



## **CHAPTER II: Developing a Corridor Management Plan**

### **CHAPTER II: VIRGINIA SEEKS NATIONAL STATUS Developing a Corridor Management Plan**

#### **What is a Corridor Management Plan (CMP)?**

Initiated by the Federal Scenic Byways Program, corridor management planning is a process by which a community gains a thorough understanding of a designated byway. The Corridor Management Plan (CMP) itself is the resulting document. It records the route's existing conditions and the intrinsic qualities that draw residents and visitors to the corridor. It describes strategies to preserve and enhance those qualities.

*The CMP is a written document where the goals, strategies, and responsibilities are addressed. The document is a combination of a realistic view of the present, a dream of what should happen in the future, and a commitment to doing what needs to be done to get there.*

The CMP for the Virginia Coal Heritage Trail Byway will be a tool that can help communities address issues along the route and that will provide direction for the organized management committee for the byway by providing clear goals to guide them. This plan will also enable those involved to be better equipped to find ways to allow community growth and development in a manner that protects and enhances the intrinsic qualities of their corridor and better interprets and “shares the stories” of the past, present and future.

Most importantly, the corridor management plan is a community-based strategy for development, conservation and management of a byway created and implemented by area residents, city and county governments, interest groups and local businesses. It is those within the communities themselves whose input is most important and will, in the end, actually implement the plan. Therefore it is crucial that from the very beginning, the plan be developed and supported by those within the area.

The Federal Highway Administration (FHWA) lists 14 components that must be in any CMP included in a byway's application for national recognition. The CMP will help byway groups envision future changes and address issues before they become a problem. The corridor management plan for the Virginia Coal Heritage Plan in its entirety can be found at the website [trailsrus.com/vacoaltrail](http://trailsrus.com/vacoaltrail). The chapter(s) in which each of the requirements is addressed is noted below.

#### **The FHWA requirements\* for a CMP are:**

- 1. A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. U. S. Geological Survey maps of your corridor region are ideal and inexpensive base maps for your corridor management planning group.  
**Chapter IV and Appendix A***
- 2. An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archaeological, cultural, and recreational qualities.  
**Chapter III, Chapter VI and Appendix A.***



## **CHAPTER II: Developing a Corridor Management Plan**

3. *A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. Be sure to include a description of each individual's responsibilities and a schedule of when and how you will review their progress.*  
*Chapter IX*
4. *A strategy for maintaining and enhancing each of the byway's intrinsic qualities. Ask what you want the byway corridor to look like in 10-15 years and develop goals and strategies to help you get there.*  
*Chapters VII, VIII, and IX*
5. *A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. Many communities have long-term land use plans that can be adapted for this purpose.* *Chapters VIII, IX, and Appendices D & E*
6. *A plan for on-going public participation. This might include forming a CMP steering committee made up of local citizens, a schedule of regular public meetings, or a byway management planning forum.*  
*Chapter IX*
7. *A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context-sensitive highway design practices that accommodate safety needs while preserving the road's character.*  
*Chapters V and X*
8. *A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.*  
*Chapters V, VIII and X*
9. *A listing and discussion of efforts to minimize intrusions on the visitor's experience of the byway.*  
*Chapter VIII and Appendices D, E, & F*
10. *Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along byways.*  
*Chapter VIII and Appendix F*
11. *A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way.*  
*Chapters VIII and IX*
12. *Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character.*  
*Chapters VIII, IX and X*



## CHAPTER II: Developing a Corridor Management Plan

13. Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities.

*Chapter VIII and Appendix E*

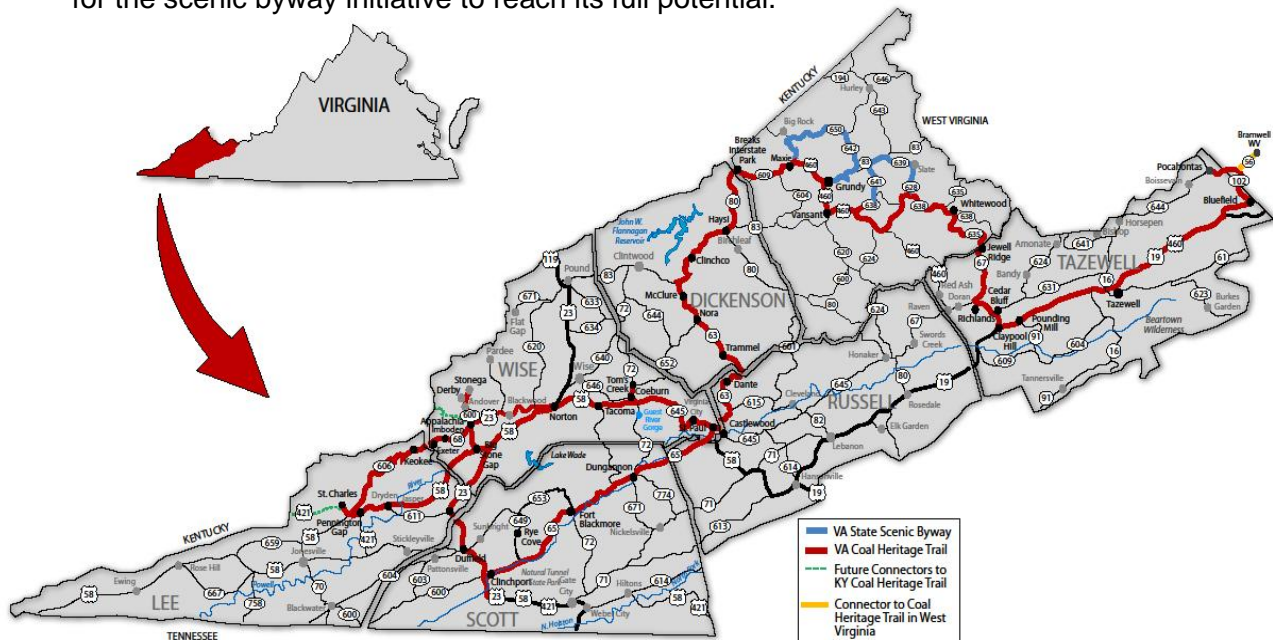
14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. In this category, creativity makes a big difference.

*Chapters VIII, IX, and Appendix H*

*\*Adapted from: "National Scenic Byways Program". Federal Register. Vol. 60, No. 96. Thursday, May 18, 1995. Copyright © 2006 Scenic America, 1634 I (eye) Street NW Suite 510 Washington, DC 20006 ph (202) 638-0550 fax (202) 638-3171, [scenic@scenic.org](mailto:scenic@scenic.org)*

Please note that a corridor management plan is an action plan, not a document that should just be filed away. The Virginia Coal Heritage Trail CMP needs to be adopted and implementation begun immediately, recognizing that the plan needs to be fluid and continually updated as tasks are completed and new issues and opportunities surface.

The proposed route travels over 300 miles through seven counties in southwest Virginia. Working together as a united group to implement the plan is crucial in order for the scenic byway initiative to reach its full potential.



Within the plan are suggestions and ideas for how one may go about interpreting the corridor. A fully developed interpretive plan for the corridor is recommended. Already, the Town of Dungannon has produced and installed two wayside exhibits along the route in their community that provides some insight and information to the traveling public. And there are plans underway to develop both museums and/or interpretive centers at the Richlands Foreman Section House, the Appalachian Cultural Center, the Keen's Mountain Company Store and within the Dante Depot to further interpret and showcase the role both coal and the railroad has had on the development of Southwest Virginia. These efforts should be encouraged and supported.