

SOUTH CAROLINA HIGHWAY 153 CORRIDOR PLAN



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Figure 1

photo above, a rural two-lane road through the country. Much of the area was dotted by small farms and homes, and traffic was virtually non-existent.

The story of modern day Woodruff Road is much different than the story of the past. As the population of Greenville grew and people began moving to the eastern portion of the city, the demand for commercial and retail increased. The current state of Woodruff Road, as seen on the photo to the right, is a result of the population expansion and outward push of Greenville. The impact of this growth is seen as positive by some, negative by others, but obviously a dramatic change by any account.

Project Background

South Carolina High 153 is a major transportation corridor helping connect the Greenville metro area, Interstate-85, Easley, and Anderson through the more rural and picturesque Powdersville area. While historically rural, the Highway 153 corridor is already experiencing severe traffic issues and the prospect of high urban-suburban growth due to its location and attractiveness.

Much of the concern envisioned for the future of the Highway 153 corridor has been through the lens of Woodruff Road in Greenville. Not long ago Woodruff Road was seen on the



Figure 2

The Powdersville Planning Group has initiated this plan to help guide the future growth and development of the Highway 153 corridor as the population increases within the Powdersville area. While it is virtually impossible to prevent growth from occurring along the Highway 153 corridor, the community has taken an important step in creating this plan to shape and provide a vision for that future growth.

Planning and Design Workshop Process

The work encompassed in this plan was completed in a week-long charrette during July 2010 at Wren High School. The charrette process was chosen because of the collaborative work environment that is generated through participation of citizens, stakeholders and designers. This process allows for a more evolved final product that is a synthesis of information gathered during meetings, citizen participation events, casual studio conversations, and field analysis.



Figure 3: Stakeholder meeting during the charrette.

Analysis

Much of the analysis that was assembled for this plan was done through research of existing documentation of the area – such as the Greenville-Pickens Area Transportation Study (GPATS) Long-Range Transportation Plan, stakeholder interviews and a field studies conducted during the charrette.

Development Patterns

Activity Center

The intersection of Highway 153 and Highway 81 in the Powdersville area is characterized as an activity center in the GPATS Long-Range Transportation Plan. According to the GPATS definition, an activity center includes a combination of retail, personal services, civic, education and social uses that are intended to serve the surrounding neighborhoods. In Powdersville, this includes all the various neighborhoods along the Highway 153 and Highway 81 corridors. This activity center essentially serves as the center of the community where daily needs can be met and as the identifiable place associated with the Highway 153 corridor.

Roadway Classifications

The Highway 153 corridor is classified as both a minor arterial and a collector road in the Long-Range Transportation Plan prepared by GPATS. The minor arterial classification applies from the intersection of US-123 to the north to Old Pendleton Road to the south. The remaining segment from Old Pendleton Road to Interstate-85 is classified as a collector. US Highway 123 is classified as a principal arterial and Interstate-85 is classified as a freeway, both classifications carry high volumes of traffic at a higher speed. Highway 81 is also classified as a minor arterial like the northern segment of Highway 153.

The purpose of these designations is to classify the types of traffic these roads are to carry and the improvements that can be made.

The collector segment of Highway 153 is meant to collect traffic from neighborhoods and distribute that traffic onto the system of arterials. The minor arterial segment of Highway 153 is intended to collect the traffic from the collector and local designated roads and distribute that traffic to principal arterials and freeways.

Community Facilities

An important component of any community are the facilities that are provided for the residents. Along the Highway 153 corridor and the Powdersville area, the facilities include schools, parks and local governmental offices. The collection of facilities that exists in the immediate area help to provide a sense of community for residents because those facilities become local gathering centers for daily life and events.

Most of the community facilities along the Highway 153 corridor are located with the Powdersville area, around the intersection of Highway 153 and Highway 81. The educational facilities there include Powdersville Elementary, Concrete Elementary, Powdersville Middle School and the soon to be completed Powdersville High School. The three Powdersville schools are all located in close proximity to each other along Hood Road to the north of Highway 153. Dolly Cooper Park is also another major community facility located just off of Highway 81 on the Saluda River.

Located south along Highway 81 from Highway 153 is a cluster of community facilities including a library branch, water district office and fire department. This clustering of facilities is the start of a community town center for Powdersville and the Highway 153 corridor.

Analysis Diagram

Figure 4 is a diagram reflecting the analysis completed as part of the planning and design workshop. It is an outline of the existing conditions along the corridor that includes the location of community

facilities, important intersections, planned transportation connections, and generalized character areas.



