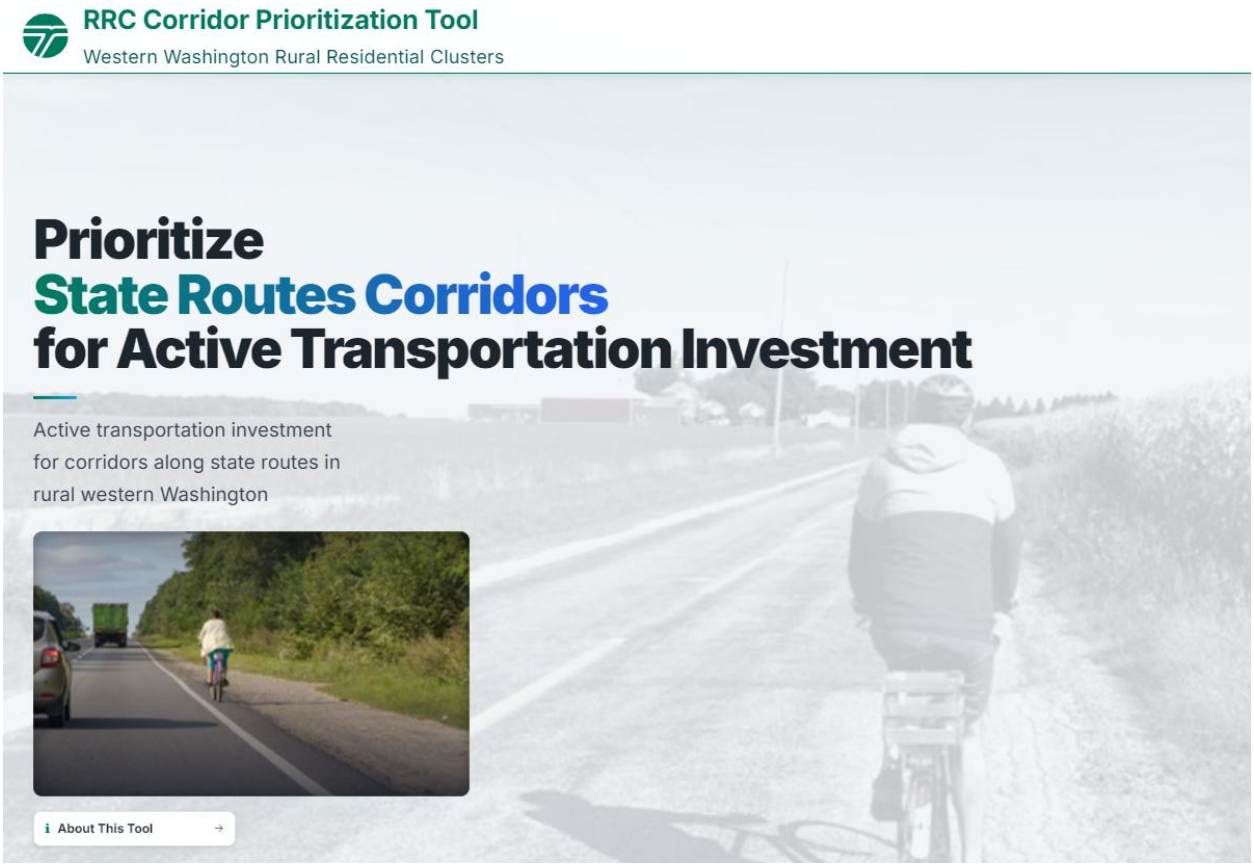
RRC CORRIDOR PRIORITIZATION TOOL

User Manual

Draft for User Review



Prepared by:

Angela Kitali, Ph.D., Principal Investigator

University of Washington Tacoma and the University of North Florida

2026

TABLE OF CONTENTS

1 INTRODUCTION

1.1 Purpose of the Tool

The RRC Corridor Prioritization Tool is a web-based application for comparing and ranking roadway corridors for active transportation improvements. It uses corridor, roadway segment, and residential parcel data to calculate a priority score for each corridor.

The tool is intended to support planning-level screening. It helps users compare many corridors using the same set of measures and selected weights. The results can be used to identify corridors for further review, field assessment, project scoping, or inclusion in a planning process.

1.2 Intended Users

This tool is designed for transportation planners, engineers, program managers, and decision-makers who work with roadway and active transportation data. Basic familiarity with GIS data is helpful, but advanced GIS software skills are not required to operate the web application.

1.3 Scoring Categories

The tool evaluates each corridor using four scoring stages:

Table 1. Scoring Categories

Stage	Category	What it Measures
S1	Travel Demand	Estimated active transportation trips and the number of residential parcels served.
S2	Infrastructure Gap	The share of corridor length without selected active transportation facilities.
S3	Safety	Reported crash history, traffic volume, and posted speed limit.
S4	Sociodemographic Characteristics	Selected population characteristics associated with transportation access and travel options.

1.4 Priority Tiers

The final score ranges from 0 to 100. Higher scores indicate a higher relative priority within the analyzed dataset under the selected weights.

Table 2. Priority Tier Thresholds

Priority Tier	Final Score	Interpretation
HIGH	67 to 100	Highest relative combined score in the analyzed dataset. Review for near-term planning consideration.
MEDIUM	33 to less than 67	Middle range of combined scores. Review within regular planning and program development activities.
LOW	Less than 33	Lowest relative combined score in the analyzed dataset under the selected weights.

1.5 Outputs

After an analysis is complete, the tool provides:

- A final score and rank for each corridor
- A priority tier for each corridor: High, Medium, or Low
- Individual scores for Stages 1 through 4.
- Corridor and segment-level details for review
- A downloadable CSV file for use in a spreadsheet or GIS software.

2 BEFORE YOU BEGIN

2.1 System Requirements

The tool runs in a web browser and does not require local software installation. Open the web address provided by the tool administrator in a current version of Google Chrome, Microsoft Edge, or Mozilla Firefox.

2.2 Required Spatial Data

To run an analysis, three spatial data files are required for your study area.

Table 3: Required Input Dataset

Dataset	Required Feature Type	Purpose

Corridor layer	Line	Contains one record for each full corridor being evaluated.
Segment layer	Line	Contains the roadway sections that make up each corridor. Infrastructure, crash, traffic, and speed data are stored or summarized at this level.
Residential parcel layer	Polygon	Contains residential parcels associated with the corridors. It supports parcel counts and socio-demographic scoring.

2.3 Required Shapefile Components

A shapefile consists of several separate files that share the same base name. Do not rename only one component, because the tool may not recognize the files as part of the same shapefile. When uploading a corridor, segment, or parcel layer, select the required component files together:

- *.shp* – stores the feature geometry
- *.dbf* – stores the attribute table
- *.shx* – stores the geometry index
- *.prj* – stores the coordinate reference system

2.4 Data Preparation Checks

Review the input data before opening the tool. These checks reduce upload errors and unexpected scores:

- Use the same corridor identifier in the corridor, segment, and parcel layers.
- Confirm that each corridor identifier is unique in the corridor layer.
- Confirm that segment and parcel records are linked to a valid corridor identifier.
- Remove empty or invalid geometries.
- Confirm that numeric fields contain numeric values and use consistent units.
- Confirm that crash counts represent the same analysis period for all corridors.
- Confirm that roadway length, facility length, traffic volume, and speed fields use the units expected by the tool.

- Use a projected coordinate reference system appropriate for the study area when the tool calculates distance or length.
- Review missing infrastructure values.

