

SAFE STREETS FOR SUMTER

SAFETY ACTION PLAN



ACKNOWLEDGEMENTS

Thank you to the many individuals and partners who contributed time, effort, expertise, and dedication to the development of Safe Streets for Sumter Safety Action Plan. Your contribution toward building a safer community made this possible.

Project Management Team

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Team Sumter



Project Stakeholders



Consultant Team

Stantec Consulting Services Inc.
AECOM

A CALL TO ACTION

The Safe Streets for Sumter Safety Action Plan is a data-informed, community-centered strategy to create safer streets for everyone.

Eliminating traffic fatalities and serious injuries cannot be achieved by any one agency or person alone. Success requires a shared commitment among residents, community organizations, first responders, local and state governments, business leaders, and advocacy groups working toward a common goal.

Safe Streets for Sumter is holistic and proactive. The plan examines all crashes but places special emphases on preventing the most severe crashes and protecting those most vulnerable to serious injury or death on our street network. The plan uses data analysis and community input to establish safety priorities. Team Sumter will use the plan to identify safety investments that can address streets with frequent crashes while also improving our community's ability to prevent future losses of life.

Achieving safer streets does not always require new funding or complex solutions. Safe Streets for Sumter guides current transportation decisions to make them safer. The plan integrates proven safety tools to help design safer streets. By embracing proven safety strategies and focusing resources where they are needed most, Sumter can make meaningful progress toward reducing crashes and saving lives.

Most importantly, this plan acknowledges that *one life lost is one too many*. Safe Streets for Sumter honors those whose lives have been lost or forever changed on our streets. The Sumter community respectfully acknowledges every individual and family affected by traffic violence and affirms its commitment to preventing future tragedies.

Reaching our goal of **zero roadway deaths by 2040** will require all of us to do our part. Together, through leadership, partnership, and action, we can create a culture of safety and a street network where everyone arrives safely at their destination.



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 B2026-03 as adopted by vote in an open meeting of the SUATS Policy Committee.

 8/30/26
SUATS Policy Committee Secretary Date

EXECUTIVE SUMMARY

SAFE STREETS FOR SUMTER

The Safe Streets for Sumter Safety Action Plan is Sumter's roadmap for addressing and eliminating fatal and serious injury crashes (FSI crashes).

Sumter, along with communities across the US, has pledged to achieve Vision Zero, a goal to have zero traffic fatalities by 2040. This Action Plan is a data-informed strategy that outlines how improve safety community-wide, reach Vision Zero, and make Sumter a safer place to live, work, and play

The plan has four major themes:



Tame big roads



Design for every road user



Create safe area-wide connections



Supporting Youth and Family Travel with Slow Streets and Safe Routes

The plan has four clear goals:



Eliminate fatal and serious injury crashes



Focus investments on the most problematic roads

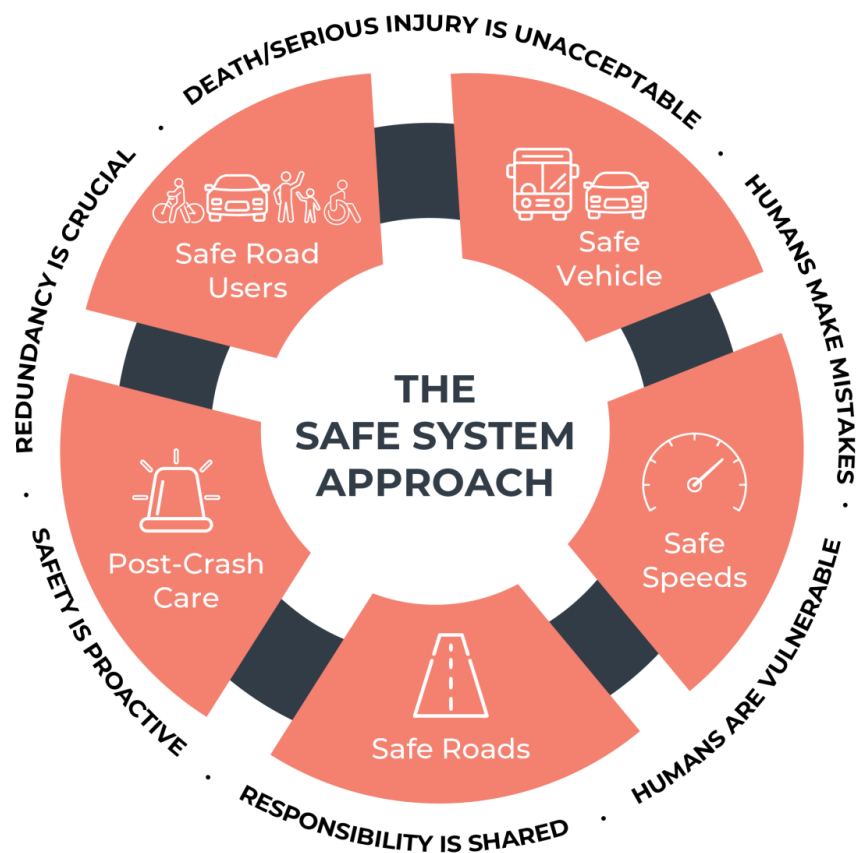


Foster a culture of transportation safety



Track progress

The Safe System Approach is a coordinated way of thinking about traffic safety – **one that acknowledges humans make mistakes, but those mistakes shouldn't cost lives.**



EXECUTIVE SUMMARY

EXISTING CONDITIONS

This plan examines a decade of crashes from 2015-2024.

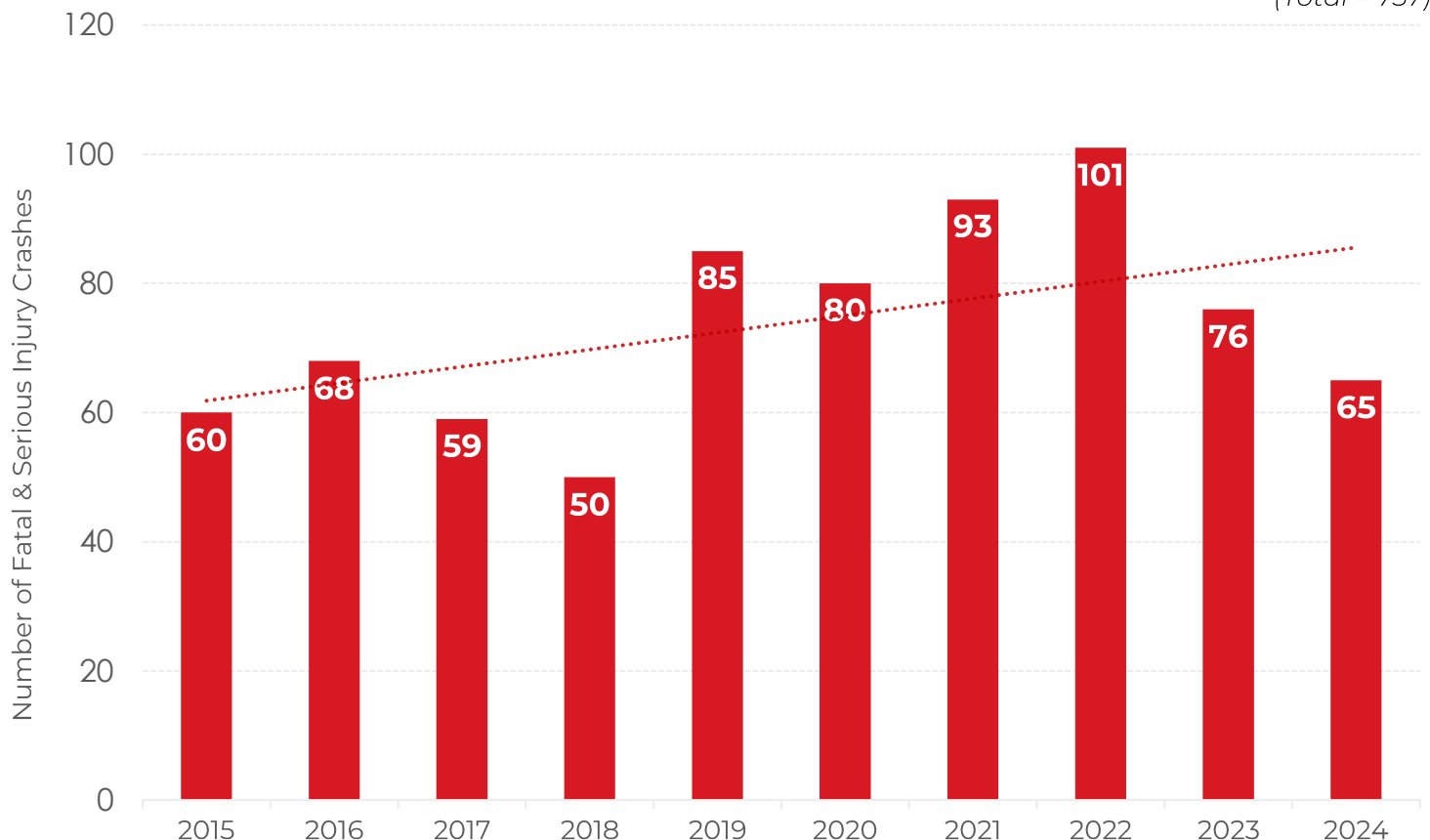
During that period, **29,083 crashes occurred** in Sumter County. **737 crashes** resulted in a fatality or serious injury (FSI). The number of FSI crashes increased generally over those 10 years with the highest number of FSI crashes recorded in 2022. The two most recent years – 2023-2024 – saw a slight decline in FSI crashes to pre-pandemic levels.

Crashes and FSI crashes are not evenly distributed. Some areas and locations experience more severe crashes:

- **Jurisdiction:** 29,083 crashes and 737 FSI crashes occurred throughout Sumter County. **60% of crashes and 36% of FSI crashes occurred within the City of Sumter.**
- **Intersections:** In Sumter County, **56% of FSI crashes occur at intersections.**
- **Big Roads:** In Sumter County, larger and faster roads have more crashes. **Principal Arterials have 34% of FSI crashes.** Major Collectors have 30% and Minor Arterials have 15% of FSI crashes. Together, these account for 80% of all FSI crashes.
- **Vulnerable Road Users (VRU):** 93 FSI VRU crashes occurred throughout the County. **56% of VRU FSI crashes occurred within the City of Sumter.**

While lower FSI crashes recently are encouraging, the overall upward trend highlights a **concern of increasing severe crashes in the County.**

*Trend of FSI Crashes over the Past 10 Years
(Total = 737)*



EXECUTIVE SUMMARY

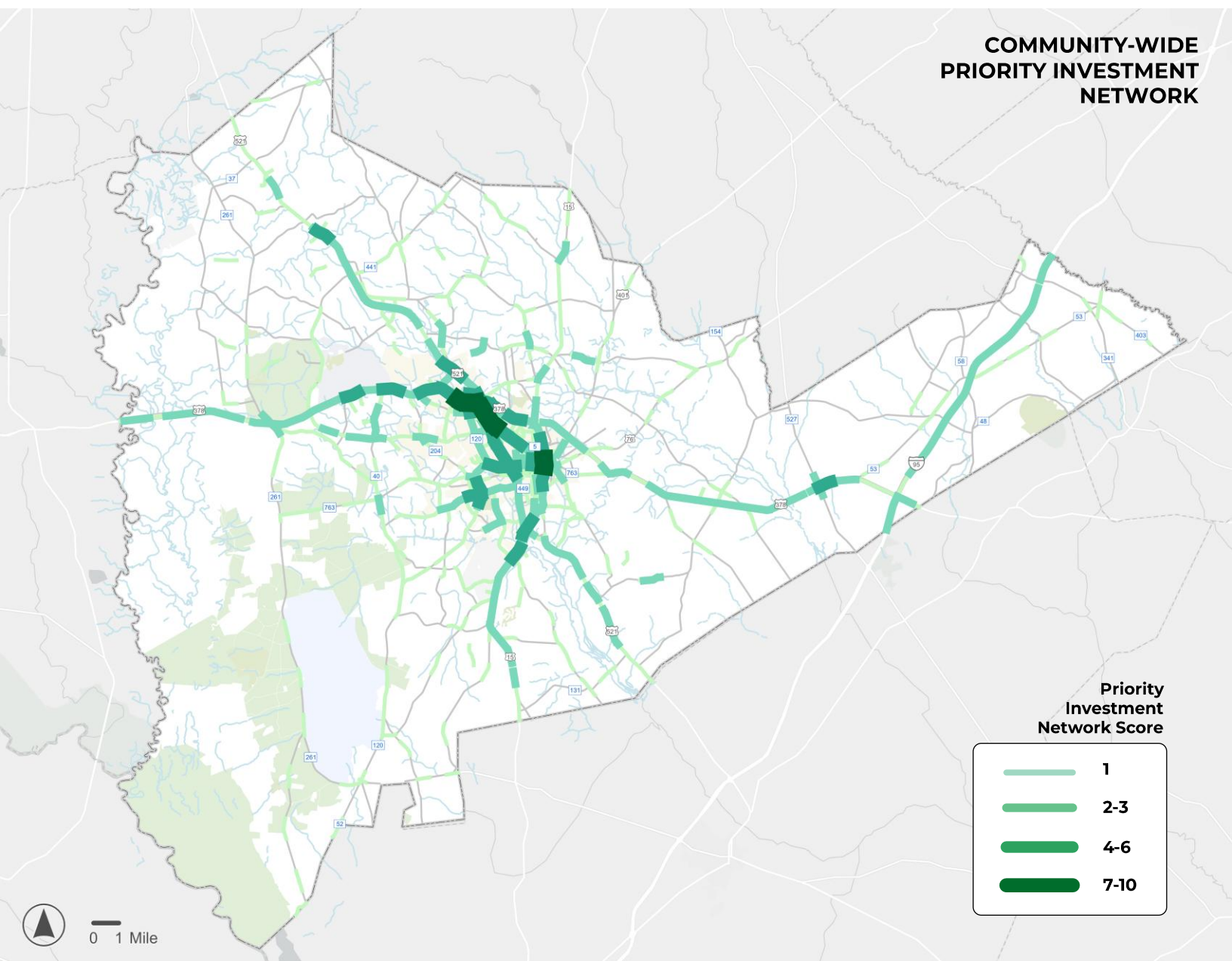
SAFETY ANALYSIS

Safe Streets for Sumter identifies locations in Sumter that would see the most impact reducing fatal and serious injuries.

A focused, data-based methodology was used to create a Priority Investment Network (PIN) which identifies Sumter's most problematic roads.

The PIN brings together three networks created using historical crash data, high engagement feedback.

- **High Injury Network (HIN):** Locations where existing fatal and serious injury crashes occur based on past crash trends.
- **High Risk Network:** Locations where high-risk context exists based on roadway context and demographic characteristics.
- **Community Based Network:** Locations where people feel unsafe.



EXECUTIVE SUMMARY

ACTION PLAN

Safe Streets for Sumter builds a plan with a clear process for identifying safety priorities:

- Defining goals and objectives
- Reviewing existing conditions and crash history
- Inventorying and assessing current policies and plans
- Identifying a High Injury Network and Risk Factors
- Recognizing and incorporating community input
- Establishing a Priority Investment Network

Policies & Strategies

A comprehensive set of policies and safety strategies are a part of this Action Plan which help confirm that routine decisions contribute to safer streets.

Safety Toolbox

Safe Streets for Sumter identifies 43 safety countermeasures as a safety toolbox for future projects. The countermeasures are organized around the four themes of this Plan. Together, they provide a practical roadmap addressing existing safety issues while proactively preventing future crashes and reducing the severity of crashes that do occur.

Priority Project Locations & Recommendations

Safe Streets for Sumter identifies twenty priority locations along the Priority Investment Network for safety countermeasure application. From these priority locations, ten locations were selected for further concept development based on local priorities.

Conceptual Design Plans

Preliminary plans for each priority project location illustrate recommended countermeasures, aid in more accurate cost-estimation, and enhance project readiness for implementation.

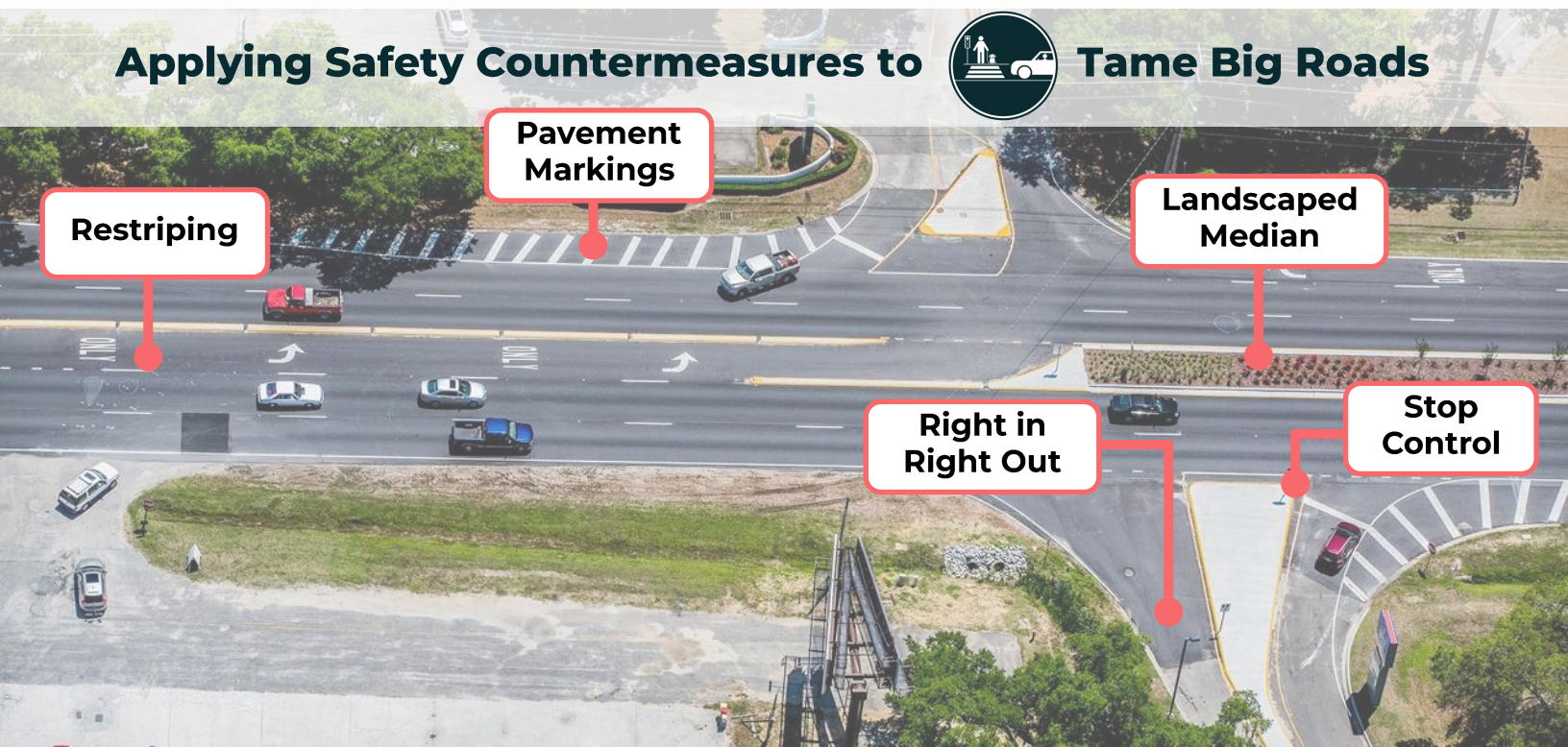


TABLE OF CONTENTS

1. Introduction		<u>Pg. 10</u>
2. Existing Conditions		<u>Pg. 20</u>
3. Safety Analysis		<u>Pg. 46</u>
4. Action Plan		<u>Pg. 58</u>
Appendices		Separate Document

Self-Certification Eligibility References



Leadership Commitment and Goal Setting

High-ranking official or governing body committed to goal of zero roadway fatalities and serious injuries (FSI)	<u>Page 3</u>
Target date to reach zero OR setting one or more targets to achieve reduction by specific date	<u>Page 3</u>

Planning Structure

Committee, task force, implementation group, or similar body established and charged with plan's development, implementation, and monitoring	<u>Page 19</u>
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Safety Analysis

Analysis of existing conditions and historical trends to provide baseline level FSI across jurisdiction, locality, Tribe, or region	<u>Pages 22-34</u>
Analysis of 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 or specific safety needs of relevant road users)	<u>Pages 48-57</u>
A geospatial identification (geographic or locational data using maps) of higher risk locations.	

Engagement and Collaboration

Engagement with the public and relevant stakeholders, including the private sector and community groups.	<u>Pages 36-41</u>
Incorporation of information received from the engagement and collaboration into the plan.	<u>Pages 54-55</u>
Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.	<u>Page 19</u>

Policy and Process Changes

The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.	<u>Pages 42-44</u>
The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	<u>Pages 62-63</u>

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?	<u>Pages 64-83</u>
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Progress and Transparency

A description of how progress will be measured over time that includes, at a minimum, outcome data.	<u>Pages 84-85</u>
The plan is posted publicly online.	

GLOSSARY OF TERMS

AADT: Annual Average Daily Traffic

ACS: American Community Survey

ATSDR: Agency for Toxic Substances and Disease Registry

CDC: US Centers for Disease Control and Prevention

CMF: Crash Modification Factor

DUI: Driving Under the Influence

FHWA: Federal Highway Administration

FSI Crash: Fatal or serious injury crash

HIN: High Injury Network

IJA: Infrastructure Investment and Jobs Act

LPI: Leading Pedestrian Interval

LRTP: Long Range Transportation Plan

MPO: Metropolitan Planning Organization

PDO Crash: A crash that results in property damage only.

PHB: Pedestrian Hybrid Beacon

PIN: Priority Investment Network

PMT: Project Management Team

RCUT: Restricted Crossing U-Turn

RRFB: Rectangular Rapid Flashing Beacon

RSA: Road Safety Audit/Assessment

SCDOT: South Carolina Department of Transportation

SCDPS: South Carolina Department of Public Safety

SS4A: Safe Streets and Roads for All grant program

SUATS: Sumter Area Transportation Study

SVI: Social Vulnerability Index

VRU: Vulnerable Road Users

1. Introduction





Hampton Av

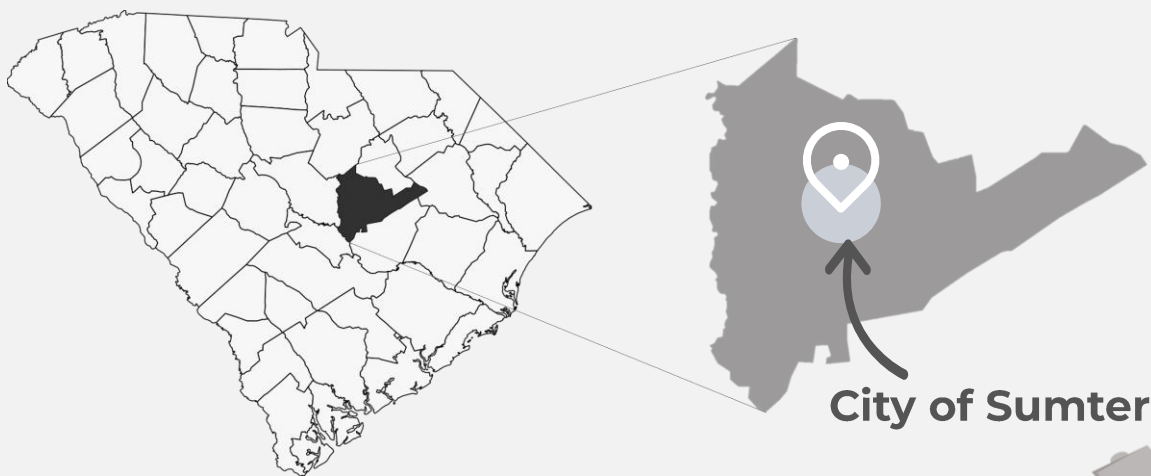
BEAUTY
Love
Lifestyle

On average, **every week** in Sumter County, **someone dies** or is **seriously injured** in a crash. In total, from 2015 to 2024, there were 29,083 crashes on Sumter County's roads that resulted in serious or life-altering injuries; **229 people died**. Even one death is too many.

