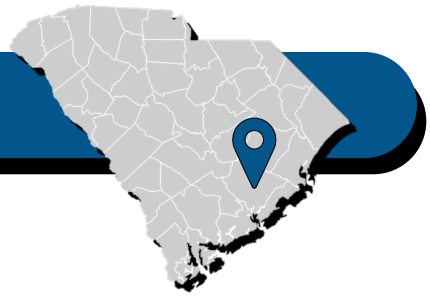
MONCKS CORNER

The Lowcountry's Hometown



Town of Moncks Corner
Safe Streets & Roads for All (SS4A)
Safety Action Plan

May 12th, 2026

MONCKS CORNER

SS4A

Acknowledgements

We thank the many individuals and partners who contributed time, effort, expertise, and dedication to the development of the Town of Moncks Corner's Safety Action Plan. Your contribution toward building a safer community made this possible.

Berkeley County

Johnny Cribb | County Supervisor
Danny Thrower | Chief Infrastructure Officer
Mandi Ware | Assistant Program Manager
Michael Shirey | Chief of Emergency Services
Ben Waring | Fire Manager

Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)

Kyle James | BCDCOG Planner

Berkeley County School District (BCSD)

Anthony Dixon | BCSD Superintendent

South Carolina Department of Transportation (SCDOT)

Luke Weatherford | SCDOT Assistant Traffic Engineer

Town of Moncks Corner Town Council

Thomas Hamilton | Town Mayor
David Dennis | Town Council
Leroy Dingle | Town Council
Jay Law | Town Council, Local Small Business Owner
Latorie S Lloyd | Town Council
Chat Sweatman | Town Council
James Bryan Ware, III | Town Council

Town of Moncks Corner Staff

Jeff Lord | Town Administrator
Justin Westbrook | Community Development Director
Carter France | Planner

Consultant Team

Stantec Consulting Services Inc.

Glossary of Terms and Acronyms

FSI Crash: A crash that results in a fatality or a serious (incapacitating) injury.

PDO Crash: A crash that results in property damage only.

High Injury Network (HIN): The set of streets in Moncks Corner with the highest concentration of fatal and serious injury crashes. These locations help identify where safety improvements are most needed.

Safe System Approach: A safety framework that recognizes people make mistakes and designs roads so that those mistakes do not result in fatal or serious injuries.

Systemic Safety Approach: A method that focuses on correcting high-risk roadway features across the transportation network, rather than only treating individual crash locations.

Crash Modification Factor (CMF): A numerical value estimating how much a specific safety countermeasure can reduce crashes.

Vulnerable Road Users (VRU): People walking, biking, or using other forms of active transportation who face greater risk of severe injury in a crash.

Functional Classification: A system that categorizes roads based on their role in the network, such as arterial, collector, or local street.

Lane Departure Crash: A crash where a vehicle leaves its travel lane, often due to speeding, curves, distraction, or nighttime conditions.

Failure-to-Yield Crash: A crash caused when one road user does not yield the right-of-way, commonly at intersections or driveways.

Traffic Calming: Street design strategies— such as speed humps, curb extensions, or narrower lanes—that help reduce vehicle speeds.

Vision Zero: A commitment to eliminate traffic fatalities and severe injuries by treating them as preventable and designing streets to protect human life.

Task Force Group Engagement: A collaborative process that brings together, Town staff, key stakeholder transportation professionals, and community partners to contribute input and shape the Safety Action Plan.

Safety Countermeasure: a targeted action or strategy implemented to prevent crashes, reduce crash frequency, and/or minimize the severity of crashes.

PHB: Pedestrian Hybrid Beacon

RRFB: Rectangular Rapid Flashing Beacon

LPI: Leading Pedestrian Interval

SCDOT: South Carolina Department of Transportation

SCDPS: South Carolina Department of Public Safety

RSA: Road Safety Audit/Assessment

SS4A: Safe Streets and Roads for All

AADT: Annual Average Daily Traffic

FHWA: Federal Highway Administration

MUTCD: Manual on Uniform Traffic Control Devices

NHTSA: National Highway Traffic Safety Administration

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Self-Certification Eligibility References

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1	**Leadership Commitment and Goal Setting**	
	High-ranking official or governing body committed to goal of zero roadway fatalities and serious injuries (FSI)	Page 10
	Target date to reach zero OR setting one or more targets to achieve reduction by specific date	Page 10
2	**Planning Structure**	
	Committee, task force, implementation group, or similar body established and charged with plan's development, implementation, and monitoring	Page 9
3	**Safety Analysis**	
	Analysis of existing conditions and historical trends to provide baseline level FSI across jurisdiction, locality, Tribe, or region	Pages 15-23
	Analysis of location(s) of crashes, the severity, contributing factors, and crash types	
	Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users)	Pages 37-39
	A geospatial identification (geographic or locational data using maps) of higher risk locations.	Pages 41-48
4	**Engagement and Collaboration**	
	Engagement with the public and relevant stakeholders, including the private sector and community groups.	Pages 24-28
	Incorporation of information received from the engagement and collaboration into the plan.	Pages 45-46
	Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.	Pages 24-25
5	**Policy and Process Changes**	
	The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.	Pages 29-32
	The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	Pages 52-54
6	**Strategy and Project Selections**	
	Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?	Pages 51-70
7	**Progress and Transparency**	
	A description of how progress will be measured over time that includes, at a minimum, outcome data.	Pages 71-72
	The plan is posted publicly online.	Page 7
8	**Action Plan Date**	
	Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?	Page 1

The
Lowcountry's
Hometown

CHAPTER 01

INTRODUCTION

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PLAN OVERVIEW

Every day, people in the Town of Moncks Corner, South Carolina, *the Lowcountry's Hometown,* travel by car, bike, and foot, but not every trip is safe. In the past ten years (2015-2024), there have been **4,832** total crashes in the Town. Of these, **93 crashes resulted in a fatality or serious injury.** In recent years, Moncks Corner has seen a rise in these severe crashes.

17
Lives Lost on Moncks Corner's Streets (2015-2024)

The Town of Moncks Corner Safety Action Plan, funded through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program, is the **Town's first comprehensive strategy focused specifically on preventing fatal and serious injury crashes**. More than a technical document, this plan is an investment in the well-being of everyone who lives, works, and travels here—a commitment to creating safer streets for our community.

Once/Month
Someone is killed or seriously injured on Moncks Corner's Streets

The chapters that follow provide the foundation for that commitment: a clear understanding of **crash trends**, a data-driven look at **where the greatest risks occur**, and a **roadmap for the strategies and projects that can save lives**.

What is Vision Zero? What is SS4A?

Vision Zero is a commitment to creating a transportation system in which no one is killed or seriously injured on our streets. Rather than viewing crashes as unavoidable, Vision Zero recognizes that people will make mistakes, and that those mistakes should not cost lives.

Safe Streets and Roads for All (SS4A) is the federal grant program created by the U.S. Department of Transportation to help communities turn Vision Zero principles into action. SS4A provides funding for local governments to develop Safety Action Plans and implement projects that **reduce fatal and serious injury crashes**.

This program is rooted in the same belief as Vision Zero. Traffic deaths and life-changing injuries are preventable. SS4A encourages communities to look beyond individual crashes and instead understand the system-wide factors that contribute to severe harm, including roadway design, speed, visibility, and human vulnerability.

For Moncks Corner, SS4A made this Safety Action Plan possible. The program provides the structure for identifying risk, prioritizing investments, and building a foundation for future federal funding. Vision Zero and SS4A create the foundation for the Town's safety strategy. SS4A seeks to improve safety according to USDOTs 7 Components of a Safety Action Plan:

1. Formalizing an **official public commitment to Vision Zero** (e.g., resolution, adoption of policy or ordinance)
2. Establishing a **committee or task force** to oversee the Safety Action Plan
3. Reviewing **crash data trends & risk factors**
4. **Engaging with the community** in a robust way
5. Reviewing **policies, plans, and guidelines**
6. Identifying a **comprehensive set of projects and strategies**
7. Monitoring and **evaluating progress over time**

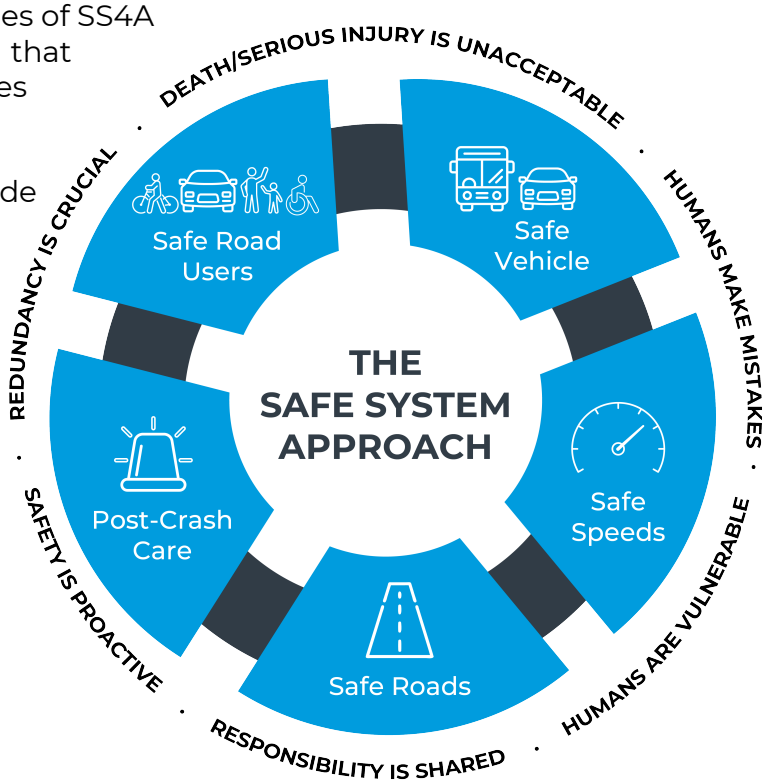
Project Website:
monckscornersc.gov/safety-action-plan

The **Safe System Approach** provides the framework for putting these principles into practice.

What is the Safe System Approach?

The **Safe System Approach** provides a nationally recognized framework for putting the principles of SS4A into practice. It is based on the understanding that people make mistakes, and that those mistakes should not lead to someone being killed or seriously injured. This approach is guided by **six core principles,** which align with the outside of the diagram to the right:

- ***Death/serious injury is unacceptable***
- ***Humans make mistakes***
- ***Humans are vulnerable***
- ***Responsibility is shared***
- ***Safety is proactive***
- ***Redundancy is crucial***



These principles are put into practice by *five key elements that create multiple layers of protection:*

Safe Roads — Streets designed to lower crash severity by improving visibility, reducing conflict points, and supporting all travel modes.

Safe Speeds — Managing vehicle speeds is critical, since higher speeds increase both the likelihood of a crash and the severity of injuries.

Safe Road Users — Education, partnerships, and community programs help people make safer decisions whether they are walking, biking, or driving.

Safe Vehicles — Vehicle technologies such as automatic braking, airbags, and collision-avoidance systems play a growing role in preventing crashes and/or reducing their impact.

Post Crash Care — Quick, coordinated emergency response can prevent injuries from becoming fatal and is a core part of a safe transportation system.

These five elements create multiple layers of protection. If one layer does not prevent a crash, another can reduce its severity. The SS4A program uses this structure to help communities organize their strategies and build long-term progress toward zero deaths.

Goals and Objectives

This Safety Action Plan was developed with the following **five key goals and objectives**:

- **Prevent Crashes** — Reduce serious injuries and fatalities in Moncks Corner.
- **Be Data-Driven** — Identify risks and prioritize improvements with data-driven insights.
- **Be Community-Informed** — Incorporate the safety concerns of the community.
- **Identify Detailed, Proven Recommendations** — Offer specific and implementable safety improvement strategies.
- **Fund Projects** — Secure resources to implement lasting safety improvements.

Task Force

The Safety Action Plan was developed and will be implemented and monitored by a task force made of members listed below from the **Town of Moncks Corner leadership, staff, and the local business community**; **Berkeley County leadership and staff**, **South Carolina Department of Transportation (SCDOT) local district staff**, **Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) staff**, and **Berkeley County School District leadership**.

Thomas Hamilton | Town Mayor
David Dennis | Town Council
Leroy Dingle | Town Council
Jay Law | Town Council, Local Small Business Owner
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Kyle James | BCDCOG Planner

Anthony Dixon | BCSD Superintendent

Plan Process

The Safety Action Plan was developed over a six-month schedule in 2026:

Outreach + Data Analysis (Winter 2026)
- Kickoff & Initiation
- Website & Social Media
- GIS/Crash Data Review
- Existing Policy Review
- Task Force Summit/ Public Workshop #1

Refinement + Draft Recommendations (Early Spring 2026)
- High Injury Network
- Community Network
- High Risk Network
- Countermeasures
- Task Force Summit/ Public Workshop #2

Documentation + Reporting (Late Spring 2026)
- Implementation Strategy
- Key Project Concepts
- Project Prioritization
- Report Writing
- Adoption

VISION ZERO RESOLUTION

The Town of Moncks Corner adopted Resolution 2026-R01 committing the Town to the goal of **Zero Traffic Fatalities and Serious Injuries by the Year 2040.**

Adopted Vision Zero Resolution

Resolution No. [2026-R01]

RESOLUTION COMMITTING THE TOWN OF MONCKS CORNER TO THE GOAL OF ZERO TRAFFIC FATALITIES AND SERIOUS INJURIES BY THE YEAR 2040

WHEREAS, the Town of Moncks Corner recognizes that traffic fatalities and serious injuries are preventable and represent a profound loss to our community; and

WHEREAS, the safety of all road users—pedestrians, bicyclists, motor vehicle occupants, and public transit riders—is a paramount responsibility of the Town of Moncks Corner; and

WHEREAS, as part of the Town of Moncks Corner's Safety Action Plan funded by a US Department of Transportation Safe Streets and Roads for All (SS4A) grant greatly encourages grantees and their leaders to commit to a goal of zero traffic fatalities and serious injuries by a specific year; and

WHEREAS, the Town of Moncks Corner has in recent years been interested in adopting the "Vision Zero" initiative, which is similar to SS4A, and

WHEREAS Vision Zero is a data-driven strategy that prioritizes human life and acknowledges that traffic deaths are not inevitable accidents but systemic failures that can be addressed through comprehensive planning and action; and

WHEREAS, achieving zero traffic fatalities and serious injuries requires a multi-faceted approach involving multiple and redundant pillars of the Safe System Approach: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care; and

WHEREAS, the Town of Moncks Corner is committed to fostering a culture of safety and continuous improvement in its transportation system;

THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE TOWN OF MONCKS CORNER, that:

- The Town of Moncks Corner formally adopts the ambitious but achievable goal of **zero traffic fatalities and serious injuries by the year 2040.**
- The Town Administrator is hereby directed to develop and present to the Town Council, within six (6) months of the adoption of this Resolution, a comprehensive **Safety Action Plan** that outlines specific strategies, timelines, and measurable objectives to achieve the stated goal.
- The Safety Action Plan shall include, but not be limited to, recommendations for:
  - **Safe Streets Design:** Prioritizing design elements that inherently reduce speeds and improve visibility of vulnerable road users from vehicular traffic, such as separated bike lanes, more visible and wider crosswalks and sidewalks, traffic calming measures, and improved intersection designs that promote slower turns and greater visibility in areas with potential conflicts.
  - **Data-Driven Decision Making:** Utilizing traffic crash data, public input, and best practices to identify high-risk areas and implement targeted interventions.
  - **Public Awareness and Education:** Launching campaigns to educate residents and visitors on safe driving, walking, and cycling behaviors, and the importance of traffic safety.
  - **Focused Traffic Enforcement:** Focusing traffic enforcement on behaviors that contribute to serious injury crashes, such as speeding and impaired driving.
  - **Post-Crash Response and Learning:** Enhancing emergency response and utilizing crash investigations to inform future safety improvements.
  - **Specific Project Recommendations:** Location-based project recommendations with improvement alternatives documented and illustrated.
  - **Ongoing Community Engagement:** Actively involving residents, businesses, and stakeholders in the planning and implementation process to ensure the plan reflects community needs and priorities.
  - **Goal Setting, Transparency, and Monitoring:** Publishing each calendar year's traffic fatality count at least once per year in a public place (such as the Town's website) to create the accountability and awareness needed to move the traffic fatality count toward zero, monitoring its progress through an annual public process, and tasking staff or a consultant at least periodically to recommend steps to move the needle toward zero.
- The Moncks Corner Town Council commits to allocating necessary resources, as may be feasible within budgetary constraints, to support the implementation of the Safety Action Plan.
- The Moncks Corner Town Council shall receive annual progress reports on the Safety initiative, reviewing key performance indicators and making adjustments to the Safety Action Plan as necessary to ensure progress towards the 2040 goal.
- This Resolution shall take effect immediately upon its adoption.

ADOPTED this 17TH day of February, 2026, by the Council of the Town of Moncks Corner, South Carolina.

Thomas J. Hamilton, Jr., Mayor
Town of Moncks Corner, South Carolina

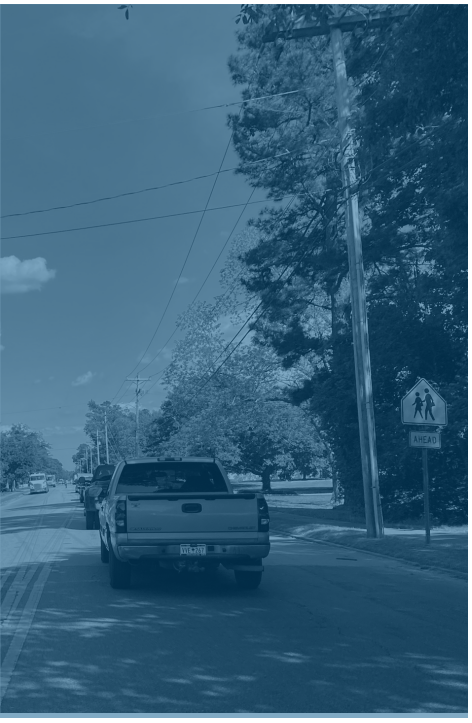
ATTEST:

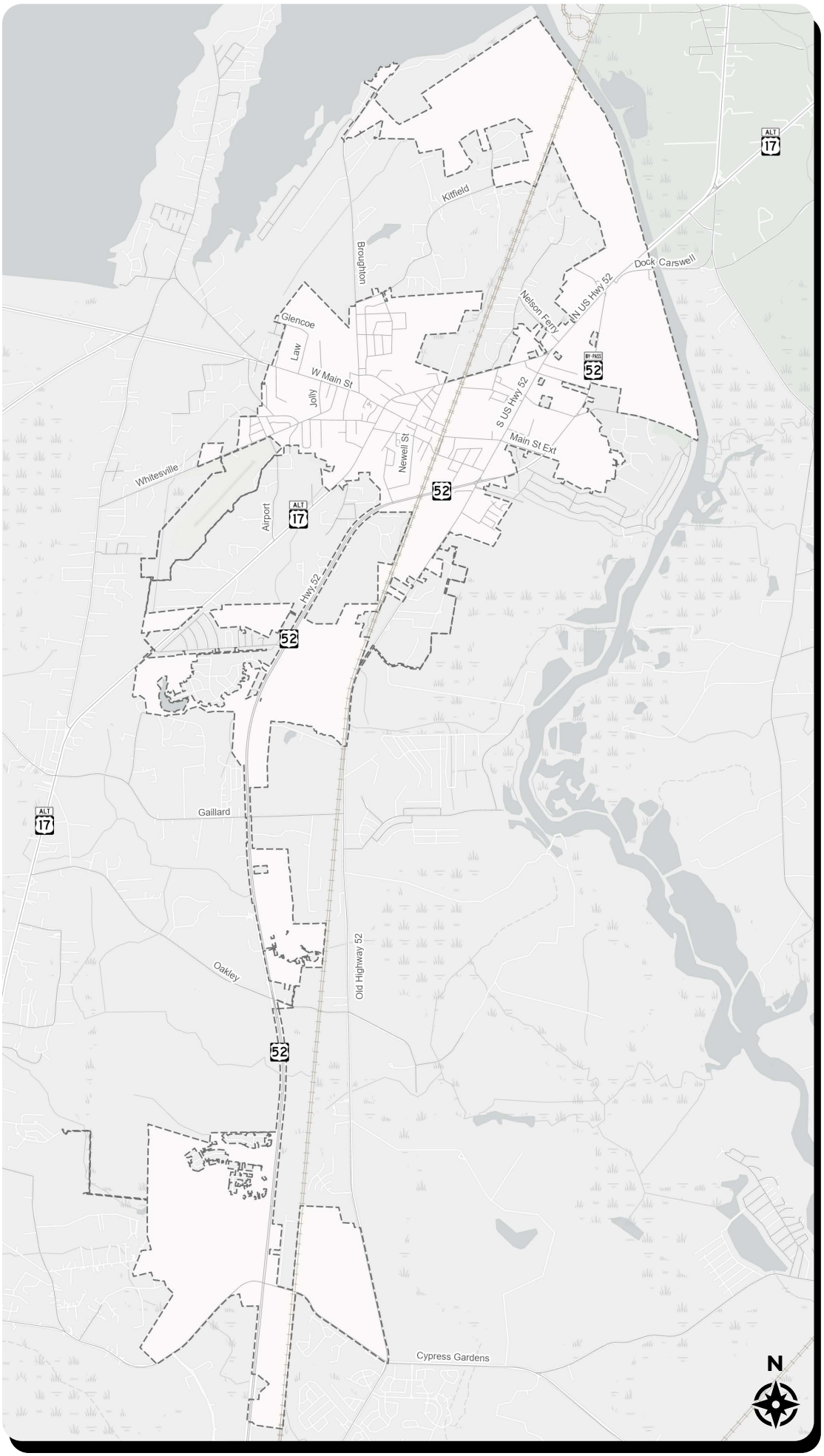
Marilyn M. Baker, Clerk to Council
Town of Moncks Corner, South Carolina

STUDY AREA

The study area for the Safety Action Plan encompassed all of the Town of Moncks Corner.

The Town had a population of just over 13,000 people in 2020 based on the 2020 Census with over 5,000 households.



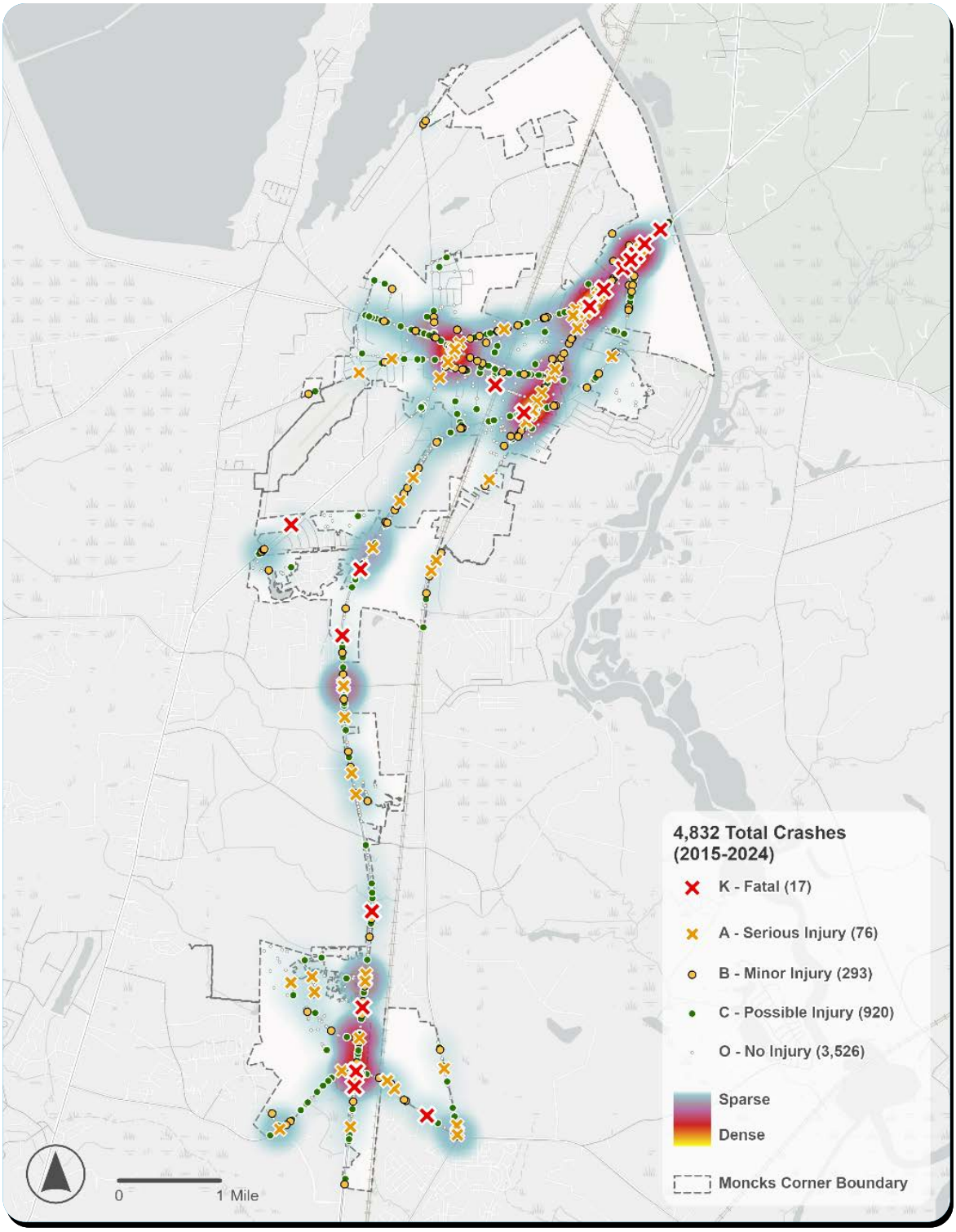


BACKGROUND

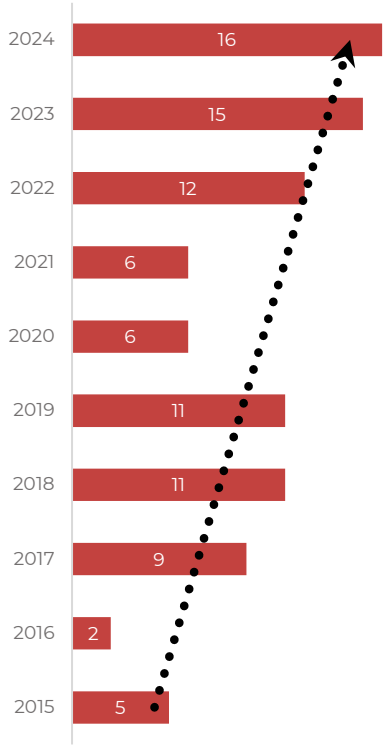
4,832 crashes have occurred in the Town of Moncks Corner in the last 10 years *(2015 - 2024)*, and **93** Fatal and Serious Injury (FSI) Crashes have occurred in that same period, about **1 each month.** The number of these FSI crashes have generally increased over the last 10 years (with a brief decline in 2020 and 2021 potentially due to reduced travel during the COVID-19 pandemic), and a sharp rise in recent years. The increasing linear trend highlights a **growing concern of severe crashes in the Town over time.**

Motor-vehicle crashes accounted for about 85% of the FSI crashes in that time period, followed by crashes involving pedestrians (11%), motorcycles (3%), and bicycles (1%).

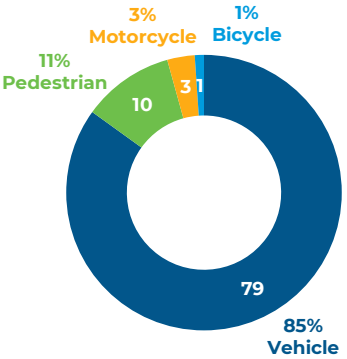
Total crashes in the Town of Moncks Corner (2015 through 2024)



Trend of FSI Crashes over the Past 10 Years



Fatal & Serious Injury Crashes By Mode



YIELD

CHAPTER 02

EXISTING CONDITIONS

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DATA REVIEW

A review of historical crash data serves as the foundation of the Safety Action Plan. Every day, people in Moncks Corner travel by car, bike, and foot, but not every trip is safe. In the past ten years (2015-2024) on Moncks Corner's streets, **4,832 total crashes occurred**, of which **93 resulted in either a fatality and/or a serious injury**. Understanding the nature of these crashes is the first step to preventing future crashes.

This data review explores where crashes are occurring, who is getting injured or killed, and when and why these crashes are happening. By analyzing these details, we can begin to answer important questions: **Which areas have the most severe crashes? Who is most at risk? What common factors contribute to severe collisions?**

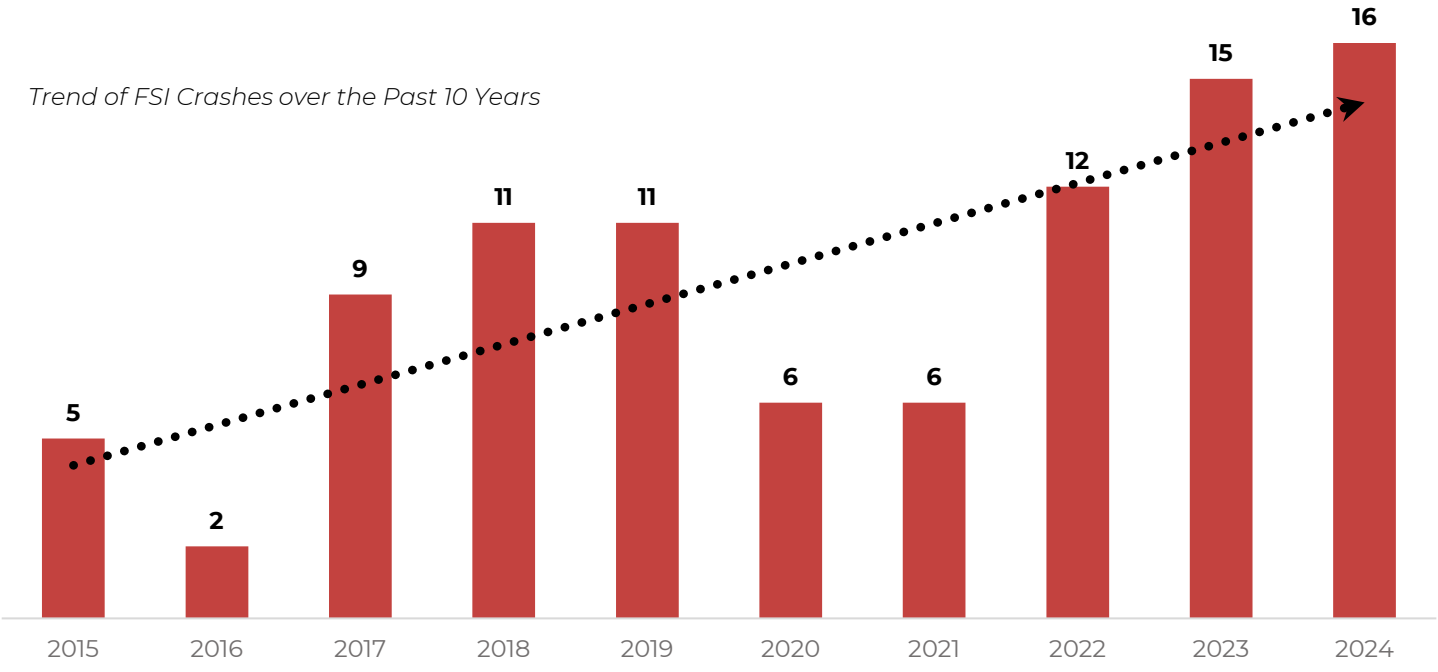
This safety analysis uses ten years (2015-2024) of crash data from South Carolina Department of Public Safety's crash repository. The crash data was analyzed to identify Town-wide historical trends and characteristics associated with fatal and serious injury crashes.

While Moncks Corner experiences hundreds of crashes each year, only a small portion result in the most severe outcomes. These severe crashes are defined as those that cause a fatality or a serious, incapacitating injury and are the primary focus of Safe Streets for All (SS4A) planning projects. SS4A prioritizes reducing the most harmful outcomes rather than simply lowering the total number of crashes.

Crash reports in South Carolina follow a standard injury severity scale, commonly referred to as "KABCO":

K – Fatal injury (Killed)
A – Serious injury (Type A)
B – Minor injury (Type B)
C – Possible injury (Type C)
O – No injury (property damage only)

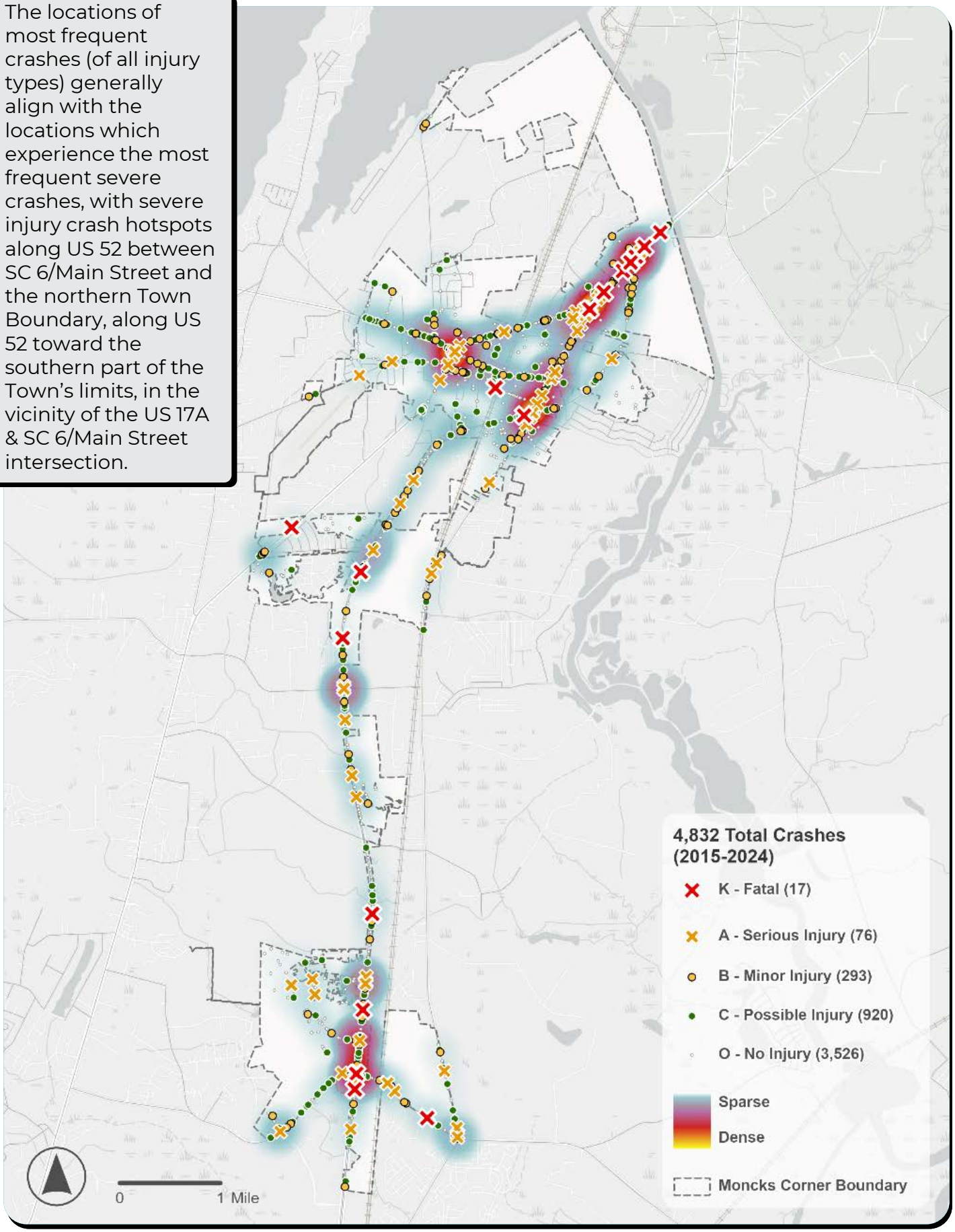
The number of Fatal and Serious Injury (FSI) crashes have generally increased over the last 10 years (with a brief decline in 2020 and 2021 potentially due to reduced travel during the COVID-19 pandemic), and a sharp rise in recent years. The increasing linear trend highlights a **growing concern of severe crashes in the Town over time.**



Where are crashes occurring?

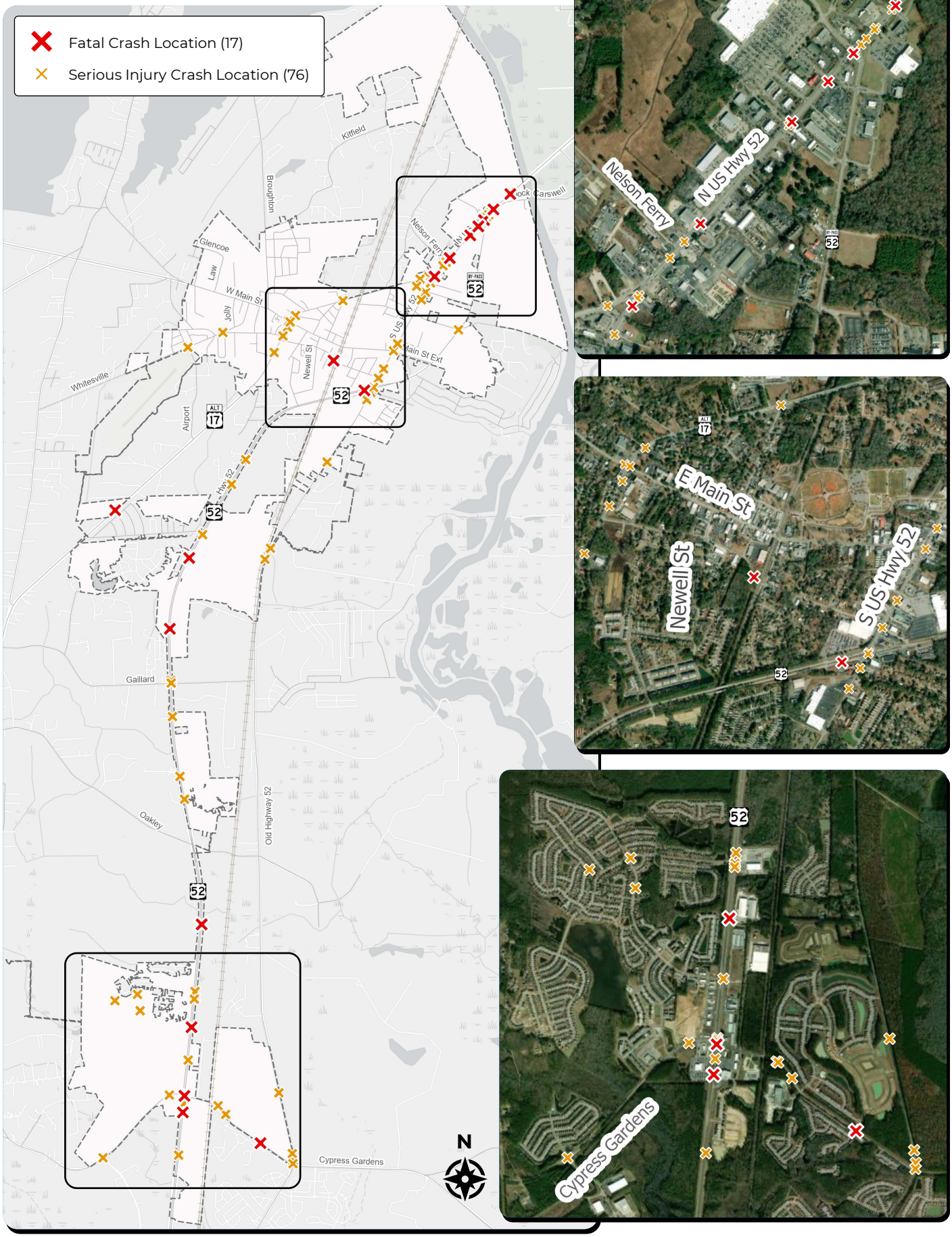
4,832 Total crashes in the Town of Moncks Corner (2015 through 2024)

The locations of most frequent crashes (of all injury types) generally align with the locations which experience the most frequent severe crashes, with severe injury crash hotspots along US 52 between SC 6/Main Street and the northern Town Boundary, along US 52 toward the southern part of the Town's limits, in the vicinity of the US 17A & SC 6/Main Street intersection.



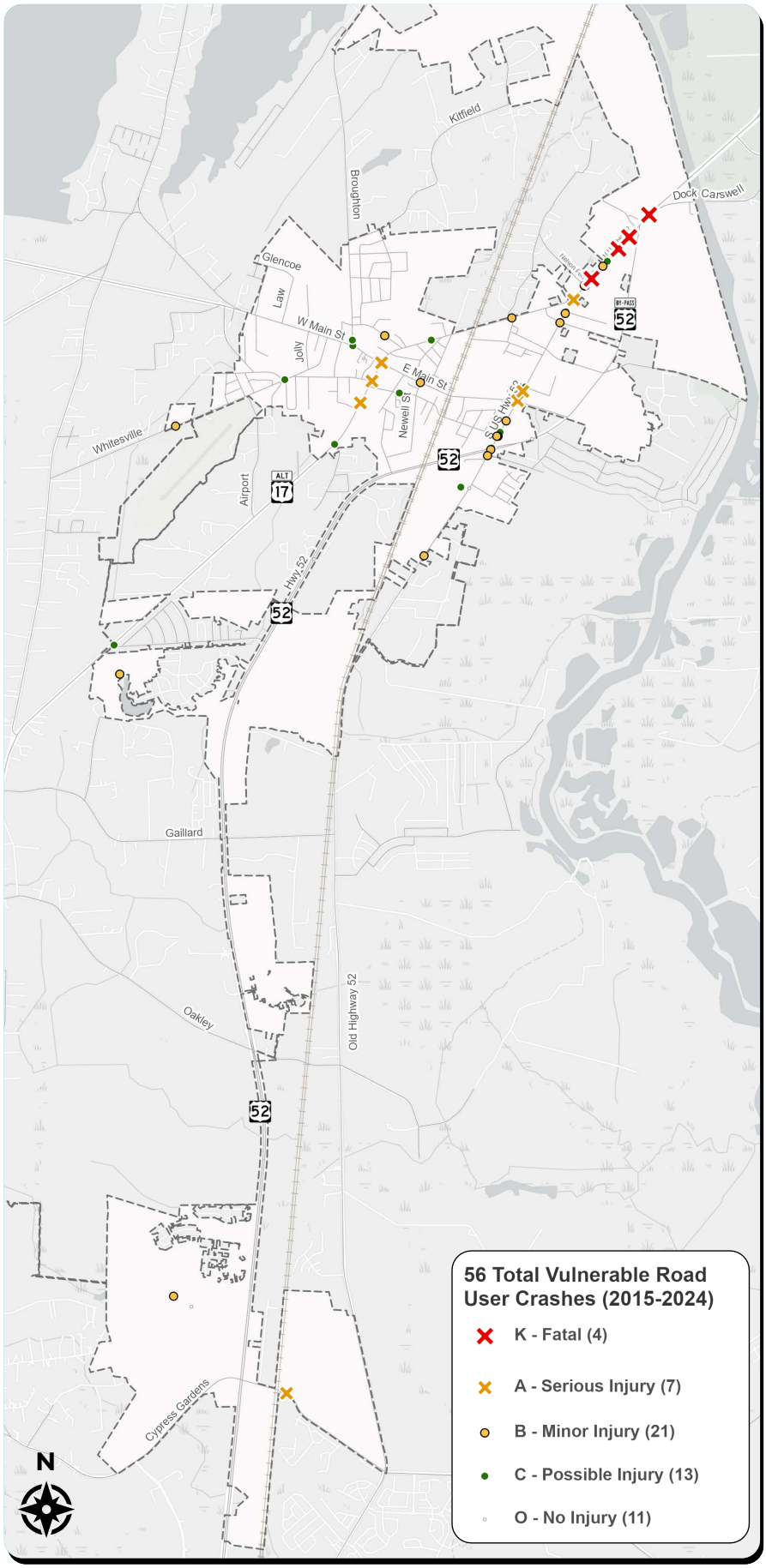
Where are severe crashes occurring?

93 FSI Crashes (2015 through 2024)



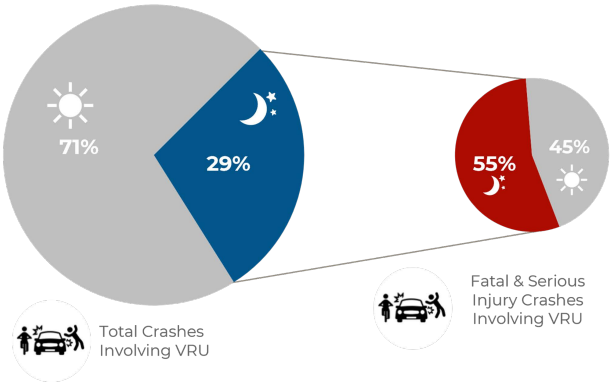
Where are vulnerable road user crashes occurring?

56 VRU Crashes (2015 through 2024)



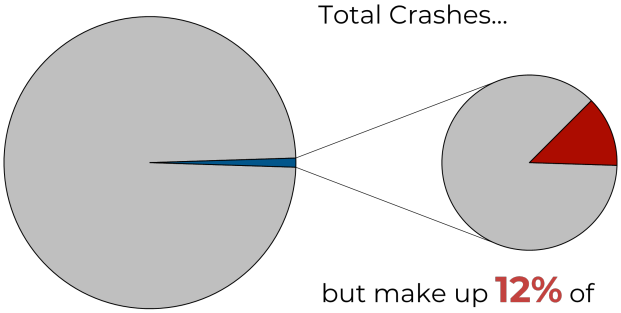
A significant majority of vulnerable road user (VRU – pedestrian/bicycle) crashes in the Town occur in the northern part of the town, particularly **along US 52 between US 17A and US 52 Bypass**, along US 52 near SC 6/Main Street, and along US 17A near SC 6/Main Street.

More than half of all Fatal & Serious Injury Pedestrian & Bicycle Crashes occurred at night.



PEDESTRIAN & BICYCLE CRASHES

only make up **1%** of Total Crashes...

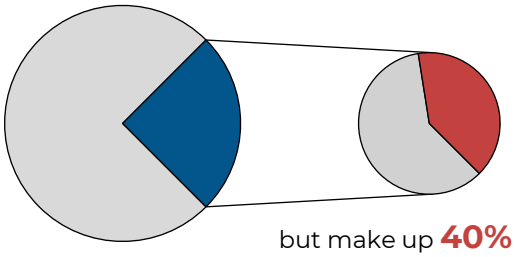


but make up **12%** of FSI Crashes

When are severe crashes occurring?

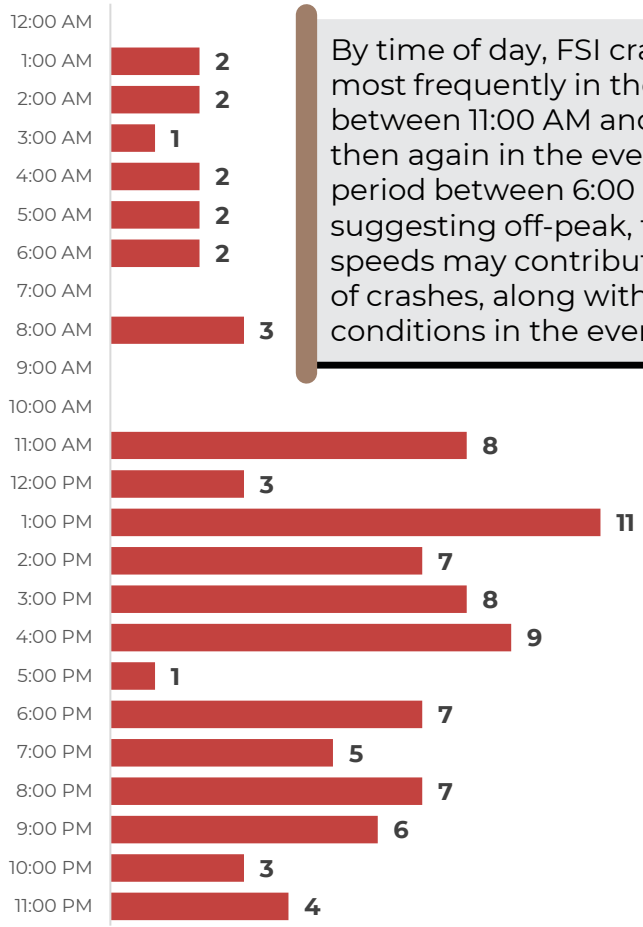
Night-time severe (FSI) crashes are occurring primarily along US 52 at its junctions with US 52 Bypass, US 17A, and Cypress Gardens Road

NIGHT-TIME CRASHES
only make up **25%** of Total Crashes...



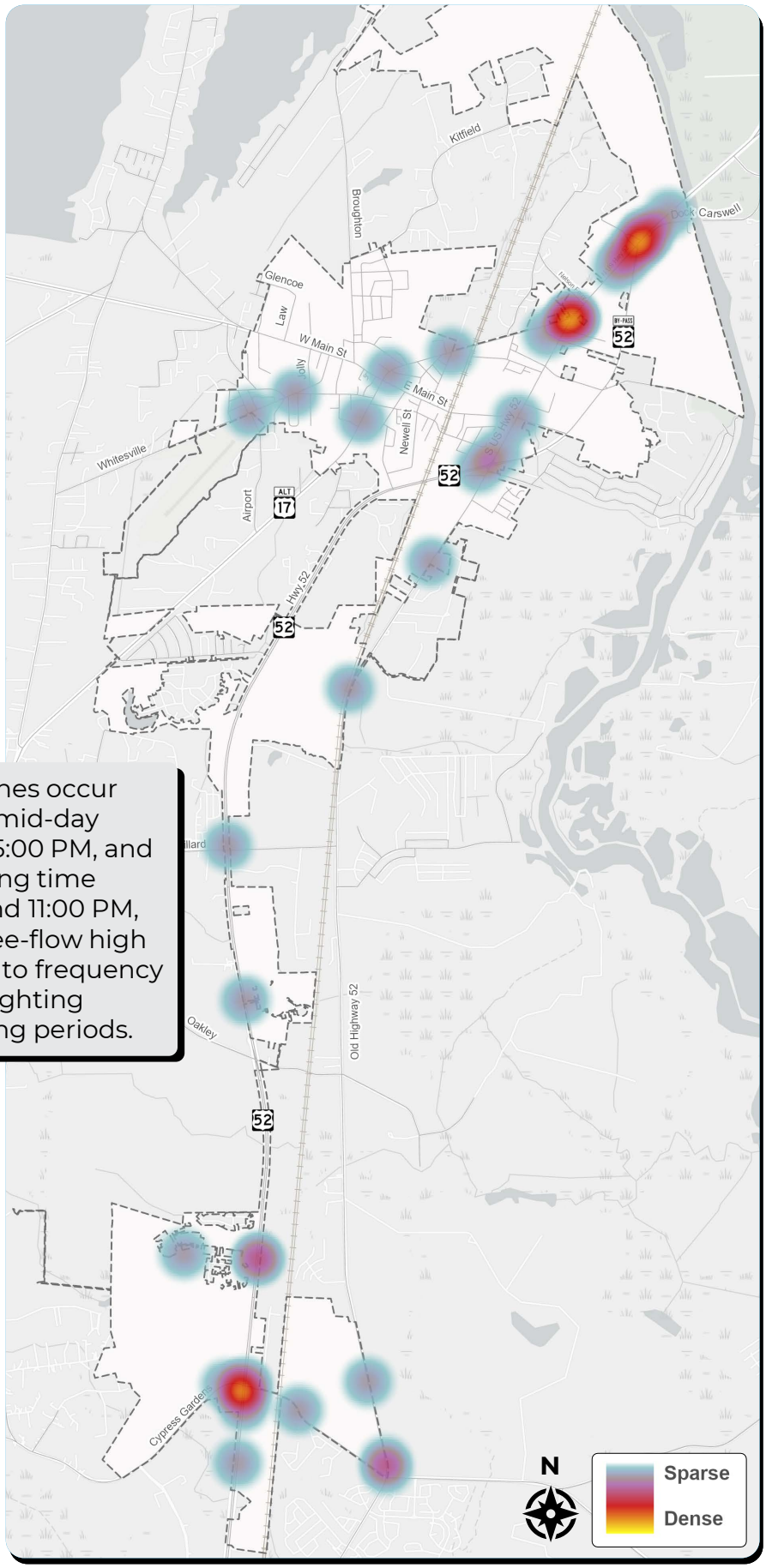
but make up **40%** of FSI Crashes

FSI Crashes by Time of Day



By time of day, FSI crashes occur most frequently in the mid-day between 11:00 AM and 5:00 PM, and then again in the evening time period between 6:00 and 11:00 PM, suggesting off-peak, free-flow high speeds may contribute to frequency of crashes, along with lighting conditions in the evening periods.

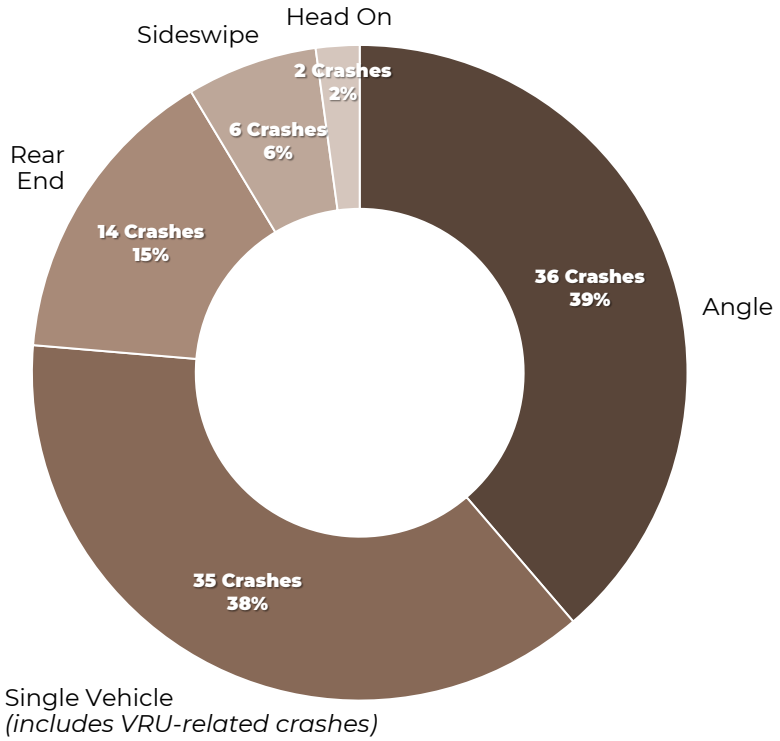
37 Nighttime FSI Crashes (2015 through 2024)



What kinds of crashes are occurring and why?

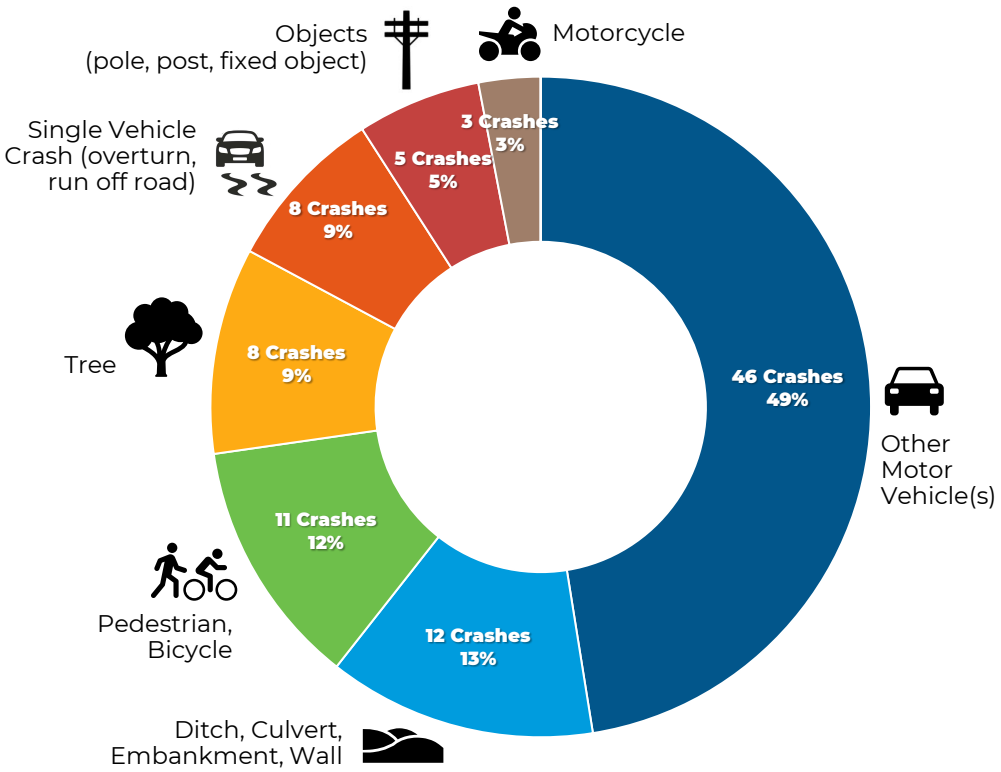
Fatal and Serious Injury crash trends by types of crashes and by first harmful events (what was struck first in the collision) were reviewed to identify key patterns to be mitigated and identify the context-dependent crash patterns within the Town. FSI crashes by Manner of Collision (crash type) and by First Harmful Event (object struck), are shown below.

FSI Manner of Collisions



Angle crashes represent the most common severe crash type (36), accounting for 31 serious injury and five fatal crashes. Single-vehicle crashes also comprise a substantial portion of severe outcomes, with 25 serious injury crashes and ten fatal crashes. This category includes pedestrian and bicycle related crashes. Single vehicle crashes also include lane departure crashes. These trends indicate the importance of intersection conflict management and roadway departure countermeasures.

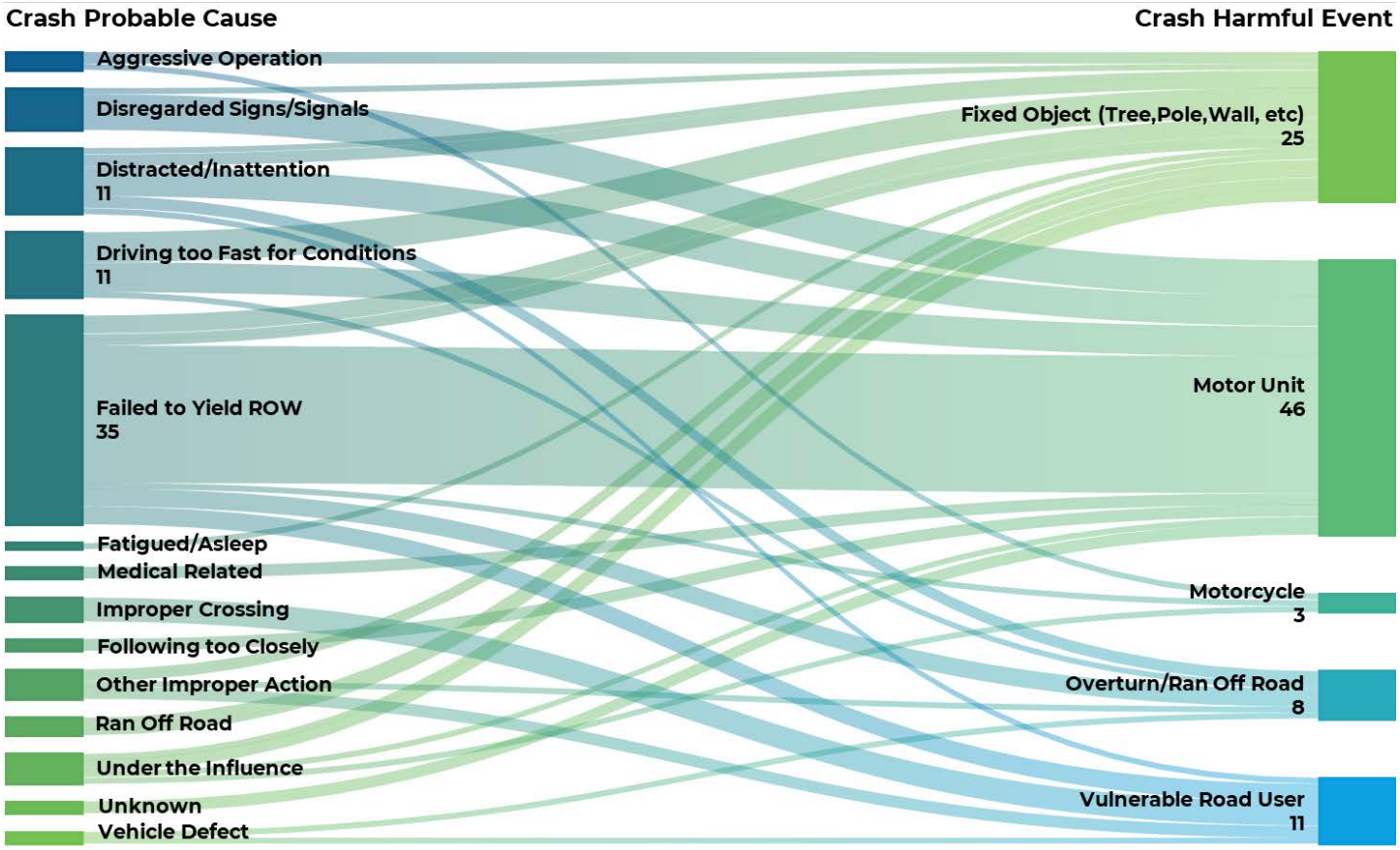
FSI Crash First Harmful Events



Motor-unit on motor-unit strikes comprise almost 50% of all FSI crashes in the Town, followed by striking ditches, culverts, embankments, or walls (13%), VRUs (12%), and trees (9%).

What kinds of crashes are occurring and why?

To better understand the patterns of co-occurrence between the probable cause of crashes and associated harmful events, the Sankey diagram below highlights that Failure to Yield Right-of-Way is the most common probable cause of fatal and serious injury crashes – primarily linked to motor-vehicle-to-motor-vehicle collisions, the most common harmful event overall.



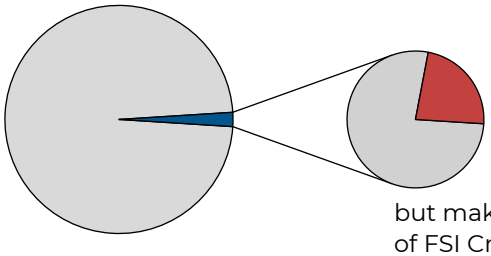
Other frequently observed probable causes, including Driving Too Fast for Conditions and Distracted/Inattention, also predominantly connect to motor unit crashes, while additionally contributing to run-off-road and fixed-object impacts.

Harmful events involving vulnerable road users are most closely associated with right-of-way-related and crossing-related causes, reflecting conflicts between vehicles and non-motorists. Although less frequent in total volume, run-off-road and fixed-object crashes are linked to a wider range of contributing causes, including speed-related, impairment-related, and roadway departure behaviors.

Overall, the diagram demonstrates that while motor-unit crashes are most frequent across most causes, a diverse set of probable causes contribute to more severe and roadway-departure-type harmful events, underscoring the multifaceted nature of crash risk across the system in the Town of Moncks Corner and the need for a comprehensive set of safety strategies.

UNBELTED CRASHES

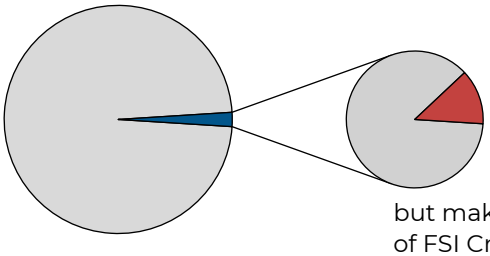
only make up **2%** of Total Crashes...



but make up **23%** of FSI Crashes

IMPAIRED CRASHES

only make up **2%** of Total Crashes...

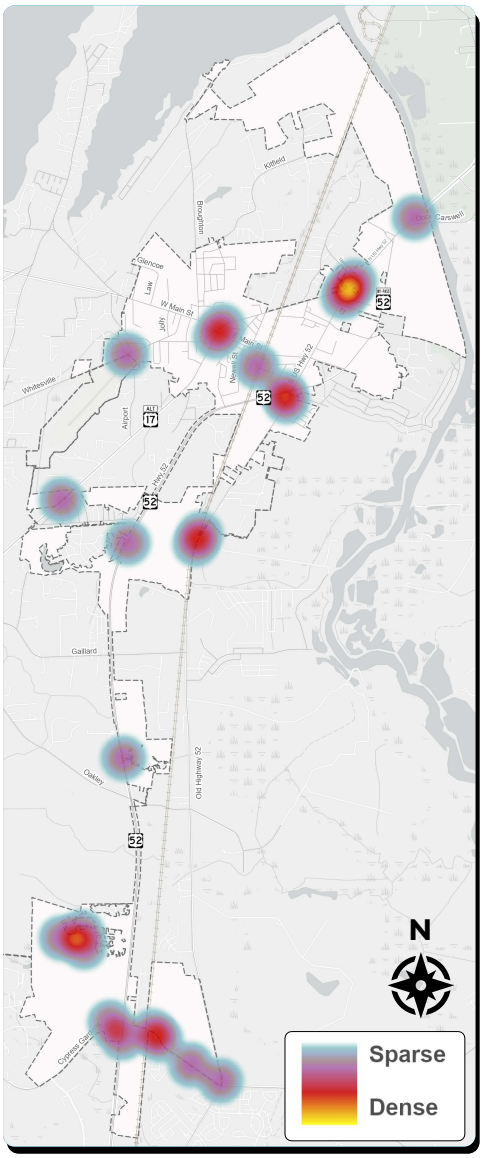


but make up **13%** of FSI Crashes

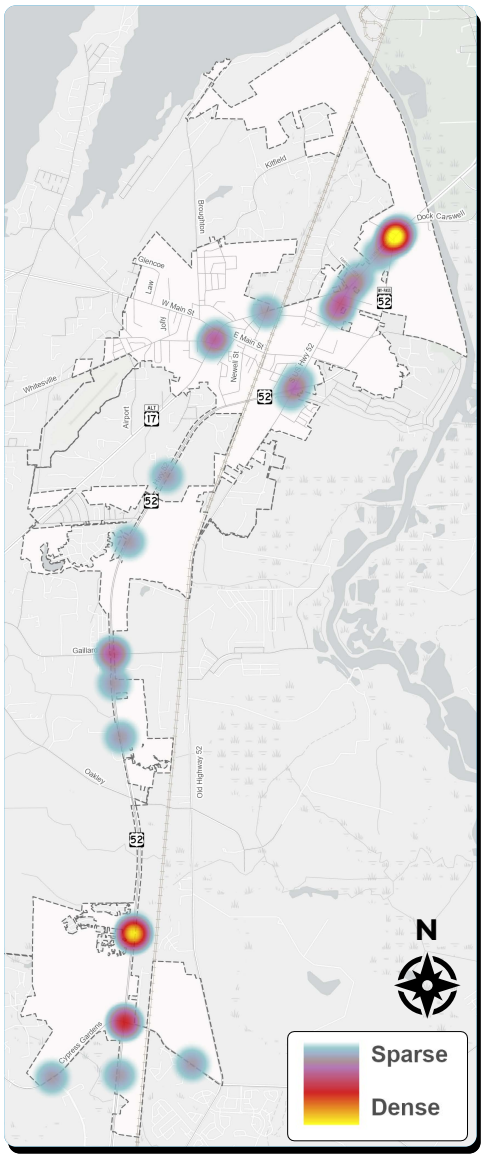
What kinds of crashes are occurring and why?

The crash review indicated several key characteristics common to the fatal and serious injury crashes, including Lane Departure Crashes, Failure to Yield Right-of-Way Crashes, and Speeding-Related Crashes. The location of these types of crashes are shown in the figures below. These patterns help to identify appropriate countermeasure treatments locationally at these crash hotpots. Notably, Lane Departure Crashes and Speeding-Related Crashes are also over-represented in FSI crashes compared to total crashes overall.

