

# Transportation Element

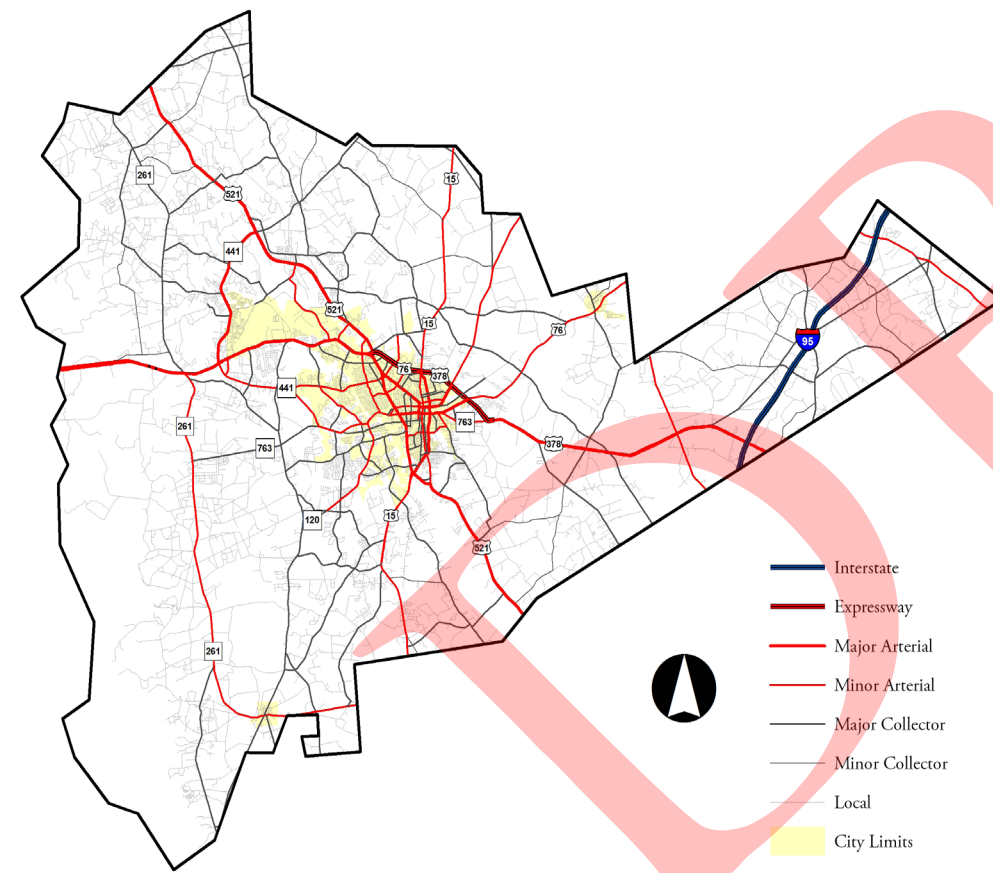
The Transportation Element considers Sumter’s entire transportation system from interstates to rural dirt roads; from neighborhood sidewalks to designated bike routes; from connectivity to transit alternatives. This element incorporates priority improvements, access, and capacity into the land-use planning process. Most importantly, the transportation policies and priorities established by the community must be integrated into our land use planning initiatives. Land use and transportation shall work together to ensure efficiency and safety for the Sumter community.

The Sumter Area Transportation Study (SUATS) is the designated metropolitan planning organization (MPO) for transportation planning in the City of Sumter and the urbanized areas of unincorporated Sumter County. Santee-Lynches Council of Governments (SLCOG) is the designated entity for transportation planning in non-urbanized areas of Sumter County.