3 TOOL INTERFACE

3.1 Workflow Layout

The tool interface is organized into two setup pages and a results dashboard:

1. *Data Input and Field Mapping*: Select the provided dataset or upload user-prepared corridor, segment, and parcel shapefiles. When the provided dataset is selected, the required fields are mapped automatically. When user-prepared data are uploaded, select the field that corresponds to each required input.
2. *Weights setting*: Review the default weights assigned to the four scoring stages and their subcomponents. Adjust the weights as needed for the analysis.
3. *Results dashboards*: Review corridor scores, priority tiers, rankings, and map features. Users can also view corridor-level details, examine individual roadway segments, and export the analysis results.

3.2 RRC Guide

The RRC Guide is a scripted chatbot built into the tool that helps users navigate the prioritization workflow. It provides two types of assistance:

- *Guided Tour*: Presents the main workflow in sequence, including data upload, weight settings, analysis, and results review.
- *Ask a Question*: A keyword-based FAQ where users can type questions (e.g., about shapefile format, weight sums, score interpretation) and get pre-written answers.

Use the RRC Guide when a step is unclear. The guide explains how to use the interface; it does not change the input data or analysis settings.

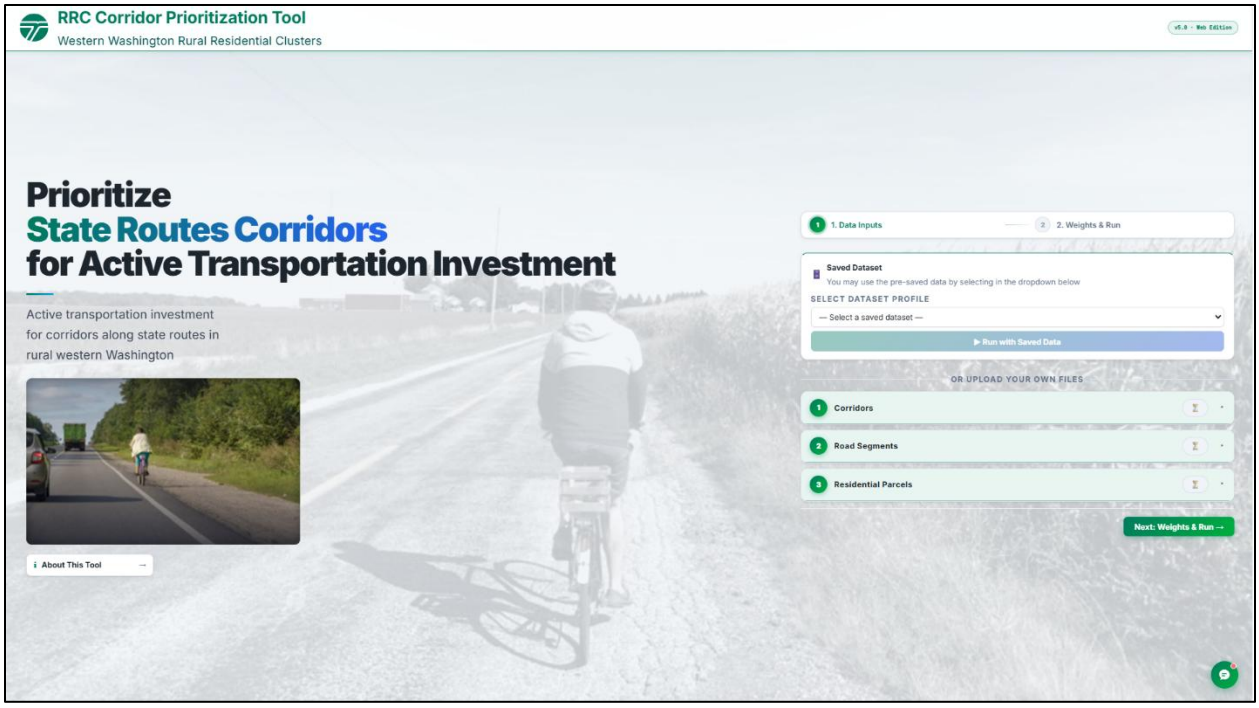


Figure 1. Data Input and Field Mapping Page

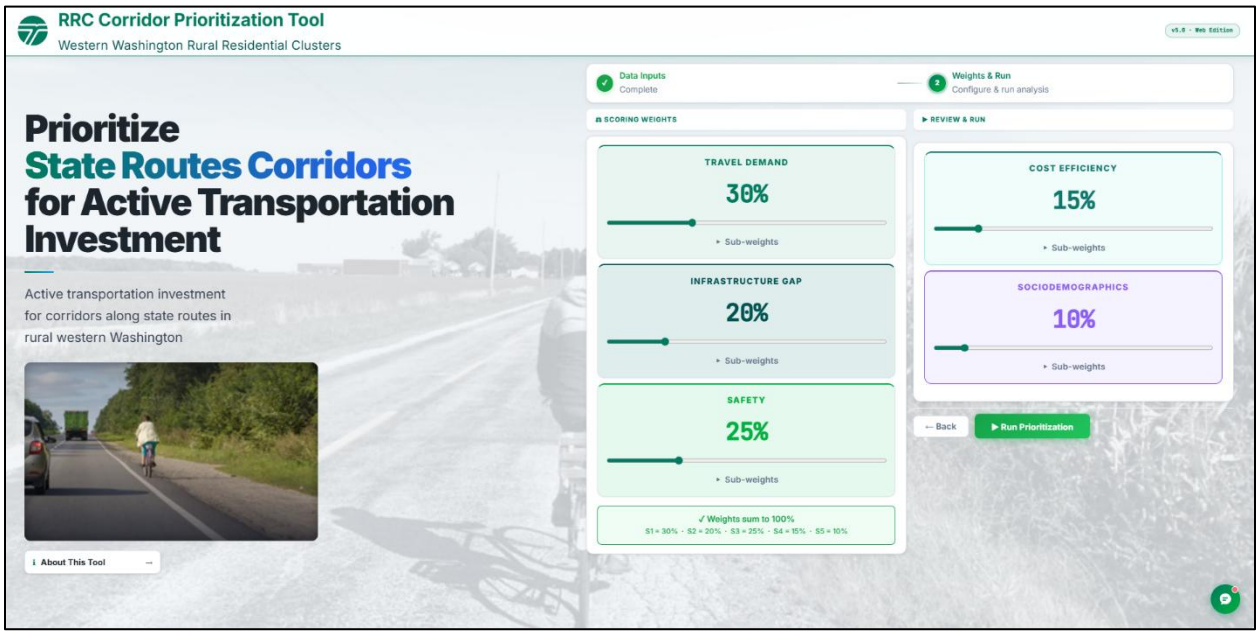


Figure 2. Weight Settings Page

4 RUN AN ANALYSIS

4.1 Step 1: Choose a Dataset

When the tool opens, select one of the available data options.

4.1.1 Option A: Use a Pre-Loaded Dataset

Select the provided dataset when using the data already included with the tool. The tool will automatically load the corridor, segment, and residential parcel layers and apply the predefined field mappings.

After the dataset is loaded, review the selected profile and proceed to the Weight Settings page. No file upload or manual field mapping is required.

4.1.2 Option B: Upload Your Own Shapefiles

Select this option to analyze data prepared for another study area. Upload the following three spatial layers:

- corridor layer;
- segment layer; and
- residential parcel layer.

For each layer, select all required shapefile components together. At a minimum, include the .shp, .dbf, .shx, and .prj files. After the files are uploaded, the tool will read the attribute tables and display the available field names. Continue to Step 2 to connect the fields in the uploaded data to the inputs required by the tool.

