



APPENDIX C

ENGAGEMENT

The background of the slide is a photograph of a city river scene. On the left, there are modern multi-story brick and concrete buildings with balconies. A paved walkway with a black metal railing runs along the riverbank. In the center, a small blue metal truss bridge crosses the river. Below the bridge, a series of concrete weirs create a series of small waterfalls. On the right, there are more brick buildings, some with large glass windows. A playground with colorful equipment is visible on the right bank. The sky is blue with some white clouds.

GPATS

Congestion Management Plan

Online Engagement Summary #1
MetroQuest Survey



795

online
participants

19

in-person
participants

9,000+

individual data
points

450+

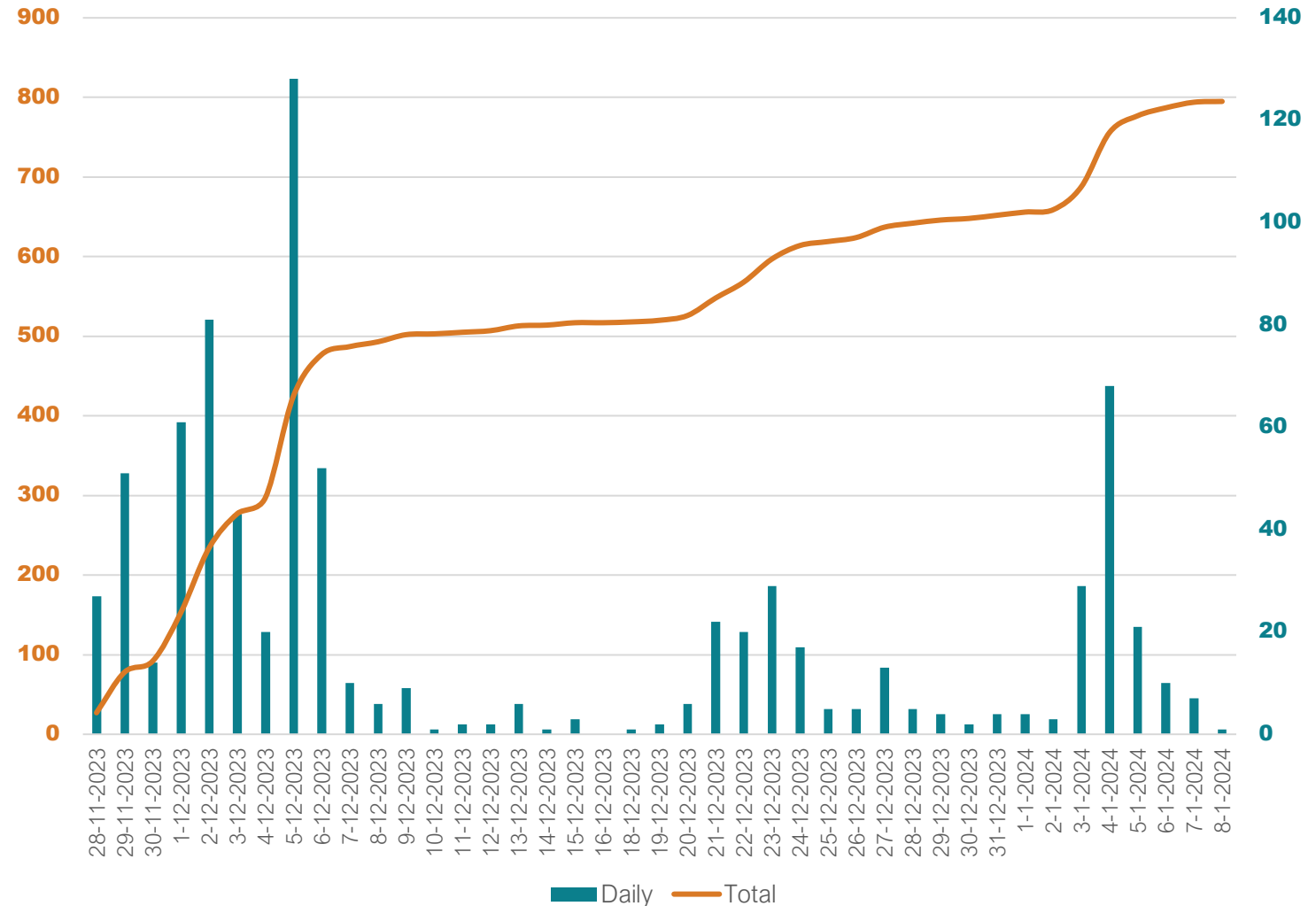
written
comments

Online engagement site designed to educate the public about the project and collect feedback using interactive and visual screens.

- Open from November 28, 2023 to January 8, 2024

Project information provided on the “welcome” screen.

Participants were asked to weigh in on guiding statements, existing congestion, & solutions. The mapping feature, allowed participants to identify areas of concern.



Guiding Statements

Help us rank and prioritize preliminary goals

2

Rank the Guiding Statements

Please rank the goals in your preferred importance.

WELCOME

GUIDING STATEMENTS

Order your top 6 items above this line

Economic Vitality

Culture and Environment

Mobility and Accessibility

System Preservation and Efficiency

Safety and Security

Growth and Development

Economic Vitality



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

Congestion-Supportive Objectives:
Increase the accessibility and mobility of people and freight in the region.

Provide a regional transportation system that enables efficiency and minimizes congestion.

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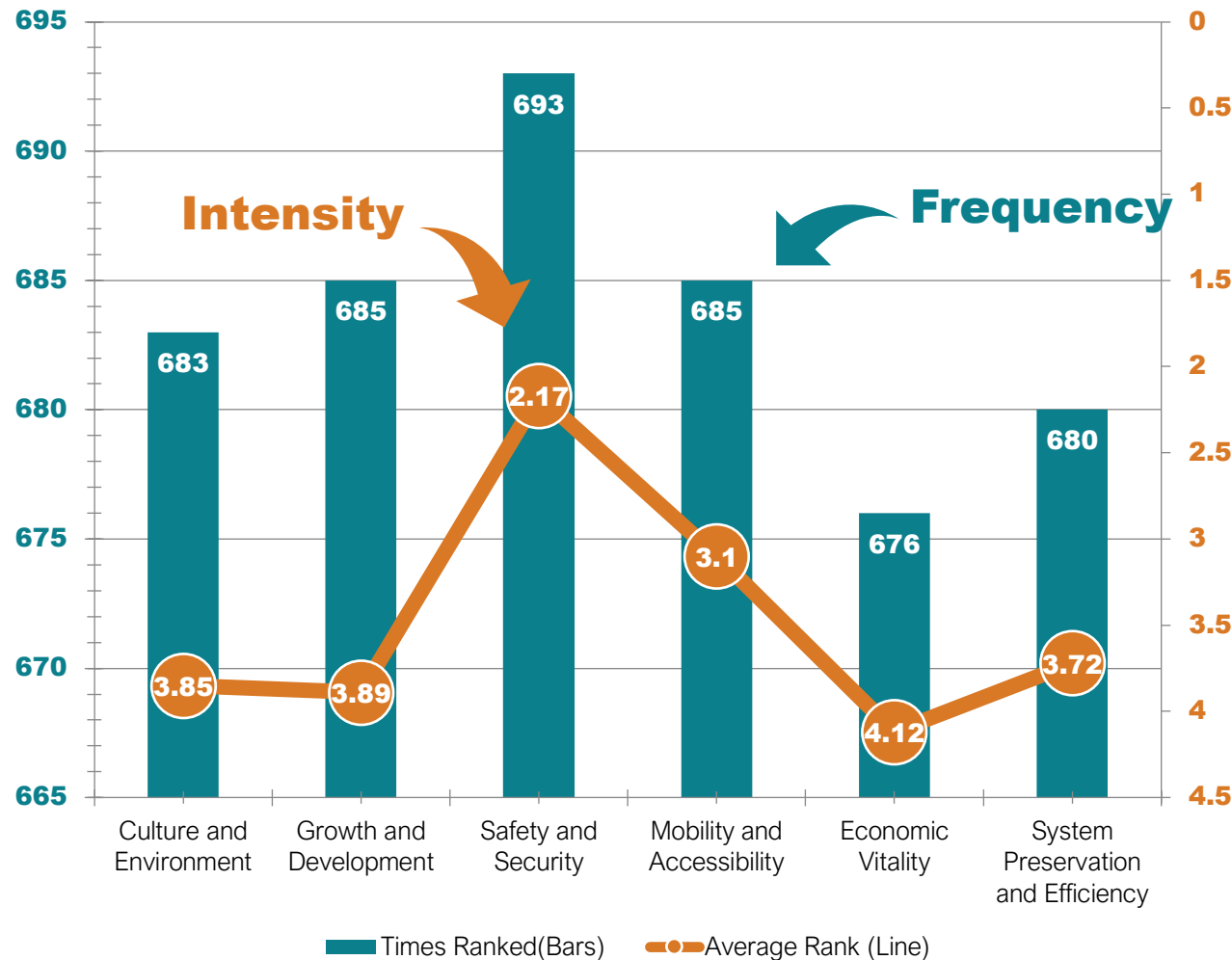
TYPES OF CONGESTION

SOLUTIONS

STAY INVOLVED

Priorities

These are the preliminary goals for creating a successful congestion management plan for the Greenville-Pickens Area. Participants were asked to rank the preliminary goals to determine what the community identifies as important.



Safety and Security: most frequently ranked and highest average ranking

Culture & Environment and Mobility & Accessibility: ranked a similar number of times but Mobility & Accessibility ranked higher

System Preservation & Efficiency: higher average ranking shows that those that ranked it ranked it higher on average

Growth & Development: gap between the intensity and frequency shows that while not everyone see it as an important consideration, those that do think it's very important

Economic Vitality: least frequently ranked and lowest average ranking



Congestion Survey

Tell us about congestion in the GPATS area

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| WELCOME |

| GUIDING STATEMENTS |

| TYPES OF CONGESTION |

| SOLUTIONS |

| STAY INVOLVED |

Tell Us About Congestion

Please answer the following questions.

Congestion

> What kind of congestion do you experience? (Choose all that apply)

☐ Recurring (always at the same time in the same place)

☐ Random (in different places at different times)

☐ It's in the same place at different times

☐ It's in different places at the same times

> What are the most common causes of congestion in the region? (Choose three)

☐ Heavy traffic

☐ Bottlenecks

☐ Poor signal timing

☐ Special events

☐ Work zone construction

☐ Bad weather

☐ Traffic Incidents

> What strategies are you willing to use to get around congestion? (Choose all the apply)

☐ Taking transit or other bus services

☐ Using pedestrian facilities like sidewalks

☐ Using bicycle facilities

☐ Using vanpool, carpool, or ridematching

☐ Telecommuting instead of driving to work

☐ Staggering work hours to avoid congestion

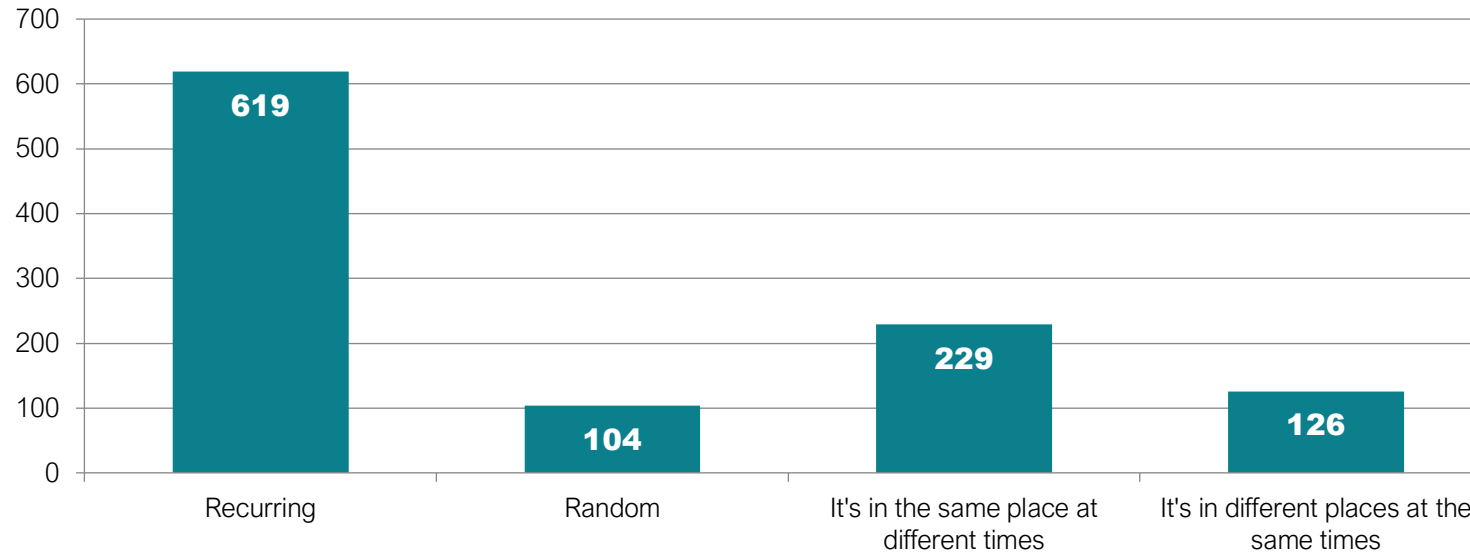
☐ Creating better access management (improved intersections, driveway consolidation, etc.)

☐ Other

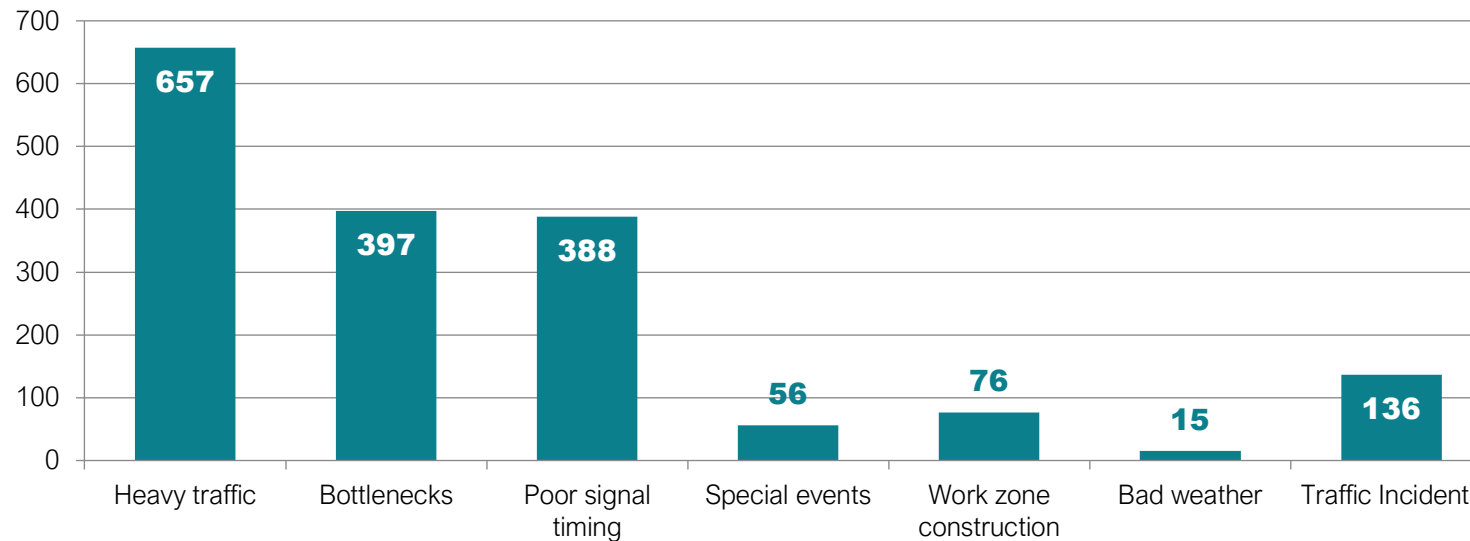
> What other comments about congestion do you have?

Type...

What kind of congestion do you experience?

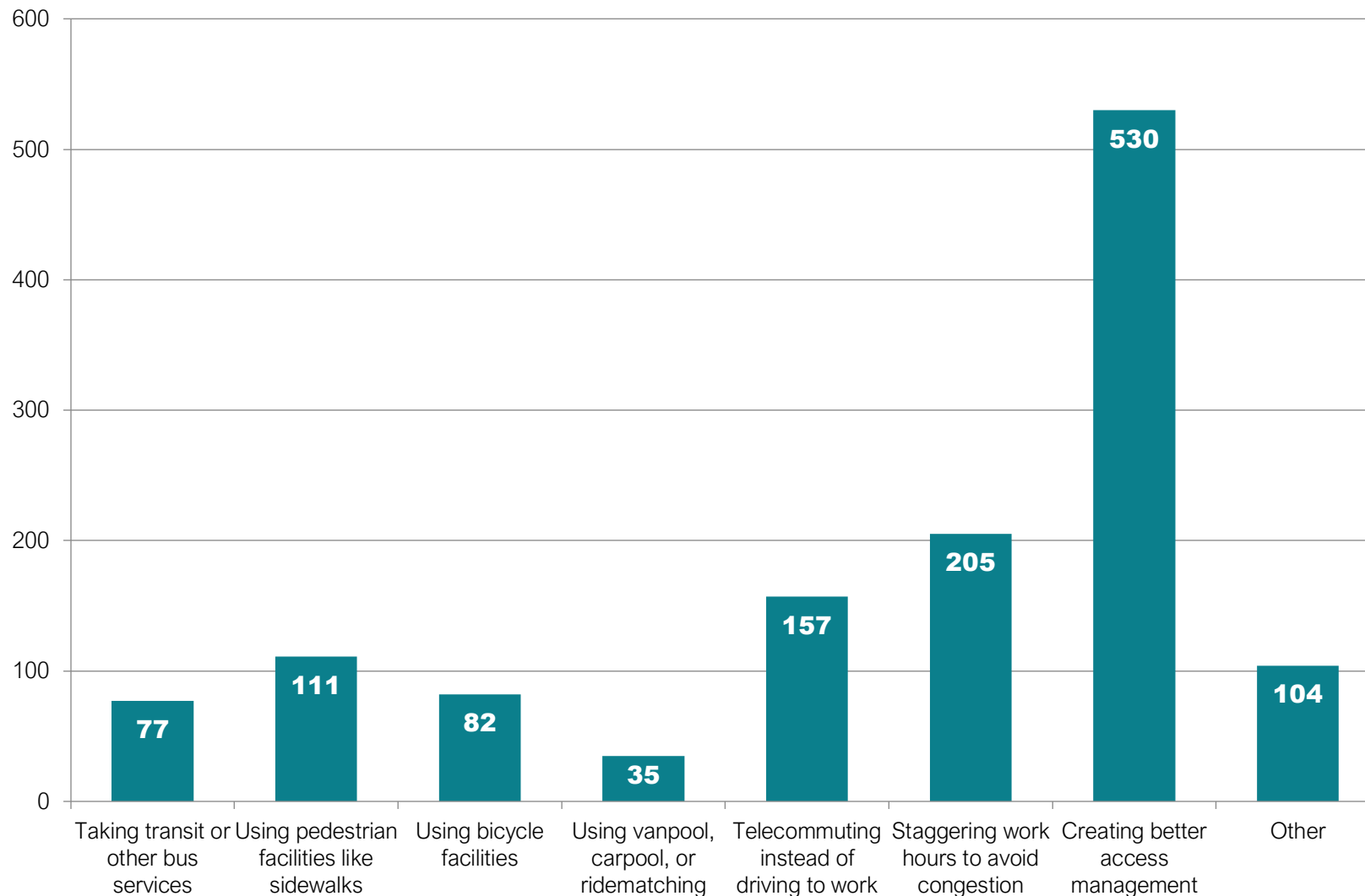


What are the most common causes of congestion in the region?



- **Recurring Congestion:** congestion that is always at the same time in the same place. Was the **most common** type of congestion experienced.
- **Random Congestion:** congestion that is in different places at different times. Was the **least common** type of congestion experienced.
- **Heavy traffic** was the most common cause of congestion in the region
- **Bottlenecks** and **poor signal timing** were other common causes of congestion

What strategies are you willing to use to get around congestion?



