GPATS Horizon 2050

EXISTING CONDITIONS ASSESSMENT

MAY 2026

CONTENTS

REGIONAL BREAKDOWN

History of the Region/GPATS

The Greenville Area Transportation Study (GRATS) was established in the fall of 1964, through a partnership among county, municipal, and state governments. That September, the Greenville County Legislative Delegation and the cities of Greenville, Greer, and Mauldin authorized the Greenville County Planning Commission to enter into an agreement with the South Carolina Department of Transportation (SCDOT) to support the development of a coordinated transportation system serving the counties and greater region's urbanized area.

In April 2004, following the results of the 2000 Census, the GRATS planning area was restructured to reflect the expansion of the Census-designated Urbanized Area. This expansion extended into Pickens County and the incorporated municipalities of Pickens, Liberty, and Easley. With this extension, GRATS became the Greenville-Pickens Area Transportation Study (GPATS).

After the 2010 Census, the Greenville Urbanized Area expanded again, adding the municipalities of Central, Clemson, Norris, Pelzer, Pendleton, West Pelzer, and Williamston. These communities were formally incorporated into the GPATS Metropolitan Planning Area (MPA) in March 2013.

Following the 2020 Census, GPATS was required to adjust its boundaries to reflect new changes to the region's urbanized areas. The urbanized area decreased in size, particularly in Anderson and Pickens Counties. The MPO lost the cities of Norris, Central, Clemson, Pendleton, Williamston, Pelzer, and West Pelzer. These municipalities were added to the Anderson-Clemson Area Transportation Study (ACATS) MPO, previously known as the Anderson Area Transportation Study (ANATS).

Since its inception, the GPATS MPO, which is shown below in **Figure 2**, has operated as a collaborative effort among local governments, the SCDOT, and the Federal Highway Administration (FHWA), working together to plan and implement an integrated regional transportation system.

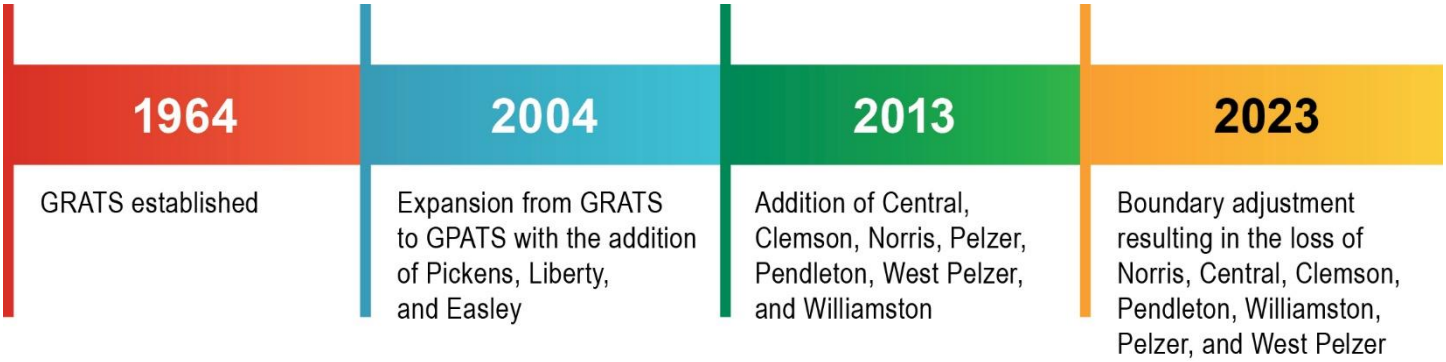


Figure 1 | History of GPATS

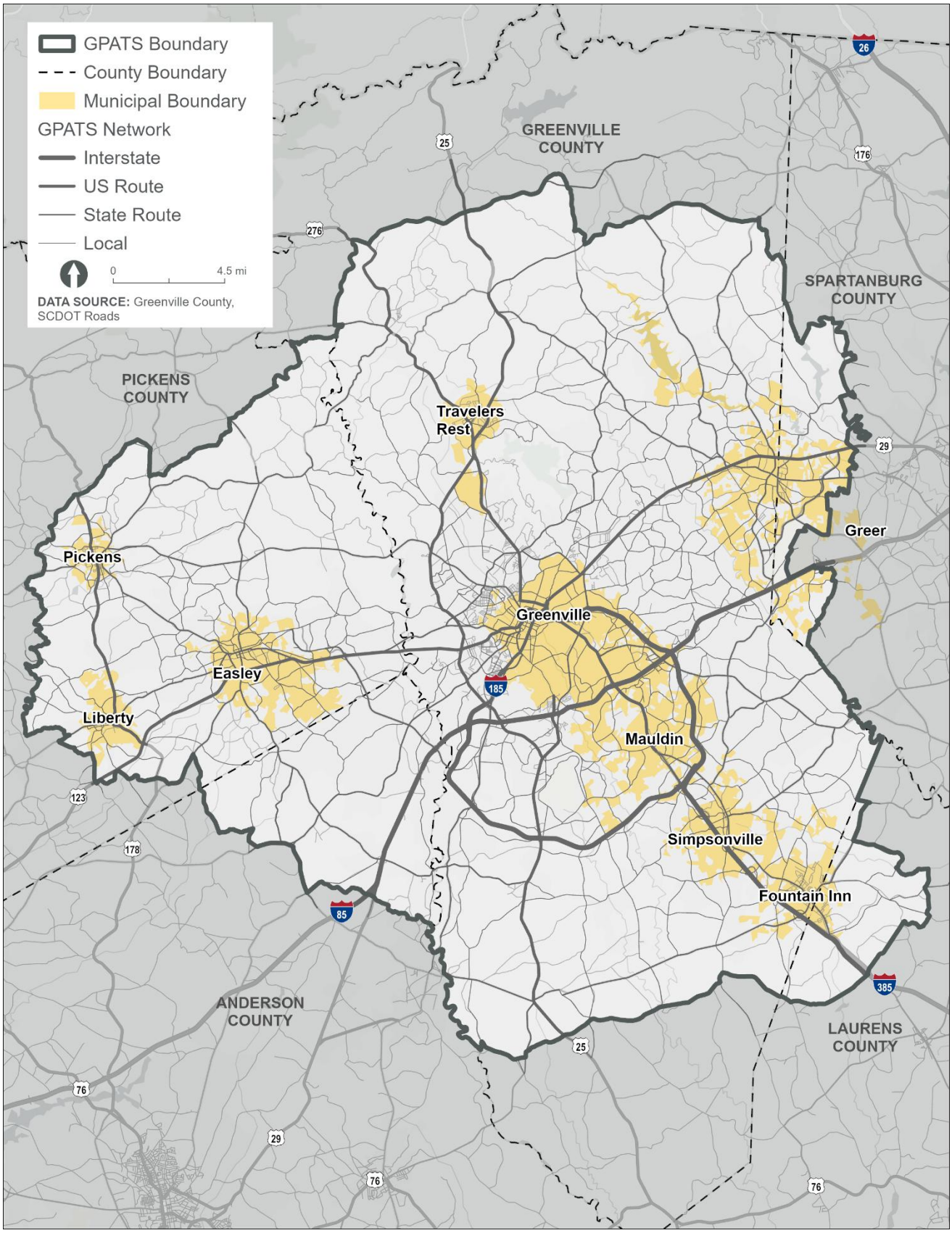


Figure 2 | GPATS Study Area

GPATS Committees

GPATS POLICY COMMITTEE

The GPATS Policy Committee is the primary decision-making body composed of elected officials and senior agency representatives. This group has the authority to approve transportation plans, projects, funding programs, and policy directions using the Study Team's analyses and recommendations to guide their decisions and represent the public's interests.

GPATS STUDY TEAM

The GPATS Study Team and Policy Committee serve complementary roles in the regional transportation planning process. The Study Team is a technical advisory group made up of planners, engineers, and staff from local governments and partner agencies who are responsible for reviewing data, analyzing transportation needs, and developing plans and project recommendations. Their work forms the foundation for decision-making by ensuring that proposals are technically sound and aligned with regional goals.

TRANSIT COORDINATING COMMITTEE

The Transit Coordinating Committee combines the interests of transit providers, human service agencies, and local governments to improve coordination of public transportation services, enhance efficiency, and address the mobility needs of vulnerable populations such as seniors and individuals with disabilities. The committee consists of dedicated members from the Study Team and review proposed projects ahead of each Study Team. They bring recommendations before the Study Team for further discussion ahead of Policy Committee meetings.

BICYCLE AND PEDESTRIAN COORDINATING COMMITTEE

Meanwhile, the Bicycle and Pedestrian Coordinating Committee concentrates on non-motorized transportation, advising infrastructure and policies that support walking and biking. This committee consists of Study Team members that review plans for sidewalks, bike lanes, and trails, promoting safety, and encouraging alternative modes of transportation. Their recommendations are brought before the Study Team for further discussion ahead of Policy Committee meetings.

Together, these committees ensure that the transportation system is balanced, inclusive, and responsive to a wide range of user needs.

Municipalities and Counties

GPATS is the Metropolitan Planning Organization (MPO) for the Greenville and Mauldin-Simpsonville Urbanized Areas. GPATS covers a significant portion of Greenville County and Pickens County, and smaller portions of Anderson, Laurens, and Spartanburg counties. It contains the municipalities of Easley, Fountain Inn, Greenville, Greer, Liberty, Mauldin, Pickens, Simpsonville, and Travelers Rest. Municipalities play a hands-on role in how MPOs function. Representatives from the municipalities frequently serve on technical committees, help vote on plans, priorities, and funding decisions, identify key projects, share technical data, and assist in targeted public outreach efforts.

EASLEY

Easley is a small, but growing city in Pickens County, with a portion extending into Anderson County. It is located approximately 25 minutes west of Downtown Greenville. The City of Easley has experienced significant

and sustained population growth over the past decade. Population growth in Easley has coincided with increases in housing construction, residential density, and property values, particularly along major arterial corridors and near commercial centers. Continued population growth in Easley is expected to increase travel demand across all modes, such as increased peak-hour congestion on primary commuting corridors and higher turning movements and access management needs along commercial corridors.

FOUNTAIN INN

The City of Fountain Inn is a rapidly growing municipality located in southern Greenville and northern Laurens County. Fountain Inn has experienced a rapid population and is recognized as one of the fastest growing communities in the Upstate. Continued population and development growth in Fountain Inn is expected to place increasing demands on the local and regional transportation system. Increased commuter traffic to Greenville and surrounding employment centers and higher traffic volumes near I-385 interchanges adjacent to Fountain Inn are anticipated with the increase in population growth.

GREENVILLE

The City of Greenville is the largest urban center and a primary employment and activity center in the Upstate and is the county seat of Greenville County. It is centrally located within the Upstate and functions as a primary hub for commuting, freight movement, tourism, and regional connectivity. Greenville is served by an extensive network of interstates, U.S. routes, and state highways that provide regional and national connectivity. Interstate 85, one of the Southeast's primary freight and commuter corridors, passes through the eastern portion of the city and connects Greenville to Atlanta, Charlotte, and major markets throughout the region. Interstate 385 and Interstate 185 provide high-capacity connections between downtown Greenville, southern Greenville County, and I-85, supporting commuter travel and access to employment centers. Public transportation within Greenville is provided by Greenlink, the region's primary transit operator. Greenlink currently operates 12 fixed route bus lines providing access to major commercial corridors, medical and employment facilities, and nearby municipalities. Greenville has invested heavily in active transportation infrastructure, most notably the Prisma Health Swamp Rabbit Trail, a regional shared-use path that connects Greenville with Travelers Rest and supports bicycle and pedestrian travel. As Greenville and the surrounding region continues to grow, managing commuter congestion on interstate and arterial corridors, expanding public transit services, and continued coordinated investment in transportation infrastructure will be critical to preserving the region's economic prosperity, mobility, accessibility, and quality of life for residents and visitors.

GREER

The City of Greer is a major municipality located in eastern Greenville County and western Spartanburg County. Greer is also a rapidly growing municipality in the GPATS region. Greer serves as a regional employment, industrial and logistics hub. The City of Greer's strategic location between Greenville and Spartanburg has positioned it as a critical node within the regional transportation network. Greer is located immediately north of Interstate 85. The Greenville-Spartanburg International Airport (GSP) is located adjacent to Greer's southern boundary and serves as a major passenger and air-cargo facility for the Upstate. The City of Greer is also home to the Inland Port, a major intermodal facility connecting the Port of Charleston to inland markets via the Norfolk Southern rail system. As Greer continues to grow, integrated transportation planning will remain essential to support economic competitiveness, mobility, safety, and quality of life.

LIBERTY

The City of Liberty is a small municipality located in Pickens County. Liberty is a small-town residential community with strong historic ties to the textile industry and rail transportation. While Liberty's population has remained relatively stable compared to other nearby municipalities, its location along US 123 places it within a regional travel corridor experiencing increased demand.

MAULDIN

The City of Mauldin is a suburban municipality located in southern Greenville County. Mauldin functions as a high growth suburban and employment adjacent community within the central portion of the Upstate's "Golden Strip" development corridor. Interstate 385 traverses the eastern side of Mauldin and provides high-capacity regional connectivity to Interstate 85, Interstate 185, and destinations across the Upstate and beyond. Growth has been driven by housing development, reinvestment along major corridors, and the emergence of large mixed-use projects such as BridgeWay Station and City Center Village, which are reshaping local travel patterns and increasing multimodal demand.

PICKENS

The City of Pickens is a small municipality and the county seat of Pickens County. Pickens' transportation system is oriented around its role as a county seat and connector between rural western Pickens County and the Greenville urbanized area. The city is served primarily by State Highway 183 and State Highway 178, which provide north–south and east–west connectivity to Easley, Liberty, and surrounding communities. Regional access to U.S. Highway 123 and Interstate 85 is available via nearby connections through Easley and Liberty, supporting commuter and regional travel. As Pickens and Pickens County continues to grow, particularly in the southern and eastern areas of the County, there will be greater emphasis placed on balancing regional access and preservation of small-town character.

SIMPSONVILLE

The City of Simpsonville is a rapidly growing municipality located in southeastern Greenville County. In recent years, Simpsonville has experienced significant population growth driven by residential development and supported by regional employment growth along I-385 and I-85. In addition, major entertainment destinations such as Heritage Park, the CCNB Amphitheatre at Heritage Park, and expanding retail and entertainment districts generate localized traffic surges during events, requiring integrated parking, access management, and traffic control strategies. As Simpsonville continues to grow and develop, managing growing commuter traffic on U.S. 276 and I-385 access points and accommodating special event traffic will be of particular interest.

TRAVELERS REST

Travelers Rest is a small but rapidly growing municipality located in northern Greenville County. Travelers Rest has transitioned from a historic rural crossroads and mountain stopover into a small city known for outdoor recreation, trail-oriented development, and a revitalized downtown, while still maintaining its small-town character. Its location provides direct north-south connectivity between Downtown Greenville and mountain destinations in northern Greenville County and western North Carolina. Travelers Rest has experienced significant population growth between 2010 and today. Growth has been driven by residential development, downtown revitalization, and the development of the Swamp Rabbit Trail. Key transportation considerations for the future of Travelers Rest will include managing commuter, recreational and tourist traffic while maintaining the small-town feel cultivated today.

Community Resources

The GPATS area contains a wide range of community resources, including, but not limited to, hospitals, airports, schools, places of worship, parks, trails, and historic districts, as depicted in **Figure 3**. Descriptions of key community resources across the GPATS region are described in the following pages.

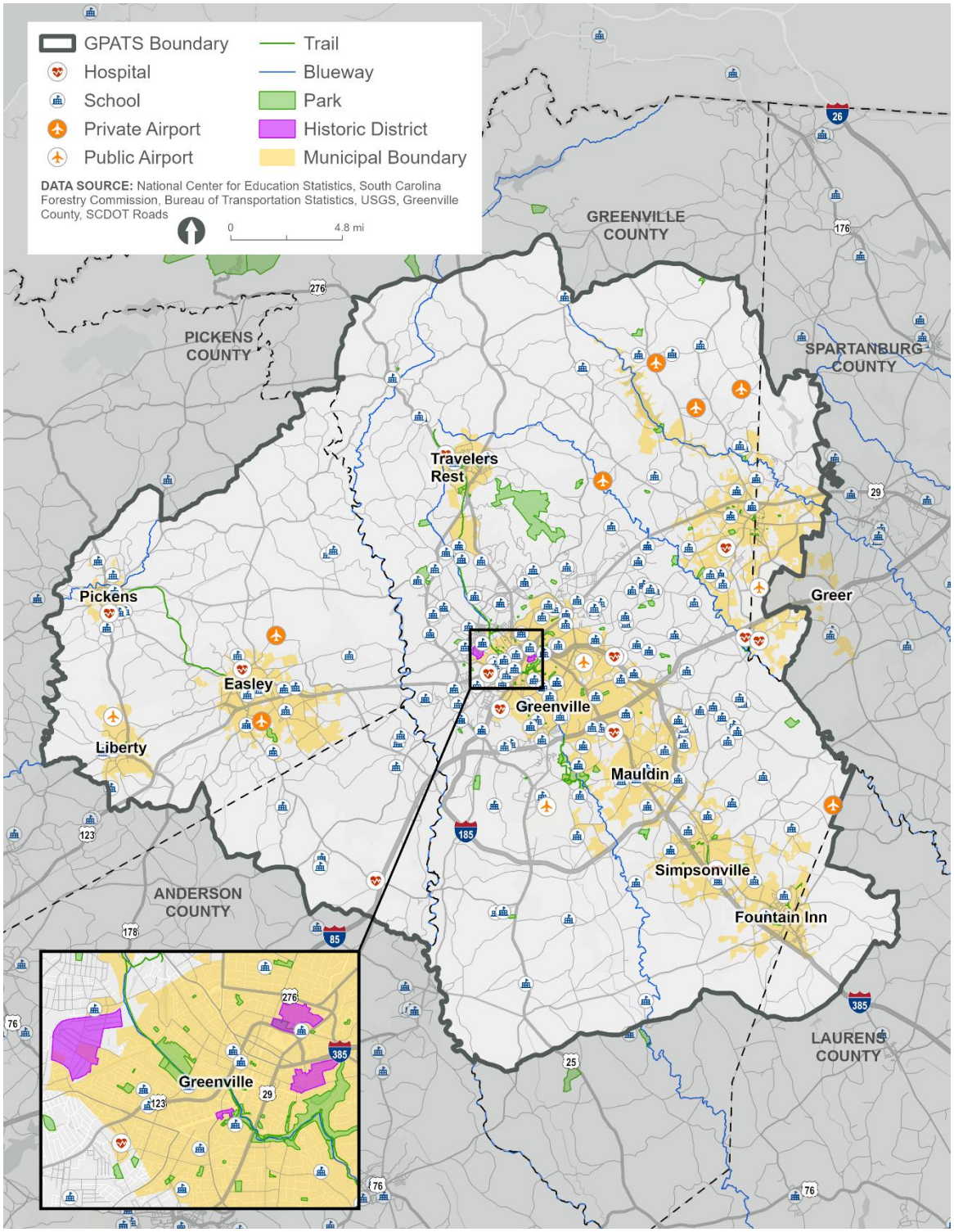


Figure 3 | Community Resources

COLLEGES AND UNIVERSITIES

Colleges and universities within the GPATS region play an important role as they generate significant travel demand and influence commuting patterns, transit needs, and infrastructure planning. Major institutions in the area include Clemson University in Clemson, which is just outside of the MPA boundary but worth noting as it is one of the largest universities in the region and has programs located in Greenville, as well as Furman University and Bob Jones University, both located in Greenville. In addition, Greenville Technical College and Tri-County Technical College provide workforce training and serve large student populations across multiple campuses.

AIRPORTS

Airports in the GPATS region are important transportation assets that support regional mobility and economic activity. The primary airport is Greenville-Spartanburg International Airport (GSP), which serves as the major commercial airport for the Upstate region. It provides passenger and cargo services, connects the region to national and international destinations, and generates significant travel demand along key highway corridors. Because of its size and impact, it is a major consideration in transportation planning, particularly in terms of roadway access, freight movement, and regional connectivity. In addition to the main commercial airport, the region also includes general aviation facilities such as Greenville Downtown Airport, SCTAC/Donaldson AFB, and Pickens County Airport. These airports primarily serve private, corporate, and recreational aviation.

HOSPITALS AND MEDICAL FACILITIES

Hospital systems and auxiliary medical facilities in the GPATS region are critical community resources that significantly influence the transportation network due to their role as major employment centers and essential service providers. One of the largest systems is Prisma Health, which operates multiple facilities including Greenville Memorial Hospital, a major regional medical center that generates high volumes of daily traffic from patients, staff, and visitors. Another key provider is Bon Secours St. Francis Health System, with facilities such as St. Francis Downtown and St. Francis Eastside serving different parts of the region.

PARKS AND TRAILS

Parks and trails in the GPATS region are valuable community resources that contribute to both recreation and the transportation network by supporting walking, biking, and other non-motorized travel. One of the most well-known assets is the Prisma Health Swamp Rabbit Trail, a multi-use greenway that connects Greenville to Travelers Rest and links neighborhoods, parks, schools, and commercial areas. This trail serves not only as a recreational destination but also as a practical commuting route for cyclists and pedestrians, reducing reliance on automobiles and supporting alternative transportation. Similar trails are located across the Upstate, including one more in the GPATS Study Area. The Doodle Trail connects the Cities of Easley and Pickens providing a valuable alternative transportation mode between these two destinations. Other trails of note in the surrounding area are the Green Crescent Trail in the Clemson, Central, and Pendleton area, the East-West Connector in Anderson, and the Mary Black Trail in Spartanburg.

The region also includes major parks such as Paris Mountain State Park and Table Rock State Park, which attract visitors from across the Upstate and generate significant travel demand, especially during weekends and peak seasons. In addition, urban parks like Falls Park on the Reedy serve as central gathering spaces and are closely integrated with downtown pedestrian and bicycle infrastructure.

Land Use

The municipalities and counties across the GPATS region exhibit broadly similar land-use and zoning frameworks that reflect their shared position within a rapidly growing metropolitan area. Although each city maintains its own zoning ordinance and future land use plans, the overall structure is consistent across the region and typically organizes land into residential, commercial, industrial, and special or mixed-use districts.

The relationship between land use and transportation is a key component of how transportation priorities are shaped. Land use shapes travel demand, and transportation systems shape land use patterns.

Land use determines where people live, work, shop, and play which directly influences the number of trips taken, length of trips, what modes are used, and when trips are likely to occur. Higher density land uses promote shorter trips, more viable transit, and active transportation, while lower density land uses promote longer trips, and greater auto dependence.

Mixed-use developments, where housing is located near jobs, schools, shops, *et cetera* reduces trip lengths and enables non-automobile travel. Single-use zoning tends to separate activities, which will lead to an increase in vehicle miles traveled (VMT).

In turn, transportation investments change accessibility to land use, which affects development location, development density, and land value. Transportation tends to shape growth in certain areas and discourage growth in other areas, largely dependent upon land use priorities.

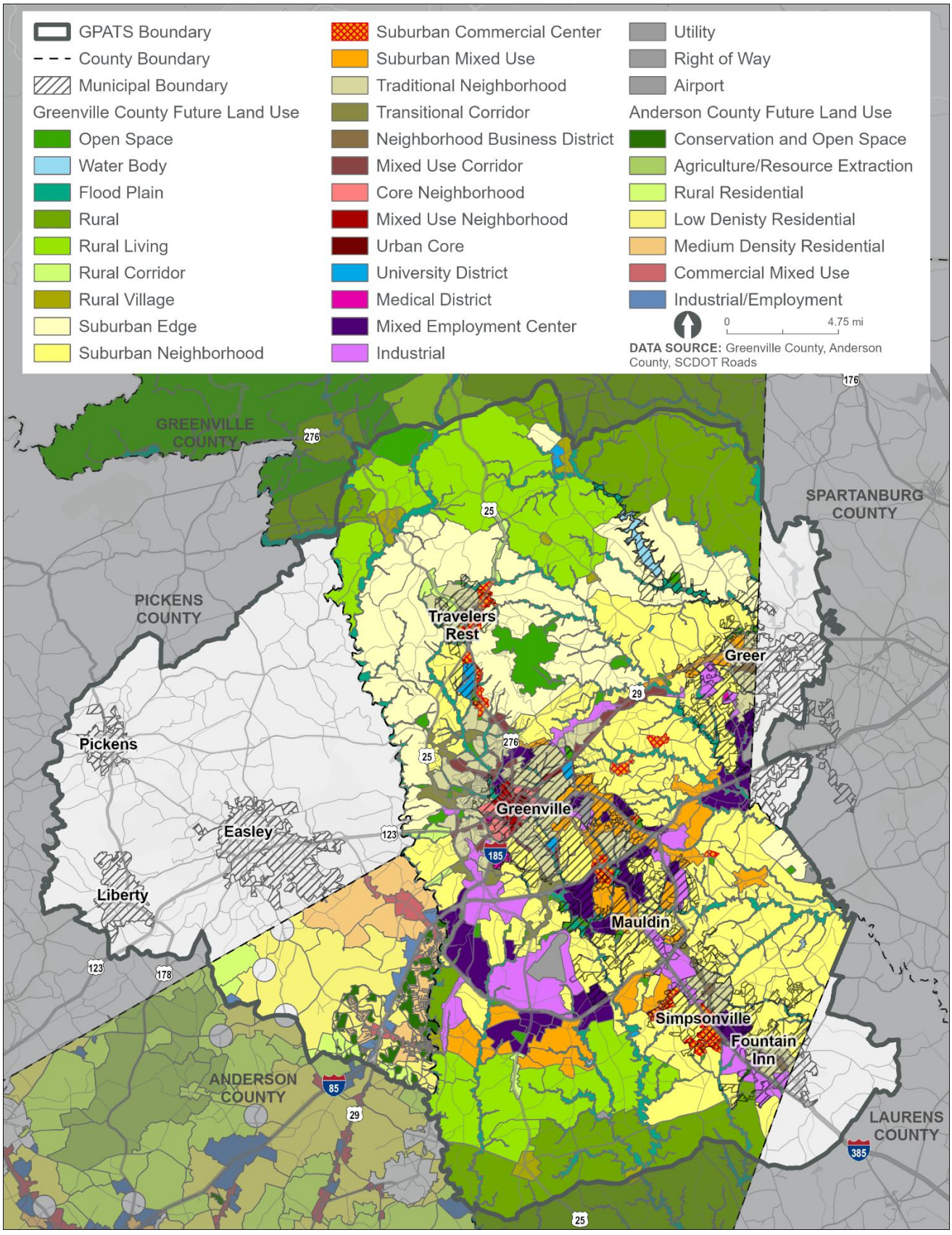


Figure 4 | GPATS Future Land Use

RESIDENTIAL USES

As depicted in Figure 3, residential land use, including rural residential, low-density residential, medium-density residential and suburban neighborhood uses form the largest share of existing and future municipal land area. Lower-density districts with larger lots are typically located toward municipal edges and adjoining rural areas, while medium-density residential areas that permit duplexes, townhomes, or small multifamily buildings are found closer to major corridors or near town centers. Higher-density housing and mixed residential types are more common in the larger or more urban municipalities, particularly Greenville and parts of Greer, where planning policies encourage increased residential density to support walkable environments and employment centers.

COMMERCIAL USES

Future commercial land use in these municipalities tends to be concentrated along major transportation corridors and within historic downtown districts. Highway-oriented commercial strips accommodate regional retail, offices, and service businesses, particularly in rapidly growing suburbs such as Simpsonville, Mauldin, and Fountain Inn. At the same time, nearly all of the municipalities maintain designated downtown or central business districts intended to preserve traditional main-street development patterns and encourage pedestrian-oriented retail, dining, and civic activity. In larger cities such as Greenville, land use has increasingly incorporated mixed-use districts that combine residential, commercial, and office uses within the same development, supporting compact urban growth and redevelopment along key corridors. Smaller municipalities such as Travelers Rest and Pickens have adopted similar mixed-use approaches on a smaller scale to revitalize their historic centers and support tourism, recreation, and local businesses.

