

## 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: IH 35</b> <b>2010 Rank: 4</b> <b>Delay: 7,231,000 Hrs. TCI: 2.47</b> <b>ADT/Lane: 24,200</b> <b>Endpoints: SH 71 to US 183</b> <b>Length: 9.2 miles</b> <b>Date: August 1, 2013</b>	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
Traffic Management				
Aggressive Incident Clearance	E			
Electronic Toll Collection Systems	E-COA			
Reversible Traffic Lanes/Changeable Lane Assignments	E-COA			
Signal Operations & Management	E-COA*			
Special Event Management	G-COA			
Traffic Management Centers	E-TxDOT			
Traveler Information Systems	E-COA			
Truck Incentives & Use Restrictions		X		
Truck Lane Restrictions	G			
Travel Options				
Flexible Work Hours	E	X		
Compressed Work Weeks	E	X		
Telecommuting	E	X		
Carpooling	E	X		
Real-Time Ridesharing	E	X		
Vanpool	G-CMTA <sup>†</sup>			
Transportation Management Associations	G-TMA <sup>‡</sup>			
Trip Reduction Ordinances		X		
Parking Management	E-COA	X		
Pay-As-You-Drive Auto Insurance		X		
Variable Pricing	G-COA			
Active Traffic Management				
Dynamic Merge Control	E-COA			
Dynamic Rerouting	E-COA			
Dynamic Truck Restrictions	E-COA			
Queue Warning	E-COA			
Ramp Flow Control (Flow Signals/Ramp Metering)	E-COA			
Temporary Shoulder Use (Bus on Shoulder)	E-CMTA <sup>0</sup>	X		
Variable Pricing	G-COA			

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**Congested Road: IH 35****2010 Rank: 4**

<b>System Modification</b>				
Access Management	E-COA	X		
Bottleneck Removal	E-COA			
Freight Rail Improvements	E-CMTA <sup>^</sup>	X		
Multimodal Transportation Centers	E-CMTA <sup>^</sup>	X		X
Ramp Configuration to Increase Queuing Capacity	E-COA			
Acceleration/Deceleration Lanes	E-COA			
Commercial Vehicle Accommodations		X		
Diverging Diamonds	E-COA			
Intersection Improvements & Innovative Intersections	E-COA			
Roundabouts	E-COA <sup>‡</sup>	X		
Intersection Turn Lanes		X		
Loop Ramps Eliminating Left Turns	E-COA			
One-Way Streets	E-COA			
Superstreets		X		
Express & Park-and-Ride Bus Service	G-CMTA <sup>^</sup>			
Park-and-Ride Lots	G-CMTA <sup>^</sup>			
Alternative Public Transportation Modes	G-CMTA			
Bicycle/Pedestrian Options	G-COA			
<b>Addition Capacity</b>				
Adding Lanes or Roads	E-COA <sup>#</sup>	X <sup>#</sup>		
Adding New Toll Lanes or Toll Roads	G-SH 130			
Managed (HOV/HOT) Lanes	E-COA			
Grade Separation	E-COA <sup>#</sup>	X <sup>#</sup>		
<b>Construction Improvements</b>				
Construction Contracting Options		X		
Reducing Construction/Maintenance Interference		X		
Pavement Recycling		X		
Shoulder Pavement Upgrade	E-COA			
Sustainable Pavements		X		
<b>Public Participation</b>				
Outreach/Focus Groups	G-COA			
Communications	G-COA			
<b>Effects</b>				
Economic	E-COA			
Safety		X		
Pavement Quality		X		

**Comments:**

\*E-COA means current efforts are not sufficient but are being studied under the COA IH 35 project.

<sup>†</sup>CMTA currently has an ongoing study of how to improve the current vanpool program.

<sup>‡</sup>The TMA in Austin is new and is still up for evaluation.

<sup>◊</sup>CMTA has submitted several pieces of proposed legislation for bus on shoulder.

<sup>^</sup>CMTA has on-going ProjectConnect, which includes future rail service and multimodal transportation centers.

<sup>‡</sup>Roundabouts are being studied as a possibility with the 51<sup>st</sup> street exit on IH 35.

<sup>#</sup>ROW is limited through central and downtown Austin; thus, adding lanes is not a realistic option. There are other concepts currently being studied that propose grade alterations.

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