

# Transportation Element

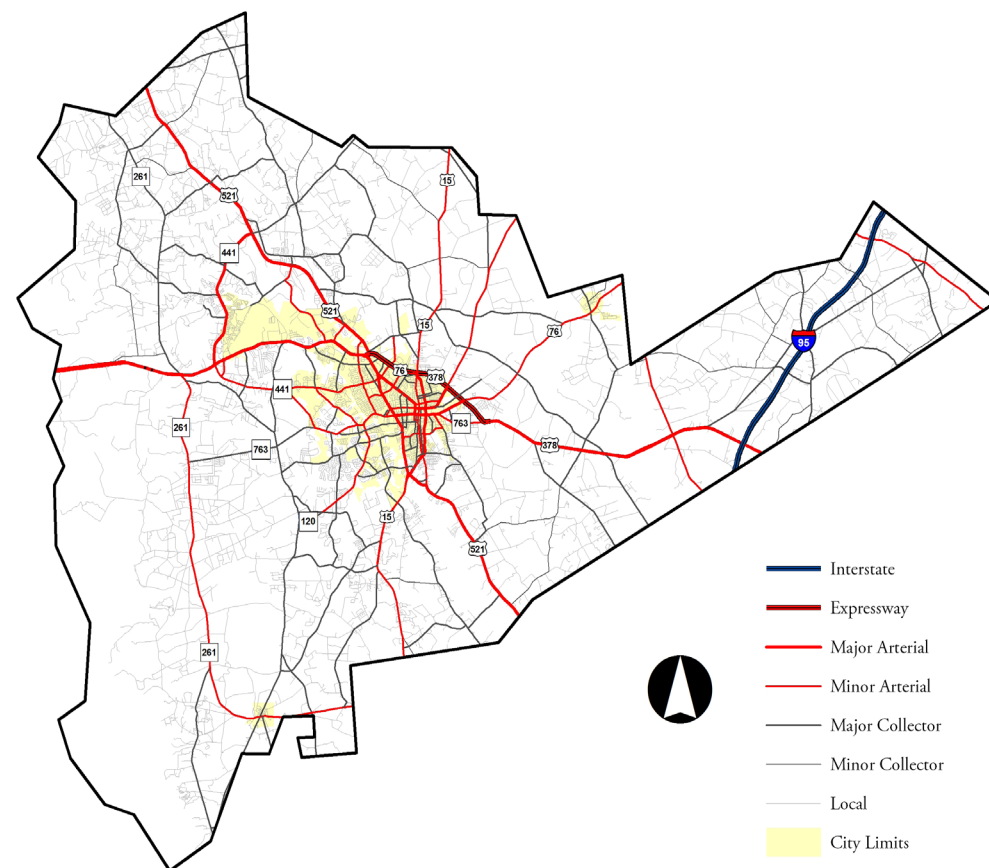
The Transportation Element considers Sumter's entire transportation system from interstates to rural dirt roads; from neighborhood sidewalks to designated bike routes; from connectivity to transit alternatives. This element incorporates priority improvements, access, and capacity into the land-use planning 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.

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

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.

Map T-1 Road Functional Classification Map



Source: SCDOT & SUATS

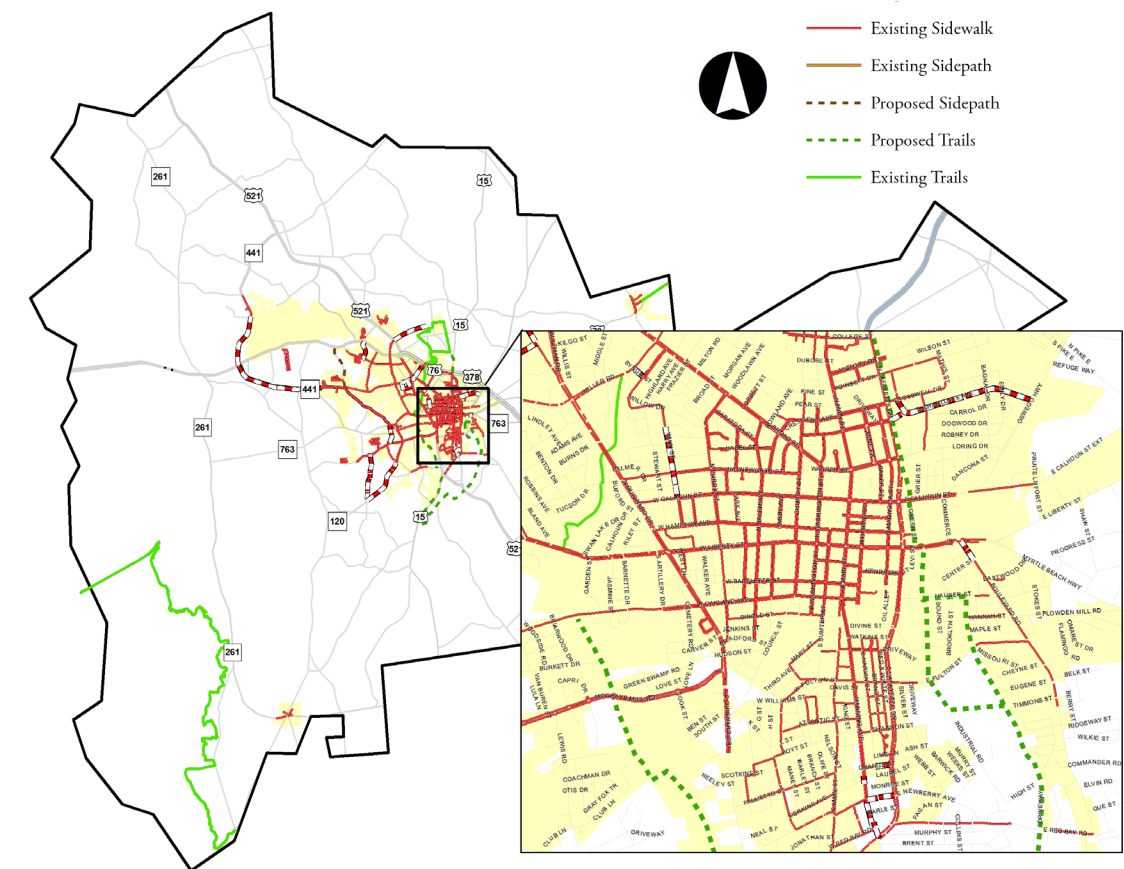
I-95, the only interstate within County boundaries, is located approximately 15 miles east of the City of Sumter. I-95 is a major east coast highway that directly links Boston in the north and Miami in the south. US 378 is Sumter's major east/west route providing access to the City of Columbia to the 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 I-95 to the north and alternate connections to I-95 to the 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.

## Sidewalks, Trails, & Paths

Bicycle and pedestrian infrastructure (i.e., sidewalks, bicycle facilities, and trails) primarily exist in or near the City of Sumter. A large majority of the existing sidewalk network is in the historic city core that includes the downtown area and surrounding neighborhoods.

