ANDERSON COUNTY
SOUTH CAROLINA

ANDERSON COUNTY
COMPREHENSIVE SAFETY ACTION PLAN

April 29, 2026, Draft

BOLTON & MENK
Real People. Real Solutions.

Mead & Hunt

THREE OAKS ENGINEERING

WOODVALLEY
COMMUNITY STRATEGIES

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Acknowledgments

Anderson County Oversight Committee

Brittany McAbee
Bee Baker
Steve Newton
Jonathan Fox

Consultant Team

Bolton & Menk
Mead & Hunt
Three Oaks Engineering
Woodvalley Community Strategies

RESOLUTION 2026-017

A RESOLUTION ESTABLISHING A VISION ZERO POLICY TOWARDS ZERO TRAFFIC DEATHS AND SEVERE INJURIES, AND OTHER MATTERS RELATED THERETO.

WHEREAS, people who live, work, visit, and play in Anderson County deserve to be able to go about the County without fear of death or serious injury in their travels; and

WHEREAS, the Anderson County Council recognizes that transportation safety is a key part of making Anderson County a place that works for all; and

WHEREAS, crashes resulting in death or serious injury are not a foregone conclusion, and by understanding how, why, where, and to whom they happen, the County can make design and policy decisions that help drive down the numbers of these events; and

WHEREAS, implementing a commitment to reducing and eventually eliminating traffic fatalities and serious injuries will require significant participation from and coordination with partner agencies and across departments; and

WHEREAS, Anderson County is poised to implement Vision Zero safety-focused projects and strategies in a variety of ways; and

WHEREAS, by making this commitment, Anderson County is joining nationwide efforts that are making a commitment to eliminate traffic deaths and serious injuries on streets;

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Anderson County Council that:

1. a. The Anderson County Council hereby commits to a goal of zero traffic deaths and serious injuries on all streets in the County, with an interim goal of a 50 percent reduction in fatal and serious injury crashes within 25 years.

   b. Anderson County understands that achieving this ambitious goal will require significant and ongoing coordination with partner agencies, including the South Carolina Department of Transportation, local MPOs, and local communities.

   c. Anderson County acknowledges that achieving this Vision Zero commitment will require significant staff effort and financial resources over a sustained period, and that prioritizing safety investments will need to be elevated in the planning of future projects and policies.

2. All orders and resolutions in conflict herewith are, to the extent of such conflict only, repealed and rescinded.

3. Should any part or portion of this resolution be deemed unconstitutional or otherwise unenforceable by any court of competent jurisdiction, such finding shall not affect the remainder hereof, all of which is hereby deemed separable.

4. This resolution shall take effect and be in force immediately upon enactment.

Resolved in meeting duly assembled this 7th day of April, 2026.

ATTEST:

Rusty Burns
Anderson County Administrator

Tommy Dunn
Chairman

Renee Watts
Clerk to County Council

APPROVED AS TO FORM:

Leon C. Harmon
Anderson County Attorney

MEMORANDUM

ANDERSON COUNTY ROADS & BRIDGES

DATE: **April 3, 2026**

TO: **Steve Newton**
Government Affairs Director

FROM: **Brittany McAbee**
Traffic Engineering

SUBJECT: **Resolution Establishing a Vision Zero Policy to Work Towards Zero Traffic Deaths and Severe Injuries**

In 2023, Anderson County was awarded a grant through the Safe Streets for All program for the development of a Safety Action Plan. Through public meetings with the public, both pop up and scheduled, and comments we received on the interactive map and surveys, we have nearly completed the plan. Each Safety Action Plan must include seven criteria. The first criterion is the governing body publicly committing to the eventual goal of zero roadway fatalities and serious injuries as well as committing to setting a target date to achieve a reduction in roadway fatalities and serious injuries.

While the resolution is required by the Safety Action Plan, it is imperative that we reduce fatalities and serious injuries in Anderson County citizens and visitors. By making this commitment, we join South Carolina's Target Zero initiative of zero traffic-related deaths in the state and the nationwide, nonprofit campaign Vision Zero which seeks to eliminate traffic fatalities and severe injuries among all road users. This commitment establishes our efforts for a safer future on our roadways. This resolution and the 4 E's of traffic safety (Engineering, Enforcement, Education, and Emergency Medical Services) will help identify future projects as well as establish our commitment in the pursuit of future grants and funding opportunities. **The resolution does not bind us to a set financial commitment**—it serves as a tool for guiding future decision making in the interest of promoting public safety.

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Contents

Section 1. Introduction

This chapter provides an overview of the Safe Streets for All (SS4A) program and defines the study area for the Anderson County Comprehensive Safety Action Plan. It summarizes the planning process, which includes safety analysis, community engagement, and the identification of recommendations. Additionally, this chapter reviews previous plans and studies.

SS4A Overview

What is a Safe Streets for All (SS4A) Safety Action Plan?

A Safe Streets for All Safety Action Plan provides federal support for planning and infrastructure initiatives aimed at preventing deaths and serious injuries of all roadway users, including pedestrians, bicyclists, micro-mobility users, commercial vehicle operators, transit riders, and motorists. In order to do this, the Safety Action Plan is composed of numerous pieces that will be expanded upon through this document: Leadership Commitment and Goal Setting, Planning Structure, Safety Analysis, Engagement and Collaboration, Equity Considerations, Policy and Process Changes, Strategy and Project Selections, and Progress and Transparency. Together these items will work to create positive change in Anderson County and make our roadways safer.

Through the completion of this Comprehensive Safety Action Plan, Anderson County will continue its commitment to create a safe transportation system for its residents, visitors, and businesses. This plan establishes the following goals:

- Identify high crash locations
- Engage the community to receive feedback on problem locations and mitigation strategies
- Recommend design treatments at high crash locations (both intersections and roadway segments) aimed at reducing crashes.

How do we Achieve Zero Deaths and Serious Injuries?

Source: FHWA

A Safe Systems Approach is a guiding model to address safety on our roads. The Safe System Approach has been developed and adopted by the United States Department of Transportation as an effective way to address and mitigate the safety risks posed by our transportation systems.

The Safe System Approach includes five objectives that are reinforced through six principles. These objectives and principles create a holistic approach to make our transportation systems and public rights-of-way safer for people. Compared to traditional road safety practices, the Safe System Approach focuses on the design and operation of our transportation systems to anticipate human mistakes and lessen the impact of crashes to save lives.

Study Area

Anderson County sits within South Carolina's Upstate region and is located between the Savannah River/Georgia border and Greenville County. The County seat is in Anderson, located in the middle of the County.

The County was home to approximately 207,000 people in 2020, according to the US Census Bureau. The County has numerous high volume roadways including Interstate 85 and US 29, 76 and 178 and sits just south of Pickens County, including Clemson University. Anderson County was historically a center of textile production, with multiple mills just outside the city of Anderson itself, and is still a significant manufacturing hub. The county is also home to Lake Hartwell, a recreational lake over 50,000 acres in size.

Safety Overview

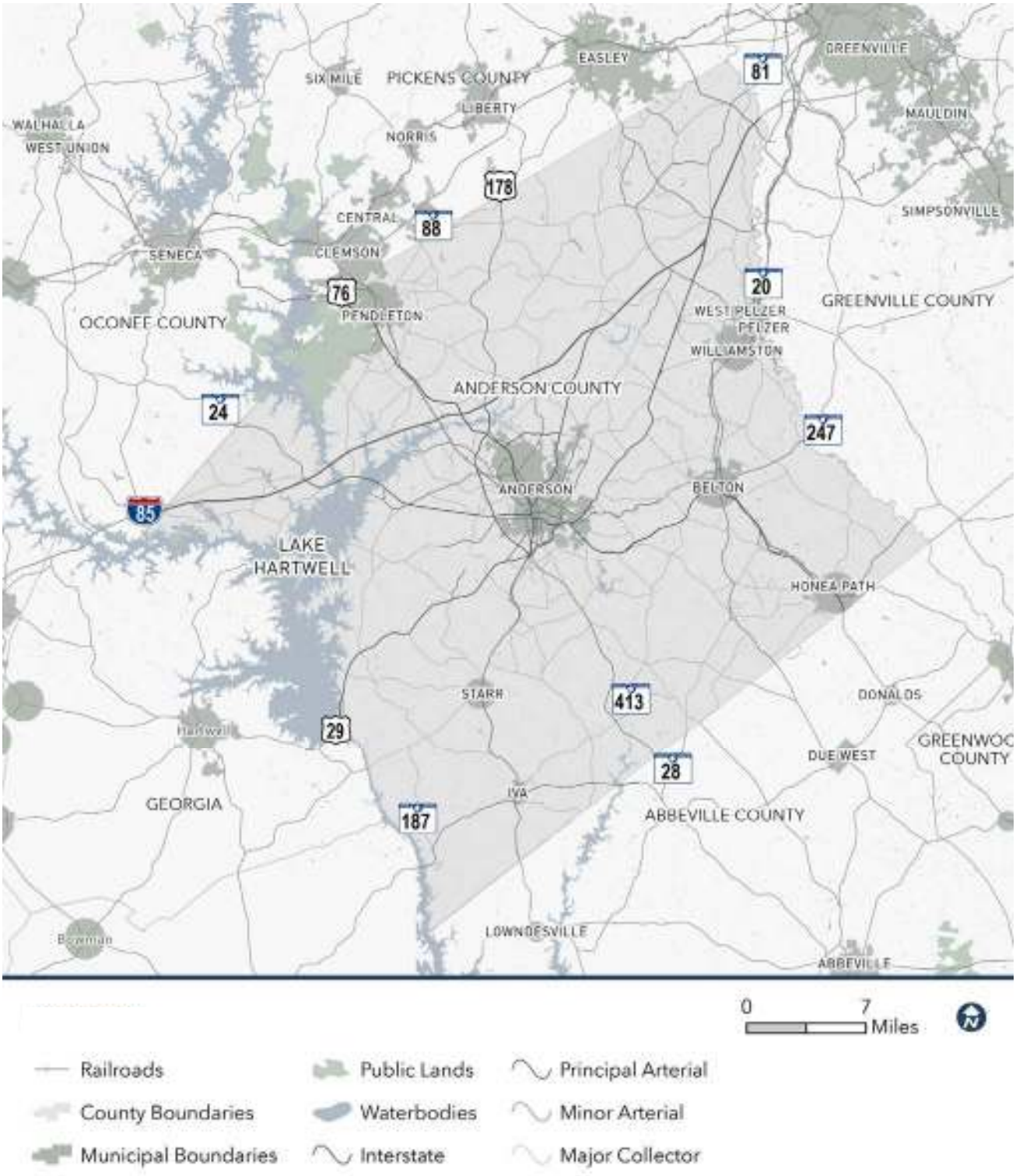
For the Fiscal Funding year of 2024 to 2026, the South Carolina Department of Public Safety published their Triennial Highway Safety Plan. Within this plan, statewide crash data was analyzed to identify problems and create a set of countermeasure strategies. Based on this report, Anderson County is the 7th highest county in the state for fatal and serious injury collisions (2017-2021), which makes up approximately 4.5% of the states collisions. Additionally, Anderson County is the 7th highest for pedestrian fatalities, approximately 5% of state fatal crashes and 13th highest in fatal and serious injury collisions for bicycles.

These statistics do not account for the non-fatal and serious injury crashes that occur in Anderson County. On average, from 2017 through 2024, 15 car crashes happen every day and 5 people are injured every day on Anderson County roadways.

These statistics provide the foundation and prove the desperate need for a Comprehensive Safety Action Plan which has three main objectives:

1. Identify high crash locations
2. Engage the community to receive
3. Recommend design treatments at high crash locations (both intersections and roadway segments) aimed at reducing crashes.

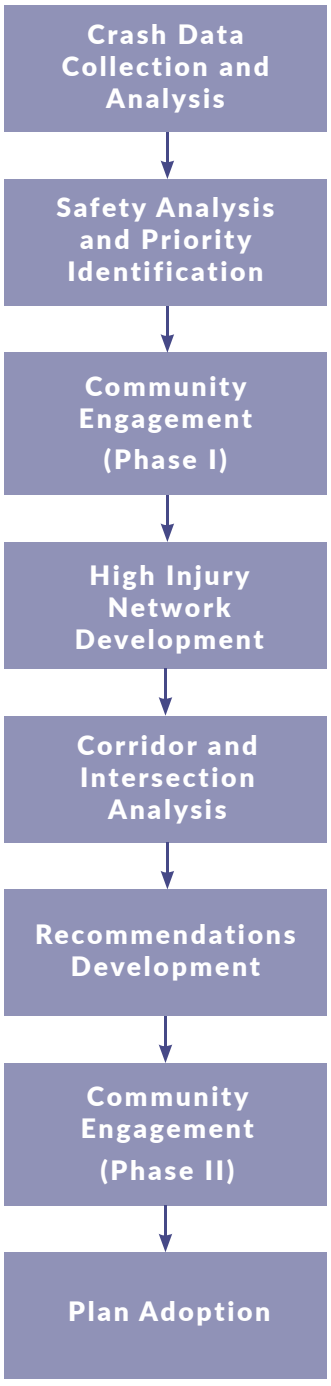
Figure 1. Study Area



Planning Process

The planning process began with a review of crash data and roadway characteristics to identify safety trends and areas of concern. This analysis informed development of the High Injury Network and evaluation of high-risk corridors and intersections, resulting in targeted safety recommendations including short and long term countermeasures strategies. Community and stakeholder engagement was conducted throughout the process and carried through to plan adoption.

Figure 2. Planning Process



Safety Review and Phase I Engagement

Safety Review

An initial safety review was conducted throughout the County to understand which corridors have significant rates of crashes and where hot spots may be located. Crash data requested from the South Carolina Department of Public Safety (SCDPS) for the years 2017 to 2024 was used to inform the analysis. The crash reports gave the crash location, the manner of collision, and the severity, which helps to inform potential recommendations. The full safety review is located in Section 3. Safety Analysis.

Areas of Concern

Using census block data from the US Census Bureau, a number of visuals were created to identify populations that may be underrepresented in planning processes or may be considered a vulnerable road user. The National Safety Council defines a vulnerable road user as anyone not protected by an outside shield (such as the body of a car) while on the road. These users can include, but are not limited to, pedestrians, bicyclists, mobility aid users (such as wheelchairs), micro-mobility users, and motorcyclists.

The following populations were identified in Anderson County:

- Households with a Disability
- Households without a Vehicle
- Population living below the Poverty Line
- Population identifying as Black or African American
- Population identifying as Hispanic or Latino
- Population over 65 years of age
- Population under 17 years of age

After the populations were individually mapped, the census blocks were compiled to show where there are concentrations, and where the most need for road safety improvements may be needed. The census blocks that showed the most potential need include those in and around southern Anderson, along the SC 413 corridor, around Iva, northeast Belton, and Piedmont along the US 29 corridor.

See Figures 3 for details on areas of concerns.

Phase I Engagement

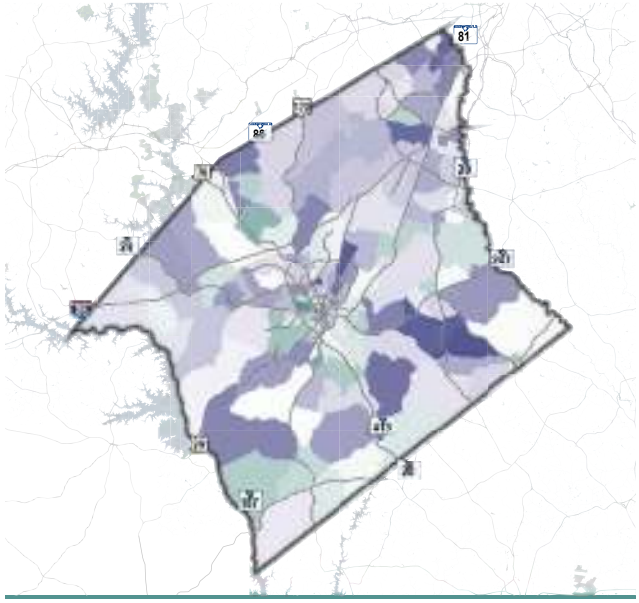
Phase I engagement occurred during the Spring/Summer of 2025. Both in-person and virtual activities were used to engage with the community, including an open house, pop-up meetings, and an online survey. Based on the compiled results, respondents would walk and bike more if safety was not an issue. This desire is underscored by respondents ranking 'Improve safety for pedestrians, bicyclists, and motorcyclists' as a top goal. Respondents were also offered an opportunity to place comments directly on a map of Anderson County to identify places where they feel unsafe driving, unsafe walking and biking, or have another concern. Many of these comments related to areas where respondents felt unsafe driving, especially as it related to left-hand turning movements and speed management.

"...this is a 30mph road, but people drive 50mph and there is a blind hill. It is incredibly dangerous."