The Safe Streets for Sumter Safety Action Plan (Action Plan) is Sumter County's roadmap to addressing and eliminating fatal and serious injury crashes. Sumter, along with communities across the US, has pledged to achieve Vision Zero, a goal to have zero traffic fatalities by 2040. This Action Plan is a data-informed plan that outlines how to improve safety community-wide, reach Vision Zero, and make Sumter a safer place to live, work, and play.

The Action Plan is funded by the Safe Streets and Roads for All Grant Program (SS4A) through the Infrastructure Investment and Jobs Act (IIJA), which provides communities with the opportunity to enhance local roadway safety through safety action plans, demonstrations, and project implementation. Underlying the SS4A program is the Safe System Approach, which acknowledges that **humans make mistakes, but those mistakes shouldn't cost lives**.

Sumter County ranks 7th in the state in Fatality Rate which is 53% above the state average.¹



Sumter County, named after Revolutionary War General Thomas Sumter, sits in the center of South Carolina at the western edge of the Pee Dee Region.

When Sumter is referenced in the report, this refers to the entire County, unless specifically called out as "within the City" or in the City of Sumter.



¹SCDPS. (2023) "South Carolina Traffic Collision Fact Book." pg. 84. Retrieved August 2026 from <https://scdps.sc.gov/sites/scdps/files/Documents/ohsjp/fact%20book/2023%20Fact%20Book.pdf>

WHAT IS THIS PLAN?

The Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021, created the SS4A program, a competitive grant initiative with \$5 billion in funding allocated over five years (2022–2026). This program supports both planning and implementation efforts aimed at preventing roadway fatalities and serious injuries. Through the SS4A planning and demonstration grant, communities like Sumter can develop a Safety Action Plan creating a comprehensive vision for safe travel. To meet SS4A requirements, each Safety Action Plan must have specific criteria outlined in the program's eligibility checklist. Together, these components form the foundation of a proactive, data-driven approach to making Sumter's streets safer for everyone.

Seven Key Components of SS4A Plans:

1. Formalizing official public commitment with Vision Zero (e.g., resolution, adoption of policy or ordinance)
2. Establishing committee or task force to oversee the Action Plan
3. Reviewing crash data trends and risk factors
4. Reviewing policies, plans, and guidelines
5. Engaging with Sumter's community in a robust way
6. Identifying a comprehensive set of projects (i.e., capital investments and demonstration projects) and strategies (i.e., policies, programs, education)
7. Monitoring and evaluating progress over time

WHAT IS VISION ZERO?

Vision Zero is more than just a safety initiative – it's a fundamental shift in how we think about traffic safety. Traditionally, crashes have been seen as unavoidable, an unfortunate consequence of a growing transportation system. But Vision Zero challenges that mindset by recognizing that no loss of life on our roadways is acceptable. As part of this Action Plan, Sumter is joining over 14 communities in South Carolina who have committed to Vision Zero. For Sumter, Vision Zero means creating a transportation network where safety comes first. This plan is a step toward that goal, using data, community input, and proven strategies to make Sumter's streets safer for everyone – because no trip should end in tragedy.

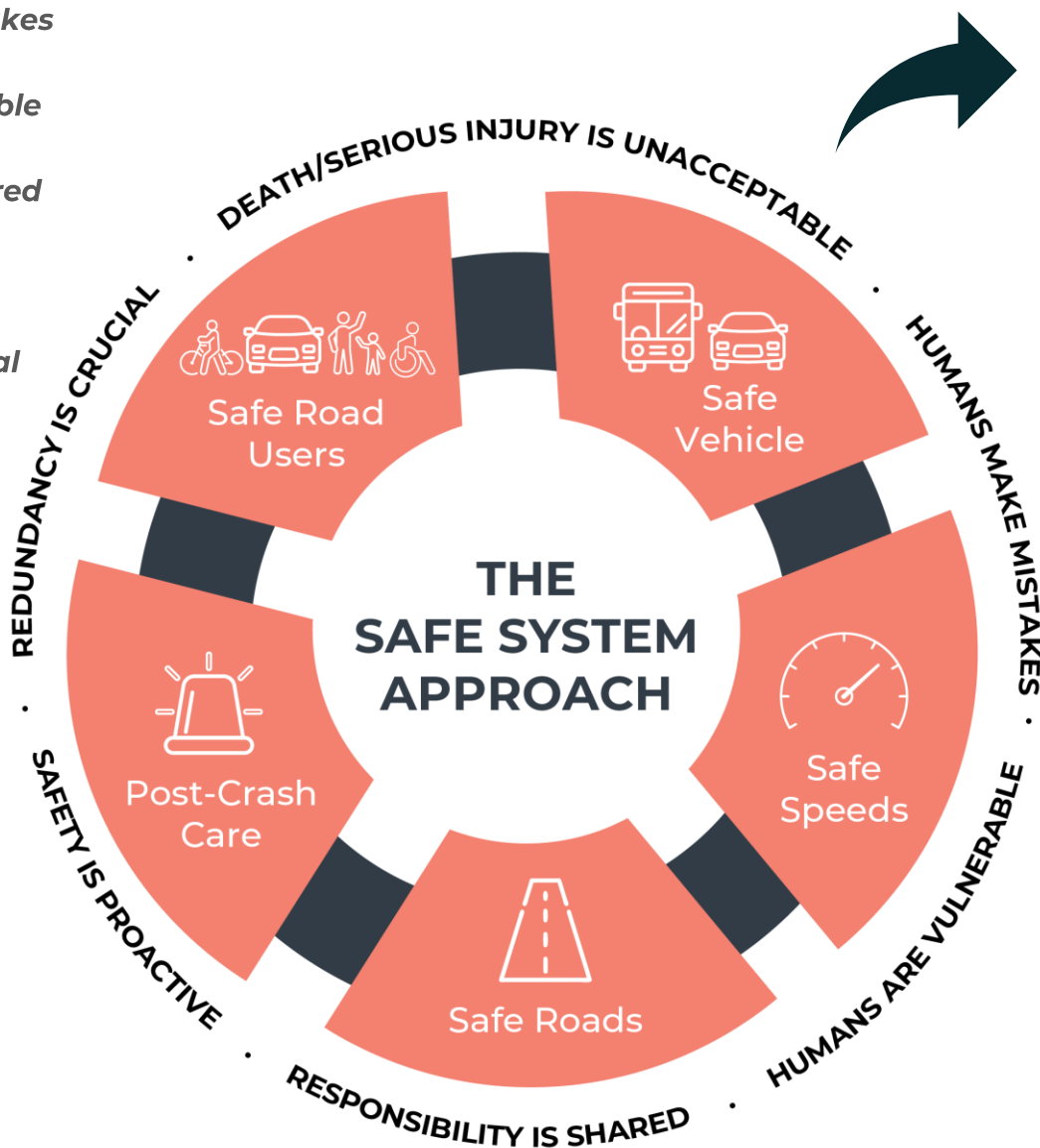
WHAT IS THE SAFE SYSTEM APPROACH?

The Safe System Approach is a coordinated way of thinking about traffic safety – **one that acknowledges humans make mistakes, but those mistakes shouldn't cost lives.**

Instead of placing the responsibility solely on individuals, this approach shifts the focus to designing a redundant transportation system that protects people, even when they make errors. The SAP uses this approach to identify multiple overlapping strategies to address safety.

The Action Plan is guided by the six principles of safety, which align around the outside of the diagram:

- Death / Serious Injury is unacceptable*
- Humans make mistakes*
- Humans are vulnerable*
- Responsibility is shared*
- Safety is proactive*
- Redundancy is crucial*



The Safe System Approach is built on five core elements:

**1**

Safe Roads

Streets should be designed to lower crash severity by improving visibility, reducing conflict points, and supporting all travel modes.

**2**

Safe Speeds

Managing vehicle speeds is critical, since higher speeds increase both the likelihood of a crash and the severity of injuries.

**3**

Safe Road Users

Education, partnerships, and community programs help people make safer decisions whether they are walking, biking, or driving.

**4**

Safe Vehicles

Vehicle technologies such as automatic braking, airbags, and collision-avoidance systems play a growing role in preventing crashes and/or reducing their impact.

**5**

Post-Crash Care

Quick, coordinated emergency response can prevent injuries from becoming fatal and is a core part of a safe transportation system.

PLAN THEMES

The following themes guide the Action Plan's direction for decision-making, selection of strategies, and efforts towards safer streets.

Tame Big Roads

Create safer, lower-stress corridors by managing vehicle speeds and reducing conflict points on major arterials through retrofits.



Design for Every Road User

Create complete streets that work safely for people walking, biking, driving, using mobility devices, and riding transit.



Create Safe Area-wide Connections

Build a transportation network where people of all ages and abilities can safely reach key destinations.



Supporting Youth and Family Travel with Slow Streets and Safe Routes

Give students and families safe and independent transportation options by improving biking and walking routes to schools and fostering safe driving habits.



PLAN GOALS

The following goals express the community's shared commitment to reducing serious injuries and fatalities and creating streets that support safe and comfortable travel for people walking, biking, driving, and taking transit.



Reduce fatal and serious injury crashes by addressing high-risk roadway locations, behaviors, and systemic safety issues through targeted proven safety strategies.

Eliminate Fatal and Serious Injury Crashes



Develop a strategy to secure funding and implement safety improvements on roads identified on the Priority Investment Network, prioritizing projects with the greatest potential to reduce fatal and serious injury crashes.

Focus Investments on the Most Problematic Roads



Promote a community-wide commitment to roadway safety by engaging community members and leaders in ongoing education, collaboration, and action to reduce fatalities and serious injuries.

Foster a Culture of Transportation Safety

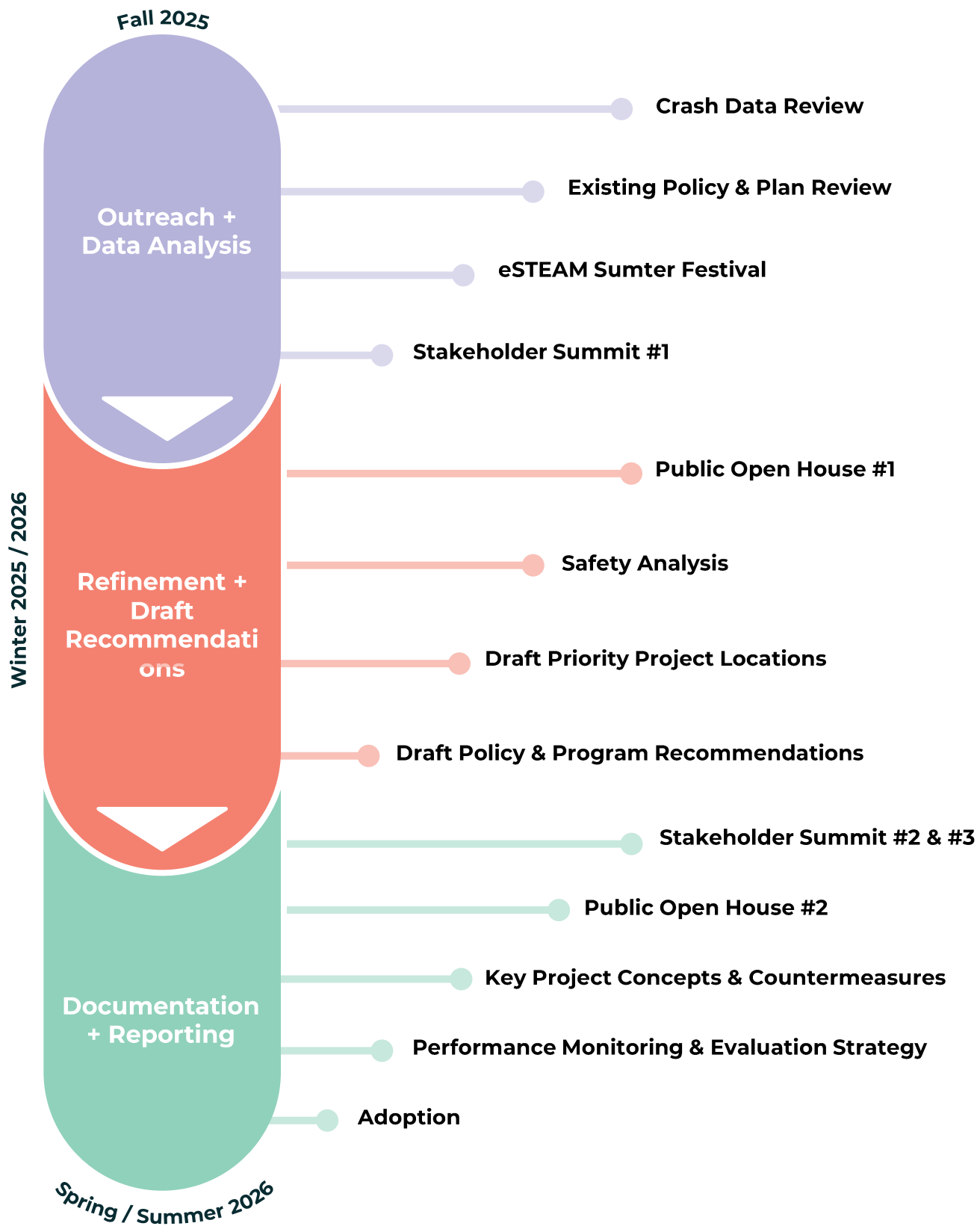


Establish and monitor performance measures that annually track implementation progress, safety outcomes, and the effectiveness of recommended strategies.

Track Progress

PLAN PROCESS

The Action Plan was developed over a 13-month schedule from June 2025 - Aug 2026.



PROJECT STAKEHOLDERS

Team Sumter is an ongoing collaboration between Sumter County, the City of Sumter, and the Sumter Area Transportation Study (SUATS) Metropolitan Planning Organization (MPO). They work on initiatives across the City and County on a diverse range of topics from housing to transportation. For the Safe Streets for Sumter Plan, local organizations and community leaders joined Team Sumter to help guide the initial direction of the Safe Streets for Sumter Plan and provide local insight and help guide the development of the Plan. This stakeholder group brings together the partners who play a direct role in advancing transportation safety today.

Members met three times at in-person Summits throughout the planning process to review analysis findings, discuss challenges and opportunities, explore potential countermeasures, and provide input on policy and design strategies. As the plan moves into implementation, SUATS will be the lead organization to move the recommendations of Safe Streets for Sumter into practice reinforcing Sumter's long-term commitment to improving safety for everyone who travels in and around Sumter.

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2. Existing Conditions





CRASH DATA ANALYSIS

Every day, people in Sumter travel by car, bike, and foot. But not every trip is safe.

In the ten years between 2015-2024, **29,083 crashes occurred** on Sumter County's roads. Of those crashes, **737 resulted in a fatality or serious injury**. Understanding the nature of these crashes is the first step to preventing future crashes.

Understanding Crash Data

Crash data serves as the foundation of the Action Plan. This crash data review explores where crashes are occurring, who is getting injured or killed, and when and why these crashes are happening. By analyzing these details, we can begin to answer important questions: **Which areas have the most severe crashes? Who is most at risk? What common factors contribute to severe collisions?**

This safety analysis uses ten years of crash data from 2015-2024 as reported by South Carolina Department of Public Safety's crash repository. The crash data was analyzed to identify historical trends and characteristics associated with fatal and serious injury crashes. No crash data set is perfect – some records are miscategorized, some conditions are subjective interpretations, and some records are missing – so it is important to use averages and trends for an accurate picture over time.

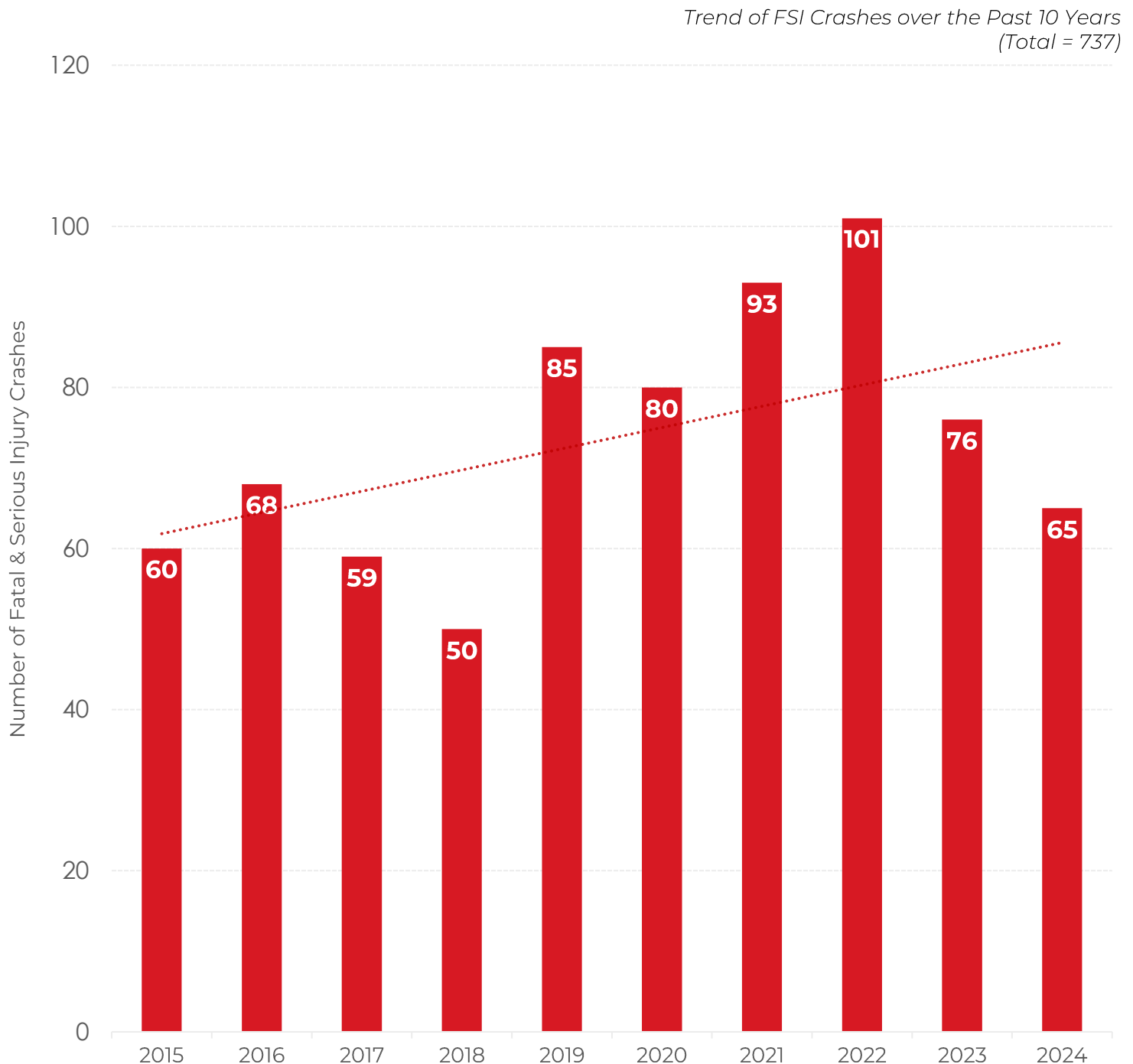
Sumter County experiences thousands of traffic collisions each year and a portion result in the most severe outcomes. Crash reports in South Carolina follow a standard injury severity scale, commonly referred to as "KABCO":

- K – Fatal injury (Killed)
- A – Serious injury (Type A)
- B – Minor injury (Type B)
- C – Possible injury (Type C)
- O – No injury (property damage only)

Severe crashes are defined as those that cause a fatality or a serious injury. Together these are referred to as **FSI crashes**. These are the primary focus of Safe Streets for All (SS4A) plans, which prioritize reducing the most harmful outcomes rather than simply lowering the total number of collisions.

Crash Numbers & Trends

From 2015-2024, **29,083 crashes occurred** in Sumter County and **737 crashes** resulted in a fatality or serious injury. The number of FSI crashes increased generally over those 10 years with the highest number of FSI crashes recorded in 2022. The two most recent years – 2023-2024 – saw a slight decline in FSI crashes to pre-pandemic levels. While lower FSI crashes recently are encouraging, the overall upward trend highlights a **concern of increasing severe crashes in the County.**



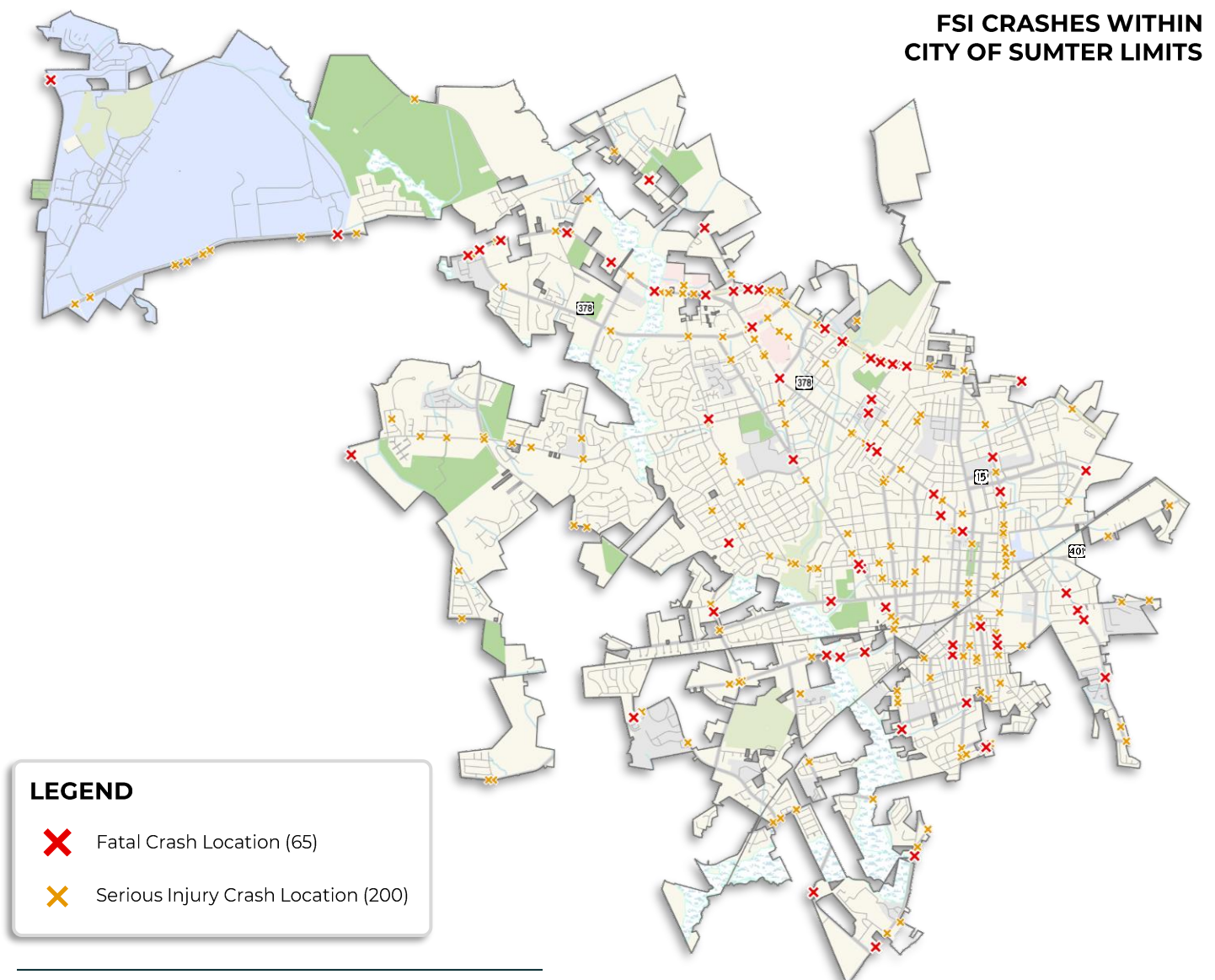
Where are Severe Crashed Occurring?