Map T-2 Pedestrian Infrastructure Map

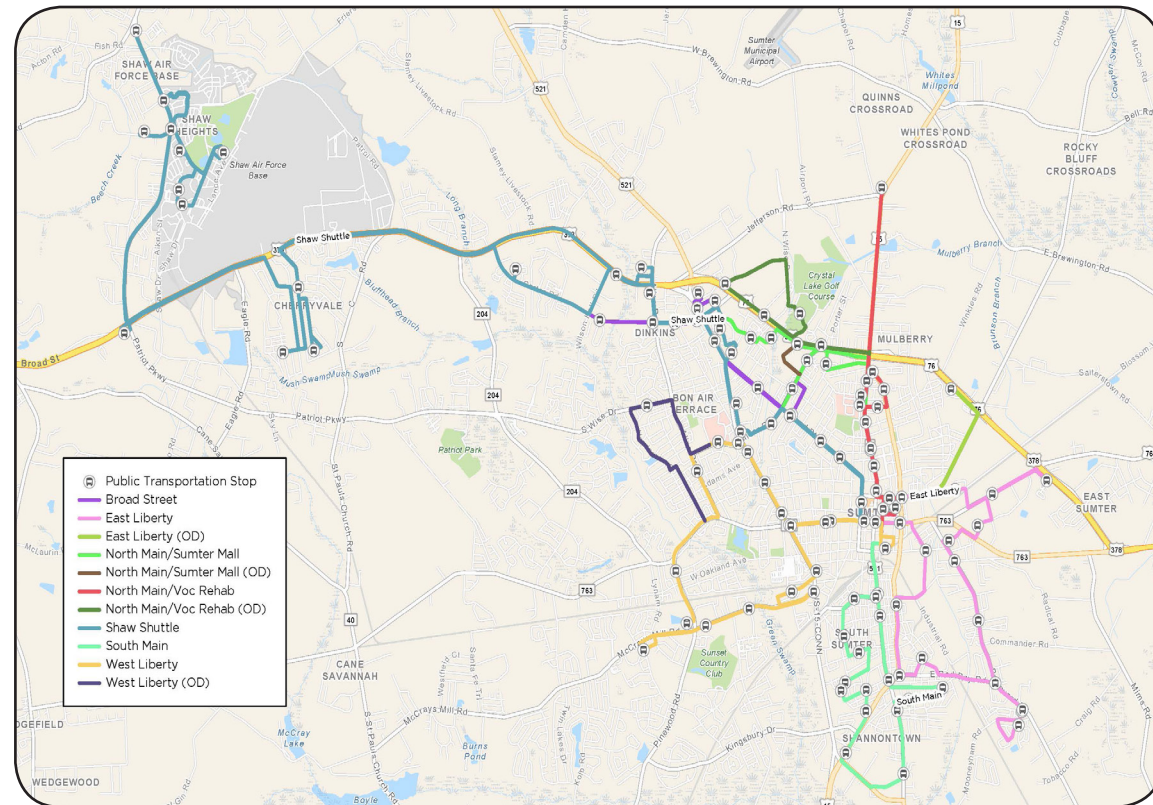


Source: SUATS 2045 LRTP

## Public Transportation

The Santee Wateree Regional Transportation Authority (SWRTA) offers fixed route and ADA service in the City of Sumter, and para-transit services throughout the City and the County. 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”.

Map T-3 SWRTA Public Transit - Fixed Routes



Source: SWRTA

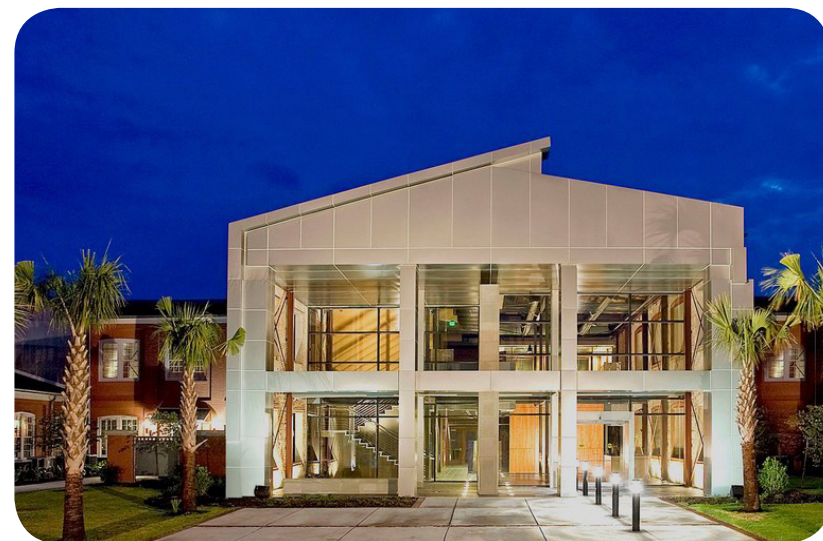


Photo: James Clyburn Intermodal Transportation Center

## Transportation Planning

By and large, this element is reliant upon recent transportation planning processes. In Sumter, rural transportation planning is led by the Santee Lynches Council of Governments (SLCOG), a regional, multi-representative, planning and advocacy organization. Members of both Sumter City and County Councils sit on their Board of Directors. Through SLCOG’s administration and guidance, the **Santee-Lynches Regional Long Range Transportation Plan (Forward 2045)** was adopted in June of 2019.