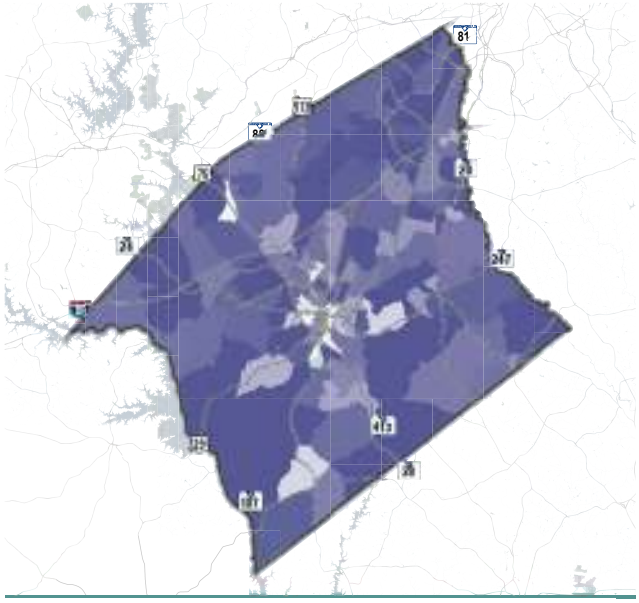
"Major crosswalk leading into downtown, and major traffic count, yet no push button cross signal."

"This is a blind intersection with hills or curves in both directions. Right turns are manageable, but left turns are unsafe."

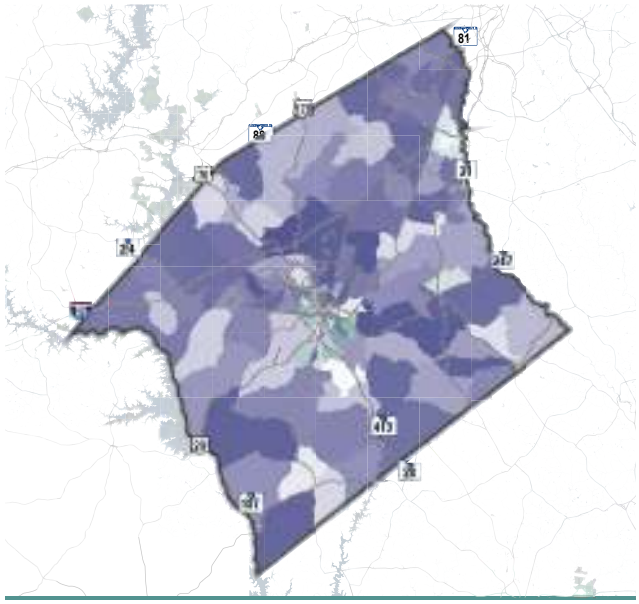
Figure 3. Equity Analysis Components



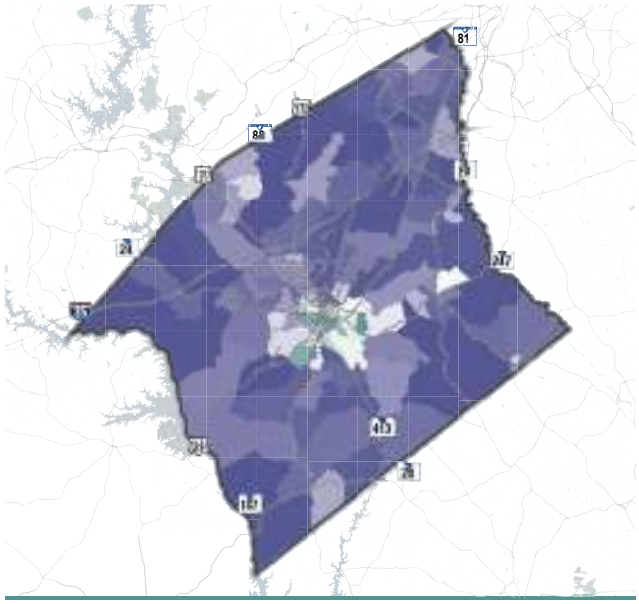
Households with a Disability



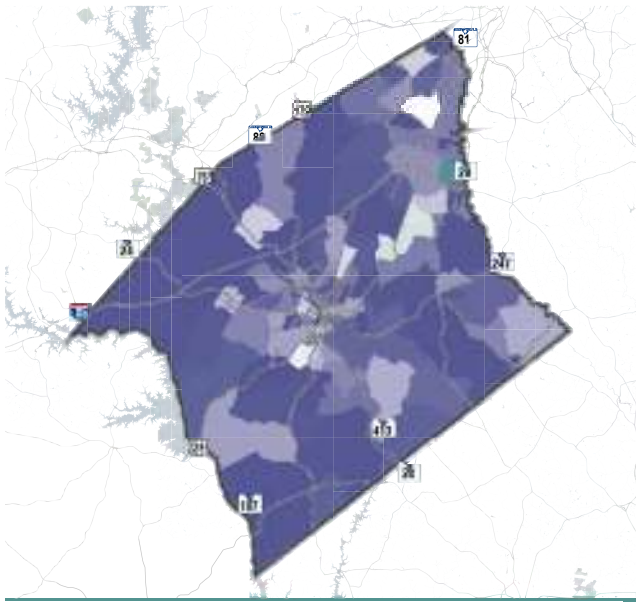
Households without a Vehicle



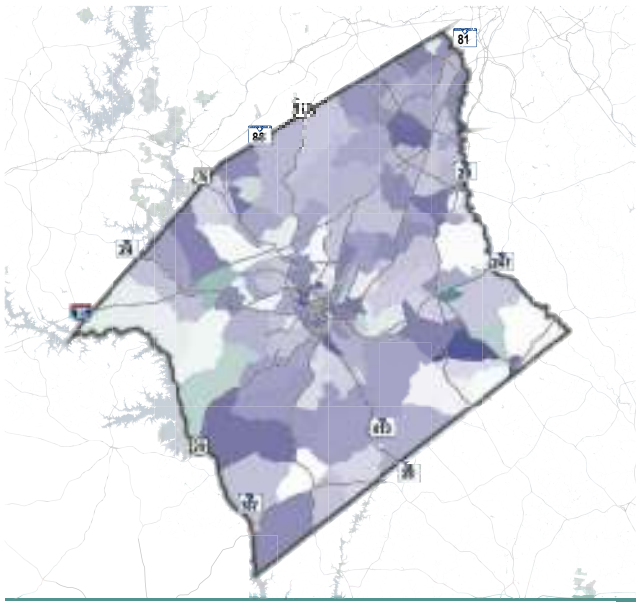
Population Below the Poverty Level



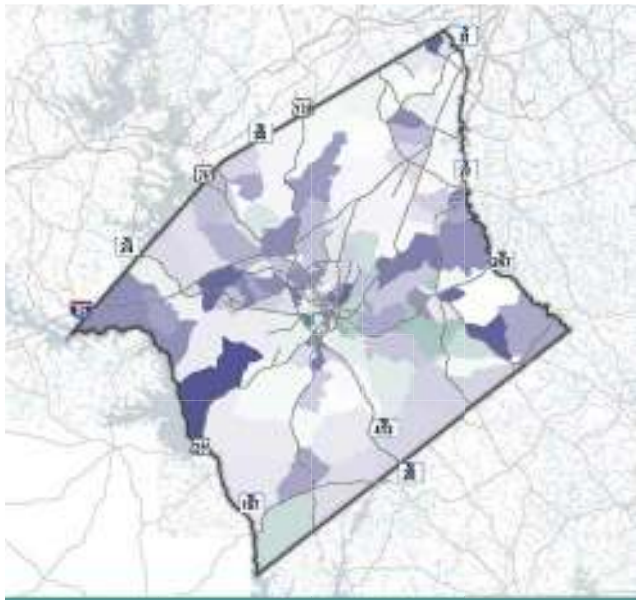
Population Identifying as Black or African American



Population Identifying as Hispanic or Latino



Population 65 and Over



Population 17 and Under

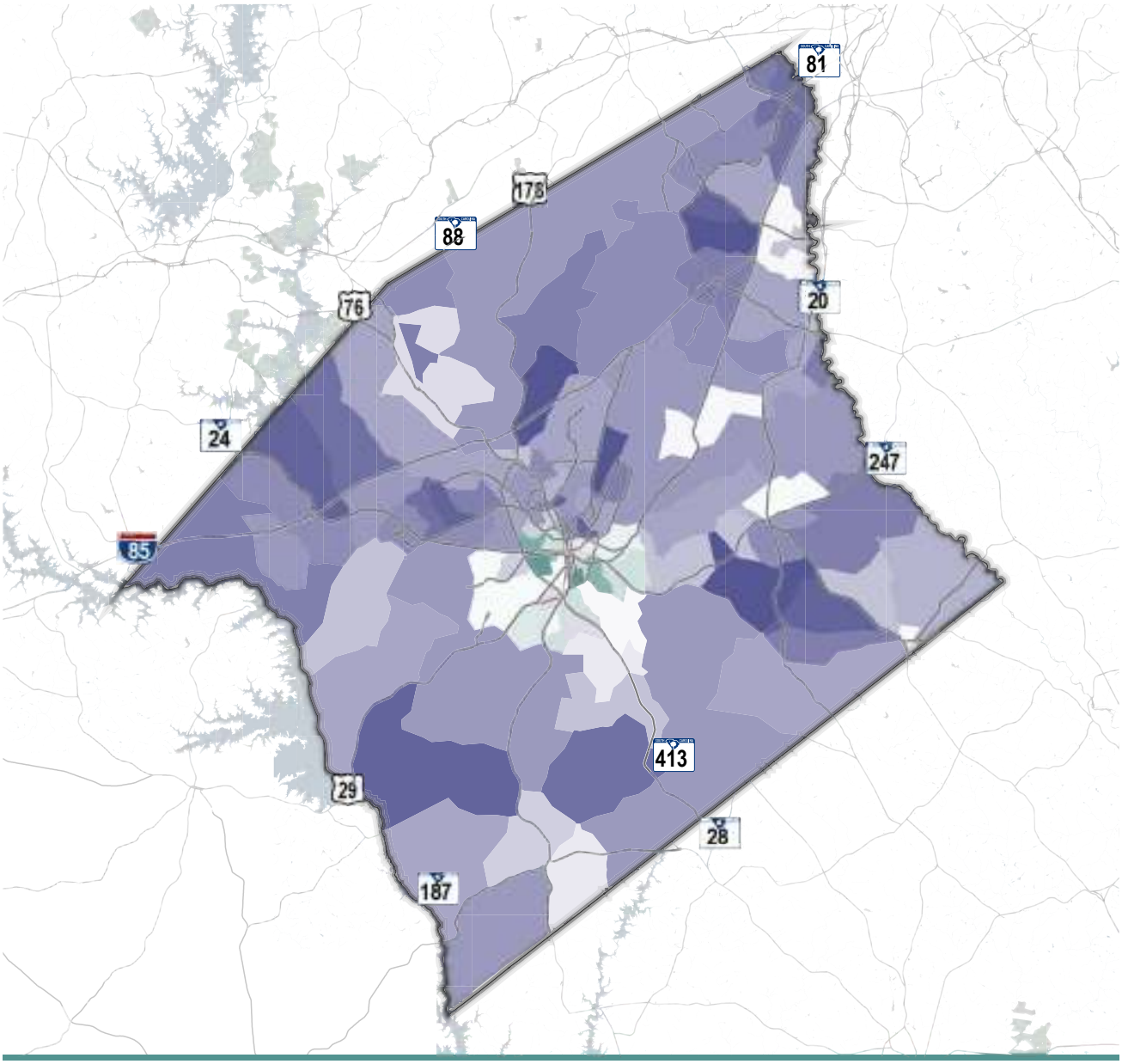
County Boundaries
Public Lands
Waterbodies
Roads
Railroads

Higher %

Lower %

Source: ESRI, Anderson County, SCDOT, SCDNR, US Census Bureau

Figure 4. Overall Areas of Concern (Figure 3 Combined)



Overall Areas of Concern

- County Boundaries
- Public Lands
- Waterbodies
- Roads
- Railroads

Higher %

Lower %

0 7 Miles

Source: ESRI, Anderson County, SCDOT, SCDNR, US Census Bureau

Phase II Engagement and Priority Project Development (Concept Design)

A second in-person open house was held at the same location and time on Thursday, January 29, 2026 with a paired virtual open house that was open through February 22, 2026. These activities introduced the specific recommendations and locations identified and looked for direct feedback. Feedback received was broadly supportive of the recommendations as identified.

Adoption Process

On April 7, 2026, Anderson County Council made a commitment to eliminating serious injuries and fatalities with a goal of a fifty percent reduction by 2051 via resolution.

The County Council reviewed and adopted the safety action plan on May 5, 2026.

Recommendation Identification

To identify projects for the Comprehensive Safety Action Plan, crash data from 2017 to 2024 was used to screen the County's roadway network and develop the High Injury Network (HIN). From this analysis, nineteen corridors were selected for further study.

Ten of these corridors were evaluated to identify their five highest risk intersections. This screening considered crash frequency, crash severity (K/A/B/C), predominant crash types (angle, rear end, roadway departure), lighting and weather conditions (dark/wet), and operational or geometric factors such as speed variability, queuing or short storage, sight distance limitations, skewed or curved alignment, and driveway density. Based on this assessment, both intersection level and corridor level countermeasures were developed using pattern diagnosis and Countermeasure Factors (CMFs).

The remaining nine corridors were analyzed using the same criteria but at a broader corridor scale. Recommendations for these corridors emphasized systemic safety strategies, including lane departure reductions, speed management, access control, and signal or lighting upgrades.

Overall, recommended countermeasures were categorized into low cost/short term (e.g., enhanced signing and pavement markings, stop- and signal ahead flashing beacons, chevrons and delineators, improved intersection or corridor lighting, dynamic speed feedback signs, and edge or centerline rumble strips) and higher cost/long term options (e.g., auxiliary turn lanes or storage additions, raised medians and access management, intersection modifications such as restricted crossing U-turn intersections (RCUTs) or roundabouts, shoulder widening and clear zone improvements, high friction surface treatments, and interchange or ramp terminal enhancements).

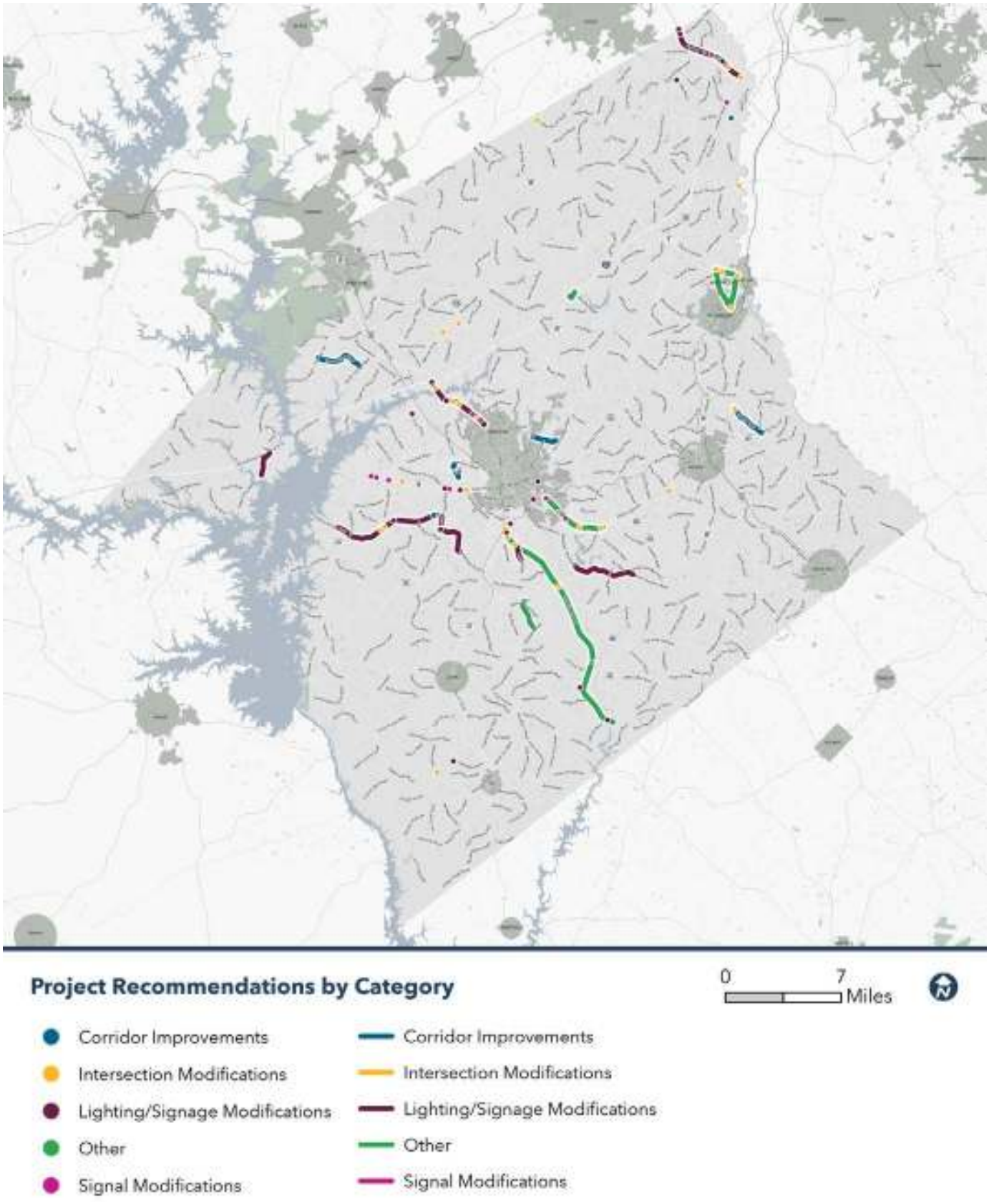
Low-Cost/Short-Term Countermeasures:

- **Enhanced signing**
- **Pavement marking**
- **Stop-and signal-ahead flashing beacons**
- **Chevrons and relineators**
- **Improved intersection**
- **Corridor lighting**
- **Dynamic speed feedback signs**
- **Edge or centerline rumble strips**

High-Cost/Long-Term Countermeasures:

- **Auxiliary turn lanes or storage additions**
- **Raised medians and access management**
- **Intersection modifications**
- **Restricted crossing U-turn intersections (RCUTs)**
- **Roundabouts**
- **Shoulder widening**
- **Clear zone improvements**
- **High friction surface treatements**
- **Interchange or ramp terminal enhancements**

Figure 5. Project Recommendations



Section 2. Engagement

This chapter details the engagement efforts througout the project. Two rounds of engagement were conducted where the community of Anderson County can weight in on the development of the Comprehensive Safety Action Plan. These opportunities were broadly conducted during two rounds, the first in Spring/Summer 2025, and the second in early 2026. Each round included in-person and virtual activities.

