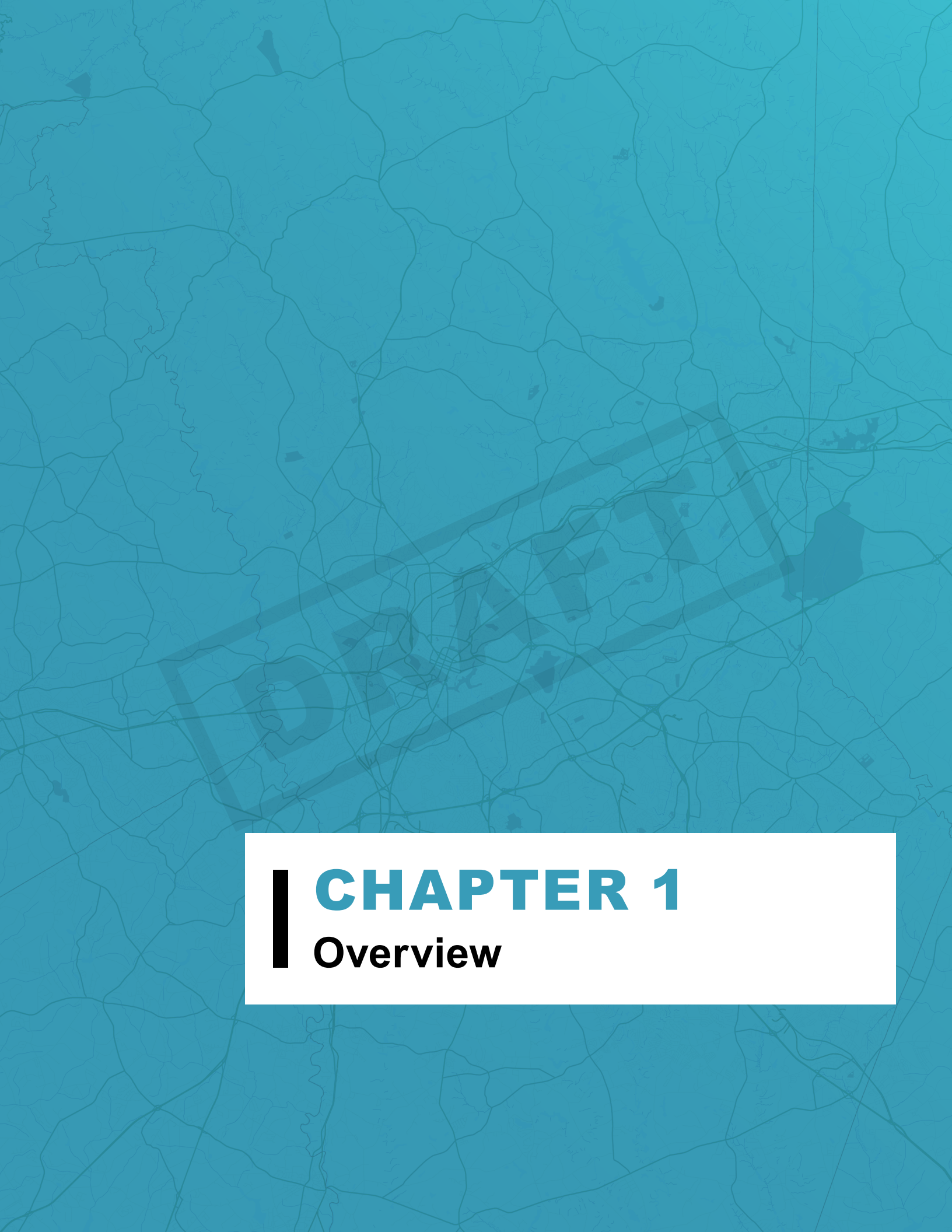


Greenville-Pickens Area
Transportation Study

HORIZON 2050 LONG RANGE TRANSPORTATION PLAN

OCTOBER 2026





CHAPTER 1

Overview

CHAPTER 1: OVERVIEW

The Greenville-Pickens Area Transportation Study (GPATS) serves as the federally designated Metropolitan Planning Organization (MPO) for the Greenville and Mauldin-Simpsonville urbanized areas. Through a continuing, cooperative, and comprehensive planning process, GPATS works with local governments, transportation providers, state and federal agencies, and community stakeholders to guide transportation investment decisions across the region. These efforts help ensure that transportation improvements support mobility, economic competitiveness, safety, system preservation, and quality of life for current and future residents.

