

Neighborhood Slow Zones Pilot Claremont

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Office of Research, Implementation & Safety
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What is a Neighborhood Slow Zone?

- Speed limit set at 20mph
- Small, self-contained area (~5x5 blocks or ¼ mile diameter)
- Announced with signage and gateways
- Self-enforcing via traffic calming
- Would be 1st in NYC, serve as model for other neighborhoods

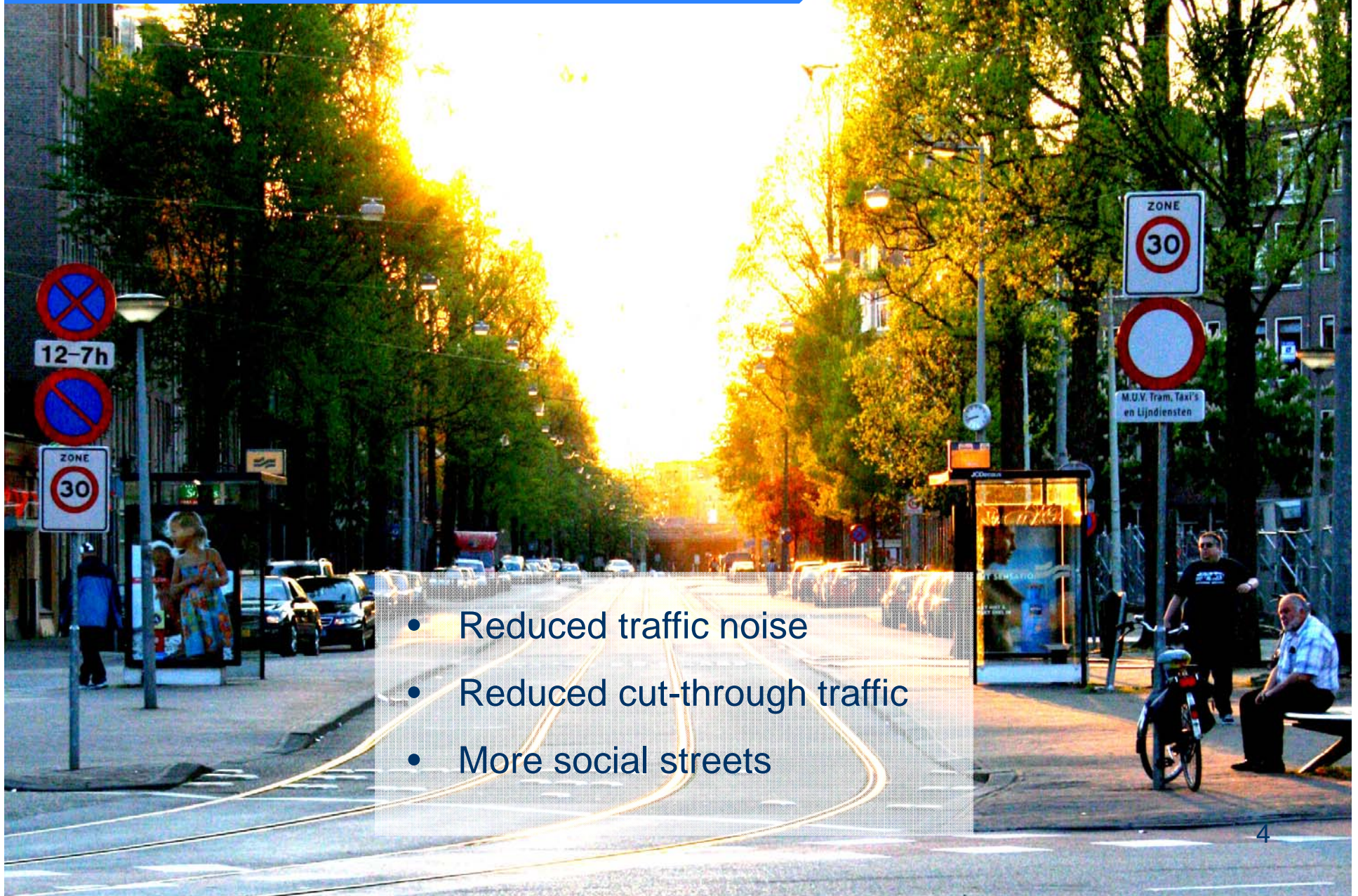


Safety Impacts

- Results from other cities:
 - 46% reduction in fatal and severe injury crashes, as compared to untreated areas
 - Average speeds reduced 9mph
 - No collision migration

