

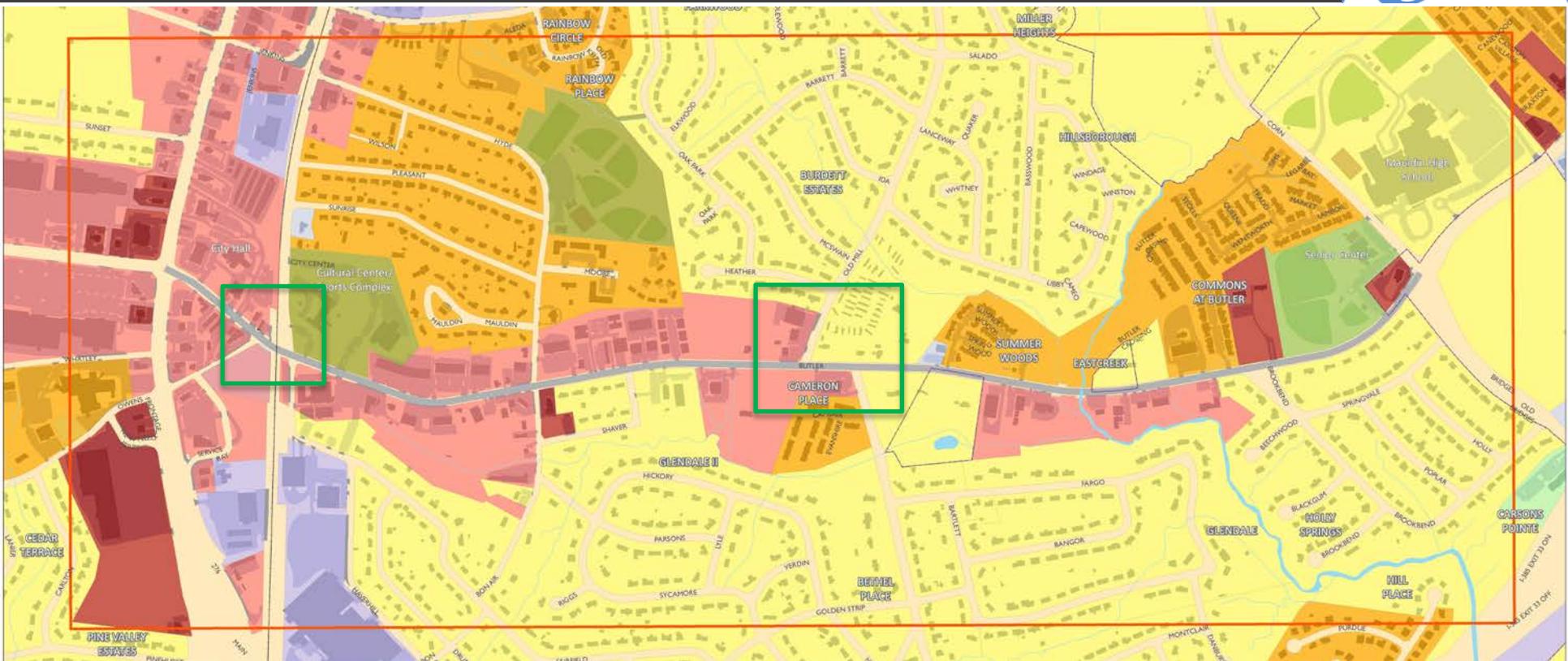
# East Butler Road Corridor Study City of Mauldin

Design Workshop  
Presentation  
July 21, 2015





# Scope/Project Extent



**Study Limits:**  
Main Street (US 276) to Bridges Road  
Approximately 1.7 miles

**Detailed Intersection Study:**  
Murray Drive, Owens Lane  
Bethel Drive, Old Mill Road



# Background/Purpose

Develop a minimal-impact corridor design that balances transportation need and community values

- Conceptual designs
- Typical cross-sections
- Implementation plan to address SCDOT budget and timeline
- A community vision to begin detailed design process with SCDOT