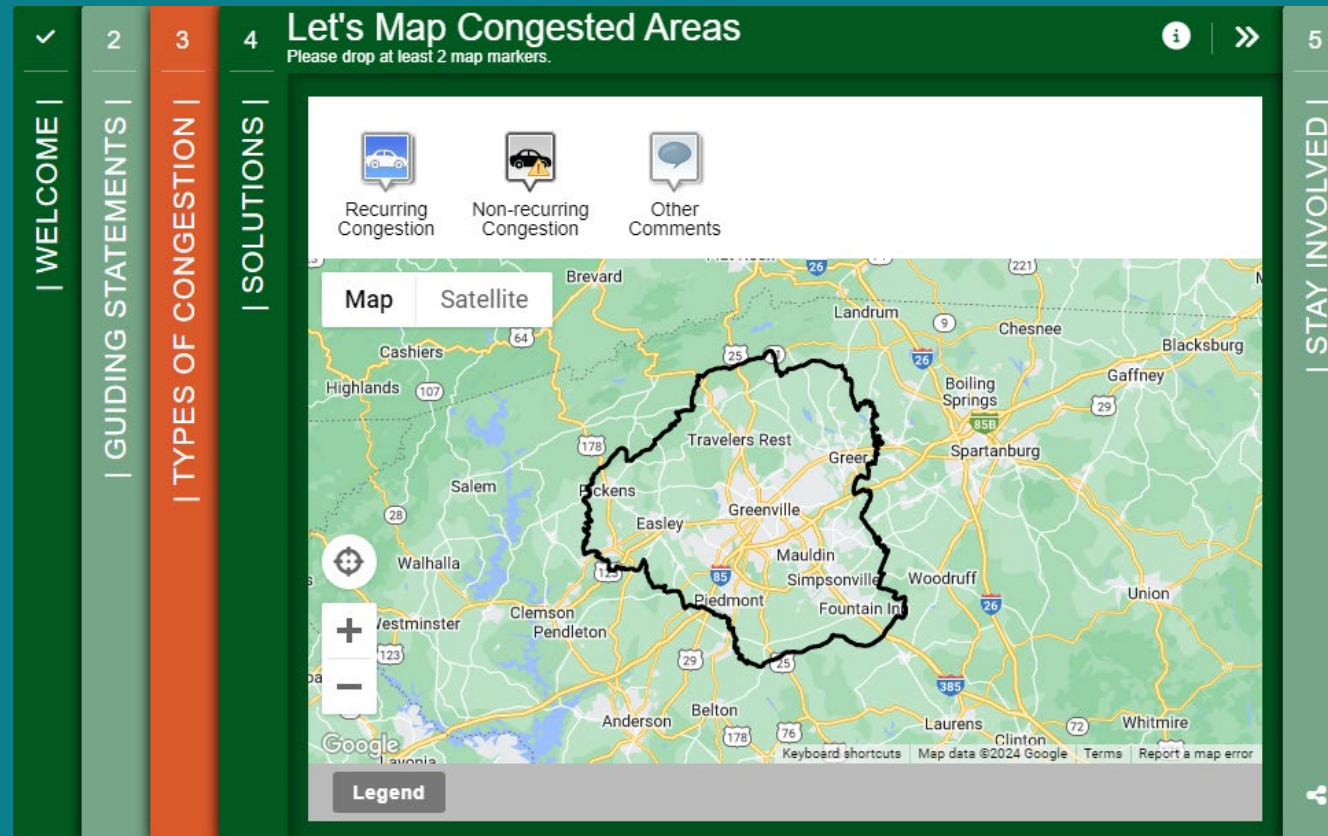
- **Creating better access management** was by far the **most popular** congestion mitigation strategy.
- **Access Management strategies include** improving intersections, driveway consolidation, etc.
- **Telecommuting and staggering work hours** were the next two most popular strategies. **Unlike access management**, both strategies are on the **policy side** of congestion management
- **Alternative transportation** options received a **small** amount of support

Other Comments

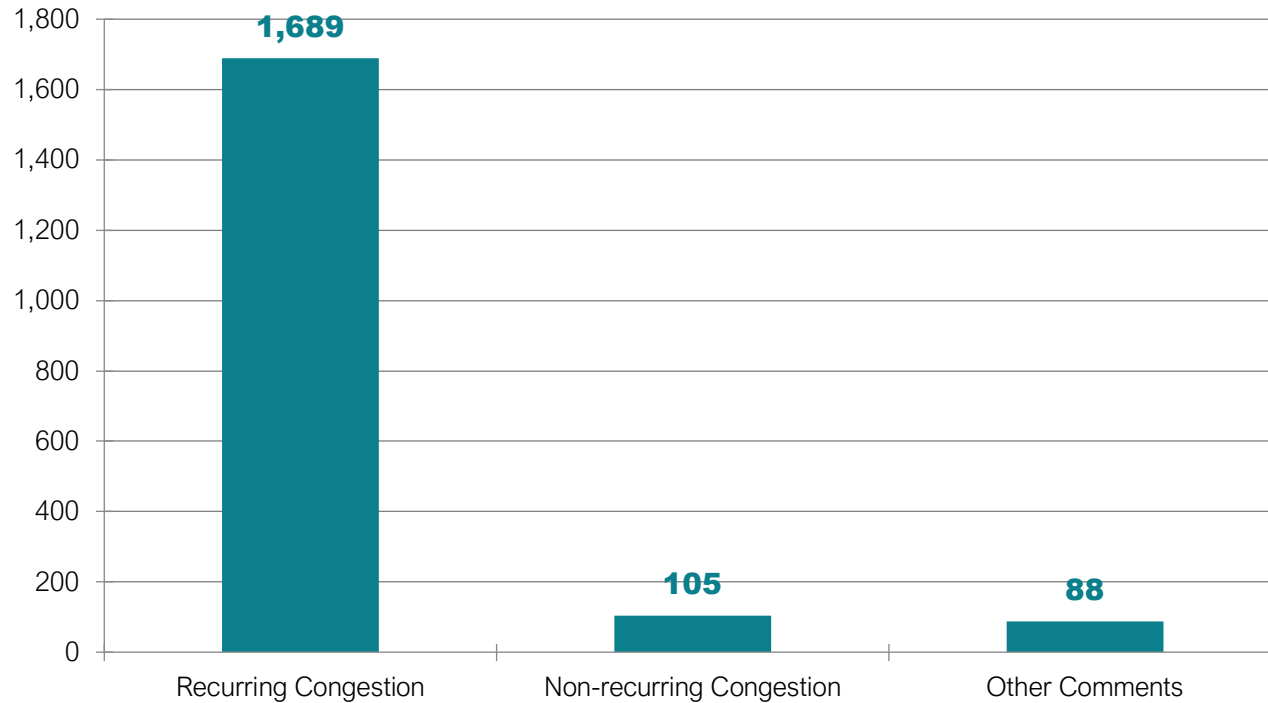
- **Rapid development** and **population growth** without adequate transportation infrastructure
- Improved **intersection design** and **timing**
- Expand **alternative transportation** options
- **School** generated congestion

Mapping Ideas

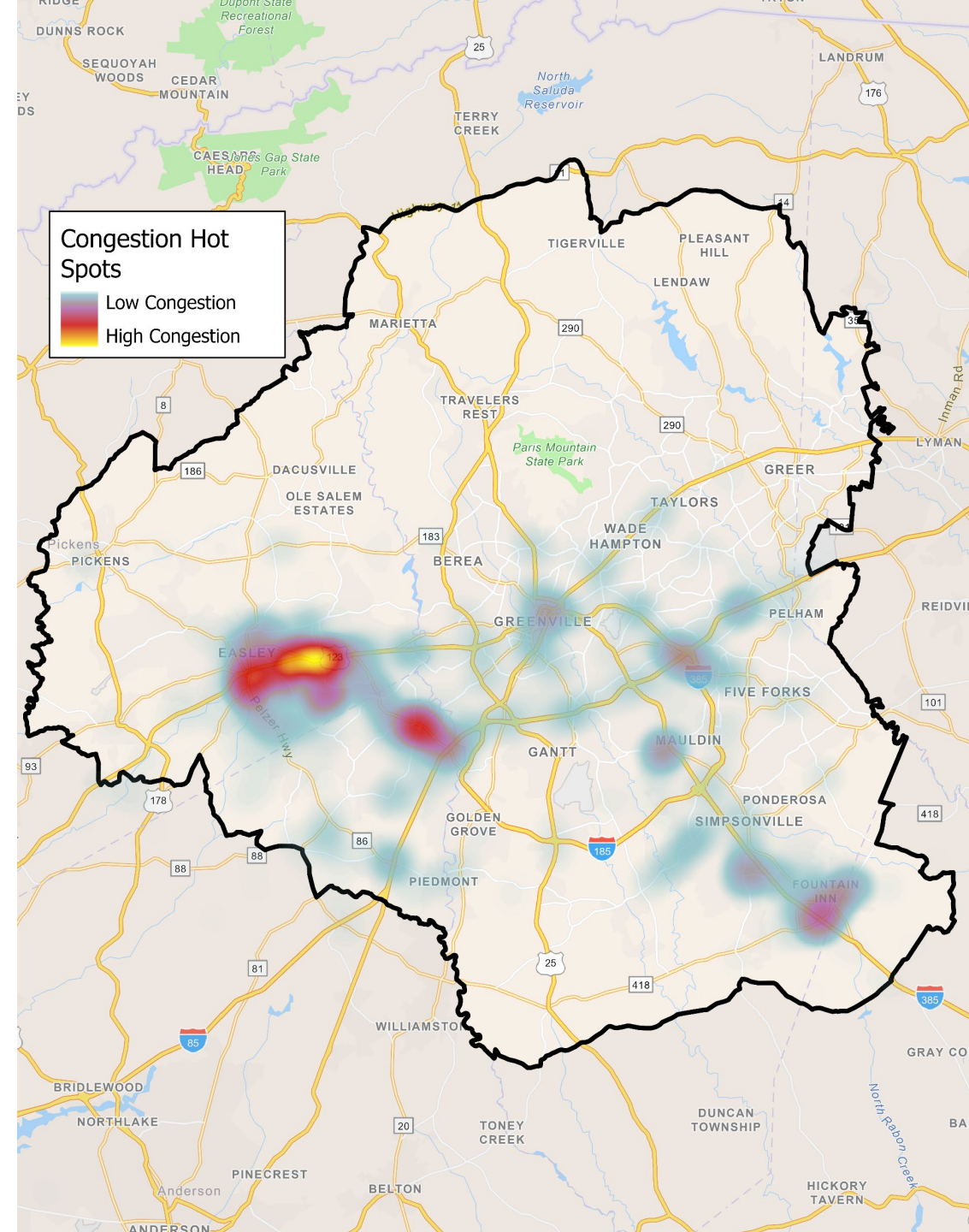
Help identify needs by dragging markers to specify locations



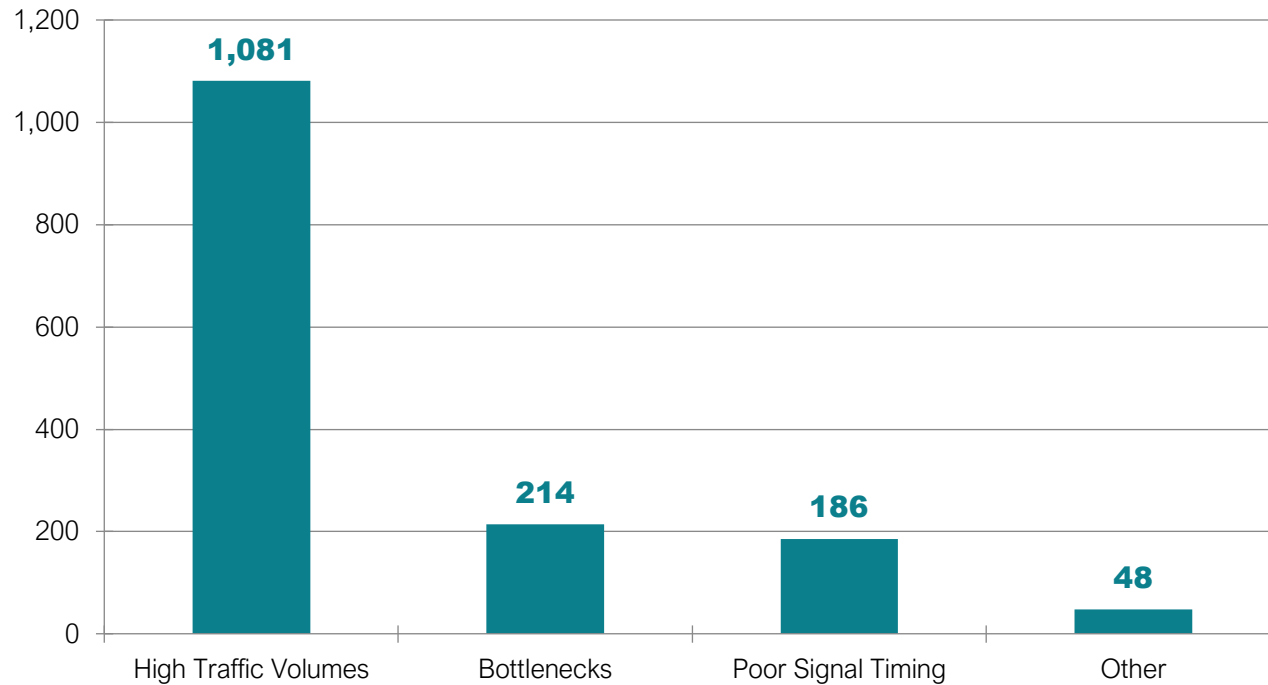
Mapping Congestion



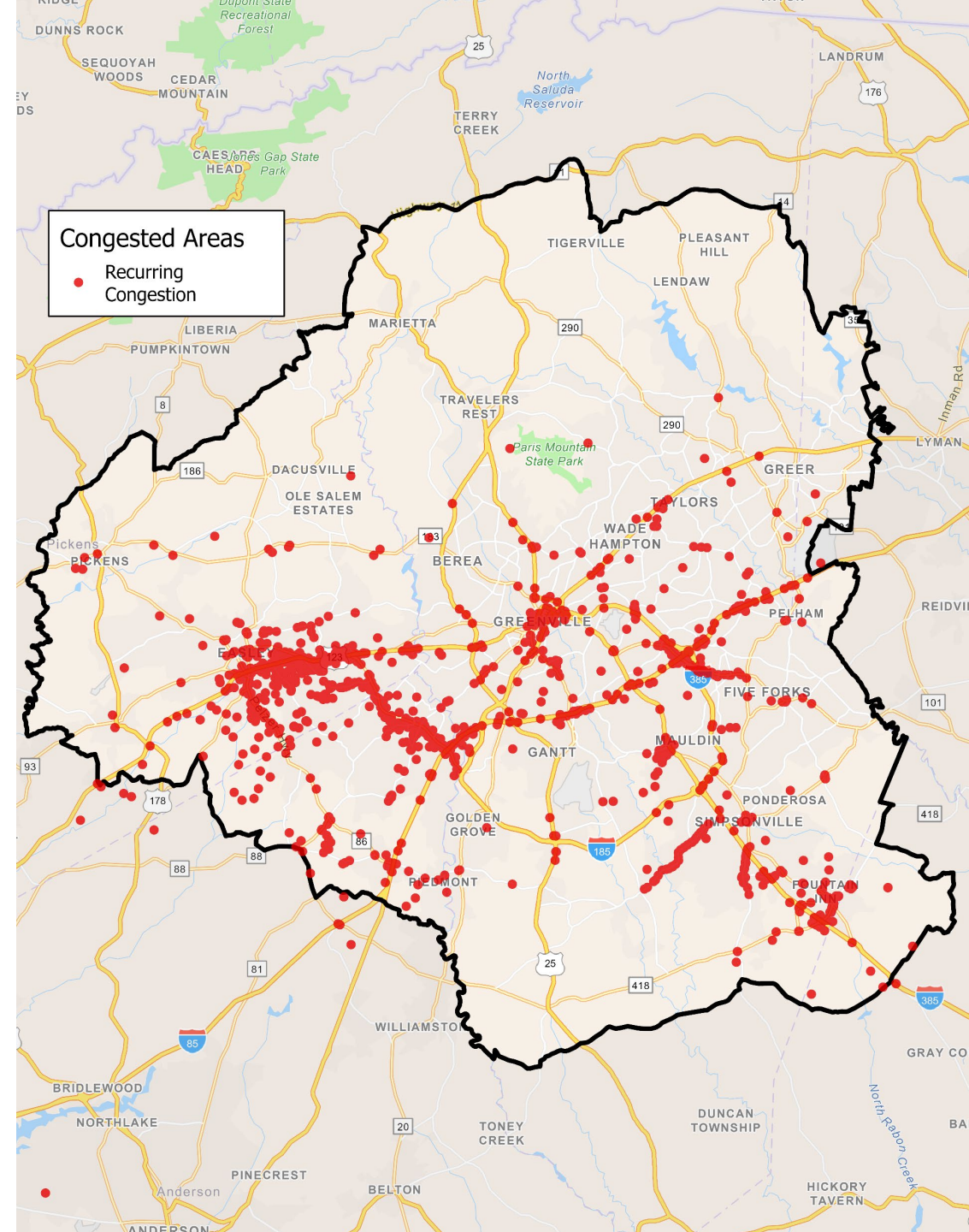
- **Recurring Congestion** is the **dominant type** of congestion that was mapped in the region.
- **Congestion concerns are concentrated** in Easley, Powdersville, Fountain Inn, Greenville, and Mauldin
- **Congested corridors include** I-85, US 123, Hwy 153, Pelzer Hwy, Woodruff Rd, W Butler Rd, Milacron Dr, N Main St and Fairview Rd



