Introduction

All long range plans benefit from a good implementation or action plan. Taking action on the many recommendations in the *SUATS 2010-2040 Long Range Transportation Plan* requires attention to several factors, not the least of which is the ability to secure funding. The SUATS MPO area has risen to the challenge of diminishing state and federal revenues in recent years through the passage of the Penny for Progress sales tax. Leaders continue to face the challenge of allocating appropriate levels of funding to the highest priority projects. The need also exists to identify cost-effective projects that provide additional safety improvements or protect specific corridors through enhanced access management strategies. Lastly, given the lack of federal dollars coming to the region and the anticipated population and employment growth, we can expect the quality of the SUATS transportation system to diminish without continued support from alternative funding sources. Renewal of the 1-cent sales tax along with innovative financing strategies like transportation bonds, developer impact fees, vehicle registration fees, or a combination thereof will be needed over the next decade to maintain the quality of life and economic vitality of the region.

To adopt and implement the plan, the MPO's Policy Board and Sumter City-County Planning Department must work proactively with stakeholders such as:

- Citizens and businesses
- South Carolina Department of Transportation
- Santee Wateree Regional Transportation Authority (SWRTA)
- City of Sumter
- Sumter County
- Shaw Air Force Base
- Private Development Industry
- Elected leadership in the South Carolina General Assembly
- Santee Lynches Regional Council of Governments

Completion of the *SUATS 2010-2040 Long Range Transportation Plan* represents an important step toward implementing multimodal improvements that affect travel safety, mobility, development patterns, and the aesthetics of the Sumter region. Some of the recommended improvements will be implemented through the development review process. Major infrastructure improvements most likely will be a product of state and federal funding. Continued funding through a 1-cent sales tax renewal could be put toward spot improvements or as matching funds for major infrastructure needs.

During the course of this study a number of transportation and land development issues were raised by citizens, including frustration over delays in getting transportation improvements completed. Unfortunately, the planning, design, and construction of publicly-funded transportation projects typically takes 10 years or longer in environmentally-sensitive areas. Local, state, and private partnerships offer strategic advantages to implementing improvements on a timely basis. The implementation plan recognizes each challenge and suggests strategies to address them. General recommendations and actions strategies follow to help the SUATS MPO area achieve its goals.

> The SUATS MPO area has risen to the challenge of diminishing state and federal revenues in recent years through the passage of the Penny for Progress sales tax.

Responsible Agencies

To fully implement the plan, the region must identify stable, timely, and equitable methods of funding. Some municipalities are negotiating with developers to share responsibility for the "cost of growth" and eventually shift these costs to home buyers and businesses. It is expected that similar debates will occur in other communities throughout the region before the next update to the state's Transportation Improvement Program (TIP). Evolution toward a creative and effective mix of funding from various sources and stakeholders in the economy and transportation system of this region is a worthy goal.

To successfully implement this plan, responsible agencies with influence and authority to enact recommendations have been identified. Policy and program initiatives, for the most part, will occur at the local level. Some of the proposed transportation improvements will encompass right-of-way that is owned by different public or private agencies, and some improvements will occur as a result of development and redevelopment opportunities. However, the majority of responsibility for implementing these recommendations will require a coordinated effort between SCDOT and the SUATS MPO.

Action Plan

The following action items list appropriate steps for local leaders to implement the recommendations of this plan and key agencies that should be involved with the task. Some of the tasks are recommended to be initiated during the first two to four years following the completion of the plan to take advantage of momentum gained during the planning process. While all the listed items are not expected to be completed within this time frame, the process should be initiated.

Beyond the tasks listed below, the success of this plan hinges on the City and County continuing to work with and educate local citizens and businesses. While public support can encourage implementation, opposition can significantly delay a project.