Figure 4: Analysis Diagram

The following vision statement and goals were developed during the planning and design workshop by reviewing the comments and ideas gathered at the community visioning session. They are a representation of what the participants had to say about the area and how they would like to see it in the future. The vision and accompanying goals should be considered a work in progress or a point of departure for future planning, design and development.

Vision

A gateway corridor which unifies and enhances the sense of place and identity, respecting natural and cultural heritage and providing opportunities for regional and community development.

Goals

- Consistent architecture and design character of the corridor
- Improved existing connections and the ability to move around the community through multiple connections
- Conservation of natural and cultural resources
- Create a civic identity and public character
- Promote responsible development opportunities
- Balance regional and local retail opportunities
- Reinforcing neighborhoods and community



Figure 5: Existing Development along Highway 153

Plan Concept

During the planning and design workshop for the Highway 153 corridor, a concept began to evolve to help direct the future of the corridor and surrounding areas. The concept diagram, illustrated on the following page, is the product of that exercise based on the vision, goals and community input during the charrette. The concept for Highway 153 revolves around three different character areas.

Character Areas

The first character area is the segment of Highway 153 from the intersection with Interstate-85 to the intersection with Roe Road. This character area is the most used segment of Highway 153 in terms of traffic and economic impact. The concept for the Highway 153 Corridor Plan calls for this segment of Highway 153 to be designated as a Commercial Corridor Development, which is similar to the existing context. An emphasis for this area as a Commercial Corridor Development segment would be to improve aesthetics through landscaping, signage and building design. New developments in this area should have more presence along the corridor by moving the building closer to the highway, placing surplus parking to the rear of the development and providing pedestrian access to surrounding buildings. This will help in producing a more walkable environment. The segment of Highway 81 from Highway 153 to the civic complex of the fire department, library and water district office should be treated similarly.

Another character area is the segment of Highway 153 from the intersection with Roe Road to the northern intersection with US Highway-123. The segment is characterized by dominated tree canopies along both sides of the road and sparse commercial development. Most existing commercial development along this segment is concentrated at the major intersections and the plan concept calls for the concentration to continue. The concept outlines this segment of Highway 153 for large-scale mixed used development.

These could be residential neighborhoods, institutional development such as the planned Tri-County Community College campus and light industrial. The tree canopy along this segment should remain the dominant feature and future development should occur with a sufficient buffer from the Highway 153 corridor so as not to disturb the canopy.

The third character area is from the intersection of Highway 153 at Interstate-85 to the intersection with I-185. This segment is mostly undeveloped with access to a few newer residential neighborhoods. Because of the access this segment has to two major Interstate interchanges, it is designated as a mixed use corridor consisting of residential neighborhoods, light industrial, and office complexes. The existing tree canopies along the corridor should be maintained to help buffer future development from the corridor and from surround



Figure 6: Development of the Concept Diagram during the design charrette.

