



HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT



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“Calhoun is one of the busiest roads through the historic district---as well as one of the prettiest drives for a main road. I don't mind driving a little bit slower through there for that reason.”



- Survey Respondent



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Hampton Park Historic District: Context and Issues

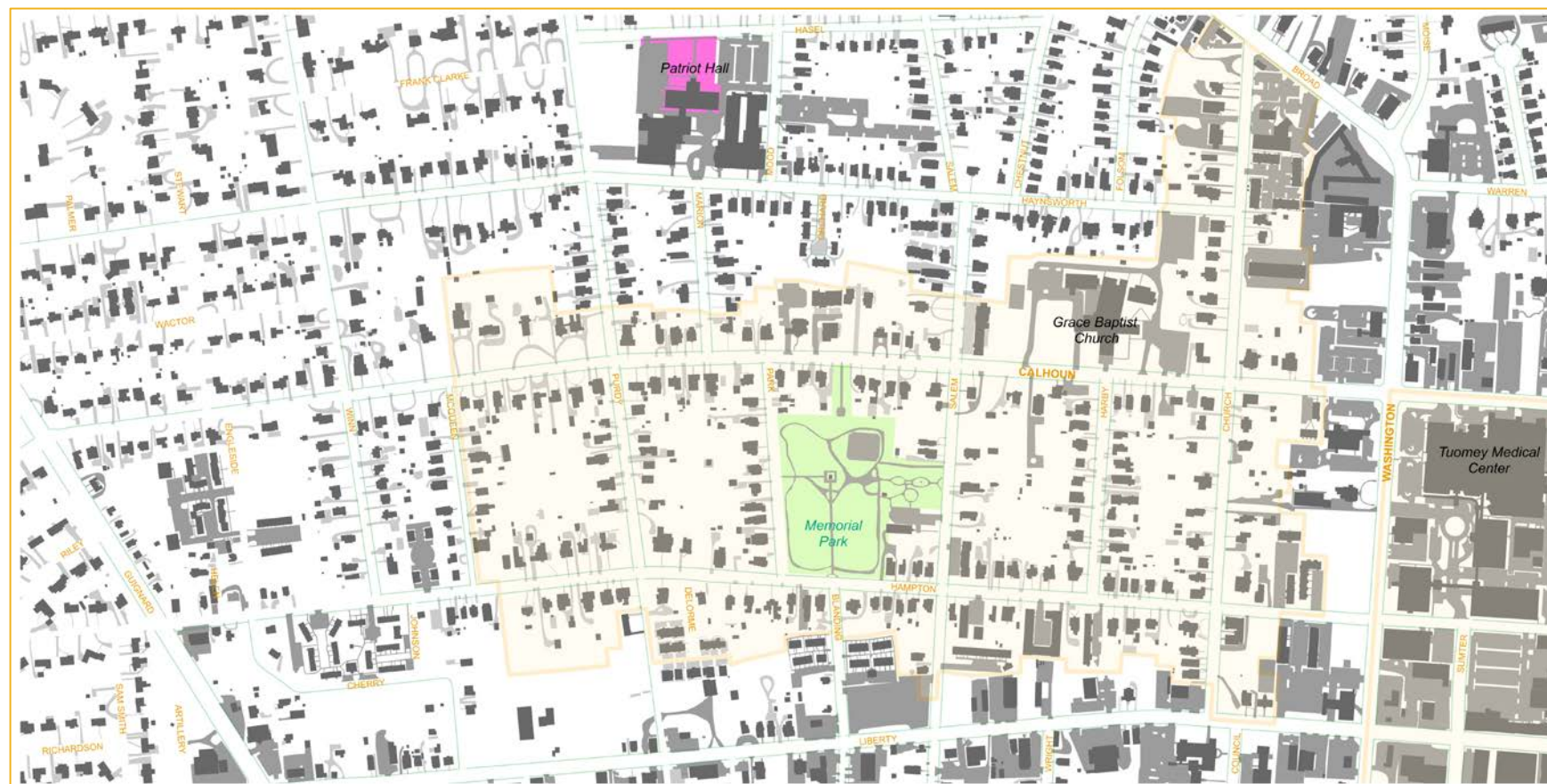
"I am concerned about the crosswalk in front of the hospital. I am an employee of Tuomey, and feel I am risking my life every day...because people do not pay attention to pedestrians."

- Survey Respondent

The Hampton Park Historic District was established by the Sumter City Council in 1979 and remains the City's only primarily residential historic district. Overall, this area encompasses 120 acres and 268 parcels. Church Street defines the District to the east, Hampton Avenue to the south, and McQueen Street to the west. The boundary extends beyond Calhoun Street to the north and also includes the blocks of Church Street as far north as Washington Street.¹ While the primary focus of this study was Calhoun Street due to its much higher volumes of traffic and direct linkage to the Tuomey Medical Center and downtown, the City and general public requested that other streets in the Historic District also be addressed in this report.

As the downtown core adjacent to the Hampton Park District continues to grow, traffic pressures are likely to increase. Residents of the District have voiced concerns about speeding and noise from ambulances and other vehicles. An important part of the objective of this study was to refine these issues for Calhoun Street, if possible, through focus groups, surveys, and public meetings. The consultant retained for this assignment, Stantec Consulting Services Inc., conducted extensive field surveys that included assessments of lighting levels, crash rates (supplied by Sumter/SCDOT), traffic volumes (Sumter/SCDOT), six intersection turning movement counts, floating car studies, and speed studies. Focus groups were

conducted with residents of the community, staff at the Tuomey Medical Center, emergency response personnel, law enforcement personnel, fire department personnel, and local planning staff. Two public meetings were conducted, one on September 1st to help refine issues and the other held on December 8, 2015 to review the proposed recommendations and receive feedback. The Appendix contains all of this information, but the following pages identify key highlights from the research phase of the Project.



Hampton Park Historic District and West Calhoun Street Study Area

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

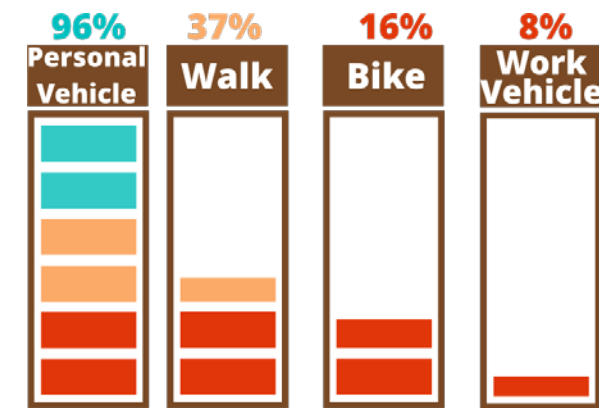
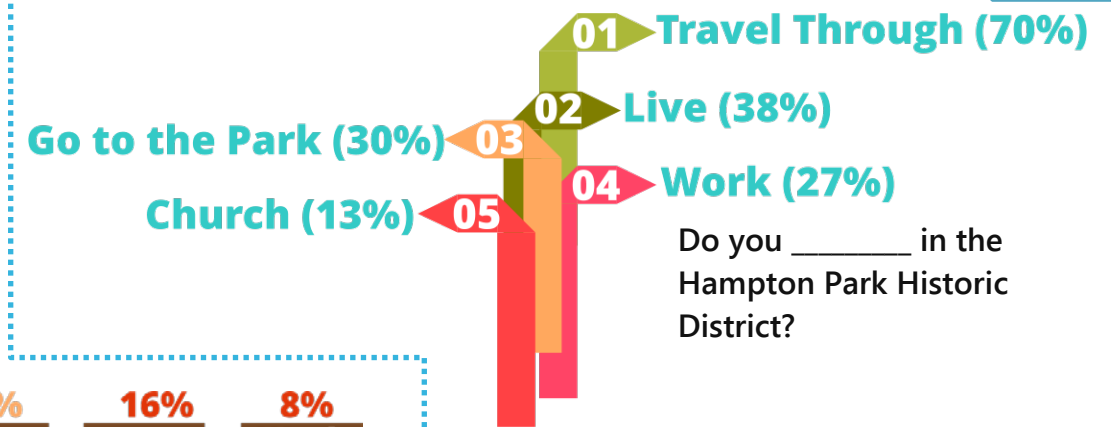
Volume/Traffic Type. A "No Thru Truck" prohibition sign is posted on West Calhoun Street at Guignard; however, some smaller trucks (2-3 axles), garden trailers, and two ambulances did pass through this area. The highest total volumes recorded from recent counts were 4,700 vpd to 5,000 vpd on West Calhoun Street. Church Street was next (1,700 vpd-2,000 vpd) with other streets in the area averaging less than 1,000 vpd.

Intersection Performance. The project team conducted intersection counts for a one-hour period in the morning and evening peak periods at six intersections (Sumter staff subsequently counted Church Street and West Calhoun Street). No substantial delays exceeding a single cycle were observed, with the heaviest volumes on Guignard at West Calhoun Street.

Crash Data. Historic crash data indicated that several intersection locations, including North Purdy, North Salem and Guignard were high-crash intersections. North Purdy and Calhoun and North Salem and Calhoun were the two most prominent crash clusters inside the corridor, although the intersection of Guignard / Calhoun, which has a much higher total volume going through the intersection, was also noted as a high-crash location. Crash types indicated an expected distribution of rear-end (STOP-controlled intersections) and failure to yield (signal-controlled intersections) causes. No fatalities were recorded between 2010 and 2015.

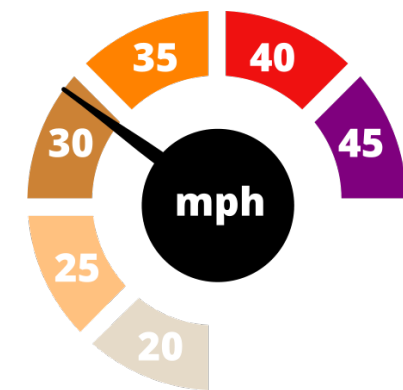
Pass-Through Traffic. During the data collection period, the project team conducted fifty-seven floating car studies, i.e. where one or more cars were "trailed" through the corridor entering either from Washington or Guignard. Fifty-six percent (56%) of vehicles starting at one end went all the way through the corridor; 44% were local trips with a destination or turn off of Calhoun Street.

Survey Results. As part of the study, the project team released a survey that was answered by 277 respondents. The graphics at right summarize the responses; the Appendix contains a complete count of all responses. Generally, people felt that speeding was the number one issue, but that the posted speed was adequate. Car use was the predominant mode of travel in the corridor, with many of the respondents passing all the way through en route to another destination outside the Historic District.



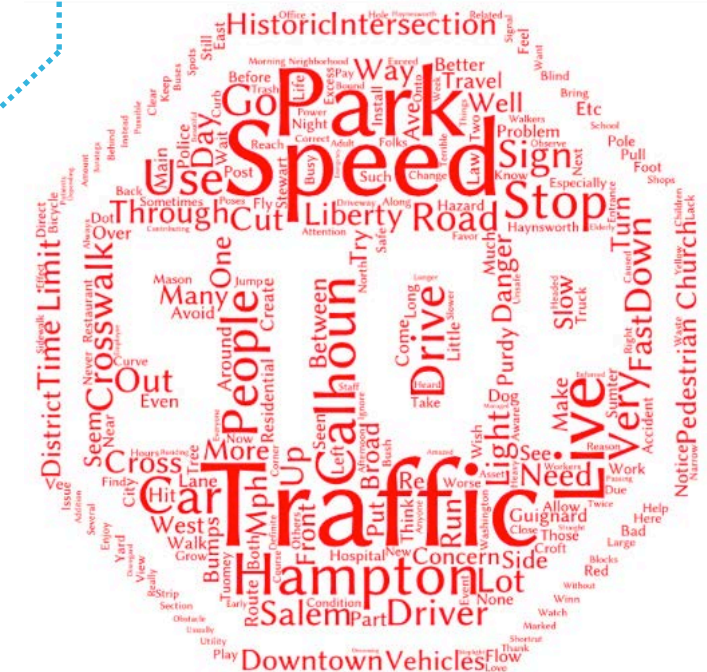
Which mode do you use for traveling in the District?

What is the appropriate speed on West Calhoun Street?



