

APPENDICES

- A. Self-Certification Eligibility Worksheet**
- B. Adoption & Vision Zero Resolution**
- C. Plan & Policy Review**
- D. Engagement Documentation**
- E. Pavement Playbook**
- F. Preliminary Priority Investment Network
Corridor Improvement Countermeasure
Identification**
- G. Priority Investment Network Corridor
Improvement Project Sheets**
- H. Priority Investment Network Corridor
Improvement Concept Plans**
- I. Benefit/Cost Calculation Worksheets**
- J. Reporting Template**

APPENDIX A

SS4A FY26 Self-Certification Eligibility Worksheet

**[Back to Appendix
Table of Contents](#)**



*Click to
navigate*

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____

UEI: _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Safe Streets for Sumter Safety Action Plan		August 2026
Appendix		August 2026



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☒ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Safe Streets for Sumter Safety Action Plan	pg. 3
Appendix B	

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☒ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Safe Streets for Sumter Safety Action Plan	pg. 19



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features, specific safety needs of relevant road users, or post-crash care and emergency response); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☒ YES

☐ NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Safe Streets for Sumter Safety Action Plan	pg. 22-34; 48-57

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☒ YES

☐ NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Safe Streets for Sumter Safety Action Plan	pg. 19, 36-41, 54-55
Appendix D	



5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☒ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Safe Streets for Sumter Safety Action Plan	pg. 42-44, 62-63
Appendix C	

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☒ **YES**

☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input, indication of expected time ranges to complete each project, and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Safe Streets for Sumter Safety Action Plan	pg. 64-83
Appendix F-I	



7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☒ **YES**

☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Safe Streets for Sumter Safety Action Plan	pg. 84-85

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?

☒ **YES**

☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Safe Streets for Sumter Safety Action Plan	August 2026	pg. 1-87



APPENDIX B

Adoption & Vision Zero Resolution

**[Back to Appendix
Table of Contents](#)**



*Click to
navigate*



RESOLUTION OF THE POLICY COMMITTEE

A Resolution Committing SUATS to the Goal of Zero Traffic Fatalities by the Year 2040 and adopting the Safe Streets for Sumter Safety Action Plan

WHEREAS, SUATS recognizes that traffic fatalities and serious injuries are preventable and represent a profound loss to our community; and

WHEREAS, the safety of all road users—pedestrians, bicyclists, motor vehicle occupants, and public transit riders—is a paramount responsibility of SUATS; and

WHEREAS, as part of the Safe Streets for Sumter Safety Action Plan (the Action Plan) funded by a US Department of Transportation Safe Streets and Roads for All (SS4A) grant greatly encourages grantees and their leaders to commit to a goal of zero traffic fatalities by a specific year; and

WHEREAS, SUATS has in recent years been interested in adopting the "Vision Zero" initiative, which is similar to SS4A, and

WHEREAS Vision Zero is a data-driven strategy that prioritizes human life and acknowledges that traffic deaths are not inevitable accidents but systemic failures that can be addressed through comprehensive planning and action; and

WHEREAS, achieving zero traffic fatalities requires a multi-faceted approach involving multiple and redundant pillars of the Safe System Approach: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care; and

WHEREAS, SUATS is committed to fostering a culture of safety and continuous improvement in its transportation system; and

WHEREAS, the formal adoption of this Safety Action Plan is a prerequisite for SUATS to apply for federal implementation grants to fund high-priority safety projects identified within the plan's High-Injury Network;

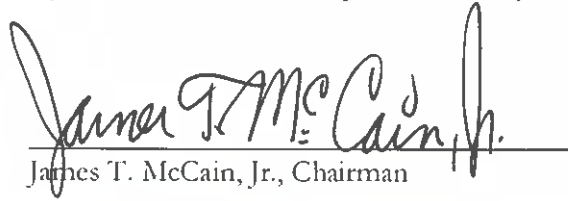
THEREFORE, BE IT RESOLVED by SUATS, that:

- SUATS formally adopts:
 - the ambitious but achievable goal of **zero traffic fatalities and serious injuries by the year 2040**; and
 - the Safe Streets for Sumter Safety Action Plan. All future transportation projects and infrastructure improvements shall be evaluated for consistency with the safety strategies and priority corridors established in the Action Plan.

- SUATS commits to allocating necessary resources, as may be feasible within budgetary constraints, to support implementation of the Action Plan.
- SUATS shall report annually on progress on the initiative, reviewing key performance indicators and making adjustments to the Safety Action Plan as necessary to ensure progress towards the 2040 goal.
- This Resolution shall take effect immediately upon its adoption.

ADOPTED this 28th day of August, 2026, by the Sumter Area Transportation Study Policy Committee

Attest:


James T. McCain, Jr., Chairman

CERTIFICATION

I hereby certify that the above is a true and correct copy of SUATS Resolution #2026-03 as adopted by vote in an open meeting of the SUATS Policy Committee.


SUATS Policy Committee Secretary

8/28/26
Date

APPENDIX C

Plan & Policy Review

**[Back to Appendix
Table of Contents](#)**



*Click to
navigate*

1 Existing Plan and Policy Review

1.1 Purpose

This Existing Plan and Policy Review evaluates existing plans, policies, ordinances, and programs in Sumter City and County, South Carolina, and the USDOT that influence transportation safety. The review identifies opportunities to align SAP recommendations with adopted goals, existing investments, and local priorities.

1.2 Review Methodology

The following documents were reviewed as part of this effort:

- SUATS LRTP (2050)
- Hampton Park Traffic Calming (2016)
- HSIP 2025 – SC
- USDOT Complete Streets Policy
- SCDOT Complete Streets Policy
- City Zoning & Dev. Standards
- Turkey Creek Greenway (2022)
- Shot Pouch Creek Master Plan (2014)
- Connect 378 (2025)
- Walk Bike Sumter

Evaluation Framework

Each document was assessed for:

- o Safety goals and objectives
- o Vulnerable road user considerations
- o Community supporting (equity) provisions
- o Speed management strategies
- o Complete Streets implementation
- o Safety data analysis or frameworks
- o Performance measures
- o Implementation mechanisms
- o Funding opportunities

1.3 Plans and Policies Inventory

The Sumter SAP assessed the following plans for consistency with the Safe System Approach, SS4A guidelines, and proven safety strategies. This list is not exhaustive of all plans but those representative of planning, funding, and multimodal travel:

Document Name	Agency	Adoption Year	Geographic Coverage	Relevance to SAP
SUATS LRTP (2050)	MPO	2025	SUATS	High
Hampton Park Traffic Calming	City of Sumter	2016	Hampton Park Historic District	Medium
SCDOT Highway Safety Improvement Program	SCDOT	2025	Statewide	High
National Roadway Safety Strategy	USDOT	2022	National	Medium
SCDOT Complete Streets Policy	SCDOT	2021	Statewide	High
Sumter 2040 Comprehensive Plan	City of Sumter	2019	City	Medium
Turkey Creek Greenway	MPO	2022	Greenway Study Area	Medium
Shot Pouch Creek Master Plan	City of Sumter	2014	Greenway Study Area	Medium
Connect 378	City of Sumter	2024	Corridor Study Area	Medium
Walk + Bike Master Plan	MPO	2023	SUATS	High

1.4 Document Review Summary

Sumter Area Transportation Study (SUATS) 2050 Long Range Transportation Plan (LRTP)

Source: https://www.sumtersc.gov/sites/default/files/uploads/Departments/Planning/SUATS/Base_Docs/suats-2050-lrtp-amendment-5.pdf

Overview

This Long-Range Transportation Plan (LRTP) for the Sumter Metro Area outlines a regional strategy for a connected transportation system that accommodates the region's existing and future mobility needs.

The Sumter LRTP is a financially constrained plan, meaning it identifies projects and programs that can reasonably be implemented with anticipated funding levels through the year 2050.

In response to federal mandates and the expressed wishes of local residents, the LRTP addresses all modes of transportation in some way, including cars, trucks, bicycles, walking, transit, air, and rail modes.

Vision Statement

SUATS area citizens envision an attractive and thriving community that invites business and individuals that desire higher quality of life linked to a safe, efficient, maintainable, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the MPO.

Relevant Goals

Growth & Development: Create a system of interconnected streets and paths by developing a plan that supports existing and future development.

Safety & Security: Provide and promote a safe transportation system for all users by implementing best practices in Complete Street design.

Mobility & Accessibility: Provide a balanced transportation system that makes it easier to walk, ride a bike, and take transit by implementing traffic calming and developing safe corridors.

Safety-Related Elements

Chapter 6: Existing Roadway Conditions

Safety and Crash History – page 84

The goal of SUATS, the SC Department of Public Safety, and the SC Department of Transportation is to reduce fatalities and serious injuries on all public roadways in the short term, with the vision of eliminating both in the long term. This goal and vision can be realized if all citizens would adopt a 'target zero' mindset for themselves, as well as their families and friends.

- Intersection Crashes
- TOP 20 Intersection Crash Locations
- Corridor Crashes
- TOP 20 Corridor Crash Locations

Chapter 7: Future Roadway Conditions

Roadway Project Scoring Methodology – page 98

Safety: the safety score is a composite that includes crash rate per mile and the total number of crashes over a 5-year period.

Transportation Improvements Toolbox – page 109

SAFETY

The region has expressed a growing concern for key corridors experiencing congestion, travel delay, and safety issues. To preserve mobility and protect the overall efficiency of the network, the project team developed a toolbox of 'best practices' so the region can respond to changing developmental pressures.

Rather than specific project recommendations, this toolbox allows the region to remain flexible when calling upon evidence-based procedures to make the best planning decisions for the region's future. On the following pages, a set of tools and guidelines for intersection safety improvements, access management, and connectivity provide guidance to and demonstrate examples of how SUATS can apply these strategies moving forward.

Chapter 8: Walk + Bike

Walk + Bike Network Development – page 122

Safety

Crash hot spots identify areas where people have been struck by a vehicle while walking or biking. Because of the dispersed population in this area though, historical crash data only tells one part of the roadway safety story. Crash data does not capture near misses or places where there may be limited bicycle and pedestrian activity because people already perceive the area as unsafe.

Walk + Bike Project Scoring Methodology – page 131

Safety: the safety score is a composite that includes crash rate per mile and the total number of crashes over a 5-year period.

Chapter 12: Implementation Plan

General Action Items – page 207

- Adopt access management policies for arterials and major collectors following best practices for safety and mobility
- Develop a City of Sumter access management policy for arterials and major collector streets following best practices for safety and mobility
- Develop a Sumter County access management policies for arterials and major collector streets following best practices for safety and mobility
- 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.
- Program funds for implementation of 2 improvements to priority locations based on 5-year crash statistics with "spot safety funds" from SCDOT district office
- 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

- 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

Key Findings

Strengths

- Regional investment strategy
- Strong assessment of traffic safety and crash data
- Vision Zero statement
- Projects identified for both roadways and multimodal travel
- Safety scoring criteria
- Funding and implementation program recommendations

Gaps

- Safety can be reevaluated as scoring criteria
- Needs to incorporate HIN
- Needs to incorporate the Safe System Approach more carefully
- Toolkits need to be evaluated for current design recommendations

Implications for SAP

- Assess project locations within SAP, especially adjacent to HIN segments

Hampton Park Historic District: Traffic Calming Program Report

Source: https://www.sumtersc.gov/sites/default/files/uploads/Departments/Planning/SUATS/hampton_park_final_project_report_1-7-2016.pdf

Overview

As the downtown core adjacent to the Hampton Park District continues to grow, traffic pressures are likely to increase. Residents of the District have voiced concerns about speeding and noise from ambulances and other vehicles. An important part of the objective of this study was to refine these issues for Calhoun Street, if possible, through focus groups, surveys, and public meetings.

Relevant Goals

Safety-Related Elements

Hampton Park Historic District: Context and Issues – pg 3

- **Speeds:** Typical speeds on West Calhoun Street ranged from 28 mph to 35 mph, with a posted speed limit of 30 mph throughout. Observed speeds (recorded with a radar gun and validated with 57 floating car studies) tended to be higher in the center section of the corridor. Observations of 35 mph to 40 mph were uncommon, but did occur.

- **Volume/Traffic Type:** A “No Thru Truck” prohibition sign is posted on West Calhoun Street at Guignard; however, some smaller trucks (2-3 axles), garden trailers, and two ambulances did pass through this area. The highest total volumes recorded from recent counts were 4,700 vpd to 5,000 vpd on West Calhoun Street. Church Street was next (1,700 vpd-2,000 vpd) with other streets in the area averaging less than 1,000vpd.
- **Intersection Performance:** The project team conducted intersection counts for a one hour period in the morning and evening peak periods at six intersections (Sumter staff subsequently counted Church Street and West Calhoun Street). No substantial delays exceeding a single cycle were observed, with the heaviest volumes on Guignard at West Calhoun Street.
- **Crash Data:** Historic crash data indicated that several intersection locations, including North Purdy, North Salem and Guignard were high-crash intersections. North Purdy and Calhoun and North Salem and Calhoun were the two most prominent crash clusters inside the corridor, although the intersection of Guignard / Calhoun, which has a much higher total volume going through the intersection, was also noted as a high-crash location. Crash types indicated an expected distribution of rear-end (STOP controlled intersections) and failure to yield (signal-controlled intersections) causes. No fatalities were recorded between 2010 and 2015.
- **Pass-Through Traffic:** During the data collection period, the project team conducted fifty-seven floating car studies, i.e. where one or more cars were “trailed” through the corridor entering either from Washington or Guignard. Fifty-six percent (56%) of vehicles starting at one end went all the way through the corridor; 44% were local trips with a destination or turn off of Calhoun Street.
- **Survey Results:** As part of the study, the project team released a survey that was answered by 277 respondents. Generally, people felt that speeding was the number one issue, but that the posted speed was adequate. Car use was the predominant mode of travel in the corridor, with many of the respondents passing all the way through en route to another destination outside the Historic District.

Physical and Program Recommendations – pg 7

- West Calhoun Street Recommendations: Physical Infrastructure (West)
- West Calhoun Street Recommendations: Physical Infrastructure (Middle)
- West Calhoun Street Recommendations: Physical Infrastructure East
- Area-Wide Recommendations (part I)
- Area-Wide Recommendations, part II
- Recommendation: Programs
 - o Pace Car Program
 - o Hampton Comes Alive!
 - o Mock Installation.

Key Findings

Strengths

- Important reference for traffic calming measures and locations
- Proactive safety projects for local areas
- Strong public involvement
- Useful data and crash analysis

Gaps

- Does not address traffic calming citywide

Implications for SAP

- Apply traffic calming toolkit to citywide projects

South Carolina Highway Safety Improvement Program 2025 Annual Report

Source: https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/SC_HSIP_Report_2025.pdf

Overview

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts.

The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Relevant Goals

State Safety Performance Targets

- Number of Fatalities – 1059
- Number of Serious Injuries – 2549
- Fatality Rate – 1.870
- Serious Injury Rate – 4.500
- Non-Motorized Fatalities and Serious Injuries – 467.9

Safety-Related Elements

Introduction – pg 5

Program Structure – pg 5

- Program Administration

- Program Methodology

Project Implementation – pg 15

- Funds Programmed
- General Listing of Projects

Safety Performance – pg 21

- General Highway Safety Trends
- Safety Performance Targets
- Applicability of Special Rules

Evaluation – pg 29

- Program Effectiveness
- Effectiveness of Groupings or Similar Types of Improvements
- Project Effectiveness

Compliance Assessment – pg 35

Key Findings

Strengths

- Insights into state safety measures and funding
- Important safety performance measures
- Reference for state grants

Gaps

- May be looking less at vision zero and more on mitigating upward trends
- City needs to set independent goals consistent with local priorities

Implications for SAP

- Ensure consistency of performance measures, tracked metrics, and project recommendations with state policy

South Carolina Department of Transportation (SCDOT) Departmental Directive: Complete Streets (2021)

Source: <https://info2.scdot.org/SCDOTPress/PublishingImages/DD%2028%20Complete%20Streets.pdf>

Overview

This Directive serves as the foundation for the South Carolina Department of Transportation (Department) to implement a complete streets policy that requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation.

This Directive will initiate change with numerous other sources of information within the Department to ensure our approach to providing complete streets is integrated into our practices and procedures. This Directive supersedes all other Department guidance that conflicts with the information in this Directive.

Relevant Goals

The Department will develop and publish a detailed Bicycle and Pedestrian Safety Action Plan with the goal of:

- Increasing understanding of bicycling and walking crash patterns;
- Promote objectives and data-driven decision making;
- Promote investment in proven safety countermeasures; and
- Target locations with high needs and opportunities for successful outcomes.

Safety-Related Elements

- General – pg 1
- Planning – pg 2
- Funding – pg 3
- Design – pg 4
- Walk Zone Traffic Control – pg 5
- Maintenance – pg 5
- Safety and Operations – pg 5
- Training – pg 6
- Complete Streets Council – pg 6

Key Findings

Strengths

- Strong statement on statewide funding and complete streets
- Important reference for state-owned streets and HIN segments
- Reference for state grants

Gaps

- May need more current design references
- Important to track implementation within state processes

Implications for SAP

- Ensure consistency of project recommendations with state policy on state routes

National Roadway Safety Strategy (2022)

Source: <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>

Overview

The NRSS sets a vision and goal for the safety of the Nation's roadways, adopts the Safe System Approach principles to guide our safety actions, and identifies critical and significant actions the Department will take now in pursuit of five core objectives: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. This document highlights new priority actions that target our most significant and urgent problems, and are, therefore, expected to have the most substantial impact. It also highlights notable changes to existing practices and approaches.

Relevant Goals

Together, **we must strive for zero roadway fatalities**. Zero is the only acceptable number of deaths on our highways, roads, and streets. The United States Department of Transportation is committed to taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways. However, no one will reach this goal acting alone. Reaching zero will require U.S. DOT to work with the entire roadway transportation community and the American people to lead a significant cultural shift that treats roadway deaths as unacceptable and preventable.

Safety Related Elements

Objectives and Implementation – pg 11

- Safer People – pg 14
- Safer Roads – pg 18
- Safer Vehicles – pg 22
- Safer Speeds – pg 26
- Post-Crash Care – pg 29

Key Findings

Strengths

- Strong statement on federal funding and complete streets
- Important safety performance measures
- Reference for federal grants

Gaps

- May be unenforced with current administration

Implications for SAP

- Ensure consistency of performance measures, tracked metrics, and project recommendations with federal policy
-

Turkey Creek Greenway Feasibility Study (2022)

Source: https://www.sumtersc.gov/sites/default/files/uploads/Departments/Planning/SUATS/turkey_creek_greenway_feasibility_study-final_report_2022_10_24.pdf

Overview

The Turkey Creek Greenway Feasibility Study is an initiative of the Sumter Area Transportation Study Metropolitan Planning Organization (SUATS MPO), in partnership with Sumter County and the City of Sumter.

As the formal documentation of the Turkey Creek Greenway Feasibility Study, this Feasibility Report:

- Further defines the greenway's mission
- Identifies potential environmental, cultural, and social resources
- Determines natural features or social concerns that may be constraints to greenway construction
- Informs, educates, and solicits input from the public about the greenway
- Provides a detailed concept plan and recommended alignment for the greenway
- Provides cost estimates for implementing the project

Safety-Related Elements

Recommended Greenway – pg 15

- Technical Analyses – pg 16
- Evaluation Criteria – pg 16
- Greenway Alignment – pg 17
- Conceptual Design Guidance – pg 19
- Greenway Characteristics – pg 22

Implementation – pg 39

- Opinions of Probable Cost – pg 40
- Potential Project Phasing – pg 42



Key Findings

Strengths

- Important alternative route for multimodal transportation
- Strong public input process

Gaps

- Does not directly improve HIN segments
- Needs additional toolkit work for crossing locations

Implications for SAP

- Assess project locations within SAP, especially adjacent to HIN segments

Sumter Connectivity & Greenways Master Plan for Shot Pouch Creek (2014)

Source: <https://www.sumtersc.gov/sites/default/files/uploads/Departments/Planning/SUATS/shotpouchplan.pdf>

Overview

The Master Plan for the Shot Pouch Creek envisions this natural greenway as a viable community amenity, designed to connect neighborhoods, encourage recreational walking and biking, and as a catalyst for new niche neighborhood commercial development. In essence, this plan sees a linear park serving as a “spine” for greater connectivity in Sumter.

Relevant Goals

The primary goals of this project are to provide Sumter with a Master Plan for a greenway system, and to create a connected network between the primary amenities of the community.

Safety-Related Elements

Analysis – pg 7

- Area of Focus
- History
- Environment
- Sumter Demographics
- Land Use
- Property Ownership
- Existing Greenspaces & Schools
- Existing Connectivity
- Combined Existing Conditions

Greenway Master Plan – pg 16

Corridor Enhancements – 55

- Liberty Street
- Guignard Drive
- Traffic Calming

Key Findings

Strengths

- Important alternative route for multimodal transportation
- Elements of safety countermeasures and traffic calming along local streets
- Strong public input process

Gaps

- Does not directly improve HIN segments
- Needs additional toolkit work for crossing locations

Implications for SAP

- Assess project locations within SAP, especially adjacent to HIN segments
-

Connect 378: Robert E. Graham Freeway (US 378) Feasibility & Conceptual Engineering Plan (2025)

Source: <https://www.sumtersc.gov/sites/default/files/uploads/Departments/Planning/SUATS/Connect378/us-378-bypass-feasibility-study-final-report.pdf>

Overview

The purpose of this feasibility study is to provide an analysis in support of a potential corridor improvement project along a 2.6 mile stretch of US 378 (Robert E Graham Freeway) between US 521 (Camden Highway) and US 15 (N Main Street) and its two frontage roads in Sumter, South Carolina. US 378 is a 4-lane limited access principal arterial. It is paralleled by two frontage roads; S-1428 (N Pike W) and S-1429 (S Pike W). The frontage roads are 2 lane urban-local state roads with some portions classifying as minor arterials.

Relevant Goals

This corridor study recognizes the regional and local importance of the corridor and seeks to address issues and concerns related to safety, connectivity, and capacity; and formulate a series of projects and recommendations to address those issues. The purpose is to address roadway deficiencies that will provide a safer and more efficient roadway for motorists, pedestrians, and bicyclists. Improvements will aim to increase safety and connectivity for all roadway users.

Safety-Related Elements

Crash Data – pg 23

There were 4 fatalities reported in the study area with 139 crashes (32%) resulting in an injury crash. All four fatalities were reported along US 378 with two involving a pedestrian, one involving a bicycle and one involving a rear end crash. Three of the fatalities occurred on US 378 near Miller Road.

The predominant manner of collision was angle crashes with 192 crashes (44%) followed by rear-end crashes at 125 (29%). There were 5 crashes involving pedestrians and 2 crashes involving bicycles. Out of the 7 pedestrian/bicycle related crashes, only one did not result in an injury crash.

Of the 435 crashes, 149 (34%) occurred during dark conditions which is higher than the statewide average. Seventeen percent (17%) of the crashes were reported during wet conditions.

Range of Alternatives – pg 28

- Alternative A – Raise the Road/Roundabouts
- Alternative B – Pedestrian Bridge
- Alternative C – Three Roadways to Two
- Alternative D – Boulevard
- Alternative E – Boulevard Super Street
- Alternative F – Raise the Road and Construct a Pedestrian Culvert

Key Findings

Strengths

- Clear vision for a HIN corridor
- Elements of safety countermeasures and multimodal facilities
- Strong public input process

Gaps

- Distracting alternatives that reroute pedestrians but don't solve safety issues
- No vision for growth or development along the corridor
- No vision for speed management along the corridor

Implications for SAP

- Assess project lists along HIN.

Sumter Walk + Bike Master Plan (2023)

Source: https://www.sumtersc.gov/sites/default/files/uploads/Departments/Planning/SUATS/suats_walkbike_master_plan.pdf

Overview

The Sumter Walk + Bike Master Plan (the Plan) is a document that will guide the Sumter Metro area toward a more walkable and bikeable future by prioritizing pedestrian elements while placing emphasis on the importance of developing a bicycle network.

Relevant Goals

The goals reflect community priorities based on responses to the online and paper surveys, steering committee input, and staff feedback.

- **Safety:** Provide safer and more accessible pedestrian and bicycle facilities
- **Connectivity:** Design a connected network of low-stress pedestrian and bicycle facilities
- **Education:** Inform residents and businesses about benefits and laws for people to walk and bike safely
- **Equity:** Improve access to opportunities for all Sumter Metro area residents
- **Health:** Encourage walking and bicycling as an environmentally healthy activity and lifestyle

Safety-Related Elements

Crash Analysis – pg 22

Bicycle and pedestrian crashes represent 13.8% of serious crashes but 1% of total crashes. Pedestrian, bicycle, and vehicle crash data was reviewed from 2016 to 2020. There were 11,191 crashes during that timeframe, 116 of which involved bicycles or pedestrians. These crashes make up a small portion of the overall crashes but make up a

disproportionate amount of serious injury and fatal crashes, with 33 out of 238 crashes that resulted in a fatality or incapacitating injury involving bicycles or pedestrians.

Implementation – pg 77

- Prioritization – pg 78
- Top 10 Corridors – pg 82
- Early Action Projects – pg 96
- Performance Measures – pg 104
- Funding – pg 106
- Maintenance Plan – pg 110

Key Findings

Strengths

- Clear vision for active transportation in the community
- Clear priorities for roads and corridors
- Strong program of improvements

Gaps

- Not clear on how bike/ped plan is integrated into other city processes
- Need for HIN and connecting active transportation to safety along corridors

Implications for SAP

- Assess project lists along HIN.

Sumter 2040 Comprehensive Plan (2019)

Source: <https://www.sumtersc.gov/planning/2040-comprehensive-plan>

Overview

The purpose of the Sumter 2040 Comprehensive Plan is to direct and guide growth in both the City of Sumter and Sumter County. As such, it is an aspirational expression of our vision through policy. The Plan is not a regulatory document or a book of law. It should be interpreted broadly rather than applied as a parcel-specific regulatory document.

Relevant Goals

Sumter's broader land use vision requires setting reasonable, actionable, and achievable community goals. The Sumter 2040 Comprehensive Plan offers eight overarching goals, all of which can be achieved through the policies

and implementation items found within this document. The goals are limited in number yet express the full aspirations of the Sumter Community. As such, the City and County support the following specific community goals:

- To develop neighborhoods with character, good design, and community amenities
- To favor a development pattern which capitalizes on infill opportunities and encourages a mixed-use approach, in areas where adequate public infrastructure exists

Safety-Related Elements

Transportation Policies – pg T-5

1. The City and County endorse the SUATS 2050 Long Range Transportation Plan and the Santee-Lynches Regional Long Range Transportation Plan (Forward 2045) and incorporate those plans and updates by reference.
2. The City and County will develop strategies to encourage connectivity, to direct growth to areas with sufficient road capacity, and to minimize inefficient growth patterns.
3. The City and County will create a system of interconnected streets in an effort to improve mobility and distribute traffic efficiently and appropriately by purpose and function.
4. **The City and County envision a safe transportation system for all users by focusing improvements to the most dangerous intersections and corridors (highest crash/collision locations) and improving facilities for pedestrians and bicyclists.**
5. The City and County will support programs designed to improve City and County streetscapes and road corridors, both for better visual appearance and improved operations.
6. The City and County endorse the concept of complete streets. That is, transportation networks which enable safe access for all users. The complete street concept goes well beyond the curb and includes pedestrian access, landscaping, streetscape, and signage.
7. The City and County anticipate that all development projects will mitigate their transportation impacts on the local and regional transportation network through the construction of turn lanes, new lanes, right-of way dedication, sidewalks and trails, signalization, landscaping, or other measures deemed reasonable and appropriate, as applicable.
8. The City and County will minimize environmental impacts created by transportation systems by utilizing planning tools to preserve and promote natural assets.
9. The City and County will ensure the quality of the current network is upheld to provide robust service to residential, commercial, industrial, and military uses

Key Findings

Strengths

- Defined transportation policies
- Clear policy for safety of all users

- Focus on dangerous locations
- Support for walking and bicycling

Gaps

- Few strategies to reduce trips and create walkable densities
- Need for focus on severity of crashes, not just frequency of crashes

Implications for SAP

- Reference any key corridors or growth patterns in SAP recommendations

1.5 Key Themes and Findings

Theme 1: Transportation Safety

Observed Conditions

- Existing plans consistently recognize safety as a priority.
- Pedestrian crash concerns identified along major arterials.
- A number of HIN routes have recommendations via specific corridor studies or network studies
- Roadway alternatives are being developed via greenway networks

Potential Actions

- Incorporate Safe System Approach into regional goals and policies.
- Prioritize fatal and serious injury reduction strategies.
- Reference the HIN in corridor studies moving forward.

Theme 2: Vulnerable Road Users (VRUs)

Observed Conditions

- Pedestrian and bicycle plan identifies specific network gaps.
- Plans account for VRUs, including transit access, mobility, and equity.
- Communities support increased walking and bicycling.
- Sidewalk and bike network deficiencies remain.

Potential Actions

- Assess HIN segments along high-demand areas for walking and bicycling.
- Expand city, county, and MPO actions related to Complete Streets
- Prioritize low-cost safety countermeasures.

Theme 3: Supporting Communities

Observed Conditions

- Equity assessments and goals are included in planning documents.
- Connections between active transportation and public transit noted in several plans.
- Consistent community support for more equitable transportation investments
- Limited connection between equity analysis and safety project programming.

Potential Actions

- Incorporate equity-based prioritization criteria.
- Target investments in underserved communities.
- Host ongoing community conversations around equity investments and meeting diverse community needs.

Theme 4: Speed Management

Observed Conditions

- Speed- and speeding-related crashes remain a concern.
- Some local or neighborhood level plans for focused traffic calming.
- Few adopted speed management policies.

Potential Actions

- Incorporate speed management into local and regional documents.
- Expand speed management toolkit and procedures.
- Create a speed management framework.
- Evaluate roadway design treatments to support target speeds.

1.6 Policy Gaps Assessment

This existing plan and policy review examined transportation plans, policies, and programs that cover the transportation system. Sumter has many elements that contribute to safer roads, including a clear regional vision for safety and funding program to support safety projects. However several policy gaps remain for clear, direct statements on political, funding, and implementation priorities.

This table reviews existing efforts against safety topics that have been shown to “move the needle” towards safer outcomes:

Topic	Existing Efforts	Policy Gaps	Recommended SS4A Action
Safe System Approach	Limited	No formal framework	Integrate Safe System principles
Speed Management	Limited	No adopted strategy	Develop speed management policy
Data and Performance	Moderate	Fatality reduction targets within plans; no adopted policy.	Establish safety performance targets and measures; update annually
Supporting Communities	Moderate	Limited safety equity measures	Create equity framework
Network Screening	Partial	Reactive project selection	Incorporate proactive screening into project prioritization

1.7 Opportunities for Action Plan Development

With the adoption of the SAP, Sumter will take bold steps to advance a safer roadway network. Some clear policy actions will help guide routine transportation decisions towards safer outcomes:

1. Adopt the Safe System Approach as a foundation of decision making
2. Utilize the HIN for project recommendations
3. Develop speed management policy and strategies
4. Establish Vision Zero policy as well as key performance metrics
5. Integrate community support and equity throughout SAP
6. Screen all projects for safety measures and design a proven safety measures toolkit

	Includes 5 E's or More	Bike-Ped Planning Element	Complete Streets Recommendations	Crash Monitoring	Funding Resources	Land Use Planning	Transit Connectivity	Committees or Advisory Board	Design Guidance	Other Policy or Strategy
SUATS LRTP (2050)		☑	☑	☑	☑	☑	☑	SUATS MPO, Policy Committee, Technical Committee	High-level multimodal, context-sensitive guidance	Multimodal investment strategy, freight, Performance Based Planning and Programming
Hampton Park Traffic Calming (2016)			☑	☑	☑				Site-specific traffic calming treatments	Livability, speed management, phased treatment
HSIP 2025 – SC	☑	☑		☑	☑		☑	SCDOT, MPO safety partners	Proven Safety Countermeasures (engineering focus)	Statewide safety targets, systemic safety strategy
USDOT Complete Streets Policy			☑		☑				Complete Streets design model, ADA	National Roadway Safety Strategy, climate
SCDOT Complete Streets Policy			☑		☑			SCDOT internal Complete Streets council, Office of Planning	State design manuals, multimodal accommodation guidance	Statewide Complete Streets, context-sensitive solutions
City Zoning & Dev. Standards			☑			☑		Planning Commission, City Council, Planning Dept.	Street layout, sidewalk, subdivision standards	Growth management, connectivity, urban form
Turkey Creek Greenway (2022)		☑			☑			SUATS MPO (oversight only)	Shared-use path sections, trail design	Active transportation expansion
Shot Pouch Creek Master Plan (2014)		☑			☑	☑		City-County Planning Department	Greenway design, corridor enhancements	Public health, placemaking, economic development
Connect 378 (2025)		☑		☑	☑	☑		Team Sumter		
Walk Bike Sumter		☑		☑	☑	☑		SUATS MPO, Policy Committee	Bike/ped facility typologies, network design	Network completion, mode shift, implementation roadmap

NOTES:

Only SCDOT has a formal, adopted Complete Streets policy. Local documents reference multimodal safety, accessibility, or connectivity, but none require routine accommodation of all users across projects.

Bike/ped and greenway efforts rely on MPO or planning staff, not standing advisory boards.

Robust safety design guidance comes from FHWA, HSIP, and SCDOT

Detailed bike/ped and greenway guidance exists in Walk Bike Sumter and greenway plans.

Regulatory street design standards exist in zoning, but are development-focused.

Crash monitoring and analysis are documented in the HSIP, LRTP, and Walk Bike Sumter.

Policy and Strategy Recommendations

To address safety in the City of Sumter, it is essential to build upon the culmination of information gathered and formulate a comprehensive approach involving policy, engineering, education, and enforcement strategies. This Safety Action Plan (SAP) has been prepared as a resource for use by varying levels of government in implementing projects that improve safety for all users. This high-level view is intended to provide a framework for a wide range of uses to guide, select, prioritize, and track transportation investments. The following considerations have been compiled as a construct of resources and current practices that can be utilized for collaboration and application. A matrix of the strategies in place and oversight committee or advisory board responsible for the oversight of each has been provided in the subsequent section. The following documents were reviewed as part of this effort:

- SUATS LRTP (2050)
- Hampton Park Traffic Calming (2016)
- HSIP 2025 – SC
- USDOT Complete Streets Policy
- SCDOT Complete Streets Policy
- City Zoning & Dev. Standards
- Turkey Creek Greenway (2022)
- Shot Pouch Creek Master Plan (2014)
- Connect 378 (2025)
- Walk Bike Sumter

Policy

A review of the current policies and strategies in the City of Sumter and SUATS MPO area was conducted as part of the SAP to identify potential connections and gaps for future consideration and implementation. Policy recommendations include:

- **Regulations and Legislation:** Implementing laws and regulations that promote road safety, such as stricter DUI laws, lower speed limits in high-risk areas, and mandatory seatbelt use.
- **Planning and Zoning:** Developing policies that support safer road designs, such as complete streets policies that accommodate all users, including pedestrians and cyclists.
- **Funding and Resources:** Allocating funds for safety improvements and ensuring resources are available for ongoing maintenance and enforcement.

The SUATS LRTP outlines recommendations for active transportation facilities to include the development and prioritization of networks to address user profiles or typology, determination of the appropriate facility type for users based on context and typology, and prioritization of network routes. The LRTP also includes a discussion on implementing shared micromobility options (bike share and scooter share). One of the primary barriers to safe active transportation identified in the LRTP is the need to address railroad crossings and speeds on highly utilized bicycle and pedestrian network crossings and corridors.

The LRTP includes recommendations to develop traffic calming standards, adopt access management policies, establishing a Safe Routes to School program, develop a speed management policy or speed assessment for appropriate speed limit designation, and adopt a complete streets policy. This SAP reaffirms these recommendations.

A framework for the Safe Routes to School (SRTS) Programs should be developed and distributed to schools as an outline for the criteria and efforts required to apply for funding for improvements. This plan should explain and outline the process for conducting safety audits, collecting data, and application guidance for use at the local level.

SUATS or the City of Sumter should establish complete streets policies with standardized traffic calming guidance, speed management plans, and SRTS guidance to advance the implementation of safety initiatives. Standardizing these policies with a framework for local use and implementation would encourage system-wide adoption as a blueprint with uniform layout. Depending on staff availability and agency coordination required to develop these policies, the timeframe for implementation could range from between 1-5 years.

Safe System Approach to Speed Management

A Speed Management Action Plan should be developed and implemented to establish a mechanism for regular review of existing speed limits in areas where speed and speeding are problematic. [FHWA's Speed Management Toolkit](#) and [Speed Management Action Plan Template](#) provide guidance and technological resources to develop a Speed Management Action Plan.

The National Association of City Transportation Officials (NACTO's) City Limits Quick Guide provides cities with technical and policy guidance for conducting safe speed studies, using a methodology aligned with the Federal Highway Administration's (FHWA's) Safe Systems Approach. Traditionally, agencies set road speeds based on the 85th percentile of existing speeds. City Limits (2020) introduces a new methodology to determine posted speed limits based on street activity level and conflict density.

To develop a speed management plan, the context of the road should be considered along with the geometry, user, and environment. The tables show some typical scenarios and guidance on the recommended speeds. Modifications to posted speed limits should take these factors into account.

	Road Width	Speed Limit	Pedestrian Facilities	Landscaping
Rural Areas	Wider Lanes	Higher Speed Limits	Nominal or Neighborhood	Open Spaces for Visibility
Suburban Areas	Wider with Space for Parking or Bike Lanes	Moderate Speed Limits	Crosswalks, Sidewalks, and Pedheads	Decorative and Streetscapes
Urban Areas	Narrower Lanes	Low Speed Limits	Crosswalks, Sidewalks, and Pedheads	Decorative and Streetscapes

Principal Arterials (Urban, Suburban, Rural) – 35-55 MPH
Minor Arterials (Urban, Suburban, Rural) – 30-45 MPH
Collectors (Urban, Suburban, Rural) – 25-35 MPH
Local Roads (Urban, Suburban, Rural) – 20-30 MPH

This approach includes several steps for implementation as described below:

1. Data Collection and Analysis

- **Crash Data:** Collect speed related crash data to include location, severity, lighting conditions, pavement conditions, collision type, functional class, context, date, most harmful event, and probable cause for a specified window of time.
- **Traffic Data:** Gather information on traffic volumes, speeds, and road conditions.
- **Analysis Tools:** Use mapping tools like GIS to identify crash locations, establish a HIN, and assess trends and densities. Use analysis tools such as pivot tables, charts, and tables to summarize findings.
- **Other Inputs:** Tools such as the NCHRP 966 or USLIMITS2 analysis packages require specific inputs for successful analysis and operation. A list of inputs should be compiled to meet these specifications and may require additional data resources and collection.

2. High-Risk Areas

- **Hot Spot and Corridor Identification:** Identify locations and corridors with a high frequency of speed-related crashes.
- **Risk Factors:** Analyze factors that contributed to crashes such as road design, traffic flow, driver behavior, and users or operators such as VRU, motorcycles, transit.
- **HIN:** Use crash data or existing analysis to compare the high-risk areas to the HIN.
- **Prioritize:** Prioritize improvements and implementation in areas with the highest risk with an emphasis on equity.

3. Intervention Strategies

- **Engineering:** Use the speed management toolkit, speed studies, context sensitive speed strategies, traffic calming measures, signage, and the Safe System Approach to devise solutions.
- **Education:** Deploy public awareness campaigns to encourage safe driving behavior. These may be targeted to audiences where crash patterns indicate targeted campaigns such as senior and teen drivers.
- **Enforcement:** Utilize targeted or blanket enforcement strategies to enforce speed limits in high-risk areas.

4. Monitoring and Evaluation

- **Performance Metrics:** Establish evaluation metrics for solutions based on the reduction in speed related crashes and crash severity.
- **Monitoring:** Establish a review and/or evaluation process to regularly assess speed management applications and plans.

5. Reporting and Communication

- **Transparency:** Utilize agency website to keep the public informed about speed management efforts, policies, enforcement, and outcomes.
- **Stakeholder and Public Engagement:** Engage with the public, stakeholders, and law enforcement to collaborate and communicate on the approaches most important to them. Include targeted outreach efforts to capture input from underserved and disadvantaged communities.

Engineering Policy

Recommendations to address traffic calming measures, access management, and Vulnerable Road User (VRU) infrastructure can be applied system-wide, in combination with a series of countermeasures or as stand-alone solutions. A countermeasure toolkit has been developed to address safety improvements. Certain types of countermeasures can be pre-approved by the City to streamline the project planning and design process. Engineering policies can include:

- **Road Design Improvements:** Redesigning intersections, adding roundabouts, and improving road signage to reduce conflict points and enhance visibility.
- **Roadway Maintenance:** Establishing scheduled reviews of the roadway infrastructure that include pavement surface, overhead lighting, pavement markings, landscaping, signage, and signals.
- **Access Management Plan:** Implementing access management to maintain traffic progression, consolidate driveways, and improve safety.
- **Traffic Calming Measures:** Implementing speed humps, chicanes, and curb extensions to slow down traffic in residential and high-pedestrian areas.
- **Pedestrian and Bicycle Infrastructure:** Building sidewalks, crosswalks, bike lanes, and multi-use paths to provide safe routes for non-motorized users.

The South Carolina Department of Transportation (SCDOT) maintains pavement markings as part of their pavement improvement program on their roadway network, but will typically not make changes to the existing infrastructure (i.e., adding bike lanes, warning signage). By developing a routine schedule to monitor the condition of pavement markings, the City will be able to coordinate efforts and needs with SUATS and SCDOT during the implementation of their pavement improvement program.

Establishing access management standards for adoption by the City and or SUATS to address signal spacing, signal operations, median openings, number of driveways, driveway design, driveway linkages, backside access, acceleration/auxiliary lanes, deceleration lanes, and retrofitting existing driveways would bolster the implementation of access management discussed in the toolkit. An example of the best practices for implementing access management was included in the [Connect 378](#) study. Additional information for Speed Management,

Pedestrian and Bicycle Safety, Roadway Departure mitigation, Intersection, and other engineering applications can be found in [FHWA's Proven Safety Countermeasures](#). Timeframes for implementation of these countermeasures are dependent on many factors that will be established as local preference, prioritization, and matching funds are identified.

Education Policy

Educational campaigns to improve safety can include:

- **Public Awareness Campaigns:** Conducting campaigns to educate the public about safe driving practices, the dangers of distracted driving, and the importance of sharing the road.
- **School Programs:** Implementing safety education programs in schools to teach children about pedestrian and bicycle safety.
- **Driver Training:** Offering defensive driving courses and other training programs to improve driver behavior and awareness.

There are several Division of Motor Vehicles (DMV) approved driving schools in South Carolina in support of the licensing requirements for drivers in the state. AARP offers a Smart Driver Course designed especially for drivers age 50 and older. Public awareness for areawide visitors should continue to be prioritized to improve safety with signage, billboards, websites, discount magazines, and social media targeting pedestrian and bicycle safety, distracted driving, speeding, seat belt use, and DUI. These practices could be implemented in the short term (1-6 years) in concert with campaigns already in place to include distracted driving deterrence, impaired driving awareness, motorcycle awareness, bicycle and pedestrian awareness, and seatbelt safety.

Enforcement Policy

Enforcement strategies align with those policy related strategies that authorize law enforcement to pursue and penalize violations. Enforcement policies include:

- **Law Enforcement:** Increasing police presence and enforcement of traffic laws, such as speeding, DUI, and seatbelt use.
- **Automated Enforcement:** Using red light cameras, speed cameras, and other automated systems to deter violations and capture offenders.
- **Penalties and Fines:** Implementing strict penalties for traffic violations to discourage unsafe behaviors.

Law enforcement agencies may also assist with campaigns to ensure proper child restraint and seat belt usage. [High visibility enforcement](#) strategies are used by law enforcement to target driver behaviors by publicized campaigns in high-risk areas. These strategies may be implemented in the immediate future.

APPENDIX D

Engagement Documentation

**[Back to Appendix
Table of Contents](#)**



*Click to
navigate*

Sumter Safety Action Plan Summit #1



Wednesday, October 29th, 2025

Today's Objectives

1. Introductions
2. Project Process
3. Call to Action
4. What does Sumter's crash data tell us?
5. Group Activities
6. Next Steps

1

Introductions



**What's one thing
you think would
have the biggest
impact on safety in
Sumter?**



Mentimeter Question #1

Where in Sumter County do you live? (Open Ended)

[word cloud]

Mentimeter Question #2

What is the most memorable mode of transportation you have used? (Select One)

- Gondola
- Cruise Ship
- Roller Blades
- Airplane
- Horse
- Car
- Scooter
- Bicycle
- Autonomous Vehicle (e.g. Waymo)
- Tesla Tunnel
- Walk
- Hang glider
- Skateboard
- Unicycle
- Hot Air Balloon

Mentimeter Question #3

Have you or someone you know been involved in a crash in the last 10 years? (Yes/No)

Y/N

2

Project Process

Components of Safety

Engineering



Education



Enforcement

Emergency Services

Local Agencies

Safe Streets for All

Sumter's Safety Action Plan seeks to improve safety by...

- Formalizing **official public commitment** with [Vision Zero](#)
 - e.g., resolution, adoption of policy or ordinance
- Establishing **committee or task force** to oversee the Sumter Safety Action Plan (SAP)
- Reviewing crash data trends & **risk factors**
- **Reviewing policies, plans, and guidelines**
- Engaging with Sumter's **community** in a robust way
- Identifying a comprehensive set of **projects and strategies**
- Monitoring and **evaluating** progress over time



U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety Countermeasures



Safety Benefits:
Agencies have experienced the following benefits after LRSP implementation:

- 25%**
reduction in county road fatalities in Minnesota.
- 17%**
reduction in fatal and serious injury crashes on county-owned roads in Washington State.
- 35%**
reduction in severe curve crashes in Thurston County, WA.

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures/> and <https://safety.fhwa.dot.gov/LRSPDIY/>.

Local Road Safety Plans

A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads. FHWA has developed several resources including an LRSP Do-It-Yourself website which further explains the process and includes resources local agencies and their partners need to create and implement an LRSP.¹

Approximately 75 percent of rural roads are owned by local agencies.² While local roads are less traveled than State highways, they have a much higher rate of fatal and serious injury crashes.³ Developing an LRSP is an effective strategy to improve local road safety for all road users and support the goals of a State's overall Strategic Highway Safety Plan (SHSP).

Although the development process and resulting plan can vary depending on the local agency's needs, available resources, and targeted crash types, aspects common to LRSPs include:

- Stakeholder engagement representing the 4E's: engineering, enforcement, education, and emergency medical services.
- Collaboration among municipal, county, Tribal, State, and/or Federal entities to leverage expertise and resources.

- Identification of target crash types and crash risk with corresponding recommended proven safety countermeasures.
- Timeline and goals for implementation and evaluation.

Local road agencies should consider developing an LRSP to be used as a tool for reducing roadway fatalities, injuries, and crashes.³ LRSPs can help agencies create a prioritized list of improvements. LRSPs are also a proactive risk management technique to demonstrate an agency's responsiveness. The plan should be viewed as a living document that can be updated to reflect changing local needs and priorities.



Infographic showing the LRSP process. Source: FHWA

¹ <https://safety.fhwa.dot.gov/LRSPDIY/>
² Anderson et al. Noteworthy Practices: Addressing Safety on Locally-Owned and Maintained Roads: A Domestic Scan, FHWA-SA-09-010, (2010).
³ Developing Safety Plans: A Manual for Local Road Owners, FHWA-SA-12-017, provides guidance on developing an LRSP.

FHWA-SA-21-033

What is this plan?

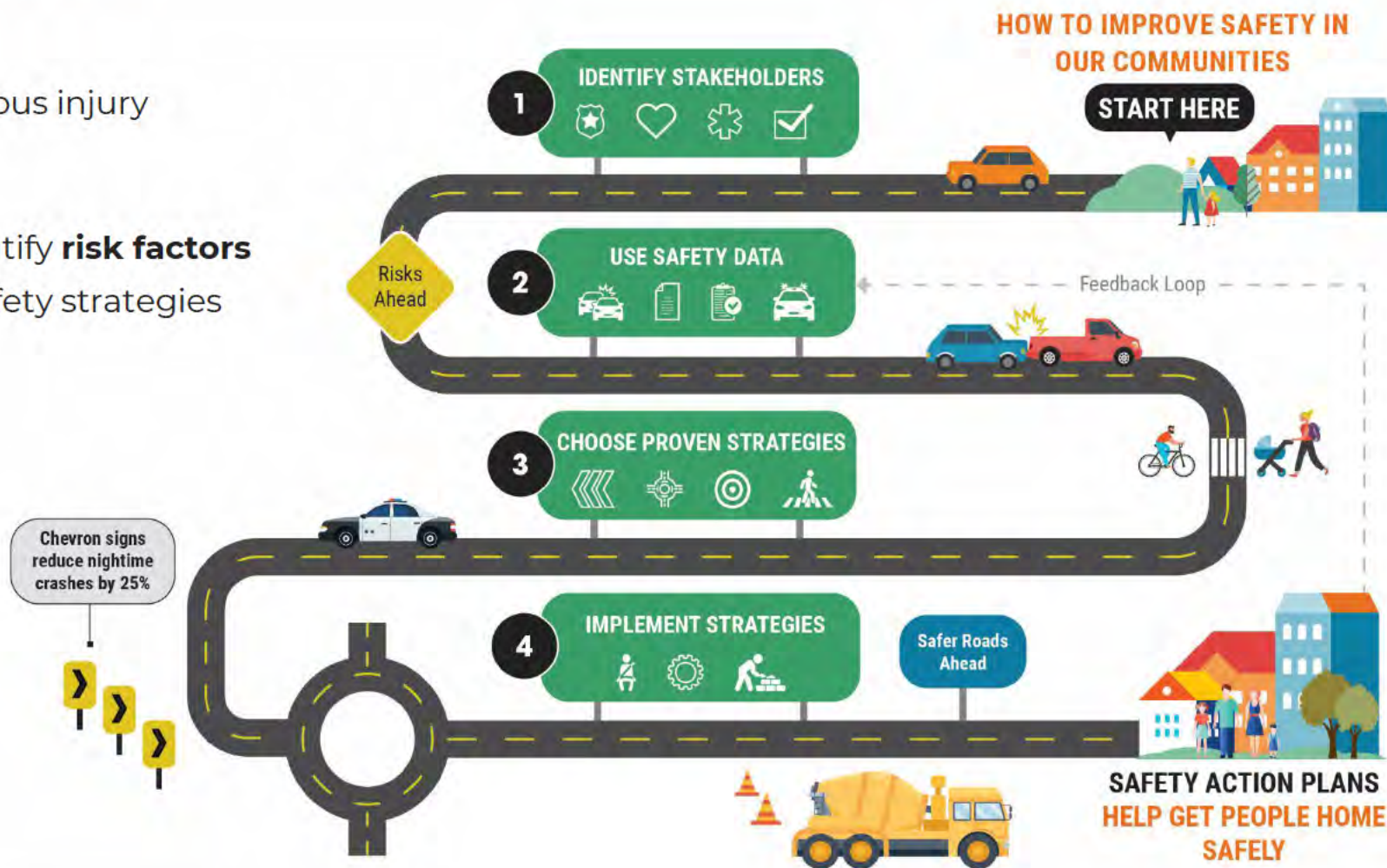
Safety Action Plan

Planning process to reduce fatal or serious injury crashes along our roadways

1. Involving the community (YOU)
2. Analyzing crash data / trends to identify **risk factors**
3. **Systemic** analysis among proven safety strategies
4. Prioritized list of projects

Includes both:

- Physical improvements and
- Non-physical (policy) strategies



3

Call to Action

Why Safety?

South Carolina ranks **3rd** in the nation in **Total Fatalities** per 100 million vehicle-miles traveled.

South Carolina ranks **9th** in the nation in **Unbelted Occupant Deaths** per percentage of total occupants

South Carolina ranks **5th** in the nation for pedestrian fatalities per capita, **+69% higher** than the national average

Pedestrian and bicycle facilities account for **20%** of all roadway deaths in SC, despite representing **<1%** of total crashes = **vulnerable road users**



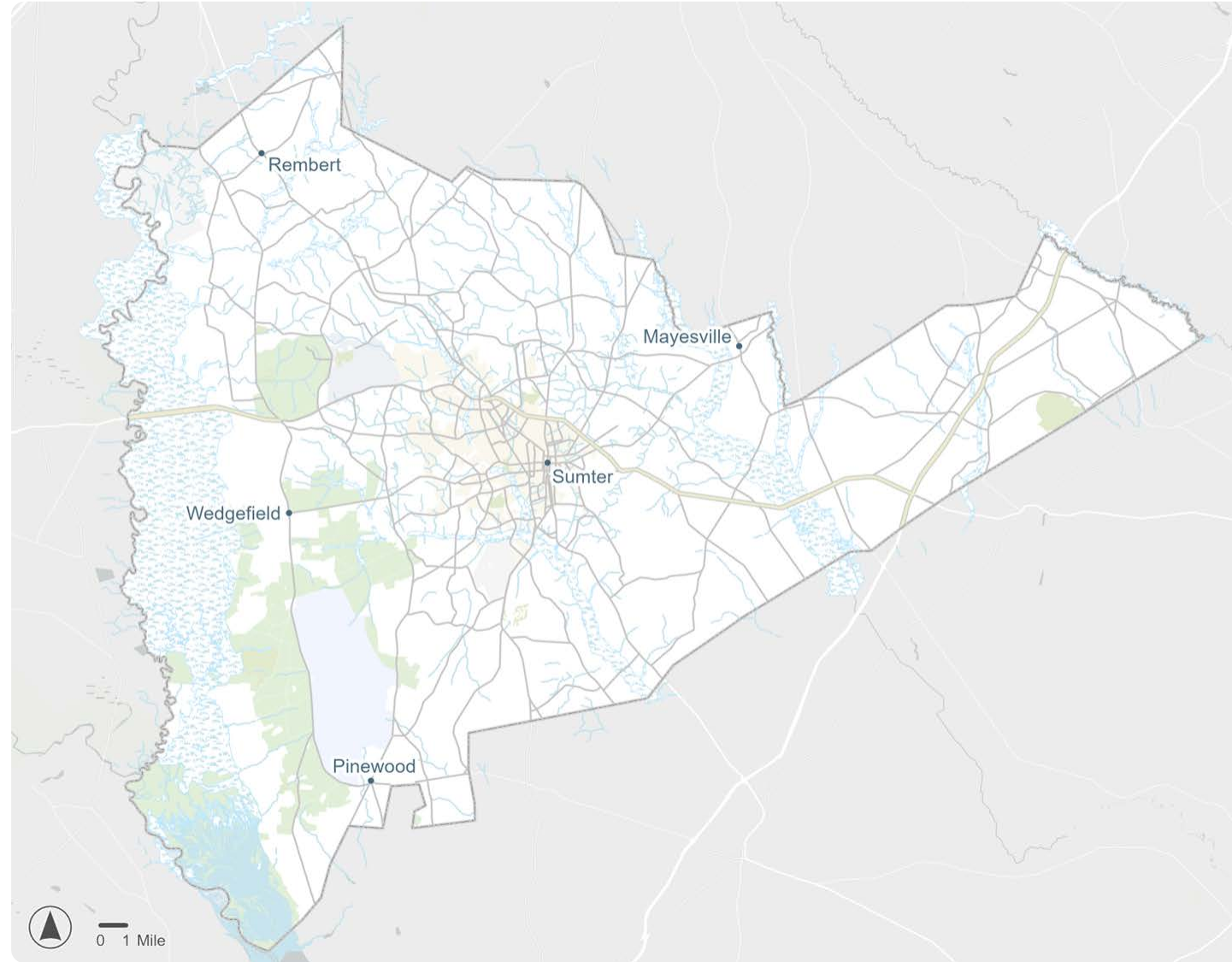
Why Safety?

Sumter County ranks **7th** in the state in **Fatality Rate** which is **53%** above the state average.

Sumter County has the **16th** highest **county population** in the state.

In Sumter County, on average, **8 crashes** have occurred **every day** over the last 10 years.

In Sumter County, on average, every **five days** someone is **seriously injured or killed in a crash**.



What is the Safe System Approach?

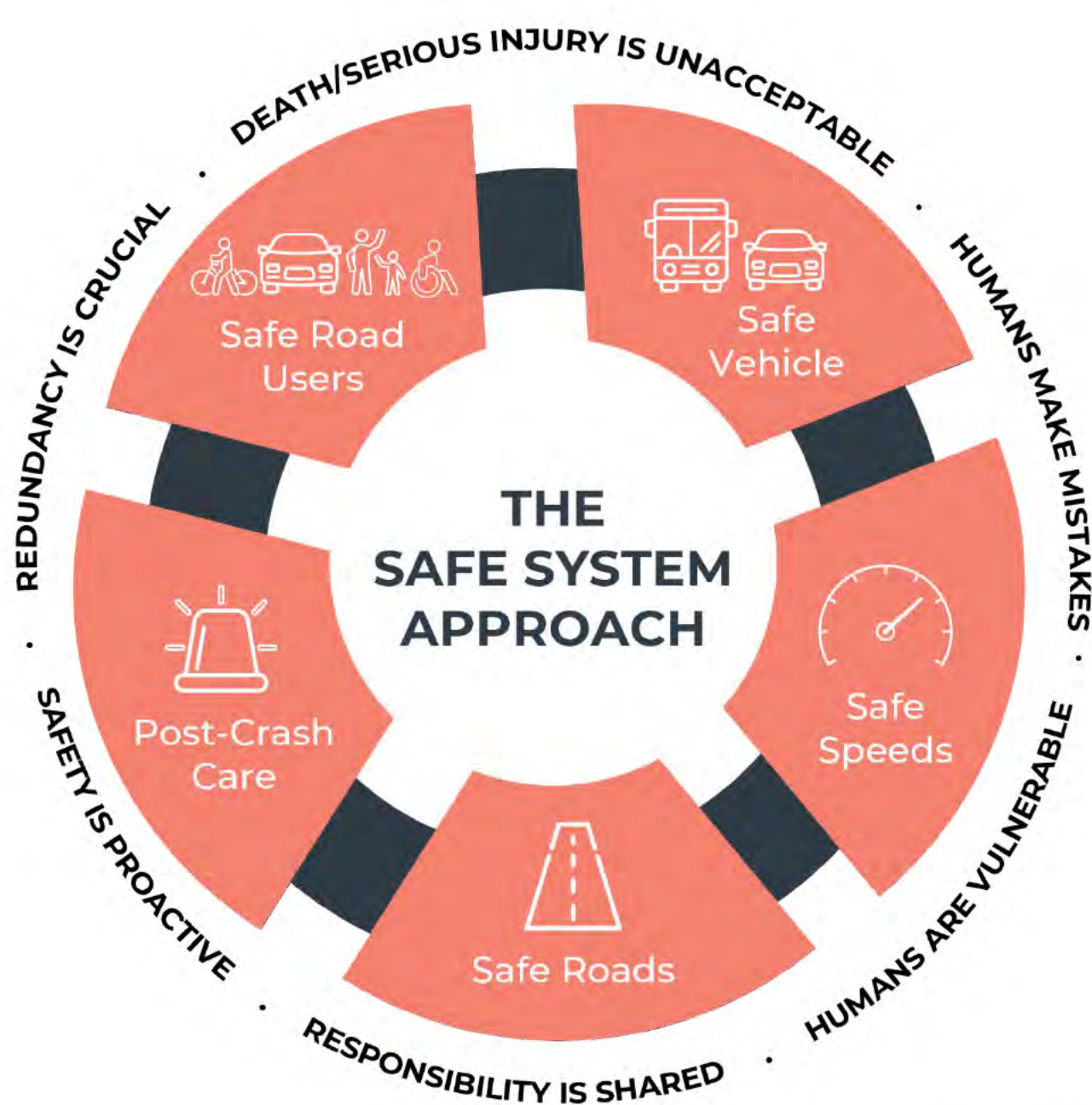
Broad **framework** for viewing roadway safety as a necessary part of everyday life.

Related with **Vision Zero** – policy commitment to *reducing or eliminating traffic-related deaths* by a future year.

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System
is how we get there.



Safe System Approach

Principles of SSA

1. Death / Serious Injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

“Guiding Principles” – they do not change



Safe System Approach

Elements of SSA

1. Safe Road Users
2. Safe Vehicles
3. Safe Speeds
4. Safe Roads
5. Post-Crash Care

“Categories” for improvement – include many different strategies that are proactive and reactive



Change is Possible!

Vision Zero Communities



APPROACH

Zero is our goal. A Safe System is how we get there.

Hoboken, NJ

What?

Zero traffic related deaths in the past **8** years

How?

- Daylighting
- High visibility crosswalks
- Curb bulb outs

Fremont, CA

What?

Between 2015-2021, Fremont saw a **45% reduction** in major crashes

How?

- Quick build projects
- Streetlights
- Crosswalk upgrades
- Speed limit reduction
- Road diets

Alexandria, VA

What?

Zero traffic related deaths in 2023

How?

- No Turn on Red restrictions
- New sidewalks
- Leading pedestrian intervals
- “Click it or ticket” campaign



south carolina DEPARTMENT *of* PUBLIC SAFETY

PROTECT. EDUCATE. SERVE.

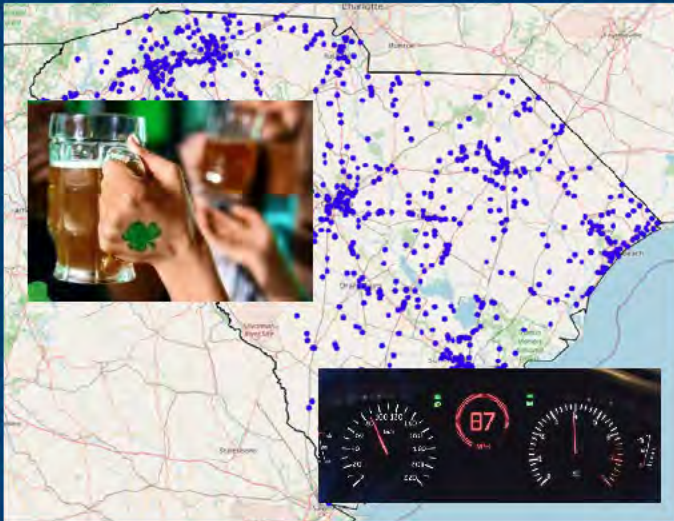


SCDPS's Office of Highway Safety and Justice Programs

- Administer ~\$10M annually in highway safety grant funds from USDOT
- 4 E's of Highway Safety: **Enforcement**, **Education**, Engineering, and Emergency Medial Services
- Work with state and local law enforcement agencies to develop and implement highway safety programs
- Spearhead many enforcement and educational safety campaigns
- Owner of the state's Traffic Records System, including statewide repository for traffic collision data

Traffic Collision Data

1



**Problem
Identification**

2



**Countermeasure
Selection**

3



**Evaluate and
Publish**

2024 Data



143,000
Collisions



1,040
Fatalities



\$6 Billion
In economic costs



16,000
DUI Citations



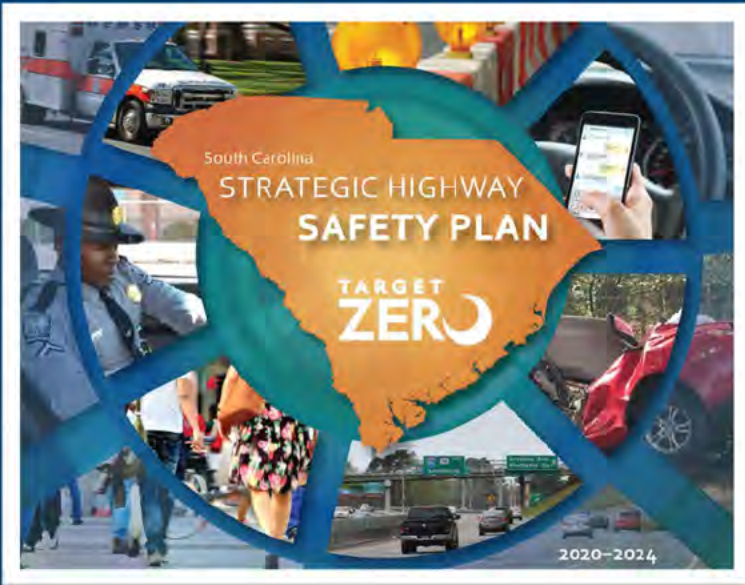
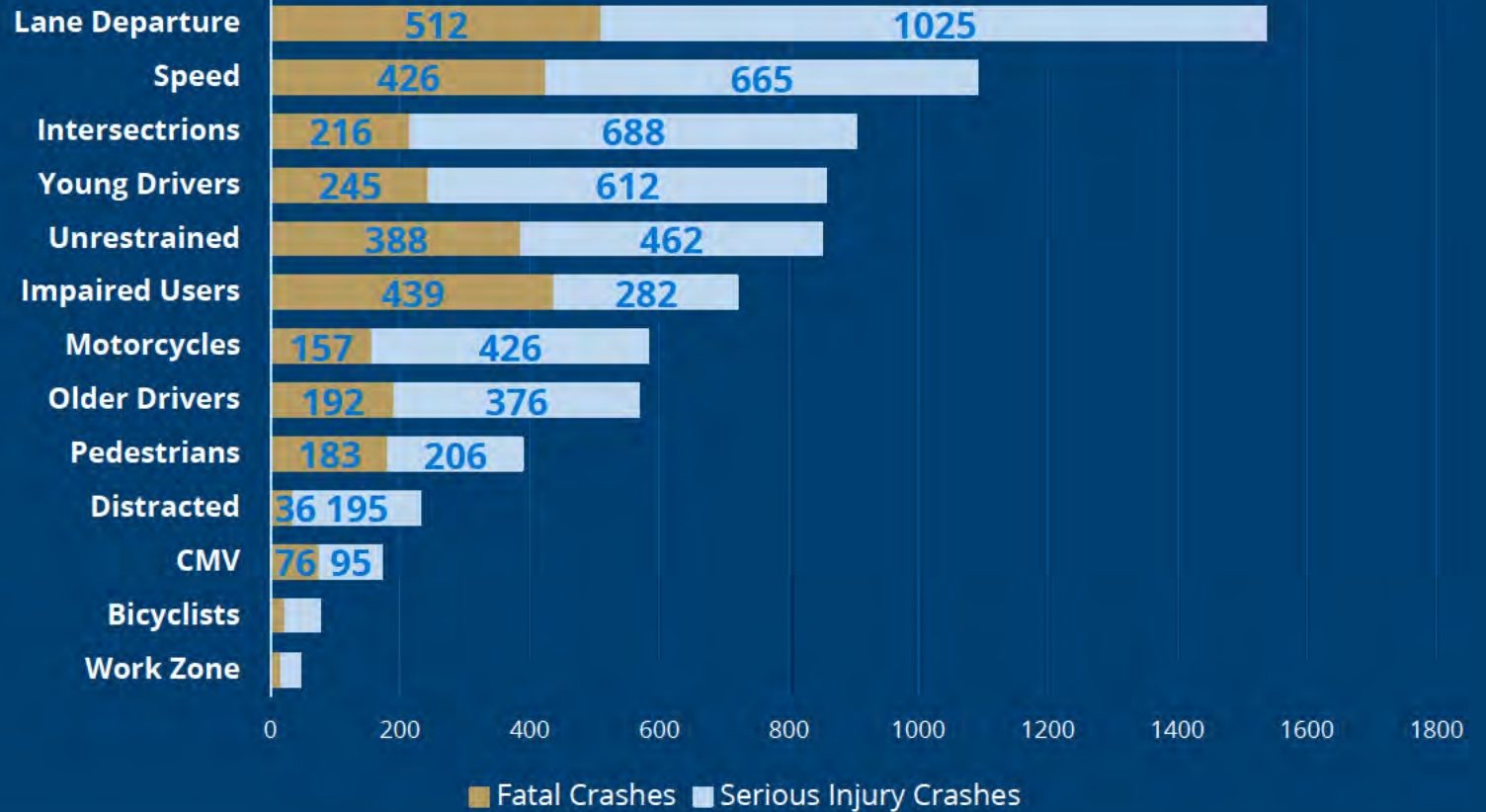
63,000
Seatbelt Citations



245,000
Speeding Citations

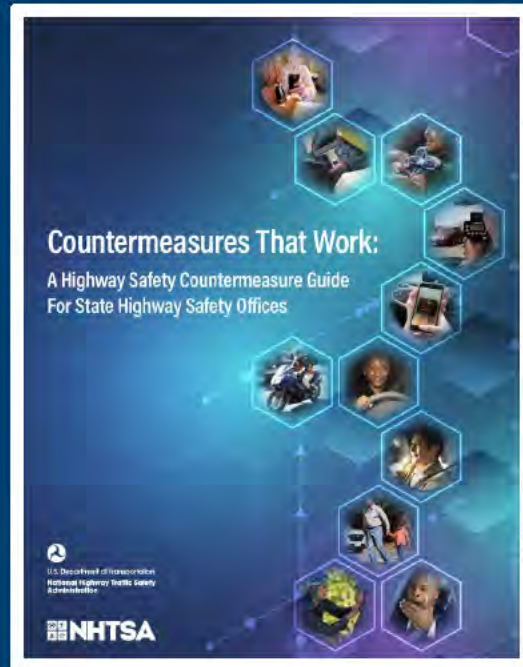
Top Crash Factors in South Carolina

Yearly Counts based on 2020-2024 Average



Education & Enforcement Countermeasures That Work

Reference guide for State Highway Safety Offices [and partners] to select, science-based traffic safety countermeasures to address highway safety issues in their States.



Speeding and Speed Management Countermeasures

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Lower Speed Limits	★★★★★	\$	High	Varies
Variable Speed Limits	★★	\$\$\$	Medium	Varies
Increasing Penalties	★★★★	Varies	High	Varies

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
Speed Safety Camera Enforcement	★★★★★	Varies	Low	Medium
High-Visibility Enforcement	★★★★	\$\$\$	Medium	Medium

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Dynamic Speed Display/Feedback Signs	★★★★★	\$	High	Short
Intelligent Speed Assistance	★★★	Varies	Unknown	Varies

Approaches That Are Unproven or Need Further Evaluation

Countermeasure
Aggressive Driving and Other Laws
Diversion and Plea Agreements/Traffic Violator School

Alcohol-Impaired Driving Emerging Issues

Vehicular technologies may be helpful in detecting or preventing impaired driving. A 2021 study estimated that if alcohol detection technology were added to all new vehicles, up to 9,000 lives could be saved each year (Farmer, 2021). NHTSA has studied the feasibility of using vehicle-based sensors to detect alcohol-related impairment in drivers (Lee et al., 2010). The Driver Alcohol Detection System for Safety program is a collaborative research partnership between the automotive industry and NHTSA to assess and develop alcohol-detection technologies to prevent vehicles from being driven when a driver's BAC is at or exceeds the legal limit of .08 g/dL (as of December 30, 2018, Utah's BAC per se limit is .05 g/dL). Some technologies can passively detect alcohol in the breath of the driver; other technologies use a touch pad to measure alcohol concentration in the driver's skin tissue. In 2019 Maryland joined Virginia to pilot the **DADSS** program in selected fleet vehicles. More information is available from DADSS (2021) and NASEM (Teutsch et al., 2018).

The public generally supports using alcohol detection technology to prevent alcohol-impaired driving. In one nationally representative survey from 2010, some 64% of respondents said that having advanced alcohol detection technology in all vehicles was a "good" or "very good" idea (McCart, Wells, & Teoh, 2010). The technology was supported even among those who admitted to driving at or above the legal limit. In the AAA Foundation survey, 70% of respondents supported requiring all new cars to have built-in technology that will not allow a vehicle to start if the driver's alcohol level is over the legal limit (AAAFTS, 2021).

Enforcement Efforts

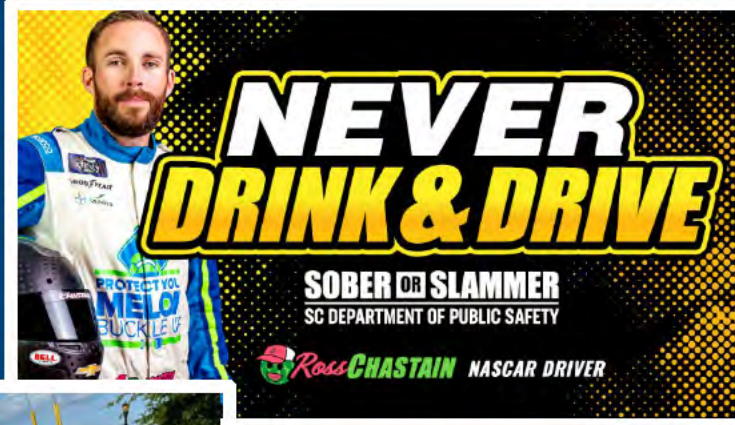


Enforcement Efforts

Hands Across the Border



Educational Efforts



Educational Efforts



Educational Efforts

Labor Day Paid Media

- Aug 1 – Sept 1, 2025 | Billboards, Digital Media
- Aug 13 – Sept 1, 2025 | Social Media

Darlington Raceway Community Outreach

- Aug 30 – 31, 2025 | Billboard, Radio
- Impaired Driver Survey Responses: 360



Halloween Paid Media

- Oct 1 – 31, 2025 | Billboards, Digital Media, Social Media
- Oct 1 – Nov 30, 2025 | Radio
- [Video PSA](#)



Billboard



Clemson Community Outreach

- Inaugural alcohol sales at stadium led to creating a designated driver program at all home football games.
- Designated Driver Program Survey Responses to date: 168

Carolina- Clemson Community Outreach

- November 29, 2025 | Designated Driver Program

Other Colleges and Universities Paid Media

- USC, The Citadel, SC State, Coastal Carolina
- Ongoing | Digital signage around campus and athletic facilities



Upcoming Educational Efforts

Thanksgiving Paid Media

- Nov 1 – 30, 2025 | Billboards, Radio
- Nov 15 – 30, 2025 | Social Media

Billboard



Black Expo Community Outreach

- Nov 15, 2025 | Push Notifications, Social Media

Push notification



Colonial Cup Community Outreach

- Nov 23, 2025 | Signage, Program Ad, PA Announcements

Christmas/New Year's Paid Media

- Dec 1 – Jan 1, 2026 | Billboards
- Dec 11 – Jan 1, 2026 | Social Media, Gas Station TV, Radio
- [Video PSA](#)



Follow us on Social Media



Search: theSCDPS





SCDOT

Traffic Safety

Traffic Safety



SCDOT TRAFFIC SAFETY

- **SAFETY PLANNING AND RESEARCH**
(The Data)
- **HIGHWAY SAFETY IMPROVEMENT PROGRAM**
(H.S.I.P – The Federal Program)
- **RURAL ROAD SAFETY PROGRAM**
(R.R.S.P – The State's Program)
- **SAFETY PROJECT DEVELOPMENT**
(The PM's and Designers)



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

- **A federally funded program that aims to reduce traffic fatalities and serious injuries on public roads.**
- **INTERSECTION SAFETY PROGRAM**
- **COORIDOR IMPROVEMENTS**
 - **ROAD SAFETY ASSESSMENTS (RSA)**
 - **MOTORIZED USER SAFETY PROJECT**
 - **NON-MOTORIZED USER SAFETY PROJECT**
- **INTERSTATE SAFETY**
- **ROADWAY DEPARTURE MITIGATION / HIGH RISK RURAL ROADS**



National Resources

- **FHWA PROVEN SAFETY COUNTERMEASURES**

- Pedestrian / Bicyclist
- Roadway Departure
- Intersections
- Crosscutting

- **CMF CLEARINGHOUSE**

- Used to help estimate the change in expected crashes

- **HIGHWAY SAFETY MANUAL (HSM)**

- HSM 2 Update... Coming soon?



