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Mauldin-Simpsonville Urban Area Transit Development Plan

Technical Memorandum 2
Transit Service Alternatives

Prepared by

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1 Introduction

The Greenville County Planning Commission (GCPC), along with the Cities of Mauldin and Simpsonville, initiated a transit study in December 2004 to study the need and potential for providing public transportation services in the Mauldin, Simpsonville, and Fountain Inn areas. While the study area is focused around the Mauldin-Simpsonville urbanized area, the City of Greenville was also included in order to examine potential transit links between the Mauldin-Simpsonville area and Greenville. The consulting firm of Day Wilburn Associates, Inc. was retained to assist in conducting the study. The study consists of four major tasks:

- Setting local transit goals and identifying existing conditions
- Identifying local transit needs
- Determining potential transit service alternatives
- Recommending transit service(s) for a five-year implementation plan

The study documentation will include two technical memoranda and a Transit Development Plan (TDP). This memorandum is the second technical document for the study. It summarizes activities conducted during *Task 3: Develop and Evaluate Alternatives*. Section 2 begins with an overview of findings from the employer survey and commute pattern evaluation. The results from the agency survey and a peer area review are also presented. In Section 3, transportation alternative options are presented and discussed.

2 Analysis and Findings

The *Existing Conditions and Needs Summary (Technical Memorandum 1)* presented the study background, existing transit conditions for the study area, and findings from quantitative demographic analysis and qualitative public involvement and stakeholder input. Additional analysis has since been conducted. Information from the employer and agency surveys was compiled and reviewed, and a quantitative evaluation of travel patterns conducted. A Steering Committee work session was held on March 31, 2005, to discuss initial findings and local needs and travel patterns. Finally, peer areas were identified and reviewed to evaluate what types of alternatives could be feasible in the Mauldin-Simpsonville area. This section presents the additional analysis results, and the following section presents transit service alternative options for the Mauldin-Simpsonville area.

Travel Patterns Evaluation

To understand Mauldin-Simpsonville urban area commute patterns, two primary research efforts were undertaken: a survey of major area employers in Greenville, Mauldin, Simpsonville, and Fountain Inn and an analysis of Census-collected journey to work data by census tract. In addition, discussions with public meeting participants and the Steering Committee provided insight on local travel patterns. The following provides a summary of the findings.

Employer Survey

The purpose of the employer survey was twofold: to gain an understanding of area commute patterns and to gauge employer support of commute alternatives for the area. The survey was undertaken in March and April 2005. A total of 37 employers were identified, representing approximately 44,000 area employees. The employer capture area was expanded from only Greenville-sited employers to include employers located in Mauldin, Simpsonville, and Fountain Inn. In terms of providing potential transit service, the larger capture area would allow investigation of express service between the Mauldin-Simpsonville area and Greenville, as well as potential local service in the Mauldin-Simpsonville area. The employers targeted for the survey employed at least 300 persons. Employers were identified through a variety of sources including the chambers of commerce in Greenville, Mauldin, Simpsonville, and Fountain Inn, the Greenville Area Development Corporation and the GCPC.

The survey design included eight questions. Questions one through five asked for general employee information (how many employees, when they work, where they live and how they get to work). Questions six and seven were ordinal measure questions scaled from 1 to 5 asking employers about using transportation alternatives for employee trips. Question eight was an open-ended question about perceived transit needs in the Mauldin-Simpsonville area.

The compilation of survey responses is included in Appendix A. The following provides a synopsis of survey findings. Completed surveys were received from 13 companies representing approximately 12,630 area employees or 29 percent of the targeted area employees. Out of the

companies responding, eight are located in Greenville, three in Simpsonville, and two in Fountain Inn. Ten of the employers have operations 24 hours per day. Most employees work during the first shift, typically 8 a.m. to 5 p.m.

The employers indicated their employees live throughout the region. For most employers, the largest percentage of employees live in Greenville, followed by Simpsonville. Relatively fewer employees were reported to live in Mauldin or Fountain Inn. Nearly all employers stated their employees generally use personal vehicles to get to work, with only seven employers stating employees use an alternative form of transportation (carpool/vanpool, walk/bicycle, or other).

In reporting on anticipated employee behavior, employers generally did not think their employees would use transportation alternatives. Carpooling and vanpooling was the transportation alternative that received the most favorable rating, followed by scheduled bus service. When asked whether the employer would consider activities that could support usage of transportation alternatives, the response receiving the most favorable rating was "assisting with marketing transportation alternatives," followed by either "providing preferential parking for carpoolers/vanpoolers" or "providing discount bus passes."

Though the employer survey did not provide a statistically valid sample of the area's employers, one can gain some insight on area commute travel patterns as well as gauge support for transportation alternatives such as transit by large local employers. On the whole, employers who participated in the survey draw from an employment base that includes the entire region, though a larger percent of employees live in Greenville and Simpsonville. Relatively fewer employees originate in Mauldin or Fountain Inn. The employers did not indicate a strong existing usage or desire to use commute alternatives. The exception is Dispozo Products, Inc. in Fountain Inn, which reported that 48 percent of employees carpool or vanpool. Only three comments were received from the open-ended questions about the need for public transit services in the area. One comment stated that some employees face transportation problems. Another indicated commuter rail might be useful if growth continued.

Journey-to-Work Analysis

A technical analysis of 2000 Census Transportation Planning Package (CTPP) journey-to-work data by census tract was conducted to gain a more thorough understanding of area commute patterns generated by the Mauldin-Simpsonville study area. Data was extracted from 19 census tracts that approximate the Mauldin-Simpsonville study area, accounting for 56,461 commuters. A map of study area census tracts is shown in Figure 1 for reference. As shown in Table 1, census tract 30.06 (Simpsonville west of I-385) was the top origin for local commute trips, followed by tract 28.07 (north Mauldin west of I-385), and tract 30.03 (north of Simpsonville along the SC Highway 417 corridor.

Study Area Census Tracts

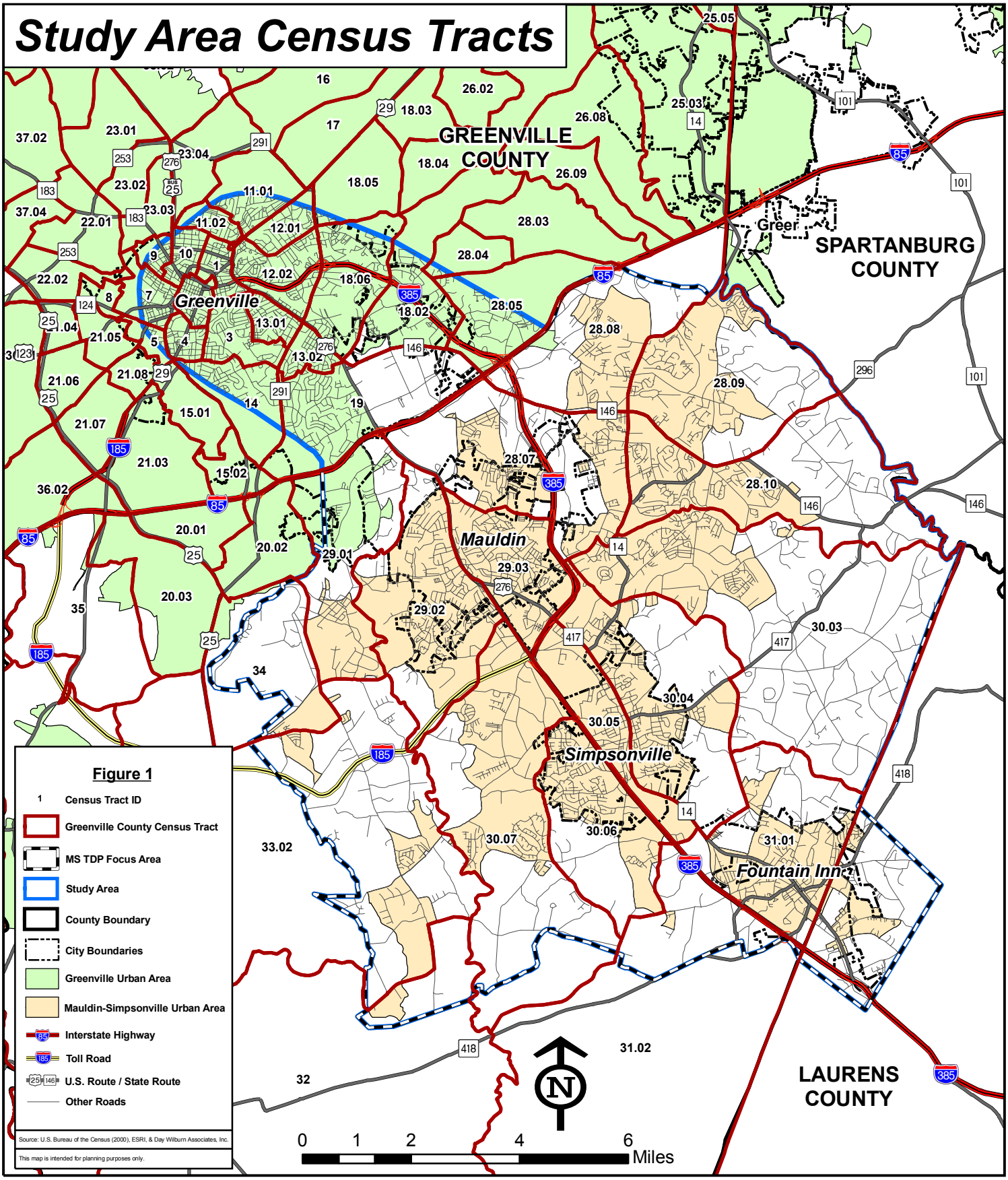

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Table 1
Number of Commuters in Mauldin-Simpsonville Area Census Tracts

Tract	Geographic Description	Number of Commuters	Percent of Commuters
30.06	West Simpsonville/Fairview Road	5,038	8.9%
28.07	Mauldin/Garlington Road	4,820	8.5%
30.03	Northeast Simpsonville/Lee Vaughn Road	4,334	7.7%
29.02	West Mauldin/West Butler Road	4,148	7.4%
33.02	Georgia Road/Reedy Fork Road	4,011	7.1%
30.04	East Simpsonville/East Curtis Street	3,878	6.9%
30.07	West Simpsonville/Georgia Road	3,759	6.7%
28.10	SC Highway 146	3,596	6.4%
29.03	East Mauldin/East Butler Avenue	3,178	5.6%
28.05	Greenville Mall	3,128	5.5%
28.09	Batesville Road/Roper Mountain Road	2,956	5.2%
31.01	Fountain Inn/North Main Street	2,607	4.6%
28.08	Roper Mountain Road/Feaster Road	2,383	4.2%
29.01	Conestee Road	1,837	3.3%
31.02	Fountain Inn/Wilson Bridge Road	1,879	3.3%
20.03	I-85/White Horse Road	1,786	3.2%
20.02	I-85/SC Highway 291	1,770	3.1%
30.05	Downtown Simpsonville	915	1.6%
34.00	Donaldson Center	438	0.8%
Total		**56,461**	**100.0%**

Source: 2000 U.S. Census

The destinations of the Mauldin-Simpsonville area commuters were identified to determine predominant commute trip patterns. Commuters originating in the identified tracts were found to work in over 270 different tracts. However, 50 percent (28,445) of commuters are destined for just 14 tracts in the Greenville, Mauldin, and Simpsonville area, as shown in Table 2. The top three tract destinations are located near the I-385 and I-85 interchange: tract 18.02 (I-385/Haywood Road), tract 28.08 (Roper Mountain Road/Feaster Road), and tract 28.07 (Mauldin/Garlington Road, west of I-385).

Table 2
Top Destination Census Tracts from Commuters Originating in the Mauldin-Simpsonville Area

Tract	Geographic Description	Number of Commuters	Percent of Mauldin-Simpsonville Area Commuters
18.02	I-385/Haywood Road	3,580	6.3%
28.08	Roper Mountain Road/Feaster Road	3,460	6.1%
28.07	Mauldin/Garlington Road	2,775	4.9%
2.00	Downtown Greenville	2,638	4.7%
30.05	Downtown Simpsonville	2,270	4.0%
19.00	Greenville Laurens Road/Verdae Road	1,765	3.1%
21.03	Greenville Hospitals	1,679	3.0%
30.04	East Simpsonville/East Curtis Street	1,594	2.8%
34.00	Donaldson Center	1,590	2.8%
29.03	East Mauldin/East Butler Avenue	1,564	2.8%
29.02	West Mauldin/West Butler Road	1,448	2.6%
28.05	Greenville Mall	1,399	2.5%
33.02	Georgia Road/Reedy Fork Road	1,374	2.4%
18.06	Greenville Downtown Airport	1,309	2.3%
Total		**28,445**	**50.3%**

Source: 2000 U.S. Census

A cross-tabulation of work origin tracts by the top 14 work destination tracts was performed to determine where the strongest commute patterns occurred. Table 3 shows the residential and work trip tract pairs. The work destination tracts are listed in order (left to right) from greatest total trip attraction to least. Work tract 18.02 (I-385/Haywood Road) draws the most commuters from the study area (3,580). The highest trip-producing origin tract for each destination tract is highlighted in bold text and outline. The strongest origin-destination pair is internal trips within tract 30.04 (East Simpsonville/East Curtis Street) at 485, followed by tract 28.07 (Mauldin/Garlington Road) to tract 18.02 (I-385/Haywood Road) at 445, from tract 28.07 to tract 28.08 (Roper Mountain Road/Feaster Road) at 435, and internal trips within tract 29.02 (West Mauldin/West Butler Road).

