

Sumter
Safety Action Plan
Summit #3



Thursday, June 11th, 2026

Why are we here?



229 Lives Lost on Sumter Roads in the last 10 years



ON AVERAGE:

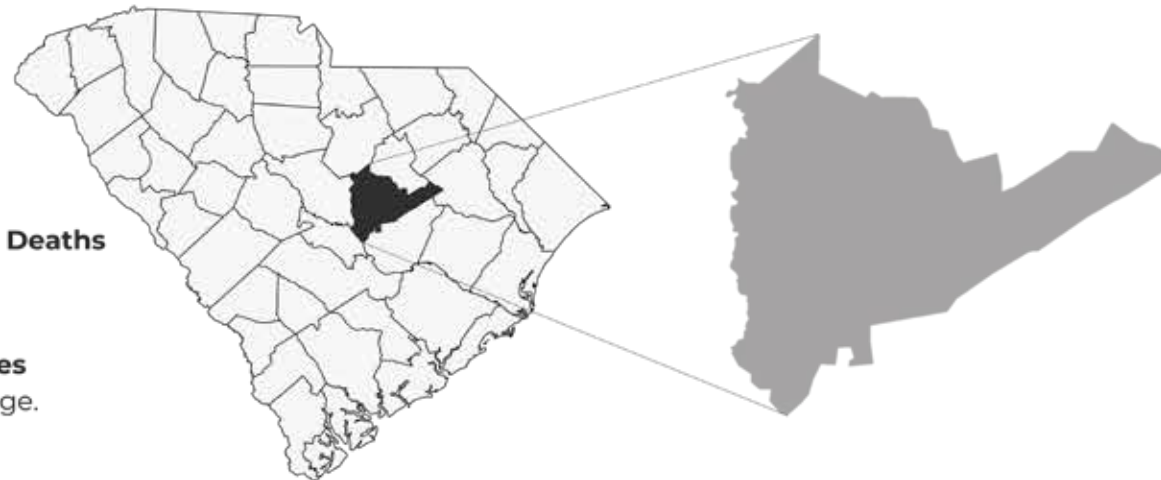
Every week in Sumter County, **someone dies** or is **seriously injured** in a crash on our streets.

South Carolina Ranks:

3rd worst in the nation in **Fatality Rate** (per 100 million vehicle-miles traveled).

9th worst in the nation in **Unbelted Occupant Deaths** per percentage of total occupants.

5th worst in the nation for **Pedestrian Fatalities** per capita, **+69% higher** than the national average.



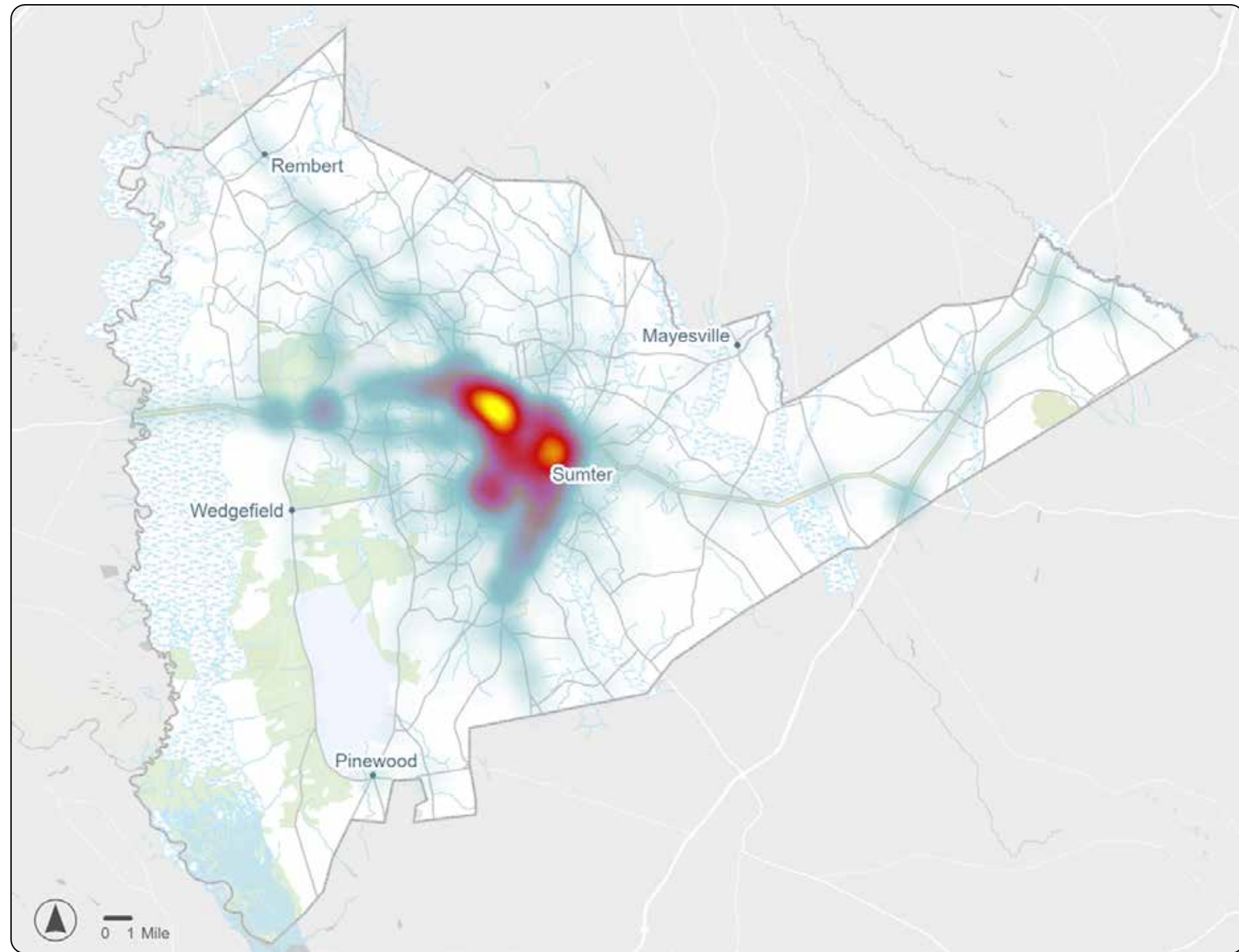
Sumter County Ranks:

7th worst of the counties in the state in **Fatality Rate** which is **53%** above the state county average, despite having only the **16th** highest county population in the state.

Total Crashes

2015-2024

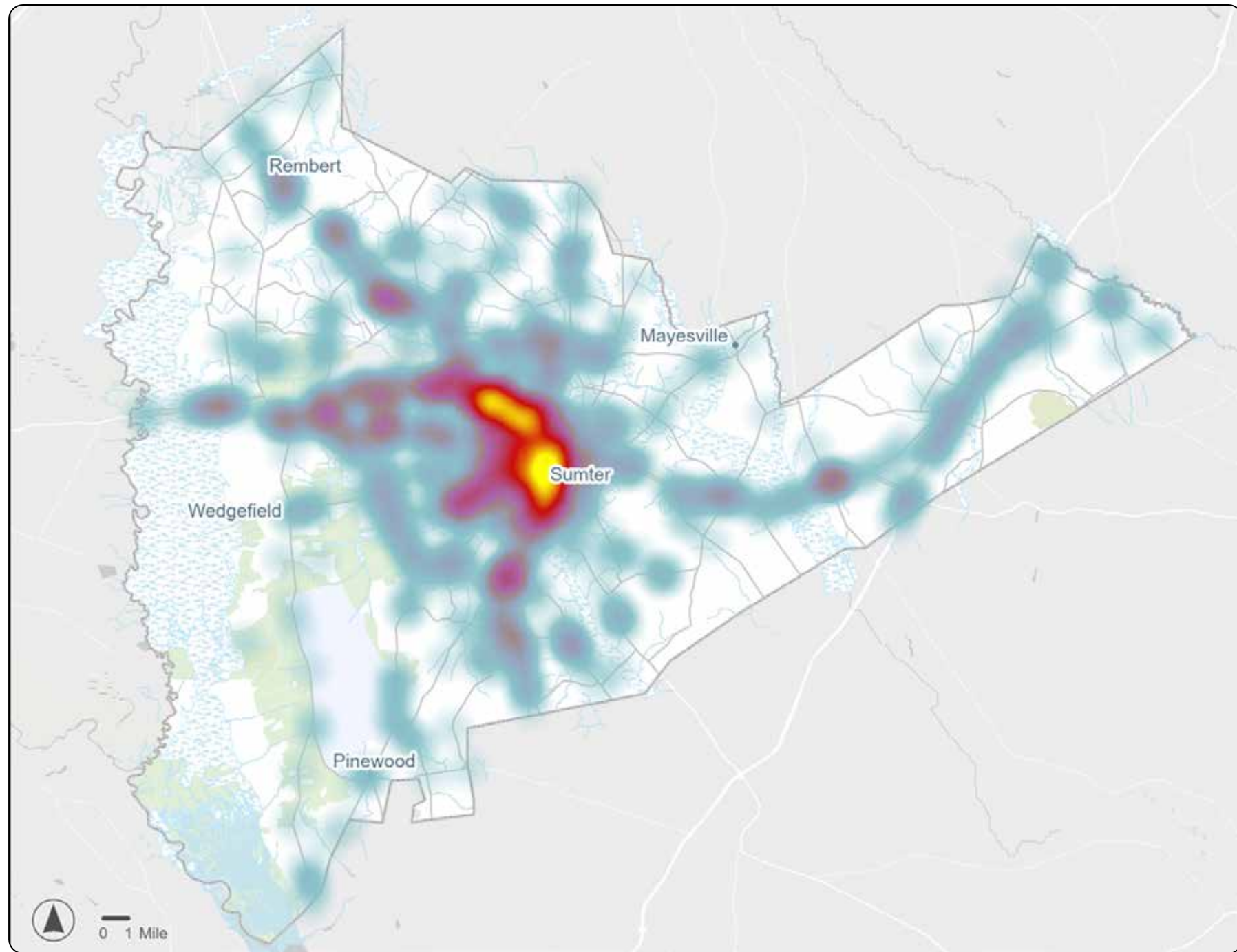
29,083 crashes
in a 10-year period,
almost **8 crashes** per day