INDUSTRIAL AND EMPLOYMENT USES

Future industrial and employment land uses are located near major highways, rail corridors, or established industrial sites, reflecting the region's manufacturing and logistics economy. Cities such as Greer and Easley contain significant industrial or business-technology districts that accommodate manufacturing, distribution, and research facilities, often positioned near interstate access points to support freight movement. Other municipalities maintain smaller industrial zones intended for light manufacturing, warehouses, or business parks that provide local employment opportunities. In many cases, these areas are buffered from surrounding residential neighborhoods through transitional zoning districts or land-use controls designed to mitigate noise, traffic, and environmental impacts.

Collectively, the existing and future land-use patterns of these municipalities reflect a regional planning framework in which a dense urban core transitions outward to suburban residential growth, commercial corridor development, and smaller rural-edge communities. This shared structure supports both continued population growth and economic development while preserving the distinct character of individual town centers throughout the GPATS area.

GPATS FUNDING

The Regional Mobility Program (RMP), previously known as the SCDOT Guideshare Program, is how SCDOT allocates funding its surface transportation funding. GPATS divides its RMP funding into the categories shown in the chart below.

Table 1 | GPATS Funding Sources

Type	Source	Project/Program Examples
Federal	Federal Highway Administration (FHWA)	Roadway widening and new construction Safety projects Pedestrian and bicycle infrastructure Major resurfacing and shoulder improvements
	Federal Transit Administration (FTA)	Section 5303 (PL Funds) – Metropolitan Transit Planning Section 5307 – Urbanized Area Formula Grants Section 5310 – Mobility for Seniors & Individuals with Disabilities Section 5339 – Bus and Bus Facilities Program
	Federal Discretionary & Earmarked Funding	Congressional earmarks Federal discretionary grants (RAISE, INFRA, TAP, SS4A grants)
State	State Regional Mobility Program Match	Roadway widening and new construction Safety projects Pedestrian and bicycle infrastructure Major resurfacing and shoulder improvements
	State Programs	SCDOT Interstate Maintenance & Upgrades Statewide Bridge Replacement Statewide Resurfacing Program SCDOT Safety Program
Local	Local Match	Non-federal funding required for federal and state transportation grants for capital, planning, and operating project costs.

Regional Mobility Program

The SCDOT established the Regional Mobility Program (RMP), previously known as Guideshare and also known as Surface Transportation Block Grant (STBG) funding, on July 21, 2011, to support the development of plans and projects that deliver "a safe, efficient, reliable, and accessible transportation system meeting both the current and future needs of the region." This includes projects identified by the GPATS MPO in this Long-Range Transportation Plan and in the Congestion Management Process. It has since been amended in 2012, 2023, and 2025 as the program has advanced. The program has identified four core goals outlined below[1]:

- Safety – Reduce crashes, injuries, and fatalities experienced by all users of the regional transportation network
- Accessibility – Promote accessible systems that enable people to reach their destinations through multiple modes of travel
- Reliability & Congestion – Optimize traffic flow across various modes of transportation to ensure reliable travel times and reduce congestion
- Economic Vitality – Support the region's economic vitality by enhancing system performance to accommodate future growth

[1] SCDOT Planning Commission. Statement of Policy No. 3. Web. https://www.scdot.org/content/dam/scdot-legacy/inside/pdf/Commission_Policy3.pdf?v=2

The RMP allocates funding to the 11 MPOs and Councils of Governments (COGs) across the state, contributing a total of $238 million annually. SCDOT provides the local match for the federal program funds. Projects funded through the program are required to align with at least one of the core goals outlined above and include clear documentation of this alignment. They also should be consistent with the SCDOT Complete Streets Policy and MPO and COG walking, bicycling, and transit plans reference in the policy. In the event a project does not align with the Program's core goals, the local jurisdiction requesting the project, or local County Transportation Committee (CTC) upon their approval, will be responsible for the local matching funds.

Due to other programs established for pavement and bridge preservation, rehabilitation, and replacement projects, RMP funding should be allocated towards other project types, though SCDOT will consider granting an exception if the work under consideration is part of a larger project that aligns with the program's goals. According to the SCDOT Statewide Multimodal Transportation Plan, it is anticipated that an additional $62 million, or a total of $300 million, will be needed in future years to meet our transportation network's growing needs across South Carolina.

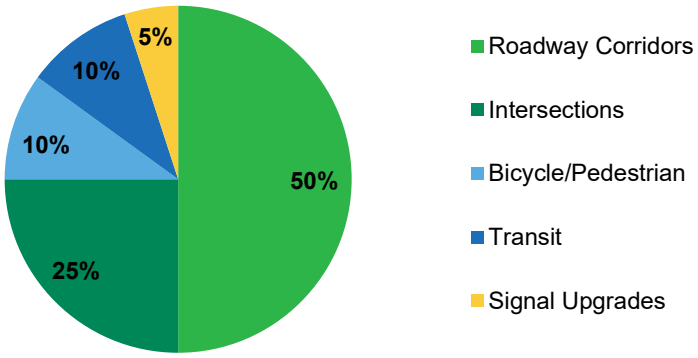


Figure 5 | GPATS Funding Breakdown

DEMOGRAPHICS

An understanding of existing demographic conditions within the GPATS planning area is essential for identifying transportation needs and planning for future travel demand. Population density, household characteristics, age distribution, employment patterns, and socioeconomic conditions directly influence how residents and workers travel and the transportation investments required. This demographic profile establishes a baseline for evaluating system performance, addressing environmental justice and equity considerations, and guiding the development of transportation strategies and projects that respond to anticipated growth and evolving community needs over the horizon of the Long-Range Transportation Plan.

Population Density

The GPATS Metropolitan Planning Area (MPA) contains approximately 665,366 residents distributed across a mix of urban, suburban, and semi-rural communities (2023 ACS). Concentrations are highest in Greenville, Greer, Mauldin, and Simpsonville, where the built environment and employment centers support denser development patterns. Outlying segments of Anderson, Pickens, and portions of northern Greenville County exhibit substantially lower densities consistent with dispersed residential settlement.

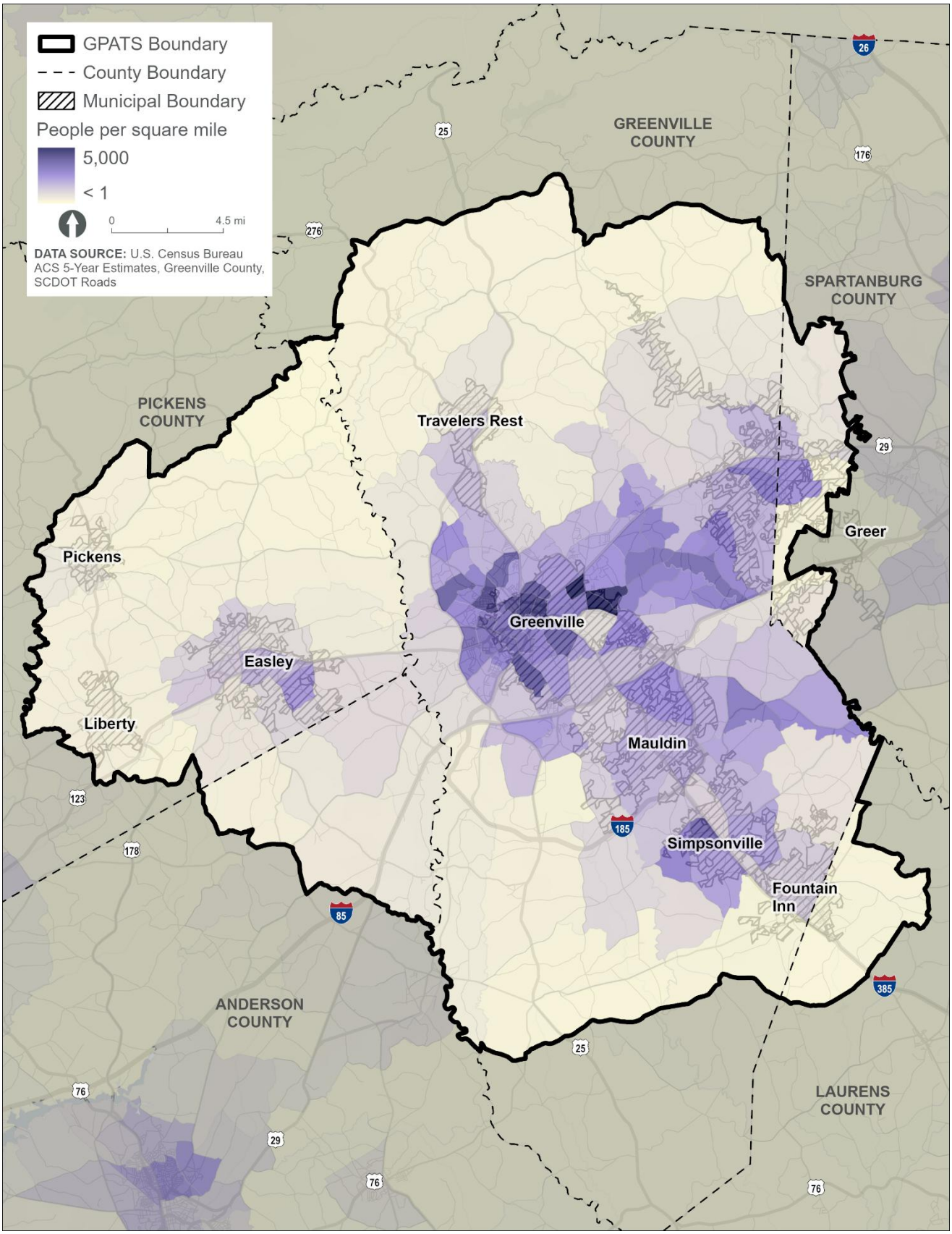


Figure 6 | Population Density (2024 ACS)

Age and Gender Breakdown

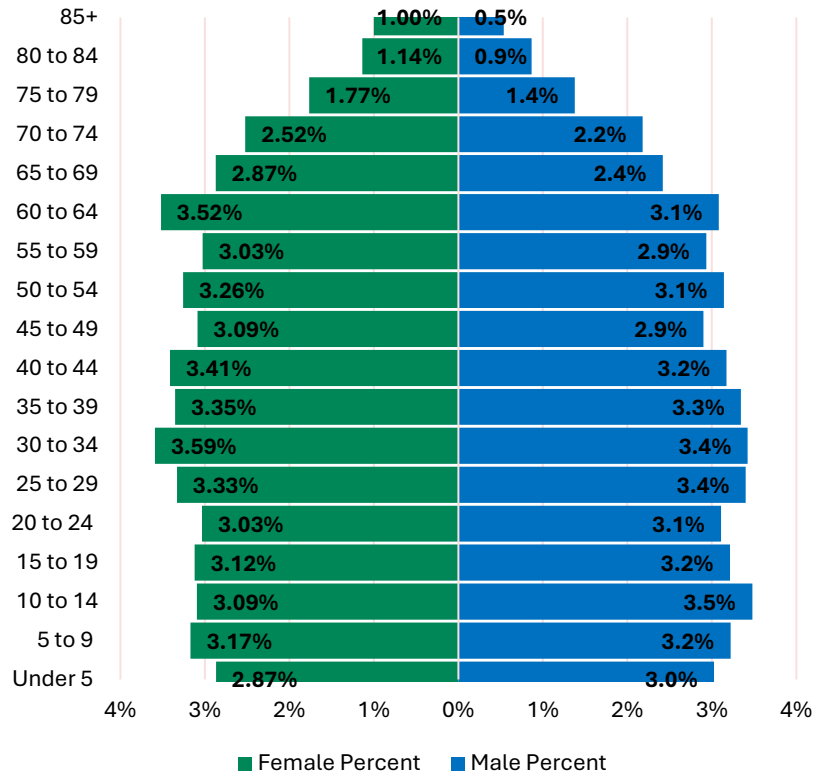
The population is broadly distributed across age groups, with a notable concentration in working-age brackets (**Table 2**). Generational data (2025 Esri) describe the following composition:

Table 2 | Age Breakdown

Generation	Ages	Percentage
Alpha	0-8	10.7%
Generation Z	9-26	22.5%
Millennials	27-44	24.3%
Generation X	45-60	19.4%
Baby Boomers	61-79	18.9%
Greatest Generation	80+	4.2%

This distribution shows a strong representation of younger and middle-aged adults, with Millennials and Gen Z collectively comprising nearly 47% of the population. Older adults are also a significant demographic: 18% of residents are age 65 or older, and the area exhibits a high senior dependency ratio of 99.0 (2025 Esri), indicating increasing demand for age-friendly infrastructure and paratransit services.

The population within the GPATS area is relatively evenly distributed by sex, with 51.2 percent female and 48.8 percent male. This near-balanced distribution is consistent with broader regional and national demographic patterns and suggests that transportation needs and travel behaviors are influenced by a diverse cross-section of the population. The combined age and gender breakdown can be seen in **Figure 7**.



18% of residents are age 65 or older, and the area exhibits a high senior dependency ratio of 99.0, indicating increasing demand for age-friendly infrastructure and paratransit services.

Figure 7 | GPATS Population by Age and Gender (2024 ACS)

Race/Ethnicity Profile

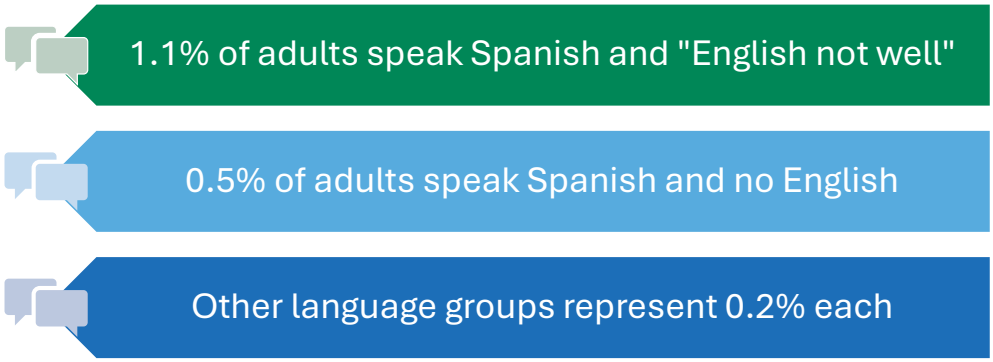
The GPATS MPA is predominantly White alone, not Hispanic or Latino, accounting for about 67 percent of the total population in 2024. Black or African American residents represent approximately 14 percent of the population, while Hispanic or Latino residents account for about 11 percent, noting that Hispanic or Latino ethnicity can overlap with any race. Smaller shares of the population identify as Asian alone (2 percent), two or more races (4 percent), or other racial categories, each representing a relatively small portion of the total population. Spatially, the minority populations are not evenly distributed, with higher concentrations clustered in specific neighborhoods within the GPATS boundary rather than uniformly spread across the region.

Table 3 | Race/Ethnicity Breakdown

Race/Ethnicity	Percentage
White Alone, Not Hispanic or Latino	67%
Black or African American Alone	14%
American Indian and Alaska Native Alone	0.1%
Asian Alone	2%
Native Hawaiian and Other Pacific Islander Alone	0.0%
Some Other Race Alone	0.1%
Two or More Races	4%
Hispanic or Latino*	11%

*Percentages should add up to 100% without including Hispanic or Latino. People of Hispanic or Latino origin may be of any race group(s).

Spoken Languages



Source: 2024 ACS

ECONOMIC BREAKDOWN

Understanding the economic characteristics of the GPATS region is essential for assessing current travel patterns, forecasting future demand, and supporting transportation investments that strengthen regional mobility and competitiveness. Key indicators such as employment rates, educational attainment, household income, total jobs, industry composition, and the number of employers provide insight into the region's workforce, economic resiliency, and commuting behavior. Collectively, these measures establish a baseline for evaluating economic opportunities and challenges, identifying areas with concentrated employment activity, and ensuring that planned transportation improvements align with the region's economic growth and long-term development goals.

Employment Rate

Educational attainment levels indicate that 38% of adults hold a bachelor's degree, while 24% have a high school diploma as their highest credential (2024 ACS). The workforce is primarily white-collar (66%), with 22% employed in blue-collar occupations and 12% in service sectors (2025 Esri). The unemployment rate is 4.3%, below the national average.

EDUCATION (2024 ACS)

10%
Pop. Age 25+: 9th–12th No Diploma

24%
Pop. Age 25+: High School Diploma

18%
Pop. Age 25+: Some College/ No Degree

10%
Pop. Age 25+: Associate's Degree

38%
Pop. Age 25+: Bachelor's Degree+

EMPLOYMENT (2025 ESRI)

66%
White Collar

22%
Blue Collar

12%
Services

4.3%
Unemployment Rate

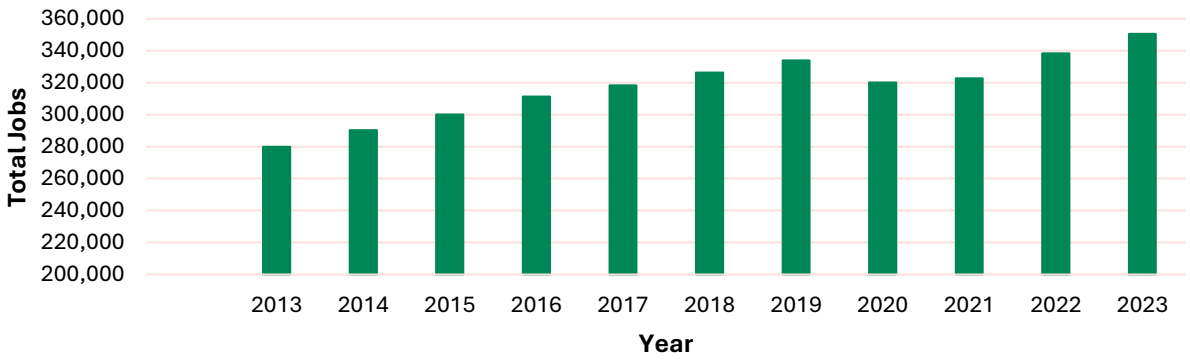


Figure 8 | Employment Growth (2024 ACS)

Figure 9 and **Figure 10** illustrate spatial patterns of unemployment and poverty across the GPATS planning area, highlighting variation by census tract. Higher unemployment rates tend to be concentrated in portions of the central urban area around the City of Greenville and in select tracts in the southern and western parts of the region, while lower unemployment levels are more prevalent in outlying suburban and rural areas. Similarly, higher poverty rates are primarily clustered near the urban core and in pockets of southern Greenville County, with lower rates observed in many northern and eastern tracts. Together, these patterns indicate areas where socioeconomic conditions may influence travel behavior and accessibility needs, underscoring the importance of equitable transportation planning and targeted investments.

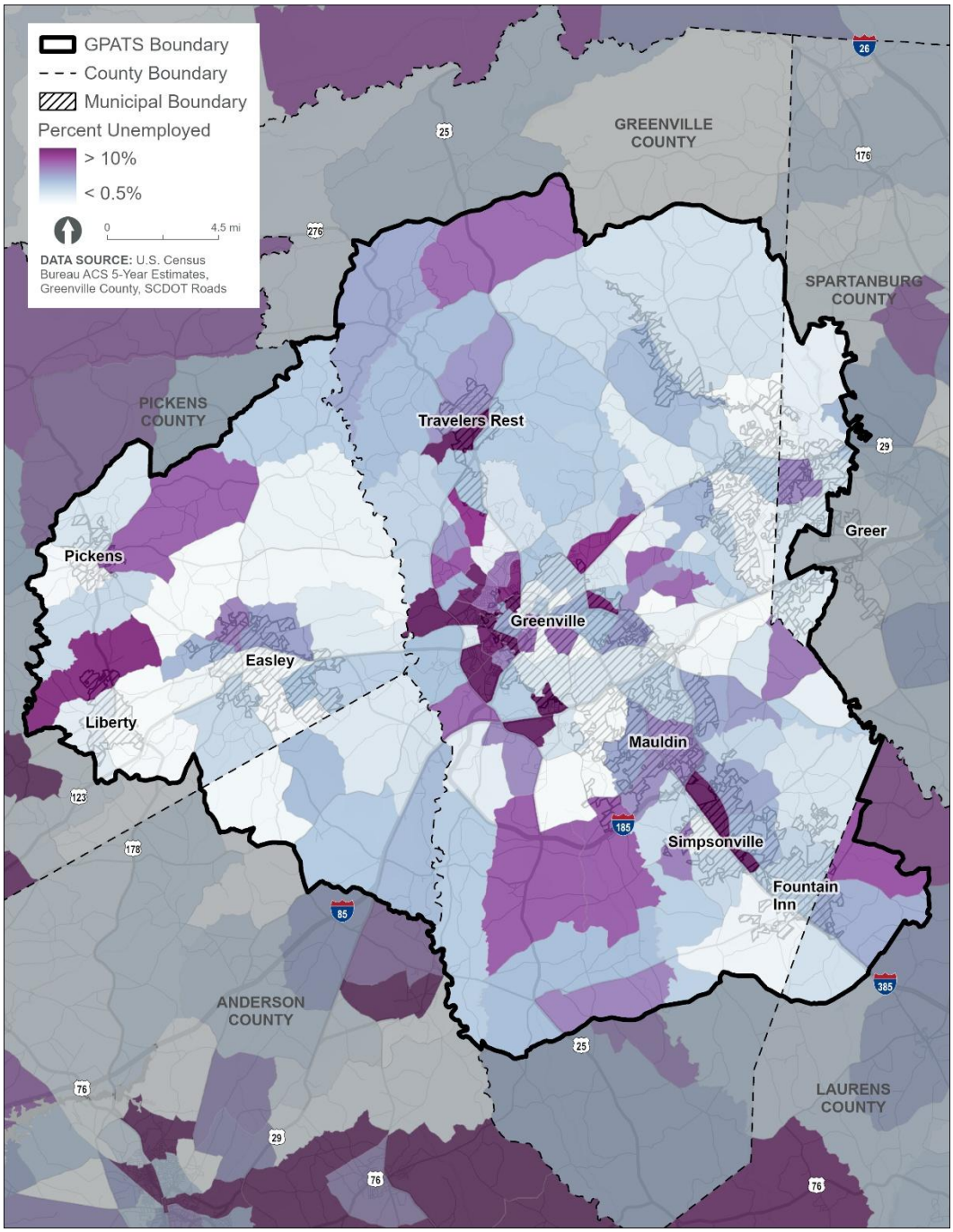


Figure 9 | Employment Density (2024 ACS)

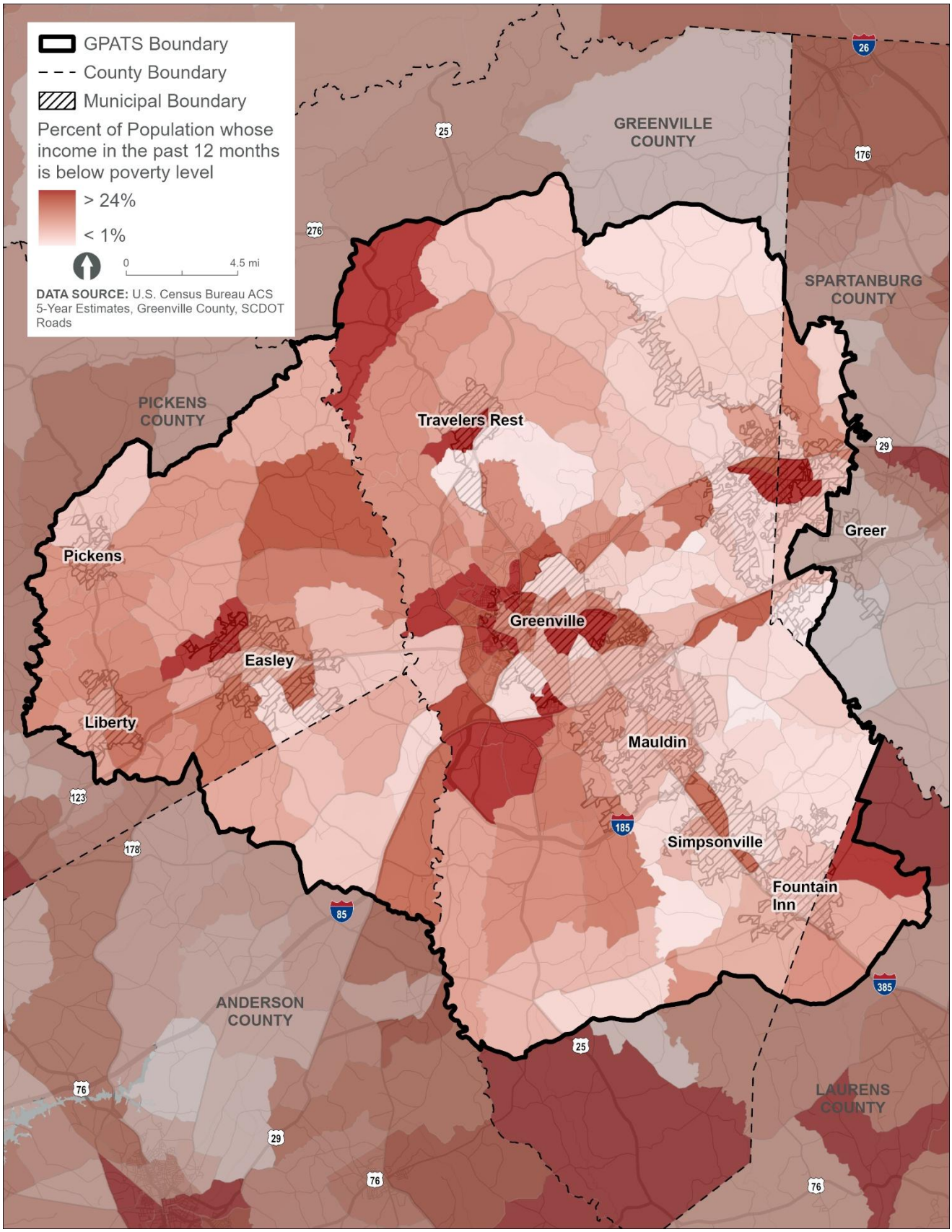


Figure 10 | Population Below Poverty Level (2024 ACS)

Household Income

Household income strongly influences travel behavior, transportation affordability, and access to opportunities. Understanding income differences helps GPATS identify inequities, prioritize investments for underserved communities, and ensure the transportation system supports economic mobility and equitable access over the long term. Median household income is $65,844 (2024 ACS). Income distribution is centered in the middle-income brackets, with the largest share of households (18.2%) earning $50,000–$74,999 annually (2025 Esri). Approximately 12% of households live below the federal poverty level, and 5.3% fall within 125–149% of the poverty threshold. Housing tenure is majority owner-occupied (70%) with 30% renter households (2024 ACS), and the median home value is $273,014.

HOUSEHOLDS BY INCOME (2025 ESRI)

$50K–$74.9K (18.2%)
Largest Group

$15K–$24.9K (5%)
Smallest Group

INDICATOR	VALUE	DIFFERENCE
<$15K	8%	-1.4%
$15K–$24.9K	5%	-1.6%
$25K–$34.9K	6.1%	-1.2%
$35K–$49.9K	10.1%	-0.9%
$50K–$74.9K	18.2%	+0.7%
$75K–$99.9K	13.5%	+0.4%
$100K–$149.9K	18.2%	+0.5%
$150K–$199.9K	9.4%	+1.5%
>$200K	11.6%	+2.2%

Number of Employers

The number of employers reflects the distribution and intensity of jobs that drive commuting patterns and peak travel demand. The GPATS region supports an estimated 32,000 to 34,000 employer establishments[2], reflecting its role as a major employment center within the Upstate and generating significant daily commuting and freight activity.

