

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: IH 35 (N. Pan Am Expy) 2010 Rank: 48 Delay: 850,000 Hrs. TCI: 1.40 ADT/Lane: 27,700 Endpoints: SL 353 (Nogalitos St.) to US 281 Length: 4.2 miles Date: August 20, 2013	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance	G			
Electronic Toll Collection Systems			X	
Reversible Traffic Lanes/Changeable Lane Assignments			X	
Signal Operations & Management	G			
Special Event Management	G			
Traffic Management Centers	SP			
Traveler Information Systems	G			
Truck Incentives & Use Restrictions			X	
Truck Lane Restrictions		X*		
Travel Options				
Flexible Work Hours		X*		
Compressed Work Weeks		X*		
Telecommuting		X*		
Carpooling		X*		
Real-Time Ridesharing			X	
Vanpool		X*		
Transportation Management Associations			X	
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	

* Strategy investigated as part of an ongoing or future study.

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Congested Road: IH 35 (N. Pan Am Expy) 2010 Rank: 48

System Modification				
Access Management			X	
Bottleneck Removal		X*		
Freight Rail Improvements				X
Multimodal Transportation Centers	SP			
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	G			
Loop Ramps Eliminating Left Turns			X	
One-Way Streets	G			
Superstreets			X	
Express & Park-and-Ride Bus Service	G			
Park-and-Ride Lots		X*		
Additional Capacity				
Adding Lanes or Roads		X*		
Adding New Toll Lanes or Toll Roads				X
Managed (HOV/HOT) Lanes		X*		
Grade Separation	G			
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	SP			
Communications	SP			
Effects				
Economic				X
Safety				X
Pavement Quality				X

Comments:

Interstate 35 on the west and north sides of downtown San Antonio varies between a 6- and 8-lane facility, often separated into upper and lower decks, with frontage roads. UTSA's downtown campus, located adjacent to the corridor west of downtown, is serviced by express bus service and multiple transit routes. A Planning and Environmental Linkages study funded by Rider 42 began in spring 2013 and will provide focused study of potential improvement opportunities, including short-term improvements to alleviate freeway bottlenecks. Other ongoing or upcoming studies include regional studies of traffic and incident management, travel options, and parking management. Left lane truck restrictions have been discussed and are being vetted as a traffic management concept by TxDOT. A recent long-term planning initiative (i.e., My 35) recommended freeway expansion in the corridor throughout San Antonio. Recent completion of SH 130 from Georgetown to IH 10 (in Seguin) is believed to be taking some demand from IH 35 through the downtown San Antonio area. VIA is underway on its construction of its Westside Multimodal center just west of IH 35 in the downtown area; this center will serve as the terminus of VIA's newly-initiated Primo bus rapid transit service.

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