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
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
### Slow Zone Selection Criteria

- Good size (0.11 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

<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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</thead>
<tbody>
<tr>
<td>Negative Criteria</td>
<td>Fire Stations</td>
<td>Hospitals</td>
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<td></td>
<td>Bus Routes (in zone)</td>
<td>Truck Routes (in zone)</td>
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</tbody>
</table>
Proposed Slow Zone

Vermont Ave and Hylan Blvd
Proposed Slow Zone

Virginia Ave and Bay St
Proposed Slow Zone

Chestnut Ave and Bay St
Proposed Slow Zone

- 8 proposed speed bumps
- 7 proposed gateways

*Original zone boundaries were adjusted