

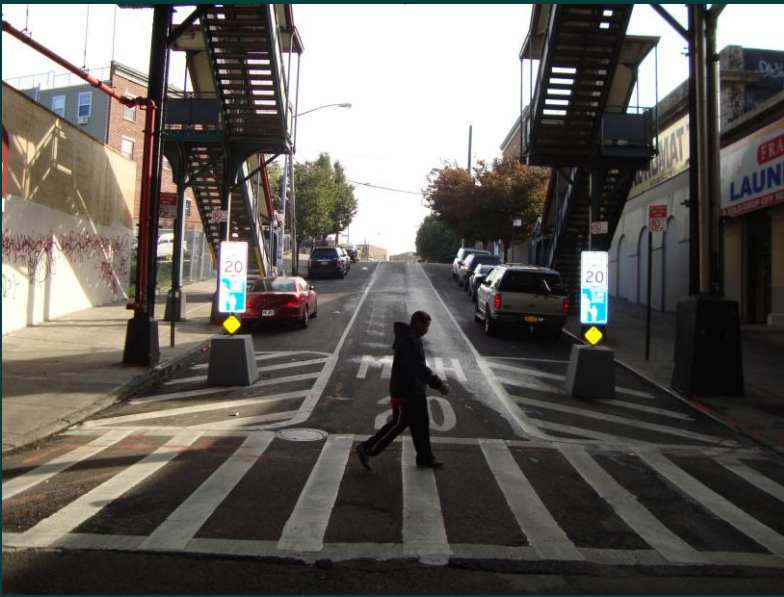
Neighborhood Slow Zone Rosebank, Staten Island

Feb
2013



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




Rosebank Slow Zone Application

- Slow Zone application
 - Application submitted by NYC Community Education Council 31
- Proposed Implementation:
 - March 2013 Speed Hump Installation
 - June 2013 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

- Good size (.11 sq mi)
- Good boundaries (wide busy streets)
- Per Mile, more dangerous than **60%** of Staten Island streets
- 3 Schools
- 2 Pre-k/Head Start/Daycare Centers

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



Vermont Ave and Hylan Blvd

Proposed Slow Zone



Proposed Slow Zone

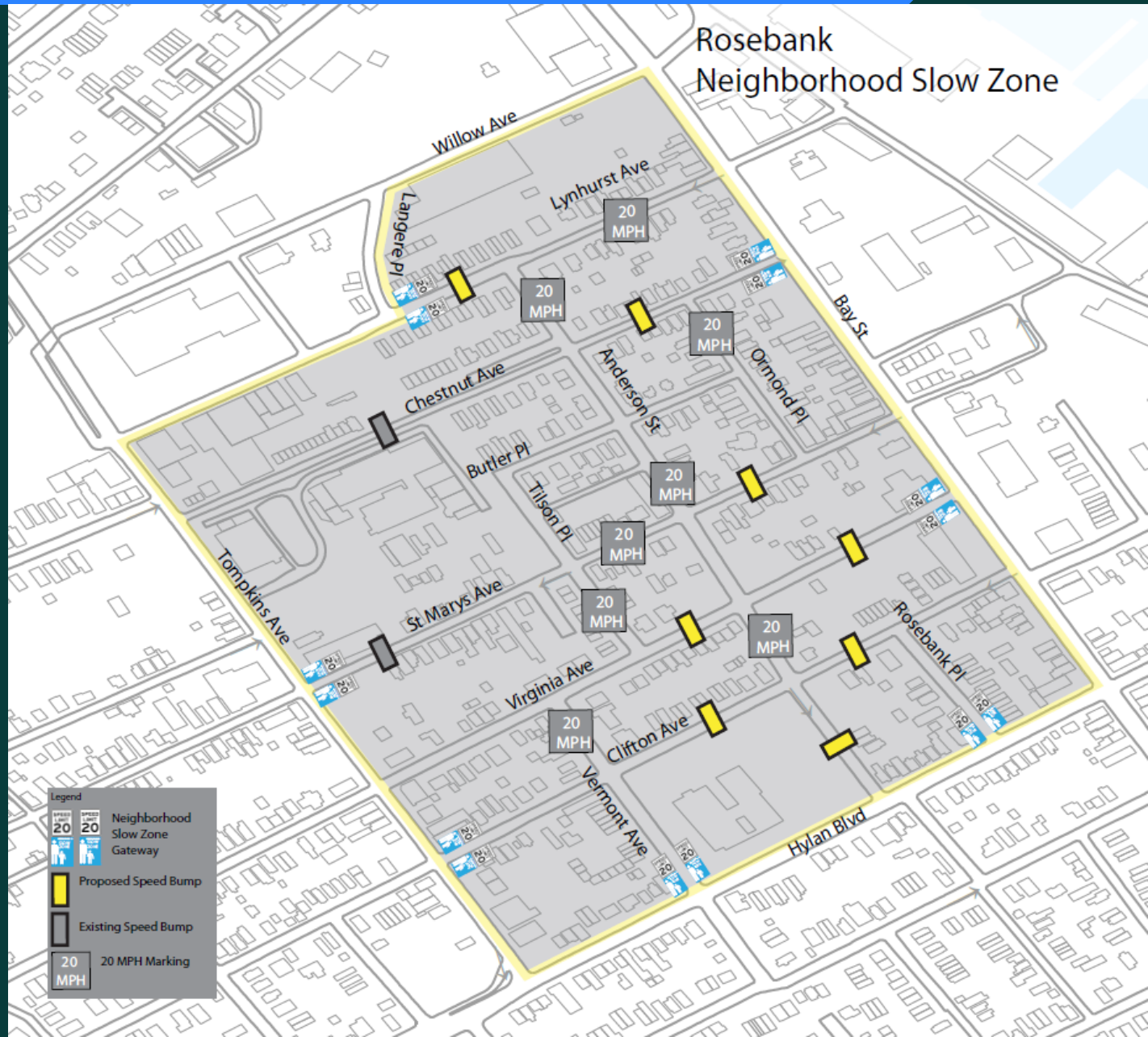


BAY ST

Chestnut Ave and Bay St

Proposed Slow Zone

- 8 **proposed** speed bumps
- 7 proposed gateways



*Original zone boundaries were adjusted

Questions?

Thank
You