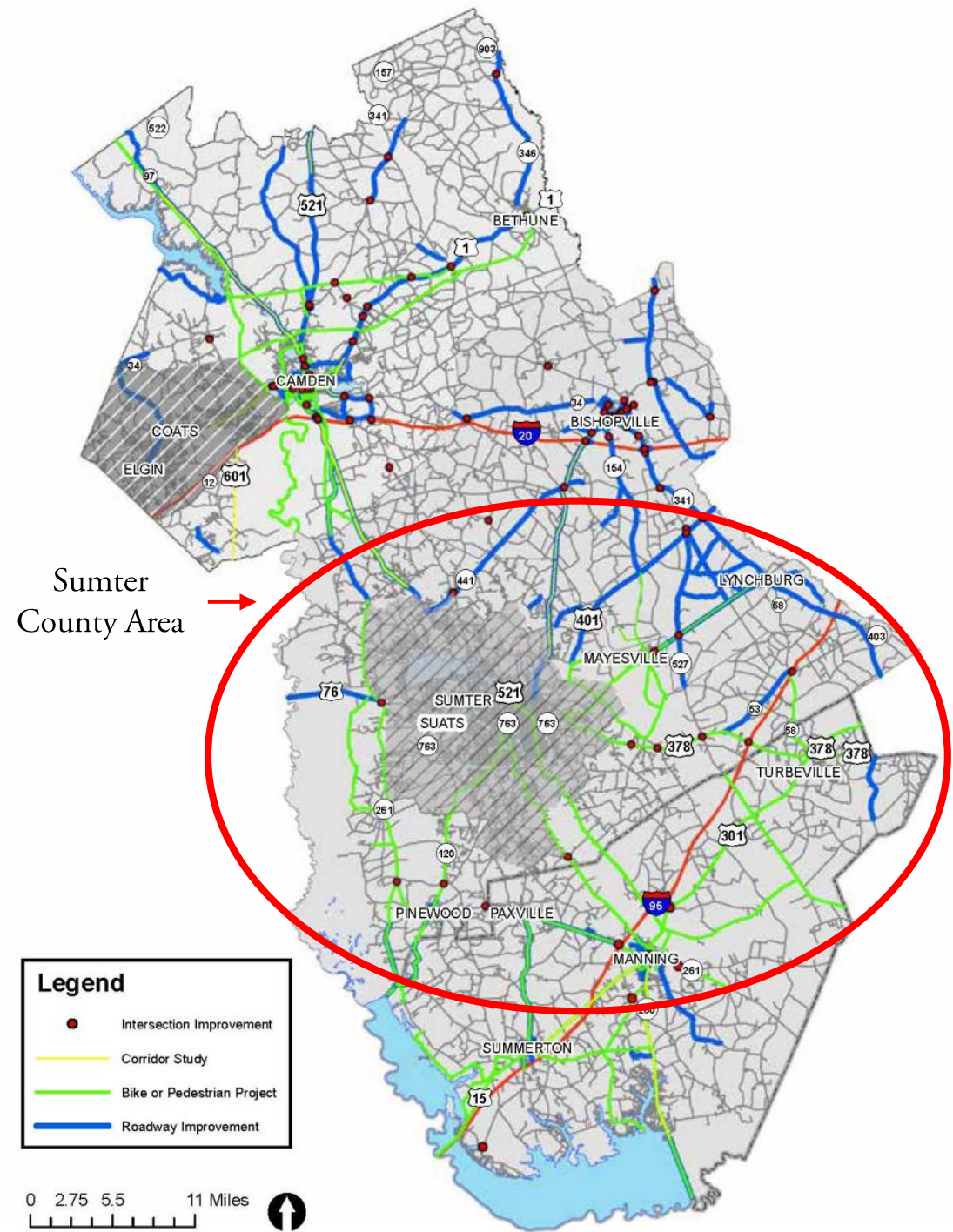
The Sumter Area Transportation Study (SUATS) Policy Committee is charged with transportation planning in the more urban area of the community. Also referred to as a Metropolitan Planning Organization (MPO), SUATS is comprised of community elected leaders including three members of the State Legislative delegation. In November of 2018, the **SUATS 2045 Long Range Transportation Plan** was adopted.