In addition to County-wide public engagement efforts, the plan was guided by a project committee that provided ongoing oversight and strategic direction throughout the process. This committee was met with monthly to ensure the project was on track. The committee consisted of representatives from multiple County departments, including Bee Baker, Jonathan Fox, Brittany McAbee, and Steve Newton. Their collective expertise offered critical insight into County priorities and helped ensure the plan responsed effectively to the needs and aspirations of the County.

Round One

The first round of public engagement introduced the concept of a Comprehensive Safety Action Plan, emphasizing its significance and relevance to the community. It also created meaningful opportunities for residents to share feedback with the project team regarding safety concerns in their neighborhoods, areas where they feel unsafe, and their ideas for effective solutions. Insights gathered during this phase directly informed future project activities and helped prioritize areas of focus.

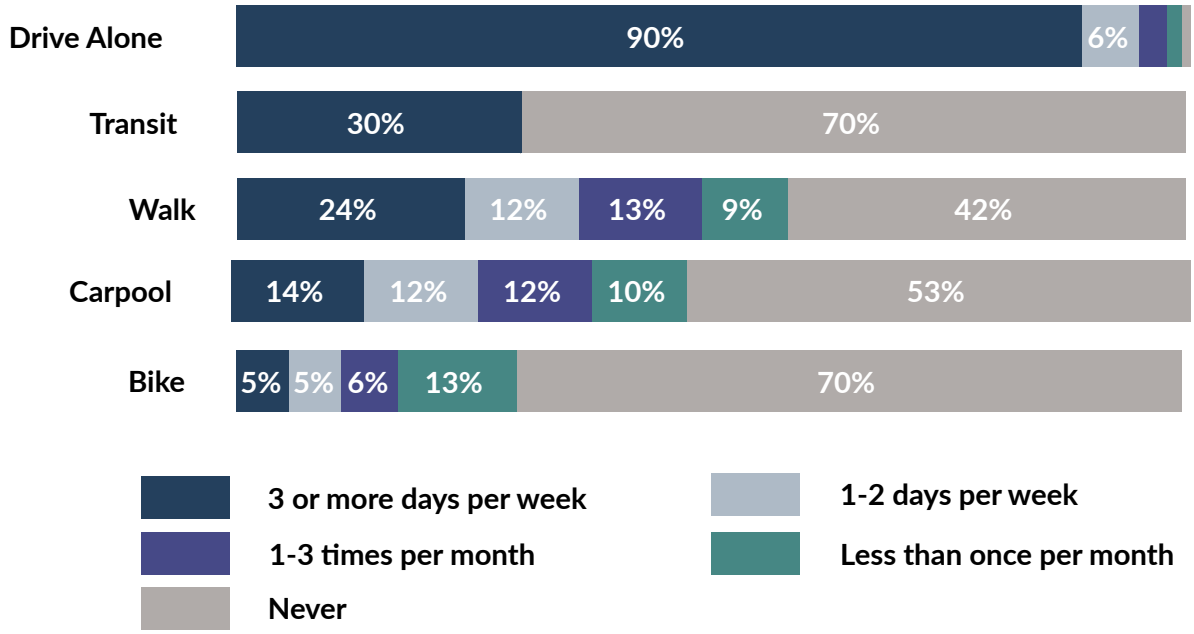
Public Open House

On Monday, May 5th, 2025, the project team hosted a public drop-in style open house at the Anderson County Library. Approximately 10 community members attended the event.

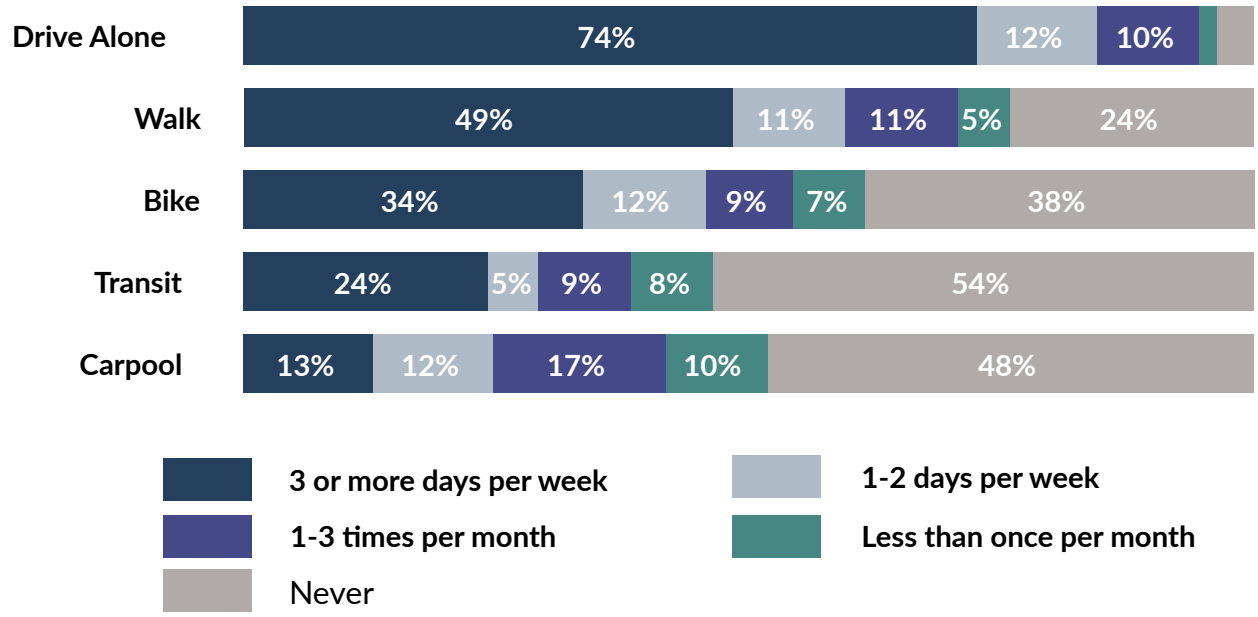
The meeting room featured display boards that introduced the Safe Streets for All initiative, outlined project goals, and presented preliminary crash data across Anderson County along with the draft High-Injury Network (HIN). Interactive dot activities invited participants to share how they currently travel, how they would prefer to travel, and which interventions they believe would be most effective. A large county map facilitated detailed discussions between participants and project staff, allowing real-time markups to highlight specific areas of concern. Feedback focused on particular roadways and emphasized safety improvements for pedestrians, bicyclists, and motorcyclists.

In addition to the in-person event, a virtual open house presenting the same information remained accessible online from May 5th through June 27th. The results from the engagement activities are summarized on the following pages.

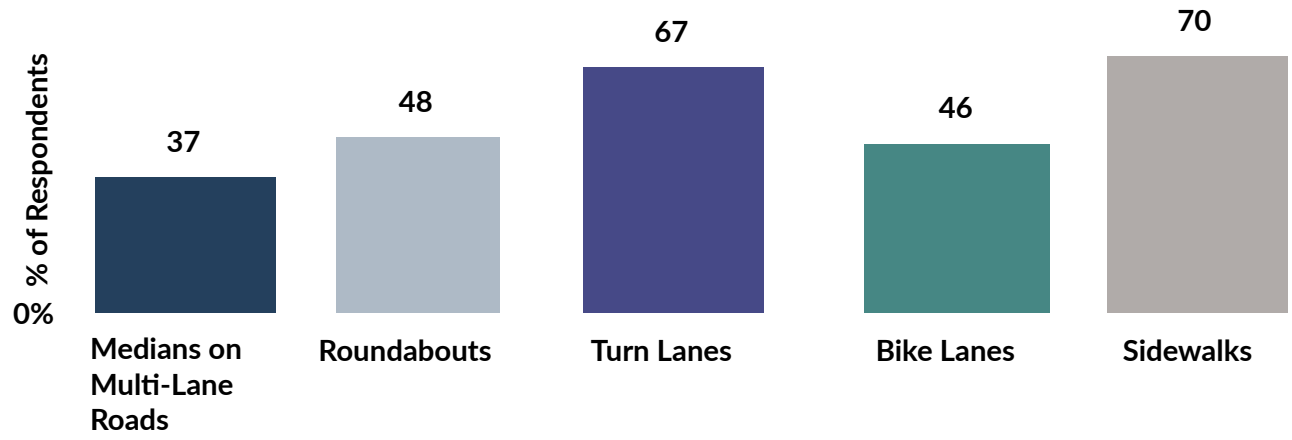
How often do you currently travel within or from Anderson County using the following methods of transportation?



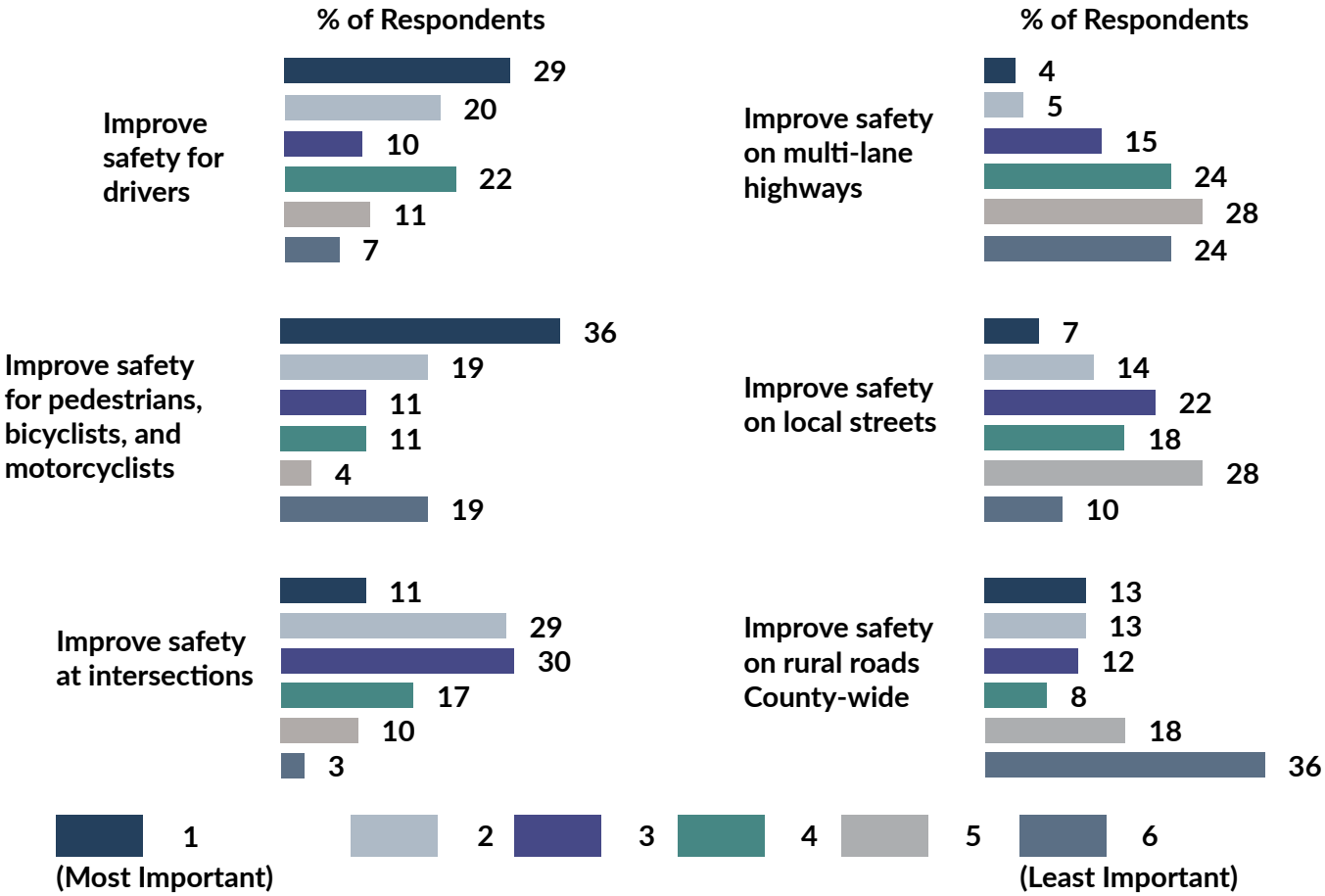
How often would you want to use the following methods of transportation? For walking and bicycling, please assume there are ample sidewalks, crosswalks and bicycle facilities and safety is not an issue.



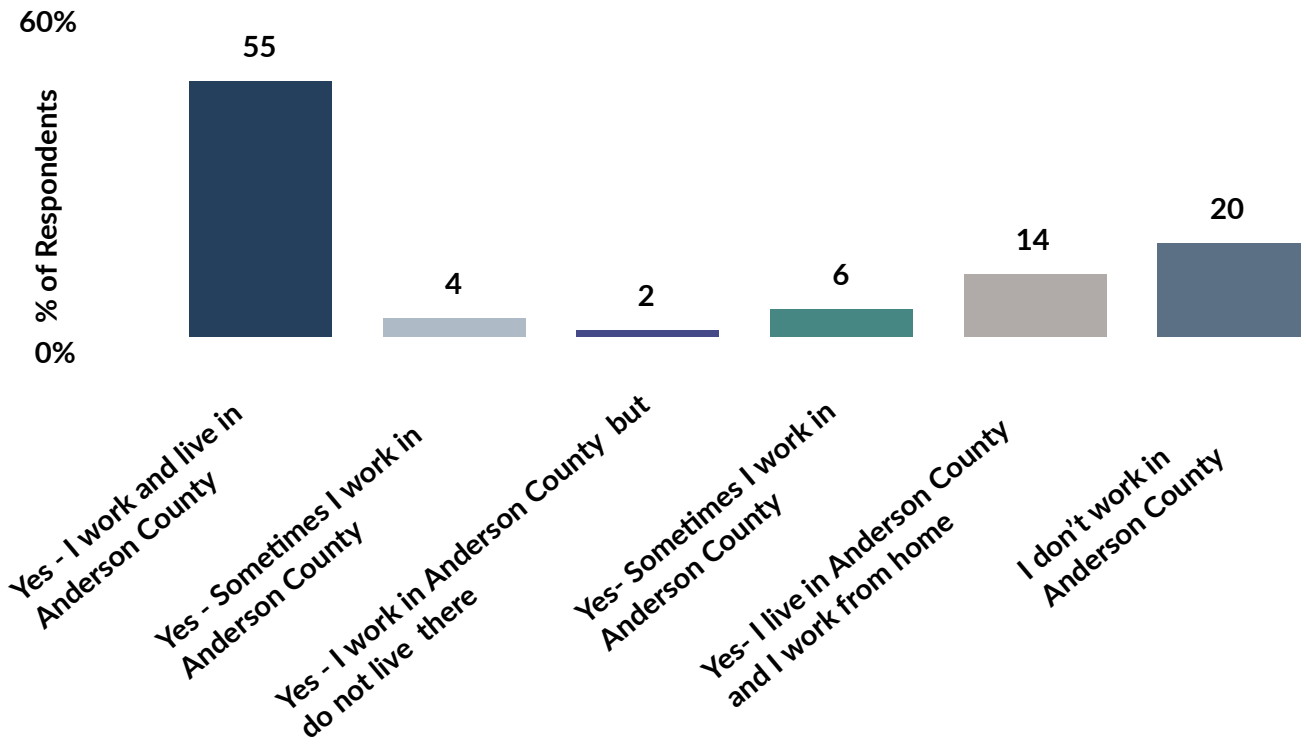
Which transportation improvements do you prefer? (You may select multiple options)



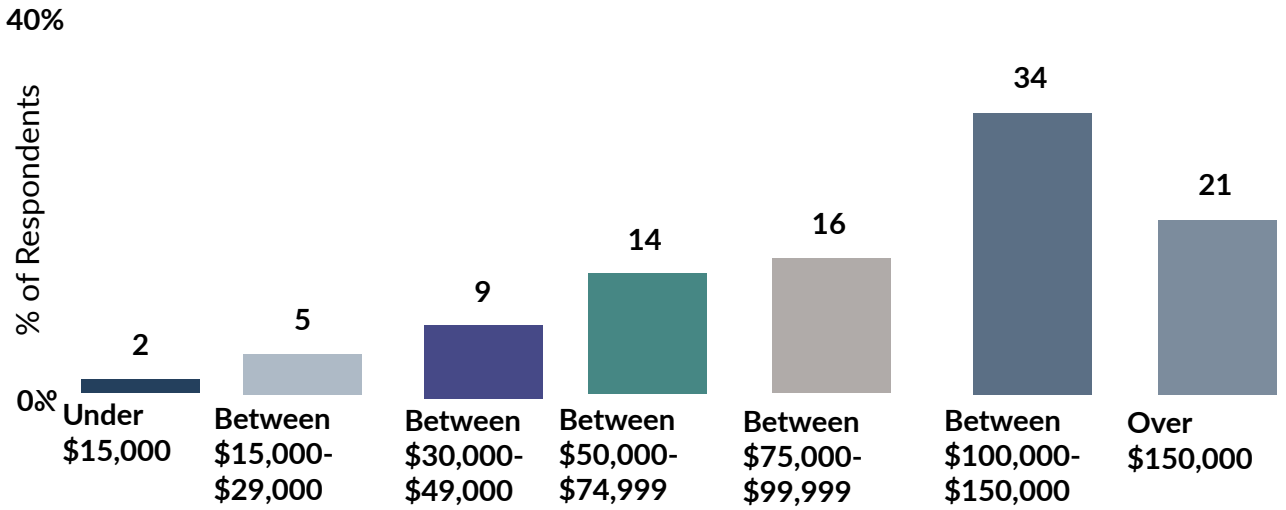
Please click and drag or use the arrows to rank the following goals on how important you think they are. (1 is most important, 6 is least important)



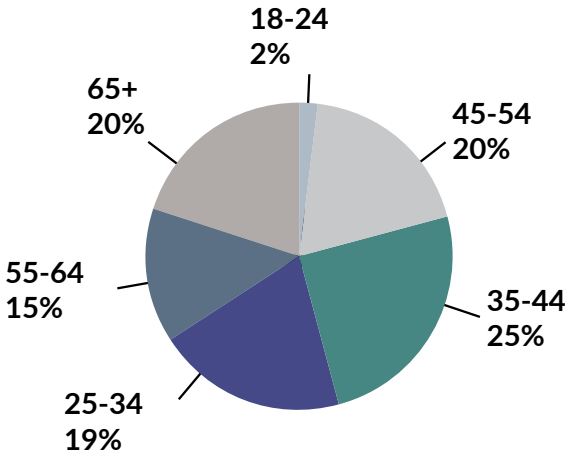
Do you work in Anderson County?



