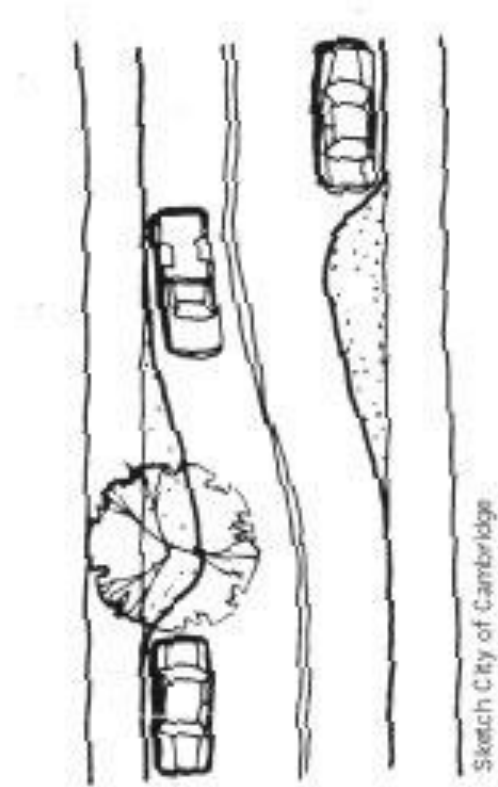


Grand Street Safety Project



Supplemental Information and Examples from NACTO, FHWA, and various cities' design guidelines showing chicanes as a common traffic calming device to increase safety

Federal Highway Administration



Traffic Calming

26. Chicanes

Chicanes create a horizontal diversion of traffic and ***can be gentler or more restrictive depending on the design.***

National Association of City Transportation Officials



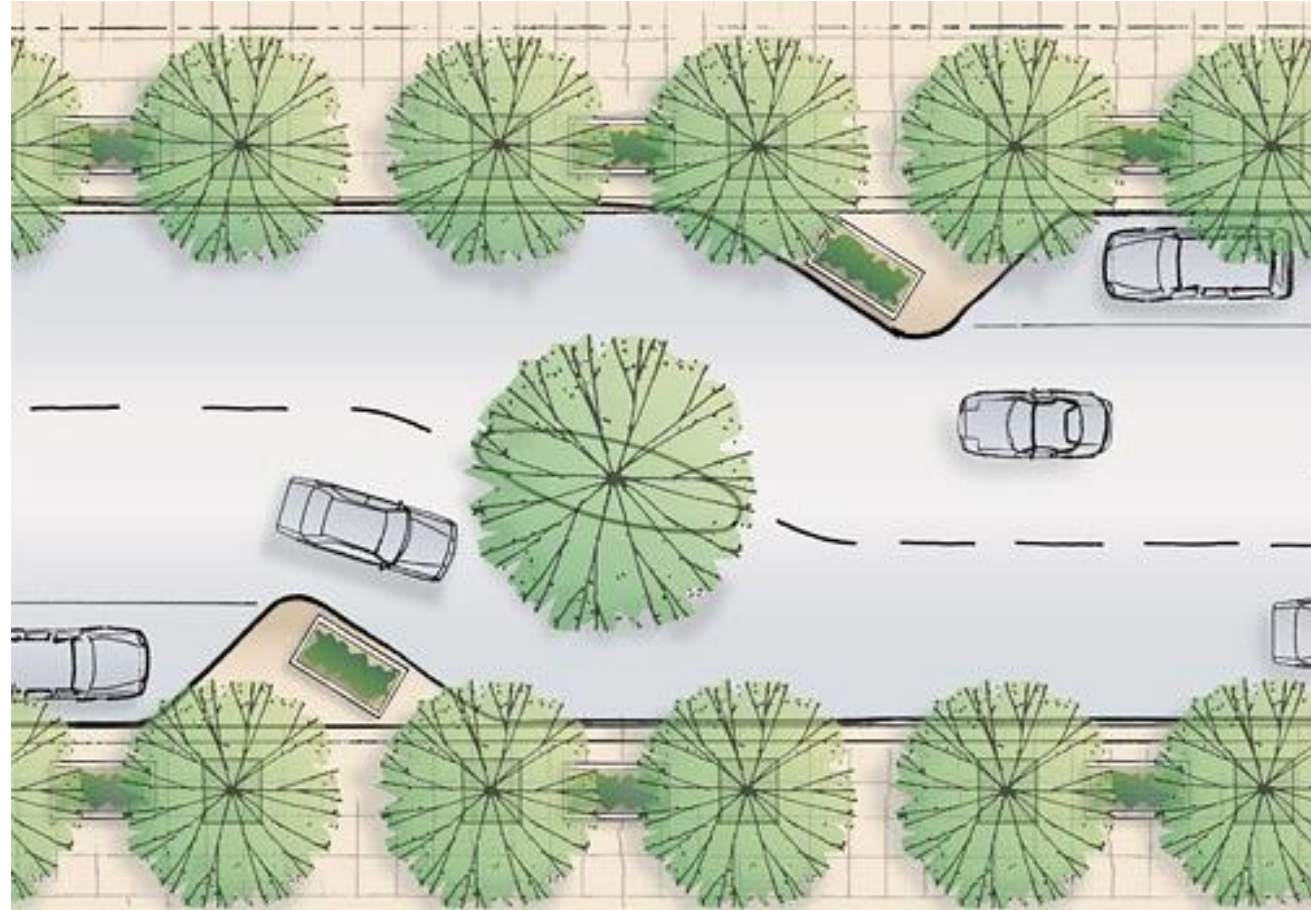
“Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably.