Table 4 | Largest Upstate Employers (Upstate Alliance, 2026)

Company Name	Line of Business
BMW Manufacturing Corporation	Automobile manufacturer
Clemson University	Public research university
Greenville County Schools	K-12 public education
Michelin, NA	Designs, manufactures, and sells tires for every type of vehicle
Prisma Health System	Healthcare system
Spartanburg Regional Healthcare System (SRHS)	Not for profit healthcare system, headquarters location
State of South Carolina	State government
United States Government	Federal government
Walmart	Retail stores; distribution centers

[2] U.S. Bureau of Labor Statistics. 2025. *Quarterly Census of Employment and Wages: Greenville–Anderson–Mauldin, SC Metropolitan Statistical Area*. U.S. Department of Labor.

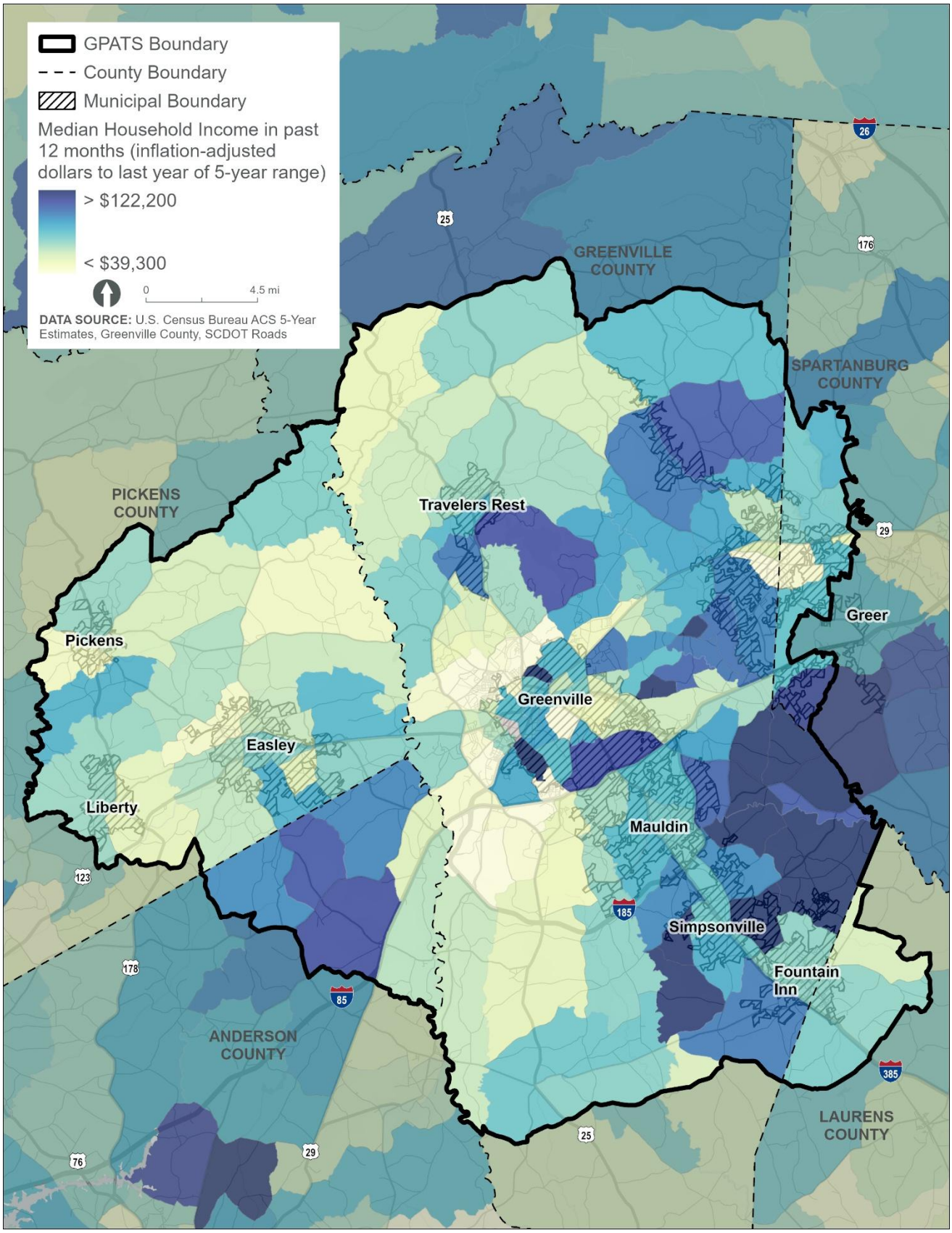


Figure 11 | Median Household Income

Key Industries

Different industries generate distinct travel patterns and freight needs, so understanding both employment concentration and industry type helps GPATS design a transportation system that supports workforce access, economic vitality, and future growth.

Employment across North American Industry Classification System (NAICS) industry sectors totals 350,580 jobs, with the largest concentrations in Health Care and Social Assistance (14.3%), Manufacturing (12.4%), and Retail Trade (11.3%), reflecting a strong mix of service- and goods-producing industries. Administrative and Support Services (9.9%) and Accommodation and Food Services (9.1%) also represent significant shares of employment. In contrast, sectors such as Agriculture, Mining, and Utilities account for a relatively small portion of total employment, each comprising less than one percent of jobs.

Table 5 | Jobs by North American Industry Classification System (NAICS) Industry Sector (U.S. Census Bureau, OnTheMap Application)

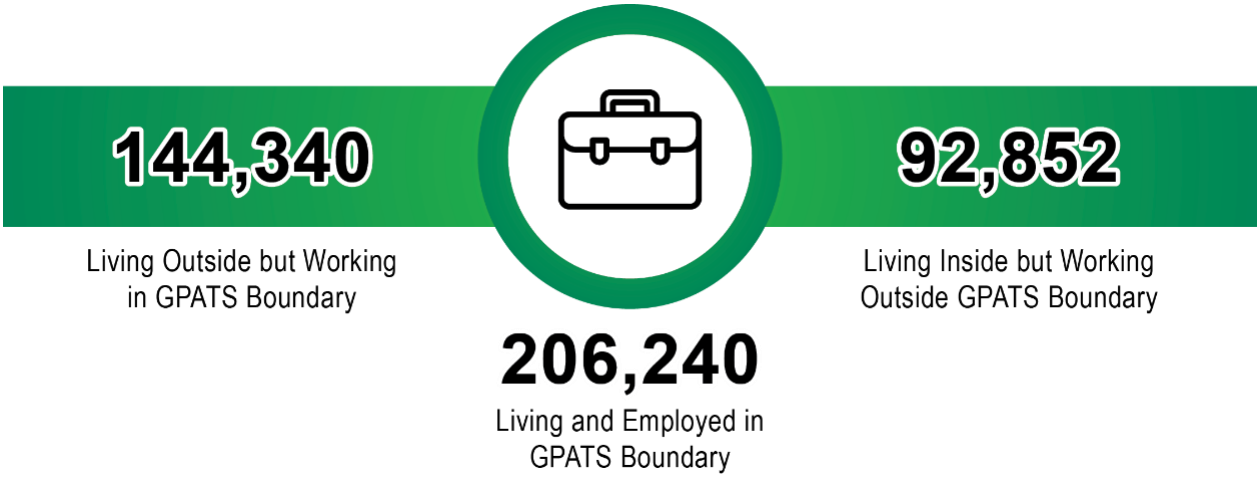
NAICS Industry Sector	Count	Percentage
Agriculture, Forestry, Fishing and Hunting	255	0.1%
Mining, Quarrying, and Oil and Gas Extraction	209	0.1%
Utilities	1,376	0.4%
Construction	17,762	5.1%
Manufacturing	43,549	12.4%
Wholesale Trade	17,515	5.0%
Retail Trade	39,540	11.3%
Transportation and Warehousing	11,516	3.3%
Information	6,122	1.7%
Finance and Insurance	15,571	4.4%
Real Estate and Rental and Leasing	4,649	1.3%
Professional, Scientific, and Technical Services	27,235	7.8%
Management of Companies and Enterprises	6,723	1.9%
Administration & Support, Waste Management and Remediation	34,647	9.9%
Educational Services	23,047	6.6%
Health Care and Social Assistance	50,060	14.3%
Arts, Entertainment, and Recreation	4,778	1.4%
Accommodation and Food Services	31,776	9.1%
Other Services (excluding Public Administration)	8,727	2.5%
Public Administration	5,523	1.6%
Total	**350,580**	**100%**

COMMUTING TRENDS

This section examines key commuting trends to better understand how residents travel to work and how those patterns are changing over time. By analyzing commute modes, travel times, and employment locations, GPATS can identify pressures on the transportation system, highlight emerging needs, and inform strategies that improve reliability, accessibility, and efficiency for daily commuters across the region.

People Living and Working Within and Outside GPATS

The inflow/outflow analysis completed by the Census on the Map Tool[3] indicates that the selection area functions as a net employment center, consistently hosting substantially more jobs than resident workers over the 2013–2023 period. In 2023, approximately 350,600 jobs were located within the area, while about 299,100 employed workers lived there, resulting in a net job inflow of roughly 51,500 workers. This pattern has remained stable over time, with net inflows ranging from about 40,000 to over 51,000 jobs annually, reflecting the area's continued role as a regional employment destination.



Employment growth within the area generally outpaced growth in the resident labor force over the last decade. Between 2013 and 2019, both jobs and employed residents increased steadily, followed by a noticeable dip in 2020 that aligns with broader economic disruptions. Since 2021, however, the area has experienced a strong rebound, culminating in the highest observed job count in 2023. Despite this growth in resident employment, the persistent gap between jobs and resident workers underscores an ongoing reliance on in-commuting labor to meet workforce demand.

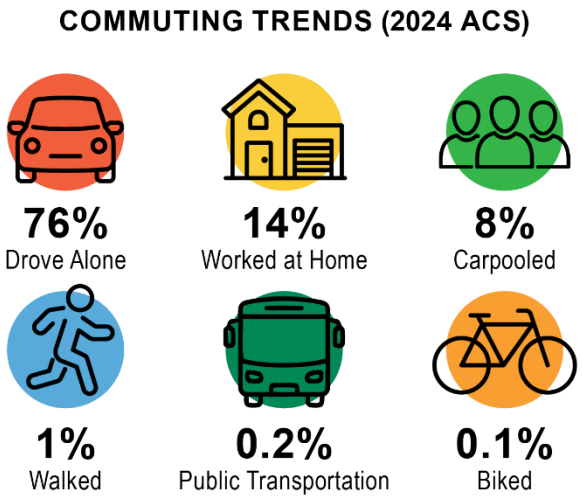
From a workforce composition perspective, inflow and outflow patterns show that prime working-age adults (ages 30–54) make up the largest share of commuters, both entering and leaving the area for work. Higher-wage workers (earning more than $3,333 per month) account for a growing share of inbound commuters over time, suggesting that the area is attracting higher-skill or higher-paying jobs. At the same time, a substantial number of resident workers continue to commute outward, particularly in service-oriented industries, indicating a degree of job-housing mismatch across income levels and sectors.

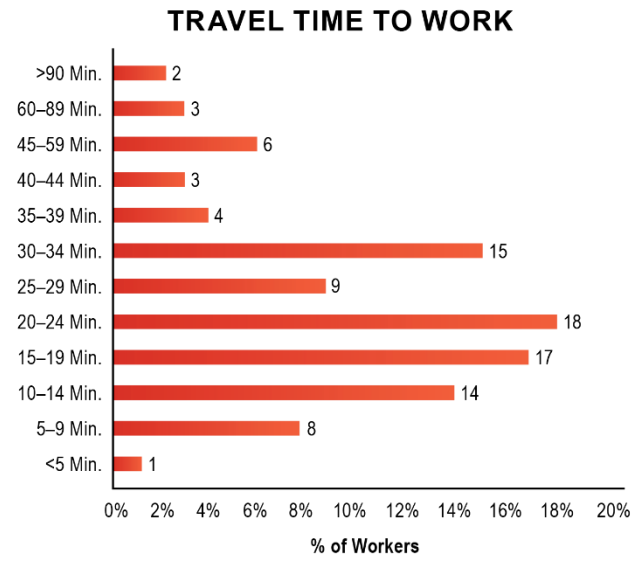
Journey to Work

Journey to Work data indicates that GPATS functions as both a place where many residents work close to home and a regional employment center that attracts workers from outside the area. Most GPATS residents have relatively short commutes, with roughly four out of five traveling less than 25 miles to work in 2023. These localized trips reflect strong access to nearby employment opportunities and typically generate more routine, predictable travel patterns. A smaller but notable share of residents commute longer distances, particularly

[3] U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2023).

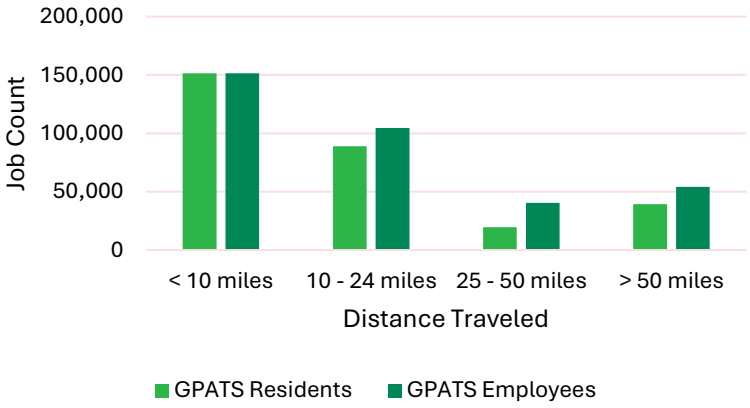
toward the east and southeast, relying on regional highway corridors and contributing to peak-period travel demand.





In contrast, workers employed within GPATS tend to travel longer distances, underscoring the area's role as a major job hub. More than one quarter of GPATS employees commute 25 miles or more, with a significant share traveling over 50 miles, particularly from the east and southeast. These long-distance inbound commutes place sustained pressure on interstates, key arterials, and interchanges during peak periods and contribute disproportionately to congestion and travel time variability.

IMPLICATIONS FOR TRAVEL TIMES AND MOBILITY PLANNING



While most of the country has a commute of about 30 minutes, GPATS residents average 25 minutes to get to and from work.[4]

Figure 12 | Journey to Work Distance Comparison (Census on the Map)

These journey-to-work trends indicate that GPATS experiences short, localized outbound commutes by residents alongside longer, regional inbound commutes by employees. This asymmetry contributes to directional peak-period congestion and emphasizes the importance of regional corridor performance, travel time reliability, and multimodal commuting options. Planning efforts that improve access to employment centers, reduce long-distance commuting demand, and enhance peak-period system efficiency will be critical

[4] Move Upstate SC. 2026. Web. https://moveupstatesc.com/up-your-lifestyle/getting-around/#:~:text=While%20most%20of%20the%20country,choose%20to%20bike%20or%20walk.

to supporting future mobility needs. **Figure 13** highlights higher concentrations in the urban core and select municipal areas where travel needs may rely more heavily on transit, walking, biking, or shared mobility options.

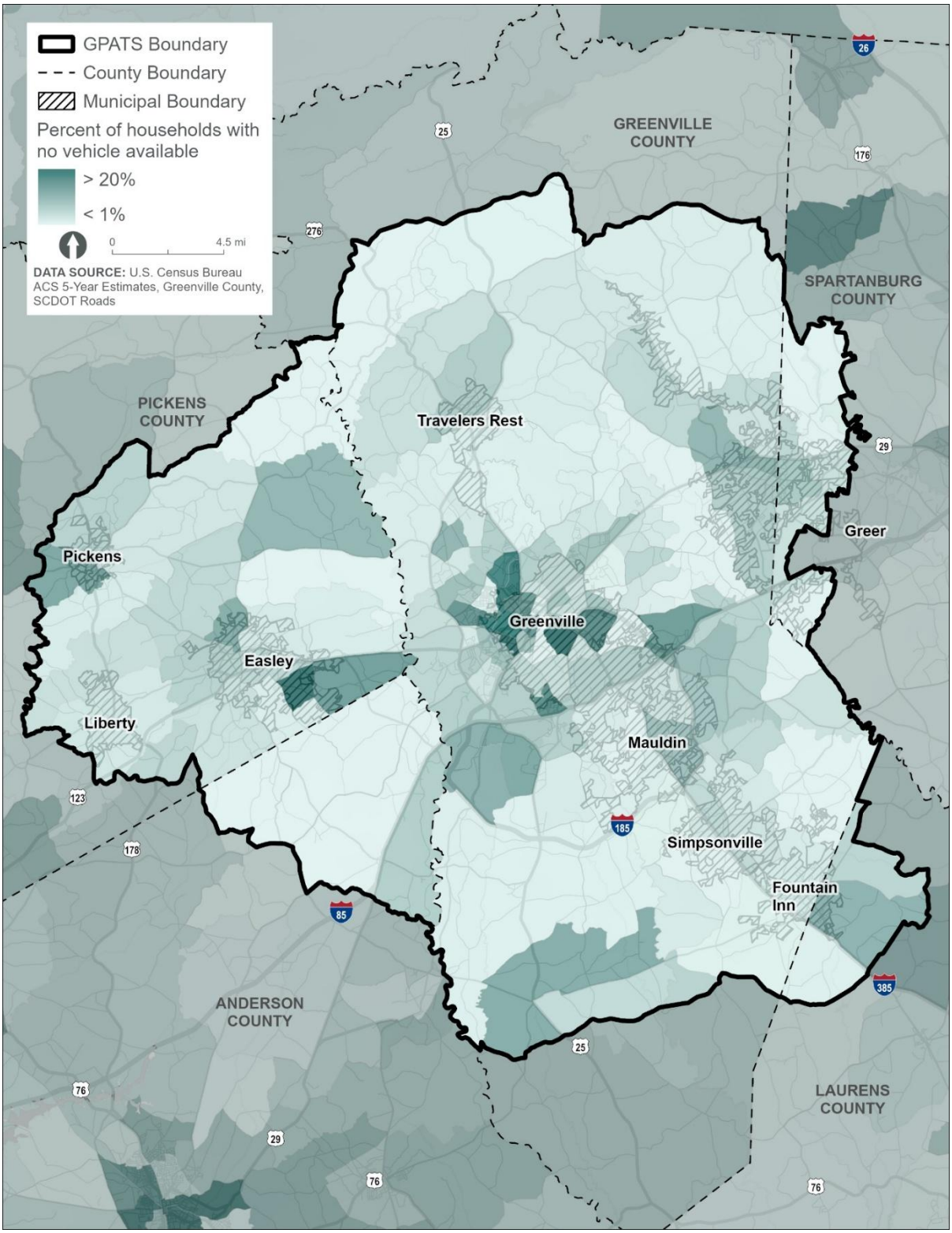


Figure 13 | Population Without Vehicles

CONGESTION MANAGEMENT PROCESS

The GPATS Congestion Management Process (CMP) was completed as part of the SCDOT CMP Pilot Process to serve as a model process for all MPOs in the State. Its purpose is to capture regional transportation priorities and integrate them into the GPATS LRTP. GPATS was one of three MPOs included in the pilot program; the other two MPOs being the Columbia Area Transportation Study (COATS) and the Charleston Area Transportation Study (CHATS). The CMP works alongside GPATS LRTP, TIP, and UPWP to inform one another and follow eight key steps.

- Develop Regional Objectives – Develop objectives geared towards accomplishing CMP goals
- Define the Regional CMP Network – This network is defined as system elements and geographically and includes all roadway classifications of major collectors and higher.
- Develop Multimodal Performance Measures – Reinforce and support meeting federally-required performance measures and targets
- Collect Data & Monitor System Performance – Obtain necessary data to monitor performance, such as from third-party sources.
- Analyze Congestion Problems & Needs – Analyze recurring congestion and system reliability to identify corridor-related congestion issues.
- Identify & Assess Strategies – Develop a toolbox of congestion mitigation strategies
- Program & Implement Strategies – Development of an implementation plan including planning, design, and implementation
- Evaluate Strategy Effectiveness – Monitor performance and evaluate the effectiveness of the strategies implemented in the CMP.

Robust Public Engagement

The CMP included robust public engagement with two public workshops (November 2023 and April 2024) and online engagement opportunities including two online surveys (November - January 2023 and April - June 2024). The CMP team also established a Steering Committee, consisting of 10 representatives from local municipal and agency partners, who provided the project team guidance, direction, and local knowledge. The Steering Committee met three times throughout the CMP planning process - October 11, 2023, January 30, 2024, and April 24, 2024. Finally, the CMP project team met with the GPATS Policy Committee on October 11, 2023 to review the plan and its purpose, define congestion in GPATS, and to review congestions principles and performance measures ahead of plan development, adoption, and integration into the Horizon2045 LRTP.

Community Priorities identified in the Public Engagement Process are identified in order below:

1. Safety & Security
2. Mobility & Accessibility
3. System Preservation & Efficiency
4. Culture & Environment
5. Growth & Development
6. Economic Vitality

Congestion Costs Across GPATS

The CMP used Regional Integrated Transportation Information System (RITIS) data to calculate statewide and county costs associated with vehicle hours of delay experienced by roadway uses on the National Highway System (NHS) in 2019.

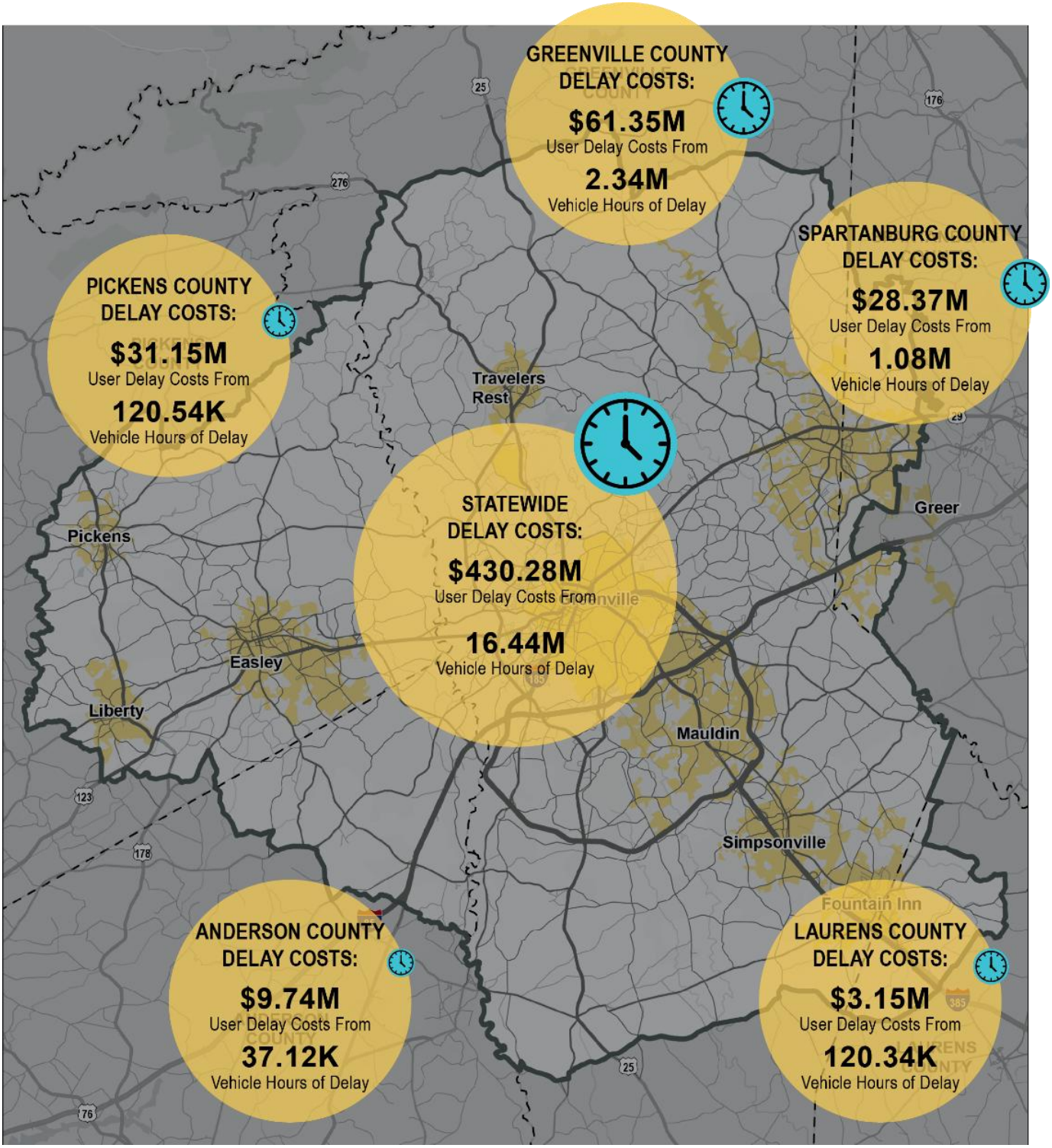


Figure 14 | GPATS Congestion and Delay

Congestion Analysis

The reliability of the GPATS Network is important. It has an impact on accessibility to local goods and resources and impacts the movement of freight throughout the region. Observing congestion, including commuter travel time and delays is an important way to identify areas in need of improvements and strategies to improve user experience. To review congestion within the GPATS study area, the CMP project team utilized 2019 Iteris ClearGuide data to screen corridors based on two metrics:

- Planning Time Index – The ratio of the 95th percentile travel time to free flow travel time to identify the total travel time necessary to arrive somewhere on time.
- Percent Recurrent Delay – The average percentage of days out of all weekdays where corridors experienced a nonzero delay during peak period during the 2019 calendar

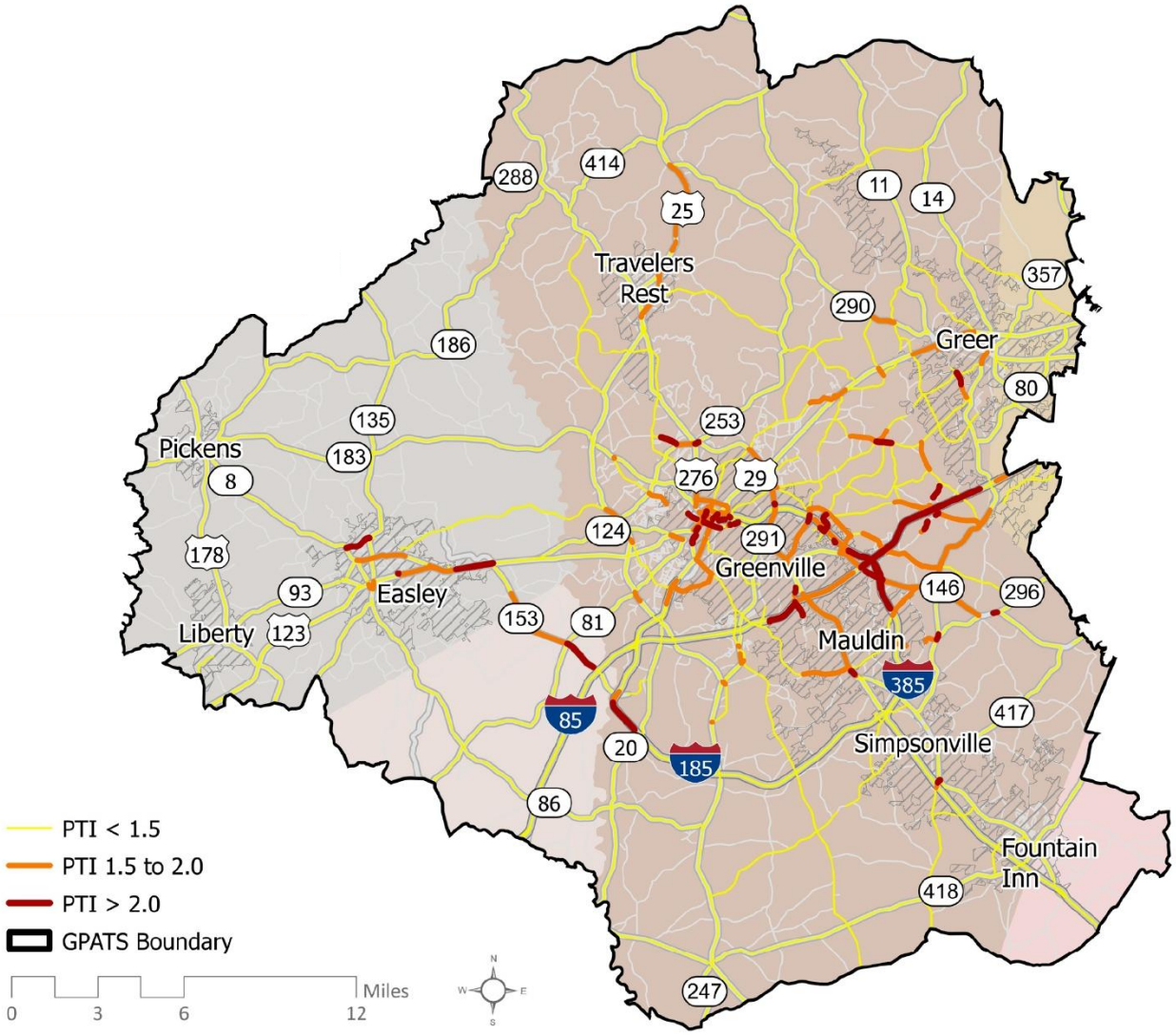


Figure 15 | Peak Planning Time Index (GPATS CMP)

