



CONNECT THE COMMUNITY

Throughout the planning process, residents expressed interest in creating more walkable, connected places. Like much of the United States, Mauldin residents are interested in being able to walk (or travel without a private vehicle) to amenities and services. The City has begun to develop connections to regional trails but there is still much room to improve connectivity

HOW WILL WE CONNECT THE COMMUNITY?

- » Build a Pedestrian and Bike Friendly Community
- » Develop Regional Trail Connections
- » Improve Public Transit Service
- » Improve Street Network Function and Appearance
- » Connect with Residents



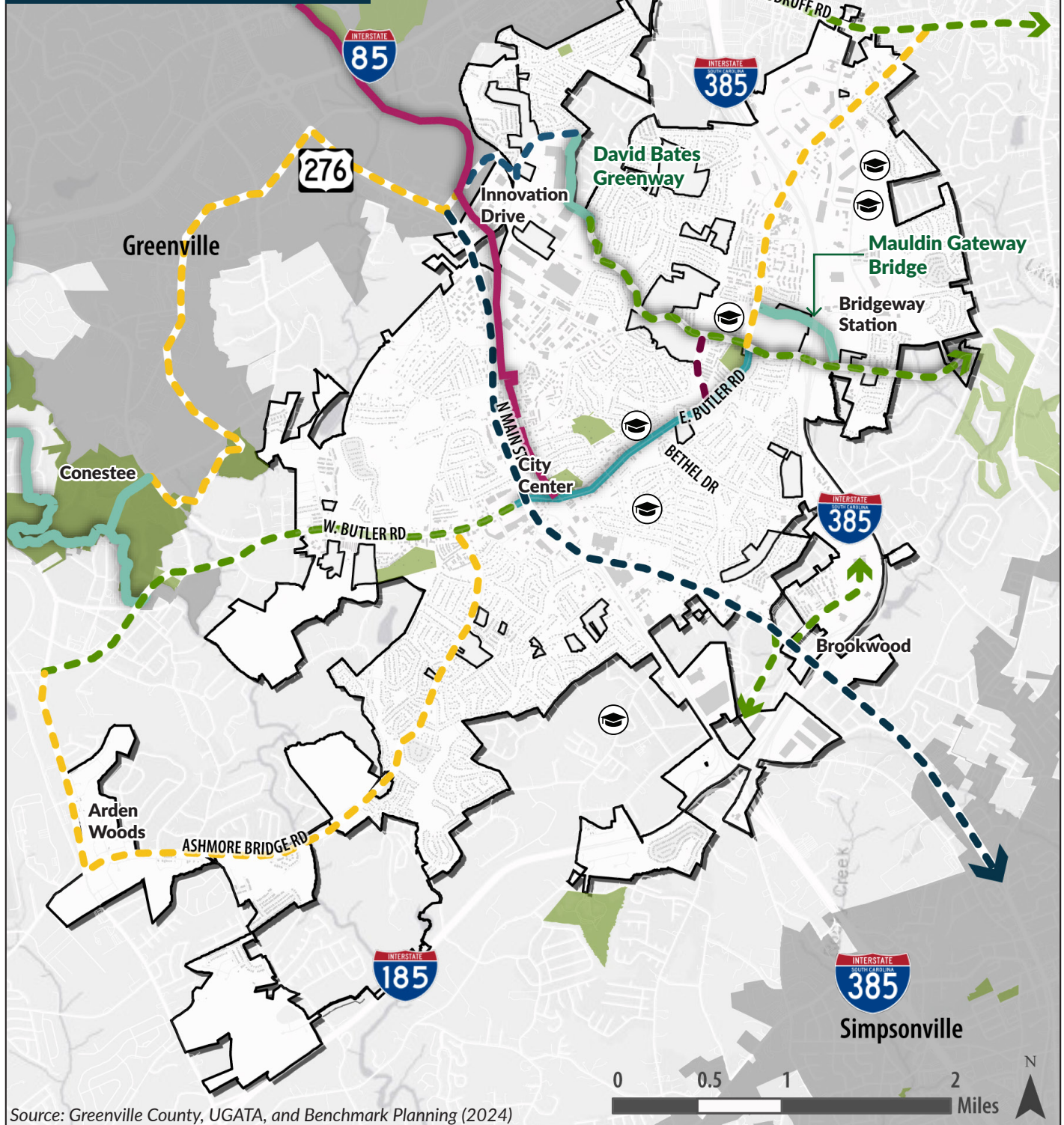
BUILD A PEDESTRIAN- AND BIKE-FRIENDLY COMMUNITY

Mauldin's vision for a future as a healthy and connected community that facilitates active lifestyles for its residents is dependent on ensuring that the community is friendly to active modes of transportation like walking and bicycling.

Supporting Actions:

- » Seek to connect emerging and thriving centers to each other and adjacent neighborhoods with multimodal infrastructure.
- » Connect adjacent neighborhoods and mixed use centers to schools and parks through safe routes and safe crossings. Programs and grants like "Safe Routes to School (SRTS)" and "Safe Streets and Roads for All (SS4A)" provide assistance with these goals.
- » Prepare a pedestrian and bicycle master plan to identify capital projects that will ensure that all residents and businesses are connected through safe pedestrian and bicycle routes.
- » Require all new development to include pedestrian accommodations in accordance with the City's land development standards and adopted pedestrian and bicycle master plan.
- » Require the provision of bicycle parking for commercial and multi-family residential development along existing and planned trail corridors.
- » Work with SCDOT to install pedestrian signals, ADA compliant curb cuts, and marked crosswalks at all signalized intersections.
- » Install RRFB / HAWK (Rectangular Rapid Flashing Beacon / High-Intensity Activated CrossWalk) signals at major pedestrian and bike crossings that are located away from signalized intersections.
- » Establish a minimum annual capital expenditure to fund pedestrian and bicycle infrastructure improvements in accordance with the adopted plan.
- » Quickly respond to and address pedestrian infrastructure maintenance and safety issues.
- » Install pedestrian and bicycle route signage along major routes to identify the distance / direction of major destinations.
- » Require all new nonresidential development to provide safe, direct, connections to public sidewalks.