Fatal & Severe Injury (FSI) Crashes

2015-2024

737 FSI crashes,
about **1 crash** every **5 days**



Today's Objectives

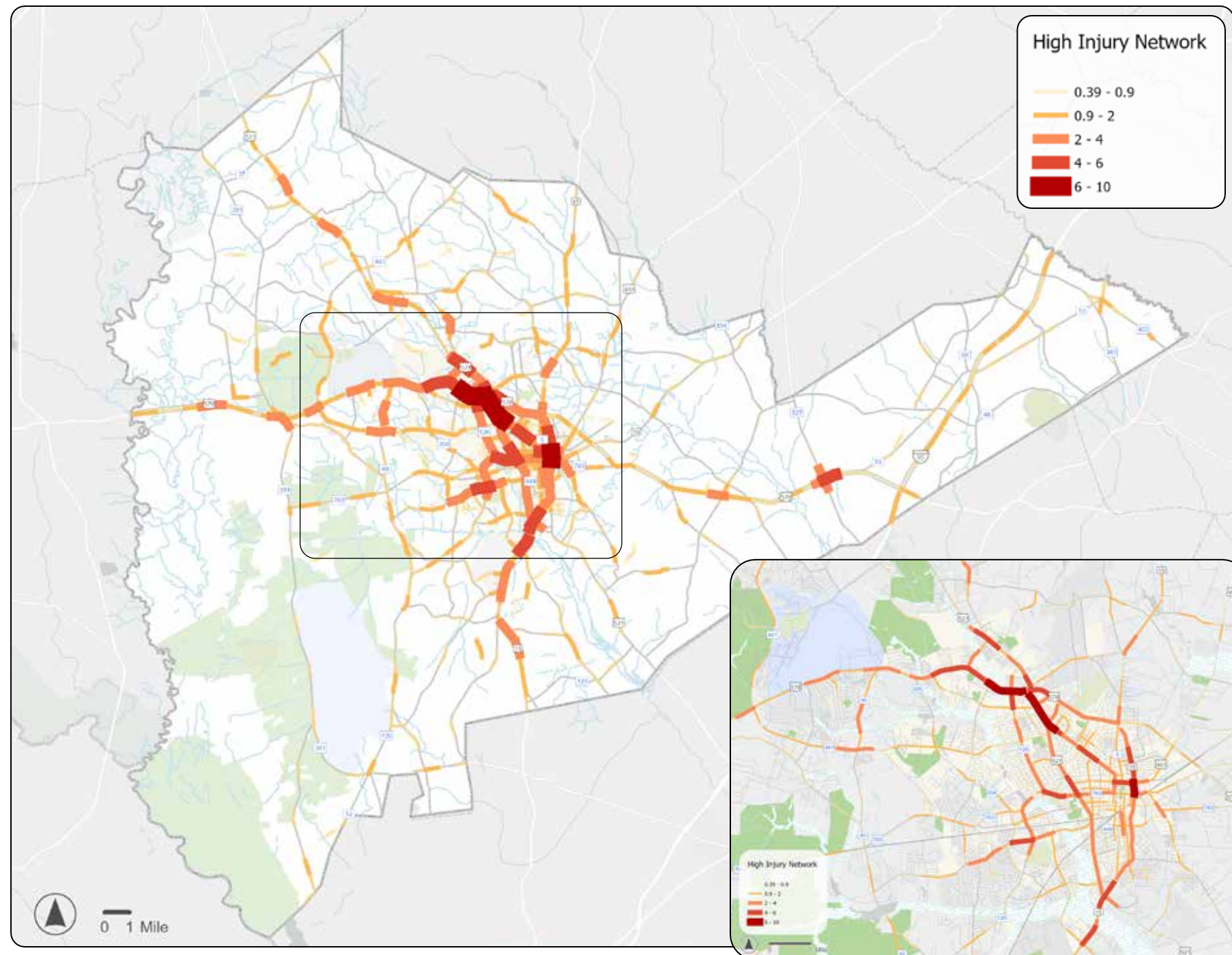
1. **Review Priority Network** *(shared in Summit #2)*
2. **Share Priority Investment Locations**
 - *Feedback on issues at these locations*
3. **Share Draft Policy Recommendations**
 - *Feedback on policy recommendations*
4. **Discuss Next Steps to Finalize Safety Action Plan**

1

Priority Network Review

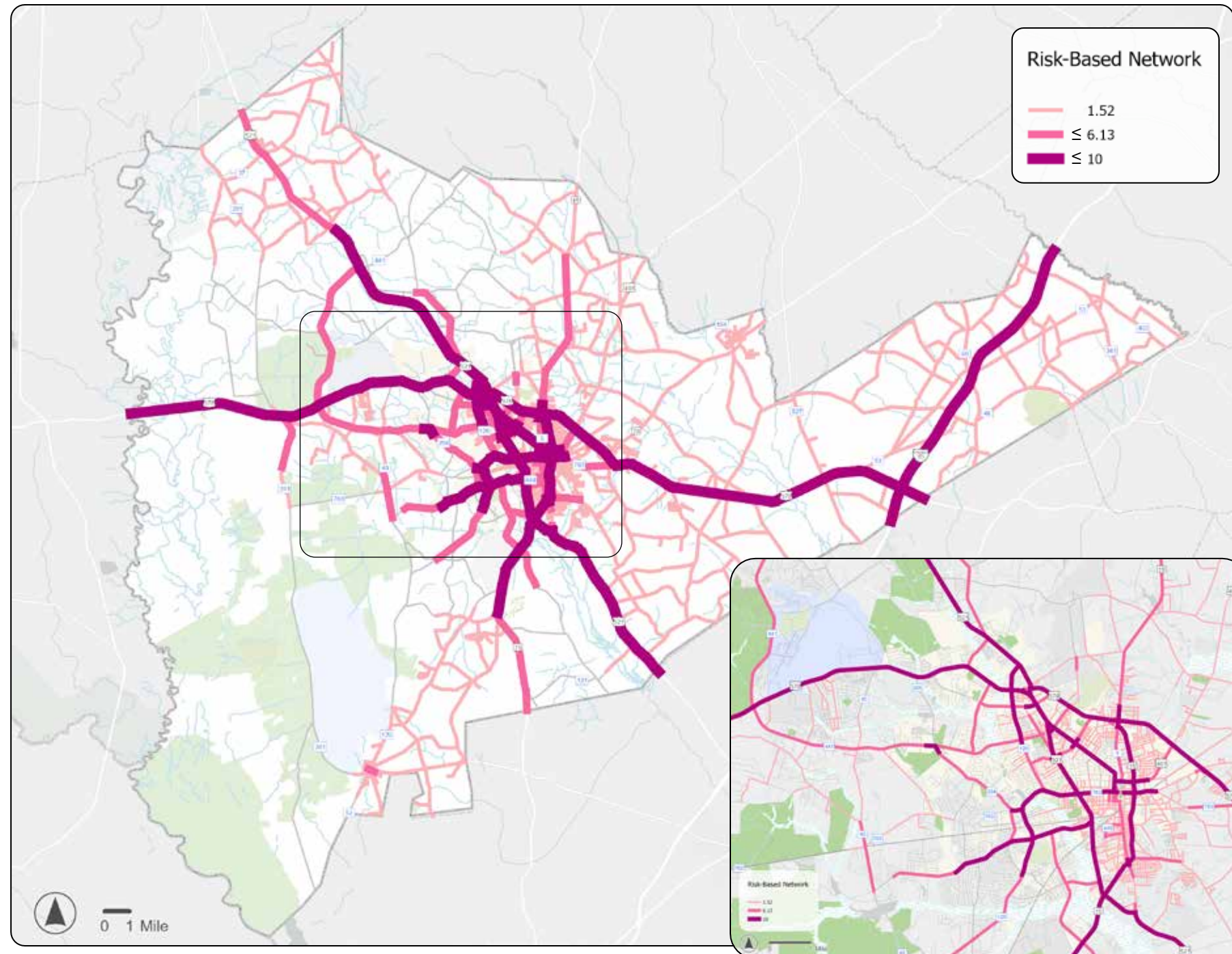
High Injury Network (HIN)