Figure 3 shows the two available data options. Users may select the dataset provided with the tool or upload user-prepared corridor, segment, and residential parcel shapefiles.

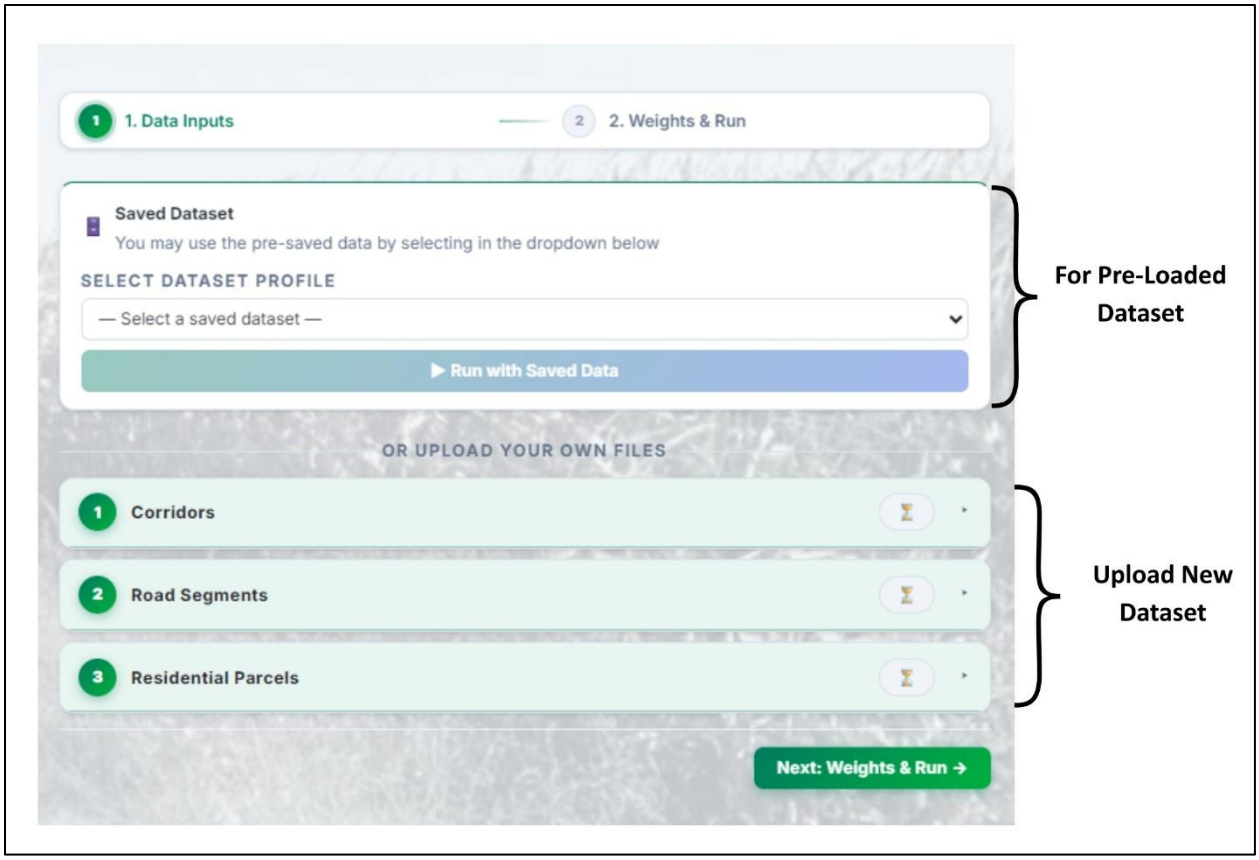


Figure 3. Choose Dataset

4.2 Step 2: Map the Input Fields

This step is required only when uploading user-prepared data. When the provided dataset is selected, the required fields are already mapped.

Field names may differ between datasets. For example, one dataset may use Trips_made for estimated trip count, while another may use TRIP_COUNT. The Field Mapping panel allows users to identify which field in the uploaded data corresponds to each input required by the tool.

The tool may automatically detect and preselect some fields based on their names. Review each suggested mapping carefully and change it when the selected field does not match the required input. For each item listed in the Field Mapping panel:

- Open the corresponding dropdown menu.
- Select the appropriate field from the uploaded data.
- Confirm that the field contains the expected type of information.

- Repeat the process for the corridor, segment, and residential parcel layers.

The field mappings are organized by spatial layer. Depending on the scoring inputs included in the dataset, the mappings may include:

- Corridor ID - the unique identifier used to connect corridor, segment, and parcel records;
- Trip count - the estimated number of active transportation trips associated with a corridor;
- Parcel count - the number of residential parcels associated with a corridor;
- Crash counts - the total number of crashes and the numbers of fatal, serious-injury, and evident-injury crashes;
- Traffic volume - the annual average daily traffic value;
- Posted speed limit - the posted roadway speed;
- Infrastructure fields - the available or missing lengths of shoulders, sidewalks, and bicycle facilities; and
- Population and household fields - the indicators used in the Stage 4 calculation.

Not every available field in the uploaded datasets needs to be mapped. However, all fields required for the selected scoring calculations must be assigned before the analysis can run. Before continuing, confirm that:

- The Corridor ID values match across the applicable layers;
- Each selected field contains the correct information;
- Numerical fields contain valid numbers;
- Measurement units are consistent; and
- No required mapping has been left blank.

Figure 4 shows the Field Mapping panel for the uploaded corridor layer. The tool may automatically suggest fields for travel demand, crash, and other inputs. Users should confirm or adjust each suggested mapping before proceeding to the Weight Settings page.