General Action Items

- Adopt the *SUATS 2010-2040 Long Range Transportation Plan*. As a part of FWHA's MAP-21 requirements, federal funds cannot be allocated to a local highway project without it being a part of a mutually adopted, financially-constrained plan.
- Once adopted by the MPO, the plan should be submitted to SCDOT Planning Office. The plan will then be forwarded to the Federal Highway Administration staff in Columbia.
- Request inclusion of high-priority projects in the next update of the state's Transportation Improvement Program (TIP).

- Create a citizen-based standing committee that will encourage and educate the public as well as seek to aid in the implementation of this plan.
- As areas are developed and redeveloped, introduce traffic calming improvements to minimize impacts that negatively affect the character and integrity of adjacent neighborhoods.
- Promote alternative modes of transportation through better street design and improved developer participation.
- As physical infrastructure improvements are made, avoid and/or minimize impacts to environmentally sensitive areas to preserve the natural environment.
- Proactively support bicycle and pedestrian provisions in all SCDOT street improvements.
- Create aesthetic gateways (at key locations along major radial routes) that invite and welcome citizens and visitors to the SUATS region.
- Implement access management policies and construct measures that create a balance between the need for access to the transportation system and the desire to protect the mobility of major corridors. The recommendations in **Chapter 5** emphasize the protection of existing roadways through the inclusion of plantable medians and better access management design.
- Discuss the possibility of introducing the renewal of the Penny for Progress sales tax following the current program's expiration in 2015. Local leaders at the City and County levels will need to be consulted to identify potential needs and distribution of funds across improvement types.

Policy Action Items

- As a requirement of FHWA's MAP-21, local highway improvements should be based on an analysis that reflects regional congestion needs. This report identifies grouped prioritization (high, medium, and low) of projects based on the need for addressing current and long-term congestion needs. With this in mind, SUATS transportation decision-makers should revisit the prioritization of highway needs (**Chapter 5**) based on their own annual state TIP update process.
- The SUATS MPO area and its affiliated agencies should adopt a "Complete Streets" policy that establishes the need to accommodate bicycle, pedestrian, and transit safety and mobility as well vehicular needs to encourage a well-balanced transportation system.
- Revise local ordinances to require subdivisions larger than 100 dwelling units to include at least two points of access from a publicly maintained street and at least one stub-out street to extend and connect with future streets (where applicable).
- Create a US 76/378 Broad Street Corridor Overlay District within the City of Sumter's Zoning Ordinance that will implement the intent of this plan. Items that should be addressed in the Overlay District include street signage control, streetscape elements, landscaping, access and cross access, parking, and building orientation and frontage.

Roadway Improvement Action Items

Short-Term Action Items (1 – 5 years implementation)

- Pursue "spot safety funds" through the SCDOT District office. Funds are needed for immediate improvements to the following locations based on 2008-2010 three-year crash statistics. Also, continue to coordinate with SCDOT to ensure that intersections currently programmed for improvement are addressed in the near term. These projects would not be slated to receive short-term funding without specific funding provided by SCDOT for their construction.
  - **US 76 (Broad Street) and S-1074 (Wesmark Boulevard)** — The top crash types at this location include drivers disregarding the signal (12 occurrences) and improper lane usage/change or improper turn (8 occurrences).
  - **US 76 (Broad Street) and US 521 (Bultman Drive)** — The top contributing circumstances for this location include drivers disregarding the signal (11 occurrences) and drivers traveling too fast for the roadway conditions (7 occurrences).
  - **SC 120 (Pinewood Road) and S-528 (Kolb Road)** — The top contributing circumstances for this location include drivers failing to yield the right-of-way (18 occurrences) and drivers traveling too fast for the roadway conditions (6 occurrences).

    SCDOT has identified this intersection for safety improvements. Specific improvements and countermeasures for this intersection will be determined by SCDOT as a part of their safety improvement program.
  - **SC 763 (Wedgefield Road) and S-507 (Pitts Road)** — The top contributing circumstances for this location include drivers traveling too fast for the roadway conditions (12 occurrences) and drivers failing to yield the right-of-way (6 occurrences).

