Mapping Freight Corridors and Facilities

Much of the research conducted over the past twenty five years surrounding corridor protection and preservation has noted that mapping of freight corridors and facility elements is a critical element to ensure continued viability.

> Local land use controls can be used to protect a corridor and adjacent land from inconsistent or incompatible development.

In some states, advance planning and approval of transportation corridors does not require a change in statutes or regulation. However, corridor approval will require environmental analyses to determine and confirm the final corridor location on a map. Advanced planning allows local governments and private parties to better plan developments while more land is vacant, minimizing social, economic, and environmental impacts (Perfater, 1989). Advanced planning also provides notice to citizens, property owners, and developers through adoption of an official thoroughfare protection map (CUTR, 1996).

Official mapping requires state or local statutory authority. The most often cited example of corridor mapping and management legislation is Florida's 1995 corridor management legislation. Florida requires the designation of corridors in local comprehensive plans consistent with Florida's growth management policy. Florida's law encourages local governments to designate corridors, adopt corridor management ordinances, and create official corridor maps. Local governments are directed to notify the Florida DOT (FDOT) before approving any rezoning, building permit or subdivision change (within 1000 feet of the corridors) that may impact the future *viability* of the corridor. This creates a process whereby FDOT can identify problems and, then, negotiate for alternatives to reduce/mitigate impacts.

Highway corridor preservation research has also found that in conjunction with legislatively authorized mapping powers, several states utilize a development review and permitting process to ensure compatible use within and along the corridor. The process for review is simple:

- Corridor(s) are prioritized and a map is filed with relevant local jurisdiction.
- When a developer files a permit request it is submitted to state DOT for review and approval.
- The DOT will have a set period of time to approve or deny the request (usually 30 to 120 days).

> As a recommended best practice, official mapping, along with development permitting provides the optimal process to protect and preserve freight routes and facilities. It would reduce speculation that often occurs around industrial land and often leads to inappropriate rezoning and reduce uncertainty that currently exists around many of the U.S. freight facilities.

According to the FHWA, this process can involve negotiations with developers to ensure compatible land use at permit approval. Under its official mapping power, North Carolina's DOT can delay a project filed for development along a corridor for up to three years. If an agreement is not reached within three years, the state must acquire the corridor. North Carolina was also given significant permitting and encroachment prevention procedures regarding rail in

its 1998 Rail Corridor Preservation Act. This gave authority to purchase railroads and preserve corridors, and the North Carolina DOT can use the same process for development permitting as it utilizes for highway corridors.

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

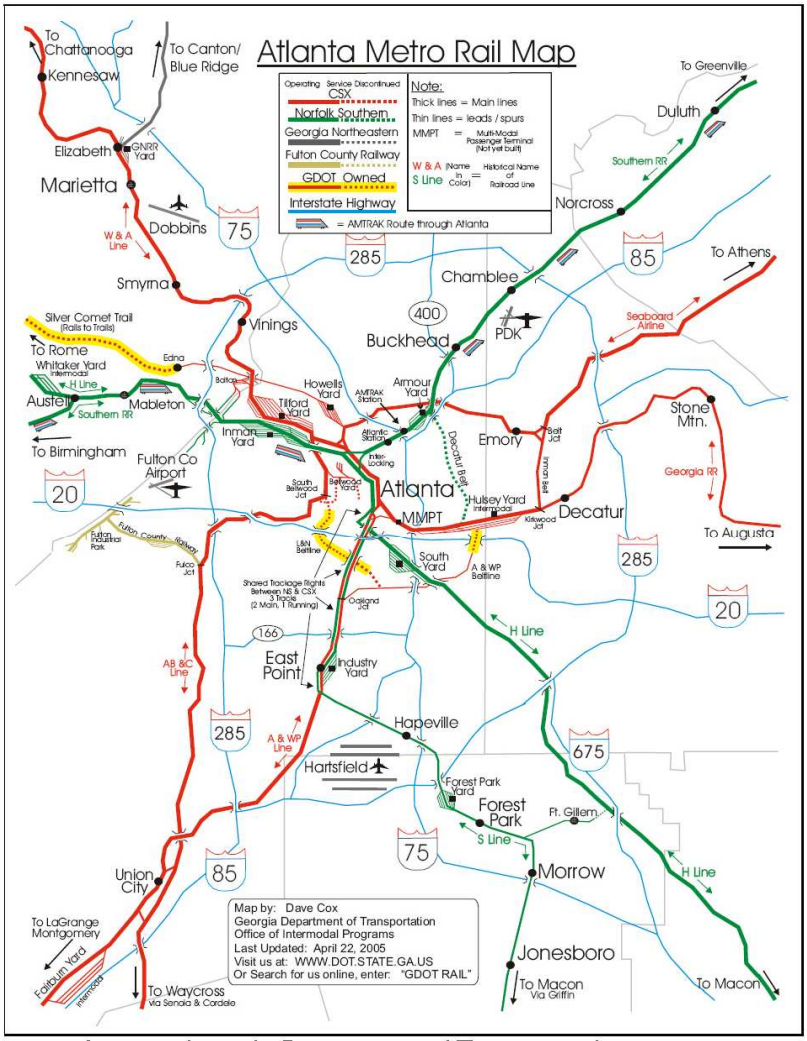
Example: Atlanta Regional Freight Plan Maps