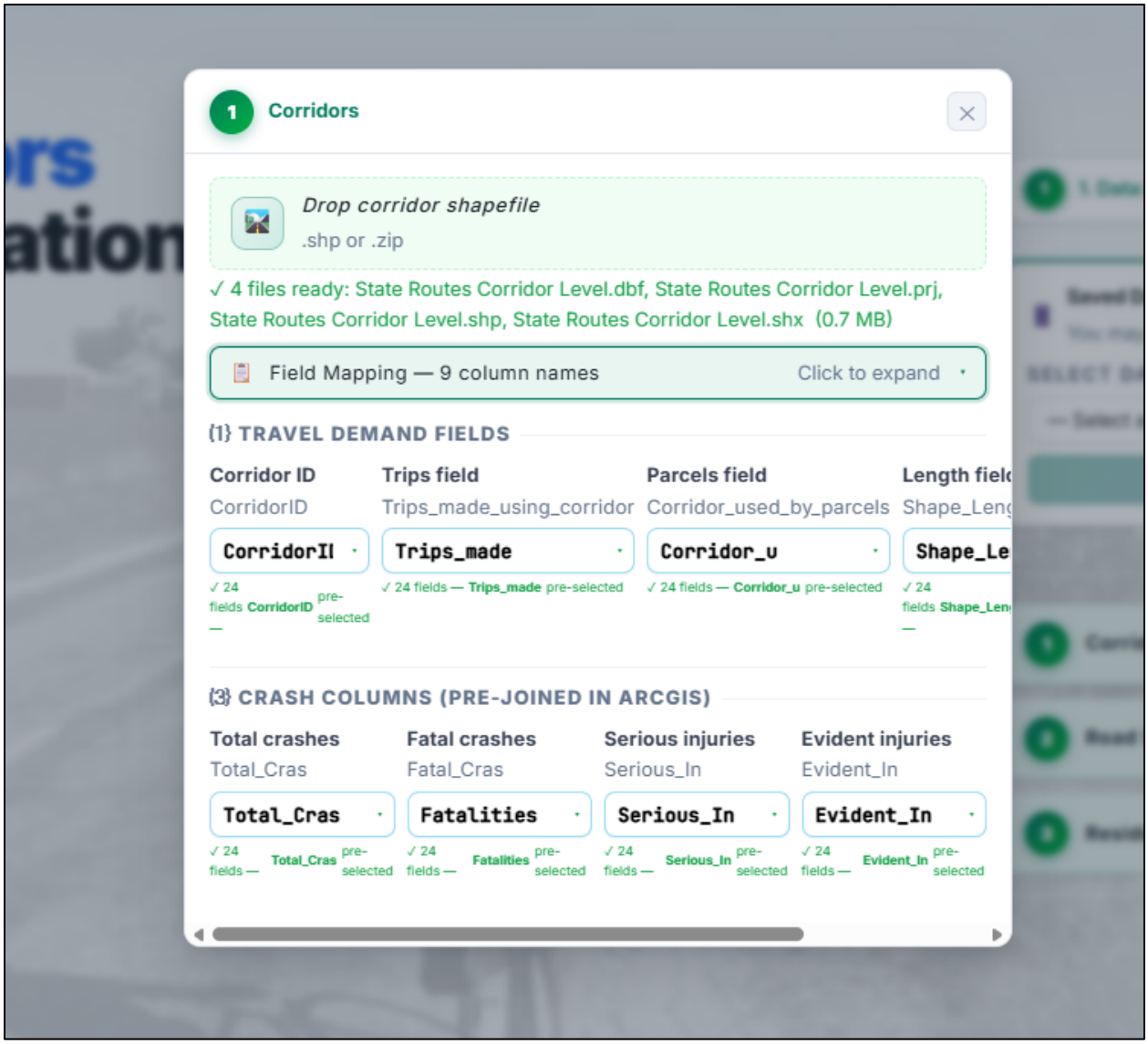


Figure 4. Field Mapping

4.3 Step 3: Set Stage Weights

Stage weights determine how much each of the five scoring stages contributes to the final corridor priority score. The four-stage weights must total 100%. The tool includes default weights, shown in Table 4. Users may keep the default settings or adjust them to reflect the purpose of the analysis.

Table 4. The default weights for each variable and their rationale

Stage	Name	Default Weight	Rationale
S1	Travel Demand and Dependency	30%	Estimated trips and residential parcels served.
S2	Infrastructure Gap	25%	Share of corridor length without selected facilities.
S3	Safety	30%	Crash history, traffic volume, and posted speed.
S4	Sociodemographic	15%	Selected population characteristics from the parcel layer.

To change a stage weight, move the corresponding slider to the left or right. The tool adjusts the remaining stage weights so that the total remains 100%. Review all stage weights before running the analysis. Changing the weights may change the final corridor scores, rankings, and priority tiers.

4.4 Review or Adjust Sub-Weights

Each scoring stage contains two or more components. Sub-weights determine how much each component contributes to its stage score. For example, the Safety stage includes crash history, traffic volume, and posted speed limit. Users can adjust the sub-weights to change the relative contribution of these components to the Safety score.

The tool provides default sub-weights for each stage. Users may keep the default values or adjust them for the analysis. The sub-weights within each stage must total 100%. To adjust the sub-weights:

- Select the stage to be reviewed.
- Move the slider for each component to the desired value.
- Confirm that the sub-weights within the stage total 100%.
- Repeat the process for any other stage that requires adjustment.

Figure 5 shows the weight controls for Stage 1. Users can adjust the main stage weight and, when needed, change the relative weights assigned to Trip Count and Parcel Count.

Figure 5. Adjusting the Score for Stages and their Sub-Weights

4.5 Step 4: Run the Analysis

Before running the analysis, confirm that:

- The correct dataset has been selected;
- All required fields are mapped when using user-prepared data;
- The stage weights total 100%; and
- The sub-weights within each stage total 100%.

Select Run Prioritization to begin the analysis. The tool will upload the selected data, calculate the stage scores, combine them into the final priority score, and prepare the results dashboard.

A progress window will appear while the analysis is running. Processing time depends on the number of corridors, segments, and parcels in the dataset and may range from several seconds to a few minutes. The progress indicator may slow while the tool completes the scoring calculations and prepares the results.

Do not refresh or close the browser while the analysis is running. When processing is complete, the tool will automatically open the Results Dashboard. Figure 6 shows the Run Prioritization button and the progress window displayed during processing.