## Roads

Sumter’s road network provides transportation access for the most predominant transportation mode, the automobile. This network provides for local connections within the City and County, and connects local

Map T-1 - Roadway Functional Classification Map



Source: SCDOT & SUATS

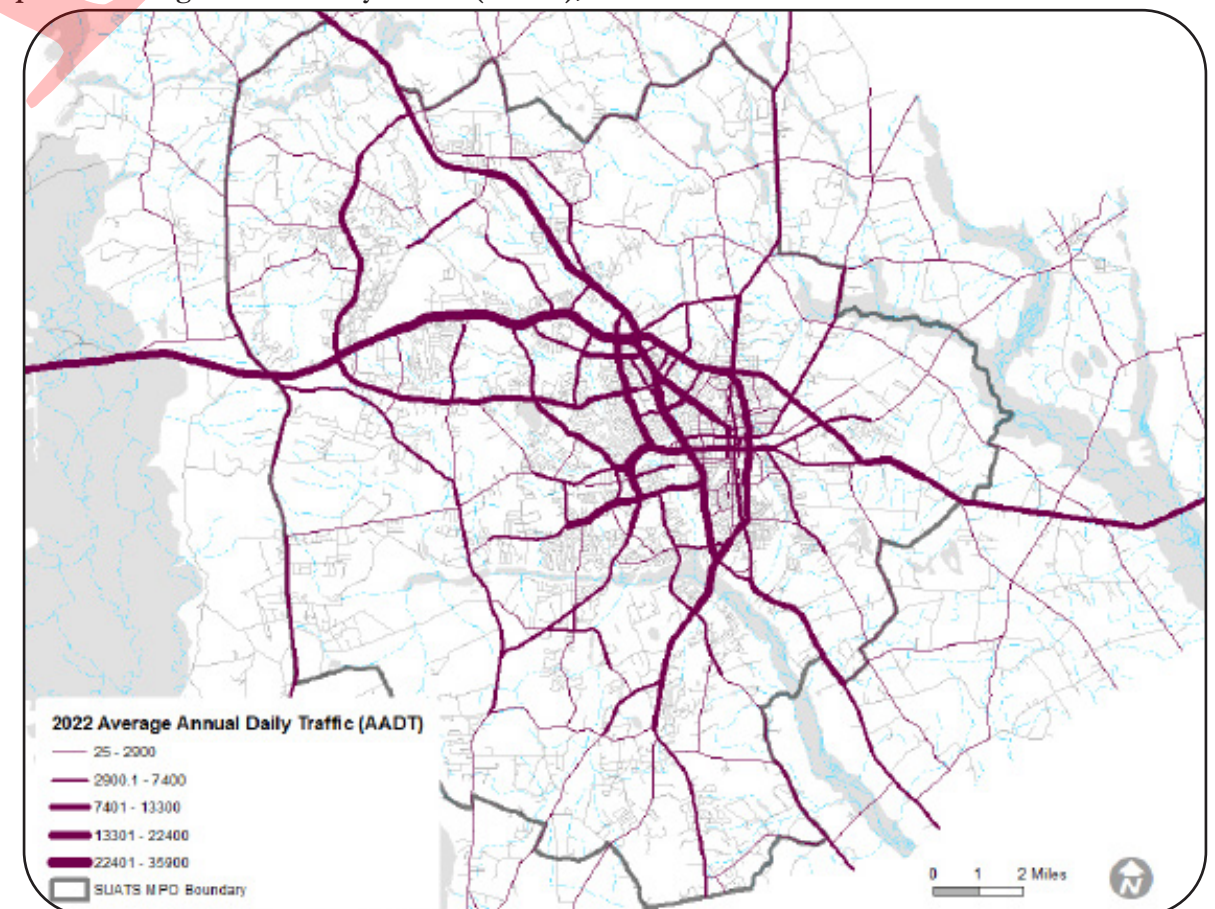
residents and businesses to the outside region, state, nation, and beyond.

There are nearly 1,000 miles of publicly owned and maintained roadway centerlines within the SUATS MPO of which the County owns 22%, the City owns 10%, and the South Carolina Department of Transportation (SCDOT) owns 68%.

One way roads are defined is by their functional classification. Interstates, expressways, and arterials roads promote mobility and traffic flow over direct access, while local roads promote direct access over mobility and traffic. Collector roads serve as links between local roads and arterials.