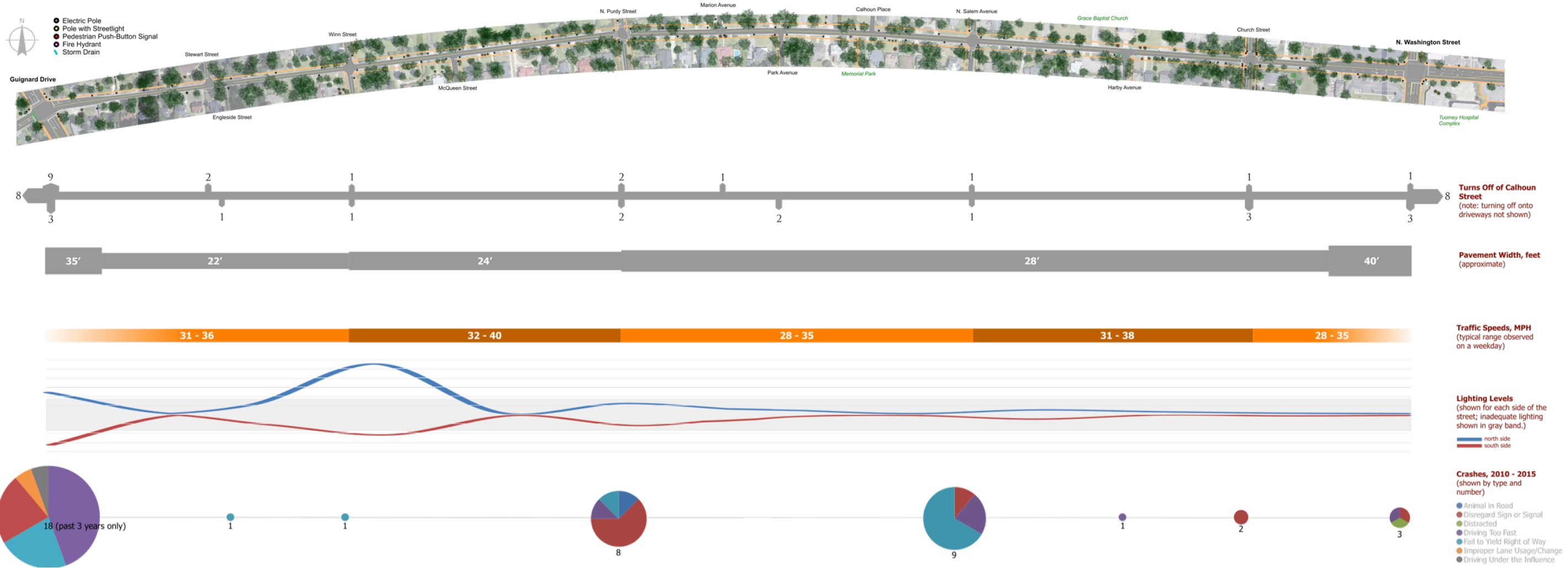
71%
Driver behavior somewhat or definitely poses a threat to others

Comments from surveys





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Existing Conditions, West Calhoun Street

The above graphic is a reduced version of one shown at the first public meeting (September 1st), with a corrected crash count for Guignard/West Calhoun Street. Reading down, the graphic explains the number of people turning in or going through the corridor, provides pavement widths, evaluates typical speed ranges of cars, indicates lighting conditions for the north and south side of West Calhoun, and displays the number of crashes. Overall, speeding is moderate along the corridor, though areas in the middle of the corridor did have higher speeds.

Pavement widths widen towards the east end and also at major intersections. As noted, 44% of people entering at either end of the corridor stop or turn along Calhoun, while 56% go all the way through. In terms of lighting, coverage is almost universally poor, with existing street lighting often obscured by trees. Crashes are notable at signalized intersections (where volumes are higher) but also at N. Salem Street.

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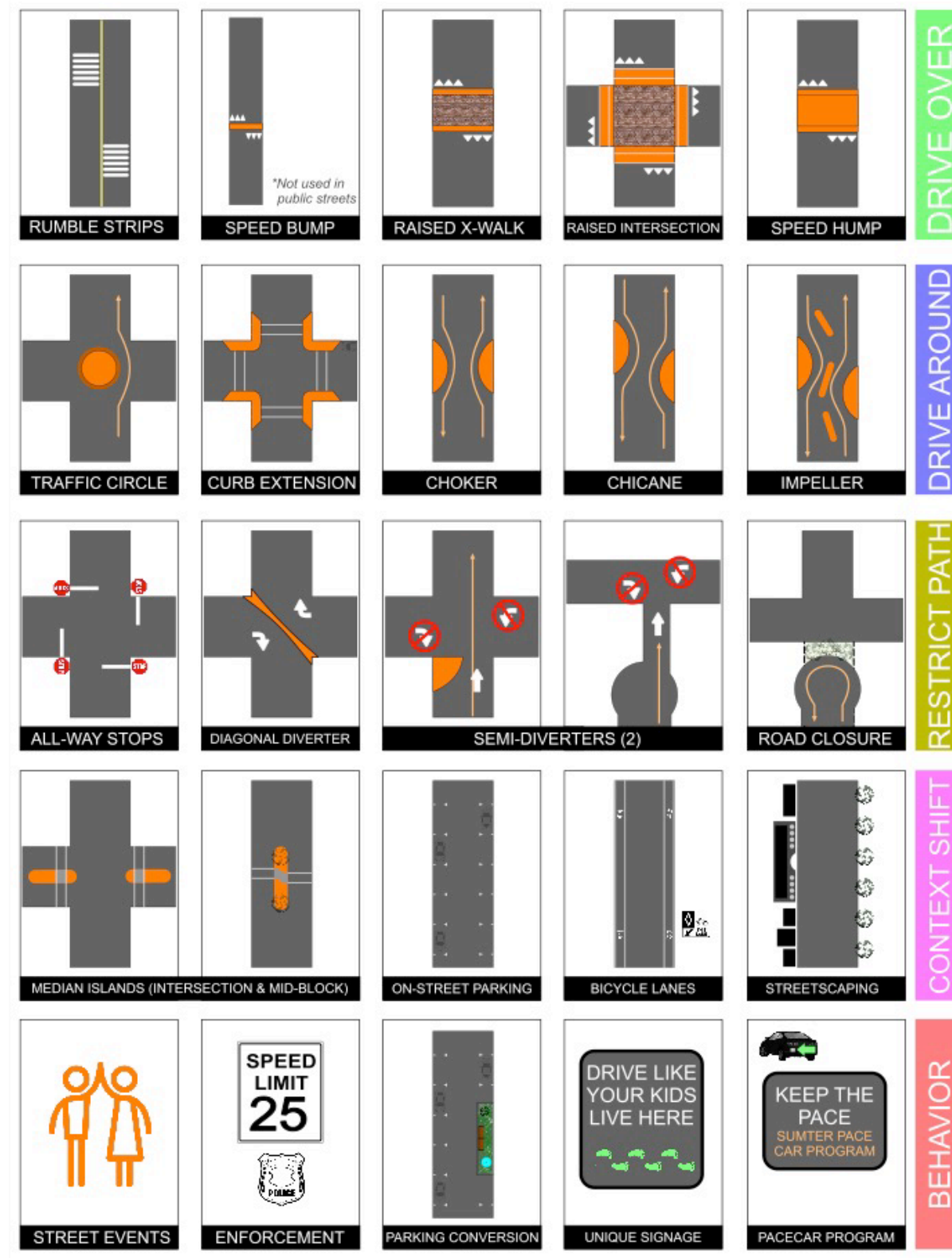


Summary of Issues

The following statements summarize some of the key concerns identified during the initial exploration phase of the study. It should be noted that there are differing opinions expressed by some members of the public and that there is variability in the data (for example, vehicular speeds) that make generalizations challenging.

- The community described speeding as the premier issue of concern along the corridor. Speeding was noted as an issue on West Calhoun Street by survey respondents as well as on other streets (North Purdy, Marion, Church).
- Data collected on speeds for this study, as well as input from local law enforcement, indicate that the majority of people are adhering to, or are within, five miles per hour of the 30 mph speed limit now posted on West Calhoun Street. Hence, while speeding is the predominant concern in the area, the speeds observed are within a range that is expected given the design of Calhoun Street.
- The number of people traveling all the way through the West Calhoun Street corridor is moderate, with total volumes of 5,000 vpd and 56% of automobiles studied going all the way through from end to end (Guignard to North Washington or vice-versa).
- Public comments concerning the acceptability of various traffic calming measures at the public meeting on September 1st were diverse, but several people did not like vertical measures (e.g. speeds humps or raised intersections), which can prove challenging for the ambulances that sometimes use West Calhoun Street.
- Many people expressed an interest in improving Liberty and Guignard to create a better route into downtown.
- Landscaping and appearance were also important to people.
- Parking issues were cited as a problem, both along West Calhoun Street and elsewhere (Hampton Avenue).

The following recommendations address these issues, emphasizing the context and character of West Calhoun Street and the Historic District generally.



This handout was shown at the September 1st public meeting, with the consultant providing detail on various types of traffic calming measures. Each measure has its advantages and disadvantages. Therefore, the selection of the type of device requires careful consideration and input from the community.



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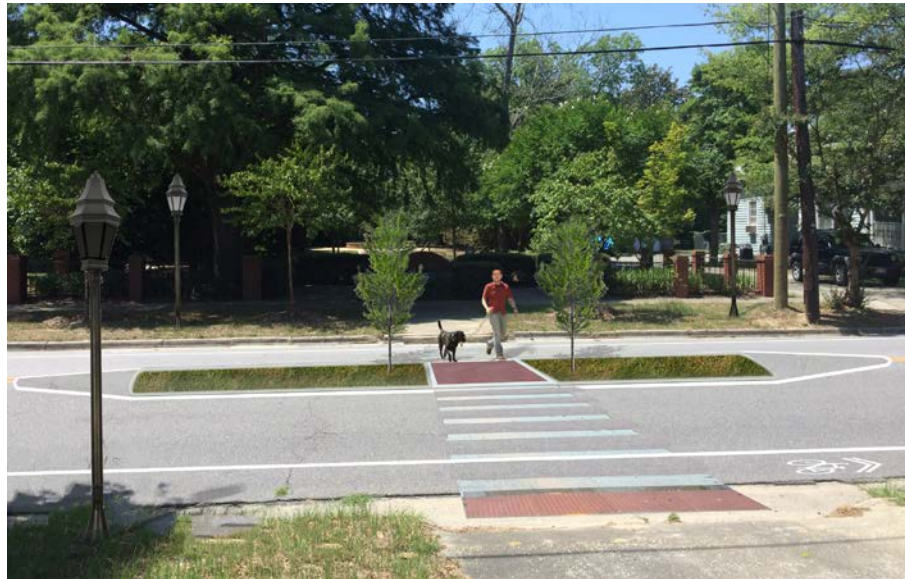
Physical and Program Recommendations

Based on the extensive field review and input from the City staff, the focus groups, the survey, and the public forum, the project team created a two-phase program of recommendations. The first phase can be accomplished quickly and with relatively small expense. The second phase requires more significant construction work, including realigning sections of roadway, creating raised intersections, installing pedestrian lighting throughout the corridor, and installing new sidewalk. Additionally, the study suggests that streets in the Historic District running parallel and perpendicular to West Calhoun Street include new multi-way STOP signs, while improvements to Guignard and Liberty Streets should also be considered to help create a better approach to downtown.

The study team understands that simply lowering a posted speed limit will not noticeably impact actual speeding behavior – field observations and anecdotal comments from the public supported the idea that relatively few people were causing the majority of the speeding concerns. Many of these high-end speeders are likely to be “through” travelers that are using Calhoun and other streets to reach destinations outside of the Hampton Park Historic District. If the Phase II recommendations are constructed, a speed study should be conducted to help determine if it makes sense to further lower the posted speed limit to 25mph.

Since people in cars tend to speed through areas that they don’t identify as neighborhoods, or places where people live, we are also recommending some program options to help further brand the Hampton Park Historic District as a great community place, a place well worth taking a little extra time to move through. With this goal in mind, the project team provided three program recommendations. The first is a City-sponsored “pace car” program that requires participants to drive the speed limit, while displaying a magnetic decal on their cars indicating their participation in the program. The other two programs, Hampton Comes Alive (landscaping and monthly in-the-street events) and a mock installation program (temporary in-street demonstrations of the physical recommendations described in this report), are designed to help people recognize the area as a neighborhood, i.e. a tight-knit community of people that care about the welfare of everyone in the area.

All of the proposed recommendations described in the following pages would require detailed design and coordination with, and approval of, the South Carolina Department of Transportation.

