

# Neighborhood Slow Zone Brownsville-East New York, Brooklyn

June  
2014



Commissioner Polly Trottenberg New York City Department of Transportation  
Office of Research, Implementation & Safety  
June 2, 2014 to Brooklyn Community Board 16



# Odds of Pedestrian Death\*

70%  20%  5%





# Neighborhood Slow Zone

Improving Safety  
in Neighborhoods

## 1. Neighborhood Slow Zone Program

## 2. Slow Zone Application

Brownsville Partnership w/ CB 16 and CB 5

## 3. Slow Zone Proposal

Brownsville-East New York



# Neighborhood Slow Zone Program

Neighborhood  
Group/Stakeholder  
Applies  
Brownsville Partnership,  
CB 16, CB 5

Competitive  
Selection  
Safety #1 Criteria

Neighborhood  
Slow Zone  
Proposal

New York City Department of Transportation  
**NYC Neighborhood Slow Zone**  
Application for Communities & Neighborhoods

2014

Please read through the Neighborhood Slow Zone Guidelines before completing the application

**Community Information**

Name of Interested Community/Group: Brooklyn Waldorf School Parent Council Borough: Brooklyn  
Community Board(s): Two and Three Contact Person: Konrad Melsner  
Contact Person's Title: Council President Contact's Address: 11 Jefferson Ave  
City: Brooklyn State: NY Zip Code: 11238  
Contact's Phone #: 718.812.4302 Contact's Email: pa@brooklynwaldorf.org

**Slow Zone Example**

Slow Zones should be a self contained area surrounded by strong boundaries. Some examples of strong zone boundaries are highways, parks, elevated trains, dead ends, and major streets.

For example the Boerum Hill Slow Zone (pictured right) is bounded by the major streets Atlantic Ave, 3rd Ave, Union Street, and Smith Street.

**Boerum Hill Slow Zone**

**Proposed Boundaries of Slow Zone**

Describe the proposed location and boundaries of the Neighborhood Slow Zone. (Please attach a map).  
Fulton to Gates, Bedford to Grand. This Zone contains nine schools, eight houses of worship, a library, a playground, it's bordered by Crispus Attucks Park, Putnam Pedestrian Plaza, and the Bed-Stuy YMCA. The Zone includes a portion of Franklin Ave, a residential street that drivers use as a raceway once it changes from a one-lane plus bike-lane to two lanes at Lafayette, five blocks north of the Zone. A speed-gun survey found that Franklin's average speed (at Madison) is 38mph, and that cars regularly hit the upper 40s. According to CrashStat, 219 people have been struck by cars within this zone in recent years. In just three weeks, three separate crashes barreled onto sidewalks, hitting three pedestrians, two of whom were children standing outside their school, P.S. 3.  
This speeding epidemic is in jarring, dangerous contrast to the relaxed, vibrant sidewalk culture. Dominated by Southern and Caribbean migrants, sidewalks here are slow—people saunter, smile, and say hello; they cluster around stoops, barbecue on the sidewalk, play skelly in the street, and stop to admire chickens in a neighbor's front yard.  
Please help us bring the street and sidewalk into a better harmony. We are desperate to keep our children safe.