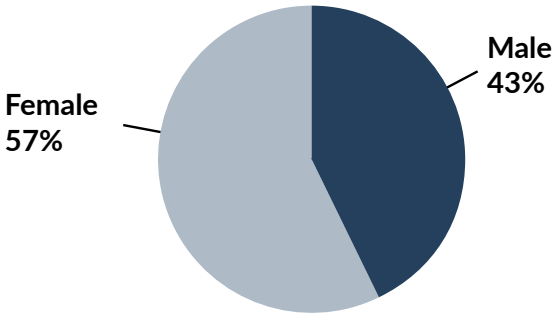
What is your household income before taxes?



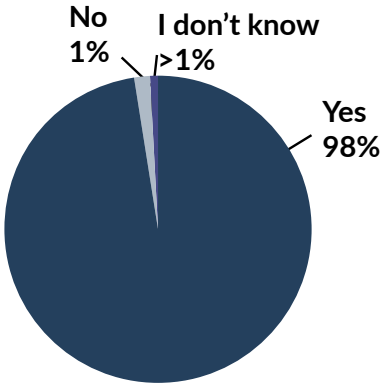
What is your age?



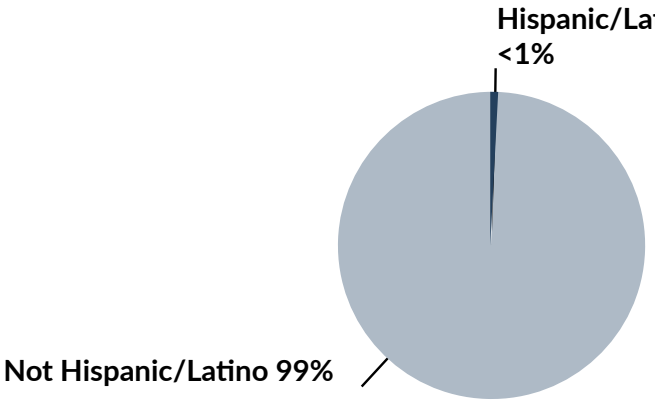
What is your gender?



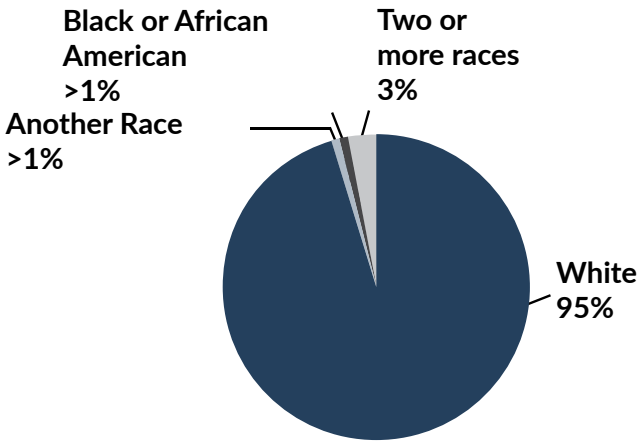
Do you live in Anderson County?



What is your ethnicity?



What is your race?



*The survey question also included options of Asian or Asian American Indian or Alaska Native and Native Hawaiian or other Pacific Islander but no responses in these categories were received.

Interactive Map and Survey

During the first phase of engagement, the public was invited to participate in an online survey and share location specific feedback via an online map. The virtual activities were advertised through the County's social media channels.

Participants in the public engagement outreach represent a wide range of opinions and priorities that can help shape Anderson's upcoming Comprehensive Safety Action Plan. Most survey respondents were non-Hispanic or Latino, with household incomes generally ranging from $100,000 to $150,000. There was an almost equal split between male and female participants, with the average age falling between 35 and 44, and those aged 65 and older being the second-largest group.

The majority of respondents live and work in Anderson County, while retirees make up the next largest demographic. Survey results showed strong support for improving sidewalks and adding turn lanes. Many participants noted that they walk or run, and improved sidewalks would make this activity safer and more accessible. This aligns with the primary goal of enhancing safety for pedestrians, bicyclists, and motorcyclists.

Most people reported diving alone as their main form of transportation, with limited use of public transit. However, some respondents mentioned alternative modes such as golf carts, walking, and motorcycles.

"People are constantly running through stop signs and ignoring right of way. I've almost been hit several times."

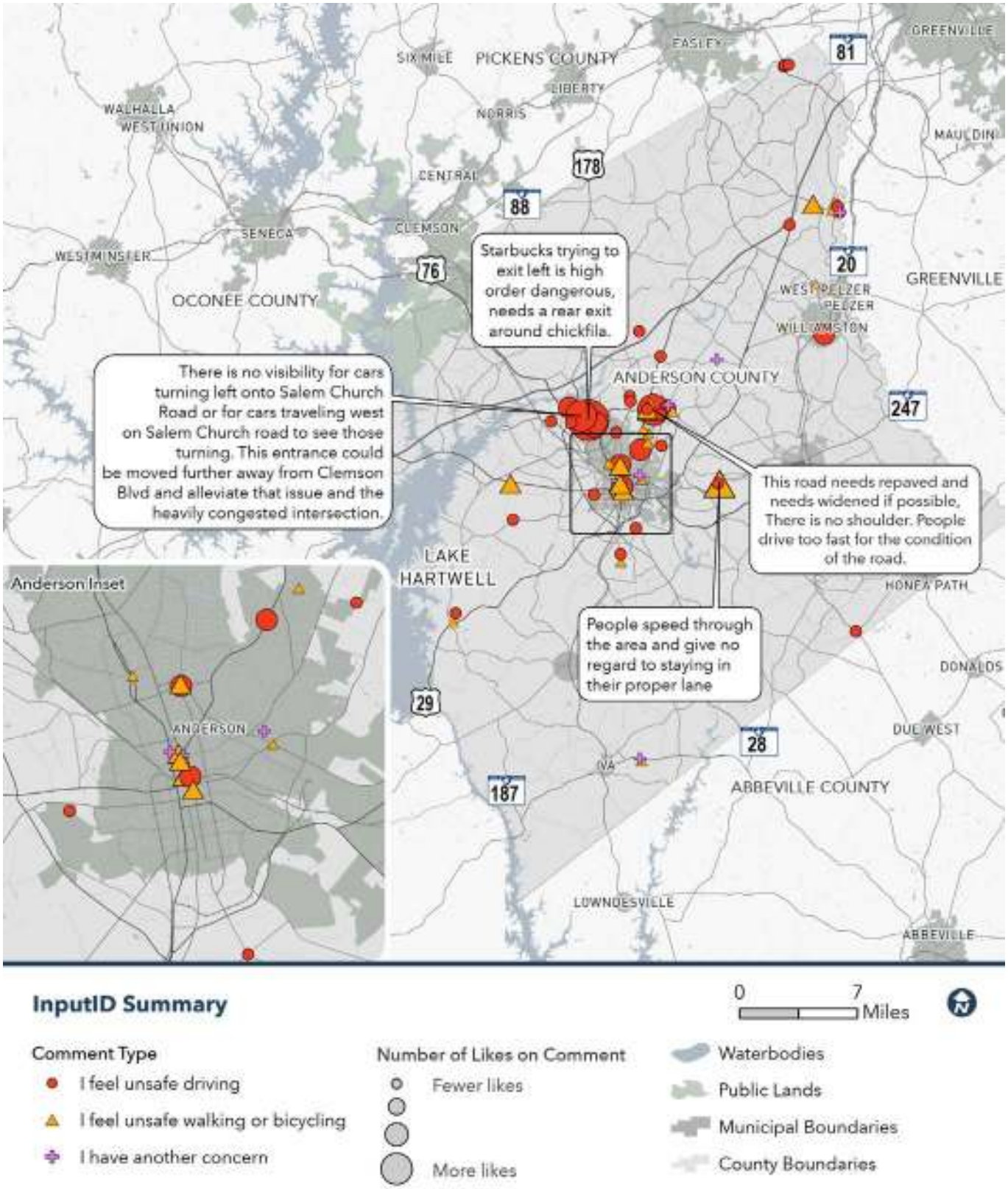
"Dangerous intersection at HWY 86/ River Road/ Iler Street. Regular accidents, and lots of pedestrians."

"This is a blind intersection with a hill or curve in both directions. Okay to make a right turn but not a left turn."

"The road needs repaved and widened if possible, There is no shoulder. People drive too fast for the road."

"Major crosswalk leading into downtown, and major traffic count, yet no push button cross signal."

Figure 6. Interactive Map Comments Summary



Stakeholder Interviews

In June, three stakeholder meetings were held. The first meeting was held with Transportation professionals who work in or with Anderson County and included people from the City of Anderson, Appalachian Council of Governments, and South Carolina Department of Transportation. The second meeting was held with emergency responders and included people from Anderson County EMS and the Sheriff's Office. The third meeting was held with Community Based Stakeholders from Veteran's Affairs, Live Well, and Electric City Trail. Each meeting included a robust conversation about roadway safety and active transportation.

Transportation Stakeholder Group Meeting

The project team met with representatives from South Carolina Department of Transportation (SCDOT), Anderson County, Anderson/Clemson Area Transportation Study (ACATS), and South Carolina Appalachian Council of Governments (SCACOG) in June 2025 to discuss transportation needs throughout the County and individual municipalities. The group discussed safety projects that include road diets, sidewalk conditions and connectivity, and infrastructure maintenance. SCDOT developed a Ped Bike Safety Action Plan in 2022 that called out specific projects for counties to explore as well as working through projects via HSIP funding. The group agreed that funding and providing regular maintenance of facilities is a challenge that often prevents new facilities from being constructed. However, the County is taking steps to revise their development code which may have positive impacts on the transportation network.

EMS Stakeholder Group Meeting

The project team met with representatives in June 2025 from Anderson County's Sheriff's Office, Anderson County's Government Affairs & Special Projects, and Medshore Ambulance. The discussion highlighted the high frequency crashes in the county and how current systems within the County are able to respond to them. The Highway Patrol remains the primary responder to car crashes while various medical services can be leveraged depending on the severity of the crash.

Post-Crash Care was identified as a priority area with potential for leveraging Federal Highway Administration (FHWA) funding. This funding was awarded to Anderson County and can be used for signal preemption retrofits, revamping 911 services, and upgrading georeferencing systems. The group also discussed the potential for expanded incident management training for volunteer responders in rural areas.

Looking ahead, several challenges were identified for further investigation and resolution:

- Anderson County has 27 volunteer fire departments, many of which face delayed response times and rely on aging equipment, with some fire trucks over 20 years old.
- The County is exploring partnerships with the Coroner's Office to host public education events aimed at increasing awareness around crash prevention and safety.
- Specific intersections, including US 24 at Whitehall, US 28, SC 81, and Murray Avenue, were flagged for safety improvements. These high-speed, multi-lane crossings may benefit from vehicle preemption systems.
- DUI enforcement remains a critical concern.
- Access to trauma care is limited, with an average of two helicopter transports per day due to the distance from trauma units.
- Several corridors were identified as high-risk for pedestrians, including Clemson Boulevard near retail areas, Shockley Ferry Road, and Greenville Street. While Greenville Street has adequate sidewalks, adjacent side roads lack pedestrian infrastructure, contributing to increased pedestrian injuries.

Community Based Organizations Stakeholder Group Meeting

The project team met with representatives in June 2025 from Friends of the Electric City Trails, Livewell Anderson, Veterans Affairs, and Anderson County Government Affairs & Special Projects. These organizations focus on walkability and bikability within the County and smaller communities while Veterans Affairs provides transportation for veterans.

The County is looking to revitalize old mill communities and provide multi-modal connectivity between them for all residents, but especially for older populations that live in them. Improving the pedestrian infrastructure in these areas is seen as a critical step toward addressing mobility challenges and enhancing access to essential services. Funding has been secured for a pedestrian connection between Chiquola Mill and Honea Path, but cleanup work needs to be conducted in Chiquola Mill.

Funding was also discussed and the group see potential in CDBG grants, City provided funding, hospitality dollars, and TAP grants.

Pop-Up Meetings

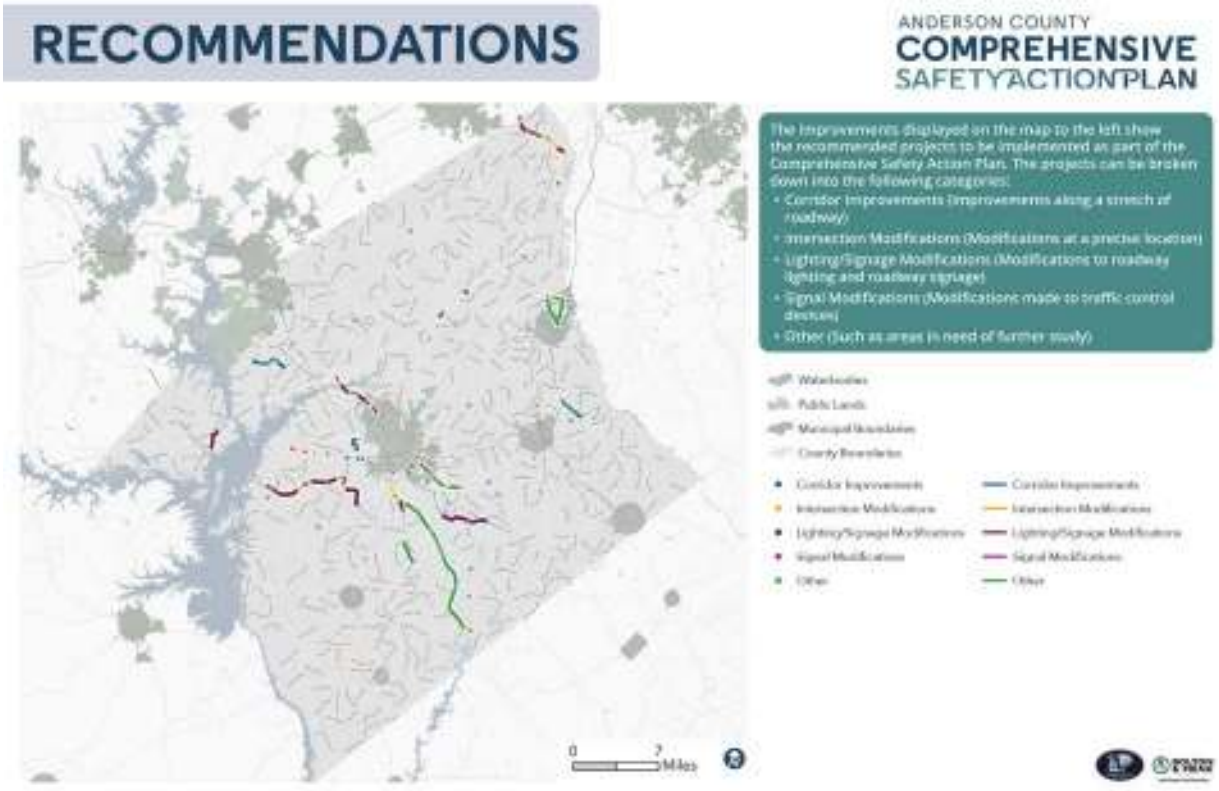
On June 17th, 2025, the project team traveled to various destinations within Anderson County to connect with community members in areas that typically do not have representation in traditional engagement processes. They conducted pop-ups at the Anderson County Courthouse Annex, La Unica Supermarket, Piedmont Community Center, Ingles in Belton, and the Cotton Duck Café in West Pelzer. Pop-up meetings allowed the project team to go to community members and meet them where they were. This also helped the team talk to a wide variety of people, including teenagers, older adults, and non-English speakers. Main concerns involved pedestrians and bicyclists traveling in the roadway where no dedicated facilities exist, the quality of roadways and the lack of maintenance that seems to occur, rolling stops at stop signs, speeding, and the lack of safe routes to schools. Numerous community members also mentioned that it does not feel safe enough to want to walk or bike anywhere.