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



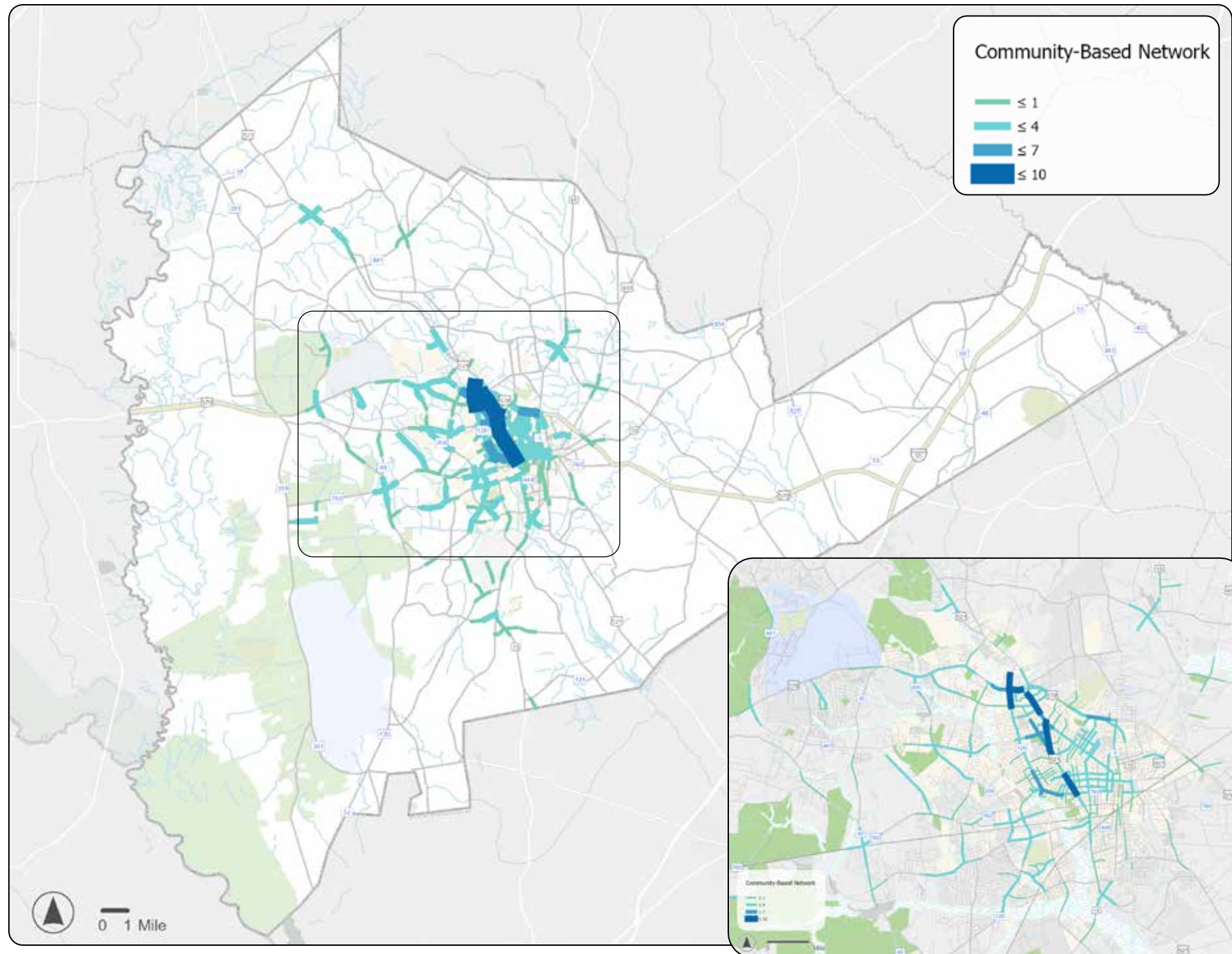
High-Risk Network

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



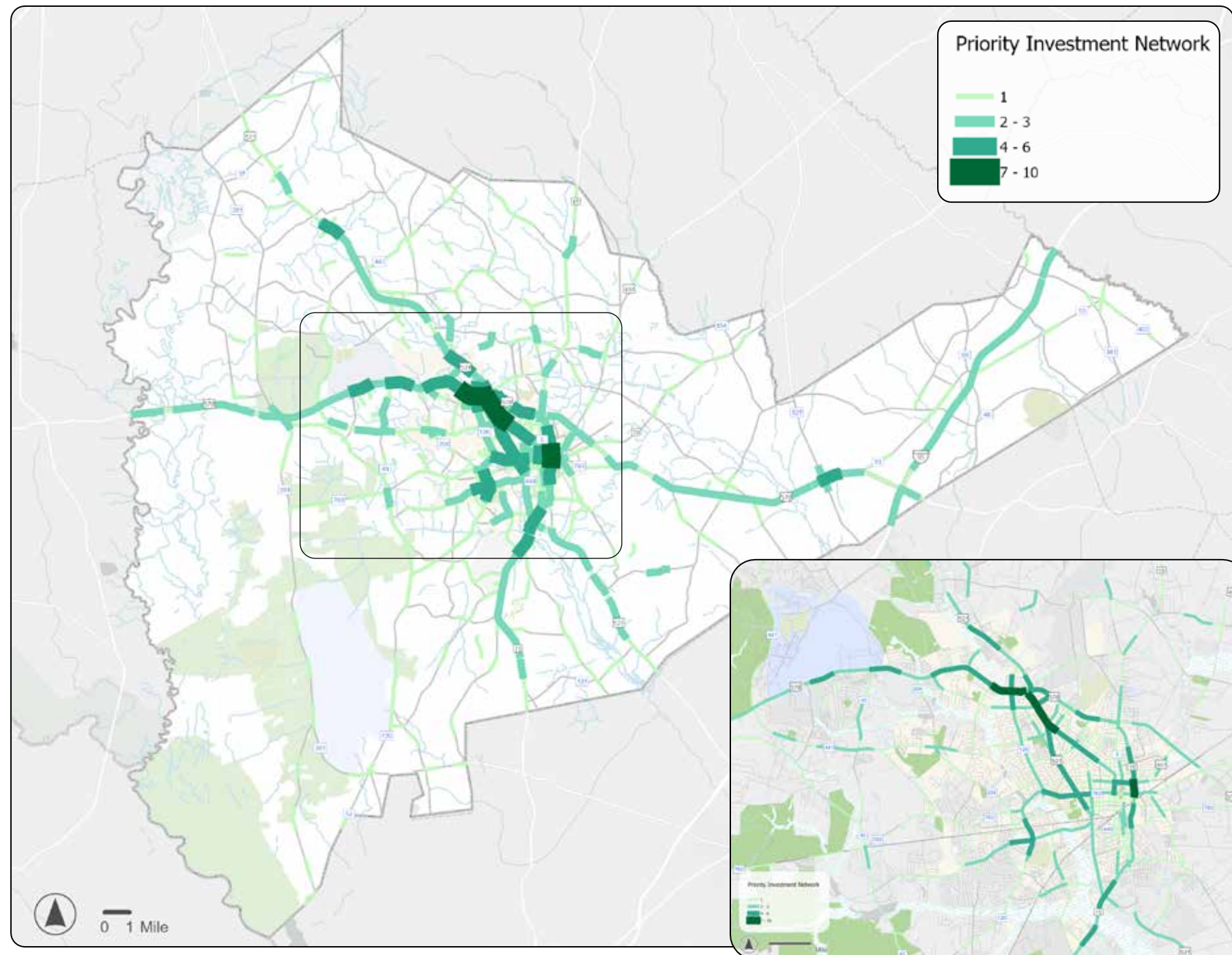
Community Based Network

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



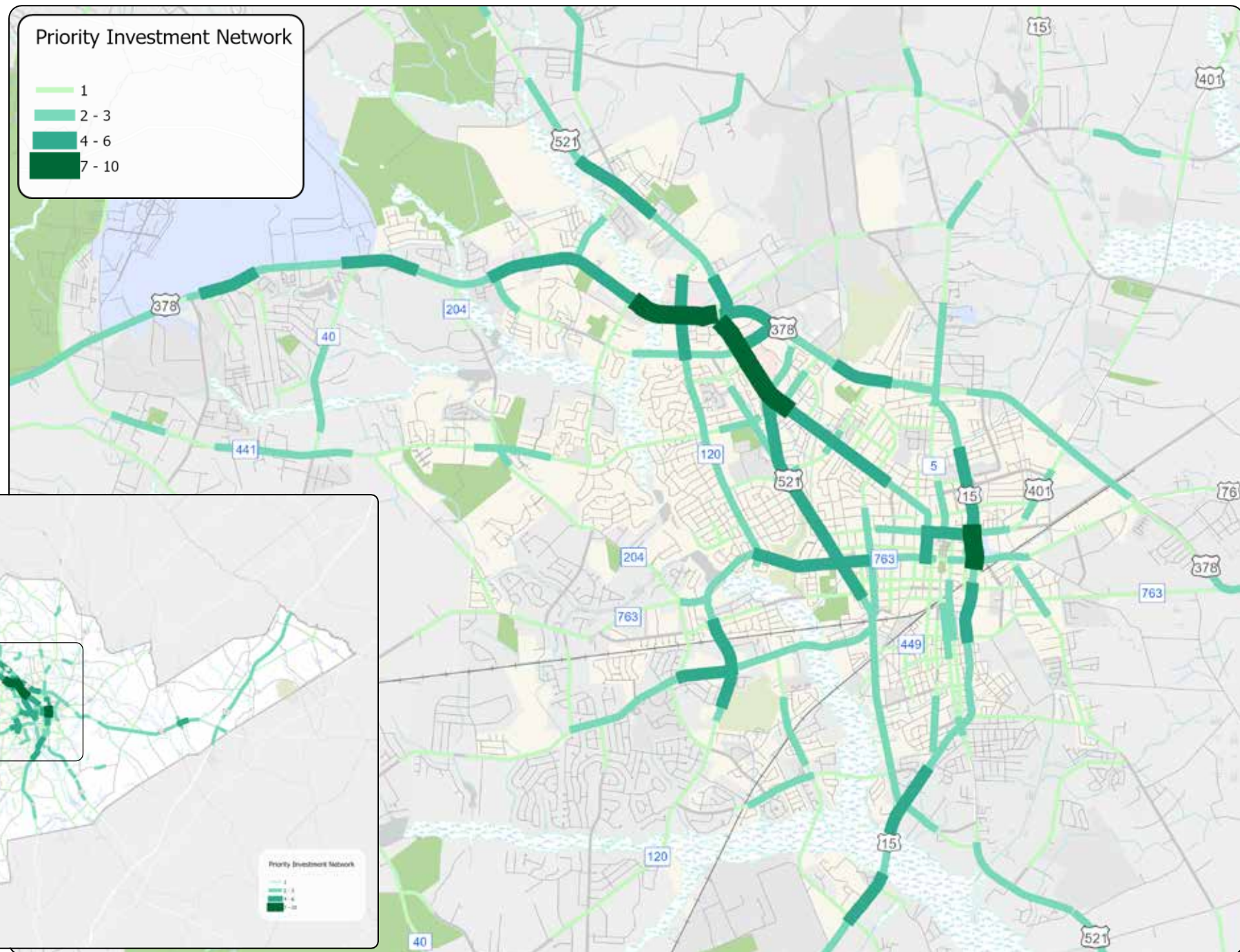
Priority Investment Network

The "Priority-Investment Network" is a scored prioritization of corridor segments for safety improvements within the County based upon locations with high crash history, high crash risk factors, and feedback received from the community.



Priority Investment Network

The "Priority-Investment Network" is a scored prioritization of corridor segments for safety improvements within the County based upon locations with high crash history, high crash risk factors, and feedback received from the community.



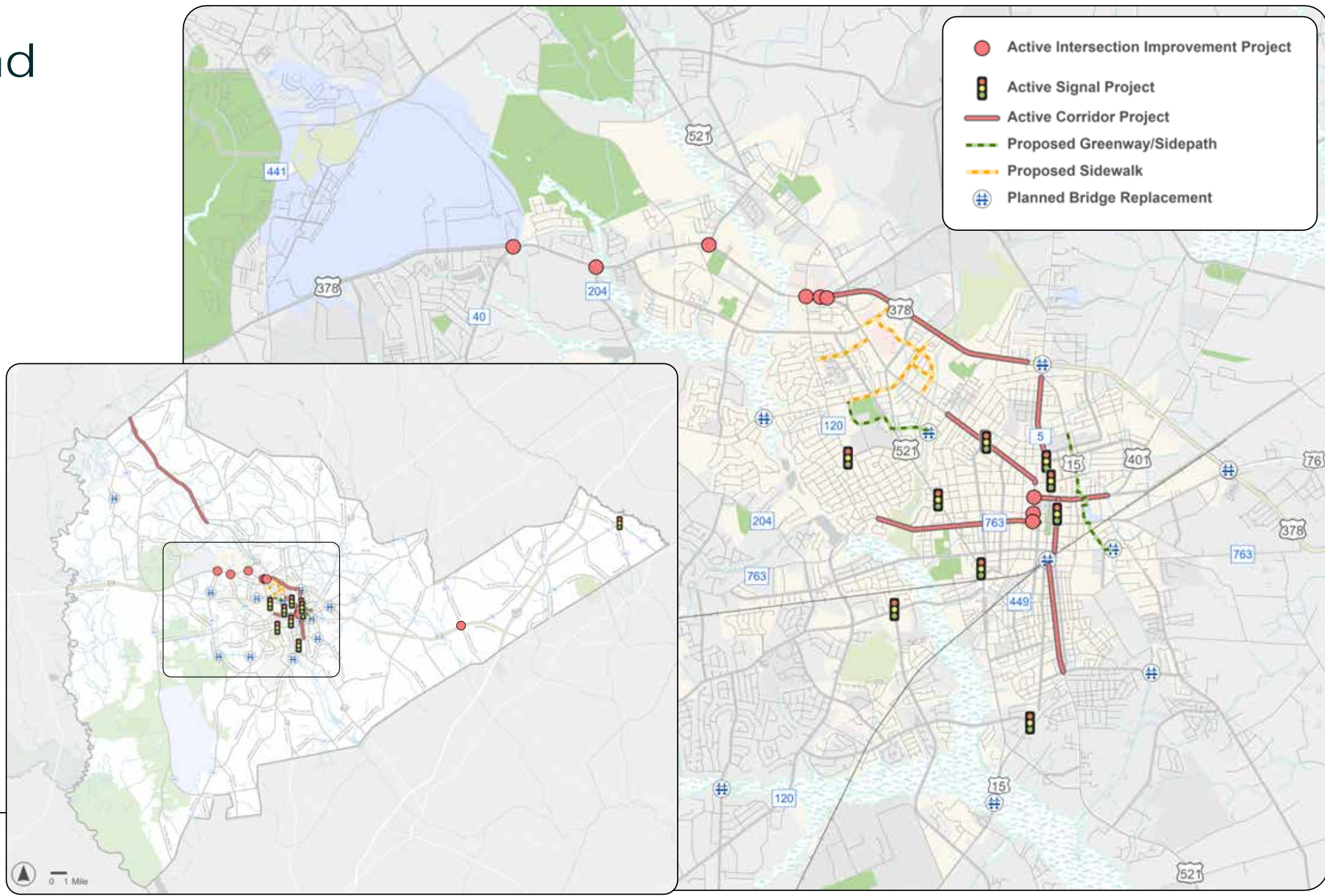
2

Priority Investment Locations: Capital Projects

Identifying Capital Project Locations

1. Review priority network
2. Overlay active/planned projects (to avoid duplicative efforts)
3. Perform detailed review of priority network segment context and crash history to identify whether issue is corridor-wide issue or intersection specific issue
4. Identify logical termini for improvement projects to address highest scoring priority network segments/locations