The *Horizon 2050 Long-Range Transportation Plan (LRTP)* establishes a transportation vision for the region through the year 2050. The plan evaluates existing transportation conditions, forecasts future growth and travel demand, and identifies a fiscally constrained program of multimodal transportation investments. The LRTP serves as the foundation for future transportation decision-making and provides the framework for prioritizing transportation projects eligible for federal funding.

As the Upstate continues to experience significant population and employment growth, GPATS must balance increasing transportation demand with the need to maintain and improve the existing transportation system. The *Horizon 2050 LRTP* addresses these challenges by emphasizing performance-based planning, public engagement, interagency coordination, and fiscally responsible investment strategies. The resulting plan supports a transportation network that is safe, reliable, connected, and responsive to the region's evolving needs.

About GPATS

The GPATS is the federally designated MPO responsible for transportation planning and programming within the greater Greenville urbanized area. The planning area includes jurisdictions located within Greenville and Pickens counties, as well as portions of Anderson, Laurens, and Spartanburg counties ([Figure 1](#)). As the region's MPO, GPATS provides a collaborative forum through which local governments, transportation providers, state and federal agencies, and community stakeholders work together to address regional transportation needs.

Federal law requires MPOs to maintain a continuing, cooperative, and comprehensive transportation planning process. In fulfilling this responsibility, GPATS develops plans and programs that guide the investment of federal transportation funds and establish priorities for the region's transportation system. These efforts help ensure that transportation investments are coordinated across jurisdictional boundaries and support regional goals related to mobility, economic development, environmental stewardship, and quality of life.

GPATS oversees a multimodal transportation system that includes roadways, transit services, bicycle and pedestrian facilities, freight corridors, and emerging transportation technologies. Through ongoing coordination with the South Carolina Department of Transportation (SCDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), local governments, and other partners, GPATS works to develop transportation solutions that address both current needs and future growth.

