Welcome

Welcome to the Public Workshop for the U.S. 29 Corridor Study

This study will create transportation recommendations for U.S. 29 in Anderson County from U.S. 178 (E. River Street) to Interstate 85.

The purpose of tonight's workshop is for the community to learn about the existing conditions of this corridor and collect feedback that will help develop a vision and eventually develop solutions for the corridor study area.

Walk around to each display board to learn more about the proposed solutions and talk with staff members.

Provide your feedback on our survey by scanning the QR code for the online survey, or request a paper survey at the sign-in table.

Study Timeline

Review Existing Conditions
Process begins with reviewing the existing conditions and reviewing existing studies of the U.S. 29 corridor and surrounding areas.

Identify Goals
After reviewing the studies and existing conditions, the study team will identify specific goals for the study.

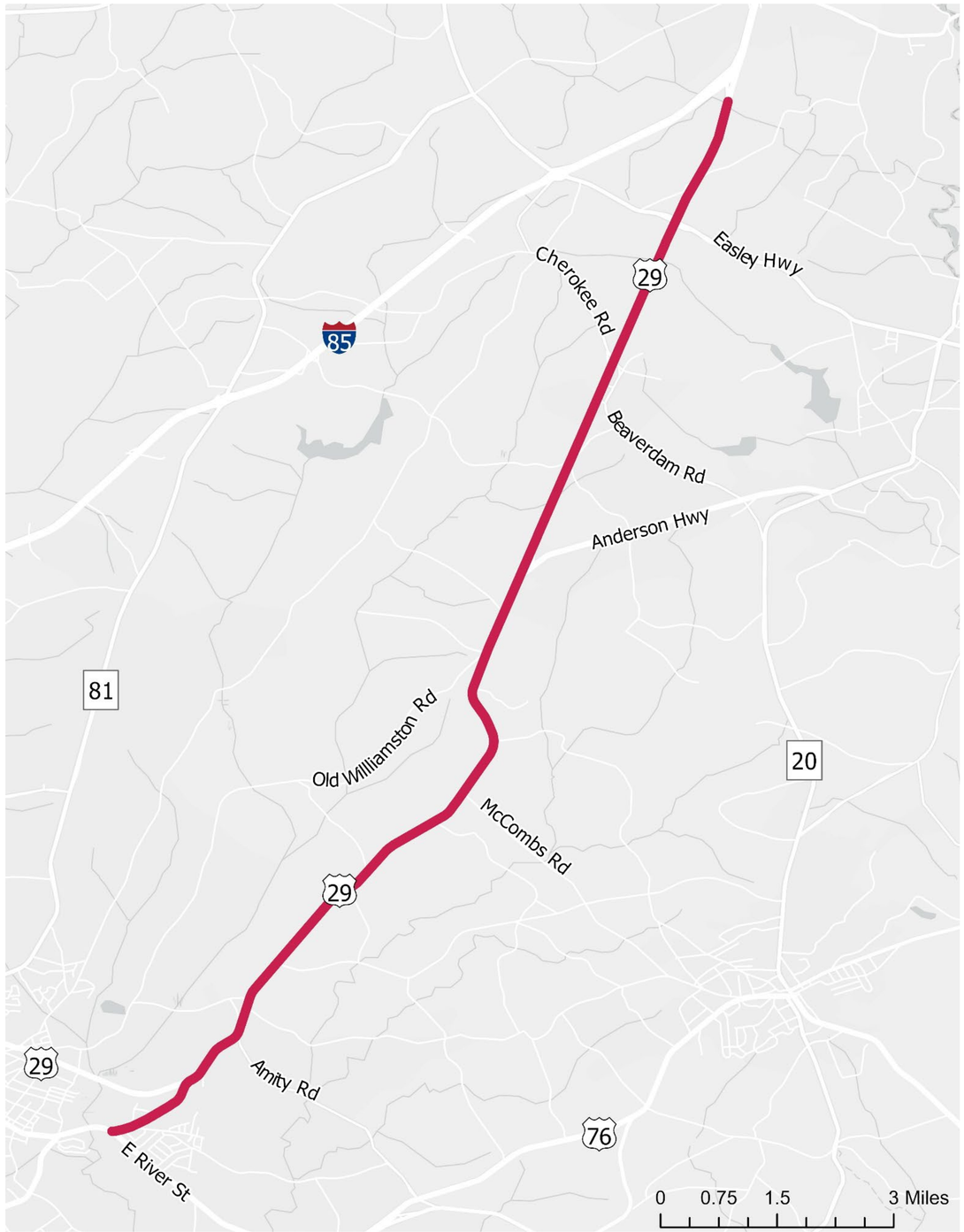
Develop Potential Solutions
The Study team will then take the feedback from the public and a technical steering committee to develop potential solutions.