Table 3
Mauldin-Simpsonville Origin-Destination Pairs

Origin Tract	Geographic Description	Work Destination Tract														Total Trip Production	Percent of Total
		18.02 I-385/ Haywood Road	**28.08** Roper Mountain Road	**28.07** Mauldin/ Garlington Road	**2.00** Downtown Greenville	**30.05** Downtown Simpsonville	**18.06** Greenville Downtown Airport	**19.00** Laurens Road/Verdae Road	**21.03** Greenville Hospitals	**30.04** East Simpsonville	**34.00** Donaldson Center	**29.03** East Mauldin	**29.02** West Mauldin	**28.05** Greenville Mall	**33.02** Georgia Road/Reedy Fork		
28.07	Mauldin/Garlington Road	**445**	**435**	**405**	**270**	155	110	140	150	30	100	115	45	110	65	2,575	9.1%
29.02	West Mauldin/ West Butler Road	240	190	145	215	100	**150**	**240**	**180**	30	140	70	**420**	110	95	2,325	8.2%
30.06	West Simpsonville/ Fairview Road	225	245	220	150	**380**	70	110	125	130	180	135	40	100	100	2,210	7.8%
30.03	Northeast Simpsonville/ Lee Vaughn Road	235	295	175	185	160	60	135	115	200	165	200	50	135	90	2,200	7.7%
30.04	East Simpsonville/ East Curtis Street	205	110	245	144	300	90	120	95	**485**	30	190	65	35	80	2,194	7.7%
33.02	Georgia Road/ Reedy Fork Road	225	190	140	205	115	95	105	40	65	**195**	40	110	10	**410**	1,945	6.8%
30.07	West Simpsonville/ Georgia Road	320	175	175	164	140	80	55	180	125	60	105	100	85	130	1,894	6.7%
28.10	SC Hwy 146	210	280	230	175	125	115	75	115	70	120	50	65	135	85	1,850	6.5%
29.03	East Mauldin/ East Butler Avenue	215	160	160	135	80	55	145	90	60	60	**305**	225	70	30	1,790	6.3%
28.05	Greenville Mall	370	205	140	250	50	115	95	75	20	55	25	4	**305**	15	1,724	6.1%
28.09	Batesville Road/ Roper Mountain Road	225	375	150	160	50	90	90	80	4	30	4	50	85	35	1,428	5.0%
28.08	Roper Mountain Road/ Feaster Road	195	405	165	140	25	70	55	50		25	25	10	75	4	1,244	4.4%
31.01	Fountain Inn/ North Main Street	75	90	115	100	140	45	80	45	140	45	45	15	35	30	1,000	3.5%
29.01	Conestee Road	120	60	55	105	50	40	135	50	20	80	50	90	30	30	915	3.2%
31.02	Fountain Inn/ Wilson Bridge Road	60	15	50	90	125	30	45	105	105	65	70	20	20	55	855	3.0%
20.02	I-85/SC Hwy. 291	110	85	70	55	40	25	75	105	15	135	20	45	10	60	850	3.0%
20.03	I-85/White Horse Road	50	65	60	50	25	50	50	75	20	65	30	50	35	30	655	2.3%
30.05	Downtown Simpsonville	35	45	55	30	200	4	15		75		35	40	4	30	568	2.0%
34.00	Donaldson Center	20	35	20	15	10	15		4		40	50	4	10		223	0.8%
	Total Trip Attractions	3,580	3,460	2,775	2,638	2,270	1,309	1,765	1,679	1,594	1,590	1,564	1,448	1,399	1,374	28,445	100.0%
	Percent of Total	12.6%	12.2%	9.8%	9.3%	8.0%	4.6%	6.2%	5.9%	5.6%	5.6%	5.5%	5.1%	4.9%	4.8%	100.0%	

Source: 2000 U.S. Census

To evaluate the possibility of providing some commute-oriented transit service between the Mauldin-Simpsonville area and downtown Greenville, the census tracts close to downtown were examined. The downtown Greenville area, including the Greenville hospital cluster, encompasses nine tracts (see Table 4). Approximately 13 percent (7,412) of commuters living in the Mauldin-Simpsonville census tracts work in the identified downtown Greenville tracts. Tract 2.00 (Central Business District) attracts 35.6 percent of all commuters destined downtown, followed by tract 21.03 (West Faris Road/Hospitals), tract 1.00 (East Stone Avenue/East Park Avenue), and tract 4.00 (County Square). Of commuters destined to the downtown Greenville area, the greatest number of trips originate from tract 28.07 (Mauldin/Garlington Road), tract 30.06 (West Simpsonville/Fairview Road), tract 29.02 (West Mauldin/West Butler Road), and tract 30.03 (Northeast Simpsonville/Lee Vaughn Road) (see Table 5).

Table 4
Downtown Greenville Destination Tracts

Census Tract	Greenville Tract Description	Number of Mauldin-Simpsonville Commuters	Percent of Commuters
2.00	Central Business District	2,638	35.6%
21.03	West Faris Road Hospitals	1,679	22.7%
1.00	East Stone Avenue East Park Avenue	873	11.8%
4.00	County Square	631	8.5%
7.00	South Academy Street South Hudson Street	538	7.3%
10.00	West Stone Avenue Townes Street	465	6.3%
3.00	Woodland Way Cleveland Park Drive	232	3.1%
9.00	Hampton Avenue Buncombe Street	186	2.5%
5.00	Anderson Street Dunbar Street	170	2.3%
Total		**7,412**	**100.0%**

Source: 2000 U.S. Census

Table 5
Origin of Downtown Greenville Destined Commuters

Census Tract	Origin Tract Description	Number of Commuters	Percent of Commuters
28.07	Mauldin/Garlington Road	749	10.1%
30.06	West Simpsonville/Fairview Road	610	8.2%
29.02	West Mauldin/West Butler Road	600	8.1%
30.03	Northeast Simpsonville/Lee Vaughn Road	575	7.8%
33.02	Georgia Road/Reedy Fork Road	560	7.6%
30.07	West Simpsonville/Georgia Road	527	7.1%
28.05	Greenville Mall	483	6.5%
28.10	SC Highway 146	445	6.0%
29.03	East Mauldin/East Butler Avenue	429	5.8%
30.04	East Simpsonville/East Curtis Street	359	4.8%
28.08	Roper Mountain Road/Feaster Road	350	4.7%
28.09	Batesville Road/Roper Mountain Road	333	4.5%
20.02	I-85/SC Highway 291	309	4.2%
20.03	I-85/White Horse Road	280	3.8%
31.01	Fountain Inn/North Main Street	253	3.4%
31.02	Fountain Inn/Wilson Bridge Road	239	3.2%
29.01	Conestee Road	217	2.9%
30.05	Downtown Simpsonville	52	0.7%
34.00	Donaldson Center	42	0.6%
Total		**7,412**	**100.0%**

Source: 2000 U.S. Census

Steering Committee Work Session

The Mauldin-Simpsonville transit study Steering Committee met Thursday, March 31, 2005, to review study activities conducted under Tasks 1 and 2 and provide input on local travel patterns. The focus of the meeting was to screen local transit market origins and destinations to identify the level of production or attraction for each identified location. Maps depicting potential transit markets origins and destinations were displayed, along with matrices of potential origins and destinations. Each destination location was screened and scored from 1 to 5, with 5 having the greatest attraction and 1 having the least. Table 6 shows the results of the local destination screening. Table 7 shows the results of the Greenville destination screening. Locations receiving the highest ratings are shown in bold text.

Table 6
Mauldin-Simpsonville Area Major Destinations

Destination	Location	Destination Ranking			Trip Type
		Mauldin	Simp-sonville	Fountain Inn	
Downtown Mauldin	E/W Butler Road and Main Street/US 276	**4**	2	1	Service employment Shopping
East Mauldin/Brookfield	Verdin Road and East Butler Road	**5**	1	1	Employment School
Shops at Greenridge	Woodruff Road and Garlington Road	**4**	**4**	3	Service employment Shopping
Wal-mart	Woodruff Road and Verdin Road/Feaster Road	**4**	1	0	Service employment Shopping
Batesville/Pelham Industrial Park	Pelham Road and SC Highway 14	1	1	1	Light industrial employment
Pelham	Pelham Road and I-85	3	3	3	Shops Employment
Donaldson Industrial Center/Airport	Fork Shoals Road	3	3	2	Industrial employment
West Georgia Road area (developing 2 years)	I-385 and W. Georgia Road	2	**5**	3	Shopping Office & service employment
Downtown Simpsonville	N/SE Main Street and E/W Curtis Street	2	**4**	2	Government services Banking Specialty shopping
Fairview/Harrison Bridge	I-385 and Fairview Road	2	**5**	**4**	Shopping Service employment
Downtown Fountain Inn	N. Main Street and Fairview Road	1	1	**4**	Government services
Southchase Industrial Park	I-385 and Southchase Boulevard	1	2-3	3	Employment
Golden Strip Center	Howard Drive and Speedway Drive	3	3	**4**	Services
ICAR (future destination. 5-10 years)	US 276 and Frontage Road	Future destination not rated.			Employment

Note: Bold text denotes locations receiving highest scores.

Table 7
Greenville Area Major Destinations

Destination	Location	Destination Ranking			Trip Type
		Mauldin	Simpson-ville	Fountain Inn	
Downtown Greenville	Main Street and E. North Street	**3**	**3**	**3**	Employment
Greenville County Square	University Ridge and South Church Street	**3**	**3**	**3**	Employment Services
University Center Area/Macalister Square	S. Pleasantburg Drive from Mauldin Road to US 276	2	1	1	Shopping
Palmetto Expo./Woodside Conference Center/ Greenville Airport	N. Pleasantburg Drive from Airport Road to Lowndes Hill Road	1	1	1	Service Employment
Haywood Centre/Market Place/Verdae Market. Sqr./Pleasantburg Ind'l.	Laurens Road from Industrial Drive to Marketplace Drive	2	1	1	Shopping
Haywood Mall/Haywood Corners/Regency Square	Haywood Road from Old Airport Road to I-385	**2**	**3**	**3**	Shopping
Greenville Mall	Woodruff Road and Power Drive	1	1	1	Service Employment
Ashby's Village/ Haywood Plaza	Haywood Road and Pelham Road	1	1	1	Service Employment
St. Francis Hospital/ Webster University	Roper Mountain Ext. and Commonwealth Drive	2	2	2	Employment
Greenville Hospital Cluster	Grove Road and W. Faris Road	2	2	2	Employment Medical

Note: Bold text denotes locations receiving highest scores.

One observation resulting from the local destination screening process was that most local destinations have local attraction (the destination serves local needs within a close proximity) but do not have as much attraction for those living further away. The two areas with the greatest "regional" attraction are the Woodruff Road area (near I-85 and I-385) and the Fairview/Harrison Bridge area (near I-385). The West Georgia Road area at I-385 is an existing destination; however, future development will result in a stronger attractor for office employment and shopping in the next one to three years.

A comment from the Steering Committee was that little is known about the work location Mauldin-Simpsonville area residents. It was thought that downtown Greenville and Greenville County Square attracted the most employees from the area, along with the Haywood Mall area.

Potential transit market origins were identified using Census data. Target market concentrations were identified using the following variables: population density, households without vehicles, persons below poverty, population age 10 to 19, population age 65 and older, and non-white

population. The Steering Committee ranked potential origins using a scale from 1 to 5, with 5 having the greatest potential for producing transit trips and 1 the least. The location of potential target markets is dispersed. Table 8 shows results of the screening process. It was noted that, overall in the study area, there are proportionally fewer persons in the transit target market categories than in either Greenville County or the City of Greenville.

Table 8
Mauldin-Simpsonville Origins

Origin Location	Potential Transit Market Ranking
Fountain Inn – East of SC 418	1
Fountain Inn – West of 418	3
Simpsonville – West of I-385	3
Simpsonville – East of I-385 (Boyd Martin)	4
Mauldin – South of US 276	4
Mauldin – North US 276 (Miller Road, Rainbow Circle, Old Mill)	5
I-185/Reedy River area	3
Ridge Road/US 276 area	3

Agency Survey Findings

A survey was developed for distribution to local social service agencies to determine what level of transportation services were currently offered, as well as what community needs exist for transportation services. Agencies were identified through South Carolina Department of Transportation (SCDOT), GCPC, United Way of Greenville, and the Greenville Community Development Coalition. Thirty-two public and private agencies or organizations were invited to participate in the survey via email, fax or mail. Responses were received from 10 agencies, a 31 percent response rate. The survey results are summarized as follows. A compilation of survey results is included in Appendix B.

Agency/organization description, client base, and transportation services provided are shown in Table 9. Eight of the organizations provide some level of transportation services. Nearly all transportation services provided are directed at specific activities such as education, medical care/therapy, or work. Agency services are limited to defined clientele including students, elderly, disabled adults, disabled children, and persons requiring medical treatment.

Table 9
Greenville-Mauldin-Simpsonville Area Agencies

Agency/Organization	Description	Clientele	Transportation Services
United Way of Greenville/Community Health Alliance	Community facilitator of services	Medically underserved	None
J.R. Services	Private provider of medical transportation	Medical patients and DSS clients	Ambulatory medical and wheelchair transportation
Suretrans, LLC	Private provider of medical and other transportation	Elderly and disabled persons	Ambulatory and wheelchair transportation
American Cancer Society	Community heath organization	Cancer patients, caregivers, general public	"Road to Recovery" patient transportation
Greenville County DSNB	Provides services to persons with developmental disabilities	Greenville County citizens with developmental disabilities	Transportation to skills workshop
Greenville School District	After-school tutoring and summer transportation for students failing to meet PACT standards	Students in grade 3 through 8 who need to prepare for PACT test	Transportation between school and home
Greenville Tech	Technical college	Students	None
YMCA of Greenville	Community non-profit serving youth and families	Families, adults, children	Transportation for after school program
Aid Upstate	Service agency for HIV/AIDS clients	HIV/AIDS clients	Funds transportation vouchers and provides some transportation services directly
Meyer Center	Agency to provide education and therapy for preschool children with disabilities	Preschool children	Transportation between home and class or therapy

Agencies/organizations providing some level of transportation service are shown in Table 10, which shows a snapshot of the types of services provided. All of the agencies provide services for the entire Greenville County area. Only three providers directly charge clients for transportation services (Suretrans, J.R. Services, and Aid Upstate).

