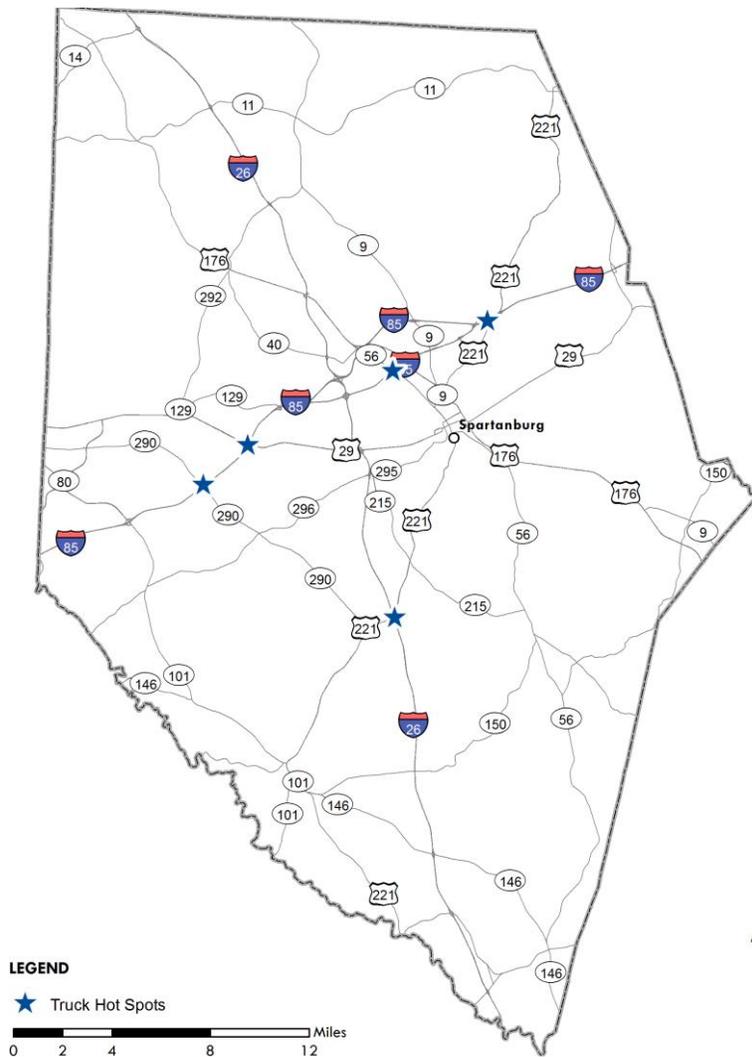


FREIGHT CAPACITY

Given that trucks account for over 80% of the goods movements in Spartanburg County, the identification of observed truck “hot spots” is critical to the efficient movement of goods to and through the county. The Congestion Management System (CMS) maintained by SPATS summarizes the observed and expected highway performance in the county for 2005 and 2035 and provided the basis for the identification of five (5) “hot spots” that will need to be addressed.

Figure 1. Observed Truck “Hot Spots”



RECOMMENDATIONS

Freight traffic can have significant impacts on the transportation network, but could also add to Spartanburg County's economy by creating jobs at shipping centers, multi-modal transfer points, etc. It is important to consider the transportation and land use connection when planning for freight related infrastructure and facilities. The jobs created at distribution centers, for example, will lead to increased vehicle and truck trips on the roadway network which must be considered in planning efforts. Likewise, freight related land use may be deemed undesirable by local residents if located too close to schools and residential neighborhoods. Jurisdictions across the United States are taking advantage of a wide variety of underutilized land uses for the location of freight facilities as these sites are often located a significant distance from residential neighborhoods and adequate transportation infrastructure is available.

Given the nature of freight traffic, institutional coordination will be critical to the advancement of a comprehensive freight plan for the SPATS region. Given that SCDOT maintains the SPATS truck routes, freight issues including pavement design, redundancy planning, traffic operations, and capital improvements must be coordinated with the SCDOT. It is also critical to involve the rail industry early on in the planning process as freight operators have objectives which may conflict with other planning efforts such as statewide and commuter rail service. The location of intermodal facilities and amenities also requires a greater degree of coordination amongst the counties located along the primary freight corridors as goods movement tends to not recognize political boundaries.

While the economic benefits to the county are an important consideration in the attraction and location of a major freight generator, the traffic impacts in neighboring jurisdictions may be significant. Coordinating planning, engineering and land use plans should be considered across jurisdictional boundaries as freight "knows no boundaries".

