

# **Integrated Corridor Management Concept Development and Foundational Research**

## **Phase 1 – Concept Development and Foundational Research**

### **Task 3.1 – Develop Alternative Definitions**

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Task 3 involves overall foundational research to further the understanding of various aspects of Integrated Corridor Management (ICM) and to identify integration issues needed to evaluate the feasibility of the ICM initiative. The focus of Task 3.1 and the purpose of this document (TM 3.1) is to "develop and refine definitions for corridor and integrated corridor management." It identifies key elements and attributes that may be included in the definitions used for the ICM initiative, and presents final versions of the definitions incorporating comments by FHWA and the stakeholders.					
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## TASK OBJECTIVE

Task 3 involves overall foundational research to further the understanding of various aspects of Integrated Corridor Management (ICM) and to identify integration issues needed to evaluate the feasibility of the ICM initiative. The focus of Task 3.1 and the purpose of this document (TM 3.1) is to “develop and refine definitions for corridor and integrated corridor management.” It identifies key elements and attributes that may be included in the definitions used for the ICM initiative, and presents final versions of the definitions incorporating comments by FHWA and the stakeholders.

## BACKGROUND

The term “corridor” has been used by the transportation community in several contexts. Corridors have embraced activities such as land use management, access management, right-of-way identification, freight movement, recreational needs, trade facilitation, and operational improvements. The focus of this project is on the operational aspects of corridors and the definitions will be oriented accordingly.

The *ICM Program Plan* provides a starting point for the various definitions.

- A transportation **corridor** is defined as “a combination of discrete, adjacent surface transportation networks (e.g., freeway, arterial, rail networks) that link the same major origins and destinations. It is defined operationally rather than geographically or organizationally.”
- **Integrated corridor management** is defined as “the coordination of individual network operations between adjacent facilities that creates an interconnected system capable of cross-network travel management.”

While the ICM Initiative – one of the nine Tier I Initiatives started by the U.S. Department of Transportation’s (USDOT) Intelligent Transportation Systems (ITS) program – is relatively recent, the notion of travel corridors in relation to operations has existed in the traffic management community for at least several decades. One of the earliest “ITS deployments” involving corridor operations was conceived in the mid-1970s. Known as the Integrated Motorist Information System (IMIS) corridor<sup>1</sup> (now called INFORM), it was deployed in the Northern Long Island (NY) Corridor, which was about 40 miles long and consisted of two major limited access facilities and one surface arterial. As part of that FHWA program, a generalized methodology was developed to guide other corridor deployments. That methodology cited the following characteristics for an IMIS-type corridor:

- At least one limited access facility (the primary route) running the length of the corridor.
- At least one other facility (limited access, service road, or signalized arterial) extending over a major portion of the corridor, and approximately paralleling the primary route.

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<sup>1</sup> P. Zove, C. Berger, *Integrated Motorist Information System (Imis) Feasibility And Design Study*, Phase II: Generalized Methodology for IMIS Feasibility Studies, Volume I – IMIS Feasibility Study Handbook, FHWA-RD-78-23, May 1978

- A geometry in which the length of the corridor is much greater than the distance between the parallel facilities. (This allows diversion<sup>2</sup> without severe mileage and/or travel time penalty to the motorist.).
- A corridor length of at least 5 miles (8km)... to economically justify a system.
- Availability of good connector routes at least every 5 miles (8km) throughout the corridor ... (which) ensures reasonable diversion capability.
- Well defined termini; diversion potential and hence system benefit is greater because of the common destinations shared by a larger number of drivers.
- Recurrent congestion.

It is interesting to examine these characteristics and assess how the concept of a corridor has evolved since that study. Although the word “integrated” was certainly prominent in the project name, it is clear that integration did not include *transit* nor did it explicitly include *coordination of multiple jurisdictions* (although there were several agencies involved). The characteristics also seemed to focus on geometric features, although some of these features would seem necessary to realize the benefits of coordinated operations.

