GPATS LRTP

Summary Report: Round 1 Outreach

6/26/2026

GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

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Executive Summary

Every Metropolitan Planning Organization (MPO) is required to have a Long-Range Transportation Plan (LRTP) that is reviewed and updated over time. Greenville Pickens Aera Transportation Study (GPATS) conducts a small review and update of the LRTP every five years and a major update every 10 years. The LRTP was most recently updated in 2022. The LRTP includes a fiscally constrained, prioritized list of transportation projects to be completed over the next 25 years, based on current funding levels. Public involvement is essential for fully understanding a community's transportation vision. Through two rounds of community outreach, the project team will work with the public to identify regional transportation needs and share potential projects or plans to address those needs. Opportunities will be provided for in-person and online feedback and comments.

Round 1 of community outreach kicked off on May 11, 2026, with in-person and virtual meeting options. The project team hosted six regional drop-in style meetings, an online virtual meeting, and a virtual stakeholder meeting, offering stakeholders and community members several opportunities to learn about the project and share feedback on transportation improvement opportunities in their communities. These events created a welcoming space for community members to share input during the issue identification phase of Horizon 2050.

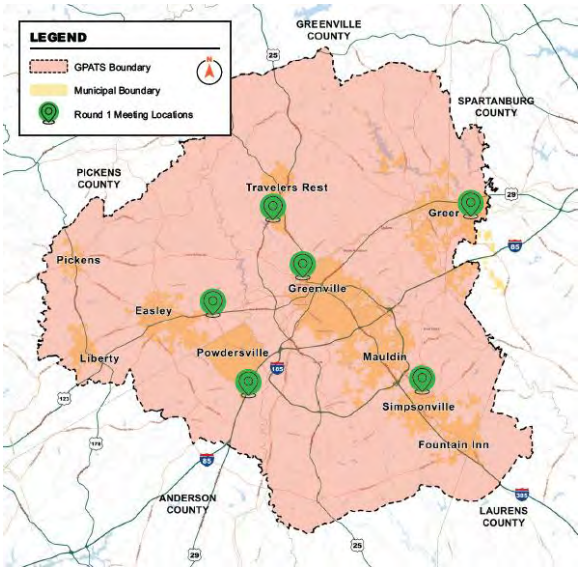
A total of 190 stakeholders participated in Round 1 outreach through the various meeting opportunities.

Round 1 outreach also involved the creation and distribution of a statistically valid survey. A separate overview of the survey findings will be provided upon the survey's completion.

In-Person Engagement

GPATS held a total of six in-person drop-in open house-style meetings in May 2026. A total of 49 community members from various organizations attended these meetings. The map shown provides an overview of the study area and the cities that hosted in-person meetings.

Figure 1: Public Meeting Locations



Meetings were held in Greer, Greenville, Travelers Rest, Simpsonville, Easley, and Powdersville, with the primary goals of providing an overview of Horizon 2050 planning and collecting feedback. At the meetings, attendees participated in one-on-one discussions with team members on key LRTP topics, including project background, existing conditions, and local transportation issues. Providing them with an overview of the LRTP process and guiding them through feedback activities.

Virtual Engagement

ONLINE PUBLIC MEETING

An online version of the in-person meeting was hosted on the Horizon 2050 Web Portal from May 11 to June 21. The online meeting provided on-demand, 24/7 access to all the information and activities that were provided at the in-person meetings, and additional opportunities for community members who could not attend in person to participate.

LIVE VIRTUAL STAKEHOLDER MEETING

Following the conclusion of in-person engagement, GPATS hosted a live virtual meeting as an additional opportunity for key stakeholders to receive more information and provide feedback. Information presented at this meeting largely mirrored that from the in-person meetings and included a short summary of feedback received during the in-person open house meetings. The live virtual meeting was held on June 4, 2026, and had 40 attendees.

GIS COMMENT MAP

During LRTP planning, a GIS comment map will be available on the Horizon 2050 web portal to collect local and regional feedback. This online map allows users to provide categorized feedback on transportation needs in the area. Users can place markers, lines, or polygons on the map to indicate the need for transit improvements, bike improvements, pedestrian improvements, safety improvements, traffic congestion, or roadway conditions. 87 map comments have been received as of June 21, 2026.

Key Findings

Stakeholders at both in-person and online meetings were provided with opportunities to give feedback on numerous topics related to local and regional transportation and Horizon 2050 plan development. Input was provided through discussion and several activities facilitated by project team members.

Some common themes expressed through discussion included:

- Drivers across the study area experience poor signal timing and overloaded intersections due to area growth.
- Older or poorly configured roads are causing issues for drivers, pedestrians, and cyclists.
- Potholes, poor paving, and narrow roads are of great concern.
- Lack of connected sidewalks, bike lanes, and transit options makes it harder to use alternative forms of transportation.
- Better system-level planning is needed to create more regional connectivity.

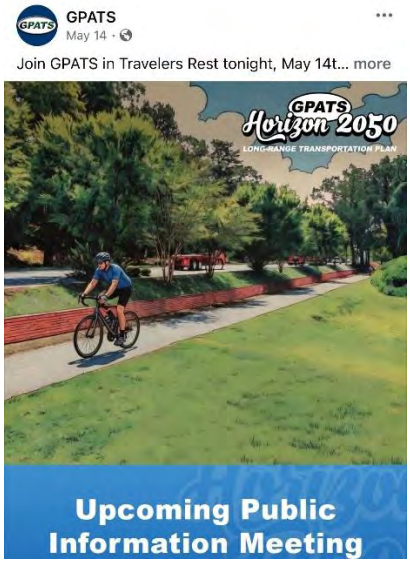
Outreach Activities

The outreach team developed an extensive stakeholder list of over 150 people and created various communications materials to drive participation in in-person and online activities. GPATS distributed these materials through their newsletter, email, and social media platforms. Outreach materials included:

- Email meeting invitations
- E-blasts
- Social media content
- Press Release

These materials were shared over the course of Round 1 Outreach to provide meeting updates and reminders and encourage people to participate in the online survey or the online public meeting.

Figure 2: Example Facebook Post



In-person Engagement

In-person engagement with community members was key to receiving valuable feedback on area transportation needs, the types of projects people are most interested in, and everyday pain points for commuters. These meetings were held in cities across the study area to collect feedback from various communities over a two-week period.

During the meetings, attendees received an overview of the LRTP, projects included in previous LRTPs, and existing conditions. Attendees then participated in several feedback activities guided by the outreach team members at each station. No formal presentation was given at the in-person meetings.

Logistics and Staffing

MEETING DATES AND LOCATIONS

This series of meetings occurred between May 11 and May 21. GPATS selected cities as areas of interest to provide several easily accessible meeting locations across the study area.

Table 1: Meeting Dates and Locations

Date	Event Time	Location	Total Attendees
Monday, May 11	5:00 – 7:00 p.m.	**City of Greer Events Hall** 301 East Poinsett Street Greer, SC	13
Wednesday, May 13	5:00 – 7:00 p.m.	**Hughes Main Library** 25 Heritage Green Place, Greenville, SC 29601	7
Thursday, May 14	5:00 – 7:00 p.m.	**City Hall** 125 Trailblazer Drive Travelers Rest, SC 29690	13
Tuesday, May 19	5:00 – 7:00 p.m.	**Simpsonville Library** 626 NE Main Street, Simpsonville, SC 29681	4
Wednesday, May 20	5:00 – 7:00 p.m.	**Kimberly Hampton Memorial Library** 304 Biltmore Road Easley, SC 29640	6
Thursday, May 21	5:00 – 7:00 p.m.	**Bethesda United Church (Powdersville)** 516 Piedmont Road Easley, South Carolina	6

STAFFING

Staff in attendance include technical experts, communications team staff, and GPATS staff. Staff attendance varied based on availability. The following staff members attended various meetings.

Table 2: Staff and Event Information

Staff Information		Event Information					
Name	Organization	Easley	Greer	Greenville	Powdersville	Simpsonville	Travelers Rest
Casey Wright	HDR	x	x	x	X	x	X
Brennan Groel	HDR	x	x	x	X	x	x
Jillian Ethridge	HDR	x	x	x	X		x
Robert Wilson	HDR	X				x	

Staff Information		Event Information					
Name	Organization	Easley	Greer	Greenville	Powdersville	Simpsonville	Travelers Rest
Draper Carlile	GPATS		x	x			
Keith Brockington	GPATS	x	x	x	x	x	x
Cleo Hill	GPATS	x	x	x	x	x	x
Suzanne Terry	GPATS		x				
Lillian Jones	GPATS	x	x				
Julie Confer	GPATS		x				
Angel Sheldon	GPATS			x			
Rohit Nimje	GPATS			x			
Jonathan Hanna	GPATS	x		x			x
Dakota Sanders	GPATS	x					x
Anna Stewart	GPATS						x
EJ Sherer	GPATS						x
Sarah Lyons	GPATS					x	
Meagan Staton	GPATS					x	
Nick Hannah	GPATS					x	
Austin Lovelace	GPATS	x					

ATTENDEES

A total of 49 stakeholders attended the in-person meetings. Attendees signed in via handwritten forms at sign-in before being directed to the meeting exhibit and activities.

Meeting sign-in sheets are located in **Appendix A: Meeting Sign-In Sheets**.

MEETING MATERIALS

Attendees were provided with a handout at sign-in. Various boards with more information on the LRTP were available for viewing during the meeting. The following materials were made available for stakeholders at each meeting:

- Project Handout
- Meeting boards display
- GIS comment map
- General comment form
- Existing conditions slide show
- Local table map
- Take note activity
- Visual preference activity
- Guiding statement activity

Meeting Materials are provided in **Appendix B: Meeting Materials**.

Virtual Engagement

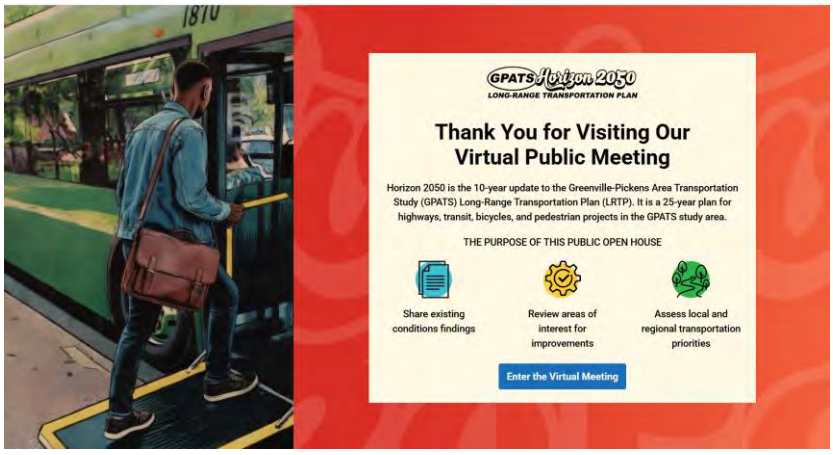
GPATS hosted virtual stakeholder engagement opportunities to complement and expand on its in-person efforts. Virtual options were intended to promote widespread engagement and coverage and to offer additional educational and feedback opportunities for stakeholders unable to attend in-person meetings. More than 140 people participated in virtual engagement activities.

Online Public Meeting

An online version of the in-person public meeting was hosted on the Horizon 2050 web portal page from May 11 to June 21, 2026. The online public meeting provided the same meeting and engagement opportunities in an easy-to-use slide format. Attendees could click through the information provided to learn more about the project background and participate in digital versions of the feedback activities.

The online meeting garnered 129 views with 101 total users. Site users included attendees from: Greenville, Pickens, Greer, Maudin, Rock Hill, Ashburn, San Souci, Simpsonville, Landrum, and more.

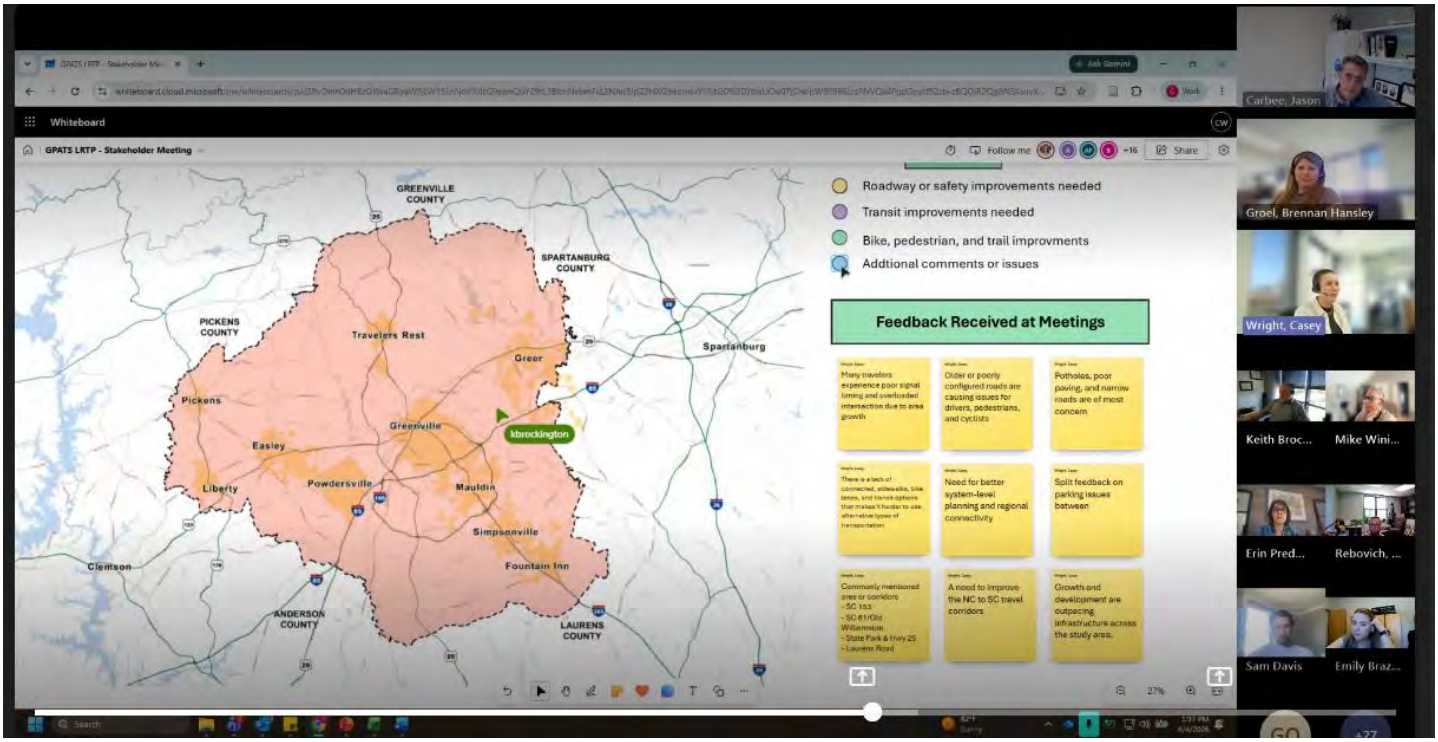
Figure 3: Virtual Meeting Homepage



Live Virtual Stakeholder Meeting

Following the conclusion of in-person engagement, GPATS hosted a live virtual meeting to provide an additional virtual opportunity for key stakeholders to receive more information and provide feedback. The live virtual meeting was held on June 4 from 1:00 to 2:00 p.m. on Microsoft Teams and was attended by 36 stakeholders. The meeting started with an overview of Horizon 2050 planning and the information developed for the existing conditions report. Then, attendees were provided with an overview of the feedback activities available at our in-person meetings and of some early findings from those meetings. Afterward, they participated in a whiteboard session to provide map comments, similar to the in-person Local Priorities activity, and in a Big Three activity, where they developed a list of local projects or initiatives they would like considered for the LRTP. The meeting was recorded, and a follow-up email was sent to all stakeholders after the event, including the recording and other resources from the meeting.

Figure 4: Live Virtual Stakeholder Meeting

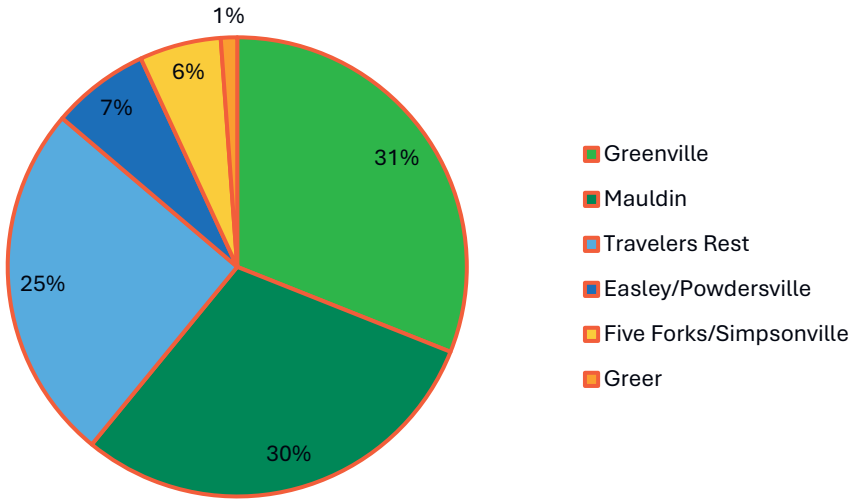


A link to the meeting recording and a meeting overview are provided **in Appendix C: Virtual Meeting Attendance and Summary**.

GIS Comment Map

A GIS comment map will be available on the Horizon 2050 web portal to collect local and regional feedback during LRTP planning. This online map allows users to provide categorized feedback on transportation needs in the area. Users can place markers, lines, or polygons on the map to indicate the need for transit improvements, bike improvements, pedestrian improvements, safety improvements, traffic congestion, or roadway conditions. 87 map comments have been received as of June 21, 2026. More than 30% of the comments received were about safety improvements. Traffic congestion and pedestrian/trail improvements are the next most popular comment topics. The following chart shows an overview of comments by submitter location.

Figure 5: Comments by Submitter Location



Common comment themes include:

- Safety concerns at specific intersections or along roadways, including areas with frequent near misses, difficult left turns, and poor visibility.
- Traffic congestion during peak hours near schools or along major corridors.
- The need for more connected walking and biking infrastructure, including desires to expand the trail network and provide more sidewalks and safe crossings.

A summary of GIS map comments as of June 21, 2026, is provided in **Appendix D: GIS Map Comment Matrix.**

Feedback Summary

During Round 1 outreach, attendees were asked to participate in a series of feedback activities. Through these activities, the project team has learned about local and regional transportation needs, the types of projects most important to communities, and where communities would like to see improvements. The following sections outline each activity and the feedback collected from it.

The full compilation of feedback collected during Round 1 outreach is provided in **Appendix E: Meeting Feedback**.

Activity 1: Guiding Statements

GPATS' community outreach is grounded in six guiding statements that inform what is shared with communities and determine which feedback is collected. The guiding statements align with the region's planning needs that are established in accordance with national, state, and regional long-range planning goals.

- **Culture and Environment:** Improve the area's quality of life by protecting and promoting its valued places and natural resources.
- **Economic Value:** Enhance regional economic vitality by simplifying the movement of people and freight within and across the region.

- **Growth and Development:** Enhance travel efficiency by aligning transportation investments with land use planning.
- **Mobility and Accessibility:** Create a transportation system that encourages biking, walking, and using public transit.
- **Safety and Security:** Promote a safe transportation system by reducing crashes, increasing reliability, and enhancing emergency response.
- **Systems Preservation and Efficiency:** Extend the lifespans of transportation systems by promoting fiscal responsibility and prioritizing maintenance and operational efficiency.

These principles were introduced to attendees, who were asked to rank them in order of importance from 1 to 6, with 1 being the most important. A total of 40 in-person and online meeting attendees participated in this activity. Based on the average of responses, the overall ranking of the statements was:

1. Safety and Security
2. Growth and Development
3. Mobility and Accessibility
4. Culture and Environment
5. Systems Preservation and Efficiency
6. Economic Value

Activity 2: Take Note

During this activity, attendees were encouraged to provide open-ended feedback on local or regional transportation issues in specified topic areas using sticky notes. They added the sticky note to the poster under one of the following categories: intersection congestion, safety concerns, connectivity or functionality concerns, parking issues, limited alternative transportation, and road conditions. More than 170 individual comments were received during this activity. Many notes pinpointed specific roadways or locations that needed improvements.

Comments received by topic area per meeting are shown in the table below.

Table 3: Local Comments

	Intersection Congestion	Safety Concerns	Road Conditions	Limited Alternative Transportation Options	Connectivity or Functionality Concerns	Parking Issues
Greer	1	3	3	5	2	1
Greenville	6	5	4	3	6	4
Easley	8	5	1	4	1	2
Simpsonville	2	1	2	3	0	1
Travelers Rest	10	14	2	6	5	4
Powdersville	7	5	9	4	2	1
Virtual	7	6	5	6	0	4

Activity 3: Visual Preferences

For the visual preferences activities, attendees were shown a series of side-by-side images and asked to select their preference. Scenarios were often focused on comfort with innovative intersection designs and safety improvements. These images were shared as general concepts and were not intended to indicate specific implementation locations. Attendee preferences are indicated in the table below for each scenario, with the indicated preference being the option that received the most votes.

Table 4: Local Preferences

Question/Statement	Choices	Preference
Which pedestrian accommodation would make crossing the road safer and easier?	Mid-block crossing	
	Pedestrian refuge island	✓
Select the street layout that appeals most to you.	3 lanes, one lane in each direction with a center turn lane	✓
	4 lanes, two lanes in each direction	
Select the ramp configuration that appeals most to you.	Ramp metering	✓
	No metering	
Which intersection would you be more comfortable driving?	Roundabout	✓
	Quadrant intersection	
Select the street layout that appeals most to you.	Bike lane on the street	
	Wide shared-use path	✓
Which intersection would you feel more comfortable driving?	Partial median U-turn	
	Restricted crossing U-turn	✓

Attendee polling was fairly unanimous across cities, and clear preferences were shown for specific improvements. A few additional insights from the activity are provided below.

- Pedestrian accommodations voting was the closest; most people were interested in both options.
- Greer was the only city that preferred on-street bike lanes.
- In Easley and Powdersville, the vote for and against ramp metering was tied.
- Greenville was the only city that preferred the partial median U-turn over restricted crossing U-turns.

Activity 4: Local Priorities

At each meeting, the outreach team presented a city-specific map focused on the local area, allowing attendees to place dots and sticky notes to comment on roads, transit, and bike/pedestrian infrastructure. Participants marked locations and intersections needing improvements and used sticky notes to detail suggested enhancements or highlight specific concerns. Below is an overview of the number of comments submitted by topic. More than 80 comments were collected on the Local Priorities maps.

Table 5: Local Improvements

	Bike, Trail, or Pedestrian Improvements	Transit Improvements	Roadway or Traffic Concerns
Greer	3	2	7
Greenville	12	6	2
Easley	3	0	7
Simpsonville	2	2	7
Travelers Rest	11	3	4
Powdersville	2	1	7

Virtual meeting notes are not included in this overview. Virtual meeting attendees were directed to the GIS Comment Map to submit their comments and concerns.

Comment Forms

The outreach team also provided standard comment forms for all meetings, and an online comment form was available on the Horizon 2050 web portal. This offered an additional option for attendees to provide thoughts or feedback that did not align with the various feedback activities.

Table 6: Meeting Feedback

Type	Comment
In-person comment form (Greenville)	Greenville County's CZ zoning district along most major corridors undermines mobility, safety, and placemaking. It emphasizes poor development patterns and drive-thrus. GPATS planning and investments should coincide with land use reform along major roadways.
In-person comment form (Travelers Rest)	Greenlink stop in Travelers Rest! Express service between TR and Cherrydale
Online comment form	I would like to join the mailing list.
Online comment form	I would like to join the mailing list.

Appendix A: Meeting Sign-In Sheets

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Public Meeting: Sign-In Sheet

Monday, May 11, 2026 – Greer, SC

5:00 p.m. – 7:00 p.m.

Name	Email Address	Mailing Address	Phone	Which event are you attending?	
				GPATS Long Range Transportation Plan	Greer's Transportation Safety Plan
STEVE GRANT	[redacted]			☑	☑
Joey Riddle	[redacted]			☐	☑
Nathan Jackson	[redacted]			☑	☑
Alex Cahill	[redacted]			☑	☑
STEVE GWINN	[redacted]			☑	☐
JOE FARMER	[redacted]			☑	☐
Heather STAHL	[redacted]			☑	☑
Sam Davis	[redacted]			☑	☐
Matt Fiege	[redacted]			☐	☐
PENNY PHILLIPS	[redacted]			☑	☐
ashley kaade	[redacted]			☑	☑
[redacted]	[redacted]			☑	☑
Kelly Green	[redacted]			☒	☐
				☐	☐

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LONG-RANGE TRANSPORTATION PLAN

Public Meeting: Sign-In Sheet

Wednesday, May 13, 2026 – Greenville, SC

5:00 p.m. – 7:00 p.m.

Name	Email Address	Mailing Address	Phone
Joy Messner	[redacted]	[redacted]	[redacted]
Sam Chaney	[redacted]	[redacted]	[redacted]
Jennifer Wh	[redacted]	[redacted]	[redacted]
Scott Park	[redacted]	[redacted]	[redacted]
Michael Foxen	[redacted]	[redacted]	[redacted]
Bill Kane	[redacted]	[redacted]	[redacted]
Chriss Ryba	[redacted]	[redacted]	[redacted]

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Public Meeting: Sign-In Sheet

Thursday, May 14, 2026 – Travelers Rest, SC

5:00 p.m. – 7:00 p.m.

Name	Email Address	Mailing Address	Phone
Colin Mangelsdorf	[redacted]	[redacted]	[redacted]
Brandy Amidei	[redacted]	[redacted]	[redacted]
Jay MARTIN	[redacted]		[redacted]
David Garland	[redacted]	[redacted]	[redacted]
Jessica Pressley	[redacted]		[redacted]
Robin Michaels	[redacted]	[redacted]	[redacted]
Candi Samples	[redacted]		
RAPIEL STRAIN	[redacted]	[redacted]	
Micah Webb	[redacted]	[redacted]	[redacted]
Grant Tatech	[redacted]	[redacted]	[redacted]
Shazz Mazzah	[redacted]	[redacted]	[redacted]
Ed Sheen	[redacted]		[redacted]
Anna Stewart	[redacted]		[redacted]

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Public Meeting: Sign-In Sheet

Tuesday, May 19, 2026 – Simpsonville, SC

5:00 p.m. – 7:00 p.m.

Name	Email Address	Mailing Address	Phone
Brandon Wilson	[redacted]		[redacted]
Petrina Butler	[redacted]	[redacted]	[redacted]
Charlene Carter	[redacted]	[redacted]	[redacted]
Austin Rutherford	[redacted]	[redacted]	[redacted]

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Public Meeting: Sign-In Sheet

Wednesday, May 20, 2026 – Easley, SC

5:00 p.m. – 7:00 p.m.

Name	Email Address	Mailing Address	Phone
Corey Holycross	[redacted]	[redacted]	
KEVIN Autry	[redacted]	[redacted]	[redacted]
Lennon Murphy	[redacted]	[redacted]	[redacted]
Jessica Massey	[redacted]	—	—
Joseph Lacombe		[redacted]	[redacted]
SAMUEL BOUTCH		[redacted]	

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Public Meeting: Sign-In Sheet

Thursday, May 21, 2026 – Powdersville, SC

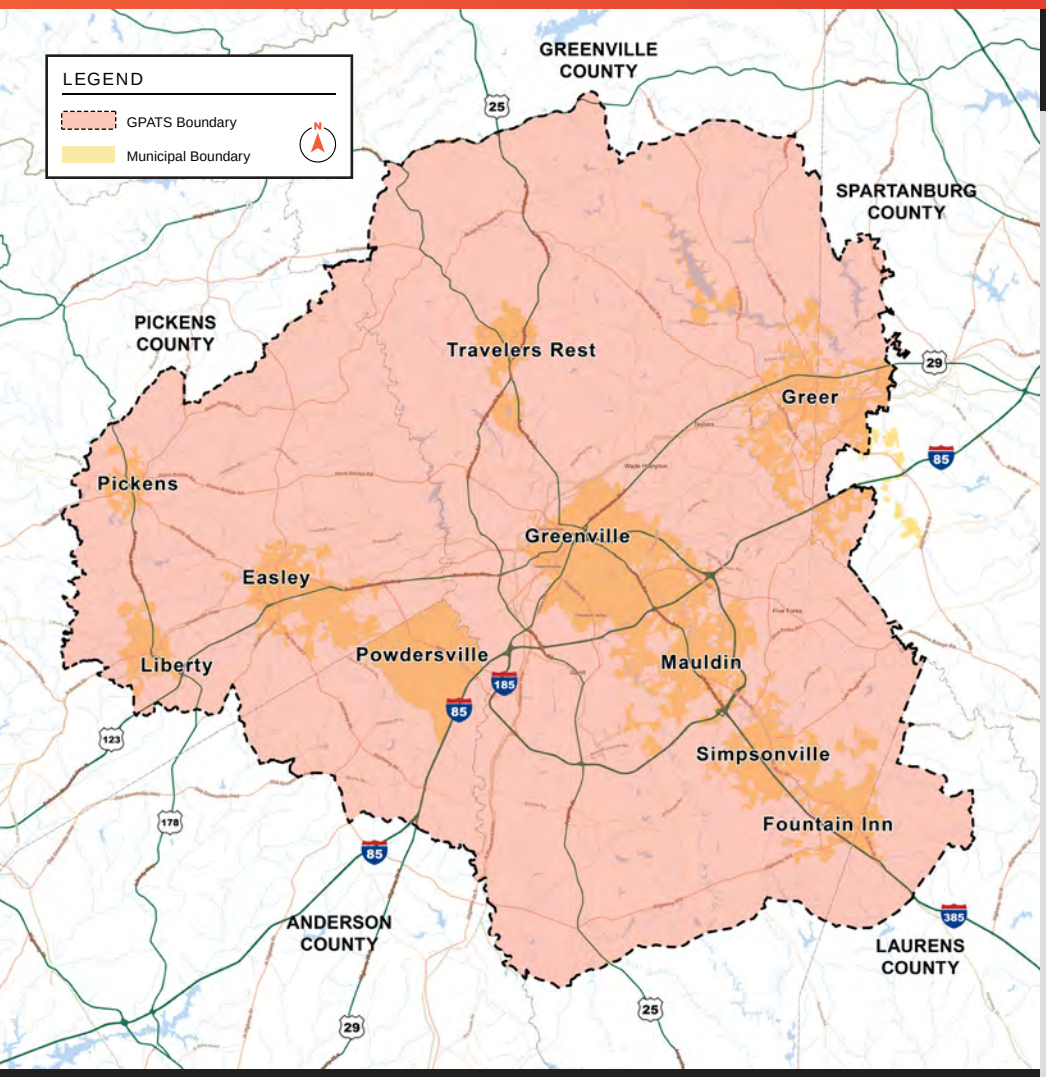
5:00 p.m. – 7:00 p.m.

Name	Email Address	Mailing Address	Phone
Stewart Wabor	[redacted]	[redacted]	[redacted]
Scott Groel	[redacted]	[redacted]	[redacted]
CARA JOHNSON			
Jimmy Davis	[redacted]		
Britany McAbee	[redacted]		
Gaye Sprague	[redacted]	[redacted]	[redacted]

Appendix B: Meeting Materials

GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN



TIMELINE

TASKS	2026 FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.
Travel Demand Model Refinement & Documentation									
Public Involvement Process									
Congestion Management Process & Regional Mobility Program									
Production & Publication of Horizon2050 LRTP Summary Document									
Study Team & Policy Committee Meetings									

KEY

- Community Meetings
- Study Team Meeting
- Existing Conditions Report
- Website/Web Portal Updates
- Policy Committee Meeting
- Draft & Final LRTP Document

PROJECT OVERVIEW

Horizon 2050 is the 10-year update to the Greenville-Pickens Area Transportation Study (GPATS) Long-Range Transportation Plan (LRTP). This LRTP is a 25-year plan for highways, transit, bicycles, and pedestrian projects in the GPATS study area.