Each document sets forth a transportation planning vision for the urban area of the City and County (SUATS) and the rural portions of the County (SLCOG). 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.

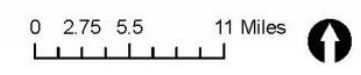
**Both the SUATS 2045 Long Range Transportation Plan and the Santee-Lynches Regional Long Range Transportation Plan (Forward 2045), including any future amendments within the planning horizons of these documents, are incorporated by reference.** Selected goals and policies of each document are repeated along with new policies and amendments for proper insertion into this document.



Map T-4



- Legend**
- Intersection Improvement
  - Corridor Study
  - Bike or Pedestrian Project
  - Roadway Improvement

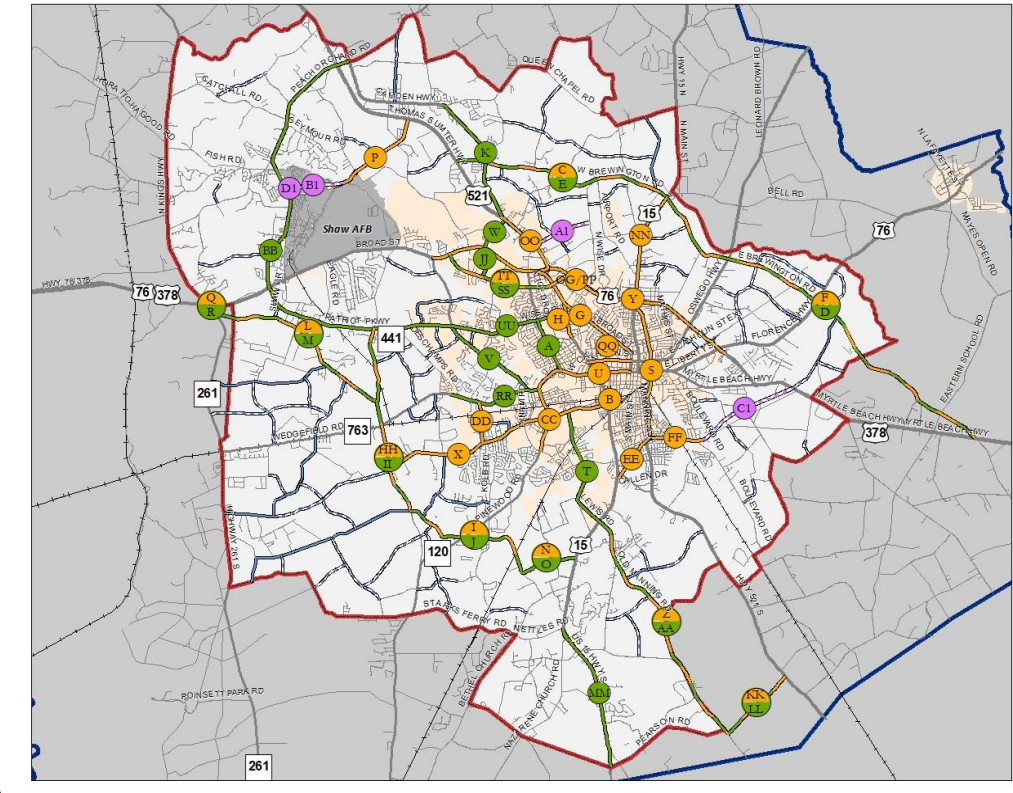


**FORWARD 2045**  
Sumter-Lynchburg Regional  
Long-Range Transportation Plan  
**Financial Plan and Implementation**  
CHAPTER 9

Performance Measures: Financial Plan, Public Transportation, Freight, Bike and Pedestrian, Roadways, Region Overview, Public Engagement, Trends and Technologies, Introduction and Process Overview

