Neighborhood Slow Zones Pilot
Claremont

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Office of Research, Implementation & Safety
Presented to Bronx Community Board  3 May 10th, 2011
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

- Reduced traffic noise
- Reduced cut-through traffic
- More social streets
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
- 0.22 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