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: US 281 **2010 Rank: 38** **Delay: 1,214,000** Hrs. **TCI: 1.53** **ADT/Lane: 12,300** **Endpoints: SL 1604 (Anderson Loop) to Comal County Line** **Length: 7.3 miles** **Date:** August 20, 2013	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance	SP			
Electronic Toll Collection Systems	SP			
Reversible Traffic Lanes/Changeable Lane Assignments			X	
Signal Operations & Management	SP			
Special Event Management	G			
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		X*		
Real-Time Ridesharing				
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	
Dynamic Speed Display (Speed Harmonization)			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: US 281 **2010 Rank: 38**

System Modification				
Access Management	SP			
Bottleneck Removal	G			
Freight Rail Improvements			X	
Multimodal Transportation Centers	G			
Ramp Configuration to Increase Queuing Capacity	G			
Acceleration/Deceleration Lanes	SP			
Commercial Vehicle Accommodations	G			
Diverging Diamonds			X	
Intersection Improvements & Innovative Intersections	SP			
Roundabouts			X	
Intersection Turn Lanes	SP			
Loop Ramps Eliminating Left Turns			X	
One-Way Streets			X	
Superstreets	SP			
Express & Park-and-Ride Bus Service	G			
Park-and-Ride Lots	G			
Additional Capacity				
Adding Lanes or Roads		X*		
Adding New Toll Lanes or Toll Roads	SP			
Managed (HOV/HOT) Lanes	G			
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:

TxDOT and the Alamo RMA (ARMA) completed construction on a Super Street improvement in the southern half of this corridor several years ago. Signals timed for Super Street operation and are maintained by the City of San Antonio. ARMA is currently working on the Environmental Impact Statement (EIS) for corridor improvements. Twice the normal number of public meetings have been held, and the RMA has an active web site, Twitter account and a Facebook page for the future project. Options studied in the EIS include widening the existing divided highway, non-tolled freeway with frontage, tolled freeway with non-tolled frontage, overpass construction at major crossings, and managed lane HOV/HOT lane options. Local opposition to tolling in the corridor is strong and has been ongoing for years. 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 an express bus park and ride facility at the south end of the corridor and plans for a future transit center near the middle of the corridor (at US 281 and Stone Oak Parkway).