The purpose of this public open house is to:

Share existing conditions findings

Review areas of interest for improvements

Assess local and regional transportation priorities

GUIDING STATEMENTS

The guiding statements consist of **six interconnected value statements** aligned with national, state, and regional long-term planning goals. These statements capture the region's transportation needs and preferences, guide the planning process, and help prioritize recommendations.



Culture and Environment

Improve the area's quality of life by protecting and promoting its valued places and natural resources.



Economic Value

Enhance regional economical vitality by simplifying the movement of people and freight within and across the region.



Growth and Development

Enhance travel efficiency by aligning transportation investments with land use planning.



Mobility and Accessibility

Create a transportation system that encourages biking, walking, and using public transit with balanced infrastructure.



Safety and Security

Promote a safe transportation system by reducing crashes, increasing reliability, and enhancing emergency response.



Systems Preservation and Efficiency

Extend the lifespans of the transportation systems by promoting fiscal responsibility and prioritizing maintenance and operational efficiency.

CONTACT

Use the contact information below to connect with the project team, or join our mailing list to stay up to date with the latest project information. Visit **GPATS.org** and complete the form at the bottom of the home page to sign up.

GPATS@greenvillecounty.org

GPATS.org

We want to hear from you!

Scan the QR code to share your feedback in the online survey. Available now through June 21.

GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

WELCOME

PROJECT OVERVIEW

Horizon 2050 is the 10-year update to the Greenville-Pickens Area Transportation Study (GPATS) Long-Range Transportation Plan (LRTP). This LRTP is a 25-year plan for highways, transit, bicycles, and pedestrian projects in the GPATS study area.

THE PURPOSE OF THIS PUBLIC OPEN HOUSE IS TO:



Share existing conditions findings



Review areas of interest for improvements



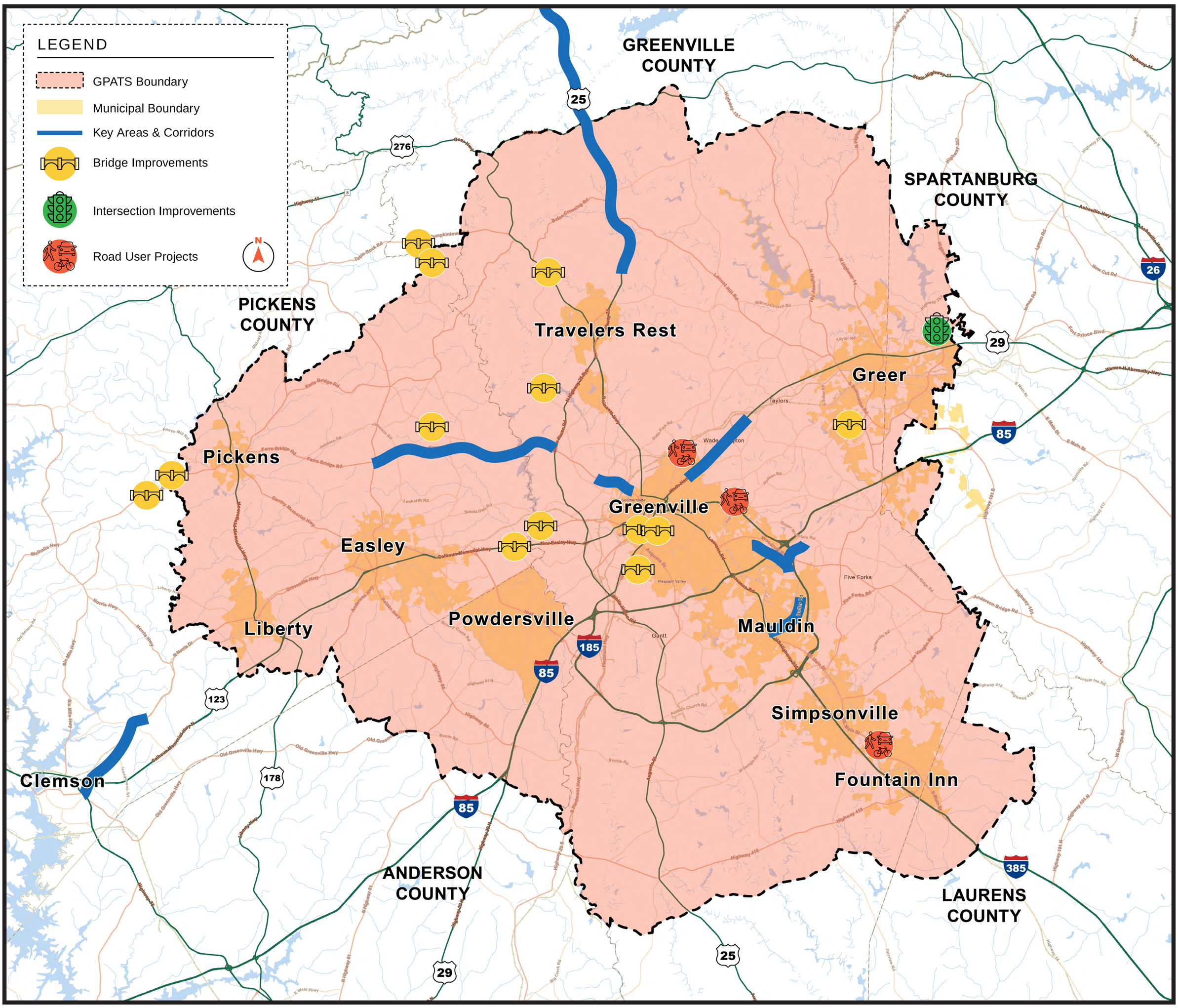
Assess local and regional transportation priorities

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

HORIZON 2050

GPATS brings together local governments, the SCDOT, and the Federal Highway Administration (FHWA) to **plan and build an effective regional transportation system.**

- The LRTP lists **multimodal projects,** ranked by priority and funding, that are planned for completion over the next 25 years.
- When high-priority projects are nearly ready for construction, they move from the LRTP to the Transportation Improvement Program, which **sets funding for projects over the next six years.**

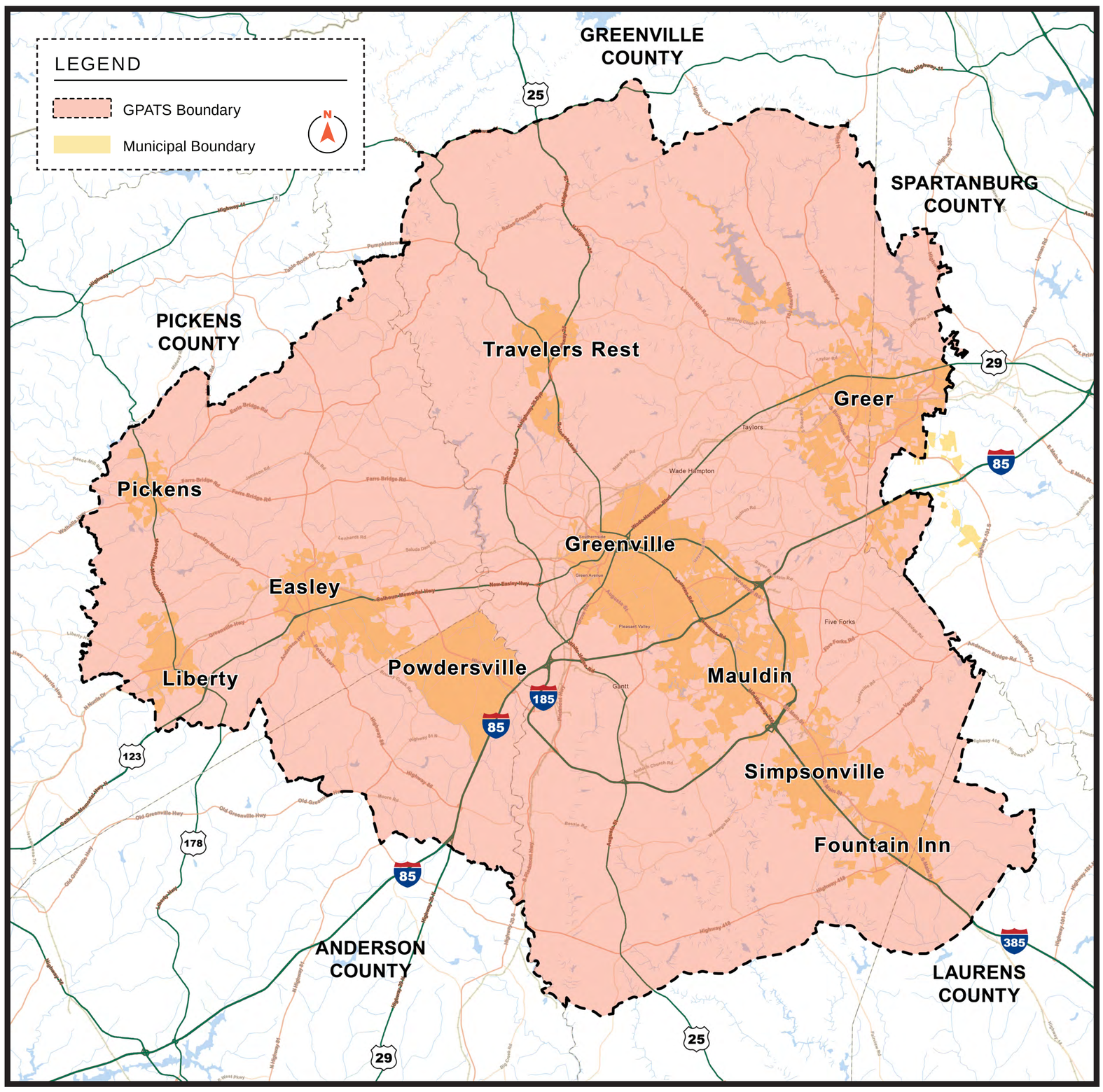


GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

BACKGROUND & SCHEDULE

Federal law states any urban area with over 50,000 people must have a Metropolitan Planning Organization (MPO) that handles transportation planning. GPATS is the MPO for the Greenville-Pickens area.

GPATS reviews and updates its LRTP every five years, with a major update every 10 years. The Horizon 2050 LRTP is a 25-year plan that guides transportation decisions and lists projects to meet future needs in the region.



TASKS	2026 FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.
Travel Demand Model **Refinement & Documentation**									
Public Involvement Process									
Congestion Management Process & Regional Mobility Program									
Production & Publication of Horizon2050 LRTP Summary Document									
Study Team & Policy Committee Meetings									

KEY

- Community Meetings
- Website/Web Portal Updates
- Study Team Meeting
- Policy Committee Meeting
- Existing Conditions Report
- Draft & Final LRTP Document

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

GUIDING STATEMENTS

Rank the following statements from 1 to 6. With 1 being the most important and 6 the least. Use the voting stickers to do so.

CULTURE & ENVIRONMENT	ECONOMIC VALUE	GROWTH & DEVELOPMENT	MOBILITY & ACCESSIBILITY	SAFETY & SECURITY	SYSTEMS PRESERVATION & EFFICIENCY
Improve the area's quality of life by protecting and promoting its valued places and natural resources.	Enhance regional economical vitality by simplifying the movement of people and freight within and across the region.	Enhance travel efficiency by aligning transportation investments with land use planning.	Create a transportation system that encourages biking, walking, and using public transit with balanced infrastructure.	Promote a safe transportation system by reducing crashes, increasing reliability, and enhancing emergency response.	Extend the lifespans of the transportation systems by promoting fiscal responsibility and prioritizing maintenance and operational efficiency.

YOUR TRAVEL PRIORITIES

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

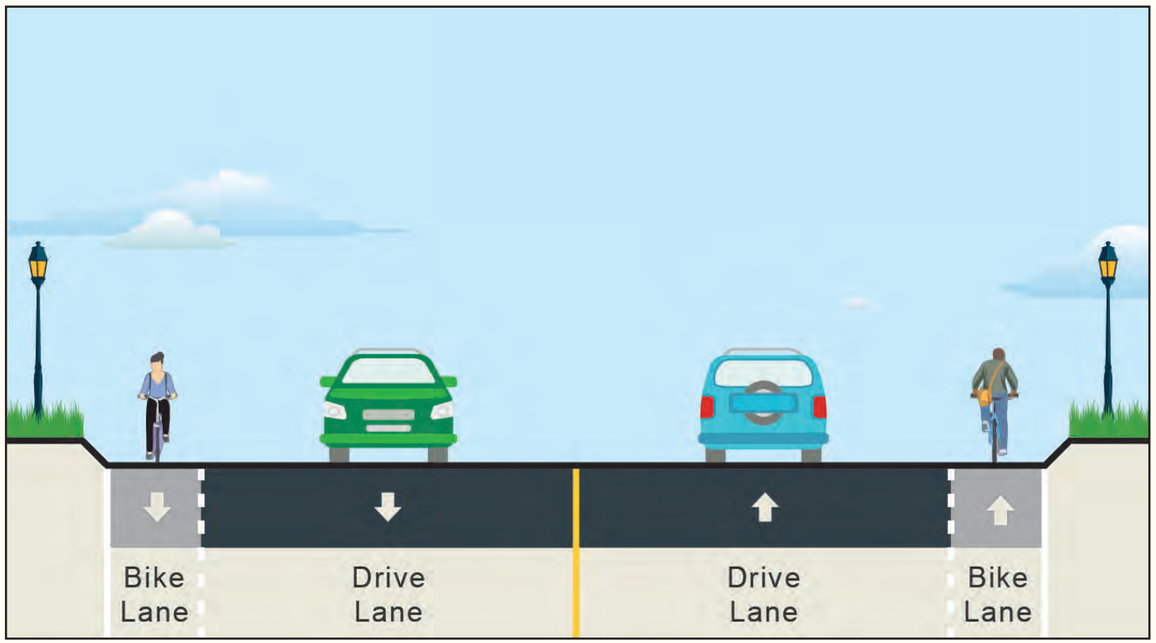
Scan the QR code to share your feedback in the online survey.

Available now through June 21.

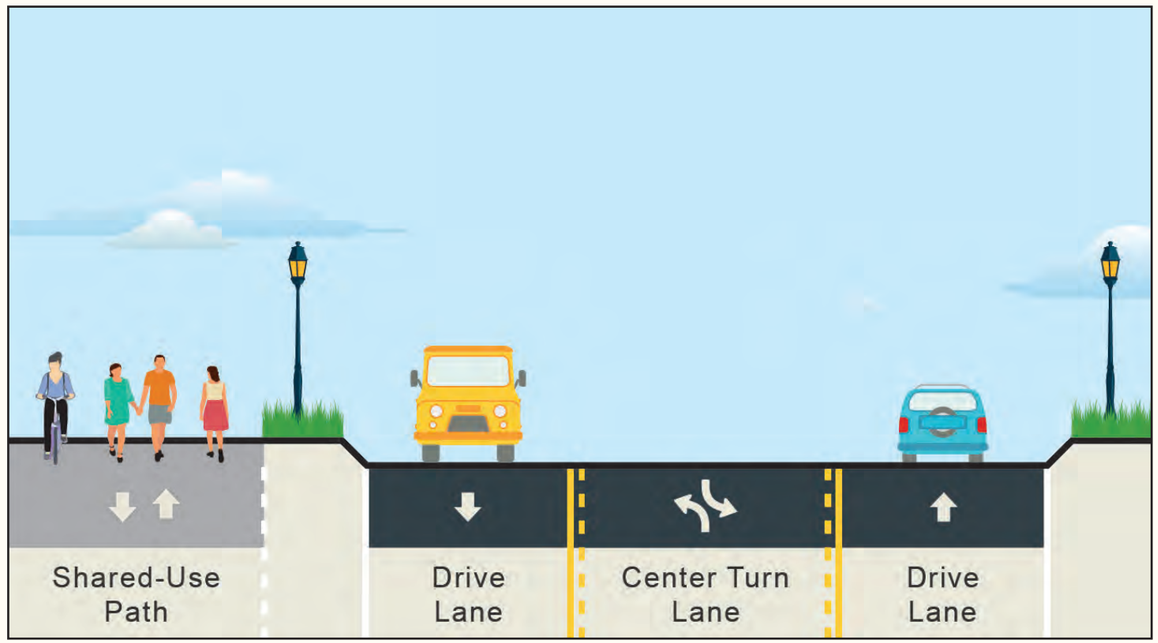
SELECT THE STREET LAYOUT THAT APPEALS MOST TO YOU.

INDICATE YOUR PREFERENCE BY PLACING A STICKER IN THE SPACE BELOW.

Bike Lane on the Street



Wide Shared-Use Path



YOUR TRAVEL PRIORITIES

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

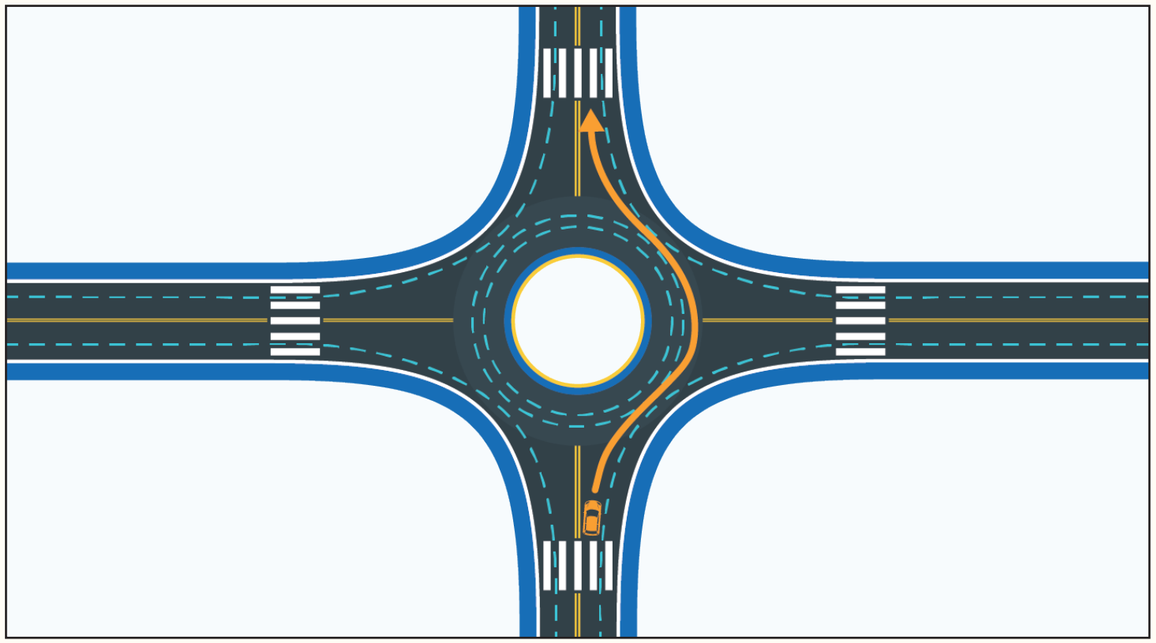
Scan the QR code to share your feedback in the online survey.

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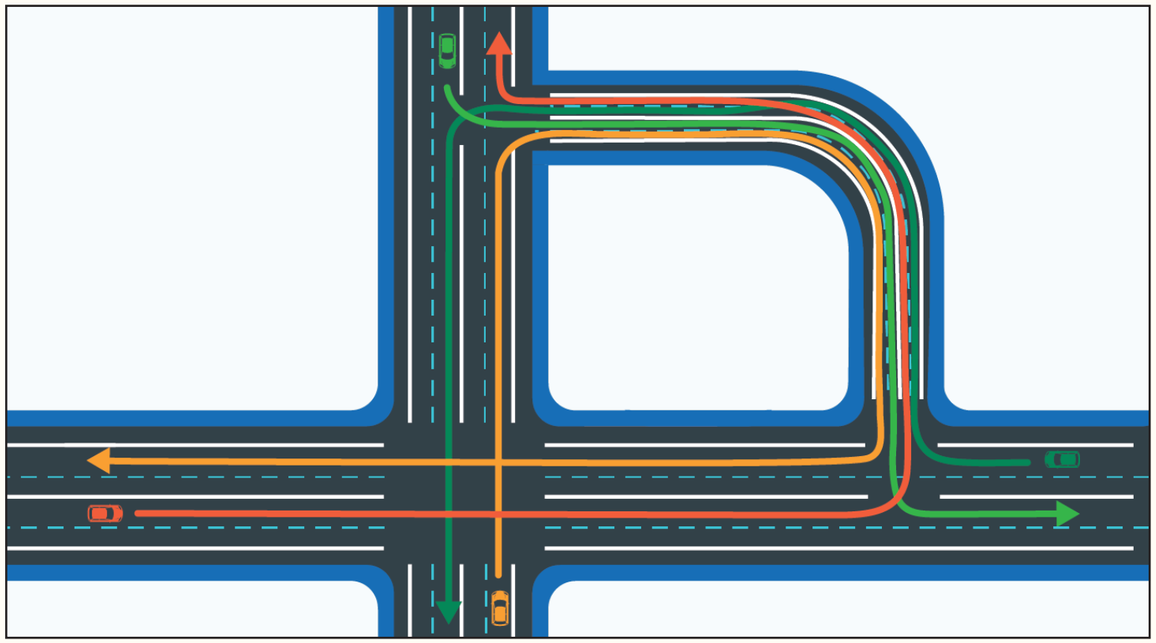
WHICH INTERSECTION WOULD YOU BE MORE COMFORTABLE DRIVING?

INDICATE YOUR PREFERENCE BY PLACING A STICKER IN THE SPACE BELOW.

Roundabout:
A circular, unsignalized intersectiond, where traffic moves counterclockwise around a central island.



Quadrant Intersection:
An innovative traffic design that reduces congestion at busy four-legged intersections by rerouting all four left-turn movements onto a connector road built in one quadrant of the intersection.



YOUR TRAVEL PRIORITIES

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Scan the QR code to share your feedback in the online survey.

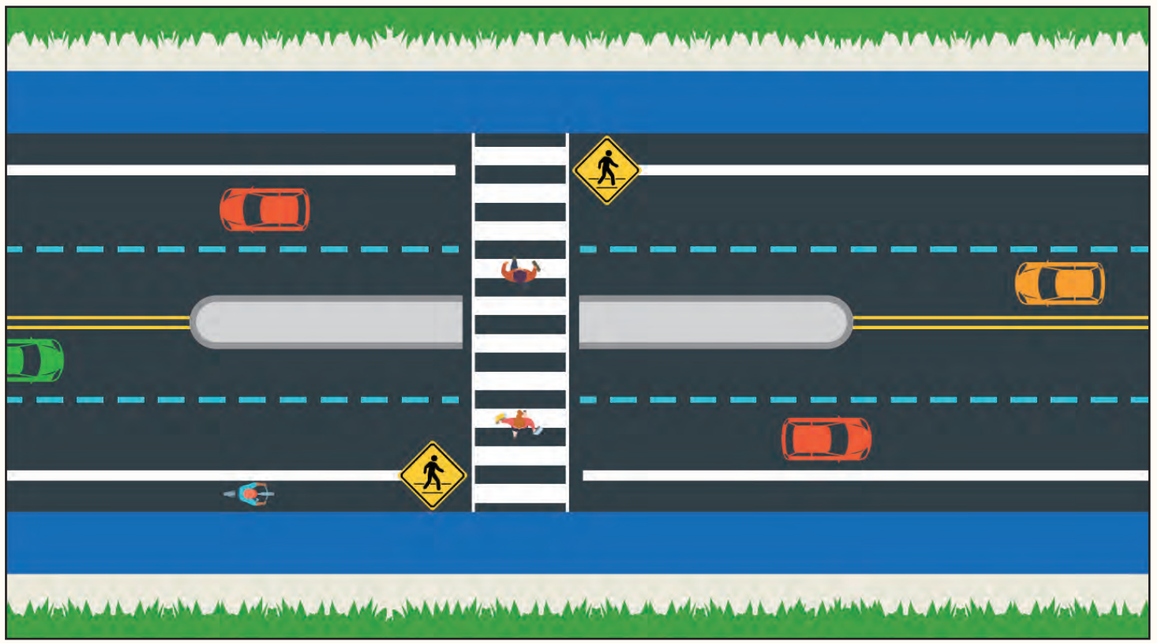
Available now through June 21.

WHICH PEDESTRIAN ACCOMMODATION WOULD MAKE CROSSING THE ROAD SAFER AND EASIER?

INDICATE YOUR PREFERENCE BY PLACING A STICKER IN THE SPACE BELOW.

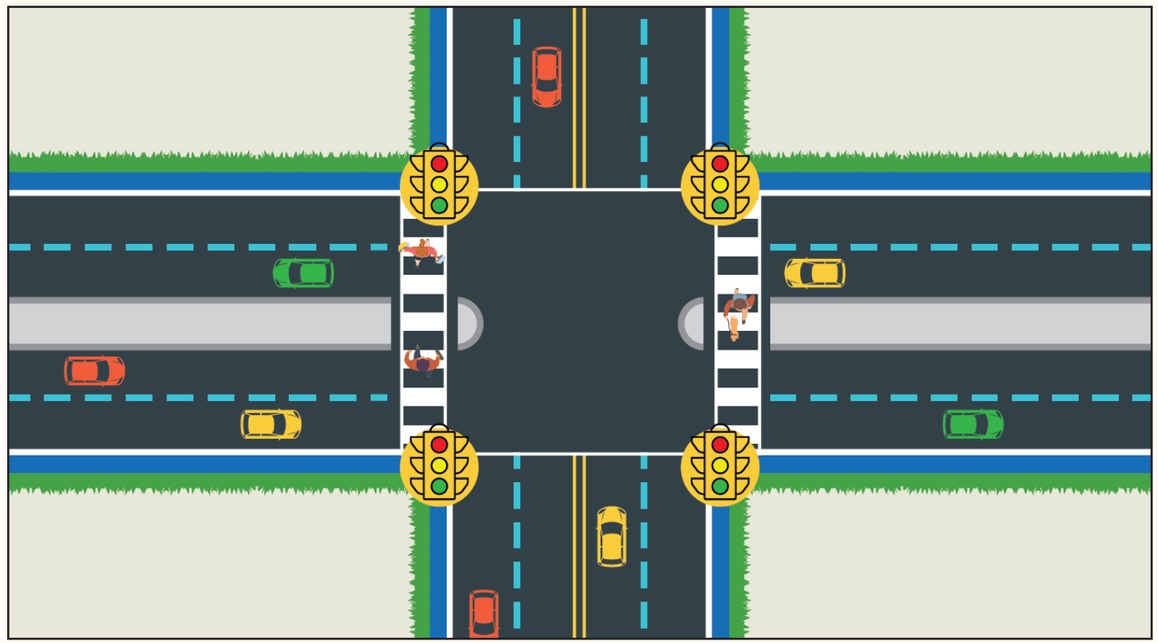
Mid-Block Crossing:

A designated pedestrian walkway located in the middle of a city block rather than at an intersection.



Pedestrian Refuge Island:

A raised, curbed area with the intent to provide a place of safety for pedestrians in an intersection when needed, providing enhanced protection from vehicles and including, in some cases, two-stage crossers.



YOUR TRAVEL PRIORITIES

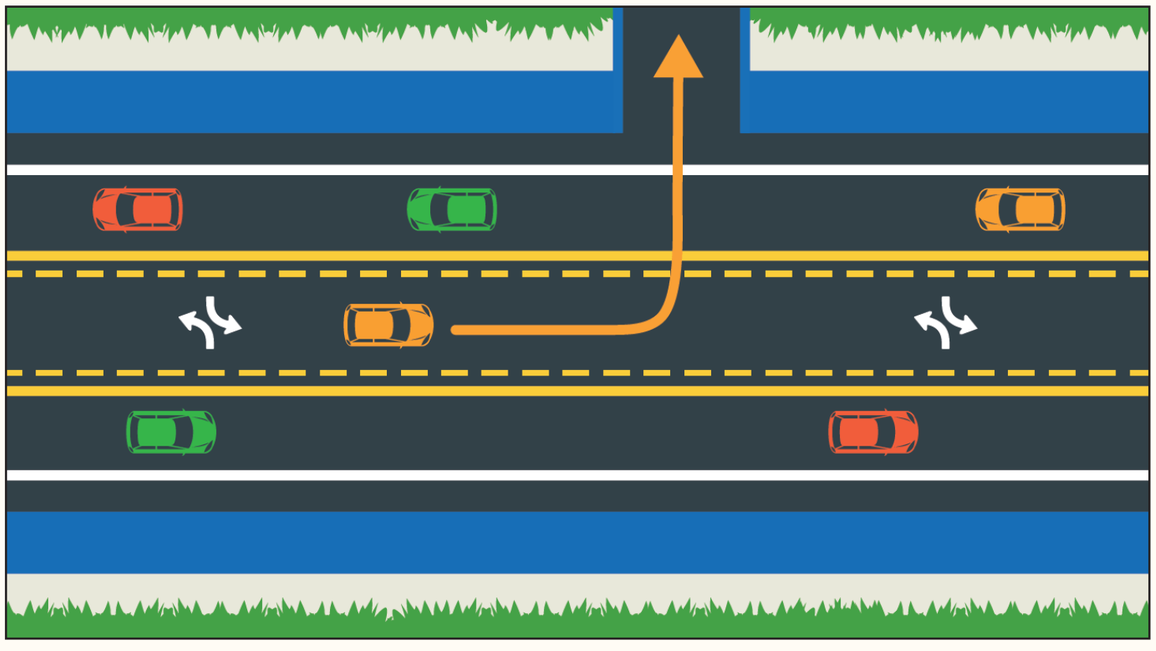
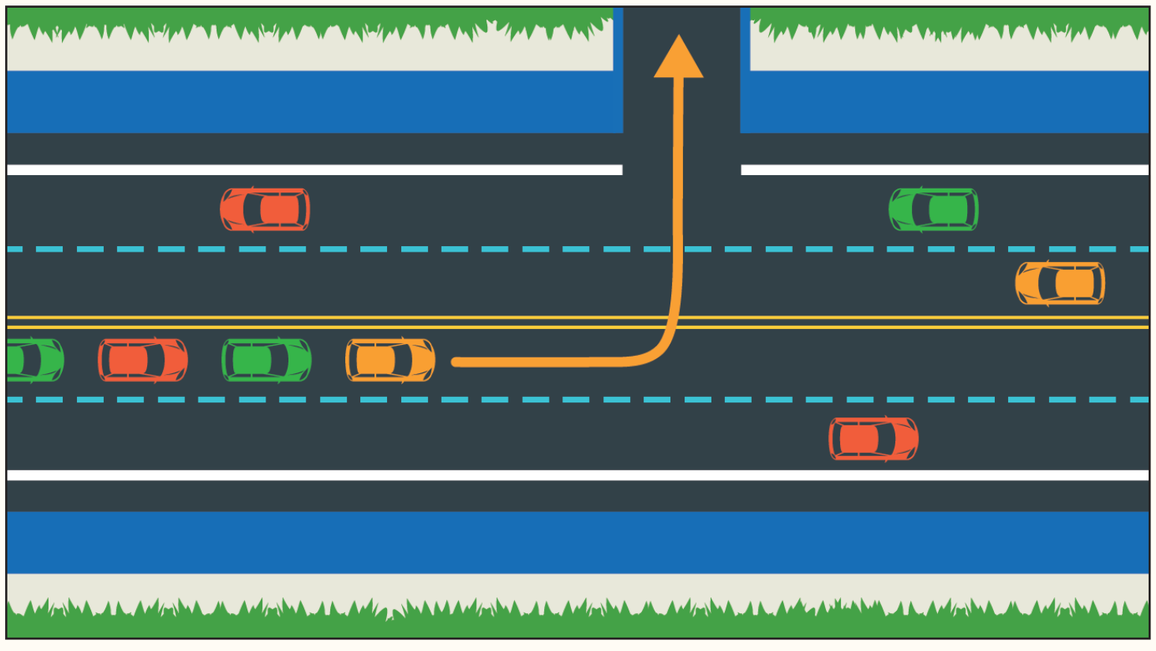
GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Scan the QR code to share your feedback in the online survey.

Available now through June 21.