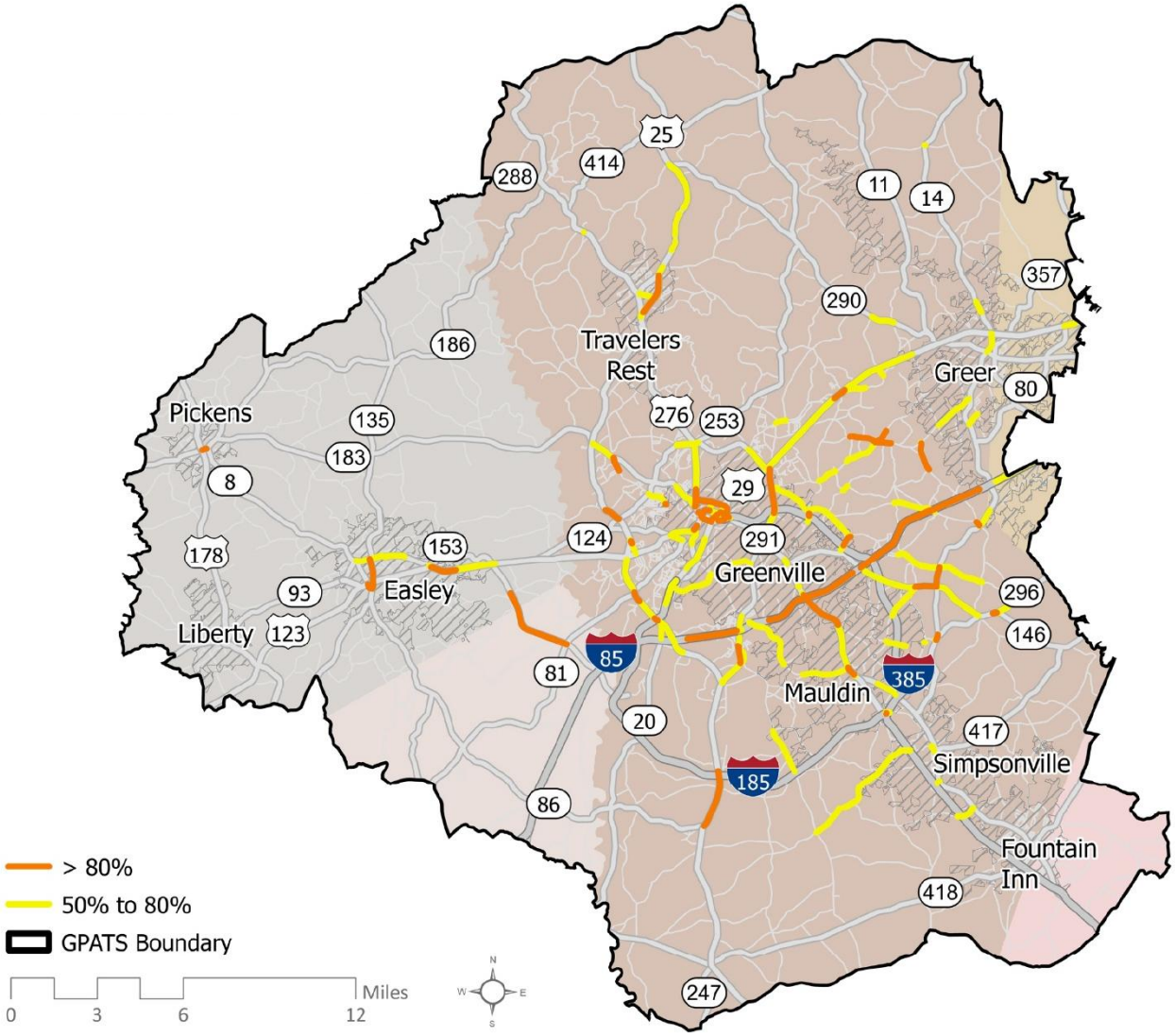


Figure 16 | AM Percent Recurring Delay (GPATS CMP)

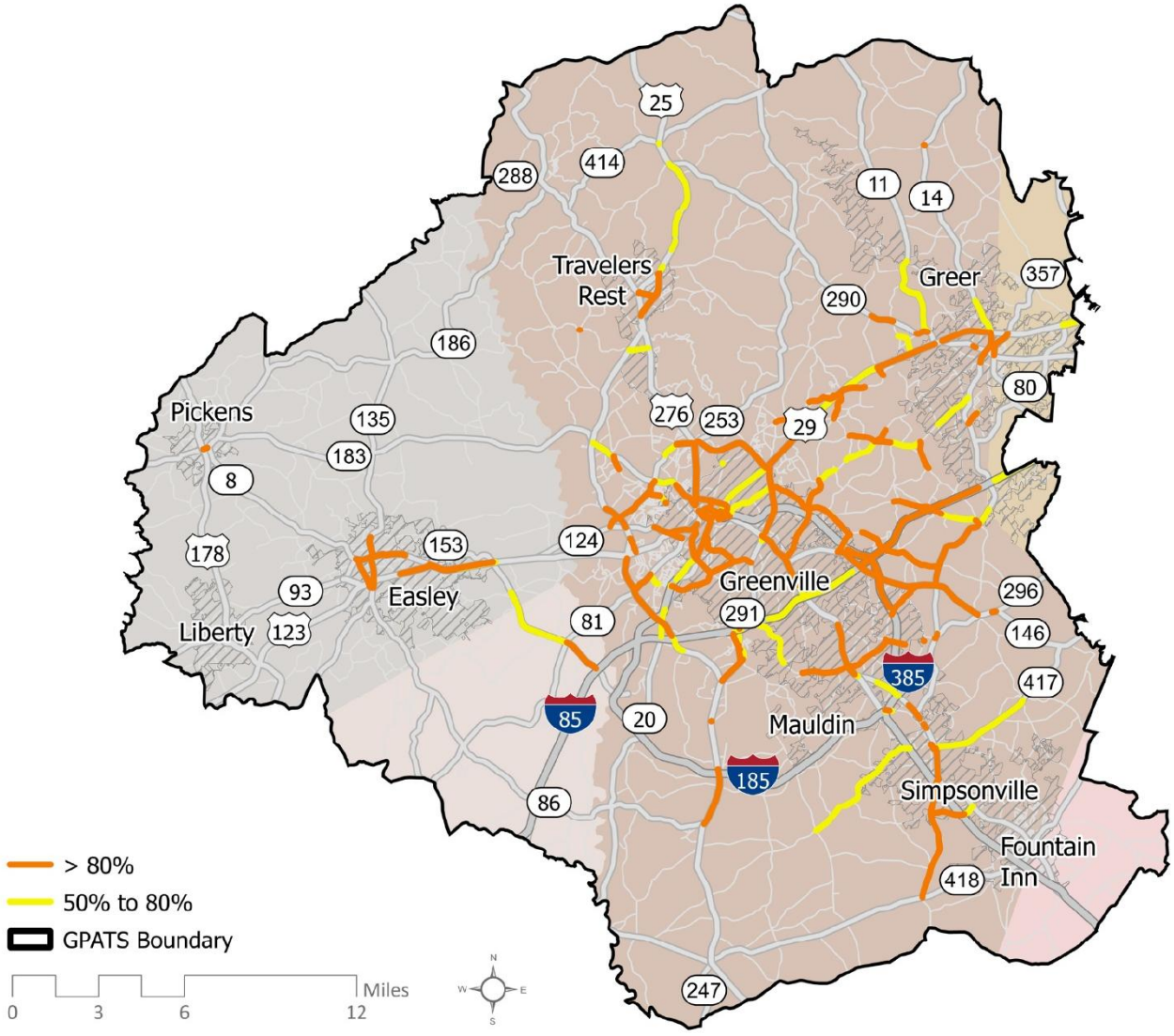


Figure 17 | PM Percent Recurrent Delay (GPATS CMP)

Congestion Management Strategies

Corridors across GPATS experience differing conditions, resulting in there being no blanket solution to mitigate congestion in all locations. To account for this, a variety of location specific strategies to increase corridor

reliability and user experience were compiled, and congestion mitigation strategies were identified and organized into the eight categories listed below.

01	**Active Transportation**	Bikeways, Pathways, & Walkways
02	**Transit**	On-Demand Transit Service, Bus Service, Park-and-Ride Lots, & Transit Signal Priority
03	**Capacity Expansion**	Alternative Interchange Design, Grade-Separated Crossings, Lane Additions/Widenings, New Roadways
04	**Transportation Demand Mgmt.**	Vanpool/Carpool, Teleworking & Flexible Work Schedules, Parking Mgmt., Bicycle & Pedestrian Education, & Safe Routes to School Programs
05	**Freight**	Dedicated Truck Lanes, Weight-In-Motion Technology, & Truck Incentives & Use Restrictions
06	**Land Use**	Redevelopment/Infill Development & Transit Oriented Development
07	**Operations**	Managed Lanes, Channelization & Delineation, Access Mgmt., Special Event Mgmt., & Traffic Incident Mgmt.
08	**Technology**	Queue Warning, Ramp Metering & Mgmt., Traffic Signal Coordination & Real Time Traveler Information

In total, **146 geographic corridor congestion mitigation strategies** have been identified across all of these categories and are being carried forward for consideration in the LRTP planning effort. This includes:

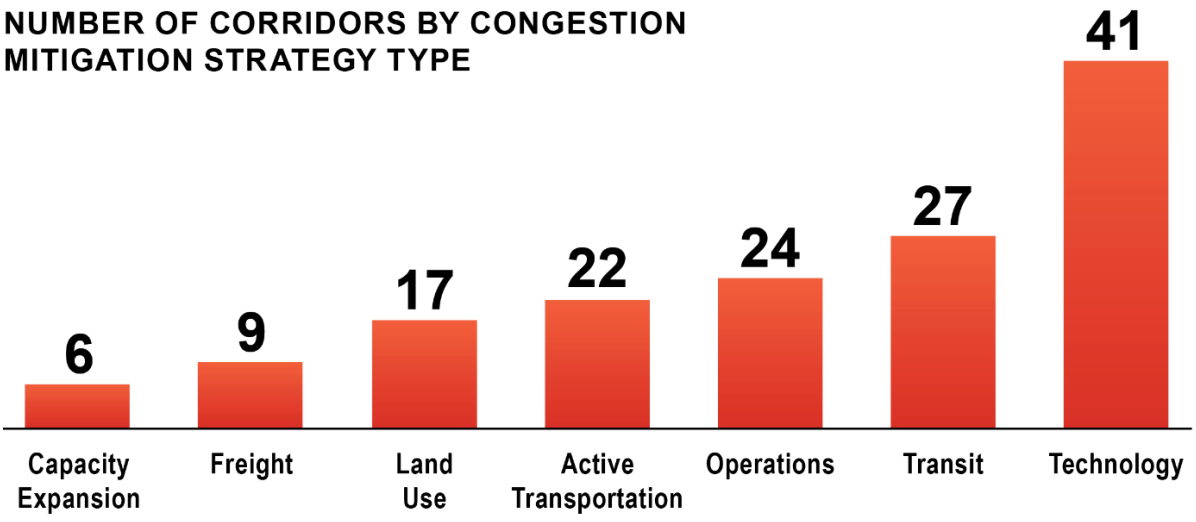


Figure 18 | Corridor Improvements by Mitigation Strategy Type

Transportation Demand Management Strategies (TDM) often include behavioral changes that are not easily identified in a geographic context. For this reason, TDM strategies were identified on a general scale and not geographically. For more information about the selected corridors and identified strategies, please reference the CMP included in the Appendix.

TRANSPORTATION NETWORK

The GPATS transportation network is defined as the connected system of transportation facilities that enable people and goods to move from one place to another. Transportation networks exist to provide mobility and accessibility to various destinations. Types of transportation networks include, but are not limited to, roadways, public transportation networks, inter-city transit networks, bicycle and pedestrian networks, and freight rail networks. All types of networks can serve a different purpose or function in how people get places, near or far.

GPATS Network

As described in the previous section, the GPATS area will face a continued rise in travel demand, placing pressure on the roadway network to accommodate more trips each year. A balanced program should seek to plan for the future through a mix of capacity projects, access management, active transportation, and operational improvements that boost safety and travel efficiency for all users. The Upstate's transportation system must strike a balance between serving the current mobility needs of existing residents, businesses and visitors, while planning for the region's future growth and economic well-being.

Roadway

Functional classifications are defined by the Federal Highway Administration (FHWA) and used by policy makers, planners, engineers, and citizens to designate the characteristics and purposes of the roadways in a system. The functional classification system categorizes streets along a general hierarchy that is used to identify each roadway's importance to the overall transportation system for planning purposes. The study area has 5,634.18 center line miles of functionally classified public roads. Descriptions of roadway types included in functional classifications are included in **Table 6** below.

Table 6 | Functional Classifications (SC Roadway Design Manual, 2021)

Functional Classification	Description
Interstates	Designed to provide high mobility across regions of the country.
Principal Arterials	Designed to provide high mobility to major metropolitan areas, provide intra-area travel, and allow for mobility to adjacent land uses.
Minor Arterials	Designed for moderate length trips, serve geographies smaller than principal arterials, and provide direct connections to the higher arterial system.
Major/Minor Collectors	Designed to collect traffic from local roads and deliver it to the nearest arterial. Collectors do not accommodate long-distance travel. Collector roads outside urban areas are further classified into "major collector" and "minor collector" designations.
Local Roads	Designed to provide access to neighborhoods, farms, residences, businesses and abutting properties in an area.

The National Highway System (NHS) is a network of federally-designated roadways in the United States that carry the majority of long-distance travel, commercial freight, and strategic military and emergency traffic as

established under the National Highway System Designation Act of 1995.[5] The system is made up of interstate highways, principal arterials, roadways that are part of the strategic highway network (STRAHNET), and intermodal connectors.

Key corridors in the GPATS jurisdiction that are NHS roadways include, but are not limited to:

- Interstate 85
- Interstate 385
- US 29 (Wade Hampton Blvd)
- US 25 (White Horse Road/Augusta Road)
- US 123 (Easley Highway)
- US 276 (Laurens Road/Poinsett Highway)
- SC 153
- SC 291 (Pleasantburg Drive)

GPATS does not own or maintain roads but plans and allocates funding. GPATS can assist in selecting which NHS corridors get federal investment in coordination with the SCDOT and FHWA. NHS roads are eligible for federal funding, must meet design and safety standards, and are prioritized for maintenance and upgrades.

[5] Congress.gov. S.440 – National Highway System Designation Act of 1995. https://www.congress.gov/bill/104th-congress/senate-bill/440.

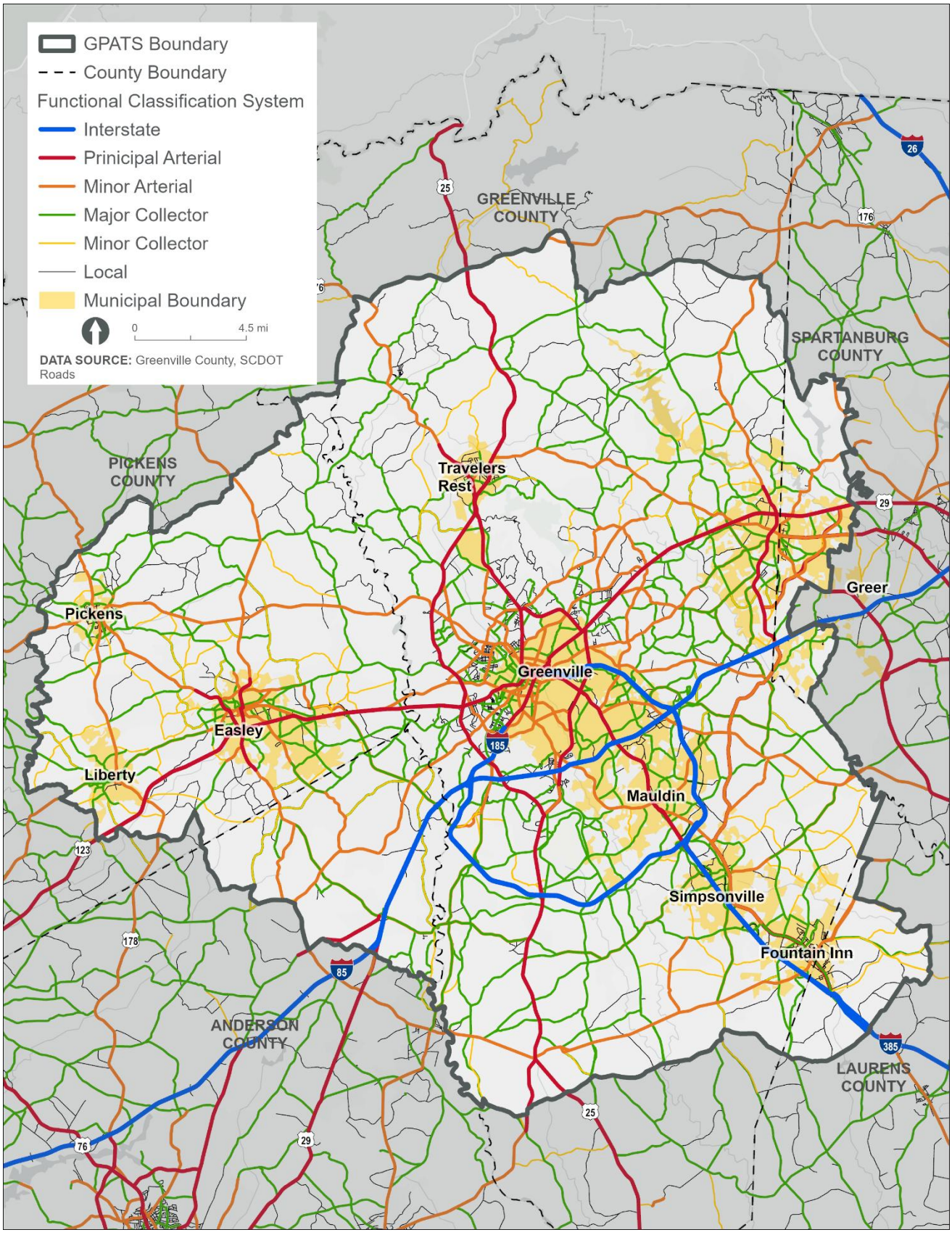


Figure 19 | GPATS Network Functional Classification

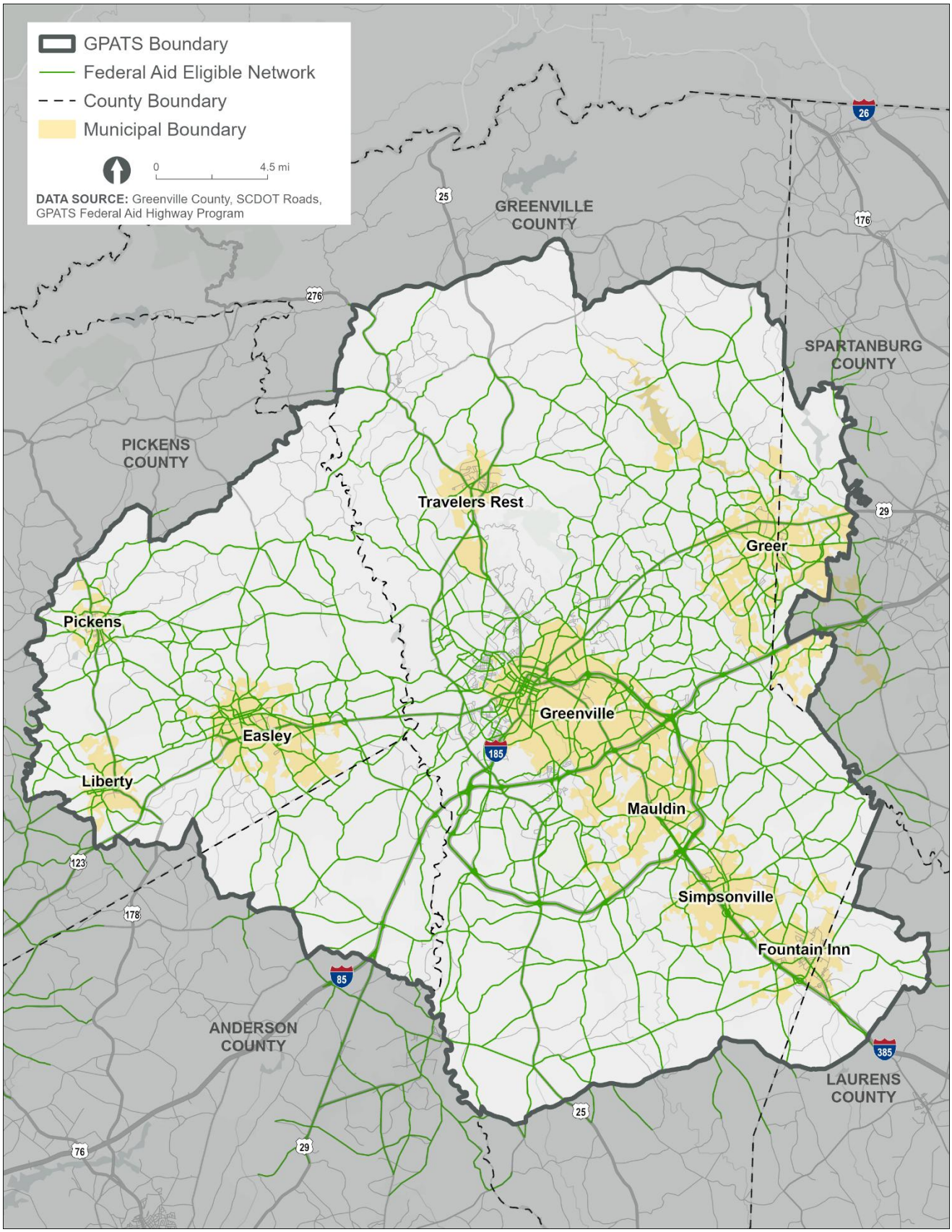


Figure 20 | Federal Aid Eligible Network

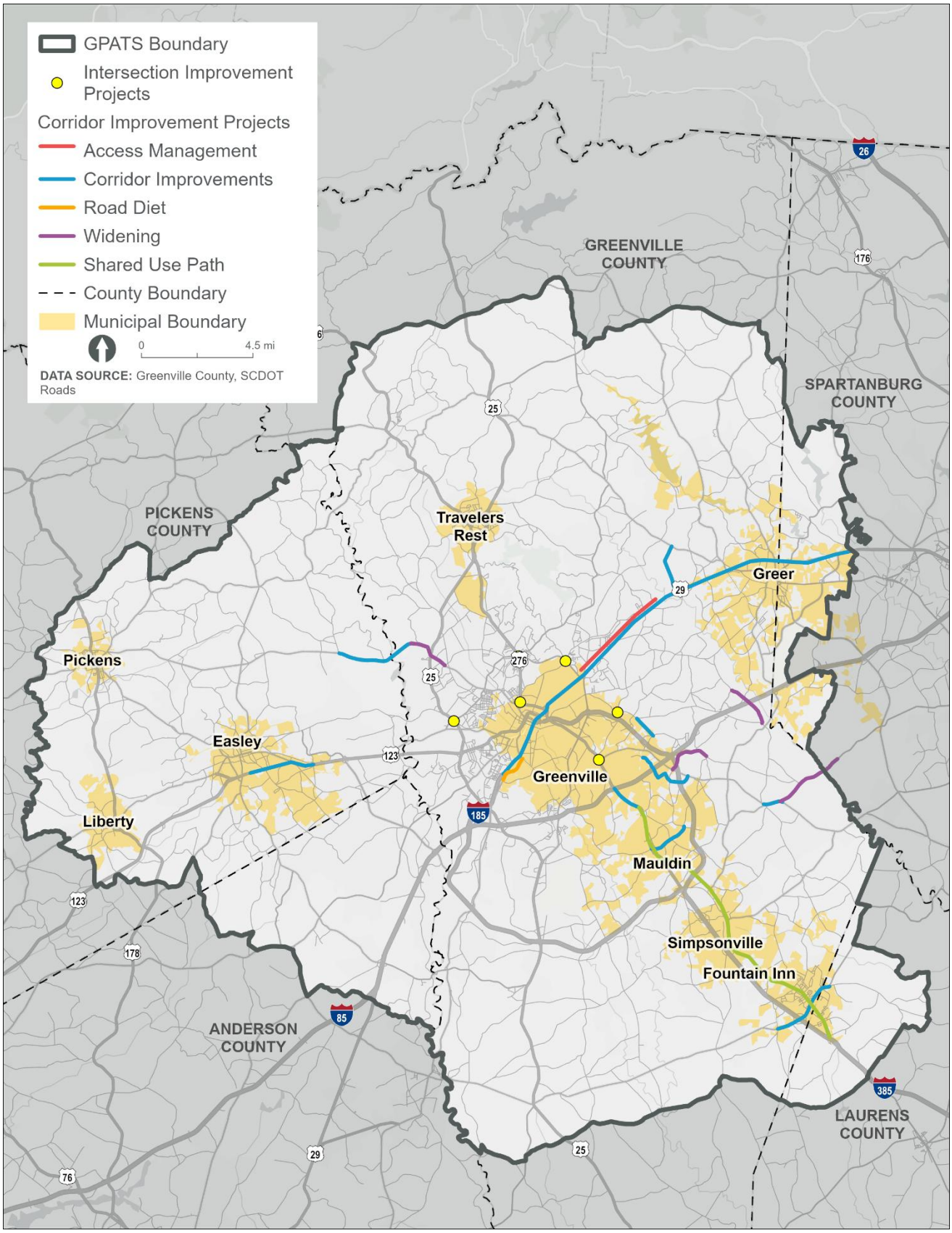


Figure 21 | GPATS Funded Corridor and Intersection Projects

Public Transportation

Public transportation in the GPATS region is relatively limited and primarily based on local bus services. As mentioned in the Commuting Trends section, most travel still occurs by private car in the region.

