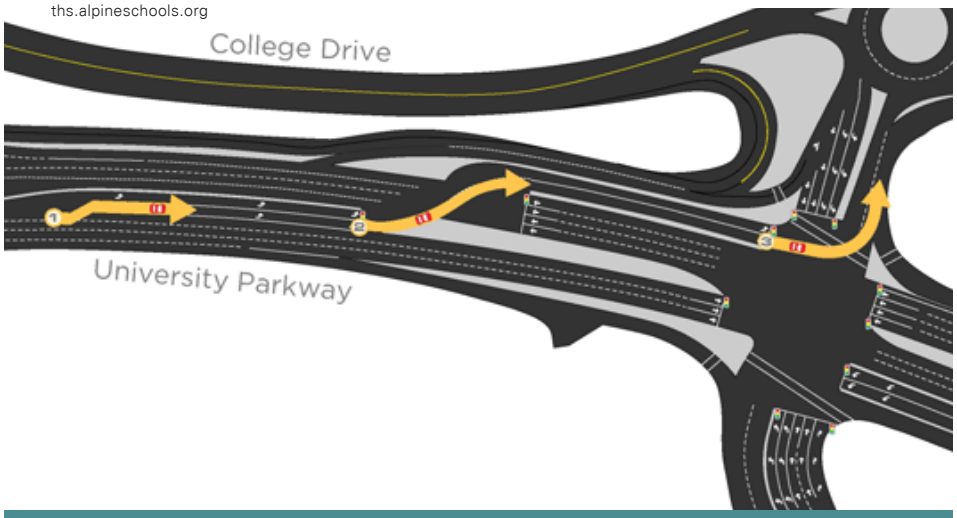
CONTINUOUS FLOW INTERSECTIONS



COST $ $ $ $ $

TIME
MODERATE

IMPACT
STATE
REGIONAL
LOCAL
CORRIDOR
SPOT

WHO
CITY/STATE

HURDLES
RIGHT-OF-WAY

More Information: tti.tamu.edu/policy/how-to-fix-congestion

Description

Traditional left-turn lanes are not always practical or able to solve congestion problems at some intersections. Accommodating turns directly affects intersection safety and efficiency, making left turns the key design factor in intersection improvement and design.

A continuous flow intersection (CFI), or displaced left-turn, moves left-turning vehicles from the main intersection to a separate roadway that runs parallel to the main lanes. This design allows for more green time for the major traffic flows.

Target Market

CFIs work best in:

- Intersections with heavy left-turn movements, where the left-turn queue frequently spills over into other traffic lanes.
- Intersections with ample available right of way.

Note that these intersections are difficult for bicyclists and pedestrians to navigate. Their use is cautioned in areas with moderate (or the potential for higher) bicycle and pedestrian use and within the context of the surrounding development and transportation goals.

How Will This Help?

- **Maximizes intersection capacity and decreases delay** by allowing smoother traffic flow and longer green lights.
- **Costs less than traditional, complete intersection rebuilds**, especially when considering grade separation.

Implementation Issues

CFI designs can be costly due to the additional right-of-way needs. This can be especially complicated in grade-separated intersections. These intersections are challenging for pedestrians to navigate due to additional crossing distances and unique traffic flows. Certain crossing maneuvers may not be completed within one signal cycle, but median islands provide refuge for pedestrians to wait for subsequent walk intervals.

SUCCESS STORIES

Oak Hill Parkway in Austin, Texas. The models estimate that new **CFIs could improve travel times in the area from 30 to 50 percent.**

SR 154 Salt Lake City, Utah. This project will build **5 continuous flow intersections within a 12.5-mile corridor when complete.**

US 61 and LA 3246 in Baton Rouge, Louisiana.

Predicted to **reduce rush-hour delay from 3.75 minutes per vehicle to 30 seconds.**