

The logo features the acronym "GPATS" in a bold, black, sans-serif font, enclosed within a white oval with a black border. Below this, the words "Horizon 2040" are written in a large, stylized, white cursive font with a thick black outline and a light blue shadow effect. The entire logo is set against a white background.

GPATS
Horizon 2040

LONG-RANGE TRANSPORTATION PLAN

Open House

August 29, 2017

State of the Region Highlights

Public Outreach Summary

Recommendations

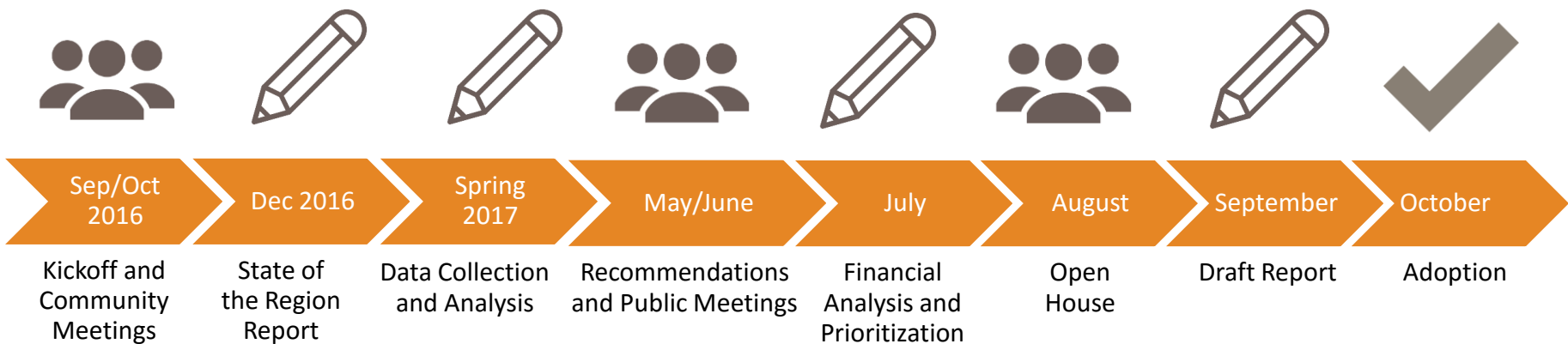
Next Steps

Today's Agenda

Horizon 2040 Long-Range Transportation Plan – *At a Glance*

- Complete update to the region's Long Range Transportation Plan
 - Last major update was in 2007
 - Establishes a regional transportation vision and identifies the necessary projects over the next 25 years to achieve that vision
- What has changed?
 - Transportation revenues
 - Changing travel behaviors, fuel efficiency of vehicles, nonpetroleum-based fuel systems, etc.
 - Federal and state programs
 - MAP-21 and FAST Act – emphasis on performance-based planning
 - GPATS region
 - Significantly expanded planning area