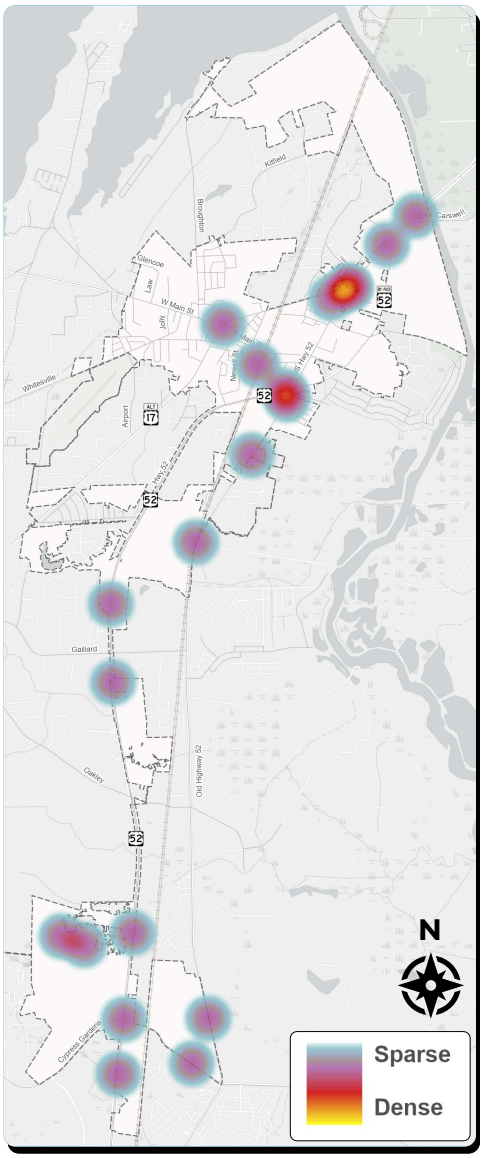
***24** FSI*
Lane Departure Crashes



***33** FSI*
Failure to Yield Right-of-Way Crashes

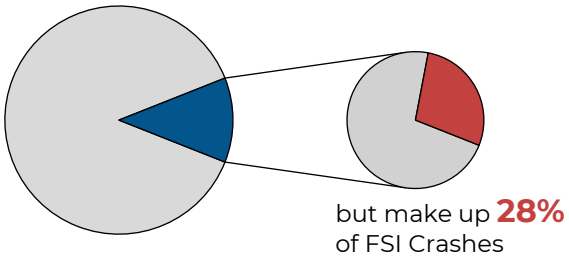


***20** FSI*
Speeding-Related Crashes



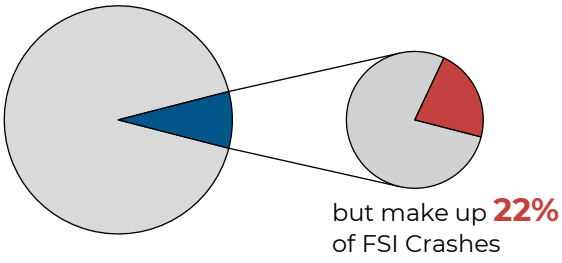
LANE DEPARTURE CRASHES

only make up **12%** of Total Crashes...



SPEEDING-RELATED CRASHES

only make up **8%** of Total Crashes...



Connecting Data To Safety

In summary, the patterns in Monck's Corner's crash data point to several key trends:

Serious and fatal crashes in the Town of Moncks Corner are increasing and have peaked in recent years—the town recorded **4,832** total crashes (KABCO) and **93** fatal and serious-injury (FSI) crashes in the last 10 years, with **43 (almost half)** of these FSI crashes occurring in *just the last three years* (2022–2024) – roughly **1 fatal or serious injury crash every 25 days**.

The analysis indicates that severe outcomes are disproportionately tied to high-risk behaviors and high-energy crash types, including speeding *(22% of FSI vs 8% of all crashes)*, lane departure *(28% of FSI vs 12% of all crashes)*, unrestrained occupants *(23% of FSI vs 2% of all crashes)*, and impairment *(13% of FSI vs 2% of all crashes)*.

Severe crashes also show an overrepresented impact on people walking and biking—they make up just **~1% of all crashes but make up 12% of FSI crashes**—and many severe crashes involve either non-intersection roadway events (57% of FSI) or fixed-object/roadside impacts (e.g., motor-unit events and fixed objects/trees), reinforcing that the Town's critical safety issues appear to include as top priorities: **speed management**, **roadway departure/roadside risk**, and **intersection conflict management**.

Locationally, the US 52 corridor, particularly north of Old US 52/Rembert C Dennis Boulevard, has experienced the highest number of severe crashes in recent history, accounting for over a quarter of all FSI crashes in the town over the past 10 years (including all four VRU fatal crashes in the Town in that time period).

Other particular areas of concern appear to be along US 17A in the vicinity of SC 6/Main Street, several sections of US 52 in the southern half of the Town, and along Cypress Gardens Road.

COMMUNITY ENGAGEMENT

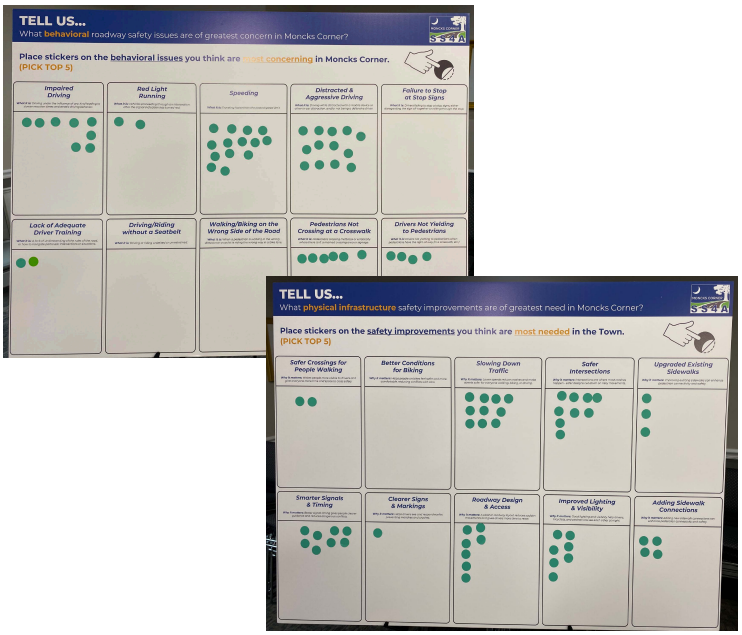
The project team engaged the community in a variety of ways throughout the life of the plan development, including:

- Two (2) In-Person **Task Force Group** *(as described on page 9)* Workshops:
  - One (1) in the early development/kickoff of the plan to direct the plan and areas of interest; and
  - One (1) towards the later development of the plan to shape final recommendations, as part of the second public workshop.
- Two (2) In-Person **Public** Workshops open to the entire community:
  - One (1) in the early development/kickoff of the plan to direct the plan and areas of interest; and
  - One (1) towards the later development of the plan to shape final recommendations.
- Two (2) **Online Surveys**:
  - One (1) in the early development/kickoff of the plan to direct the plan and areas of interest; and
  - One (1) towards the later development of the plan to share recommendations.
- One (1) **Online Interactive Mapping Exercise** to identify areas of interest.

In Person Engagement

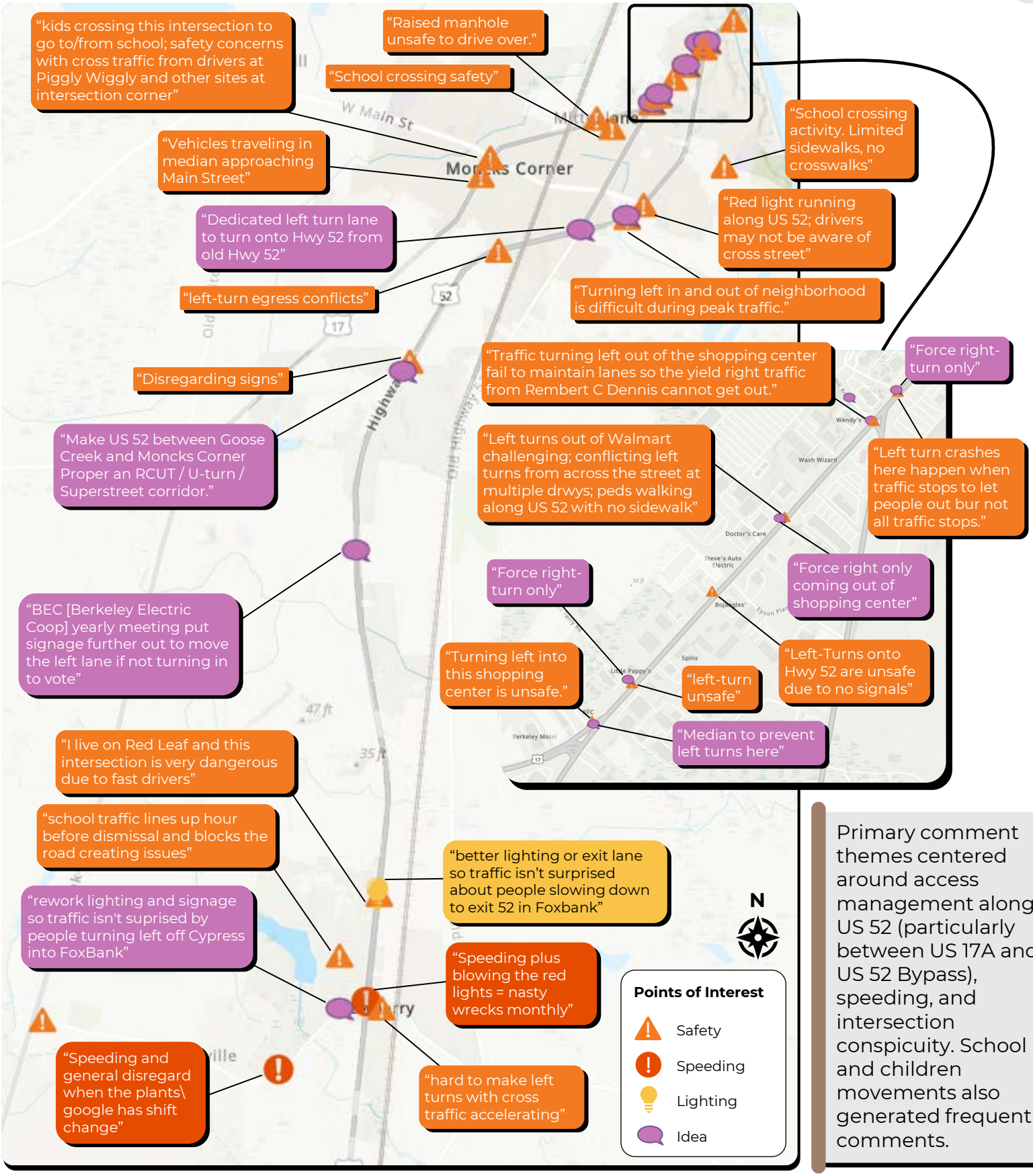
As mentioned previously, in-person engagement included two rounds of Task Force and Public Workshops.

Key takeaways from the first round of in-person engagement were that top behavioral safety concerns included: **Speeding**, **Distracted/Aggressive Driving**, and **Impaired Driving**, while top infrastructure needs included **Safer Intersections**, **Slowing Down Traffic**, **Smarter Signals/Timing**, **Roadway Design/Access**, and **Improved Lighting/Visibility**.



Interactive Online Mapping Engagement

Part of the public engagement process was receiving comments from an online interactive map allowing participants to map safety, speeding, and lighting concerns along with ideas. The map below illustrates a representative sampling of where and what types of comments were left.

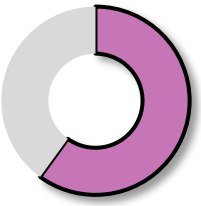


Primary comment themes centered around access management along US 52 (particularly between US 17A and US 52 Bypass), speeding, and intersection conspicuity. School and children movements also generated frequent comments.

Online Survey Engagement

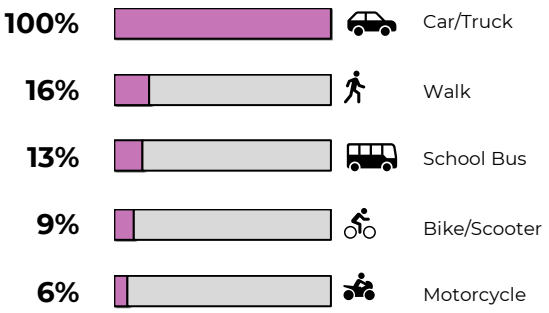
Through the first online survey, the community shared their perspectives on roadway safety conditions in Moncks Corner, including travel habits/modes; barriers to walking, biking, or rolling; key behavioral safety concerns; and desired infrastructure improvements. These insights informed the development of strategies to improve transportation safety in the Town. In the second survey, community members were asked to share feedback on the recommended safety countermeasures from the plan.

How long have respondents lived in Moncks Corner?



60% of respondents have lived in Moncks Corner **more than 10 years.**

What transportation modes do respondents use regularly?



How safe do respondents feel?

Driving...

During the day: **30% feel unsafe**

At night: **41% feel unsafe**

Walking...

During the day: **27% feel unsafe**

At night: **54% feel unsafe**

Biking...

During the day: **41% feel unsafe**

At night: **68% feel unsafe**

Open-Ended Responses

"Cars aren't stopping all the time [for the school bus]. Cars [are] cutting the school bus off."

"No sidewalks and [the] roadways [are] wholly unsafe."

"The speed limit in town is 40 mph but EVERYDAY I feel rushed by people going 50 mph or more."

Top Behavioral Roadway Safety Concerns

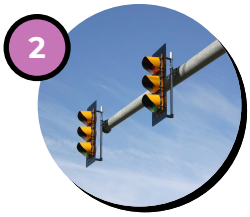
1. Distracted and aggressive driving
2. Speeding
3. Red light running
4. Failure to stop at stop signs
5. Impaired driving

Top Physical Infrastructure Needs

1. Safer intersections
2. Improved lighting and visibility
3. Smarter traffic signals and timing
4. Slowing down traffic
5. Adding sidewalk connections

Most Requested Safety Improvements

1.
Dedicated Left and Right Turn Lanes

2. 
Traffic Signal Phasing Improvements

3.

Traffic Calming / Lower Speed Limits

4.
Street Lighting

5.
Roadside Design Improvements

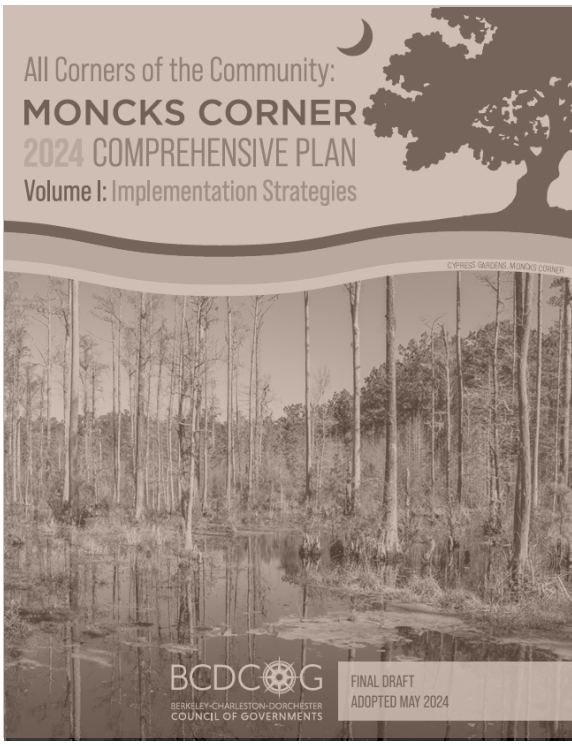
Community Engagement Summary

Based on the various touchpoints with both Task Force Group and the Community at large, key takeaways incorporated into the plan include:

- A desire for better visibility and **lighting**
- A desire for **upgraded traffic signals**
- A desire for **added turn lanes** at key intersections
- An interest in improvements related to **school traffic and children**
- A desire to see **distracted, aggressive, and impaired driving** curtailed.
- A desire for **speed management** on high-speed and high-risk corridors
- A desire to see **access management along US 52** in key locations.

EXISTING PLAN & POLICY REVIEW

Traffic safety improvements are most effective when supported by clear policies, plans, and institutional practices. This section reviews Moncks Corner's existing policy framework to highlight where it already supports Safe System principles to also help identify where targeted updates can strengthen implementation of this Safety Action Plan (with recommendations later in Chapter 4).



The goals established in Chapter 1—to prevent crashes; be data-driven; be community-informed; identify detailed, proven recommendations; and fund projects—are intended to guide how Moncks Corner plans, designs, operates, and manages its transportation system over time. The policy review conducted for this plan confirms that Moncks Corner is not starting from scratch; rather, it has an existing foundation of plans and regulations that already support many of these goals.

This section presents a review of existing **Federal**, **State**, **Regional**, and **Local** policies that directly influence roadway safety, land development, and mobility decision making.

The tables below and on the following pages summarize these plans and policies at the varying levels of government, with key policies included in SCDOT's Complete Streets Policy and Traffic Calming Policy, Berkeley County's US 52 Corridor Study and Cypress Gardens Road Corridor Study, and the Town of Moncks Corner's Land Development Regulations and Unified Development Ordinance.

*Key **Federal** Plans/Policies Relevant to this Plan*

Name	Agency	Type	Relevance to Safety	Key Takeaway
Safe Streets for All (SS4A) Program Guidelines [2022]	USDOT	Program	Direct funding source for this project, requires alignment with Vision Zero and Safe System Approach	Funds local road safety plans and implementation projects to reduce fatalities and serious injuries
National Roadway Safety Strategy (NRSS) [2022]	USDOT	Policy	Encourages speed management, multimodal design, and equitable safety interventions	This is a nationwide framework emphasizing safety as a core transportation priority
Safe System Approach (SSA) Framework [2016]	FHWA	Policy	Moncks Corner's safety strategies will integrate SSA principles	This is a holistic approach that considers safer people, roads, speeds, vehicles, and post-crash care
MUTCD (recently updated) [2025]	FHWA	Standards	March 25 update - sign design details for 98 regulatory, warning, temporary traffic control, and school signs	Minimum standards for uniform traffic control devices to reduce crashes and congestion

Existing Plan & Policy Review (Continued)

*Key **State** Plans/Policies Relevant to this Plan*

Name	Agency	Type	Relevance to Safety	Key Takeaway
SCDOT Complete Streets Policy [2021, 2024 Update]	SCDOT	Policy	"Requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation."	Requires funding for multimodal accommodations for each project if warranted and in accordance with regional plans; modernization of SCDOT design manuals to include multimodal elements; and establishment of a council to seek continuous improvement opportunities
South Carolina Strategic Highway Safety 2020-2024 Plan: Target Zero [2020]	SCDOT + SCDPS	Plan	Commitment to eliminate traffic related deaths; Safety Plan Strategies falling under Education, Enforcement, and Engineering with timeframes ranging from less than 1 to over 3 years for implementation	Establishes statewide priorities and identifies critical emphasis areas based on a detailed analysis of statewide crash data and input from a wide array of safety stakeholders. Emphasis areas are primarily include infrastructure, high risk behaviors, and vulnerable roadway users
South Carolina Office of Highway Safety and Justice Programs (OHSJP) [2022 Annual Report]	SCDPS + OHSJP	Report	OHSJP's mission and goals align with SS4A to reduce and eliminate traffic fatalities. The report measures progress by reporting fatalities statistics on a yearly basis	Statewide performance measures of highway system with overall goal of reducing collisions through informing the public of safety issues, educational and public outreach, and administering $7-10 million in federally-funded grants to address highway safety issues
Momentum 2050: Moving South Carolina Forward [2025]	SCDOT	Plan	Goals include objective to reduce fatality rate	Sets the strategic framework for the statewide multimodal transportation system through 2050
South Carolina Multimodal Transportation Plan: Charting a Course to 2040 [2014, 2020 Update]	SCDOT+ Dept. of Commerce	Plan	Integrated plan that emphasizes improving roadway safety with the goal of reducing fatalities and serious injuries	15 safety goals were identified such as: - Instituting graduated licensing for young drivers - Ensure drivers are fully licensed and competent - Sustaining proficiency in older drivers - Curb aggressive driving
SCDOT Traffic Calming Policy [2019]	SCDOT	Policy	Emphasis of engineering applications, enforcement cooperation, education of motorists, and economics for successful traffic calming	Specific eligibility criteria for where traffic calming can be utilized: "SCDOT does not have a designated funding source for traffic calming programs or projects at this time. The local government will be responsible for obtaining the funding for the traffic calming projects"
Pedestrian and Bicycle Safety Action Plan (PBSAP) [2022]	SCDOT	Plan	"...Enhances SCDOT's existing safety programs by serving as a reference for improving pedestrian and bicycle safety through a collaborative multidisciplinary approach"	Identifies the top factors and locations for pedestrian and bicycle traffic collisions; including countermeasure toolbox
SCDOT Roadway Design Manual Updates [2021]	SCDOT	Policy	Paradigm shift towards shared responsibility and tactics that address safety holistically	New chapter (Ch 13) on Multimodal Transportation that provides guidance for design of walking, biking, and transit facilities along SCDOT's right-of-way
SCDOT Crosswalk Implementation Guidelines [2021]	SCDOT	Policy	Provides guidance for how to implement pedestrian safety countermeasures to increase pedestrian visibility and access	Consideration of crossing enhancements including high visibility crosswalk markings, RRFBs, PHBs, curb extensions, and raised crosswalks

Existing Plan & Policy Review (Continued)

*Key **Regional** Plans/Policies Relevant to this Plan*

Name	Agency	Type	Relevance to Safety	Key Takeaway
Berkeley County US 52 Corridor Study [2025]	Berkeley County	Report	Outlines what has been explored for roadway improvements along US-52 as related to vehicle throughput and safety	Evaluates improvements along US 52 – a major corridor in the Town, with improvements recommended at key intersections along the corridor, including additional turn lanes, additional capacity along US 52, access management, and new traffic signal locations
Berkeley County Hazard Mitigation Plan [2020]	Berkeley County	Plan	Develops strategy to reduce harm from natural hazards which can impact the safety of roadways within the town.	Flood prone roadways can be addressed through stormwater management. The plan lays out an action plan for Moncks Corner specifically. Activities relate to land development, zoning, stormwater management, and emergency response
BCDCOG US 52 Corridor Study [2024]	BCDCOG	Study	This study seeks to improve connectivity by supporting an integrated multimodal transportation system and supports the adoption and implementation of a Vision Zero policy, with the following goals: 1. Improve overall mobility 2. Improve access management 3. Develop a traffic control plan 4. Improve transit through public education, increase frequency, improve bus stops, and promoting park and ride 5. Strengthen bicycle and pedestrian connections and set policy for walking and biking facilities in transit-supportive development locations	Study recommends the following to improve safety along US 52 – a major corridor in the Town: 1. Applying appropriate design standards 2. Extending auxiliary lanes to the required acceleration and deceleration length, especially around industrial sites for trucks 3. Addressing at-grade railroad crossings 4. Maintaining capacity as a hurricane route 5. Adding crosswalks and protected bike connections 6. Adopting and implementing a Vision Zero policy
2045 Long-Range Transportation Plan [2024]	BCDCOG	Plan	Sets priorities for spending federal funds on transportation projects in the region. This includes highways, roads, bridges, transit facilities and service, bicycle and pedestrian routes, and related enhancements	Regional bikeway and pedestrian recommendations identify separated or buffered bike lanes, new sidewalk, shared use paths, and spot improvement locations
Walk Bike BCD [2017]	BCDCOG	Plan	"The Walk Bike BCD Master Plan envisions the integration of walking and bicycling into everyday life by establishing long-term regional goals and recommendations that once implemented, can create a regional active transportation network." (Moncks Corner Comprehensive Plan)	The plan identifies bike and pedestrian enhancements in Moncks Corner, including streetscape improvements along SC 6/Main Street, including a bike lane/sharrow facility from US 17A to US 52. While sidewalks currently exist on Main Street, the streetscape improvements identified in the downtown vision for Moncks Corner will advance the safety, comfort, and convenience of people walking

Existing Plan & Policy Review (Continued)

*Key **Local** Plans/Policies Relevant to this Plan*

Name	Agency	Type	Relevance to Safety	Key Takeaway
Town of Moncks Corner Parks & Recreation Master Plan Report [2023]	Moncks Corner	Plan	The plan shows future locations of outdoor walking and biking activity as well as new driving destinations	The public rated multi-use paths as one of the high priorities for investment for parks and recreation facilities and amenities
Moncks Corner Land Development Regulations [2012]	Moncks Corner	Ordinance	The ordinance lays out minimum design standards for development which impact the types of transportation facilities that may be built and how streets are laid out	Standards of important note: 1. Intersections must intersect as nearly to 90 degrees (with 75 degree minimum) 2. Curved streets shall have a minimum tangent of one hundred (100) feet at intersections 3. Minimum Lane Widths ranging from 11 feet (local roads) to 12 feet (collectors and highways) 4. Crosswalks – Where a subdivision design involves unusually long blocks, public right-of-way for pedestrian crosswalks shall be provided where such are necessary for the convenience of pedestrians 5. A five (5) foot sidewalk shall be provided on both sides of all streets. A green strip at least four (4) feet in width shall be provided between the curb and sidewalk
Moncks Corner 2024 Comprehensive Plan [2024]	Moncks Corner	Plan	Aspiration for proactive approach to transportation planning that evolves with land use plans	Plan's first guiding principle: *Maintain a family-oriented, small-town feel with a high quality of life that appeals to existing and future residents of all ages.* Main public remarks include increased traffic and safety as well as more walking/running trails Implementation strategies of note: 1. Identify locations for future high density residential units focusing near existing public transportation and along major or minor arterials 2. Require new large-scale developments incorporate a trail system during the site planning phase and coordinate with developers to try to cohesively connect these systems into a larger multimodal network.
Moncks Corner Traffic Calming Program [Ongoing]	Moncks Corner	Program	The ultimate goal is to enhance safety, reduce speeding, and improve the overall quality of life in the residential areas	Residents can petition the Town to consider installing traffic calming measures designed to slow vehicles and improve neighborhood safety. Example applications include speed humps and speed tables. The process involves gathering signatures from a certain percentage of residents in the study area depending on road ownership
Moncks Corner Unified Development Ordinance [Under Development]	Moncks Corner	Ordinance	This ordinance will provide a streamlined document regarding land and building development and use. A UDO can encourage mixed use development patterns that support safe multimodal transportation options	This UDO is currently in development

BERKELEY COUNTY
AMBULANCE
BERKELEY COUNTY
EMS
ADVANCED LIFE SUPPORT
AMBULANCE
DIAL
911

CHAPTER 03

SAFETY ANALYSIS

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THE SAFETY ANALYSIS PROCESS

A key goal of this plan is identifying and prioritizing key **risk factors** and key **locations** which are likeliest to lead to future FSI crashes, for the purpose of developing systemic and localized countermeasure recommendations to reduce and ultimately eliminate these severe crashes.

A **focused, data-based methodology** for identifying these risk factors and locations is critical to ensuring limited resources are **devoted to the appropriate safety issues** to have greatest impact.

Risk Factor Identification Methodology

To identify risk factors in the local context of Moncks Corner, the last 10 years of available data (2015 through 2024) was reviewed – the same dataset as summarized in Chapter 2 – Existing Conditions. All various crash data categories summarized in the data were reviewed comparing crash type, environment, mode, victim, driver condition, and probable cause characteristics to identify factors which were over-represented in FSI crashes compared to total crashes overall.

Those factors which appeared more frequently in FSI crashes than crashes overall indicate that when such factors are present, crashes are more likely to result in serious injury and/or fatality and thus warrant special attention. Addressing such factors also presents an opportunity to target improvements systemically (and locally where appropriate) to have greatest impact on reducing fatalities and serious injuries on Moncks Corner's streets.

While an emphasis of this Safety Action Plan is identifying location-specific safety countermeasures (the methodology for which is introduced on the subsequent page), risk factors help to tell a holistic story and provide context to the issues present in Moncks Corner, and the systemic countermeasures that will be needed to address them.

*Crash Data **Characteristics Available** in the Data for Risk Factor Determination*

Unit Type	**Action Prior to Impact**	**Segment AADT**
Manner of Collision	**Estimated Speed**	**Intersection Major AADT**
Crash Harmful Event	**AADT**	**Intersection Minor AADT**
Probable Cause	**Intersection Assigned**	**Distracted Driving Related**
Weather Condition	**Intersection Related**	**Impaired Related**
Light Condition	**Near RR Crossing (50 ft)**	**Speeding Related**
Road Surface Condition	**Junction Type**	**Younger Driver Related**
Urban/Rural	**Work Zones**	**Vulnerable Roadway User Related**

Priority Investment Network Development Methodology

In addition to holistic and more systemic risk factors, another key goal of this study is to identify specific locations for priority investment – a "Priority Investment Network". To develop the "Priority Investment Network", **three networks were developed and overlayed**:

High-Injury Network ("HIN")

The High-Injury Network (HIN) is based on historical injury crashes (in the same 10-year period – 2015 through 2024) as all other crash analyses, with a particular focus on fatal and serious injury crashes. Segments are given a weighted score based upon the frequency of fatal, serious injury, minor Injury, and possible Injury crashes, such that fatal crashes are assigned highest "score", followed by serious injury, minor injury, and possible injury. This network is a representation of where injury crashes, particularly severe injury crashes, occur most frequently in Moncks Corner.

+

High-Risk Network

The High-Risk Network is based upon risk factors identified which correspond to over-representation of crashes by location (share of center-line mileage meeting a certain risk factor vs. share of crashes represented on those centerline miles). Note these location-based risks differ from the previously introduced Risk Factors as they are based primarily on physical/ environmental characteristics (including number of lanes, AADT, Population in Poverty, and Proximity to Schools). Risk factors are identified based on over-representation ratios and then applied holistically to the entire network for corridors meeting those risk factor criteria.

+

Community-Based Network

This network is based upon the results of the first round of public engagement's online interactive mapping exercise which allowed community members to place points at locations of interest. Each point placed by the community was assigned to the network and each segment was then given a score based upon the number of points placed on/near that segment.

=

Priority Investment Network

Each of the above networks used the same corridor segments of analysis developed using a "Sliding Window Analysis" (described to the right). Each segments score for each of the three particular networks was normalized to 10 (such that 10 represented the score of the highest scoring segment in each network). This allowed for ease of comparison between segments *within* each network and *between* the three networks. A weighted "Priority Investment Network" score was then calculated by weighting the three network scores as follows, such that the High-Injury Network was given the highest weight, followed by the Community-Based Network, and the then High-Risk Network:

High-Injury Network ("HIN")	**75%**
High-Risk Network	**10%**
Community-Based Network	**15%**

These resulting scores then allowed for identification of locations with the highest crash history, highest potential risk, and highest community interest to prioritize location-based improvements.

Sliding Window Analysis:
Each network was developed using a "Sliding Window Analysis". This consisted of developing 1/4-Mile Segments along all the corridors in the Town, "sliding along" the roadways by 1/3 the length of the segment. This method incrementally evaluates these 1/4-mile, overlapping segments and allows for a smoother network with more intuitive termini. The resulting segments were identical for each of the three networks listed above and thus the same for the ultimate Priority Investment Network.

KEY RISK FACTORS

Crash data shows that fatal and serious injury crashes in Moncks Corner are not random events. They occur under a consistent set of roadway, behavioral, and environmental conditions that increase the likelihood of severe outcomes when crashes happen. These conditions—referred to as **risk factors**—help explain why certain locations and situations repeatedly produce the most serious harm.

Unlike a single "probable cause," many severe crashes involve multiple overlapping risk factors. Understanding these patterns allows the Town to move beyond individual fault and focus on systemic changes that reduce the chance that everyday mistakes result in life-changing injuries or fatalities.

To identify key risk factors, **overrepresentation** – those factors that appear disproportionately more often in fatal and serious injury crashes than in crashes overall – was reviewed. These overrepresented factors point to conditions where crashes are more likely to result in life-changing or fatal outcomes and therefore warrant priority attention in safety investments.

Six key risk factors became evident upon detailed review of the past 10 years of available crash data, two relating to Driver Condition, one related to Vehicle Speed, one related to Lighting Condition, one related to Crash Type, and one related to Crash Victim. These are described in greater detail in the pages that follow.

Driver Condition

Crashes with Unbelted Occupants

Crashes with Impaired Drivers

Vehicle Speed

"Speeding-Related" / High Estimated Speed(s) Crashes

Lighting Conditions

"Night-time" Crashes

Crash Type

"Lane Departure" Crashes

Crash Victim

"Vulnerable Road User" (Pedestrian/Bicycle) Crashes

Driver Condition Risk Factors

Crashes with **Unbelted** Occupants

Only about *2%* of all crashes involve an unbelted occupant.
But almost **1 out of every 4** FSI crashes (23%) involves someone unbelted.

Crashes with **Impaired** Drivers

Only around *2%* of all crashes involve an impaired driver.
But almost **1 out of every 7** FSI crashes (13%) involves someone impaired.

These behaviors often overlap, but unbelted drivers (and/or passengers) are much more likely to be seriously injured or killed in a crash than those wearing seatbelts. And when drivers are impaired, they are far more likely to cause serious injury or fatality to themselves or others. **Both of these risk factors present opportunity for continued enforcement and education.**

Vehicle Speed Risk Factors

"Speeding-Related" / High Estimated Vehicle Speed(s) Crashes

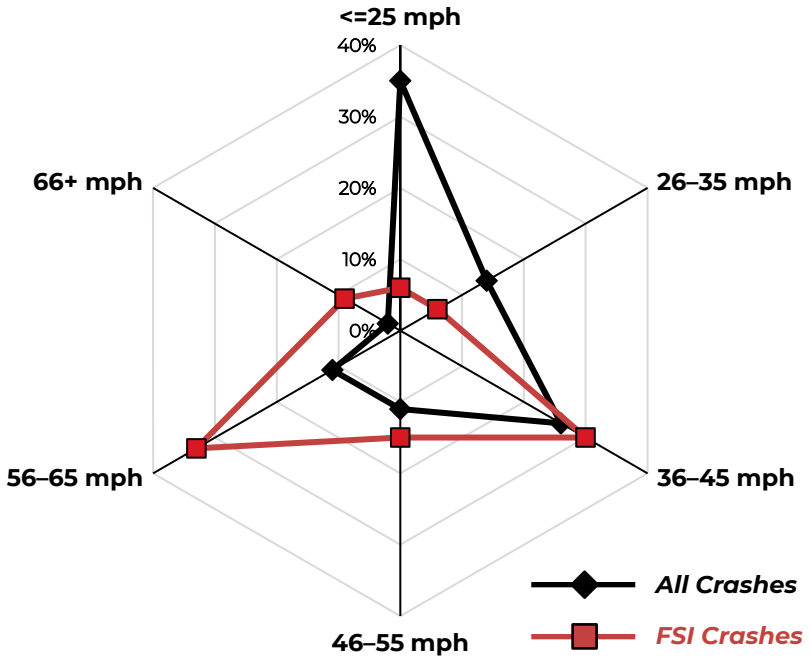
Only about *8%* of all crashes involve an impaired driver.
But almost **1 out of every 4** FSI crashes (22%) involves someone speeding.

About 50% of all crashes occurred at estimated speeds of 35 mph or greater.

But almost **9 out of every 10** FSI crashes (88%) occurred at speeds greater than 35 mph. And **4 out of every 10** FSI crashes occurred at speeds greater than 55 mph.

Historical crash data in Moncks Corner indicates a strong correlation between crash severity and speeding beyond the posted speed limit/traveling at high speed. High speed doesn't necessarily cause crashes, but high speeds do lead to more severe outcomes when crashes do occur. **This risk factor presents opportunity for enforcement and specific targeting of high-speed corridor(s) for systemic improvement.**

*Estimated **Vehicle Speed** for All Crashes and FSI Crashes Compared*



Lighting Conditions Risk Factor

"Night-time" Crashes

> Only about *25%* of all crashes occur in night-time conditions.
> But about **4 out of every 10** FSI crashes (40%) occur at night, and almost **6 out of every 10** of VRU FSI crashes (55%) occur at night.

Reduced visibility, glare, fatigue, and higher operating speeds at night combine to increase crash severity – especially for pedestrians and bicyclists crossing wide arterials or traveling along corridors with limited lighting and long crossing distances. **This risk factor presents opportunity to provide additional lighting, especially where most night-time FSI crashes are occurring.**

Crash Type Risk Factor

"Lane Departure" Crashes

> Only about *12%* of all crashes are lane departure crashes.
> But **over 1 out of every 4** FSI crashes (28%) are lane departure crashes.

These crashes often occur on higher speed segments, curves, or roadways with limited shoulders, fixed objects close to the roadway, or inadequate nighttime visibility. When vehicles leave their lane at high speeds, the combination of roadway geometry and roadside conditions significantly increases the likelihood of fatal outcomes. **This risk factor presents opportunity to provide additional lane, edge-line, and curve delineation where appropriate, as well as systemic provision of forgiving roadside clear zones where appropriate.**

Crash Victim Risk Factor

"Vulnerable Road User" (Pedestrian/Bicycle) Crashes

> Only about *1%* of all crashes involve VRUs (pedestrians/bicycles).
> But **almost 1 out of every 7** FSI crashes (12%) involved a VRU (pedestrian/bicycle).

These crashes occur where pedestrian and/or bicycle activity is highest, most commonly near where shopping and residential land uses interact, generating linear (parallel to vehicular travel way) and/or crossing demand. **This risk factor presents an opportunity to provide additional crossing and linear multimodal enhancements (sidewalk, high visibility crosswalks, enhanced crosswalks, etc.) where pedestrian/bicycle activity is currently and/or anticipated to be highest.**

Key Risk Factors Summary

Crash data does more than describe what has happened in the past. When analyzed carefully, it helps identify which **risk factors are most strongly associated with fatal and serious injuries**, and where targeted interventions can deliver the greatest safety benefits. To support data-driven decision-making under the Safe Streets for All (SS4A) program, Moncks Corner translated its crash analysis into a **Crash Data Matrix** that compares the prevalence of key risk factors across all crashes versus fatal and serious injury crashes.

This matrix highlights **overrepresented risk factors**, defined as those that appear disproportionately more often in fatal and serious injury crashes than in crashes overall. These overrepresented factors point to conditions where crashes are more likely to result in severe outcomes and therefore warrant priority attention in safety investments.

*Crash Data **Risk Factor Matrix***

Risk Factor	Overrepresentation Ratio
Unbelted Driver/Occupant	**10.81x**
Vulnerable Road User	**9.26x**
Driver Impairment	**5.28x**
Speeding-Related	**2.81x**
Lane Departure	**2.29x**
Night-time Conditions	**1.59x**

A ratio greater than 1.0 indicates a risk factor that is more concentrated in FSI crashes than crashes overall

HIGH-INJURY NETWORK

As mentioned previously, each 1/4-mile segment was scored according to its injury crash history. The scoring criteria assigned each crash a score based on severity, as follows:

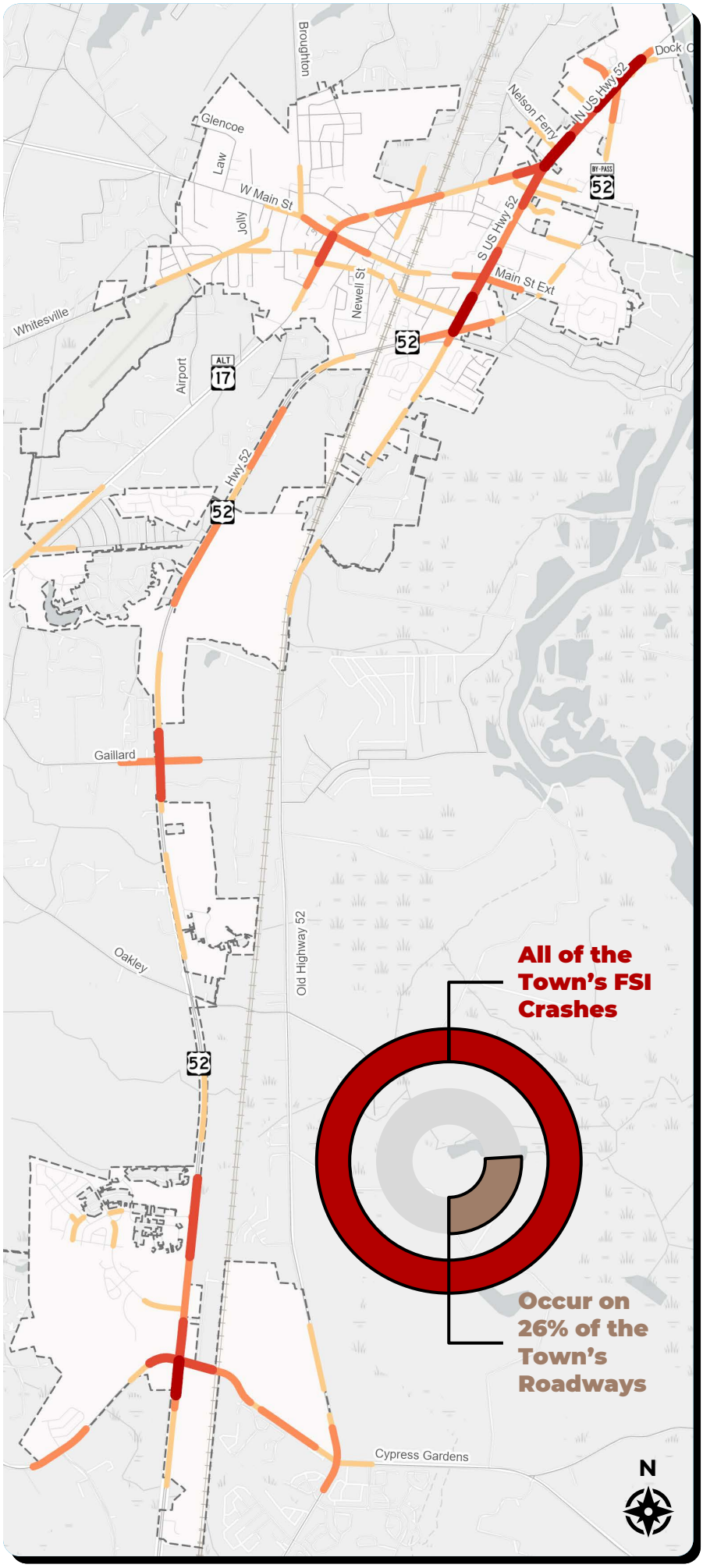
Fatal = 10 points
Serious Injury = 8 points
Possible/Minor Injury = 1 point

These crash scores were then assigned to the sliding window segments to develop High-Injury Network scores, normalized to 10, such that the highest scoring segment was given a score of 10.

The network to the right shows the result of this scoring, such that darker red, thicker lines represent segments with the highest "scores" (i.e. highest number of injury – and particularly severe injury – crashes).

The minimum score highlighted, and thus representation of the High-Injury Network, is such that each segment with at least one Serious Injury Crash is represented.

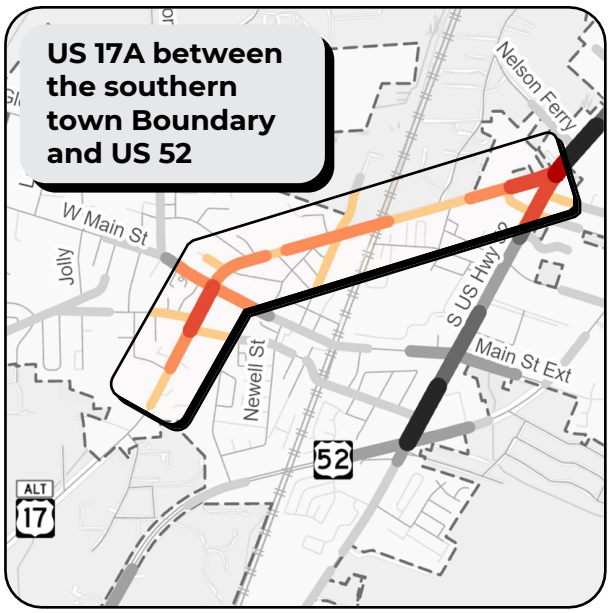
The sliding window HIN analysis indicates *several key locations where the number of injury crashes, and particularly the number of serious injury and fatal crashes are highest within the Town.* **These locations include are highlighted on the following page.**

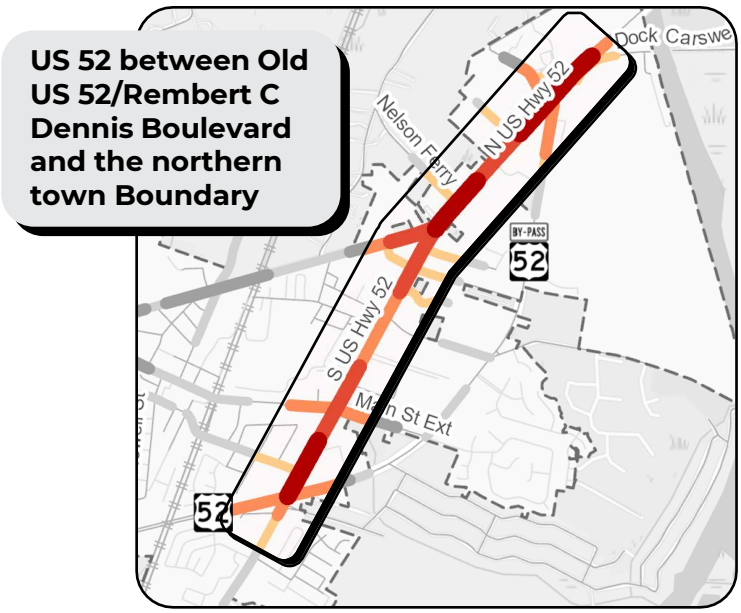


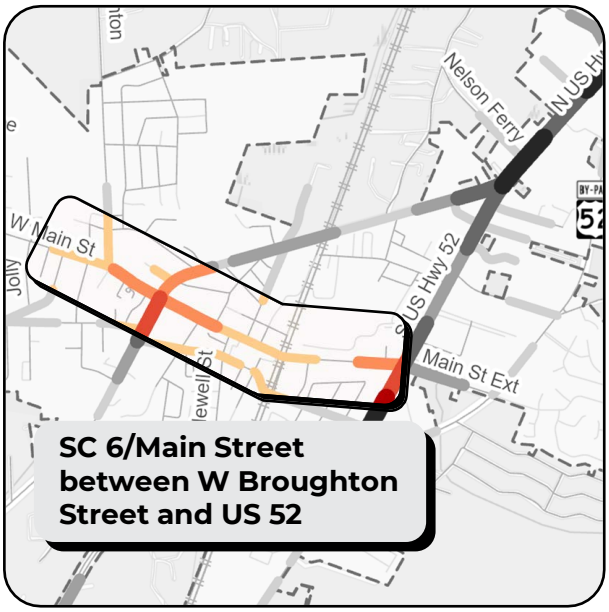
Normalized High Injury Network Score

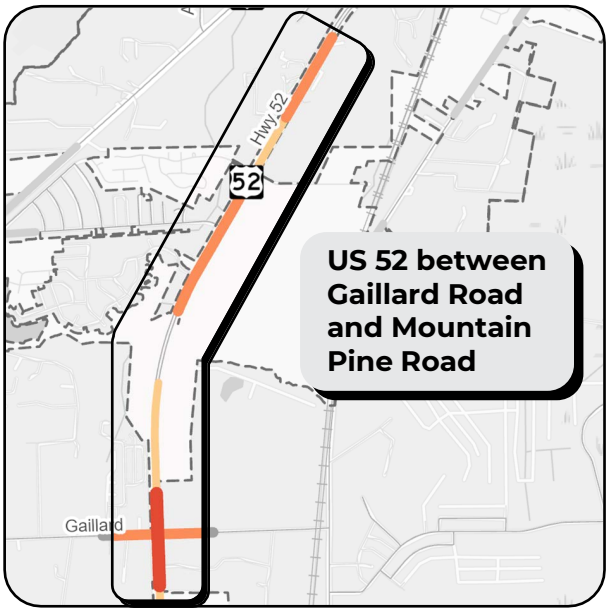
- 1
- 2-3
- 4-6
- 7-10

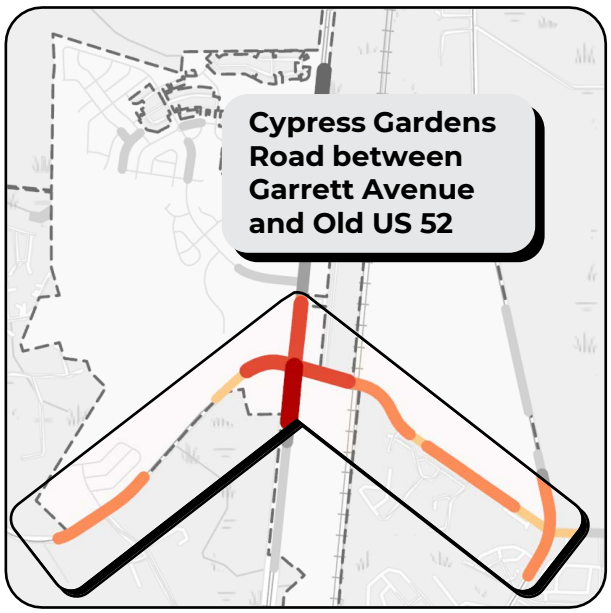
High-Injury Network Key Locations:

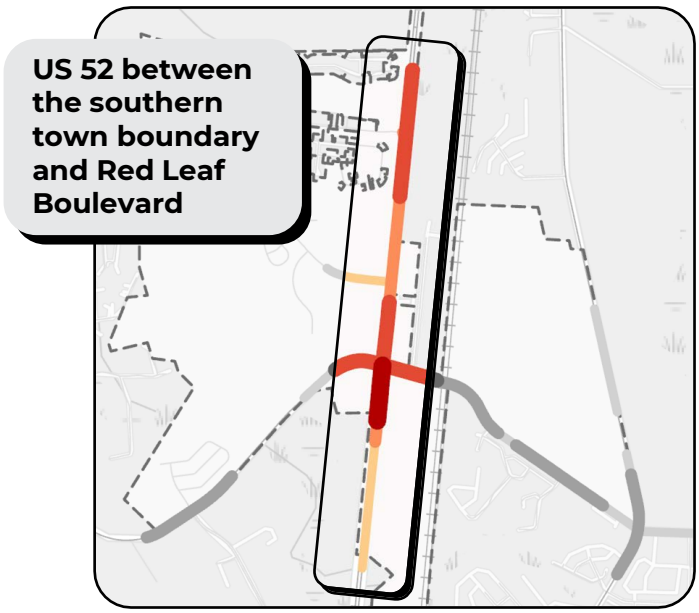








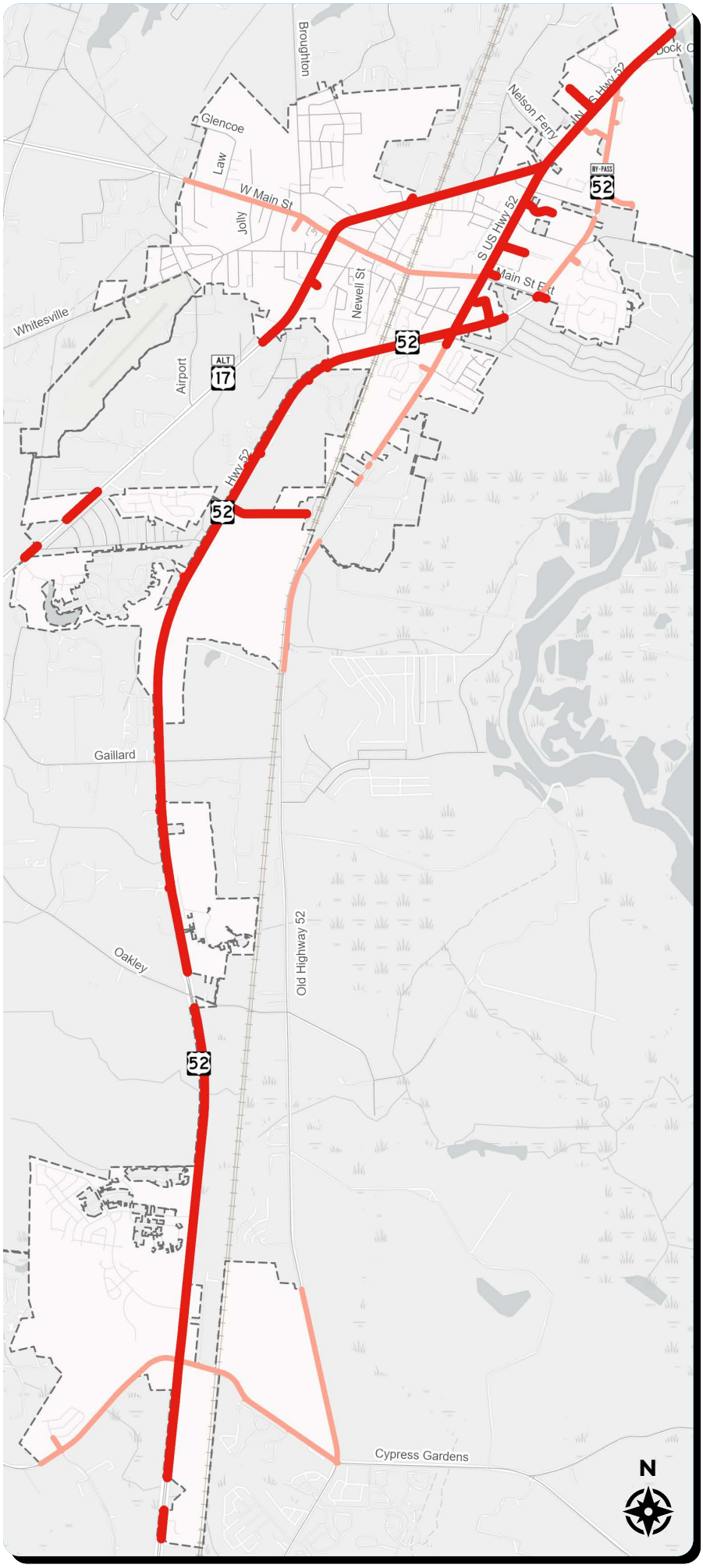




HIGH-RISK NETWORK

Based upon availability of physical/ environmental GIS-based data related to potential risk factors, four risk factors were evaluated: Proximity to Schools, Population in Poverty, Number of Travel Lanes, and Annual Average Daily Traffic (AADT). For each, the percentage of centerline miles within the Town meeting the criteria were compared with the percentage of FSI crashes on those centerlines to evaluate for over-representation.

The results of this review, shown in the table on the following page, indicated that in Moncks Corner, the corridors with greater than two travel lanes and/or greater than 5,000 AADT disproportionately account for a higher number of crashes than the total centerline miles of such roadways in the Town. Therefore, these risk factors were applied to those roadways.



Normalized High Risk Network Score

	4.34
	10.00

High-Risk Network Takeaways

High Risk Factor Analysis

Risk-Based Factors	Units/Scale	% of Centerline Miles	% of (FSI) Crashes	Ratio of FSI Crashes to Centerline Miles	Risk Factor Applied (Normalized to 10)
Schools	Within 1,000 ft	14.8%	1.08%	0.07	--
Pop. in Poverty	>15% in poverty	0%	0%	0	--
Travel Lane	>2 lanes	18.7%	70.97%	**3.79**	**5.66**
AADT	≥ 5000 vpd	30.7%	89.25%	**2.91**	**4.34**

Much of the roadway network in the Town of Moncks Corner has characteristics conducive to the risk factors identified in this study, largely due to the fact that many of the major roadway corridors in the town exhibit similar land use contexts, cross-sections, speeds, and traffic volumes.

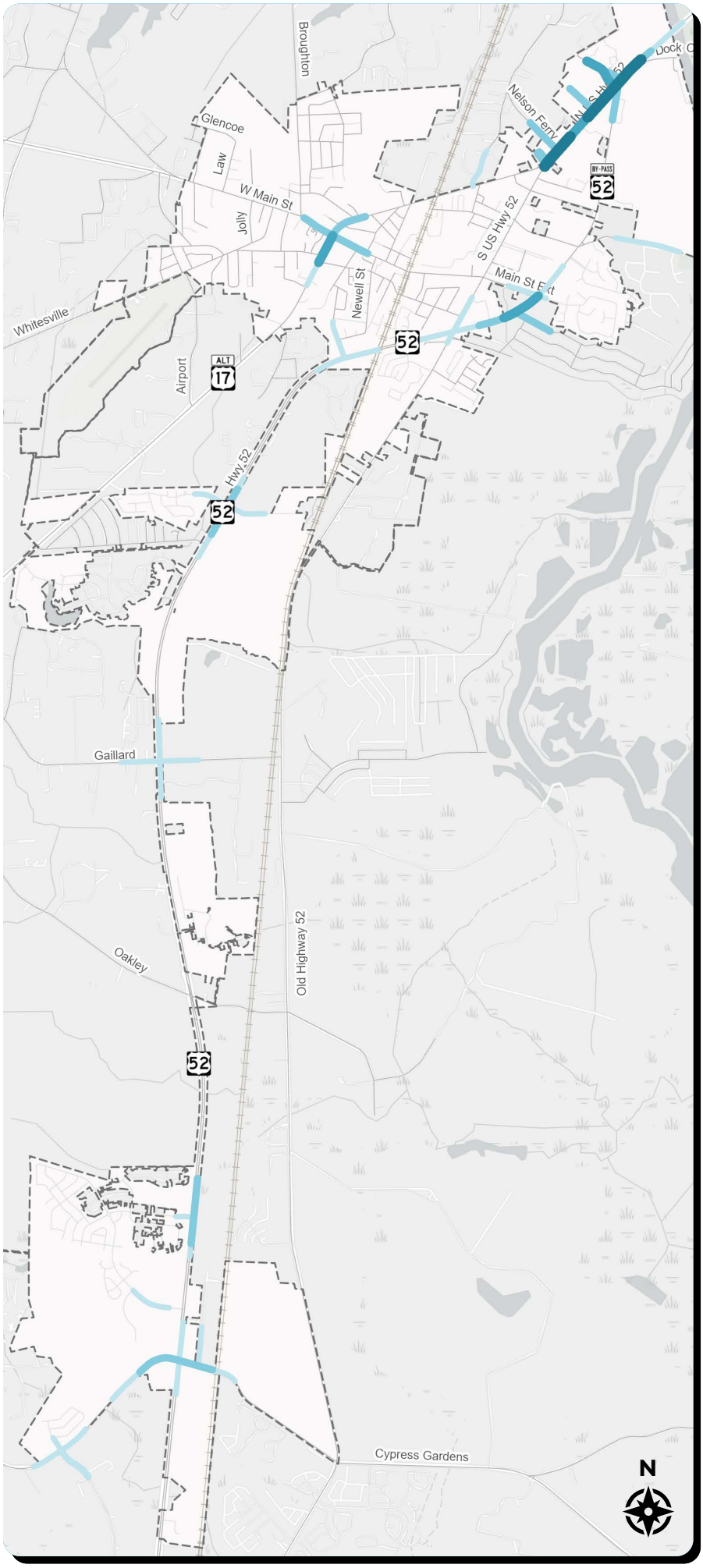
COMMUNITY-BASED NETWORK

As described in Chapter 2, an online interactive mapping exercise was available to the public as part of the first phase of community engagement. Each point placed on the map was assigned to a segment using a 100-foot buffer around each segment, and 1 point was assigned for each comment on that segment.

Each segment's score was then normalized to a 10-point scale, such that highest scoring segment received a score of 10.

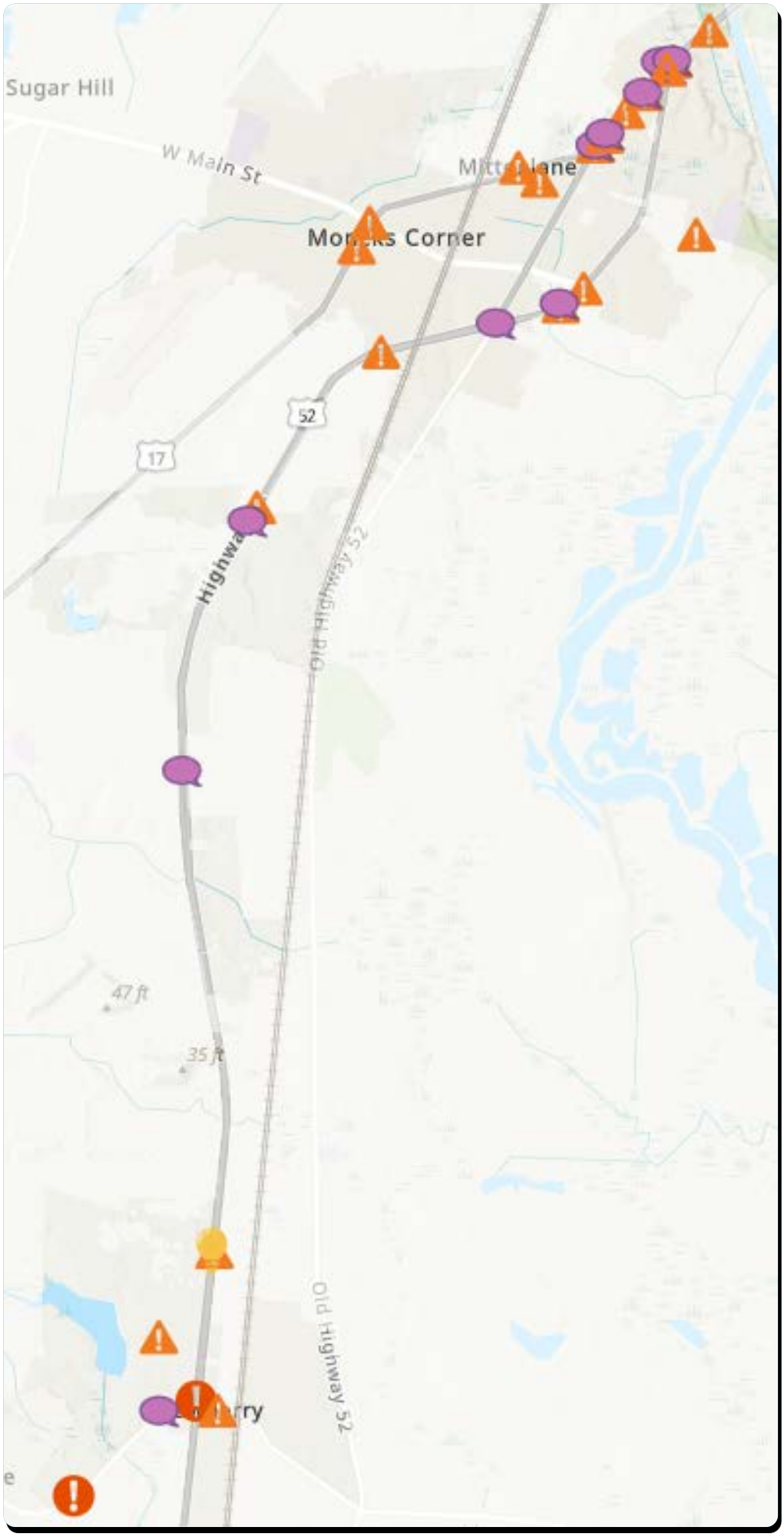
The network to the right shows the result of this scoring, such that darker blue, thicker lines represent segments that received the most points/interest in the online interactive mapping exercise.

The minimum score highlighted is such that each segment that received at least one comment is represented.



Normalized Community-Based Network Score

- 3
- 4-5
- 6-8
- 9-10



Community Network Takeaways

Community feedback indicates strong interest along US 52 between US 17A and US 52 Bypass, in the vicinity of the intersection of SC 6/Main Street and US 17A, along the US 52 Bypass, at the intersection of US 52 & Red Leaf Boulevard, and at the intersection of US 52 & Cypress Gardens Road.

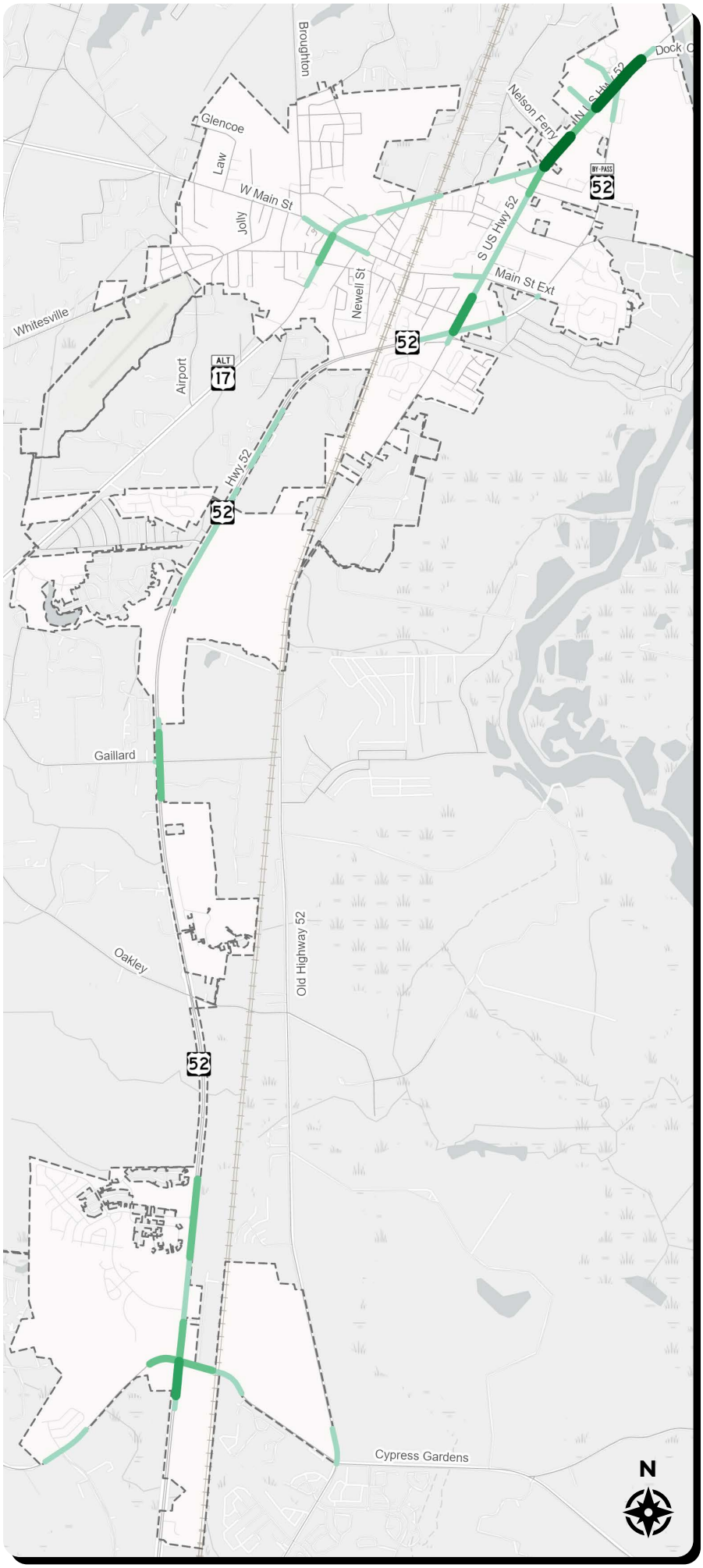
PRIORITY INVESTMENT NETWORK

The 10-scale normalized scores for each of the three previously described networks were then weighted to determine an ultimate "Priority Investment" score, according to the weightings below:

High-Injury Network ("HIN")	**75%**
High-Risk Network	**10%**
Community-Based Network	**15%**

These resulting scores then allowed for identification of locations with the highest crash history, highest potential risk, and highest community interest to prioritize location-based improvements.

The network to the right highlights the Priority Investment Network, such that darker green, thicker lines represent higher scoring, and thus higher "priority" segments in the Town.

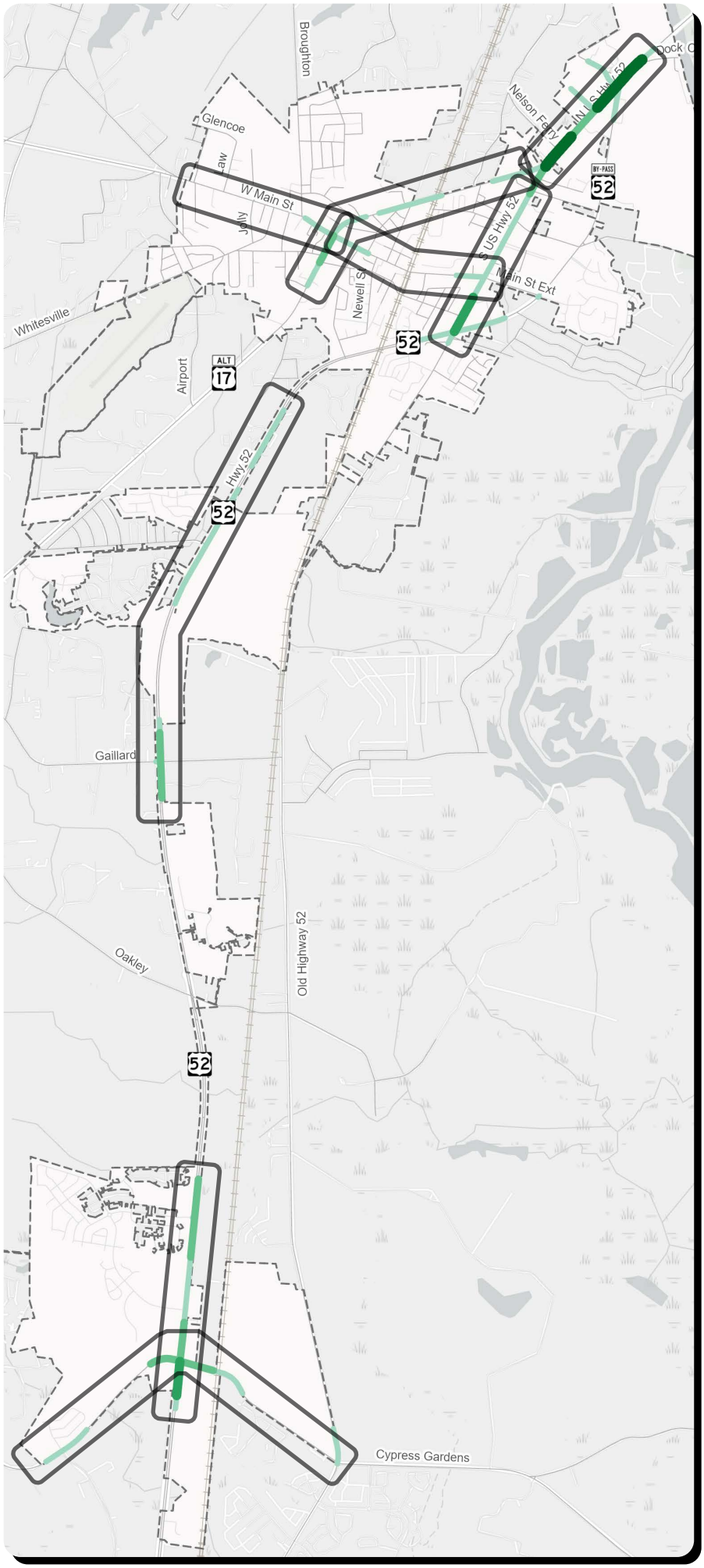


Priority Investment Network Score

- 2-4
- 4-6
- 6-8
- 8-10

Priority Investment Network Takeaways

Based on the prioritization of corridors utilizing the resulting scores of the High-Injury Network, High-Risk Network, and Community-Based Network, **eight key larger corridor segments are apparent** including four segments along US 52, one along Cypress Gardens Road, two along SC 6/Main Street, and one along US 17A.