Interstate 95 (I-95), the only interstate within County boundaries, is located approximately 15 miles east of the City of Sumter. I-95 is a major east coast highway that directly links Boston in the north and Miami in the south. US-378 is Sumter’s major east/west route providing access to the City of Columbia to the west, I-95, and the Myrtle Beach area to the east. Major north/south routes include US 15 and US 521. These routes connect Sumter residents to 1-20 to the north and alternate connections to I-95 to the

Map T-2 - Average Annual Daily Traffic (AADT), 2022



Source: SCDOT & SUATS

south, as well other cities in the region.

Increased development and physical growth in certain areas of the community can be expected to generate traffic impacts. Increased volumes will create new deficiencies in places that currently function adequately and existing deficiencies may be magnified.

### Public Transportation

In 1973, the South Carolina General Assembly established Regional Transportation Authorities as an avenue to improve public transportation. In 1976, the Santee-Wateree Regional Transportation Authority (SWRTA) was created for Clarendon, Kershaw, Lee and Sumter Counties with operations officially beginning in July of 1978 under a pilot project designed to have SWRTA perform as the sole transportation provider for all human service transportation.

Santee Wateree Regional Transportation Authority (SWRTA) offers Fixed Route service, Commuter service, ADA Paratransit Services, and Contractual Services for Sumter Senior Services. According to SWRTA, “through trained and empowered employees, SWRTA provides customers with superb, high-quality transportation services, while connecting them to their workplace, shopping, and essential services.” As of October 2023, SWRTA’s agency-wide fleet consisted of 38 vehicles.

SWRTA’s fixed route ridership within the SUATS MPO was 3,452 passenger trips, as of the agency’s September 2023 reporting data. The agency’s paratransit ridership for service within the same period in the SUATS MPO was 1,325 passenger trips per month.

Map T-3 - Transit Propensity for Sumter County



Source: SCDOT, SUATS, SWRTA

### Sidewalks, Trails, & Paths

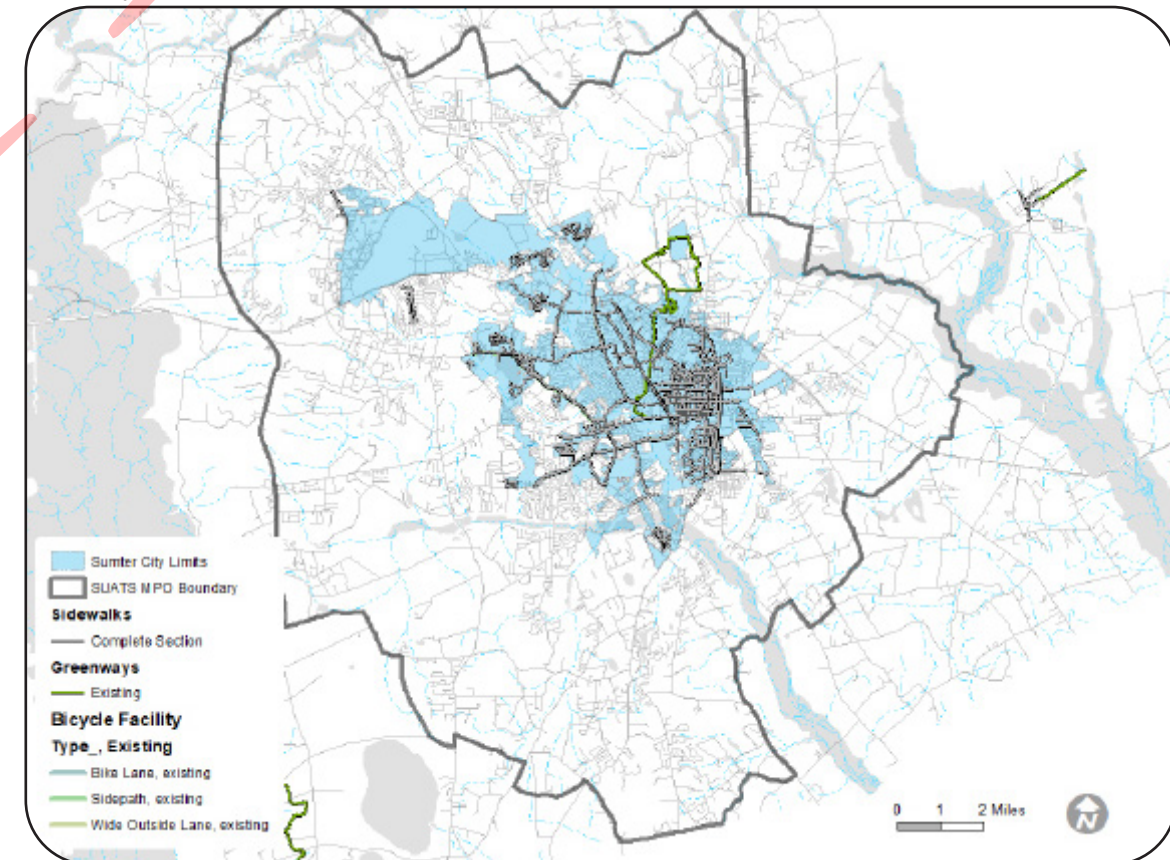
Bicycle and pedestrian infrastructure (sidewalks, bicycle facilities, and trails) primarily exist in and immediately around the City of Sumter. As of 2022, there are currently 157 miles of existing sidewalk. Many streets have sidewalk on both sides, which provides pedestrians greater access and fewer potential conflicts with cars. The lack of sidewalks outside the downtown core limits pedestrian access across the study area and induces more motor vehicle trips, even for trips to nearby destinations.