Mauldin's Trail Network



Existing/Under Construction

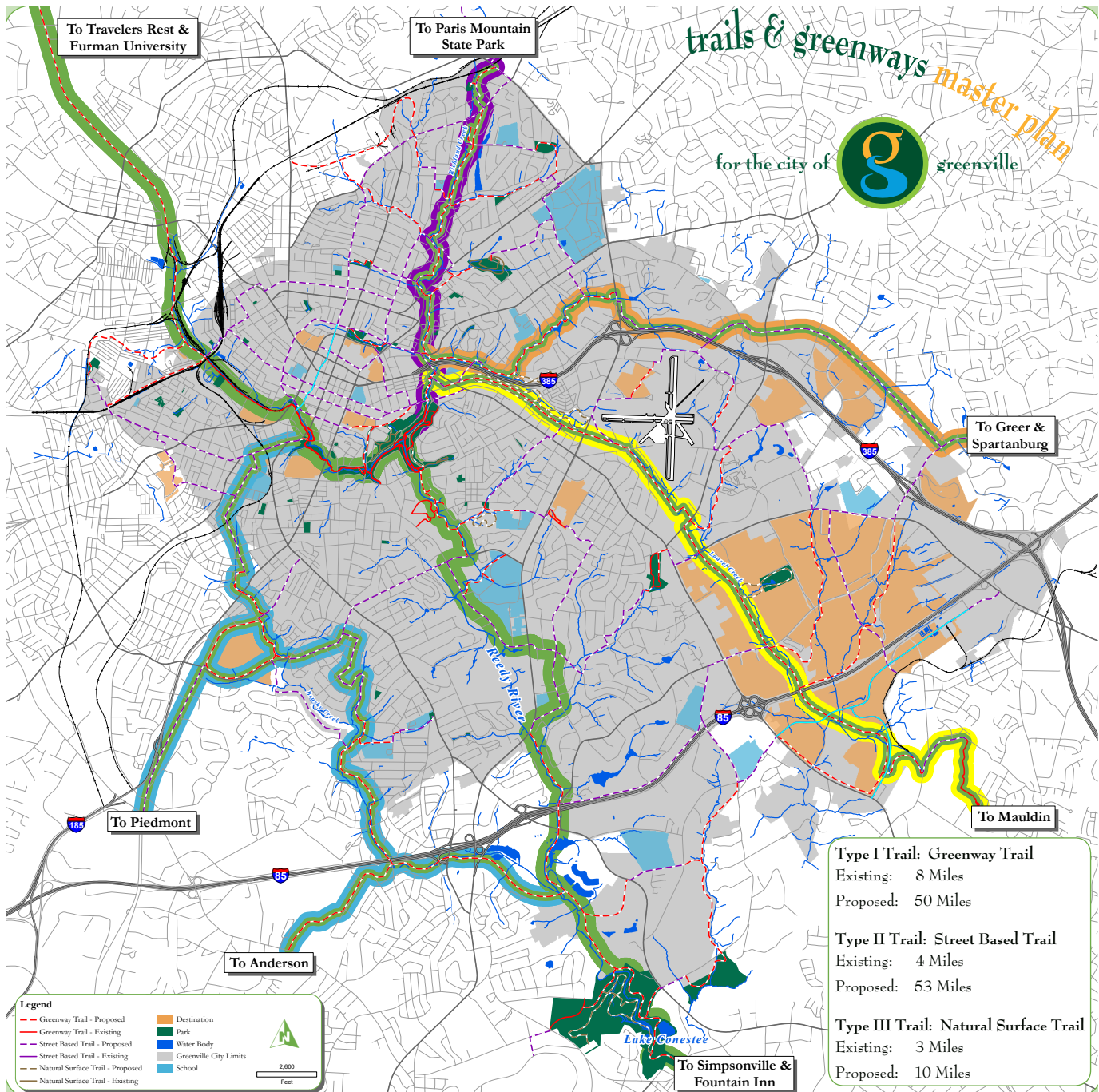
- BUILD A BETTER BUTLER
- EXISTING TRAILS & GREENWAYS
- PARKS
- SCHOOLS

Planned & Proposed Connections

- SWAMP RABBIT TRAIL
- PROPOSED GREENLINK CORRIDOR GREENWAY
- GLIDER CREEK GREENWAY
- MAULDIN TO SIMPSONVILLE MAIN STREET GREENWAY
- PROPOSED CONNECTIONS

DEVELOP REGIONAL TRAIL CONNECTIONS

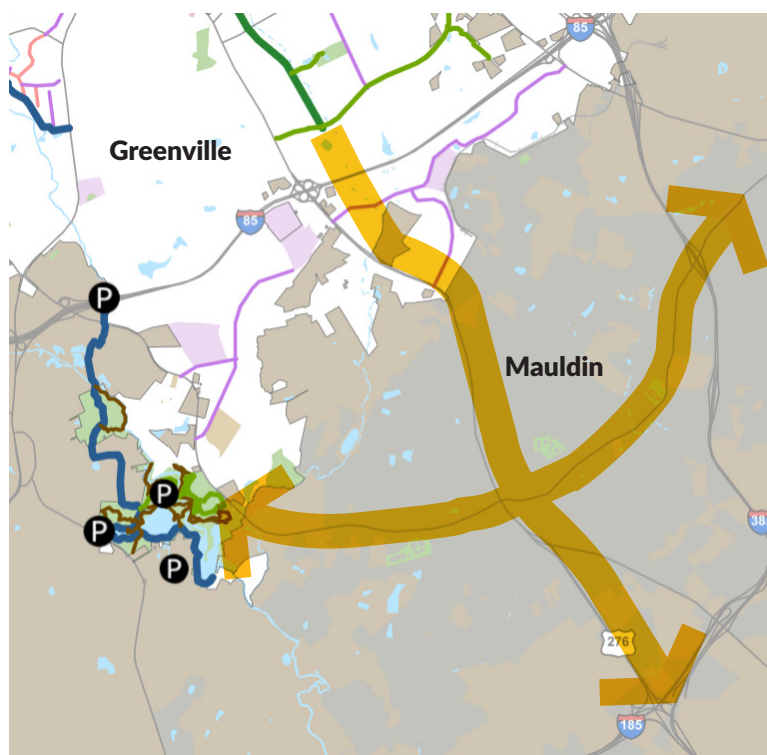
Connecting Mauldin to the regional trail network will open numerous opportunities for tourism, economic development, alternatives to commuting by vehicle, and expand the range of recreation options for residents.



Above: City of Greenville Trail Network Map. Source, 2006 Greenville Trails & Greenways Masterplan

Supporting Actions:

- » Prioritize the completion of the Swamp Rabbit “Green Line” trail extension from its current terminus in Greenville to Mauldin City Center.
- » Support the extension of the Swamp Rabbit Trail from Mauldin to Simpsonville and Fountain Inn.
- » Explore options for developing a trail or off-street multi-use path to connect Mauldin Center City and the Swamp Rabbit Green Line to Conestee Park and the Swamp Rabbit Blue Line trail.
- » Design and fund a trail / off-street multi-use path connection from Center City to BridgeWay Station.
- » Require new development adjacent to trail segments to provide direct connections to trails.
- » Require the reservation of trail easements and dedication of future trail connection routes in conjunction with new development.
- » Incentivize “trail oriented development” adjacent to trails with frontages oriented toward trails and trail amenities provided with new development.
- » Identify locations along existing and planned trails for supportive infrastructure, such as bike and vehicular parking, trailheads, restrooms, seating areas, and similar amenities. These would be best suited at main trail access points and locations anticipated to receive high usage. These may be located on public land or may be incentivized through rezonings or development agreements adjacent to trails.
- » Work with large employers to promote the development of trails and trail connections. This may include funding support, dedication of trail easements, or trail segment sponsorship.
- » Install prominent wayfinding signage along the trail network to direct users to major destinations.



Left: Trails and greenways provide significant community benefits. Right: Mauldin is well-positioned to establish a citywide connected trail network that also links to the comprehensive regional trail network.

IMPROVE PUBLIC TRANSIT SERVICE

Mauldin's increasing jobs and number of regional destinations offered would be more accessible and well-connected by frequent and reliable public transit, especially when coupled with improved pedestrian and bicycle connections and the extension of the regional trail network.