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.

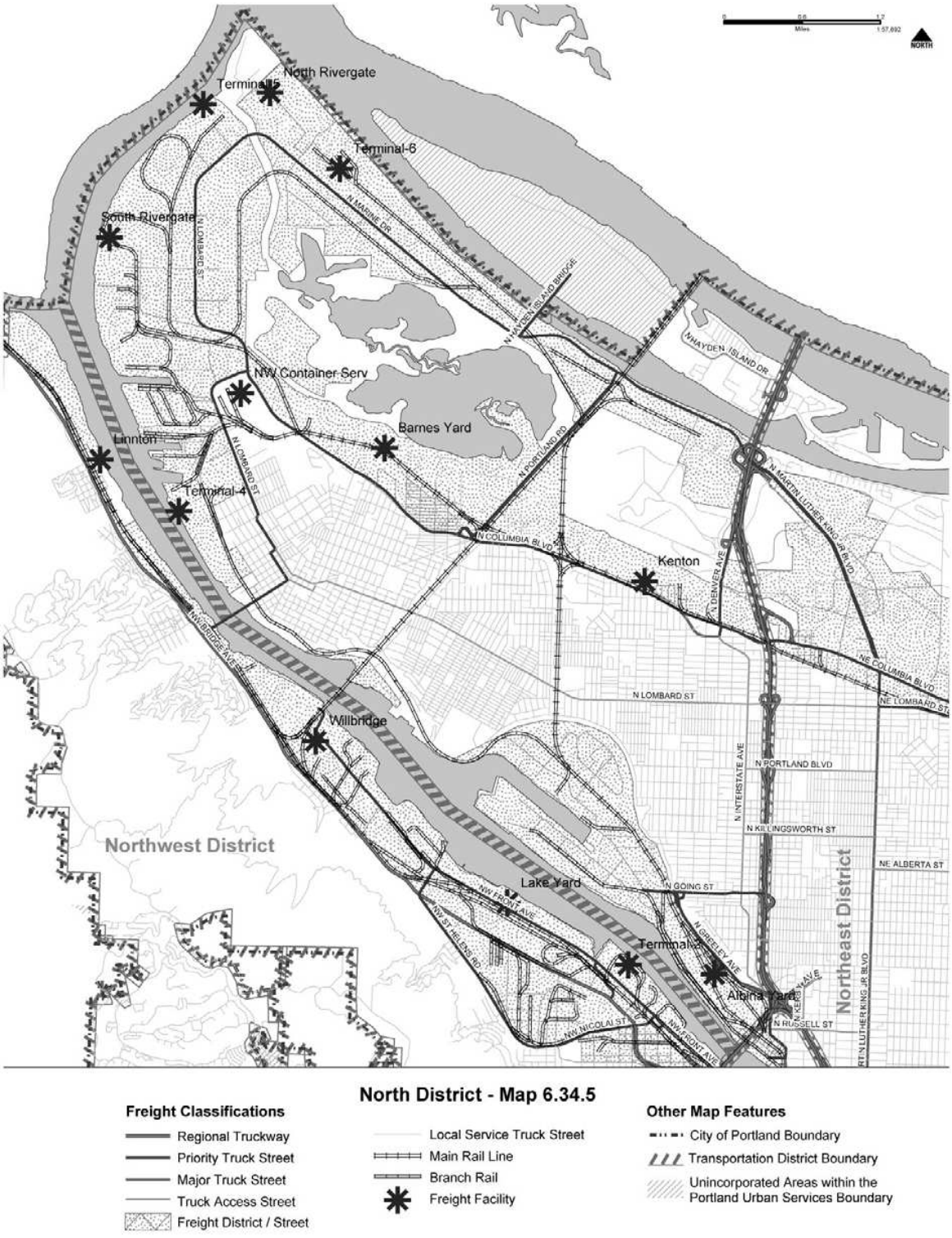


Source: Georgia Department of Transportation

