

MOBILITY ENHANCEMENT ALTERNATIVES

Strategy	Description	Potential Level of Effectiveness in the C-470 corridor	Move Forward?	Screening / Explanation
Transportation Demand Management (TDM)				
Variable Work Hours (Flex Time)	Alternative work hours made available by major employment centers in the region.	medium	Yes	Reduces the traffic demand on C 470 and surrounding roadways during peak hours to a moderate extent.
Rideshare Matching (car and van pool)	Allows travelers with common destinations to travel in one vehicle and share costs associated with traveling through ride sharing programs.	medium	Yes	Rideshare programs will provide a moderate reduction in congestion based on the success of programs in the region. (RideArrangers)
Teleworking	Establish home based employment programs.	low	Yes	Improves the mindset of employees and reduces traffic during peak hours at a low level.
Incentives and Subsidies	Employer and employee based rewards, cash, time off, or recognition for commuters.	low	Yes	Promotes use of HOV and auxiliary lanes for commuters. Potential minor effect on congestion.
Connective Transit Service	Linkage to transit services within the corridor, such as park-n-Rides and light rail stations.	medium	Yes	Provides alternative transportation to mainline and park-n-Rides; moderate effect in the corridor.
Traffic Management Organization (TMO)/ Traffic Management Association (TMA)	TMO(A)'s work with employers, residents, and HOA's to encourage transportation projects that reduce traffic congestion and offer commuters viable options. Presently, options include the creation of a stand alone TMO(A) or phased integration into the South I-25 Corridor TMA.	high	Yes	A TMO(A) is responsible for the implementation of TDM programs and services.
Transportation Systems Management (TSM)				
Traffic signals and ramp metering	Monitors and manages traffic flow on arterial streets and freeways.	high	Yes	High effectiveness with existing systems.
Incident Management Plans	Emergency service operators to respond to accidents, hazardous spills, and other urgent situations. May utilize onboard navigation systems.	high	Yes	High effectiveness with other corridor IMPs.
Intelligent Transportation Systems (ITS)				
Advanced Traveler Information Systems	Electronic variable message signs (VMS), radio, television, Internet, CCTVs, traffic counters, speed monitors, and accident notification.	medium	Yes	Manages and reduces congestion to a moderate extent by utilizing existing infrastructure and advanced technology
Parking Information Systems	Employ signage to indicate parking facility capacity.	medium	Yes	Reduces congestion at a moderate level and improves the overall mindset of commuters by providing options.
Weather Information Systems	Inform travelers of existing weather conditions.	low	Yes	May reduce congestion at a low level by means of providing updated weather conditions to commuters.
TRAILS				
Improved pedestrian/bicycle facilities	Allows users to walk and/or bike to destinations throughout the corridor. Improvements to include connectivity and alternate commuter routes.	medium	Yes	Moderately effective as a connective system to alternative modes of transportation such as park-n-Rides and light rail.
Marketing and Promotion	Provide trail maps and enhanced marketing/signage for commuter and recreational trail users.	medium	Yes	Necessary to facilitate the use of an integrated trail system - moderately effective.

* The pre-screening process eliminated the following strategies:
 Fleet management, Fleet tracking and weigh-in motion technologies, Automated vehicle control, Taxi Information, Transit priority systems, Computerized dispatching, Traffic Management Centers, and non-emergency telecommunications.

