

GREENVILLE COUNTY HIGH GROWTH CORRIDORS & CENSUS TRACTS

Greenville County Land Development Regulations, Section 9.4 Mitigation Alternatives:

"The traffic impact study will help to determine what, if any, mitigation measures are needed and applicable on County roads. Mitigation will only be required if the LOS increases higher than LOS C, if SCDOT left-turn lane guidelines are met, or if the delay for any movement increases by 25% or more.

Additionally, improvements may be required if a project is located in a "high-growth corridor" as identified by County Planning and Engineering Staff. "High-growth corridors" are identified as roads or groups of roads (and intersecting streets when applicable) in areas that have experienced at least 1.5% annual population growth, or roads/intersections currently operating at LOS D or higher."

Level of Service (LOS):

"The Level of Service (LOS) of roadways is calculated by the Greenville-Pickens Area Transportation Study (GPATS) Travel Demand Model. Levels of Service are calculated for Federal-Aid Eligible Collectors, Arterials, and Freeways within the GPATS Study Area. Letter grades are determined by a calculation of a Vehicles-to-Capacity Ratio (VC), where Vehicles are counted as the Average Annual Daily Traffic for the road segments, and Capacity is determined for the size of the roadway segment and the number of vehicles that are capable of utilizing the segment on a daily basis, as established by the Institute of Traffic Engineers (ITE). Roadways with VC Ratios approaching 1.0 experience significant congestion, and those over 1.0 result in crippling congestion being experienced on neighboring roadways as well."

GPATS NETWORK LEVEL OF SERVICE

- F+ (VC 1.2+)
- F (VC 1.00-1.19)
- E (VC 0.80-0.99)
- D (VC 0.60-0.79)
- C (VC 0.40-0.59)
- B (VC 0.20-0.39)
- A (VC 0.0-0.19)

 HIGH GROWTH CENSUS TRACTS

 COUNTY BOUNDARY

 MUNICIPAL BOUNDARY

 PRIMARY HIGHWAY