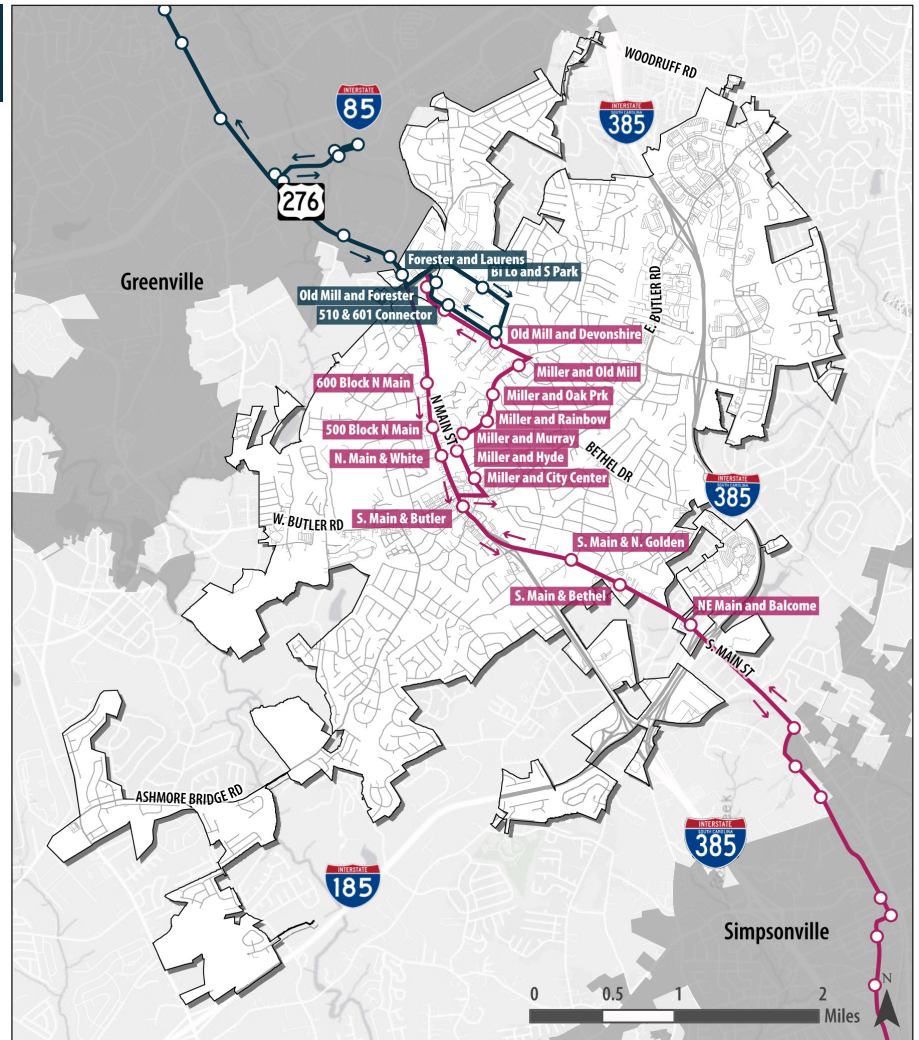
Supporting Actions:

- » Make Mauldin a hub for public transit in Greenville County by establishing a new, centrally located transit center that is connected to the regional trail network and the City's bike and pedestrian network.
- » Work with GreenLink to improve the frequency and operating hours of transit service with trips originating and ending in Mauldin and other communities in southern Greenville County.
- » Work with GreenLink and SCDOT to identify locations for, and construct, high quality bus shelters to ensure that riders have a comfortable and safe experience when using the service.
- » Explore opportunities to provide urban circulators, on demand transit, and other first-last-mile transit services within the City to expand the utility of the system for more residents and workers.
- » Support GreenLink in future service expansion plans and emphasize its important role in providing opportunities for residents to connect with employment, education, and community services.
- » Encourage or incentivize employers to provide transit passes for their employees.
- » Ensure that public transit stops are integrated into future development and roadway improvements when high-density and mixed-use projects or large-scale commercial developments are approved. A particular focus should be on development within walking distance of transit corridors.
- » Explore options for providing transit services to major events, such as City festivals and events at the future stadium at Bridgeway Station.
- » Prioritize the completion and extension of pedestrian and bike connections linking residents and businesses to transit stops.
- » Ensure all transit stops are served by safe pedestrian crossings of nearby streets, such as intersections with high visibility crosswalks and pedestrian crossing signals.



Bus Routes

-  510 LAURENS
-  601 SIMPSONVILLE



Source: Greenlink (2024)



Example of transit hub (mobility hub). Source: <https://welcometonorthside.com/>

IMPROVE STREET NETWORK CONNECTIVITY, FUNCTION AND APPEARANCE

Mauldin grew around a U.S. highway and legacy rural roadway network that was not designed or intended to function as an urban street network that supports the City's vision for its future. The lack of alternative connections and design of the primary corridors bisecting the City create frequent traffic congestion and impair the safe function of the network. The design also limits opportunities for safe pedestrian and bike travel and detracts from the City's aesthetic vision.



Supporting Actions:

- » Establish a “complete streets” policy and work with SCDOT to explore options to transform the design of the City’s primary roadway network in a manner that increases motorist safety, accommodates safe bike and pedestrian travel, and improves the aesthetic appearance of major corridors.
- » Develop thematic landscape design plans for public and private improvements along major corridors and at primary gateways into the City to present a more unified appearance within the City. Implement the plan in conjunction with SCDOT and private development.
- » Identify opportunities to improve or add street connections that provide alternatives to travel along major corridors and the use of congested intersections.
- » Utilize regulatory changes in zoning and land development regulations to alter the form of new development so that it is more pedestrian friendly and encourages residents to be less reliant on automobile trips for daily needs.
- » Improve pedestrian and bicycle connections between neighborhoods and commercial corridors to encourage more pedestrian and bike trips instead of automobile trips.
- » Work with SCDOT to identify opportunities for the City to fund the installation of additional traffic signals or roundabouts at high volume intersections that lack signal control and have high crash rates.

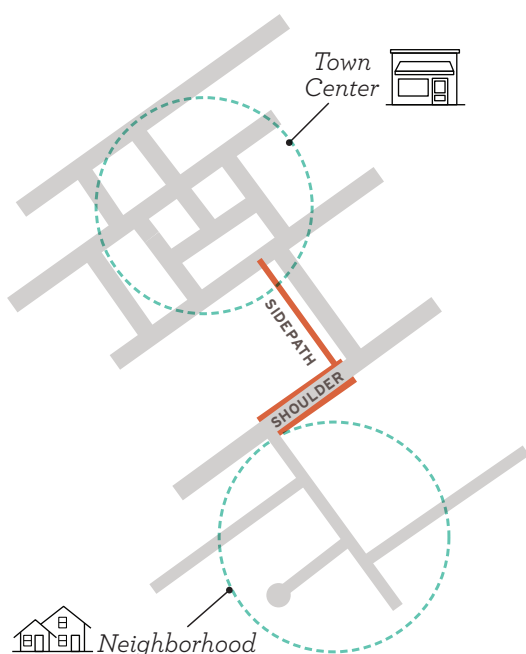
- » Maintain the City's traffic enforcement unit and explore options for funding additional sworn positions in the Police Department to focus on ensuring traffic safety on the City's major roadways and in the vicinity of destinations with higher volumes of pedestrian and bicycle traffic.
- » Explore opportunities to remove multiple driveways serving individual properties on the same street frontage and expand connections between adjoining properties to improve pedestrian and vehicular safety and provide options for moving between adjacent properties without having to enter the roadway network.
- » Continue to pursue capacity and safety improvements along major corridors to accommodate growing regional traffic volumes destined for and passing through the City.
- » Explore options for using technology to enhance traffic calming and traffic safety.

