

Chapter 6 Transportation

The Transportation element of the 2009 Comprehensive Plan addressed all modes of surface transportation, and identified needs and priorities for street and highway improvements, pedestrian and bicycle facilities, and public transportation services and facilities. While focused on the City Limits of Mauldin, the plan also addressed issues and priorities within the area surrounding Mauldin.

In the five years that have passed since the 2009 plan was adopted, several significant transportation improvements identified in the plan have been completed or are underway. These projects are listed in Table 6-1 and summarized below.

Mass Transit

A new Greenlink public transit route was established in October 2012, using federal and state mass transit funding available to the Mauldin-Simpsonville Urbanized Area. Hourly service is provided six days per week from approximately 6:30 am until 8:00 p.m. Ridership has steadily improved on the route, and has averaged over 3,800 passengers per month, or about 146 passengers per day.

Pedestrian Facilities

Two new sections of sidewalk were built by SCDOT in Mauldin using American Reinvestment and Recovery Act (ARRA) funds: a 1.2 mile section along South Main Street (SC 417) from Bon Air Street to Brookwood Point, and a 0.7 mile section along West Butler Road from Fowler Circle to Conestee Road.

A multi-use path has been funded with SCDOT Transportation Alternatives funds, which will extend 1,100 feet along Fowler Circle from West Butler Road to Sunset Park, and connect with the existing trail in the park.

Bicycle Facilities

A few bicycle lanes have been added as other road improvement projects have been completed in the Mauldin planning area, illustrated in Map 6-x. The streets in Clemson University's International Center for Automotive Research (CU-ICAR) provide very good bike lanes.

Mauldin has worked with SCDOT and the Greenville County Legislative Delegation Transportation Committee to develop bike lanes on part of Forrester Drive to connect with CU-ICAR, which ties Mauldin into the main spine for bicycle transportation in the

Table 6-1
Transportation Improvements Funded
Since Comprehensive Plan Adoption in 2009

Street and Highway Widening Projects	Funding Sources (see notes)	Status
Widening of I-385	SCDOT	Complete
East Butler Road, from Bridges Road to MHS student parking entrance	GPATS	Under construction
Holland Road, from Centerpointe Drive to Bridges Road	GCLDTC, UTC, SCDOT	Complete
Holly Ridge Drive extension to Ridge Road	GCLDTC	Engineering complete, no construction funding
Sidewalk and Bicycle Projects		
Resurfacing and bike lanes, Corn Road and Bridges Road	SCDOT, GCLDTC	Complete
Resurfacing and bike lanes, Forrester Drive	SCDOT, GCLDTC	Complete
Sidewalk on West Butler Road, from Fowler Circle to Conestee Road	SCDOT (ARRA)	Complete
Sidewalk on South Main Street, from Bon Air Street to Brookwood Point	SCDOT (ARRA)	Complete
Multi-use path on Fowler Circle, from Sunset Park to West Butler Road	GPATS	Engineering underway, construction funded
Landscape and Beautification		
Main Street, from Forrester Drive to SC 417 Interchange	GPATS	Complete
I-385 Interchange at East Butler Road	SCDOT	Complete
Intersection Improvements		
Main Street at Butler Road, reconfigured lanes and signals	GCLDTC, City	Complete
Mass Transit		
Three transit buses for Route 14	SCDOT (ARRA)	Complete
Route 14 -- Golden Strip/Mauldin/Simpsonville	SCDOT, FTA	On-going

NOTES:

SCDOT -- South Carolina Department of Transportation (funding from SC Motor Fuel Tax)
SCDOT (ARRA) -- SCDOT-administered funds from the American Recovery and Reinvestment Act (ARRA)
GCLDTC -- Greenville County Legislative Delegation Transportation Committee (funding from a portion of the SC Motor Fuels Tax)
GPATS -- Greenville-Pickens Area Transportation Study (funding from SCDOT and Federal Highway Administration)
City -- City of Mauldin
FTA -- Federal Transit Administration
UTC -- Utility Tax Credits funds, provided for specific economic development projects by utility companies
SCDOC -- SC Department of Commerce, Economic Development Road program (funding from a portion of the SC Motor Fuels Tax)

area (Carolina Point Parkway, Millennium Parkway, and Fairforest Way; this bicycle facility extends from Woodruff Road to Mauldin Road, parallel to I-85.