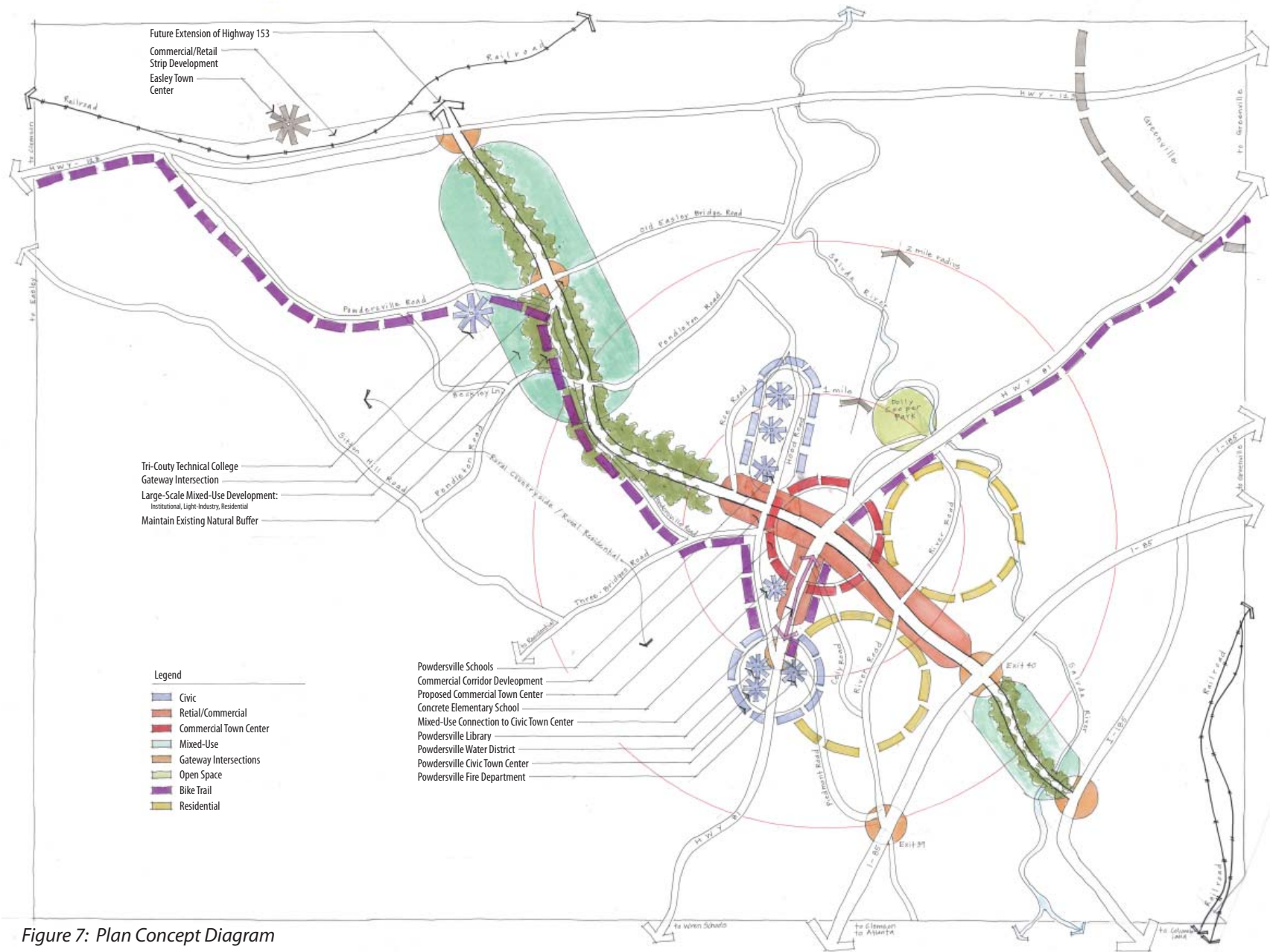




Figure 8: Powdersville Area

developments. Attempts should be preserve and protect the areas of the Highway 153 corridor next the Saluda River.

Recommendations

The recommendations for the Highway 153 Corridor Plan are broken down into three major categories; corridor design, transportation and connectivity, and corridor development. These general categories cover aspects of the corridor in relation to the vision, goals and analysis completed during the planning and design workshop.

In the following sections for each category, there is an outline which provides background for how the concept was developed and a series of recommendations for the Highway 153 corridor and surrounding areas. These recommendations, again, are preliminary in nature and a point of departure for further discussions and planning.

Corridor Design

An important reoccurring theme was discussed by several in attendance to the community input session of the design charrette. That theme was establishing a sense of place along the corridor and in the Powdersville area. Many participants stated that the area lacked a unique quality or a landmark that helped define their location within the region. Helping to establish a sense of place became an important aspect of the overall corridor plan to accomplish the goal of establishing a consistent architecture and design character of the corridor.

