planning process.

We recognize that achieving safe streets for all must be a partnership. The work presented in this plan is based on the best available information at the time of development and takes a high-level view of key corridors with the limited resources available. There is much work to be done between concept and construction; what is important is that we are focused on priority corridors and effective safety countermeasures that work – even if they may be unpopular or out of the norm of how we have always done business.

Saving lives does not have to be expensive. There are many solutions that can be quickly implemented if there is cooperation, commonality of purpose, and a sense of urgency among government agencies and community partners. In committing to a goal of zero fatalities on our roadways, Lexington County is capitalizing on roadway safety lessons learned worldwide by using a common-sense, data-driven approach, and enlisting the whole of government and community to solve the vexing problems of serious injuries and fatalities. Achieving our goal requires everyone to do their part.

Slow down.

Pay attention to the road.

Walk at marked crosswalks.

Teach children the safest way to get to school.

Think differently about how we design, construct, operate and maintain our roads.

The opportunities are significant.

Through USDOT’s Safe Streets for All program, Lexington County and our municipalities have already secured more than \$1 million for comprehensive safety planning and instituting demonstration projects that will test new safety strategies. The Town of Batesburg-Leesville has received an \$8 million grant to upgrade high-crash intersections and construct new sidewalks. Working together, we can access, leverage, and coordinate to compete for a share of \$1 billion in federal funds to construct even more projects that will save lives.

The Safe Streets for All Action Plan

- 1 Invest in Priority Corridors of the High Injury Network**
- 2 Make Low-Cost, Systemic Improvements on Secondary Corridors on the High Injury Network**
- 3 Strengthen Access Management Practices**
- 4 Improve Emergency Response Times and Access to Trauma Care**

The Safe System Approach

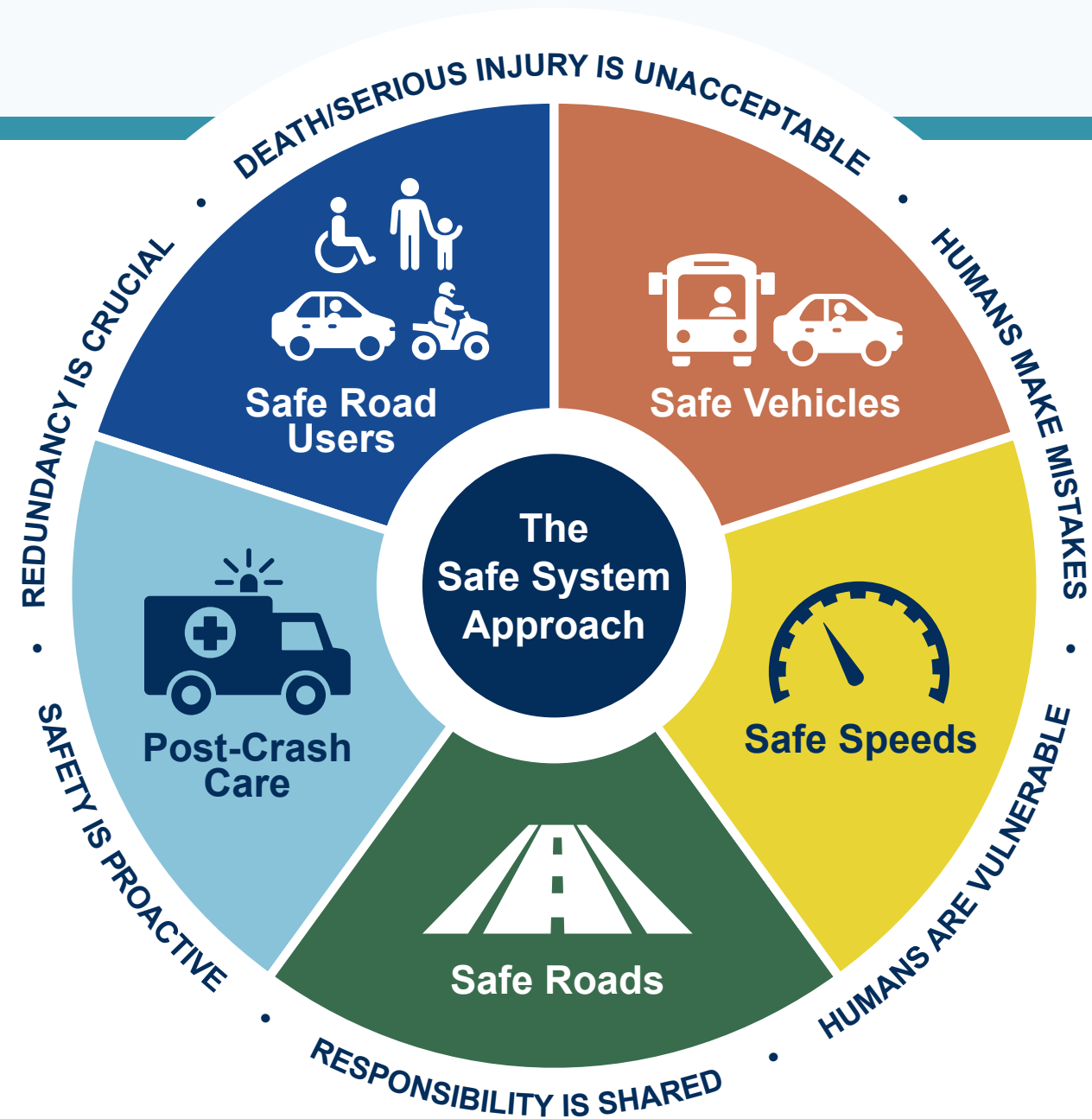
Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts.

In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

There are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.



The 5 primary elements of the Safe System Approach are:

- **Safe Road Users**—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.
- **Safe Vehicles**—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology. This is primarily accomplished through the regulation of vehicle design by the National Highway Traffic Safety Administration.
- **Safe Speeds**—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility. Safe speeds are established at the local level.
- **Safe Roads**—Designing roads to accommodate human mistakes and injury tolerances can greatly reduce the severity of crash outcomes. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users. Safe roads are designed locally based on national standards.
- **Post-Crash Care**—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities. Post-crash care is implemented on a local or regional scale.

Community Engagement

Public involvement played a central role in shaping the Lexington County Safe Streets for All Plan.

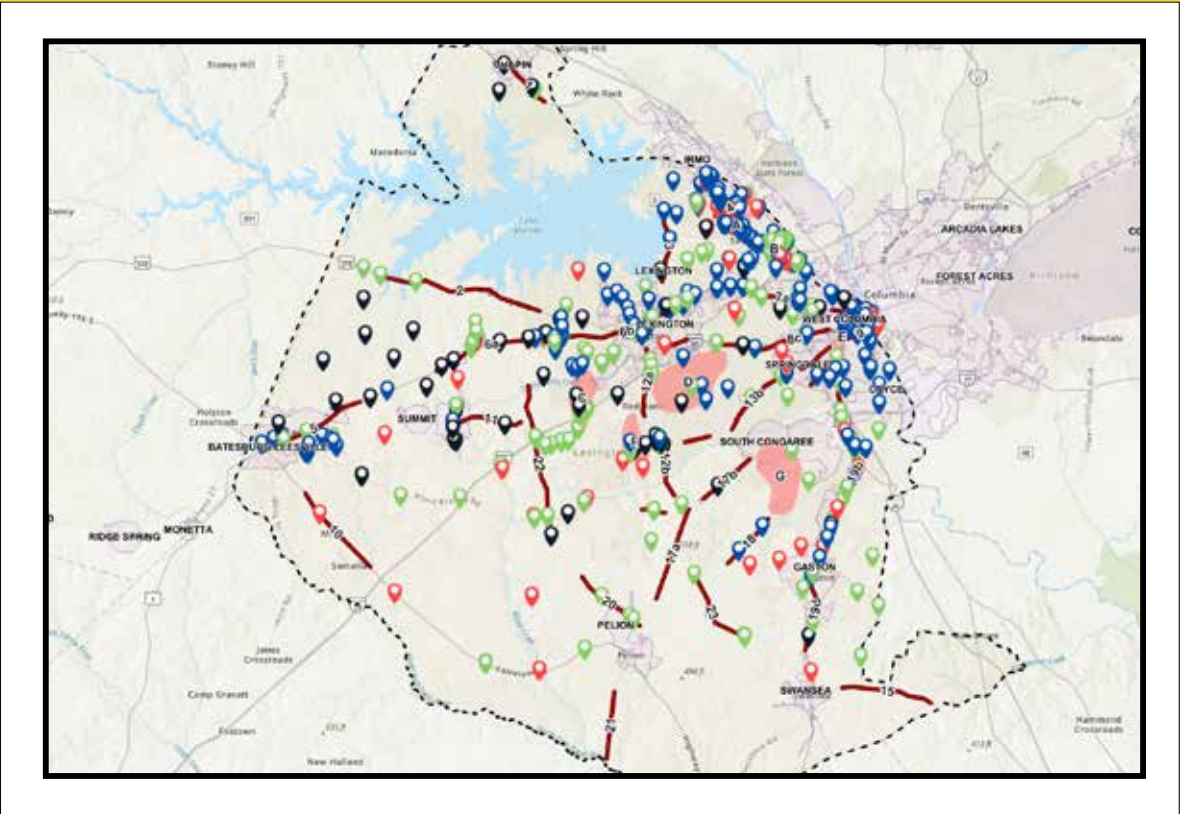
This plan is not only driven by data and technical analysis but also informed by the lived experiences of community members. Our municipalities are undertaking their own public engagement efforts to inform their local Safe Streets for All plans which inform this countywide plan.

Public engagement was most effectively supported through the project website that served as a centralized information and input hub. The site included a map-based comment tool where users could pinpoint safety issues at specific locations, as well as a survey focused on travel behaviors and

transportation safety perceptions. These online tools helped capture detailed insights and broaden participation.

To account for the rural and unincorporated parts of Lexington County, public meetings were held in Lexington, Gilbert, and Gaston. These meetings provided informal, in-person opportunities for attendees to discuss transportation safety concerns, describe challenges they encounter, and identify local priorities. Flyers sharing meeting information and links to an interactive project website were widely distributed to more than 250 community locations, including schools, churches, and businesses.

Community engagement will continue through implementation of the plan mostly through project-specific activities when roads are being re-designed or reconstructed by the county, municipalities or SCDOT.



Several hundred comments were received from Lexington County residents on locations of safety concern via the project website



Key Themes from Community Engagement

- Pedestrian and roadway safety near schools, commercial areas, and other high-activity destinations was the most frequently cited need countywide.
- Roadway maintenance and its impact on safety was frequently cited as a concern in rural areas.
- More sidewalks, pathways, and bicycle lanes and more frequent, protected road crossings were mentioned repeatedly along the urban corridors like Sunset Blvd, August Hwy, Platt Springs Rd, North and South Lake Dr, and Knox Abbott Rd.



High Injury Network

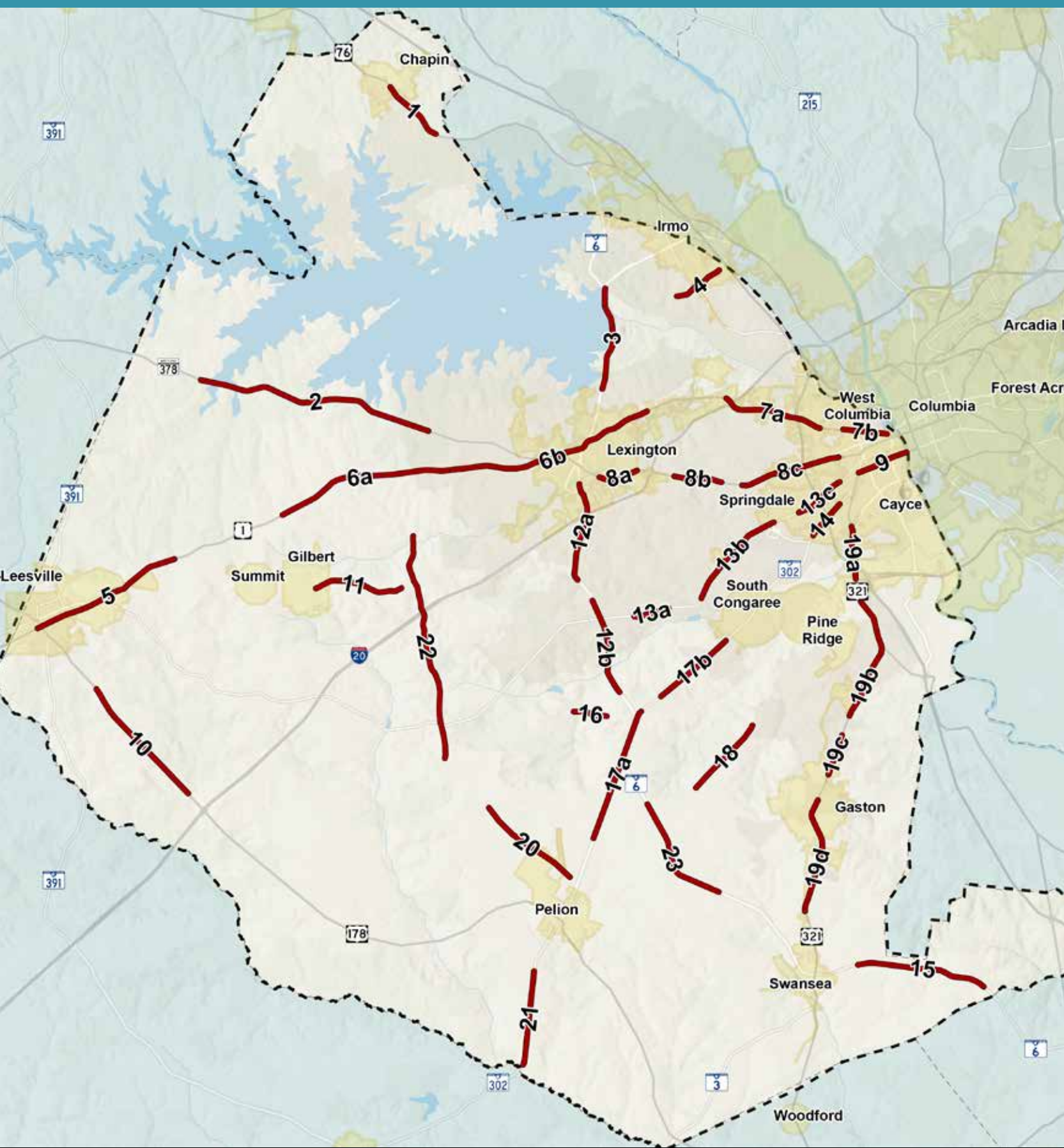
From 2019 to 2023, 38% of all serious injury crashes occurred on just 3% of our roads.

With so many fatalities and serious injuries occurring on our roads, we must be focused and invest the most dollars where we can save the most lives. The High Injury Network on the following pages is divided into two categories:

- **Priority Corridors** where significant infrastructure investment is needed to make progress on safety outcomes;
- **Secondary Corridors** where low-cost systemic improvements are the best tools to save lives.



Focusing on Areas of High Risk for Serious Injuries and Fatalities



ID	Roadway	Fatal Crashes	Serious Injury Crashes	All Injury Crashes	Bike/Ped Crashes	KSI+Bike/Ped Crashes per Mile
1	US 76 Weisz St to Sid Bickley Rd	2	3	45	0	2.29
2	S 378 300ft west of Lake Village Dr to Clubside Dr	10	3	84	1	1.64
3	SC 6 Bush River Rd to 400ft south of Pilgrim Church Rd	6	4	97	1	2.93
4	Harbison Blvd Park Terrace Dr to Wescott Rd	0	12	146	0	7.16
5	Augusta Hwy (US 1) N Oak St to Little Creek Dr	3	6	91	1	1.95
6a-6b	Augusta Hwy (US 1) Peach Orchard Rd to Tom Corley Pl	8	36	700	12	3.95
7a-7b	Sunset Blvd (US 378) 500ft east of Ginny Ln to 200ft east of Klapman Blvd Bridge	7	22	438	8	27.26
8a-8c	Main St./Augusta Rd (US 1) Swartz Rd to Pineview Rd	13	50	791	25	13.29
9	Knox Abbott Dr (US 21) Charleston Hwy to Congaree River	1	14	203	6	11.06
10	Fairview Rd (US 178) 700ft north of S Lee St. to 0.25mi north of Ranch Rd	4	4	40	2	1.74
11	Two Notch Rd/Wire Rd 0.25 mi east of Twisting Rd to Juniper Springs Rd	3	2	15	1	2.00
12a-12b	South Lake Dr (SC 6) 600ft north of Parker St to 900ft north of Daralynn Dr	12	30	558	11	7.82
13a-13c	Platt Springs Rd (SC 602) Cross Rd to Williams St	13	16	249	8	4.96
14	Airport Blvd (SC 302) Memorial Dr to Mobile Ave	1	13	183	5	11.8
15	St Matthews Rd (SC 6) 1000ft east of Beaver Creek Rd to 650ft east of Copeland Rd	5	2	15	0	1.62
16	Boiling Springs Rd 250ft west of Bluefield Rd to 0.45mi west of Sandy Peach Ln	3	3	27	2	6.22
17a-17b	Edmund Hwy (SC 302) 10.25 mi north of Clay Hill Rd to Tina Dr	6	13	185	2	2.87
18	Fish Hatchery Rd Woodcrest Ln to 400ft south of Wild Bird Ln	4	5	39	3	3.58
19a-19d	US 321/Charleston Hwy (US 21) Memorial Dr to I W Hutto Rd	22	25	646	18	5.26
20	Old Charleston Rd 1000ft West of Florence Church Rd to 150ft east of Megill Dr	4	4	20	1	2.54
21	Pine St (SC 302) 500ft north of Josh Rd to 200ft south of Cedar Creek Rd	3	2	21	0	1.61
22	SC 278 850ft north of Windy Wood Rd to 700ft south of Fox Branch Rd	4	7	45	1	1.59
23	SC 6 Meadowfield Rd to Blackville Rd	4	9	63	5	4.50



Priority Corridors

One in five roadway deaths in Lexington County have occurred on just 9 road segments.

On these corridors, significant investments are needed, such as median dividers (concrete or landscaped), secondary access roads, roundabouts, and intersection realignment. Some projects on these corridors are already in development by SCDOT; others require funding that has not yet been identified. When funding is identified, all recommendations and concepts should be given further evaluation and consideration prior to implementation.



#4 Irmo: Harbison Blvd & Saint Andrews Rd



Traffic congestion is growing, and crashes are rising, with an increasing number of crashes resulting in serious injury or fatality between 2017 and 2024. The primary areas of concern are along the congested Harbison Blvd corridor and throughout the Saint Andrews Rd corridor at various locations near schools.

Key Corridor Safety Issues and Recommendations:

At most times during the day, the average speed in the Harbison Blvd and Saint Andrews Rd corridor is below the 35mph speed limit, which is a reflection of the congested nature of both corridors. However, the significant number of commercial driveways is a primary cause for the high number of crashes. Along Harbison Blvd and Saint Andrews Rd, there is an abundance of commercial properties, as well as several small businesses and schools. Because turning vehicles were involved in more than half of all crashes and two-thirds of injury crashes, it is likely that drivers are making aggressive maneuvers to avoid waiting at traffic signals or attempting to enter the main roadway from driveways

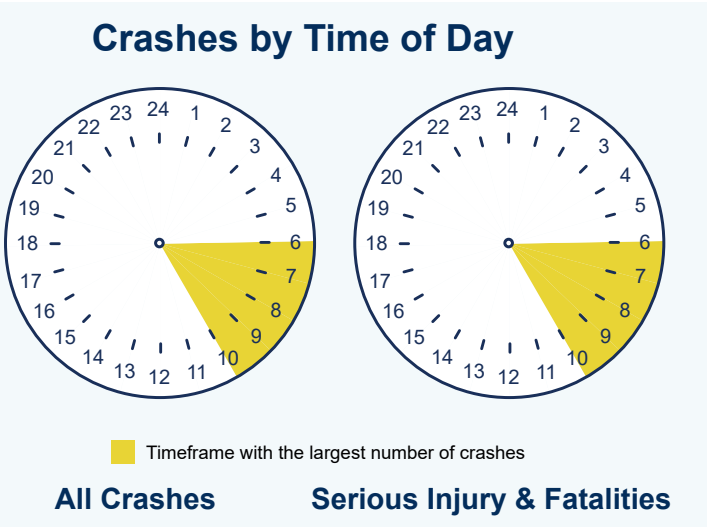
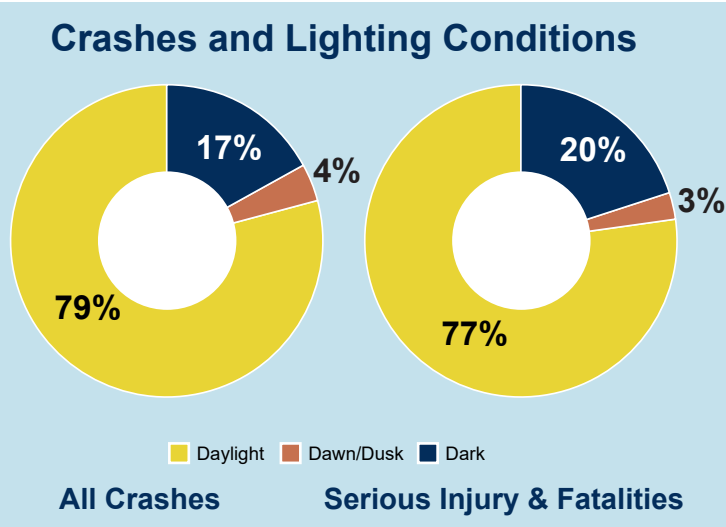
or parking lots. The near-miss evidence, particularly evidence at the intersection of Harbison Blvd and Saint Andrews Rd, supports this theory. There is substantial pedestrian activity in commercial areas and in the vicinity of Irmo Middle School, Irmo High School, and Crossroads Intermediate School. Sidewalks are present along most of Saint Andrews Rd, but not Harbison Blvd and there are few, if any, safe places to cross either road. Other areas of concern in Irmo are at Bush River Rd, Piney Grove Rd, Leisure Ln, and Tram Rd. The angle and rear-end crashes on these congested corridors are typically caused by too many driveways, little access management, confusion around skewed intersections, and inadequate signal configurations.

Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/ Pedestrian Crashes	# of Travel Lanes	Speed Limit
7.16	0	12	146	0	4 with TWLTL ¹	35-55mph

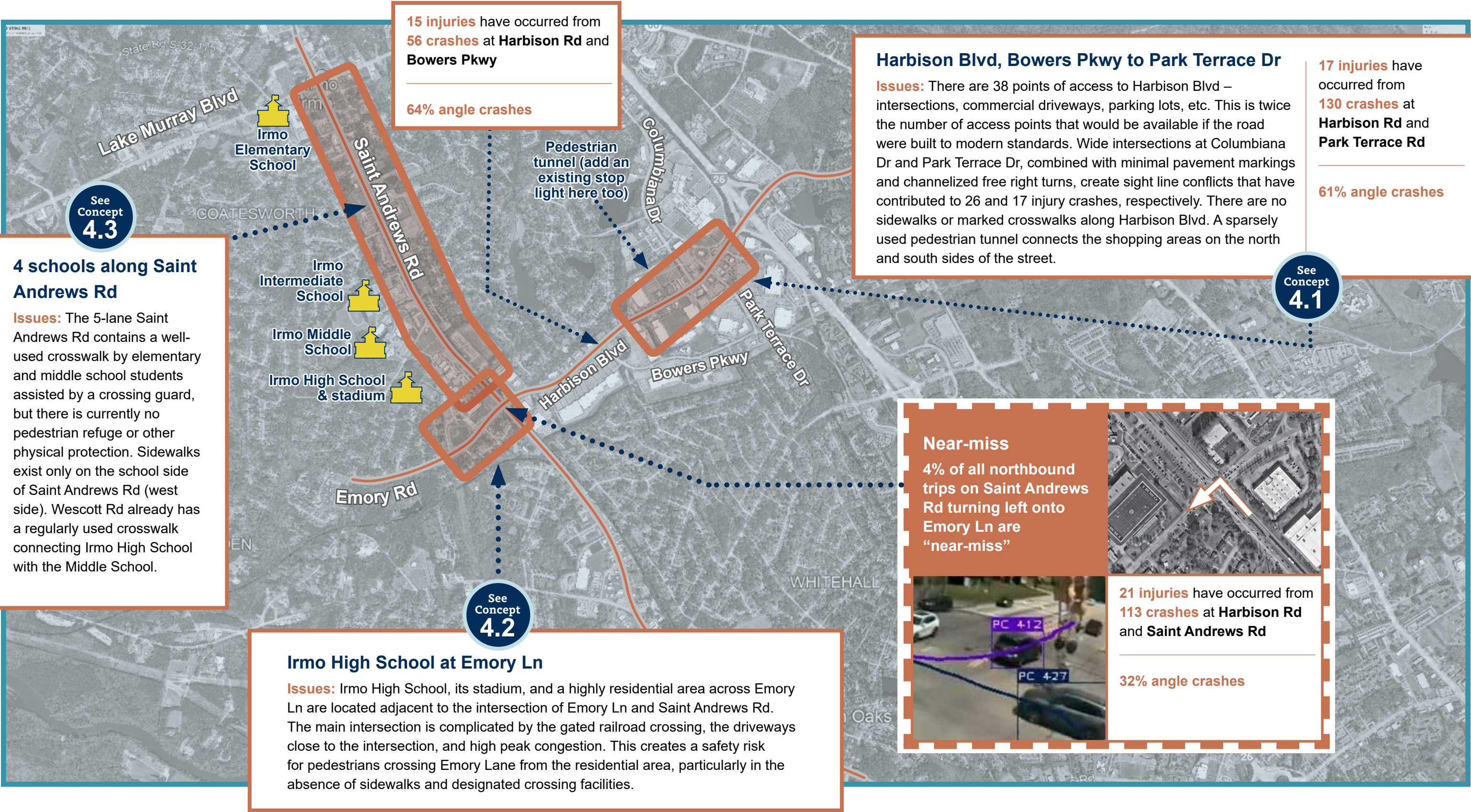
* For information purposes only; not included in KSI crashes per mile

¹TWLTL=Two-way left-turn lane

Crash Primary Causes			Crash Types		
Primary Cause	% of All Crashes	% of Fatal Injury Crashes	Crash Type	% of All Crashes	% of Fatal Injury Crashes
Speeding	13%	10%	Angle	55%	66%
Failure to Yield Right of Way	43%	53%	Rear-End	24%	19%
Disregard Sign/Signal	7%	9%	Non-Collision	3%	7%
Improper Turn	24%	12%	Left-turn	13%	20%
DUI	<1%	1%	Head-on	2%	4%



Key Takeaways:
In the Irmo area, action must be taken to mitigate risky driver behaviors. Preventing left-turn crashes is the highest priority and can be achieved through access management strategies and traffic signal improvements. This will also make it simpler and safer to cross Harbison Blvd and St Andrews Rd on foot.



Concept
4.1

Harbison Blvd, Bowers Pkwy to Park Terrace

Solutions: Sidewalks are needed on both sides of Harbison Blvd, and a raised median is needed throughout the corridor for adequate access management. Traffic signal improvements are needed, which include protected left-turn phases at Bowers Pkwy and Saint Andrews Rd, flashing yellow arrows, backplates, pedestrian treatments, and prescriptive U-turn locations. A new centrally located stoplight has also been proposed.

Corridor improvements:

- Consider installing a raised median
- Install sidewalks on both sides of Harbison Blvd
- Add median U-turn locations

Traffic Signal Improvements:

- Install flashing yellow arrow
- Install backplates
- Upgrade PED treatments to install ADA ramps, buttons, PED heads, high-visibility crosswalks



Concept 4.2

Irmo High School at Emory Ln

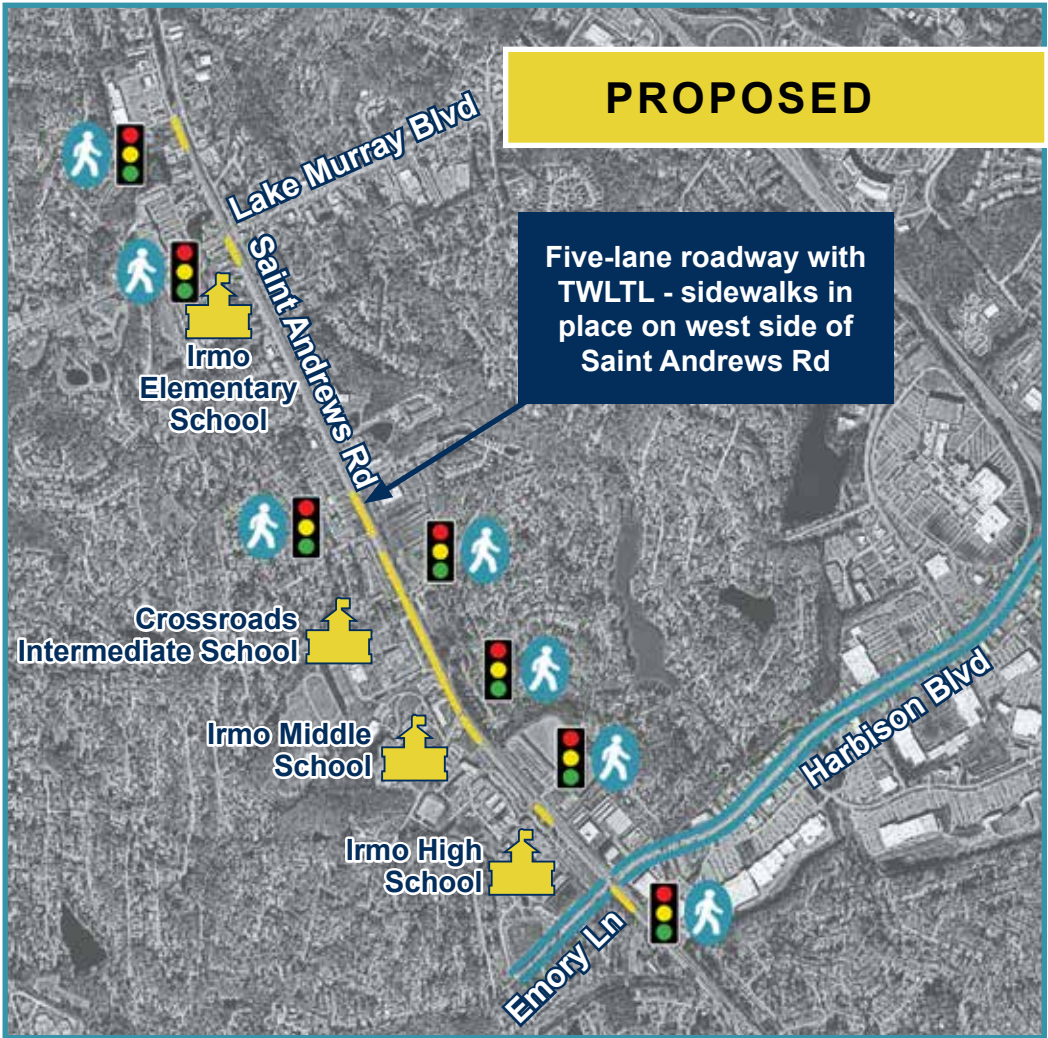
Solutions: Add sidewalks on both sides of Emory Ln, and add a crosswalk at the entrance to Irmo High School's stadium.



