

Hicks Street:

Northbound Traffic Calming

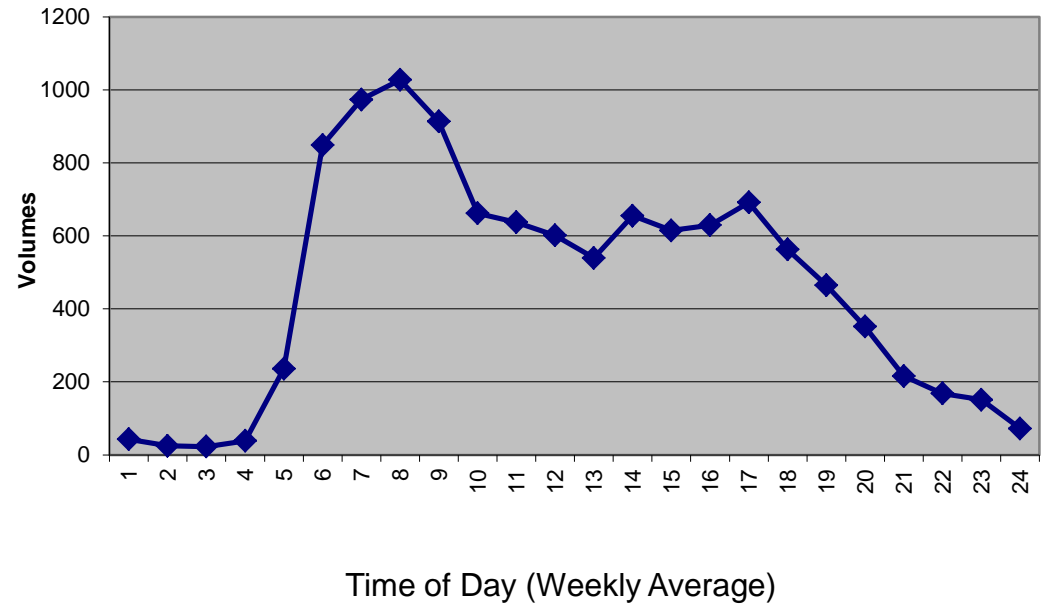


Context:

Hicks Street and the Brooklyn-Queens Expressway



Northbound Volumes
February 2011

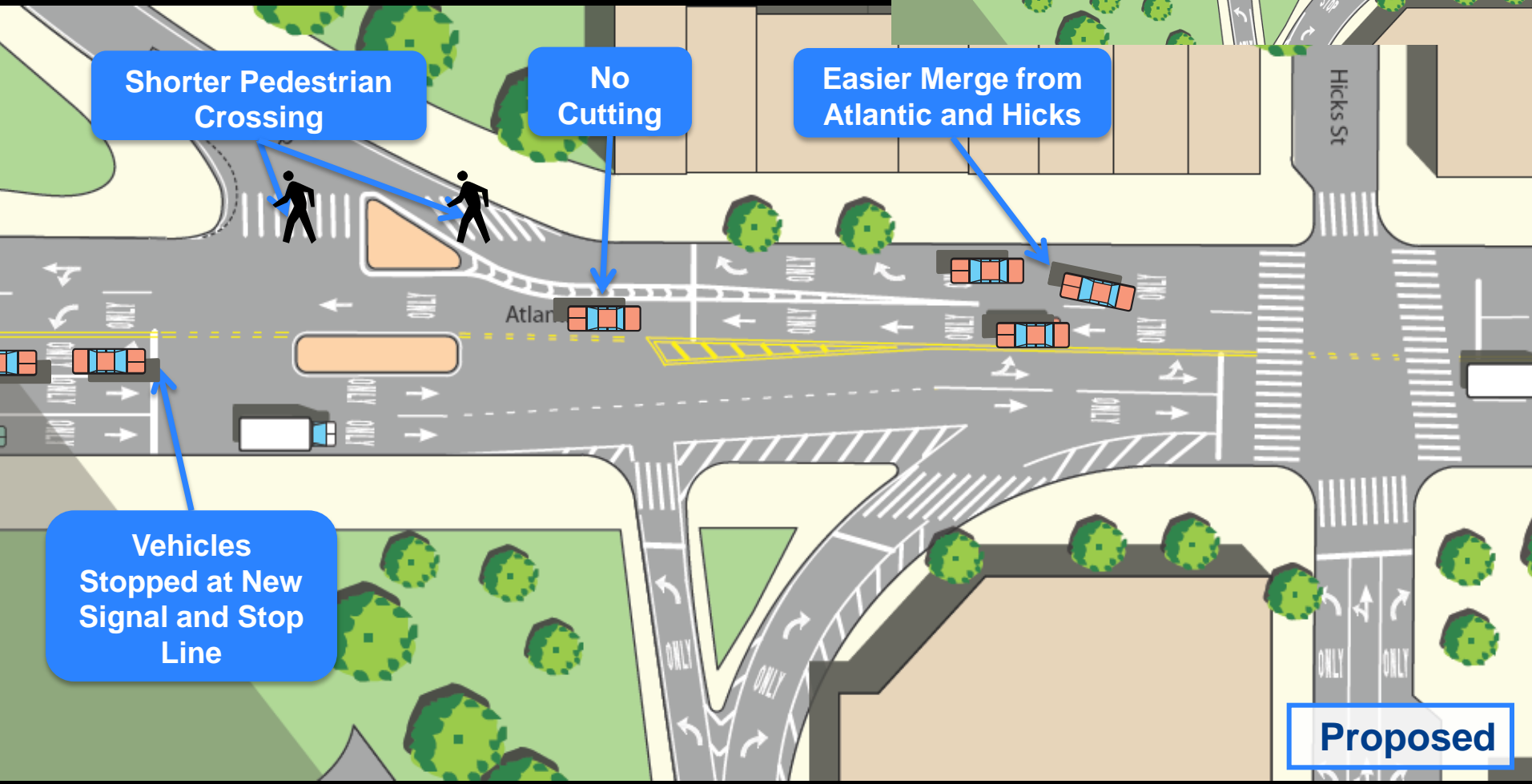


- Heavy vehicular volumes throughout day along Hicks when BQE backs up
- 5 Pedestrian BQE Crossings & 4 Vehicle BQE Crossings