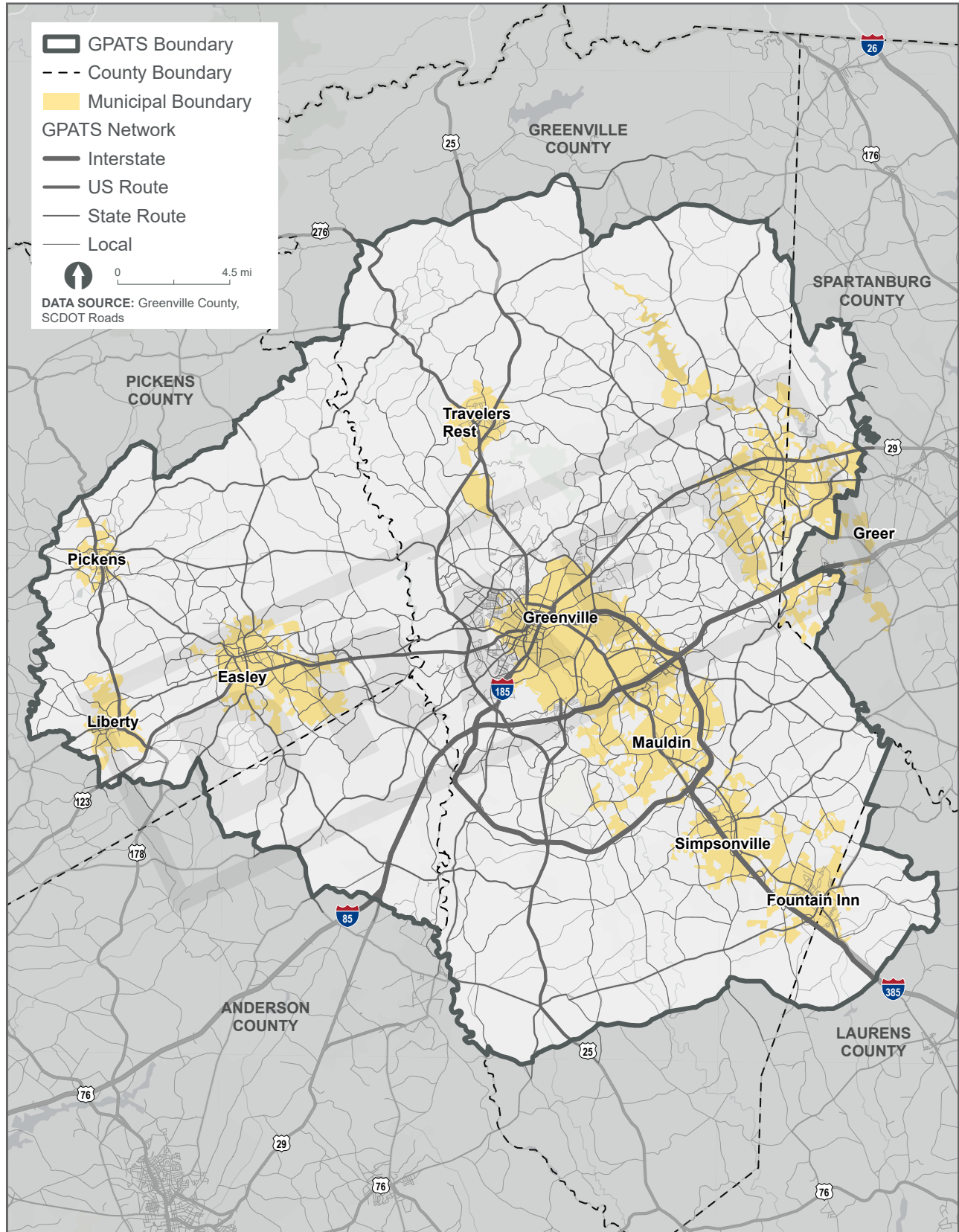


Figure 1 | GPATS Study Area

GPATS Organizational Structure

GPATS conducts its planning activities through a committee structure that provides both technical expertise and policy direction. This structure ensures that transportation decisions are informed by data, regional coordination, and public interests.

POLICY COMMITTEE

The Policy Committee serves as the primary decision-making body for GPATS. The committee is composed of elected officials and senior agency representatives from member jurisdictions and partner agencies. The Policy Committee reviews and adopts major transportation plans, funding programs, and policy recommendations. Guided by technical analysis and stakeholder input, the committee establishes transportation priorities that shape future regional investments.

STUDY TEAM

The Study Team functions as the technical advisory body for GPATS. Comprised of planners, engineers, transportation professionals, and staff from member agencies, the Study Team evaluates transportation system performance, reviews technical analyses, develops project recommendations, and ensures consistency with regional planning objectives. The Study Team's work provides the technical foundation for Policy Committee decisions.

BICYCLE & PEDESTRIAN COORDINATING COMMITTEE

The Bicycle and Pedestrian Coordinating Committee provides guidance on transportation issues related to walking, bicycling, and other active transportation modes. The committee reviews plans, studies, and projects involving sidewalks, bicycle facilities, greenways, trails, and safety improvements. Through its recommendations, the committee helps support a more connected, accessible, and multimodal transportation network throughout the GPATS region.

GPATS Roles & Responsibilities

As the region's MPO, GPATS is responsible for coordinating transportation planning and programming activities across the federal-aid eligible transportation network. Through collaboration with local, state, and federal partners, GPATS ensures that transportation investments are aligned with regional priorities, federal requirements, and available funding resources.

GPATS fulfills these responsibilities through the development and maintenance of several key planning documents and processes that collectively guide transportation decision-making across the region.