Concept 4.3

Four Schools along St Andrew Rd

Solutions: Along Saint Andrews Rd, there are four schools. Proposed improvements consist of including flashing yellow arrows, backplates, pedestrian treatments, medians, and U-turn locations. Adding a pedestrian refuge island to the existing crosswalk over Saint Andrews Rd, between Irmo Middle School and Crossroads Intermediate School will also be beneficial to the area.



Saint Andrews Rd at Bush River Rd

Issues: The Saint Andrews Rd corridor contains a high density of small-scale commercial properties, with the Wescott Apartments and Saluda Shoals Park located west of the Bush River Rd intersection. Many rear-end crashes occur at this location, likely due to aggressive driving behavior as motorists attempt to clear the signal quickly and misjudge gaps because of the skewed intersection angle, resulting in a high number of injuries and frequent near-miss conflicts. No sidewalks are present along Bush River Rd. The intersection with St. Andrews Rd is oversized and surrounded by a high concentration of driveways along the corridor. The curve at Drury Lane sits next to a large parking area without signal control, and left turns exiting nearby commercial properties create significant conflict points.

27 injuries have occurred from 116 crashes at Saint Andrews Rd and Bush River Rd

65% rear-end crashes.

NEAR-MISS! High rate of near-misses from St Andrew Rd's left turns.



2 fatalities and 19 injuries have occurred from 93 crashes at Saint Andrews Rd and Piney Grove Rd

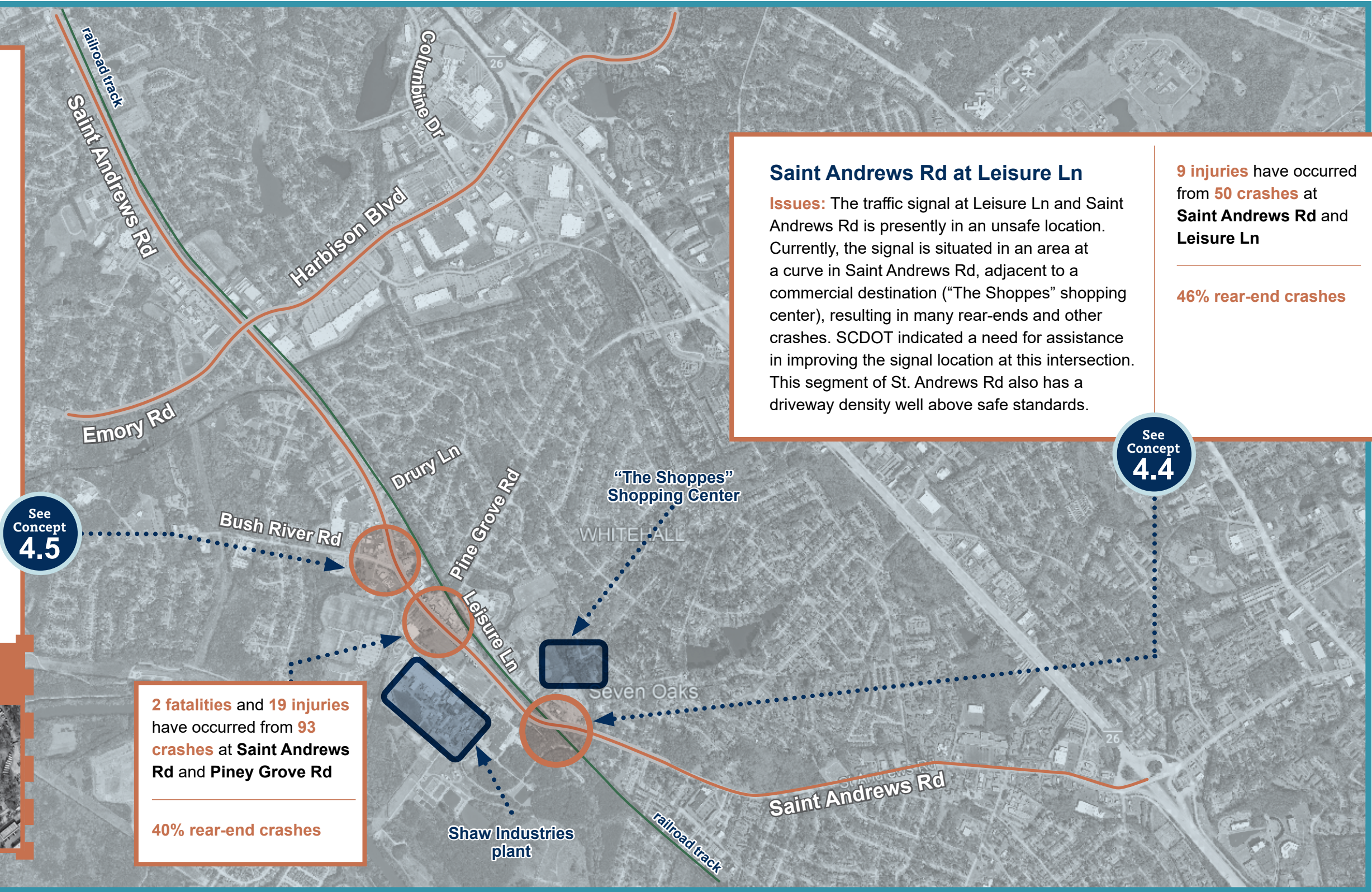
40% rear-end crashes

Saint Andrews Rd at Leisure Ln

Issues: The traffic signal at Leisure Ln and Saint Andrews Rd is presently in an unsafe location. Currently, the signal is situated in an area at a curve in Saint Andrews Rd, adjacent to a commercial destination ("The Shoppes" shopping center), resulting in many rear-ends and other crashes. SCDOT indicated a need for assistance in improving the signal location at this intersection. This segment of St. Andrews Rd also has a driveway density well above safe standards.

9 injuries have occurred from 50 crashes at Saint Andrews Rd and Leisure Ln

46% rear-end crashes



Concept 4.4

Saint Andrews Rd at Leisure Ln

Solutions: Install sidewalks on Leisure Ln and eliminate excess driveway pavement. Realign the traffic signal and road for a safer configuration.

Two additional options are presented: either relocate Leisure Ln through the shopping center with roundabouts, or relocate the traffic signal to Leisure Ln.

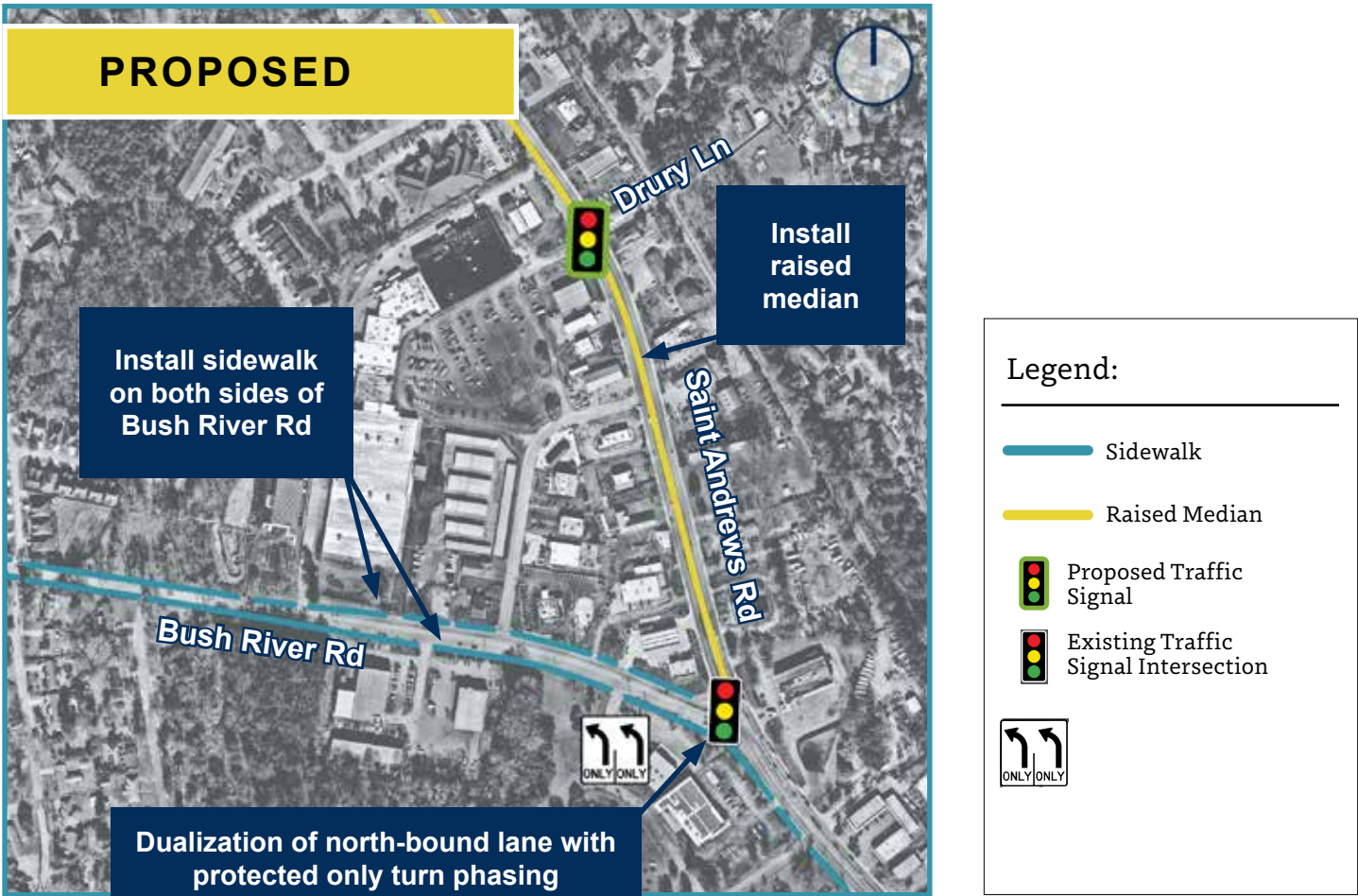


Concept 4.5

Saint Andrews Rd and Bush River Rd

Solutions: Add a raised median along Saint Andrews Rd and consolidate driveways. Add sidewalks to both sides of Bush River Rd, and extend the west side sidewalk down Saint Andrews Rd. Add a traffic light at Drury Ln, and improve the traffic signals by adding a flashing yellow arrow, backplates, and pedestrian treatments.

- There are many crashes at driveways between Challedon Ct and Bush River Rd. Safety solutions include:
 - Consider raised median for access management. Right-in/right-out operation and add median U-Turn locations
 - Consider consolidating driveways and shared access
 - Extending the sidewalk on west side of Saint Andrews Rd southward from Bush River Rd to Piney Grove Rd
- At traffic signals:
 - Install flashing yellow arrow
 - Install backplates
 - Upgrade pedestrian treatments to install ADA ramps, push buttons, pedestrian heads, and high-visibility crosswalks



#6 Augusta Hwy: Lexington High School, Rocky Creek Elementary, Centerville Elementary



Augusta Hwy (US 1) is a four-lane roadway with a wide two-way center turn lane, bordered by a mix of residential, commercial, and agricultural land uses. From Peach Orchard Rd to Spool Wheel Rd, Augusta Hwy is posted at 55mph, with an overhead school zone flasher reducing speeds to 35mph during arrival and dismissal times at

Centerville Elementary School. East of Spool Wheel Rd, the posted speed decreases to 45mph between Spool Wheel Rd and Wise Ferry Rd/Hermitage Rd. Lexington High School and Lexington Technology Center are located on the east end of this corridor, along with heavy commercial development.

Key Corridor Safety Issues and Recommendations:

The corridor is experiencing significant residential and commercial growth, including plans for a new big box store on the east side and multiple new residential developments throughout. The primary areas of concern are near Rocky Creek Elementary School and Lexington High School, especially in locations where new developments are expected to increase vehicular congestion and along routes frequently used by the high school track team.

Excessive speed, left-turns at numerous driveways, and a lack of accommodation for vulnerable road users are the primary corridor safety issues. The main problem locations are at Priceville Rd/Peach Festival Rd and Calks Ferry Rd. Solutions need to focus on access management by reducing access points, implementing traffic calming measures to reduce speeds, and upgrading sidewalks and road/access pedestrian crossings.

Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/Pedestrian Crashes	# of Travel Lanes	Speed Limit
3.95	8	36	700	12	4 with TWLTL ¹	35-55mph

* For information purposes only; not included in KSI crashes per mile ¹TWLTL=Two-way left-turn lane

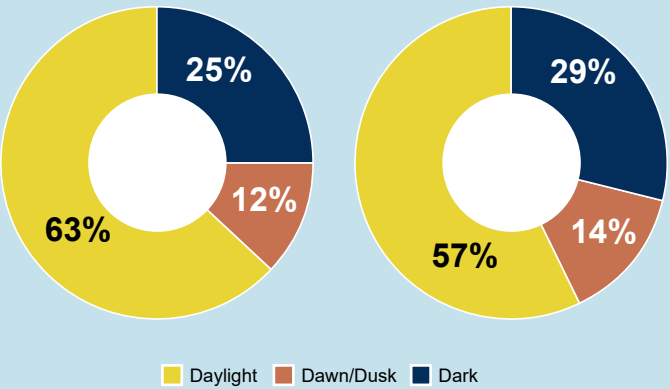
Crash Primary Causes

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	32%	21%
Failure to Yield Right of Way	23%	26%
Disregard Sign/Signal	9%	14%
Improper Turn	19%	13%
DUI	5%	9%

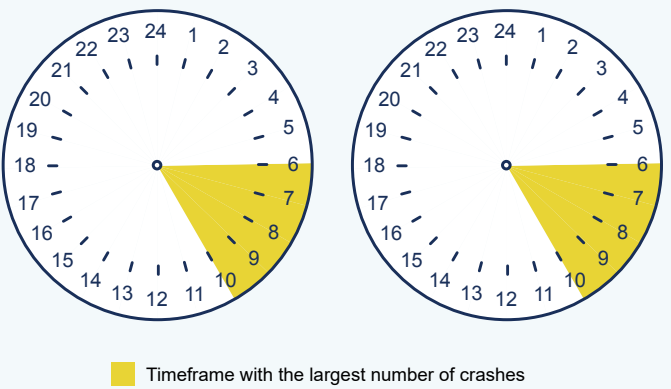
Crash Types

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Angle	23%	30%
Rear-End	32%	22%
Non-Collision	18%	17%
Left-turn	11%	14%
Head-on	5%	13%

Crashes and Lighting Conditions



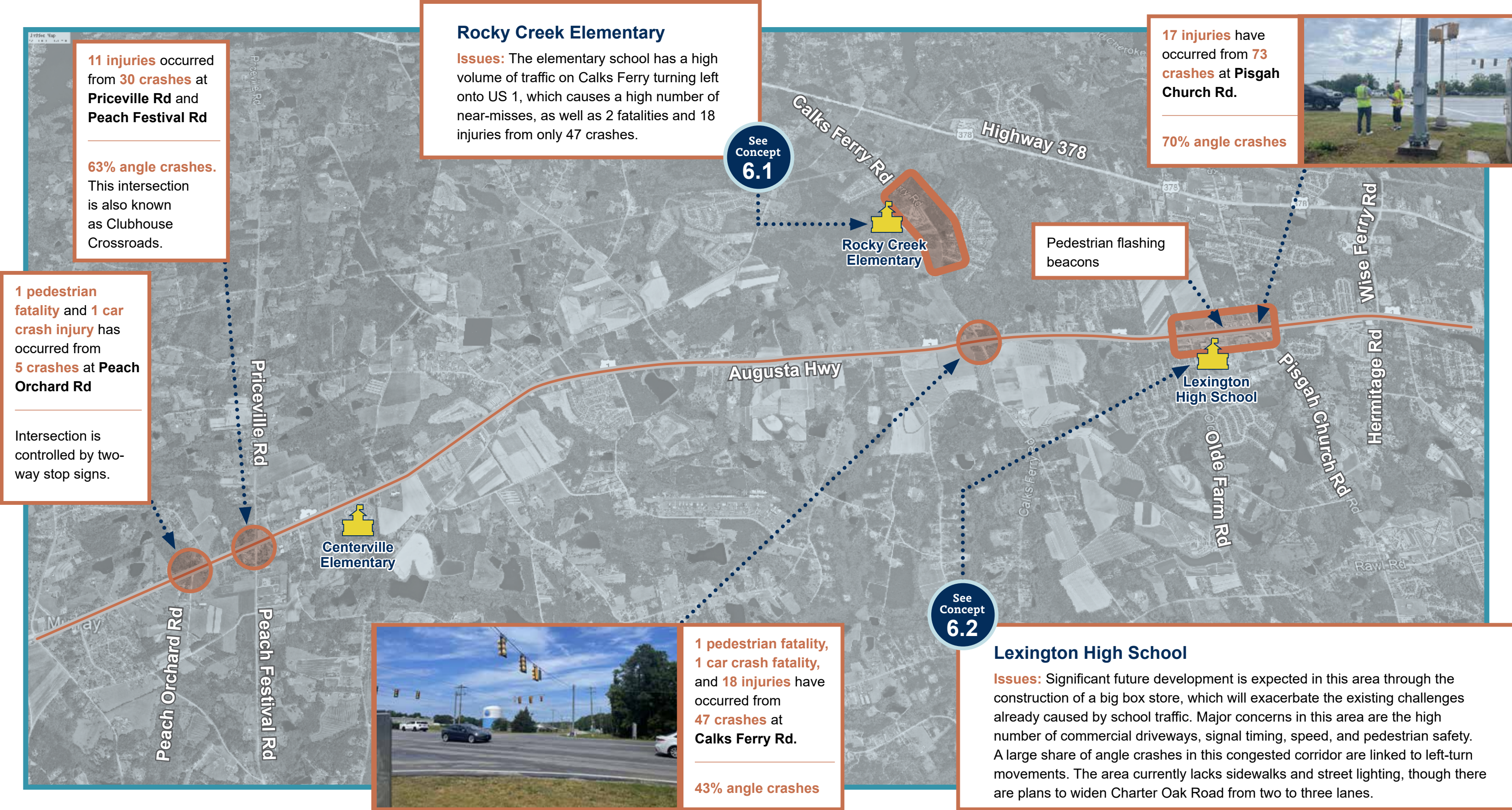
Crashes by Time of Day



Key Takeaways:

Primarily due to changes in land use in the Augusta Corridor, system recommendations include speed limit reduction from 45mph to 35mph and 55mph to 45mph, installing sidewalks/SUP with buffer, curb and gutter or other barrier between US 1 and pathway,

installing raised medians with mid-block enhanced pedestrian crossings, reviewing signals for phasing improvements as well as pedestrian and visibility upgrades, and mitigating left-turns with access management solutions.



Concept 6.1

Rocky Creek Elementary

Solutions:

- Reduce speed limits along the entire length of Calks Ferry Road from 45mph to 35mph
- Consider adjusting the speed in school zones to 25 mph
- Add pedestrian and ADA accommodations near the school, including sidewalks, an enhanced pedestrian crossing (including possible raised medians and pedestrian refuges).

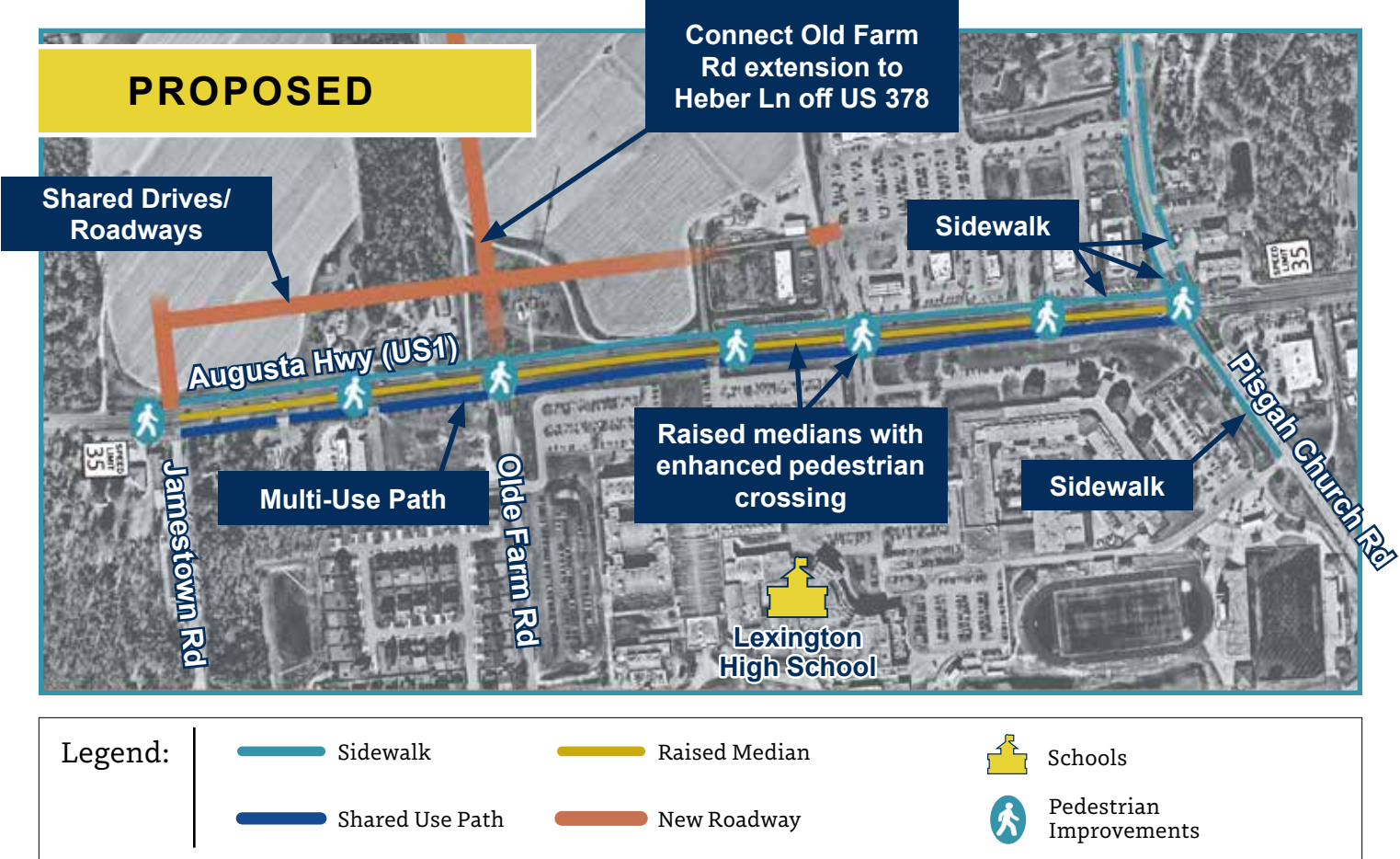


Concept 6.2

Lexington High School

Solutions:

- Add shared-use path and sidewalk, crosswalks, and signal (if warranted) at Jamestown Rd
- Channel traffic to Olde Farm Rd and Jamestowne Rd by building a new parallel street connecting parking lots
- Install raised medians with midblock enhanced pedestrian crossing
- Review signals for phasing improvements
- Review pedestrian facilities and consider visibility upgrades



#11 Gilbert: Wire Rd, Gilbert Schools, Two Notch Rd, & Main St



The Wire Rd/Two Notch Rd area is primarily rural with low traffic volume and two-lane roadways. The corridor connects the town of Gilbert with Calks Ferry Rd. There were 64 crashes in total along the study area, including 15 injuries and 3 fatalities. Most of the injury crashes were rear-end type, and 58% of all crashes were single-vehicle.

Key Corridor Safety Issues and Recommendations:

This section of Two Notch Rd/Wire Rd is a winding, rural roadway connecting the small town of Gilbert on the west end to the suburban arterial of Calks Ferry Rd on the east end. Most land use is rural residential with some adjacent farmland. Single-vehicle crashes accounted for 58% of all crashes in the corridor. The corridor also has narrow shoulders, which are partially mitigated by rumble strips along the centerline and edges; however, existing gaps should be assessed to ensure more consistent coverage.

Speeding is a notable problem here, where drivers exceed the speed limit throughout the area where posted speeds are primarily 45mph, with an area on the west side posted at 35mph near the town of Gilbert. 24 out of 64 of the total crashes were attributed to speeding. The main crash type in this corridor is rear-end. The geometry and uncontrolled nature of the left-turns into the driveways and intersections pose additional safety concerns. Truck volumes account for 6-7% of all vehicles here, and large trucks require longer gaps to enter and cross the roadway. These collective issues can be solved with a roundabout at the intersection with Twisting Rd.

Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/ Pedestrian Crashes	# of Travel Lanes	Speed Limit
3.0	3	2	15	1	2	45mph

* For information purposes only; not included in KSI crashes per mile ¹TWLTL=Two-way left-turn lane

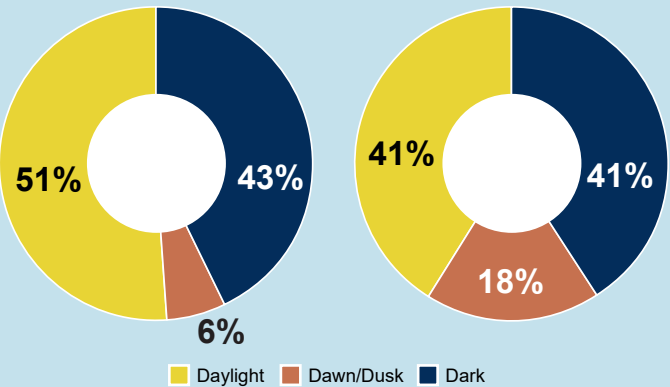
Crash Primary Causes

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	38%	28%
Failure to Yield Right of Way	5%	6%
Disregard Sign/Signal	2%	6%
Improper Turn	20%	6%
DUI	11%	33%

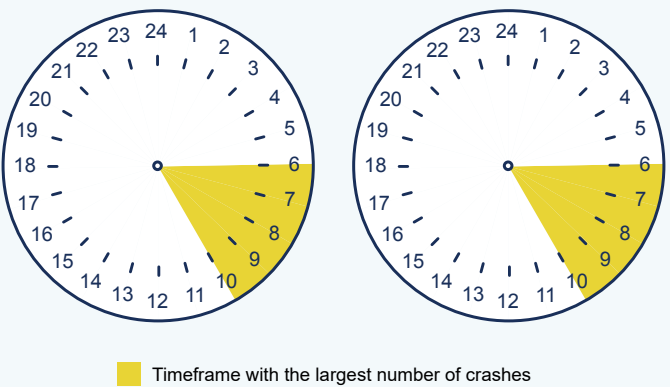
Crash Types

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Angle	9%	6%
Rear-End	27%	11%
Non-Collision	58%	61%
Left-turn	3%	6%
Head-on	3%	11%

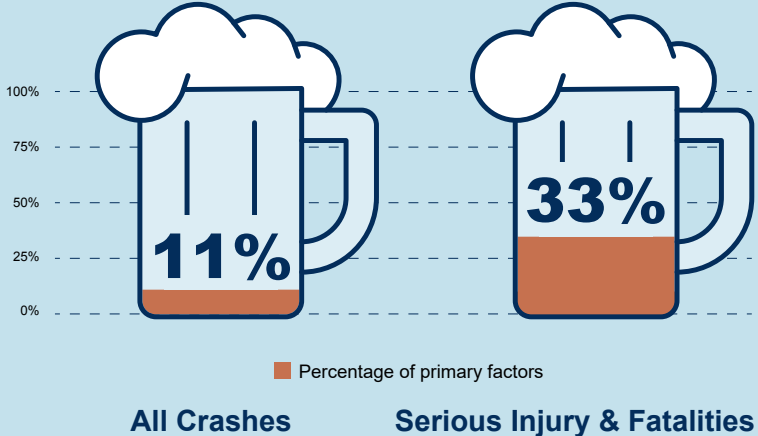
Crashes and Lighting Conditions



Crashes by Time of Day



Crashes where DUI is the Primary Factor



Key Takeaways:

In the Wire Rd/Two Notch Rd area, action must be taken to mitigate risky driver behaviors. Reducing speeding and DUI can be achieved with spot enforcement. Engineered mitigations can also reduce crashes by adding a roundabout at a key intersection near Twisting Rd and also providing pedestrian accommodations near the high school in the town of Gilbert.



Wire Road @ Two Notch Rd

Issues: The intersection of Wire Rd/ Two Notch Rd/Twisting Rd is at the end of a curve and offset. The area is further complicated by issues of speeding and DUI. Rumble strips are already present to try to mitigate the lack of a recovery zone from the narrow shoulder. Single-vehicle crashes are common here.

1 fatality and **4 injuries** occurred from **20 crashes** at the **Wire Rd/ Two Notch Rd/Twisting Rd** offset intersection area.

45% rear-end crashes and **40% single vehicle crashes**. Intersection is controlled by two-way stop signs.