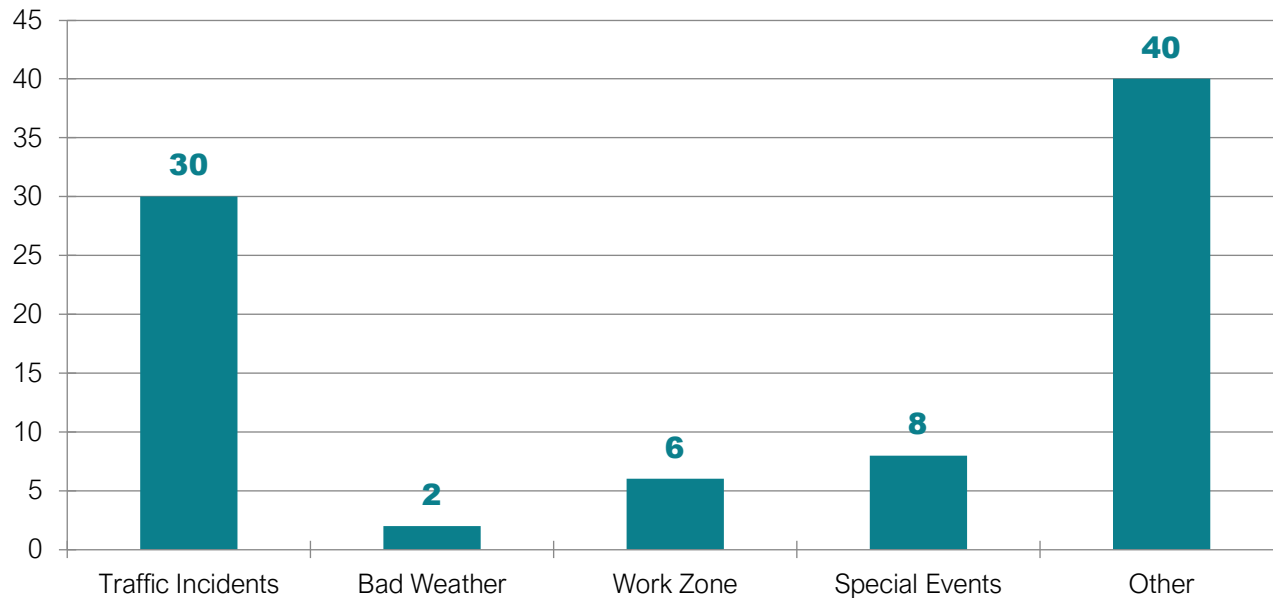
Recurring Congestion



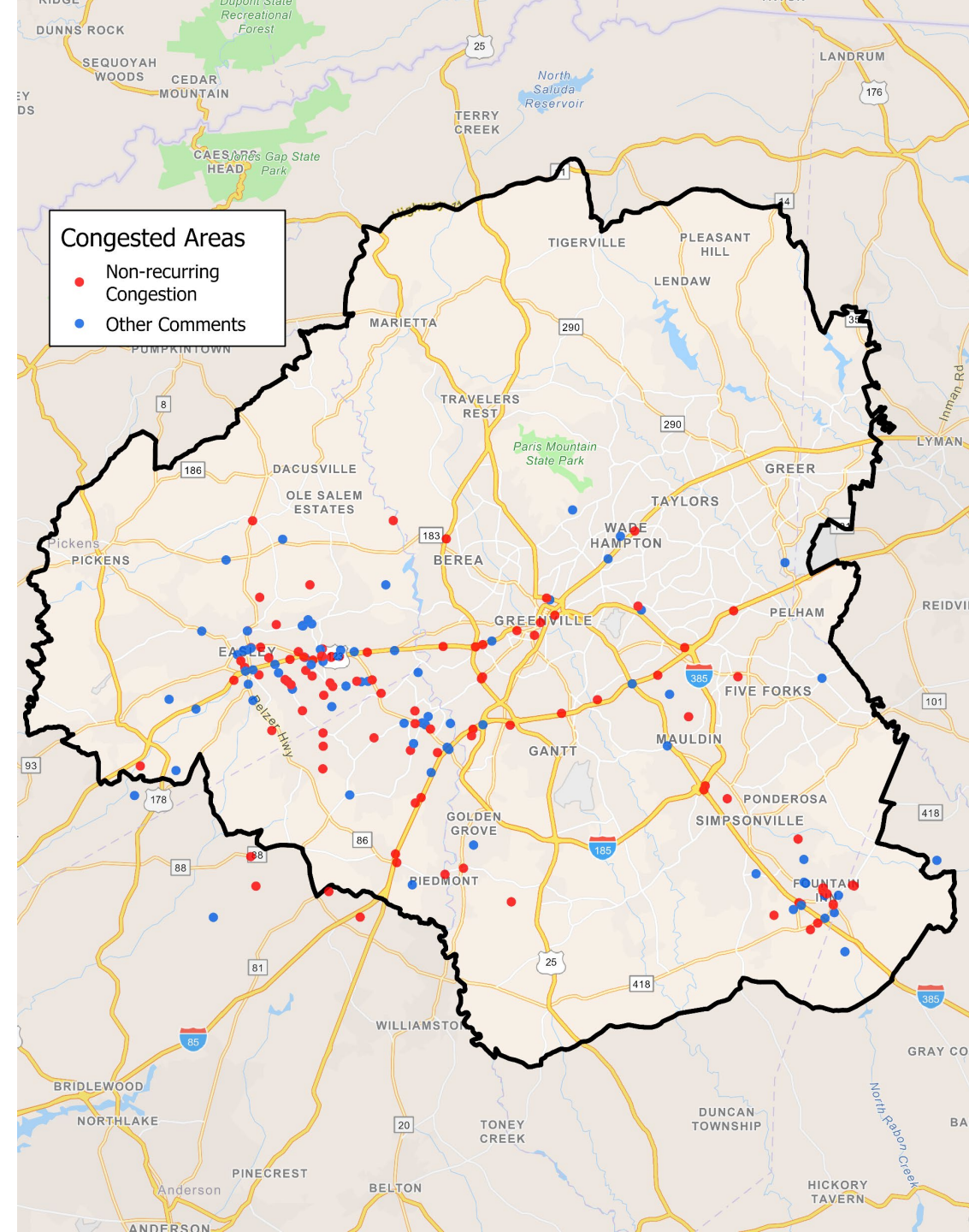
- **High Traffic Volumes** is the dominant reason for recurring congestion.
- Recurring Congestion is **concentrated** in Easley, Greenville, and Powdersville
- **Congested corridors** include I-385, I-85, Hwy 153, Hwy 146, US 123, US 29, West Georgia Rd, and Fairview Rd
- **Common other comments:** Poor intersection design and traffic lights needed



Non-recurring Congestion



- **Traffic Incidents** were noted as the **dominant reason** for non-recurring congestion
- Participant mapped non-recurring congestion concerns are **concentrated** in Easley, Powdersville, Fountain Inn and Greenville
- **Congested corridors of concern** include I-85, US 123, Powdersville Rd, Brushy Creek Rd, and N Main St
- **Common other comments:** Lack of turn lanes/off ramps, roads not wide enough, school traffic and too many oversized vehicles

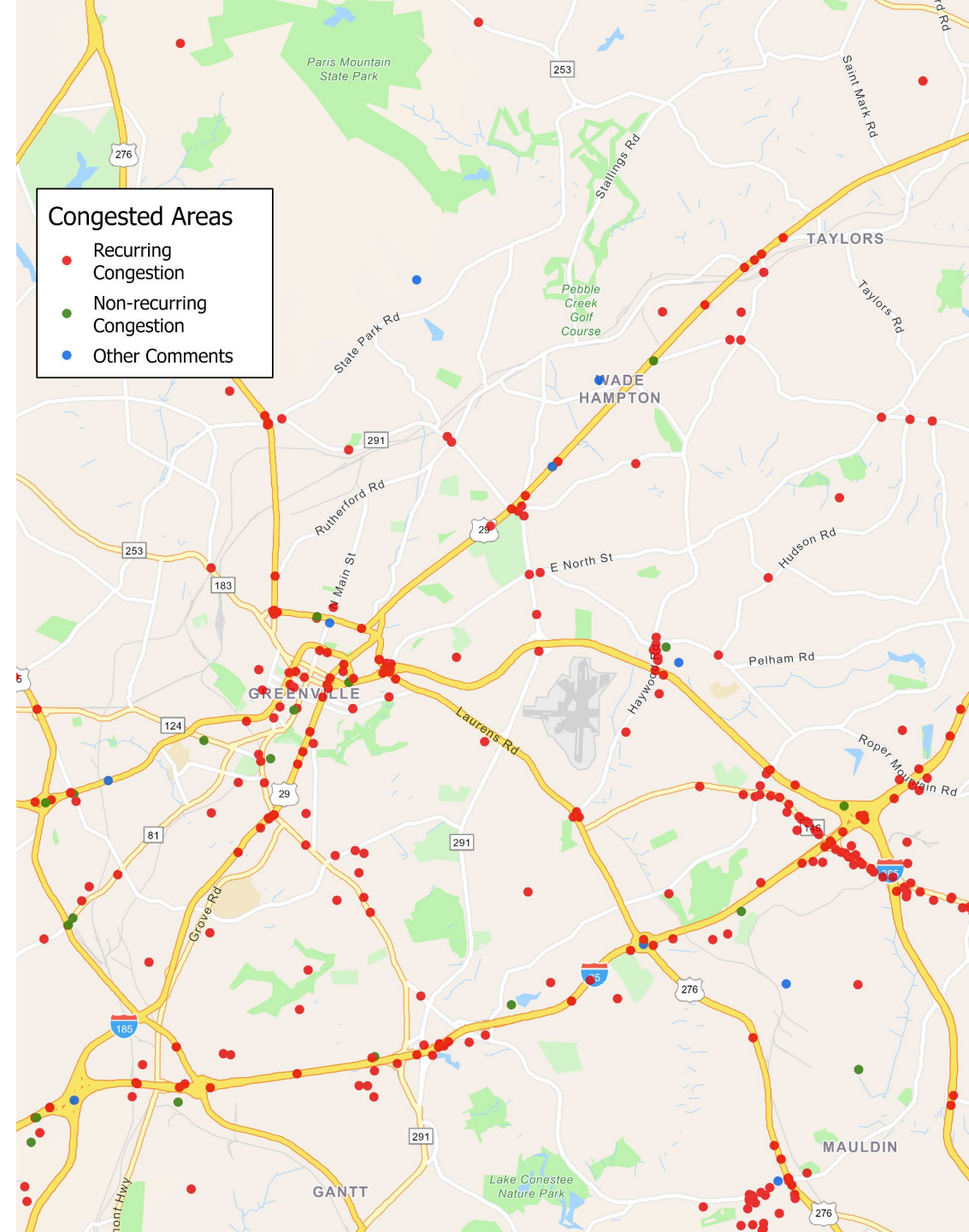


Greenville Area

- **Recurring congestion** is the **dominant** type of congestion mapped by participants in Greenville.
- Recurring congestion was most often mapped along:
 - US 29
 - I-85
 - Woodruff Rd
 - Haywood Rd
 - Augusta St
 - Interchange at Laurens Rd & I-395
- Some areas of non-recurring congestion noted were:
 - Easley Bridge Rd (US 123)
 - I-85
 - Anderson St
 - US 29

Common Comments:

- Frequent **construction** slows traffic
- Redesign intersections with **roundabouts** and **new signals**
- **Standstill traffic** during **peak AM** and **PM** hours

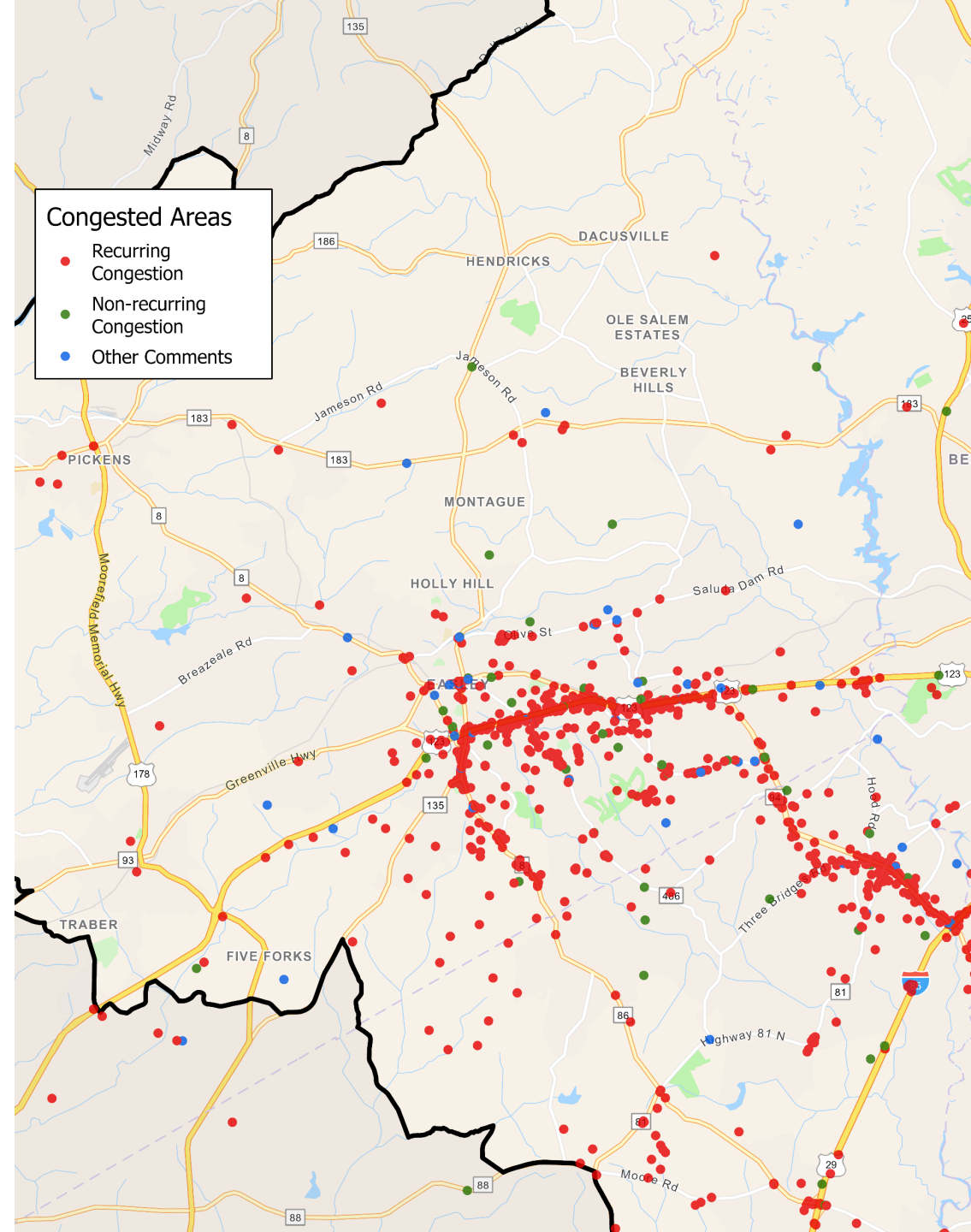


Easley/Pickens/- Powersville

- **Recurring congestion** is the **dominant** type of congestion mapped by participants in the area.
- Recurring congestion was most often mapped along:
 - US 123
 - Hwy 153
 - Pelzer Hwy
 - I-85
 - Powersville Rd
 - Saluda Dam Rd/Olive St
- Some areas of non-recurring congestion noted were:
 - US 123
 - Brush Creek Rd
 - I-85
 - Powersville Rd
 - Hwy 153
 - Olive St

Common Comments:

- Improve **intersections** and expand use of **left turn lanes**
- **School** traffic causes increased congestion
- **Expand lanes** on highways
- **Rapid development** with inadequate road infrastructure

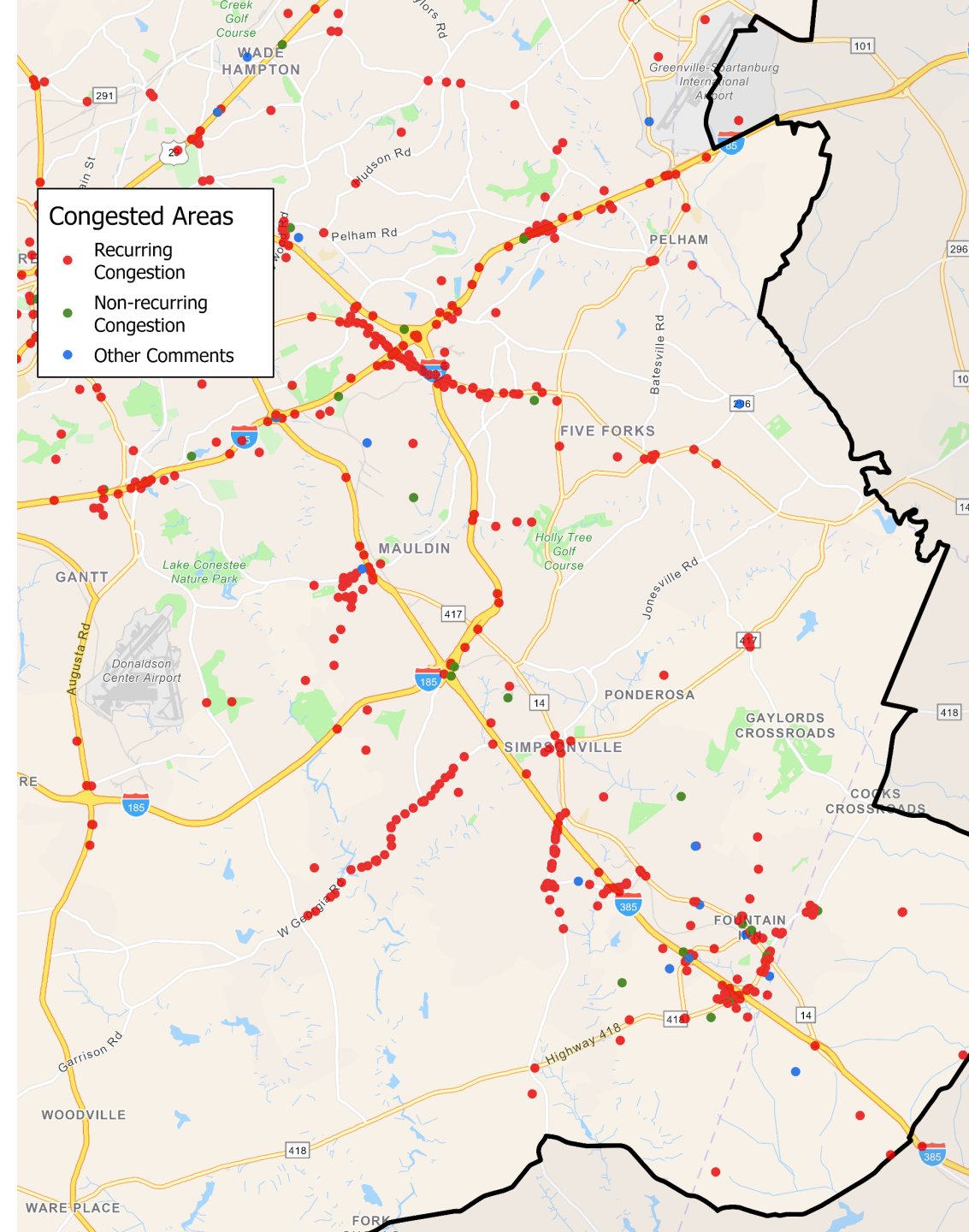


Mauldin/Simpsonville/ Fountain Inn

- **Recurring congestion** is the **dominant** type of congestion mapped by participants in the area.
- Recurring congestion was most often mapped along:
 - W Georgia Rd
 - Fairview Rd
 - I-395
 - W Butler Rd
 - N Main St/SE Main St
 - Interchange at Milacron Dr & I-395
- Some areas of non-recurring congestion noted were:
 - N Main St
 - I-385
 - Interchange at I-185 & I-385
 - Interchange at Fairview St & I-385

Common Comments:

- Daily traffic backups at local **intersections & interchanges**
- Improve **signal timing** and **intersection design**
- **Rapid growth** bringing increased **traffic**
- **Safety concerns** and frequent **crashes** along roadways
- **School traffic**

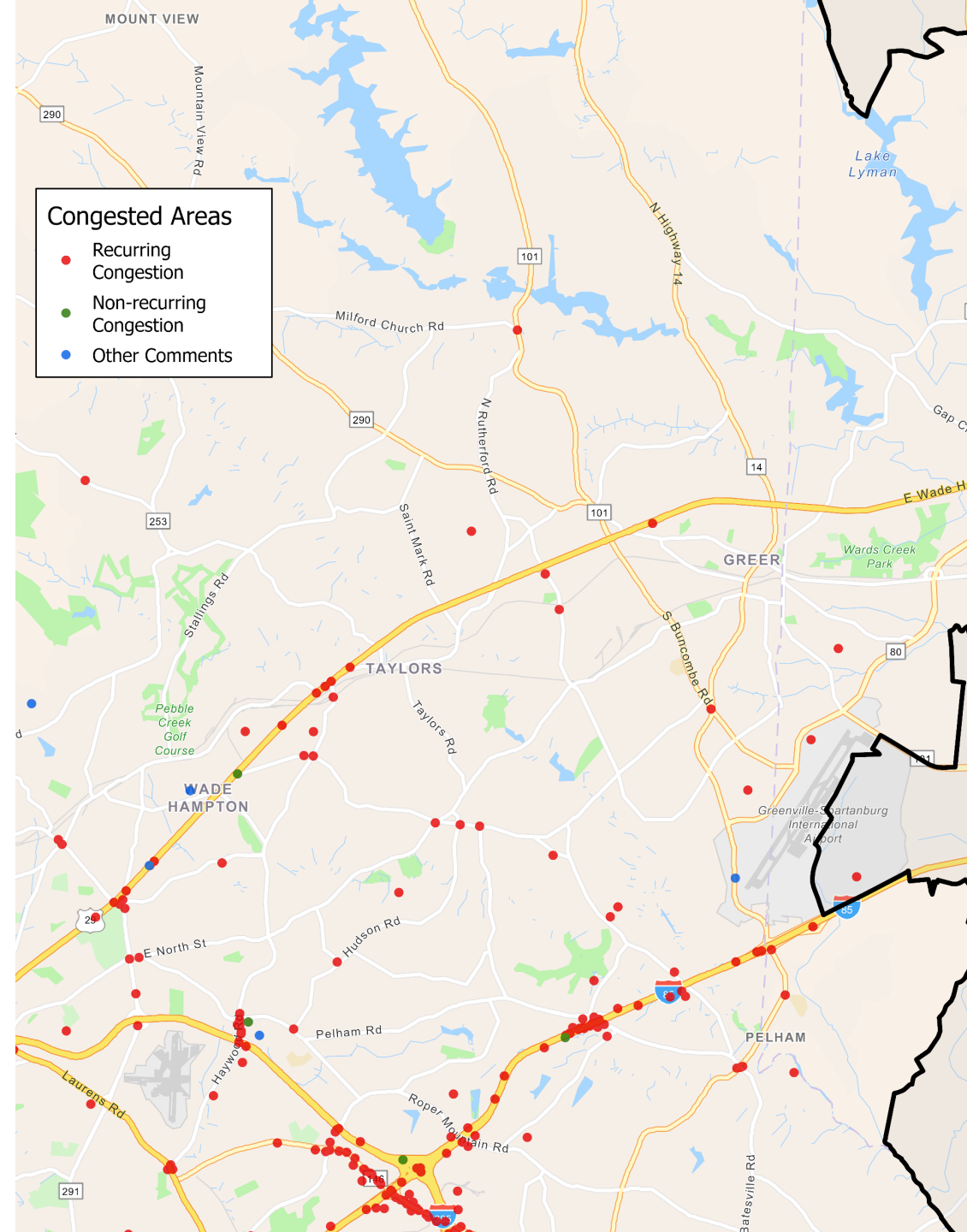


Greer & Taylors

- **Recurring congestion** is the **dominant** type of congestion mapped by participants in the area.
- Recurring congestion was most often mapped along:
 - I-85
 - US 29
 - Old Spartanburg Rd
 - Haywood Rd
 - N Pleasantburg Dr
- Some areas of non-recurring congestion noted were:
 - I-85
 - US 29
 - Orchard Park Dr

Common Comments:

- Improve **signal timing** and **intersection designs**
- Various **bottlenecks** along local roads
- **Population growth** is generating increased **traffic volumes**
- **Standstill traffic** during **AM** and **PM peaks**



Participant Profile

Tell us a bit about yourself

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| WELCOME |

| GUIDING STATEMENTS |

| TYPES OF CONGESTION |

| SOLUTIONS |

| STAY INVOLVED |

Thank You!