State Resources

- SCDOT
 - Guidance & Information
 - Stakeholder Participation
 - Statewide Plans & Strategies
 - SHSP (2025-2029)
 - PBSAP / VRU Assessment
 - Active Transportation Plan
GIS Database



State Resources

- **AASHTOWARE SAFETY**
 - Compiles, cleans, and combines data and translates it into language humans naturally understand, resulting in a refreshingly easy, intuitive search and analysis experience.
 - **FREE to Governmental Organizations**
 - Time restricted access granted to contracted consultants
 - **Crash Query (Current)**
 - **Network Screening (Coming soon)**



Countermeasures

- STATEWIDE
 - Lane Departures
 - Rumbles (Edge & Center-line)
 - Pavement Markings
 - Enhanced Signage
 - Intersections
 - Roundabouts
 - RCI's
 - Access Management
 - Signals (Backplates, FYA)



Countermeasures

- STATEWIDE
 - Vulnerable Roadway Users
 - Sidewalks
 - Bicycle lanes
 - Enhanced Crosswalks
 - RRFB, Ped Hawk, Markings
 - Pedestrian Signals / LPI's



TRAFFIC SAFETY

- **Don't let 'Safety' be another catch-all phrase for project justification**
- **How can you tell if something is not 'Safe'?**
- **Don't let perfect be the enemy of better**
 - **Reasonable & Feasible (Low Cost)**
- **Countermeasures & Communication**
- **We're here to help... lets all help save lives**

Mentimeter Question #4

Consider behavioral elements impacting transportation safety in Sumter.
What safety areas are of greatest concern to you? (Rank)

- Red light running
- Stop sign running
- Speeding
- Distracted driving
- Aggressive driving
- Driving while fatigued
- Driving under the influence
- Not yielding to pedestrians or cyclists
- Unbelted/unrestrained driving
- Other, please specify

Mentimeter Question #5

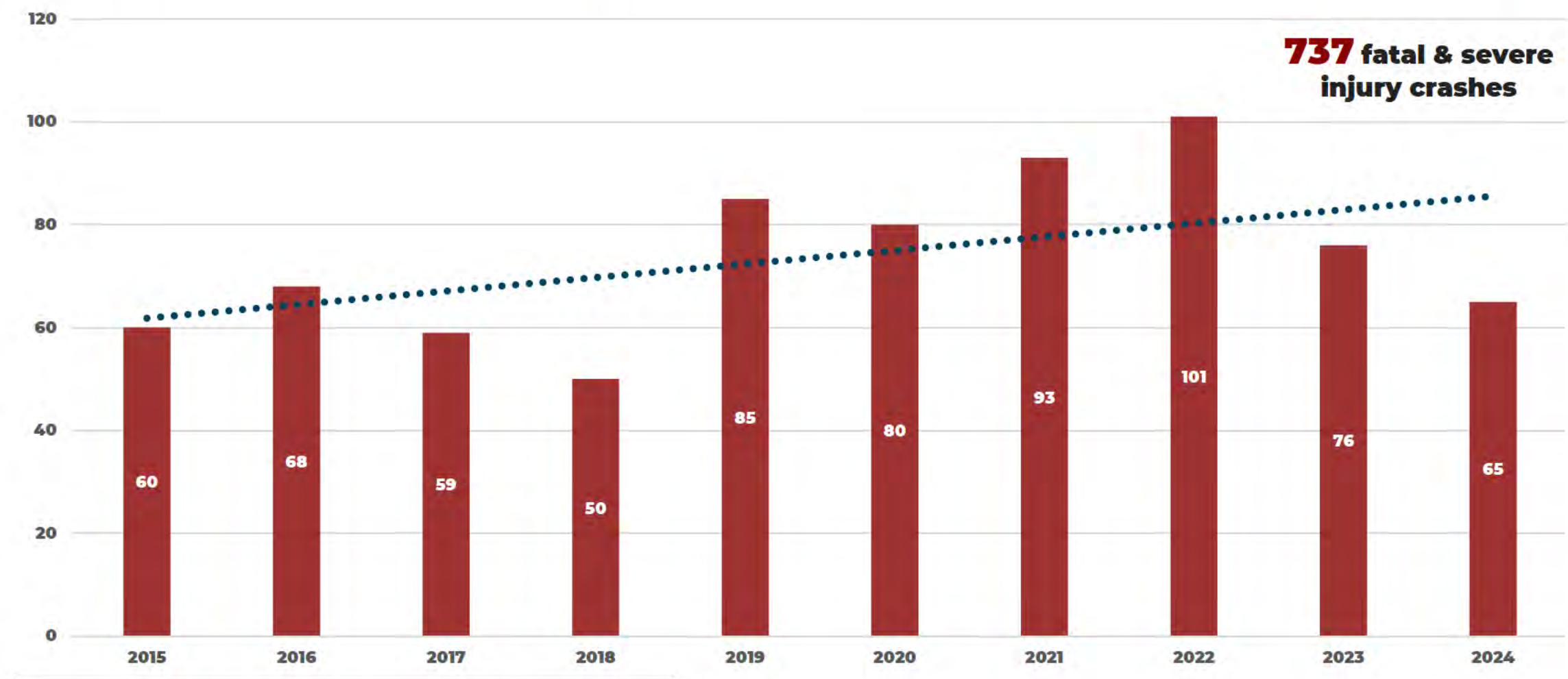
Consider roadway infrastructure impacting transportation safety in Sumter.
What safety issues are of greatest concern to you? (Rank)

- Lack of safe pedestrian crossings
- Limited bicycle and pedestrian infrastructure
- Limited safe routes to schools for children
- Poor lighting
- Inadequate signage
- Wide lanes
- Blind spots at intersections
- Other, please specify

4

**What does Sumter's
historical crash data
tell us?**

Fatal & Severe Injury Crashes are Increasing



Total Crashes

2015-2024

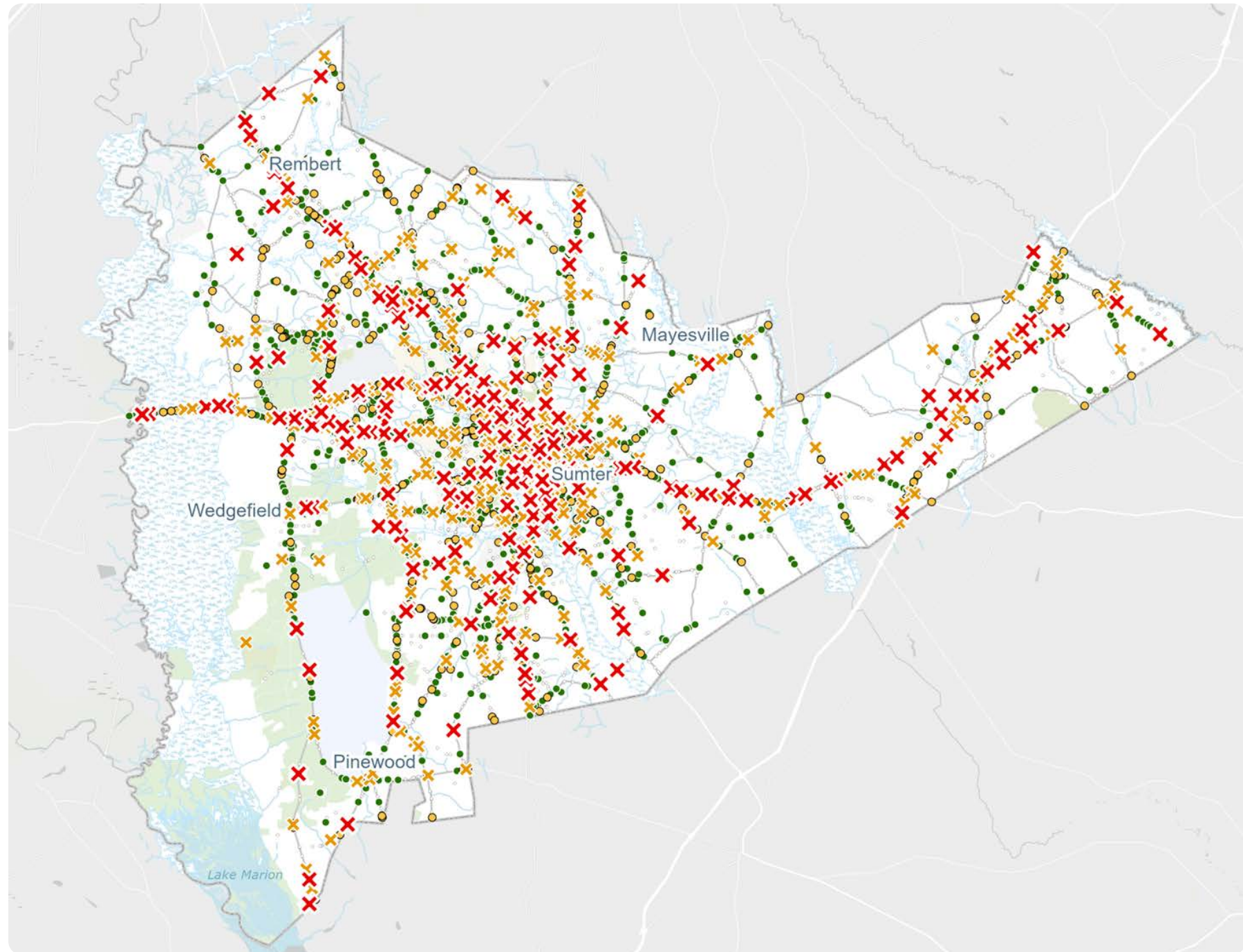
29,083 crashes
in a 10-year period,
almost **8 crashes** per day

All Crashes

- ✖ Fatal Injury (229)
- ✕ Serious Injury (508)
- Minor Injury (1,648)
- Possible Injury (6,167)
- No Injury (20,531)

Study Area

- Sumter County



Total Crashes

2015-2024

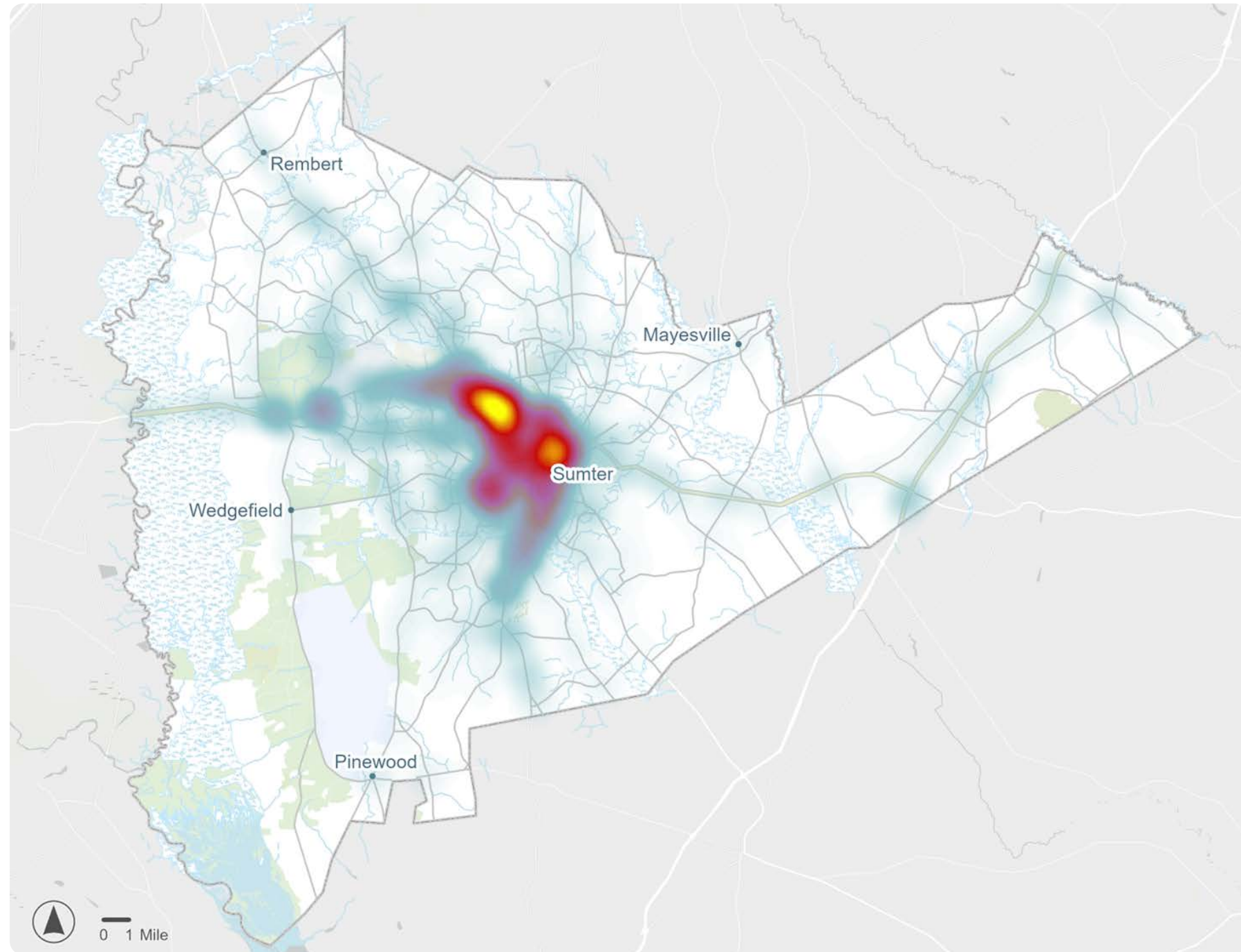
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All Crashes

- ✖ Fatal Injury (229)
- ✖ Serious Injury (508)
- Minor Injury (1,648)
- Possible Injury (6,167)
- No Injury (20,531)

Study Area

- Sumter County



Fatal & Severe Injury (FSI) Crashes

2015-2024

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

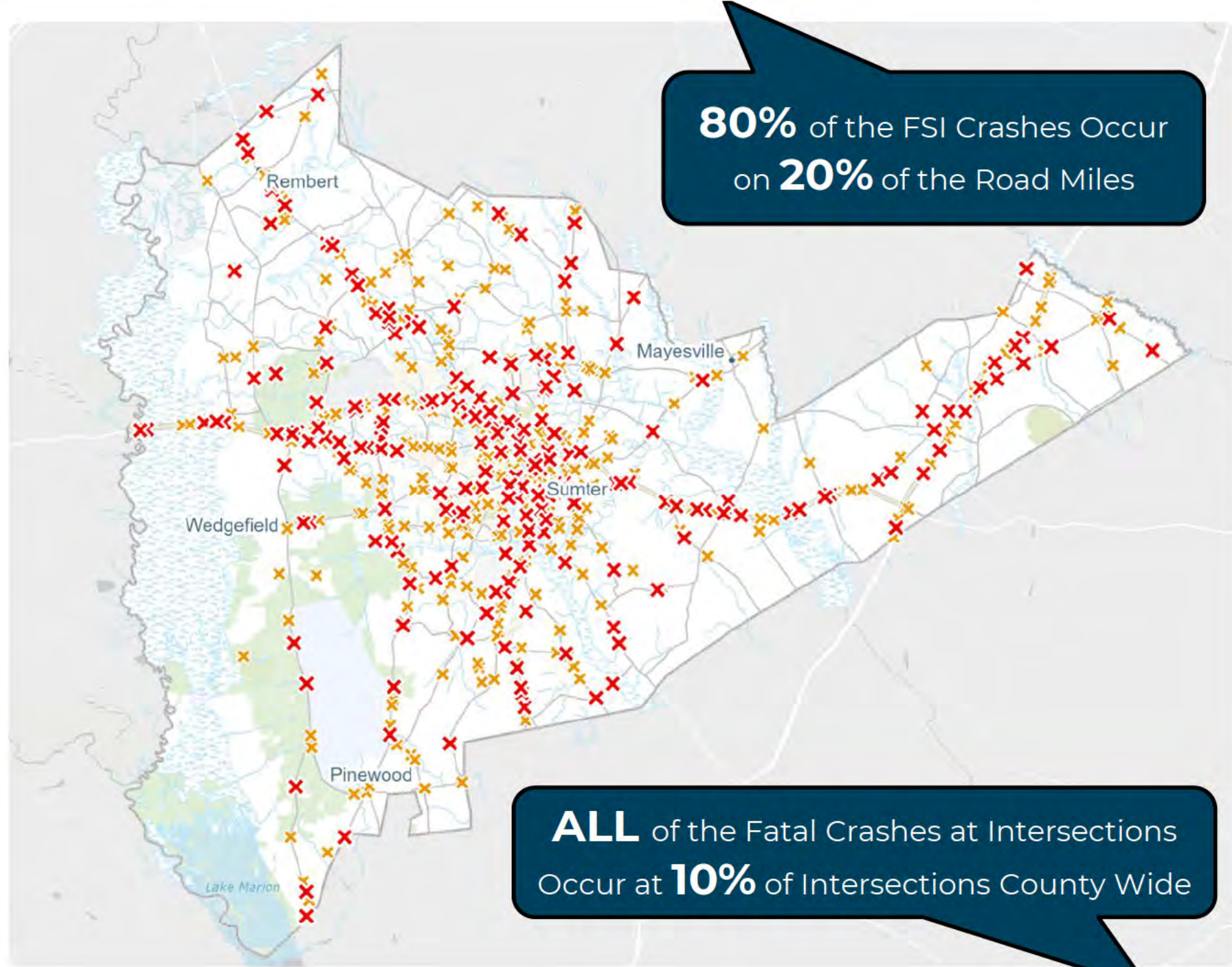
Fatal & Severe Injury Crashes

✖ Fatal Injury (229)

✖ Serious Injury (508)

Study Area

— Sumter County

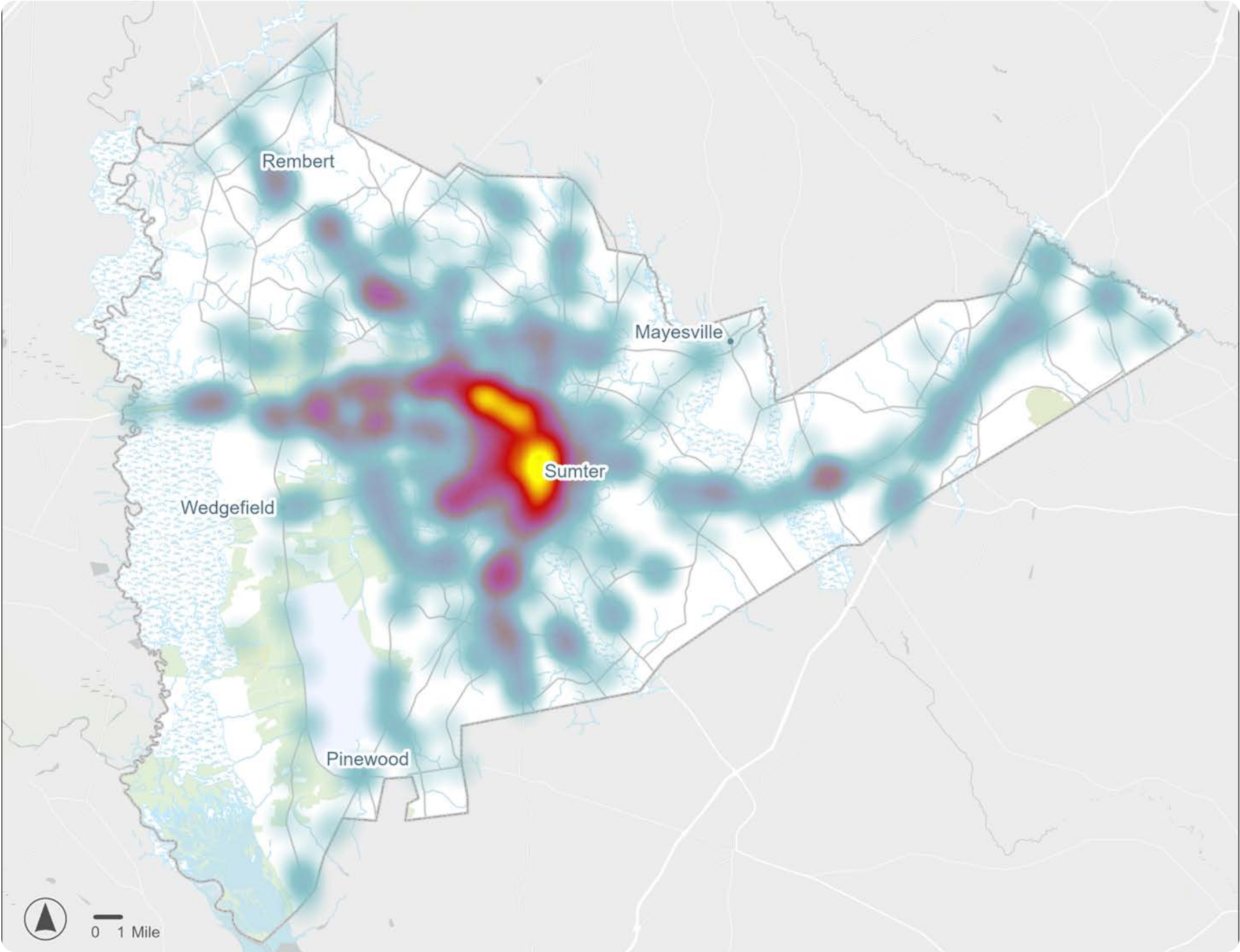


Fatal & Severe Injury (FSI) Crashes

2015-2024

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

- Fatal & Severe Injury Crashes
- ✖ Fatal Injury (229)
 - ✖ Serious Injury (508)
- Study Area
- Sumter County



Total Crashes

2015-2024

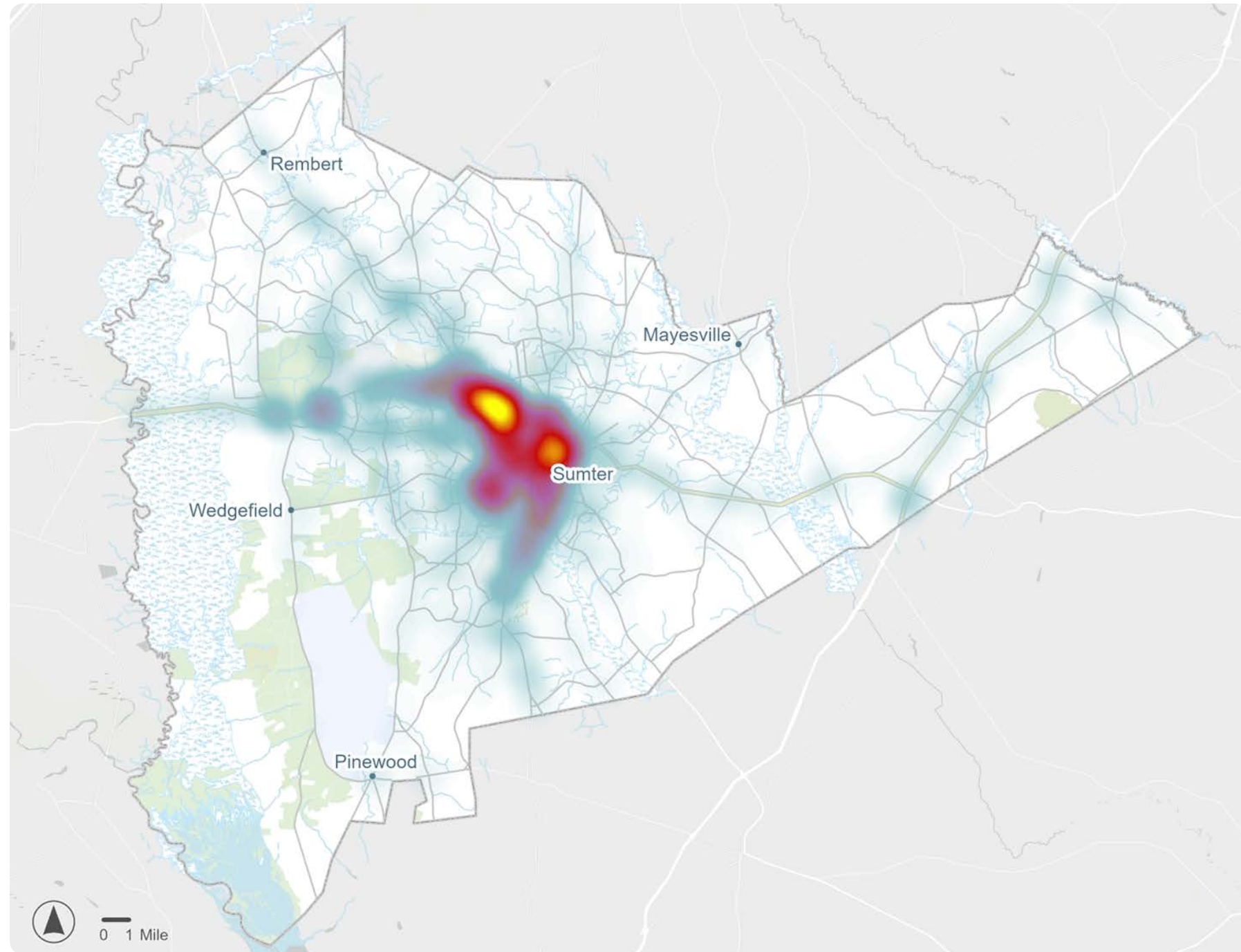
29,083 crashes
in a 10-year period,
almost **8 crashes** per day

All Crashes

- ✖ Fatal Injury (229)
- ✖ Serious Injury (508)
- Minor Injury (1,648)
- Possible Injury (6,167)
- No Injury (20,531)

Study Area

- Sumter County



Pedestrian & Bicycle Fatal & Severe Injury Crashes

2015-2024

40 Fatal Crashes

53 Serious Injury Crashes

Pedestrian & Bicycle Crashes

✕ Fatal Injury (40)

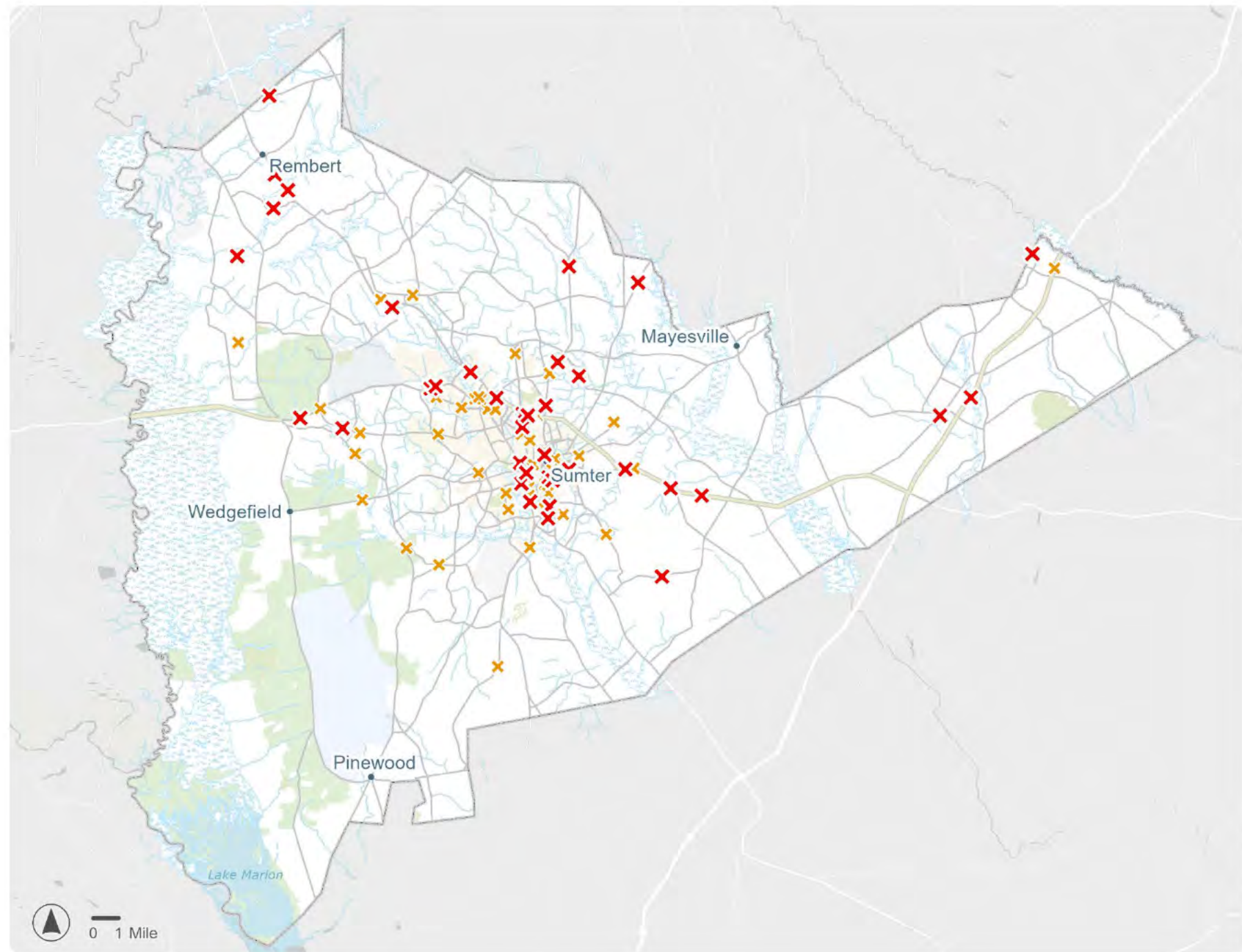
✕ Serious Injury (53)

Study Area

— County Boundary

<1% of total crashes but

13% of FSI crashes



Total Crashes

City of Sumter

17,401 crashes
2015-2024

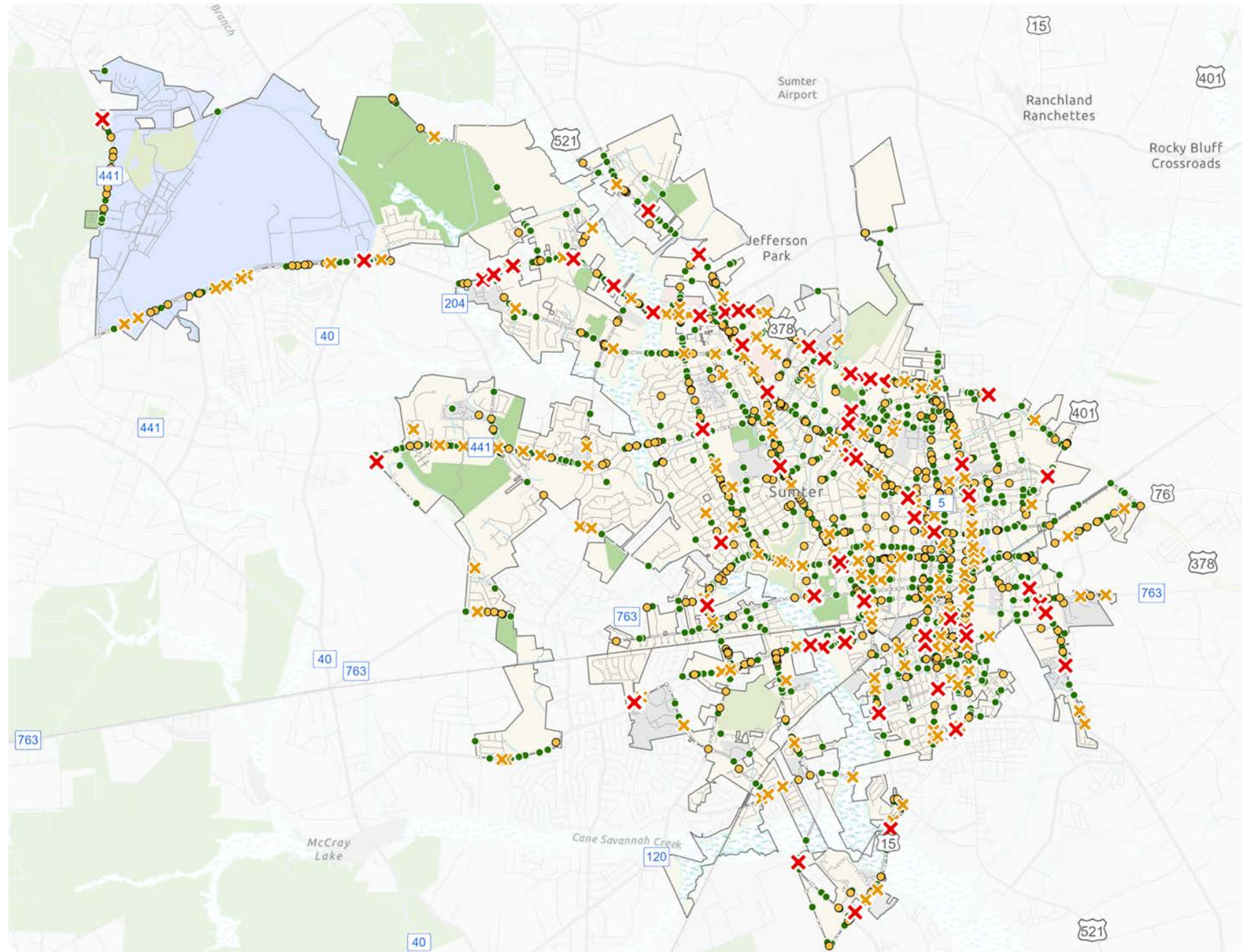
60% of
County's
Crashes

All Crashes

- ✖ Fatal Injury (65)
- ✖ Serious Injury (200)
- Minor Injury (951)
- Possible Injury (3,650)
- No Injury (12,535)

Study Area

- City of Sumter



Fatal & Severe Injury (FSI) Crashes

City of Sumter

265 FSI crashes
2015-2024

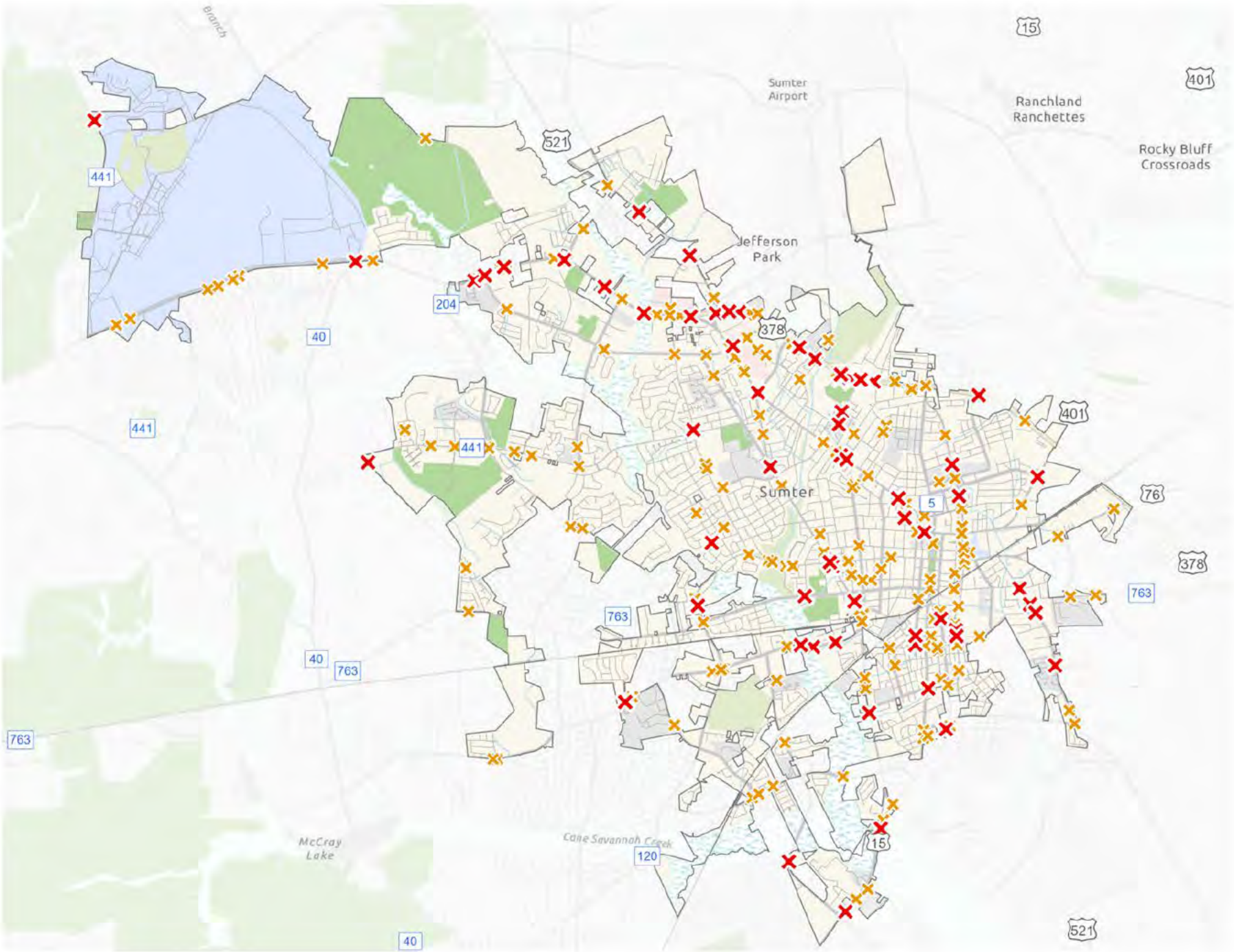
36% of
County's
FSI Crashes

Fatal & Severe Injury Crashes

- ✖ Fatal Injury (65)
- ✕ Serious Injury (200)

Study Area

City of Sumter



Pedestrian & Bicycle Fatal & Severe Injury Crashes

City of Sumter

18 Fatal Crashes

34 Serious Injury Crashes

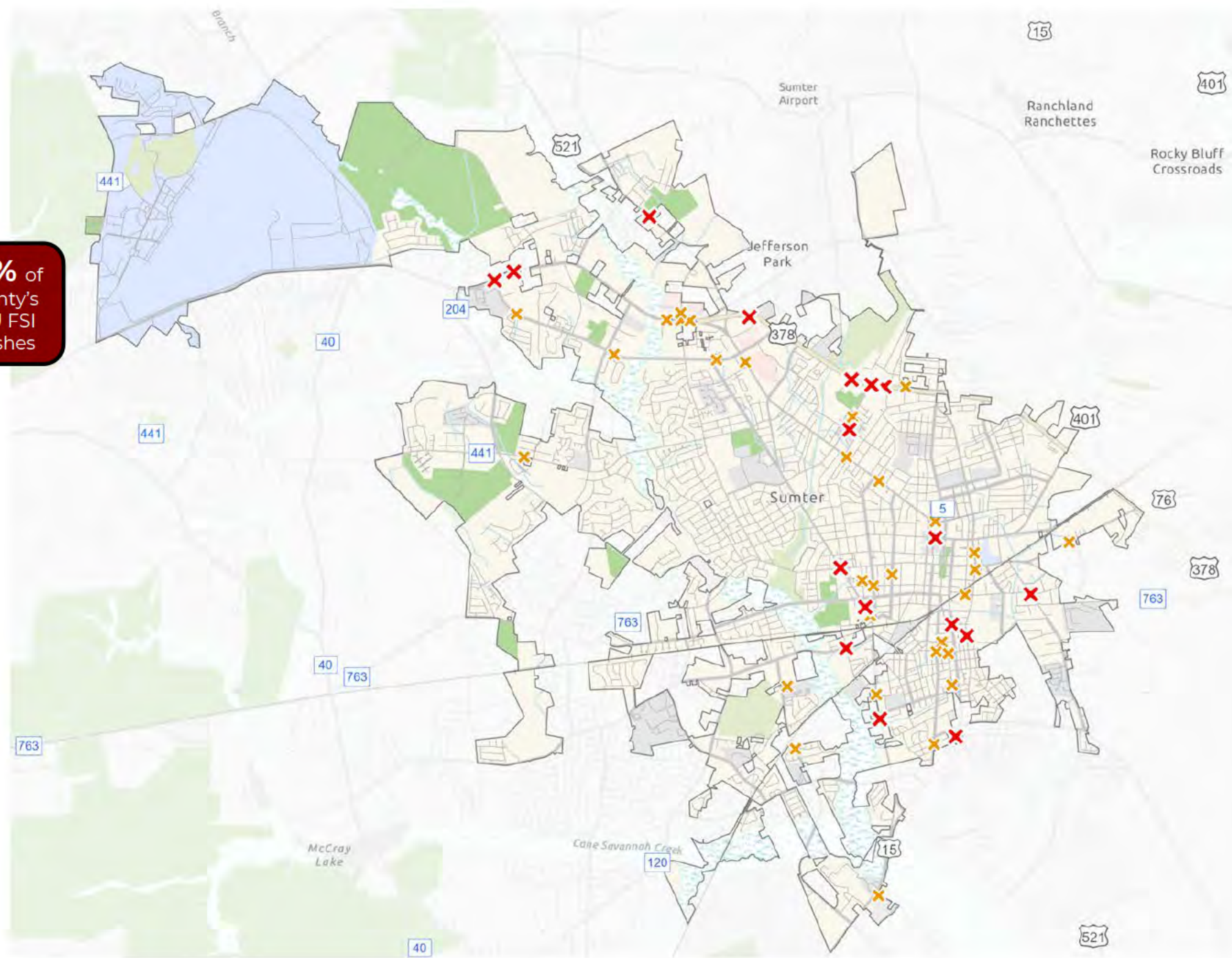
56% of
County's
VRU FSI
Crashes

Pedestrian & Bicycle Crashes

- ✖ Fatal Injury (18)
- ✕ Serious Injury (34)

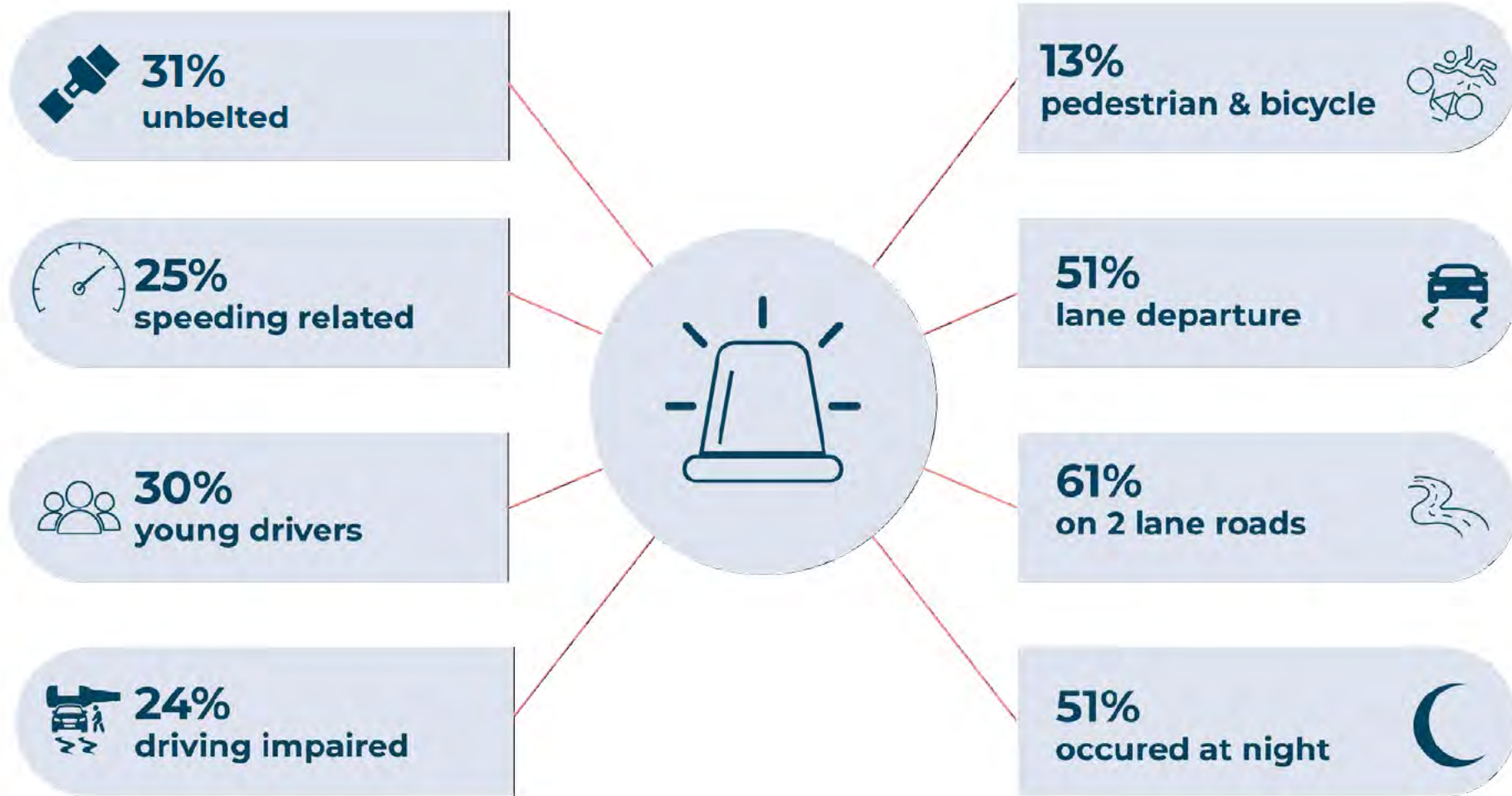
Study Area

- City of Sumter



Fatal & Severe Injury Crash Trends in Sumter County

2015-2024



5

Group Activities

Prompt: Share a personal story related to transportation safety

Interview

Directions:

- Pick a partner at a near by table
- Take turns interviewing each other
- Take notes





Post Interview

Directions:

- Large group share out
- Pass your story to the table lead if you'd like to share it with the project team



Take the Survey

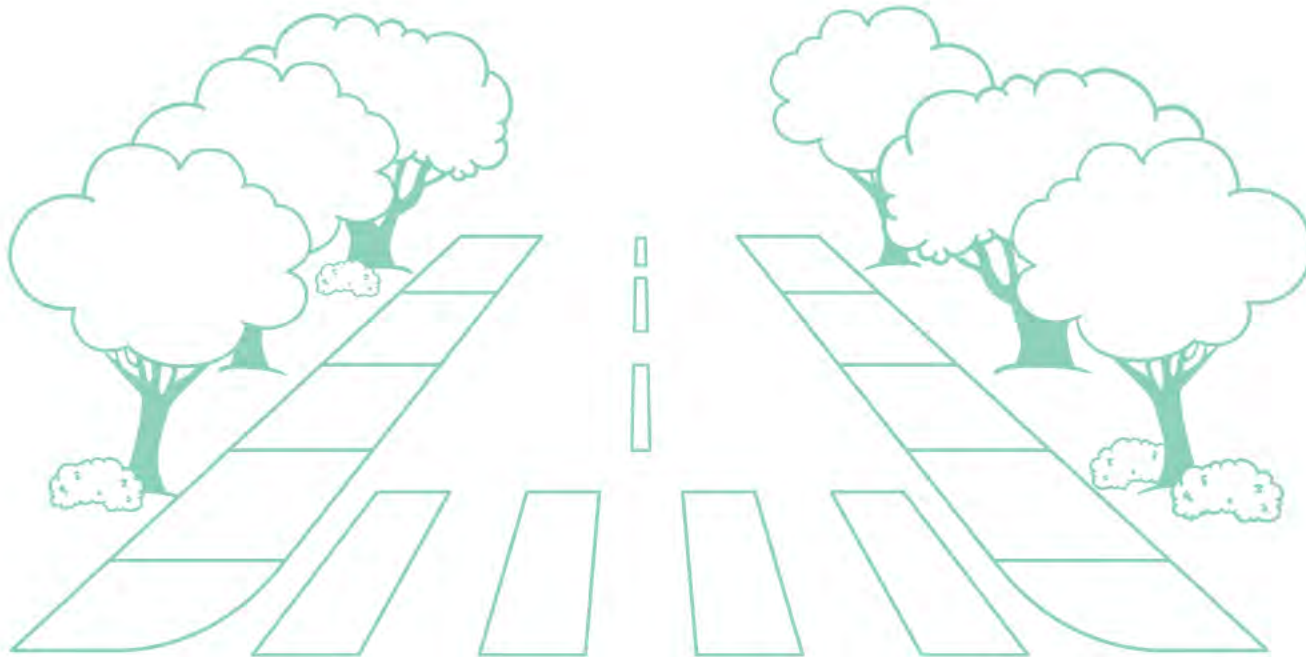


**GOES LIVE
FRIDAY,
OCTOBER 31st at
4:00PM!**

A screenshot of a web-based survey interface titled "Your Input Matters to Us!". The interface features a dark blue header with a progress bar showing five steps: 1. Your Input Matters to Us! (active), 2. PRIORITY RANKING, 3. MAP MARKERS, 4. STRATEGIES, and 5. WRAP UP. The main content area has a background image of a city street. It includes a "WELCOME" sidebar on the left and a "Next" button on the right. A central text box explains the "Sumter Safety Action Plan" and seeks feedback on roadway safety concerns. A modal window in the center prompts users to "Please take a moment to tell us what you think and help us better understand issues that are important to you." with a checkmark icon. At the bottom, a section titled "THE SAFE SYSTEM APPROACH" describes FHWA's initiative to achieve the "zero deaths vision". A logo with the letters "S", "S", "4", and "A" is visible in the bottom right corner of the survey area.

6

Next Steps



Next Steps

- ☐ Systemic Countermeasure Toolbox
- ☐ Public Workshop #1
- ☐ High Injury Network Determination
- ☐ Location-Based Safety Countermeasures

What is our Timeline?

WE ARE HERE!



Outreach + Data
Analysis



Refinement + Draft
Recommendations



Documentation +
Reporting

Fall 2025

Winter 2025 / 2026

Spring 2026



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



Prioritization of projects



Implementation strategy



Report Development



Adoption

Sumter Safety Action Plan Summit #2



Monday, March 23rd, 2026

Why are we here?



229 Lives Lost on Sumter Roads in the last 10 years



ON AVERAGE:

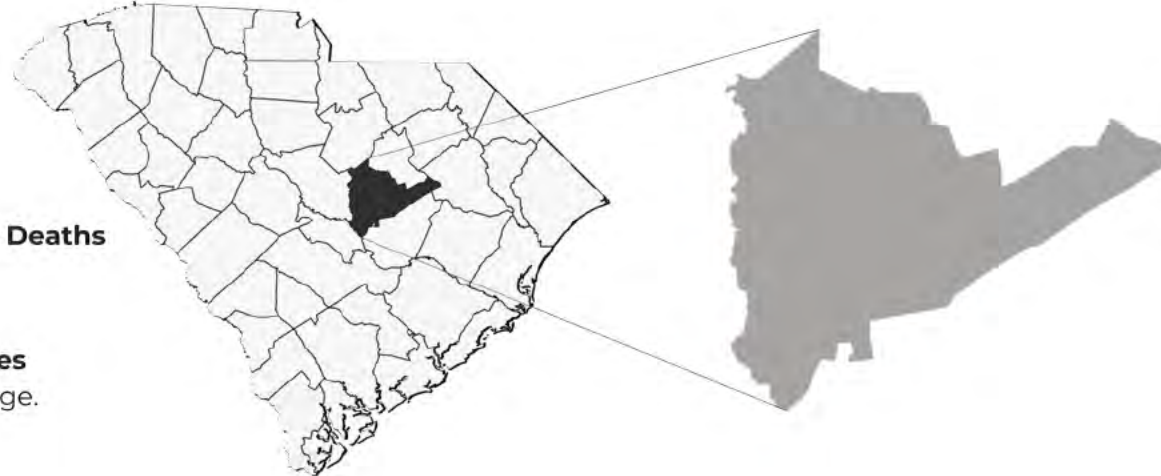
Every week in Sumter County, **someone dies** or is **seriously injured** in a crash on our streets.

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.



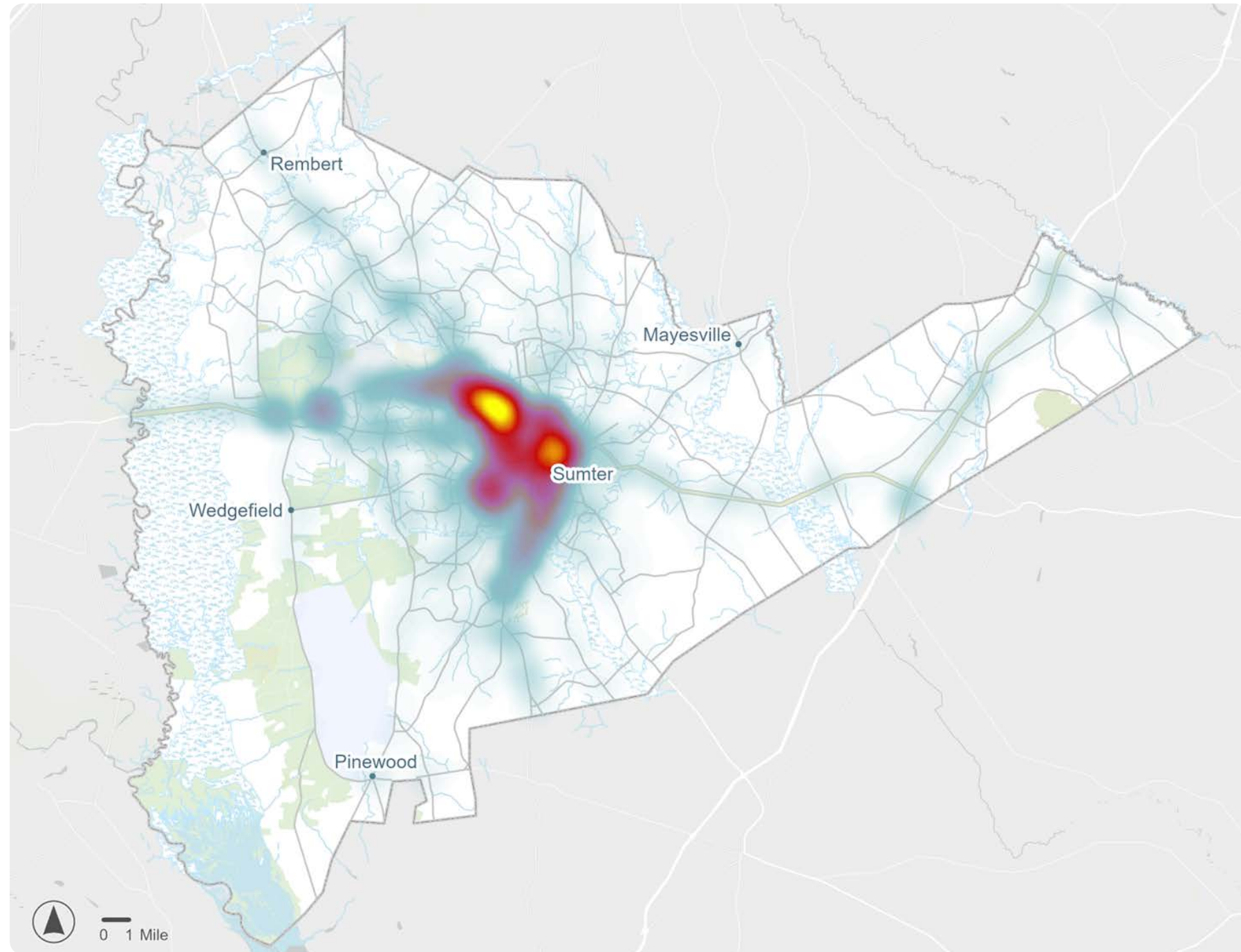
Sumter County Ranks:

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

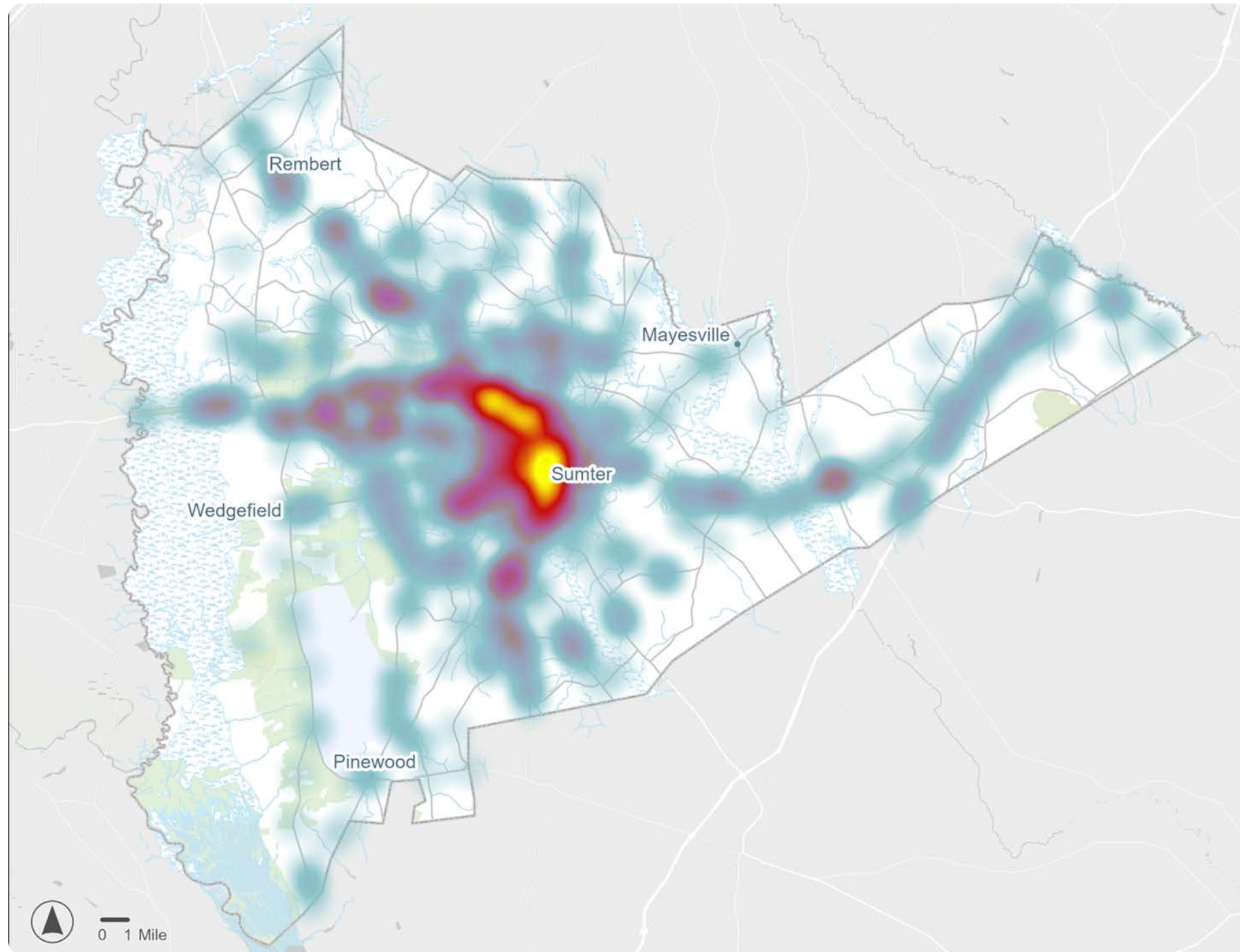
29,083 crashes
in a 10-year period,
almost **8 crashes** per day



Fatal & Severe Injury (FSI) Crashes

2015-2024

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



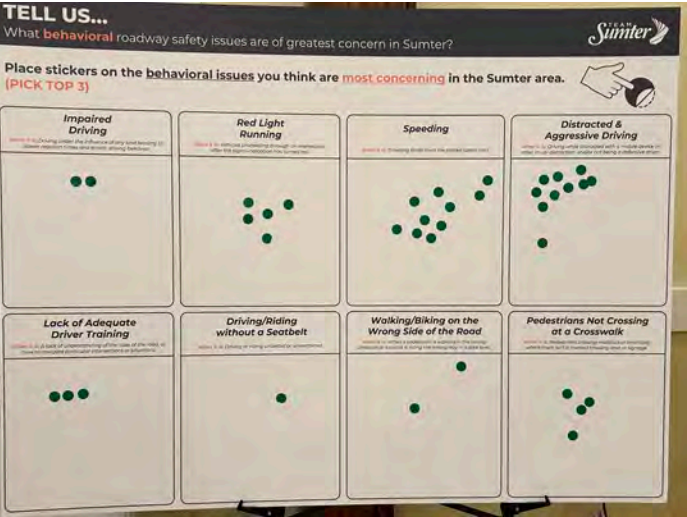
Today's Objectives

1. Review What we Heard in Public Involvement Round 1
2. Share Priority Network
3. Feedback on Priority Network

1

Public Involvement Round 1

In-Person Meeting (12/12/2025)

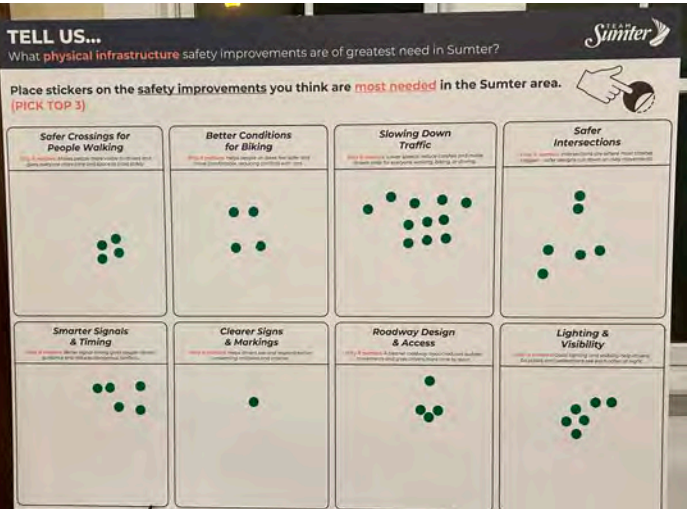
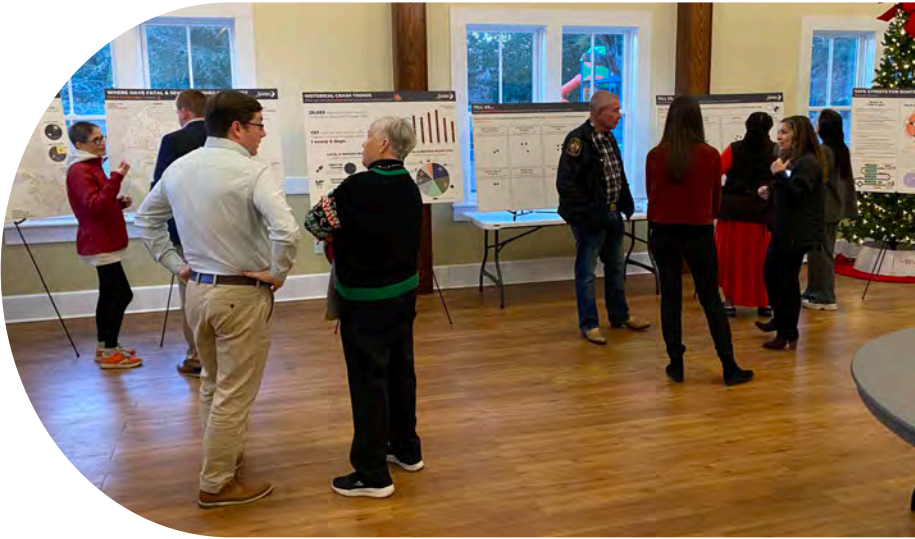


Behavioral Safety Issues

- Speeding
- Distracted and Aggressive Driving
- Red Light Running
- Pedestrians Not Crossing at a Crosswalk
- Lack of Adequate Driver Training
- Impaired Driving
- Walking/Biking on the Wrong Side of the Road

Responses

- 10
- 10
- 5
- 4
- 3
- 2
- 2



Physical Safety Issues

- Slowing Down Traffic
- Safer Intersections
- Lighting & Visibility
- Smarter Signals & Timing
- Safer Crossings for People Walking
- Better Conditions for Biking
- Roadway Design & Access

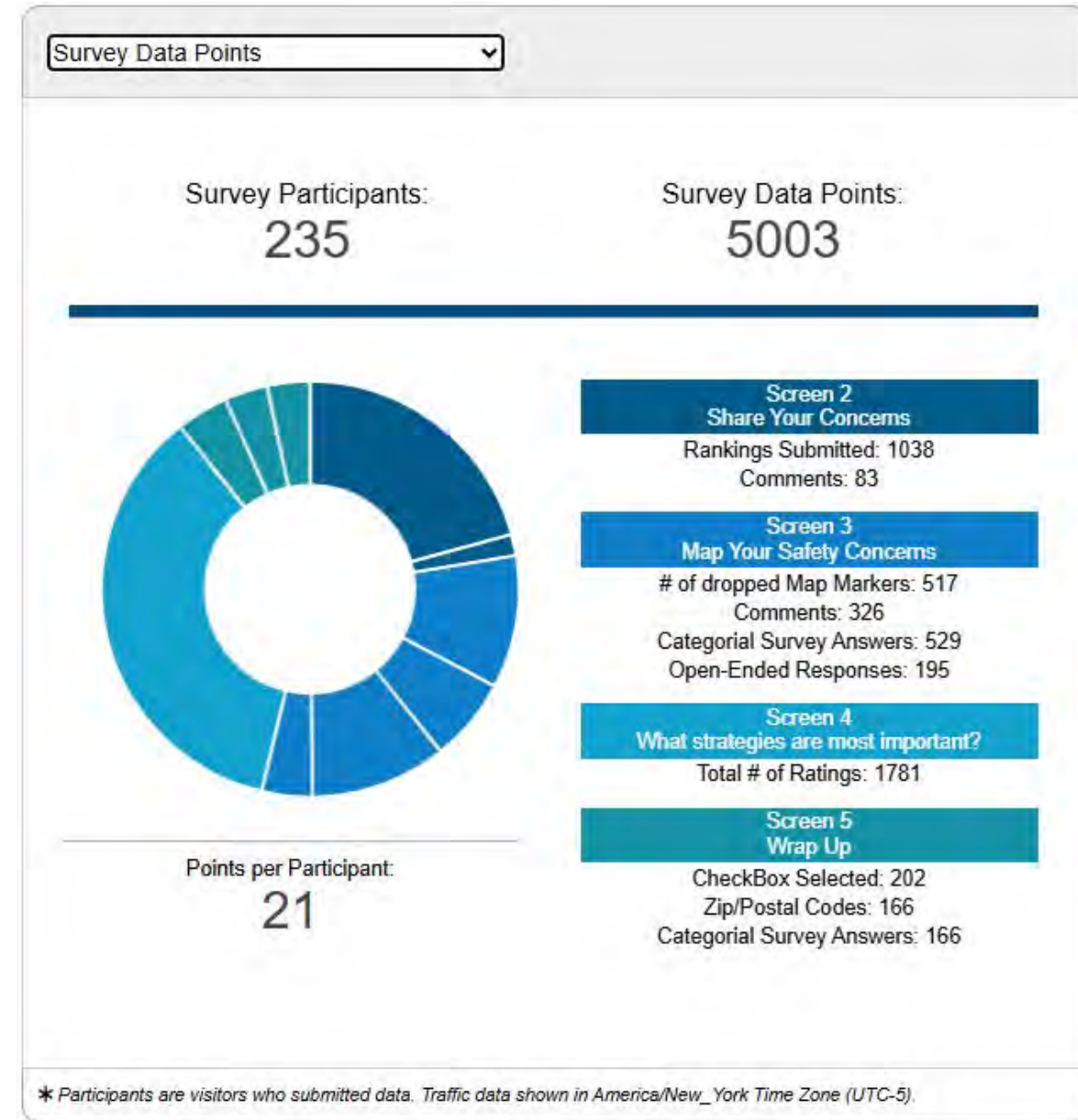
Responses

- 11
- 6
- 6
- 5
- 4
- 4
- 4



Online Survey Overview

- Survey was active from 10/30/25 –02/01/26
- 63% of participants used the web
- 37% of participants used a mobile device
- High volume of open comments and responses.



Welcome Page

Sumter Safety Action Plan

1 Your Input Matters to Us!

Learn a bit about this initiative before you begin.

WELCOME

Sumter Safety Action Plan

We are seeking your feedback regarding roadway safety concerns in Sumter. A Safety Action Plan is being developed for the urbanized area of Sumter County, SC, for the Safe Streets and Roads for All (SS4A) program. Your participation in this survey will help us better understand your concerns and priorities.

→ Next

THE SAFE SYSTEM APPROACH

The Safe System Approach to roadway safety is FHWA's initiative to achieve the **zero deaths vision**. This Safety Action Plan (SAP) will identify the most significant roadway safety concerns in a community and strategies to address roadway safety issues aimed at reducing and eliminating serious injury and fatal crashes affecting all roadway users.



PRIORITY RANKING

MAP MARKERS

STRATEGIES

WRAP UP



Priority Ranking

Sumter Safety Action Plan

2 Share Your Concerns

Please rank 5 of the 11 items above the line in your preferred order.

WELCOME

PRIORITY RANKING

Order your top 5 items above this line

- Intersection Safety
- Driving Under the Influence
- Speeding or Speed
- Incident Clearing Times
- Traffic Congestion
- Driveway Access
- Aggressive Driving
- Road Conditions
- Pedestrian Safety
- Bicycle Safety
- Red Light Running

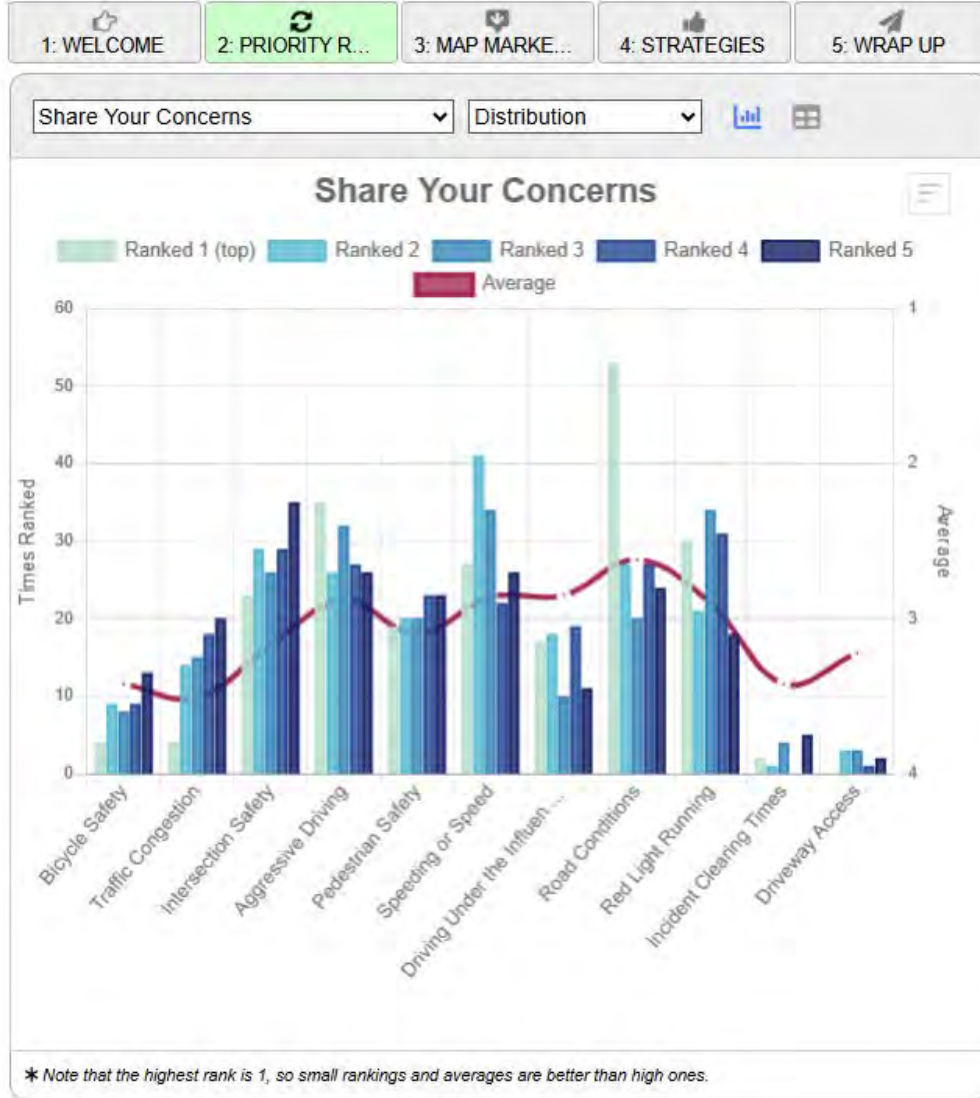
Please drag 5 of the items above the line in your preferred order.

MAP MARKERS

STRATEGIES

WRAP UP

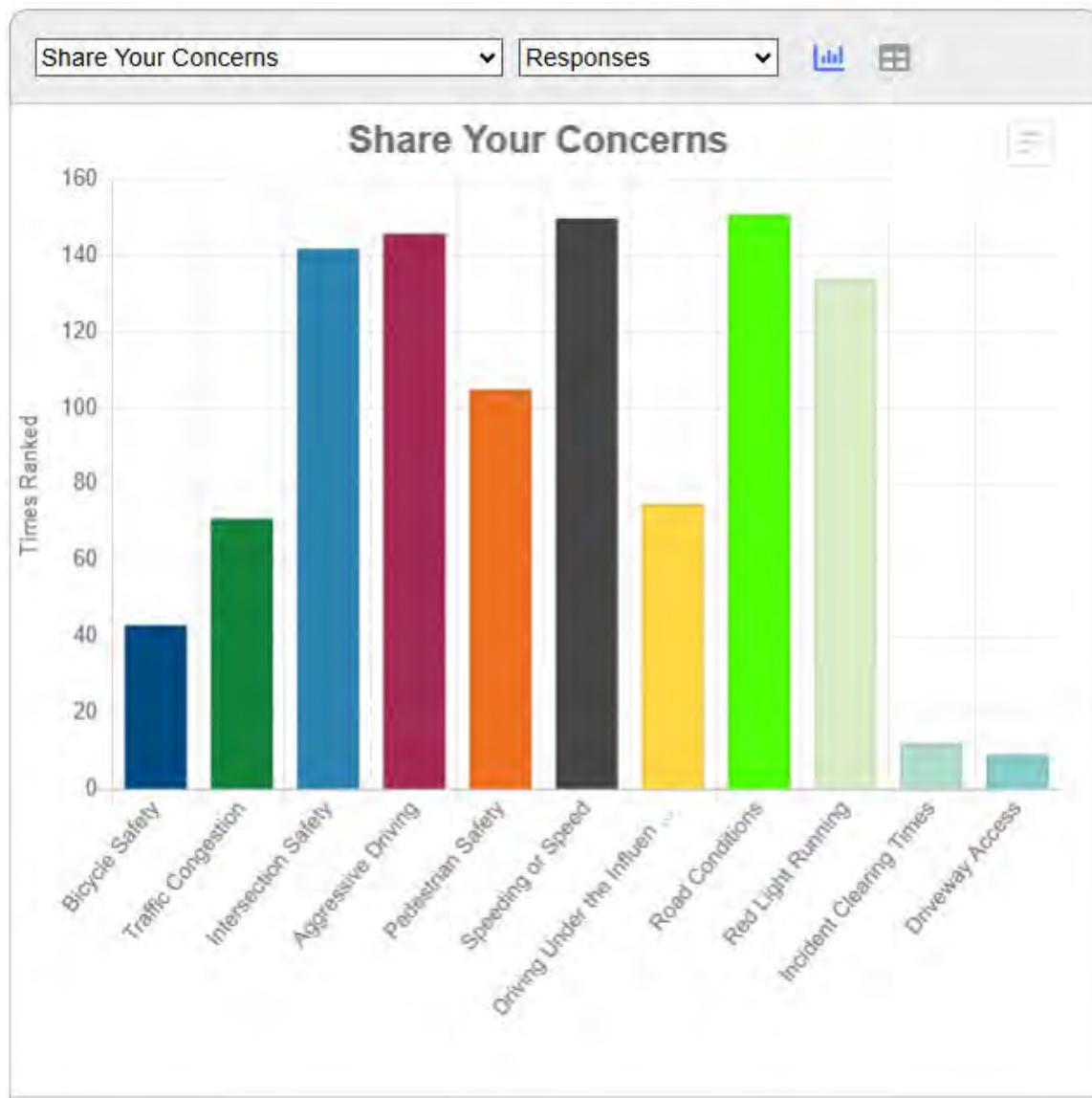
Priority Ranking



Priority Ranking

1. Road Conditions
2. Driving Under the Influence
3. Speeding or Speed
4. Aggressive Driving
5. Red Light Running
6. Pedestrian Safety
7. Intersection Safety
8. Driveway Access
9. Bicycle Safety
10. Incident Clearing Times
11. Traffic Congestion

Priority Ranking



Priority Ranking

These are comments from the ranking screen. Participants could add a comment for each ranking option:

Aggressive Driving

Aggressive driving is described as widespread, with frequent tailgating, cutting off, and failure to follow stop-sign protocol. Specific roads—including **Broad Street, Alice Drive, and Loring Mill Road**—are repeatedly cited for aggressive passing and unsafe behavior.

Key Points:

- Drivers **ignore 4-way stop** rules and roll through stop signs.
- Tailgating, high-speed passing, and weaving between lanes occur daily.
- Passing in **turn lanes** at high speeds is reported on **Loring Mill Rd** and **Alice Dr.**
- Broad Street is noted for frequent aggressive behavior.
- Concern regarding uninsured drivers and expired tags in the community.

Bicycle Safety

Residents report unsafe conditions for cyclists and express need for **bike lanes, wider shoulders, and better signage**. Some also report issues with cyclists blocking lanes on major roads.

Key Points:

- Requests for bike lanes on multiple roads, including **Hwy 441 near Shaw AFB**.
- Cyclists riding on sidewalks due to unsafe roadway conditions.
- Complaints about **cyclists** riding two- or three-abreast on **Wilson Hall Rd** and **Loring Mill Rd**, slowing traffic.
- Recommendations include **trails, signage, bike parking, and commuting incentives**.

Driving Under the Influence

Residents believe impaired and distracted driving—particularly marijuana use and texting—is common and contributes to many traffic issues. Calls for stronger enforcement are frequent.

Key Points:

- Multiple references to widespread marijuana use while driving.
- **Texting while driving** cited as a major hazard.
- Additional distractions listed: alcohol, vaping, smoking, coffee.
- Respondents emphasize need for **enforcement against impaired drivers**.

Priority Ranking

These are comments from the ranking screen. Participants could add a comment for each ranking option:

Intersection Safety

Intersections are seen as unsafe due to **stop-sign violations, red-light running, poor visibility, and ineffective turn signals**. Requests for **flashing signals, cameras, and improved timing** are common.

Key Points:

- Frequent requests for **flashing** lights at intersections on **Calhoun St (Calhoun & Winn, Purdy, Salem, Church)**.
- **Left-turn visibility** problems at **Hwy 15 & Lewis Rd and Liberty St & Guinard Dr**.
- Entry/exit conflicts reported along **Alice Dr, Wesmark Blvd, and Broad St**.
- **Green arrows** not activating reliably at certain intersections.
- Calls for increased police presence.

Pedestrian Safety

Pedestrian safety concerns focus on **lack of sidewalks, poor lighting, dangerous crossings**, and high crash rates. Several major corridors are identified as unsafe for walking.

Key Points:

- Reports of pedestrians walking in streets or standing in medians at night.
- Need for **sidewalks and lighting** on routes such as **Liberty St, Calhoun Dr, and Hwy 441 near Shaw AFB**.
- High number of crashes on **US 378 involving pedestrians**.
- Safety concerns at **Wise Dr & Guignard Dr**, especially **near schools and Evergreen Cemetery**.
- Requests for additional **crosswalks, sidewalk maintenance, trimming vegetation, and path connections**.

Red Light Running

Running red lights is described as a severe and frequent hazard at multiple intersections. Residents **repeatedly ask for enforcement and camera systems**.

Key Points:

- Dangerous conditions reported at **Hwy 15 @ Dollar General, Miller Rd & Bultman Dr, Wise Dr & Broad St**, and the **CVS light on Alice Dr**.
- **Calhoun St & Guignard Blvd** identified as especially problematic due to truck traffic and distracted drivers.
- Many residents wait several seconds after green due to risk of cross-traffic running the light.
- Strong support for installing **red-light cameras**.

Priority Ranking

These are comments from the ranking screen. Participants could add a comment for each ranking option:

Road Conditions

Road surface conditions are frequently described as poor, with **widespread potholes, drainage problems, and inadequate striping**. **Broad Street and Guignard Drive** are mentioned most often.

Key Points:

- Complaints about potholes throughout the city.
- Poor-quality patchwork after utility work, especially on Broad St and Guignard Dr.
- Requests for repaving, **better lane markings, turn lanes, and traffic circles**.
- Drainage issues create large puddles on major roads.
- Calls to add **bike lanes during resurfacing**.

Speeding

Speeding is viewed as a major, constant issue, especially on high-volume corridors and residential streets. Residents **recommend speed bumps, cameras, and stricter enforcement**.

Key Points:

- Excessive speeding (10–15 mph over limit) common on **Alice Dr, Liberty St, Broad St, and Guignard Dr**.
- Vehicles reported traveling ~60 mph on Adams Ave in the Burns Down community.
- Hwy **441 near Shaw AFB flagged for drivers going 55 mph in 25 mph zones**.
- Requests for **speed bumps in neighborhoods and historic areas**.
- Calls for **radar cameras, lower speed limits, and traffic circles**.

Traffic Congestion

Congestion is worsening, especially around schools, major intersections, and commercial corridors. Broad Street and Hwy 15/Lafayette are frequent trouble areas.

Key Points:

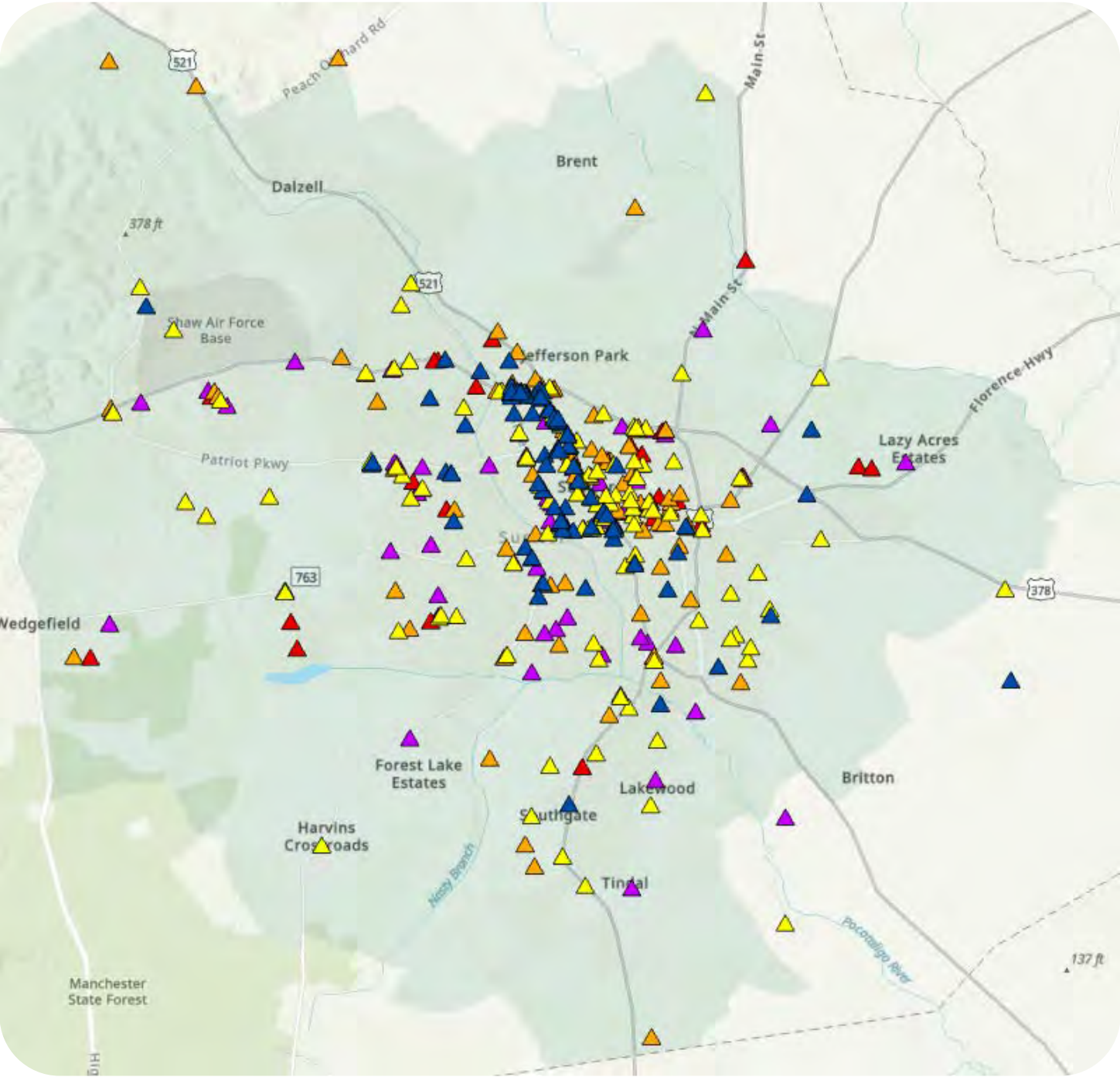
- Significant backups caused by **school traffic across the city**.
- Congestion at **Hwy 15 N & Lafayette Dr** remains despite costly improvements.
- **Broad Street** is congested most of the day, especially near large retail areas.
- Concerns about future development (**Walmart, BJ's**) worsening conditions.
- Suggestions include promoting **walking/biking and rerouting traffic**.

Map Markers

Sumter Safety Action Plan

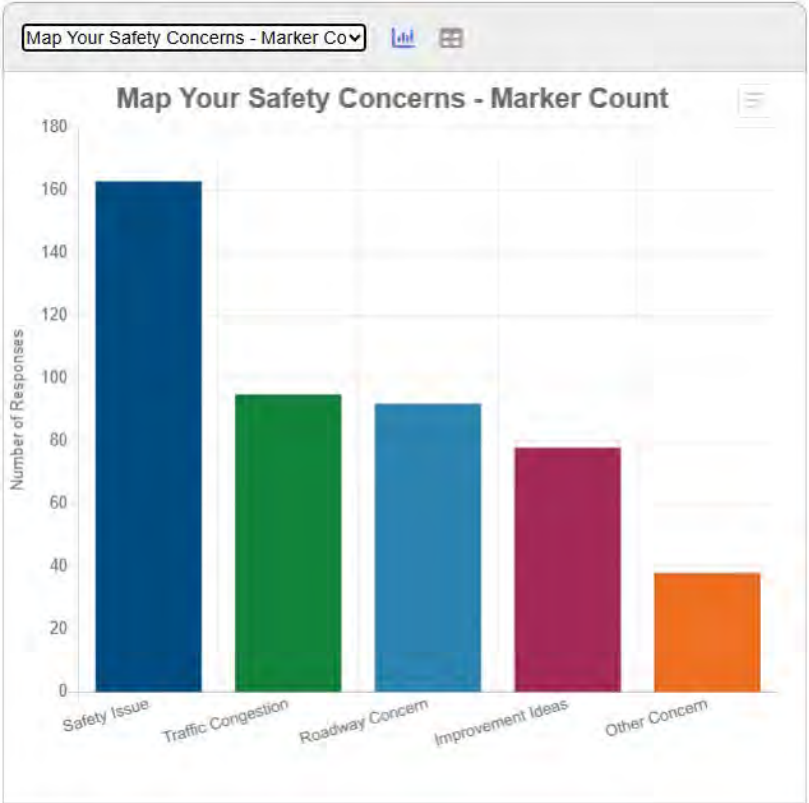


- ▲ Improvement Ideas
- ▲ Other Concern
- ▲ Roadway Concern
- ▲ Safety Issue
- ▲ Traffic Congestion



Map Markers

Item	Total	Comments
Safety Issue	163	267
Traffic Congestion	96	50
Roadway Concern	92	0
Improvement Ideas	78	0
Other Concern	38	0



Item	Question	Answer	Count
Safety Issue	What kind of concern is this?	Bicycle Concern	3
Safety Issue	What kind of concern is this?	Motorist Concern	106
Safety Issue	What kind of concern is this?	Pedestrian Concern	23
Safety Issue	What kind of concern is this?	Transit Concern	13
Safety Issue	What is the safety issue?	Unsafe Intersection	59
Safety Issue	What is the safety issue?	Lack of Sidewalk	9
Safety Issue	What is the safety issue?	Lack of Bicycle Facility	2
Safety Issue	What is the safety issue?	Speeding	36
Safety Issue	What is the safety issue?	Aggressive Driving	22
Safety Issue	What is the safety issue?	Distracted Driving	3
Safety Issue	What is the safety issue?	Motorist Concern	12
Safety Issue	What is the safety issue?	Motorcycle Concern	0
Safety Issue	What is the safety issue?	Transit Concern	7
Traffic Congestion	What time of day do you experience congestion?	Morning (6AM-11AM)	19
Traffic Congestion	What time of day do you experience congestion?	Mid-Day (12PM-3PM)	20
Traffic Congestion	What time of day do you experience congestion?	Evening (4PM-7PM)	38
Traffic Congestion	What time of day do you experience congestion?	Night (8PM-11PM)	0
Roadway Concern	What is the safety issue?	Signage	6
Roadway Concern	What is the safety issue?	Pavement Marking	6
Roadway Concern	What is the safety issue?	Road Surface	44
Roadway Concern	What is the safety issue?	Poor Visibility	13
Improvement Ideas	What kind of improvement idea is this?	Driving	49
Improvement Ideas	What kind of improvement idea is this?	Bicycle	4
Improvement Ideas	What kind of improvement idea is this?	Pedestrian	12
Improvement Ideas	What kind of improvement idea is this?	Transit	4

Map Markers – Comments

Safety Issues - The overwhelming majority of feedback centers on speeding, red-light running, poor visibility, inadequate traffic control, and dangerous intersections. Numerous roads—including Calhoun, Guignard, Alice Drive, Broad Street, Liberty Street, and others—are cited repeatedly for crashes, unsafe turning movements, and pedestrian hazards.

1. Red-Light Running & Speeding (Most Frequent Issue)

- **Guignard & Calhoun** – Heavy speeding; frequent red-light running.
- **Wise & Bultman, Wise & Broad** – Constant red-light violations.
- **Alice & Broad, Broad & Bultman, Broad & Wesmark, Broad & Wise** – High crash frequency; drivers “always run the light.”
- **Highway 15 @ Dollar General / Pocalla Springs** – Chronic red-light running.
- **Pinewood & Oakland** – Drivers run red lights at high speed.
- **Guignard/Bultman @ Miller, McCrays Mill @ Guignard** – Red-light running combined with speeding.
- **Calhoun & Liberty, Calhoun & Lafayette** – Poor visibility contributes to dangerous turns.

2. Visibility Problems (Vegetation, Curves, Infrastructure)

- Tree limbs obstruct signals at **Calhoun/Guignard**.
- Overgrown foliage blocks views at **Morgan & Jackson, Riley & Guignard, Calhoun & Liberty, Swan Lake Dr & Liberty**.
- Blind curve at **Swan Lake Dr / Liberty** causing dangerous merges.
- Vegetation/obstructions on **W. Calhoun, Dingle St, Mayfield Dr**.
- Sidewalks uneven or hidden by vegetation across the **Calhoun St area**.

3. Dangerous Intersections

Residents identified **dozens**, but the most common are below:

- **Alice Dr & Broad St** – Crashes, red-light running, poor light timing.
- **W. Hampton & Purdy, Salem & Calhoun, Winn St, Purdy St** – Speeding and accidents.
- **Wise & Bultman** – Needs left-turn arrows; frequent red-light running.
- **Wesmark & Wilson Hall** – Traffic conflicts and poor signal function.
- **15 & Guignard** – Frequent accidents, likely due to red-light violations.
- **Beluah-Cuttino Rd & Hwy 15** – Poor visibility for left turns.
- **Brick Church Rd & 378, Plowden Mill Rd & 378** – Heavy crash history.
- **378 & Broad merge** – Merge lane unsafe and too short.
- **Kingsbury & Lewis Rd** – Drivers ignore roundabout rules.
- **N Purdy & W Liberty** – Poor turn-lane design and visibility.

Map Markers – Comments

Safety Issues (Continued)...

4. Road Geometry Issues

- Sudden lane width changes at **W. Hampton & Purdy**.
- Narrow lanes on **Pike Rd** and **Mayfield Dr**, creating hazards for buses and vehicles.
- Tight intersections for 18-wheelers at **multiple back-road industrial access points**.
- Unsafe median-use and illegal passing on **N. Main St** and **Boulevard Rd**.

5. Pedestrian Safety

1. Unsafe pedestrian activity along **Peach Orchard Rd, Boulevard Rd, Washington St**, and **the 378 Bypass** (multiple pedestrian deaths).
- Missing sidewalks on **Calhoun Dr, Winn St, Cane Savannah Rd, N St Paul's Church Rd, Boulevard Rd**, and near **Lemira Elementary**.
 - School zone dangers at **Alice Dr, Wise Dr**, and **Haynsworth/Salem/Purdy area**.