See Concept 11.2

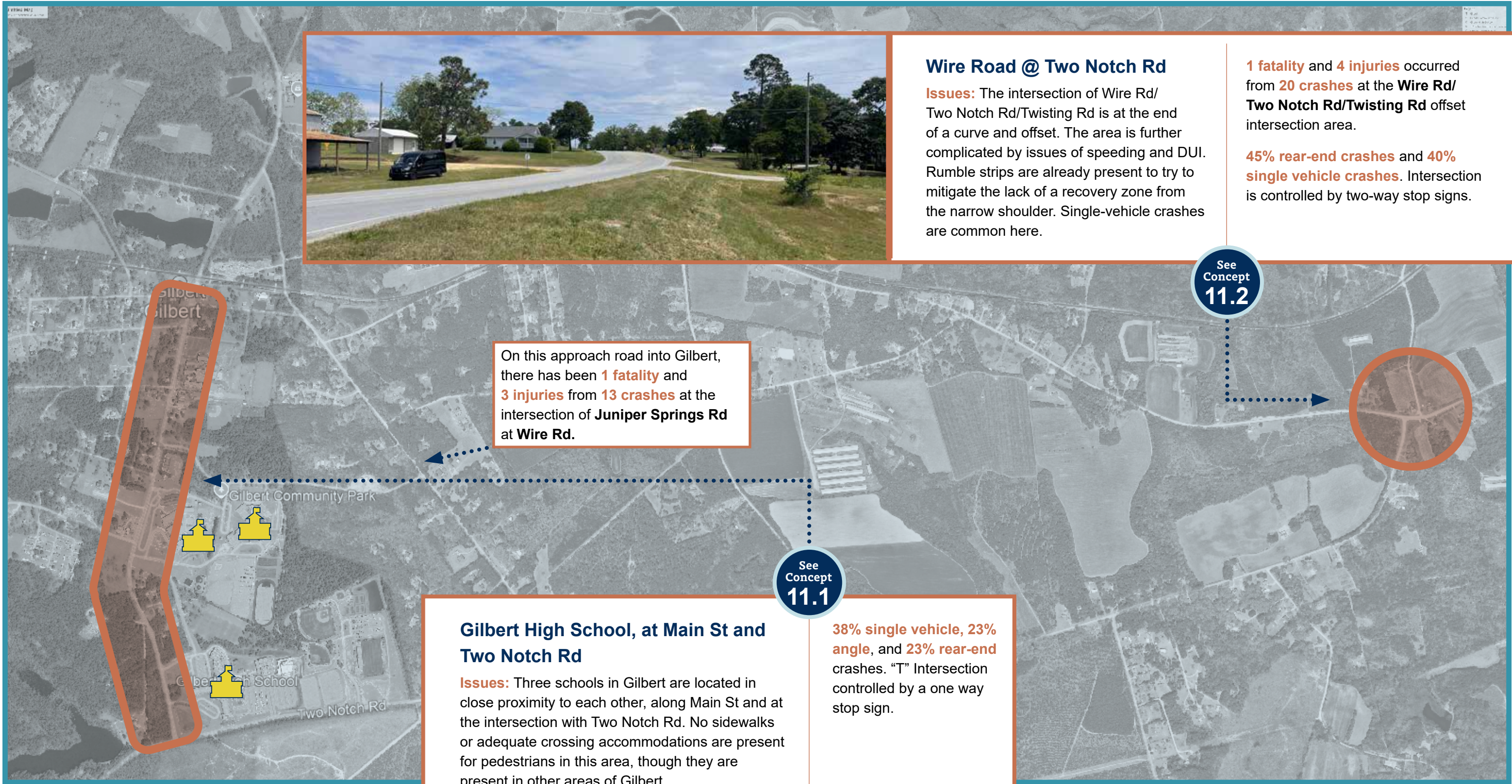
On this approach road into Gilbert, there has been **1 fatality** and **3 injuries** from **13 crashes** at the intersection of **Juniper Springs Rd** at **Wire Rd**.

See Concept 11.1

Gilbert High School, at Main St and Two Notch Rd

Issues: Three schools in Gilbert are located in close proximity to each other, along Main St and at the intersection with Two Notch Rd. No sidewalks or adequate crossing accommodations are present for pedestrians in this area, though they are present in other areas of Gilbert.

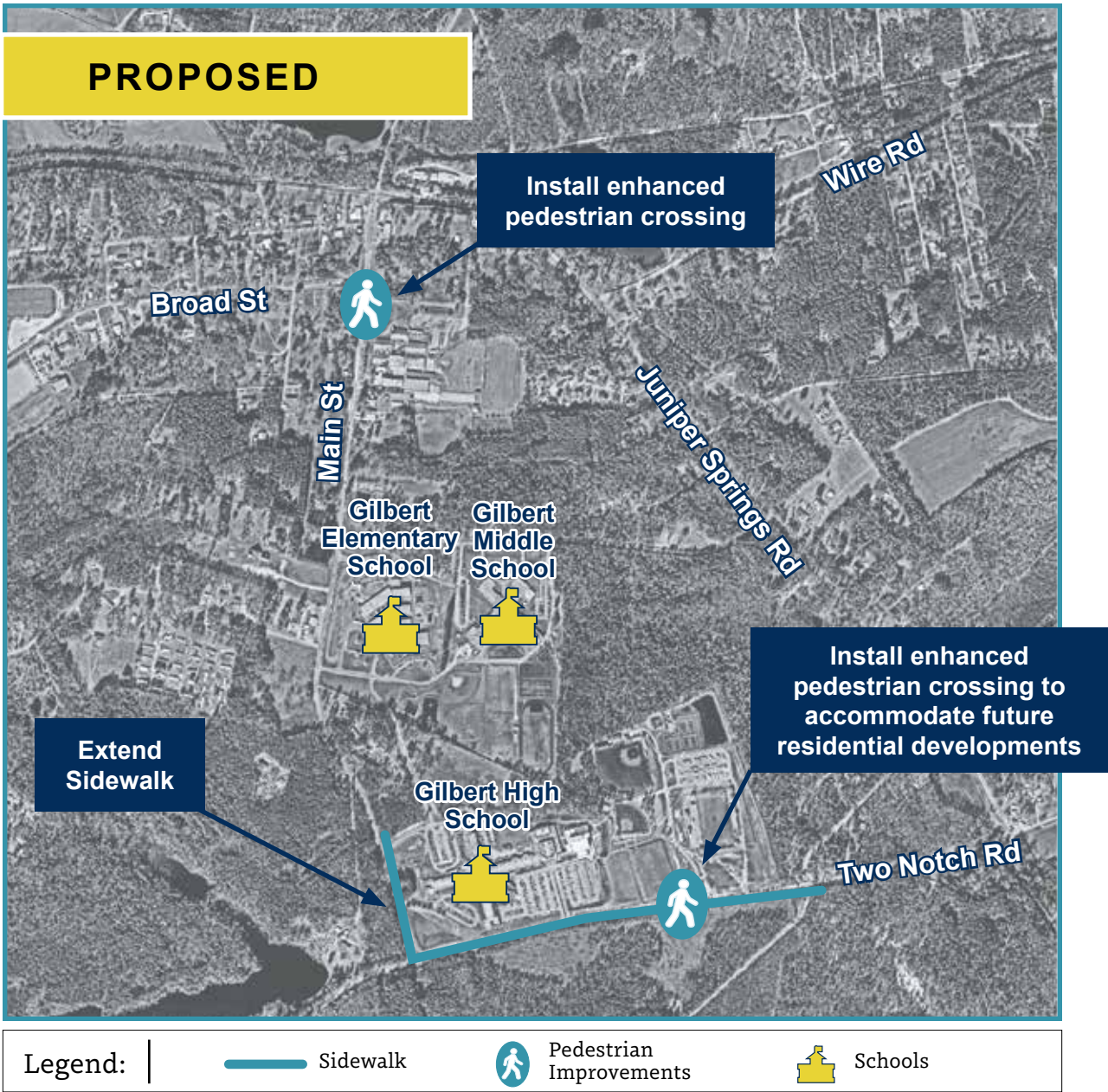
38% single vehicle, 23% angle, and **23% rear-end** crashes. “T” Intersection controlled by a one way stop sign.



Concept 11.1

Gilbert High School, at Main St and Two Notch Rd

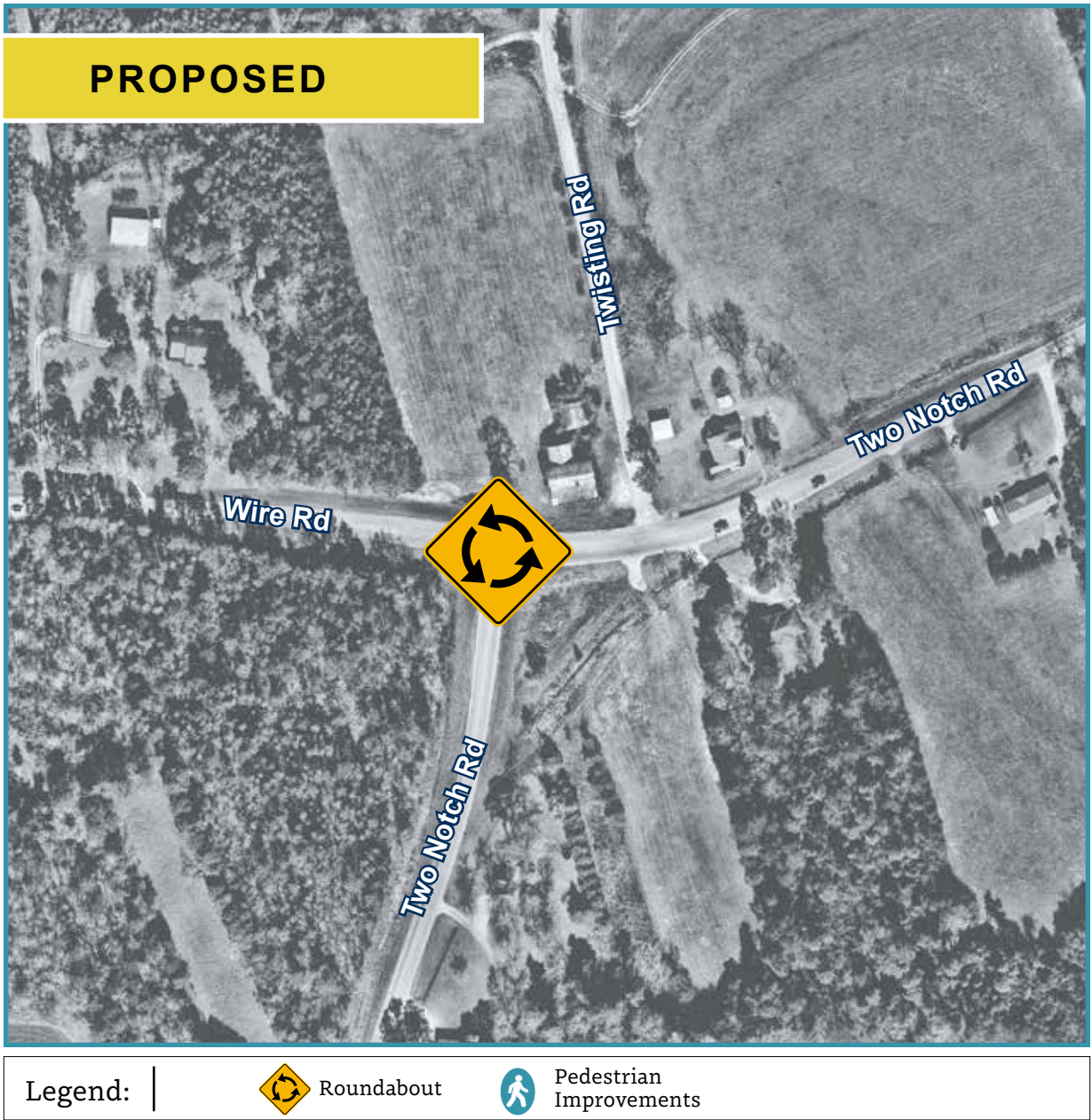
- Solutions:** Pedestrian accommodations should be installed near the schools in the Town of Gilbert.
- Extend sidewalk along Main St from High School to Two Notch Rd; install sidewalk/ Shared Use Path along Two Notch Rd
 - Install enhanced pedestrian crossings across Main St at Broad St
 - Install enhanced pedestrian crossings across Two Notch Rd at Gilbert High School



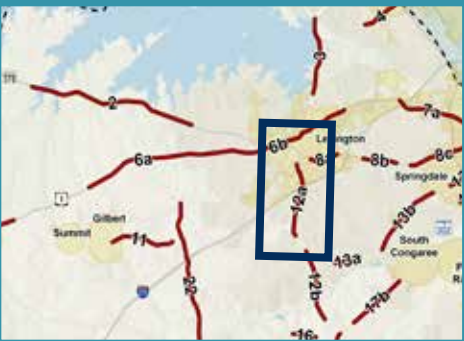
Concept 11.2

Wire Rd at Two Notch Rd

- Solutions:** The intersection is a primary candidate for a roundabout, which will fix the geometry and mitigate speeding.
- Install a single lane roundabout



#12 South Lake Dr, North End: Railroad Ave, Interstate 20, Two Notch Rd



South Lake Dr is an urban minor arterial that varies between two and four-lanes with a two-way left-turn lane (TWLTL) between Parker St in the Town of Lexington and Buck Corley Rd further south within the county. The road is primarily posted with a speed limit of 45mph, except for a short length at the north

end. There are seven signalized intersections, where average annual daily traffic (AADT) near the north end is about 23,100 vehicles per day (vpd), and about 30,500 vpd at the south end near Red Bank Dr. There are 19 driveways per mile on average, and two-thirds of those are to access commercial properties.

Key Corridor Safety Issues and Recommendations:

The northern section of South Lake Dr is a 3.3-mile stretch that had 4 fatalities and 1,224 crashes from 2017 to 2024. At the north end of this, South Lake Dr is a two-lane, congested road at the Railroad Avenue intersection, with AADT around 23,100 vehicles per day and no dedicated left-turn lanes. With the increasing number of vehicles, the intersection has reached its capacity, and during peak time, as evidenced by residual queuing for multiple approach movements that fail to clear the intersection during a single traffic signal cycle. Planned roadway widening may address congestion, but may not mitigate safety issues. This intersection is owned by the Town of Lexington and has a high rate of angle crashes.

High-speed traffic and weaving from the westbound I-20 off-ramp to Industrial Dr/ Glassmaster Rd along South Lake Dr northbound can create conflicts and safety risks. Reconfiguration of the off ramp and/ or changes in traffic control at the off-ramp intersection with South Lake Dr should be evaluated.

Further south, between the east bound I-20 ramp and intersection with Two Notch Rd, there are a lot of businesses within a very short length, with a high density of commercial driveways, and vehicles failing to yield right of way in the two-way center turn lane. Access management strategies such as driveway closures, interparcel connectivity, side street access points, medians, or right-in, right-out treatments should be developed.

Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/ Pedestrian Crashes	# of Travel Lanes	Speed Limit
3.3	4	10	248	4	2-4	45mph

* For information purposes only; not included in KSI crashes per mile ¹TWLTL=Two-way left-turn lane

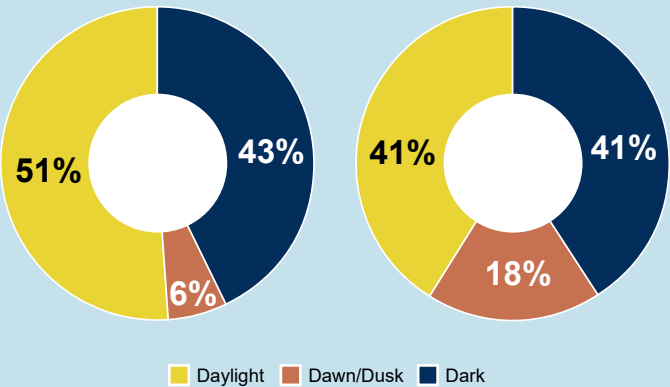
Crash Primary Causes

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	38%	28%
Failure to Yield Right of Way	5%	6%
Failure to Yield Right of Way	2%	6%
Improper Turn	20%	6%
DUI	11%	33%

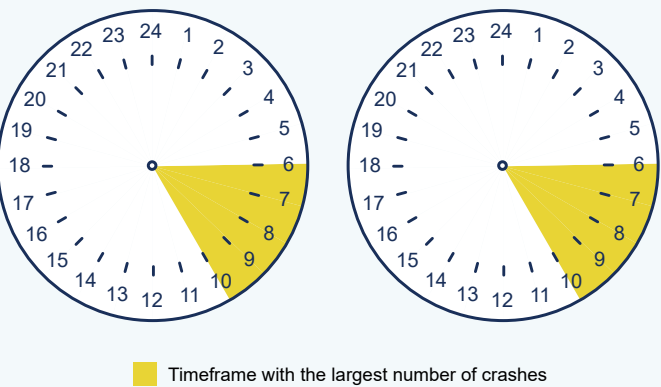
Crash Types

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Angle	9%	6%
Rear-End	27%	11%
Non-Collision	58%	61%
Left-turn	3%	6%
Head-on	3%	11%

Crashes and Lighting Conditions

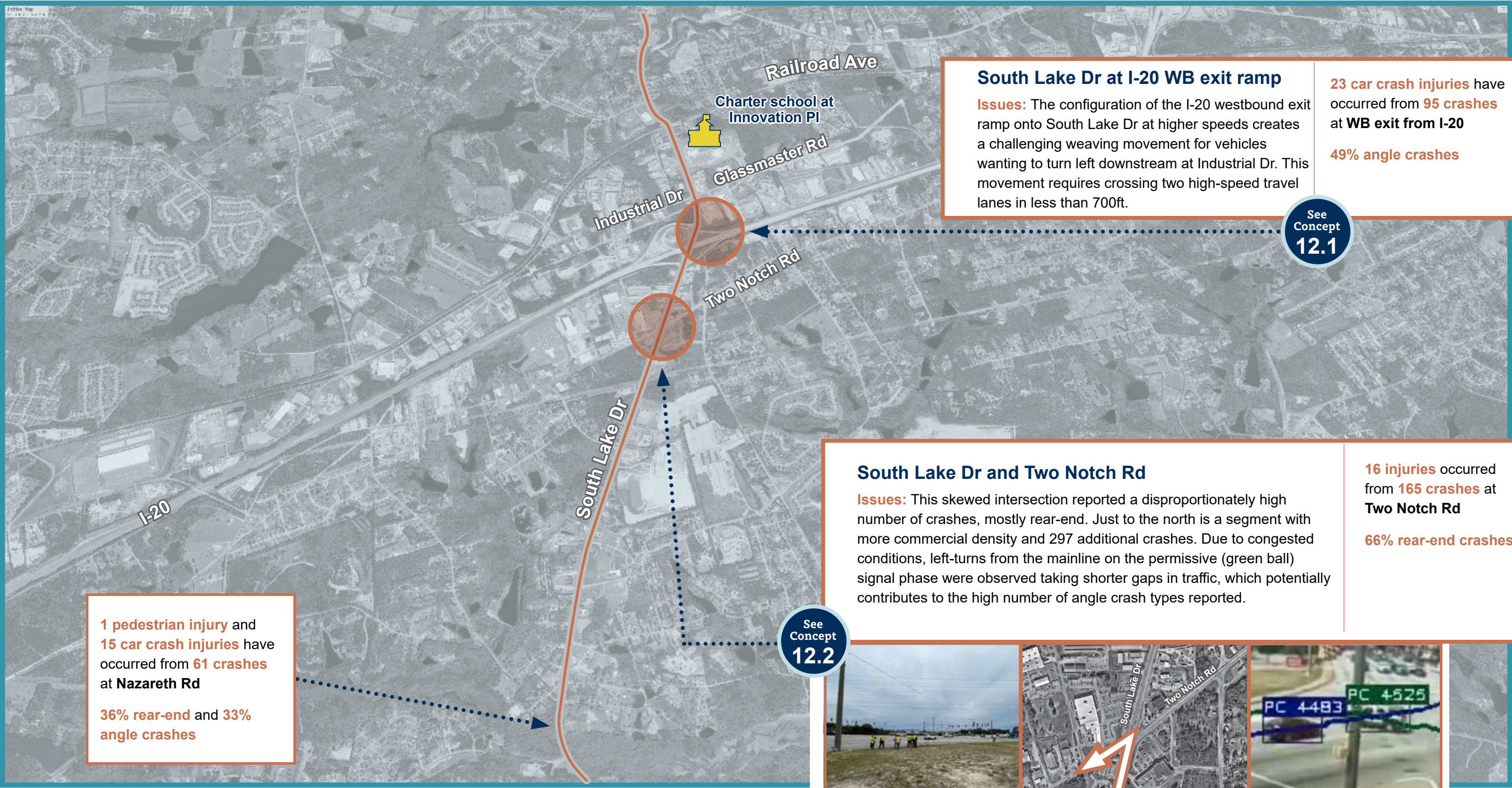


Crashes by Time of Day



Key Takeaway:

Along South Lake Dr, issues related to capacity, roadway geometry, and access management can be addressed with a combination of widening, roadway realignment, access control, medians, and pedestrian accommodations.



Concept 12.1

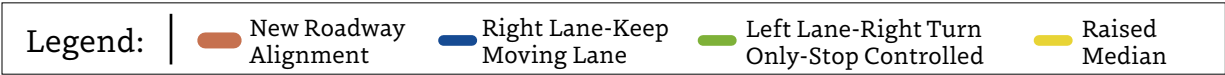
South Lake Dr at I-20 WB Exit Ramp

Solutions: Reconfigure the exit ramp off I-20 by splitting turning movements and adding another lane to the ramp. The left lane would be stop-controlled and enable a subsequent straight or left onto Industrial Rd. The right would yield through a slip lane and enable a right turn ahead onto Glassmaster Rd.



Preliminary Recommendations for 12a and 12b Concepts:

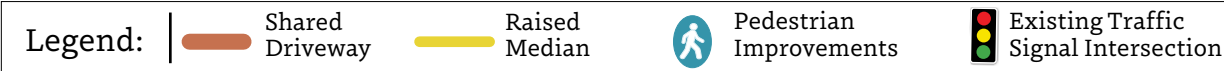
- Install raised median or S-median for left-in only
- Install shared driveways and roadways
- Install median U-turns
- Install high-visibility crosswalks
- Protect left-turns at Two Notch Rd signal intersection



Concept 12.2

South Lake Dr and Two Notch Rd

Solutions: Restrict access on the east side of South Lake Dr to right-in and right-out only and construct a new local service road behind the commercial properties. Reconstruct the existing traffic signal to mast arm, reduce corner radii on the northwest and southeast quadrants to reduce turning speeds, convert all left-turns to protected only and offset the stop lines for left and through vehicles to narrow intersection footprint



#12 South Lake Dr, South End: White Knoll High School, Knoll Station Dr, Platt Springs Rd



The southern segment of South Lake Dr, particularly near the intersection with Platt Springs Rd, experiences higher crash rates. From 2017 to 2024, there were 8 fatal crashes, 307 injury crashes, 7 bicycle or pedestrian crashes, and a total of 1,153 crashes along the 3.22mi stretch.

Development here is spreading quickly westward, increasing volumes and congestion at Platt Springs Rd. Further, the proximity of White Knoll High School adds to the traffic mix additional vulnerable roadway users and inexperienced student drivers.

Key Corridor Safety Issues and Recommendations:

South Lake Dr near the Platt Springs Rd intersection is one of the most crash-prone roads in Lexington County, with a posted speed limit of 45mph. North of this intersection, the roadway is a five-lane facility featuring curb and gutter, a two-way left-turn lane, and sidewalks on both sides. South of Platt Springs Rd, the road quickly narrows to two lanes, lacks sidewalks, and has an open-ditch cross-section. This southern segment also lacks lighting and has only intermittent rumble strips along the shoulders.

North and south of Platt Springs Rd, the AADT is 27,100 and 20,300 vehicles per day, respectively. The most common collision types are rear-end, angle, and left-turn

crashes. The primary contributing factors for these crashes are speeding, failure to yield right-of-way, and improper lane usage.

Key systemic improvements include access management north and south of Platt Springs Rd, such as driveway closures, interparcel connections, right-in and right-out configurations, rumble strips along uncurbed shoulders and centerline, speed limit signs with dynamic speed feedback, protected only left-turns at all signalized intersections, additional intersection lighting, and retiming yellow and all red vehicle clearances intervals at signals. Further refinement of access management strategies and safety treatments are recommended for the Platt Springs Rd intersection and nearby along the White Knoll High School.

Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/ Pedestrian Crashes	# of Travel Lanes	Speed Limit
3.22	12	30	588	11	2-4	45mph

* For information purposes only; not included in KSI crashes per mile

¹TWLTL=Two-way left-turn lane

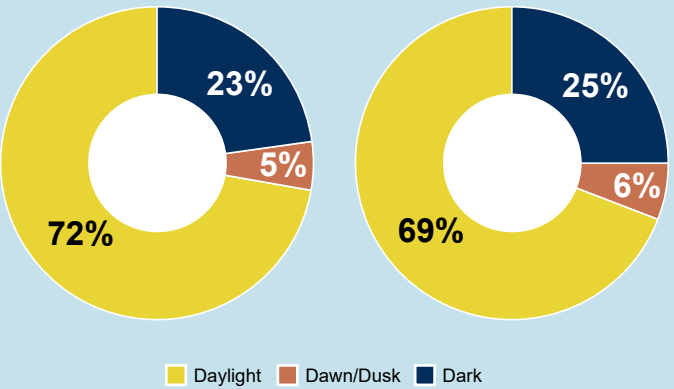
Crash Primary Causes

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	36%	34%
Improper Turn Action	19%	13%
Failure to Yield Right-of-Way	31%	31%
Disregard sign/signal	5%	8%
Wrong Way	1%	4%

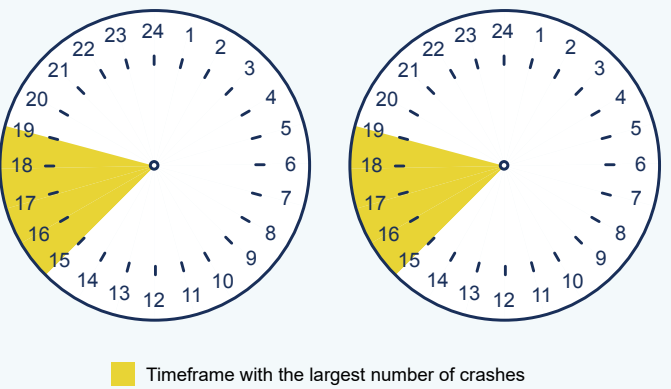
Crash Types

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Angle	23%	20%
Fixed Object	7%	11%
Left-Turn	18%	24%
Head-on	11%	7%
Rear-end	41%	34%

Crashes and Lighting Conditions



Crashes by Time of Day



Key Takeaways:

In this southern section of South Lake Dr, there is a critical need to improve access management around the highly developing area where it intersects with Platt Springs Rd, in addition to providing pedestrian improvements in the adjacent White Knoll High School area.

#12 South Lake Dr, South End: White Knoll High School, Knoll Station Dr, Platt Springs Rd

Platt Springs Rd from White Knoll High to South Lake Dr

Issues: Significant development is planned across the road from White Knoll High School, with increasing demand for pedestrian crossings anticipated. High volumes of vehicular traffic are already problematic, as off-duty police are hired to manage entering/exiting vehicles during peak hours.

See Concept 12.3

Platt Springs Rd

Walmart, Food Lion, Lowe's Aldi, post office, etc.

Knoll Station Dr

White Knoll High School & parking

Publix & Walgreens

Cross Rd

South Lake Dr

29 injuries occurred from 86 crashes at the Walmart entrance at Knoll Station Dr.

An additional 1 fatality and 48 injuries occurred from 222 additional crashes, just between the two stoplights of Knoll Station Dr and Platt Springs Rd.

49% angle and 36% rear-end crashes

See Concept 12.4

Intersection of South Lake Dr and Platt Springs Rd

Issues: South of this intersection is a two-lane roadway that is well beyond capacity given the development pressures and vehicle count.

1 fatality and 66 injuries occurred from 284 crashes at Platt Springs Rd

49% angle and 36% rear-end crashes.

A Near-miss!

Turning left from Platt Springs Rd onto South Lake Dr, with two cars and a pedestrian



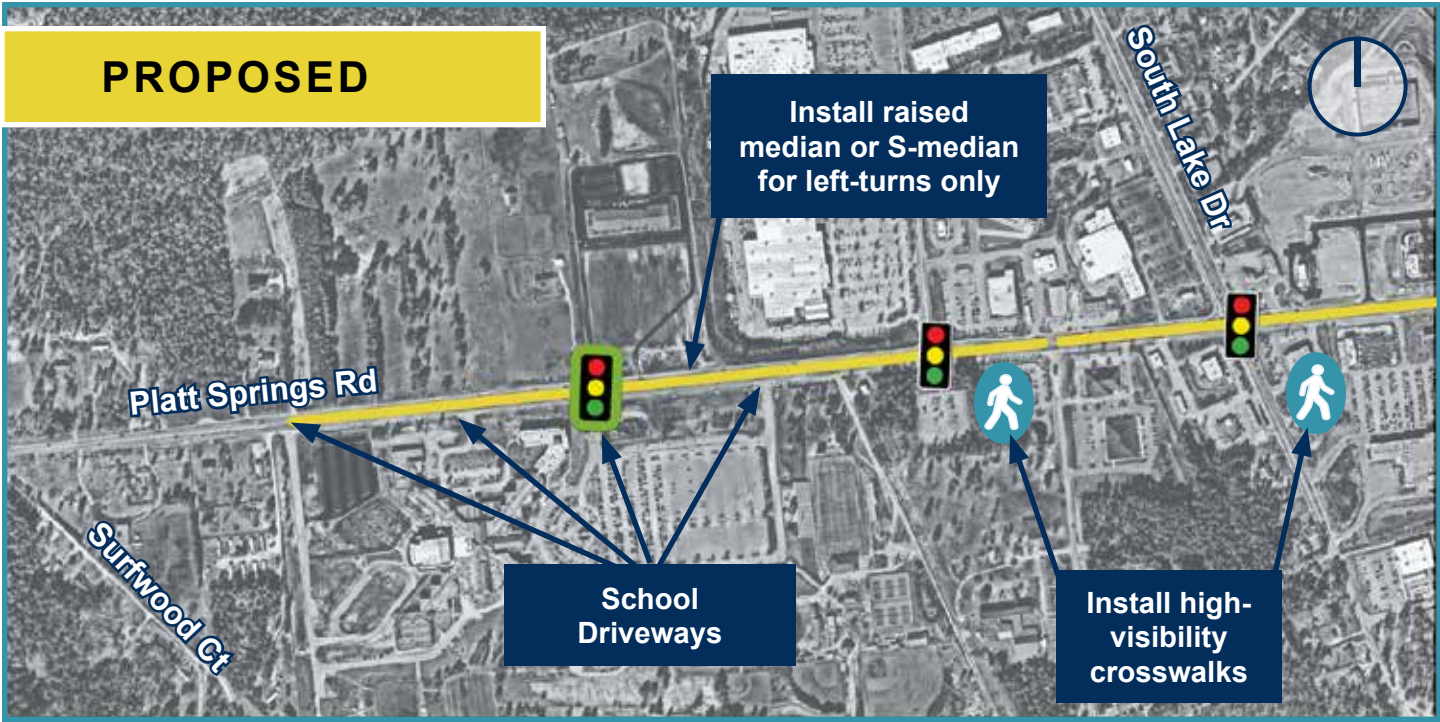
Concept
12.3

Platt Springs Rd from White Knoll High to South Lake Dr

Solutions: A traffic signal is proposed at the main entrance/exit to White Knoll High School on Platt Springs Rd, which will not only provide safer access to high school students and staff, but it will also relieve pressure on the nearby intersection with South Lake Dr, along Platt Springs Rd. Add a raised median, shared driveways, and add high-visibility crosswalks.