The primary transit provider in the GPATS area is the Greenville Transit Authority, commonly known as Greenlink, which operates a network of fixed-route buses throughout much of the City of Greenville and into Greenville County and the Golden Strip. These buses typically radiate from a central hub in downtown Greenville and connect residential neighborhoods with employment centers, shopping areas, and medical facilities. Service generally runs during daytime and early evening hours, with buses arriving every 30 to 60 minutes on most routes. In the western portion of the region, Clemson Area Transit (CATbus) provides bus service linking the City of Clemson, nearby towns, and Clemson University. CATbus was in the GPATS study area until 2023, when in response to the 2020 census it became part of the Anderson-Clemson Area Transportation Study (ACATS) previously known as ANATS. CATbus will continue to be present in the GPATS Transportation Improvement Program until all previously programmed funding from GPATS is fully spent, at which time it will no longer receive funding from GPATS.

According to the National Transit Database Agency profiles on the Greenville Transit Authority (GTA)[6], the following table depicts reported transit data for the GTA between operating years 2020-2024:

Table 7 | Greenville Transit Authority National Transit Database Agency Profiles between 2020-2024

Year	Annual Passenger Miles	Annual Unlinked Trips	Vehicle Revenue Traveled	Vehicle Revenue Hours	Operating Expenses per Vehicle Revenue Miles ($)	Operating Expenses per Vehicle Revenue Hour ($)	Fare Revenues ($)
2020	3,429,868	648,142	918,080	62,060	$6.61	$97.74	$513,006
2021	2,986,052	565,600	992,825	71,418	$7.13	$99.12	$623,284
2022	3,508,175	662,940	1,083,010	78,089	$7.09	$98.32	$684,874
2023	4,016,483	764,307	1,075,212	76,221	$8.39	$118.38	$740,835
2024	4,248,241	779,381	1,072,057	75,753	$9.08	$128.45	$780,916

In addition to these fixed bus routes, the region provides paratransit and demand-response transportation services for seniors and people with disabilities who cannot easily use regular buses. These services are typically operated by transit agencies or nonprofit providers and help residents reach medical appointments, grocery stores, and other essential destinations.

While bus systems like Greenlink provide important mobility for some residents, public transportation coverage and frequency remain limited compared with larger metropolitan regions, meaning that most residents continue to rely heavily on automobiles for daily travel.

[6] Federal Transit Administration National Database Agency profiles, 2020-2024. Web. Accessed March 2026. https://www.transit.dot.gov/ntd/transit-agency-profiles/greenville-transit-authority

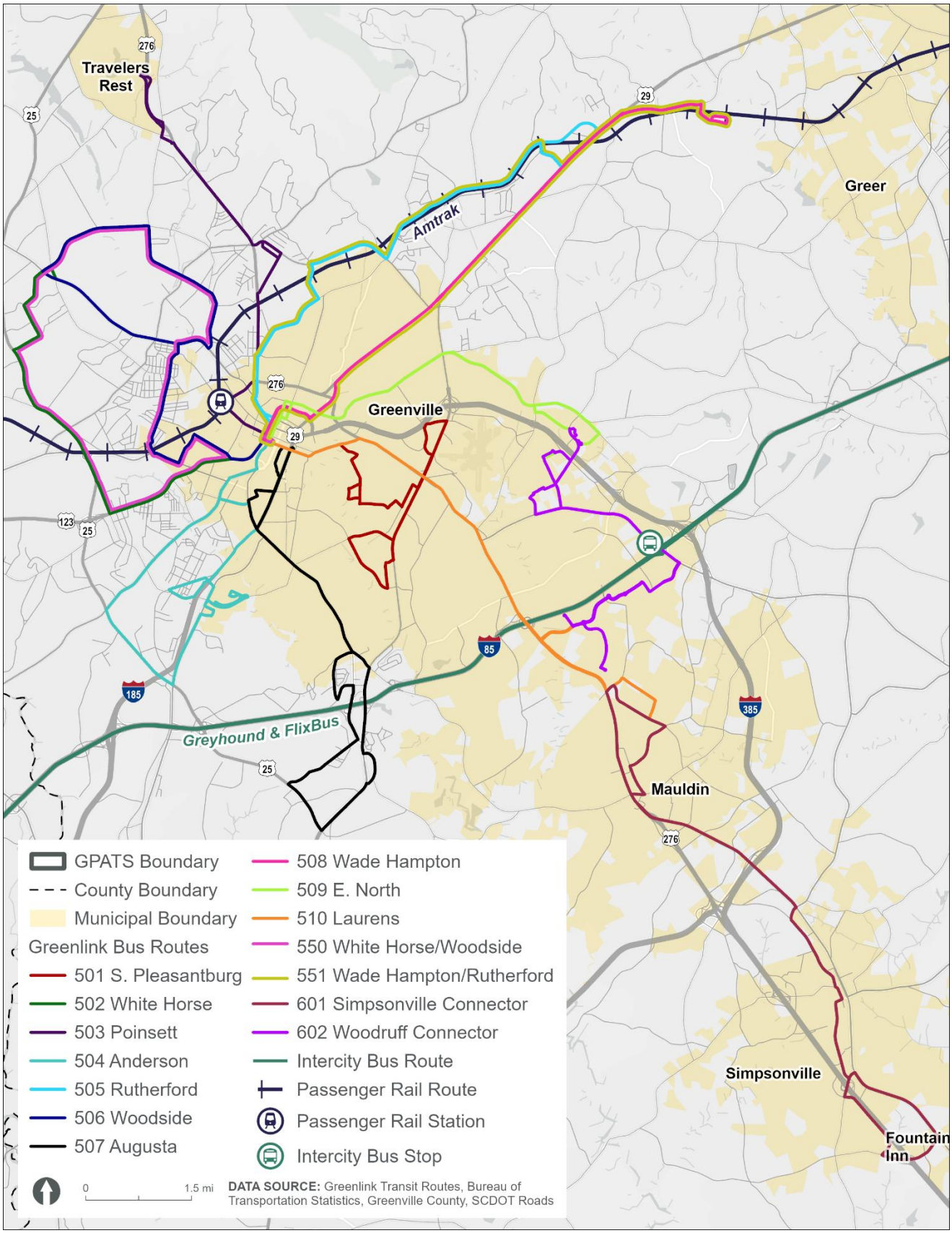


Figure 22 | Greenlink Transit Routes

Intercity/Regional Connections

Although there are some intercity transportation options, such as passenger rail stops in Greenville and intercity bus services, the GPATS region does not have regional commuter rail or extensive regional transit networks. Most travel throughout the GPATS region is oriented around roadway travel. The area is served by a robust highway network, including I-85, which links Greenville to Charlotte, North Carolina, and Atlanta, Georgia, and I-385, which connects Greenville southeast toward I-26 and Columbia seen in **Figure 23**. US Routes such as US 25, 29, 123, and 276 further connect local municipalities and support regional travel. Rail service is available through Amtrak's Crescent Line, which stops in Greenville and Clemson, providing long-distance connections to major cities including Atlanta, Charlotte, Washington, D.C., and New York City, although service is limited in frequency.

Currently, the Amtrak station in Greenville, located at 1120 W Washington St, is unstaffed with limited waiting room hours. It is generally open from 4 am – 6 am and 10 pm – 11:59 pm daily to accommodate Crescent train arrivals, which is outside of Greenlink's operating hours. Route 503, which operates from 5:30 am to 11:30 am is an exception. Flixbus operates from 7 am – 11:59 pm, aligning with Greenlink's operating hours. Route 602, which stops at the intersection of Woodruff Road and Woodruff Industrial Lane, generally operates on 60 to 70-minute headways except between 5:30 – 7:30 pm when it runs on 30 to 35-minute headways. Intercity rail and bus schedules vary due to rail freight and interstate congestion.

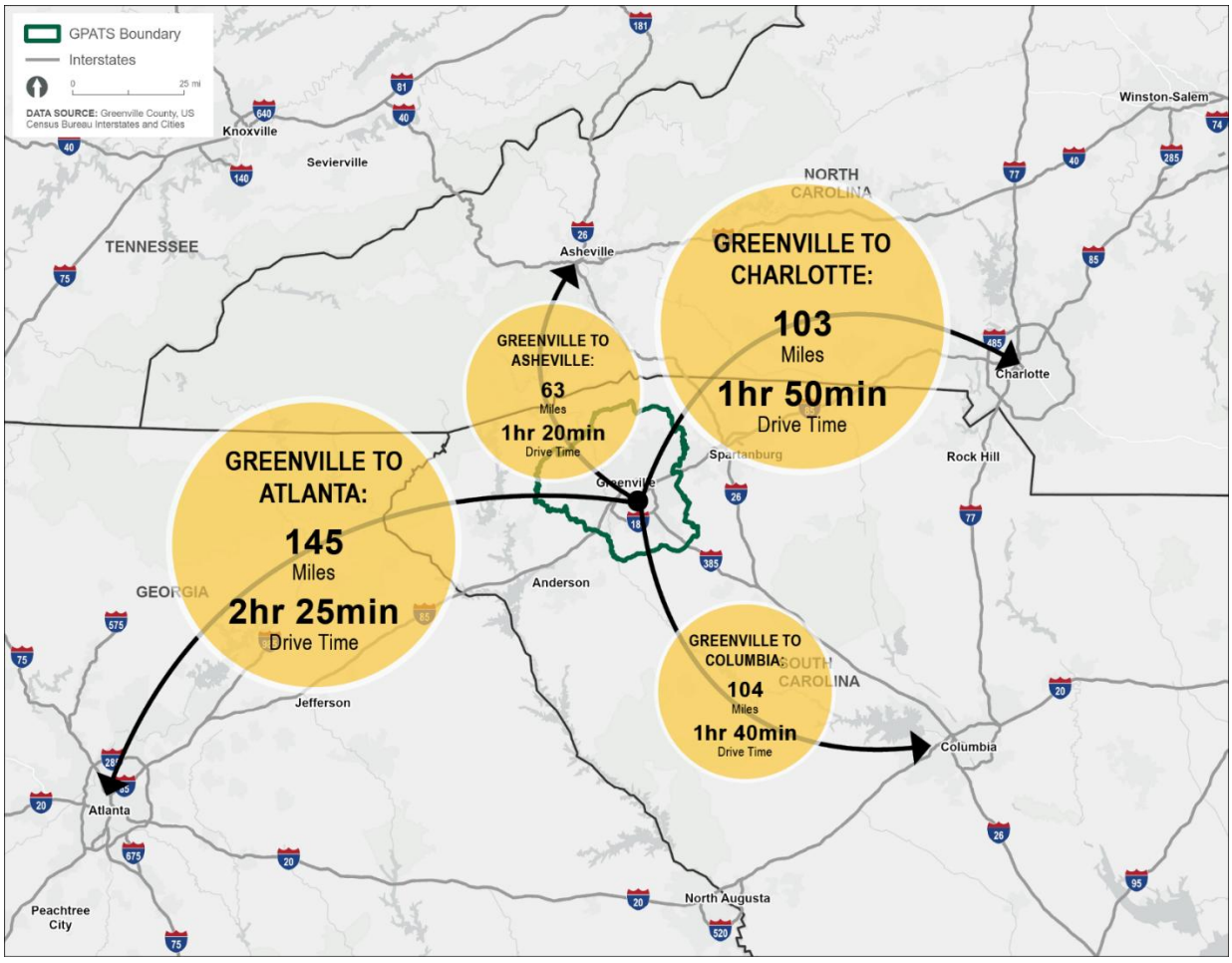


Figure 23 | Greenville Regional Map

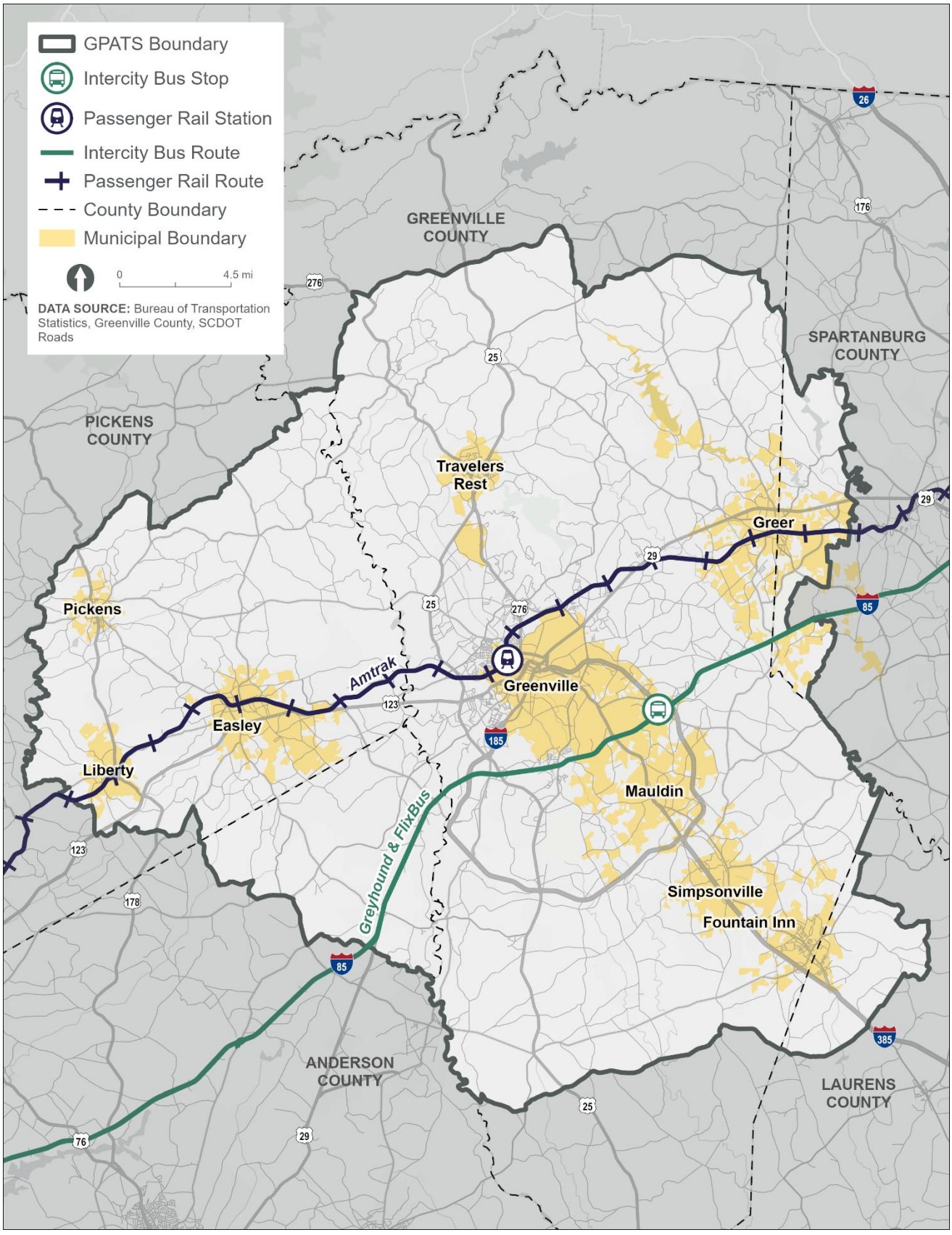


Figure 24 | Interregional Passenger Travel

Bike and Pedestrian

Bicycle and pedestrian facilities in the GPATS region are an important component of the area's transportation system and are gradually expanding as the region grows.

Bicycle and pedestrian infrastructure in the region include sidewalk networks, on-street bicycle lanes, greenways, and shared-use trails designed to improve safety and provide alternatives to automobile travel. Many of these facilities are concentrated in urban areas such as Greenville, Travelers Rest, Easley, and Pickens where higher population densities support walking and cycling. Trails and multi-use paths often connect residential neighborhoods with parks, schools, and downtown areas. Some corridors include wide shared-use paths that accommodate both cyclists and pedestrians, while others provide striped or protected bicycle lanes along major streets.

In addition to building new infrastructure, GPATS works with local governments to conduct planning studies and develop bicycle and pedestrian master plans for individual communities. These plans identify gaps in existing networks and recommend improvements such as safer intersections, improved crosswalks, and better connectivity between neighborhoods and activity centers.

Overall, bicycle and pedestrian facilities in the GPATS region are still developing but are becoming a larger focus of regional transportation planning. The goal is to create a more connected, safe, and accessible network that supports walking and cycling for recreation, commuting, and short local trips, while also improving mobility options and overall quality of life in the growing Upstate South Carolina region.

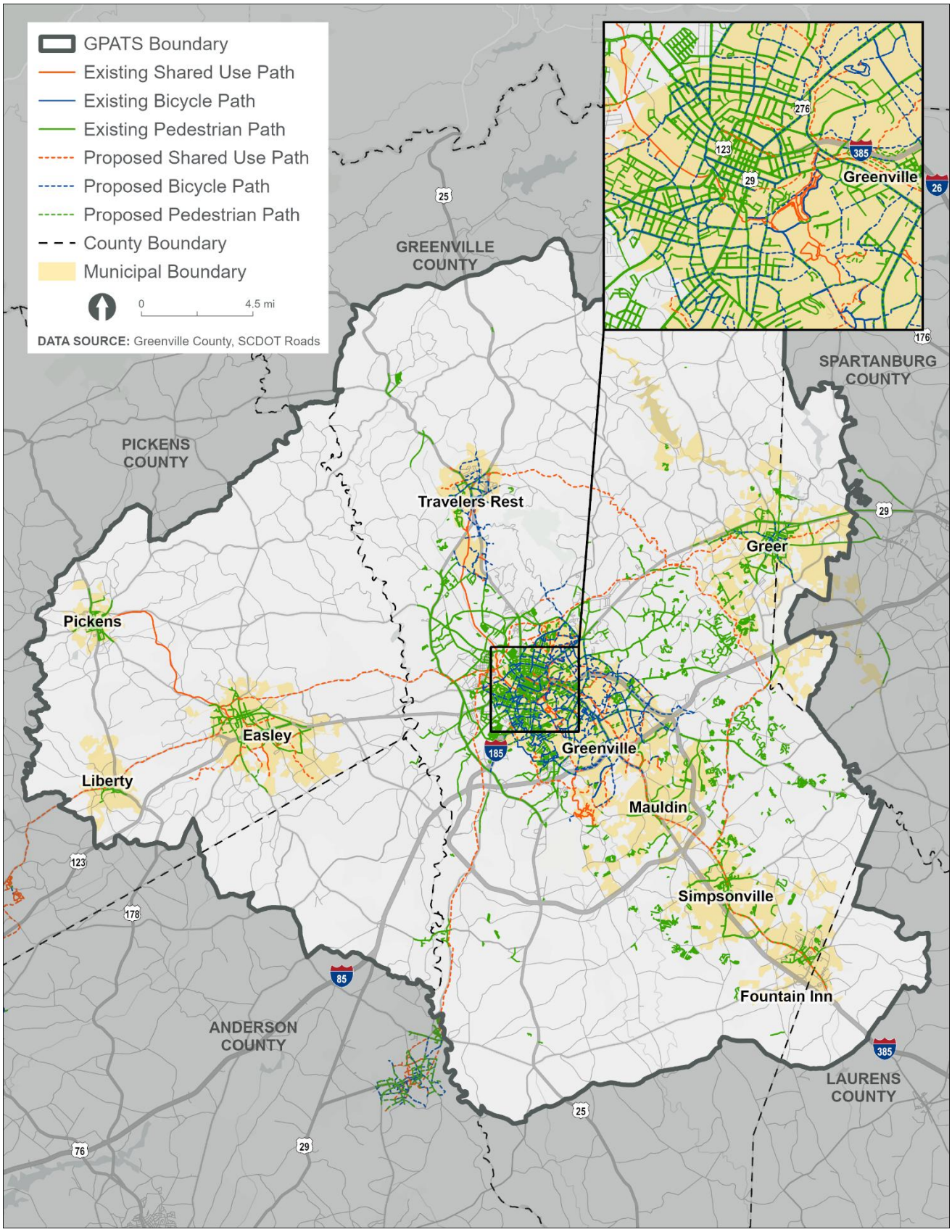


Figure 25 | Existing and Proposed Bicycle and Pedestrian Projects within GPATS Study Area

Freight

Freight transportation plays a critical role in the economy of the GPATS region in Upstate South Carolina. The movement of goods supports the area's strong manufacturing, logistics, and distribution sectors. Freight activity in the region occurs primarily through trucking on major highways, but it is also supported by rail service, air cargo facilities, and connections to nearby inland and seaport terminals. The GPATS area is located in the Greenville-Spartanburg U.S. Department of Transportation's Freight Analysis Framework (FAF) district, which covers the entirety of the Upstate region. The purpose of FAF districts are to analyze freight flows by origin and destination, as well as estimate truck, rail, and pipeline volumes.

The GPATS freight network can be found in **Figure 25**.

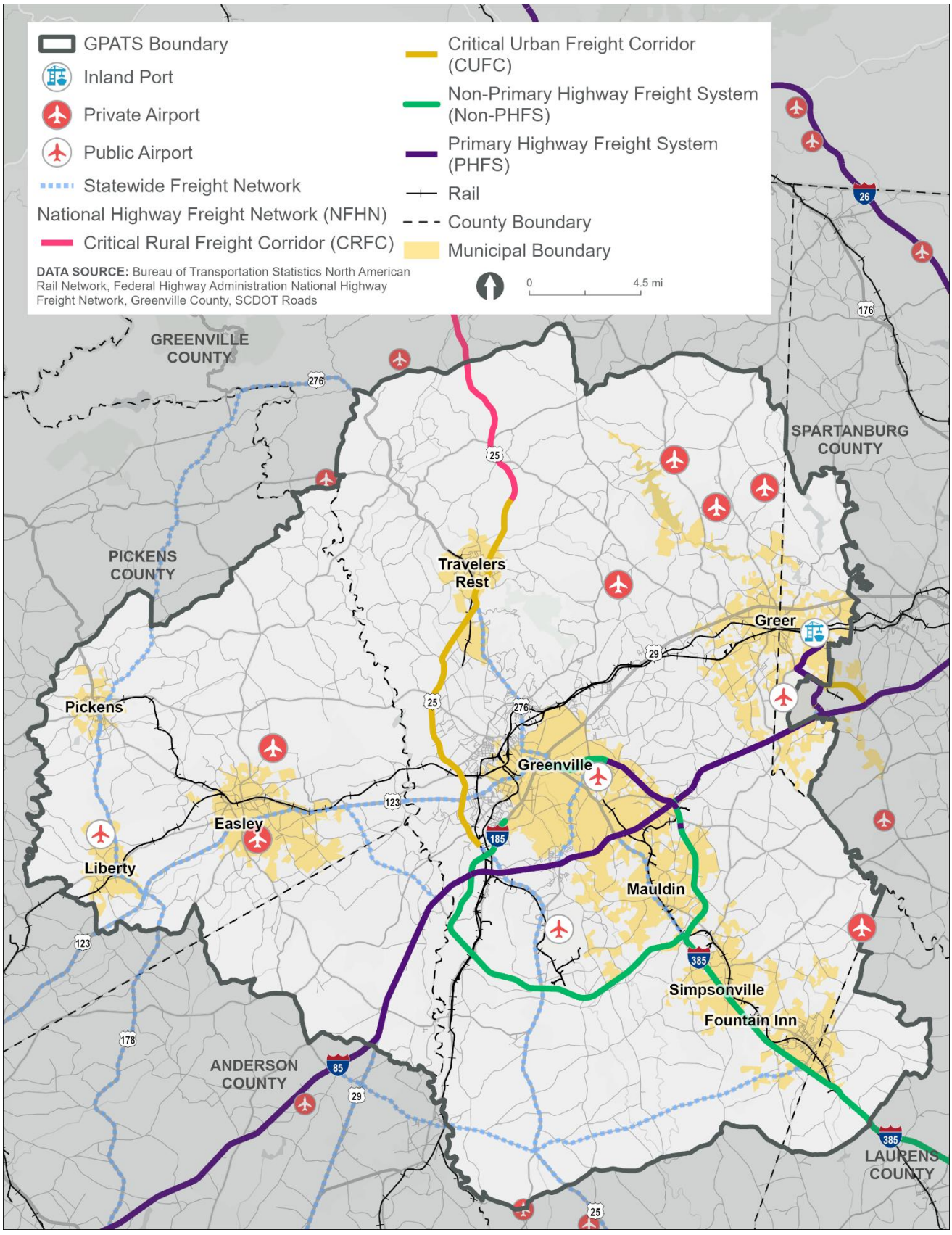


Figure 26 | GPATS Freight Network

Freight transportation in the GPATS area is generally multimodal but remains heavily dependent on trucking, supported by strategic rail and air facilities. Regional planning efforts aim to improve freight mobility by reducing highway congestion, upgrading freight corridors, and strengthening connections between industrial centers, rail terminals, and ports.

Trucking

Trucking is the dominant freight mode in the GPATS area, with several major interstate and regional highways serving as primary freight corridors. I-85 is the most important freight route, linking the region to major markets such as Atlanta and Charlotte and forming part of a major logistics corridor along the southeastern United States. Other significant truck routes include I-185, US 123, and US 25, which connect industrial areas, distribution centers, and local manufacturing plants. These highways enable the efficient movement of goods such as automotive parts, consumer products, and industrial materials.

Rail

Rail also supports freight movement in the GPATS region. The area is served primarily by Norfolk Southern Railway, which operates freight lines connecting local industries with national rail networks. One of the most significant logistics facilities in the region is the Inland Port Greer, an inland container terminal operated by the South Carolina Ports Authority. This facility links rail freight directly to the Port of Charleston, allowing containers to move efficiently between Upstate manufacturers and international shipping routes. The inland port has helped make the region a major logistics hub and supports industries such as automotive manufacturing and advanced materials.

Pipelines

Pipelines are critical assets within the context of multimodal freight networks as they facilitate high-volume, intermodal movements of liquid and gaseous commodities between truck, rail, and water freight modes, as well as delivering products, like natural gas, directly to end users. The National Pipeline Mapping System (NPMS) Public Map Viewer provides information on active pipelines at the county level. NPMS information for Greenville County indicates that a total of 197.9 miles of active pipelines are found within the county, and these are used to transport natural gas and non-Highly Volatile Liquid (HVL) products. Of the nearly 200 miles of active pipelines in Greenville County, 122 miles transport natural gas while the remaining 75 miles transportation non-HVL products.

FREIGHT PERFORMANCE

A review of current and future estimates for multimodal freight tonnage and value moved within the Greenville region was conducted using the Federal Highway Administration's (FHWA) Freight Analysis Framework 5 (FAF5) dataset. The geography used for the analysis was the Commodity Flow Survey (CFS) of 2017 Greenville-Spartanburg-Anderson area, which is noted as including some territory outside of the GPATS urbanized area boundary. The FAF5 dataset leverages a range of economic and freight-related datasets to provide a comprehensive picture of freight activities for the base year, 2017, and uses the base year estimates to forecast freight activities through 2050, with interim forecasts made available for a range of years.

Based on FAF5 forecasts for the year 2025, domestic freight tonnage and values for the Greenville-Spartanburg-Anderson CFS area were identified by mode and top domestic trading partners and are summarized in **Table 8** and

Table 9. As **Table 8** illustrates, the largest proportion of tonnage and value of commodities estimated for the year 2025 in the Greenville-Spartanburg-Anderson CFS area is for truck freight, totaling 75.5 million tons at a value of $143.7 billion in 2017 dollars. Pipeline modes accounted for the second largest share of tonnage while ranking sixth in terms of value of commodities shipped by mode.

