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## **Smart community infrastructures — Smart transportation by run-through train/bus operation in/between cities**



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## Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This document was prepared by Technical Committee ISO/TC 268, *Sustainable cities and communities*, Subcommittee SC 1, *Smart community infrastructures*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

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## Introduction

Many cities are improving their transportation systems to provide greater accessibility, mobility and environmental benefits and to promote sustainable economic growth in their communities. Cities currently operating older transit systems, which require many transfers in multiple city centres and transportation hubs, are developing new rail and bus lines that offer more direct, frequent services with a one-seat ride. These services reduce the number of transfers within a city centre and outlying metropolitan areas. They offer through train or bus services in high quality transit corridors, defined as smart transportation.

This document describes how to organize run-through train or bus corridors using smart transportation in city centres, greater metropolitan areas and regions. This concept includes reprioritizing operations, management, organizational plans and agreements between multiple carriers so that new transit services can be provided while still maintaining the current rail and bus infrastructure and existing transit service within local communities and city centres.