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.

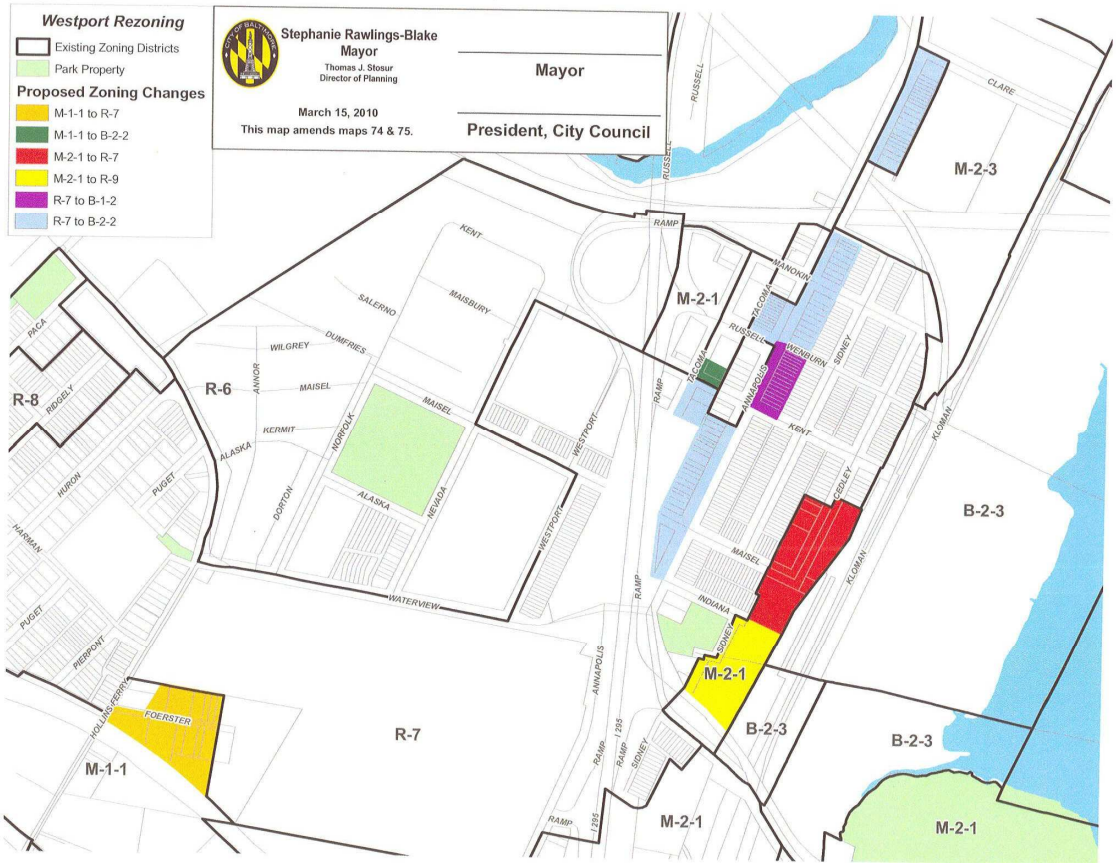
Comprehensive Plan North Freight — Map 6.34.5