6. Structural/Infrastructure Concerns

- **Main St → Manning Ave railroad bridge** has cracks and steel plates; residents warn it needs emergency repair.
- Signal timing failures:
 - **Alice Dr & Miller**
 - **Wise & Bultman**
 - **Calhoun & Guignard**
- Need barriers or lane guidance at **Broad & Bultman**.
- Frequent flooding due to clogged drains on **Dingle St**.

7. Neighborhood-Level Issues

- Speeding and aggressive driving in:
 - **Historic District** (extremely common)
 - **Landmark Pointe** (speed limit shifts too late)
 - **Timberline Meadows** (needs a light; unsafe speeds)
 - **Mason Croft Dr** (cut-through speeding since Miller Rd bridge closure)
 - **Adams Ave** (drivers hitting 60 mph on residential street)

8. Specific Roadway Hazards

- **Loring Mill Rd** – Dangerous left turns into gas station; high-speed merging from Patriot Parkway.
- **Guignard Dr (Haynesworth → Adams)** – High speeds entering city; crosswalk ineffective.
- **Pinewood Rd (post-St Paul merge)** – High-speed passing on solid lines.
- **Broad St (Chick-fil-A → downtown)** – Potholes causing unsafe swerving.

Strategies

Sumter Safety Action Plan

WELCOME

PRIORITY RANKING

MAP MARKERS

STRATEGIES

WRAP UP

2

3

4

5

What strategies are most important?

Please give input on at least 5 of the items.

Education

○○○○○

Engineering

○○○

Enforcement

○○○

Emergency Response

○○

Education
Educational campaigns and outreach solutions to influence driver behavior.

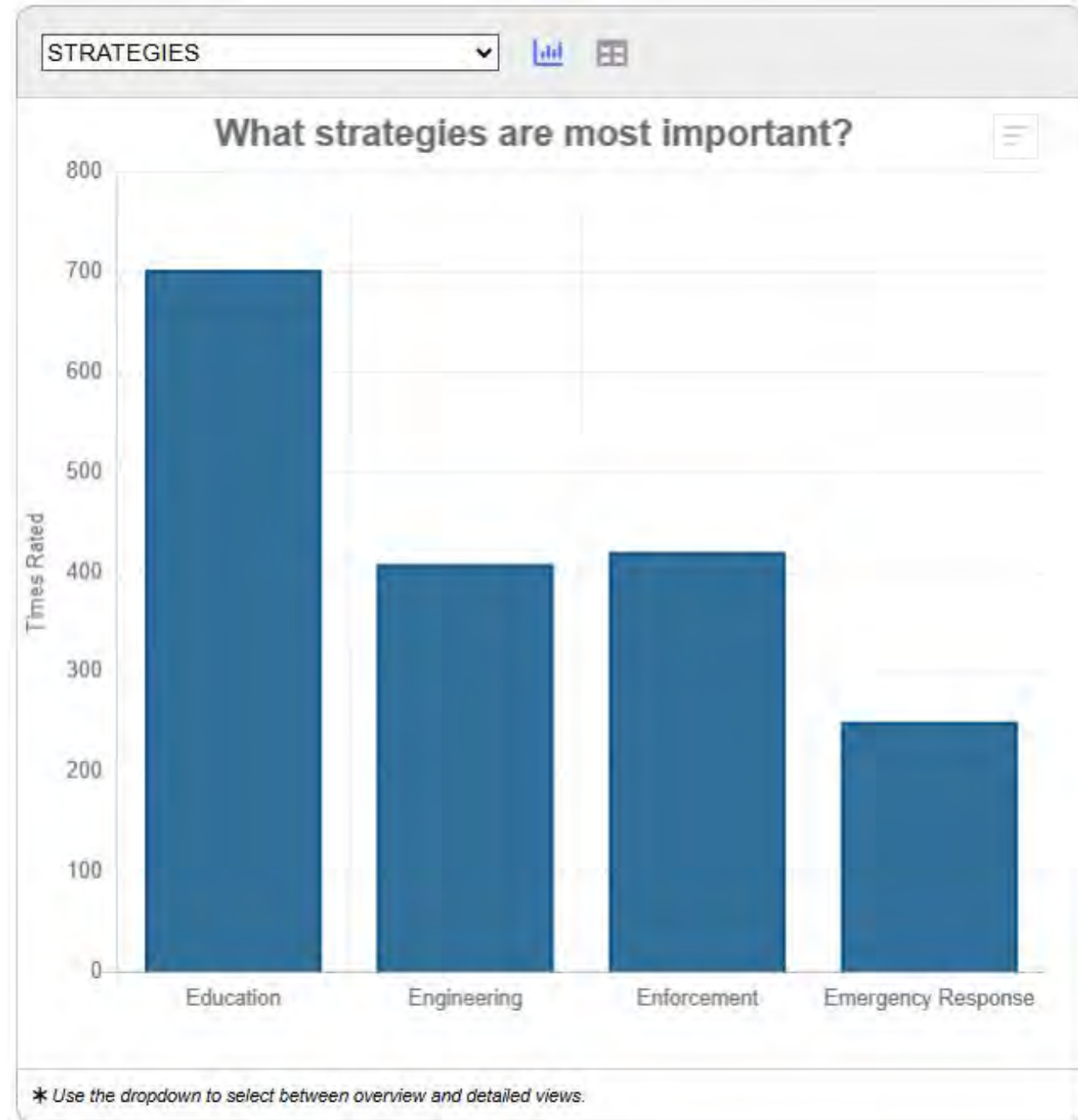
Young and Inexperienced Drivers
Continue to educate young and inexperienced drivers through driver education classes, schools, and community education outreach efforts. ★★★★★

Pedestrian and Bicycle Awareness
Educate motorists to be more aware of walkers and bikers, and teach children and adults walking and biking skills. ★★★★★

Distracted Driving
Educational and messaging campaigns around the dangers of distracted driving. ★★★★★

Driving Under the Influence
Campaigns directed toward discouraging driving under the influence of drugs and alcohol. ★★★★★

Motorcycle Awareness
Educational and messaging campaigns to raise awareness of motorcycles on the road. ★★★★★



Wrap Up

Sumter Safety Action Plan

1

2

3

4

5

WELCOME

PRIORITY RANKING

MAP MARKERS

STRATEGIES

WRAP UP

Wrap Up

Tell us a bit about yourself. Please click finish when you are done.

Final Questions (Optional)

> How do you typically get around?

☐ Drive

☐ Walk

☐ Bike

☐ Transit/Paratransit

☐ Carpool/Rideshare

> What is your home zip code?

12345

> What is your age?

Select...

Answer the questions you want to, then click Finish:

Finish

Thank You!

Your participation in this survey will help plan for safety improvements and contribute to the Sumter Safety Action Plan!

Please share this with others and help us get everyone involved!

TEAM Sumter

Wrap Up

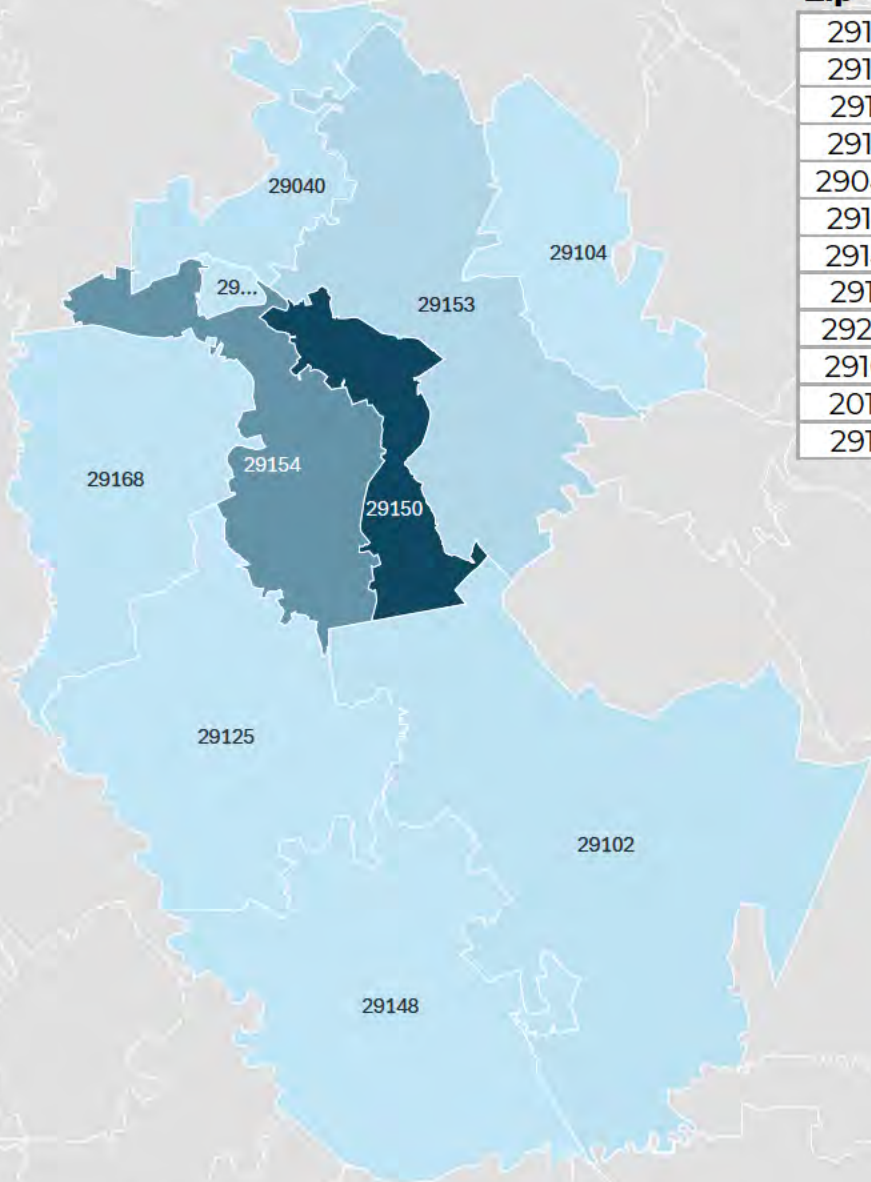
How do you typically get around?	Responses
Drive	164
Walk	25
Bike	9
Transit/Paratransit	1
Carpool/Rideshare	3

81%
12%
4%
0.5%
1.5%

What is your age?	Responses
Under 18	0
18-24	5
25-50	59
50-64	52
64 and Older	46
Prefer not to say	4

0%
3%
36%
31%
28%
2%

Zip	Responses	
29150	93	56%
29154	49	30%
29153	9	5%
29102	3	2%
29040	3	2%
29168	2	1%
29148	1	<1%
29125	1	<1%
29250	1	<1%
29104	1	<1%
20153	1	<1%
29152	1	<1%



2 Priority Network Review

Priority Network Development Process

High Injury Network

Based on historical injury crashes, with particular focus on fatal and serious injury crashes.

+

Risk-Based Network

Based on risk factors identified which correspond to over-representation of crashes (share of crashes vs. share of mileage).

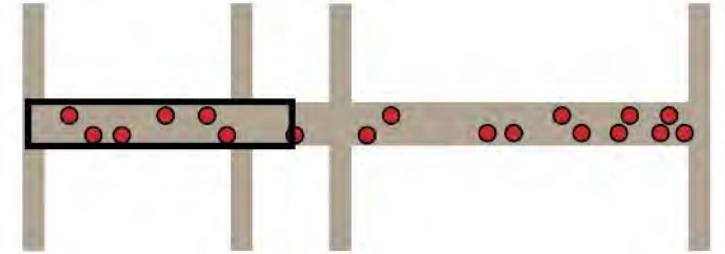
+

Community-Based Network

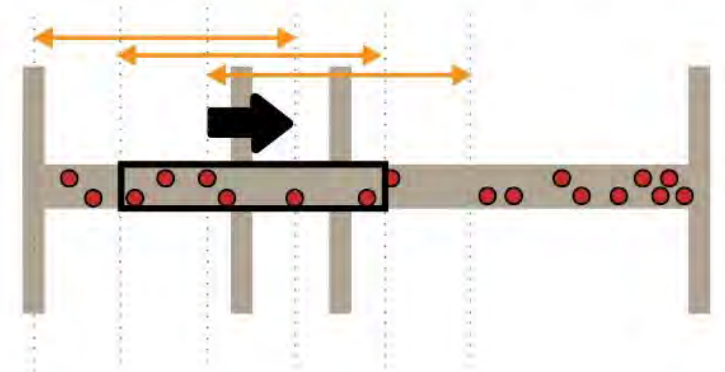
Based on feedback received during the first phase of public involvement.

“Sliding Window Analysis”

1/2 Mile Segments developed in all of Sumter County, “sliding along” the roadways by 1/3 length of the segment.



A Sliding Window moves along the roadway and counts crashes at each stop



Overlapping windows allow for a more connected and smoother High Injury Network



High Injury Network (HIN)

Each segment scored according to number of injury crashes:

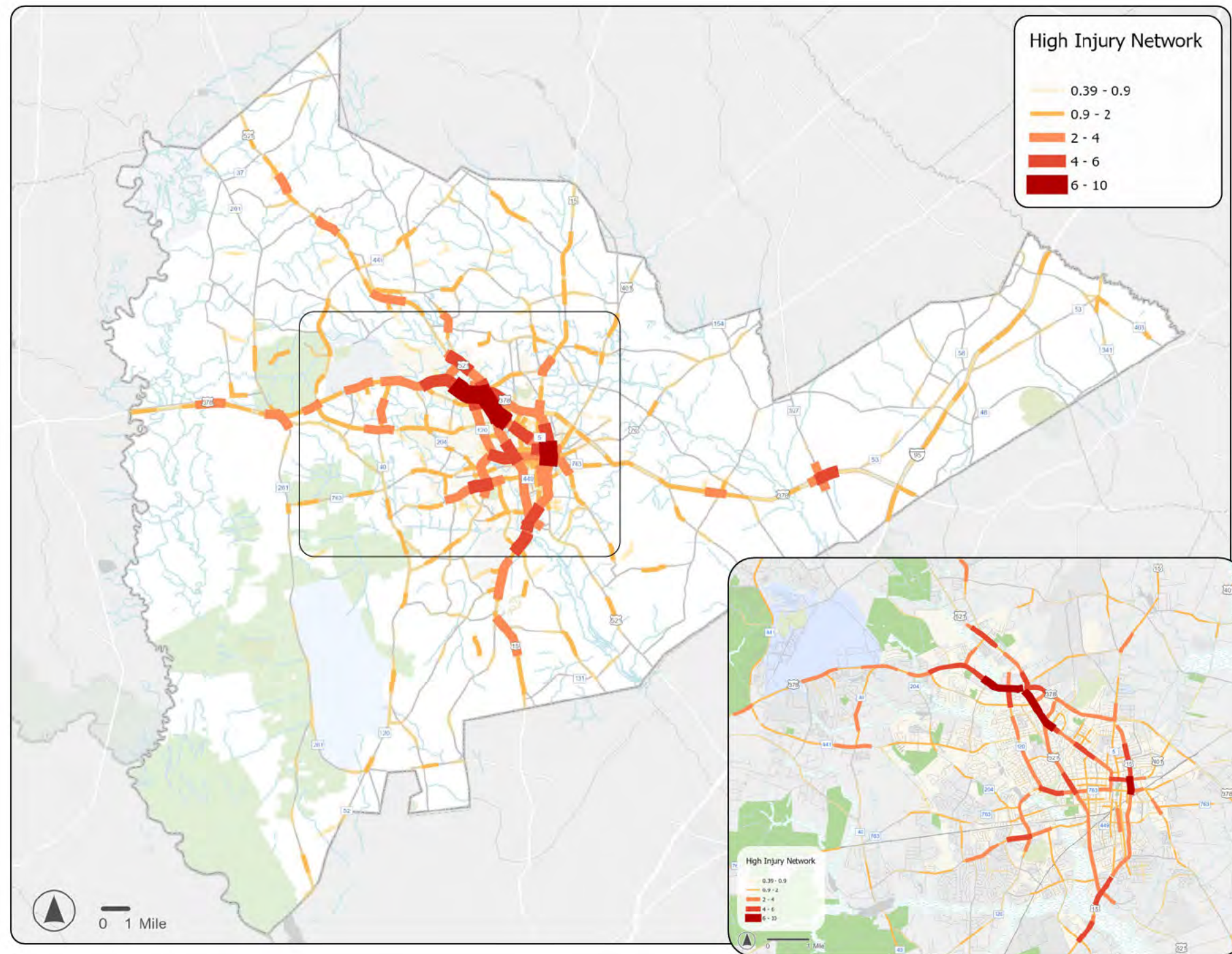
Fatal = 10 points

Serious Injury = 8 points

Possible/Minor Injury = 1 point

Each segment's score normalized to a 10-point scale (such that highest scoring segment receives a score of 10).

Minimum score highlighted in HIN is such that each segment with at least one Serious Injury Crash is represented.



Risk Based Network

Evaluated seven risk-based factors to identify overrepresentation of Fatal and Serious Injury Crashes

Population in Poverty, Number of Travel Lanes, and AADT indicated overrepresentation and were thus Risk Factors Identified

These factors were normalized to 10 and applied to each segment meeting the criteria

(such that if a corridor was in a Poverty Zone, Had >2 Travel Lanes, and > 5,000 AADT, it received a score of 10.

Risk-based Factors	Radius	Unit	% of Sumter Roadways (Centerline Miles)	% of Fatal and Serious Injury (FSI) Crashes	Ratio of Fatal and Serious Injury (FSI) Crashes to Centerline	Risk Factor Applied (Normalized to 10)
Schools	1,000	ft	16.4%	8.28%	0.506	--
Population in Poverty	>15%	within	41.4%	56.45%	1.364	1.52
Transit	200	ft	6.4%	3.53%	0.551	--
Sidewalk	100	ft	24.2%	24.02%	0.994	--
Travel Lane	>2	lanes	9.5%	39.21%	4.133	4.61
Posted Speed Limit	≥ 35	mph	67.3%	66.08%	0.982	--
AADT	≥ 5000	vpd	15.7%	54.41%	3.471	3.87

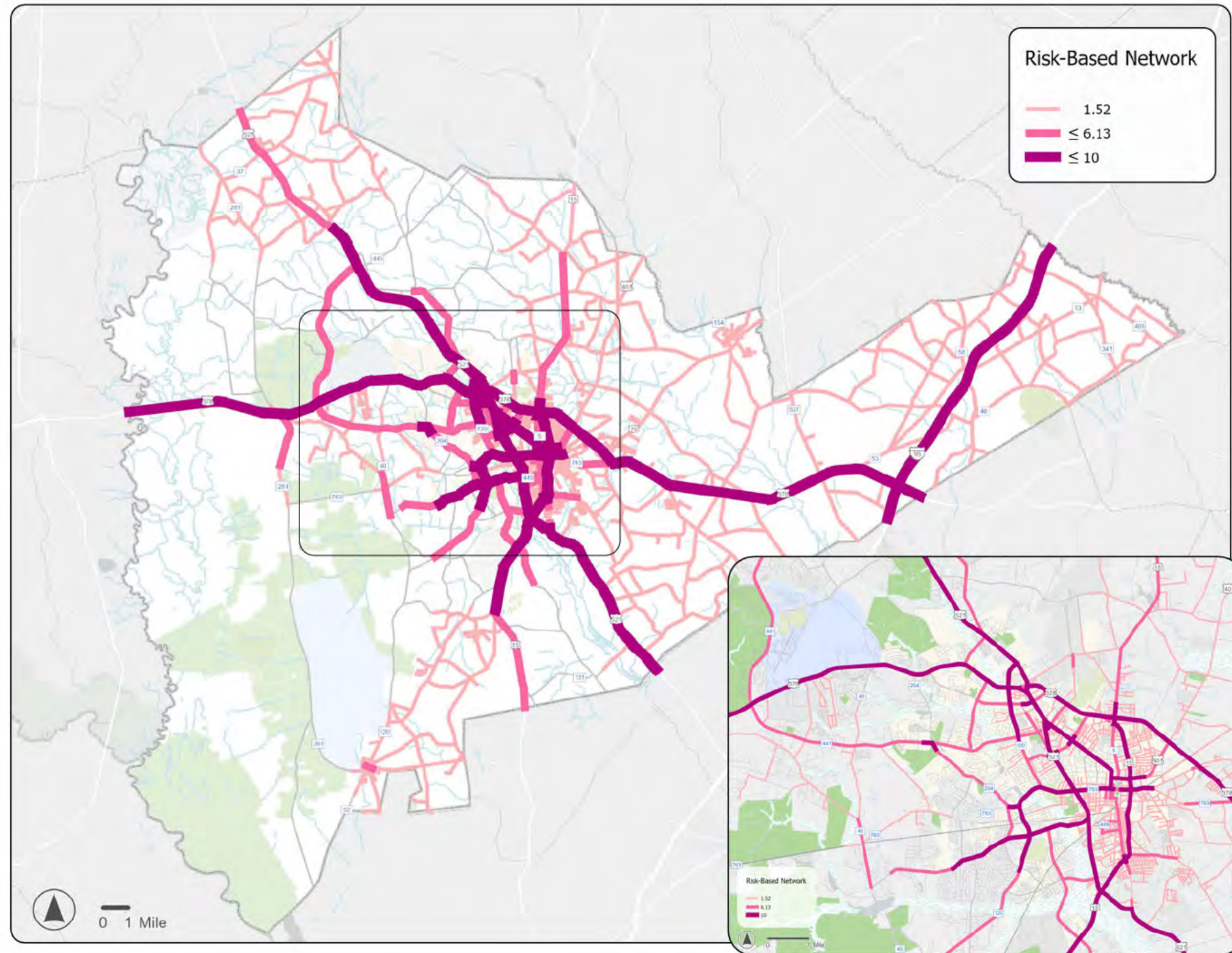
Risk Based Network

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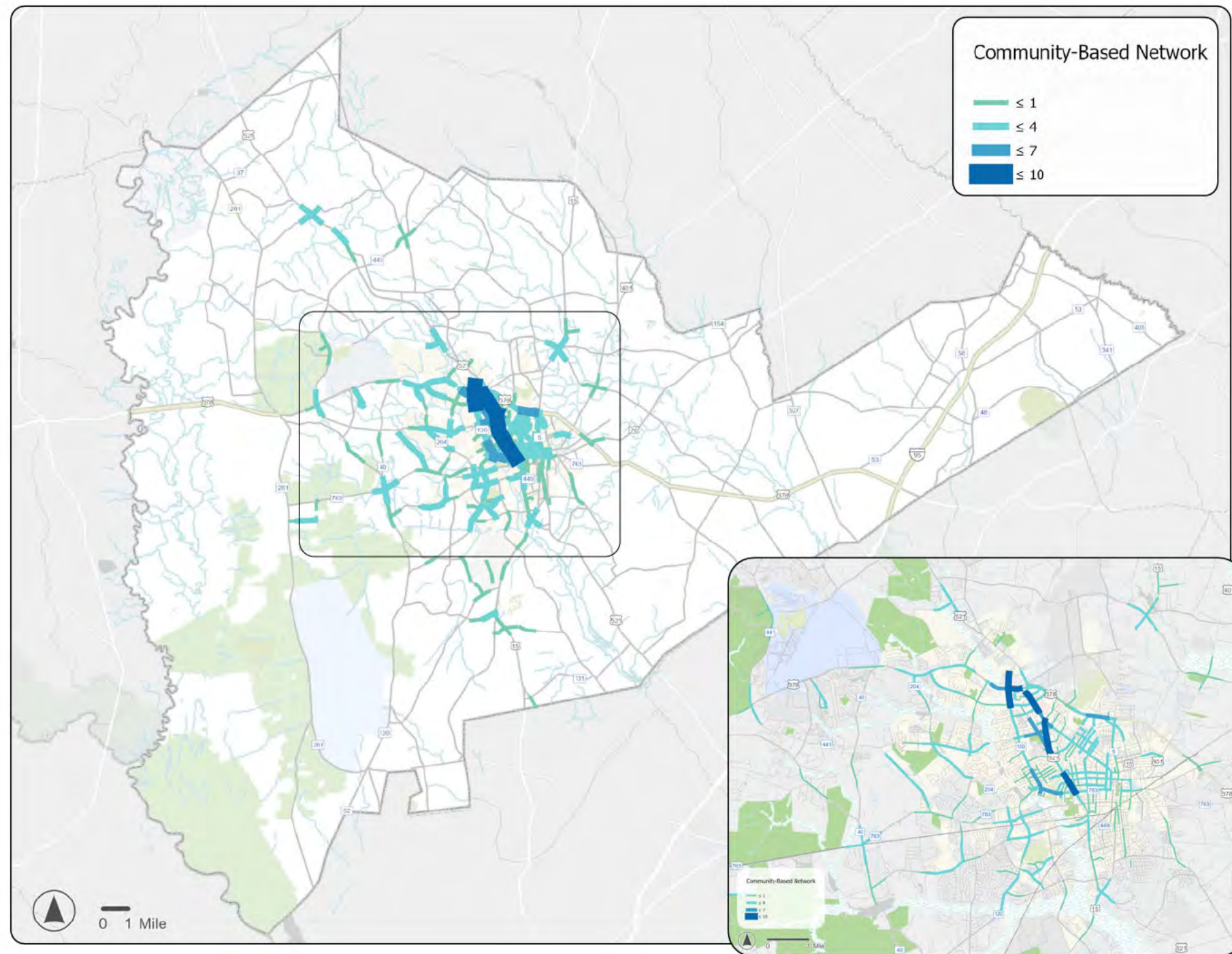


Community Based Network

Mapped Points from the In-Person Public Involvement Meeting and the Online Survey “joined” to each segment
(using a 100-foot buffer from all roadway centerlines)

1 point assigned for each map-point joined to the segment

Each segment’s score normalized to a 10-point scale
(such that highest scoring segment receives a score of 10).



Priority Investment Network

Same Sliding Window Segments from HIN Used.

1/2 Mile Segments, overlapping by 1/3 length of the segment

Each segment scored based on weighting of normalized 10-point score for each network:

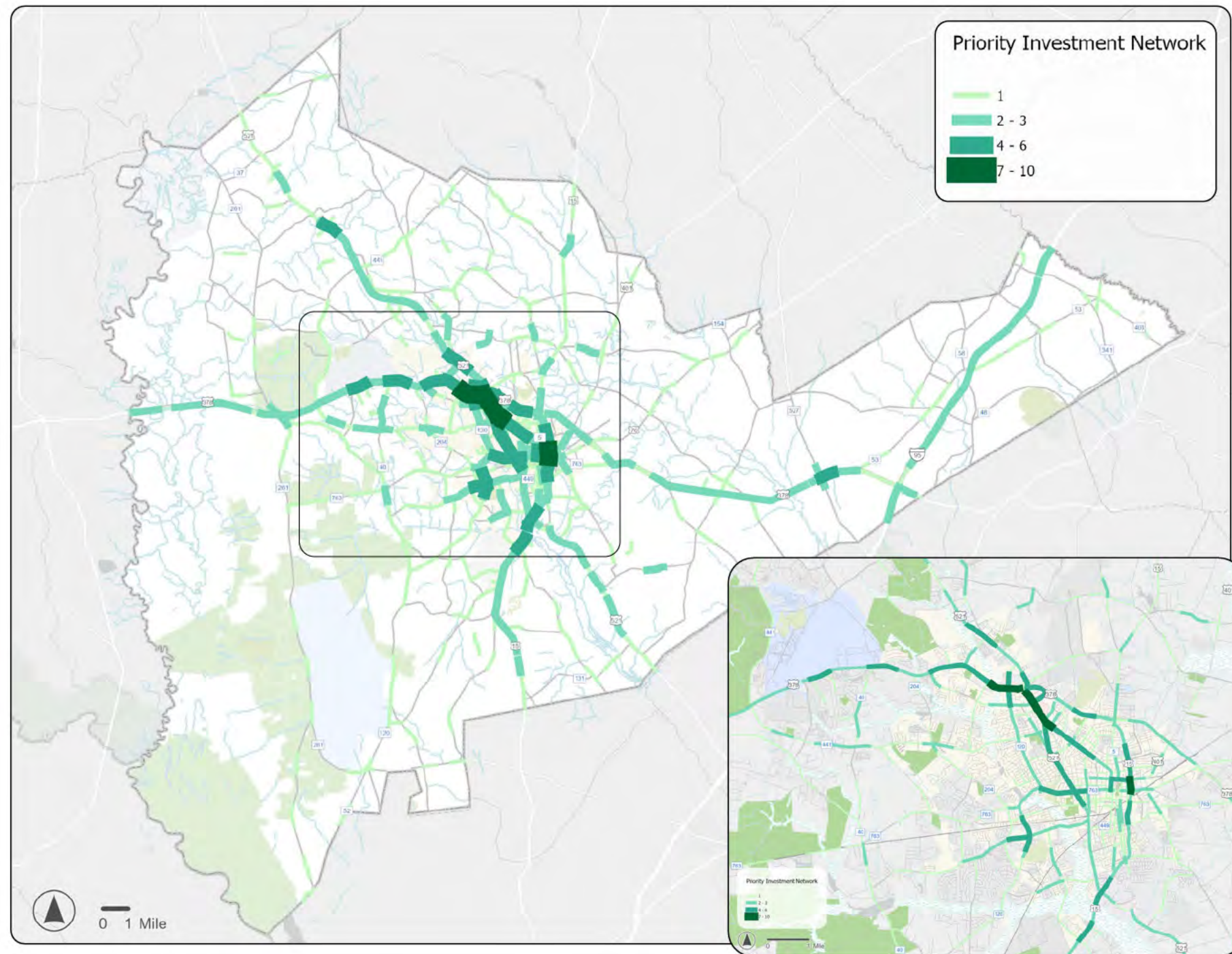
High Injury Network = 75%

Risk-Based Network = 10%

Community-Based Network = 15%

Resulting segment scored normalized to 10-point scale

(such that highest scoring segment receives a score of 10).

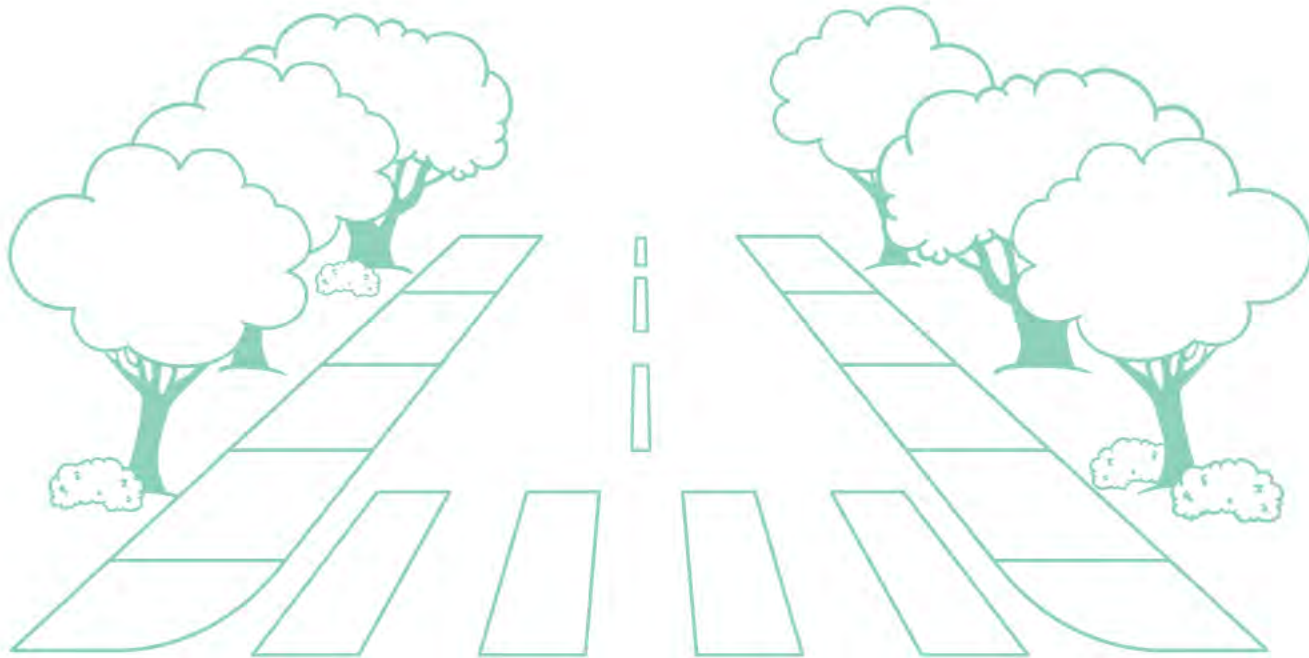


3

Feedback on Priority Network

4

Next Steps



Next Steps

- ❑ Develop Candidate Priority Corridors and Intersections
- ❑ Develop Systemic Countermeasure Toolbox
- ❑ Develop location specific countermeasure projects for both immediate demonstration projects and long-term improvement projects from the candidate priority locations list.

What is our Timeline?

WE ARE HERE!



Outreach + Data
Analysis



Refinement + Draft
Recommendations



Documentation +
Reporting

Fall 2025

Winter/Spring 2026

Summer 2026



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



Prioritization of projects



Implementation strategy



Report Development



Adoption

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.



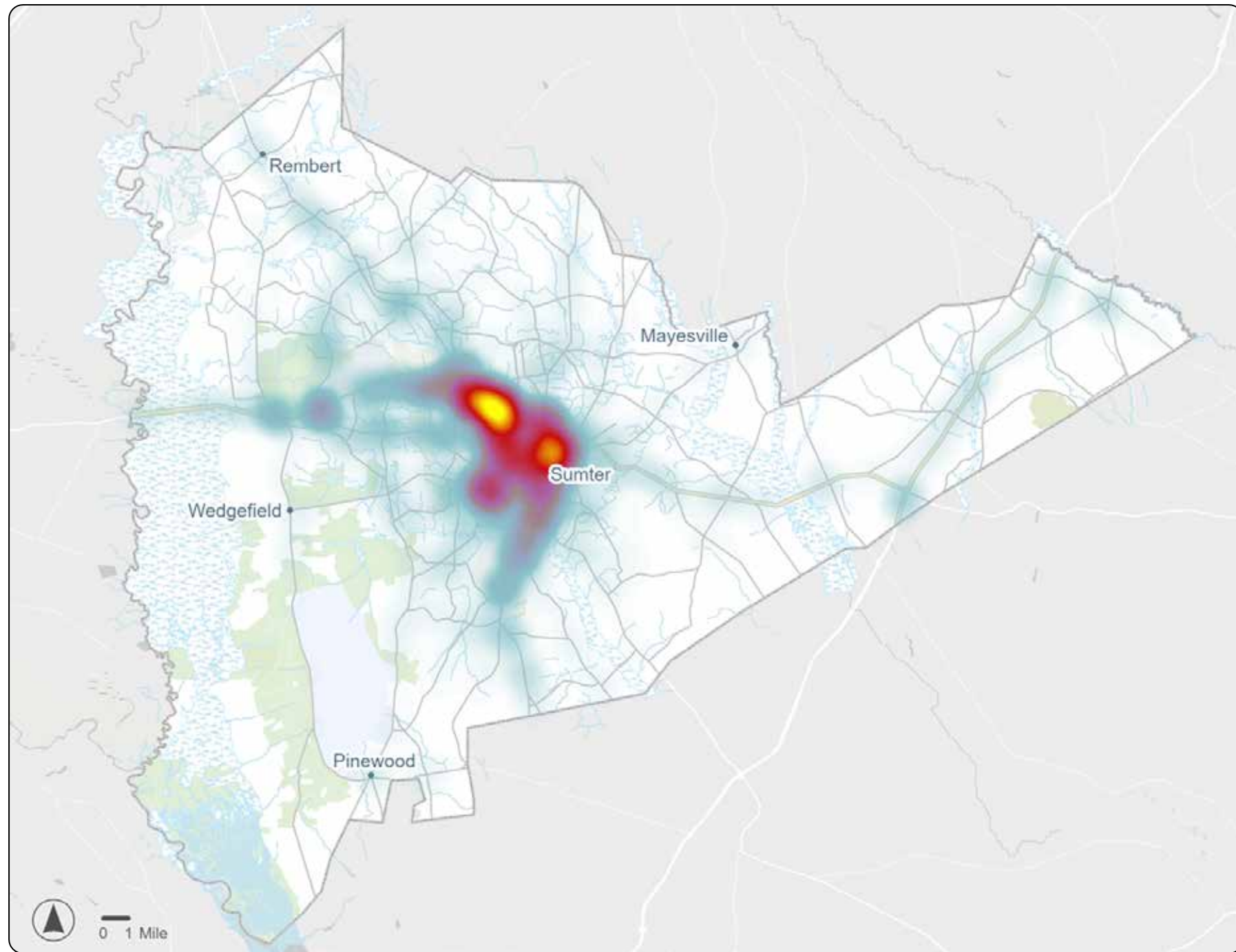
Sumter County Ranks:

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

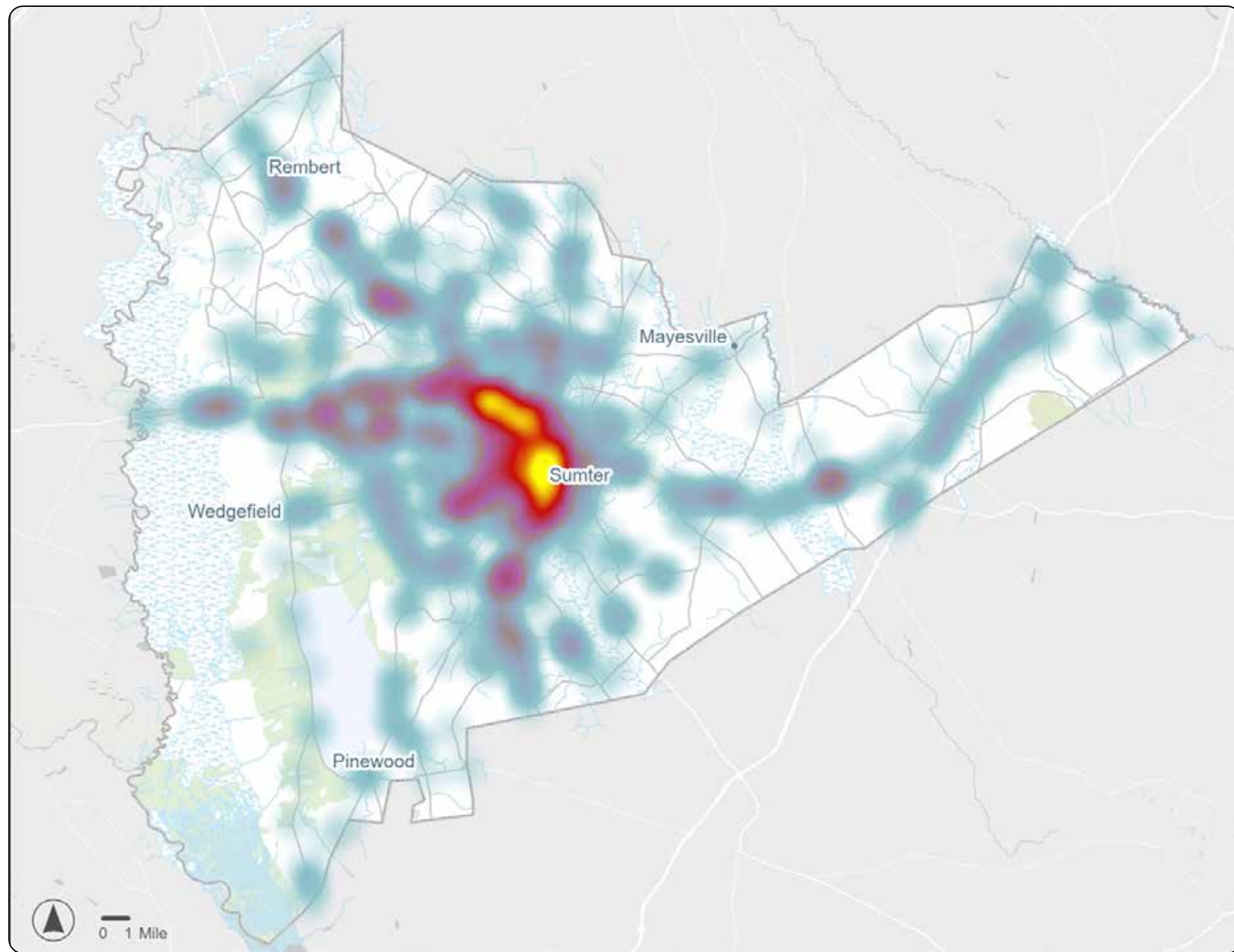
29,083 crashes
in a 10-year period,
almost **8 crashes** per day



Fatal & Severe Injury (FSI) Crashes

2015-2024

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



Today's Objectives

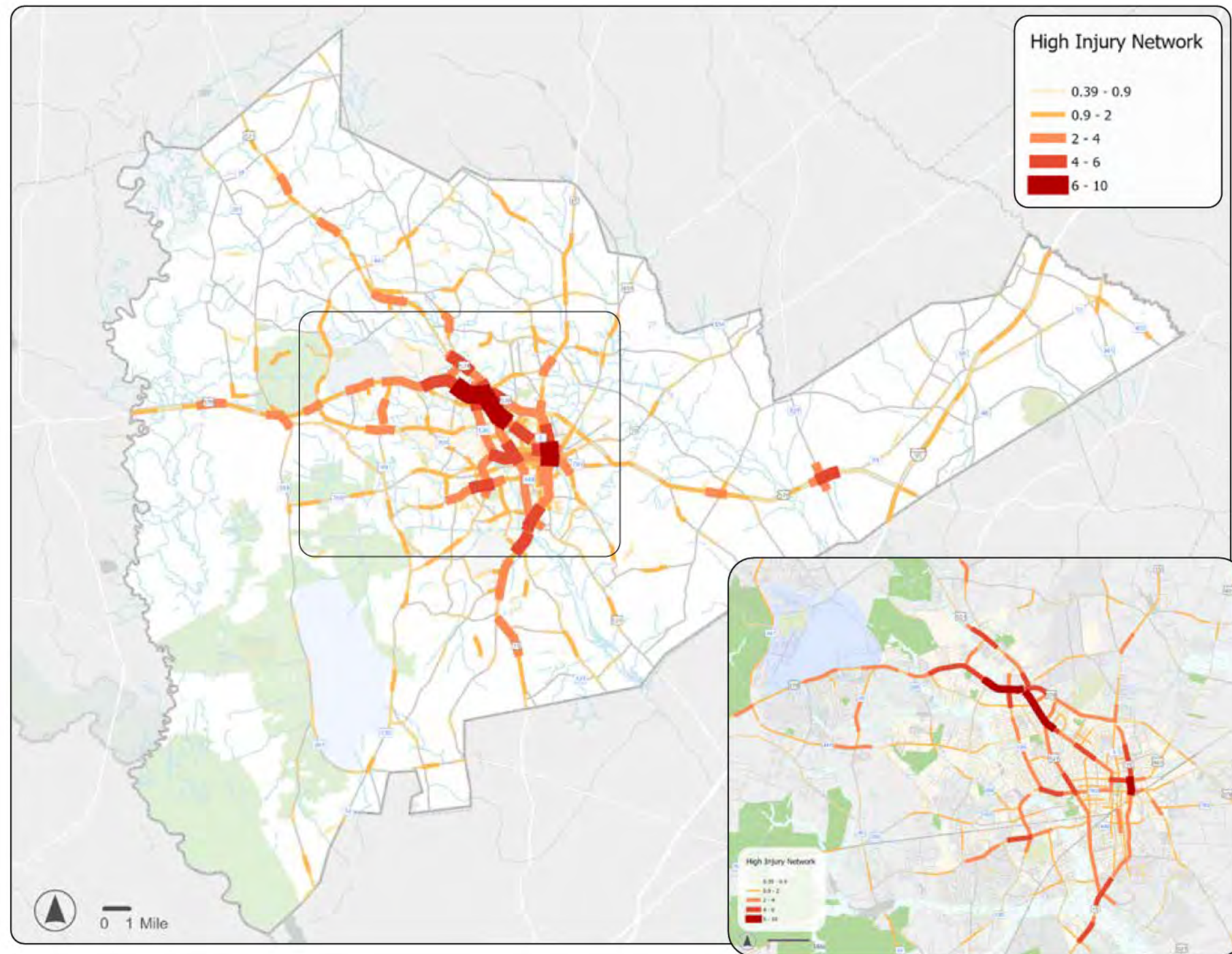
- 1. Review Priority Network** *(shared in Summit #2)*
- 2. Share Priority Investment Locations**
 - *Feedback on issues at these locations*
- 3. Share Draft Policy Recommendations**
 - *Feedback on policy recommendations*
- 4. Discuss Next Steps to Finalize Safety Action Plan**

1

Priority Network Review

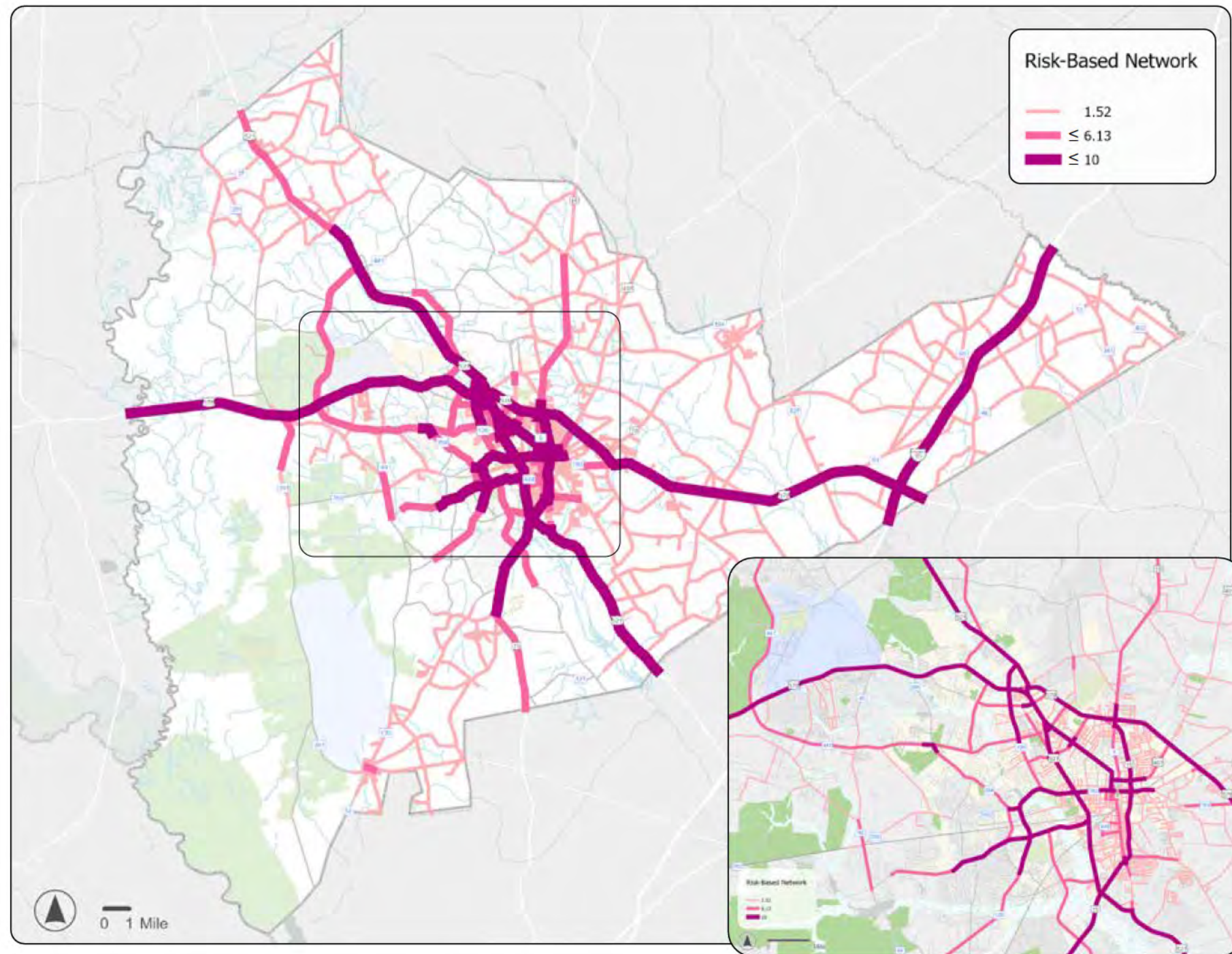
High Injury Network (HIN)

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.



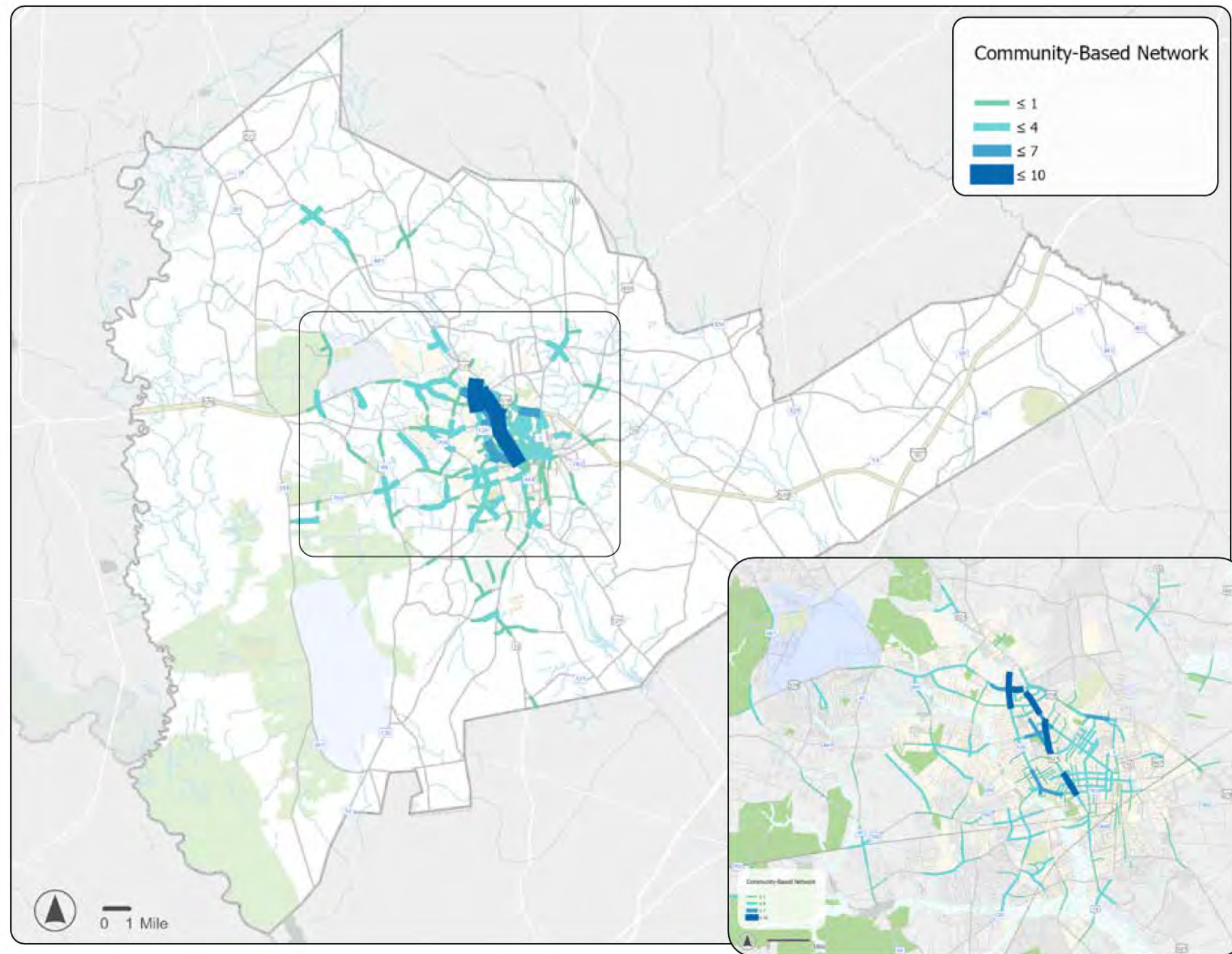
High-Risk Network

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



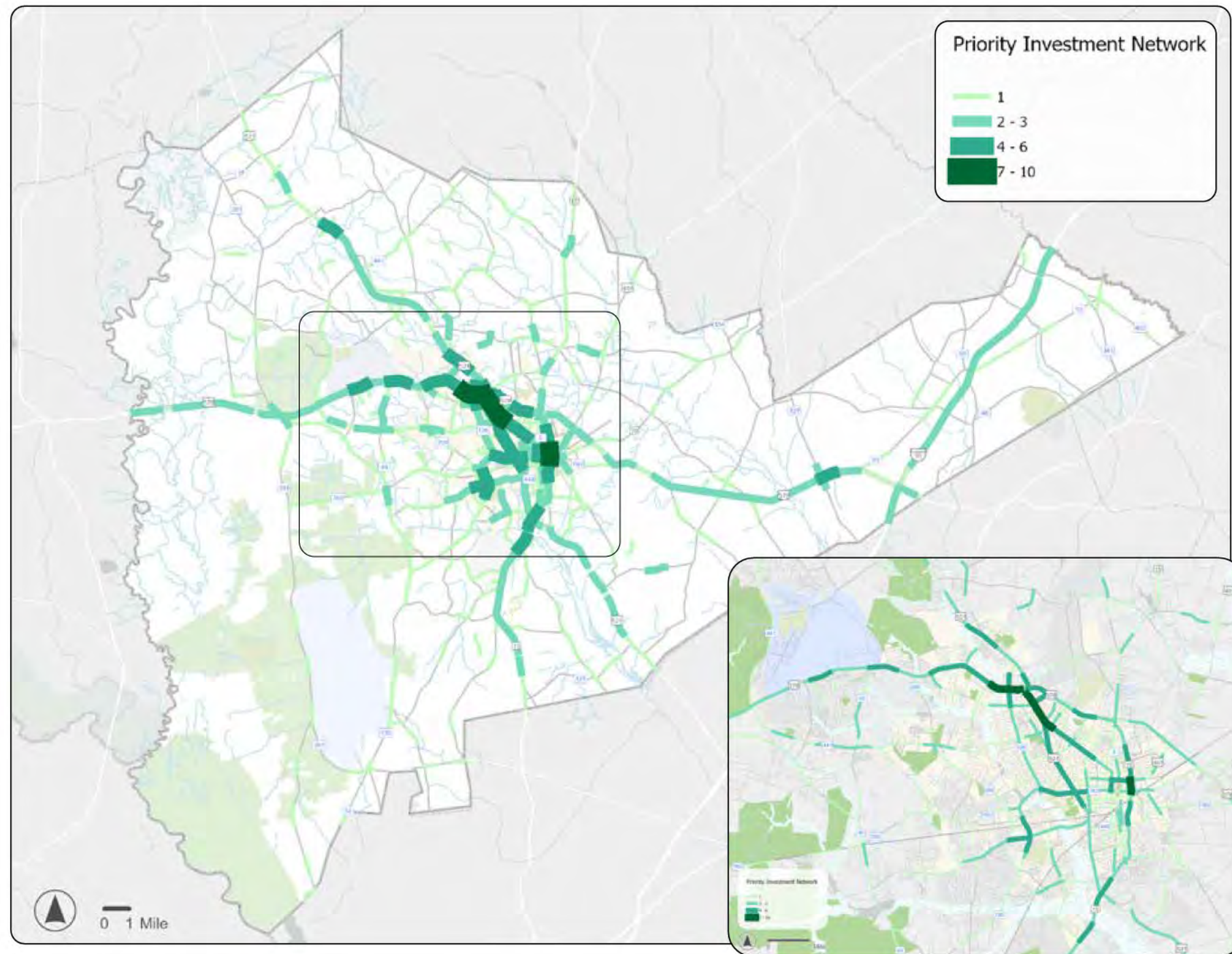
Community Based Network

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



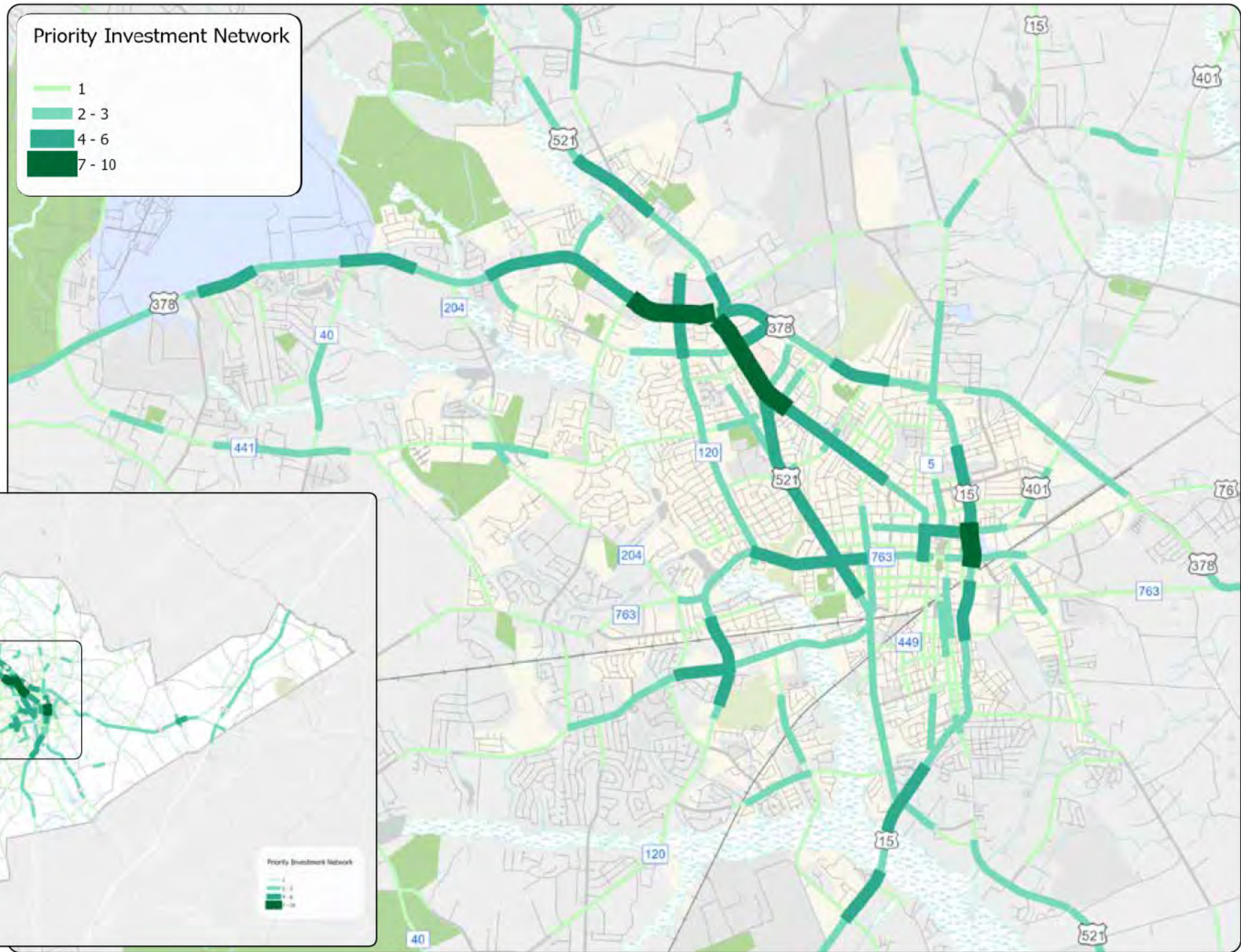
Priority Investment Network

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.



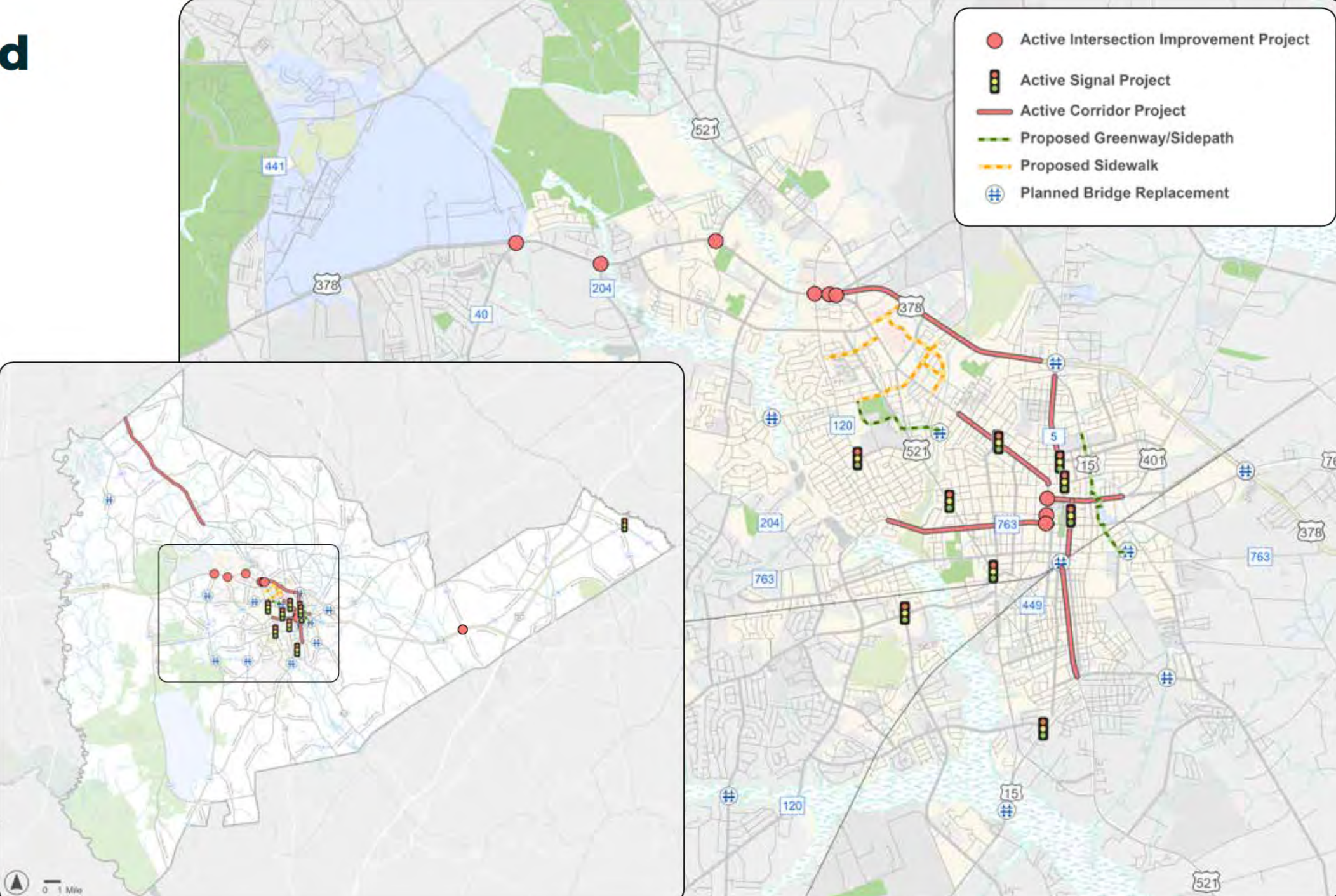
2

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

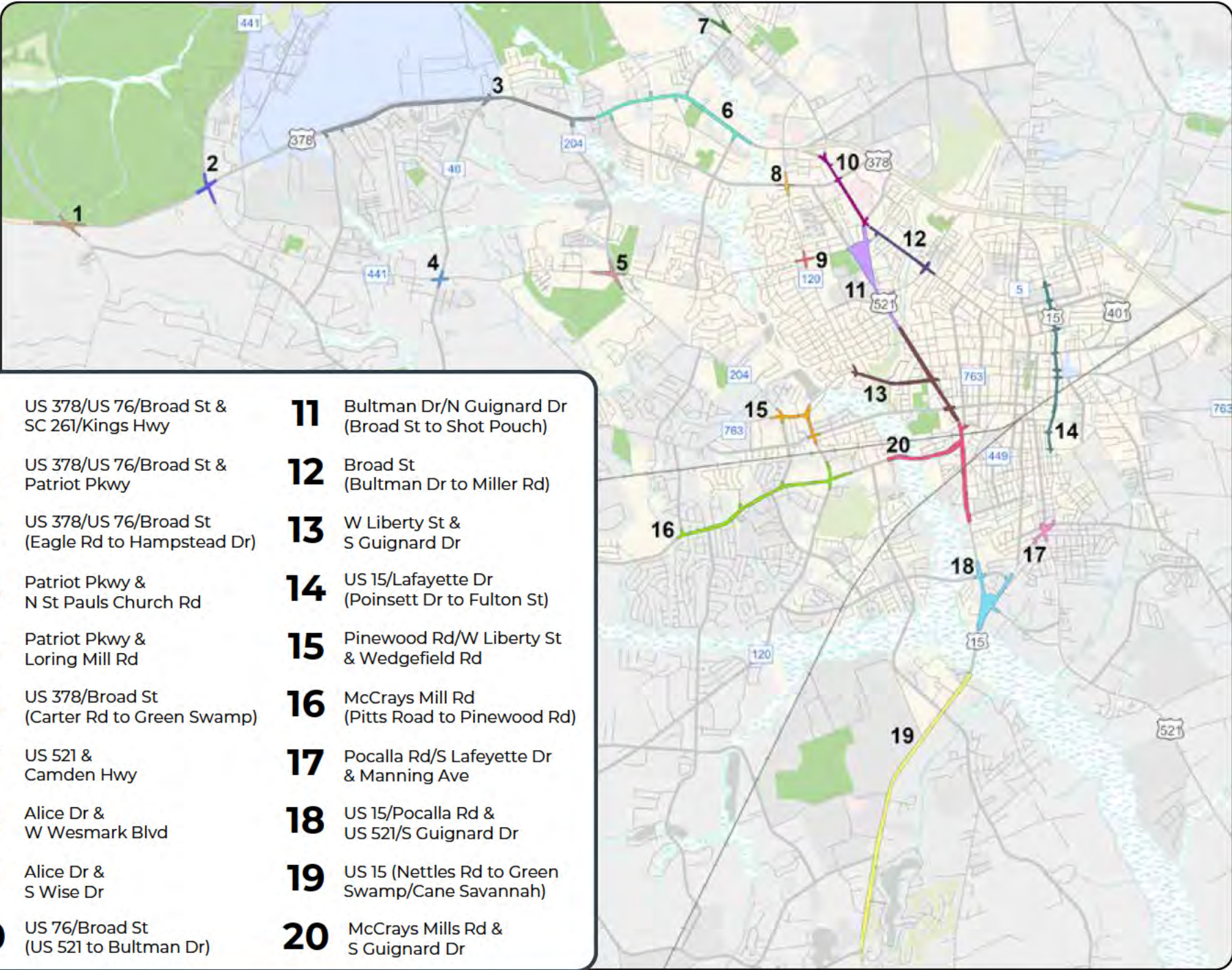
Active and Planned Projects



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

Existing Potential Crash Contributing Characteristics:



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

Existing Potential Crash Contributing Characteristics:



Proposed Safety Countermeasures:



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:



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)



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

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

Existing Potential Crash Contributing Characteristics:



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

Proposed Safety Countermeasures:



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



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



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

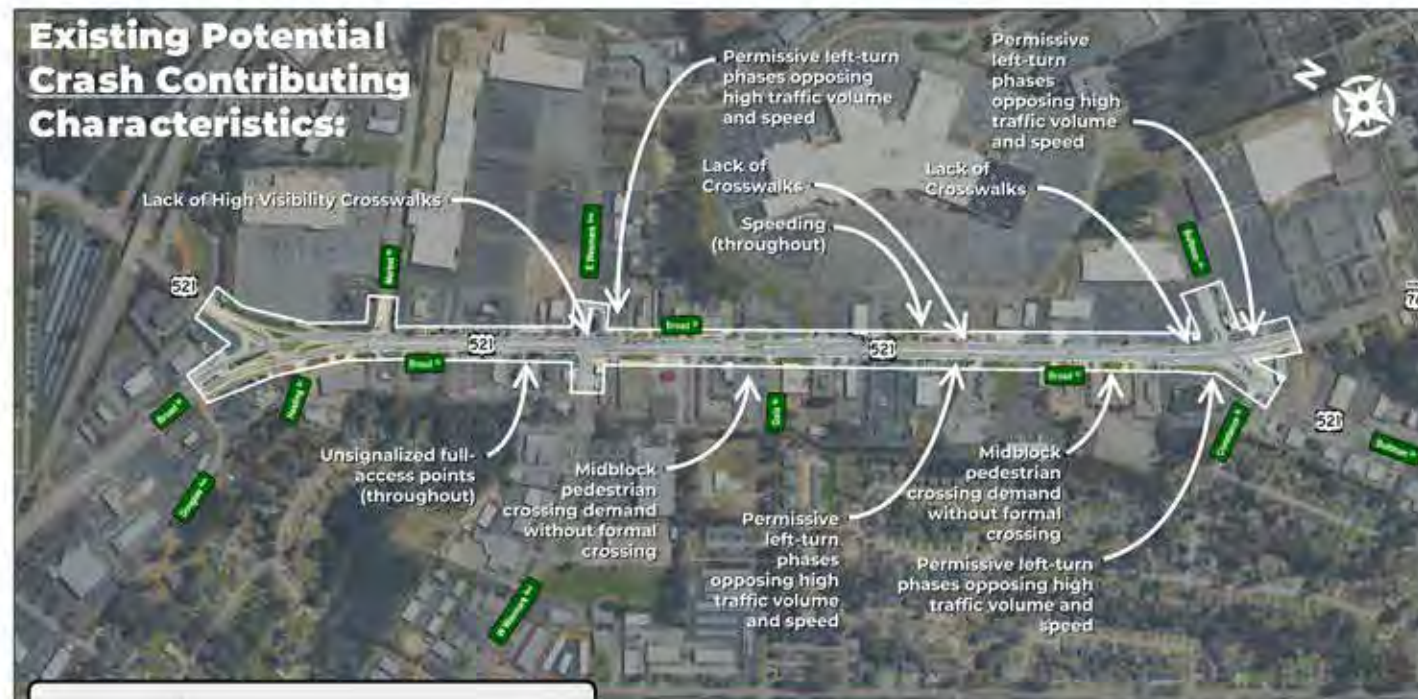
Location #10



US 76/Broad Street

US 521 to Bultman Drive

Existing Potential Crash Contributing Characteristics:



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

Proposed Safety Countermeasures:



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



XXXX

XXXXXXXXXXXX

Three **Fatal** Crashes 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**
-  **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

Existing Potential Crash Contributing Characteristics:



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

Existing Potential Crash Contributing Characteristics:



XXXX

XXXXXXXXXXXXXXXX

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:

Existing Potential Crash Contributing Characteristics:



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



Access Management
(Median Break Closures, Raised Medians, Acceleration Lane Removal)



Spot Lighting Improvements



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

Existing Potential Crash Contributing Characteristics:



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



XXXXX
XXXXXXXXXXXX

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

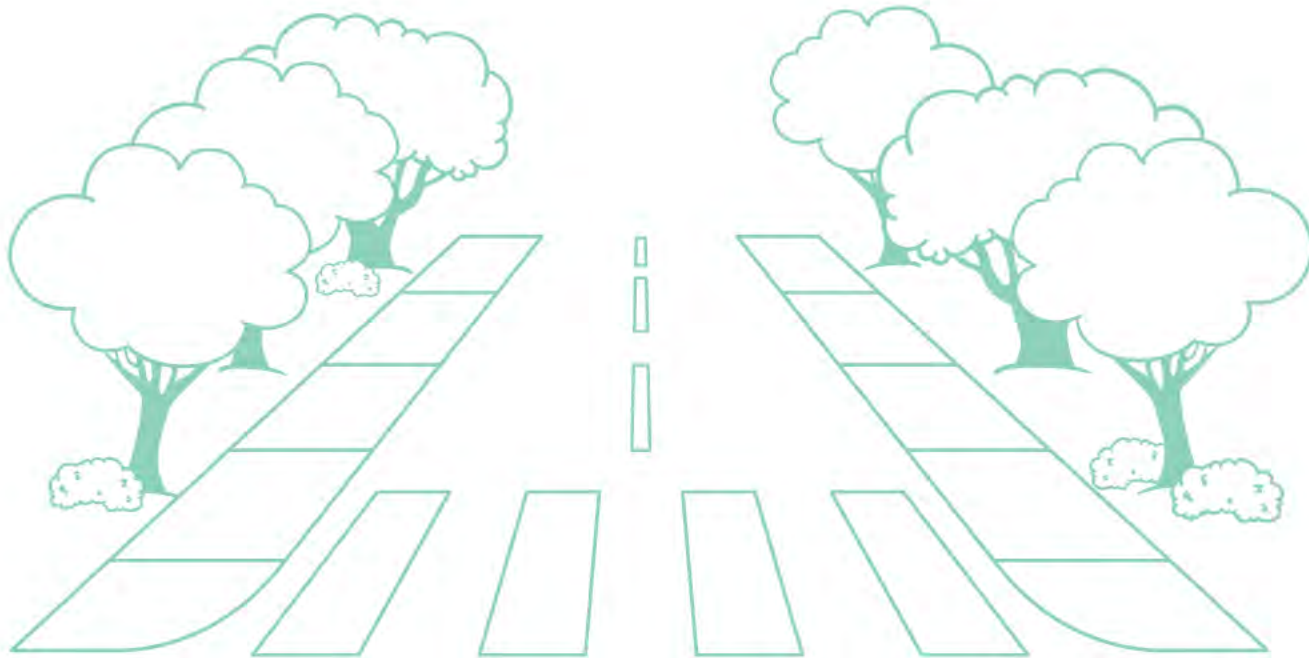
Draft Policy Recommendations

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 programing 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

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

What is our Timeline?

WE ARE HERE!



Outreach + Data
Analysis

Refinement + Draft
Recommendations

Documentation +
Reporting

Fall 2025

Winter/Spring 2026

Summer 2026

☒ **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**

- ☐ Prioritization of projects
- ☐ Implementation strategy
- ☐ Report Development
- ☐ Adoption

SAFE STREETS FOR SUMTER



Welcome To Our First Public Meeting!

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.

SUMTER SAFETY ACTION PLAN: **GOAL = ZERO**

We believe no one should die or be seriously injured on our streets

How can you **participate** today & beyond?



Visit the stations around the room to learn and **share your experiences:**

There are **six stations** today, each with project team members to answer any questions:

- | | |
|--|--|
| 1) Learn about the <u>Project</u> | 4) Learn about how we can <u>Improve Safety</u> |
| 2) Share your <u>Safety Concerns</u> | 5) Share your <u>Unsafe Locations</u> around Sumter |
| 3) Learn about existing <u>Crash Trends</u> in Sumter | 6) Share what you would <u>Change</u> if you were in charge |



Visit the project website to learn more and **complete the survey:**

You can access the project website and survey by **scanning the QR Code** or visiting the URL to the right.



<https://www.sumtersc.gov/SS4A>

What does our **schedule** look like?



WE ARE HERE!



Outreach + Data
Analysis



Refinement + Draft
Recommendations



Documentation +
Reporting

Fall 2025

Winter 2025 / 2026

Spring 2026



**LOOK OUT FOR OUR
SECOND PUBLIC MEETING
IN THE SPRING OF 2026!**

Vision Zero Communities

Hoboken, NJ

What?

Zero traffic related deaths in the past **8** years

How?

- Daylighting
- High visibility crosswalks
- Curb bulb outs

Fremont, CA

What?

Between 2015-2021, Fremont saw a **45% reduction** in major crashes

How?

- Quick build projects
- Streetlights
- Crosswalk upgrades
- Speed limit reduction
- Road diets

Alexandria, VA

What?

Zero traffic related deaths in 2023

How?

- No Turn on Red restrictions
- New sidewalks
- Leading pedestrian intervals
- "Click it or ticket" campaign

SAFE STREETS FOR SUMTER



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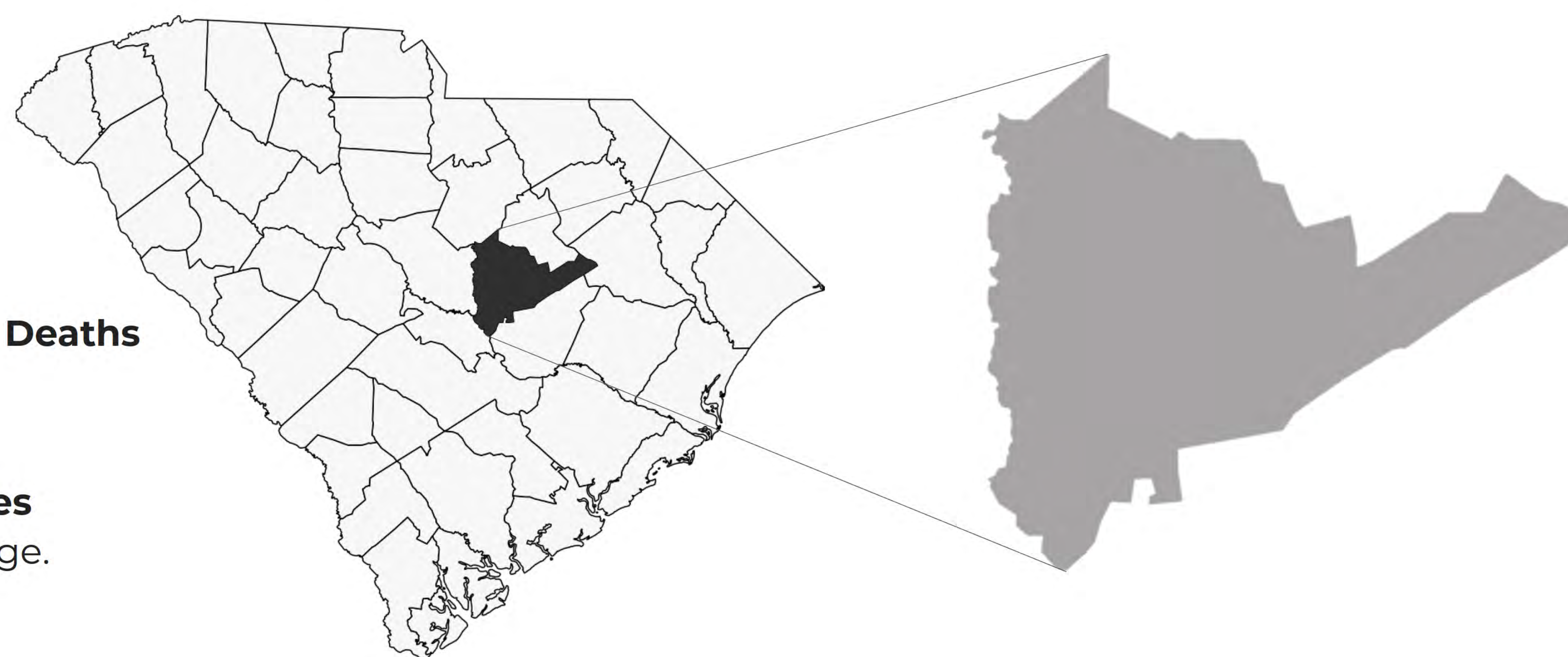


South Carolina Ranks:

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.

SUMTER SAFETY ACTION PLAN GOAL = **ZERO**
FATAL AND SERIOUS INJURY CRASHES

You Can Help Make Sumter Streets Safer

Your experiences matter and will help us toward this goal.

TEAM
Sumter

HOW TO IMPROVE OUR COMMUNITIES

START HERE

1 IDENTIFY STAKEHOLDERS

2 USE SAFETY DATA

3 CHOOSE PROVEN STRATEGIES

4 IMPLEMENT STRATEGIES

SAFER ROADS AHEAD

**SAFETY ACTION PLANS
HELP PEOPLE
GET HOME SAFELY**

Risks Ahead

Feedback Loop

Spring 2026

TELL US...

What **behavioral** roadway safety issues are of greatest concern in Sumter?



Place stickers on the behavioral issues you think are **most concerning** in the Sumter area.
(PICK TOP 3)



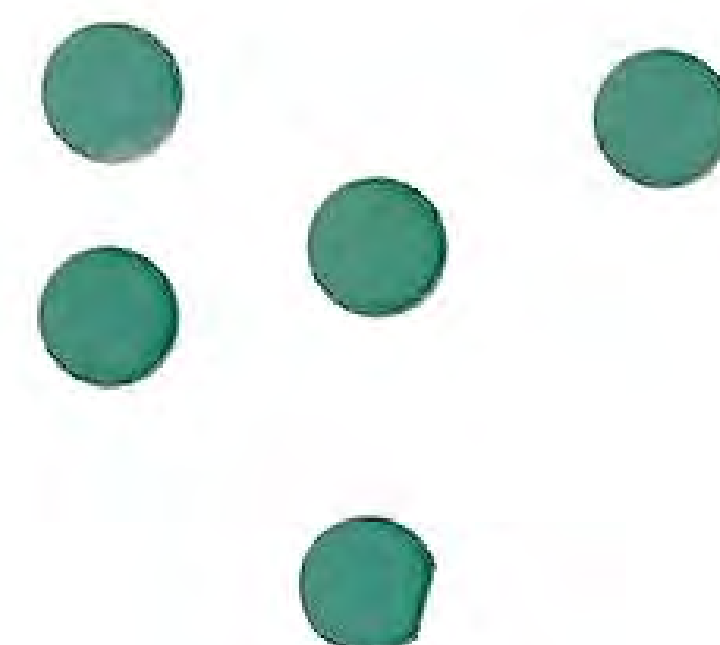
Impaired Driving

What it is: Driving under the influence of any kind leading to slower reaction times and erratic driving behavior.



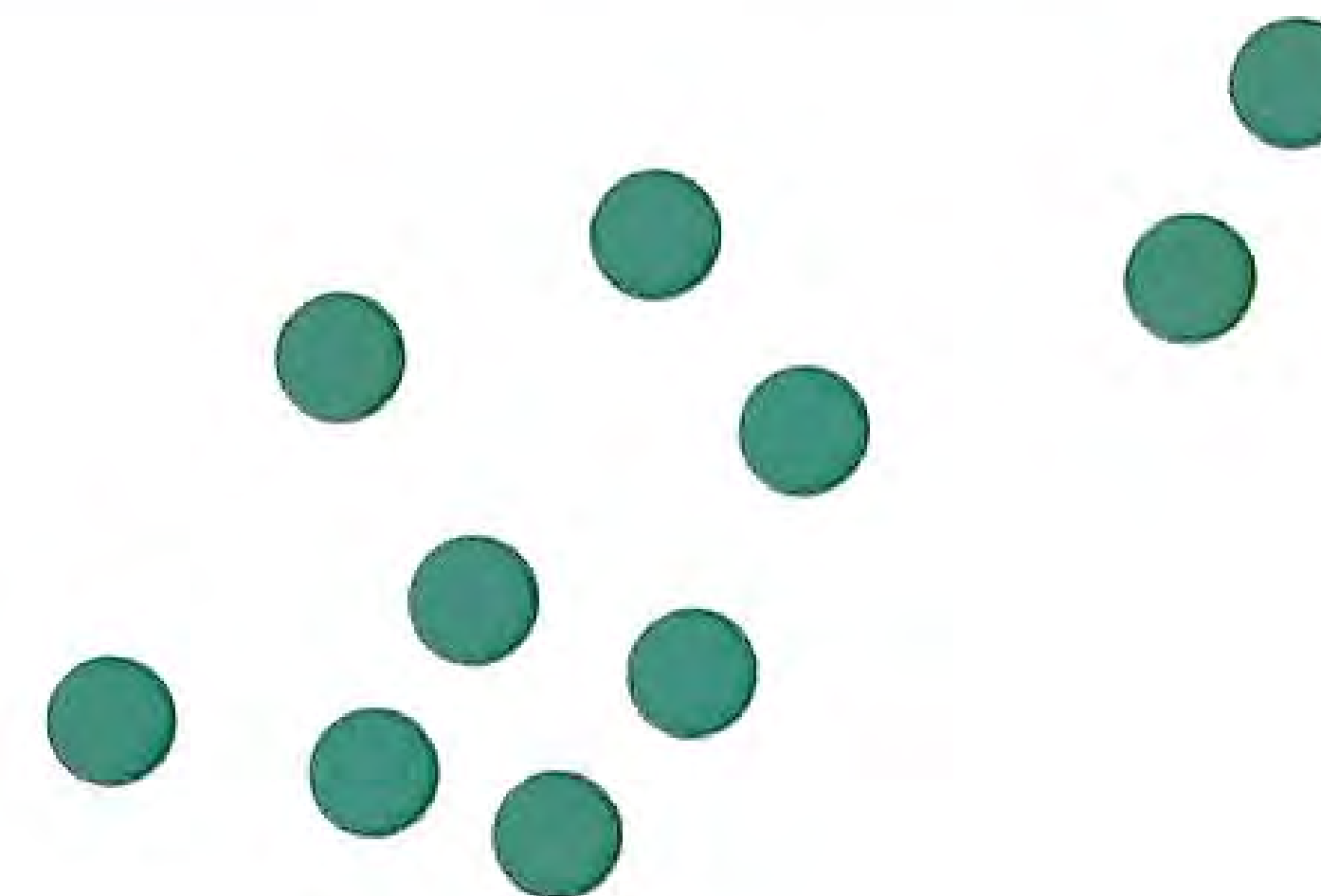
Red Light Running

What it is: Vehicles proceeding through an intersection after the signal indication has turned red.



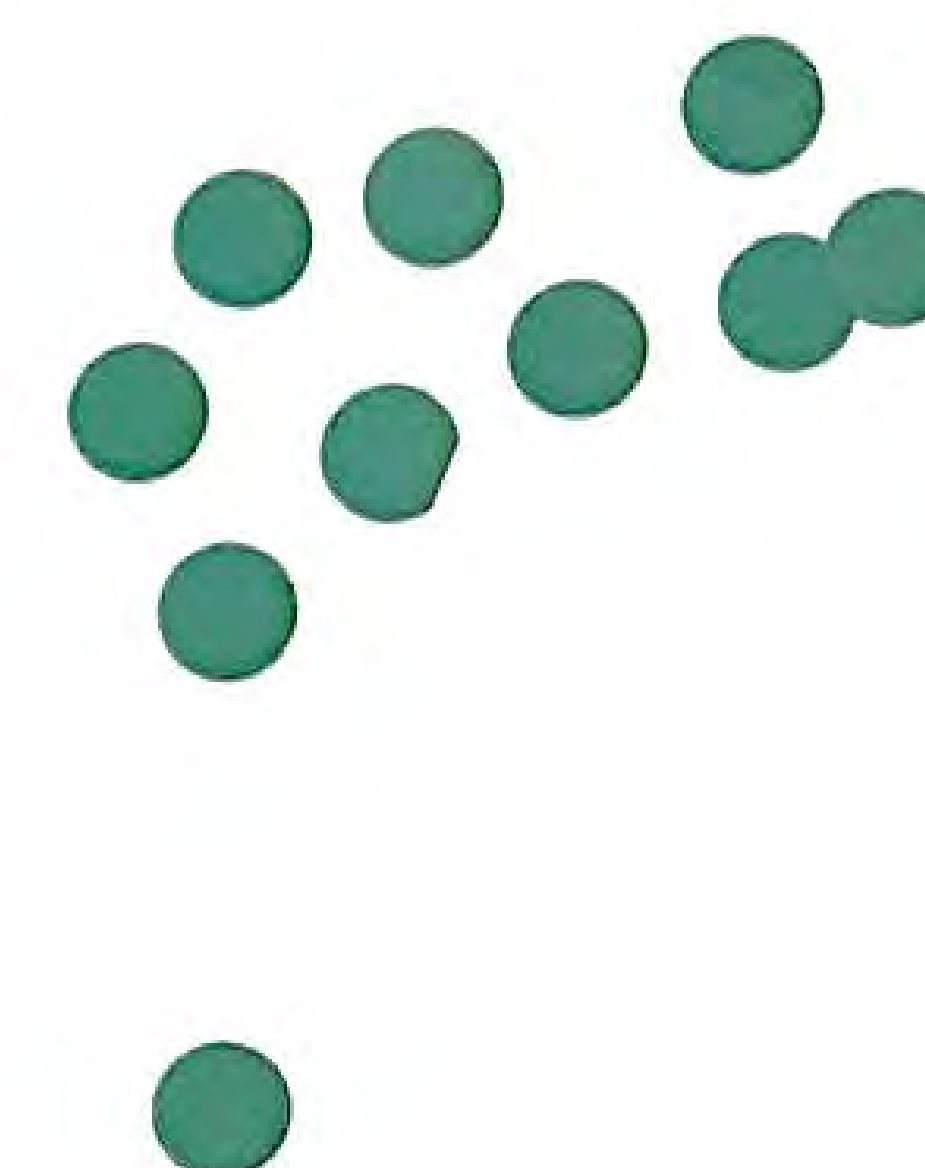
Speeding

What it is: Traveling faster than the posted speed limit



Distracted & Aggressive Driving

What it is: Driving while distracted with a mobile device or other in-car distraction, and/or not being a defensive driver.



Lack of Adequate Driver Training

What it is: A lack of understanding of the rules of the road, or how to navigate particular intersections or situations.



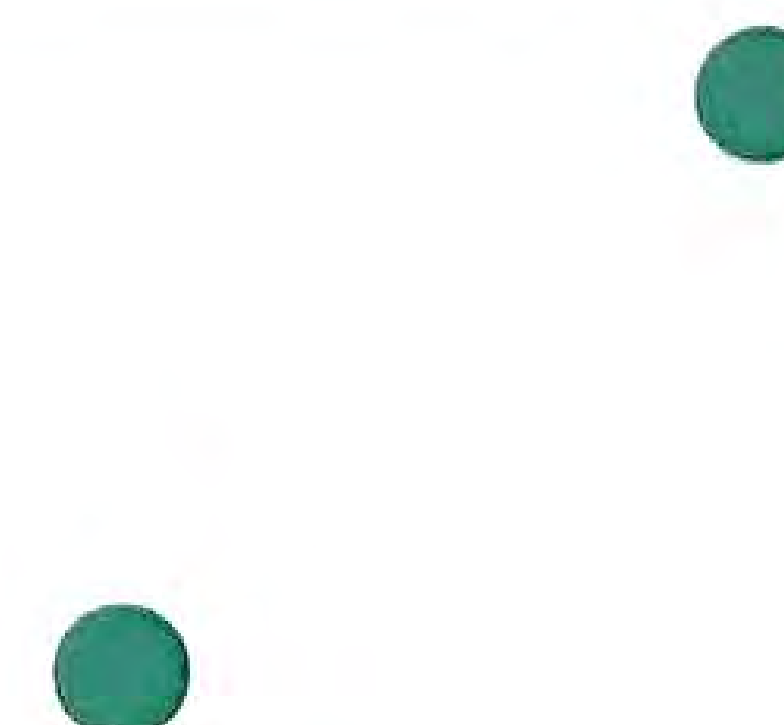
Driving/Riding without a Seatbelt

What it is: Driving or riding unbelted or unrestrained.



Walking/Biking on the Wrong Side of the Road

What it is: When a pedestrian is walking in the wrong direction or a cyclist is riding the wrong way in a bike lane.



Pedestrians Not Crossing at a Crosswalk

What it is: Pedestrians crossing midblock or erratically where there isn't a marked crossing area or signage.



TELL US...

What **physical infrastructure** safety improvements are of greatest need in Sumter?

Place stickers on the safety improvements you think are **most needed** in the Sumter area.
(PICK TOP 3)



Safer Crossings for People Walking

Why it matters: Makes people more visible to drivers and gives everyone more time and space to cross safely.



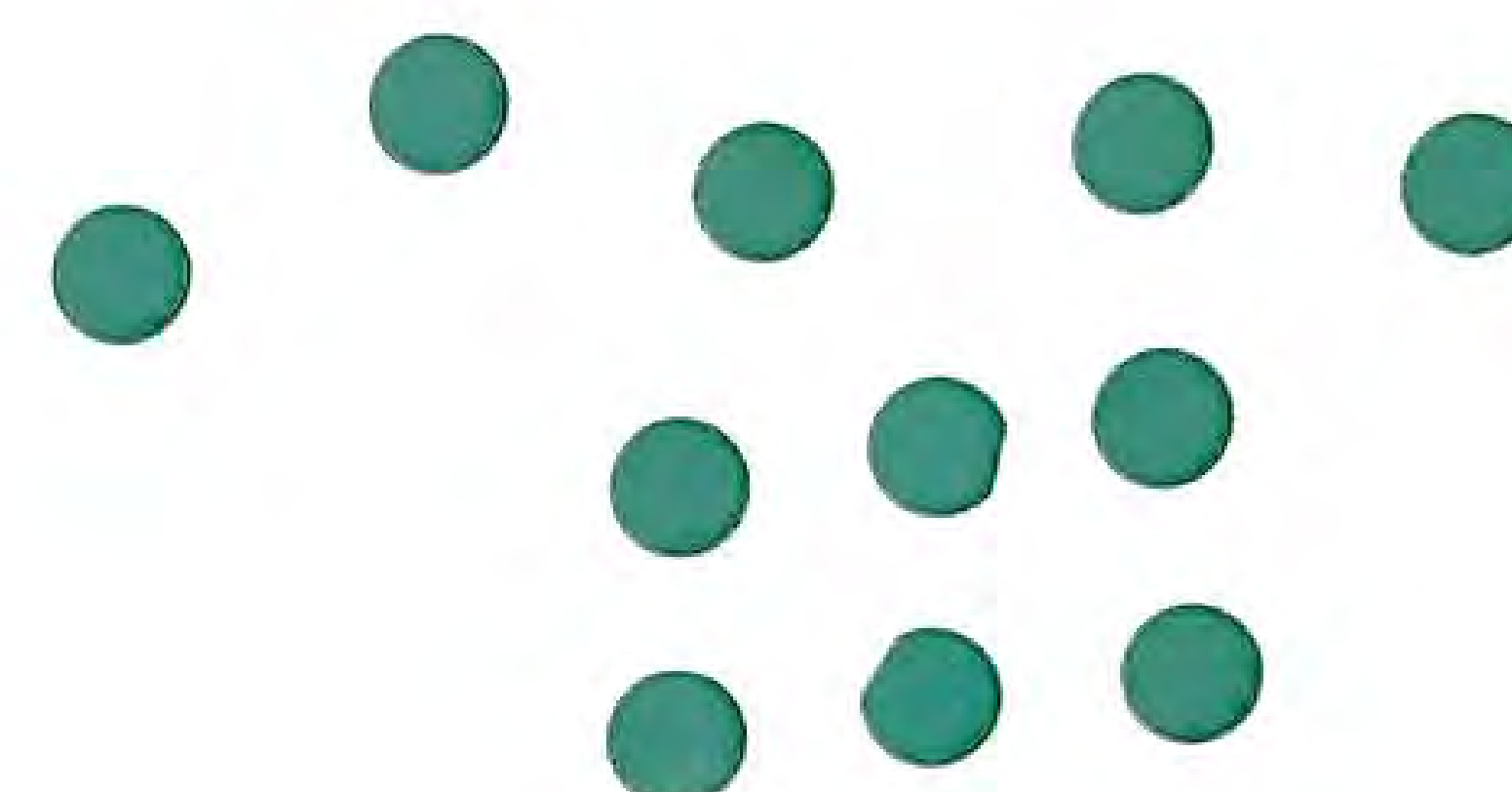
Better Conditions for Biking

Why it matters: Helps people on bikes feel safer and more comfortable, reducing conflicts with cars.



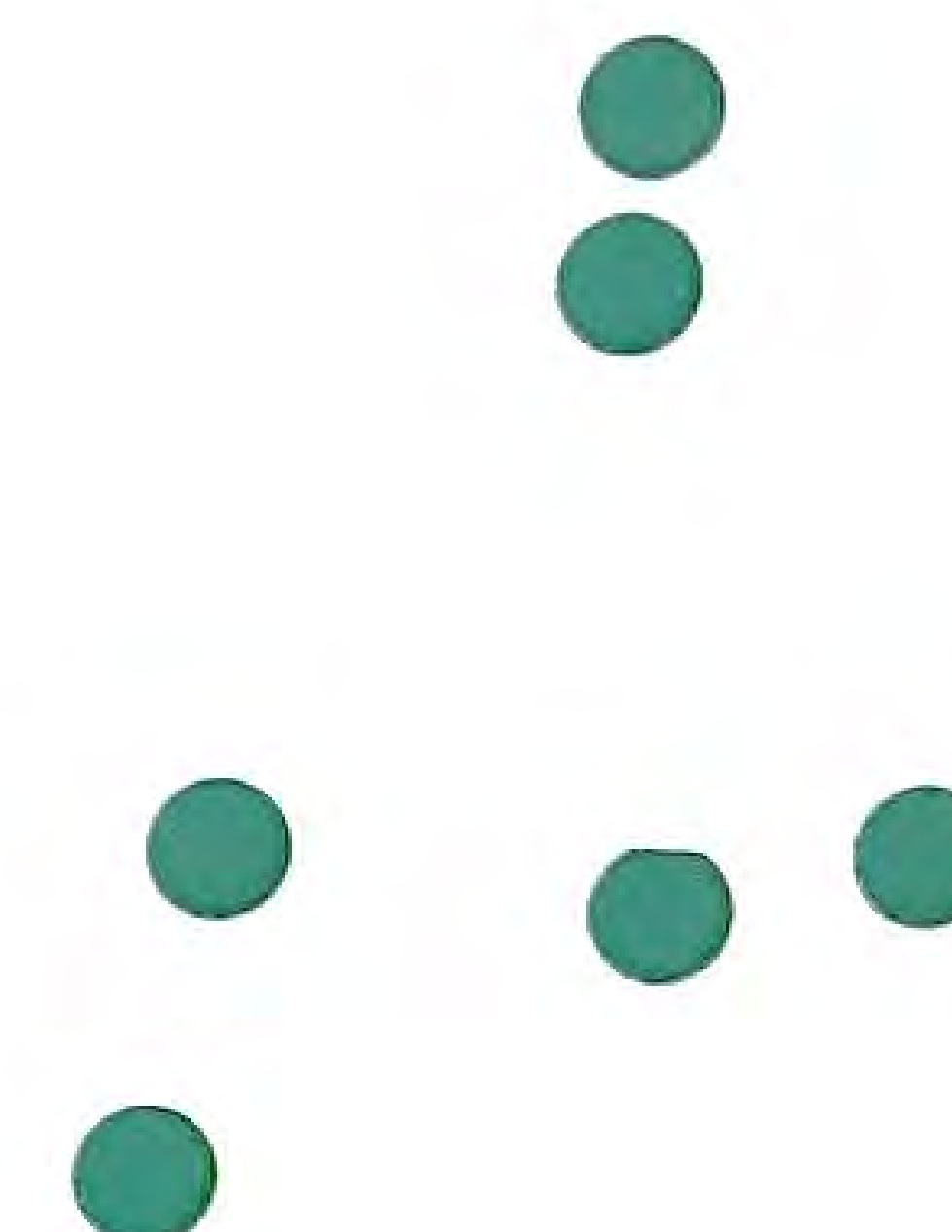
Slowing Down Traffic

Why it matters: Lower speeds reduce crashes and make streets safer for everyone walking, biking, or driving.



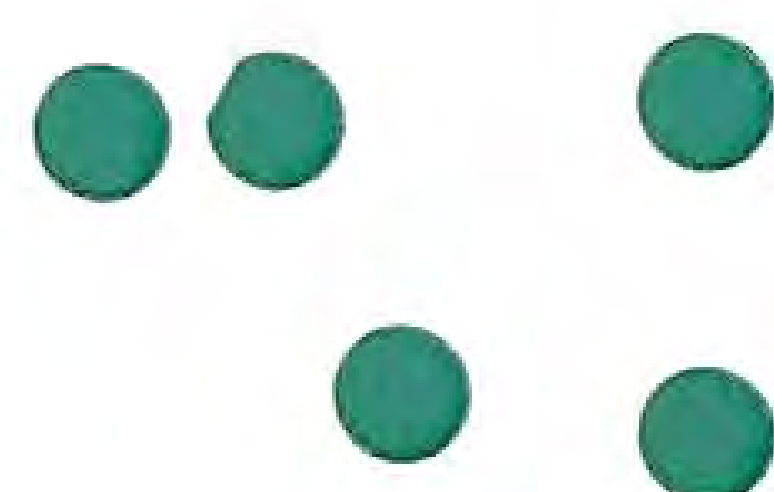
Safer Intersections

Why it matters: Intersections are where most crashes happen - safer designs cut down on risky movements.



Smarter Signals & Timing

Why it matters: Better signal timing gives people clearer guidance and reduces dangerous conflicts.



Clearer Signs & Markings

Why it matters: Helps drivers see and respond earlier, preventing mistakes and crashes.



Roadway Design & Access

Why it matters: A cleaner roadway layout reduces sudden movements and gives drivers more time to react.



Lighting & Visibility

Why it matters: Good lighting and visibility help drivers, bicyclists, and pedestrians see each other at night.



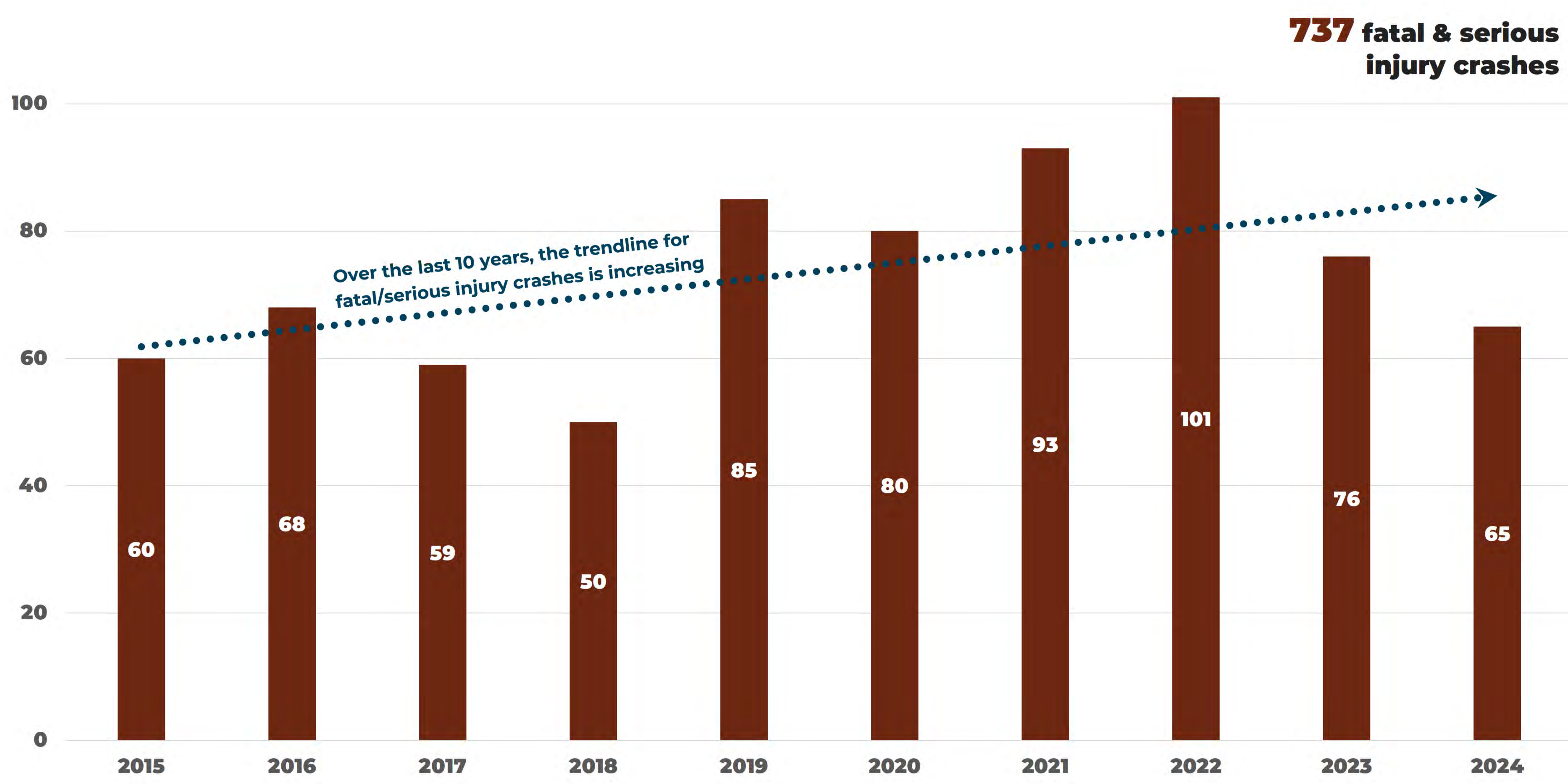
HISTORICAL CRASH TRENDS

What are common trends related to crashes in Sumter County?



29,083 crashes in Sumter County in the last 10 years (2015-2024)

737 Fatal and Serious Injury (FSI) Crashes in that same period, about: **1 every 5 days.**



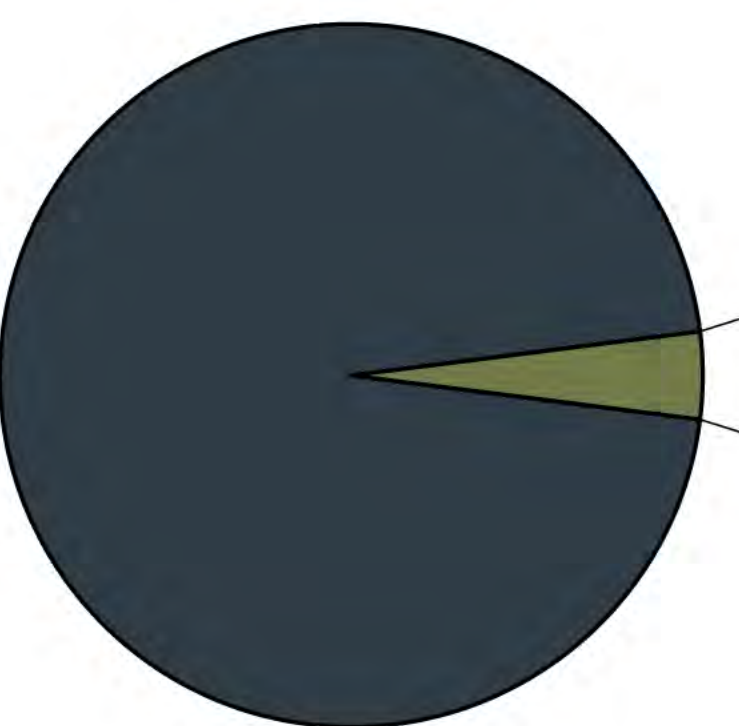
FATAL & SERIOUS INJURY (FSI)

Crash Trends in Sumter County



UNBELTED CRASHES

only make up **4%** of Total Crashes...

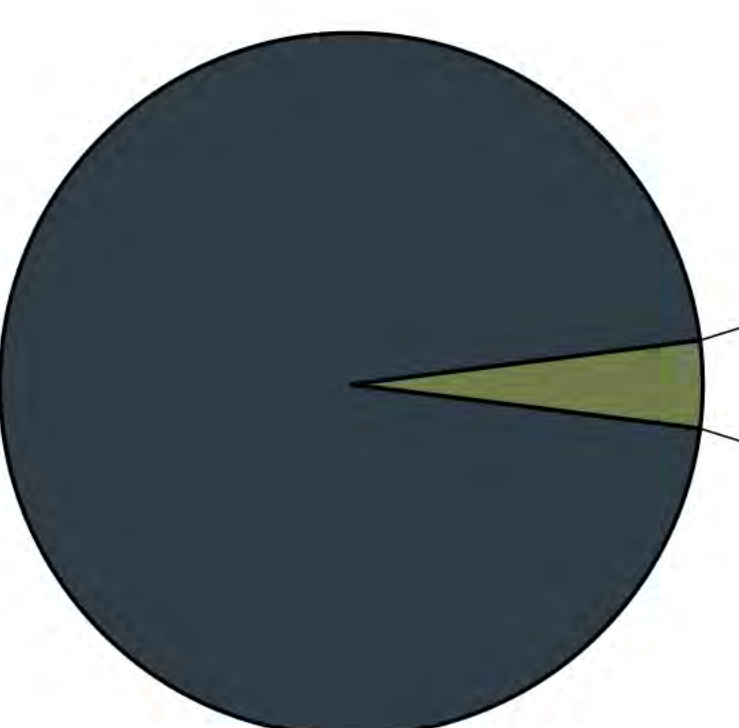


but make up **31%** of Fatal & Severe Crashes



IMPAIRED CRASHES

only make up **4%** of Total Crashes...

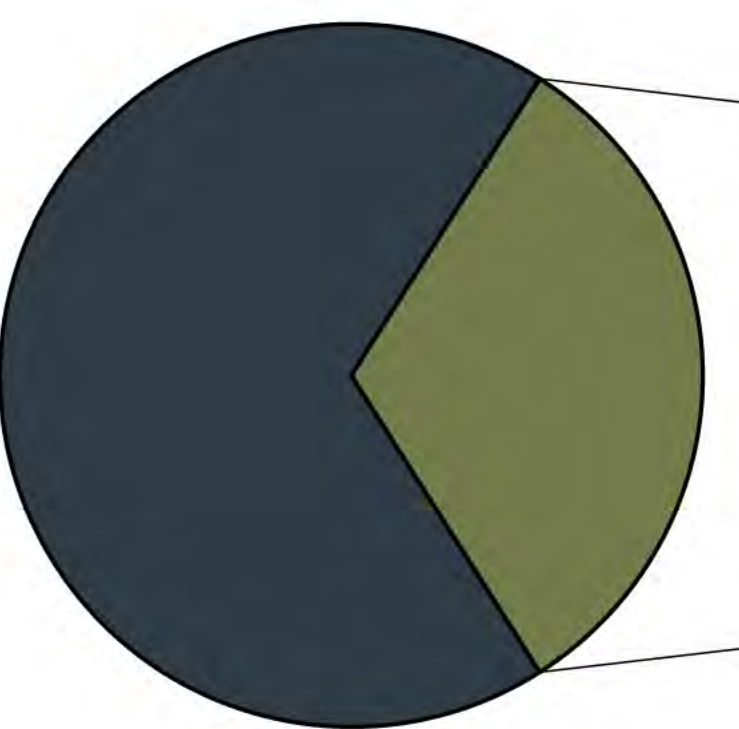


but make up **24%** of Fatal & Severe Crashes



NIGHTTIME CRASHES

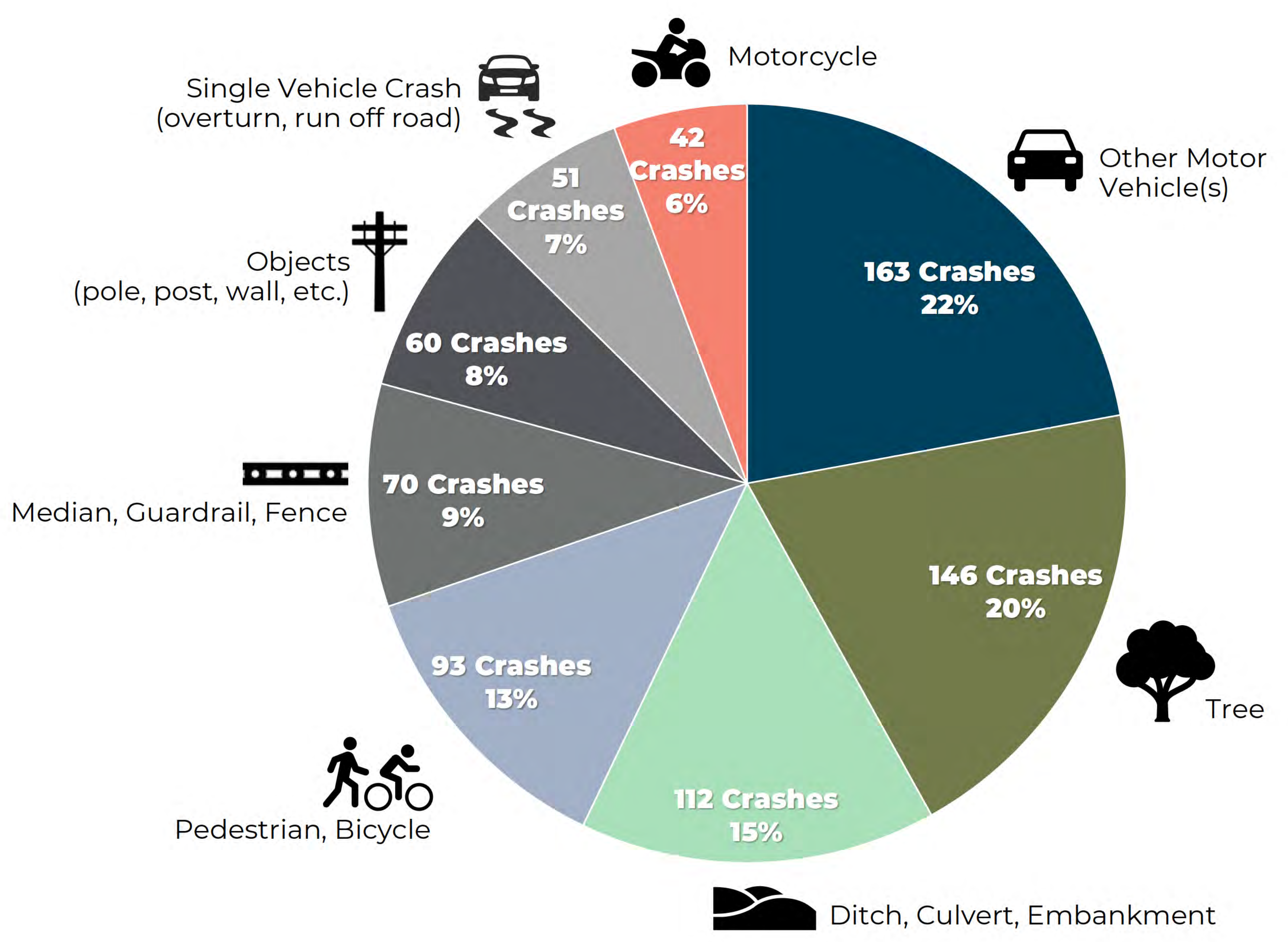
only make up **32%** of Total Crashes...



but make up **51%** of Fatal & Severe Crashes

FATAL & SERIOUS INJURY (FSI)

Crash First Harmful Events



WHERE HAVE FATAL & SEVERE CRASHES OCCURRED?

Fatal & Serious Injury Crashes 



COUNTY-WIDE CRASHES

LEGEND

-  Fatal Crash Location
-  Serious Injury Crash Location

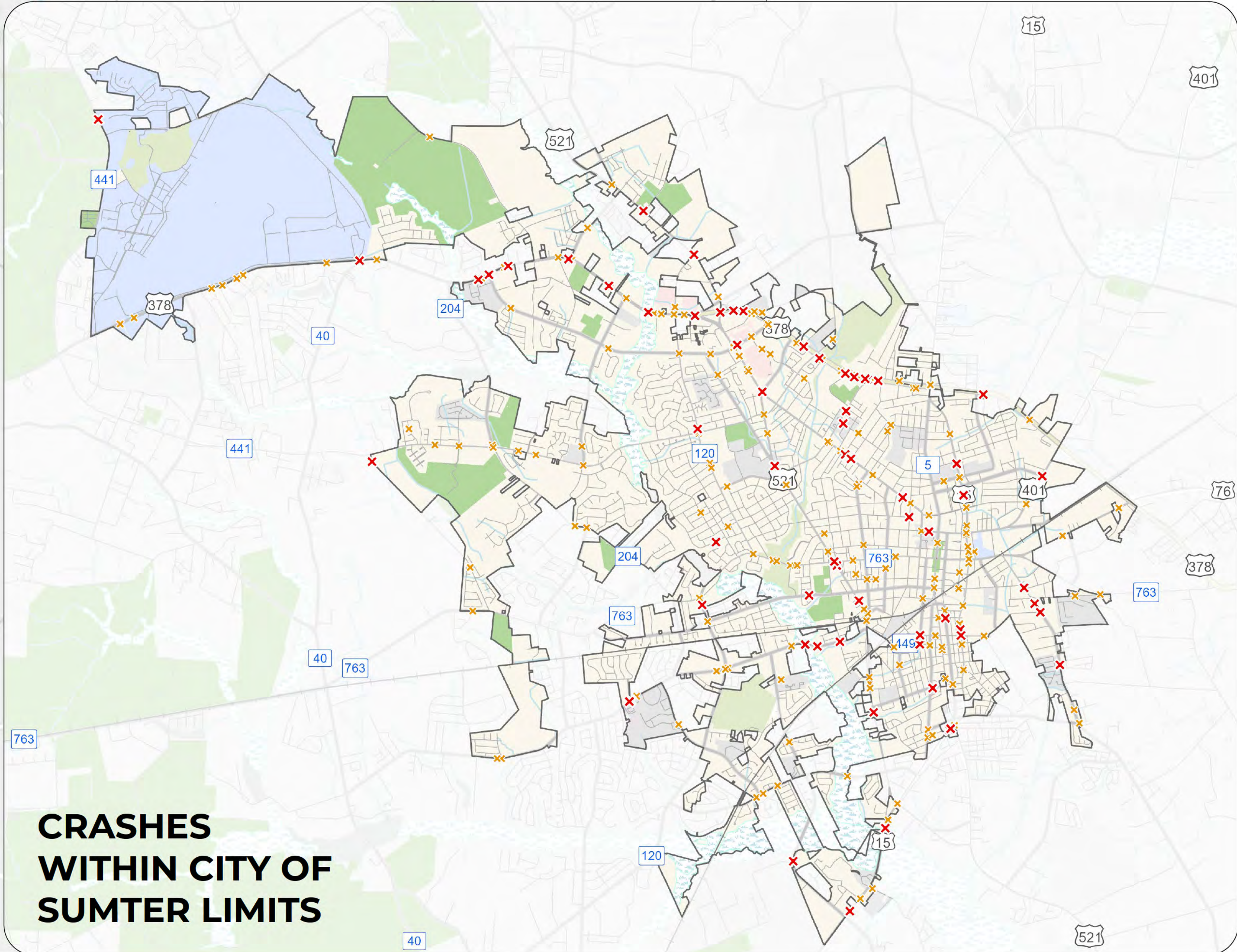


80% of all Fatal and Serious Injury Crashes

20% occurred on just of the road miles

The City of Sumter accounts for **60%** of the County's total Crashes, but only **36%** of the County's Fatal and Serious Injury Crashes

CRASHES WITHIN CITY OF SUMTER LIMITS



WHERE HAVE FATAL & SEVERE CRASHES OCCURRED?

Fatal & Serious Injury **Nighttime** Crashes



COUNTY-WIDE CRASHES

LEGEND

- ✖ Fatal Crash Location
- ✚ Serious Injury Crash Location

Nighttime crashes account for about **32%** of all crashes, but make up over **50%** of Fatal and Serious Injury Crashes.

The City of Sumter accounts for **34%** of the County's Fatal and Serious Injury Nighttime Crashes

See City of Sumter Specific Map to Lower Right

CRASHES WITHIN CITY OF SUMTER LIMITS

WHERE HAVE FATAL & SEVERE CRASHES OCCURRED?



Fatal & Serious Injury **Bicycle & Pedestrian** Crashes

COUNTY-WIDE CRASHES

LEGEND

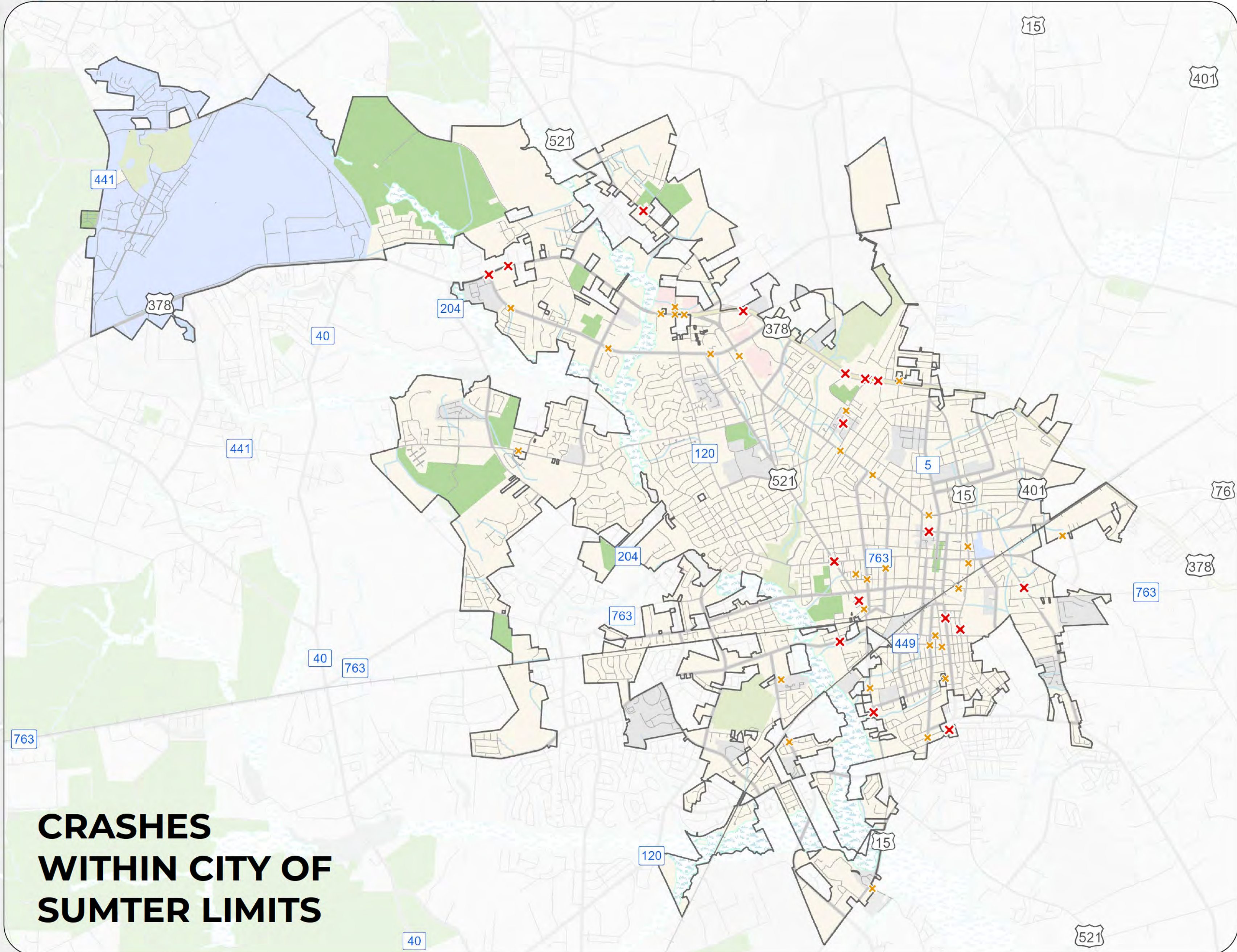
- Fatal Crash Location
- Serious Injury Crash Location

Pedestrian and bicycle crashes account for only **1%** of all crashes, but make up **13%** of Fatal and Serious Injury Crashes.

The City of Sumter accounts for **56%** of the County's Fatal and Serious Injury Pedestrian and Bicycle Crashes

See City of Sumter Specific Map to Lower Right

CRASHES WITHIN CITY OF SUMTER LIMITS



PROVEN SAFETY COUNTERMEASURES

How could we make Sumter's streets **safer**?

Scan this QR code to learn more about proven safety countermeasures.



Speed Management



Appropriate Speed Limit for All Road Users

Reevaluating posted speed limit based on context, speeding trends, and safety statistics.



Speed Safety Cameras

Using speed safety cameras to supplement traditional methods of enforcement, engineering, and education to alter social norms of speeding.



Variable Speed Limits

Varying speed limits through dynamic signs depending on live roadway and traffic conditions.

Roadway Departure



Enhanced Delineation for Horizontal Curves

Adding signage, pavement markings, and warnings at curves to reduce lane departures.



Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Milled or raised elements on the pavement to alert drivers of lane departures.



Median Barriers

Longitudinal barriers that separate opposing traffic on a divided highway.



Roadside Design Improvements at Curves

Removing obstacles, improving roadway design and shoulder widths, and/or adding barriers along the roadside at curves.



SafetyEdgeSM

Shaping the edge of the pavement to reduce abrupt, vertical drop.



Wider Edge Lines

Providing wider pavement markings along edge lines to increase visibility.

Crosscutting (Across Numerous Categories)



Lighting

Adding intersection and corridor lighting to improve visibility of and for all users.



Local Road Safety Plans

Developing a localized, data-centric safety plan to address safety issues (like this Sumter Safety Action Plan).



Pavement Friction Management

Enhancing pavement with High Friction Surface Treatments to improve the ability to stop and/or stay on the road, especially in wet conditions.



Road Safety Audit

An assessment performed by a multidisciplinary team to identify and address safety issues and risks in a particular area.

Intersections



Backplates with Retroreflective Borders

Increasing visibility of traffic signals in both daytime and nighttime



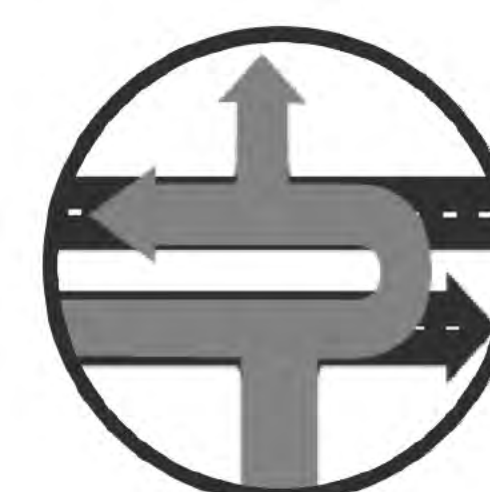
Corridor Access Management

Managing the number, type, and control of access points to reduce conflicts and confusion.



Dedicated Left- and Right-Turn Lanes at Intersections

Adding turn lanes to remove turning vehicles from through-lanes of travel.



Reduced Left-Turn Conflict Intersections

Altering how left-turns occur at intersections via provided U-turning opportunities



Roundabouts

Providing a circular configuration at intersections to reduce conflict points and vehicular speed.



Systemic, Low-Cost Applications at Stop-Controlled Intersections

Enhanced signage and pavement markings to increase driver awareness and recognition.



Yellow Change Intervals

Reevaluating yellow change intervals to reduce red-light running.

Pedestrian/Bicyclist



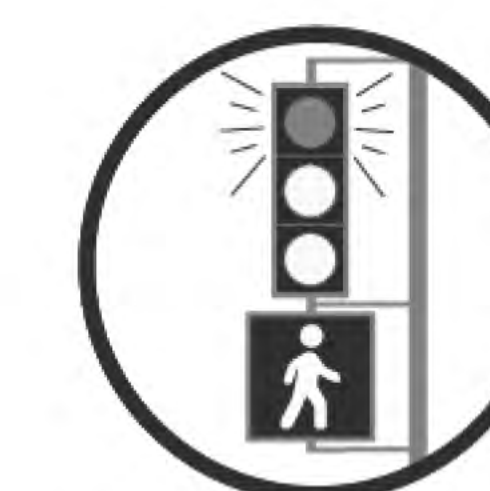
Bicycle Lanes

Installing bicycle lanes (buffered and separated where possible).



Crosswalk Visibility Enhancements

Upgrading crosswalk ramps, pavement marking, lighting, and signage.



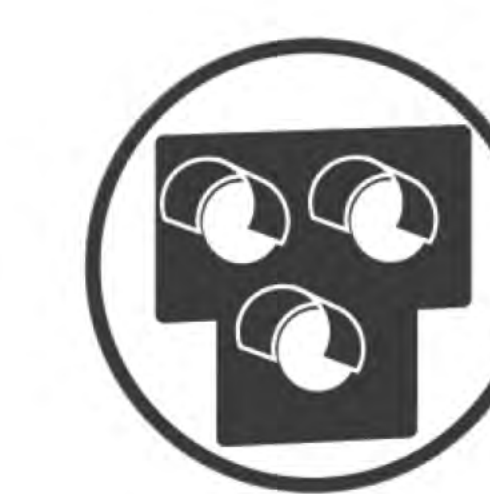
Leading Pedestrian Interval

Giving pedestrians opportunity to enter an intersection before vehicles between signal phases.



Medians and Pedestrian Refuge Islands

Adding an area between opposing lanes to protect pedestrians while crossing a road.



Pedestrian Hybrid Beacons

A traffic control device to help pedestrians cross higher-speed roadways at midblock crossings.



Rectangular Rapid Flashing Beacons (RRFB)

An enhanced, push button-activated crosswalk sign with flashing lights to alert drivers to pedestrian crossings.



Road Diets (Roadway Reconfiguration)

Reconfiguring roadways to provide turn lanes and other multimodal facilities.



Walkways

Adding sidewalks and/or multiuse paths to provide a place for pedestrians to walk.

SHOW US...

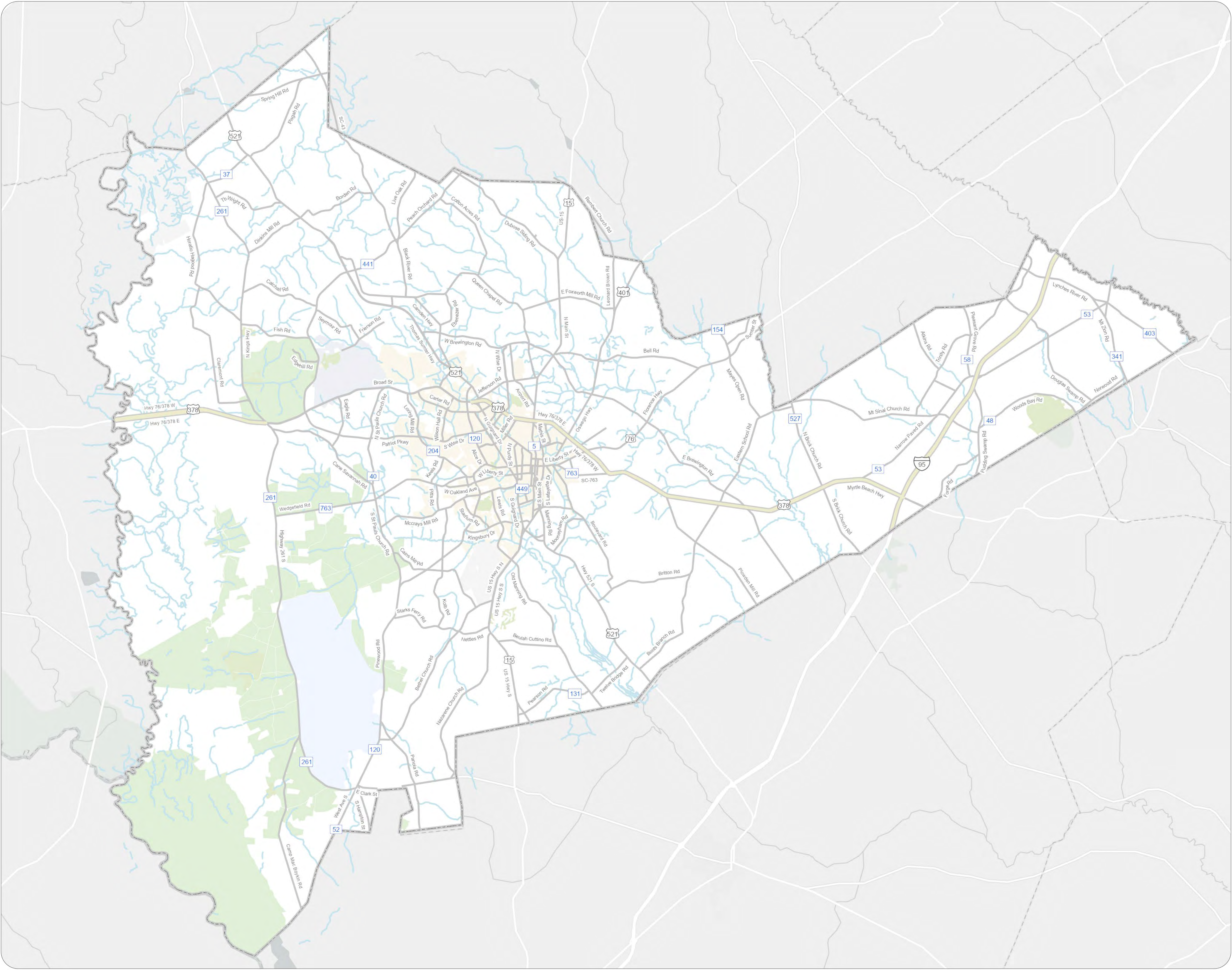
Where do you feel **unsafe** on streets in Sumter County?



Visit the computer to map your unsafe locations.



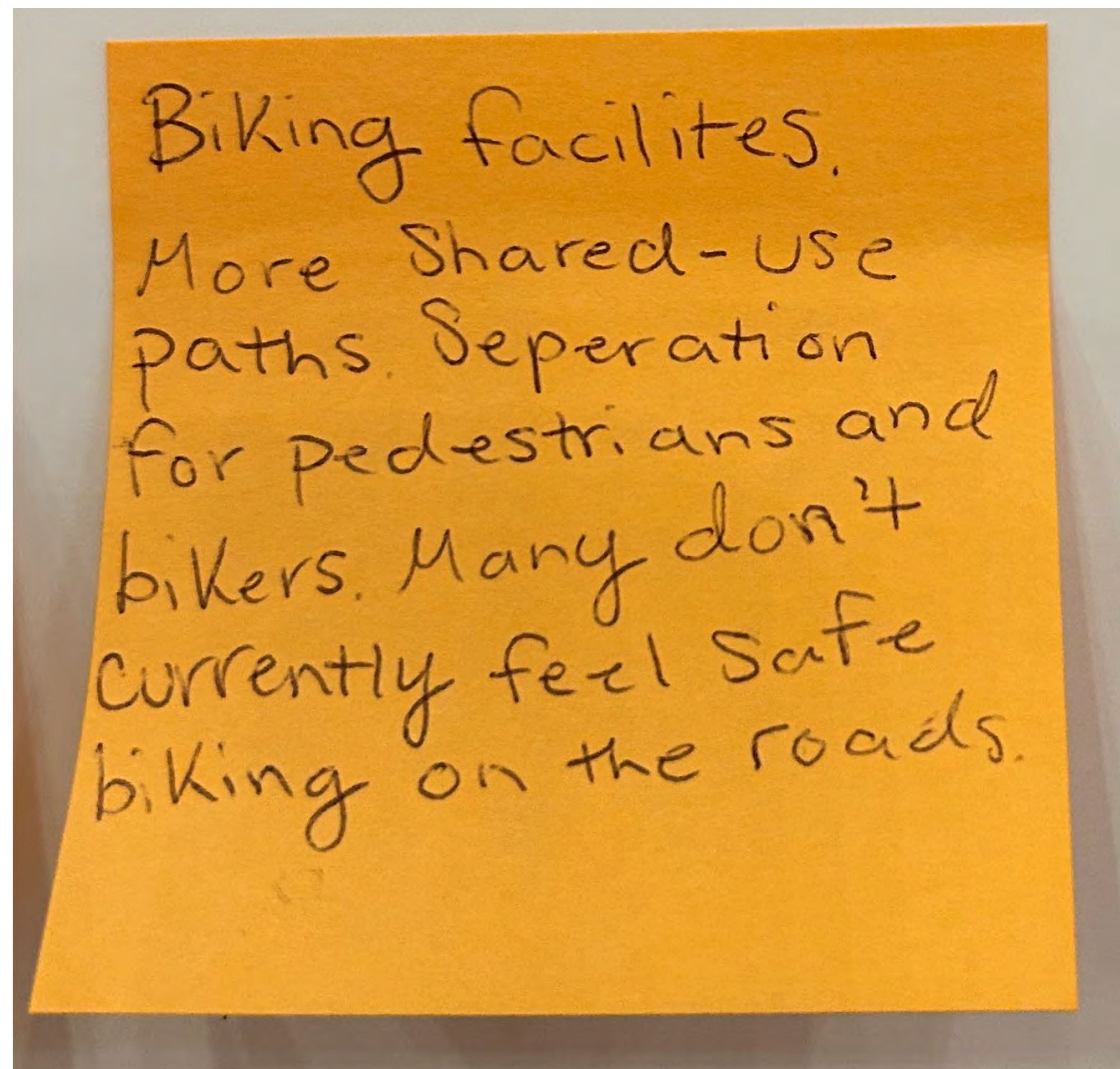
You can also share your feedback in our online survey:



TELL US...

If you were **in charge for a day**, what is one thing you would **change**?

Place a post-it note with your answer below:



Biking facilities.
More Shared-use
paths. Seperation
for pedestrians and
bikers. Many don't
currently feel safe
biking on the roads.



SAFE STREETS FOR SUMTER COMMENT SHEET -12/11/2025

NAME:

MAILING ADDRESS:

EMAIL ADDRESS:

COMMENT:

This was very interesting and informative
Check streets (Carolina Ave., Broad St.)
Speeding and better lighting.



SAFE STREETS FOR SUMTER COMMENT SHEET -12/11/2025

NAME:

MAILING ADDRESS:

EMAIL ADDRESS:

COMMENT:

Slow down traffic on Haysworth
Especially between Purdy & Wins.
Speed bumps.

NAME:

MAILING ADDRESS:

EMAIL ADDRESS:

COMMENT:

• most roads within the city are poorly lit with little to no visibility of lane lines.

* • Penalties/fines are not harsh enough for drivers who are driving w/out a license/registration/insurance. Why does this continue!? Those of us who follow the law are the ones punished!

• We need designated turn lanes (right and left) on all major roads to prevent the flow of traffic from coming to a complete stop.

• Installation of barriers (cones w/concrete base as a low-cost option) placed in certain areas to prevent people from "creating their own turn lane" - especially in places that people stop traffic to attempt to cross 3-4 lanes to turn into a parking lot. (Ex. Pinewood/McCrays Mill intersection.)

• The historic district needs SIGNIFICANT SUPPORT with controlling speeders! Speed humps, roundabouts, police presence, street lights... PLEASE!

😊 Thank you!



SAFE STREETS FOR SUMTER COMMENT SHEET -12/11/2025

NAME:

[REDACTED]

MAILING ADDRESS:

[REDACTED]

EMAIL ADDRESS:

COMMENT:

Thank you for allowing us to express
our concerns and speak with
educated and concerned persons who
are trying to improve safety in Sumter

SAFE STREETS FOR SUMTER



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ON AVERAGE:

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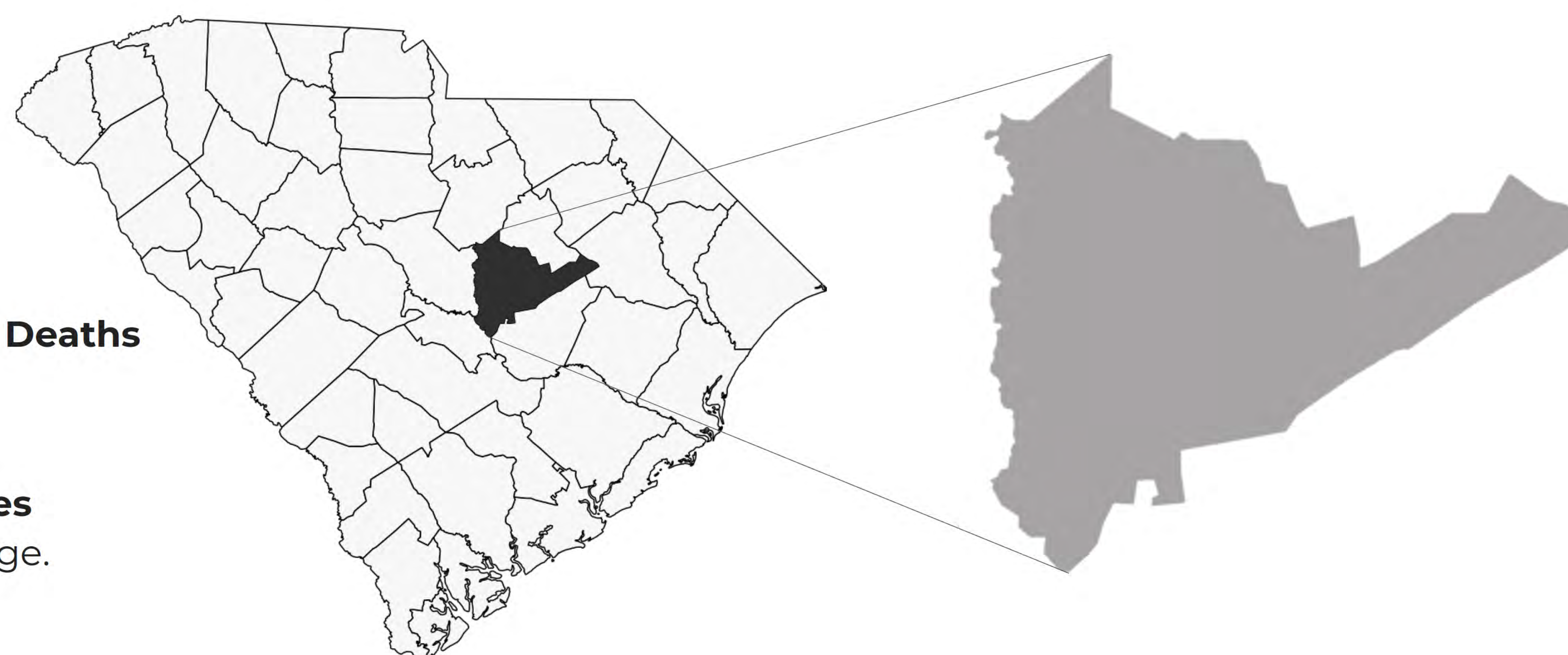


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7th worst of the counties in the state in
Fatality Rate which is **53%** above the state
county average, despite having only the **16th**
highest county population in the state.

SUMTER SAFETY ACTION PLAN GOAL = **ZERO**
FATAL AND SERIOUS INJURY CRASHES

You Can Help Make Sumter Streets Safer

Your experiences matter and will help us toward this goal.

SAFE STREETS FOR SUMTER

Why are we here?



WHAT IS THIS PLAN?

This **Safety Action Plan (SAP)** is the region's comprehensive vision for safe travel.

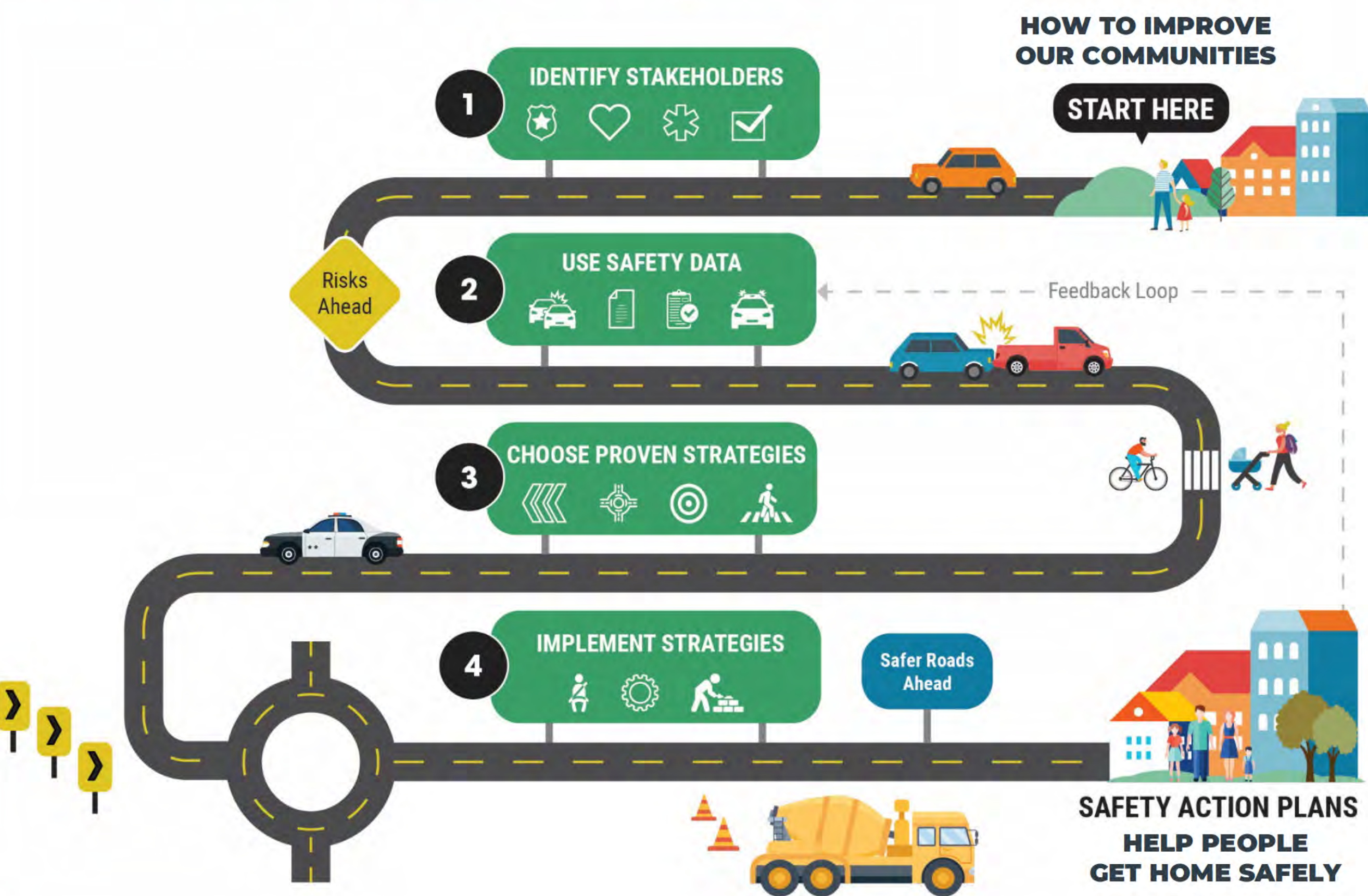
The goals of the plan include:

- Understand **community safety issues**.
- Improve safety by **reducing and eliminating fatal and serious injury crashes**.
- Apply the **“Safe System Approach”** to developing systemic and location-specific priorities and recommendations to improve roadway safety for all users.

Elements of this plan include:

- Formalizing official public commitment to **“Vision Zero”**
- Establishing a **committee or task force** to oversee the Safety Action Plan.
- Reviewing **crash data trends and risk factors**.
- Reviewing **policies, plans, and guidelines**.
- **Engaging with the Sumter Community** in a robust way.
- Identifying a comprehensive set of **projects and strategies**.
- Monitoring and **evaluating progress over time**.

What this process looks like:



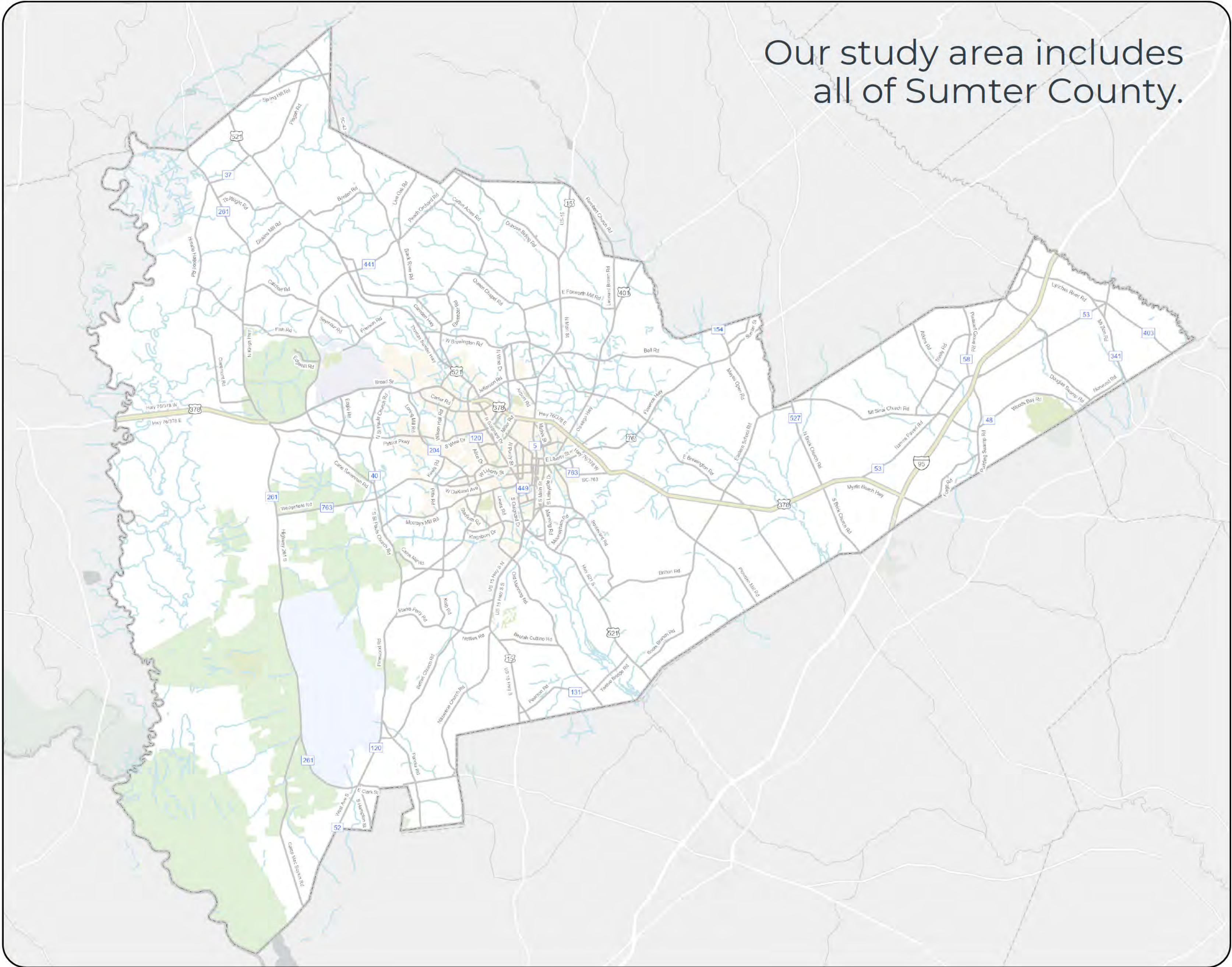
WHAT IS THE “SAFE SYSTEM APPROACH”



The Safe System Approach vs. Traditional Road Safety Practices:

Traditional	Safe System
Prevent crashes	Prevent deaths and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

WHAT IS OUR STUDY AREA?



WHAT IS “VISION ZERO”?

Vision Zero is a strategy to **eliminate traffic fatalities and serious injuries**, acknowledging that these are preventable.

The Federal Highway Administration's (FHWA) Safe Streets and Roads for All (SS4A) program supports this vision by providing grants for local initiatives – **like this Sumter Safety Action Plan**.

HOW LONG IS THIS PROJECT?



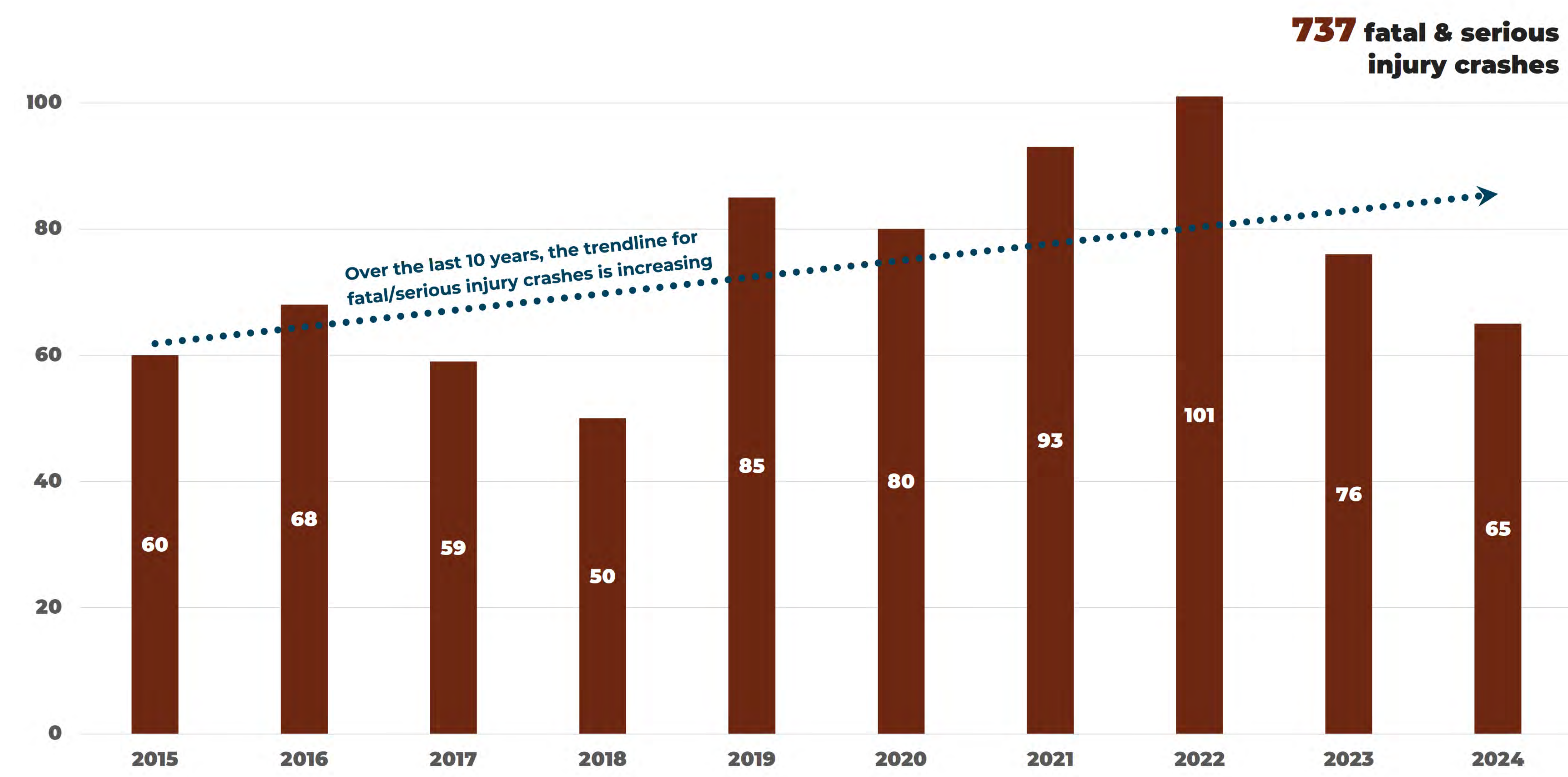
HISTORICAL CRASH TRENDS

What are common trends related to crashes in Sumter County?



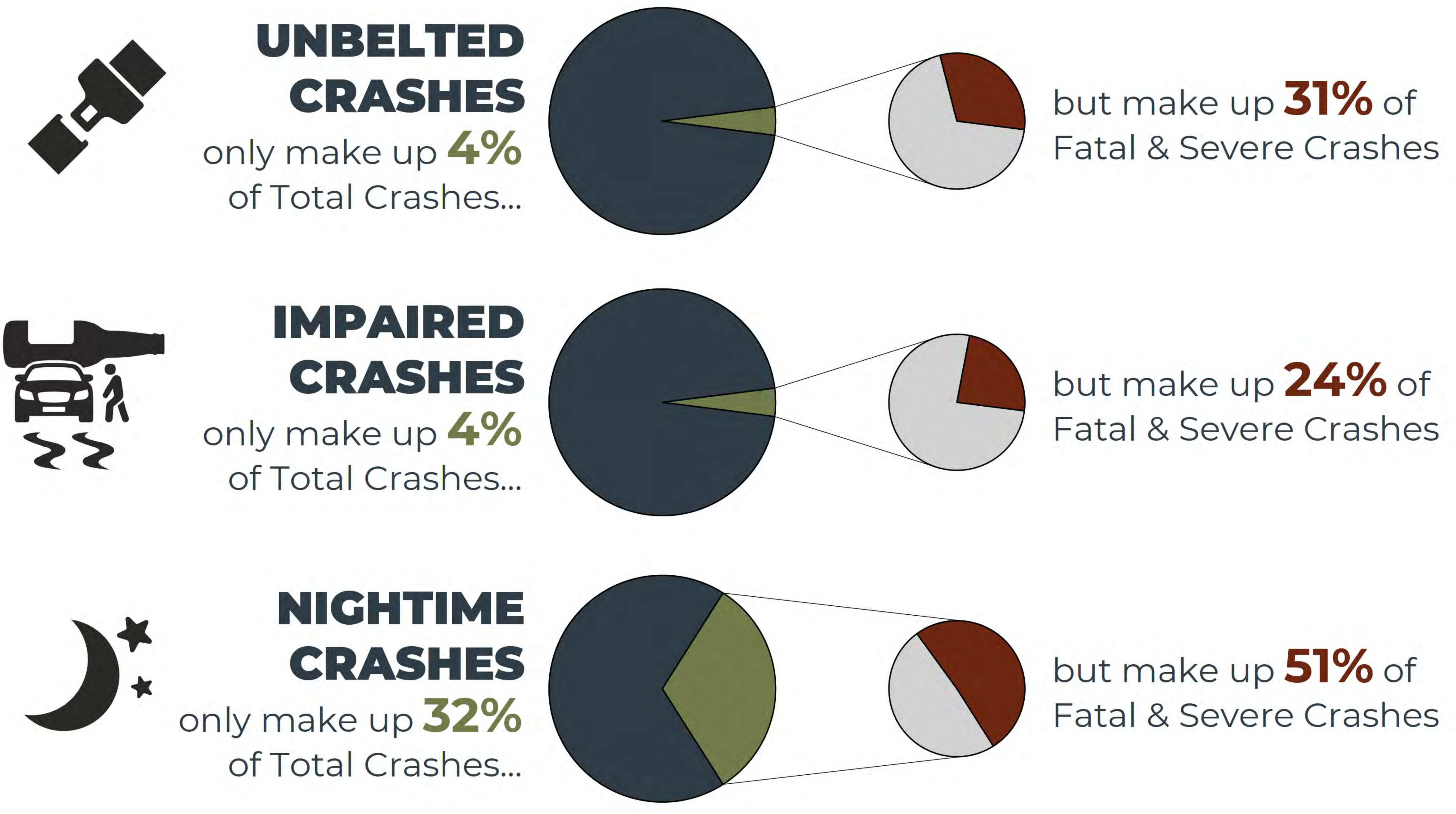
29,083 crashes in Sumter County in the last 10 years (2015-2024), about: **8 per day.**

737 Fatal and Serious Injury (FSI) Crashes in that same period, about: **1 every 5 days.**



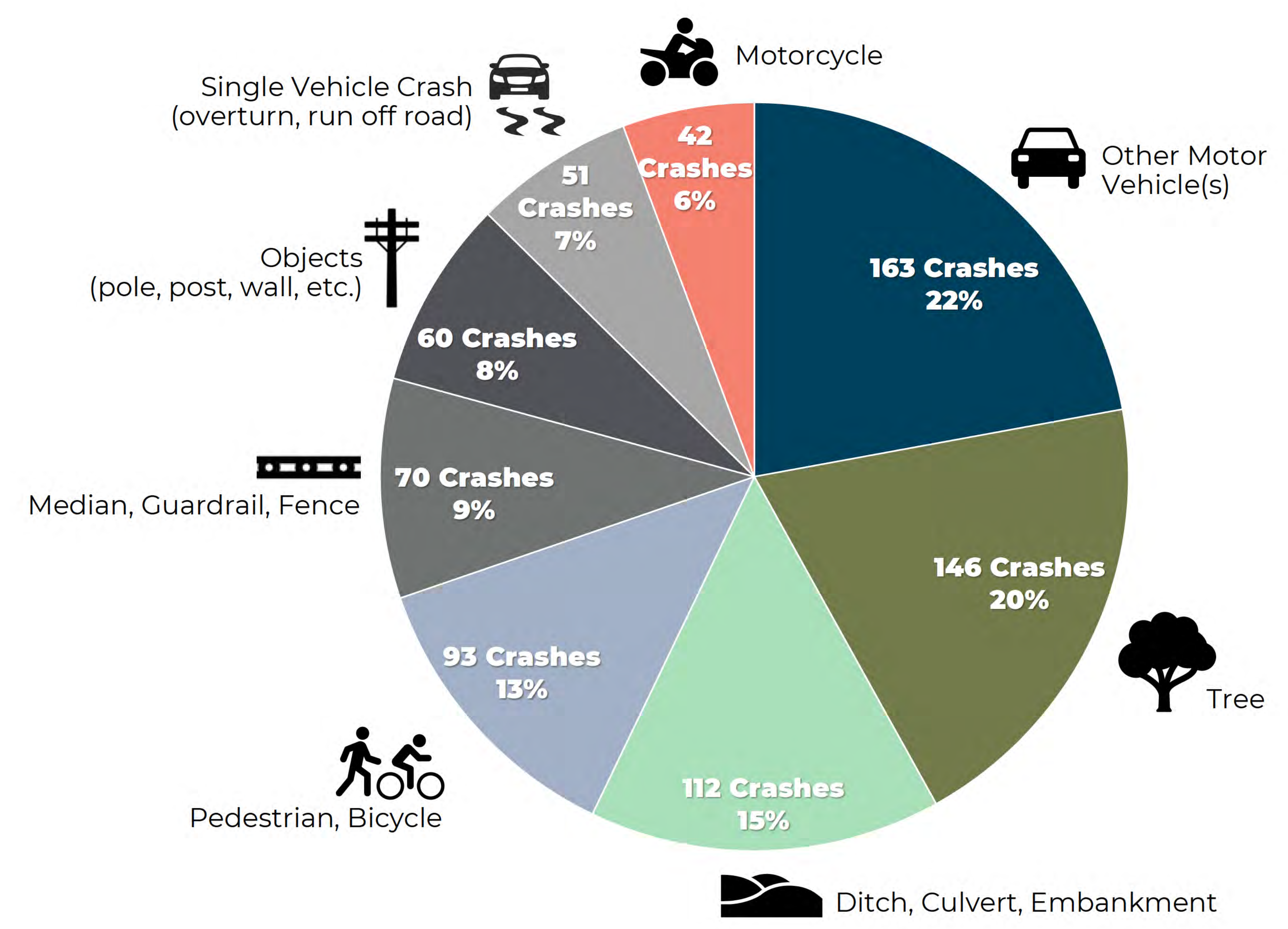
FATAL & SERIOUS INJURY (FSI)

Crash Trends in Sumter County



FATAL & SERIOUS INJURY (FSI)

Crash First Harmful Events



WHERE HAVE FATAL & SEVERE CRASHES OCCURRED?

Fatal & Serious Injury Crashes 



COUNTY-WIDE CRASHES

LEGEND

-  Fatal Crash Location
-  Serious Injury Crash Location

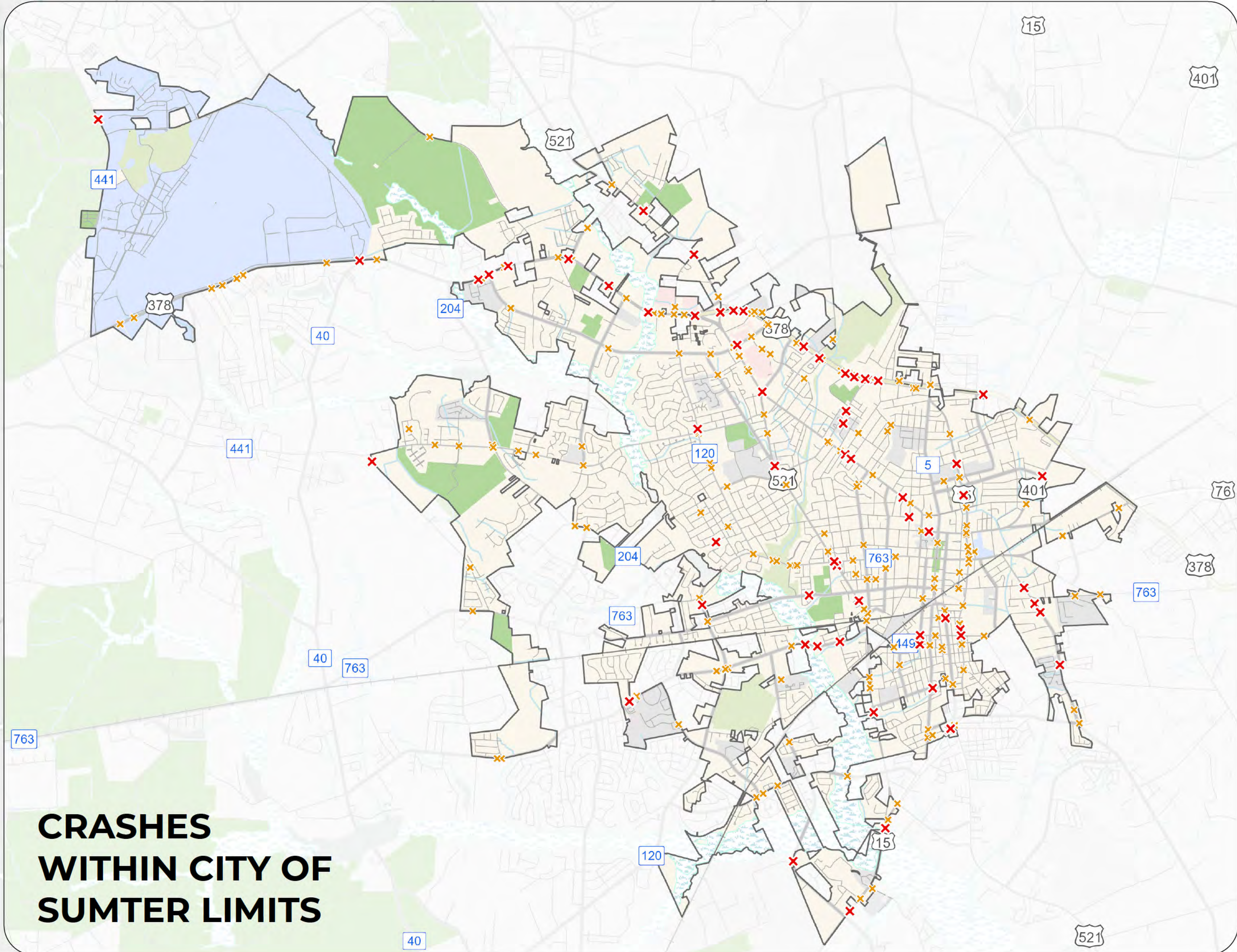


80% of all Fatal and Serious Injury Crashes

20% occurred on just of the road miles

The City of Sumter accounts for **60%** of the County's total Crashes, but only **36%** of the County's Fatal and Serious Injury Crashes

CRASHES WITHIN CITY OF SUMTER LIMITS



WHERE HAVE FATAL & SEVERE CRASHES OCCURRED?