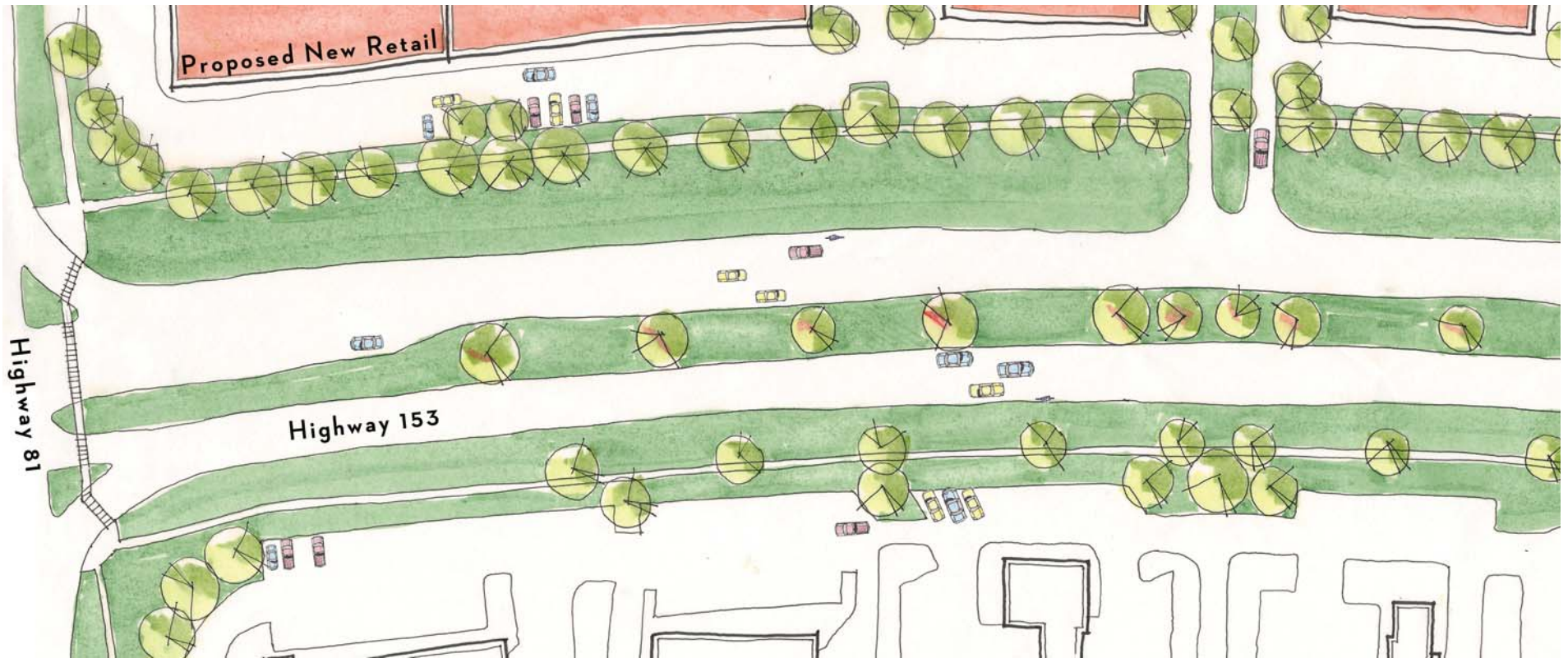


Figure 9: Example of improvements to the Highway 153 and Highway 81 intersection.

- Establish the intersection of Highway 153 and Highway 81 as the commercial town center of Powersville along the corridor. This will provide a location that can be easily identified by others as the center of the community. Figure 12 is an illustration of how that identity could begin to develop. Important considerations for the commercial town center of the corridor are the removal of overhead utilities, sidewalks, street trees and mast-arm traffic lights.
- Continue to develop the civic town center of Powersville along Highway 81 at the location of existing library, water district office and courthouse annex. These civic functions grouped together away from the Highway 153 corridor will aid to serve the local community needs while not forcing an interaction with Highway 153.
- Maintain a landscaped center median along the length of the Highway 153 corridor. An example of how the landscaping could be implemented is illustrated in Figure 10 within the commercial character area and Figure 11 in the mixed-use corridors.
- Establish a network of sidewalk connections around the commercial town center. These connections will help with

increased connectivity between surrounding businesses and retail, as illustrated in Figure 9.

- Bring future buildings located at the commercial town center closer to the highway as illustrated in Figure 9. With buildings being located closer to the street, it will encourage more pedestrian activity and less automobile travel between adjoining parcels. Close proximity parking could be provided along the frontage of building while surplus and employee parking could be located in the rear.

Transportation and Connectivity

The transportation system and the connectivity of that system to the surrounding areas is pivotal to the function of the Highway 153 corridor. During the charrette, there were discussions with transportation officials and participants that aided in the understanding of how the transportation system was functioning. The most common themes that developed from those discussions were the need for alternative modes of transportation and alternative routes for more connectivity. This need was most apparent around the intersection of Highway 153 and Highway 81 in the Powdersville area.

- Establish a new connection from the Powdersville Schools back to Highway 153 and to Three Bridges Road as illustrated on Figure 8. These two new connections will allow for improved circulation around the schools and for those to have to cross Highway 153 to reach the schools. These connections also help to link the three Powdersville Schools to Concrete School via one road.
- An extension of Clair Drive from Powders Boulevard to the service road along Highway 153 will establish a secondary route east/west route to the south of the Highway 153. This route would be similar to McNeely Road to the north of Highway 153.
- As residential infill occurs in the Powdersville area, the connectivity of those streets to the entire network is important for walkability. Figure 8 illustrates how that connectivity would be accomplished in a residential in-fill scenario.
- To improve access to Dolly Cooper Park, a connection could be established from Barr Circle to the intersection of Old Anderson Highway and Bridge Drive. This connection will improve access from the Powdersville Schools to the park as well as provide a local connection for people to walk and ride



Figure 10: Cross section of Highway 153 in the commercial character area.



