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: FM 3487 (Culebra Rd) 2010 Rank: 50 **Delay: 170,000** Hrs. **TCI: 1.16 ADT/Lane: 5,200** **Endpoints: FM 471 (Grissom Rd) to IH 410** **Length: 3.3 miles**	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
Date: August 20, 2013				
System Efficiency				
Aggressive Incident Clearance		X*		
Electronic Toll Collection Systems			X	
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			X	
Vanpool		X*		
Transportation Management Association			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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to be conducted by the four most congested regions…"

Congested Road: FM 3487 (Culebra Rd)   2010 Rank: 50

System Modification				
Access Management	G			
Bottleneck Removal	G		X	
Freight Rail Improvements			X	
Multimodal Transportation Centers	G			
Ramp Configuration to Increase Queuing Capacity			X	
Acceleration/Deceleration Lanes			X	
Commercial Vehicle Accommodations			X	
Diverging Diamonds			X	
Intersection Improvements & Innovative Intersections	G			
Roundabouts			X	
Intersection Turn Lanes	SP			
Loop Ramps Eliminating Left Turns			X	
One-Way Streets			X	
Superstreets			X	
Express & Park-and-Ride Bus Service				X
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			X	
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				X
Communications				X
Effects				
Economic				X
Safety				X
Pavement Quality				X

Comments:

An improvement from four to six primary travel lanes with a center turn lane was completed for this corridor in early 2012. Bike lanes and sidewalk are incorporated into the new design, and median treatments are located along the approaches to signalized intersections. VIA has a nearby transit center on Ingram Road, and special events park and ride service is available to St. Mary's University (for an annual event) inside Loop 410. The roadway improvement project was constructed by Bexar County with pass-through financing, and the City of San Antonio installed new signal equipment and retimed the corridor upon construction completion. Remote monitoring and control from the City's signal management center is now provided. An after study showed travel times reduced between 27 and 62 percent, depending on location, and stops reduced between 59 and 85 percent. Ongoing or upcoming studies include regional studies of traffic and incident management, travel options and parking management.

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