Preliminary Recommendations for 12a and 12b Concepts:

- Install a raised median or S-median for left-in only
- Consolidate driveways or restrict to right-in and right-out
- Install high-visibility crosswalks

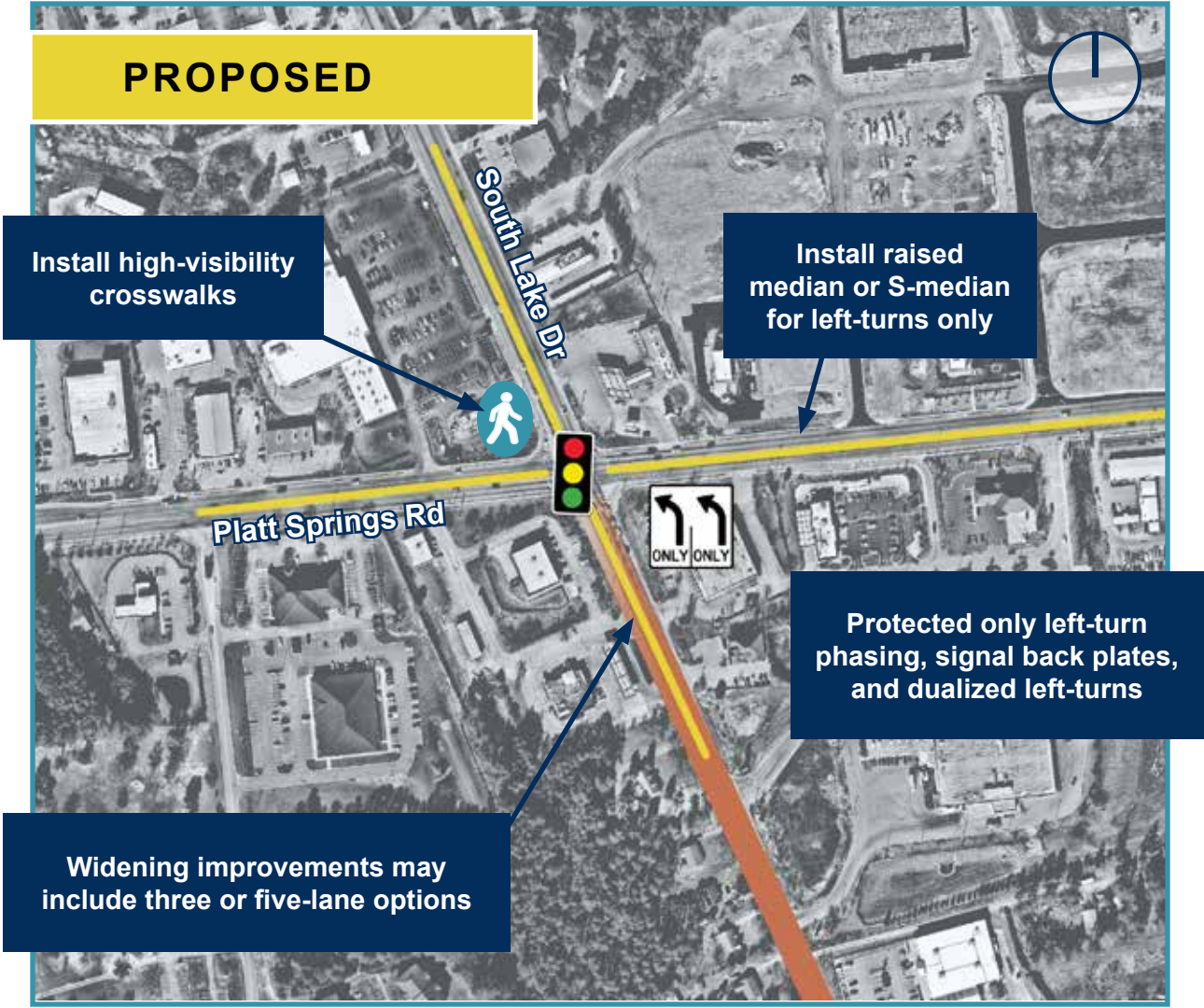


Concept
12.4

Intersection of South Lake Dr and Platt Springs Rd

Solutions: Widen South Lake Dr south of the intersection to accommodate existing traffic and planned growth. Also, provide access management in the form of raised medians, shared driveways, and high-visibility crosswalks.

- Pedestrian safety and connectivity improvements between schools:
- Install new sidewalks
- Install enhanced pedestrian crossings (median refuge islands, high-visibility crosswalks, pedestrian-activated rapid flashing beacons)
- Install continuous roadway lighting



#19 Charleston Hwy (321) Farmer’s Market Dr, US-176, Glenn Rd, Gaston



Charleston Hwy has 4 segments of high-injury corridors. In total, these cover over 11 miles, starting in the City of Cayce and heading south through the towns of Gaston and Swansea. Land use is a mix of residential and commercial, from small to very large lots, often for farming, timber, or large industrial purposes, including the South Carolina State Farmer’s Market and the Home Depot Distribution Center.

Key Corridor Safety Issues and Recommendations:

Along Charleston Hwy (segments 19b, 19c, and 19d), the roadway generally provides more pavement than current traffic volumes require. The corridor also suffers from limited sight distance and inadequate access management, resulting in vehicles frequently entering and exiting the roadway unsafely. The average annual daily traffic (AADT) is high volume, ranging from 26,300 vehicles per day (vpd) at the north end to 13,900 vpd at the south end. The entire corridor is a high-speed, high-access highway, with relatively high truck volumes.

Key safety recommendations include consolidating median openings and adding acceleration and deceleration lanes, with a

grassy median incorporated where feasible. Additional improvements include installing chevron signs on horizontal curves, reducing lane widths from 12ft to 11ft with 2ft outside shoulders, and adding speed limit signs with dynamic feedback. Protected-only left-turns should be provided where appropriate, along with intersection safety lighting, optimized yellow and all-red signal clearances, and increased enforcement for speeding, DUI, and seatbelt violations.

In 19b, there is a significant amount of truck traffic mixed with residential, creating dangerous crossing conditions, mitigated with very little access management.

In 19c, consider performing a traffic signal warrant analysis at the Busbee Rd intersection after the access is closed and

provide a left-turn/U-turn bay. Additionally, perform a traffic signal warrant analysis at Woodtrail Dr with a left-turn/U-turn bay.

In 19d, in the town of Gaston, consider moving the 40/55mph speed boundary further away from town, due to the presence of pedestrians and Mack Francis Elementary School. Consider reducing the speed approaching the Lewis Rast Rd intersection (prior to Sandhills Elementary School) with speed reduction warning signs. Sidewalks and crosswalks are needed in town and adjacent to schools. Consider adding school zone pavement markings with a reduced speed limit on the roadway to emphasize the school zone, and retime the signal with a lower speed limit for clearance calculations.

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/ Pedestrian Crashes	# of Travel Lanes	Speed Limit
19a-19d	US 321/ Charleston Hwy	11.21	22	25	646	18	2-6	45-60mph
	Memorial Dr to IW Hutto Rd							

* For information purposes only; not included in KSI crashes per mile

¹ TWLTL=Two-way left-turn lane

Key Takeaways

Throughout Charleston Hwy, improved access management and restricting left-turns at key locations are actions that will lead to significant improvement on this high volume, high-speed corridor with lots of trucks. Enforcement will be crucial to reducing crashes.

#19 Charleston Hwy (321) Farmer's Market Dr, US-176, Glenn Rd, Gaston

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/Pedestrian Crashes	KSI+Bike/Ped Crashes per Mile	# of Travel Lanes	Speed Limit	Total Crashes
Total 19a- 19d	US 321/Charleston Hwy	11.21	22	25	646	18	5.26	2-6	45-60mph	2,110
	Memorial Dr to I W Hutto Rd									
19a	Memorial Dr to Fish Hatchery Rd	1.76	3	12	296	5	10.25	4-6	45	1,034
19b	0.25mi north of Sandhills Pkwy to 0.35mi north of Woodcote Dr	4.22	12	7	227	5	5.22	4	45	719
19c	State Pond Rd to 0.3mi north of Ball Park Rd	1.37	4	4	80	3	7.29	4	55	239
19d	675ft south of Jimmy Martin Cir to I W Hutto Rd	3.87	3	2	43	5	2.33	4-5	40-60	118

* For information purposes only; not included in KSI crashes per mile

Crash Type for 19b

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Rear-end	36%	32%
Angle	20%	24%
Sideswipe	17%	9%
Left-turn	12%	18%
Fixed Object	13%	15%

Crash Type for 19c

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Rear-end	24%	18%
Angle	38%	47%
Sideswipe	11%	4%
Left-turn	11%	14%
Fixed Object	15%	17%

Crash Type for 19d

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Rear-end	18%	24%
Angle	24%	20%
Sideswipe	9%	2%
Left-turn	12%	19%
Fixed Object	35%	33%

DUI as a Primary Factor in 19b

Percent of Primary Factors	% of All Crashes	% of Fatal Injury Crashes
Percent of Primary Factors	3%	6%

DUI as a Primary Factor in 19c

Percent of Primary Factors	% of All Crashes	% of Fatal Injury Crashes
Percent of Primary Factors	5%	6%

DUI as a Primary Factor in 19d

Percent of Primary Factors	% of All Crashes	% of Fatal Injury Crashes
Percent of Primary Factors	3%	7%

#19 Charleston Hwy (321) Farmers Market Dr, US-176, Glenn Rd, Gaston

Crash Primary Causes for 19b

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	41%	34%
Failure to yield ROW	19%	27%
Improper Lane Usage	25%	15%
Disregard Sign/Signals	5%	6%
Wrong Way	2%	15%

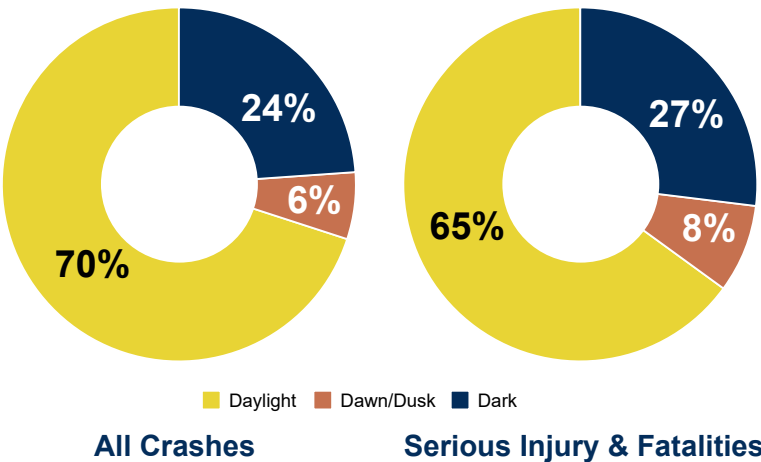
Crash Primary Causes for 19c

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	27%	23%
Failure to yield ROW	37%	47%
Improper Lane Usage	23%	15%
Disregard Sign/Signals	6%	8%
DUI	5%	6%

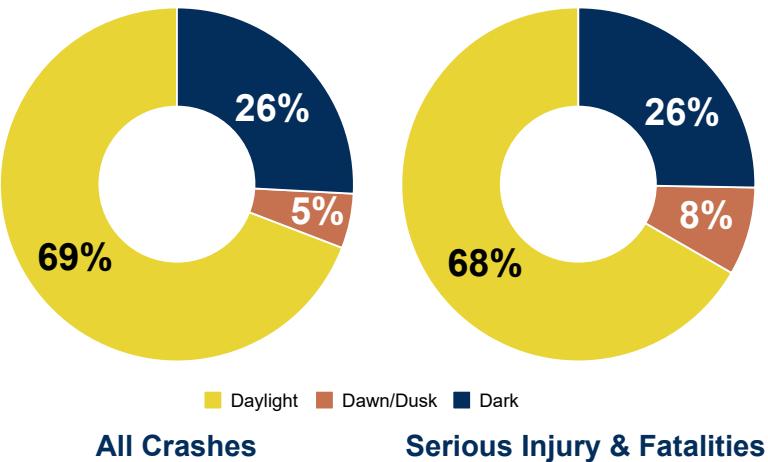
Crash Primary Causes for 19d

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	28%	30%
Failure to yield ROW	27%	35%
Sideswipe	16%	9%
Disregard Sign/Signals	4%	7%
DUI	3%	7%

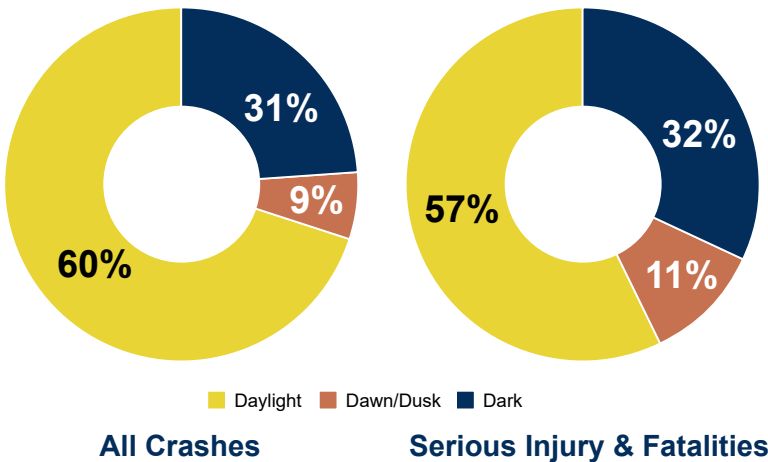
Crashes and Lighting Conditions



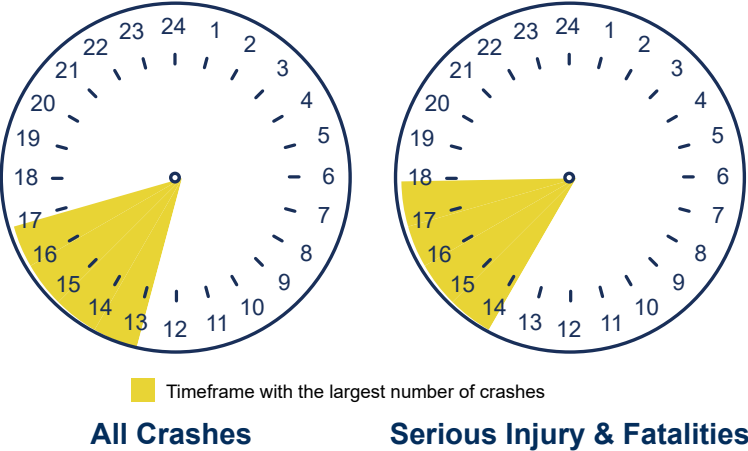
Crashes and Lighting Conditions



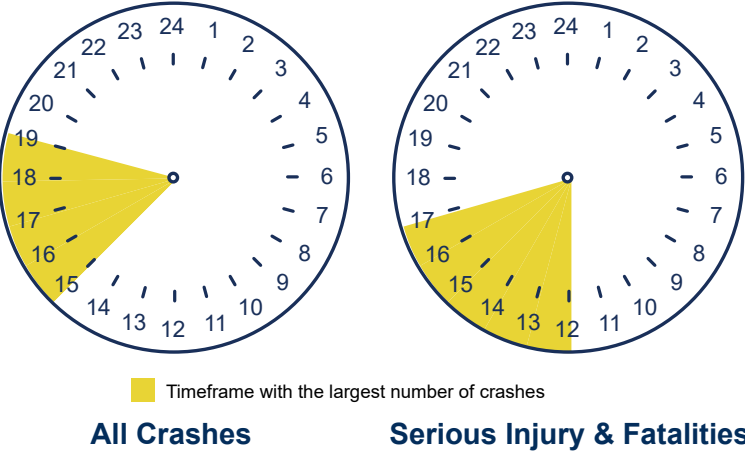
Crashes and Lighting Conditions



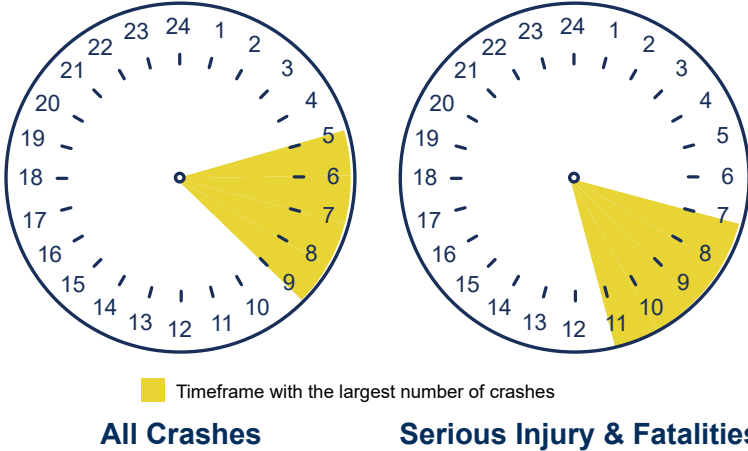
Crashes by Time of Day



Crashes by Time of Day



Crashes by Time of Day



Charleston Hwy, Pine Ridge Dr to US 176

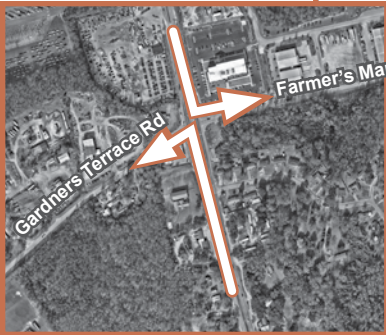
Issues: Trucks access Rail Freight Ct to deliver vehicles to and from the railyard without the benefit of a traffic signal. As a result, trucks queue in the existing travel lanes on Charleston Highway, creating sight distance issues for passing vehicles. Additionally, the slip lane at SC-176/21 further contributes to unsafe driving conditions.

- 5 injuries occurred from 31 crashes at Rail Freight Ct
- 48% rear-end crashes
- 10 injuries have occurred from 47 crashes at US 176/21
- 43% sideswipe crashes

See Concept 19.1

2 fatalities and 9 injuries occurred from 53 crashes at Sandhills Pkwy, leading to Lexington Industrial Park

64% rear-end crashes



1 pedestrian injury and 4 car crash injuries have occurred from 13 crashes across from Frances Mack Elementary School

59% angle crashes



1 pedestrian injury and 8 car crash injuries have occurred from 27 crashes at Mack St

59% angle crashes

15 injuries occurred from 52 crashes at Woodtrail Dr

54% angle crashes

Woodtrail Dr

Charleston Hwy (321)

1 fatality and 6 injuries have occurred from 14 crashes at Louis Rast Rd, near Sandhills Elementary School

36% rear-end and 36% angle crashes



Charleston Hwy and Glenn Rd, "The Split"

Issues: Glenn Rd and Gardner Terrace Rd run at an angle with the US 321 mainline and form four intersections. Sight distance and speed are major problems here, and this has directly caused severe crashes.

- 1 fatality and 48 injuries occurred from 124 crashes at Glenn Rd
- 74% angle crashes

See Concept 19.2

Glenn Rd

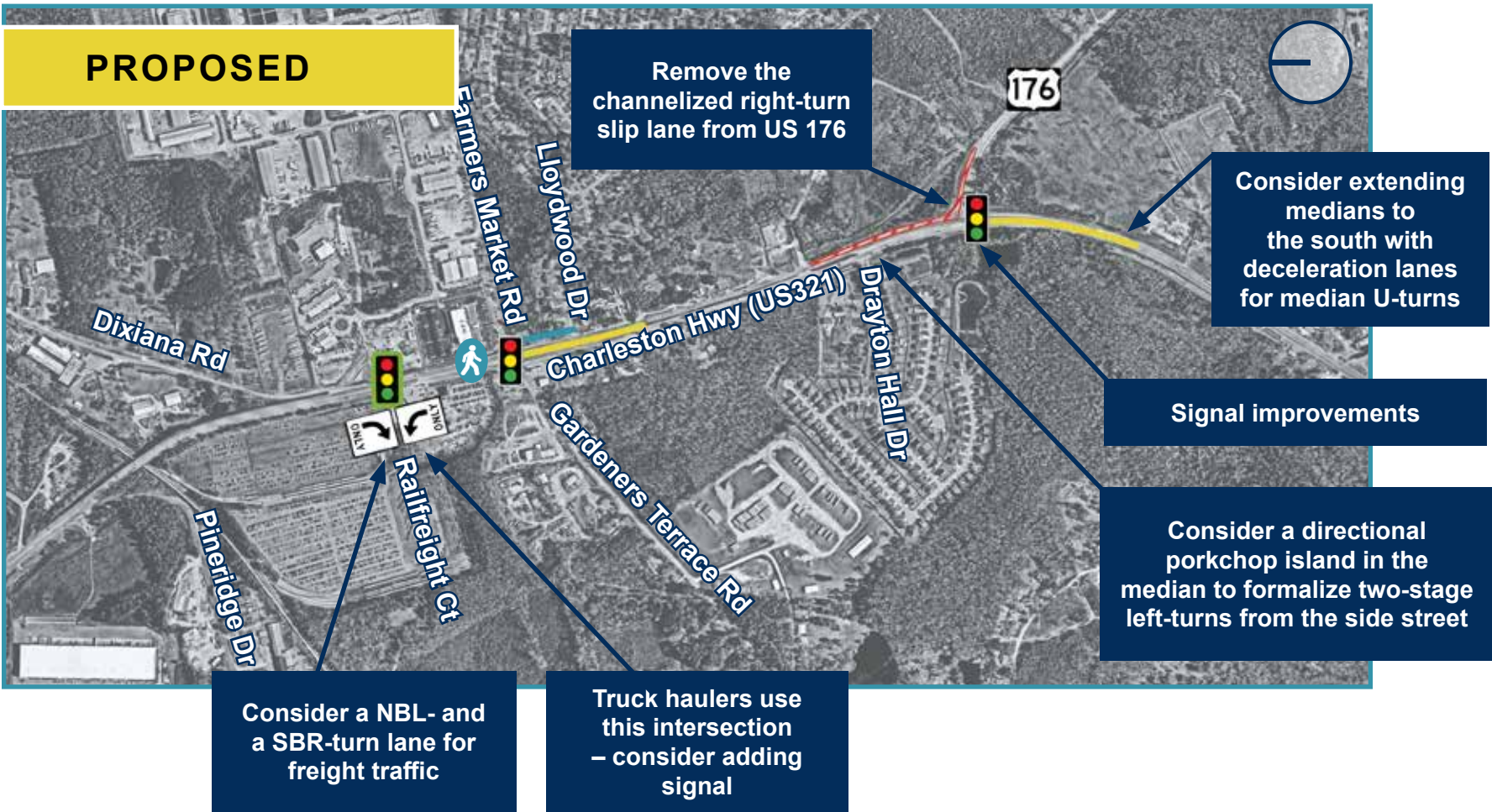


Concept 19.1

Charleston Hwy, Pine Ridge Dr to US 176

The interlocking left-turns from Farmers Market Dr and Gardners Terrace Rd, mixed with significant pedestrian traffic here requires separation and access management to increase safety. Further, drivers entering/exiting residential Lloydwood Dr conflict with truck haulers queuing up for Rail Freight Ct.

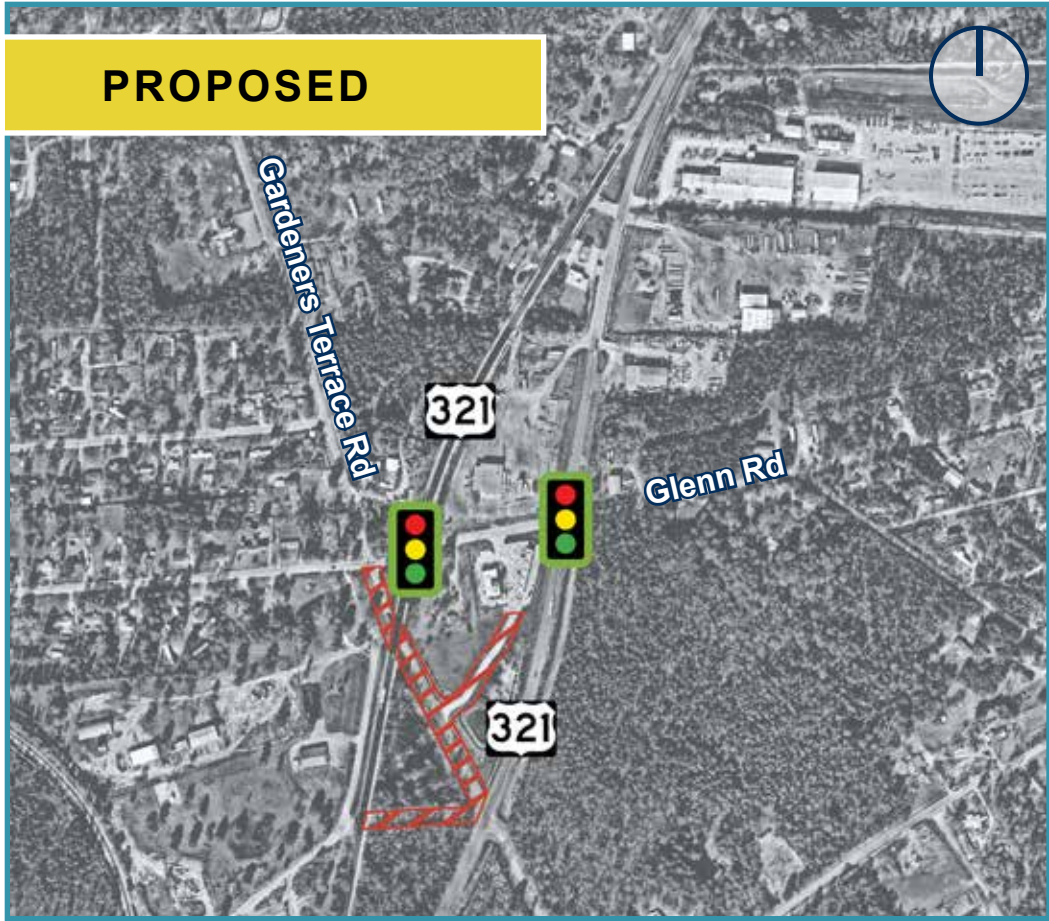
Solutions: Provide a traffic light at Rail Freight Ct with dedicated lanes for trucks accessing the Truck Depot from both the south and north. Add a sidewalk between the Farmers Market Dr and Lloydwood Dr, and add a raised median to restrict left-turns. At US 176/SC 21, remove the slip lane for right-turning vehicles, to slow speeds and reorient drivers.



Concept 19.2

Charleston Hwy and Glenn Rd, "The Split"

Solution: The extension of Gardners Terrace Road across US 321 adds several unnecessary high-speed conflict points which have yielded serious injuries and fatalities. It is recommended to close Gardners Terrace Rd, and add traffic signals at Glenn Rd. Careful attention should be provided to maintaining safe access to all adjacent property owners.



Legend:

Raised Median

Sidewalk

Pedestrian Improvements

Existing Traffic Signal Intersection

Proposed Traffic Signal

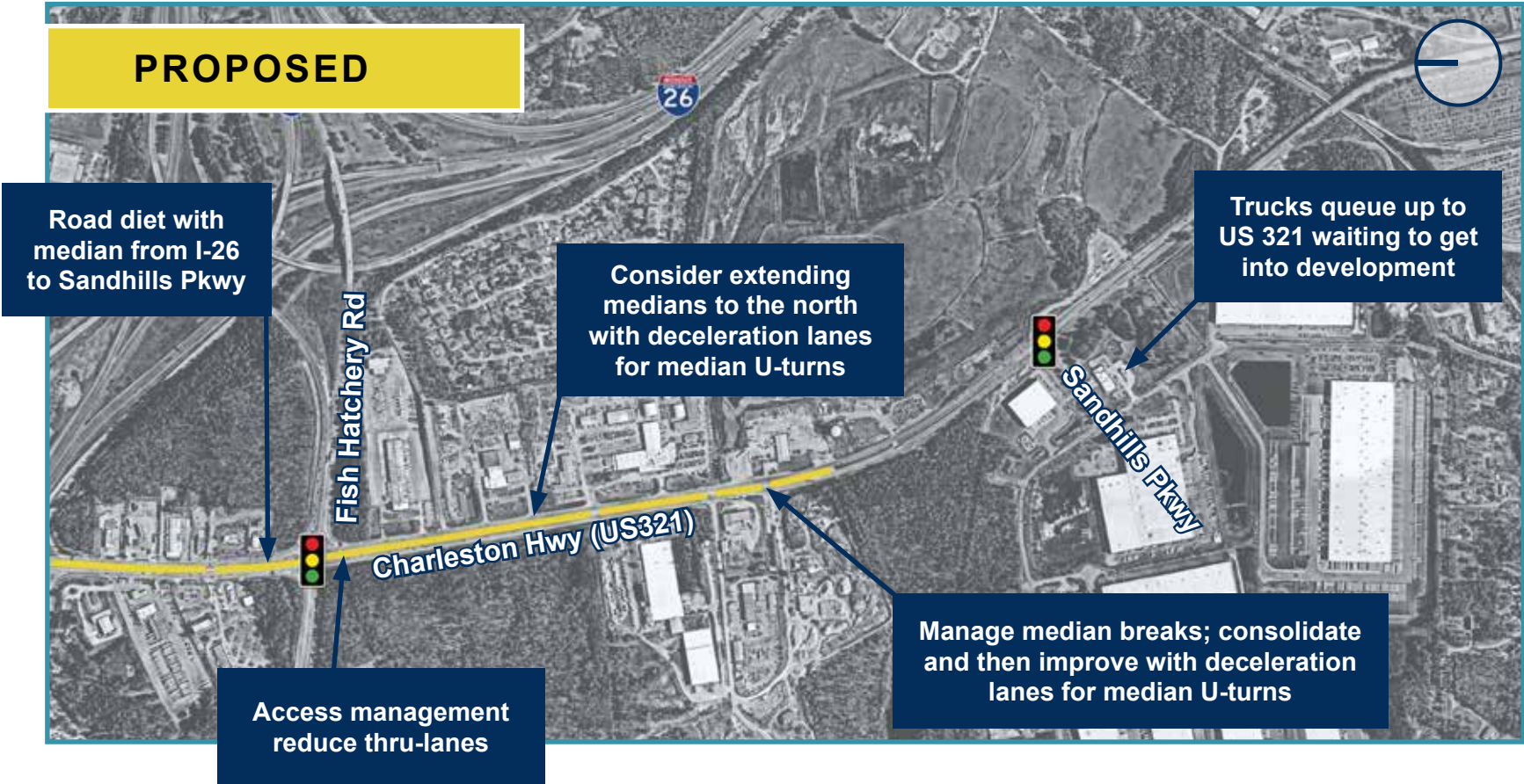
North-Bound Left and South-Bound Right

Remove Roadway

Concept 19.3

Charleston Hwy at Fish Hatchery Rd

Solutions: Speeding is prevalent through this section. Based on current traffic levels, there is an opportunity to reduce the number of through travel lanes in order to reduce speeds north, from Fish Hatchery to Interstate-26, removing one lane from each side. On the southeast corner of US 321/Fish Hatchery Rd, a large development is planned. Recommended improvements include pedestrian crossings with signalized pedestrian heads, high-visibility crosswalks, and a grassy median where feasible.