Table 10
Greenville-Mauldin-Simpsonville Area Transportation Providers

Agency/Organization	Vehicles	Operators	Service Type (Frequency)	Schedule
J.R. Services	3 vans (1 is wheelchair accessible) 2 passenger vehicles	Paid drivers	Ambulatory medical (40 trips/month) DSS programs (100 trips/month)	Monday-Friday 6 am to 7 pm and 24-hour on-call
Suretrans, LLC	5 vans (1 is wheelchair accessible)	Paid drivers	Medical Other	Monday-Friday
American Cancer Society	None	Volunteer drivers (use own vehicles)	Medical trips (320/year)	n/a
Greenville County DSNB	80 15-passenger vans 20 wheelchair accessible vans 7 passenger vehicles	Drivers are employees (Living Support Specialists)	For services provided by DSNB	Monday-Friday
Greenville School District	43 buses	Paid drivers	Educational trips (2 to 3 days per week)	Monday-Thursday 2:30 pm to 3 pm
YMCA of Greenville	7 14-passenger buses	Paid drivers	After-school care and day camp (daily during school year)	Monday-Friday
Aid Upstate	None	Volunteer drivers (use own vehicles)	Medical trips	Monday-Friday 9 am to 5 pm
Meyer Center	4 buses 1 van (4 are wheelchair accessible)	Drivers are employees	Service trips (875/month)	Monday-Friday 7 am to 9 am 1:45 pm to 3:30 pm

When asked whether their clients have access to adequate transportation services, the replies were split evenly. United Way indicated that, based on its 2003 United Way survey in Greenville County, most persons have access to transportation for medical services and related needs. Other respondents indicated that if clients can afford services or are involved in agency programs, transportation needs are met. However, other respondents noted that some clients' needs are not met due to lack of income, having transportation needs that cannot be met due to program guidelines, or due to having special transportation needs such as needing frequent medical service.

The agencies responding that there are unmet transportation needs in the Mauldin-Simpsonville area indicated the greatest needs are for the following:

- Door-to-door paratransit service
- Fixed route or shuttle service
- Access to local shopping areas and between the downtowns of Mauldin and Simpsonville
- Reliable, affordable transportation to secondary education, particularly for students with disabilities

Peer Area Review

Peer review provides insight into transit services provided by areas with similar characteristics to Mauldin-Simpsonville urban area. A variety of urban areas throughout North and South Carolina were considered as part of this analysis. The primary criterion for the selection of peer areas was the presence of local and/or regional transit services similar to what is being considered for the Mauldin-Simpsonville area. Since there are relatively few small areas (i.e., under 100,000 residents) that have these services, it was necessary to also include a number of larger urban areas located throughout the two states.

For each of the areas considered, the nature of the transit service was analyzed in the context of the area's population characteristics. Of particular concern is the overall population density, which is easy to quantify and has a significant impact on the feasibility of fixed route transit service. Table 11 shows the population densities of several urban areas throughout the Carolinas. In addition to area-wide density, another important consideration is the degree of centralization within an area, which can be described as the extent to which activity is oriented around a single high-intensity core (for instance, a traditional downtown). The Mauldin-Simpsonville study area is noteworthy in that it is relatively decentralized, with multiple activity centers dispersed throughout the study area.

Table 11
Transit Availability in Selected Urban Areas (Sorted by Population Density)

Urban Area	2000 Population	Land Area (Square Meters)	Population Density	Transit Service	
				Local	Regional
Durham, NC	287,796	406,053,762	1,836	✓	✓
Charlotte, NC-SC	758,927	1,126,416,124	1,745	✓	✓
Raleigh, NC	541,527	827,792,910	1,694	✓	✓
Columbia, SC	420,537	696,538,009	1,564	✓	✓
High Point, NC	132,844	243,599,016	1,412	✓	✓
Mauldin--Simpsonville, SC	**77,831**	**144,664,457**	**1,393**		
Greenville, SC	302,194	586,731,492	1,334	✓	

Table 11, continued

Urban Area	2000 Population	Land Area (Square Meters)	Population Density	Transit Service	
Winston-Salem, NC	299,290	651,059,087	1,191	✓	✓
Gastonia, NC	141,407	307,790,339	1,190	✓	✓
Rock Hill, SC	70,007	158,464,481	1,144		✓
Spartanburg, SC	145,058	356,131,799	1,055	✓	
Anderson, SC	70,436	178,388,969	1,023	✓	

Source: U.S. Census

The majority of areas with established fixed route transit services is much larger and/or has greater population densities than Mauldin-Simpsonville. These include larger metropolitan centers such as Charlotte and medium-sized cities such as Greenville and Columbia. While there are peers with substantial fixed route services that in fact have lower population densities than Mauldin-Simpsonville (for instance, Winston-Salem, NC), these areas tend to be cities with a single, established urban core. In such cases, the larger total population and the higher degree of centralization make up for the lower overall density, and fixed route service is still feasible.

There are examples of urban areas with populations in the same range as Mauldin-Simpsonville that are served by some form of fixed route transit. These include peers such as Anderson, SC (population 70,436) and Rock Hill, SC (population 70,007). Nearby Anderson, which is served by a small three-route local bus system, has both a lower total population and a lower population density than Mauldin-Simpsonville, but is still able to support the fixed route service due to the high degree of centralization around the city's downtown. Unlike Mauldin-Simpsonville, there are no major urban centers outside the primary city and, as a result, the local bus service is oriented around a transfer center in the city's central business district. In the case of Rock Hill, the fixed route service exists in the form of a single express route connecting the city to downtown Charlotte, approximately 25 miles away. This route is operated by the Charlotte Area Transit Service (CATS), a large urban transit agency with an extensive network of express services throughout the region. The ability to tap into the substantial resources of the larger agency is pertinent to the ongoing presence of fixed route service in Rock Hill.

3 Service Alternative Options

Many different transit service alternatives are available to address transit needs. The challenge is to determine which alternatives are best suited to the types of trip making and travel patterns in the Mauldin-Simpsonville study area. Transit service options include local bus service, express bus service, rideshare/vanpool service, and/or demand response service. This section presents potential transit service alternative options for consideration in the Mauldin-Simpsonville TDP.

Potential Services

The following list of potential services was identified through a review of transit programs and services that have been undertaken in other areas nationwide. The focus has been to identify alternatives that have the greatest potential to serve market segments identified as needing transit or groups who may use new transit services if available. Nine different major categories of transit service delivery options that appear to have potential application to the Mauldin-Simpsonville area were identified. The alternatives are grouped into operating format categories as follows:

- Ridematching

  Ridematching provides assistance to individuals that are interested in sharing a ride, typically for employment-based trips. Ridematching services involve developing and maintaining a database containing lists of people interested in traveling with other people, and then matching applicants based on the origins, destinations, ride times, and other characteristics of their trip. Ridematching has two elements, consisting of carpooling and vanpooling. Carpooling is typically a more informal method for two to three individuals to share rides at mutually convenient times to and from common destinations. Vanpool service is provided within a more structured program and involves a number of people traveling together on a regular basis in a van furnished by a transit agency or other third party. The costs of the travel are shared by participants, the van is used exclusively by the participants, and the driver is a member of the vanpool.

  A number of transit agencies operate vanpool programs. Their service includes establishing vanpools through outreach and ridematching activities, acquisition of vans, provision of insurance, and setting up programs for maintenance and service administration. Other programs that are offered as an incentive to encourage the formation of vanpools include a guaranteed ride home program, subsidies to reduce start-up costs, and offering a greater variety of vehicle types, including smaller vans and cars. Program marketing is essential for rideshare program success.

- Fixed Route Service

  Fixed route service consists of buses or vans operating on established routes, with designated days and periods of operation, and with scheduled arrival times at stops along the route. The service cost is dependent upon the service frequency, route length, travel

time, and overall operating hours for the service. Significant passenger loads are required to make the service cost-effective. Fixed route systems work best in urban areas where development density and potential trip making justify regular service. Fixed route systems require significant and ongoing capital and operating funding. They also can be inefficient, as comprehensive coverage can result in routes with low ridership during substantial portions of the service period.

- Demand Response Service

Demand response service is the most widely available transit service in the United States. It is also typically referred to as paratransit or dial-a-ride service. The service usually is operated by vans or small buses that respond to passenger calls to the transit agency, which dispatches a vehicle for passenger pick-up and transport to a requested destination. The service is shared ride and may make several stops before a passenger reaches his or her specific destination. If enough riders are destined for a common destination(s) on a daily or frequent basis, subscription based trips can be established.

- Route Deviation Service

Route deviation service is a blend of fixed route services and demand response services. The service typically operates on a fixed route/fixed schedule for part of its route, but can deviate from its route in certain sections to pick up or drop off passengers. Additional time is included in the schedule to allow for the individual pick-ups and/or drop-offs. Passengers picked up or dropped off in the deviated sections are required to make an advance reservation. Reservations are frequently limited for schedule adherence purposes.

Route deviation service may be implemented in areas where population densities are not high enough to warrant the operation of fixed route service, yet demand response service is too expensive to provide due to service productivity reasons. Route deviation service is sometimes implemented instead of fixed route service in low ridership periods, such as during evenings and on weekends.

- Checkpoint Service

Checkpoint service is a variation of demand response service where vehicles serve designated stops at scheduled times, referred to as checkpoint stops, but pick up or drop off passengers at requested locations between stops. Reservations are required for passengers wanting to board the bus at stops other than the checkpoint stops. There is no designated route between checkpoint stops; however, the service area of the route must be defined. Set departure times are established for the checkpoints stops; if buses arrive early at these stops, they will not leave until the scheduled time. Reservations are not required for passengers boarding at the checkpoint stops, and sometimes the fares are lower at these stops as an incentive.

- Zone Service

  Zone service is another variation of demand response service that provides limited service to an area(s) that cannot support the operation of daily service. Service is assigned to zones or geographic areas at specific intervals of time, such as once a week. Sometimes the transit system or agency can have several zones, with service provided to each on a particular day of the week. Passengers are encouraged to schedule their appointments for the specific days that the service is provided within their zone.

- Shuttle/Circulator Service

  Shuttle service usually operates within a specific geographic area or travels short distances and is often referred to as neighborhood, trolley, or circulator service. It often exhibits lower fares than traditional services or is free. It may operate in line or loop configurations and connects with other services. Examples include service within activity centers, downtown, entertainment or historic districts, or campus areas.

- Subsidized Taxi Service

  Service is usually provided through existing taxi operators with discount fares to eligible passengers. Service may be provided during low ridership periods as a lower cost alternative than demand response service. For this type of service to operate efficiently, ridership demand must not be too extensive to make it more expensive than provision of regular service, an interested provider firm(s) must be willing to provide service, and a monitoring component must be implemented to minimize abuse.

- Special Service

  Special service accommodates specific needs or demands by utilizing a combination of the other service alternatives. Examples could include service provided for special events or during seasonal periods.

Service Screening

Once local transit needs and market potential have been identified, transit services are screened to determine which are best suited for the local conditions. To aid in the screening process, area trip pattern characteristics are evaluated and matched to transit service options. An array of trip pattern dynamics is shown in Figure 2. Table 12 links the trip patterns to transit service alternatives that meet those trip characteristics.

Figure 2
Alternative Trip Patterns for Transit Service

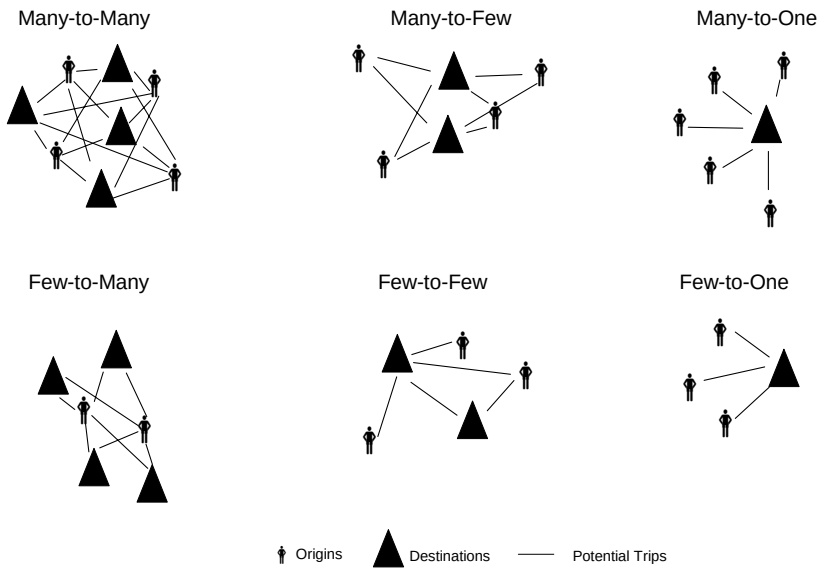


Table 12
Relationship of Trip Patterns with Transit Service Alternatives

Service Patterns Origin/Destination	Demand Response	Taxi	Shuttle	Demand Response (Subscription)	Vanpool	Fixed Route
Many to Many	✓	✓				
Many to Few	✓**					
Many to One				✓	✓	✓*
Few to Many		✓	✓			✓*
Few to Few			✓			✓
Few to One			✓	✓	✓	✓

* Fixed route possible if "many" trip-ends are within walking distance of an efficient route.
** Checkpoint variation of demand response may be possible if significant trip potential exists between "few" destinations.