City staff continues to work with Greenville County Recreation to establish a connection from Mauldin to the Swamp Rabbit trail. Several options have been explored and discussed, and discussions with property owners regarding easements for a trail have begun.

Streets and Highways

Three major road improvement projects have been completed in Mauldin since 2009: intersection improvements at Main Street/Butler Road; widening East Butler Road and Bridges Road at Mauldin High School; and widening of I-385 through Mauldin.

After nearly four years of working with SCDOT to obtain traffic engineering approval and secure funding, traffic flow improvements at the Butler Road/Main Street intersection were completed in 2013. These improvements were made at minimal cost and the streets were not widened. Existing lanes were re-designated, to provide double left turn lanes from West Butler onto North Main, and to provide a right-turn only lane from North Main onto West Butler. These two traffic movements experienced the greatest delays and longest traffic backups, and the intersection works much more efficiently with the changes.

The intersection of East Butler Road, Corn Road and Bridges Road was improved to eliminate a bottleneck at Mauldin High School. An additional westbound lane was added to East Butler Road to reduce delays that occurred primarily in the morning hours on this approach to the intersection. A right turn only lane was added on Bridges Road, and a right turn lane was added on eastbound Butler Road. Sidewalks were added on Corn Road, and existing bicycle lanes on Bridges Road and Corn Road were extended through the intersection. City staff worked closely with SCDOT to minimize the impacts of the project on residents, the high school, and business.

Interstate 385 from West Georgia Road to I-85 was widened to six lanes with \$80.6 million in funding from SCDOT. SCDOT also plans major improvements to the interchange of I-385 and I-85; this project is scheduled to begin in late 2014 or early 2015, at a currently-budgeted cost of \$277 million.

Engineering has been completed for a long-range project to extend Holly Ridge Drive to connect with Ridge Road. This project would provide an alternate route to North Main Street (US 276) from the Ashmore Bridge Road area. The project is in the GPATS Long Range Plan but has not been funded.

SCDOT will begin preliminary engineering for improvements to East Butler Road from Bridges Road to Main Street (US 276) in 2019. The City will seek funding

for a detailed study of this section of East Butler Road in the next one to two years. This three lane section of roadway is very constrained by adjacent homes and businesses, and whatever improvements are made in this section of East Butler will have to balance the interest of adjacent property owners and efficient traffic operations.

Penny Sales Tax Projects

Greenville County Council has authorized a referendum to be placed on the November 2014 ballot, allowing voters to decide whether to increase the sales tax in Greenville County by one percent to fund a list of road improvements recommended by a citizen commission.

Several road improvement projects will be funded in Mauldin if the referendum is approved by the voters; these illustrated in Map 6-1.

Almost half of the funding from the penny sales tax will be used to repair and resurface deteriorated city streets, county roads, and state highways. These projects are too numerous to list, but the list can be viewed on the Greenville County website at the link below.

Progress on Transportation Goals and Objectives

Goal 1: Manage traffic congestion and support economic development

Objective 1.1: Preserve rights of way for future road widening and new road connections to improve traffic flow and capacity.