CREATING NETWORK CONNECTIVITY

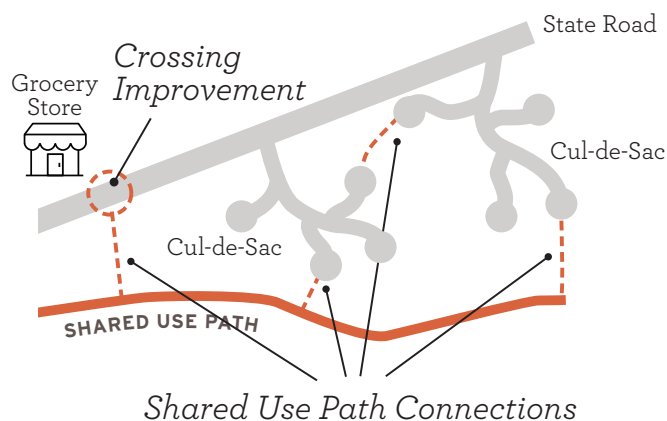
Source: *Small Town and Rural Multimodal Networks*, US DOT Federal Highway Administration, 2016.

Networks are interconnected pedestrian and/or bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get where they want to go. They provide equitable access for all people.

Developing interconnected networks of bicycling and walking facilities in rural and small town settings can be challenging due to a lack of alternate through roadways and the concentration of motor vehicle traffic on major roads.



Neighborhoods nearby can be connected conveniently to City Center and other destinations by filling gaps in the network and improving roadway crossings for pedestrians and cyclists.

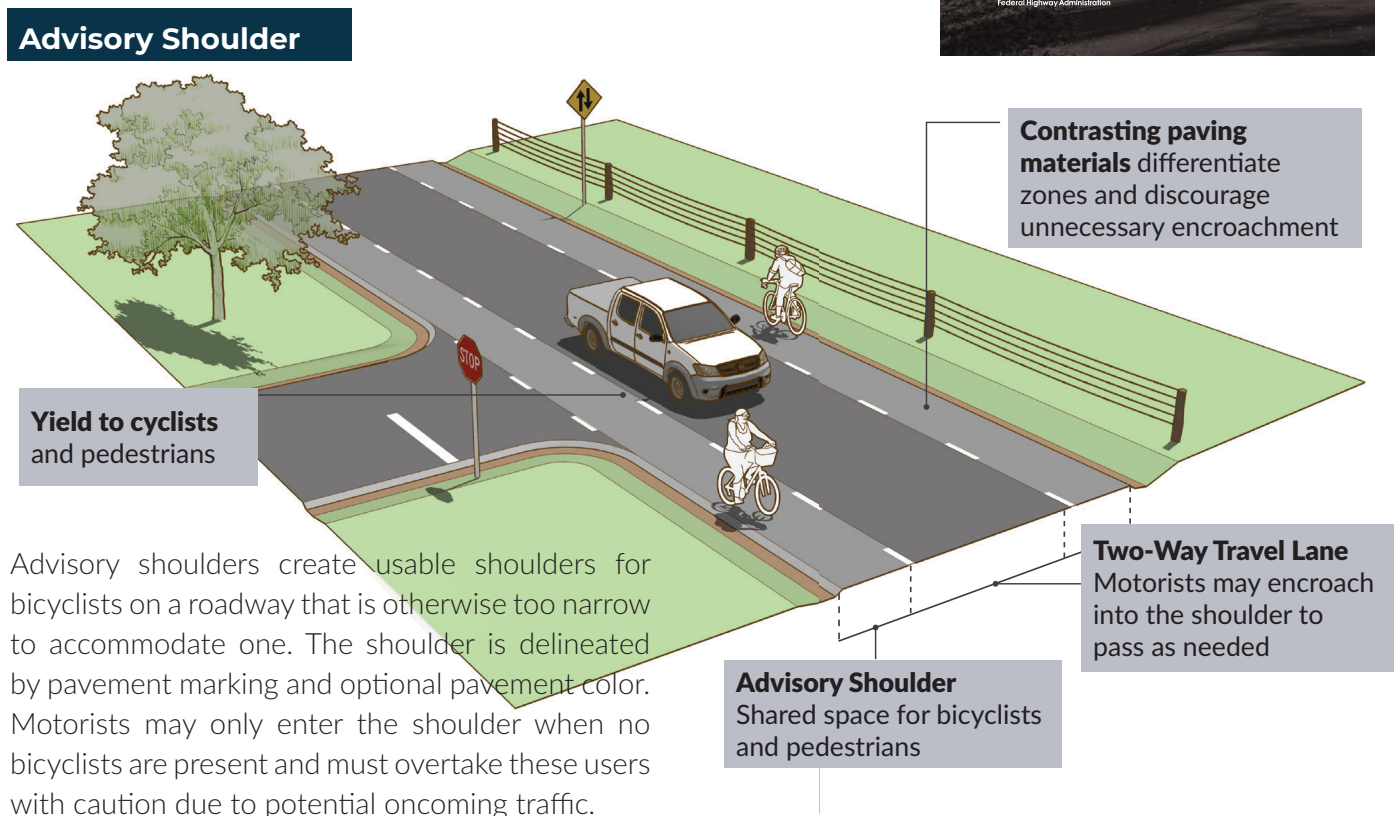
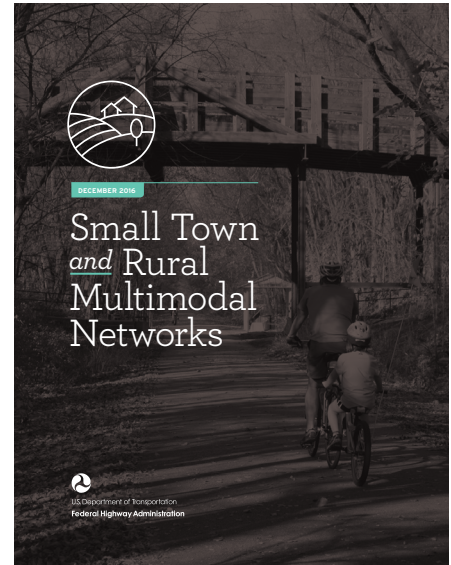


Source: *Small Town and Rural Multimodal Networks*, US DOT Federal Highway Administration, 2016.

COMPLETE STREETS GUIDANCE

Source: *Small Town and Rural Multimodal Networks*, US DOT Federal Highway Administration, 2016.

There is extensive national guidance on how to implement better street design to accommodate and encourage multiple mode choices including more walking and cycling. The following are select examples from guidance provided by the Federal Highway Administration that apply most directly to Mauldin's streets. More guidance and a variety of facility types can be found in the full document and at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications.