Fatal & Serious Injury **Bicycle & Pedestrian** Crashes

COUNTY-WIDE CRASHES

LEGEND

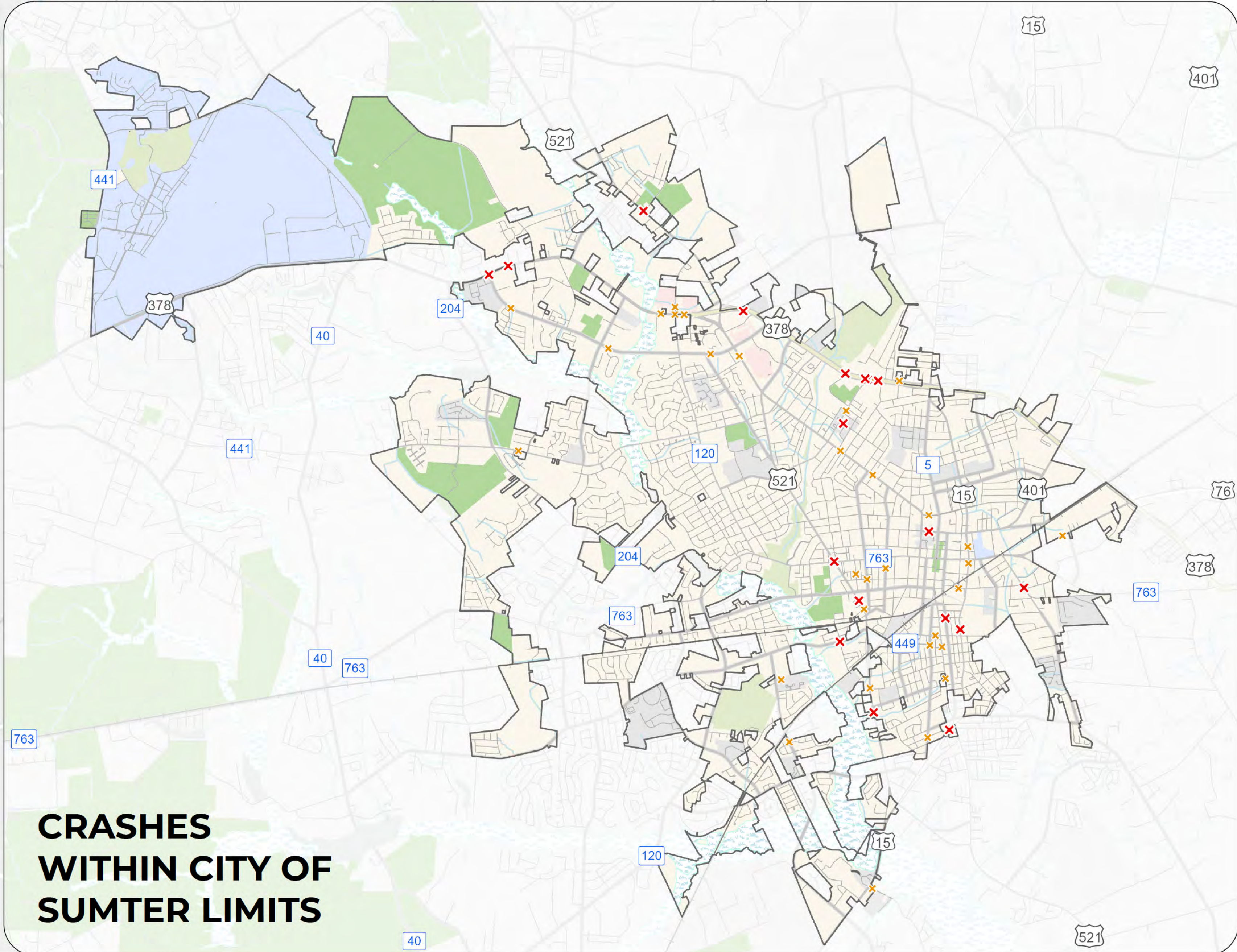
- Fatal Crash Location
- Serious Injury Crash Location

Pedestrian and bicycle crashes account for only **1%** of all crashes, but make up **13%** of Fatal and Serious Injury Crashes.

The City of Sumter accounts for **56%** of the County's Fatal and Serious Injury Pedestrian and Bicycle Crashes

See City of Sumter Specific Map to Lower Right

CRASHES WITHIN CITY OF SUMTER LIMITS



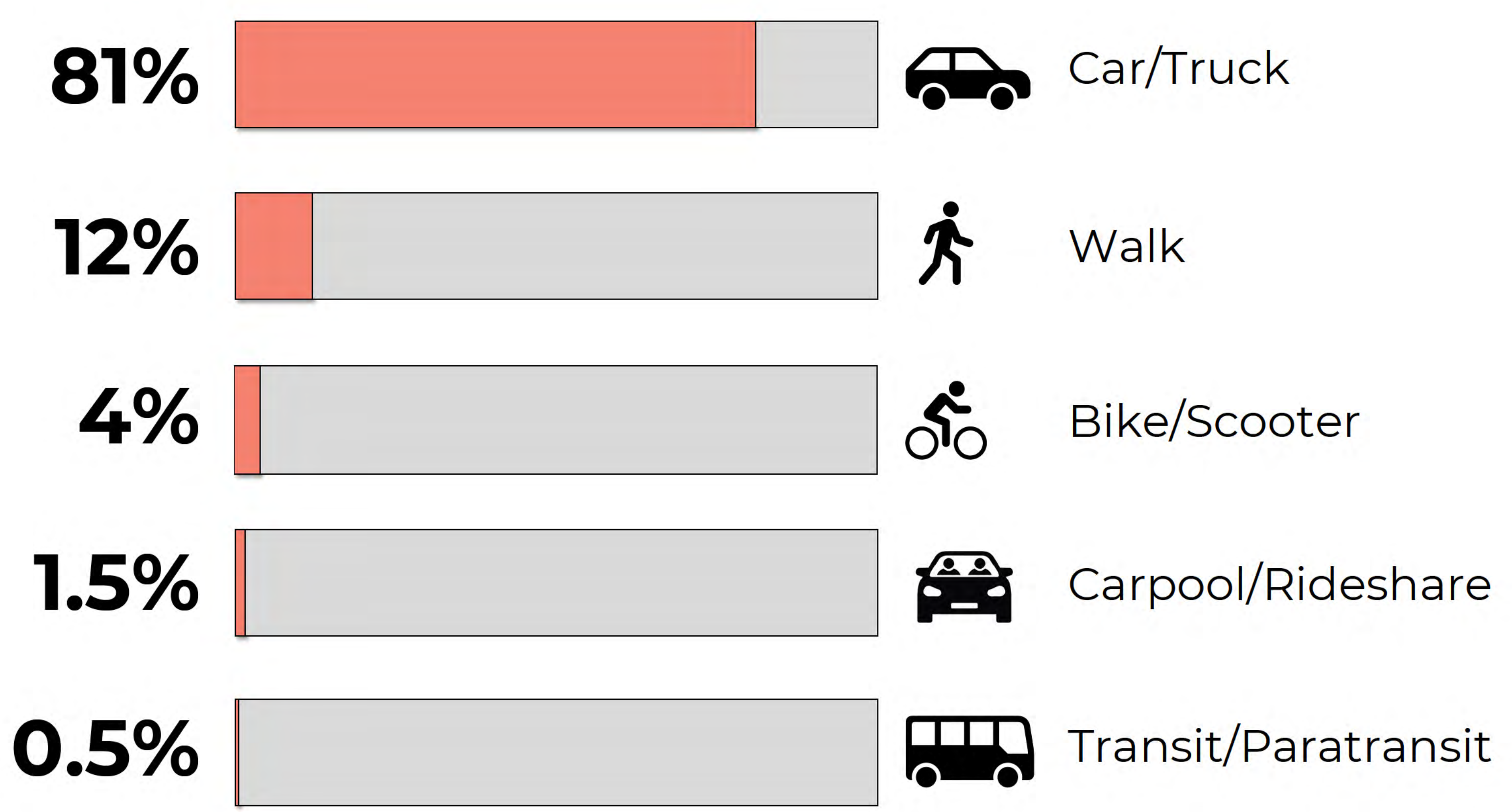
COMMUNITY FEEDBACK

Online survey and mapping representative results



235 respondents took the online survey

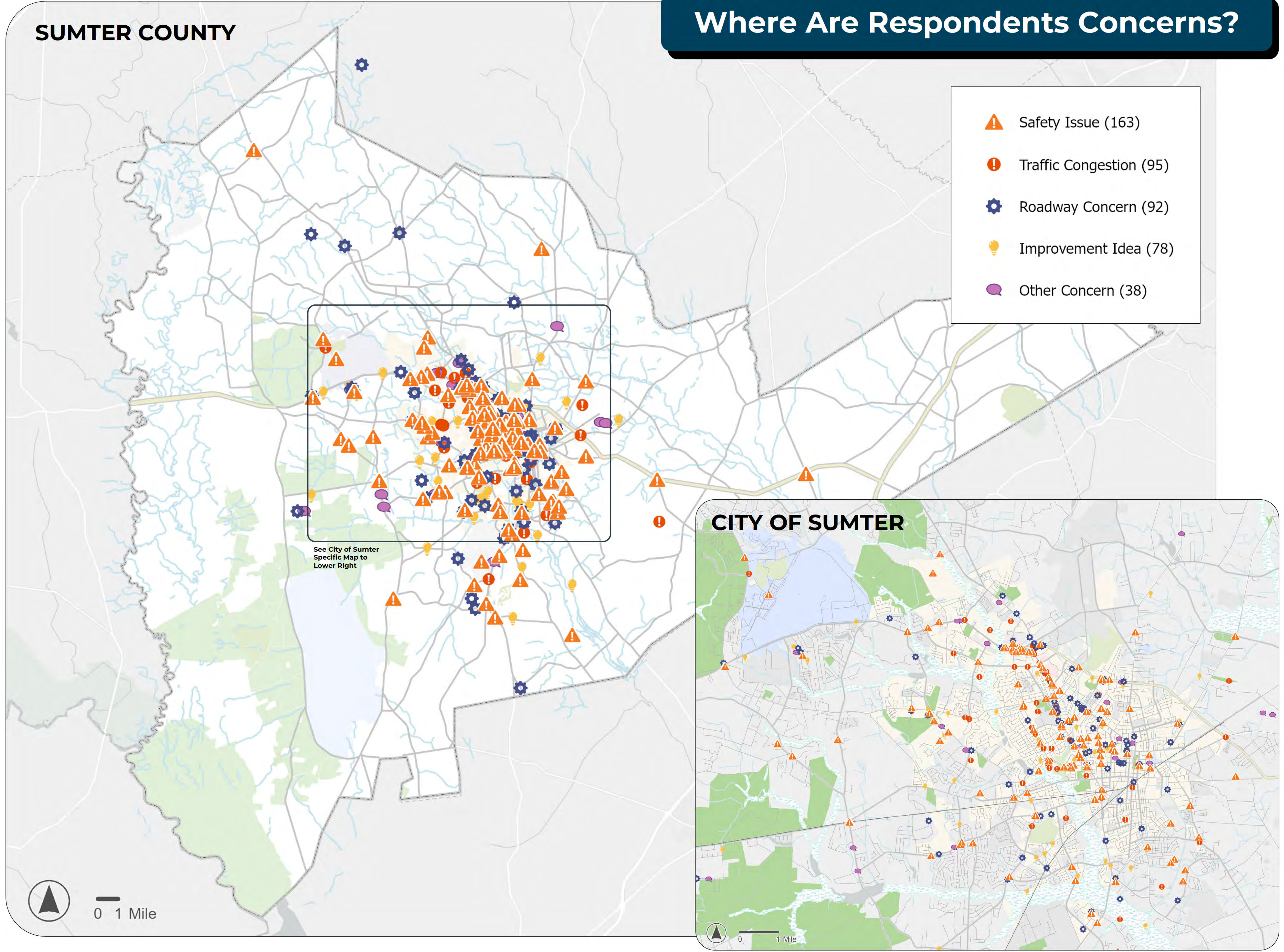
Transportation Modes Used Regularly



Top Safety Concerns

1. Road Conditions
2. Driving Under the Influence
3. Speeding or Speed
4. Aggressive Driving
5. Red Light Running

Where Are Respondents Concerns?



Sample Open-Ended Survey Responses

“Potholes need to be fixed along heavily traveled and rough streets like Broad St.”

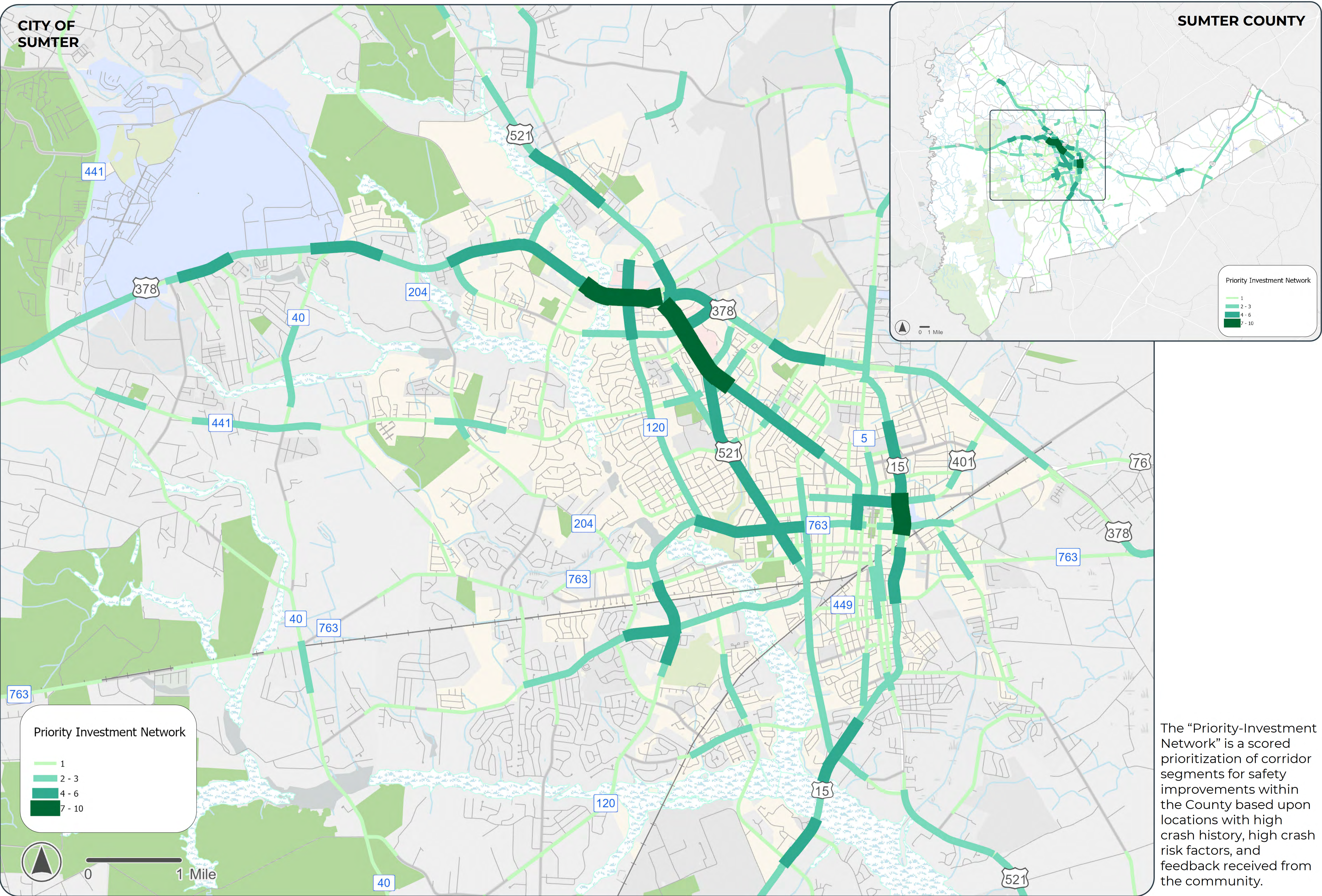
“Incentivize alternative forms of transportation to cut down on car usage, while improving sidewalks, crosswalks, paths, trails, etc.”

“Many intersections in Sumter make it hard to turn left while also seeing oncoming traffic.”

“Reduce speed limit on busy roads running through neighborhoods. Cameras. Speed bumps in residential areas. Circles instead of 4 way stops..”

PRIORITY-INVESTMENT NETWORK

Which locations in the County are **safety improvement priorities**?



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 LOCATIONS

Which specific locations in the County are **safety improvement priorities**?

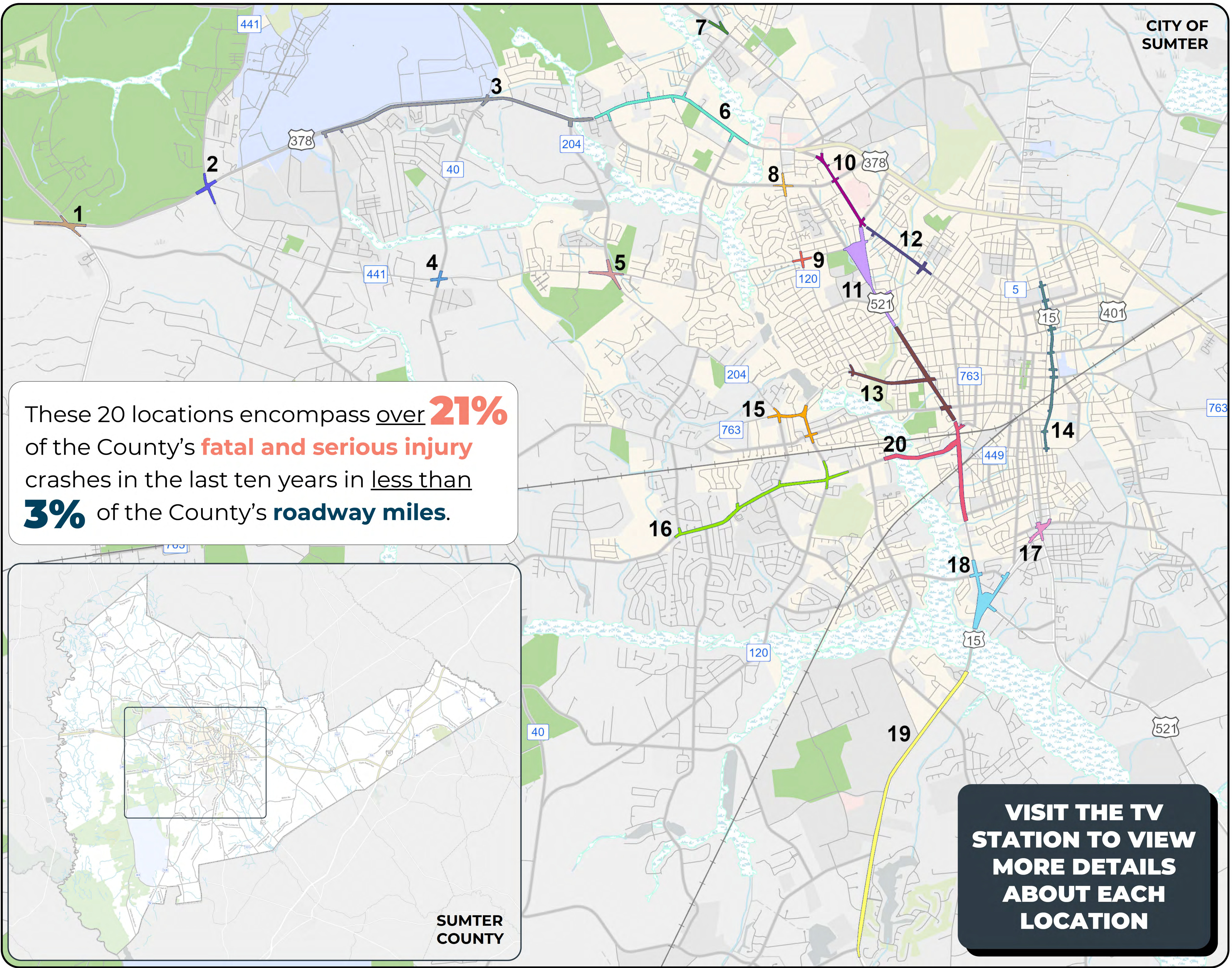


20 Priority Locations

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

These 20 locations encompass over 21% of the County's **fatal and serious injury** crashes in the last ten years in less than 3% of the County's **roadway miles**.

**VISIT THE TV
STATION TO VIEW
MORE DETAILS
ABOUT EACH
LOCATION**



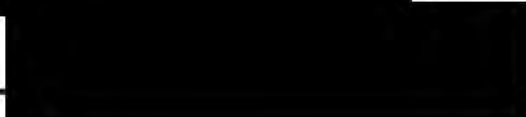


SAFE STREETS FOR SUMTER COMMENT SHEET

NAME:



MAILING ADDRESS:



EMAIL ADDRESS:

COMMENT:

As a parent whose better child was struck by a vehicle I wish more harsh traffic citations could be used. My son was 7 in a school zone & he was struck down to the ground by a vehicle.

The lady was issued a 100.00 ticket by Sumter PD. My son could have lost his life.

eSTEAM Festival Engagement Results

Dot Preference Chart Data

Safety Improvements	Amount Preferred
Safer Crossings for People Walking	74
Better Conditions for Biking	47
Slowing Down Traffic	45
Safer Intersections	86
Smarter Signals & Timing	57
Clearer Signs & Markings	44
Roadway Design & Access	57
Lighting & Visibility	101

Comments

Number	Comment
1	"Sidewalks on Adams Street."
2	"Blvd at Liberty intersection needs improved light timing."
3	"If there are lighting improvements could they be in accordance to dark sky preservation. Night lighting is bad for the environment."
4	Add sidewalks from Bethel Church Road all the way up to the Highway (could be Hwy 37)."
5	Signs are covered by trees."
6	Please add more lights- even at Walmart it is dark."
7	"I like the new automatic construction flagging; its safer for flaggers since they don't have to stand out on the roads."
8	"At Rast Street and Boatman there are 2 stop signs but there really needs to be a 4 way stop or a traffic light. A good place to have an accident"
9	"At Alice and Rise there is a turning lane that many confuse for a merging lane. There needs to be better signage. This has lead to people almost running into eachother or drive off the road."
10	"Add a stop sign at St. Paul and Pinewood, it is only a yield sign now. There have been several accidents there this year and a fatality back in the 90s. It is very DANGEROUS."
11	In the Wintergreen housing area there is a lot of speeding aroundn cornors and running the red light. Especially at Carter Road when I am taking my kids to school."



INVEST. INVITE. SERVE.



Safe Streets and Roads for All



[Home](#) > [Departments](#) > [Planning](#) > [Sumter Area Transportation Study](#)

Safe Streets For Sumter



ON AVERAGE, EVERY WEEK IN SUMTER COUNTY, SOMEONE DIES OR IS SERIOUSLY INJURED IN A CRASH ON OUR STREETS.

WE NEED YOUR HELP TO CHANGE THIS.

Team Sumter is working on a **Safe Streets and Roads for All (SS4A)** Safety Action Plan to eliminate traffic deaths and serious injuries.

This Safety Action Plan will identify the most significant street safety concerns in the community and strategies to address safety issues

aimed at eliminating serious injury and fatal crashes affecting all roadway users.

The Action Plan is the first step toward implementing safety improvements with federal funding from the Safe Streets and Roads for All (SS4A) program, and your experiences matter. Whether you walk, bike, drive, or ride transit, **we need your voice.**

PROJECT OVERVIEW

The **Safety Action Plan (SAP)** is Sumter's comprehensive vision **to create a safe, accessible, and equitable experience for traveling in and around Sumter.** The goal of this plan is to prioritize and justify the investment of safety improvements that prevent injuries and save lives along our public roadways. The SAP's development is supported by the **Safe Streets and Roads for All (SS4A)** initiative which is a grant program established by the **Bipartisan Infrastructure Law (BIL)**. Once complete, this Safety Action Plan will allow Sumter to apply for **implementation grant funding to implement the plan through SS4A.**

To qualify for SS4A funding, each Safety Action Plan must meet specific criteria outlined in the program's eligibility checklist. A successful SS4A project includes:

- Safety Analysis
- Planning Structure
- Leadership Commitment and Goal Setting
- Engagement and Collaboration
- Progress and Transparency
- Strategy and Project Selection
- Policy and Process Changes

THE SAFE SYSTEM APPROACH

The Safe System Approach to roadway safety is Federal Highway Administration's (FHWA) initiative to achieve Vision Zero – Zero deaths on our roadways. This Safety Action Plan (SAP) will identify the most significant roadway safety concerns in Sumter and strategies to address safety issues aimed at reducing and eliminating serious injury and fatal crashes affecting all roadway users.

WHAT ARE WE



ACCOMPLISHING WITH THIS PLAN?

1. Identifying safety issues and specific actions that can be implemented to improve safety by reducing and eliminating serious injuries and fatal crashes on the City's roadways
2. Understanding the community's safety needs through robust and collaborative public engagement activities.
3. Providing priorities and recommendations to improve experiences for all roadway users, and, in turn creating a more attractive, accessible, safe, and healthy community.
4. Designing a roadmap that will allow the City to apply for discretionary grant funds to implement and construct these proposed improvements.

Together, these elements form the foundation of a proactive, data-driven approach to making Sumter's streets safer for everyone.

WHY IS YOUR ENGAGEMENT IMPORTANT?

You are the everyday users of streets, sidewalks, and trails in Sumter. This project webpage connects YOU – Sumter residents, business

owners and other community members – with the project team. *We need your participation for a successful plan that identifies necessary pedestrian and roadway projects that make your community safer and better!*

There are many ways for you and your neighbors to get involved throughout the project! Check the **Resources** section on this page to learn about upcoming events.

WHAT IS THE PROJECT SCHEDULE?



RESOURCES

UPCOMING EVENTS

- None scheduled

PAST EVENTS

- Team Sumter Summit #1 – October 2025
- Public Open House – December 11, 2025 at the Meeting House at Memorial Park
 - Meeting Display Boards ([View](#))
 - Meeting Slides ([View](#))
- Team Sumter Summit #2 - March 2026
- Team Sumter Summit #3 - June 2026
 - Meeting Slides ([View](#))
- Public Open House – June 11, 2026 at the Meeting House at Memorial Park
 - Meeting Display Boards ([View](#))

SAFETY RESOURCES

- [South Carolina Strategic Highway Safety Plan](#)
- [FHWA Highway Safety Programs](#)
- [What Is a Safe System Approach? | US Department of Transportation](#)
- [Vision Zero, Zero Deaths and the Safe System](#)

LET'S TALK!

Do you have questions, comments, or other insights to share with the project team?

Visit our Engagement section or connect with the project manager, Kyle Kelly, at kkelly@sumtersc.gov or 803-774-1612.

APPENDIX E

Pavement Playbook

**[Back to Appendix
Table of Contents](#)**



Click to
navigate

**[Back to Priority
Investment Network
Section in Report Body](#)**



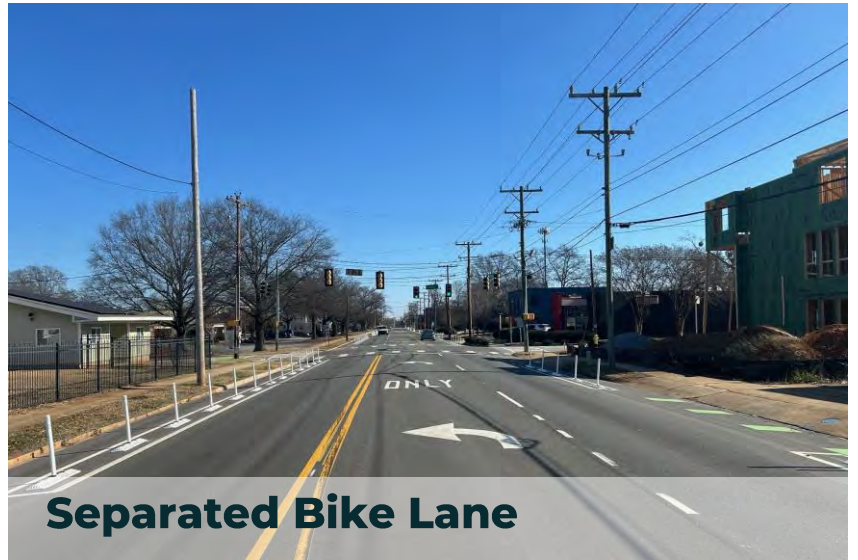
Click to
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Pavement Playbook

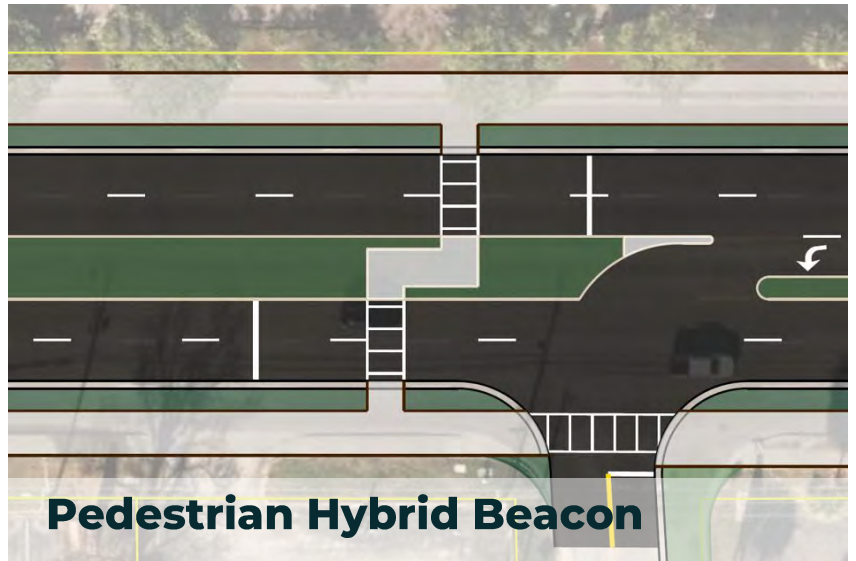
A Quick Guide for Safe Streets for Summer
Demonstration Projects



BIKE LANE MARKINGS



PEDESTRIAN CROSSING MARKINGS



TRAFFIC CALMING TREATMENTS



School Zone Markings



Speed Hump



Lane Narrowing with Bollards



Mini Roundabout with Bollards

APPENDIX F

Preliminary Priority Investment Network Corridor Improvement Countermeasure Identification

**[Back to Appendix
Table of Contents](#)**



Click to
navigate

**[Back to Priority
Investment Network
Section in Report Body](#)**



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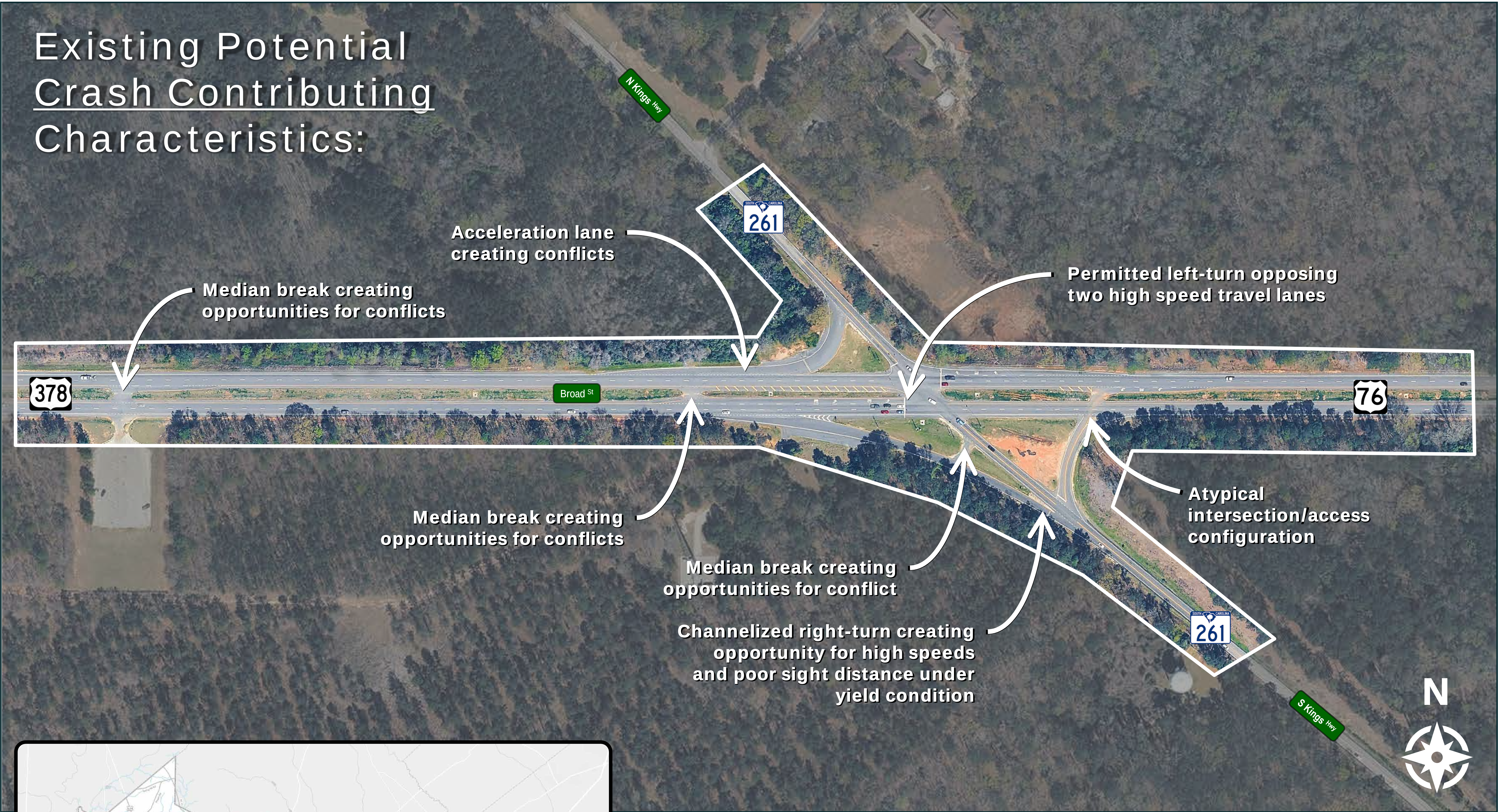
Proposed Safety Countermeasures



Location #1

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

Proposed Safety Countermeasures:



Conversion to Reduced Conflict Intersection (RCI)



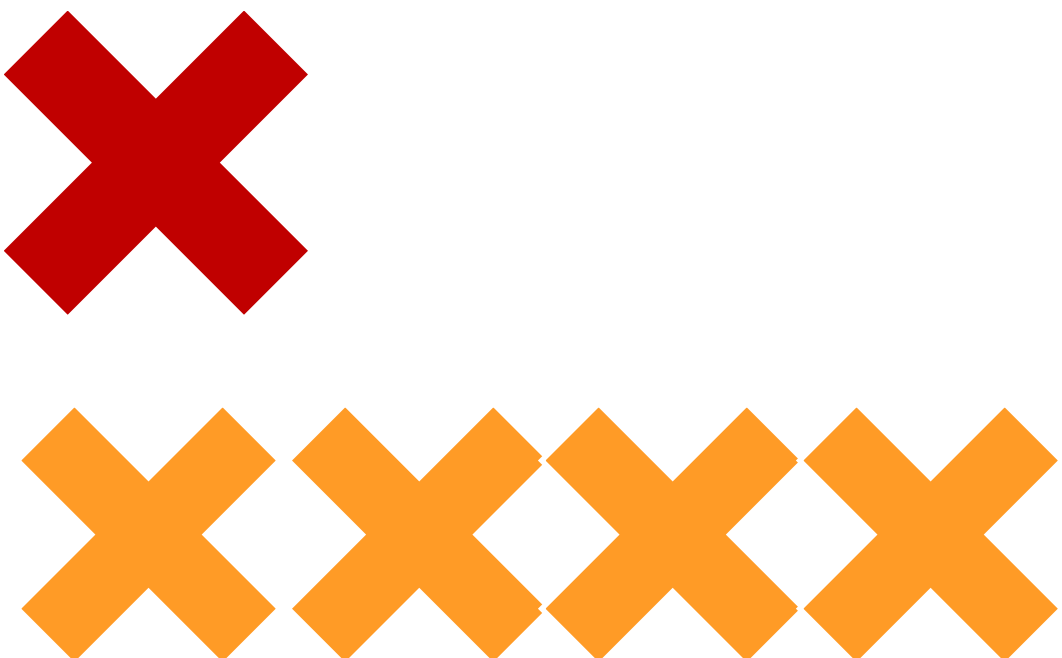
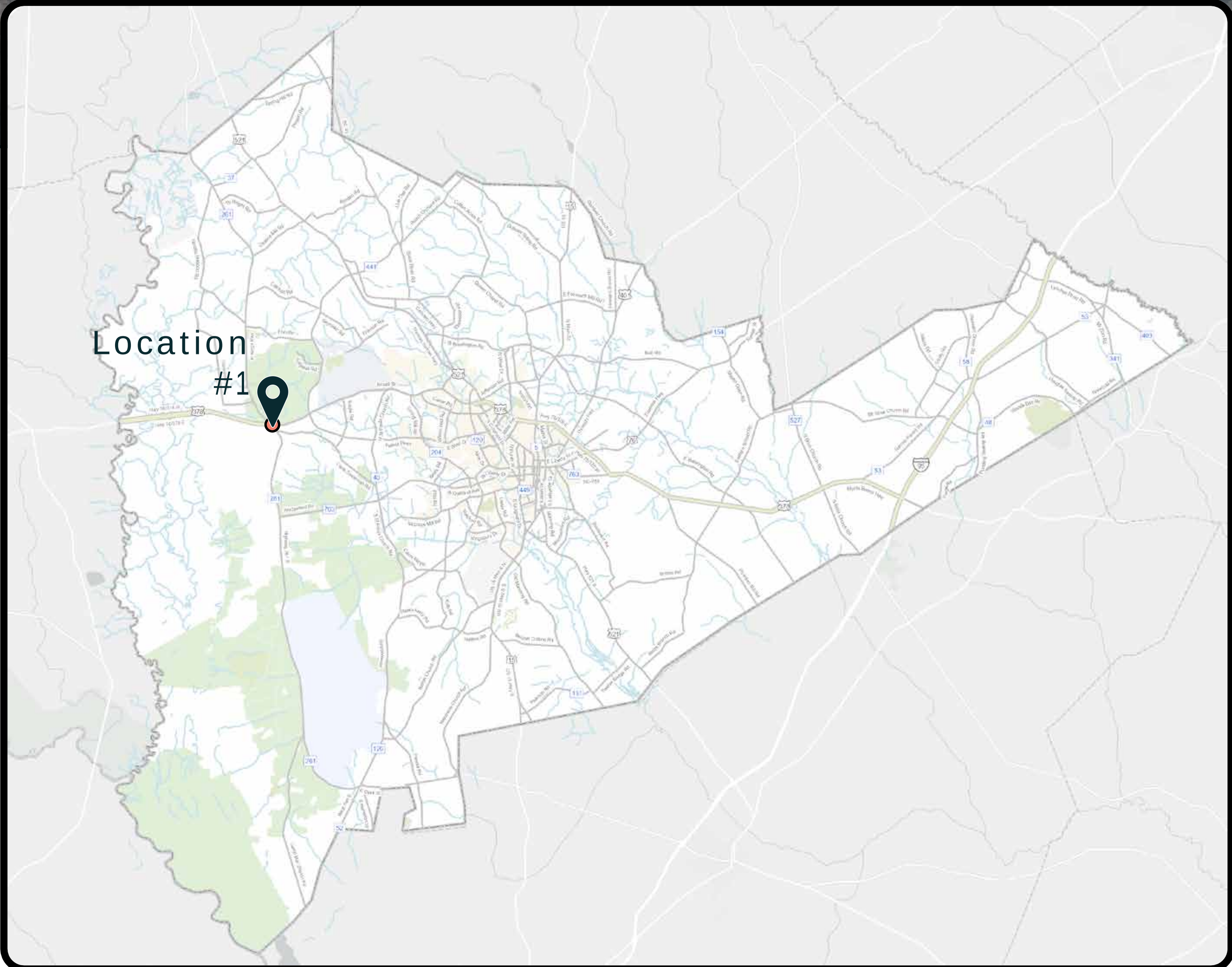
Access Management/ Median Break Closures



Positive left-turn offset



Acceleration Lane Removal



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

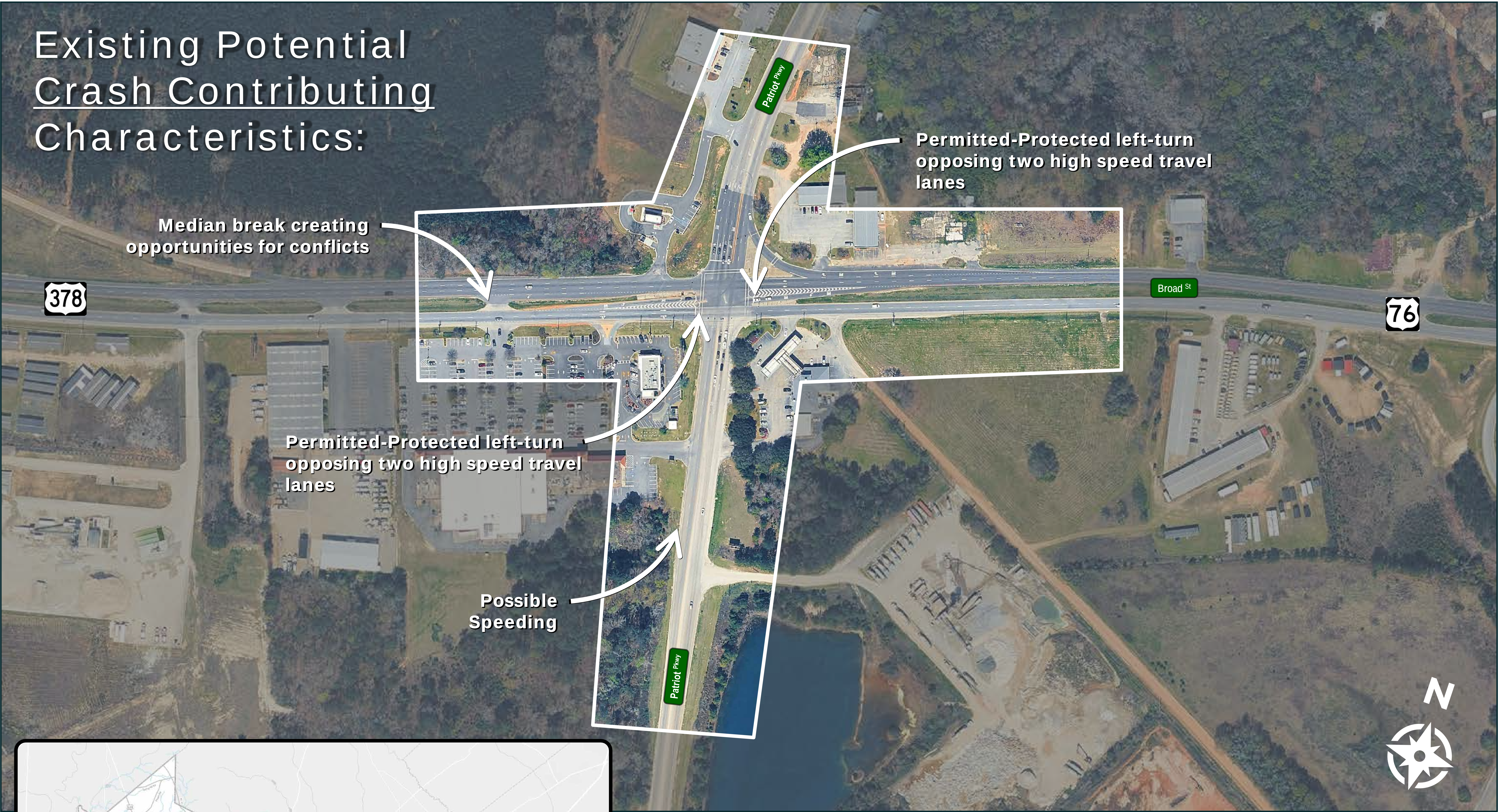
Proposed Safety Countermeasures



Location #2

US 378/US 76/Broad St & Patriot Pkwy

Proposed Safety Countermeasures:



**Access Management/
Median Break Closures**



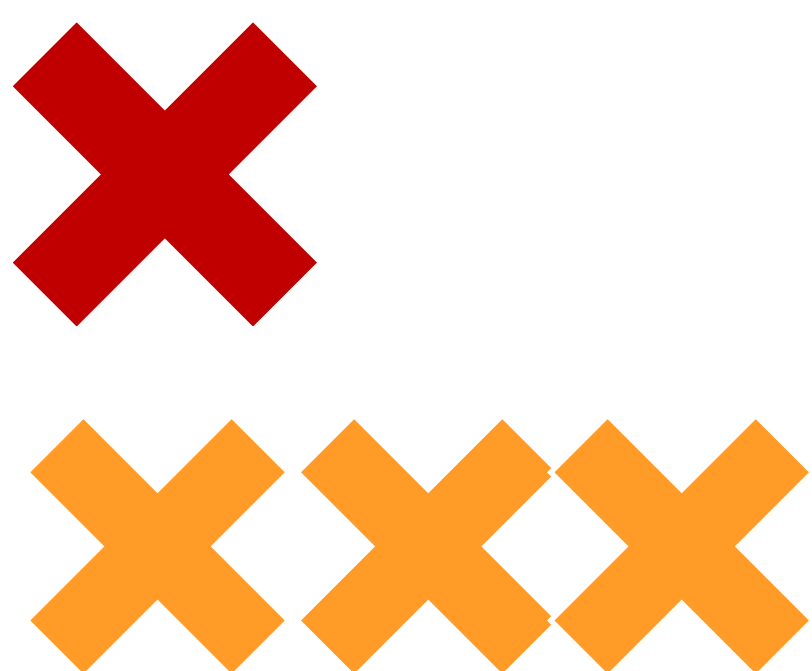
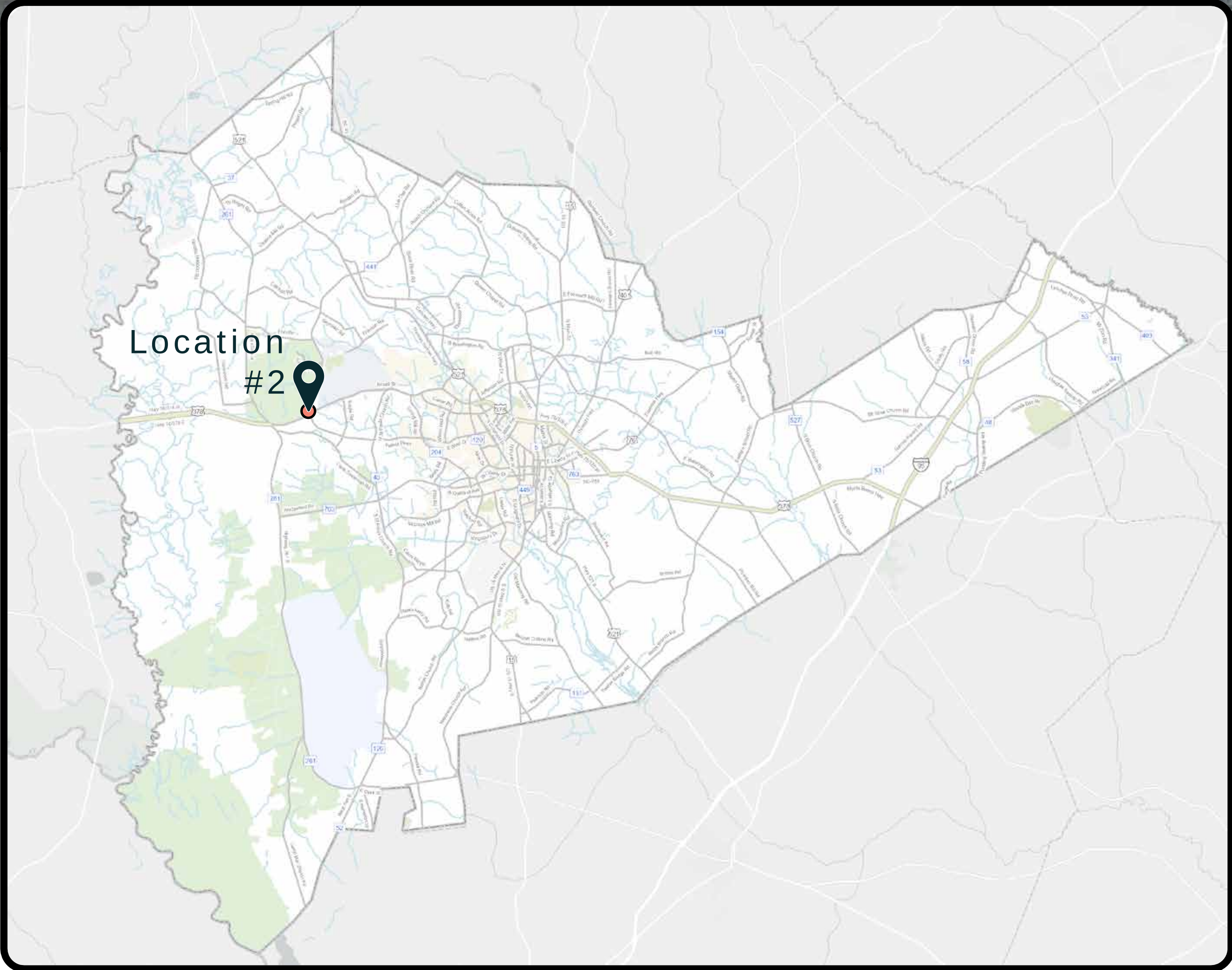
**Positive left-
turn offset**



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.

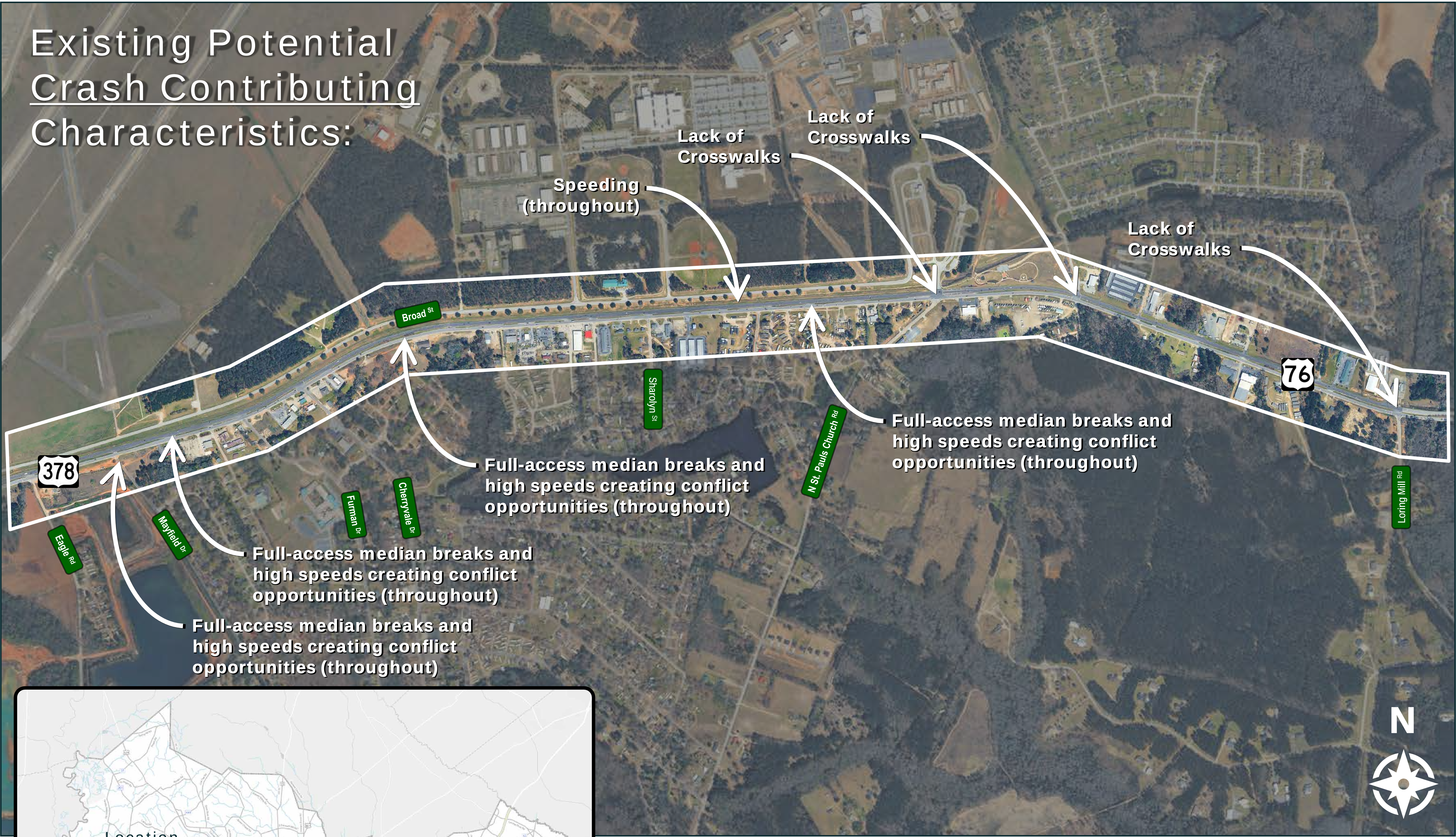
Proposed Safety Countermeasures



Location #3

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

Proposed Safety Countermeasures:



**Access Management/
Median Break Closures**



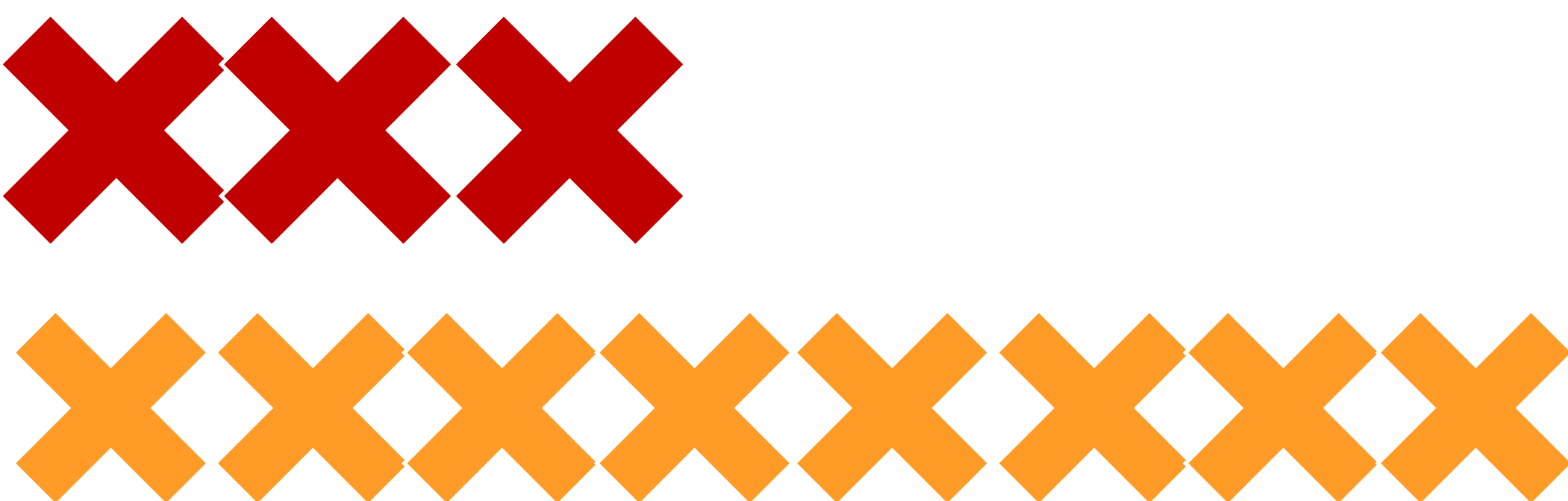
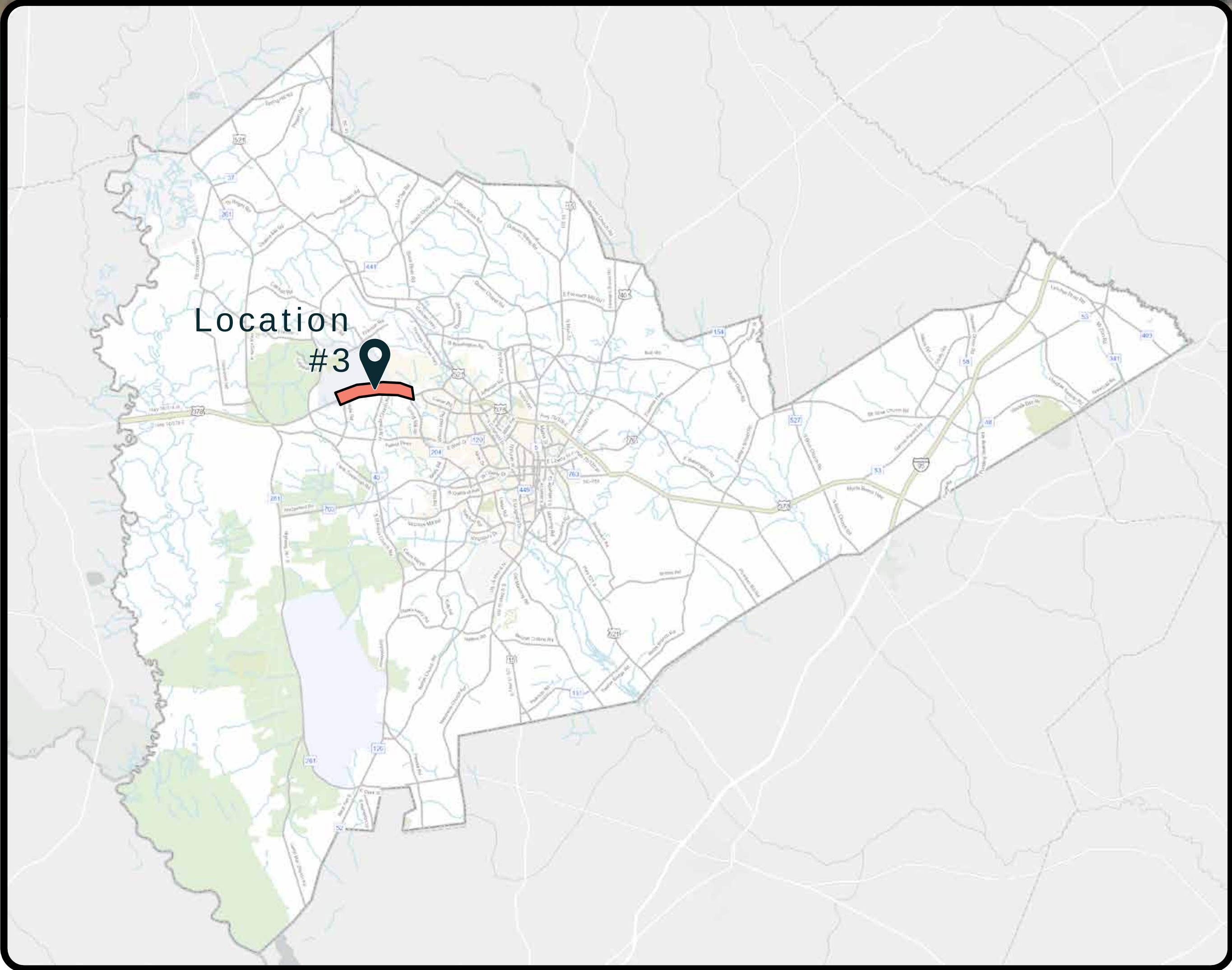
**Positive left-
turn offset**



**Appropriate
Speed Limit
Setting and
Speed
Feedback
Signs**



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



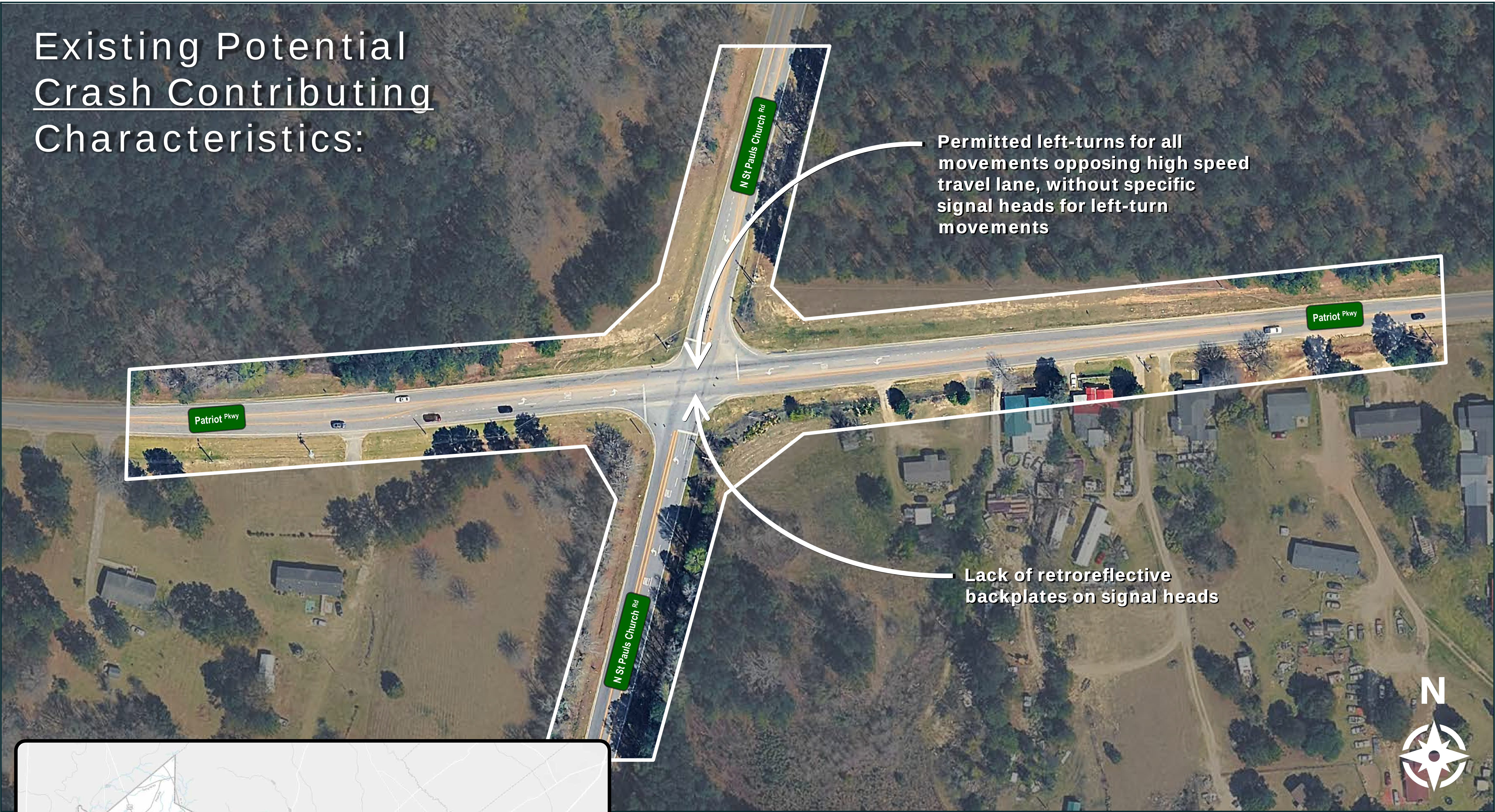
**Three Fatal Crashes and
Eight Serious Injury Crashes
in the Last 10 Years.**

Proposed Safety Countermeasures

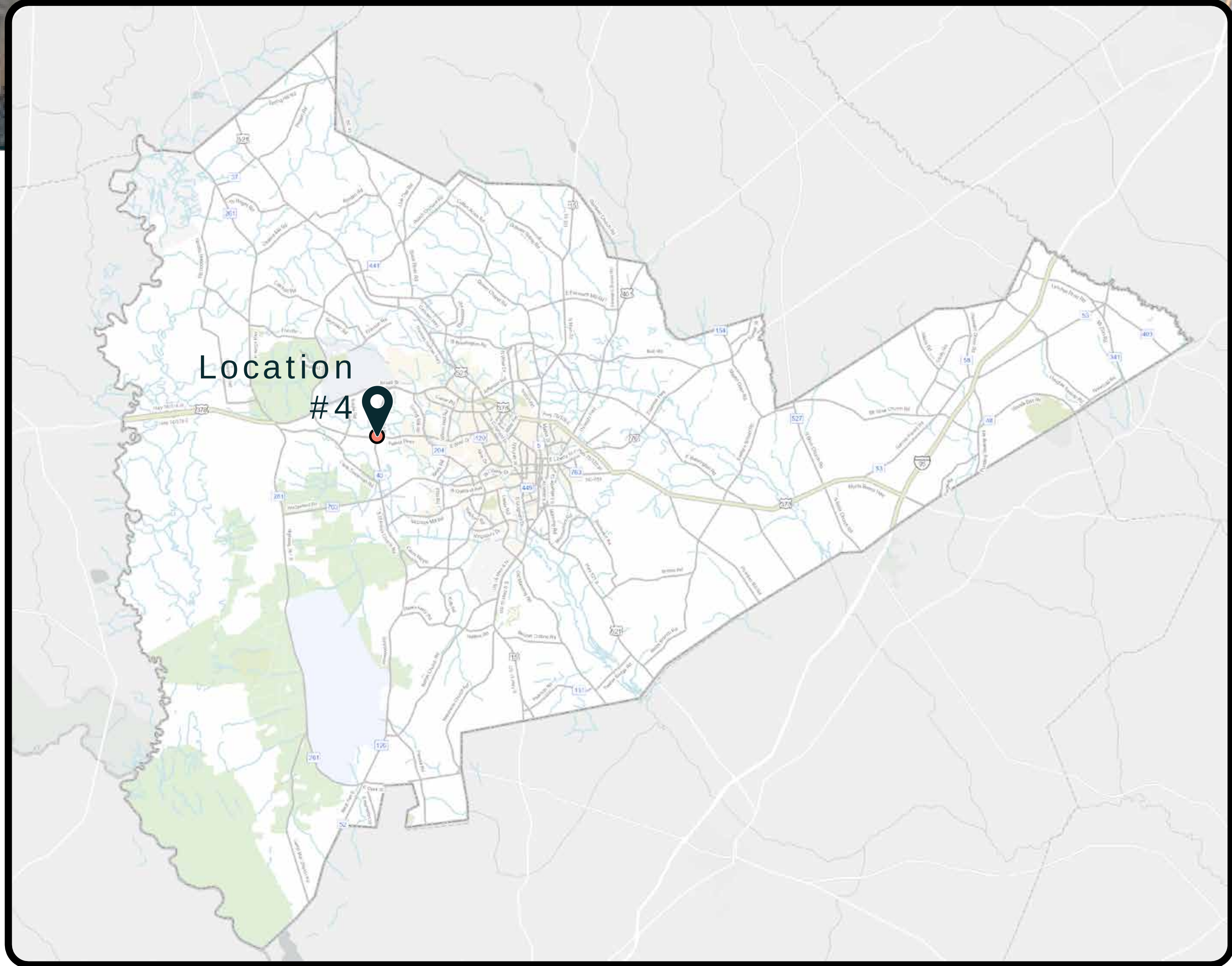


Location #4

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



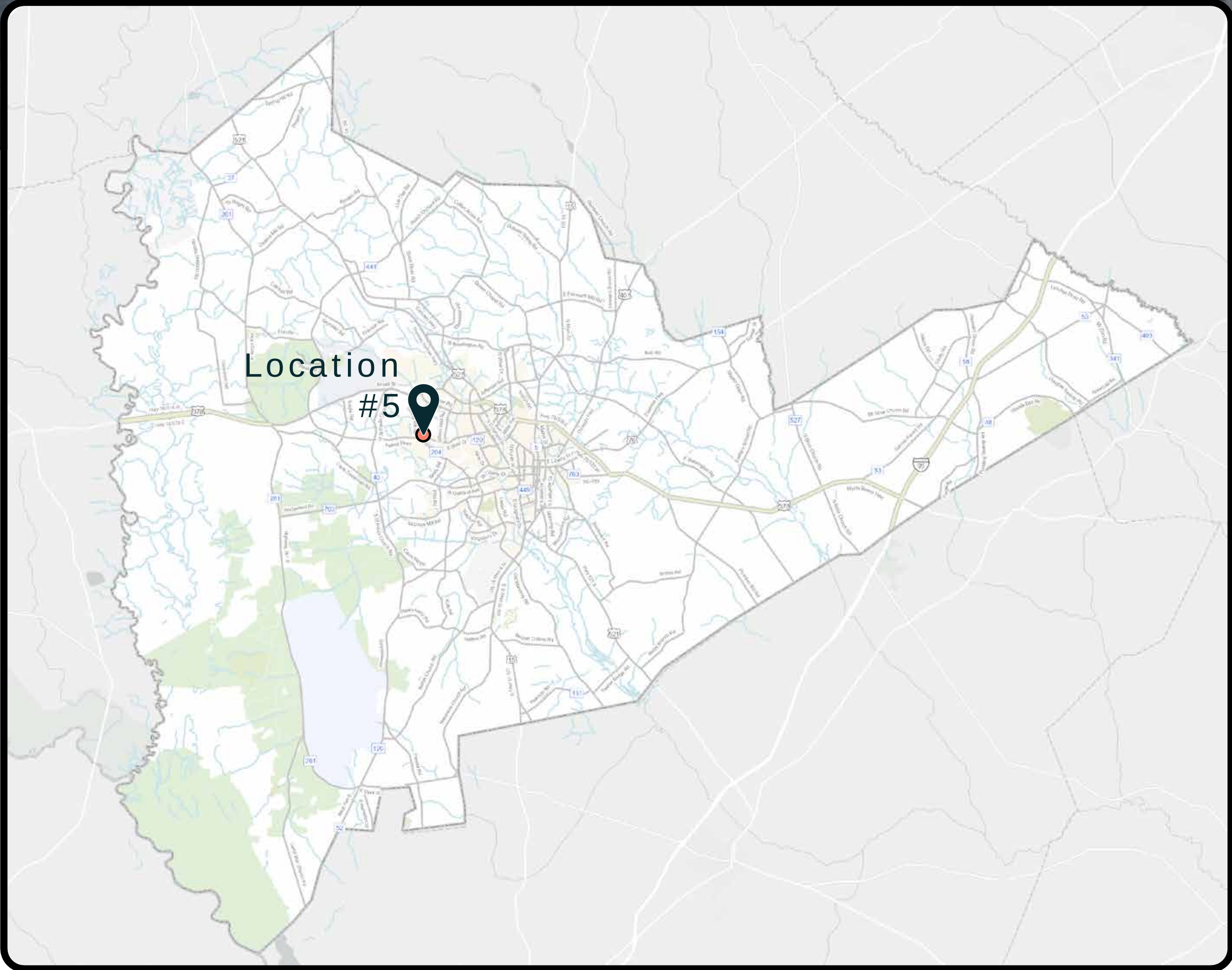
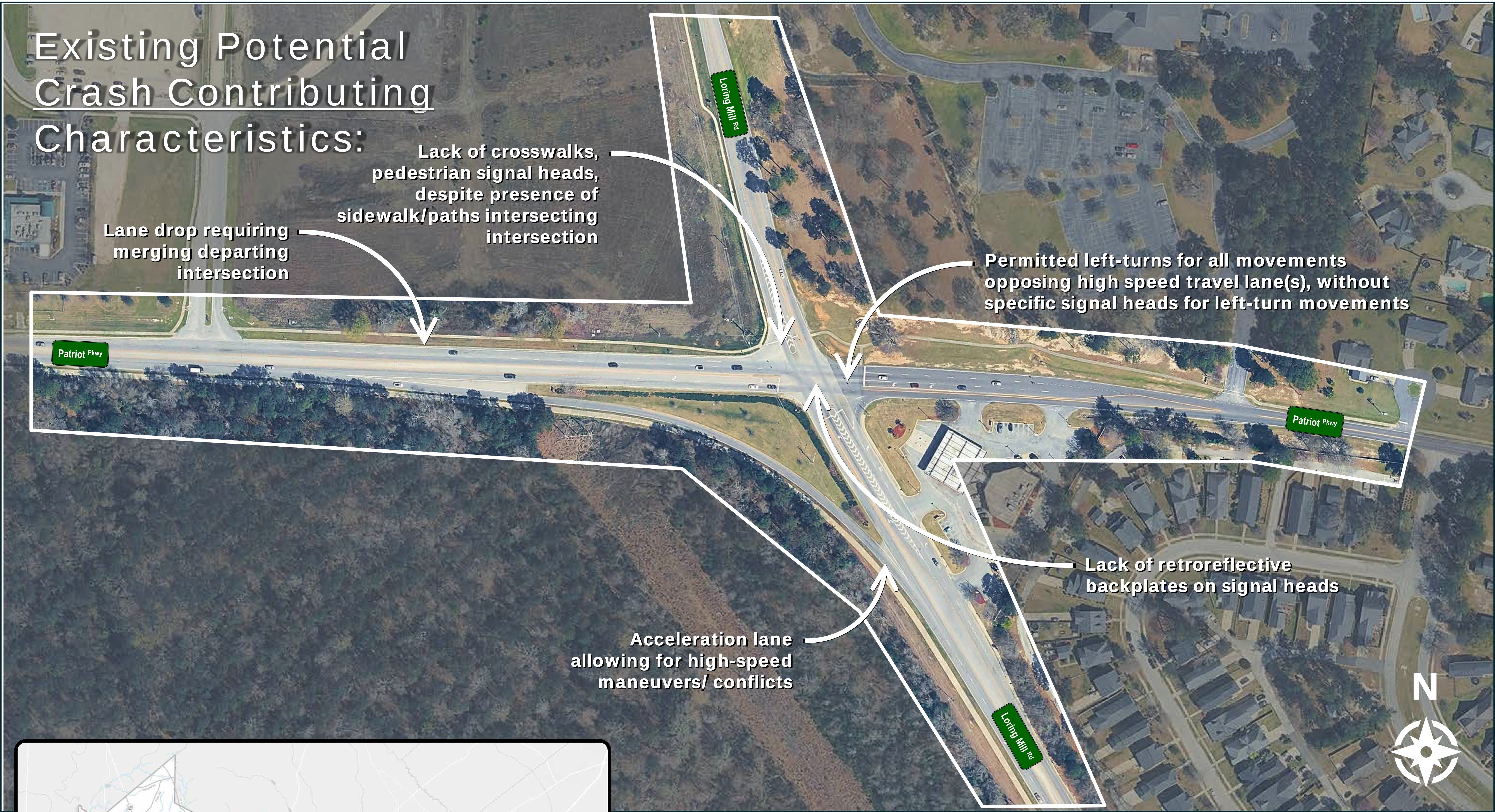
Install a single lane Roundabout
(Potential Mid-to-Long Term)

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)



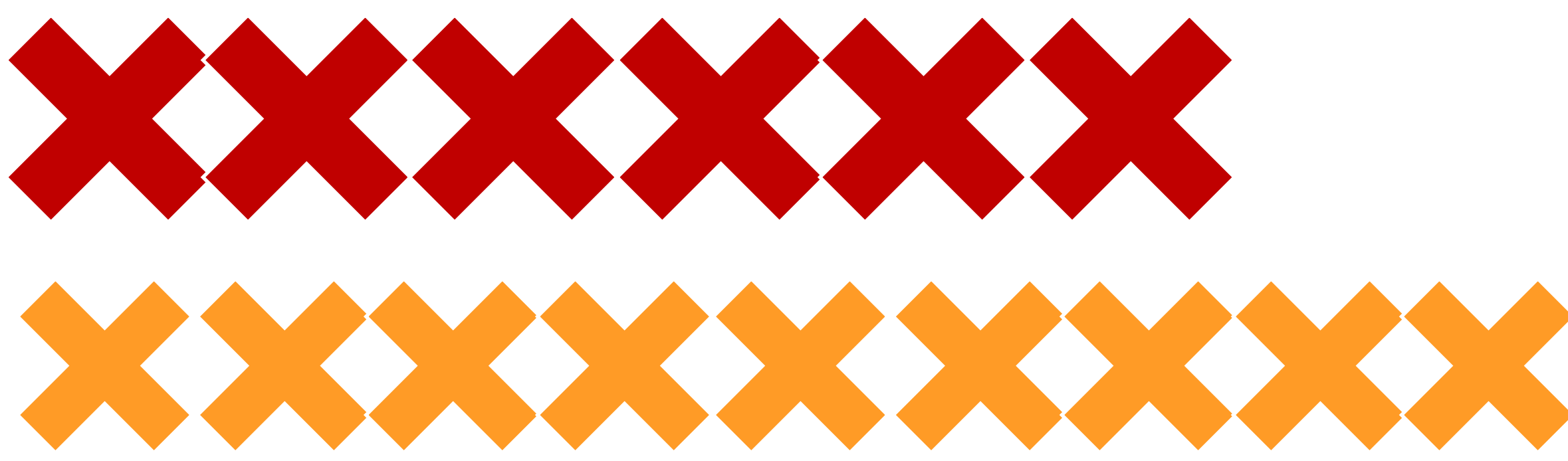
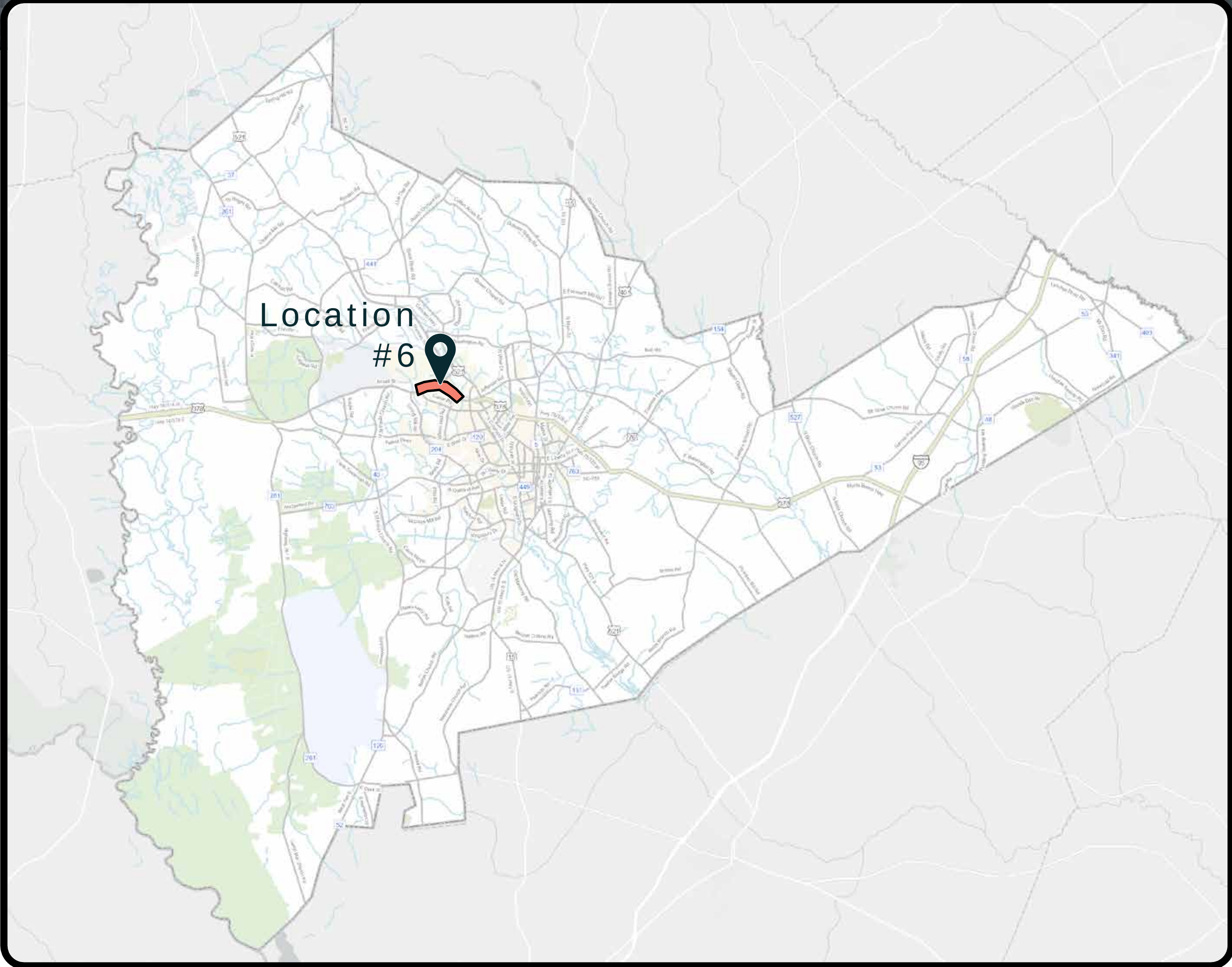
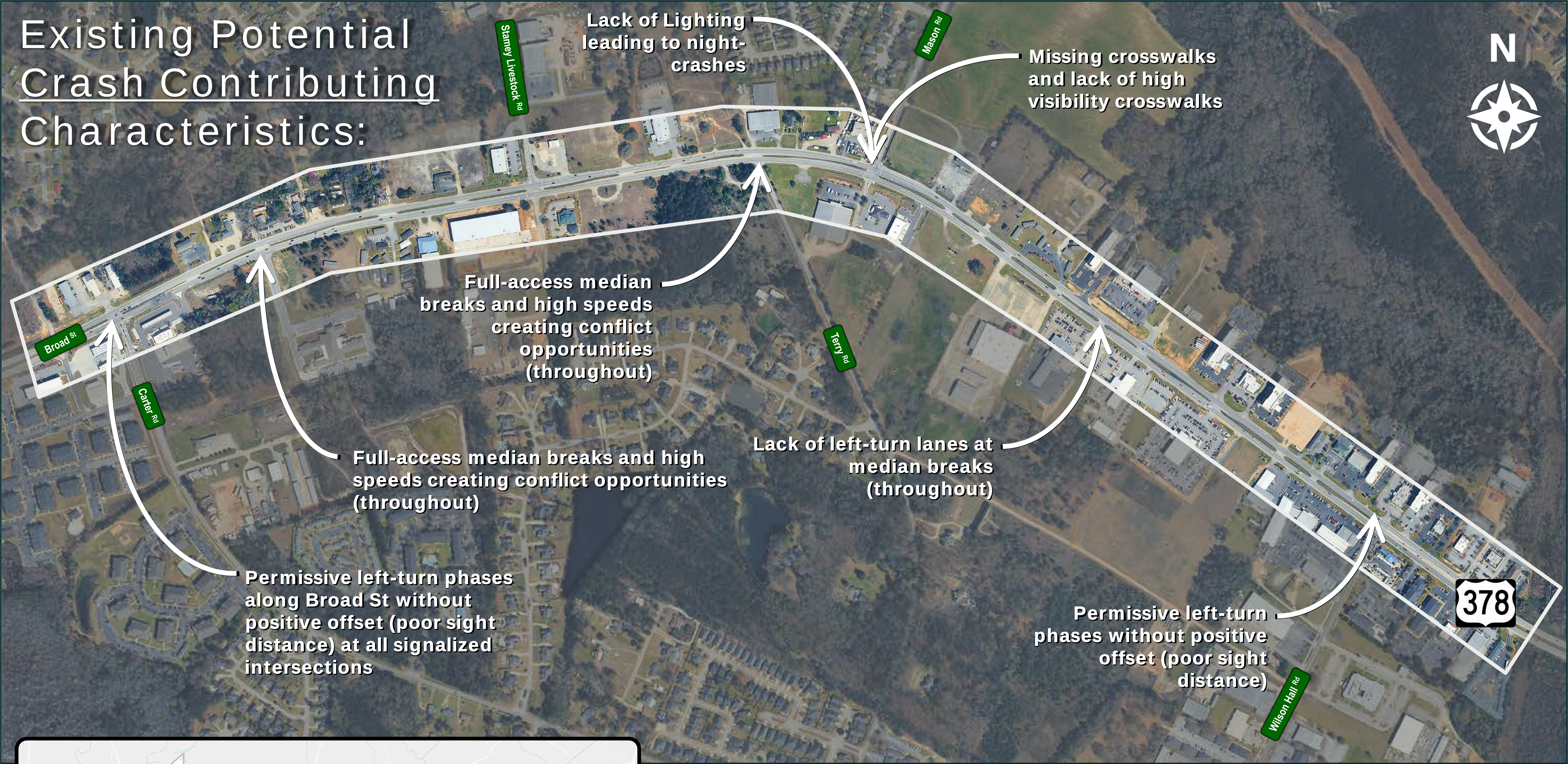
Install a single lane Roundabout
(Potential Mid-to-Long Term)

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



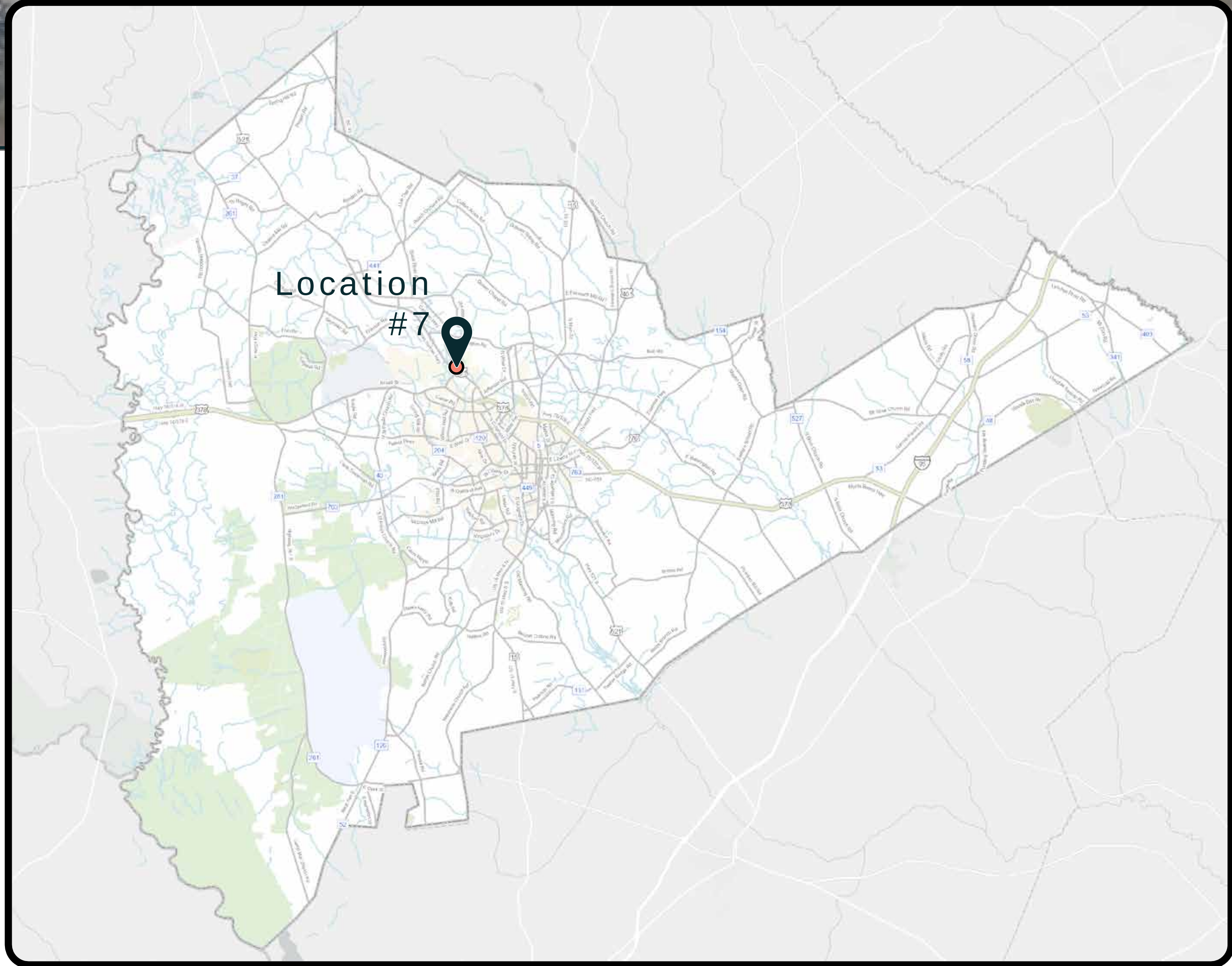
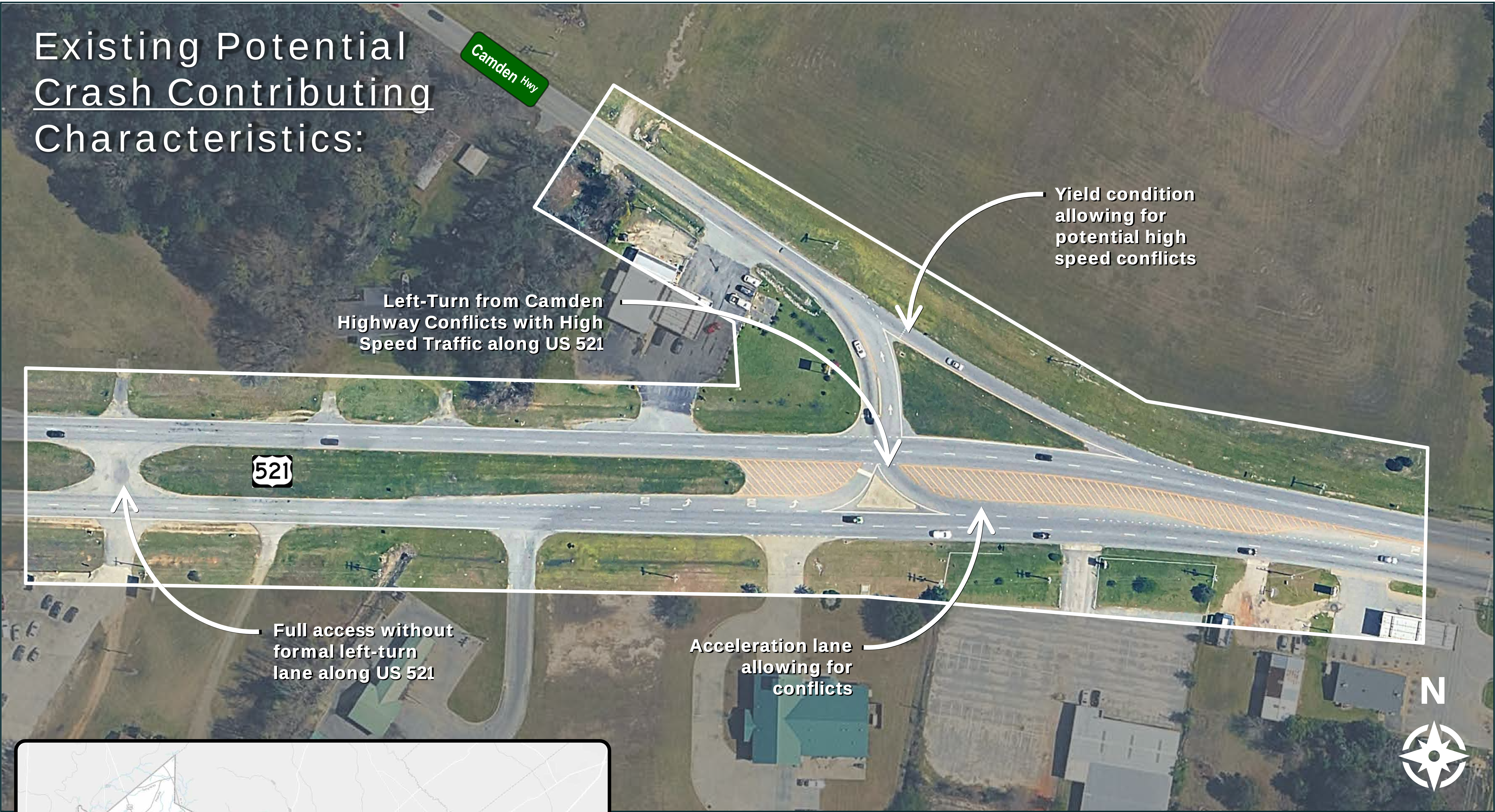
Provision of Left-Turn Lanes

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



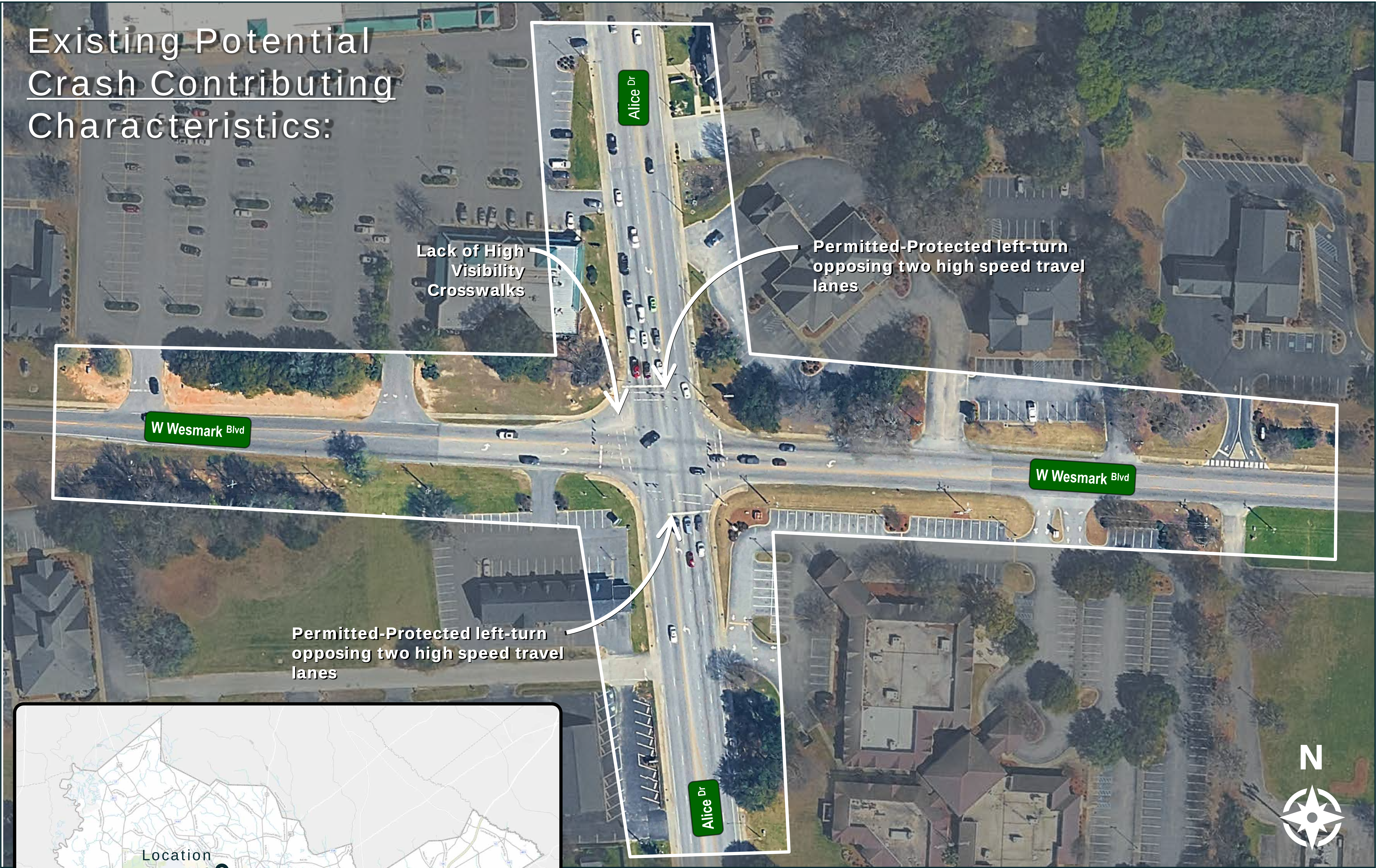
One Fatal Crash and Four Serious Injury Crashes in the Last 10 Years.