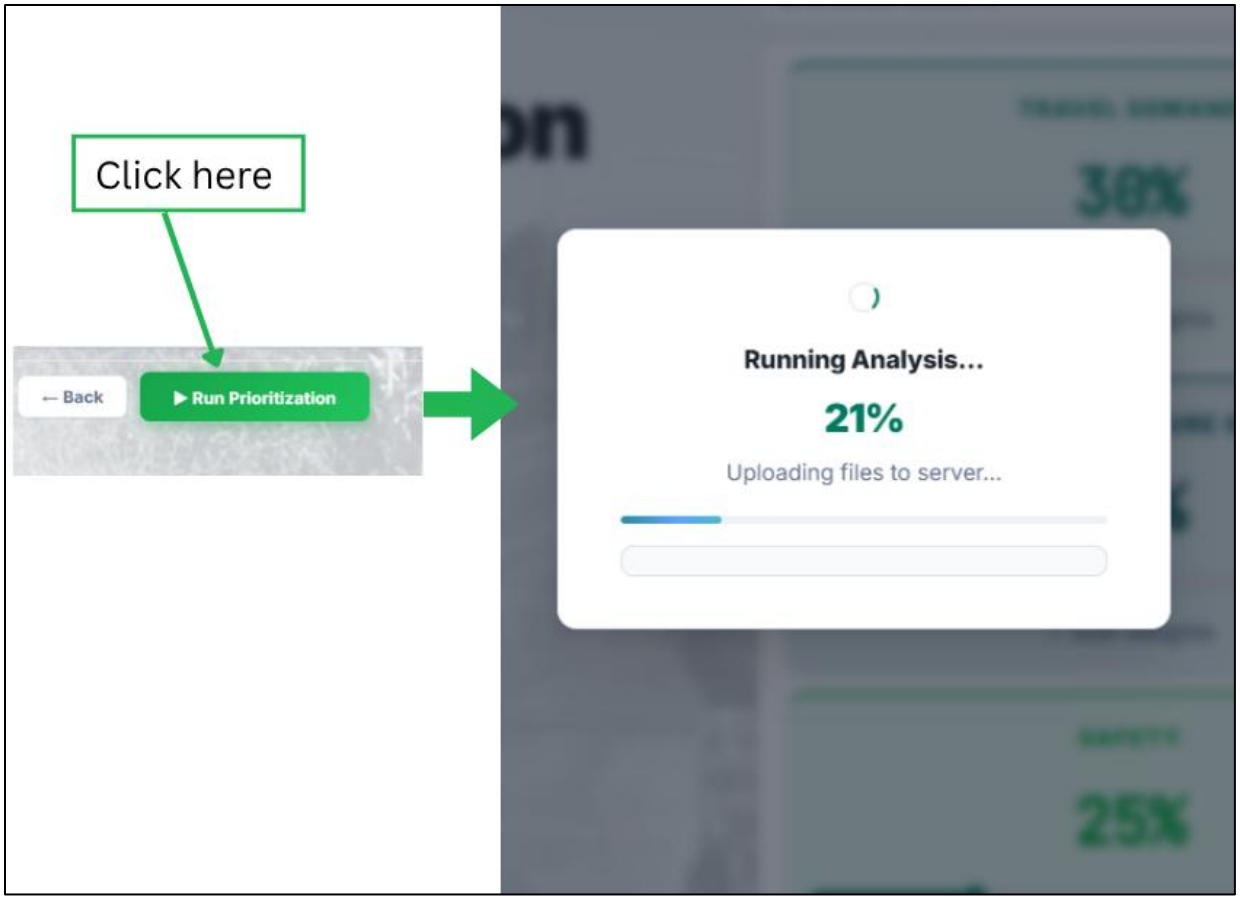


Figure 6: Starting the Prioritization Analysis

5 SCORING FRAMEWORK

The tool calculates four-stage scores for each corridor. Each stage score ranges from 0 to 100, with a higher score indicating a higher relative priority within the dataset being analyzed. Most indicators are converted to percentile ranks before they are combined. Percentile ranking allows corridors to be compared with other corridors in the same analysis and reduces the influence of unusually high or low values. Because percentile scores are relative, a corridor's score may change when the dataset or study area changes.

5.1 Stage 1: Travel Demand and Dependency

Stage 1 measures the estimated level of active transportation use and the number of residential parcels served by each corridor. It includes two indicators:

1. Estimated active transportation trip count, and

2. Residential parcels count.

The trip count is produced through the network-routing analysis and represents estimated trips associated with the corridor. It is not an observed pedestrian or bicyclist count. Both indicators are converted to percentile ranks across all corridors in the analysis. The Stage 1 score is calculated as:

$$S_1 = 0.60\ x\ pctrank(T_c) + 0.40\ x\ pctrank(P_c) \quad (1)$$

Where S_1 is the stage-1 score for corridor C, T_c is the estimated trip count for corridor c, P_c is the parcel count for corridor c, and $pctrank(.)$ assigns each corridor a value from 0 (lowest in the dataset) to 100 (highest) relative to all other corridors in the run.

- Trip count carries the higher weight (60%) because it directly reflects estimated movement frequency along the corridor as measured by network routing analysis.
- Parcel count, weighted at 40%, captures the number of distinct households that depend on the corridor to reach essential destinations.

A higher Stage 1 score indicates that a corridor has a relatively high estimated trip count, serves a relatively high number of residential parcels, or both.

5.2 Stage 2: Infrastructure Gap Score

Stage 2 measures the extent to which active transportation infrastructure is absent from a corridor. Rather than treating each facility as simply present or absent, the tool calculates what proportion of the corridor's total length lacks each of the three linear facility types: shoulders, sidewalks, and bicycle paths.

For each facility, a gap ratio is computed per segment (Equation 2), then each segment's gap is weighted by its length and summed to the corridor level (Equation 3). If coverage data are unavailable for a segment, the tool conservatively assumes the facility is absent (gap ratio = 1.0)

$$gap\ ratio = 1 - \left(\frac{covered\ length}{total\ segment\ length}\right) \quad (2)$$

Each segment's gap is weighted by its length, then summed across the corridor. Equation 4 displays the computation.

$$Corridor\ gap = \sum(gap\ x\ segment\ length)/corridor\ length \quad (3)$$

The Stage 2 score is then the corridor gap across the three facility types, scaled to 100 (Equation 4). Default weights are equal thirds (33% each), but these are user-configurable; a pedestrian-focused study might, for example, assign greater weight to sidewalks.

A score of 0 indicates full infrastructure coverage along the entire corridor; a score of 100 indicates that no facilities of any type are present anywhere. Crosswalks are recorded at the segment level for characterization purposes but are excluded from this calculation because they are point features rather than linear ones. By weighting gaps by segment length rather than segment count, Stage 2 ensures that a short missing-facility stretch does not penalize a long corridor to the same degree as one with pervasive infrastructure deficiencies.

$$S2 = (gap\ shoulder\ x33\%) + (gap\ sidewalk\ x33\%) + (gap\ bikepath\ x33\%)x\ 100 \quad (4)$$

5.3 Stage 3: Safety

Stage 3 measures the safety risk faced by active transportation users on each corridor by combining three independent parameters, including crash history, traffic volume or AADT, and posted speed limit. The default weights are shown in Table 5, along with their brief meanings.

The crash history component is itself a weighted composite that separates crash exposure from crash severity; crash frequency carries 40% of the crash score, while the proportional shares of fatal (30%), serious-injury (20%), and evident-injury (10%) crashes make up the rest.

$$S_3 = 0.6\ x\ Crash\ score + 0.25\ x\ pctrank(AADT) + 0.15\ x\ riskscore(speed) \quad (5)$$

Table 5: Scoring Default Weights of Stage Three

Sub-Component	Defaults weights	Notes
Crash history (composite)	60%	Severity-weighted crash score (see Table 6)

Annual average daily traffic (AADT)	25%	Higher volume = greater exposure risk
Posted speed limit	15%	Higher speed = greater injury severity

AADT is included as an indicator of motor-vehicle exposure. Posted speed is included because crashes occurring at higher speeds are more likely to result in severe injuries.

The crash-history component uses total crashes and the proportions of fatal, serious-injury, and evident-injury crashes:

$$Crash\ score\ = 0.40\ x\ pctrank(C_c) +\ 0.30\ x\ \left(\frac{F_c}{C_c}\ x\ 100\right) + 0.2\ x\ \left(\frac{SI_c}{C_c}\ x\ 100\right) + 0.1\ x\ (\frac{EI_c}{C_c}\ x\ 100) \qquad (6)$$

where C_c is the total crash count for corridor c; F_c, SI_c, EI_c and are the counts of *fatal*, *serious-injury*, and *evident-injury* crashes, respectively; and $pctrank(C_c)$ is the percentile rank of total crash count. Table 6 provides the default weights for each severity type and their rationale.

Table 6: Crash Score Components

Component	Weight	Measure	Rationale
Crash Frequency	40%	Percentile rank of total crash count	Captures exposure; more crashes indicate higher inherent hazard
Fatal Proportion	30%	Fc/Cc × 100	Highest weight for worst-outcome severity category
Serious-Injury Proportion	20%	SIc/Cc × 100	Incapacitating injuries carry long-term consequences
Evident-Injury Proportion	10%	EIc/Cc × 100	These injuries represent a lower severity outcome than incapacitating or fatal crashes

5.4 Stage 4: Sociodemographic

Stage 4 summarizes selected population and household characteristics associated with the residential parcels served by each corridor. The stage includes five indicators:

- population below the poverty threshold;
- households without access to a vehicle;

- unemployed population;
- population aged 65 or older; and
- population aged 5 to 17.

The indicators are aggregated from the residential parcel layer to the corridor level and combined using the default weights shown in Equation 7:

$$S_5 = 0.3\ x\ (poverty) + 0.25\ x\ (zero\ car\ ownership) + 0.15\ x\ (unemployed) + 0.15\ x(age65+) + 0.15\ x\ (age5-17) \quad (7)$$

The poverty indicator receives a default weight of 30%, and the zero-vehicle household indicator receives a default weight of 25%. Unemployment, population aged 65 or older, and population aged 5 to 17 each receive a default weight of 15%. The combined indicator is then converted to a percentile rank across all corridors in the analysis.