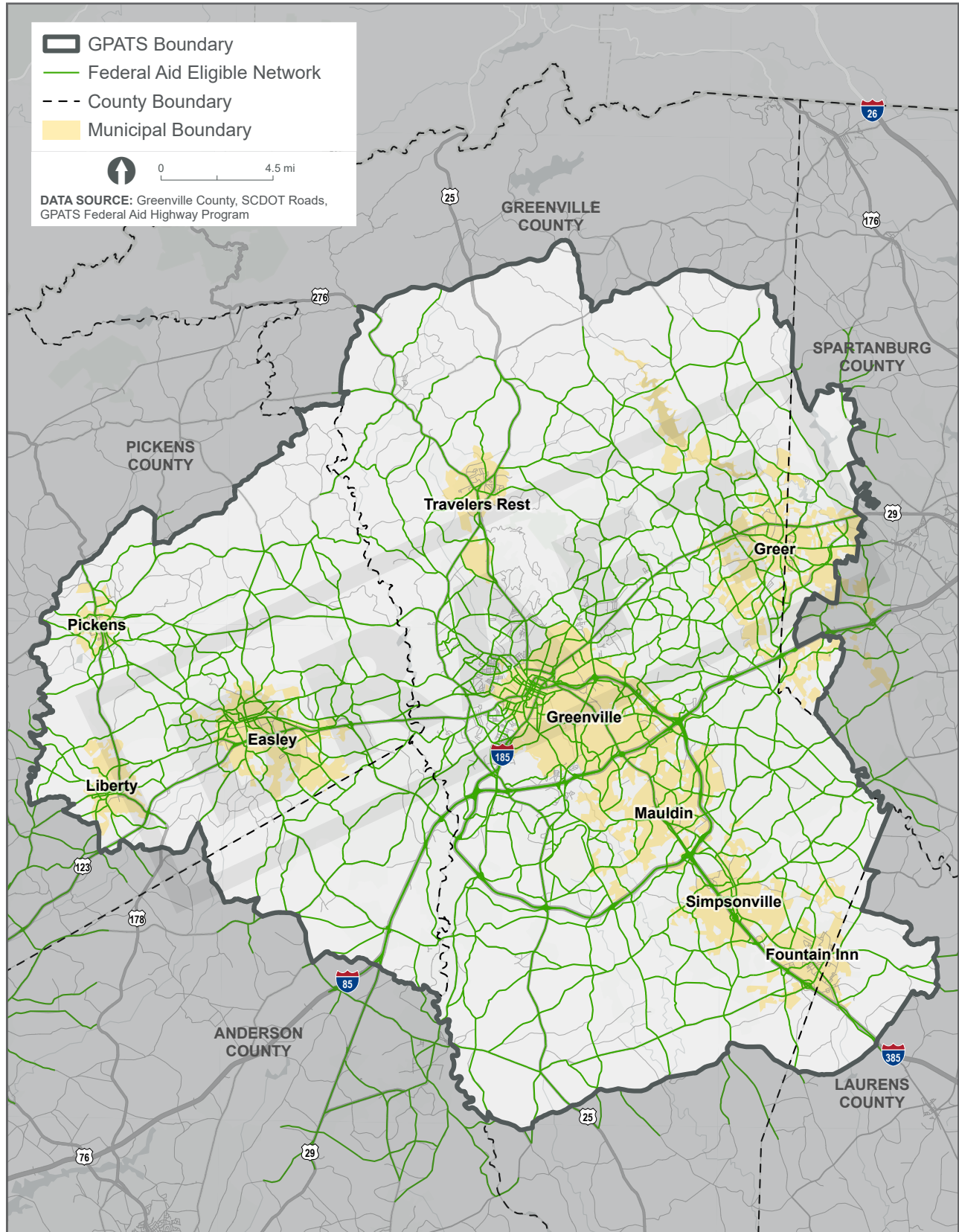


Figure 2 | GPATS Federal Aid Eligible Network

LONG-RANGE TRANSPORTATION PLAN (LRTP)

The Long-Range Transportation Plan establishes the region's long-term transportation vision and identifies transportation investments needed over a planning horizon of at least 20 years. The LRTP evaluates future transportation needs, forecasts growth and travel demand, establishes goals and performance measures, and identifies a fiscally constrained list of transportation projects and strategies. Projects included in the LRTP are eligible for future federal funding consideration.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program is a short-range, fiscally constrained program that identifies transportation projects scheduled for implementation over ten years. The TIP includes project descriptions, costs, funding sources, and implementation schedules. It serves as the critical link between long-range planning and project delivery by identifying those projects that will advance toward construction and implementation.