Increasing walk and bike infrastructure is an important objective towards achieving transportation safety, making it important to place emphasis on improving the pedestrian and bicycle network. While pedestrian and bicycle crashes make up less than 1% of the total crashes reported for the Sumter area between 2016 and 2020, these crashes comprise nearly 14% of all serious or fatal injury crashes. This accounts for 33 of 238 crashes that resulted in a fatality or incapacitating injury involving a pedestrian or bicyclist.

Connected bicycle networks have emerged as one of the most important ways to encourage, support, and expand bicycling for people of all ages and abilities. For people to choose to ride a bicycle, they must feel comfortable at each step of their trip. There are four existing on-street bicycle facilities within the study area, bike lanes on McCrays Mill Road and Alice Drive and a side path on Loring Mill Road/Patriot Parkway.

Several greenways and trails have also been built, including the Cypress Trail, Shot Pouch Greenway, portions of the statewide Palmetto Trail, and a network of bicycle, horse, OHV and hiking trails in the Manchester State Forest.

Map T-4 - Bicycle and Pedestrian Infrastructure



Source: SUATS

## Freight

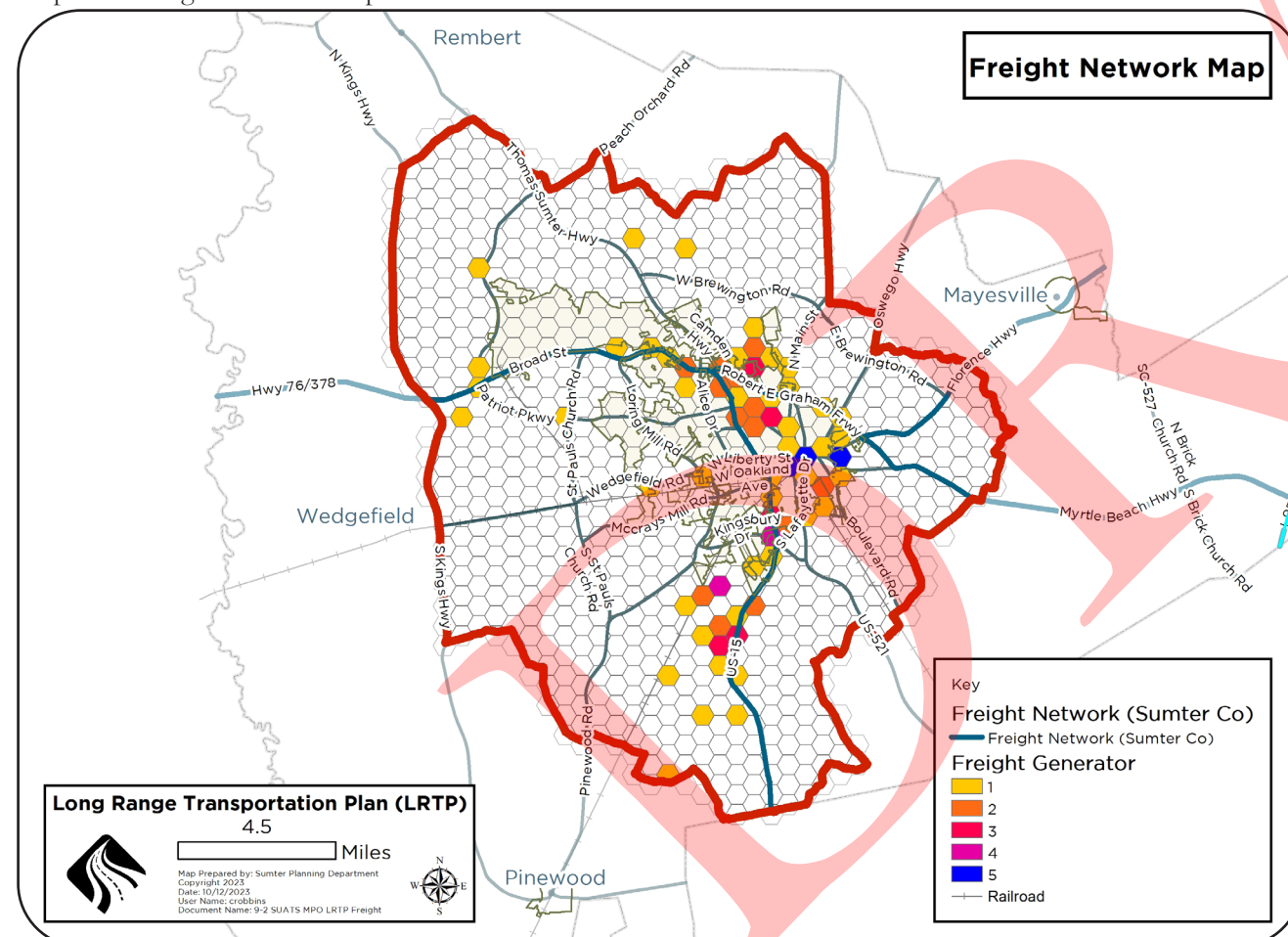
Freight movements originating in Sumter travel via the region's US routes and major arterials to interstate highways located outside the MPO. Sumter County is located in a triangle formed by three interstates: I-95, I-20, and I-26.

The primary north-south route is US-15, which connects Sumter to I-20 to the north and I-95 and I-26 to the south. Live Oak Industrial Park, the region's largest industrial park, is directly adjacent to US-15 south of the City of Sumter. In addition, Black River Industrial Park, the region's second largest industrial park, is located close to US-15 north of the City of Sumter.

US-521 provides an alternate connection to I-20 to the north and I-95 and I-26 to the south. Continental Tire Americas has established a large manufacturing facility adjacent to US-521 south of the City of Sumter within the last 10 years. Sumter's economic development agency is actively working to establish a third major industrial park for the region, known as Pocatigo Industrial Park.

Movements east and west rely primarily on US-378/76, which connects Sumter to Columbia to the west and I-95 to the east, before continuing to Myrtle Beach to the east. Sumter's oldest industrial zone, located immediately to the east of the Central Business District, is accessible to US-378/76.

