

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: US 290 2010 Rank: 43 Delay: 444,000 Hrs. TCI: 1.49 ADT/Lane: 13,300 Endpoints: SL 1 to RM 1826 Length: 3.9 miles Date: August 1, 2013 | Already Included* | Should Be Studied | Is Not Needed | No Info Yet |
| System Efficiency | | | | |
| Aggressive Incident Clearance | E-RMA* | X | | |
| Electronic Toll Collection Systems | E-RMA* | X | | |
| Reversible Traffic Lanes/Changeable Lane Assignments | | X | | |
| Signal Operations & Management | X-CTRMA | | | |
| Special Event Management | E-COA | X | | |
| Traffic Management Center | | X | | |
| Traveler Information Systems | | 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 | X | | |
| Real-Time Ridesharing | E | X | | |
| Vanpool | G-CMTA [^] | X | | |
| Transportation Management Associations | G-TMA ^o | | | |
| 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: US 290

2010 Rank: 43

| System Modification | | | | |
|---|---------|---|---|--|
| Access Management | X-CTRMA | | | |
| 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 & Next-Gen Design | G-CTRMA | | | |
| 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 | | | |
| Park-and-Ride Lots | G-CMTA | | | |
| Alternative Public Transportation Modes | E-CMTA | X | | |
| Bicycle/Pedestrian Options | X-COA | | | |
| Additional Capacity | | | | |
| Adding Lanes or Roads | E-RMA* | | | |
| Adding New Toll Lanes or Toll Roads | E-RMA* | | | |
| Managed (HOV/HOT) Lanes | | 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-CTRMA | | | |
| Communications | G-CTRMA | | | |
| Effects | | | | |
| Economic | | X | | |
| Safety | | X | | |
| Pavement Quality | | X | | |

Comments:

*Should be included as a part of the Oak Hill Parkway project.

†Travel options being explored as the result of the TMA work and support from Senator Watson’s office.

^On-going Vanpool project at CMTA.

◇TMA in early stages; still needs to be evaluated.

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