    SCDOT has identified this intersection for safety improvements. Specific improvements and countermeasures for this intersection will be determined by SCDOT as a part of their safety improvement program.

** Project prioritization based on SCDOT Act 114 project rankings (**Chapter 4**).

Eastbound US 76/378 approaching SC 441

Broad Street at Gion Street

- Allocate funds to facilitate completion of ongoing projects partially funded by the 1-cent sales tax.
  - **US 76/378 (Broad Street) and Carter Road Intersection Improvements** – the total estimated project cost of $500,000 can only partially be funded with existing sources.
  - **US 15 (Lafayette Drive) and Guignard Drive Intersection Improvements** – the total estimated project cost of $1,000,000 can only partially be funded with existing sources.
  - **US 76/378 and US 15 (Lafayette Drive) Interchange Improvements, Phase I** – the total estimated project cost of $10,770,000 can only partially be funded with existing sources.
- Allocate available guideshare funds to facilitate completion of high-priority operational improvements.
  - **Broad Street** – from US 76/378 Bypass (Robert Graham Freeway) to Washington Street – access management strategies
  - **Bultman Drive** – from Broad Street to Liberty Street – access management strategies
  - **Pinewood Road** – Stadium Road to Wedgefield Road – access management strategies

** Project prioritization based on discussions with project staff (**Chapter 5**) as well as projected funding levels and reflects MAP-21 compliance with congestion mitigation.

Northbound Alice Drive approaching Broad Street

Mid-Term Action Items (6 – 17 years implementation)

- Work with SCDOT officials and available local funding sources to actively pursue planning, engineering, and construction dollars for the following projects:
  - **Alice Drive** – Wise Drive (S-43-380) to Liberty Street (SC-763) – widen to multilanes including bicycle and pedestrian accommodations
  - **Lewis Road** – McCrays Mill Road (S-43-33) to US 15 – widen to three lanes with a center two-way left turn lane
  - **Frierson Road** – Shaw AFB Frierson Road Gate to US 521 – shoulder and edge treatment
  - **Liberty Street** – Washington Street to Alice Drive – access management and streetscape improvements
  - **McCrays Mill Road** – Stadium Road to Guignard Drive – access management strategies
  - **Pinewood Road and McCrays Mill Road** – intersection safety improvements
  - **US 15 and Lewis Road/Old Manning Road** – intersection safety improvements
  - **N. Guignard Drive and Liberty Street** – intersection safety improvements
  - **W. Liberty Street and Alice Drive** – intersection safety improvements
  - **Broad Street and Miller Road** – intersection safety improvements

** Project prioritization based on SCDOT Act 114 project rankings and conversations with project staff (**Chapter 5**) as well as projected funding levels and reflects MAP-21 compliance with congestion mitigation.

Long-Term Action Items (18 – 27 years implementation)

- Work with SCDOT officials to actively pursue planning, engineering and construction dollars for the following roadway and access management projects:
  - **Wise Drive** – Loring Mill Road (S-43-380) to Liberty Street (SC-763) – widen to four lanes with a plantable median, including bicycle and pedestrian accommodations
  - **Brewington Road** – US 521 to US 15 – shoulder and edge treatment
  - **Brewington Road** – US 15 to US 378 – shoulder and edge treatment
  - **Washington Street** – Broad Street to Liberty Street – access management strategies
  - **Lewis Road and Kingsbury Drive** – intersection safety improvements
  - **US 76/378 and US 15 (Lafayette Drive) Interchange Improvements, Phase II** – construct second phase of proposed interchange improvements

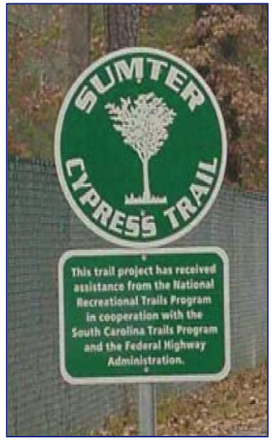
** Project prioritization based on SCDOT Act 114 project rankings and conversations with project staff (**Chapter 5**) as well as projected funding levels and reflects MAP-21 compliance with congestion mitigation.

Bicycle and Pedestrian Improvement Action Items

- Adopt a policy that states all new collector streets and arterials must accommodate provisions for bicycles and pedestrians. Refer to project sheets in **Chapter 5** for proposed bicycle and pedestrian facilities on widening and new location projects.
- Aggressively pursue MAP-21 Transportation Alternatives funding to complete the following high-priority bicycle projects consistent with recommendations in **Chapter 6**:
  - Lynam Road should be retrofitted to include striped bicycle lanes from McCrays Mill Road to Loring Mill Road.

- Wise Drive should be retrofitted to include wide outside lanes from Loring Mill Road to the Cypress Trail.
- Red Bay Road should be retrofitted to include wide outside lanes from South Main Street to Boulevard Road.
- Brewington Road should be retrofitted to include wide paved shoulders from Thomas Sumter Highway (US 521) north of Sumter to US 378 east of the SUATS boundary.
- Jefferson Road should be retrofitted to include wide paved shoulders from Camden Highway (US 521) to Queen Chapel Road.
- McCrays Mill Road should be retrofitted to include wide paved shoulders from St. Pauls Church Road to Stadium Road.

- Aggressively pursue MAP-21 Transportation Alternatives funding to provide sidewalk connections between existing sidewalks and high traffic pedestrian areas, including:
  - Palmetto Park
  - USC at Sumter
  - Central Carolina Technical College
  - Willow Drive Elementary School
  - Alice Drive Elementary School
  - Alice Drive Middle School
  - Sumter High School
- Aggressively pursue MAP-21 Transportation Alternatives funding to implement the following high-priority multi-use path locations:
  - **Shot Pouch Greenway** – The Shot Pouch Greenway, when complete, will connect the city like a vertical spine, starting at Dillon Park, crossing the 378 Bypass, Broad Street, Guignard Drive, Liberty Street and Swan Lake to end at McCrays Mill Road.
  - **Lafayette Drive Greenway** – A multi-use path is proposed along the east side of Lafayette Drive from Calhoun Street to the US 378 Bypass.
- Establish the following bicycle- and pedestrian-related programs:
  - **Education** — New and experienced bicyclists need to be made aware of where suitable routes are and what destinations can be accessed. Motorists, pedestrians, and cyclists need to understand the "rules of the road" to keep themselves safe while operating not only on but also adjacent to these facilities. Consider various means of educating the public in these regards.
  - **Encouragement** — People need to be encouraged to walk and bicycle. The more desirable the region becomes for pedestrians and cyclists (by providing more destinations oriented for them), the more successful these modes will become. Set a goal regionally and locally to be widely recognized as bicycle-friendly.
  - **Enforcement** — Work with local and county law enforcement officials to ensure laws pertaining to the interaction between motorists and pedestrians/cyclists are obeyed. Ensure high proportions (more than 90%) of such citations are upheld in court.
  - **Parking** — Consideration should be given to providing bicycle parking at key destination points throughout the region. Some potential areas include, but are not limited to, malls, theaters, parks, central business districts, libraries and schools. The cost for such amenities ranges from a few hundred to several thousand dollars, depending on the type and quality of the facility. A program to partially subsidize the cost could be considered. The following specific locations should be considered high priority:
- The SUATS MPO should work cooperatively with the Sumter County Active Lifestyles (SCAL) group, the Sumter Easy Riders, the Sumter Chain Gang Cycling Club and other local constituents to initiate the following programs to better integrate bicycle and pedestrian facilities into the community:
  - Initiate a Safe Routes to School Program
  - Publicize and participate in the National Walk to School Day
  - Initiate annual rideabouts and bike rodeos
  - Participate in the School-Based Safety Education Program
  - Develop public services announcements to encourage a healthy community through enhanced cycling and walking



Transit Improvement Action Items

- Consider the following changes and improvements to the existing SWRTA service:
  - Active promotions of existing bus route services by mass media advertisements, place bus schedules in public places such as shopping mall, schools, and grocery stores.
  - Improve the "on call"-demand response service by restructuring system requiring 24 hour advance call in and provide pick up services along major roadway intersections.
  - Assign one vehicle (mini- van or 15 passenger bus) for "call in" –demand response services for reducing costs of operations.
  - Designate an "at pulse" transfer point at the Wesmark Plaza by the Staples and Big Lots stores for Bus Routes 7, and 9 and 4 for free transfer.
  - Install more bus stop sign poles with bus schedules posted.
  - Eliminate Bus Route 8 service due to low ridership. Instead, assign another 15 passenger bus or mini-van to "on call" demand response system to transport customers to and from the Vocational Rehabilitation Center on North Main.
  - Consider modifications to the SWRTA fixed route service to better accommodate demand as outlined in **Chapter 7**.
  - Conduct a ridership survey.
  - Develop a transit master plan.
  - Introduce a coordinated marketing plan.
  - Extend duration of routes.
  - Utilize the master planning process to assess current service and explore changes in route frequency and duration.
  - Improve the quality of taxicab services.
  - Identify satellite transfer stations for future expansion.
- Develop future transit expansion and system modifications based on the growth within the region by:
  - Promoting coordination and collaborative partnerships between the urban and rural transportation programs of SWRTA as well as with other public transit and human service agencies
  - Utilizing technology to ensure reliability of the transit system
  - Ensuring future routes are responsive to future land use patterns
  - Locating public transit within walking distance to civic land uses
  - Maximizing the use of the James E. Clyburn Intermodal Transportation Center
- Services for commuters must be a priority for the regional transportation system. Enhance service by expanding carpool matching service and SmartRide service in the Sumter market.
- Increase passenger amenities such as sidewalks, shelters, and benches by enhancing bus stops and coordinating upgrades to transit stops with improvements to the pedestrian and bicycle network.
- Coordinate upgrades to transit stops with improvements to the pedestrian and bicycle network.