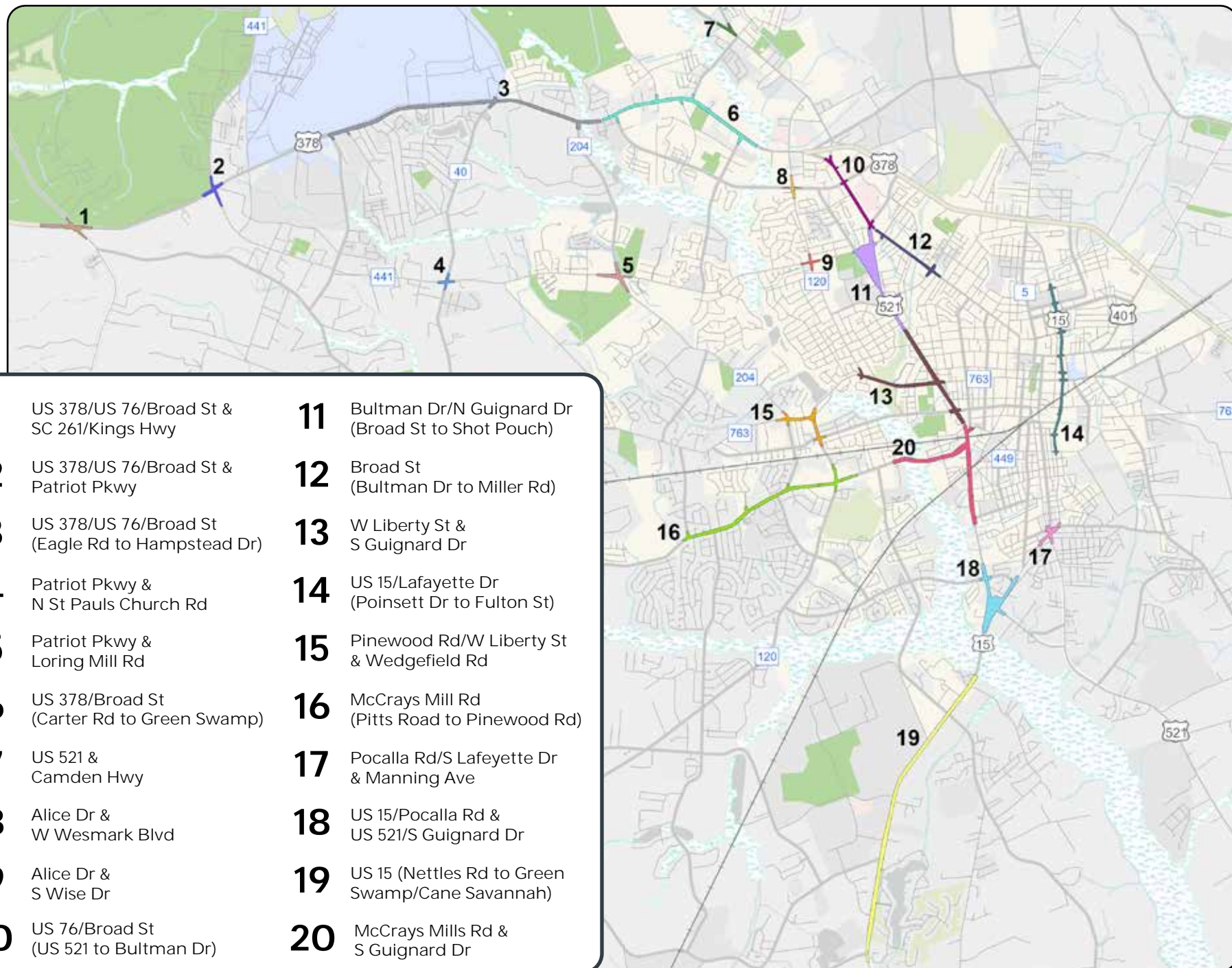
Active and Planned Projects



Proposed Capital Project Locations

These **20** “Priority Investment Locations” encompass over **21%** of the County’s **fatal and serious injury crashes** in the last ten years while only accounting for less than **3%** of the County’s roadway miles.

(Not numbered in order of priority)



- | | | | |
|-----------|--|-----------|---|
| 1 | US 378/US 76/Broad St & SC 261/Kings Hwy | 11 | Bultman Dr/N Guignard Dr (Broad St to Shot Pouch) |
| 2 | US 378/US 76/Broad St & Patriot Pkwy | 12 | Broad St (Bultman Dr to Miller Rd) |
| 3 | US 378/US 76/Broad St (Eagle Rd to Hampstead Dr) | 13 | W Liberty St & S Guignard Dr |
| 4 | Patriot Pkwy & N St Pauls Church Rd | 14 | US 15/Lafayette Dr (Poinsett Dr to Fulton St) |
| 5 | Patriot Pkwy & Loring Mill Rd | 15 | Pinewood Rd/W Liberty St & Wedgefield Rd |
| 6 | US 378/Broad St (Carter Rd to Green Swamp) | 16 | McCrays Mill Rd (Pitts Road to Pinewood Rd) |
| 7 | US 521 & Camden Hwy | 17 | Pocalla Rd/S Lafayette Dr & Manning Ave |
| 8 | Alice Dr & W Wesmark Blvd | 18 | US 15/Pocalla Rd & US 521/S Guignard Dr |
| 9 | Alice Dr & S Wise Dr | 19 | US 15 (Nettles Rd to Green Swamp/Cane Savannah) |
| 10 | US 76/Broad St (US 521 to Bultman Dr) | 20 | McCrays Mills Rd & S Guignard Dr |

Priority Investment Locations

LOCATION #1

Proposed Safety Countermeasures

Location #1



US 378/US 76/Broad St & SC 261/Kings Hwy



Proposed Safety Countermeasures:

-  Conversion to Reduced Conflict Intersection (RCI)
-  Access Management/ Median Break Closures
-  Positive left-turn offset
-  Acceleration Lane Removal



One **Fatal** Crash and Four **Serious Injury** Crashes in the Last 10 Years.



Priority Investment Locations

LOCATION #2

Proposed Safety Countermeasures

Location #2



US 378/US 76/Broad St & Patriot Pkwy



Proposed Safety Countermeasures:

-  Access Management/
Median Break Closures
-  Positive left-
turn offset
-  Signal Upgrades
(Protected left-turn
phasing, signal heads
for left-turn movements,
retroreflective
backplates)
-  Appropriate
Speed Limit
Setting and
Speed
Feedback
Signs



One **Fatal** Crash and
Three **Serious Injury** Crashes
in the Last 10 Years.

Priority Investment Locations

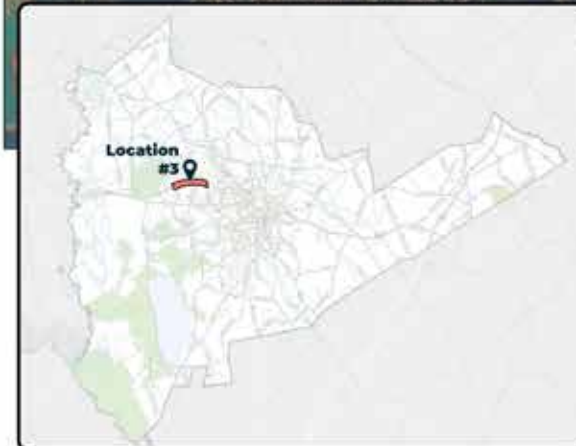
LOCATION #3

Proposed Safety Countermeasures





Location #3



US 378/US 76/Broad St
Eagle Road to Hampstead Drive



Proposed Safety Countermeasures:

-  **Access Management/ Median Break Closures**
-  **Positive left-turn offset**
-  **Appropriate Speed Limit Setting and Speed Feedback Signs**
-  **Pedestrian Facility Upgrades** (Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)



Three **Fatal** Crashes and Eight **Serious Injury** Crashes in the Last 10 Years.



Priority Investment Locations

LOCATION #4

Proposed Safety Countermeasures

Location #4



Patriot Pkwy & N St Pauls Church Rd



Existing Potential Crash Contributing Characteristics:



One **Fatal** Crash and Three **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:



Signal Upgrades
(Protected left-turn phasing, signal heads for left-turn movements, retroreflective backplates)



Enhanced Signage



Install a single lane Roundabout
(Potential Mid-to-Long Term)

Priority Investment Locations

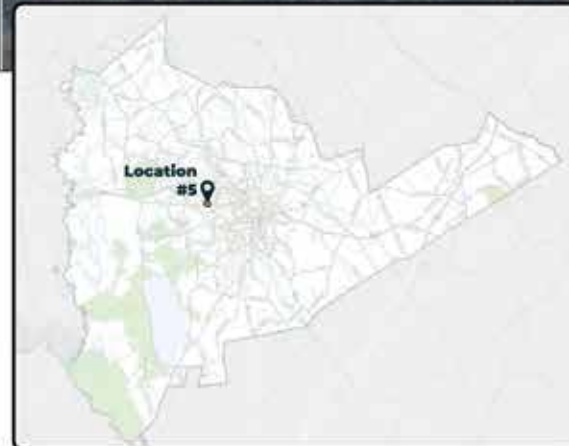
LOCATION #5

Proposed Safety Countermeasures

Location #5



Patriot Pkwy & Loring Mill Road



Two **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- 

Signal Upgrades
(Protected left-turn phasing, signal heads for left-turn movements, retroreflective backplates)
- 

Enhanced Signage
- 

Pedestrian Facility Upgrades
(High Visibility Crosswalks, Pedestrian Signal Heads)
- 

