IOWA DOT

INTEGRATED CORRIDOR MANAGEMENT–
DES MOINES METRO AREA

WHAT IS INTEGRATED CORRIDOR MANAGEMENT, OR ICM?

As traffic volumes grow, we need to figure out new ways to meet the needs of safety, traffic flow, sustainability, and accessibility of our system. Integrated corridor management(ICM) is a way to proactively manage and operate transportation systems in a region. Freeways, arterials, transit, and parking systems within a corridor are treated as a system, rather than individual components, and allowing for improvements to be delivered in a more cost-effective manner.

WHY ICM IN THE DES MOINES METRO?

ICM will help with common issues in the metro area, including:

- Reduce crashes and injuries on area roadways.
- Frequent congestion issues due to bottlenecks, poor signal timing, traffic incidents, and bad weather.
- Limited funding and room for capacity improvements.

WHO IS DEVELOPING THE ICM PROGRAM FOR THE DES MOINES METRO?

Collaboration is key. There are several different agencies working together to develop the ICM program for the Des Moines Metro, including:

- Iowa DOT
- Des Moines Area MPO
- DART
- Local municipalities
- Law enforcement and first responders
- Greater Des Moines Partnership and the business community
- State and federal agencies

WHAT ARE THE GOALS OF DES MOINES ICM?

- Identify transportation solutions appropriate for the Des Moines metro that reduce the number of new build infrastructure investments.
- Improve safety, mobility, travel time reliability, and accessibility throughout the metro.
- Strengthen interagency partnerships to manage the transportation system.

WHAT ARE THE BENEFITS OF INTEGRATED CORRIDOR MANAGEMENT?

- Fewer traffic incidents, particularly ones that occur as a result of another event, also called secondary incidents.
- Reduced amount of time an incident has the potential to impact traffic, in turn increasing safety and mobility.
- More predictable travel times.
- Ability to more quickly make incident information available on traveler information sources.
- Increased or more complete information about other routes or travel options if an incident or traffic congestion does occur.
- Increased use of other routes or travel options to meet the demand of traffic.
- Reduced vehicle emissions and fuel consumption resulting from congestion.

RAMP METERING

What is Ramp Metering?

A ramp meter, ramp signal, or metering light is a device, usually a basic traffic light or a two-section signal light together with a signal controller, that regulates the flow of traffic entering freeways according to current traffic conditions.

How will Ramp Metering Impact My Commute?

During peak traffic times, you should expect to stop if your ramp meter is red before proceeding onto the freeway. This change will positively impact your commute by reducing traffic congestion on the freeway.

Where will new ramp meters be placed?

Ramp metering will be piloted along the I-235 corridor in Des Moines. Ramp meters are recommended for:

- Westbound travel from 2nd Avenue to 62rd Street
- Eastbound travel from 50th Street in West Des Moines to 63rd Street
- Other locations within urbanized areas in Des Moines

Future deployments would adapt to lessons learned from the pilot deployment. Ramp metering has been proven successful in many other cities around the nation.

When will ramp metering start?

Planning for ramp meters are underway. The pilot project is included in the Draft Iowa Statewide Transportation Improvement Program for funding in Fiscal Year 2024. Project construction is estimated to take approximately 12 months, which means ramp meter operation will likely begin in 2023 or 2024.

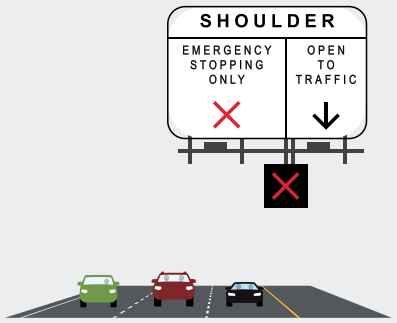
DYNAMIC SHOULDERING

What is Dynamic Shoulder Use?

Dynamic part-time shoulder use allows for general purpose traffic to temporarily use the shoulder as a travel lane, as needed, based on real-time traffic conditions.

What parts of the freeway will feature dynamic shoulder use?

Dynamic shoulder use will be operational on I-35/I-80 between 86th Street and the Northeast Mixmaster [system interchange of I-35/I-80/I-235]



When will dynamic shouldering start?

Planning for dynamic shoulder use is already underway. The project is not currently included in the Iowa Statewide Transportation Improvement Program but is targeted for funding in Fiscal Year 2025. Project construction is estimated to take approximately 15 months. Dynamic shoulder use operation is anticipated to begin in 2025 or 2026.

TRAVEL DEMAND MANAGEMENT

What are my options for alternative commutes?

Commuters in the Des Moines metro area have several transportation alternatives. These include public transportation (DART and HIRTA), vanpool, ridesharing, alternative work hours, and telecommuting (if permitted by your employer). Shorter commutes can be completed by walking or bicycling.

WHAT'S NEXT FOR THE DES MOINES ICM PROGRAM?

Next steps for the ICM program include:

- The development of a program charter will empower a multi-partner committee to implement the ICM vision throughout the region.
- The design and implementation of Phase 1 strategies, including ramp metering, dynamic shoulder use and travel demand management.
- Implementation of future strategies by ICM partners.

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