TRUCK
SOUTH CAROLINA
6
JCT
17
ALT

CHAPTER 04

ACTION PLAN

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THE ACTION PLAN PROCESS

With goals and objectives defined; existing conditions and crash history reviewed; current policies and plans inventoried; high injury risk factors and locations identified; community interests recognized; and the priority investment network established; the action plan was then developed.

Policy and Strategy

The formulation of the action plan **began with policy and strategy**, to ensure future designs and guidelines support the Safe System Approach beyond location-specific projects that target *current* areas of concern.

Countermeasure Toolbox

The next step in forming the action plan was the development of a **countermeasure toolbox** that can be used to select context-appropriate improvement strategies to apply to safety concerns if and as they become apparent. The goal of the toolbox is to generate a menu of options for the Town's staff and the Task Force Group to apply as needed to put the plan into practice in the years to come.

Priority Location Safety Countermeasure Recommendations

Then, **priority locations** were selected by reviewing the priority investment network to address high injury, high risk, and community desired locations for improvements, all with the goal of targeting improvements in an efficient way to most effectively reduce fatal and serious injury crashes in the Town.

For each of the priority locations identified, a **project cut-sheet** was developed summarizing:

- ***Key location characteristics***
- ***Results of an in-depth crash trend review, with special focus on severe crashes***
- ***Identification of appropriate, location-specific countermeasures to reduce severe crashes***
- ***Itemized and total costs of implementing recommended countermeasures***
- ***Crash reduction potential of recommended countermeasures***
- ***Net present value of benefits of recommended countermeasures (using FHWA crash costs)***
- ***Cost/Benefit ratio of project implementation***

Conceptual design plans (preliminary plans on aerial imagery) were also developed for each priority project location to further illustrate recommended countermeasures, aid in more accurate cost-estimation, and enhance project readiness for implementation.

The sections that follow detail the results of the action plan process and the recommendations for the Town to target upon adoption of the plan.

POLICY AND STRATEGY RECOMMENDATIONS

Clear and consistent policies, plans, and institutional practices make traffic safety improvements more effective. To support this effort, the study team reviewed existing Federal, State, Regional, and Town plans and policies that influence roadway safety, land development, and mobility decision-making. This review, *documented in Chapter 2*, identified where current documents already support Safe System principles and where targeted updates can better strengthen implementation of the Safety Action Plan.

After reviewing the existing plans and policies, strategies were prioritized into near-term and mid-to-long-term strategies. This strategy development process also considered the systemic, holistic risk factors identified in Chapter 3 to consider where policy can mitigate certain recurring risk trends, particularly including unbelted occupants, impaired driving, speeding, and vulnerable road users. Key policy alignment opportunities identified include:

> **Strengthening policy language** to *codify the Safe System Approach into roadway design and land development*.
>
> **Systematically integrate** *safety programming, infrastructure investments, reporting, and technology enhancements into the Town's core operations.*
>
> **Increase educational opportunities** *through community engagement, public awareness campaigns, and interactive student programming.*

To support these opportunities, this plan recommends a set of policy-focused actions that reinforce the Safe System Approach across engineering, education, enforcement, and post-crash response. The tables on the following pages summarize near-term and mid-to-long-term policy initiatives presented as a practical menu of strategies that the Town can advance over time.

Near-Term Policy Recommendations

	Strategy	SF	SS	SRU	SV	PCC	Recurrence	Metric
1	Adopt a local **Complete Streets Policy** to align with the State policy	●	●				Once	Adopted by Moncks Corner
2	Adjust **Land Development Regulations** to include the following strategies: 1. Access management (i.e., requiring cross parcel connectivity where feasible, limiting number of access points, requiring Right In Right Out (RIRO) access where other reasonable access exists) 2. Require traffic studies to review reasonable access and access alternatives to improve access management 3. Require traffic studies to include a multimodal review 4. Incorporate Complete Streets infrastructure elements (i.e., pedestrian and bicycle infrastructure such as sidewalks, bike racks, etc.) into new developments 5. Adjust language to recommended 10 ft lane width for local and collector roads instead of 12 ft width per lane	●	●	●			Once, Update as Needed	Incorporate at least two of the strategies into the Land Development Regulations
3	Formalize a **pavement marking review** schedule and identify markings to update	●					As Needed	Program successfully established
4	Establish a **Moncks Corner Safe Routes to School (SR2S)** Program to develop programing for K-8 schools such as school-based walking route maps, physical education curriculum on pedestrian safety, walk/bike/roll to school days)			●			Once, Revaluate after First Year of Implementation	Local chapter established, two schools host SR2S Programming
5	Enhance **high school driver safety education** by hosting ThinkFast Interactive High School Drivers Education Experience in partnership with South Carolina Department of Public Safety (SCDPS)			●			Annually	One high school hosts a Think Fast Interactive Education Experience
6	Host a Town wide **public safety awareness campaign**: 1. Buckle Up seatbelt campaign 2. Driving Under the Influence (DUI) Memorial Day campaign 3. Speed limit awareness campaign (i.e., signage on Town light poles or billboards)		●	●			Annually	Complete one public safety awareness campaign annually
7	Expand the **Traffic Calming Program** to include countermeasures identified in SCDOT's Traffic Calming Policy	●	●	●			Once	Integrates SCDOT counter-measures
8	Commit to **bi-annual safety program reporting and evaluation** of effectiveness of safety initiatives	●	●	●	●	●	Every Two Years	Publicly-displayed report or newsletter
9	Establish a reoccurring meeting with the **Vision Zero Task Force** where dedicated staff are responsible for overseeing and guiding the plan implementation	●	●	●	●	●	Annually	One per year, incentivize meeting with collaborative activities

SF = Safe Roads | SS = Safe Speeds | SRU = Safe Road Users | SV = Safe Vehicles | PCC = Post-Crash Care

Mid-to-Long-Term Policy Recommendations

	Strategy	SF	SS	SRU	SV	PCC	Recurrence	Metric
1	Digitize **sidewalks and bicycle facility** locations and conditions in GIS to track gaps in the network and prioritize improvements	●					As Needed	Digitize existing infrastructure
2	Implement **safety countermeasures** at priority corridors and intersections, informed by community input at project locations	●	●			●	Annually	Implement at least one safety counter-measure annually
3	Enhance speed management of Town owned vehicles through **intelligent speed assist (ISA) technologies**				●		Reevaluate Goal after 2030	100% of fleet with "safe vehicle" technologies by 2030
4	Include a **community awareness event and education component** (i.e., social media post, signal cabinet wrap, lamp post banner, funny video made by Town staff, etc.) for each safety project / traffic calming project before construction begins (e.g., how to navigate a Rectangular Rapid Flashing Beacon (RRFB), how to use a roundabout, etc.)	●	●	●			Annually	Successfully complete at least one community education event
5	Develop a structured **post-crash site location review process** (i.e., Crash Studio analysis, mini–Road Safety Audit, etc.)					●	Once	Successfully adopt a post-crash policy
6	Develop a **speed limit reduction plan** (SS4A funded)	●	●	●	●		Once	Secure funding for the plan, complete the plan
7	Partner with Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) to support **EMS post-crash care technologies**					●	Ongoing	To be determined

SF = Safe Roads | SS = Safe Speeds | SRU = Safe Road Users | SV = Safe Vehicles | PCC = Post-Crash Care

COUNTERMEASURE TOOLBOX

Building on the High Injury Network (HIN), identified risk factors, and community input, the **Countermeasure Toolbox** translates analysis into action by identifying proven safety treatments that can be applied systemically and at specific locations. These countermeasures range from near-term, low-cost improvements to longer-term investments, and are intended to meaningfully reduce crash risk and the severity of outcomes where fatalities and serious injuries are most likely to occur.

Moncks Corner's Countermeasure Toolbox draws from nationally recognized best practices (FHWA, NHTSA - National Highway Traffic Safety Administration, Vision Zero) and is tailored to Moncks Corner's specific roadway contexts, crash history, and HIN, converting crash data and risk analysis into **practical safety actions**.

Rather than prescribing one-size-fits-all solutions, the toolbox links specific countermeasures to the **risk factors** and **crash history trends**. Treatments are designed both **systemically** (across multiple locations with shared risk characteristics) and **site-specifically** (at high-priority corridors and intersections).

This toolbox empowers Moncks Corner to select and deploy the most effective safety treatments for each location and risk profile. Planners and engineers use the toolkit to:

Match countermeasures to specific site needs, prioritizing quick-win, low-cost improvements where they will have the greatest impact.

Bundle treatments for systemic application along HIN corridors, while addressing unique challenges at high-priority sites.

Support phased implementation, enabling immediate action on urgent issues and planning for mid- and long-term investments.

Track progress toward measurable reductions in fatal and serious injury crashes.

The 40 countermeasures within the toolbox are summarized in the following pages, and are organized into six categories:

Education/Enforcement Countermeasures

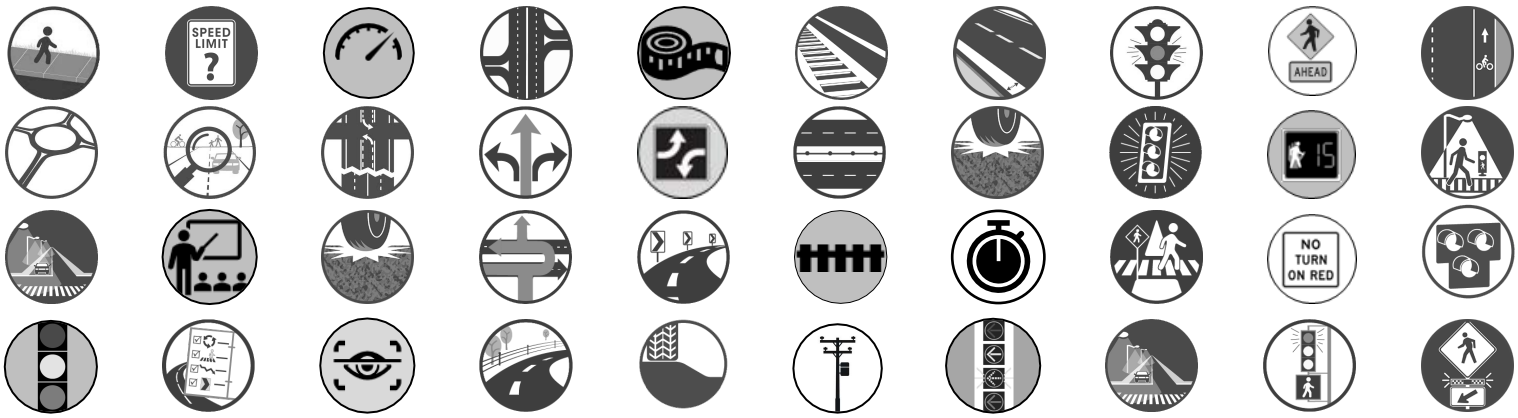
Policy/Partnership Countermeasures

Intersection/Corridor Countermeasures

Pedestrian/Bicycle (VRU) Countermeasures

Signalized Intersection Countermeasures

Roadway Departure Countermeasures



Education/Enforcement Countermeasures

	Countermeasure	Description	Consideration	Safety Benefits	Cost
E1	**Speed/Police Enforcement**	Police enforcement is an important component to preserving a safe environment for all roadway users.	Enforcement programs are most effective in the form of a well-publicized campaign. Enforcement should be preceded by warnings and media campaigns. Issuing citations and violations are carried out as part of a broader strategic program.	Evaluations of high-visibility speed enforcement programs suggest that intense campaigns with publicity can deter speeding on target urban corridors. Reducing the average speed by just 1mph can reduce injury crashes by up to **5%**.	$
E2	**Motorist and Non-Motorist Education Campaigns/ Training**	Education initiatives target lack of awareness as well as reckless attitudes towards traffic laws. Messaging encourages individuals to consider their own actions and inspire them to make more informed choices.	Education initiatives are part of a long-term, interdisciplinary approach combined with infrastructure and policy changes. Internal campaigns reinforce the value of safety programs within organizations. Engagement materials should be broadly appealing, with visual and written messages.	While public safety campaigns and training are considered to be an effective tool to improve highway safety, currently there is not a quantified, documented safety benefit available.	$-$$

Policy/Partnership Countermeasures

	Countermeasure	Description	Consideration	Safety Benefits	Cost
P1	**Road Safety Plans**	A road safety plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads.	Agencies should consider developing a safety plan to be used as a tool for reducing roadway fatalities, injuries, and crashes. These plans are also a proactive risk management technique to demonstrate an agency's responsiveness, and should be viewed as a living document.	**17-35%** reduction in severe injury and/or fatal crashes according to municipality before/ after studies.	$-$$
P2	**Road Safety Assessments (RSAs)**	RSAs are performed by a multidisciplinary team independent of the project. RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.	RSAs can be performed in any phase of project development, from planning through construction and can be focused on motorized vehicles, pedestrians, bicyclists, motorcyclists, or a combination of these users. Agencies are encouraged to conduct an RSA at the earliest stage possible.	**10-60%** reduction in crashes.	$-$$
P3	**Appropriate Speed Limit Setting**	States and local jurisdictions should set appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves.	When setting a speed limit, agencies should consider a range of factors such as pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.	**Up to 26%** reduction in crashes.	$

Intersection/Corridor Countermeasures

	Countermeasure	Description	Consideration	Safety Benefits	Cost
I-1	**Add Lighting**	Adequate lighting (i.e., at or above minimum acceptable standards) is based on research recommending horizontal and vertical illuminance levels to provide safety benefits to all users of the roadway environment.	Agencies should consider providing lighting based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, the presence of crosswalks and raised medians, and the presence of transit stops and boarding volumes.	**33-38%** reduction for nighttime crashes at rural and urban intersections.	$$-$$$
I-2	**Traffic Signal Installation**	Can improve traffic control and reduce conflicts, particularly at locations where minor road traffic has trouble crossing or merging with high volumes of major road traffic. This intervention can organize vehicle and pedestrian movements, reduce confusion, and enhance safety.	Consider installing traffic signals where history of angle collisions indicates safety concern, high traffic volumes on major road, significant pedestrian activity and comprehensive traffic analysis supports installation based on volume, delay, or crash history.	**Up to 44%** reduction in total crashes. **Up to 46%** reduction of angle crashes.	$$
I-3	**Dedicated Left- and Right-Turn Lanes at Intersections**	Auxiliary turn lanes—either for left turns or right turns—provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections.	Installing left- and/or right-turn lanes should be considered for the major road approaches for improving safety at both three- and four-leg intersections, where significant turning volumes exist, or with a history of turn-related crashes.	**28-48%** reduction in total crashes (left turn lanes). **14-26%** reduction in total crashes (right turn lane).	$$-$$$
I-4	**Corridor Access Management**	Access management refers to the design, application, and control of entry and exit points along a roadway. Access can be managed at spot locations or systematically along a corridor through the use of concrete medians, driveway consolidation, and/or additional cross-parcel connectivity.	Consider access management at locations with a history of angle and/or head on crashes, particular those with high access point density and high left-turning traffic volumes.	**25%-31%** reduction in fatal and injury crashes along urban/suburban arterials.	$$-$$$
I-5	**Improve Pavement Friction**	Involves applying treatments to the road surface to increase the resistance between vehicle tires and the pavement. High Friction Surface Treatments (HFST) are a common method which involve applying high-quality aggregates with a polymer binder to significantly boost friction levels.	Agencies should consider improving friction at locations with a history of friction-related crashes, sections where vehicles require greater friction to safely navigate, such as on horizontal curves or inclines and at zones with frequent stopping and turning movements, or at intersections.	**20%** reduction in total crashes at intersections. **Up to 52%** reduction in wet road condition crashes using HFTS.	$-$$$
I-6	**Road Diets (Roadway Reconfiguration)**	Can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).	A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less.	4-Lane to 3-Lane Reconfiguration: Up to **50%** reduction in crashes.	$$-$$$

Intersection/Corridor Countermeasures

	Countermeasure	Description	Consideration	Safety Benefits	Cost
I-7	**Roundabouts**	A circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points.	Roundabouts can be implemented in both urban and rural areas and can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments.	**82%** reduction in fatal and injury crashes.	$$$
I-8	**Reduced Left-Turn Conflict Intersections**	Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur. Examples include the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT).	Reduced conflict intersections are suitable for and adaptable to a wide variety of circumstances, ranging from isolated rural, high-speed locations to urban and suburban high-volume, multimodal corridors.	**54%** reduction in fatal and injury crashes.	$$$
I-9	**Offset Left Turn Lanes**	Providing offset of left- and right-turn lanes to increase visibility can provide added safety benefits, and is preferable in many situations, particularly at locations with higher speeds, or where free-flow or permissive movements are possible.	Offset turn lanes should be considered when there are sight distance issues related to left- and/or right-turn lane placement/orientation.	**Up to 36%** reduction in fatal and injury crashes.	$$
I-10	**Turn Lane Extensions**	Extending the length of existing left- or right-turn lanes at intersections provides additional storage for decelerating and queuing vehicles, thus reducing the likelihood of rear-end collisions and improving overall traffic flow.	Consider extending turn lanes at intersections with spillover of turning vehicles into through lanes from turn lanes, and at locations with increased rear-end or sideswipe collision relating to inadequate turn lane length.	By providing a dedicated space for turning vehicles to slow down and wait, extended turn lanes minimize the need for sudden lane changes and potential conflicts with oncoming traffic, leading to fewer crashes at intersections.	$-$$
I-11	**Sight Distance Improvements**	Improving sight distance involves removing physical obstructions, such as vegetation, parked vehicles or roadside structures, that limit driver visibility of oncoming traffic or traffic control devices. Improved sight distance reduces likelihood of collisions.	Consider at locations where obstructions hinder visibility of cross traffic or traffic control devices, where road alignment limits sight distance increasing risk of head-on or run-off road crashes, and areas prone to overgrown vegetation or obstructions that can obscure driver's line of sight.	**Up to 56%** reduction in fatal crashes and **up to 37%** reduction in nonfatal crashes.	$-$$

Pedestrian/Bicycle (VRU) Countermeasures

	Countermeasure	Description	Consideration	Safety Benefits	Cost
V1	**Walkways**	A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.	Transportation agencies should work towards incorporating pedestrian facilities into all roadway projects unless exceptional circumstances exist.	**65-89%** reduction in pedestrian crashes.	$$-$$$
V2	**Bicycle Lanes**	To make bicycling safer and more comfortable for most types of bicyclists, consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.	Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way through road diets. Separated bicycle lanes, which use vertical elements—such as flexible delineator posts, curbs, or vegetation—between the bicycle lane and motorized traffic lanes provide additional safety benefits.	**Up to 49%** reduction in bicycle crashes.	$$-$$$
V3	**Crosswalk Enhancements**	Crosswalks guide pedestrians to a designated location to cross the street and alert drivers where to expect crossing pedestrians. The ladder pattern of bars is more visible to both drivers and pedestrians than traditional single crosswalk stripes.	High-visibility crosswalks are applicable at all midblock crossings and intersections with high pedestrian activity. Locations should be convenient for pedestrian access.	**Up to 42%** reduction in pedestrian crashes.	$
V4	**Pedestrian Hybrid Beacons (PHBs)**	Pedestrian hybrid beacons (PHBs) are a user activated traffic control device that assists pedestrians crossing the street at an unsignalized crossing. They remain "dark" or blank until a pedestrian wishes to cross. A sequence of lights directs motorists to slow and come to a stop allowing the pedestrian to safety cross.	PHBs are typically used for midblock crossings or unsignalized intersections with three or more lanes. They are best applied where vehicle speeds exceed 35-40MPH and volumes are over 9,000 AADT.	**Up to 55%** reduction in pedestrian crashes.	$$
V5	**Rectangular Rapid Flashing Beacons (RRFBs)**	RRFBs alert vehicles of a crossing pedestrian. They include a pedestrian, school, or trail crossing sign combined with user activated flashing lights. The lights increase visibility at crossings and lead to high vehicle yield rates.	Best for high volume mid-block crossings with low-to-moderate vehicle speeds (<40MPH). RRFBs should be placed at both sides of a crosswalk. If a median is present, RRFBs should be placed in the median rather than on the far side of the roadway.	**Up to 47%** reduction in pedestrian crashes.	$-$$
V6	**Leading Pedestrian Intervals (LPIs)**	Leading Pedestrian Intervals (LPIs) allow pedestrians to fully enter a crosswalk before vehicles are given the green light to turn, giving priority to pedestrians over vehicles making right or left-hand turns. LPIs reduce conflicts between pedestrians and vehicles and increase the visibility of pedestrians.	LPIs are most effective when paired with right-turn on red restrictions. Intersections with very high pedestrian traffic may also consider an exclusive pedestrian interval.	**13%** reduction in pedestrian crashes at intersections.	$

Pedestrian/Bicycle (VRU) Countermeasures

	Countermeasure	Description	Consideration	Safety Benefits	Cost
V7	**Medians, Pedestrian Refuge Islands, and/or Curb Extensions**	A median is the area between opposing lanes of traffic, or between motorized and non-motorized road users, that is defined by pavement markings, raised curb separators, or islands. A pedestrian refuge island is a median with a refuge area that is intended to help protect crossing pedestrians.	Transportation agencies should consider medians or pedestrian refuge islands in curbed sections of urban and suburban multilane roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic, traffic volumes over 9,000 vehicles per day, and travel speeds of 35 mph or greater.	**Up to 56%** reduction in pedestrian crashes.	$-$$
V8	**Add Pedestrian-Scale Lighting**	Traditional roadway lighting is typically focused on the needs of vehicles. Disproportionate numbers of fatal and serious injury pedestrian and bicycle crashes occur at night. Lighting makes pedestrians more visible to vehicles and can also improve pedestrians' personal security.	At crossings, lighting should be installed on both sides of the street. Lighting placement should be in front of of the crossing to avoid silhouetting the pedestrian.	**42%** reduction for nighttime injury pedestrian crashes at intersections.	$-$$
V9	**Enhanced Signing and Marking**	These countermeasures include yield/stop here for pedestrian signs, in-street pedestrian crossing signs, and advance yield/stop pavement markings. Signage and pavement markings make crossings and pedestrians more visible and reinforce stopping and yielding right of way requirements for drivers.	In-street signs should be placed between travel lanes or in a median. Too much signage can lead to clutter and lack of overall emphasis. Drivers may also ignore signage if it is placed too close or too far in advance of the crosswalk.	Advance yield or stop markings and signs can reduce pedestrian crashes **up to 25%**	$
V10	**Pedestrian Countdown Signals**	Pedestrian countdown signals consist of a standard "walk/don't walk" signal combined with a display showing the amount of time remaining to cross. These help pedestrians judge the sufficient time needed to cross, especially for children or older adults who take longer to cross.	Countdown signals are required by MUTCD to be installed whenever pedestrian signals are added or updated.	The installation of pedestrian countdown timers can reduce total crashes by **up to 5%.**	$
V11	**Right-Turn Restrictions**	Right-turn restrictions typically involve prohibiting right-turns on red. This reduces conflicts between pedestrians (who would typically have the right of way during the red for the right-turning movement in question) crossing in the crosswalk downstream of the right-turning movement.	In locations with heavy pedestrian traffic which often conflicts with right-turning vehicles.	Prohibiting right turns on red is a simple, low-cost measure. Together with a leading pedestrian interval, the signal changes can benefit pedestrian safety with minimal impacts on traffic.	$

Signalized Intersection Countermeasures

	Countermeasure	Description	Consideration	Safety Benefits	Cost
S1	**Improve Signal Phasing/ Hardware and/or Clearance Intervals**	Extending yellow and all red time increases the time allotted for the yellow and red lights during a signal phase and allows drivers and bicyclists a few additional seconds of time at the end of a signal phase to cross through a signalized intersection.	Transportation agencies can improve intersection safety at signalized intersections by reviewing and updating their traffic signal timing policies and procedures concerning the yellow change interval. Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing.	Crash reduction varies based on treatment (e.g. **8-14%** reduction in total crashes for improving yellow change interval).	$
S2	**Signal Head Retroreflective Backplates**	Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background, made even more conspicuous by framing it with a 1- to 3-inch yellow retroreflective border.	Transportation agencies should consider backplates with retroreflective borders as part of their efforts to systematically improve safety performance at signalized intersections. Adding a retroreflective border to an existing signal backplate is a very low-cost safety treatment.	**Up to 15%** reduction in total crashes.	$
S3	**Flashing Yellow Arrow (FYA) Signal Heads**	Used to indicate permissive left-turn movements at signalized intersections. The FYA informs drivers that they are permitted to turn left after yielding to oncoming traffic and pedestrians, to reduce confusion associated with traditional circular green indications.	Transportation agencies should consider implementing FYA signal heads at intersections with permissive left-turn phasing on traditional circular green indications, and intersections with a history of left-turn collisions.	**Up to 15%** to **25%** reduction of left-turn crashes.	$
S4	**Signal Retiming**	Involves adjusting the phases and intervals of traffic signals to optimize the flow of vehicles and pedestrian through intersections. Properly timed signals can reduce delays, decrease fuel consumption, and enhance safety by minimizing aggressive driving behavior such as red-light running.	Consider implementing signal retiming when there are significant shifts in traffic volumes, when signals have not been retimed in several years, when intersections experience frequent delays and long queues, and/or when intersections have a history of red-light running or rear-end collision.	The retiming of signals throughout a corridor can reduce crashes by **up to 15%.**	$-$$

Roadway Departure Countermeasures

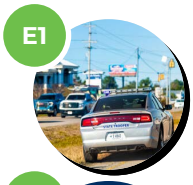
	Countermeasure	Description	Consideration	Safety Benefits	Cost
D1	**Rumble Strips/Stripes**	Milled/raised elements on the pavement to alert drivers through vibration/sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway. Rumble stripes are rumble strips where pavement marking is placed over the rumble strip.	Transportation agencies should consider milled center line rumble strips (including in passing zone areas) and milled edge line or shoulder rumble strips with bicycle gaps for systemic safety projects, location-specific corridor safety improvements, as well as reconstruction or resurfacing projects.	**Up to 51%** reduction in fatal and serious injury road departure-related crashes on 2-lane rural roads.	$
D2	**Median Barriers**	Median barriers are longitudinal barriers that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier.	To reduce cross-median crashes, transportation agencies should review their head-on crash history on divided highways to identify hot spots. Agencies should also consider implementing a systemic approach to median barrier placement based on cross-median crash risk factors.	**97%** reduction in cross-median crashes.	$$-$$$
D3	**Roadside Barriers**	Guardrail redirects a vehicle away from embankment slopes or fixed objects. It is installed to reduce the severity of road departure crashes. However, it should only be used in conditions where striking the barrier is less severe than going down the embankment or striking a fixed object.	Consider application of guardrails on roadway segments with curves and/or high number of roadway departure collisions.	Studies have shown that installing roadside barriers can significantly reduce the severity of run-off-road crashes, especially when placed strategically near hazardous roadside features.	$$-$$$
D4	**Removal or Relocation of Obstacles/Fixed Objects**	The clear zone, or an unobstructed, traversable area beyond the edge of the traveled way, is an important safety feature of a roadway to allow for the recovery of errant vehicles.	Can increase the likelihood that a roadway departure results in a safe recovery rather than a crash and mitigate the severity of crashes that do occur. Clear zone width is based on risk (also called exposure). Key factors in assessing risk include traffic volumes, speeds, and slopes.	Improving clear zone areas by removing or relocating fixed objects can reduce those type crashes by **more than 90%.**	$-$$$
D5	**Wider Edge Lines**	Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. Edge lines are considered "wider" when the marking width is increased from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches.	Most effective in reducing crashes on rural two-lane highways, especially for single-vehicle crashes. Consider implementing a systemic approach to wider edge line installation based on risk factors, including pavement and shoulder widths, curves, traffic volumes, and nighttime crashes.	**37%** reduction in road departure-related crashes (fatal and injury crashes on rural, two-lane roads).	$-$$
D6	**Improve Pavement Friction (in Horizontal Curves)**	Enhancing pavement friction involves applying treatments to the road surface to increase the resistance between vehicle tires and the pavement. Involves applying high-quality aggregates with a polymer binder to significantly boost friction levels.	Consider at locations with a history of friction-related crashes, sections where vehicles require greater friction to safely navigate such as on horizontal curves or inclines and at zones with frequent stopping and turning movements or at intersections.	**48%** reduction in injury crashes at horizontal curves.	$-$$

Roadway Departure Countermeasures (cont.)

	Countermeasure	Description	Consideration	Safety Benefits	Cost
D7	**Wider Shoulders and/or "SafetyEdge℠"**	Exposed vertical pavement edges can cause vehicles to become unstable and prevent their safe return to the roadway. Wider shoulders/"SafetyEdge℠" gives drivers the opportunity to return to the travel lane while maintaining vehicle control.	Transportation agencies should develop standards for implementing the SafetyEdge℠ systemwide on all new asphalt paving and resurfacing projects where curbs and/or guardrail are not present, while also encouraging standard application for concrete pavements.	**11%** reduction in fatal and injury crashes; **21%** reduction in run-off road crashes; **19%** reduction in head-on crashes.	**$-$$**
D8	**Roadside Design Improvements at Curves**	Encompasses several treatments that target the high-risk roadside environment along the outside of horizontal curves. These treatments can reduce roadway departure fatalities and serious injuries by giving vehicles the opportunity to recover safely and by reducing crash severity.	Having strategic roadside design elements, including an added or widened shoulder, flattened sideslopes, or a widened clear zone can provide drivers with an opportunity to regain control and re-enter the roadway in their lane or come to a safe stop before rolling over or encountering a fixed object.	**8% - 44%** reduction in single-vehicle crashes.	**$-$$$**
D9	**Enhance Delineation for Horizontal Curves**	Includes a variety of potential strategies that can be implemented in advance of or within curves, in combination, or individually. Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed.	Review signing practices and policies to ensure they comply with the Manual on Uniform Traffic Control Devices (MUTCD) principles of traffic control devices. Consistent practice for similar curves sets the appropriate driver expectancy. Use the systemic approach to identify and treat problem curves.	Chevron signs can have **16%** reduction in non-intersection fatal and injury crashes and **25%** reduction in night-time crashes.	**$**

Countermeasure Toolbox Summary

Education/ Enforcement



E1 Speed/Police Enforcement

E2 Motorist and Non-Motorist Education Campaigns/ Training

Policy/ Partnership

P1 Road Safety Plans

P2 Road Safety Assessments (RSAs)

P3 Appropriate Speed Limit Setting

Signalized Intersections

S1 Improve Signal Phasing/ Hardware and/or Clearance Intervals

S2 Signal Head Retroreflective Backplates

S3 Flashing Yellow Arrow Signal Heads

S4 Signal Retiming

Intersections & Corridors

I-1 Add Lighting

I-2 Traffic Signal Installation

I-3 Dedicated Left- and Right-Turn Lanes at Intersections

I-4 Corridor Access Management

I-5 Improve Pavement Friction

I-6 Road Diets (Roadway Reconfiguration)

I-7 Roundabouts

I-8 Reduced Left-Turn Conflict Intersections

I-9 Offset Left Turn Lanes

I-10 Turn Lane Extensions

I-11 Sight Distance Improvements

Pedestrians & Bicycles (VRU)

V1 Walkways

V2 Bicycle Lanes

V3 Crosswalk Enhancements

V4 Pedestrian Hybrid Beacons (PHB)

V5 Rectangular Rapid Flashing Beacons (RRFB)

V6 Leading Pedestrian Intervals (LPIs)

V7 Medians, Pedestrian Refuge Islands, and/or Curb Extensions

V8 Add Pedestrian-Scale Lighting

V9 Enhanced Signing and Marking

V10 Pedestrian Countdown Signals

V11 Right-Turn Restrictions

Lane Departure

D1 Rumble Strips/Stripes

D2 Median Barriers

D3 Roadside Barriers

D4 Removal or Relocation of Obstacles/ Fixed Objects

D5 Wider Edge Lines

D6 Improve Pavement Friction (in Horizontal Curves)

D7 Wider Shoulders and/or "SafetyEdge℠"

D8 Roadside Design Improvements at Curves

D9 Enhance Delineation for Horizontal Curves

The **40 countermeasures** in this section serve as a source for countermeasure identification in this study for both systemic and location-specific application

PRIORITY LOCATIONS SELECTED

C-1 US 52/US 17A | US 17A to Dock Rd

0.80 miles in total **length**	**>30,000** AADT (vehicles/day)	**>20%** Of Town's **FSI** Crashes	**>35%** Of Town's **Fatal** Crashes	**>33%** of **community** mapping **interest**	**Angle, Night, VRU** predominant injury **crash types**

C-2 US 52 | Old Highway 52/US 52 Bypass to US 17A

1.34 miles in total **length**	**>20,000** AADT (vehicles/day)	**>17%** Of Town's **FSI** Crashes	**>19%** Of Town's **Injury** Crashes	**Angle, Night, Rear End, VRU** predominant injury **crash types**

C-3 US 17A | South Winter St to US 52

1.82 miles in total **length**	**~25,000** AADT (vehicles/day)	**~14%** Of Town's **FSI** Crashes	**Angle, Night, Single-Vehicle, Rear End, VRU** predominant injury **crash types**

C-4 US 52 | Southern Town Boundary to Red Leaf Blvd

1.53 miles in total **length**	**>27,000** AADT (vehicles/day)	**~16%** Of Town's **FSI** Crashes	**Angle, Night, Rear End, Speed-Related** predominant injury **crash types**

C-5 SC 6/W Main Street | Western Town Boundary to US 17A

1.00 miles in total **length**	**~15,000** AADT (vehicles/day)	**Schools, Parks, and Community Spaces** Common Land Use	**Rear End, VRU** predominant injury **crash types**

C-6 SC 6/E Main Street | US 17A to US 52

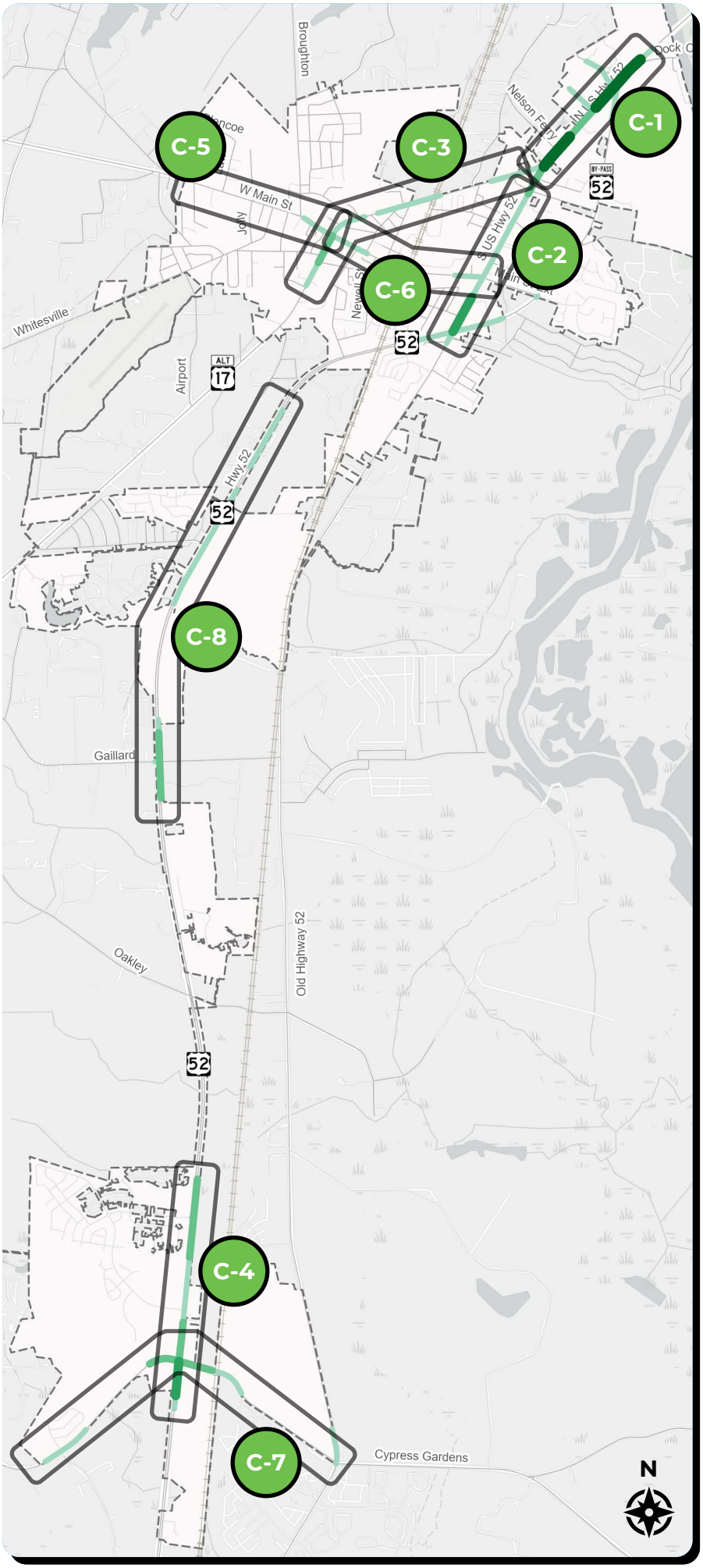
0.99 miles in total **length**	**>8,000** AADT (vehicles/day)	**Schools, Parks, and Community Spaces** Common Land Use	**Rear End, Angle, VRU** predominant injury **crash types**

C-7 Cypress Gardens Road | Garrott Ave/Grande Tree Dr to Old Hwy 52

2.20 miles in total **length**	**~15,000** AADT (vehicles/day)	**~15%** Of Town's **FSI** Crashes	**Single-Vehicle, Angle, Night, Rear End** predominant injury **crash types**

C-8 US 52 | Gaillard Rd to Merrimack Blvd

2.97 miles in total **length**	**22,000** AADT (vehicles/day)	**~10%** Of Town's **FSI** Crashes	**Single-Vehicle, Angle, Rear End** predominant injury **crash types**



Priority Investment Network *Addressed*

Priority corridor locations were identified (as highlighted to the left and summarized on the previous page), leading to the identification of eight corridors for further concept development. These were selected to address the majority of the Priority Investment Network. These eight corridors capture:

84% of FSI crashes that have occurred in Moncks Corner in the past 10 years.

84% of Minor/Possible Injury crashes that have occurred in Moncks Corner in the past 10 years.

80% of Community Interest Online Interactive Map Comments received.

Project location cut-sheets (one cut-sheet for each corridor) highlighting key corridor characteristics, recommended countermeasures, countermeasure crash reduction factors (from the CMF Clearinghouse), crash reduction potential, countermeasure costs, value of benefits in present dollar values (using FHWA's latest crash costs by severity), and an overall benefit/cost (B/C) ratio for each corridor (given the recommended countermeasures) are included in **Appendix D.** *Click to navigate*

Note that given the context of Moncks Corner, numerous key corridors overlap at key intersections. To retain the independent utility of various potential corridor improvements, these overlaps were retained in summarizing the crash data for each corridor in the Cut Sheet analysis, though the statistics shared above do represent non-overlapping crash history capture considering all eight corridors.

More detailed conceptual drawings of these recommended improvements for each corridor are included in **Appendix E.** *Click to navigate*

SUMMARY OF RECOMMENDED COUNTERMEASURES

The location-specific corridor improvement project recommendations previously highlighted (in the eight corridor cut-sheets in **Appendix D**) highlight a complete inventory of recommended countermeasures to improve safety on the Town's priority investment network – a Town-wide map of these countermeasures is shown on the following page.

Implementing these improvements can be completed through larger, corridor-level improvement projects (as segmented according to the priority corridor locations discussed previously) or through spot improvements throughout the town as funding and project suitability becomes available and apparent.

For spot improvements by select countermeasures, recommended countermeasures are categorized into "short-term", "mid-term", and "long-term" strategies. These categorized countermeasures are shown below to provide actionable recommendations at varying degrees of complexity (in terms of cost and ease of implementation). "Short-term" countermeasure strategies are those that are low cost and easier to implement (limited design, interagency coordination, and permitting needs) while "mid-term" and "long-term" countermeasure strategies typically have greater design, coordination, and permitting needs. The symbols used in the cut-sheets previously and in these lists below correspond, and correspond to the overall town-wide recommendation map on the following page.

Short-Term Countermeasure Strategies

Crosswalk Enhancements

Leading Pedestrian Intervals (LPIs)

Improve Signal Phasing

Signal Head Retroreflective Backplates

Pedestrian Countdown Signals

Right-Turn Restrictions

Formalize On-Street Parking

Speed Feedback Signs

Wider Edge Lines

Enhanced Delineation for Horizontal Curves

Advanced Signage at Unsignalized Intersections

Advanced Signage at Signalized Intersections

Mid-Term Countermeasure Strategies

Roadway/ Pedestrian-Scale Lighting

Left/Right-Turn Lanes

Midblock Pedestrian Refuge Islands

Rectangular Rapid Flashing Beacons (RRFBs)

Appropriate Speed Limit Setting

Traffic Signals

Long-Term Countermeasure Strategies

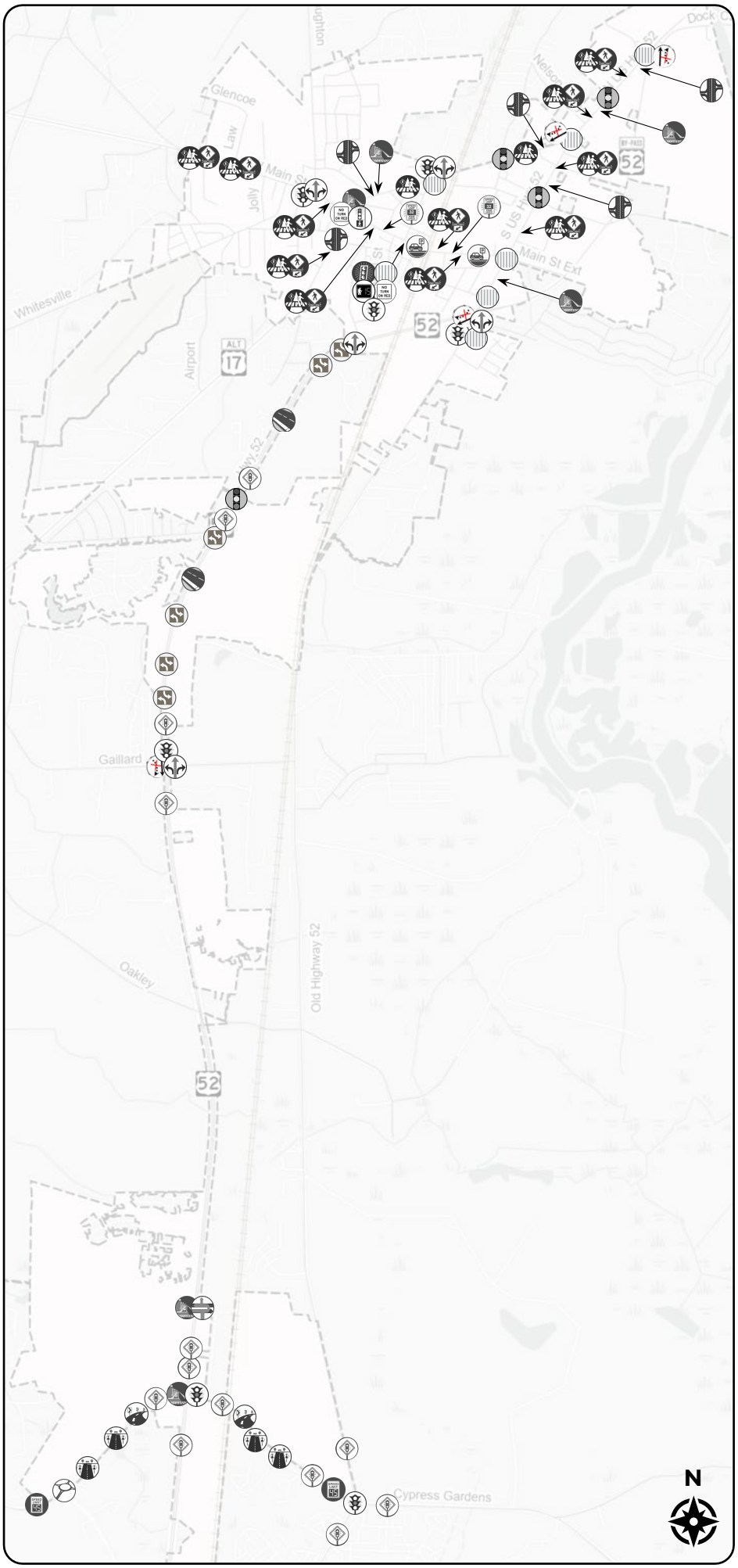
Access Management

Reduced Conflict Intersection

Offset Left-Turn Lanes

Roundabouts

Right-turn radius and acceleration lane reduction



Recommended Countermeasures

The map to the left highlights all recommended countermeasures on the Priority Investment Network, with iconography corresponding to those used on the corridor cut-sheets (**Appendix D**) and in the "short-term", "mid-term", and "long-term" countermeasure lists on the previous page.

CORRIDOR-PROJECT PRIORITIZATION

The countermeasure-specific lists – categorized by relative complexity of implementation – allow for spot improvement and countermeasure-specific prioritization to help put this plan into action. On a corridor-by-corridor basis, as the cut-sheets (**Appendix D**) and improvement recommendations (**Appendix E**)evaluate, each priority corridor project location presents an opportunity for safety improvements in the Town and reduction of fatal and serious injury crashes. However, given the varying lengths, needs, and crash potential of each corridor – differing benefit/cost ratios result for each corridor, as illustrated in the table below, and highlighted in the figure on the following page.

As the table and figure indicate, the "**C-7**" corridor exhibits the highest benefit/cost ratio, followed by the "**C-1**" corridor, the "**C-6**" corridor, and the "**C-4**" corridor.

The "**C-1**" corridor presents the highest opportunity for FSI crash reduction over the next 20 years, followed by the "**C-4**" corridor, and the "**C-2**" corridor, and the "**C-3**" corridor.

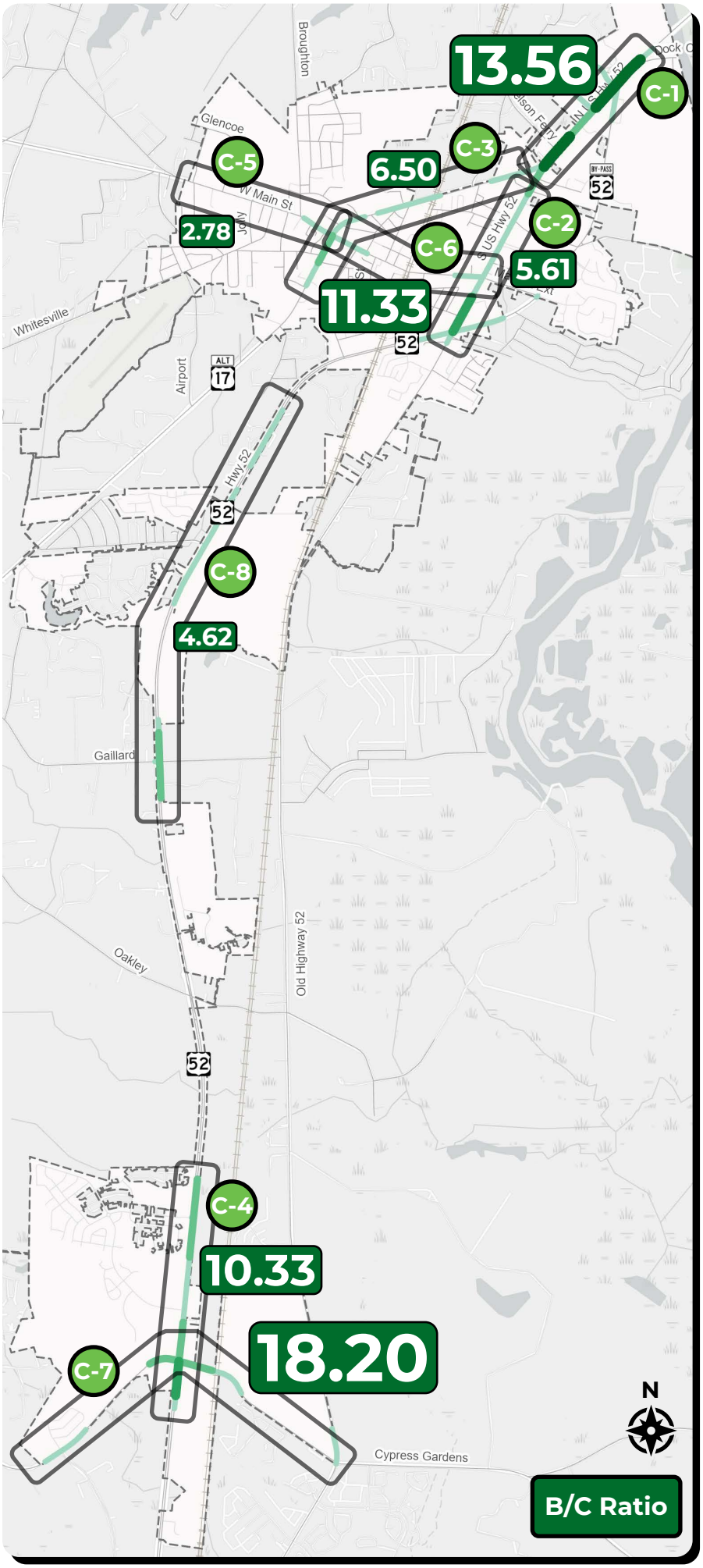
These metrics inform priorities on a segment basis along the priority investment network.

Corridor Project Location Implementation ***Prioritization Metrics***

Corridor		Length (miles)	Number of Crashes (2015-2024)			Primary Countermeasures	Potential Crashes Reduced In Next 20 Years (Total / *FSI*)	Net Present Value of Benefits	Net Present Value of Costs	Benefit/ Cost Ratio
			Fatal	Serious Injury	Minor/ Possible Injury					
C-1	**US 52** US 17A to Dock Rd	*0.80*	6	12	206	Access Management, Mid-Block Ped Crossings, Lighting, New Signal	**268 / *10.7***	$74,734,000	$5,510,000	**13.56**
C-2	**US 52** Old Hwy 52/US 52 Bypass to US 17A	*1.34*	1	15	243	Access Management, Mid-Block Ped Crossings, Lighting, New Signal	**374 / *8.5***	$40,391,916	$7,200,000	**5.61**
C-3	**US 17A** S Winter St to US 52	*1.82*	1	12	168	Access Management, Mid-Block Ped Crossings, Lighting, New Signal	**111 / *5.8***	$22,407,290	$3,448,000	**6.50**
C-4	**US 52** Southern Town Boundary to Red Leaf Blvd	*1.53*	3	12	165	Reduced Conflict Intersection, Enhanced Signing/Marking	**274 / *9.2***	$35,073,000	$3,395,000	**10.33**
C-5	**SC 6/W Main Street** Western Town Boundary to US 17A	*1.00*	0	2	72	Mid-Block Ped Crossings, Enhanced Signing/Marking, Signal Upgrades Speed Management	**117 / *0.9***	$6,058,000	$2,083,000	**2.78**
C-6	**SC 6/E Main Street** US 17A to US 52	*0.99*	0	4	82	Mid-Block Ped Crossings, Enhanced Signing/Marking, Signal Upgrades, Speed Management	**125 / *2.0***	$9,810,000	$866,000	**11.33**
C-7	**Cypress Gardens Road** Garrott Ave/Grande Tree Dr to Old Hwy 52	*2.20*	2	12	123	New Signal/Roundabout, Turn Lanes, Enhanced Signing/Marking, Signal Upgrades, Speed Management	**179 / *5.6***	$33,634,000	$1,848,000	**18.20**
C-8	**US 52** Gaillard Rd to Merrimack Blvd	*2.96*	2	7	139	New Turn Lanes, Enhanced Signing/Marking, Signal Upgrades	**156 / *3.7***	$30,124,000	$6,522,000	**4.62**

Implementing Location-Specific Projects

Multiple other agencies and organizations also have interest in improving safety in Moncks Corner, including SCDOT, BCDCOG, and Berkeley County. It is recommended to partner with these agencies on any overlapping projects and interests to address safety Town-wide and through specific project implementation, while prioritizing – as feasible and reasonable – locations with highest benefit/cost ratios, based on the metrics provided in this section.



Project Location Implementation ***Benefit/Cost Ratios***

PERFORMANCE MONITORING & EVALUATION STRATEGY

To support accountability and continuous improvement, Moncks Corner's Task Force will monitor safety outcomes over time and evaluate whether implemented countermeasures are reducing fatal and serious injury crashes as intended. Performance monitoring will focus on two complementary efforts: **Town-wide safety trends** and **project-specific effectiveness**. This approach allows the Town to track overall progress toward eliminating traffic fatalities and serious injuries, while also assessing whether specific investments are delivering meaningful safety benefits.

Town-Wide Safety Trends

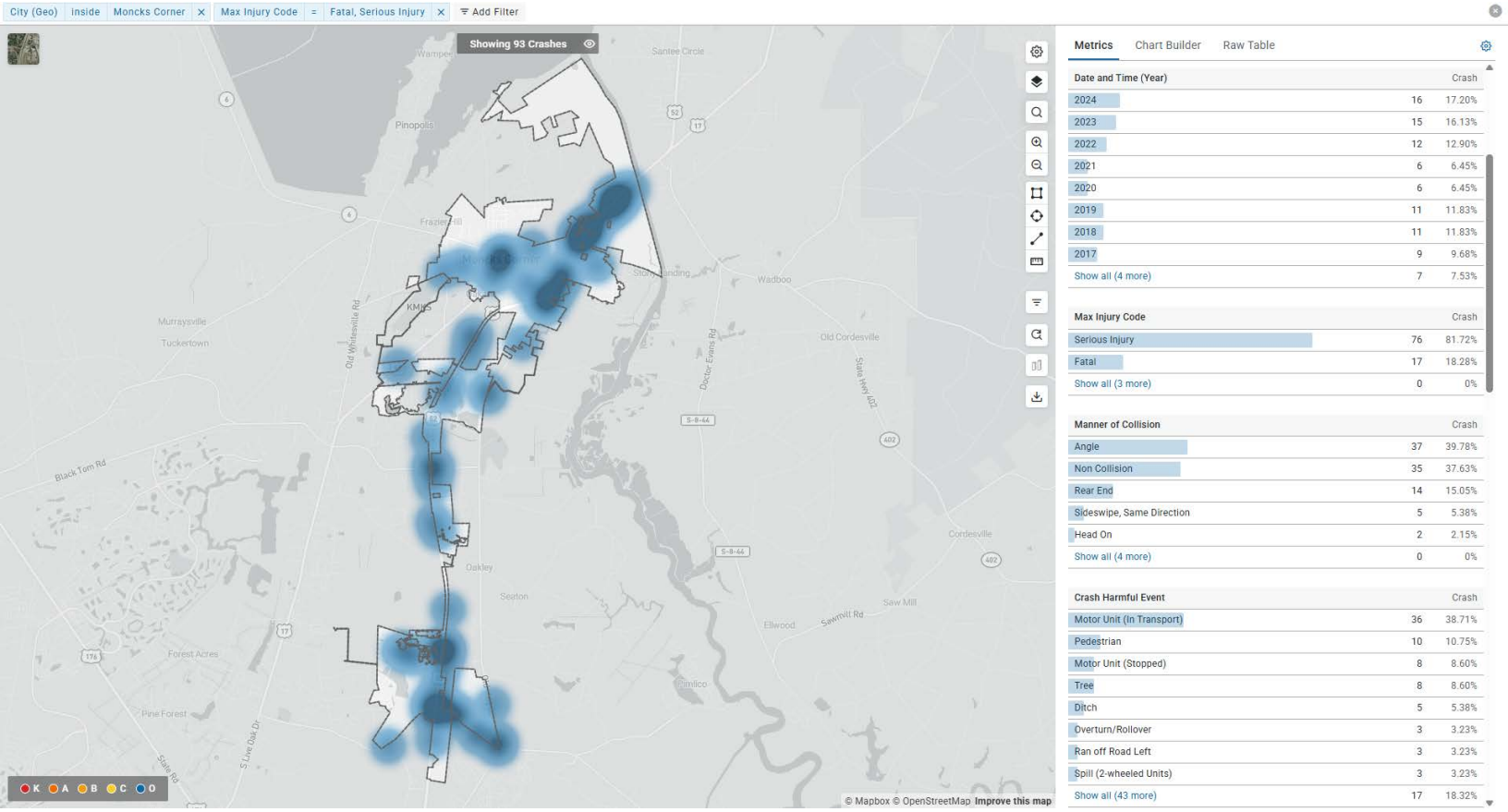
Town-wide safety trends will be **monitored annually** using SCDOT's online crash dashboard, AASHTOWare (snapshot shown below), made available by SCDOT to all municipal partners, including the Town of Moncks Corner. This is an **online database of crashes, maintained and updated by SCDOT**. Town staff currently have and will maintain access to this dashboard, allowing time and location-based sorting of crashes according to numerous crash metrics (manner of collision, severity of collision, probable causes, and many others). This enables **effective and efficient monitoring of crash trends on a frequent basis** over the entire Town limits. Metrics to be tracked annually over time include the following, which will be *included in an update posted to the project website*:

Number and Location of FSI Crashes in Moncks Corner (rolling 5-year average)

Number, Type, and Location of **Safety Countermeasures** Implemented

Funding Investment in Safety Countermeasures

*AASHTOWare **Crash Dashboard** Snapshot*



Project-Specific Effectiveness

Project-specific effectiveness will be measured by detailed before and after studies with each implementation project. Metrics to be evaluated and measured for implementations are shown below, and reports for before/after studies for each implementation project will be posted via an update to the project website.

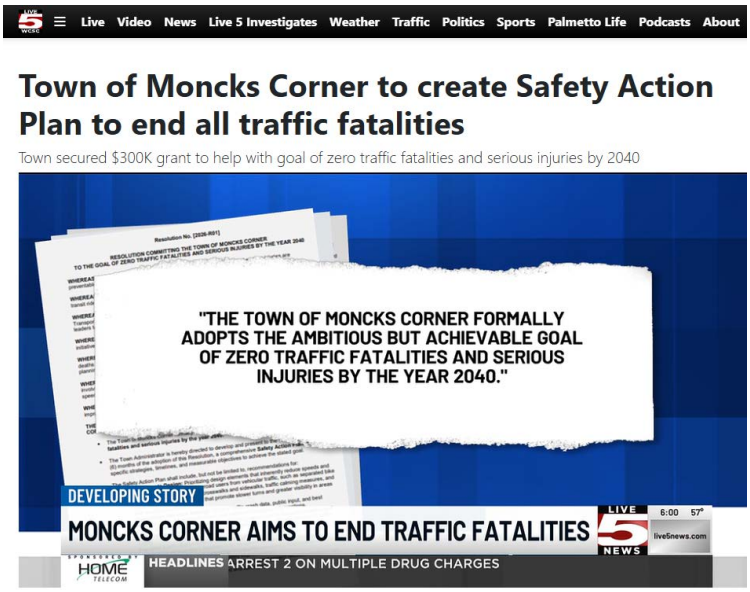
Project Website:
monckscornersc.gov/safety-action-plan

BEFORE IMPLEMENTATION

- **Number, Manner, and Severity of Crashes** in Project Study Area in 3-year window prior to implementation
- **Project Countermeasures and Concept Plan**
- **Project Cost**

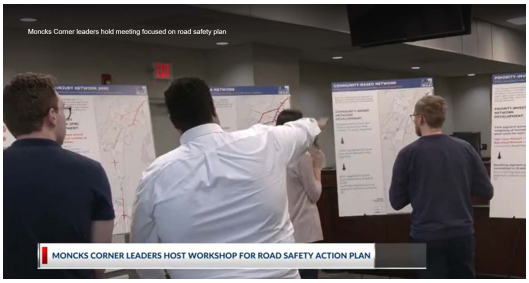
AFTER IMPLEMENTATION

- **Number, Manner, and Severity of Crashes** in Project Study Area in 3-year window after implementation
- **Crash Reduction Statistics** (by type and severity)
- **Project Cost/Benefit Ratio** (using latest FHWA Crash Costs)



The town of Moncks Corner is creating a Safety Action Plan with the goal of zero traffic fatalities and serious injuries by 2040.

Over 160 Berkeley County residents have signed a petition demanding a traffic study and safety improvements at a busy intersection.



FROM ANALYSIS...

Town of Moncks Corner Safe Streets & Roads for All (SS4A)

Safety Action Plan

TO ACTION.

This **Safety Action Plan** reflects the Town of Moncks Corner's commitment to designing a safer transportation system, by focusing on the streets and conditions where harm and risk is most concentrated. The strategies outlined within are practical, scalable, and rooted in the lived experience of the community.

This plan marks a clear step forward: from **understanding crash history and crash risk** to **transforming the Town's transportation network into a safer one.**

APPENDICES

A. Self-Certification Eligibility Worksheet

B. Vision Zero Resolution

C. Crash Data Analysis Memo

D. Priority Investment Network Corridor Improvement Cut-Sheets

E. Priority Investment Network Corridor Improvement Concept Plans

F. Engagement Documentation

G. Benefit/Cost Calculation Worksheets

Click to navigate

SS4A FY26 Self-Certification Eligibility Worksheet

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Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: Town of Moncks Corner **UEI:** TFR3EB3S8NK4

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Town of Moncks Corner SS4A Safety Action Plan	https://monckscornersc.gov/economic-development/growth/safety-action-plan	05/12/2026

U.S. Department of Transportation

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☑ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Moncks Corner SS4A Safety Action Plan	10, Appendix B

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☑ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Moncks Corner SS4A Safety Action Plan	9

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features, specific safety needs of relevant road users, or post-crash care and emergency response); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☑ **YES**
☐ **NO**

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Moncks Corner SS4A Safety Action Plan	15-23, 37-39, 41-48

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☑ **YES**
☐ **NO**

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Moncks Corner SS4A Safety Action Plan	24-28, 45-46, Appendix F

5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☑ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Moncks Corner SS4A Safety Action Plan	29-32, 52-24

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☑ **YES**

☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input, indication of expected time ranges to complete each project, and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Moncks Corner SS4A Safety Action Plan	51-70

7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ **YES**

☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Moncks Corner SS4A Safety Action Plan	71-72

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?

☑ **YES**

☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Town of Moncks Corner SS4A Safety Action Plan	05/19/2026	1

APPENDIX B

Vision Zero Resolution

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Resolution No. [2026-R01]

RESOLUTION COMMITTING THE TOWN OF MONCKS CORNER TO THE GOAL OF ZERO TRAFFIC FATALITIES AND SERIOUS INJURIES BY THE YEAR 2040

WHEREAS, the Town of Moncks Corner recognizes that traffic fatalities and serious injuries are preventable and represent a profound loss to our community; and

WHEREAS, the safety of all road users—pedestrians, bicyclists, motor vehicle occupants, and public transit riders—is a paramount responsibility of the Town of Moncks Corner; and

WHEREAS, as part of the Town of Moncks Corner's Safety Action Plan funded by a US Department of Transportation Safe Streets and Roads for All (SS4A) grant greatly encourages grantees and their leaders to commit to a goal of zero traffic fatalities and serious injuries by a specific year; and

WHEREAS, the Town of Moncks Corner has in recent years been interested in adopting the "Vision Zero" initiative, which is similar to SS4A, and

WHEREAS Vision Zero is a data-driven strategy that prioritizes human life and acknowledges that traffic deaths are not inevitable accidents but systemic failures that can be addressed through comprehensive planning and action; and

WHEREAS, achieving zero traffic fatalities and serious injuries requires a multi-faceted approach involving multiple and redundant pillars of the Safe System Approach: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care; and

WHEREAS, the Town of Moncks Corner is committed to fostering a culture of safety and continuous improvement in its transportation system;

THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE TOWN OF MONCKS CORNER, that:

- The Town of Moncks Corner formally adopts the ambitious but achievable goal of **zero traffic fatalities and serious injuries by the year 2040.**

- The Town Administrator is hereby directed to develop and present to the Town Council, within six (6) months of the adoption of this Resolution, a comprehensive **Safety Action Plan** that outlines specific strategies, timelines, and measurable objectives to achieve the stated goal.

- The Safety Action Plan shall include, but not be limited to, recommendations for:
    - **Safe Streets Design:** Prioritizing design elements that inherently reduce speeds and improve visibility of vulnerable road users from vehicular traffic, such as separated bike lanes, more visible and wider crosswalks and sidewalks, traffic calming measures, and improved intersection designs that promote slower turns and greater visibility in areas with potential conflicts.
    - **Data-Driven Decision Making:** Utilizing traffic crash data, public input, and best practices to identify high-risk areas and implement targeted interventions.
    - **Public Awareness and Education:** Launching campaigns to educate residents and visitors on safe driving, walking, and cycling behaviors, and the importance of traffic safety.
    - **Focused Traffic Enforcement:** Focusing traffic enforcement on behaviors that contribute to serious injury crashes, such as speeding and impaired driving.
    - **Post-Crash Response and Learning:** Enhancing emergency response and utilizing crash investigations to inform future safety improvements.
    - **Specific Project Recommendations:** Location-based project recommendations with improvement alternatives documented and illustrated.

- **Ongoing Community Engagement:** Actively involving residents, businesses, and stakeholders in the planning and implementation process to ensure the plan reflects community needs and priorities.
- **Goal Setting, Transparency, and Monitoring:** Publishing each calendar year's traffic fatality count at least once per year in a public place (such as the Town's website) to create the accountability and awareness needed to move the traffic fatality count toward zero, monitoring its progress through an annual public process, and tasking staff or a consultant at least periodically to recommend steps to move the needle toward zero.

- The Moncks Corner Town Council commits to allocating necessary resources, as may be feasible within budgetary constraints, to support the implementation of the Safety Action Plan.

- The Moncks Corner Town Council shall receive annual progress reports on the Safety initiative, reviewing key performance indicators and making adjustments to the Safety Action Plan as necessary to ensure progress towards the 2040 goal.

- This Resolution shall take effect immediately upon its adoption.

ADOPTED this 17TH day of February, 2026, by the Council of the Town of Moncks Corner, South Carolina.

Thomas J. Hamilton, Jr., Mayor
Town of Moncks Corner, South Carolina

ATTEST:

Marilyn M. Baker, Clerk to Council
Town of Moncks Corner, South Carolina

APPENDIX C

Crash Data Analysis Memo

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Technical **Memorandum** *(DRAFT)*

To:	Justin Westbrook Town of Moncks Corner, SC	**From:**	Josh Mitchell, PE Stantec Consulting Services, Inc.
Project:	Moncks Corner Safety Action Plan	**Date:**	January 23, 2026

Reference: Existing Conditions Safety Analysis

Dear Justin,

Below you will find our data analysis of crashes within Moncks Corner. This analysis will serve as our existing conditions of crashes within the Town. We have identified key trends that we will share with the public and stakeholders. This memo will also inform strategy selection for reducing and ultimately eliminating fatal and serious injury crashes on Moncks Corner's streets.

Crash Analysis and Safety Assessment

Introduction

Every day, people in Moncks Corner travel by car, bike, and foot, but not every trip is safe. In the past ten years (2015-2024), **17 people died** in a crash on Moncks Corner streets. Understanding the nature of these crashes is the first step to preventing future crashes.

This memo explores where crashes are occurring, who is getting injured or killed, and when and why these crashes are happening. By analyzing these details, we can begin to answer important questions: Which areas have the most severe crashes? Who is most at risk? What common factors contribute to severe collisions?

Moncks Corner Crash Data

This safety analysis uses ten years (2015-2024) of crash data from South Carolina Department of Public Safety's crash repository. The crash data was analyzed to identify Town-wide historical trends and characteristics associated with fatal and serious injury crashes.

While Moncks Corner experiences hundreds of crashes each year, only a small portion result in the most severe outcomes. These severe crashes are defined as those that cause a fatality or a serious, incapacitating injury and are the primary focus of **Safe Streets for All (SS4A)** planning projects.

SS4A prioritizes reducing the most harmful outcomes rather than simply lowering the total number of crashes.