6 REVIEW THE RESULTS

After the analysis is complete, the tool automatically opens the Results Dashboard. The dashboard presents the corridor rankings, stage scores, priority tiers, and map-based results in one location. Figure 7 shows the main dashboard, including the selected stage weights, corridor counts, priority map, and ranked results table.

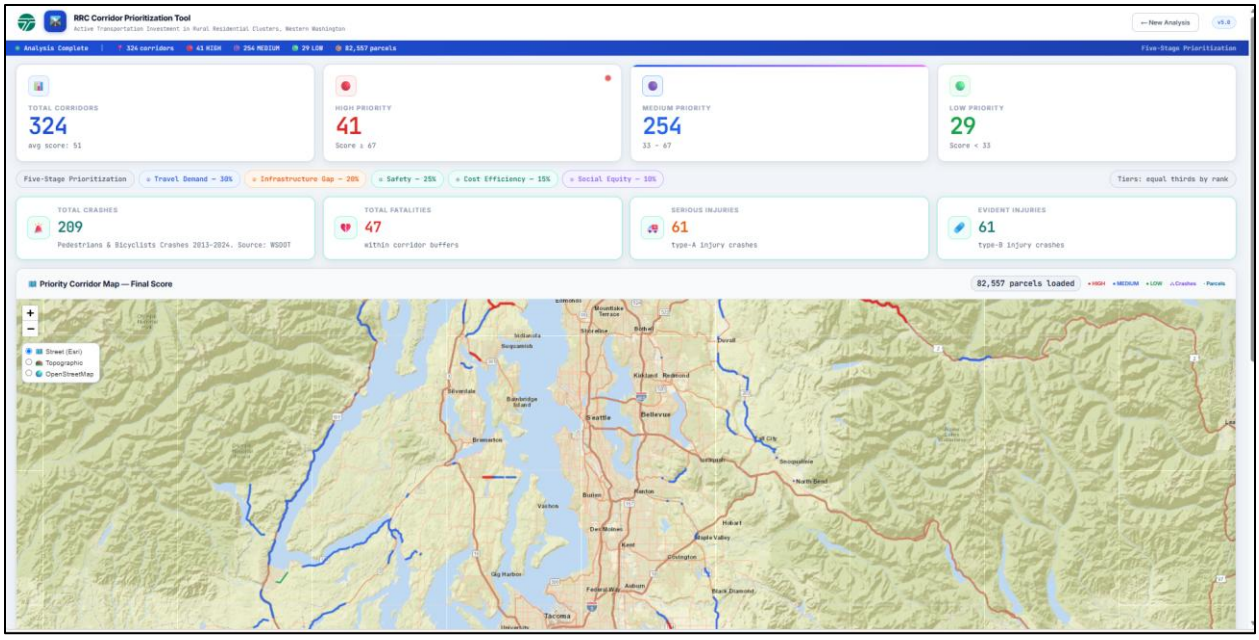


Figure 7. Results Dashboard After Completing the Prioritization Analysis

6.1 THE SUMMARY BANNER

The summary banner appears at the top of the dashboard. It displays the weight assigned to each of the five scoring stages and provides a summary of the analysis results. The banner includes:

- The weight assigned to each stage;
- The total number of corridors analyzed; and
- The number of corridors assigned to each priority tier.

The displayed weights allow users to confirm the settings used to generate the results. Figure 8 shows the corridor counts by priority tier.

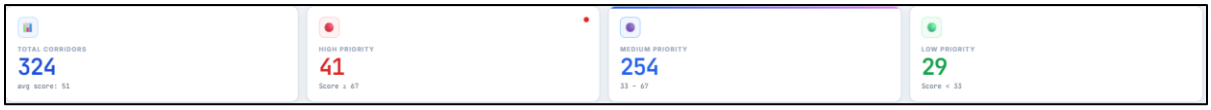


Figure 8. Summary of Corridors by Priority Tiers

6.2 THE PRIORITY MAP

The priority map displays the analyzed corridors over a base map. Each corridor is shown according to its assigned priority tier:

- **Red** - High priority
- **Blue** - Medium priority
- **Green** - Low priority

The map legend should be used to confirm the tier colors displayed in the current version of the tool.

The user can click on any corridor on the map to see its detailed scores. A pop-up will appear showing the corridor name, its final score, and each of the five stage scores individually. Figure 9 shows the information displayed in the corridor pop-up.

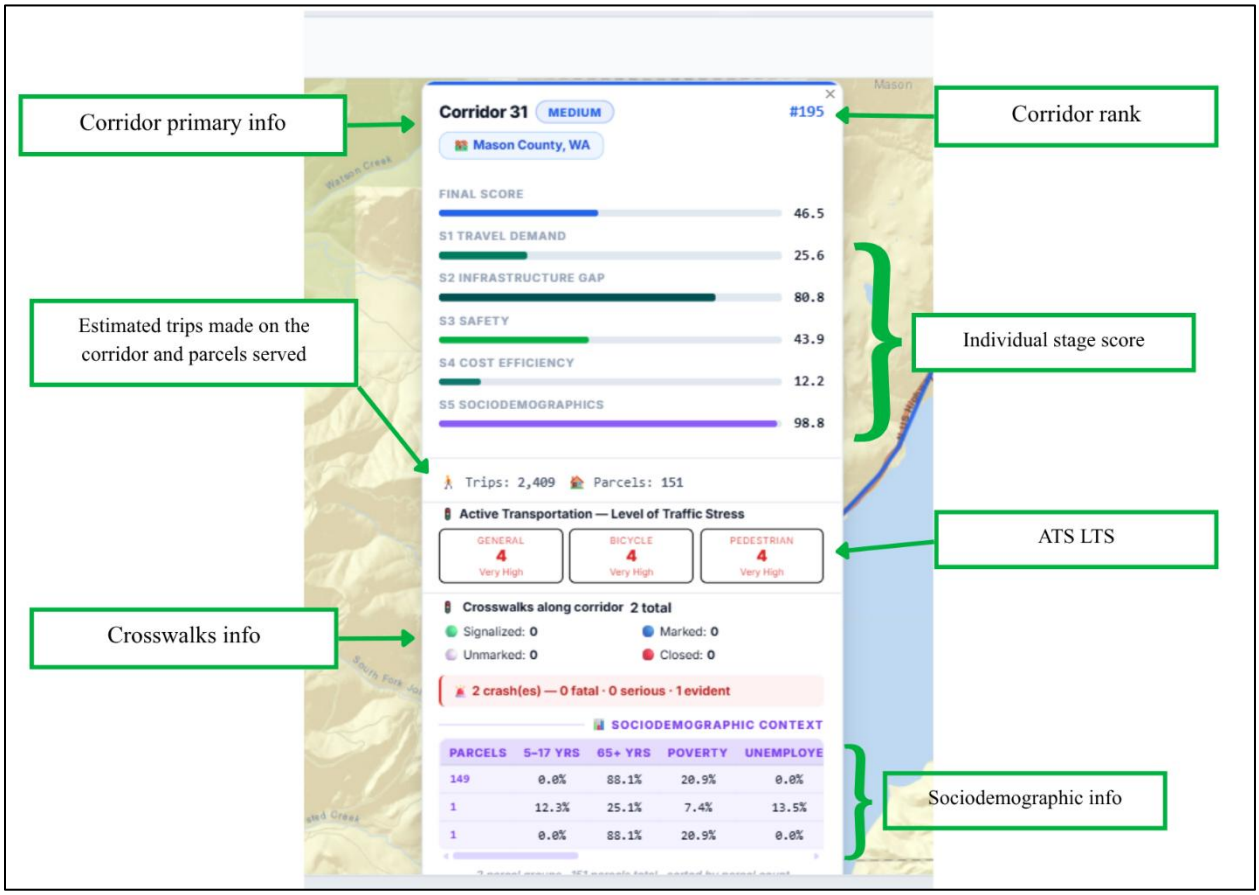


Figure 9: Corridor Pop-up Features

Within the pop- up, two additional buttons are available.

