



MULTIMODAL TRANSPORTATION CORRIDORS



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

Description

In some urban highway corridors, local officials may add commuter or freight capacity by building parallel multimodal or transit features such as dedicated commuter or light rail service, bus-only, or managed lanes within an existing freeway corridor.

These methods increase capacity through alternative modes that carry more passengers per vehicle. Alternate modal options might include:

- Rail transit.
- Commute options.
- Any facilities that discourage single occupancy driving.

By connecting multimodal corridors with centers, planners create facilities that provide high connectivity and convenience for all users.

Target Market

While multimodal corridors can be built in most locations, they work best in:

- Heavily congested corridors requiring complete redesign.

- Locations near major activity centers.

Planning and designing multimodal corridors or centers requires knowing the specific needs and resources of the surrounding community.

How Will This Help?

- **Reduces the frequency of constructing new facilities** by planning for more capacity to meet demand.
- **Improves congestion, travel time, and reliability** for all users by offering multiple commute options.
- **Increases economic development** along the corridor or around multimodal centers.

Implementation Issues

Implementing multimodal corridors and facilities requires coordination among many local and state agencies, private organizations, and other groups throughout the planning and design process. Acquiring adequate right-of-way

COST



TIME



IMPACT



WHO



STATE, MPO/REGION,
TRANSIT AGENCY

HURDLES



RIGHT-OF-WAY,
COORDINATION

SUCCESS STORIES



Dallas, Texas

The US 75 North Central Expressway **uses light rail** and **managed lanes** in addition to **intelligent transportation systems**, and other travel options to **provide commuters with as many mode alternatives as possible**.



Many former highway-only corridors throughout the United States **have been converted to include other modal approaches**. Examples include several corridors in **Los Angeles, San Francisco, and Chicago**.

can be difficult and expensive if the project falls out of existing right-of-way.