UNIFIED PLANNING WORK PROGRAM (UPWP)

The Unified Planning Work Program defines the transportation planning activities undertaken by GPATS and its partner agencies during a fiscal year. The UPWP identifies planning studies, technical analyses, public engagement activities, data collection efforts, and coordination tasks necessary to support informed transportation decision-making. It also identifies funding sources, responsible agencies, and expected deliverables for each activity.

CONGESTION MANAGEMENT PROCESS (CMP)

The Congestion Management Process provides a systematic, performance-based approach for monitoring transportation system operations and identifying strategies to improve mobility. Through the CMP, GPATS evaluates traffic conditions, travel reliability, safety trends, and system performance to identify effective congestion management strategies. These strategies may include operational improvements, intelligent transportation systems, transit enhancements, bicycle and pedestrian investments, and transportation demand management initiatives.

PUBLIC PARTICIPATION PLAN (PPP)

Meaningful public involvement is essential to successful transportation planning. The Public Participation Plan establishes the policies and procedures GPATS uses to engage residents, businesses, community organizations, and public agencies throughout the planning process. Public engagement activities include public meetings, workshops, surveys, stakeholder coordination, digital engagement tools, and targeted outreach efforts designed to ensure broad participation and transparent decision-making.

Together, these plans and programs provide the framework through which GPATS evaluates transportation needs, prioritizes investments, coordinates funding decisions, and advances a safe, efficient, and multimodal transportation system for the region.

L RTP Planning Process

The *Horizon 2050 LRTP* reflects a comprehensive, performance-driven planning process that integrates technical analysis, stakeholder collaboration, and robust public engagement. Building on prior efforts, the planning process includes evaluation of existing conditions, identification of future transportation needs, and development of a financially constrained program of multimodal improvements that aligns with federal requirements and regional priorities.