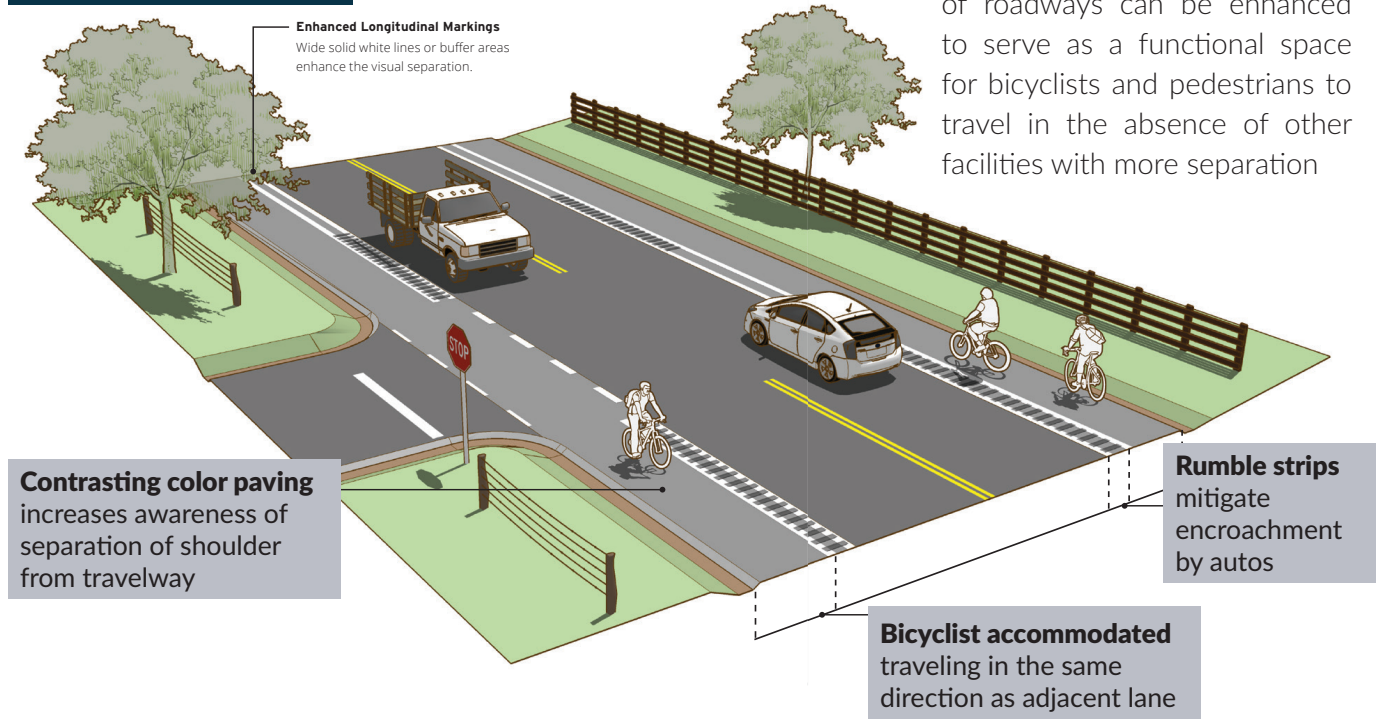


Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.

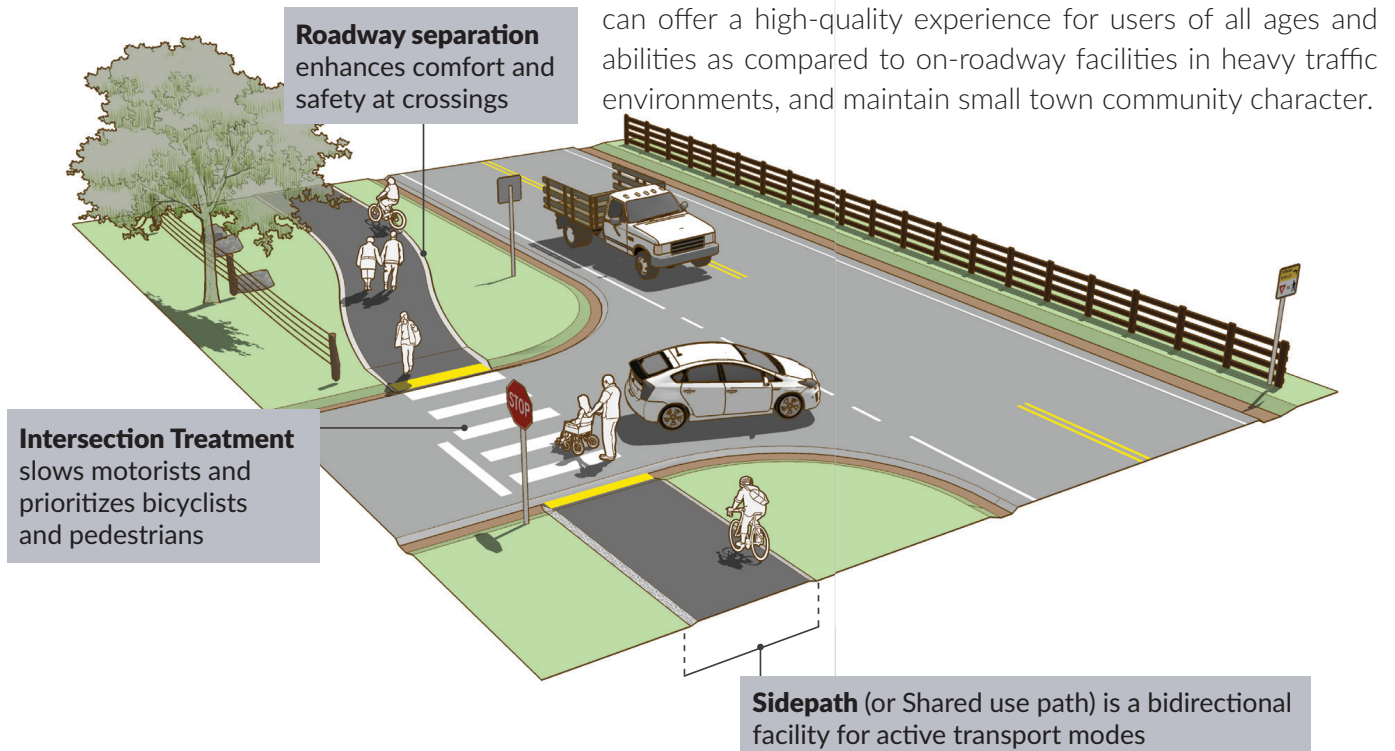


Hanover, NH. As a pilot project, advisory shoulders were painted on about 400 meters of road in 2014. In 2016 an evaluation report was produced with traffic counts and results from a follow up survey. Based on the success of the advisory shoulders, Hanover is currently evaluating adding advisory shoulders to another important bicycle and pedestrian connection between schools and neighborhoods.

Paved Shoulder



Side Path



Above sourced from: *Small Town and Rural Multimodal Networks*, US DOT Federal Highway Administration, 2016.

EXISTING TWO-LANE ROADS IN MAULDIN

Many of Mauldin’s existing streets were built without pedestrian or bicycle facilities, but they have ample right-of-way to be retrofitted with those facilities. Many have approximately 60 feet of right of way, but about only 24 feet of that is occupied by the roadway. The remaining 36 feet (18 feet on each side of the road) often includes drainage ditches.

Retrofitting these roadways to add pedestrian and/or bike facilities and make them more complete streets would positively address Mauldin’s goals of adding more walkability. However, existing obstructions within the right-of-way could make that challenging (e.g., driveways, drainage ditches, fences, trees). Still, Mauldin should look for opportunities to retrofit these facilities where feasible.