Crash reports in South Carolina follow a standard injury severity scale, commonly referred to as "KABCO":

K – Fatal injury (Killed)
A – Serious injury (Type A)
B – Minor injury (Type B)
C – Possible injury (Type C)
O – No injury (property damage only)

There have been **4,832 total crashes** in the Town over the last ten years. Of these, **93 crashes** resulted in a fatality or a serious injury (KA). The number of these fatal or serious injury crashes over the past 10 years are highlighted in **Figure 1**, revealing an overall upward trend for fatal and serious injury crashes, despite year-to-year variability. Early years exhibit relatively low crash counts, followed by a notable increase beginning around 2017, a brief decline around 2020–2021 potentially due to reduced travel during the COVID-19 pandemic, and a sharp rise in recent years. By 2023–2024, total fatal and serious injury crashes reach their highest levels in the analysis period. The increasing linear trend highlights a growing concern of severe crashes in the Town over time.

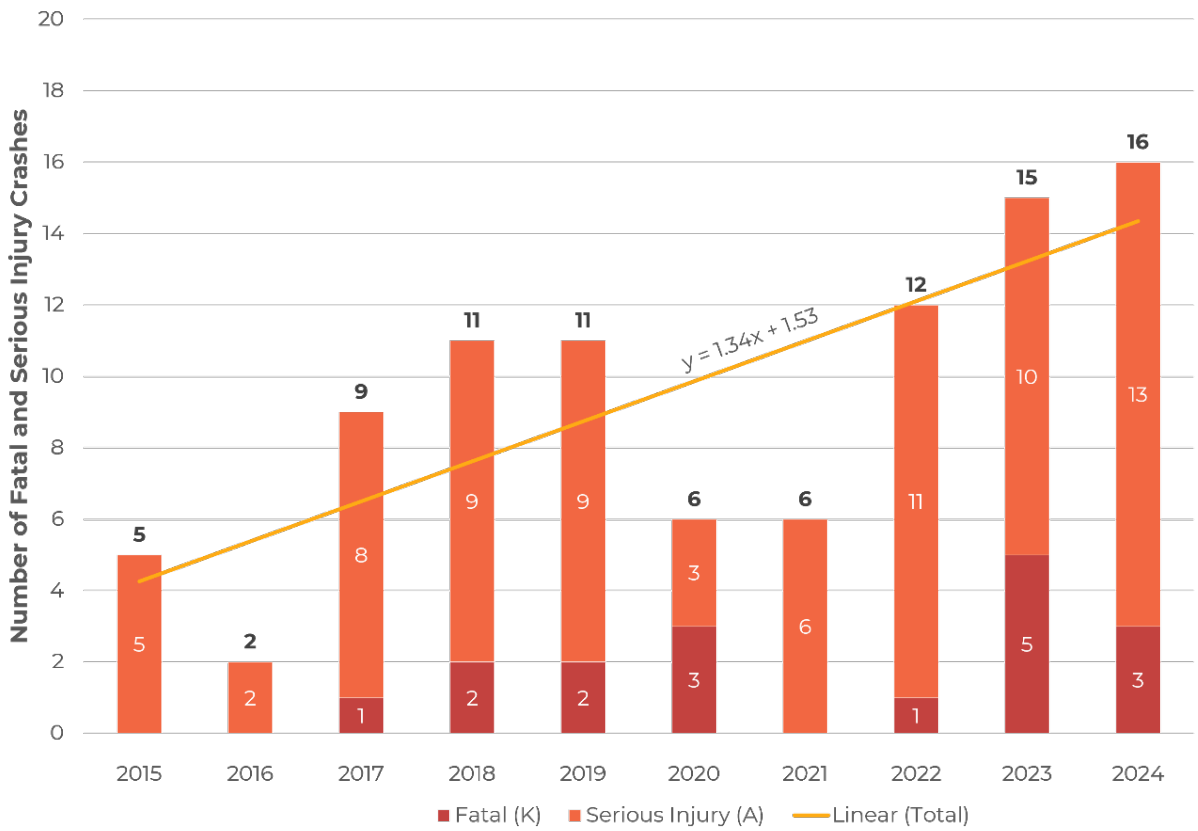


Figure 1. Total Fatal and Serious Injury Crashes 2015-2024

The location of these fatal and serious injury crashes, along a heatmap showing frequency of overall crashes in the Town, are shown in **Figure 2** below.

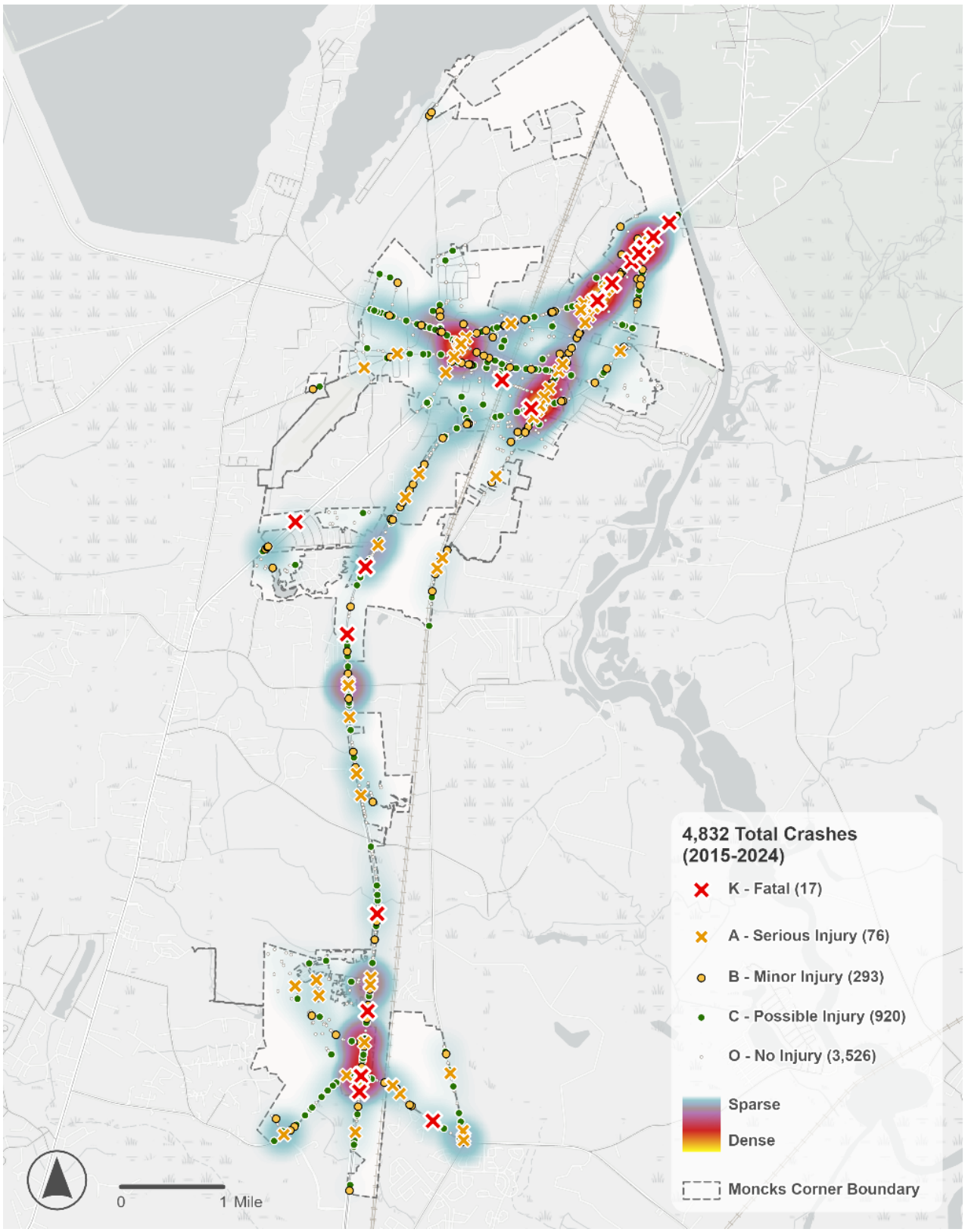


Figure 2. Total Crashes in Moncks Corner from 2015-2024

Where are Crashes Occurring?

Understanding where crashes occur can highlight locations with dangerous designs and unsafe patterns of behavior. Over the past ten years, 17 fatal crashes and 76 serious injury crashes occurred on Moncks Corner's streets. As shown in **Figure 3**, these crashes mainly occurred on five streets, with Highway 52 accounting for 29 of the 93 fatal and serious injury crashes.

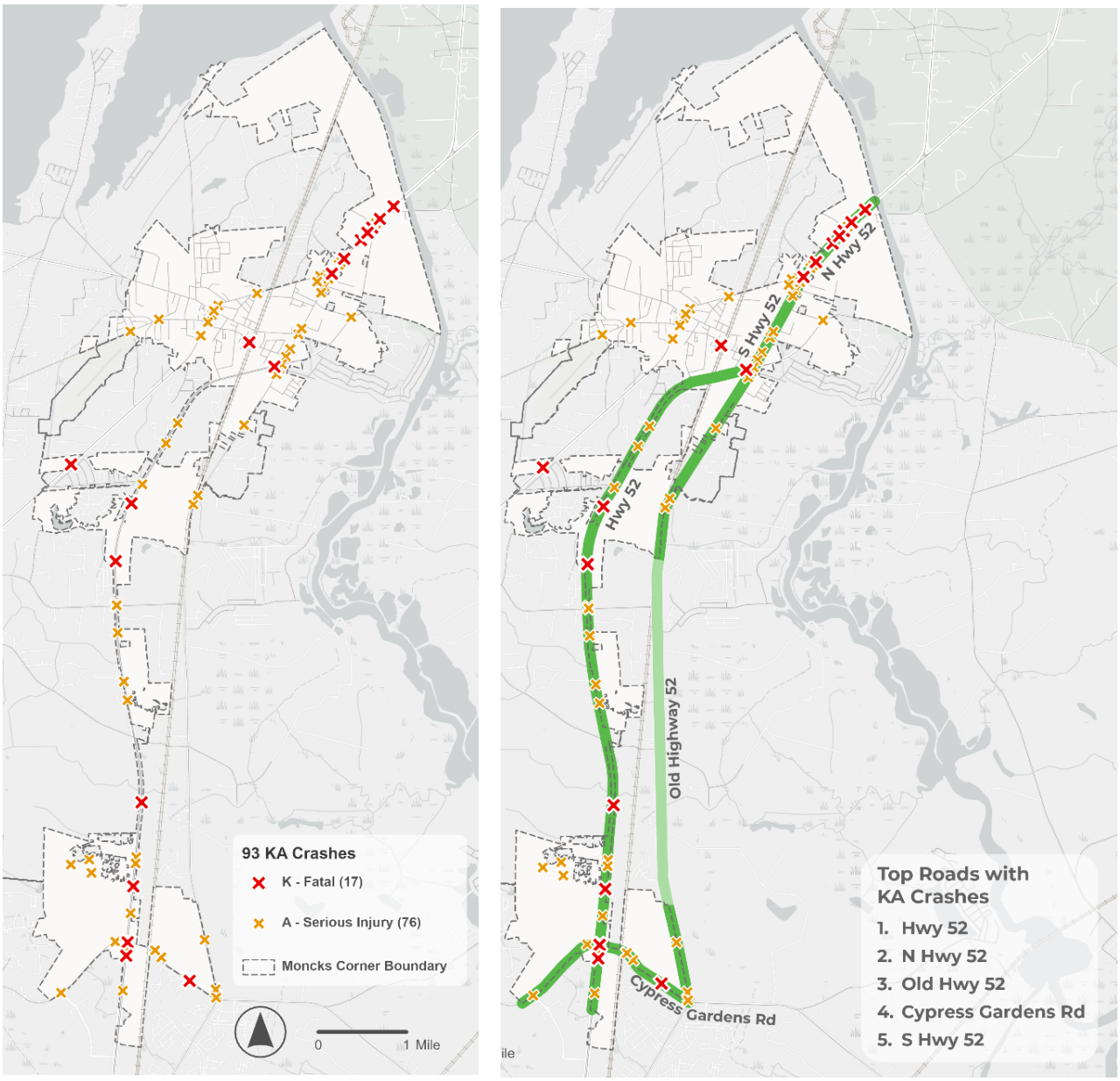


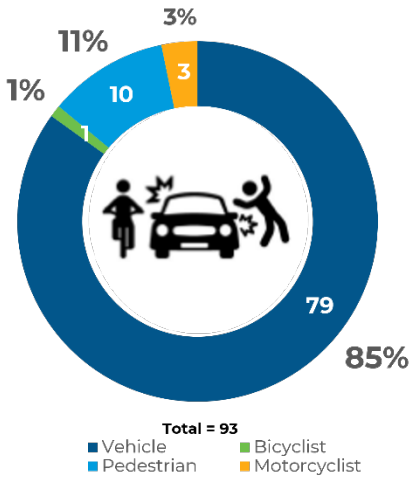
Figure 3. Fatal and Serious Injury Crashes and Top Roads

Who is Most at Risk?

Not everyone faces the same level of risk on Monck's Corner's streets. People walking and bicycling are often referred to as **vulnerable road users (VRUs)** because they lack the physical protection of a vehicle. Unlike drivers and passengers, they are exposed to direct impact in a crash, which greatly increases the likelihood of serious or life-altering injury.

Although crashes involving pedestrians and bicyclists occur less frequently, they are **more likely to result in the most severe harm**. This reflects a simple reality: when a crash involves someone outside a vehicle, even a single mistake or moment of inattention can have devastating consequences.

The distribution of fatal and serious injury crashes by mode as shown in **Figure 4** indicates that incidents involving motor-vehicles-only, account for approximately 85 percent of all fatal and serious injury crashes. Pedestrian-involved crashes comprise approximately 11 percent of severe crashes, while bicycle-involved crashes account for approximately one percent. Meanwhile, three percent of fatal and serious injury crashes involve motorcycles. These categories are mutually exclusive and represent the presence of each user type within the crash event. Overall, while motor-vehicle-only crashes constitute the majority of severe outcomes, the proportion of crashes involving vulnerable road users remains substantial and highlights their elevated risk within the town's street network.



Pedestrian and bicycle crashes account for only **1%** of all crashes but make up **12%** of Fatal and Serious Injury Crashes.

Figure 4. Fatal and Severe Injury Crashes by Mode

When vulnerable road user fatal and serious crashes are mapped (**Figure 5**), a patttern is evident. Vulnerable road user fatal and serious injury crashes are concentrated along N Highway 52 starting at the intersection with Highway 52 Bypass and then along the northern leg. US 17A just south of E/W Main Street also sees a concentration of serious injury crashes. These locations highlight a need for targeted location specific strategies.

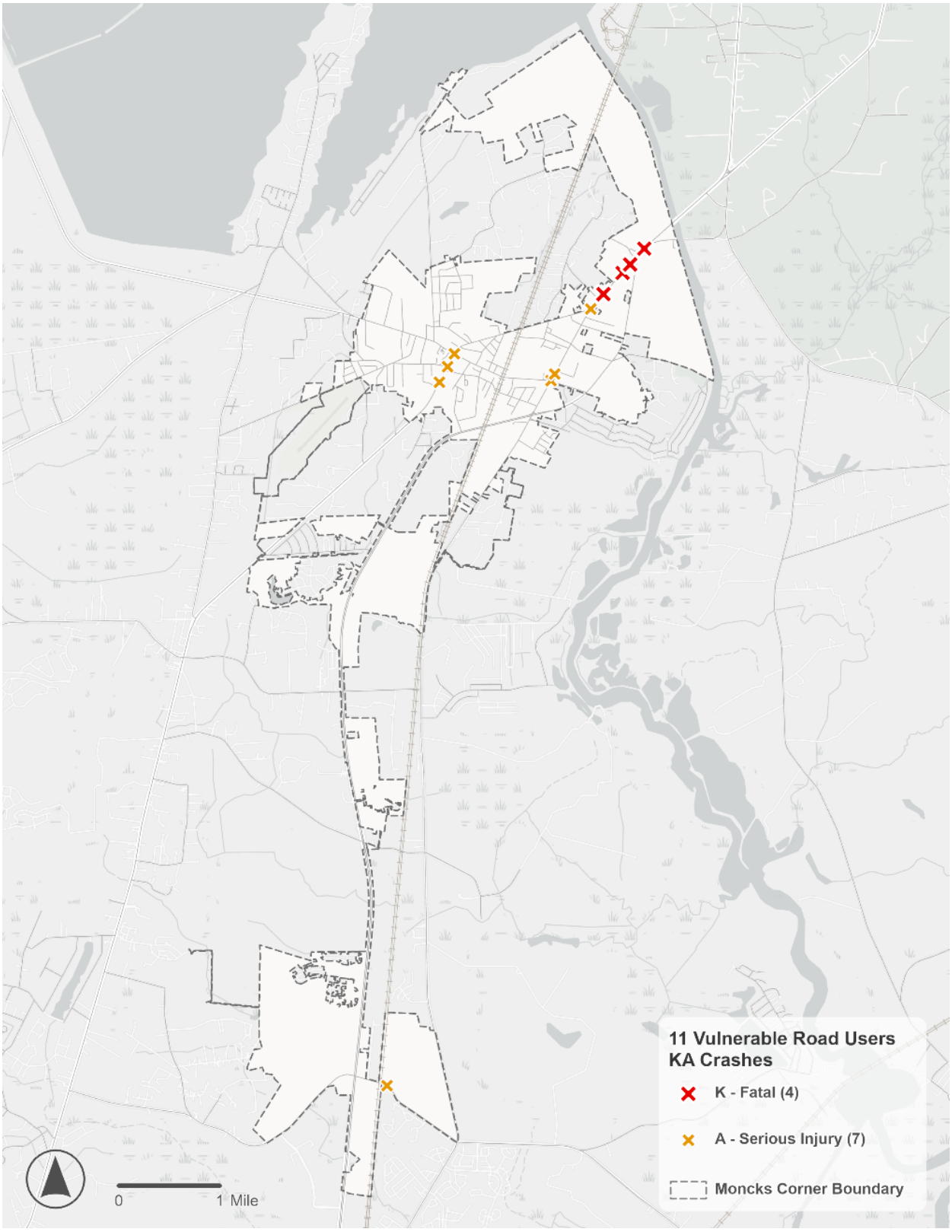


Figure 5. Vulnerable Road Users Fatal and Serious Injury Crashes

When Are Crashes Occuring?

Crashes are not evenly distributed across the calendar or the clock. Instead, both crash frequency and severity increase during specific **days of the week and times of day**. Recognizing these patterns allows for safety strategies that align with *when* risk is highest to prevent the most severe outcomes.

The distribution of fatal and serious injury crashes by time of day shows **that serious injury crashes** are most concentrated during the **midday and afternoon hours**, with the highest levels occurring between approximately **11:00 AM and 4:00 PM**.

In contrast, fatal crashes exhibit a different temporal pattern, with the highest hourly fatal crash count (**three fatalities**) occurring at approximately **9:00 PM**, indicating elevated fatal risk during the late evening period. Fatal crashes are otherwise dispersed across the day at lower hourly frequencies, with intermittent occurrences during both daytime and evening hours. Overall, **Figure 6** indicates that while serious injury crashes often occur during periods of higher daytime activity, **crashes that occur at night also result in life-threatening injuries.**

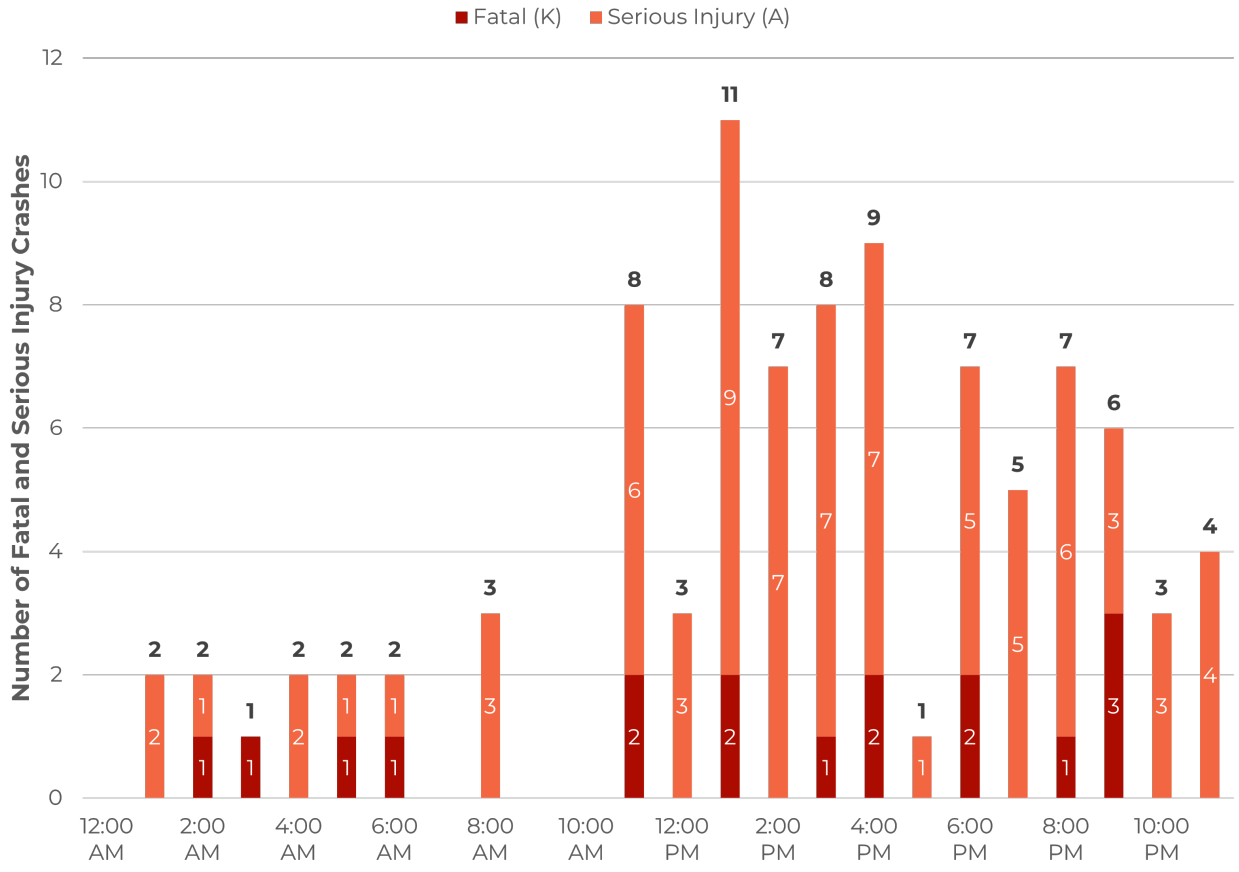


Figure 6. Fatal and Serious Injury Crashes by Time of Day

Exploring night crashes more closely in **Figure 7** indicates a concentration of fatal and serious injury crashes at two key intersections (N Highway 52 at Highway 52 Bypass and Cypress Gardens Rd at Highway 52) and along N Highway 52. Four pedestrians were hit along N Highway 52 at night. The intersection of US 17A at W/E Main Street does not have as high a concentration of night crashes (two) compared to daytime crashes (four). This area has streetlights which could be a contributing factor for less night crashes. Overall, nighttime conditions disproportionately impact the severity of a crash and vulnerable road users highlighting the need to address evening conditions.

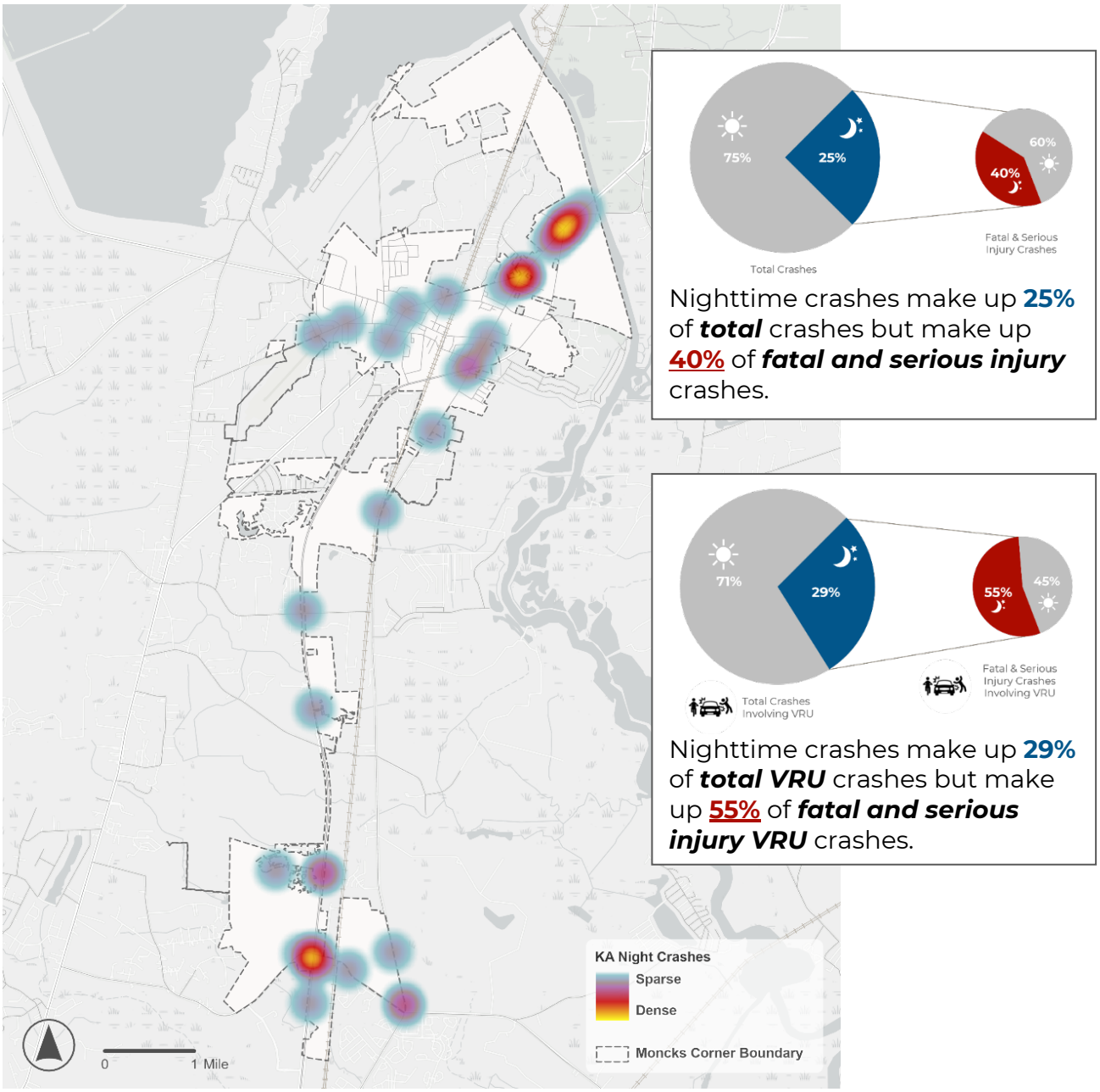


Figure 7. Fatal and Serious Injury Night Crashes

When looking at the distribution of fatal and serious injury crashes by day of week, **Figure 8** indicates that severe crashes appear to occur most frequently toward the end of the work week, with Friday accounting for the highest share (approximately 19 percent), followed by Saturday (approximately 17 percent) and Wednesday (approximately 16 percent). **Fatal crashes** are present on all days of the week, with greater concentration **Friday-Monday**. Overall, the pattern suggests that severe crashes may be more prevalent during periods associated with higher travel demand toward the latter part of the week.

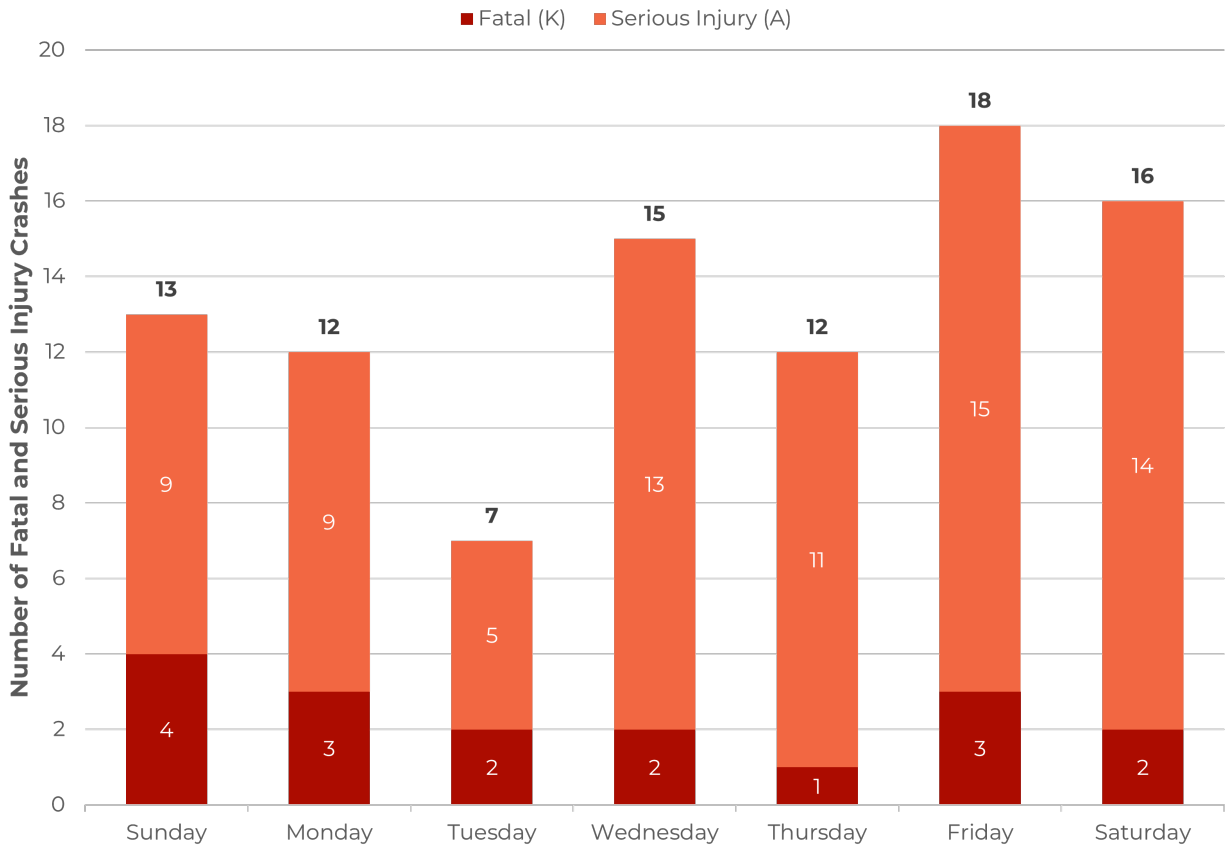


Figure 8. Fatal and Serious Injury Crashes by Day of the Week

What Kind of Crashes are Happening and Why are they Occurring?

Exploring why and the types of crashes that happened on Moncks Corner's streets can provide insight into specific behavioral and physical infrastructure issues.

Investigating crashes by type as shown in **Figure 9** indicates that **angle crashes** represent the most common severe crash type (36), accounting for **31 serious injury** and **five fatal** crashes. **Non-collision crashes** also comprise a substantial portion of severe outcomes, with **25 serious injury crashes** and **ten fatal crashes**. This category includes all crashes that occur with only one vehicle, and includes bicycle related crashes and pedestrian related crashes. Furthermore, often lane departure, which is disproportionately higher among fatal and serious injury crashes, is the type of crash that occurs by a single vehicle. Further evaluation indicates that included in this category, there was **one severe injury bicycle crash, one fatal bicycle crash, six severe injury pedestrian crashes, and four fatal pedestrian crashes**. Overall, the distribution demonstrates that angle and single vehicle crashes are the predominant contributors to fatal and serious injury outcomes, which could underscore the importance of intersection conflict management and roadway departure countermeasures.

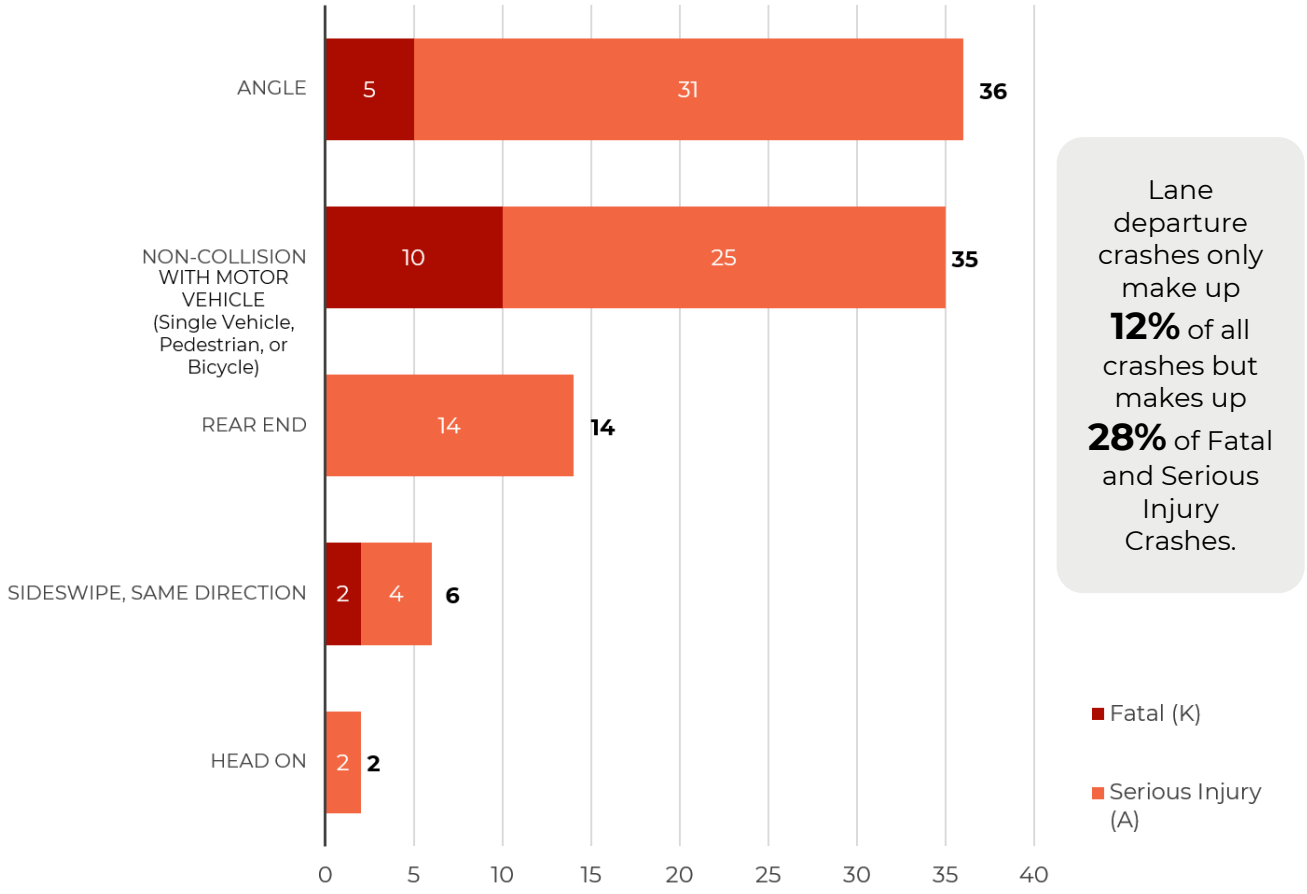


Figure 9. Fatal and Serious Injury Crashes by Crash Type

Traveling at high speeds is also a contributing factor in many crashes, including in Moncks Corner, as illustrated in **Figure 10**.

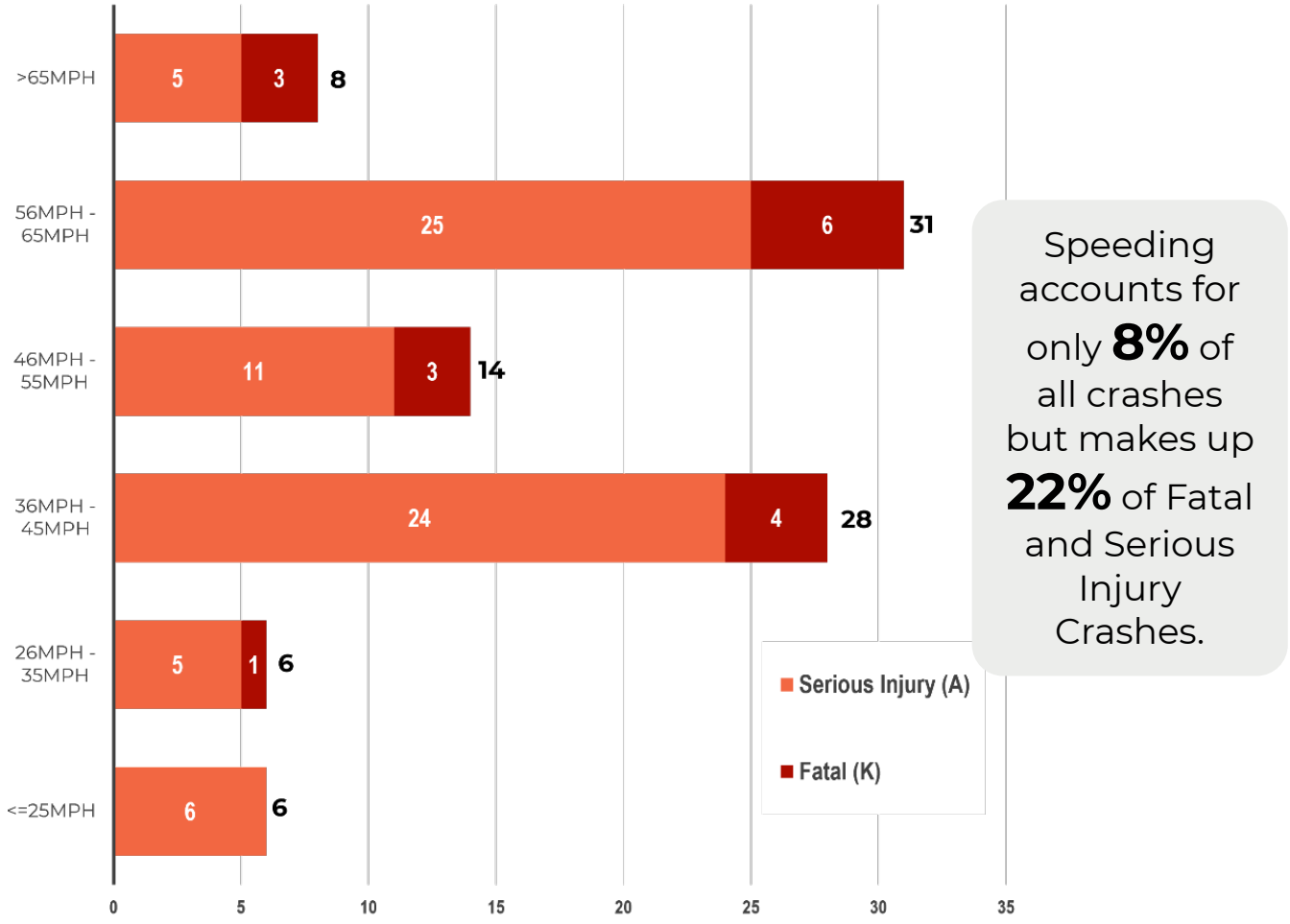


Figure 10. Maximum Estimated Speed of Fatal and Serious Injury Crashes

Reviewing how speeding relates to other contributing factors and crash types indicates that high speeds have severe outcomes. Please note that crashes can have overlapping factors and crash characteristics and are thus identified in each category to show prevalence in **Figure 11**. The data also indicates that crashes where at least one vehicle was traveling at or over 55 miles per hour (MPH) are concentrated along Highway 52 and at the intersection with Cypress Garden Rd (**Figure 12**).

	Intersection Related	Vulnerable Road User	Unrestrained/ Unbelted	Lane Departure
>65MPH	2 2 Fatal	0	4 2 Fatal	2 1 Fatal
56MPH - 65MPH	12 1 Fatal	0	8 4 Fatal	12 3 Fatal
46MPH - 55MPH	5	3 2 Fatal	4 1 Fatal	4 1 Fatal
36MPH - 45MPH	15 1 Fatal	4 2 Fatal	3	3
26MPH - 35MPH	1	1	1	4 1 Fatal
<=25MPH	5	3	1	1

Figure 11. Maximum Estimated Speed, Contributing Factors, and Crash Types

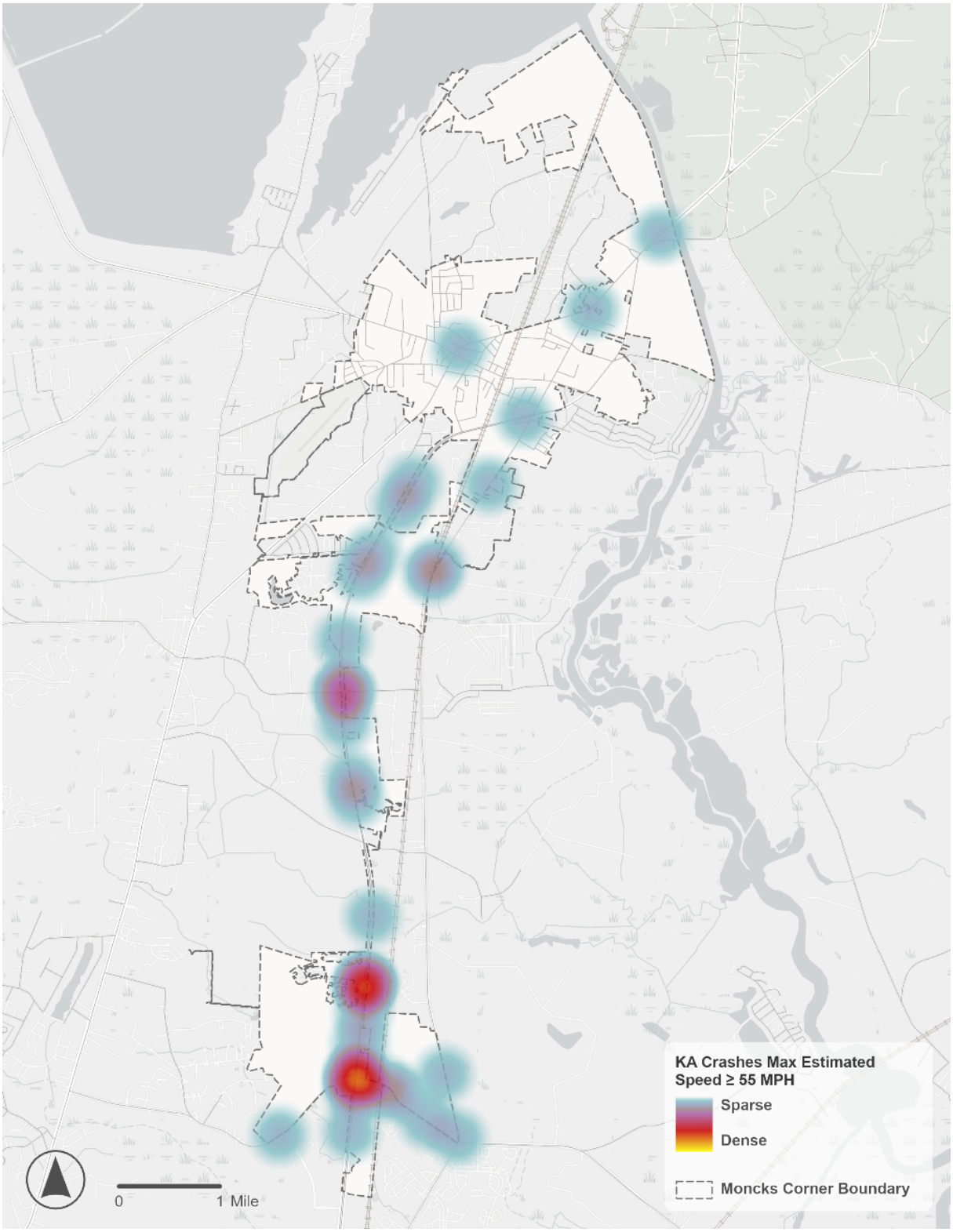


Figure 12. Fatal and Serious Injury Crashes with Maximum Estimated Speed at or over 55 miles per hour (MPH)

To better understand the patterns of co-occurrence between the **probable cause of crashes** and associated **harmful events**, the Sankey diagram in **Figure 13** highlights that **Failure to Yield Right-of-Way** is the most common probable cause of fatal and serious injury crashes which is primarily linked to **motor-vehicle-to-motor-vehicle collisions**, the most common harmful event overall. **Figure 15** highlights where those Failure to Yield crashes tend to occur. Other frequently observed causes, including **Driving Too Fast for Conditions** and **Distracted/ Inattention**, also predominantly connect to **motor unit crashes**, while additionally contributing to **ran-off-road and fixed-object impacts**. Harmful events involving **vulnerable road users** are most closely associated with **right-of-way-related and crossing-related causes**, reflecting conflicts between vehicles and non-motorists. Although less frequent in total volume, **run-off-road and fixed-object crashes** are linked to a wider range of contributing causes, including speed-related, impairment-related, and roadway departure behaviors. See **Figure 14** for percentage breakdown of these harmful events. Overall, the diagram demonstrates that while motor-unit crashes dominate across most causes, a diverse set of probable causes contribute to more severe and roadway-departure-type harmful events, underscoring the **multifaceted nature of crash risk** across the system in the Town of Moncks Corner and the need for a **comprehensive set** of safety strategies.

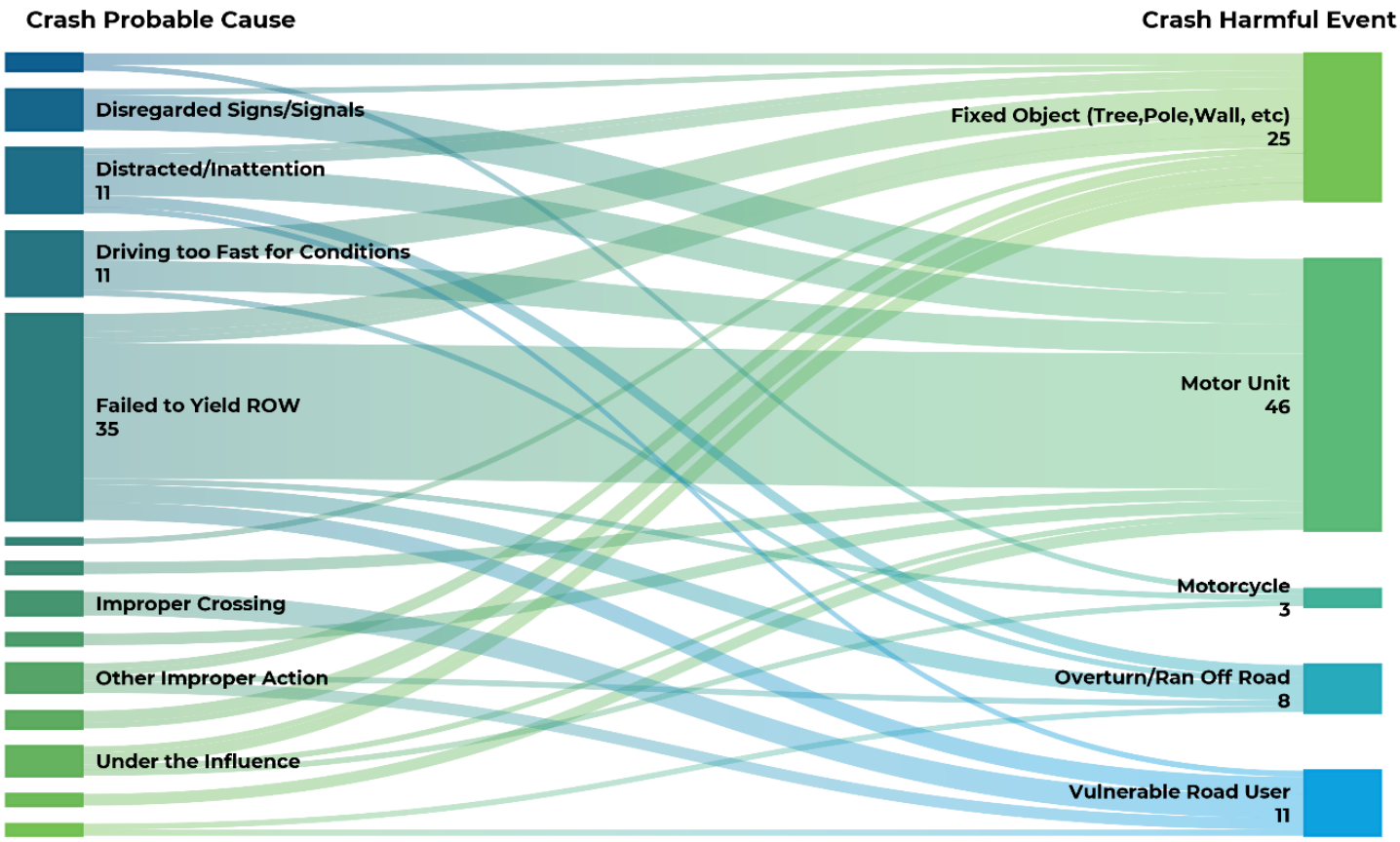


Figure 13. Sankey Diagram linking Fatal/Serious Injury Crash Probable Cause to Crash Harmful Event

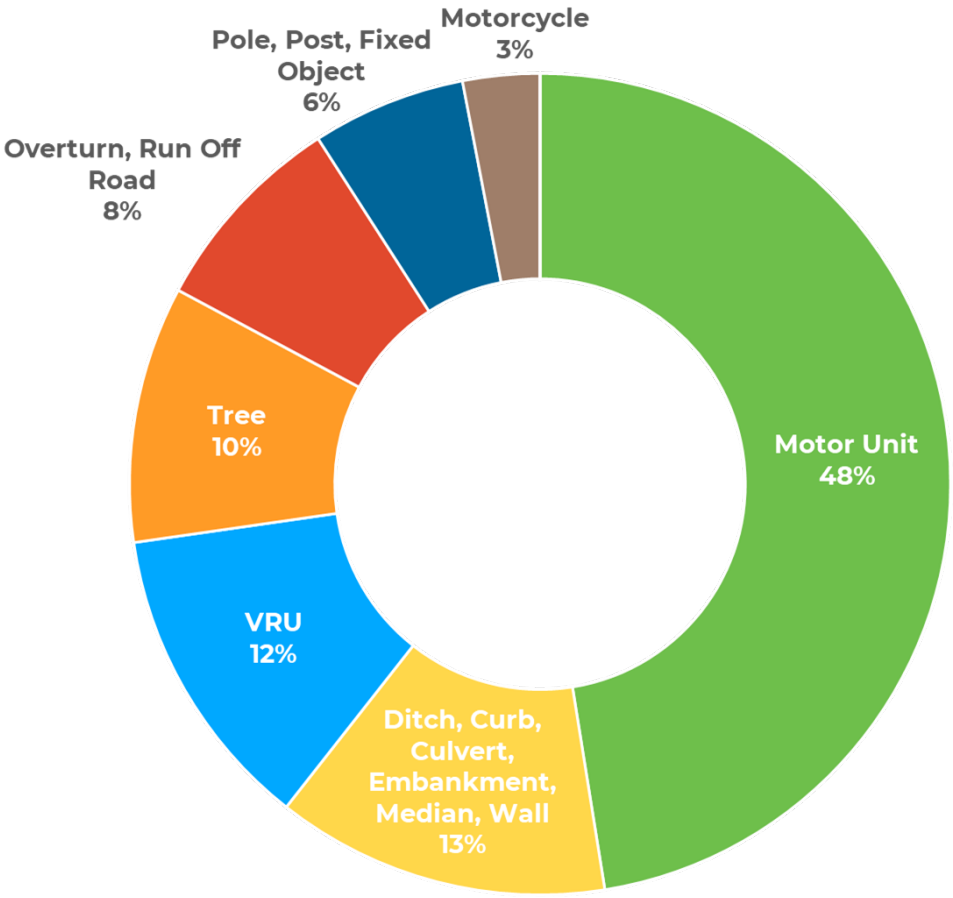


Figure 14. Crash Harmful Event for Fatal and Serious Crashes

Additionally, crashes where at least one person was not wearing a seatbelt and crashes where someone was driving under the influence disproportionately make up fatal and severe injury crashes compared to total crashes overall. This highlights the need for behavior change and behavior related safety strategies.

Unbelted crashes accounts for only **2%** of all crashes but makes up **23%** of Fatal and Serious Injury Crashes.

Driving under the influence accounts for only **2%** of all crashes but makes up **13%** of Fatal and Serious Injury Crashes.

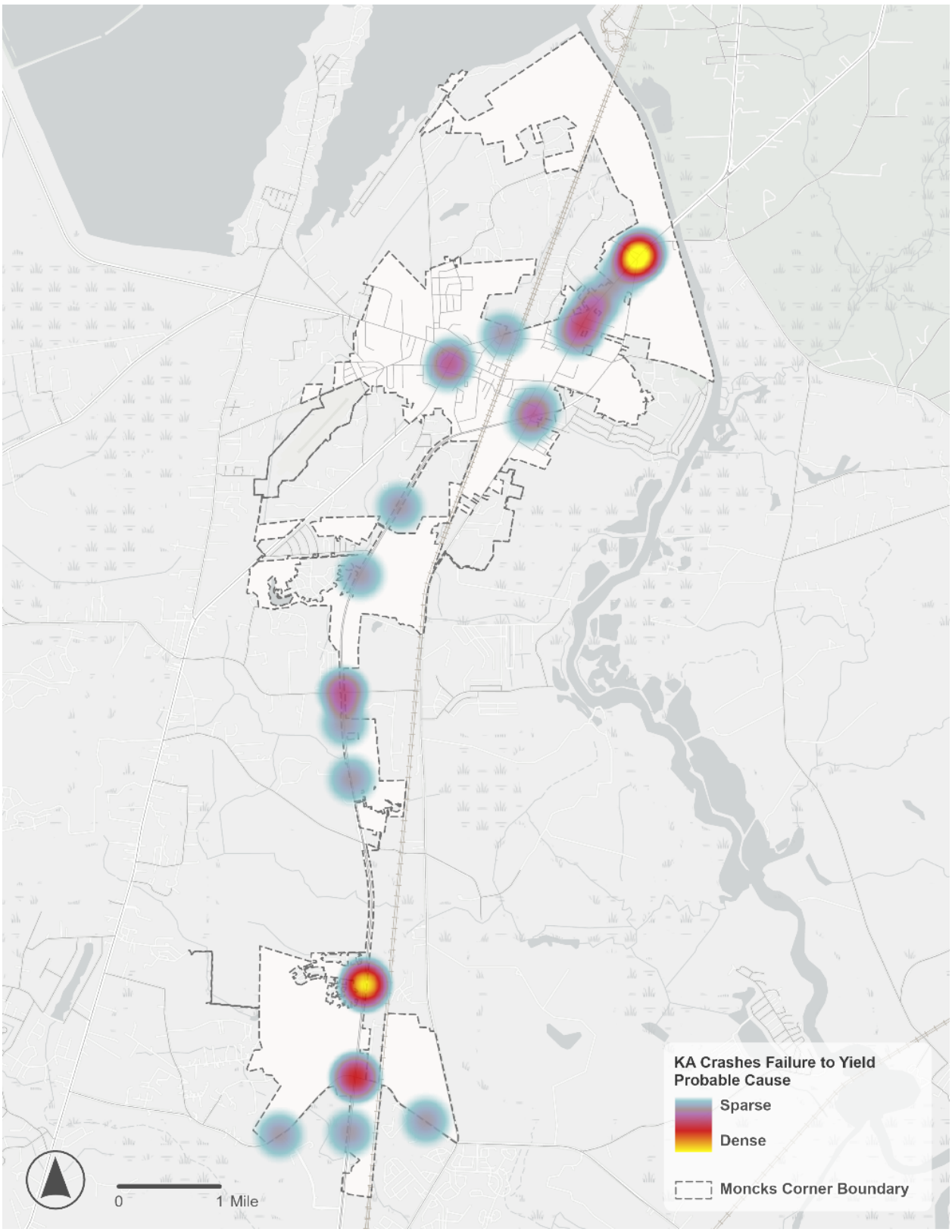


Figure 15. Fatal and Serious Injury Failure-To-Yield Probable Cause Crashes

Conclusion

Serious and fatal crashes in the Town of Moncks Corner are increasing and have peaked in recent years—the town recorded **4,832** total crashes (KABCO) and **93** fatal and serious-injury (KA) crashes in the last 10 years (based on the latest full 10-year period of available crash data from 2015 through 2024), with **43 fatal and serious injury crashes** occurring in just the last three years (2022–2024), representing about **46%** of the 10-year total, or roughly **1 fatal or serious injury crash every 25 days**.

The analysis indicates that severe outcomes are disproportionately tied to high-risk behaviors and high-energy crash types, including speeding *(22% of KA vs 8% of all crashes)*, lane departure *(28% of KA vs 12% of all crashes)*, unrestrained occupants *(23% of KA vs 2% of all crashes)*, and impairment *(13% of KA vs 2% of all crashes)*.

Severe crashes also show an outsized impact on people walking and biking—they are **~1% of all crashes but 12% of KA crashes**—and many severe crashes involve either non-intersection roadway events (57% of KA) and fixed-object/roadside impacts (e.g., motor-unit events and fixed objects/trees), reinforcing that the Town's critical safety issues appear to include as top priorities: speed management, roadway departure/roadside risk, and intersection conflict management.

We look forward to discussing this analysis with you and your team and continuing our safety analysis with the identification of the *High Injury Network*.

Regards,

Stantec Consulting Services, Inc.

Josh Mitchell, PE
Transportation Engineer
Phone: (803) 528-1889
josh.mitchell@stantec.com

APPENDIX D

Priority Investment Network Corridor Improvement Cut-Sheets

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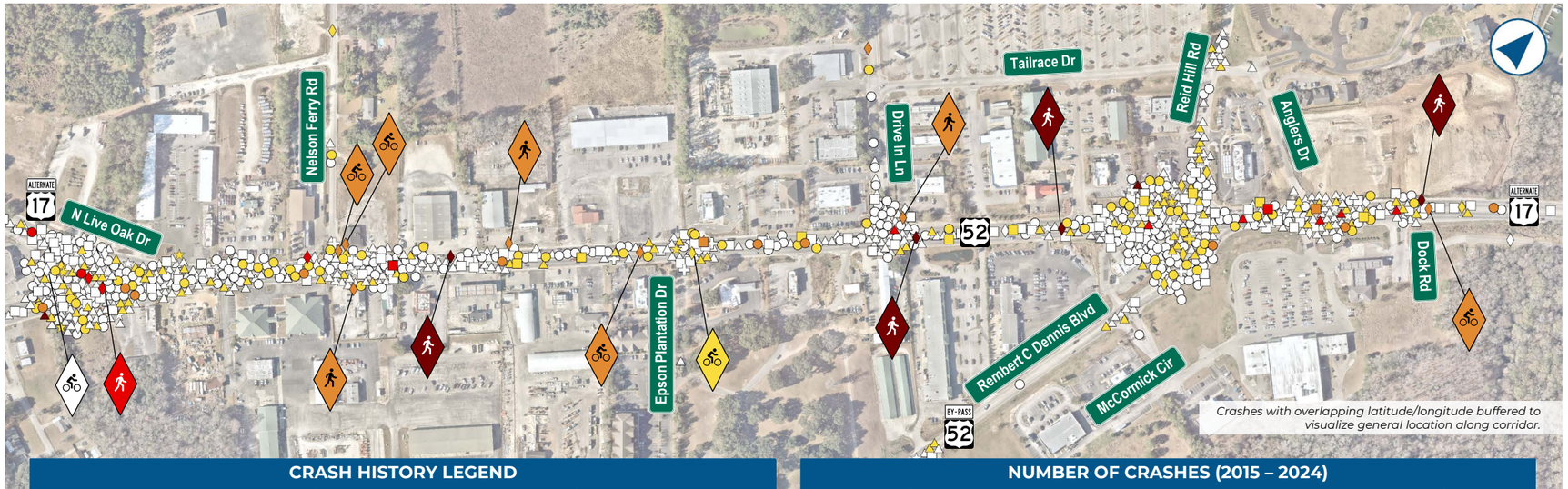
Back to Priority Investment Network Section in Report Body *Click to navigate*

MONCKS CORNER SS4A

C-1 US 52/US 17A

US 17A/N. Live Oak Dr to Dock Rd (33.202278°, -79.989694° to 33.210960°, -79.980313°)

[1]**FSI** = Fatal / Serious Injury Crash
[2]**CRF** = Crash Reduction Factor
[3]**Cost** = Design + Construction (includes 10% Surveying/Engineering/Construction Admin + 30% Contingency)
[4]**Reduction** = Potential Reduction Based on Appropriate CRF Application
[5]**NPV** = Net Present Value
[6]**Addressed** = At least one safety countermeasure targeting



Crashes with overlapping latitude/longitude buffered to visualize general location along corridor.

CORRIDOR CHARACTERISTICS

Corridor Length | Classification	0.80 miles | Principal Arterial
Cross-Section	4-Lane Undivided (with TWLTL)
Posted Speed Limit	40 mph
Estimated 2025 AADT	30,900 vehicles/day
Total Crashes Last 10 Years	842 (17% of Town Total Crashes)
FSI[1] Crashes Last 10 Years	18 (19% of Town Total FSI Crashes)

CRASH HISTORY LEGEND

MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle ▲	Fatal (K)	Pedestrian
Head On ★	Serious Injury (A)	Bicyclist
Rear End ●	Minor Injury (B)	
Sideswipe ■	Possible Injury (C)	
Non-Collision with Vehicle ♦	Property Damage Only (O)	
Other/Unknown ✚		

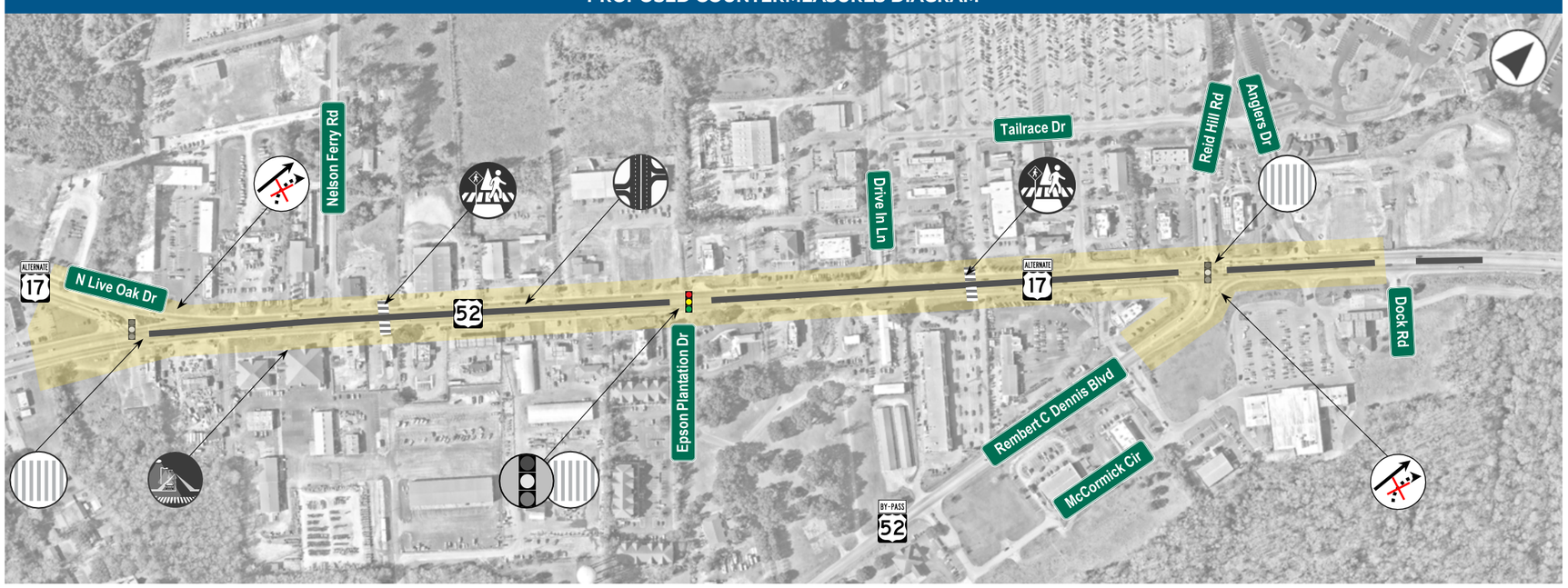
NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	2	11	42	156	617	**828**
Bike/Ped	4	1	7	1	1	**14**
Day	1	7	39	128	515	**690**
Night	5	5	10	29	103	**152**

PROPOSED COUNTERMEASURES

Countermeasure	CRF[2]	Cost[3]
Provide access management through installation of a raised median along the entire length of the corridor, maintaining full access at existing and proposed signalized intersections, with U-turn bulbs provided, including additional inter-parcel connectivity to provide additional rerouting options. Provide additional dedicated right-turn lanes at driveways and side streets along the corridor.	55.0%	$4,200,000
Install additional lighting along the entire length of the corridor as well as at the signalized intersections at the corridor termini.	32.0%	$220,000
Provide two mid-block pedestrian crossings with pedestrian refuge islands and rectangular rapid flashing beacons (RRFBs).	46.0%	$220,000
Install a new traffic signal at the midpoint of the corridor at Epson Plantation Drive to provide for additional mobility given other recommended access management, as well as to provide an additional signalized pedestrian crossing.	23.0%	N/A (to be installed by others)
Install high visibility crosswalks at all signalized crosswalk locations	40.0%	$25,000
Remove right-turn channelization at both the US 17A/North Live Oak Drive intersection and at the US 52 Bypass/ Rembert C Dennis Boulevard/Reid Hill Road intersection.	47.0%	$845,000

PROPOSED COUNTERMEASURES DIAGRAM



TOTAL CRASH REDUCTION[4]
>268 Over Next 20 Years

TOTAL BENEFIT NPV[5]
$74,734,000

FSI[1] CRASH REDUCTION[4]
>10.7 Over Next 20 Years

TOTAL COST NPV[5]
$5,510,000

% OF CORRIDOR FSI CRASHES ADDRESSED[6]
78%

BENEFIT/COST RATIO
13.56

MONCKS CORNER SS4A

C-2 US 52

Old Hwy 52 to US 52/US 17A (N Live Oak Dr) (33.185222°, -80.001111° to 33.202278°, -79.989694°)

[1]**FSI** = Fatal / Serious Injury Crash
[2]**CRF** = Crash Reduction Factor
[3]**Cost** = Design + Construction (includes 10% Surveying/Engineering/Construction Admin + 30% Contingency)
[4]**Reduction** = Potential Reduction Based on Appropriate CRF Application
[5]**NPV** = Net Present Value
[6]**Addressed** = At least one safety countermeasure targeting

Crashes with overlapping latitude/longitude buffered to visualize general location along corridor.

