

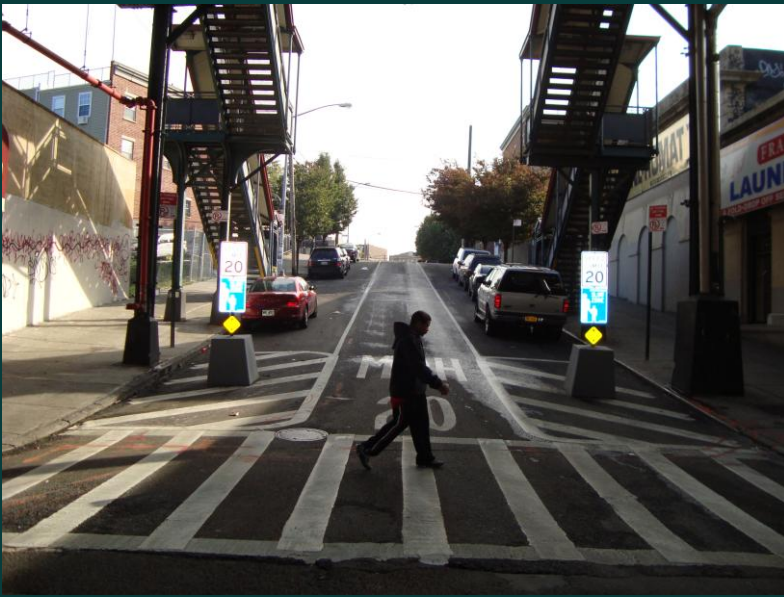
# Neighborhood Slow Zone Boerum Hill, Brooklyn

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

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- 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






# Boerum Hill Slow Zone Application

- Slow Zone application
  - Application submitted by Council Member Stephen Levin
- Proposed Implementation:
  - Nov 2012 Speed Hump Installation
  - Spring 2013 Signs and Markings
- 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 (Assemblywoman Millman, Senator Montgomery)
- Strong boundaries (busy, commercial streets)
- 4 schools in the zone
- Highly residential
- Average injuries per year 28.2

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

# Proposed Slow Zone



Smith St & Degraw St

# Proposed Slow Zone



3rd Ave & Pacific St

# Proposed Slow Zone

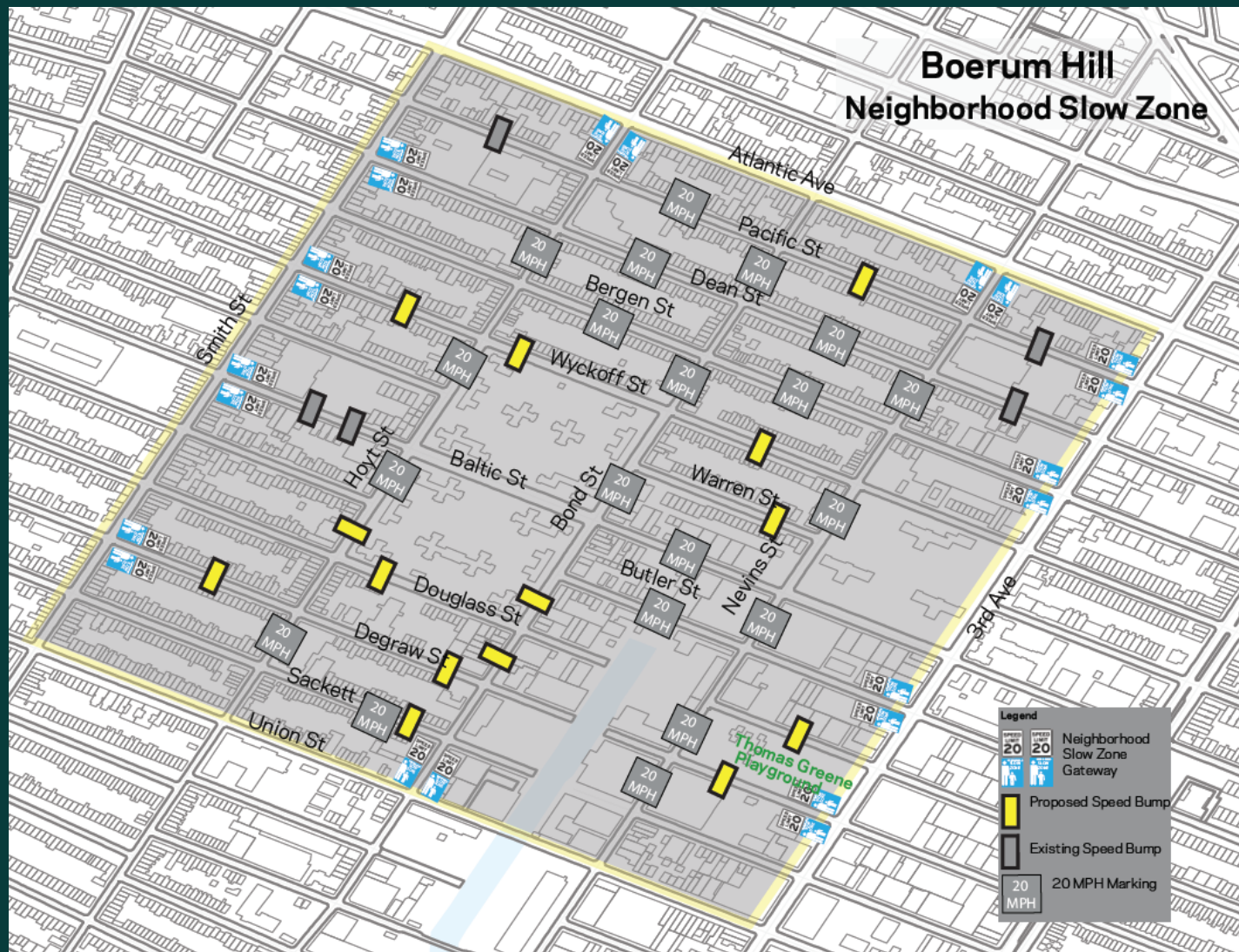


Smith St & Baltic St

# Proposed Slow Zone

- 14 **proposed** speed bumps
- 5 **existing** speed bumps
- 11 proposed gateways

\*Original zone boundaries were adjusted



Questions?

**Thank  
You**