Context:

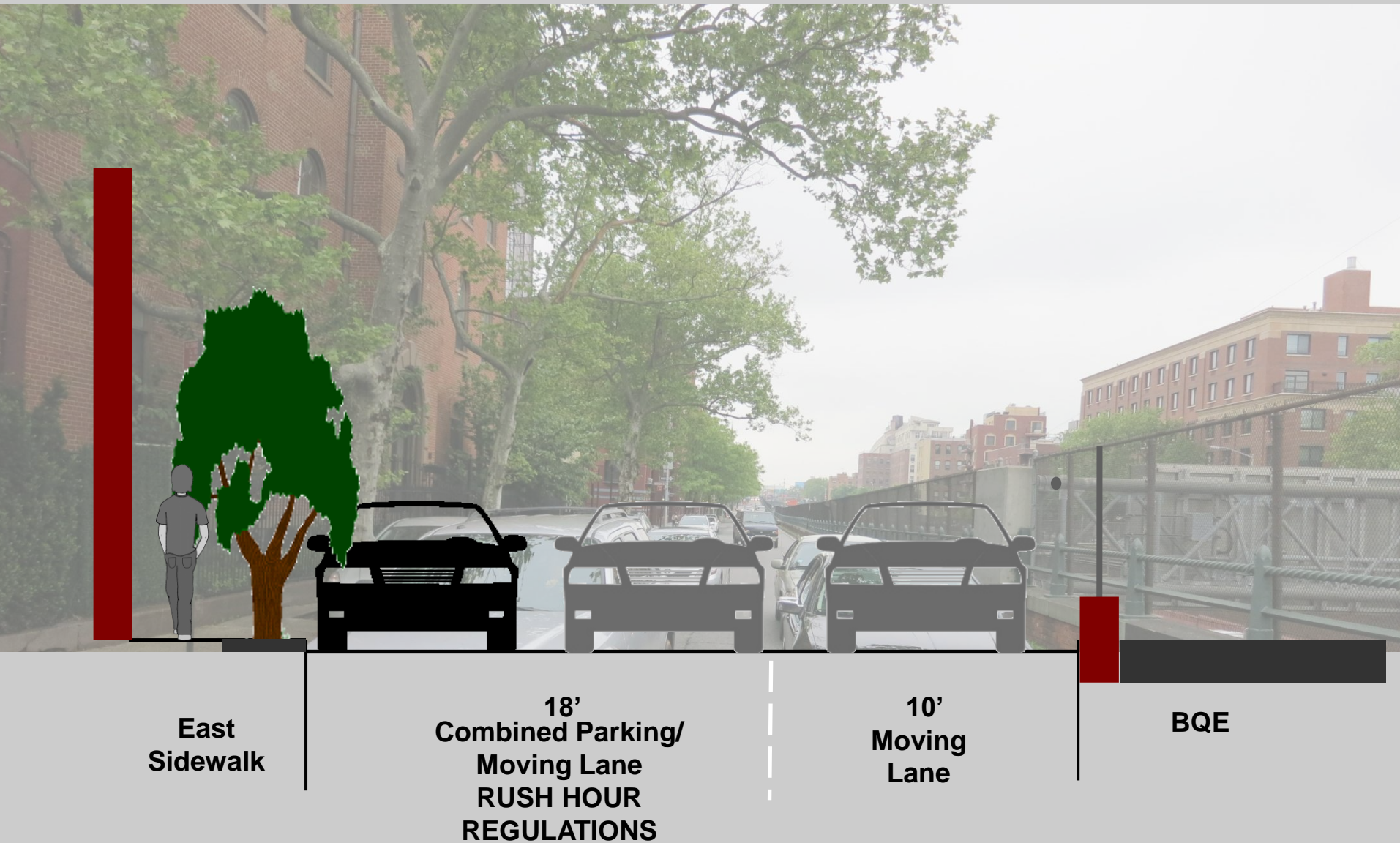
2012 Safety Improvements at Atlantic Avenue

- Addressing northern end this year



Context:

Hicks Street Northbound – Existing Configuration



Context:

Community Concerns

Rush Hour: 7-10AM



All Other Times

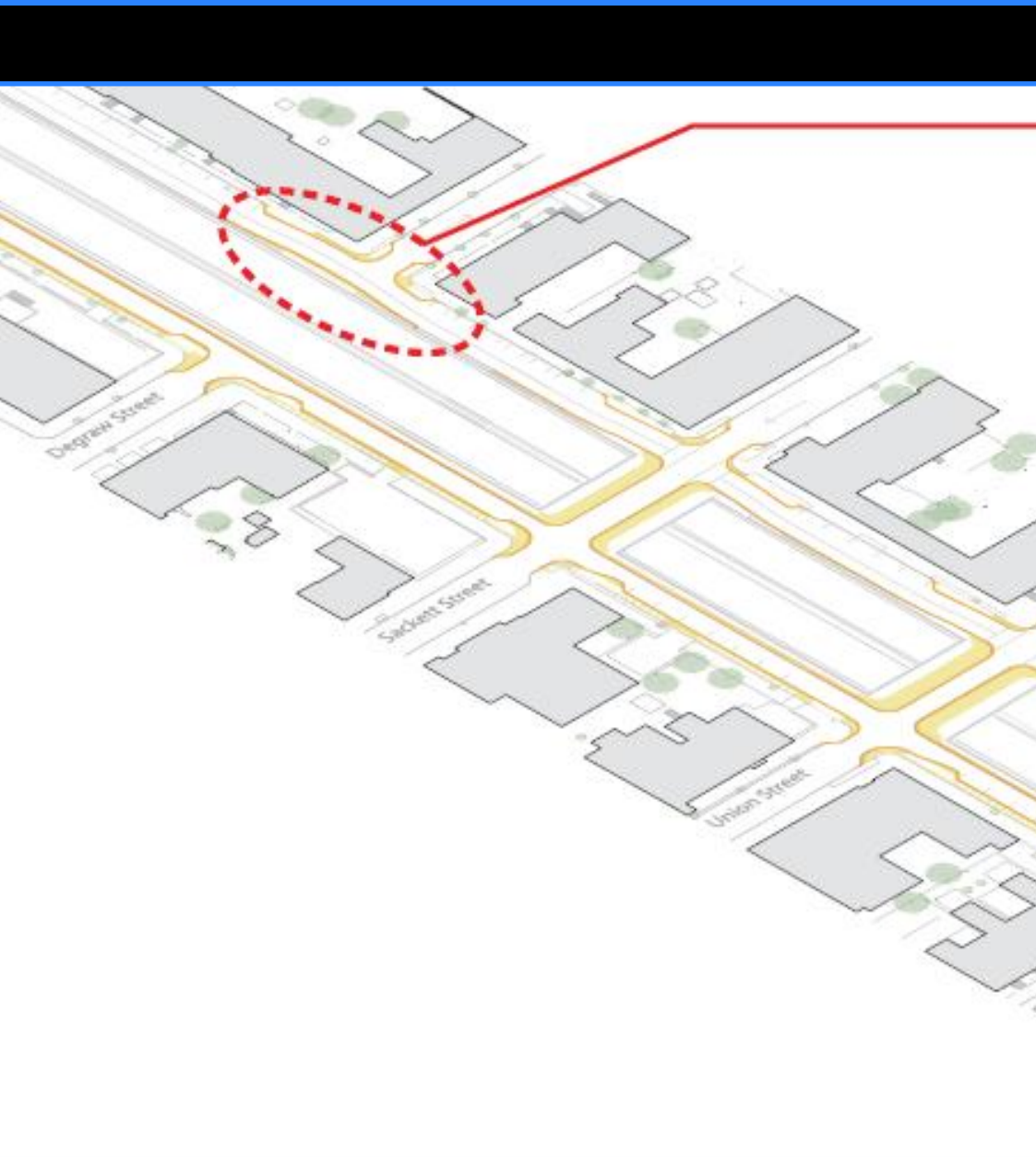


Speeding
Vehicles

Difficult
Crossing

Context:

BQE Enhancement Study - Chicanes

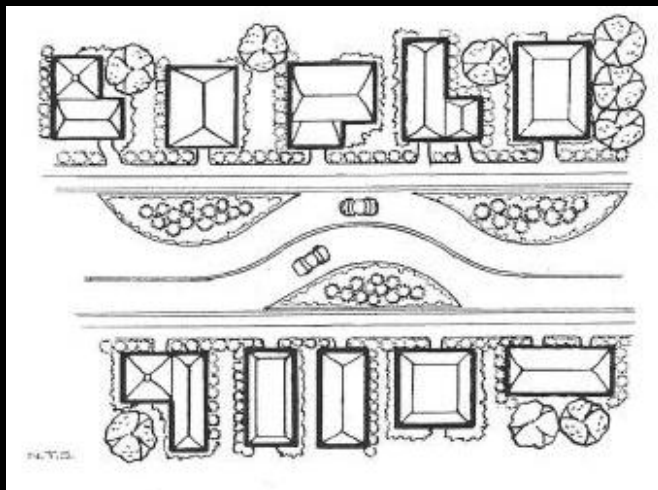


- Storm-water Street Edge
- Concrete Curb
- New Concrete Pavement
- Planting Bed in New Concrete Pavement
- 18" Wide Cobble Maintenance Strip



NYC DOT Role in Implementation

Shifting Alignment – Technical Challenges



- Taper Requirements (MUTCD)
 - Min. Taper Length = Offset Distance*15 (speed limit 30 mph)
 - 5' offset – 75' taper
 - Greater if 85th percentile speed is higher than posted speed limit
 - **Would require significant parking loss along corridor**
- Chicanes in General (ITE)
 - Not appropriate treatment for high volume, two-lane, one way streets
 - Appropriate at mid-block locations only
- Eliminates On-Street Parking

NYC DOT Role in Implementation

Shifting Alignment – Practical Challenges



NYC DOT Role in Implementation

Long-term Capital Projects vs. Short-term Interventions

In-house resources can be used for:

- Signs
- Markings
- Paint
- Bollards



Issues: Street Safety and Traffic Flow

Overview

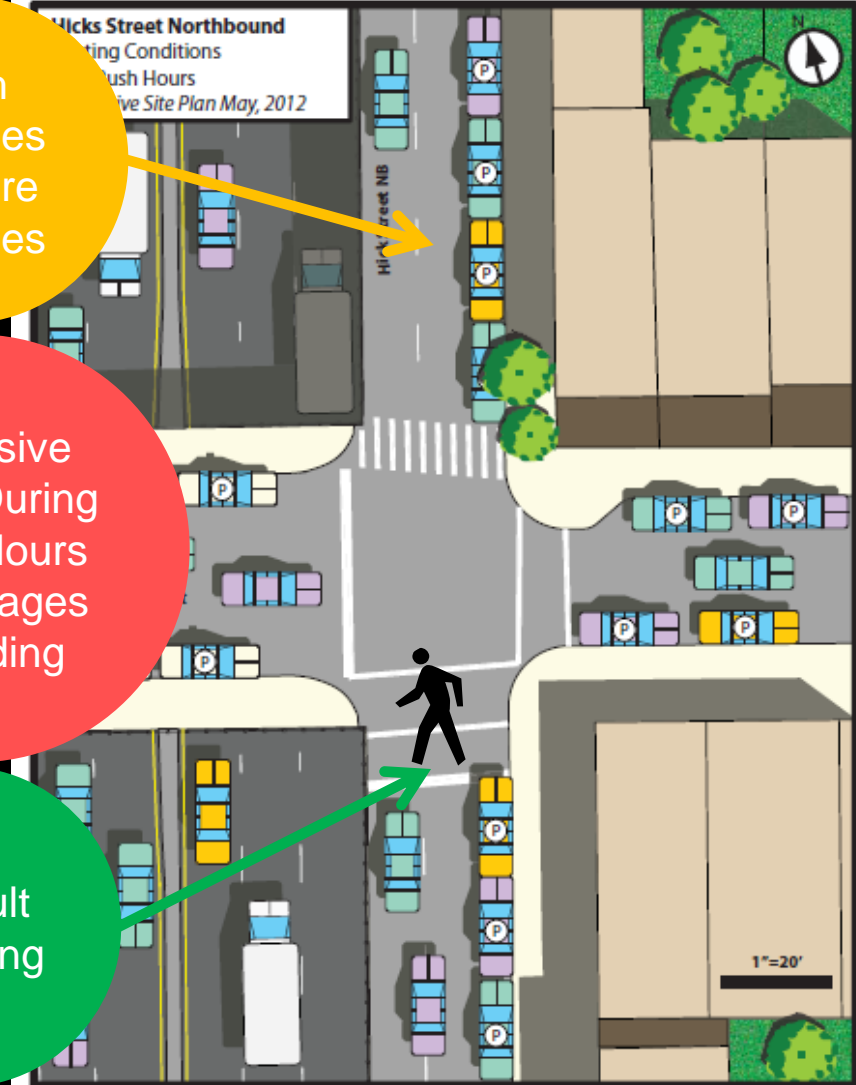
Rush Hour: 7-10AM

Hicks Street Northbound
Existing Conditions
Rush Hour
Illustrative Site Plan May 7, 2012



All Other Times

Hicks Street Northbound
Existing Conditions
All Other Times
Illustrative Site Plan May, 2012