Acceleration Lane Removal
(Formalization of right-turn movement at signal)
- 

Lane Reduction
(to eliminate needs to merge)
- 

Install a single lane Roundabout
(Potential Mid-to-Long Term)

Priority Investment Locations

LOCATION #6

Proposed Safety Countermeasures

Location #6



US 378/Broad Street Carter Road to Green Swamp Creek



Six Fatal Crashes and Nine Serious Injury Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- Signal Phasing Upgrades (Protected Only Phasing)
- Access Management/Median Break Closures
- Positive Left-Turn Offset
- Spot Intersection Lighting
- High Visibility Crosswalks
- Provision of Left-Turn Lanes



Priority Investment Locations

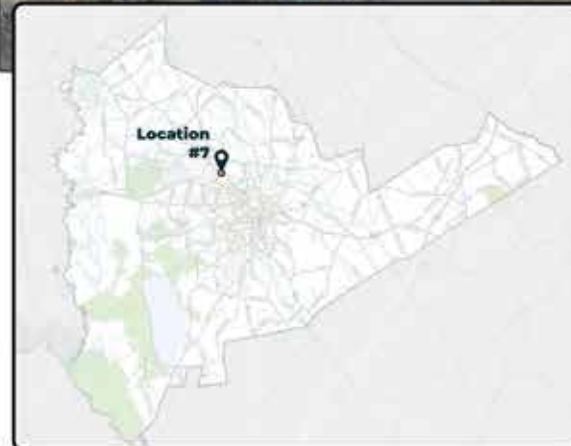
LOCATION #7

Proposed Safety Countermeasures

Location #7



US 521 & Camden Highway



Proposed Safety Countermeasures:

-  Conversion to Reduced Conflict Intersection (RCI)
-  Access Management/Median Break Closures
-  Positive left-turn offset
-  Formalization of Right-Turn Lane at Intersection



One **Fatal** Crash and Four **Serious Injury** Crashes in the Last 10 Years.

Priority Investment Locations

LOCATION #8

Proposed Safety Countermeasures

Location #8



Alice Drive & W Wesmark Boulevard

Existing Potential Crash Contributing Characteristics:

- Lack of High Visibility Crosswalks
- Permitted-Protected left-turn opposing two high speed travel lanes
- Permitted-Protected left-turn opposing two high speed travel lanes

One Serious Injury Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- Signal Phasing Upgrades**
(Protected Only Phasing, Backplates)
- Yellow Change Intervals**
Reevaluating yellow change intervals to reduce red-light running.
- Appropriate Speed Limit Setting and Speed Feedback Signs**
- Pedestrian Facility Upgrades** (Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)
- Additional Signage/Turn Restrictions**
- Intersection Lighting**



Priority Investment Locations

LOCATION #9

Proposed Safety Countermeasures

Location #9



Alice Drive & S Wise Drive



Existing Potential Crash Contributing Characteristics:

Through lane terminating after the intersection leading to merge/lane changes

Permitted-Protected left-turn opposing two high speed travel lanes

Nighttime visibility challenges

Lack of High Visibility Crosswalks



One **Fatal** Crash and Two **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- 

Signal Phasing Upgrades
(Protected Only Phasing, Backplates)
- 

Yellow Change Intervals
Reevaluating yellow change intervals to reduce red-light running.
- 

Appropriate Speed Limit Setting and Speed Feedback Signs
- 

Pedestrian Facility Upgrades (Crosswalks, No Right-Turn on Red, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)
- 

Access Management/Raised Medians
- 

Intersection Lighting



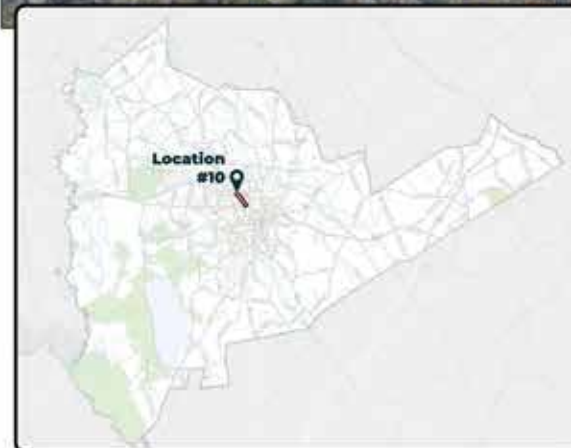
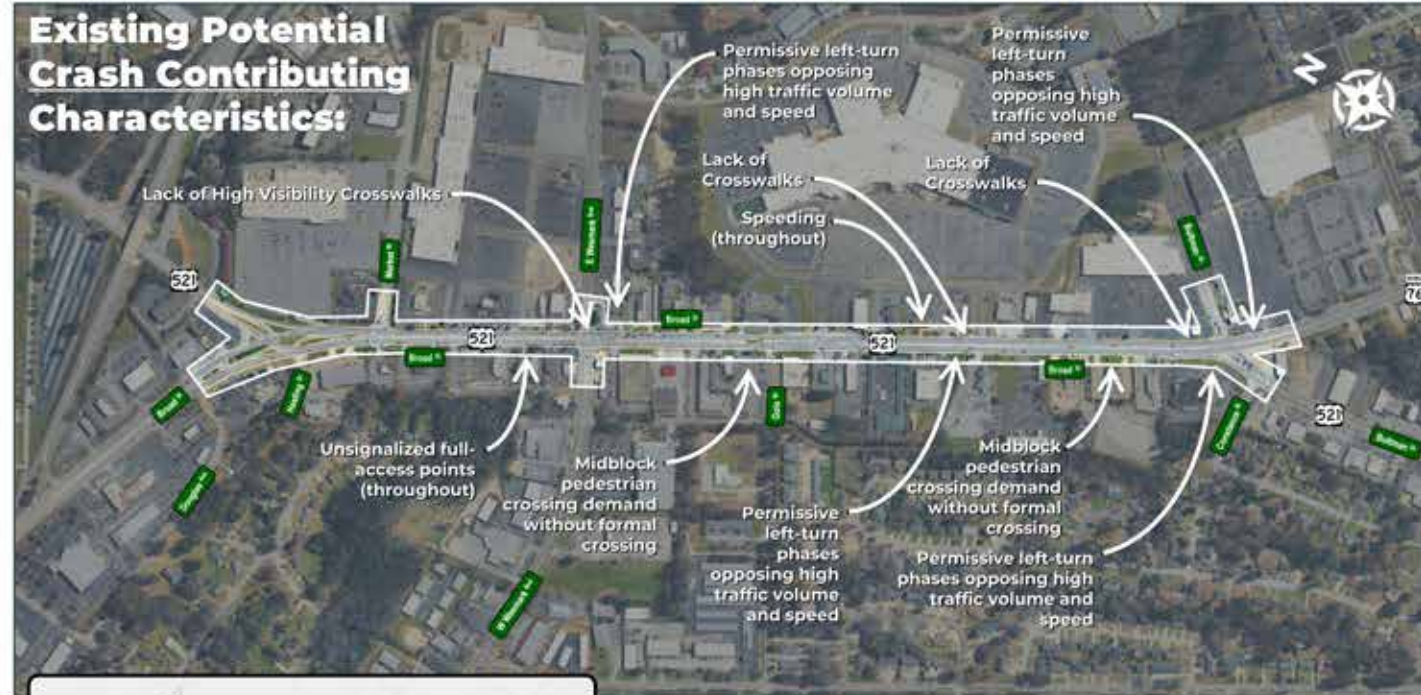
Priority Investment Locations

LOCATION #10

Proposed Safety Countermeasures

Location #10

US 76/Broad Street
US 521 to Bultman Drive



XXX
XXXXXX

Two **Fatal** Crashes and
Five **Serious Injury** Crashes
in the Last 10 Years.

Proposed Safety Countermeasures:

- Signal Phasing Upgrades (Protected Only Phasing)**
- Access Management/ Raised Medians**
- Positive Left-Turn Offset**
- Spot Lighting Improvements**
- Appropriate Speed Limit Setting and Speed Feedback Signs**
- Pedestrian Facility Upgrades (Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)**

Priority Investment Locations

LOCATION #11

Proposed Safety Countermeasures

Location #11



Bultman Drive/N Guignard Drive

Broad Street to Shot Pouch Greenway

Existing Potential Crash Contributing Characteristics:



One Fatal Crash and Three Serious Injury Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

-  **Signal Upgrades**
(Protected left-turn phasing, new signal heads, retroreflective backplates, clearance interval review)
-  **Appropriate Speed Limit Setting and Speed Feedback Signs**
-  **Access Management**
(Raised Medians)
-  **Spot Lighting Improvements**
-  **Intersection Reconfiguration**
-  **Pedestrian Facility Upgrades**
(Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)



Priority Investment Locations

LOCATION #12

Proposed Safety Countermeasures

Location #12



Broad Street

Bultman Drive to Miller Road

Existing Potential Crash Contributing Characteristics:



Proposed Safety Countermeasures:



Signal Upgrades
(Protected left-turn phasing, signal heads for left-turn movements, retroreflective backplates)



Appropriate Speed Limit Setting and Speed Feedback Signs



Access Management
(Raised Medians)



Road Diet (Along Miller Drive)



Pedestrian Facility Upgrades (Crosswalks, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)



Three **Serious Injury** Crashes in the Last 10 Years.