Table 8 | Estimated Freight Tonnage and Value by Mode (FAF5 2025)

Mode	Tonnage	Value (in 2017 $)
Truck	75.5 million	$147.3 billion
Pipeline	8.7 million	$1.7 billion
Multiple Modes & Mail	3.7 million	$30.3 billion
Rail	2.2 million	$8.1 billion
Other & Unknown	0.2 million	$2.2 billion
Air	0.1 million	$1.9 billion

Table 9 | Estimated Freight Tonnage and Value by Top Trading Partners (FAF5 2025)

Partner	Tonnage	Value (in 2017 $)
Remainder of South Carolina	12.0 million	$11.6 billion
Charleston, SC	6.7 million	$25.9 billion
Atlanta, GA	6.2 million	$10.8 billion
Remainder of Georgia	5.5 million	$5.6 billion
Remainder of North Carolina	5.3 million	$7.0 billion

FAF5 data also provides estimates at the commodity level, which lends insight into the nature of the industrial and freight activities occurring in the Greenville-Spartanburg-Anderson CFS area. Error! Reference source not f ound. and Error! Reference source not found. show the estimated top five commodities in terms of tonnage and value (in 2017 dollars) shipped within or through the area in 2025.

The top five commodities by tonnage illustrate the relationship between demand for intermediate commodities required for industrial activities, highlighted by the high proportions of natural gas and other fossil fuel products, gravel, and nonmetal mineral products ranking as the top three commodities, respectively, shipped in the area. When looking through the lens of the value of commodities shipped, the top five commodities relate to the movements of final products, like motor vehicles, plastics/rubber, and machinery, that are shipped into and out of the Greenville-Spartanburg-Anderson CFS area.

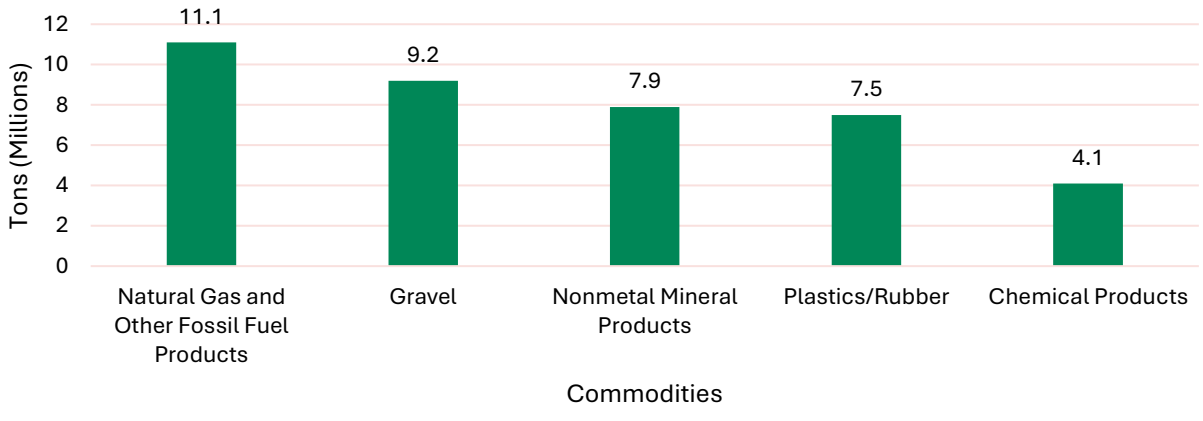


Figure 27 | Top Commodities in the Greenville-Spartanburg-Anderson CFS Area by Millions of Tons (FAF5 2025)

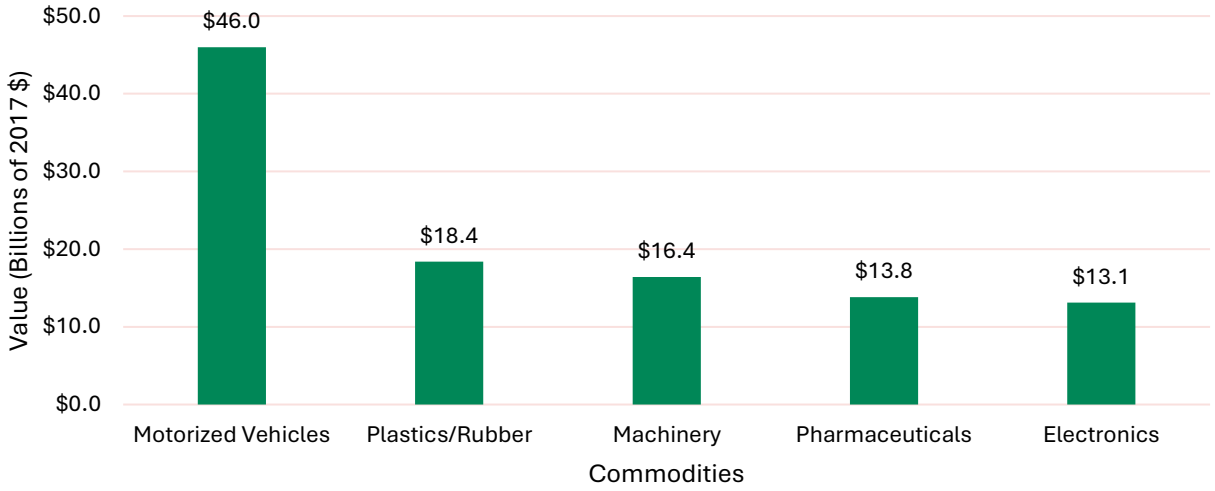


Figure 28 | Top Commodities in the Greenville-Spartanburg-Anderson CFS Area by Billions of 2017 Dollars (FAF5 2025)

SYSTEM PERFORMANCE

GPATS, in its role as the MPO for the Greenville and Mauldin-Simpsonville urbanized areas, is federally required to develop its core work products, including the TIP, UPWP, LRTP, through a Performance-Based Planning and Programming (PBPP) approach. PBPP refers to the application of performance management principles within the planning and programming process MPOs, state DOTs, and other transportation agencies follow to achieve their desired performance outcomes for their multimodal transportation systems. A key element of the PBPP approach is the identification of performance measures and targets that are used to evaluate multimodal transportation systems and assess the progress made towards desired performance outcomes. Through the use of a PBPP approach, transportation agencies can ensure their long-term planning and short-term programming investment decisions are made based on their ability to meet established goals.

Federal requirements established in the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012, and carried forward in Fixing America's Surface Transportation Act (FAST Act) of 2015 and the Infrastructure Investment and Jobs Act (IIJA) of 2021, obligate state DOTs and MPOs to develop and use a performance-based approach in the planning and programming of multimodal transportation improvements. This performance-based approach must also support the seven national goals established in MAP-21, which are presented in **Figure 24**Error! Reference source not found..

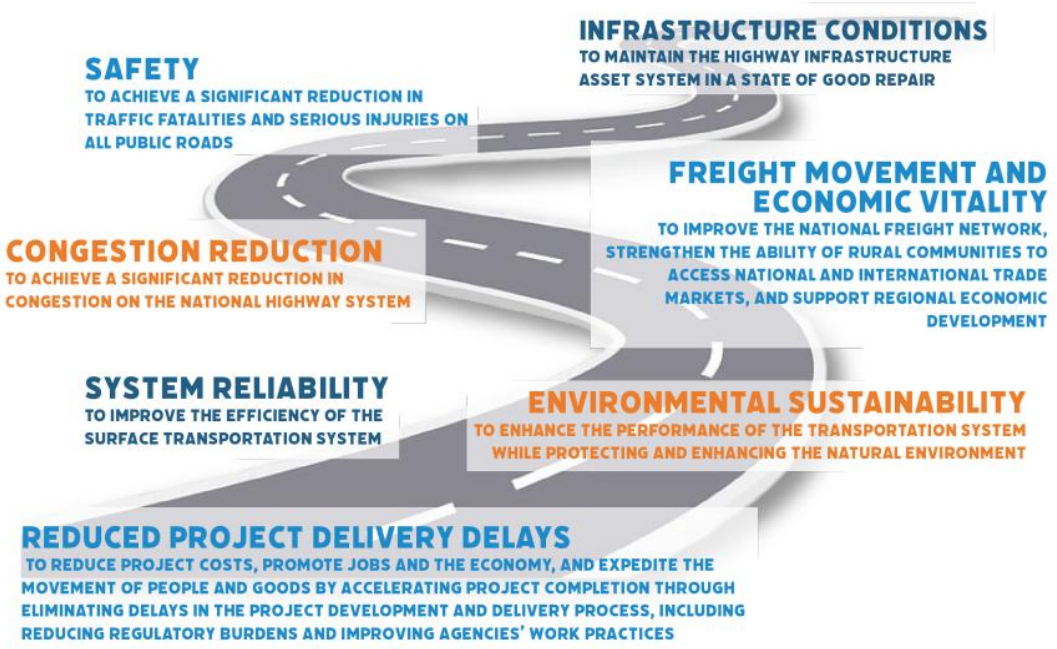


Figure 29 | National Transportation Goals

While seven national goals have been established through federal rulemaking, transportation agencies are required to establish performance measures and targets for the following areas:

- Safety (PM1)
  - Fatalities and Serious Injuries
- Infrastructure Condition (PM2)
  - National Highway System Pavements
  - National Highway System Bridges
- System Performance (PM3)
  - Passenger and Freight Reliability

In addition to the performance measures listed above, state and local transit agencies are required to monitor and report the performance of their transit systems, including transit safety and asset management conditions. Performance management requirements provide MPOs the option to adopt their own performance baselines and targets, or to adopt those established by their respective state DOT. GPATS has elected to adopt the performance targets established by SCDOT, which are detailed below.

Safety

South Carolina had a total of 2,612 serious injuries and 1,041 fatalities in 2024, with a serious injury rate of 4.2 and a fatality rate of 1.7. In fact, this is the fourth highest fatality rate out of all the states in the U.S. GPATS safety performance measures relate to traffic fatalities and severe injuries for both motorized and non-motorized users. SCDOT established the current targets in August 2024 to increase safety of all roadways users across the State and work towards an eventual goal of zero fatalities. The targets are based on a five-year rolling average of historic crash data, and these targets were adopted by the GPATS Policy Committee in October 2024. **Table 10** presents the current safety baseline trends for GPATS and SCDOT, along with the 2021-2025 performance targets identified by SCDOT.

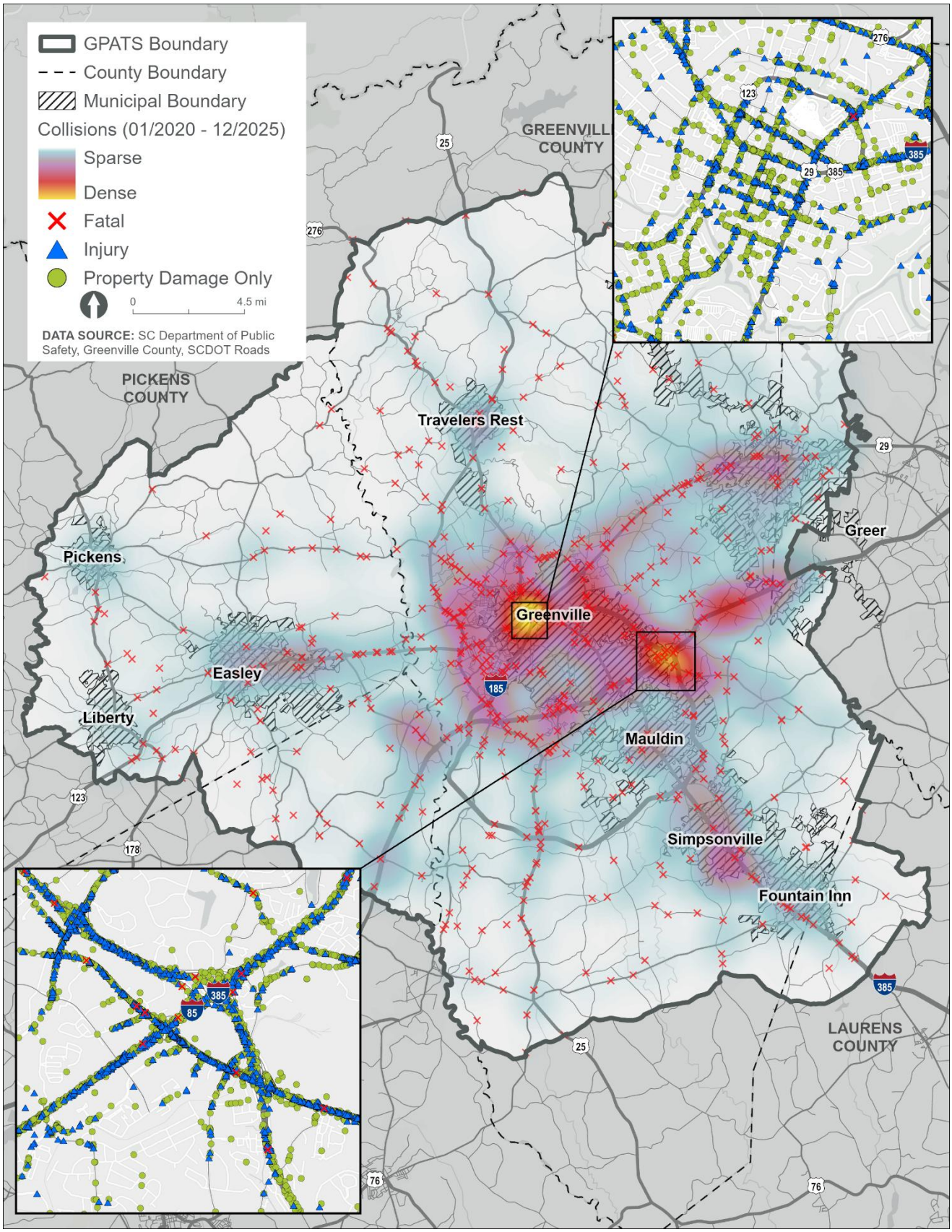


Figure 30 | GPATS Collision Heat Map

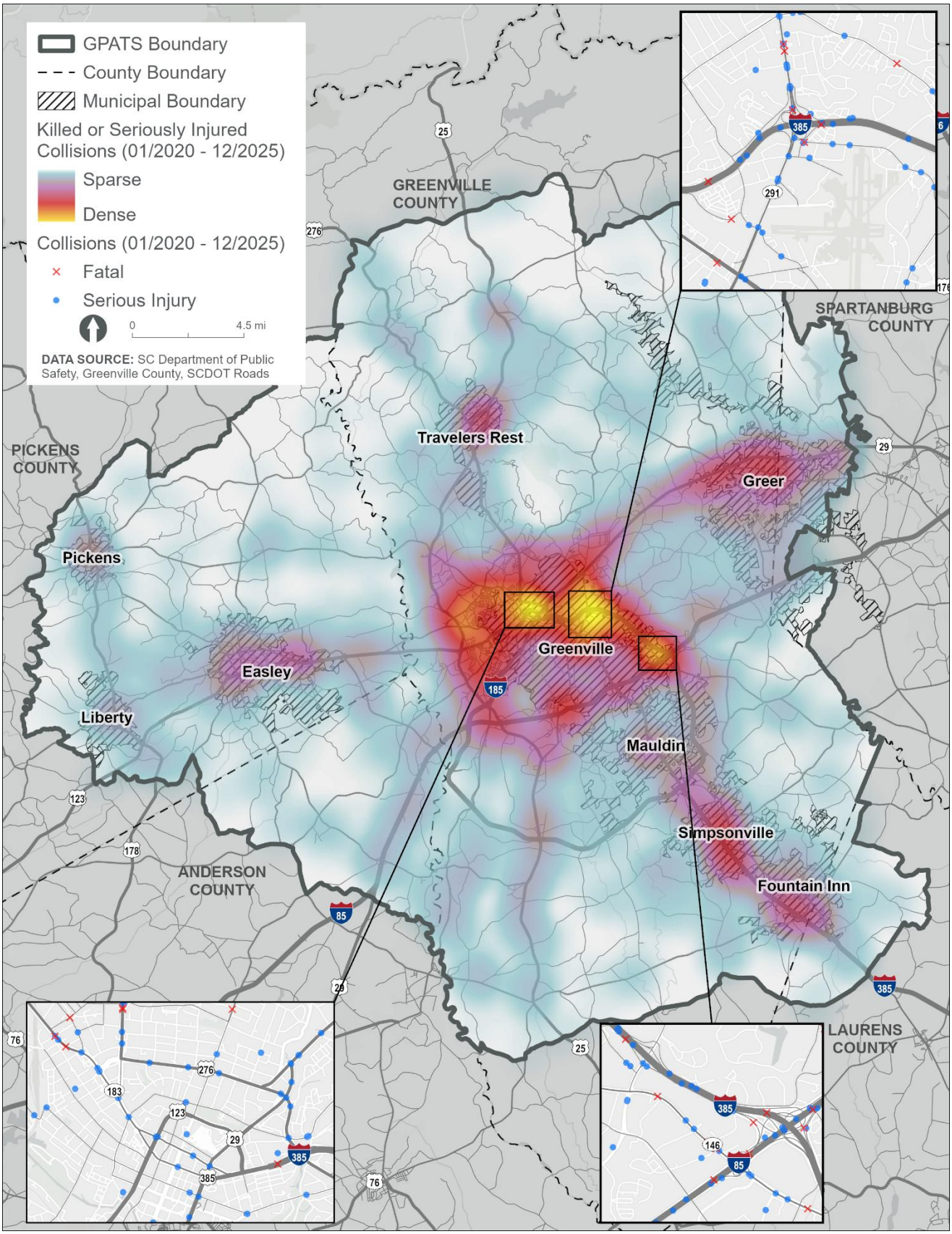


Figure 31 | GPATS Fatalities & Serious Injuries Heat Map

Table 10 | GPATS Safety Performance Targets and Baselines (GPATS TIP)

	Number of Traffic Fatalities	Fatality Rate*	Number of Severe Injuries	Severe Injury Rate*	Number of Motorized Fatalities and Severe Injuries
SCDOT Baseline (2019-2023)	1,081.6	1.775	2,782.2	4.567	479.8
GPATS Baseline (2019-2023)	112.0	1.828	339.2	5.536	58.4
SCDOT Targets (2021-2025)	1,080.0	1.782	2,764.0	4.561	453.4

*Fatality rate and severe injury rate are based on the traffic fatalities, or severe injuries, per 100 million vehicle miles traveled.

To gain an understanding of the current safety conditions within the GPATS region, the latest five-year crash data was reviewed to identify key trends related to multimodal safety. The crash data represents the years 2020 through 2025.

Annual crashes recorded within the GPATS region between 2020 and 2025 are shown in **Figure 32**. The year 2020 recorded substantially lower annual crashes relative to the other years shown in the figure, and this is due in large part to the impacts of the COVID-19 pandemic that saw nationwide reductions in travel. Between 2021 and 2025, annual crashes fluctuated with the year 2023 seeing a high of 19,873 crashes before decreasing to 18,763 in 2025.

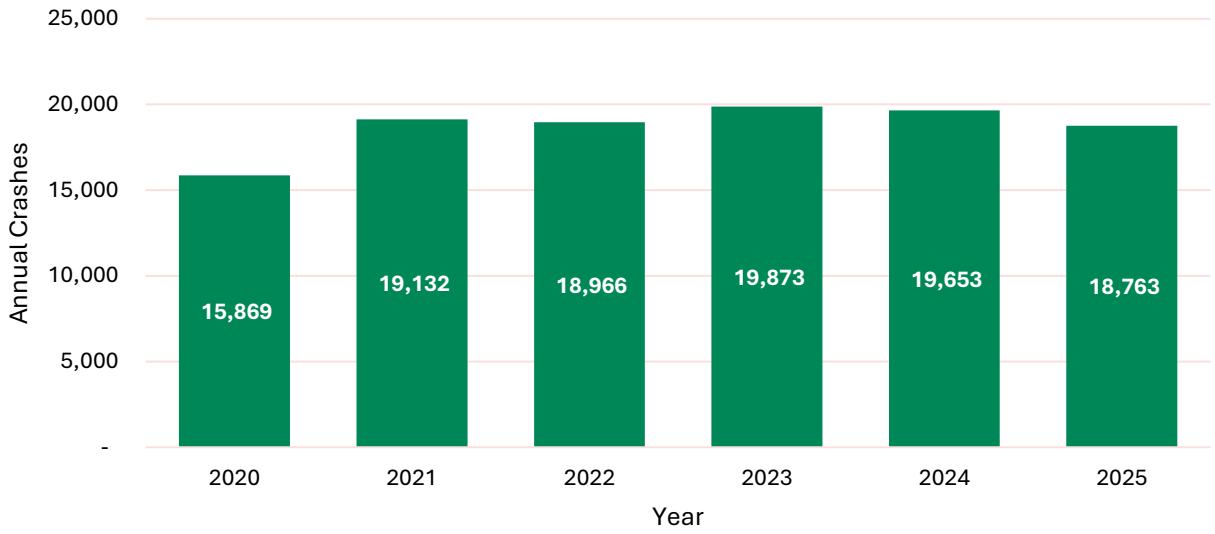


Figure 32 | Annual Crashes within the GPATS Planning Area, 2020-2025

Reducing crashes that result in fatal and serious injuries is a key priority for SCDOT and GPATS. As such, the number of fatal and serious injuries occurring as a result of crashes was analyzed to understand the annual trends associated with crashes that occurred between 2020 and 2025; these trends are illustrated in **Figure 33**. The number of annual fatal and serious injuries followed similar trends with both peaking in 2021 before experiencing overall decreases through the year 2025.

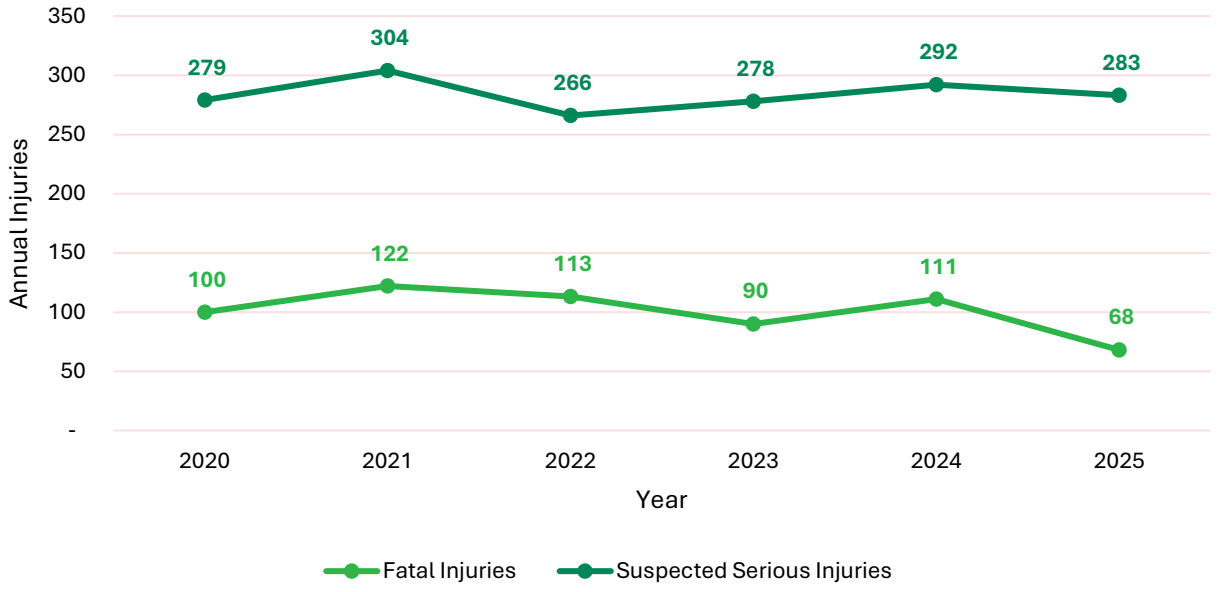


Figure 33 | Fatal and Serious Injuries by Year, 2020-2025

Non-motorized crashes resulting in fatal and serious injuries are another topic of interest for SCDOT and GPATS, as reflected by their inclusion in the federal safety performance measures shown (**Table 10**). The five-year trend for fatal and serious injuries resulting from non-motorized crashes are shown in **Figure 34**. The general trend observed for both fatal and serious injuries was an increase from 2020 through 2025, with the both the number of non-motorized fatal injuries peaking in 2024 while non-motorized serious injuries recorded their highest level in 2025.

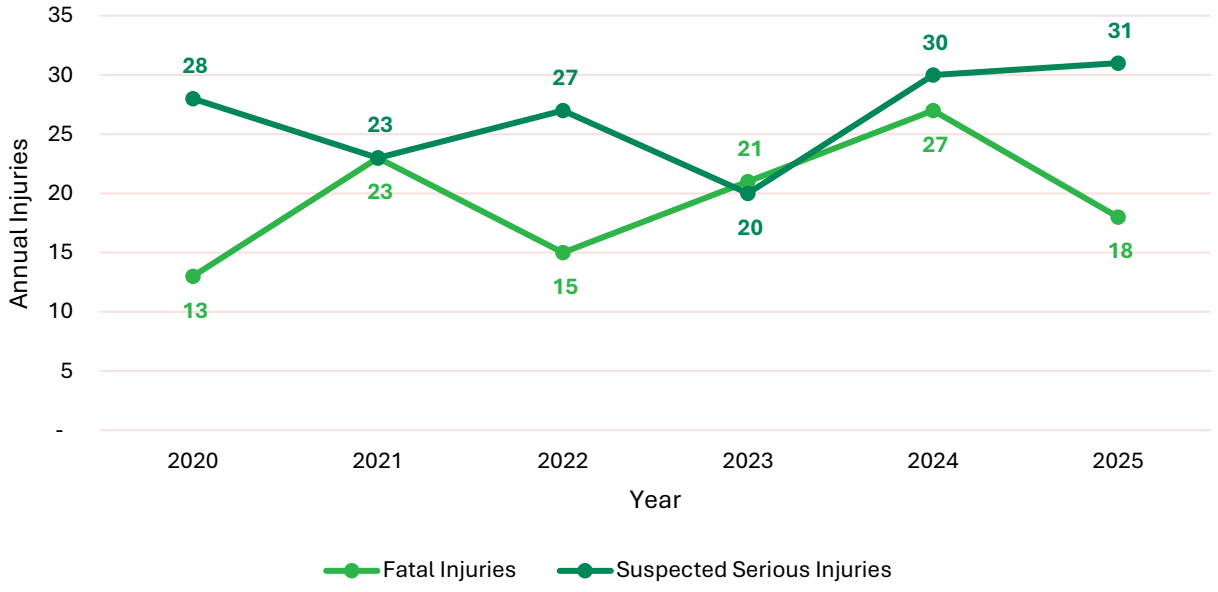


Figure 34 | Non-Motorized Fatal and Serious Injuries by Year, 2020-2025

Transit safety targets established for CATbus and Greenlink are shown in **Table 11**.

Table 11 | Transit Safety Performance Targets (GPATS TIP)

Transit Agency	Mode of Transit	Fatalities (Total)	Fatality Rate*	Severe Injuries (Total)	Severe Injury Rate*	Safety Events (Total)	Safety Event Rate*	System Reliability**
CATbus	Fixed Route	0	0.00	8.5	1.44	19.5	3.32	10,527
	Demand-Response/Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	12	1.47	7	0.84	20,450
	Demand-Response/Paratransit	0	0.00	1	0.70	1	0.94	71,561

*Rates are based on the unit per 100 thousand vehicle revenue miles.
**Reliability is determined by vehicle revenue miles/failures per 100 thousand miles.

Asset Conditions

GPATS asset conditions performance measures relate to the conditions of Interstate and non-Interstate NHS pavements, and bridge structures located on the state's NHS routes. SCDOT established 4-year targets for Interstate pavement conditions, and 2- and 4-year targets for non-Interstate pavement and bridge conditions. Pavement conditions are determined through a comparison of road segments to a serious of pavement condition metrics, which results in a composite metric in which road segment pavements are assigned a condition rating of "Good," "Fair," or "Poor." Bridge condition ratings are assigned through a similar approach that rates the conditions of major structural elements, which are also aggregated into a composite condition rating of "Good," "Fair," or "Poor." GPATS Policy Committed elected to adopt and support SCDOT targets in May 2023. **Table 12** presents the current asset condition baseline trends for GPATS and SCODOT, along with the 2- and 4-year performance targets identified by SCDOT.