Area Characteristics

As identified through the needs analysis assessment, the Mauldin-Simpsonville study area does not have a single predominant trip pattern. Due to the nature of development, with population and employment concentrations dispersed throughout the area, trip patterns are dependent on specific geographic locations. For commute trips, the strongest attractors are the downtown Greenville area, east Greenville area around the I-385 and SC Highway 146 corridor, and the

Woodruff Road/SC Highway 146 corridor east of I-85, as shown in Figure 3. For other types of trips, there are very few local destinations that have area-wide attraction. Two major local destinations are the Shops at Greenridge area (Woodruff Road at Garlington Road) and the Fairview/Harrison Bridge area (I-385 and Fairview Road). Otherwise, it appears that local trip making is fairly self-contained. Residents of Mauldin shop and seek services in Mauldin; residents of Simpsonville shop and seek services in Simpsonville. The proportion of traditional transit market segments, including low-income persons, the elderly, young persons, and non-white persons, is smaller within the Mauldin-Simpsonville area than countywide or statewide. Additionally, the resident location of these transit market segments is dispersed throughout the study area, though there are concentrations near the downtowns of Mauldin, Simpsonville, and Fountain Inn.

Transit Service Alternative Options

At this time, it does not appear the Mauldin-Simpsonville area could support fixed route/fixed schedule local transit services for the following reasons:

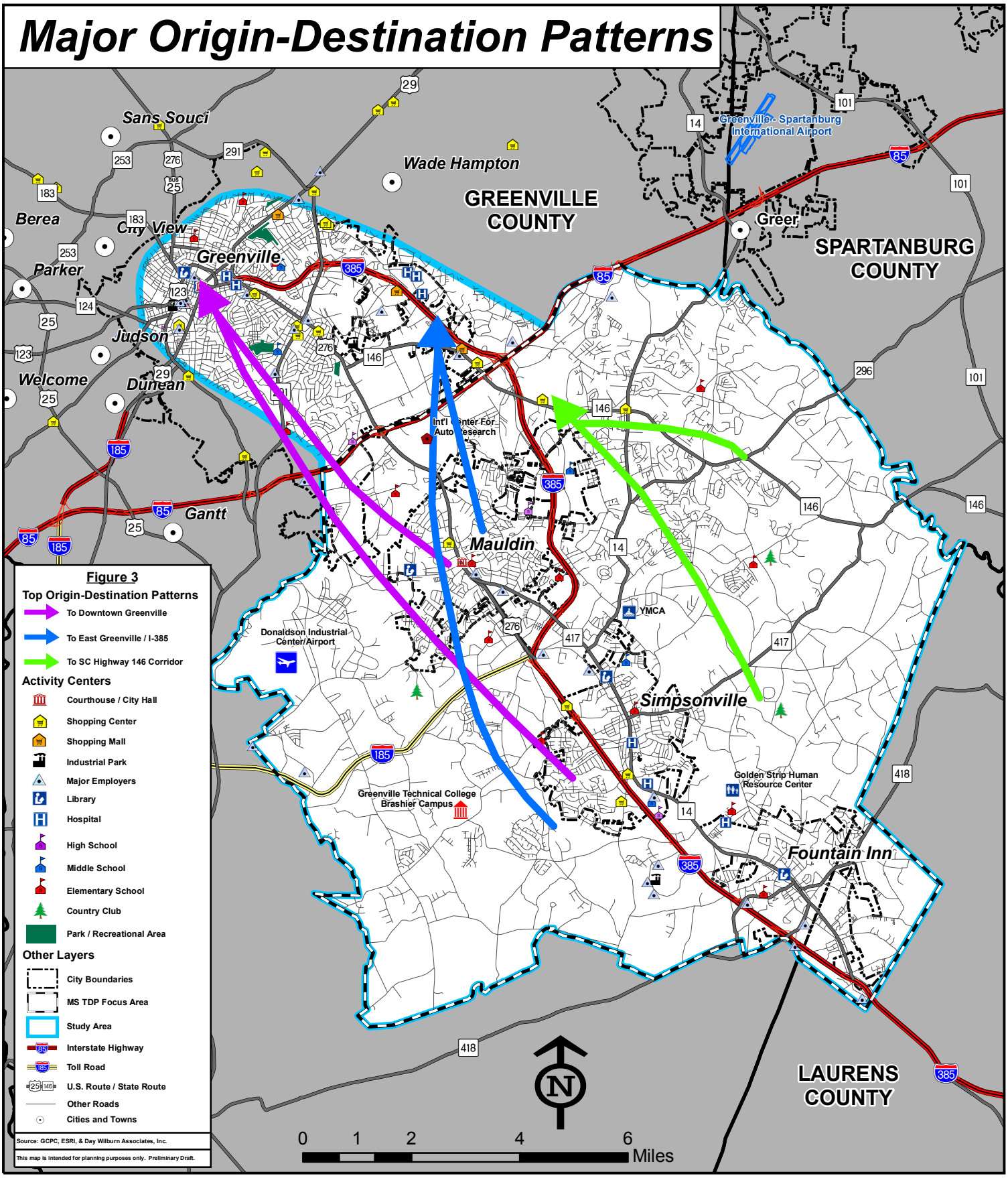
- Relatively small and dispersed typical local transit market segments (low income, elderly, youth, and non-white populations).
- Wide dispersion of trip origins and destinations between Mauldin, Simpsonville, and Fountain Inn. Each city is fairly self-contained in that local trip making stays within each jurisdiction. The dispersion occurs because there is little trip connectivity between the jurisdictions.
- The population is small relative to peer areas, population density is low, and population is dispersed across the jurisdictions. Each city has its own identity and a central focal point does not exist.

Based on technical analysis of area characteristics and input from the Steering Committee, five transit service alternative options have been identified:

- Express bus service for commute peak periods connecting Simpsonville and Mauldin to downtown Greenville
- Daily, local, demand response service focused on the cities of Mauldin and Simpsonville
- Hybrid transit service combining the express service with the local service based on time of day
- Extension of Greenville Transit Authority (GTA) routes in the eastern Greenville area to provide a better connection between the north Mauldin area south of I-85 to the east Greenville area, encompassing Haywood Mall area and Woodruff Road corridor.
- Rideshare program to facilitate formation of local carpools and vanpools

The demand response service, express bus service or hybrid service are the primary service alternatives. The extension of GTA routes and the rideshare program are options that could be

Major Origin-Destination Patterns



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utilized in combination or alone with primary service alternatives. The primary service alternatives are directed at different markets and trip purposes. The hybrid service combines trip types and trip purposes by utilizing vehicles differently depending on time of day. During the commute period, the vehicles would be used for commute service between Mauldin-Simpsonville and Greenville. During the mid-day, the vehicles would be used to provide local demand response service for the two cities. The service alternative options are described below. A comparative matrix of characteristics is shown in Table 13.

Express Bus Service

An express bus service would serve local work trips during the peak commute times between the Mauldin-Simpsonville area and downtown Greenville. Two concepts have been developed. Shown in Figure 4, Concept 1 would provide express service along the I-385 corridor, with one stop in the Simpsonville area and one stop in the Mauldin area. The service would utilize I-385 to downtown and make stops at the transit center on McBee Avenue and at County Square. Shown in Figure 5, Concept 2 would provide service along the SC Highway 14/SC Highway 417 and US Highway 276 corridor to downtown Greenville. Concept 2 could have the potential for a greater penetration into the communities, with five stops in Simpsonville and Mauldin and three stops along US 276 west of I-85. Concept 1 is a longer distance route (approximately 39 miles round-trip), but preliminary test runs indicate a shorter run time, which is important for providing a premium express bus service. Concept 2 is a shorter distance route (approximately 33 miles round-trip), but preliminary test runs indicate longer run time (see Appendix C).

Demand Response Service

A demand response transit service would serve local trips within the cities of Mauldin and Simpsonville. Figure 6 illustrates the local area activity centers that have high attraction for local residents. Major local attractors are identified for each jurisdiction. The demand response service would operate Monday through Friday from 6 am to 6 pm and could focus on providing service in the target transit market areas of the two cities.

Hybrid Service

The hybrid service option would utilize the same equipment to provide both express service and demand response service Monday through Friday, but vary the service type by time of day. During the morning and afternoon commute periods, the equipment would be used for express bus service between the Mauldin-Simpsonville area and downtown Greenville. During the off-peak times mid-day, the vehicles would be used for providing demand response service, primarily within the cities of Mauldin and Simpsonville. Utilizing the hybrid service option is largely dependent on varying operator assumptions. The hybrid option would be more likely if the Mauldin-Simpsonville area contracted with an operator other than GTA to provide service.

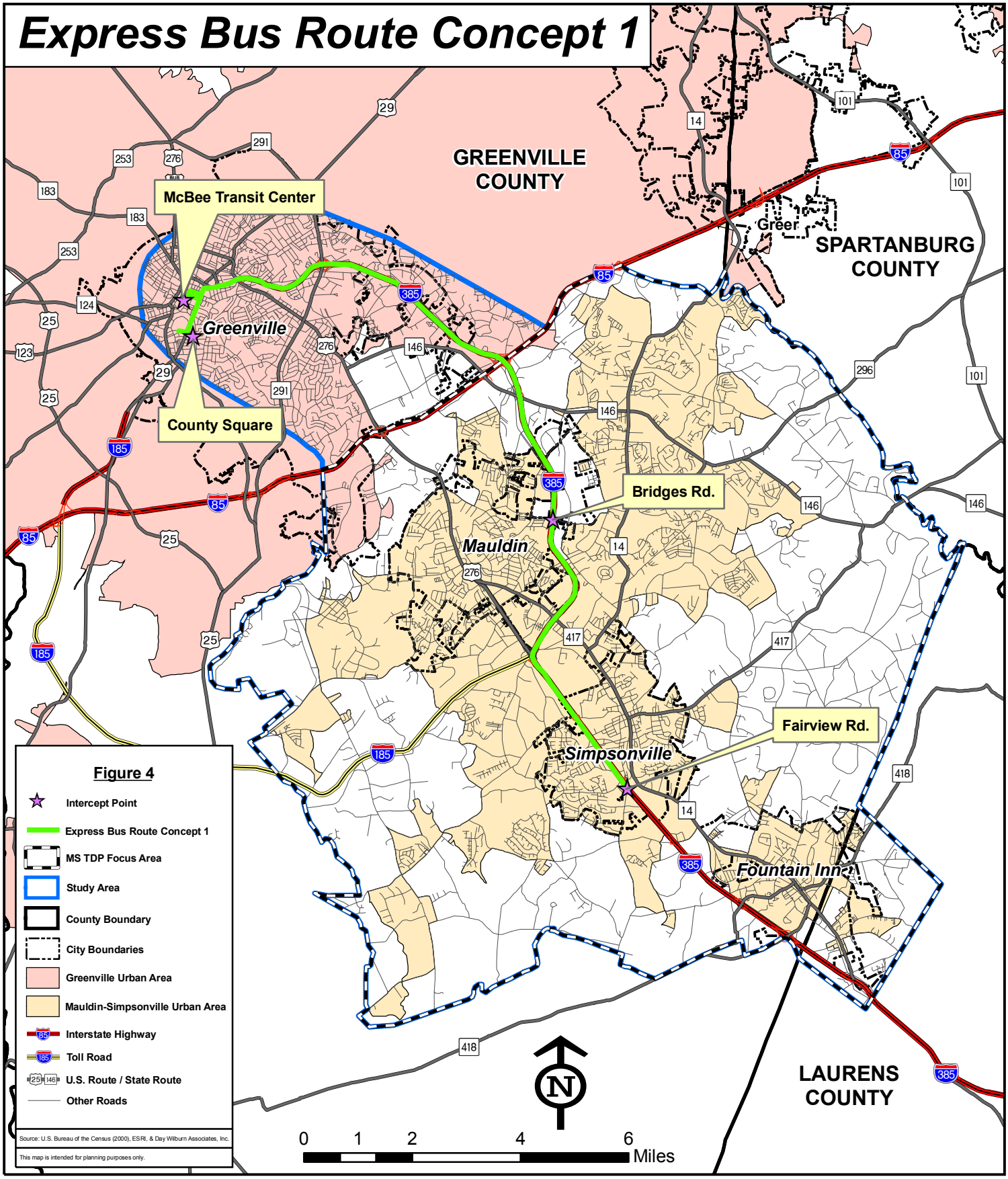
Table 13
Transit Service Option Comparison Matrix

Service	Service Alternative					
	Local Service	**Express Service**		**Hybrid**	**GTA Route Extensions**	**Rideshare Program**
Type	Daily demand response	Peak period commuter bus service		Combination of Express Service and Local Service	Extension of GTA fixed route 8-Laurens Road or 12-Overbrook	Carpool/vanpool program to coordinate local ridesharing
Primary Markets	Elderly Disabled Low-income Students	Commuters		Commuters Elderly Disabled	Commuters	Commuters
Trip Purpose	Local work trips Shopping Medical Government services Training/Education	Work trips		Work trips Shopping Medical Government services Training/Education	Work trips Shopping Medical Training/ Education	Work trips
Service Area	Focus on Cities of Mauldin and Simpsonville, but may extend into Fountain Inn and unincorporated Greenville County should funding be identified	Concept 1: I-385 corridor, with intercept locations at Fairview Road (Simpsonville) and Bridges Road (Mauldin) with service to downtown Greenville, stopping first at the Transit Center on 100 West McBee Avenue and then at the Greenville County government complex on University Ridge	Concept 2: SC Highway 14, SC Highway 417, and US 276 corridor, with transit stops at Fairview Road, downtown Simpsonville, SC Highway 14, downtown Mauldin, and Forrester Drive. The service will end in downtown Greenville, and stop at Haywood Road and Pleasantburg Drive.	Express Service area during commute periods and Local Service area during mid-day	North Mauldin area, Woodruff Road, Butler Avenue	Mauldin-Simpsonville urbanized area

Service	Service Alternative				
	Local Service	**Express Service**	**Hybrid**	**GTA Route Extensions**	**Rideshare Program**
Service Days and Hours	Monday through Friday 6 am to 6 pm	Monday through Friday 6 am to 9 am 4 pm to 7 pm	Monday through Friday 6 am to 9 am for Express Service 9 am to 4 pm for Local Service 4 pm to 7 pm for Express Service	Monday through Friday Peak period service extensions	Monday through Friday Peak period
Service Frequency	On-call with 24-hour advanced scheduling	4 morning inbound and 4 afternoon outbound trips every 35 to 45 minutes	Combination of local and express	60 minutes	n/a
Vehicles	2	2	2	1	TBD
Daily Capacity (seats available for service)*	700 to 1,000	200 to 300	400 to 600 (Local) 200 to 300 (Express)	TBD	n/a
Paratransit Service	Integrated into demand response service	Complementary paratransit service is not required**	Integrated into demand response service	Provided by GTA	n/a

* Capacity is based on vehicle type
** 49 CFR 37.121 (c): Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems. 49 CFR 37.3: Commuter bus service means fixed route bus service, characterized by service predominantly in one direction during peak periods, limited stops, use of multi-ride tickets, and routes of extended length, usually between the central business district and outlying suburbs. Commuter bus service may also include other service, characterized by a limited route structure, limited stops, and a coordinated relationship to another mode of transportation.