“A chicane configuration may also be created using a “checkered” parking scheme.”

City of San Francisco

Street Design Guide

“On streets with space for parking on only one side, chicanes can be created by alternating parking from side to side.”



New York City Street Design Guidelines

“Forces drivers to drive more slowly and with greater awareness, particularly at mid-block locations”

Chicane

Usage: Pilot

A series of narrowings or curb extensions that alternate from one side of the street to the other forming S-shaped curves to slow traffic. Chicanes discourage or make it impossible for drivers to drive in a straight line. This can reduce vehicular speeds. See [GEOMETRY: CURB EXTENSION](#).



71st Avenue, Queens



E 53rd Street, Brooklyn

Benefits

Forces drivers to drive more slowly and with greater awareness, particularly at mid-block locations

Can green and beautify the streetscape with trees and/or vegetation, improving environmental quality and potentially incorporating stormwater source controls

Considerations

May impact street drainage or require catch basin relocation

May impact underground utilities

May require loss of curbside parking

Landscaping or stormwater source controls require a partner for ongoing maintenance, including executing a maintenance agreement

May impact snow plows and street sweepers

Application

Consider on wide, low-volume, local streets (maximum of two moving lanes) with demonstrated speeding issues

Avoid on bus routes, truck routes, and major bike routes

Design

Interim chicanes use roadway markings to delineate a curving travel lane, with rubber speed bumps placed at curves to discourage vehicles from driving over markings

Interim chicanes are offset from the parking lane and do not result in parking loss

Permanent chicanes use concrete curb extensions that alternate from one side of the street to the other, and may involve parking loss. See [GEOMETRY: CURB EXTENSION](#)

Use reflective vertical elements to alert drivers and snow plow operators to presence of chicanes

Locate trees and/or plantings within chicane curb extensions when appropriate. See [LANDSCAPE: TREE BEDS](#) and [LANDSCAPE: ROADWAY PLANTINGS](#)

Where feasible and if there is a maintenance partner, design planted areas within chicane curb extensions to capture stormwater according to current standards. See [LANDSCAPE: STORMWATER MANAGEMENT PRACTICES](#)

