This emerging priority for Greenville is not an isolated subject. It touches and is influenced by several elements of long-term community planning.

- **Economy**: The economy influences and depends on the dependable flow of people and goods.
- **Land Use**: How land is used and ‘what goes where’ has an influence on the transportation infrastructure that connects everything.
- **Housing and Neighborhoods**: The relationships between housing, jobs, and services influences neighborhood livability and how people get around.
- **Budget and Finances**: Upkeep of, and investments in, transportation infrastructure is expensive.
- **Population and Demographic Trends**: Population growth and the mobility needs of individuals and families place demands on transportation systems and require capacity to accommodate or expand.

**Improve Transportation and Congestion**

Visit us online GVL2040.com
Help shape the future of Greenville for years to come.
What do we know?

#1

All net new jobs are held by commuters who travel into the city

The number of jobs within the City of Greenville grew by 30% between 2002 and 2017, but the number of Greenville residents who had jobs within the city remained flat. The result was a significant increase in commuter volumes, with the number of non-city residents commuting into the city rising from 77,773 to 104,551. Simultaneously, the number of Greenville residents commuting outside of the city for work also increased, from 15,237 to 17,858.

Commuting Patterns

<table>
<thead>
<tr>
<th>Year</th>
<th>Jobs Commuting In</th>
<th>Jobs Commuting Out</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>77,773</td>
<td>15,237</td>
</tr>
<tr>
<td>2017</td>
<td>104,551</td>
<td>17,858</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics

#2

Driving alone increasingly dominates the trip to work for Greenville residents

Driving alone is how 80% of City of Greenville residents get to their jobs - up from 73% in 2000. Most of that growth has come at the expense of carpooling and walking and is likely indicative of both the prevailing convenience of driving alone as well as the increasingly complicated geography of employment in the Greenville-Spartanburg region—where businesses and people have greater flexibility in where they locate today than they did decades ago.

Working at home remains a small part of the local employment picture, but one that is likely to grow quickly for some types of jobs as communications technologies continue to advance.

Primary Means of Travel to Work for Greenville Residents

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2010</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>73.4%</td>
<td>77.3%</td>
<td>80.9%</td>
</tr>
<tr>
<td>Carpoled</td>
<td>14.0%</td>
<td>8.0%</td>
<td>7.7%</td>
</tr>
<tr>
<td>Public transit</td>
<td>1.1%</td>
<td>1.0%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Walked</td>
<td>7.8%</td>
<td>7.7%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.2%</td>
<td>0.3%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>2.4%</td>
<td>4.8%</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau

#3

Traffic volumes have grown significantly throughout the city in the past few years

Data from the South Carolina DOT show that many major streets and highways have experienced substantial growth in daily traffic counts since 2011.

In particular, traffic counts have increased by more than 30% on several streets in and around Downtown Greenville, the Verdae Boulevard area, and the Haywood Road corridor.

Traffic Volumes Growth in Selected Streets

<table>
<thead>
<tr>
<th>Street</th>
<th>2011-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verdae Boulevard</td>
<td>Increased by More Than 100%</td>
</tr>
<tr>
<td>Haywood Road</td>
<td>Increased by More Than 100%</td>
</tr>
<tr>
<td>Downtown Greenville</td>
<td>Increased by More Than 100%</td>
</tr>
</tbody>
</table>

Source: South Carolina Department of Transportation
What do we know?

Despite growth in traffic and commuting volumes, travel time to work has increased only slightly

Average travel time to work for Greenville residents has increased by less than a minute since 2000 and now stands at 17.5 minutes. Two-thirds of all workers complete their trip in under 20 minutes, and the share of commuters traveling for more than 30 minutes has increased slightly from 14.5% to 15.3%.

These numbers suggest that the transportation network in general, and roadways in particular, have been mostly successful in absorbing growth in traffic volumes. They may also hint at the ability of local workers to manage the length of their commute through the choices they make in terms of where to live or work. While not all households have such flexibility, relatively few are forced to commute long distances.

The road network’s capacity to absorb further growth will diminish over the next 20 years

The stability of commute times since 2000 despite considerable growth in traffic volumes and workers choosing to drive is a testament to many things – especially the road network’s existing capacity to absorb more traffic and the ability of transportation engineers to eek out more capacity through a variety of tactics (road widening, synchronization of signals, etc.).

Modeling performed by the Appalachian Council of Governments, however, suggests that current growth trends will result in more and more intersections and road segments becoming choked and gridlocked by 2030 and 2040. Areas with a Level of Service (LOS) score of D, E or F – indicating volumes that are nearing, at, or beyond capacity – have remained limited in number in recent years but will multiply and effect several important corridors by 2040.
When someone in Greenville says that transportation and congestion are important to them, they could be referring to any number of transportation-related issues that they experience on a regular basis.

What does this issue mean to you, and what does progress look like?
Below are potential long-term outcomes related to transportation. Imagine it is 2030 and that each of these outcomes has been achieved. Using your three yellow dots, please indicate which of these outcomes would most improve your quality of life.

- Congestion during commuting hours on weekdays is improved
- Congestion in popular shopping and entertainment areas is improved
- Bus service is more suitable to me and I use it more often
- Parking downtown is more effortless and simple
- Walking is a more desirable option for me getting around
- Biking is a more desirable option for me getting around
- Automobile traffic moves more cautiously on my street
- Other