Planning Process



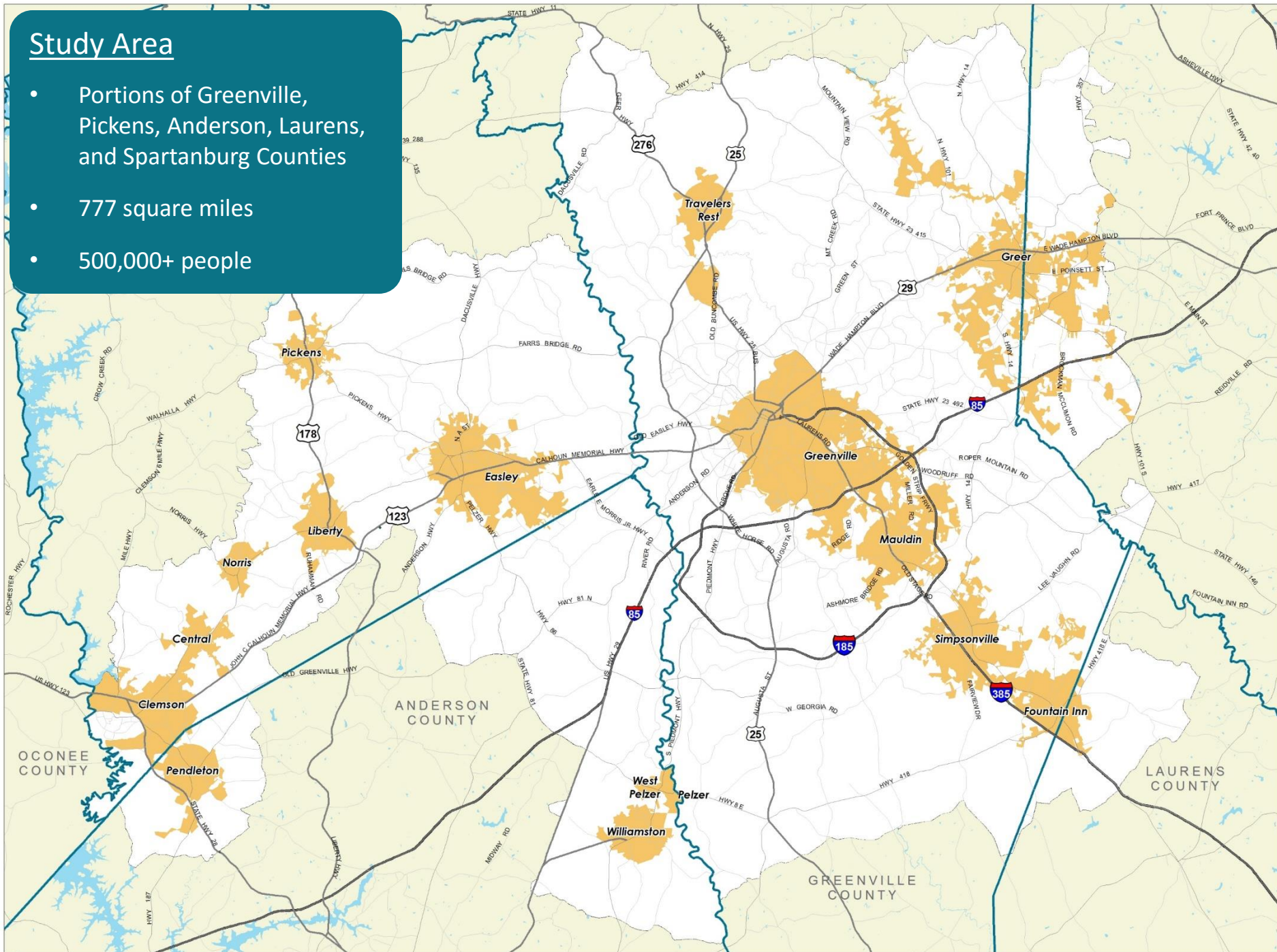
We are here!

Regional Workshop
September 2016



Study Area

- Portions of Greenville, Pickens, Anderson, Laurens, and Spartanburg Counties
- 777 square miles
- 500,000+ people