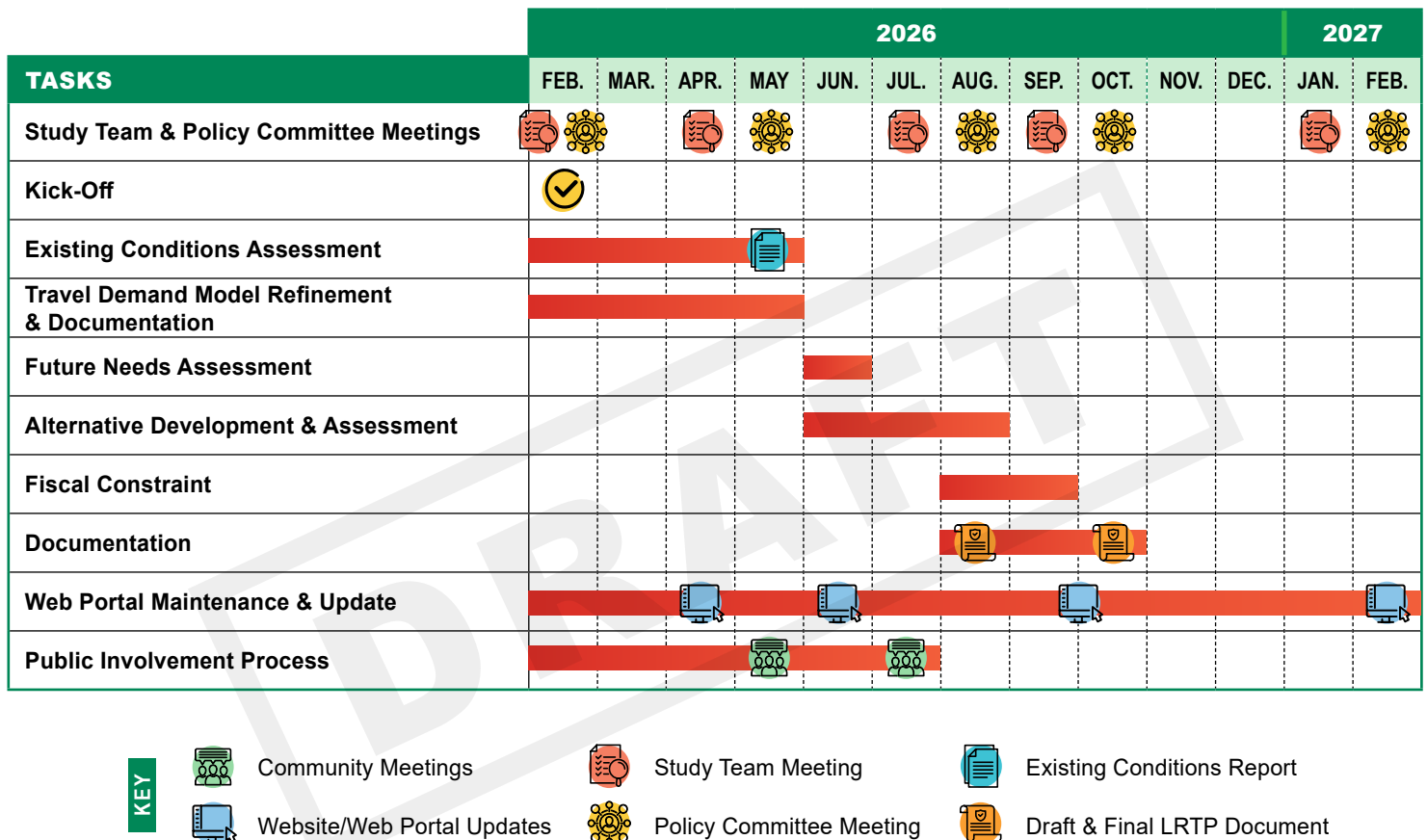


Figure 3 | Project Process & Schedule

The process incorporates detailed assessments of socioeconomic trends, land use patterns, system performance, and travel demand to inform investment strategies across roadways, transit, bicycle, pedestrian, freight, and emerging mobility systems. Public and stakeholder input remains central, with engagement activities (including surveys, workshops, meetings, and targeted outreach) providing critical insight into community priorities such as safety, congestion relief, system preservation, and expanded transportation choices.

Guiding principles and performance measures are used to evaluate and prioritize projects, ensuring that recommended investments support regional goals related to mobility, accessibility, safety, economic competitiveness, and environmental sustainability. The resulting LRTP is fiscally constrained, meaning that projects are phased and programmed based on anticipated revenues, and only those included in the plan are eligible for federal funding.

The *Horizon 2050 LRTP* reflects an evolving transportation landscape by incorporating strategies such as Transportation Demand Management (TDM), Transportation Systems Management and Operations (TSMO), and emerging technologies. Ongoing coordination with local jurisdictions, partner agencies, and regional planning entities ensures that the plan remains responsive to growth and adaptable to changing conditions over the planning horizon.

L RTP Requirements

Federal transportation regulations require metropolitan planning organizations to develop long-range transportation plans using a performance-based and outcome-oriented framework. Under 23 CFR Part 450, LRTPs must support a continuing, cooperative, and comprehensive planning process and address regional transportation needs over a planning horizon of at least 20 years.

To satisfy federal requirements, the *Horizon 2050 LRTP*:

- Establishes a long-term vision for the regional transportation system.
- Defines goals and objectives that guide transportation decision-making.
- Incorporates performance measures and performance targets.
- Considers federal metropolitan transportation planning factors.
- Identifies a fiscally constrained program of projects and strategies.
- Addresses all modes of transportation, including roadway, transit, bicycle, pedestrian, and freight systems.

By integrating these requirements throughout the planning process, GPATS ensures that *Horizon 2050* supports regional priorities while remaining consistent with federal transportation planning regulations.

Related Planning Efforts

The *Horizon 2050 LRTP* was developed in coordination with a broad range of local, regional, and statewide planning initiatives. Coordination with these efforts helps ensure consistency across planning programs, avoids duplication of work, and leverages previous investments in transportation planning and analysis.

The plan builds upon findings and recommendations from previous GPATS Long-Range Transportation Plans, municipal and county comprehensive plans, transit development plans, bicycle and pedestrian plans, freight studies, corridor studies, and special transportation analyses conducted throughout the region. These documents provide valuable information on system needs, community priorities, growth trends, and transportation investment opportunities.

GPATS also coordinates with neighboring planning organizations and regional agencies, including the Spartanburg Area Transportation Study (SPATS), Anderson-Clemson Area Transportation Study (ACATS), and the Appalachian Council of Governments (ACOG). This coordination supports a regional approach to addressing transportation issues that extend beyond jurisdictional boundaries, including commuter travel, freight movement, economic development, and system connectivity.