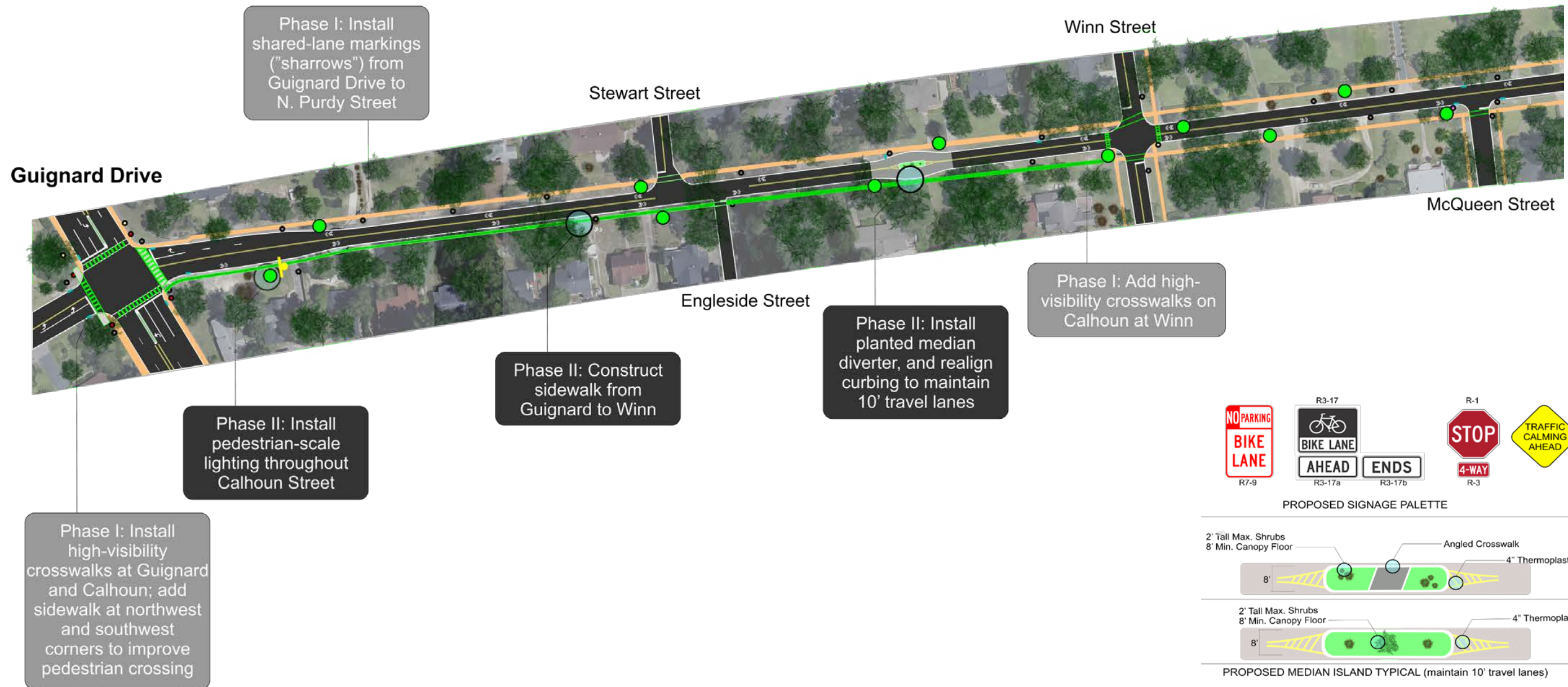


One of the physical changes proposed is the addition of three median diverters. The images at left shown one of the diverters at Memorial Park on Calhoun Street. The existing (top), daytime (middle), and nighttime (bottom) conditions illustrate the key design aspects. For this particular location, a mid-block crossing is suggested, along with high-visibility crossing markings, bicycle lanes and new pedestrian-scale lighting.

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West Calhoun Street Recommendations: Physical Infrastructure (West)



The westernmost section does not have the highest occurrence of speeding, so recommendations are tailored to other conditions, namely the future greenway to the west of Guignard; the major movements across the Guignard and Calhoun intersection; and lack of sidewalk on the south side of the street (to Winn Street). Recommendations call for pedestrian-scale street lighting, shared lane bike markings, new sidewalk, and high-visibility crosswalks. Phase II also sees the installation of a planted median diverter island, requiring the edge of pavement to be reset to maintain 10' travel lane widths.

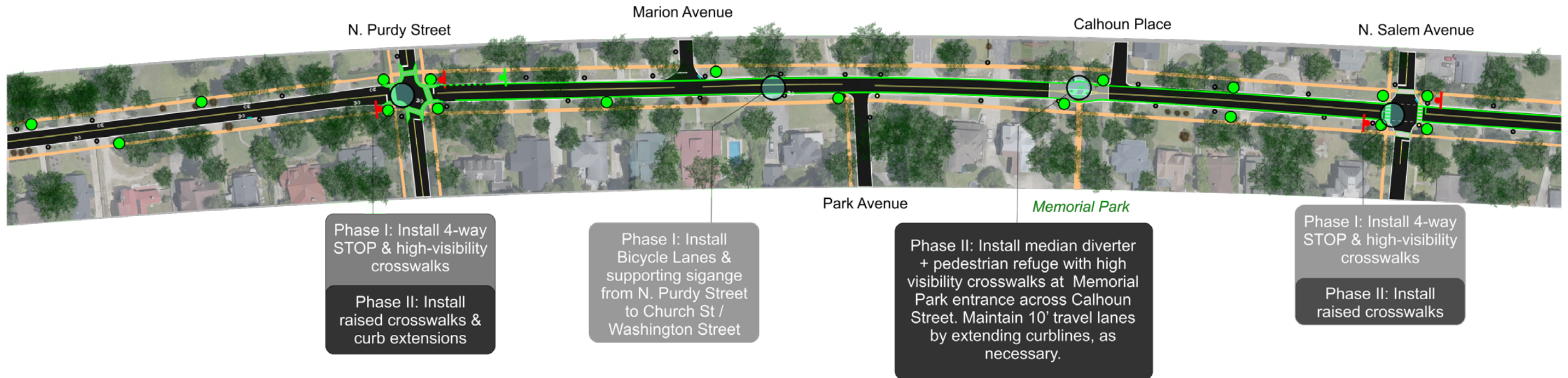
- Electric Pole
- Pole with Streetlight
- Pedestrian Push-Button Signal
- Fire Hydrant
- Storm Drain
- PROPOSED Pedestrian Lighting
- PROPOSED Signage
- PROPOSED Street Marking/Bike Lane
- PROPOSED Raised Crosswalk/Curb Extension



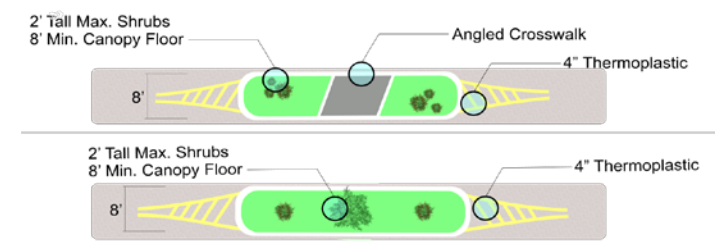


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West Calhoun Street Recommendations: Physical Infrastructure (Middle)



PROPOSED SIGNAGE PALETTE



PROPOSED MEDIAN ISLAND TYPICAL (maintain 10' travel lanes)

- Electric Pole
- Pole with Streetlight
- Pedestrian Push-Button Signal
- Fire Hydrant
- Storm Drain
- PROPOSED Pedestrian Lighting
- PROPOSED Signage
- PROPOSED Street Marking/Bike Lane
- PROPOSED Raised Crosswalk/Curb Extension



As opposed to the Western section, the middle section of West Calhoun Street does have sidewalk along its length and gradually becomes wider. The street is straight, promoting higher speeds especially when the North Purdy Street light is green. Recommendations call for continuing the pedestrian-scale street lighting throughout; inserting a pedestrian island / refuge in front of the Memorial Park entrance; and creating curb extensions (North Purdy) and raised crosswalks to support replacing the signal with a four-way STOP control (note: this action would require an exception to existing policy by SCDOT). The North Salem Street intersection would have textured and colored crosswalk with high-visibility markings across Calhoun Street. This section would also see a transition to bicycle lanes east of North Purdy to help physically limit the operating width of the street without impeding emergency vehicles. A minimum 10' travel lane width is maintained throughout the corridor.

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West Calhoun Street Recommendations: Physical Infrastructure East



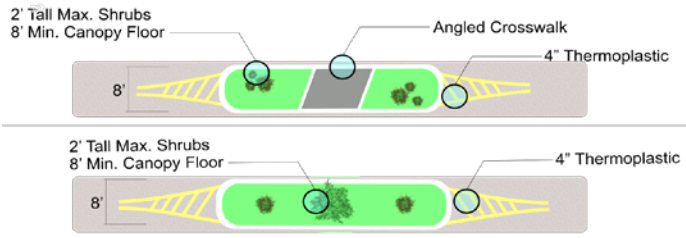
Phase II: Install median diverter and realign curbing to maintain 10' travel lanes

Phase I: Install textured, colored crosswalks at Church Street and Calhoun

Phase I: Install textured, colored pavement at Washington Street; signage for Traffic Calming Ahead notification



PROPOSED SIGNAGE PALETTE



PROPOSED MEDIAN ISLAND TYPICAL (maintain 10' travel lanes)

- Electric Pole
- Pole with Streetlight
- Pedestrian Push-Button Signal
- Fire Hydrant
- Storm Drain
- PROPOSED Pedestrian Lighting
- PROPOSED Signage
- PROPOSED Street Marking/Bike Lane
- PROPOSED Raised Crosswalk/Curb Extension

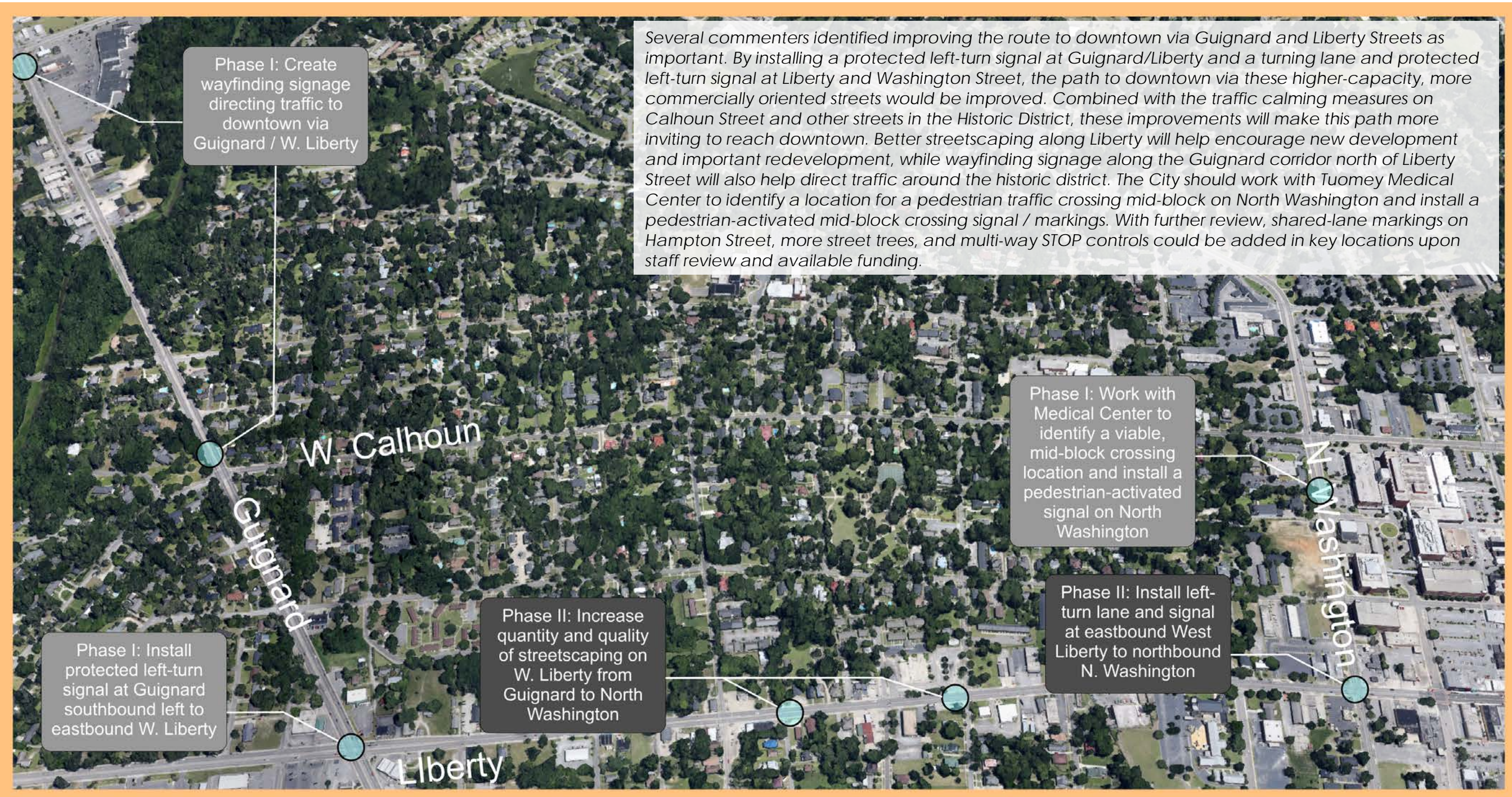


The east section of West Calhoun Street continues the pedestrian-scale lighting recommendation, increasing the density of lighting slightly to account for higher traffic and pedestrian volumes close to the commercial end of the corridor. The third recommended median island/diverter is located just west of Church Street to discourage high-speed approaches to the intersection from the west. The eastbound bicycle lanes end at Church Street, and westbound lane begins just past North Washington Street. The recommendation at the North Washington Street and Church Street intersections with Calhoun is to install textured, colored crosswalk treatments. "Traffic Calming Ahead" warning signage (black-on-yellow background) will be required at both the west and east ends of the corridor.



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Area-Wide Recommendations, part I





Area-Wide Recommendations, part II





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Recommendation: Programs

Pace Car Program. A pace car program is designed to encourage residents of the Hampton Park community to formally pledge to drive the speed limit; once one car drives the speed limit, each car driving behind them also drives the speed limit thereby decreasing overall speeding in the community. Cities like Washington, DC; Durham, NC, and others – including a nationwide effort in Canada – have adopted variations of the Pace Car Program.