16 Selected  
74 Applications  
2014-15





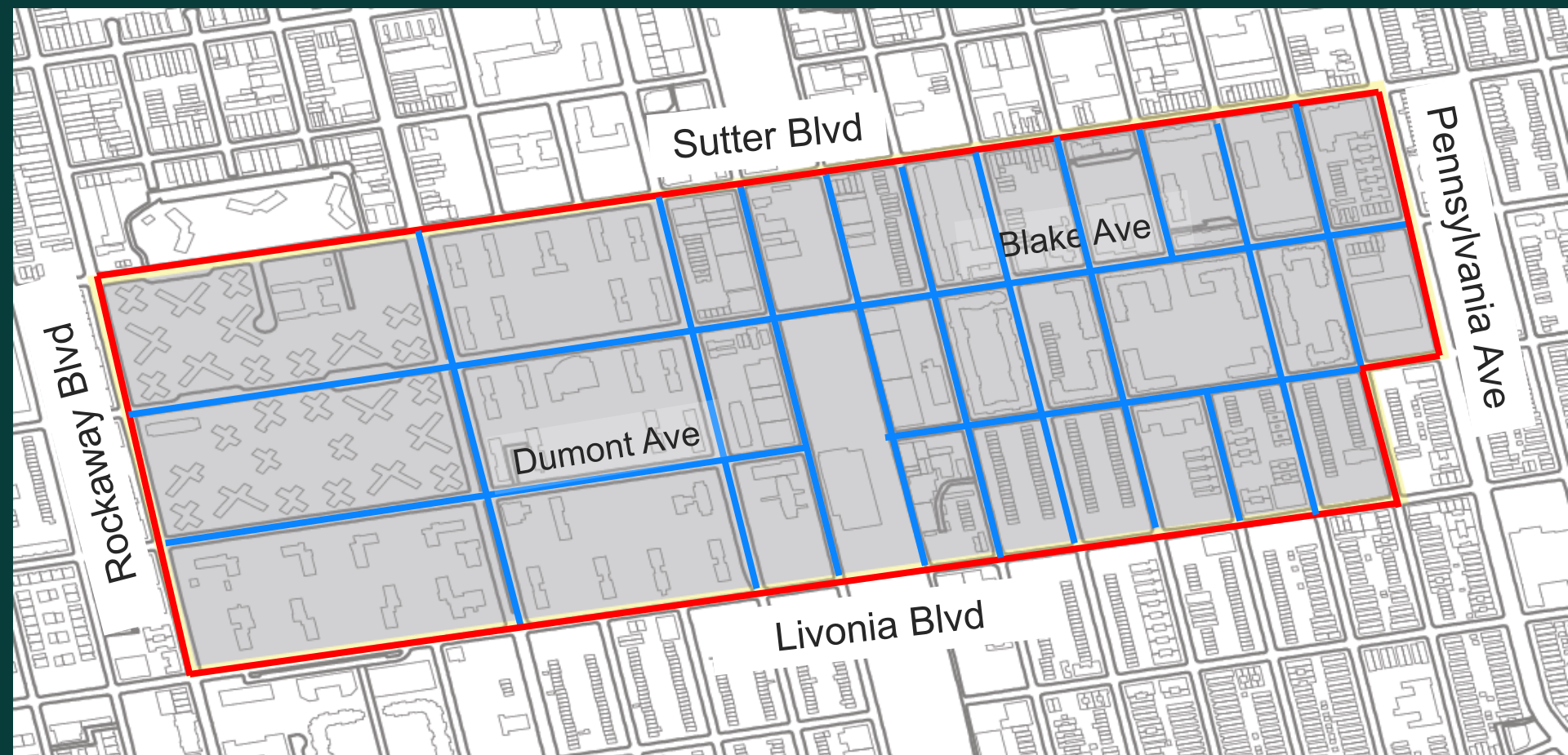
# What is a Neighborhood Slow Zone?

Neighborhood residential speeds reduced to **20 MPH**



# Residential Streets 20 MPH

- Neighborhood streets speeds changed to 20 MPH
- Boundary streets unchanged, speeds remain 30 MPH





# Slow Zone Components

## 3 main tools to reduce speeds in the zone

- Gateway Signage
- 20 MPH Markings\*
- Speed Bumps\*

\*Not applied on boundary streets which remain 30 mph



Gateway Signs



Markings



Speed Bumps



# Slow Zone Components: Gateway Signage

Placed at entrances to the Neighborhood Slow Zone Area





# Slow Zone Components: 20 MPH Markings



Markings placed throughout zone to remind motorist of the speed limit



# Slow Zone Component: Speed Bump

- Makes the Slow Zone “self-enforcing”; **lower speeds through design**
- Distributed evenly throughout the Slow Zone
- Successfully used throughout NYC