# Open House – July 7th

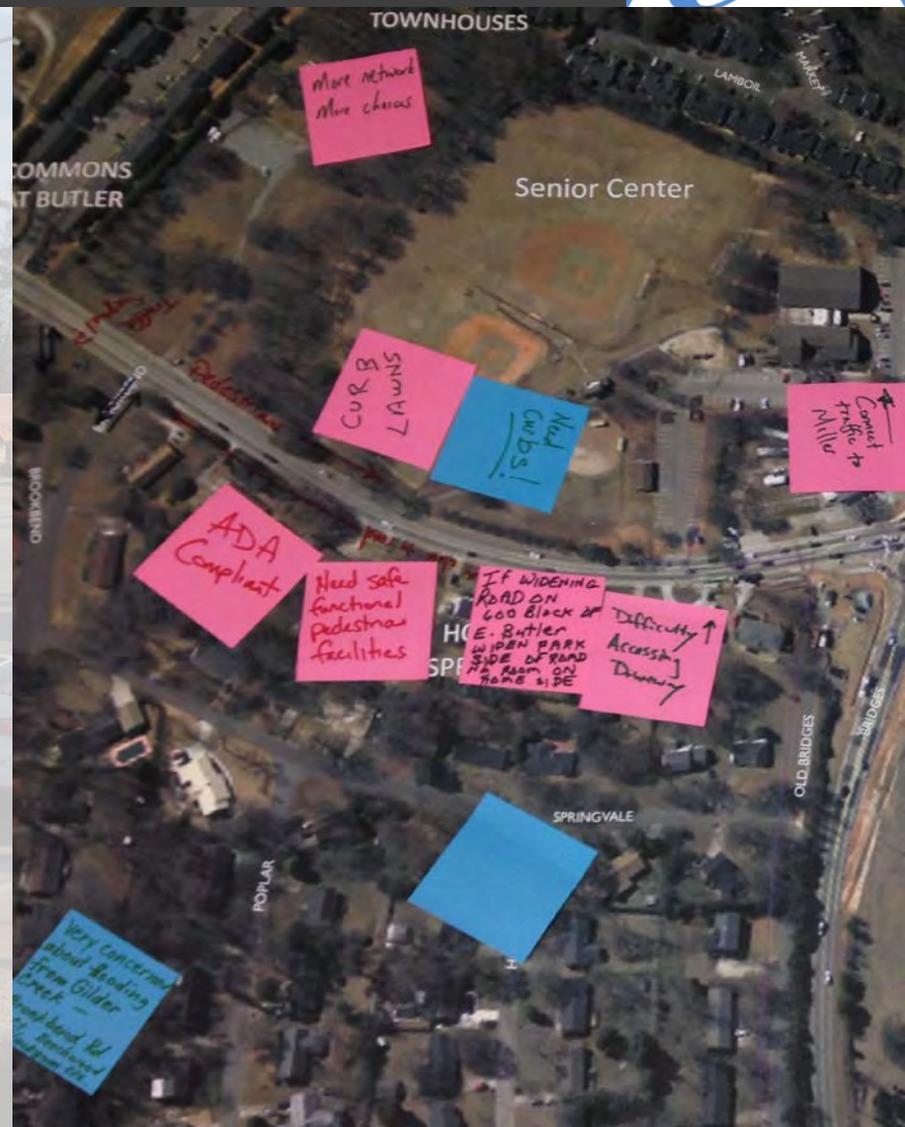
- ~60 participants
- 93% of attendees either live or work along the corridor
- Interactive opportunities to provide feedback
  - Aerial maps
  - Visual preference survey
  - Bicycle perspective video
  - Comment forms
  - WikiMap





# Stakeholder Discussions – July 16th

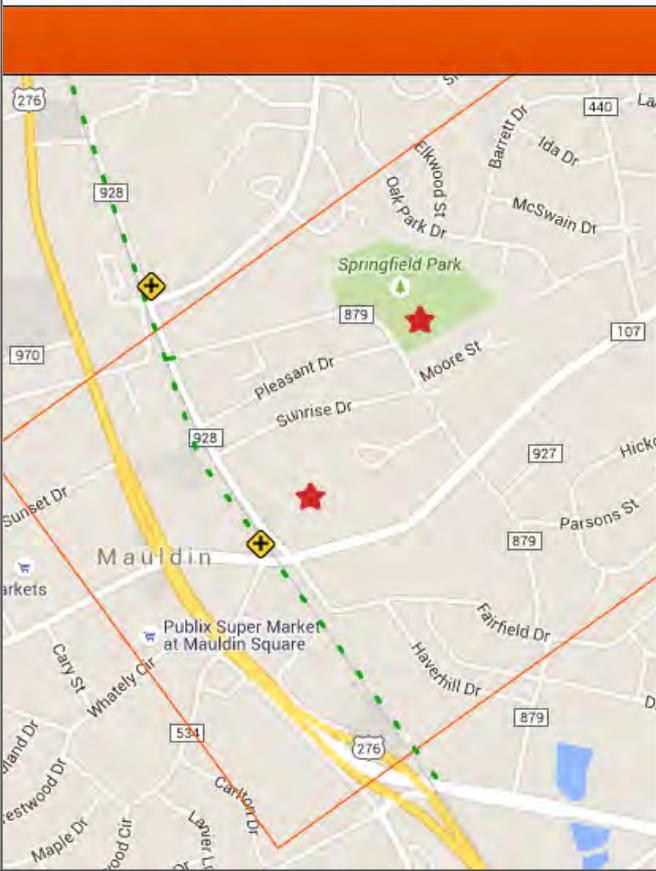
- 5 meetings
- 30+ participants
- Broad community representation
  - Residents/Property owners
  - Business owners
  - Community organizations
  - Active transportation users
  - GPATS
  - SCDOT





# What Did We Hear?

- INSTRUCTIONS**
- 1 **DRAW** your ideas by clicking “Add point” or “Add line” in the menu bar below.
  - 2 **DESCRIBE** the location by answering the pop-up survey or adding a comment.
  - 3 **COMMENT** on others’ input by clicking on their points and lines.