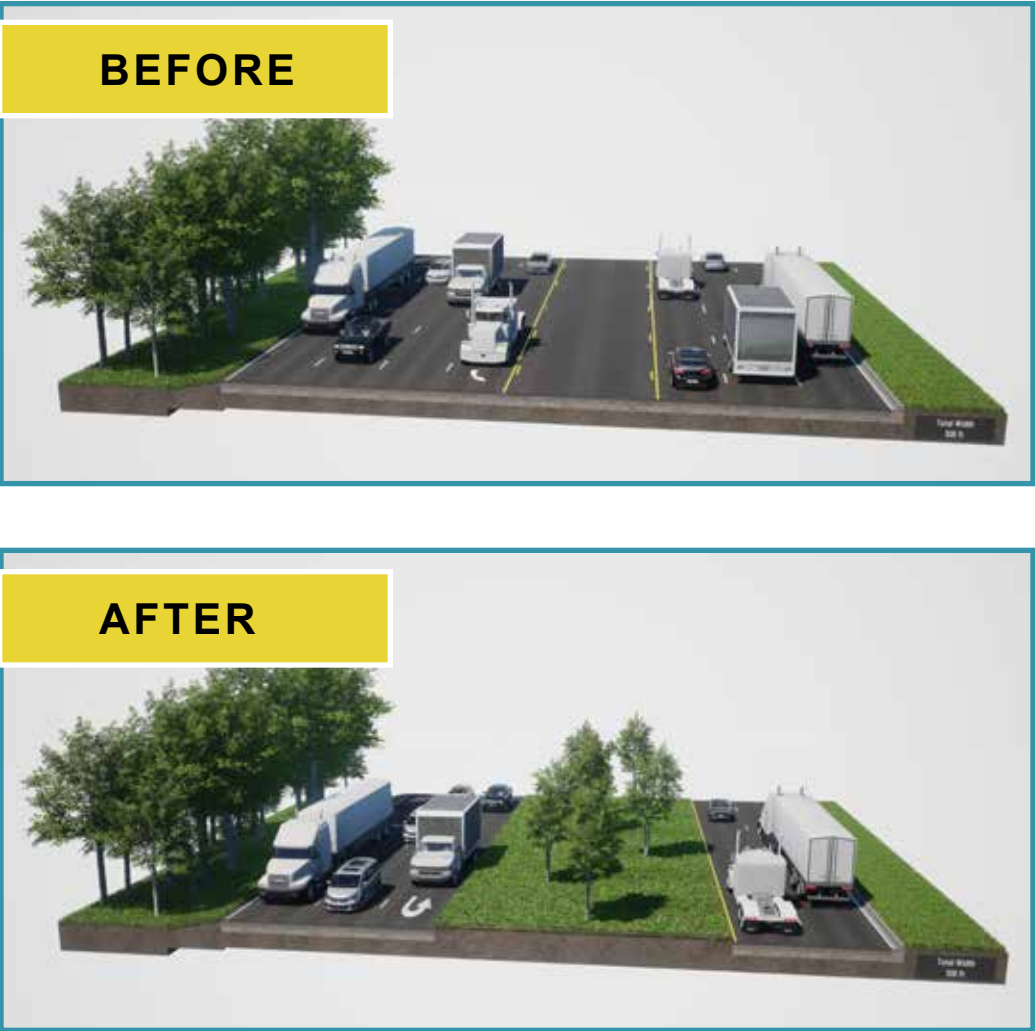


Legend: Raised Median Existing Traffic Signal Intersection

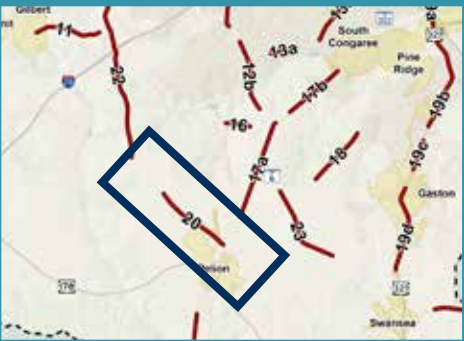
Concept 19.4

Charleston Hwy and Glenn Rd, “The Split”

Solutions: Eliminate the roadway causing confusion, particularly Gardners Terrace Rd, which would remove two of the four intersections, leaving only Glenn Rd. Install traffic signals at the remaining intersections to better regulate traffic. Additionally, provide lane-use pavement arrows, acceleration and deceleration lanes, and advance signage warning of the upcoming signals. Consider vegetation management to maintain adequate sight lines.



#20 Pelion: Old Charleston Rd, Pelion Schools, Fairview Rd, Fairview Xrds



Land use in the study area is primarily rural and residential, with adjacent farmland and some small commercial properties within the Town of Pelion. The study area includes the high-injury segment of Old Charleston Rd as it enters Pelion, as well as areas near the Elementary, Middle, and High Schools, and the intersections of Fairview Rd with Bub Shumpert Rd and Fairview Xrds.

Key Corridor Safety Issues and Recommendations:

Old Charleston Rd is a two-lane roadway with a speed limit of 55mph that entirely lacks shoulders and experiences horizontal and vertical curvature. The corridor has rumble strips present along the outside shoulders, but not in the centerline in most places. The Town of Pelion has two main routes through town: Main St that leads to Fairview Rd, and Pine St/Edmund Hwy, which connects with Old Charleston Rd/Main St, which lacks sidewalks. The intersections of concern immediately outside the Town have all-way stop control, which may be unexpected in rural high-speed areas. The most common contributing factors to fatal and injury crashes

are failure to yield, head-on collisions, and speeding. Predominant collision types include angle, fixed-object, and rear-end crashes. Key safety issues include limited speed limit awareness, inadequate lighting, frequent centerline crossing, the absence of dedicated turn lanes, and a lack of pedestrian accommodations.

The Town of Pelion has significant pedestrian activity with three schools in town generating pedestrian volumes. Proactive safety measures applying proven safety countermeasures for pedestrians, such as new sidewalks, marked crosswalks, median refuge islands, and pedestrian-activated flashing beacons, should be considered.

Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/ Pedestrian Crashes	# of Travel Lanes	Speed Limit
3.55	4	4	20	1	2	25mph

* For information purposes only; not included in KSI crashes per mile ¹TWLTL=Two-way left-turn lane

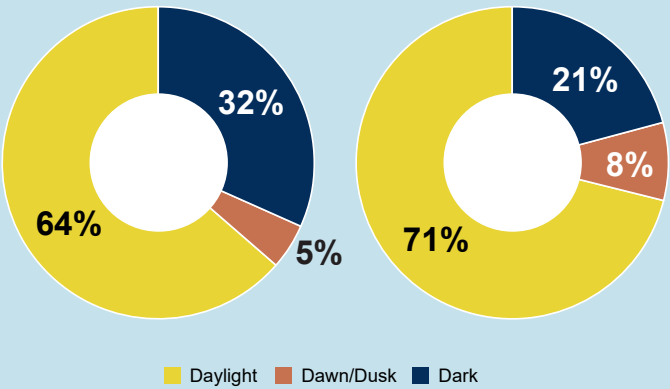
Crash Primary Causes

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	28%	25%
DUI	10%	10%
Failure to yield ROW	36%	30%
Distracted driving	5%	10%
Wrong Way	10%	20%

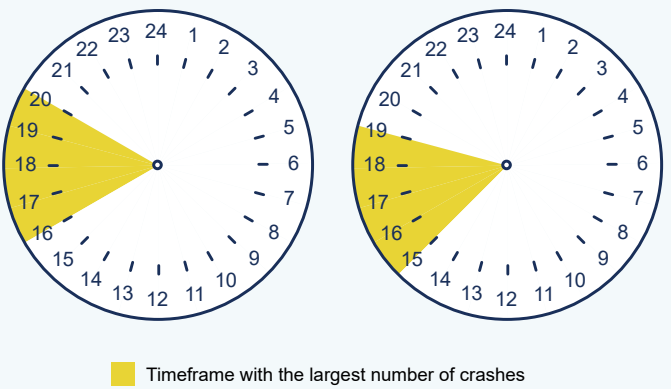
Crash Types

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Angle	32%	42%
Fixed Object	23%	25%
Sideswipe	6%	8%
Left-turn	14%	8%
Rear-end	23%	13%

Crashes and Lighting Conditions



Crashes by Time of Day



Key Takeaways

The Town of Pelion has significant pedestrian activity with three schools along Old Charleston Rd. Action must be taken to mitigate various traffic safety risks within the town and nearby, including adding sidewalks and crossing opportunities near the schools, improving intersection safety with improvements in stop control at a nearby intersection off Old Charleston Rd (James Dunbar Rd), and at 2 intersections on nearby Fairview Rd (Bub Shumpert Rd and Fairview Xrds).



Old Charleston Rd and James Dunbar Rd

Issues: This is a two-way stop-controlled intersection between Old Charleston Rd and James Dunbar Rd, which has free-flowing movements with stop signs only on cross streets. The predominant crash type here is angle crashes. 10% of the vehicles entering this roadway are heavy vehicles, which require longer gaps.

1 fatality and 8 injuries occurred from **17 crashes** at **Old Charleston Rd and James Dunbar Rd**
65% angle crashes

Pelion Schools

Issues: The Town of Pelion’s Elementary, Middle, and High Schools are located along Main St and Pine St. These schools lack adequate pedestrian accommodations, creating vulnerable conditions for students.

2 fatalities and 3 car crash injuries have occurred from **7 crashes** at **Old Charleston Rd and Canal Dr**
43% angle and 29% rear-end crashes

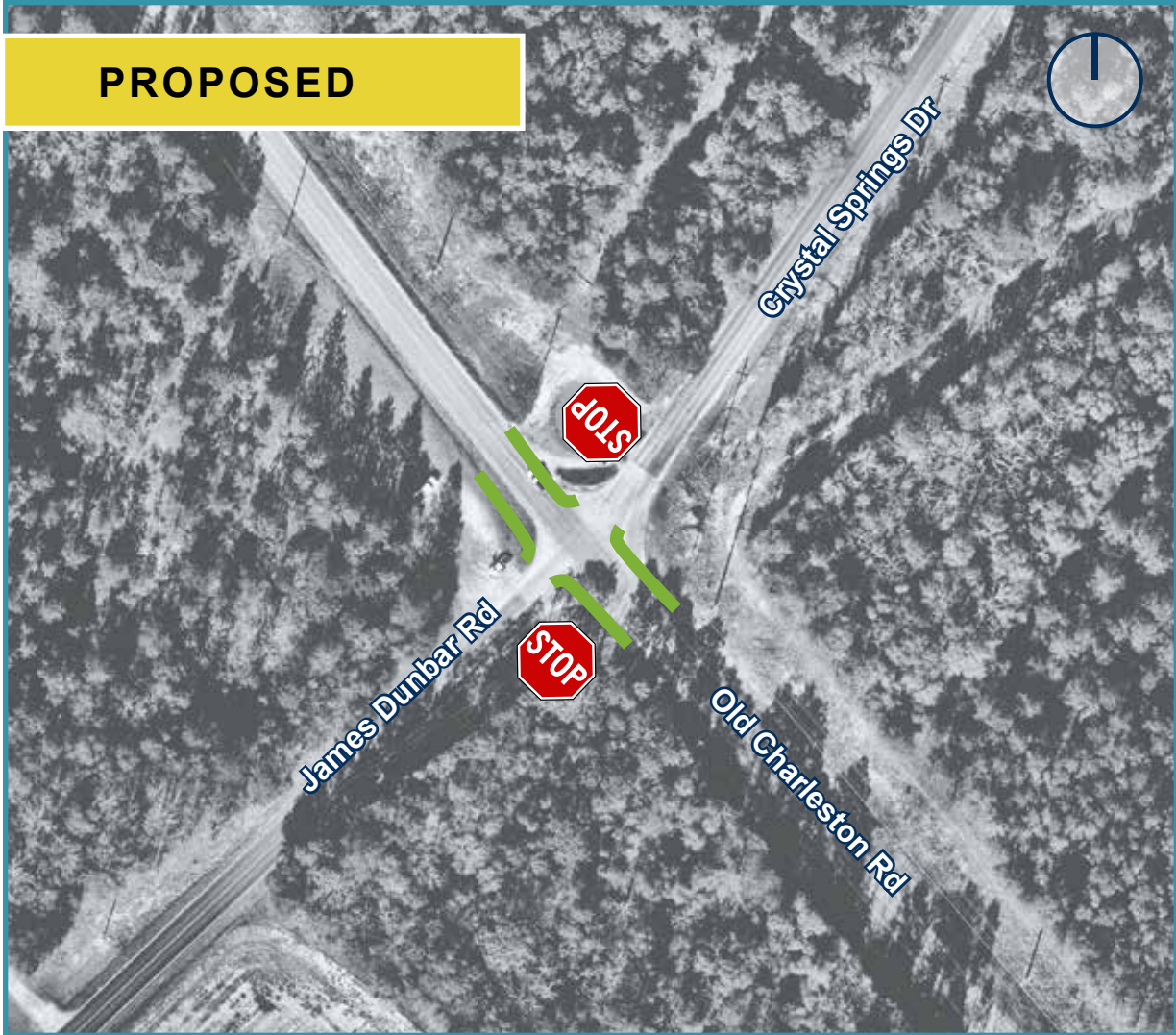
Concept 20.1

Old Charleston Rd, Pelion Schools, Fairview Rd, Fairview Xrds

Solutions: Improve stop controls to create a traffic-calming effect, which will ease speeds traveling into the Town of Pelion.

Intersection Improvements:

- Improve intersection sight distance and clear zone
- Evaluate all-way stop MUTCD warrants
- Install solar flashing beacons on stop signs, stop ahead signs, and on intersection warning signs
- Install transverse rumble strips on side street approaches
- Consider installing a roundabout

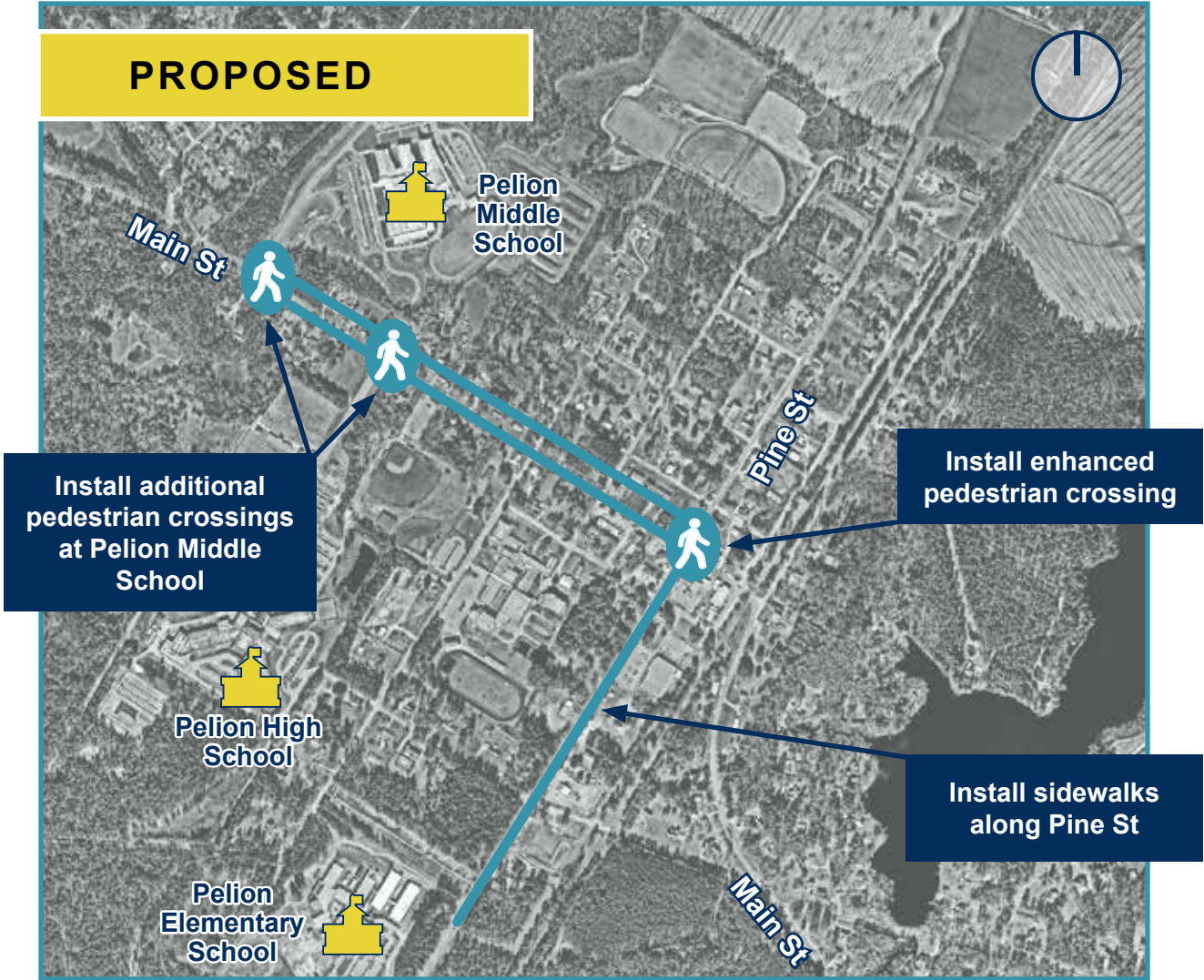


Concept 20.2

Town of Pelion

Solutions: Improve walking conditions in the Town of Pelion with pedestrian accommodations, particularly through segments that will benefit Pelion Elementary, Middle, and High Schools. Pine St (SC 302) is currently in the middle of a Feasibility Study, so those efforts are occurring separately.

- Pedestrian connectivity improvements between schools:
- Install sidewalks
- Install enhanced pedestrian crossing





Fairview Xrds

Issues: This five-leg intersection is challenging for drivers, as it connects Neely Wingard Road, Wagner Road, and Fairview Road, and has been the site of numerous crashes, particularly angle collisions. Pedestrian activity is also notable here, increasing the potential for conflicts and highlighting vulnerability.

11 injuries occurred from 39 crashes at Fairview Xrds
79% angle crashes

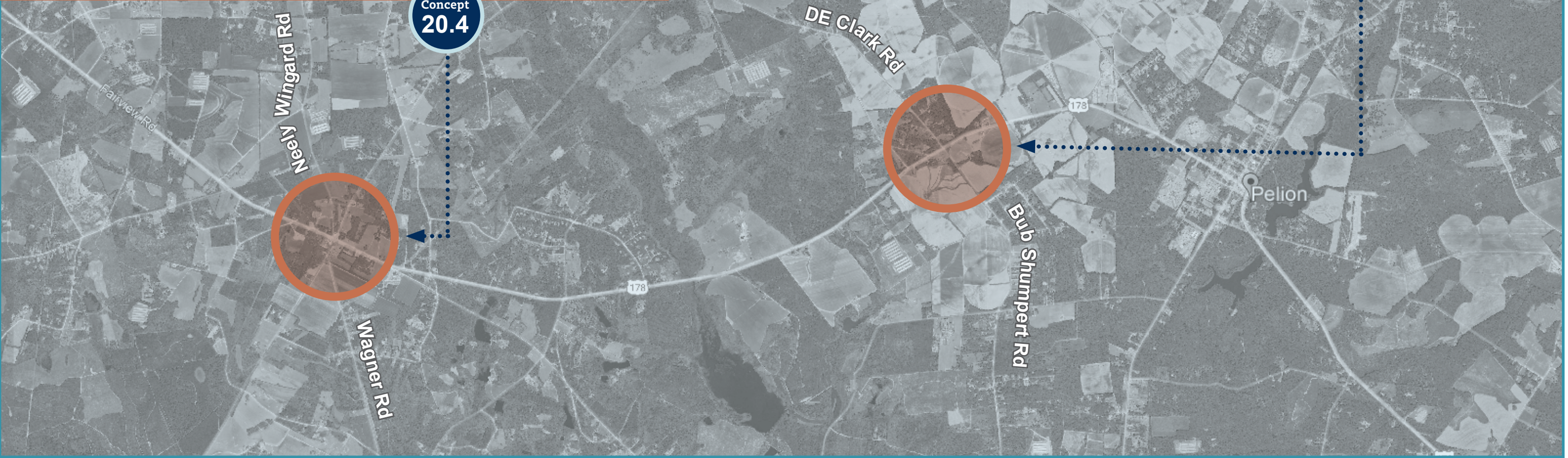
See Concept 20.4

Fairview Rd and Bub Shumpert Rd

Issues: Acute and significant safety problems exist at the two-way stop sign with Bub Shumpert Rd and Fairview Rd, contributing to a high number of angle crashes, 2 fatalities, and 5 injuries. There are sight distance issues and speeding on this straight stretch of road.

2 fatalities and 5 injuries have occurred from 16 crashes at Bub Shumpert Rd
81% angle crashes

See Concept 20.3



Concept 20.3

Fairview Rd and Bub Shumpert Rd

Solutions: Install a roundabout with accompanying lighting. The roundabout will serve as a traffic-calming measure, helping to reduce vehicle speeds entering the Town of Pelion.

- Install lighting, single-lane roundabout

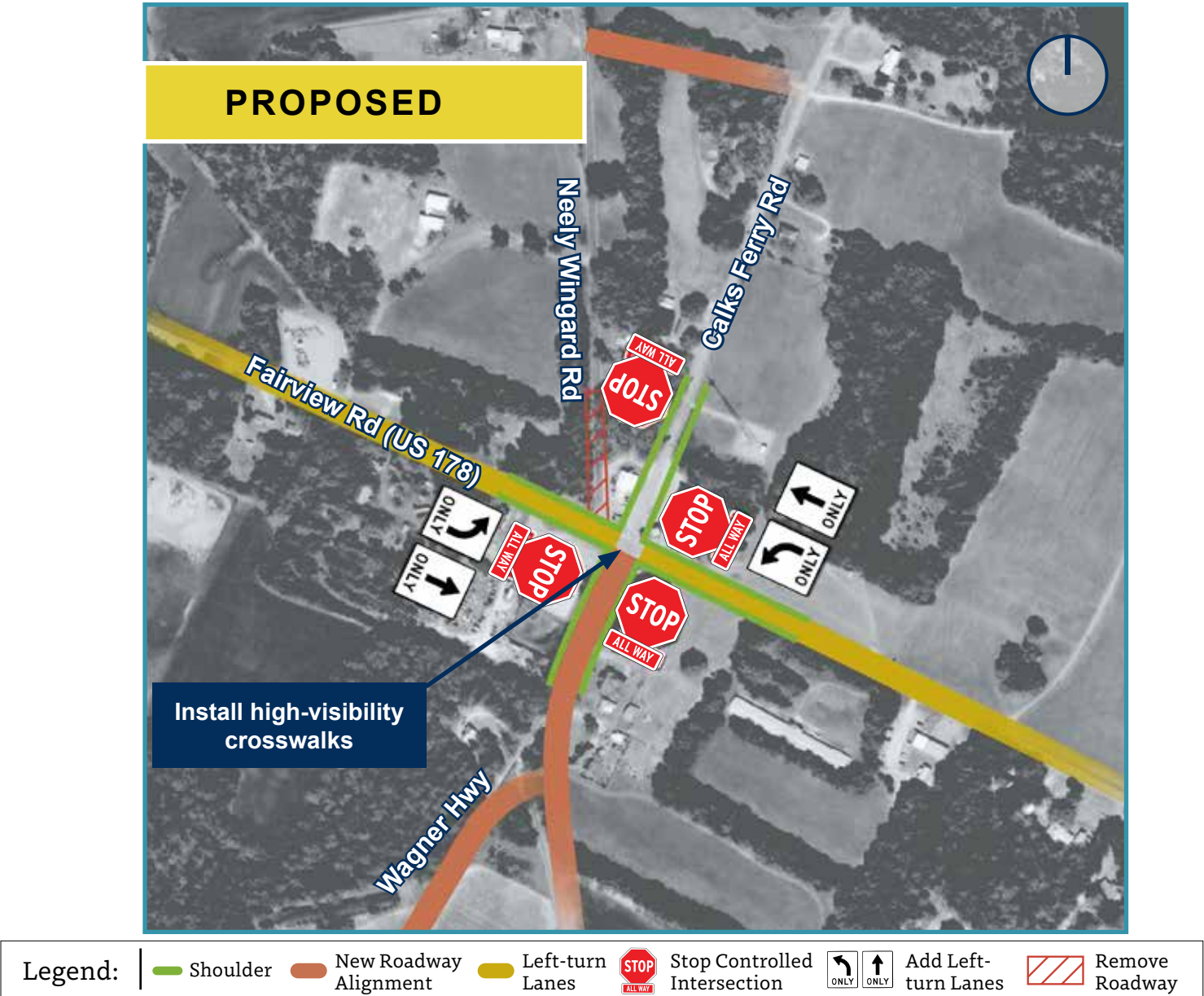


Concept 20.4

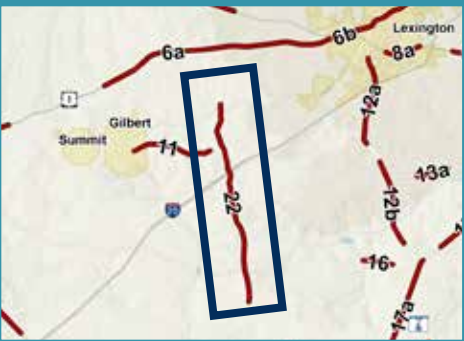
Fairview Xrds

Solutions: Enhance intersection safety and reduce conflict points by redirecting Neely Wingard Road, realigning Wagner Highway to improve sightlines, adding shoulders for pedestrian accommodations, converting the intersection from a two-way to a four-way stop, and providing left-turn lanes on Highway 178.

- Maintain four-way stop control with the addition of left-turn lanes along US 178
- Realign Neely Wingard Rd to connect to Calks Ferry Rd
- Realign Wagner Hwy to create a 90 degree intersection



#22 Calks Ferry Rd: Pond Branch Rd, Old Charleston Rd



Calks Ferry Rd is a rural two-lane roadway with primarily residential housing on each side. Traffic volumes are low, but they are projected to grow steadily with many new planned developments. Volumes are expected to grow even more with the I-20 interchange project.

Key Corridor Safety Issues and Recommendations:

The Calks Ferry Rd corridor had a total of 163 crashes from 2017 to 2024, with four fatalities and 45 injuries. The speed limit is 45mph, and speeding and failure to yield right of way were the most common primary factors for fatalities and injuries, accounting for 56% of those total crashes. The predominant manners of collisions include fixed-object, angle, and head-on crashes. Truck volumes are high at 5-10%, requiring longer gaps to enter or stop in the roadway. DUI is a documented problem along the corridor, as it accounts for 8% and 25% of all crashes and fatalities/serious injuries, respectively. The only comparable HIN for DUI in the Lexington County study was HIN

11. The skewed nature of some intersections results in tight turning movements with sight distance issues. There are no sidewalks nor illumination along Calks Ferry Rd; rumble strips are present on the edge lines and centerlines.

System-wide improvements include dynamic speed feedback signs, intersection safety lighting, chevron warning signs on horizontal curves, turn bays at intersections, and enhanced traffic control measures, particularly roundabouts. Two primary concern areas on Calks Ferry Rd, at the Pond Branch Rd and Old Charleston Rd intersections, experience issues with stop control. Recommended improvements include one enhanced stop control and one roundabout at these locations.

Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bicycle/ Pedestrian Crashes	# of Travel Lanes	Speed Limit
7.57	4	7	45	1	2	45mph

* For information purposes only; not included in KSI crashes per mile ¹TWTL=Two-way left-turn lane

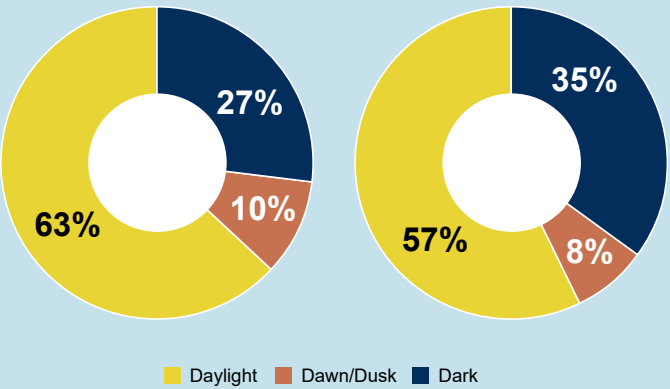
Crash Primary Causes

Primary Cause	% of All Crashes	% of Fatal Injury Crashes
Speeding	35%	27%
DUI	8%	25%
Failure to yield ROW	21%	21%
Disregard sign/signal	10%	11%
Wrong Way	7%	8%

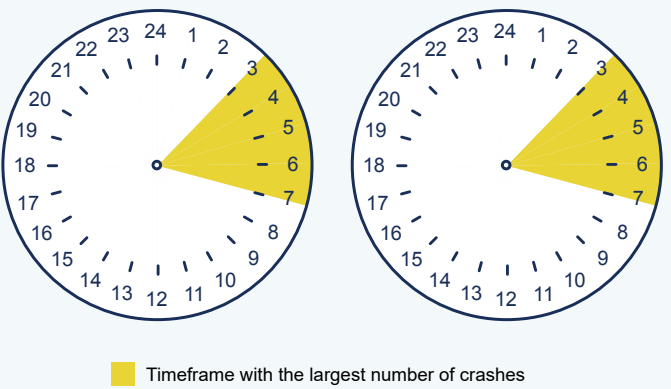
Crash Types

Crash Type	% of All Crashes	% of Fatal Injury Crashes
Angle	28%	29%
Fixed Object	39%	47%
Left-turn	4%	2%
Head-on	4%	10%
Rear-end	17%	8%

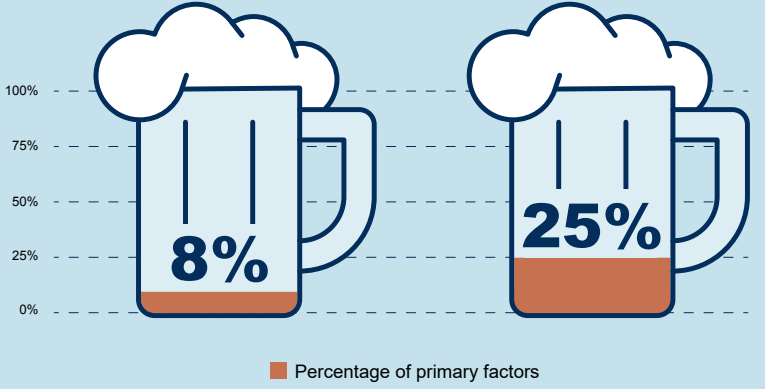
Crashes and Lighting Conditions



Crashes by Time of Day

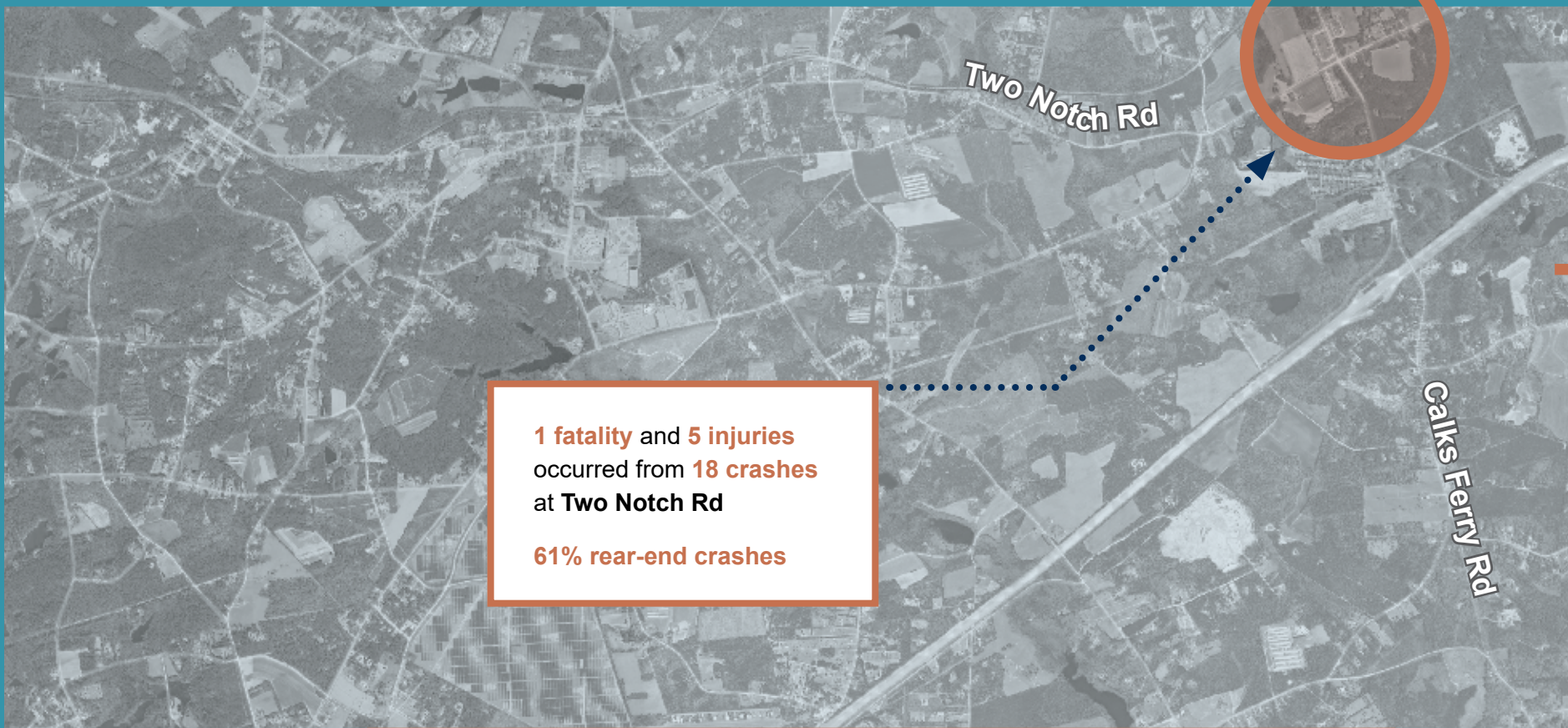


Crashes where DUI is Primary Factor



Key Takeaways

Calks Ferry Rd is undergoing significant growth, including development and a new interstate interchange. Key intersections are contributing to a large portion of the corridor's crashes, and those risks can be mitigated by actions to apply enhanced stop control conspicuity and/or roundabout control.



