

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 (B) 2010 Rank: 39 Delay: 3,363,000 Hrs. TCI: 1.92 ADT/Lane: 21,100 Endpoints: Cesar Chavez to US 290 Length: 11.9 miles Date: August 1, 2013	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance		X		
Electronic Toll Collection Systems	E-RMA*	X		
Reversible Traffic Lanes/Changeable Lane Assignments		X		
Signal Operations & Management	E-COA	X		
Special Event Management	G-COA	X		
Traffic Information Systems	E-RMA	X		
Traveler Information Systems	E-RMA	X		
Truck Incentives & Use Restrictions			X	
Truck Lane Restrictions		X		
Travel Options				
Flexible Work Hours	E	X		
Compressed Work Weeks	E	X		
Telecommuting	E	X		
Carpooling	E-CMTA	X		
Real-Time Ridesharing	E	X		
Vanpool	G-CMTA [†]	X		
Transportation Management Associations	G-TMA [^]			
Trip Reduction Ordinances		X		
Parking Management		X		
Pay-As-You-Drive Auto Insurance		X		
Variable Pricing	E-RMA*	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)	E-RMA*	X		
Temporary Shoulder Use (Bus on Shoulder)	E-CMTA [◊]	X		
Dynamic Speed Display (Speed Harmonization)		X		

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

System Modification				
Access Management			X	
Bottleneck Removal	E-RMA*	X		
Freight Rail Improvements	E-RMA		X	
Multimodal Transportation Centers	E-CMTA	X		
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	G-CMTA	X		
Park-and-Ride Lots	G-CMTA	X		
Alternative Public Transportation Modes	E-CMTA	X		
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		X		
Reducing Construction/Maintenance Interference		X		
Pavement Recycling		X		
Shoulder Pavement Upgrade		X		
Sustainable Pavements		X		
Public Participation				
Outreach/Focus Groups	G-RMA			
Communications	G-RMA			
Effects				
Economic		X		
Safety		X		
Pavement Quality		X		

Comments:

*Being studied as a part of Mopac improvement project.

†On-going vanpool project for CMTA.

^TMA is newly formed.

◊CMTA submitted draft legislation for bus on shoulders in multiple sessions.

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