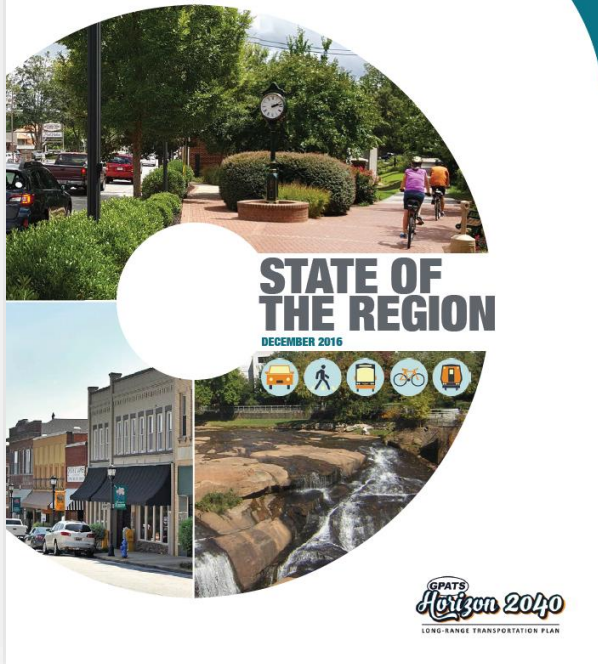


State of the Region Report

Highlights demographics, economics, and transportation in the region

Lays the groundwork for future recommendations

December 2016



People

Community members use the transportation system every day to connect to education, jobs, cultural resources, recreational activities, and more. Making sure population trends are reflected in the transportation plan allows the system to adjust to anticipated changes and accommodate future demand and different lifestyles.

Prosperity

Transportation provides a foundation for the development of communities by providing access to employment, thereby providing a stepping stone for economic growth. Taking a closer look at employment hubs within the region allows for a better understanding of opportunities for multimodal connections.

Mobility

The Upstate's transportation system must strike a balance between serving the needs of existing residents, the local workforce, and visitors. The region needs viable accessibility and connections to regional infrastructure for economic vitality and to sustain its quality of life. Taking a closer look at existing infrastructure allows for better planning and the ability to be better stewards of resources.

Key Takeaways

The region is a large job center – hosts 17% of the state’s jobs but less than 15% of the population