Proposed Safety Countermeasures

Location #8



Alice Drive & W Wesmark Boulevard

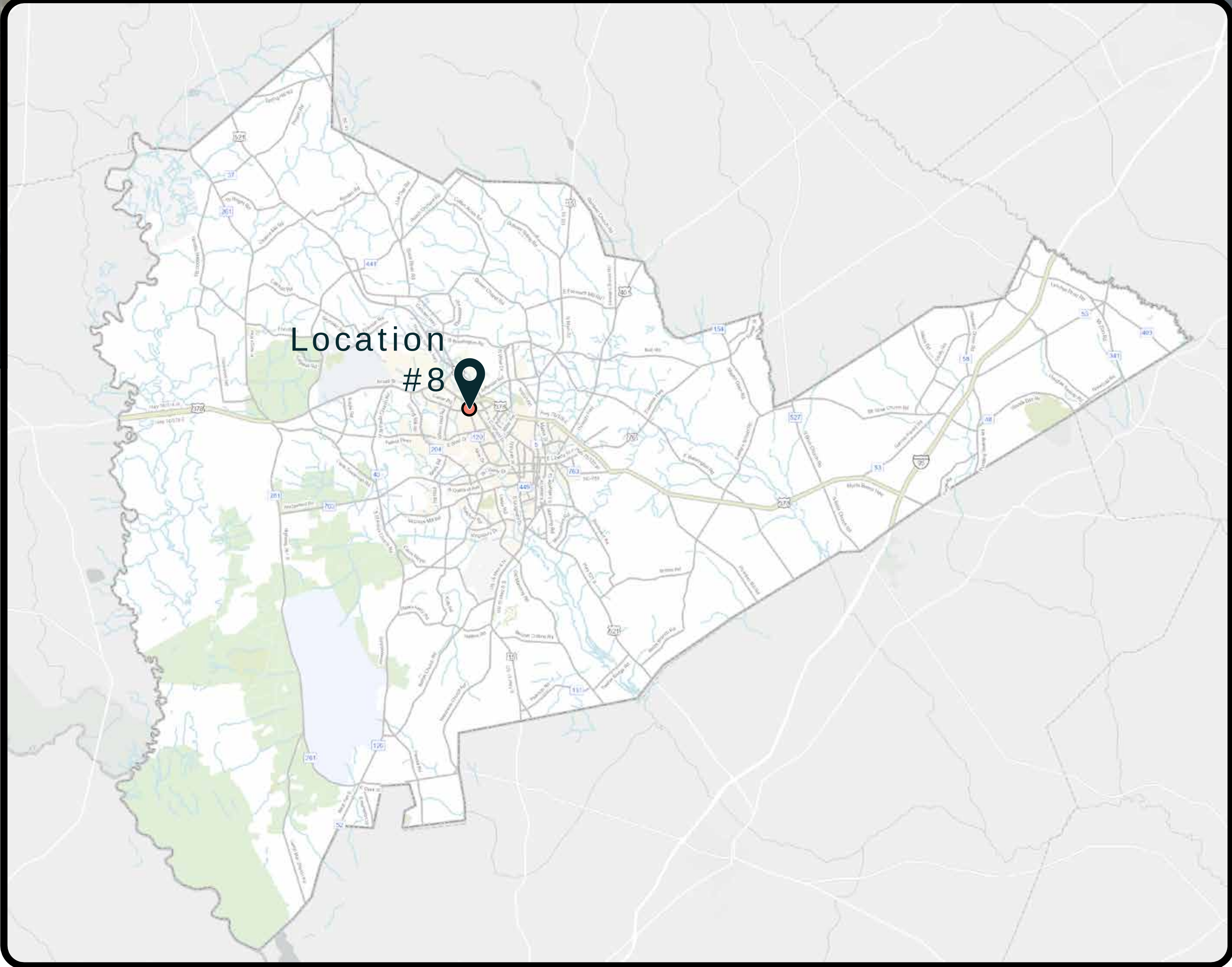


Existing Potential
Crash Contributing
Characteristics:

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**



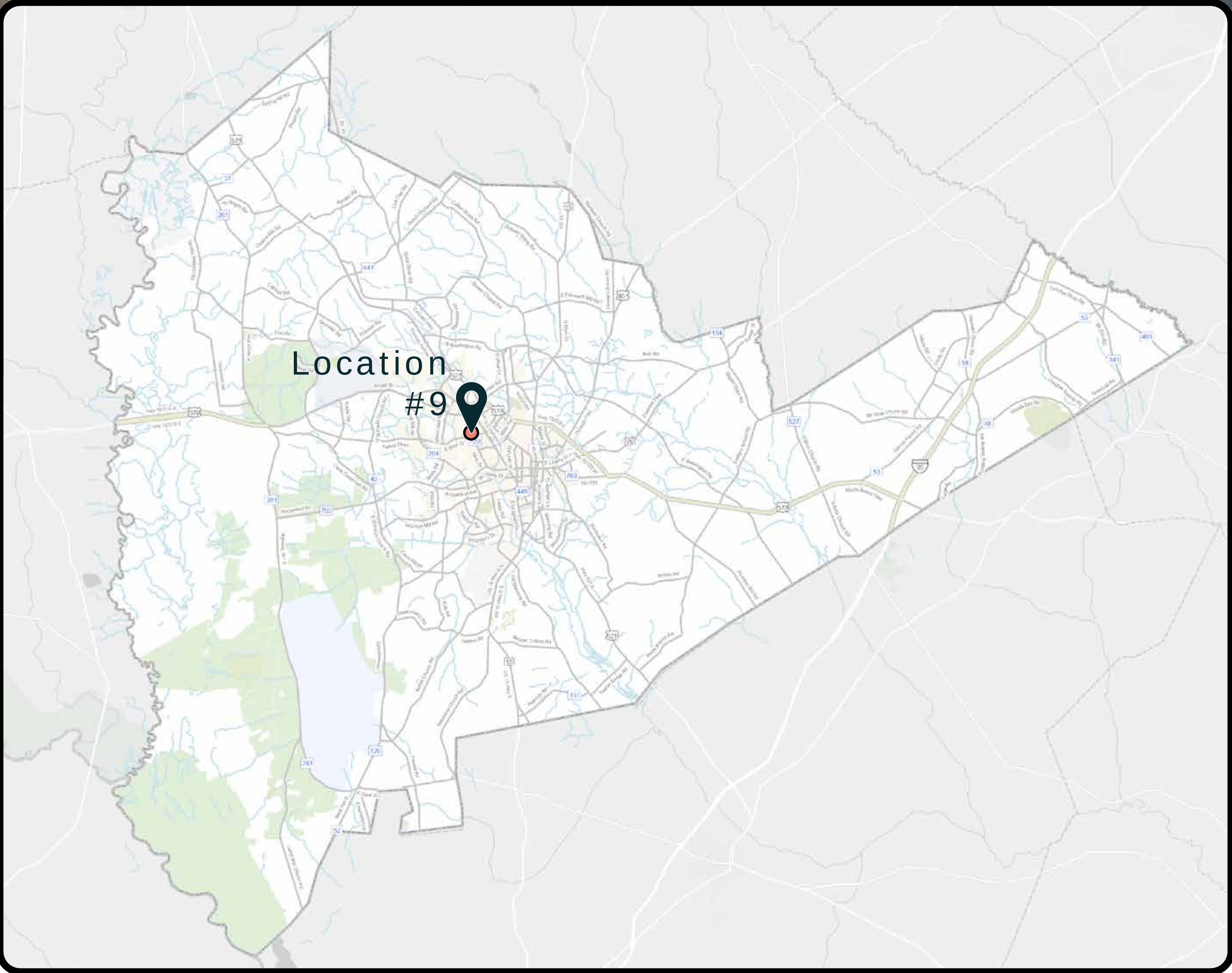
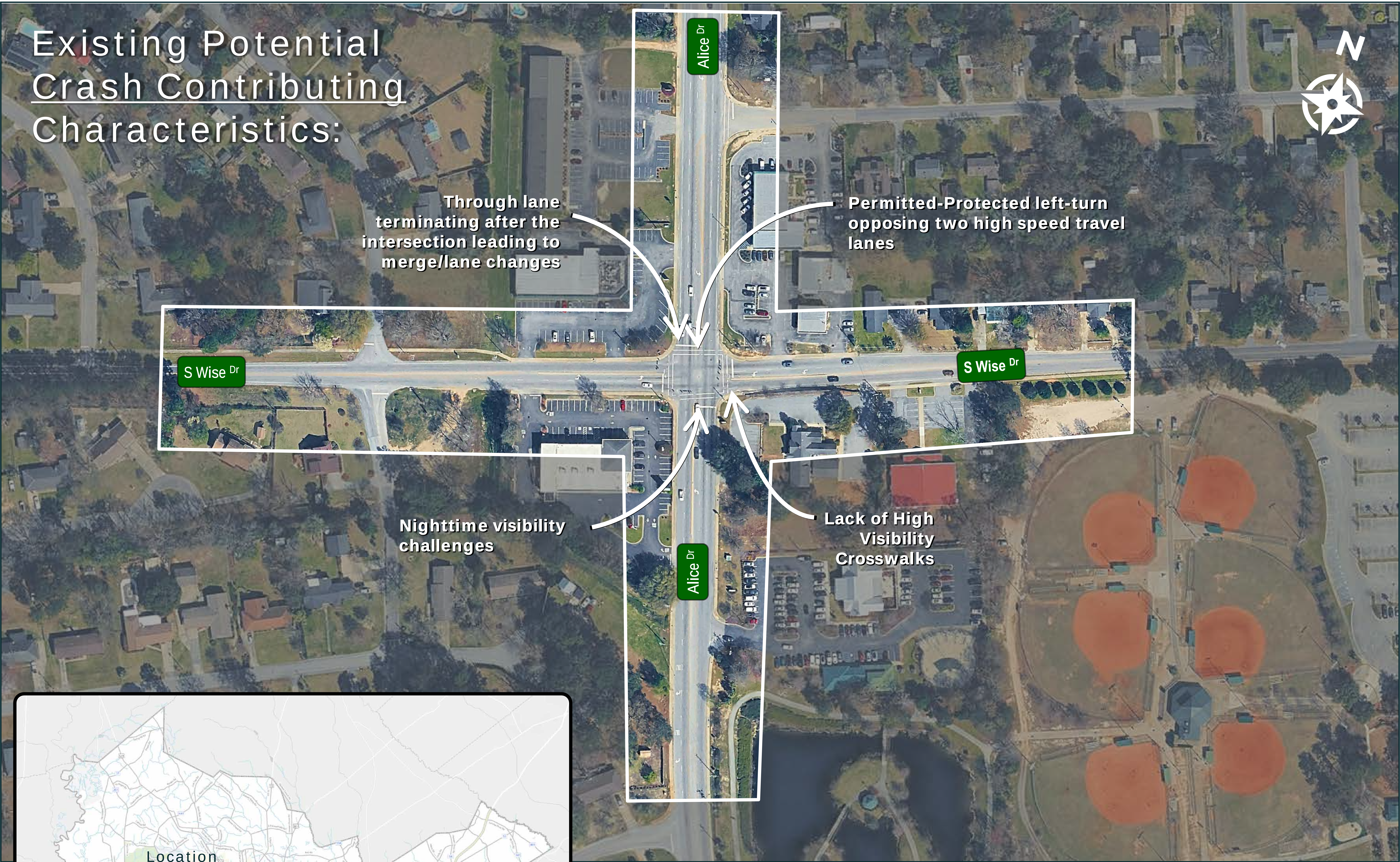
**Intersection
Lighting**

Proposed Safety Countermeasures



Location #9

Alice Drive & S Wise Drive



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

The logo for TEAM Sumter, featuring the word "TEAM" in a small, sans-serif font above the word "Sumter" in a large, stylized script font. To the right of the text is a graphic element consisting of several curved, overlapping lines that resemble a stylized sail or a fan.

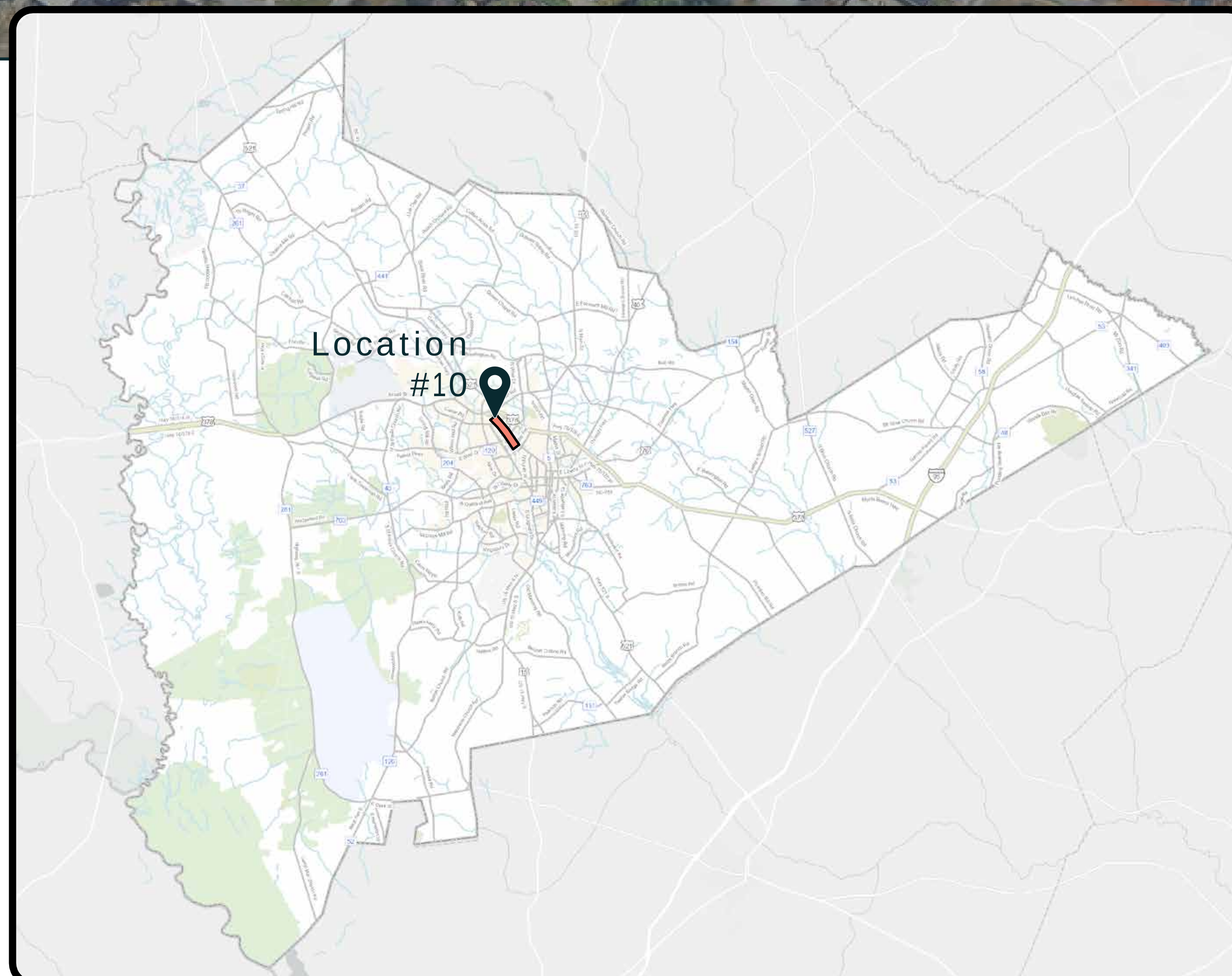
Existing Potential Crash Contributing Characteristics:

- Lack of High Visibility Crosswalks
- Speeding (throughout)
- Lack of Crosswalks
- Unsignalized full-access points (throughout)
- Midblock pedestrian crossing demand without formal crossing
- Permissive left-turn phases opposing high traffic volume and speed
- Midblock pedestrian crossing demand without formal crossing
- Permissive left-turn phases opposing high traffic volume and speed
- Permissive left-turn phases opposing high traffic volume and speed
- Permissive left-turn phases opposing high traffic volume and speed

Streets shown: Broad St, Market St, E Westmark Blvd, Broad St, Goin St, Broad St, Constance St, Bultman Dr, Douglas Ave, Hastings Dr, W Westmark Blvd.

Highway markers: 521, 76.

North arrow pointing towards the top right.



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

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

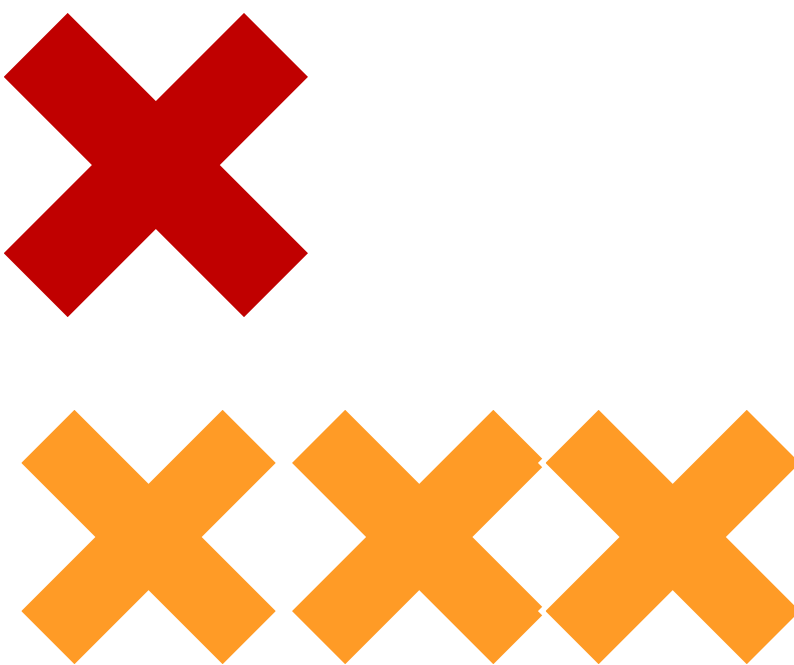
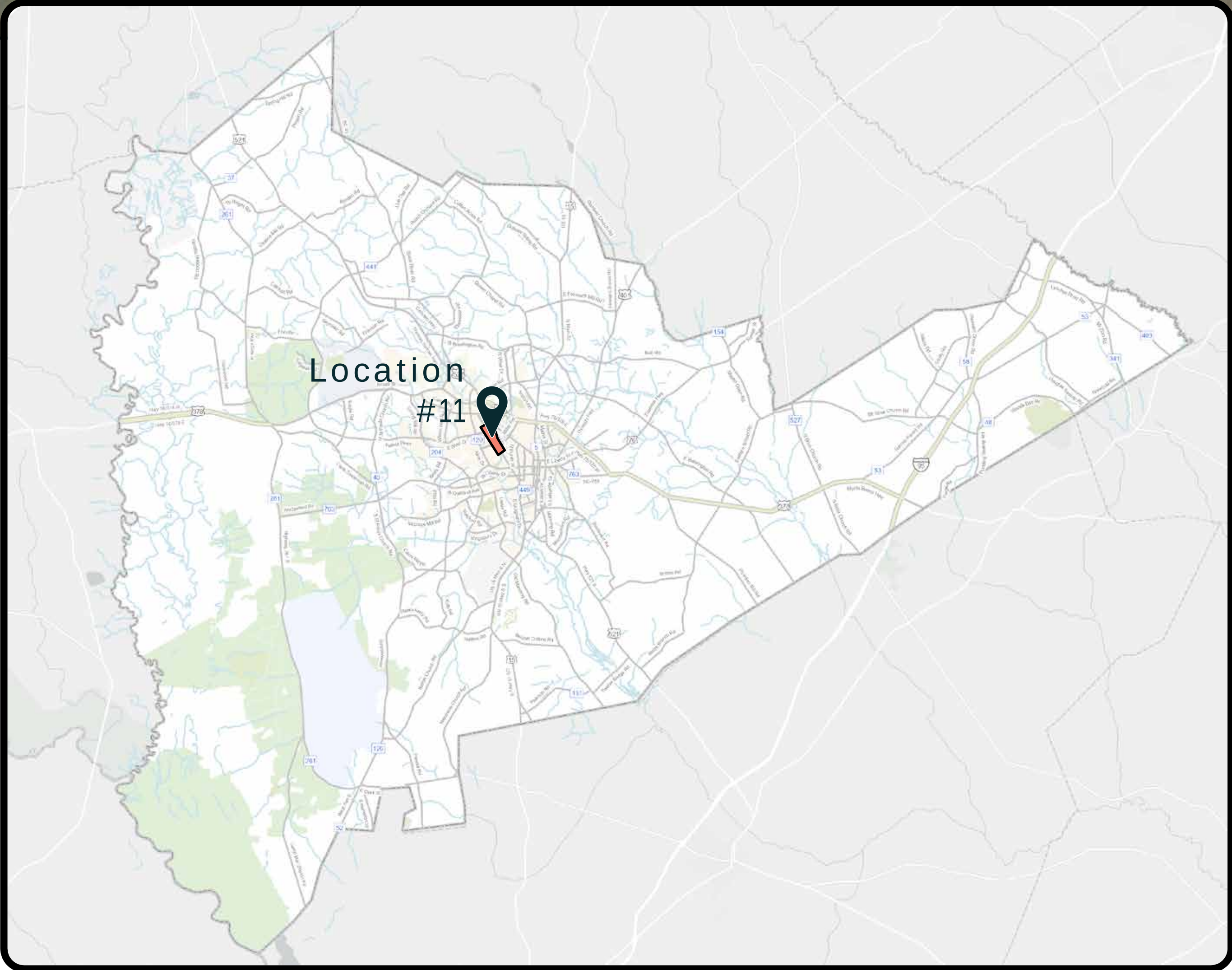
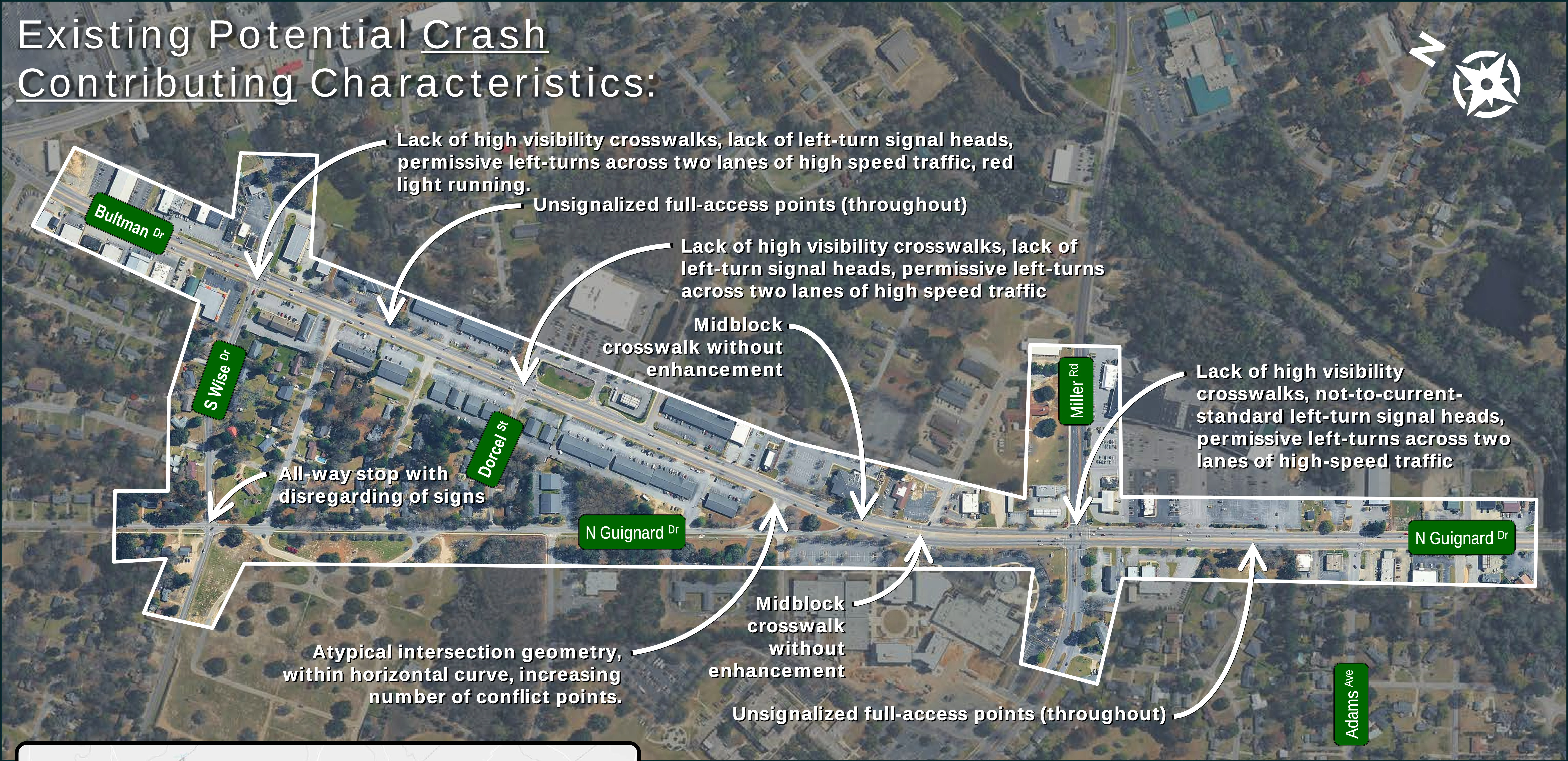
Pedestrian Facility Upgrades (Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)

Proposed Safety Countermeasures



Location #11

Bultman Drive/N Guignard Drive Broad Street to Shot Pouch Greenway



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



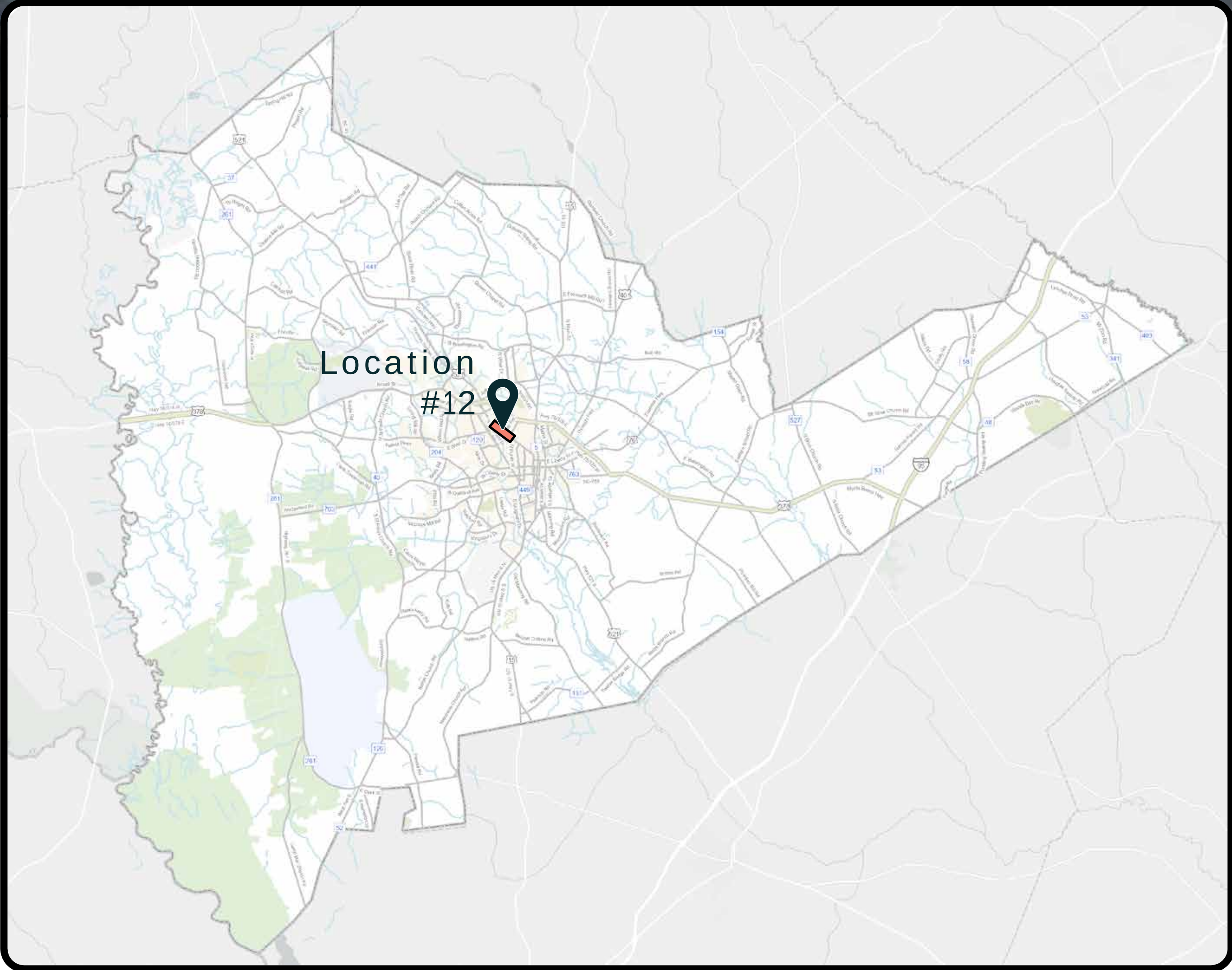
Pedestrian Facility Upgrades (Crosswalks, Sidewalk, Leading Pedestrian Intervals, Enhanced Mid-Block Crossings)

Proposed Safety Countermeasures



Location #12

Broad Street Bultman Drive to Miller Road



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)



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)

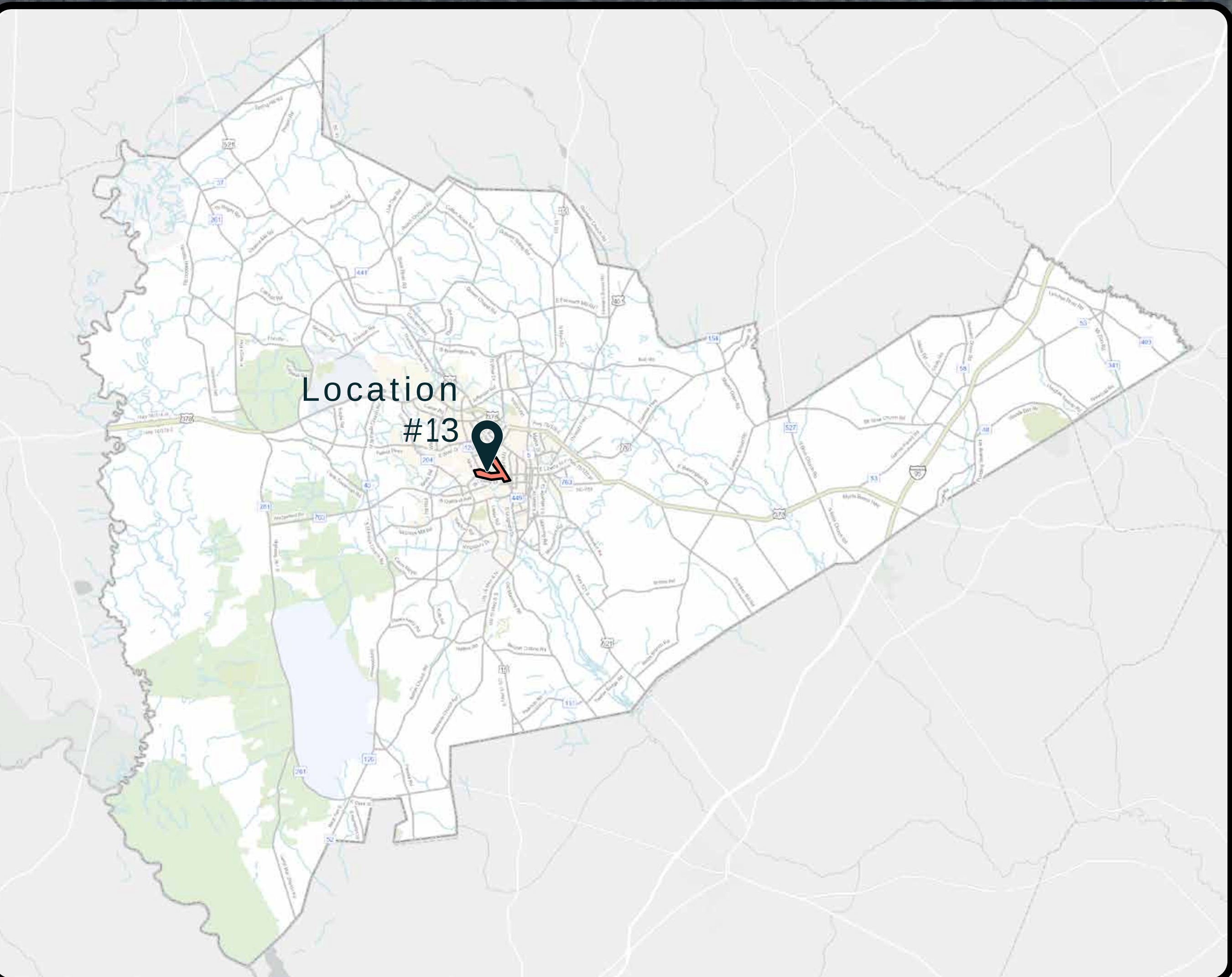
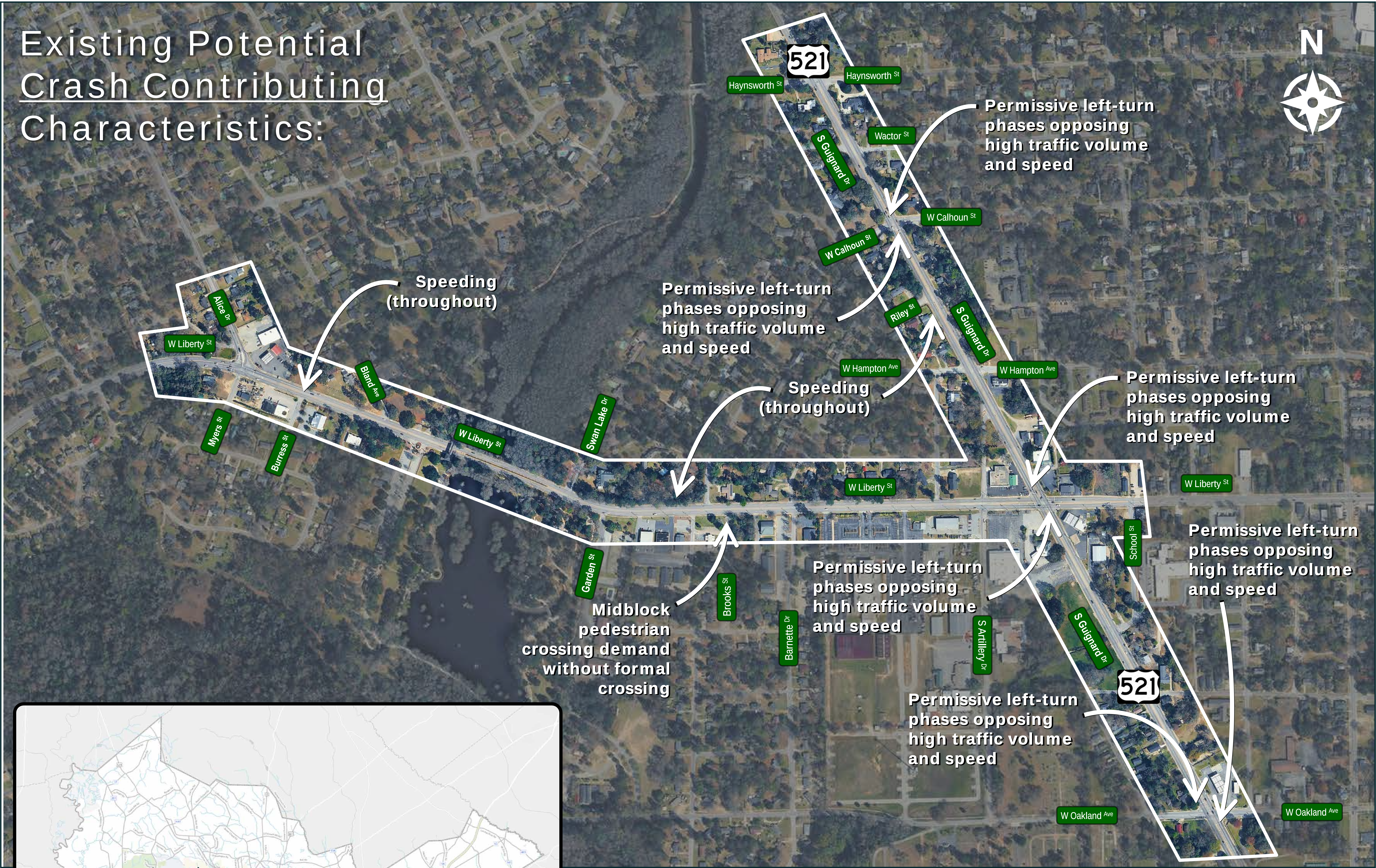
Proposed Safety Countermeasures



Location #13

W Liberty Street & S Guignard Drive

Existing Potential
Crash Contributing
Characteristics:



XXXX
XXXXXXXXXXXX
**Three Fatal Crashes 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**
- 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)**

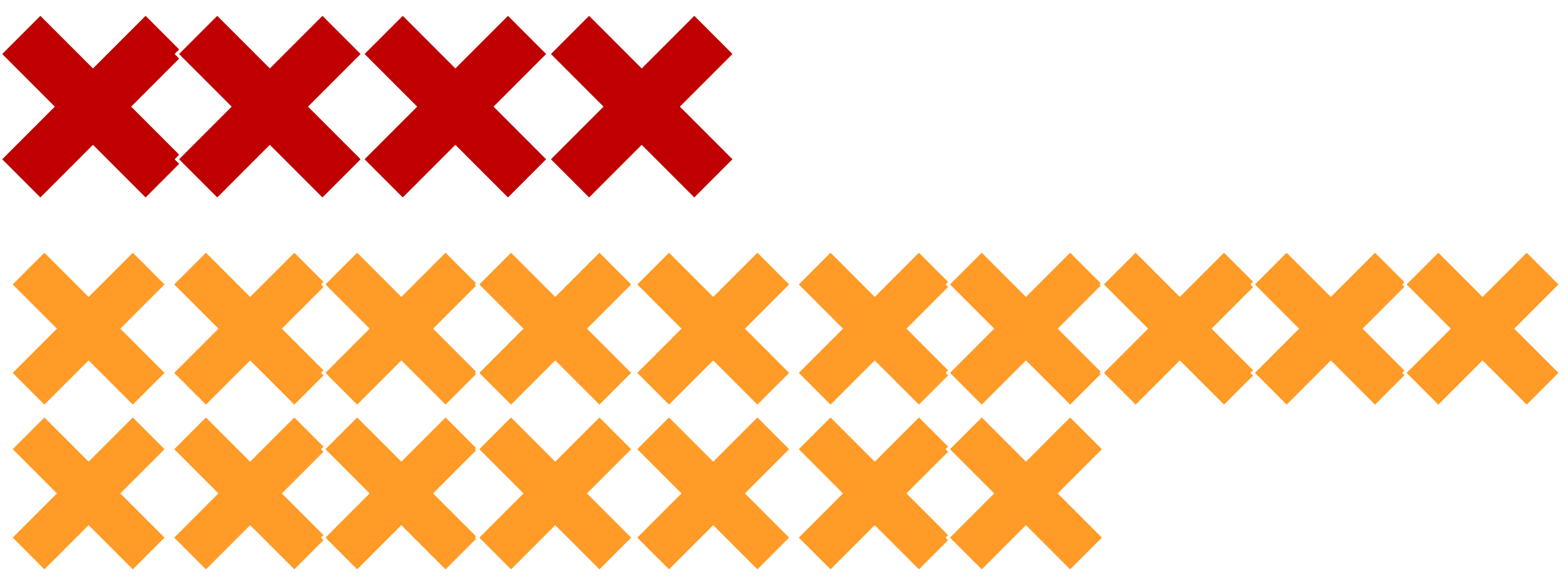
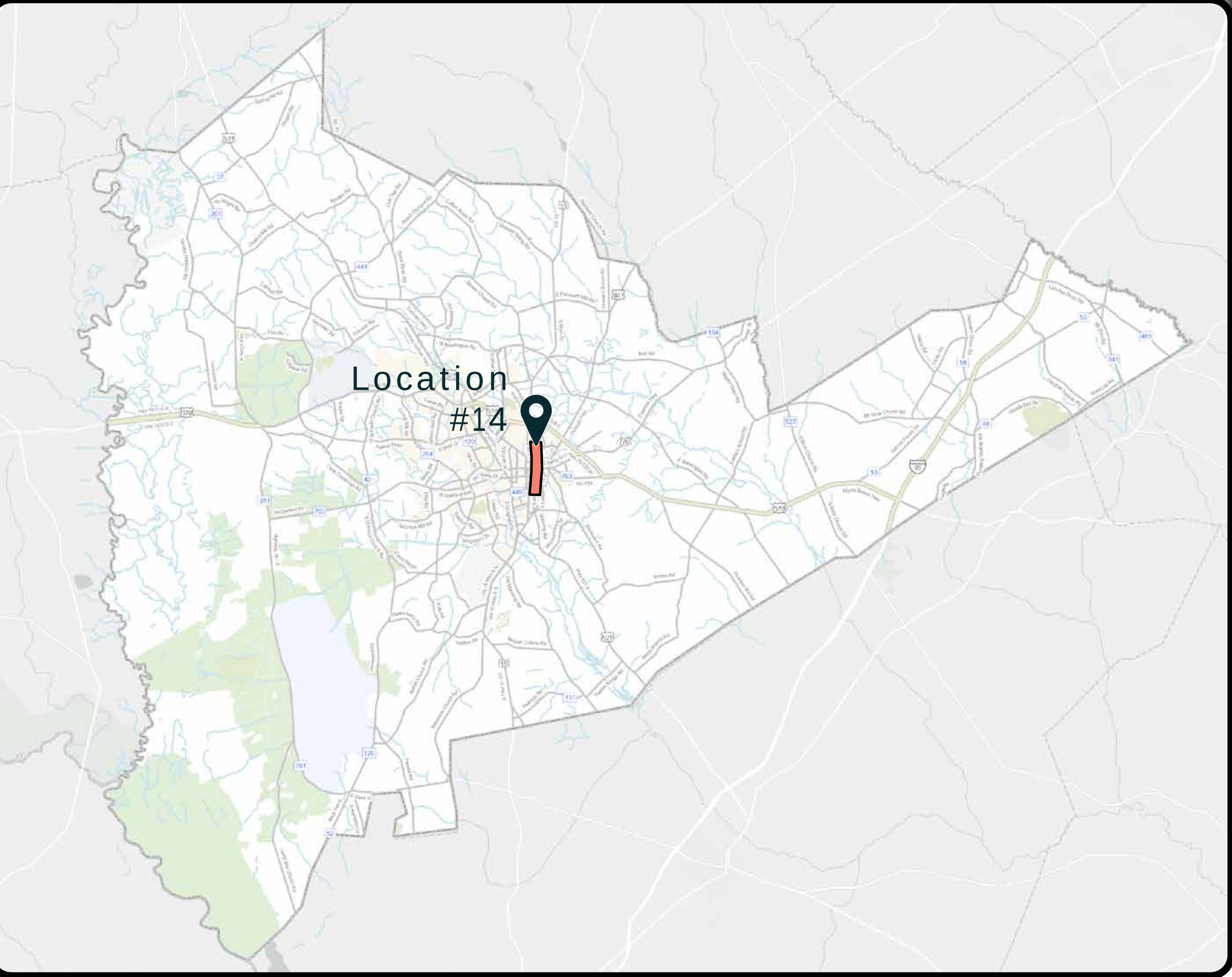
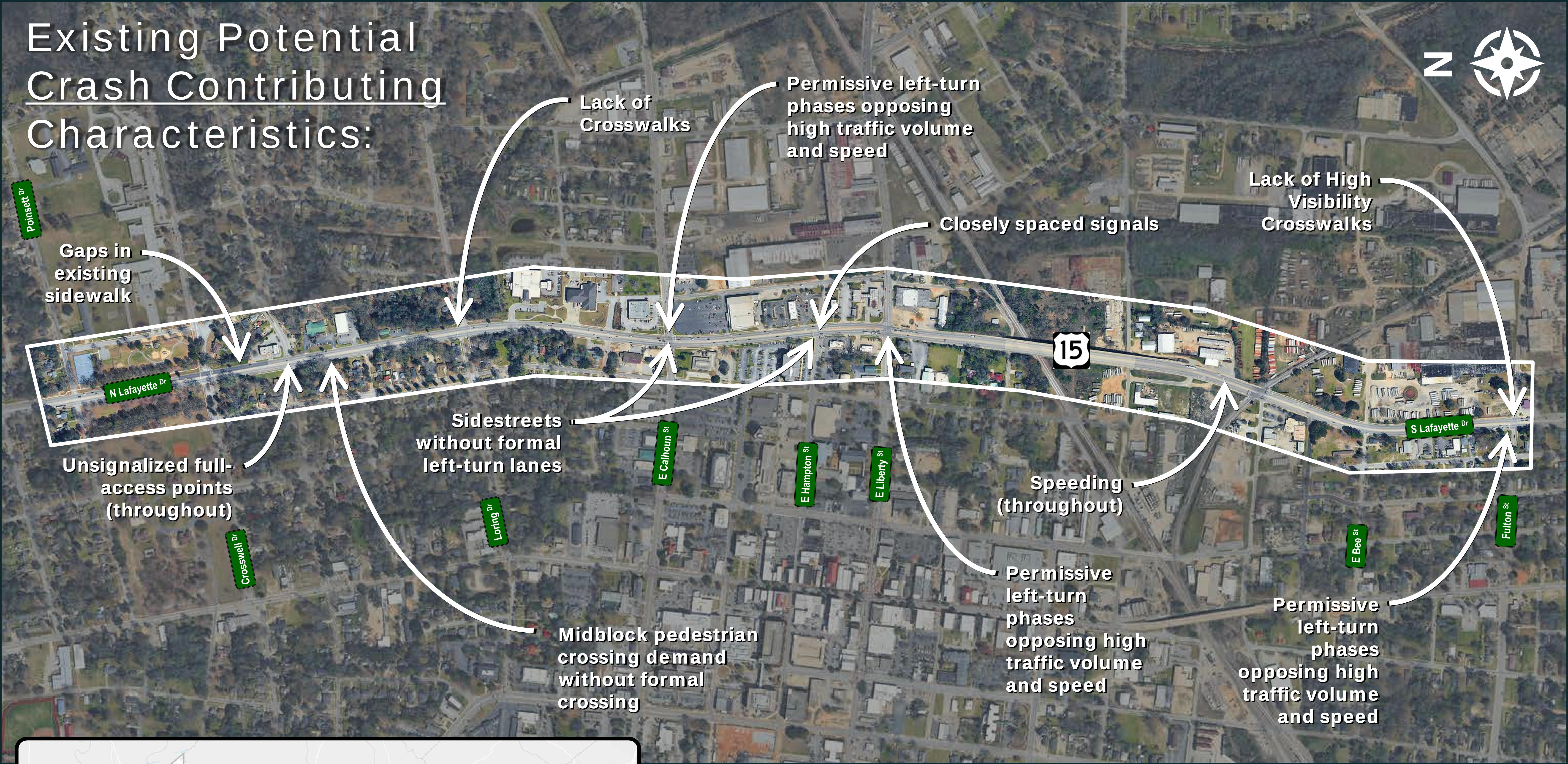
Proposed Safety Countermeasures



Location #14

US 15/Lafayette Drive Poinsett Drive to Fulton Street

Existing Potential Crash Contributing Characteristics:



**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**



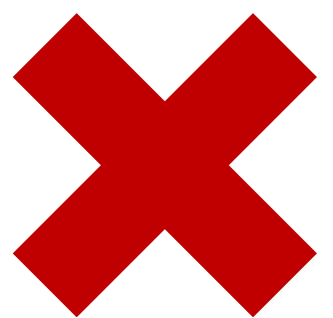
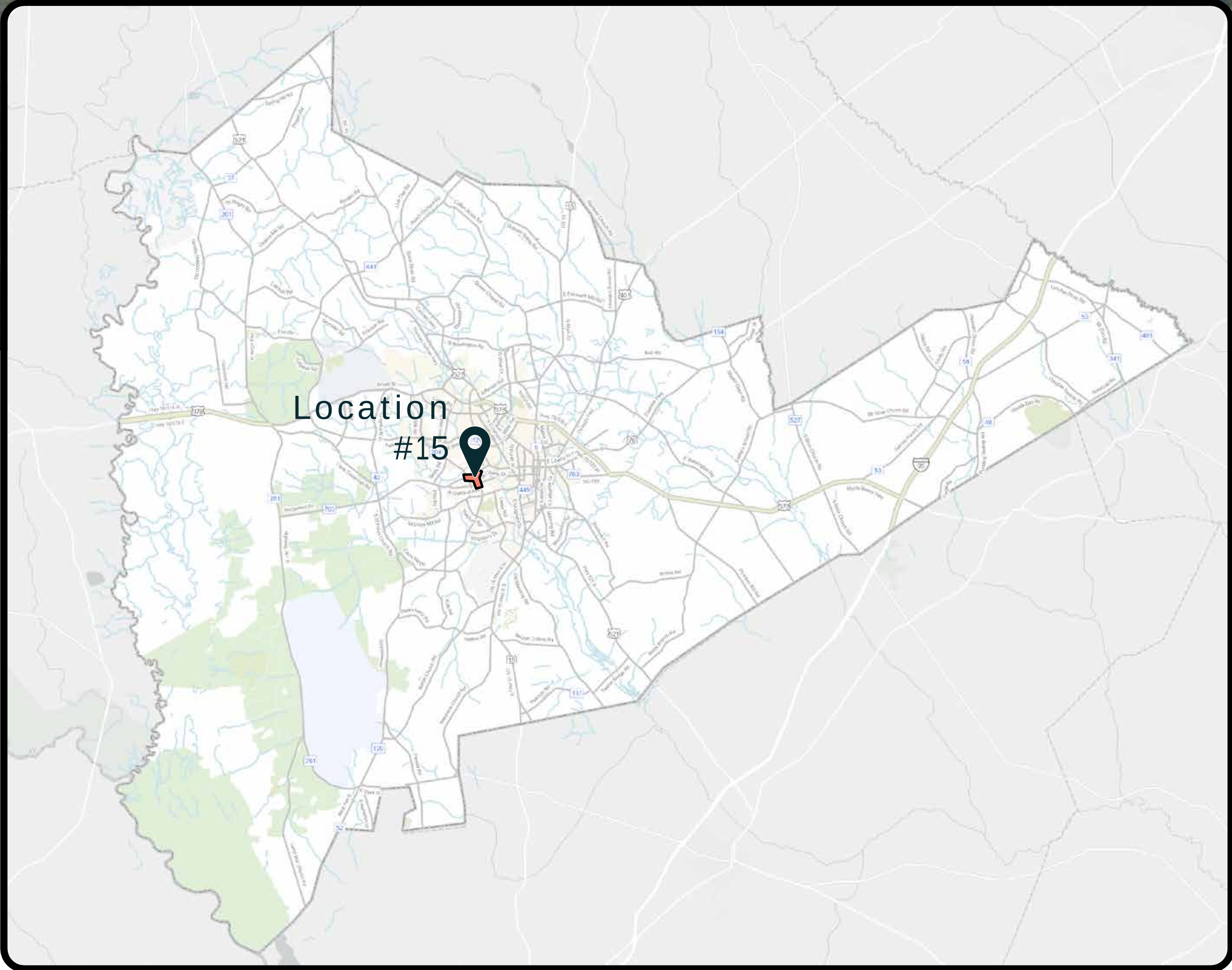
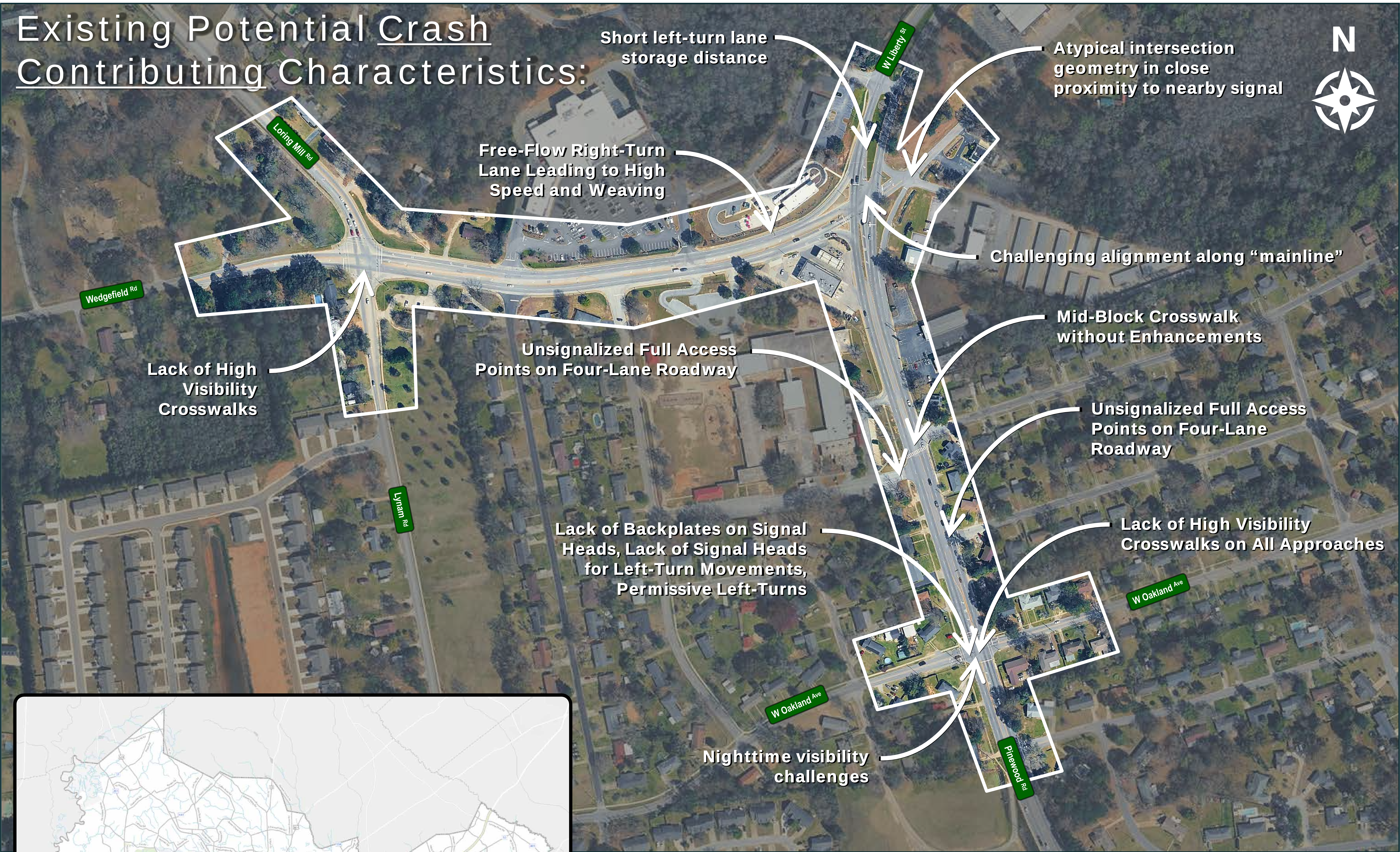
**Pedestrian Facility
Upgrades** (Crosswalks,
Sidewalk, Leading
Pedestrian Intervals,
Enhanced Mid-Block
Crossings)

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)

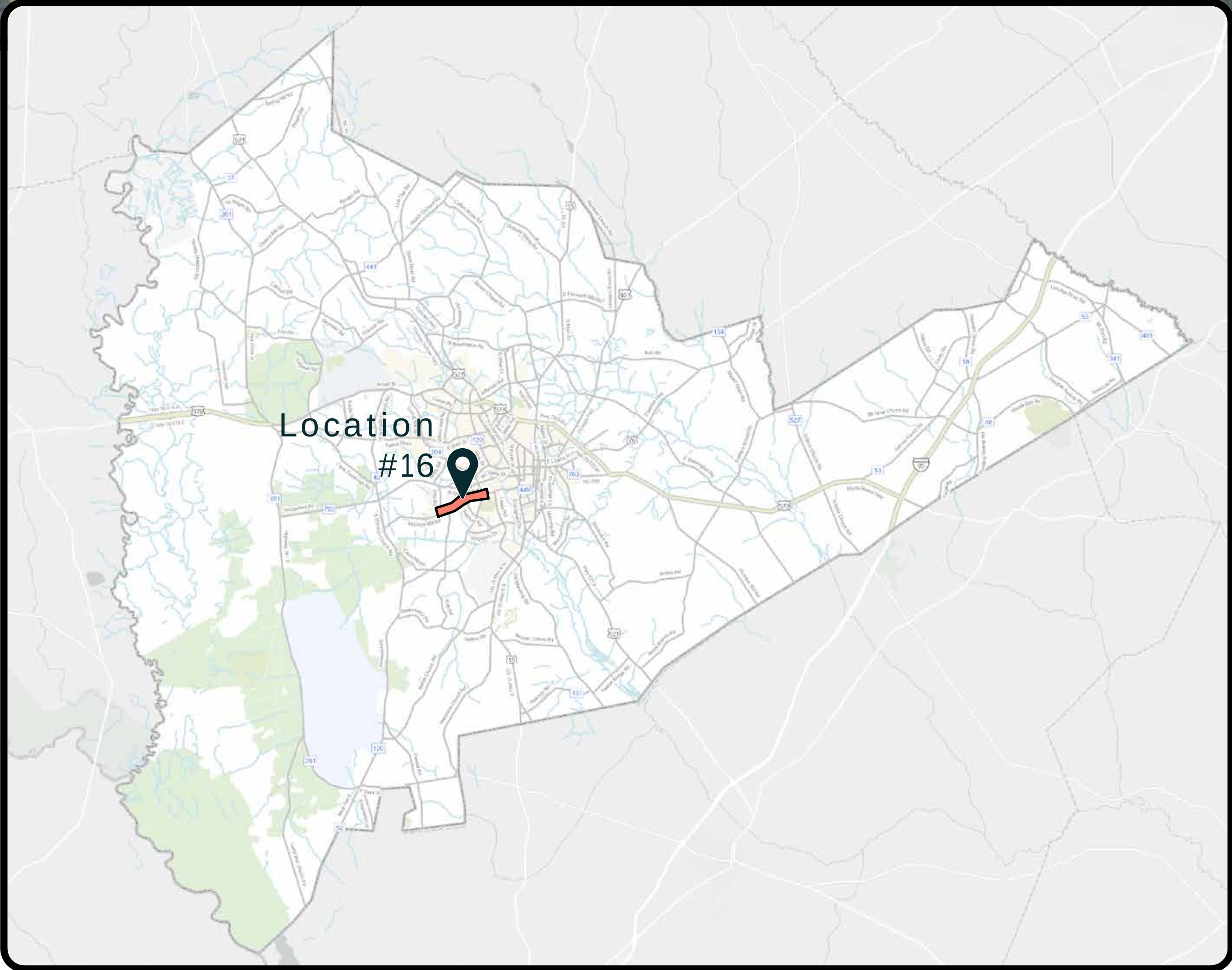
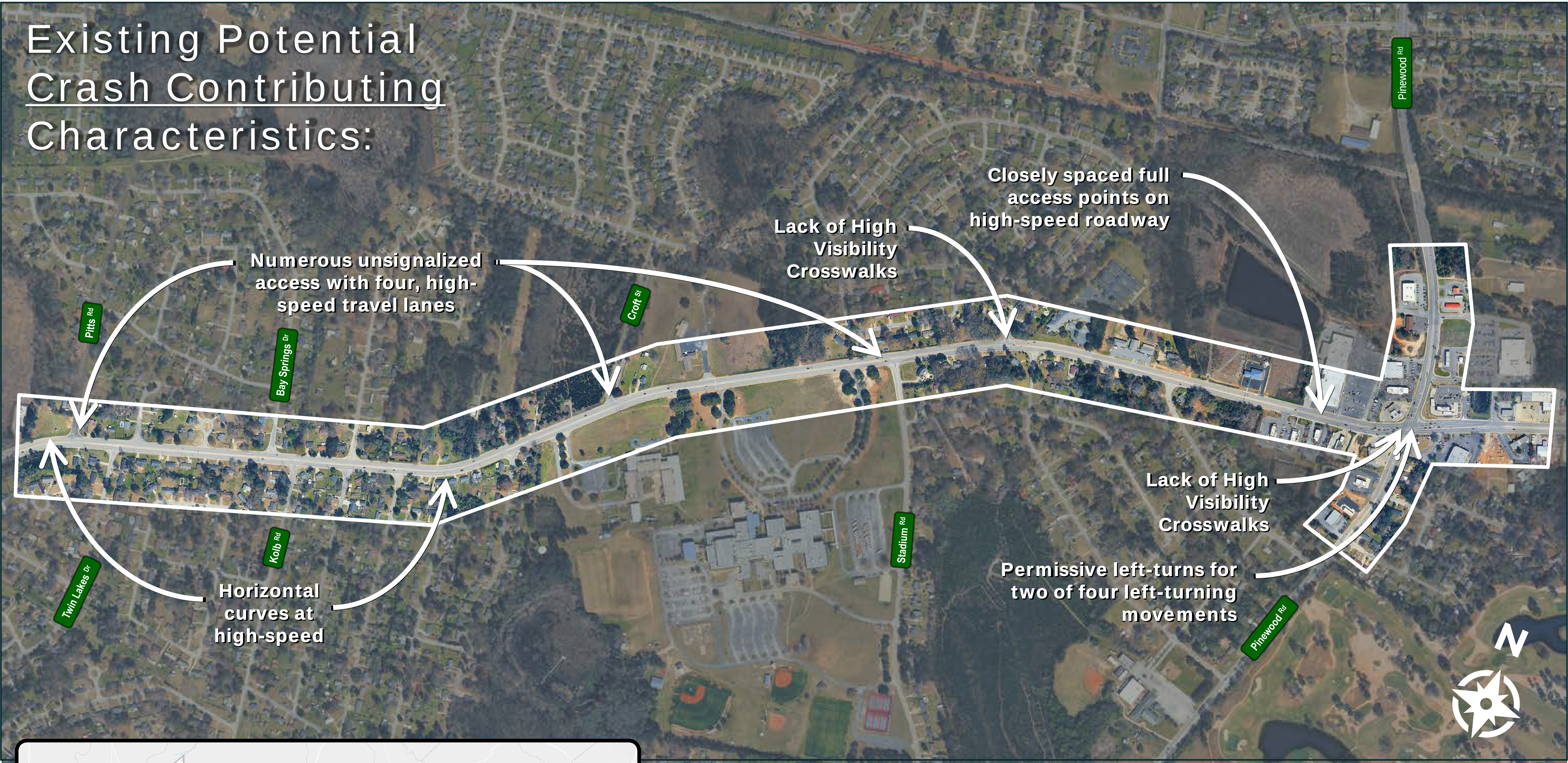
Proposed Safety Countermeasures



Location #16

McCrays Mill Road Pitts Road to Pinewood Road

Existing Potential Crash Contributing Characteristics:



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

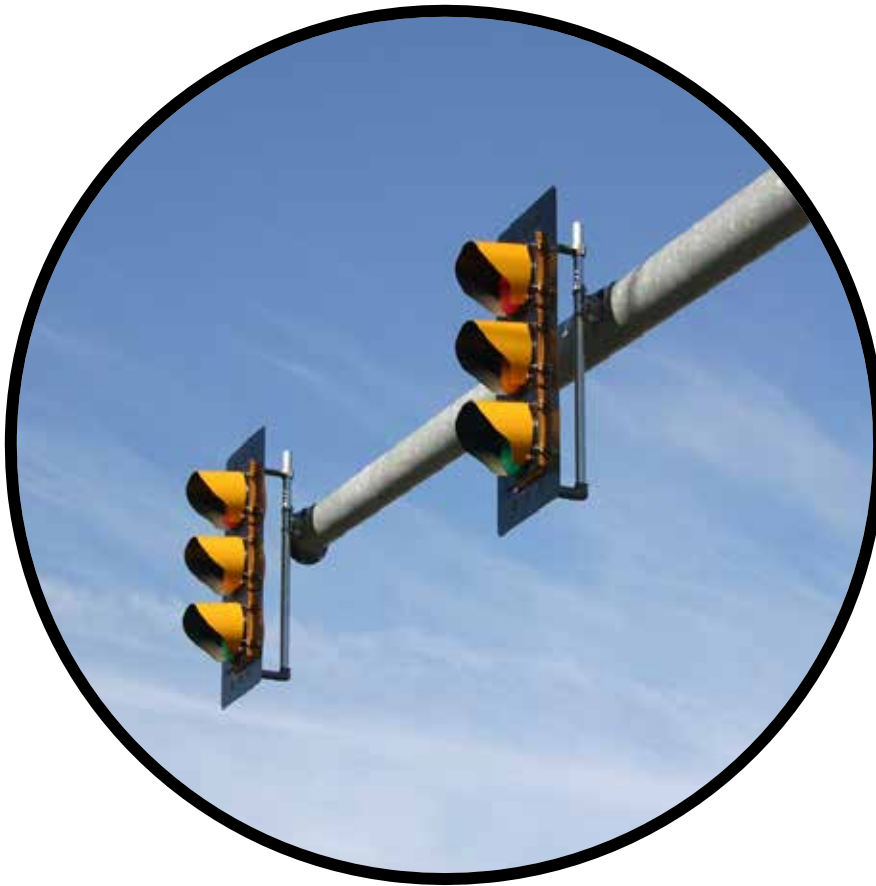
Proposed Safety Countermeasures:



**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**



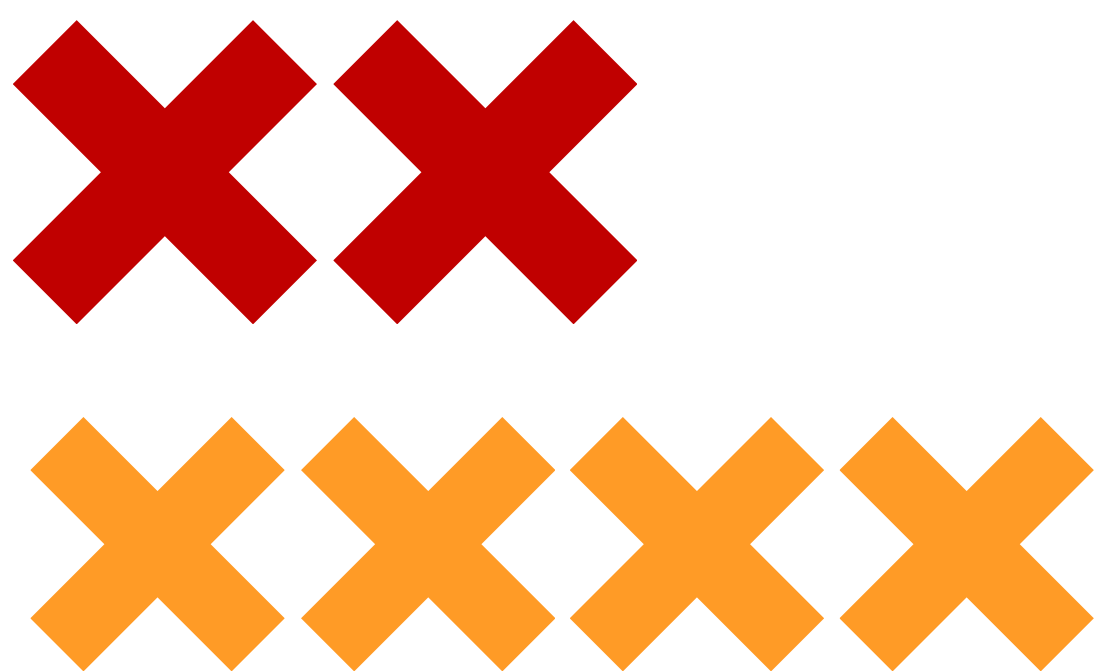
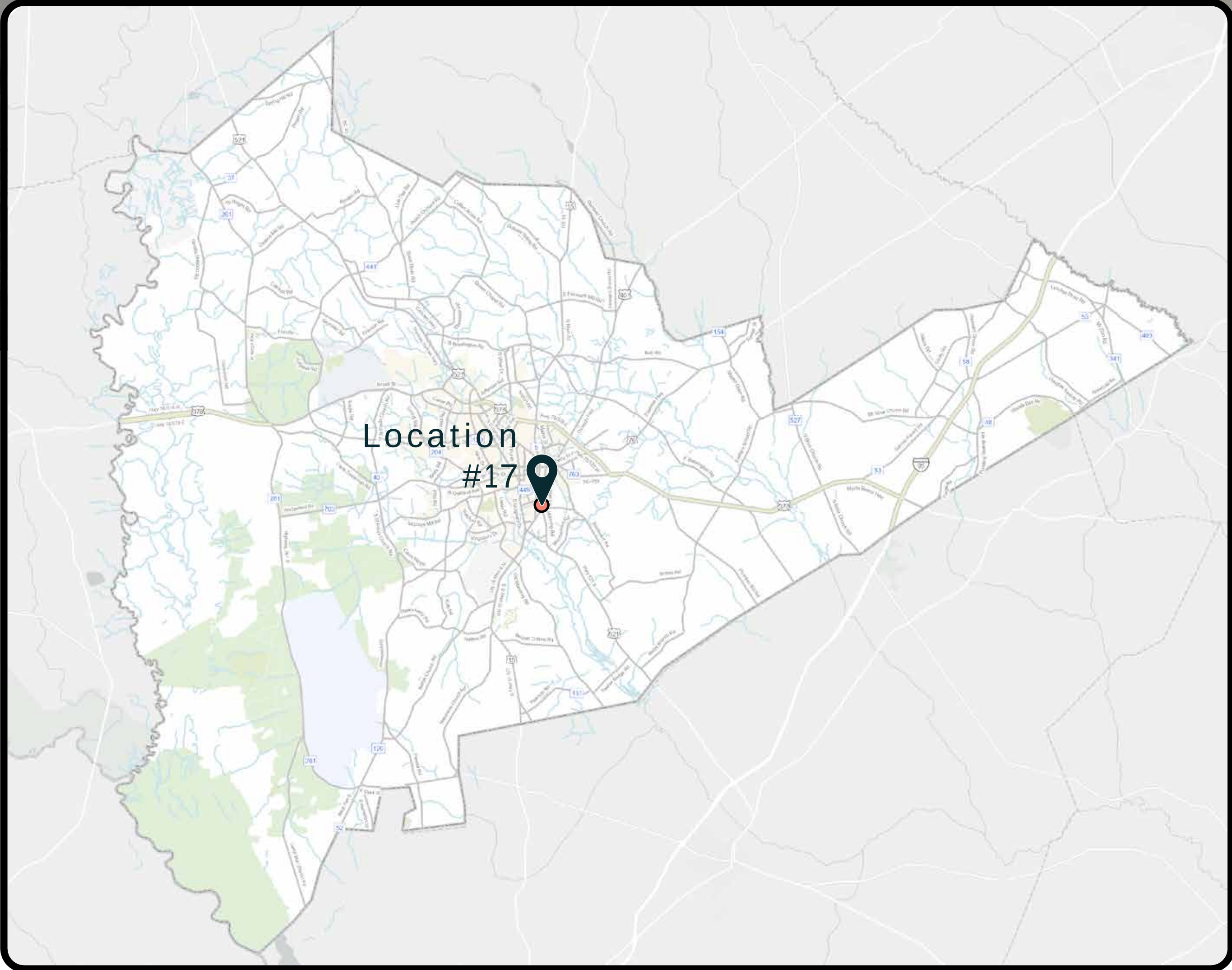
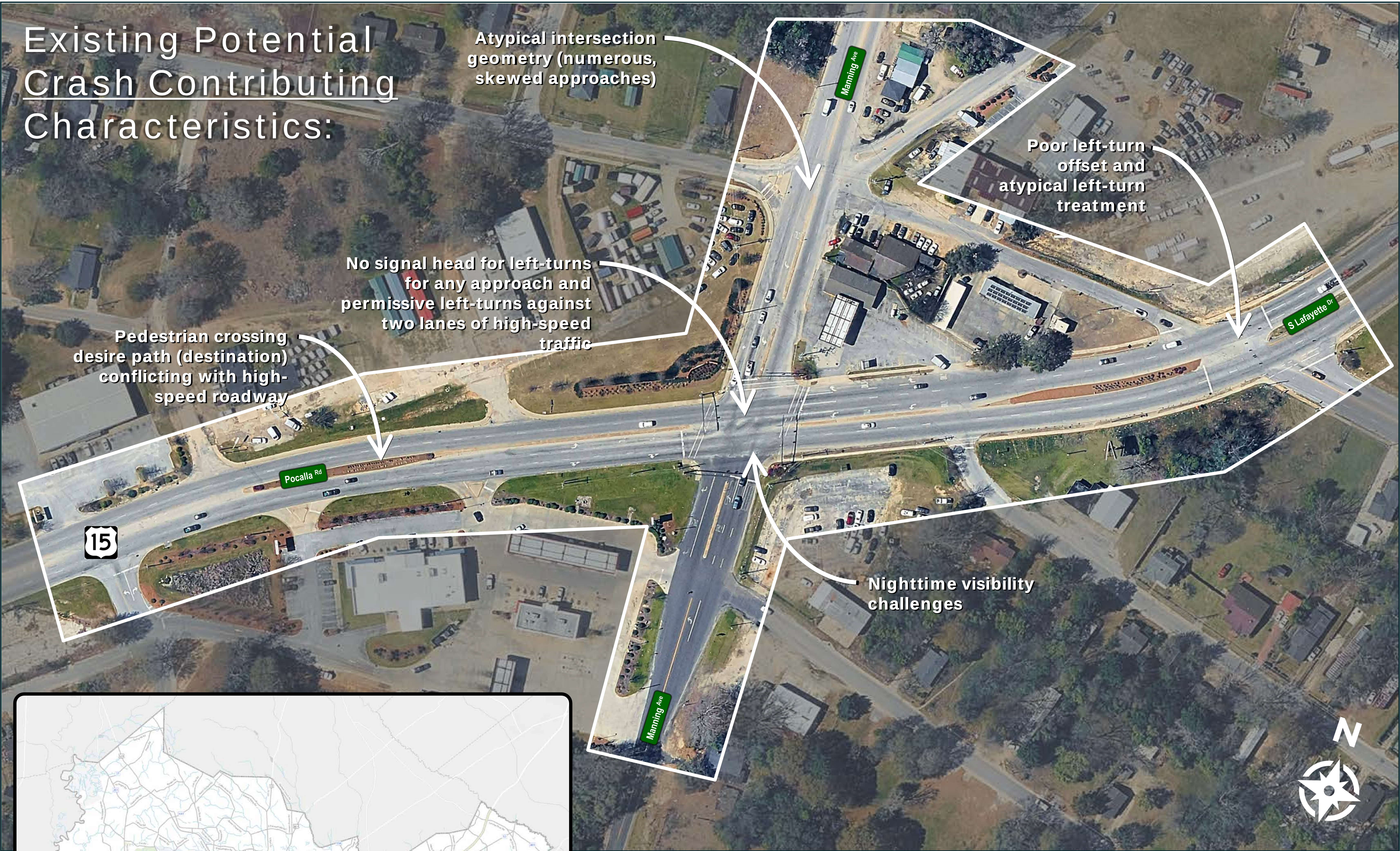
**Pedestrian Facility
Upgrades** (Crosswalks,
Leading Pedestrian
Intervals, Enhanced
Mid-Block Crossings)