The Program is fairly straightforward. Each participating resident of the Hampton Park Historic District that takes a pledge to practice safe and courteous driving will receive a car magnet like the one shown here. A simple pledge form suffices for the commitment from the community member. Depending on the efficacy of this program, Sumter could consider implementing a similar effort city-wide. The Pace Car Pledge might read as follows (adapted from *ParachuteCanada.org*):



HAMPTON PARK HISTORIC DISTRICT

THE APPLICANT SIGNED BELOW IS PART OF THE

Pace Car Program

I pledge to become a Pace Car Driver by caring for others as I drive with courtesy and safety in mind at all times. The goal is to help enforce safe behavior now, and be a model for others to follow.

When I'm Driving I Pledge to:

- Recognize that my driving impacts the livability of other residents, just as theirs impacts mine.
- Agree to drive the posted speed limit on all roads all the time every time.
- Be courteous to all users of the road, including pedestrians and bicyclists.
- Walk, ride a bicycle, ride with others, or take the bus when I can do so.
- Display my Pace Car sticker on the back of my vehicle at all times.

Applicant Signature / Date: _____ / _____

Witness Signature: _____

*Email or Telephone Number for Follow-Up by the City of Sumter ONLY: _____





Hampton Comes Alive! Residents perceive their community as a place to live as well as a place to raise a family. By holding events along the streets periodically (recommended: once per two months, at a minimum), people that drive through the community are exposed to people in the neighborhood, raising the awareness of the neighborhood as a place, not a transportation corridor. This approach works if part or all of a street is shut down for a few hours, drawing further attention to the community – make certain that the closure is properly permitted with the City before scheduling any event. Here are a few quick ideas that Hampton Park’s Historic District can make their own:

- **Tree Planting.** Several people wanted to see more trees – working with the City to identify appropriate species, and even helping do basic maintenance on the planted medians proposed in this report, can be a good day-time activity for green thumbs.
- **Night-time Bowling.** Use glow sticks in bottles of water for pins and rubber balls to create night – or at least dusk – bowling.
- **Chocolate and / or Wine Tasting.** Events like this need minimal advertising or even planning.
- **Ice Cream Social.** Based on the consultant’s field work in August, it’s safe to say that it gets hot in Hampton Park. Having an ice cream social, preferably with several different kinds of ice cream and toppings, is a great way to celebrate the dog days.
- **The Bicycle Parade and the Walk of Fame.** Create a bicycle ride or walk to downtown, reserving a restaurant for your party or just visit your local coffee shop.
- **Movie Night.** Break out the extension cord and find a screen (or a white sheet) and have a movie night, with popcorn, of course.
- **Sidewalk Chalk Art Show.** Invite people out to the street and sidewalk to chalk out their masterpieces, and then have a vote to see which artwork wins a prize.
- **Glamping.** S’mores, hot dogs and tents can help bring people together in unexpected ways.





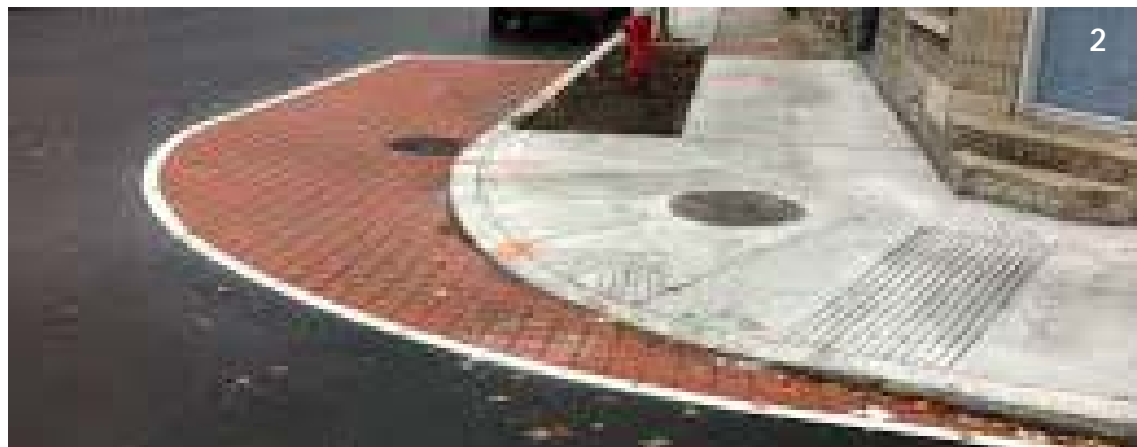
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1

Mock Installation. Some of the recommendations contained in this report, and others sure to be considered later, can be implemented by “life-size modeling:” using cones, temporary paint, and signs to represent a traffic calming measure. There are several potential advantages to creating a “mock” installation before a more permanent solution goes into effect:

- Problems with the design can be ironed out before larger sums of money are expended on permanent installations;
- The community and drivers can get a fairly realistic experience with the installation and provide important feedback to the City and design team that can improve the final installation;
- Often, traffic calming measures are not well-known to designers and contractors – having a practice installation can greatly improve the final product and give additional level of comfort to engineers who are responsible for public safety; and
- The impacts on motorized vehicles, pedestrians, and cyclists can be observed to gauge how much effect the measure(s) will have on the issues the measure is designed to alleviate.



2

Two important notes should be considered: (1) leave the mock installation in place for a long enough period to give it a fair trial, unless it is obvious it isn't working or is posing a threat; and (2) get feedback from the community first, make them aware of the scheduling of the mock installation, and remind everyone that the final version will probably look better than temporary paint markings, signs, and break-away bollards.



3

All of these traffic calming efforts can be simulated first with temporary materials to help tweak the design. The traffic calming measures shown here include 1) a raised median diverter island, 2) a curb extension, or 3) median crossing island.



Summary and Approximate Program Costs

The project team conducted an initial field and crash review focusing on the West Calhoun Street corridor from Guignard Drive to North Washington Street, a distance of eight-tenths of a mile. The results of this review are summarized below.

- Approximately 56% of people traveled the entire corridor.
- Crash rates are not atypical for the volumes on West Calhoun Street (4,000 vpd). Parallel residential streets have less than half that volume on a daily basis.
- Calhoun Street varies in width from 20' to 28' and widens to accommodate intersection turns at either end.
- Edge treatments are typically shoulder sections with sidewalk set at least five feet back from the edge of the pavement.
- Additional enforcement may help reduce speeding in a limited way due to existing enforcement efforts and the low number of speeders.
- Additional traffic calming measures may be warranted on other streets inside the Hampton Historic District.

Overall, feedback from the public meeting indicated a slight desire to avoid vertical speed calming elements ("speed humps"); a recognition that speeds, not volumes of traffic, was the primary concern; and acknowledged that locations in the Historic District other than Calhoun Street could benefit from traffic calming treatments. Field observations validated the public's concerns on Calhoun Street, which was found to have a moderate speeding problem exacerbated somewhat by roadway geometry, signage, and marking deficiencies. In order to slow traffic, particularly the smaller number of severe speeders, recommendations included replacing one signal with a four-way STOP-controlled intersection; median islands / diverters to narrow lane widths; increasing night-time visibility and improving appearance by installing pedestrian-scale lighting; and other measures at selected intersections. The total program cost is approximately \$891,800 with additional maintenance costs required for landscaping and lighting.

Phase I		
Item/Unit	Cost Each	Total Cost
Colored, Textured Crosswalk	\$20,000	\$200,000
Standard Crosswalk	\$500	\$4,000
High-Visibility Crosswalk	\$1,050	\$10,500
Sign and Post (each)	\$115	\$690
Bicycle Lane Pavement Marking (foot)	\$5	\$14,900
Pavement Marking, Sharrow Stencil (each)	\$122	\$2,440
Wayfinding Sign (each)	\$1,500	\$3,000
Pace Car Program (annual)	\$1,000	\$1,000
TOTAL		\$236,530

Phase II		
Item/Unit	Cost Each	Total Cost
Raised Crosswalk (each)	\$8,200	\$32,800
Curb Extension (per corner)	\$13,000	\$52,000
Sign and Post (each)	\$115	\$805
Sidewalk (linear foot)	\$60	\$36,000
Curb Ramp (each)	\$915	\$3,660
Median Island/Diverter (each)	\$15,000	\$45,000
Short-Term Parking Area (each)	\$25,000	\$25,000
Install Protected Left-Turn Signal (each)	\$85,000	\$170,000
Relocate Drainage Inlet (each)	\$30,000	\$60,000
Pedestrian-Scale Light Fixture (each)	\$4,900	\$230,300
TOTAL		\$655,265

"The traffic light at the intersection of Calhoun and Purdy gets ignored sometimes by people traveling down Purdy. I've seen that light run more than any other in town."



- Survey Respondent



Appendix. Technical Data

Internal Coordination Meetings

Claudia Rainey, Allan Yu, Scott Lane, Mike Rutkowski

- Haynsworth Street is also a hazard and will absorb speeding traffic diverted from Calhoun. We don't want to set a precedent and we need to prepare a citywide policy.
- There would be more cars and buses during school periods if we were counting at a different time of the year. The seasonal adjustment factors are important to apply to these counts done in June.
- Need to connect with the new greenway east of Guignard Drive, perhaps with a bike route along Calhoun and a better crossing of Guignard Drive.

George McGregor, Allan Yu, Claudia Rainey, Scott Lane, Mike Rutkowski

- The Mayor of Sumter wanted to calm traffic in the Historic District in order to improve safety and mobility of all users and all modes. Support for this project comes from both the City of Sumter and the Heart of Sumter Neighborhood Association, due to high car volumes and ambulances going too fast and too noisily. Almost all streets are SCDOT streets (with the exception of one block of Church Street between Hampton and Liberty Streets), and the State need to be brought into this process early.
- SCDOT will need to research the State of South Carolina's position on traffic calming devices and practices on state-maintained streets. Both rumble strips and crossing havens at the edge and in the middle of the street are currently in use. The study area includes the historic district but is focused on Calhoun Street. The goal is to try to avoid pass-through traffic on Calhoun Street with the preference that through traffic use Guignard Drive to Liberty Street as the primary gateway into downtown.
- Funding has nothing to do with this study; it's not a constraint.
- There is not a need or desire to have a written policy on traffic calming.
- There is no history of recurring flooding (which may influence location of some mid-block and corner infrastructure treatments).
- The volume of traffic in the area is important. For example, the North Purdy Street/ Calhoun intersection backs up on the east leg approach (westbound). Annualized adjustment factors should be applied to the traffic counts to gain a better understanding of performance with school traffic in place.
- A good pedestrian connection is needed across Guignard Drive to the adjacent neighborhoods and future greenway. Also, Memorial Park is very active and draws many pedestrians from adjacent areas. There is a perceived lack of enforcement. The EMS on Hampton uses Calhoun Street as a primary route; other emergency services do not. There are probably more speeding issues on Church Street since there are no devices to slow traffic down like there are on Purdy. Few truck problems have been cited.
- Patriot Hall area Parks and Recreation Center (Edmunds Hall) is a good meeting venue. Change the school designation (alternative education still goes on).



Meetings with External Stakeholders

Law Enforcement

Jeremy Van Allen
Robert Singleton
Allan Yu
Scott Lane

- The intersection of Guignard Drive and Calhoun Street is a dangerous in terms of severity.
- Residents' parking their cars on Hampton Avenue near Church Street is the most frequent complaint, with people parking on Park Street in front of some houses being close second.
- Speeding on Hampton Avenue is also a repeated complaint, but when speeds are checked there are very few vehicles going over 5mph above the speed limit (30mph).
- There are some crash issues on Calhoun Street.
- Liberty Street is the main street for traffic but it is currently too narrow and slow. By adding improvements to Liberty Street traffic could be pulled from other, parallel streets. Improving mobility on Liberty Street would improve the options. Turning at Cedars Medical Clinic (can't get around left-turning traffic) should also be improved.
- Installing a Four-Way STOP at more intersections on Calhoun Street might help by diverting people away.
- Replacing the flashing caution light at Hampton Avenue/ Purdy Street with a traffic signal could help slow down traffic while also diverting some drivers to other streets.
- Six officers are currently devoted to traffic complaints. The Police Department will place an officer at the cited location and measure speeds to determine if enforcement actions are warranted.
- Representatives of the Police Department want to attend public meetings; **AllanYu will work through police chief and make sure neighborhood beat officers are also present (Allan).**

Historic District / Neighborhood Residents

Harry Burchstead, Resident, Heart of Sumter member
John Jackson, Jackson & Sims Architects, President of Heart of Sumter
Allan Yu
Scott Lane
Mike Rutkowski

- Those interviewed, along with other residents, have been living on Church Street or other parts of the neighborhood since 1970s/1980s.
- The Neighborhood Association (Heart of Sumter (HOS)) requested that this study be conducted.
- A lot of renovations have occurred in the past couple of years, although some buildings still need renovation.
- The HOS Association is also residential and larger than the Hampton Historic District.
- Impetus for the study includes traffic increases and crashes, as well as making the area bicycle- and pedestrian-friendly. Noise is also a concern.
- Church and Purdy streets are convenient cut-through trips between Liberty and Broad Streets. The City owns Church Street between Hampton and Liberty.
- Calhoun is a very direct route to the hospital. Four-Way STOPS prevent speeding, redirect traffic and are a very effective way of slowing down traffic. People don't use Hampton Avenue much because people park on Hampton.



HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

- Monday nights are best for the neighbors to attend a meeting.
- **Email (corrected) PDF of the map to John Jackson (Scott).**

Fire Department

Robbie Rickard
Allan Yu
Scott Lane

- The Fire Department does not use any historic district streets; they use Liberty Street, Washington/Broad Street, and Guignard Drive for their routing of response vehicles.
- They are generally not in favor of speed humps due to too slow speeds, especially on aerial vehicles and damage to their axles. Need to maintain 20' clearance in width (check mid-block median island on Calhoun Street) and perhaps 18" vertical; may be less due to low-hanging pump equipment. Width of mid-block choker is never an issue on Liberty Street (width is max. of 14').

Sumter County EMS

Robert Hingst
Allan Yu
Scott Lane

- Try to use Broad Street and Liberty Street unless there is a call originating from one of these streets.
- The number of elderly and low income residents generates a lot of calls in this area.
- The on-street parking on Hampton creates issues for through traffic and makes the EMS call police to clear streets.
- The EMS actually have a policy forbidding the use of Main Street.
- There are private emergency vehicles that use Calhoun Street (e.g., National Health Care, senior homes, dialysis center, Soloman's Home). These usually run in silent mode unless the patient's condition warrants a siren.
- County EMS does run sirens on most calls going out. They may or may not runs lights and sirens on the inbound trip. They run 5-8 vehicles and average nearly 50 calls per day.
- Wider turning lanes are needed on Liberty Street to allow passing vehicles.
- The number of crashes in the area is pretty typical.
- Congestion on Calhoun Street, as well as its width limits, its usefulness as a route.
- Keeping the speed down is important, and speed humps, for example, won't slow down the EMS vehicles much.

Tuomey Medical Center

William R. Renwick, Vice-President
Allan Yu
Scott Lane

- About 1,000 staff, some of whom use Calhoun Street as a commute route.
- The 6:30am to 8:30am and 5:00pm to 7:30pm time periods correspond to the normal working shifts.
- Signals may allow uninterrupted traffic flows and more speeding on Calhoun Street compared to Hampton Avenue, which has some four-way STOPS.
- There is no employee program for carpooling at Tuomey Medical Center. Most workers are between 10-15 minutes away.



- Staff may respond to a questionnaire; **Scott will prepare a draft survey for Allan to coordinate with Mr. Renwick to finalize and distribute to the Hospital staff (Scott/Allan).**
- Lots of people in the area are making dangerous mid-block crossings across Washington Street from the parking there. This mid-block crossing should be prevented due to safety concerns. Mr. Renwick has seen people in the middle of the street stranded on the center yellow lines. The mid-block bridge crossing here might not be used very much due to the shorter, at-grade crossing distance.

City Management (City Manager and City Attorney)

Deron L. McCormick, City Manager

Eric Shytle, General Counsel for City of Sumter

George McGregor

Mike Rutkowski

- The Mayor is somewhat conflicted on what to do. The Calhoun Street corridor is an attractive corridor to cut through to reach downtown, the hospital, businesses, and more. Different things are being said from various neighborhood groups and representatives. Liability is not a real issue or concern of the City at this point, but they do prefer to not take over state-maintained streets.
- The City Management would like for this study to find a way to better utilize the major roads like Broad Street and Liberty Street.
- The Mayor wants to cut-off through movement on Calhoun Street at Guignard Drive. There is no dedicated southbound left turn signal on Guignard Drive/Liberty Street or Guignard Drive/Calhoun Street. The Mayor lives across Calhoun Street/Buford Street and is particularly familiar with the operations of this area.
- The Swan Lake Drive and Liberty Street area have lots of children as pedestrians. This is an issue that needs to be addressed. Consider utilizing cul-de-sacs to prevent some vehicular movements.
- Safety is the biggest problem in this area. Priorities should be as follows: safety, volume, cut-thru, speeding, and noise.
- Public comments suggest that crashes are a problem, with the highest crash locations at Washington Street, Salem Street and Guignard Drive. The Salem Street intersection is dangerous, and is a particularly high-crash location.
- Tree trimming is a problem here. The trees interfere with power lines, but residents get upset if you trim them back.



Data Collection Field Notes

Lighting Study (beginning 9:30pm, June 16, 2015)

Notes: FHWA¹ concludes that 1.8fc (20lux) is a threshold for vertical illuminance at a mid-block pedestrian crossing. All measurements were taken at a height of approximately five feet from the ground. Light levels were taken on both sides of the roadway. Conditions were full-dark throughout the data collection period. Measurements were not taken when cars or other passing illumination were present.

- West of Washington Street - 0.1fc both ways
- At Church Street - 0.15fc both ways
- East Side of Grace Baptist - .30fc wb / .05fc eb
- West Side of Grace Baptist - .5fc wb and eb
- East of Calhoun Street - 0.1fc both sides
- At Park Street - 0.5fc wb and 0.25fc eb
- In Curtis and Croft, LLC (Attorney) Parking Lot - 12.4fc
- At North Purdy Street - 1.2fc both ways
- Mid-block west of Purdy - 0.1fc wb and 0.2fc eb
- At McQueen - 0.2fc wb and 0.1fc eb
- At Winn Street - 5.5fc wb and 2.2fc eb (note: rare location where the overhead street light was not blocked by tree canopy)
- West of Winn (mid-block) - 1.1fc both directions
- East of Guignard (mid-block) - 0.1fc both ways
- At Guignard - 2.4fc wb and 3.3fc eb

Speed Study (Calhoun Street)

Speeds were taken in every mid-block location throughout the corridor for cars traveling both directions. No speed measurements were taken of cars turning on / off the roadway or after having been stopped (typical flow speeds).

- Halfway into the block from Guignard Drive heading eastbound cars were up to normal traveling speed.
- Speeds were highly variable in every location; highest typical speeds were in the center of the corridor (between the Purdy Street / Church Street signals).
- Floating car studies (57) validated speed gun assessments.
- All blocks typically showed 31-41mph, with some outliers going 3-5 mph slower or faster. Blocks to the west of Church Street showed higher speeds in this range; blocks to the west of Winn fell slightly lower, although the variability in speeds defeats the concept of a meaningful average.
- Guignard to Winn: 31-36mph; Winn to Purdy: 32-40mph; Purdy to Salem: 28-35mph; Salem to Church: 31-38mph; east of Church: 28-35mph

¹ (Informational Report on Lighting Design for Midblock Crosswalks, FHWA-HRT-08-053, April 2008, page 11, web: www.fhwa.dot.gov/publications/research/safety/08053/08053.pdf)



Pavement Widths (Curb-to-Curb Face)

The following information was estimated from aerial photography and provided by the City of Sumter.

For Calhoun Street - Guignard to Winn: 22'; Winn to Purdy: 24'; Purdy to Park: 28'; Park to Salem: 28'; Salem to Harby: 28'; Church to Washington: 40'.

For Church Street – Haynsworth to Calhoun: 24'; Calhoun to Hampton: 28'

For Hampton Avenue – Harby to Church: 19'

For Haynsworth – Folsom to Church: 20'

Average Annual Daily Traffic (AADT) Volumes

The following information was provided by the City of Sumter.

<i>Route/Street</i>	<i>Between Route</i>	<i>AADT</i>
West Calhoun Street	North Guignard/North Purdy	5,000
West Calhoun Street	North Purdy AND Washington	4,700
S-236 Church Street	763 AND S-89	1,700
S-89 E. Hampton	S-70 AND S-236	900
S-236 Church Street	US 76 AND S-119	2,000
S-119 Haynsworth Street	S-1495 AND S-1009	850
S-119 Haynsworth Street	S-68 AND S-66	900
S-89 E. Hampton	S-66 AND S-72	850



HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

Crash Statistics on Calhoun Street, 2010 to 2014

The following information was provided by the City of Sumter. Crashes shown are the number of crashes between the period January, 2010 to April, 2015. The originating cause of the crash is shown at far left; values at the bottom and along the far right indicate the total and percentage of all crashes (by cause).

While one-fifth of all recorded crashes are due to high speeds, even more crashes (approximately one-third) are due either to disregarding signs and signals, or attributable to a failure to yield proper right-of-way. No fatalities were recorded during this time period.

Cause of Crash	Church St	Engle Side St	Grier St	Harby Ave	N Guignard	N Purdy St	N Salem Ave	Washington St	Winn St	N Salem St	Grand Total	Percent
Animal In Road						1					1	1%
Disregarded Signs/Signals/Etc.	5				4	11		3		2	25	34%
Distracted / Inattention								2			2	3%
Driving Too Fast for Conditions				2	8	2	3	2		3	20	27%
Under Influence					1						1	1%
Fail To Yield		2	2		4	2	2		2	10	24	32%
Improper Lane Usage/Change					1						1	1%
Grand Total	5	2	2	2	18	16	5	7	2	15	74	100%

HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT



Floating Car Study

The following floating car studies (trailing a car at equal speed) were conducted by Stantec staff on June 16th and 17th. The “finish” destinations are shown in boldface type if the vehicle traveled completely through the corridor from Guignard to Washington Street (or vice-versa). The percentage of cars that traveled entirely through the corridor was 56%.

These floating car studies were also used to validate the findings of the speed study; the following tables are read from left-to-right, and cover parts of three time periods (a Tuesday afternoon, Tuesday evening, and a Wednesday afternoon).

Starting on Washington	Starting on Guignard	Finish on _____
Tuesday Afternoon		
SB Left		Right on Church
WB Through		Left on Park
WB Through		Through on Guignard
	SB Left	Left on Washington
NB Left		Right into Curtis & Croft (house)
	SB Left	Right on Washington
	EB Through	Through on Washington
WB Through		Left into house (east of Purdy)
WB Through		Through on Guignard
WB Through		Right on Guignard
	SB Left	Left on North Purdy
	EB Through	Left on Winn
	EB Through	Right into house (east of Park)
	EB Through	Right into house (east of Park)
NB Right		Right on Guignard
WB Through		Right on Guignard
	SB Left	Right on McQueen
	SB Left	Right on North Salem

Starting on Washington	Starting on Guignard	Finish on _____
	SB Left	Through on Washington
WB Through		Left on Church
WB Through		Right on Marion
	EB Through	Left on Stewart
	EB Through	Through on Washington
WB Through		Through on Guignard
WB Through		Left on Guignard
WB Through		Through on Guignard
WB Through		Through on Guignard
	SB Left	Right into home (just west of Washington Street)
SB Left		Right on Guignard
SB Left		Right on Guignard
	EB Through	Left on North Salem
	EB Through	Left on Church
WB Through		Right on Guignard
WB Through		Through on Guignard
WB Through		Through on Guignard
	EB Through	Through on Washington
	SB Left	Left on Church
	SB Left	Right on Washington
SB Right		Left on Engleside
	EB Through	Left on North Purdy Street

Starting on Washington	Starting on Guignard	Finish on _____
	SB Left	Through on Washington Street
Tuesday Evening		
WB Through		Left on Guignard
WB Through		Right on Guignard
	NB Right	Right on Park
WB Through		Right on Guignard
	EB through	Through on Washington
Wednesday Morning		
	NB Right	Through on Washington
Wednesday Afternoon		
WB Through		Left on North Purdy
WB Through		Left on North Purdy
WB Through		Through on Guignard
	EB Through	Left on Stewart Street
	EB Through	Right on Winn
	SB Left	Right on Washington
WB Through		Left on Guignard
	SB Left	Right into house west of North Salem
	SB Left	Through on Washington
NB Left		Right on Guignard



HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

Turning Movement Counts

The following six TMCs were conducted on June 16 and 17 between the hours of 7am and 9am (morning peak period) and between the hours of 4pm and 6:15pm (evening peak period). Conditions during the count periods were clear, but very warm with temperatures exceeding 100 degrees Fahrenheit in the afternoon periods. Temperatures of this magnitude will typically deter some pedestrians and cyclists from making unnecessary trips. This information is shown as it was counted and includes adjustment factors. The adjusted count volumes would be higher due to the counts being taken outside of normal school operating hours and days.

Each count was conducted for one hour for each morning and evening peak period using TurnCount™ software; the individual counts were exported to MS-Excel™ to consolidate and analyze the information. The tables on the following pages are summaries of each TMC; more detailed information is contained in the output files.

