

Corridor Selection Criteria

	Critical	Important	Minor	Notes
Operational characteristics				
Corridor length		•		
Freeway <ul style="list-style-type: none"> • Three to four lanes • HOV/HOT • Shoulder • Ramp meters • Instrumentation • LOS • # of incidents/month • # of events/month 	•	• • • • • •		
Parallel arterials <ul style="list-style-type: none"> • # of parallel arterials • # of lanes (two +) • Signals +/- ½ mile apart • Signals timed • No on-street parking • Instrumented • LOS • # of accidents/month • Public/private parking 	•	• • • • • • •	•	Most arterials are not instrumented.
Transit <ul style="list-style-type: none"> • Light rail • Heavy rail • Regional bus service • Local bus service • Transit AVL • Bus rapid transit • Water transit • Parking • Park-and-ride lots 		• • • • • • •	• •	BRT is less important than having regional and local bus service. Water transit is site-specific.
Adjacent uses (retail, employment, airport, schools, etc.)	•			
Institutional characteristics				
DOT District level of interest	•			
Traffic mgmt. center (TMC) technology and level of interest	•			Advanced technology and integration with other systems is preferred.
Regional agencies' level of interest	•			
Local jurisdictions' level of interest	•			
Transit operators' level of interest	•			
Existing agreements between corridor agencies		•		
Engaged community/interest groups		•		
Existing demand management programs/incentives		•		Could be public (e.g., 511) or private programs
Leveraged funding sources (e.g., local transportation sales tax funds)		•		
Corridor System Management Plan (CSMP)		•		May be mandatory for certain funding sources