In addition to the INFORM corridor and system, numerous agencies and governmental organizations have defined corridors and corridor management as discussed in subsequent sections.

## **CORRIDOR DEFINITIONS**

### **Corridor Attributes**

Many definitions of the term “corridor” can be found in the literature. Several of these definitions are identified in Appendix A, with key elements from the operational perspective of ICM highlighted in bold. Several operational commonalities exist among the corridor definitions listed in Appendix A. Based on the goals of the ICM program, the following factors are likely attributes for inclusion in the corridor definition:

- Broad geographic area or band, with no predefined size or scale, that follows a general directional flow – essentially a linear transportation service – connecting major sources of trips (e.g., population and employment centers; flow of people, goods and services) at both trip ends.
- Defined by logical, existing, and forecasted travel patterns; includes a particular travel market or markets that are all affected by the same or similar transportation needs and mobility problems.
- Composed of various adjacent modes (e.g., freeway / arterial streets, transit, bicycle, pedestrian pathway, waterway), constituting a pathway for the flow of people and goods, that provide the same function or provide complementary functions.
- Availability of good connector routes between the facilities and modes throughout the corridor, thereby allowing route and mode shifts without severe mileage and/or travel time penalty to the travelers.
- Located within a metropolitan area, with the need to operate as a system.

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<sup>2</sup> For the purpose of the ICM initiative, the term “shift” is used in lieu of “diversion”; as it was determined that “diversion” is more roadway oriented (e.g., diverting from a freeway and arterial) while “shift” has more of a multi-modal context. The term “diversion” is used only when it is from a direct quote.

To promote the widest possible applicability, it is recommended that the width of corridor, in terms of a specified mileage, (e.g., X miles on either side of the primary freeway or transit route) be excluded from the definition. The Texas DOT proposal for an “IVHS Operational Test in the Houston Priority Corridor”<sup>3</sup> provides an example of how the corridor area may be defined: “the size of the corridor is large because of the need to include the network of freeways that are interrelated; for each radial freeway in the proposed corridor, the primary freeway alternative route will also be included.” Such a definition can be expanded to include other modes as well.

It is also recommended that the words “origin” and “destination” not be used in the definition. These terms have a connotation of referring to the beginning and ending of the corridor, and it is envisioned that few travelers will traverse the entire corridor length. Rather, the corridor should be addressed in terms of adjacent transportation networks that serve the same major trip sources and trip ends; and that these trip generators can be located anywhere within the corridor, not just at the corridor termini.

### Corridor Categories

Transportation corridors serve to improve the movement of passengers and goods along a linear band. Designation of a corridor “category” often serves to provide focus for transportation planning initiatives. These initiatives may include improvements such as:

- Geometric and physical upgrades to freeway and arterials.
- Improved transit service (bus and/or rail).
- Improved freight operations (trade).
- Improved visual quality (scenic).
- Eliminating or reducing unsafe driver behaviors (safety).
- Traffic and transit operational improvements to reduce travel time and increase throughput.

### Preliminary Definition of Corridor

*Metropolitan corridors* are the focus of the ICM Initiative. These urban corridors generally are shorter than intercity corridors, although a metropolitan corridor may also function as a section of a larger intercity corridor, and serve a wide variety of trip purposes. In some cases major demand generators are readily identifiable, while in other cases the corridor is characterized by a more uniform distribution of trip ends and sources along the length of the corridor.

Based on the above considerations, the following corridor definition was initially formulated:

**A largely linear geographic band in a metropolitan region defined by logical, existing, and forecasted travel patterns oriented in a particular direction. The corridor serves a particular travel market or markets that are affected by similar transportation needs and mobility issues. The corridor includes various modes (e.g., limited access facility, surface arterial(s), transit, bicycle, pedestrian pathway, waterway), that are readily accessible from each other and that provide similar or complementary transportation functions.**

This definition was reviewed by the FHWA, FTA, and the project stakeholders during stakeholder meetings and the ICM Stakeholder Workshop (held in mid-July) and a number of comments were made.

