Context:
Hicks Street and the Brooklyn-Queens Expressway

- 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

Proposed Improvements:
- Shorter Pedestrian Crossing
- No Cutting
- Easier Merge from Atlantic and Hicks
- Vehicles Stopped at New Signal and Stop Line
Context:
Hicks Street Northbound – Existing Configuration

East Sidewalk

18’ Combined Parking/Moving Lane RUSH HOUR REGULATIONS

10’ Moving Lane

BQE
Context:
Community Concerns

Rush Hour: 7-10AM

All Other Times

Speeding Vehicles

Difficult Crossing
Context:
BQE Enhancement Study - Chicanes
Solutions: Alternative 2

Increased Visibility along Fence Line

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**

- High Volumes Require 2 Lanes
- Excessive Width During Rush Hours Encourages Speeding
- Difficult Crossing

**All Other Times**

- High Volumes Require 2 Lanes

**Issues:** Street Safety and Traffic Flow

- Street Safety
- Traffic Flow

**Overview**

- Rush Hour: 7-10AM
- All Other Times

**Hicks Street Northbound**

**Existing Conditions**

**Rush Hour**

Illustrative Site Plan May 7, 2012
Issue 1: High Volumes
Two Lanes Needed Frequently Throughout Day

Above 200 Vehicles per 15 Minute Interval (800 vehicles per hour)
Issue 2: Excessive Width During Rush Hour
Encourages Speeding
Issue 3: Difficult Crossing
Moving Lanes Along Curb, Crossing Against Light Is Dangerous

- Fence difficult to see through
- Traffic visible from corner
- Vehicles travel fast along curb
- Pedestrians signals at all crossings
Recommendation: Reduce Lane Width
Remove Rush Hour Parking Regulations

EXISTING

Proposed

East Sidewalk

Parking Lane/Curb Extension

7'

10.5'

10.5'

10'

BQE

18'

Combined Parking/Moving Lane

RUSH HOUR REGULATIONS

Moving Lane

Moving Lane

BQE
Recommnedation: 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

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