Figure 11: Cross section of Highway 153 in the mixed-use character areas.

bicycles to the park without being forced to travel any section of Highway 81.

- Figure 9 illustrates how improved connectivity could be accomplished around the intersection of Highway 153 and Highway 81 with sidewalks and building locations. The premise of walkability is increased with safe crossing locations and proximity to surrounding businesses and retail.
- Incorporate bicycle lanes connecting the Powdersville area to Greenville and Easley as illustrated in Figure 7. This connection could be linked back to Greenville via the GPATS LRTP regional bicycle plan which shows a future connection along Highway 81 into Powdersville area and to Easley via the Powdersville Road connection outlined in the Easley Bike/ Ped Plan. This connection could be used to link Powdersville with the planned Tri-County Technical College Campus, the collection of civic buildings along Highway 81 and the other surrounding communities.

Corridor Development

Throughout the design charrette, there was a reoccurring theme of establishing a unique sense of place within the region. The idea of establishing that theme was previously outlined under Corridor Design and the Corridor Development category is oriented toward



Figure 12: Perspective of the Highway 153 and Highway 81 intersection.

implementing that theme through redevelopment and future development. The quality of redevelopment and future developments along the Highway 153 corridor will aid in accomplishing several of the goals outlined previously.

- Establish the commercial town center of the corridor and Powersville at the intersection of Highway 153 and Highway 81. This location will serve as the central commercial area along the corridor and the surrounding communities. This town center could be expanded to include a “civic” center for public offices, services and extended to include the current water district office, library, and fire department located on Highway 81.
- Promote residential infill and close-in neighborhoods along Highway 153 and other roads surrounding the commercial town center as diagramed in Figure 7 and illustrated as an example in Figure 8. These neighborhoods will act as traditional neighborhoods around a town center by promoting walkability and pedestrian connections.
- Establish buffer distances for developments that occur in the mixed-use character areas. These buffers along the existing tree canopies, identified in Figure 7, will help to screen any future development along the corridor and help preserve the rural aesthetic qualities and conservation.

Implementation of the Plan

The following are suggested next steps in the implementation of a Highway 153 Corridor Plan. These steps will help ensure that the original intent of the plan is carried out by creating a strong sense of place for the Highway 153 corridor while fostering future development and protection of existing property interests and residents.

- **Organization** – Continue to promote the Powdersville Planning Group as a consortium of concerned citizens from within the area with the goal of preserving the quality of life along the Highway 153 corridor and the Powdersville area. The organization should be pro-active in all planning efforts along Highway 153 and Powdersville whether it is with GPATS, the SCDOT, Anderson County or the Cities of Easley and Greenville. This organization should be expanded to include an advisory committee, council, etc. which can include diverse citizens, government and business interests, especially providing access to property owners and residents in the corridor. Another consideration should be given to working with regional planning organizations, including Ten at the Top, and establishing a public/private compact to ensure greater government, citizen and business interest.
- **Continued Corridor Planning and Key Development** – The efforts made with the Highway 153 Corridor Plan should be integrated into other planning efforts along the corridor and within the area. Integration into GPATS and SCDOTs plans will help reinforce many of the recommendations that have been made in the Corridor Plan. Immediate next steps include more detailed transportation and traffic studies and more detailed development plans for key properties, especially the town center at Highway 153 and Highway 81.
- **Transportation Improvements** – Improvements along the Highway 153 corridor and connecting transportation infrastructure should be coordinated with other planned improvements and the recommendations of the Highway 153 Corridor Plan. An emphasis should be made on multi-modal connections – such as bicycle, pedestrian, and transit – along the corridor and within the Powdersville area.
- **Regulatory Tools** – A major component in the implementation of the Highway 153 Corridor Plan will be the regulatory tools that are in place already. Along the Highway 153 corridor and Powdersville area, subdivision regulations through the respective counties and SCDOT regulations along Highways 153 and Highway 81 are the tools which will have the most impact. These regulatory tools should be updated in accordance with the recommendations of the Highway 153 Corridor Plan.
- **Phasing and Low Hanging Fruit** – An important step in the implementation of the Highway 153 Corridor plan is an effort to designate action items or phases of the plan for completion. To initiate this process, “low hanging fruit” of the plan should be considered in a first phase so as to gain momentum for later phasing.