SELECT THE STREET LAYOUT THAT APPEALS MOST TO YOU.

INDICATE YOUR PREFERENCE BY PLACING A STICKER IN THE SPACE BELOW.

3-Lanes	4-Lanes
	

YOUR TRAVEL PRIORITIES

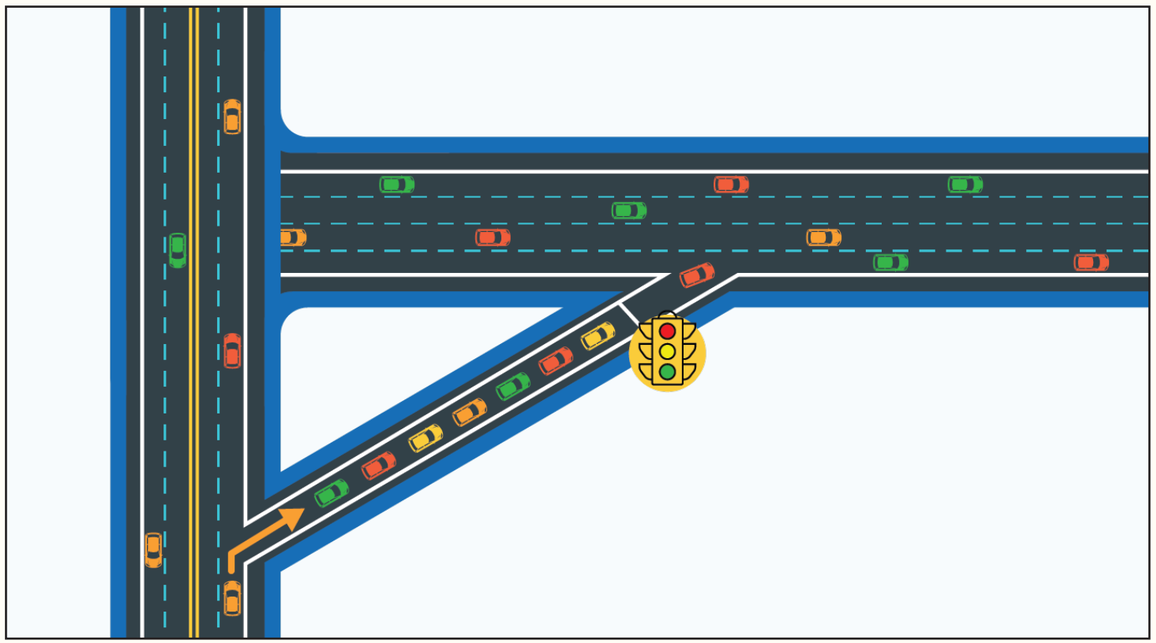
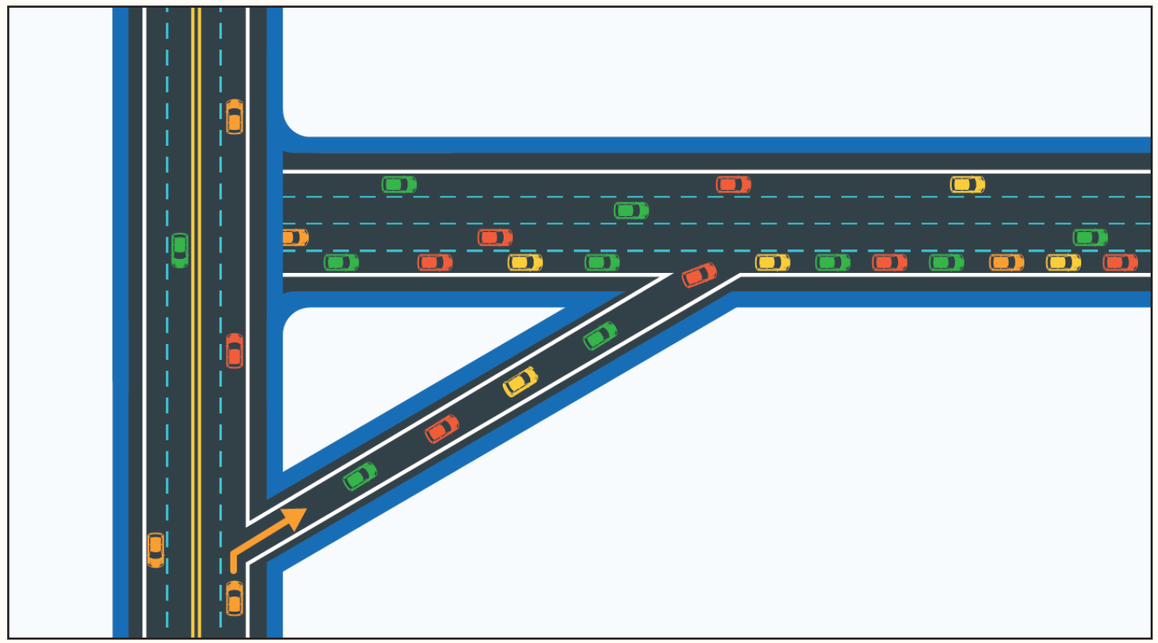
GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Scan the QR code to share your feedback in the online survey.

Available now through June 21.

SELECT THE RAMP CONFIGURATION THAT APPEALS MOST TO YOU.

INDICATE YOUR PREFERENCE BY PLACING A STICKER IN THE SPACE BELOW.

Ramp Metering	No Metering
	

YOUR TRAVEL PRIORITIES

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

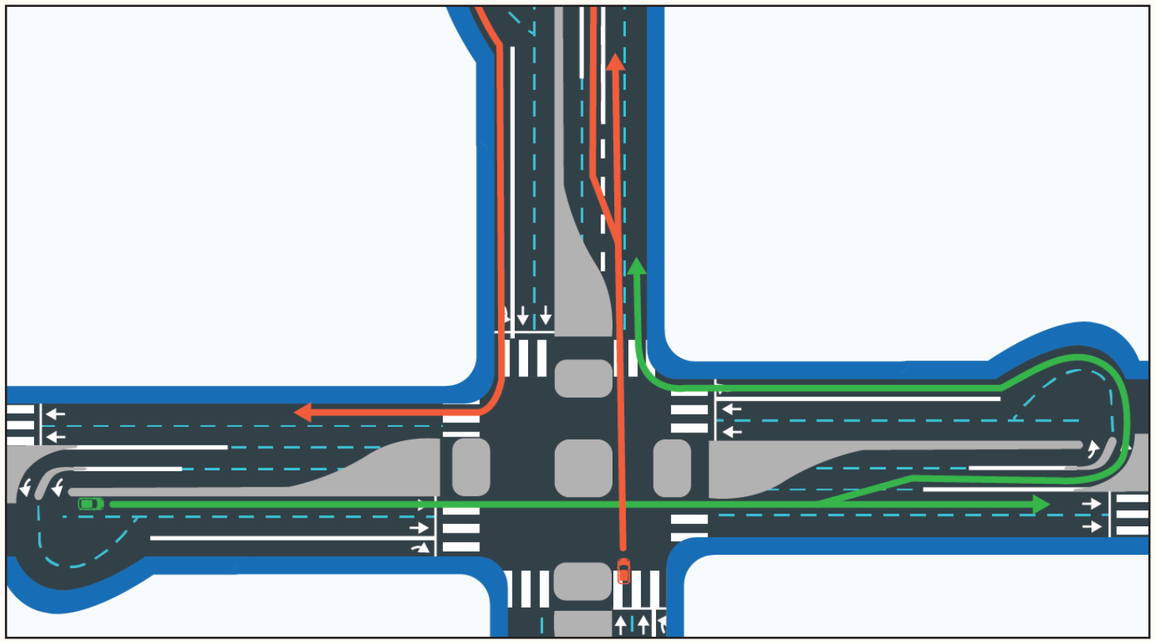
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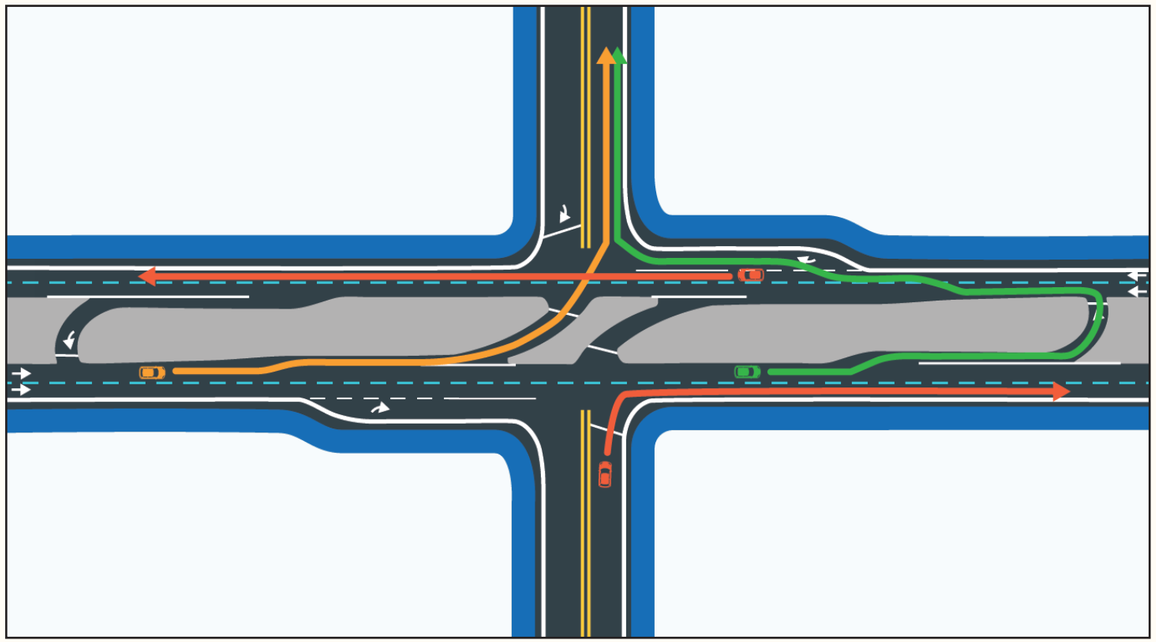
WHICH INTERSECTION WOULD YOU FEEL MORE COMFORTABLE DRIVING?

INDICATE YOUR PREFERENCE BY PLACING A STICKER IN THE SPACE BELOW.

Partial Median U-Turn:
Intersection design where left-turn vehicles from one or both roads make U-turns at dedicated median openings to complete the desired movement. Left turns are not allowed at the main intersection.



Restricted Crossing U-Turn:
Intersection design where all side street movements begin with a right turn.



TAKE NOTE

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Scan the QR code to share your feedback in the online survey.
Available now through June 21.

What transportation issues do you face regularly?

USE THE STICKY NOTES OR WRITE IN THE TOPIC AREAS.					
Intersection Congestion	Road Conditions	Safety Concerns	Connectivity or Functionality Concerns	Limited Alternative Transportation Options (Sidewalks, Bike Lanes, Multiuse Path)	Parking Issues

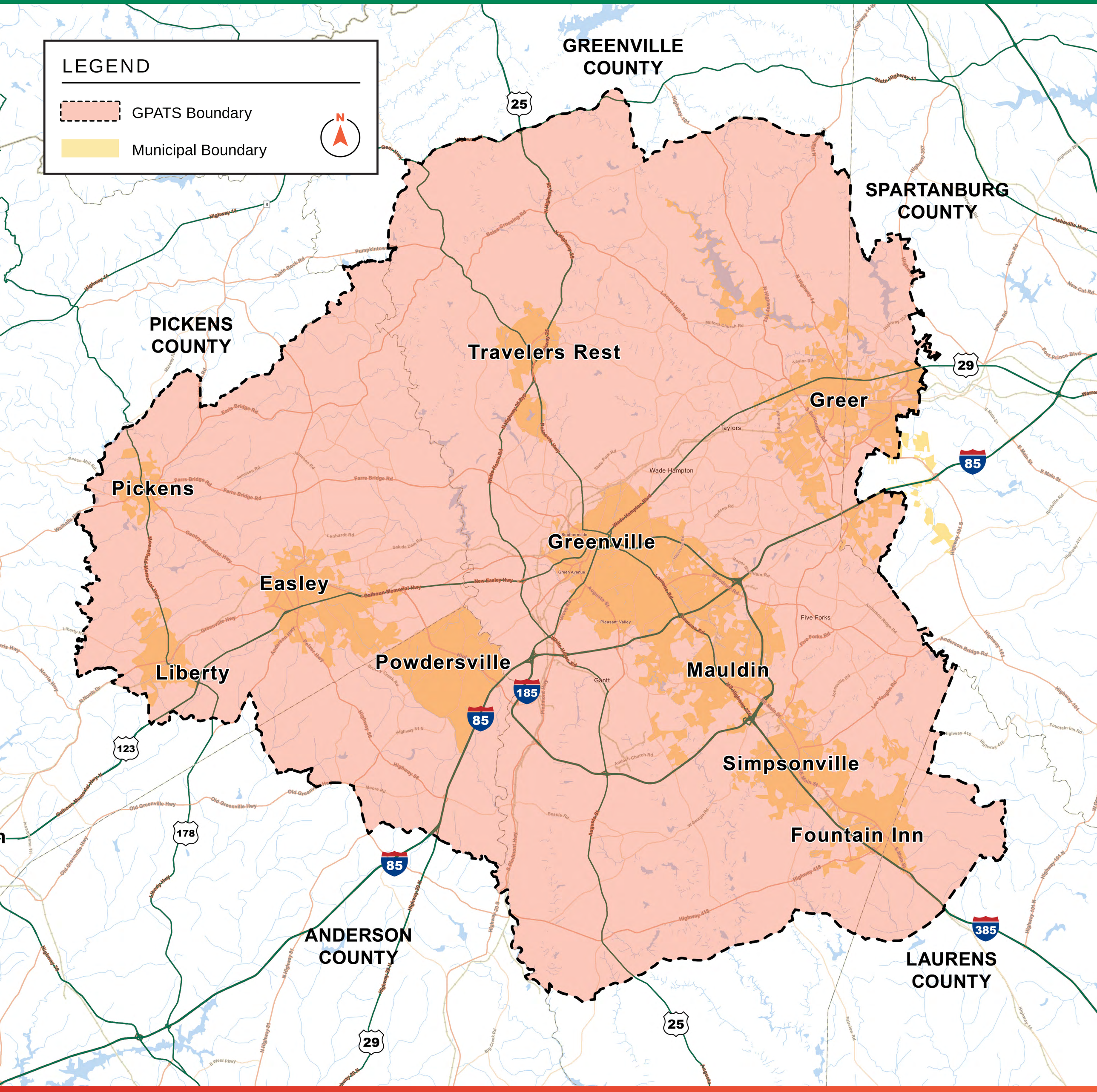
GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

LOCAL PRIORITIES

GPATS BOUNDARY

PLACE A STICKER ON THE MAP TO HIGHLIGHT LOCATIONS WHERE YOU THINK IMPROVEMENTS ARE NEEDED.



SCAN THE QR CODE TO SHARE YOUR FEEDBACK IN THE ONLINE SURVEY.

AVAILABLE NOW THROUGH JUNE 21.

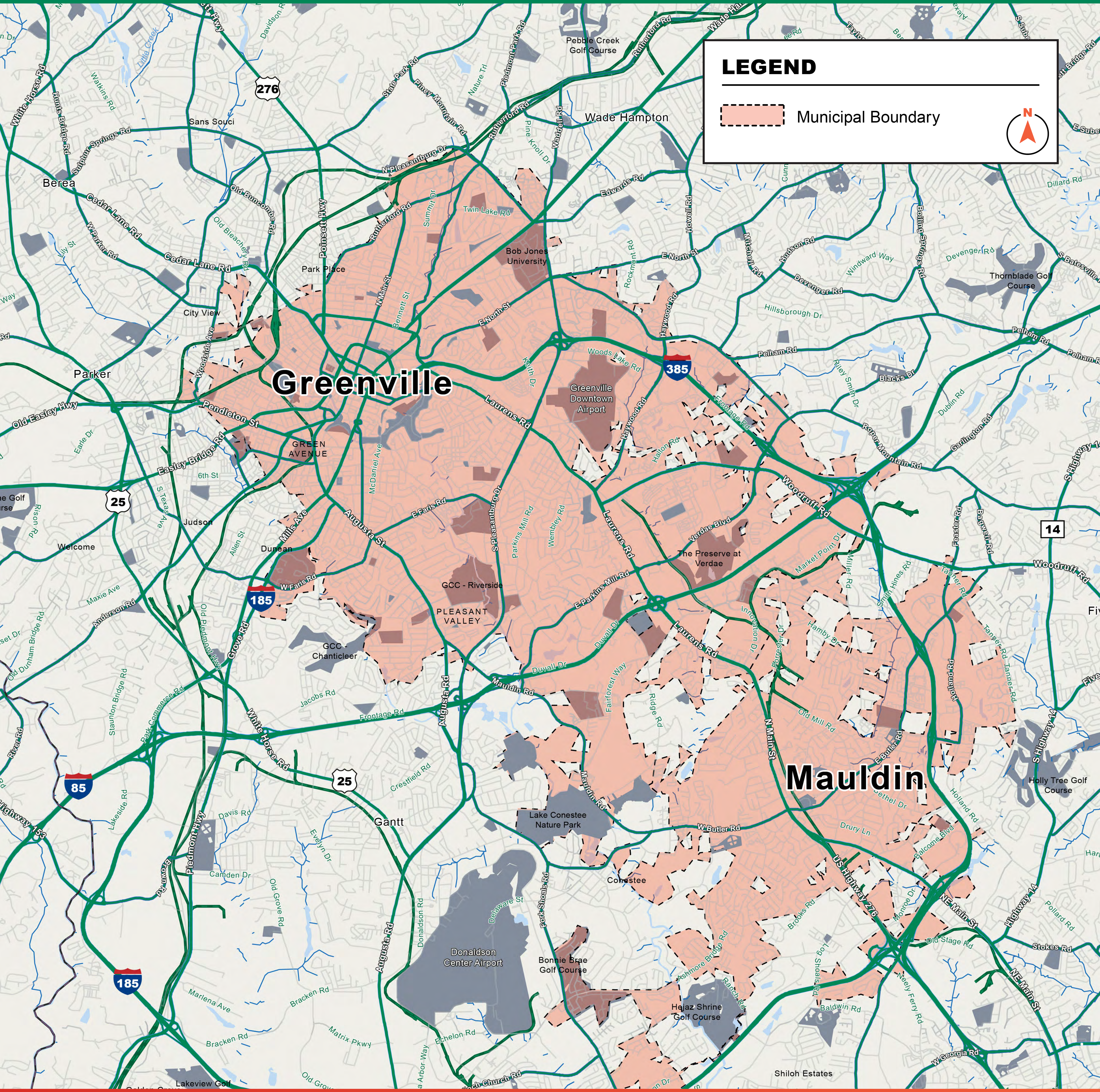
GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

LOCAL PRIORITIES

GREENVILLE

PLACE A STICKER ON THE MAP TO HIGHLIGHT LOCATIONS WHERE YOU THINK IMPROVEMENTS ARE NEEDED.



SCAN THE QR CODE TO SHARE YOUR FEEDBACK IN THE ONLINE SURVEY.

AVAILABLE NOW THROUGH JUNE 21.

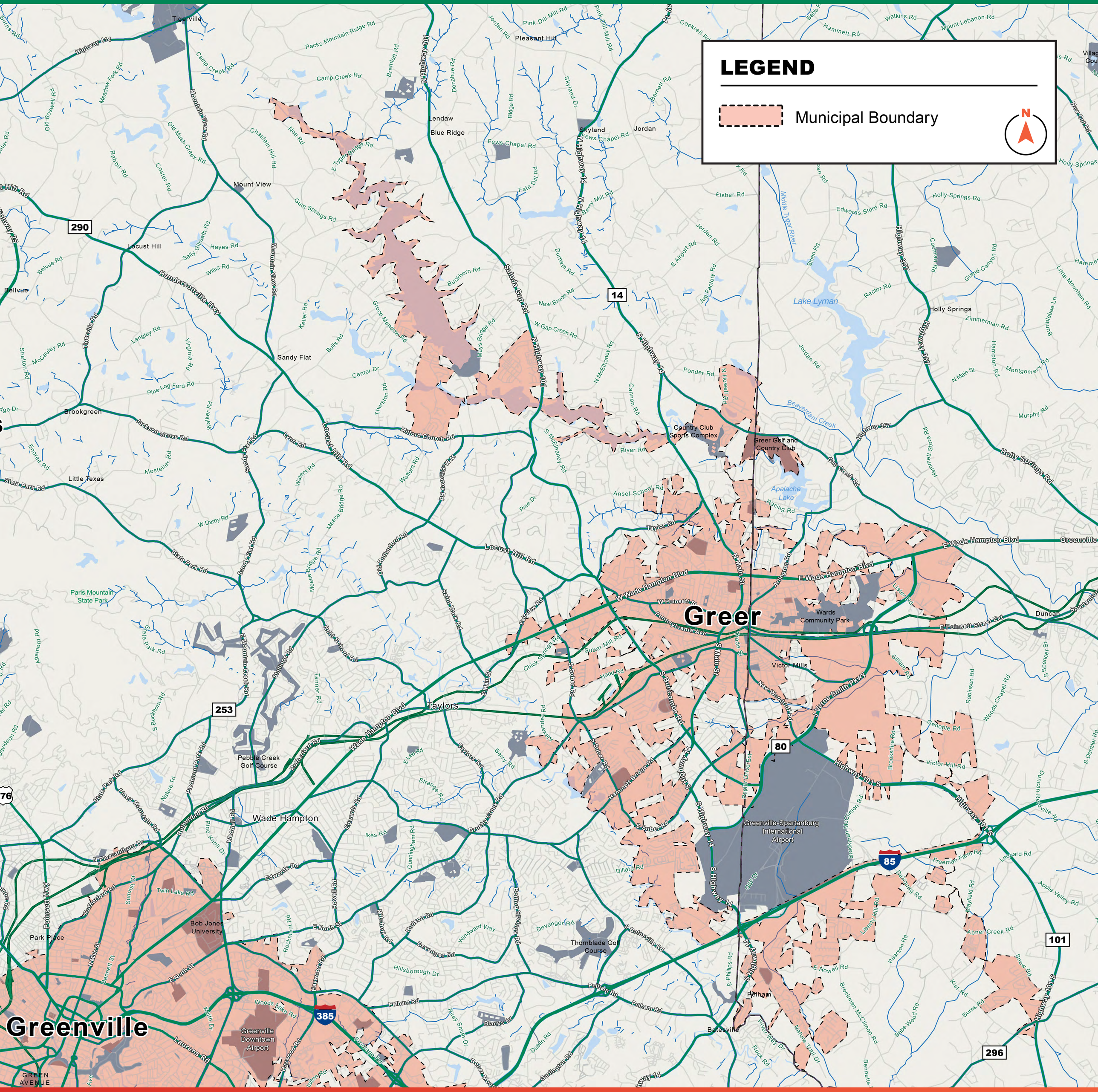
GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

LOCAL PRIORITIES

GREER

PLACE A STICKER ON THE MAP TO HIGHLIGHT LOCATIONS WHERE YOU THINK IMPROVEMENTS ARE NEEDED.



SCAN THE QR CODE TO SHARE YOUR FEEDBACK IN THE ONLINE SURVEY.

AVAILABLE NOW THROUGH JUNE 21.

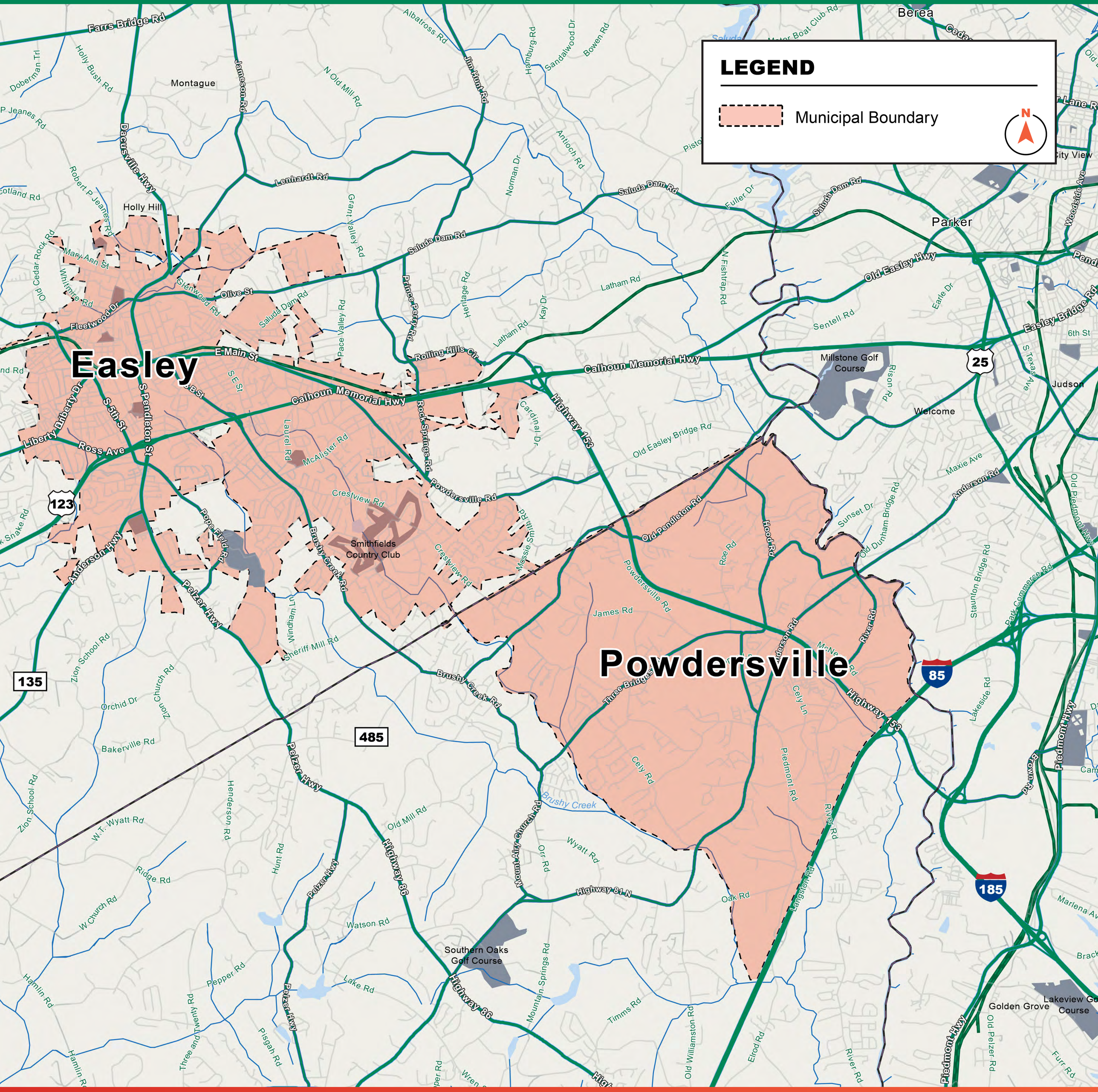
GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

LOCAL PRIORITIES

POWDERSVILLE

PLACE A STICKER ON THE MAP TO HIGHLIGHT LOCATIONS WHERE YOU THINK IMPROVEMENTS ARE NEEDED.



SCAN THE QR CODE TO SHARE YOUR FEEDBACK IN THE ONLINE SURVEY.

AVAILABLE NOW THROUGH JUNE 21.

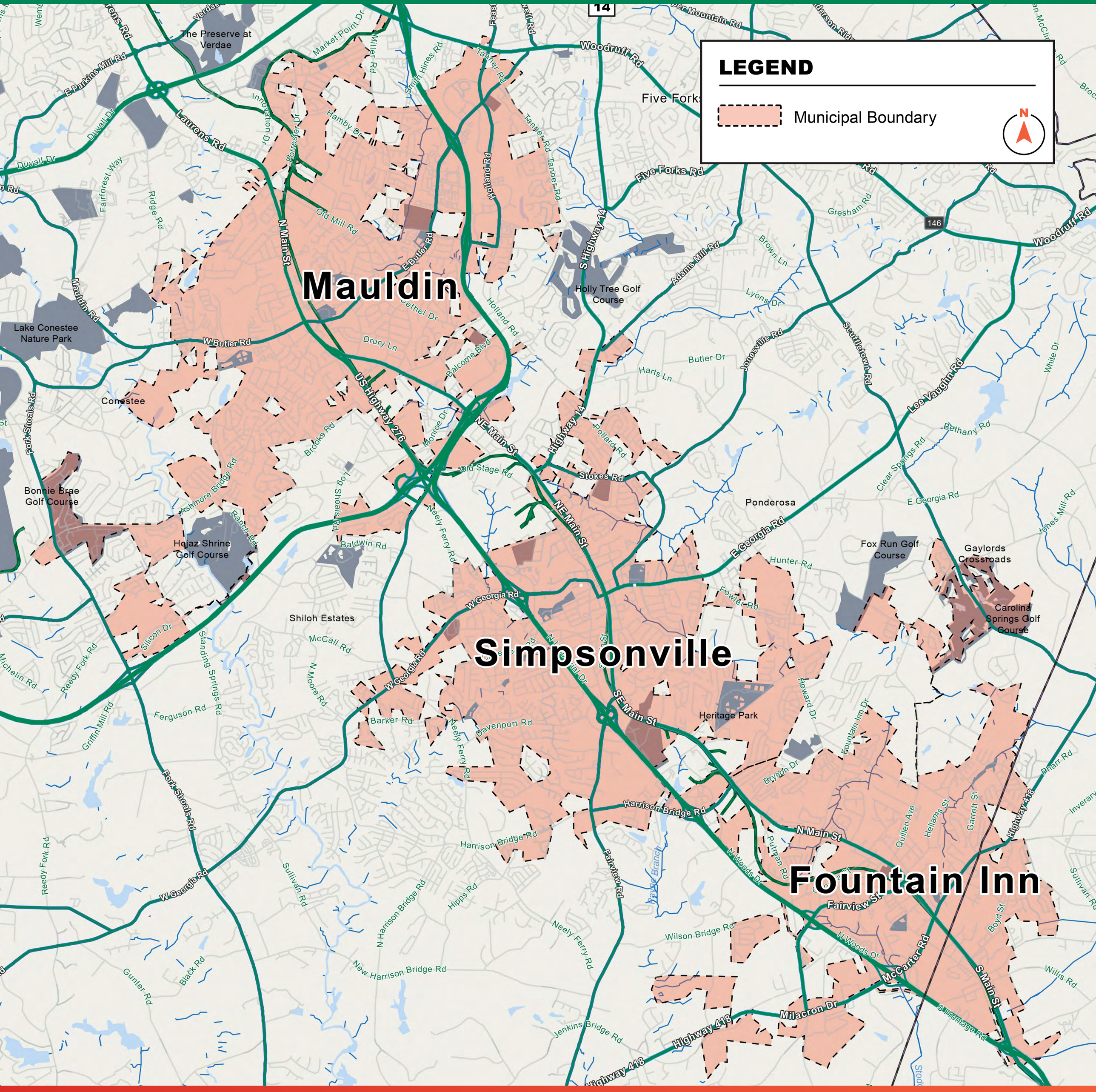
GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

LOCAL PRIORITIES

SIMPSONVILLE

PLACE A STICKER ON THE MAP TO HIGHLIGHT LOCATIONS WHERE YOU THINK IMPROVEMENTS ARE NEEDED.



SCAN THE QR CODE TO SHARE YOUR FEEDBACK IN THE ONLINE SURVEY.

AVAILABLE NOW THROUGH JUNE 21.

