

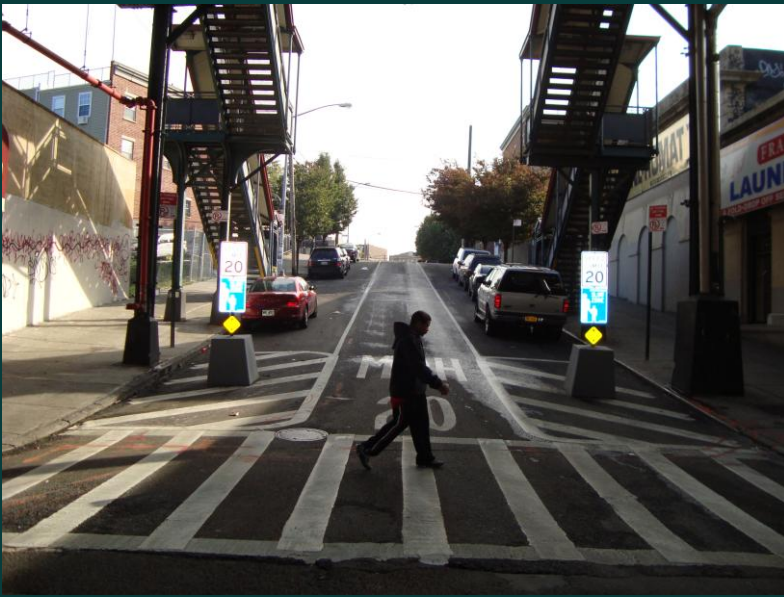
Neighborhood Slow Zone Dongan Hills, Staten Island

September
2012



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

New York City Department of Transportation 2011

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: Borough:

Community Board(s): Contact Person and Title:

Contact's Address:

City: State: Zip Code:

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

| | | | | | | | | | |
|--------------------------|---------------|--------------------|---------|----------------|---------|-------------------|-----------------|--------------------------|----------------------------|
| Positive Criteria | Crashes | Letters of Support | Schools | Senior Centers | Daycare | Strong Boundaries | Subway Stations | Bus Routes (on Boundary) | Truck Routes (on boundary) |
| Negative Criteria | Fire Stations | Hospitals | | | | | | Bus Routes (in zone) | Truck Routes (in zone) |

Proposed Slow Zone



Hylan Blvd & Naughton Ave

Proposed Slow Zone



Father Capodanno Blvd & Slater Blvd

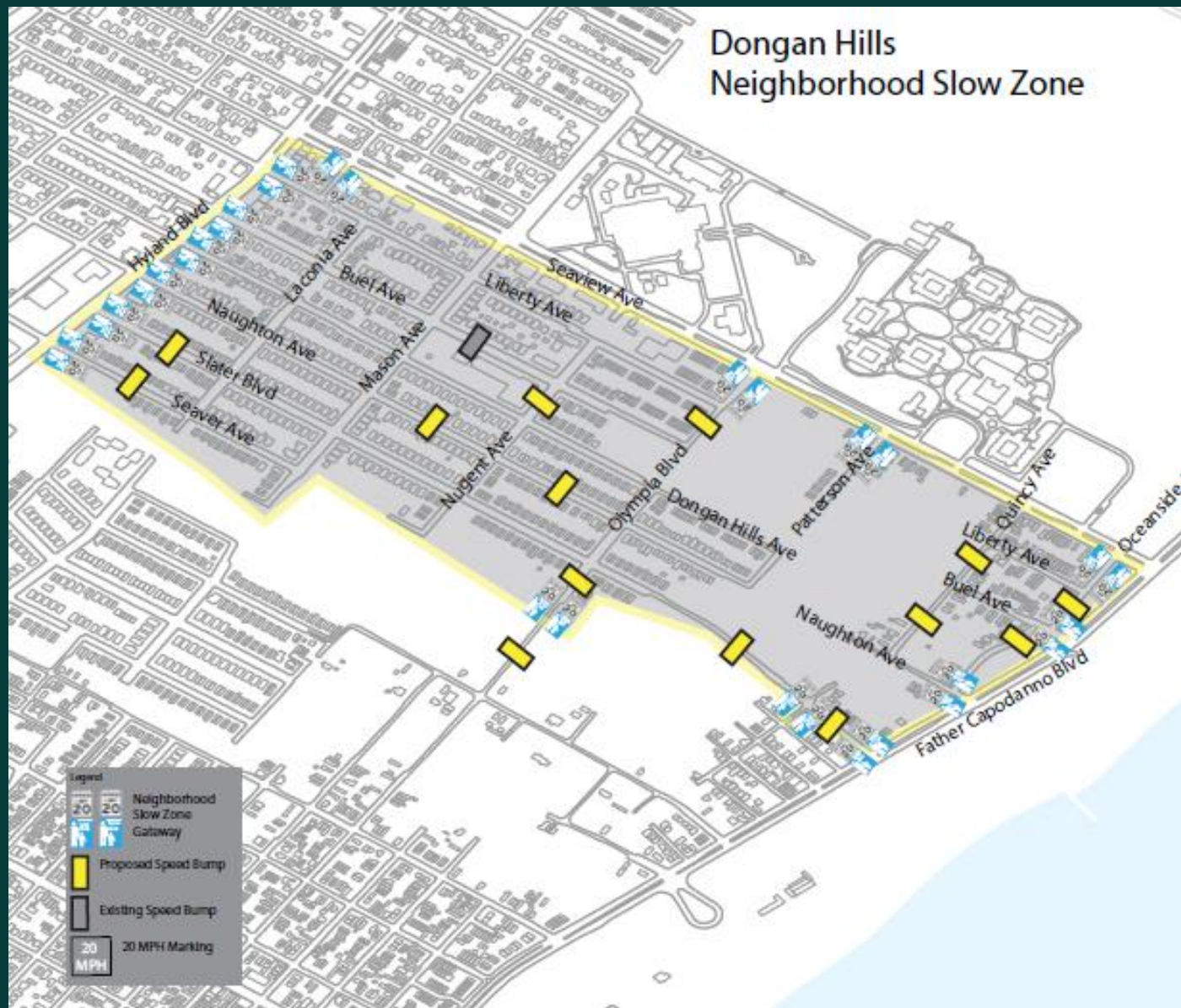
Proposed Slow Zone



Olympia Blvd and Slater Blvd

Proposed Slow Zone

- 14 **proposed** speed bumps
- 1 **existing** speed bump
- 15 proposed gateways



Questions?

Thank
You