Bumped streets:  
~**40% reduction**  
in injury crashes  
  
~**20% reduction**  
in speeds



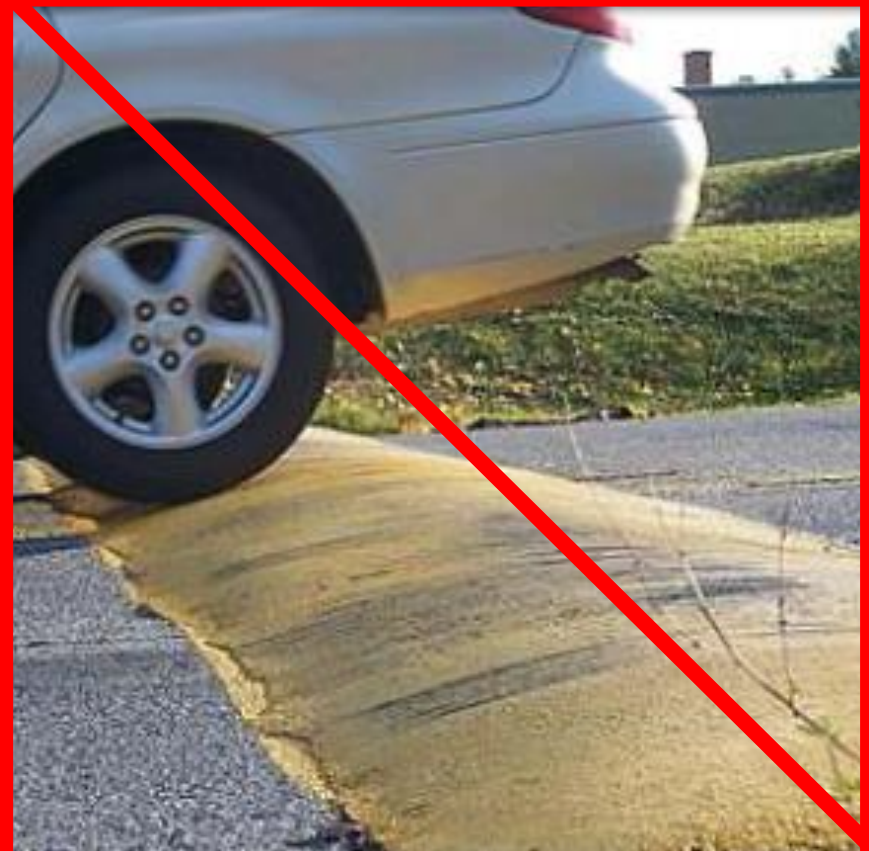


# Speed Bumps & Speed Humps

NYC DOT Standard



Never Used by NYC DOT



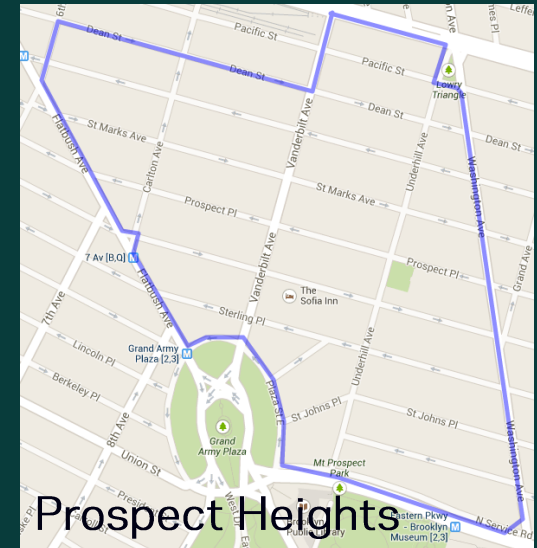
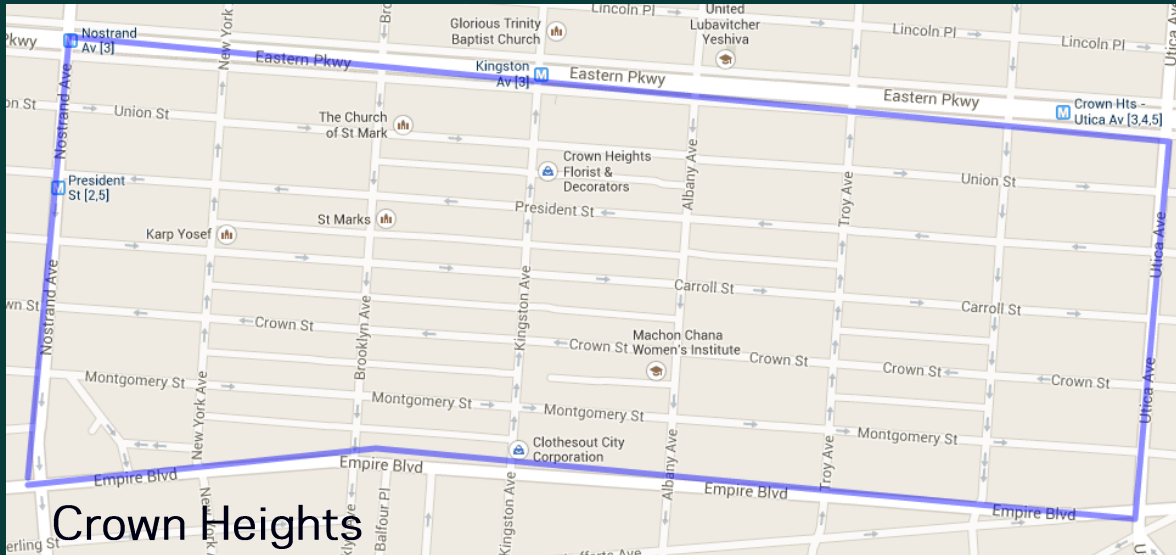
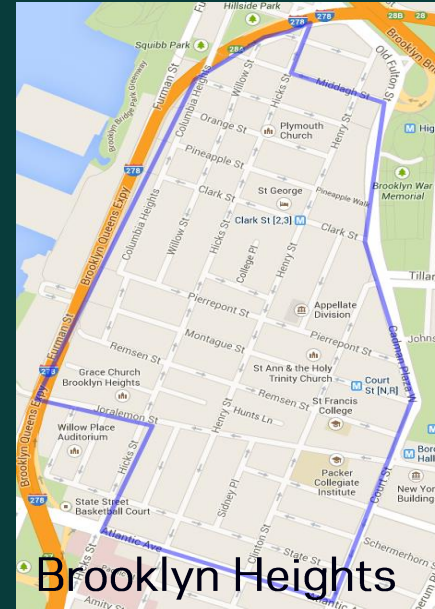
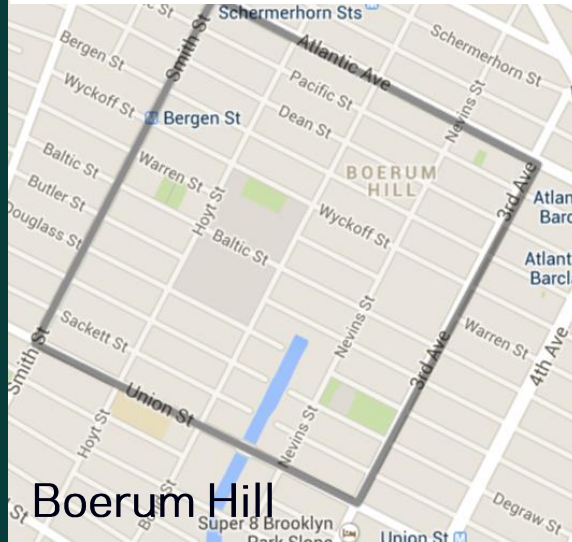
# Program History

- Pilot Project 1 zone 2011
  - Bronx: Claremont Slow Zone
- 1<sup>st</sup> Round 13 zones 2012-13
  - Brooklyn: Boerum Hill
  - Queens: Corona, East Elmhurst-Jackson Heights, Auburndale, Elmhurst
  - Bronx: Mt Eden, Riverdale, Eastchester, Baychester
  - Staten Island: Rosebank, New Brighton-St George, Dongan Hills
  - Manhattan: Inwood
- 2<sup>nd</sup> Round 16 zones (Current) 2014-15
  - Brooklyn: Bedford Stuyvesant/Clinton Hill, Brownsville/East New York, Crown Heights, Brooklyn Heights, Prospect Heights
  - Queens: Jackson Heights, Sunnyside Gardens-Woodside, Sunnyside, Astoria
  - Bronx: Norwood, Parkchester, Westchester Square
  - Staten Island: Midland Beach
  - Manhattan: Alphabet City, West Village, Hudson Heights



# Sample Brooklyn Zones (2013-15)

Implemented June 2013



### Promising Safety Findings\*:

- **10-15%** reductions in speeds
- **14%** overall reduction in crashes with injuries
- **31%** reduction in vehicle injuries
- Ongoing evaluation of Slow Zones

\*Corona, Inwood, New Brighton/St George, Mt Eden, one-year after data





# Application Brownsville-East New York

## Slow Zone application

- Application submitted by Brownsville Partnership, in conjunction with CB 16 and CB 5