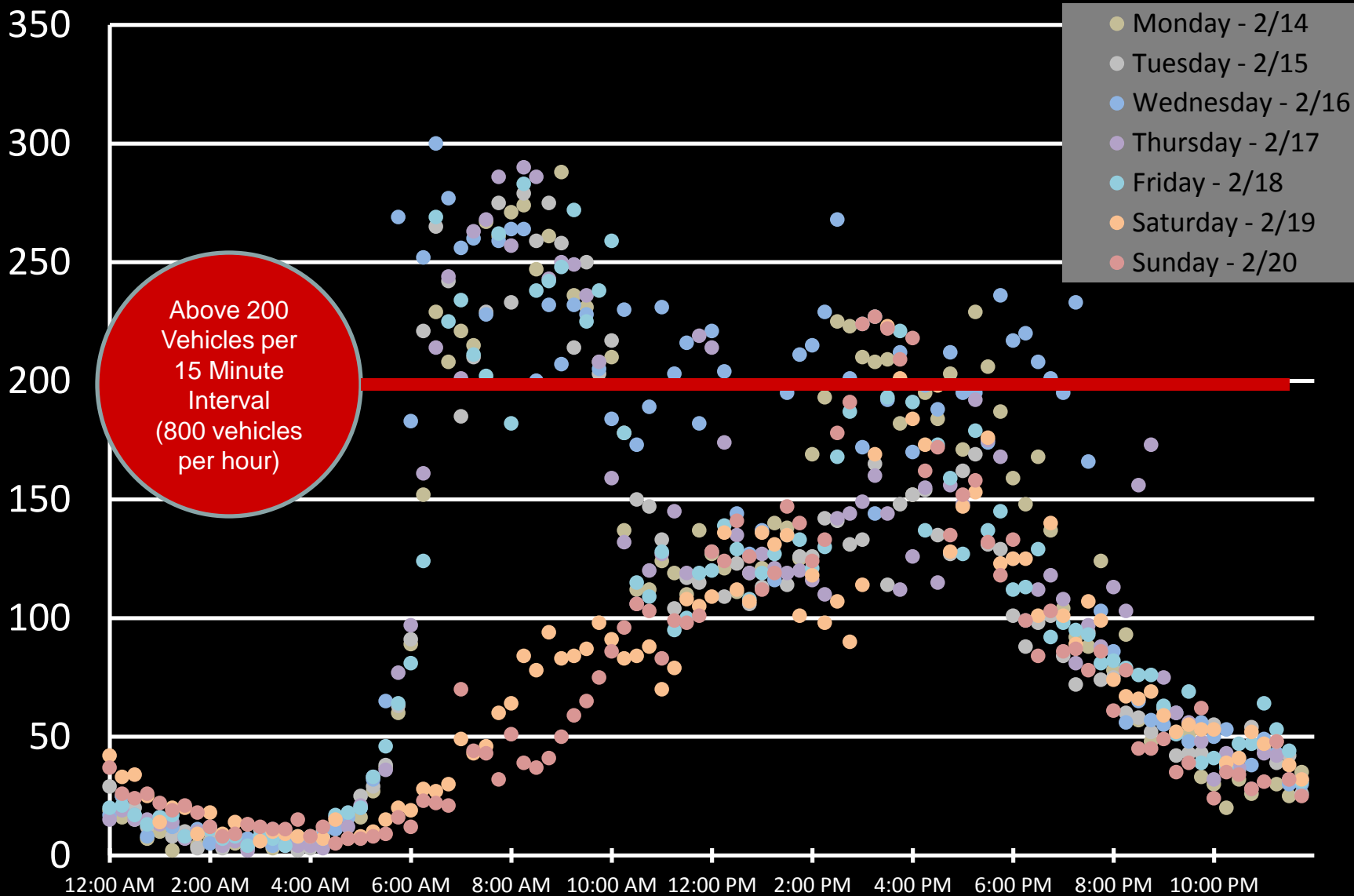
High Volumes Require 2 Lanes

Excessive Width During Rush Hours Encourages Speeding

Difficult Crossing

Issue 1: High Volumes

Two Lanes Needed Frequently Throughout Day



Issue 2: Excessive Width During Rush Hour

Encourages Speeding

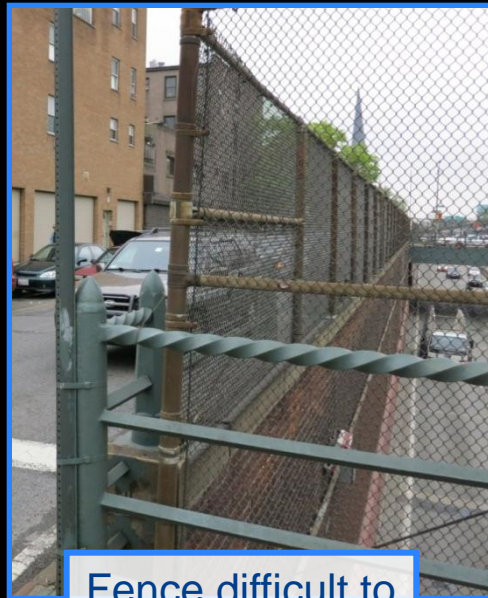


Issue 3: Difficult Crossing

Moving Lanes Along Curb, Crossing Against Light Is Dangerous