CORRIDOR CHARACTERISTICS

Corridor Length | Classification	1.34 miles | Principal Arterial
Cross-Section	4-Lane Undivided (with TWLTL)
Posted Speed Limit	40 mph
Estimated 2025 AADT	20,900 vehicles/day
Total Crashes Last 10 Years	939 (19% of Town Total Crashes)
FSI[1] Crashes Last 10 Years	16 (17% of Town Total FSI Crashes)

CRASH HISTORY LEGEND

MANNER OF COLLISION		SEVERITY	VULNERABLE USER	
Angle	▲	*Fatal (K)*	*Pedestrian*	
Head On	★	*Serious Injury (A)*	*Bicyclist*	
Rear End	●	*Minor Injury (B)*		
Sideswipe	■	*Possible Injury (C)*		
Non-Collision with Vehicle	♦	*Property Damage Only (O)*		
Other/Unknown	✚			

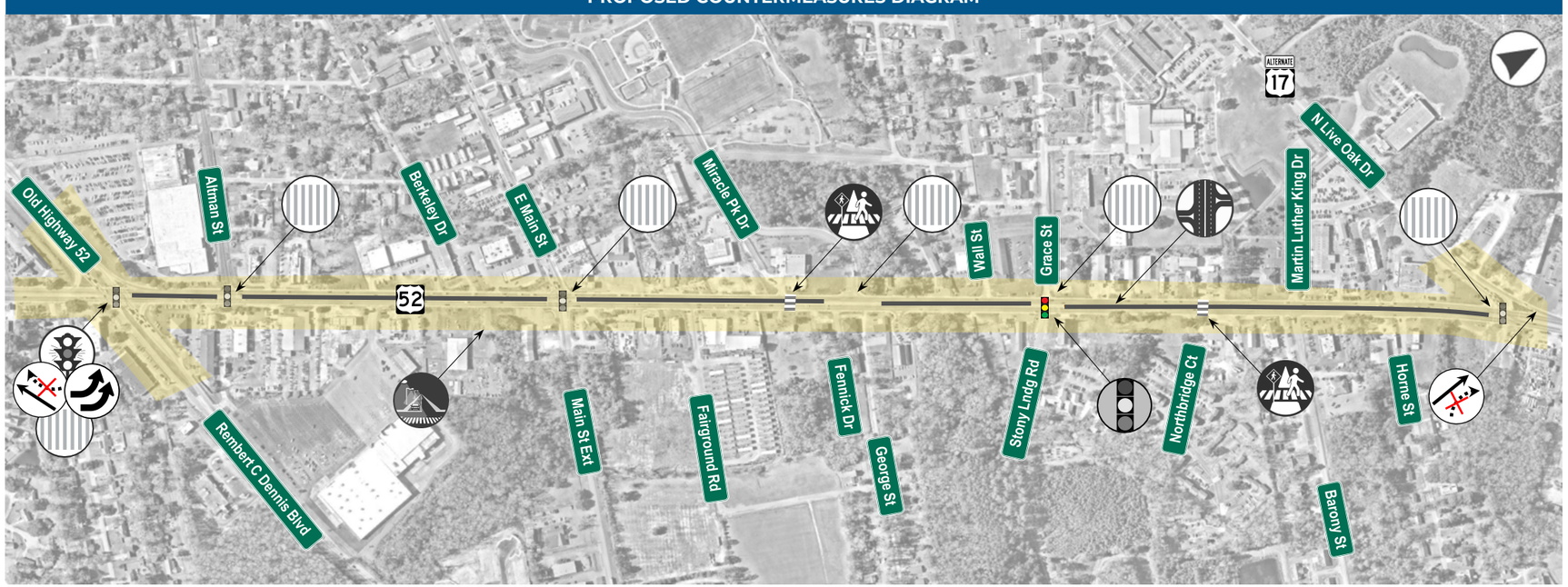
NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	1	12	49	183	676	**921**
Bike/Ped	0	3	7	4	4	**18**
Day	0	10	39	144	526	**719**
Night	1	5	17	43	154	**220**

PROPOSED COUNTERMEASURES

Countermeasure	CRF[2]	Cost[3]
Provide access management through installation of a concrete raised median along a majority of the length of the corridor.	55.0%	$3,700,000
Install additional lighting along the entire length of the corridor as well as at the signalized intersections at the corridor termini.	32.0%	$420,000
Provide two mid-block pedestrian crossings with pedestrian refuge islands and rectangular rapid flashing beacons (RRFBs).	46.0%	$220,000
Install a new traffic signal (with no right turns on red from side streets) at Grace Street/Stony Landing Road to provide for additional mobility (given proposed access restrictions) as well as to provide additional signalized pedestrian crossings.	23.0%	$435,000
Install high visibility markings at all signalized crosswalks, major side streets, and marked midblock crosswalks.	40.0%	$30,000
With provision of a dedicated NB left-turn lane, convert NB and SB left-turn phasing form permissive to protected-permissive at the US 52 Bypass/Rembert C Dennis Boulevard/Old Highway 52 intersection.	13.8%	$35,000
Remove right-turn channelization at the US 17A intersection and at the Old Highway 52/Rembert C Dennis Boulevard intersection.	47.0%	$360,000
Install dual left-turn lanes along US 52 at the Old Highway 52 intersection (providing protected left-turning movements).	27.0%	$2,000,000

PROPOSED COUNTERMEASURES DIAGRAM



TOTAL CRASH REDUCTION[4]	TOTAL BENEFIT NPV[5]
>374 Over Next 20 Years	**$40,391,916**
FSI[1] CRASH REDUCTION[4]	**TOTAL COST NPV[5]**
>8.5 Over Next 20 Years	**$7,200,000**
% OF CORRIDOR FSI CRASHES ADDRESSED[6]	**BENEFIT/COST RATIO**
75%	**5.61**

MONCKS CORNER SS4A

C-3 US 17A (Live Oak Drive)

S Winter St to US 52/US 17 A (33.191111°, -80.016222° to 33.202278°, -79.989694°)

[1]**FSI** = Fatal / Serious Injury Crash
[2]**CRF** = Crash Reduction Factor
[3]**Cost** = Design + Construction (includes 10% Surveying/Engineering/Construction Admin + 30% Contingency)
[4]**Reduction** = Potential Reduction Based on Appropriate CRF Application
[5]**NPV** = Net Present Value
[6]**Addressed** = At least one safety countermeasure targeting

CRASH HISTORY LEGEND

MANNER OF COLLISION		SEVERITY	VULNERABLE USER	
Angle	▲	Fatal (K)	Pedestrian	
Head On	★	Serious Injury (A)	Bicyclist	
Rear End	●	Minor Injury (B)		
Sideswipe	■	Possible Injury (C)		
Non-Collision with Vehicle	♦	Property Damage Only (O)		
Other/Unknown	✚			

NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	1	8	34	132	590	765
Bike/Ped	0	4	1	1	4	10
Day	0	6	26	110	500	642
Night	1	6	9	23	94	133

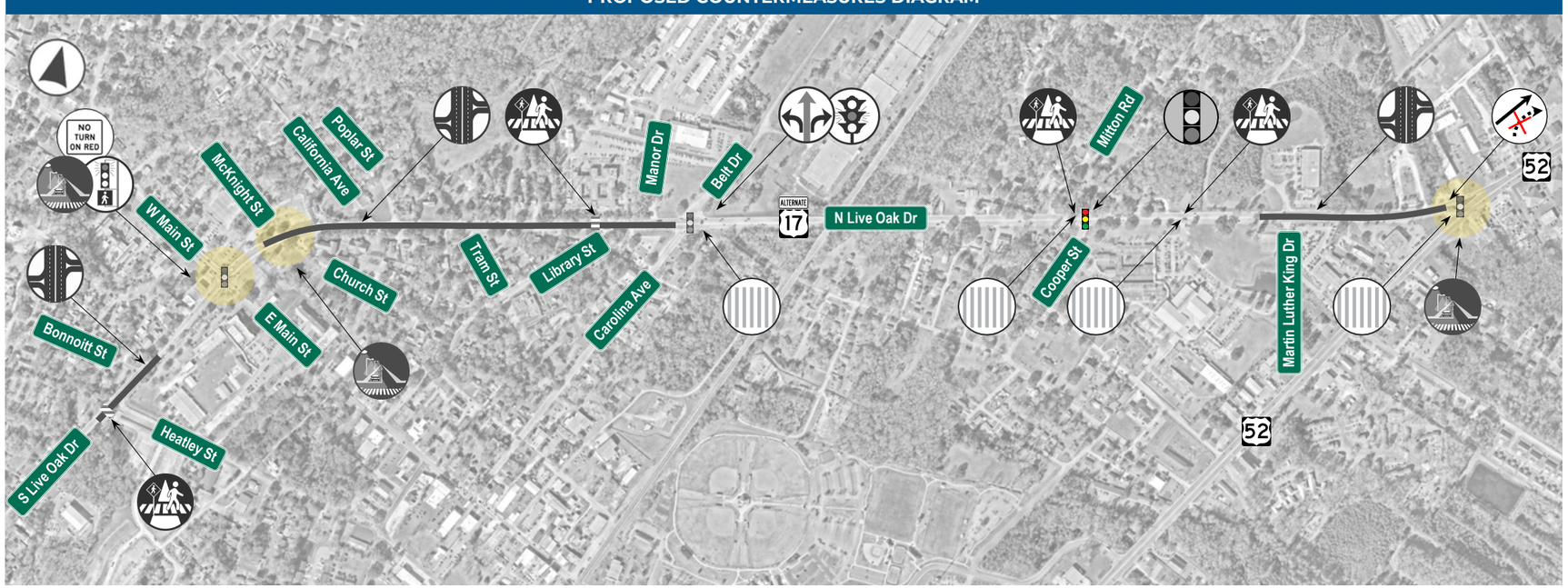
CORRIDOR CHARACTERISTICS

Corridor Length | Classification	1.82 miles | Principal Arterial
Cross-Section	4-Lane Undivided (with TWLTL)
Posted Speed Limit	40 mph
Estimated 2025 AADT	24,900 vehicles/day
Total Crashes Last 10 Years	775 (16% of Town Total Crashes)
FSI[1] Crashes Last 10 Years	13 (14% of Town Total FSI Crashes)

PROPOSED COUNTERMEASURES

Countermeasure	CRF[2]	Cost[3]
Provide access management through installation of raised median at Bonnoitt St/Heatley St, between McKnight St and Belt Dr, and east of Martin Luther King Dr.	55.0%	$2,100,000
Install spot lighting at intersections of SC 6/W Main Street, McKnight Street, and at US 52.	32.0%	$168,000
Provide median refuge islands for two existing mid-block pedestrians crossings and one new crossing near Heatley St/Bonnoitt St.	46.0%	$285,000
Install a new traffic signal at Cooper Street to provide for additional mobility and regional connectivity as well as another pedestrian crossing location.	23.0%	$435,000
Install high visibility markings at all signalized crosswalks, major side streets, and marked midblock crosswalks.	40.0%	$42,000
Convert northbound and southbound US 17A left-turn phasing from permissive to protected-permissive at the Belt Drive signal.	13.8%	$35,000
Remove southbound right-turn channelization at the US 52 intersection.	47.0%	$330,000
Restripe left-turn lanes along side streets at the existing Belt Drive signalized intersection along with formalizing the channelizing islands for the westbound right-turn.	33.8%	$45,000
Install No Right-Turn on Red signage for each right-turning movement at the SC 6/Main Street intersection.	23.0%	$5,000
Provide leading pedestrian interval for pedestrian movements and install Left Turning Vehicles Yield to Peds signage at the SC 6/Main Street intersection.	13.0%	$3,000

PROPOSED COUNTERMEASURES DIAGRAM



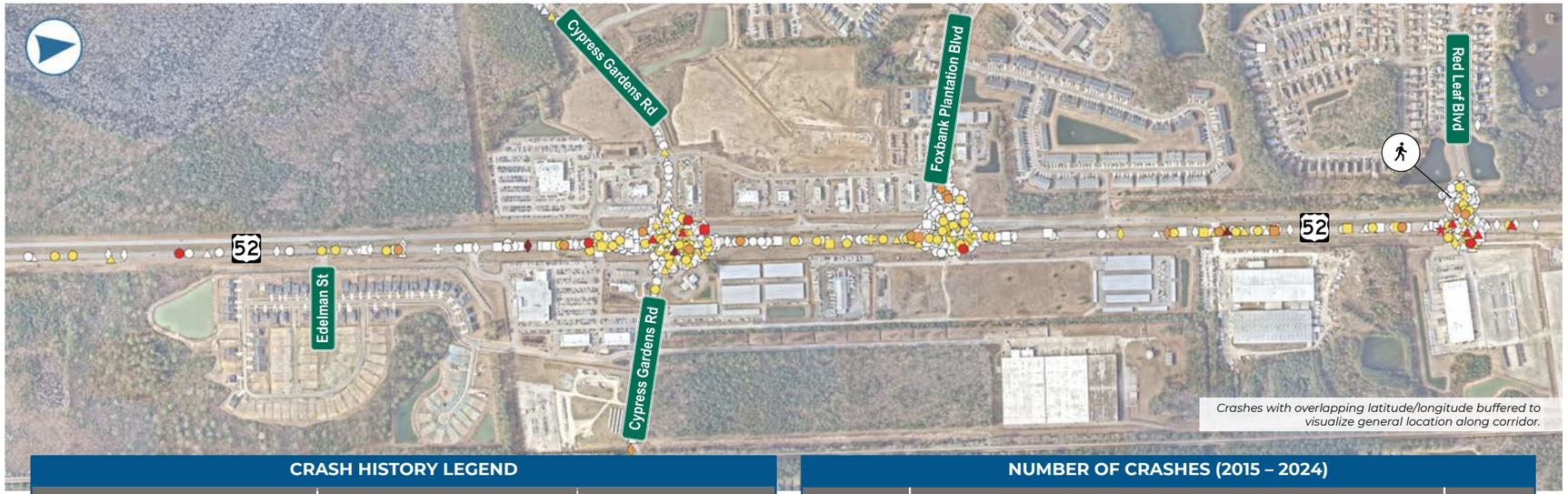
TOTAL CRASH REDUCTION[4]	TOTAL BENEFIT NPV[5]
>111 Over Next 20 Years	$22,407,290
FSI[1] CRASH REDUCTION[4]	**TOTAL COST NPV[5]**
>5.8 Over Next 20 Years	$3,448,000
% OF CORRIDOR FSI CRASHES ADDRESSED[6]	**BENEFIT/COST RATIO**
69%	6.50

MONCKS CORNER SS4A

C-4 US 52

South of Edelman St to Red Leaf Blvd (33.082722°, -80.032444° to 33.105389°, -80.029500°)

[1]**FSI** = Fatal / Serious Injury Crash
[2]**CRF** = Crash Reduction Factor
[3]**Cost** = Design + Construction (includes 10% Surveying/Engineering/Construction Admin + 30% Contingency)
[4]**Reduction** = Potential Reduction Based on Appropriate CRF Application
[5]**NPV** = Net Present Value
[6]**Addressed** = At least one safety countermeasure targeting



CORRIDOR CHARACTERISTICS

Corridor Length | Classification	1.53 miles | Principal Arterial
Cross-Section	4-Lane Divided
Posted Speed Limit	60 mph
Estimated 2025 AADT	27,300 vehicles/day
Total Crashes Last 10 Years	700 (15% of Town Total Crashes)
FSI[1] Crashes Last 10 Years	15 (16% of Town Total FSI Crashes)

CRASH HISTORY LEGEND

MANNER OF COLLISION		SEVERITY	VULNERABLE USER	
Angle	▲	Fatal (K)	Pedestrian	
Head On	★	Serious Injury (A)	Bicyclist	
Rear End	●	Minor Injury (B)		
Sideswipe	■	Possible Injury (C)		
Non-Collision with Vehicle	♦	Property Damage Only (O)		
Other/Unknown	+			

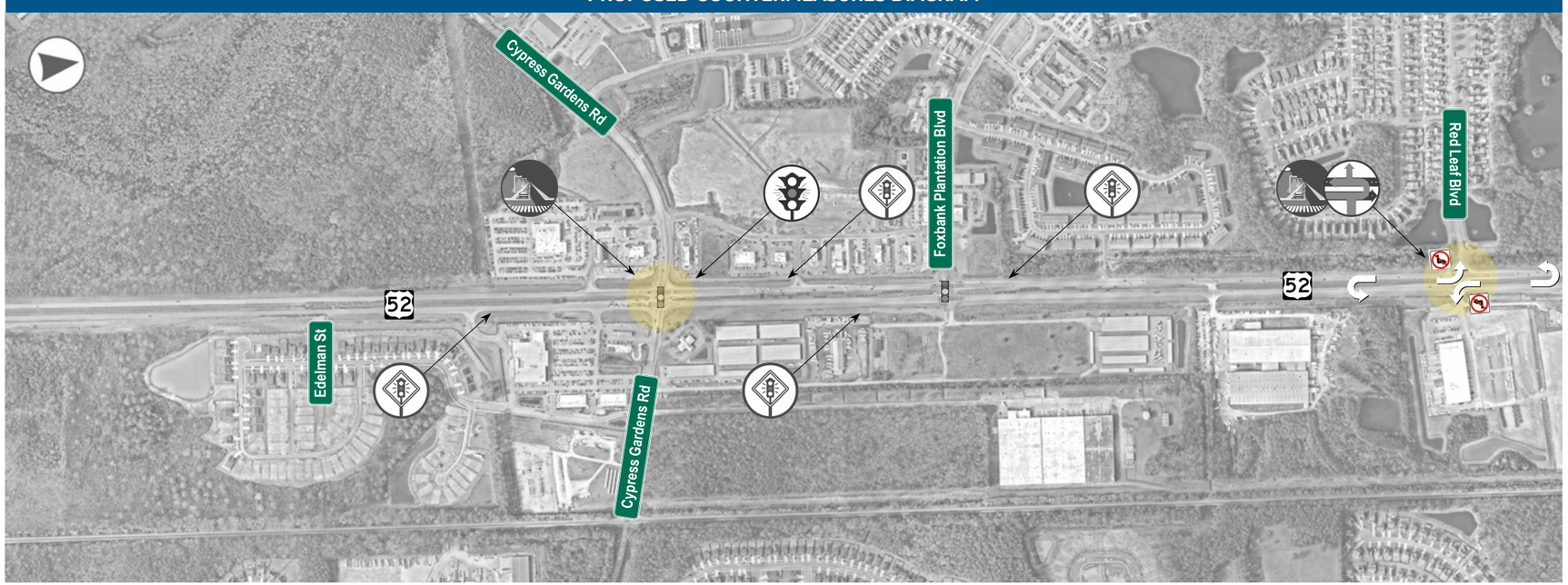
NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	3	12	43	122	519	**699**
Bike/Ped	0	0	0	0	1	**1**
Day	2	6	31	85	370	**494**
Night	1	6	12	37	150	**206**

PROPOSED COUNTERMEASURES

Countermeasure	CRF[2]	Cost[3]
Convert the full-access intersection of Red Leaf Boulevard to a reduced conflict intersection (RCI), providing U-turn bulbs to the north and south of the intersection.	63.0%	$3,100,000
Install intersection lighting at Cypress Gardens Road and Red Leaf Boulevard.	32.0%	$115,000
Install dual-erected signal ahead signs with cross street name plaques and flashers or add cross street name plaques and flashers to existing signal ahead sign assemblies.	25.5%	$160,000
Convert westbound left-turn signal phasing at Cypress Gardens Road from permissive to protected-permissive.	13.8%	$20,000

PROPOSED COUNTERMEASURES DIAGRAM



TOTAL CRASH REDUCTION[4]
>274 Over Next 20 Years

TOTAL BENEFIT NPV[5]
$35,073,000

FSI[1] CRASH REDUCTION[4]
>9.2 Over Next 20 Years

TOTAL COST NPV[5]
$3,395,000

% OF CORRIDOR FSI CRASHES ADDRESSED[6]
73%

BENEFIT/COST RATIO
10.33

MONCKS CORNER SS4A

C-5 SC 6/W Main Street

Stag St to US 17A (N. Live Oak Drive) (33.201278°, -80.029222° to 33.196056°, -80.013111°)

[1]**FSI** = Fatal / Serious Injury Crash
[2]**CRF** = Crash Reduction Factor
[3]**Cost** = Design + Construction (includes 10% Surveying/Engineering/Construction Admin + 30% Contingency)
[4]**Reduction** = Potential Reduction Based on Appropriate CRF Application
[5]**NPV** = Net Present Value
[6]**Addressed** = At least one safety countermeasure targeting

CORRIDOR CHARACTERISTICS

Corridor Length | Classification	1.00 mile | Minor Arterial
Cross-Section	2-Lane Divided (with TWLTL)
Posted Speed Limit	25/35 mph
Estimated 2025 AADT	14,700 vehicles/day
Total Crashes Last 10 Years	390 (8% of Town Total Crashes)
FSI[1] Crashes Last 10 Years	2 (2% of Town Total FSI Crashes)

CRASH HISTORY LEGEND

MANNER OF COLLISION		SEVERITY	VULNERABLE USER	
Angle	▲	Fatal (K)	Pedestrian	
Head On	★	Serious Injury (A)	Bicyclist	
Rear End	●	Minor Injury (B)		
Sideswipe	■	Possible Injury (C)		
Non-Collision with Vehicle	♦	Property Damage Only (O)		
Other/Unknown	✚			

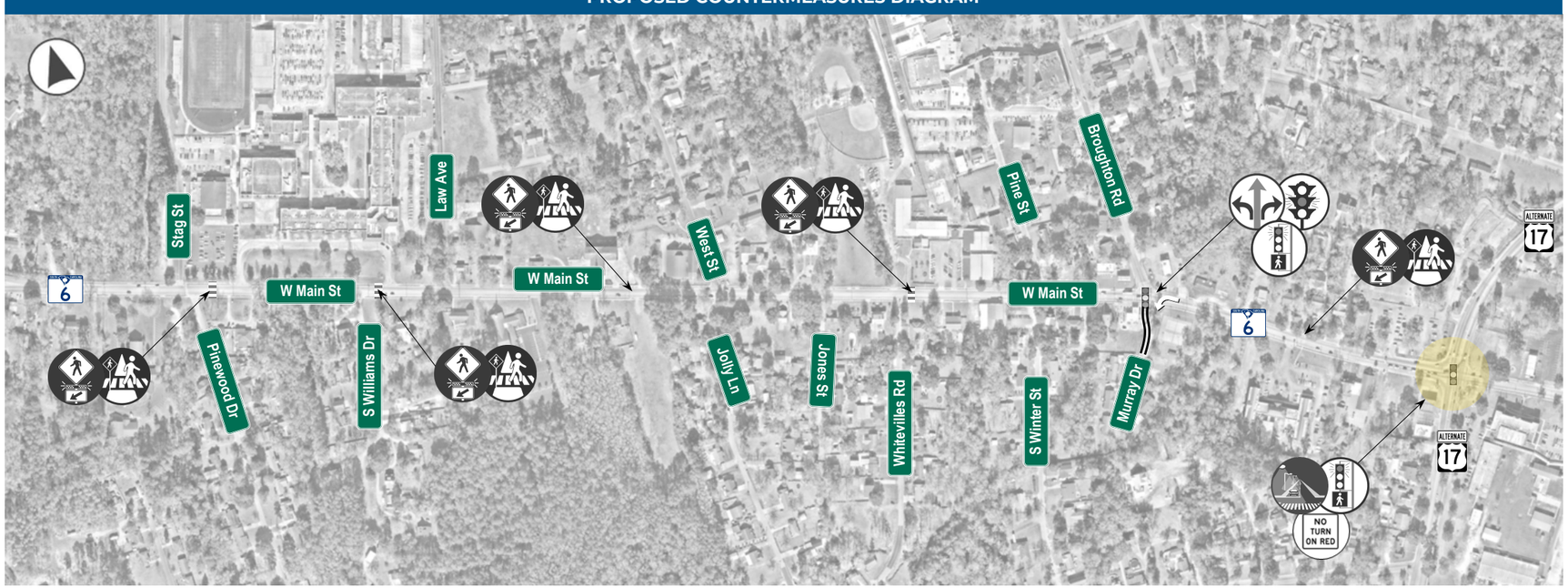
NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	0	1	10	60	315	**386**
Bike/Ped	0	1	0	2	1	**4**
Day	0	2	10	50	267	**329**
Night	0	0	0	12	49	**61**

PROPOSED COUNTERMEASURES

Countermeasure	CRF[2]	Cost[3]
Install rectangular rapid flashing beacons (RRFBs) and pedestrian refuge islands at midblock crosswalks along the corridor.	69.0%	$420,000
Provide westbound left-turn lane along SC 6/W Main Street at the Broughton Road/Murray Drive intersection. Realign the northbound Murray Drive approach to align with Broughton Road to be included in the existing signal operations.	10.0%	$1,680,000
Convert eastbound left-turn phasing along SC 6/Main Street at Broughton Road from permissive to protected-permissive.	13.8%	$20,000
Install No Right-Turn on Red signage for each right-turning movement at the US 17A intersection.	23.0%	$5,000
Provide leading pedestrian interval for pedestrian movements at the US 17A intersection. Install Left Turning Vehicles Yield to Peds signage at the Broughton Road/Murray Drive and US 17A intersections.	13.0%	$3,000
Install spot lighting at intersection of US 17A.	32.0%	$55,000

PROPOSED COUNTERMEASURES DIAGRAM



TOTAL CRASH REDUCTION[4]	TOTAL BENEFIT NPV[5]
>117 Over Next 20 Years	$6,058,000
FSI[1] CRASH REDUCTION[4]	**TOTAL COST NPV[5]**
>0.9 Over Next 20 Years	$2,183,000
% OF CORRIDOR FSI CRASHES ADDRESSED[6]	**BENEFIT/COST RATIO**
100%	2.78

MONCKS CORNER SS4A

C-6 SC 6/E Main Street

US 17 A (N. Live Oak Drive) to US 52 (33.196056°, -80.013111° to 33.192056°, -79.996583°)

[1]**FSI** = Fatal / Serious Injury Crash
[2]**CRF** = Crash Reduction Factor
[3]**Cost** = Design + Construction (includes 10% Surveying/Engineering/Construction Admin + 30% Contingency)
[4]**Reduction** = Potential Reduction Based on Appropriate CRF Application
[5]**NPV** = Net Present Value
[6]**Addressed** = At least one safety countermeasure targeting

CORRIDOR CHARACTERISTICS

Corridor Length / Classification	0.99 mile | Minor Arterial
Cross-Section	2-Lane Undivided
Posted Speed Limit	35 mph
Estimated 2025 AADT	8,900 vehicles/day
Total Crashes Last 10 Years	437 (9% of Town Total Crashes)
FSI[1] Crashes Last 10 Years	4 (4% of Town Total FSI Crashes)

CRASH HISTORY LEGEND

MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle ▲	Fatal (K)	Pedestrian
Head On ★	Serious Injury (A)	Bicyclist
Rear End ●	Minor Injury (B)	
Sideswipe ■	Possible Injury (C)	
Non-Collision with Vehicle ♦	Property Damage Only (O)	
Other/Unknown ✚		

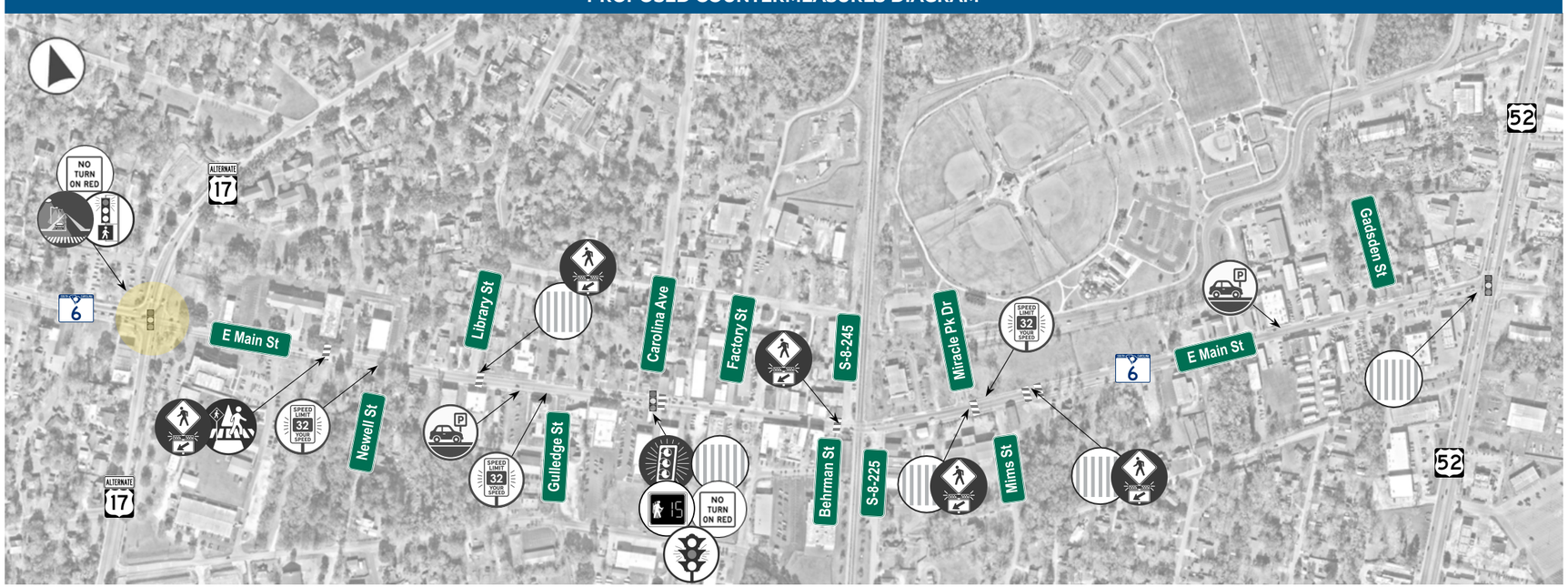
NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	0	2	12	69	348	**431**
Bike/Ped	0	2	1	0	3	**6**
Day	0	3	12	53	294	**362**
Night	0	1	1	16	57	**75**

PROPOSED COUNTERMEASURES

Countermeasure	CRF[2]	Cost[3]
Install rectangular rapid flashing beacons (RRFBs) and pedestrian refuge islands at midblock crosswalks along the corridor.	69.0%	$700,000
Install No Right-Turn on Red signage for each right-turning movement at the US 17A intersection and at the Carolina Ave approach at the Carolina Ave signal.	23.0%	$7,000
Provide leading pedestrian interval for pedestrian movements and add Left Turning Vehicles Yield to Peds signage at the US 17A intersection.	13.0%	$3,000
Install spot lighting at intersection of US 17A.	32.0%	$55,000
Install speed feedback signs to emphasize existing 25 mph and 30 mph speed limits in central portion of the corridor.	41.0%	$32,000
Install high visibility crosswalks at various mid-block and signalized intersection locations where currently absent.	40.0%	$20,000
Formalize on-street parking throughout the corridor where demand/cross-section allows.	N/A	$6,000
Install pedestrian phasing, push buttons, and countdown signal heads at the Carolina Ave signalized intersection.	8.8%	$30,000
Install retroreflective backplates to all signal heads at the Carolina Ave signalized intersection.	15.0%	$3,000
Convert existing eastbound left-turn signal head to three-section flashing yellow arrow signal head at Carolina Ave signalized intersection.	50.2%	$10,000

PROPOSED COUNTERMEASURES DIAGRAM



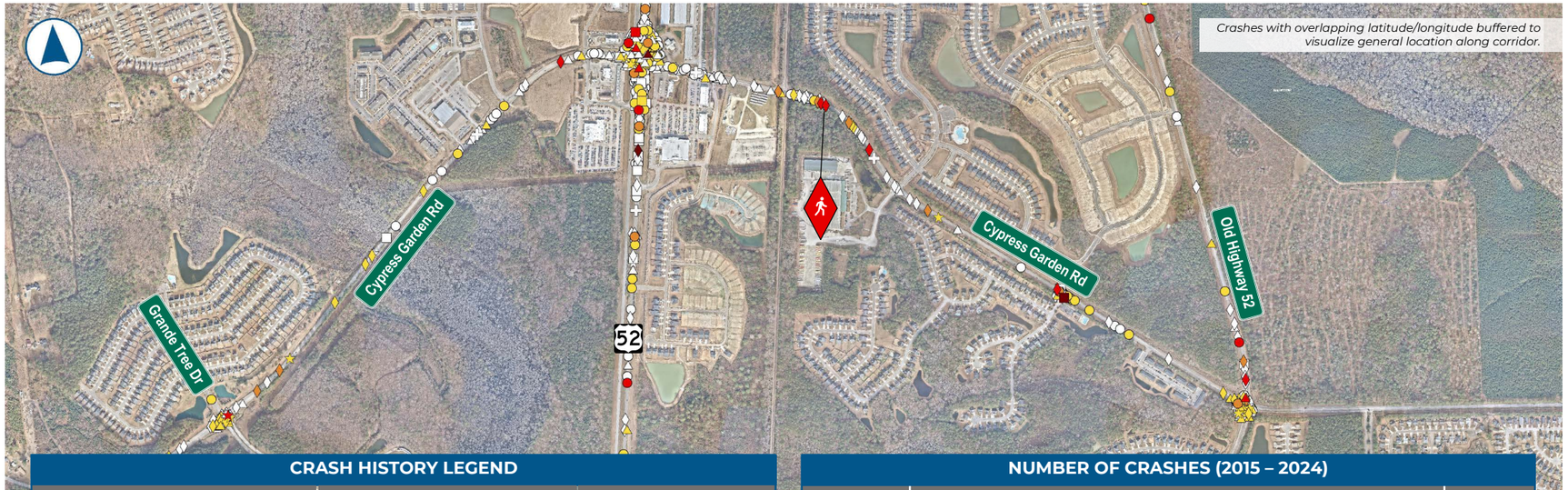
TOTAL CRASH REDUCTION[4]	TOTAL BENEFIT NPV[5]
>125 Over Next 20 Years	$9,810,000
FSI[1] CRASH REDUCTION[4]	**TOTAL COST NPV[5]**
>2.0 Over Next 20 Years	$866,000
% OF CORRIDOR FSI CRASHES ADDRESSED[6]	**BENEFIT/COST RATIO**
75%	11.33

MONCKS CORNER SS4A

C-7 Cypress Gardens Road

Garrott Ave/Grande Tree Dr to Old Hwy 52 (33.083944°, -80.044139° to 33.082694°, -80.013917°)

[1]**FSI** = Fatal / Serious Injury Crash
[2]**CRF** = Crash Reduction Factor
[3]**Cost** = Design + Construction (includes 10% Surveying/Engineering/Construction Admin + 30% Contingency)
[4]**Reduction** = Potential Reduction Based on Appropriate CRF Application
[5]**NPV** = Net Present Value
[6]**Addressed** = At least one safety countermeasure targeting



CORRIDOR CHARACTERISTICS

Corridor Length | Classification	2.20 miles | Major Collector
Cross-Section	2-Lane Undivided
Posted Speed Limit	45/55 mph
Estimated 2025 AADT	8,200 vehicles/day
Total Crashes Last 10 Years	434 (9% of Town Total Crashes)
FSI[1] Crashes Last 10 Years	14 (15% of Town Total FSI Crashes)

CRASH HISTORY LEGEND

MANNER OF COLLISION		SEVERITY	VULNERABLE USER
Angle	▲	Fatal (K)	Pedestrian
Head On	★	Serious Injury (A)	Bicyclist
Rear End	●	Minor Injury (B)	
Sideswipe	■	Possible Injury (C)	
Non-Collision with Vehicle	♦	Property Damage Only (O)	
Other/Unknown	+		

NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	2	11	29	94	297	**433**
Bike/Ped	0	1	0	0	0	**1**
Day	2	7	15	59	184	**267**
Night	0	5	14	35	113	**167**

PROPOSED COUNTERMEASURES

Countermeasure	CRF[2]	Cost[3]
Lower the speed limit from 55 mph to 45 mph throughout the entire corridor.	4.0%	$7,000
Install signal ahead sign with cross street name plaque and flashers (adding flashers to existing signs where needed) at Grande Tree Dr/Garrott Ave (if signalized), US 52, and Old Hwy 52. Install intersection ahead sign with cross street name plaque at both approaches of all major unsignalized intersections (Yorkshire Dr, Cypress Preserve Blvd/Old Depot Rd, and Bald Cypress Drive).	25.5%	$150,000
Install intersection lighting at US 52 intersection.	32.0%	$55,000
Install horizontal curve warning signs, chevron alignment signs, and edge line rumble strips at both horizontal curves (east and west of US 52) as needed.	4.0%	$11,000
Convert signal phasing on westbound approach from permissive to protected-permissive at the US 52 intersection and convert signal phasing on all approaches from permissive to protected-permissive at the Old Hwy 52 intersection.	13.8%	$75,000
Install westbound left-turn lane along Cypress Gardens Road at Bald Cypress Drive.	44.0%	$450,000
Install a traffic signal or roundabout at the intersection with Grande Tree Drive/Garrott Avenue.	23.0%	$1,100,000 (signal)

PROPOSED COUNTERMEASURES DIAGRAM

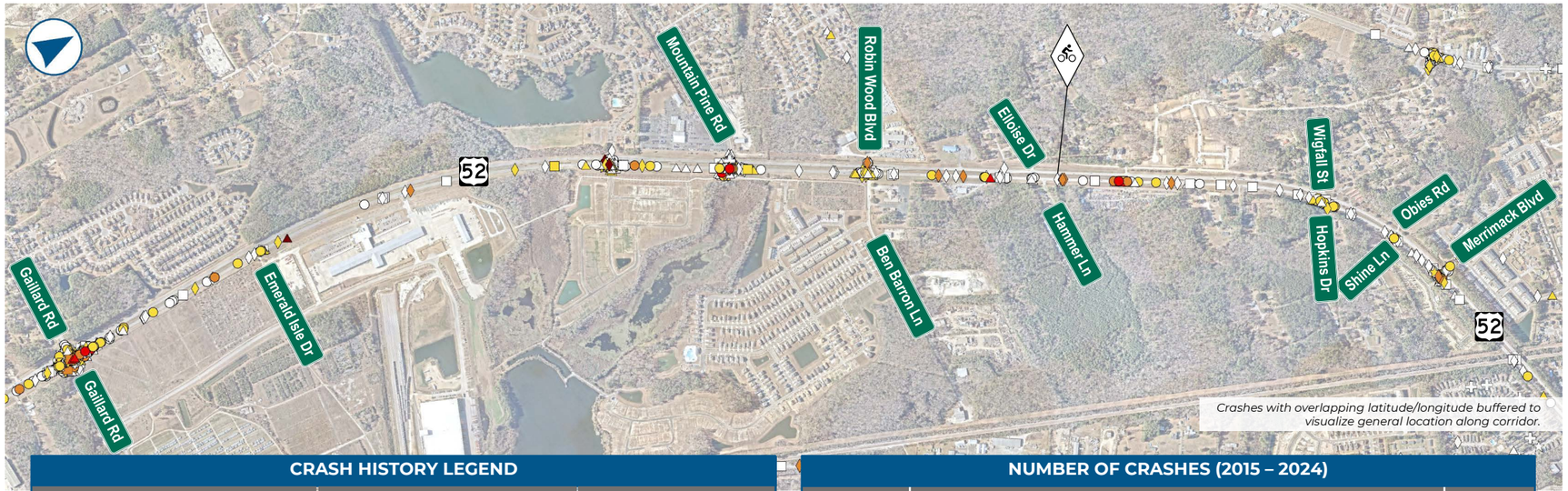
TOTAL CRASH REDUCTION[4]	TOTAL BENEFIT NPV[5]
>179 Over Next 20 Years	$33,634,000
FSI[1] CRASH REDUCTION[4]	**TOTAL COST NPV[5]**
>5.6 Over Next 20 Years	$1,848,000
% OF CORRIDOR FSI CRASHES ADDRESSED[6]	**BENEFIT/COST RATIO**
100%	18.20

MONCKS CORNER SS4A

C-8 US 52

Gaillard Rd to Merrimack Boulevard (33.147583°, -80.032722° to 33.184750°, -80.011917°)

[1]**FSI** = Fatal / Serious Injury Crash
[2]**CRF** = Crash Reduction Factor
[3]**Cost** = Design + Construction (includes 10% Surveying/Engineering/Construction Admin + 30% Contingency)
[4]**Reduction** = Potential Reduction Based on Appropriate CRF Application
[5]**NPV** = Net Present Value
[6]**Addressed** = At least one safety countermeasure targeting



CORRIDOR CHARACTERISTICS

Corridor Length | Classification	2.97 miles | Principal Arterial
Cross-Section	4-Lane Divided
Posted Speed Limit	60 mph
Estimated 2025 AADT	22,000 vehicles/day
Total Crashes Last 10 Years	405 (8% of Town Total Crashes)
FSI[1] Crashes Last 10 Years	9 (10% of Town Total FSI Crashes)

CRASH HISTORY LEGEND

MANNER OF COLLISION		SEVERITY	VULNERABLE USER	
Angle	▲	Fatal (K)	Pedestrian	
Head On	★	Serious Injury (A)	Bicyclist	
Rear End	●	Minor Injury (B)		
Sideswipe	■	Possible Injury (C)		
Non-Collision with Vehicle	♦	Property Damage Only (O)		
Other/Unknown	+			

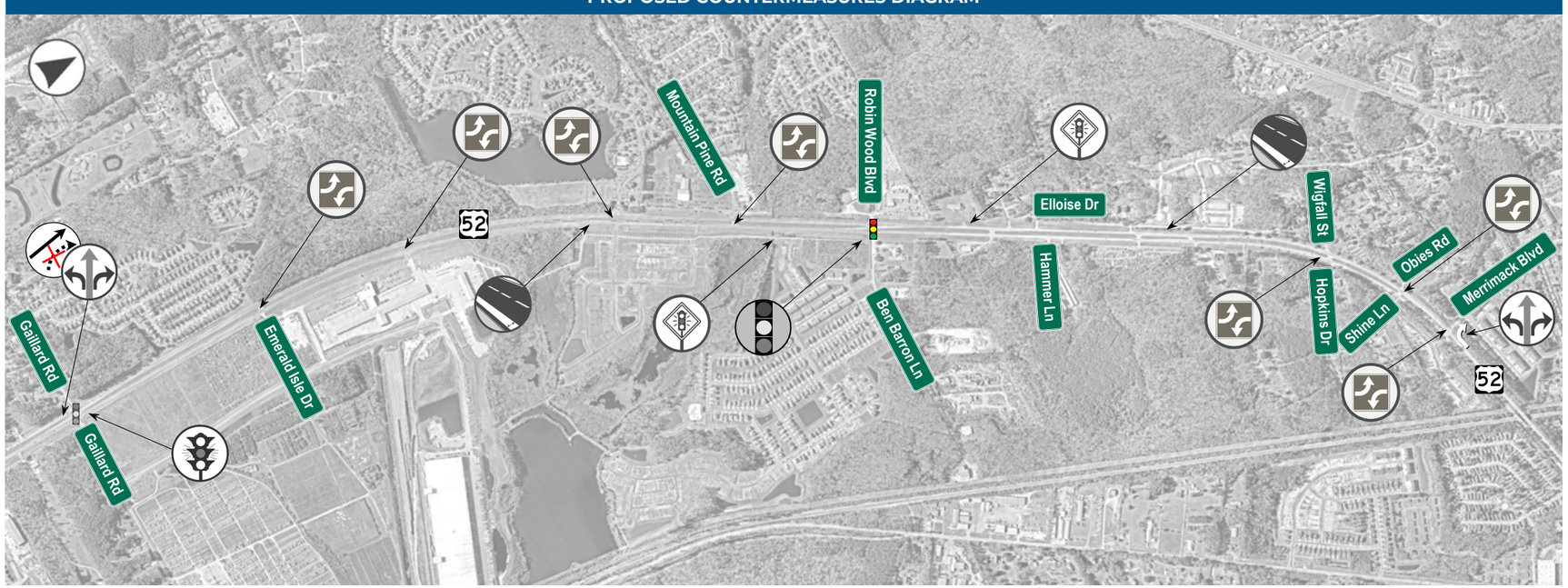
NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	2	7	39	100	256	**404**
Bike/Ped	0	0	0	0	1	**1**
Day	2	6	30	64	172	**274**
Night	0	1	9	36	85	**131**

PROPOSED COUNTERMEASURES

Countermeasure	CRF[2]	Cost[3]
Provide positive offset for all left-turn lanes at existing and planned major unsignalized intersections (at Emerald Isle Dr, Berkeley Electric Co-op Driveway, Moss Grove Dr/Verbena Way, Mountain Pine Rd, Wigfall St/Hopkins Dr, Shine Ln/Obies Rd, and Merrimack Blvd.	35.6%	$5,300,000
Install wide (6") edge lines along entirety of corridor and add dashed lines on inside lane through unsignalized intersections to delineate travel way for vehicles storing in median(s).	17.5%	$42,000
Install southbound right-turn lane along US 52 at Merrimack Boulevard.	14.0%	$250,000
Remove acceleration lane in southbound direction along US 52 departing Gaillard Rd and install an eastbound right-turn lane along Gaillard Road approaching US 52.	16.6%	$300,000
Convert the eastbound and westbound left-turn phasing along Gaillard Road from permissive to protected-permissive phasing.	13.8%	$35,000
Install a new traffic signal on US 52 at Robin Wood Blvd/ Ben Barron Ln.	23.0%	$435,000
Install dual-erected signal ahead signs with cross street name plaques and flashers in advance of Robin Wood Boulevard/Ben Barron Lane (planned signalized intersection).	25.5%	$160,000

PROPOSED COUNTERMEASURES DIAGRAM



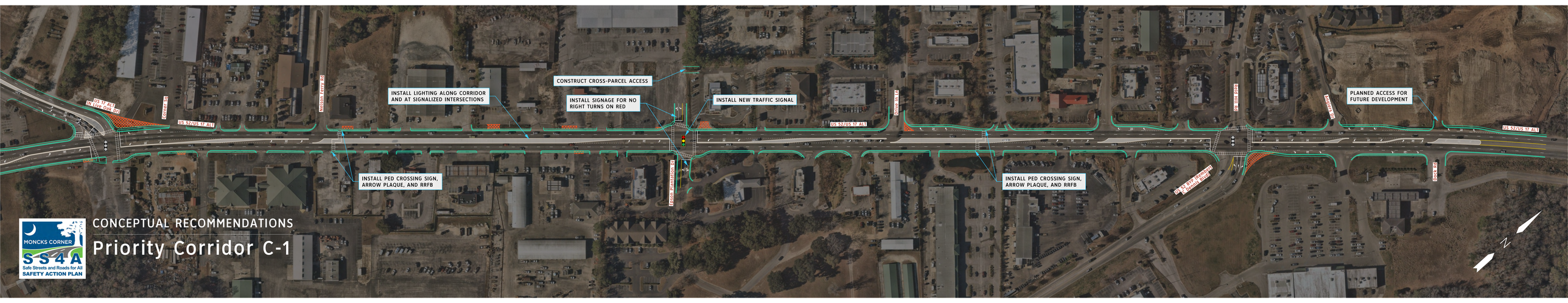
TOTAL CRASH REDUCTION[4]	TOTAL BENEFIT NPV[5]
>156 Over Next 20 Years	$30,124,000
FSI[1] CRASH REDUCTION[4]	**TOTAL COST NPV[5]**
>3.7 Over Next 20 Years	$6,522,000
% OF CORRIDOR FSI CRASHES ADDRESSED[6]	**BENEFIT/COST RATIO**
100%	4.62

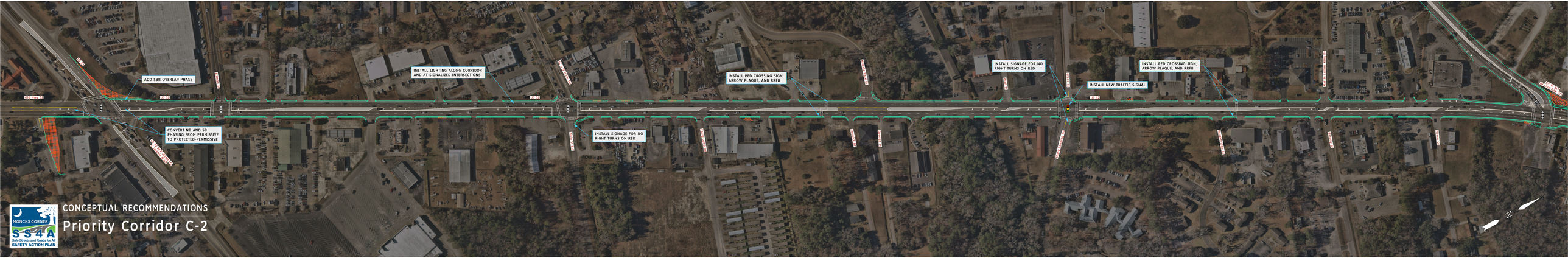
APPENDIX E

Priority Investment Network Corridor Improvement Concept Plans

Back to Appendix Table of Contents *Click to navigate*

Back to Priority Investment Network Section in Report Body *Click to navigate*


CONCEPTUAL RECOMMENDATIONS
Priority Corridor C-1
MONCKS CORNER
SS4A
Safe Streets and Roads for All
SAFETY ACTION PLAN
US 17 ALT
US 52/US 17 ALT
Conway Dr
Hanson Ferry Rd
INSTALL LIGHTING ALONG CORRIDOR AND AT SIGNALIZED INTERSECTIONS
CONSTRUCT CROSS-PARCEL ACCESS
INSTALL SIGNAGE FOR NO RIGHT TURNS ON RED
INSTALL NEW TRAFFIC SIGNAL
INSTALL PED CROSSING SIGN, ARROW PLAQUE, AND RRFB
Epson Plantation Dr
Dixie Ln
Page Hill Rd
Mitchum Dr
PLANNED ACCESS FOR FUTURE DEVELOPMENT
INSTALL PED CROSSING SIGN, ARROW PLAQUE, AND RRFB
US 52 ALT/US 17 ALT
Dock Rd
N



MONCKS CORNER
SS4A
Safe Streets and Roads for All
SAFETY ACTION PLAN

CONCEPTUAL RECOMMENDATIONS

Priority Corridor C-2

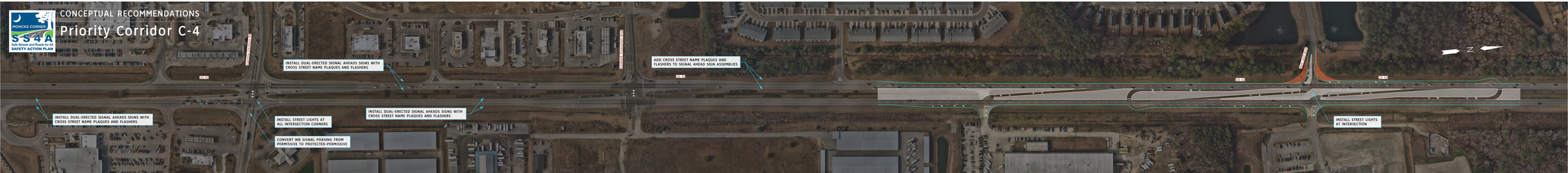
CONCEPTUAL RECOMMENDATIONS

Priority Corridor C-3

MONCKS CORNER
SS4A
Safe Streets and Roads for All
SAFETY ACTION PLAN

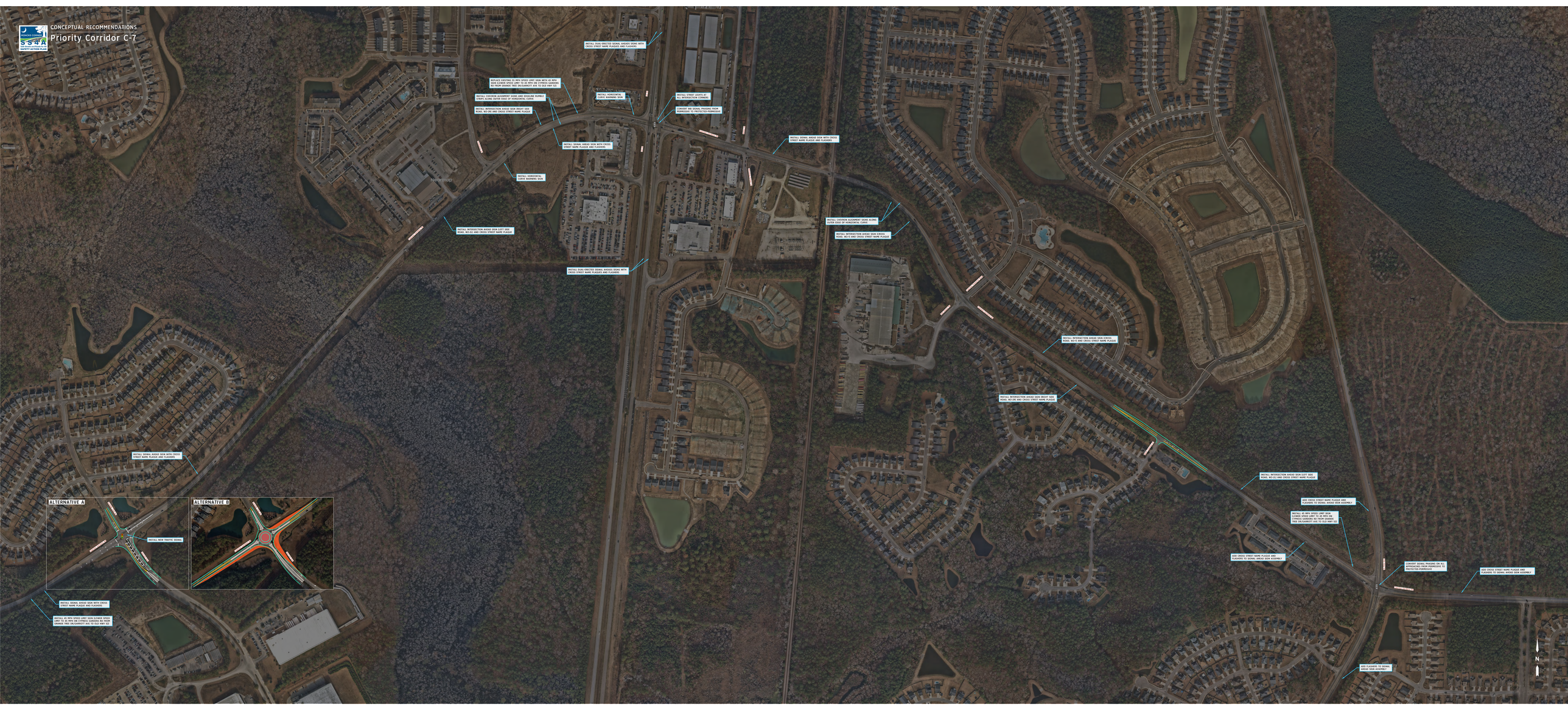
CONCEPTUAL RECOMMENDATIONS

Priority Corridor C-4



CONCEPTUAL RECOMMENDATIONS

Priority Corridor C-7



CONCEPTUAL RECOMMENDATIONS

Priority Corridor C-8

INSTALL CURB RAMP AND RRFB
REMOVE EXISTING CROSSWALK
INSTALL SCHOOL CROSSING SIGN WITH ARROW PLAQUE AND RRFB
REMOVE EXISTING CROSSWALK
INSTALL CURB RAMP
INSTALL RAISED MEDIAN REFUGE AND RRFB ON BOTH APPROACHES
INSTALL RAISED MEDIAN REFUGE AND RRFB ON BOTH APPROACHES
CONVERT EB PHASING FROM PERMISSIVE TO PROTECTED-PERMISSIVE
INSTALL LEFT TURNING VEHICLES YIELD TO PEDS SIGNAGE ON ALL APPROACHES
INSTALL RRFB ON BOTH APPROACHES
INSTALL STREET LIGHTS AT ALL INTERSECTION CORNERS
INSTALL LEADING PEDESTRIAN INTERVALS
INSTALL LEFT TURNING VEHICLES YIELD TO PEDS AND NO RIGHT TURN ON RED SIGNAGE ON ALL APPROACHES
INSTALL CURB RAMP AND RRFB
REMOVE EXISTING CROSSWALK
INSTALL SPEED FEEDBACK SIGN UNDER EXISTING 25 MPH SPEED LIMIT SIGN
INSTALL CROSSWALK
INSTALL CURB RAMP AND RRFB
INSTALL SPEED FEEDBACK SIGN UNDER EXISTING 25 MPH SPEED LIMIT SIGN
CONVERT EXISTING EBL SIGNAL HEAD TO THREE-SECTION FLASHING YELLOW ARROW SIGNAL HEAD
ADD RETROREFLECTIVE BACKPLATES TO ALL SIGNAL HEADS
INSTALL NO RIGHT TURN ON RED SIGNAGE TO CAROLINA AVE APPROACH
ADD PED PHASING, PED SIGNAL HEADS, AND PUSH BUTTONS TO ALL APPROACHES
INSTALL CROSSWALK
INSTALL CURB RAMP
INSTALL PED CROSSING SIGN, ARROW PLAQUE, AND RRFB
INSTALL PED CROSSING SIGN, ARROW PLAQUE, AND RRFB
INSTALL CURB RAMP
INSTALL SPEED FEEDBACK SIGN UNDER EXISTING 25 MPH SPEED LIMIT SIGN
INSTALL CURB RAMPS AT ALL CROSSWALK APPROACHES AND TIE INTO TOWN'S TOWN WALL PLAN
INSTALL PED CROSSING SIGN, ARROW PLAQUE, AND RRFB
FORMALIZE PARKING LANE
N
MONROE COUNTY
SS4A
Safe Streets and Roads for All
SAFETY ACTION PLAN
CONCEPTUAL RECOMMENDATIONS
Priority Corridor C-5/C-6

APPENDIX F

Engagement Documentation

Back to Appendix Table of Contents

Click to navigate

MONCKS CORNER SAFETY ACTION PLAN

About Once a Month in Moncks Corner, a severe crash occurs on our streets.

WE NEED YOUR HELP TO CHANGE THIS.

TELL US...

Who you are and if **you or someone you know has been involved in a crash.**

MONCKS CORNER SS4A

Place a post-it note with your name, organization, and role:

Have you or someone you know been involved in a crash in the last 10 years?

YES	NO

SAFE STREETS FOR MONCKS CORNER

Why are we here?

WHAT IS THIS PLAN?

This **Safety Action Plan (SAP)** is the Town's comprehensive vision for safe travel.

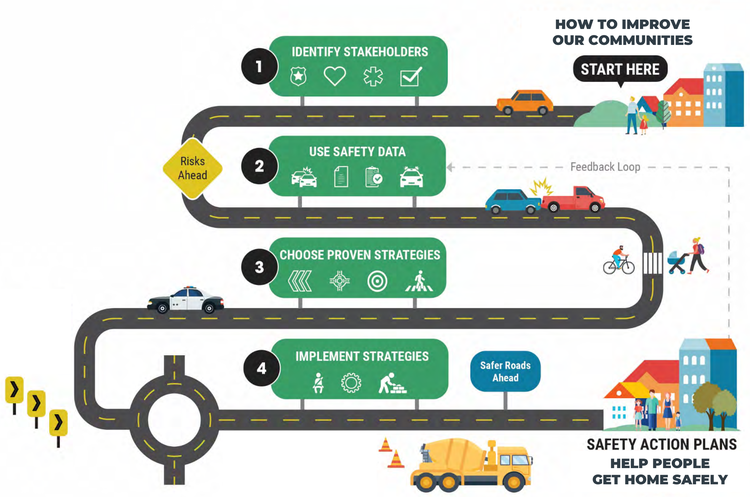
The goals of the plan include:

- Understand **community safety issues**.
- Improve safety by **reducing and eliminating fatal and serious injury crashes**.
- Apply the **"Safe System Approach"** to developing systemic and location-specific priorities and recommendations to improve roadway safety for all users.

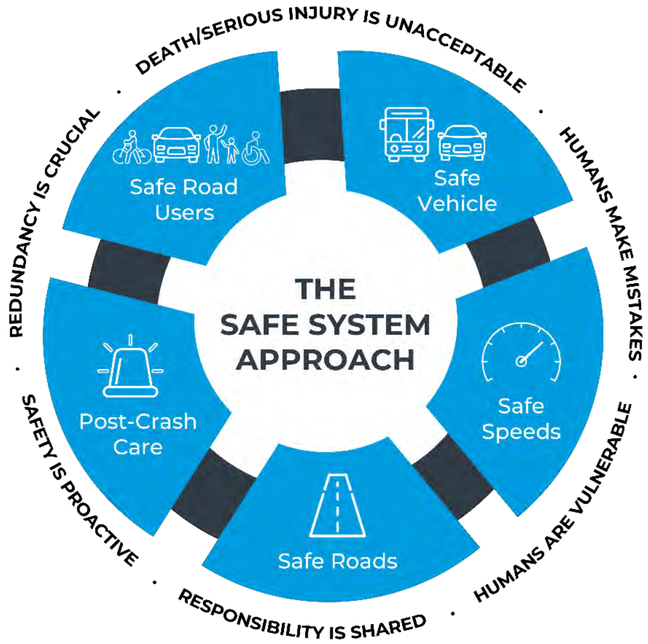
Elements of this plan include:

- Formalizing official public commitment to **"Vision Zero."**
- Establishing a **committee or task force** to oversee the Safety Action Plan.
- Reviewing **crash data trends and risk factors.**
- Reviewing **policies, plans, and guidelines.**
- **Engaging with the Moncks Corner Community** in a robust way.
- Identifying a comprehensive set of **projects and strategies.**
- Monitoring and **evaluating progress over time**.

What this process looks like:



WHAT IS THE "SAFE SYSTEM APPROACH"



The Safe System Approach vs. Traditional Road Safety Practices:

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

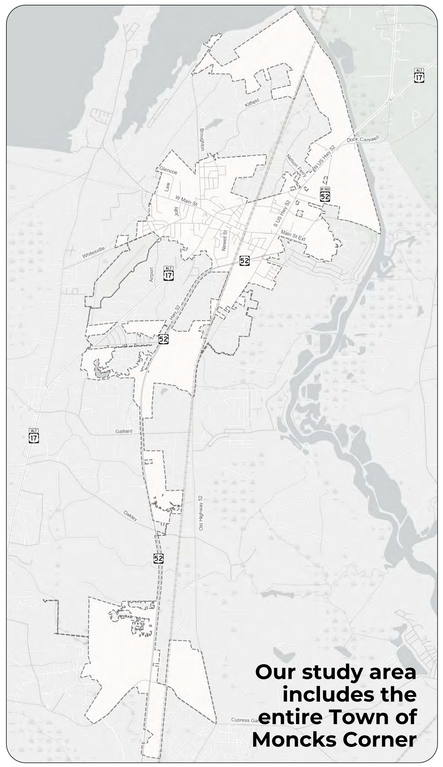
WHAT IS "SS4A"?

The Safe Streets and Roads for All (SS4A) federal program **funds** regional, local, and Tribal **initiatives** through grants to **prevent roadway fatalities and serious injuries.**

It seeks to **improve safety** by:

- ❑ Formalizing an official public commitment with Vision Zero (e.g., resolution, adoption of policy or ordinance)
- ❑ Establishing a committee or task force to oversee the Safety Action Plan (SAP)
- ❑ Reviewing crash data trends & risk factors
- ❑ Considering vulnerable populations
- ❑ Reviewing policies, plans, and guidelines
- ❑ Engaging with the community in a robust way
- ❑ Identifying a comprehensive set of projects and strategies
- ❑ Monitoring and evaluating progress over time

WHAT IS OUR STUDY AREA?



WHAT IS "VISION ZERO"?

Vision Zero is a strategy to **eliminate traffic fatalities and serious injuries**, acknowledging that these are preventable.

The Federal Highway Administration's (FHWA) Safe Streets and Roads for All (SS4A) program supports this vision by providing grants for local initiatives – **like this Safety Action Plan.**

HOW LONG IS THIS PROJECT?

We are here!

Outreach + Data Analysis	Refinement + Draft Recommendations	Documentation + Reporting
Winter 2026	Spring 2026	Summer 2026

SAFE STREETS FOR MONCKS CORNER

Why are you here?

The Safe Streets and Roads for All **(SS4A)** Program

The Infrastructure Investment and Jobs Act (IIJA) established the Safe Streets and Roads for All (SS4A) competitive grant program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries.

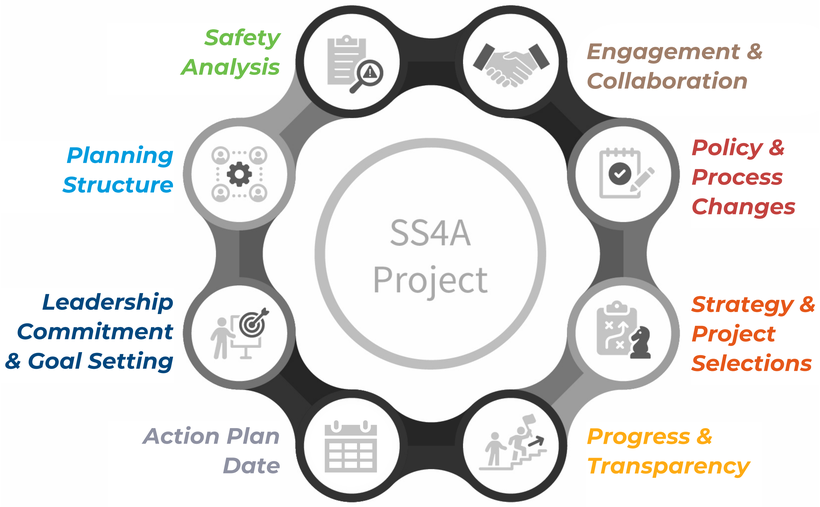
Approximately **$1 billion is still available** for the next funding round.

SS4A **Implementation** Grants

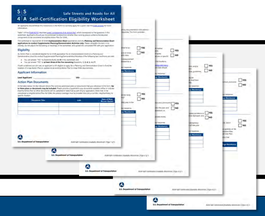
Implementation Grants are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities.

Applicants **must have an eligible Action Plan** to apply for an Implementation Grant.

A Successful SS4A Project Includes:



SS4A Implementation Grant Self-Certification Eligibility Worksheet Key Items:



1	**Leadership Commitment and Goal Setting**
	High-ranking official or governing body committed to goal of zero roadway fatalities and serious injuries (FSI)
	Target date to reach zero OR setting one or more targets to achieve reduction by specific date
2	**Planning Structure**
	Committee, task force, implementation group, or similar body established and charged with plan's development, implementation, and monitoring
3	**Safety Analysis**
	Analysis of existing conditions and historical trends to provide baseline level FSI across jurisdiction, locality, Tribe, or region
	Analysis of location(s) of crashes, the severity, contributing factors, and crash types
	Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users)
	A geospatial identification (geographic or locational data using maps) of higher risk locations.
4	**Engagement and Collaboration**
	Engagement with the public and relevant stakeholders, including the private sector and community groups.
	Incorporation of information received from the engagement and collaboration into the plan.
	Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.
5	**Policy and Process Changes**
	The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.
	The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.
6	**Strategy and Project Selections**
	Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?
7	**Progress and Transparency**
	A description of how progress will be measured over time that includes, at a minimum, outcome data
	The plan is posted publicly online
8	**Action Plan Date**
	Was at least one of your plans finalized and/or last updated [recently] – Dates To Be Determined in Latest Notice of Funding Opportunity Expected in March

How This Plan Will Address These Grant Application Requirements:

- **Vision Zero Policy Adopted by Town Council**
- **Stakeholder Committee Established**
- **Geospatial Crash Trend Analysis + High-Injury Network**
- **Stakeholder Group Meetings and Public Meetings**
- **Policy Recommendations**
- **Project List, both specific and systemic**
- **Monitoring System + Plan Posted**
- **Plan Finalized before June 2026**

We Need **You:**

- To help support the Town's Vision Zero Policy
- To participate in this stakeholder committee throughout the life of the safety action plan
- To provide your expertise and feedback related to transportation safety in the Town.
- To provide relevant policy change recommendations
- To provide relevant safety countermeasure project recommendations, whether systemic town-wide initiatives or targeted at specific locations of concern in the Town.

TELL US...

What **behavioral** roadway safety issues are of greatest concern in Moncks Corner?

Place stickers on the behavioral issues you think are most concerning in Moncks Corner.

(PICK TOP 5)

Impaired Driving

What it is: *Driving under the influence of any kind leading to slower reaction times and erratic driving behavior.*

Red Light Running

What it is: *Vehicles proceeding through an intersection after the signal indication has turned red.*

Speeding

What it is: *Traveling faster than the posted speed limit*

Distracted & Aggressive Driving

What it is: *Driving while distracted with a mobile device or other in-car distraction, and/or not being a defensive driver.*

Failure to Stop at Stop Signs

What it is: *Drivers failing to stop at stop signs, either disregarding the sign all-together or rolling through the stop.*

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What it is: *A lack of understanding of the rules of the road, or how to navigate particular intersections or situations.*

Driving/Riding without a Seatbelt

What it is: *Driving or riding unbelted or unrestrained.*

Walking/Biking on the Wrong Side of the Road

What it is: *When a pedestrian is walking in the wrong direction or a cyclist is riding the wrong way in a bike lane.*

Pedestrians Not Crossing at a Crosswalk

What it is: *Pedestrians crossing midblock or erratically where there isn't a marked crossing area or signage.*

Drivers Not Yielding to Pedestrians

What it is: *Drivers not yielding to pedestrians when pedestrians have the right-of-way (in a crosswalk, etc.)*

TELL US...

What **physical infrastructure** safety improvements are of greatest need in Moncks Corner?

Place stickers on the safety improvements you think are most needed in the Town.

(PICK TOP 5)

Safer Crossings for People Walking

Why it matters: *Makes people more visible to drivers and gives everyone more time and space to cross safely.*

Better Conditions for Biking

Why it matters: *Helps people on bikes feel safer and more comfortable, reducing conflicts with cars.*

Slowing Down Traffic

Why it matters: *Lower speeds reduce crashes and make streets safer for everyone walking, biking, or driving.*

Safer Intersections

Why it matters: *Intersections are where most crashes happen - safer designs cut down on risky movements.*

Upgraded Existing Sidewalks

Why it matters: *Improving existing sidewalks can enhance pedestrian connectivity and safety.*

Smarter Signals & Timing

Why it matters: *Better signal timing gives people clearer guidance and reduces dangerous conflicts.*

Clearer Signs & Markings

Why it matters: *Helps drivers see and respond earlier, preventing mistakes and crashes.*

Roadway Design & Access

Why it matters: *A cleaner roadway layout reduces sudden movements and gives drivers more time to react.*

Improved Lighting & Visibility

Why it matters: *Good lighting and visibility help drivers, bicyclists, and pedestrians see each other at night.*

Adding Sidewalk Connections

Why it matters: *Adding new sidewalk connections can enhance pedestrian connectivity and safety.*

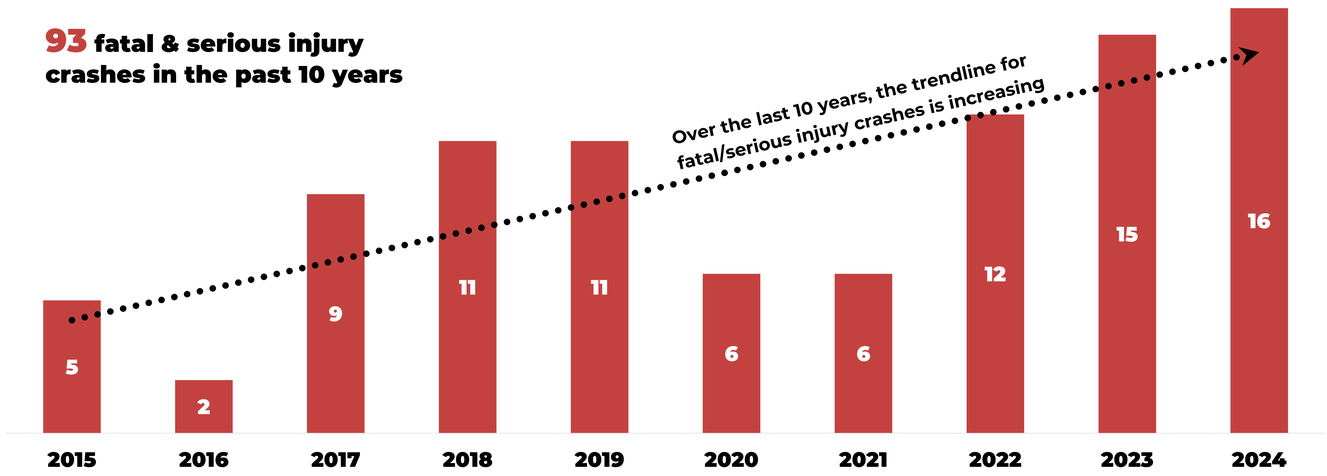
HISTORICAL CRASH TRENDS

What are common **trends** related to crashes in Moncks Corner?