Round Two

On Thursday, January 29, 2026, a second open house was held in the Anderson library. At this meeting, attendees were presented with explanations of the project types and categories, as well as a series of large-format maps showing the draft recommendations at each intersection and along each corridor. The public was invited to review the material, ask questions, and provide comments on the recommendations and any areas without recommendations. An online webpage was also made available with similar materials in an electronic format with a brief survey. These virtual materials were made available through February 22, 2026.

Feedback received from participants was largely supportive of the recommendations identified, with one comment specifically supporting the use of rumble strips. Others brought up safety concerns within the City of Anderson on city-owned streets; these locations were not added to the plan due to the County's limited ability to influence city-owned roadways.

Figure 7. Open House Board with Preliminary Recommendations



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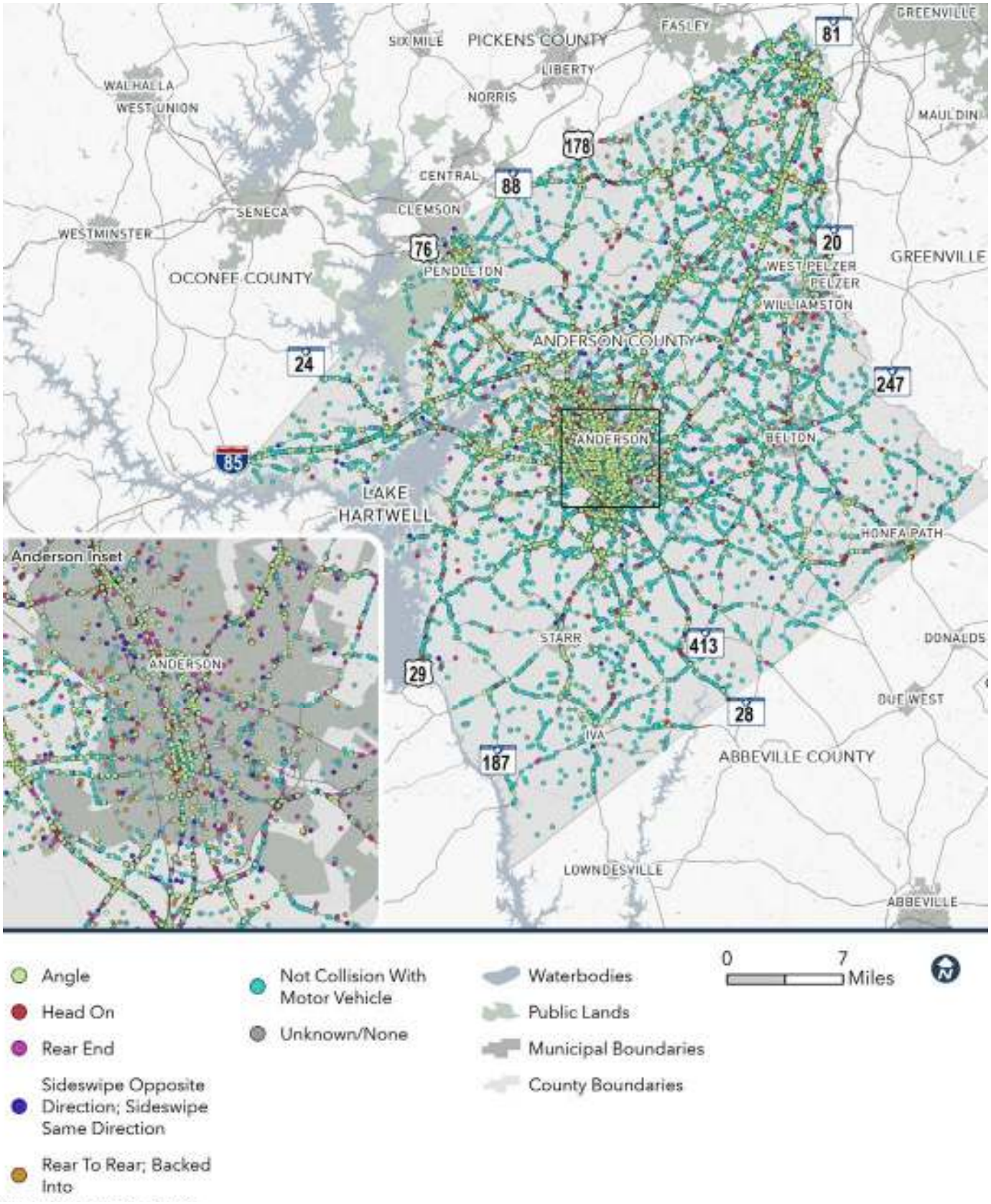
Section 3.
Safety Analysis

This chapter summarizes crash patterns and safety performance across the county roadway system using reported crash data from 2017 through 2024. It describes overall trends over time and examines crash severity and roadway system characteristics to better understand where and how crashes are occurring. The analysis also identifies a High Injury Network (HIN) by comparing corridor and intersection crash rates to countywide benchmarks and statewide fatal/serious-injury averages. These findings establish a data-driven basis for prioritizing locations for more detailed evaluation and targeted safety improvements.

Figure 8. All Crashes by Type (2017-2024)

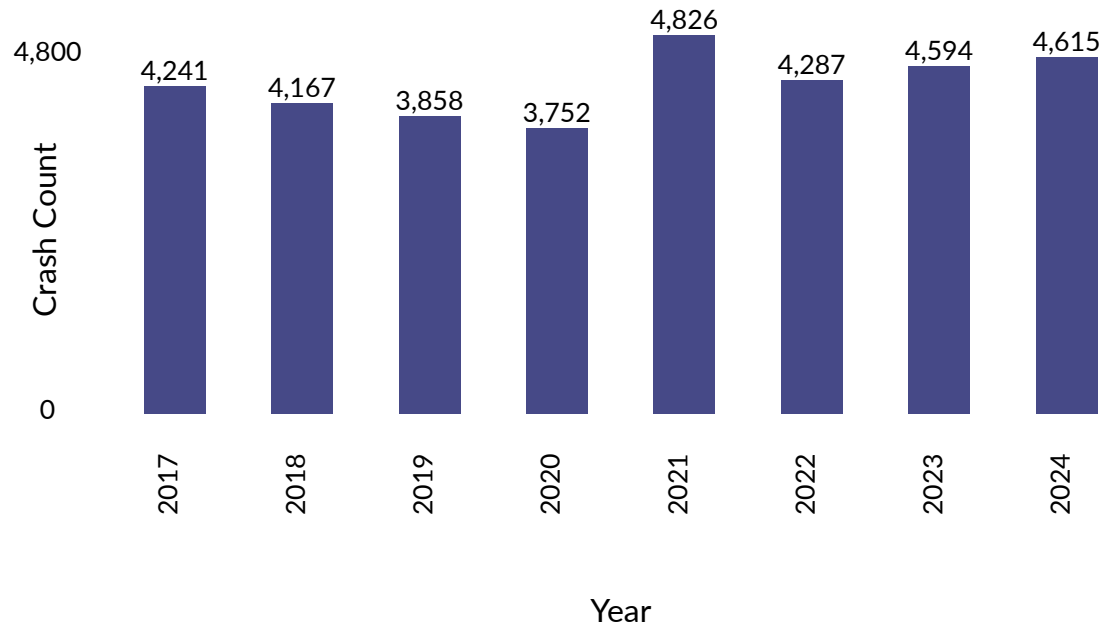


Crash Data and Trends

Crashes per Year

Based on SCDPS crash data from 2017 through 2024, 34,349 reported crashes occurred within Anderson County. The chart below shows the number of crashes by individual years. From 2017 to 2022 there was a gradual decline of -12% over the four years with a spike in 2021 followed by an elevated number of crashes in the following years. This general pattern is consistent with traffic levels seen in many counties before, during and after the COVID-19 pandemic.

Figure 9. Anderson County Crashes per Year (2017-2024)



Total Crashes by Severity

Crashes in South Carolina are categorized into five severity types:

- O (Property Damage Only)
- C (Possible Injury)
- B (Non-Incapacitating Injury)
- A (Serious Injury)
- K (Fatal)

From 2017 to 2024, property damage only crashes were the leading type of crash comprising 77% of total reported crashes. Injury crashes (A+B+C combined) account for approximately 22% of all crashes and crashes with severe outcomes (A+K) represent about 3% of all crashes.

Figure 10. Anderson County Crashes per Year (2017-2024)

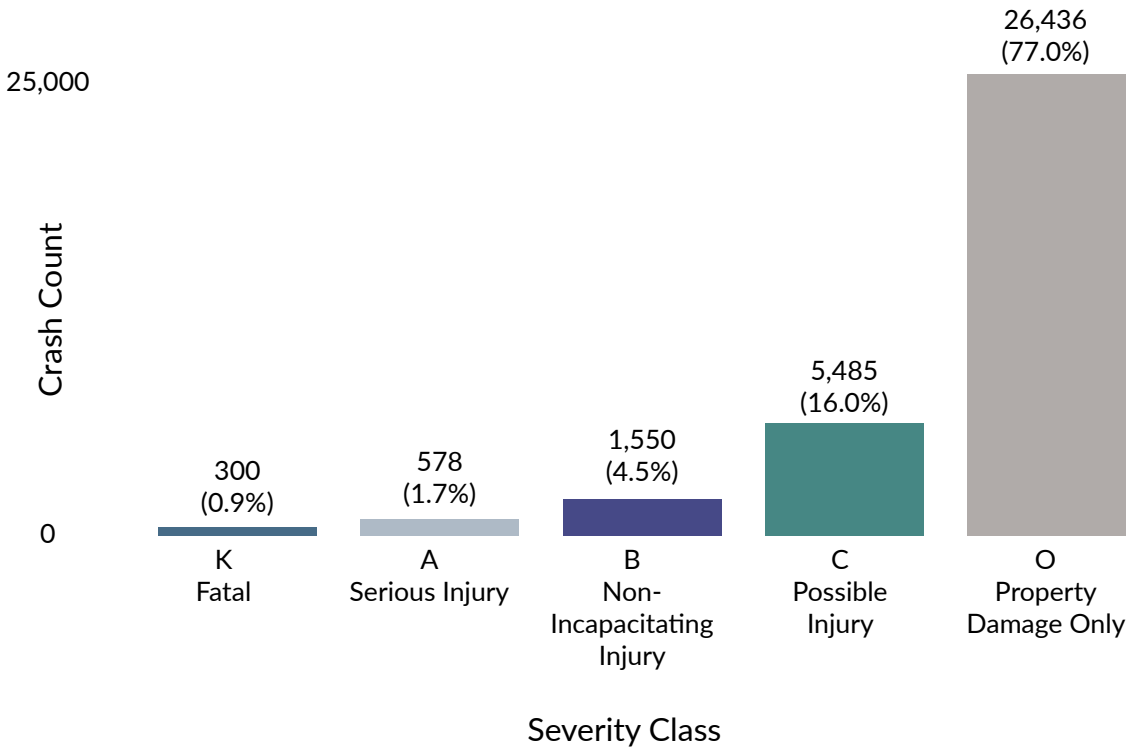
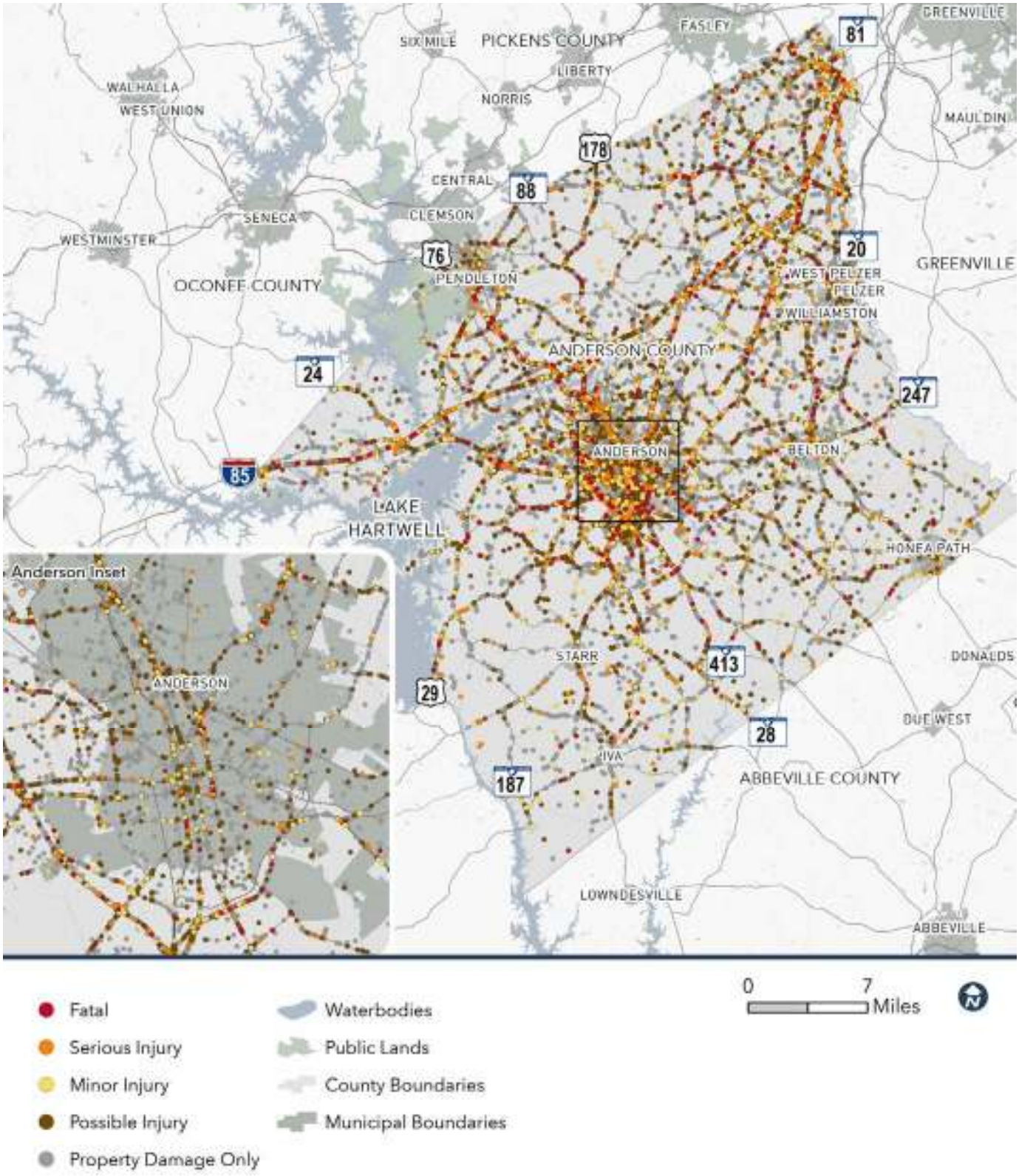


Figure 11. Total Crashes by Severity (2017-2024)



Crashes by System

Crash data was obtained from South Carolina Department of Transportation (SCDOT) for the years 2017 to 2024. This data helped to inform initial investigations into what types of crashes happen where and on which roadways.

Figure 12. Crashes by System (2017-2024)

Route Class	Total Crashes	Miles	Crashes/Mile
Interstate	4,093	37	112
State (Inc. US Highway)	27,598	952	29
County	3,618	440	8
Ramp*	294		

*Road centerlines do not have the same route class breakdown as crashes.
*Lacking ramp designation.