Direction	Cars	Truck	Bicycle	Total
EBL	1			1
EBR	8			8
EBT	5			5
NBL	5			5
NBR	5			5
NBT	872	8	2	882
SBL	29			29
SBR	4			4
SBT	490	20		510
WBL	1			1
WBR	26			26
WBT	1			1
Total	1447	28	2	1477

Direction	Bicycle	Cars	Pedestrian	Truck	Total
EBL		3			3
EBR		11			11
EBT		3			3
NBL		14			14
NBR		11			11
NBT	1	855		18	874
PNER			1		1
SBL		41			41
SBR		12			12
SBT		947		7	954
WBL		2			2
WBR		48			48
WBT		4			4
Total	1	1951	1	25	1978

HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT



Guignard – Hampton (AM Peak)

Direction	Cars	Pedestrian	Truck	Bicycle	Total
EBR	1				1
NBL	2				2
NBR	14				14
NBT	801		11		812
PNWR		1			1
SBL	18				18
SBR	3				3
SBT	447		13	1	461
WBL	7				7
WBR	18				18
WBT	4				4
EBL	1				1
Total	1316	1	24	1	1342

Guignard – Hampton (PM Peak)

Direction	Car	Pedestrian	Truck	(blank)	Total
EBR	2				2
EBT	1				1
NBL	1				1
NBR	28				28
NBT	756		9		765
PNWR		1			1
PSWL		2			2
SBL	31				31
SBR	3				3
SBT	979		12		991
WBL	14				14
WBR	43				43
WBT	4				4
Total	1862	3	21		1886

Guignard – Calhoun (AM Peak)

Direction	Bicycle	Car	Truck	Total
EBL		58		58
EBR		2		2
EBT		97		97
NBL		1		1
NBR		36		36
NBT		797	25	822
SBL		123		123
SBR		20		20
SBT	1	434	28	463
WBL		21		21
WBR		92		92
WBT		42		42
Total	1	1723	53	1777

Guignard – Calhoun (PM Peak)

Direction	Bicycle	Car	Pedestrian	Truck	Total
EBL		42			42
EBR		1			1
EBT		45			45
NBL		1			1
NBR		24			24
NBT		821		11	832
PSER			1		1
SBL		89			89
SBR		68			68
SBT	5	875		19	899
WBL		45			45
WBR		152			152
WBT		153			153
Total	5	2316	1	30	2352



HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

North Purdy – Calhoun (AM Peak)

Direction	Car	Truck	Total
EBL	28		28
EBR	2		2
EBT	177		177
NBL	2		2
NBR	17		17
NBT	61		61
SBL	7		7
SBR	3		3
SBT	34		34
WBL	6		6
WBR	7		7
WBT	83	1	84
Total	427	1	428

North Purdy – Calhoun (PM Peak)

Direction	Bicycle	Car	Truck	Total
EBL		12		12
EBR		6		6
EBT		170		170
NBL		8		8
NBR		5		5
NBT		54		54
SBL		13		13
SBR		13		13
SBT		91	1	92
WBL		11		11
WBR		15		15
WBT	1	244		245
Total	1	642	1	644

Washington – Calhoun (AM Peak)

Direction	Car	Truck	Total
EBL	8		8
EBR	34		34
EBT	114		114
NBL	15		15
NBR	43		43
NBT	163	4	167
SBL	81		81
SBR	12		12
SBT	188	7	195
WBL	33	3	36
WBR	78	6	84
WBT	87	3	90
Total	856	23	879

Washington – Calhoun (PM Peak)

Direction	Car	Truck	Total
EBL	17		17
EBR	25		25
EBT	124	1	125
NBL	49		49
NBR	59	1	60
NBT	360	7	367
SBL	125	6	131
SBR	17		17
SBT	296	4	300
WBL	85	1	86
WBR	141	2	143
WBT	175	1	176
Total	1473	23	1496

Washington – Hampton (AM Peak)

Direction	Car	Truck	Total
EBL	17		17
EBR	25		25
EBT	124	1	125
NBL	49		49
NBR	59	1	60
NBT	360	7	367
SBL	125	6	131
SBR	17		17
SBT	296	4	300
WBL	85	1	86
WBR	141	2	143
WBT	175	1	176
Total	1473	23	1496

Washington – Hampton (PM Peak)

Direction	Car	Truck	Total
EBL	8		8
EBR	3		3
EBT	18		18
NBL	5		5
NBR	14		14
NBT	247	2	249
SBL	49		49
SBR	5		5
SBT	325	5	330
WBL	44		44
WBR	120		120
WBT	39		39
Total	877	7	884



Summary of Public Comments

September 1, 2015 Public Workshop (map exercise)

General Comments

- Need to look at North Purdy/expand study
- Overgrown shrubbery in sidewalk
- Hampton St. Parking is issue
- Is Calhoun wide enough for bike lane?
- Noise not issue
- Haynsworth: No parking needs improvement
- Traffic volume is not an issue
- One person in one hundred people is the problem
- Use Pace Car signs in Historic District
- S.O.P. for ambulance drivers not to use Calhoun Street
- Concerned that calming Calhoun will cause problems for other streets
- No speed humps!
- Better pedestrian lighting
- More stringent enforcement of existing speed limits
- Don't leave Saratoga out!
- No speed humps!
- Make Liberty wider, 3 lanes for turn/ No more road widenings!
- Left turn arrow on Liberty

Entire Calhoun Street

- More Speed Limit and No-Parking Signage
- Need more parking and speeding enforcement
- No parking or blocking lane
- Need pedestrian lighting
- Bike lanes on Calhoun
- Need Speed humps
- Don't need speed humps

Calhoun and North Purdy Street

- Need diagonal diverters
- Need speed limit signs on Purdy

- Consider actuated signal with regular cross-phase
- Speed hump or Raised intersection
- Unique Signage

Calhoun and Marion Street

- Floods
- Needs lighting

Calhoun and North Salem

- Curb extensions
- Need signal? – this may cause different crashes like Purdy Street
- Speed hump or raised intersection

Calhoun and Church Street

- Remove Signal
- Use speed humps

Calhoun and North Washington Street

- Light is too long; people race to beat red signal

Calhoun and Winn

- Stop light needed

December 8, 2015 Public Workshop

General Comments

- Consider adding left-turn protection southbound from Guignard to Calhoun Street
- Support for promoting easier left-turn movement from southbound Guignard to eastbound Liberty
- Concerns about mid-block crossing (in front of Tuomey Hospital / Parking area)



HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

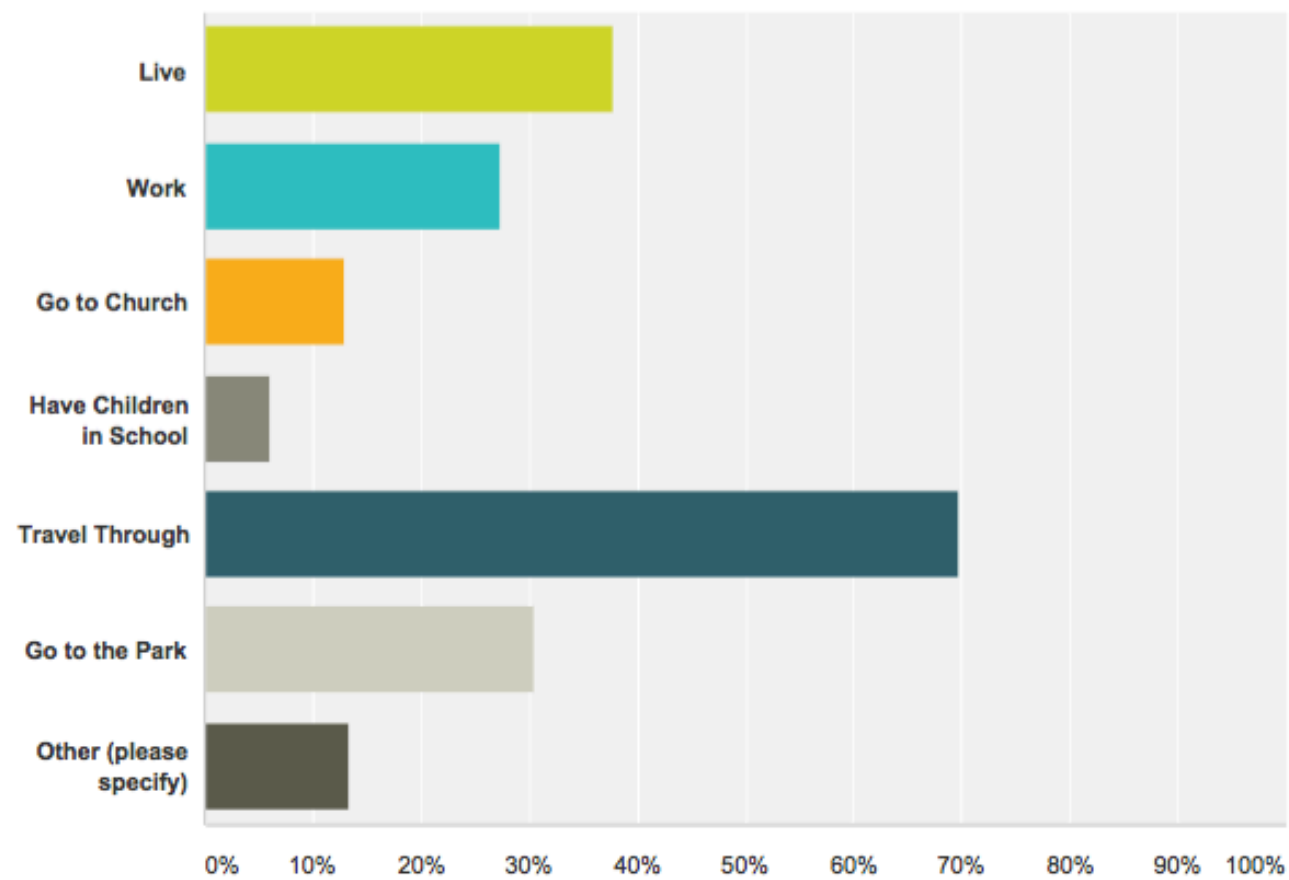
On-Line Survey Results

Written comments on destinations / reasons for traveling through Historic District:

- *Not much downtown to spend any time there.*
- *My mother lives in the hist. dist.*
- *Live in an adjoining neighborhood*
- *just like to drive through and look at the older homes*
- *Have friends there*
- *Belong to Hampton Park Neighborhood Assn. Own B&B on Park Ave.*
- *36-year resident; moved here because it is a historic district*

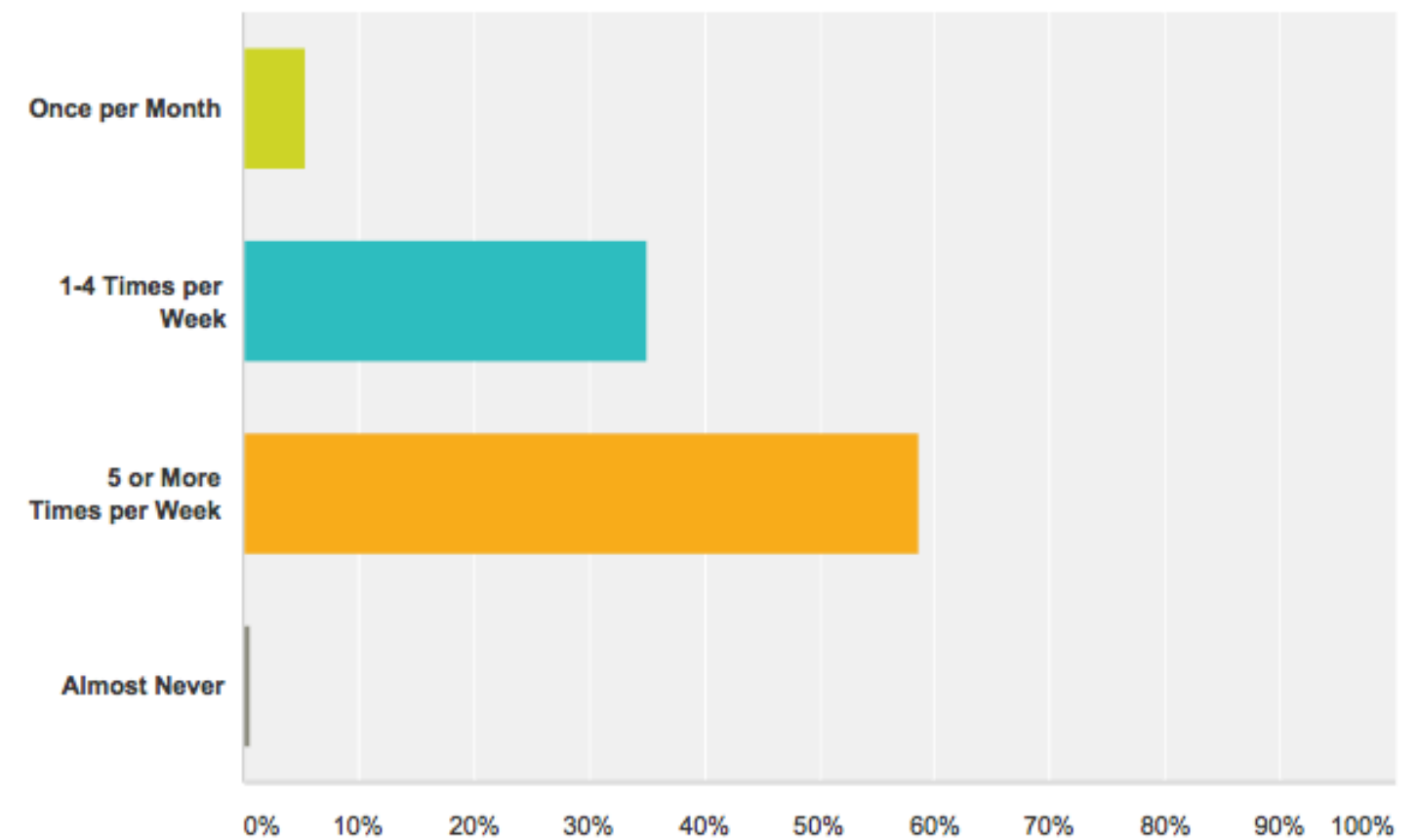
Q1 Do you _____ in the Hampton Historic District? (check all that apply)