Population is aging, following nationwide trends

Poverty is growing, increasing 50% from 2000 to 2014

2014 POPULATION

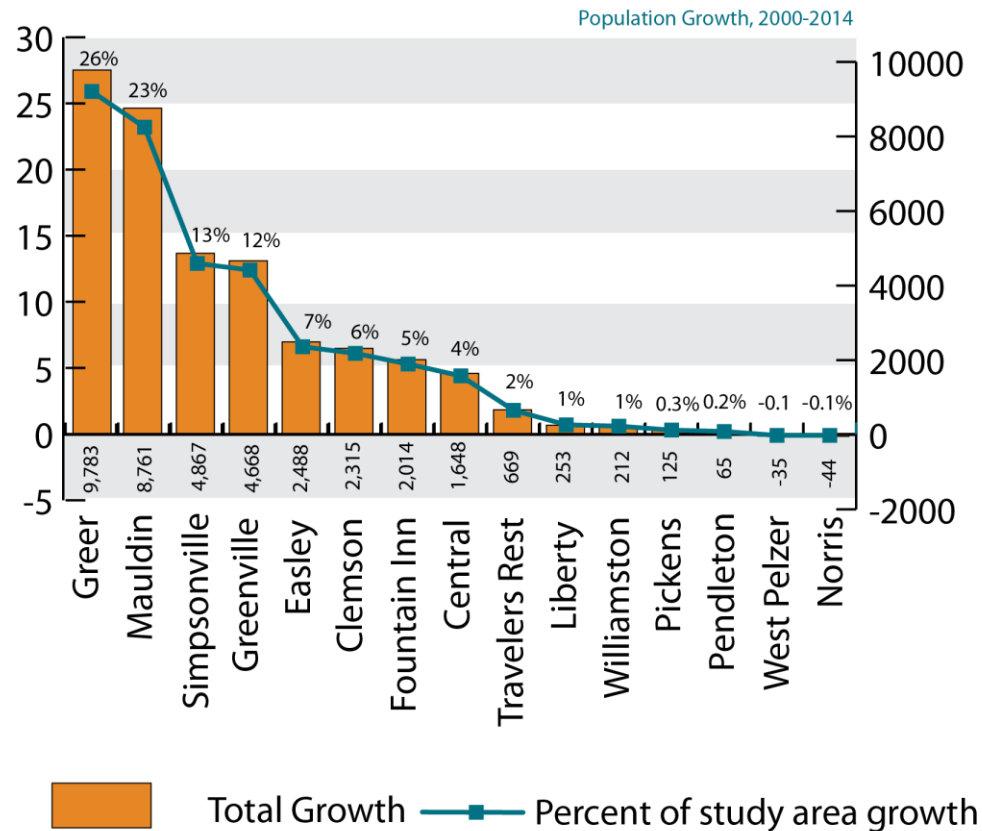
710,253

2000 POPULATION

618,489

14.7%

of the State of South Carolina's Population



Public Outreach

- **Policy Committee Meetings**
 - 3 meetings (June 2016, April 2017, Aug 2017)
- **Regional Workshops**
 - Visioning (Sept 2016)
 - Open House (Aug 2017)
- **Sub-Regional Community Meetings**
 - Round 1 (8 meetings; Oct 2016)
 - Round 2 (9 meetings; May-June 2017)
- **Stakeholder and Small Group Interviews**
 - 25 meetings (January – April 2017)
- **Focus Group Work Sessions**
 - 3 sessions (March 2017)
- **Statistically-Valid Survey**
 - 525 households; 95% level of confidence
- **MetroQuest Survey**
 - 1,436 participants; 1,800 comments; 33,110 data points
- www.GPATS.org
- Social Media



Key Takeaways

The region is growing rapidly, leading to increased congestion and travel delays.

Safety should be a priority as road improvements are considered.

Active transportation is popularity throughout the region, and we should expand the opportunities for residents to bike and walk to their destinations.

There is widespread interest to provide public transportation to expanded service areas.

Improving our transportation system is linked to regional economic development.

Our Transportation Priorities

1st



2nd



3rd



4th



5th



6th



Guiding Principles



Culture & Environment

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



Growth & Development

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



Safety & Security

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



Economic Vitality

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



Mobility & Accessibility

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



System Preservation & Efficiency

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

Performance Measures

New form of goal-oriented transportation planning adopted by SCDOT and the Federal Highway Administration

Requires MPOs to set targets for improving the performance of the regional transportation system

★ Safety

Safety is the first of eight required performance measures

- ★ Highway Pavement Conditions
- ★ Bridge Conditions
- ★ Congestion
- ★ System Reliability
- ★ Freight
- ★ Air Quality
- ★ Development of Asset Management Plan

Performance Measures – Safety

SAFETY

Safety performance measures introduced by SCDOT include:



Number of fatalities



Rate of fatalities per 100 million vehicle miles traveled



Number of serious injuries



Rate of serious injuries per 100 million vehicle miles traveled



Number of non-motorized fatalities
Number of non-motorized serious injuries

MPO deadline for adopting local targets for these performance measures is
February 27, 2018

Performance Measures - Safety

SAFETY

GPATS Performance Measure Target Baselines



Number of fatalities

92.2



Rate of fatalities per 100 million vehicle miles traveled

1.77



Number of serious injuries

325.4



Rate of serious injuries per 100 million vehicle miles traveled

6.33



Number of non-motorized fatalities
Number of non-motorized serious injuries

42.2

Based on 2012-2016 averages

Roadway Recommendations

Suggestions

3,500+ projects from public meetings, surveys, staff, elected officials, and technical analysis

Recommendations

- 108 Corridors
- 131 Intersections
- Widenings
- New Roadways
- Access Management
- General Improvements
- Road Diets
- Safety Improvements