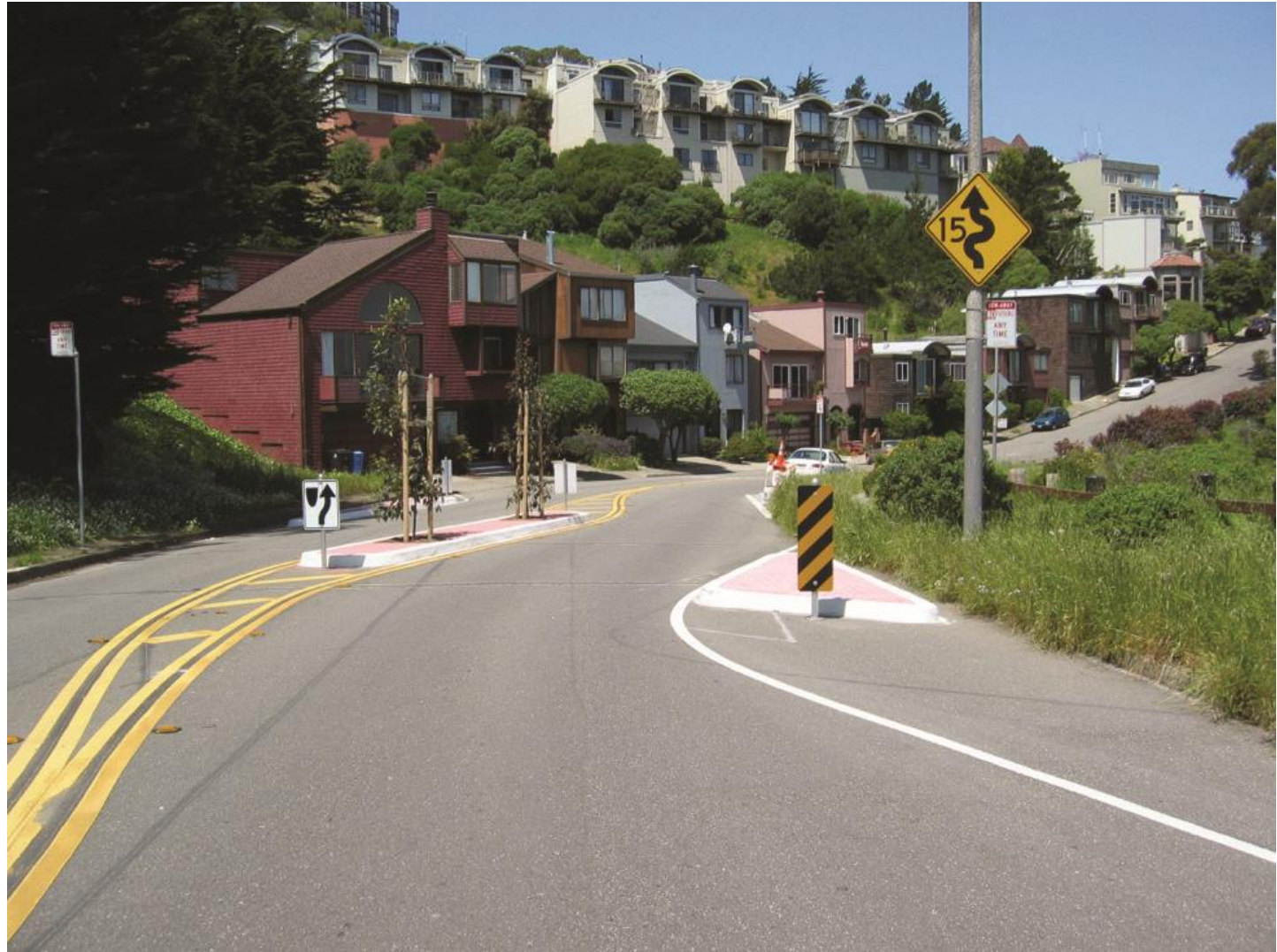
San Francisco,
CA

with
alternating
parking



San Francisco,
CA

w/ median &
trees.



Berkeley, CA.

Milvia Street



Boston, Mass.



Boston, Mass.



Enhanced with
landscaping