National research indicates that the size of roads and vehicle speeds contribute to both the frequency and severity of crashes.² Crashes are also more likely to occur at intersections, especially involving turning movements. Crashes are not equally distributed within Sumter County, with more crashes occurring in areas with more traffic or denser land uses.

Geography

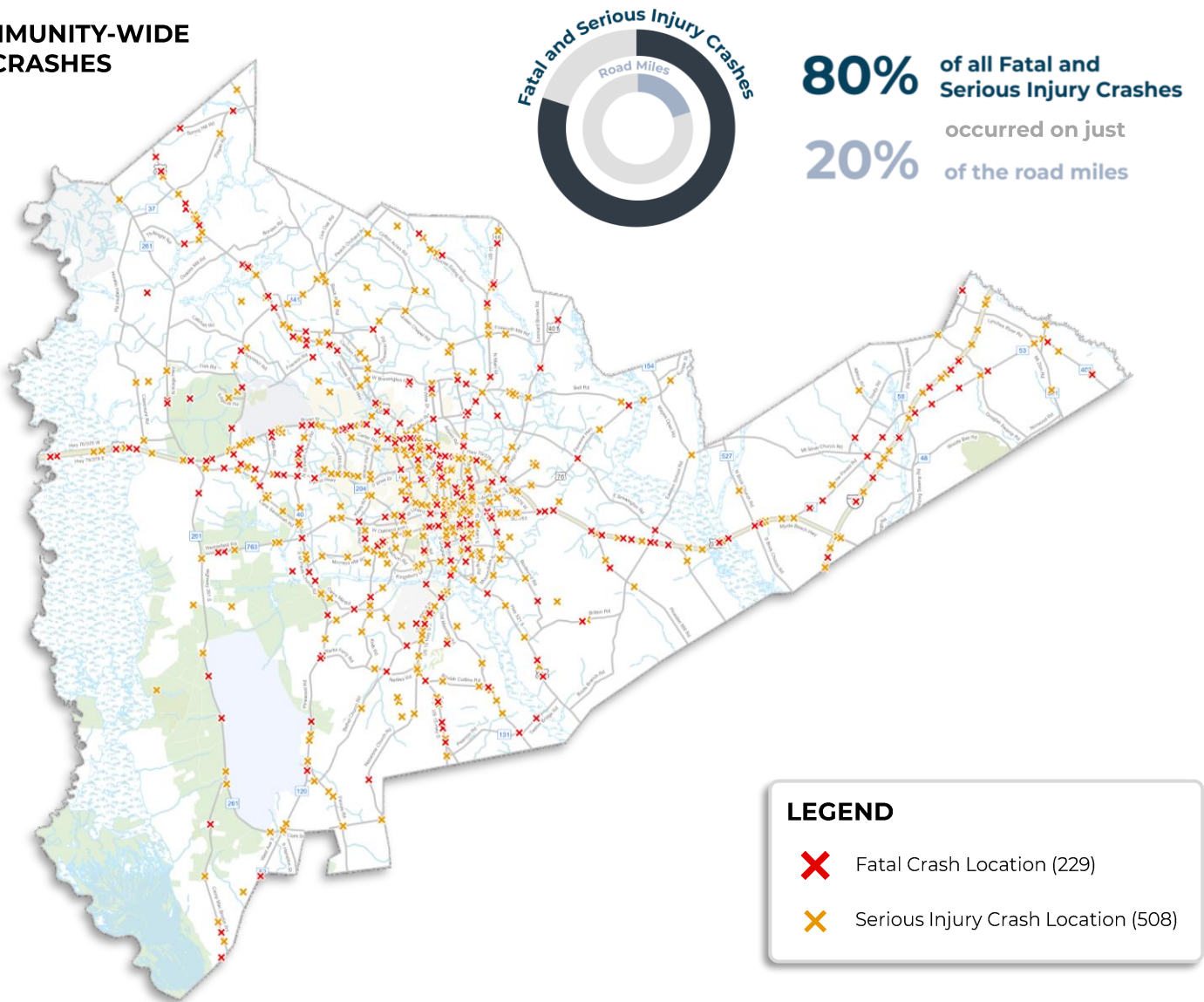
Crashes are not distributed evenly within Sumter County. While 29,083 crashes occurred throughout the County, **17,401 or 60% of crashes occurred within the City of Sumter**. Of the 737 FSI crashes in the County, **265 or 36% of FSI crashes occurred in the City**.

Across the County, outside of the City, FSI crashes occur more frequently in specific areas. More developed land areas, such as residential or commercial suburbs, have more FSI crashes. Rural, undeveloped areas may have overall fewer FSI crashes but tend to have higher concentration of specific types of FSI crashes, such as run-off-the-road crashes.



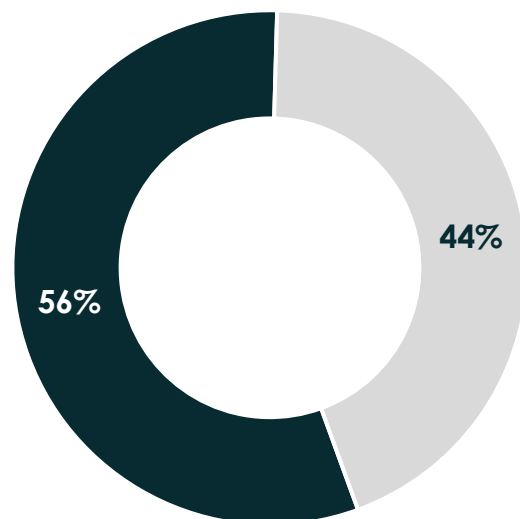
²USDOT FHWA. (2017) "Road Safety Fundamentals." Retrieved August 2026 from <https://highways.dot.gov/safety/learn-safety/road-safety-fundamentals-html-version>

COMMUNITY-WIDE FSI CRASHES



Intersections

Intersections are typically the most dangerous location in a road network. In Sumter County, **56% of FSI crashes occur at intersections.** Intersections may have more turning movements, higher speeds, non-compliance with traffic signals, and more conflict points for motor vehicles and Vulnerable Road Users (VRU). Intersections have specific, proven safety countermeasures that can make operations safer.



■ Intersection ■ Corridor

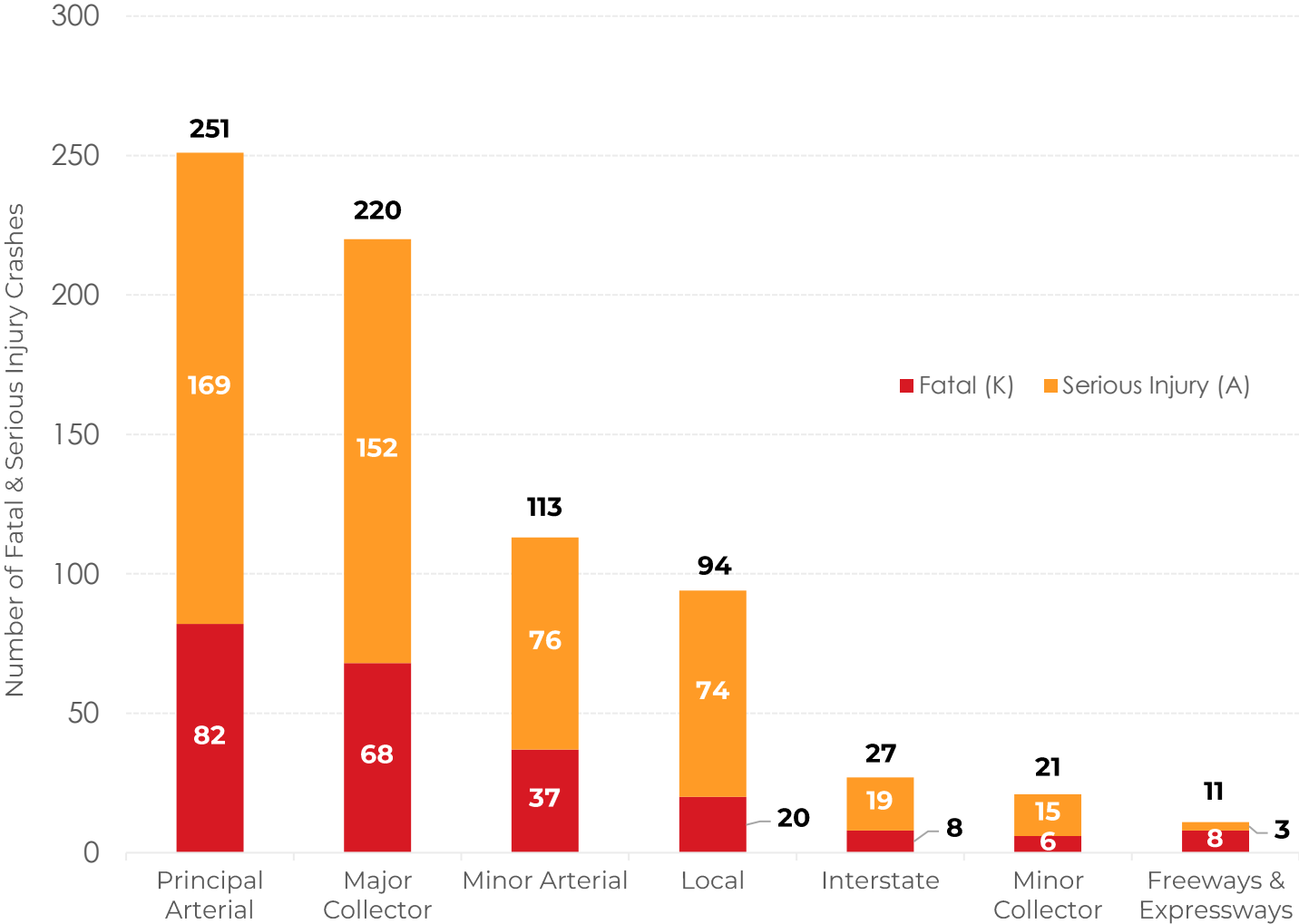
Roadway Class

Roads are classified into different categories based on their purpose and size. This is called “functional classification.” Arterial roads (divided into principal and minor) are higher-capacity streets with more lanes; they are intended to carry traffic between large centers of activity. Local streets are lower-capacity with fewer lanes and typically slower speeds; they are intended to provide direct access to properties. Collector streets connect arterial streets to local streets and may be major or minor with a mix of different numbers of lanes and average speeds.

In Sumter County, arterial and collector roads have more FSI crashes. **Principal Arterials have 34% of FSI crashes.** Major Collectors have 30% and Minor Arterials have 15% of FSI crashes. Together, these three classes of roads have nearly 80% of all FSI crashes. Arterial roads, both major and minor, account for nearly one-half of all FSI crashes. Generally, these higher classification roads are owned and maintained by South Carolina Department of Transportation (SCDOT). Improvements on these roads that have high FSI crashes will require coordination and involvement with SCDOT.

Aside from arterial and collector roads, crashes occur less frequently on the smallest and largest roads. Local streets have 13% of FSI crashes. Minor Collectors have 3% of FSI crashes. Other roads, including Interstates and Freeways, have 8% combined. Slower speeds on smaller roads and limited-access without turning movements on large highways both contribute to fewer crashes.

Fatal & Serious Injury Crashes by Functional Classification
(Total = 737)

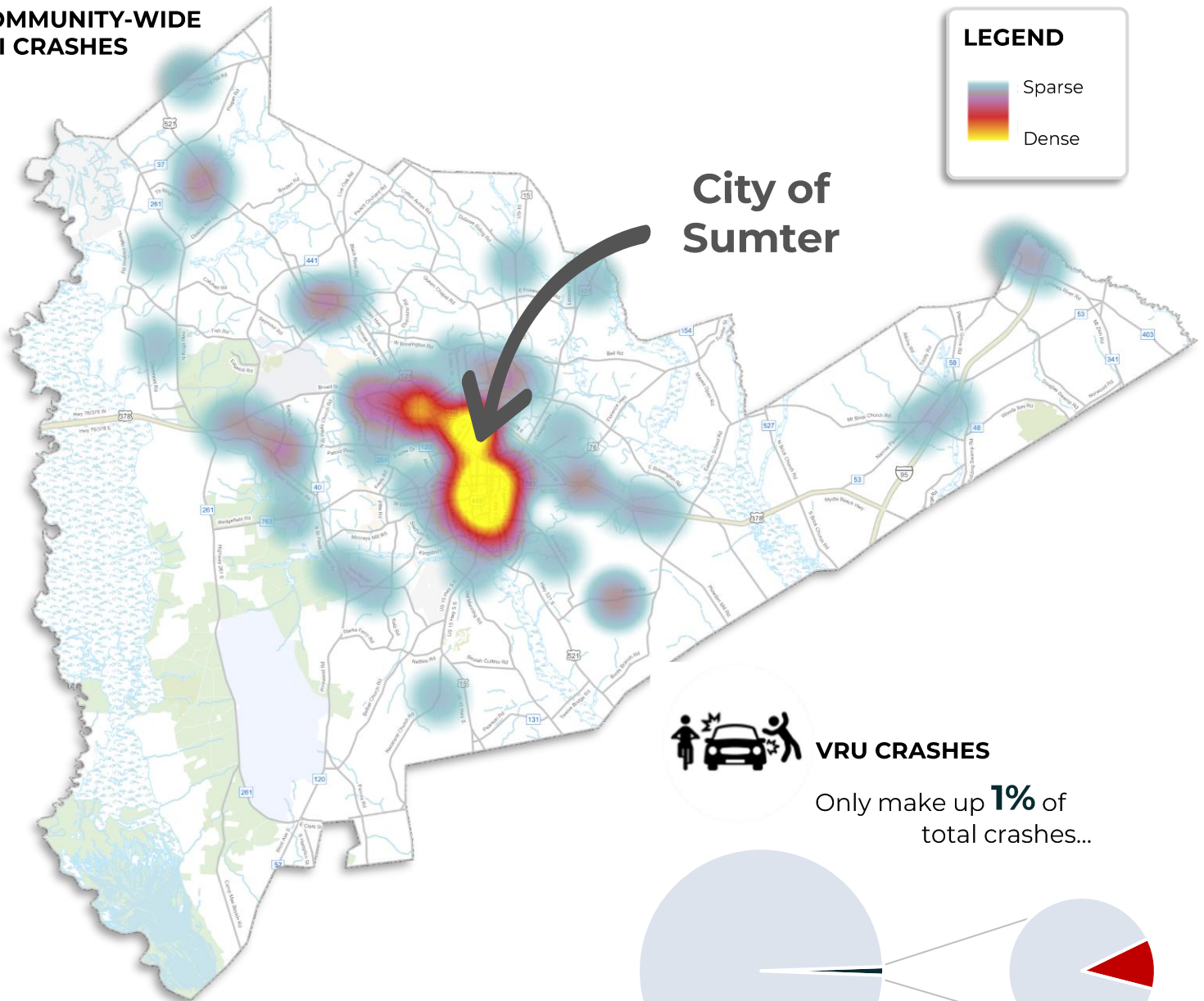


Where are Vulnerable Road User Crashes Occurring?

Geography

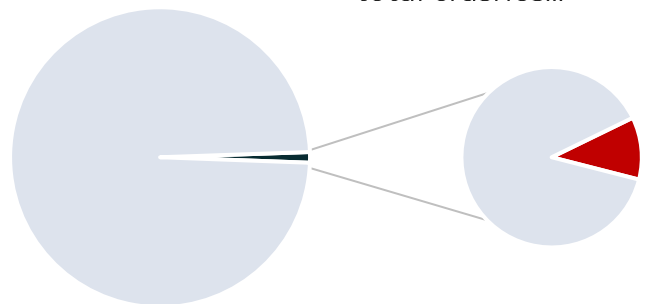
VRU crashes follow a similar pattern to vehicle crashes. Between 2015 and 2024, 336 VRU crashes occurred throughout the County. Of these, 93 were FSI crashes **while 52 or 56% of FSI VRU crashes occurred within the City of Sumter**. VRU crashes are more likely where more walking and bicycling occur in urban areas especially at intersections which accounted for **59% of VRU FSI crashes**. The high percentage of VRU crashes that result in severe outcomes highlight a need to focus on safety projects that support safer multimodal travel.

COMMUNITY-WIDE FSI CRASHES



VRU CRASHES

Only make up **1%** of total crashes...



but make up **13%** of FSI crashes

People walking and bicycling are considered **Vulnerable Road Users (VRUs)** because they are exposed to direct impacts in a crash which greatly increases the likelihood of serious or life-altering injury.

When are Severe Crashes Occurring?

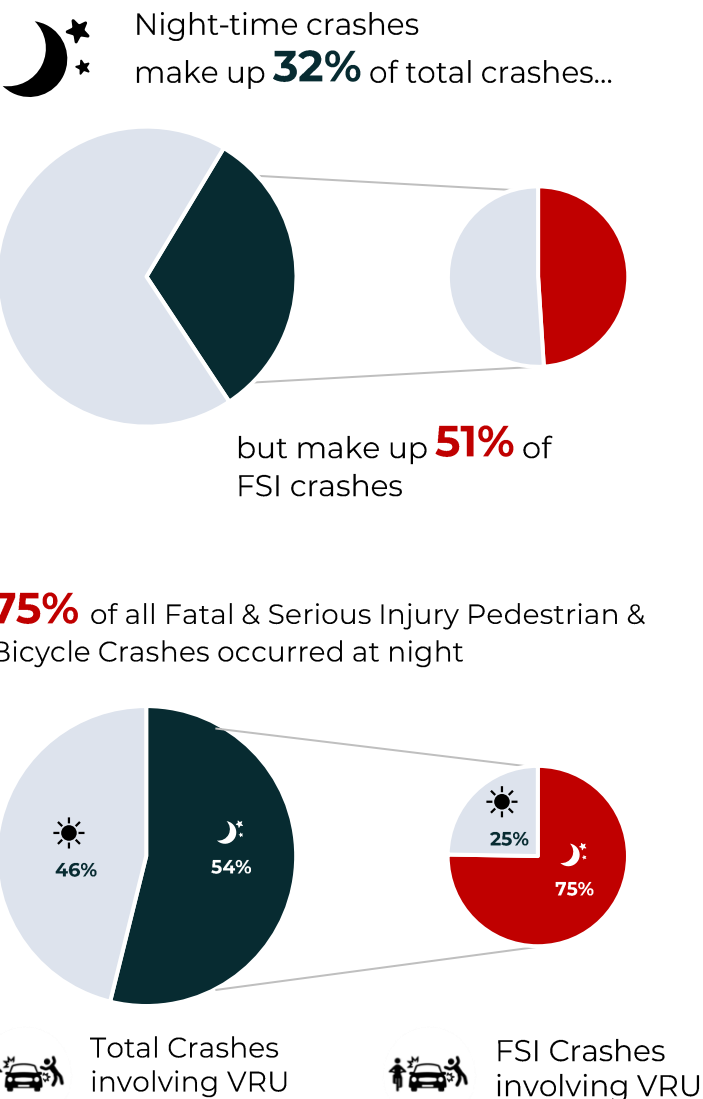
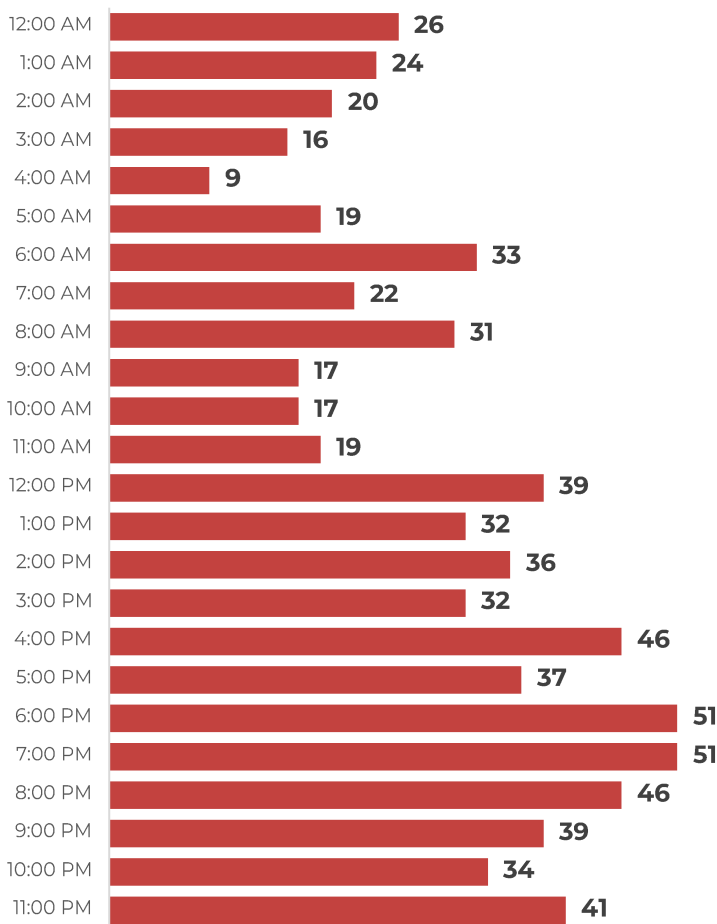
Time of day has an effect on the occurrence and severity of crashes. More crashes happen during commute hours when traffic volumes are higher. However, more severe crashes occur at night and in dark conditions due to higher speeds and lower visibility.

In Sumter County, all crashes are more likely to occur during morning and afternoon commute periods. Crashes have a small peak between 7:00-9:00 AM and a larger peak between 4:00-7:00 PM. Generally, more crashes occur during the day than overnight. FSI crashes have similar peak times but stay consistently higher during all overnight hours.

A significant factor of time of day on crashes is lighting. More of all crashes occur during daylight hours, but more FSI crashes happen during night hours. Dark conditions and higher speeds may contribute to more severe crashes overnight.

Seasonality does not have a significant effect as all crashes and FSI crashes are spread fairly evenly by month in Sumter County. While seasonality is not significantly represented in crash data, longer nights and darker conditions may contribute to more FSI crashes during winter months.