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<sup>3</sup> Texas DOT, District 12, October 1992

- In other corridor definitions (see Appendix A) the terms “facility”, “mode”, “network”, and “function” are used to identify “freeway”, “transit”, and “arterial transportation” alternatives. The ICM program has adopted the term “network” to identify these alternatives.
- What is meant by the term “logical”? It has an implication of a “logical architecture” as defined by the National ITS Architecture, and may therefore be confusing. Term to be deleted from the definition of corridor.
- The phrase “oriented in a particular direction” is meant to indicate a cardinal direction (e.g., N-S, E-W), although it could be interpreted as one-way flow. The sense of a particular cardinal direction is implied in the phrase “linear geographic band.” The phrase “*oriented in a particular direction*” to be deleted from the definition.
- No mention of truck traffic or goods movement, and the management thereof, in the definition. Definition to be changed with the addition of “for both people and goods” after the “...forecasted travel patterns” portion of the definition.
- No objections to using the term “network” to describe a unique combination of facility type, mode(s), and ownership
- While the emphasis of the ICM initiative is on corridors within metropolitan areas, the definition itself should be more generic and applicable to all potential applications such as rural and multi-region.

As a result of these comments, the definition was revised as follows:

**Corridor – A largely linear geographic band defined by existing and forecasted travel patterns involving both people and goods. The corridor serves a particular travel market or markets that are affected by similar transportation needs and mobility issues. The corridor includes various networks<sup>4</sup> (e.g., limited access facility, surface arterial(s), transit, bicycle, pedestrian pathway, waterway) that provide similar or complementary transportation functions. Additionally, the corridor includes cross-network connections that permit the individual networks to be readily accessible from each other.**

## INTEGRATED CORRIDOR MANAGEMENT

### ICM Attributes

As noted in the introduction to this document, the ICM Program Plan defines integrated corridor management as “the coordination of individual network operations between adjacent facilities that creates an interconnected system capable of cross-network travel management.” The coordination and interconnection of multiple network operations within a corridor creates an “Integrated Transportation Management System” (ITMS). The concept of an ITMS has been informally discussed for many years. The first national conference on the topic was held in 1992. The most recent (and 4<sup>th</sup>) ITMS conference was held in the summer of 2001. As part of that conference – jointly sponsored by the TRB Committees on Freeway Operations and Traffic Signal Systems – the following definition of an ITMS was developed:

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<sup>4</sup> The term “network” is used to denote a specific combination of facility, and mode.

An “integrated transportation management system” (ITMS) provides for the automated, real-time sharing of information between ITS-based systems and the coordination of management activities between transportation agencies, thereby enhancing system interoperability and enabling an area-wide view of the transportation network. These systems and agencies provide for the management and operation of a variety of different transportation facilities and functions, including freeways, arterial streets, transit (bus and rail), toll facilities (e.g., bridges, tunnels), and emergency service providers.

Other examples exist in the literature, including the following:

- The “Regional Planning for Operations Primer”<sup>5</sup> discusses a formal collaborative activity called “regional planning for operations” that is also applicable to metropolitan corridors, as follows: “More than ever, the safe, reliable, and secure operation of our Nation’s transportation systems depends on collaboration and coordination across traditional jurisdictional and organizational boundaries. Nowhere is this more apparent than in our metropolitan regions where numerous jurisdictions, agencies, and service providers are responsible for safely and efficiently operating various aspects of the transportation system. Many of these operations activities in a metropolitan region must cross agency and jurisdictional boundaries to be successful. They may include traffic incident management, emergency management, communications networks, traveler information services, response to weather events, and electronic payment services. These regional operations activities depend on collaboration, coordination, and integration to be effective and truly benefit those that use or depend upon the regional transportation system.”
- Corridor management refers to the practice of identifying and implementing a mutually supportive set of strategies to maintain and enhance access, mobility, safety, economic development, and environmental quality along the transportation corridor.<sup>6</sup>
- Corridor Management: The coordinated application of multiple strategies to achieve specific land development and transportation objectives along segments of a transportation corridor.<sup>7</sup>

