

Mapping Freight Corridors and Facilities

Examples of how freight corridors and facilities are effectively mapped can be seen below.

Example: Atlanta Regional Freight Plan Maps

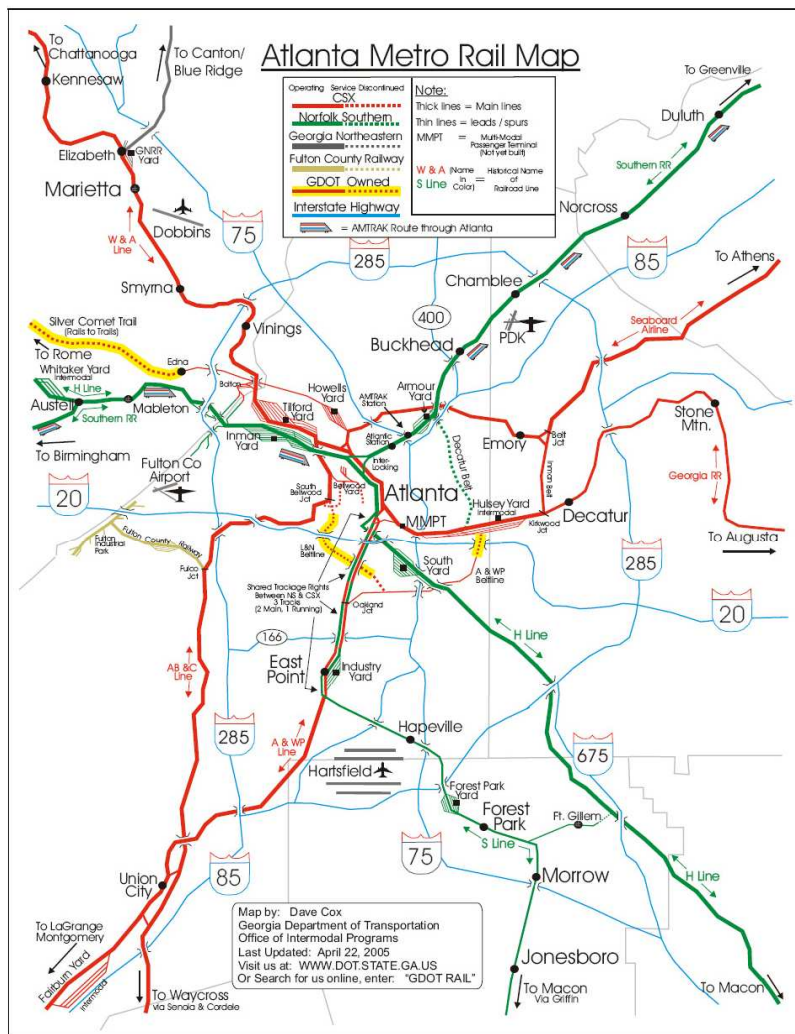
Atlanta's Council of Government (Atlanta Regional Commission conducted an extensive Regional Freight Mobility Plan in produced reports in 2007). As part of this process, detailed maps were created that showed bottlenecks within the system, listed manufacturing and freight facilities and led to creating a recommended Priority Freight Highway Network.



Source: Atlanta Regional Commission – Atlanta Regional Freight Mobility Plan

Example: Georgia State DOT Rail Map

Most state departments of transportation can also provide maps of the various components of the multimodal freight network. For example, Georgia's DOT created this Atlanta Metro Rail Map that shows system components, including rail yards.