Express Bus Route Concept 1



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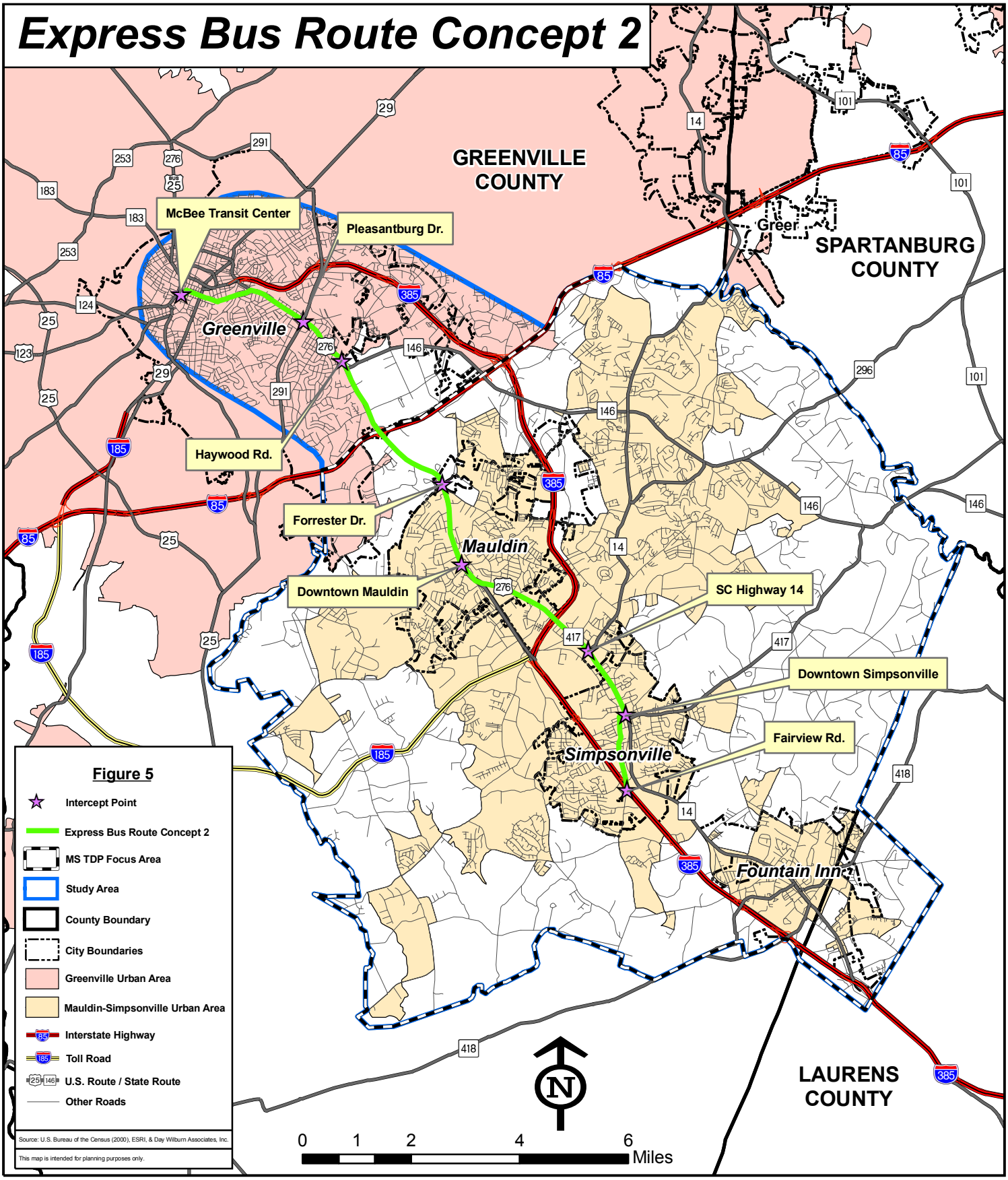
Express Bus Route Concept 2



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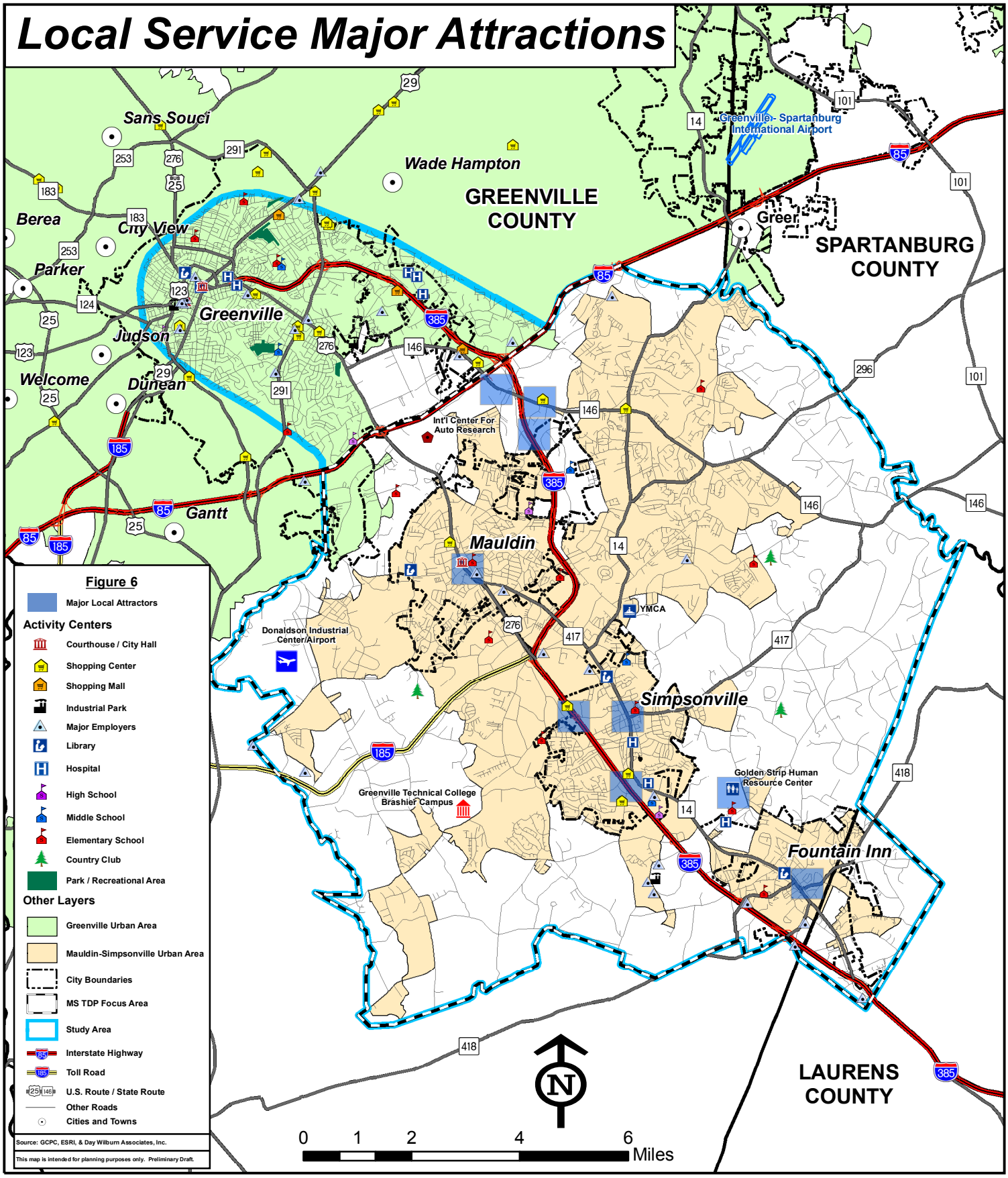
Local Service Major Attractions



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GTA Route Extensions

From the review of local trip patterns and development characteristics, it is evident there is considerable activity between the north Mauldin area (east of I-85 along the Woodruff Road/SC Highway 146 corridor) and the east Greenville area. Currently, GTA route 12 (Overbrook) serves the Pelham Road and Roper Mountain Road corridors, with an eastern boundary of Commonwealth Drive. GTA route 8 (Laurens Road) serves the Laurens Road and Woodruff Road corridors with an eastern boundary of I-85, though the route does extend service on Garlington Road to the GE plant during peak commute times. Extensions of these two routes to the north Mauldin area east of I-85 could provide needed transit connectivity. Another option would be to create a separate north Mauldin transit route that would connect to the two existing routes.

Rideshare Program

A rideshare program could be implemented to facilitate local ridesharing. One attraction of a rideshare program is that it can cover a large service area and numerous employment centers. The level of investment can range from facilitation only to a comprehensive program where vehicles are acquired and leased to program participants.

Considerations

The five transit service alternative options would serve different target markets and geographic areas and would require varying levels of local involvement. Advantages and disadvantages exist for each service. The demand response service option would provide the most flexibility in serving traditional transit markets across the large geographic area formed by Mauldin and Simpsonville. However, demand response services can only serve a certain number of patrons per day because of scheduling requirements. Both express bus concepts would provide commute alternatives for persons living in the Mauldin and Simpsonville area and working in Greenville; however, the service area is limited. The service operates for a short time during the day and does not generally serve the traditional transit markets. The hybrid service combines express bus service and demand response service, varied by time of day. The hybrid option has the possibility of serving the greatest variety of transit markets. One of the challenges of the hybrid option is to determine which type of transit vehicle is best suited for both types of service. Extending GTA routes into the service area could provide needed transit connectivity, but the routes operate infrequently with hour headways. Extending the routes would result in longer run times. A rideshare program could provide a means to coordinate commute alternatives locally, but a regional approach could be more successful. The evaluation of local commute trip patterns indicates 50 percent of area commuters are destined to employment outside of the study area.

Additional alternative definition and implementation planning is contingent on desired local involvement and commitment to providing transit services. All of the alternatives presented would require varying levels of local commitment. For example, a rideshare program would involve little local investment and could be accomplished either in conjunction with or separately

from GTA. On the other hand, if the local jurisdictions wish to begin local or hybrid service, more investment will be required, as well as political support.

Financial Considerations

Based on the service operating assumptions, preliminary estimates for operating and capital costs were developed for each service alternative option. Operating cost assumptions are shown in Table 14 and capital cost assumptions are shown in Table 15. A comparison matrix of the service alternative options is shown in Table 16.

Table 14
Operating Cost Assumptions

Service Parameter	Service Alternative				
	Local Service	Express Service	Hybrid	GTA Route Extensions	Rideshare Program**
Hours of Daily Service	13 hours per day per vehicle	8 hours per day per vehicle	14 hours per day per vehicle	8 hours per day per vehicle	n/a
Number of Service Days	253 days per year per vehicle				
Number of Vehicles in Service	2	2	2	1	n/a
Cost per Hour*	$60	$50	$50-$60	$50	n/a
Contingency	10 percent				

*The cost per hour is based on GTA FY 04 experience. Estimated local service cost is based on GTA demand response history, and express service cost is based on GTA fixed route history. The cost per hour does not include ongoing funding from operations for bus replacement.
**A formal rideshare program requires some staffing and may require "bridge" funding of van operations until occupancy thresholds are achieved.

Table 15
Capital Cost Assumptions

Capital Investment Required for Start-up	Estimated Unit Cost	Service Alternative				
		Local Service	Express Service	Hybrid	GTA Route Extensions	Rideshare Program
Vehicles 25-passenger bus 20-passenger van	 $150,000 $60,000	2 service plus 1 spare	2 service plus 1 spare	2 service plus 1 spare	n/a	TBD
Park & Ride intercept locations	$100,000	n/a	2	2	n/a	TBD

Table 16
Transit Options Cost Comparison

Category	Service Alternative				
	Local Service	**Express Service**	**Hybrid**	**GTA Route Extensions**	**Rideshare Program**
Operating	$434,000	$223,000	$429,000	$111,000	n/a
Capital*	$180,000 to $450,000	$380,000 to $600,000	$380,000 to $600,000	n/a	TBD
System Management	TBD	TBD	TBD	n/a	TBD
Start-up/ Marketing	TBD	TBD	TBD	TBD	TBD

*Total capital investment varies based on vehicle type. Under current federal guidelines, capital investments are eligible for 80 percent federal funding with a 20 percent state and/or local match.

