



Active Transportation Plan

Corridor Segment Types

URBAN

The Urban Corridor segment type goes through areas that tend toward dense housing and jobs. The land use surrounding it includes such housing types as multi-family, high-rise, attached single-family, and small-lot single-family homes. These corridors and their surrounding areas are supported by higher levels of regional and local transit service. They are within well-connected street networks, and the mix and intensity of residential, commercial, and recreational land uses result in a highly walkable environment and relatively low dependence on the automobile for many trips.

COMPACT

The Compact Corridor segment type is less dense than the Urban category, but still highly walkable with a rich mix of retail, commercial, residential, and civic uses. It has a diverse mix of housing, from multifamily to attached single family, to small- and medium-lot single family homes. It is well served by regional and local transit service, but may not benefit from as much service as in Urban corridors. It and the streets around it are well-connected and walkable, and destinations such as schools, shopping, and entertainment areas can typically be reached via a walk, bike, transit, or short auto trip.

STANDARD

The Standard Corridor segment type is surrounded by standard auto-oriented suburban land uses. It has lower housing and job densities than along Compact corridors, with uses that are generally not highly mixed or organized to facilitate walking, biking, or transit service. It can contain a wide variety of housing types, though medium- and large-lot single family homes are the majority. It is not typically well served by regional transit service. Local street networks are not as well connected as those in Urban and Compact corridors. There are fewer destinations accessible by walking or bicycling, and most trips are made by automobile.



RURAL

The Rural Corridor segment type is marked by very low housing and job density, and the land use within it is generally mostly agricultural or industrial uses. It is not typically well served by regional transit service. Typically these corridors do not have curbs and gutters, and may not have paved shoulders. Housing types tend to be farmsteads and large-lot single family homes. Commercial uses are sparse, and may be concentrated at intersections.

DIVIDED HIGHWAY

The Divided Highway Corridor segment type has limited access points and more-channelized traffic, and does not allow non-motorized vehicles. These corridors require a different set of solutions. Because they have higher speeds and limited vehicle access, they are separated from the surrounding land uses, which could be urban, compact, standard, or rural in nature.