Tell us a bit about yourself. Please click finish when you are done!

Optional Final Questions

> Do you live/work in the GPATS area?

Live Work Both

> Most of the time, I travel by:

Select...

> I would prefer to travel more often by:

Select...

> Email Address (to receive project updates)

Email address... 0/50

> Additional Comments

Type here... 0/500

Answer the questions you want to, then click Finish:


Finish




Thank You!

Thank you for your feedback for the GPATS congestion management process survey.

Your feedback will help us make informed decisions about the future of the transportation network.

Use the Facebook, Twitter, and LinkedIn icons to share the survey with others and help us get everyone involved!

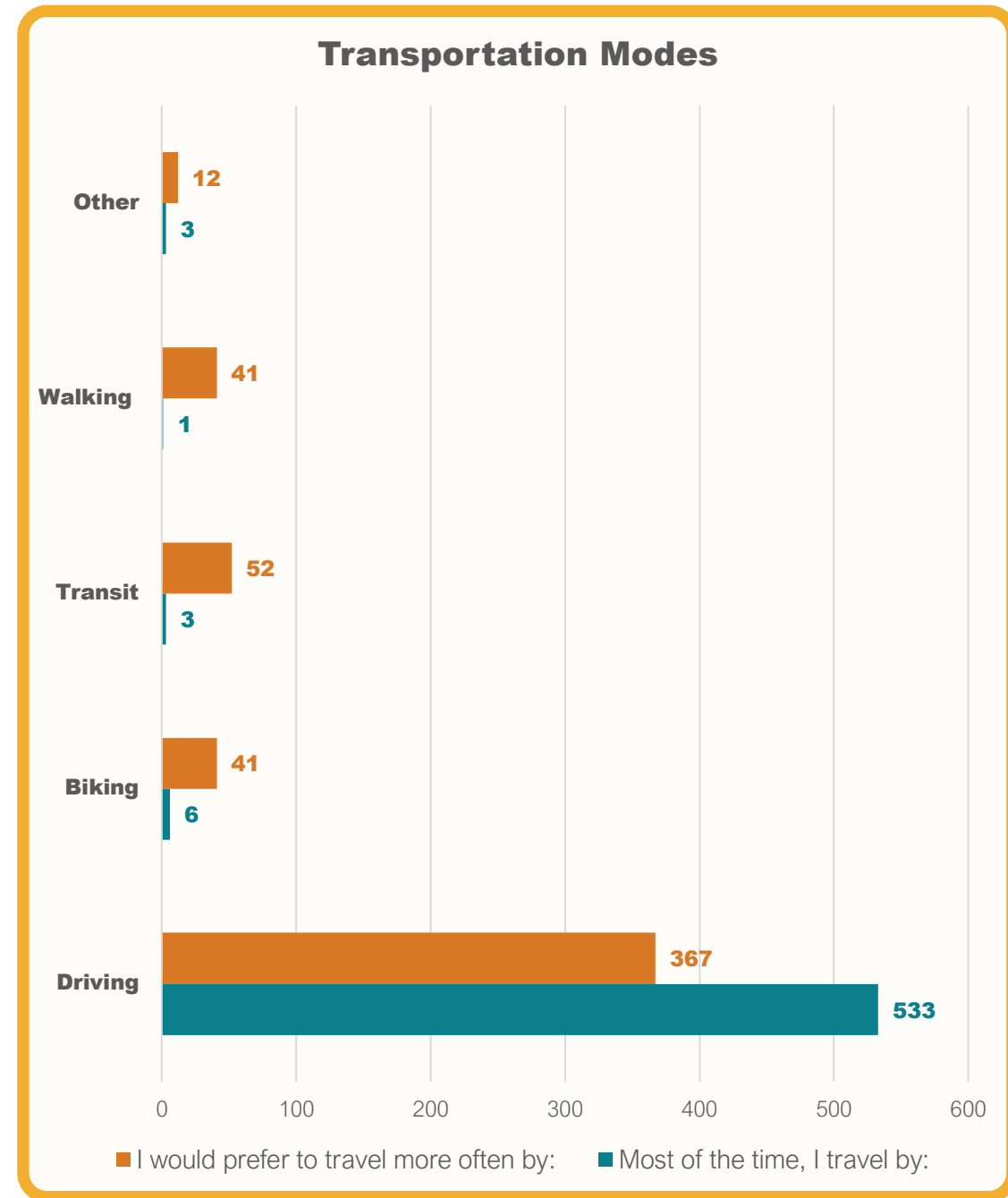
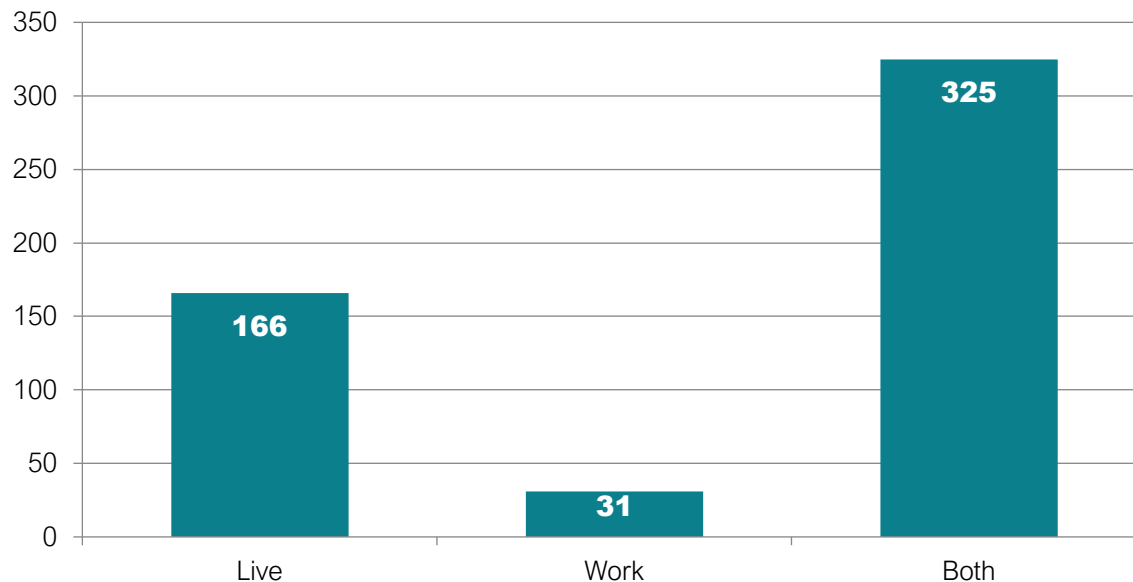




Participant Profile

- **Most** participants **live and work** in the GPATS area.
- Participants expressed a desire to **drive less** and use **alternative transportation** options more often.
- Using **transit** is the most popular alternative to driving. Participants also expressed a desire for more **walking** and **biking** options

Do you live or work in the GPATS area?



The background of the slide is a photograph of a city river scene at sunset or sunrise. The sky is filled with soft, colorful clouds in shades of orange, pink, and blue. On the left, there are modern multi-story brick buildings with balconies. In the center, a river flows over a series of small concrete dams, creating white water rapids. A blue metal bridge crosses the river in the middle ground. On the right, there are more brick buildings, including one with a circular top section. The overall atmosphere is warm and scenic.

GPATS

Congestion Management Plan

Online Engagement Summary #2
MetroQuest Survey

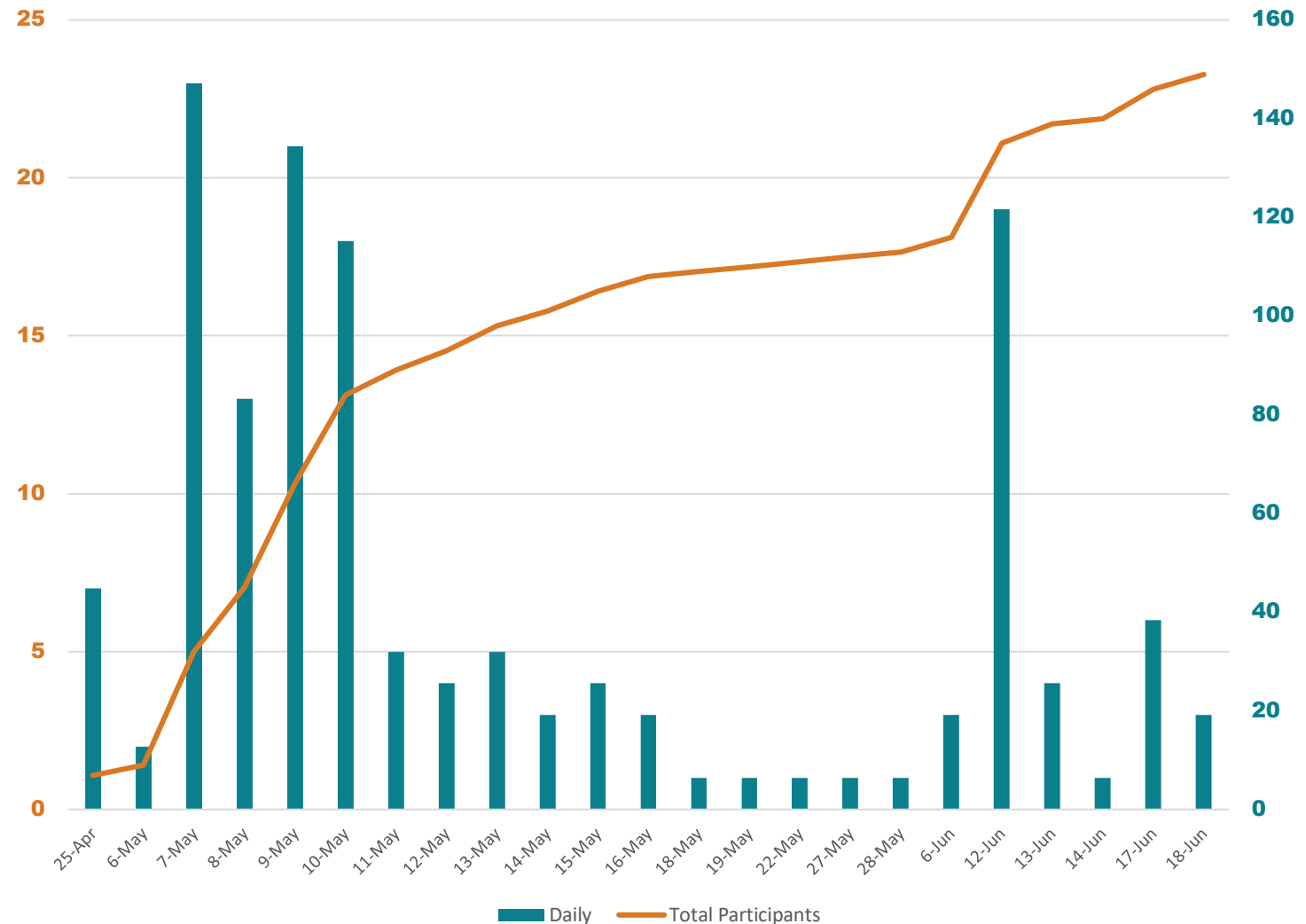
**150***online
participants***4,500+***individual data
points***450+***written
comments*

Online engagement site designed to educate the public about the project and collect feedback using interactive and visual screens.

- Open from April 24, 2024 to June 18, 2024

Project information provided on the “welcome” screen.

The survey asked participants to weigh in on strategies and locations that have recurrent congestion.



Strategy Rankings



Help us rank each congestion strategy

2

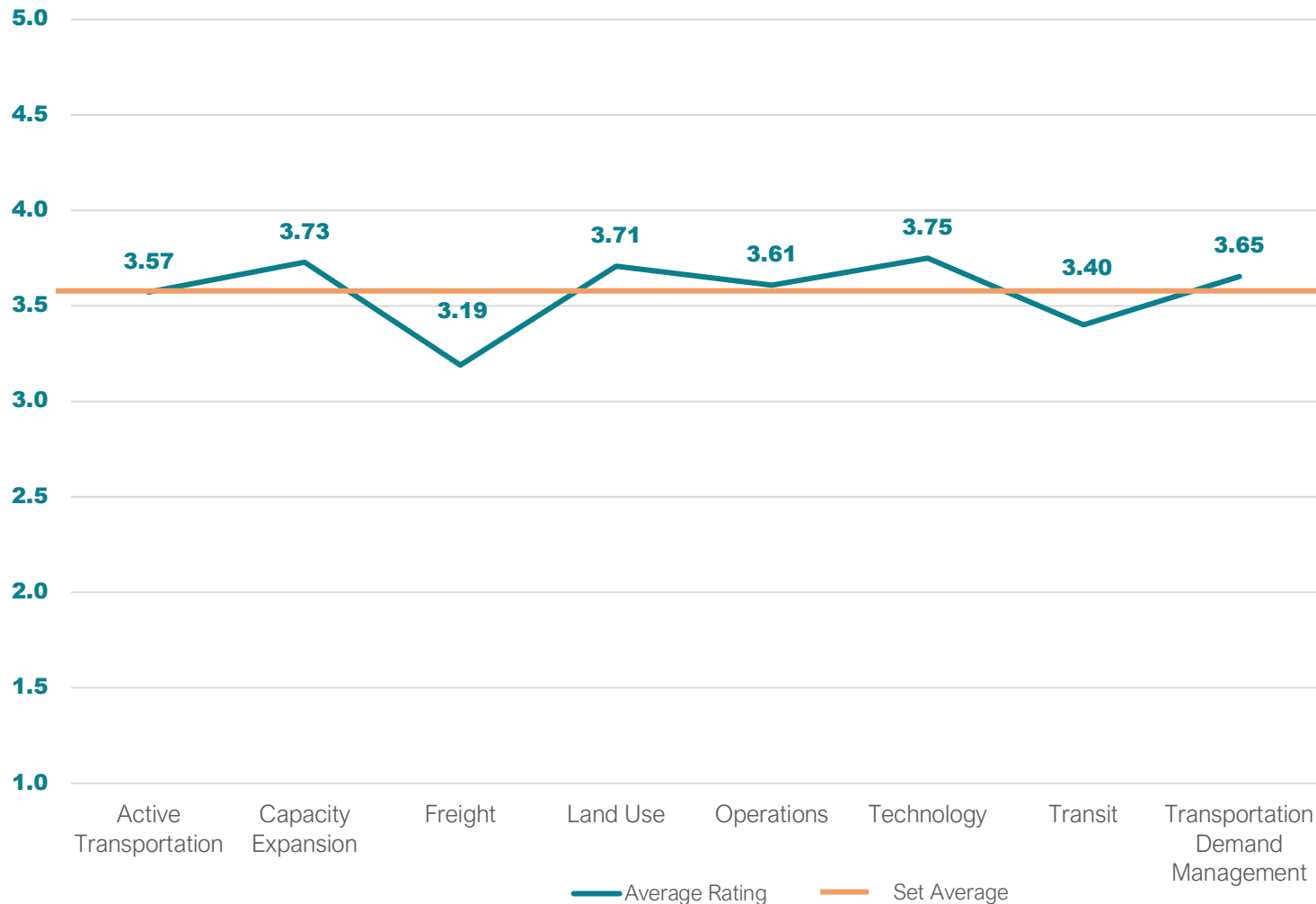
Rate the CMP Strategies

Please rank each strategy

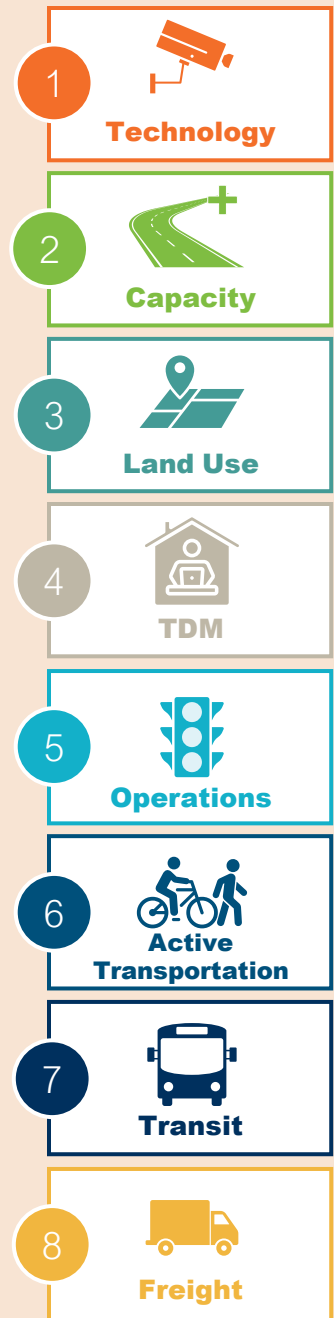
STRATEGY RATING |

Active Transportation ○○○○○	Transportation Demand Management A set of strategies designed to manage and reduce the demand for travel in order to alleviate congestion, improve transportation efficiency, and promote sustainable transportation options.	
Capacity Expansion ○○○○○		
Freight ○○○	Vanpool and Carpool Shared transportation programs where a group of four to ten passengers who live and work in close proximity share a van to commute to and from work.	★ ★ ★ ★ ★
Land Use ○○	Teleworking and Flexible Work Schedules Allows employees to be more flexible with work hours and where they work from.	★ ★ ★ ★ ★
Operations ○○○○○	Parking Mangement Tactics are used to effectively manage parking spaces and optimize their utilization.	★ ★ ★ ★ ★
Technology ○○○○○	Bicycle and Pedestrian Education Used to inform people about the rules and laws that apply to drivers, bicyclists, and pedestrians to improve safety and awareness.	★ ★ ★ ★ ★
Transit ○○○○○	Safe Routes to School Program Initiatives aimed at promoting and encouraging safe and healthy walking and biking to school.	★ ★ ★ ★ ★
Transportation Demand Management ○○○○○		

Average Set Ranking



- The average strategy and strategy set had a ranking of 3.6 out of 5.0
- The highest ranked set of strategies are for **technology improvements**
- The lowest ranked set of strategies is for **freight**