Answered: 278 Skipped: 0



Q2 How often do you travel through the Hampton Park Historic District? (check one)

Answered: 274 Skipped: 4





Q5 Do you think that the behavior of drivers in the Hampton Park Historic District poses a threat to other drivers, pedestrians, or other people in this area? (check one)

Not at All: 28.73%
 Somewhat: 45.45%
 Definitely: 25.82%

Q6 If it was faster to reach downtown Sumter by taking Guignard Drive to Liberty Street how likely would you use that route instead of going through the Hampton Park Historic District? (check one)

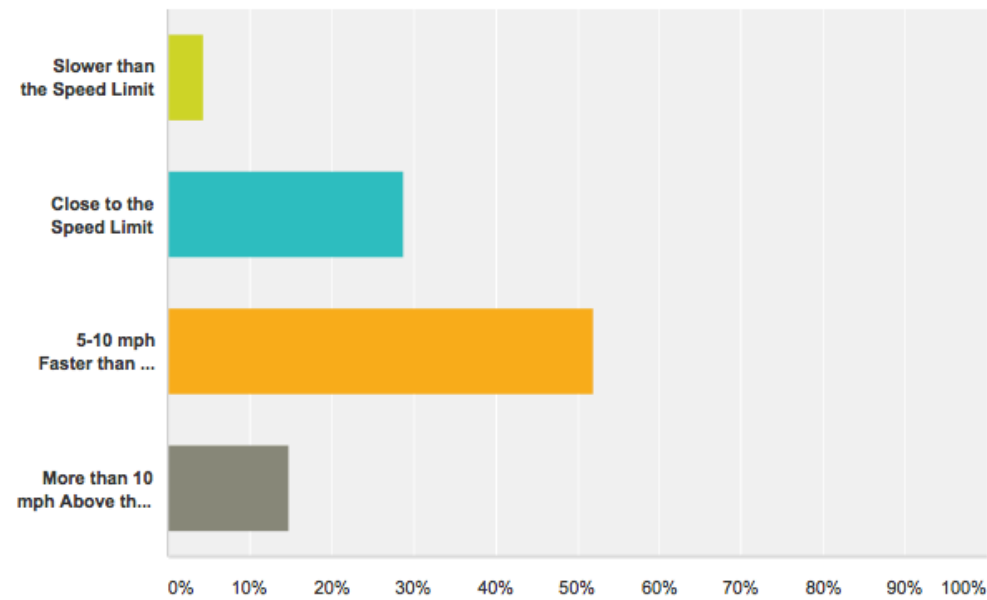
Not at All: 29.20%
 Somewhat: 44.18%
 Definitely: 27.64%

Q7 What is the appropriate speed limit on West Calhoun Street? (check one)

20mph: 4.74%
 25mph: 18.25%
 30mph: 36.13%
 35mph: 34.67%
 40mph: 5.11%
 45mph: 1.09%

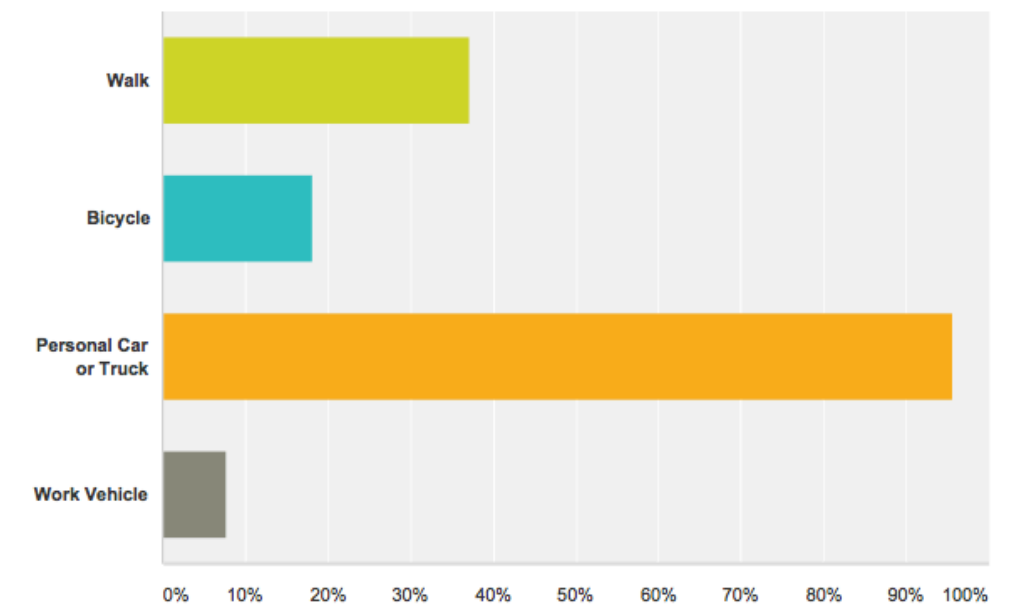
Q3 Based on your experience, how fast would you say that most people are driving in the Hampton Park Historic District? (check one)

Answered: 277 Skipped: 1



Q4 If you travel through the Hampton Park Historic District, then which mode do you use for travelling? (check all that apply)

Answered: 275 Skipped: 3





HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

Other Comments (shown as they were received):

- A bike lane is desperately needed.
- Liberty street, I noticed, is where most traffic flows to get to and through the downtown area. I don't understand why there is a great concern about speed through a historic area when there should be an effort to grow and develop the downtown area. More exciting shops, restaurants, other businesses and interesting events will liven up the area. The buildings appear to be dilapidated. My concerns aren't with the Hampton Park District.
- If anything the cars often drive too slow.
- none
- I think better street lighting would help deter crime and foot traffic in this area
- We live on Calhoun St, for 9 years now and the traffic is terrible. In the mornings and afternoons it is almost impossible to get out of your driveway, not to mention the speed in which people are traveling. The speed limit on this street is 30mph, but 50 mph seems to be the norm. Also people that are traveling through this area commuting back and forth to work show very little concern for those of us who live here. I can not tell you how many times I have almost been rear-ended for trying to pull into my own driveway.
- Traffic "speeds" on Stewart Street between Haynsworth and Calhoun. Would like 4-way stop at Stewart and Wactor
- Making a left turn onto Guignard from Haynsworth is like pulling out on to a race track. I live on this corner and always go over to Calhoun and back to Guignard if I want to turn left.
- Bicycle lanes are definitely needed in this area.
- I live on Church Street and the speeders between 7-8 AM and 5-6 are very bad. Traffic makes it difficult to get out of driveway as well.
- Hospital related traffic is a real problem contributing to speed related problems and driver awareness. Engleside Apt. area with turns off Calhoun create a hazard as well as the blind spots at the Purdy and

- Calhoun St. stop light. It might be worthwhile to limit "on street parking" in the historic district because of the very narrow roads such as Hampton as well as the very close to curb power poles and large trees which give drivers little room for correction to avoid accidents.
- Non residents often exceed 50 mph on Especially between Liberty and Calhoun. The incidence of people passing (across double yellow lines) is increasing. People often reach 45 to 50 mph while transitioning Park Ave.
 - Many of the speed violators are school buses.
 - we have folks that drive too fast on Mason Croft...beginning @ Stewart they speed down to the curve on Mason Croft before reaching Palmer
 - Speed bumps would help on the residential streets that everyone cuts through to get from Liberty to Calhoun or Broad or from Broad to Liberty or Calhoun Like Church Street
 - there are too many crepe myrtles in the right of way causing limited visibility for traffic entering Calhoun Street
 - Vehicles blocking traffic is a problem. Trash Truck, Delivery Vehicles, etc. This creates frustration to some drivers. I have noticed people speeding after they wait to get around such vehicles. Keep the road clear. Next, adjust the lights for low traffic times. They take too long to change when there is little traffic. Especially Hampton & Washington, Calhoun & Guignard, Calhoun & Broad. Next, create a left turn signal on South Bound Guignard onto East Bound Liberty so there will be the reasonable possibility of moving traffic along that route instead of through the neighborhood. The solution is not to slow things way down along Hampton & Calhoun, it is to make it easier on Liberty. The only hazard I have seen on West Calhoun is Police & Emergency vehicles driving too fast for conditions (try to correct that), and Trash Trucks running red lights/stop signs and not waiting for traffic to clear. The workers jump out from behind the truck

"Also people that are traveling through this area commuting back and forth to work show very little concern for those of us who live here."

- Survey Respondent





without looking. They don't make it easy for stopped vehicles to get around. That is when people start jetting around the other neighborhood roads.

- 4-way stop signs at each street, reduce the speed limit to 25 MPH, speed bumps...
- North Purdy has been turned into a highway. A patrol car on this street could bring in much revenue for the city.
- Speeding and unsafe driving is prevalent in most of the surrounding streets also, like Saratoga and Haynsworth.
- I walk my dogs 6 days a week. Cars shoot down Haynsworth at night and do not stop for either 4 way stop signs.
- Haynsworth st traffic is very "over the speed limit, especially near Guignard Drive.
- We live on West Calhoun Street and sometimes the traffic is very heavy, particularly when people are using Calhoun St to go to or from work or church downtown. Sometimes we must wait a fair time before we can get out of or into our driveway. Also, the amount of traffic on Calhoun St makes it dangerous to mow, etc on the parking. Since living here, have already had two cars jump the curb on this straight street and hit a tree and wipe out a utility pole on our parking. Wish more east-west traffic would use Liberty St.
- I think the speed limit should be 25
- We live on Hampton Ave. The cars drive at high rates of speed down our road all times of day and night.
- Many times I do use Guignard/Liberty St. or Broad St. when either going to downtown or coming from downtown depending on which part I'm going to/from because there are more lanes on both of those roads. Calhoun is one of
- the busiest roads through the historic district---as well as one of the prettiest drives for a main road. I don't mind driving a little bit slower through there for that reason.
- My main concern is the speed of traffic on Purdy St from Liberty to Broad. Sometimes traffic can be in excess of 50MPH between Haynsworth & Broad
- Speeding down Church st. is also an issue.
- Street parking should be eliminated on Hampton Street. It's a nightmare trying to get home sometimes... and its unsafe for the parked vehicles.
- Cars HAUL ASS down West Calhoun st.!! Just observe from a distance at the corners of Winn St. or McQueen St. along West Calhoun st. and watch em almost get AIRBORNE going so fast.
- The intersection of Salem and West Calhoun seems to be the most dangerous as cars have built up speed at that point and cars from North Salem occasionally ignore the STOP sign.
- Install speed bumps
- In addition to West Calhoun, Haynsworth also has heavy cut through traffic. I live on Haynsworth and walk daily. About 1/3 the cars are traveling above the speed limit and at least one a day is traveling at what I consider to be an extremely dangerous speed for the road. a
- The speeding is terrible, I walk and live on West Calhoun St. School buses are very bad too,, Ive been behind several that have exceeded 45 MPH between Church St and Guignard . I never see City police stop anyone for speeding
- Numerous drivers : DART IMMEDIATELY through YELLOW TRAFFIC SIGNALS. OTHERS: STOP IMMEDIATELE AT STOP SIGNS OR OVER MARKED CROSSWALKS>
- The majority of drivers on W Hampton Avenue who travel in either direction between Purdy Street and Guignard exceed the speed limit by at least 10mph; at least half of that group travels at 45mph or greater. There is no doubt contributing factors are that there ABSOLUTELY NO SPEED LIMIT SIGNS of any kind posted (30 mph is the residential speed limit), AND most of these drivers do not live on this street and are thus using it as a very fast shortcut. It is a miracle no child, driver, or pedestrian person has been killed as a result.
- I wish people would not be allowed to park on the streets in the historic district. It is very diffictult to weave in and out around the cars on the narrow streets.

"Cars shoot down Haynsworth at night and do not stop for either 4 way stop signs"

- Survey Respondent





HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

“Well managed historic districts are economic assets to a community; consequently, Sumter needs to do everything in its power to make Hampton Park an asset to Sumter.”