Map T-5 - Freight Network Map



Source: SUATS

## Rail

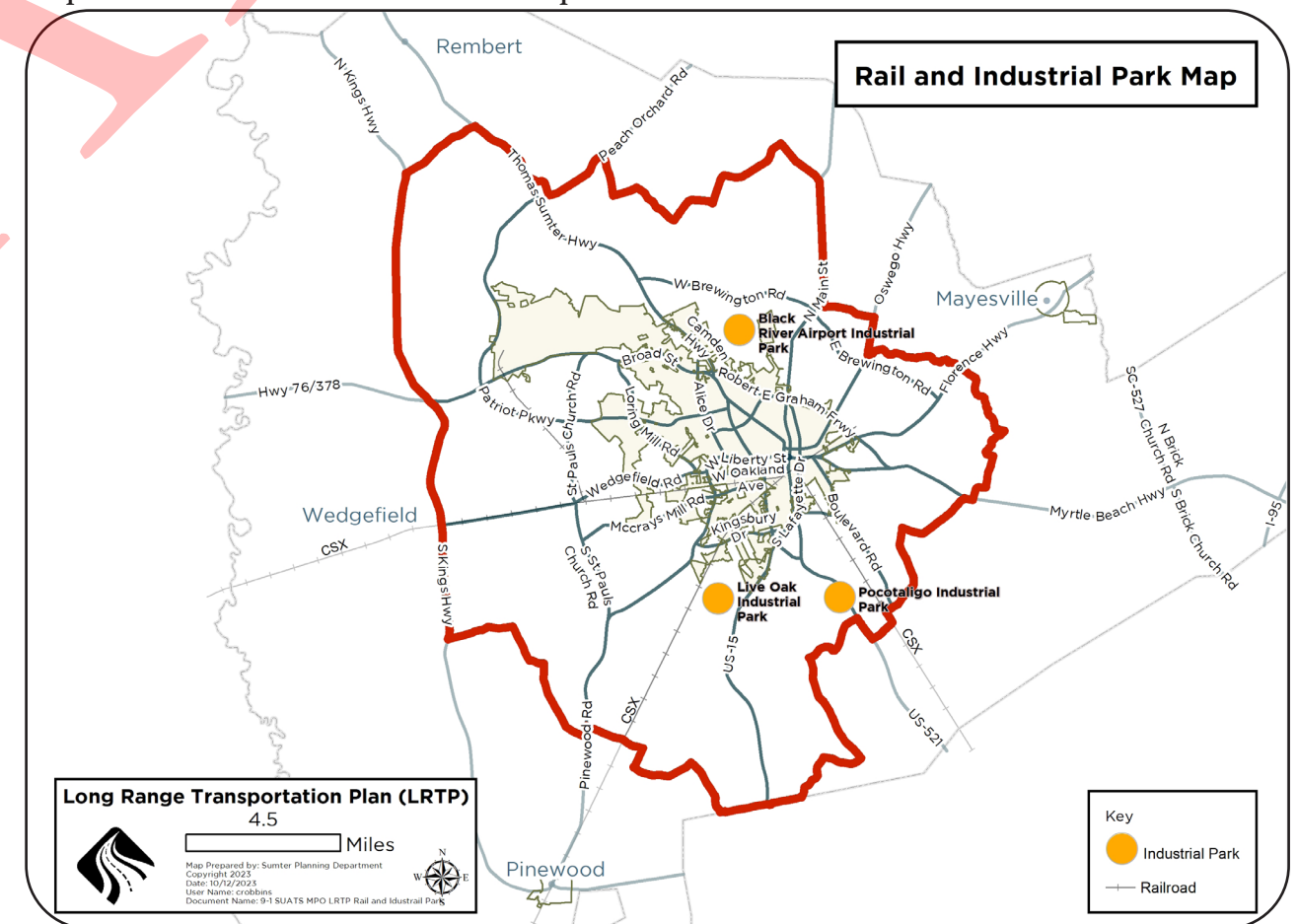
The existing rail network in the Sumter area includes track owned and operated by two major railroad companies (CSX Corporation and Norfolk-Southern Railway Company) as well as the U.S. government.