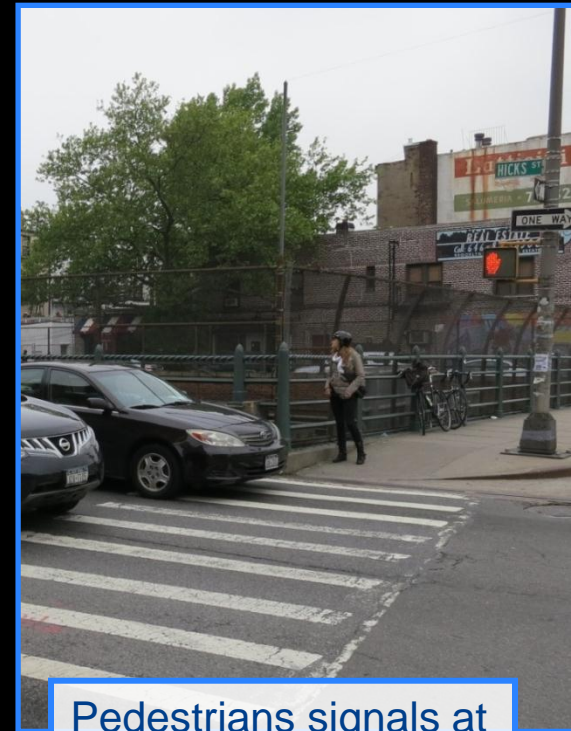
Vehicles travel fast along curb



Fence difficult to see through



Traffic visible from corner

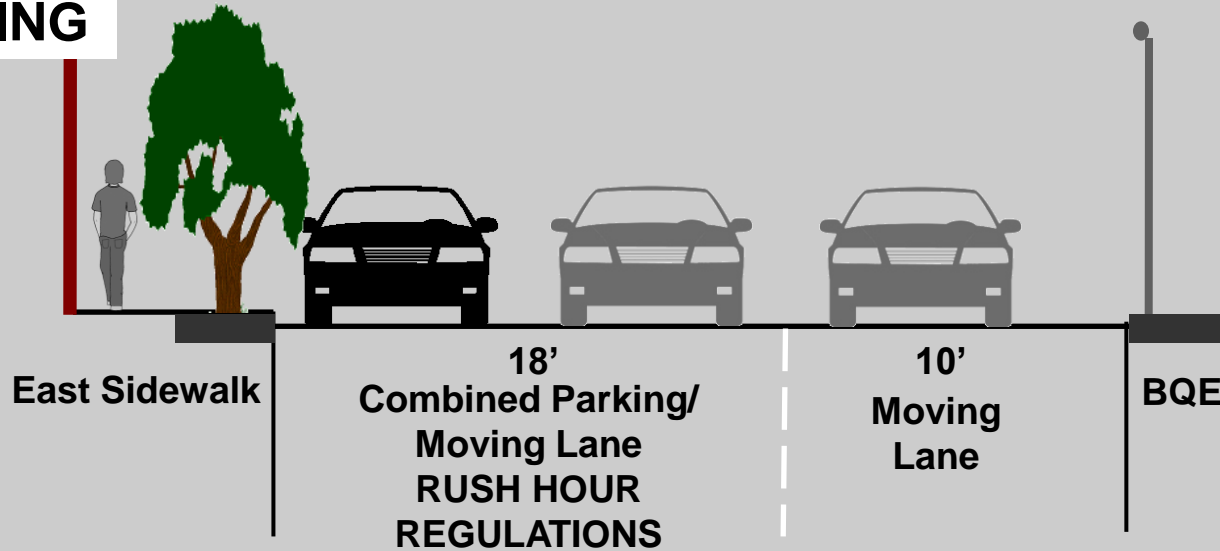


Pedestrians signals at all crossings

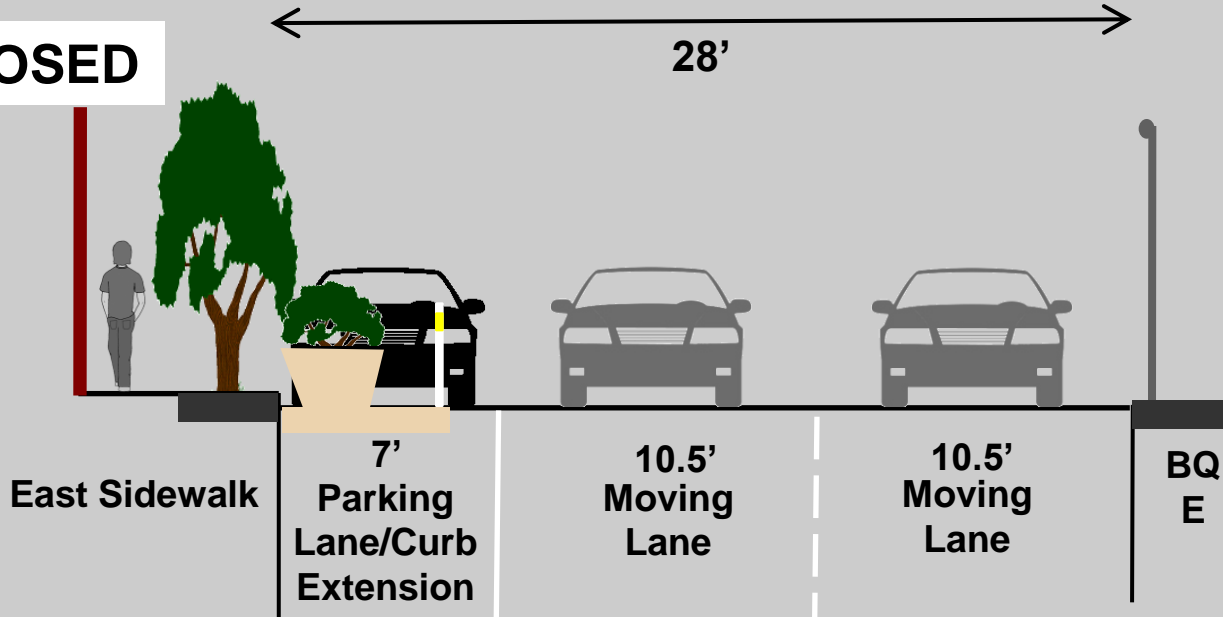
Recommendation: Reduce Lane Width

Remove Rush Hour Parking Regulations

EXISTING



PROPOSED

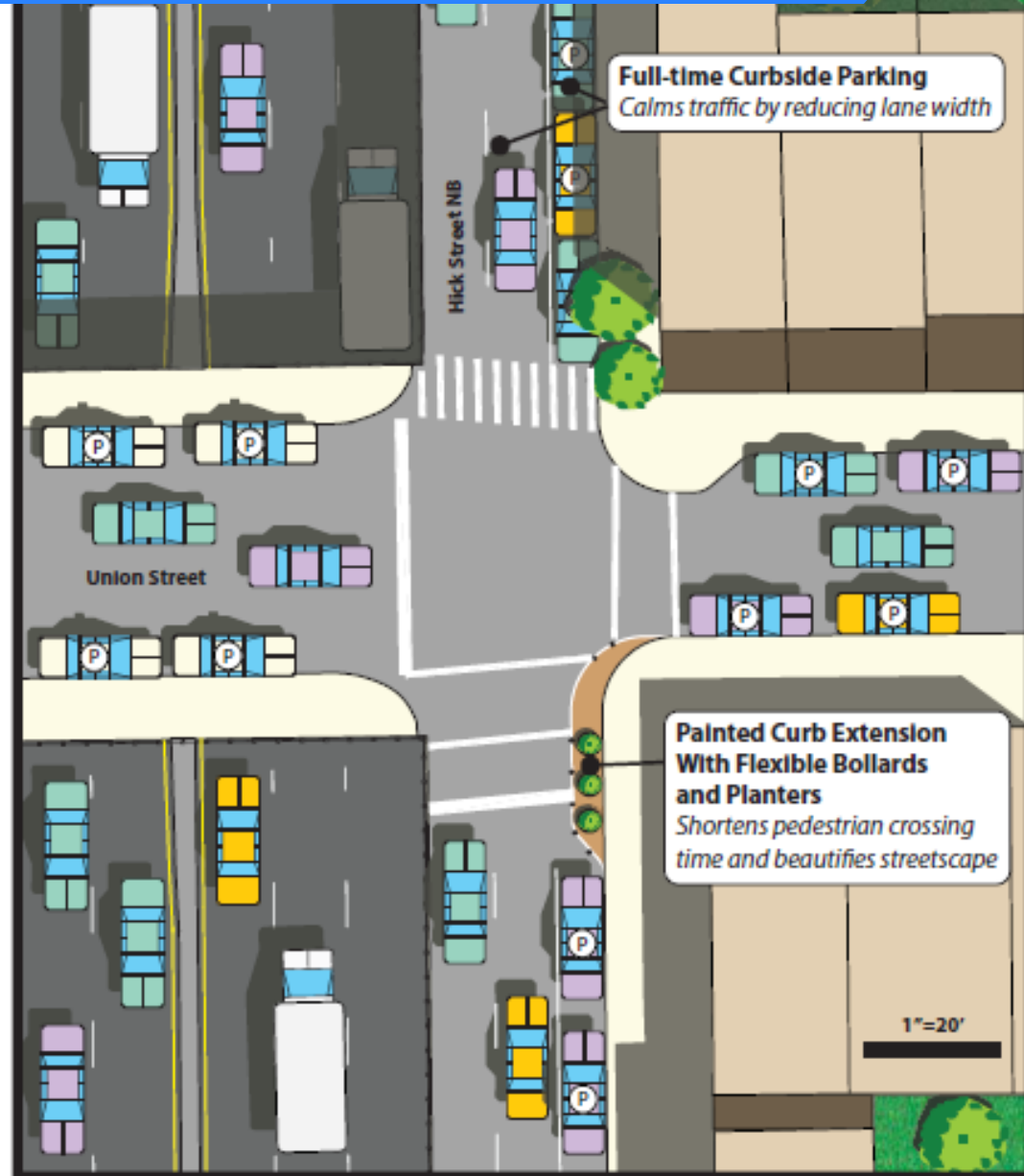


Recommendation: Shorten and Highlight Crossing