Newer streets in Mauldin’s subdivisions are built to higher standards, but may or may not have sidewalks. Sidewalks, if present, are typically only on one side of the street. Planting strips, street trees and pedestrian lighting are not typically provided on these streets either. Mauldin should consider elevating development standards for new streets in order to get higher quality facilities with more pedestrian and bicycle connectivity that more appropriately meet the goals and desires of the community as it continues to grow.

Select Existing Two-Lane Streets in Mauldin

Two-Lane Road with Drainage Swales



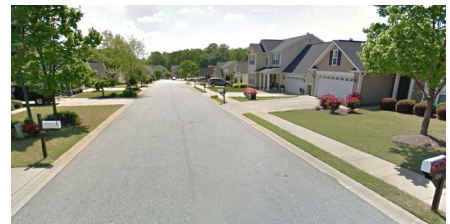
» Example: Old Mill Road near Lanceway Drive

Two-Lane Road with Flush Sidewalks on Both Sides



» Example: Hyde Circle near Springfield Park

Two-Lane Road with Sidewalk on One Side

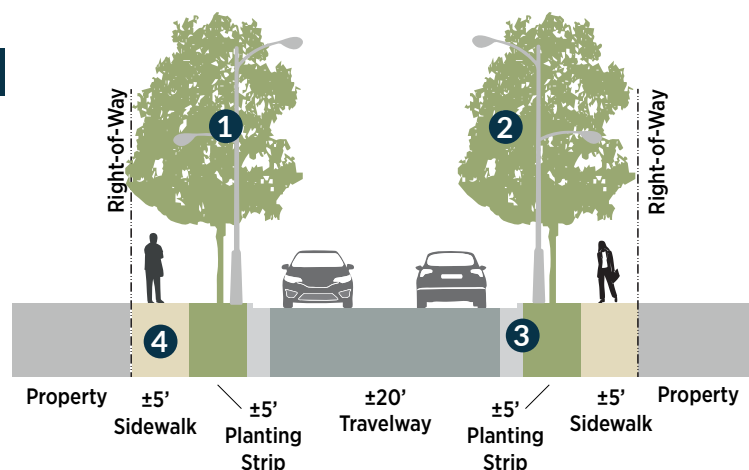


» Example: Saxon Falls Court near Southern Height Drive

What Should High Quality Streets Look Like in Mauldin?

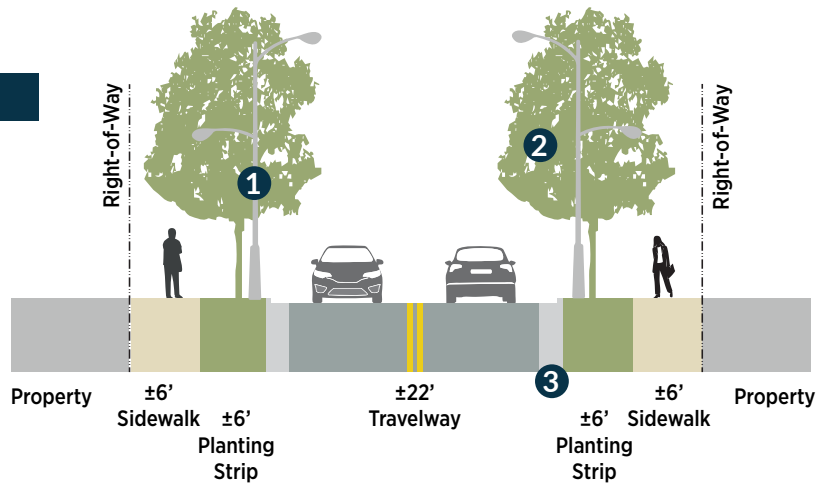
Standard Two-Lane - +/-44ft ROW

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks



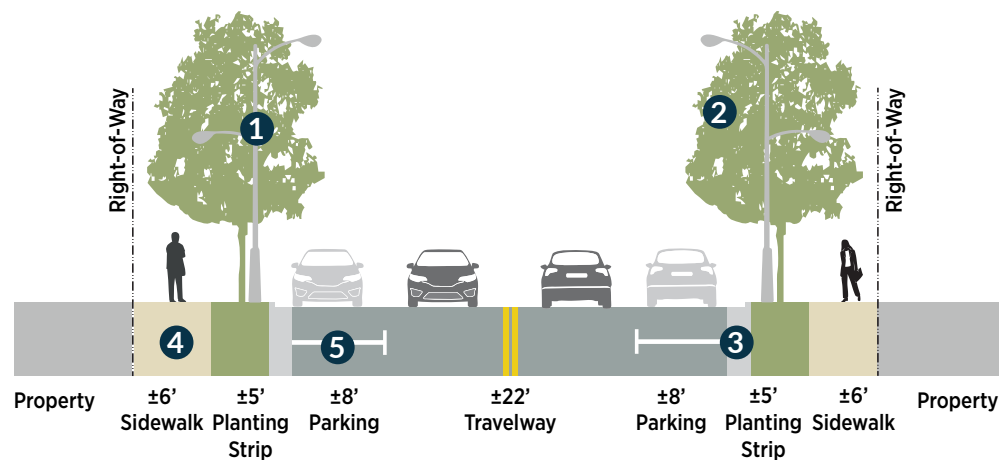
Standard Two-Lane - +/- 50ft ROW

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks



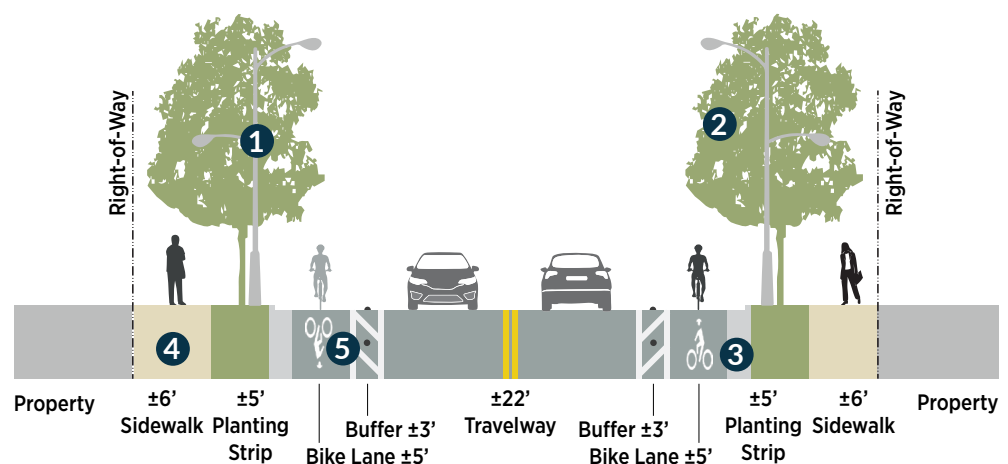
Two-Lane with On Street Parking - +/- 65ft ROW