- Survey Respondent



- Going to Court House and Post Office, this is shortest way.
- I have lived in the Historic District all of my life, and do not feel there is too much traffic - I realize it's a shortcut to offices downtown, but people also enjoy the scenery much more than driving down Liberty or Broad. I do not recommend any changes to traffic flow.
- Residential areas should be 25 mph or less.
- In ref to #6, I live near National Health Care, work at Tuomey & go to church at Holy Comforter, so Calhoun Street is the most direct route for me to take so I'm not sure what would make Liberty Street faster.
- My grandchildren are not usually allowed to play in my front yard because of excessive traffic, excessive speeds and the complete disregard of the stop sign, at North Salem & West Hampton. I would favor speed bumps, on Hampton, Calhoun, Salem & Haynsworth, as well as 4-way stops @the intersections of Salem/Hampton, Calhoun/Salem and Salem/Haynsworth. I would also like to see "no parking, on West Hampton, other than by than a one day permit, for a special event. Driving on that street is sometimes like driving an obstacle course. The street is not wide enough to accommodate parking and two-way traffic.
- The intersection of Salem Ave. and Calhoun if you're headed toward Broad there is a bush growing next to the road that blocks your view of traffic headed east on Calhoun. This caused an accident a couple of weeks ago. Also if a 4- way stop was installed at the intersection of North Salem and Hampton it would slow down the traffic on that section of Salem. The vehicles really fly through there and there are lots of pedestrians and cars in and out of the park parking lot. One more concern, there are vehicles parked in the park parking lot at all hours of the night. My elderly mother lives alone right across the street from the parking lot and it's very worrisome for us to sit on her front porch at night and observe the traffic and goings on in the parking lot. We worry about her safety when

- anyone is allowed to be in the park and parking lot at any time of the night. It used to be against the law to be in that area after dark, but it's no longer enforced. Thank you for this opportunity to let someone know about these concerns.
- The Large boxes installed by DOT are an eyesore to our beautiful neighborhood and totally unnecessary. If deemed necessary, underground cables should be installed
- Parts of Purdy Street are in historic district and parts are not. People use it as a cut through from Liberty to Broad. Talk about speeding!!!! There may need to be some speed bumps on that road.
- Wish you would do this for the Moise Charlotte area. People use our strip like a drag strip.
- Tree and bush overgrowth impacts ability to see at intersections
- Purdy Street is the un-safest street for walkers and bicycle riders. Many drivers have no regard for the speed limit. I'm amazed at the lack of police presence. I walk my dog twice a day and ride my bicycle and Purdy Street is highly dangerous.
- Speed bumps would slow traffic down.
- I live on N Salem/ Calhoun Street. People use this street as a cut through and nearly run over anyone using this street other than them. Finally the street was paved and now it's worse than ever.
- Well managed historic districts are economic assets to a community; consequently, Sumter needs to do everything in its power to make Hampton Park an asset to Sumter.
- The new crosswalk on Calhoun St. for Tuomey Day Surgery is not being utilized correctly. People are mistaking the sidewalk for the entrance. Others will not obey the law by stopping for pedestrians crossing. It is very dangerous in this area still even after the new construction.
- I don't find traffic to be a problem or speed. It is no worse there than any other street in Sumter. I live on Salem St. Speed is worse there. Put some cops on Calhoun or speed bumps. Either will slow folks down.



Or do nothing. Bigger problems re streets in Sumter than traffic on Calhoun.

- My main concern is watching for drivers that may disregard a stop sign in this neighborhood.
- Cross roads like Purdy are the worse. Also, the traffic signal on Calhoun at Washington takes WAY too long to cycle which causes people to speed up and fly by Tuomey. I avoid going that way if at all possible.
- Automobile drivers are NOT aware of pedestrians. Even when they see people in the marked crosswalks, they do not slow down. I am amazed how quickly these drivers can turn at a stoplight and be driving so fast that they could run over you before you cross one lane of traffic in the crosswalks. There should be speed bumps in the areas around the hospital area crosswalks.
- Bring better things downtown better shopping. Better restaurants. Not everyone wants to buy a wig A pair of shoes or a piece of furniture!
- Posting additional speed limits signs seem to be needed.
- I live on Calhoun street, and the traffic does not bother me. I would find it very inconvenient to go Guignard and liberty to go downtown instead of going straight down Calhoun. I work in the historic district too. Also, I chose Calhoun because of the activity, if I wanted a more residential area, I would go live in a subdivision.
- I've never experienced any "traffic conditions" in that area.
- I think there needs to be a 4 way stop sign at haynsworth and n. Salem. The roads are not aligned exactly and it has led to some near accidents because it is only a 2 way stop sign.
- Didn't know traffic was a problem in the area.
- some of the bushes are too tall/overgrown to allow adequate viewing of traffic at intersections
- DOT wasted taxpayer money putting in the pedestrian stoplight/change buttons at some of the intersections. The only people I have ever seen use them are car passengers who jump out of their car to change the

light. Traffic is never too busy to cross the street at Calhoun/Purdy or Calhoun/Church

- roadside parking on Hampton St inhibits good traffic flow. The traffic light at Liberty and Giugnard seems to be a long wait (seems longer than an average traffic light), especially in off-peak traffic hours when there is minimal traffic. This generally leads to driving a route, such as Hampton St, more time effective
- It has been my observation that people residing, visiting and even city workers in the Hampton Park Historical District area are parking their vehicles in the streets, thereby creating traffic hazards. These parked vehicles create blind- spots and the streets become an obstacle course when both sides of the streets are used for parking. The condition of the sidewalks and street pavement in these areas also create a driving and walking hazard.
- People frequently park on the sides of the street headed the wrong direction , which is VERY distracting to oncoming drivers.
- too many cars driving too fast for a residential, historic neighborhood.
- Thank you!
- Stray and roaming dogs.
- I actually have no idea what the speed limit is on the rode I live on (Hampton St). I either never notice the speed limit signs or there are none.
- Traffic-calming and bicycle facilities are also needed on W Liberty St. Not just in the Historic District. A road diet would be a suitable reconfiguration.
- Crossing in crosswalk can be dangerous especially on Hampton street coming from employee garage. Most cars will not stop and speed through the crosswalk.
- Speed limit signs need to be put on Chestnut Street. People speed down all the time going upwards of 50 mph. It's not safe. There are children and animals in the street.
- Many walkers, joggers, bikers, dog walkers are in danger at times due to the speed of traffic. also, its hard to enjoy the beautiful drive through the area when traffic around you is forcing you to speed up.

“Traffic is never too busy to cross the street at Calhoun/Purdy or Calhoun/Church”

—Survey Respondent





HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

“Waste Management Trucks/Staff on the roads that hinders traffic and poses a danger to the workers crossing the road.”

- Survey Respondent

- Slower speed when driving on the sharp curve on North Purdy St.
- None at this time
- Salem Ave. between Calhoun and Liberty is a racetrack that goes in front of Memorial Park where children play. The lack of a stop sign at Hampton on Salem has drivers (including local govt. vehicles) driving dangerously fast on the street. Install 4-way stop at Hampton & Salem and speed bumps adjacent to park entrance.
- Church and Calhoun has been scene of many collisions. Several vehicles have crossed sidewalks. Fortunately no pedestrians hurt, but potential is there. Also many vehicles speed on Church trying to catch a green light.
- Street parking should remain legal
- I love living downtown and it is a choice my husband and I made knowing that traffic would be an issue. We live on N Salem between Calhoun & West Liberty and use both streets depending on where we are going. I have heard the suggestion to put stop signs at every intersection on Calhoun St, as there are on Hampton. My concern with this plan is that Calhoun street is a direct path to the hospital in case of an emergency, precious time would be wasted by an ambulance having to slow down at every intersection. This is not really a consideration for me because Wes are so close to the hospital but most likely would effect people from other parts of the city. My opinion is that I would love for West Liberty to be spruced up but keep Calhoun like it is.
- I vary my route every day anyway. I'm usually passing through early morning, late afternoon or early on a weekend day or evening. I haven't noticed a lot of speeding ... but I have noticed that no one pays attention to crosswalks.
- All neighborhoods can have through traffic, why should it be restricted?
- No parking on the side of the road in-front or side of Hampton's restaurant (Hampton St). Fixed the pot hole on Hampton St in-front of Hampton's Restaurant. I

always have to be on the shoulder of the road when people park on the side coming when turning right from Main St just to avoid oncoming traffic and to avoid holes. A bicycle lane on the road.

- I live on West Calhoun St., so that is why I would also use that route to reach downtown. I wish others who did not live on West Calhoun would not use it as a cut through, though.
- I am concerned about the crosswalk in front of the hospital. I am an employee of Tuomey, and feel I am risking my life every day (twice a day) because people do not pay attention to pedestrians. Please put speed bumps before the crosswalk to protect staff, patients and visitors of Tuomey.
- Parking on both sides of the street on Hampton street poses a definite threat to drivers. If those that need to park on this street could do so on only one side, it would be beneficial.
- There are 2 reasons I avoid Liberty some mornings to come downtown: People driving in excess of 50 MPH and the condition of Main Street, especially at the Calhoun St intersection.
- I feel crossing at the intersection of Calhoun and Washington Street is very dangerous to the individuals.
- Church St is dangerous...people use it for a cut through and always speed.
- Waste Management Trucks/Staff on the roads that hinders traffic and poses a danger to the workers crossing the road. Pedestrians crossing the street at intersections with no traffic light or caution signs. The area at the hospital on Calhoun in front of DS entrance is still hazardous. There are other areas in Sumter that can be just as dangerous.. Why the focus on this area?
- The crosswalks are very dangerous near the hospital. There needs to be signage and lights well BEFORE the crosswalks especially on Calhoun St. People drive very fast on Calhoun St and many times do not stop for the crosswalk. There need to be much stricter enforcement of the crosswalk laws.



- The crosswalk in front of the hospital is dangerous. Many times cars will speed up to try and get through quicker- almost hitting pedestrians! Many disabled and elderly cross at this intersection. I have had cars almost turn INTO the crosswalk thinking it is the entrance. I have also heard from two patients/families that this area is dangerous and they were almost hit.
- This area is used a lot as a cut through for foot & car traffic and it is dangerous - in more ways than one!
- Travel speeds are higher on Calhoun Drive between Guignard and Liberty due to no stop lights. This section of Calhoun Drive deserves attention as well.
- #1: the traffic light at the intersection of west calhoun and n. washington is timed much too long in favor of n. washington traffic. #2: the upgraded pedestrian crossing on calhoun for tuomey is an improvement but drivers still routinely ignore pedestrians in the crosswalk. a lighted crosswalk sign is needed in the middle of the street at that crosswalk to better alert drivers.
- The traffic light at the intersection of Calhoun and Purdy gets ignored sometimes by people traveling down Purdy. I've seen that light run more than any others in town.
- We live on west Hampton Ave, it is not safe for an adult at time especially children. We do not allow our children to play in there own front yards without an adult.
- Down on Winn and Stewart Streets, cars typically run very fast on these roads. Some areas, specifically where they cross Mason Croft, cars can come around a curve and not be seen until the last second.
- We live on Saratoga Street and have a terrible speeding problem with cars coming from N. Salem and N. Purdy.
- Drivers do not seem to be aware that they are supposed to stop for pedestrians in a crosswalk. Maybe police should do a monthly ticketing secession for anyone that does not stop for pedestrians.
- Church Street is the worst area for speeding. Even the police speed there. It is used as a cut through and very unsafe.

- I think it's fine to have traffic going through Hampton Park, but the speed levels should be controlled better because it is a residential area.
- Church street is also a busy street as proved by the amount of accidents at the Church St and Calhoun St intersections (recently saw 4 car accident)
- Drivers are not pedestrian friendly in Sumter. Extra crosswalk features, like those downtown are needed to remind drivers of the law. The PD also needs to crack down on drivers, there are too many people running through yellow and red light.

COMMENTS ON DRAFT REPORT DOCUMENT

- waste of money, do something that helps the community.
- I am confused.. the street is not that wide is it? and why is the cross walk not going directly into the park, the entrance is futher down... But I have to tell you I love the look...
- How bout finish fixing the roads in sumter 1st. Pot holes are everywhere since the flood.
- I think this looks great!!!
- Its well past do that Sumter starts to modernize and not look like every po' dunk town outside of a military installation.
- I agree fix potholes, in conjunction with upgrading our city.
- I can promise you that Sumter looks nothing like every, heck ANY podunk town outside of a military installation . This town IS a podunk town, the average town outside of a military installation is more like Columbia, nowhere near how Sumter is
- Why don't we fix some roads there are plenty in my area with pot holes. Waste of money!
- Aren't there issues with storm damage repair that rank above putting a cross walk in the historic district for a park that is mostly unused by anyone but neighborhood residents
- My suggestion would be to convert the old and unused tennis courts into a dog park. Nobody wants to drive all the way out to Dillon Park to use that



HAMPTON PARK HISTORIC DISTRICT: TRAFFIC CALMING PROGRAM REPORT

park. At a minimum expense, the city could pull out the concrete courts, plant a few shade trees, place a few benches and trash cans and the park would

be ready in no time. The fence already exists. People could walk to the dog park. It would be a huge draw to the park.

Endnotes

¹ *Sumter 2030 Comprehensive Plan*, Historic and Cultural Resources Element, January, 2009. Pages 4, 5.

www.sumtersc.gov/Data/Sites/1/media/departments/planning/comprehensive-plan/historic-cultural-resources-element-updated-9-10-12.pdf accessed September 20, 2015.

²Sources for Cost Estimates:

1. <https://connect.ncdot.gov/projects/planning/RNAProjDocs/2014-06FinalReport.pdf>
2. http://www.pedbikeinfo.org/planning/facilities_streetscape_lighting.cfm
3. http://guide.saferoutesinfo.org/engineering/raised_pedestrian_crosswalks.cfm
4. <https://www.fhwa.dot.gov/publications/research/safety/02103/02103techbrief.pdf>