Table 12 | Asset Condition Performance Targets and Baselines

	Pavement (Interstate)	Pavement (Non-Interstate NHS)	Bridges
SCDOT Baseline (2019-2023)	75.8% Good Condition 0.2% Poor Condition	38.8% Good Condition 1.6% Poor Condition	38.5% Good Condition 4.3% Poor Condition
GPATS Baseline (2019-2023)	80.8% Good Condition 0.00% Poor Condition	38.65% Good Condition 3.06% Poor Condition	56.75% Good Condition 11.57% Poor Condition
SCDOT 2-Year Targets	77.0% Good Condition 2.5% Poor Condition	36.0% Good Condition 10.0% Poor Condition	35.0% Good Condition 6.0% Poor Condition
SCDOT 4-Year Targets	78.0% Good Condition 2.5% Poor Condition	38% Good Condition 10.0% Poor Condition	34.0% Good Condition 6.0% Poor Condition

Source: Greenville-Pickens Area Transportation Study, Fiscal Year 2025-2034 Transportation Improvement Program

PAVEMENT CONDITIONS

Pavement condition data for the GPATS region was obtained from SCDOT's Pavement Quality and Bridge Condition dataset for the year 2024. SCDOT reports pavement conditions using a Pavement Quality Index (PQI) rating, which is a composite metric that accounts for roughness, rutting, cracking, patching, and raveling similar to the pavement condition metric state DOTs are required to report per federal performance measures reporting guidelines. SCDOT prefers the PQI metric for reporting throughout the agency and for project selection criteria, thus the PQI data was used to analyze GPATS existing pavement conditions for Interstate and non-Interstate NHS routes.

Figure 35 provides the breakdown of Interstate and non-Interstate NHS pavement centerline miles by PQI condition rating. The majority of Interstate pavements, 63.1 percent, are rated as being in Good condition while 11.8 percent are rated as being in Fair condition; the remaining 25.1 percent are rated as being in Poor condition and present candidates for reconstruction or rehabilitation. Non-Interstate NHS pavement conditions indicate a lower proportion of pavements rated in Good condition at 47.8 percent while pavements in Fair and Poor condition, 16.7 percent and 35.5 percent, represent higher proportions when compared to Interstate routes.

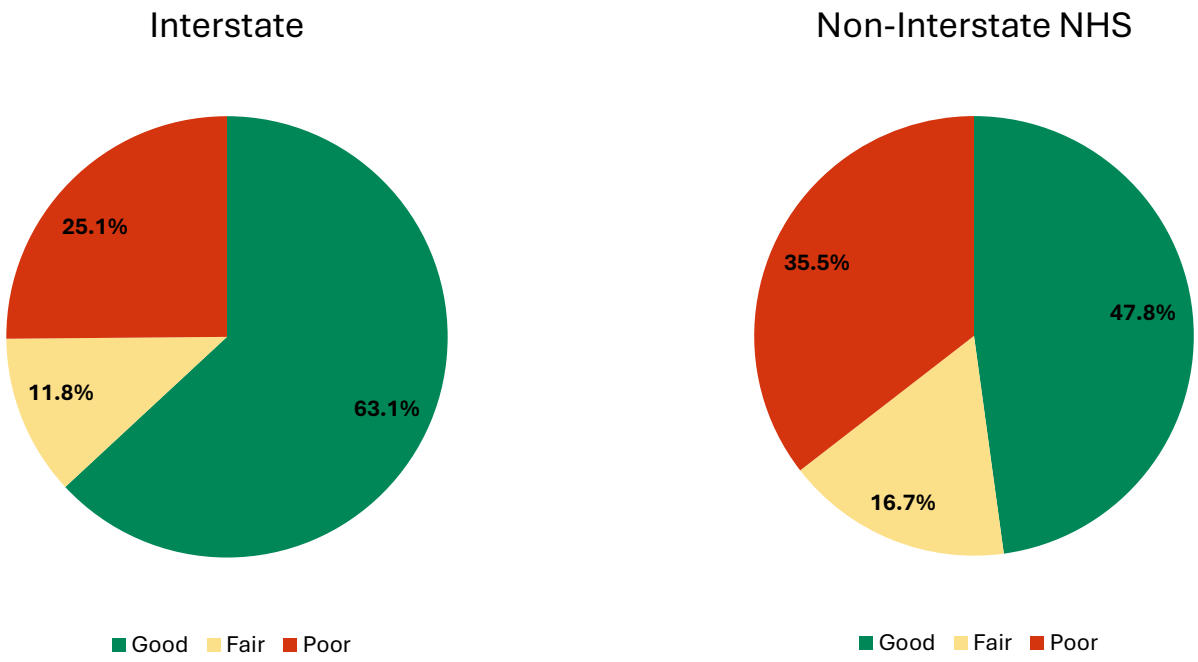


Figure 35 | Interstate and Non-Interstate Pavement Conditions by Centerline Mileage, 2024

BRIDGE CONDITIONS

The condition of bridges found on the NHS within the GPATS region were analyzed using National Bridge Inventory (NBI) data for the year 2025 for the purpose of summarizing bridge conditions by deck area. The NBI data indicates a total of 156 bridge structures are found on the NHS within the region; of these 156 bridges, 90 are classified as being in Good condition, 57 in Fair condition, and 9 in Poor condition. To better reflect how bridge condition performance is reported in the region, condition ratings by bridge deck area were calculated as shown in **Figure 36**.

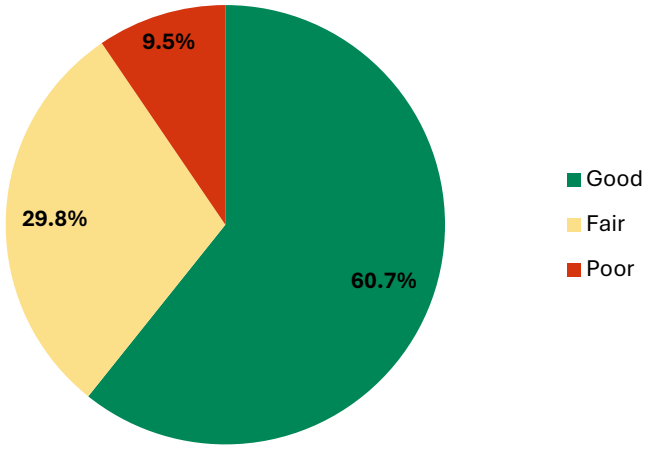


Figure 36 | NHS Bridge Deck Area Conditions, 2025

State and local transit agencies are required to develop Transit Asset Management (TAM) Plans to inform the distribution of transit funds, as transit funding decisions are related to the condition of their transit assets. The state of transit assets is determined based on the percentage of each asset class that has met or exceeded its useful life benchmark (ULB). Both transit agencies in the region, Greenlink and Clemson Area Transit, have established their own targets and these are shown in **Table 13**.

Table 13 | Greenlink and Clemson Area Transit Asset Management Performance Targets

Category	Class	Performance Measure	Target
Greenlink 2024 Transit Assert Management Targets			
Rolling Stock	Bus	Percent of rolling stock that has met or exceeded ULB*	50%
	Trolley Bus		100%
	Cutaway Bus		14%
	Van		0%
Equipment	SUV	Percent of vehicles that have met or exceeded ULB	40%
	Van		100%
	Truck		83%
	Car		100%
Facilities	100 W. McBee (Terminal)	Percent of facilities with a condition rating below 3.0 on TERM Scale**	100%
	154 August St (Maintenance Garage)		0%
Clemson Area Transit 2021 Transit Asset Management Targets			
Rolling Stock	Articulated Bus	Percent of revenue vehicles that have met or exceeded ULB	0%
	Bus		20%
Equipment	Trucks and other Rubber Tire Vehicles	Percent of vehicles that have met or exceeded ULB	0%
Facilities	Administration	Percent of facilities with a condition rating below 3.0 on TERM Scale	0%

*ULB refers to Useful Life Benchmark.

**Reliability is determined by vehicle revenue miles/failures per 100 thousand miles.

Source: Greenville-Pickens Area Transportation Study, Fiscal Year 2025-2034 Transportation Improvement Program

Travel Reliability

GPATS system reliability performance measures relate to the reliability of Interstate and non-Interstate routes and are focused on both passenger and freight traffic. **The reliability measure evaluates the consistency of a corridor's travel times by comparing the day-to-day variance in observed travel times recorded at the same time each day. The higher the travel time variation, the less reliable the corridor is. The reliability metric is an effective tool for understanding travel conditions along corridors, even those experiencing recurring congestion owing to the metric's goal of explaining how predictable and repeatable travel time patterns are across the. Corridors that experience recurring congestion can be considered reliable if travelers are able to anticipate this congestion and build delay into their trip planning.** Using the calculated Travel Time Reliability Index ratio defined above, the percentage of person-miles traveled that were considered reliable and unreliable are calculated. These percentages provide the baselines for establishing the 2- and 4-year reliability performance targets shown in Error! Reference source not found.. T hese targets were adopted by the GPATS Policy Committee in 2023 and support the 2- and 4-year passenger reliability targets established by SCDOT.

Table 14 | Passenger Travel Reliability Performance Targets and Baselines (GPATS TIP)

	Travel Time Reliability (Interstate) Percent of Reliable Person-Miles Traveled	Travel Time Reliability (Non-Interstate NHS) Percent of Reliable Person-Miles Traveled
SCDOT Baseline	95.9%	95.0%
GPATS Baseline	85.2%	93.9%
SCDOT 2-Year Targets	89.1%	85.0%
SCDOT 4-Year Targets	89.1%	85.0%

Freight Reliability

Performance targets and baselines for freight reliability within the GPATS region were developed through an approach similar to the passenger travel reliability performance targets and baselines noted above and use a Truck Travel Time Reliability (TTTR) Index to identify how reliable the region's corridors are for truck traffic. This metric provides the same basic picture of the repeatability of travel times for truck traffic across corridors regardless of whether or not a corridor experiences recurring congestion. However, freight reliability performance is reported only for Interstate routes and does not include non-Interstate NHS routes. Error! R eference source not found. provides the baseline and performance targets for freight travel in the GPATS region, which were adopted by the GPATS Policy Committee in 2023 and supports the 2- and 4-year targets established by SCDOT.

Table 15 | Freight Travel Reliability Performance Targets and Baselines (GPATS TIP)

	Truck Travel Time Reliability
SCDOT Baseline	1.31 on TTTR Index
GPATS Baseline	1.57 on TTTR Index
SCDOT 2-Year Targets	1.45 on TTTR Index
SCDOT 4-Year Targets	1.45 on TTTR Index

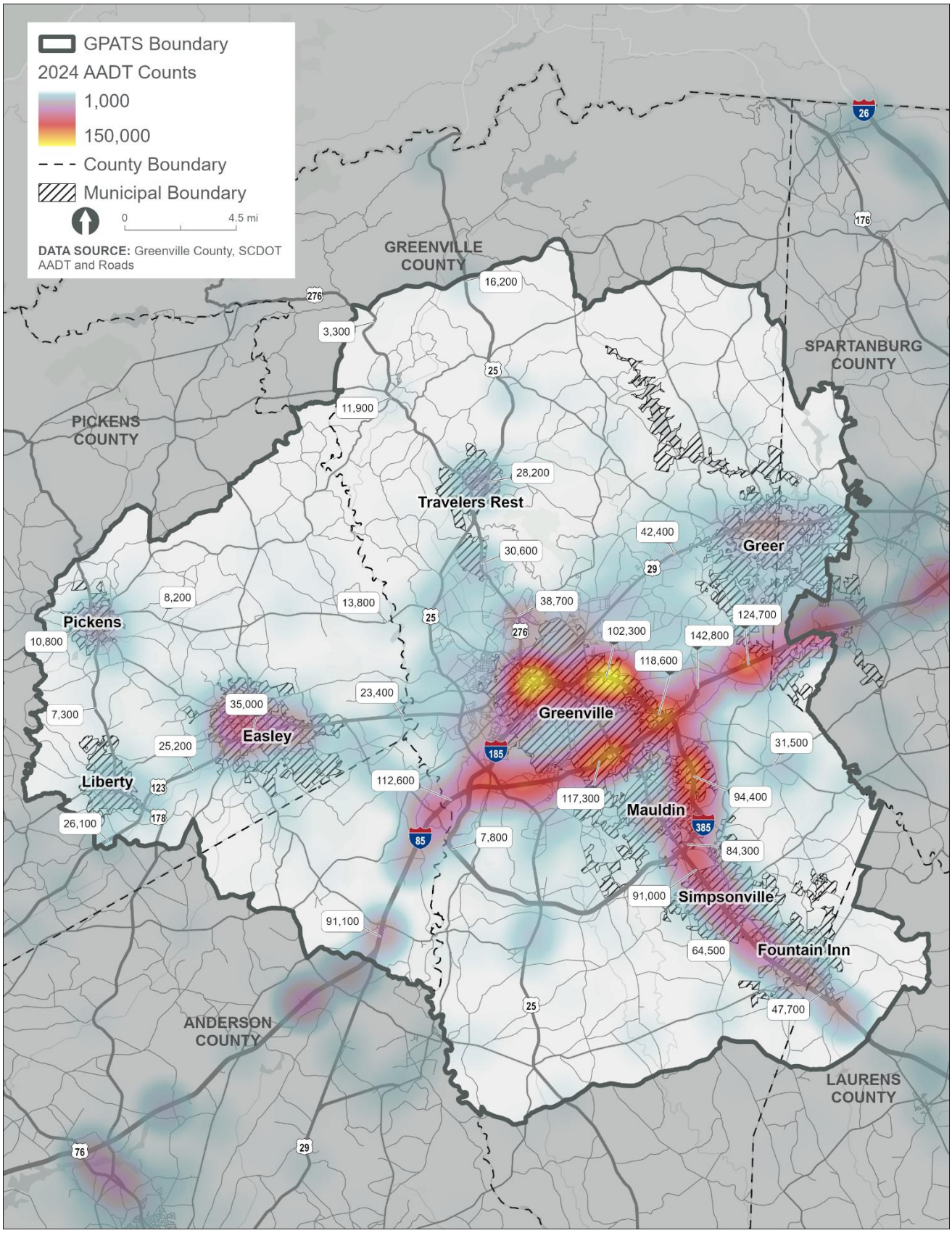


Figure 37 | AADT Heat Map

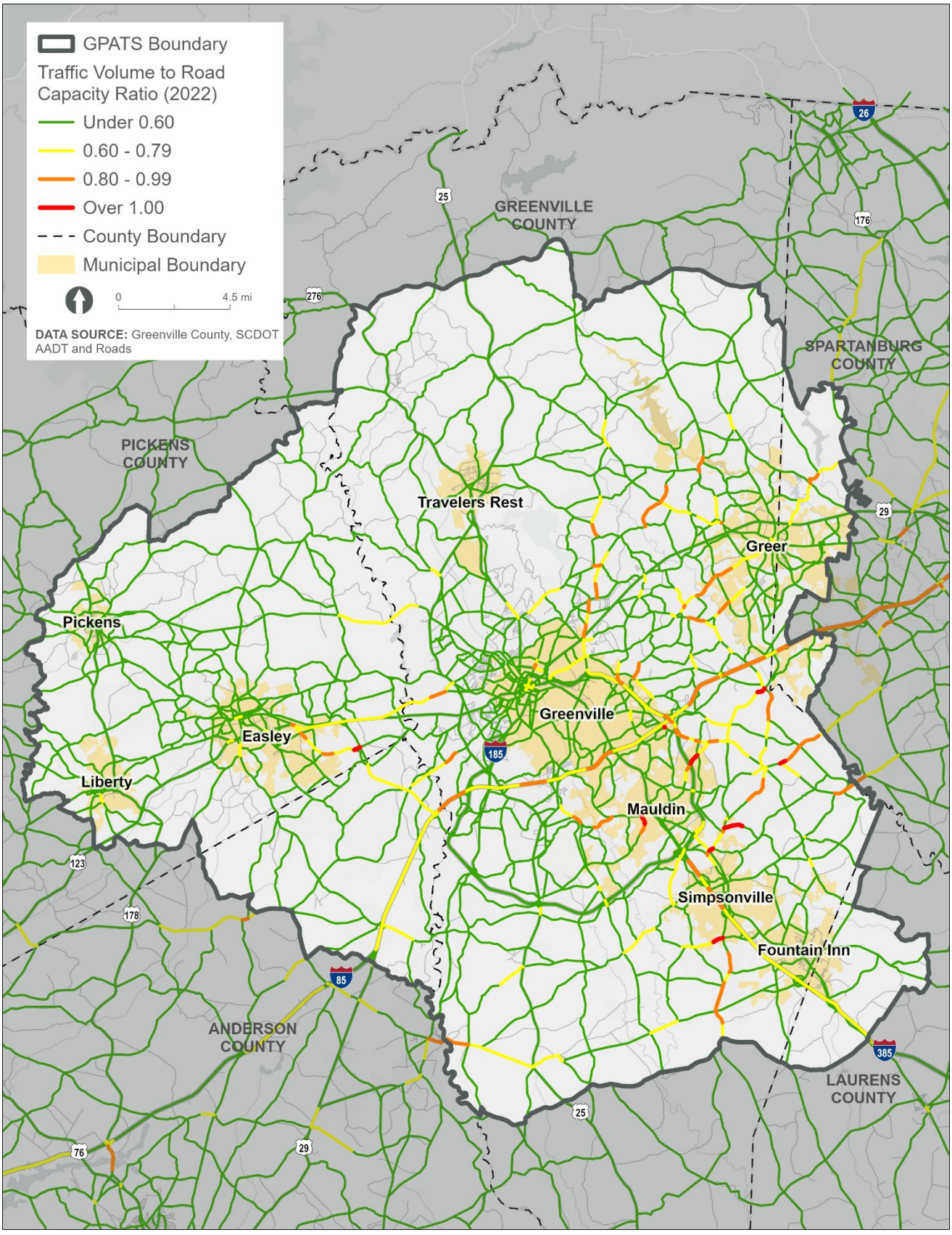


Figure 38 | Volume to Capacity Ratio (2022) Utilizing FDOT's Highway Capacity Manual-based Methodology

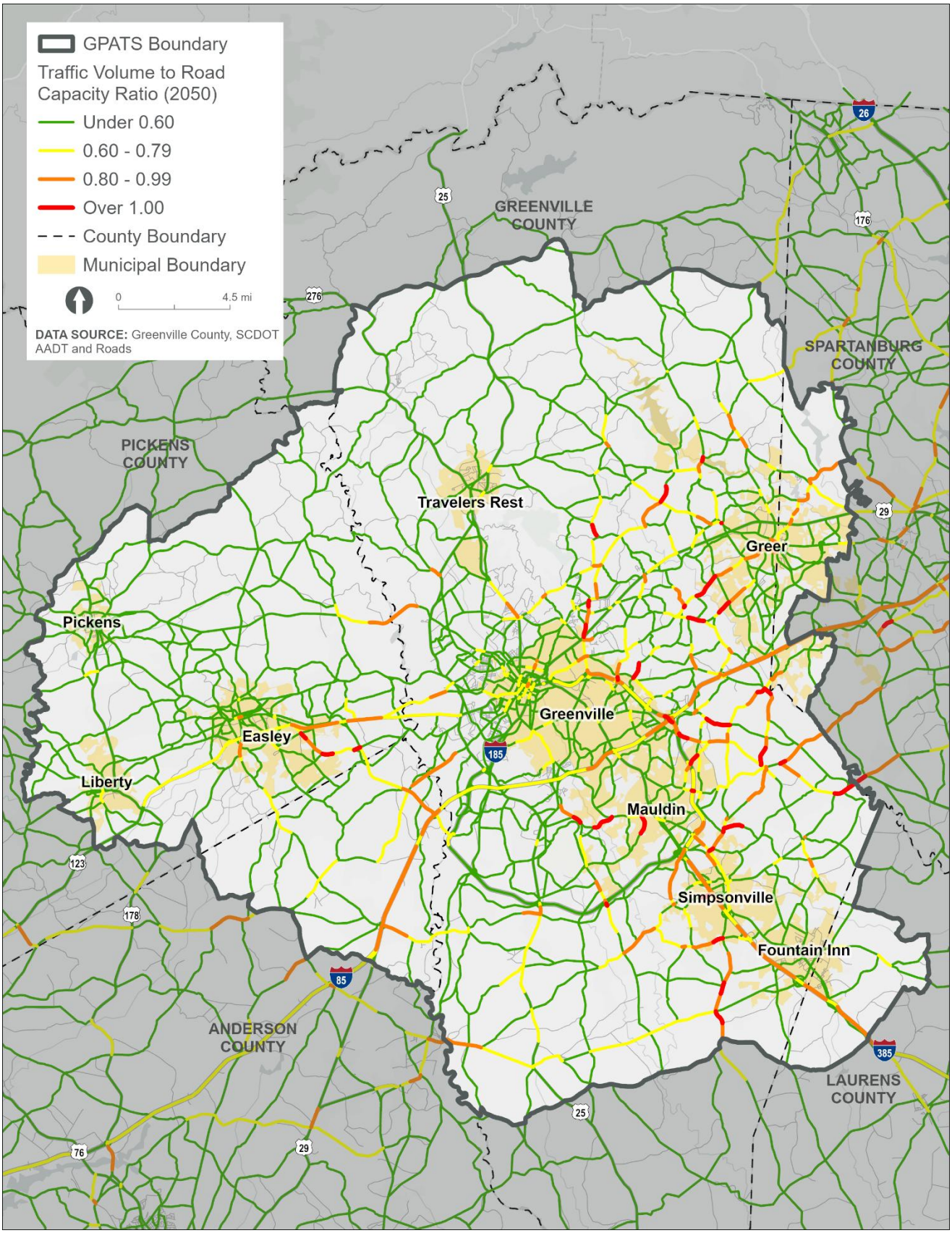


Figure 39 | Volume to Capacity Ratio (2050) Utilizing FDOT's Highway Capacity Manual-based Methodology

INNOVATIVE AND EMERGING TRENDS

The GPATS region continues to experience growth in population, employment, and travel demand, prompting increased attention to innovative and emerging transportation strategies that support mobility, sustainability, and economic competitiveness. Key trends include the expansion of electric vehicle infrastructure, increased interest in connected and automated vehicle readiness, and renewed discussion of regional and intercity passenger rail as a long-term mobility option. Collectively, these trends reflect a shift toward a more multimodal and technology-enabled transportation system that complements traditional roadway investments while addressing evolving travel behaviors and environmental considerations.

Alternative Fuel Stations

Electric vehicle (EV) adoption is an emerging trend within the GPATS area, supported by the gradual expansion of publicly accessible alternative fuel stations. The South Carolina National Electric Vehicle Infrastructure (NEVI) Formula Program will further strengthen charging availability by deploying DC fast chargers along designated Alternative Fuel Corridors, including key interstates serving the region. GPATS has participated in public engagement efforts related to this program and will continue to do so as the program progresses.

As shown in **Figure 40**, alternative fuel stations are distributed throughout the GPATS boundary, with concentrations near major municipalities and along key corridors. This spatial pattern suggests that early alternative fuel station deployment has prioritized areas with higher activity levels, employment centers, and regional connectivity, helping to reduce range anxiety and support longer-distance travel within and through the region.

While the current network provides an important foundation, opportunities remain to expand charging access in outlying areas and to improve equity by ensuring that charging infrastructure keeps pace with growth in residential areas, multifamily developments, and employment centers. As EV ownership continues to increase, GPATS and its partner agencies may consider integrating Alternative Fuel Station planning into corridor studies, parking strategies, and redevelopment initiatives, as well as coordinating with utilities and private providers to support future charging demand.

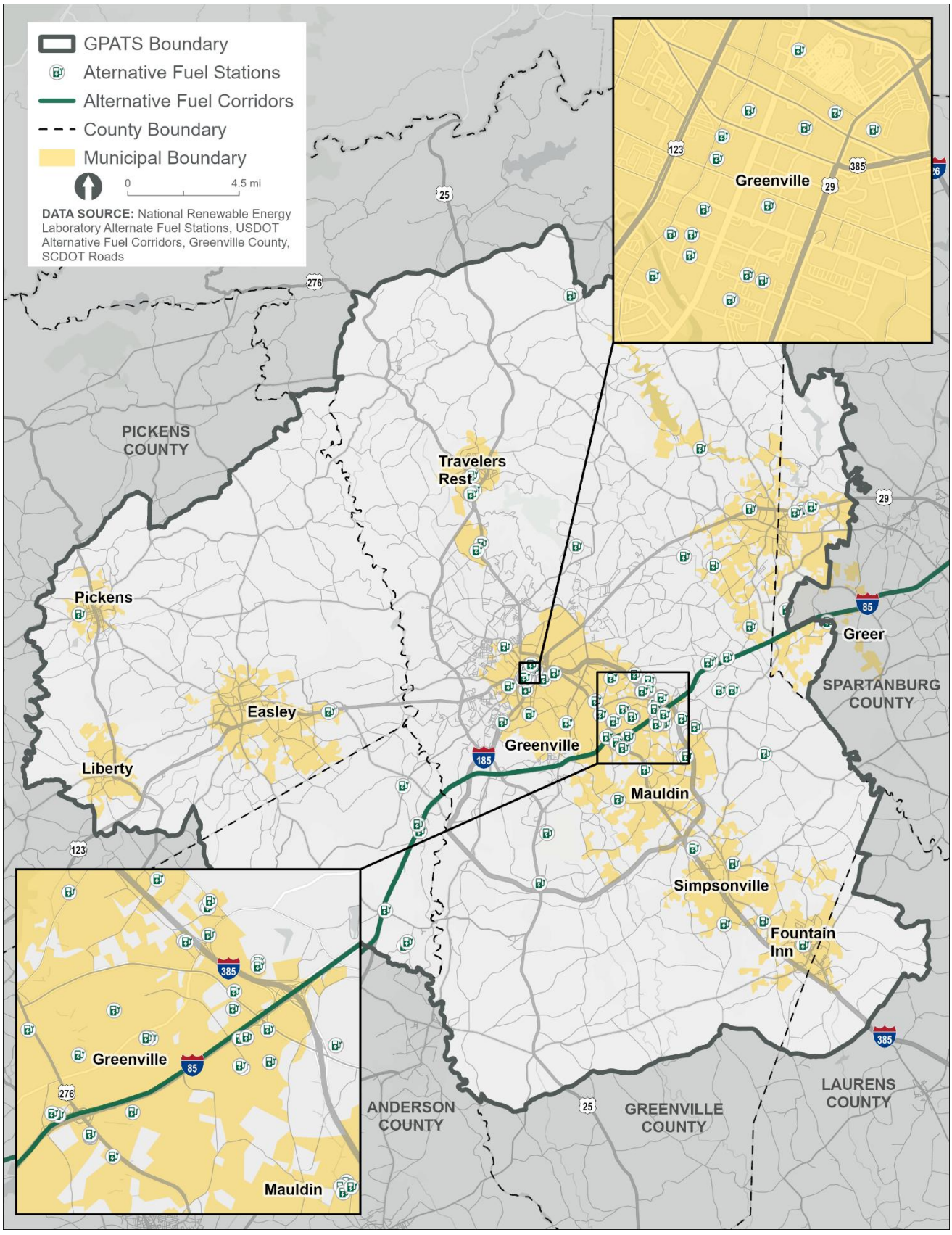


Figure 40 | Electric Vehicle Charging Infrastructure Map

Regional and High-Speed Rail Considerations

Regional and high-speed rail has emerged as a longer-term mobility concept of interest for the GPATS area, particularly given the region's position within the rapidly growing Upstate and broader Southeast megaregion. Interest in enhanced passenger rail service reflects a desire to improve intercity connectivity, provide alternatives to long-distance automobile travel, and support economic development by linking major employment and population centers. Potential rail concepts typically focus on regional connections rather than true high-speed rail, emphasizing improved service frequency, reliability, and travel times along existing or upgraded rail corridors.