Fatal & Serious Injury Crashes by Time of Day
(Total = 737)



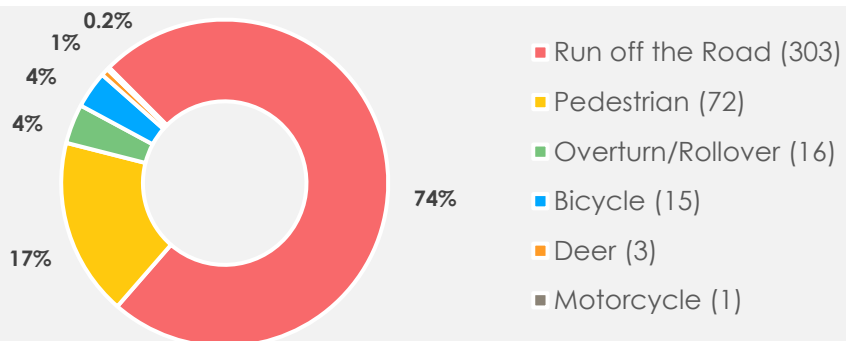
What Types of Crashes are Occurring?

Within Sumter County, **angle crashes are the most common crash type with 10,038 or 35% of all crashes**. They also result in **201 FSI crashes or 27% of all FSI crashes** in the County. Often angle crashes occur around intersections and turning movements.

Rear end crashes are the second most common crash type with 7,632 or 26% of all crashes. However, they only resulted in **64 FSI crashes or 9% of all FSI crashes** in the county. Typically, slower speeds as well as advances in vehicle technologies such as crumple zones, seatbelts, airbags, and sensors have improved the outcomes for drivers and passengers of rear-end crashes over the years.

The third most common crash type are described as single-vehicle crashes. These encompass a range of circumstances, from vehicles running off the road or striking roadside objects. But this crash type may also include collisions with non-automobile users such as people walking or riding bikes. Single-vehicle crashes include 7,389 or 25% of all crashes. But, critically, **single-vehicle crashes include 410 FSI crashes or 56% of all FSI crashes in the County**. Understanding these crash types – whether vehicles striking pedestrians, vehicles running off the road, or another situation – is vital to making a positive impact in traffic safety community-wide.

SINGLE VEHICLE FSI CRASH TYPES



Finally, head on crashes are relatively rare but often severe. They accounted for 563 crashes or 2% of all crashes in the County. But **head on crashes made up 48 or 7% of all FSI crashes during the study period**. Understanding where head on crashes occur and using specific strategies to prevent them can help address a rare but serious crash type.



HEAD ON CRASHES

Only **2%** of all crashes are head on crashes, but contribute to **7%** of all FSI crashes.

Crash types are less applicable to VRUs as crash reporting typically responds to vehicle crashes and collisions. However, pedestrians and bicyclists are often involved in single-vehicle crashes, so understanding their distribution community-wide is important for supporting safer multimodal travel. Similarly, angle crashes involving turning movements around intersections impact pedestrians so addressing intersections can often help improve safety for all users.

What Behaviors Contribute to Crashes?

Crash locations and types more often relate to physical roadway characteristics. However, some behaviors and demographic factors including **speeding, wearing a seatbelt, and driving under the influence** are overrepresented in crash data.



Vehicle speeds are a major factor in the frequency and severity of many crashes. **Speeding is noted in 2,778 or 10% of all crashes in Sumter County but is noted in 187 or 25% of all FSI crashes.** However, it's important to note that speed investigations are not always conducted at the scene of a crash or recorded in crash reports, so speed-related crashes may be underreported. Managing speeds or calming traffic to speeds appropriate for the surrounding context is overall an important strategy for making streets safer.



Wearing seatbelts has been shown to be one of the most important factors in safety for vehicle drivers and passengers. **1,190 or 4% of all crashes involved people being unbelted but make up 226 or 31% of all FSI crashes in Sumter County.**



Driving drunk or high has been dramatically reduced nationally over the past several decades but remains a persistent safety issue. **DUI crashes resulted in 1,223 or 4% of all crashes in Sumter County while making up 175 or 24% of all FSI crashes.**



Driver age is an important demographic factor in traffic safety. Mature drivers, those over the age of 65, were involved in 121 or 16% of all FSI crashes. **Young drivers, those between the ages of 15-24, were involved in 222 or 30% of all FSI crashes.** Conducting targeted education to young drivers, senior drivers, and families can help discourage unsafe behaviors.

SOCIAL VULNERABILITY ANALYSIS

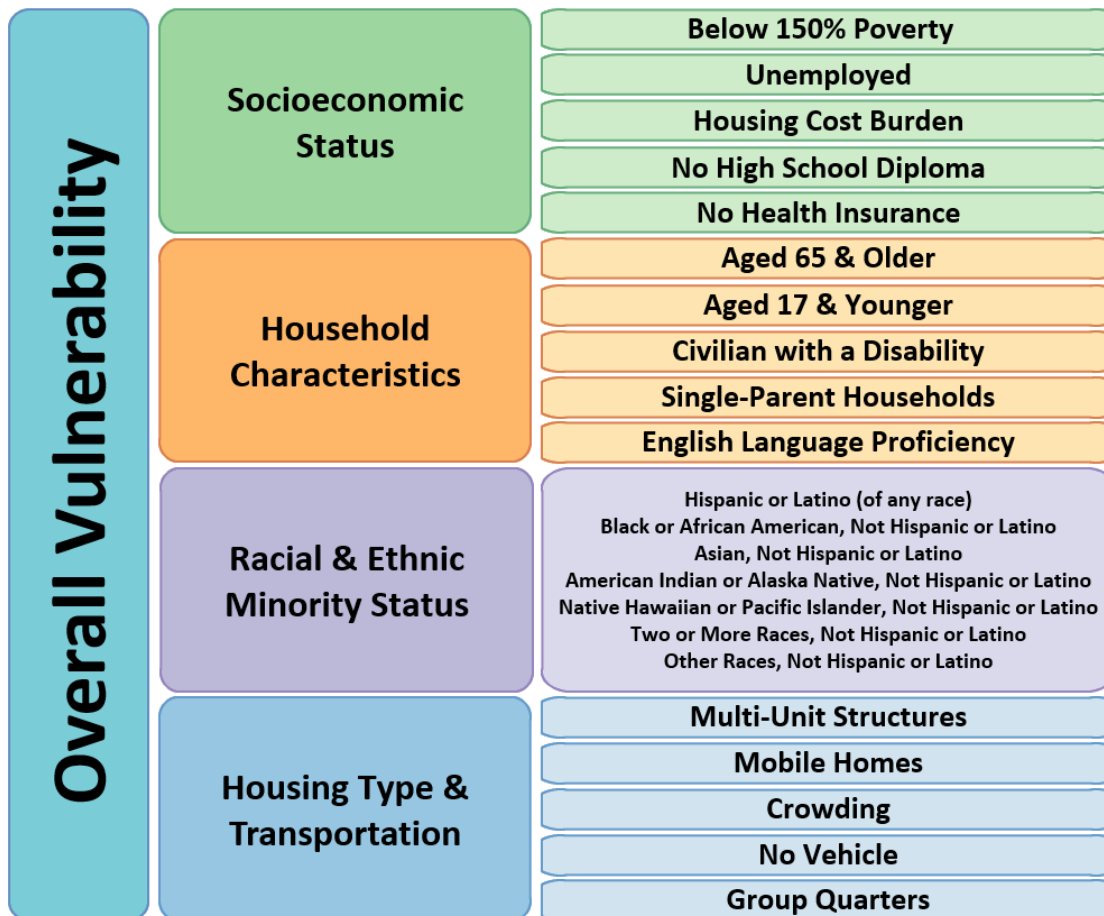
Key themes of the Action Plan are to **Design for Every Road User** and **Create Safe Area-wide Connections**. These themes are achieved by creating complete streets that work safely for everyone in the community and building a transportation network where people of all ages and abilities can safely reach key destinations.

Social Vulnerability Index

The Action Plan uses the Social Vulnerability Index (SVI) developed by the US Centers for Disease Control and Prevention (CDC) and Agency for Toxic Substances and Disease Registry (ATSDR). The SVI database was initially developed to: “help public health officials and emergency response planners identify and map the communities that will most likely need support before, during, and after a hazardous event.”³ SVI scores draw data primarily from the US Census American Community Survey (ACS) and indicate the relative vulnerability of every census tract.

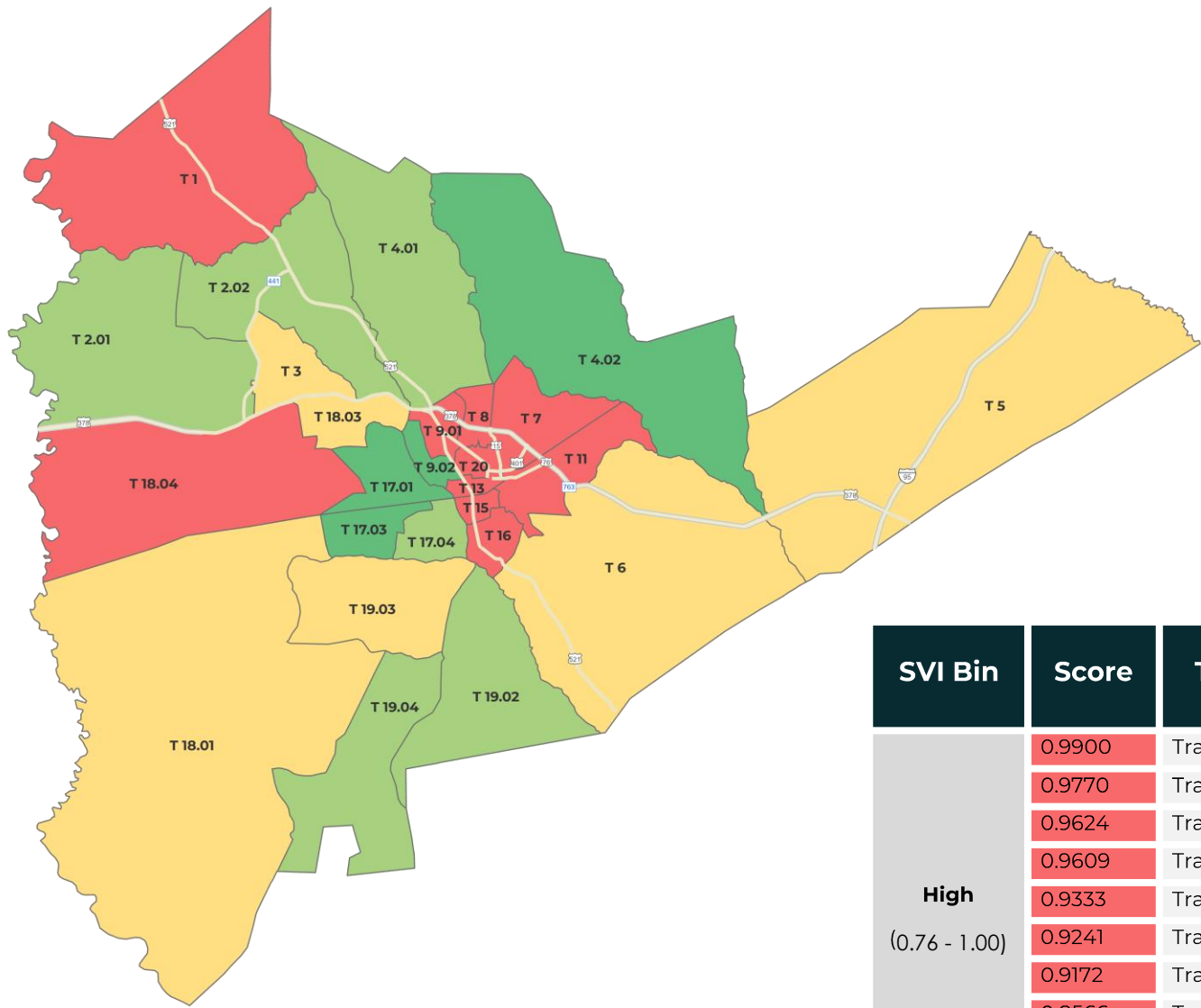
While initially prepared for emergency response, SVI scores are useful for assessing a range of social and demographic factors, including unemployment, racial and ethnic minority status, and disability status. The SVI scores include:

Variables Used: American Community Survey (ACS), 2018-2022 (5-year)⁴



³ Agency for Toxic Substances and Disease Registry. (2022) “SVI 2022 Documentation.” Retrieved July 2026 from <https://www.atsdr.cdc.gov/place-health/media/pdfs/2024/10/SVI2022Documentation.pdf>

⁴ Ibid.



Social Vulnerability in Sumter County

The themes of the Action Plan reinforce a need to focus on supporting communities of all demographics including race, age, income, and car ownership. Ensuring that the safety analysis is considered community-wide, that community perspectives are broad and diverse, and that projects recommendations are distributed based on both crash patterns and community needs is vital to developing a fair and balanced action plan.

Sumter County has 26 census tracts. Ten tracts are classified as “high” vulnerability with an SVI score greater than 0.75. Six tracts are “medium-high” (0.51-0.75), six are “medium-low” (0.26-0.50) and four tracts are “low” (0.00-0.25) vulnerability. Tracts with higher SVI scores are generally located within and to the east of the City of Sumter, with two large tracts on the western and northern County boundary.

SVI Bin	Score	Tract
High (0.76 - 1.00)	0.9900	Tract 13
	0.9770	Tract 11
	0.9624	Tract 8
	0.9609	Tract 16
	0.9333	Tract 18.04
	0.9241	Tract 9.01
	0.9172	Tract 1
	0.8566	Tract 15
	0.8382	Tract 7
	0.7715	Tract 20
Medium-High (0.51 - 0.75)	0.7270	Tract 5
	0.7032	Tract 19.03
	0.6779	Tract 3
	0.6679	Tract 18.01
	0.6649	Tract 18.03
	0.6319	Tract 6
Medium-Low (0.26 - 0.50)	0.4762	Tract 19.04
	0.4233	Tract 19.02
	0.3773	Tract 2.01
	0.3190	Tract 17.04
	0.2761	Tract 4.01
	0.2676	Tract 2.02
Low (0.00 - 0.25)	0.2147	Tract 9.02
	0.1511	Tract 17.03
	0.1472	Tract 4.02
	0.1442	Tract 17.01

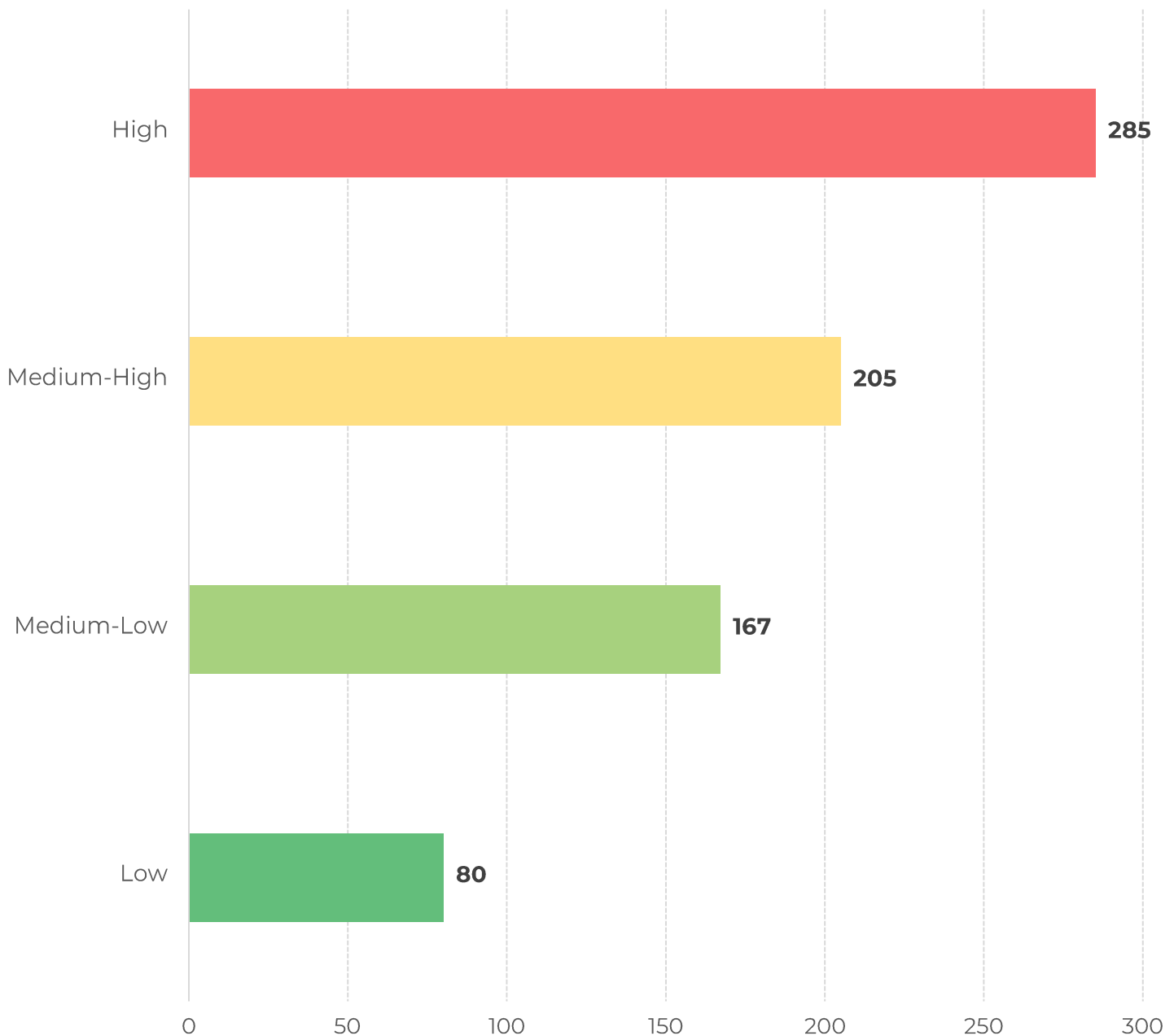
Social Vulnerability & FSI Crashes

More FSI crashes occur in census tracts with higher SVI scores.

Ten census tracts in Sumter are categorized in the High SVI bin and have 285 FSI crashes during the study period. Medium-High and Medium-Low both have six tracts with 205 and 167 FSI crashes, respectively. There are four Low bin census tracts that contain 80 FSI crashes.

While one FSI crash is too many, higher SVI tracts and neighborhood suffer dramatically more FSI crashes. Addressing the most serious crashes with safety countermeasures and complete street elements will support historically disinvested communities.

*Fatal & Serious Injury Crashes by Social Vulnerability Bin
(Total = 737)*



A Hot Spot for Pedestrian Fatalities

From April 13 – 19, 2023,
543 pedestrians crossed this section of US 378.

Learn more about how Team Sumter is addressing safer crossings through the [Connect 378 Project](#).



Supporting Communities through the Action Plan

Advancing fairer transportation safety outcomes through the Action Plan requires a multifaceted approach. Investments must be made in historically underinvested communities.

Follow Data-Informed Decision Making

More FSI crashes occur in vulnerable and historically underinvested communities. Prioritizing safety countermeasures that address FSI crashes will help address these issues within vulnerable communities.

Listen to Communities

Crash data alone does not tell a complete story. Communities may be dealing with economic disinvestment, political disenfranchisement, transportation gaps, inaccessible food options, and a range of other challenges. Community members know best what they need for moving around safely and conveniently. Neighborhood and community organization representatives should be engaged both during the planning process and implementation.

Build Complete Streets

Safety countermeasures and roadway designs must serve both regional and local trips, ensuring that thoroughfares do not become barriers to local travel. Transportation projects should incorporate complete street and multimodal elements and be developed in conjunction with adjacent neighborhoods.

Prioritize Investments

Prioritizing locations with persistent safety concerns will help identify needs and advance data-informed decision making. Focusing funding at prioritized locations especially within higher SVI census tracts can help advance a fairer transportation system, if projects are designed in coordination with neighbors.

Keep Plans Clear

Safety challenges are well known and documented in the Action Plan. Future plans and studies should acknowledge social vulnerability as an important topic, use clear, direct language, and focus investments in communities that need support.

COMMUNITY PERCEPTIONS

Community perceptions of safety are a valuable perspective that helps reveal why traveling in certain areas feel unsafe and what the community wants to do about it. Paired with the historical crash data analysis, it illustrates a fuller picture of the challenges and opportunities for creating safer streets in Sumter. Through several avenues of engagement, we asked the community: What does safety mean to you? These discussions and suggestions gathered helped us think about how to prioritize investments on most problematic roads and build a plan that responds to what people are experiencing day to day on Sumter streets. Throughout the planning process, three types of groups were engaged:

1. The **Project Management Team (PMT)**, made up of Team Sumter staff, helped guide the plan. This team reviewed all deliverables, assisted in community engagement coordination, and shared any contextual sensitivities.
2. **Project Stakeholders**, a broad group of County, City, and MPO staff, local organizations, and community leaders, helped guide the initial direction and provide feedback on key aspects of the process through three in-person summits.
3. **Community members** were invited to share their experiences during the downtown eSTEAM Festival in the City of Sumter, through an online survey hosted on the project website, and at two public open house meetings.

Project updates also were shared through the project website.

Across every event, survey, and map comment, one thing came through loud and clear: *people in Sumter care about safety – and talked consistently about:*



Lighting &
Visibility



Unsafe
Intersections



Pedestrian
Crossings



Speeding



Distracted &
Aggressive Driving



Red Light
Running

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

- survey respondent



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

- survey respondent

eSTEAM SUMTER FESTIVAL



October 4, 2025



S Main Street City of Sumter, SC



500+ Attendees

Lighting & Visibility ★ ★ ★ ★ ★

Safer Intersections ★ ★ ★ ★ ★

Safer Crossings ★ ★ ★ ★ ★

Every year City of Sumter hosts an eSTEAM festival on S Main Street where families can enjoy interactive activities related to Science, Technology, Engineering, Arts, and Math. To kick off the Safety Action Plan, Sumter County set up a booth at the eSTEAM festival with education and engagement opportunities for the community to learn about the Sumter Safety Action Plan. People who stopped by could play a ring toss game and share their safety improvement ideas they'd like to see in Sumter. As the planning process continued, **lighting, safer intersections, and safer pedestrian crossings** continued to be brought up by the community as areas of opportunity.



“ At Alice and Wise there is a turning lane that many confuse for a merging lane. There needs to be better signage. This has led to people almost running into each other or drive off the road. ”



“ In the Wintergreen housing area there is a lot of speeding around corners and running the red light. Especially at Carter Road when I am taking my kids to school. ”



STAKEHOLDER SUMMITS



October 29, 2025 | March 23, 2026 | June 11, 2026



In-person

Three Stakeholder Summits were held at the Meeting House at Memorial Park throughout the planning process to provide guidance, local knowledge, and feedback on key plan elements. The goal of these summits was to generate energy around the shared call to action to address the sobering fact that **every week** in Sumter County, **someone dies** or is **seriously injured** in a crash. Bringing together people across industries (education, health, government, etc.), each summit included presentations, facilitated discussions, and opportunities for participants to share perspectives on transportation safety challenges and potential solutions. Stakeholders provided input on:

- Safety concerns experienced traveling in and around Sumter
- The development and refinement of the Priority Safety Network
- Potential improvements at priority investment locations
- Draft policy and program recommendations



The summits helped establish priorities, validate technical findings, and ensure the Safety Action Plan reflected local knowledge and community needs.