Present Solutions
Solutions will be presented to the public.

Develop Preferred Alternatives
Solutions from the public will be refined into preferred alternatives.

Create Implementation Strategy
The Study team will identify the near-future, mid-future, and long-term projects of the plan.

The U.S. 29 Corridor Study is being completed by the Appalachian Council of Governments (ACOG), in partnership with the South Carolina Department of Transportation, and the Anderson Clemson Area Transportation Study.



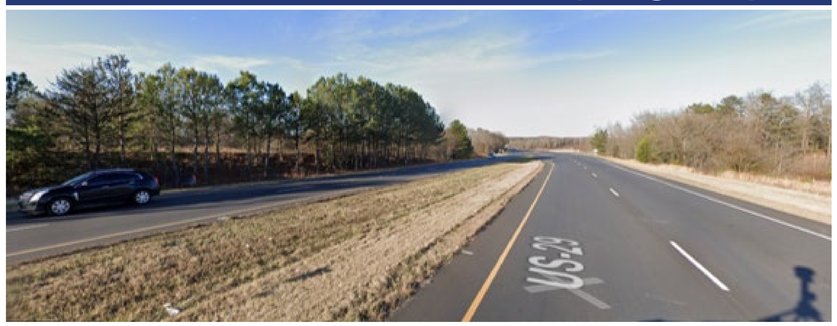
Existing Conditions

U.S. 29 in Anderson County provides an important connection to Interstate 85 and the City of Anderson. Currently, U.S. 29 varies between a four-lane divided highway and a rural two-lane farm-to-market road.

The majority of the corridor is rural, but the County is seeing both residential and commercial growth.

Over the last five years, the total population has jumped by 10,000 and current projections indicate the population will increase by 25,000 by 2035.

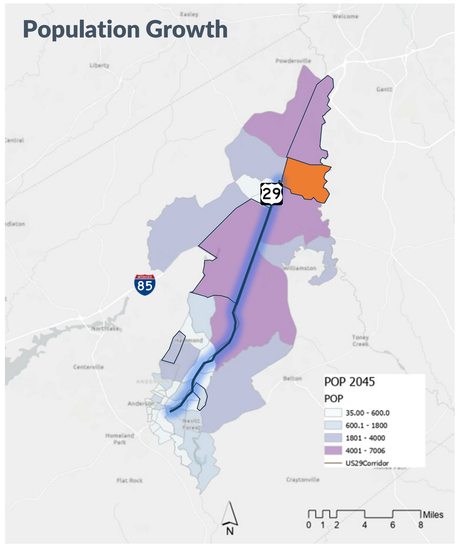
Interstate 85 South of Easley Highway

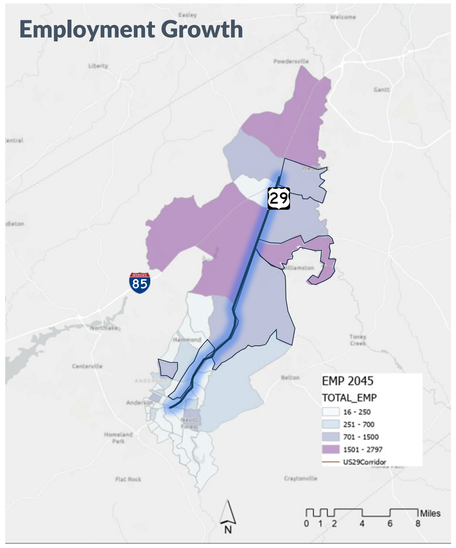


Snow Road and East River Street

Population and Employment Growth

The areas outlined in the adjacent maps identify where the greatest population and employment growth is expected to occur through 2045.