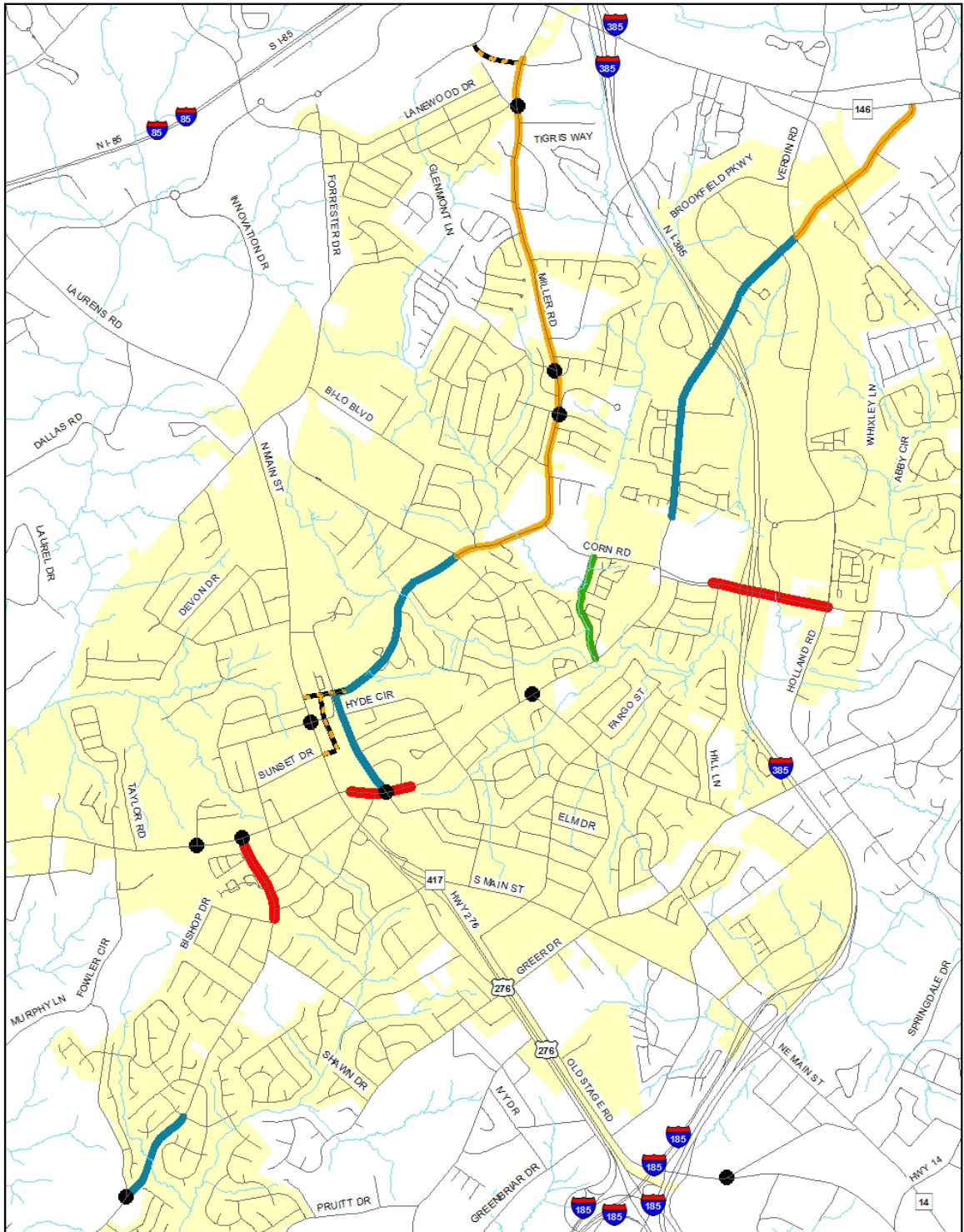
Implementation Strategy:

Adopt a right-of-way preservation ordinance based on the street cross sections and road network improvement identified in this plan. – *No progress on this item*

Objective 1.2: Improve local street network connectivity in the City Center Area where traffic congestion is most severe and widening arterial roads is expensive and destructive

Implementation Strategies:

a: Construct a new two-lane, pedestrian-friendly “main street” one block east of US 276 between City Hall and Miller Road, through public-private partnerships with adjacent land owners and by



Map 6-1
 Projects Listed by Greenville County
 Citizens Road Advisory Commission



0 1,200 2,400 3,600 4,800
 Feet

1 inch = 2,000 feet

Legend

- Intersection Improvement
- Improved 2 or 3 Lane Road
- New 2 or 3 Lane Road
- Improved 4 or 5 Lane Road
- Resurface/Safety Improvement
- Bike/Ped Improvement
- Streets
- Streams