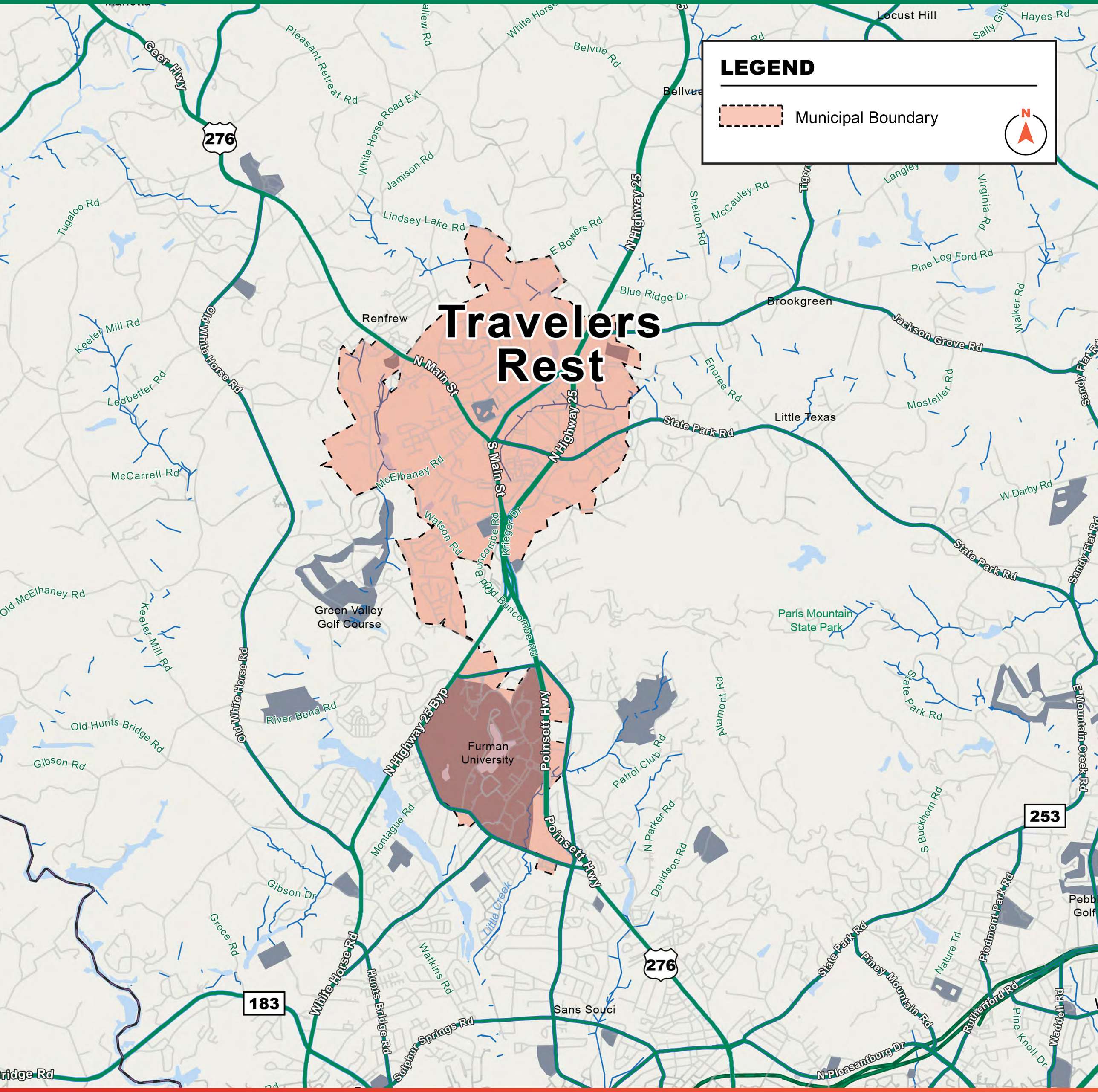
GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

LOCAL PRIORITIES

TRAVELERS REST

PLACE A STICKER ON THE MAP TO HIGHLIGHT LOCATIONS WHERE YOU THINK IMPROVEMENTS ARE NEEDED.



SCAN THE QR CODE TO SHARE YOUR FEEDBACK IN THE ONLINE SURVEY.

AVAILABLE NOW THROUGH JUNE 21.

GPATS Horizon 2050

LONG-RANGE TRANSPORTATION PLAN

LOCAL PRIORITIES

EASLEY

PLACE A STICKER ON THE MAP TO HIGHLIGHT LOCATIONS WHERE YOU THINK IMPROVEMENTS ARE NEEDED.

LEGEND

Municipal Boundary

N

SCAN THE QR CODE TO SHARE YOUR FEEDBACK IN THE ONLINE SURVEY.

AVAILABLE NOW THROUGH JUNE 21.

Appendix C: Virtual Meeting Attendance and Summary

Meeting Details

- Time: 1:00 - 2:00 p.m.
- Date: Thursday, June 4, 2026
- Location: Microsoft Teams
- Video Recording link: Recap: Subject: Join a Stakeholder Meeting for the Greenville-Pickens Area Transportation Study's Long-Range Transportation Plan Thursday, June 4 | Meeting | Microsoft Teams

Attendance

Table 7: Virtual Meeting Attendance

Name	Organization	Meeting Role
Casey Wright	HDR	Staff
Brennan Groel	HDR	Staff
Jason Carbee	HDR	Staff
Keith Brockington	GPATS	Staff
Draper Carlile	GPATS	Staff
Cleo Hill	GPATS	Staff
Asangwua Ikein	GPATS	Staff
Emily Brazinski	Economic Development Alliance of Pickens County	Attendee
Jamie Burns	Pickens County	Attendee
Tee Coker	City of Simpsonville	Attendee
Shannon Cole	LiveWell Greenville	Attendee
Eric Connor	Post and Courier	Attendee
Sam Davis	Upstate Greenways and Trails Alliance	Attendee
Jon Derby	City of Simpsonville	Attendee
Seth Duncan	City of Mauldin	Attendee
Elizabeth Edwards Martin		Attendee
William Flake	Greenlink	Attendee
Dorian Flowers	City of Greer Fire Department	Attendee
Mary Douglas Hirsch	City of Greenville	Attendee
Dean Hybl	Ten at the Top	Attendee
Jasmin Curtis	Greenlink	Attendee
Sandy Jordan	Able SC	Attendee
Ashley Kaade	City of Greer	Attendee
James Keel	Greenlink	Attendee
Clint Link	City of Greenville	Attendee
GP Mcleer	Mayor of Fountain Inn	Attendee
Tyler Merck	Pickens County Parks, Recreation, and Tourism	Attendee
Kat Moreland	City of Greenville	Attendee
Ben Olson	SCDOT	Attendee
Erin Predmore		Attendee
Nicholas Rebovich	SCDOT	Attendee
Haley Rhoton	Greenville Area Development Corporation	Attendee
Mike Winiski	Furman University	Attendee
Jennifer Wu	Able SC	Attendee

Name	Organization	Meeting Role
Bryana		Attendee

Meeting Overview

The meetings gave a detailed look at current conditions and trends shaping transportation planning in the Greenville-Pickens Area. Brennan Groel shared key findings from the GPATS assessment, noting a growing population of over 665,000, mostly in cities, and steady job growth despite a short pandemic slowdown. Most people still drive to work, though remote work has increased to 14%, and most trips last between 10 and 35 minutes. The transportation network showed large traffic concentrations on main roads like I-85 and I-385, along with dangerous crash spots in downtown Greenville and major highway connections. Freight and transit systems were also reviewed, highlighting I-85, I-385, and US 25 as important freight routes and ongoing work with transit providers and planning for different types of travel. Travel demand forecasts predict growth through 2050, showing more traffic if only current projects are done, highlighting the need for smart investments.

A review of Round 1 public engagement activities was provided by Casey Wright. The outreach team gathered community priorities through meetings, surveys, and interactive tools. Feedback focused on safety, system efficiency, and environmental concerns as main goals, along with multi-transport design features. Main local concerns included traffic jams at intersections, safety issues on old roads, poor road conditions, limited alternative transportation options, and the need for better regional connections. Interactive whiteboard activities let participants mark priority routes and suggest projects, with facilitators offering technical help and encouraging detailed, multi-transport ideas. Looking ahead, the team plans more public meetings, ongoing online engagement, and wider outreach through shared materials, with draft and final LRTP steps expected later this summer.

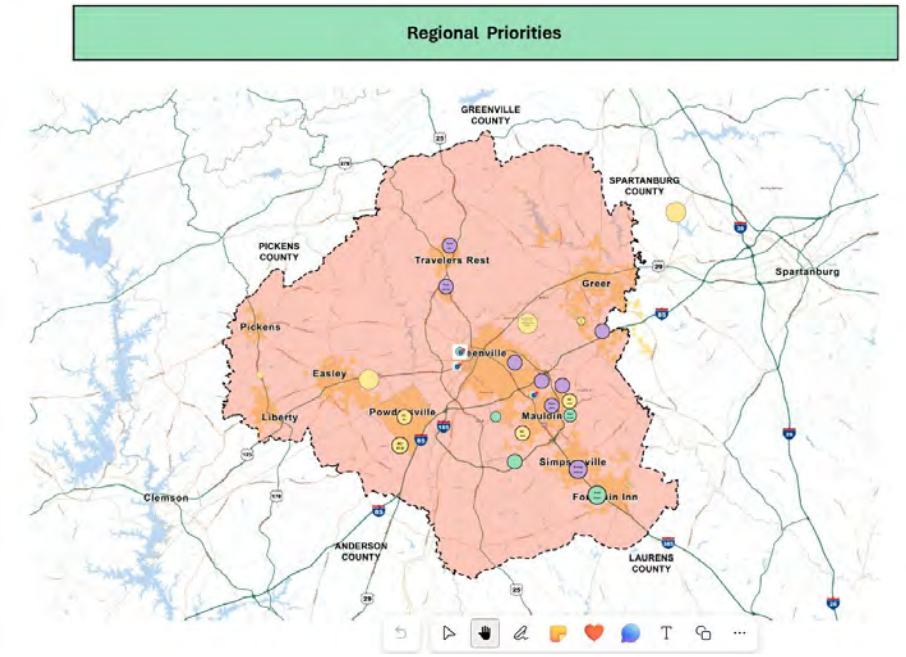
Meeting Materials and Feedback

ACTIVITY 1: REGIONAL PRIORITIES

A map of the study area was available Whiteboard. Attendees used color-coded virtual stickies to note regional needs or areas of concern. Top comments and themes from the regional meetings were included in the “Feedback Received at Meetings” section.

Attendees were able to copy and paste dots or stickies into the map area to note areas of interest or improvement. They could also zoom in on the map for a better view of streets and locations.

Figure 6: Regional Priorities Feedback



During this activity, we collected an additional 23 comments on regional transportation needs, many of which were transit-related.

Table 8: Regional Priorities Comment Overview

Bike, Trail, or Pedestrian Improvements (green)	Transit Improvements (purple)	Roadway or Traffic Concerns (yellow)
6	9	8

ACTIVITY 2: BIG THREE

Attendees used the needs, issues, and priorities discussed in the first activity to complete the second. Each attendee was asked to use a virtual sticky note to write down their organization's “big three” priorities. Attendees could click on a sticky note to claim it and write in their projects. These were encouraged to be projects that they want included in the Horizon 2050 LRTP for prioritization.

Table 9: Regional Project Priorities

Project	Name	Note
1	Nicholas Rebovich	SC-81 @ Old Williamston in Anderson County. T- Intersection needs turn lanes, side street realignment and signal. Number 1 priority for SCDOT District Two in Anderson County for GPATS-Nick Rebovich
1	Nicholas Rebovich	SC-418 @ Durbin Road, T-intersection needs turn lanes, side street realignment, and signal. Number 1 priority for SCDOT District Two in Laurens County for GPATS - Nick Rebovich
1	William Flake	Emergency Vehicle Preemption/Transit Signal Priority in the county

Project	Name	Note
1	Jasmin Curtis	Priority in the development of pedestrian-sidewalk infrastructure, especially accessibility improvements, and connecting to public transportation.
1		Ashmore Bridge Rd - capacity and intersection improvements
1	Erin Predmore	Transit improvements for both frequency and coverage in all urbanized areas of the county
1	Jasmin Curtis	Pedestrian signals in high traffic areas
1	James Keel	GTA - Transit Development Plan (should be complete Sept/Oct 2026)
1	Jasmin Curtis	Protected bicycle lanes that are dedicated only to bicycle use; avoid mixed use with motor vehicles.
1	Jasmin Curtis	Additional protected pedestrian crossings along long, high-traffic corridors and intersecting with public transit services.
1	Sam Davis	Mauldin Swamp Rabbit Trail Connection
1	Allison Fowler	Highway 123/124 realignment
2	James Keel	As an element of the TDP Bus Service to GSP. (Bus on Shoulder on I-85 would be helpful)
2	Jasmin Curtis	Consider transit signal priority collaboration between the city and county jurisdictions for traffic congestion management.
2	William Flake	Pedestrian and bicycle improvements along transit corridors
2		Bridged Road I-385 to Hwy 14 capacity and intersection improvements
2	Erin Predmore	Prioritizing trail and transit connections throughout the expansions that are happening across the area to connect more people with more mobility options
2	Sam Davis	Multi-use trail project from Unity Park to Village of West Greenville. Using the excess railway to create the connection. Using condemnation to create the access will be needed.
3	Jasmin Curtis	Phase Woodruff Rd Relief - no longer solves problems
3	James Keel	It would be helpful for the county to operate a traffic management center.
3	Sam Davis	Adding raised crossings or textured pavement in high pedestrian areas. Especially in Downtown Greenville and Downtown Greer

PRESENTATION



Stakeholder Meeting

Horizon 2050 Long Range Transportation Plan | June 2026

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Agenda

01 Welcome

02 Horizon 2050 Overview

03 Public Involvement

04 Feedback Activities

05 Next Steps

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Team Introductions



Keith Brockington
Transportation Planning Manager



Jason Carbee
Project Manager



Brennan Groel
Deputy PM



Casey Wright
Public Involvement

Welcome!

Horizon 2050 is the ten-year update to the Greenville-Pickens Area Transportation Study (GPATS) Long-Range Transportation Plan (LRTP). It is a 25-year plan for highways, transit, bicycles, and pedestrian projects in the GPATS study area.



Share existing conditions findings



Review areas of interest for improvements



Assess local and regional transportation priorities



Technology Overview

Teams Meeting

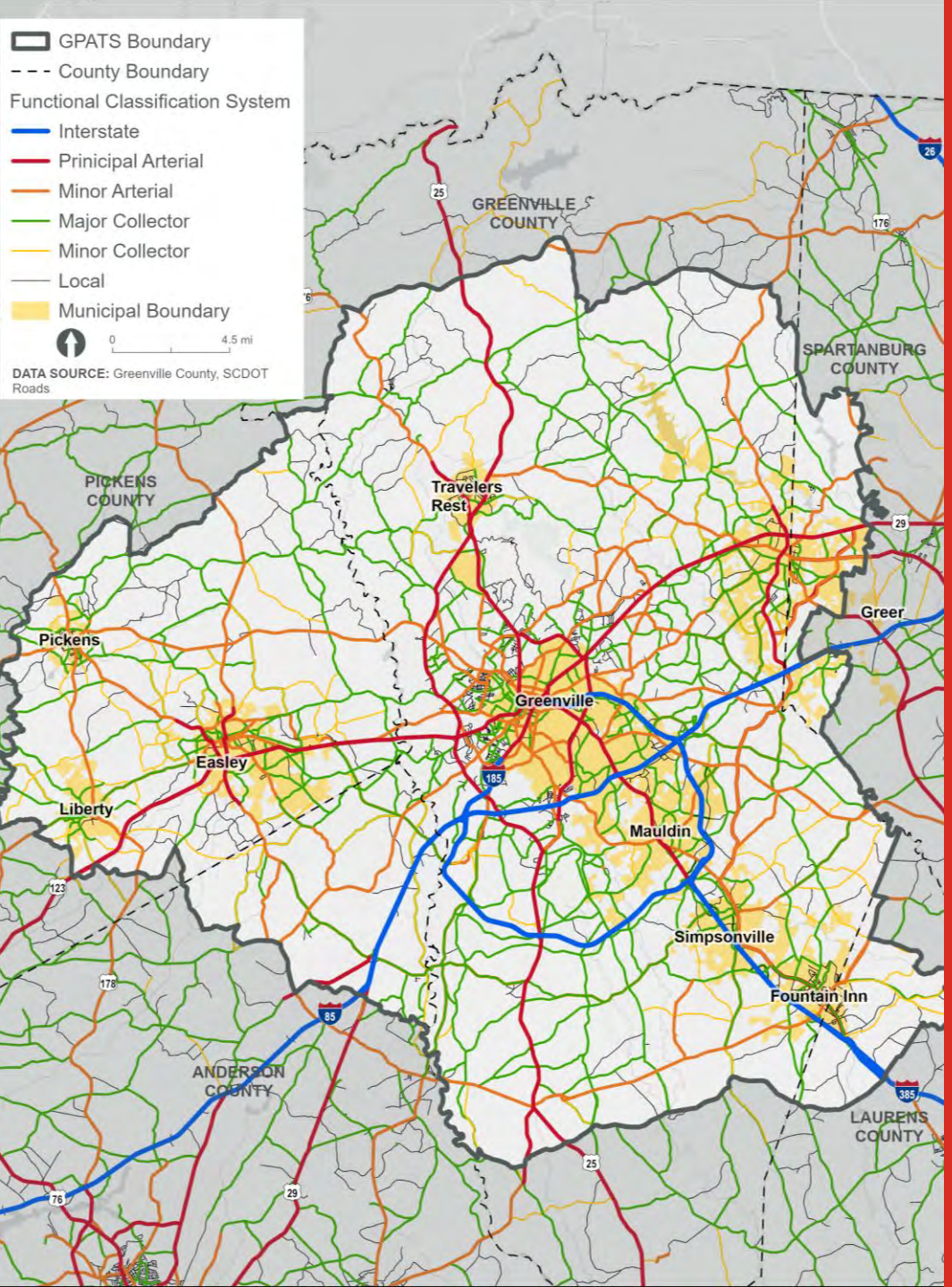
- Questions: Raise your hand using the button at the top of the screen or write a comment in chat.
- Recording: This meeting is being recorded. You can request a recording by contacting casey.wright@hdrinc.com.

Whiteboard

- Access: If you have not received an email or the link, please request access.
  - Link: https://hdrinc-my.sharepoint.com/:wb:/p/cawright/IQBY7lUqg2rFSLLm6RO1Lo6gAWKZdvHD0eDg4n8cCZDpeB4?e=CBjKCS
- Tool bar: Use the tool bar at the bottom of the screen to add text, sticky notes, icons, and to switch between navigation and interacting
- Add text: Add a text box or sticky note, or click into an existing one and start typing.
- Reactions: Use the emojis in the bottom left corner to agree or react to someone else's comment

Update Progress





Existing Conditions

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Population Density

- GPATS contains approximately 665,366 residents

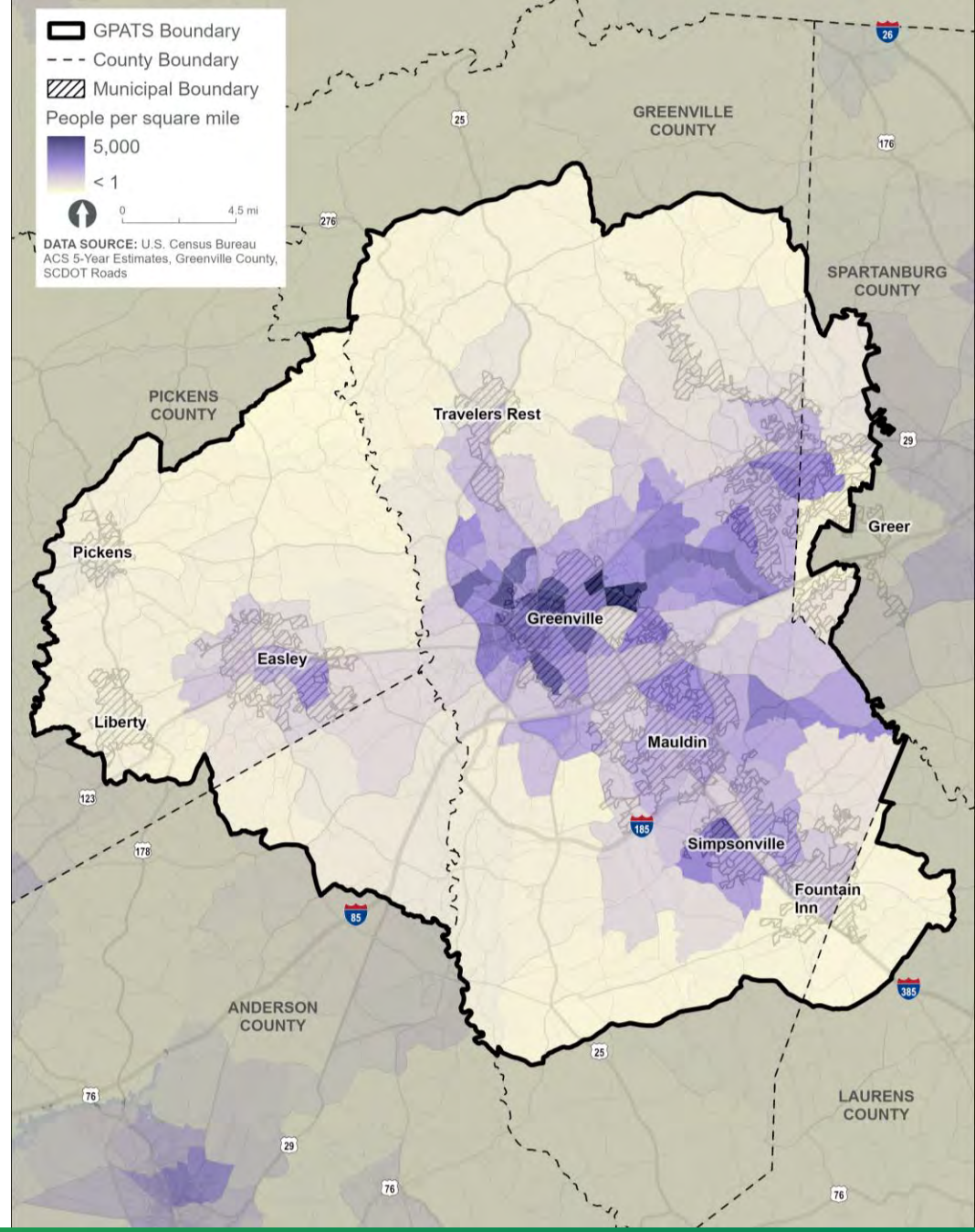
Age Breakdown (2025 Esri)

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%

Race/Ethnicity (2025 Esri)

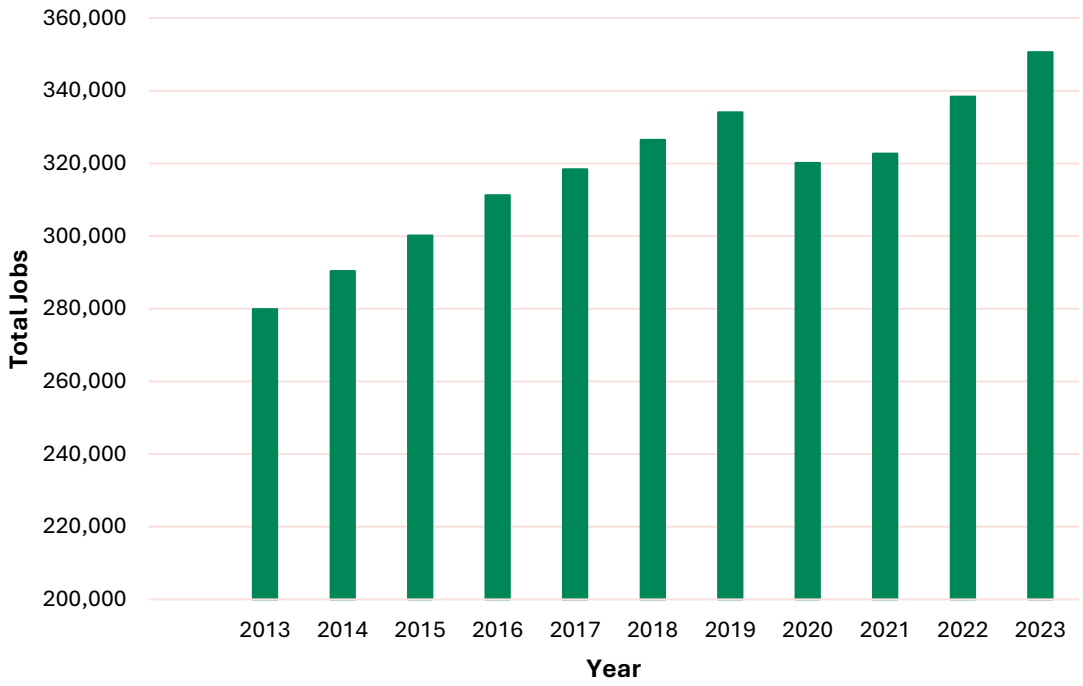
Race/Ethnicity	Percentage
White Alone, Not Hispanic or Latino	75.9%
Black or African American Alone	17.0%
American Indian and Alaska Native Alone	0.1%
Asian Alone	2.4%
Native Hawaiian and Other Pacific Islander Alone	0.0%
Some Other Race Alone	0.5%
Two or More Races	4.0%
Hispanic or Latino*	10.7%

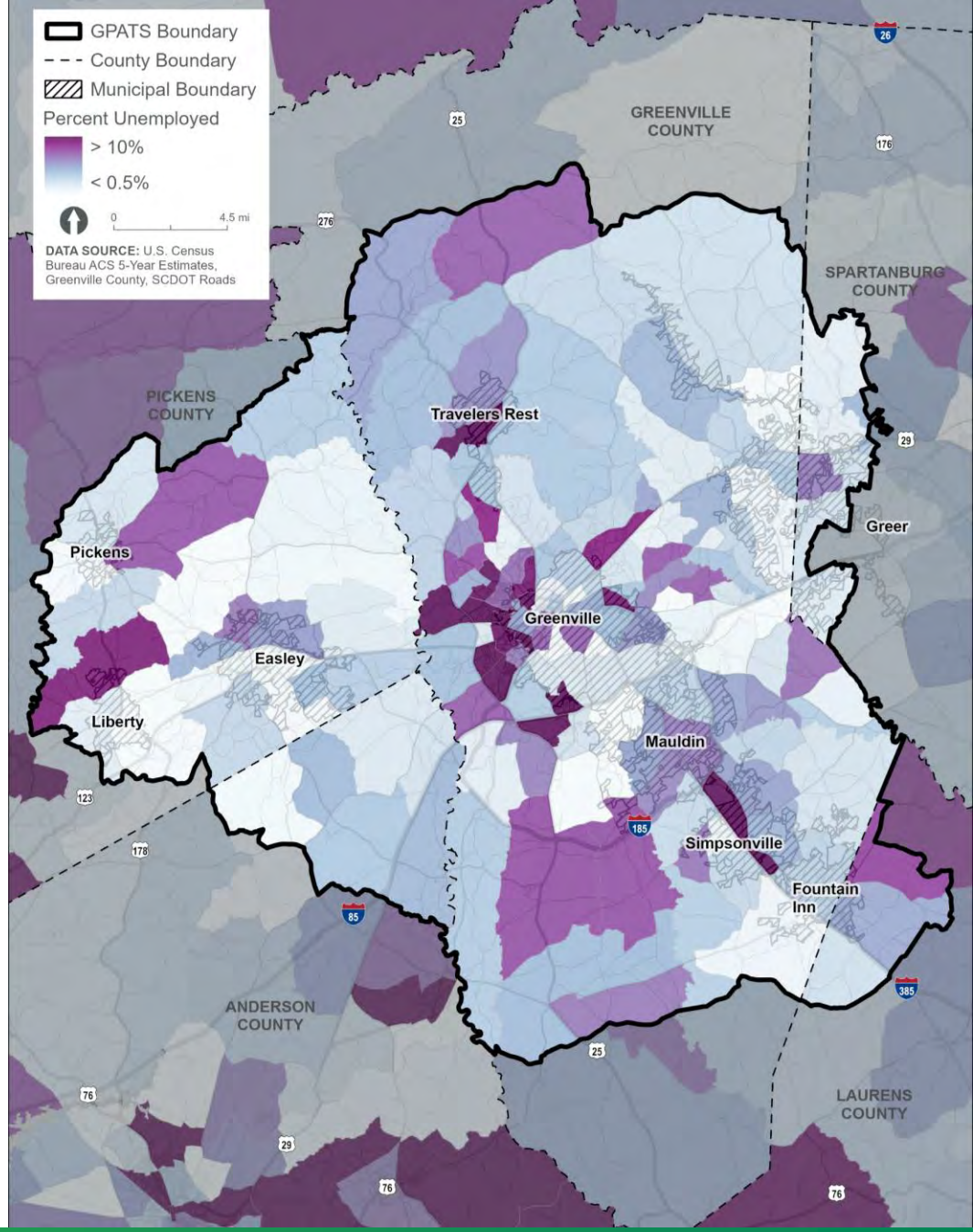
*Percentages should add up to 100% without including Hispanic or Latino. People of Hispanic or Latino origin may be of any race group(s).