Priority Investment Locations

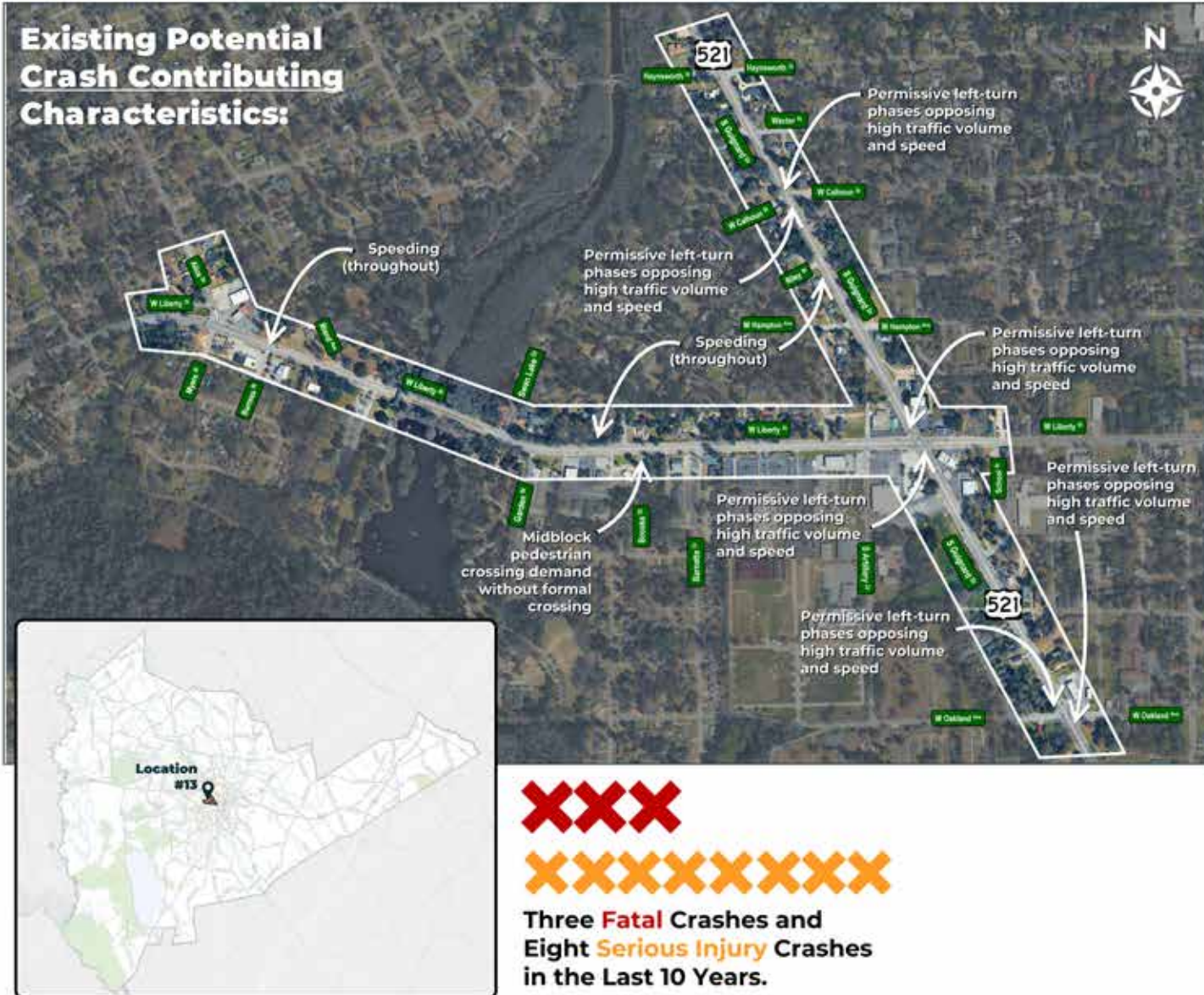
LOCATION #13

Proposed Safety Countermeasures

Location #13



W Liberty Street & S Guignard Drive



Proposed Safety Countermeasures:

-  **Signal Upgrades (Protected Only Phasing, New Signal Heads, Backplates)**
-  **Access Management/ Raised Medians**
-  **Right-Turn Radius Reduction**
-  **Spot Lighting Improvements**
-  **Appropriate Speed Limit Setting and Speed Feedback Signs**
-  **Pedestrian Facility Upgrades (Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)**



Priority Investment Locations

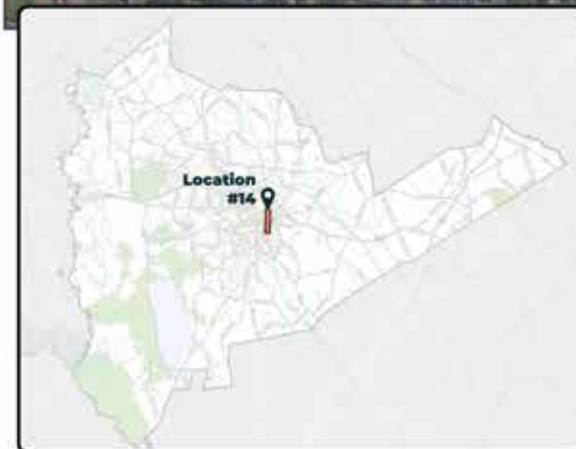
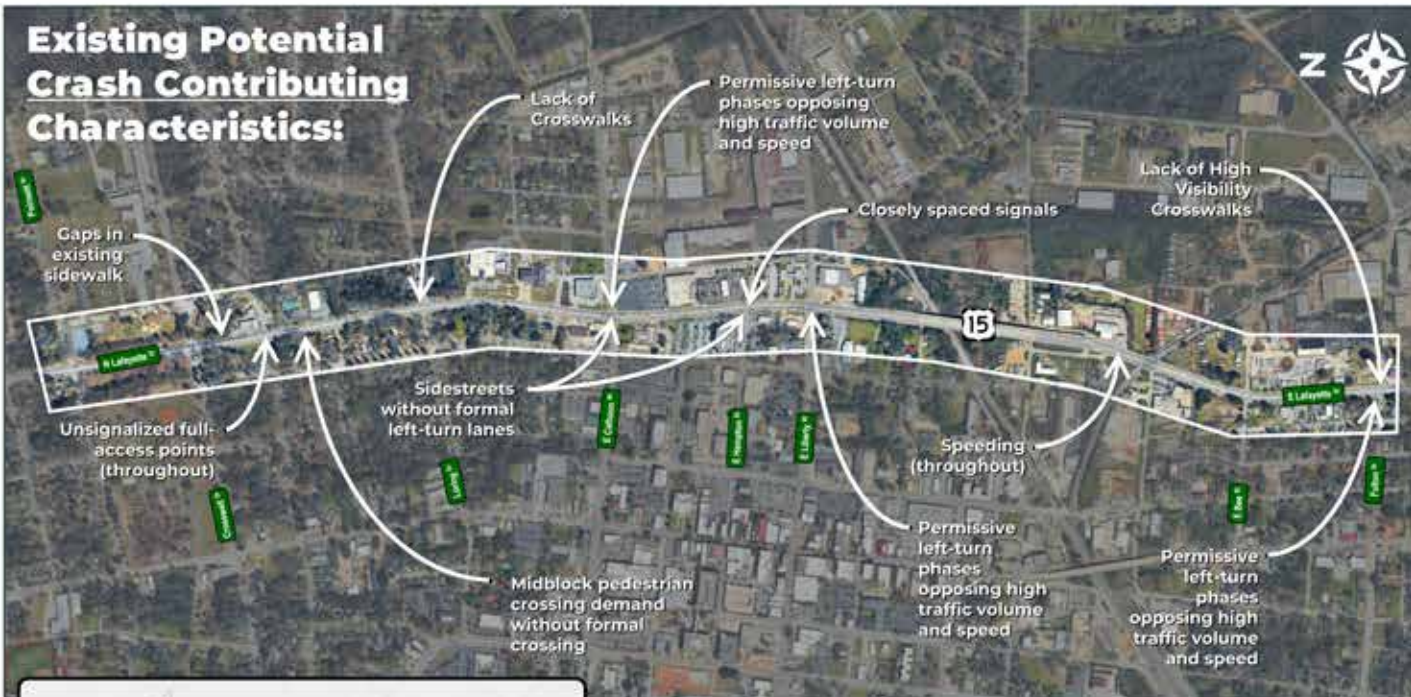
LOCATION #14

Proposed Safety Countermeasures

Location #14

US 15/Lafayette Drive

Poinsett Drive to Fulton Street



Four **Fatal** Crashes and Seventeen **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- Signal Phasing Upgrades (Protected Only Phasing)
- Access Management/ Raised Medians
- Positive Left-Turn Offset
- Spot Lighting Improvements
- Appropriate Speed Limit Setting and Speed Feedback Signs
- Pedestrian Facility Upgrades (Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)



Priority Investment Locations

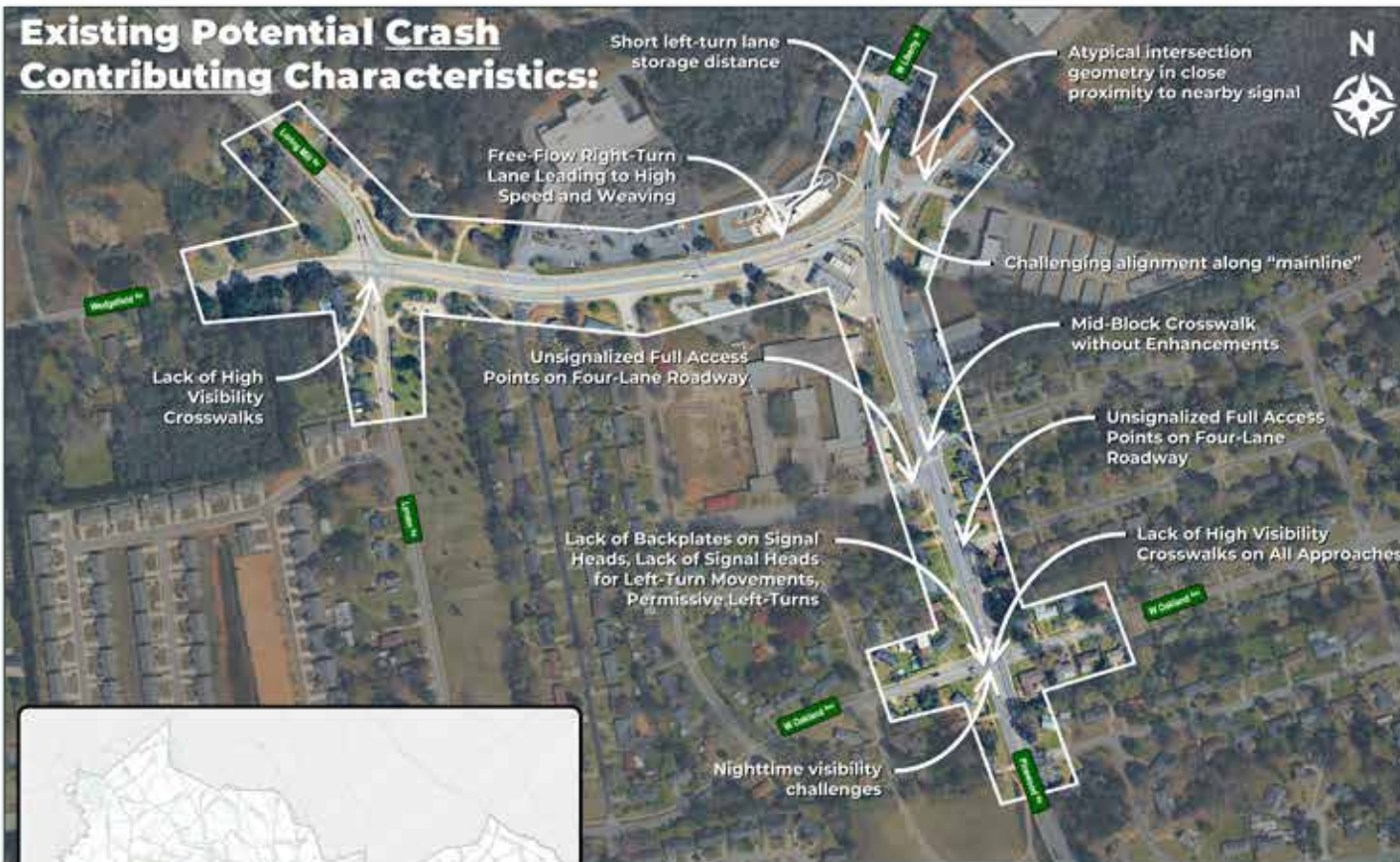
LOCATION #15

Proposed Safety Countermeasures

Location #15



Pinewood Rd/W Liberty St & Wedgefield Rd



One **Fatal** Crash and Four **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- 
Signal Phasing Upgrades (Protected Only Phasing, Signal Heads, Backplates)
- 
Access Management/Raised Medians
- 
Acceleration Lane Removal, Formalization of Right-Turn Lanes, Extension of Left-Turn Lane Storage
- 
Spot Lighting Improvements
- 
Appropriate Speed Limit Setting and Speed Feedback Signs
- 
Pedestrian Facility Upgrades (Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)