## Common Themes

- Top issues identified
  - Congestion
  - Safety
  - Widening
  - Drainage
- Top responses to future vision
  - “Main Street”
  - “Center of Mauldin”
  - Safe
  - Attractive

# Visual Preference Survey Results



#1

- 83% positive response
- High finish
  - Wide sidewalks
  - Buffered sidewalks
  - Decorative street lamps
  - Enhanced crosswalks



# Visual Preference Survey Results

#2

- 70+% positive response
- Active Improvements
  - Mature street trees
  - Bicycle & pedestrian facilities
  - Buffered facilities





# Visual Preference Survey Results

## Lowest Rated

- <35% positive response
- Lack of design features
  - Privacy wall
  - Wide travel lanes
  - Little vegetation
  - No sense of place





***Streets define the character of neighborhoods and are the common ground where people travel, meet and do business on a daily basis.***





***Solutions will be grounded in solid technical analyses while being guided by community desires for the future.***



# Great Street Approach

- People as priority
  - People who drive cars, walk, bike, ride transit, and live and work along/near the street
- Quality of design
- Quality of service for transportation
- Quality of life for residents and users

***Make the trip as enjoyable  
as the destination***

Sumter Street  
Florence, SC





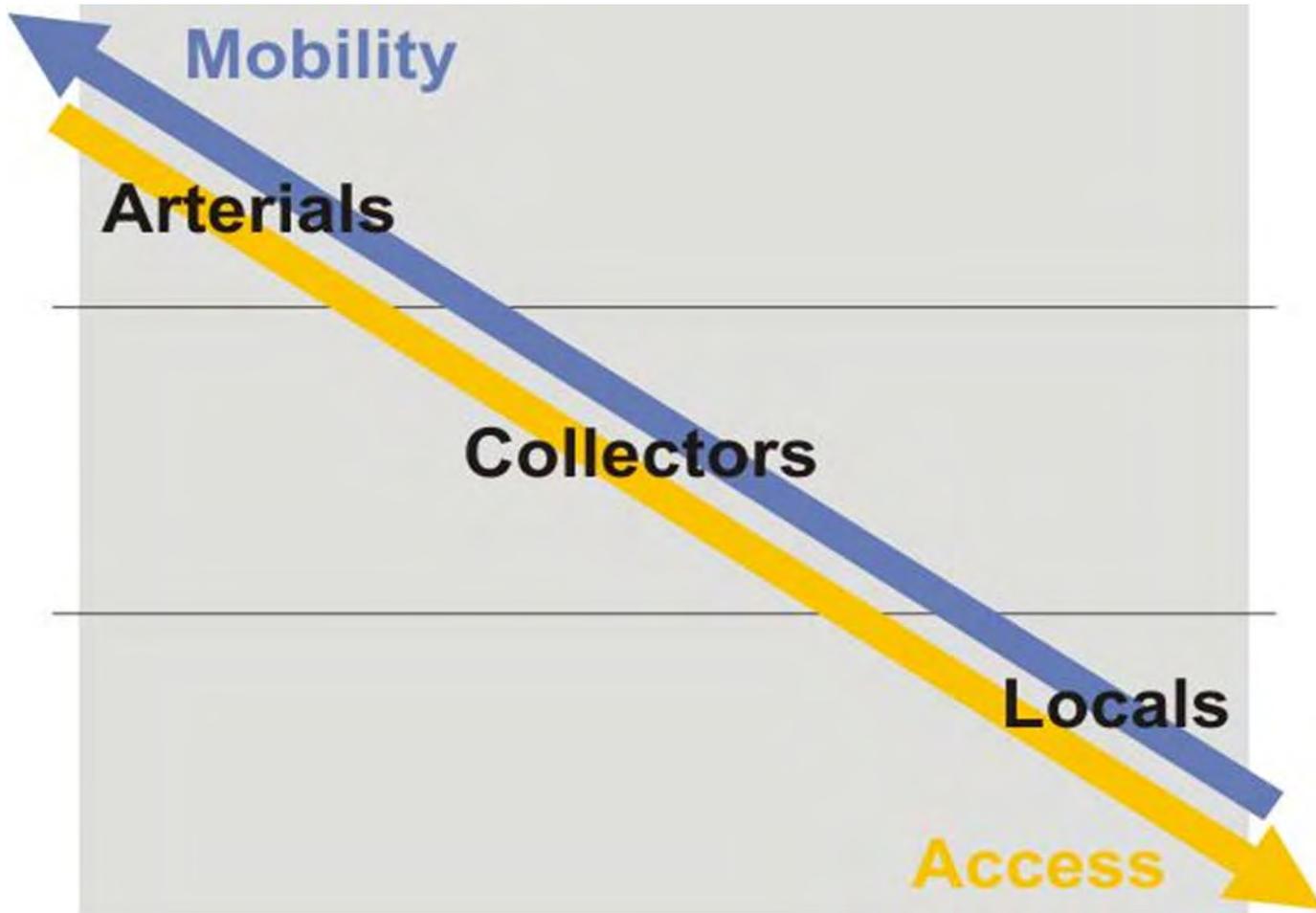
# Plan Considerations - Inputs

## Planning/Design Refinement Process





# Mobility vs. Access





# Average Daily Traffic (ADT)

ADT is the total two-way traffic on a roadway over the course of one day.