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

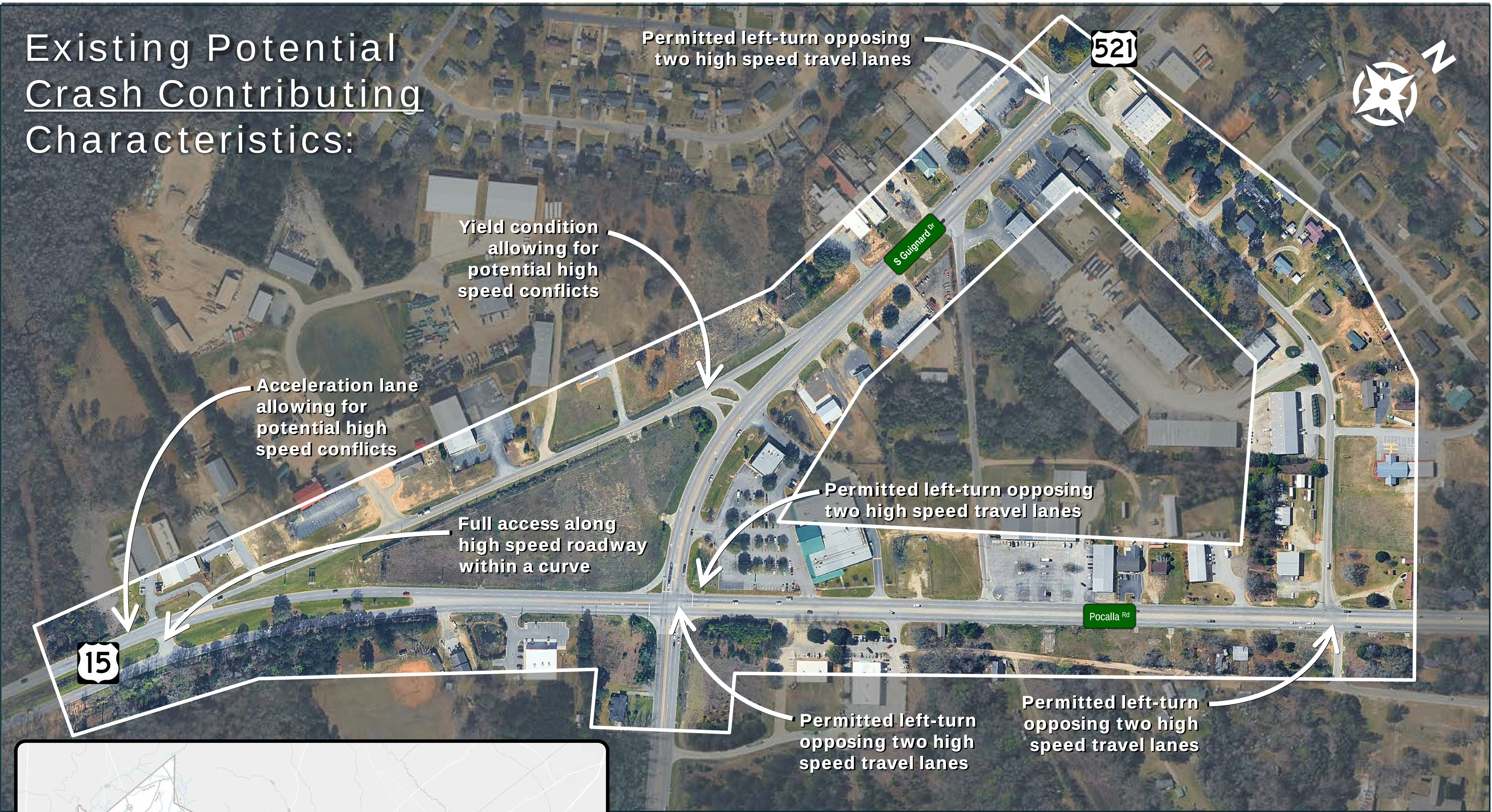
Proposed Safety Countermeasures



Location #18

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

Proposed Safety Countermeasures:



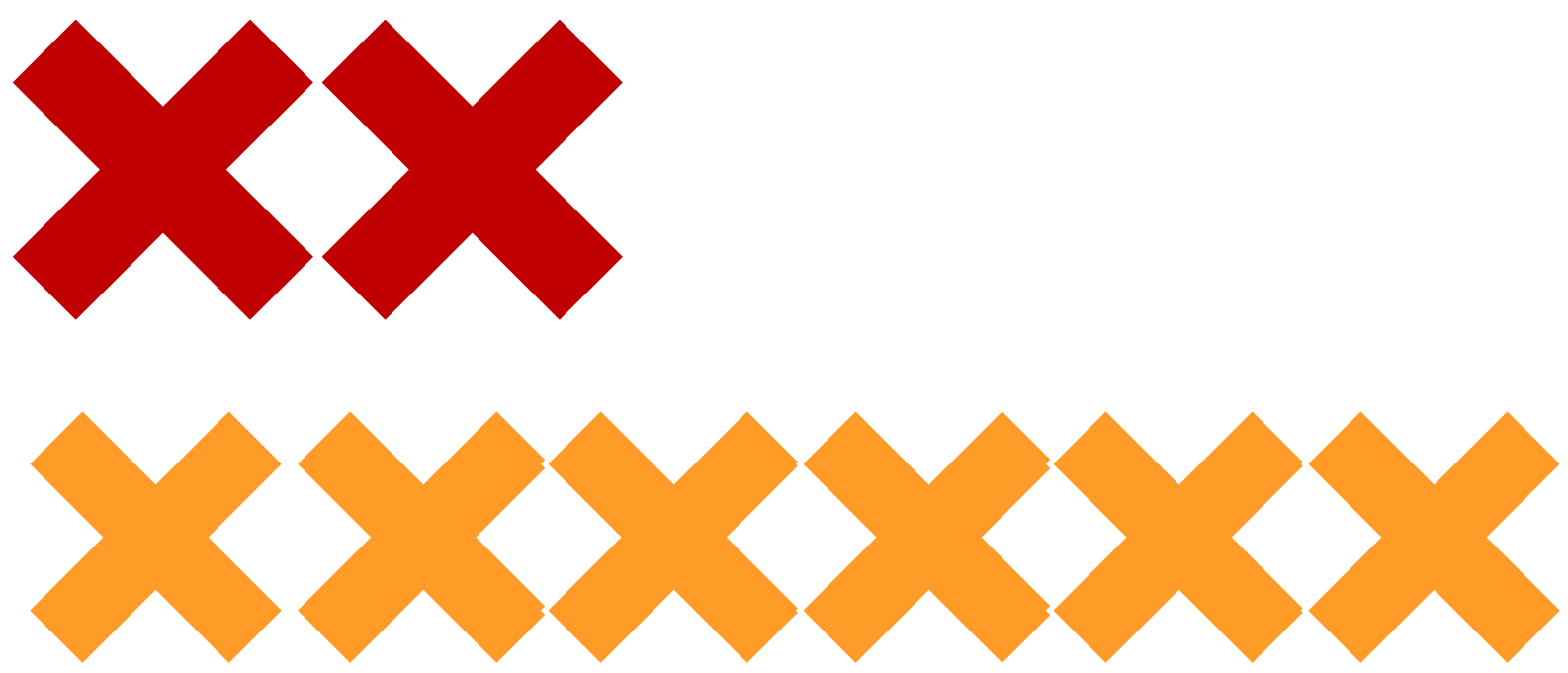
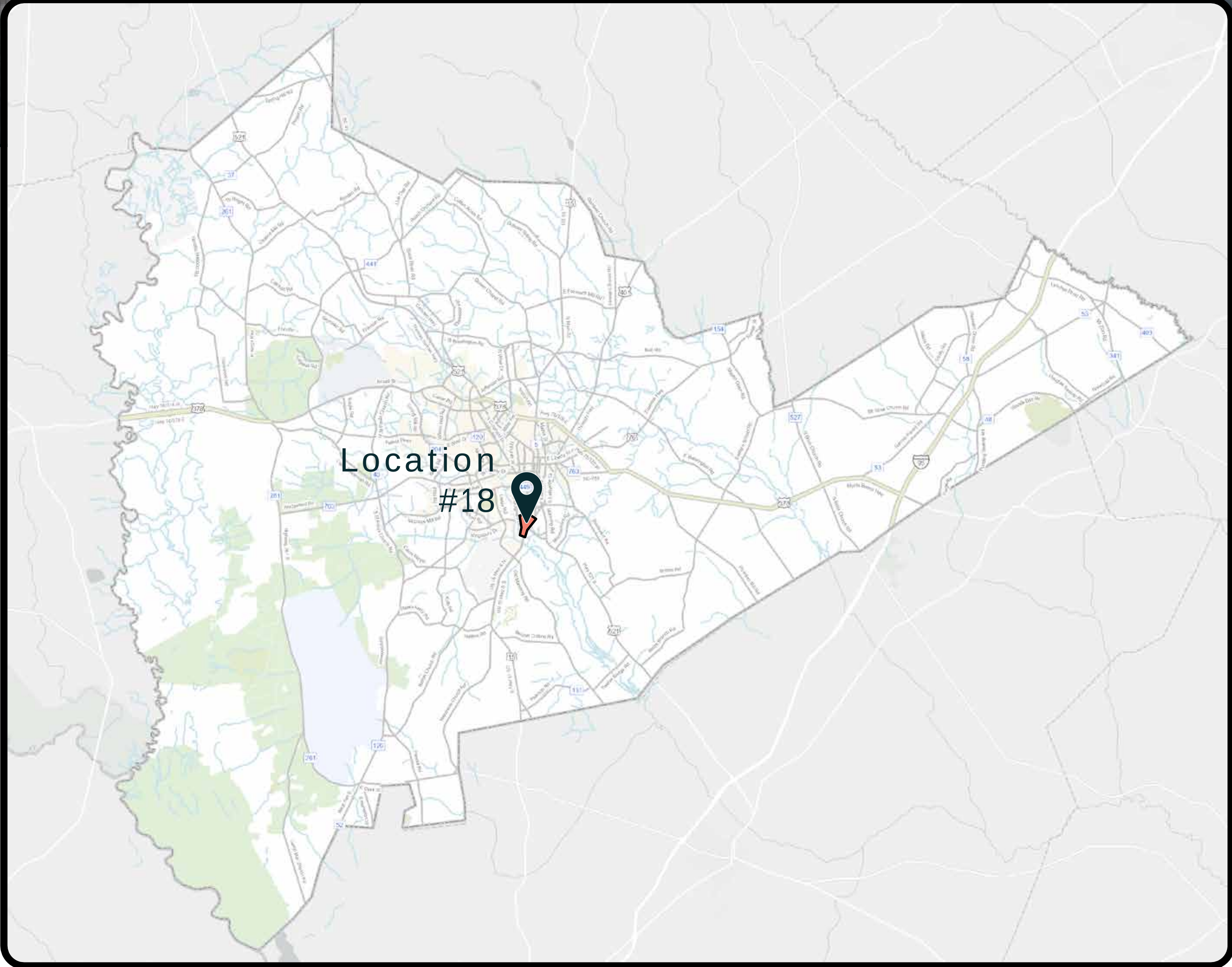
Signal Upgrades
(Protected Only Phasing, New Signal Heads, Backplates on Signals)



Access Management
Median Break Closures, Raised Medians, Acceleration Lane Removal)



Spot Lighting Improvements



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

Proposed Safety Countermeasures



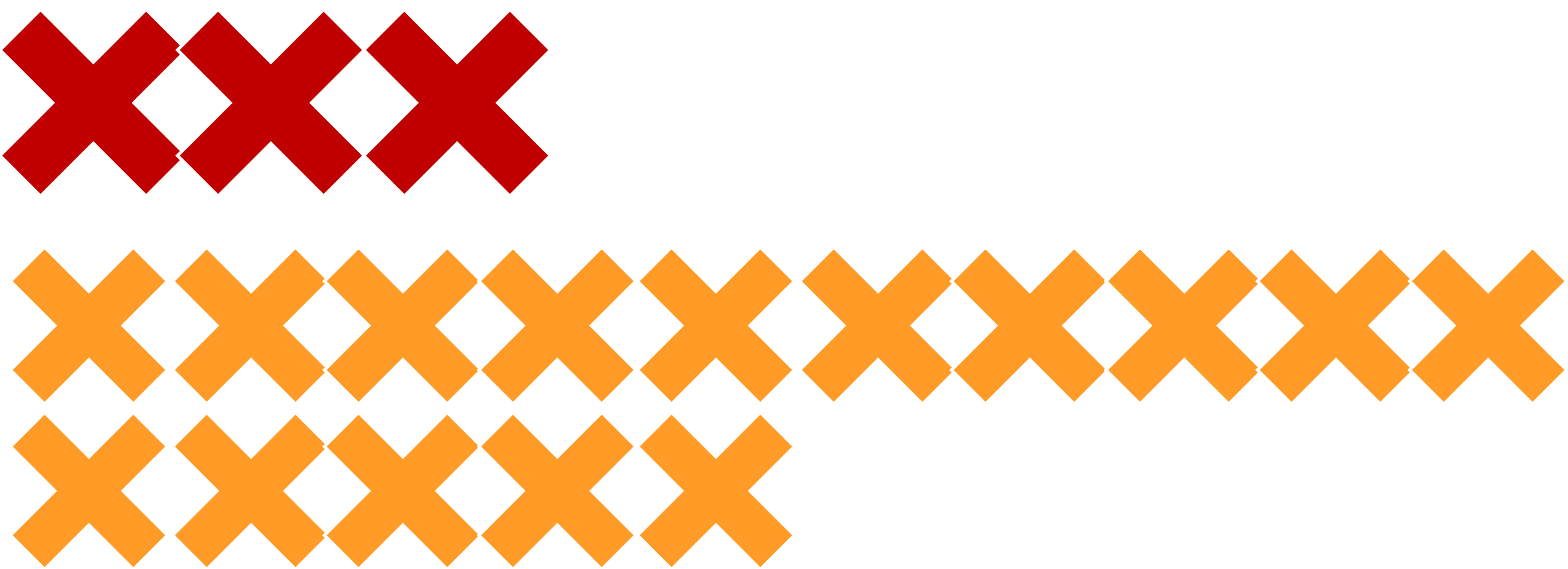
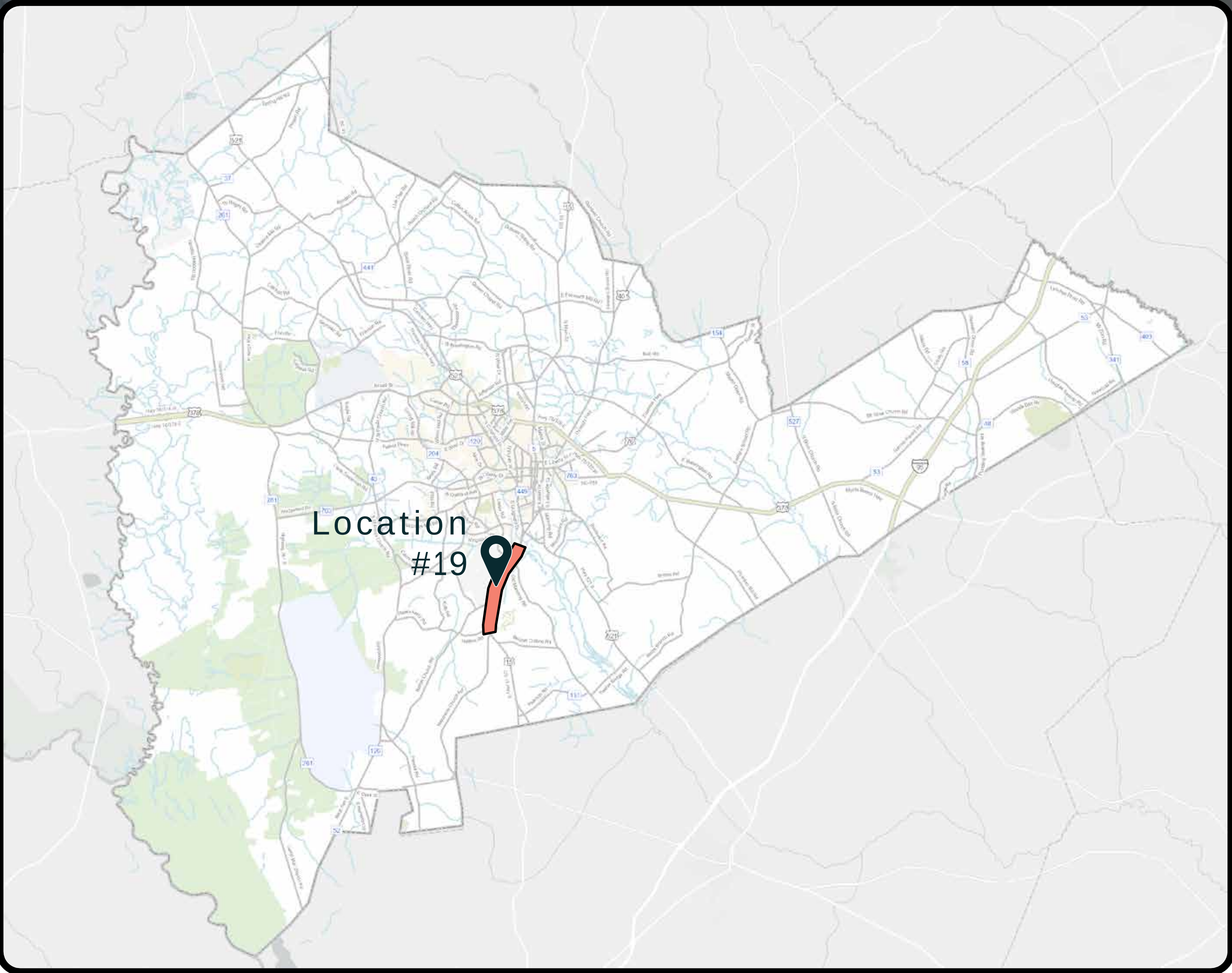
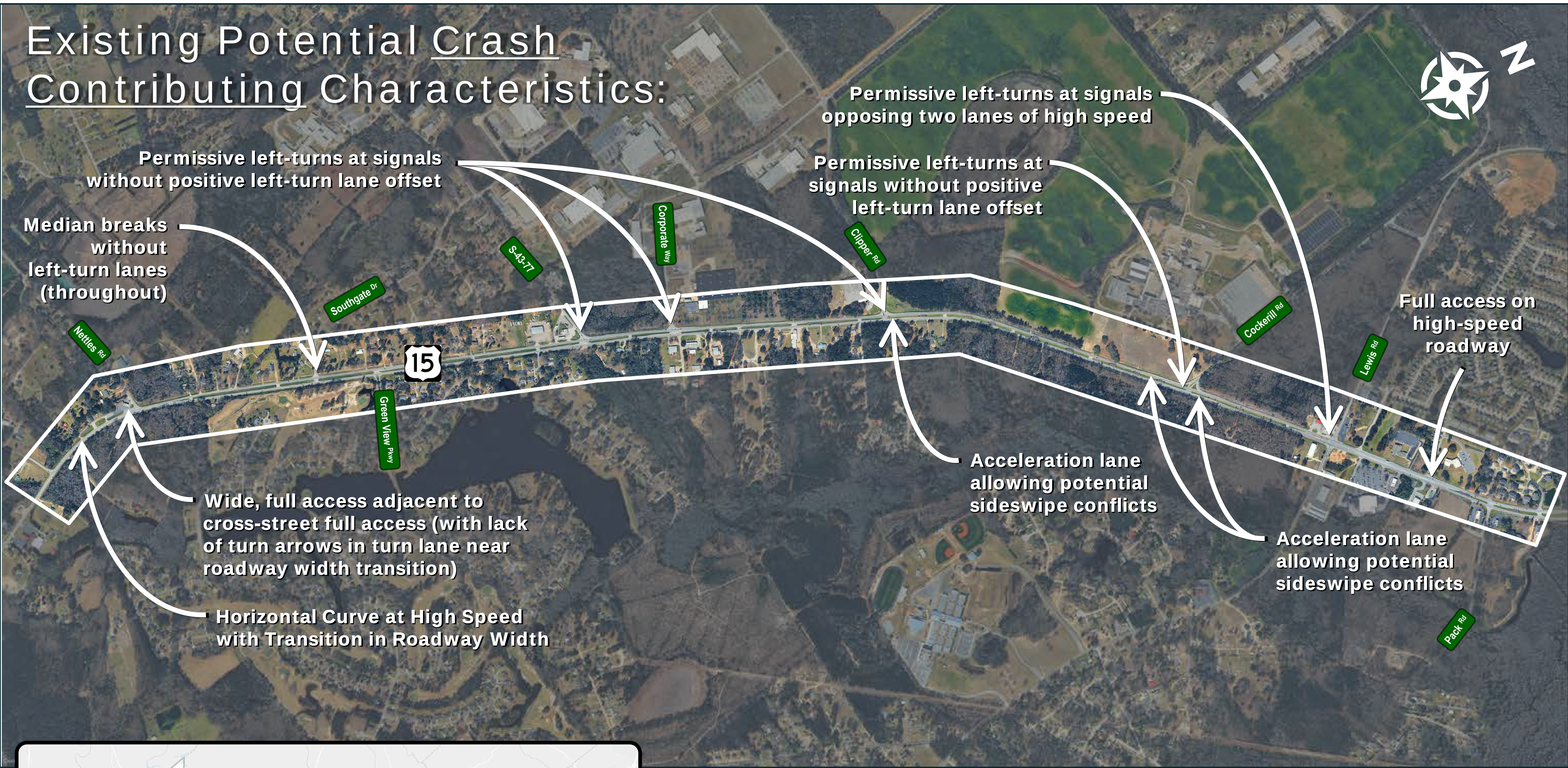
Location #19



US 15

Nettles Road to Green Swamp p/Cane Savannah Creek

Existing Potential Crash Contributing Characteristics:



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

Proposed Safety Countermeasures



Location #20

McCrays Mills Road & S Guignard Drive



Existing Potential Crash Contributing Characteristics:

Proposed Safety Countermeasures:



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



Access Management
(Raised Medians, Removal of Acceleration Lanes)



Spot Lighting Improvements



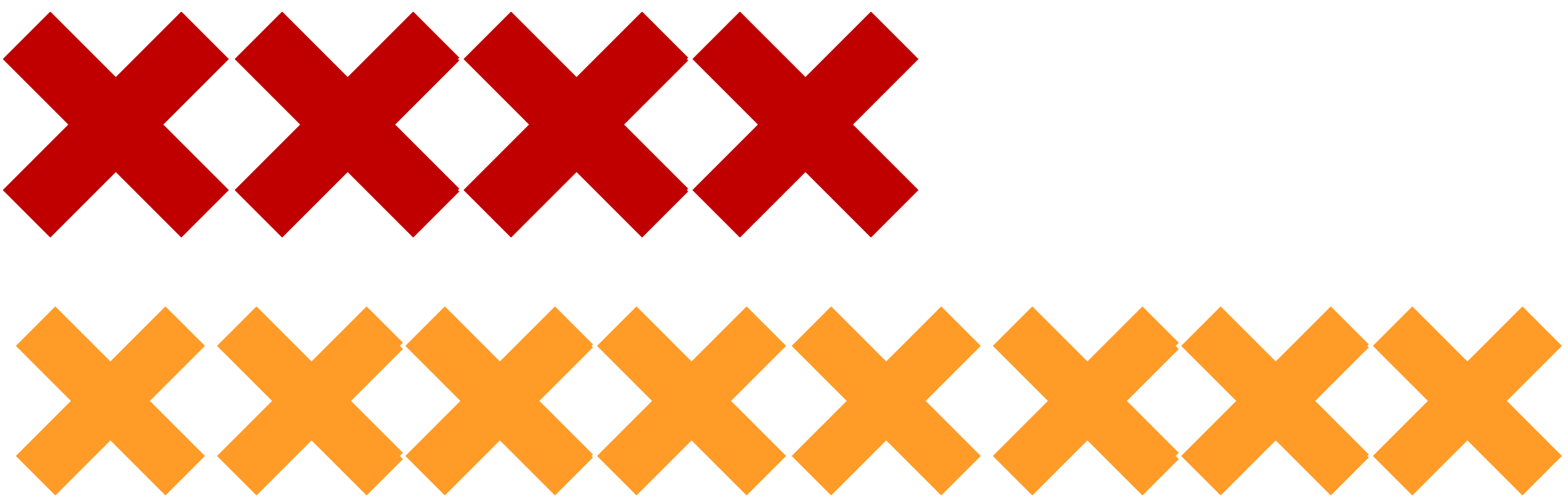
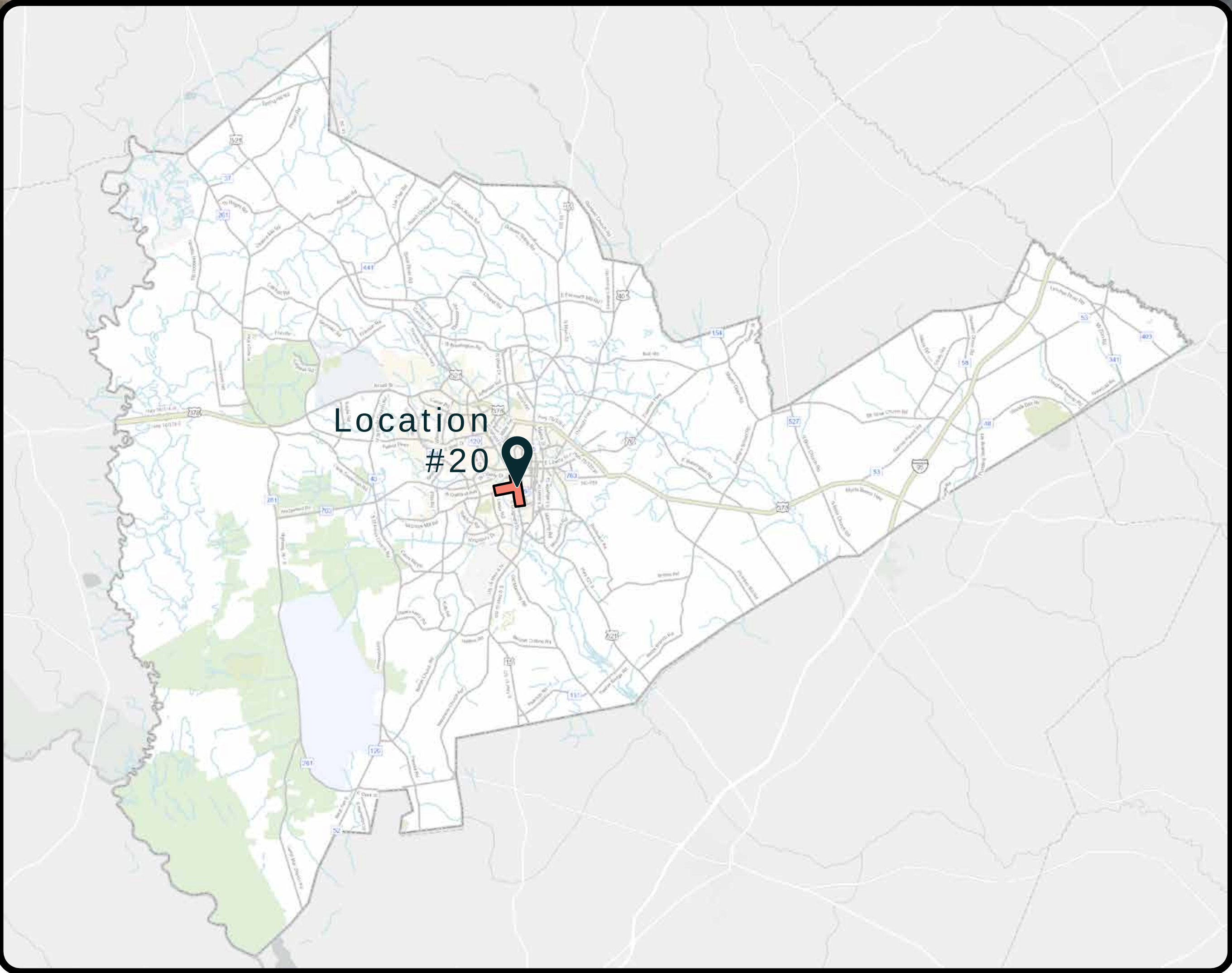
Appropriate Speed Limit Setting and Speed Feedback Signs



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



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



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

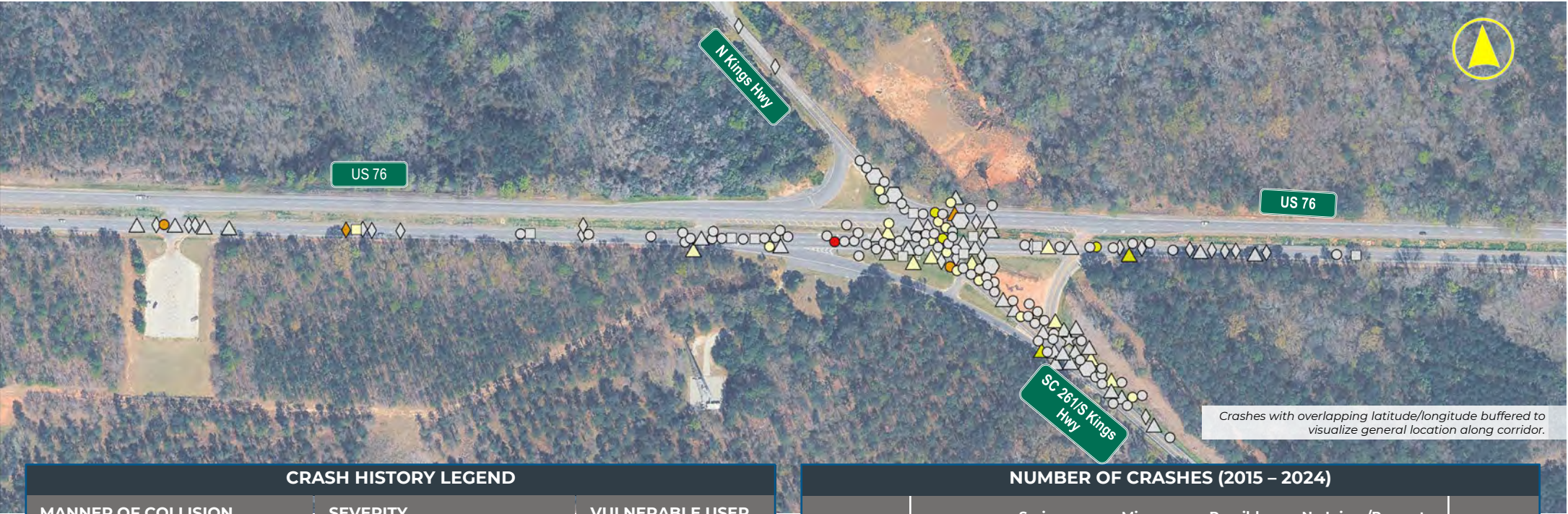
APPENDIX G

Priority Investment Network Corridor Improvement Project Sheets

**[Back to Appendix
Table of Contents](#)**



*Click to
navigate*



CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle ▲	Fatal (K) K	Pedestrian
Head On ★	Serious Injury (A) A	Bicyclist
Rear End ●	Minor Injury (B) B	
Sideswipe ■	Possible Injury (C) C	
Non-Collision with Vehicle ◆	Property Damage Only (O) O	
Other/Unknown ●		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	1	4	5	23	156	189
Bike/Ped	0	0	0	0	0	0
Day	0	2	3	16	106	127
Night	1	2	2	7	50	62

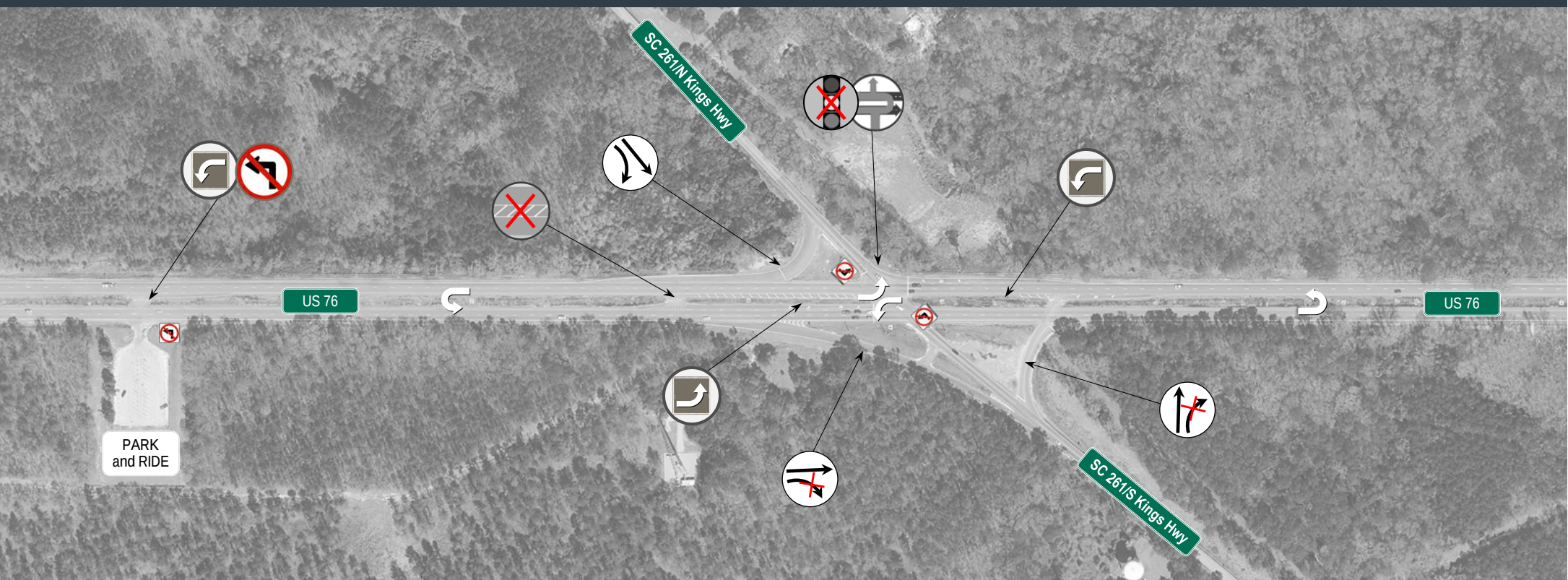
LOCATION CHARACTERISTICS

Classification	US 378 – Rural Principal Arterial SC 261 – Rural Major Collector/Minor Arterial
Cross-Section	US 378 – 4 Lane Divided SC 261 – 2 Lane Undivided
Posted Speed Limit	US 378 – 60 mph SC 261 – 45 mph
Estimated 2025 AADT	US 378 – 21,200 vehicles/day SC 261 – 6,900 vehicles/day
Total Crashes Last 10 Years	189 (0.65% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	5 (0.68% of County Total FSI Crashes)

PROPOSED COUNTERMEASURES

Countermeasure	CRF ²
Convert the signalized, full-access intersection of US 378/US 76/Broad St & SC 261/Kings Hwy to an unsignalized RCUT with U-turn bulbs to the west and east of the intersection and positive offsets for the left turn lanes on US 76.	20%
Remove right-turn lane channelization for eastbound US 76 and northbound SC 261.	47%
Convert full access median opening at park-and-ride to 3/4 access with positive offset for the left turn lane on US 76.	57%
Reconfigure right turn lane ramp for southbound SC 261 to improve sight distance.	60%

PROPOSED COUNTERMEASURES DIAGRAM



TOTAL BENEFIT³ NET PRESENT VALUE

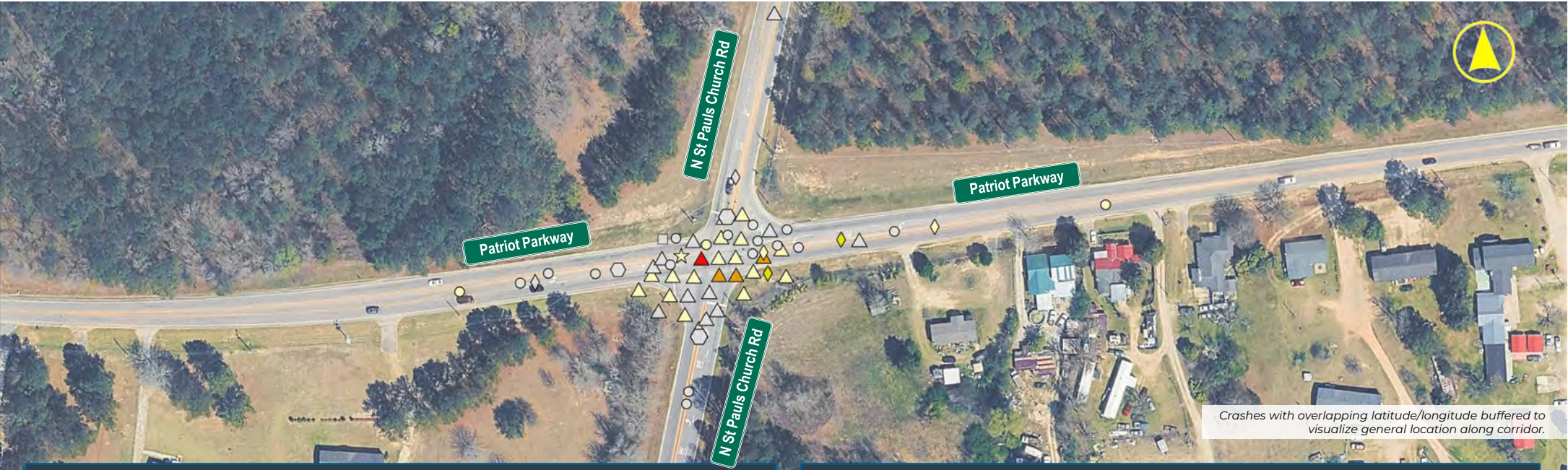
\$10,990,000

TOTAL COST⁴ NET PRESENT VALUE

\$3,000,000

BENEFIT/COST RATIO

3.7



CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	Bicyclist
Rear End	Minor Injury (B)	
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	1	3	2	21	36	63
Bike/Ped	0	0	0	0	0	0
Day	1	1	2	15	24	43
Night	0	2	0	6	12	20

LOCATION CHARACTERISTICS	
Classification	Patriot Pkwy – Urban Minor Arterial N St Pauls Church – Urban Major Collector
Cross-Section	Patriot Pkwy – 2 Lane Undivided N St Pauls Church – 2 Lane Undivided
Posted Speed Limit	Patriot Pkwy – 45 mph N St Pauls Church – 55 mph
Estimated 2025 AADT	Patriot Pkwy – 12,800 vehicles/day N St Pauls Church – 3,300 vehicles/day
Total Crashes Last 10 Years	63 (0.22% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	4 (0.54% of County Total FSI Crashes)

PROPOSED COUNTERMEASURES: SIGNAL ALTERNATIVE		
Countermeasure		CRF ²
	Install retroreflective backplates on all signal heads	15%
	Convert left turn phasing on all approaches from permissive to protected-permissive/protected-only	14%
	Install signal ahead signs and flashers on all approaches	19%

TOTAL BENEFIT³ NET PRESENT VALUE

\$6,260,000

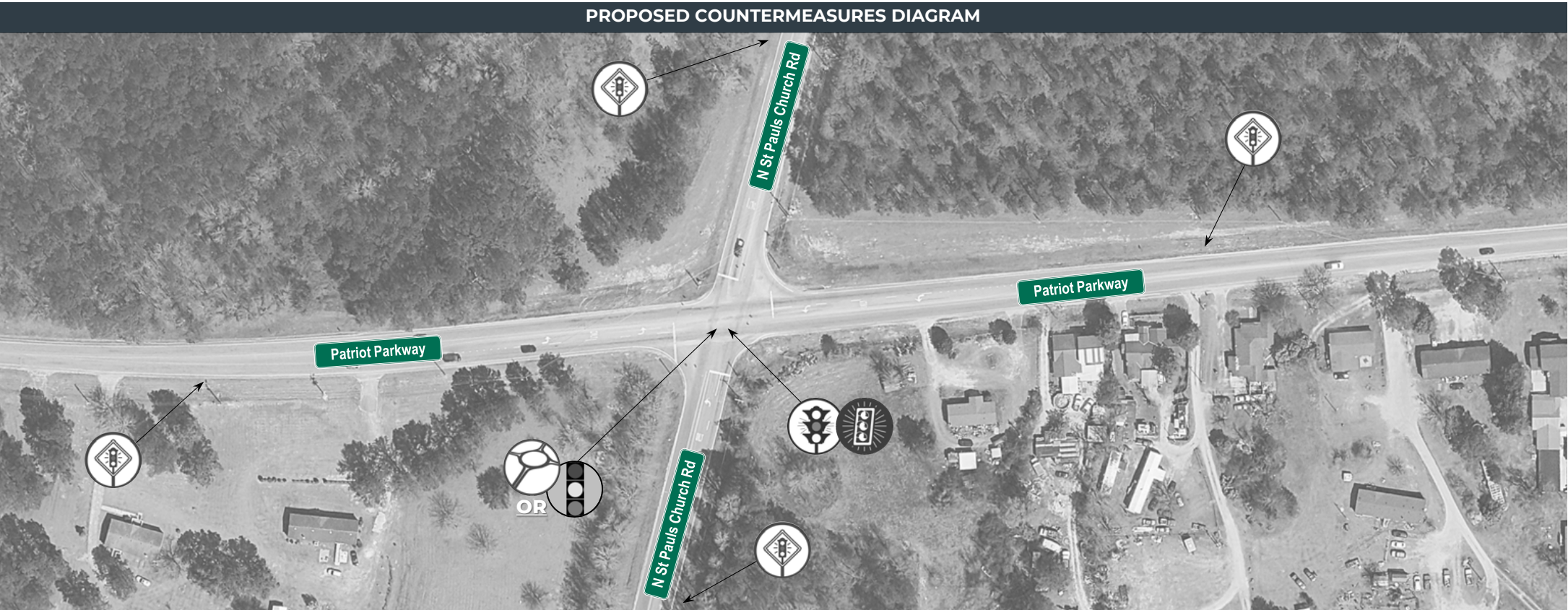
TOTAL COST⁴ NET PRESENT VALUE

\$250,000

BENEFIT/COST RATIO

25.0

PROPOSED COUNTERMEASURES: ROUNDABOUT ALTERNATIVE		
Countermeasure		CRF ²
	Convert existing signalized intersection into a single lane roundabout	22%
TOTAL BENEFIT ³ NET PRESENT VALUE		
\$8,570,000		
TOTAL COST ⁴ NET PRESENT VALUE		
\$4,000,000		
BENEFIT/COST RATIO		
2.1		



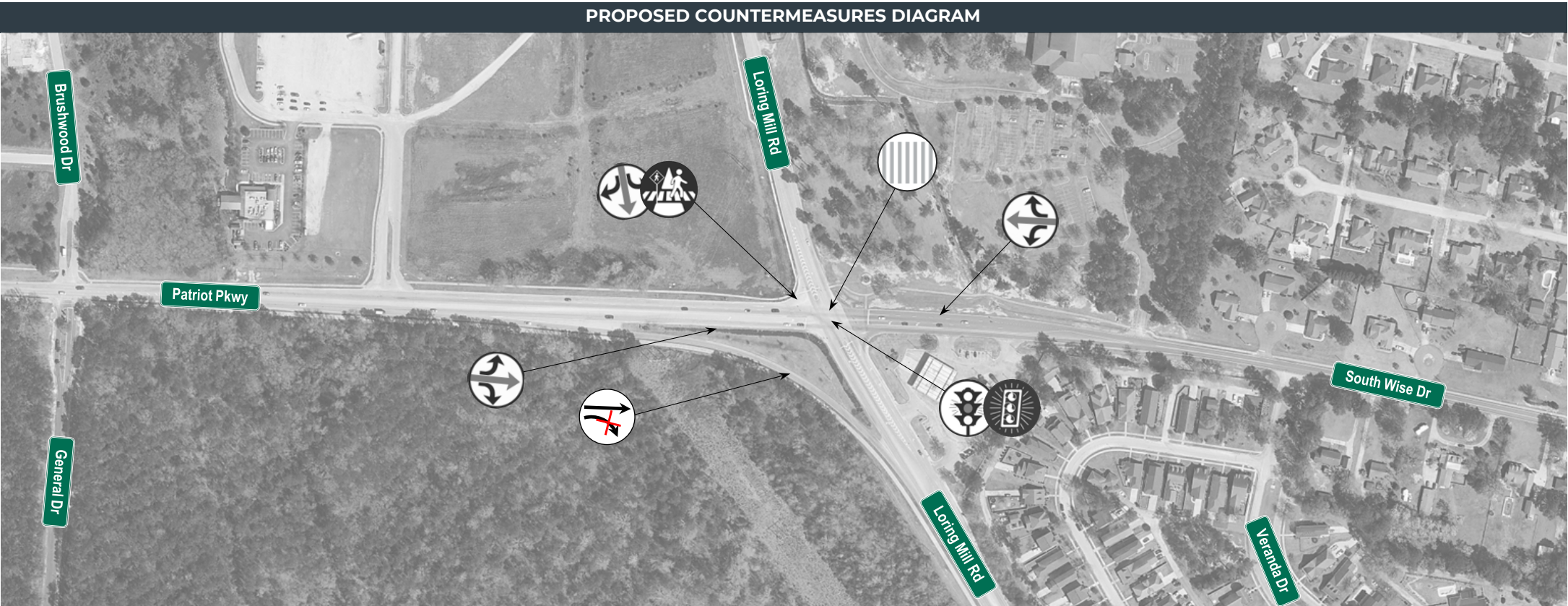


CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	Bicyclist
Rear End	Minor Injury (B)	
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	0	2	9	7	95	113
Bike/Ped	0	0	0	0	1	1
Day	0	2	4	6	68	80
Night	0	0	5	1	28	34

LOCATION CHARACTERISTICS	
Classification	Patriot Pkwy – Urban Minor Arterial Loring Mill Rd – Urban Major Collector/Minor Arterial
Cross-Section	Patriot Pkwy – 2 Lane Undivided Loring Mill Rd – 2 Undivided (with TWLTL)
Posted Speed Limit	Patriot Pkwy – 45/35 mph Loring Mill Rd – 35 mph
Estimated 2025 AADT	Patriot Pkwy – 13,100 vehicles/day Loring Mill Rd – 11,900 vehicles/day
Total Crashes Last 10 Years	114 (0.39% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	2 (0.27% of County Total FSI Crashes)

PROPOSED COUNTERMEASURES		
Countermeasure		CRF ²
	Install retroreflective backplates on all signal heads	15%
	Remove right-turn lane channelization for eastbound Patriot Parkway and install right-turn lane.	47%
	Convert one westbound Patriot Parkway thru lane to a right turn only lane	9%
	Convert left turn phasing on all approaches from permissive to protected-only	77%
	Upgrade signal heads with new head per lane	7%
	Channelize southbound right turn lane on Loring Mill Road	38%
	Install high visibility crosswalks on all approaches	40%



TOTAL BENEFIT ³ NET PRESENT VALUE
\$4,140,000
TOTAL COST ⁴ NET PRESENT VALUE
\$2,000,000
BENEFIT/COST RATIO
2.1



Crashes with overlapping latitude/longitude buffered to visualize general location along corridor.

CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	Bicyclist
Rear End	Minor Injury (B)	
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	4	9	31	162	527	733
Bike/Ped	2	0	1	0	0	3
Day	1	7	17	119	389	533
Night	5	2	15	43	138	203



LOCATION CHARACTERISTICS	
Corridor Length / Classification	1.9 Miles Urban Principal Arterial
Cross-Section	4 Lane Divided
Posted Speed Limit	45 mph
Estimated 2025 AADT	31,700 vehicles/day
Total Crashes Last 10 Years	736 (2.53% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	15 (2.04% of County Total FSI Crashes)

PROPOSED COUNTERMEASURES		
Countermeasure	CRF ²	
Enhance intersection lighting at Carter Road, Mason Road, and Wilson Hall Road	32%	
Convert left turn phasing from permissive/protected to protected-only for US 378 approaches at Carter Road, Stamey Livestock Road, Mason Road, and Wilson Hall Road	34%	
Close all existing median openings with some minor intersections and driveways converted into 3/4 access intersections	23%	
Install high visibility crosswalks, upgraded curb ramps, and pedestrian refuges at all approaches at Mason Road	40%	
Close driveway on westbound approach of US 378 near Stamey Livestock Road	N/A	

TOTAL BENEFIT ³ NET PRESENT VALUE
\$68,590,000
TOTAL COST ⁴ NET PRESENT VALUE
\$7,500,000
BENEFIT/COST RATIO
9.1

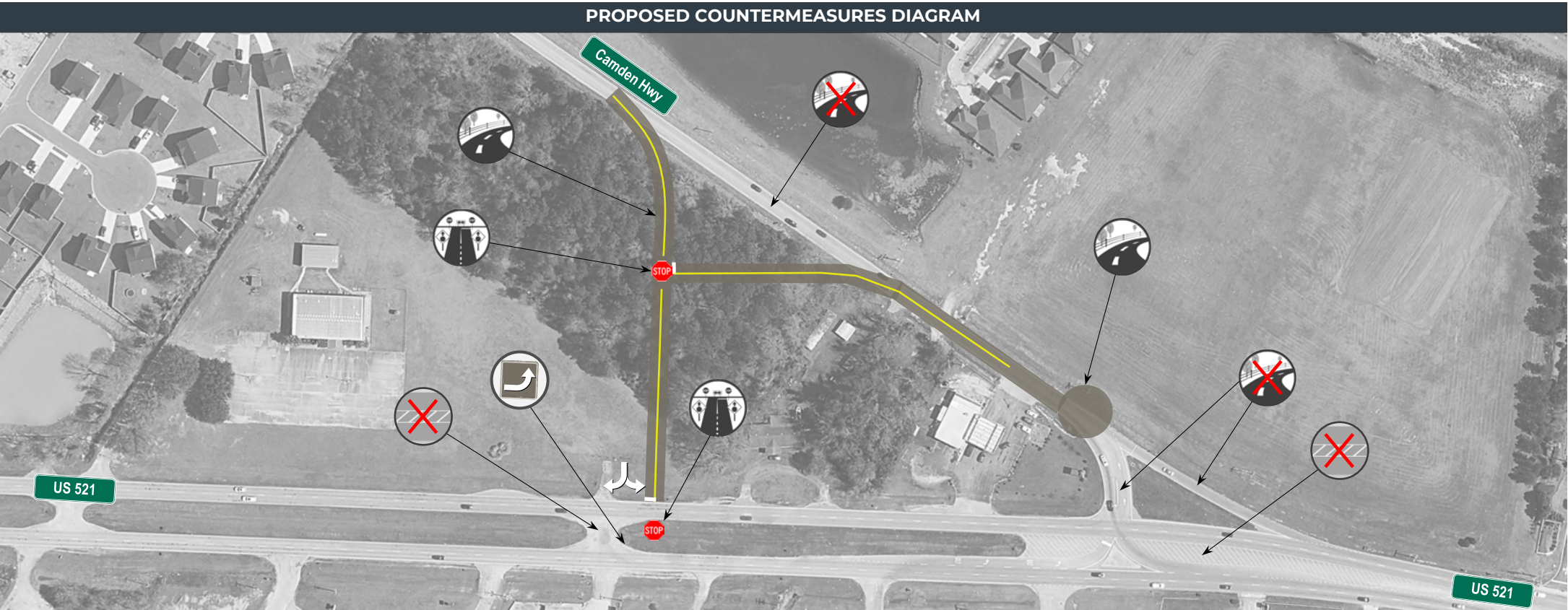


CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	Bicyclist
Rear End	Minor Injury (B)	
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	1	4	3	25	103	136
Bike/Ped	0	0	0	0	0	0
Day	0	1	1	16	76	94
Night	1	3	2	9	27	42

LOCATION CHARACTERISTICS	
Classification	US 521– Urban Principal Arterial Camden Hwy – Urban Major Collector
Cross-Section	US 521 – 4 Lane Divided Camden Hwy – 2 Lane Undivided
Posted Speed Limit	US 521 – 45 mph Camden Hwy – 45 mph
Estimated 2025 AADT	US 521 – 21,900 vehicles/day Camden Hwy – 6,000 vehicles/day
Total Crashes Last 10 Years	136 (0.47% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	5 (0.68% of County Total FSI Crashes)

PROPOSED COUNTERMEASURES	
Countermeasure	CRF ²
 Remove northbound right connection from US 521 to Camden Highway and install westbound right-turn lane at new connection.	47%
 Provide positive offset for left turn lane on southbound US 521 at new Camden Highway intersection	34%
 Realign Camden Highway and install a new, unsignalized left-in/left-out (LILO) intersection with positive offset for the merging lane	10%
 Close median openings and install right-in/right-out operations at corresponding driveways	45%

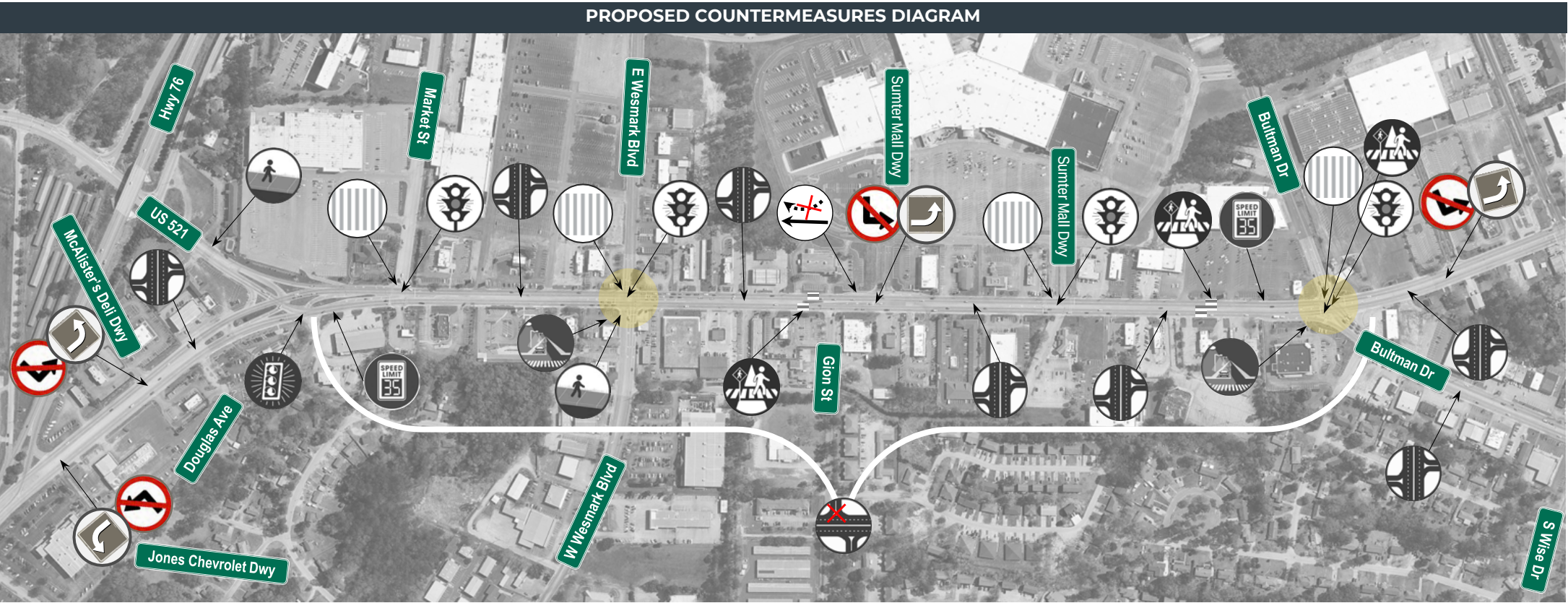


TOTAL BENEFIT ³ NET PRESENT VALUE
\$10,560,000
TOTAL COST ⁴ NET PRESENT VALUE
\$4,000,000
BENEFIT/COST RATIO
2.6



CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	
Rear End	Minor Injury (B)	Bicyclist
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	2	4	46	237	1,055	1,344
Bike/Ped	0	1	2	4	2	9
Day	1	4	33	184	837	1,057
Night	1	1	15	57	220	294



LOCATION CHARACTERISTICS	
Corridor Length / Classification	0.9 Miles Urban Principal Arterial
Cross-Section	4 Lane Undivided (with TWLTL)
Posted Speed Limit	35 mph
Estimated 2025 AADT	32,800 vehicles/day
Total Crashes Last 10 Years	1,353 (4.65% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	7 (0.95% of County Total FSI Crashes)

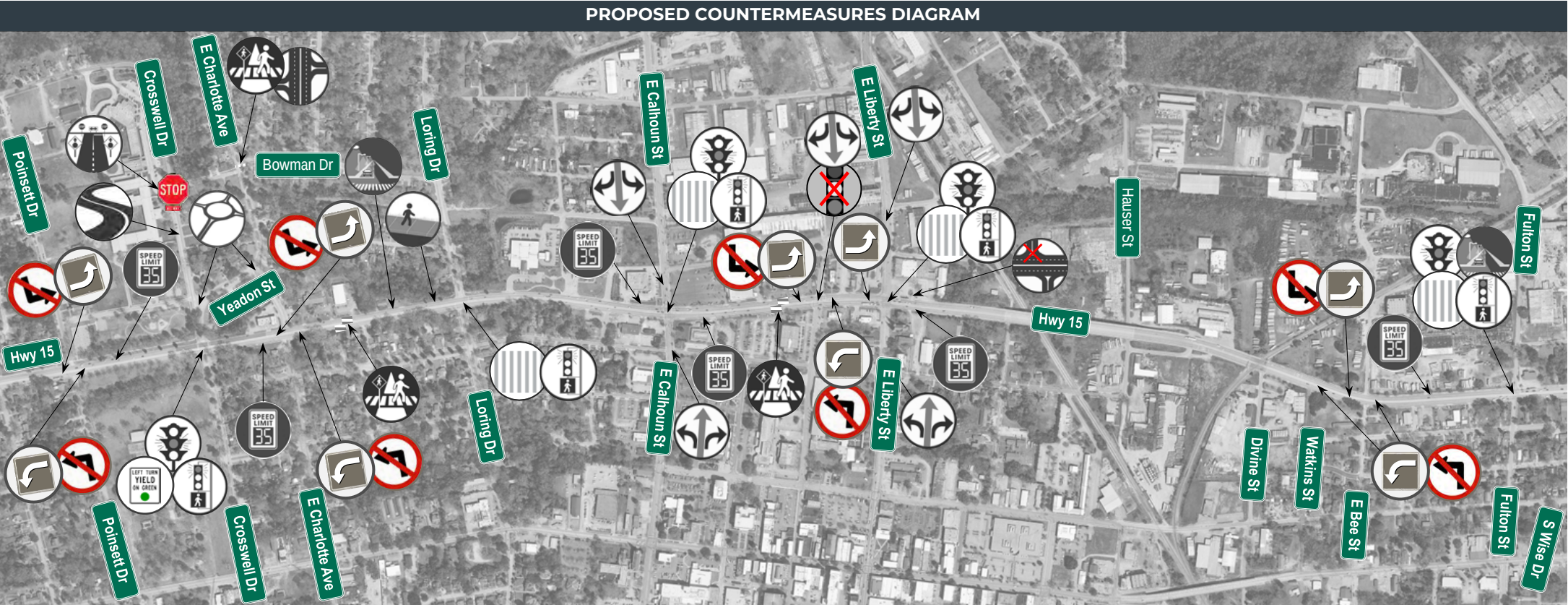
PROPOSED COUNTERMEASURES	
Countermeasure	CRF ²
 Convert TWLTL into a raised median with 3/4 access and U-turn bulbs at select locations and full access to remain at existing signalized intersections. Adjust driveway openings where access is changed.	23%
 Provide two mid-block pedestrian crossings with pedestrian refuge islands and pedestrian signals (either PHB or RRFB)	47%
 Install retroreflective backplates on all protected-only signal heads at US 521 & Broad Street	15%
 Install sidewalk along the east side of US 521 and at spot locations on Broad Street	40%
 Close select driveways along Broad Street to consolidate access points	N/A
 Add speed feedback signs in both directions on Broad Street (just north of Market Street for SB traffic and just north of Bultman Drive (with relocation of the existing speed limit sign) for NB traffic.	5%
 Implement protected-only left turn phasing on SB Broad Street at Market Street, on SB and NB Broad Street at E Wesmark Boulevard, on SB Broad Street at Sumter Mall driveway, and on SB and NB Broad Street at Bultman Drive	34%
 Remove acceleration lane from the western Sumter Mall driveway	44%
 Add yield bars, RRFBs, and signs to the two channelized pedestrian crossings at Broad Street & Bultman Drive	69%
 Enhance intersection lighting at Broad Street & E Wesmark Boulevard and at Broad Street & Bultman Drive	32%
 Install high visibility crosswalks at signalized intersections and major driveway crossings	40%

TOTAL BENEFIT ³ NET PRESENT VALUE
\$35,540,000
TOTAL COST ⁴ NET PRESENT VALUE
\$6,500,000
BENEFIT/COST RATIO
5.5



CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	Bicyclist
Rear End	Minor Injury (B)	
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	3	15	47	166	454	685
Bike/Ped	1	2	4	9	2	18
Day	3	11	31	140	339	524
Night	1	6	20	35	117	179



LOCATION CHARACTERISTICS	
Corridor Length / Classification	1.9 Miles Urban Principal Arterial
Cross-Section	4 Lane Undivided (with TWLTL)
Posted Speed Limit	40 mph
Estimated 2025 AADT	16,800 vehicles/day
Total Crashes Last 10 Years	703 (2.42% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	21 (2.85% of County Total FSI Crashes)

PROPOSED COUNTERMEASURES	
Countermeasure	CRF ²
Convert TWLTL into a raised median with 3/4 access and U-turn bulbs at select locations and full access to remain at existing signalized intersections. Adjust driveway openings where access is changed.	23%
Provide two mid-block pedestrian crossings with pedestrian refuge islands and pedestrian signals (either PHB or RFB)	47%
Implement leading pedestrian intervals at the intersections of Highway 15 with Crosswell Drive, Loring Drive, E Calhoun Street, E Liberty Street, and Fulton Street.	19%
Install sidewalk along the east side of Highway 15 between Crosswell Drive and Sumter Police Department <i>(being installed by others)</i>	40%
Close select driveways along Highway 15 to consolidate access points	N/A
Reduce speed limit on Highway 15 from 40 to 35 mph and add speed feedback signs (7 locations)	5%
Implement protected-only left turn phasing on Highway 15 approaches at E Calhoun Street, E Liberty Street, and Fulton Street	34%
At intersection with Loring Drive and Crosswell Drive, add left turn yield on green signs to both side street approaches and implement protected-permissive phasing (with four-section flashing yellow arrow (FYA) signal heads) on both mainline approaches	40%
Reconstruct the southbound left turn lane on Highway 15 at E Liberty Street to provide positive offset	34%
Enhance street lighting on Highway 15 north of Loring Drive and at Highway 15 & Fulton Street	32%
Install high visibility crosswalks where missing at signalized intersections and major driveway/side street crossings	40%
Remove traffic signal at Highway 15 & E Hampton Avenue, converting the intersection to 3/4 access	N/A
Convert the E Calhoun Street, E Hampton Avenue, and E Liberty Street approaches at Highway 15 from four to three lanes (with TWLTL)	47%
Convert Crosswell Drive & Bowman Drive from two-way to all-way stop	75%
Close median opening on E Charlotte Avenue at Bowman Drive	55%
Install chicanes with angled parking on Crosswell Drive between Yeadon Street and Bowman Drive	N/A
Install mini roundabouts at Crosswell Drive & Yeadon Street and at E Charlotte Avenue & Yeadon Street	37%

TOTAL BENEFIT ³ NET PRESENT VALUE
\$48,130,000
TOTAL COST ⁴ NET PRESENT VALUE
\$6,000,000
BENEFIT/COST RATIO
8.0



CRASH HISTORY LEGEND

MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	Bicyclist
Rear End	Minor Injury (B)	
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)

Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	1	3	26	62	301	393
Bike/Ped	0	1	1	2	1	5
Day	0	2	13	46	224	285
Night	1	2	14	18	78	113

PROPOSED COUNTERMEASURES DIAGRAM



LOCATION CHARACTERISTICS

Classification	Pinewood – Urban Principal Arterial Wedgefield – Urban Minor Arterial
Cross-Section	Pinewood – 4 Lane Undivided (with TWLTL) Wedgefield – 4 Lane Undivided (with/ TWLTL)
Posted Speed Limit	Pinewood– 25 mph Wedgefield– 25 mph
Estimated 2025 AADT	Pinewood – 23,600 vehicles/day Wedgefield– 16,200 vehicles/day
Total Crashes Last 10 Years	398 (1.37% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	5 (0.68% of County Total FSI Crashes)

PROPOSED COUNTERMEASURES

Countermeasure	CRF ²
On SC 120/Pinewood Road, convert TWLTL into a raised median with 3/4 access at select locations and full access to remain at existing signalized intersections	23%
Provide a mid-block pedestrian crossing with pedestrian refuge island and pedestrian signals (either PHB or RRFB) on SC 120/Pinewood Road at Millwood Road	47%
Add flashers to signal ahead signs on SC 120/Pinewood Road upstream of W Oakland Avenue	19%
Install high visibility crosswalks, and curb ramps where missing, at SC 120/Pinewood Road & W Oakland Avenue and SC 763/Wedgefield Road & Loring Mill Road/Lynam Road	40%
Implement protected-only left turn phasing on SC 120/Pinewood Road approaches at W Oakland Avenue and on SB SC 763 at SC 763/Wedgefield Road/Old W Liberty Street	34%
Implement protected-permissive left turn phasing (with FYA signal heads) on W Oakland Avenue approaches at SC 120/Pinewood Road	40%
Install retroreflective backplates on all signal heads (including new signal heads) at SC 120/Pinewood Road & W Oakland Avenue	15%
Install pedestrian phase with countdown pedestrian signal heads and push buttons on all approaches at SC 120/Pinewood Road & W Oakland Avenue	9%
Enhance street lighting at SC 120/Pinewood Road & W Oakland Avenue	32%
Close median opening on SC 763 at Sumter Wine and Spirits driveway	71%
Remove split phasing at SC 763/Wedgefield Road/Old W Liberty Street & SC 120/Pinewood Road.	N/A
Convert the EB and WB channelized right turns at SC 763/Wedgefield Road/Old W Liberty Street & SC 120/Pinewood Road from yield- to stop-controlled (add stop bars and stop signs)	N/A
Add nearside signal heads on both mainline approaches at SC 763/Wedgefield Road/Old W Liberty Street & SC 120/Pinewood Road	7%
Remove channelized SBR turn lane on SC 763 at SC 763/Wedgefield Road/Old W Liberty Street	N/A
Convert SC 763/Wedgefield Road from four to three lanes (with TWLTL) and provide dual EBL turn lanes at SC 120/Pinewood Road.	47%

TOTAL BENEFIT³ NET PRESENT VALUE

\$13,690,000

TOTAL COST⁴ NET PRESENT VALUE

\$5,000,000

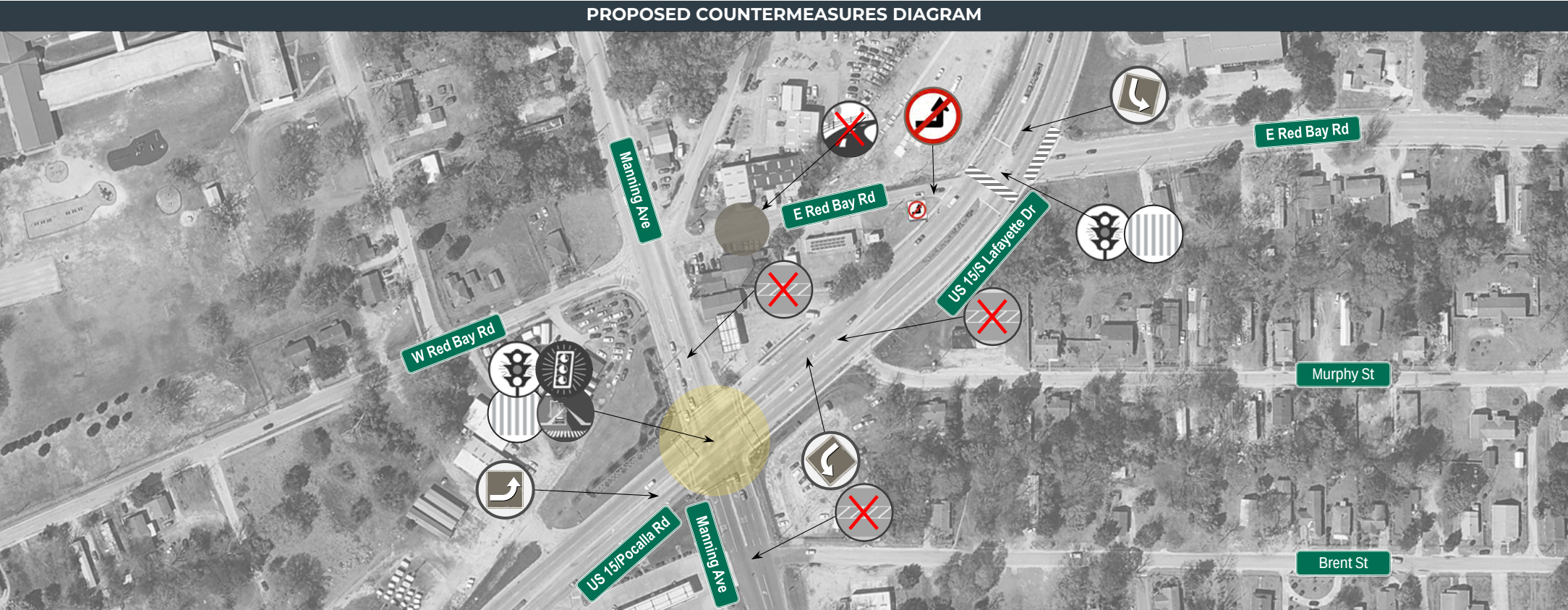
BENEFIT/COST RATIO

2.7



CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	Bicyclist
Rear End	Minor Injury (B)	
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	1	3	5	36	113	158
Bike/Ped	1	1	3	2	0	7
Day	1	1	5	18	78	103
Night	1	3	3	20	35	62



LOCATION CHARACTERISTICS	
Classification	Pocalla Rd – Urban Principal Arterial Manning Ave – Urban Major Collector/Minor Arterial
Cross-Section	Pocalla Rd – 4 Lane Undivided (with TWLTL) Manning Ave – 2 Lane Undivided
Posted Speed Limit	Pocalla Rd– 40 mph Manning Ave – 35 mph
Estimated 2025 AADT	Pocalla Rd – 13,400 vehicles/day Manning Ave – 16,700 vehicles/day
Total Crashes Last 10 Years	165 (0.57% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	6 (0.81% of County Total FSI Crashes)

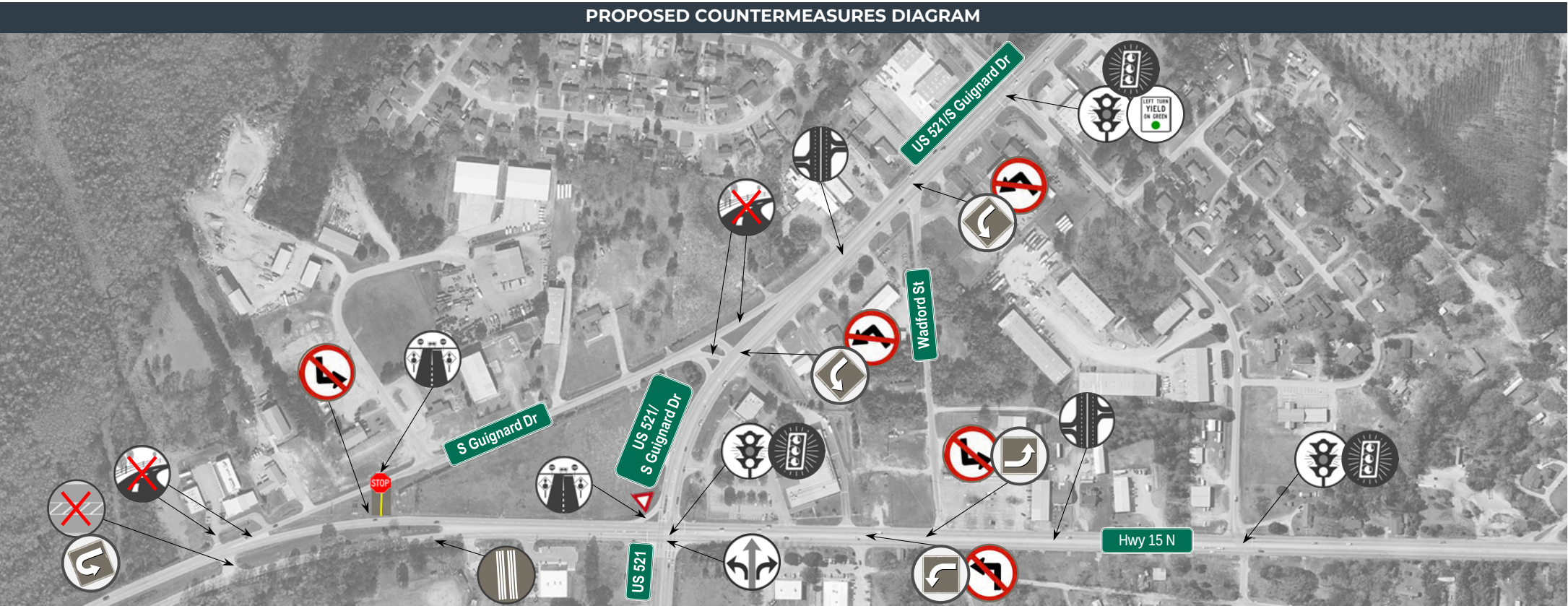
PROPOSED COUNTERMEASURES	
Countermeasure	CRF ²
Reconstruct SB left turn lane on US 15/S Lafayette Drive at E Red Bay Road and both left turn lanes on US 15/S Lafayette Drive/Pocalla Road at Manning Avenue to provide positive offset	34%
Implement protected-only left turn phasing on the US 15/S Lafayette Drive/Pocalla Road approaches at Manning Avenue and E Red Bay Road	77%
Install new signal head per lane with retroreflective backplates at US 15/S Lafayette Drive & E Red Bay Road and US 15/S Lafayette Drive/Pocalla Road & Manning Avenue	15%
Convert the EB E Red Bay Road approach at US 15/S Lafayette Drive to right-in right-out	45%
Cul-de-sac E Red Bay Road west of US 15/S Lafayette Drive, closing access to Manning Avenue	N/A
Close median openings on Manning Avenue at Carolina Petro (just north of US 15/S Lafayette Drive/Pocalla Road), on Manning Avenue at Brent Street, and on US 15/S Lafayette Drive at Murphy Street	71%
Enhance intersection lighting at US 15/S Lafayette Drive/Pocalla Road & Manning Avenue	32%
Install high visibility crosswalks along all approaches at the intersection of US 15/Pocalla Rd & Manning Ave and along the east and south legs of the intersection of US 15/Pocalla Rd/S Lafayette Dr & E Red Bay Rd.	40%

TOTAL BENEFIT ³ NET PRESENT VALUE
\$23,120,000
TOTAL COST ⁴ NET PRESENT VALUE
\$3,000,000
BENEFIT/COST RATIO
7.7



CRASH HISTORY LEGEND		
MANNER OF COLLISION	SEVERITY	VULNERABLE USER
Angle	Fatal (K)	Pedestrian
Head On	Serious Injury (A)	
Rear End	Minor Injury (B)	Bicyclist
Sideswipe	Possible Injury (C)	
Non-Collision with Vehicle	Property Damage Only (O)	
Other/Unknown		

NUMBER OF CRASHES (2015 – 2024)						
Unit	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	No Injury/Property Damage Only (O)	Total
Vehicle	2	6	28	113	241	390
Bike/Ped	0	0	0	1	0	1
Day	2	6	20	84	180	292
Night	0	0	8	30	61	99



LOCATION CHARACTERISTICS	
Classification	US 15 – Urban Principal Arterial US 521– Urban Principal Arterial
Cross-Section	US 15 – 4 Lane Undivided (with TWLTL) US 521 – 4 Lane Undivided (with TWLTL)
Posted Speed Limit	US 15 – 45 mph US 521 – 35 mph
Estimated 2025 AADT	US 15 – 15,500 vehicles/day US 521 – 12,000 vehicles/day
Total Crashes Last 10 Years	391 (1.34% of County Total Crashes)
FSI ¹ Crashes Last 10 Years	8 (1.09% of County Total FSI Crashes)

PROPOSED COUNTERMEASURES	
Countermeasure	CRF ²
On US 15 and US 521/S Guignard Drive, convert TWLTL into a raised median with 3/4 access and U-turns at select locations (with full access to remain at existing signalized intersections)	23%
Implement protected-only phasing and add three-section signal heads on US 521/S Guignard Drive approaches at Kingsbury Drive, on Highway 15 N approaches at Kingsbury Drive, and on all approaches at US 521/S Guignard Drive & Highway 15 N.	77%
Add left turn yield on green signs on Kingsbury Drive approaches at US 521/S Guignard Drive	N/A
Install retroreflective backplates on all signal heads at US 521/S Guignard Drive & Kingsbury Drive, US 521/S Guignard Drive & Highway 15 N, and Highway 15 N & Kingsbury Drive	15%
Remove SB slip lane from US 521/S Guignard Drive to S Guignard Drive and EB left turn slip lane from S Guignard Drive to US 521/Guignard Drive. Revise route guidance assemblies on US 521/S Guignard Drive to reflect this change.	N/A
Remove SB slip lane from S Guignard Drive to Highway 15 N. Install a new all-way stop-controlled intersection on S Guignard Drive with cross access to Highway 15 N.	N/A
Add transverse rumble strips on EB Highway 15 N to alert drivers of signal ahead at US 521/S Guignard Drive	34%
Add missing yield line on the SBR channelized turn lane on US 521/S Guignard Drive at Highway 15 N and missing lane arrow markings on the NB approach of US 521/S Guignard Drive at Highway 15 N	N/A

TOTAL BENEFIT ³ NET PRESENT VALUE	\$41,260,000
TOTAL COST ⁴ NET PRESENT VALUE	\$3,000,000
BENEFIT/COST RATIO	13.8

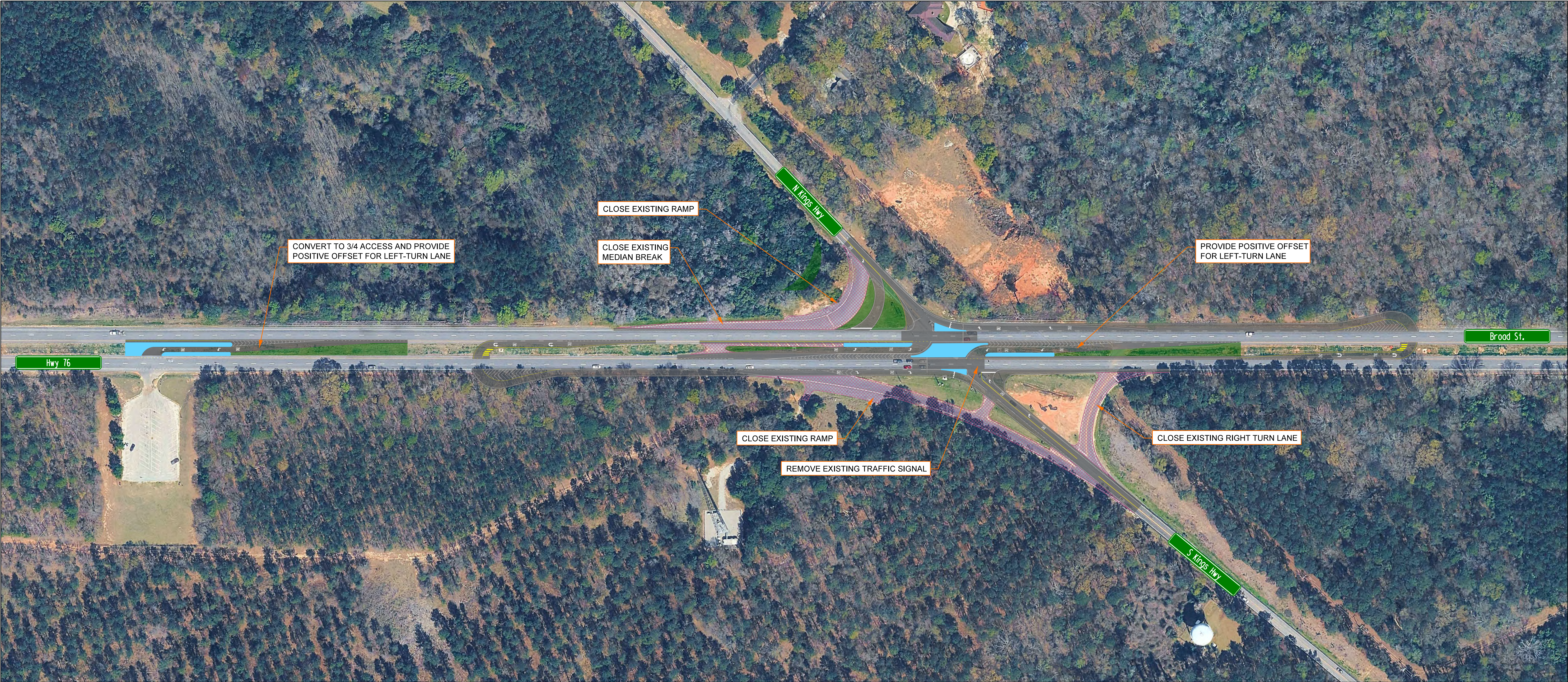
APPENDIX H

Priority Investment Network Corridor Improvement Concept Plans

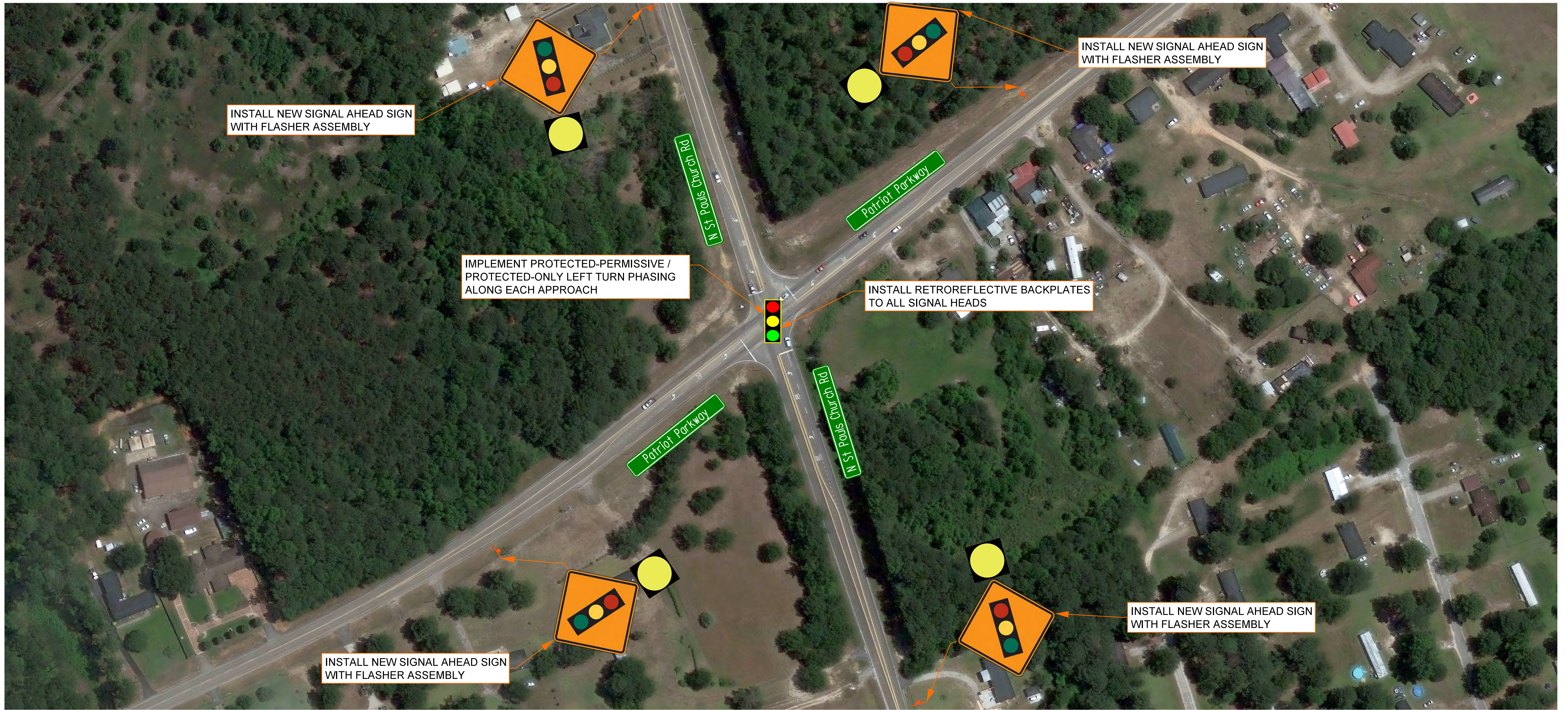
**[Back to Appendix
Table of Contents](#)**



