



INTEGRATED CORRIDOR MANAGEMENT



COST



TIME



SHORT/MODERATE

IMPACT



WHO



STATE, MPO/REGION,
TRANSIT AUTHORITY

HURDLES



OPERATIONS, COORDINATION,
INSTITUTIONAL, FUNDING

More Information: tti.tamu.edu/policy/how-to-fix-congestion

Description

Integrated corridor management (ICM) is the combined management of freeway, arterial, transit, and parking systems within a corridor. In other words, it involves managing the corridor as a system rather than the more traditional approach of managing individual resources. ICM fundamentally changes how transportation agencies work together in a corridor to:

- Move more people and vehicles.
- Respond to incidents.
- Provide better travel information to travelers. Travelers can then make better decisions about how and when to use the corridor.

Target Market

- Corridors with severe non-recurring congestion (incidents) and recurring congestion.
- Corridors that are cost prohibitive to widen.
- Corridors with existing intelligent transportation system deployment.
- Corridors where multiagency coordination can be enhanced.

How Will This Help?

- **Optimizes corridor mobility** by providing real-time traveler information so drivers can change departure time, route, and/or travel mode due to incidents.
- **Increases multiagency coordination** for enhanced corridor management.
- **Postpones the need to add capacity** through conventional highway widening.
- **Improves travel time reliability.**

Implementation Issues

Implementing an ICM system is complex. The project will likely involve multiple agencies that perform traffic operations differently and include the integration of their traffic management systems. Planning and budgeting for the operations and maintenance of the ICMS is critical for long-term success. Agencies should discuss and plan for O&M early in the process to ensure that system issues can be addressed and any necessary updates are implemented.

SUCCESS STORIES

US 75, Dallas, Texas

Dallas's completed pilot ICM system consisted of:

- A decision support system (DSS) to facilitate route and mode diversion.
- Arterial street speed monitoring.
- Advanced traveler information via Texas's first 511 system.
- Incident-specific traffic signal timings.
- A traffic prediction system to simulate future conditions.
- A parking management system.

The \$13.6 million system over 10 years expected a benefit/cost ratio of 20:1.

IH 15, San Diego, California

San Diego's ICM system consists of ramp metering, direct access ramps for bus rapid transit, an automated DSS, advanced traveler information, and coordinated traffic signal timings.

The \$12 million system over 10 years expects a benefit/cost ratio of 10:1.