Employment

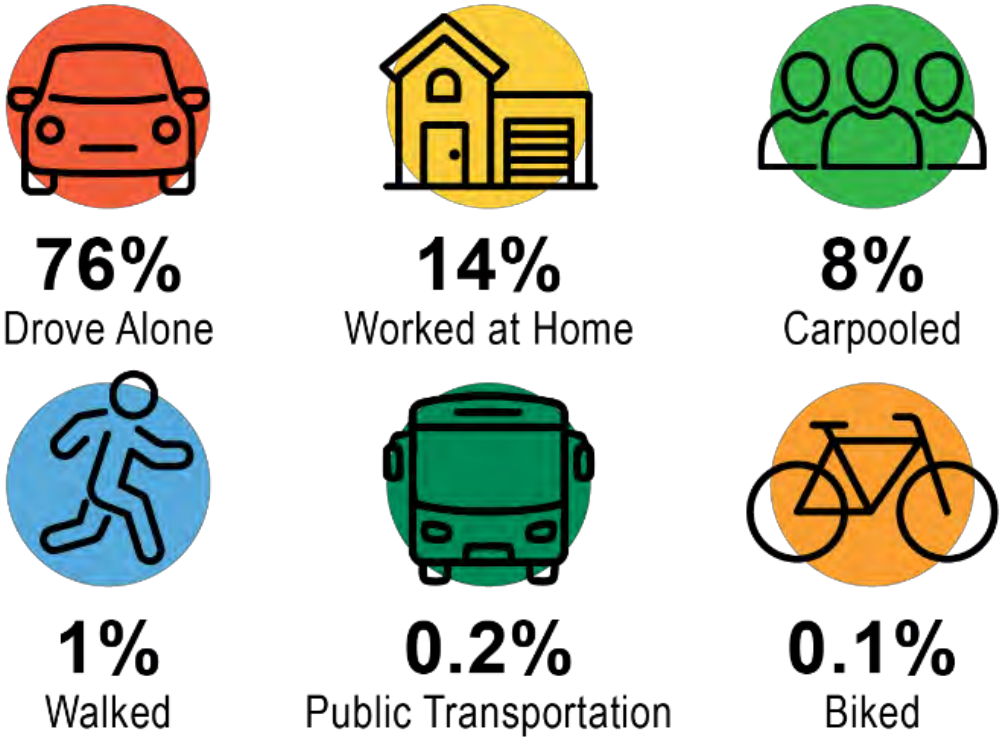
Employment Growth (2024 ACS)



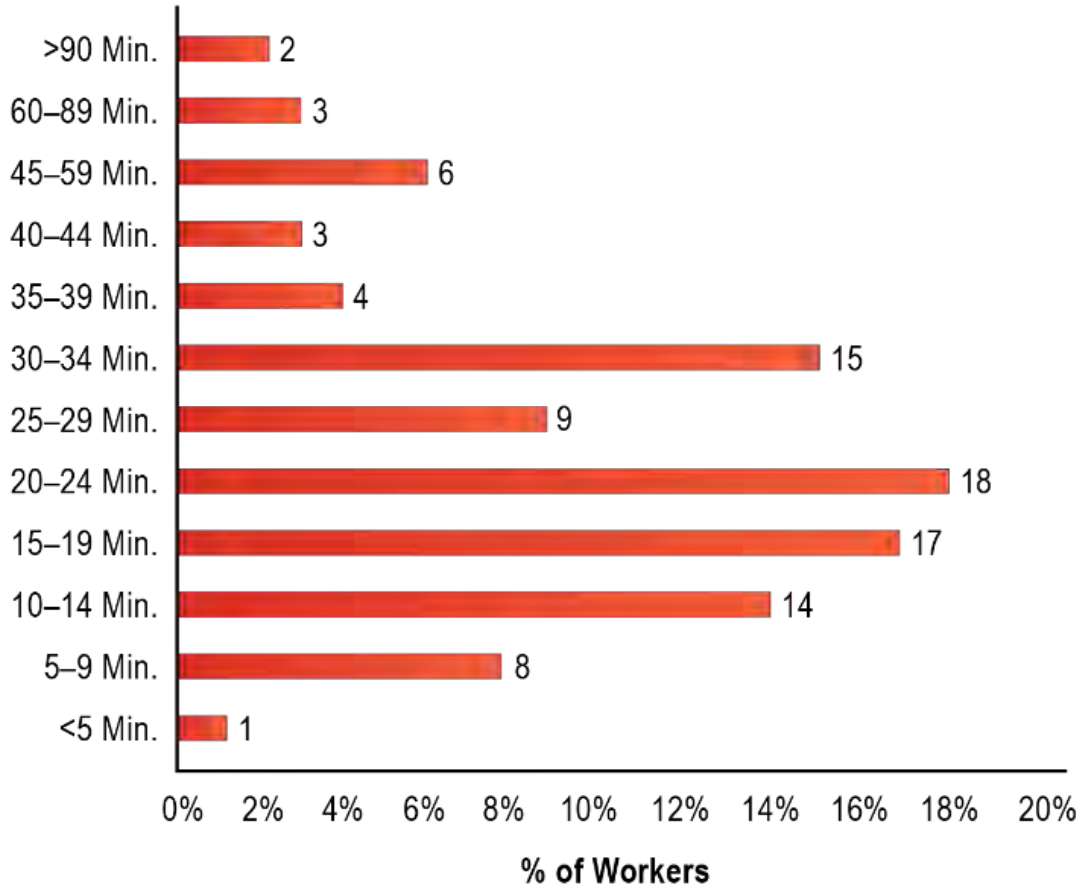


Commuting Trends

Commuting Trends (2024 ACS)



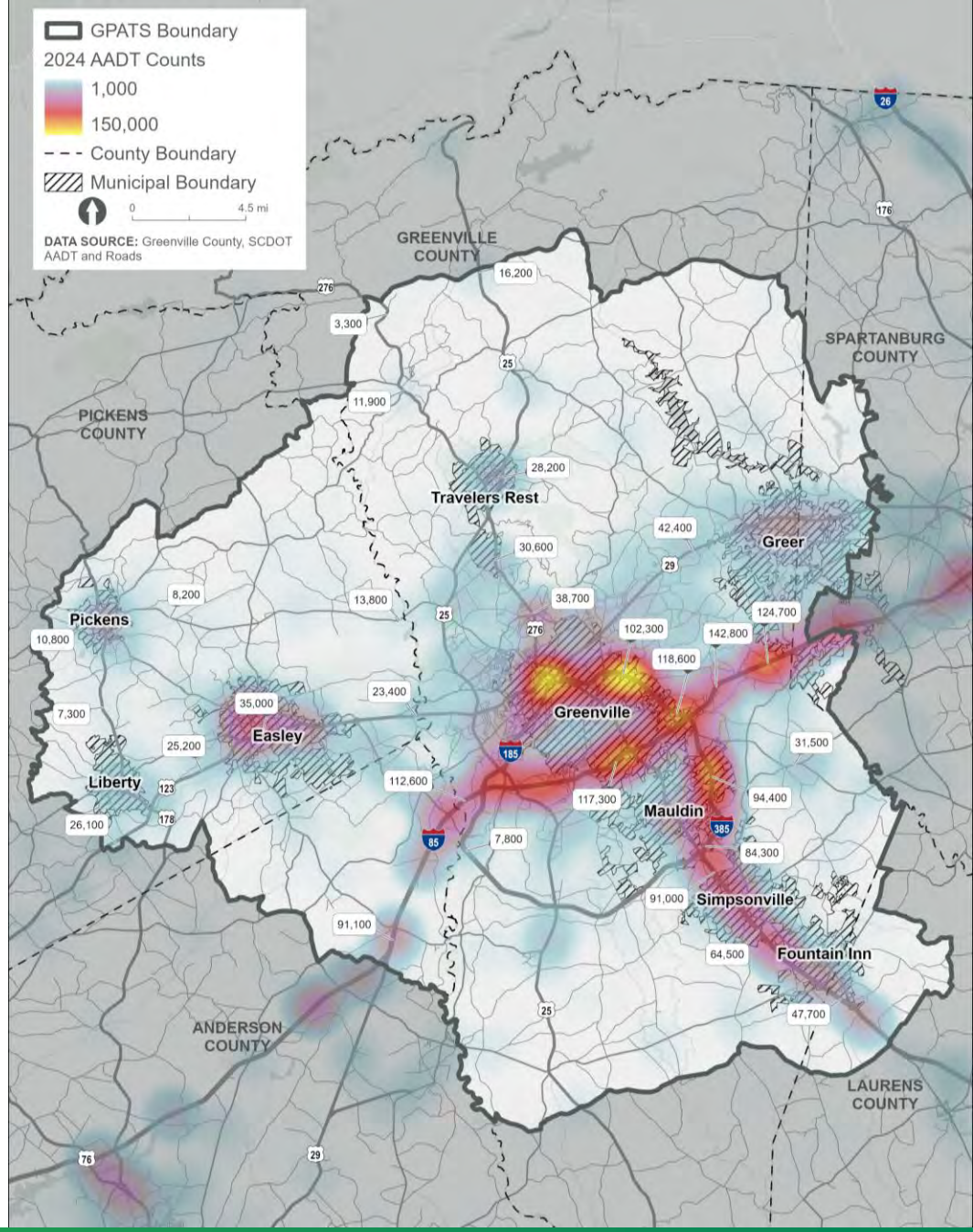
Travel Time to Work (2025 Esri)



Average Annual Daily Traffic (AADT)

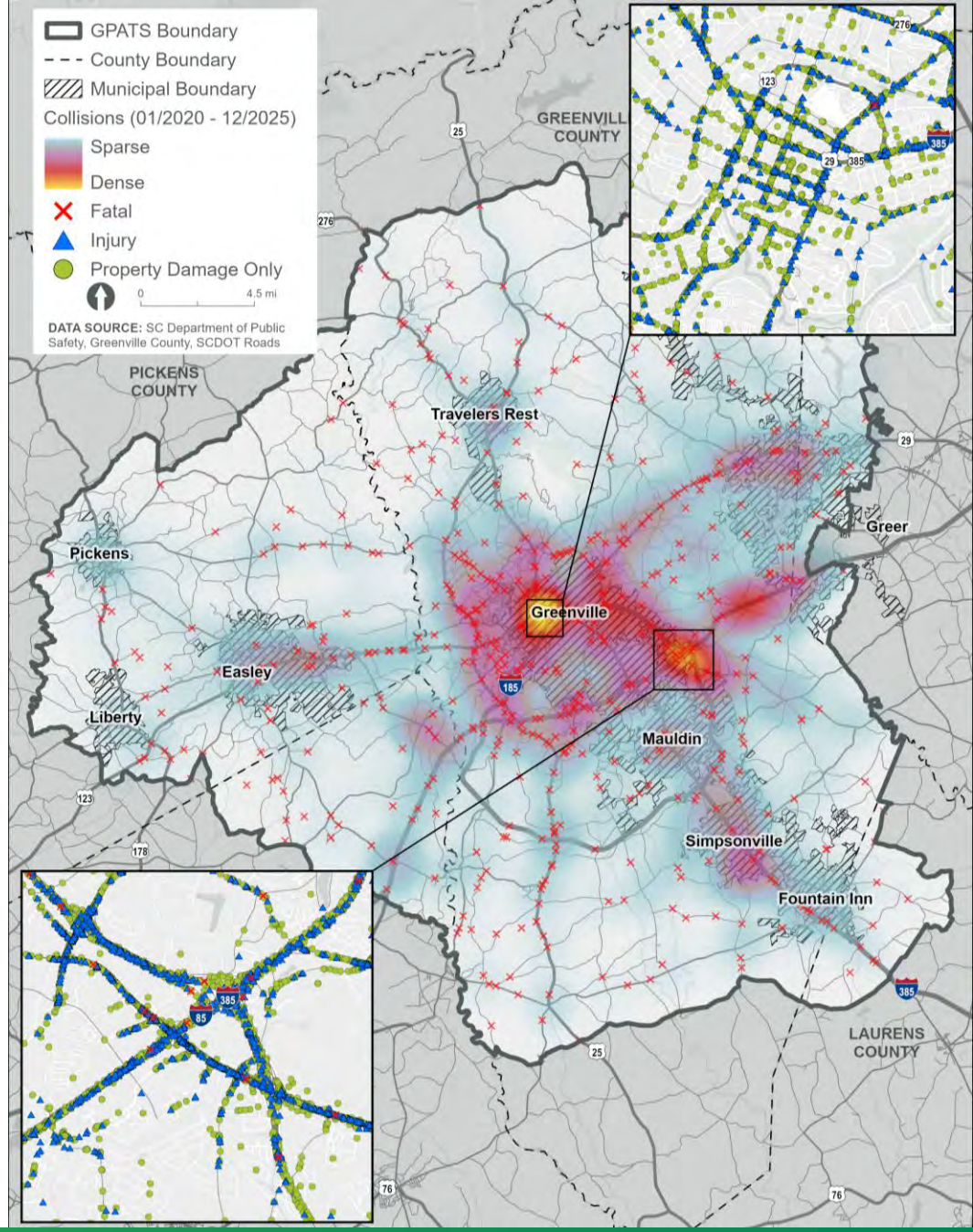
- Automobile concentration is heaviest along I-385 and I-85

- Impacts are being felt in
  - Greenville
  - Mauldin
  - Simpsonville
  - Fountain Inn
  - Easley
  - Greer



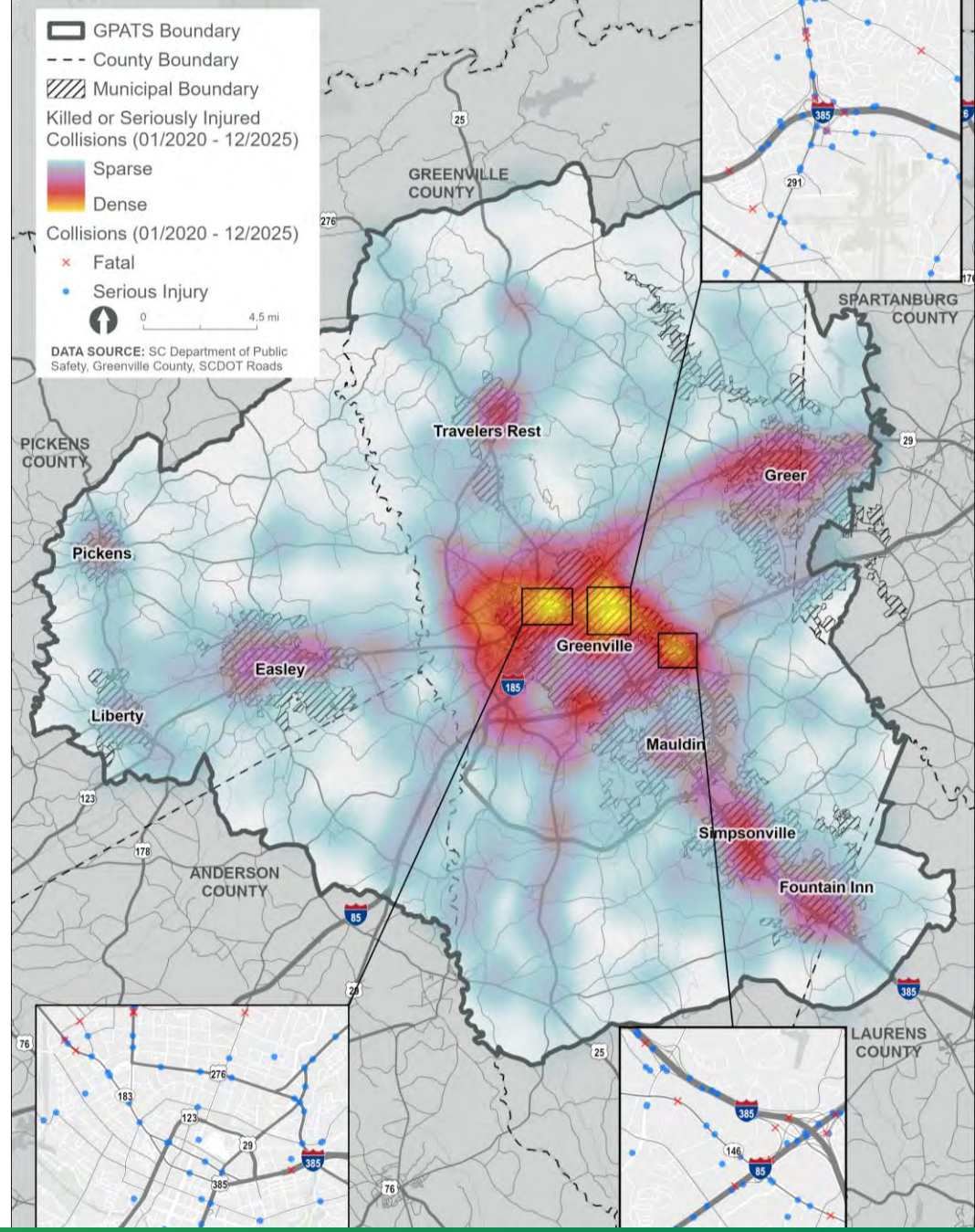
Collisions

- Collisions are densest in the City of Greenville
- A notable hot spot is located at the I-85/I-385 Interchange
- Collisions occur more densely in the Cities of Greer, Simpsonville, and Easley



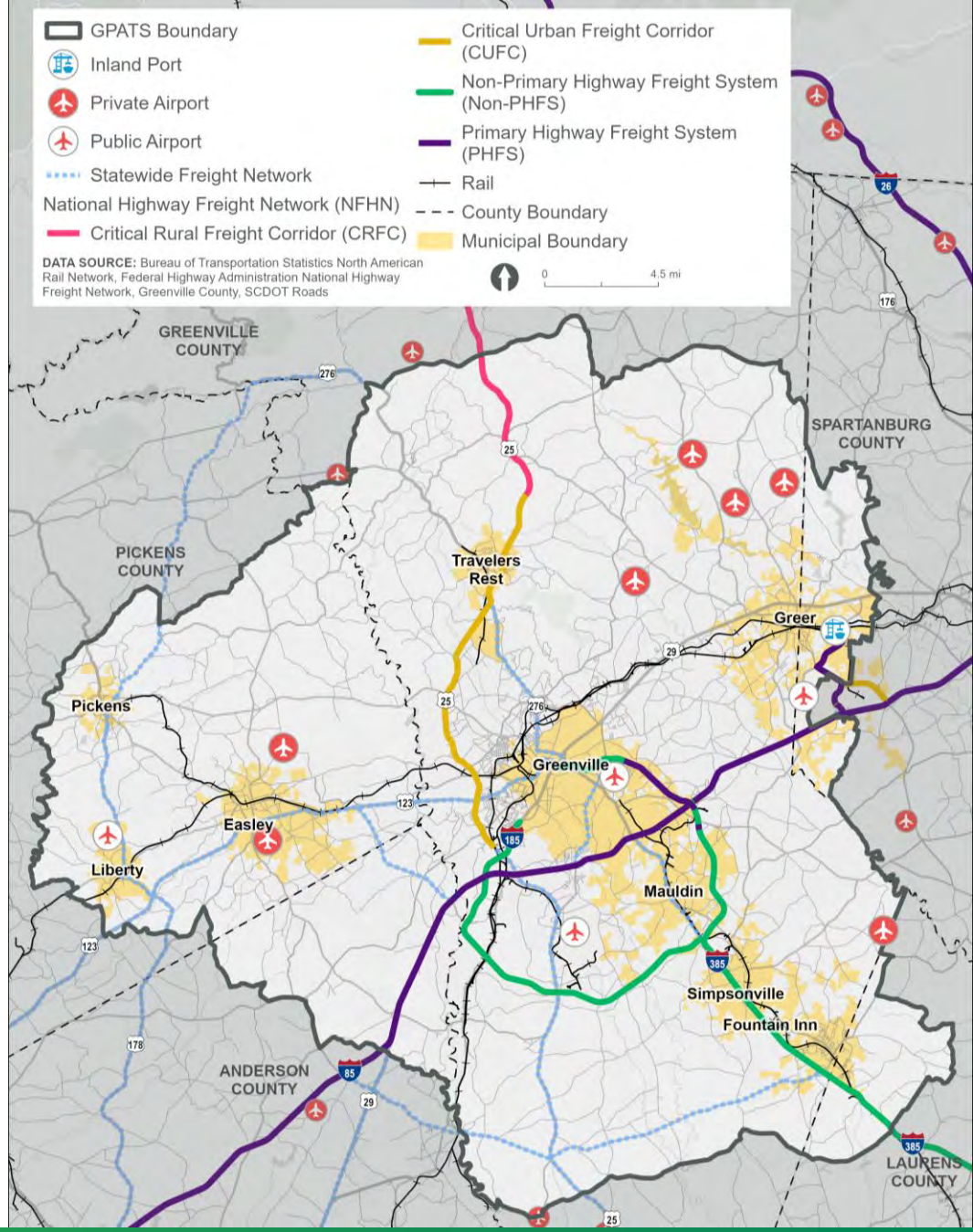
Fatalities and Serious Injuries

- Fatalities and serious injuries are densest at:
  - City of Greenville
  - The intersection of I-385 at Pleasantburg Drive
  - The I-85/I-385 Interchange



Freight Network

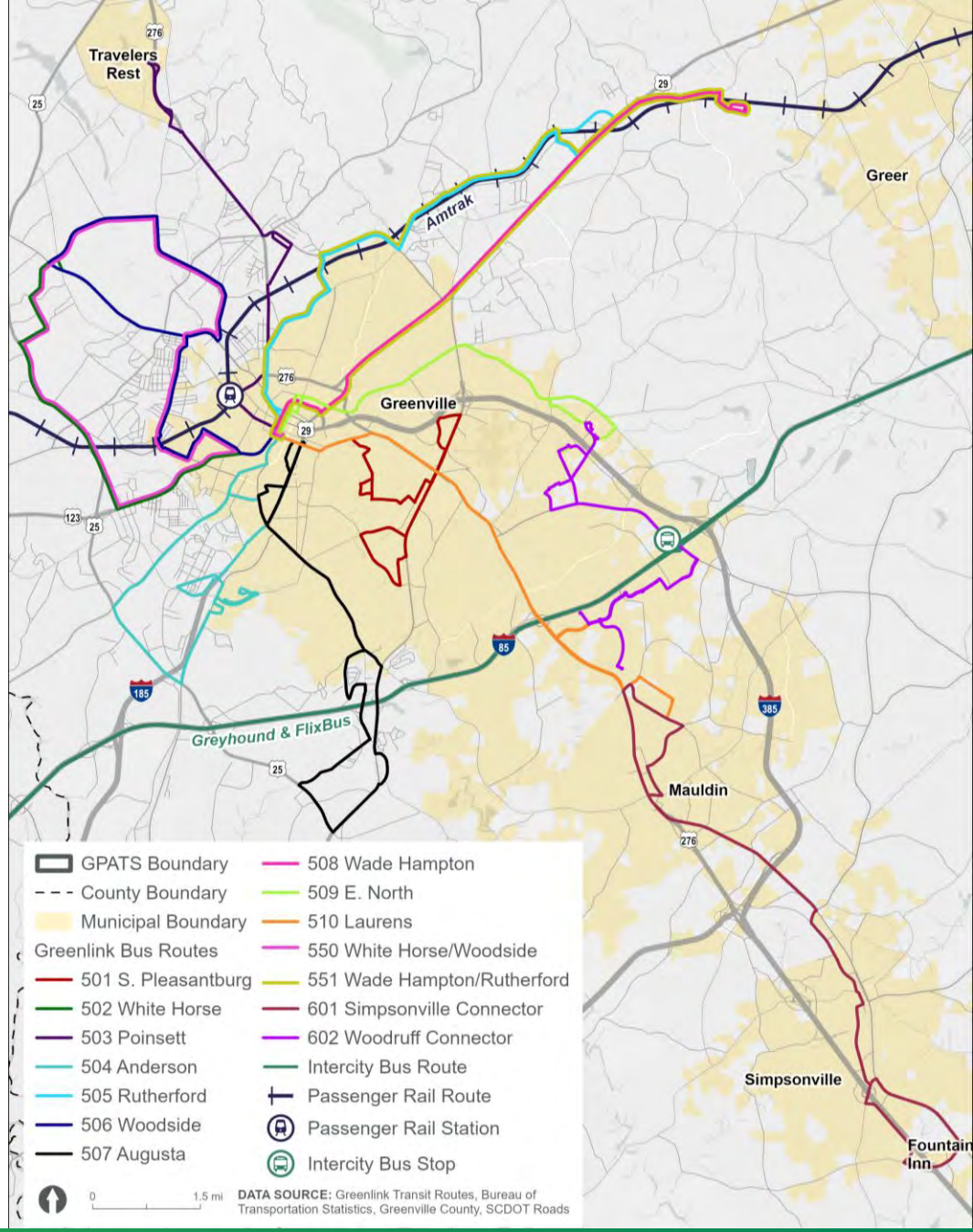
- I-85 is part of the National Highway Freight Network
- SCDOT has identified I-85, I-185, I-385, US 178, US 123, US 153, US 25, US 276, and Highway 418 as part of the Statewide Freight Network
- Inland Port of Greer serves as a major freight hub
- GSP is a large supporter of international and national freight movement



Greenlink Routes

- Greenlink provides important mobility options for some residents.
- Public transportation coverage and frequency remain limited compared with larger metropolitan regions, but annual passenger miles have continued to increase annually.

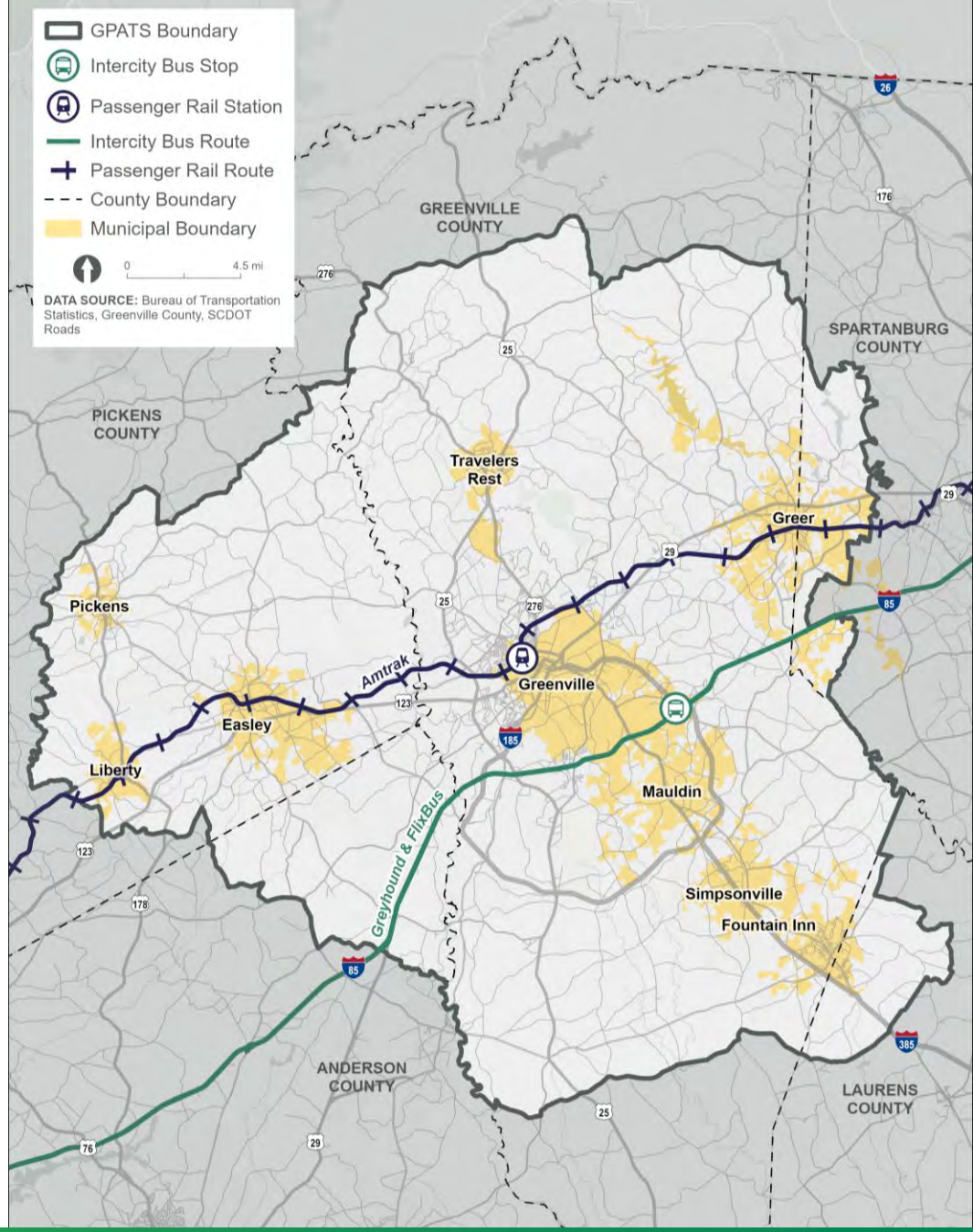
Year	Annual Passenger Miles	Annual Unlinked Trips	Vehicle Revenue Traveled	Vehicle Revenue Hours	Operating Expenses per Vehicle Revenue Miles ($)	Operating Expenses per Vehicle Revenue Hour ($)	Fare Revenues ($)
2020	3,429,868	648,142	918,080	62,060	$6.61	$97.74	$513,006
2021	2,986,052	565,600	992,825	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



Intercity/Regional Travel

- Amtrak's Crescent Line is available to major cities including Atlanta, Charlotte, Washington, D.C., and New York City
  - Stops in Greenville and Clemson

- Greyhound and FlixBus are available along I-85

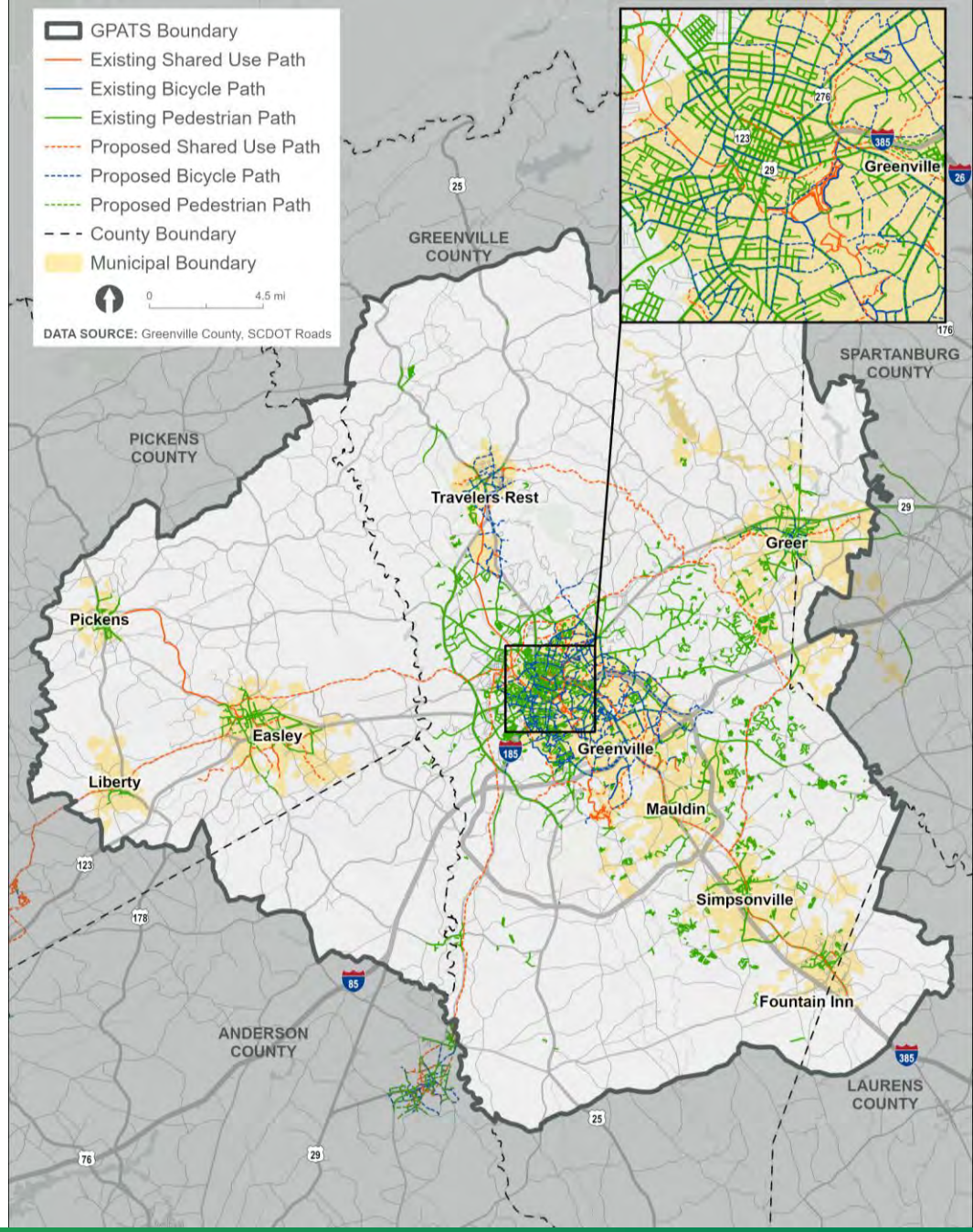


Existing and Proposed Bicycle and Pedestrian Infrastructure

- Bicycle and pedestrian facilities in the GPATS region are still developing but are becoming a large focus of regional transportation planning.