THIS MAP IS COPYRIGHTED BY THE CITY OF MAULDIN, SOUTH CAROLINA. WRITTEN PERMISSION MUST BE GRANTED BY THE CITY OF MAULDIN TO REPRODUCE, ALTER OR REUSE THIS MAP IN ANY PART OR FORM. ALL DATA ARE PROVIDED "AS IS" AND WITHOUT WARRANTY OR GUARANTEE. ALL LIABILITY FOR USE OF ANY INFORMATION CONTAINED ON THIS MAP IS ASSUMED SOLELY BY THE USER. NO DATA CONTAINED IN THIS MAP CONSTITUTES A LAND SURVEY. ALL RIGHTS RESERVED.

leveraging other public funding sources with city matching funds.
– *Downtown Master Plan completed; funding for road improvements in the Greenville County Sales Tax referendum in November 2014.*

b: Require new development and redevelopment plans to include the local street connectivity identified in this plan in their development plans. – *No implementing ordinance has been adopted.*

Objective 1.3: Adopt design standards and spacing requirements for Collector Streets in subdivisions to avoid future through-traffic issues.

Implementation Strategy:

Amend the city's land development regulations. – *No progress.*

Objective 1.4: Pursue all sources of funding available to improve the congested roads and intersections identified in this plan.

Implementation Strategies:

a: Request funding through the County Transportation Committee and through GPATS for intersection improvements. – *Funds obtained for improvements and resurfacing on Corn Road, Bridges Road, and Forrester Drive; also for improvements at Main Street/Butler Road intersection.*

b: Continue to work with GPATS to fund improvements to roads on the federal-aid eligible highway network. – *East Butler Road widening at Mauldin High School*

c: monitor other opportunities to request federal and state funding for road improvements. – *Many City-requested projects are in the list for funding if the County Sales Tax referendum passes.*

Objective 1.5: Require adjacent developers to implement road improvements identified in this plan along the frontage of their developments, where the road improvement need is reasonably related to the proposed development.

Implementation Strategy:

Amend the city's land development regulations. *No progress.*

Objective 1.6: Adopt land use policies (zoning classifications and/or overlay districts) that encourage walkable communities.

Implementation Strategy:

Amend the city's zoning ordinance and land development regulations. *Minor adjustments were made to the CRD zoning district.*

Goal 2: Develop a multimodal transportation system that provides viable alternatives to automobile travel.

Objective 2.1: Develop safe and effective bicycle and pedestrian facilities.

Implementation Strategies

a. Work with SCDOT to ensure pedestrian and bicycle accommodations are included in all new SCDOT road improvement projects within the City of Mauldin – *Some bike lanes and wide outside lanes to accommodate bikes in the East Butler Road project*

b: Amend the city's land development regulations to require all new developments to construct sidewalks on adjacent public streets where identified in this Comprehensive Plan. – *No progress*

c: Develop good bicycle and pedestrian connections within Mauldin and between Mauldin and CU-ICAR; the bicycle-pedestrian path in the Main Street Plan should be a priority. – *funding has not yet been obtained for the Main Street trail to ICAR.*

d: Develop greenway trails as transportation and recreation facilities; these quality of life improvements also support economic development. – *A section of greenway trail on Fowler Circle is funded and will be built by SCDOT in the next 12 to 18 months; this will provide a pedestrian and bike connection between Sunset Park and the public library on West Butler Road.*

Objective 2.2: Develop efficient, effective public transportation services to provide regional connections to adjacent cities and to provide a local mobility option for Mauldin residents.

Implementation Strategies

- a. Work with GPATS, Green Link, and SCDOT Division of Mass Transit to implement a new commuter transit route connecting Mauldin with Simpsonville and Greenville. – *Greenlink Route 14 began operating from downtown Greenville through Mauldin to Simpsonville in October 2012.*

- b. Evaluate options for providing local transit routes within Mauldin to provide service for seniors, persons with disabilities and the general public. – *Federal and state funding is not sufficient for additional services at this time.*