Painted Curb Extensions, Flexible Bollards and Planters

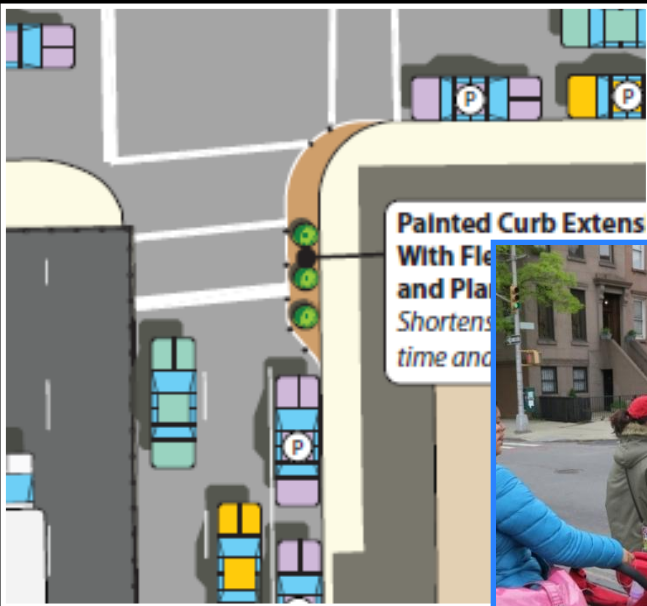


- Crossing shortened
- Reinforces narrower moving lanes
- Opportunity for planters



Recommendation: Shorten and Highlight Crossing

Painted Curb Extensions, Flexible Bollards and Planters



Enhance Existing Condition

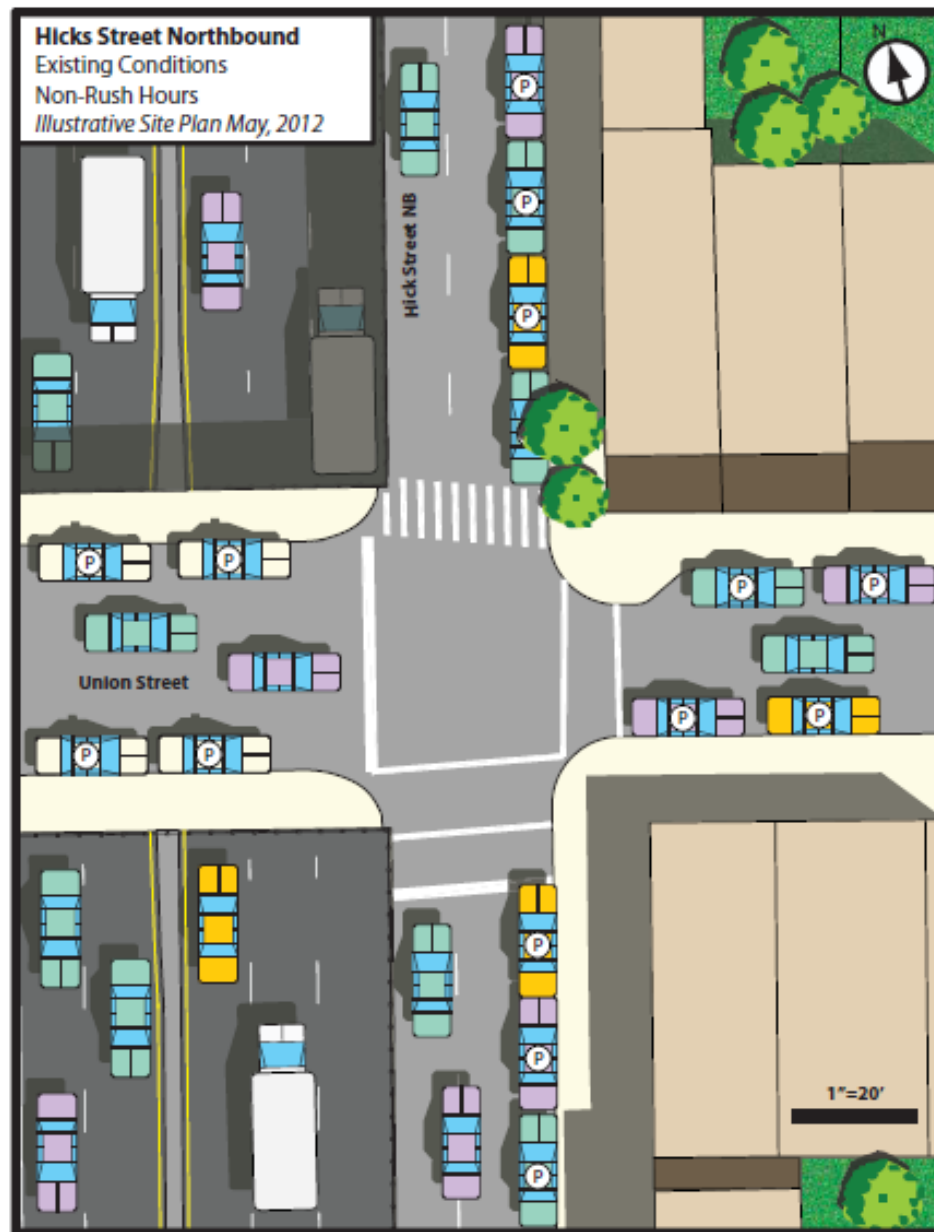
- Enhance pedestrian space on east side
- Shorten crossing
- More Parking

