



Multimodal Transit Corridor Alternatives Feasibility Study Greenville, SC

In 1999 the Greenville County Economic Development Corporation (GCEDC) purchased approximately 13.2-miles of a former freight rail corridor right of way from RailTex to preserve, maintain and rehabilitate the newly acquired rail rights-of-way for future public use.

TranSystems was retained by the Greenville County Economic Development Corporation (GCEDC) to conduct a planning and feasibility study to determine the best utilization of the existing rail right of-of-way of the southern segment that runs about 3.42 miles southeast from the North Pleasantburg Road area near Laurens Road to just north of the City of Mauldin where it connects with an active freight railroad line that runs through the cities of Mauldin, Simpsonville, and Fountain Inn and onward through Laurens County and beyond. The rail corridor is strategically located in a growth area near a number of major commercial, educational, institutional and residential developments including the Clemson University-International Center for Automotive Research (CU-ICAR) campus, the Greenville Technical College McKinney Regional Automotive Center, the Greenville Downtown Airport, the Carolina First Center, Verdae Properties, and the Millennium Campus.

The feasibility study identified various high capacity transit modes and level of service operating scenarios to guide future planning and investment decisions for High Capacity Transit (HCT) service to operate along the existing rail corridor. HCT service concepts evaluated included commuter rail, light rail (LRT), modern streetcar, bus rapid transit (BRT) and express bus service.

As a part of the study, TranSystems examined the existing condition of the rail line as well as existing and projected population trends, travel patterns, land use and growth opportunities in the study area. A stakeholder and public involvement program was implemented to help develop a vision for the corridor. Urban design and sustainability issues were also addressed including opportunities for public private partnerships for mixed-use transit oriented development at strategic locations including the possible creation of tax increment financing districts. Station stops were also identified.

Client

Greenville County Economic Development Corporation

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Authorization to Proceed Date

4/2/2009

Original Projected Completion Date

9/22/2010

Actual Completion Date

9/22/2010

Original Budget

\$156,000

Final Cost

\$156,000