4,832 crashes in Moncks Corner in the last 10 years *(2015 through 2024)*

93 Fatal and Serious Injury (FSI) Crashes in that same period, about:

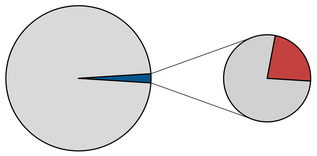
1 each month.



FATAL & SERIOUS INJURY (FSI)

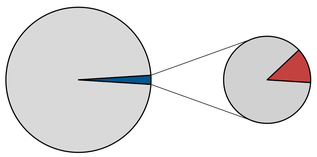
Crash Trends in Moncks Corner

UNBELTED CRASHES
only make up **2%** of Total Crashes...



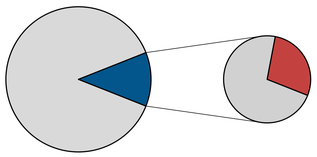
but make up **23%** of Fatal & Serious Injury Crashes

IMPAIRED CRASHES
only make up **4%** of Total Crashes...



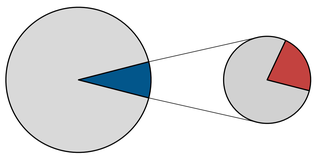
but make up **24%** of Fatal & Serious Injury Crashes

LANE DEPARTURE CRASHES
only make up **12%** of Total Crashes...



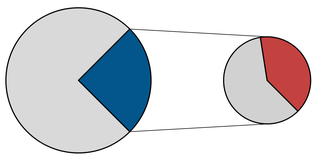
but make up **28%** of Fatal & Serious Injury Crashes

SPEEDING-RELATED CRASHES
only make up **8%** of Total Crashes...



but make up **22%** of Fatal & Serious Injury Crashes

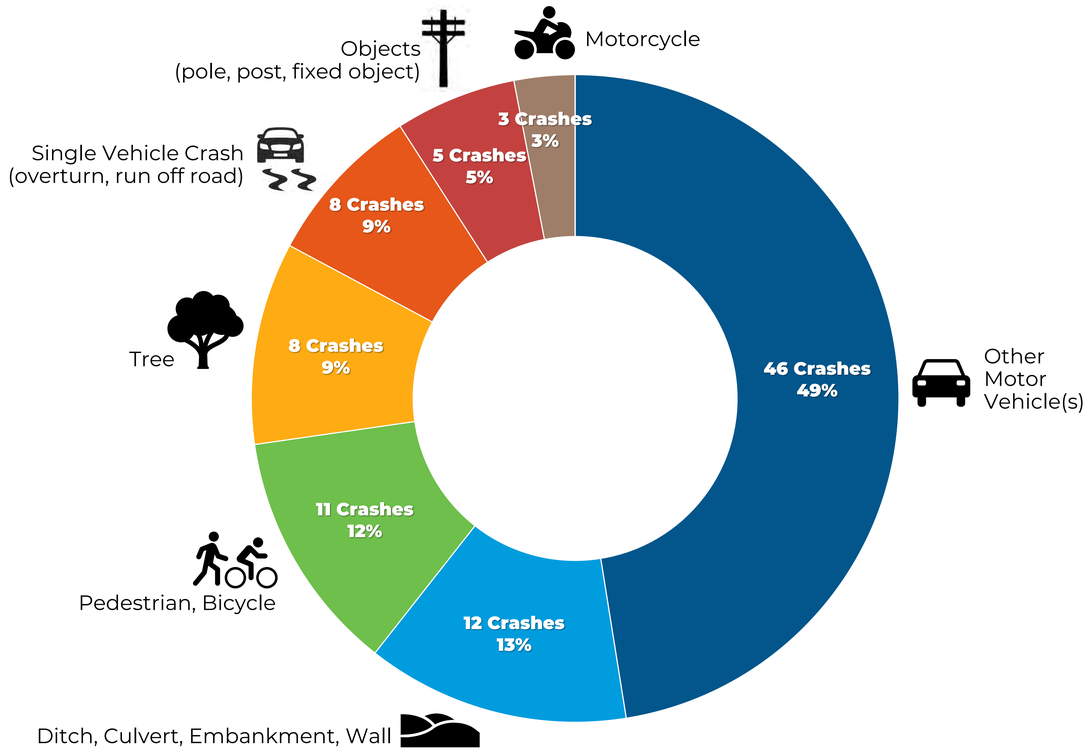
NIGHT-TIME CRASHES
only make up **25%** of Total Crashes...



but make up **40%** of Fatal & Serious Injury Crashes

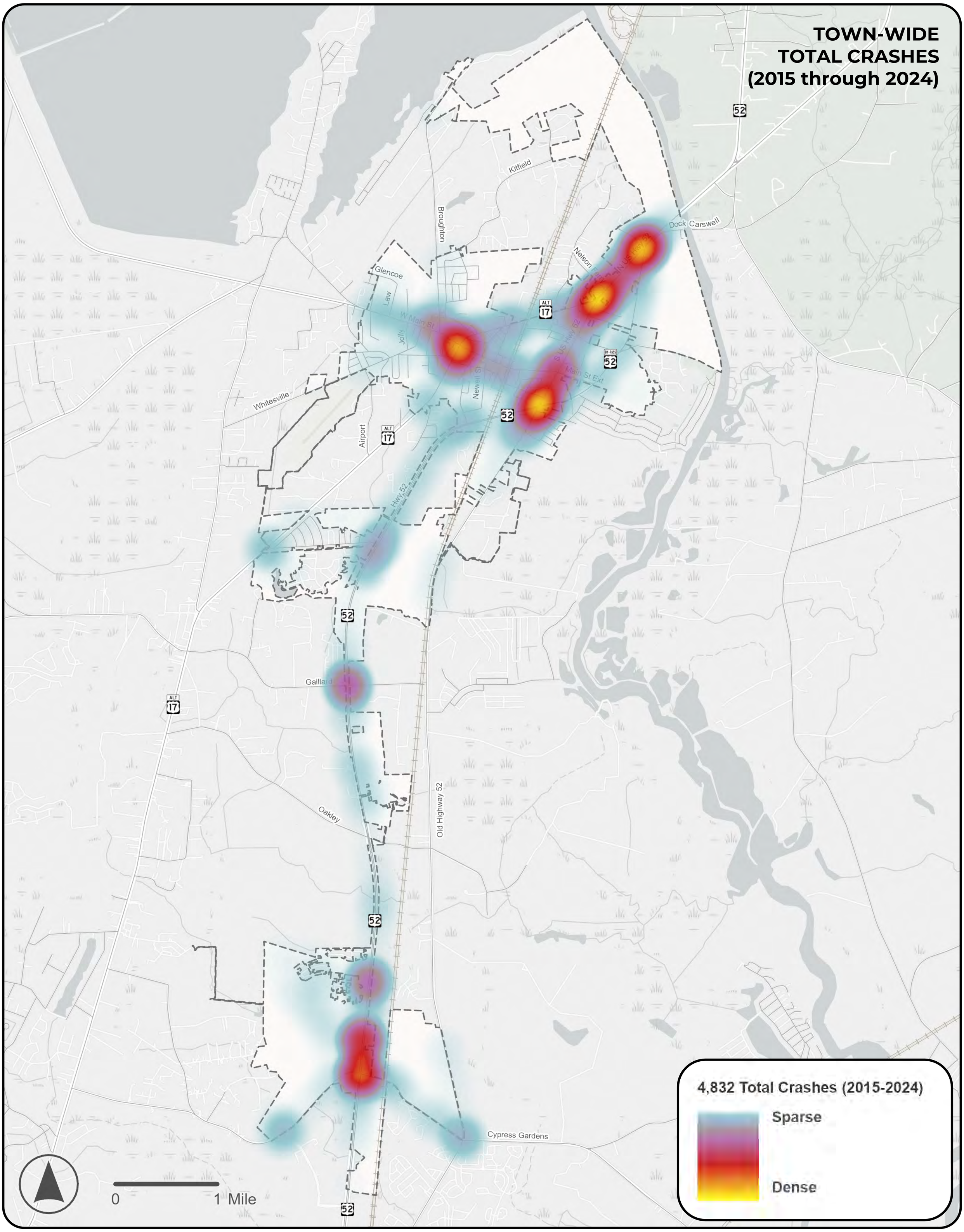
FATAL & SERIOUS INJURY (FSI)

Crash First Harmful Events



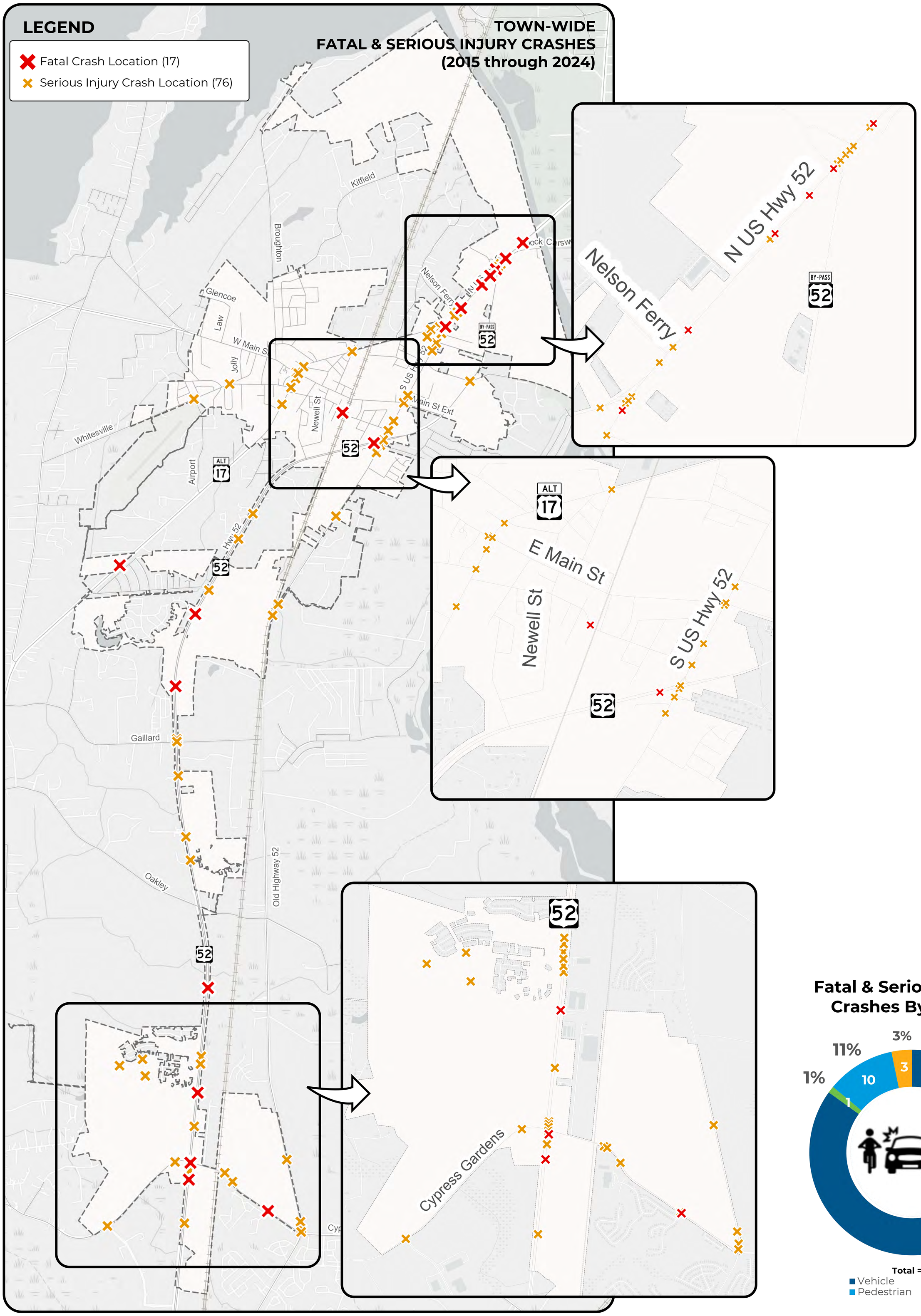
WHERE HAVE CRASHES OCCURRED?

Where have crashes **most frequently** occurred?

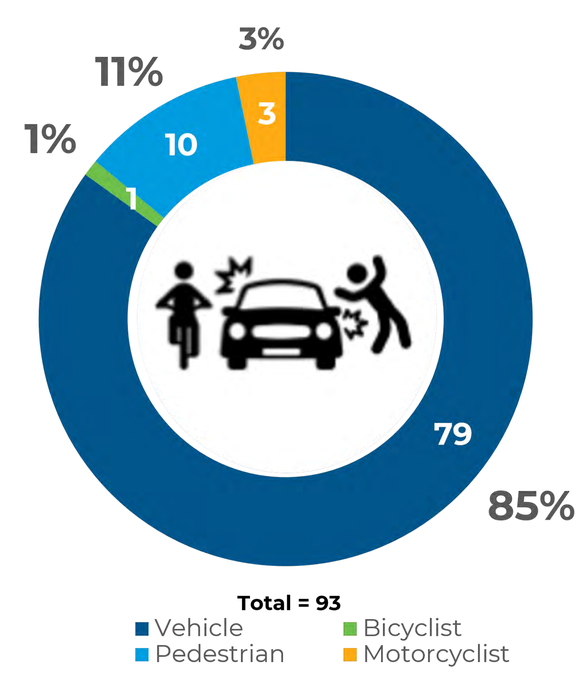


WHERE HAVE CRASHES OCCURRED?

Where have **Fatal** & **Serious Injury** crashes occurred?

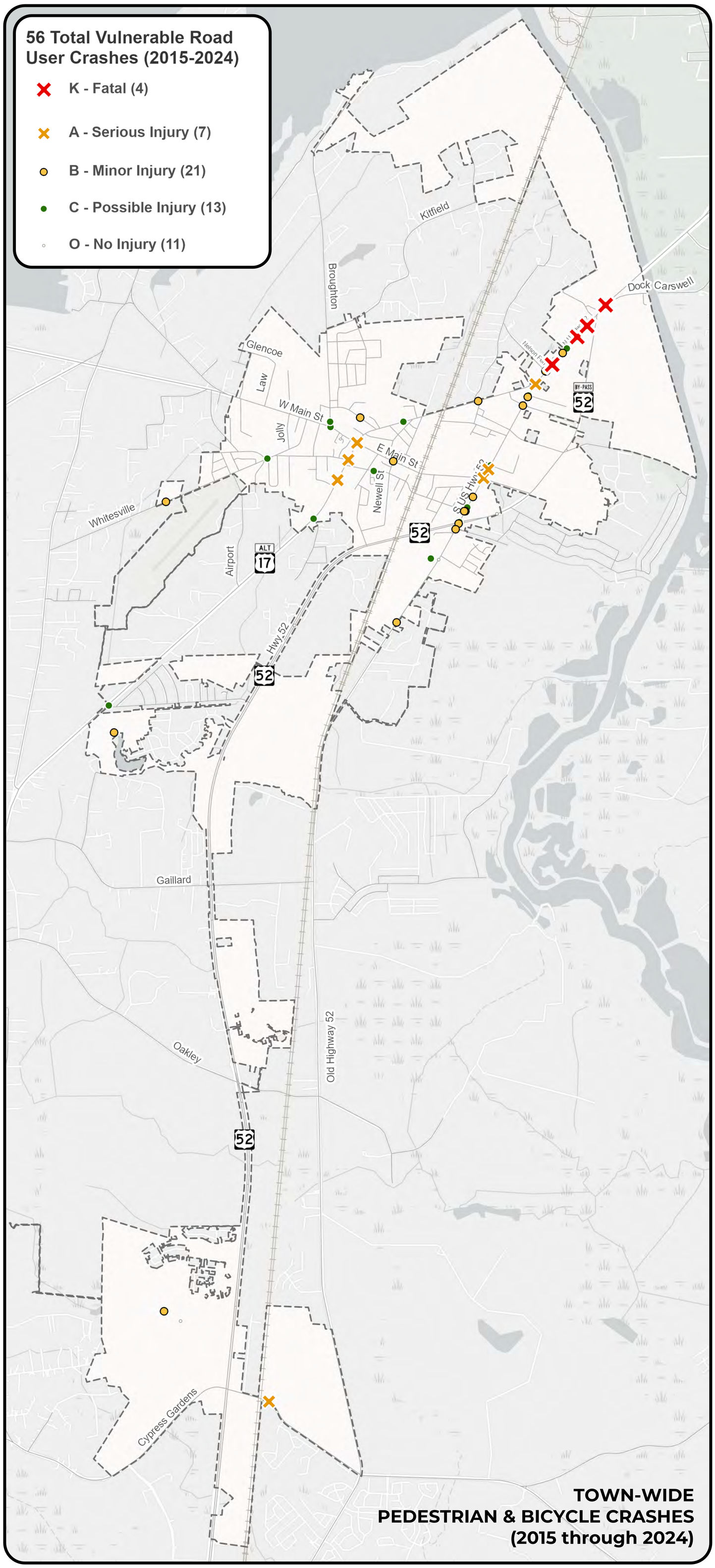


Fatal & Serious Injury Crashes By Mode



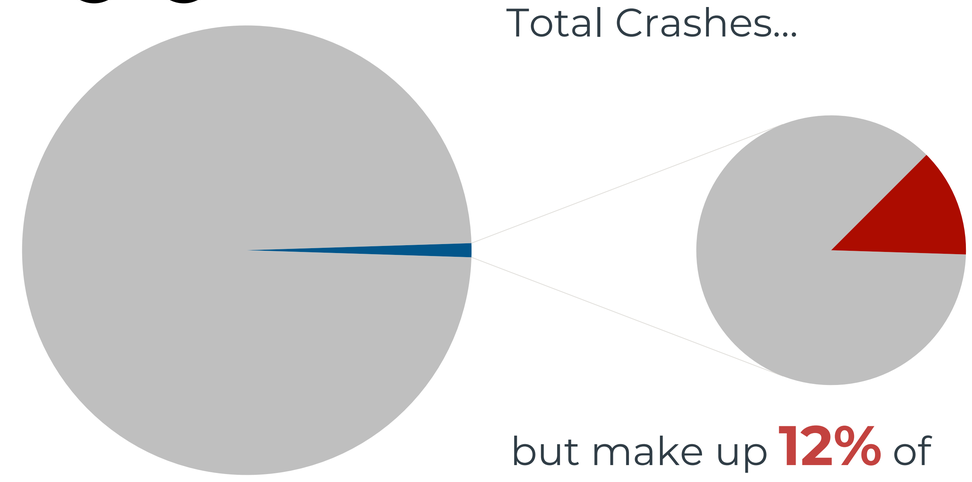
WHERE HAVE CRASHES OCCURRED?

Where have **Pedestrian** and **Bicycle** – related crashes occurred?



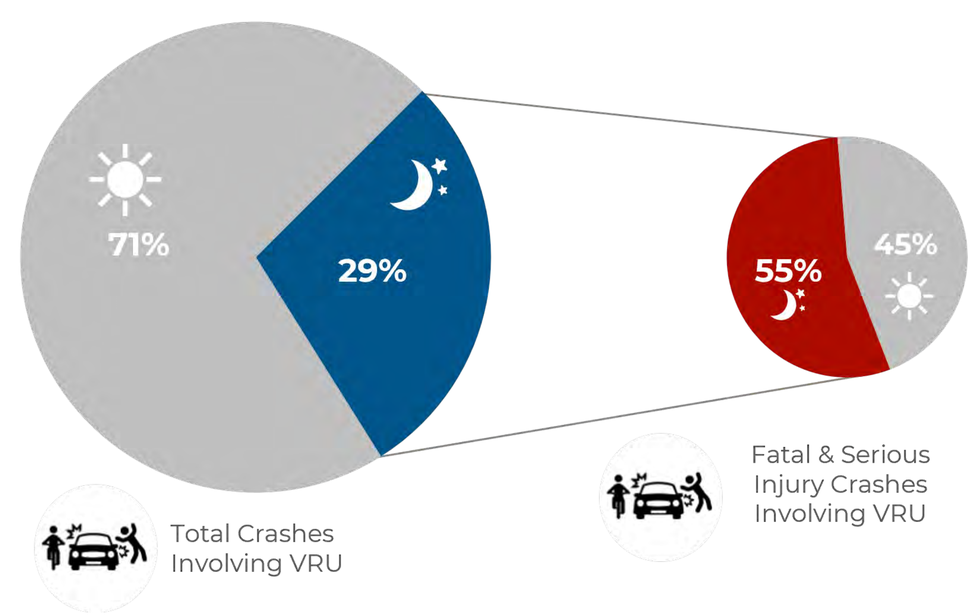
PEDESTRIAN & BICYCLE CRASHES

only make up **1%** of Total Crashes...

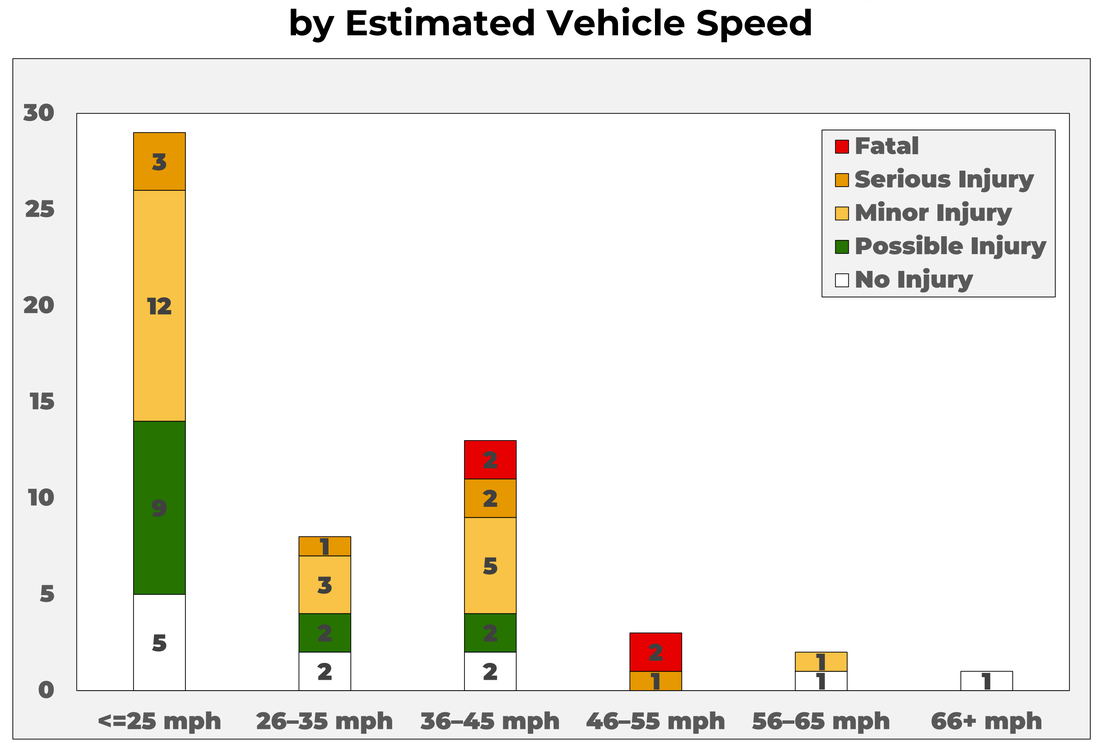


but make up **12%** of Fatal & Severe Crashes

More than half of all Fatal & Serious Injury Pedestrian & Bicycle Crashes occurred at night.

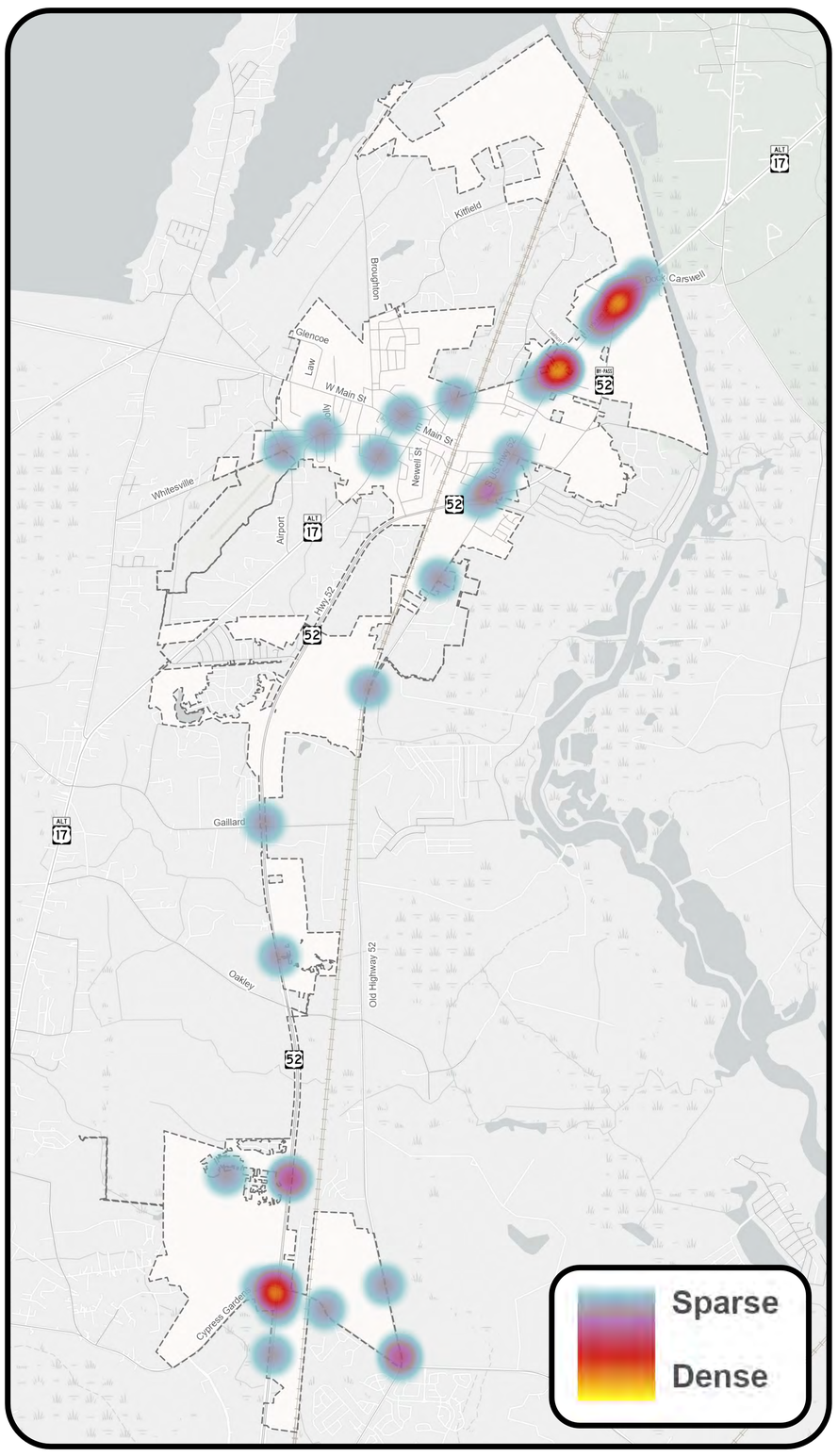


Pedestrian & Bicycle Crash Severity by Estimated Vehicle Speed



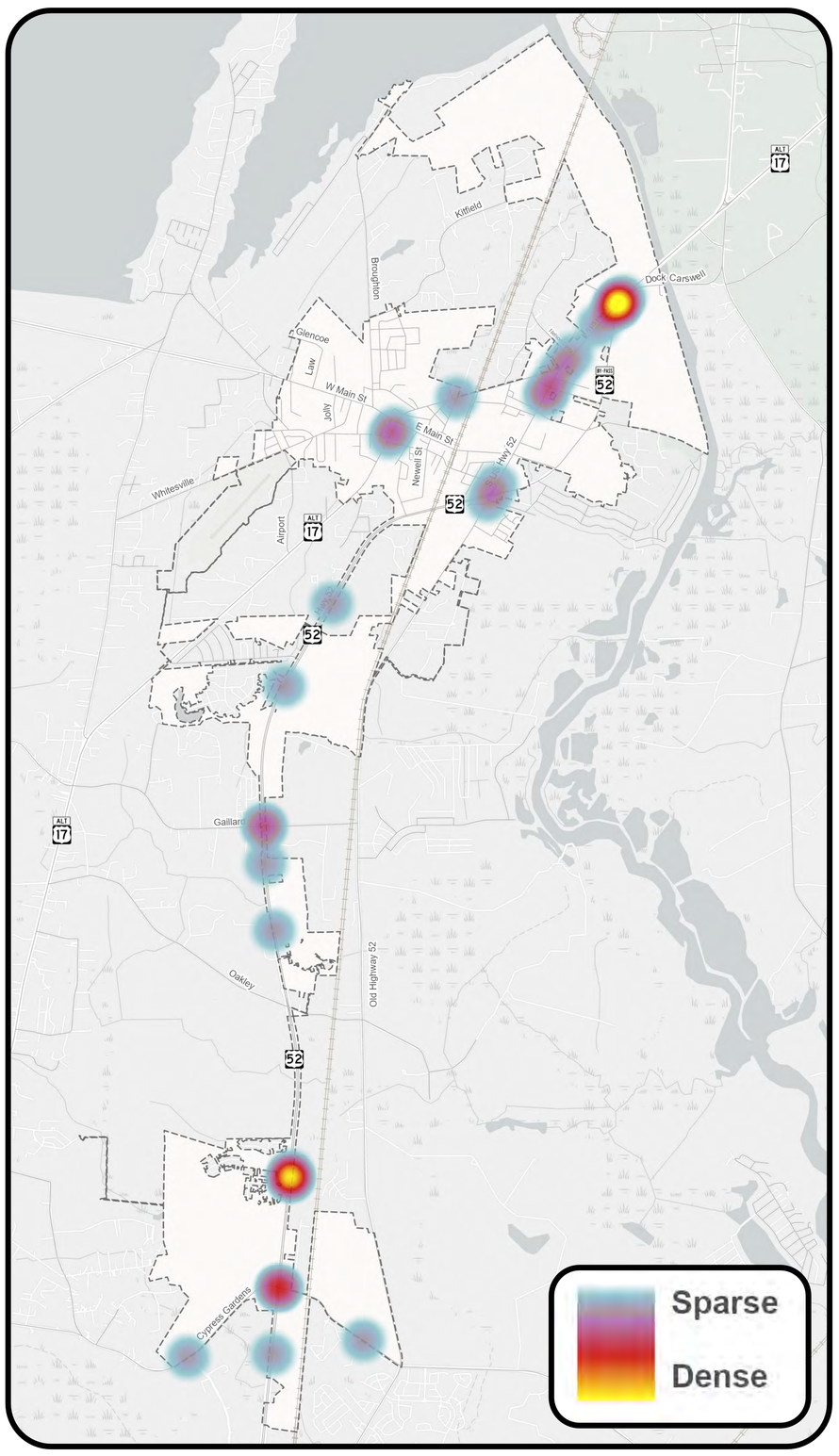
WHERE HAVE CRASHES OCCURRED?

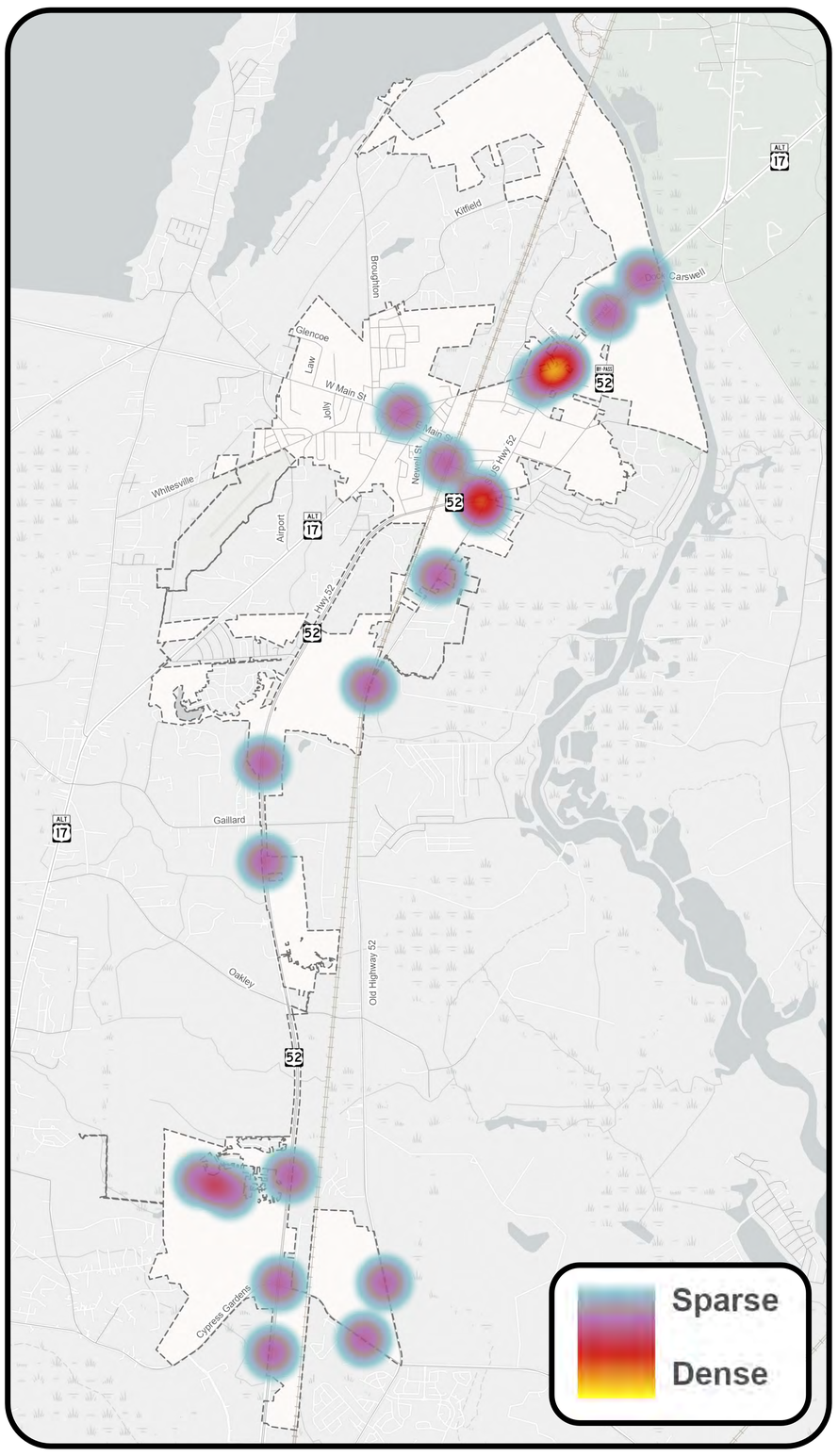
Where have **Key Types of Fatal & Serious Crashes** occurred?



37
Fatal & Serious Injury
Night
Crashes

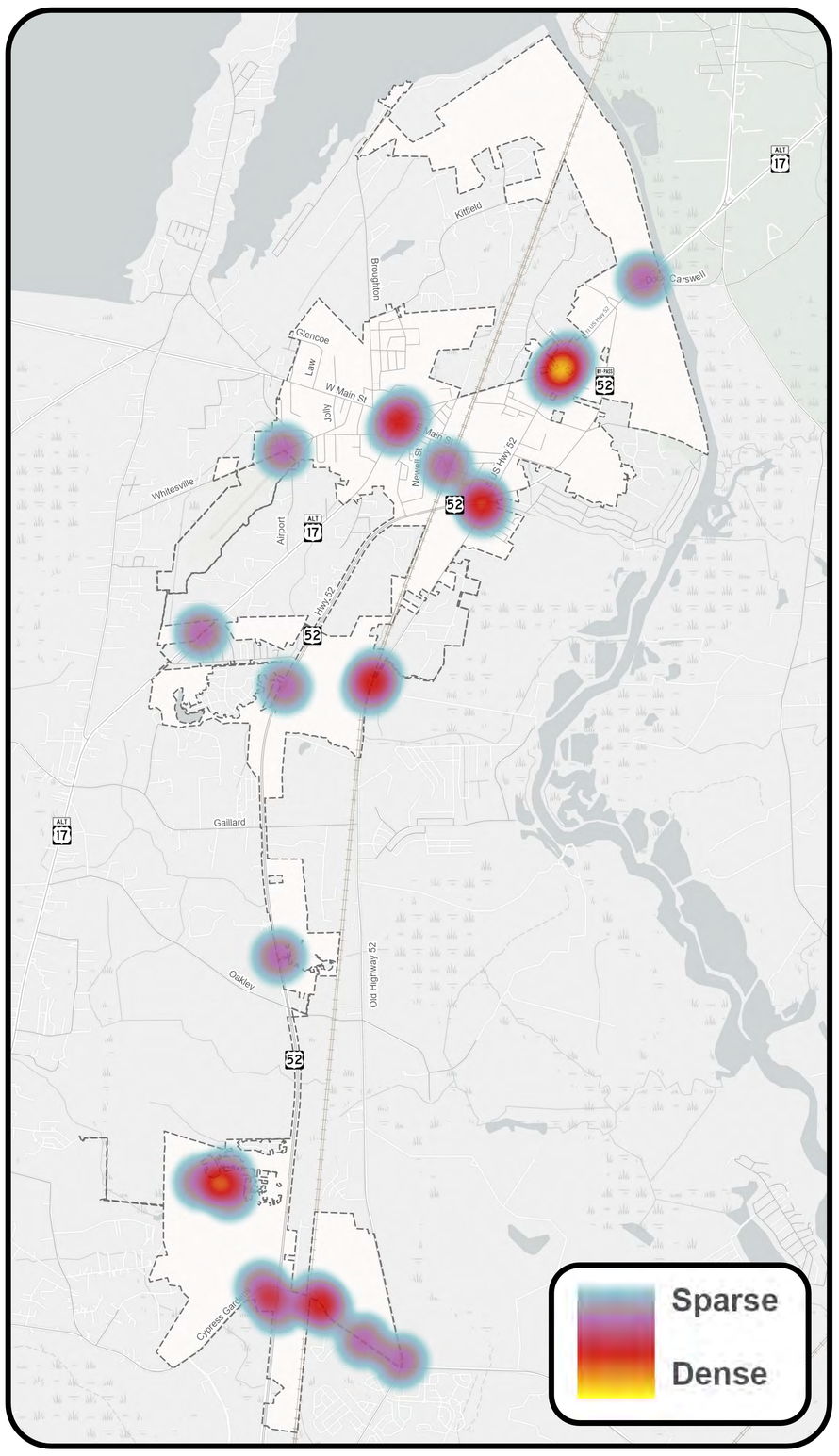
33
Fatal & Serious Injury
Failure to Yield Right-of-Way
Crashes





20
Fatal & Serious Injury
Speeding -Related
Crashes

24
Fatal & Serious Injury
Lane Departure
Crashes



PROVEN SAFETY COUNTERMEASURES

How could we make Moncks Corner's streets **safer?**

Scan this QR code to learn more about proven safety countermeasures.

MONCKS CORNER SS4A

Speed Management

Appropriate Speed Limit for All Road Users

Revaluating posted speed limit based on context, speeding trends, and safety statistics.

Speed Safety Cameras

Using speed safety cameras to supplement traditional methods of enforcement, engineering, and education to alter social norms of speeding.

Variable Speed Limits

Varying speed limits through dynamic signs depending on live roadway and traffic conditions.

Roadway Departure

Enhanced Delineation for Horizontal Curves

Adding signage, pavement markings, and warnings at curves to reduce lane departures.

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Milled or raised elements on the pavement to alert drivers of lane departures.

Median Barriers

Longitudinal barriers that separate opposing traffic on a divided highway.

Roadside Design Improvements at Curves

Removing obstacles, improving roadway design and shoulder widths, and/or adding barriers along the roadside at curves.

SafetyEdge℠

Shaping the edge of the pavement to reduce abrupt, vertical drops.

Wider Edge Lines

Providing wider pavement markings along edge lines to increase visibility.

Crosscutting *(Across Numerous Categories)*

Lighting

Adding intersection and corridor lighting to improve visibility of and for all users.

Road Safety Audit

An assessment performed by a multidisciplinary team to identify and address safety issues and risks in a particular area.

Local Road Safety Plans

Developing a localized, data-centric safety plan to address safety issues (like this Moncks Corner Safety Action Plan).

Pavement Friction Management

Enhancing pavement with High Friction Surface Treatments to improve the ability to stop and/or stay on the road, especially in wet conditions.

Intersections

Backplates with Retroreflective Borders

Increasing visibility of traffic signals in both daytime and nighttime

Reduced Left-Turn Conflict Intersections

Altering how left-turns occur at intersections via provided U-turning opportunities

Yellow Change Intervals

Reevaluating yellow change intervals to reduce red-light running.

Corridor Access Management

Managing the number, type, and control of access points to reduce conflicts and confusion.

Roundabouts

Providing a circular configuration at intersections to reduce conflict points and vehicular speed.

Dedicated Left- and Right-Turn Lanes at Intersections

Adding turn lanes to remove turning vehicles from through-lanes of travel.

Systemic, Low-Cost Applications at Stop-Controlled Intersections

Enhanced signage and pavement markings to increase driver awareness and recognition.

Pedestrian/Bicyclist

Bicycle Lanes

Installing bicycle lanes (buffered and separated where possible).

Medians and Pedestrian Refuge Islands

Adding an area between opposing lanes to protect pedestrians while crossing a road.

Road Diets (Roadway Reconfiguration)

Reconfiguring roadways to provide turn lanes and other multimodal facilities.

Crosswalk Visibility Enhancements

Upgrading crosswalk ramps, pavement marking, lighting, and signage.

Pedestrian Hybrid Beacons

A traffic control device to help pedestrians cross higher-speed roadways at midblock crossings.

Walkways

Adding sidewalks and/or multiuse paths to provide a place for pedestrians to walk.

Leading Pedestrian Interval

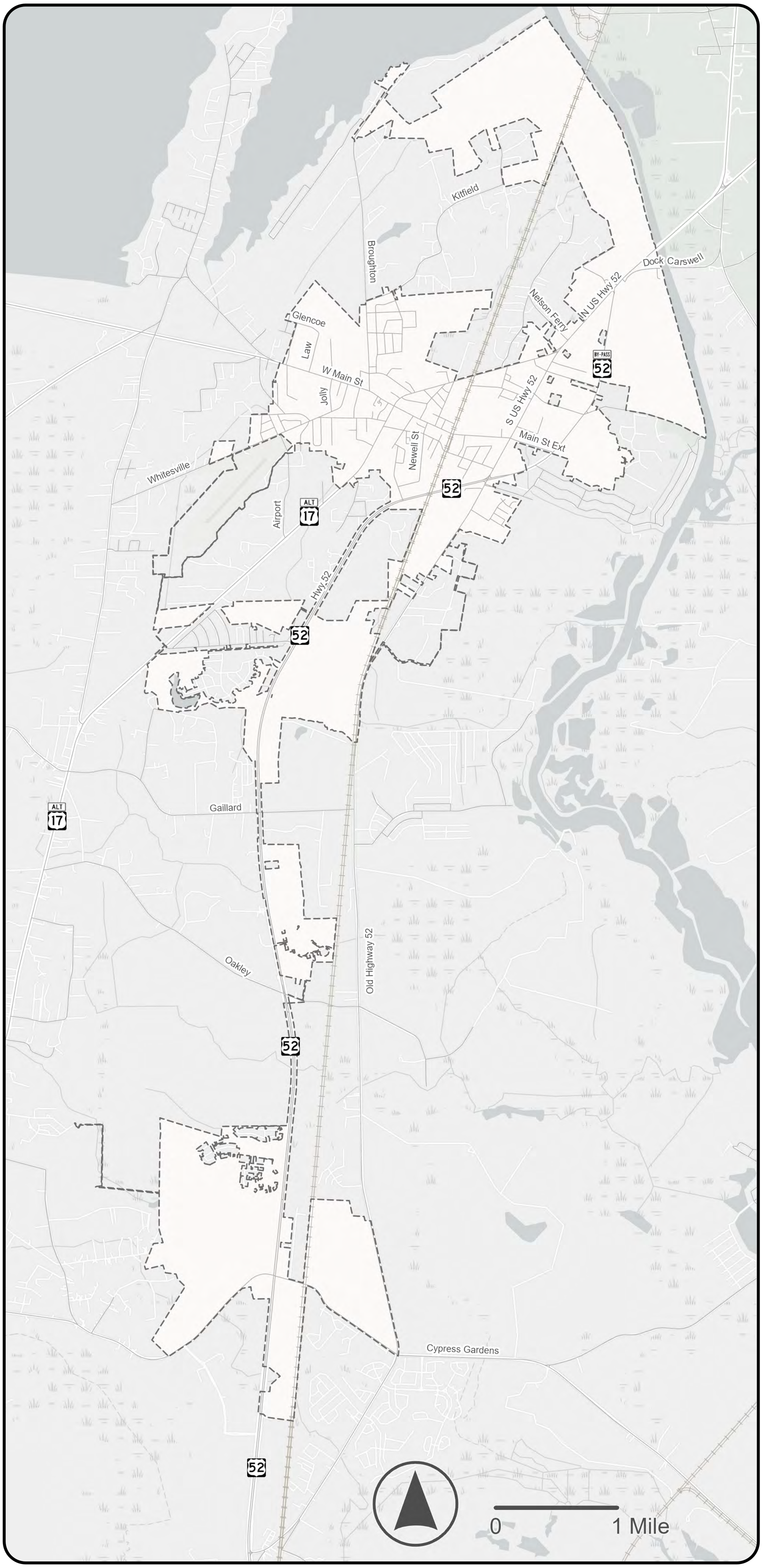
Giving pedestrians opportunity to enter an intersection before vehicles between signal phases.

Rectangular Rapid Flashing Beacons (RRFB)

An enhanced, push button-activated crosswalk sign with flashing lights to alert drivers to pedestrian crossings.

SHOW US...

Where you feel **unsafe** on streets in Moncks Corner.



Visit the computer to map your unsafe locations.

You can also share your feedback at the project website:

TELL US...

What is **one thing you would change** in Moncks Corner to make our streets safer?

Place a post-it note with your answer below:

TELL US...

Who you are and if **you or someone you know has been involved in a crash.**

MONCKS CORNER SS4A

Place a post-it note with your name, organization, and role:

KYLE JAMES
BCDCOG

Michael Shirey
Berkeley County
Chief of EMS

Luke Weatherford
SCDOT
Traffic engineering

Jay Law
SB Dunner
Council member

JOHNNY CRIBB
Berkeley County

Mandi Ware
Berkeley County
One Cent Sales Tax

David Dennis
MC Town Council

Anthony Dixon
Berkeley County Schools

Latoria S. Lloyd
Town of Moncks Corner
Council Member

Ben Waring
Fire Manager
Berkeley Co.

Danny Thomas
BC Chief Infrastructure Officer

Have you or someone you know been involved in a crash in the last 10 years?

YES	NO
●●●●●●●●	●●

TELL US...

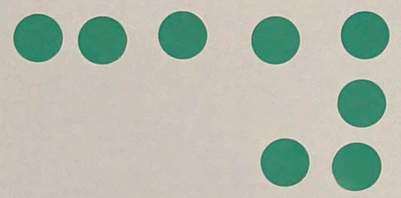
What **behavioral** roadway safety issues are of greatest concern in Moncks Corner?

MONCKS CORNER SS4A

Place stickers on the behavioral issues you think are most concerning in Moncks Corner.
(PICK TOP 5)

Impaired Driving

What it is: *Driving under the influence of any kind leading to slower reaction times and erratic driving behavior.*

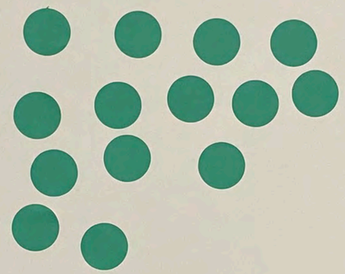


Red Light Running

What it is: *Vehicles proceeding through an intersection after the signal indication has turned red.*

Speeding

What it is: *Traveling faster than the posted speed limit*



Distracted & Aggressive Driving

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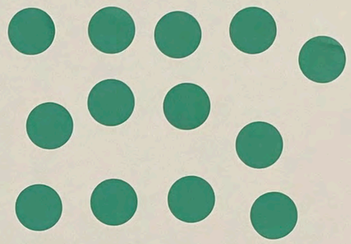

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What it is: *A lack of understanding of the rules of the road, or how to navigate particular intersections or situations.*

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What it is: *Driving or riding unbelted or unrestrained.*

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What it is: *Drivers not yielding to pedestrians when pedestrians have the right-of-way (in a crosswalk, etc.)*

TELL US...

What **physical infrastructure** safety improvements are of greatest need in Moncks Corner?

MONCKS CORNER SS4A

Place stickers on the safety improvements you think are most needed in the Town.
(PICK TOP 5)

Safer Crossings for People Walking

Why it matters: *Makes people more visible to drivers and gives everyone more time and space to cross safely.*

Better Conditions for Biking

Why it matters: *Helps people on bikes feel safer and more comfortable, reducing conflicts with cars.*

Slowing Down Traffic

Why it matters: *Lower speeds reduce crashes and make streets safer for everyone walking, biking, or driving.*

Safer Intersections

Why it matters: *Intersections are where most crashes happen - safer designs cut down on risky movements.*

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Roadway Design & Access

Why it matters: *A cleaner roadway layout reduces sudden movements and gives drivers more time to react.*

Improved Lighting & Visibility

Why it matters: *Good lighting and visibility help drivers, bicyclists, and pedestrians see each other at night.*

Adding Sidewalk Connections

Why it matters: *Adding new sidewalk connections can enhance pedestrian connectivity and safety.*

below:

Crosswalks + enforcement
Narrow Main St. Lanes w/ Ped. signage + marked spaces to park + slow traffic.

Sidewalk improv. lighting Improv. Slow traffic through downtown areas.

Whatever would make left hand turns onto Hwy 52 safer from anywhere on the corridor not signalized.

Litter pedestrian Cross walk medians O left Better cish

Slower speed limits on Highway 52

Improved roadways + pavements

Visability at many intersections around neighborhoods. Esp. Cenifer Hall + Hwy 52

would change in Moncks Corner to make our streets s

ith your answer below:

odewalk improv.
Lighting Improv.
Slow traffic
through downtn
areas.

Whatever would
make left hand
turns onto Hwy 52
safer from anywhere
on the corridor
not signalized.

Lit up pedestrian
Cross walk
median on Turning
Left
Better lighting on Rmp

Slower speed limits
on Highway 52

Improved roadways &
pavements

Visability at many
intersections around
neighborhoods. Esp. Cenifer
Hall
& Hwy 52

orner to make our streets safer?

MONCKS CORNER
SS4A

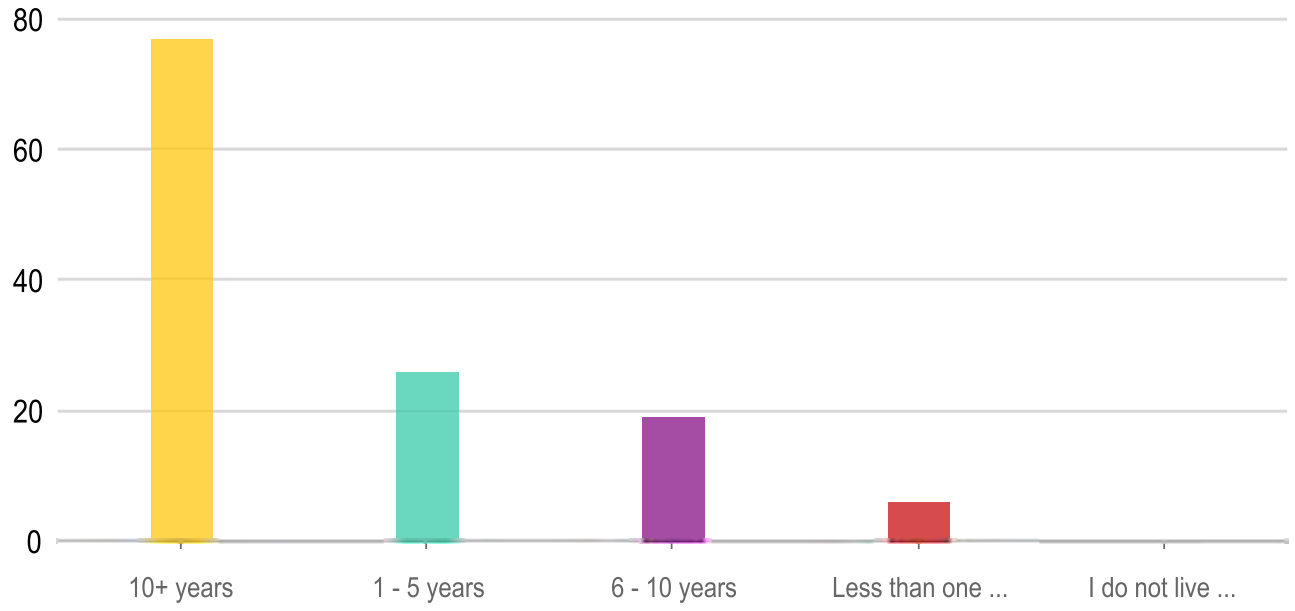
pedestrian
walk
dians on Turnin
PT
cter cishsing on Road

ACCESS
MANAGEMENT

Moncks Corner Safety Action Plan Online Survey

Demographics

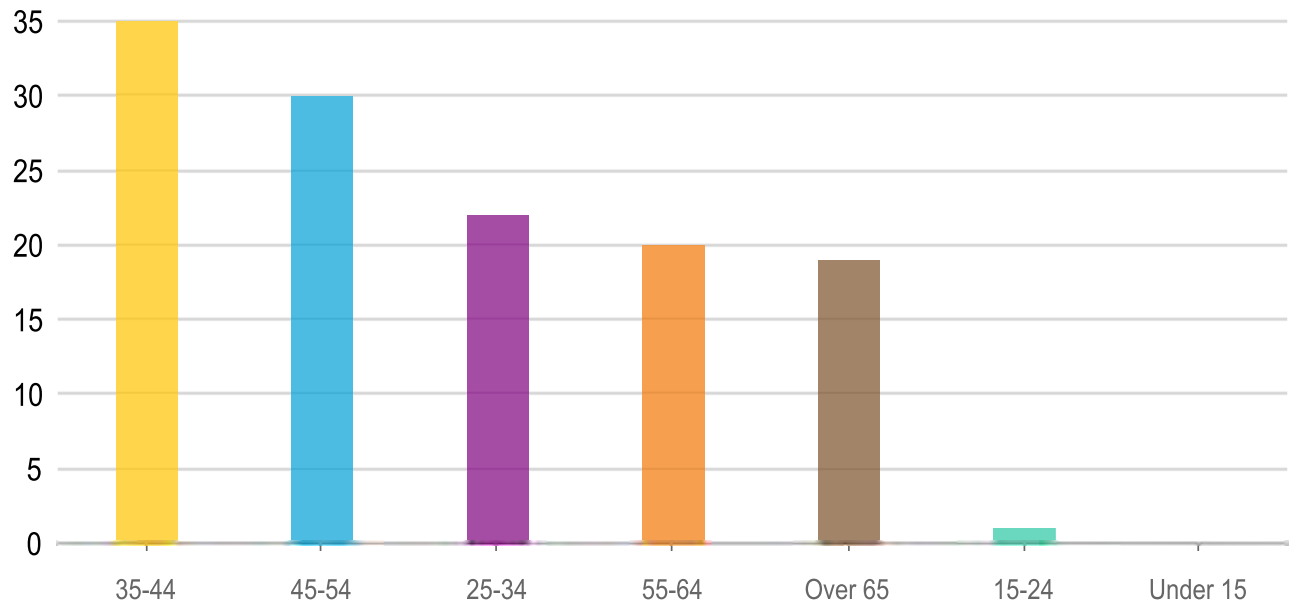
How long have you lived within or near Moncks Corner?



Answers	Count	Percentage
10+ years	77	60.16%
1 - 5 years	26	20.31%
6 - 10 years	19	14.84%
Less than one year	6	4.69%
I do not live nearby	0	0%

Answered: 128 Skipped: 0

What is your approximate age category?

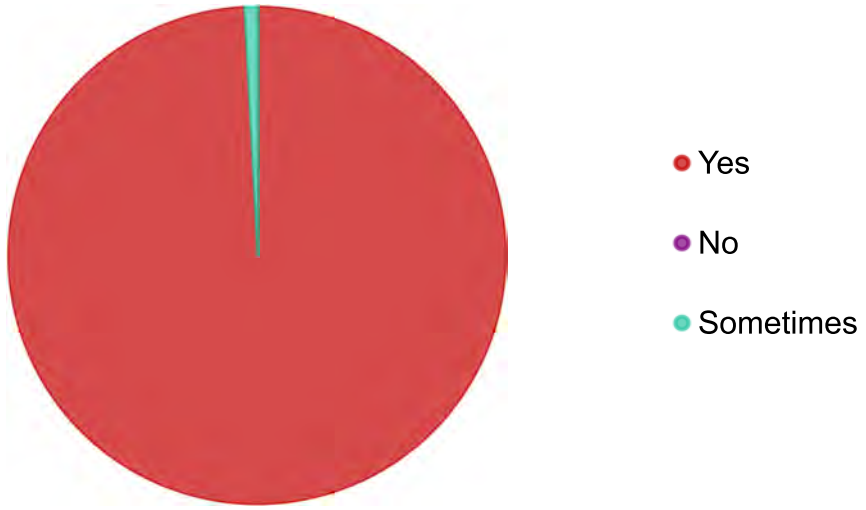


Answers	Count	Percentage
35-44	35	27.34%
45-54	30	23.44%
25-34	22	17.19%
55-64	20	15.63%
Over 65	19	14.84%
15-24	1	0.78%
Under 15	0	0%

Answered: 127 Skipped: 1

Transportation Characteristics

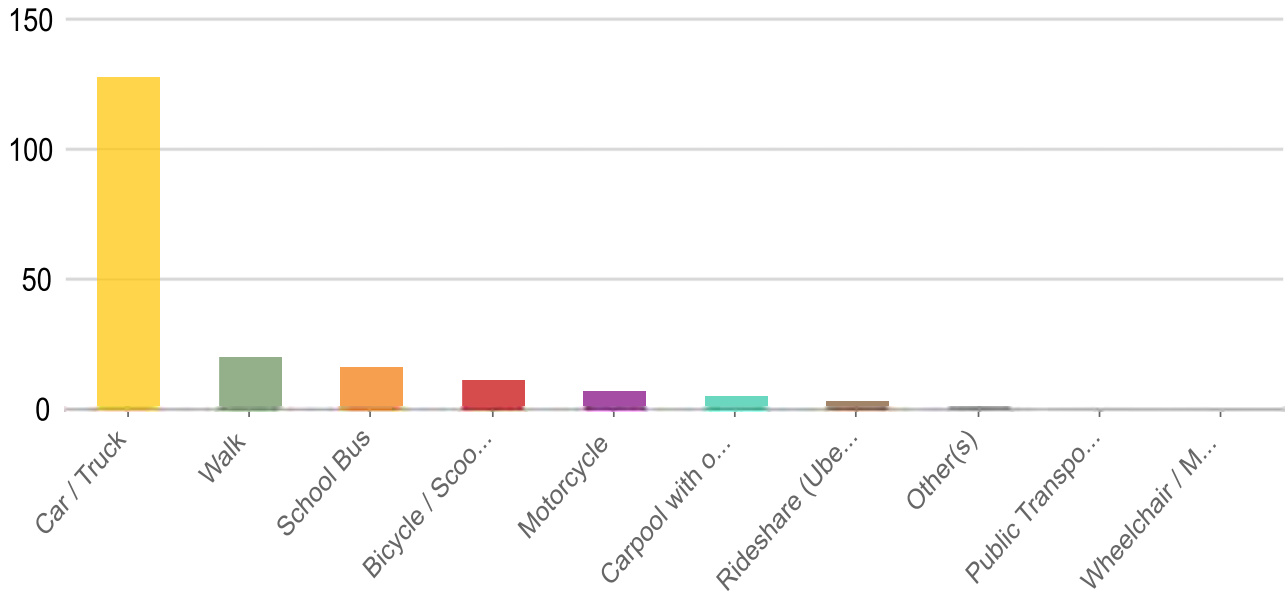
- **Do you own or have access to a motorized vehicle (car, truck, motorcycle,…**



Answers	Count	Percentage
Yes	127	99.22%
No	0	0%
Sometimes	1	0.78%

Answered: 128 Skipped: 0

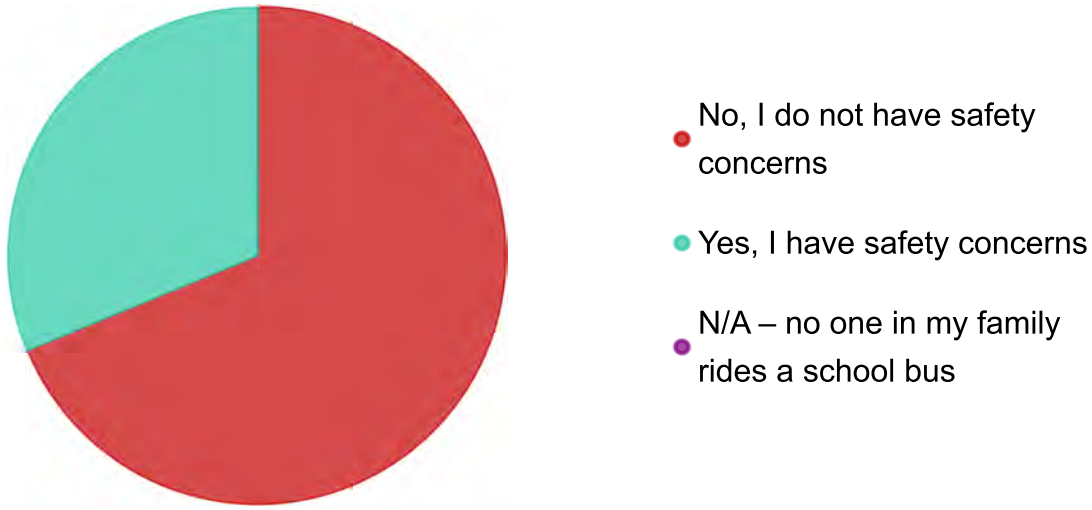
What modes of transportation do you or your family use regularly?



Answers	Count	Percentage
Car / Truck	128	100%
Walk	20	15.63%
School Bus	16	12.5%
Bicycle / Scooter	11	8.59%
Motorcycle	7	5.47%
Carpool with others	5	3.91%
Rideshare (Uber, Lyft, etc..)	3	2.34%
Other(s)	1	0.78%
Public Transportation (Bus / TriCounty Link)	0	0%
Wheelchair / Mobility Device	0	0%

Answered: 128 Skipped: 0

If you or a family member rides the school bus, do you have any safety…



Answers	Count	Percentage
No, I do not have safety concerns	11	8.59%
Yes, I have safety concerns	5	3.91%
N/A – no one in my family rides a school bus	0	0%

Answered: 16 Skipped: 112

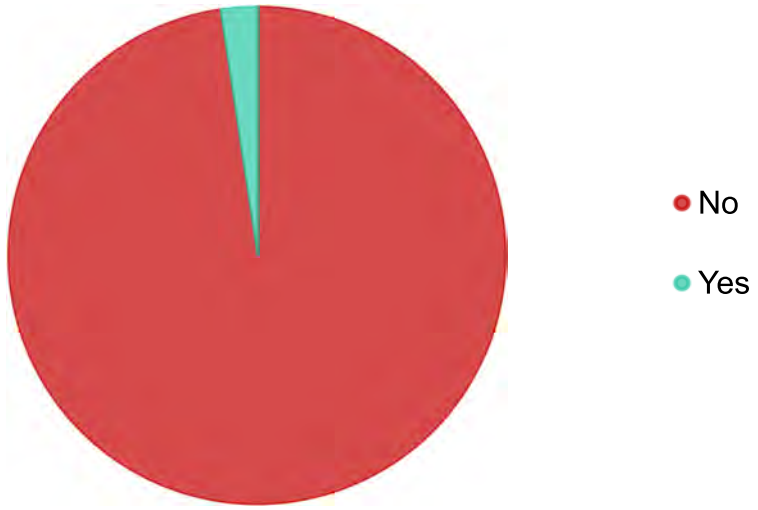
Please explain your concerns.

The word cloud requires at least 20 answers to show.

Response	Count
Parking near the bus stops creating trafic hazards. There was even a day the bus was delayed due to a contractor doing work. Blocking the road	1
I feel like we should put the cameras on ALL busses to take pictures of vehicles who ignore the bus stop signs and almost hit children.	1
Drivers speeding past the stopped bus.	1
Cars aren't stopping all the time. Cars cutting the school bus off. Too many potholes.	1

Answered: 4 Skipped: 124

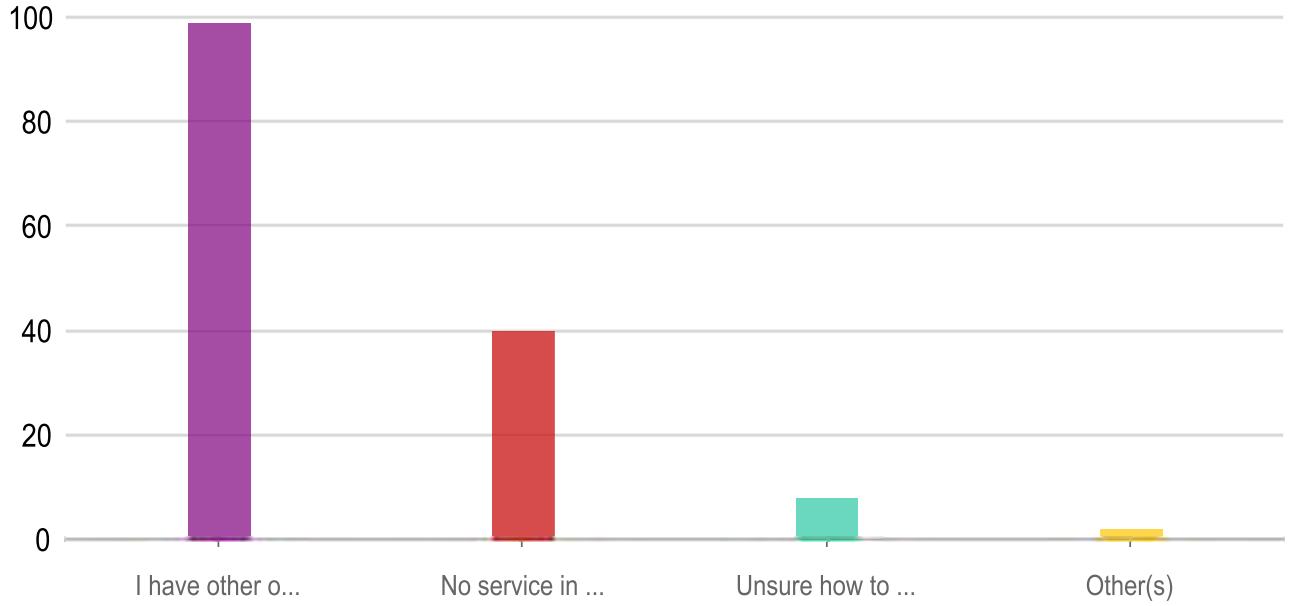
Have you used Public Transit (e.g. TriCounty Link) in Moncks Corner?



Answers	Count	Percentage
No	125	97.66%
Yes	3	2.34%

Answered: 128 Skipped: 0

Why do you not use Public Transit in Moncks Corner?