Prioritization

Apply SCDOT process to determine which projects are prioritized and funded

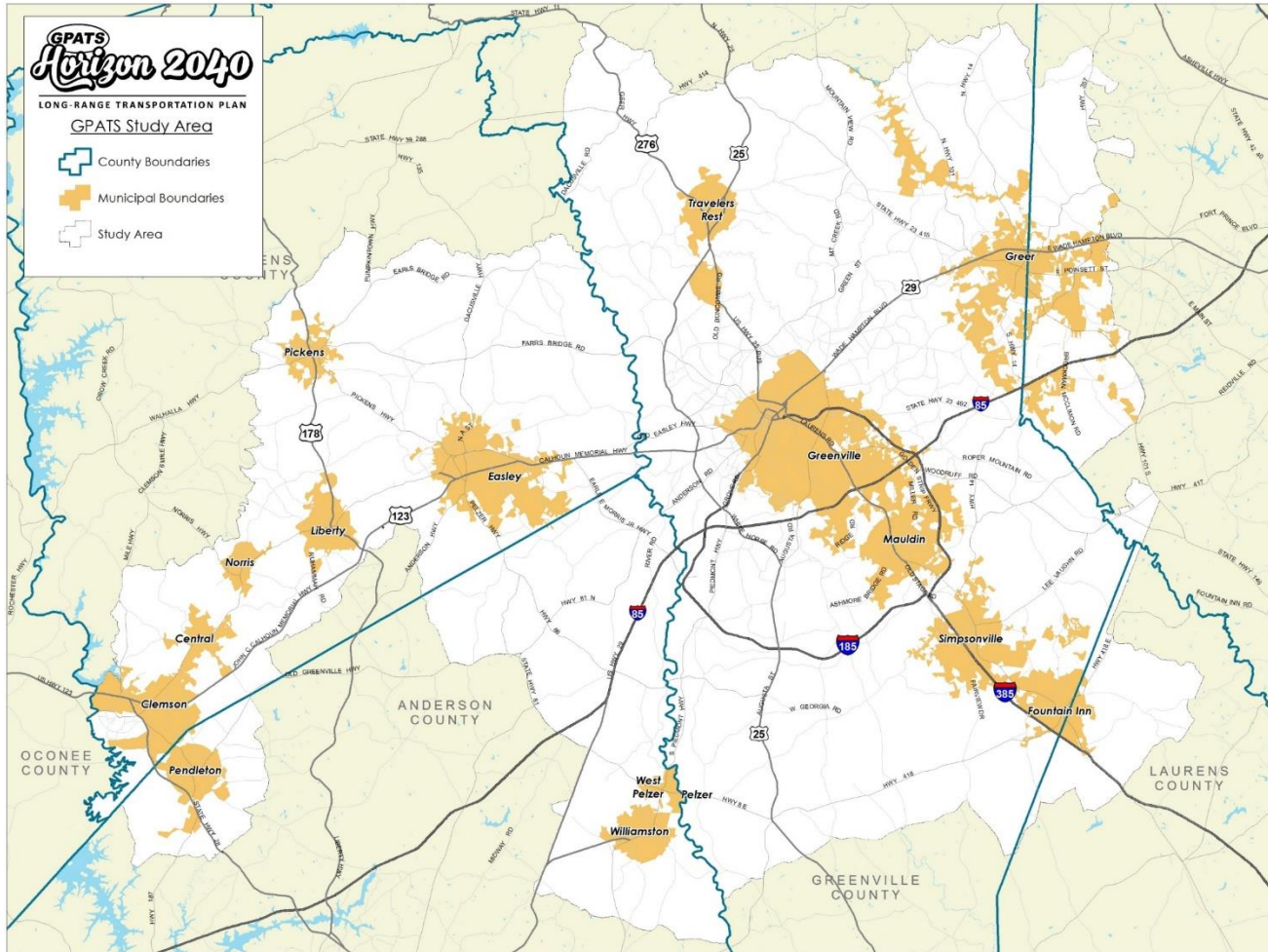
ANDERSON COUNTY

West Palmer

Fountain Inn

LAURENS

Roadway Recommendations



Greenville County

- 94 corridors
- 98 intersections

Pickens County

- 17 corridors
- 23 intersections

Anderson County

- 7 corridors
- 8 intersections

Spartanburg County

- 4 corridors
- 1 intersection

Laurens County

- 1 corridor