Highest Rated Strategies



Traffic Signal Coordination



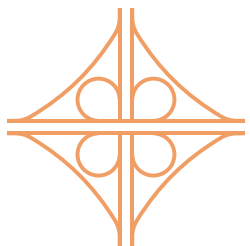
4.5



Walkways



4.2



Alternative Interchange Designs



4.2

Lowest Rated Strategies



Bikeshare or Scooter Program



2.6



Managed Lanes



2.8



Vanpool and Carpool

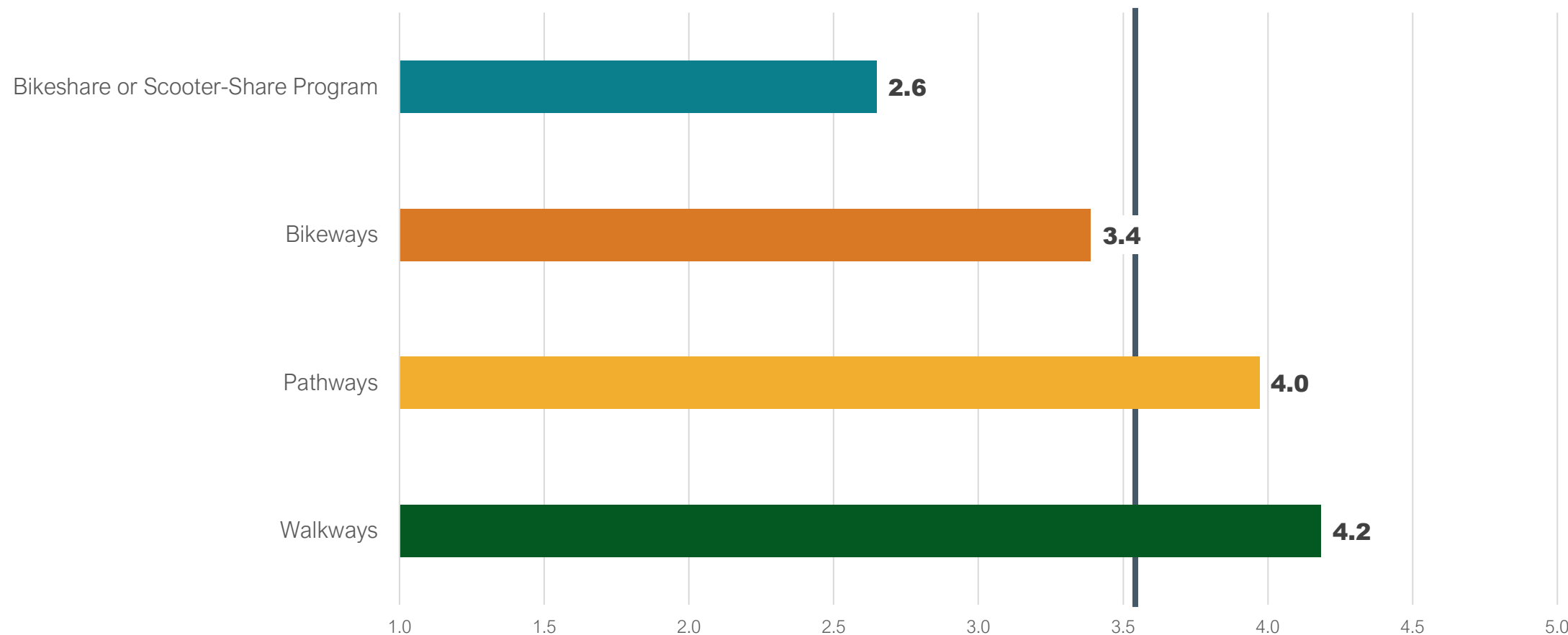


2.9

Active Transportation



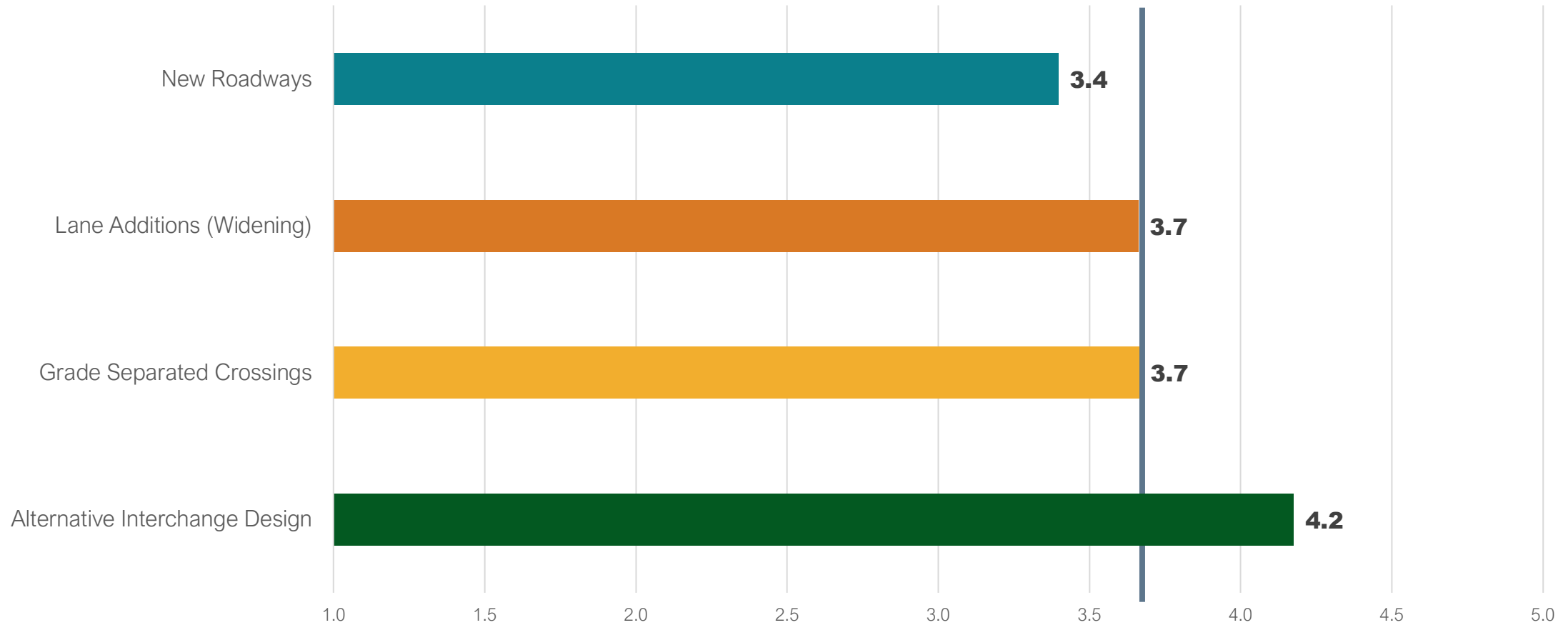
Average



Capacity Expansion



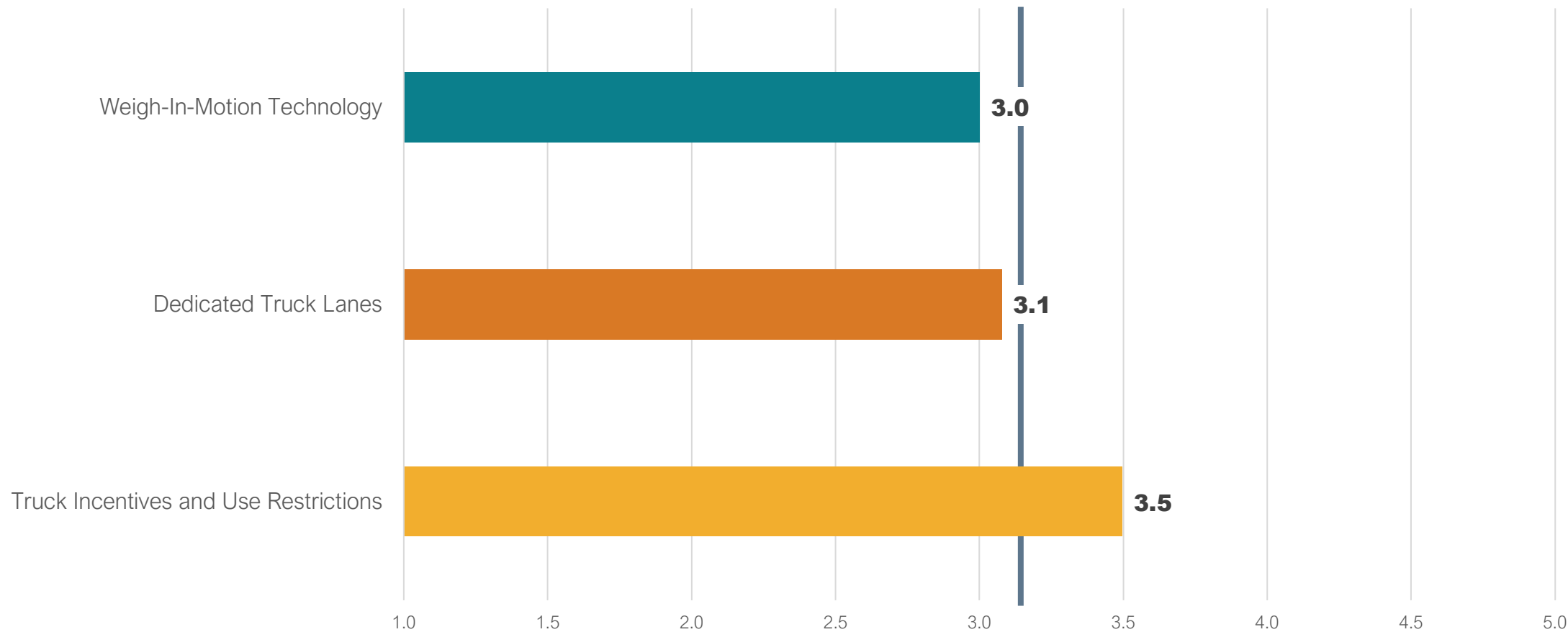
Average



Freight



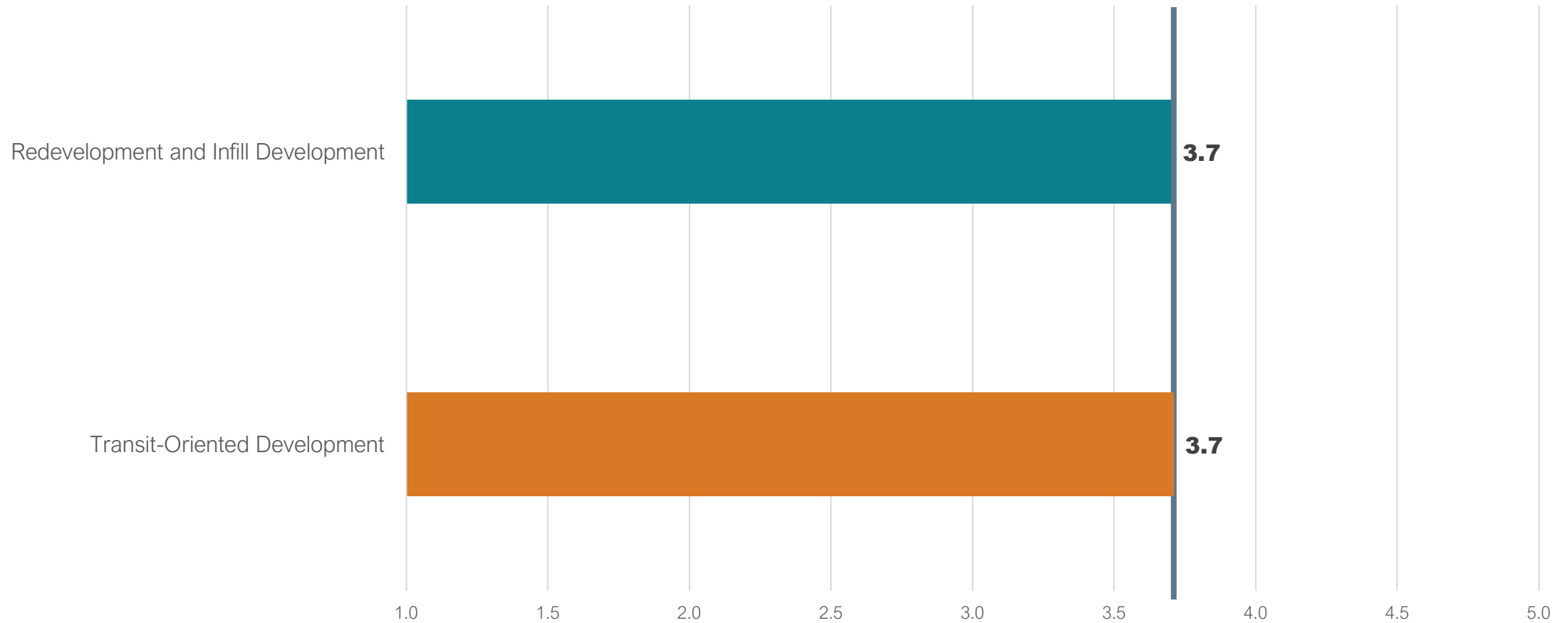
Average



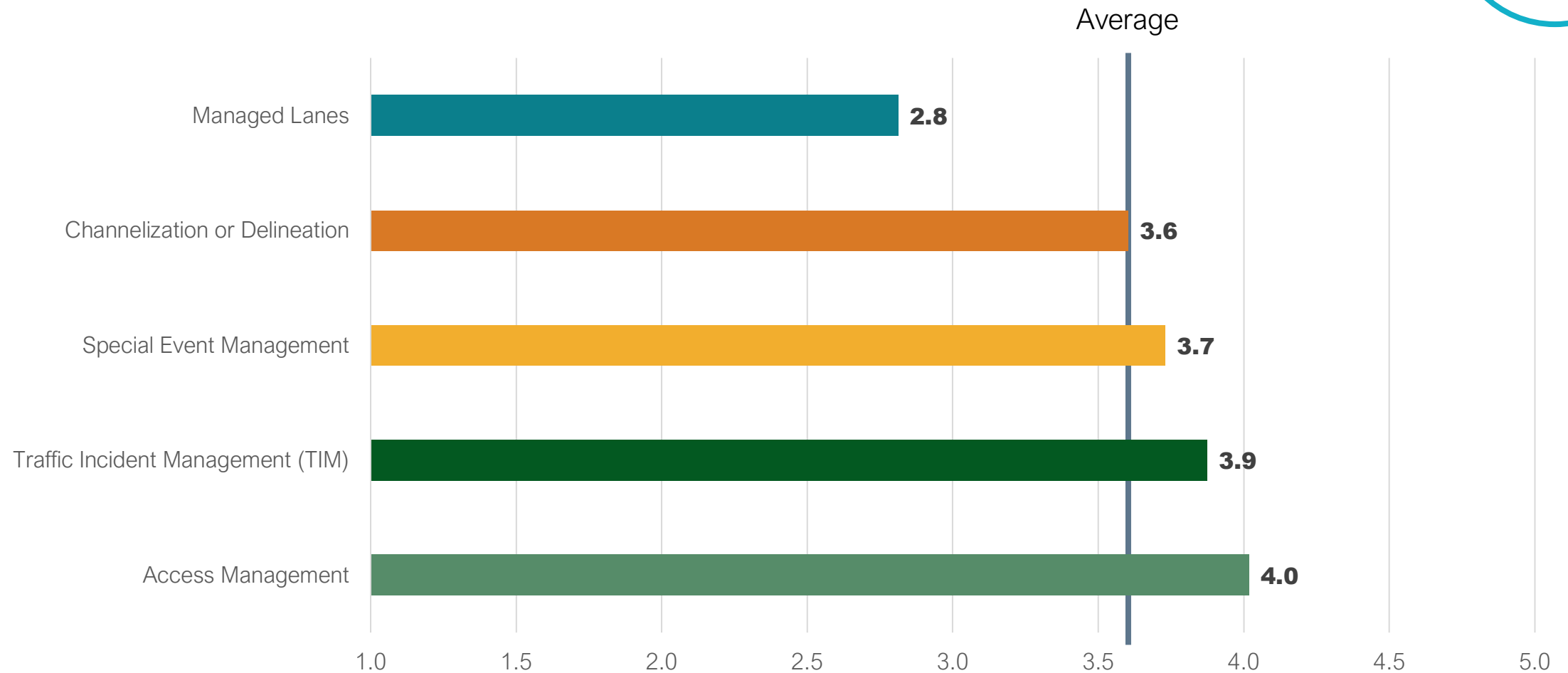
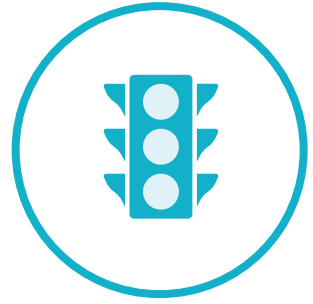
Land Use



