

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			
Congested Road: SL 1 (A) 2010 Rank: 39 Delay: 3,363,000 Hrs. TCI: 1.92 ADT/Lane: 21,100 Endpoints: Parmer to Cesar Chavez Length: 11.9 miles Date: August 1, 2013	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance	E-RMA			
Electronic Toll Collection Systems	E-RMA			
Reversible Traffic Lanes/Changeable Lane Assignments			X	
Signal Operations & Management			X	
Special Event Management	G-COA			
Traffic Management Centers	G-RMA			
Traveler Information Systems	G-RMA			
Truck Incentives & Use Restrictions		X		
Truck Lane Restrictions		X		
Travel Option				
Flexible Work Hours	E*	X		
Compressed Work Weeks	E	X		
Telecommuting	E	X		
Carpooling	E	X		
Real-Time Ridesharing	E			
Vanpool	G-CMTA [†]			
Transportation Management Associations	G-TMA*			
Trip Reduction Ordinances		X		
Parking Management		X		
Pay-As-You-Drive Auto Insurance		X		
Variable Pricing	E-RMA			
Active Traffic Management				
Dynamic Merge Control	E-RMA			
Dynamic Rerouting	E-RMA			
Dynamic Truck Restrictions	E-RMA			
Queue Warning	E-RMA			
Ramp Flow Control (Flow Signals/Ramp Metering)	E-RMA	X		
Temporary Shoulder Use (Bus on Shoulder)	E-RMA	X		
Variable Speed Limits	E-RMA	X		

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Congested Road: SL 1 (A)**2010 Rank: 39**

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

Comments:

E-RMA denotes that current efforts are not sufficient but are being studied by CTRMA for the Mopac Improvement Project.

*Currently being studied as a part of TMA and efforts from Senator Watson's office.

†Vanpool study currently underway for Capital Metro.

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