Neighborhood Slow Zones
A community-driven approach to reducing speeds to 20MPH
What is a Neighborhood Slow Zone?

- Inspired by programs in the UK and Europe
- Speed limit set at 20mph
- Small, self-contained area (~5x5 blocks or ¼ mile diameter)
- Announced with signs and gateway treatments
- Self-enforcing via traffic calming and markings
Safety Impacts from Other Cities

- **United Kingdom**
  - London: 46% reduction in KSI, as compared to untreated areas
  - London: No collision migration
  - Average speeds reduced 9mph

- **The Netherlands**
  - Average decrease in injuries of ~25% in Zones 30
  - As of 2007, 75% of residential streets set at 30 kph (19mph)
  - Amsterdam: Entire city center set at 30 kph

- **Barcelona**
  - Began piloting in 2006, crash rates dropped up to 27%
  - Building 215 km of “Zone 30” by end of 2009
Overall Benefits

Quality of Life Improvements
- Reduced traffic noise
- Reduced cut-through traffic
- More social streets

Develop Safer Driving Culture
- Slowly build a network of slower speed zones citywide
- Shift driving habits to slower, more context appropriate speeds
Toolbox: Gateways

- Roadway is narrowed by in-street sign base, signs and markings to bring down vehicle speeds
- Drivers are clearly alerted that they are entering a traffic calmed zone by signage and markings
- 1-2 parking spaces “daylighted” at each gateway
Toolbox: Speed Humps

- Keep vehicle speeds around 20mph; 15 mph near schools & other sensitive locations
- ~20% reduction in speeds
- ~30% reduction in mid-block crashes
- ~40% reduction in pedestrian crashes, without increasing any other type of crash
- Speed humps distributed as evenly throughout the Slow Zone as feasible
- Key element in making the Slow Zone “self-enforcing”
- Follow standard NYCDOT speed hump criteria when choosing streets for installation
Toolbox: Other Traffic Calming Markings

- Optional treatments: where appropriate, markings employed to narrow and calm roadway
Requires Minimal DOT Operations Resources

- No signals work required
- Minimal data collection required
- Minimal design work: formulaic sign and markings installations
- Two “double” signs at most gateways, average 14 gateways per Zone
- ~13 Speed Humps per Zone (one every three blocks)
2011 Slow Zone Pilot Area

Claremont, South Bronx

- 1 fatality (2005-2009)
- 74th percentile for injuries per mile
- Community Board open to the project
- Strong boundaries: surrounded by elevated train, highway, industrial zone, commercial streets
- .22 square miles
- 6 schools within Zone
- Close to 3 subway stations
- Strong neighborhood quality, highly residential
Claremont Slow Zone Pilot Area
Speed Humps

- 8 New Speed Humps Proposed
- 6 Speed Humps Existing
Gateway Design
Application Launched

Slow Zone application period was open for 10 weeks
• 11-17-2011 through 02-03-2012

New York City Department of Transportation
NYC Neighborhood Slow Zone
Application for Communities & Neighborhoods

Please read through the Neighborhood Slow Zone Guidelines before completing the application

Community Information

Name of Interested Community/Group: ____________________________
Contact Person and Title: ____________________________

Borough: ____________________________

Community Board(s): ____________________________

City: ____________________________
State: ____________________________
Zip Code: ____________________________

Contact's Address: ____________________________

Contact's Phone #: ____________________________
Contact's Email: ____________________________

Proposed Boundaries of Slow Zone

Describe the proposed location and boundaries of the Neighborhood Slow Zone. Please indicate any "strong" boundaries, e.g. highways, parks, elevated trains, dead ends, major streets. Please attach a map:

Map of the Chelsea neighborhood
Slow Zone in the Box

Applciants must provide an inventory of residents and transportation facilities within the boundaries of the zone, including schools, senior centers, daycare centers, medical centers, parks, and other facilities.

Find schools, hospitals, and other neighborhoods in NYC at:

Applications must demonstrate local support for the Slow Zone. Applications that include letters of support from key community stakeholders will be prioritized. Examples of stakeholders include the Local Community Board, the police precinct, civic groups, HDCs, and local elected officials.

All applications will be reviewed to ensure they are complete, and applicants will be sent confirmation of receipt of their applications as soon as they have been processed. Applicants may be asked to provide additional information or submit additional supporting materials.

Potential benefits include:

- Traffic calming measures to improve safety and quality of life
- Reduced speeds in residential areas
- Increased pedestrian safety
- Enhanced community cohesion

For more information, please visit the DOT website: www.dot.nyc.gov
Queens & Staten Island accounted for ~80% of demand

- Staten Island (43)
- Queens (34)
- Brooklyn (13)
- Bronx (5)
- Manhattan (2)
2011-2012 Applications

• ~100 applications received
• ~25 applications promising enough to score
• Other applications were disqualified due to:
  • Contained major, high traffic streets
  • Only specified a single street
  • Collection of disconnected streets
  • Too small or too large (.25 square mile ideal)
Applications were scored using positive and negative criteria, with **crashes** and **community support** weighted highest. Criteria included:

<table>
<thead>
<tr>
<th>Positive Criteria</th>
<th>Negative Criteria</th>
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<tbody>
<tr>
<td>Crashes</td>
<td>Gateways required</td>
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<tr>
<td>Letters of Support</td>
<td>Fire Stations</td>
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<td>Schools</td>
<td>Hospitals</td>
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<td>Senior Centers</td>
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<tr>
<td>Daycare</td>
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<td>Strong Boundaries</td>
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<td>Subway Stations</td>
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<td>Bus Routes (on boundary)</td>
<td>Bus Routes (in zone)</td>
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<tr>
<td>Truck Routes (on boundary)</td>
<td>Truck routes (in zone)</td>
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</tbody>
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2012-2013 Slow Zones

- NYCDOT will install 13 Slow Zones citywide
  - **Bronx**
    - Baychester
    - Eastchester
    - Mt Eden
    - Riverdale
  - **Brooklyn**
    - Boerum Hill
  - **Manhattan**
    - Inwood
  - **Queens**
    - Auburndale
    - Corona
    - E Elmhurst/Jackson Heights
    - Elmhurst
  - **Staten Island**
    - Dongan Hills
    - New Brighton/St George
    - Rosebank
Preliminary Evaluation

• Too early for crash reduction data (NYCDOT waits minimum 18 months)

• Speeds were reduced at 6 out of 7 locations where speed hump was installed

• Of those 6, average reduction of 85th percentile speed was - 10%

• Speeds were unchanged at the non-hump locations

• In-street signs have been problematic, 7 out of the 16 installed have been damaged as of January 2012

• Anecdotal observations from the police are positive, reporting that driving in the Zone was slower and less aggressive

• Public response in the neighborhood has been favorable, no issues or complaints