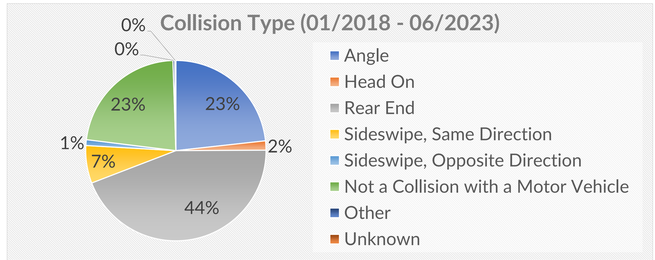


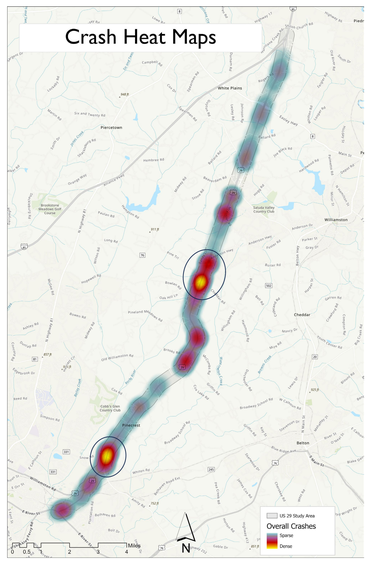


Safety and Traffic Crash Analysis

- Total of 963 crashes were reported during 5.5-year study period.
- 3 were pedestrian-related crashes; 2 fatal. Fatal crashes occurred between Welcome Rd and Moore Road and at Rogers Rd intersection. All 3 occurred at night.
- 72% of crashes occurred in daylight; 28% in dark conditions.
- Rear-end crashes represented highest percentage (44%) of crashes. Angle and "Not a Collision with a Motor Vehicle" tied for second (23%).

Manner of Collision	KABCO Severity (K) Fatal Injury	(A) Suspected Serious Injury	(B) Suspected Minor Injury	(C) Possible Injury	(O) No Apparent Injury	Total	Percent
Angle	2	5	18	46	153	224	23.3%
Head On	2	3	3	3	5	16	1.7%
Rear End	0	3	10	69	344	426	44.2%
Sideswipe, Same Direction	0	1	1	6	57	65	6.7%
Sideswipe, Opposite Direction	0	0	1	2	7	10	1.0%
Not a Collision with a Motor Vehicle	3	1	9	23	181	217	22.5%
Other	0	0	0	0	3	3	0.3%
Unknown	0	0	0	1	1	2	0.2%
Total	7	13	42	150	751	963	100.0%

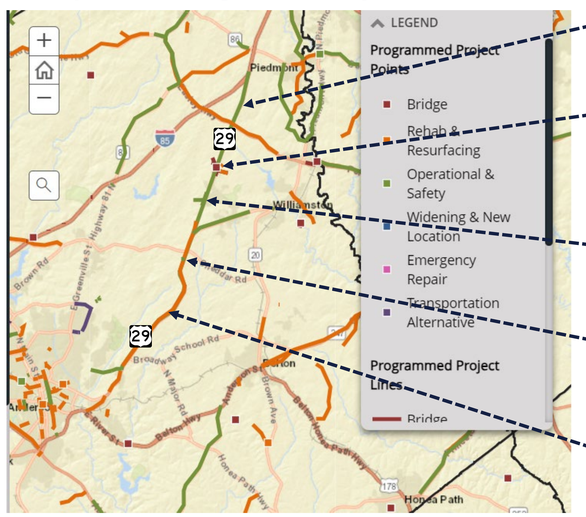




Other Plans/Projects Guiding U.S. 29

South Carolina Department of Transportation (SCDOT) is undertaking a number of projects along the U.S. 29 corridor, shown in the adjacent map. These projects are short-term, where the U.S. 29 Corridor Study will identify more long-term solutions.