Key Concerns



Lighting & Visibility



Pedestrian Crossings



Speeding



Distracted & Aggressive Driving

Potential Solutions



Road diets and access management opportunities



Pedestrian crossings, particularly near schools and healthcare facilities



Speed feedback signs and other speed-reduction strategies



Signal timing and intersection operational improvements (i.e., protected left turn phasing)

ONLINE SURVEY



October 20, 2025 – February 1, 2026



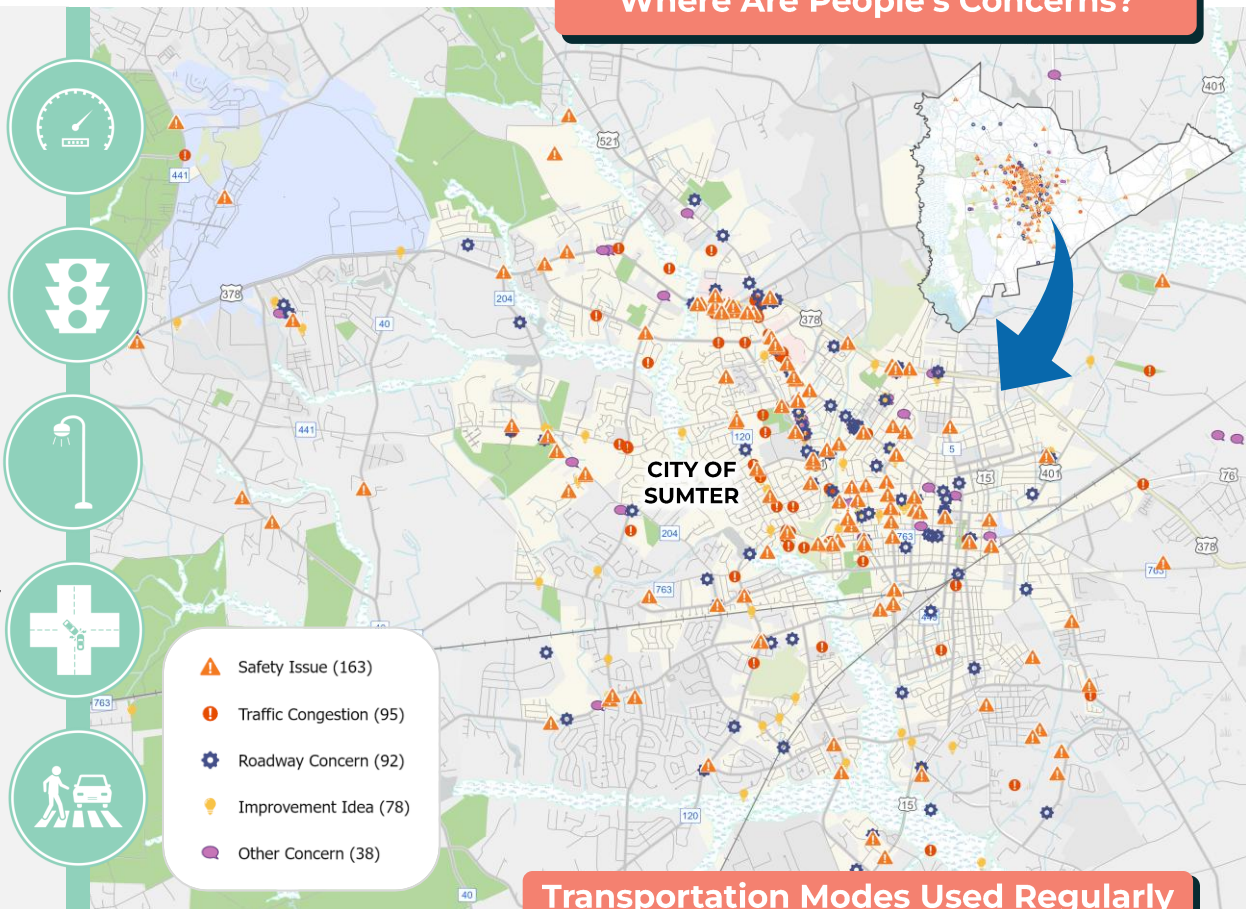
235 Participants

Through an online survey, the Sumter community shared their perspectives on roadway safety including road design, travel behaviors, and improvement strategies and ideas. The survey had an interactive map where people could speak to locations with specific issues or ideas for improvements. This feedback informed the development of the priority investment network and strategies to improve transportation safety in Sumter.

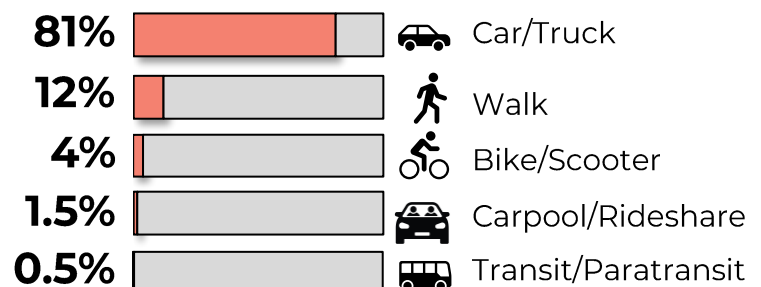
Where Are People's Concerns?

Safety issues mainly centered on **speeding, red-light running, poor visibility, inadequate traffic control, and problematic intersections.**

Numerous roads including Calhoun Drive, Guignard Drive, Alice Drive, Broad Street, Liberty Street, and others—were cited repeatedly for crashes, **unsafe turning movements, and pedestrian hazards.**



Transportation Modes Used Regularly



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

PUBLIC OPEN HOUSES



December 11, 2025 | June 11, 2026



In-person

Two public open houses provided additional opportunities for feedback from the community. The first open house was focused on identifying safety issues and sharing historical crash data trends while the second open house focused on receiving feedback on the draft policy recommendations and priority location improvement recommendations.

What behavioral issues do you think are **most concerning** in the Sumter area?

Impaired Driving What it is: Driving under the influence of any kind leading to slower reaction times and erratic driving behavior.  2	Red Light Running What it is: A vehicle proceeding through an intersection after the signal indication has turned red.  5	Speeding What it is: Traveling faster than the posted speed limit.  10	Distracted & Aggressive Driving What it is: Driving while distracted with a mobile device or other in-car distraction, or/and not being a defensive driver.  10
Lack of Adequate Driver Training What it is: A lack of understanding of the rules of the road or how to navigate intersections, roundabouts or chicanes. 3	Driving/Riding without a Seatbelt What it is: Driving or riding unbelted or unrestrained. 1	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. 2	Pedestrians Not Crossing at a Crosswalk What it is: Pedestrians crossing midblock or unsafely where there isn't a marked crossing area or signage. 4

“ As a parent whose child [who was riding a bicycle] was struck by a vehicle, I wish more harsh traffic citations could be used. My son was in a **school zone** and he was struck down to the ground by a vehicle. The lady was issued a \$100 ticket by Sumter Police Department. **My son could have lost his life.** ”



What safety improvements do you think are **most needed** in the Sumter area?

Safer Crossings for People Walking Why it matters: Helps people more easily to cross and gives everyone more time and space to cross safely. 4	Better Conditions for Biking Why it matters: Makes people on bikes feel safer and more comfortable, reducing conflicts with cars. 4	Slowing Down Traffic Why it matters: Lower speeds reduce crashes and make streets safer for everyone walking, biking, or driving.  11	Safer Intersections Why it matters: Improvements are where most crashes happen - safer designs cut down on risky movements.  6
Smarter Signals & Timing Why it matters: Better signal timing gives people clearer guidance and reduces dangerous conflicts. 5	Clearer Signs & Markings Why it matters: Better signs and road markings prevent mistakes and crashes. 1	Roadway Design & Access Why it matters: A better roadway layout reduces sudden movements and gives drivers more time to react. 4	Lighting & Visibility Why it matters: Good lighting and visibility helps drivers, bicyclists, and pedestrians see each other at night.  6



EXISTING PLAN & POLICY REVIEW

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 the Action Plan recommendations with adopted goals, existing investments, and local priorities.

The Action Plan 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:

Key Plans/Programs/Policies Relevant to this Plan

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

Key Themes & Findings

1. Transportation Safety

Observed Conditions

- Existing plans consistently recognize safety as a priority.
- Pedestrian crash concerns identified along major arterials.
- A number of High Injury Network (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.

2. Vulnerable Road Users

Observed Conditions

- Pedestrian and bicycle plan identifies specific network gaps.
- Plans account for VRUs, including transit access and mobility.
- 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.

3. Supporting Communities

Observed Conditions

- Social vulnerability assessments and goals are included in plan documents.
- Connections between active transportation and public transit noted in several plans.
- Consistent community support for more balanced transportation investments
- Limited connection between social vulnerability analysis and safety project programming.

Potential Actions

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

4. Speed Management

Observed Conditions

- Speed- and speeding-related crashes remain a concern.
- Some local or neighborhood level plans for focused traffic calming.
- No traffic calming policy for the City of Sumter.
- 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.

Policy Gap 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 plan
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 measures focused on addressing social vulnerability	Create a social vulnerability framework
Network Screening	Partial	Reactive project selection	Incorporate proactive screening into project prioritization

Opportunities for Action Plan Development

With the adoption of the Action Plan, 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 **High Injury Network** for project recommendations
- 3 Develop **speed management** and **traffic calming** policy and strategies
- 4 Establish **Vision Zero** policy as well as key **performance metrics**
- 5 Integrate **community support** throughout the Action Plan
- 6 Screen all projects for **safety measures** and design a **proven safety measures toolkit**

eSTEAM Festival



3. Safety Analysis





PRIORITY INVESTMENT NETWORK DEVELOPMENT

A key goal of this plan is to identify where Sumter would see the most impact in reducing fatal and serious injuries. A focused, data-based methodology was used to create a Priority Investment Network (PIN) which identifies Sumter's most problematic roads. The PIN brings together three networks created using historical crash data, high-risk factors, and community engagement feedback.

High-Injury Network (HIN)

Where existing fatal and serious injury crashes occur based on past crash trends

+

High-Risk Network

Where high-risk context exists based on roadway context and demographic characteristics

+

Community-Based Network

Where people feel unsafe. Where there are opportunities for improvement (from the survey and Public Open House #1)

=

Priority Investment Network (PIN)

Where investments should be prioritized to achieve the greatest reduction in fatal and serious injury crashes

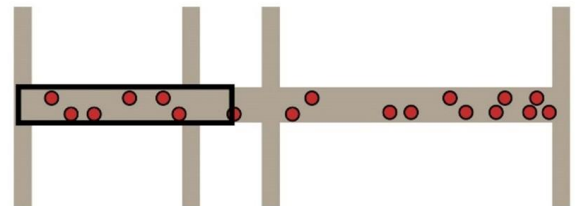
The three networks were combined using normalized scores and weighted as follows:

High-Injury Network (HIN)	75%
High-Risk Network	10%
Community-Based Network	15%

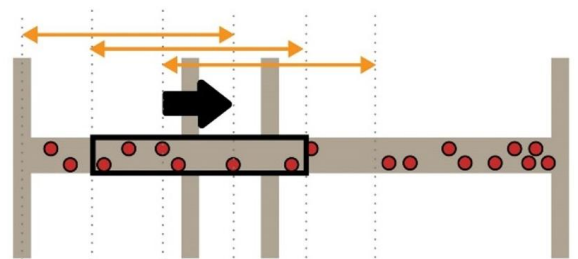
This approach identifies locations with the greatest need and opportunity for safety improvements.

Sliding Window Analysis:

Each network was developed using a Sliding Window Analysis. The roadway was split into 1/2 Mile segments across Sumter County. The 1/2 mile window then slides along the roadway by 1/3 length of the segment and counts the crashes or data points. Overlapping windows allow for a more connected and smoother network.

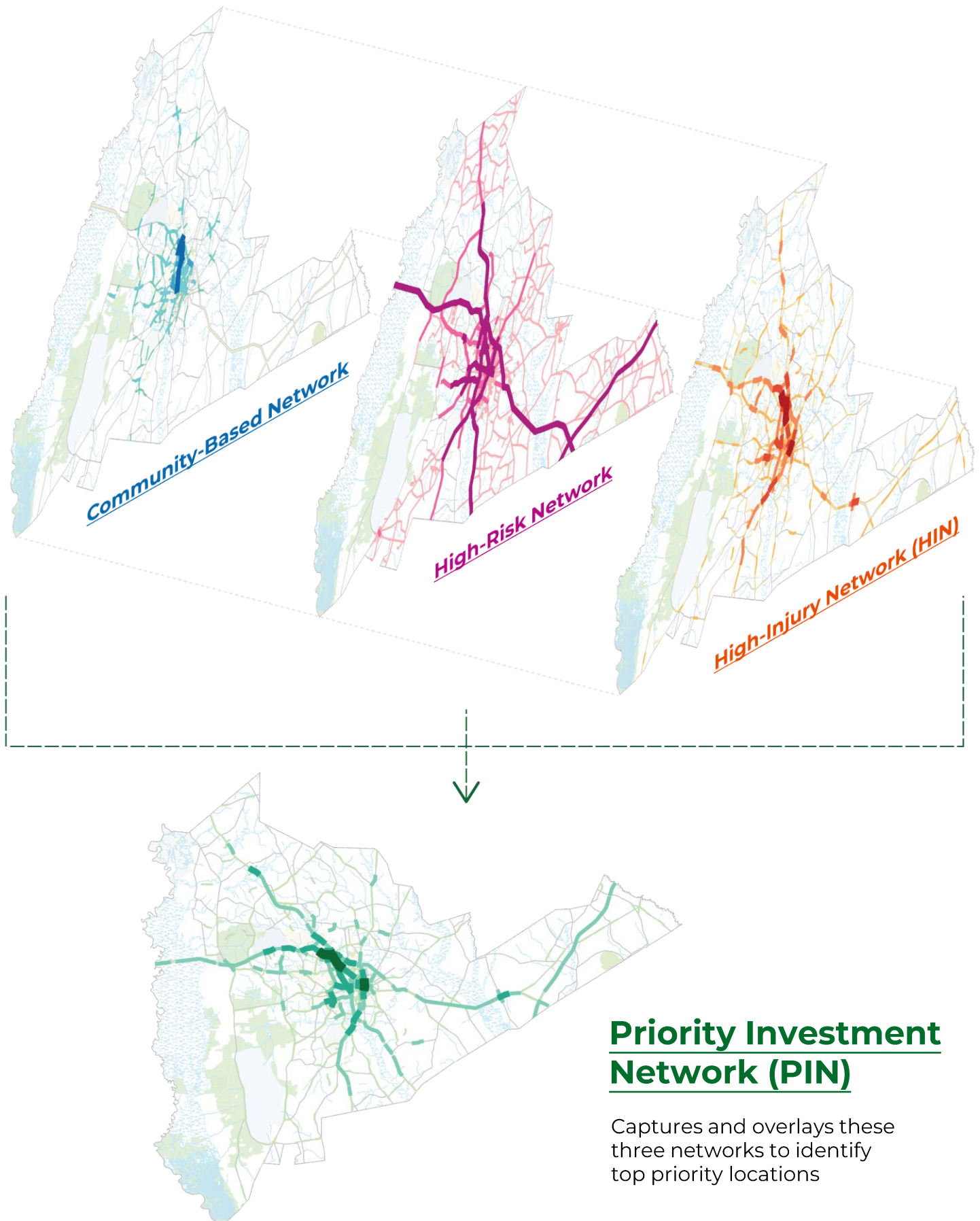


A Sliding Window moves along the roadway and counts crashes at each stop



Overlapping windows allow for a more connected and smoother network

PIN Development at a Glance:



HIGH-INJURY NETWORK

The **High-Injury Network (HIN)** identified roads in Sumter where injury crashes, especially the most severe crashes, happen most often. Using injury crash data from 2015–2024, each ¼ mile roadway was scored based on the number and severity of crashes that occurred there.

Crash severities were weighted as follows:

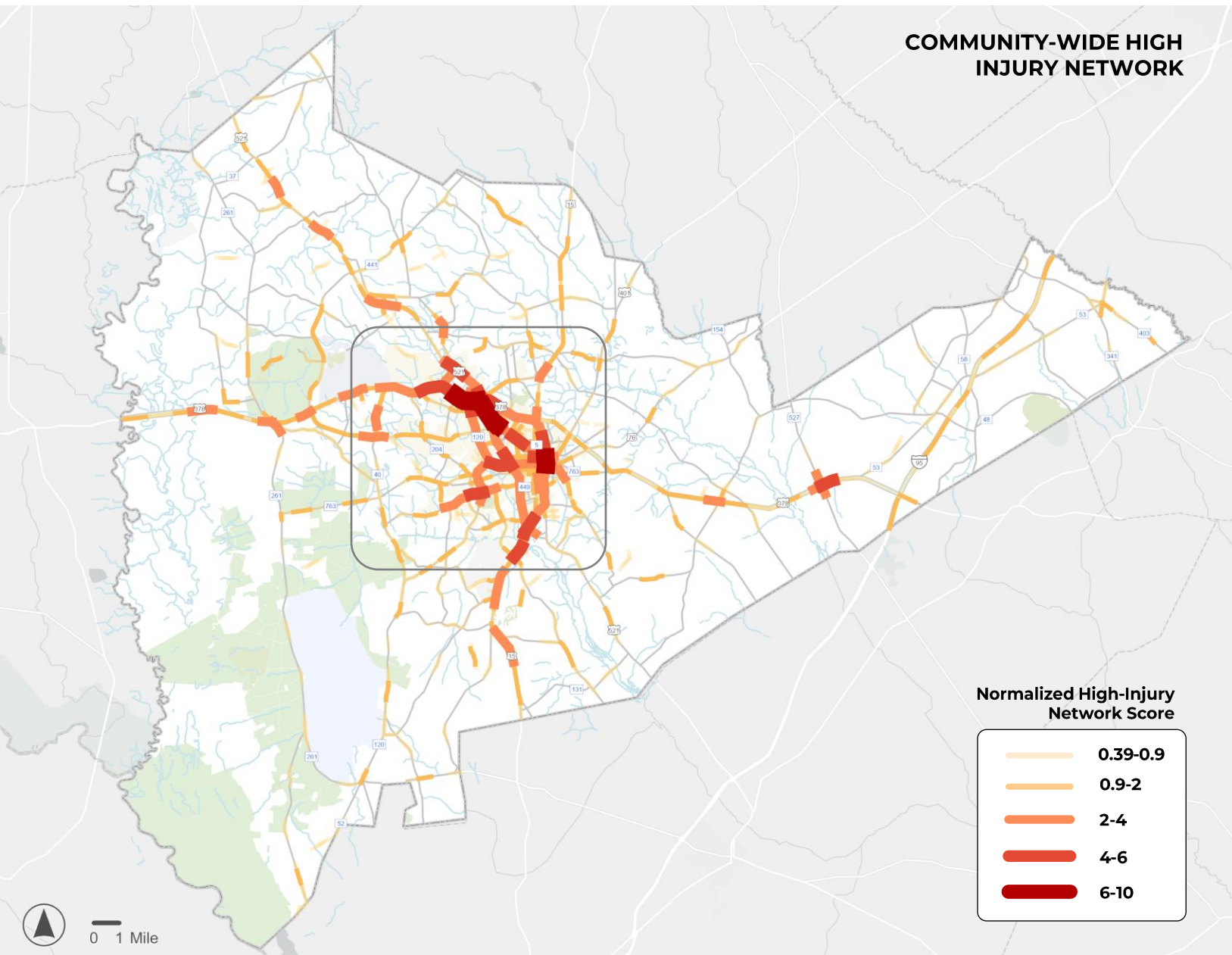
Fatal = 10 points

Serious Injury = 8 points

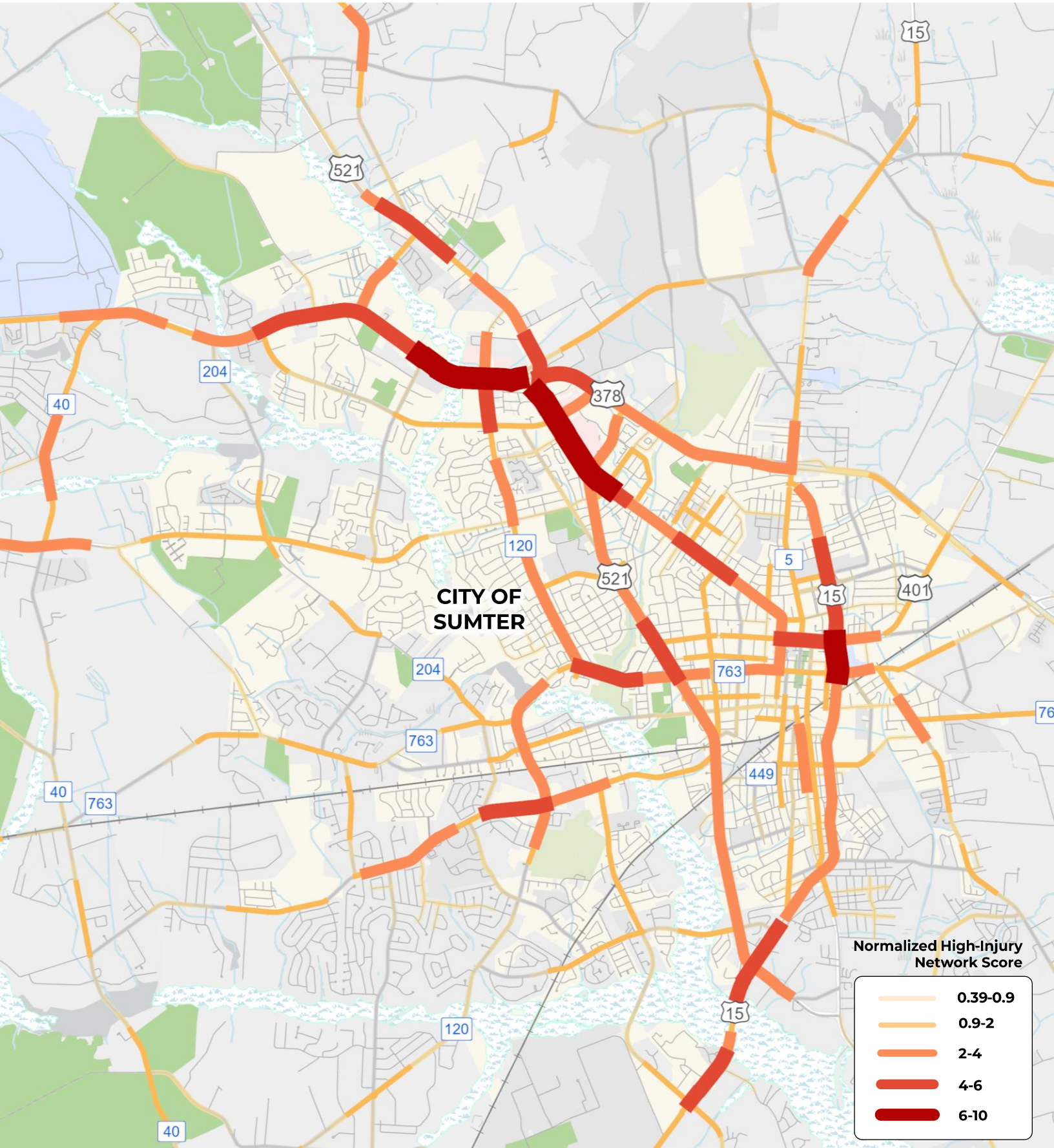
Possible/Minor Injury = 1 point

Scores were then normalized on a scale of 0–10, with the highest-scoring segment receiving a score of 10. The network includes all roadway segments that experienced at least one serious injury crash during the study period.