Source: SLCOG Forward 2045 Long Range Transportation Plan pg. 100

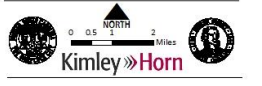
Map T-5



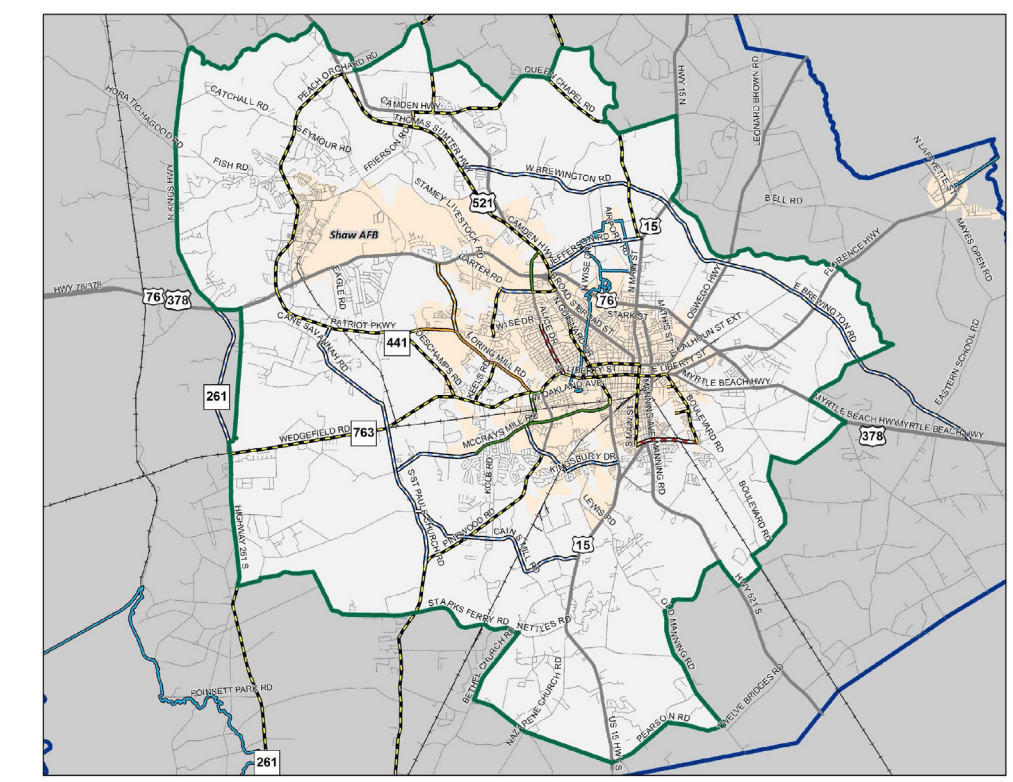
**SUATS**  
Long-Range Transportation Plan

2045  
**Figure 5.2**  
**Recommended**  
**Roadway Projects**

- Projects - Roadways**
- Operational/Design Improvement
  - Widen Existing
  - Proposed New Location
- Projects - Collector Streets**
- Existing Collector Improvement
  - Proposed New Location - Collector
- Railroad
  - Shaw Air Force Base
  - City Limits
  - SUATS Study Area Boundary
  - County Boundary



Map T-6



**SUATS**  
Long-Range Transportation Plan

2045  
**Figure 6.2**  
**Existing and Proposed**  
**Bicycle Facilities**

- Existing Sidewalk
- Proposed Sidewalk
- Existing Bike Lane
- Proposed Bike Lane
- Proposed Wide Outside Lane
- Proposed Paved Shoulder
- Proposed Signed Route
- Existing Trail
- Railroad
- City Limits
- SUATS Study Area
- County Boundary



## Transportation Policies

1. The City and County endorse the SUATS 2045 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 Transportation Plan and the Land Use Plan should be coordinated. 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 foresee a safe transportation system for all users by focusing improvements to the most hazardous intersections (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 for better visual appearance.
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.



Photo: North Wise Dr. Road Construction



Photo: Sidewalk Construction on Liberty St.