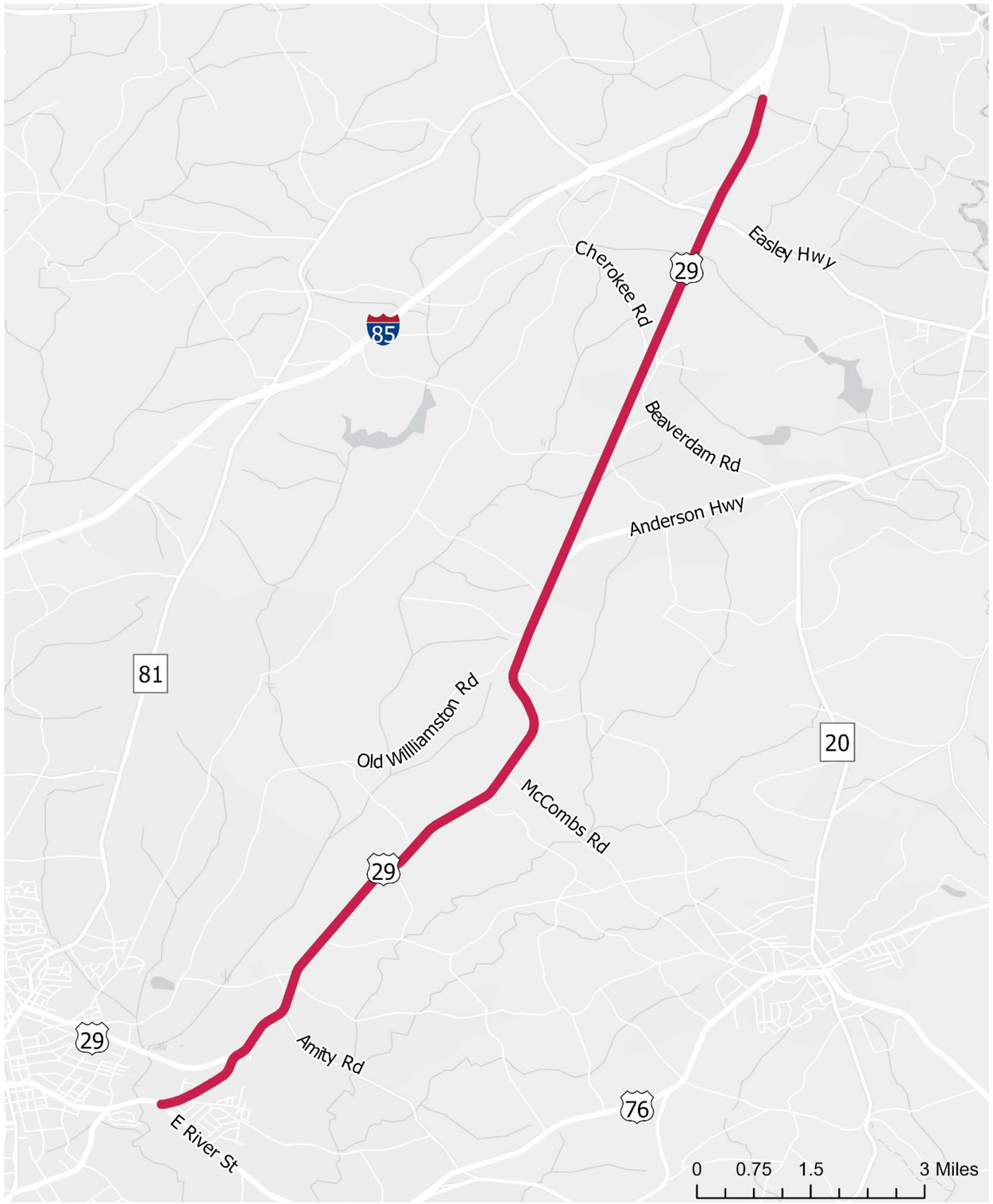
Transportation Programmed Projects



1. Project ID: PO37225: U.S. 29 Safety Improvements from near SR 904 to I-85
2. Project ID: 0031268X: Bridge replacement of SR 75 (Cherokee Rd) over U.S. 29 and interchange improvements
3. Project ID: PO39387: Intersection improvements to U.S. 29 and SR 96 (Welcome Rd)
4. Project ID: PO30834: Intersection improvements at U.S. 29 and SR 146 (Bowland Rd) and SR 331 (Old Williamson Rd)
5. Project ID: PO37485: U.S. 29 resurfacing

What is Your Vision?

What locations along U.S. 29 need improvements? Where are some destinations you travel to frequently?



In five words or less, what types of improvements would you like to see along the U.S. 29 Corridor?

What Improvements Would You Prefer?

Which of the following are more important to you? Place a sticker dot in each arrow to note which side of the trade-off you prefer.

Right of Way (ROW) Impacts

Efforts are made to avoid ROW impacts as much as possible.

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More Capacity

There is more capacity for vehicles and other amenities like pedestrian infrastructure and landscaping in the corridor.

Truck Travel

Accommodate effective truck traffic movements including wider lanes, weight accommodations, and signage.

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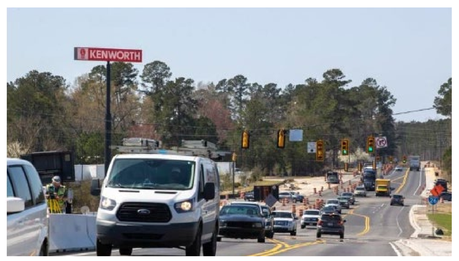
Passenger Vehicle Travel

Accommodate cars and other passenger vehicles. This would include standard lanes suitable for regular-sized vehicles.



Convenience

Prioritize through-movement of travelers within the corridor, which would provide shorter travel times through the corridor.

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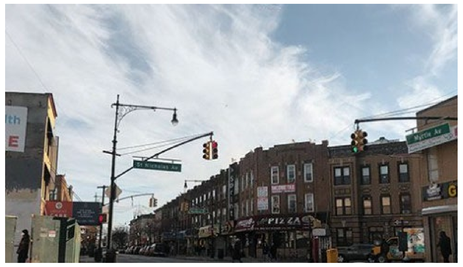
Local Access

Prioritize local access to destinations along the corridor, which may increase travel times but provide better local access to locations along the corridor.



Rural Roadway

The design of the roadway includes wider lanes and a wide shoulder, better suited for a low-density area.

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Urban Roadway

The design of the roadway includes curbs, sidewalks, and landscaping, better suited for an area with more mixed-use land development and medium-density.

Industrial/ Commercial

This type of roadway design caters to industrial zones, commercial districts, and business centers.

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Residential/Rural

The cross-section design is better suited for neighborhoods, homes, and agricultural areas.