Neighborhood Slow Zone
East Elmhurst/Jackson Heights, Queens

Oct 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
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
East Elmhurst/Jackson Heights Slow Zone Application

- Slow Zone application
  - Application submitted by CM Daniel Dromm
- Proposed Implementation:
  - December 2012 Speed Hump Installation
  - Spring 2013 Signs and Markings
- 1 of 4 zones for Queens
- DOT will install 13 Slow Zones citywide in 2012-2013

New York City Department of Transportation

NYC Neighborhood Slow Zone
Application for Communities & Neighborhoods

Please read through the Neighborhood Slow Zone Guidelines before completing the application

<table>
<thead>
<tr>
<th>Community Information</th>
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<tbody>
<tr>
<td>Name of Interested Community/Group:</td>
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<tr>
<td>Borough:</td>
</tr>
<tr>
<td>Community Board(s):</td>
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<tr>
<td>Contact’s Address:</td>
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<tr>
<td>City:</td>
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</tbody>
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## Slow Zone Selection Criteria

- Ideal size (0.26 sq mi)
- Good boundaries (busy, commercial streets)
- 2 schools in the zone
- Highly residential
- Average Injuries per year **20.6**
- Per Mile, more dangerous than **71%** of Queens Streets

### Positive Criteria

<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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### Negative Criteria

<table>
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<tr>
<th>Negative Criteria</th>
<th>Fire Stations</th>
<th>Hospitals</th>
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Proposed Slow Zone

69th St and 31st Ave
Proposed Slow Zone

77th St and 31st Ave
9 proposed speed bumps
1 existing speed bump
15 proposed gateways
Painted median on 30th Ave

*Boundaries specified in the application were slightly changed