A recommendation for fare is dependant on service type and policy direction. GTA currently charges a $1.00 base fare for its fixed route system. Evaluation of peer transit systems indicates that premium transit service such as express bus generally charge higher fares. Fares for demand response services often vary based on the trip length. Fares can be pegged to performance measures to achieve specified operating cost to farebox return ratios.

The Mauldin-Simpsonville urbanized area Section 5307 available apportionment for FY 2003 through FY 2005 is $1,611,180. The area is eligible to use the accrued apportionment plus the FY 2006 apportionment for providing eligible transit services. The funds can be used for capital investments, with a federal share of 80 percent to 20 percent state/local match, or for operating costs, with a 50 percent federal share and 50 percent state/local share, for operating costs remaining after deduction of farebox revenues. The commitment of SCDOT State Mass Transit Funds (SMTF) is to be determined.

Organizational Alternatives

At this time, management and provision of transit services is to be determined. The preferred service management/operations arrangement has implications for service implementation. For instance, the vehicle type for providing service has not yet been determined. The selection of vehicle type will be influenced by who the ultimate operator of the service is. If GTA is the operator, there would be additional flexibility in selecting the appropriate vehicle for the service(s).

Appendices

Appendix A
Employer Survey Results

Employer Survey Contact List

Company Name	Salutation	First Name	Last Name	STREET	Address Line 1	City	State	Zip	Employees	Phone Number	Category
American Services	Mr.	Henry	Harrison	1300 Rutherford Road	PO Box 2609	Greenville	SC	29602	800	(864) 292-7450	Security Services
BB&T of South Carolina	Mr.	Barry	Maness	301 N. Main St.	301 N. Main St.	Greenville	SC	29601	500	(864) 968-1095	Banks
Bob Jones University	Mr.	Jeremy	McMorris	1700 Wade Hampton Blvd.	1700 Wade Hampton Blvd.	Greenville	SC	29614	1532	(864) 242-5100	Schools-Academic-Colleges & Universities
Bon Secours St. Francis Health System	Mr.	Larry C.	Pitts	1 St. Francis Dr.	1 St. Francis Dr.	Greenville	SC	29601	2085	(864) 255-1260	Health Care
City of Greenville	Mr.	Kerry V.	Crosby	206 S. Main St.	206 S. Main Street	Greenville	SC	29601	855	(864) 467-4535	Municipal Government
Clemson University-University Center at Greenville	Mr.	Neill	Cameron	110 Daniel Dr.	110 Daniel Dr.	Clemson	SC	29634	4100		
Fluor Corpration	Mr.	Neil	Ames	100 Fluor Daniel Dr.	100 Fluor Daniel Dr.	Greenville	SC	29607	1959	(864) 281-4400	Engineers-Construction
GE (Greenville) Gas Turbines	Ms.	Caron	Bettenhausen	300 Garlington Rd.	PO Box 648	Greenville	SC	29602	2000	(864) 425-4227	Electric Equipment Manufacturers
Greenville County	Ms.	Vivian	Anthony	301 University Ridge	301 University Ridge, Ste. 500	Greenville	SC	29601	1850	(864) 467-7152	County Government
Greenville Hospital System	Mr.	Frank	Pinckney	701 Grove Rd.	701 Grove Rd.	Greenville	SC	29605	7000	(864) 455-7978	Hospitals
Greenville News	Mr.	Steve	Brandt	305 S. Main Street	305 South Main St.	Greenville	SC	29601	447 FT; 143 PT	(864) 298-4416	Newspapers
Greenville Technical College	Ms.	Helen M.	Clarkson	506 S. Pleasantburg Drive	PO Box 5616	Greenville	SC	29606	1280	(864) 250-8191	Schools-Academic-Colleges & Universities
Lockheed Martin Aircraft & Logistics Centers	Ms.	Tracey	Short	107 Frederick St.	107 Frederick St.	Greenville	SC	29607	1321	(864) 422-2255	Aviation Modifications & Heavy Maintenance
Michelin Americas Research & Development	Mr.	Prashant	Prabhu		PO Box 1987	Greenville	SC	29602	1950	(864) 422-4000	Research & Development Consultants
Michelin North America, Inc.	Mr.	John	Tully		PO Box 19001	Greenville	SC	29602	4032	(864) 458-5000	Tire Manufacturing-Corporate Offices
Nutra Manufacturing	Ms.	Andie	Hudson	1050 Woodruff Rd.	1050 Woodruff Rd.	Greenville	SC	29607	500	(864) 297-1400	Manufacturing
RBC Centura	Mr.	David	Torris	2000 Wade Hampton Blvd.	2000 Wade Hampton Blvd.	Greenville	SC	29615	900	(864) 609-4813	Banks
Rockwell Automation Power Systems	Mr.	Marvin	Ward	6040 Ponders Ct.	6040 Ponders Ct.	Greenville	SC	29615	497	(864) 281-2480	MFG.
The Spinx Company, Inc.	Mr.	L. Stewart	Spinks		PO Box 8624	Greenville	SC	29604	700	(864) 233-5421	Gas-Retail
Verizon Wireless	Mr.	Jerry	Fountain		PO Box 18000	Greenville	SC	29606	1000	(864) 987-2000	Wireless Communications
Bi-Lo Inc.	Ms.	Joyce	Buchanan		PO Box 99	Mauldin	SC	29662		(864) 675-5521	Grocery
Charter Communications	Mr.	Michael	Sokoloff		PO Box 759	Simpsonville	SC	29681		(864) 254-7260	Cable TV
Kemet Electronics Corporation	Mr.	Steve	Thompson		PO Box 5928	Greenville	SC	29606	1350	(864) 936-6700	Industrial
Vopak Logistics SVC	Mr.	David	Lovein	305 South Main St.	305 South Main St.	Mauldin	SC	26992		(864) 962-9953	
Sealed Air Corporation	Mr.	Ken	Britton	803 N. Maple Street	PO Box 338	Simpsonville	SC	29681	1500	(864) 967-1212	
Hitachi Electronic Devices (USA), Inc.		Personnel	Director	575 Mauldin Road	575 Mauldin Road, PO Box 2203	Greenville	SC	29602-2203	1150	(864) 299-2600	
Collins & Aikman	Ms.	Evelyn	Wells	199 Black Hawk Rd	199 Black Hawk Rd	Greenville	SC	29611	850	(864) 295-5011	
Woven Electronics	Mr.	Jack	Burnett	1001 Old Stage Road, PO Box 189	1001 Old Stage Road, PO Box 189	Mauldin	SC	29662-0189	300	(864) 963-5131	
Dispoz-O-Products Inc	Mr.	James	Thompson		1372 N. Old Laurens Road	Fountain Inn	SC	29644	601	(864) 862-6488	Cutlery & other food related items
SAI Automotive dba Faurecia	Mr.	Neile	Bramlett		PO Box 900	Fountain Inn	SC	29644	650	(864) 862-1900	Interior plastic trim (various parts)
Kemet Electronics-Fountain Inn Plt	Ms.	Debra	Ham		PO Box 849	Fountain Inn	SC	29644	350	(864) 409-5700	Ceramic surface mounted capacitors
Caterpillar Inc-Greenville Plt	Mr.	David	King		107 Southchase Blvd	Fountain Inn	SC	29644	335	(864) 862-8300	Small diesel engines
Delta Mills -Beattie Plt	Mr.	Doug	Thackston	700 N Woods Dr	700 N Woods Dr	Fountain Inn	SC	29644	332	(864) 862-3557	Cotton cloth
Bosch Rexroth Corp	Ms.	Teri	King	8 Southchase Ct	8 Southchase Ct	Fountain Inn	SC	29644	330	(864) 967-2777	Hydraulic fluid pumps
W W Grainger	Mr.	Ryan	Tiller	101 Southchase Blvd	101 Southchase Blvd	Fountain Inn	SC	29644	333	(864) 862-8445	Distribution
BBA NonWoven Simpsonville	Mr.	Bill	Ward	840 SE Main Street	840 SE Main Street	Simpsonville	SC	29681	361	(864) 967-5695	
Hillcrest Hospital of Greenville Hospital System	Mr.	Doug	Dorman		729 SE Main Street	Simpsonville	SC	29681	180	(864) 455-8940	Hospitals

Mauldin-Simpsonville
Employer Survey Responses

Responder	Company	1. How man people does your company employ at this location?		2. What are your company's office days and hours of operation?	3. If there are multiple shifts, what is the average number of employees working during each shift?			4. Can you estimate the % of your employees living in the following area's or provide an employee zip code list?					5. How do m Can you esti
		Full-Time	Part-Time		First Shift	Second Shift	Third Shift	Greenville	Mauldin	Simpsonville	Fountain Inn	Other	Personal Vehicle
Mr. James Thompson	Dispozo Products, Inc.	600	1		265	170	165	20%	5%	10%	20%	45%	50%
Ms. Vivian Anthony	County of Greenville	1,650	200	Administrative M-F 8:30am-5:30pm/Public Safety 24hr/day 7-days/wk.	520	225	151		2%	10%	3%		100%
Mr. Ryan Tiller	Grainger	252	81	1st Shift Mon-Fri 6:00am-7:30pm, 3rd Shift Sun-Thurs 8:00pm-6:00am.	263		70						100%
Mr. Marvin Ward	Rockwell Automation	493	4	Mon-Fri 8:00am-5:00pm				27%	5%	21%	1%	4%	100%
Mr. Ken Brtton	Seal Air Corp.	1,500	0	Mon-Fri 8:00am-5:00pm	700	400	400	60%	20%	20%	20%	40%	100%
Mr. Larry C. Pitts	Bon Secours St. Francis Health	1,412	210						2%	14%	2%		90%
Mr. Kerry V. Crosby	City of Greenville, SC	786	69	Mon-Fri 8:00am-5:00pm	682	87	86		3%	7%	2%		98%
Ms. Helen M. Clarkson	Greenville Technical College	680	600	Mon-Thu 8am-7pm, Fri. 8am-1pm	1,280								
Mr. Steve Brandt	The Greenville News	447	143	24/7 - Production Operation Office Hours 8am-5pm	465	75	50	45%	3%	9%	2%	41%	95%
Ms. Tracey Short	Lockheed Martin	1,316	5	Mon-Thurs. 7:30am-5:30pm, Friday 7:30am-4:30pm with alternating Fridays off.	1,297	23	1	22%	5%	19%	3%	52%	90%
Mr. Doug Dorman	Hillcrest Hospital of Greenville HS	180	0	24/7 365 days/year	85	35	25		6%	41%	18%		95%
Mr. Jeremy McMorris	Bob Jones University	1,116	416	Monday-Friday 8am-5pm					>1%	2%			90%
Ms. Doris B. Ewell	Charter Communications	450	15	24/7, 365 days a year	350	100	25	20%	14%	20%	4%	41%	100%
		10,882	1,744										

Mauldin-Simpsonville
Employer Survey Responses

Responder	Company	ost of your employees regularly get to work? imate a %?			6.On a scale of 1 to 5 with 1 being the very likely & 5 being not likely, please evaluate the likelihood of your company's employees using the following:				
		Carpool/Vanpool	Walk/Bicycle	Other	Scheduled Bus Service	Dial-a-ride or on-call Bus Service	Carpool/Vanpool	Walk/Bicycle	Other
Mr. James Thompson	Dispozo Products, Inc.	48%	1%	1%	2	3	3	4	4
Ms. Vivian Anthony	County of Greenville				4	4	4	4	
Mr. Ryan Tiller	Grainger				5	5	5	5	5
Mr. Marvin Ward	Rockwell Automation				5	5	4	5	5
Mr. Ken Brtton	Seal Air Corp.				4	4	4	4	4
Mr. Larry C. Pitts	Bon Secours St. Francis Health	5%	5%		5	5	4	4	
Mr. Kerry V. Crosby	City of Greenville, SC	1%	1%		3	5	3	5	
Ms. Helen M. Clarkson	Greenville Technical College								
Mr. Steve Brandt	The Greenville News	1%	3%		4	4	4	4	
Ms. Tracey Short	Lockheed Martin	5%	0%	5%	5	5	5	5	5
Mr. Doug Dorman	Hillcrest Hospital of Greenville HS	5%							
Mr. Jeremy McMorris	Bob Jones University		10%		5	3	3	3	5
Ms. Doris B. Ewell	Charter Communications				4	5	4	5	
					4.2	4.4	3.9	4.4	4.7

Mauldin-Simpsonville
Employer Survey Responses

Responder	Company	7. Using the same scale of 1 to 5, with 1 being very likely and 5 being not likely, do you think your company would consider:					8. Do you have any comments regarding the need for improved public transit service connecting Greenville & Mauldin/Simpsonville/Fountain Inn Area.
		Providing preferential parking for carpoolers/vanpoolers?	Providing discount bus passes?	Assisting with marketing transportation alternatives?	Designating a transportation coordinator?	Providing bus shelters, sidewalks, and other amenities on or near company property?	
Mr. James Thompson	Dispozo Products, Inc.	4	4	2	3	3	Many of the employees currently carpooling/vanpooling pay the owner of the person providing transportation weekly rates. I am certain future benefits we might provide will be directly driven from the number of employees taking advantage of the services, i.e., shelter or parking arrangements.
Ms. Vivian Anthony	County of Greenville	4	2	1	2	4	
Mr. Ryan Tiller	Grainger	5	5	5	5	5	
Mr. Marvin Ward	Rockwell Automation	5	5	4	5	5	
Mr. Ken Brtton	Seal Air Corp.	1	4	1	4	3	
Mr. Larry C. Pitts	Bon Secours St. Francis Health	3	5	3	3	3	
Mr. Kerry V. Crosby	City of Greenville, SC	1	1	2	4	3	Not that I can think of, long-term as growth continues; commuter-rail service might become useful.
Ms. Helen M. Clarkson	Greenville Technical College						We have 100 + custodial workers (main campus), many have transportation problems, could hire more if we had transportation. Don't know about students.
Mr. Steve Brandt	The Greenville News						
Ms. Tracey Short	Lockheed Martin	3	3	3	3	5	
Mr. Doug Dorman	Hillcrest Hospital of Greenville HS	3	1	1	2	2	
Mr. Jeremy McMorris	Bob Jones University	3	4	3	5	5	
Ms. Doris B. Ewell	Charter Communications	5	3	1	5	4	
		3.4	3.4	2.4	3.7	3.8	