2014: 15,900

2025: 18,456

2040: 20,034



# Average Daily Traffic (ADT)



What does 20,000 cars per day mean?

- ~ 10,000 cars in one direction per day
- ~ 2,000 cars during rush hour
- ~ 1 car every 4.3 seconds

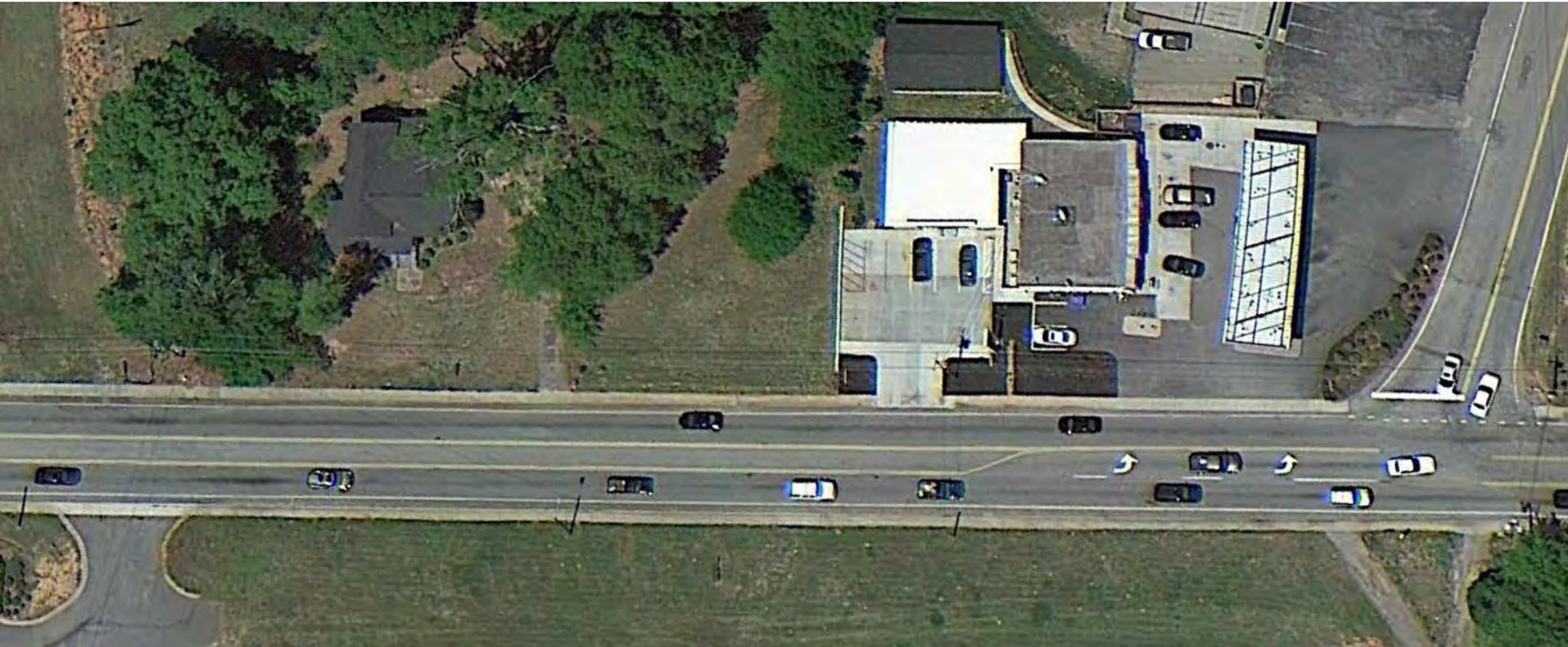


# Average Daily Traffic (ADT)

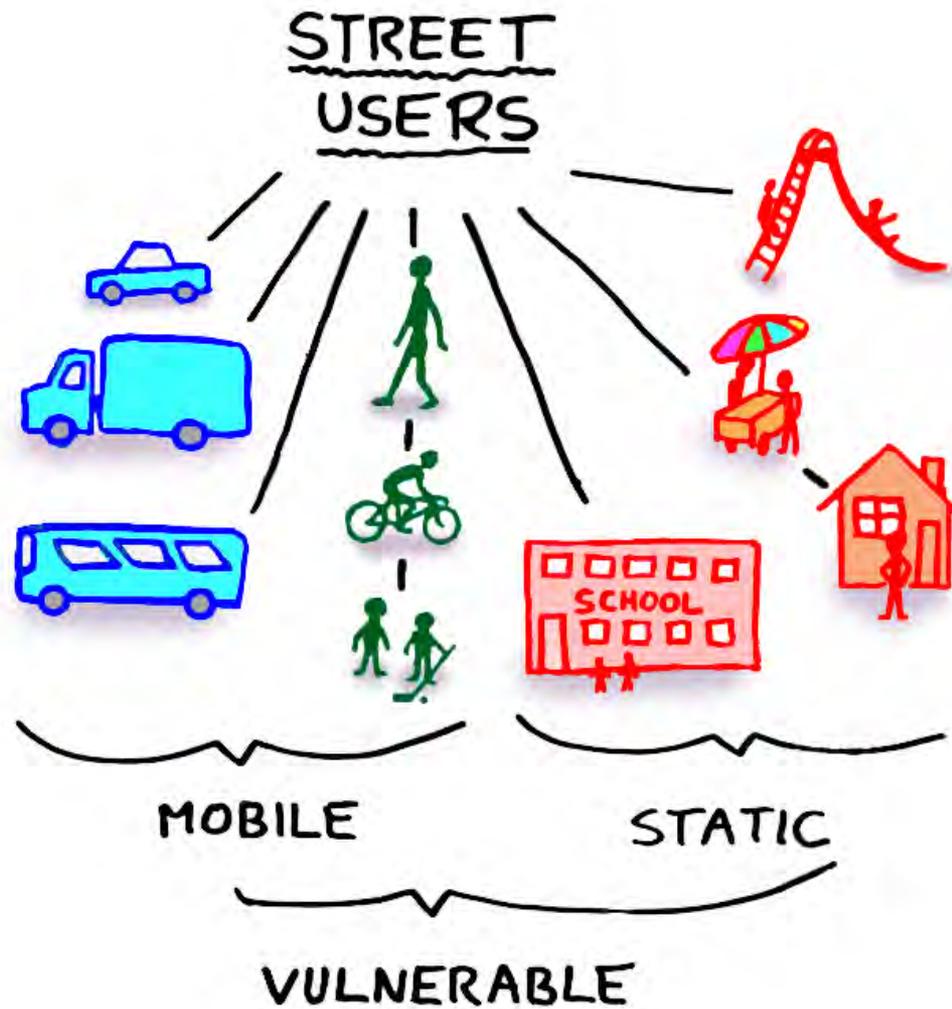


How many cars per day can the road handle?

A two-lane street with traffic signals and left turn lanes can handle **~17,000** cars per day