5 injuries have occurred from **21 crashes** at **Pond Branch Rd**

38% single vehicle and **29% rear-end crashes**

Calks Ferry Rd and Pond Branch Rd

Issues: The existing all-way stop intersection with Pond Branch Rd has Calks Ferry Rd at a skew, which results in a slower, tighter northbound right-turn movement and westbound left-turn movement. As a result, the stop bar placements must be further away from the intersection, which could result in motorist confusion when entering the intersection. The northwest quadrant's fully paved gas station corner contributes to driver confusion, despite an existing overhead flashing beacon.

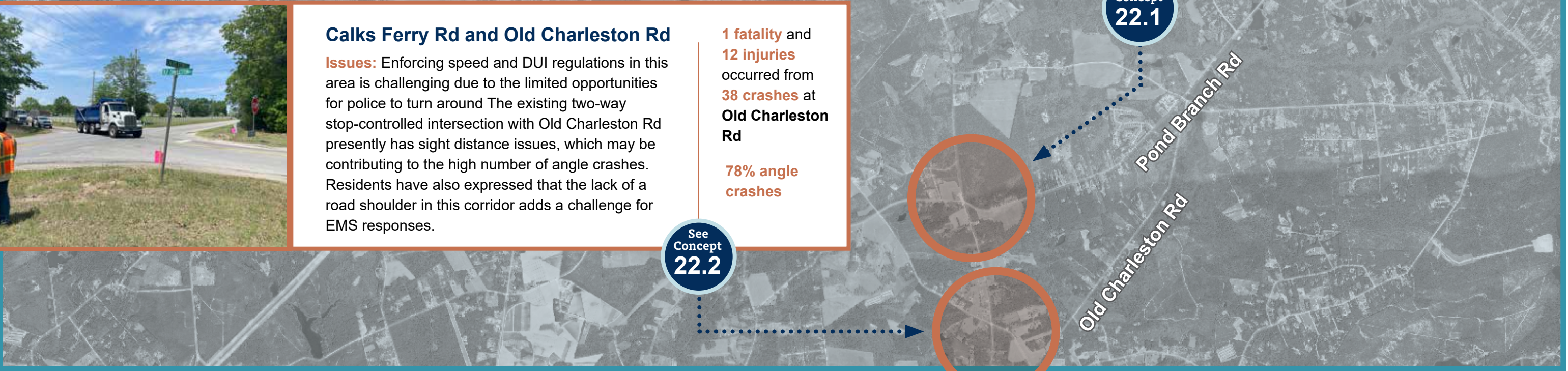


Calks Ferry Rd and Old Charleston Rd

Issues: Enforcing speed and DUI regulations in this area is challenging due to the limited opportunities for police to turn around. The existing two-way stop-controlled intersection with Old Charleston Rd presently has sight distance issues, which may be contributing to the high number of angle crashes. Residents have also expressed that the lack of a road shoulder in this corridor adds a challenge for EMS responses.

1 fatality and 12 injuries occurred from **38 crashes** at **Old Charleston Rd**

78% angle crashes



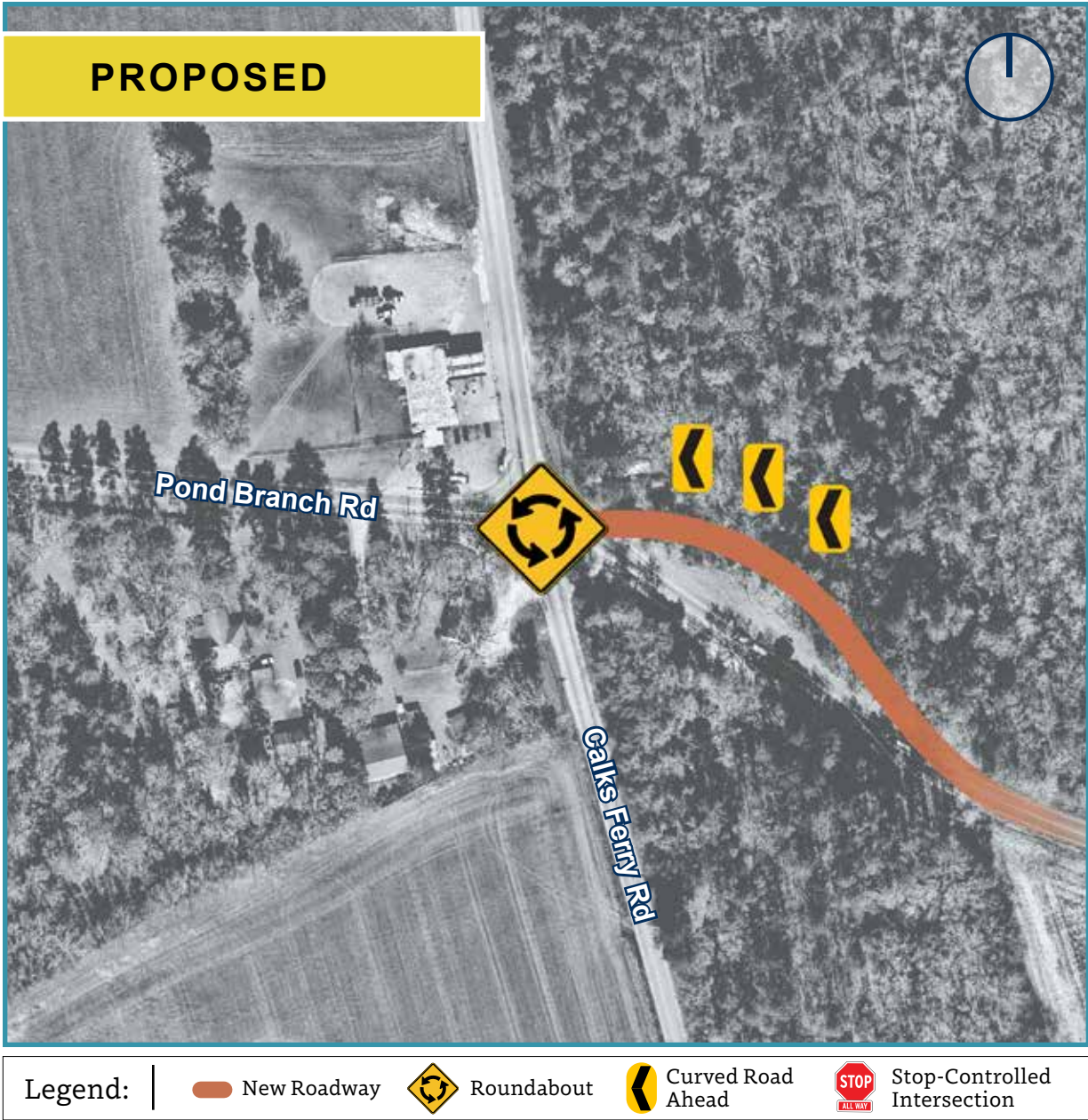
#22 Calks Ferry Road: Pond Branch Rd, Old Charleston Rd

Concept 22.1

Calks Ferry Rd and Pond Branch Rd

Solutions: Upgrade the safety from a four-way stop to a single lane roundabout in order to incentivize speed reduction and to fix the skew with a new road at a right angle.

- Install a single lane roundabout
- Add advisory curve signs



Concept 22.2

Calks Ferry Rd and Old Charleston Rd

Solutions: Convert the existing two-way stop into a four-way stop-controlled intersection and add shoulders to enhance driver visibility, improve EMS access, and provide a turnaround area for police enforcing DUI regulations.

- Upgrade to all-way stop control





Secondary High Injury Corridors

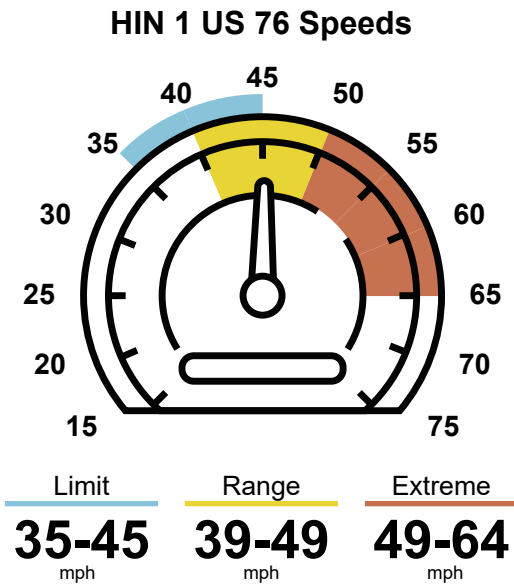
Systemic Improvements on High Injury Corridors

The safety challenges on these corridors are most commonly related to excessive speeds, low visibility or limited sight distance, and turning movements which occur at acute angles. The potential improvements are generally low cost, simple to implement, and have low impacts (environmental, property, utilities, etc.). When funding is identified, all recommendations should be given further evaluation and consideration prior to implementation.

Secondary High Injury Corridors: HIN 1 and HIN 2

HIN 1: US 76, Chapin Rd from Weisz St to Sid Bickley Rd

US 76 runs northwest to southeast from the Town of Chapin towards Columbia, straddling the Lexington and Richland County line. Along this 2.2mi segment the speed limit varies from 35 to 45mph. Rumble strips are present along the shoulders to combat lane departures. As there is no roadway lighting, retroreflective pavement markers have been installed to mitigate head-on collisions. Rear-ended and angled crashes are the most common manners of collision, and speeding and failure to yield right of way are the primary contributing factors to approximately 80% of the crashes. Certain improvements in the corridor may be difficult as the railroad runs parallel and constrains the available right of way.



Recommendations include:

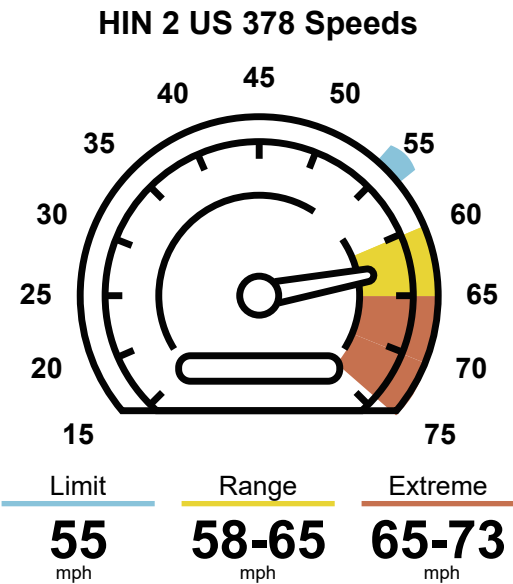
- strategically widening US 76 to allow for left-turn lanes or hardened shoulders approaching key intersections (for example, Sid Buckley Rd) to reduce rear-end and angled crashes;
- establishing a uniform speed limit of 35mph along the corridor;
- enhancing signs and markings, to enhance driver awareness at horizontal curves.

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes	Bike/Ped Crashes	KSI+Bike/ Ped Crashes per Mile	# of Travel Lanes	Speed Limit
1	US 76 Weisz St to Sid Bickley Rd	2.19	2	3	45	0	2.29	2	45

* For information purposes only; not included in KSI crashes per mile

HIN 2: US 378, from Lake Village Dr to Clubside Dr

US 378 parallels the south side of Lake Murray from Saluda to Lexington. This approximately 7.9mi segment of US 378 has a speed limit of 55mph. Rear-end, angle, left-turn, head-on, and fixed object crashes are all prominent manners of collision. Speeding is the contributing factor for approximately 40% of the crashes, while failure to yield right of way and driving under influence are primary contributing factors for approximately 35% of the crashes. Current safety features include a two-way left-turn lane and rumble strips along the shoulders. The clear zone through much of the corridor is well-established and guardrails protect against run-off-the-road crashes at some, but not all, appropriate locations.



Recommendations include:

- installing longitudinal rumble strips along the centerline, to combat head on collisions in the two-lane sections of the corridor;
- lowering the speed limit from 55mph to 45mph;
- realigning or managing conflicts at intersections between Lewie Rd and Taylors Cover Rd;
- a restriping plan that narrows lanes from 12 to 11 feet with wider edge lines and potentially reducing the number of lanes in certain areas where development is unlikely to occur;
- saturation patrols and targeted enforcement of laws pertaining to driving while under the influence of alcohol or drugs.

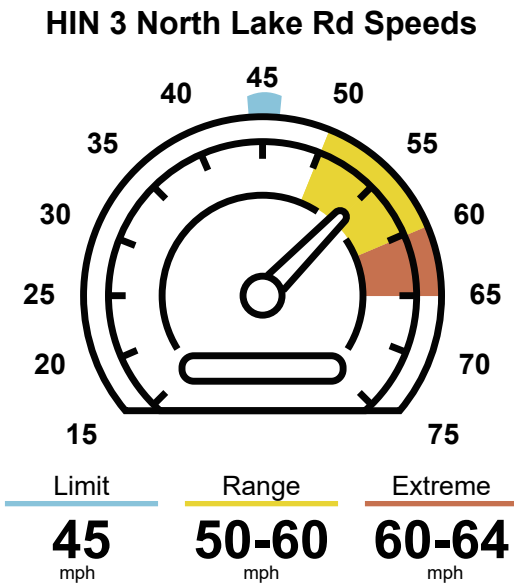
ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes	Bike/Ped Crashes	KSI+Bike/ Ped Crashes per Mile	# of Travel Lanes	Speed Limit
2	S 378 300ft West of Lake Village Dr to Clubside Dr	7.93	10	3	84	1	1.64	2-4	55

* For information purposes only; not included in KSI crashes per mile

Secondary High Injury Corridors: HIN 3 and HIN 5

HIN 3: North Lake Dr (SC 6), Bush River Rd to Pilgrim Church Rd

North Lake Dr parallels the east side of Lake Murray and is approximately 3.4mi in length with a posted speed limit of 45mph. The prominent manners of collision are rear-end, left-turn, angle, and striking fixed objects. Speeding, failure to yield right of way, disregarding traffic control and improper lane use age are the primary contributing factors for approximately 75% of the crashes. Current safety features include a two-way left-turn lane, retroreflective pavement markers, and retroreflective yellow borders on signal heads. There is no roadway lighting along North Lake Dr.

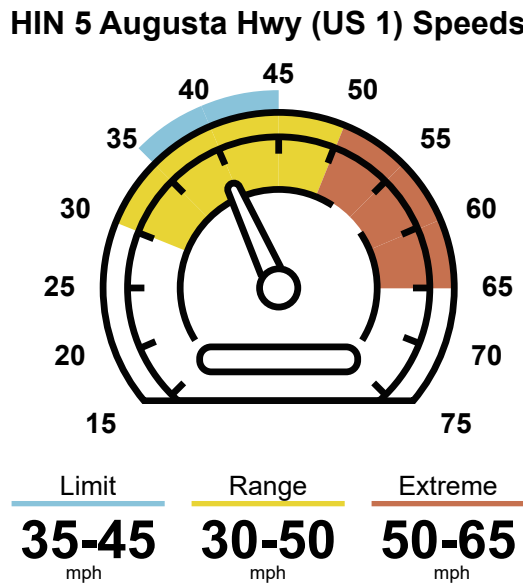


Recommendations include:

- reflective delineators and object markers along guardrails and concrete barriers to improve night-time driving safety;
- rumble stripes along the causeway section of North Lake Dr to mitigate speeding;
- signal timing and phasing adjustments at Andrew Corley Rd and Pilgrim Church Rd to improve clearance and reduce left-turn and read-end crashes.

HIN 5: Augusta Hwy (US 1), from North Oak St to Little Creek Dr

This segment of Augusta Hwy (US 1) runs between the Town of Batesburg-Leesville east towards Lexington and is 5.1mi in length, with the posted speed limit ranging from 35 to 45mph. Prior to reconstruction of this segment of Augusta Hwy in 2023, angle and rear-end were the most common manners of collision. Failure to yield right-of-way, speeding, and driver inattention were the primary contributing factors for 70% of the crashes. The reconstruction of this portion of Augusta Hwy included advanced warning signs, retroreflective pavement markings, object markers, and street lighting to improve nighttime visibility.



No further action is recommended at this time. It is recommended to conduct a “before and after” study to evaluate the safety effects of the 2023 roadway improvements.

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes	Bike/Ped Crashes	KSI+Bike/ Ped Crashes per Mile	# of Travel Lanes	Speed Limit
3	SC 6 Bush River Rd to 400ft south of Pilgrim Church Rd	3.42	6	4	97	1	2.93	4	45

* For information purposes only; not included in KSI crashes per mile

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes	Bike/Ped Crashes	KSI+Bike/ Ped Crashes per Mile	# of Travel Lanes	Speed Limit
5	Augusta Hwy (US 1) N Oak St to Little Creek Dr	5.12	3	6	91	1	1.95	2-4	35-45

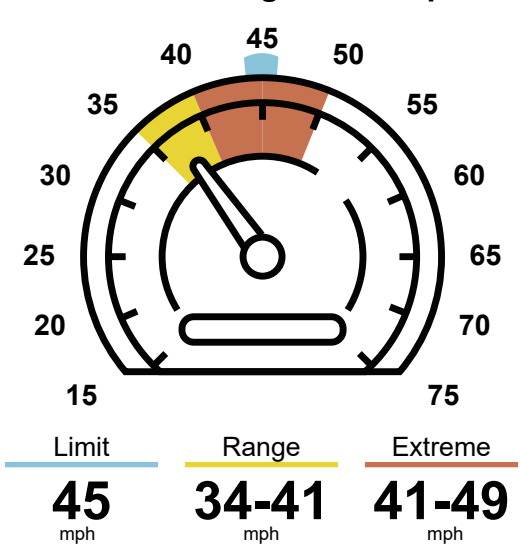
* For information purposes only; not included in KSI crashes per mile

Secondary High Injury Corridors: HIN 8 and HIN 10

HIN 8: Main St/Augusta Rd (US 1), Schwarz Rd to Pineview Rd

The Main Street/Augusta Road (US 1) runs approximately 8mi west to east between the Town of Lexington and City of West Columbia. The speed limit is typically 45mph, and there is an exceedingly high frequency of driveways especially in the segments approaching and within the municipalities. Rear-end and angle are the most common crash types with failure to yield right-of-way and speeding being the main primary causes.

HIN 8 Main St/Augusta Rd Speeds

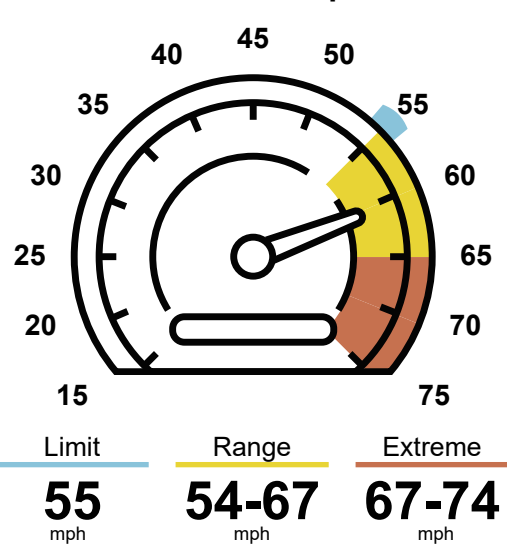


Recommend evaluating and developing a thorough access management plan for the corridor with quick-build tactical improvements tested in and near the municipalities.

HIN 10: Fairview Rd (US 178), S Lee St to Ranch Rd

Fairview Rd (US 178) runs from just south of Batesburg-Leesville for approximately 4.6mi with a posted speed limit of 55mph. The most common manners of collisions are rear-end, left-turn, and fixed object crashes. Speeding, failure to yield right of way, and improper lane usage are the most common contributing factors to crashes. Current safety features include rumble strips along the shoulders and centerline to combat lane departures.

HIN 10 US 178 Speeds



Recommendations include:

- speed management measures throughout the corridor;
- creating a T-intersection to prohibit the crossover high-speed merge at S. Lee St (SC 245);
- adding flashing beacons or warning devices approaching the intersection with Two Notch Rd;
- installing dynamic speed feedback signs to tackle the speeding issues;
- installing intersection flashing beacons and auxiliary turn lanes, to help reduce rear-end crashes and increase drive attentiveness at intersections.

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bike/Ped Crashes	KSI+Bike/ Ped Crashes per Mile	# of Travel Lanes	Speed Limit
8	Main St./Augusta Rd (US 1) Swartz Rd to Pineview Rd	6.24	13	50	791	25	13.29	4	35-45

* For information purposes only; not included in KSI crashes per mile

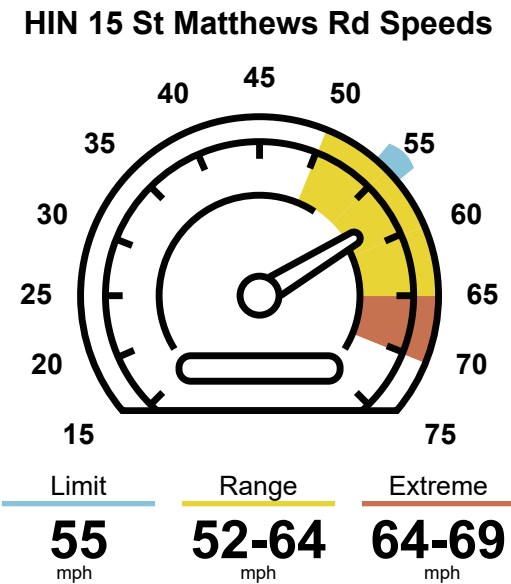
ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bike/Ped Crashes	KSI+Bike/ Ped Crashes per Mile	# of Travel Lanes	Speed Limit
10	Fairview Rd (US 178) 700ft north of S Lee St. to 0.25mi north of Ranch Rd	4.61	4	4	40	2	1.74	2	55

* For information purposes only; not included in KSI crashes per mile

Secondary High Injury Corridors: HIN 15 and HIN 16

HIN 15: St Matthews Rd (SC 6), Beaver Creek Rd to Copeland Rd

This HIN segment of Saint Matthews Rd (SC 6) runs west to east from Swansea to near the Lexington County border, is approximately 4.3mi in length, and has a posted speed limit of 55mph. SCDOT recently installed rumble strips along the shoulders and centerline to help prevent roadway departures. Roadway departures and rear-end are the most predominant types of crashes. Speeding and driving under the influence are the most common contributing factors.

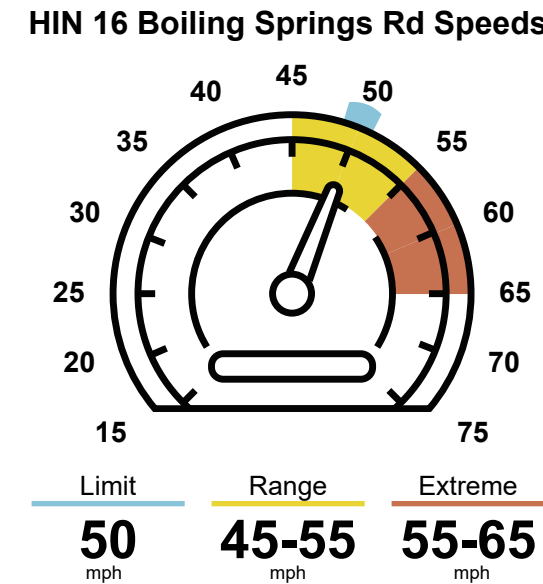


Recommendations include:

- speed management measures throughout the corridor;
- enhanced signage at horizontal curves;
- completing tree removal/clear zone improvements in certain sections of the corridor where work has not been completed.

HIN 16: Boiling Springs Rd (SC 279), Bluefield Rd to Sandy Peach Ln

This approximately 1.1mi rural corridor runs west to east with a posted speed limit of 50mph. Most of the crashes occurred at intersections, and approximately 65% are angle crashes. Most common contributing factors are failure to yield right-of-way and disregarding traffic control. Rumble strips exist along the shoulders and centerline to help prevent roadway departures, but minimal safety features exist at the high crash intersections.



Recommendations include:

- speed management approaching and/or four-way stop controls or roundabouts at Bethany Church Rd and Bluefield Rd;
- enhanced signage at horizontal curves.

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bike/Ped Crashes	KSI+Bike/ Ped Crashes per Mile	# of Travel Lanes	Speed Limit
15	Saint Matthews Rd (SC 6) 1000ft east of Beaver Creek Rd to 650ft east of Copeland Rd	4.31	5	2	15	0	1.62	2	55

* For information purposes only; not included in KSI crashes per mile

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bike/Ped Crashes	KSI+Bike/ Ped Crashes per Mile	# of Travel Lanes	Speed Limit
16	Boiling Springs Rd 250ft west of Bluefield Rd to 0.45mi west of Sandy Peach Ln	1.13	3	3	27	2	6.22	2	50

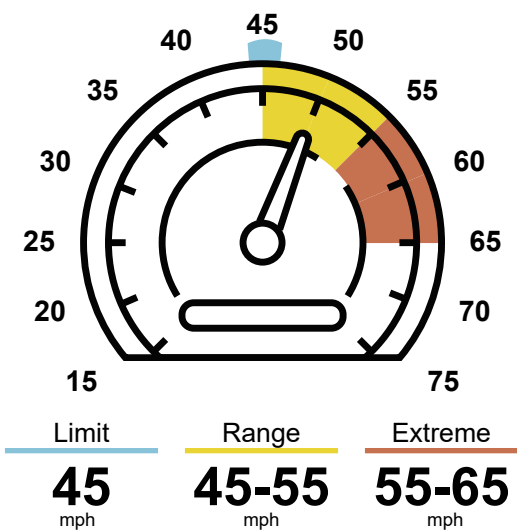
* For information purposes only; not included in KSI crashes per mile

Secondary High Injury Corridors: HIN 17a-b and HIN 18

HIN 17a-b: Edmund Hwy (SC 302), Clay Hill Rd to Tina Dr

Edmund Hwy (SC 302) corridor runs southwest to northeast from Pelion to South Congaree. Rumble strips exist along the shoulders and centerline to combat roadway departures in both segments; however, the most common types of crashes in the corridor are rear-end, angle, and left-turn crashes. Speeding and failure to yield right-of-way are the most common contributing factors. The northeast portion, 17b (Landfill Dr to Tina Dr), is approximately 2.8mi in length with a posted speed limit of 45mph. Angle and rear-end crashes are the most common types of crashes. Speeding and failure to yield right-of-way are the most common primary contributing factors.

HIN 17a-b: Edmund Hwy Speeds



COATS has an active feasibility study for the section of SC 302 (Pine St from Fish Hatchery Rd to Cedar Creek Rd which encompasses much of HIN 17b and all of HIN 21. North of the feasibility study limits, recommendations include:

- reducing the speed limit to 35mph through the incorporated boundaries of Pelion and South Congaree;
- reconfiguring the intersection of SC 302 and SC 6 (South Lake Dr) to simplify turning movements and slow speeds through the intersection; including potentially connecting the two sections of Boiling Springs Rd (separated by a gap of ~100ft); closing the southbound slip lane; or installing a roundabout;
- closing the high-speed free right turn northbound on SC 6 (just south of Falcon Dr).

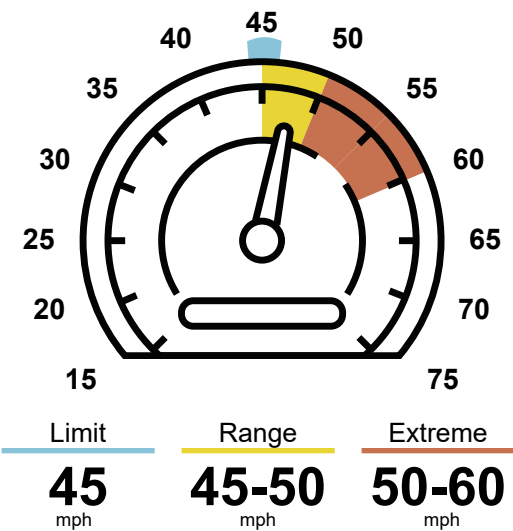
ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bike/Ped Crashes	KSI+Bike/Ped Crashes per Mile	# of Travel Lanes	Speed Limit
17a-b	Edmund Hwy (SC 302) 10.25mi north of Clay Hill Rd to Tina Dr	7.31	6	13	185	2	2.87	2-4	45

* For information purposes only; not included in KSI crashes per mile

HIN 18: Fish Hatchery Rd, Woodcrest Ln to Wild Bird Ln

Fish Hatchery Rd (S-73) runs southwest to northeast from Woodcrest Ln to near Wild Bird Ln. It is approximately 2.8mi in length with a posted speed limit of 45mph. Rumble strips exist along the shoulders to reduce roadway departures. Rear-end and fixed object crashes are the most common types. Speeding is the main cause, followed by failure to yield right-of-way and improper turn.