Appendix B
Agency Survey Results

Mauldin-Simpsonville
Agency/Organization Survey Contacts

Salutation	First Name	Last Name	Title	Organization	Address	City	State	Zip	Phone	Fax	Email
Mr.	John	King	Executive Director	Greenville Co. Dsn Brd.	Post Office Box 17467	Greenville	SC	29606	(864) 288-2390		jking@gcdsnb.org
Ms.	Louise	Anthony	Executive Director	Meyer Ctr. For Special Children	1132 Rutherford Road	Greenville	SC	29609	(864) 250-0005		louise-meyercenter@charter.net
Ms.	Ann	Houston	Administrative Assistant	Phillis Wheatley Associates	40 John McCarrol Way or 335 Greenacre Road	Greenville	SC	29607	(864) 235-3411		annhouston@philliswheatley.org
Ms.	Tangenia	Fowler	Community Relations Coordinator	Senior Action, Inc.	402 East McBee Avenue	Greenville	SC	29601	(864) 467-3660		inhome@senioraction.org
Mr.	Bruce	Forbes		United Ministries	606 Pendleton Street	Greenville	SC	29601	(864) 232-6463		mpoh@united-ministries.org
Ms.	Joy	Ivester	Secondary Transition Specialist	University of South Carolina	School of Medicine/Center for Disability Resources	Columbia	SC	29208	(864) 787-6072		ivesterj@cdd.sc.edu
Ms.	Judy	Dudley	General Manager	Greenville Transit Authority	154 Augusta Street	Greenville	SC	29601	(864) 467-5000		jdudley@greenvilletransit.com
Mr.	David	Whitner	Hospital Service Coordinator	Veterans Affairs, Greenville Outpatient Clinic	Augusta Road	Greenville	SC		(864) 299-1600	864-422-2424	
Ms.	Jenny	Restrepo		JR Services Inc.	209 Northcliff Way	Greenville	SC	29617	(864) 834-4222		jenny@yourmark.com
Mr.	Bryant	McClain		Mobile Healthcare Service	622 Wade Hampton Blvd.	Greenville	SC	29609	(864) 370-9773		sbryant@mobilehealthcareinc.com
Mr.	Jerry	Adcock		Shur Trans	216 Chickamaugua Lane	Simpsonville	SC	29681	(864) 228-0248	864-228-0248	
Ms.	Angela	Mosley		Aid Upstate	PO Box 105	Greenville	SC	29602	(864) 250-0607	864-250-0607	angela.mosley@aidupstate.org
Ms.	Ginny	Stroud	Administrator Community Dev.	City of Greenville	206 Main Street, PO Box 2207	Greenville	SC	29602			stroudg@greatergreenville.com
Mr. & Mrs.	Charles & Keonte	Davis		Davis Transportation Service, Inc.							DavistransportationServices@yahoo.com
Mr.	Carl	Ennis	Independent Living Specialist	Disability Action Center	618-I East Washington Street	Greenville	SC	29601	(864) 235-1421		dacils4@BellSouth.net
Ms.	Michelle	Neeley	Career Development	Goodwill Industries	100 Industrial Drive	Greenville	SC	29607	864-467-3200 x147		mneeley@goodwillsc.org
				Greenville Chamber of Commerce	24 Cleveland Street	Greenville	SC	29601	(864) 242-1050		
Mr.	Rick	Murphy	Executive Director	Greenville Business, Education & Community Partnership	PO Box 5616	Greenville	SC	29606	(864) 250-8598		rick.murphy@gvltec.edu
Ms.	Kay	Robertson		Greenville County DDSN Board	301 Anderson Street	Greenville	SC	29601			KRobertson@HASCI.newsouth.net
Mr.	Fred	Chapman		Greenville County DDSN Board	301 Anderson Street	Greenville	SC	29601	(864) 370-9426		f-chapman@charter.net
Ms.	Jackie	Bradham	Career Direction Center Director	Greenville Technical College	PO Box 5616	Greenville	SC	29606	(864) 250-8176		jackie.bradham@gvltec.edu
Mr.	Howard	Dowens		HB Transportation	33 Pine Creek Court	Greenville	SC	29605	(864) 918-1079		
Ms.	Yolanda	Henderson		Henderson Transportation					(864) 449-4997		
Mr.	Keith	Powell	Transition Coordinator	School District of Greenville County	205 Arcadia Drive	Greenville	SC	29609	(864) 241-3422		kpowell@greenville.k12.sc.us
Mr.	Will	Fore	Chairman	Mayor's Committee on Accessibility	615 Rutherford Street	Greenville	SC	29608	(864) 235-9628		WFore5150@aol.com
Mr.		Daniels	Private Transportation	T-Daniels					(864) 421-9678		
Mr.	Gerald K.	Owens		Workforce Investment Board	207 River Walk Blvd.	Simpsonville	SC	29681	(864) 230-0125		geraldowens@charter.net
Mr.	William "Bill"	Barringer	VP of Operation	YMCA of Greenville	601 E. McBee Avenue, Suite 212	Greenville	SC	29601	(864) 242-1111		bbarringer@ymcagreenville.org
Ms.	Eleanor	Dunlap		United Way of Greenville County	301 University Ridge, Suite 5300	Greenville	SC	29601	(864) 467-3300	864-467-3300	edunlap@unitedwaygc.org
Ms.	Jane	Everson	Project Director	University of South Carolina	SOM/CDR	Columbia	SC	29208	(803) 935-5219		jmeverson@charter.net
Mr.	David	Russell	After School Coordinator	Greenville County Schools	301 Camperdown Way; PO Box 2848	Greenville	SC	29602	(864) 841-4177		drussell@greenville.k12.sc.us
Ms.	Anastasia	Kyriacou	Regional Cancer Control Director	American Cancer Society	154 Milestone Way	Greenville	SC	29615	(864) 627-1903		anastasia.kyriacou@cancer.org
Mr.	Doug	Wright		Greenville County DSS Transportation	3420 Clemson Blvd.	Anderson	SC	29621	(864) 225-3370		dwright@seniorsolutions.org
Ms.	Annette	Moody	Senior Coordinator	Simpsonville Parks & Recreation Dept.	310 W. Curtis Street	Simpsonville	SC	29681	(864) 967-9533		amoody34@charter.net
Ms.	Nancy	Turrill	Senior Coordinator	Mauldin Recreational Dept.		Mauldin	SC		(864) 288-3354	864-234-3476	

Mauldin-Simpsonville Agency/Organization Survey Responses

Responder		1. Briefly describe the primary purpose of your agency/organization:	2. Who are your clientele?	3. How many clients do you serve on an annual basis?	4. Briefly describe the types of transportation services your agency/organization provides its clientele:
Eleanor Dunlap	United Way of Greenville County	Community Health Alliance, a partnership of the United Way of Greenville Co., serves as a neutral convener of community stakeholders an facilitator of local solutions to reduce the number of medically underserved residents in Greenville Co.	The medically underserved: uninsured , under-insured & those with access barriers to care.	We do not provide direct service.	
Jenny Restrepo	J.R. Services, Inc	To provide medical transportation including wheelchair, we also transport clients for Dept. of Social Services.	Medical patients and DSS clients.	Medical patients and DSS clients.	Ambulatory medical, wheelchair and transporting to government programs.
Jerry Adcock	Suretrans, LLC	Private pay transport for ambulatory & wheelchair client for non-emergency medical and social needs.	Elderly or otherwise disabled persons who deserve it can pay for private transportation.	Several thousand.	Ambulatory & wheelchair.
Anastasia Kyriacou	American Cancer Society	The American Cancer Society is the nationwide community-based voluntary health organization dedicated to eliminating cancer as a major health problem by preventing cancer, saving lives, and diminishing suffering from cancer, through research, education, advocacy, and service.	Cancer patients, caregivers & the general public.	Any one who contacts us through our National Cancer Information Center, website, and patients receiving quality of life services in their communities (difficulty to estimate).	Road to Recovery Program - a volunteer program providing transportation back and forth to treatment for cancer patients. Patients should be ambulatory (currently have a program in Greenville with about 20 volunteers).
Fred Chapman	Greenville Co. DSNB	To provide a variety of service to individuals with developmental disabilities to assist them in reaching their maximum potential. Services include Day Programs, Regional Programs, and Recreational Programs.	Greenville County citizens with developmental disabilities.	500	We provide transportation to and from our Piedmont Skills Workshop (4 Locations) Daily Monday thru Friday. We also provide transportation to our residential customers.
David Russell	Greenville School District	Provide after-school tutoring and summer school for students that fail to meet standard on PACT Test.	Students in grades 3-8 that need additional instruction to meet standards on PACT Test.	The numbers varies, but last year over 3,550 students attended the after-school program.	School bus transportation is provided to transport students that need a ride home.
Jackie Bradham	Greenville Tech	We are a technical college post-secondary training and college for Greenville and surrounding areas.	We work with anyone age 17 and above. We work with students getting their GED as well as people who are starting four year college degrees.	Approximately 13,000 students on four major campuses.	
Bill Barringer	YMCA of Greenville	Non-profit serving youth and families.	Families, adults, and children	4000+	We transport children to our after school programs, 9 sites 250 children.
Angela Mosely	Aid Upstate	Aid to HIV/AIDS clients, (housing, medical care, and Rx care).	HIV/AIDS Clients.	600-800 for 2004	Gas vouchers, cab services, coordination of the use of a medical van, bus, passes, volunteers.
Louise Anthony	Meyer Center	Provides developmental education & therapy services to preschool children with disabilities.	Preschoolers - K-5 children with disabilities.	60	Transport children to/from preschool classes/therapy services.

Mauldin-Simpsonville Agency/Organization Survey Responses

Responder		5. Briefly describe your transportation equipment, operations and administration: Vehicles (Number of vehicles, capacity, wheelchair accessibility)	a.) Vehicle Operators (Are drivers volunteer, paid, and/or does your agency contract for services?)	b). Service Types and Volume (What are primary trip types and how many trips are provided per month?)	c.) Services Schedule (When do you provide transportation services?) What are your hours of operation.	d.) Service Area (What are the primary areas serviced within Mauldin, Simpsonville, Fountain Inn, and Greenville County?)	e.) Cost (What is the fare for using the services?)
Eleanor Dunlap	United Way of Greenville County						
Jenny Restrepo	J.R. Services, Inc	1-wheelchair van; 2-vans; 2-sedans; 4-drivers; 2-administrators; 15 passengers	Drivers are paid.	Ambulatory medical – 40 trips or more; DSS Programs – 100 trips or more.	Monday - Friday 6:00am - 7:00pm, as well as on call operator 24 hours.	Main area is Greenville County is Grove Road near hospital and medical facilities, same apply for Simpsonville area.	Depends on mileage and trip type.
Jerry Adcock	Suretrans, LLC	5-van of which 4 are equipped for wheel chair	Paid/part-time.	Doctors appt., church, wedding, funeral, etc.	Monday-Friday as needed but not much at night and sometimes on Sat. and Sun.	All	$79.00 per round trip and up depending on local or non-local and other services as needed.
Anastasia Kyriacou	American Cancer Society	Volunteers use their own vehicles.	Volunteers drivers.	Program served 15 patients with 324 trips during FY 2003-2004.		Entire Greenville County.	Free of charge.
Fred Chapman	Greenville Co. DSNB	80-vans (15 passenger) 20 - wheelchair accessible and 7-Cars	Drivers are also Living Support Specialist that work in programs.	Primary trips are for program attendance. Unsure of number of trips per month.	Monday-Friday	Fountain Inn, Pelzer, Mauldin, Greer, Travelers Rest, Berea, Downtown Greenville, Taylor's, & Simpsonville	None.
David Russell	Greenville School District	43-buses transport students home from the after-school program.	Drivers are paid through Districts accounts.	Programs operated 2 or 3 days a week. Bus service provided bases on the number of days program operated a week.	Monday-Thursday starting at 2:30 for elementary and 3:00 for middle. Students may have a snack prior to the program beginning. Programs normally do not operate on Friday.	Programs operate in all parts of the District, Greenville area, Mauldin, Simpsonville, Greer, Travelers Rest, Fountain Inn, and Piedmont.	There is not cost for students. The District pays for transportation from the EAA Funds.
Jackie Bradham	Greenville Tech						
Bill Barringer	YMCA of Greenville	7 mini buses; 14 passengers each; no wheelchair accessibility.	All drivers are paid.	We have child pick up each day of the school year 2:30pm-3:30pm. Summer we take fields trips for day camp.	Monday-Friday	All of the listed areas.	It is included in the child care fees.
Angela Mosely	Aid Upstate	We do not own any of our own vehicles.	Volunteers are paid and use their own vehicles.	Trips to CM appts, medical appointments.	Monday-Friday 9am-5pm.	Greenville Co., Anderson, Oconee, some clients in Mauldin-Simpsonville.	Varies - depends on distance time.
Louise Anthony	Meyer Center	The Meyer Company has 4 buses & 1 van (which will be released this year). All are handicapped accessible - all but one have wheelchair access.	Each bus has one driver and one monitor on board during transporting of students. All operations/monitors are employees of Center.	Fixed routes - to & from school/ therapy services @ 875 trips/month.	Mon-Fri 7am-9am & 1:45pm-3:30pm	All area in Greenville	All transportation are currently Medicaid eligible.