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks
- 5 On Street Parking



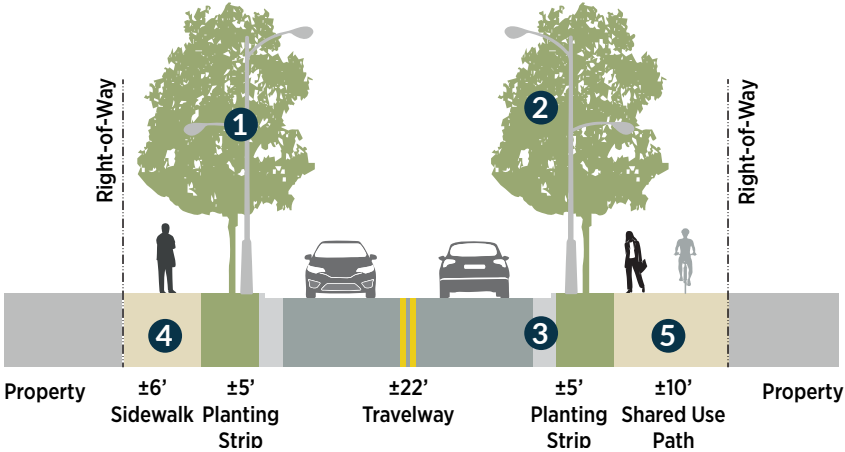
Two-Lane with Buffered Bike Lanes - +/- 65ft ROW

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks
- 5 Buffered Bike Lanes



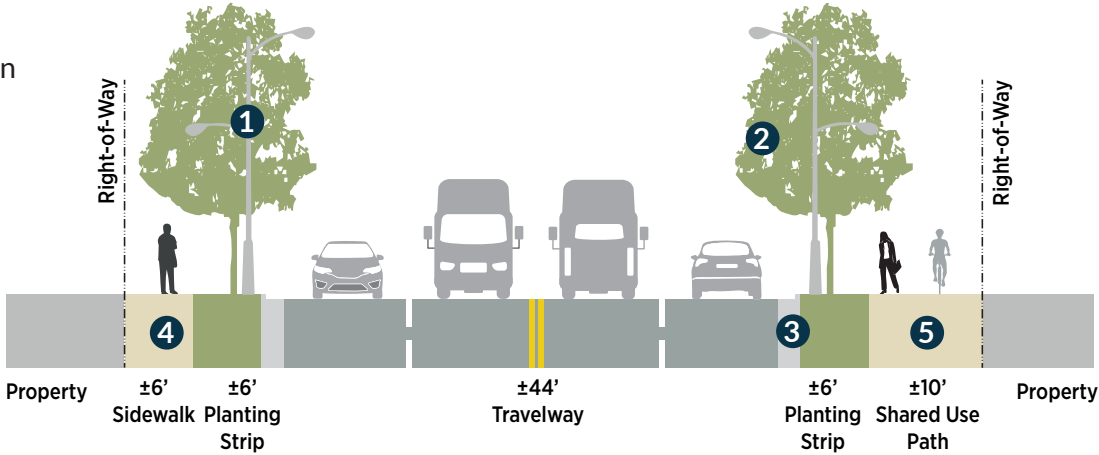
Two-Lane with Shared Use Path - +/- 54ft ROW

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks
- 5 Shared Use Path



Four-Lane with Shared Use Path - +/- 75ft ROW

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks
- 5 Shared Use Path



CONNECT WITH RESIDENTS

As Mauldin continues to grow, it intends to increase physical connections between the places residents live, work, and play. At the same time, the City would like to improve social / communication connections with residents. As part of this planning process, almost 1,000 residents participated in a community survey about their visions for the future of Mauldin. One of the questions focused on quality of life perceptions and over 63% of respondents described the quality of life they experience in Mauldin as “average.” An interest in expanding community events and programming was also portrayed in survey results. Moving forward, the City would like to expand its efforts to “check-in” with residents and ensure they are moving in the right direction.

Supporting Actions:

- » Conduct a quality of life survey of residents on a regular basis (every two years).
- » Consider hosting regular “open house” style meetings that invite residents to speak to elected officials and / or City staff about City services and programs.
- » Work with the Parks and Recreation Department to expand community events and programs, with a focus on expanding opportunities for residents to connect with each other.

OUR PATH FORWARD

The previous section set out the vision, goals, and a series of supporting actions that will help facilitate a future for Mauldin that it would like to see - a more walkable, active community with vibrant centers and ample amenities to achieve a high quality of life for its residents. The full implementation of these actions will take years, and the process of moving from “Mauldin today” to the envisioned Mauldin of tomorrow will be a slow process, achieved by making successive, minor improvements which build off one another. To help gain support of this vision, the City should take a few major steps, gain a few minor wins, and start building the Mauldin of tomorrow, today - at the time of adopting this plan. In order to get there, four major initiatives will need to be completed in the coming years and these are described below:

STEP 1 *Regulatory Alignment*

In order to create vibrant, walkable, and connected centers, the City will need to modify its development and design regulations to encourage, and in some cases require, a new urban form.

A. Update Ordinances

To facilitate urban development, the City’s regulations will need to be modified to allow the type of development described in the previous section by right. Many design aspects described in the previous section are not currently permitted by right (or at all) within the City. Of particular note, many of the areas designated as “Emerging Vibrant Centers” are not properly zoned to accommodate dense, mixed use development. When modifying ordinances, the following types of standards should be considered:

- » Utilize the future land use map and associated descriptions to ensure the types of development and associated design standards are permitted by right in corresponding zoning districts.
- » Appropriate housing types should be allowed by right in areas identified as Community Activity Corridors, Mixed Use Centers, and Neighborhood Mixed Housing Areas on the Future Land Use Map.
- » New street standards should incorporate complete streets principles, with adopted typologies that require pedestrian and bicycle connections.
- » Building and site dimensional requirements should be reviewed to ensure they accommodate the types of development described in the previous section. As part of this, setbacks should be carefully reviewed.
- » The CRD district may need to be redefined, or a new mixed use zoning district may need to be created to allow the easy development of activity corridors and mixed use centers. Similar zoning district changes are needed to accommodate mixed housing areas.

B. Update Policies

While the updated ordinances will go a long way in requiring and enabling a more urban, connected type of development, the City should also update policies which will facilitate connectivity across Mauldin. These policies will go beyond zoning-specific development standards and requirements, tying into larger scale envisioned improvements for Mauldin.

- » Adopt a Complete Streets Policy that requires all new and redeveloped streetscapes to consider pedestrian and bicycle facilities and related improvements.
- » Adopt a trail network plan and require proposed development along planned trails to reserve trail easements and dedicate future trail connection routes. Similar requirements should be established for associated bicycle and pedestrian facilities.
- » Identify needed bus stops and related facilities. Adopt standards which incentivize the construction or dedication of these amenities with proposed development.

C. Proactive Rezoning

Once the appropriate zoning districts and regulations are in place, the City will need to proactively rezone properties across the City to implement the Future Land Use Map. This step should be considered carefully in coordination with Step 1.A, as the standards established in 1.A will need to accurately enable the development described by the Future Land Use Map.

- » Once zoning districts are modified (or established) to permit the types of development and associated development standards described in the Future Land Use Map, the City will need to ensure they are appropriately designated on parcels across the City. In any case where the current zoning does not currently meet the Future Land Use Map contained in this plan, the City should proactively rezone it to assist with the implementation of the plan.
- » Additional consideration should be given to zoning and development standards in areas designated as Regional Activity Corridor, Community Activity Corridor, Mixed Use Village, Mixed Employment and Industry, and Neighborhood Mixed Housing.

A couple major components to consider include:

- » The Neighborhood Mixed Housing Areas should allow townhomes, attached-single family homes, duplexes, and similar mixed housing styles. Ensure accessory dwelling units are allowed by right, and review dimensional standards to allow these types of developments to occur.

