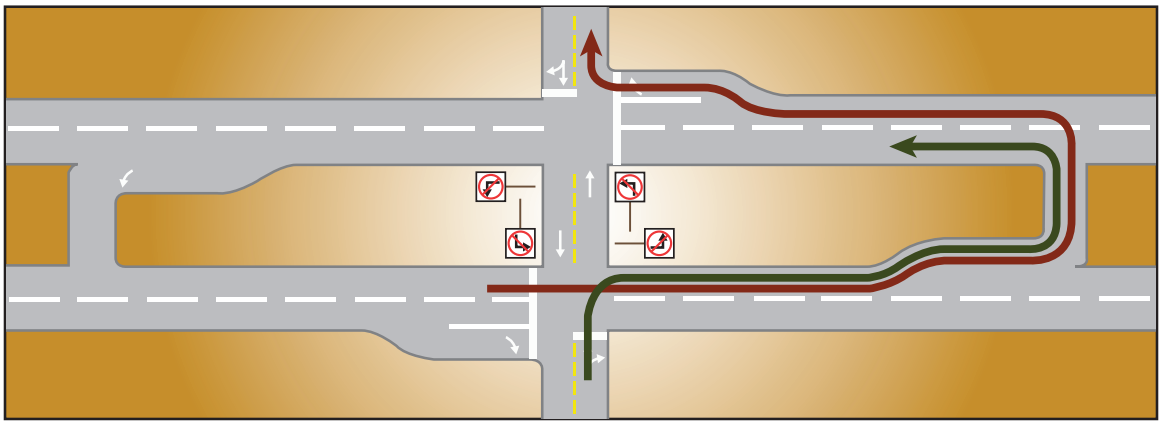
What is an Arizona Parkway?

East-West Corridor Study

This innovative roadway design generally eliminates left-turn movements at an intersection and accommodates downstream of the intersection. This type of left-turn is known as an indirect left-turn. This design accommodates a left-turn movement through a strategically placed U-turn break in the median on the far side of the main roadway. These U-turn breaks can be signalized in particularly high-volume areas. Shown below is a generalized layout for a typical in-direct left intersection.



Key: Green arterial to parkway, Red parkway to arterial — Source: MichiganHighways.org

Red Line traffic on the divided highway cannot turn left directly at the crossroad intersection. To accomplish the left turn:

- The divided highway traffic moves to the left lane, continues past the crossroad, and turns left into a U-turn break or "median crossover," usually placed about 660 feet beyond the intersection.
- When traffic clears sufficiently, the left turn onto the opposite direction of the divided highway is completed.
- The driver then moves to the right lane and turns right onto the crossroad, thus completing the traffic movement.

Green Line traffic on the crossroad wishing to turn left onto the divided highway:

- First turns right onto that highway, moves to the left lane and turns left into the U-turn break or "median crossover" approximately 660 feet from the intersection.
- When traffic clears sufficiently, the left turn onto the opposite direction of the divided highway is completed.

KEY ADVANTAGES

- **Higher vehicle capacity**
- **Faster travel times**
- **Better gas mileage due to fewer stops and less idling at intersections**
- **Context-sensitive design**
- **Less potential for accidents at intersections due to elimination of left turns -- 60% to 75% decrease in injury crashes**

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