1. **Segment Analysis button**, which drills down from the corridor level to show the individual road segments that make it up. Figure 10 presents the information obtained from

the segment analysis. This allows planners to see exactly which portions of the corridor are driving the score and where infrastructure gaps or safety concerns are concentrated.

2. **Google Street View button**, which opens a street-level photographic view of the selected corridor directly within the browser, giving planners an immediate visual reference of the on-the-ground conditions without leaving the tool. Figure 11 shows the Open Street View feature, which launches Google Street View directly from a selected corridor pop-up, allowing users to visually inspect existing conditions along that stretch of highway.

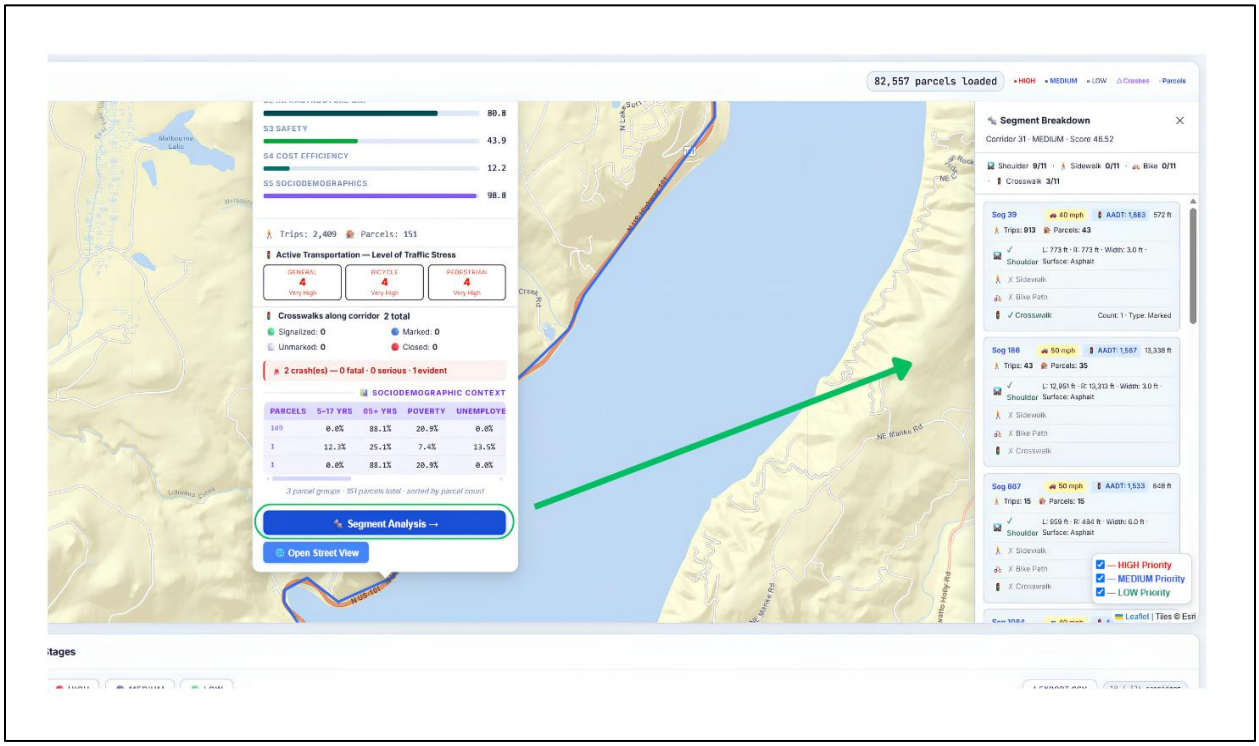


Figure 10. Segment Analysis Information

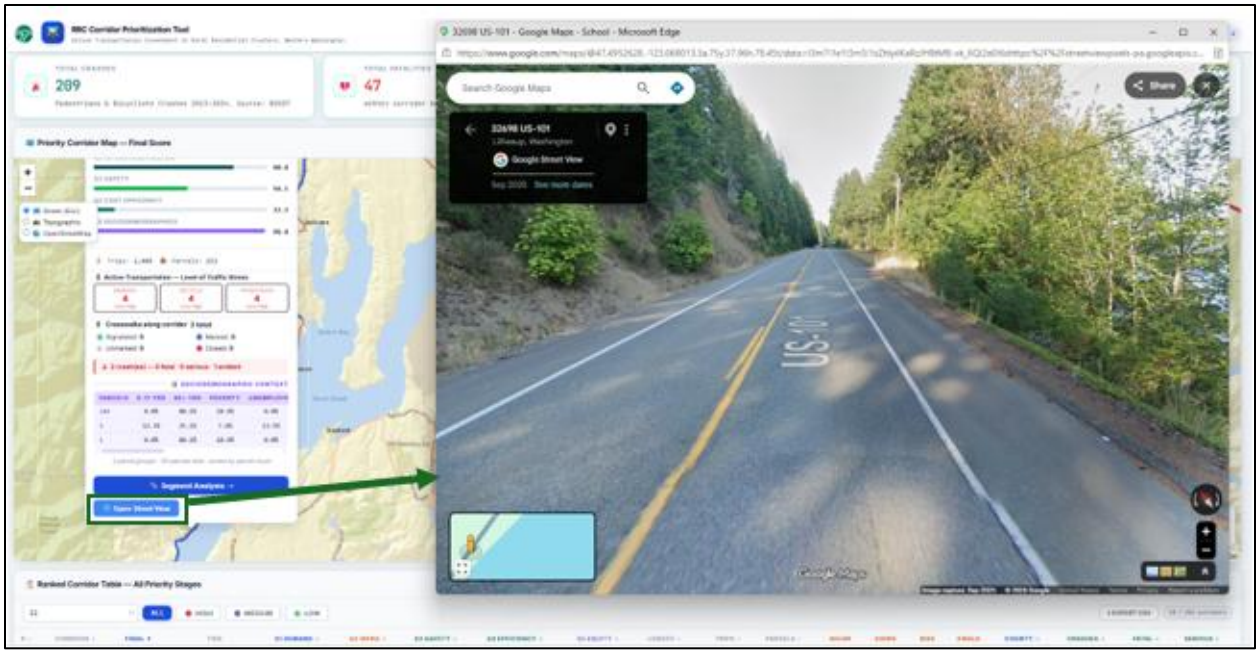


Figure 11. Google Street View of the Corridor

6.3 THE RESULTS TABLE

The results table appears below the map and lists the analyzed corridors and their scores. Depending on the available data, the table may include:

- corridor identifier and name;
- county or region;
- final priority score;
- priority tier; and
- individual scores for Stages 1 through 4.

Select a column heading to sort the table by that field. Select the heading again to reverse the sorting order. For example, users can sort by the Stage 3 score to identify corridors with the highest relative safety scores, regardless of their final priority ranking.

The table may also include a search function for locating a specific corridor. Figure 12 shows the ranked corridor results table.