STEP 2 Infrastructure Investment

Mauldin was developed as a suburban community and to become a more dense, walkable community, a number of infrastructure improvements will need to be made. The City will need to initiate significant improvements to its infrastructure.

A. Establish Funding Mechanisms

In Mauldin, there's significant work to be done in order to create more walkable, bike-able, and connected streets. Improvements can be made to rights-of-way through the enactment of policies as described in the first step, however, significant improvement will only come through strategic investments in infrastructure. To do this, the City will need to establish consistent funding mechanisms to facilitate these improvements. A few tools which the City must consider include:

- » Annual funds administered through the capital improvement planning (CIP) process. The City can include infrastructure investments on its annual CIP, with funds being designated from various revenue streams (general fund, revenue bonds, general obligation bonds, public-private-partnerships, asset recycling, special assessments, tax increment financing, local option sales tax and state or federal grants).
- » The City should engage with the Greenville-Pickens Area Transportation Study (GPATS) and the South Carolina Department of Transportation to prioritize local infrastructure projects on GPATS' and SDOT's long range transportation plans and transportation improvement plans. The prioritization of these projects can also help the City to secure state and federal funding through the Community Development Block Grant, Rural Infrastructure Authority, and other relevant programs.
- » The City should regularly apply for smaller grant programs, such as those provided through the Safe Routes to School and the US Department of Commerce - Economic Development Administration.

B. Designate Funding to Projects

Once consistent revenue streams are established, the City should ensure it has an annualized prioritization mechanism to designate funding to specific projects. The prioritization mechanism will vary based on funding stream (CIP vs state grants, etc.). The following projects should be prioritized in the short-term:

- » The proposed Swamp Rabbit Trail and associated connections.
- » Connections to Bridgeway Station.
- » Improvements to main roads as identified in the previous section.
- » Supportive pedestrian and bicycle improvements. Prioritize missing segments near schools, parks, the City Center, and the proposed Swamp Rabbit Trail.

STEP 3 *Enact an Annexation Strategy*

Given geographic constraints, development within the City's boundaries is limited. To grow in an effective manner, the City should adopt and implement a strategy which prioritizes annexation based on a combination of feasibility and economic impact.

A. Identify Targeted Annexation Areas

Significant development and redevelopment should focus on filling in existing, underutilized areas of the City, as well as in filling in the “donut holes” within Mauldin's boundaries. Secondary development should occur directly adjacent to the City's boundary, where Mauldin can adequately provide services and infrastructure. The Potential Annexation Areas map on page 26 serves as a launching point for identifying future annexation areas. However, additional mapping exercises should consider the following service areas:

- » Water and sewer lines / utility service areas.
- » Police jurisdiction and fire response areas.
- » Trash service areas.
- » Transportation infrastructure.

Properties outside of the municipal limits that fall within these existing service areas should be prioritized for annexation. Vacant or potential industrial and commercial properties should be emphasized as they cost less for the City to provide services to.

B. Model Fiscal Impacts

Prior to embarking on annexation, the City should ensure that potential annexations are fiscally responsible. Key factors to consider include:

- » Projected revenues from taxes and fees (property taxes, hospitality / accommodations taxes, business license revenues, utility revenues).
- » Estimated costs to serve (police, fire, roads, water, and sewer).
- » The compounding costs and revenues over time.

Each property should be evaluated by (net new revenue - net new costs) / time horizon. Only pursue annexations with positive long-term fiscal impacts.

C. Implement Annexation Strategy

Once the priority annexation areas are determined and their fiscal impacts are assessed, the City should begin implementing its annexation strategy. There are a few tools which the City may use to pursue annexations:

- » Petition-based annexation (per South Carolina Law). Property owners may petition to be annexed into the City on their own, though State regulations govern the required public hearings and process for doing so. The City should consider petition-based annexations when feasible, ensuring they meet State requirements.
- » Utility-triggered annexation. As the City provides utilities, it may require properties which tie into the City's water and sewer infrastructure to annex into Mauldin. The City should establish rates based on "in-city" and "out-of-City" costs to serve, with this added incentive to annex into Mauldin for a lower utility rate. If a property ties into the City's utilities but is not contiguous, it cannot yet be immediately annexed. However, the City can require annexation agreements whereby the property owner agrees to annex once contiguous (as a condition of receiving service).
- » Targeted outreach. The City should develop targeted outreach to priority annexation areas to encourage the utilization of the two annexation tools listed above. This may include mailed letters, an informational webpage, and similar strategies to encourage property owners to pursue annexation. These efforts should emphasize service benefits and development flexibility.

While not all of the annexation priorities are currently contiguous, the City should require annexation agreements as described above. Annexation agreements should be tracked over time so that the City can continue implementing its overall annexation strategy. Through a tracked mapping system, the City can immediately annex priority areas as they become contiguous, growing annexation boundaries over time.

STEP 4 *Maintain a High Quality of Life*

Historically, Mauldin has provided an excellent quality of life to residents through the provision of recreational and cultural resources. With new development and a greater population, the City will need to maintain and grow these unique amenities.

A. Identify Improvements to Cultural Uses, Entertainment, Parks, and Recreation

With a growing population, the desire for additional cultural, entertainment, and recreation uses will grow. While Mauldin has done a good job of providing these amenities in the past, it will become evermore important to expand these in the future. The City should embrace new cultural and entertainment uses to expand offerings for residents and visitors at key centers throughout the community. A few existing resources can be used to determine the needed improvements to these amenities:

- » Implement the recently drafted City of Mauldin Parks and Recreation Master Plan. The plan identifies improvements to existing facilities, growth of new facilities, and planned connections between them.
- » Conduct an annual quality of life survey that's distributed to residents in order to gauge their level of satisfaction with various aspects of Mauldin, including cultural, entertainment, and recreation amenities.
- » Utilize the annual budgeting process to facilitate review of cultural, entertainment, and recreation needs. Rely on the Community Development, Economic Development, and Recreation Departments to determine desired improvements.

B. Establish Funding for Cultural, Entertainment, and Recreation Improvements

After desired improvements are identified, the City will need to establish lump sum funding to implement major plans, as well as consistent funding to maintain the existing resources. The following funding mechanisms

- » Annual funds administered through the capital improvement planning (CIP) process. The City can include infrastructure investments on its annual CIP, with funds being designated from various revenue streams (general fund, revenue bonds, general obligation bonds, public-private-partnerships, asset recycling, special assessments, tax increment financing, local option sales tax and state or federal grants).
- » Continue to facilitate and maintain the public-private partnership to develop the multi-use sports and entertainment stadium at BridgeWay Station. Consider similar opportunities in other Emerging Centers.
- » Seek partnerships with State, County, and other sports focused organizations including Greenville County, Special Olympics, and other partners to grow sports related entertainment opportunities in Mauldin.
- » Identify collaborative opportunities such as festivals and events to assist with marketing existing and emerging cultural and entertainment activity hubs.
- » Develop incentives to encourage cultural and entertainment uses and businesses that will have a positive impact on overall quality of life while generating economic activity and tourism. Potential incentives may include rebates on fees and taxes (building permit fees, business license fees, and property taxes), targeted entertainment incentives like the City of Conway has implemented, or establishing a cultural district through the South Carolina Arts Commission.