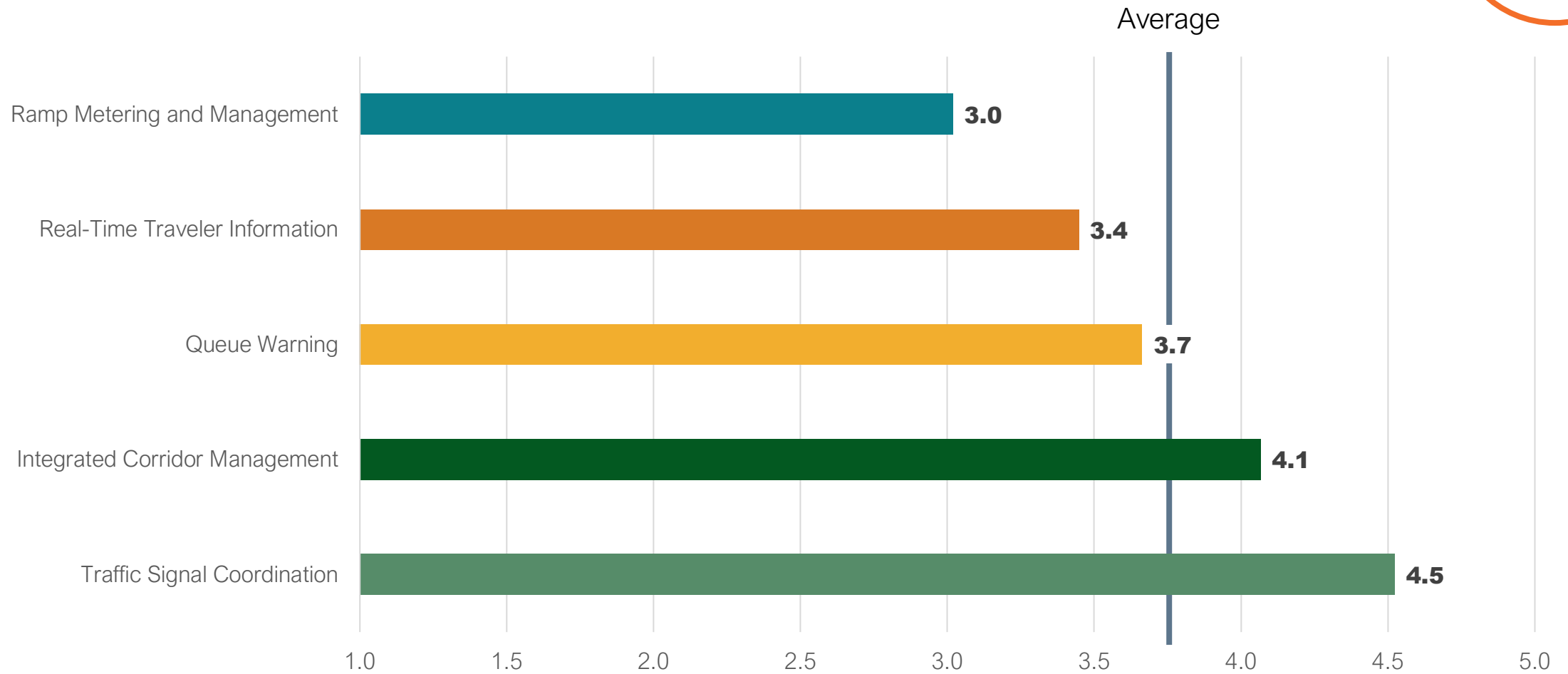
Average



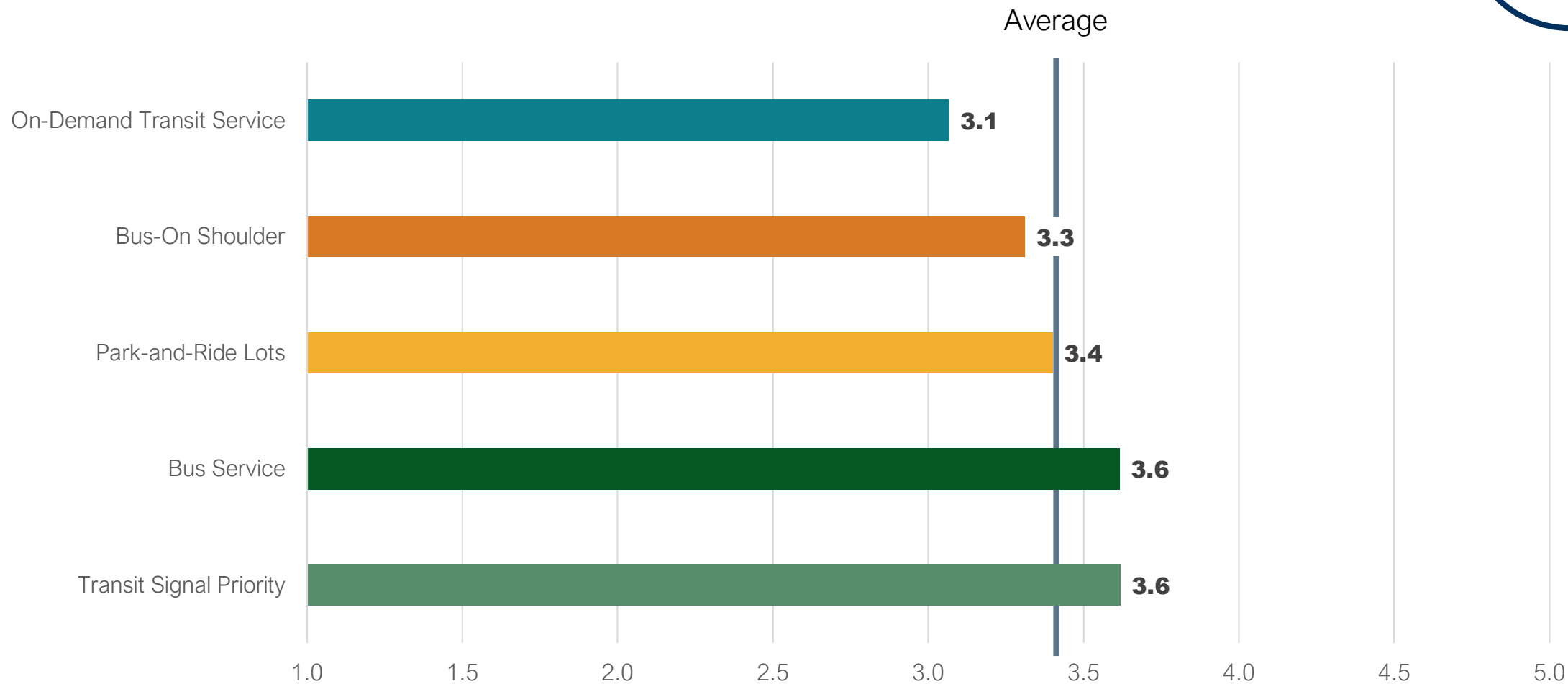
Operations



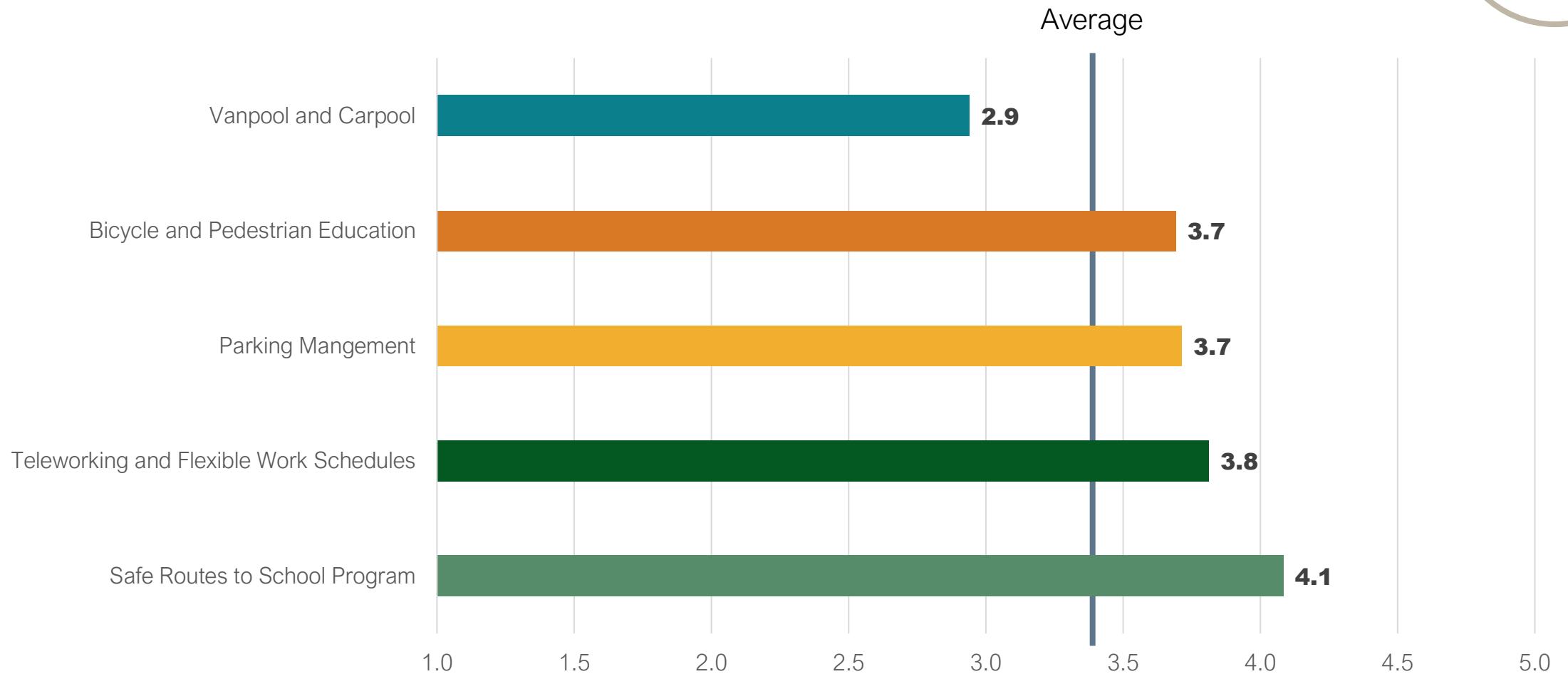
Technology



Transit

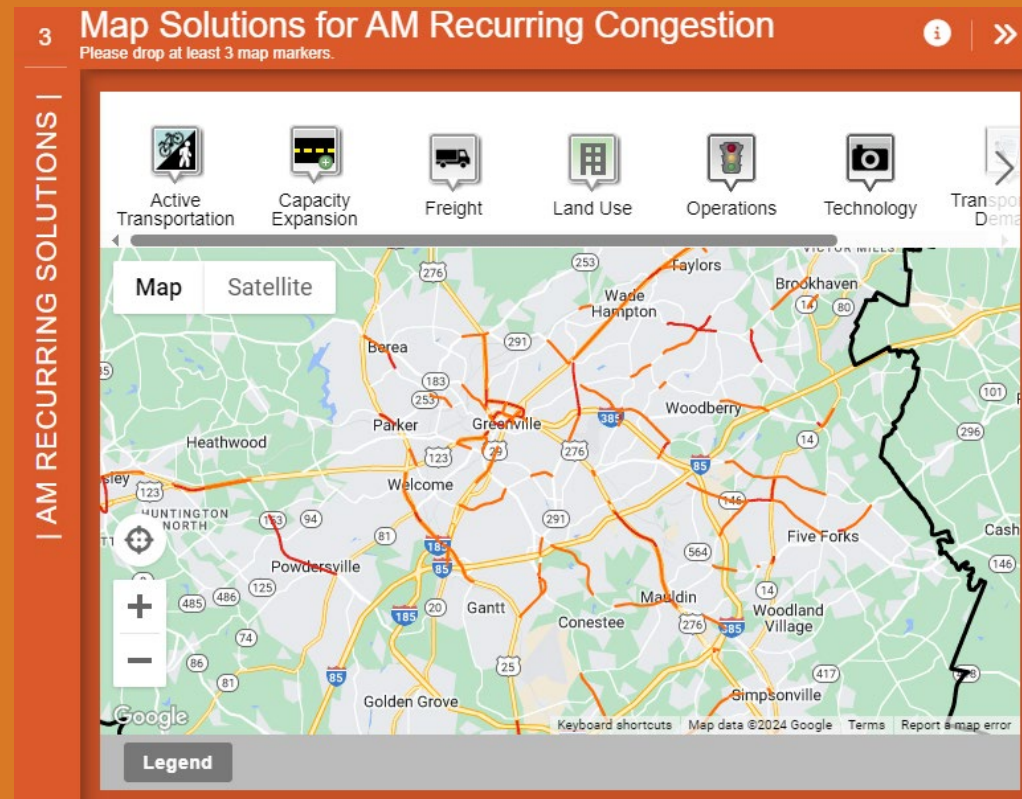


Transportation Demand Management



AM Congestion

Mapping solutions for the AM Peak



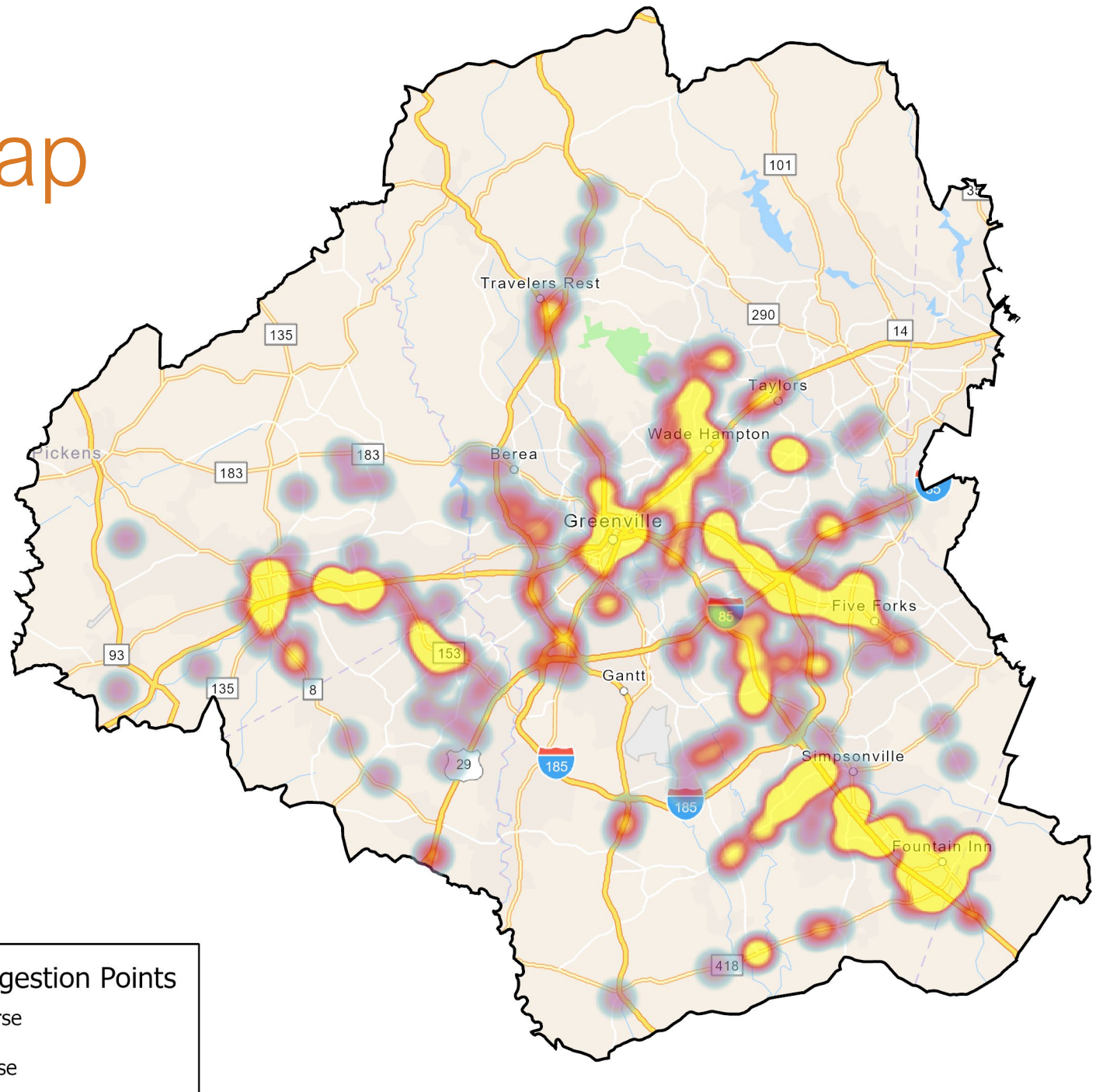
Comment Heat Map

Most comments were centered around:

- Fountain Inn
- Eastern Greenville
- Easley
- Wade Hampton

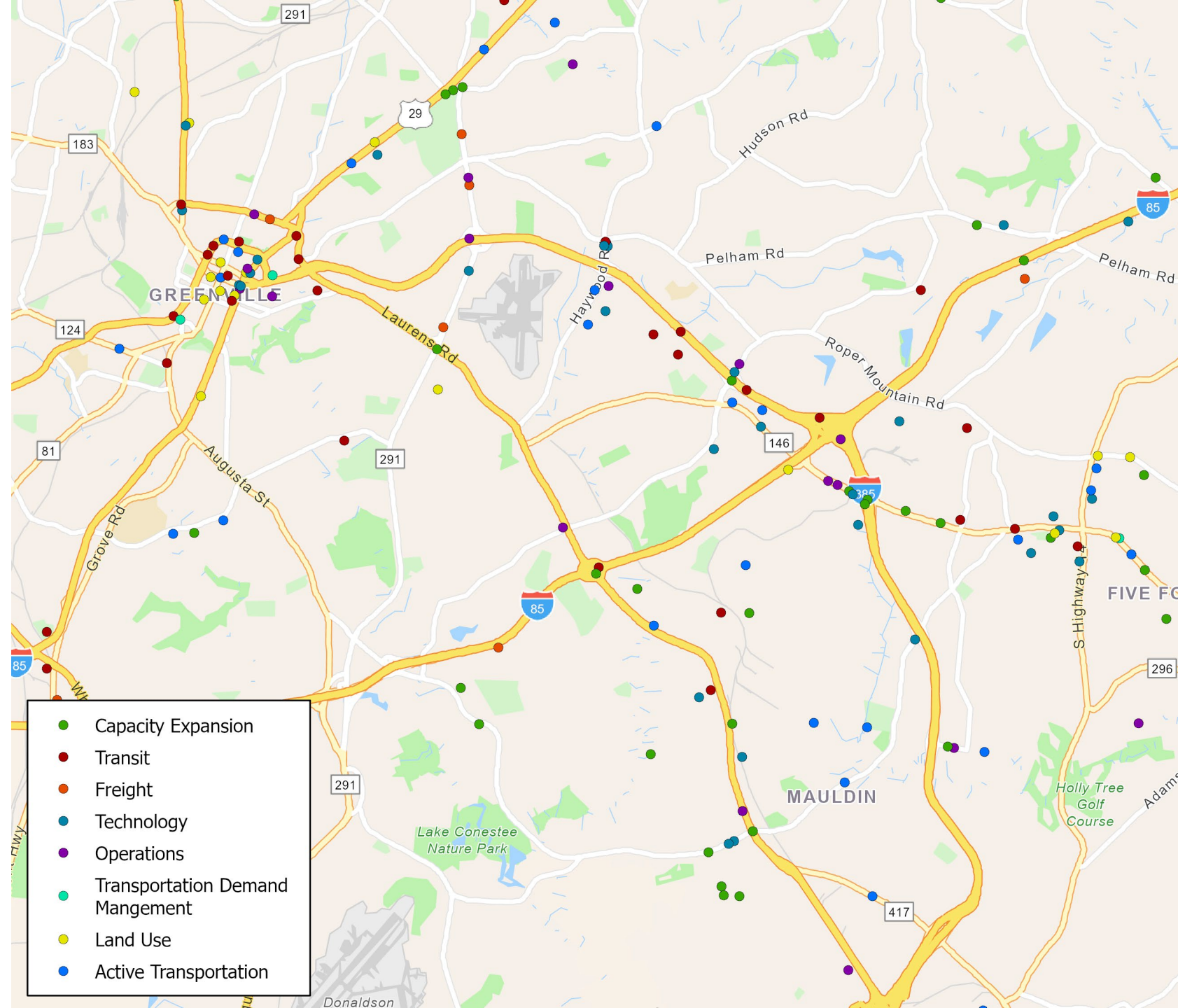
Region wide the top three strategies were:

- Lane additions
- Traffic signal coordination
- Alternative interchange designs



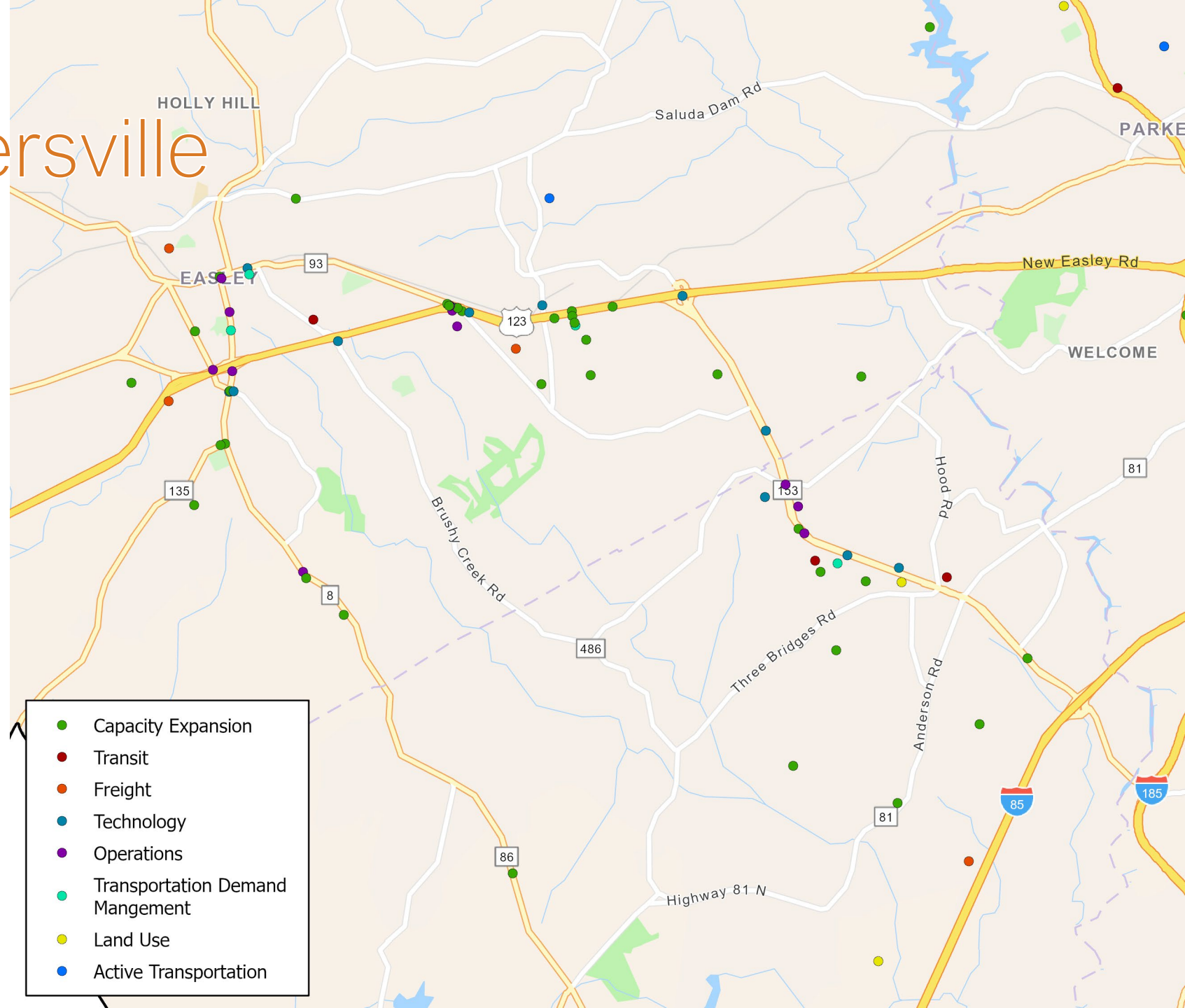
Greenville

- Downtown Greenville and Woodruff Rd got the most comments
- The most popular strategy is traffic signal coordination by a large margin
- In downtown signal coordination, TSP and TOD are the most popular strategies
- Signal coordination and new roadways are the most frequent strategies on Woodruff Rd



