

CULEBRA ROAD (FM 3487)

SH 471 (Grissom Road) to IH 410

Current Conditions

Culebra Road (FM 3487), formerly a 4-lane arterial with a center-turn lane, was improved to a 6-lane road with a turn lane in 2010 and 2011. The corridor improvements also included raised medians at signalized intersections, bike lanes, and sidewalks for the length of the project. Bexar County managed the improvement project as a pass-through financing project supported by TxDOT.

- Segment Length: 3.3 miles
- Road Type: 6-lane divided arterial
- Annual Hours of Delay: 170,000
- Texas Congestion Index: 1.16
- Commuter Stress Index: 1.21

Possible Congestion Causes

A road construction project caused some of the congestion measured in 2009. With the widening and the end of construction activities, congestion has dramatically decreased.

Projects in Progress or Completed

Roadway Expansion

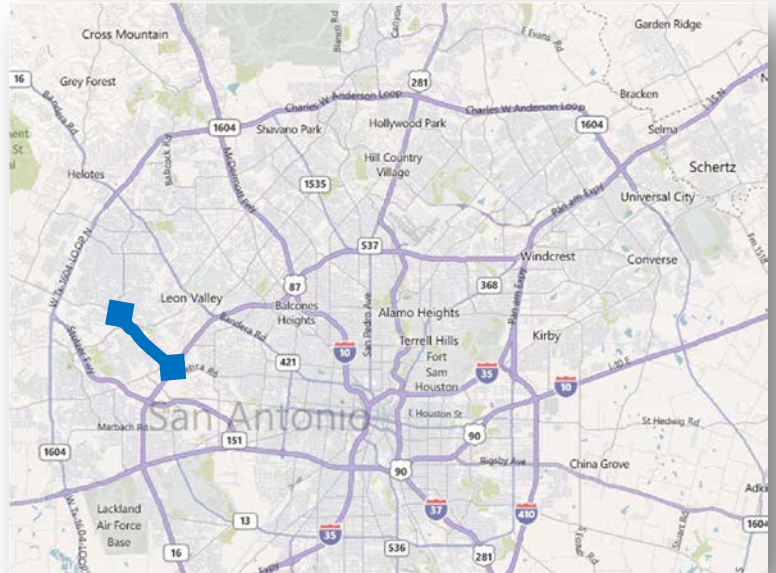
Bexar County’s pass-through financing (supported by TxDOT) of \$22.9 million provided improvements to 3.2 miles of Culebra Road including widening the road from five lanes to seven lanes, raised median treatments at major signalized intersections, and several upgrades at cross drainage features, including relocating a city street segment outside of a flood-prone area.

Transit Facilities

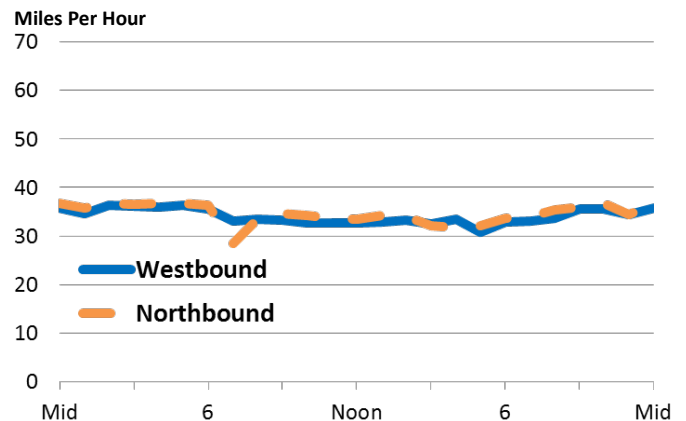
VIA operates a nearby transit center on Ingram Road near Ingram Park Mall.

Traffic Signals

New signal equipment was installed and the signals retimed upon construction completion.



2010 Rank: 50	2013 Rank: 281
Annual Hrs. of Delay/Mile: 52,000	
Congestion Time: 0 Hours	
Annual Cost of Delay: \$3.3 Million	
Average Daily Traffic: 31,000 Vehicles	



Signal Timing

The City’s signal management center will provide remote monitoring and control of Culebra’s signalized intersections.



Monitoring for Success

Performance data were collected along Culebra Road after improvements were completed. From west of Callaghan Road to Grissom Road, travel times and stops decreased in both directions during all three weekday peak periods (a.m., noon, and p.m.). Travel times decreased anywhere from 27 to 62 percent, with the greatest reduction (62 percent) in the eastbound (peak) direction during the a.m. peak. The percentage of stops decreased anywhere from 59 to 85 percent, with the greatest reduction (85 percent) occurring in the eastbound (peak) direction during the a.m. peak.

Planning Efforts to Date

Operations improvements may result in increased bus service by VIA.

Next Steps

- There is local agency agreement and support for more aggressive incident management methods to improve mobility and congestion in the San Antonio area. **Improved incident management and related agency coordination** in quickly clearing crashes and disabled vehicles will reduce incident-related delay and congestion.

- **Broad deployment of advanced traveler information systems** (including dynamic message signs and camera monitoring) in cooperation with TxDOT has been identified as a city-wide congestion management measure. TransGuide can be improved with electronic signs, which provide updated traffic information and other traffic management solutions to travelers. Funding for the expansion and maintenance of additional traffic management devices and services has not been identified.
- There is local agency agreement and support for **increased travel demand management activity and strategy deployment** in San Antonio. Likely champions of these activities in the San Antonio region are the Alamo Area Council of Governments and VIA Metropolitan Transit. Studies can determine the most effective travel demand management strategies for the region and determine the potential to form Transportation Management Associations (TMAs) in cooperation with major employers in the region.