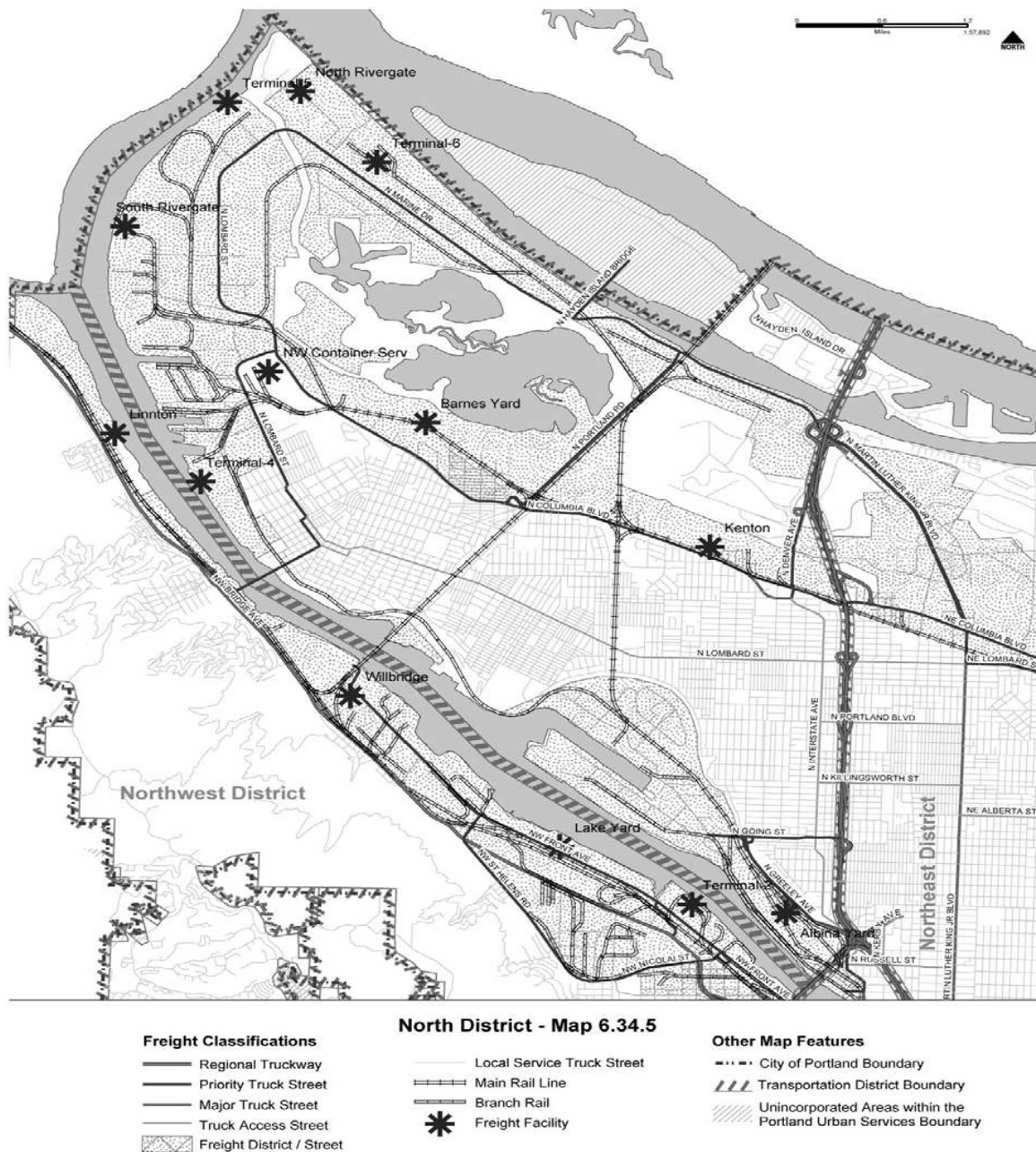
Source: Georgia Department of Transportation

Example: Portland Comprehensive Plan Map

The Transportation Element of Portland Oregon's Comprehensive Plan contains maps of each of the four main planning districts (north, south, east and west) that delineate the critical freight

elements in these districts. Portland has also conducted multiple land use inventories which also provide an excellent source of material for the land use planner to utilize when the comprehensive plan, or other strategic transportation plans are developed. Map 6.34.5 from the comprehensive plan shows the North Area's main freight facilities.

