Neighborhood Slow Zone
New Brighton/St. George, Staten Island

June 2012

Commissioner Janette Sadik-Khan
New York City Department of Transportation
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 speed bumps
- 20mph markings remind drivers to slow down
Safety Impacts

• **London, UK:**
  - 46% reduction in fatal and severe injury crashes, as compared to untreated areas
  - Average speeds reduced 9mph
  - No collision migration (crashes did not increase in adjacent areas)

• **The Netherlands**
  - Average decrease of injuries of ~25% in 30 km (18 mph) zones

• **Barcelona**
  - Crash rates dropped up to 27%
  - Similar programs have also been adopted in Berlin, Zurich, Dublin, Stockholm & Helsinki
Quality-of-Life Improvements

- Reduced traffic noise
- Reduced cut-through traffic
- More social streets
Slow Zone Components: 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
- 1-2 parking spaces removed at each gateway ("daylighting")
Slow Zone Components: Speed Bumps

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

- NYC DOT uses the term Bump for what technically is a speed Hump
- **Speed Hump**
  - Gradual rise designed to be taken at 15-20mph
  - 3 to 4 inches in height
- **Speed Bump**
  - Abrupt rise designed to be taken at 5mph or less
  - 3 to 6 inches in height

**Speed Hump**
NYC Standard

**Speed Bump**
Not Used in NYC
Slow Zone Components: 20 MPH Markings

- Install on streets in between or infeasible for speed bumps
- Exclude on:
  - Streets leaving the Slow Zone
  - Very short blocks
New Brighton/St. George Slow Zone Application

- Slow Zone is a combination of 2 applications
  - Applications submitted by Michael Reilly, NYC Community Education Council 31 (1/27/12) & Bobby Moore, New Brighton Coalition of Concerned Citizens (2/3/12)

- Staten Island received the most applications citywide (43 out 97)

- DOT will install 13 Slow Zones citywide in 2012-2013 (3 in Staten Island)
Slow Zone Selection Criteria

- Strong boundaries (busy, commercial streets)
- 5 schools and several senior and daycare centers
- Highly residential
- Average Injuries per year 8.2
- Per Mile, more dangerous than 76% of Staten Island Streets
- Several community letters of support including Council Member Debi Rose

<table>
<thead>
<tr>
<th>Positive Criteria</th>
<th>Crashes</th>
<th>Letters of Support</th>
<th>Schools</th>
<th>Senior Centers</th>
<th>Daycare</th>
<th>Strong Boundaries</th>
<th>Subway Stations</th>
<th>Bus Routes (on Boundary)</th>
<th>Truck Routes (on boundary)</th>
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</thead>
<tbody>
<tr>
<td>Negative Criteria</td>
<td>Fire Stations</td>
<td>Hospitals</td>
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<td></td>
<td>Bus Routes (in zone)</td>
<td>Truck Routes (in zone)</td>
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</tbody>
</table>
17 proposed speed bumps
3 existing speed bumps
13 proposed gateways
19 20mph markings

*Zone combines 2 requested areas and adds additional area
Proposed Slow Zone

Jersey St & Winter Ave
Proposed Slow Zone

Victory Blvd & Montgomery Ave
Proposed Slow Zone

Jersey St & Benziger Ave
Questions?

Thank You