On the map, darker orange and thicker lines indicate segments with higher scores, meaning they have experienced more injury crashes and/or more severe crashes.



High-Injury Network in City of Sumter



HIGH-RISK NETWORK

The **High-Risk Network** identifies roads in Sumter with characteristics associated with a higher likelihood of fatal and serious injury crashes. Unlike the High-Injury Network, which is based on crash history, this network focuses on roadway and community conditions that may contribute to future crashes. The High-Risk Network can be used to mitigate these conditions before crashes occur.

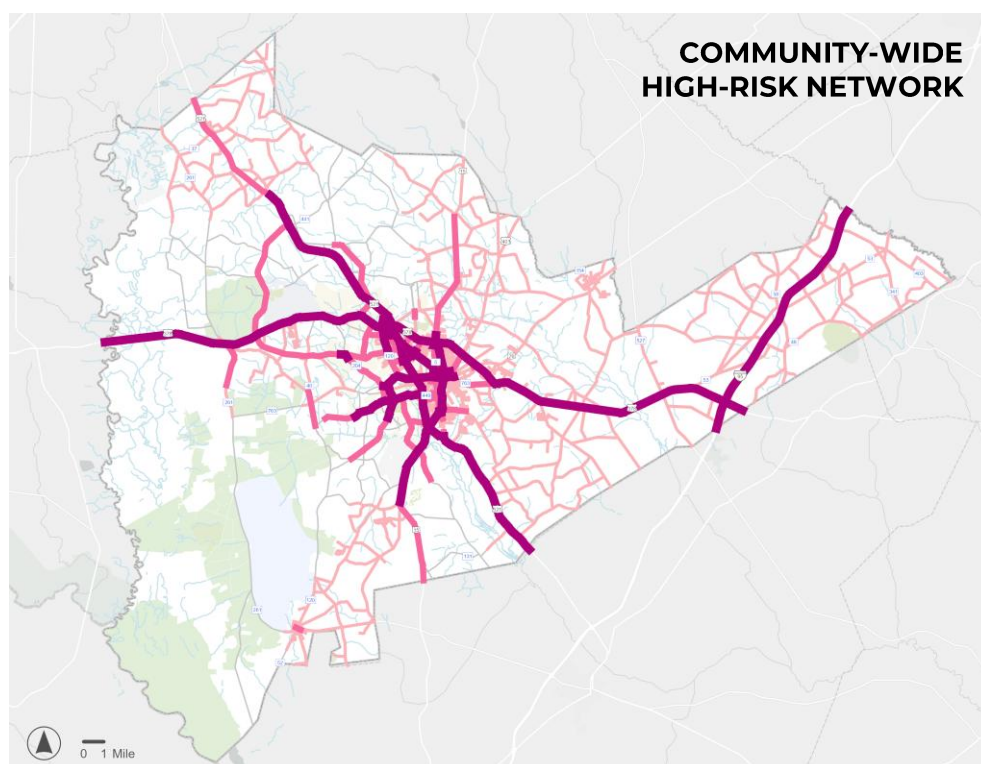
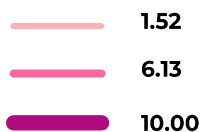
Seven potential risk factors were evaluated to determine which were overrepresented in fatal and serious injury crashes. The analysis found that **number of lanes**, **Annual Average Daily Traffic (AADT)**, and **population in poverty** were associated with a disproportionate share of severe crashes. Roadway segments with these high-risk characteristics were assigned scores based on the number of identified risk factors present. Scores were then normalized on a scale of 0-10, with the highest-scoring segment receiving a score of 10.

High Risk Factor Analysis

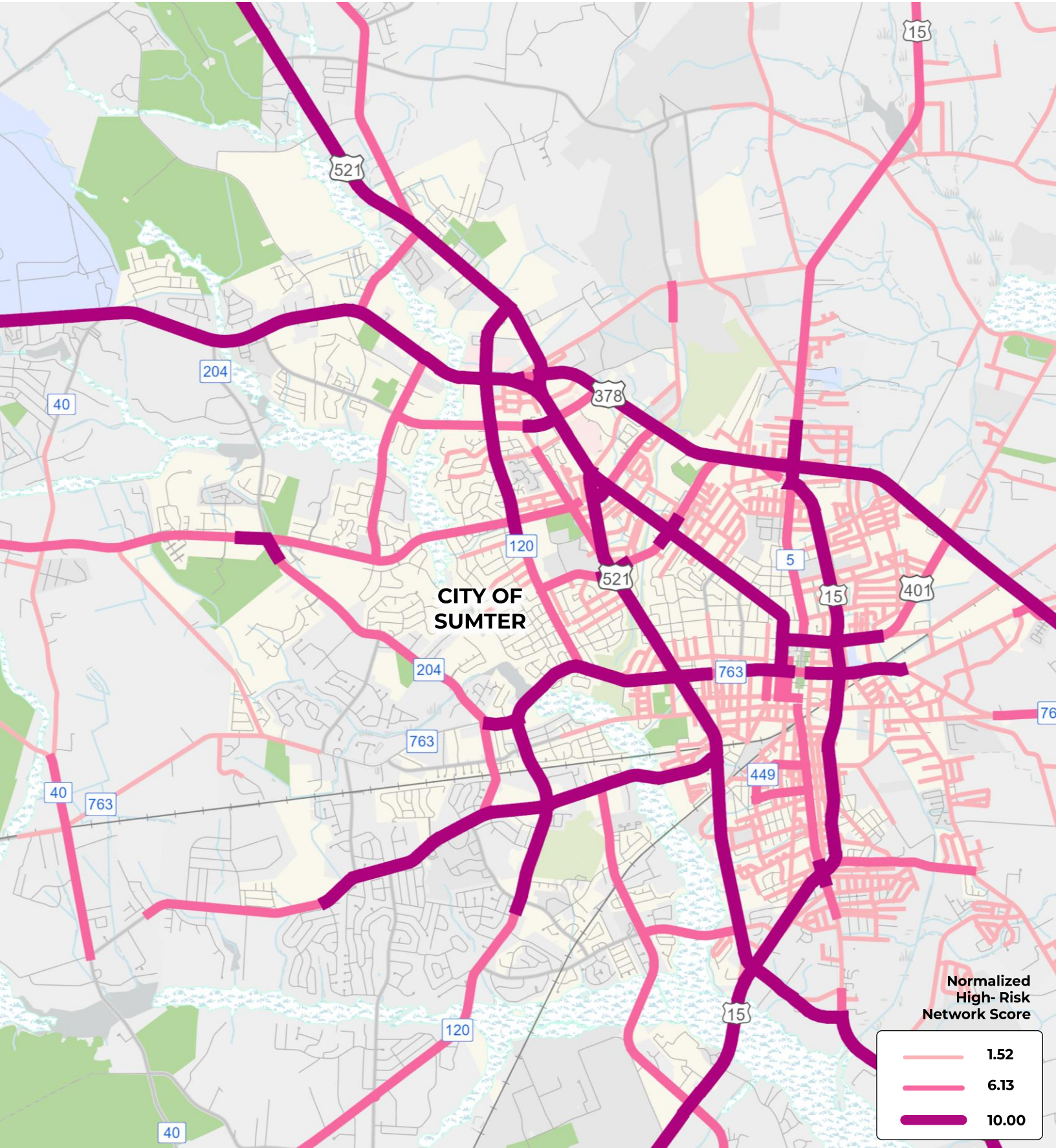
Risk-Based Factors	Units/Scale	% of Centerline Miles	% of FSI Crashes	Ratio of FSI Crashes to Centerline Miles	Risk Factor Applied (Normalized to 10)
Number of Lanes	≥ 3 lanes	9.5%	39.21%	4.133	4.61
AADT	≥ 5,000 vpd	15.7%	54.41%	3.471	3.87
Pop. in Poverty	>15% in poverty	41.4%	56.45%	1.364	1.52
Sidewalk	100 ft	24.2%	24.02%	0.994	--
Posted Speed Limit	≥ 35 mph	67.3%	66.08%	0.982	--
Transit	200 ft	6.4%	3.53%	0.551	--
Schools	Within 1,000 ft	16.4%	8.28%	0.506	--

On the map, darker purple and thicker lines indicate segments with higher scores, meaning they contain more characteristics associated with an increased risk of severe crashes.

Normalized
High-Risk
Network Score



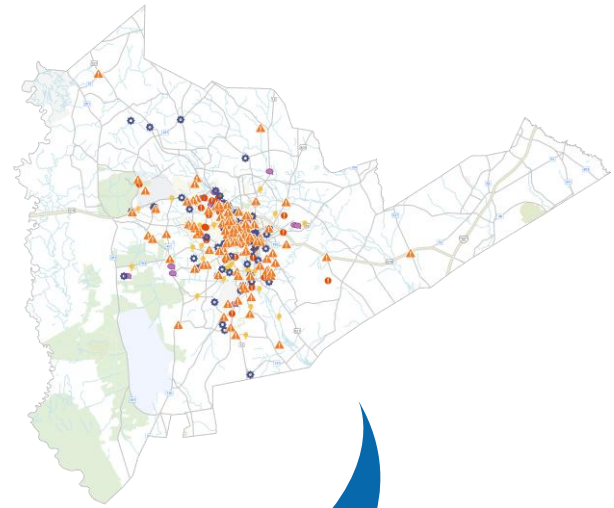
High-Risk Network in City of Sumter



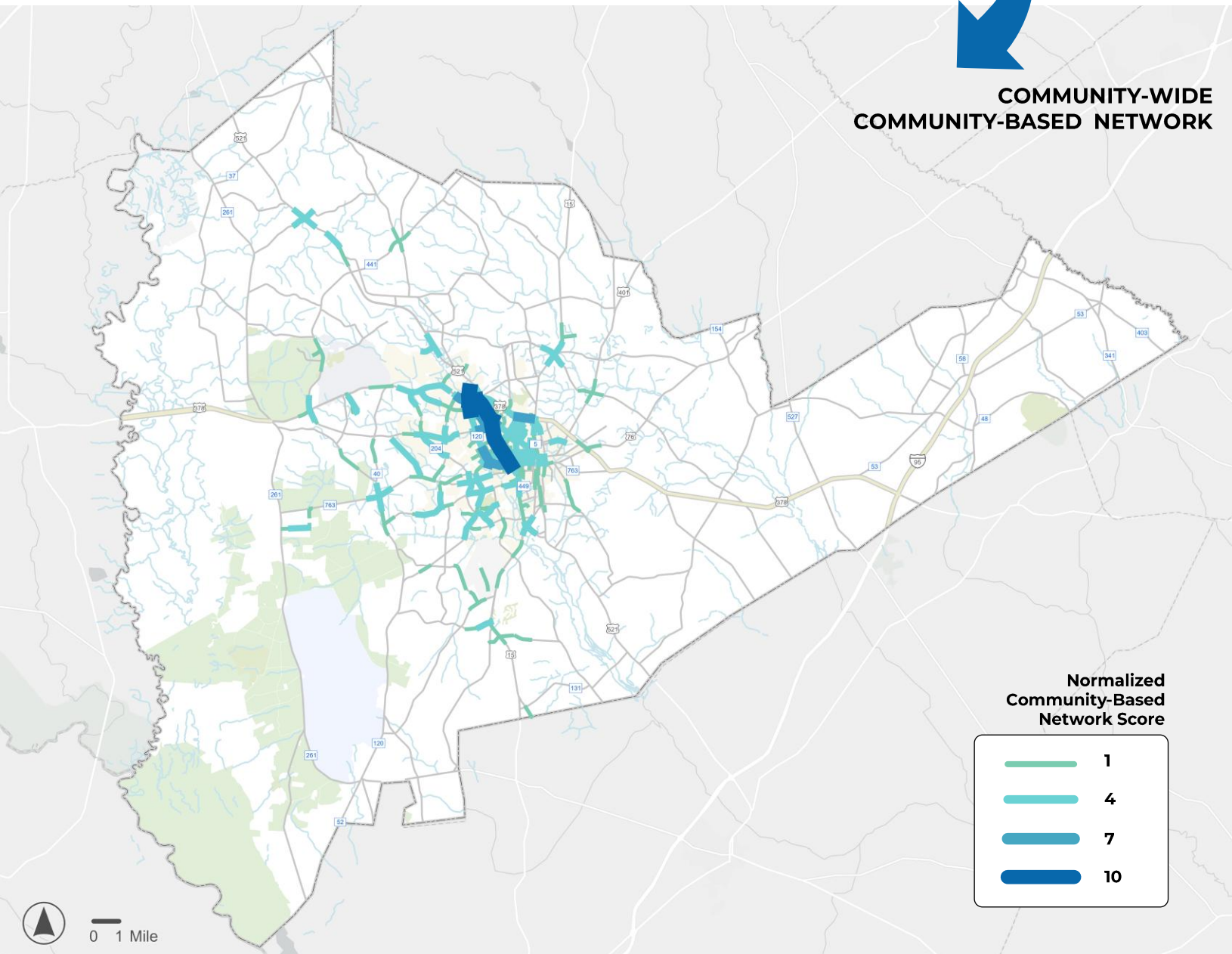
COMMUNITY-BASED NETWORK

The **Community-Based Network** identifies roads in Sumter that residents and visitors have identified as areas of concern. As part of the first phase of community engagement, community members could participate in an **online interactive mapping exercise** at the first public open house or through the **online survey**. Comments submitted were assigned to roadway segments. Each comment on a road were counted as one point toward the segment's score. Scores were then normalized on a scale of 0–10, with the highest-scoring segment receiving a score of 10.

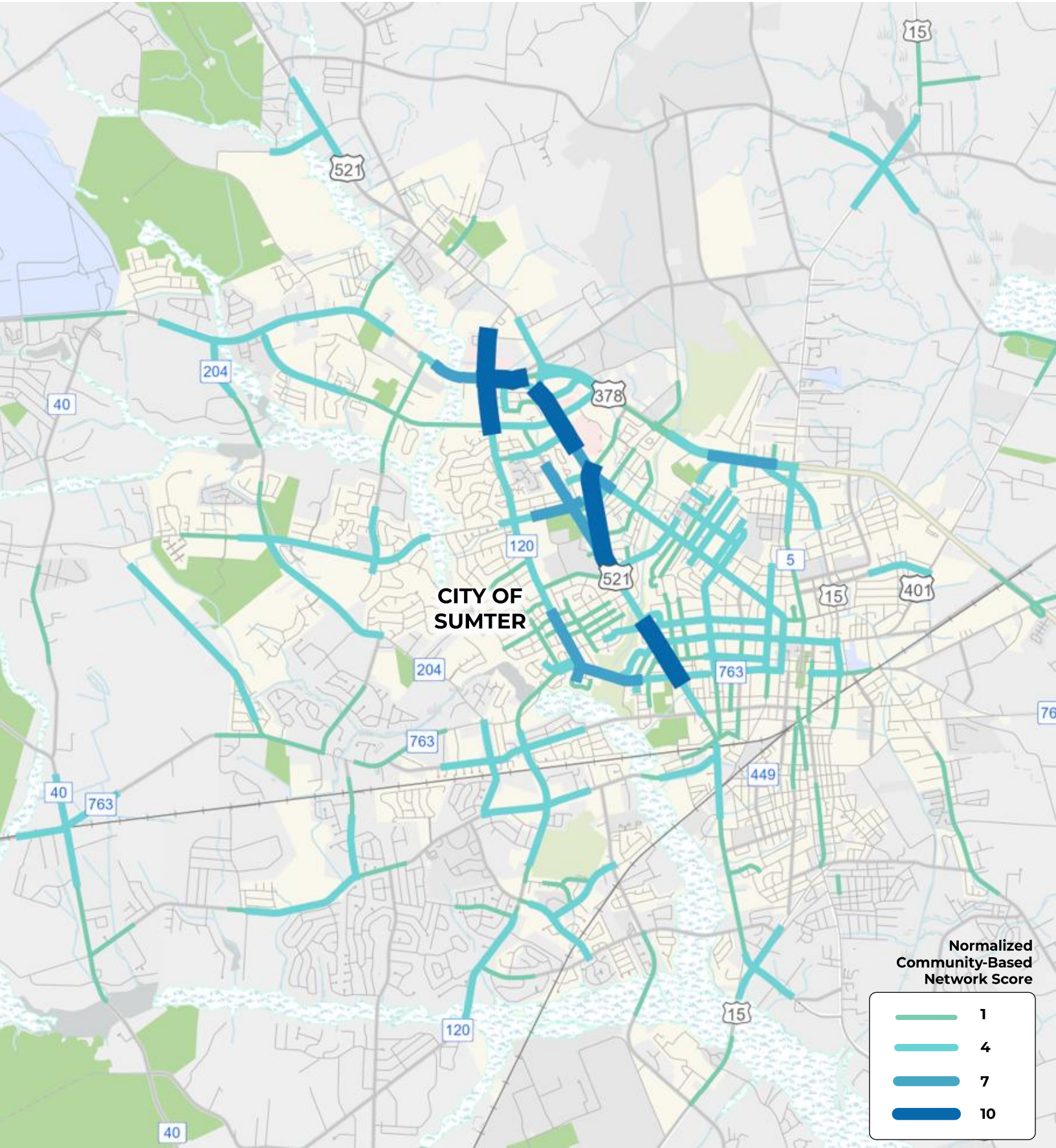
On the map, darker blue and thicker lines indicate segments with higher scores, meaning they received more comments and generated greater community interest.



**COMMUNITY-WIDE
COMMUNITY-BASED NETWORK**



Community-Based Network in City of Sumter



PRIORITY INVESTMENT NETWORK

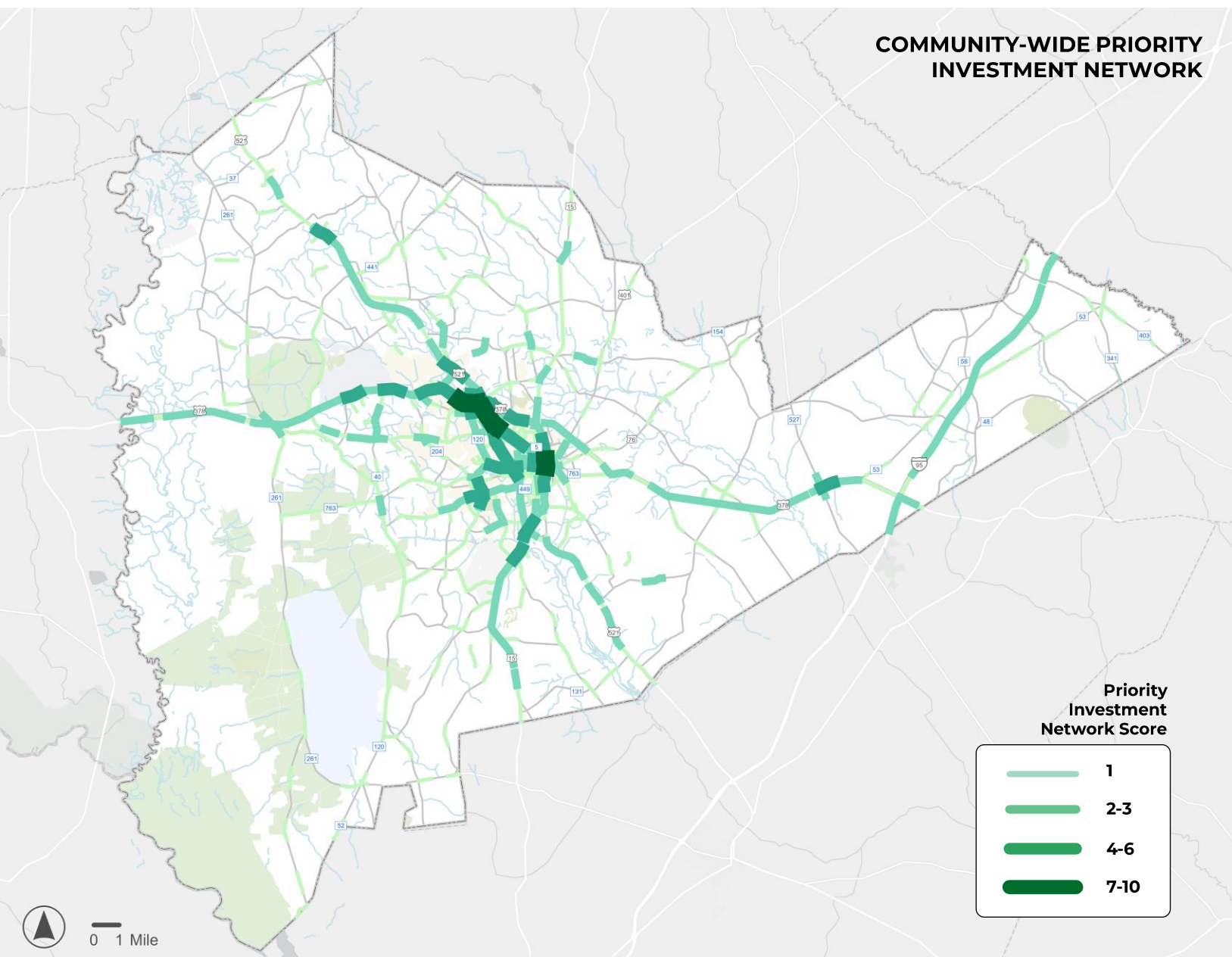
The **Priority Investment Network (PIN)** identifies the roads in Sumter where safety investments are most likely to reduce fatal and serious injury crashes. It combines the results of the **High-Injury Network, High-Risk Network,** and **Community-Based Network** into a single network.

For each network, roadway segment scores were normalized on a scale of **0–10**, with **10** representing the highest-scoring segment in that network. This allowed scores to be compared consistently across all three networks.