As was the case with the various definitions for “corridor,” recurring themes begin to emerge for integrated corridor management, including:

- Coordination of management activities and network operations.
- Implementation of multiple strategies that are mutually supportive.
- Enhancing mobility, safety, and other transportation objectives.
- Collaboration across traditional jurisdictional and organizational boundaries.

In essence, the goal of corridor integration is to bring the operation and management of the surface transportation network within the corridor into a unified whole. Such *synergy* among multiple systems and agencies is absolutely necessary to achieve the vision of an efficient, effective, and seamless corridor – one where the various users perceive it as being under single ownership and management. In fact, the definition of the word synergy aptly describes the goal

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<sup>5</sup> Federal Highway Administration, “Regional Transportation Operations Collaboration and Coordination, a Primer for Working Together To Improve Transportation Safety, Reliability, and Security,” FHWA-OP-03-008 (Washington, DC: 2002).

<sup>6</sup> Cambridge Systematics, Inc., *Vermont Corridor Management Handbook*, July 2005.

<sup>7</sup> Clark Patterson Associates and SRF Associates, *Transit Road Corridor Management Study*, June 2004.

of corridor integration. From the Greek word *synergos* (working together), it refers to the interaction of discrete agencies and their systems such that the total effect is greater than the sum of the individual effects.

Finally, any definition of integrated corridor management requires that the notion of *managed* corridors, and the **active management** of the individual facilities within the corridor, be considered. It is expected that a managed corridor will have basic ITS capabilities for most if not all of the associated networks within the corridor. This is not to say that the deployment of ITS technologies is always synonymous with improved management and operations – knowledgeable and trained staff must be placed in charge of these systems, use them proactively to accomplish well-articulated system and corridor goals and objectives, and maintain them; and the associated framework for institutional collaboration must also be in place. But ITS has proven to be a significant enabler of management and operations. ITS allows for the rapid identification of situations with a potential to cause congestion, unsafe conditions, reduced mobility, etc.; and then allows for the implementation of appropriate strategies and plans for mitigating these problems and minimizing their duration and impact on travel. Such “management” may take the form of improved traffic controls, priorities for transit vehicles, improved response to incidents, and improved traveler information. Moreover, enhancements to these capabilities may be required to realize the full benefits of integrated corridor management.

### **Preliminary Definition for “Integrated Corridor Management”**

Based on the previous considerations, an ICM definition was proposed as follows:

**Integrated corridor management consists of the coordination of specific physical transportation assets and the coordination of institutions responsible for corridor mobility. ICM will improve mobility, safety, and other transportation objectives for travelers and goods. The integrated corridor must have the capability of being managed. This capability may include the following:**

- **Cooperative policy among stakeholders responsible for operations in the corridor.**
- **Plan and concept of operations for corridor management.**
- **Diversion to alternate routes and modes.**
- **Real-time traffic and transit monitoring.**
- **Real-time information distribution including information on alternate modes.**
- **Incident management framework.**

As was the case with the definition of “corridor”, this definition for ICM was reviewed by the FHWA, FTA and the project stakeholders, resulting in a number of comments such as:

- Delete the term “physical”. Moreover, ICM focuses on “operational” coordination of “multiple networks” (instead of “assets”).
- The improvement of mobility, safety, etc. is a “goal” of ICM.
- Delete the phrase: “the integrated corridor must have the capability of being managed; this capability may include”. Instead, use the list to indicate some of the potential activities (including strategies) associated with ICM.
- ICM must include “transportation equity”: providing multiple opportunities and mobility choices from getting from point A to point B.