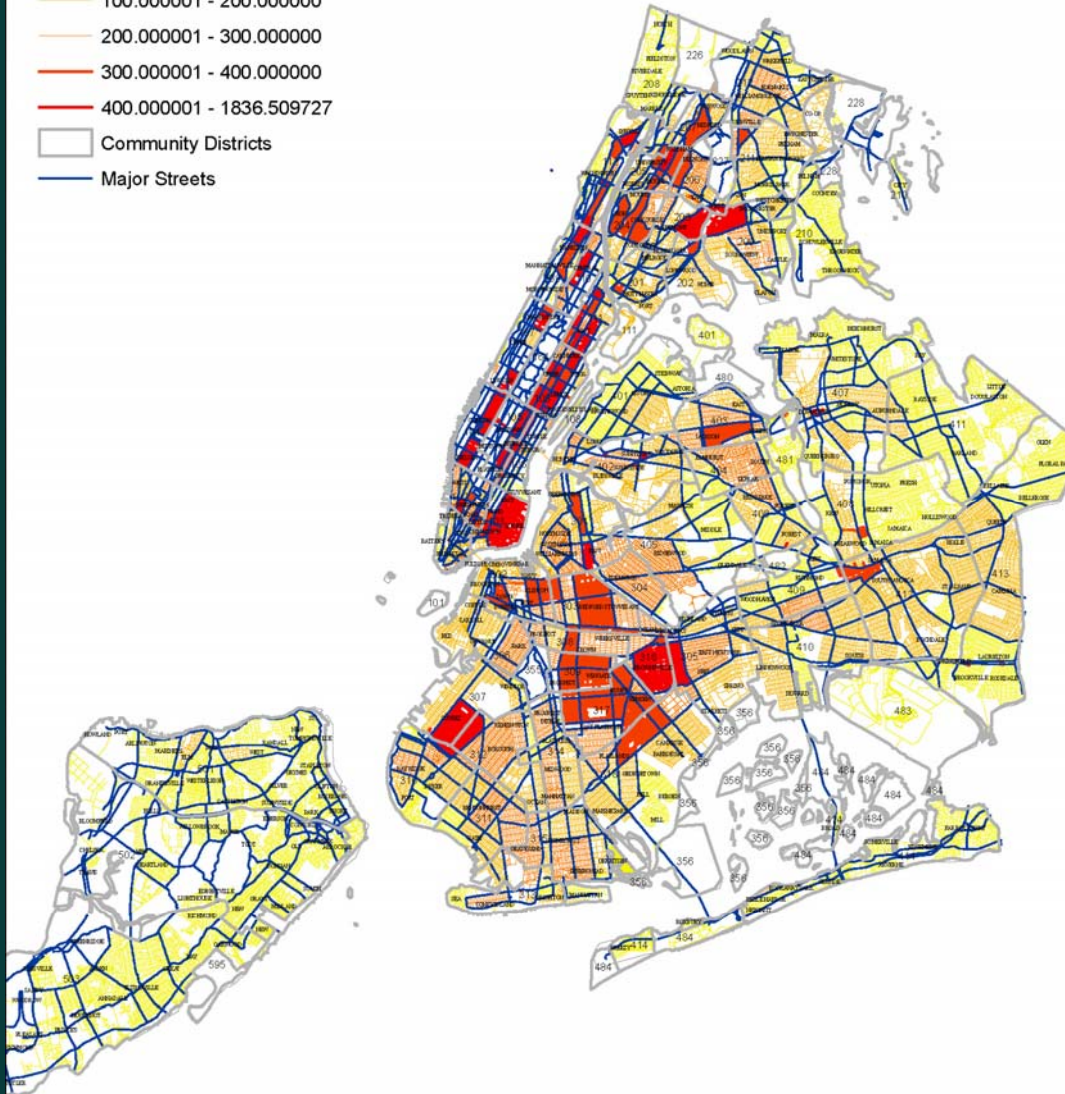
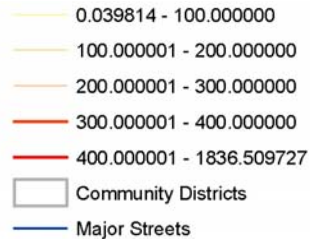