For GPATS, regional rail discussions are closely tied to future land use patterns, station area planning, and first- and last-mile connectivity. Any advancement of passenger rail would require substantial coordination with state and regional partners, careful evaluation of ridership potential, and integration with local transit, bicycle, and pedestrian networks. While rail implementation remains a long-range consideration, continued planning and preservation of potential corridors can help ensure that GPATS remains positioned to participate in future regional rail initiatives as travel demand and funding opportunities evolve.

Connected and Automated Vehicle (CAV) Readiness

While widespread deployment of fully autonomous vehicles remains a longer-term prospect, incremental advancements in connected vehicle technologies are already influencing roadway operations. Vehicle-to-infrastructure (V2I) applications, such as adaptive signal timing, queue warnings, and real-time traveler information, can improve safety and reliability on congested corridors. GPATS can support CAV readiness through consistent roadway markings, communications infrastructure, and policies that allow the region to adapt as automation levels increase over the planning horizon.

Transportation and Land Use Integration

Innovative transportation planning increasingly emphasizes coordination between land use, economic development, and transportation investments. Approaches such as transit-oriented development, complete streets, and activity center planning can reduce travel distances, support multimodal access, and improve overall system efficiency. For GPATS, strengthening the link between transportation and land use decisions will be essential to managing growth and limiting future congestion.

SUMMARY OF GPATS ACTIVITIES

GPATS is the Metropolitan Planning Organization responsible for coordinating transportation planning and funding in the Greenville urbanized region of South Carolina. The program brings together local governments, state transportation agencies, and federal partners to plan and prioritize transportation improvements across parts of Greenville, Pickens, Anderson, Laurens, and Spartanburg counties. GPATS ensures that federal and state transportation funds are used effectively to support regional mobility, economic development, and safety.

GPATS carries out its responsibilities through several key planning documents. The Long-Range Transportation Plan (LRTP) outlines transportation priorities and major infrastructure investments for approximately the next 25 years. The Transportation Improvement Program (TIP) identifies specific projects scheduled for funding and implementation in the short term, while the Unified Planning Work Program (UPWP)

details the annual planning studies and activities undertaken by the organization. Together, these components guide transportation development and ensure that projects align with regional goals and available funding.

The TIP and the UPWP are two essential components of the GPATS planning process, helping guide how transportation projects are selected, funded, and studied in the region.

The TIP is a short-term, financially constrained planning document that lists transportation projects scheduled to receive federal and state funding over a period of approximately four to five years. It includes detailed information about each project, such as the project description, location, phase of development (planning, design, right-of-way acquisition, or construction), estimated costs, and funding sources. The TIP serves as a bridge between the long-term vision established in the Long-Range Transportation Plan and the actual implementation of projects. Only projects that appear in the TIP are eligible to receive federal transportation funding, which makes it a critical tool for moving transportation improvements from planning to construction. The TIP is updated regularly to reflect changes in project priorities, funding availability, and regional transportation needs.

The UPWP outlines the transportation planning activities and studies that GPATS and its partner agencies will conduct within a specific fiscal year. Rather than listing construction projects, the UPWP focuses on the planning work necessary to support future transportation improvements. This includes tasks such as traffic data collection, travel demand modeling, corridor studies, safety analysis, public engagement activities, environmental planning, and coordination with local governments and transit providers. The UPWP also identifies the agencies responsible for each task, the schedule for completing the work, and the funding sources supporting the planning activities. By organizing and funding these studies and planning efforts, the UPWP ensures that GPATS has the technical information and analysis needed to make informed transportation decisions and to develop future projects that align with regional mobility, safety, and sustainability goals.

Project Progress

Since the completion of the 2045 LRTP, GPATS and SCDOT have made considerable progress on proposed projects, initiatives, and priorities. Both GPATS and SCDOT in conjunction with GPATS have made steady progress across multiple corridors, intersections, safety projects, and bridges, with several projects advancing from planning into design, right-of-way acquisition, and construction over the next 1–2 years.[7] While these are just some of the projects that have advanced since the 2045 LRTP, it should not be considered a comprehensive list of all project statuses across the GPATS region.

MAJOR CORRIDORS ADVANCING:

- Woodruff Road Congestion Relief is well into right-of-way acquisition (nearly complete) with construction anticipated in 2027.
- SC 183 Corridor (Greenville & Pickens counties) is in preliminary design, with traffic analysis underway to determine final lane configurations.
- Butler Road (S-107) reconstruction is deep into right-of-way acquisition, with utilities now the critical path before construction.

[7] GPATS Agendas/Approved Minutes/Public Notices, February 2026. Web. GPATS | Greenville-Pickens Area Transportation Study

INTERSECTION IMPROVEMENTS:

- Haywood/Pelham and Pleasantburg/Rutherford intersections have completed alternative analyses, recommending innovative intersection designs (continuous flow and median U-turns).
- Several safety-focused intersection projects are either under construction or scheduled for letting.
- West Georgia Road intersection improvements are nearing completion.

BRIDGES REMAIN A MAJOR FOCUS:

- Numerous bridge replacements are underway or scheduled through bundled design-build bridge packages, improving delivery timelines.
- Multiple bridge projects (including Church Street/US 29) are actively under construction with phased completion through 2026–2027.

SAFETY AND VULNERABLE ROAD USER PROJECTS:

- Corridor safety improvements on US 29, SC 183, US 25, and Poinsett Highway and other key routes are moving forward, including pedestrian/bicycle enhancements and access management.

BICYCLE, PEDESTRIAN AND TRAIL PROJECTS:

- The Mauldin Golden Strip Greenway has moved into the Transportation Improvement Program and has moved into the planning and preliminary engineering phase.
- Several Transportation Alternatives Program (TAP) projects are either under design or nearing letting, including the Town of Central Connector and Bryson Drive multi-use trail.

EXISTING PLANS IMPACTING THE REGION

The Long-Range Transportation Plan is informed by a review of existing transportation-related plans and policies adopted by GPATS partner jurisdictions, agencies, and stakeholders. These plans reflect established community priorities, infrastructure needs, and policy goals. By integrating relevant recommendations from prior planning efforts, the LRTP promotes consistency across local, regional, and statewide initiatives and ensures that future transportation investments align with previously adopted visions for growth and development within the GPATS area.

City of Easley, SC	
City of Easley Comprehensive Plan	**Adopted:** 2022
Objective: Roadway operations, safety, pedestrian facilities; regional coordination	
Greenlink Service Area	
Greenlink Transit Development Plan	**Adopted:** 2020
Objective: Transit service evaluation and long-term system expansion plan	
City of Greenville, SC	
Greenville Downtown Transportation Master Plan	**Adopted:** 2025
Objective: Downtown safety, congestion management, and multimodal improvements	
GVL 2040 Comprehensive Plan	**Adopted:** 2020
Objective: Multimodal mobility, complete streets, and transit-supportive development	
Swamp Rabbit Trail Extension Master Plan	**Adopted:** 2020

Objective: Extension of regional bicycle/pedestrian trail	
City of Greer, SC	
Greer Downtown Walking & Biking Master Plan	**Adopted:** 2016
Objective: Pedestrian and bicycle safety and connectivity in downtown	
Greenville County, SC	
Plan Greenville County Comprehensive Plan	**Adopted:** 2019 (Updated 2025)
Objective: County roadway and multimodal policy; supports LRTP/TIP	
GPATS MPO Area	
GPATS Horizon 2045 LRTP	**Adopted:** 2022
Objective: Long-range multimodal investment plan for federal/state funding eligibility	
GPATS Transportation Improvement Program	**Adopted:** 2025 (Amended 2026)
Objective: Short-range, fiscally constrained programmed transportation projects	
City of Mauldin, SC	
City of Mauldin Comprehensive Plan	**Adopted:** 2025
Objective: Roadway operations, access management, and multimodal connectivity for growth	
Pickens County, SC	
One Pickens County Comprehensive Plan	**Adopted:** 2022
Objective: Countywide roadway connectivity, safety, and MPO coordination	
City of Simpsonville, SC	
Simpsonville 2040 Comprehensive Plan	**Adopted:** 2020 (Evaluated 2025)
Objective: Roadway capacity, access management, and multimodal needs	
South Carolina Department of Transportation	
Momentum 2050 Statewide Plan	**Adopted:** 2025
Objective: Statewide multimodal transportation vision	
SC Statewide Freight Plan	**Adopted:** 2022
Objective: Multimodal freight infrastructure framework	
City of Travelers Rest, SC	
Travelers Rest Master Plan	**Adopted:** 2020 (Updated 2023)
Objective: Walkability, bike facilities, downtown and regional connectivity	

Conclusion

This Existing Conditions Assessment illustrates the current state of transportation in the GPATS Study Area. Completing this analysis enables the GPATS MPO to identify the key issues and needs facing the region's multimodal transportation system. The information gathered during this effort will be used to create a vision for the GPATS area and to explore numerous solutions to the transportation issues identified here.

To further understand how the issues identified in this assessment correlate with local perceptions of the region's issues and needs, a survey will be distributed as part of the Horizon 2050 Long-Range Transportation Plan (LRTP). This information will provide the Horizon 2050 LRTP Team with further insight into improvements needed throughout the region as the project progresses into alternative development and assessment. As this LRTP update moves forward, various project alternatives will be prioritized against evaluation criteria established by the MPO to establish a set of fiscally constrained and vision projects.

Appendix A: Existing Plans

Anderson County Comprehensive Plan

Jurisdiction: Anderson County, SC **Adopted:** 2016

Summary: The *Anderson County Comprehensive Plan*[8] provides countywide policy guidance for roadway function, safety, and multimodal mobility to support planned growth. The plan emphasizes access management, coordination with SCDOT and regional partners, and alignment between transportation infrastructure and land use decisions. Transportation policies also address pedestrian, bicycle, transit, rail, and aviation needs, supporting consistency with adjacent metropolitan planning efforts, including GPATS, where regional corridors and travel patterns overlap. Please note that Anderson County has begun to update their Comprehensive Plan. Half of this update was released at the end of 2025, with the other half scheduled to come out in 2026. Due to this being an incomplete plan, the 2016 Comprehensive Plan was referenced at this time.

Key Projects:

- Intersection safety projects include improvements at SC 81 (Anderson Road) at Old Dunham Bridge Road, SC 81 (Anderson Road) at McNeely Road, and SC 81 (Anderson Road) at Cely Lane.
- Bridge improvements include the SC 81 (Anderson Road) bridge over the Saluda River.
- Countywide safety initiatives are supported through the development of a Comprehensive Safety Action Plan under the Safe Streets for All program.

City of Easley Comprehensive Plan

Jurisdiction: City of Easley, SC **Adopted:** 2022

Summary: The *City of Easley Comprehensive Plan's*[9] Transportation Element provides local guidance for roadway operations, safety improvements, pedestrian facilities, and coordination with county and regional transportation systems. The plan emphasizes maintaining connectivity between neighborhoods and regional corridors while aligning local transportation priorities with GPATS and SCDOT planning efforts.

Key Projects:

- The plan advances the City of Easley Doodle Trail Extension to improve pedestrian and bicycle connectivity.
- Regional roadway improvements include widening of SC 183 (Farrs Bridge Road) from Alex Drive/Saluda View Drive to SC 135.
- Bridge rehabilitation affecting Easley travel includes US 123 southbound over Georges Creek.

City of Mauldin Comprehensive Plan

Jurisdiction: City of Mauldin, SC **Adopted:** 2025

Summary: The *City of Mauldin Comprehensive Plan*[10] provides local policy guidance for roadway operations, access management, and multimodal connectivity to support continued growth and redevelopment. The plan

[8] Anderson County. 2016. *Anderson County Comprehensive Plan.* Web. https://www.andersoncountysc.org/work-live/for-businesses/planning-development/
[9] City of Easley. 2022. *City of Easley Comprehensive Plan*. Web. https://www.cityofeasley.com/documents/comprehensive-plan-spreads
[10] City of Mauldin. 2025. *City of Mauldin Comprehensive Plan.* Web. https://planmauldin.com/images/Mauldin/CityofMauldin_StrategicPlan_January2025.pdf

emphasizes coordination with SCDOT and GPATS on regionally significant corridors, while addressing pedestrian, bicycle, and transit needs to improve local mobility and safety. Transportation recommendations are intended to align land use decisions with infrastructure capacity and regional transportation priorities.

Key Projects:

- Multimodal redevelopment projects include implementation of the City Center Village Master Plan and the Mauldin Golden Strip Gateway trail connection.
- Roadway improvements include Butler Road between Bridges Road and US 276.
- Trail connectivity is expanded through the Gilder Creek Multi-Use Trail.

City of Greenville Downtown Transportation Master Plan

Jurisdiction: City of Greenville, SC **Adopted:** 2025

Summary: The *City of Greenville Downtown Transportation Master Plan*[11] provides updates Greenville's previous planning work to reflect recent growth, new development, and completed or ongoing transportation projects. It evaluates current traffic, safety, multimodal infrastructure, and long-range travel demand to identify priority short- and long-term investments. The plan emphasizes improving safety, mobility, and reliability for all users while balancing congestion management, community impacts, and future growth through a targeted set of recommended projects.

Key Projects:

- The I-385 interchange at Stone Avenue and Laurens Road is recommended for conversion to a Single Point Urban Interchange to improve operations, reduce conflict points, and better accommodate future traffic growth.
- The Church Street corridor includes multiple proposed operational improvements, such as a quadrant intersection at Augusta Street and modified access at Coffee Street, to reduce congestion while remaining largely within existing right-of-way.
- The Pete Hollis Boulevard and Buncombe Street corridor is identified for lane reconfiguration to reallocate space for safer bicycle and pedestrian facilities while maintaining acceptable traffic operations.

City of Travelers Rest Master Plan

Jurisdiction: City of Travelers Rest, SC **Adopted:** 2020 (Reviewed and Updated 2023)

Summary: The *City of Travelers Rest Master Plan*[12] prioritizes walkability, bicycle facilities, downtown accessibility, and connections to regional roadway and trail networks. The plan supports multimodal transportation strategies consistent with GPATS goals and emphasizes coordination on projects affecting regional corridors and mobility.

Key Projects:

- Mobility improvements downtown include the Travelers Rest Bicycle and Pedestrian Network Expansion.

[11] City of Greenville. 2025. *City of Greenville Downtown Transportation Marter Plan.*
[12] City of Travelers Rest. 2020. *City of Travelers Rest Mater Plan*. Web. https://travelersrestsc.com/businesses/plans-projects/

- Intersection upgrades include State Park Road (SC 253) at Altamont Road and Tigerville Road at Jackson Grove Road.

GPATS Horizon2045 Long-Range Transportation Plan (LRTP)

Jurisdiction: GPATS Metropolitan Planning Area **Adopted:** 2022

Summary: The *GPATS Horizon2045 Long-Range Transportation Plan*[13] establishes the long-term vision and investment priorities for roadway, transit, bicycle, pedestrian, freight, and emerging transportation technologies across the GPATS region. The LRTP serves as the umbrella transportation plan, and all regionally significant projects must be included in this plan to be eligible for federal and state funding.

Key Projects:

- The LRTP carries forward corridor projects such as SC 183 (Farrs Bridge Road) improvements between SC 135 and the Saluda River and the SC 183 widening from US 25 (White Horse Road) to Alex Drive/Saluda View Drive for programming.
- The plan includes Woodruff Road Congestion Relief (Verdae Boulevard to Smith Hines Road) and the Roper Mountain Extension (Pelham Road to Roper Mountain Road) as regionally significant capacity/operations projects.
- The LRTP identifies multimodal projects such as the Augusta Street Area Bike Network and the Travelers Rest Bike/Ped Network Expansion for advancement through the TIP.

GPATS Transportation Improvement Program (TIP)

Jurisdiction: GPATS Metropolitan Planning Area **Adopted:** 2025 (Last Amended on Feb. 23, 2026)

Summary: The *GPATS Fiscal Year 2025 - 2034 Transportation Improvement Program*[14] is a short-range, fiscally constrained program that schedules transportation projects for implementation. Projects originating from municipal and county plans within the GPATS boundary must be included in the TIP to receive federal transportation funding.

Key Projects:

- The current TIP programs roadway projects including Batesville Road (SC 14 to Roper Mountain Road), Butler Road (Bridges Road to US 276), and Garlington Road (SC 146 to Roper Mountain Road) with phased Preliminary Engineering/Right-of-Way/Construction funding.
- The TIP funds targeted intersection packages such as Woodruff Road at Miller Road/Garlington Road, Haywood Road at Pelham Road, and Pleasantburg Drive at Rutherford Road to improve safety and operations.
- The program also delivers active transportation projects including the City of Easley Doodle Trail Extension, the Augusta Street Area Bike Network, and the Mauldin Golden Strip Gateway trail connection.

[13] Greenville-Pickens Area Transportation Study. 2022. *GPATS Horizon2040 Long-Range Transportation Plan*. Web. https://gpats.org/Plans/Horizon2040.aspx
[14] Greenville-Pickens Area Transportation Study. 2025. Web. *GPATS Fiscal Year 2025 - 2034 Transportation Improvement Program*. https://www.gpats.org/Programs/TIP.aspx

Greenlink Transit Development Plan (TDP)

Jurisdiction: Greenlink Service Area **Adopted:** 2020

Summary: The *Greenlink Transit Development Plan Update*[15] guides the long-term development of public transit services in the City of Greenville and Greenville County. The plan evaluates existing service, identifies future transit needs, and recommends service and capital improvements that support regional mobility goals and GPATS transit planning priorities.

Key Projects:

- Transit service frequency improvements include 30-minute service on Routes 502 White Horse, 507 Augusta, 509 East North, and 602 Woodruff Connector.
- Fleet modernization includes deployment of battery-electric buses to support expanded service.
- The plan evaluates reconstruction or expansion of the Greenlink Transit Center and associated passenger amenities. The Greenlink Transit Center has since been constructed and is operational.

Greer Downtown Walking and Bicycling Master Plan

Jurisdiction: City of Greer, SC **Adopted:** 2016

Summary: The *Greer Downtown Walking and Bicycling Master Plan*[16] establishes a focused strategy to improve pedestrian and bicycle conditions within downtown Greer and surrounding neighborhoods. The plan emphasizes safety, connectivity, and access to schools, parks, and employment centers within the GPATS boundary.

Key Projects:

- The plan prioritizes sidewalk construction and pedestrian safety improvements along Poinsett Street, Trade Street, and Victor Street to strengthen connections between downtown Greer, City Park, and nearby neighborhoods. Recommended improvements include wider sidewalks, curb ramps, and enhanced crossings.
- Bicycle and pedestrian upgrades are recommended along Pelham Road and Church Street, including improved crossings, wayfinding signage, and traffic-calming measures. These corridors provide key north–south and east–west access through the downtown area.
- The plan identifies improved connections to Lake Cunningham Park and nearby schools, supporting safe walking and bicycling routes for students and recreational users. These connections are intended to reduce short vehicle trips and improve local accessibility.

GVL 2040 Comprehensive Plan

Jurisdiction: City of Greenville, SC **Adopted:** 2020

[15] Greenville Transit Authority (Greenlink). 2021. *Greenlink Transit Development Plan Update.* Web. *https://www.greenvillesc.gov/1883/Planning-Documents-Studies*
[16] City of Greer. 2016. *Greer Downtown Walking and Bicycling Master Plan*. Web. http://ugata.org/wp-content/uploads/2021/11/Downtown-Greer-Walking-and-Bicycling-Master-Plan.pdf

Summary: The transportation element of *GVL 2040 Comprehensive Plan*[17] focuses on multimodal mobility, complete streets, transit-supportive development, bicycle and pedestrian connectivity, and context-sensitive roadway design. The plan supports coordination with Greenlink and GPATS regional priorities, allowing locally identified projects to advance into regional funding and implementation programs.

Key Projects:

- Advance multimodal connectivity through projects such as the Augusta Street Area Bicycle Network.
- Urban corridor improvements include US 123 (Academy Street) between Pendleton Street and Washington Avenue and Laurens Road between Interstate 85 and Innovation Drive.
- Trail connectivity is enhanced through the Parallel Swamp Rabbit Trail segment within Unity Park.

Momentum 2050: Moving South Carolina Forward

Jurisdiction: South Carolina Department of Transportation **Adopted:** 2025

Summary: The South Carolina Statewide Multimodal Transportation Plan, *Momentum 2050: Moving South Carolina Forward*[18], establishes the long-range vision and policy framework for the movement of people and goods across all transportation modes. The plan evaluates existing conditions, future trends, and system needs, and sets goals and strategies to guide statewide transportation investment. Coordination with regional and metropolitan plans, including GPATS documents, is necessary to maintain harmony with this statewide framework.

Key Projects:

- Statewide priorities implemented within the GPATS area include Interstate 85 safety improvements between Mile Marker 30 and Mile Marker 60.
- Bridge rehabilitation and replacement projects include US 29 (Wade Hampton Boulevard) over Mountain Creek and US 276 (Geer Highway) over the Middle Saluda River.
- Urban corridor modernization supported by the plan includes US 29 (Mills Avenue) between Augusta Street and Stevens Street and Academy Street and US 123 between Pendleton Street and Washington Avenue.

One Pickens County Comprehensive Plan

Jurisdiction: Pickens County, SC **Adopted:** 2022

Summary: The *One Pickens County Comprehensive Plan*[19] establishes countywide guidance for roadway connectivity, safety, and coordination with state and regional transportation agencies. The plan addresses transportation needs in both incorporated and unincorporated areas, with an emphasis on functional classification, access management, and alignment with SCDOT and metropolitan planning efforts. Transportation policies support consistency with adjacent MPO plans where travel patterns and corridors overlap.

[17] City of Greenville. 2020. *GVL 2040 Comprehensive Plan*. Web. https://www.greenvillesc.gov/1398/GVL-2040-Comprehensive-Plan
[18] South Carolina Department of Transportation. 2025. *Momentum 2050: Moving South Carolina Forward*. Web. https://movingsouthcarolinaforward.com/
[19] Pickens County. 2022. One *Pickens County Comprehensive Plan*. Web. https://www.co.pickens.sc.us/departments/planning/onepickens_county_comprehensive_plan/index.php

Key Projects:

- Countywide roadway improvements include widening of SC 183 (Farrs Bridge Road) between Alex Drive and Saluda View Drive and SC 135.
- Bridge rehabilitation projects include SC 183 over Twelve Mile Creek and US 124 over Georges Creek.
- Active transportation projects include the Green Crescent Trail Clemson Park Loop and the Green Crescent Trail Gateway Park Connector.

Plan Greenville County Comprehensive Plan

Jurisdiction: Greenville County, SC **Adopted:** 2019 (Reviewed and Updated in 2025)

Summary: The *Plan Greenville County Comprehensive Plan*[20] provides countywide policy direction for roadway maintenance, safety improvements, and multimodal coordination in both incorporated and unincorporated areas. The plan supports consistency with GPATS regional planning efforts and helps position county projects for inclusion in the LRTP and TIP. The *Five- Year Review*[21] concludes that while meaningful progress has been made since adoption of the 2020 Comprehensive Plan, continued population growth will require sustained investment in roadway modernization, safety improvements, and multimodal infrastructure to maintain mobility, support economic development, and protect community livability.

Key Projects:

- County transportation priorities include the US 276 (Poinsett Highway) pedestrian and lighting project between Rutherford Road and US 25.
- Corridor improvements are advanced along West Georgia Road between Neely Ferry Road and Fork Shoals Road.
- Local connectivity improvements include upgrades to Reid School Road connecting to US 29 (Wade Hampton Boulevard).

Simpsonville 2040 Comprehensive Plan

Jurisdiction: City of Simpsonville, SC **Adopted:** 2020 (evaluated in 2025)

Summary: The *Simpsonville 2040 Comprehensive Plan*[22] addresses roadway capacity, access management, and multimodal needs associated with growth in southern Greenville County. The plan emphasizes coordination with Greenville County, GPATS, and SCDOT for regionally significant corridors and transportation improvements.

The *Simpsonville Comprehensive Plan: 2040 Evaluation*[23] reviews progress made toward the community's long-term goals while documenting how demographic growth, development, and infrastructure needs have evolved since the previous plan update. It highlights significant population and housing growth, increasing

[20] Greenville County. 2019. *Plan Greenville County Comprehensive Plan.* Web. https://www.greenvillecounty.org/LongRangePlanning/ComprehensivePlan.aspx
[21] City of Greenville. 2025. *Five Year Review.* Web. *https://www.greenvillecounty.org/apps/LongRangePlanning/uploads/5YearReviewDocument03.pdf*
[22] City of Simpsonville. 2020. *Simpsonville 2040 Comprehensive Plan.* https://www.simpsonville.com/planning-department/2040-comprehensive-plan/
[23] City of Simpsonville. 2025. *Simpsonville Comprehensive Plan: 2040 Evaluation.* Web. https://www.simpsonville.com/wp-content/uploads/2025/11/Comprehensive-Plan-2024-25_Evaluation_Final.pdf

demographic diversity, and continued implementation of strategies related to population tracking, public facilities, and service delivery.

Key Projects:

- Roadway capacity improvements are proposed along Fairview Road between Grandview Drive and SC 418.
- Intersection safety improvements include West Georgia Road and East Standing Springs Road.
- Local sidewalk and connectivity projects support access to schools, parks, and commercial areas throughout the City.

South Carolina Statewide Freight Plan

Jurisdiction: South Carolina **Adopted:** 2022

Summary: The South *Carolina Statewide Freight Plan*[24] provides a multimodal framework for planning and investing in freight infrastructure across the state, including highways, rail, ports, and intermodal facilities. The plan identifies freight corridors, system needs, and investment strategies to support economic competitiveness and goods movement. It functions as a supplement to the statewide multimodal transportation plan and informs regional and metropolitan freight planning efforts.

Key Projects:

- Freight corridor reliability is supported by improvements along I- 85, including safety and operational upgrades between Mile Marker 30 and Mile Marker 60.
- The plan supports freight mobility improvements along US 25 (White Horse Road) between I- 85 and Lily Street.
- Congestion and access improvements on SC 146 (Woodruff Road) between Roper Mountain Road and Bagwell Road support last-mile freight and industrial access.

Swamp Rabbit Trail Extension Master Plan

Jurisdiction: City of Greenville, SC **Adopted:** 2020

Summary: The *Swamp Rabbit Trail Extension Master Plan*[25] guides the extension of the regional Swamp Rabbit Trail along a former rail and roadway corridor between Cleveland Park and CU-ICAR. The corridor is a critical bicycle and pedestrian spine within the GPATS area.

Key Projects:

- The plan advances a 4.5-mile Swamp Rabbit Trail extension along Laurens Road, connecting Cleveland Park to CU-ICAR through the Verdae area. This segment improves access between downtown Greenville, employment centers, and mixed-use developments.
- A grade-separated bicycle and pedestrian bridge is planned near Verdae Boulevard, replacing at-grade crossings and improving safety along the Green Line segment of the trail. The bridge supports future trail expansion toward Mauldin.

[24] South Carolina Department of Transportation. 2022. *South Carolina Statewide Freight Plan*. Web. https://storymaps.arcgis.com/stories/8ec9e62a9ecb4f43981e32f42776e50a
[25] City of Greenville. 2020. *Swamp Rabbit Trail Extension Master Plan.* Web. https://content.civicplus.com/api/assets/3f562037-df1b-4b7d-a466-a7b20e424218?scope=all

- The plan includes improved trail crossings at Pleasantburg Drive, I-85 frontage roads, and adjacent local streets to reduce conflicts between trail users and vehicular traffic.