# Street Users

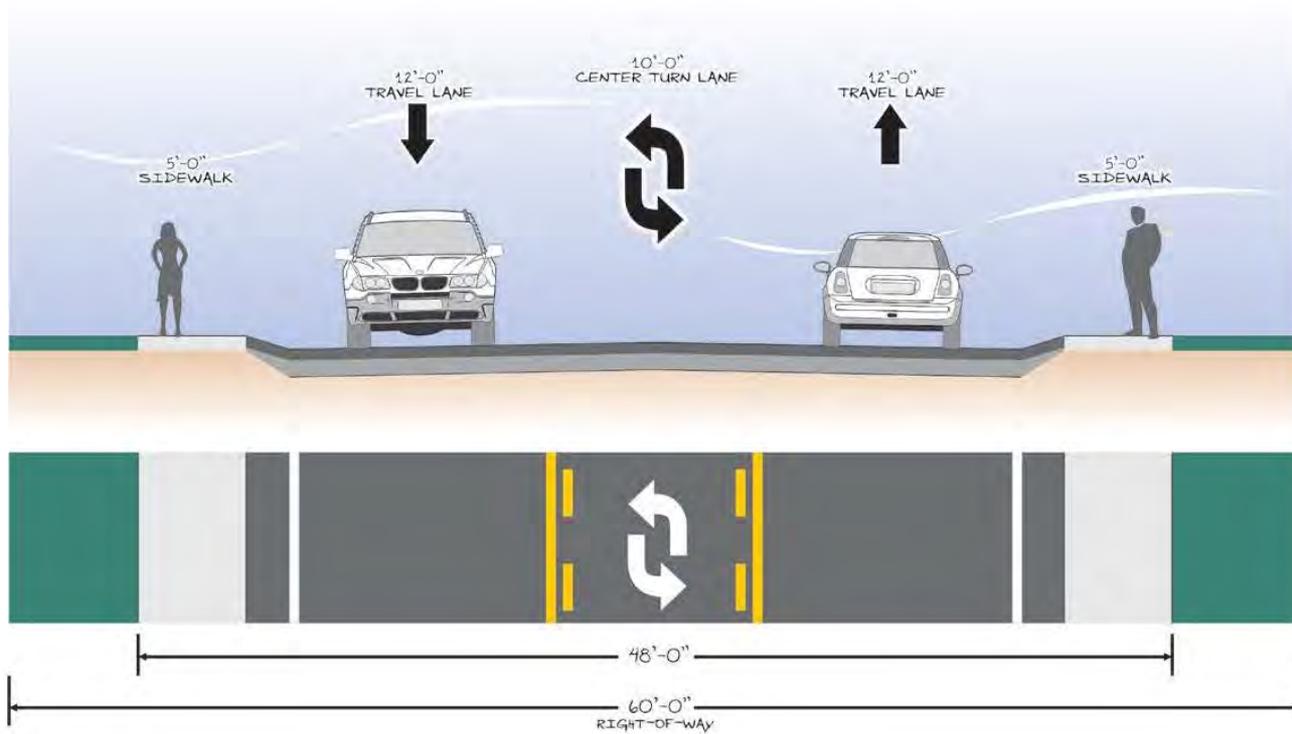




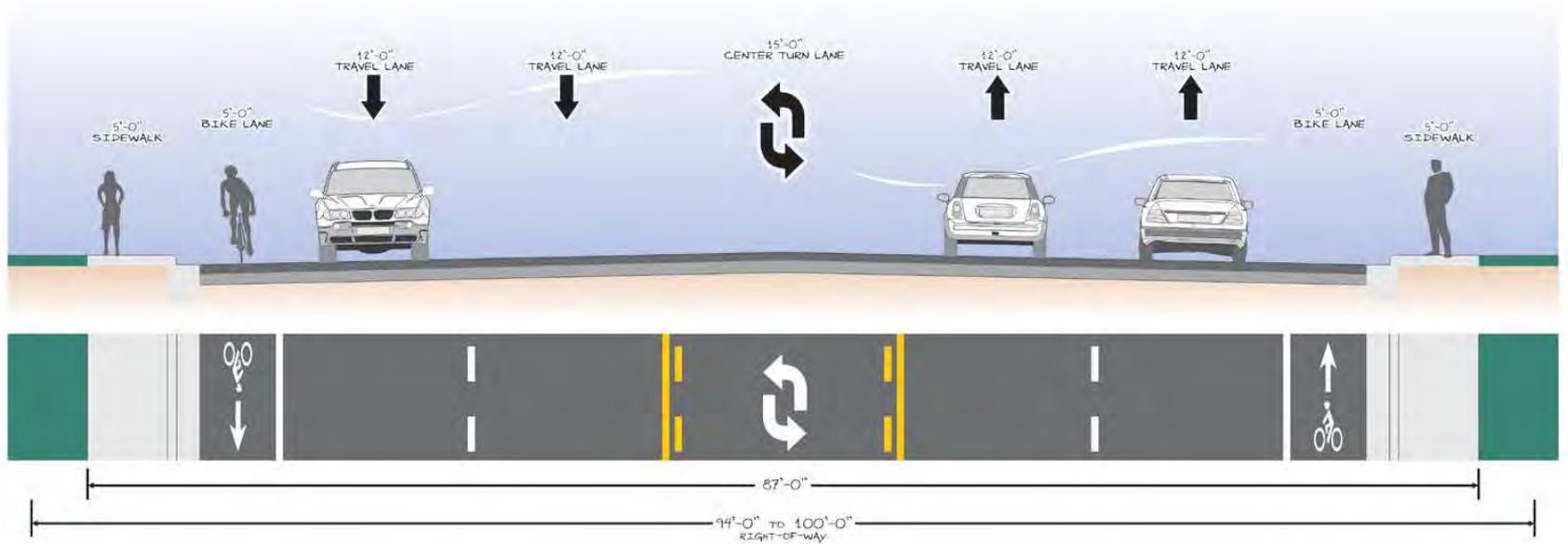
# Guiding Principles

- Minimize impacts on adjacent properties
- Mitigate congestion
- Address safety
- Address drainage
- Enhance character
- Balance mobility/access
- Quality design