Quality-of-Life Improvements



Neighborhood Selection Process

Local Streets: Severity-Weighted Crashes/Mile

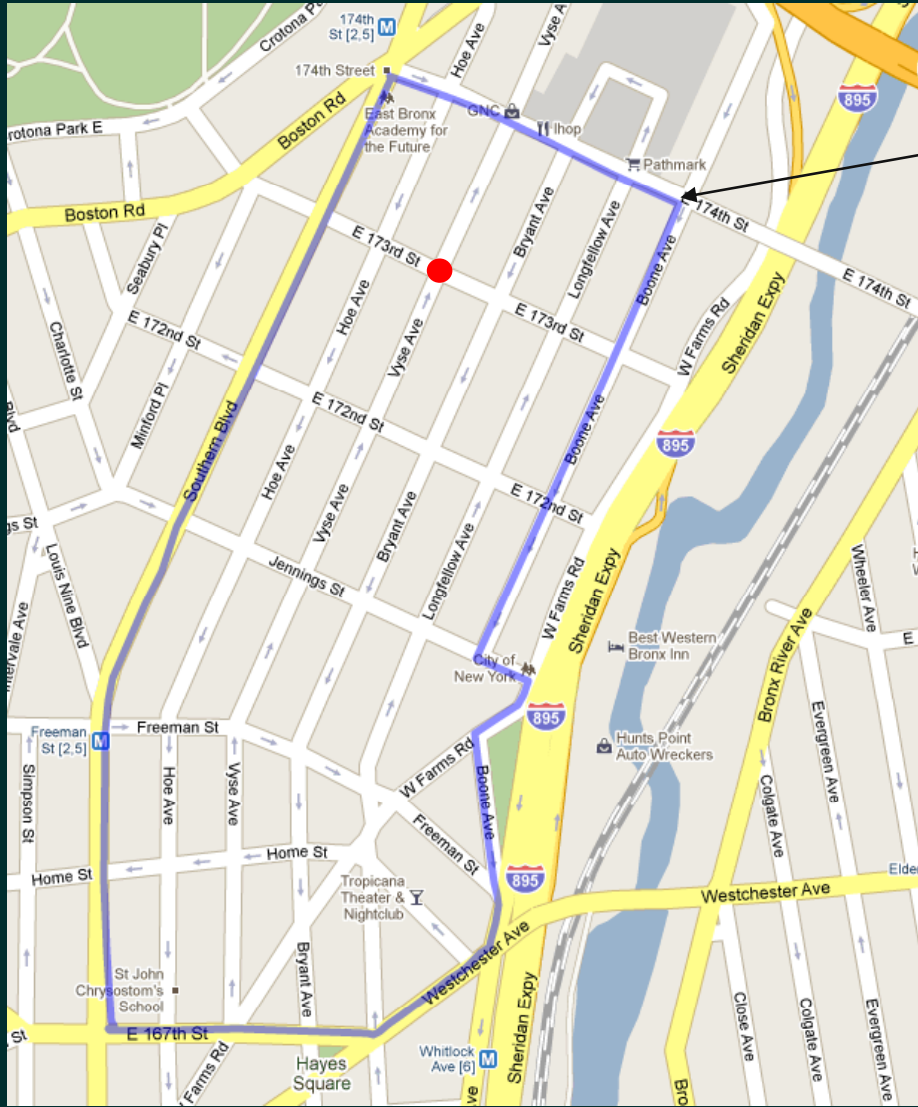


Selected preliminary
list of possible locations
using crash rates and
street characteristics

Neighborhood Selection Process

- Claremont was a strong candidate for a Slow Zone within the preliminary list:
 - Killed or Severely injured per 100,000 residents (ranked #1)
 - # of schools (ranked #2)
 - Proximity to subway (ranked #2)
 - Strong neighborhood boundaries (highways, parks, water)
 - Strong neighborhood, residential quality
 - About .25 sq mi in size

Proposed Slow Zone Pilot Area



Claremont, South Bronx

- 1 fatality (2005-2009)
- 74th percentile for injuries per mile
- Surrounded by elevated train, highway, industrial zone, commercial streets
- .22 square miles

Proposed Slow Zone Pilot Area



Claremont, South Bronx

- 79% residential
- No truck routes
- 6 speed reducers currently installed
- 5 schools
- BX11 route runs through the Zone



Slow Zone Treatments

- Gateways
- Speed limit signs
- Speed Reducers (speed humps)
- 20 MPH markings

Gateways

- Roadway is narrowed by sign base, signs and markings to bring down vehicle speeds
- Drivers are clearly alerted that they are entering a traffic calmed zone
- Two parking spaces removed at each gateway



Speed Reducers (speed humps)

- Keep vehicle speeds around 20mph; 15 mph near schools
- ~30% reduction in mid-block crashes
- ~20% reduction in speeds
- Speed reducers would be distributed evenly throughout the Slow Zone
- Key element in making the Slow Zone “self-enforcing”
- Follow standard speed reducer criteria when choosing streets for installation



20 MPH Markings

- Install on streets between Speed Reducers
- Exclude on:
 - Streets leaving the Zone
 - Very short blocks



Questions?

**Thank
You**