

## 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			
<b>Congested Road: IH 35 (Pan Am Expy)      2010 Rank: 49</b> <b>Delay: 444,000 Hrs.    TCI: 1.56    ADT/Lane: 20,200</b> <b>Endpoints: FM 1518 to SL 1604 (Anderson Loop)</b> <b>Length: 2.1 miles</b> <b>Date: August 20, 2013</b>	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance	G/E			
Electronic Toll Collection Systems	Planned*			
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	G			
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.

**Congested Road: IH 35 (Pan Am Expy)****2010 Rank: 49**

<b>System Modification</b>				
Access Management			X	
Bottleneck Removal	Ongoing			
Freight Rail Improvements				X
Multimodal Transportation Centers		X*		
Ramp Configuration to Increase Queuing Capacity	Ongoing			
Acceleration/Deceleration Lanes	Ongoing			
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			X	
Superstreets			X	
Express & Park-and-Ride Bus Service		X		
Park-and-Ride Lots		X*		
<b>Additional Capacity</b>				
Adding Lanes or Roads	Planned*			
Adding New Toll Lanes or Toll Roads	Planned*			
Managed (HOV/HOT) Lanes		X*		
Grade Separation	Ongoing			
<b>Construction Improvements</b>				
Construction Contracting Options				X
Reducing Construction/Maintenance Interference				X
Pavement Recycling				X
Shoulder Pavement Upgrade				X
Sustainable Pavements				X
<b>Public Participation</b>				
Outreach/Focus Groups	SP			
Communications	SP			
<b>Effects</b>				
Economic				X
Safety				X
Pavement Quality				X

**Comments:**

Interstate 35 in northeast San Antonio is a 6-lane facility with continuous frontage roads. TransGuide (TxDOT San Antonio) and CTECC (Austin) monitor IH 35 throughout San Antonio and its length into Austin by surveillance cameras and dynamic messages signs throughout the corridor. IH 35 north of Loop 1604 has left-lane truck restrictions, which are being studied through San Antonio to the south. TxDOT recently studied IH 35 from downtown to the Comal County line for bottleneck/congestion mitigation improvements. Recommendations are currently under construction From Judson Road to FM 3009, including auxiliary lanes and grade separated ramps at strategic locations. Alamo RMA (ARMA) has long-term improvement rights in the corridor and is examining long-term plans for adding tolled express lanes from northeast downtown (IH 37/US 281/IH 35 interchange) to the Comal County line. Other ongoing or upcoming studies include regional studies of traffic and incident management, travel options and parking management. Also, a recent long-term planning initiative (i.e., My 35) by the Texas Department of Transportation recommended freeway expansion of IH 35 throughout San Antonio. SH 130 from Georgetown to IH 10 (in Seguin) was recently completed and is believed to be taking some traffic demand from IH 35 through San Antonio.

“...Serving as a facilitator and project coordinator of studies to be conducted by the four most congested regions...”