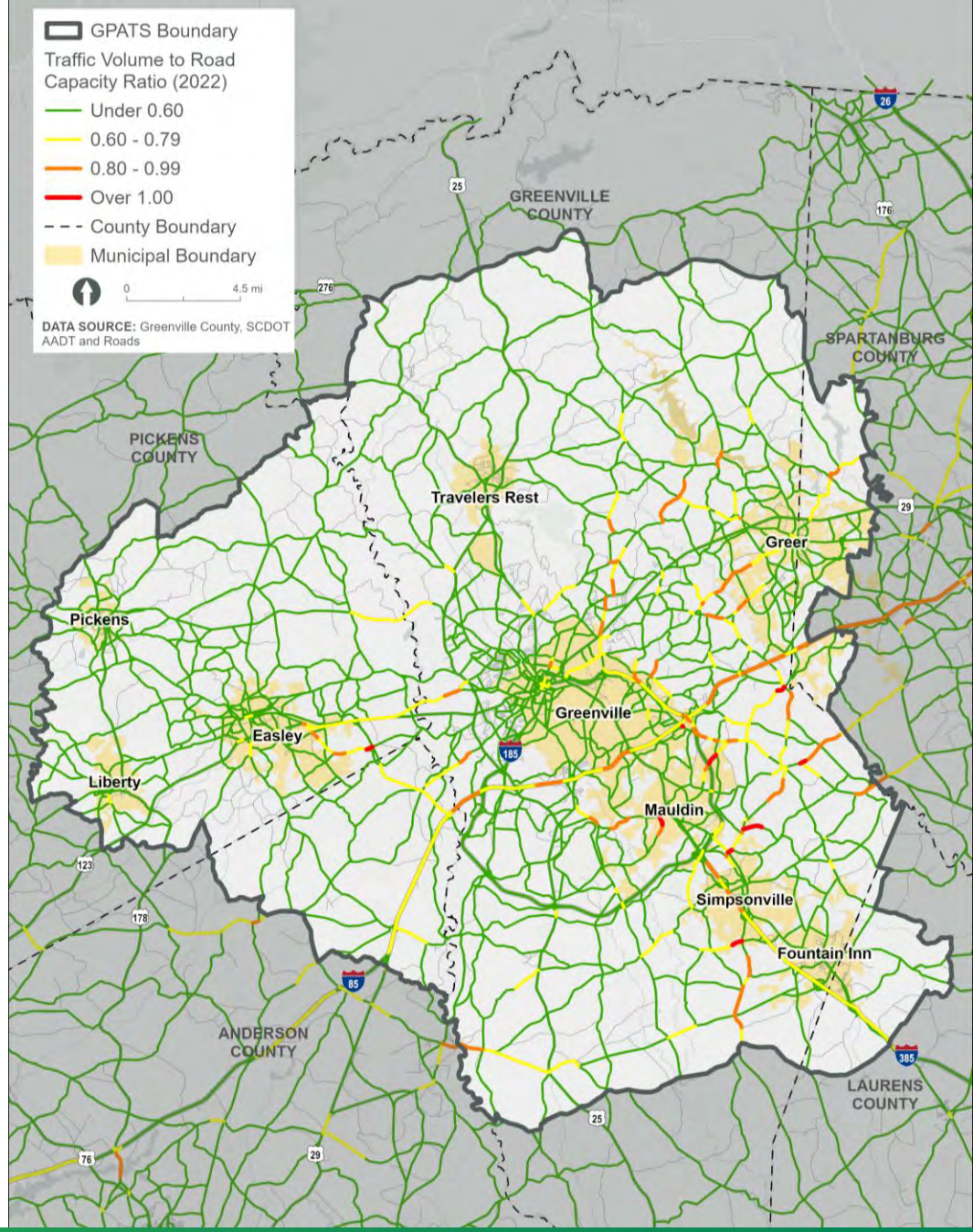
- Facilities are often concentrated in urban areas.

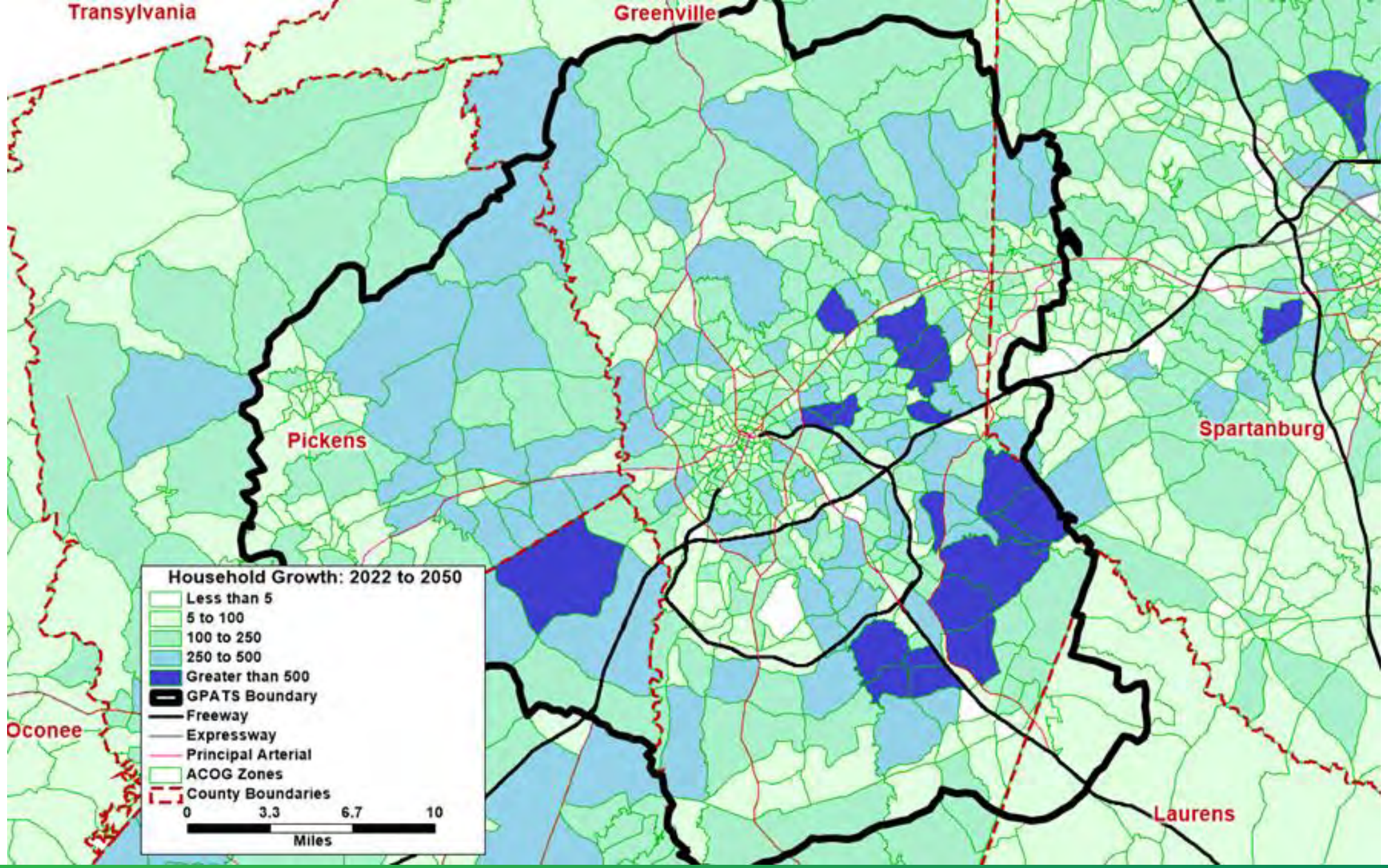
- Trails and multi-use paths often connect residential neighborhoods with parks, schools, and downtown areas.

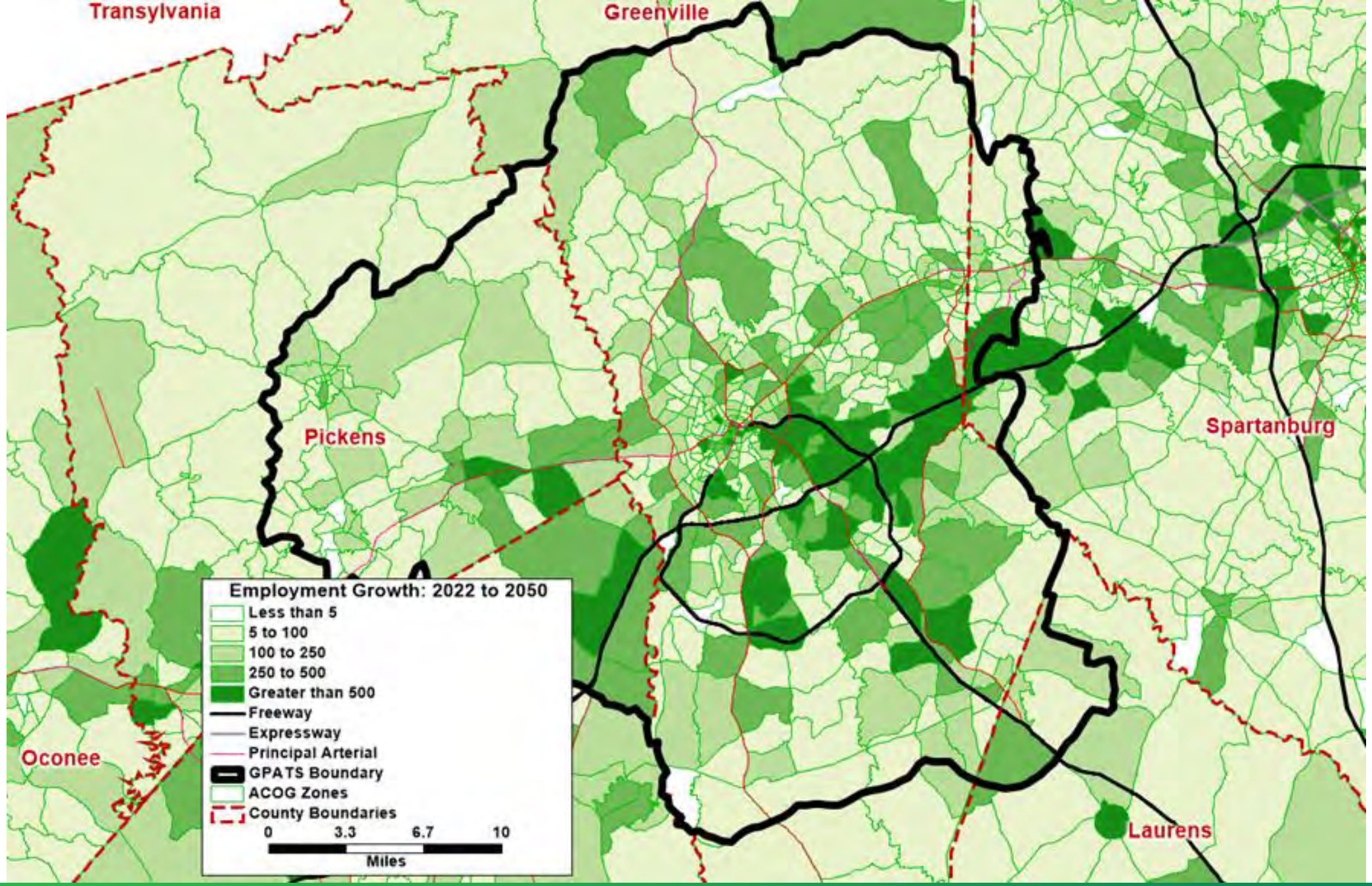


Level of Service (2022)

- Under existing conditions, many roadways are approaching failing conditions, if not already experiencing them.

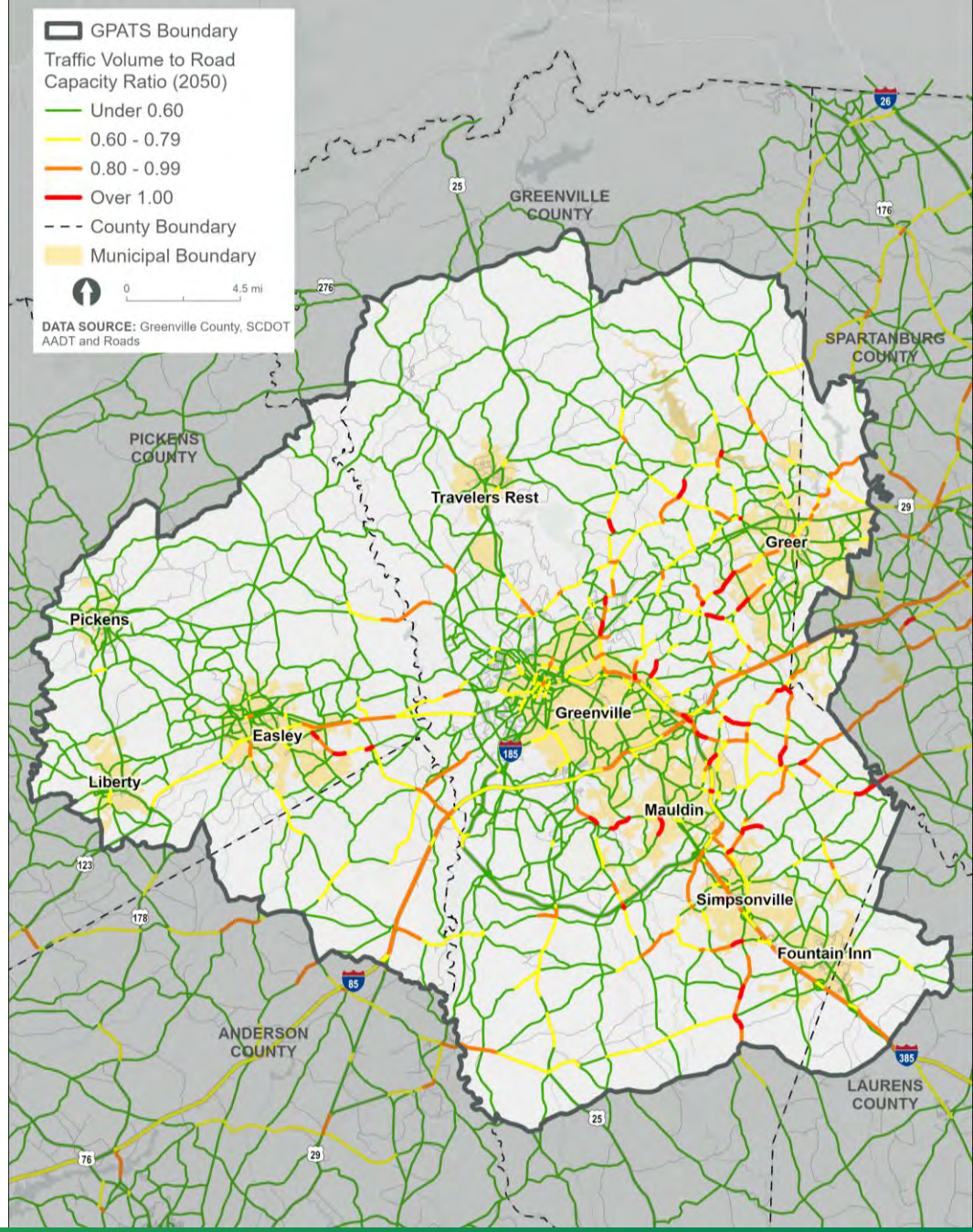



Transylvania
Greenville
Pickens
Spartanburg
Oconee
Laurens
Household Growth: 2022 to 2050
Less than 5
5 to 100
100 to 250
250 to 500
Greater than 500
GPATS Boundary
Freeway
Expressway
Principal Arterial
ACOG Zones
County Boundaries
0
3.3
6.7
10
Miles


Transylvania
Greenville
Pickens
Spartanburg
Oconee
Laurens
Employment Growth: 2022 to 2050
Less than 5
5 to 100
100 to 250
250 to 500
Greater than 500
Freeway
Expressway
Principal Arterial
GPATS Boundary
ACOG Zones
County Boundaries
0
3.3
6.7
10
Miles

Level of Service (2050)

- Volume to Capacity Ratios are anticipated to increase significantly if existing conditions are maintained.





Public Involvement

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Community Outreach – Round 1

Date	Event Time	City	Venue	Address
Monday, May 11	5:00 – 7:00 p.m.	Greer	City of Greer Events Hall	301 East Poinsett Street Greer, SC
Wednesday, May 13	5:00 – 7:00 p.m.	Greenville	Hughes Main Library	25 Heritage Green Place Greenville, SC 29601
Thursday, May 14	5:00 – 7:00 p.m.	Travelers Rest	City Hall	125 Trailblazer Drive Travelers Rest, SC 29690
Tuesday, May 19	5:00 – 7:00 p.m.	Simpsonville	Simpsonville Library	626 NE Main Street, Simpsonville, SC 29681
Wednesday, May 20	5:00 – 7:00 p.m.	Easley	Kimberly Hampton Memorial Library	304 Biltmore Road Easley, SC 29640
Thursday, May 21	5:00 – 7:00 p.m.	Powdersville	Bethesda United Church	516 Piedmont Road Easley, SC 29642

Community Outreach – Round 1



49 In-person meeting attendees



79 Virtual meeting participants



899 Web portal views



538 Web portal users



302 Survey Responses



57 Comments on the interactive map

What we have heard...

Guiding Statements

Ranking varied from city to city, and no two cities fully aligned in their preferences.
Collectively, the top three guiding statements that people rated as most important were:

- **Economic Vitality**
- **System Preservation & Efficiency**
- **Culture and Environment**



Culture & Environment

Enhance the region's quality of life by preserving and promoting its valued places and natural assets.



Economic Vitality

Support regional economical vitality by making it easier to move people and freight within and through the region.



Growth & Development

Make traveling more efficient by coordinating transportation investments with land use decisions.



Mobility & Accessibility

Provide a balanced transportation system that makes it easier to bike, walk, and take transit.



Safety & Security

Promote a safe and secure transportation system by reducing crashes, making travel reliable and predictable, and improving emergency responses.



System Preservation & Efficiency

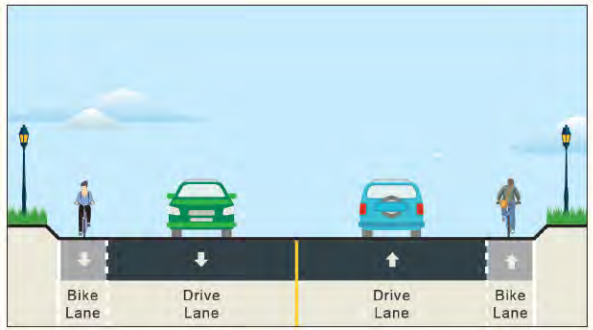
Extend the life of the transportation system and promote fiscal responsibility by emphasizing maintenance and operational efficiency.

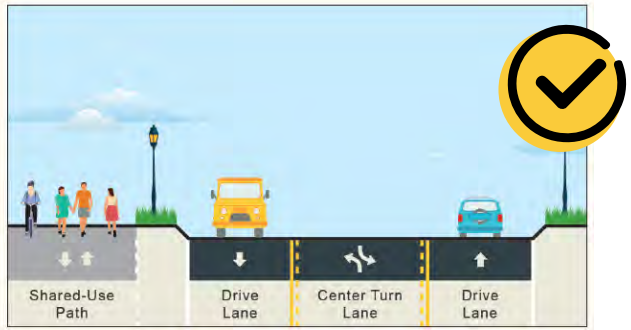
What we have heard...

Visual Preferences

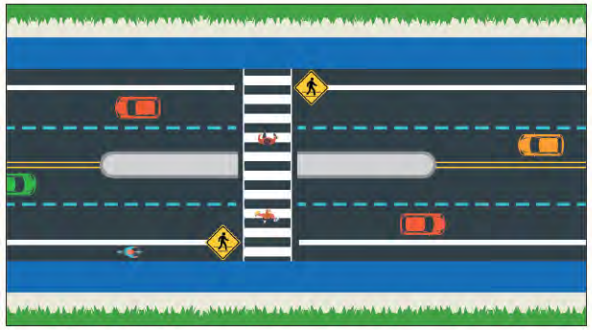
- Feedback was mostly unanimous across all cities on all visual preference options.
- Pedestrian accommodations voting was the closest; most people were interested in both options.
- Greer was the only city that preferred on-street bike lanes.

Select the street layout that appeals most to you.





Which pedestrian accommodation would make crossing safer & easier?



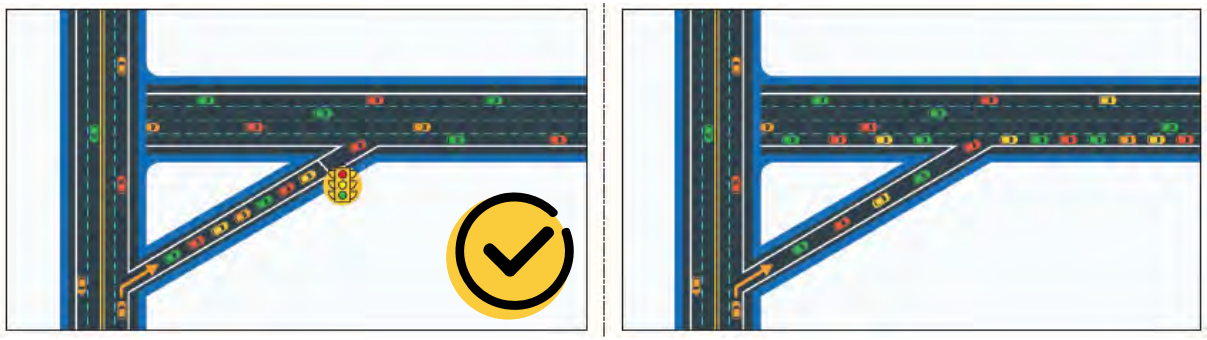


What we have heard...

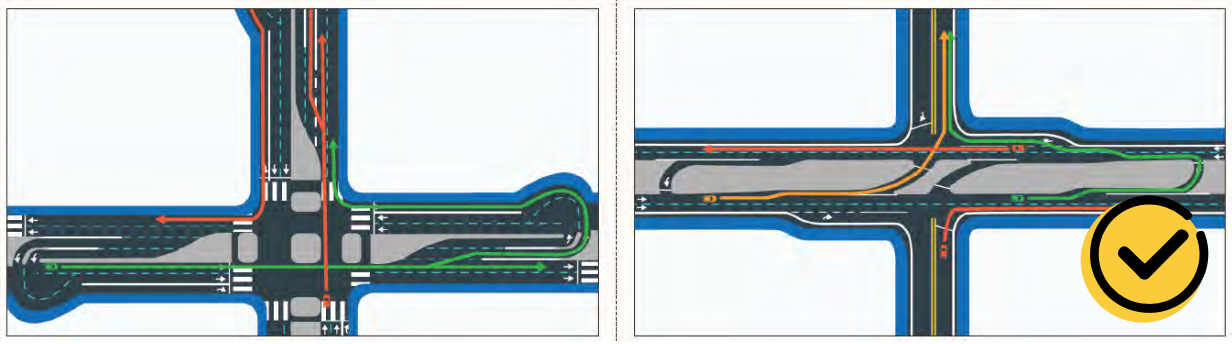
Visual Preferences

- Ramp metering voting was tied in Easley and Powdersville.
- Greenville was the only city that preferred the Partial Median U-Turn over Restricted Crossing U-turns.

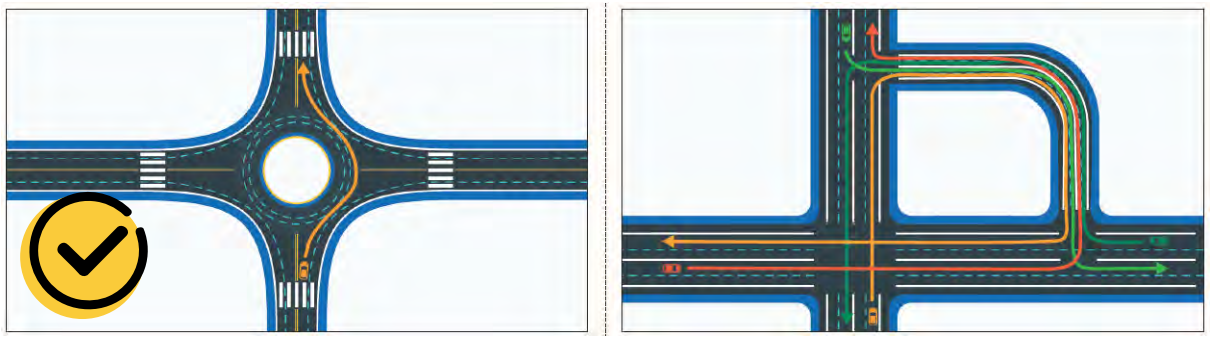
Select the ramp configuration that appeals most to you.



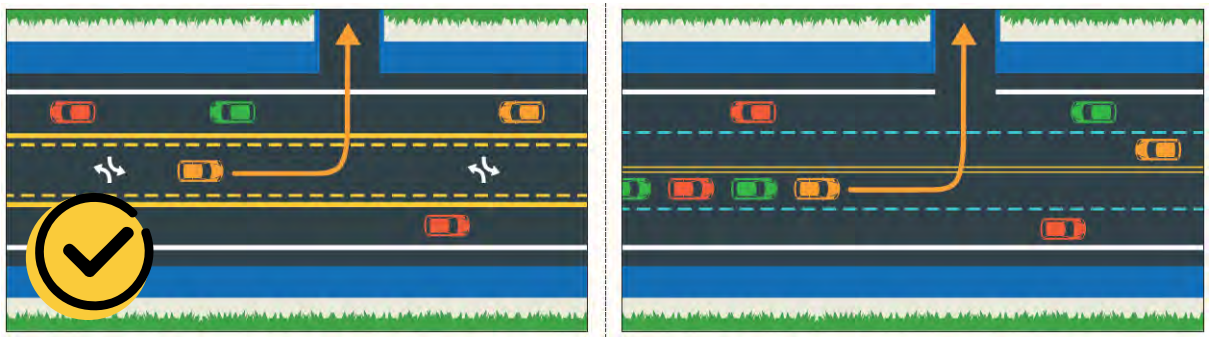
Which intersection would you feel more comfortable driving?



Which intersection would you be more comfortable driving?



Select the street layout that appeals most to you.



What we have heard…

Take Note

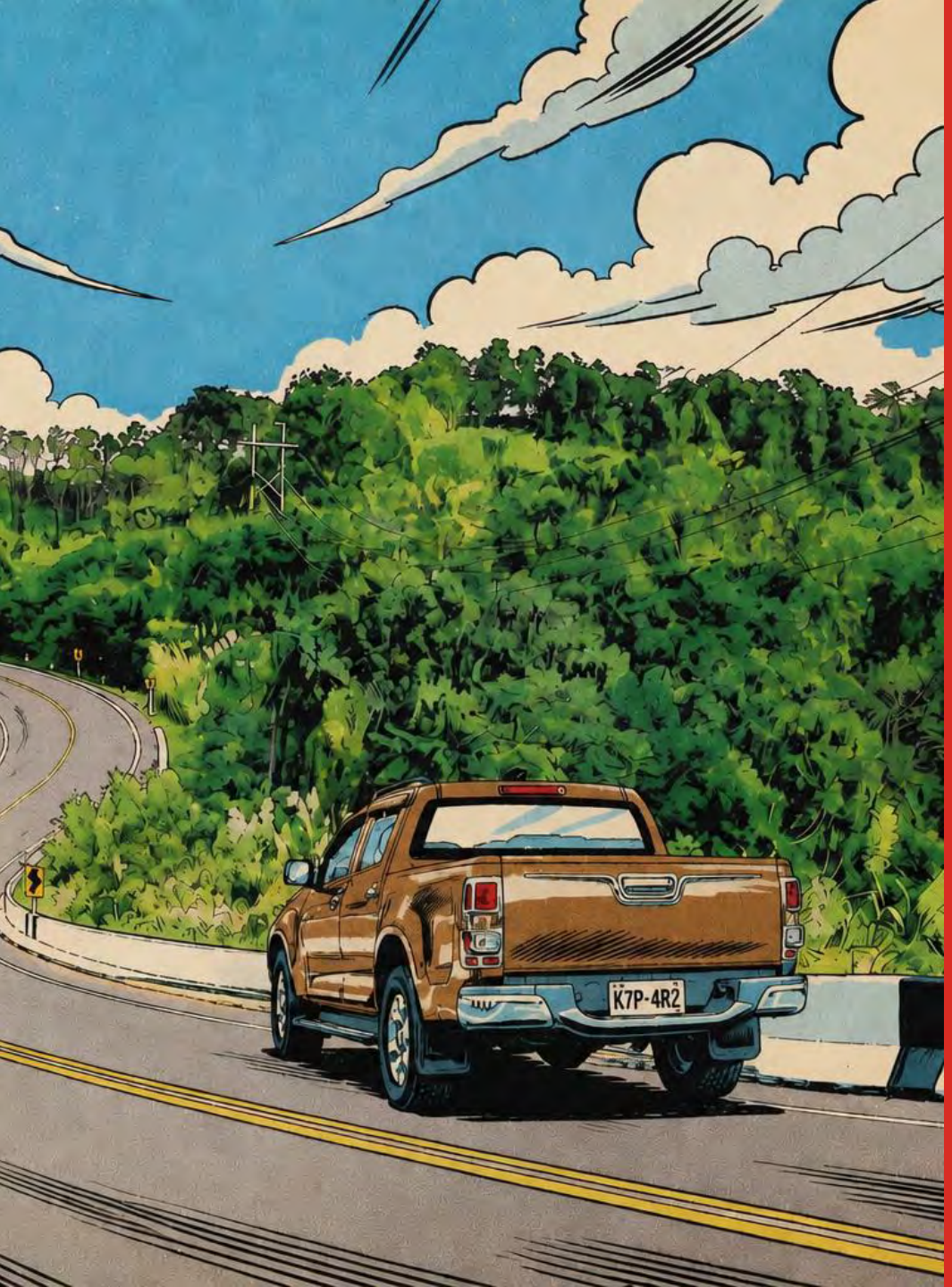
- Roughly 170 comments have been submitted as part of this activity.
- Many comments are specific to locations for intersection congestion and safety concerns.
- General key themes for each topic are below.

Topic Area	Primary Theme
Intersection Congestion	Many travelers experience poor signal timing and overloaded intersection due to area growth
Safety Concerns	Older or poorly configured roads are causing issues for drivers, pedestrians, and cyclists
Road Conditions	Potholes, poor paving, and narrow roads are of most concern
Limited Alternative Transportation Options	There is a lack of connected, sidewalks, bike lanes, and transit options that makes it harder to use alternative types of transportation
Connectivity or Functionality Concerns	Need for better system-level planning and regional connectivity
Parking Issues	Split feedback on parking issues between



Feedback Activity

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

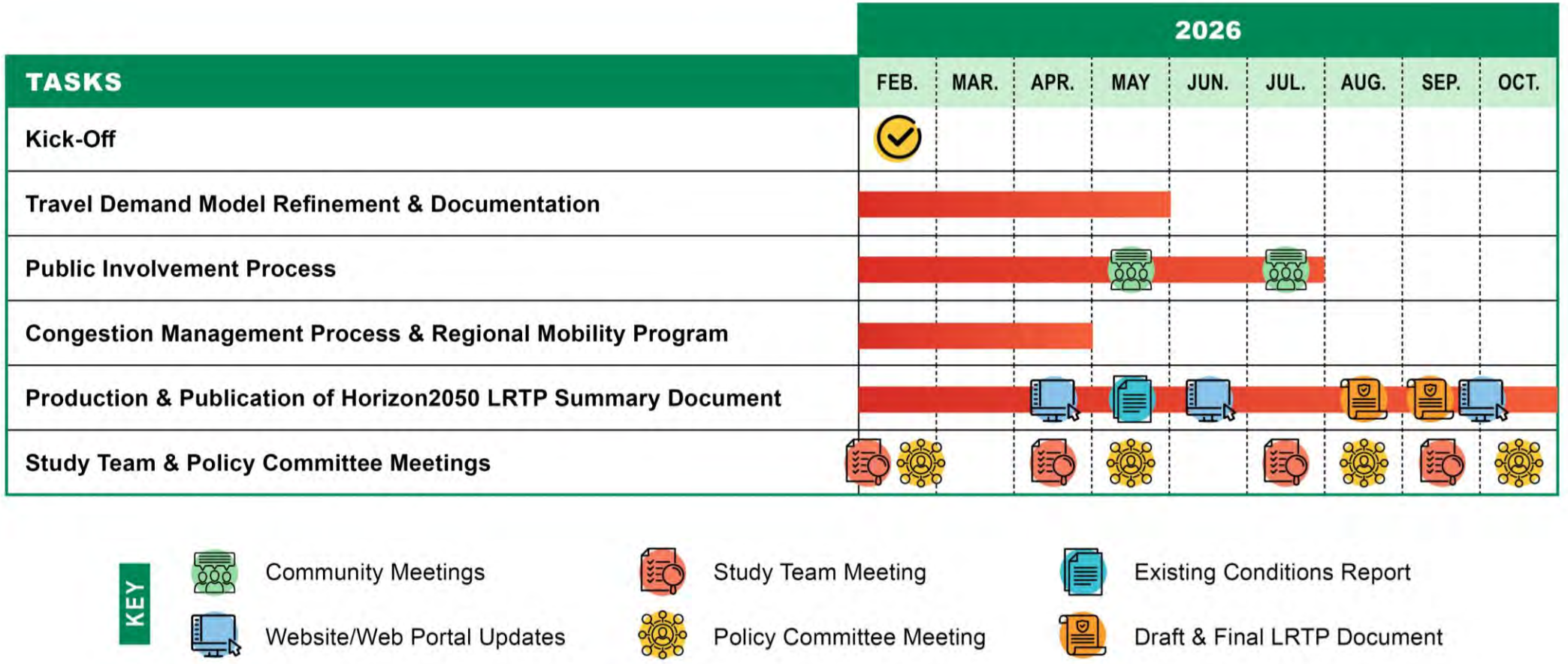


Next Steps

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Project Timeline



Share your feedback

The online meeting and survey will be available on the Horizon 2050 web portal through June 21. The comment map will be available on the web portal throughout the study.