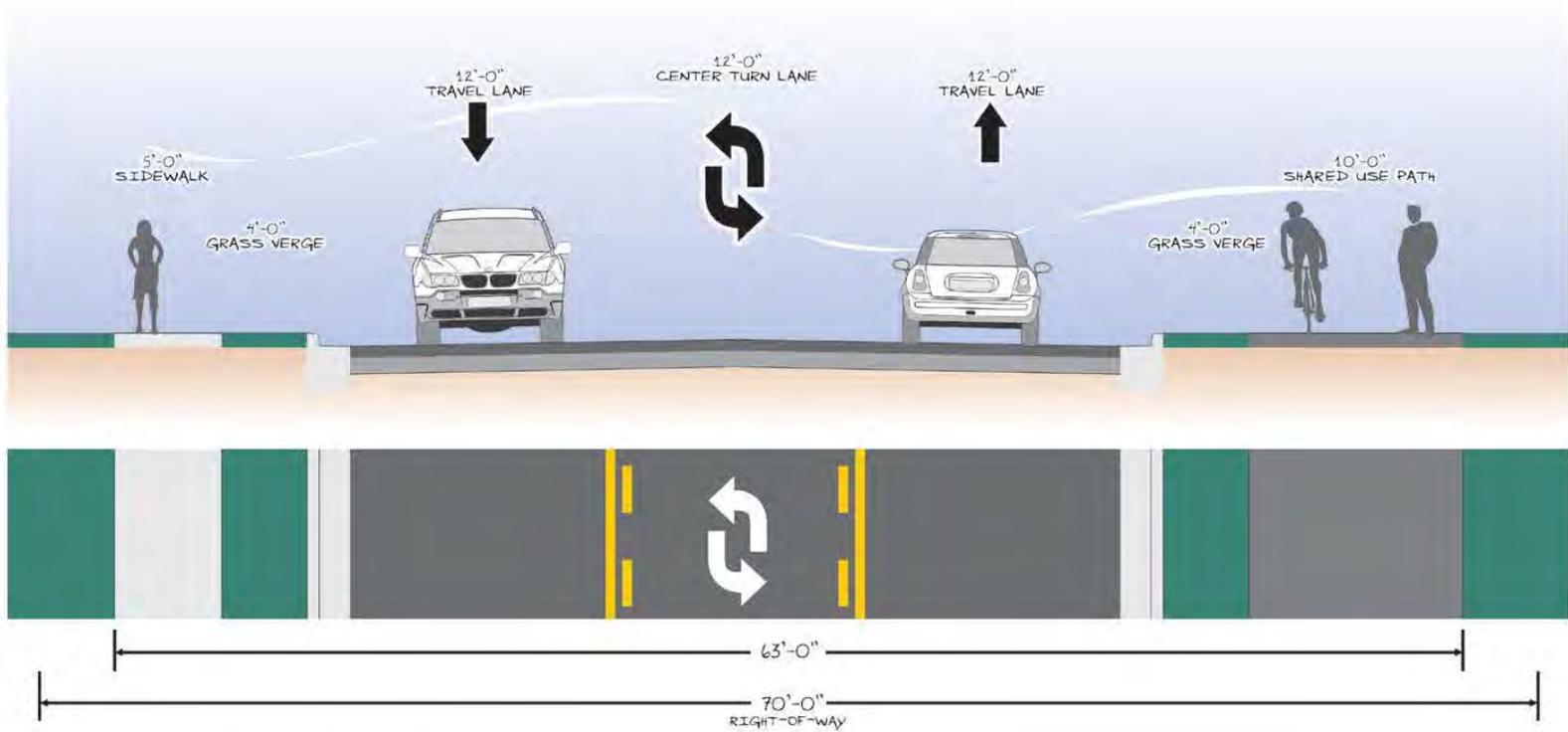




**Existing Cross Section**  
not to scale