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:	<input type="text"/>	Borough:	<input type="text"/>
Community Board(s):	<input type="text"/>	Contact Person and Title:	<input type="text"/>
Contact's Address:	<input type="text"/>		
<input type="text"/>			
City:	<input type="text"/>	State:	<input type="text"/>
		Zip Code:	<input type="text"/>

# Slow Zone Selection Criteria

High amount of **severe crashes/fatalities**

- 5 per mile

Good **boundaries** (wide busy streets)

Many **letters of support**

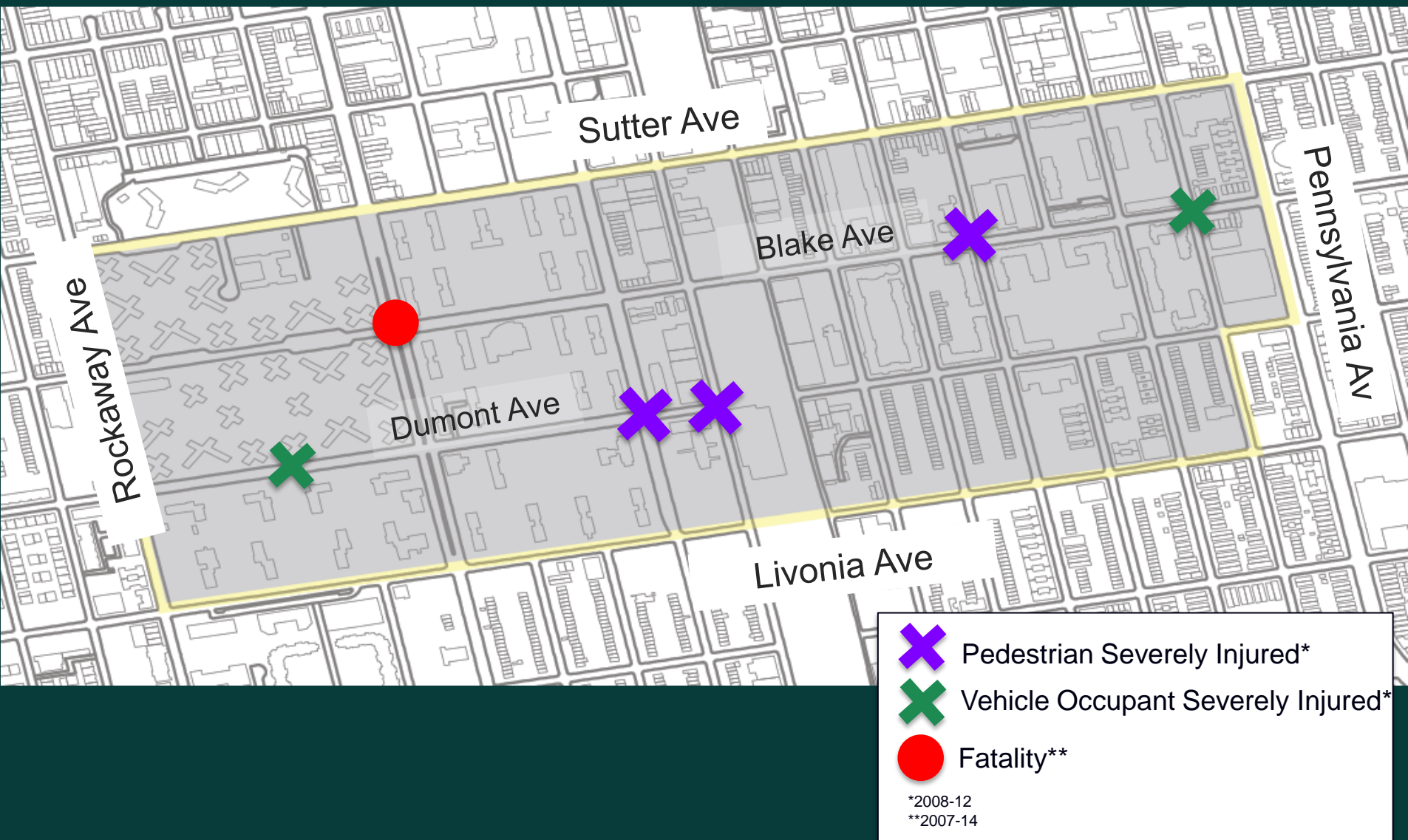
- PS/IS 327
- PS 150/Brownsville Collegiate
- Mott Hall Bridges Academy
- PS/IS 284
- Brownsville Ascend
- PS/IS 298
- Brownsville Community Justice Center