- Need to consider multiple strategies and tactics, both long term and short term.
- ICM concept assumes that the various networks comprising the corridor are individually optimized, but the corridor is not integrated and therefore the total overall corridor operation is not yet optimized.
- Use the term “shift” instead of “diversion”.
- The list of potential activities should be expanded to include:
  - Not only “cooperative policy”, but integrated policy as well.
  - Improving the efficiency of cross-network junctions.
  - Traffic demand management (TDM) strategies (e.g., flexible work hours).
  - Recurring congestion, not just incident-related congestion. In fact, “congestion management,” regardless of whether it is classified as recurring or non-recurring, should be a focus of ICM.
  - Public awareness campaigns.

As a result of these comments, the definition was revised as follows:

**Integrated Corridor Management – ICM consists of the operational coordination of multiple transportation networks and cross-network connections comprising a corridor and the coordination of institutions responsible for corridor mobility. The goal of ICM is to improve mobility, safety, and other transportation objectives for travelers and goods. ICM may encompass several activities, for example:**

- **Cooperative and integrated policy among stakeholders responsible for operations in the corridor.**
- **Concept of operations for corridor management.**
- **Improving the efficiency of cross-network junctions and interfaces.**
- **Mobility opportunities, including shifts to alternate routes and modes.**
- **Real-time traffic and transit monitoring.**
- **Real-time information distribution (including alternate networks).**
- **Congestion management (recurring and non-recurring).**
- **Incident management.**
- **Travel demand management.**
- **Public awareness programs.**
- **Transportation pricing and payment.**

As noted above, Integrated Corridor Management focuses on both recurring and non-recurring congestion. For the purposes of the ICM initiative, the following definitions have been adopted from a recent study by Washington State DOT and Washington State Transportation Center<sup>8</sup>:

- **Recurring congestion:** Congestion caused by routine traffic volumes operating in a typical environment. In layman’s terms it might be thought of as “the congestion present on a normal day if nothing bad has happened on the roadway.” In essence, this

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<sup>8</sup> Hallenbeck, Mark et al., “Measurement of Recurring Versus Non-Recurring Congestion,” October 2003.

definition is grounded in the concept of “expected congestion” if no “unusual circumstances” occur. It is dependent on time and location.

- **Non-recurring congestion:** Unexpected or unusual congestion caused by an event that was “unexpected and transient relative to other similar days.” Non-recurring congestion can be caused by a variety of factors, including, but not limited to:
  - Lane blocking accidents and disabled vehicles.
  - Other lane blocking events (e.g., debris in the roadway).
  - Construction lane closures.
  - Significant roadside distractions that alter driver behavior (e.g., roadside construction, electronic signs, a fire beside the freeway).
  - Inclement weather.
  - Heavier than normal vehicle merging movements.
  - Significant increases in traffic volume in comparison to “normal” traffic volumes.

### **Alternative Corridor Definitions**

- One or more primary transportation facilities that **constitute a single pathway for the flow of people and goods within and between activity centers**, as well as abutting land uses and supporting street network. (NCHRP Synthesis 337 – “Cooperative Agreements of Corridor Management”)
- A geometry in which the length of the corridor is much greater than the distance between the parallel facilities, thereby **allowing diversion without severe mileage and/or travel time penalty** to the motorist; as well as the availability of good connector routes throughout the corridor (which)... ensures reasonable diversion capability. Also, **well defined termini** – hence system benefit is greater because of the common destinations shared by a larger number of drivers. (Integrated Motorist Information System – NYS DOT)
- A corridor is defined by the area surrounding a section of proposed highway. (Will County, IL – Land Use Department)
- Transport corridors are **generally composed by various modes under the management of different operators**. (Kylaheiko, Kalevi “Application of Transaction Costs to Choice of Transport Corridors.”)
- The path of a transportation facility that already exists or may be built in the future. (Wasatch Front Regional Council)
- A travel corridor is defined as a street, or series of closely spaced parallel streets, that **operate as a system**. In general, the streets in a travel corridor **provide the same function or provide complementary functions**. (Denver Government – Land Use Transportation Plan)
- The corridor as defined for the Route 99 Corridor Master Plan consists of two elements. The first element is the area under the direct control of Caltrans, including the ultimate right-of-way for Route 99. The second element encompasses the immediate view shed for the right-of-way and involves a collaborative planning effort between Caltrans and the local planning agencies. (California – State Route 99 Master Plan)