VS.

Create New Problem

- Pedestrians now traveling on narrow sidewalk adjacent to travel lanes
- Vehicles closer to buildings (noise)
- No Parking

Existing



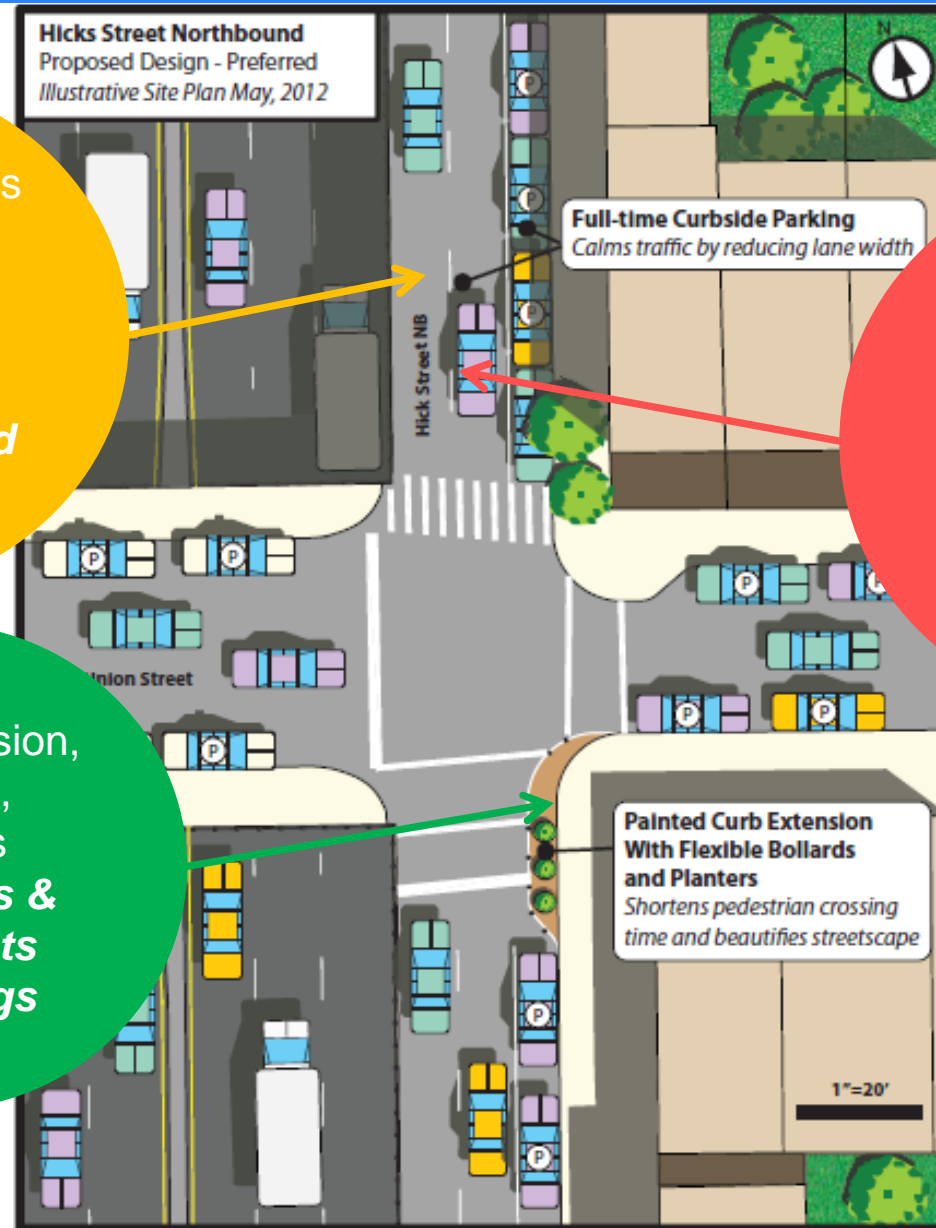
Proposed Design

Two Moving Lanes
at All Times

- **Maintains Traffic Flow**
- **Reduce Neighborhood Cut-through**

Curb Extension,
Bollards,
Planters

- **Shortens & Highlights Crossings**



Remove Rush
Hour Regulations

- **Narrows Lanes**
- **Calms Traffic**
- **Buffers Sidewalk**
- **More Parking Availability**

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**Thank
You**