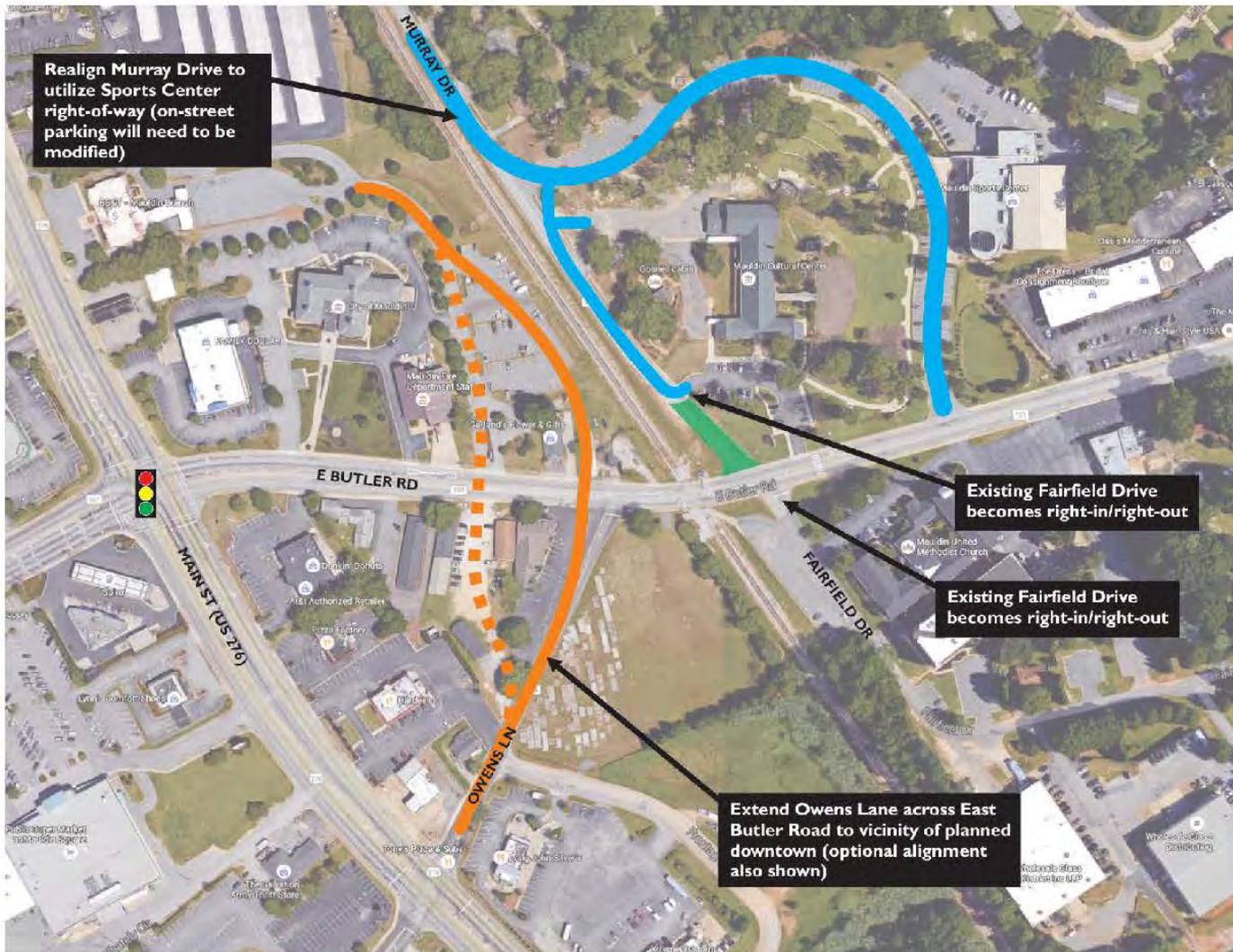
**Proposed SCDOT APPR Cross Section**  
not to scale