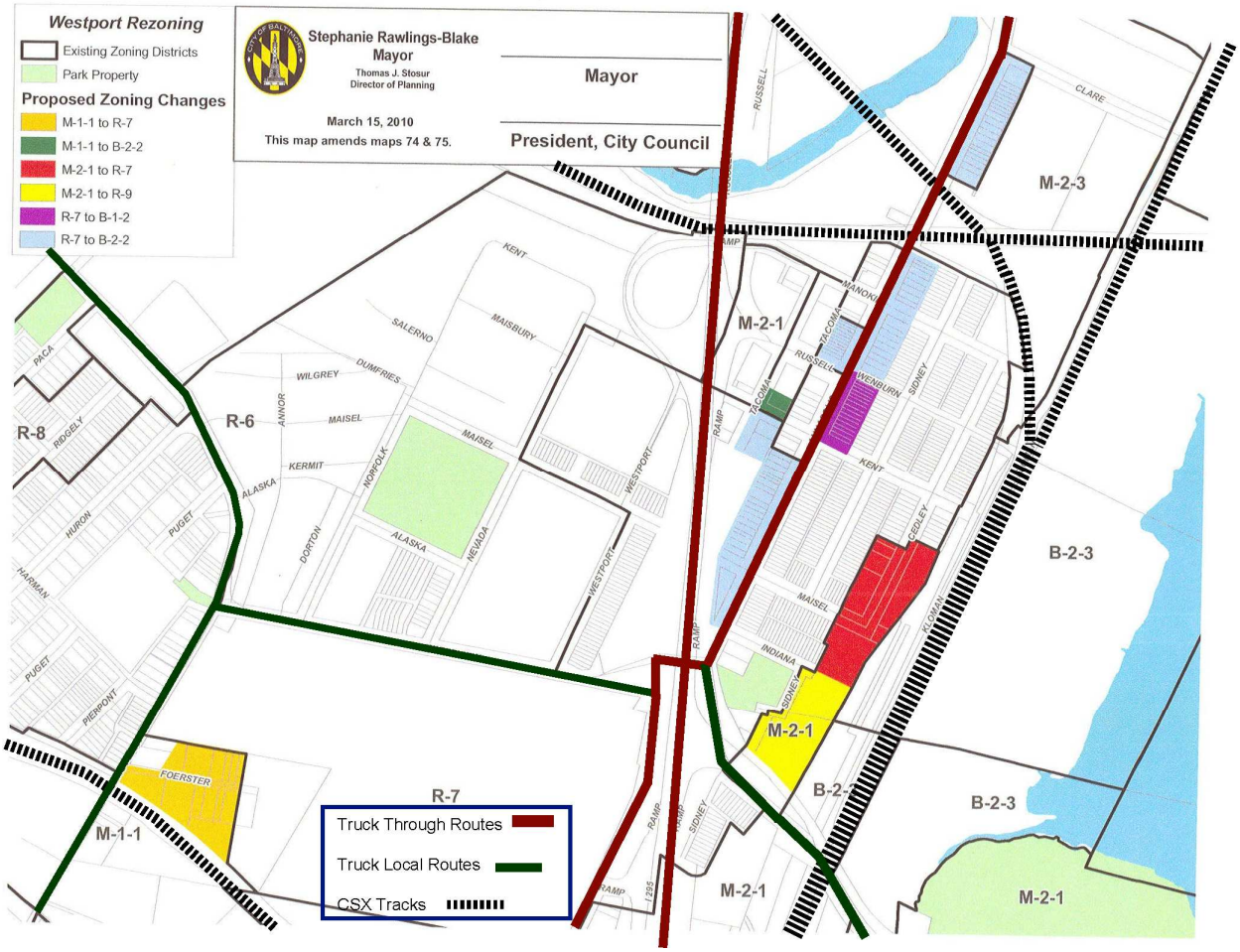


Source: http://www.portlandonline.com/bps/index.cfm?a=141421&c=47556

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.