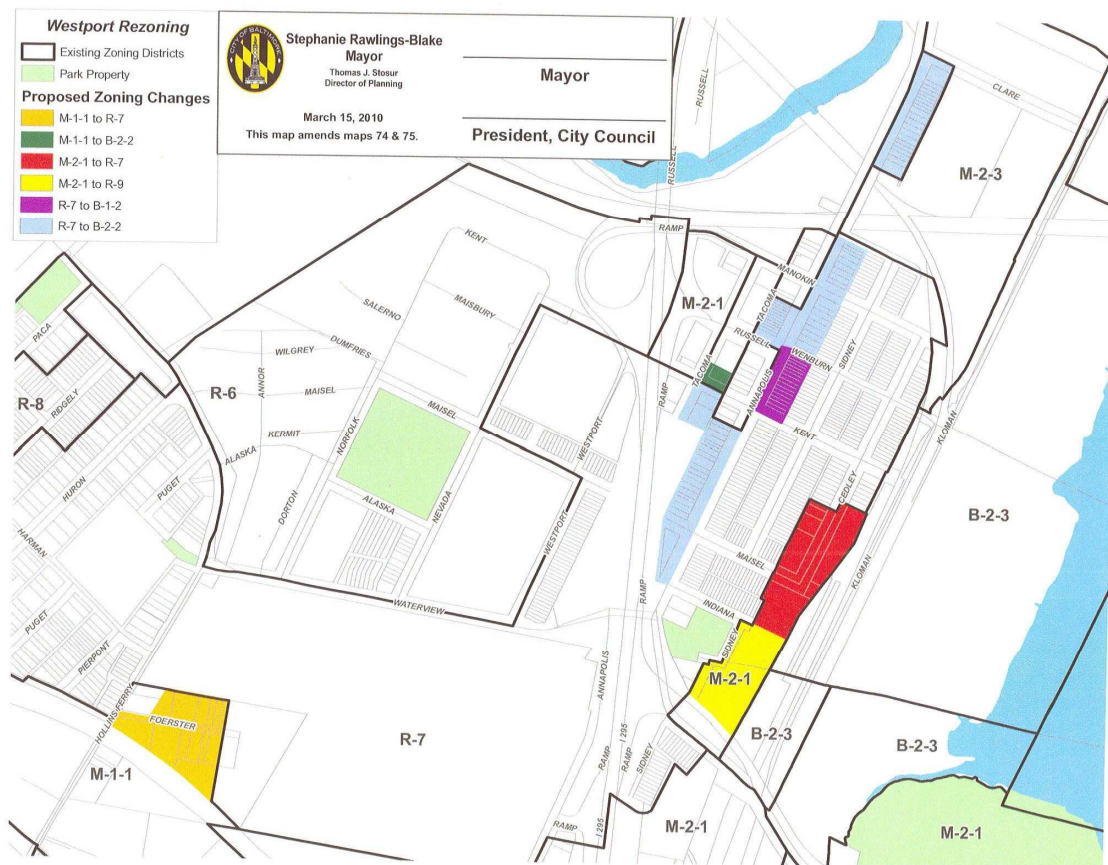
Comprehensive Plan North Freight — Map 6.34.5