- Virtual meeting
- Survey
- Interactive comment map

THANK YOU

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

Appendix D: GIS Map Comment Matrix

Table 10: GIS Map Comment Matrix

Commenter Zip Code	Comment Type	Comment
29690	Bike Improvement	This crossing could use improved bicycle/pedestrian crossing.
29690	Bike Improvement	This intersection needs improved bicycle crossing infrastructure.
29690	Bike Improvement	A protected bicycle lane on McElhaney would be amazing!
29690	Bike Improvement	W Parker could use a road diet from 4 lanes to 2 with protected bike lanes from Cedar Lane to Woodside.
29690	Bike Improvement	This section of Pleasantburg could go from 6 lanes to 4 with protected bike lanes and improved crosswalks along Bob Jones area.
29609	Bike Improvement	Protected bike lane is needed for vulnerable road users to be able to safely get across the water. Bicycle travel is getting increasingly popular but it's very dangerous and difficult to travel west due to lack of road shoulder at critical points, especially crossing the water since traffic gets diverted onto busy roads to get across the Saluda.
29609	Bike Improvement	This road desperately needs at least a shoulder for people to ride bikes on, everyone who lives off of this road is forced to drive every time they leave their house.
29690	Bike Improvement	Bike lanes from Publix to Roe?
29609	Bike Improvement	Bike lane ends suddenly forcing a dangerous merge into traffic on steep hill.
29609	Bike Improvement	Remove center turning lane along Rutherford Road and add 2 protected one-way bike lanes to either side of the road and tie that into the future orange line extension. There are a lot of residential communities just off of Rutherford that would greatly benefit from being able to access the rest of the SRT without needing to cross dangerous roads.
29617	Pedestrian/Trail Improvement	The walk time here is not enough to get across the road. Improved ped features here would make crossing feel safer.
29601	Pedestrian/Trail Improvement	Dangerous intersection to cross as cars make right turns without yielding for pedestrians
29601	Pedestrian/Trail Improvement	A sidewalk on the downstream side of Woodland Way, from the stables park to the Swamp Rabbit Trail and certainly on this bridge, are needed. This is high pedestrian and bike traffic area.
29690	Pedestrian/Trail Improvement	This school intersection needs improved crosswalks.
29690	Pedestrian/Trail Improvement	A well-designed diagonal bridge over this intersection to separate vehicles and bikes/peds to connect the trail diagonally would be amazing!
29642	Pedestrian/Trail Improvement	It would be amazing to extend a multiuse trail over towards the Powdersville area, connecting people there to Downtown Easley!
29681	Pedestrian/Trail Improvement	Bridgeway is an incredible pedestrian friendly space. Creating a multi-use path from Bridgeway to Simpsonville downtown (ex. along Holland Road, Hwy 14, and Simpsonville Main St), more people can access both without having to drive, especially with the consideration of the new stadium at Bridgeway.
29609	Pedestrian/Trail Improvement	SRT extension to Mauldin and Simpsonville is DESPERATELY needed - I hear people asking constantly when will they be able to access the SRT from their neighborhood. People are stuck in their cars with no other options but driving for every single outing.

Commenter Zip Code	Comment Type	Comment
29609	Pedestrian/Trail Improvement	Northbound extension of the SRT would have significant benefits in raising tourism revenue in the area.
29601	Pedestrian/Trail Improvement	We need a crosswalk here!
29651	Pedestrian/Trail Improvement	A great opportunity exists to create a greenway trail on land owned by Greer CPW along the South Tyger River connecting parks at Lake Robinson and Lake Cunningham.
29607	Pedestrian/Trail Improvement	The section of Woodruff Rd from Laurens to Verdae is lower traffic and excessively wide. As a connection point to the SRT, it could benefit from a wide multi-use path like the one along Verdae.
29662	Pedestrian/Trail Improvement	Sidewalks needed along this section of roadway.
29662	Pedestrian/Trail Improvement	Sidewalks needed along this roadway section
29662	Pedestrian/Trail Improvement	Sidewalks needed along this roadway section
29662	Pedestrian/Trail Improvement	Sidewalks needed along this roadway section
29662	Pedestrian/Trail Improvement	Sidewalks needed along this roadway section
29662	Pedestrian/Trail Improvement	Sidewalks needed along this roadway section
29662	Pedestrian/Trail Improvement	Sidewalks needed along this roadway section
29662	Pedestrian/Trail Improvement	Sidewalks needed along this roadway section
29609	Roadway Conditions	This massive road sits mostly empty except for rush hour, drivers constantly run red lights, it's extremely dangerous and difficult to get across even with a signal at a traffic light. We need to stop creating these massive roads that just induce more driving trips.
29662	Roadway Conditions	In addition to being resurfaced, Ashmore Bridge Road needs to be widened to 3-lanes. If done, this area would operate more efficiently.
29601	Safety Improvement	A pedestrian bridge is needed here.
29607	Safety Improvement	You are unable to make a left turn out this business (Cava). In addition after being forced to take a right due to the median, no u-turns are allowed. Therefore to make a turn left you're forced onto Woodruff road. The business next to this one (A mexican restaurant) is able to turn left. Maybe allow the cava parking lot to connect/drive to other parking and allow left hand turns. This just ends up with a lot of people making illegal left-hand turns driving on the wrong side of the road.
29690	Safety Improvement	This intersection is very dangerous with low visibility and not enough protection for pedestrians.
29690	Safety Improvement	This is an extremely dangerous crossing. I fear for my life.
29690	Safety Improvement	This school area could use safe routes like raised and lighted crosswalks and bicycle lanes.
29690	Safety Improvement	This intersection is big enough to be a roundabout instead of 4-way stop.
29690	Safety Improvement	Lighted crosswalk and green crosswalk paint for improved trail crossing visibility.

Commenter Zip Code	Comment Type	Comment
29690	Safety Improvement	Lighted signal crossing and green crosswalk paint for improved trail crossing visibility.
29690	Safety Improvement	Lighted signal crossing and green crosswalk paint for improved trail crossing visibility.
29690	Safety Improvement	Lighted signal crossing and green crosswalk paint for improved trail crossing visibility.
29690	Safety Improvement	Lighted signal crossing and green crosswalk paint for improved trail crossing visibility.
29642	Safety Improvement	This intersection has had several accidents or near misses, often related to people making left turns at the intersection.
29642	Safety Improvement	This intersection has had a few accidents or near misses, often related to people making left turns at the intersection.
29642	Safety Improvement	This intersection can feel treacherous for automobile users making left turns. It is also a very long intersection for pedestrians making a crossing at the crosswalks. This could be a beneficial place for a future pedestrian refuge island.
29690	Safety Improvement	Please put speed bumps on Ina St. as there are multiple elderly people that live there and people still drive way too fast up and down this little cut-through road.
29617	Safety Improvement	Lived here since 2006 and have personally seen 20 plus accidents at this intersection. Since adding housing, it has only gotten worse. Need a roundabout or 4-way stop or light at this intersection ASAP before someone dies again.
29611	Safety Improvement	Really dangerous intersection.
29690	Safety Improvement	This overpass needs safety/security lights to help illuminate the trail.
29690	Safety Improvement	The lights under this overpass are too dim and don't illuminate the trail well.
29662	Safety Improvement	Turn lanes and turn arrows needed on Fowler Circle and Laurel Meadows Parkway
29662	Safety Improvement	Signalization needed at this intersection. Knollwood Drive should be realigned with this intersection.
29662	Safety Improvement	A left turn arrow needs to be added for southbound Motorists on Main Street turning left onto Owens Lane.
29662	Safety Improvement	Roundabout should be added at this intersection
29662	Safety Improvement	Roundabout should be added at this intersection.
29662	Safety Improvement	Roundabout should be added at this intersection.
29662	Safety Improvement	Roundabout should be added at this intersection.
29662	Safety Improvement	Roundabout should be added at this intersection.
29662	Safety Improvement	Roundabout should be added at this intersection.
29611	Safety Improvement	Roe Road serves Powdersville schools, yet there are no sidewalks for students who walk along this road each year. Children are forced to walk on the shoulder near traffic, creating a serious safety hazard. Sidewalks exist on Hood Road near the schools, but not on the other side of the schools on Roe Road. Please, I ask you to consider adding sidewalks to provide a safe route for students and prevent a potential tragedy. Thank you for your consideration.
29607	Safety Improvement	There is no way to safely cross the roads here which makes it difficult to get to the many businesses along this route via foot.
29662	Safety Improvement	Log Shoals needs significant improvement.
29662	Safety Improvement	Should be a 3-lane road with intersection improvements on each end.
29607	Safety Improvement	This intersection lacks a left turn signal onto Owens Rd, one should be installed to ensure safe turning on this this road, it would also help ease some congestion that happens in this area.

Commenter Zip Code	Comment Type	Comment
29607	Traffic Congestion	It is impossible to turn left here in the mornings since it is a school zone.
29607	Traffic Congestion	Its nearly impossible to make a green light when traveling on Verdae Blvd. Salters Road has an unusually long green light despite very low traffic density.
29690	Traffic Congestion	This intersection can get backed up with short lights and no turn signals.
29690	Traffic Congestion	This highway intersection has too much traffic converging from all directions and needs better merging/turning/crossing infrastructure.
29640	Traffic Congestion	Needs a stoplight to control left turn.
29642	Traffic Congestion	Traffic gets very backed up here during peak hours as cars wait their turn at this intersection, particularly down Three Bridges Road. At times, cars are backed up past Powdersville Road.
29615	Traffic Congestion	Heavy traffic congestion along Roper Mountain Road at Highway 14.
29662	Traffic Congestion	Five Forks needs better direct access to I-385 and I-85. For a 2050 plan, more direct routes with fewer intersections is needed.
29662	Traffic Congestion	Dual turn lanes needed on westbound Butler Road and northbound Ashmore Bridge Road. Right turn lane needed on eastbound Butler Road.
29662	Traffic Congestion	The signal timing needs to give more preference to southbound traffic on Main Street and westbound traffic on Butler Road during the P.M. hours
29662	Traffic Congestion	Traffic congestion is horrible. Roads are too narrow and in poor condition. Lots of traffic using residential side streets as cut throughs at elevated speeds to avoid backups. developers should have to input more money for traffic improvements needed because of their development.
29681	Traffic Congestion	Rephasing this light would be ideal. Harts Ln doesn't get a green from both directions currently, instead it does the east side of Harts Ln then the west side. Allowing for both directions to go at once with a flashing yellow for left turns may be better during off-peak hours. Also, adding a left turn signal for southbound on SC-14 would also be nice because making the left turn into Harts Ln during peak hours is nearly impossible and only one car can go for every light cycle.
29681	Traffic Congestion	This may be a good location for a roundabout if ROW allows. The stop sign often backs up and blocks nearby driveways during peak hours.
29607	Traffic Congestion	This intersection would benefit from a protected left turn (Spring St left onto McBee Ave). During peak hours only one car can turn left per cycle which causes traffic to backup down the street and blocks people in the Spring Street garage.
29615	Traffic Congestion	Turning here is the worst at 5 pm
29662	Traffic Congestion	Five Forks traffic needs better access to I-385. The primary issue is moving a large amount of commuter traffic through this area.
29662	Traffic Congestion	Road needs to be widened. Turning lanes need to be added at intersections along this road section.
29617	Traffic Congestion	Traffic here sucks. I only travel through this area if I absolutely must
29681	Traffic Congestion	More traffic controls are needed for traffic congestion (at peak times it takes 5 cycles to go east to west on Harrison Bridge Rd. through the intersection with Fairview). I have been in, and have seen, accidents within the last couple years where someone turning right out of Spinx or Food Lion, cuts through the line of traffic in the right-hand lane and not seeing others flying by in the left lane to try and take a left at Fairview or pull into the center turn lane in front of TJ Maxx.
29681	Traffic Congestion	During rush hour (morning and evening) this three-way stop backs up for at least a half a mile on 418. With progress in the area, I believe a traffic study is needed here during these times.

Commenter Zip Code	Comment Type	Comment
29607	Traffic Congestion	This area tends to be congested with school traffic. Specifically on Corn Road near the high school - parents tend to park on the side of the road, sometimes blocking traffic going towards Miller Road. I've also seen multiple instances of students almost getting hit by cars walking across the cross walk at the Butler/Bridges/Corn Rd intersection from drivers not paying attention and students also not paying attention.
29607	Traffic Congestion	The lights along this segment of Roper Mountain Road seemed to be timed in a way that increases congestion. For example, when the light to turn right/left off the I-385S exit is green, the light at Congaree Rd is always red for Roper Mountain Rd traffic. I believe this area could use some new traffic studies to help retime these lights to better facilitate traffic.

Appendix E: Meeting Feedback

Guiding Statements

An averaged ranking for each meeting is provided in the table below.

Table 11: Guiding Statements Average Ranking

	Culture and Environment	Economic Value	Growth and Development	Mobility and Accessibility	Safety and Security	System Preservation
Greer	2	5	4	1	3	6
Greenville	5	6	2	1	3	4
Travelers Rest	3	5	2	4	1	6
Simpsonville	5	6	4	2	1	2
Easley	4	6	1	3	2	5
Powdersville	2	5	4	6	1	3
Virtual	5	2	4	6	3	1
Overall Ranking	**4**	**6**	**2**	**3**	**1**	**5**
GPATS Ranking	6	4	2	3	1	5

Take Notes

GREER

Figure 7: Greer Take Note Poster

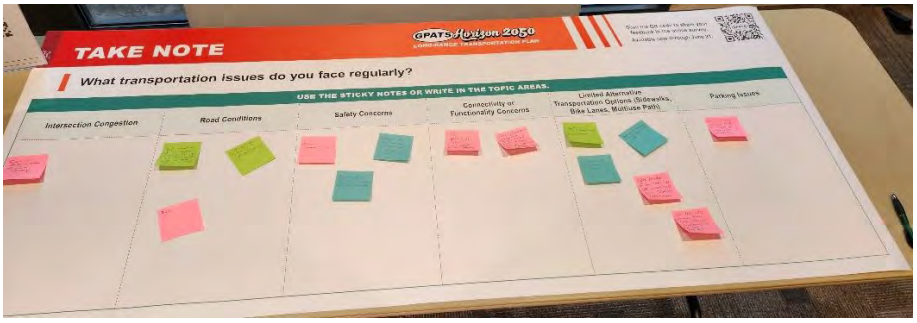


Table 12: Greer Take Note Comment Overview

	Intersection Congestion	Safety Concerns	Road Conditions	Limited Alternative Transportation Options	Connectivity or Functionality Concerns	Parking Issues
Greer	1	3	3	5	2	1

Table 13: Greer Take Note Comment Matrix

Topic Area	Comment
Intersection Congestion	Focus on intersections instead of widening.

Topic Area	Comment
Road Condition	Paving
Road Condition	Narrow roads especially in industrial areas.
Road Condition	Incorporation of bioswales, rain gardens, and other stormwater BMPs in roadway design.
Safety Concerns	Intersection debris clean up.
Safety Concerns	Designing roads with narrower lanes. 10ft or less should be the max in urban areas.
Safety Concerns	Mentioning that SC is 50th in roadway deaths is important. We need to be better than Alabama at least.
Connectivity or Functionality Concerns	SC is growing fastest! Need smart growth planning.
Connectivity or Functionality Concerns	Planning Commission coordination with Transportation needs to happen. Planning commission doesn't need blanket approvals.
Limited Alternative Transportation Options	Let developers, or make them, add sidewalks. Connectivity will eventually happen.
Limited Alternative Transportation Options	Higher percentage of guide share funding (15% or more) should go to bike/ped infrastructure.
Limited Alternative Transportation Options	Bike connections in and around downtown needs to be expanded.
Limited Alternative Transportation Options	Last mile connections & microtransit.
Limited Alternative Transportation Options	Bike lanes/facilities limited to urban areas.
Parking Issues	Keep parking garages free on nights & weekends in downtown GVL.

GREENVILLE

Figure 8: Greenville Take Note Poster



Table 14: Greenville Take Note Comment Overview

	Intersection Congestion	Safety Concerns	Road Conditions	Limited Alternative Transportation Options	Connectivity or Functionality Concerns	Parking Issues
Greenville	6	5	4	3	6	4

Table 15: Greenville Take Note Comment Matrix

Topic Area	Comment
Intersection Congestion	Timing of lights with no traffic
Intersection Congestion	Phones
Intersection Congestion	Timing of lights not aligning with flow of traffic – seemingly making things worse.
Intersection Congestion	In busy pedestrian and car intersections – the use of "all cross" for pedestrians where lights all way are on red.
Intersection Congestion	When there is one flashing light and two cars arrive at the same time it can cause confusion so we need regular lights.
Intersection Congestion	Traffic light cycles should/could be better timed.
Road Condition	Potholes
Road Condition	No shoulders on side! Irregular asphalt on shoulder.
Road Condition	When a road is getting paved in certain places eventually the amount builds up. So when there is paving try to pave in larger sections
Road Condition	Need a more robust repairing quality for South Carolina roads
Safety Concerns	Lack of visibility around certain turns (so you can't see oncoming traffic)
Safety Concerns	Poor design or forced ride end/out
Safety Concerns	Not also safe to walk
Safety Concerns	Like the use of pedestrian and casual bike lanes that have raised intersections to slow cars down
Safety Concerns	Balancing green space with roads
Connectivity or Functionality Concerns	" Fast Pass" lanes that run parallel to 85 that cost $ with EZ pass
Connectivity or Functionality Concerns	Require connection between subdivisions Require connection to County trails with ped connections to subdivisions
Connectivity or Functionality Concerns	Better connection with bus or ped transportation
Connectivity or Functionality Concerns	Emphasize including people with disabilities into consideration and being included. Advisory group of disabled people to gather feedback.
Connectivity or Functionality Concerns	More EV chargers around areas like parks, shopping areas, gyms, retail, is also great
Connectivity or Functionality Concerns	Need more options for connecting to Atlanta, Charlotte, and Columbia regional lines
Limited Alternative Transportation Options	Conditions of sidewalks not maintained with lack of sidewalks
Limited Alternative Transportation Options	More options other than just driving to increase accessibility and options for disabled folks
Limited Alternative Transportation Options	Plan & connect recreational areas to surrounding suburban housing/commercial areas. Bike amenities. Uber meet up spots.
Parking Issues	Paid parking is obstacle
Parking Issues	Parking garage difficult for trucks
Parking Issues	Is there a way to help with traffic and parking with better public transit?
Parking Issues	More superchargers and that will promote to help with the environment

EASLEY

Figure 9: Easley Take Note Poster

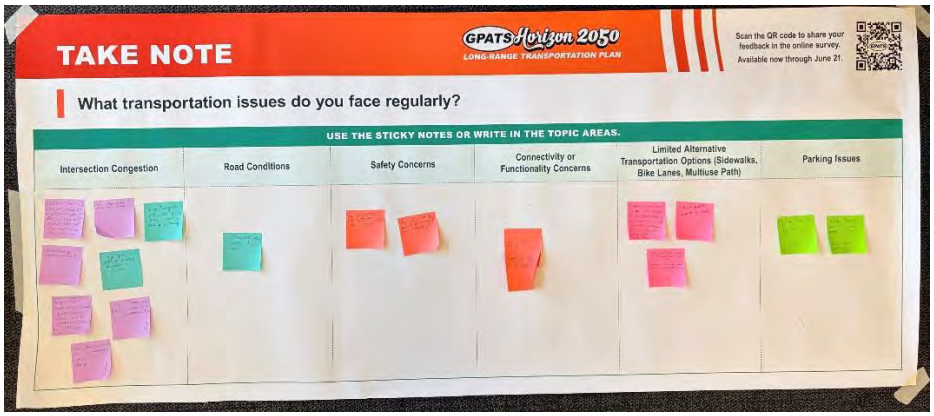


Table 16: Easley Take Note Comment Overview

	Intersection Congestion	Safety Concerns	Road Conditions	Limited Alternative Transportation Options	Connectivity or Functionality Concerns	Parking Issues
Easley	8	5	1	4	1	2

Table 17: Easley Take Note Comment Matrix

Topic Area	Comment
Intersection Congestion	123/124 intersection is already failing @ LOS at current traffic load w/massive increase anticipated with current development in immediate area - JCM
Intersection Congestion	Saluda Dam Rd @ Hinton Rd in Easley
Intersection Congestion	Railroad crossing downtown and Hwy 8
Intersection Congestion	Traffic lights need to be more responsive to follow traffic flow
Intersection Congestion	Olive St/Saluda Dam Road – unclear right of way, dangerous left turns – JCM
Intersection Congestion	Kay Dr/Saluda Dam, Kay Dr/123 – experiencing extremely high increase in volume with new neighborhoods going up that will make it worse - JCM
Intersection Congestion	Olive/Glenwood/Canan land 5 way intersection experiencing extreme delay – JCM
Intersection Congestion	It would be great if L turn arrows stay consistently leading or trailing
Road Condition	Jim Hunt need upgrades – widening and better shoulders
Safety Concerns	Olive/Glenwood/Canan land 5 way intersection experiencing extreme delay – JCM
Safety Concerns	Hwy 123 in Easley need to control access from shopping center
Safety Concerns	Kay Dr/Saluda Dam, Kay Dr/123 – experiencing extremely high increase in volume with new neighborhoods going up that will make it worse - JCM
Safety Concerns	Olive St/Saluda Dam Road – unclear right of way, dangerous left turns – JCM
Safety Concerns	123/124 intersection is already failing @ LOS at current traffic load w/massive increase anticipated with current development in immediate area - JCM
Connectivity or Functionality Concerns	Bus – Greenlink connection for DT Easley
Limited Alternative Transportation Options	Distance between road and sidewalk/bike lane
Limited Alternative Transportation Options	Connected sidewalks (not short ones that go no where)

Topic Area	Comment
Limited Alternative Transportation Options	Bike lanes/sidewalks needed on Saco Cowell
Limited Alternative Transportation Options	Pickens county is doing alright in this category – of course it's a category where more is always nice, - but we have more critical toad & safety issues we should focus on
Parking Issues	Abolish free parking
Parking Issues	Downtown Easley especially around playground/silos needs more parking

SIMPSONVILLE

Figure 10: Simpsonville Take Note Poster



Table 18: Simpsonville Take Note Comment Overview

	Intersection Congestion	Safety Concerns	Road Conditions	Limited Alternative Transportation Options	Connectivity or Functionality Concerns	Parking Issues
Simpsonville	2	1	2	3	0	1

Table 19: Simpsonville Take Note Comment Matrix

Topic Area	Comment
Intersection Congestion	Fairview Rd / Harrison Bridge Rd x2
Intersection Congestion	Fairview Rd & Main St (14)
Safety Concerns	Unsafe turns – restrict left turns onto busy roads
Parking Issues	Downtown Areas
Limited Alternative Transportation Options	Leading to downtown Simpsonville & FI
Limited Alternative Transportation Options	Simpsonville N&S Main needs sidewalks
Limited Alternative Transportation Options	Sidewalks @ schools – Hillcrest HS, Bryson Middle, Bryson Elem
Road Conditions	Kids walking on the railroad track at Industrial & Fairview
Road Conditions	S. Industrial Drive, along Hillcrest HS & Bryson Middle

TRAVELERS REST

Figure 11 Travelers Rest Take Note Poster



Table 20 Travelers Rest Take Note Comment Overview

	Intersection Congestion	Safety Concerns	Road Conditions	Limited Alternative Transportation Options	Connectivity or Functionality Concerns	Parking Issues
Travelers Rest	10	14	2	6	5	4

Table 21: Travelers Rest Take Note Comment Matrix

Topic Area	Comment
Intersection Congestion	Tigerville Road and 290 intersection
Intersection Congestion	414 & 290 4 way stop
Intersection Congestion	State Park & 25
Intersection Congestion	All major intersections within/close to city limits
Intersection Congestion	State Park & 25
Intersection Congestion	Hwy 25 commute traffic NC to SC
Intersection Congestion	SC to NC
Intersection Congestion	Cherrydale area in Greenville
Intersection Congestion	Pendleton & Lois Ave
Intersection Congestion	Stone @ Rutherford
Road Conditions	276 going up to Caesars Head & beyond
Road Conditions	Upper portion of Old Buncombe between Publix & Altamont
Safety Concerns	Driver behavior at intersections related to running red lights. Recommend ticket traffic cams to correct behavior
Safety Concerns	All street sign names need to be larger so drivers can read the road name before they get to the intersection.
Safety Concerns	Crossing US 25 to Walmart in TR. Crossing 276 in downtown TR as a pedestrian.
Safety Concerns	All trail/road crossings could be painted green.
Safety Concerns	Crossing Main Street in TR at crosswalks not at a light (Gazebo)
Safety Concerns	Pedestrians & cyclists crossing intersections on red
Safety Concerns	All uptown intersections outside Main Street are hazardous to cross
Safety Concerns	No roundabouts
Safety Concerns	Light turning green while cross walks are still crossing
Safety Concerns	Hwy 25 & State Park Rd
Safety Concerns	Tubbs Mountain & N. Poinsett traffic light

Topic Area	Comment
Safety Concerns	Some streets do not have street signs? Add them please
Safety Concerns	Being more aware of walking signals and cars turning
Safety Concerns	Cellphones – I've seen so many people driving looking down at phone
Connectivity or Functionality Concerns	Connection from McDonalds across Hwy 25 to CUS/(illegible). More foot traffic
Connectivity or Functionality Concerns	25 & Roe, 25 & State Park
Connectivity or Functionality Concerns	25 & Hawkins
Connectivity or Functionality Concerns	Overall connectivity at Paris Mountain State Park and other natural resources, especially for those with fewer transportation options. Additional entrances.
Connectivity or Functionality Concerns	Stop remarking current lanes for bike lanes
Limited Alternative Transportation Options	ADA compliance
Limited Alternative Transportation Options	Separation/safety concerns of bike congestion on roads (without road rules)
Limited Alternative Transportation Options	There are literally no sidewalks in the County i.e. Wade Hampton
Limited Alternative Transportation Options	White rods used to create bike lanes don't seem to work – bikers don't use them
Limited Alternative Transportation Options	Road was made narrower for car travel
Limited Alternative Transportation Options	BRT from walkable nodes. Express buses from TR to downtown GVL for instance
Parking Issues	Stop high rise building, keep free parking lots
Parking Issues	More bike racks in West Greenville (the village)
Parking Issues	Need reduced rate for parking if live in Greenville

POWDERSVILLE

Figure 12: Powdersville Take Note Poster



Table 22: Powdersville Take Note Comment Overview

	Intersection Congestion	Safety Concerns	Road Conditions	Limited Alternative Transportation Options	Connectivity or Functionality Concerns	Parking Issues
Powdersville	7	5	9	4	2	1

Table 23: Powdersville Take Note Comment Matrix

Topic Area	Comment
Safety Concerns	SC 81 & Old Williamson Road
Safety Concerns	SC 81 & Old Williamson Road - Ditto
Safety Concerns	Curves and small angle intersections
Safety Concerns	White Horse Road and 185 Intersection
Safety Concerns	McNedy Road
Intersection Congestion	153 & 81
Intersection Congestion	153 & River Road
Intersection Congestion	153 & Bridger
Intersection Congestion	153 & 81 - Ditto
Intersection Congestion	153 & River Road - Ditto
Intersection Congestion	153 & Bridger - Ditto
Intersection Congestion	81 and Old Williamston
Road Condition	Old Mill Road and 3 Bridges Road and Brushy Creek Road Intersection is poorly aligned
Road Condition	Old Mill Road and 3 Bridges Road and Brushy Creek Road Intersection is poorly aligned - Ditto
Road Condition	Orr Road
Road Condition	Mt. Aimy Church Road
Road Condition	Poor everywhere
Road Condition	Powdersville Main
Road Condition	SC 86
Road Condition	Old River Road & SC 86 in Piedmont
Road Condition	Osteen Hill Road
Connectivity or Functionality Concerns	White Horse Road on 185!
Connectivity or Functionality Concerns	Need a connector between major roads - 81/86/153
Limited Alternative Transportation Options	Sidewalks on Hwy 153 & SC 81
Limited Alternative Transportation Options	Extend Doodle Trail to connect to Swamp Rabbit Trail
Limited Alternative Transportation Options	Multiuse path along river
Limited Alternative Transportation Options	sidewalks to connect schools and neighborhoods
Parking Issues	Too much parking

VIRTUAL MEETING

Table 24: Virtual Take Note Comment Overview

	Intersection Congestion	Safety Concerns	Road Conditions	Limited Alternative Transportation Options	Connectivity or Functionality Concerns	Parking Issues
Virtual	7	6	5	6	0	4

Table 25: Virtual Take Note Comment Matrix

Topic Area	Comment
Intersection Congestion	Intersection of Roper Mountain Road and Highway 14
Intersection Congestion	I primarily ride a bicycle for transportation, so the main issue I face is the sharp increase in distracted driving combined with an increase in average vehicle size and weight. Together, it's a deadly combination. We need more infrastructure at intersections that forces drivers to pay attention, like curb bump-outs or daylighting.
Intersection Congestion	Coordinating traffic signal timings to improve traffic flow can be a huge time savings and can do a lot to improve commute experience. Please consider removing left turn movements from intersections with large collision histories and routing people through the intersection in another manner.
Intersection Congestion	Make pedestrian safety in crossing and navigating intersections a high priority. When redesigning intersections, think about how a walker interacts with it. It's scary and difficult to walk across Laurens Rd at Verdae, for example.
Intersection Congestion	Better crossings would help connect existing trails and sidewalks.
Intersection Congestion	Wide intersections allow drivers to carry too much speed through intersections and discourage cautious driving. Creating narrower intersections would improve safety. I live on Church and Washington which is a much too wide intersection
Intersection Congestion	There needs to be a left arrow at the stop light before swamp rabbit grocery.
Road Condition	Here in Greenville, it is the excessively wide SCDOT roads in city limits where the vast majority of cyclist and pedestrian deaths occur. In urban areas, we need narrower roads that prioritize the safety of people over the fast flow of automobile traffic. These changes would also lead to more vibrant places instead of the types of streets like Woodruff Rd, Laurens Rd, Pleasantburg, etc., that people constantly complain about.
Road Condition	With any road project, please make sure to include sidewalks and/or bike lanes. or even a separated trail/bike lane. Make it safe to walk and bike and more people will do it, reducing the cars on the road.
Road Condition	If roads are widened, sidewalks and multiuse paths should be included too.
Road Condition	Road widening does not work to alleviate congestion and just induces demand. Road diets should be the option for most of the area around GPATS
Road Condition	more lanes
Safety Concerns	To build on my previous answers, we need reduce car dependency as the region grows in order to make our roads safer. A focus on bicycle and pedestrian infrastructure would help, but we also need to prioritize transit in our transportation funding and planning.
Safety Concerns	Pedestrian crossing safety enhancements are extremely important. Clear and legible crossing markings should be prioritized, along with lighting and possibly RRFBs where applicable. Creating a buffer between non-motorized users and moving automobiles should also be considered, when possible, to reduce potential conflicts.

