



## DEVELOPING A FREIGHT MOBILITY STRATEGY

Freight mobility is an encompassing strategy to **provide efficient and effective movement of goods and services necessary to the economic health of the Neck area**. The development of a successful freight mobility plan requires an understanding of the current freight environment and interrelationships resulting from the interactions between transportation providers, shippers and receivers.

The current highway system for freight consists of the same network open to general traffic. The absence of a planned “commercial vehicle friendly” network has contributed to commercial vehicle usage of numerous roadways and conflicts between the motor carrier, community and residents.

### Existing Freight Network

#### Intermodal Facilities

- ❖ CSX and Northern Southern railways operate intermodal facilities primarily servicing port traffic
- ❖ Rail service potentially available via Palmetto Railways
- ❖ Much of the freight movement is currently done by truck

#### Southern Carolina State Ports Authority

- ❖ Operates six facilities
- ❖ Five are located in the Port of Charleston, including Veterans Terminal in the Neck Area
- ❖ Attractiveness of the Port is a combination of geographic proximity and efforts of the Port itself to capture market shares

## DESIGNATING A REGIONAL TRUCK ROUTE NETWORK

The most important step to facilitating freight mobility is the designation of a regional truck route network that is designated, operated and maintained to accommodate the movement of trucks.

### Strategic Purpose of Network

- ❖ Can sustain truck traffic volumes efficiently because it is protected by zoning, permitting and enforcement.
- ❖ Network is managed for freight. Traffic management centers monitor routes for problems and signals are timed for truck movement from known freight generators and receivers.



Truck Networks



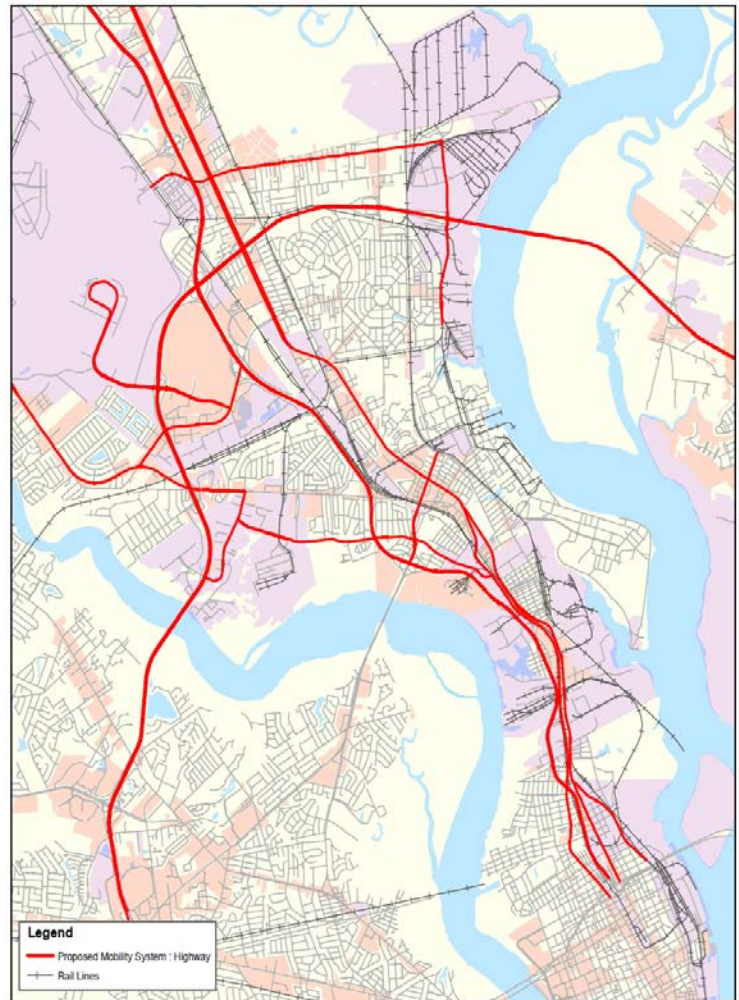
## PLANNED FREIGHT NETWORK

The planned freight mobility network strives to do two things: 1) Reorganize freight traffic toward the Cooper River side of the Neck area; 2) Shift to other modes of travel once freight traffic has been reorganized on routes through the central and western portions of the Neck

### Key Elements of Proposed Freight Network

- ❖ **Two lane, limited access through route** in place of the easternmost right-of-way of Meeting Street
- ❖ **Shift all three rail lines eastward** as close as possible to the above roadway
- ❖ **A natural buffer** on the west and/or east side of this combined right-of-way (buffering both the two lane roadway and the rail lines)
- ❖ **Reconstruct existing King Street corridor into a four or five lane section** as a local connector to activity centers
- ❖ **Interstate access from the two lane facility** to proposed Port Access Road to provide direct linkage to I-26 and keep truck traffic from local routes
- ❖ **New roadway overpass construction** at key railroad crossing locations, such as Rhett and Cosgrove, to reduce traffic congestion
- ❖ **Establish quiet zones** near existing neighborhoods

### Proposed Truck Route



*The proposed truck routes represent a finite set of roadways providing access to, from and within the Neck area, while providing a minimal level of incursion into neighborhoods.*

Roadway improvements for five corridors located in the freight network are also recommended: Dorchester Road (including Azalea), Cosgrove Avenue, Virginia Avenue, US52/US 78/Rivers Avenue and Montague Avenue. These roadways are considered part of the corridors where local freight movements occur and improvements are recommended to make them “complete corridors” for all users, including autos, transit, pedestrians, bicycles and freight vehicles.