CSX Corporation provides freight rail service to the heart of Sumter with three railroad lines approaching downtown from the south, southwest, and west. These lines are part of the company's 1,300 miles of railroad in South Carolina that links Sumter with the state's major cities. The more than 22,000 miles of CSX track that blanket the eastern United States connect Sumter to major cities from Canada to southern Florida and as far west as St. Louis.

The Norfolk-Southern Railway Company has a single line just west of the study area that runs north to Columbia and south to Charleston. Like CSX, the Norfolk-Southern line is part of an extensive network of more than 21,000 miles of railroad that connects Sumter with points across the eastern United States.

The final link in the area railroad network is owned and operated by the U.S. Air Force. The line owned and operated by the Air Force includes a 5-mile railroad spur that connects Shaw AFB with the east-west CSX line at Cane Savannah just west of the city limits. The line's sole purpose is to transport jet fuel to Shaw Air Force Base.

Map T-6 - Rail Line and Industrial Park Map



Source: SUATS

## Transportation Planning

In Sumter, transportation planning is led by the Sumter Area Transportation Study (SUATS) Metropolitan Planning Organization (MPO). SUATS is responsible for facilitating transportation planning in the urban area of the community, which represents a 225 sq. mi. circle in the center of Sumter which contains ~85% of the county's population. For the ~440 sq. mi. rural area of Sumter County outside the SUATS MPO boundary, transportation planning is led by SLCOG, a multi-representative regional planning and advocacy organization.

In November of 2023, the SUATS Policy Committee adopted the **SUATS 2050 Long Range Transportation Plan**. The **Santee-Lynches Regional Long Range Transportation Plan (Forward 2050)** was adopted in June of 2024.

Each document sets forth a transportation planning vision for their respective jurisdictions. The plans include multi-modal, environmentally sensitive approaches focused on mobility, safety and efficiency. The documents are fiscally constrained and include specific prioritized transportation improvement projects. Both also stress land use compatibility and collaboration with any future transportation projects.

**Both the SUATS 2050 Long Range Transportation Plan and the Santee-Lynches Regional Long Range Transportation Plan (Forward 2050), including any future amendments within the planning horizons of these documents, are incorporated by reference.** Selected goals and policies of each document are repeated along with new policies and amendments for proper insertion into this document.