- 1 intersection

Bicycle & Pedestrian Recommendations

Designates on-street and off-street bicycle facilities

695 proposed projects

Sets priority sidewalk zones around elementary and middle schools

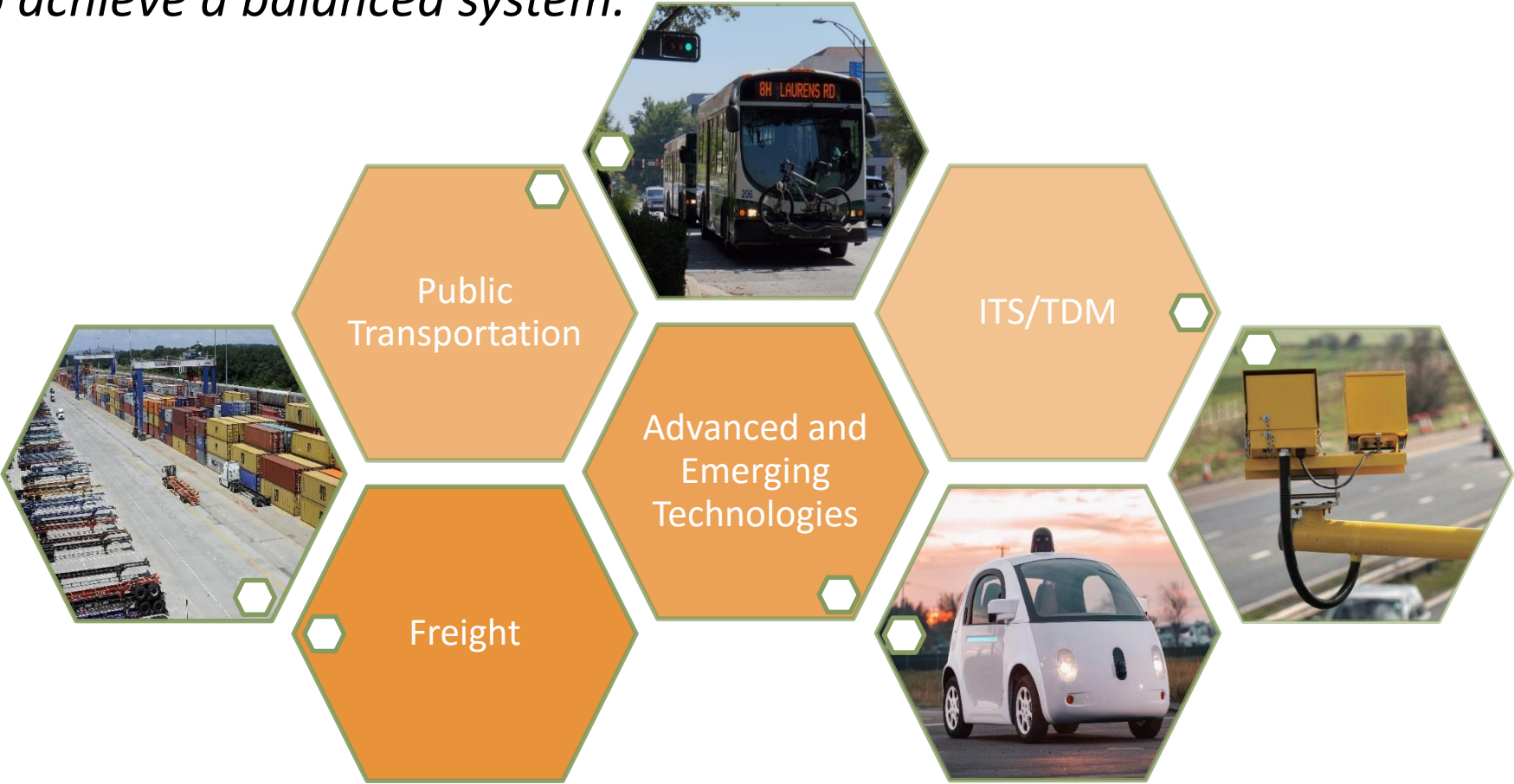
145 designated areas

Coordinates with roadway recommendations to take advantage of incidental improvements



Other Recommendations

Policy-level recommendations that help achieve a balanced system.