Priority Investment Locations

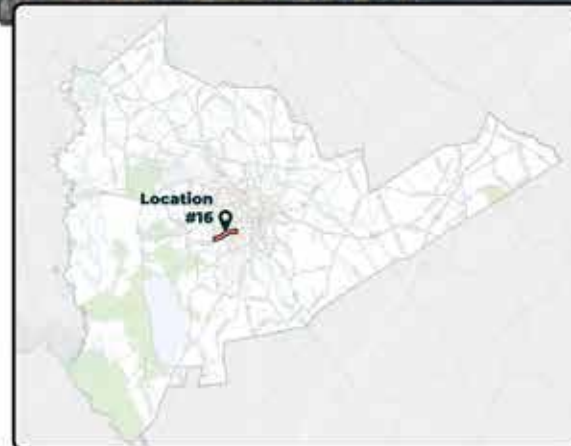
LOCATION #16

Proposed Safety Countermeasures

Location #16



📍 McCrays Mill Road Pitts Road to Pinewood Road



Three **Fatal** Crashes and Ten **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- Signal Phasing Upgrades**
(Protected Only Phasing)
- Access Management/Raised Medians**
- Potential New Signal Locations**
(paired with access management)
- Spot Lighting Improvements**
- Appropriate Speed Limit Setting and Speed Feedback Signs**
- Pedestrian Facility Upgrades**
(Crosswalks, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)



Priority Investment Locations

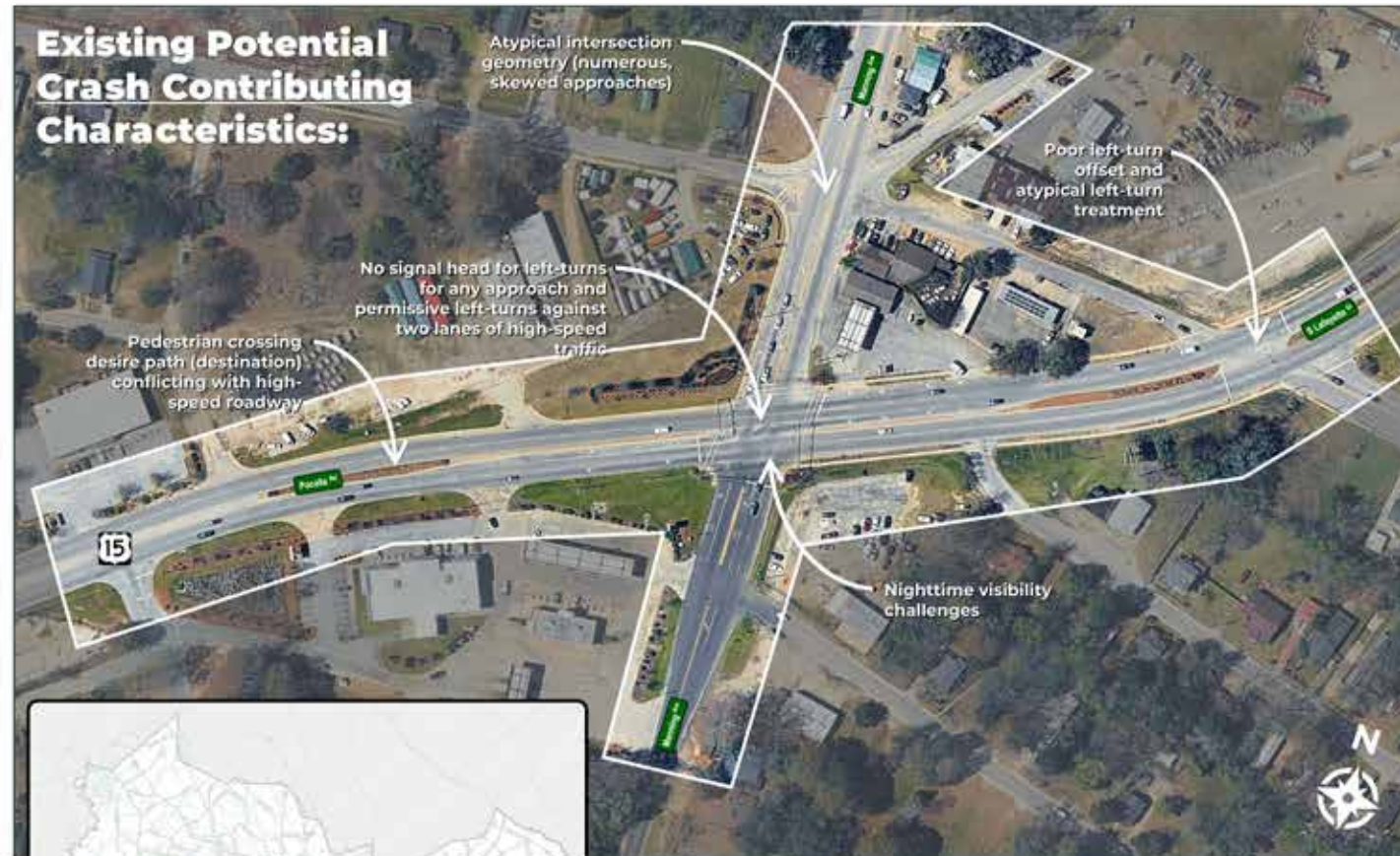
LOCATION #17

Proposed Safety Countermeasures

Location #17



Pocalla Rd/S Lafayette Dr & Manning Avenue



Two **Fatal** Crashes and Four **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- 
Signal Upgrades
(Protected Only Phasing, New Signal Heads, Backplates, Nearside Signal Head)
- 
Access Management
(Raised Medians, Fencing to Corral Pedestrian Crossing Locations)
- 
Positive Left-Turn Offset
- 
Spot Lighting Improvements
- 
High Visibility Crosswalks,
- 
Speed Feedback Sign

Priority Investment Locations

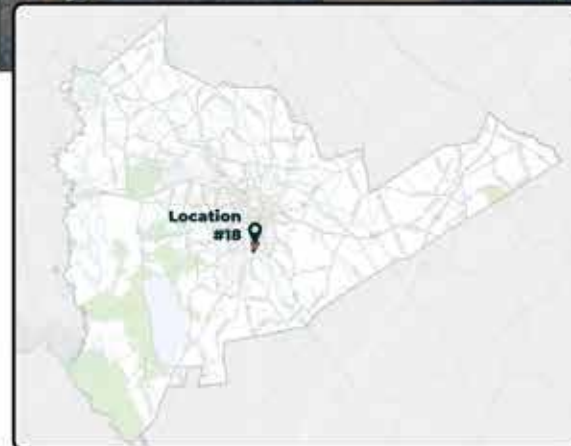
LOCATION #18

Proposed Safety Countermeasures

Location #18



US 15/Pocalla Road & US 521/S Guignard Drive



Proposed Safety Countermeasures:

- 
Signal Upgrades
(Protected Only Phasing, New Signal Heads, Backplates on Signals)
- 
Access Management
(Median Break Closures, Raised Medians, Acceleration Lane Removal)
- 
Spot Lighting Improvements

XX
 XXXXXXXX
 Two **Fatal** Crashes and
 Six **Serious Injury** Crashes
 in the Last 10 Years.



Priority Investment Locations

LOCATION #19

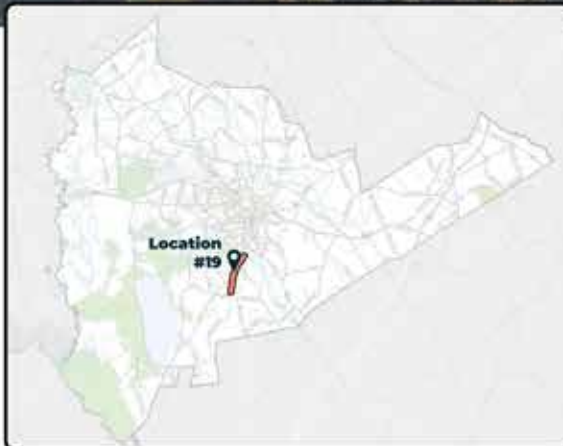
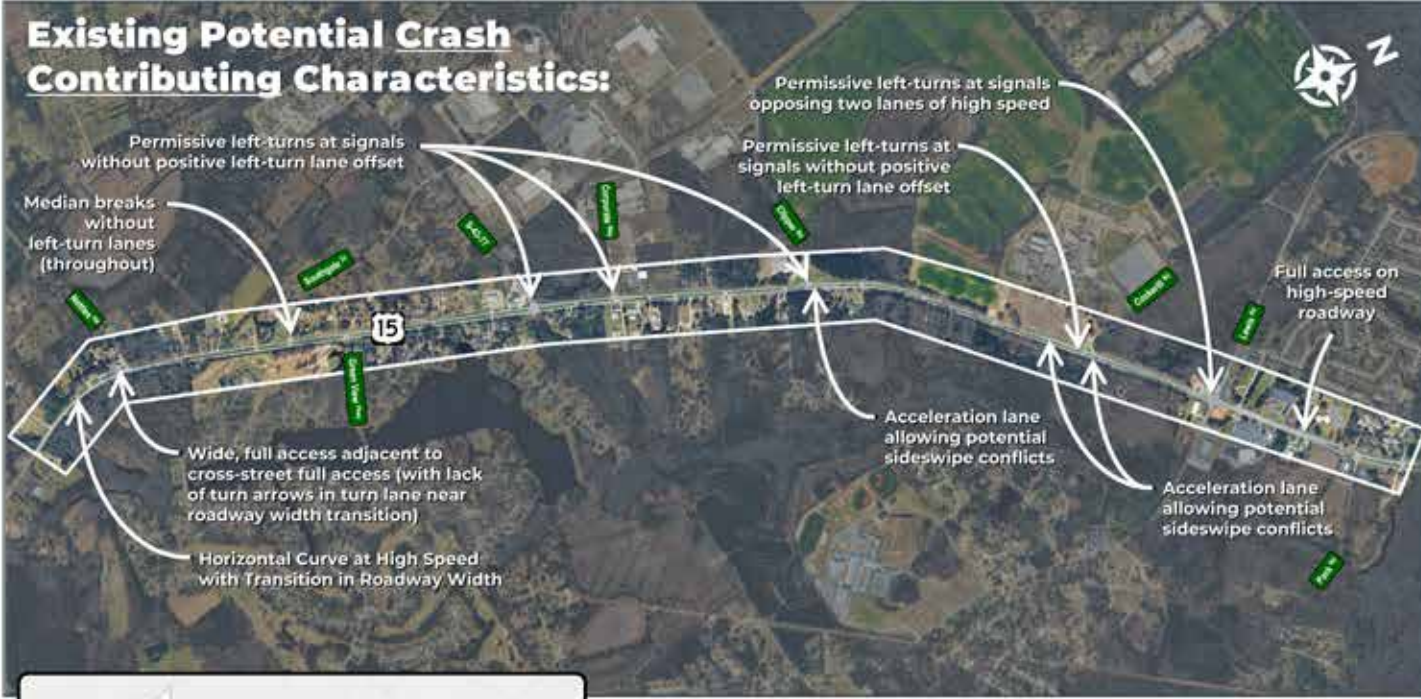
Proposed Safety Countermeasures