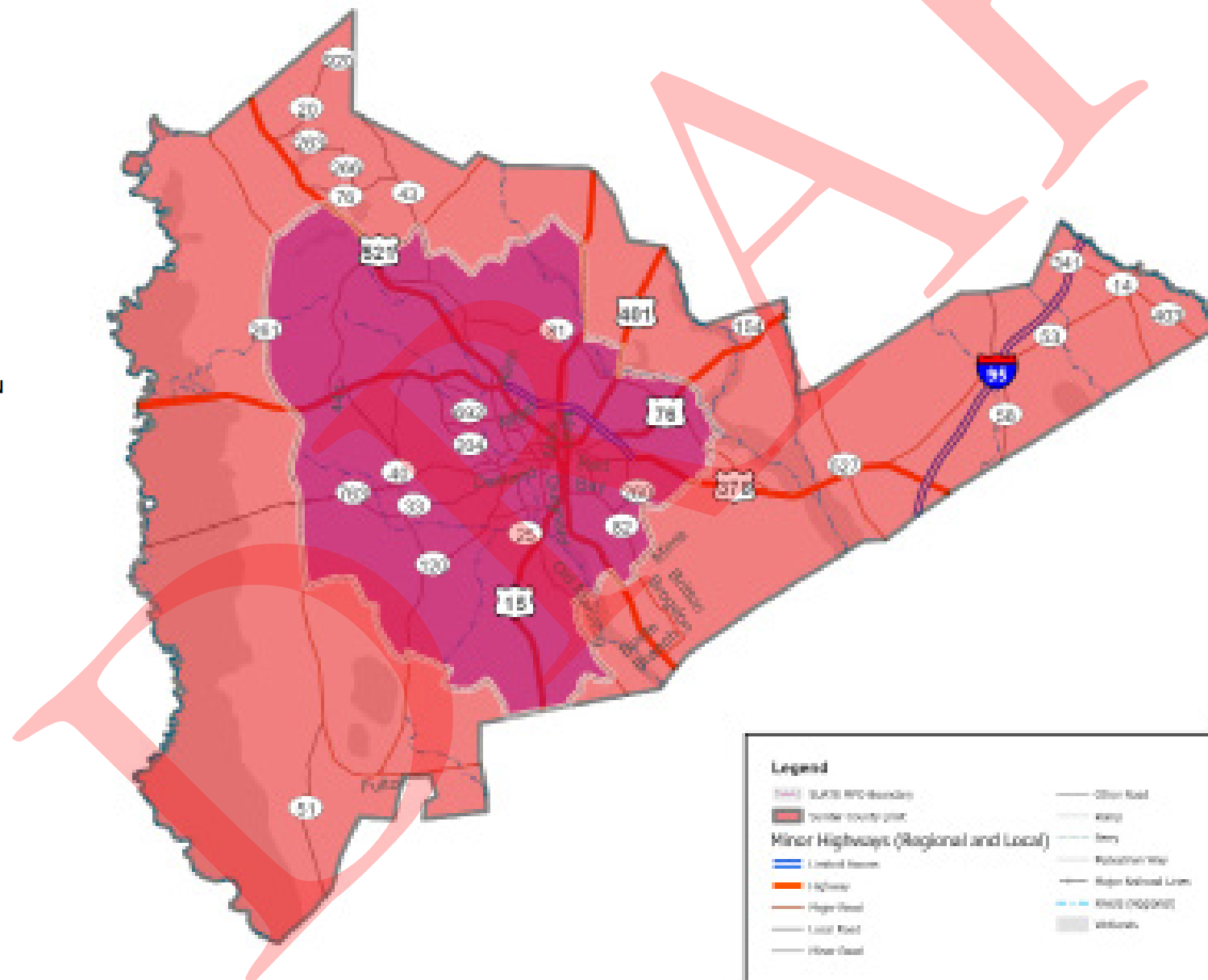
# FORWARD 2050

SANTEE-LYNCHES REGIONAL  
RURAL LONG RANGE TRANSPORTATION PLAN



A 25-YEAR TRANSPORTATION PLAN  
FOR THE SANTEE-LYNCHES REGION OF SOUTH CAROLINA

Adopted by the Santee-Lynches Regional Council of Governments  
Board of Directors  
June 3, 2024



# Transportation Policies

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



Photo: Resurfacing and striping on Council St.



Photo: Downtown Sumter



Photo: Shot Pouch Greenway at N. Guignard Dr.



Photo: SWRTA Paratransit Services

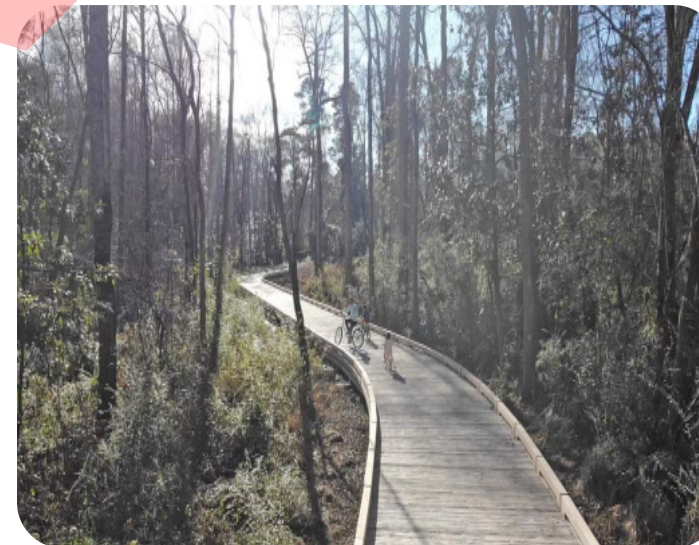


Photo: Shot Pouch Greenway at Swan Lake-Iris Gardens



Photo: Installation of Stop Sign