Tentative Phasing

Immediate or Short Term Phase (Low Hanging Fruit)

- Publish Corridor Plan Report
- Expand Powdersville Planning Group to Include Advisory Committee
- Review Corridor Plan with Advisory Committee and Governmental Officials, including: cities, counties, state and federal officials, regional planning groups
- Draft scope of work for next planning and design phase; apply for planning and design funding with includes local matching funds
- Meet with SCDOT, MPO, County to review planned transportation improvements for Highway 153 and alternative projects (not just Highway 153), including access management and landscaping and any specific improvements/traffic analysis that will enhance the appearance and traffic functions in the corridor; incorporate funding and phased recommended improvements into long range transportation plan and transportation improvement program, including 153 itself as well as a network of streets that help to relieve traffic congestion on 153
- Draft preliminary Design and Development Guidelines for immediate corridor properties
- Complete landscape design for right of way along Highway 153, in conjunction with SCDOT
- Work with property owners and others to complete more detailed development plans for the Commercial Town Center
- Work with SCDOT to have lighted interchange at Exit 40 along Interstate-85

Mid-Term Phase

- Review more specific land development and conservation plan with property owners, residents and others
- Begin implementation of a conservation easement and land conservation program in conjunction with a land trust, to preserve critical rural areas and open space

- Work with county governments to incorporate conservation subdivision regulations and complete streets policies into current county subdivision regulations
- Continue implementation of phased long-range transportation improvements as identified in the Long-Range Transportation Plan and indicated in short-term phase recommendations
- Continue to work with developers to draft more detailed design plans for key development sites especially at intersections of Highway 153 and other major points of access
- Complete plans for infrastructure to serve future demands and plans for the corridor, including water, sewer, telecommunications, etc.
- Design and implement a way finding and signage program consistent with design guidelines

Long-Term Phase

- Continue implementation of phased long range transportation improvements as identified in the Long-Range Transportation Plan and indicated in short-term phase recommendations
- Continue to work with developers to draft more detailed design plans for key development sites especially at intersections of Highway-153 and other major points of access

Appendix

The following pages contain information gathered during the Community Visioning Session held at the beginning of the planning and design workshop. This information was on display during the entire workshop so that participant's comments could be analyzed and incorporated into every aspect of the future concept for the Highway 153 corridor.

ASSETS	OPPORTUNITIES
natural setting, tree canopy existing	to have 153 corridor planned to include all needs + developed but maintain character
proximity to greenville + ongoing revitalization	sense of place
room to grow + in time to manipulate growth	natural setting
has some mixed use that needs to be incorporated into the plan	encourage alternate businesses
widen corridor scope to include several properties deep for residential	tree canopy
large r.o.w.	allow bike access / pedestrian crossing
still many empty lots	alt stormwater
can cluster destinations together which can lead to transit opportunities + walkability	incorporate mixed use + varied transportation options
nice residential neighborhoods	fix transportation bottlenecks + lack of non-automobile choices
new powdersville library	beautification / tree-lined streets
15 minutes to downtown greenville	fewer curb cuts + frontage roads
proximity to greenville activity centers	plan before you develop - have forethought not after thought
effective corridor to collect + transport vehicular traffic between pickens co., I-85 + greenville cco + beyond	lots of growth potential
enough undeveloped over to provide opportunities for growth	beautification for future
a bedroom community to greenville	a regional artery/connector for the tri-county area and greenville growth
good schools	proximity to greenville
growth	undeveloped land

ASSETS	OPPORTUNITIES
proximity to greenville	clothing, electronic business
keep the feel of "couny" that we enjoy without overwhelming the local small town that most people highly enjoy	entertainment - movie theatre
bike lanes please don't let highway 153 become another woodruff	planned development to attract busineeses like fairview road but better traffic control
good food choices	develop I-85
grocery + drug stores	large health provider
I-85	access management need to be put in place
low taxes	common "look" to businesses
land for development	beautification for "official" powdersville
tied to I-85	police + fire safety
businesses	transportation development
churches	shopping potential
schools	planned development vs hap-hazard
traffic corridor	grassed center median could provide stormwater management
tree canopy / green space	transit corridor - could tie in with a high speed rail from dc to atlanta
some alternative street conenctions	wide corridor could allow for multi-modal transit dedicated transit lane
greenspace	mixed use of lands, green space, residential, commerical
businesses and potential for strong businesses	connectivity for road traffic