Figure 13. Selected Crash Types by System (2017 - 2024)

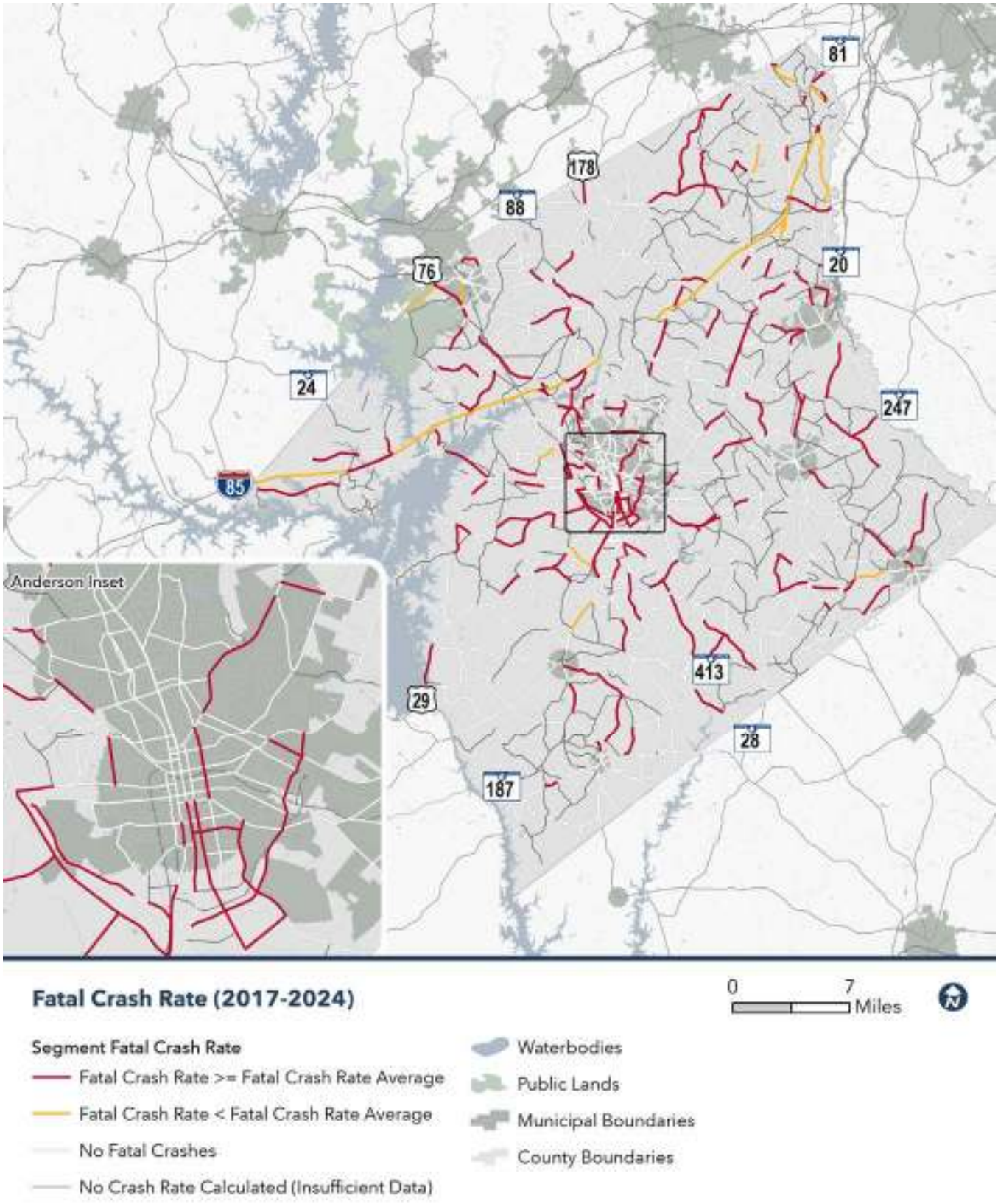
Route Class	Crash Type	Total Crashes
Interstate	Pedestrian	5
	Bicycle	0
	Single Vehicle	1,723
State (Inc. US Highway)	Pedestrian	136
	Bicycle	29
	Single Vehicle	6,643
County	Pedestrian	17
	Bicycle	5
	Single Vehicle	1,854
Ramp	Pedestrian	0
	Bicycle	0
	Single Vehicle	83

Figure 14. Crash Severity by System (2017 - 2024)

Route Class	Severity	Total Crashes	% of Class	% of Total
Interstate	K	27	1%	0.1%
	A	57	2%	0.2%
	B	114	4%	0.3%
	C	481	16%	1.4%
	O	2,414	78%	7.0%
State (Inc. US Highway)	K	244	1%	0.7%
	A	464	2%	1.3%
	B	1,278	5%	3.7%
	C	4,656	17%	13.5%
	O	20,956	76%	60.6%
County	K	32	1%	0.1%
	A	66	2%	0.2%
	B	186	5%	0.5%
	C	509	14%	1.5%
	O	2,825	78%	8.2%
Ramp	K	0	0%	0.0%
	A	2	1%	0.0%
	B	5	2%	0.0%
	C	30	10%	0.1%
	O	257	87%	0.7%

It is remarkable that on the county roadway system, just over half of crashes were single vehicle crashes, which are most commonly run-off-the-road crashes. These crashes may result from impaired driving, speeding through curves or turns, or other driver related factors. Addressing these issues may require a combination of education, targeted enforcement, and physical roadway improvements to influence driver behavior and enhance roadway safety.

Figure 15. Fatal Crash Rate Map (2017 - 2024)

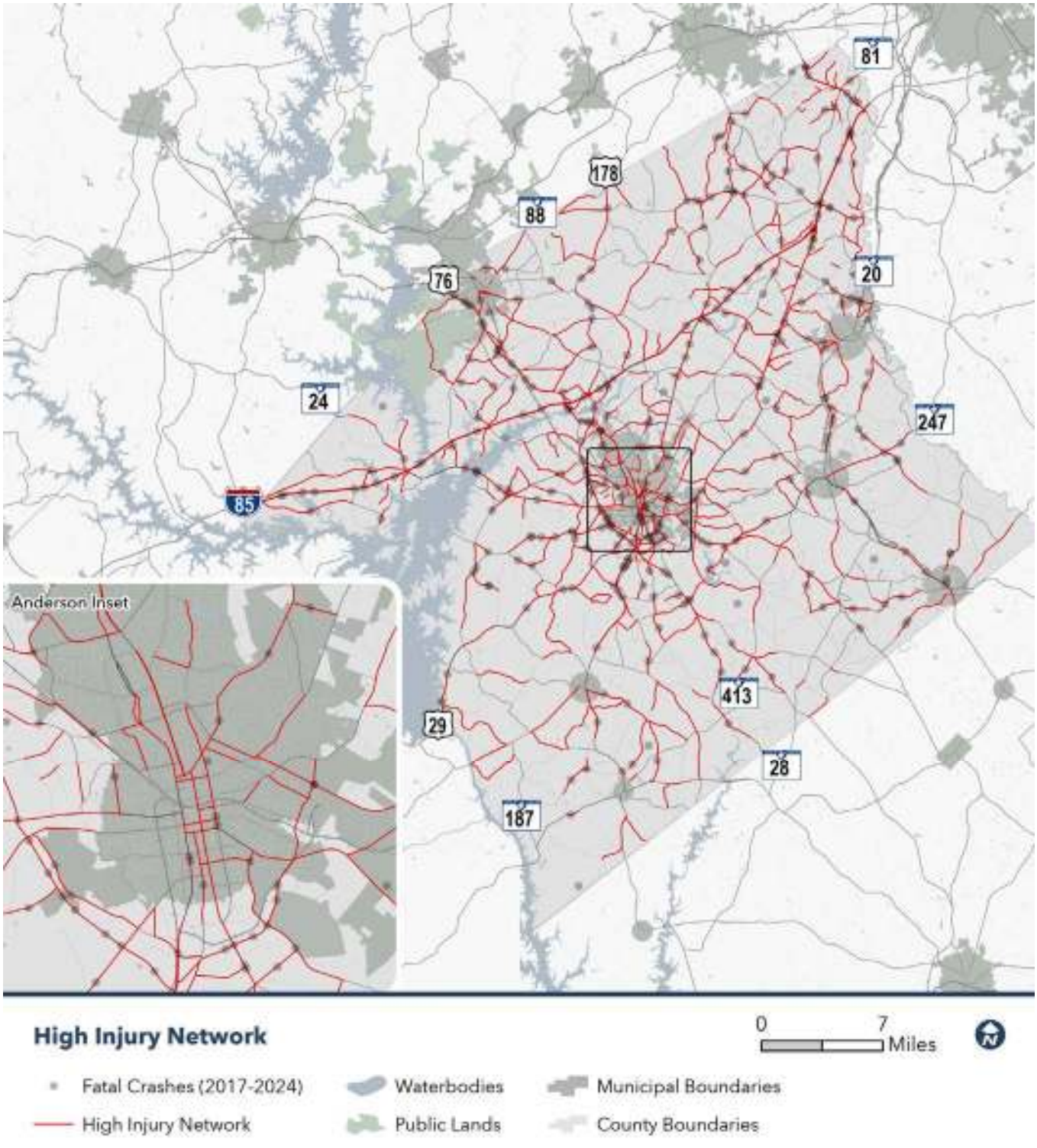


High Injury Network

Average overall crash rates (including all crash severities) were calculated for the network and used as a benchmark for comparing each segment's and intersection's crash rate. Rates exceeding the countywide average indicate potential safety concerns as crashes are occurring more frequently than expected. Fatal and serious injury crash rates were also calculated and compared to SCDOT's 2022 statewide average fatal and serious injury segment crash rates. This comparison helped pinpoint locations where severe crashes occur at rates higher than typical across the state.

After completing the crash analysis, the High Injury Network (HIN) was identified. In developing the HIN, the analysis considered the number of fatal, serious injury, bicycle, and pedestrian crashes, as well as total centerline mileage. The goal was to capture as many severe and vulnerable road user crashes as possible while keeping the HIN to approximately 20–25% of the total network mileage. The resulting HIN helps determine which corridors require more detailed analysis and evaluation.

Figure 16. High Injury Network Map



Plan Review

Previous comprehensive plans, small area plans, and long-range transportation plans were reviewed to inform the Comprehensive Safety Action Plan.

City of Anderson Comprehensive Plan (Draft 2025)

The City of Anderson is a highly desirable community known for its historic charm, emerging growth opportunities, and commitment to sustainable development. These qualities guide the city's vision for future growth while preserving open space and promoting a balanced mix of land uses where residents can live and work comfortably.

The comprehensive plan outlines multidisciplinary goals across six key categories:

- Growth and priority investment
- Housing and neighborhoods
- Commercial and Industrial Areas
- Transportation and Mobility
- Community Facilities and Infrastructure
- Natural Resources, Parks, Open Space, and Cultural Resources.

These long-term goals require coordinated, incremental actions to be successfully achieved.

A critical component of planning involves understanding the land itself. The City of Anderson contains several wetlands, which present both ecological value and development challenges. These areas serve as habitats for native species and require careful consideration when planning nearby development.

Focusing on infill development—such as revitalizing vacant lots and strengthening the urban core—can significantly boost economic growth. Recommendations include enhancing key corridors, reinforcing community identity, redeveloping opportunity sites, implementing strategic zoning and mixed-use development, improving connectivity, offering business incentives, engaging with the community, and supporting local enterprises.

Two primary concepts guiding transportation development are Complete Streets—roadways designed to be safe and accessible for all users—and continental crosswalks, which are marked with bold, parallel stripes to improve pedestrian visibility and safety. Connectivity is a central theme, linking people to places and activities, such as parks and recreational spaces.

Overall, the City of Anderson aims to grow in a sustainable, thoughtful manner, prioritizing preservation and intelligent development as it plans for the future.

ACATS 2045 LRTP (2023)

The ACATS 2045 Long Range Plan outlines five primary goals:

- Provide a safe transportation system for all users
- Minimize the environmental impacts of the transportation system
- Promote transportation alternatives to reduce demand on the existing infrastructure
- Develop a sustainable and efficient transportation network
- Deliver performance-based results to ensure project effectiveness
- With these goals in mind, it is essential to consider regional growth trends, traffic volumes, and highway functional classifications

Beyond motorist-focused improvements, the plan also emphasizes goals for bicyclists and pedestrians. These include promoting the Anderson Area Bicycle/Pedestrian Plan, building consensus among staff, committee members, affected citizens, neighborhoods, and other stakeholders, and establishing an annual list of recommended bicycle and pedestrian priorities.

The highway system—serving as the backbone of the ACATS transportation network—places safety as a top priority. Key objectives include reducing run-off-road crashes, minimizing fatalities from roadside hazards, decreasing intersection-related accidents, and encouraging seatbelt use.

Anderson County Comprehensive Plan (2016)

The Anderson County Comprehensive Plan addresses the needs of an aging population through strategies related to land use, transportation, and housing. Key initiatives include developing walkable communities to reduce the need for older adults to drive and creating land use policies that support a variety of housing options, allowing seniors to live near their children and grandchildren. Transportation strategies focus on expanding public transit options to better serve older adults, while housing strategies aim to support aging in place or living close to family.

Understanding demographic trends is essential when crafting a comprehensive plan that serves all residents. From an economic standpoint, Anderson County's location between two major metropolitan areas—Atlanta and Charlotte—makes it vital to keep pace with regional development. This includes diversifying the business tax base and creating high-quality jobs for local residents. Notably, over 30% of Anderson's workforce—approximately 25,000 people—commute to jobs in other counties.

Land use and water management are closely linked, particularly in relation to open space and development opportunities. In the transportation sector, goals include reducing vehicle emissions to preserve air quality, decreasing vehicle miles traveled, and enhancing quality of life by offering residents and visitors a variety of transportation options.

To summarize the plan's broad objectives, six final recommendations are proposed:

- Undertake a comprehensive economic development policy for Anderson County
- Expand cultural and recreational opportunities, quality of life initiatives, and public safety efforts
- Enhance environmental quality and capitalize on green infrastructure and emerging energy opportunities
- Diversify and improve the transportation system with a focus on connectivity
- Encourage a variety of housing types and densities where appropriate
- Integrate future growth planning activities in prioritized areas

Anderson County Northeast County Area Plan (2017)

Anderson County was tasked with conducting an area plan focused specifically on the northeastern part of the county. This area is bordered by Pickens and Greenville County lines to the north and east, and by Highway 8 to the west and south. Due to its location, this region has experienced significant growth over the past 20 years—growth that has brought both opportunities and challenges.

The area is served by I-85, with four access points, and is intersected by several state highways. Given this infrastructure, there is an urgent need to improve transportation, particularly by incorporating healthier and more sustainable options such as bike lanes and trails.

Within this part of Anderson County, there are approximately 15,808 acres of developable land. The most efficient and cost-effective long-term development strategy would be to encourage growth as a natural extension of already

developed areas. To support and manage this continued growth, several key elements are necessary: legal incorporation to establish municipal governance, access to sewer infrastructure, and zoning regulations that guide land use, design, and compatibility of future development.

Three key recommendations emerged from the planning process:

- Form a citizens' committee for the Northeast County Area Plan (NECAP), composed of residents, business leaders, and public sector representatives, to continue guiding discussions and decisions
- Coordinate with neighboring jurisdictions and agencies to explore cost-sharing opportunities for infrastructure improvements
- Consider establishing special tax districts or special purpose districts, as permitted by state law, to fund and provide supplemental services

Anderson County Road Study

The Road Study documented all roadways in Anderson County as of March 2024. This included providing information on a roadway's classification, length, and the segment cost. The same information was also provided for bridges in the County. At the end of the document, proposed safety projects by the County were listed.

Proposed Anderson County Safety Projects

D-1

- Vandiver Road – Sidewalks
- Concord/McClellan – Realign McClellan at Concord to address sight lines

D-1/D-2 Boundary

- Simpson Road (C-10-64) – 250' W of Old Williamston to 2050' W – 17 crashes or which 10 were wrong way or roadside – potential realignment due to S curve and blind drive

D-1/D-7 Boundary

- Crestview – 16 crashes – 11 failures to yield (FTY)

D-2 + D-3

- Broadway Lake Road – Address one-lane bridge and curves

D-1 + D-3

- Cathey Road – Address curves

D-3

- US-76/Pinetop Road/James Cox Road – Realign Pinetop with James Cox. SCDOT to strongly consider approving an installing signal – project for future years

D-4

- Refuge – Conduct a traffic operations and corridor study of Refuge/Williams to identify and design projects for future years
- Shackleburg – Address blind curves

D-5

- Centerville/Keasler – Realign Keasler closer to 90 degrees

D-6

- McNeely (C-01-313) – 16 crashes – consider RAB's at None Road and River Road, bring cross section up to commercial standard from River to 81
- Cely Road – Address curves
- SC 81/Old Williamston – Contribute to GPATS to accelerate the project that comes out of SC 81 corridor study

D-7

- Breazeale Road – Address curves
- Cheddar Road – Address curves and address bridge approach
- SC 8/Palmetto Road – Add left turn lane on SC 8 an right turn lane on Palmetto with closer to 90 degrees – SCDOT to consider approving and installing signal

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Section 4. Recommendations

The recommendations described in this report document have been identified solely on the basis of safety needs at each location. While an effort was made to choose recommendations that appear compatible with the traffic volumes, land uses, and other constraints at each location, detailed investigations into operations, access, and general feasibility were not performed as part of this safety action plan. Each recommendation will need to be reconsidered, analyzed, and designed with these considerations in mind before any construction projects are initiated.