Location #19



US 15

Nettles Road to Green Swamp/Cane Savannah Creek



Three **Fatal** Crashes and Fifteen **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

- 
Signal Upgrades
(Protected Only Phasing, Backplates)
- 
Access Management
(Raised Medians, Removal of Acceleration Lanes)
- 
Positive Left-Turn Offset
- 
Spot Lighting Improvements
- 
Roadway Departure Countermeasures
(Wider Edge Lines, Chevron Signs in Curves)
- 
High Visibility Crosswalks



Priority Investment Locations

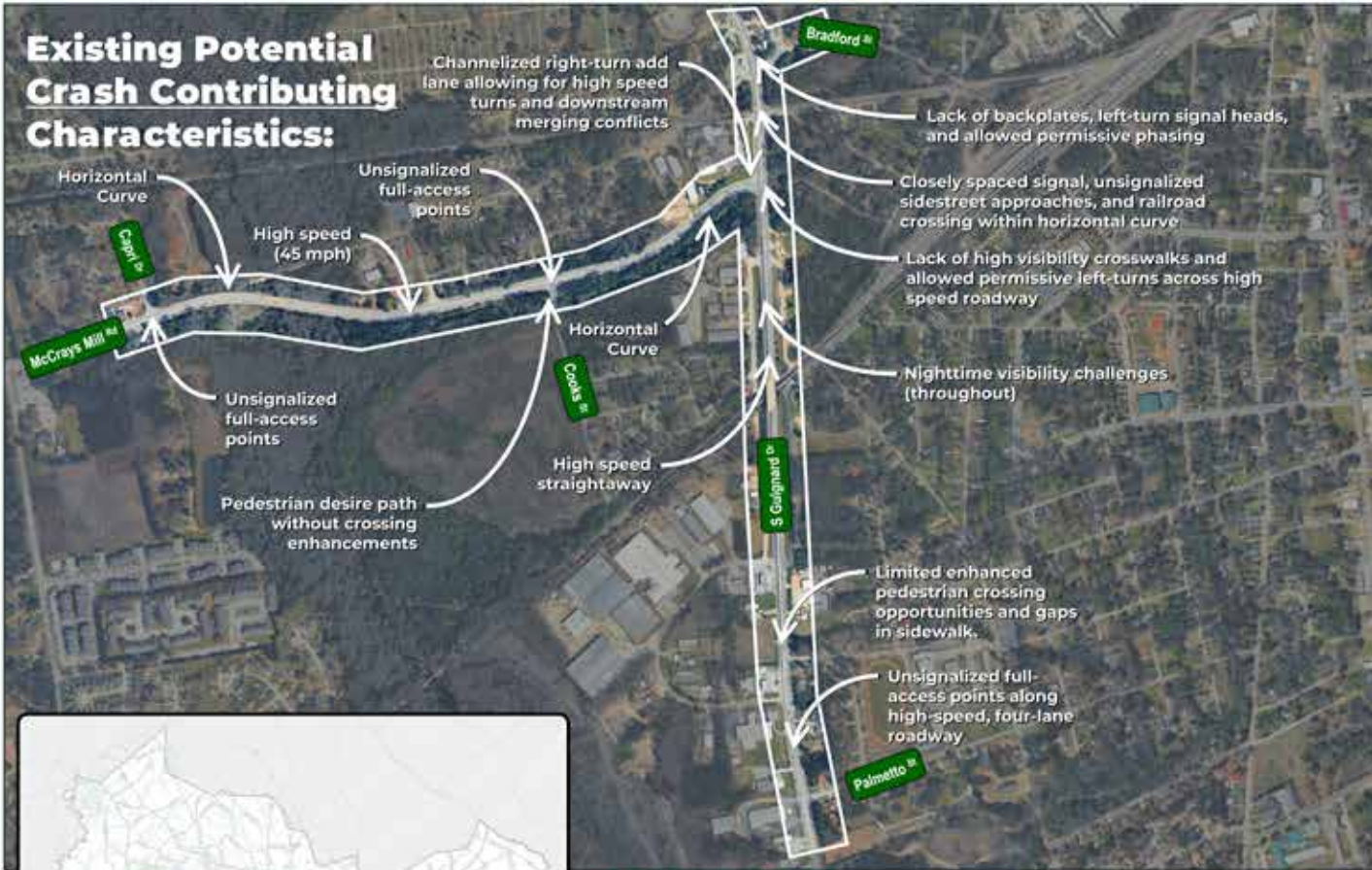
LOCATION #20

Proposed Safety Countermeasures

Location #20



McCrays Mills Road & S Guignard Drive



Four **Fatal** Crash and Eight **Serious Injury** Crashes in the Last 10 Years.

Proposed Safety Countermeasures:

Signal Upgrades
(Protected Only Phasing, New Signal Heads, Backplates)

Access Management
(Raised Medians, Removal of Acceleration Lanes)

Spot Lighting Improvements

Appropriate Speed Limit Setting and Speed Feedback Signs

Roadway Departure Countermeasures
(Wider Edge Lines, Chevron Signs in Curves)

Pedestrian Facility Upgrades
(Crosswalks, Leading Pedestrian Intervals, Sidewalk, Enhanced Mid-Block Crossings)



3

Draft Policy Recommendations

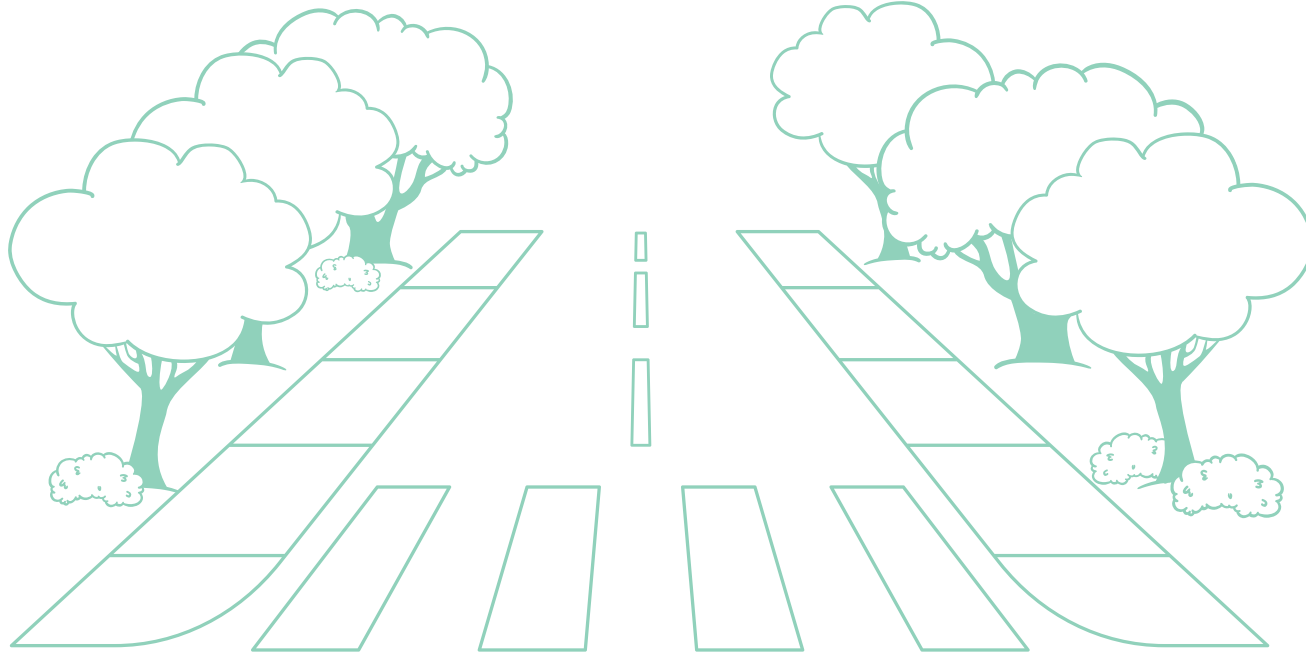
Draft Policy Strategy Recommendation

- 1 Adopt a local **Complete Streets Policy** to align with the State policy
- 2 Adopt **access management policies** (i.e., requiring cross parcel connectivity where feasible, limiting number of access points, requiring Right In Right Out access where other reasonable access exists)
- 3 Formalize a **pavement marking review** schedule and identify markings to update
- 4 Establish a Sumter **Safe Routes to School (SR2S)** Program to develop programming for K-8 schools such as school-based walking route maps, physical education curriculum on pedestrian safety, walk/bike/roll to school days)
- 5 Enhance **high school driver safety education** by hosting ThinkFast Interactive High School Drivers Education Experience in partnership with South Carolina Department of Public Safety (SCDPS)
- 6 Develop **public safety awareness campaigns like:** “Buckle Up” seatbelt campaign, Driving Under the Influence (DUI) Memorial Day campaign, Speed limit awareness campaign (i.e., signage on light poles or billboards)
- 7 Enhance **enforcement** of speeding, DUIs, and seatbelt use
- 8 Develop **Traffic Calming Standards**
- 9 Develop **a speed management policy and action plan, including modifying County and/or City speed limit setting policies** to allow lower speed limits.
- 10 Commit to **bi-annual safety program reporting and evaluation** of effectiveness of safety initiatives
- 11 Establish a **Safe Streets for Sumter Task Force** where dedicated staff and members are responsible for overseeing and guiding the plan implementation with regularly recurring meetings.

4

Next Steps

Next Steps



- q Develop Capital Improvement Concept Plans for Top Priority Locations
- q Identify and Develop Demonstration Project Locations
- q Prepare Draft Safety Action Plan Report

What is our Timeline?

WE ARE HERE!



- ☑ **Summit #1**
- ☑ Website / Social Media
 - ☑ Online Survey/Interactive Map
- ☑ Public Workshop #1

- ☑ **Summit #2**
- ☑ Data analysis / identifying risk factors
 - ☑ High Injury Network (HIN)
 - ☑ Countermeasures
- ☑ Policy & Program Recommendations
- ☑ Public Workshop #2

- ☑ **Summit #3**
- q Prioritization of projects
- q Implementation strategy
- q Report Development
- q Adoption