Topic Area	Comment
Safety Concerns	Consider how projects plan to decrease the speed of cars, especially on roads near shopping, neighborhoods, schools, etc Make it safe to get from someone's house to their school or their grocery store on a bike or on foot.
Safety Concerns	Trails and greenways improve safety by giving people places away from traffic.
Safety Concerns	We are the most dangerous road system in the US and about 100 people die in Greenville County because we have prioritized commute times over safety for years. I don't see why this tradeoff is even available for public input. The design professionals should establish the minimum standards according to their professional opinions and then allow the public to weigh in after that. Democracy is two wolves and a lamb voting on what to have for lunch. By treating this as a regular piece of public input you are just allowing the lamb to become lunch.
Safety Concerns	Signals should account for people walking and biking too.
Limited Alternative Transportation Options	Multiuse path needed in the Five Forks area. Perhaps along Highway 14
Limited Alternative Transportation Options	Yes! Side walks and protected bike lanes are a must (especially with the increase in distracted driving mentioned earlier). Bike lanes protected by bollards would protect not only bicyclists from distracted drivers, but also pedestrians on the sidewalk. Also, they serve as traffic calming elements that would lead to fewer deaths and injuries among drivers as well. The Swamp Rabbit Trail in Greenville shows the cultural and economic benefit of a greenway trail on the region. Now we need to focus on expanding the trail into a network rather than just a primarily linear trail.
Limited Alternative Transportation Options	Like mentioned before, pedestrian and bicycle crossing enhancements are extremely important. Please make sure bicycle and pedestrian infrastructure markings are clear and easy to see. Please prioritize lighting and crossing improvements such as RRFBs where applicable. Creating a buffer between non-motorized users and moving automobiles should also be considered.
Limited Alternative Transportation Options	Investing in bike and pedestrian infrastructure can reap a multitude of benefits: a healthier citizenry, fewer cars on some roads, less money on big wide roads and parking lots which increase heat and are only used a fraction of the day, etc. "Transportation" isn't just cars and trucks; consider all potential users and ensure all future projects accommodate for all those users.
Limited Alternative Transportation Options	“Multiuse paths and greenways give people more ways to get around.” “Trails connect neighborhoods, parks, schools, and businesses.” “Not every trip should require getting in a car.” “I’d love more connected trails across the Upstate.”
Limited Alternative Transportation Options	We need to have more transit options including sidewalks, bike lanes, and multi-use paths. The previous plan mentioned spending a percentage of the funds to support these projects but because of a lack of earmarking, these commitments were not honored. The new plan should have a firm earmarking system in place. Also, protected bike lanes (either precast or a poured curb) are needed to help people actually feel comfortable using bike lanes
Parking Issues	here Tis already a lot of parking in Greenville, but as long as it is free it will fill up and people will think we need more. In addition to providing other options to reduce car dependency, we should charge for the parking we have to properly manage availability.

Topic Area	Comment
Parking Issues	It's foolish to think that we can provide vehicular parking for everyone as conveniently as they would like. Instead, work to provide easy, safe access to shopping, hospitals, schools, etc on bike or on foot so that the need for parking is reduced.
Parking Issues	"Communities also need safe ways to reach destinations without driving." "Trails and sidewalks can reduce short car trips." "Transportation planning should include options besides parking expansion."
Parking Issues	We have too much parking, especially free parking in the GPATS area. Eliminating parking minimums and lowering parking maximums should be encouraged if that is within GPATS's power

Visual Preferences

Table 26: Visual Preference Voting Outcomes

	Wide Shared Use Path	Bike Lane on Street	Roundabout	Quadrant Intersection	Mid-block Crossing	Pedestrian refuge Islands	Three Lanes, One in Each Direction with a Center Turn Lane	Four Lanes, Two Lanes in Each Direction	Ramp Metering	No Ramp Metering	Restricted Crossing U-turn	Partial Median U-turn
Greer	0	6	6	0	0	5	5	1	4	1	6	0
Greenville	9	1	9	0	3	7	10	0	9	1	3	6
Easley	6	0	6	0	4	3	4	1	3	3	5	3
Simpsonville	2	1	3	0	2	0	3	0	3	0	2	1
Travelers Rest	9	0	6	1	3	5	6	2	6	1	5	2
Powdersville	6	0	5	1	0	6	5	1	3	3	6	0
Virtual Meeting	11	1	12	1	2	9	9	1	7	4	8	3
Total Count	43	9	47	3	14	35	42	6	35	13	35	15
Average	6.14	1.28	6.71	0.43	2	5	6	0.85	5	1.86	5	2.13

Local Priorities

Attendees used the following color key for the dots placed at intersections and along roadways on the map. The color of sticky notes has no meaning.

- Red - Identifies areas that need pedestrian, trail, or bike updates
- Blue - Identifies areas that need transit improvements updates
- Green - Identifies areas that need safety, traffic, or roadway updates
- Yellow - Other

GREER

Figure 13: Greer Local Priorities - Map 1

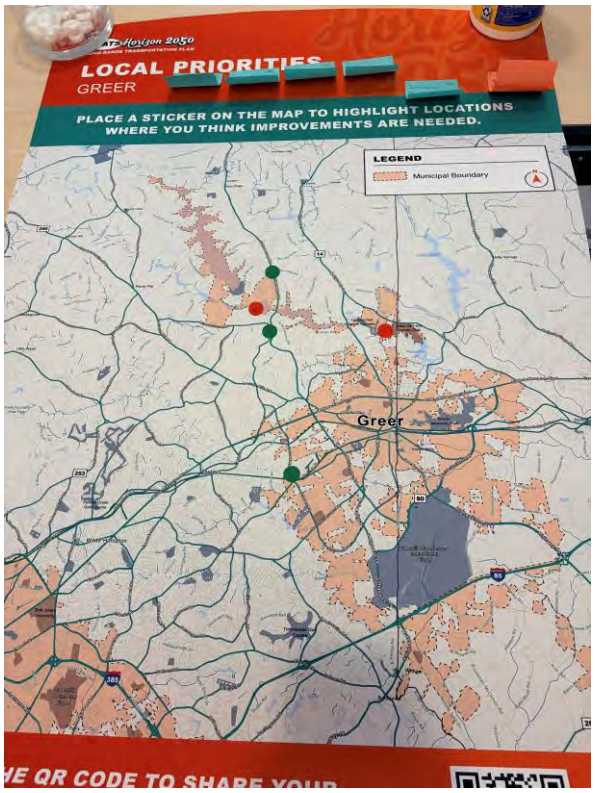


Figure 14: Greer Local Priorities - Map 2

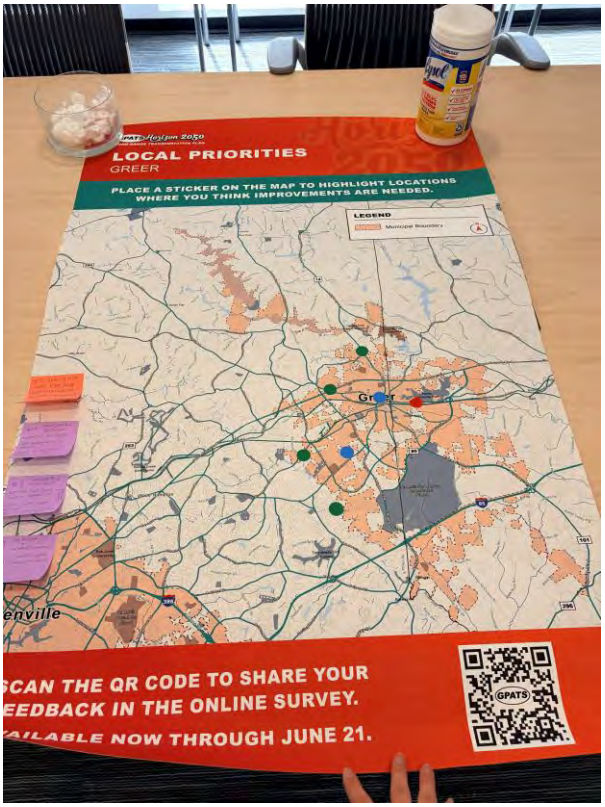


Table 27: Greer Local Priorities Comments

Dot #	Map #	Color	Map Location	Comment
8	2	Green	Dillard Road and Gibbs Shoals Road	Dillard Rd & Gibbs Shoals – Riverside High School + Woodland Elementary. School traffic, only a stop sign. Needs 4 way or traffic light.
7	2	Green	Bushy Creek Road and Alexander Road	Alexander Rd & Brushy Creek – Numerous accidents. New subdivision is beginning. Signal or roundabout needed.
9	2	Green	W. Wade Hampton Boulevard and W. Poinsett Street	W. Poinsett & W. Wade Hampton – There is a traffic light, but still many accidents.
	2	Green	Taylor Road and N. Main Street	
1	1	Green	S. Suber Road and Brushy Creek Road	Safety Concern – gets backed up with left turns. Wade Hampton curb cuts – can they be limited?
2	2	Red	Between Duncan Street and the Greenwood Neighborhood Park	Seeing a lot more bike and walk between Duncan and Green. They need something there like a sidewalk.
4	1	Red	Near Milford Church Road and Highway 101	Greenway trail between Lake Robinson and Lake Cunningham
5	1	Red	Between the Greer Golf and Country Club sports complex	Connection of new Tyger River Greenway all the way to downtown Greer via Ward's Creek Trail

GREENVILLE

Figure 15: Greenville Local Priorities - Map 1

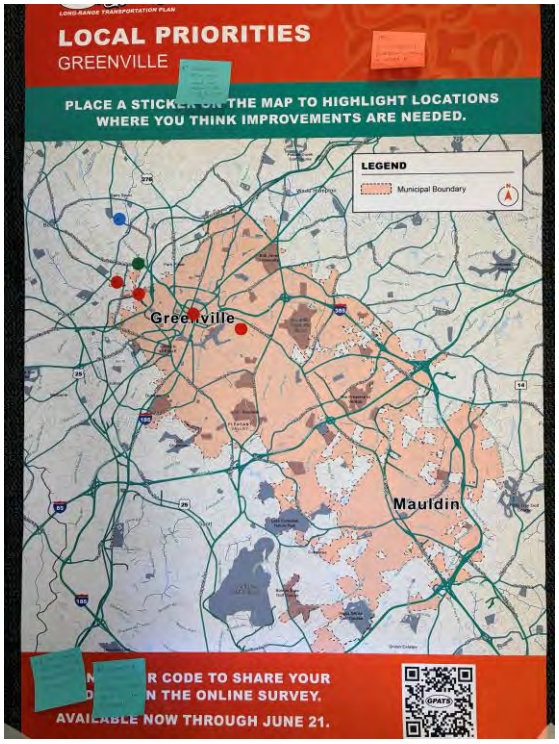


Figure 16: Greenville Local Priorities - Map 2

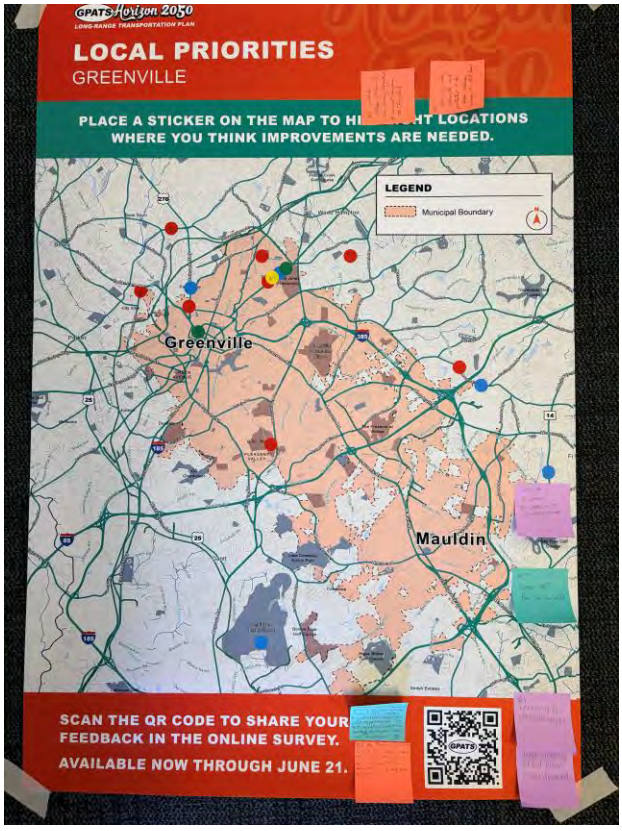


Table 28 Greenville Local Priorities Comments

Dot #	Map #	Color	Map Location	Comment
7	1	Blue	Old Buncombe Road near Brooks Avenue & Irvine Circle	Greenlink 506 to service inbound and outbound sides of Old Buncombe Rd.
	2	Blue	Highway 14 near Harts Lane and Adams Mill Road	Hwy 14 – 5 Lanes to Main St. Simpsonville
	2	Blue	Roper Mountain Road near Garlington Road	
	2	Blue	Poinsette Highway and Rutherford Road	
	2	Blue	Donaldson Center Airport	
2	2	Green		The bike/pedestrian crosswalk over Hudson Street on the Swamp Rabbit Trail needs a green/red light for bikers/pedestrians. It gets way too busy in the evenings and weekends. Cars get impatient.
2	2	Green	Cedar Lane, near Old Bleachery/Hampton Avenue Extension	Bike/Ped X-on Cedar Lane
1	2	Red		Richburg Rd. needs sidewalks. Wade Hampton see ped plan move forward
3	1	Red	Brown Street and Washington Avenue	An intersection/pedestrian crossing is needed at Brown & Washington.
5	2	Red	E. Blue Ridge Drive between Franklin and Poinsett Highway	Include larger sidewalk, bike lanes (protected) to connect Sans Souci to Cherrydale.
6	2	Red	Cedar Lane and Woodside Avenue	Lack of wide sidewalks and protected bike lanes reduces access to mill towns.
7	2	Red	GCC Riverside on Pleasantburg Drive	Connect SRT Blue Line segments
8	1	Red	E. Bramblett Road at Railroad Crossing between Parker Road and Washington Street	SRT connection into Woodside via Bramlett Rd would be awesome!
	1	Red	Beechwood Avenue between Boyce Road and Ackley Road	
	2	Red	Roper Mountain Road near Oak Grove Lake Road	
	2	Red	Rutherford Street and W. Stone Avenue	
	2	Red	Wade Hampton Boulevard near University Circle	
4	2	Yellow	Wade Hampton Boulevard near University Circle	The road is impossible to cross for traffic if you are going to the strip or Bub Junes you can barely merge so it's really hard to cross.
	2	Blue	Wade Hampton Boulevard near University Circle	

EASLEY

Figure 17: Easley Local Priorities - Map 1

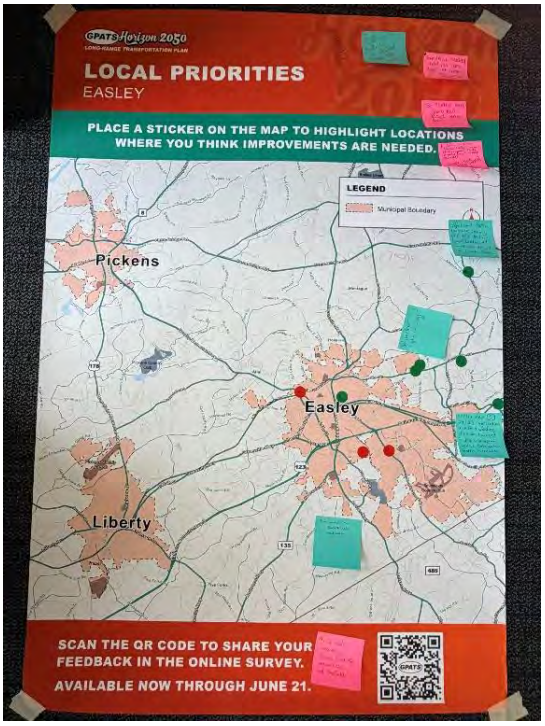


Figure 18: Easley Local Priorities - Map 2

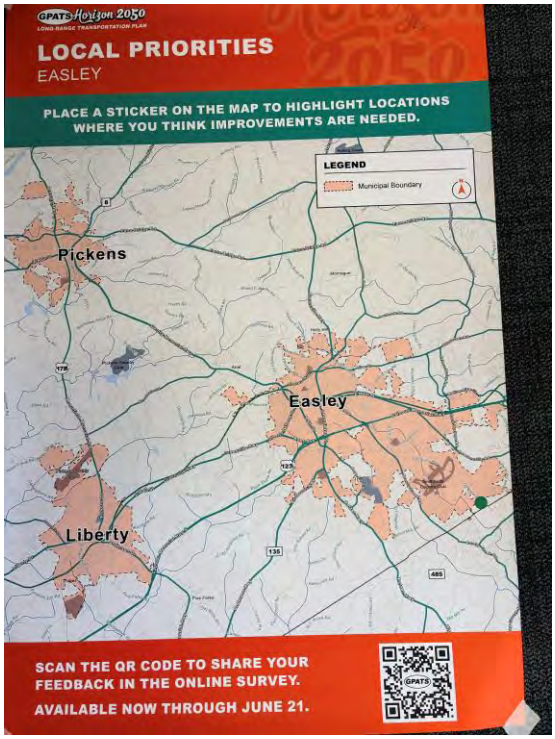


Table 29: Easley Local Priorities Comments

Dot #	Map #	Color	Map Location	Comment
	2	Green	Crestview Road and Sheffield Road	
3	1	Green	Near NE Main Street and S. Pendleton	Traffic issues from railroad train cars
2	1	Green	Olive Street and Pace Valley Road	
6	1	Green	Olive Street and Pace Valley Road	Unclear right of way
1	1	Green	Saluda Dam Road and Crest Drive	Safety due to increased traffic because of development, traffic diverted from Farrs Bridge (Hwy 183) Saluda Dam Rd. facing potential growth from development
7	1	Green	Albatross Road and Jim Hunt Road	Significant traffic increase coming off 183 to Jim Hunt, Lenhardt to Hinton to get to Saluda Dam
5	1	Green		Off the map – 123/123 intersection unsafe and failing at current traffic volume – massive anticipated traffic increase
	1	Red	Near Pope Field Road and Pearson Road	Stop light needed here, or some type of control. There is AM & PM delay, plus off peak delay.
4	1	Red	Fleetwood Drive and N. 5th Street	Bulb at Doodle trail at Fleetwood. Ideally drive signal.
9	1	Red	Bushy Creek Road	We need a sidewalk on Brushy Creek Rd. between 123 and Sheffield

SIMPSONVILLE

Figure 19: Simpsonville Local Priorities - Map 1

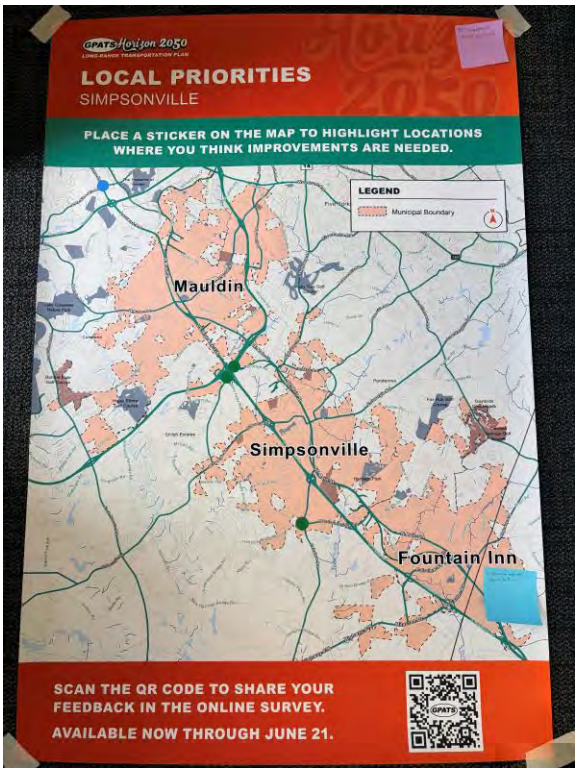


Figure 20: Simpsonville Local Priorities - Map 2

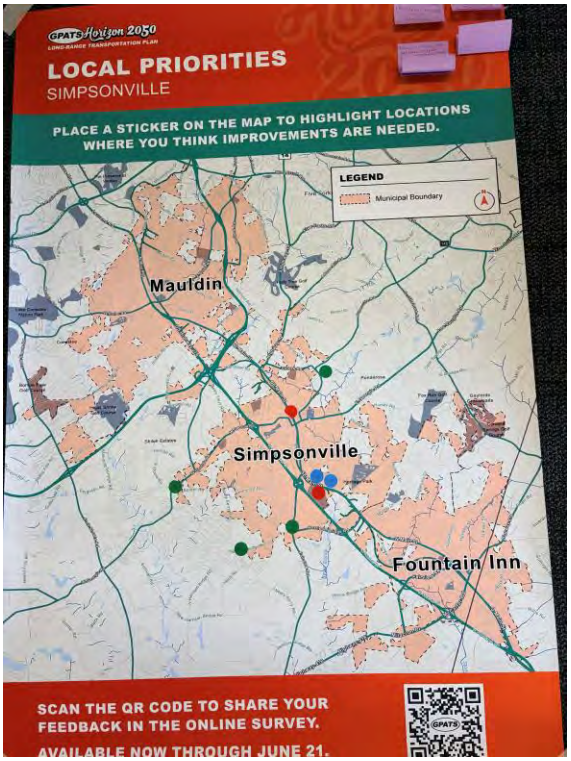


Table 30: Simpsonville Local Priorities Comments

Dot #	Map #	Color	Map Location	Comment
4	2	Blue	SE Main Street near Heritage Park	Sidewalk to connect school and neighborhood
3	2	Blue	SE Main Street near Heritage Park	
1	1	Green	Old Stage Rd and Golden Strip Fwy	Congested intersections
1	1	Green	Old Stage Rd and Golden Strip Fwy	
2	1	Green	Harrison Bridge Rd and Fairview Rd	Intersection needs more capacity built in
4	2	Green	W Georgia Rd and Barker Rd	N, Main & College North add sidewalk/path and take SCDOT for city to take W. Georgia median turn lane Harrison Bridge Rd. add turn lanes - roundabouts Fairview & Main St. intersection improvement Stokes/Jonesville cut shrubs improve visibility
4	2	Green	Neely Ferry Road and Harrison Bridge Rd	
1	2	Green	Fairview and Harrison Bridge Rd	Safety improvements and congestion relief along Fairview Rd and Harrison Bridge Rd.
4	2	Green	Stokes Rd and Pollard Rd	
2	2	Red	SE Main Street near Heritage Park	
4	2	Red	Near NE Main Street and W Georgia Rd	

TRAVELERS REST

Figure 21: Travelers Rest Local Priorities - Map 1

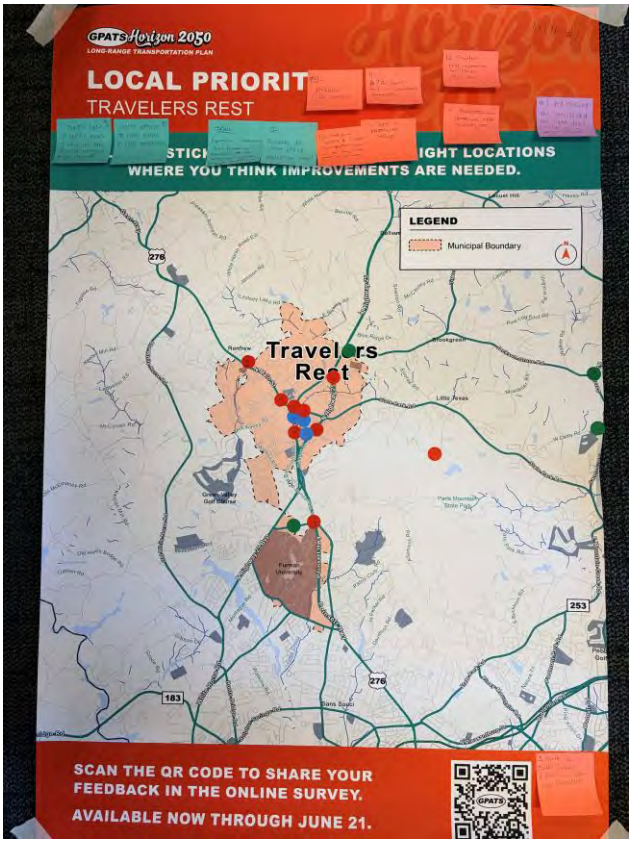


Figure 22: Travelers Rest Local Priorities - Map 2

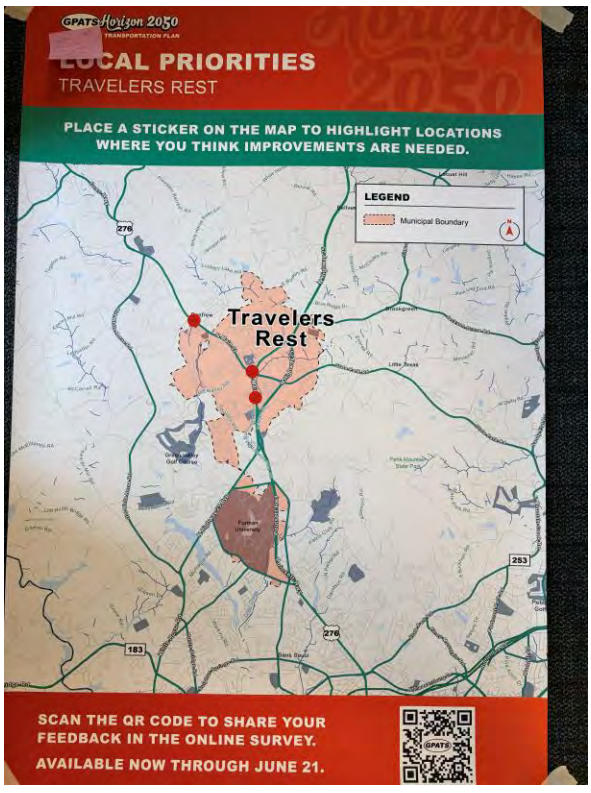


Table 31: Travelers Rest Local Priorities Comments

Dot #	Map #	Color	Map Location	Comment
4	1	Blue	N. Highway 25 and Krieger Road	Add a Greenlink stop
11	1	Blue	N. Main Street and N. Highway 25	TR Express bus to downtown Greenville
7	1	Blue	N. Main Street and N. Highway 25	Tandem to post office pedestrian only!
9	1	Green	Roe Ford Riad	Potential light crossing
5	1	Green	Tigerville Rd and N. Highway 25 bypass	Traffic light at Sphinx backs up and can take several rotations to get through
6	1	Green	Jackson Grove Road and Sandy Float Road	Very common to have wrecks at each intersection
6	1	Green	Sandy Float Rd and W Darby Rd	
1	1	Red	N. Main Street and Renfrew Avenue	North Main traffic combining 4 lanes to 2 with larger crosswalks.
12	1	Red	Off State Park Road and Little Texas Road	Travelers Rest entrance to Paris Mountain State Park
3	1	Red	Pointsette Highway and Roe Ford Road	Pedestrian crossing over Highway 25
3	1	Red	N. Highway 25 and Krieger Road	Pedestrian crossing over Highway 25
2	1	Red	N. Main Street and Old Buncombe Road	Pedestrian crossing over Highway 25
10	1	Red	N. Main Street and N. Highway 25	Pedestrian safety at (illegible) intersection, especially with the long lines there with families
3	1	Red	N. Highway 25 and Poinsett Highway	Pedestrian crossing over Highway 25
2	1	Red	N. Main Street and McElhaney Road	Ped crossing – the timing and the light don't line up and is dangerous for ped.
1	2	Red	N. Main Street and Krieger Drive	
	2	Red	N. Main Street and Renfrew Avenue	Gazebo crosswalk! Need a light signal! Cars don't stop!
	2	Red	N. Main Street and State Park Road	

POWDERSVILLE

Figure 23: Powdersville Local Priorities - Map 1

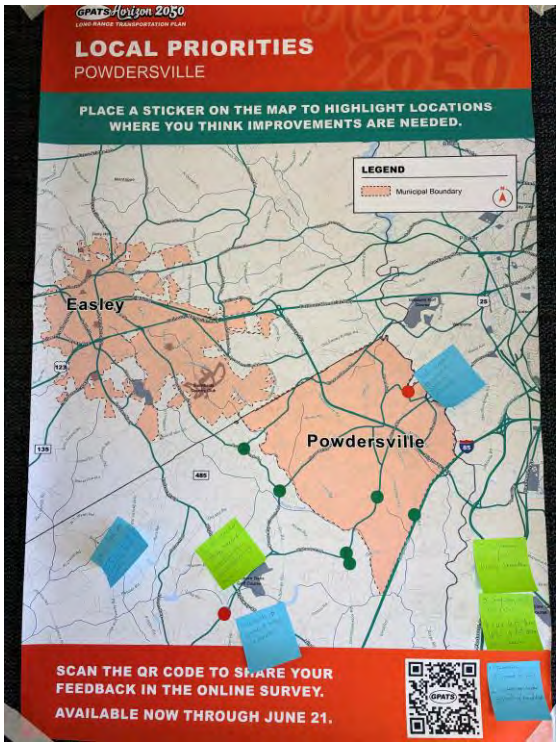


Figure 24: Powdersville Local Priorities - Map 2

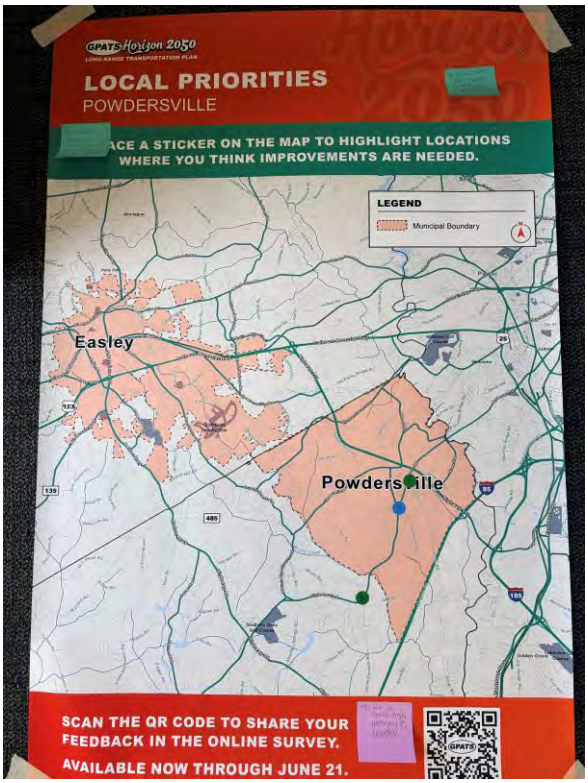


Table 32: Powdersville Local Priorities Comments

Dot #	Map #	Color	Map Location	Comment
	1	Blue	Ridge Road along Three and Twenty Creek	Would love an area-wide project to...
3	1	Green	Highway 81 N. and Oak Road	Safety and congestion
5	1	Green	Anderson Rd and Pine Rd	3 lane s/w and better shoulder
2	1	Green	Brushy Creek Road and Old Pendleton Road	Intersection better served with roundabout
	1	Green	Highway 86 near Watson Road	SC 86 Corridor study needed. Interchange - start planning now!
4	1	Green	Highway 81 N. and Oak Road	Need left turn lane and not done by the school
	1	Green	Piedmont Road and Langston Road	
1	1	Green	Mount Airy Church Road and Three Bridged Road	Intersection alignment is poor
	1	Red	Lake Road and Highway 81	Sidewalks to connect schools and houses
	1	Red	Hood Road and Anderson Road	Sidewalk to connect school and neighborhood

Comment forms

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

To submit comments:

- Complete and submit the form at today's open house or follow the directions on the reverse side of this sheet to mail your comments by June 21, 2026.

Please leave a comment for the project team in the space provided below:

Greenville County's C-2 zoning district along most major corridors undermines mobility, safety, and placemaking. It emphasizes poor development patterns and drive thrus. GPATS planning and investments should coincide with land use reform along major roadways.

Date	
Name:	
Street Address:	
City, State, Zip:	
Phone:	
Email:	

GPATS Horizon 2050
LONG-RANGE TRANSPORTATION PLAN

To submit comments:

- Complete and submit the form at today's open house or follow the directions on the reverse side of this sheet to mail your comments by June 21, 2026.

Please leave a comment for the project team in the space provided below:

GREENLINK STOP IN TRAVELERS REST!

EXPRESS SERVICE BETWEEN TR + CHERRY DALE

Date	
Name:	
Street Address:	
City, State, Zip:	
Phone:	
Email:	