ASSETS	OPPORTUNITIES
use as a connector between I-85 and US-123	mixed modes of transportation
location to bigger cities	expansion of foot traffic, bicycle uses + parks
I-85	develop I-85
rural setting	fill empty store fronts
schools	uniform buildings appearance
4-lane roads	better landscaping
open land - green space	larger - single use buildings not small mom + pop use
minimal overhead powerlines	dolly cooper park (growth)
access to greenville + anderson	new welcome to powdersville sign
amount of available land	more retail companies
amount of traffic daily	more restaurants
large population	more entertainment
try to keep county character	commercial development from 85 to connector
use downtown greenville as an example	various mix use development
shops, stores + restaurants	central community
major highway	create traffic corridor that allows for movement + minimal congestion as well as local connectivity
diversity of businesses in powdersville such as grocers, restaurants, entertainment, banks, gas stations, etc.	we should expand the corridor's businesses further, bring economic growth in the community

ASSETS	OPPORTUNITIES
a lot of undevelopment land	control access to 153
I-85	review whether 153 extension will accomplish projected goals
highway 81	put traffic flow ahead of special interests
median income of area	create two corridors 153 and hwy 81
gateway to I-85	connections to I-85 + US-123
easy access to greenville, spartanburg, atlanta + athens	gateway to greenville county
potential to direct traffic to lake + mountains but should not be used to funnell traffic to wal-mart	middle age population
higher education connection	81 intersection direct connection to downtown greenville
high median income	bring coherance through landscape
district one school system	develop nodes for identify + business access
room to accommodate fast cars, business access	more local business / less franchise
economic value of land area destined for growth	extension should be used to direct traffic to the mountain not easley town center
81 is powdersville "parlor" + 153 is "front porch"	space to grow but do we nwant to be another over built over populated area like woodruff road
leave things the way they are	grassed wide median
wide rights of way	wide right of way
existing lights at key intersections	we need a park - greenspaces
young, ability to grow if planned properly	extend turn lanes

ASSETS	OPPORTUNITIES
location has opportunity to define how area is developed	huge opportunity for failure
sustainable concept that withstands challenges of the future	larger shopping opportunities
shopping	better dining
dining	alternate routes to ease transportation
direct route to both US-123 and I-85	plan for increased traffic
location	enhanced greenspace along corridor
connector to easley + clemson	signage ordinance
commercial development	alternative transportation options
prime access / connection to I-85	neighborhoods that have character
connects two major interchanges	gateway to natural areas and other parts of the region
natural beauty along portions of corridor	anchor plazas or large retailers
openness	opportunity to plan versus react
has portions that are yet unblemished	opportunities to try to rebuild consensus between different groups
restaurants	room to add more lanes along 153
retailers	still time to grow + develop
location	increased greenways + preserve common character
available land	increased recreation + family areas

ASSETS	OPPORTUNITIES
high group area	increased opportunity for public rights of way + complete streets
good place to live	increased opportunity for jobs
proximity to anderson + greenville + I-85	increased areas for seniors + disabled
location	increased chance to connect public transit
develop and change from industrial to consumer, hospitably, eco-commerce	new lifeline to jobs, education + commerce
wide spaces for development	153 extension
neighborhoods groweing in surround areas	to make sure that easley, US-123, and 153 maintain reasonability unempeeded traffic flow
I-85	take advantage of planned devleopment
US-123	
southern connection	
easley	
large amount of private land	
close to downtown greenville	

WEAK PLACES	STRONG PLACES
"revolving door" businesses across the street from Real Pizza in Powdersville	central Powdersville area - diversity of business in a single area
Roadway between I-85 and Hwy 81 transportation fast and access is difficult	Pizza House shopping center and respective frontage road
BiLo shopping center poor access - all paved, no natural landscaped islands	"Treed" parcels along 153 undeveloped
Just about everything along the corridor is weak and needs help	"Government" center in Powdersville and adjacent vacant land
Nothing is cohesive in design, architecture, etc...	Some buildings and sites are designed well with aesthetic appeal and good circulation
Totally auto-centric area of the county	Some areas have preserved trees - please keep them!!!
Traffic with schools (3)	Dolly Cooper Park
Exit 39 and 40 congestion	"The Center" of Powdersville
Undefined boundaries	Water company/Library
Saluda River	Saluda River
Green Spaces	Saluda River
Access to Saluda River	Pleasant climate
Long term consideration	School complex
I-85 and Hwy 153	River Park
I-85 and River Road	Library/Fire Station
Hwy 153 and River Road	Hwy 81 Plaza shopping center
Concrete school area	Corner of Hwy 81 and Hwy 153