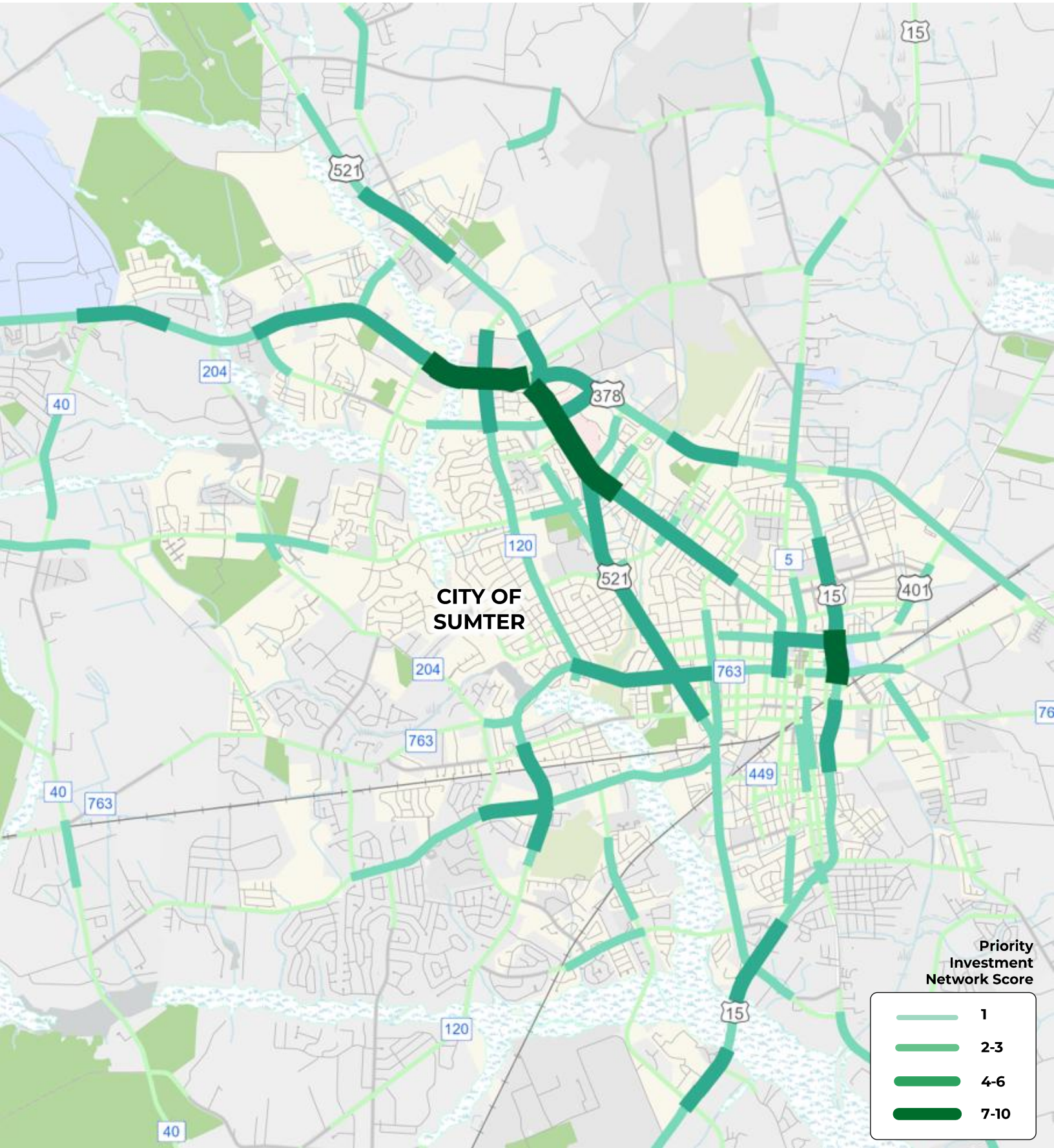
The normalized scores were then combined using the following weights:

High-Injury Network (HIN)	75%
High-Risk Network	10%
Community-Based Network	15%

The resulting Priority Investment score highlights locations with a combination of severe crash history, elevated risk factors, and strong community concern. On the map, darker green and thicker lines indicate segments with higher scores and therefore higher priority for safety improvements.



Priority-Investment Network in City of Sumter



4. Action Plan





THE ACTION PLAN PROCESS

Safe Streets for Sumter starts with a clear process for identifying safety priorities:

- *Defining goals and objectives.*
- *Reviewing existing conditions and crash history.*
- *Inventorizing and assessing current policies and plans.*
- *Identifying a High Injury Network and Risk Factors.*
- *Recognizing and incorporating community input.*
- *Establishing a Priority Investment Network.*

A Quick Review of Chapters 1-3

From these foundational elements listed above, actionable steps to advance safety priorities and make a meaningful outcome in roadway safety community-wide are outlined below:

Policies & Strategies

Chapter 4 **begins with policies and strategies** to ensure future designs and guidelines support the Safe System Approach beyond location-specific projects. Developing a holistic, comprehensive set of policies and safety strategies will help confirm that routine decisions contribute to safer streets.

Countermeasures Toolbox

The Action Plan builds on safety strategies with a **countermeasures toolbox** that can be used to select context-appropriate safety designs that can be applied where needs become apparent. The goal of the toolbox is to generate a menu of options for the City and County staff to apply as needed to put the plan into practice in the years to come.

Priority Locations & Safety Countermeasure Recommendations

Finally, **priority locations** were selected by reviewing the priority investment network to address high injury, high risk, and community desired locations for improvements, all with the goal of targeting improvements in an efficient way to most effectively reduce fatal and serious injury crashes in the City and County.

For each of the priority locations identified, a **project sheet** was developed summarizing:

- Key location characteristics
- Results of an in-depth crash trend review, with a focus on severe (FSI) crashes
- Identification of appropriate, location-specific countermeasures to reduce severe crashes
- Total costs of implementing recommended countermeasures
- Crash reduction potential of recommended countermeasures
- “Net present value” of benefits of recommended countermeasures (using Federal Highway Administration (FHWA) crash costs)
- Cost/Benefit ratio of project implementation

Conceptual Design Plans

Preliminary plans on aerial imagery were also developed for each priority project location to further illustrate recommended countermeasures, aid in more accurate cost-estimation, and enhance project readiness for implementation.

The sections that follow share the Action Plan elements and the recommendations for SUATS to implement the Action Plan.



**Tame Big
Roads**



**Design for
Every Road
User**



**Create Safe
Area-wide
Connections**



**Supporting
Youth and
Family Travel
with Slow
Streets and
Safe Routes**

W OAKLAND AVE
2000

POLICY & STRATEGY RECOMMENDATIONS

Clear and consistent policies, plans, and institutional practices make traffic safety improvements more effective. To support this effort, the study team reviewed existing City, County, State, and Federal plans and policies that influence roadway safety, land development, and mobility decision-making. This review, documented in Chapter 2, identified where current documents already support Safe System principles and where targeted updates can better strengthen implementation of the Action Plan.

After reviewing the existing plans and policies, strategies were prioritized into near-term and mid-to-long-term strategies. This strategy development process also considered the systemic, holistic risk factors identified in Chapter 3 to consider where policy can mitigate certain recurring risk trends, particularly including unbelted occupants, impaired driving, speeding, and vulnerable road users. Key policy alignment opportunities identified include:

- Strengthening policy language to codify the Safe System Approach into roadway design and access management processes.
- Systematically integrate safety programming, infrastructure investments, reporting, and technology enhancements into Sumter's core operations.
- Increase educational opportunities through community engagement, public awareness campaigns, and interactive student programming.

To support these opportunities, this plan recommends a set of policy-focused actions that reinforce the Safe System Approach across engineering, education, enforcement, and post-crash response. The table on the following page summarizes near-term and mid-to-long-term policy initiatives presented as a practical menu of strategies that Sumter can advance over time.



Strategy		SF	SS	SRU	SV	PCC	Recurrence	Metric
1	Adopt City, County, and MPO Complete Streets Policies to align with the State policy	●	●				Once	Policies Adopted
2	Establish a Safe Streets for Sumter Implementation Task Force where dedicated staff and members are responsible for overseeing and guiding the plan implementation with regularly recurring meetings.	●	●	●	●	●	Annually	One per year, incentivize meeting with collaborative activities
3	Commit to safety program reporting and evaluation of effectiveness of safety initiatives	●	●	●	●	●	Every Three Years	Publicly-displayed report or newsletter
4	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)	●					Once, Update as Needed	Policies adopted and integrated into City plans as needed
5	Formalize a pavement marking review schedule and identify markings to update	●					As Needed	Program successfully established
6	Establish a Sumter Safe Routes to School (SR2S) Program to develop programming for K-8 schools such as school-based walking route maps, physical education curriculum on pedestrian safety, walk/bike/roll to school days)			●			Once, Reevaluate after First Year of Implementation	Local chapter established, two schools host SR2S Programming
7	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)			●			Annually	One high school hosts a Think Fast Interactive Education Experience
8	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)		●	●			Annually	Number of people engaged by safety campaign
9	Enhance enforcement of speeding, DUIs, and seatbelt use			●			Ongoing	Downward trend in crashes involving speeding, DUIs, or lack of seatbelt usage
10	Develop Traffic Calming Policy and Standards	●	●				Once	Policy and standards developed and adopted
11	Develop a speed management plan , including modifying County and/or City speed limit setting policies to allow lower speed limits.	●	●	●			Once	Policy and plan adopted

SF = Safe Roads | SS = Safe Speeds | SRU = Safe Road Users | SV = Safe Vehicles | PCC = Post-Crash Care

COUNTERMEASURE TOOLBOX

Achieving Vision Zero requires more than addressing individual crash locations—it requires creating a transportation system that is safe by design, encourages safe behavior, and protects people when mistakes occur.

Physical roadway improvements, often called **safety countermeasures**, help make streets safer by slowing traffic, reducing conflict points, improving visibility, and creating safer conditions for people traveling in and around Sumter. Building on the High Injury Network (HIN), identified risk factors, and community input, the **Countermeasure Toolbox** draws from nationally recognized best practices and translates analysis into action. Treatments may be **layered** and applied **systemically** across locations with similar safety concerns or **site-specific** high-priority corridors and intersections to provide redundancy and increase effectiveness.

The 43 countermeasures included in this toolbox are organized around the **four themes** of this Plan. Together, they provide a practical roadmap addressing existing safety issues while proactively preventing future crashes and reducing the severity of crashes that do occur.

Tame Big Roads



Design for Every Road User



Create Safe Area-wide Connections



Supporting Youth and Family Travel with Slow Streets and Safe Routes



The toolbox helps Sumter staff and decision-makers:

- Match countermeasures to local safety needs
- Prioritize low-cost, high-impact improvements
- Apply proven treatments across High Injury Network roads
- Plan both near-term actions and long-term investments
- Track progress toward reducing fatal and serious injury crashes

System Wide Quick Wins

To help Sumter move to action quickly, the Action Plan pulls out a focused set of short-term quick win safety strategies from the policy strategies and safety countermeasures. These recommendations can be deployed rapidly across Sumter's transportation system with a focus on streets and intersections with the most severe crash outcomes. Each system wide countermeasure is designed to be applied repeatedly across multiple locations, allowing Sumter to make short-term (1-3 years) safety improvements while building momentum toward mid- (3-5 years) and longer-term (5+ years) investments.

Quick Win Policies



Adopt a local **Complete Streets Policy**



Establish a **Safe Streets for Sumter Implementation Task Force**



Formalize a **pavement marking review schedule**



Develop **Traffic Calming Policy** and **Standards**



Develop a **speed management plan**

System Wide Countermeasures



- **Appropriate Speed Limit Setting**
- **Speed Feedback Signs**



- **Yield Bars**
- **Restriping / Pavement Markings**



- **Upgrade Signal Heads**
- **Signal Head Retroreflective Backplates**
- **Signal Retiming**
- **Improve Signal Phasing / Hardware and / or Clearance Intervals**



- **High Visibility Crosswalks**
- **Pedestrian Crossing Signs**
- **Leading Pedestrian Intervals**
- **Curb Ramps**



Together, these strategies provide a practical starting point for immediate action on Sumter's most problematic streets.



Tame Big Roads



Restriping

Pavement Markings



Description:

Large roads are common throughout Sumter and pose a multitude of risks as identified in the PIN. Packaging countermeasures together can help slow speeds and create a safer environment on these major roads.

Essential Safety Countermeasures:

Access Management

- Reduce Conflict U-Turn Intersection (RCUT)
- Install Medians
- Close Driveways
- Left in Left Out Intersection or Right in Right out
- Convert Intersection to 3/4 Access
- Close Median Openings

Speed Management

- Appropriate Speed Limit Setting
- Speed Feedback Signs
- Remove Acceleration Lane
- Yield Bars
- Convert Yield Control to Stop Control

Better Visibility

- Road Realignment for Sight Distance
- Add Lighting
- Restriping / Pavement Markings



Tame Big Roads

Countermeasure	Description	Apply System Wide	Timeline	Cost
Reduce Conflict U-Turn Intersection (RCUT)	Limits left turns and crossing movements, allowing drivers to make safer turns using designated U-turn locations.		Long-term	\$\$\$
Install Medians	Separates opposing lanes of traffic defined by pavement markings, raised curb separators, or islands.		Mid-term	\$\$\$\$
Close Driveways	Reduces the number of locations where vehicles enter and exit the roadway, decreasing conflict points		Mid-term	\$
Left in Left Out or Right in Right Out Intersection	Restricts certain turning movements to reduce crossing conflicts.		Mid-term	\$
Convert Intersection to 3/4 Access	Reduces the highest-risk turning movement while maintaining access at an intersection.		Long-term	\$
Close Median Openings	Eliminates turning access by extending the median.		Mid-term	\$\$\$\$
Appropriate Speed Limit Setting	Change the speed limit to align with surrounding land uses and preferred roadway conditions.	●	Short-term	\$
Speed Feedback Signs	Dynamic speed limit signs that alerts drivers when they are exceeding the speed limit.	●	Short-term	\$
Remove Acceleration Lane	Simplified merging movements to help reduce speeds and conflict points.		Mid-term	\$
Yield Bars	Pavement marking that improve awareness of where to yield.	●	Short-term	\$
Convert Yield Control to Stop Control	Installing stop signs to requires road users to come to a complete stop.		Short-term	\$
Road Realignment for Sight Distance	Reconstruct the road to improve visibility to give road users more time to see and react to potential hazards.		Long-term	\$\$\$
Add Lighting	Installing lighting improves visibility for all road users, helping to reduce nighttime crashes.		Mid-term	\$
Restriping / Pavement Markings	Improves lane visibility and roadway guidance with new paint	●	Short-term	\$





Design for Every Road User, Especially our Most Vulnerable



**Pedestrian
Refuge Island**

**High
Visibility
Crosswalk**



Description:

Crash data and community engagement highlight the disproportionately severe impact on pedestrians and bicyclists. Safety in school zones, safer pedestrian crossings, and connected sidewalks will help create a more robust transportation network in Sumter for everyone.

Essential Safety Countermeasures:

- High Visibility Crosswalks
- Sidewalk
- Pedestrian Refuge Island
- Pedestrian Hybrid Beacon (PHB)
- Rectangular Rapid Flashing Beacon (RRFB)
- Pedestrian Crossing Signs
- Leading Pedestrian Intervals (LPI)
- Curb Ramps
- Separated Bicycle Lanes
- Shared-Use Path
- Pedestrian Scale Lighting
- Pedestrian Countdown Signals



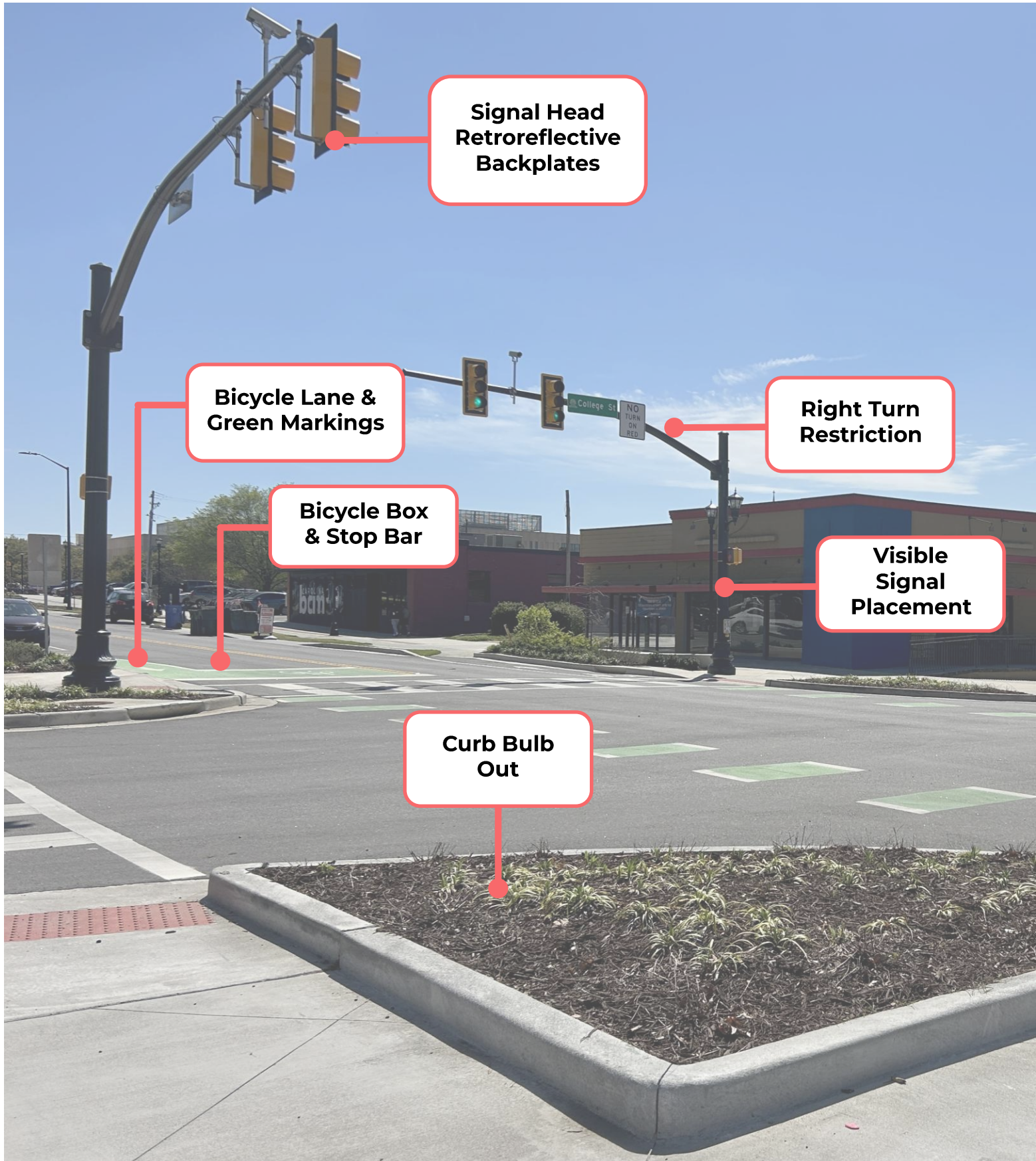
Design for Every Road User, Especially our Most Vulnerable

Countermeasure	Description	Apply System Wide	Timeline	Cost
High Visibility Crosswalks	Ladder, continental, or decorative crosswalks more clearly guide pedestrians to cross the street and alert drivers where to expect crossing pedestrians than transverse crosswalks.	●	Short-term	\$
Sidewalk	A dedicated space or pathway separated from vehicles for a person traveling by foot or using a wheelchair.		Mid-term	\$\$-\$\$\$
Pedestrian Refuge Island	A median with a refuge area that is intended to help protect crossing pedestrians.		Short-term	\$\$-\$
Pedestrian Hybrid Beacon (PHB)	Stops traffic at unsignalized crossings when activated by pedestrians, improving crossing safety.		Mid-term	\$\$
Rectangular Rapid Flashing Beacon (RRFB)	User-activated flashing lights to alert drivers to pedestrians at crossings and increase yielding.		Short-term	\$\$-\$
Pedestrian Crossing Signs	Signs that alert drivers to expect pedestrian activity and crossing locations.	●	Short-term	\$
Leading Pedestrian Intervals	Give pedestrians a head start before vehicles receive a green signal, making them more visible and reducing conflicts with turning vehicles.	●	Short-term	\$
Curb Ramps	Provides a smooth transition between sidewalks and roads, improving accessibility for people using mobility devices, strollers, and bicycles.	●	Mid-term	\$\$-\$
Shared-Use Path	Creates a dedicated space for people walking, biking, and rolling that is separated from vehicles.		Long-term	\$\$-\$\$\$
Bicycle Lanes	Provides dedicated space for bicycles on the road. Treatments can range from painted lanes to buffered bike lanes, and separated lanes.		Mid-term	\$\$-\$
Pedestrian Scale Lighting	Installing lighting along sidewalks and crossings, helps pedestrians see and be seen, especially at night.		Mid-term	\$\$-\$
Pedestrian Countdown Signals	A standard “walk/don’t walk” signal showing pedestrians how much time remains to cross, helping them make safer crossing decisions.		Short-term	\$





Create Safe Area-wide Connections through Enhanced Intersections





Description:

Intersections were brought up consistently throughout engagement and when evaluating turning movement crashes. Intersections create connections within and around Sumter and are a critical part of the transportation network. There are numerous countermeasures that can be bundled together to create safer intersections.

