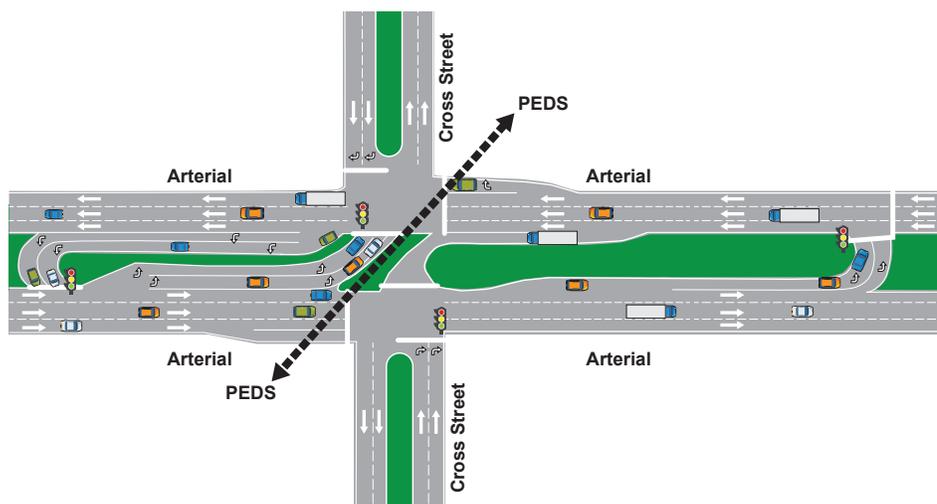




SUPERSTREETS



COST



TIME



MODERATE

IMPACT



WHO



HURDLES



RIGHT-OF-WAY,
PUBLIC ACCEPTANCE

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

Description

A superstreet is a divided highway with intersections that do not allow minor cross-street traffic to go straight through or turn left. The minor cross-street traffic must turn right. Then, vehicles can make a U-turn to proceed in the desired direction. This change reduces the number of traffic signal phases and allows for longer green lights on the major roadway. This design can lessen congestion caused by the signals.

Often, these designs are considered short-term improvements until planning is complete and funding is acquired for upgrades that are more substantial.

Target Market

Superstreet designs work best along arterial corridors with heavy delays at an intersection due to either:

- High numbers of left turns.
- Cross-street traffic.

Additionally, superstreets are ideal for corridors that transition from a freeway to an arterial, allowing traffic to adjust to different conditions.

How Will This Help?

- **Increases safety** by reducing the number of conflict points.
- **Reduces delay, improves capacity** through shorter red lights, and simplifies signal timing.
- **Maintains existing commercial access.**

A recent before-after study of Loop 1604 between SH 151 and Braun Road in San Antonio, Texas, found reductions in evening rush-hour travel time of 14 percent in the northbound direction and 35 percent in the southbound direction.

Implementation Issues

The additional right of way and paved surfaces required to build the U-turn lanes could increase costs. Public acceptance requires sufficient education before opening the lane.

SUCCESS STORIES



The San Antonio area has two locations with superstreets. One is on US 281 North (four intersections), and one is on Loop 1604 West (two intersections). In both locations, the superstreet provides a change between the freeway and non-freeway sections of these roads.

South of Evans Road, throughput increased 10%.*

*Source: <http://www.texashighwayman.com/superstreets.shtml>

Morning rush hour travel times:



Evening rush hour travel times:

