

# SUATS LRTP Report Card

## *Initial findings, recommendations, and notes on approach*

As part of the USDOT Thriving Communities program, technical assistance provider ACEEE conducted a review of the Action Items in the [SUATS 2050 Long Range Transportation Plan \(LRTP\)](#) to provide SUATS with guidance on how to better categorize and align actions with MPO planning and policymaking roles. This involves preparing a “report card” style format for the action items, facilitating easier viewing of items by theme and allowing for the Policy Committee and staff to more effectively track progress on actions between plan cycles.

The notes below summarize the proposed approach and recommended adjustments to the existing set of action items outlined on p. 206-209 of the LRTP.

- Generally speaking, the list of action items in the report card should be kept separate from the justification for completing those actions. Justification should be provided within the LRTP or another more detailed planning document, but the report card should be kept succinct to specifically focus on tracking the actions.
- Where possible, language changes are suggested to focus on steps with more tangible actions assigned to them (creating, adopting, studying, etc.) as opposed to phrases like “support” and “advocate” that are harder to track. Some action items are also proposed for consolidation due to inadvertent duplication.
- Where possible, breaking big aspirations down into incremental steps is recommended. For example, conducting an analysis that will ultimately lead to installing new bus route amenities.
- Assigning a category tag to each action is recommended to enable sorting by type, such as looking at all actions that propose to adopt a new policy or change a planning process. The category tags can be updated as needed moving forward, but for a list this size we suggest keeping the tags to 10 or fewer categories total.
- Included is a new way to group items in the list — by theme, including themes such as “working with SCDOT” and “working with SWRTA.” Many items on this list are cross-cutting, so we encourage SUATS to continue to evaluate the best approach for using groupings and category tags to facilitate the region’s goals.

- The action items are now organized in a spreadsheet file for ease of tracking/sorting moving forward. The spreadsheet file is formatted for printing in an 11x17 landscape format, and includes a tab with a cover page for the report card on which major themes and accomplishments for each year of the plan cycle can be highlighted.
- Each item is tagged with a “status” in this list using the tags below and based on the original list of action items. Definitions are included for each status phase.
  - Complete – action item is considered done with no further action required.
  - On track – action is underway with a defined point of completion
  - Planned – while no action has been taken, the item is scheduled for action to occur at a future point
  - Not started – no action has been taken and no action has been planned
  - Delayed – issues have arisen during implementation that delay progress in full or in part.
- When the same policy action has been suggested for both the City and County, unique action items have been created for each body to facilitate tracking progress given different political timelines
- Each action item in the formatted table now has a unique ID number to facilitate tracking as items may move between groups or shift off the list
- As drafted, several of the action items are not framed as actions that SUATS can directly implement or achieve. Changes are suggested in order to keep the list directly tied to SUATS’ specific role as an MPO. For example, this could look like changing an action item of “*Increase duration and frequency of existing and planned fixed transit routes*” to “*Secure and program dedicated funding that allows SWRTA to increase duration and frequency of existing and planned fixed transit routes.*” The table below provides a 1-1 comparison of the original list of action items from SUATS alongside the proposed changes to language included in the formatted spreadsheet.

## Action Item comparison:

### Original List vs. Proposed Changes

SUATS action item	Proposed Changes
Request inclusion of high-priority projects in the next update of the state's Transportation Improvement Program (TIP)	No change
Create a standing citizen committee that will encourage and educate the public as well as seek to aid in the implementation of this plan.	No change
As areas are developed and redeveloped, introduce traffic calming improvements to minimize impacts that negatively affect the character and integrity of adjacent neighborhoods.	Develop and implement traffic calming standards for existing neighborhoods based on observed and/or anticipated impacts from new development.
N/A	Adopt access management policies for arterial and major collector classifications following best practices for safety and mobility
Promote alternative modes of transportation through better street design and improved developer participation.	Delete for redundancy
As physical infrastructure improvements are made, avoid and/or minimize impacts to environmentally sensitive areas to preserve the natural environment.	No change
Proactively support walking and bicycling provisions in all SCDOT street improvements.	When applicable, request SCDOT include pedestrian and bicycle facilities in all SCDOT initiated projects within the SUATS MPO jurisdiction.
Conduct comprehensive re-evaluation and rightsizing of designated roadway functional classifications within the MPO Study Area.	No change
Create aesthetic gateways (at key locations along major routes) that invite and welcome citizens and visitors to the SUATS region.	Secure funding to create aesthetic gateways (at key locations along major routes) that invite and welcome citizens and visitors to the area.
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.	Split into two separate items: "Develop City..." and "Develop County..." access management policies for arterial and major collector streets following best practices for safety and mobility.
Promote re-introduction of the Penny for Progress sales tax via voter referendum at the next opportunity in 2024.	No change

Adopt an MPO “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.	No change
Amend City and County Ordinances to require that subdivisions larger than 30 units include at least 2 separate points of access from a public street and at least one stub-out street to extend and connect with future streets (where geographically applicable).	Split into two separate items: “Amend City...” and “Amend County...” with no additional changes to original language.
Create a Broad Street Corridor Overlay District within the City of Sumter’s Zoning Ordinance. Items addressed in the Overlay District would include street signage control, streetscape elements, landscaping, access and cross access, parking, and building orientation and frontage.	No change
Create a Liberty 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.	No change
Amend City and County Ordinances to require better connectivity within and between neighborhoods (subdivisions) by requiring street stub-outs to accommodate future street extensions and connections with neighboring undeveloped parcels.	Delete for redundancy.
Revise street width and right-of-way requirements to implement complete street design principles. City and County officials should revise the right-of-way profiles and street width requirements included in existing ordinances to match current best practices for complete street roadway design.	Split into two separate items: “Revise City...” and “Revise County...” street width and right-of-way requirements included in existing ordinances to match current best practices for complete street roadway design
Advocate for adoption of access management overlay ordinances that provides the legal framework for the City and County to administer and enforce consistent access management standards along high-profile corridors.	Delete for redundancy.
Pursue “spot safety funds” through the SCDOT District office for immediate improvements to locations based on 5-year crash statistics.	Program funds for implementation of 2 improvements to priority locations based on 5-year crash statistics with "spot safety funds" from SCDOT district office

Continue to coordinate with SCDOT to ensure that intersections currently programmed for improvement are addressed in the near term.	Delete for redundancy.
Work with SCDOT to complete the projects in the current TIP.	Work with SCDOT to complete the projects in the current TIP, prioritizing projects that are behind schedule.
Allocate available Regional Mobility funds to facilitate completion of high-priority improvements.	Commit full allocation of Regional Mobility Program funds to facilitate completion of high-priority improvements.
Complete the transportation projects funded via the 2016 Penny for Progress program.	Complete 100% of the transportation projects funded via the 2016 Penny for Progress program
Work with SCDOT and available local funding sources to actively pursue planning, engineering, and construction dollars for the projects identified in the Future Roadway Chapter and Financial Plan Chapter as Interim Year (2030)	Work with SCDOT and available local funding sources to obtain planning, engineering, and construction funds for the Interim Year (2030) fiscally constrained projects identified in the LRTP Financial Plan Chapter.
Aggressively pursue Transportation Alternatives Program (TAP) funding to implement the walk+bike projects included in the LRTP financial plan.	Pursue Transportation Alternatives Program (TAP) funding to implement the walk+bike projects included in the 2050 LRTP financial plan.
Work with SCDOT officials and available local funding sources to actively pursue planning, engineering, and construction dollars for the Street Improvement Action Items projects identified in the Future Roadway Chapter and Financial Plan Chapter as Vision Year (2050).	Work with SCDOT officials and available local funding sources to pursue and schedule funding for projects identified for the Vision Year (2040) identified in the Financial Plan Chapter.
Aggressively pursue federal funding to provide sidewalk connections between existing sidewalks and high traffic pedestrian areas.	Pursue federal funding to fill gaps in the sidewalk network by constructing connections between existing sidewalks and high traffic pedestrian areas.
Adopt a policy that all new collector and arterial streets provide full facilities for bicycles and pedestrians.	No change
Pursue funding to complete high-priority bicycle projects consistent with recommendations in the Walk + Bike Chapter.	No change
Pursue funding to provide sidewalk connections between existing sidewalks and high traffic pedestrian areas.	Delete for redundancy
Aggressively pursue funding to implement high-priority multi-use path locations	Delete for redundancy
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	Split into four separate rows to be able to track each action independently; simplify language to focus on the action and not background information. Items 28-31 in the formatted documented reflect these changes:

<p>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 means of educating the public in these regards.</p> <ul style="list-style-type: none"> <li>• Encouragement — 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 a bicycle-friendly community.</li> <li>• 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.</li> <li>• Parking — provide bicycle parking and/or bike racks at key destination points throughout the region. Areas include, but are not limited to, malls, theaters, parks, the central business district, libraries and schools.</li> </ul>	<p>Item 29: Establish an educational program for bicyclists to understand rules of the road and how to use the local bike network.</p> <p>Item 30: Conduct self-assessment of Sumter’s bicycle friendliness using the League of American Bicyclists Bicycle Friendly Community Application Criteria.</p> <p>Item 31: Establish a partnership with local law enforcement officials to ensure laws and regulations pertaining to motorist, cyclist, and pedestrian safety are properly and consistently enforced across the region.</p> <p>Item 32: Program funds for installation of 5 new bicycle parking facilities at key destinations throughout the region over the next year.</p>
<p>Work cooperatively with area private and public schools and cycling advocacy groups to initiate the following programs to better integrate bicycle and pedestrian facilities into the community: 1) initiate a Safe Routes to School Program, 2) Publicize and participate in National Walk to School Day, 3) Initiate annual rideabouts and bike rodeos, 4) Participate in the School-based Safety Education Program</p>	<p>Establish partnership program with local schools to better promote walking and biking in the community, including establishment of a Safe Routes to School program, National Walk to School day, and other school-based safety education, outreach, and engagement programs</p>
<p>Develop public services announcements to encourage a healthy community through enhanced cycling and walking.</p>	<p>No change</p>
<p>Establish a Sidewalk Improvement Policy to identify and provide dedicated funding for projects to repair damaged sidewalks, fill sidewalk gaps, and upgrade sidewalks and intersections to meet current ADA standards.</p>	<p>No change</p>
<p>Commission a comprehensive sidewalk condition inventory update at least every 5 years to help establish priorities for funding sidewalk improvements.</p>	<p>No change</p>

Establish a Marked Crosswalk Policy to provide for the consistent application of treatment systems at signalized and non-signalized intersections and at mid-block crosswalks to ensure that marked crosswalks are of a consistent quality on all local, collector, and arterial roadways	No change
Create a Sidewalk and Bike Facility Fee-In-Lieu Policy to provide the option for residential and commercial developers to either construct sidewalk and/or bicycle facilities along the right-of-way as part of their development or to pay a fee for future construction of sidewalk segments. These funds would then be used to construct sidewalk segments that span greater distances and across multiple properties to connect into the greater pedestrian network	Create a Sidewalk and Bike Facility Fee-In-Lieu Policy to provide the option for residential and commercial developers to either construct sidewalk and/or bicycle facilities along the right-of-way as part of their development or to pay a fee for future construction of sidewalk segments.
Establish a SUATS bikeshare program, comprised of rentable docked or dock-less bikes and/or scooters strategically positioned around the region and managed either by a 3rd party contractor or a not-for-profit partner.	No change
Revise Local Development Standards Ordinances to increase minimum sidewalk size to at least 5 ft. width with a 5-foot vegetative buffer from the street in residential areas, and at least 10 ft. width in retail centers and the central business district.	Split into two separate items: “Amend City...” and “Amend County...” with no additional changes to original language.
Advocate to SWRTA for the improvements to existing fixed route service outlined in the 2019 Santee-Lynches Regional Transit Needs Assessment + Framework Plan that are noted in the Transit Chapter of this document.	No change
Create a Transfer Hub to serve as a central transfer point. In SUATS, an additional transfer hub to the west around the area of the Sumter Mall, would enhance the value of fixed routes.	Secure funding for a transfer hub as a secondary transfer point within the SWRTA network
Create unique name and brand for Sumter’s Fixed-Route Transit Network.	Secure funding and provide technical support for study to create a unique name and brand for Sumter’s Fixed-Route Transit Network.
Advocate to SWRTA for establishment of new fixed route service as outlined in the 2019 Santee-Lynches Regional Transit Needs Assessment+ Framework Plan that are noted in the Transit Chapter of this document.	No change



<p>Increase number of bus shelters and stop signage. SWRTA's total bus stop and shelter infrastructure is extremely minimal, which affects potential riders' understanding of where they can access transit. A comprehensive effort to install route signage at all bus stops should be undertaken as soon as possible.</p>	<p>Conduct an analysis to prioritize SWRTA stops for new signage and shelters and commit funding to stop enhancements</p>
<p>Work with SWRTA to establish a coordinated transit marketing and advertising strategy.</p>	<p>No change</p>
<p>Increase duration and frequency of existing and planned fixed transit routes.</p>	<p>Secure funding to increase the duration and frequency of existing and planned fixed transit routes.</p>
<p>Promote coordination and collaborative partnerships with other public transit and human service agencies.</p>	<p>No change</p>
<p>Maximize use of commercial space within James E. Clyburn Intermodal Transportation Center, with income subsidizing transit services.</p>	<p>Secure funding and promote coordination for implementing new uses of commercial space in James E. Clyburn Transportation Center to increase rent revenue and support transit services</p>
<p>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.</p>	<p>Coordinate planned sidewalk projects with bus stop improvements where applicable, to maximize the impact of investments and prioritize ADA sidewalk repairs at locations along bus routes.</p>
<p>Coordinate upgrades to transit stops with improvements to the pedestrian and bicycle network.</p>	<p>Delete for redundancy</p>
<p>Designate truck routes and sign appropriately as recommended in the Freight Chapter. Post truck route signage at 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:</p> <ul style="list-style-type: none"> <li>• US-378 Bypass: primary east-west truck route</li> <li>• US-15: primary north-south truck route</li> <li>• US-521: primary northwest-southeast truck route</li> </ul>	<p>Designate truck routes in line with recommendations from Freight Chapter and secure funding for installation of route signage at priority locations.</p> <p>Each of the three routes listed are now reflected in individual action items to track progress more directly. These are items 54-56 in the formatted document, as listed below:</p> <p>Item 55: Coordinate with SCDOT to install signage marking US-378 bypass: primary east-west truck route</p> <p>Item 56: Coordinate with SCDOT to install signage marking US-15: primary north-south truck route</p>



	Item 57: Coordinate with SCDOT to install signage marking US-521: primary northwest-southeast truck route
Work with SCDOT to prioritize resurfacing on designated truck routes to reduce noise and vibration from trucks.	No change
Publish and distribute educational materials to businesses and industries concerning truck routes.	No change
Work with SCDOT to create a secondary truck route between US-378 (west) and US-15 (south) by upgrading portions of Kings Highway (SC- 261), Cane Savannah Road, St. Paul's Church Road, Cains Mill Road, and Clipper Road.	No change
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.	No change
Adjust signal timing along high priority routes to reduce emissions and delay for through movements based on posted speed limits.	Work with SCDOT to adjust signal timing along high priority routes to reduce emissions and delay for through movements based on posted speed limits.