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The Eight ICM Pioneer Sites Selected to Partner with USDOT in Its ICM Initiative:

- Dallas, Texas
- Houston, Texas
- Minneapolis, Minnesota
- Montgomery County, Maryland
- Oakland, California
- San Antonio, Texas
- San Diego, California
- Seattle, Washington

Track the accomplishments of the ICM Pioneer Sites at:
http://www.its.dot.gov/itsweb/icms/icms_pioneer.htm



Integrated Corridor Management (ICM) Pioneer Sites

Leaders, Innovators in Congestion Management

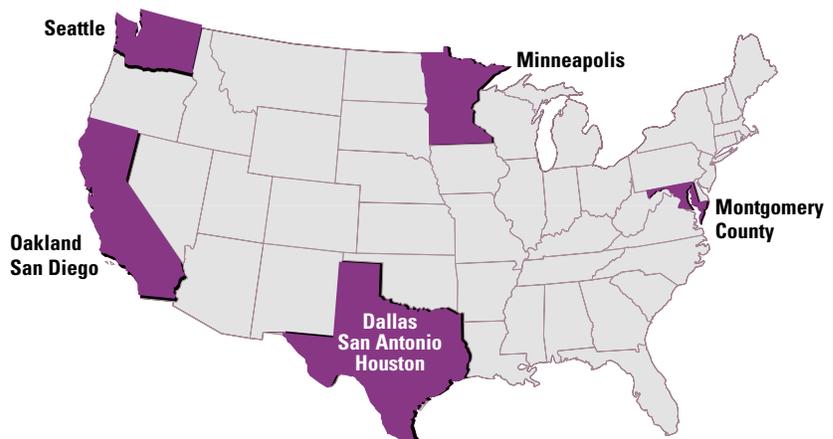
Traffic congestion continues to rank as a top transportation concern among businesses and the general public in urban areas across the country. In a recent *USA Today* article, the Chamber of Commerce of one major metropolitan area described traffic congestion as “the greatest threat to our region’s continued economic prosperity.”¹ ICM is an approach that offers promise in addressing the growing challenge of managing congestion in urban areas. ICM aims to optimize the transportation corridor infrastructure through the proactive, integrated and multimodal management and operation of existing assets by transportation agencies.

The U.S. Department of Transportation (USDOT) is sponsoring a 5-year ICM Initiative designed to advance the state of the practice in transportation management and operations. The USDOT ICM Initiative will provide the institutional guidance, operational capabilities and Intelligent Transportation Systems (ITS) technology and technical methods needed for effective ICM implementation.

As part of this initiative, the USDOT has selected eight “Pioneer Sites” to act as critical partners in the development, deployment and evaluation of ICM concepts in some of our nation’s busiest urban corridors. These Pioneer Sites will develop multimodal ICM strategies that apply new institutional and operational approaches and advanced technologies to existing infrastructure to help to increase travel time reliability, manage congestion and empower travelers.

All eight Pioneer Sites are recognized leaders in the area of congestion management, and their efforts under this initiative will directly contribute to more efficient, faster moving and safer corridors for the future. The Pioneer Sites’ innovations in the development of ICM approaches will blaze new trails in congestion management.

ICM Pioneer Sites



For more information on the USDOT’s ICM Initiative, please visit:

<http://www.its.dot.gov/itsweb/icms/index.htm>

¹ http://www.usatoday.com/news/nation/2002-10-17-traffic_x.htm. Accessed January 2007.





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The corridors of each Pioneer Site include configurations and characteristics that the USDOT believes represent many other corridors across the nation. All possess infrastructure assets that can enable ICM. For example, all have implemented real-time signal control on their arterials. Many have implemented high-occupancy vehicle (HOV) and value pricing strategies, while others have advanced bus operations that include express bus and bus rapid transit services. The following table provides a snapshot of the eight USDOT ICM Pioneer Sites and the existing infrastructure assets they will seek to integrate through ICM.

Pioneer Site Location	Corridor Assets To Be Integrated with ICM									
	Freeway			Arterial		Bus		Rail		
	HOV	Tolling	Value Pricing	Real-time Control	Fixed Route	Express Buses	Bus Rapid Transit	Commuter Rail	Light Rail	Subway/Heavy Rail
Dallas, Texas	◆	◆		◆	◆	◆			◆	
Houston, Texas	◆	◆	◆	◆	◆	◆	◆			
Minneapolis, Minnesota	◆	◆	◆	◆	◆	◆	◆			
Montgomery County, Maryland	◆			◆	◆	◆		◆		◆
Oakland, California	◆	◆		◆	◆	◆	◆	◆		◆
San Antonio, Texas				◆	◆	◆				
San Diego, California	◆	◆	◆	◆	◆	◆	◆			
Seattle, Washington	◆			◆	◆	◆		◆	◆	

For more information on the ICM Pioneer Sites or the USDOT ICM Initiative, please visit:

<http://www.its.dot.gov/itsweb/icms/index.htm>

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Three Stages of ICM Development with the Pioneer Sites

The USDOT's partnership with the Pioneer Sites will occur in three stages:

Stage 1—Concept Development (FY07). All eight sites will develop site-specific concepts of operations and requirements documents. Each site will also provide sample data for evaluation.

Stage 2—Modeling (FY08–FY09). Using USDOT-provided resources, methodologies and tools and working closely with USDOT, up to four sites will analyze and model their proposed ICM systems.

Stage 3—Demonstration and Evaluation (FY09–FY11). USDOT will select up to four sites to demonstrate ICM concepts that may have applicability to a broad range of corridors around the country.

Please visit http://www.its.dot.gov/itsweb/icms/icms_pioneer.htm for more information about the Pioneer Sites.

