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
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
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
Proposed Slow Zone

3rd Ave & Pacific St
Proposed Slow Zone

Smith St & Baltic St
• 14 **proposed** speed bumps
• 5 **existing** speed bumps

• 11 proposed gateways

*Original zone boundaries were adjusted*