### ***Alternative Corridor Definitions – continued***

- A corridor is a **broad geographic area, defined by logical, existing and forecasted travel patterns served by various modal transportation systems that provide important connections** within and between regions of the state for people, goods, and services. **Travel within the corridor may include vehicular, rail, transit, water, air, or non-motorized.** (Idaho Transportation Department - Corridor Planning Guidebook)
- A corridor is defined as: **A broad geographic band, connecting population and employment centers, served by various transportation modes**, within which passenger and freight travel, land use, topography, environment and other characteristics are evaluated for transportation purposes...In Vermont, most corridor studies will be defined to include a stretch of roadway, its right of way (including drainage, utilities, traffic control devices, and parallel sidewalks or pathways) adjacent land use development, and elements the compose the scenic view. In many cases, it will also be appropriate to include one or more parallel roadways and/or rail lines. (Vermont Corridor Management Handbook)
- A long, generally slender land area with an existing or planned transportation facility at the center. The general purpose of a corridor is to define a study area for future transportation planning improvements. (Jacksonville, FL Transportation Authority)
- Corridor – Land between two termini within which traffic, transit, land use, topography, environment and other characteristics are evaluated for transportation purposes. (Kentucky Transportation Cabinet / Lancaster County, PA Government)
- **A broad geographical band that follows a general directional flow or connects major sources of trips.** It may contain a number of streets and highways and many transit lines and routes. (Sacramento Regional Transit District)
- A major transportation route which can consist of one or more highways, arterial streets, transit lines, rail lines and/or bikeways. (Fontana, CA – Capital Improvements Program)
- **A combination of principal transportation routes involving a linear network** of one or more highways of four or more lanes, rail lines, or other primary and secondary access facilities which support a development corridor. (Fontana, CA – Capital Improvements Program)
- A corridor is a **broad geographical band with no predefined size or scale that follows a general directional flow connecting major sources of trips. It involves a nominally linear transportation service** area that may contain a number of streets, highways, and transit route alignments. (TXDOT)
- An area that **includes a particular travel market or markets that are all affected by the same or similar transportation needs and mobility problems. The area (which is essentially linear) includes both origins and destinations.** (TXDOT SH-288 Corridor Feasibility Study)
- A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments. (Mineta Transportation Institute)

### ***Alternative Corridor Definitions – continued***

- A geographic area that is **defined by major highway and rail facilities and major flows of travel**. Transportation corridors are identified for the purpose of analyzing the patterns and flows of traffic between origins and destinations. (Chittenden County Metropolitan Planning Organization)
- A geographic area that is defined by major highway and rail facilities and major flows of travel. (NJTPA)
- The road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities. (Federal Register, National Scenic Byways Program, 1995)
- A corridor is a transportation pathway connecting communities and points of interest. A "corridor" is more than just the roadway; it also includes the area surrounding the roadway. For example, a corridor might include a single type of transportation (e.g. roadway) or **multiple means of mobility (e.g. roadway, transit, bicycle, pedestrian pathway)**. In the development or enhancement of a corridor, from a context sensitive standpoint, all key influencing factors such as the environmental context, adjacent land use, community character and scenic features, are considered. (SR-179 Public Outreach Website)
- **Broad geographical band connecting major sources of trips**. (High Point Metropolitan Planning Organization)
- Linear areas typically centered on a single street that often function as the spine of the surrounding community. (Santa Clara Valley Transportation Plan 2030)