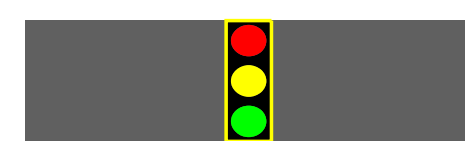
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	PROPOSED VEGETATION										
	PROPOSED RAISED MEDIAN										
	PROPOSED PAVEMENT REMOVAL										



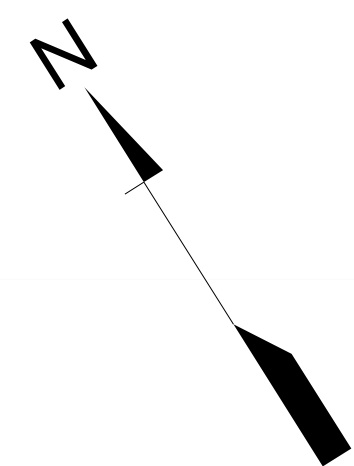
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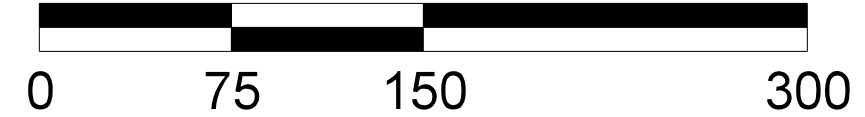
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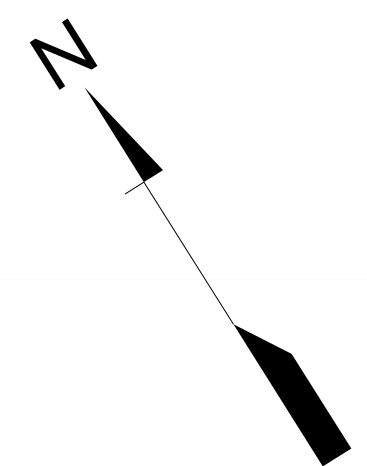
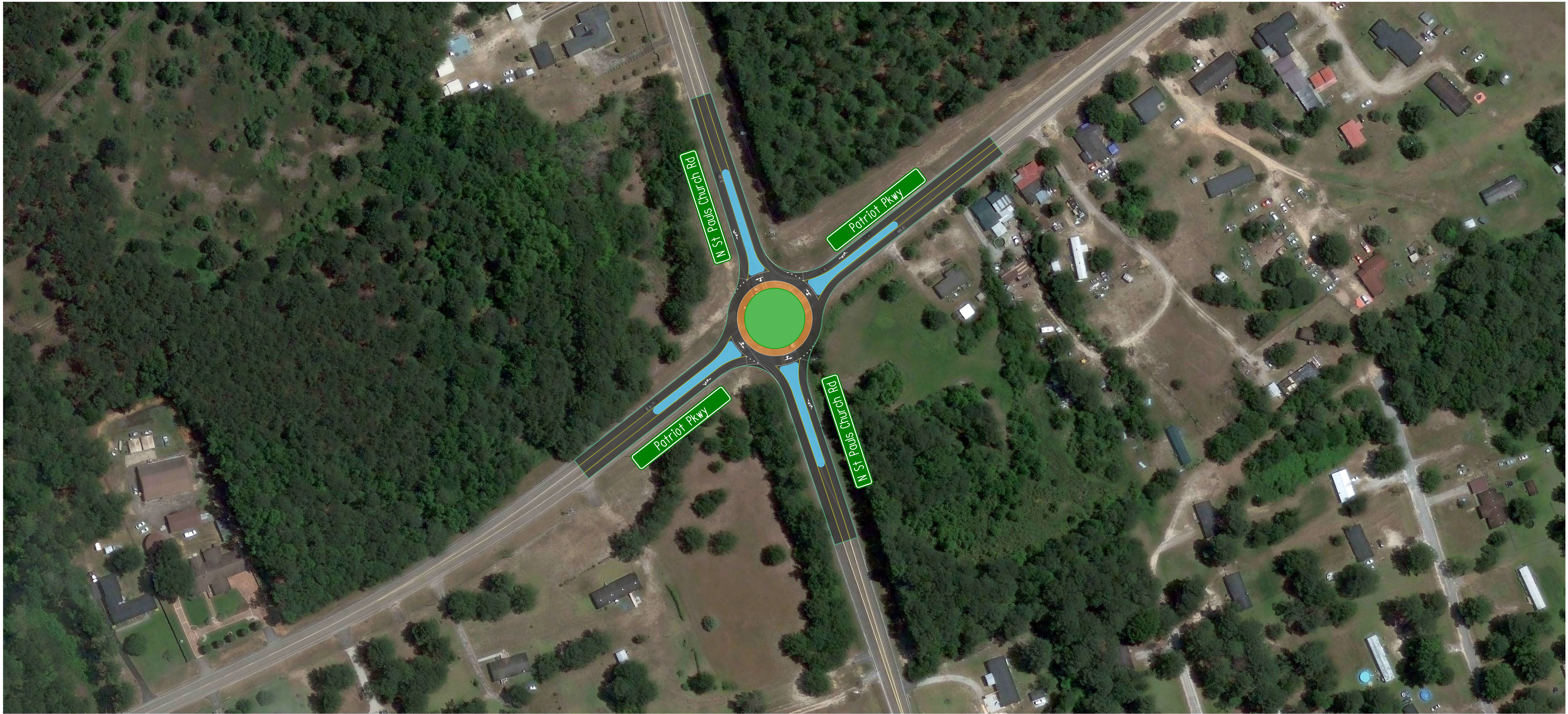


CONCEPTUAL SAFETY
IMPROVEMENTS
PATRIOT PKWY & N ST.
PAULS CHURCH RD.
(SUMTER, SC)

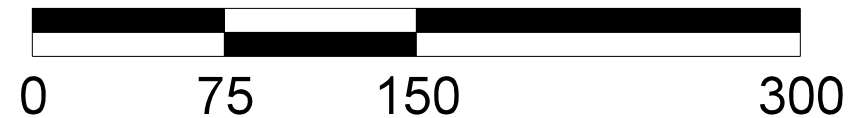


SCALE IN FEET





SCALE IN FEET



LEGEND



PAVEMENT



CENTRAL ISLAND



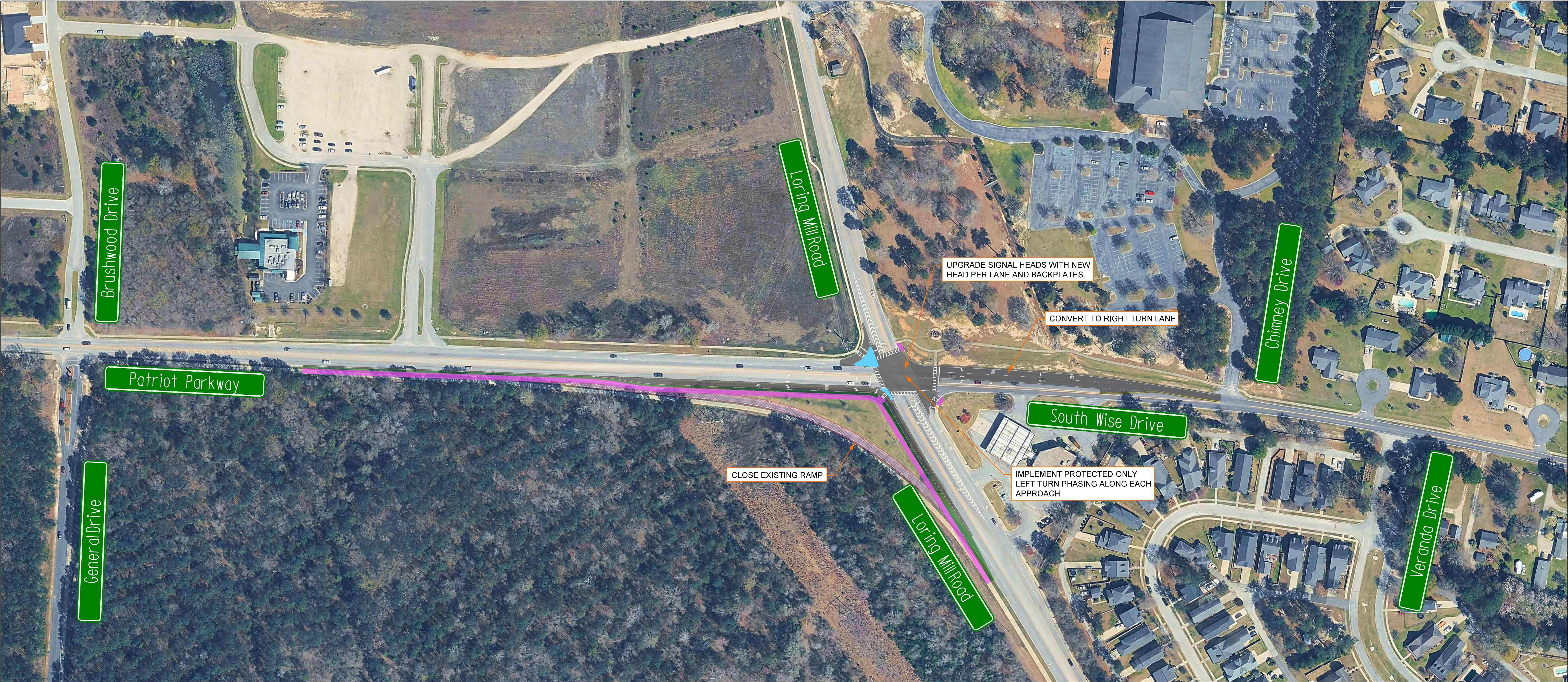
TRUCK APRON



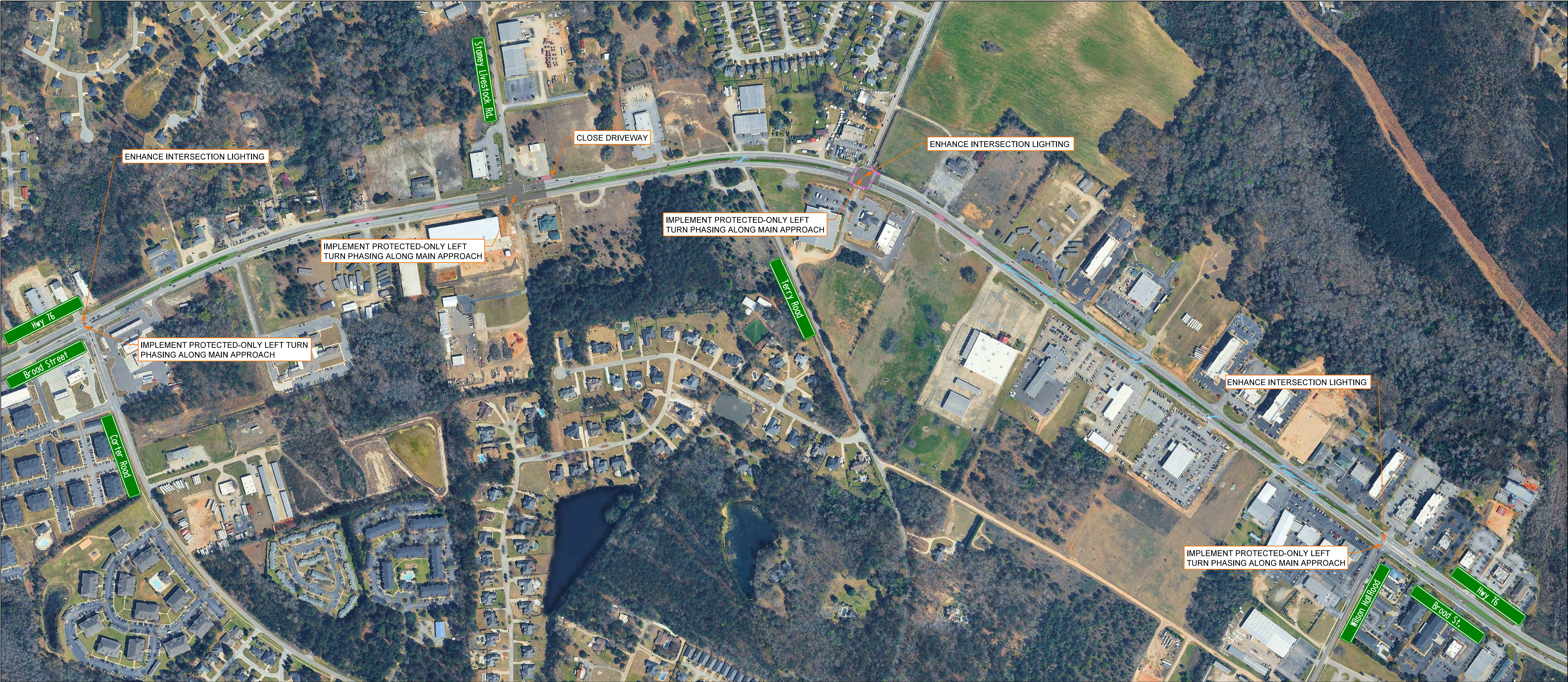
PROPOSED RAISED MEDIAN



CONCEPTUAL SAFETY
IMPROVEMENTS
PATRIOT PKWY & N ST.
PAULS CHURCH RD.
(SUMTER, SC)



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	PROPOSED VEGETATION												
	PROPOSED RAISED MEDIAN												
	PROPOSED SIDEWALK												
	PROPOSED PAVEMENT REMOVAL												



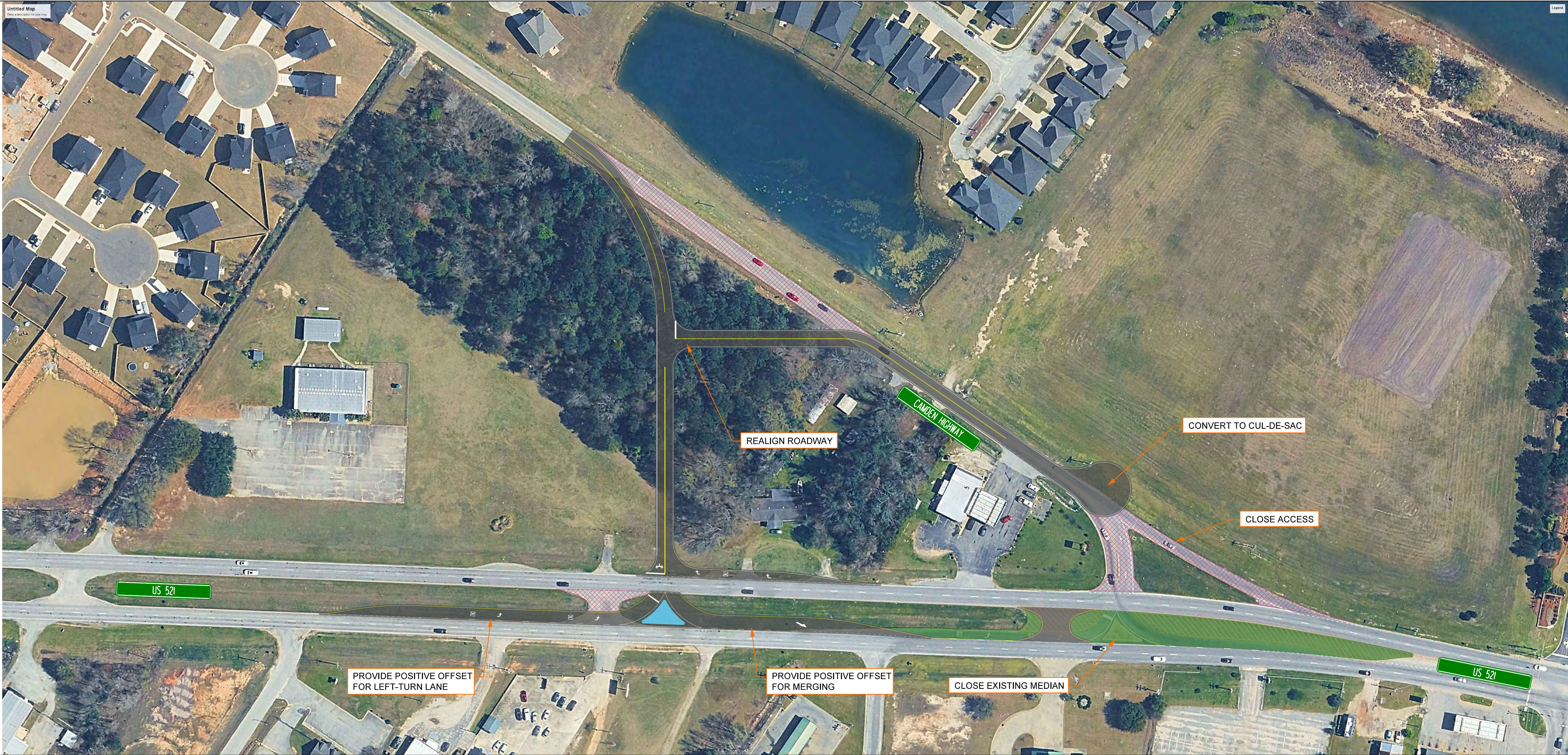
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LEGEND

	PAVEMENT
	PROPOSED VEGETATION
	PROPOSED RAISED MEDIAN
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT REMOVAL

CONCEPTUAL SAFETY
IMPROVEMENTS
US 378 (CARTER RD.
TO WILSON HALL RD.)
(SUMTER, SC)

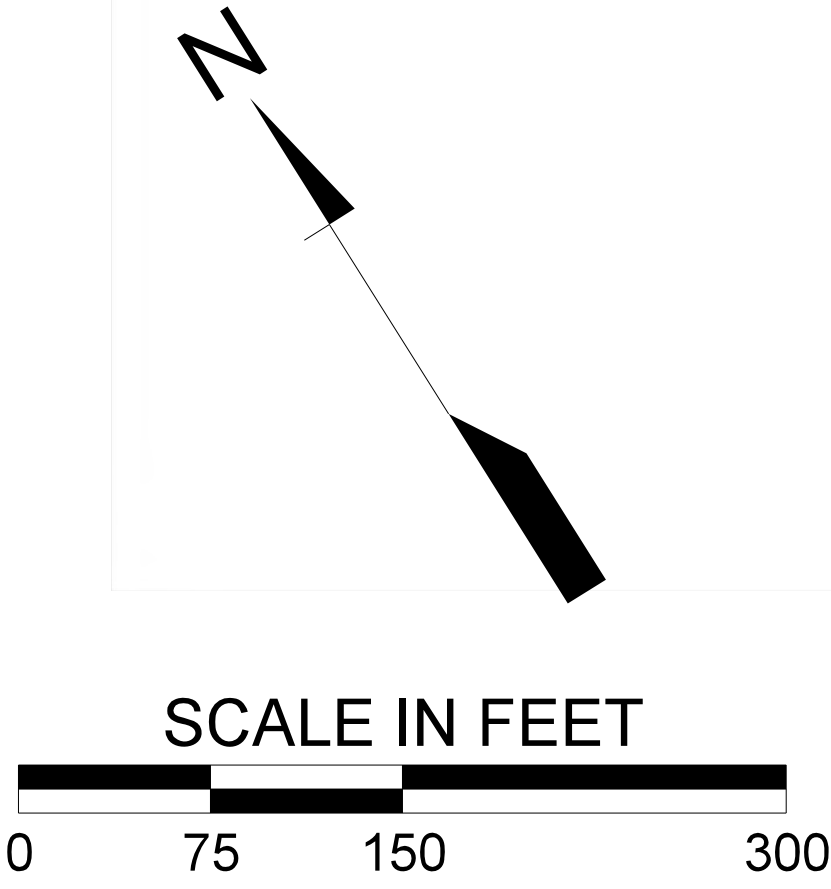


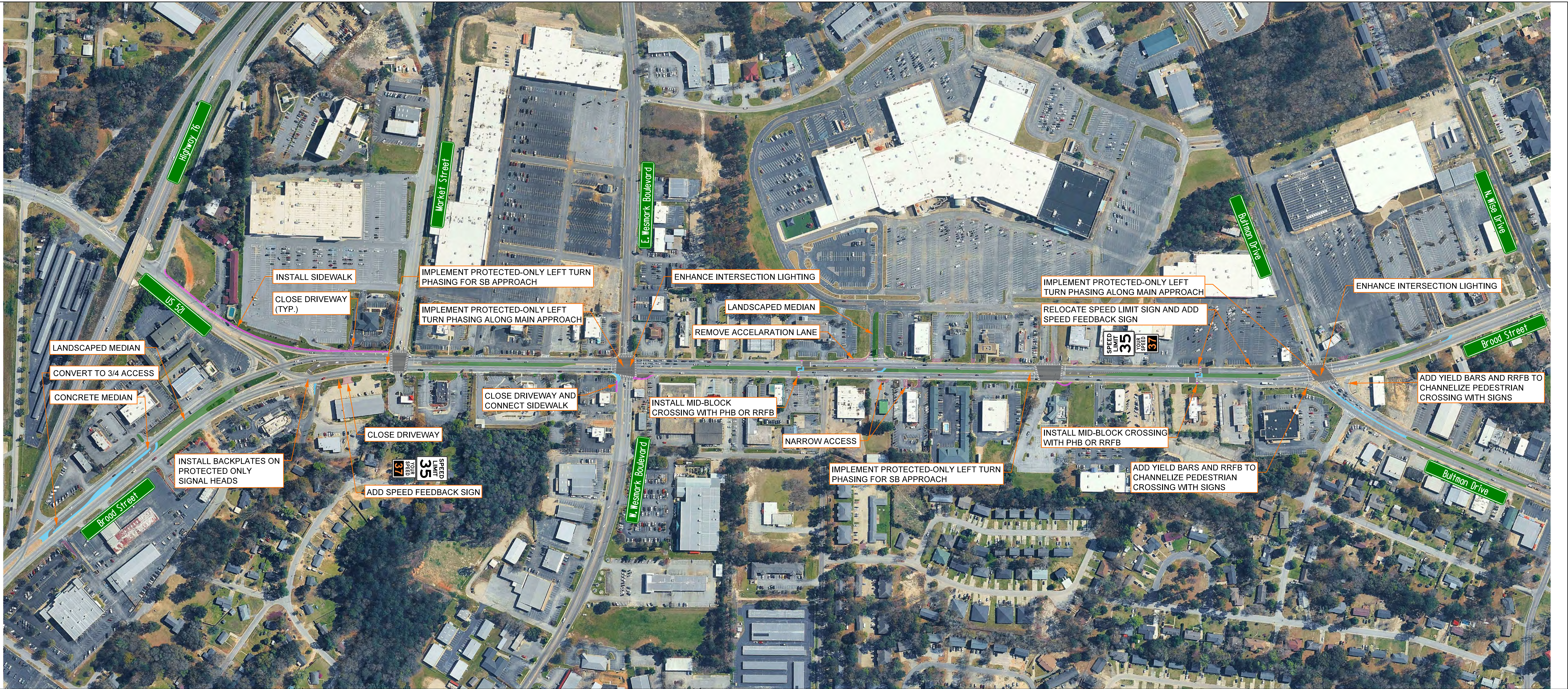
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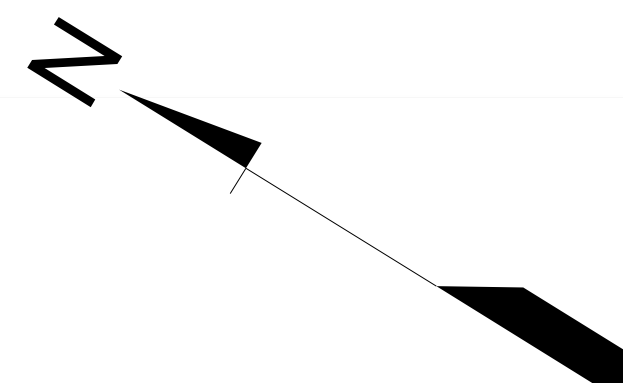
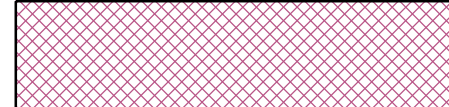
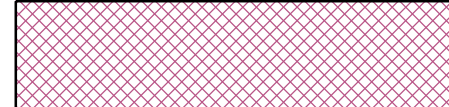
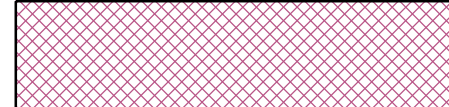
- PAVEMENT
- PROPOSED VEGETATION
- PROPOSED RAISED MEDIAN
- PROPOSED PAVEMENT REMOVAL

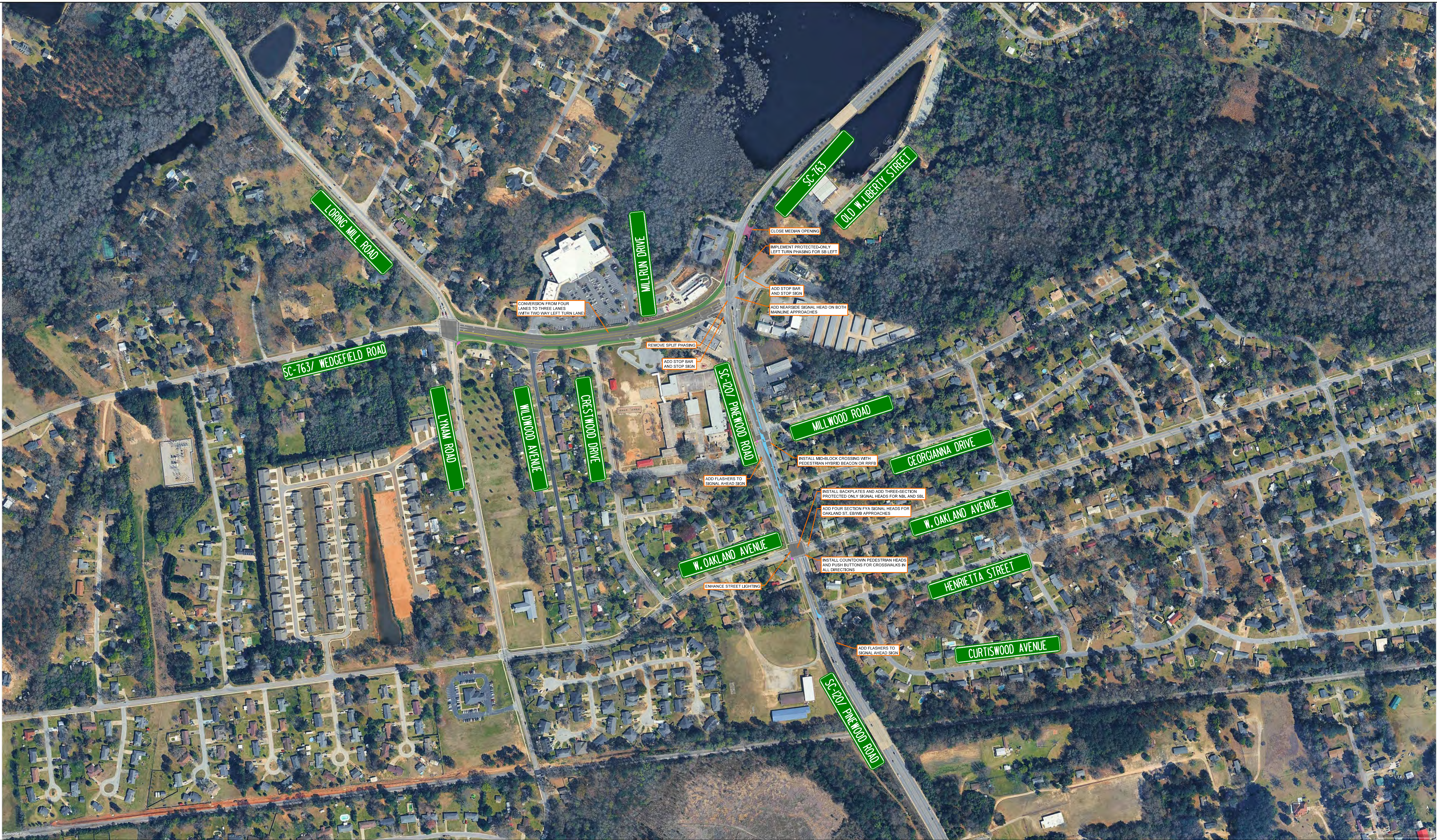


CONCEPTUAL SAFETY
IMPROVEMENTS
US 521 AND CAMDEN HWY.
(SUMTER, SC)





 	LEGEND <table><tr><td></td><td>PAVEMENT</td></tr><tr><td></td><td>PROPOSED VEGETATION</td></tr><tr><td></td><td>PROPOSED RAISED MEDIAN</td></tr><tr><td></td><td>PROPOSED SIDEWALK</td></tr><tr><td></td><td>PROPOSED PAVEMENT REMOVAL</td></tr></table>		PAVEMENT		PROPOSED VEGETATION		PROPOSED RAISED MEDIAN		PROPOSED SIDEWALK		PROPOSED PAVEMENT REMOVAL		CONCEPTUAL SAFETY IMPROVEMENTS BROAD ST. (US 521 TO BULTMAN DR.) (SUMTER, SC)
	PAVEMENT												
	PROPOSED VEGETATION												
	PROPOSED RAISED MEDIAN												
	PROPOSED SIDEWALK												
	PROPOSED PAVEMENT REMOVAL												



N

SCALE IN FEET



LEGEND



PAVEMENT



PROPOSED VEGETATION



PROPOSED RAISED MEDIAN



PROPOSED SIDEWALK



PROPOSED PAVEMENT REMOVAL



CONCEPTUAL SAFETY
IMPROVEMENTS
PINEWOOD RD. &
WEDGEFIELD RD.
(SUMTER, SC)



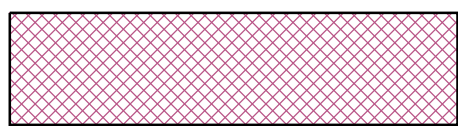
LEGEND



PAVEMENT



PROPOSED RAISED MEDIAN



PROPOSED PAVEMENT REMOVAL



CONCEPTUAL SAFETY
IMPROVEMENTS
POCALLA RD./S LAFAYETTE DR.
& MANNING AVE.
(SUMTER, SC)

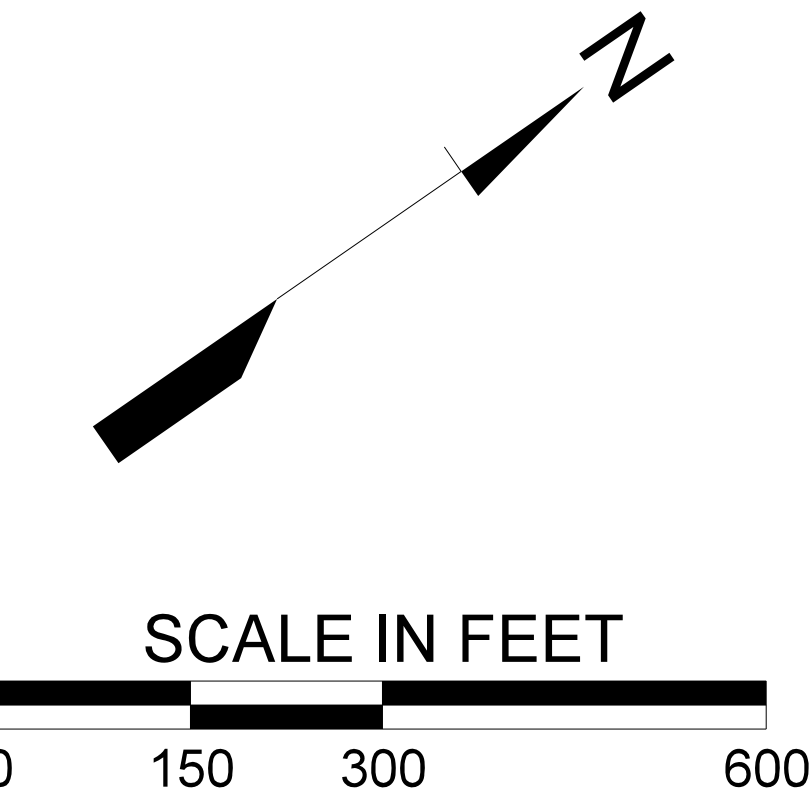


LEGEND

- PAVEMENT
- PROPOSED VEGETATION
- PROPOSED RAISED MEDIAN
- PROPOSED PAVEMENT REMOVAL



CONCEPTUAL SAFETY
IMPROVEMENTS
HWY 15 N./ POCALLA RD. &
US 521/ S GUIGNARD DR.
(SUMTER, SC)



APPENDIX I

Benefit/Cost Calculation Worksheets

**[Back to Appendix
Table of Contents](#)**



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Location 1 - US 378/US 76/Broad St & SC 261/Kings Hwy								
Severity			K	A	B	C	O	
FHWA Cost/Crash			\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00	
Number of Total Applicable Crashes Per Year at Location			0.1	0.4	0.5	2.3	15.6	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
Convert the signalized, full-access intersection of US 378/US 76/Broad St & SC 261/Kings Hwy to an unsignalized, RCUT with U-turn bulbs to the west and east of the intersection and positive offsets for the left turn lanes on US 76.	20.0%	10382	1	4	5	23	156	All crashes included.
Remove right-turn lane channelization for eastbound US 76 and northbound SC 261.	47.0%	10246	0	0	1	4	16	Angle crashes along both approaches included.
Convert full access median opening at park-and-ride to 3/4 access with positive offset for the left turn lane on US 76.	57.0%	5458	0	1	0	0	7	Crashes near park-and-ride included.
Reconfigure right turn lane ramp for southbound SC 261 to improve sight distance.	60.3%	8431	0	0	0	1	11	All crashes along SB approach included.
Weighted Average CRF			20%	27%	25%	25%	26%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.020	0.110	0.123	0.582	4.051	
NPV Annual Benefit			\$319,760.00	\$186,878.96	\$47,040.00	\$119,039.93	\$73,328.89	
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027	\$310,145.49	\$181,259.90	\$45,625.61	\$115,460.65	\$71,124.05		
	2028	\$300,820.07	\$175,809.80	\$44,253.74	\$111,988.99	\$68,985.50		
	2029	\$291,775.04	\$170,523.57	\$42,923.12	\$108,621.72	\$66,911.25		
	2030	\$283,001.98	\$165,396.28	\$41,632.52	\$105,355.69	\$64,899.37		
	2031	\$274,492.71	\$160,423.17	\$40,380.71	\$102,187.87	\$62,947.98		
	2032	\$266,239.29	\$155,599.58	\$39,166.55	\$99,115.30	\$61,055.27		
	2033	\$258,234.03	\$150,921.03	\$37,988.89	\$96,135.11	\$59,219.46		
	2034	\$250,469.48	\$146,383.15	\$36,846.65	\$93,244.53	\$57,438.86		
	2035	\$242,938.39	\$141,981.72	\$35,738.75	\$90,440.86	\$55,711.79		
	2036	\$235,633.74	\$137,712.62	\$34,664.16	\$87,721.49	\$54,036.66		
	2037	\$228,548.73	\$133,571.90	\$33,621.88	\$85,083.89	\$52,411.89		
	2038	\$221,676.75	\$129,555.67	\$32,610.94	\$82,525.60	\$50,835.97		
	2039	\$215,011.40	\$125,660.20	\$31,630.40	\$80,044.23	\$49,307.44		
	2040	\$208,546.46	\$121,881.87	\$30,679.34	\$77,637.47	\$47,824.87		
	2041	\$202,275.91	\$118,217.13	\$29,756.88	\$75,303.07	\$46,386.88		
	2042	\$196,193.90	\$114,662.59	\$28,862.15	\$73,038.87	\$44,992.12		
	2043	\$190,294.76	\$111,214.93	\$27,994.33	\$70,842.74	\$43,639.30		
	2044	\$184,573.00	\$107,870.93	\$27,152.59	\$68,712.65	\$42,327.16		
	2045	\$179,023.27	\$104,627.48	\$26,336.17	\$66,646.61	\$41,054.47		
	2046	\$173,640.42	\$101,481.55	\$25,544.30	\$64,642.68	\$39,820.05		
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$4,713,534.81	\$2,754,755.08	\$693,409.67	\$1,754,750.03	\$1,080,930.34	
			\$10,990,000.00					
ESTIMATED COST OF IMPROVEMENTS (NPV)			\$3,000,000.00					
BENEFIT/COST RATIO			3.7					

Location 4 Signal Alternative - Patriot Parkway & N St Pauls Church Rd								
			K	A	B	C	O	
			\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00	
			0.1	0.3	0.2	2.1	3.6	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
Install retroreflective backplates on all signal heads	15.0%	1410	1	3	2	21	36	All crashes included
Convert left turn phasing on all approaches from permissive to protected-permissive/protected-only	13.8%	4270	1	3		21	13	All angle crashes included here
Install signal ahead signs and flashers on all approaches	18.6%	4198	1	3	2	21	36	All crashes included
Weighted Average CRF			16%	16%	17%	16%	16%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.016	0.047	0.034	0.332	0.588	
NPV Annual Benefit			\$252,610.40	\$80,821.74	\$12,902.40	\$67,886.28	\$10,647.91	
DISCOUNTED ANNUAL BENEFITS (3.1%)		2027	\$245,014.94	\$78,391.60	\$12,514.45	\$65,845.08	\$10,327.75	
		2028	\$237,647.85	\$76,034.53	\$12,138.17	\$63,865.26	\$10,017.22	
		2029	\$230,502.28	\$73,748.33	\$11,773.20	\$61,944.97	\$9,716.02	
		2030	\$223,571.56	\$71,530.87	\$11,419.20	\$60,082.41	\$9,423.88	
		2031	\$216,849.24	\$69,380.09	\$11,075.85	\$58,275.86	\$9,140.52	
		2032	\$210,329.04	\$67,293.98	\$10,742.83	\$56,523.63	\$8,865.69	
		2033	\$204,004.89	\$65,270.59	\$10,419.81	\$54,824.08	\$8,599.11	
		2034	\$197,870.89	\$63,308.04	\$10,106.51	\$53,175.64	\$8,340.56	
		2035	\$191,921.33	\$61,404.50	\$9,802.63	\$51,576.76	\$8,089.77	
		2036	\$186,150.66	\$59,558.20	\$9,507.88	\$50,025.95	\$7,846.53	
		2037	\$180,553.50	\$57,767.41	\$9,222.00	\$48,521.78	\$7,610.60	
		2038	\$175,124.64	\$56,030.46	\$8,944.72	\$47,062.83	\$7,381.77	
		2039	\$169,859.01	\$54,345.75	\$8,675.77	\$45,647.75	\$7,159.81	
		2040	\$164,751.70	\$52,711.68	\$8,414.90	\$44,275.22	\$6,944.53	
		2041	\$159,797.97	\$51,126.75	\$8,161.89	\$42,943.95	\$6,735.73	
		2042	\$154,993.18	\$49,589.48	\$7,916.48	\$41,652.72	\$6,533.20	
		2043	\$150,332.86	\$48,098.43	\$7,678.44	\$40,400.31	\$6,336.76	
		2044	\$145,812.67	\$46,652.21	\$7,447.57	\$39,185.56	\$6,146.22	
		2045	\$141,428.39	\$45,249.48	\$7,223.64	\$38,007.33	\$5,961.42	
		2046	\$137,175.93	\$43,888.92	\$7,006.44	\$36,864.53	\$5,782.17	
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$3,723,692.50	\$1,191,381.30	\$190,192.37	\$1,000,701.60	\$156,959.27	
			\$6,260,000.00					
ESTIMATED COST OF IMPROVEMENTS (NPV)			\$250,000.00					
BENEFIT/COST RATIO			25.0					

Location 4 Roundabout Alternative - Patriot Parkway & N St Pauls Church Rd								
			K	A	B	C	O	
			\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00	
			0.1	0.3	0.2	2.1	3.6	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
Convert existing signalized intersection into a single lane roundabout	21.7%	4879	1	3	2	21	36	All crashes included
Weighted Average CRF			22%	22%	22%	22%	22%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.022	0.065	0.043	0.456	0.781	
NPV Annual Benefit			\$346,939.60	\$111,002.01	\$16,665.60	\$93,236.22	\$14,139.72	
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027		\$336,507.86	\$107,664.41	\$16,164.50	\$90,432.80	\$13,714.57	
	2028		\$326,389.77	\$104,427.17	\$15,678.47	\$87,713.68	\$13,302.20	
	2029		\$316,575.92	\$101,287.27	\$15,207.05	\$85,076.31	\$12,902.23	
	2030		\$307,057.15	\$98,241.77	\$14,749.81	\$82,518.25	\$12,514.29	
	2031		\$297,824.59	\$95,287.85	\$14,306.31	\$80,037.10	\$12,138.01	
	2032		\$288,869.63	\$92,422.74	\$13,876.15	\$77,630.55	\$11,773.05	
	2033		\$280,183.93	\$89,643.79	\$13,458.92	\$75,296.36	\$11,419.05	
	2034		\$271,759.39	\$86,948.39	\$13,054.24	\$73,032.36	\$11,075.71	
	2035		\$263,588.15	\$84,334.03	\$12,661.73	\$70,836.43	\$10,742.68	
	2036		\$255,662.61	\$81,798.28	\$12,281.02	\$68,706.53	\$10,419.67	
	2037		\$247,975.37	\$79,338.78	\$11,911.75	\$66,640.67	\$10,106.38	
	2038		\$240,519.28	\$76,953.23	\$11,553.59	\$64,636.92	\$9,802.50	
	2039		\$233,287.37	\$74,639.41	\$11,206.20	\$62,693.43	\$9,507.76	
	2040		\$226,272.91	\$72,395.16	\$10,869.25	\$60,808.37	\$9,221.88	
	2041		\$219,469.36	\$70,218.39	\$10,542.44	\$58,979.99	\$8,944.60	
	2042		\$212,870.38	\$68,107.07	\$10,225.45	\$57,206.58	\$8,675.65	
	2043		\$206,469.81	\$66,059.23	\$9,917.99	\$55,486.50	\$8,414.79	
	2044		\$200,261.70	\$64,072.97	\$9,619.78	\$53,818.14	\$8,161.78	
	2045		\$194,240.25	\$62,146.43	\$9,330.53	\$52,199.94	\$7,916.37	
	2046		\$188,399.86	\$60,277.82	\$9,049.98	\$50,630.40	\$7,678.34	
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$5,114,185.27	\$1,636,264.19	\$245,665.14	\$1,374,381.31	\$208,431.52	
			\$8,570,000.00					
ESTIMATED COST OF IMPROVEMENTS (NPV)			\$4,000,000.00					
BENEFIT/COST RATIO			2.1					

Location 5 - Patriot Parkway & Loring Mill Rd								
	Severity	K	A	B	C	O		
	FHWA Cost/Crash	\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00		
	Number of Total Applicable Crashes Per Year at Location	0	0.2	0.9	0.7	9.6		
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF				NOTES	
Install retroreflective backplates on all signal heads	15.0%	1410	0	1	6	6	70	Rear-end and angle crashes.
Remove right-turn lane channelization for eastbound Patriot Parkway	47.0%	10246	0	1	1	1	7	Angle crashes along Patriot Parkway.
Convert one westbound Patriot Parkway thru lane to a right turn only lane	9.0%	288	0	1	1	1	7	Angle crashes along Patriot Parkway.
Convert left turn phasing on all approaches from permissive to protected-only	77.0%	4157	0	1	4	5	36	All angle crashes
Upgrade signal heads with new head per lane	7.0%	1430	0	2	8	6	89	All intersection related crashes.
Channelize southbound right turn lane on Loring Mill Road	38.4%	11152	0	1	3	4	40	All crashes along Loring Mill Road
Install high visibility crosswalks on all approaches	40.0%	4123	0	0	0	0	1	Ped/Pedacycle crashes.
Weighted Average CRF			29%	27%	32%	26%		
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.057	0.245	0.221	2.463		
NPV Annual Benefit			\$97,629.15	\$93,943.10	\$45,245.07	\$44,572.92		
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027	\$0.00	\$94,693.65	\$91,118.42	\$43,884.64	\$43,232.70		
	2028	\$0.00	\$91,846.41	\$88,378.69	\$42,565.12	\$41,932.79		
	2029	\$0.00	\$89,084.78	\$85,721.32	\$41,285.28	\$40,671.95		
	2030	\$0.00	\$86,406.19	\$83,143.86	\$40,043.92	\$39,449.03		
	2031	\$0.00	\$83,808.14	\$80,643.90	\$38,839.88	\$38,262.89		
	2032	\$0.00	\$81,288.21	\$78,219.11	\$37,672.05	\$37,112.40		
	2033	\$0.00	\$78,844.04	\$75,867.23	\$36,539.33	\$35,996.51		
	2034	\$0.00	\$76,473.37	\$73,586.06	\$35,440.67	\$34,914.17		
	2035	\$0.00	\$74,173.97	\$71,373.48	\$34,375.04	\$33,864.37		
	2036	\$0.00	\$71,943.72	\$69,227.43	\$33,341.46	\$32,846.14		
	2037	\$0.00	\$69,780.52	\$67,145.91	\$32,338.95	\$31,858.53		
	2038	\$0.00	\$67,682.37	\$65,126.97	\$31,366.59	\$30,900.61		
	2039	\$0.00	\$65,647.30	\$63,168.74	\$30,423.46	\$29,971.49		
	2040	\$0.00	\$63,673.43	\$61,269.39	\$29,508.69	\$29,070.31		
	2041	\$0.00	\$61,758.90	\$59,427.15	\$28,621.42	\$28,196.23		
	2042	\$0.00	\$59,901.94	\$57,640.30	\$27,760.84	\$27,348.43		
	2043	\$0.00	\$58,100.81	\$55,907.18	\$26,926.13	\$26,526.12		
	2044	\$0.00	\$56,353.84	\$54,226.17	\$26,116.52	\$25,728.54		
	2045	\$0.00	\$54,659.40	\$52,595.70	\$25,331.25	\$24,954.93		
	2046	\$0.00	\$53,015.91	\$51,014.26	\$24,569.59	\$24,204.59		
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$0.00	\$1,439,136.91	\$1,384,801.26	\$666,950.82	\$657,042.74	
			\$4,140,000.00					
ESTIMATED COST OF IMPROVEMENTS (NPV)			\$2,000,000.00					
BENEFIT/COST RATIO			2.1					

Location 6 - US 378/Broad Street								
Severity			K	A	B	C	O	
FHWA Cost/Crash			\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00	
Number of Total Applicable Crashes Per Year at Location			0.6	0.9	3.1	14.8	38.2	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
Enhance intersection lighting at Carter Road, Mason Road, and Wilson Hall Road	32.0%	7776	2	4	10	46	137	Intersection crashes.
Convert left turn phasing from permissive/protected to protected-only for US 378 approaches at Carter Road, Stamey Livestock Road, Mason Road, and Wilson Hall Road	34.0%	10748	2	3	14	46	98	Angle crashes at these intersections.
Close all existing median openings with some minor intersections and driveways converted into 3/4 access intersections	23.0%	5453	3	5	6	56	147	Driveway related crashes
Install high visibility crosswalks on all approaches at Mason Road	40.0%	4123	0	0	1	0	0	Ped/bike crashes
Close driveway on westbound approach of US 378 near Stamey Livestock Road	0.0%	N/A	0	0	0	0	4	Driveway related crashes
Weighted Average CRF			29%	29%	31%	29%	29%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.172	0.259	0.974	4.324	10.982	
NPV Annual Benefit			\$2,754,504.00	\$441,194.63	\$374,016.00	\$884,690.40	\$198,774.29	
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027		\$2,671,681.86	\$427,928.83	\$362,770.13	\$858,089.62	\$192,797.57	
	2028		\$2,591,350.01	\$415,061.91	\$351,862.39	\$832,288.67	\$187,000.55	
	2029		\$2,513,433.57	\$402,581.87	\$341,282.63	\$807,263.50	\$181,377.84	
	2030		\$2,437,859.91	\$390,477.08	\$331,020.98	\$782,990.79	\$175,924.19	
	2031		\$2,364,558.60	\$378,736.26	\$321,067.88	\$759,447.90	\$170,634.52	
	2032		\$2,293,461.30	\$367,348.46	\$311,414.04	\$736,612.90	\$165,503.90	
	2033		\$2,224,501.74	\$356,303.06	\$302,050.48	\$714,464.51	\$160,527.54	
	2034		\$2,157,615.66	\$345,589.78	\$292,968.45	\$692,982.06	\$155,700.82	
	2035		\$2,092,740.70	\$335,198.62	\$284,159.51	\$672,145.55	\$151,019.22	
	2036		\$2,029,816.39	\$325,119.91	\$275,615.43	\$651,935.55	\$146,478.39	
	2037		\$1,968,784.08	\$315,344.23	\$267,328.25	\$632,333.22	\$142,074.10	
	2038		\$1,909,586.89	\$305,862.50	\$259,290.26	\$613,320.29	\$137,802.23	
	2039		\$1,852,169.63	\$296,665.86	\$251,493.94	\$594,879.04	\$133,658.80	
	2040		\$1,796,478.79	\$287,745.74	\$243,932.05	\$576,992.28	\$129,639.97	
	2041		\$1,742,462.45	\$279,093.83	\$236,597.53	\$559,643.33	\$125,741.96	
	2042		\$1,690,070.27	\$270,702.06	\$229,483.54	\$542,816.04	\$121,961.17	
	2043		\$1,639,253.42	\$262,562.62	\$222,583.45	\$526,494.70	\$118,294.05	
	2044		\$1,589,964.52	\$254,667.92	\$215,890.84	\$510,664.11	\$114,737.20	
	2045		\$1,542,157.63	\$247,010.59	\$209,399.45	\$495,309.52	\$111,287.29	
	2046		\$1,495,788.20	\$239,583.50	\$203,103.25	\$480,416.60	\$107,941.12	
Total			\$40,603,735.61	\$6,503,584.64	\$5,513,314.48	\$13,041,090.19	\$2,930,102.43	
			\$68,590,000.00					
ESTIMATED COST OF IMPROVEMENTS (NPV)			\$7,500,000.00					
BENEFIT/COST RATIO			9.1					

Location 7 - US 521 & Camden Highway								
Severity			K	A	B	C	O	
FHWA Cost/Crash			\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00	
Number of Total Applicable Crashes Per Year at Location			0.1	0.4	0.3	2.5	10.3	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
Remove northbound right connection from US 521 to Camden Highway	47.0%	10246	0	0	0	7	23	Angle crashes near right turn.
Provide positive offset for left turn lane on southbound US 521 at new Camden Highway intersection	33.8%	6095	0	1	2	6	16	SB angle crashes along US 521.
Realign Camden Highway and install a new, unsignalized left-in/left-out (LIFO) intersection with positive offset for the merging lane	10.1%	11063	1	4	3	25	103	All crashes.
Close median openings and install right-in/right-out operations at corresponding driveways	45.0%	9821	1	0	0	3	9	Driveway related crashes.
Weighted Average CRF			28%	15%	20%	22%	20%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.028	0.059	0.059	0.561	2.092	
NPV Annual Benefit			\$440,469.40	\$101,214.74	\$22,556.16	\$114,688.28	\$37,867.51	
DISCOUNTED ANNUAL BENEFITS (3.1%)			2027	\$427,225.41	\$98,171.42	\$21,877.94	\$111,239.85	\$36,728.92
			2028	\$414,379.64	\$95,219.61	\$21,220.12	\$107,895.10	\$35,624.56
			2029	\$401,920.12	\$92,356.56	\$20,582.08	\$104,650.92	\$34,553.40
			2030	\$389,835.23	\$89,579.59	\$19,963.22	\$101,504.29	\$33,514.45
			2031	\$378,113.70	\$86,886.12	\$19,362.96	\$98,452.27	\$32,506.74
			2032	\$366,744.62	\$84,273.64	\$18,780.76	\$95,492.01	\$31,529.33
			2033	\$355,717.38	\$81,739.71	\$18,216.06	\$92,620.77	\$30,581.31
			2034	\$345,021.71	\$79,281.97	\$17,668.34	\$89,835.86	\$29,661.80
			2035	\$334,647.63	\$76,898.13	\$17,137.09	\$87,134.68	\$28,769.93
			2036	\$324,585.48	\$74,585.96	\$16,621.82	\$84,514.73	\$27,904.88
			2037	\$314,825.88	\$72,343.32	\$16,122.03	\$81,973.55	\$27,065.84
			2038	\$305,359.73	\$70,168.11	\$15,637.28	\$79,508.77	\$26,252.02
			2039	\$296,178.20	\$68,058.30	\$15,167.10	\$77,118.11	\$25,462.68
			2040	\$287,272.75	\$66,011.93	\$14,711.06	\$74,799.33	\$24,697.07
			2041	\$278,635.06	\$64,027.09	\$14,268.73	\$72,550.27	\$23,954.48
			2042	\$270,257.09	\$62,101.93	\$13,839.70	\$70,368.84	\$23,234.22
			2043	\$262,131.03	\$60,234.66	\$13,423.56	\$68,253.00	\$22,535.62
2044	\$254,249.30	\$58,423.53	\$13,019.95	\$66,200.77	\$21,858.02			
2045	\$246,604.56	\$56,666.85	\$12,628.46	\$64,210.26	\$21,200.80			
2046	\$239,189.68	\$54,963.00	\$12,248.75	\$62,279.59	\$20,563.33			
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$6,492,894.21	\$1,491,991.44	\$332,497.01	\$1,690,602.96	\$558,199.41	
			\$10,560,000.00					
ESTIMATED COST OF IMPROVEMENTS (NPV)			\$4,000,000.00					
BENEFIT/COST RATIO			2.6					

Location 10 - US 76/Broad Street								
			Severity	K	A	B	C	O
FHWA Cost/Crash			\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00	
Number of Total Applicable Crashes Per Year at Location			0.2	0.5	4.8	24.1	105.7	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
Convert TWLTL into a raised median with 3/4 access and U-turn bulbs at select locations and full access to remain at existing signalized intersections. Adjust driveway openings where access is changed.	23.0%	2514	0	3	23	152	636	Non intersection related crashes.
Provide two mid-block pedestrian crossings with pedestrian refuge islands and pedestrian signals (either PHB or RRFB)	47.4%	9024	0	1	2	4	2	Ped/bike
Install retroreflective backplates on all protected-only signal heads at US 521 & Broad Street	15.0%	1410	0	0	4	14	122	All crashes at US 521 & Broad Street.
Install sidewalk along the east side of US 521 and at spot locations on Broad Street	40.2%	11246	0	1	2	4	2	Ped/bike
Close select driveways along Broad Street to consolidate access points	N/A	N/A	0	3	23	152	636	Non intersection related crash along Broad Street.
Add speed feedback signs in both directions on Broad Street (just north of Market Street for SB traffic and just north of Bultman Drive (with relocation of the existing speed limit sign) for NB traffic)	5.0%	6885	1	0	7	51	161	Driving too Fast for Conditions/Excessive Speed crashes.
Implement protected-only left turn phasing on SB Broad Street at Market Street, on SB and NB Broad Street at E Wesmark Boulevard, on SB Broad Street at Sumter Mall driveway, and on SB and NB Broad Street at Bultman Drive	34.0%	10748	0	3	16	94	323	Angle crashes along Broad Street.
Remove acceleration lane from the western Sumter Mall driveway	43.6%	8497	0	0	0	5	20	Failure to Yield RoW at respective driveway.
Add yield bars, RRFBs, and signs to the two channelized pedestrian crossings at Broad Street & Bultman Drive	69.0%	11158	0	1	2	4	2	Ped/bike
Enhance intersection lighting at Broad Street & E Wesmark Boulevard and at Broad Street & Bultman Drive	32.0%	7776	1	0	10	50	172	All crashes at these intersections.
Install high visibility crosswalks at signalized intersections and major driveway crossings	40.0%	4123	0	1	2	4	2	Ped/bike
Weighted Average CRF			19%	28%	21%	18%	15%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.037	0.141	0.992	4.405	16.365	
NPV Annual Benefit			\$591,556.00	\$241,074.91	\$381,036.03	\$901,350.13	\$296,212.12	
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027	\$573,769.16	\$233,826.29	\$369,579.08	\$874,248.43	\$287,305.64		
	2028	\$556,517.13	\$226,795.63	\$358,466.61	\$847,961.62	\$278,666.97		
	2029	\$539,783.83	\$219,976.36	\$347,688.27	\$822,465.20	\$270,288.04		
	2030	\$523,553.66	\$213,362.13	\$337,234.02	\$797,735.40	\$262,161.04		
	2031	\$507,811.51	\$206,946.78	\$327,094.10	\$773,749.17	\$254,278.41		
	2032	\$492,542.68	\$200,724.33	\$317,259.07	\$750,484.16	\$246,632.80		
	2033	\$477,732.96	\$194,688.97	\$307,719.76	\$727,918.69	\$239,217.07		
	2034	\$463,368.54	\$188,835.08	\$298,467.27	\$706,031.70	\$232,024.31		
	2035	\$449,436.02	\$183,157.21	\$289,492.99	\$684,802.81	\$225,047.83		
	2036	\$435,922.42	\$177,650.06	\$280,788.55	\$664,212.24	\$218,281.12		
	2037	\$422,815.16	\$172,308.50	\$272,345.82	\$644,240.77	\$211,717.86		
	2038	\$410,101.99	\$167,127.54	\$264,156.96	\$624,869.81	\$205,351.95		
	2039	\$397,771.09	\$162,102.37	\$256,214.32	\$606,081.29	\$199,177.45		
	2040	\$385,810.95	\$157,228.29	\$248,510.49	\$587,857.70	\$193,188.60		
	2041	\$374,210.43	\$152,500.77	\$241,038.30	\$570,182.06	\$187,379.83		
	2042	\$362,958.71	\$147,915.39	\$233,790.79	\$553,037.88	\$181,745.71		
	2043	\$352,045.30	\$143,467.89	\$226,761.19	\$536,409.20	\$176,281.00		
	2044	\$341,460.04	\$139,154.11	\$219,942.96	\$520,280.50	\$170,980.60		
	2045	\$331,193.06	\$134,970.04	\$213,329.74	\$504,636.76	\$165,839.58		
	2046	\$321,234.78	\$130,911.77	\$206,915.36	\$489,463.40	\$160,853.13		
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$8,720,039.41	\$3,553,649.52	\$5,616,795.65	\$13,286,668.77	\$4,366,418.94	
			\$35,540,000.00					
ESTIMATED COST OF IMPROVEMENTS (NPV)			\$6,500,000.00					
BENEFIT/COST RATIO			5.5					

Location 14 - Highway 15 (Poinsett Drive to Fulton Street)								
	Severity	K	A	B	C	O		
	FHWA Cost/Crash	\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00		
	Number of Total Applicable Crashes Per Year at Location	0.4	1.7	5.1	17.5	45.6		
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF				NOTES	
Convert TWLTL into a raised median with 3/4 access and U-turn bulbs at select locations and full access to remain at existing signalized intersections. Adjust driveway openings where access is changed.	23.0%	2514	4	10	30	90	209	midblock crashes
Provide two mid-block pedestrian crossings with pedestrian refuge islands and pedestrian signals (either PHB or RRFB)	47.4%	9024	1	2	4	9	2	Ped/Bike
Implement leading pedestrian intervals at the intersections of Highway 15 with Crosswell Drive, Loring Drive, E Calhoun Street, and E Liberty Street	19.0%	9903	1	2	4	9	2	Ped/Bike
Install sidewalk along the east side of Highway 15 between Crosswell Drive and Sumter Police Department	40.2%	11246	1	2	4	9	2	Ped/Bike
Close select driveways along Highway 15 to consolidate access points	N/A	N/A	4	10	30	90	209	midblock crashes
Reduce speed limit on Highway 15 from 40 to 35 mph and add speed feedback signs (7 locations)	5.0%	6885	1	2	6	27	71	Overspeeding crashes
Implement protected-only left turn phasing on Highway 15 approaches at E Calhoun Street, E Liberty Street, and Fulton Street	34.0%	10748	1	8	22	72	135	Angle crashes at these intersections
At Highway 15 & Crosswell Drive, add left turn yield on green signs to both side street approaches and implement protected-permissive phasing (with four-section flashing yellow arrow (FYA) signal heads) on both mainline approaches	40.2%	7684	0	0	3	8	5	Angle crashes at thisintersection
Reconstruct the southbound left turn lane on Highway 15 at E Liberty Street to provide positive offset	33.8%	6095	0	3	7	23	39	SB angle crashes
Enhance street lighting on Highway 15 north of Loring Drive and at Highway 15 & Fulton Street	32.0%	7776	0	5	14	28	90	night time crashes between these locations
Install high visibility crosswalks where missing at signalized intersections and major driveway/side street crossings	40.0%	4123	1		4	9	2	Ped/Bike
Remove traffic signal at Highway 15 & E Hampton Avenue, converting the intersection to 3/4 access	N/A	N/A	0	5	9	52	114	Angle and rear-end
Convert the E Calhoun Street, E Hampton Avenue, and E Liberty Street approaches at Highway 15 from four to three lanes (with TWLTL)	47.0%	2841	0	2	6	36	136	Crashes along these streets
Convert Crosswell Drive & Bowman Drive from two-way to all-way stop	75.0%	310	0	0	0	1	3	Crashes at this location
Close median opening on E Charlotte Avenue at Bowman Drive	55.0%	2220	0	0	2	3	10	Crashes at this location
Install chicanes with angled parking on Crosswell Drive between Yeadon Street and Bowman Drive	N/A	N/A	0	0	2	4	13	Total of above two
Install mini roundabouts at Crosswell Drive & Yeadon Street and at E Charlotte Avenue & Yeadon Street	36.7%	11522	0	0	2	0	1	Crashes at this location
Weighted Average CRF			20%	22%	22%	21%	21%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.079	0.372	1.138	3.686	9.458	
NPV Annual Benefit			\$1,268,076.80	\$634,754.04	\$437,025.50	\$754,144.72	\$171,182.20	
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027	\$1,229,948.40	\$615,668.32	\$423,885.07	\$731,469.17	\$166,035.11		
	2028	\$1,192,966.44	\$597,156.47	\$411,139.73	\$709,475.43	\$161,042.78		
	2029	\$1,157,096.45	\$579,201.23	\$398,777.63	\$688,143.00	\$156,200.57		
	2030	\$1,122,305.00	\$561,785.87	\$386,787.22	\$667,451.99	\$151,503.94		
	2031	\$1,088,559.65	\$544,894.15	\$375,157.35	\$647,383.11	\$146,948.54		
	2032	\$1,055,828.95	\$528,510.33	\$363,877.15	\$627,917.67	\$142,530.11		
	2033	\$1,024,082.39	\$512,619.14	\$352,936.13	\$609,037.50	\$138,244.53		
	2034	\$993,290.39	\$497,205.76	\$342,324.09	\$590,725.03	\$134,087.80		
	2035	\$963,424.24	\$482,255.83	\$332,031.12	\$572,963.17	\$130,056.07		
	2036	\$934,456.10	\$467,755.41	\$322,047.65	\$555,735.37	\$126,145.55		
	2037	\$906,358.97	\$453,690.99	\$312,364.35	\$539,025.58	\$122,352.62		
	2038	\$879,106.67	\$440,049.46	\$302,972.21	\$522,818.21	\$118,673.74		
	2039	\$852,673.78	\$426,818.10	\$293,862.48	\$507,098.17	\$115,105.47		
	2040	\$827,035.67	\$413,984.57	\$285,026.65	\$491,850.80	\$111,644.49		
	2041	\$802,168.45	\$401,536.93	\$276,456.50	\$477,061.88	\$108,287.57		
	2042	\$778,048.93	\$389,463.56	\$268,144.03	\$462,717.63	\$105,031.59		
	2043	\$754,654.64	\$377,753.21	\$260,081.51	\$448,804.69	\$101,873.51		
	2044	\$731,963.76	\$366,394.97	\$252,261.40	\$435,310.07	\$98,810.39		
2045	\$709,955.15	\$355,378.24	\$244,676.43	\$422,221.22	\$95,839.37			
2046	\$688,608.30	\$344,692.76	\$237,319.53	\$409,525.91	\$92,957.68			
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$18,692,532.35	\$9,356,815.29	\$6,442,128.24	\$11,116,735.61	\$2,523,371.44	
ESTIMATED COST OF IMPROVEMENTS (NPV)			\$48,130,000.00					
BENEFIT/COST RATIO			8.0					

Location 15 - SC 120/Pinewood Road & SC 763/Wedgefield Road								
		Severity	K	A	B	C	O	
		FHWA Cost/Crash	\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00	
Number of Total Applicable Crashes Per Year at Location			0.1	0.4	2.7	6.4	30.2	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
On SC 120/Pinewood Road, convert TWLTL into a raised median with 3/4 access at select locations and full access to remain at existing signalized intersections	23.0%	2514	1	0	5	12	81	Mid-block crashes along Pinewood Road
Provide a mid-block pedestrian crossing with pedestrian refuge island and pedestrian signals (either PHB or RRFB) on SC 120/Pinewood Road at Millwood Road	47.4%	9024	0	0	0	2	0	Ped/Bike
Add flashers to signal ahead signs on SC 120/Pinewood Road upstream of W Oakland Avenue	18.6%	4198	1	2	18	34	151	All crashes along Pinewood Road
Install high visibility crosswalks, and curb ramps where missing, at SC 120/Pinewood Road & W Oakland Avenue and SC 763/Wedgefield Road & Loring Mill Road/Lynam Road	40.0%	4123	0	1	1	2	1	Ped/Bike
Implement protected-only left turn phasing on SC 120/Pinewood Road approaches at W Oakland Avenue and on SB SC 763 at SC 763/Wedgefield Road/Old W Liberty Street	34.0%	10748	0	0	2	4	9	Angle crashes at respective approaches
Implement protected-permissive left turn phasing (with FYA signal heads) on W Oakland Avenue approaches at SC 120/Pinewood Road	40.2%	7684	0	0	1	0	3	Angle crashes at respective approach
Install retroreflective backplates on all signal heads (including new signal heads) at SC 120/Pinewood Road & W Oakland Avenue	15.0%	1410	0	2	13	20	65	All crashes at this intersection
Install pedestrian phase with countdown pedestrian signal heads and push buttons on all approaches at SC 120/Pinewood Road & W Oakland Avenue	8.8%	8790	0	2	13	20	65	All crashes at this intersection
Enhance street lighting at SC 120/Pinewood Road & W Oakland Avenue	32.0%	7776	0	2	7	4	15	Nighttime crashes at this intersection
Close median opening on SC 763 at Sumter Wine and Spirits driveway	71.0%	2219	0	0	1	1	18	Crashes at this driveway
Remove split phasing at SC 763/Wedgefield Road/Old W Liberty Street & SC 120/Pinewood Road.		N/A	0	1	4	19	122	All crashes at this intersection
Convert the EB and WB channelized right turns at SC 763/Wedgefield Road/Old W Liberty Street & SC 120/Pinewood Road from yield- to stop-controlled (add stop bars and stop signs)		N/A	0	0	1	7	18	Angle crashes at respective approaches
Add nearside signal heads on both mainline approaches at SC 763/Wedgefield Road/Old W Liberty Street & SC 120/Pinewood Road	7.0%	1430	1	0	4	12	64	Mainline crashes at this intersection
Remove channelized SBR turn lane on SC 763 at SC 763/Wedgefield Road/Old W Liberty Street		N/A	0	0	1	1	7	Angle crashes at respective approach
Convert SC 763/Wedgefield Road from four to three lanes (with TWLTL)	47.0%	2841	0	1	3	11	51	Mid-block crashes
Weighted Average CRF			16%	21%	19%	17%	21%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.016	0.086	0.500	1.072	6.221	
NPV Annual Benefit			\$259,005.60	\$146,204.57	\$192,144.26	\$219,282.86	\$112,597.74	
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027		\$251,217.85	\$141,808.51	\$186,366.89	\$212,689.49	\$109,212.16	
	2028		\$243,664.25	\$137,544.63	\$180,763.23	\$206,294.37	\$105,928.38	
	2029		\$236,337.78	\$133,408.95	\$175,328.06	\$200,091.53	\$102,743.34	
	2030		\$229,231.60	\$129,397.62	\$170,056.31	\$194,075.20	\$99,654.06	
	2031		\$222,339.09	\$125,506.91	\$164,943.08	\$188,239.76	\$96,657.67	
	2032		\$215,653.82	\$121,733.18	\$159,983.58	\$182,579.79	\$93,751.38	
	2033		\$209,169.57	\$118,072.92	\$155,173.21	\$177,090.00	\$90,932.47	
	2034		\$202,880.28	\$114,522.72	\$150,507.48	\$171,765.28	\$88,198.32	
	2035		\$196,780.10	\$111,079.26	\$145,982.04	\$166,600.66	\$85,546.39	
	2036		\$190,863.33	\$107,739.34	\$141,592.67	\$161,591.33	\$82,974.19	
	2037		\$185,124.47	\$104,499.84	\$137,335.27	\$156,732.61	\$80,479.33	
	2038		\$179,558.17	\$101,357.75	\$133,205.89	\$152,019.99	\$78,059.48	
	2039		\$174,159.23	\$98,310.14	\$129,200.67	\$147,449.07	\$75,712.40	
	2040		\$168,922.63	\$95,354.16	\$125,315.88	\$143,015.59	\$73,435.89	
	2041		\$163,843.48	\$92,487.06	\$121,547.89	\$138,715.41	\$71,227.82	
	2042		\$158,917.06	\$89,706.17	\$117,893.20	\$134,544.53	\$69,086.15	
	2043		\$154,138.75	\$87,008.89	\$114,348.40	\$130,499.06	\$67,008.88	
	2044		\$149,504.13	\$84,392.72	\$110,910.19	\$126,575.23	\$64,994.06	
	2045		\$145,008.85	\$81,855.21	\$107,575.35	\$122,769.38	\$63,039.83	
	2046		\$140,648.74	\$79,394.00	\$104,340.79	\$119,077.96	\$61,144.35	
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$3,817,963.20	\$2,155,179.99	\$2,832,370.08	\$3,232,416.24	\$1,659,786.54	
ESTIMATED COST OF IMPROVEMENTS (NPV)					\$13,690,000.00			
BENEFIT/COST RATIO					\$5,000,000.00			
					2.7			

Location 17 - US 15/S Lafayette Drive/Pocalla Road & Manning Avenue								
			Severity	K	A	B	C	O
			FHWA Cost/Crash	\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00
Number of Total Applicable Crashes Per Year at Location			0.2	0.4	0.8	3.8	11.3	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
Reconstruct SB left turn lane on US 15/S Lafayette Drive at E Red Bay Road and both left turn lanes on US 15/S Lafayette Drive/Pocalla Road at Manning Avenue to provide positive offset	33.8%	6095	0	2	3	20	50	Angle crashes
Implement protected-only left turn phasing on the US 15/S Lafayette Drive/Pocalla Road approaches at Manning Avenue and E Red Bay Road	77.0%	4157	0	2	3	20	50	Angle crashes
Install new signal head per lane with retroreflective backplates at US 15/S Lafayette Drive & E Red Bay Road and US 15/S Lafayette Drive/Pocalla Road & Manning Avenue	15.0%	1410	2	4	8	38	113	All crashes
Convert the EB E Red Bay Road approach at US 15/S Lafayette Drive to right-in right-out	45.0%	9821	0	0	2	4	15	other end crashes
Cul-de-sac E Red Bay Road west of US 15/S Lafayette Drive, closing access to Manning Avenue	N/A	N/A	0	2	0	2	8	Crashes near Lafayette Drive
Close median openings on Manning Avenue at Carolina Petro (just north of US 15/S Lafayette Drive/Pocalla Road), on Manning Avenue at Brent Street, and on US 15/S Lafayette Drive at Murphy Street	71.0%	2219	0	2	3	20	50	Angle crashes
Enhance intersection lighting at US 15/S Lafayette Drive/Pocalla Road & Manning Avenue	32.0%	7776	1	3	3	20	35	Night Crashes
Install high visibility crosswalks at US 15/S Lafayette Drive/Pocalla Road & Manning Avenue and US 15/S Lafayette Drive & E Red Bay Road	40.0%	4123	1	1	3	2	0	Ped/bike crashes
Weighted Average CRF			26%	35%	39%	41%	39%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.051	0.140	0.311	1.540	4.428	
NPV Annual Benefit			\$815,388.00	\$238,543.49	\$119,365.63	\$315,064.51	\$80,155.37	
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027		\$790,871.00	\$231,370.99	\$115,776.56	\$305,591.19	\$77,745.27	
	2028		\$767,091.17	\$224,414.15	\$112,295.40	\$296,402.70	\$75,407.63	
	2029		\$744,026.36	\$217,666.49	\$108,918.91	\$287,490.50	\$73,140.28	
	2030		\$721,655.05	\$211,121.72	\$105,643.95	\$278,846.26	\$70,941.11	
	2031		\$699,956.40	\$204,773.73	\$102,467.46	\$270,461.94	\$68,808.06	
	2032		\$678,910.18	\$198,616.62	\$99,386.48	\$262,329.72	\$66,739.14	
	2033		\$658,496.78	\$192,644.63	\$96,398.14	\$254,442.02	\$64,732.44	
	2034		\$638,697.17	\$186,852.21	\$93,499.65	\$246,791.48	\$62,786.07	
	2035		\$619,492.89	\$181,233.96	\$90,688.31	\$239,370.98	\$60,898.23	
	2036		\$600,866.05	\$175,784.64	\$87,961.50	\$232,173.60	\$59,067.14	
	2037		\$582,799.27	\$170,499.16	\$85,316.69	\$225,192.63	\$57,291.12	
	2038		\$565,275.72	\$165,372.61	\$82,751.39	\$218,421.56	\$55,568.50	
	2039		\$548,279.07	\$160,400.21	\$80,263.23	\$211,854.09	\$53,897.67	
	2040		\$531,793.47	\$155,577.31	\$77,849.89	\$205,484.08	\$52,277.08	
	2041		\$515,803.56	\$150,899.43	\$75,509.10	\$199,305.60	\$50,705.22	
	2042		\$500,294.43	\$146,362.20	\$73,238.71	\$193,312.90	\$49,180.62	
	2043		\$485,251.63	\$141,961.40	\$71,036.57	\$187,500.39	\$47,701.86	
	2044		\$470,661.14	\$137,692.91	\$68,900.65	\$181,862.65	\$46,267.57	
	2045		\$456,509.35	\$133,552.78	\$66,828.95	\$176,394.42	\$44,876.40	
	2046		\$442,783.07	\$129,537.13	\$64,819.55	\$171,090.61	\$43,527.06	
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$12,019,513.77	\$3,516,334.27	\$1,759,551.11	\$4,644,319.35	\$1,181,558.45	
ESTIMATED COST OF IMPROVEMENTS (NPV)					\$23,120,000.00			
BENEFIT/COST RATIO					7.7			

Location 18 - Highway 15 N & US 521/S Guignard Drive								
Severity			K	A	B	C	O	
FHWA Cost/Crash			\$15,988,000.00	\$1,705,100.00	\$384,000.00	\$204,600.00	\$18,100.00	
Number of Total Applicable Crashes Per Year at Location			0.2	0.6	2.8	11.4	24.1	
IMPROVEMENT	CRF	CRF ID	APPLICABLE CRASHES BY CRF					NOTES
On Highway 15 N and US 521/S Guignard Drive, convert TWLTL into a raised median with 3/4 access and U-turns at select locations (with full access to remain at existing signalized intersections)	23.0%	2514	0	0	4	11	28	Crashes near these driveways.
Implement protected-only phasing and add three-section signal heads on US 521/S Guignard Drive approaches at Kingsbury Drive, on Highway 15 N approaches at Kingsbury Drive, and on all approaches at US 521/S Guignard Drive & Highway 15 N.	77.0%	4157	1	5	14	71	92	Angle crashes at signalized intersections along respective approaches.
Add left turn yield on green signs on Kingsbury Drive approaches at US 521/S Guignard Drive	N/A	N/A	0	0	0	2	4	Angle crashes along Kingsbury Dr.
Install retroreflective backplates on all signal heads at US 521/S Guignard Drive & Kingsbury Drive, US 521/S Guignard Drive & Highway 15 N, and Highway 15 N & Kingsbury Drive	15.0%	1410	1	5	14	71	92	Angle crashes at signalized intersections along respective approaches.
Remove SB slip lane from US 521/S Guignard Drive to S Guignard Drive and EB left turn slip lane from S Guignard Drive to US 521/Guignard Drive. Revise route guidance assemblies on US 521/S Guignard Drive to reflect this change.	N/A	N/A	0	0	3	1	1	Crashes at the intersection.
Remove SB slip lane from S Guignard Drive to Highway 15 N. Install a new all-way stop-controlled intersection on S Guignard Drive with cross access to Highway 15 N.	N/A	N/A	1	1	4	15	45	Crashes at that location.
Add transverse rumble strips on EB Highway 15 N to alert drivers of signal ahead at US 521/S Guignard Drive	34.0%	138	0	2	5	29	32	EB approach of this intersection.
Add missing yield line on the SBR channelized turn lane on US 521/S Guignard Drive at Highway 15 N and missing lane arrow markings on the NB approach of US 521/S Guignard Drive at Highway 15 N	N/A	N/A	0	0	1	5	5	Angle crashes along SB approach
Weighted Average CRF			31%	41%	34%	38%	34%	
Overall Location Annual Crash Reduction Potential (Crashes/Year)			0.061	0.244	0.964	4.321	8.218	
NPV Annual Benefit			\$980,597.33	\$415,519.75	\$370,346.67	\$884,165.43	\$148,749.07	
DISCOUNTED ANNUAL BENEFITS (3.1%)	2027		\$951,112.84	\$403,025.95	\$359,211.12	\$857,580.43	\$144,276.50	
	2028		\$922,514.87	\$390,907.81	\$348,410.40	\$831,794.79	\$139,938.41	
	2029		\$894,776.79	\$379,154.03	\$337,934.43	\$806,784.48	\$135,730.75	
	2030		\$867,872.74	\$367,753.67	\$327,773.46	\$782,526.16	\$131,649.62	
	2031		\$841,777.63	\$356,696.09	\$317,918.00	\$758,997.25	\$127,691.19	
	2032		\$816,467.15	\$345,970.99	\$308,358.87	\$736,175.80	\$123,851.78	
	2033		\$791,917.70	\$335,568.37	\$299,087.17	\$714,040.54	\$120,127.82	
	2034		\$768,106.40	\$325,478.54	\$290,094.25	\$692,570.85	\$116,515.83	
	2035		\$745,011.06	\$315,692.08	\$281,371.72	\$671,746.70	\$113,012.44	
	2036		\$722,610.15	\$306,199.88	\$272,911.47	\$651,548.69	\$109,614.40	
	2037		\$700,882.78	\$296,993.10	\$264,705.60	\$631,957.99	\$106,318.52	
	2038		\$679,808.71	\$288,063.14	\$256,746.46	\$612,956.35	\$103,121.75	
	2039		\$659,368.29	\$279,401.69	\$249,026.63	\$594,526.04	\$100,021.10	
	2040		\$639,542.48	\$271,000.67	\$241,538.92	\$576,649.89	\$97,013.67	
	2041		\$620,312.78	\$262,852.25	\$234,276.36	\$559,311.24	\$94,096.67	
	2042		\$601,661.28	\$254,948.83	\$227,232.16	\$542,493.93	\$91,267.39	
	2043		\$583,570.59	\$247,283.06	\$220,399.77	\$526,182.28	\$88,523.17	
	2044		\$566,023.85	\$239,847.78	\$213,772.81	\$510,361.09	\$85,861.46	
	2045		\$549,004.71	\$232,636.06	\$207,345.11	\$495,015.60	\$83,279.79	
	2046		\$532,497.29	\$225,641.18	\$201,110.68	\$480,131.53	\$80,775.74	
TOTAL NPV BENEFIT OF IMPROVEMENTS			\$14,454,840.10	\$6,125,115.17	\$5,459,225.38	\$13,033,351.63	\$2,192,688.00	
ESTIMATED COST OF IMPROVEMENTS (NPV)					\$41,260,000.00			
BENEFIT/COST RATIO					\$3,000,000.00			
					13.8			

APPENDIX J

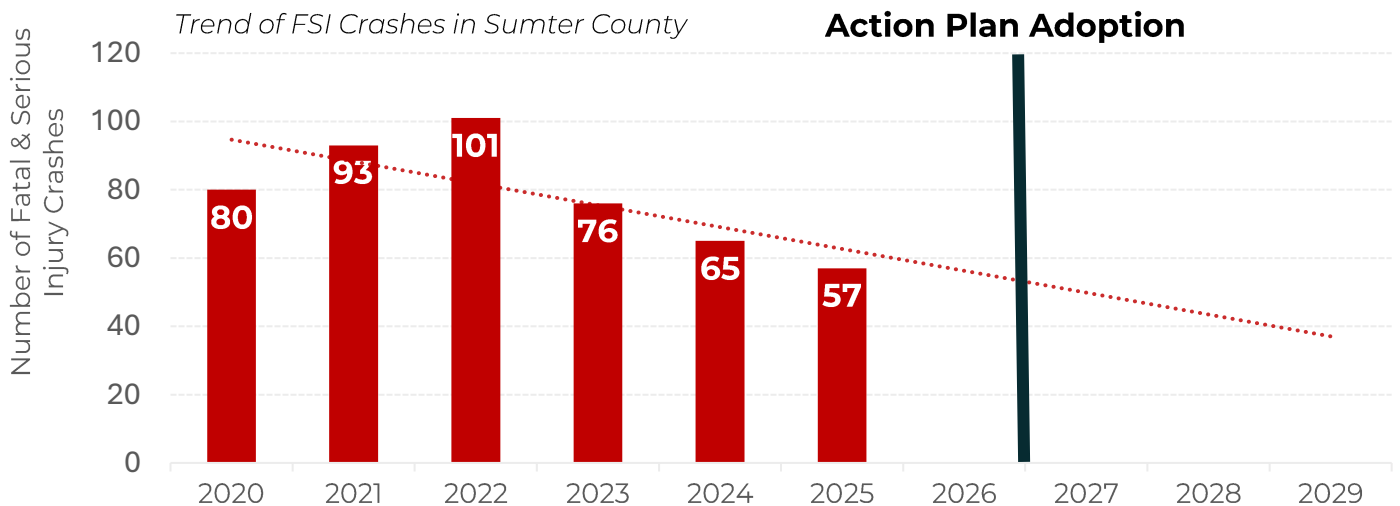
Reporting Template

**[Back to Appendix
Table of Contents](#)**



*Click to
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Safe Streets for Sumter Safety Action Plan Reporting Year [20XX]



In the past year, Sumter County has experienced....

[XX]

Total Crashes



[X%]
[dec/inc]
since 2026

[XX]

**Total Fatal & Serious
Injury Crashes**



[X%]
[dec/inc]
since 2026

Since the 2026
Action Plan Adoption....



[XX]

**New
Lighting
Fixtures**



[XX]

**New
Crosswalks**



[XX]

**New or
Repaired
Sidewalks**



[XX]

**Traffic
Calming
Projects**