Mobility Investment Priorities Corridor Project Checklist

Instruction Notes:

- ***Already Included*** – strategy is already integrated into corridor projects. *Use codes below for this column only:
  - o ***BP***: Best Practice is being used
  - o ***SP***: Best State Practice is being used
  - o ***G***: Current efforts are good
  - o ***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: SL 1604 **2010 Rank: 23** **Delay: 300,000** Hrs. **TCI: 1.31** **ADT/Lane: 13,800** **Endpoints: SH 16 (Bandera Rd) to FM 471 (Culebra Rd)** **Length: 4.7 miles** **Date:** August 20, 2013	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance		X*		
Electronic Toll Collection Systems	SP			
Reversible Traffic Lanes/Changeable Lane Assignments			X	
Signal Operations & Management	SP			
Special Event Management		X*		
Traffic Management Centers	G			
Traveler Information Systems		X*		
Truck Incentives & Use Restrictions			X	
Truck Lane Restrictions			X	
Travel Options				
Flexible Work Hours		X*		
Compressed Work Weeks		X*		
Telecommuting		X*		
Carpooling	E*			
Real-Time Ridesharing			X	
Vanpool	E*			
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.

"…Serving as a facilitator and project coordinator of studies to be conducted by the four most congested regions…"

Congested Road: SL 1604 **2010 Rank: 23**

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

Comments:

TxDOT and the Alamo RMA (ARMA) completed a super street intersection improvement in this corridor as an interim congestion relief measure. ARMA is currently working on the Environmental Impact Statement (EIS) for the SL 1604 corridor improvement across the west and east sides of the city, including this congested corridor. Since the EIS study began, however, TxDOT has identified funding sources that will provide frontage roads and two non-tolled lanes in each direction for Loop 1604 between Bandera Road and Potranco Road. ARMA will continue to study the corridor, but the emphasis will be on the addition of tolled managed lanes between SH 16 and IH 35 along the north side of San Antonio. ARMA has an active web site, Twitter account and a Facebook page for the future project. When construction moves forward, ARMA will require the construction contractor to provide incident clearance during construction. Future improvements will include electronic tolling (of any tolled mainlanes), dynamic messages signs and surveillance in cooperation with TxDOT. VIA Transit has a park and ride facility two miles south of Culebra Road (southern boundary of congested corridor) at SL 1604 at Military/Sea World.