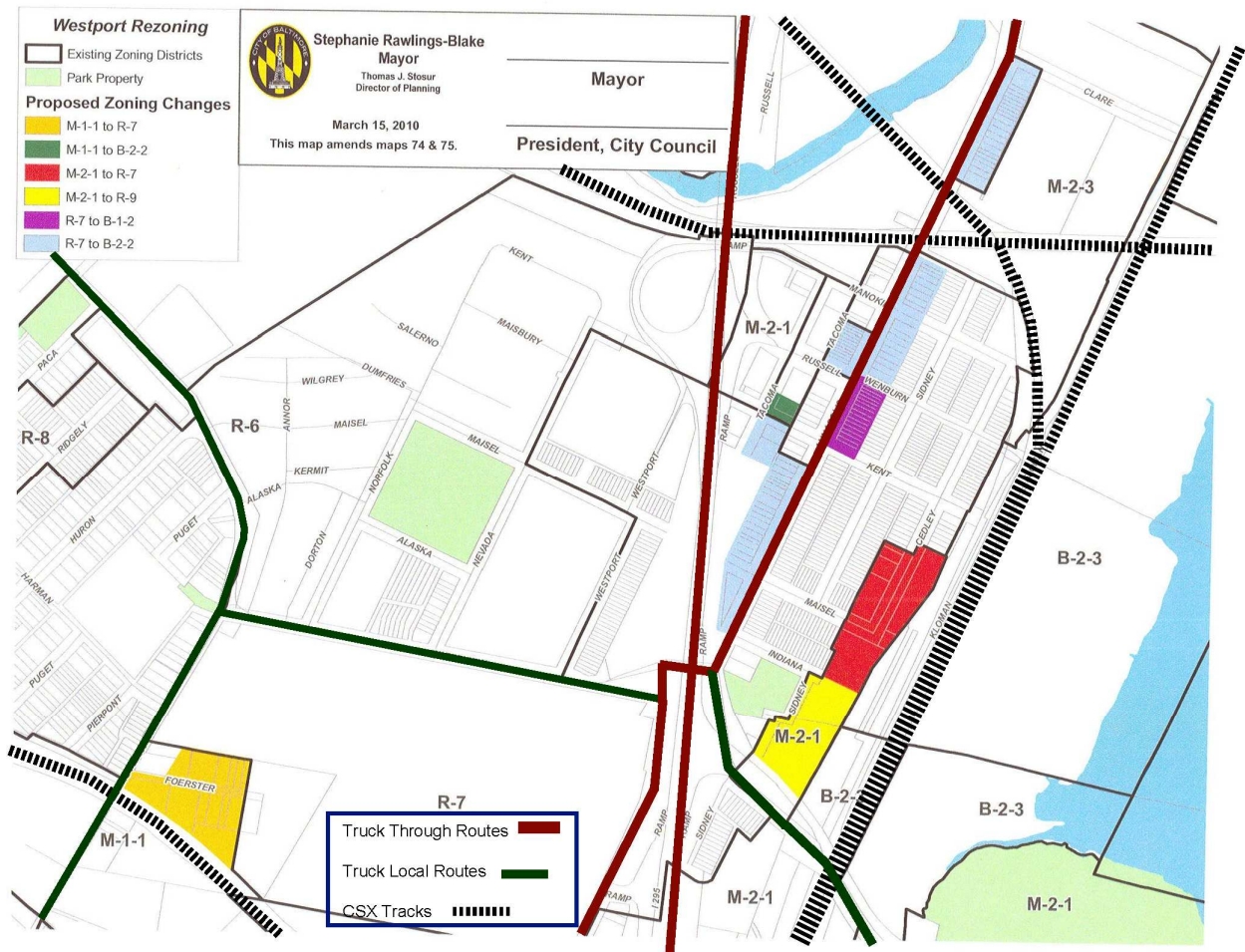


Source: <http://www.portlandonline.com/bps/index.cfm?a=141421&c=47556>

Example of Freight Entity Assisting in a Rezoning Application

In some instances the freight groups themselves can also provide details on the location of facilities and density of the freight movement over these corridors and into/out of rail yards, ports, terminals etc. In cases of rezoning applications freight group's interaction can often provided a different perspective to the Planning Commission. During 2010, CSX Railroad, provided maps of their rail components when a proposed rezoning from industrial to residential was presented to the City of Baltimore Maryland, Planning Commission in 2010. The first map was originally used for the rezoning application. CSX provided the second map that showed not only their facilities, but also the truck routes that led to maritime and rail yard facilities.





Baltimore Maps – thanks to Priscilla Carroll at Bowie-Jensen LLC, Baltimore MD.