



## TRANSPORTATION

LG Task Force Chair: Peter Cevallos  
 Chair: Pat Haskell Robinson  
 Facilitator: Jimmy Forbes

### Vision Summary

- Planned multi modal transportation system that includes:
  - High speed rail
  - Travelers Rest to Fountain Inn connections
  - Spartanburg to Clemson connections
  - Lessens dependence on automobile
  - Bikeways and walkways
- Long range air service plan that includes 2nd runway
- Major airline hub

### PRESENT SITUATION

Transportation is essential to the economic, social and environmental well being of the Upstate. A well-planned transportation system will allow for access to jobs, shopping, and entertainment events and also enables businesses access to the employees, goods and services they need to flourish.

Traffic growth is far outpacing population growth and our ability to build roads. Sprawling development is consuming valuable natural resources and complicating transportation needs. The concept of “business as usual, roads first” in transportation planning and investment will not meet our needs over the next 20 years. We must place greater emphasis on providing new travel options and encourage wiser patterns of development.

### VISION

***A well-planned transportation system allows motorists within the Upstate to access jobs, shopping, entertainment events, and allows businesses access to the employees, goods and services they need to flourish.***

***A multi-modal transportation system provides an efficient, effective, safe and interrelated transportation system that includes roads, mass transit, aviation, rail, bicycle and pedestrian ways needed for mobility in the rapidly growing Upstate South Carolina. This multi-modal transportation system will serve as a catalyst to economic growth and prosperity.***

### Multi-modal and Rail

*A regional multi-modal system connects cities, airports, rails, public transit and loops to businesses, shopping centers, universities and other areas of interest.*

- There is an up-to-date inventory of the existing rail network system within the Upstate area.
- As they become available, existing rail corridors are protected and acquired for future fixed guideway transit systems.
- A major investment study is completed for transitways in the Greenville area, including consideration of busways, light rail and high occupancy vehicle (HOV) lanes. The study will identify the rights-of-way to be acquired and preserved
- Public transportation to rural areas is accessible to all citizens.
- An adequate funding source exists for existing and future transit/light rail operations.
- A light rail system connects Golden Strip Communities and Travelers Rest to Greenville.
- A pilot light rail system is operating in 2025 in the Greenville area connecting upstate municipalities.
- Dependency on automobiles as our primary means of transportation within the Upstate area is significantly reduced.
- The feasibility of a northern loop connecting the Travelers Rest area with destinations such as the Greenville-Spartanburg Jetport and I-85 is determined.
- A fast rail stop at a multi-modal facility in Downtown Greenville exists with a light rail connection to Greenville-Spartanburg International Airport.
- A multimodal system exists that includes transit, intercity buses, taxi service, light rail, high-speed rail and the airport.
- A Regional Transportation Authority owns and operates a multimodal system.



### **Upstate Transportation Authority**

*An Upstate Regional Transportation Authority serves as the governing board presiding over the planning, implementation and operation of a multimodal transportation system for the region. The Authority will have jurisdiction over all modes of transportation that are not already governed by federal or state statutes.*

The Authority should contain at least some of the following components:

- It should have responsibility for planning for the transportation needs of the entire region.
- It develops a regional multimodal plan encouraging all modes of transportation to facilitate and enhance the movement, goods, and services through the Upstate.
- It has taxing authority delineated by the General Assembly.
- It has bonding authority.
- It has the authority to seek funding.
- It has power of eminent domain.
- It has a board with representation from all participating Upstate counties.
- Regional Transportation Authority is a Special Purpose District.
- The Upstate Transportation Authority and all other responsible authorities will adopt a comprehensive plan for transitways identifying the rights-of-ways to be used and acquired. Those authorities will work together to make the acquisition of those rights-of-ways possible and affordable and, ultimately, to acquire and preserve those rights-of-ways.

### **Air Transportation**

*All airports in the Upstate are working together to serve the region's transportation needs. An air service plan is present and publicized throughout the Upstate.*

- GSP is the most important air freight gateway in S.C for domestic and international air cargo.
- All airports are actively involved in the transportation planning process.
- There is effective, efficient commercial ground transportation available to all three airport locations.
- There are adequate mass transit connections for the three airports.
- Airport infrastructure is adequate to support commercial and private needs.
- A comprehensive plan promoting the capabilities of all three airports is in place and includes these features.

#### **Greenville-Spartanburg International Airport**

- A second runway supports added passenger and cargo traffic at GSP.
- Located at GSP is a multimodal hub station where air, light rail, and road traffic intersect.
- A free flowing, high-speed interchange into GSP from 8 lanes on I-85 is present.

#### **Greenville Downtown Airport**

- Mass transit provides better accessibility for downtown Greenville
- There is a technology/convention center at the Palmetto Expo Center.

#### **Donaldson Center**

- A second runway supports additional air traffic, general aviation and cargo with better multimodal connection to the rest of Greenville.

