

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
- **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: 11 Delay: 3,386,000 Hrs. TCI: 1.74 ADT/Lane: 30,800 Endpoints: IH 610 (W. Loop) to FM 529 Length: 9.2 miles Date: March 27, 2013	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance	E			
Electronic Toll Collection Systems	SP-HOT			
Reversible Traffic Lanes/Changeable Lane Assignments	BP-HOV			
Signal Operations & Management		X		
Special Event Management	SP ¹			
Traffic Management Centers	BP- TranStar			
Traveler Information Systems	BP			
Truck Incentives & Use Restrictions		X		
Truck Lane Restrictions	SP			
Travel Options				
Flexible Work Hours	SP-HGAC			
Compressed Work Weeks	SP-HGAC			
Telecommuting	SP-HGAC			
Carpooling	SP-HGAC			
Real-Time Ridesharing	BP			
Vanpool	G			
Transportation Management Associations	G			
Trip Reduction Ordinances		X		
Parking Management		X		
Pay-As-You-Drive Auto Insurance				X
Variable Pricing	BP			
Active Traffic Management				
Dynamic Merge Control		X		
Dynamic Rerouting		X		
Dynamic Truck Restrictions		X		
Queue Warning		X		
Ramp Flow Control (Flow Signals/Ramp Metering)	SP			
Temporary Shoulder Use (Bus on Shoulder)			X	
Variable Speed Limits		X		

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Congested Road: IH 45 (North Fwy)

2010 Rank: 1

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

1. METRO provides bus service for special events like Houston Rodeo and Houston TranStar provides traveler information thru their website, DMS, mobile alert system, and media.

X-FEIS Strategy was studied as part of FEIS, but due to funding issues can't be implemented at this time.

Sources

METRO <http://www.ridemetro.org>

HGAC Commute Solutions <http://www.commutesolutionshouston.org/>

HGAC - Regional Transit Framework Study Final Report Dec 2010, Transit Scenario 1

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