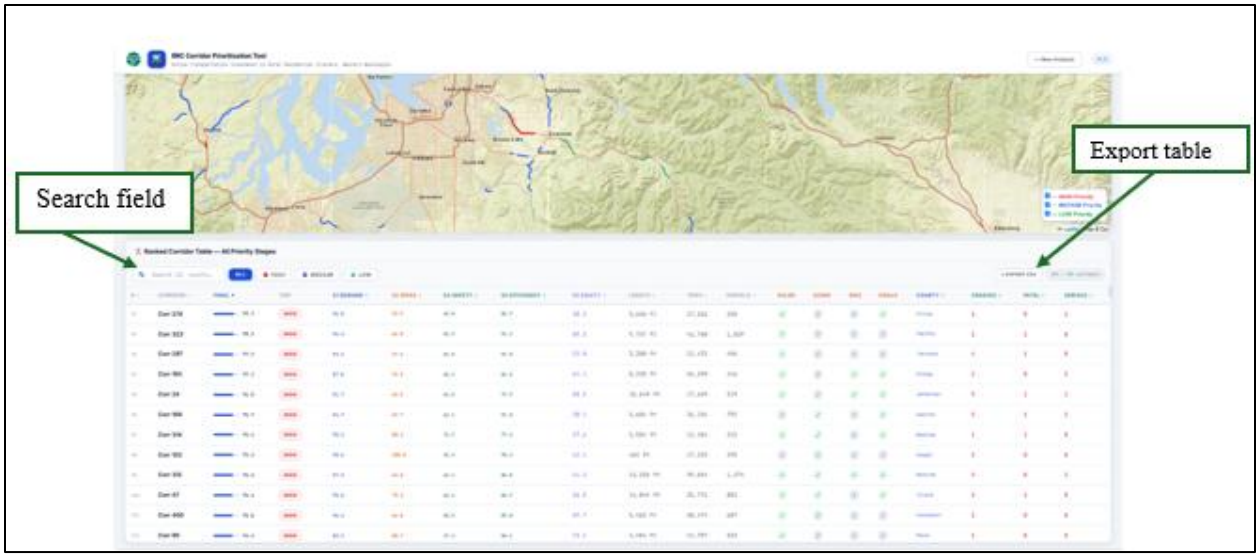


Figure 12: Ranked Corridor Table

The results table can be exported for additional review, documentation, or analysis. Export procedures are described in Section 7.

EXPORTING YOUR RESULTS

Use the export control on the Results Dashboard to download the corridor results as a CSV file. The exported file can be opened in spreadsheet software or joined to corridor data in GIS software. The exported CSV file contains one row per corridor, with columns for the following;

- Final prioritization score and tier.
- Four stage sub-scores (Travel Demand, Infrastructure Gap, Safety and Sociodemographic).
- Corridor attributes (county, length in feet, estimated trips, and parcel count)
- Active transportation infrastructure flags indicating the presence of a shoulder, sidewalk, bike path, or crosswalk.
- Crash information involving pedestrians and bicyclists including total crashes, fatalities, serious injuries, and evident injuries.

This file can be opened directly in Excel to sort or filter different columns.

8 INTERPRETATION AND USE

Use the tool results as one part of a documented planning process. Before advancing a corridor, review the source data, segment conditions, field conditions, planned projects, available right-of-way, jurisdictional responsibilities, and applicable design requirements.

8.1 Key Interpretation Rules

- The ranking is relative to the corridors included in the current analysis.
- Changing the input dataset, study area, weights, or sub-weights can change the scores and ranks.
- Modeled trip counts are estimates and should not be described as observed use unless they were validated with count data.
- Missing infrastructure coverage is treated as no coverage under the current method and can increase the Stage 2 score.
- Crash scores depend on the completeness, classification, and time period of the crash data.
- Street-level imagery may be older than current roadway conditions.
- A priority score does not replace engineering review, site investigation, public input, agency policy, or project development procedures.

9 TROUBLESHOOTING GUIDE

Table 7. Troubleshooting Summary

Issue	Likely Cause	Recommended Action
The progress bar is not moving	The tool may still be completing the scoring calculations, the analysis may have timed out, or the server may be under a high processing load.	Allow up to three minutes. If the progress bar remains unchanged, refresh the page, reload the data, confirm the field mappings and weights, and run the analysis again.
Processing failed: '*Point*' object has no attribute '*geoms*'	A shapefile with Point geometry was passed where a line or polygon was expected	Check that the corridor and segment files are line geometries, not point layers.
Corridor ID field not found	The field mapping for Corridor ID does not match any column in your shapefile	Open the Field Mapping panel and select the correct corridor ID column from the dropdown.
Processing failed: *CRS error* or *projection error*	The shapefile has no *.prj* file or an unrecognized coordinate system	Re-export from ArcGIS with a defined coordinate system. NAD83 State Plane
Analysis completes but shows 0 corridors	Corridor geometries may be empty or invalid, or corridor identifiers may not match across the input layers.	Confirm that the corridor layer contains valid line features and that corridor identifiers use the same values, format, and data type in all applicable layers.
Street View opens to a black screen	Google Street View imagery may not be available for the selected roadway location.	Move to another location along the corridor, use the Street View Pegman to locate nearby imagery, or select another corridor.

Street View opens at an incorrect location	The nearest available Street View panorama may not be located directly on the selected corridor point.	Move within Google Maps to a nearby location with available imagery and confirm the roadway using the map.
“No Segments Found” message appears	The segment layer may be missing, the corridor identifier may not match, or the segment records may not be connected to the selected corridor.	Confirm that the segment layer was loaded, verify the Corridor ID field mapping, check identifier values and data types, and review the layers in GIS software.
Analysis does not start	A required shapefile component or field mapping may be missing, or the stage or sub-weights may not meet the required total.	Confirm that all required files are loaded, complete the required field mappings, and verify that the weights total 100%.
Corridor ID field not found	The selected field does not exist in the uploaded data or was mapped incorrectly.	Return to the Field Mapping panel and select the correct corridor identifier field for each applicable layer.

10 GLOSSARY

Table 8. Terms Used in the Manual

Term	Definition
AADT	Annual Average Daily Traffic: the average number of motor vehicles passing a roadway point in a 24-hour period, averaged over a year.
Active transportation	Travel by walking, bicycling, rolling, or another low-speed personal transportation mode included in the project definition.
Corridor	The full roadway route evaluated as one scoring unit.
Coordinate Reference System (CRS)	The system that defines how map coordinates correspond to locations on the earth.
Gap ratio	The proportion of a corridor's length that lacks a given type of infrastructure. A gap ratio of 0.8 means 80% of the corridor has no sidewalk, for example.
LTS	Level of Traffic Stress: a measure of how comfortable a road feels for cyclists, from 1 (very comfortable) to 4 (very stressful).
Parcel	A unit of land: in this tool, residential parcels are used to estimate the number of households near each corridor.

Percentile rank	A relative score showing a corridor's position compared with the other corridors in the same analysis. A percentile rank of 80 means this corridor scores better than 80% of corridors in the dataset.
Priority tier	The category assigned to a corridor based on its final score: HIGH (≥67), MEDIUM (33–66), or LOW (<33).
Segment	A roadway section that forms part of a corridor. One road section, usually defined by intersections. Infrastructure and crash data are recorded at the segment level and then rolled up to the corridor.
Shapefile	A common GIS file format for storing geographic features (points, lines, polygons) along with their attributes. It actually consists of multiple files that must be kept together.
Weight	The percentage of the final score assigned to one of the five scoring stages. The five-stage weights total 100 percent.
Sub-weight	The percentage assigned to a component within a stage. Sub-weights within a stage total 100 percent.