HIN 18 Fish Hatchery Rd Speeds



Recommendations include:

- speed management strategies;
- installing centerline rumblestrips.

ID	Roadway	Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	All Injury Crashes*	Bike/Ped Crashes	KSI+Bike/Ped Crashes per Mile	# of Travel Lanes	Speed Limit
18	Fish Hatchery Rd Woodcrest Ln to 400ft south of Wild Bird Ln	2.79	4	5	39	3	3.58	2	45

* For information purposes only; not included in KSI crashes per mile



Key Policy Objectives

Long-term, sustained improvement in reducing serious injuries and fatalities requires long-term planning and policy changes.

Two key policy objectives are discussed in this section.

Key Policy Issue #1: Strengthening Access Management Practices

Nearly 40% of all serious injuries and fatalities on the urban and suburban high injury network corridors involve left-turns or rear-end collisions. Many of these crashes are a function of uncoordinated land use and transportation decisions made over the past three decades as Lexington County has grown; many crashes can be prevented in the outer parts of Lexington County as more growth occurs.

Recognizing that the fast pace of growth is contributing to both traffic congestion and increased roadway collisions, Sections 4.3 and 4.4 of the 2022 Lexington County Comprehensive Plan includes policy directives that encourage access management strategies to limit frequent driveways, improve traffic flow, and minimize conflict points. Specifically, the plan calls for:

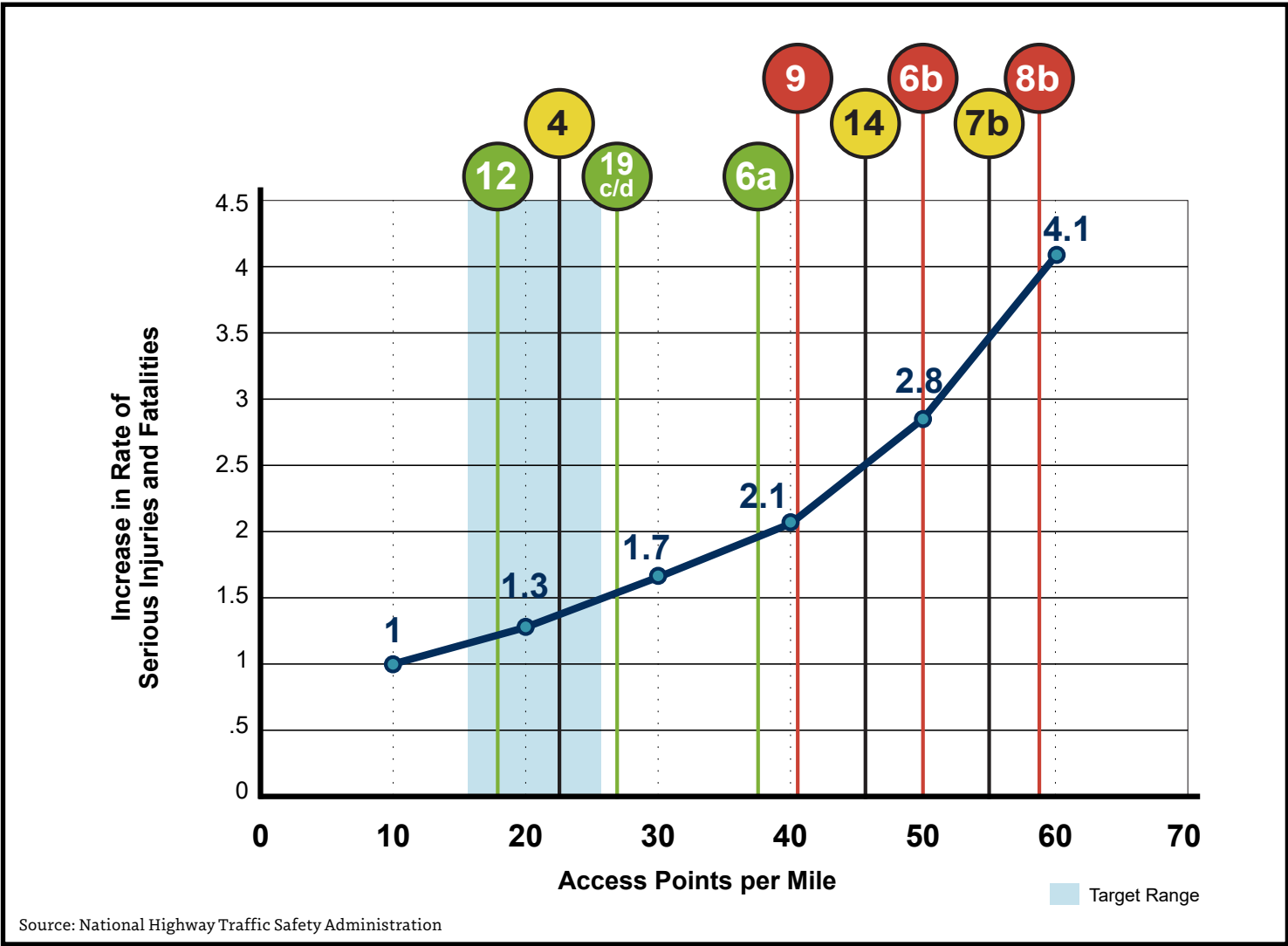
- Requiring inter-parcel connectivity on major roads to allow short trips between adjacent destinations to occur off major roads;
- Requiring new neighborhoods and developments to provide multiple access points (to at least two roads where possible) to improve network connectivity and relieve pressure on roads that serve as primary access points for multiple neighborhoods;
- Upgrading design standards for privately maintained dirt roads and/or private road access easements, such that they may one day more easily be integrated into the public roadway network.

Implementation details of a comprehensive plan are solidified using mechanisms such as the county’s subdivision ordinance, zoning code, land development manual, and roadway design standards. Partnership with SCDOT through its access management permitting process and coordination with municipalities along corridors with shared land use planning and zoning responsibilities is also necessary to improve access management.

Access management is the “coordinated planning, regulation, and design of access between roadways and land development.” Its goal is to provide a systemic way to improve the safety and efficiency of moving people and goods while reducing conflicts between all modes using and crossing the roadway, including cars, heavy vehicles, transit, bicycles, and pedestrians.

There is an exponential relationship between the number of access points on an urban arterial roadway and the number of serious injury and fatal crashes. Twenty access points per mile (intersections, driveways, ramps) should be the target but most high injury corridors in Lexington County exceed the target.

Access Management on High Injury Corridors

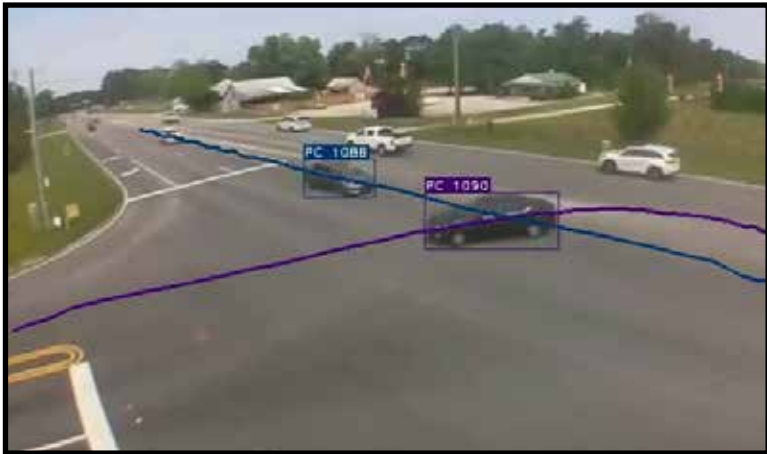


#1: Access Management: A Strategy to Reduce Left-Turn Crashes

Analyzing Crashes Before They Occur

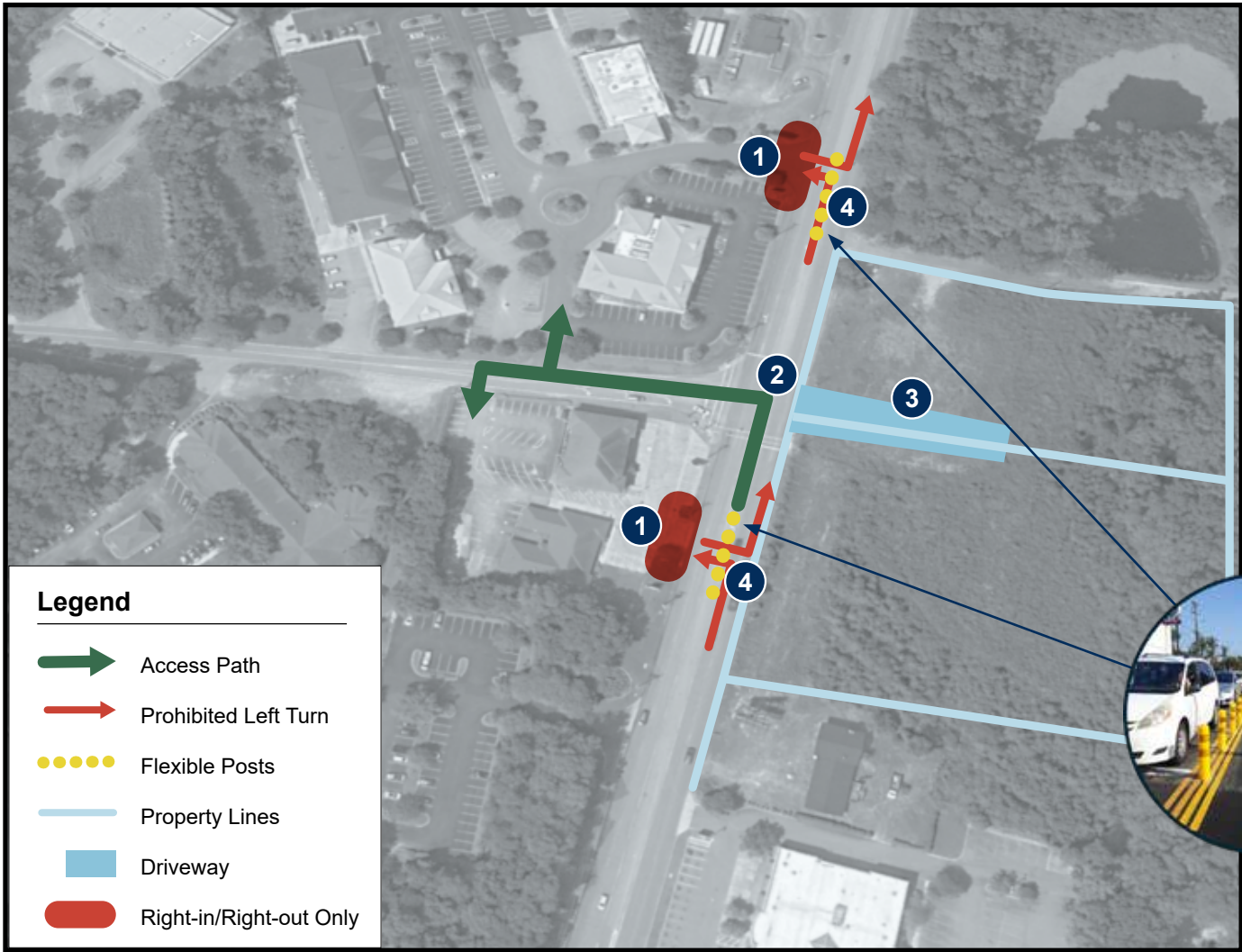
Traditional road safety investigations wait for crashes to happen before taking action. By the time enough collision data accumulates to justify intervention, serious injuries have already occurred, and lives have already been lost. Emerging technology now allows traffic engineers to document the frequency of “near-misses” which some studies estimate to occur 30 times more often than crashes. Some of the highest frequencies of “near-misses” also occur on, or approaching the High Injury Network including:

- **St. Andrews Rd at Bush River Rd** – 8.3% of all southbound left turns and 3.2% of all northbound left turns.
- **US 321 at Woodcote Rd** – 5.1% of all northbound left turns.
- **US 321 at Gardener’s Terrace Rd/Farmer’s Market Dr** – 4.8% of all northbound left turns and 3.8% of all southbound left turns.
- **Calks Ferry Rd at US 1** – 4.5% of all westbound left turns and 3.7% of all eastbound left turns.
- **South Lake Dr (SC 6) at Two Notch Rd** – 4.2% of all northbound left turns.



1,794 “near-misses” were caught on camera at 22 locations in less than 24 hours.

Examples of Short- and Long-term Access Management Strategy to Reduce Left-Turn Crashes



1

Converting these two driveways to right-in/right-out only eliminates 6 conflict points for turning vehicles and retains access to all properties via a signalized intersection.

2

Adjustments to signal timing and phasing can reduce delay for left-turning traffic.

3

When these properties are developed, require a shared driveway and/or cross parcel easement as a condition of building approval.

4

Flexible posts or bollards can be used to test the strategy to determine safety benefits and access impacts before installing a concrete barrier island.

#1: Access Management Corridor Recommendations

The land use characteristics, projected growth or redevelopment of a corridor, its existing road network, traffic volumes, and trip characteristics frame the approach that can be taken to reduce fatalities and serious injuries through access management. Different tools are used to promote safe and smooth traffic flow in a well-established corridor than are used in an area that is forecasted for growth. Lexington County lends itself to three generalized types of corridors as described below.

Expanding and Emerging Corridors

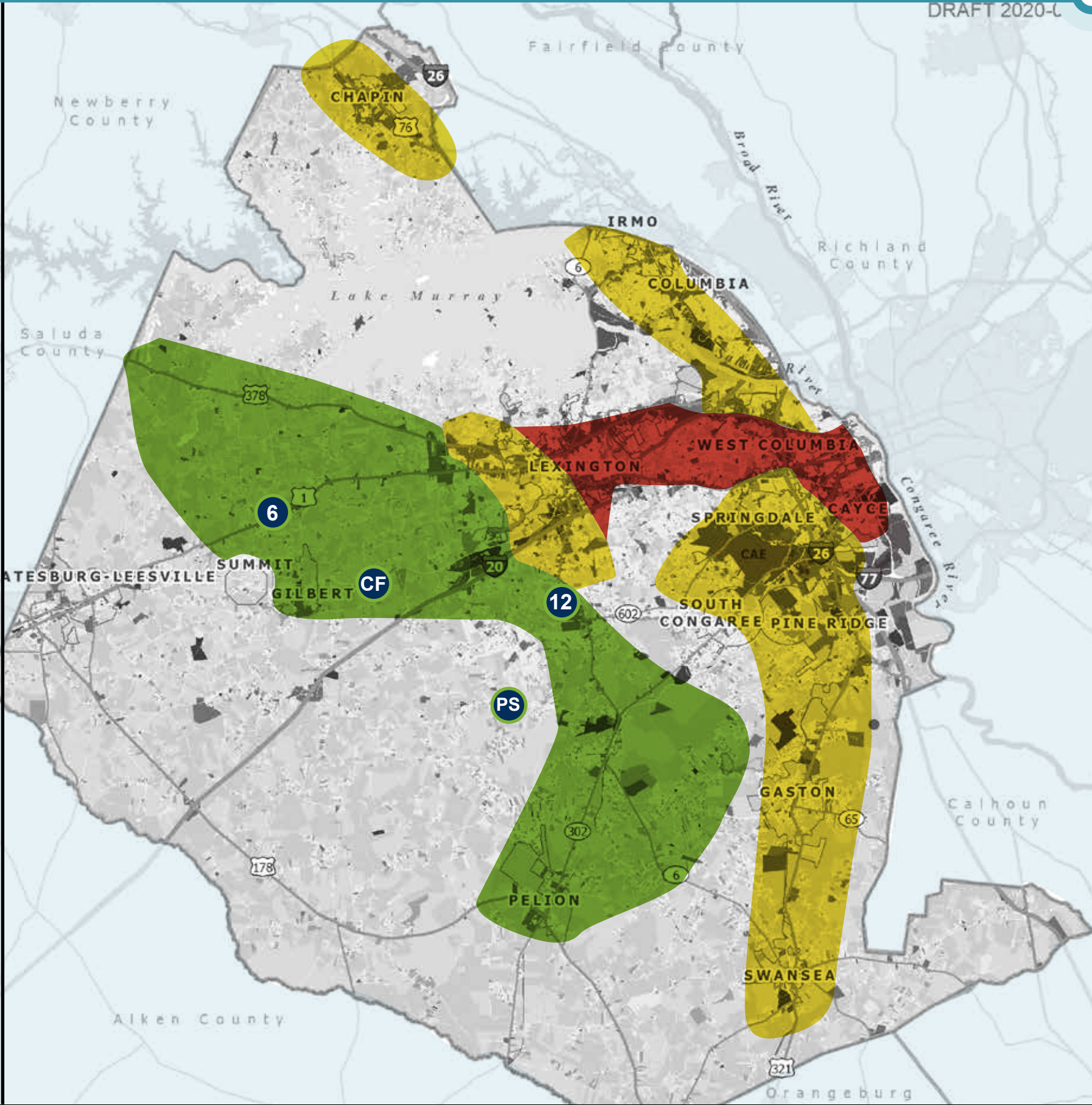
These corridors are where the most residential and commercial growth is occurring and forecast to occur. The number of crashes today is low, but the crashes tend to have more severe outcomes because speeds are higher and turning movements are made more freely. Proactive land use and transportation planning should occur to avoid a future increase in crashes as traffic volumes grow; an open and transparent planning process will generate community and business understanding of the need for safety improvements.

Recommendation

Access management plans providing heightened scrutiny to development projects, and setting high expectations for developers should be developed in these corridors. The long-term benefit of safe and smooth travel will outweigh the short-term costs of land acquisition and construction.

- 6** Augusta Hwy (US 1) from Pisgah Church Rd to Lewie Rd (partial overlap with HIN 6a)
- 12** South Lake Dr (SC 6) from Platt Springs Rd to Edmund Hwy (partial overlap with HIN 12)
- PS** Platt Springs Rd from South Lake Dr to Calks Ferry Rd
- CF** Calks Ferry Rd from Pond Branch Rd to I-20

* NOTE: limits of Access Management Focus Areas may vary from limits of High Injury Network



#1: Access Management Corridor Recommendations, *continued*

Stable but Serious Corridors

These corridors have well-established land use patterns and opportunities for new development are low, but some infill or redevelopment may occur. The number of crashes which may be related to poor access controls is moderate and the crashes tend to be concentrated in a few locations. They may have a supporting roadway grid or network that can be used to increase the number of right-turn movements and reduce the number of left turns; median treatments may be possible without significant impact to nearby residents and businesses.

Recommendation

Building and zoning permits for changes of use or redevelopment should be utilized to secure access management improvements.

- 1 US 76 from Weisz St to Sid Bickley Rd
- 4 Harbison Rd/St. Andrews Rd
- 12 South Lake Dr between I-20 and Main St
- 13 Platt Springs Rd between Cross Rd and Winchester Dr
- 19 Between Gaston and Swansea

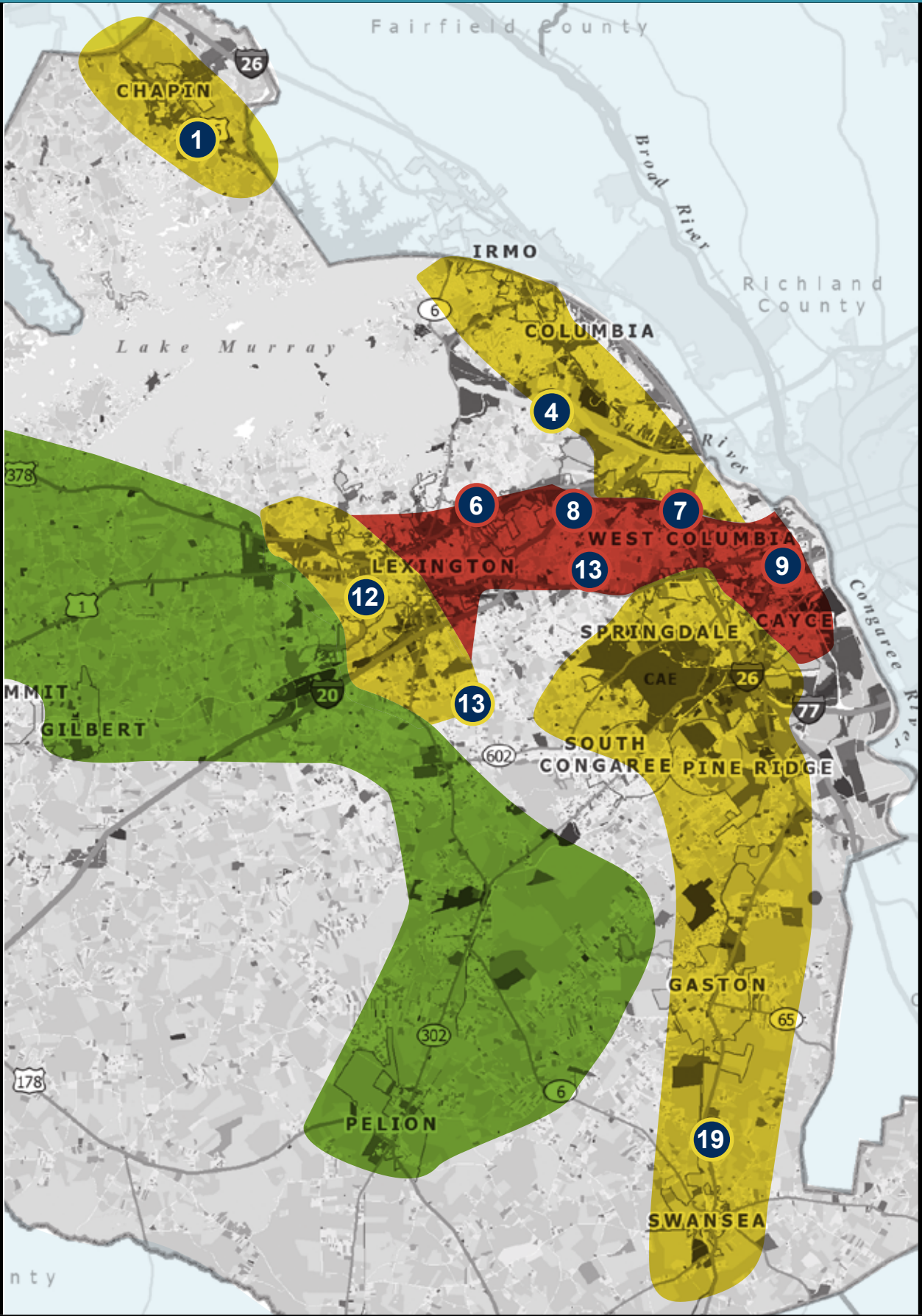
Urban and Urgent Corridors

These corridors are in, and approaching, the municipalities, have stable land use patterns but with some infill, redevelopment or changes in use. The volume of crashes related to poor access controls is significant, although the outcomes may be less severe for motorists due to lower speeds. Pedestrians and bicyclists are particularly vulnerable in these corridors because of the frequency of driveways and side streets, sudden turning movements and limited crossings which are controlled by signals or stop signs.

Recommendation

Aggressively and proactively develop a “quick-build” approach to these high-crash corridors. This approach can test restricting some turning movements to provide pedestrians with safer, high-visibility places to cross the road. Changes can be quickly made if safety outcomes and community response are not positive after a sufficient demonstration period. Dedicated engineering and public outreach staff are necessary to make rapid safety progress these corridors.

- 6 Augusta Hwy (US 1) Old Farm Rd to Home Ferry Dr
- 7 Sunset Blvd (US 378) from Meeting St to Rutland Ave
- 8 Augusta Rd (US 1) from Carroll Ct to Pineview Rd
- 9 Knox Abbot Dr (US 321) from Charleston Hwy to Congaree River
- 13 Platt Springs Rd (SC 602) from Springdale Rd to Williams St



* NOTE: limits of Access Management Focus Areas may vary from limits of High Injury Network

Key Policy Issue #2: Improve Emergency Response Times & Access to Trauma Care

Meeting the Growth Needs of Emergency Services in Lexington County

Lexington County organizes its principal public safety functions in two departments: The Sheriff's Department and the Public Safety Department, which includes fire service, emergency medical service (EMS), emergency management, and communications (including 9-1-1 coverage). The County also partners with its municipalities which have public safety functions, such as their own police or fire department. All agencies play key roles to ensure that crash victims are rescued and treated promptly.

EMS coverage is provided from 15 EMS and 25 Fire Stations. Vehicles are also strategically positioned away from the stations throughout the day to be able to swiftly respond to emergencies. The County also maintains the 911 system and is working on moving from an E-911 system to a Next Generation 911 system (NG911) to improve accuracy location for 911 calls.

Recommendations

A rapidly growing place like Lexington County also faces challenges in data management, communications interoperability, and capital investments for vehicles, stations, and equipment.

The County's Comprehensive Plan calls for:

- Establishing formal Levels of Service (LOS) for Sheriff, Fire, EMS, and 9-1-1 dispatch, and developing processes to monitor and improve deficits when and where they arise.
- Developing a capital improvement plan for public safety needs including facilities, apparatus, equipment, and communications systems.

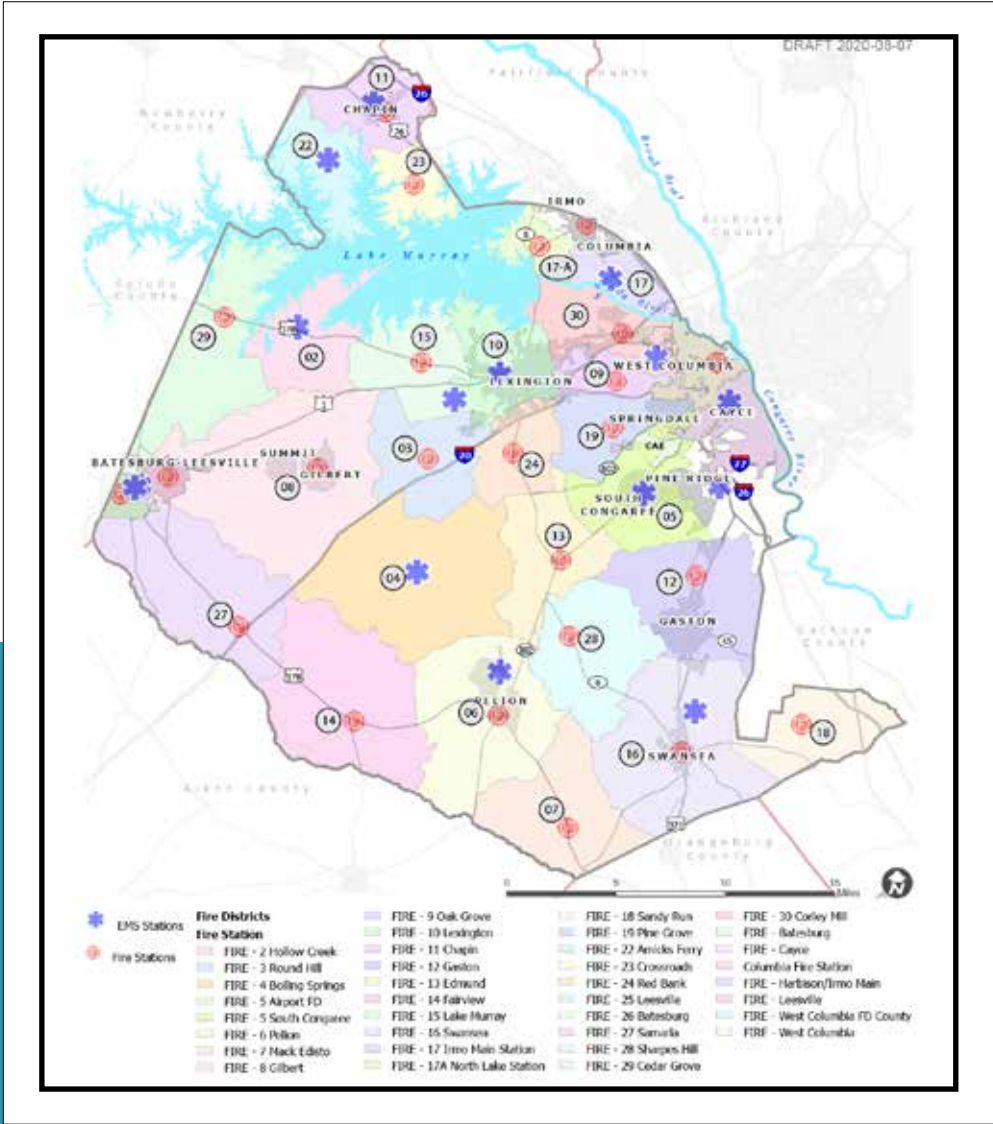
Improving EMS Pre-hospital Care

Although prompt initial on-scene response is meeting standards, especially in the rural parts of the county, there is a significant lag time between initial response and full capability for extraction, patient stabilization, and treatment.

From Swansea, Gilbert, and Batesburg-Leesville, for example, the distance to the nearest hospital is 20 to 25mi. With traffic during rush hour, it can take more than a half hour to reach the hospital and including the time for dispatch, EMS on-scene arrival, and victim extrication added to the travel time, much of the "golden hour" has passed. Rural EMS providers need additional tools to increase the chances of survival.

Recommendations

- Continue to build out the NextGen 911 system to improve dispatch and response time.
- Conduct an inventory of first-responder tools such as extrication equipment and ensure that rural stations have the best availability technology for victim access and extraction.
- Develop a whole-blood infusion program beginning with the outlying EMS stations.
- Develop direct-to-hospital communications so that first responders can interact with trauma clinicians while en route from a crash scene to the hospital.



Fire and EMS stations in Lexington County

#2: Improve Emergency Response Times & Access to Trauma Care

It is well established that the first 60 minutes after traumatic injury is the period of time in which there is the highest likelihood that medical and surgical treatment will prevent death.¹ Residents of Lexington County are fortunate to have easy access to two “Level 1 Trauma Centers”: Prisma Health Richland and the Medical University of South Carolina, as well as Lexington Medical Center and Prisma Health Baptist Park Ridge Hospital in Irmo. The Lexington County EMS Department reports that they are generally meeting industry standards for response times; however, that system is becoming strained by traffic congestion – thereby risking that trauma services can be provided in the “golden hour.”