Recommendations

Because of the preliminary nature of these recommendations, multiple recommendations have been made at most locations. These should be considered a "menu" of options at each location, where any one or most combinations of projects could be implemented together in a package or consecutively as funding and manpower are available. For example, the recommendations for Segment 19, Masters Boulevard from Michelin Boulevard to US 29 include the following:

- S-19A: Backplates with yellow retroreflective borders on signal heads
- S-19B: Chevron curve warning signs
- S-19C: Rumble strips along centerline and edges
- S-19D: Dynamic speed feedback signs

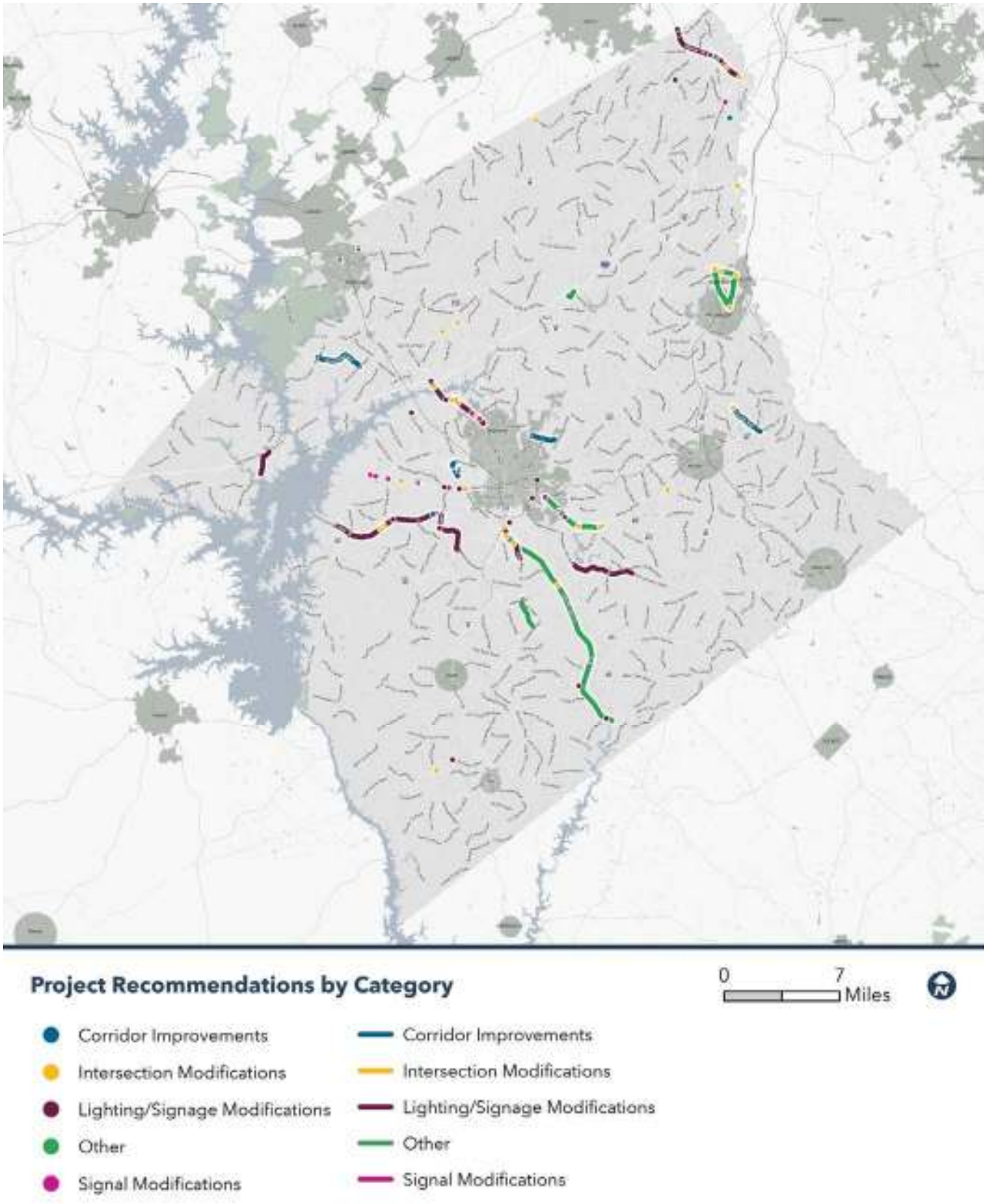
These could all be implemented as part of a single construction project, as four separate projects, or in any other combination. Each element has been included to address a specific safety concerns and is expected to be beneficial in isolation or in combination with others.

The analysis created over two hundred distinct line items. The full details of the recommendations are included in Appendix A and can be seen at the online dashboard here: Anderson County CSAP Recommendations. The remainder of this section describes the project types in general. Appendix A includes pre-concept design drawings of a few selected improvements.

The recommendations included in this plan can be broken down into the following categories:

- Corridor Improvements (Improvements along a stretch of roadway)
- Intersection Modifications (Modifications at a precise location)
- Lighting/Signage Modifications (Modifications to roadway lighting and roadway signage)
- Signal Modifications (Modifications made to traffic control devices)
- Other (Such as areas in need of further study)

Figure 17. Project Recommendations by Category



Intersection Modification

Intersection Modification projects focus on reshaping how travelers move through an intersection to improve safety, reduce conflict points, and enhance overall traffic operations. These projects often include design and operational treatments that address crash patterns, visibility issues, and geometric deficiencies.

Common project types include (but are not limited to):

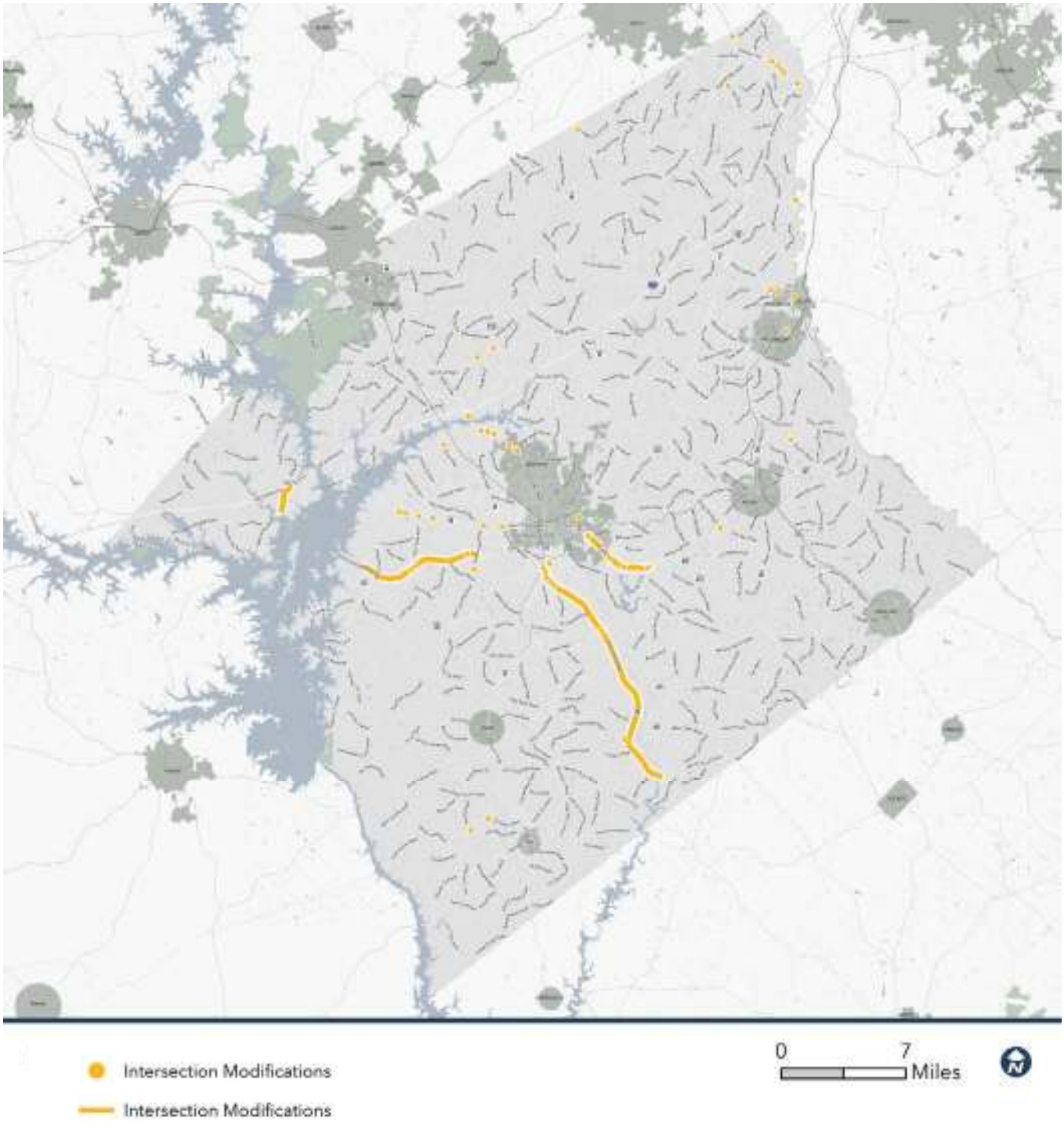
- Constructing roundabouts or installing new signalization to manage traffic flow more predictably
- Reduced conflict intersection designs to significantly decrease severe crash risks at high volume locations
- Right in/right out conversions to limit left turns
- Enhancing sight distance by adjusting grades or removing visual obstructions,
- Realigning intersection approaches to create clearer, more intuitive layouts
- Installing flashing beacons to provide high visibility warnings for drivers


Roundabout


Rectangular Rapid Flashing Beacon


Reduced Conflict Intersection

Figure 18. Intersection Modification Recommendations



Signal Modifications

Signal Modification projects enhance safety, efficiency, and multimodal mobility at signalized intersections and along signalized corridors. These improvements typically focus on optimizing traffic control devices, upgrading equipment, and integrating new technologies to better manage traffic flow and reduce crash risks.

Common project types include (but are not limited to):

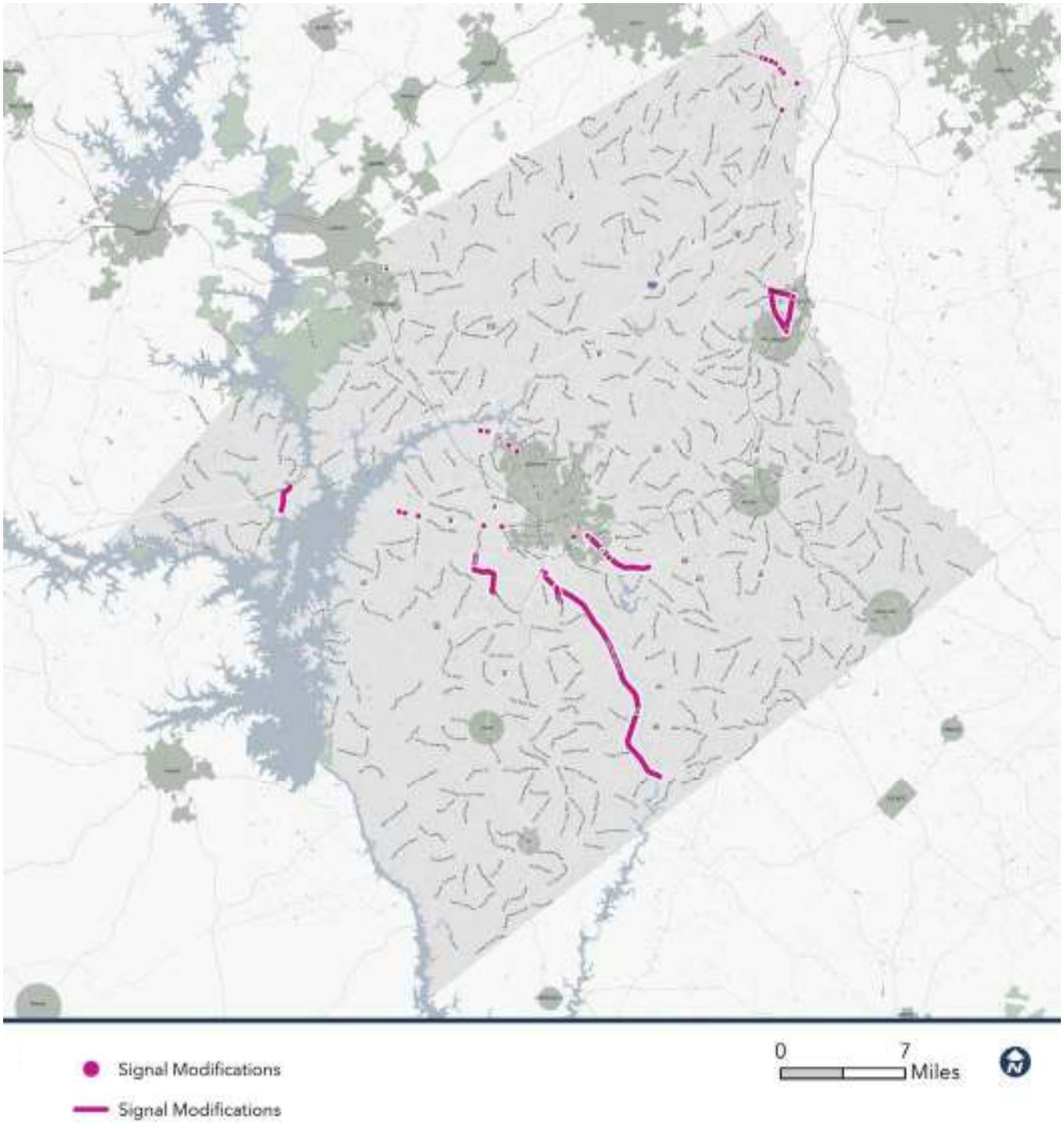
- Installing advance queue warning signs to alert drivers of unexpected congestion or new roadway patterns
- Implementing protected left turn phasing to reduce turning conflicts
- Pedestrian signal and ADA upgrades to create safer, more accessible crossings
- Signal head upgrades that improve visibility and compliance
- Coordinating signals along a corridor to create smoother, more predictable travel conditions. This may be done through incorporating intelligent transportation system (ITS) infrastructure-such as connected signal controllers, communication networks, and real-time monitoring tools- to enhance system performance

ADA Upgrades


Signal Head Upgrades


Protected Left Turn Phasing

Figure 19. Signal Modification Recommendations



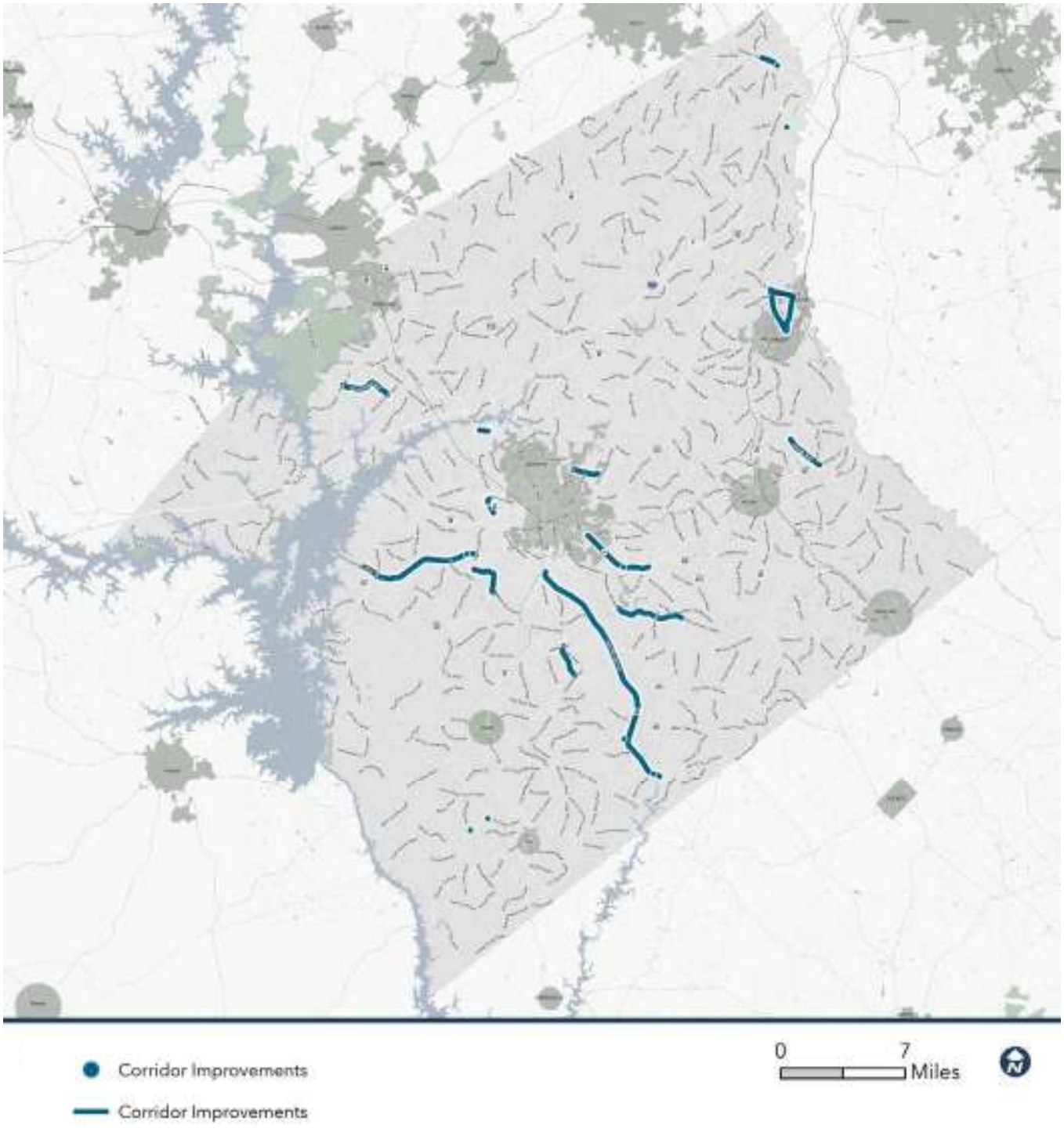
Corridor Improvements

Corridor Improvement projects enhance safety, mobility, and overall roadway performance along extended roadway segments rather than at a single location. These improvements target known crash trends, operational bottlenecks, and roadway deficiencies by applying context appropriate treatments along an entire corridor.

