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
Auburndale Slow Zone Application

- Slow Zone application
  - Application submitted by Auburndale Improvement Association
- Proposed Implementation:
  - March 2013 Speed Hump Installation
  - June 2013 Signs and Markings
- 1 of 4 zones for Queens
- DOT installing 13 Slow Zones citywide in 2012-2013
Slow Zone Selection Criteria

- Many letters of support
  - Dan Halloran - Council Member District 19
  - Edward C. Braunstein - Assembly Member
- Good size (.19 sq mi)
- Good boundaries (wide busy streets)
- School in zone area

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

203rd St and 35th Ave
Proposed Slow Zone

39th Ave and Francis Lewis Blvd
Proposed Slow Zone

201<sup>st</sup> St and 35<sup>th</sup> Ave
Proposed Slow Zone

- 11 **proposed** speed bumps
- 19 proposed gateways

*Original zone boundaries were adjusted*
Questions?

Thank You