

## Mobility Investment Priorities Corridor Project Checklist

**Instruction Notes:**

- **Already Included** – strategy is already integrated into corridor projects. \*Use codes below for this column only:
  - **BP:** Best Practice is being used
  - **SP:** Best State Practice is being used
- **G:** Current efforts are good enough
- **E:** Current efforts are not sufficient

If columns are used, mark with an **X**:

- **Should Be Studied** – strategy is not integrated into possible corridor projects, but could significantly benefit the corridor; requires additional analysis.
- **Is Not Needed** – strategy would not benefit the corridor.
- **No Information Yet** – insufficient knowledge about the corridor and related projects to classify strategy.

Corridor	Corridor Analysis Summary			
<b>Congested Road: North Lamar      2010 Rank: 24</b> <b>Delay: 477,000 Hrs.    TCI: 1.46    ADT/Lane: 8,100</b> <b>Endpoints: W. 45<sup>th</sup> Street to W. 6<sup>th</sup> Street</b> <b>Length: 3.5 miles</b> <b>Date: August 1, 2013</b>	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance	E-COA	X		
Electronic Toll Collection Systems			X	
Reversible Traffic Lanes/Changeable Lane Assignments		X		
Signal Operations & Management	G-COA			
Special Event Management	G-COA	X		
Traffic Management Centers		X		
Traveler Information Systems	G-COA			
Truck Incentives & Use Restrictions		X		
Truck Lane Restrictions		X		
Travel Options				
Flexible Work Hours	E	X		
Compressed Work Weeks	E	X		
Telecommuting	E	X		
Carpools	E	X		
Real-Time Ridesharing	E	X		
Vanpool	G-CMTA	X		
Transportation Management Associations	G-CMTA			
Trip Reduction Ordinances		X		
Parking Management		X		
Pay-As-You-Drive Auto Insurance		X		
Variable Pricing			X	
Active Traffic Management				
Dynamic Merge Control			X	
Dynamic Rerouting			X	
Dynamic Truck Restrictions			X	
Queue Warning			X	
Ramp Flow Control (Flow Signals/Ramp Metering)			X	
Temporary Shoulder Use (Bus on Shoulder)			X	
Variable Speed Limits		X		

“...Serving as a facilitator and project coordinator of studies to be conducted by the four most congested regions...”

**Congested Road: North Lamar****2010 Rank: 24**

<b>System Modification</b>				
Access Management		X		
Bottleneck Removal		X		
Freight Rail Improvements			X	
Multimodal Transportation Centers	E-CMTA*			
Ramp Configuration to Increase Queuing Capacity			X	
Acceleration/Deceleration Lanes		X		
Commercial Vehicle Accommodations		X		
Diverging Diamonds			X	
Intersection Improvements & Innovative Intersections		X		
Roundabouts		X		
Intersection Turn Lanes		X		
Loop Ramps Eliminating Left Turns			X	
One-Way Streets		X		
Superstreets		X		
Express & Park-and-Ride Bus Service			X	
Park-and-Ride Lots			X	
Alternative Public Transportation Modes	G-CMTA			
Bicycle/Pedestrian Options	G-COA			
<b>Additional Capacity</b>				
Adding Lanes or Roads			X	
Adding New Toll Lanes or Toll Roads			X	
Managed (HOV/HOT) Lanes		X		
Grade Separation		X		
<b>Construction Improvements</b>				
Construction Contracting Options		X		
Reducing Construction/Maintenance Interference	E-COA	X		
Pavement Recycling		X		
Shoulder Pavement Upgrade			X	
Sustainable Pavements		X		
<b>Public Participation</b>				
Outreach/Focus Groups			X	
Communications	G-COA			
<b>Effects</b>				
Economic		X		
Safety		X		
Pavement Quality		X		

**Comments:**

\*CMTA has new bus rapid beginning in 2014, which includes multimodal transportation centers.