### **Bikeways and Walkways**

*In 2025, Greenville County will be a place where parks, greenways, open spaces and other destination points of interest such as residential communities, business and retail centers, hospitals, downtown areas, and multi-modal centers are connected via a system of bikeways and, walkways, thereby enhancing the quality of life for all residents of the County while at the same time providing an alternate means of transportation movement within the County.*

The Reedy, Saluda, Tyger and Enoree River Greenway Systems of parks, multi-use trails and public open spaces have been completed, and greenways for walking and bicycling have also been built along many major highway, railroad and utility corridors.



## **Bicycling**

*Bicycling is thoroughly integrated into the planning, design and construction of all new transportation facilities*

*Existing facilities are retrofitted to better accommodate the needs of bicycle transportation.*

- There is a comprehensive plan and strategy for funding and implementation of a bicycle network and related facilities for both on-and off-road systems to interconnect the interest areas and destination points noted above in the vision statement. Integrate this network with the sidewalk system.
- The County, municipalities and the private sector provide the staff resources and sufficient funding for the maintenance, improvement and redevelopment of existing and future bikeways throughout the County.
- The bikeway/walkway network is integrated with SCDOT transportation networks.
- There are bike lanes along existing and future roadway with curb access at intersections.
- The Greenville County bicycle network is linked with the Palmetto Trail.
- The County has bicycle/pedestrian access to public parks and places through this linked transportation system.

## **Walkways**

*Sidewalks, crosswalks, pedestrian signals and other facilities make it easier, safer and more enjoyable for people to walk.*

- A comprehensive plan and strategy are present for funding and implementing a sidewalk network and related facilities for both on and off road systems to interconnect the interest areas and destination points noted above. This network is integrated with the bicycle system.
- The County, municipalities and the private sector provide staff resources and sufficient funding for the maintenance, improvement and redevelopment of existing and future sidewalks throughout the County.
- Pedestrian signals and crosswalks are found at every major intersection, especially areas with high levels of pedestrian movements.
- Sidewalks run at least one mile in every direction from schools and other similar destinations such as libraries, churches, shopping centers, and parks by 2015.
- Sidewalks are designed so that they are wide enough, and wherever possible, set back from the edge of roadway or curb to increase pedestrian safety.
- SCDOT includes sidewalk construction in their roadway projects.
- Developers always include sidewalks and trees in their developments.

## *Marketing/Education Plan*

*By 2005 the upstate has a regional transportation public relations and marketing plan underway. By 2025 the public is educated on the advantages of a multi-modal transportation system and uses alternate modes of transportation.*

- A comprehensive regional public relations and marketing plan encourages citizens to utilize alternate forms of transportation.
- Students in grades K-12 are educated to use a variety of transportation modes.
- The public knows about the relationship between transportation and air quality and chooses transportation modes accordingly.
- Citizens have reduced their dependence on the automobile
- Incentives are in place that makes it advantageous for people to use alternative forms of transportation.
- The economic benefits of having a multi-modal transportation system in the Upstate are well understood and direct transportation developments and improvements.
- All three airports are marketed when addressing aviation assets in Greenville County.
- The public understands the economic values of our system of airports.

## **F. TRANSPORTATION**

### ***PRESENT SITUATION***

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### ***VISION***

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### **Multi-modal & Rail**

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## **MARKETING/EDUCATION PLAN**

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- A comprehensive regional public relations and marketing plan encourages citizens to utilize alternate forms of transportation.
  - Students in grades K-12 are educated to use a variety of transportation modes.
  - The public knows about the relationship between transportation and air quality and chooses transportation modes accordingly.
  - Citizens have reduced their dependence on the automobile
  - Incentives are in place that make it advantageous for people to use alternative forms of transportation.
  - Incentives are in place that make it advantageous for employees to carpool and use transit.
  - The economic benefits of having a multi-modal transportation system in the Upstate are well understood and direct transportation developments and improvements.
  - All three airports are marketed when addressing aviation assets in Greenville County.
- The public understands the economic values of our system of airports.

**TRANSPORTATION**  
**Notes from January 27 Meeting at Duke Power**  
Revised February 24, 2003

**VISION STATEMENTS**

**PROJECTS**

**IDEAS**

- \*
  - Multi modal transportation system connecting airports cities, shopping centers, universities, and other areas of interest.
  - High speed rail (see #4)
  - Free flowing access for emergency vehicles
- \*
  - Rapid transit connecting Greenville, Atlanta, Charlotte, Columbia
  - Intergovernmental agreement and coordination to ensure implementation of rapid transit
  - Competitive air fares
- \*
  - Bicycle & pedestrian access – neighborhood and retail centers
  - Public transportation access to rural areas for all citizens
- \*
  - I-85 improvements – alternative lands-avoid gridlock
  - Loop around Greenville – e.g. Northern Connector between Travelers Rest and Greer. I-85 alternative.
- \*
  - Gateway to Greenville upfit airport to handle large cargo going and coming from Charleston
  - Avoid Air Quality problems that could stop growth
  - Explore alternative energy & fuel for vehicles
  - Intersection improvements i.e. selected round-a-bouts vs signals
  - Ongoing support of downtown airport
  - No longer being a donor state for Highway \$ Receive a greater share of funding.
  - Northern Loop Connecting – Travelers Rest to Greer to I-85
  - Fully funded SCDOT so they can meet highway needs
  - Develop rail to line from Travelers Rest to Greenville
- \*
  - Light rail transit Golden Strip to Greenville and to Travelers Rest
  - Develop Reedy River Corridor for rail, recreation, and trails
  - Plan and study high growth corridors
  - Rail from Eastside to Greenville
  - Build parking plazas for park and ride
  - Construct high volume land (HOV) for 385/85
  - Utilized reversible lanes at peak times
  - CBD more pedestrian friendly construct “sky bridge” over main street
  - Computerize traffic signals
  - Promote high density to support mass transit
  - Transit oriented development
  - Promote mixed use-large scale developments
  - Another control access highways to Greenville like I-85 alternative to Spartanburg
  - More extensive use frontage roads
  - Provide infrastructure to support new growth and development-e.g. wind tunnel