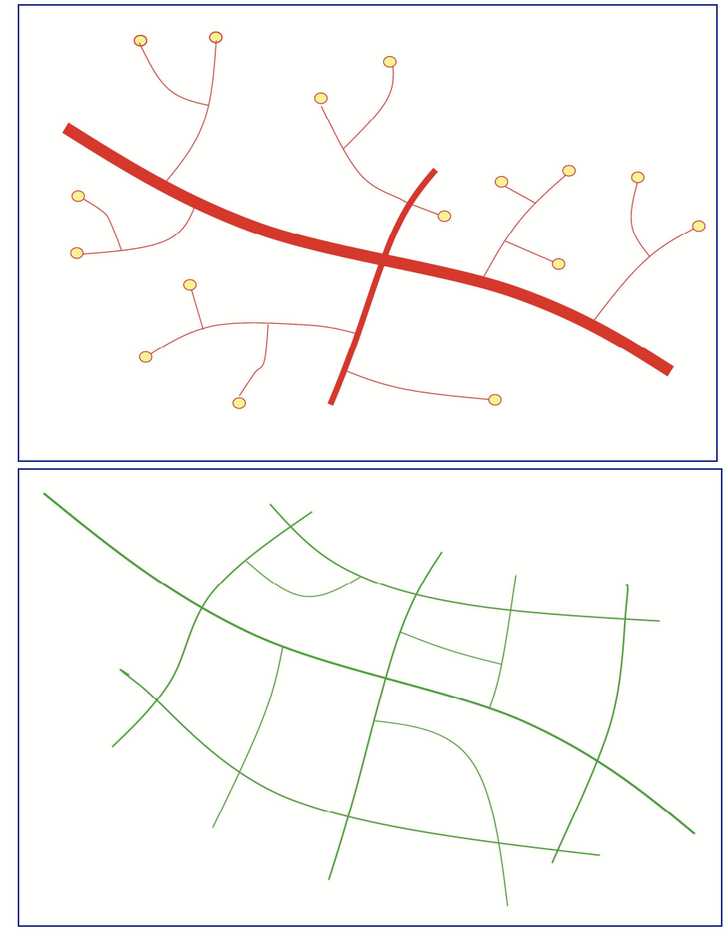
Freight Improvement Action Items

- Designate truck routes and sign appropriately as recommended in **Chapter 8**. Truck route signage should be posted at the city limits, highway exits, and other appropriate locations directing truck drivers to those streets on which their movements are permitted. Consolidated truck routes should be clearly designated for the following primary routes:
  - **US 76/US 378 Bypass:** primary east-west truck route through town
  - **US 15/US 521:** primary north-south truck routes through town

- Work with SCDOT to prioritize resurfacing on designated routes to reduce noise and vibration from trucks.
- Publish and distribute educational materials to businesses and industries concerning truck routes.
- Work with the South Carolina Trucking Association and SCDOT to create a secondary truck route between US 76/378 (west) and US 15 (south) by upgrading portions of Kings Highway (SC 261), Cane Savannah Road, St. Pauls Church Road, Cains Mill Road, and Clipper Road.
- Work with SCDOT to make improvements at critical intersections on truck routes to more easily facilitate large vehicle movements and encourage their use by truckers.
- Adjust signal timing along high priority routes to allow uninterrupted through movements based on posted speed limits.
- Publish and distribute educational materials to businesses and industries concerning proposed designated truck routes.

Land Use Action Items

- The SUATS MPO should encourage efficient use of the transportation system by promoting development patterns that favor higher densities and intensities, mixed land uses, and pedestrian-friendly environments.
- The City and County of Sumter should limit the number of cul-de-sacs to areas where topography, environment, or existing development make other street connections prohibitive.
- The number of driveways or curb cuts serving a property should be minimized and shared-use driveways should be encouraged on major roads including Broad Street, Bultman Drive and Pinewood Road. Cross access agreements should be required through the development review process.
- A streetscape plan for Liberty Street from Alice Drive to Washington Street should be developed as a community initiative for protecting the long-term sustainability and gateway to the community.
- As a proposed new connection to the Bypass, SUATS should develop a small area plan for the proposed interchange at US 378 and Wise Drive.
- The trip generation rates for major subdivision or site plans used in the City of Sumter Zoning and Development Standards Ordinance are now outdated and should be revised to reflect data published in the Institute of Transportation Engineers' (ITE) *Trip Generation*, Seventh Edition (2003).
- The City and County should work together to define common design elements that collectively reinforce a sense of place for high-profile corridors identified within the study area. These design elements then should be used to promote effective decisions regarding appropriate land use and development patterns for the area. In addition, a streetscape plan for specific corridors (e.g., Broad Street, Bultman Drive, Liberty Street, McCrays Mill Road, or Pinewood Road) should be developed as a community initiative for protecting the long-term sustainability of the community.
- The City of Sumter Zoning and Development Standards Ordinance requires sidewalks measure a minimum 4 ½ feet in width. City officials should increase the minimum sidewalks width in the Zoning and Development Standards Ordinance to 5 feet in residential neighborhoods with a 5-foot vegetative buffer from the street and up to 12 feet in width in retail centers or downtown that may accommodate benches, outdoor seating, etc.
- The City and County of Sumter should consider including the guiding principles for compact development in their respective Comprehensive Plans for implementing a more efficient transportation system.
- The City and County should adopt an access management overlay ordinance that provides a legal framework to administer and enforce consistent access management standards along high-profile corridors like Broad Street, Bultman Drive, Wise Drive, McCrays Mill and Pinewood Road.
- A formal connectivity ordinance should be adopted to increase connections between existing and new developments and redevelopments by requiring coordination between the vehicular and non-vehicular circulation systems.



Land use decision should support connectivity