WEAK PLACES	STRONG PLACES
Need deer fence	Country open feel
Hwy 81 and Hwy 153	(generally) green spaces along route
I-85 to Hwy 81	Interconnected areas (shopping, etc.)
Hwy 123/Hwy 153 intersection	Strong property value
I-85/Hwy 153 interchange	High visibility
Subdivisions with limited access/connections	Speedy commute
Unorganized	Rolling hills
Bad access for businesses	Hwy 81 and Hwy 153 - retail development
Too many offices built as houses	Hwy 81 and Hwy 153 - connection to downtown, connection to Dolly Cooper Park
Too many metal buildings	Hwy 153 at Powdersville Road - Tri County Tech connection
Needs community identity	I-85 to Connector
I-85 - gateway to Greenville County	Last undeveloped corner at Exit 40 and I-85
Hwy 153 and Hwy 123 - gateway to Easley	Dolly Cooper Park
Hwy 153 at McDonalds - too much outparcel development	Nice wide highway
Traffic flow from Connector to Hwy 81	Opportunities for growth, new restaurants, new services, new "big box" stores
Intersections at Cracker Barrel and surrounding businesses	Open areas that have potential to be environmental communities
Hwy 81 at Hwy 153, traffic congestion	Could be gateway to Easley and other communities

WEAK PLACES	STRONG PLACES
Bottleneck next to Burger King/Cracker Barrel	Area to maintain green space
Poor "Welcome to Powdersville"	Area for mixed-use and connectivity
Poor access management - too many accesses slows down thru traffic	Lots of good places for development: both unused corners Roe Rd, unused corners at Powd. Rd, unused corners at Old Easley Br. Rd
I-85 area is ugly and hard to maneuver	Dolly Cooper Park
Needs more connectivity for road traffic	Hwy 153 extension possibility
Needs area for multiple modes of transportation	Dolly Cooper Park
Exiting from I-85 south onto Hwy 153 - bottleneck on exit & exiting local business	Future development on Hwy 81 North of Hwy 153/Hwy 81 intersection
Need for sewer to continue on Hwy 153 toward Easley	Good land for development
Traffic problems coming from church on Roe Rd onto Hwy 153	Need sewer at water for development
I-85 access - Traffic problem, no attractive greenspace, poorly maintained grass medians	Good schools
No sign ordinance	Library is good, but we need to continue on to create more similar buildings
I-85 and Hwy 153 traffic	Good neighborhoods
No sewer on Hwy 81 North, prohibits business growth	Lower taxes
Anderson County DOT very difficult to work with	Anderson District 1 schools are #1
No sewer at major intersections	Hwy 81 and Hwy 153 Intersection
Cross County utility providers	Hwy 153 and Hwy 123 Intersection
Poor County lines	Old Pendleton Road intersection

WEAK PLACES	STRONG PLACES
Poor school separations - traffic problems	The 153 extension should remain to the south of Lathan Road
Hwy 153 traffic is dangerous, especially coming off of I-85 and accessing businesses and restaurants.	If 153 must be extended, use original route proposed several years ago
Thru traffic needs to move and local needs to connect safely	wide rights of way
Traffic backup to get on I-85 in morning	access to foothill motorsports
Traffic because of schools and new school is not even up and running and then you will have teenagers driving	
Need sewer run out to the outlying areas	
Traffic to schools	
Lack of manufacturing and retail	
Off/On ramp from/to I-85	
Roe Rd intersection - a lot of wrecks	
Hood Rd/Hwy 153 intersection during school hours	
Intersection coming out of Cracker Barrel/Burger King	
Hwy 153 extension is a backdoor to Wal-Mart	
Hwy 153 extension as currently proposed will not provide an alternate route for people trying to avoid Hwy 123 crawl	
Do not extend Hwy 153 to expedite to back of new Easley Wal-Mart - nothing to be gained for use of taxpayer money	
I do not think extending 153 to the Easley Town Center is beneficial	
to congested in mornings + evenings	

WEAK PLACES**STRONG PLACES**

need longer turn lanes

need lights at 153 and I-85

provisions for increased traffic for powdersville high school

ramps off of I-85