Together, these planning efforts provide a comprehensive foundation for *Horizon 2050* and help ensure that transportation investments support both local priorities and broader regional transportation objectives.

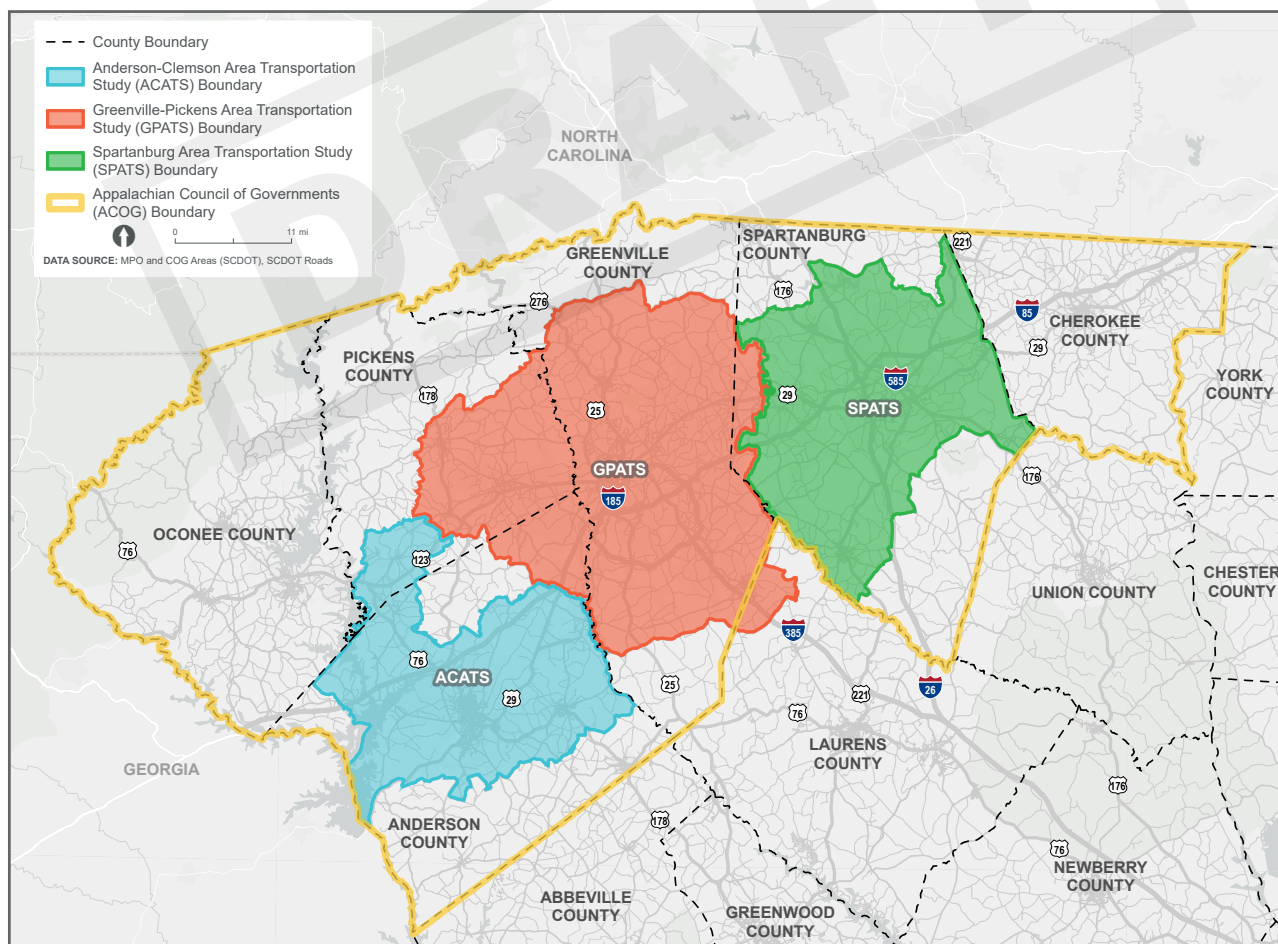


Figure 4 | Regional Planning Agencies



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