Mauldin-Simpsonville Agency/Organization Survey Responses

Responder		f.) Funding (What are your annual average transportation operating and capital budgets and primary funding sources for transportation services?)	6. In your opinion, do your clients have access to adequate transportation services?	7. What do you think are the greatest transportation needs in Mauldin-Simpsonville urban area?	8. Other Comments:
Eleanor Dunlap	United Way of Greenville County		Yes, in general, most individuals are able to get to medical appts or get prescriptions. Based on a random digit study conducted in Greenville Co. the Community Health Alliance in 2003, 5% of residents in Simpsonville & Mauldin (29681, 29680, 29622) indicated that they had difficulty arranging transportation to medical services such as the doctor's office, pharmacy or the health department (vs. 7% county-wide). In addition, only 3% said that in the last two years, they delayed medical treatment because of difficulty getting transportation (5% county-wide). The total sample from the 3 zip codes = 204.		
Jenny Restrepo	J.R. Services, Inc	Funding comes from income of transportation services.			
Jerry Adcock	Suretrans, LLC	All private pay - financial data is confidential.	Mine do because they can pay - many don't because they can't afford it but are not poor enough to qualify for Medicaid.	Wheelchair equipped public buses that can make house calls for w/c patients that can't come to bus stop & regular buses for the poor.	People who don't have cars call all the time wanting us for part time work, but our insurance rates are sky high so they can't afford to pay what it takes to participate.
Anastasia Kyriacou	American Cancer Society	N/A	No, Transportation back and forth to cancer treatment is a challenge both for the patient and the family due to the treatment regimens e.g. radiation treatment may last from 4-8 weeks, 5 days per week.		
Fred Chapman	Greenville Co. DSNB	Fuel Cost Annually = $180,000.00	As long as they are attending one of our programs, yes. If clients want to graduate fro our programs and go to work in the community then the transportation needs increase. There are also some clients that attend our Day Programs, but live in the community, and do not have adequate transportation on weekends for shopping or other recreational activities.	Some combination of Fixed Route and Shuttle Service.	The residents who would most likely benefit from any transportation services are not able to get to the public hearings for the same reason they need the service.
David Russell	Greenville School District	State pays some of the cost and the District allocates an anticipated amount to cover the difference. A hundred thousand is allocated for cost.	Yes	Getting to the malls and the downtown areas. Also getting from one town to another.	
Jackie Bradham	Greenville Tech		No, especially the students with disabilities who can not drive.	Reliable, affordable transportation to the Greenville tech campus of choice.	We've had committees working with this issue for a long time with little success where students with disabilities are concerned. I hope you can help those very deserving students get to class regularly.
Bill Barringer	YMCA of Greenville	Cost of vehicles/ and operating cost $60,000.	N/A		
Angela Mosely	Aid Upstate	Same funding is paid through grant resources.	No	Better public transport that could enable them to get to our office in Greenville.	
Louise Anthony	Meyer Center	Transportation - budget is @ $272,000 per year - Operational cost are funded by Medicaid & United Way.	Not families with transportation need.		

Appendix C
Express Bus Route Travel Time Field Data

Golden Strip Express Bus Route Concept - Results

385 Option					
Time Marker	**Stop**	**Picture**	**Next Move**	**Mileage**	**Time**
Leave County Square			North on Church St.	0.0	4:21 PM
Church St @ East North St	3:17		East on East North	0.9	4:24 PM
Patewood Rd Overpass (between Haywood and Roper)	10:05			5.2	4:30 PM
Bridges Rd Ramp	14:33		Exit to East Bridges	10.0	4:35 PM
Park n' Ride at Church	15:53		West to I-385 South	10.5	4:36 PM
I-385 Return	16:53			11.0	4:37 PM
I-385 @ I-185	19:22			13.7	4:40 PM
Fairview Rd Off-Ramp	21:55		S/W on Fairview Rd	16.5	4:42 PM
Park n' Ride at Target	25:27		East on Harrison Bdg	17.7	4:46 PM
Park n' Ride at Church	29:40		North on Main (SC14)	19.4	4:50 PM
Park n' Ride at Hospital	32:35		North on Main (SC14)	20.9	4:53 PM
Main (SC14) at Fairview	33:23		West on Fairview	21.4	4:54 PM
Fairview Rd On-Ramp	34:05		I-385 North	21.8	4:54 PM
I-385 @ I-185	36:32			24.4	4:57 PM
Bridges Rd Ramp	38:56		Exit to East Bridges	27.1	4:59 PM
Park n' Ride at Church	39:51		East to I-385 North	27.5	5:00 PM
I-385 Return	40:52			28.0	5:01 PM
Patewood Rd Overpass	*1:10:34**			*32.8*	*5:31 PM*
Church St @ East North St	1:16:24		S->West on East McBee	37.2	5:37 PM
McBee Bus Transfer Station	1:19:12		South on River St	37.9	5:40 PM
River at South Main St	1:21:09		South on Augusta	38.4	5:42 PM
Return to County Square	1:23:55			39.1	

** Traffic accident on I-385, south of the Woodford Road exit*

Golden Strip Express Bus Route Concept - Test Run Results

385 Option					
Time Marker	**Stop**	**Picture**	**Next Move**	**Mileage**	**Time**
Leave County Square			North on Church St.	0.0	2:16 PM
Church St @ East North St	2:39		East on East North	1.0	2:19 PM
Patewood Rd Overpass (between Haywood and Roper)	9:03			5.4	2:25 PM
Bridges Rd Ramp	13:28		Exit to East Bridges	10.3	2:29 PM
Park n' Ride at Church	14:32		West to I-385 South	10.9	2:30 PM
I-385 Return	15:37			11.4	2:31 PM
I-385 @ I-185	18:05			14.1	2:34 PM
Fairview Rd Off-Ramp	20:45		S/W on Fairview Rd	16.9	2:37 PM
Park n' Ride at Target	24:05		East on Harrison Bdg	18.2	2:40 PM
Park n' Ride at Church	29:00		North on Main (SC14)	19.8	2:45 PM
Park n' Ride at Hospital	32:36		North on Main (SC14)	21.4	2:48 PM
Main (SC14) at Fairview	38:51		West on Fairview	22.8	2:55 PM
Fairview Rd On-Ramp	40:20		I-385 North	23.3	2:56 PM
I-385 @ I-185	43:04			26.1	2:59 PM
Bridges Rd Ramp	45:26		Exit to East Bridges	28.8	3:01 PM
Park n' Ride at Church	46:14		East to I-385 North	29.3	3:02 PM
I-385 Return	47:10			29.7	3:03 PM
Patewood Rd Overpass	51:59			34.6	3:08 PM
Church St @ East North St	58:14		S->West on East McBee	39.0	3:14 PM
McBee Bus Transfer Station	1:00:50		South on River St	39.7	3:17 PM
River at South Main St	1:02:50		South on Augusta	40.2	3:19 PM
Return to County Square	1:05:25			40.9	3:21 PM
*After Adjustments**	*1:01:25*			*39.9*	

** Four (4) minutes and one (1) mile removed due to route navigation error*

276 Option					
Time Marker	**Stop**	**Picture**	**Next Move**	**Mileage**	**Time**
Leave County Square			North on Church St.	0.0	3:11 PM
Church St @ East Washington	2:00		East on E. Washington	0.9	3:13 PM
E. Washington and Laurens Rd (276)	3:55		S/E on Laurens (276)	1.9	3:15 PM
Laurens (276) and Haywood Rd.	8:46			4.0	3:20 PM
Laurens (276) and Woodruff Rd.	9:10			4.2	3:20 PM
Laurens (276) and I-85	12:03			5.5	3:23 PM
Main St. (276) and Mauldin Post Office	15:33		S/E on Main St (276)	8.1	3:27 PM
Main St. (276) and Butler Rd.	17:59		S/E on Main St (417)	8.6	3:29 PM
Main St. (417) and I-385	20:51			10.6	3:32 PM
Main St. (417) and SC 14	21:57		S/E on Main St (417/14)	11.5	3:33 PM
Main St. (417/14) and Curtis St (417)	24:56		S/E on Main St (14)	12.9	3:36 PM
Main St. (14) and Fairview Rd.	27:00		S/W on Fairview Rd.	14.0	3:38 PM
Fairview Rd and I-385	27:35			14.2	3:39 PM
Park n' Ride at Target	30:04		East on Harrison Bdg	15.4	3:41 PM
Park n' Ride at Church	35:45		North on Main (SC14)	16.9	3:47 PM
Park n' Ride at Hospital	38:41			18.4	3:50 PM
Main (SC14) at Fairview	39:36			18.7	3:50 PM
Main St. (417/14) and Curtis St (417)	41:53		North on Main St. (417/14)	19.9	3:53 PM
Main St. (417) and SC 14	44:45		North on Main St. (417)	21.3	3:56 PM
Main St. (417) and I-385	45:52			22.2	3:57 PM
Main St. (276) and Butler Rd.	48:36		North on Laurens Rd.(276)	24.2	4:00 PM
Main St. (276) and Mauldin Post Office	49:18			24.7	4:01 PM
Laurens (276) and I-85	52:24			27.3	4:03 PM
Laurens (276) and Woodruff Rd.	55:26			28.6	4:06 PM
Laurens (276) and Haywood Rd.	55:55			28.8	4:07 PM
E. Washington and Laurens Rd (276)	1:01:12		West on E. Washington	30.9	4:12 PM
Church St @ East Wahing ton	1:02:27		S->West on East McBee	31.6	4:14 PM
McBee Bus Transfer Station	1:04:29		South on River St	32.3	4:16 PM
River at South Main St	1:06:30		South on Augusta	32.9	4:18 PM
Return to County Square	1:08:54			33.5	

276 Option					
Time Marker	**Stop**	**Picture**	**Next Move**	**Mileage**	**Time**
Leave County Square			North on Church St.	0.0	3:23 PM
Church St @ East Washington	2:40		East on E. Washington	0.9	3:26 PM
E. Washington and Laurens Rd (276)	4:42		S/E on Laurens (276)	1.9	3:28 PM
Laurens (276) and Haywood Rd.	10:04			4.0	3:33 PM
Laurens (276) and Woodruff Rd.	10:25			4.2	3:33 PM
Laurens (276) and I-85	13:30			5.6	3:37 PM
Main St. (276) and Mauldin Post Office	17:12		S/E on Main St (276)	8.2	3:40 PM
Main St. (276) and Butler Rd.	18:11		S/E on Main St (417)	8.6	3:41 PM
Main St. (417) and I-385	21:10			10.7	3:44 PM
Main St. (417) and SC 14	22:40		S/E on Main St (417/14)	11.6	3:46 PM
Main St. (417/14) and Curtis St (417)	25:44		S/E on Main St (14)	13.1	3:49 PM
Main St. (14) and Fairview Rd.	28:15		S/W on Fairview Rd.	14.2	3:51 PM
Fairview Rd and I-385	29:07			14.4	3:52 PM
Park n' Ride at Target	31:12		East on Harrison Bdg	15.4	3:54 PM
Park n' Ride at Church	36:35		North on Main (SC14)	17.3	4:00 PM
Park n' Ride at Hospital	39:29			18.8	4:03 PM
Main (SC14) at Fairview	40:21			19.1	4:03 PM
Main St. (417/14) and Curtis St (417)	43:30		North on Main St. (417/14)	20.3	4:06 PM
Main St. (417) and SC 14	47:00		North on Main St. (417)	21.8	4:10 PM
Main St. (417) and I-385	48:15			22.7	4:11 PM
Main St. (276) and Butler Rd.	51:37		North on Laurens Rd.(276)	24.7	4:15 PM
Main St. (276) and Mauldin Post Office	52:25			25.2	4:16 PM
Laurens (276) and I-85	56:26			27.8	4:20 PM
Laurens (276) and Woodruff Rd.	59:00			29.2	4:22 PM
Laurens (276) and Haywood Rd.	1:00:07			29.3	4:23 PM
E. Washington and Laurens Rd (276)	1:04:57		West on E. Washington	31.5	4:28 PM
Church St @ East Wahing ton	1:06:58		S->West on East McBee	32.2	4:30 PM
McBee Bus Transfer Station	1:08:44		South on River St	32.9	4:32 PM
River at South Main St	1:12:21		South on Augusta	33.5	4:35 PM
Return to County Square	1:14:36			34.1	4:38 PM

Golden Strip Express Bus Route Concept - Comparisons

	I-385 Option			276 Option		
	Run 1	Run 2	*Average*	Run 1	Run 2	*Average*
Total Time (H:M:S)	1:01:25	1:23:55	*1:12:30*	1:14:36	1:08:54	*1:11:45*
Total Mileage	39.1	39.9	*39.5*	34.1	33.5	*33.8*
Average Miles Per Hour (MPH)	38.9	27.9	*33.4*	27.3	28.6	*28*

Golden Strip Express Bus Route Concept - Observations

Run 1 - I-385 Option
The church parking lot on Bridges Road does not appear to be large enough to accommodate a park-and-ride area.
McBee cannot be accessed directly from Church Street. The alternate route is to access McBee via Washington and Spring Streets.
A route navigation error was made between the Hospital and Fairview. Approximately one (1) mile and four (4) minutes were removed from the final results.

Run 2 - I-385 Option
Large discrepency between I-385 Return and Patewood Road Overpass. A traffic accident on I-385, south of Woodruff Road caused a delay which skewed the results.

Run 1 - 276 Option
The McBee Bus Transfer Station was reached via Laurens-McBee rather than Laurens-Washington-Spring-McBee

Run 2 - 276 Option
No comments