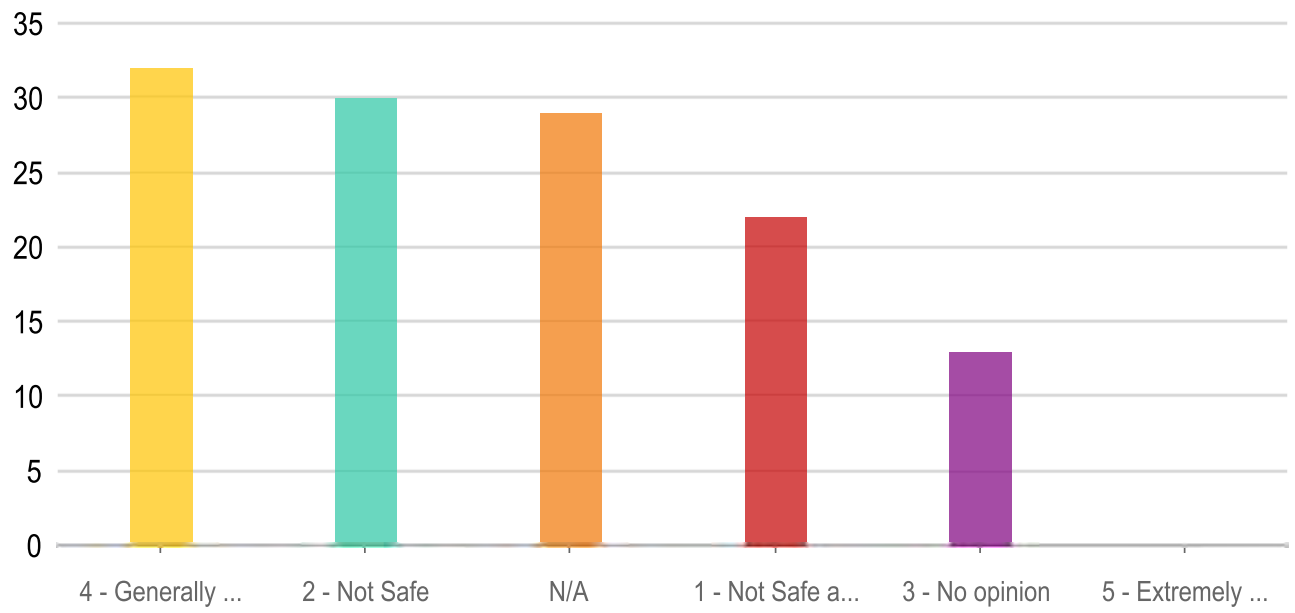
Answers	Count	Percentage
I have other options for getting around that I prefer	99	77.34%
No service in my area / Unaware of whether there is transit service in my area	40	31.25%
Unsure how to use public transit	8	6.25%
Other(s)	2	1.56%

Answered: 124 Skipped: 4

Perceptions of Safety

Perceptions of Safety > In your opinion, how SAFE do you feel while traveling by these modes?

Biking / riding a scooter during the day

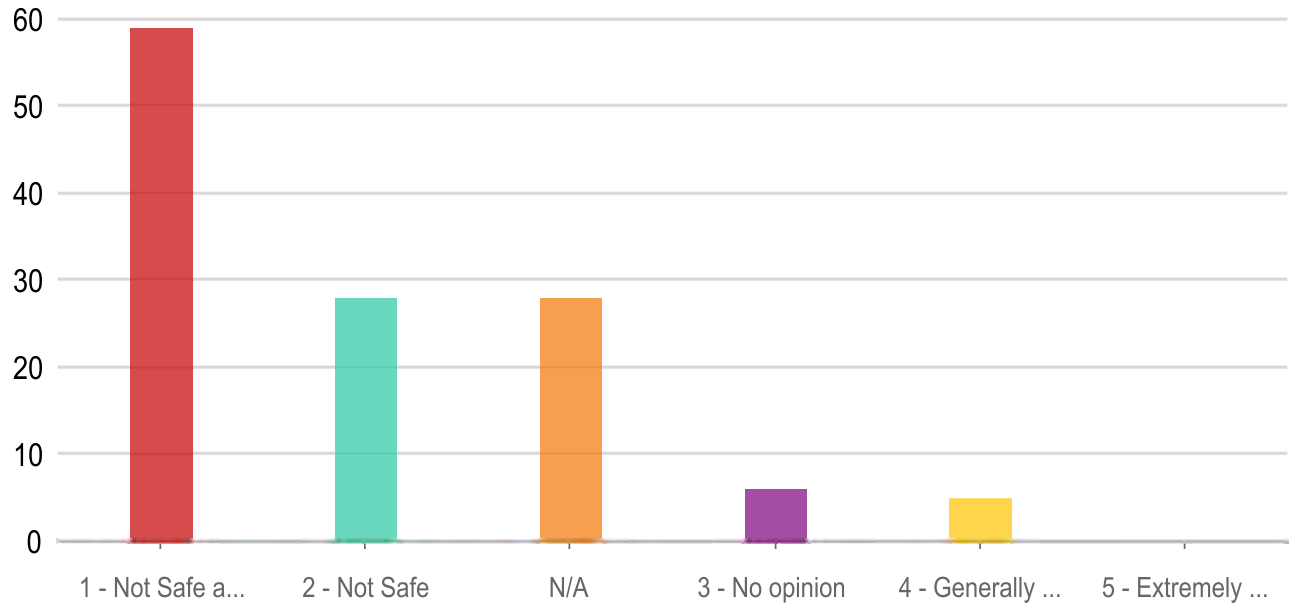


Answers	Count	Percentage
4 - Generally Safe	32	25%
2 - Not Safe	30	23.44%
N/A	29	22.66%

1 - Not Safe at All	22	17.19%
3 - No opinion	13	10.16%
5 - Extremely Safe	0	0%

Answered: 126 Skipped: 2

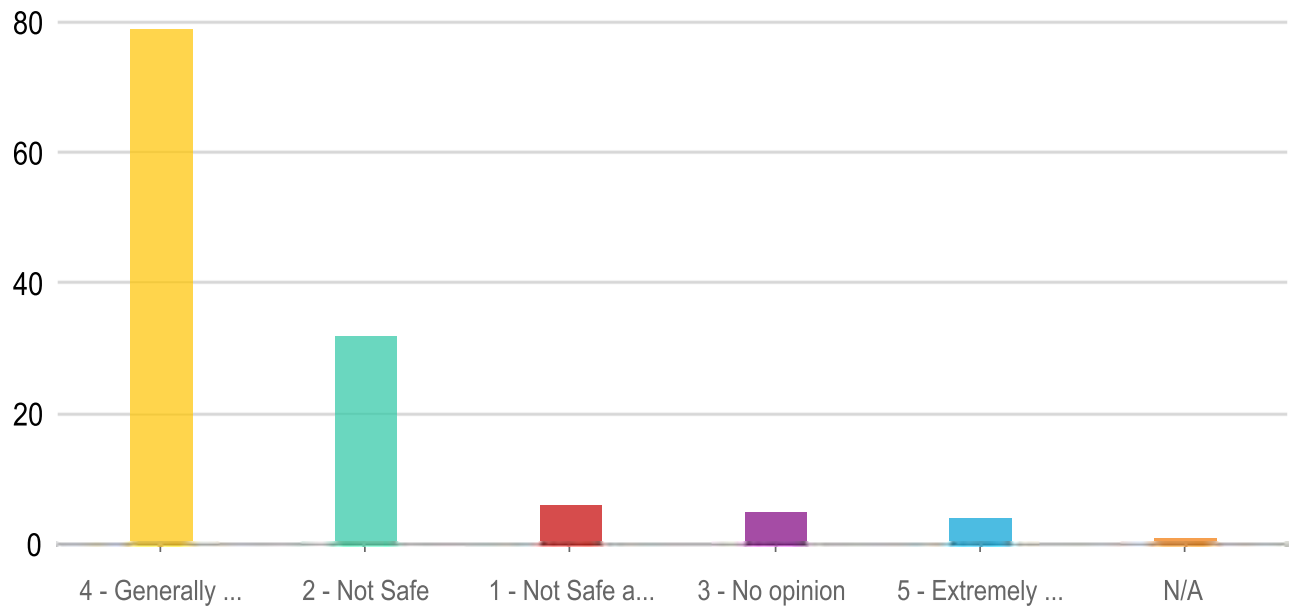
Biking / riding a scooter at night



Answers	Count	Percentage
1 - Not Safe at All	59	46.09%
2 - Not Safe	28	21.88%
N/A	28	21.88%
3 - No opinion	6	4.69%
4 - Generally Safe	5	3.91%
5 - Extremely Safe	0	0%

Answered: 126 Skipped: 2

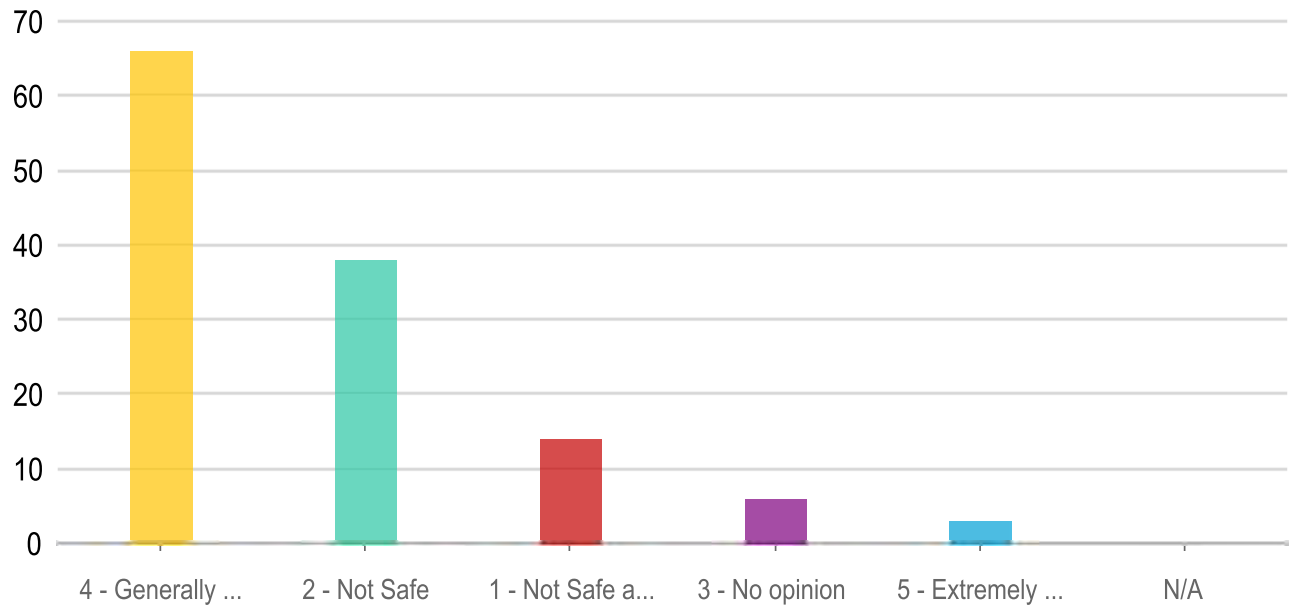
Driving during the day



Answers	Count	Percentage
4 - Generally Safe	79	61.72%
2 - Not Safe	32	25%
1 - Not Safe at All	6	4.69%
3 - No opinion	5	3.91%
5 - Extremely Safe	4	3.13%
N/A	1	0.78%

Answered: 127 Skipped: 1

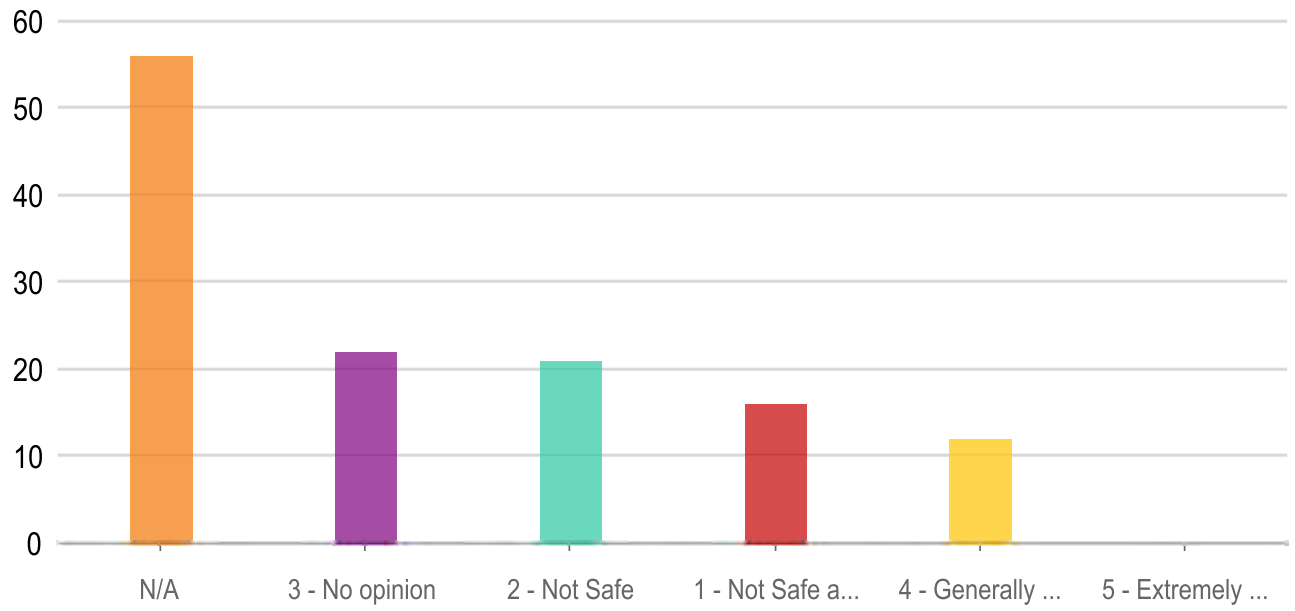
Driving at night



Answers	Count	Percentage
4 - Generally Safe	66	51.56%
2 - Not Safe	38	29.69%
1 - Not Safe at All	14	10.94%
3 - No opinion	6	4.69%
5 - Extremely Safe	3	2.34%
N/A	0	0%

Answered: 127 Skipped: 1

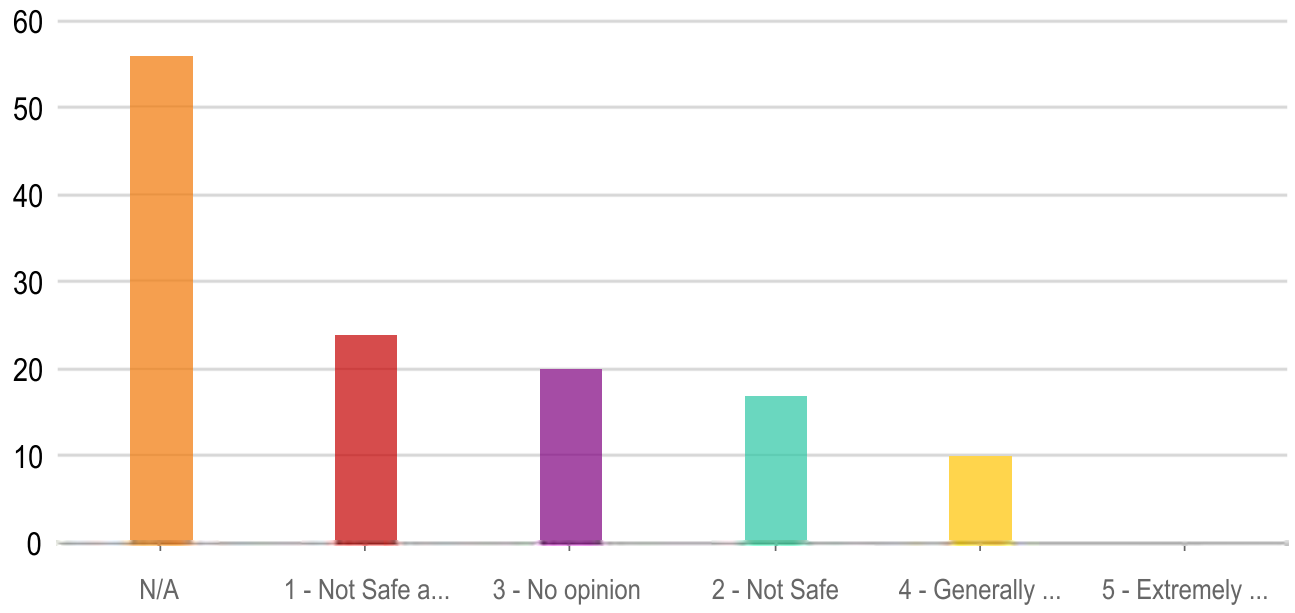
Motorcycle during the day



Answers	Count	Percentage
N/A	56	43.75%
3 - No opinion	22	17.19%
2 - Not Safe	21	16.41%
1 - Not Safe at All	16	12.5%
4 - Generally Safe	12	9.38%
5 - Extremely Safe	0	0%

Answered: 127 Skipped: 1

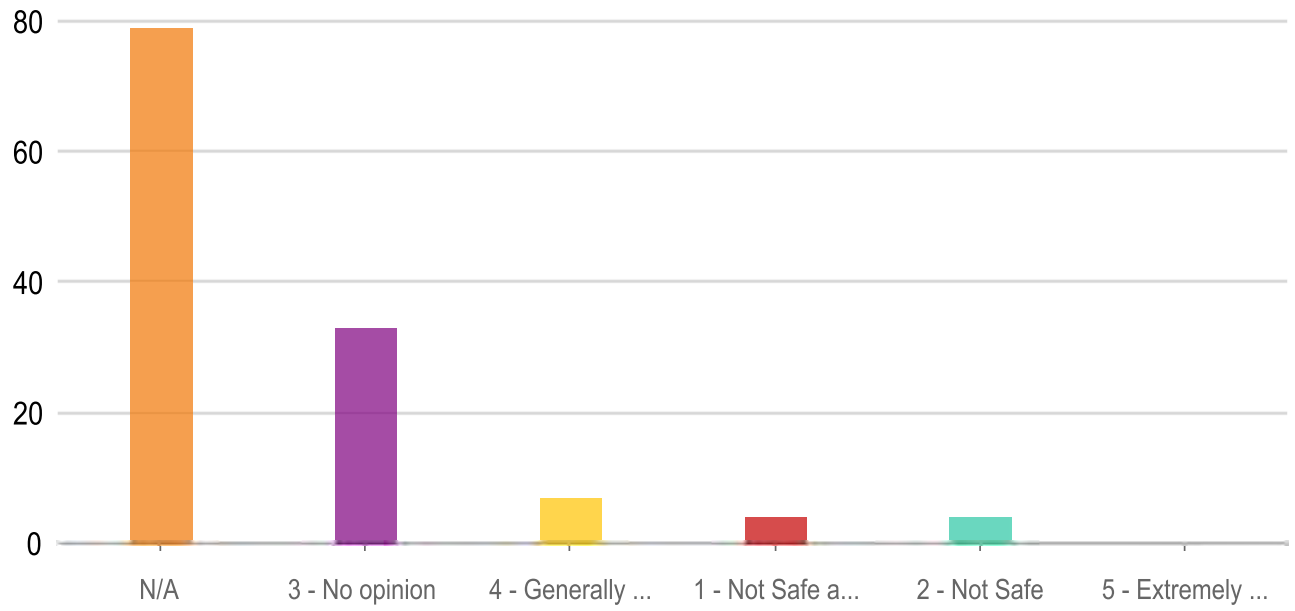
Motorcycle at night



Answers	Count	Percentage
N/A	56	43.75%
1 - Not Safe at All	24	18.75%
3 - No opinion	20	15.63%
2 - Not Safe	17	13.28%
4 - Generally Safe	10	7.81%
5 - Extremely Safe	0	0%

Answered: 127 Skipped: 1

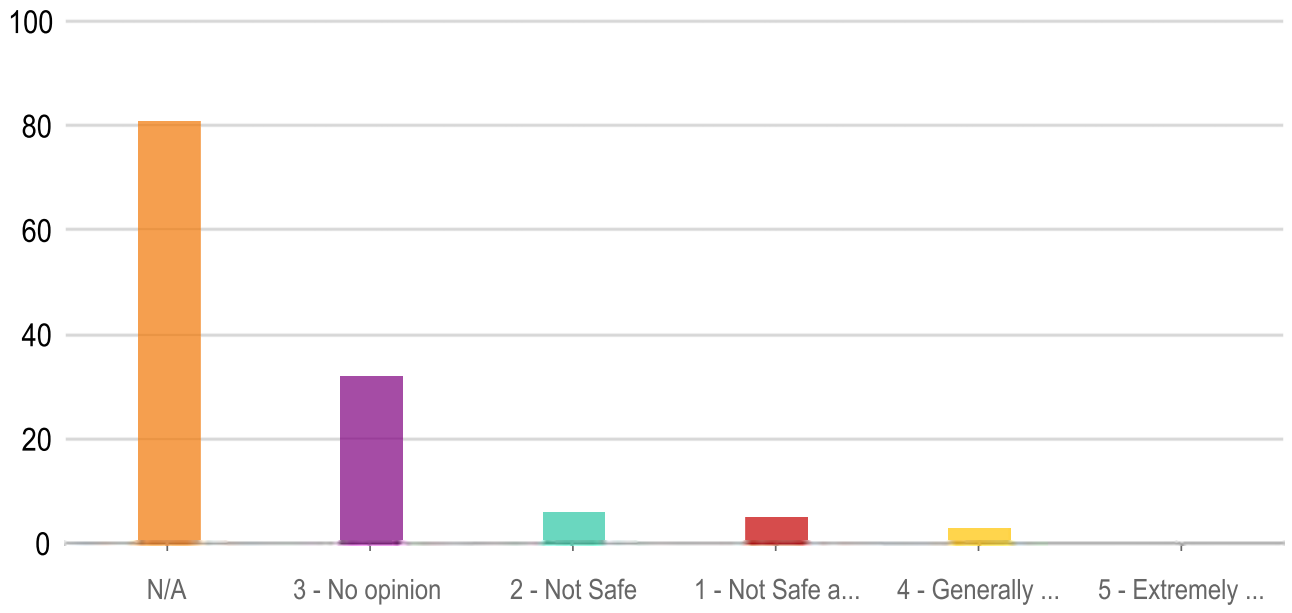
Riding transit during the day



Answers	Count	Percentage
N/A	79	61.72%
3 - No opinion	33	25.78%
4 - Generally Safe	7	5.47%
1 - Not Safe at All	4	3.13%
2 - Not Safe	4	3.13%
5 - Extremely Safe	0	0%

Answered: 127 Skipped: 1

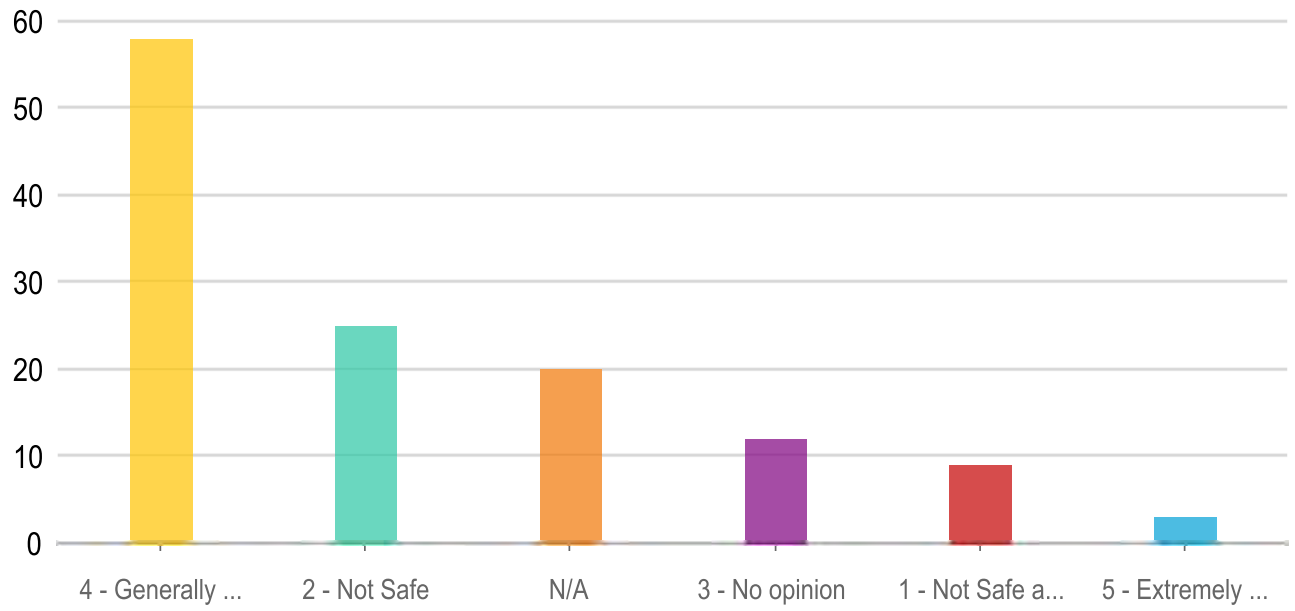
Riding transit at night



Answers	Count	Percentage
N/A	81	63.28%
3 - No opinion	32	25%
2 - Not Safe	6	4.69%
1 - Not Safe at All	5	3.91%
4 - Generally Safe	3	2.34%
5 - Extremely Safe	0	0%

Answered: 127 Skipped: 1

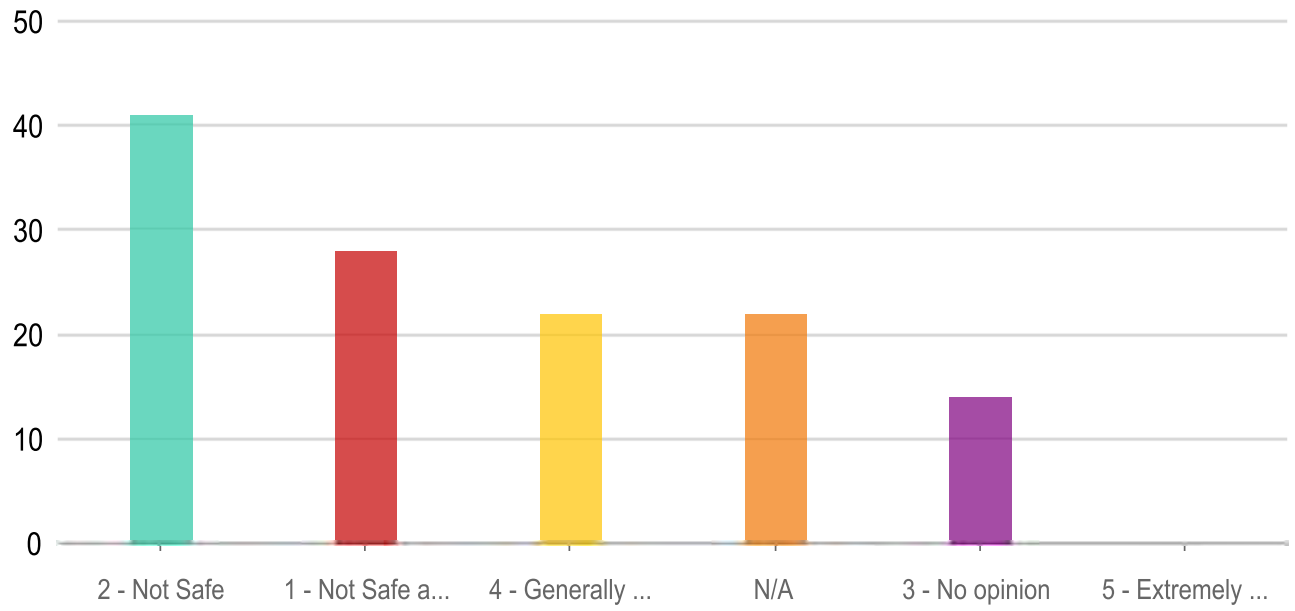
Walking* during the day



Answers	Count	Percentage
4 - Generally Safe	58	45.31%
2 - Not Safe	25	19.53%
N/A	20	15.63%
3 - No opinion	12	9.38%
1 - Not Safe at All	9	7.03%
5 - Extremely Safe	3	2.34%

Answered: 127 Skipped: 1

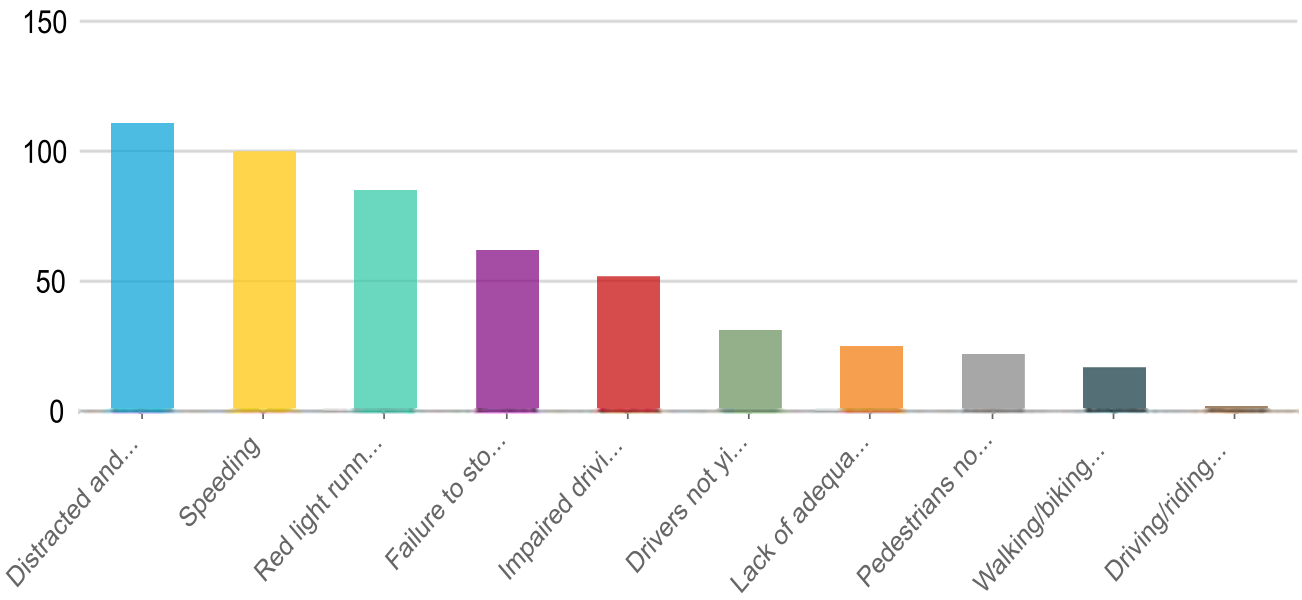
Walking* at night



Answers	Count	Percentage
2 - Not Safe	41	32.03%
1 - Not Safe at All	28	21.88%
4 - Generally Safe	22	17.19%
N/A	22	17.19%
3 - No opinion	14	10.94%
5 - Extremely Safe	0	0%

Answered: 127 Skipped: 1

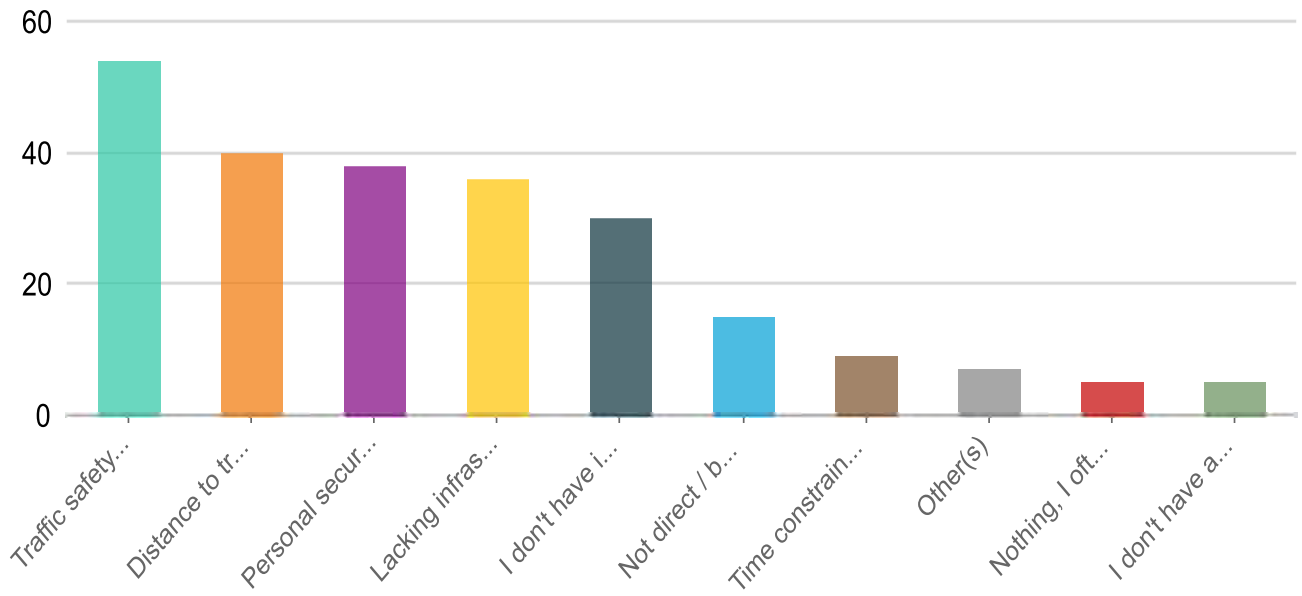
What behavioral roadway safety issues are of greatest concern in Moncks Corner?



Answers	Count	Percentage
Distracted and aggressive driving	111	86.72%
Speeding	100	78.13%
Red light running	85	66.41%
Failure to stop at stop signs	62	48.44%
Impaired driving	52	40.63%
Drivers not yielding to pedestrians	31	24.22%
Lack of adequate driver training	25	19.53%
Pedestrians not crossing at a crosswalk	22	17.19%
Walking/biking on the wrong side of the road	17	13.28%
Driving/riding without a seatbelt	2	1.56%

Answered: 127 Skipped: 1

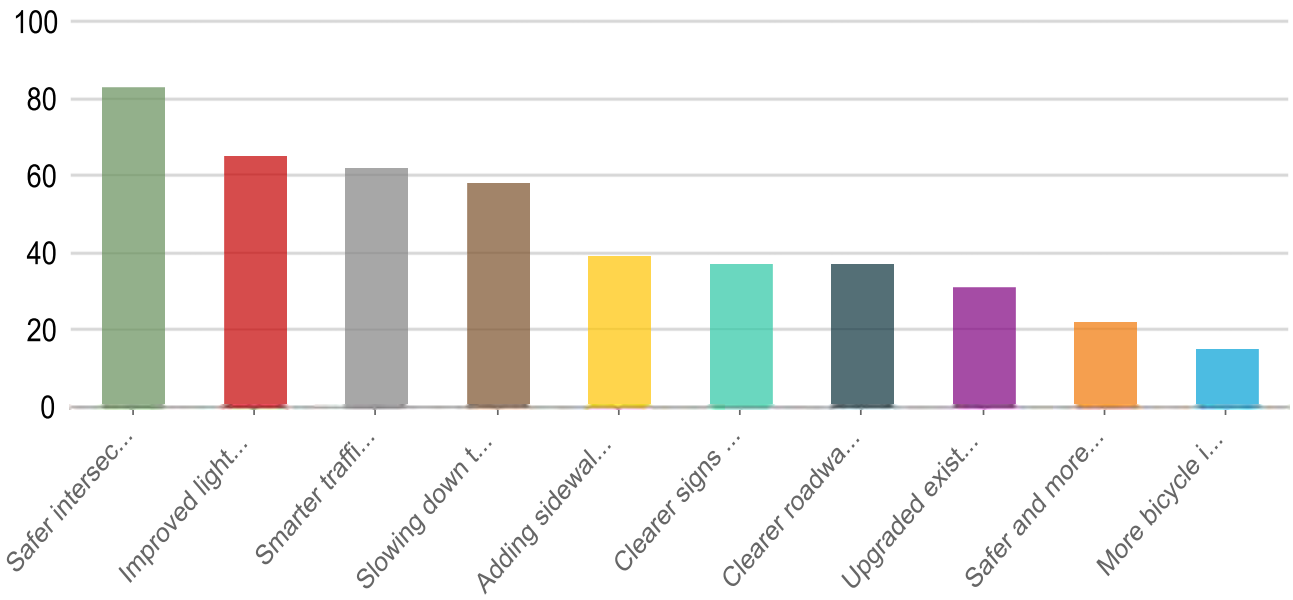
What, if anything, prevents you from walking, biking, or rolling (i.e., using a wheelcha…



Answers	Count	Percentage
Traffic safety concerns	54	42.19%
Distance to travel	40	31.25%
Personal security	38	29.69%
Lacking infrastructure	36	28.13%
I don't have interest in walking, biking, or rolling more often	30	23.44%
Not direct / barriers along route	15	11.72%
Time constraints	9	7.03%
Other(s)	7	5.47%
Nothing, I often walk, bike, or roll	5	3.91%
I don't have a bicycle	5	3.91%

Answered: 125 Skipped: 3

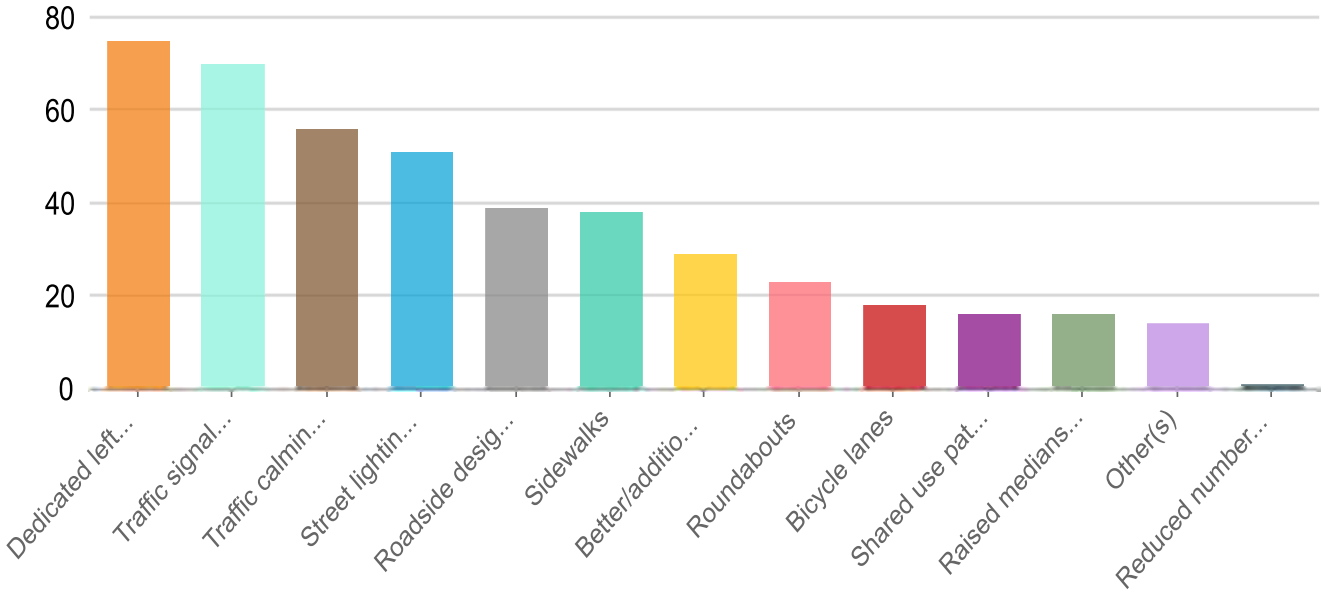
What physical infrastructure improvements are of greatest need in Moncks Corner?



Answers	Count	Percentage
Safer intersections	83	64.84%
Improved lighting and visibility	65	50.78%
Smarter traffic signals and timing	62	48.44%
Slowing down traffic	58	45.31%
Adding sidewalk connections	39	30.47%
Clearer signs and roadway markings	37	28.91%
Clearer roadway design and managed driveway access	37	28.91%
Upgraded existing sidewalks	31	24.22%
Safer and more frequent crossings for people walking	22	17.19%
More bicycle infrastructure	15	11.72%

Answered: 128 Skipped: 0

What types of countermeasures (i.e., infrastructure that makes traveling safer) would…



Answers	Count	Percentage
Dedicated left and right turn lanes	75	58.59%
Traffic signal phasing improvements (additional left-turn arrows, pedestrian signals, etc.)	70	54.69%
Traffic calming / Lower speed limits	56	43.75%
Street lighting	51	39.84%
Roadside design improvements (wider edge lines, rumble strips, signage at curves, etc.)	39	30.47%
Sidewalks	38	29.69%
Better/additional crosswalks or crossing locations for pedestrians	29	22.66%
Roundabouts	23	17.97%
Bicycle lanes	18	14.06%
Shared use paths	16	12.5%
Raised medians / Access management	16	12.5%
Other(s)	14	10.94%

Reduced number of lanes/lane widths to accommodate non-vehicular travel modes	1	0.78%

Answered: 125 Skipped: 3

OBJECTID	Type	Comment
1	Safety	I live on Red Leaf and this intersection is very dangerous due to fast drivers
2	Safety	Left-Turns onto Hwy52 are unsafe due to no signals
3	Safety	School crossing activity. Limited sidewalks, no crosswalks
4	Safety	School crossing safety
5	Safety	Need a more efficient alternate route in case of accidents.
6	Safety	Turning left in and out of neighborhood is difficult during peak traffic.
7	Safety	school traffic lines up hour before dismissal and blocks the road creating issues
8	Speeding	Speeding plus blowing the red lights = nasty wrecks monthly
9	Lighting	better lighting or exit lane so traffic isn't suprised about people slowing down to exit 52 in Foxbank
10	Idea	BEC yearly meeting put signage further out to move the the left lane if not turning in to vote
11	Idea	rework lighting and signage so traffic isn't suprised by people turning left off Cypress into FoxBank
12	Speeding	Speeding and general disreguard when the plants\google has shift change
13	Safety	Vehicles traveling in median approaching Main Street
14	Safety	Left turns out of Walmart challenging; conflicting left turns from across the street at multiple drwys; peds walking along US 52 with no sidewalk
15	Safety	Red light running along US 52; drivers may not be aware of cross street
16	Safety	kids crossing this intersection to go to/from school; safety concerns with cross traffic from drivers at Piggly Wiggly and other sites at intersection corner
17	Safety	left-turn egress conflicts
18	Safety	Disregarding signs
19	Safety	Turning left into this shopping center is unsafe.
20	Idea	Median to prevent left turns here
21	Safety	Left turn unsafe
22	Idea	Force right turn only
23	Idea	Both lanes coming out of the shopping center should have the option to turn left with the right lane option to go left, straight, or right.
24	Idea	No Chick Fil A entry or exit. Force the use of Anglers Drive to Tailrace Drive
25	Safety	Left turn crashes here happen when traffic stops to let people out bur not all traffic stops.
26	Idea	Force right turn only
27	Safety	.Traffic turning left out of the shopping center fail to maintain lanes so the yield right traffic from Rembert C Dennis cannot get out.
28	Idea	Force right only coming out of shopping center
29	Idea	Traffic light for left turns onto Edward drive that flash during non peak hours and operate normal during heavy peak hours
30	Idea	Dedicated left turn lane to turn onto hwy 52 from old hwy 52
31	Safety	Raised manhole unsafe to drive over.
32	Safety	Narrow lanes

33	Safety	This has become the cut through spot for those trying to avoid the light and flying through the gas station and pulling out on to cypress without looking
34	Safety	hard to make left turns with cross traffic accelerating
35	Idea	Make US 52 between Goose Creek and Moncks Corner Proper an RCUT / U-turn / Superstreet corridor.

SAFE STREETS FOR MONCKS CORNER

Why are we here?

WHAT IS THIS PLAN?

This **Safety Action Plan (SAP)** is the Town's comprehensive vision for safe travel.

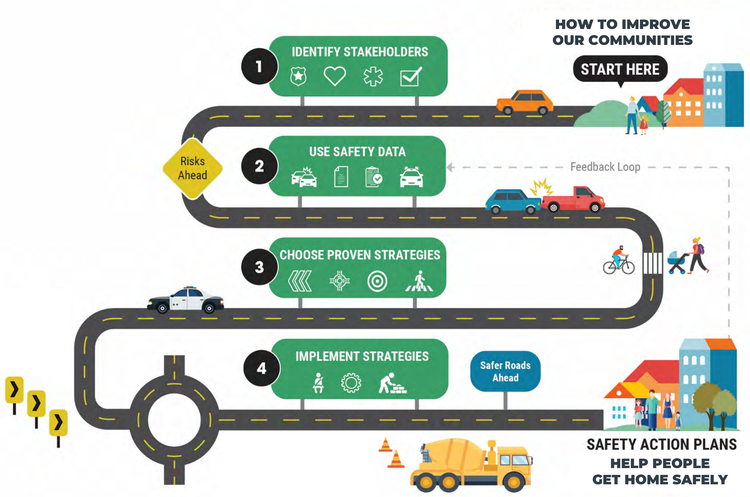
The goals of the plan include:

- Understand **community safety issues**.
- Improve safety by **reducing and eliminating fatal and serious injury crashes**.
- Apply the **"Safe System Approach"** to developing systemic and location-specific priorities and recommendations to improve roadway safety for all users.

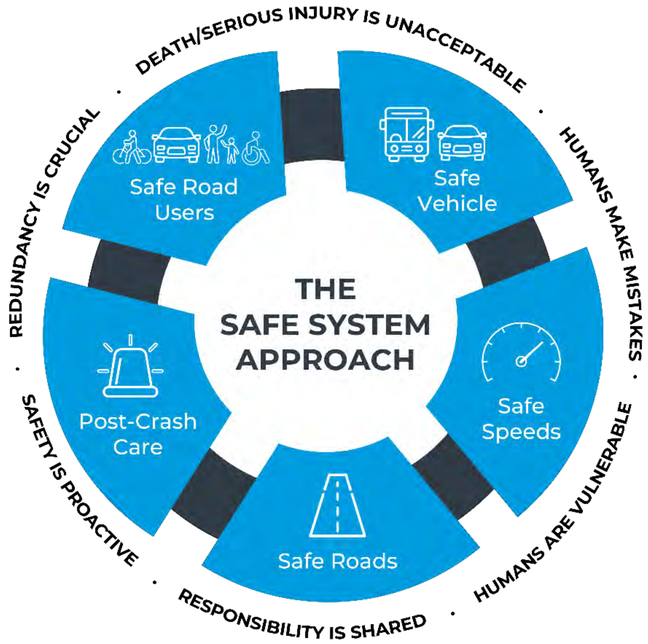
Elements of this plan include:

- Formalizing official public commitment to **"Vision Zero"**
- Establishing a **committee or task force** to oversee the Safety Action Plan.
- Reviewing **crash data trends and risk factors.**
- Reviewing **policies, plans, and guidelines.**
- **Engaging with the Moncks Corner Community** in a robust way.
- Identifying a comprehensive set of **projects and strategies.**
- Monitoring and **evaluating progress over time**.

What this process looks like:



WHAT IS THE "SAFE SYSTEM APPROACH"



The Safe System Approach vs. Traditional Road Safety Practices:

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

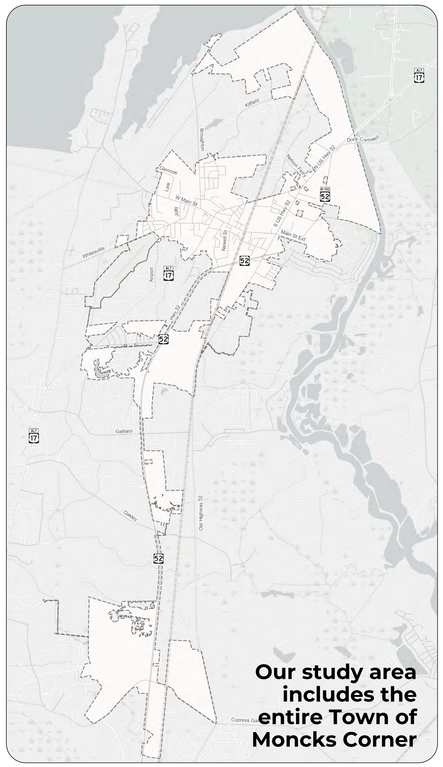
WHAT IS "SS4A"?

The Safe Streets and Roads for All (SS4A) federal program **funds** regional, local, and Tribal **initiatives** through grants to **prevent roadway fatalities and serious injuries.**

It seeks to **improve safety** by:

- ❑ Formalizing an official public commitment with Vision Zero (e.g., resolution, adoption of policy or ordinance)
- ❑ Establishing a committee or task force to oversee the Safety Action Plan (SAP)
- ❑ Reviewing crash data trends & risk factors
- ❑ Considering vulnerable populations
- ❑ Reviewing policies, plans, and guidelines
- ❑ Engaging with the community in a robust way
- ❑ Identifying a comprehensive set of projects and strategies
- ❑ Monitoring and evaluating progress over time

WHAT IS OUR STUDY AREA?



WHAT IS "VISION ZERO"?

Vision Zero is a strategy to **eliminate traffic fatalities and serious injuries**, acknowledging that these are preventable.

The Federal Highway Administration's (FHWA) Safe Streets and Roads for All (SS4A) program supports this vision by providing grants for local initiatives – **like this Safety Action Plan.**

HOW LONG IS THIS PROJECT?

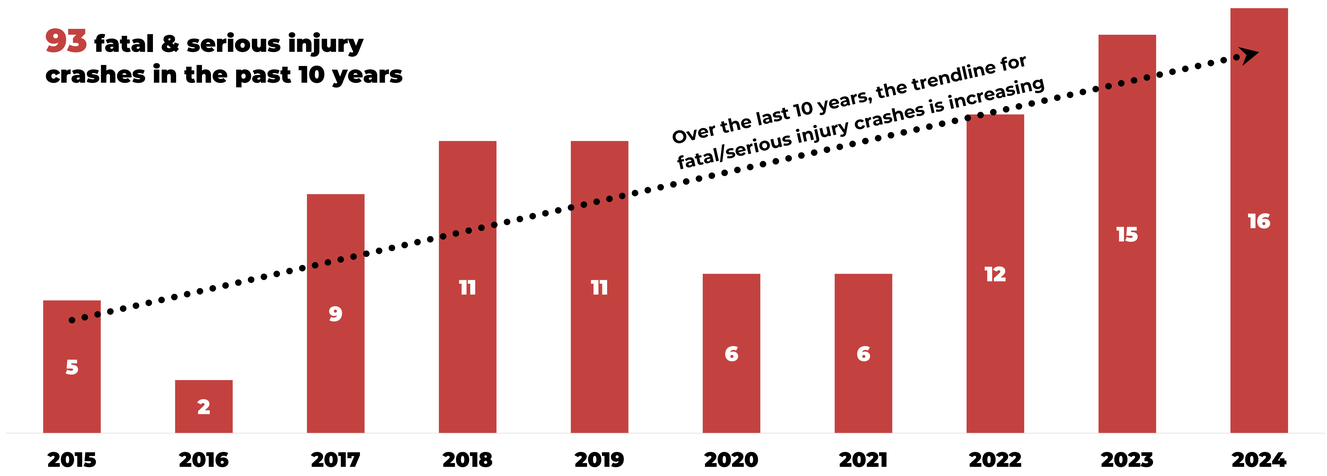
HISTORICAL CRASH TRENDS

What are common **trends** related to crashes in Moncks Corner?

4,832 crashes in Moncks Corner in the last 10 years *(2015 through 2024)*

93 Fatal and Serious Injury (FSI) Crashes in that same period, about:

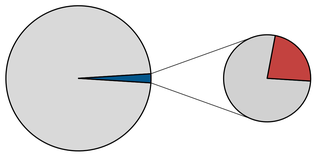
1 each month.



FATAL & SERIOUS INJURY (FSI)

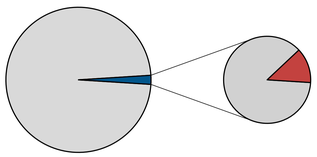
Crash Trends in Moncks Corner

UNBELTED CRASHES
only make up **2%** of Total Crashes...



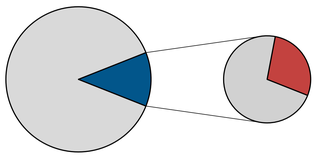
but make up **23%** of Fatal & Serious Injury Crashes

IMPAIRED CRASHES
only make up **2%** of Total Crashes...



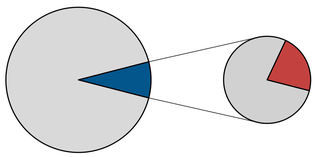
but make up **13%** of Fatal & Serious Injury Crashes

LANE DEPARTURE CRASHES
only make up **12%** of Total Crashes...



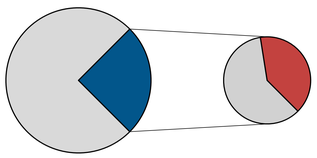
but make up **28%** of Fatal & Serious Injury Crashes

SPEEDING-RELATED CRASHES
only make up **8%** of Total Crashes...



but make up **22%** of Fatal & Serious Injury Crashes

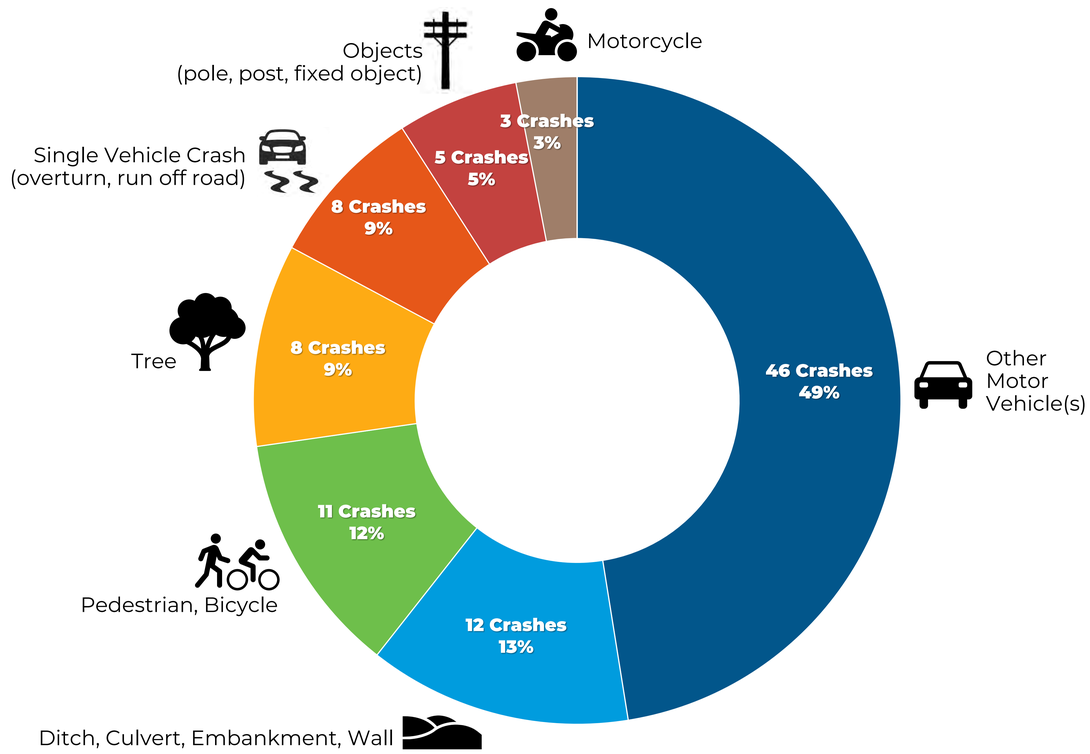
NIGHT-TIME CRASHES
only make up **25%** of Total Crashes...



but make up **40%** of Fatal & Serious Injury Crashes

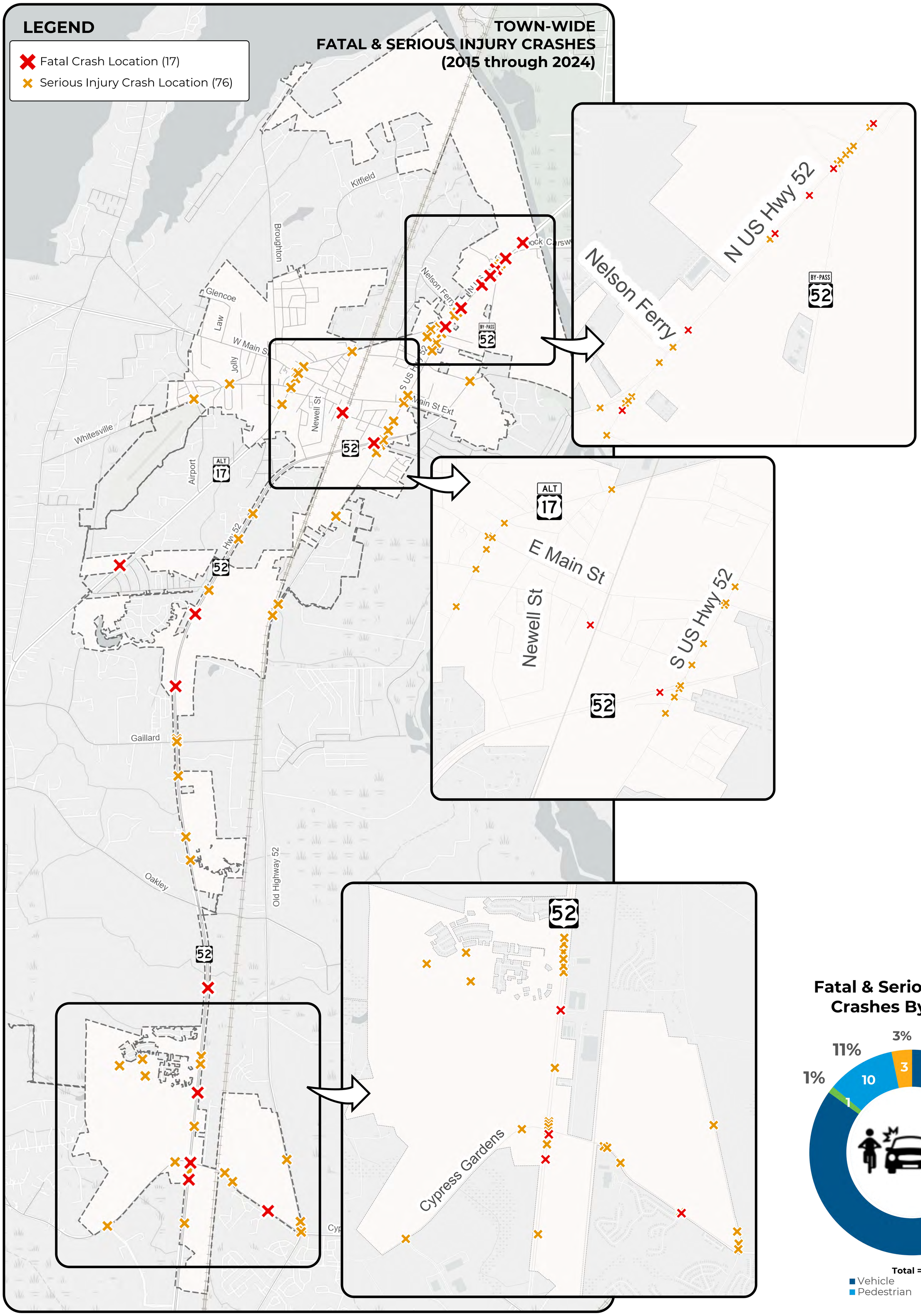
FATAL & SERIOUS INJURY (FSI)

Crash First Harmful Events

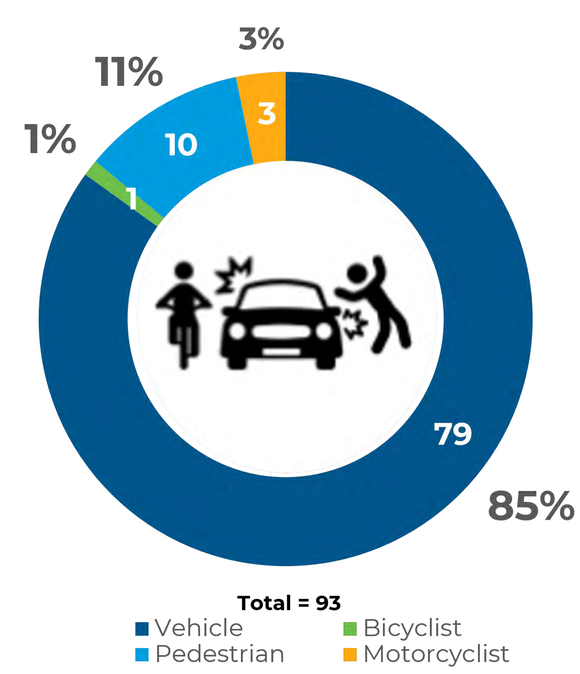


WHERE HAVE CRASHES OCCURRED?

Where have **Fatal** & **Serious Injury** crashes occurred?

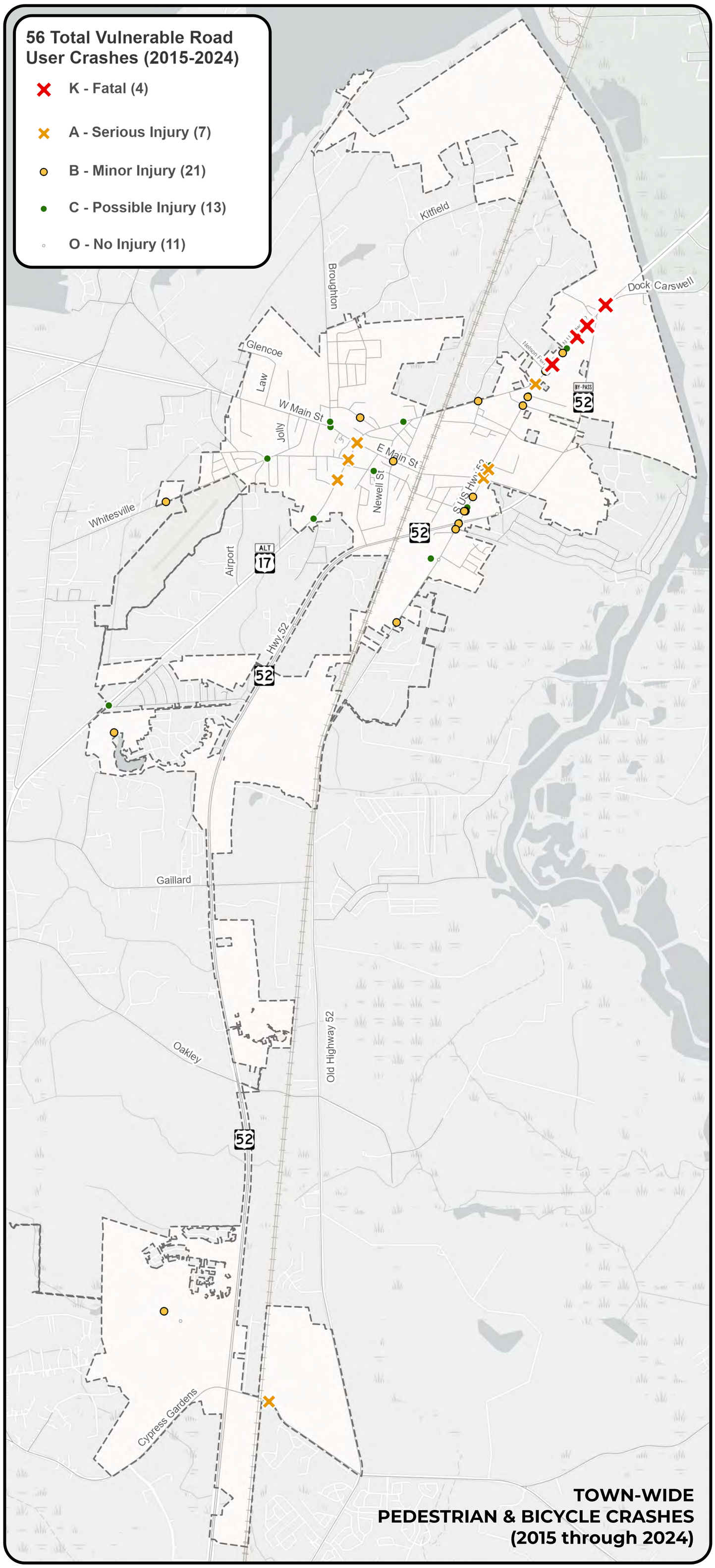


Fatal & Serious Injury Crashes By Mode



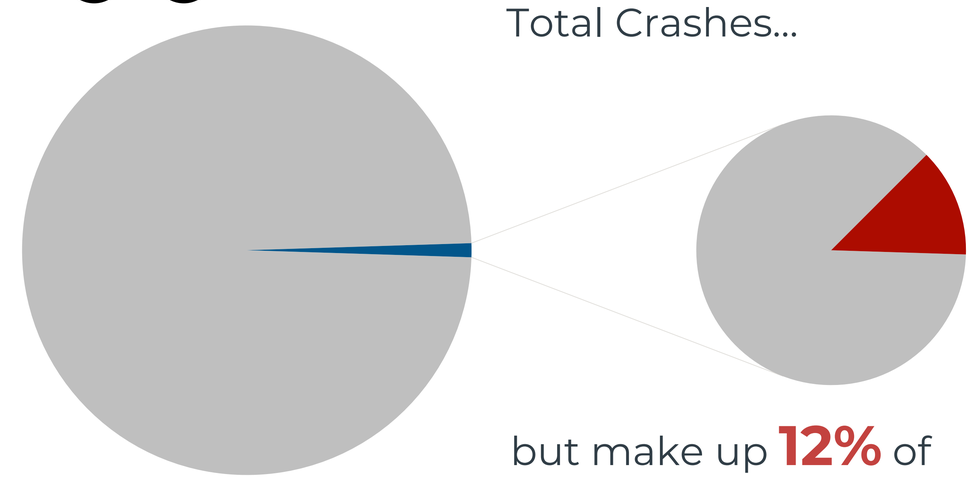
WHERE HAVE CRASHES OCCURRED?

Where have **Pedestrian** and **Bicycle** – related crashes occurred?



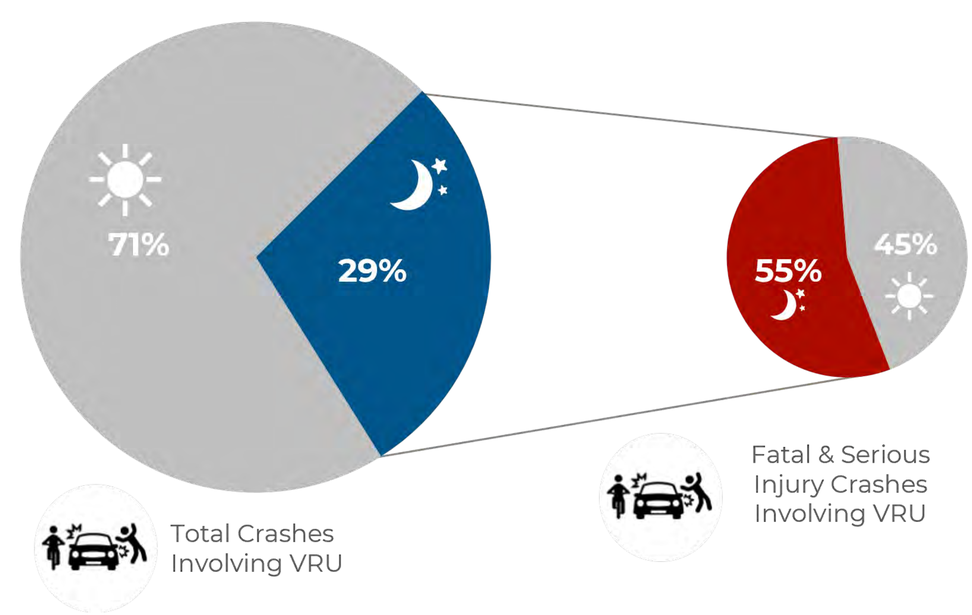
PEDESTRIAN & BICYCLE CRASHES

only make up **1%** of Total Crashes...

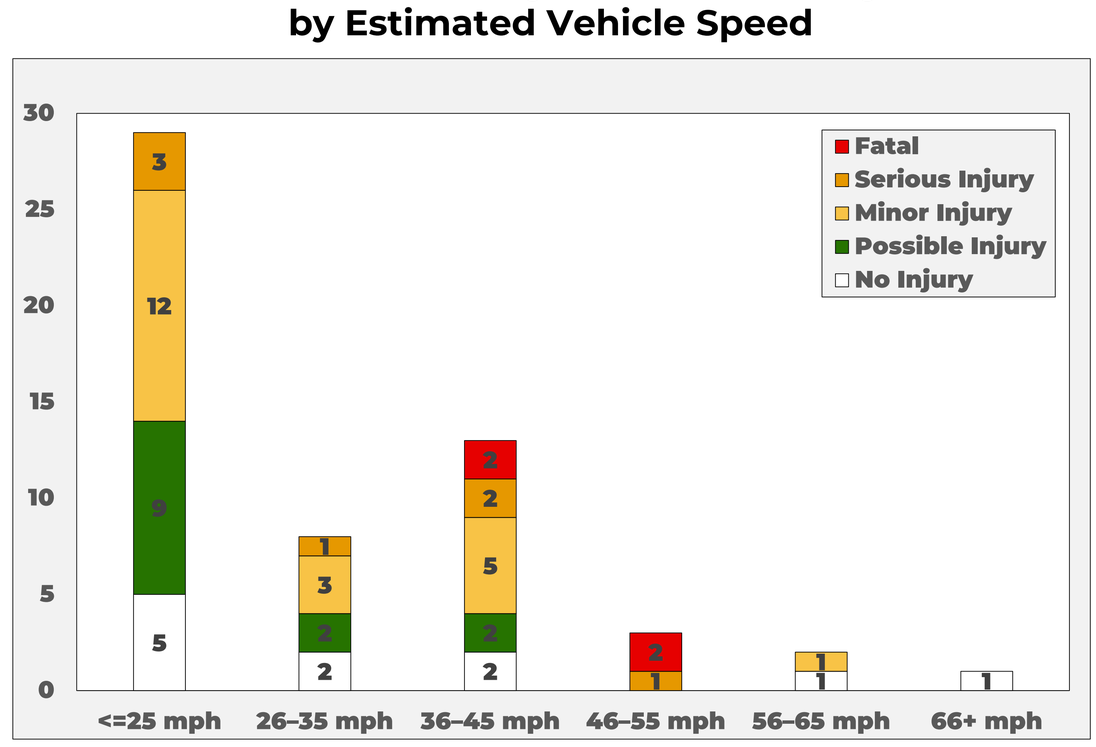


but make up **12%** of Fatal & Severe Crashes

More than half of all Fatal & Serious Injury Pedestrian & Bicycle Crashes occurred at night.