Common project types include (but are not limited to):

- Installing rumble strips and upgrading lighting to increase driver awareness
- Implementing turn lanes to reduce rear-end crashes
- Paving shoulders to provide recovery space for vehicles leaving the roadway
- Placing centerline retroreflective markers for improved nighttime visibility
- Access management treatments—such as driveway consolidation or medians

Figure 20. Corridor Improvement Recommendations



Lighting and Signage Modifications

Lighting & Signage Modification projects focus on improving roadway visibility, driver guidance, and overall user safety through strategic upgrades to signs, markings, and illumination. These treatments help drivers better anticipate roadway conditions and respond to changing environments.

Common project types include (but are not limited to):

- Dynamic curve warning signs to alert drivers of upcoming turns to encourage safer speeds
- Deploying speed feedback signs to encourage safer driver behavior
- Enhancing lane guidance markings to improve clarity and reduce driver confusion
- Crosswalk restriping to strengthen pedestrian visibility and reinforce right of way at key crossing locations

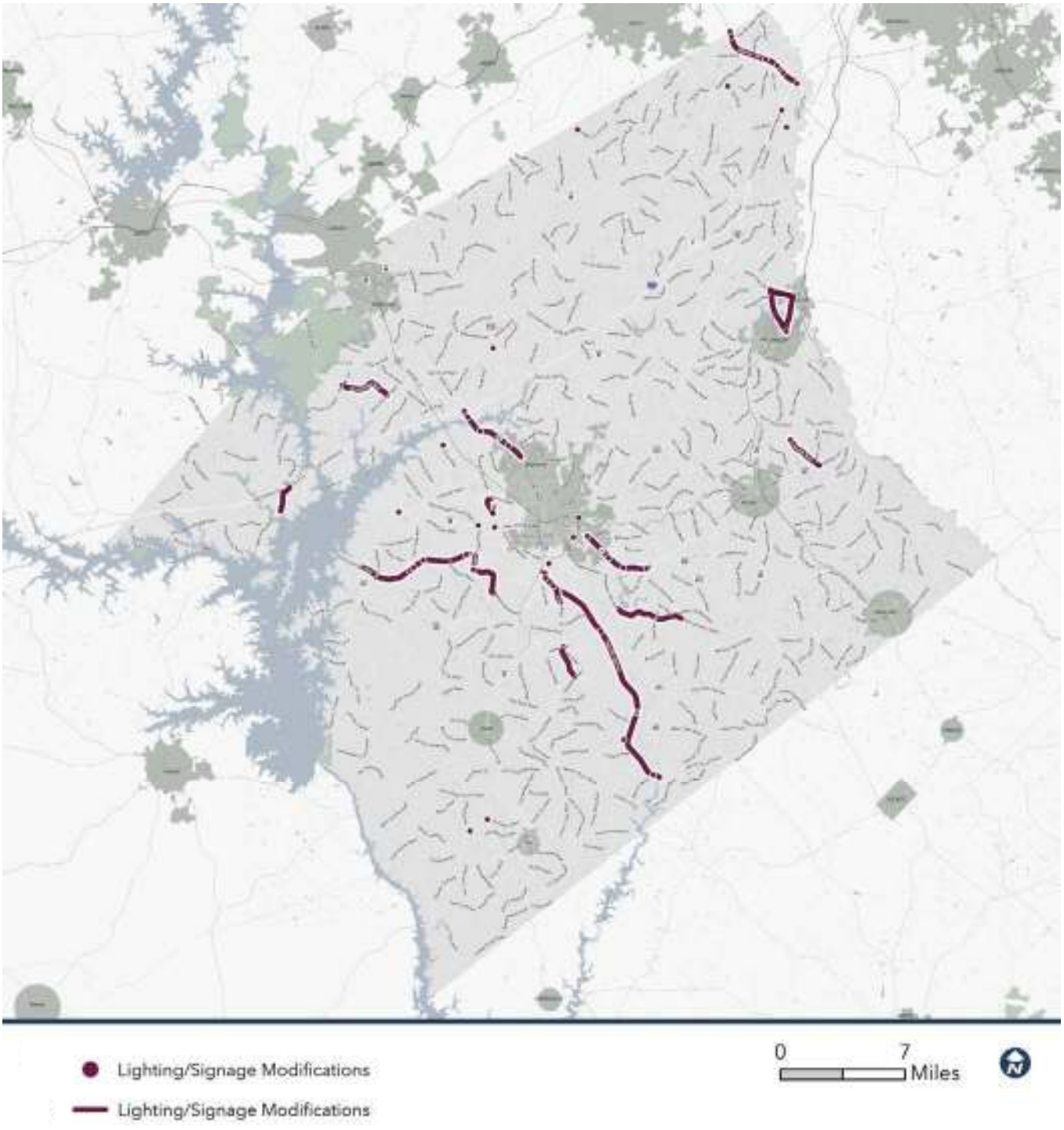

Enhanced Lane Guidance


Crosswalk Restriping

Curve Warning Sign

Speed Feedback Sign

Figure 21. Lighting and Signage Modification Recommendations



Other Recommendations

Other Recommendations include actions that do not fall into the other categories or are unique to just a few locations in the County.

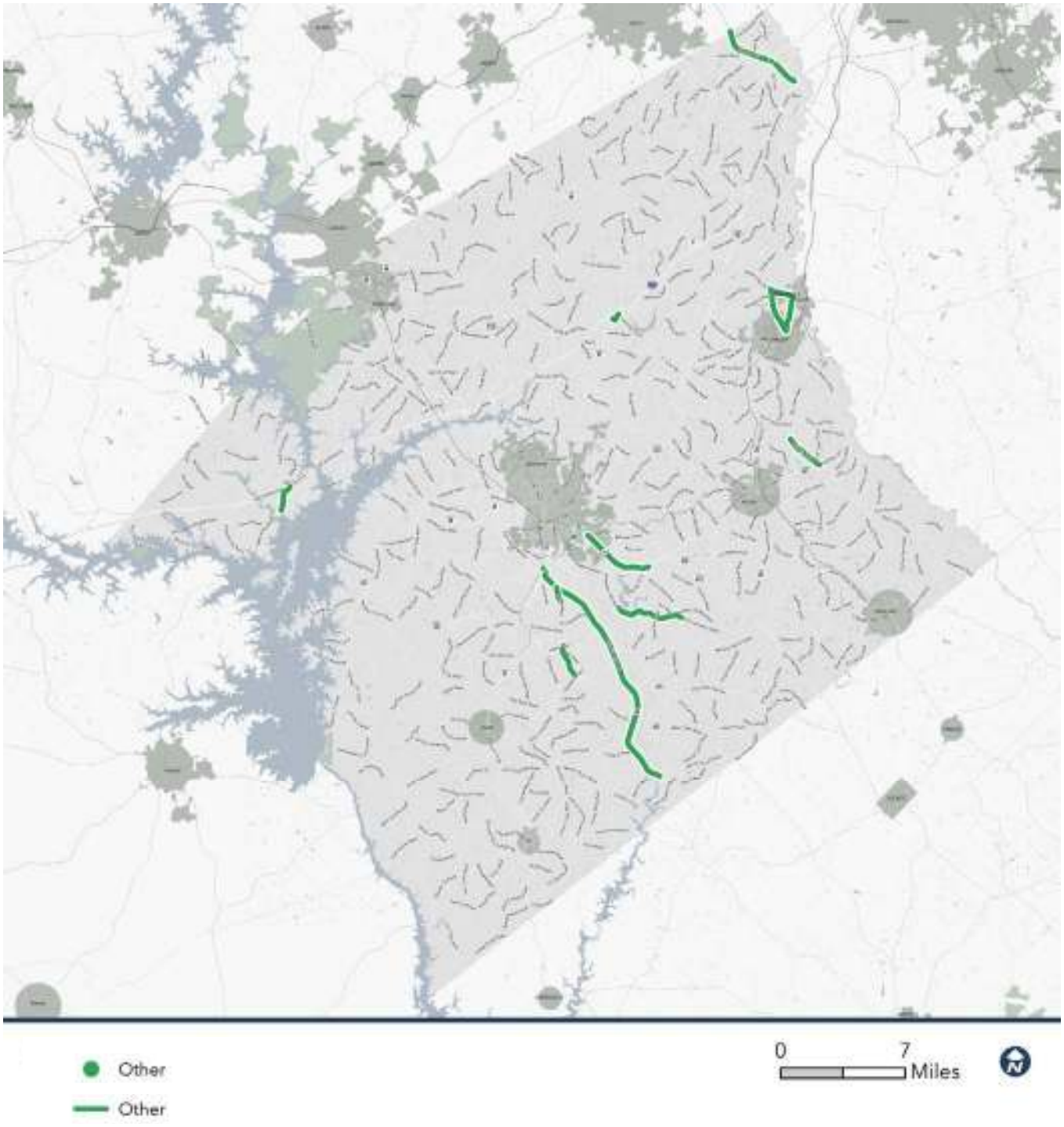
Common project types include (but are not limited to):

- Areas for further study to determine the proper safety action
- Speed limit reductions to slow traffic / Conduct speed study
- Increased enforcement along hotspot corridors and intersections

Speed Reduction Campaign

Increased Speed Enforcement

Figure 22. Other Recommendations



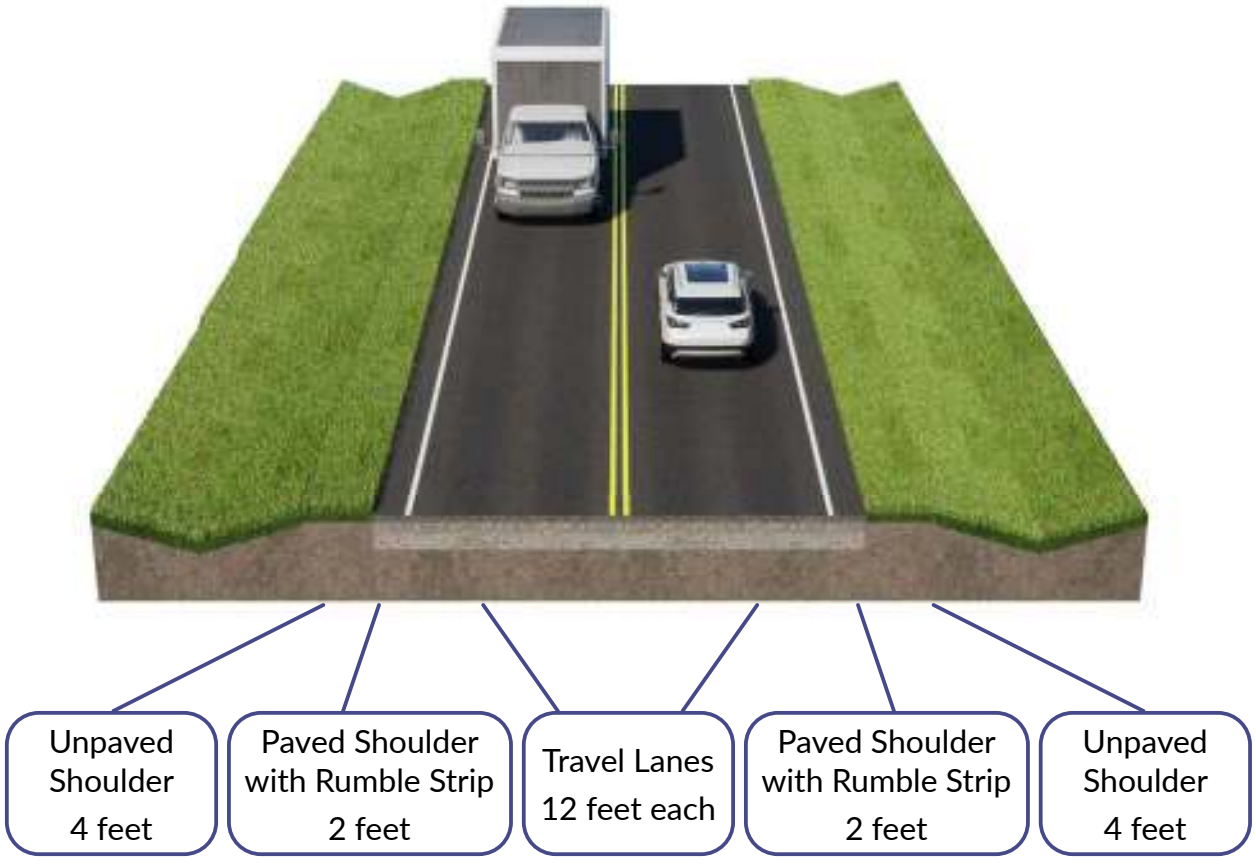
Design Standards

More than half of crashes on County-owned roadways were single-vehicle crashes, generally understood to be due to crashes running off the road. To help remediate this issue on future roadways, it is recommended that Anderson County adopt engineering standards for roadways under its jurisdiction, including future roads ultimately transferred to its jurisdiction and maintenance.

While full development of these standards will require future efforts, at a minimum, these standards should include a roadway with twelve-foot wide lanes, a two-foot paved shoulder, and additional four-foot unpaved shoulder. Rumble strips should be included on the edge of traveled way markings at all locations away from intersections and driveways by default. Centerline rumble strips could also be considered along curves and any locations with a history of head-on crashes.

Once these standards are development and adopted, the County should take on an effort to bring its roadway network up to this standard, prioritizing locations with the highest rates of single-vehicle crashes.

Figure 23. Proposed Roadway Standard



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Section 5.
Policy and Progress

This section presents policy and program recommendations across short-term (0–5 years), mid-term (5–10 years), and ongoing timelines. These recommendations will help to create a focused path forward for implementing the Comprehensive Safety Action Plan.

Policy Recommendations

Grounded in Vision Zero and SS4A frameworks and informed by crash data and community engagement, these strategies align with local goals and proven safety practices. Each action is clear, measurable, and adaptable—ranging from pilot projects and plan updates to improved coordination and engagement.

Figure 24. Policy Recommendations by Timeframe

Timing	Action
Short-Term (0-5 Years)	Coordinate safety improvements through the Capital Improvement Plan (CIP) process
	Create a Fatal Crash Rapid Response Protocol (formalize interdepartmental coordination after severe crashes to review causes and identify improvements)
	Implement strategies aimed at reducing speeding, such as installing speed feedback signs and vertical deflection
Mid-Term (5-10 Years)	Develop a funding strategy and plan that identifies potential funding avenues and resources necessary to construct future safety improvements

Progress and Transparency

To advance safety goals and maintain public trust, it is essential to track, evaluate, and clearly communicate progress in a transparent and systematic way. This chapter presents a comprehensive framework for performance measurement and public engagement, structured around two key focus areas that support data-driven decision making, promote equitable outcomes, and encourage sustained community involvement:

- Measuring Progress
- Transparency with the Community

Measuring Progress

Monitoring safety outcomes, infrastructure changes, and policy implementation helps agencies assess what's working and where to adjust. This section outlines strategies for collecting and analyzing data to track progress toward Vision Zero and other safety goals. Figure 25 summarizes these strategies, offering a framework for measuring key metrics and guiding continuous improvement.

Figure 25. Progress Strategies

Category	Strategy	Description
Data Analysis	Total Number of Serious Injury and Fatal Crashes	Track overall crashes to measure baseline and progress
	Percent Change in Serious Injury and Fatal Crashes	Evaluate trends in crash reduction over time
	Crash Breakdowns by Mode, Behavior, Location, Demographics	Understand risk by user type, location, and equity factors
	Crash Equity Analysis	Identify disparities in crash outcomes across demographic and geographic groups
Data Maintenance	Crash, Population, and Equity Data Updates	Ensure datasets are refreshed annually for consistent evaluation
	Pedestrian and Bicycle Counts/Surveys	Collect ongoing non-motorized user data to inform design and evaluation
Infrastructure	Improvements at Priority HIN Locations	Track number and types of improvements on prioritized corridors and intersections
	Miles of HIN Corridors Reconfigured	Measure progress in safety-focused street design on High Injury Network
	Use of Safety Measures Toolkit	Track where countermeasures are used and their effectiveness
	Before-After Safety Evaluations	Assess changes in crashes or behavior after countermeasure implementation
	Use of Video/Sensor Analytics	Pilot new methods to assess safety behavior (e.g., nearmisses, compliance)
	Project and Funding Coordination with CIP	Track integration of safety priorities into broader planning and funding
	Annual Strategy and Policy Progress Check-In	Informal but consistent check on plan implementation

Transparency with the Community

Clear, consistent communication with the public and decision-makers builds trust and keeps safety efforts on track. This section highlights key approaches for sharing progress and engaging the community, summarized in Figure 26.

Figure 26. Transparency Strategies

Category	Strategy	Description
Reporting & Accessibility	Annual Safety Report Publication	Public-facing reports to document implementation and outcomes
	5-Year Crash and Implementation Trend Charts	Show medium-term progress and trends in implementation
	Online Dashboard or Interactive Map	Public-facing visualization of progress and safety data
Community Engagement & Advocacy	Residents Reached via Engagement	Measure scale and reach of public involvement efforts
	Partnering with Community Organizations	Track relationships and engagement with community-based groups
	Comment Forms, Surveys, Open Feedback Loops	Maintain feedback systems to gather ongoing public input
	Regular Briefings to Elected Officials and Stakeholders	Monitor frequency and consistency of communications with leadership

ANDERSON COUNTY

COMPREHENSIVE SAFETY ACTION PLAN