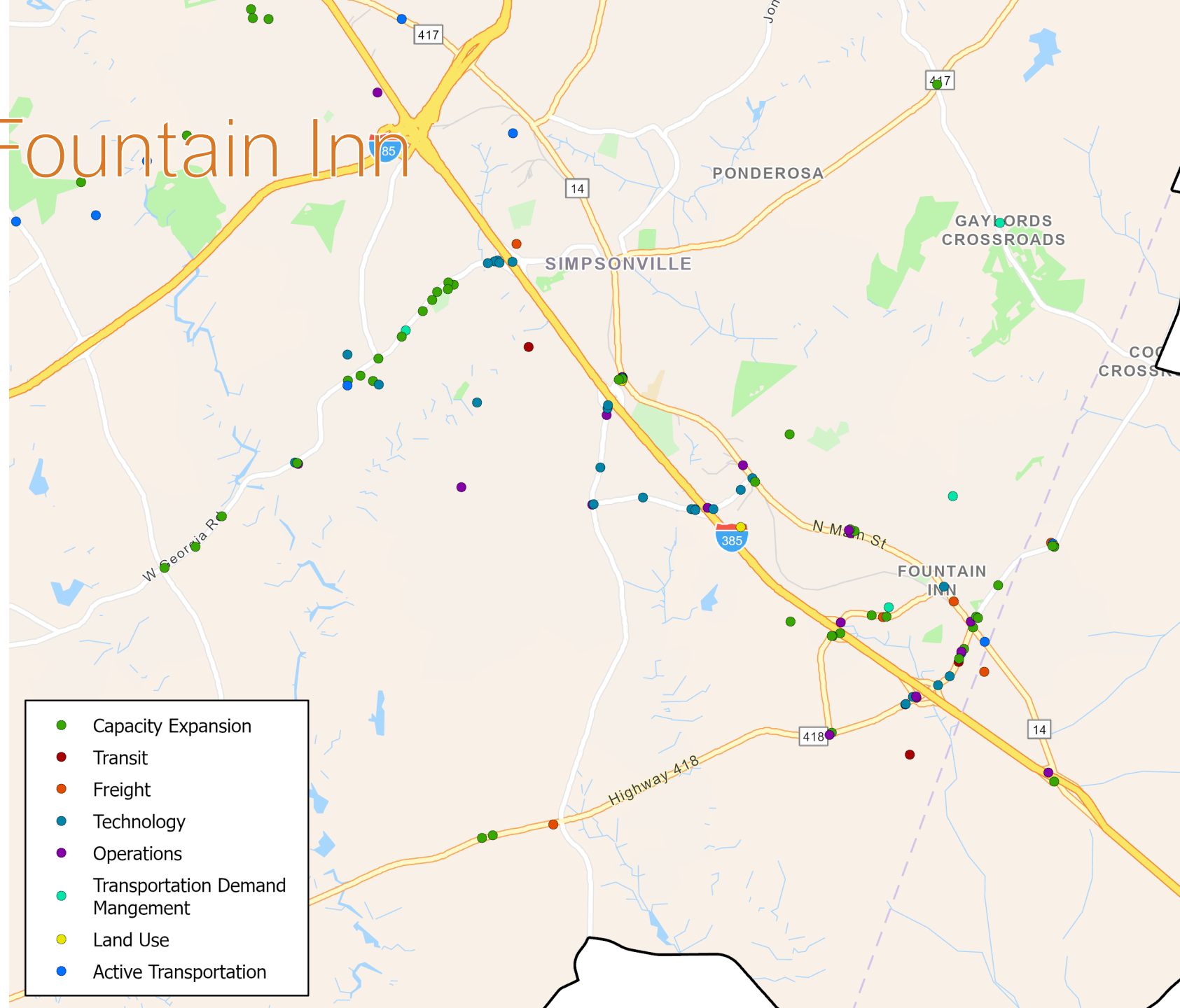
Easley/Powdersville

- Comments were mostly on US 123 and SC 8
- Minimal transit and land use recommendations
- Most common strategies were lane additions and alternative interchange design
- Many comments were centered on the US 123 and SC 93 intersection



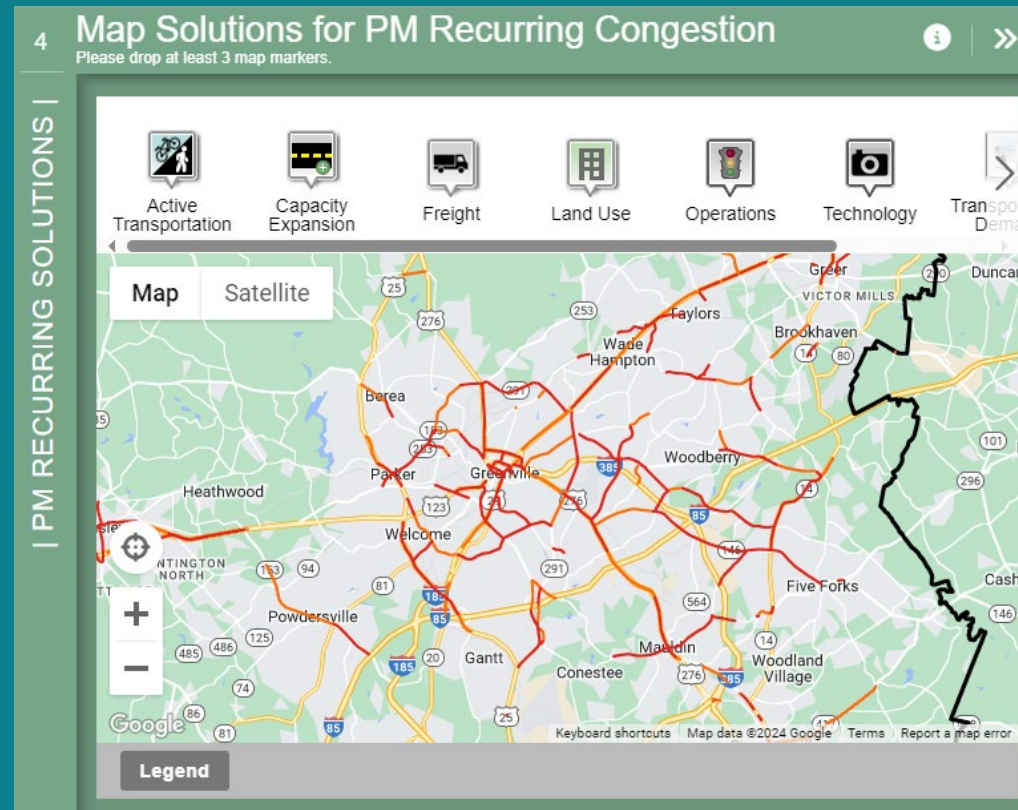
Simpsonville/Fountain Inn

- The two most popular corridors were W Georgia Rd and SC 413 east of I 385
- Most popular strategies were lane additions and signal coordination
- Minimal active transportation or land use suggestions



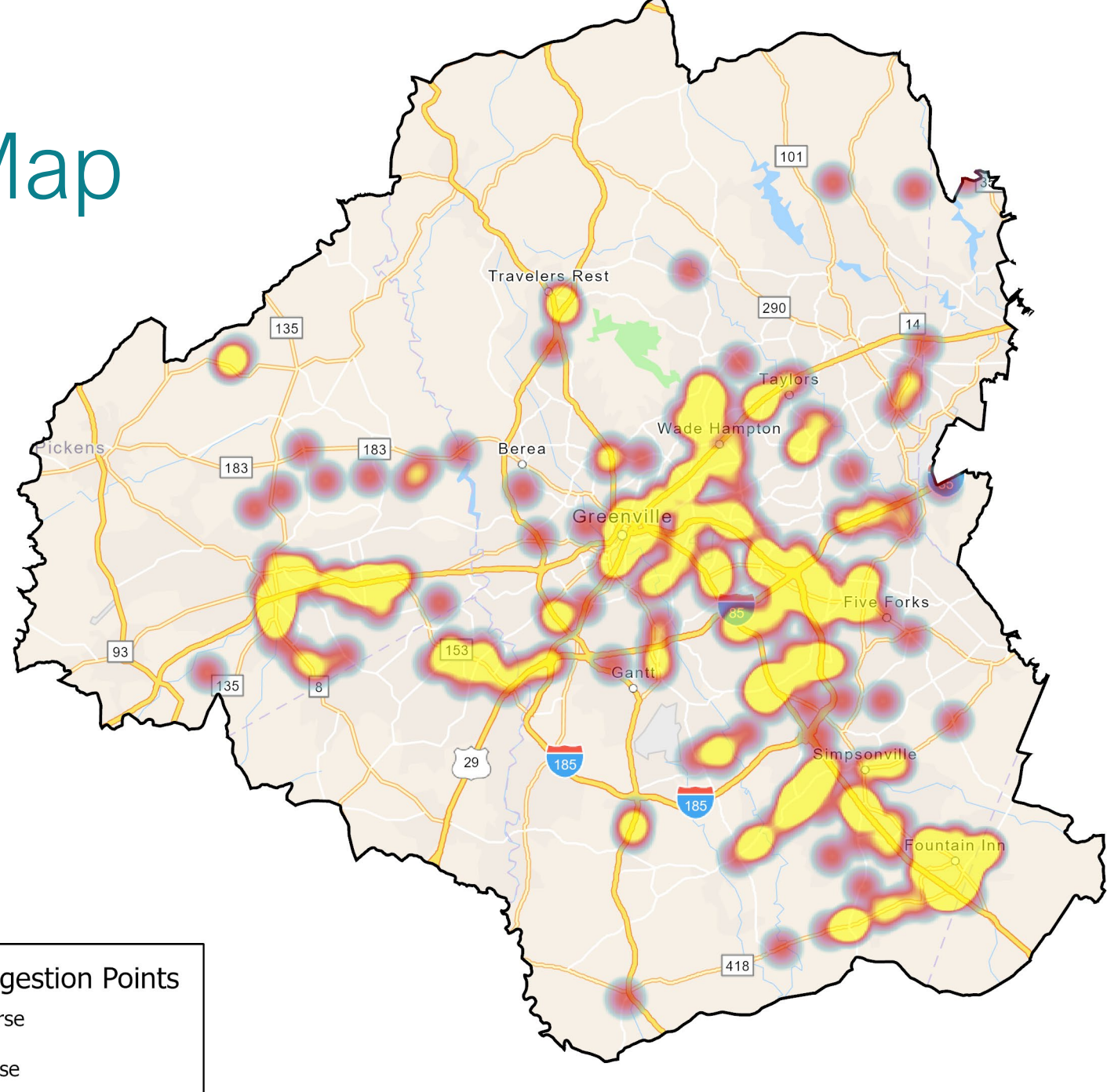
PM Congestion

Mapping solutions for the AM Peak



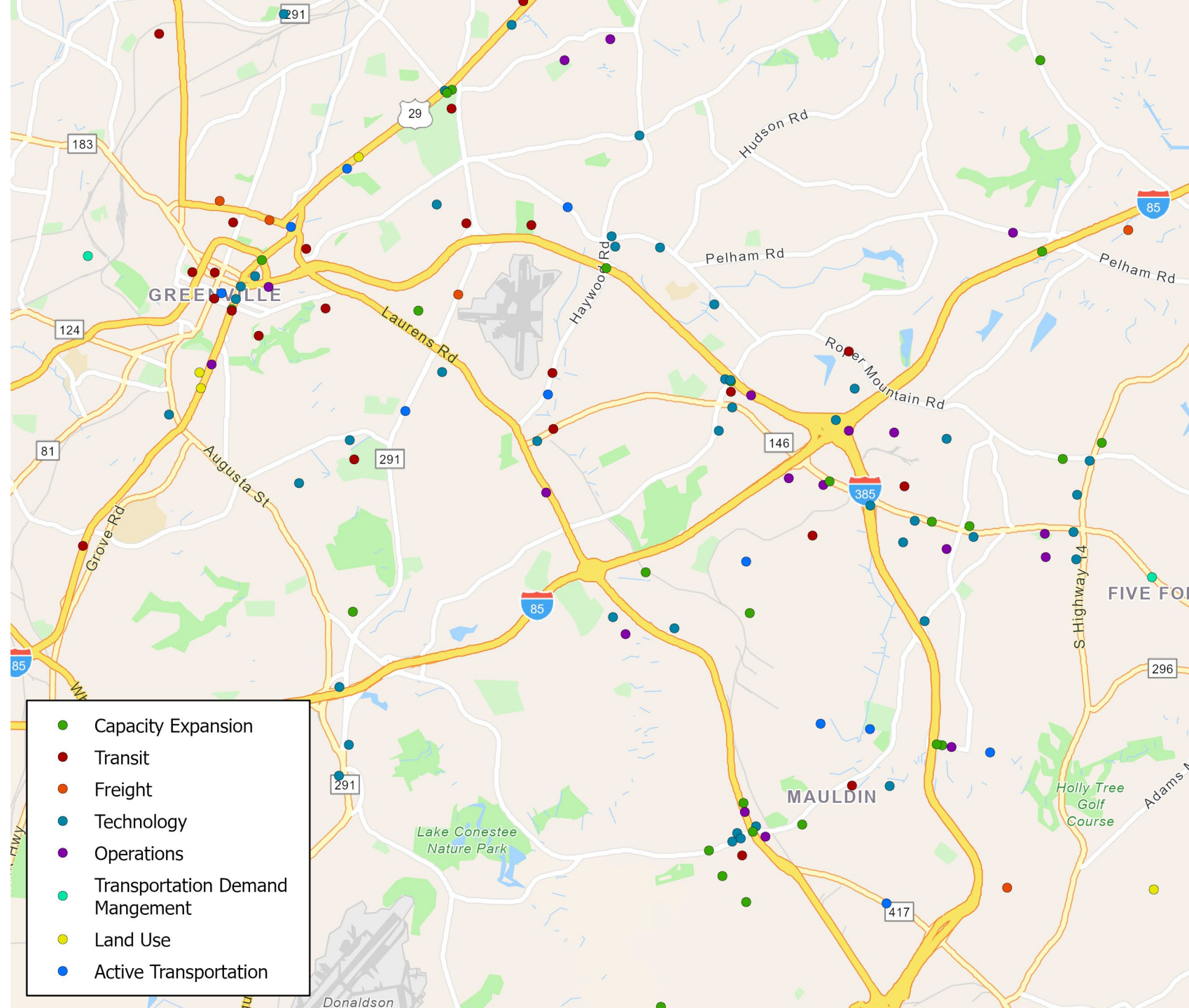
Comment Heat Map

- Most comments were centered around:
 - Fountain Inn
 - SE Greenville
 - Easley
- Fewer responses for PM than AM
- Three most popular strategies were:
 - Lane additions
 - Traffic signal coordination
 - Alternative interchange design



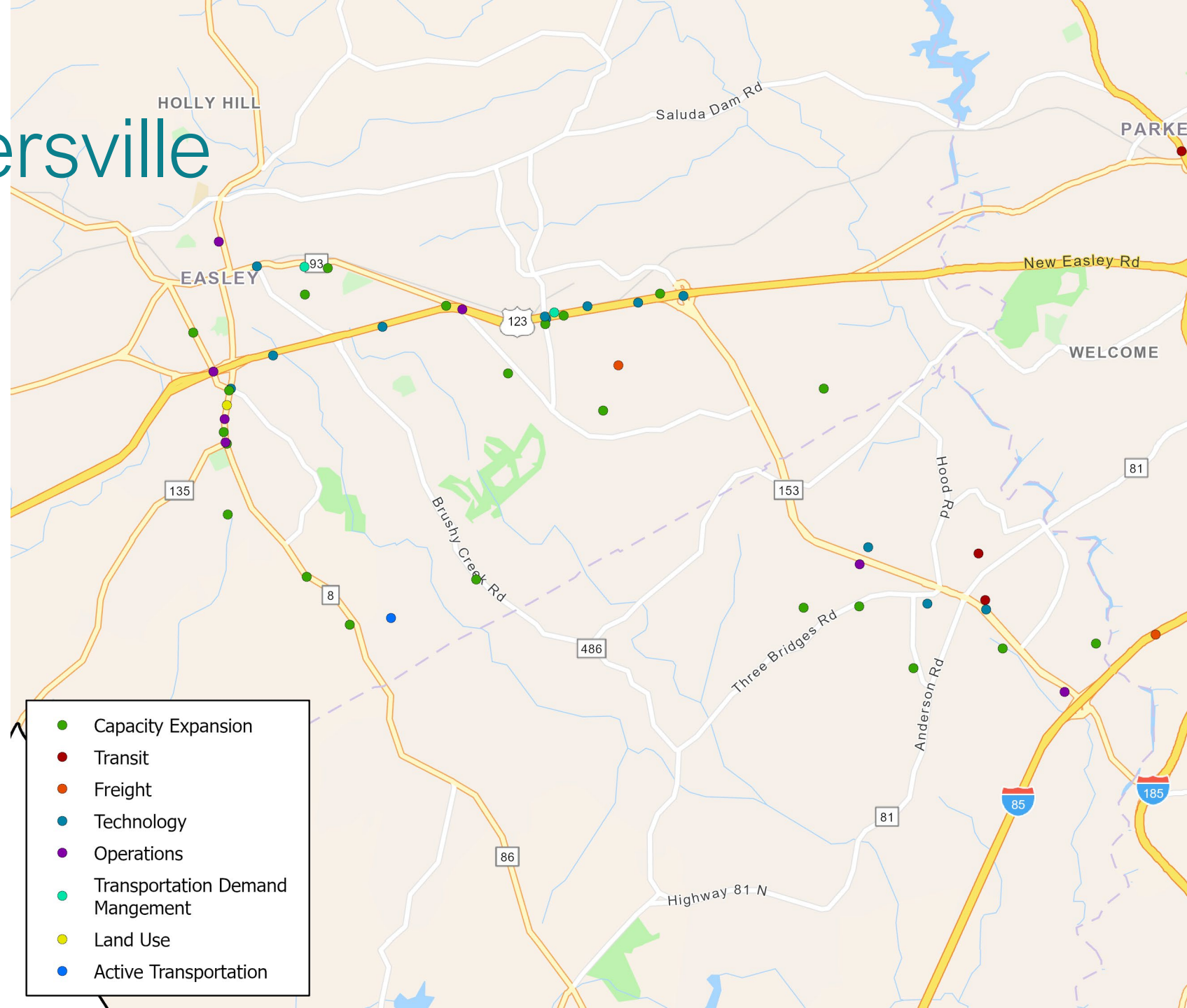
Greenville

- The commercial region around the intersection of E Butler Rd and US 276 in Mauldin has the highest density of comments
- Transit and Land Use comments were most common near downtown
- Technology and Capacity Expansion were more common in the suburban areas
- By a wide margin traffic signal coordination was the most popular strategy
- Bus Service was the next most popular



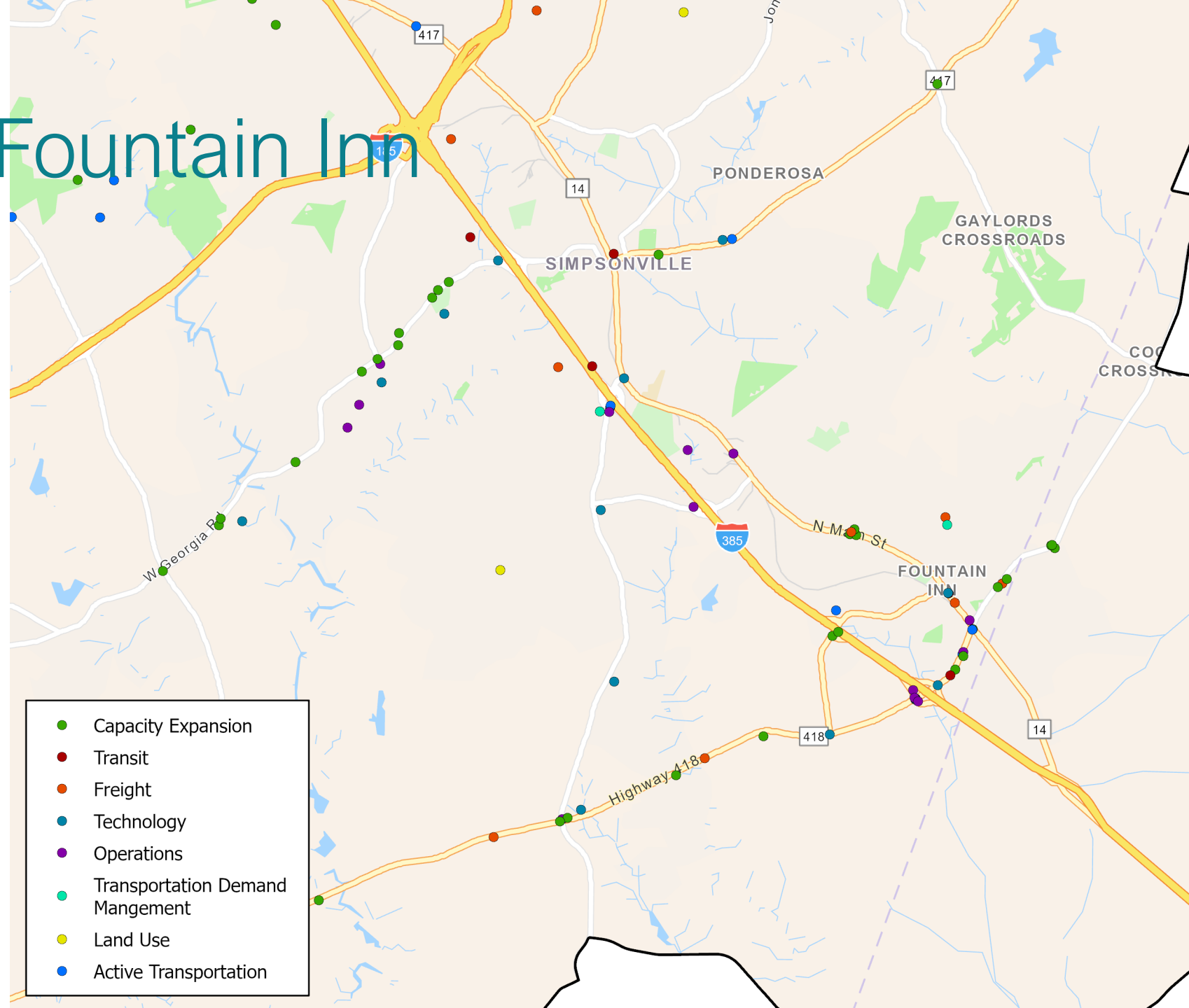
Easley/Powdersville

- Most comments were along US 123 just east of Easley and along SC 8 just south of Easley
- There were few multimodal points in the area
- Most focus on capacity expansion strategies with lane additions being the most popular
- The second most popular strategy was traffic signal coordination



Simpsonville/Fountain Inn

- Most points were along W Georgia Rd and SC 418 going west
- Majority of points were for capacity expansion projects with the most popular being lane additions
- Alternative interchange designs ranked second
- Traffic signal coordination was another very popular option



Participant Profile

Who we reached

5

Thank You!