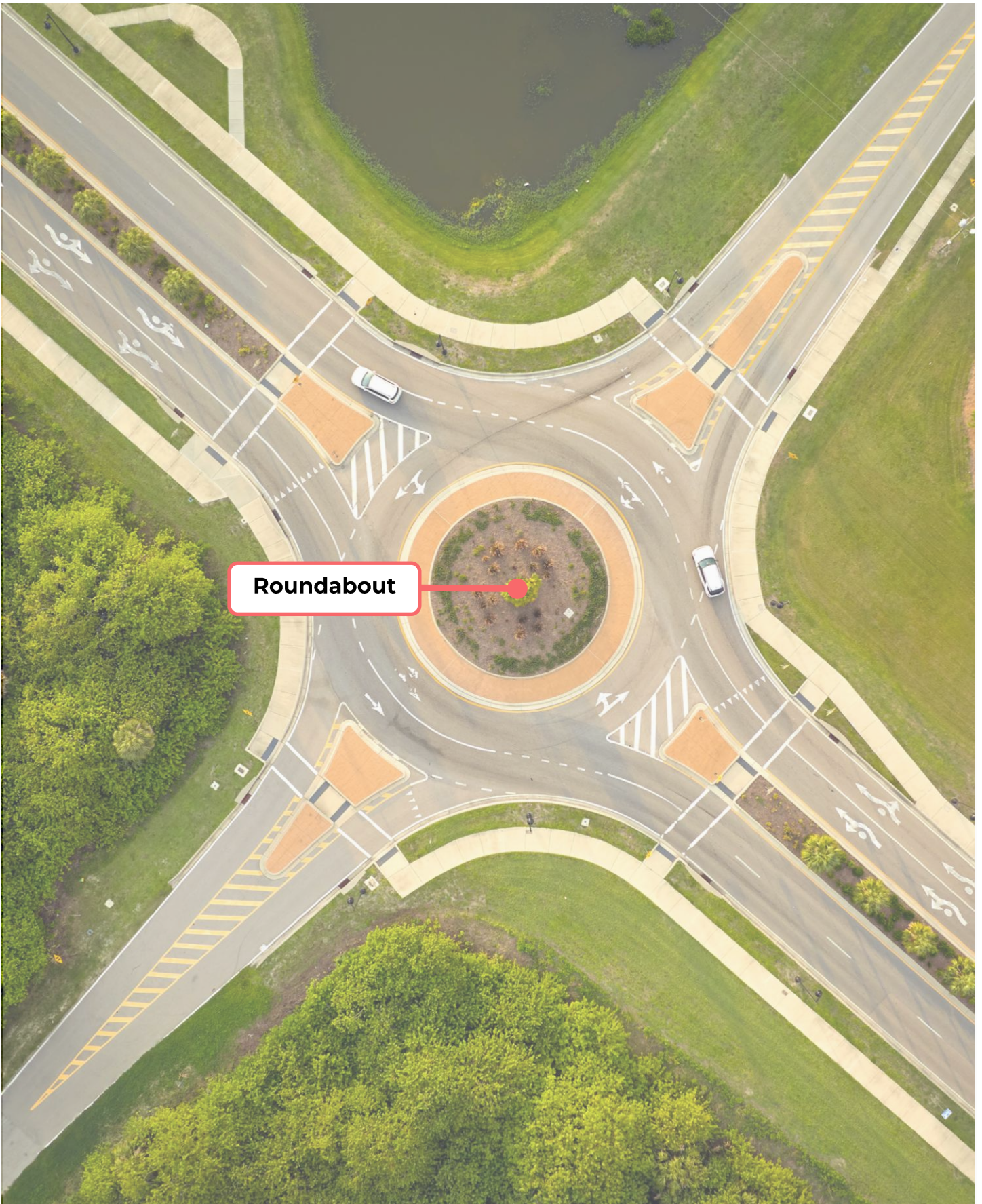
Essential Safety Countermeasures:

- Remove Channelized Right Turn
- Signal Head Retroreflective Backplates
- Signal Retiming (i.e., protected left turns)
- Improve Signal Phasing/Hardware and/or Clearance Intervals
- Signal Ahead Sign (W3-3) with Flasher
- Roundabout
- Upgrade Signal Heads
- Positive Left Turn Offset at Intersection
- Convert Intersection from Two-Way to All-Way Stop
- Move up Stop Bar to tighten up Intersection
- Move Signal for visibility at Intersection
- Right-Turn Restrictions



Create Safe Area-wide Connections through Enhanced Intersections

Countermeasure	Description	Apply System Wide	Timeline	Cost
Remove Channelized Right Turn	Eliminates free-flow right turns to slow turning vehicles, shorted crossing distances, and improve safety for pedestrians and bicyclists.		Mid-term	\$
Signal Head Retroreflective Backplates	Improves signal visibility by introducing a controlled-contrast background.	●	Short-term	\$
Signal Retiming (i.e., Protected Left Turns)	Involves adjusting the phases and intervals of traffic signals to optimize the flow of vehicles and pedestrian through intersections. Properly timed signals can reduce delays, decrease fuel consumption, and enhance safety (i.e., reducing red-light running).	●	Short-term	\$-\$
Improve Signal Phasing / Hardware and / or Clearance Intervals	Extending yellow and all red time during a signal phase allows drivers and bicyclists a few additional seconds of time at the end of a signal phase to cross through a signalized intersection.	●	Short-term	\$
Signal Ahead Sign (W3-3) with Flasher	Flashing warning signs alert road users of upcoming traffic signals, giving them more time to slow down.		Short-term	\$
Roundabout	A circular configuration that safely and efficiently moves traffic through channelized, curved approaches which reduce vehicle speed.		Long-term	\$\$\$
Upgrade Signal Heads	Improves signal visibility and potentially adding a Flashing Yellow Arrow (FYA) to increase awareness to yield to on coming traffic when turning left.	●	Short-term	\$
Positive Left Turn Offset at Intersection	Increases visibility, and is preferable, particularly at locations with higher speeds, or where free-flow or permissive movements are possible.		Mid-term	\$
Covert Intersection from Two-Way to All-Way Stop	Requires all approaches to stop at an intersection.		Short-term	\$
Move Stop Bar to Tighten Up Intersection	Repositions vehicles closer to the intersection to improve visibility.		Mid-term	\$
Move Signal for Visibility at Intersection	Relocates traffic signal to a more visible position to improve driver awareness.		Long-term	\$\$\$
Right-Turn Restrictions	Typically involve prohibiting right-turns on red. This reduces conflicts between crossing in the crosswalk downstream of the right-turning movement.		Mid-term	\$

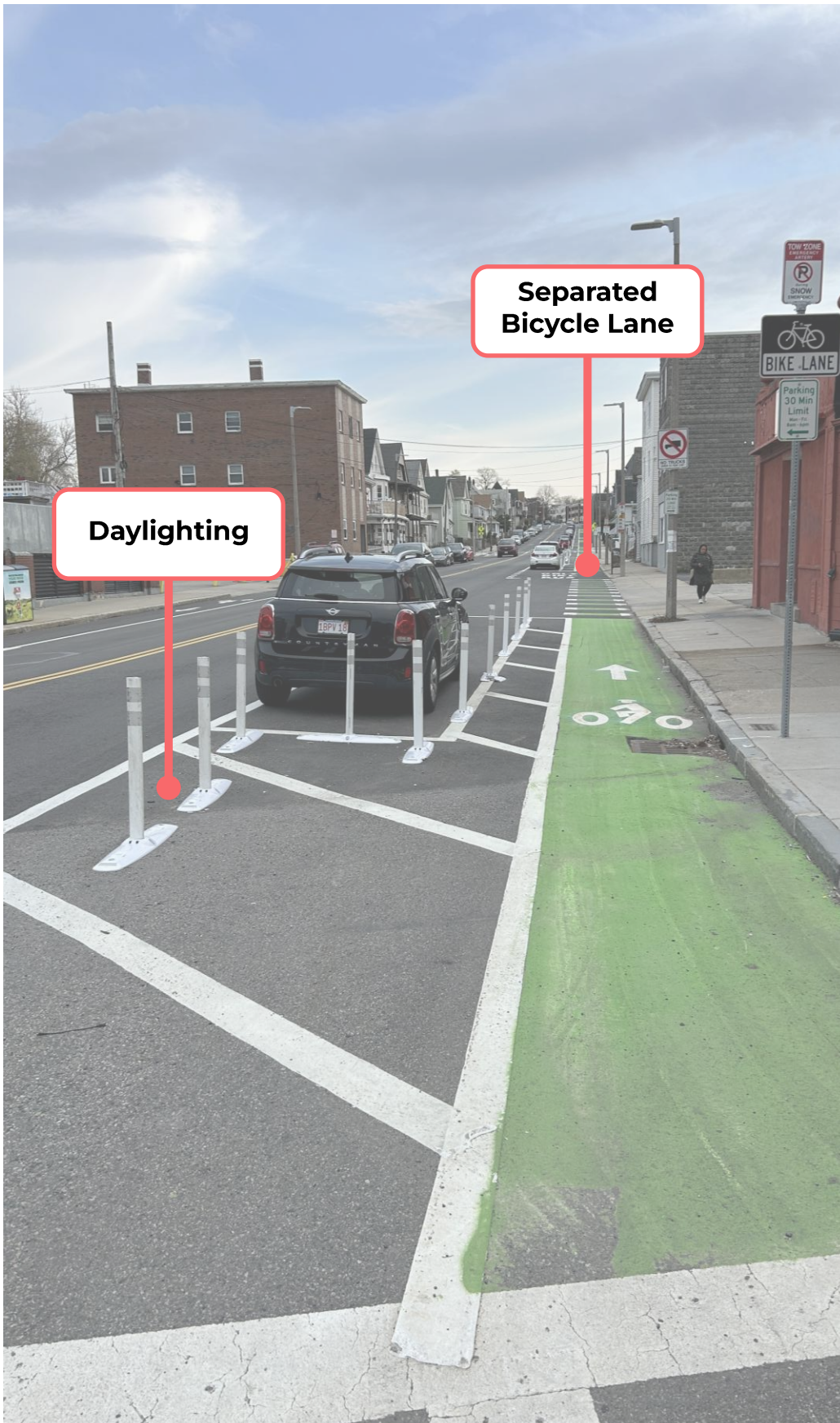


Roundabout



Supporting Youth and Family Travel with Slow Streets and Safe Routes





Description:

Slowing vehicle speeds, improving visibility, and creating safer neighborhood streets around schools and areas frequented by youth helps encourage safer driver behavior and supports greater independence for youth through more opportunities to walk or bike.

Essential Safety Countermeasures:

- Road Diets
- Chicanes with Angled Parking
- Mini Roundabouts
- Daylighting



Supporting Youth and Family Travel with Slow Streets and Safe Routes

Countermeasure	Description	Apply System Wide	Timeline	Cost
Road Diets	Reallocated the roadway space to reduce vehicle speeds, improve safety, and create space for walking, biking, transit, or turning movements.		Mid-term	\$\$\$-\$\$\$\$
Chicanes with Angled Parking	Uses curb extensions and parking to create a curving travel path that encourages drivers to slow down.		Mid-term	\$\$
Mini Roundabouts	A small circle in the center of an intersection, typically on a local or neighborhood street, that slows traffic.		Short-term	\$
Daylighting	Improves visibility at intersections and crossings by removing parking or other obstructions.		Short-term	\$





PRIORITY PROJECT LOCATIONS & RECOMMENDATIONS

The **Prioritized Investment Network (PIN)** is a prioritized list of locations for Sumter to address to meet their safety goals swiftly and efficiently.

Twenty priority locations were initially identified through the Priority Investment Network. From these, ten locations were selected for further concept development based on the following considerations:

- Prioritizing highest-scoring segments within the Priority Investment Network.
- Maximizing safety impact by targeting roads that see a large share of Sumter's fatal and serious injury crashes.
- Providing a balanced geographic distribution of investments community-wide.
- Understanding local priorities and feasibility through Stakeholder discussions.

For each of these 20 locations (shown below and on the next page), preliminary countermeasures were identified and are summarized in Appendix F. Existing projects and studies were taken into consideration to not duplicate efforts. Then, from these twenty priority locations, the top 10 locations were identified which have more detailed conceptual design and individual project sheets in Appendix G and H.

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

Where are the Priority Projects Located?

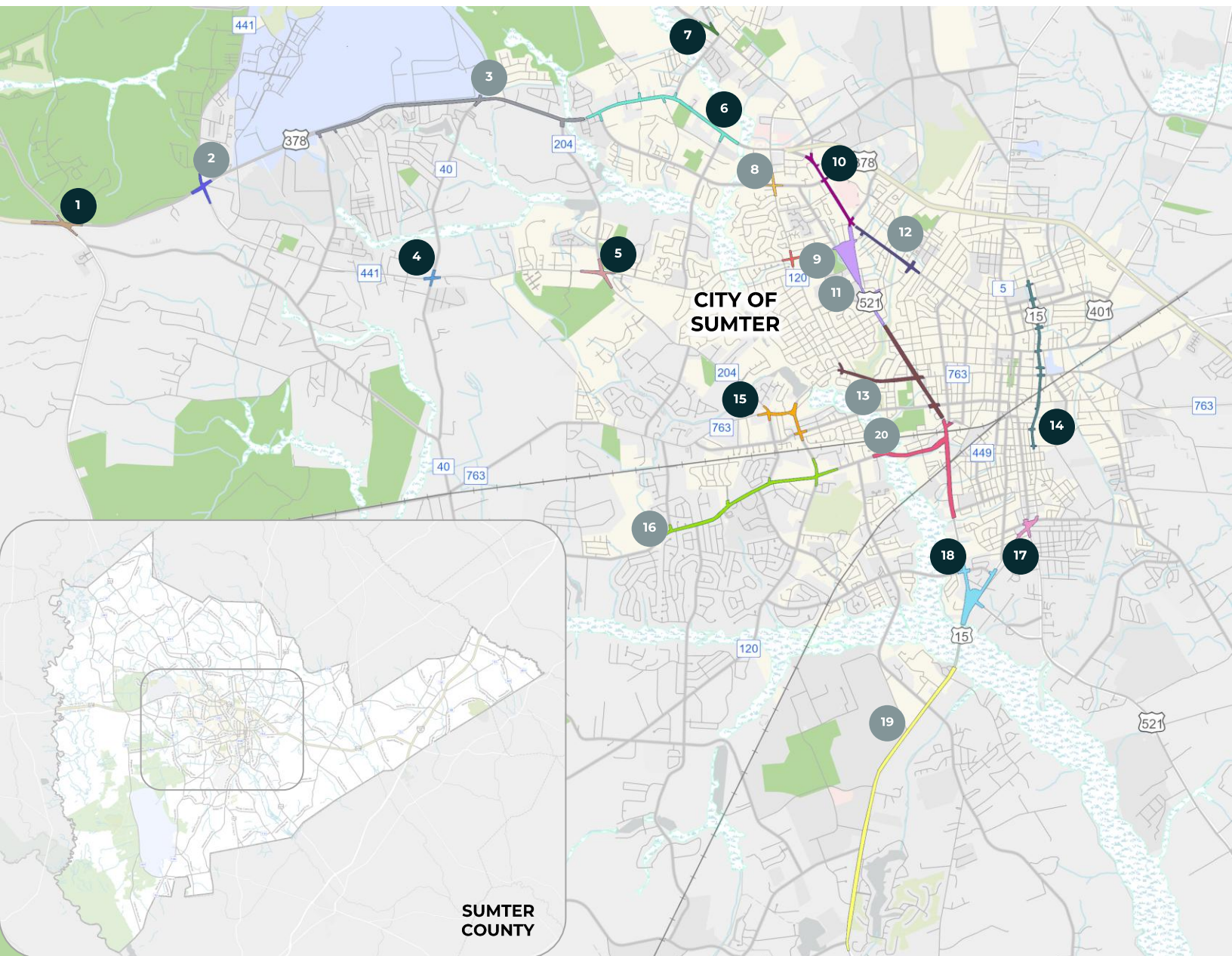


Priority Projects identified for conceptual design plans



Priority Projects in top 20 list

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**.



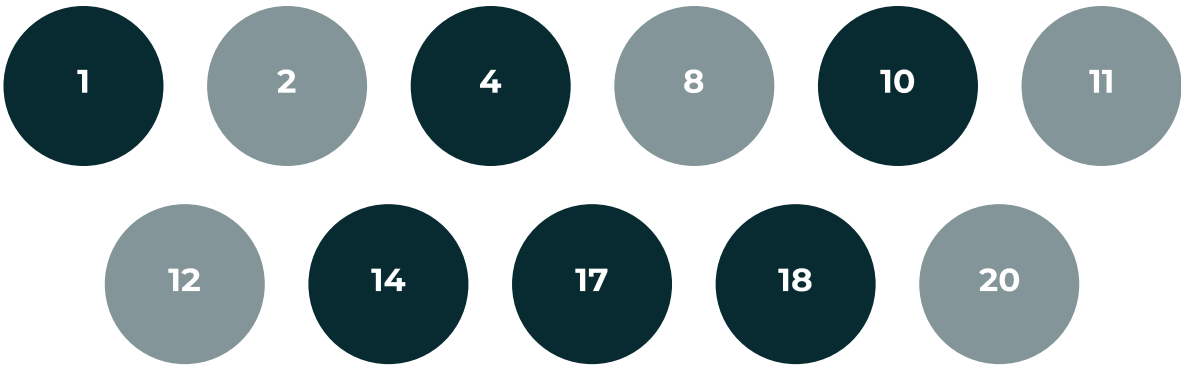
Do the Priority Project Locations Overlap with High Social Vulnerability Areas?

PIN Road Segments that intersect with High SVI Census Tracts

To understand whether priority locations align with vulnerable communities, the Priority Investment Network (PIN), which identifies roads with the greatest safety needs, was compared to census tracts with high Social Vulnerability Index (SVI) scores. Many road segments with high (4-6) and very high (7-10) PIN scores are located within or intersect census tracts with elevated social vulnerability.

SVI Bin	PIN Score	Number of Segments
High	7-10	7
High	4-6	38
High	1-10	1,563

Out of the 20 locations and corridors for focused safety investments along the PIN, fourteen of these locations intersect census tracts that have high SVI vulnerability. Eleven are predominantly within high tracts:



Three of the 20 priority locations are located entirely within high SVI tracts:



Three projects intersect a high SVI tract for some length:



What Preliminary Countermeasures could be applied to the Priority Locations?

ID	FSI Crashes (2015-2024)	RCUT	Lighting	Signal Phase Changes	Access Management	Pedestrian Facility Upgrade	Appropriate Speed Limit Setting
1	5	✓	✓				
2	4		✓			✓	
3	11	✓	✓	✓	✓		
4	4		✓	✓			
5	2			✓			
6	15	✓	✓	✓	✓		
7	5	✓	✓				
8	1			✓	✓	✓	✓
9	3		✓	✓		✓	✓
10	7		✓	✓	✓	✓	
11	4		✓	✓	✓	✓	
12	3		✓	✓	✓		
13	11		✓	✓	✓	✓	✓
14	21		✓	✓	✓	✓	✓
15	5		✓	✓	✓	✓	✓
16	13		✓	✓	✓	✓	✓
17	6		✓	✓	✓	✓	
18	8		✓	✓	✓		
19	18	✓	✓	✓	✓	✓	
20	12		✓	✓	✓		

Note: For a full list of preliminary countermeasures, see Appendix F.

Top 10 Projects Prioritization

Narrowing down the projects to top 10, project sheets were developed (see the project sheet details in Appendix G). Each of these locations presents an opportunity for safety improvements in Sumter and a reduction of fatal and serious injury crashes. The table below highlights the number of injury crashes at each location followed by primary safety improvements, and a benefit cost ratio for making those improvements.

Location	Number of Crashes (2015-2024)			Primary Countermeasures	Net Present Value of Benefits	Net Present Value of Costs	Benefit/ Cost Ratio
	Fatal	Serious Injury	Minor/ Possible Injury				
1 US 378/US 76/Broad St & SC 261/Kings Hwy	1	4	5	RCUT, ¾ access	\$10,990,000	\$3,000,000	3.7
4 Patriot Pkwy & N St Pauls Church Rd	1	3	2	Protected-permissive/protected-only left turn signal phasing OR Roundabout	\$6,260,000 OR \$8,570,000	\$250,000 OR \$4,000,000	25.0 OR 2.1
5 Patriot Pkwy & Loring Mill Rd	0	2	9	Protected-only left turn signal phasing, high visibility crosswalks	\$4,140,000	\$2,000,000	2.1
6 US 378/Broad St (Carter Rd to Green Swamp)	6	9	32	Close median openings, protected-only left turn signal phasing	\$68,590,000	\$7,500,000	9.1
7 US 521 & Camden Hwy	1	4	3	Close median openings, realign roadway	\$10,560,000	\$4,000,000	2.6
10 US 76/Broad St (US 521 to Bultman Dr)	2	5	48	Raised median, mid-block pedestrian crossings	\$35,540,000	\$6,500,000	5.5
14 US 15/Lafayette Dr (Poinsett Dr to Fulton St)	4	17	51	¾ access, lighting, reduce speed limit	\$48,130,000	\$6,000,000	8.0
15 Pinewood Rd/W Liberty St & Wedgefield Rd	1	4	27	¾ access, mid-block pedestrian crossing	\$13,690,000	\$5,000,000	2.7
17 Pocalla Rd/S Lafayette Dr & Manning Ave	2	4	8	Positive offset left turns, protected-only left turn signal phasing	\$23,120,000	\$3,000,000	7.7
18 US 15/Pocalla Rd & US 521/S Guignard Dr	2	6	28	¾ access, Remove slip lane	\$41,260,000	\$3,000,000	13.8

Priority Project Highlight

4

Patriot Pkwy & N St Pauls Church Rd

Signal Alternative

BENEFIT/COST RATIO = 25

Highlighted due to its high benefit-cost ratio, reflecting great potential to improve safety



Proposed Countermeasures



Install retroreflective backplates on all signal heads

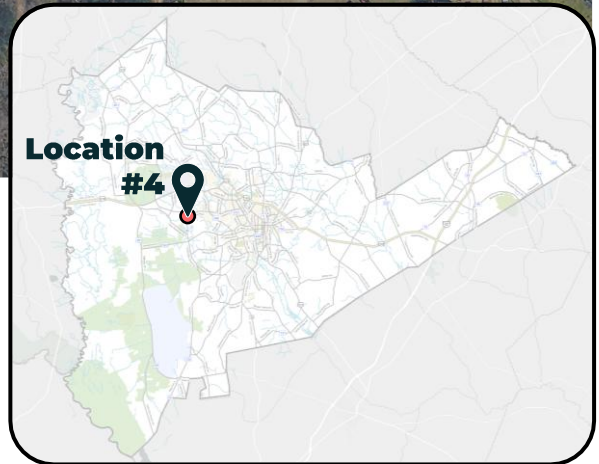


Convert left turn phasing on all approaches from permissive to protected-permissive/protected-only



Install signal ahead signs (W3-3) with flashers on all approaches

Location
#4



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

PERFORMANCE MONITORING & EVALUATION STRATEGY

Monitoring safety trends and implementation actions are essential for data-informed decision making. Data reporting and transparency supports accountability and provides insight into performance and progress. Ongoing data evaluation should inform the Sumter's goal of eliminating fatal and serious injury crashes on roads – actions, programs, and projects that are successful can be continued; those that are not working should be modified or abandoned.

Road safety initiatives take consistency over time. Tracking the following metrics annually with assessments in 3- and 5-year increments is important for gauging progress:

Safety Trends

Metric	Description	Goal	Reporting Frequency
Number of Crashes	Trend of all crashes on Sumter's streets.	Track the number of crashes, with a goal of decreasing crashes.	Annually
Number of FSI Crashes	Trend of fatal or serious injury crashes on Sumter's streets.	Track the number of FSI crashes, with a goal of eliminating fatal and serious injury crashes.	Annually
Crash Types	Crash types resulting in FSI crashes.	Understand what types of crashes are leading to fatalities and serious injuries.	Annually
Crashes on and off the High Injury Network (HIN)	Trend of FSI crashes occurring on HIN segments or intersections.	Track progress and trend direction measuring effectiveness of targeted corridor improvements	Every 3 years
Crashes near Communities	Trend of crashes occurring on roadways adjacent to communities of concern (i.e., minority, senior, youth, low-income, etc.) by year.	Track progress and trend direction measuring effectiveness of investments for supporting communities.	Every 3 years
Average Travel Speeds	Trends of speeds that contribute to more frequency of crashes or more FSI crashes.	Track progress and trend direction measuring effectiveness of speed management investments.	Every 3 years

Safe Streets for Sumter Safety Action Plan Implementation

Metric	Description	Goal	Reporting Frequency
HIN Audits	Number of Road Safety Audits (RSAs) or studies within the HIN (intersections or corridors)	Conduct audits and studies every year.	Every 3 years
HIN Corridor Projects	Miles of HIN projects completed.	Initiate and complete projects along Sumter's most dangerous roads.	Every 3 years
HIN Intersection Projects	Number of HIN intersection recommendations completed.	Initiate and complete projects at Sumter's most dangerous intersections.	Every 3 years
New Lighting Fixtures	Number of new lighting fixtures installed along Sumter's roads		Every 3 years
New Crosswalks	Number of new crosswalks completed along Sumter's roads	Build more crosswalks.	Every 3 years
New or Repaired Sidewalks	Miles of sidewalks completed or repaired along Sumter's roads	Build or repair more sidewalks.	Every 3 years
New Bike Lanes and Shared Use Paths	Miles of bikeways completed or repaired along Sumter's roads	Build or repair more bikeways.	Every 3 years
Traffic Calming Projects	Number of speed management projects initiated and completed	Lower speeds through proactive traffic calming measures.	Every 3 years
Public Outreach	Number of people reached through road safety outreach and education campaigns.	Reach more people for safety education campaigns.	Every 3 years

A FRAMEWORK FOR SUCCESS

MAKING IMPACTS FROM DAY ONE

Safe Streets for Sumter will require consistent work to implement. To prevent the Action Plan going “out of sight, out of mind” there are several first steps Team Sumter staff can take to see impacts from day one.



Adopt the **Safe System Approach** as a foundation of decision making



Maintain momentum through the **Safe Streets for Sumter Implementation Task Force**



Establish **Quick Win Policies** and apply **System Wide Countermeasures**



Test safety strategies through **Demonstration Projects**



Focus investments on the **top 10 priority project locations**



Foster a **culture of transportation safety** through education and programming



Celebrate progress through consistent **reporting**



This **Safety Action Plan** reflects Sumter's commitment to designing a safer transportation system, by focusing on the streets and conditions where harm and risk is most concentrated. The strategies outlined within are practical, scalable, and rooted in the lived experience of the community.

This plan marks a clear step forward: from **understanding crash history and crash risk** to **transforming Sumter's transportation network into a safer one.**



SAFE STREETS FOR SUMTER