Recommendation

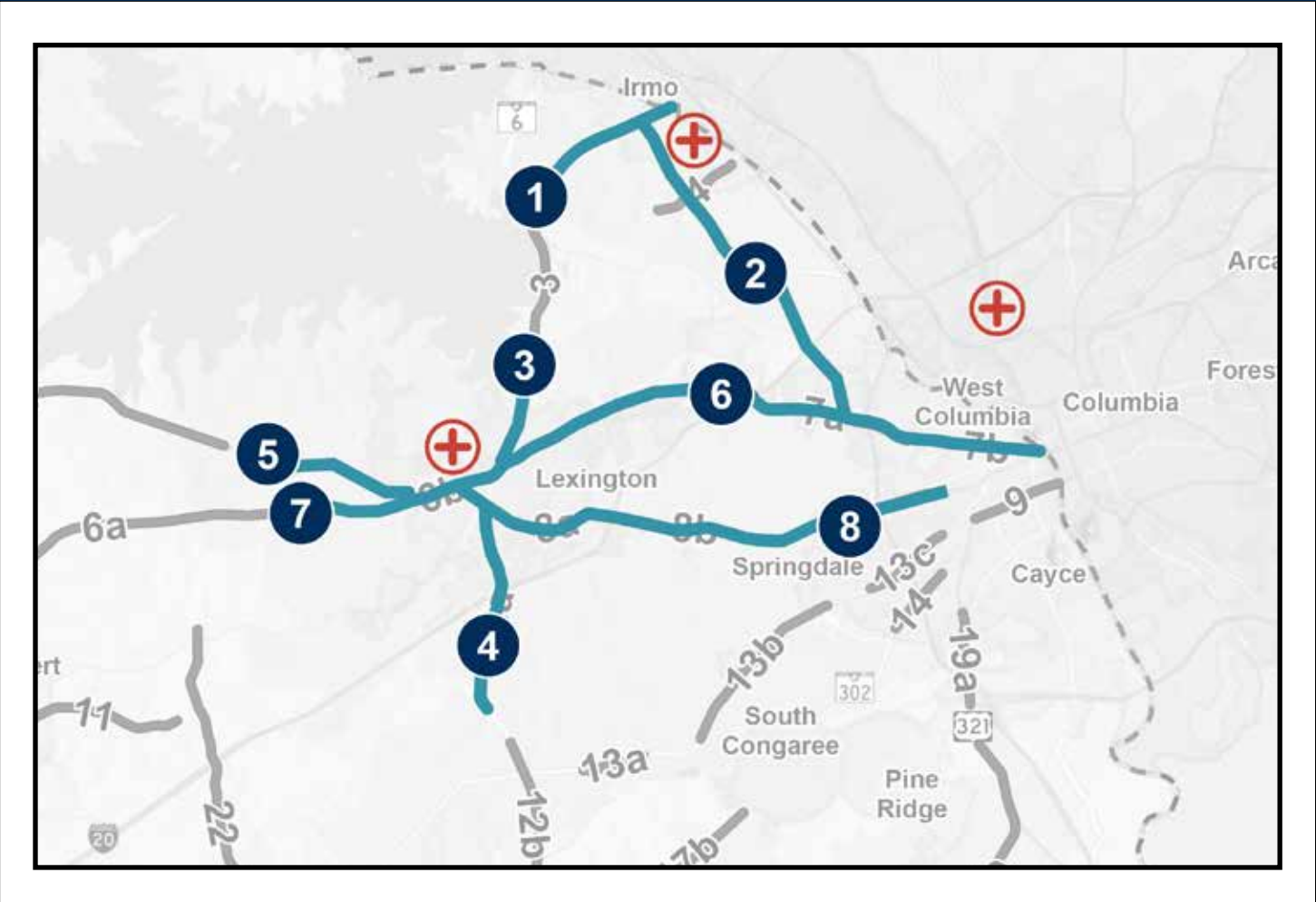
To combat delays in EMS teams from reaching the scene of a serious crash or transporting a victim to the hospital, it is recommended that Lexington County deploy Emergency Vehicle Preemption (EVP) systems on 8 key corridors.

EVP is a smart traffic control system that temporarily modifies traffic signal patterns to prioritize emergency vehicles, such as ambulances and fire trucks, as they approach intersections. EVP also reduces the risk of collisions at intersections by ensuring that emergency vehicles have a clear path, thereby protecting both responders and the public. After the emergency vehicle passes, normal traffic patterns can resume quickly, reducing overall disruption to traffic.

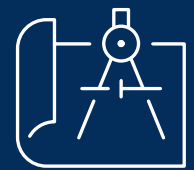
¹ American College of Surgeons (2008). Atls, Advanced Trauma Life Support Program for Doctors. Amer College of Surgeons. ISBN 978-1880696316.

EVP is typically embedded into the traffic control system which requires coordination with SCDOT. Fortunately, many other areas of the state are deploying EVP systems and SCDOT is supporting their installation. Systems are currently in place in parts of Charleston and in Georgetown and Horry Counties in the Myrtle Beach area. The City of Clinton and Anderson County were awarded a total of \$1 million Safe Streets for All funds to implement EVP beginning in 2026. A rough estimate to equip all EMS and fire department vehicles and upgrade traffic signals in Lexington County is \$6-\$8 million.

EVP systems are typically linked through GPS systems to the traffic signal systems in order to clear traffic as the emergency vehicles approaches an intersection.



Route	Corridor #
Lake Murray Blvd (SC 60) from Nursery Rd to I-26	1
St Andrews Rd from I-26 to Lake Murray Blvd (SC 60	2
North Lake Dr (SC 6) from US 378 to Pilgrim Church Rd	3
South Lake D (SC 6) from Buck Corley Drive to US 378	4
US 378 from I-20 to Woodvine Dr	5
US 378 from Congaree River to I-20	6
US 1 from I-20 to Klapman Blvd (SC 12)	7
US 1 from Calks Ferry Rd to I-20	8



Moving the Safe Streets Plan Forward

Because every major road in South Carolina is owned by SCDOT, Lexington County is highly dependent on the state to implement projects identified in this Safe Streets for All plan.

2007 legislation passed by the South Carolina General Assembly required SCDOT to consider certain objective and quantifiable criteria when prioritizing projects within its programs. Lexington County also works within the metropolitan planning organization structure (Central Midlands Council of Governments) to establish priorities for federally-funded projects. Lexington County will be a strong advocate for the high injury network priority corridors and encourages SCDOT to continue its work on systemic safety improvements to secondary and rural roadways.

Project Prioritization and Selection

To the extent that Lexington County can access Safe Streets for All grant funds and leverage other local sources such as the County’s penny sales tax and state-shared “C” funds, we will prioritize projects that:

- are on the list of Priority Corridors on the High Injury Network;
- address areas of increasing traffic congestion;
- are equitably distributed throughout the county, including municipalities;
- support first responders in their efforts to respond quickly and safely to serious traffic crashes.

Lexington County understands the importance of transparency

in reporting to our constituents on the efforts being made towards the goal of zero serious injuries and fatalities by 2045. South Carolina’s Department of Public Safety provides a robust crash mapping system that provides data on collision type, time of day and day of week, and outcome (property damage, injury, and fatality) that can be used to monitor outcomes. Reporting also occurs through the Central Midlands Council of Governments.

On an annual basis, the County Administrator will submit the following table during the county’s budget deliberations for County Council consideration.

Annual Reporting Template

	Five-Year Rolling Average (2019-2024)		Most Recently Available Reporting Year	
	Serious Injuries	Fatalities	Serious Injuries	Fatalities
Lexington County	1066	49		
Vulnerable Road Users	33	6		

Actions Taken in Previous 2 years	Planned Actions in the Next 2 Years
• County and municipalities received \$1 million in SS4A Planning and Demonstration Project funds. • Road safety audits completed in six HIN corridors.	TBD



Municipal Plans & Priorities

Approximately 35% of all serious injury and fatal crashes occur in the limits of a town or city.

Many municipalities are developing their own Safe Streets for All Action Plans to address high priority locations. Municipalities are also identifying areas of high risk, especially for pedestrians and bicyclists which are more prevalent in our towns and cities. Inclusion of municipal plans in the County plan is for information and coordination purposes but does not represent a specific endorsement of a plan or project by the County.

Town of Batesburg-Leesville

Key Safety Challenges

Although there have been only two fatalities in Batesburg-Leesville in the past six years; at least seven fatalities have occurred within a three-mile radius of the Town limits. While the number of fatalities is small compared to bigger towns and cities, the impact is felt hard in a small town. Crashes reflect the risky conditions that occur on rural roads: low lighting levels make it hard to see upcoming curves; aggressive drivers do not reduce vehicle speeds as they approach town; drivers may perceive low risk of encountering vulnerable road users; faded signs do not give adequate warning; and missing sidewalks and crosswalks expose vulnerable roadway users to speeding cars. We may not be able to prevent every crash, but we can mitigate the severity of them.

Vision Zero Strategies

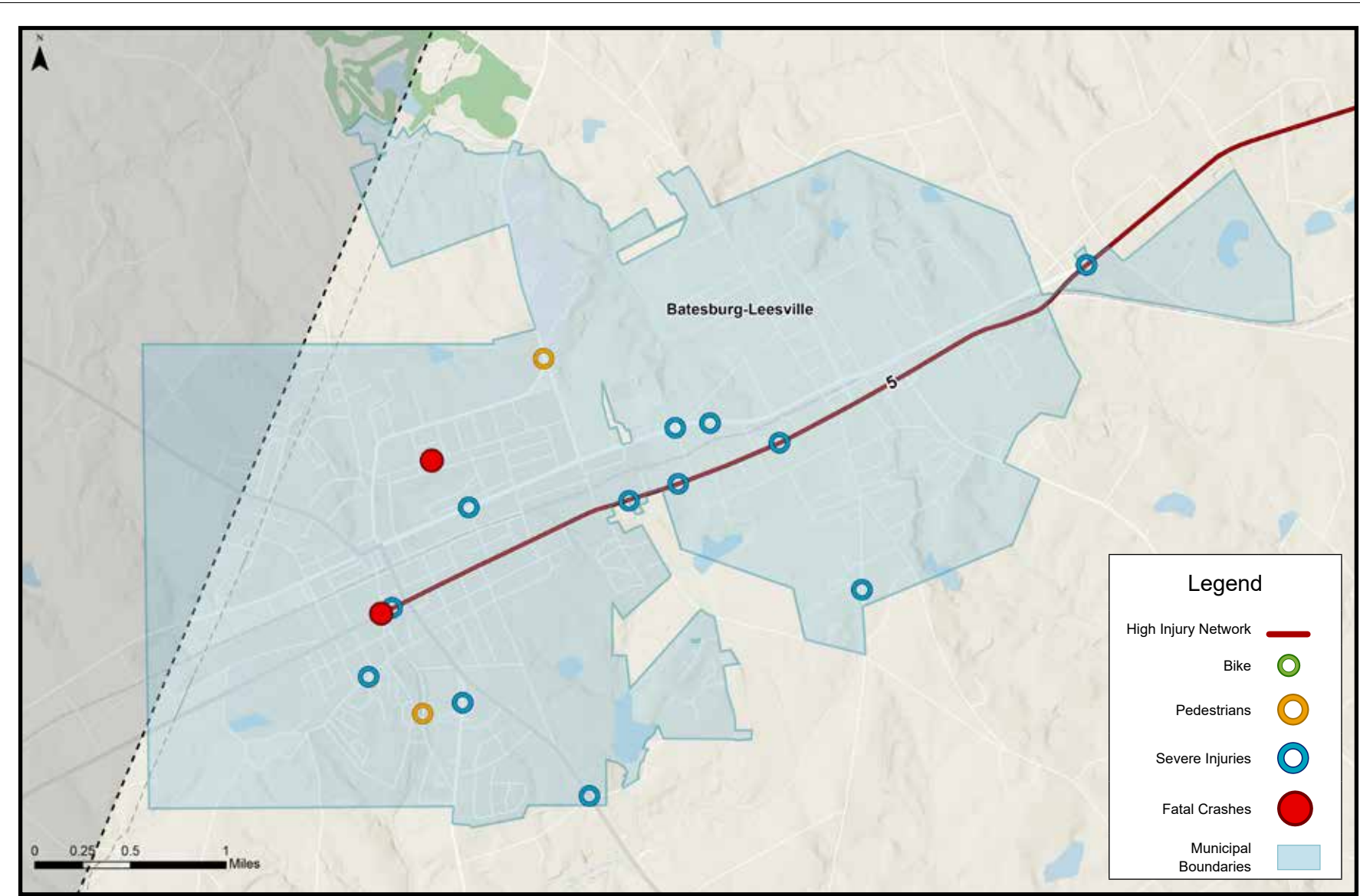
- Reduce the Risk of Roadway Departures on the High Injury Network
- Improve Intersections to Reduce Angle Crashes
- Improve Pedestrian Safety with New Sidewalks and Crosswalks
- Reduce Speeding Through Residential and Commercial Areas
- Create Safer Routes to School
- Policy and Planning Changes

The Mayor and Town Council adopted its Vision Zero Action Plan in April 2024, and in 2025 was awarded a Safe Streets for All implementation grant for \$7.9 million. Priority projects are focused on the Lee St corridor with a planned roundabout at Sheely Rd and Broadie Rd; realignment of the offset intersection at Church St; and turn lanes at Columbia Ave. New sidewalks are also planned along Church St and Columbia Ave. Construction is expected to begin in 2028.

2019-2024 Crash Data

Auto Only Crashes*		Bicycle/Pedestrian Involved Crashes	
Fatalities	Serious Injuries	Fatalities	Serious Injuries
2	12	0	1

*Note: auto crashes EXCLUDE those occurring on interstate highways or ramps.

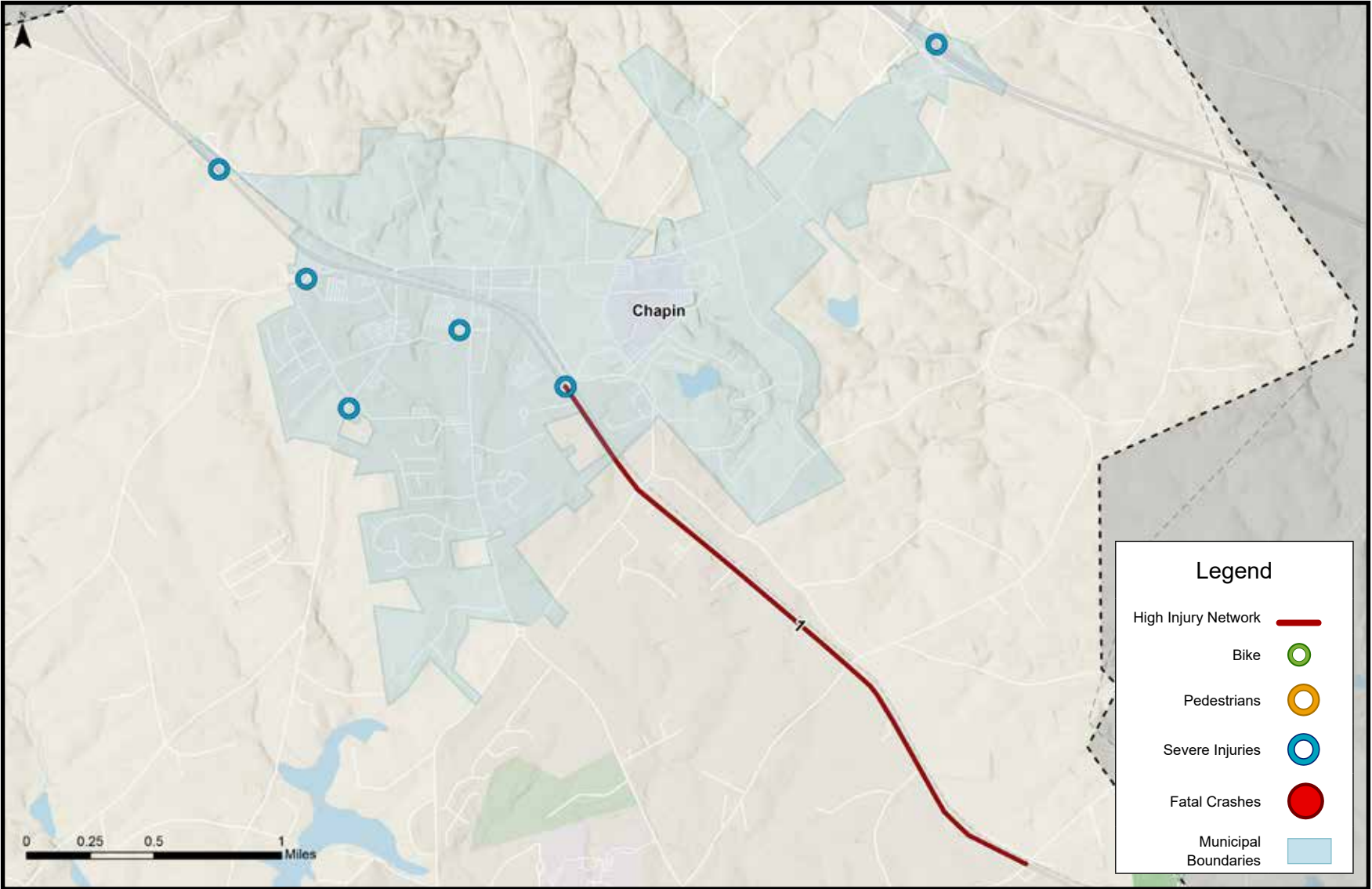


Plan Under Development

To be appended upon local government approval.

2019-2024 Crash Data

Auto Only Crashes*		Bicycle/Pedestrian Involved Crashes	
Fatalities	Serious Injuries	Fatalities	Serious Injuries
0	5	0	0

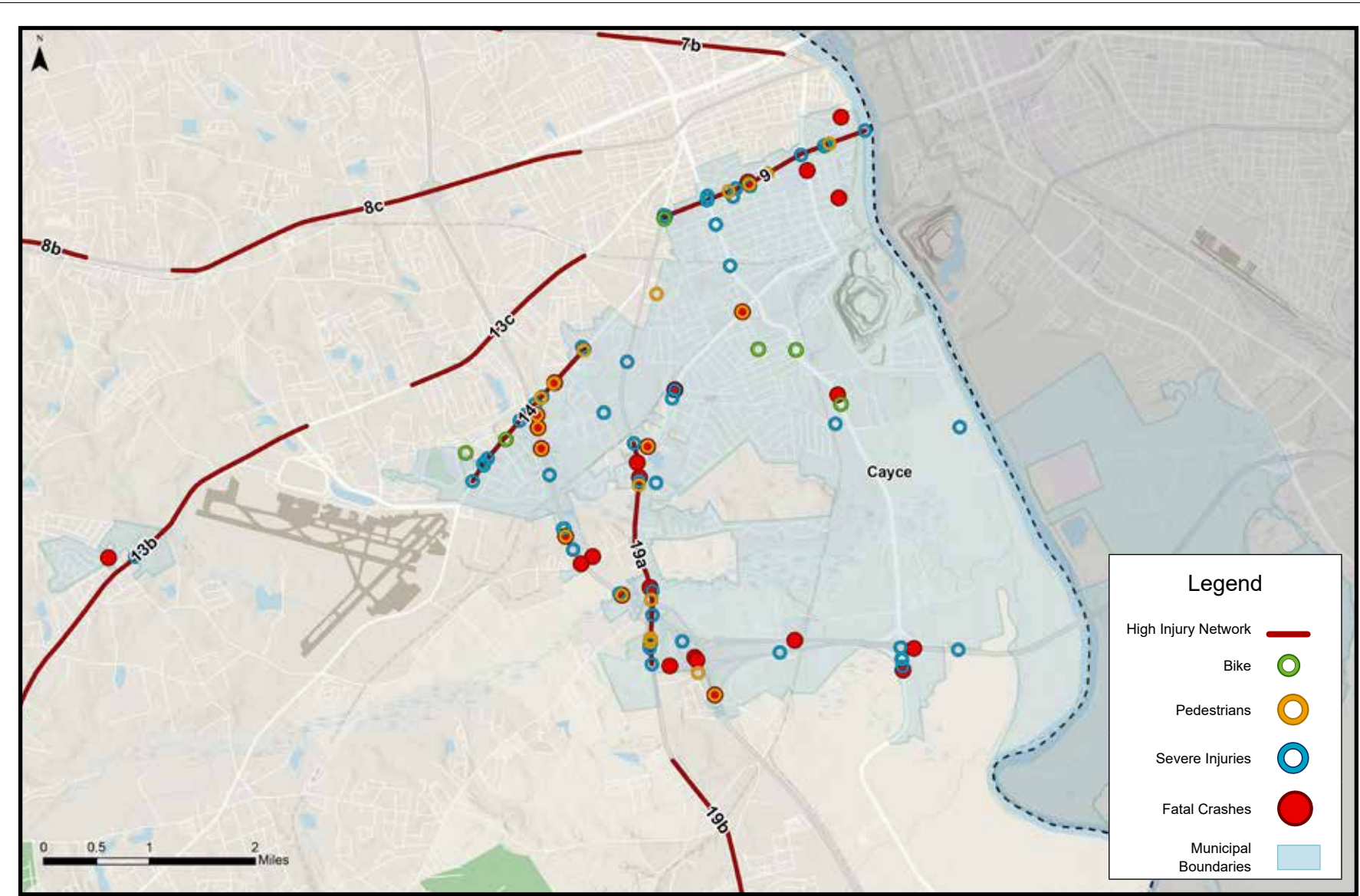


Plan Under Development

To be appended upon local government approval.

2019-2024 Crash Data

Auto Only Crashes*		Bicycle/Pedestrian Involved Crashes	
Fatalities	Serious Injuries	Fatalities	Serious Injuries
28	65	8	5

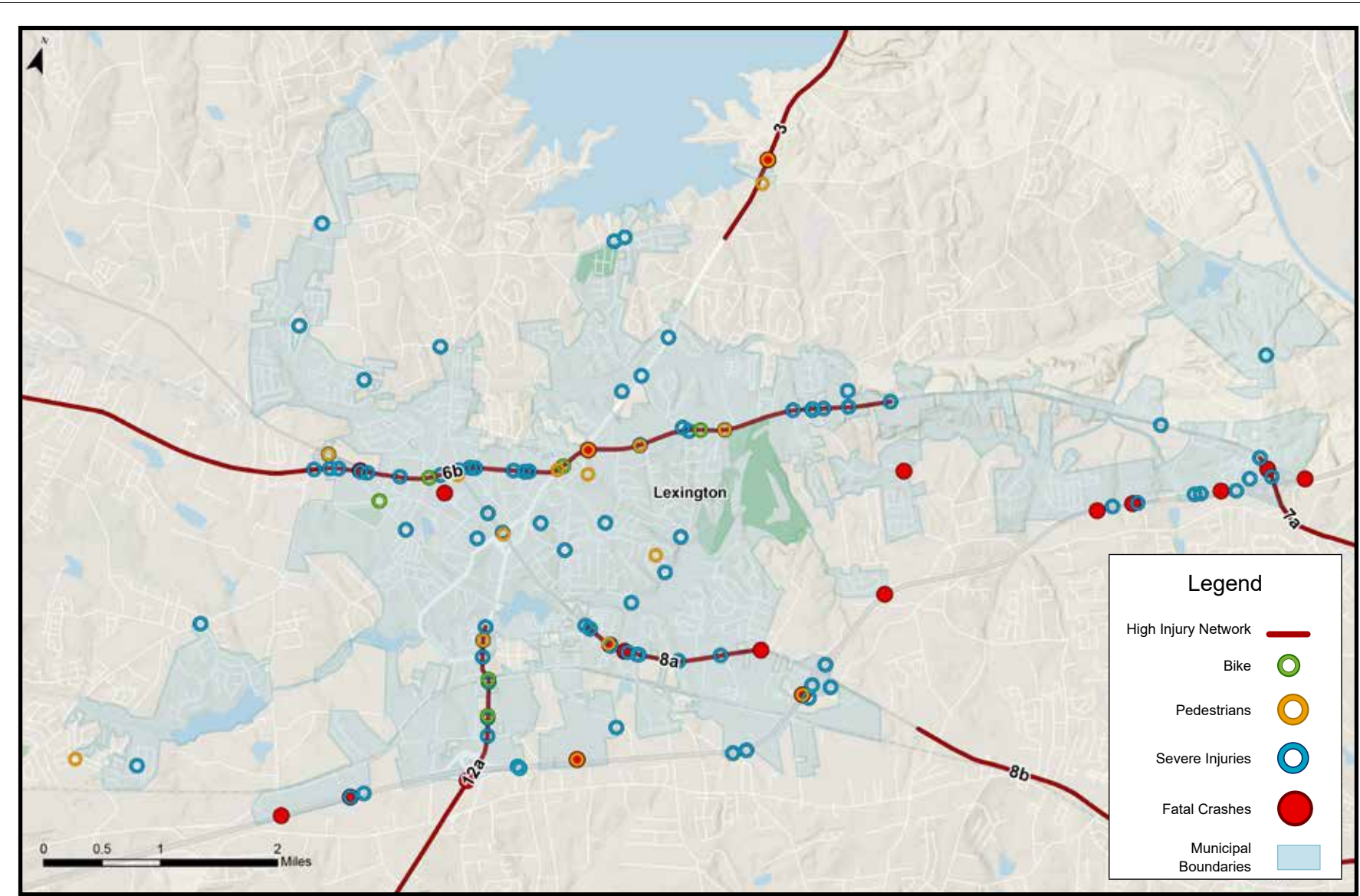


Plan Under Development

To be appended upon local government approval.

2019-2024 Crash Data

Auto Only Crashes*		Bicycle/Pedestrian Involved Crashes	
Fatalities	Serious Injuries	Fatalities	Serious Injuries
8	82	3	3



Key Safety Challenges

West Columbia is taking decisive steps to become a safer and more accessible city for pedestrians, cyclists, and motorists. While the City includes one of the state’s most heavily traveled corridors, the City is committed to reducing serious injuries through strategic, forward-thinking initiatives. With over 60% of residents living in historically underserved communities, the City’s approach prioritizes equitable transportation solutions that ensure all citizens can safely access essential services such as fresh food, healthcare, and employment. By expanding transportation reliability, safety, and access through targeted Action Plan initiatives and Demonstration projects, West Columbia is proactively improving conditions for all road users and fostering a more connected, resilient, and inclusive community.

Vision Zero Strategies

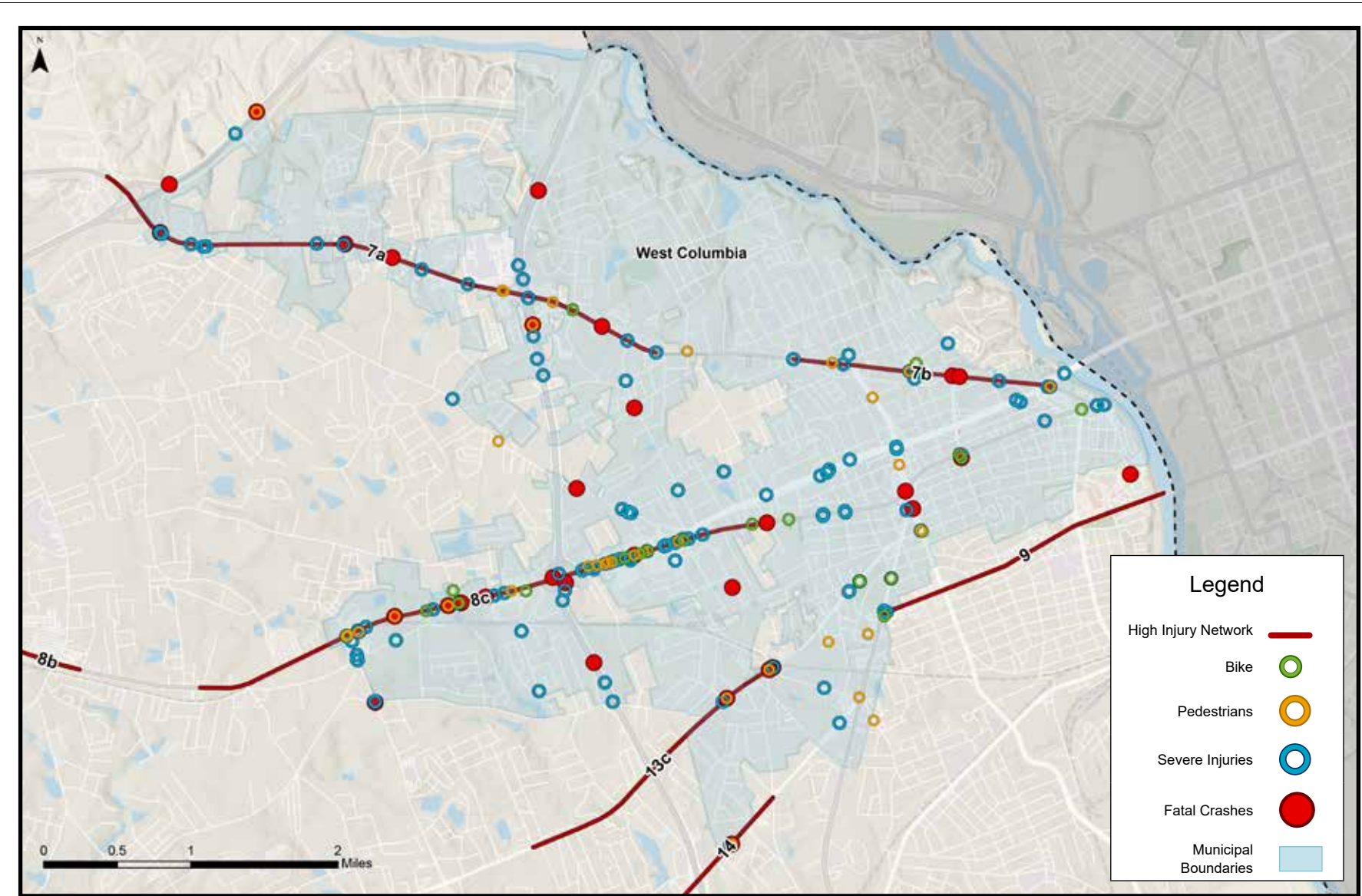
- Policy and planning changes for long-term safety success
- Improve intersections to reduce angle crashes
- Improve pedestrian safety with new sidewalks, high-visibility crosswalks and increased lighting
- Reduce speeding through residential and commercial areas

Status (as of January 2026)

West Columbia is making great strides toward becoming an even safer, more accessible city for everyone. We’ve heard from our community through public meetings and surveys and engaged with local stakeholders to ensure all voices are part of the conversation. Our team is now reviewing and identifying priority intersections, corridors, and demonstration projects that will guide our upcoming safety improvements. West Columbia is excited to keep moving forward and aim to have our Safety Action Plan adopted by late spring 2026, putting West Columbia on the path to safer streets and stronger connections for all residents, visitors, and first responders.

2019-2024 Crash Data

Auto Only Crashes*		Bicycle/Pedestrian Involved Crashes	
Fatalities	Serious Injuries	Fatalities	Serious Injuries
19	97	7	7



This Safety Action Plan was prepared by Mead & Hunt for Lexington County. Funding was provided by the United States Department of Transportation under the Safe Streets for All program.