Tell us a bit about yourself. Please click finish when you are done!

STAY INVOLVED |

Optional Final Questions

> Do you live/work in the GPATS area?

Live Work Both

> Enter your five-digit home zip code

12345

> Enter your five-digit work zip code

12345

> Email Address (to receive project updates)

Email address...0/50

> Additional Comments

Type...0/500

Answer the questions you want to, then click Finish:


Finish




Thank You!

Thank you for your feedback on the GPATS congestion management process survey.

Your feedback will help us make informed decisions about the future of the transportation network.

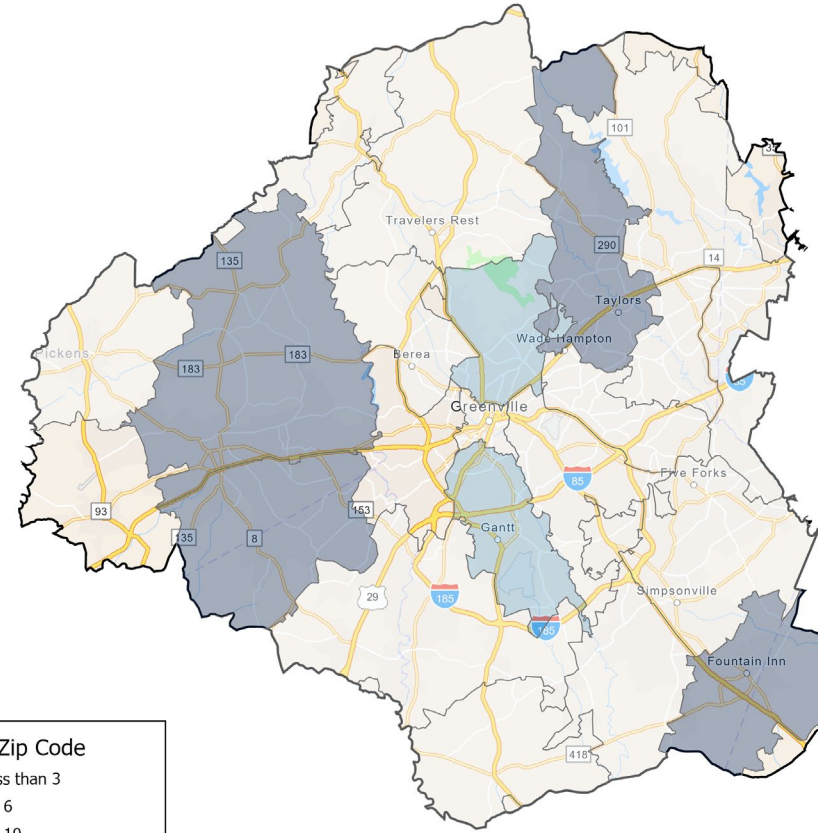
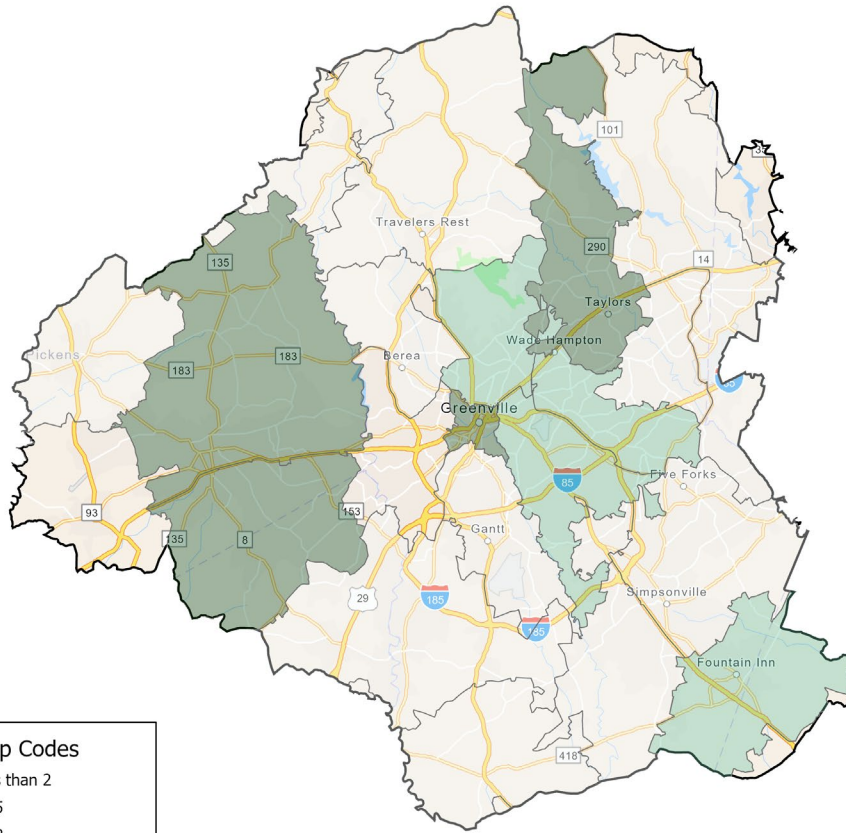
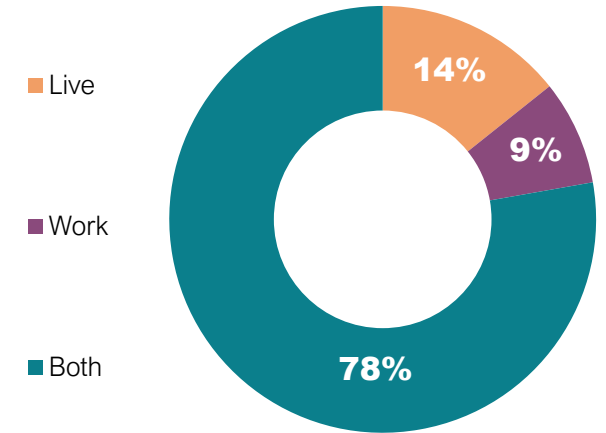
Use the Facebook, Twitter, and LinkedIn icons to share the survey with others and help us get everyone involved!





Where Respondents Live and Work

- 78% of respondents say they **live and work** within the study area
- 14% **only live** in the study area
- 9% **only work** in the study area
- Out of study area respondents came from Seneca, Anderson and Belton



Only 40% responded when asked about their ZIP code

Other Comments

Themes from other comments:

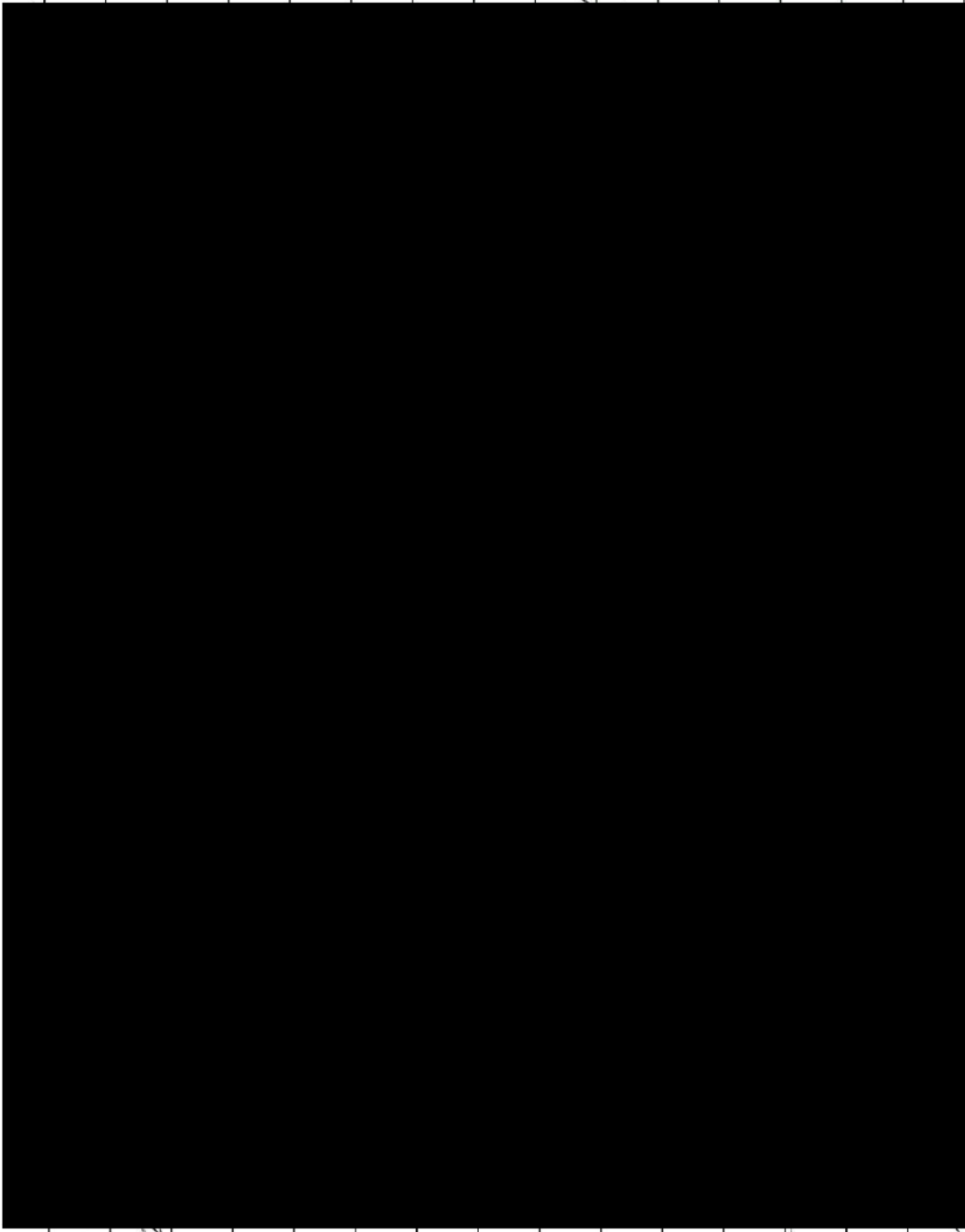
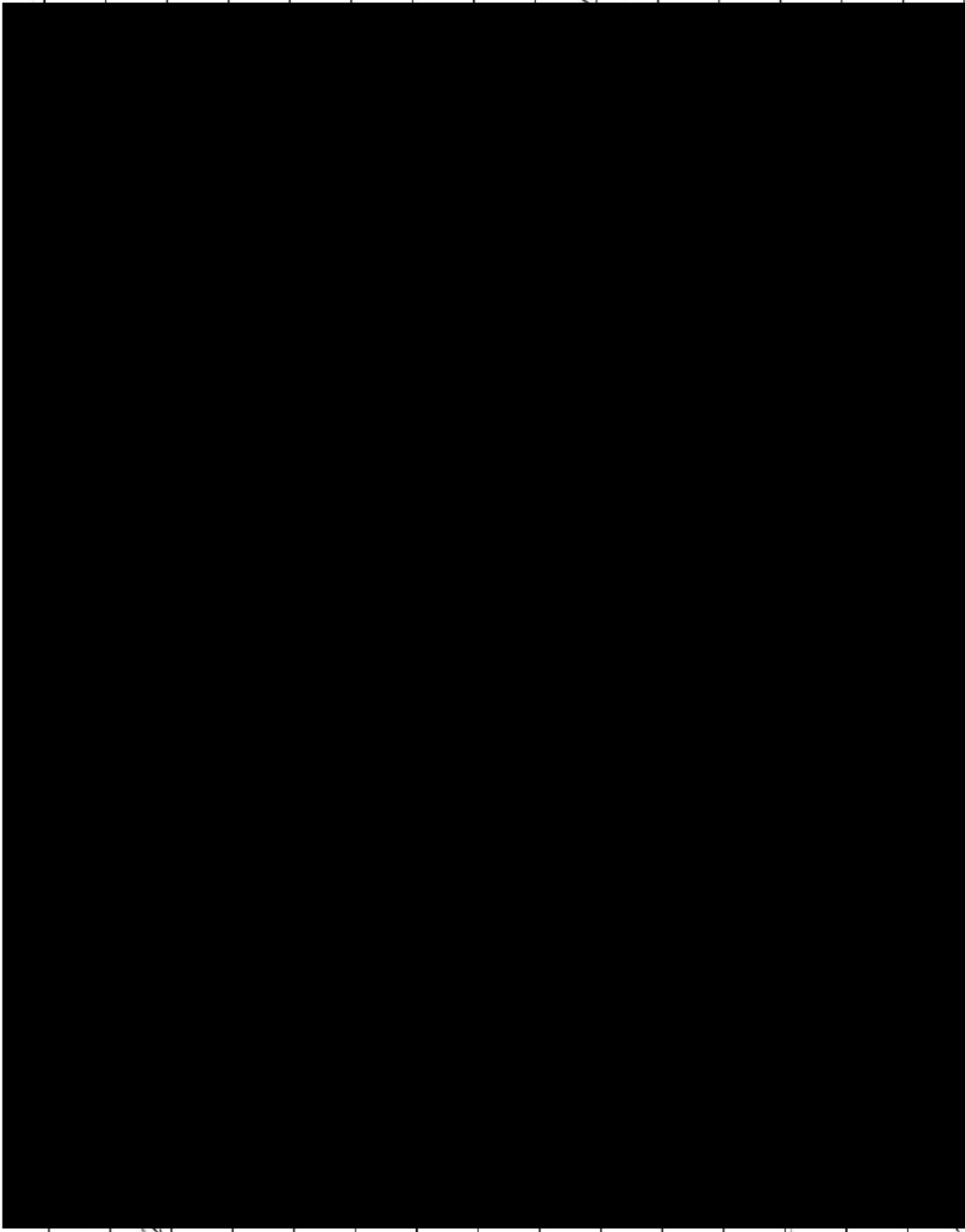
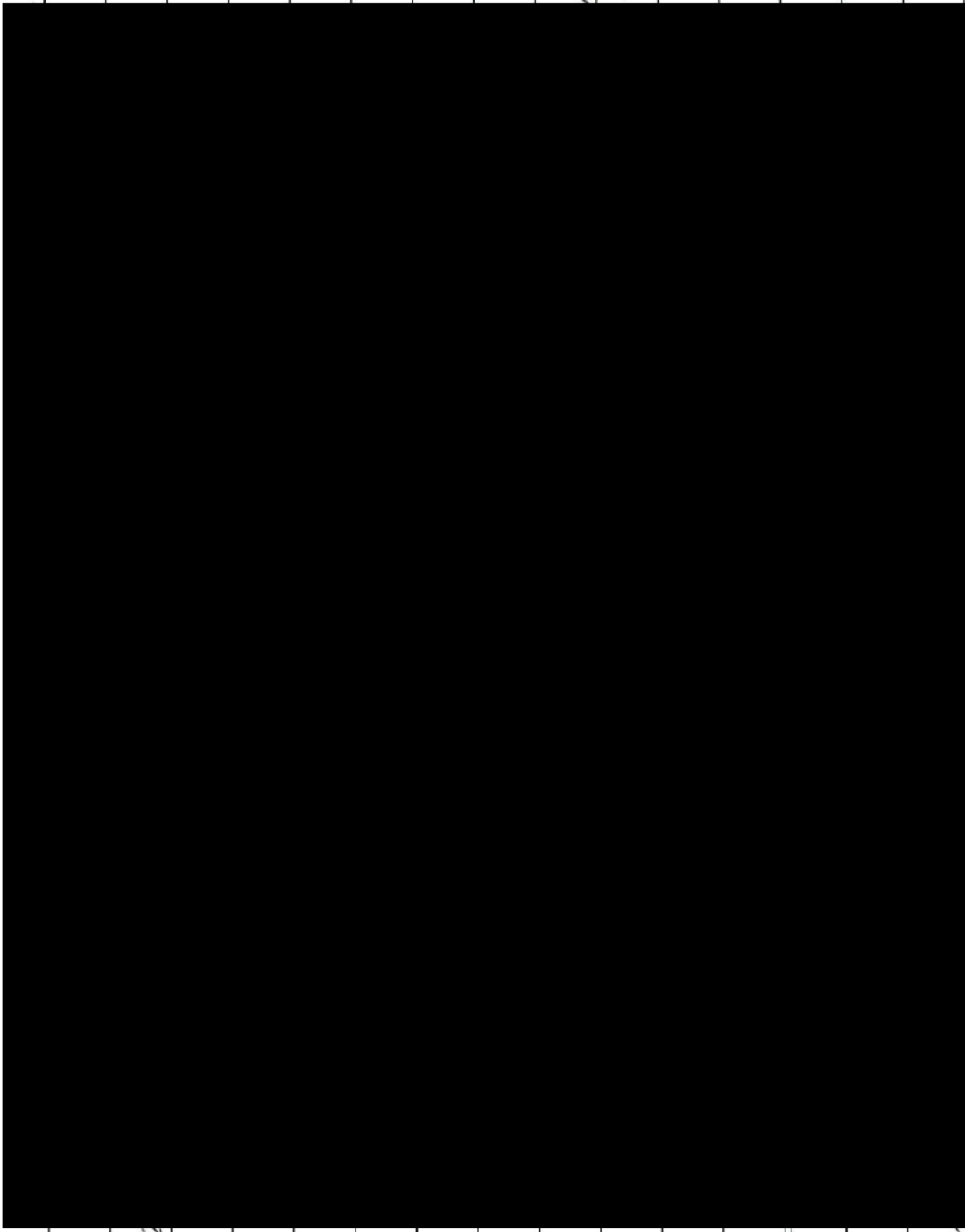
- Widenings near Easley
- Additional transit
- Congestion in high growth areas
- Appreciation for the study
- More comprehensive TIAs



Public Workshop | GPATS CMP

Sign-In

November 28, 2023

Name	Address/Neighborhood/Area	Email	Number of People in Group
STEVEN MARKOWITZ			
PAUL BARBER			
Randy Mayfield			
Rhonda Daugherty			
Fel Frey			
RICHARD O'NEILL			
Chuck Berry			
Dean Miller			
Bob Kuyft			
Frank Marshall			
Tyler Stone			
Lucie Franchi			
Suzanne Terry			
Kayleigh Cleek			
Donna Bill			
Rich and Berlene			

Sign-In

November 28, 2023

[illegible]

Sign-In

April 23, 2024

[illegible]