**Conceptual Preferred Cross Section**

not to scale

*Concepts may be refined as planning and design process advances*



## Owens Lane/Murray Drive Conceptual Improvements

not to scale

Concepts may be refined as planning and design process advances



## Old Mill Road/Bethel Drive Conceptual Improvements

not to scale

*Concepts may be refined as planning and design process advances*



## Brookbend Road Conceptual Improvements

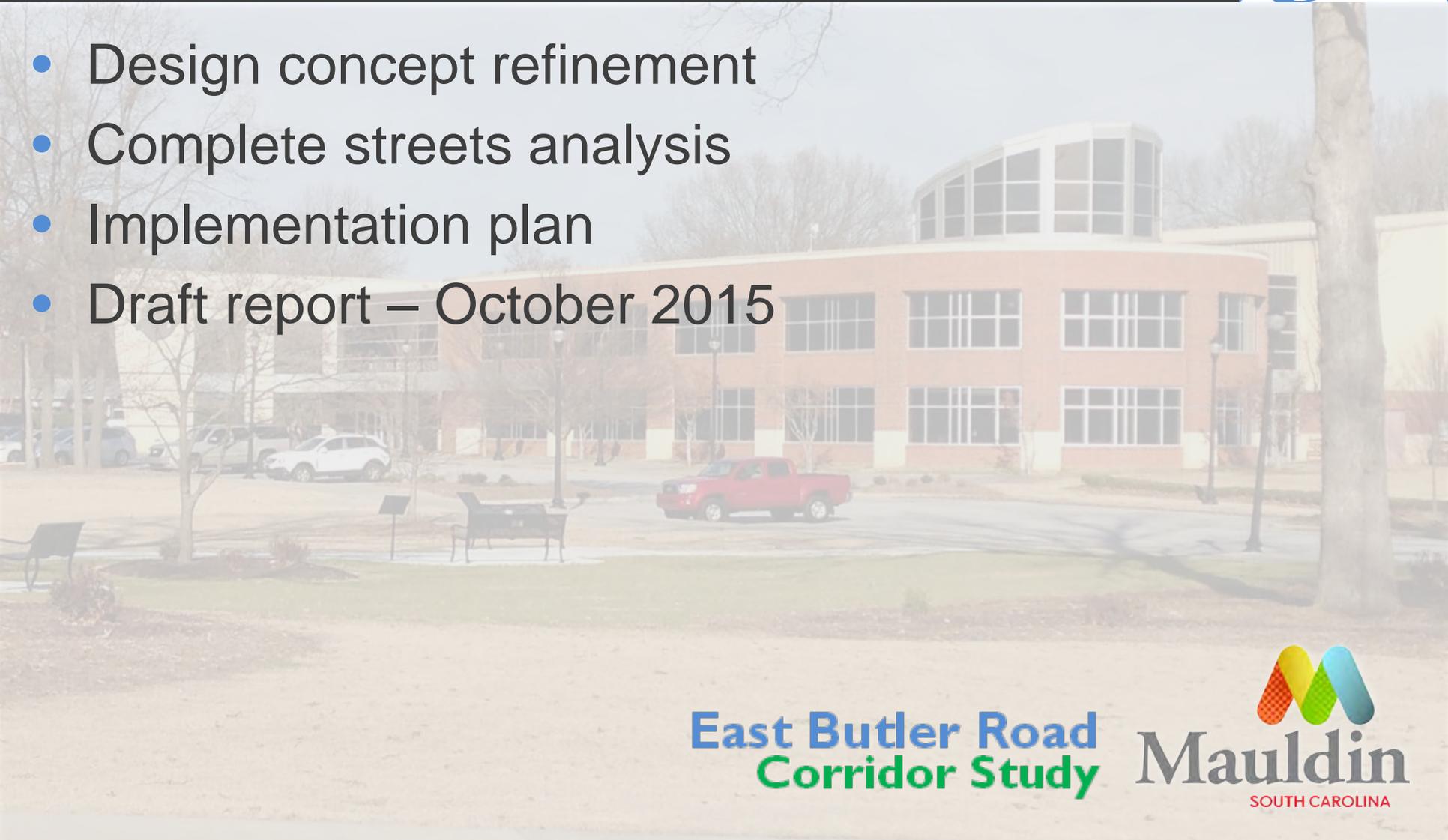
not to scale

*Concepts may be refined as planning and design process advances*



# Next Steps

- Design concept refinement
- Complete streets analysis
- Implementation plan
- Draft report – October 2015



**East Butler Road  
Corridor Study**

