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
Dongan Hills Slow Zone Application

- Slow Zone application
  - Applications submitted by NYC Community Education Council 31
- Proposed Implementation:
  - October 2012 Speed Hump Installation
  - Spring 2013 Gateway Signs and Markings
- 1 of 3 zones for Staten Island
- DOT installing 13 Slow Zones citywide in 2012-2013
## Slow Zone Selection Criteria

- Strong community support with many letters of endorsement
- Good boundaries (busy, wide streets & parkland)
- 1 school in the Zone and 5 pre-k / daycare centers
- Highly residential
- Average Injuries per year **4.6**
- Per Mile, more dangerous than **63%** of Staten Island Streets

<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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<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>
</tr>
</tbody>
</table>
Proposed Slow Zone

Hylan Blvd & Naughton Ave
Proposed Slow Zone

Father Capodanno Blvd & Slater Blvd
Proposed Slow Zone

Olympia Blvd and Slater Blvd
Proposed Slow Zone

- 14 proposed speed bumps
- 1 existing speed bump
- 15 proposed gateways
Questions?

Thank You