- Provide sound barriers along highways to protect residential properties
- Encourage mixed income residential
- \* • New structure-Regional Transportation Authority-coordination funding
- Building communities that connect neighborhoods with roads and trails
- Reduce number of traffic fatalities
- \* • Public education-i.e. non-attainment of Air Quality Standards- the impact
- Marketing Plan to sell Transportation Vision and alternatives
- Identify ways to project South Carolina's Vision of good transportation
- Less school buses on roads – i.e. sidewalks, car pooling
  
- Ranked High

#### **ADDITIONAL IDEAS SUBMITTED AFTER THE MEETING**

- Provide a free flowing, high-speed interchange from 8-lane I-85 into GSP
- Construct second runway at GSP to accommodate increased passenger and air cargo flights to both domestic and international markets
- Located at GSP is a multi-modal hub station for the interface of air, light rail, high-speed rail, and highway traffic.
- Resurrect a trolley line on Main Street that would run between the Bi-Lo Center and County Square. Keep cars off Main Street except for cross traffic.

#### **BREAKOUT GROUPS**

**NOTE: The next 5 topics were voted the top 5 priorities by those in attendance.**

1. **Build a multi-modal system connecting, cities, airports rails, public transit, loops include light rail connecting Golden Strip to Greenville and Travelers Rest.**
  - Electrical modes high speed rails
  - Inventory current existing rail network
  - Ownership and governance of rail system
  - Monorail System
  - Combine Park-n-Ride w/ Park System
  - Greenville should not be auto dependant
  - Link to Regional Systems (Roads, Rail & Air)
  - Plan for right-of-way acquisition and preservation
  - Airport GSP Connectivity to downtown Greenville, Spartanburg and the Upstate region with light rail, transit
  - Find a model –look outside and inside U.S.A.
  - Train running in 2025 in Greenville MSA –connect to others beyond MSA's more than one/day
  - Money diverted from road spending to alternative transportation types (funding equity)
  - Incentives to use public transportation – higher use
  - Multi-modal facilities car – bus – train – air (transportation hub)
  - Dedicated truck routes

- Develop northern loop from Travelers Rest to Greer to I-85
- Another controlled access highway to Greenville like I-85 alternative to Spartanburg

**2) Improve bicycle and pedestrian access to communities/neighborhoods**

- Bike paths
- Integrate w/SCDOT
- Integrate region greenways
- Segway units
- Greenway between Travelers Rest and Greenville
- Develop Running/Bicycle paths
- Promote bike lanes
- Commuters into Greenville
- Between residential areas
- Reedy River Corridor Rail-Trail Golden Strip to Travelers Rest
- Industrial use during limited hours – Marietta – Southern County Line and walking/biking trail
- New and existing roads all have sidewalks and/or bicycle lanes
- Sidewalks running at least a mile in every direction from schools by 2015
- Greenways should connect destinations
- Link the Greenway system to Palmetto Trail

**3) Develop Public Education/Market Plan on Transportation issues**

- Public understanding of Air Quality issues
- State wide access
- Schools
- Leisure
- Planning to encourage choice of citizens to use mass transit
- Recruit BMW's hydrogen – powered car to BMW plant
- Extensive PR campaign to encourage reduced use of autos and offer alternatives
- Disincentives to use of cars
- Incentives to use alternative modes of transportation
- Incentives by corporations to encourage carpooling, transit use
- PR campaign to educate public about connection between transportation and air quality (CO2)
- Public school system – remember who's going to be making decisions in 2025
- Tie alternative transportation to new automotive research market

**4) Develop Regional Transportation Authority – coordination of funding of transportation system between states and regions**

- RTA in the Upstate region authority over transportation in Greenville, Spartanburg, Anderson and Clemson
- Multi-county
- Multi-state

- Multi-region
- Integrate w/ 10 Upstate counties
- Sufficient funding for transportation needs
- Pass legislation to create by 2010 Regional Authority in place and operational by 2015
- Rotating board – 3-yr terms – 2 Term maximum
- Encompass all modes of transportation in Upstate Region
- Explore transportation lottery

5) **Develop a “Gateway to Greenville” by upfitting the airports to better handle large cargo between Upstate and Charleston port.**

- GSP should be one of the most important airfreight gateway in S.C.
- Develop overall airport freight Gateways
- Accelerate GSP Expansion Plan
- Understand Economic Impact
- Education Program on how airports work together