Roadway Prioritization

SCDOT-driven process,
standardized across the state

Each project receives
individual score according to
its performance against
standard criteria

*Criteria organized by plan's
guiding principles*

Projects ranked according to
their scores, and funding
allocated to the highest
ranking projects



Roadway Prioritization – Criteria



Culture & Environment

- Environmental Impacts



Growth and Development

- Location on a Priority Network
- Consistency with local land use plans



Safety & Security

- Accident Rate
- Intersection Alignment Status



Economic Vitality

- Truck Traffic Percentage
- Economic Development Potential



Mobility & Accessibility

- Traffic Volume & Congestion
- Alternative Transportation Solutions









System Preservation & Efficiency

- Financial Viability/Cost
- Pavement Quality

Roadway Prioritization – Weighting

The same criteria are used but weights are different for each type of roadway project.

Guiding Statement	Measure	Widenings & Improvements	New Locations	Intersections
	Environmental Impacts	2%	15%	2%
	Located on a Priority Network	25%	15%	10%
	Consistency with Local Land Use Plans	N/A	N/A	N/A
	Public Safety	10%	–	20%
	Geometric Alignment Status	–	–	20%
	Truck Traffic	10%	–	15%
	Economic Development	10%	20%	8%
	Traffic Volume & Congestion	35%	40%	25%
	Alternative Transportation Solutions	N/A	N/A	N/A
	Financial Viability	5%	10%	–
	Pavement Quality Index	3%	–	–
		100%	100%	100%

Financial Constraint – Roadway Projects

Cost

Corridors >>> \$920+ million

Intersections >>> \$430+ million



Revenues

GPATS Guideshare Revenue (including inflation)

	Amount
2017-2023	\$110,343,000
2024-2030	\$126,546,000
2031-2040	\$180,780,000
Total	\$417,669,000

**Funding availability for years not already programmed in the currently adopted STIP.*

Next Steps



Prioritize projects and finalize financially constrained project list

Write report

Present plan for adoption (October)

Submit projects for inclusion in the State Transportation Improvement Program

Monitor plan for progress and necessary amendments

Update plan in 5 years

Roadway

Information Board | Corridor Improvements | Intersection Improvements
Access Management | Safety | Congestion Maps

Bicycle & Pedestrian

Information Board | Bicycle Recommendations | Pedestrian Recommendations

Transit

Information Board with Recommendations

Other

Performance Measures | Advanced and Emerging Technologies

Learn more at the stations!

Questionnaire

Before you leave!



How would you spend \$100 on transportation improvements in the region?
You can spend it on one thing or spread it around. Be sure your total equals \$100.

Higher cost roadway corridor projects	_____
Lower cost roadway corridor projects	_____
Intersection improvements	_____
Bicycle and pedestrian improvements	_____
Bus transit improvements	_____
Passenger rail improvements	_____
Advanced and emerging transportation technologies	_____
Total	\$100

How well do you feel this regional planning process has addressed the Horizon 2040 Guiding Statements?

	Very Good	Good	Acceptable	Poor	Very Poor
Culture & Environment Enhancing the region's quality of life by preserving and promoting its valued places and natural assets.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economic Vitality Supporting regional economic vitality by making it easier to move people and freight within and through the region.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Growth & Development Making traveling more efficient by coordinating transportation investments with land use decisions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mobility & Accessibility Providing a balanced transportation system that makes it easier to bike, walk, and take transit.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety & Security Promoting a safe and secure transportation system by reducing crashes, making travel reliable and predictable, and improving emergency response.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
System Preservation & Efficiency Extending the life of the transportation system and promote fiscal responsibility by emphasizing maintenance and operational efficiency.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Over ----->



LONG-RANGE TRANSPORTATION PLAN

Thank you!

Open House

August 29, 2017