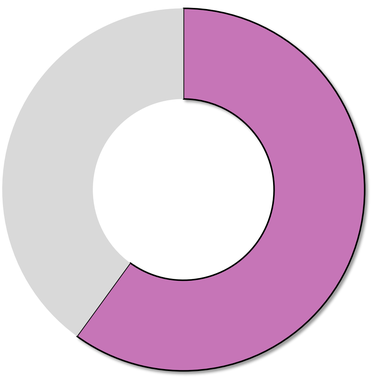
Pedestrian & Bicycle Crash Severity by Estimated Vehicle Speed



COMMUNITY FEEDBACK

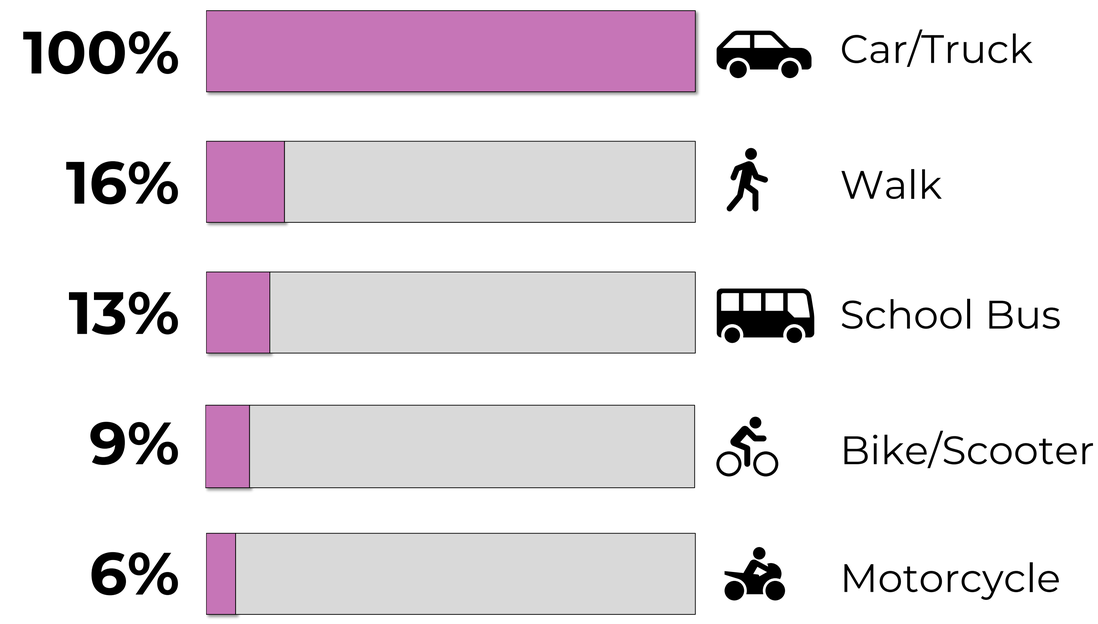
Online Survey representative results.

How long have respondents lived in Moncks Corner?



60% of respondents have lived in Moncks Corner **more than 10 years.**

What transportation modes do respondents use regularly?



How safe do respondents feel?

Driving...

During the day:

30% feel unsafe

At night:

41% feel unsafe

Walking...

During the day:

27% feel unsafe

At night:

54% feel unsafe

Biking...

During the day:

41% feel unsafe

At night:

68% feel unsafe

Open-ended responses

"Cars aren't stopping all the time [for the school bus]. Cars [are] cutting the school bus off."

"No sidewalks and [the] roadways [are] wholly unsafe."

"The speed limit in town is 40 mph but EVERYDAY I feel rushed by people going 50 mph or more."

Top Behavioral Roadway Safety Concerns

1. Distracted and aggressive driving
2. Speeding
3. Red light running
4. Failure to stop at stop signs
5. Impaired driving

Top Physical Infrastructure Needs

1. Safer intersections
2. Improved lighting and visibility
3. Smarter traffic signals and timing
4. Slowing down traffic
5. Adding sidewalk connections

Most Requested Safety Improvements

1

Dedicated Left and Right Turn Lanes

2

Traffic Signal Phasing Improvements

3

Traffic Calming / Lower Speed Limits

4

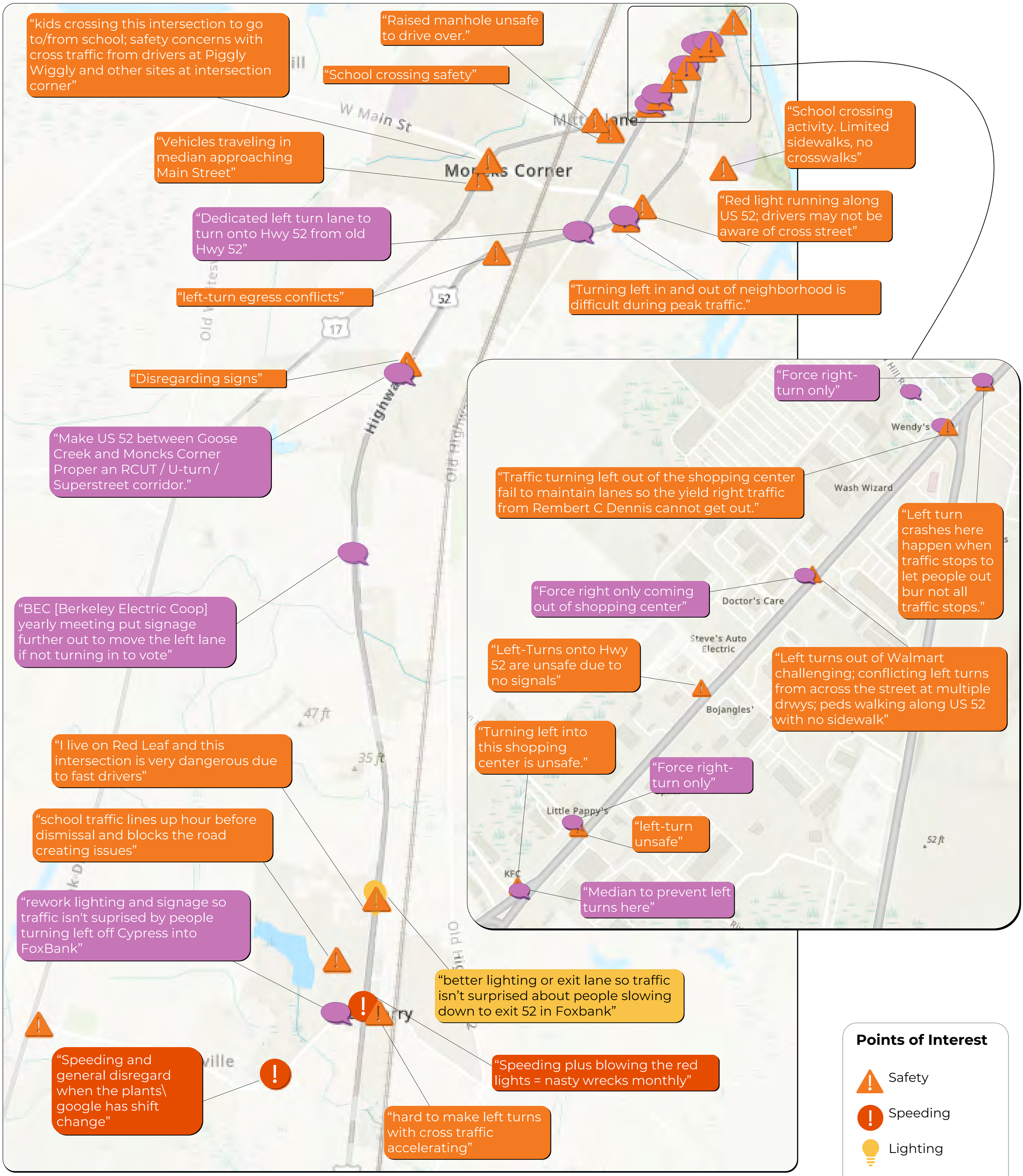
Street Lighting

5

Roadside Design Improvements

COMMUNITY FEEDBACK

Online Interactive Map representative results.



HIGH-INJURY NETWORK (HIN)

Which locations in town experience the **most severe crashes?**

The "High-Injury Network" is a segment-based network that scores corridor segments within the town based upon historical injury crashes, with particular focus on fatal and serious injury crashes.

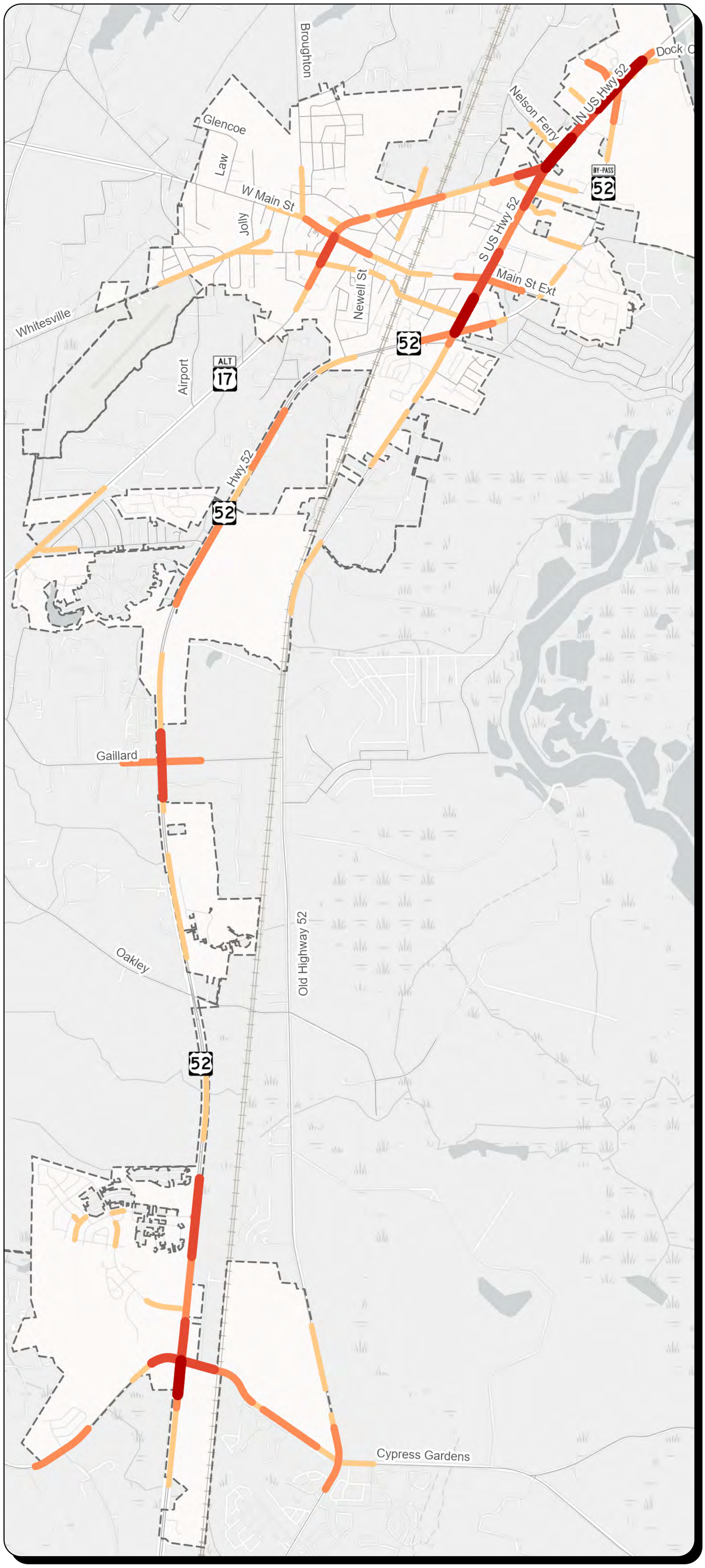
HIGH INJURY NETWORK (HIN) DEVELOPMENT:

Each segment scored according to number of injury crashes:

Fatal = 10 points
Serious Injury = 8 points
Possible/Minor Injury = 1 point

Each segment's score normalized to a 10-point scale (such that highest scoring segment receives a score of 10).

Minimum score highlighted in HIN is such that each segment with at least one Serious Injury Crash is represented.



HIGH-RISK NETWORK

Which locations in town are most **at risk** for future crashes?

The "High-Risk Network" is based upon risk factors identified which correspond to over-representation of crashes (share of crashes vs. share of milage).

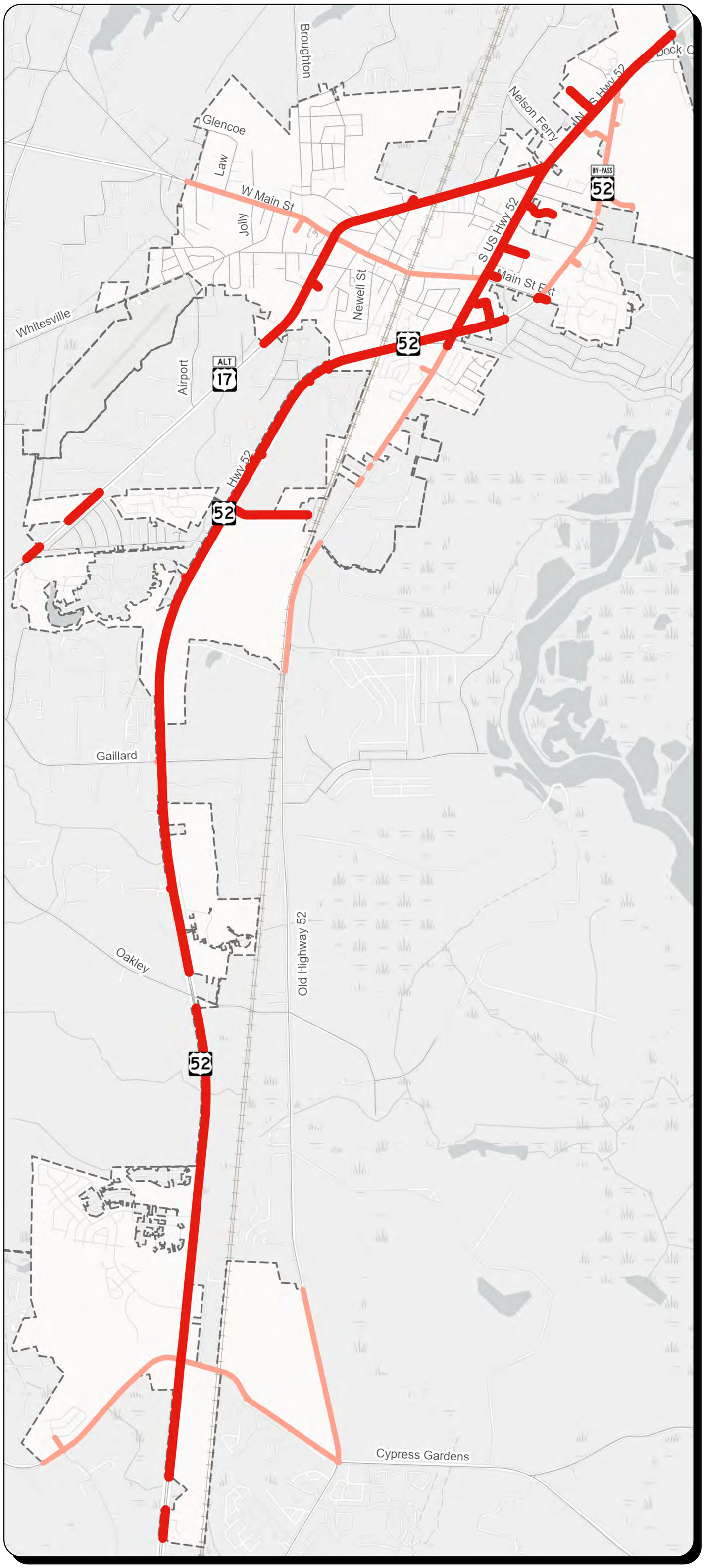
HIGH-RISK NETWORK DEVELOPMENT:

Evaluated four risk-based factors to identify overrepresentation of Fatal and Serious Injury Crashes

(Schools, Population in Poverty, Number of Travel Lanes, AADT)

Number of Travel Lanes, and AADT indicated overrepresentation and were thus Risk Factors Identified

These factors were normalized to 10 and applied to each segment meeting the criteria (such that if a corridor had >2 Travel Lanes and > 5,000 AADT, it received a score of 10)



COMMUNITY-BASED NETWORK

Which locations in town are **priorities to the Community**?

The "Community-Based Network" is based on feedback received during the first phase of public involvement.

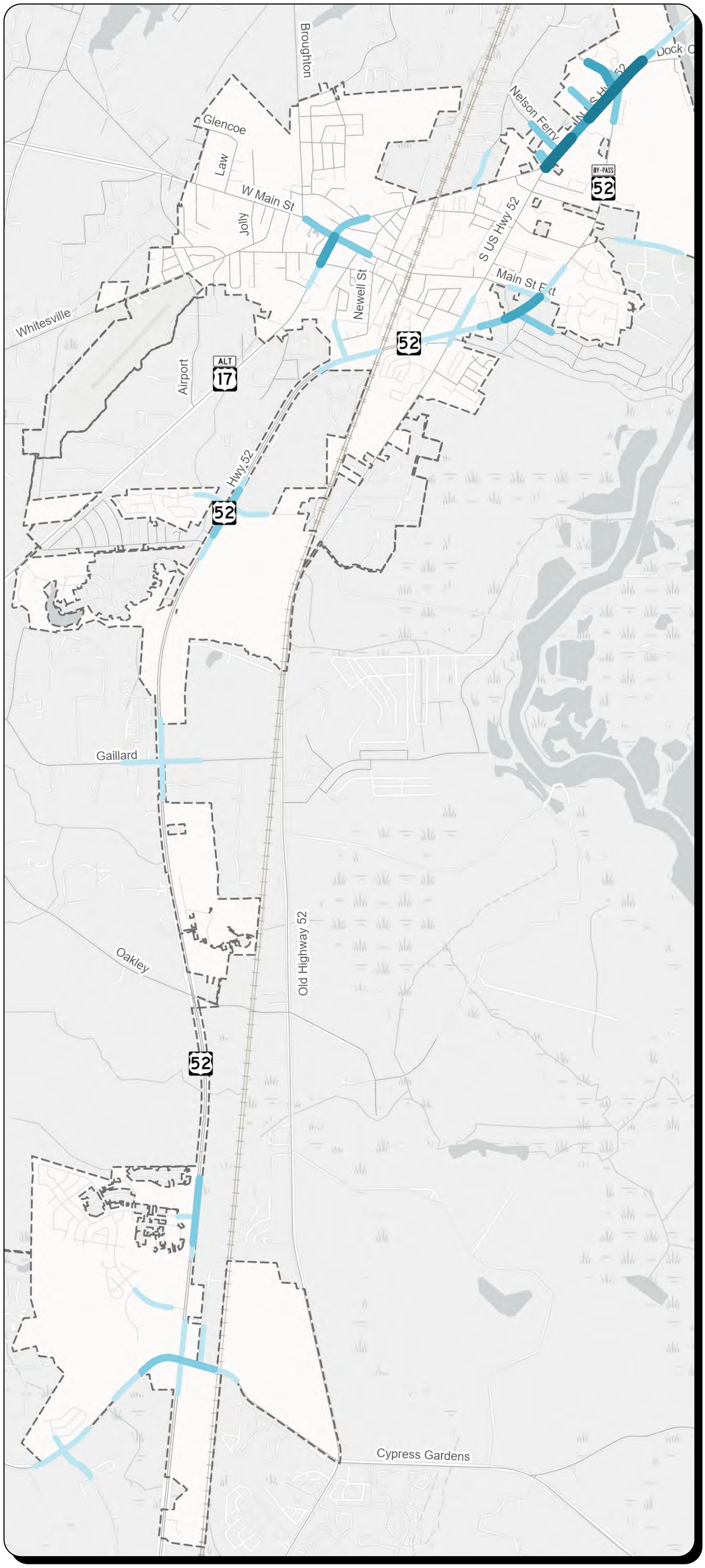
COMMUNITY-BASED NETWORK DEVELOPMENT:

Mapped Points from the Online Interactive Map "joined" to each segment

1 point assigned for each map-point joined to the segment

Each segment's score normalized to a 10-point scale

(such that highest scoring segment receives a score of 10).



PRIORITY-INVESTMENT NETWORK

Which locations in town are **safety improvement priorities**?

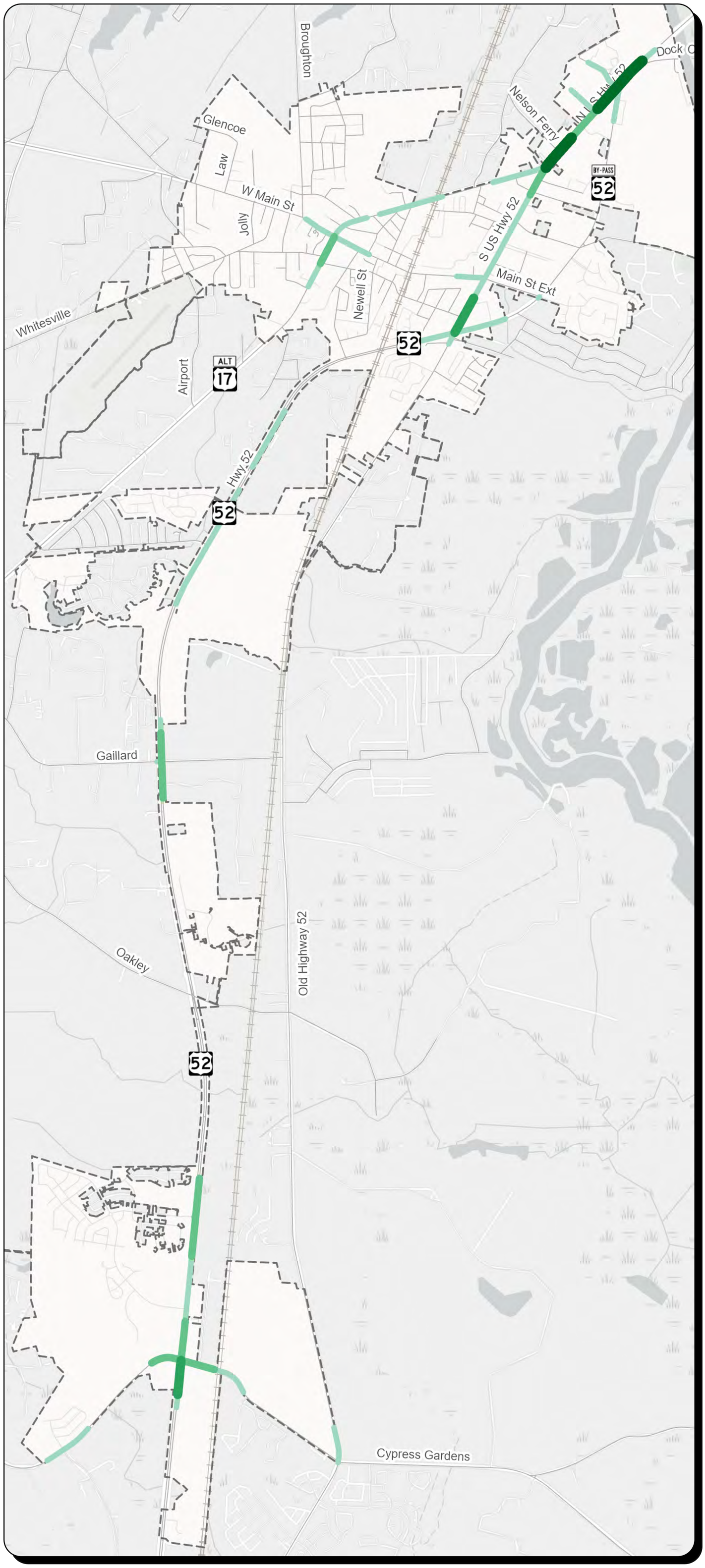
The "Priority-Investment Network" is a prioritization of corridor segments for safety improvements within the town based upon results of the High-Injury, High-Risk, and Community-Based Networks.

PRIORITY INVESTMENT NETWORK DEVELOPMENT:

Each segment scored based on weighting of normalized 10-point score for each network:

High Injury Network = 75%
Risk-Based Network = 10%
Community-Based Network = 15%

Resulting segment scored normalized to 10-point scale
(such that highest scoring segment receives a score of 10).



PRIORITY INVESTMENT CORRIDORS

Which specific locations in town are **safety improvement priorities**?

7 priority corridor locations selected for further concept development

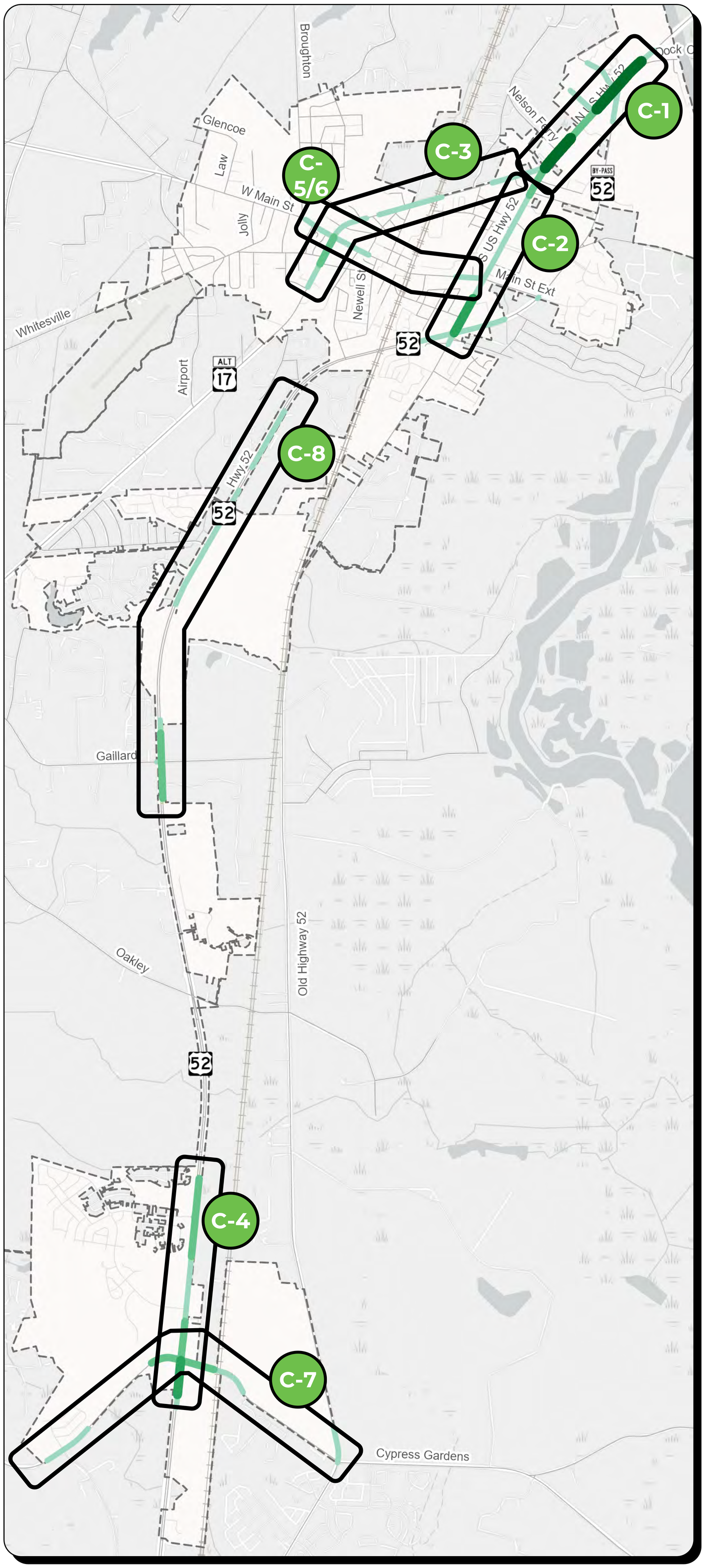
- **C-1** **US 52**
  US 17A to Dock Rd
- **C-2** **US 52**
  Old Highway 52/US 52 Bypass to US 17A
- **C-3** **US 17A**
  South Winter St to US 52
- **C-4** **US 52**
  Southern Town Boundary to Red Leaf Blvd
- **C-5/6** **SC 6/Main Street**
  Western Town Boundary to US 52
- **C-7** **Cypress Gardens Road**
  Garrott Ave/Grande Tree Dr to Old Hwy 52
- **C-8** **US 52**
  Gaillard Rd to Merrimack Blvd

These **7 corridors** capture:

84% of fatal and serious injury crashes that have occurred in Moncks Corner in the past 10 years.

84% of Minor or Possible Injury crashes that have occurred in Moncks Corner in the past 10 years.

80% of Community Interest Online Interactive Map Comments received.



POLICY-BASED RECOMMENDATIONS

Aligning safety recommendations with the **Safe System Approach.**

Near-Term Policy Strategy Recommendation	
1	Adopt a local **Complete Streets Policy** to align with the State policy
2	Adjust **Land Development Regulations** to include the following strategies: 1. Access management (i.e., requiring cross parcel connectivity where feasible, limiting number of access points, requiring Right In right Out (RIRO) access where other reasonable access exists) 2. Require traffic studies to review reasonable access and access alternatives to improve access management 3. Require traffic studies to include a multimodal review 4. Incorporate Complete Streets infrastructure elements (i.e., pedestrian and bicycle infrastructure such as sidewalks, bike racks, etc.) into new developments 5. Adjust language to recommended 10 ft lane width for local and collector roads instead of 12 ft width per lane
3	Formalize a **pavement marking review** schedule and identify markings to update
4	Establish a Moncks **Corner Safe Routes to School (SR2S)** Program to develop programing for K-8 schools such as school-based walking route maps, physical education curriculum on pedestrian safety, walk/bike/roll to school days)
5	Enhance **high school driver safety education** by hosting ThinkFast Interactive High School Drivers Education Experience in partnership with South Carolina Department of Public Safety (SCDPS)
6	Host a Town wide **public safety awareness campaign**: 1. Buckle Up seatbelt campaign 2. Driving Under the Influence (DUI) Memorial Day campaign 3. Speed limit awareness campaign (i.e., signage on Town light poles or billboards)
7	Expand the **Traffic Calming Program** to include countermeasures identified in SCDOT's Traffic Calming Policy
8	Commit to **bi-annual safety program reporting and evaluation** of effectiveness of safety initiatives
9	Establish a reoccurring meeting with the **Vision Zero Task Force** where dedicated staff responsible for overseeing and guiding the plan implementation

Mid-to-Long-Term Policy Strategy Recommendation	
1	Digitize **sidewalks and bicycle facility** locations and conditions in GIS to track gaps in the network and prioritize improvements
2	Implement **safety countermeasures** at priority corridors and intersections, informed by community input at project locations
3	Enhance speed management of Town owned vehicles through **intelligent speed assist (ISA) technologies**
4	Include a **community awareness event and education component** (i.e., social media post, signal cabinet wrap, lamp post banner, funny video made by Town staff, etc.) for each safety project / traffic calming project before construction begins (i.e., how to navigate an Rectangular Rapid Flashing Beacon (RRFB), how to navigate a Pedestrian Hybrid Beacon (PHB), how to use a roundabout, etc.)
5	Develop a structured **post-crash site location review process** (i.e., Crash Studio analysis, mini–Road Safety Audit, etc.)
6	Develop a **speed limit reduction plan** (SS4A funded)
7	Partner with Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) to support **EMS post-crash care technologies**

PROVEN SAFETY COUNTERMEASURES

How could we make Moncks Corner's streets **safer?**

Scan this QR code to learn more about proven safety countermeasures.

MONCKS CORNER SS4A

Speed Management

Appropriate Speed Limit for All Road Users

Revaluating posted speed limit based on context, speeding trends, and safety statistics.

Speed Safety Cameras

Using speed safety cameras to supplement traditional methods of enforcement, engineering, and education to alter social norms of speeding.

Variable Speed Limits

Varying speed limits through dynamic signs depending on live roadway and traffic conditions.

Roadway Departure

Enhanced Delineation for Horizontal Curves

Adding signage, pavement markings, and warnings at curves to reduce lane departures.

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Milled or raised elements on the pavement to alert drivers of lane departures.

Median Barriers

Longitudinal barriers that separate opposing traffic on a divided highway.

Roadside Design Improvements at Curves

Removing obstacles, improving roadway design and shoulder widths, and/or adding barriers along the roadside at curves.

SafetyEdge℠

Shaping the edge of the pavement to reduce abrupt, vertical drops.

Wider Edge Lines

Providing wider pavement markings along edge lines to increase visibility.

Crosscutting *(Across Numerous Categories)*

Lighting

Adding intersection and corridor lighting to improve visibility of and for all users.

Road Safety Audit

An assessment performed by a multidisciplinary team to identify and address safety issues and risks in a particular area.

Local Road Safety Plans

Developing a localized, data-centric safety plan to address safety issues (like this Moncks Corner Safety Action Plan).

Pavement Friction Management

Enhancing pavement with High Friction Surface Treatments to improve the ability to stop and/or stay on the road, especially in wet conditions.

Intersections

Backplates with Retroreflective Borders

Increasing visibility of traffic signals in both daytime and nighttime

Reduced Left-Turn Conflict Intersections

Altering how left-turns occur at intersections via provided U-turning opportunities

Yellow Change Intervals

Reevaluating yellow change intervals to reduce red-light running.

Corridor Access Management

Managing the number, type, and control of access points to reduce conflicts and confusion.

Roundabouts

Providing a circular configuration at intersections to reduce conflict points and vehicular speed.

Dedicated Left- and Right-Turn Lanes at Intersections

Adding turn lanes to remove turning vehicles from through-lanes of travel.

Systemic, Low-Cost Applications at Stop-Controlled Intersections

Enhanced signage and pavement markings to increase driver awareness and recognition.

Pedestrian/Bicyclist

Bicycle Lanes

Installing bicycle lanes (buffered and separated where possible).

Medians and Pedestrian Refuge Islands

Adding an area between opposing lanes to protect pedestrians while crossing a road.

Road Diets (Roadway Reconfiguration)

Reconfiguring roadways to provide turn lanes and other multimodal facilities.

Crosswalk Visibility Enhancements

Upgrading crosswalk ramps, pavement marking, lighting, and signage.

Pedestrian Hybrid Beacons

A traffic control device to help pedestrians cross higher-speed roadways at midblock crossings.

Walkways

Adding sidewalks and/or multiuse paths to provide a place for pedestrians to walk.

Leading Pedestrian Interval

Giving pedestrians opportunity to enter an intersection before vehicles between signal phases.

Rectangular Rapid Flashing Beacons (RRFB)

An enhanced, push button-activated crosswalk sign with flashing lights to alert drivers to pedestrian crossings.

Invitation: Safety Action Plan Stakeholder Meeting

Reply | Reply All | Forward

Wed 1/28/2026 11:51 AM

Jeff Lord <Jeff.Lord@monckscornersc.gov>

To council members; Antwan Richardson; James Jackson; michael.shirey@berkeleycountysc.gov; ben.waring@berkeleycountysc.gov; Carswell, Scott; Johnson, Joshua, A.; Kyle James; Kathryn Basha; Johnny Cribb; Danny Thrower; dan.owens@berkeleycountysc.gov; **+11 others**

Cc Justin Westbrook; Mitchell, Josh; Day, Stuart; Prunkl, Lauren; Marilyn Baker

This sender Jeff.Lord@monckscornersc.gov is from outside your organization.

You forwarded this message on 1/28/2026 11:58 AM.

Moncks Corner Safety Action Plan Stakeholder Meeting.ics
40 KB

Good morning,

The Town of Moncks Corner has recently begun development of a townwide Safety Action Plan (SAP) funded by a Safe Streets and Roads for All (SS4A) grant. This comprehensive plan will identify safety strategies and outline actions to improve roadway safety for all users—pedestrians, bicyclists, and drivers—throughout the Town.

You have been identified as a key stakeholder in this effort, and we respectfully request your participation in this important project. As part of the SAP development process, we invite you to attend an upcoming Stakeholder Group Meeting, where we will introduce the key components of the plan, share current safety data and trends, and engage in an interactive discussion on how to make transportation in Moncks Corner safer for everyone.

MONCKS CORNER
SS4A

Date: Wednesday, February 11th
Time: 2-4 p.m.
Location: Moncks Corner Town Hall
A calendar invitation is attached to this email.

This meeting will be held as a drop-in style workshop, allowing participants to arrive at any time during the scheduled window and stay for as long as their schedule permits. A separate public meeting will be held later, and surveys will be used to ensure all residents and interested parties have an opportunity to participate and provide input.

We hope you will be able to join us as we kick off this important planning effort. Your perspective and insight will help shape safety priorities and future investments across the transportation network in Town.

We hope to see you there!

Jeffrey V. Lord
Town Administrator
Town of Moncks Corner

Reminder: Safety Action Plan Stakeholder Meeting – February 11

Reply | Reply All | Forward

Mon 2/9/2026 9:07 AM

Jeff Lord <Jeff.Lord@monckscornersc.gov>

To council members; Antwan Richardson; James Jackson; michael.shirey@berkeleycountysc.gov; ben.waring@berkeleycountysc.gov; Carswell, Scott; Johnson, Joshua, A.; Kyle James; Kathryn Basha; Johnny Cribb; Danny Thrower; dan.owens@berkeleycountysc.gov; **+11 others**

Cc Justin Westbrook; Mitchell, Josh; Day, Stuart; Prunkl, Lauren; Marilyn Baker

This sender Jeff.Lord@monckscornersc.gov is from outside your organization.

Good morning,

I wanted to share a friendly reminder regarding the Town of Moncks Corner's upcoming Safety Action Plan (SAP) Stakeholder Group Meeting, funded through the Safe Streets and Roads for All (SS4A) grant.

As a key stakeholder, we value your perspective and hope you are able to participate. This meeting will provide an overview of the plan, highlight current safety data and trends, and offer an opportunity for discussion on improving roadway safety for all users throughout the Town.

MONCKS CORNER SS4A

Date: Wednesday, February 11
Time: 2:00–4:00 p.m.
Location: Moncks Corner Town Hall

The meeting will be held as a drop-in style workshop, so you are welcome to attend at any point during the scheduled time for as long as your schedule allows. A calendar invitation was included in the original email for your convenience.

We hope you will be able to join us as we begin this important planning effort. Please feel free to reach out if you have any questions.

We look forward to seeing you there.

Best regards,

Jeffrey V. Lord
Town Administrator
Town of Moncks Corner
PO Box 700
118 Carolina Avenue
Moncks Corner, SC 29461
Office: (843) 719-7910
www.monckscornersc.gov

Safety Action Plan Stakeholder Meeting

Reply | Reply All | Forward

Wed 2/25/2026 3:48 PM

Jeff Lord <Jeff.Lord@monckscornersc.gov>

To council members; Antwan Richardson; James Jackson; michael.shirey@berkeleycountysc.gov; ben.waring@berkeleycountysc.gov; Carswell, Scott; Johnson, Joshua, A.; Kyle James; Kathryn Basha; Johnny Cribb; Danny Thrower; dan.owens@berkeleycountysc.gov; **+11 others**

Cc Justin Westbrook; Mitchell, Josh; Day, Stuart; Prunkl, Lauren; Marilyn Baker

This sender Jeff.Lord@monckscornersc.gov is from outside your organization.

moncks_corner_safety_action_plan_public_engagement_1_boards.pdf
7 MB

Good afternoon,

Thank you to those of you who were able to join us a few weeks ago for our Stakeholder Group Meeting. We appreciate you giving your time to meet with us and give us your feedback on ways we can make transportation in Moncks Corner safer.

I wanted to follow up with you all to share the information that was provided at that meeting on February 11th. That information (on the project overview and crash history review) is attached. This information, and additional updates about the project will also be available at the project website: https://monckscornersc.gov/safety-action-plan

Also, if you would like to participate in the project's public survey and/or interactive map, two links are below. The survey is more traditional and questionnaire based, while the interactive map allows for participants to place points related to safety, lighting, speeding concerns, or other general ideas to improve safety. Please feel free to share these links with others as well.

Public Survey Link

Interactive Map Link

Thank you all again for your participation in this project.

Best,

Jeffrey V. Lord
Town Administrator
Town of Moncks Corner
PO Box 700
118 Carolina Avenue
Moncks Corner, SC 29461
Office: (843) 719-7910
www.monckscornersc.gov

SS4A Safety Action Plan Public Workshop Follow-up

Reply | Reply All | Forward

Wed 4/29/2026 10:04 AM

Jeff Lord <Jeff.Lord@monckscornersc.gov>

To council members; Antwan Richardson; James Jackson; michael.shirey@berkeleycountysc.gov; ben.waring@berkeleycountysc.gov; Carswell, Scott; Johnson, Joshua, A.; Kyle James; Kathryn Basha; Johnny Cribb; Danny Thrower; dan.owens@berkeleycountysc.gov; **+11 others**

Cc Justin Westbrook; Mitchell, Josh; Day, Stuart; Prunkl, Lauren; Marilyn Baker

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04_22_2026_public_meeting_boards.pdf
4 MB

04_22_2026_public_meeting_concept_plans_reduced.pdf
6 MB

Good morning,

Thank you to those of you who were able to join us a last week for our drop-in Public Workshop.

I wanted to follow up with you all to share the information that was provided at that meeting on April 22nd . This information, and additional updates about the project will also be available at the project website: https://monckscornersc.gov/safety-action-plan

Thank you all again for your participation in this project.

Best,

Jeffrey V. Lord
Town Administrator
Town of Moncks Corner
PO Box 700
118 Carolina Avenue
Moncks Corner, SC 29461
Office: (843) 719-7910
www.monckscornersc.gov

APPENDIX G

Benefit/Cost Calculation Worksheets

Back to Appendix Table of Contents

Click to navigate

Corridor C-1

No.	Improvement	CMF: ID	CMF: Stars	CMF: Applicability	CMF: CMF	Cost	Construction Life (Yrs)	Discount Factor	Serv. Life (Yrs)	NPV (Benefits)	B/C	CRF	Crash Data 2015 - 2024 Applicability: K	A	B	C	O	Notes	Crash Reduction Potential (number of crashes over 20 years): K	A	B	C	O
1	Provide access management through installation of a raised median along the entire length of the corridor, maintaining full access at existing and proposed signalized intersections, with U-turn bulbs provided, including additional inter-parcel connectivity to provide additional rerouting options. Provide additional dedicated right-turn lanes at driveways and side streets along the corridor.	2220	4	Angle All Injury	0.45	$4,200,000	1	3.1%	20	$9,977,000	2.38	55.0%		2	7	23	83	All angle crashes not at full access, not at night	0.0	2.2	7.7	25.3	91.3
2	Install lighting along the entire length of the corridor as well as at the signalized intersections at the corridor termini.	7776	4	All, All	0.68	$220,000	1	3.1%	20	$39,496,000	179.53	32.0%	4	5	9	29	103	All night crashes, except ped/bike crashes at mid-block crossing locations	2.6	3.2	5.8	18.6	65.9
3	Provide two mid-block pedestrian crossings with pedestrian refuge islands and pedestrian signals.	175	3	Ped, All	0.54	$220,000	1	3.1%	20	$22,463,000	102.10	46.0%	2		3			Mid block ped/bike crashes near crossings	1.8	0.0	2.8	0.0	0.0
4	Install a new traffic signal at the midpoint of the corridor to provide for additional mobility given restriction in access with proposed raised median as well as additional pedestrian crossing.	319	4	All, KABC	0.77	N/A (to be installed by others)	1	3.1%	20	$998,000	N/A	23.0%			3	7	20	All crashes (except rear ends)near intersection, not at night	0.0	0.0	1.4	3.2	9.2
5	Install high visibility crosswalks at all signalized crosswalk locations	4123	2	Vehicle/Pedestrian, All	0.6	$25,000	1	3.1%	20	$10,000	0.40	40.0%					1	Ped/bike crash nearest intersection, not at night	0.0	0.0	0.0	0.0	0.8
6	Remove right-turn channelization at both the US 17A intersection and at the US 52 Bypass/Rembert C Dennis Boulevard intersection	10246	2	Right-Turn, All Injury	0.53	$845,000	1	3.1%	20	$1,790,000	2.12	47.0%		1		2	26	All sideswipes for impacted movements, not at night	0.0	0.9	0.0	1.9	24.4
					TOTAL	$5,510,000				$74,734,000	13.56								4.40	6.34	17.60	48.96	191.66
																			FSI = 10.74		66.56		191.66
																			TOTAL = 268.96				

** Crash Costs | Fatality (K) = $15,988,000 | Serious Injury (A) = $1,705,100 | Minor Injury (B) = $384,000 | Possible Injury (C) = $204,600 | Property Damage Only (O) = $18,100*

Corridor C-2

No.	Improvement	CMF: ID	CMF: Stars	CMF: Applicability	CMF: CMF	Cost	Construction Life (Yrs)	Discount Factor	Serv. Life (Yrs)	NPV (Benefits)	B/C	CRF	Crash Data 2015 - 2024 Applicability: K	A	B	C	O	Notes	Crash Reduction Potential (number of crashes over 20 years): K	A	B	C	O
1	Provide access management through installation of a concrete raised median along the entire length of the corridor.	2220	4	Angle All Injury	0.45	$3,700,000	1	3.1%	20	$10,615,000	2.87	55.0%		2	7	28	70	All angle crashes not at full access, not at night	0.0	2.2	7.7	30.8	77.0
2	Install lighting along the entire length of the corridor as well as at the signalized intersections at the corridor termini.	7776	4	All, All	0.68	$420,000	1	3.1%	20	$20,107,000	47.87	32.0%	1	5	17	43	154	All night crashes, except ped/bike crashes at mid-block crossing locations	0.6	3.2	10.9	27.5	98.6
3	Provide two mid-block pedestrian crossings with pedestrian refuge islands and RRFBs.	175	3	Ped, All	0.54	$220,000	1	3.1%	20	$1,555,000	7.07	46.0%		1	1	1		Mid block ped/bike crashes near crossings	0.0	0.9	0.9	0.9	0.0
4	Install a new traffic signal at Grace Street/Stony Landing Road to provide for additional mobility given restriction in access with proposed raised median as well as to provide an additional signalized pedestrian crossing.	319	4	All, KABC	0.77	$435,000	1	3.1%	20	$964,000	2.22	23.0%			2	9	13	All crashes (except rear ends)near intersection, not at night	0.0	0.0	0.9	4.1	6.0
5	Install high visibility crosswalks at all signalized crosswalk locations and major sidestreet locations.	4123	2	Vehicle/Pedestrian, All	0.6	$30,000	1	3.1%	20	$605,000	20.17	40.0%			2	1	3	Ped/bike crash nearest intersection, not at night	0.0	0.0	1.6	0.8	2.4
6	Convert NB and SB left-turn phasing form permissive to protected-permissive at the US 52 Bypass/Rembert C Dennis Boulevard/Old Highway 52 intersection.	4270	5	Left-Turn Crashes	0.862	$35,000	1	3.1%	20	$0	0.00	13.8%						Crashes captured in Improvement #8 item	0.0	0.0	0.0	0.0	0.0
7	Remove right-turn channelization at the US 17A intersection and at the US 52 Bypass/Rembert C Dennis Boulevard/Old Highway 52 intersection	10246	2	Right-Turn, All Injury	0.53	$360,000	1	3.1%	20	$0	0.00	47.0%			1	1	22	All sideswipes for impacted movements, not at night	0.0	0.0	0.9	0.9	20.7
8	Install dual left-turn lanes along US 52 at the Old Hwy 52 intersection (providing protected left-turning movements) and convert other two left-turn approaches to protected-permissive phasing, with provision of a left-turn lanes.	7852	3	All, KABC	0.73	$2,000,000	1	3.1%	20	$6,545,916	3.27	27.0%		3	9	30	96	All crashes at intersection except night, sideswipe, ped	0.0	1.6	4.9	16.2	51.8
					TOTAL	$7,200,000				$40,391,916	5.61								0.64	7.94	27.82	81.32	256.46
																			FSI = 8.58		109.14		256.46
																			TOTAL = 374.18				

** Crash Costs | Fatality (K) = $15,988,000 | Serious Injury (A) = $1,705,100 | Minor Injury (B) = $384,000 | Possible Injury (C) = $204,600 | Property Damage Only (O) = $18,100*

Corridor C-3

No.	Improvement	CMF: ID	CMF: Stars	CMF: Applicability	CMF: CMF	Cost	Construction Life (Yrs)	Discount Factor	Serv. Life (Yrs)	NPV (Benefits)	B/C	CRF	Crash Data 2015 - 2024 Applicability: K	A	B	C	O	Notes	Crash Reduction Potential (number of crashes over 20 years): K	A	B	C	O
1	Provide access management through installation of raised median at Bonnoitt Steet/Heatley Street, between McKnight Street and Belt Drive, and east of Martin Luther King Drive.	2220	4	Angle All Injury	0.45	$2,100,000	1	3.1%	20	$7,563,000	3.60	55.0%		1	6	26		Fatal/injury angle crashes along corridor at locations with proposed raised median, excluding crashes included for countermeasures 2 to 10	0.0	1.1	6.6	28.6	0.0
2	Install spot lighting at intersections of SC 6/W Main Street, McKnight Street, and at US 52.	7776	4	All, All	0.68	$168,000	1	3.1%	20	$4,076,000	24.26	32.0%		3	2	8	62	All night crashes at SC 6/Main St, excluding ped crashes; All night crashes at McKnight St, exlcuding fatal/injury angle crashes and ped crashes; All night crashes at US 52, excluding fatal/injury angle crashes, fatal/linjury crashes involving SB vehicle/right turn or sideswipe, and ped crashes	0.0	1.9	1.3	5.1	39.7
3	Provide median refuge islands for three existing pedestrians crossings and one new crossing near Heatley Street/Bonnoitt Street. Provide RRFBs at the new crossing.	175	3	Ped, All	0.54	$285,000	1	3.1%	20	$1,567,000	5.50	46.0%		1	1	1	1	All midblock ped crashes	0.0	0.9	0.9	0.9	0.9
4	Install a new traffic signal at Cooper Street to provide for additional mobility and regional connectivity as well as another pedestrian crossing location.	319	4	All, KABC	0.77	$435,000	1	3.1%	20	$624,000	1.43	23.0%			1	5	24	All fatal/injury crashes at Cooper St, excluding ped crashes	0.0	0.0	0.5	2.3	11.0
5	Install high visibility markings at all signalized crosswalks, major side streets, and marked midblock crosswalks.	4123	2	Ped, All	0.60	$42,000	1	3.1%	20	$2,021,000	48.12	40.0%		2			1	All non-midblock ped crashes (i.e., at signals)	0.0	1.6	0.0	0.0	0.8
6	Convert northbound and southbound US 17A left-turn phasing from permissive to protected-permissive at the Belt Drive signal.	4270	5	Left-Turn, All	0.86	$35,000	1	3.1%	20	$680,000	19.43	13.8%		1	2	4	3	Crashes with NB vehicle/left turn or SB vehicle/left turn at Belt Dr, excluding ped crashes	0.0	0.3	0.6	1.1	0.8
7	Remove southbound right-turn channelization at the US 52 intersection.	10246	2	Right-Turn, All Injury	0.53	$330,000	1	3.1%	20	$833,047	2.52	47.0%			1	4		Fatal/injury crashes involving SB vehicle/right turn or sideswipe at US 52, excluding ped crashes	0.0	0.0	0.0	0.2	0.0
8	Restripe left-turn lanes along side streets at the existing Belt Drive signalized intersection along with formalizing the channelizing islands for the westbound right-turn.	6095	3	All, All	0.66	$45,000	1	3.1%	20	$1,133,099	25.18	33.8%			1	8	14	All crashes at Belt Dr, excluding ped crashes and crashes with NB vehicle/left turn or SB vehicle/left turn	0.0	0.0	0.0	0.3	0.5
9	Install No Right-Turn on Red signage for each right-turning movement at the SC 6/Main Street intersection.	1746	-	All, All	0.77	$5,000	1	3.1%	20	$3,910,144	49.68	23.0%		1	5	26	143	All crashes at SC 6/Main St, except night and ped crashes	0.0	0.0	0.1	0.6	3.3
10	Provide leading pedestrian interval for pedestrian movements and install Left Turning Vehicles Yield to Peds signage at the SC 6/Main Street intersection.	9918	5	Ped, All	0.87	$3,000	1	3.1%	20	$0	0.00	13.0%	0	0	0	0	0	Not used	0.0	0.0	0.0	0.0	0.0
					TOTAL	$3,448,000				$22,407,290	6.50								0.00	5.84	10.01	39.10	57.03
																			FSI = 5.839		49.11		57.0302
																			TOTAL = 111.9774				

** Crash Costs | Fatality (K) = $15,988,000 | Serious Injury (A) = $1,705,100 | Minor Injury (B) = $384,000 | Possible Injury (C) = $204,600 | Property Damage Only (O) = $18,100*

Corridor C-4

No.	Improvement	CMF: ID	CMF: Stars	CMF: Applicability	CMF: CMF	Cost	Construction Life (Yrs)	Discount Factor	Serv. Life (Yrs)	NPV (Benefits)	B/C	CRF	Crash Data 2015 - 2024 Applicability: K	A	B	C	O	Notes	Crash Reduction Potential (number of crashes over 20 years): K	A	B	C	O
1	Convert the full-access intersection of Red Leaf Boulevard to a reduced conflict intersection (RCI), providing U-turn bulbs to the north and south of the intersection.	4884	3	All, All Injury	0.37	$3,100,000	1	3.1%	20	$14,737,000	4.75	63.0%		5	9	19		All fatal/injury crashes at Red Leaf	0.0	6.3	11.3	23.9	0.0
2	Install intersection lighting at Cypress Gardens Road and Red Leaf Boulevard.	7776	4	All, All	0.68	$115,000	1	3.1%	20	$3,565,000	31.00	32.0%		1	4	15	69	All night crashes at Cypress Gardens and Red Leaf intersections, except WB left turn crashes at Cypress Gardens and fatal/injury crashes at Red Leaf	0.0	0.6	2.6	9.6	44.2
3	Install dual-erected signal ahead signs with cross street name plaques and flashers or add cross street name plaques and flashers to existing signal ahead sign assemblies.	8465	5	All, All	0.745	$160,000	1	3.1%	20	$15,554,000	97.21	25.5%	1	3	14	50	258	All crashes at Cypress Gardens and Foxbank Plantation, except night crashes and crashes with WB vehicle/left turn at Cypress Gardens	0.5	1.5	7.1	25.5	131.6
4	Convert westbound left-turn signal phasing at Cypress Gardens Road from permissive to protected-permissive.	4270	5	Left Turn, All	0.862	$20,000	1	3.1%	20	$1,217,000	60.85	13.8%		1	7	6	20	All crashes with WB vehicle/left turn at Cypress Gardens	0.0	0.3	1.9	1.7	5.5
					TOTAL	$3,395,000				$35,073,000	10.33								0.51	8.75	22.97	60.70	181.26
																			FSI = 9.256		83.67		181.26
																			TOTAL = 274.184				

** Crash Costs | Fatality (K) = $15,988,000 | Serious Injury (A) = $1,705,100 | Minor Injury (B) = $384,000 | Possible Injury (C) = $204,600 | Property Damage Only (O) = $18,100*

Corridor C-5

No.	Improvement	CMF: ID	CMF: Stars	CMF: Applicability	CMF: CMF	Cost	Construction Life (Yrs)	Discount Factor	Serv. Life (Yrs)	NPV (Benefits)	B/C	CRF	Crash Data 2015 - 2024 Applicability: K	A	B	C	O	Notes
1	Install rectangular rapid flashing beacons (RRFBs) and pedestrian refuge islands at midblock crosswalks along the corridor.	11158	4	Ped, All	0.31	$420,000	1	3.1%	20	$0	0.00	69.0%	0	0	0	0	0	Ped crashes along corridor not at Broughton/Murray or at US 17A
2	Provide westbound left-turn lane along SC 6/W Main Street at the Broughton Road/Murray Drive intersection. Realign the northbound Murray Drive approach to align with Broughton Road to be included in the existing signal operations.	262	4	All, All	0.9	$1,680,000	1	3.1%	20	$412,000	0.25	10.0%			1	8	43	All crashes at Broughton/Murray, except crashes with EB vehicle/left turn movement
3	Convert eastbound left-turn phasing along SC 6/Main Street at Broughton Road from permissive to protected-permissive.	4270	5	Left Turn, All	0.862	$20,000	1	3.1%	20	$127,000	6.35	13.8%			1	1	2	All crashes with EB vehicle/left turn movement at Broughton/Murray
4	Install No Right-Turn on Red signage for each right-turning movement at the US 17A intersection.	1746	-	All, All	0.77	$5,000	1	3.1%	20	$4,500,000	900.00	23.0%		2	5	26	145	All daytime crashes at US 17A
5	Provide leading pedestrian interval for pedestrian movements at the US 17A intersection. Install Left Turning Vehicles Yield to Peds signage at the Broughton Road/Murray Drive and US 17A intersections.	9918	5	Ped, All	0.87	$3,000	1	3.1%	20	$0	0.00	13.0%	0	0	0	0	0	Not used
6	Install spot lighting at intersection of US 17A.	7776	4	All, All	0.68	$55,000	1	3.1%	20	$1,019,000	18.53	32.0%				8	29	All night crashes at US 17A
					TOTAL	$2,183,000				$6,058,000	2.78							

Crash Reduction Potential (number of crashes over 20 years)	K	A	B	C	O
1	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.2	1.6	8.6
3	0.0	0.0	0.3	0.3	0.6
4	0.0	0.9	2.3	12.0	66.7
5	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	5.1	18.6
	0.00	0.92	2.78	18.96	94.41
	FSI = 0.92		21.73		94.412
	TOTAL = 117.064				

** Crash Costs | Fatality (K) = $15,988,000 | Serious Injury (A) = $1,705,100 | Minor Injury (B) = $384,000 | Possible Injury (C) = $204,600 | Property Damage Only (O) = $18,100*

Corridor C-6

No.	Improvement	CMF: ID	CMF: Stars	CMF: Applicability	CMF: CMF	Cost	Construction Life (Yrs)	Discount Factor	Serv. Life (Yrs)	NPV (Benefits)	B/C	CRF	Crash Data 2015 - 2024 Applicability: K	A	B	C	O	Notes	Crash Reduction Potential (number of crashes over 20 years): K	A	B	C	O
1	Install rectangular rapid flashing beacons (RRFBs) and pedestrian refuge islands at midblock crosswalks along the corridor.	11158	4	Ped, All	0.31	$700,000	1	3.1%	20	$0	0.00	69.0%	0	0	0	0	0	Not used	0.0	0.0	0.0	0.0	0.0
2	Install No Right-Turn on Red signage for each right-turning movement at the US 17A intersection and at the Carolina Ave approach at the Carolina Ave signal.	1746	-	All, All	0.77	$7,000	1	3.1%	20	$4,224,000	603.43	23.0%		1	5	30	149	All crashes at US 17A, excluding night and ped crashes; All crashes at Carolina Ave, excluding crashes involving an EB vehicle/left turn and ped crashes	0.0	0.5	2.3	13.8	68.5
3	Provide leading pedestrian interval for pedestrian movements and add Left Turning Vehicles Yield to Peds signage at the US 17A intersection.	9918	5	Ped, All	0.87	$3,000	1	3.1%	20	$0	0.00	13.0%	0	0	0	0	0	Not used	0.0	0.0	0.0	0.0	0.0
4	Install spot lighting at intersection of US 17A.	7776	4	All, All	0.68	$55,000	1	3.1%	20	$1,019,000	18.53	32.0%				8	29	All night crashes at US17A	0.0	0.0	0.0	5.1	18.6
5	Install speed feedback signs to emphasize existing 25 mph and 30 mph speed limits in central portion of the corridor.	79	3	All, Injury	0.59	$32,000	1	3.1%	20	$2,535,000	79.22	41.0%			4	13		All injury crashes from east of US 17A to east of Mims St, excluding crashes included for countermeasures 1 to 4 and 6 to 10	0.0	0.0	3.3	10.7	0.0
6	Install high visibility crosswalks at various mid-block and signalized intersection locations where currently absent.	4123	2	Ped, All	0.60	$20,000	1	3.1%	20	$2,032,000	101.60	40.0%		2			2	All ped crashes	0.0	1.6	0.0	0.0	1.6
7	Formalize on-street parking throughout the corridor where demand/cross-section allows.	N/A	N/A	N/A	N/A	$6,000	1	3.1%	20	$0	-	N/A	0	0	0	0	0	N/A					
8	Install pedestrian phasing, push buttons, and countdown signal heads at the Carolina Ave signalized intersection.	8790	5	All, All	0.91	$30,000	1	3.1%	20	$0	0.00	8.8%	0	0	0	0	0	Not used	0	0	0	0	0
9	Install retroreflective backplates to all signal heads at the Carolina Ave signalized intersection.	1410	4	All, All	0.85	$3,000	1	3.1%	20	$0	0.00	15.0%	0	0	0	0	0	Not used	0	0	0	0	0
10	Convert existing eastbound left-turn signal head to three-section flashing yellow arrow signal head at Carolina Ave signalized intersection.	7700	3	Left-Turn, All	0.50	$10,000	1	3.1%	20	$0	0.00	50.2%					1	All crashes at Carolina Ave involving an EB vehicle/left turn, excluding ped crashes	0	0	0	0	0.0502
					TOTAL	$866,000				$9,810,000	11.33								0.00	2.06	5.58	29.58	88.75
																			FSI = 2.06		35.16		88.7502
																			TOTAL = 125.9702				

** Crash Costs | Fatality (K) = $15,988,000 | Serious Injury (A) = $1,705,100 | Minor Injury (B) = $384,000 | Possible Injury (C) = $204,600 | Property Damage Only (O) = $18,100*

Corridor C-7

No.	Improvement	CMF: ID	CMF: Stars	CMF: Applicability	CMF: CMF	Cost	Construction Life (Yrs)	Discount Factor	Serv. Life (Yrs)	NPV (Benefits)	B/C	CRF	Crash Data 2015 - 2024 Applicability: K	A	B	C	O	Notes	Crash Reduction Potential (number of crashes over 20 years): K	A	B	C	O
1	Lower the speed limit from 55 mph to 45 mph throughout the entire corridor.	1239	2	All, All	0.96	$7,000	1	3.1%	20	$837,000	119.57	4.0%		4	7	17	67	All crashes, excluding those included for countermeasures 2 to 7	0.0	0.3	0.6	1.4	5.4
2	Install signal ahead sign with cross street name plaque and flashers (adding flashers to existing signs where needed) at Grande Tree Dr/Garrott Ave (if signalized), US 52, and Old Hwy 52. Install intersection ahead sign with cross street name plaque at both approaches of all major unsignalized intersections (Yorkshire Dr, Cypress Preserve Blvd/Old Depot Rd, and Bald Cypress Drive).	8465	5	All, All	0.745	$150,000	1	3.1%	20	$12,272,000	81.81	25.5%	1	3	7	31	139	All PDO crashes at Grande Tree Dr/Garrott Ave; All crashes at US 52 excluding night crashes and crashes with WB vehicle/left turn; All crashes at Old Hwy 52 except crashes with left turn; All crashes at Yorkshire Dr and Cypress Preserve Blvd/Old Depot Rd	0.5	1.5	3.6	15.8	70.9
3	Install intersection lighting at US 52 intersection.	7776	4	All, All	0.68	$55,000	1	3.1%	20	$4,831,000	87.84	32.0%		2	6	17	58	Night crashes at US 52	0.0	1.3	3.8	10.9	37.1
4	Install horizontal curve warning signs, chevron alignment signs, and edge line rumble strips at both horizontal curves (east and west of US 52) as needed.	2436	4	Non-Intersection, All	0.96	$11,000	1	3.1%	20	$0	0.00	4.0%	0	0	0	0	0	Not used	0.0	0.0	0.0	0.0	0.0
5	Convert signal phasing on westbound approach from permissive to protected-permissive at the US 52 intersection and convert signal phasing on all approaches from permissive to protected-permissive at the Old Hwy 52 intersection.	4270	5	Left-Turn, All	0.86	$75,000	1	3.1%	20	$1,374,000	18.32	13.8%		1	5	13	26	Crashes at US 52 with WB vehicle/left turn, excluding night crashes; Crashes at Old Hwy 52 with left turn	0.0	0.3	1.4	3.6	7.2
6	Install westbound left-turn lane along Cypress Gardens Road at Bald Cypress Drive.	253	4	All, All	0.56	$450,000	1	3.1%	20	$12,719,000	28.26	44.0%	1	1	2	5	7	All crashes at Bald Cypress Dr	0.9	0.9	1.8	4.4	6.2
7	Install a traffic signal or roundabout at the intersection with Grande Tree Drive/Garrott Avenue.	319	4	All, Fatal/Injury	0.77	$1,100,000	1	3.1%	20	$1,601,000	1.46	23.0%		1	2	11		Fatal/injury crashes at Grande Tree Dr/Garrott Ave	0.0	0.0	0.0	0.3	0.0
					TOTAL	$1,848,000				$33,634,000	18.20								1.39	4.31	11.16	36.29	126.71
																			FSI = 5.699		47.45		126.706
																			TOTAL = 179.852				

** Crash Costs | Fatality (K) = $15,988,000 | Serious Injury (A) = $1,705,100 | Minor Injury (B) = $384,000 | Possible Injury (C) = $204,600 | Property Damage Only (O) = $18,100*

Corridor C-8

No.	Improvement	CMF: ID	CMF: Stars	CMF: Applicability	CMF: CMF	Cost	Construction Life (Yrs)	Discount Factor	Serv. Life (Yrs)	NPV (Benefits)	B/C	CRF	Crash Data 2015 - 2024 Applicability: K	A	B	C	O	Notes	Crash Reduction Potential (number of crashes over 20 years): K	A	B	C	O
1	Provide positive offset for all left-turn lanes at existing and planned major unsignalized intersections (at Emerald Isle Dr, Berkeley Electric Co-op Driveway, Moss Grove Dr/Verbena Way, Mountain Pine Rd, Wigfall St/Hopkins Dr, Shine Ln/Obies Rd, and Merrimack Blvd.	6096	3	All, Fatal/Injury	0.644	$5,300,000	1	3.1%	20	$17,301,000	3.26	35.6%	1	1	19	39		Fatal/injury crashes at all intersections with proposed improvements	0.7	0.7	13.5	27.8	0.0
2	Install wide (6") edge lines along entirety of corridor and add dashed lines on inside lane through unsignalized intersections to delineate travel way for vehicles storing in median(s).	4736	4	All, All	0.825	$42,000	1	3.1%	20	$8,018,000	190.90	17.5%	1	3	10	17	147	All crashes excluding those included for countermeasures 1 and 3 to 7	0.4	1.1	3.5	6.0	51.5
3	Install southbound right-turn lane along US 52 at Merrimack Boulevard.	285	4	All, All	0.86	$250,000	1	3.1%	20	$56,000	0.22	14.0%					15	PDO crashes at Merrimack	0.0	0.0	0.0	0.0	4.2
4	Remove acceleration lane in southbound direction along US 52 departing Gaillard Rd and install an eastbound right-turn lane along Gaillard Road approaching US 52.	10992	3	All, All	0.834	$300,000	1	3.1%	20	$2,317,000	7.72	16.6%		1	4	24	73	All crashes at Gaillard, excluding crashes with EB vehicle/left turn or WB vehicle/left turn	0.0	0.3	1.3	8.0	24.2
5	Convert the eastbound and westbound left-turn phasing along Gaillard Road from permissive to protected-permissive phasing.	4270	5	Left-Turn, All	0.86	$35,000	1	3.1%	20	$1,549,000	44.26	13.8%		2	4	12	12	Crashes with EB vehicle/left turn or WB vehicle/left turn at Gaillard	0.0	0.6	1.1	3.3	3.3
6	Install a new traffic signal on US 52 at Robin Wood Blvd/ Ben Barron Ln.	319	4	All, Fatal/Injury	0.77	$435,000	1	3.1%	20	$815,000	1.87	23.0%			2	8		Fatal/injury crashes at Robin Wood/Ben Barron	0.0	0.0	0.9	3.7	0.0
7	Install dual-erected signal ahead signs with cross street name plaques and flashers in advance of Robin Wood Boulevard/Ben Barron Lane (planned signalized intersection).	8465	5	All, All	0.75	$160,000	1	3.1%	20	$68,000	0.43	25.5%					10	PDO crashes at Robin Wood/Ben Barron	0.0	0.0	0.0	0.0	0.3
					TOTAL	$6,522,000				$30,124,000	4.62								1.06	2.65	20.38	48.68	83.45
																			FSI = 3.708		69.06		83.453
																			TOTAL = 156.219				

** Crash Costs | Fatality (K) = $15,988,000 | Serious Injury (A) = $1,705,100 | Minor Injury (B) = $384,000 | Possible Injury (C) = $204,600 | Property Damage Only (O) = $18,100*