	Severe Crashes	Crash Injuries	Size
<b>Brownsville-East New York</b>	<b>5 per mile</b>	<b>71 per year</b>	.25 sq mi
Clinton Hill-Bedford Stuyvesant	6 per mile	36 per year	.19 sq mi
Boerum Hill (2013 Zone)	2 per mile	32 per year	.25 sq mi

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)



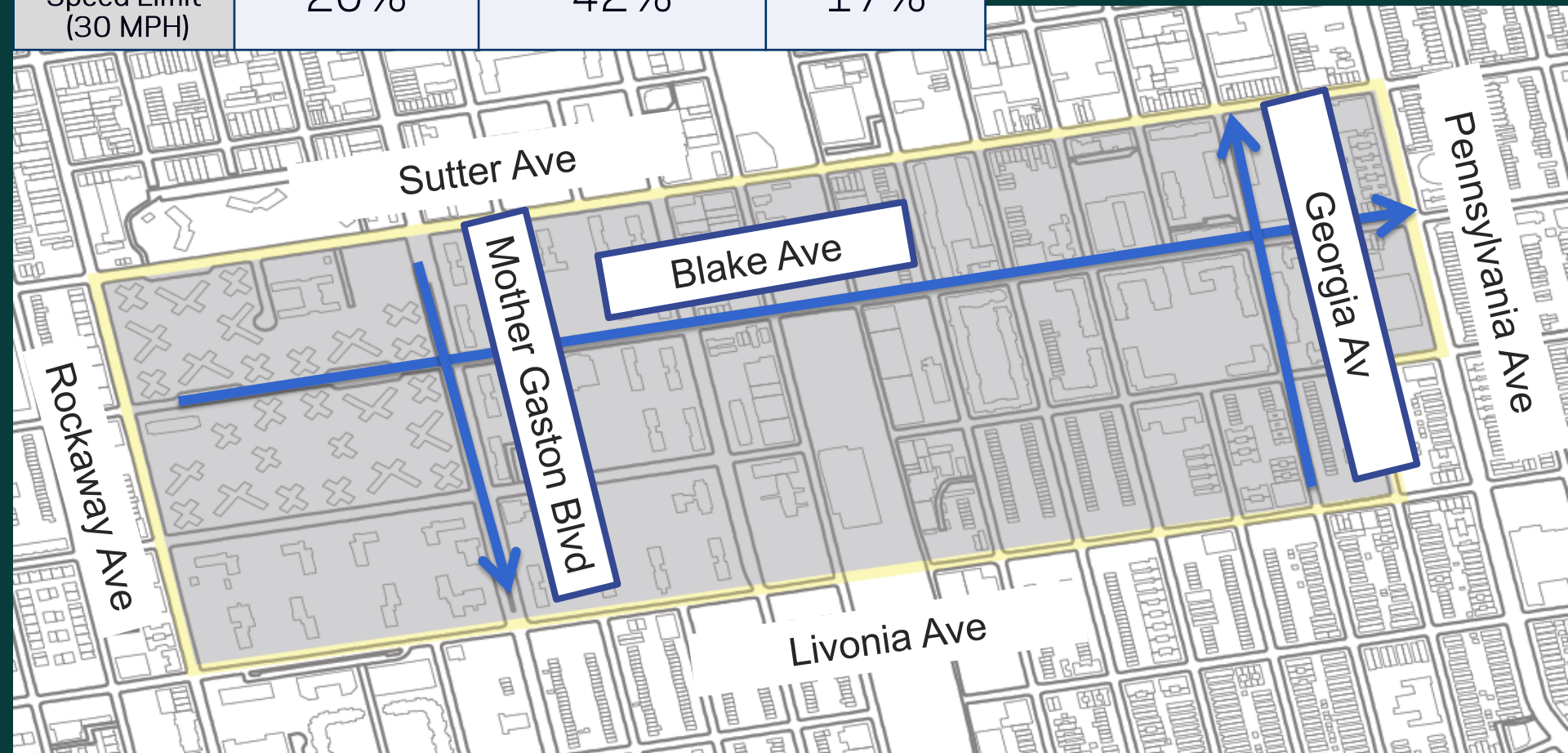
# Severe Injuries & Fatalities



# Sample of Speeds in Zone

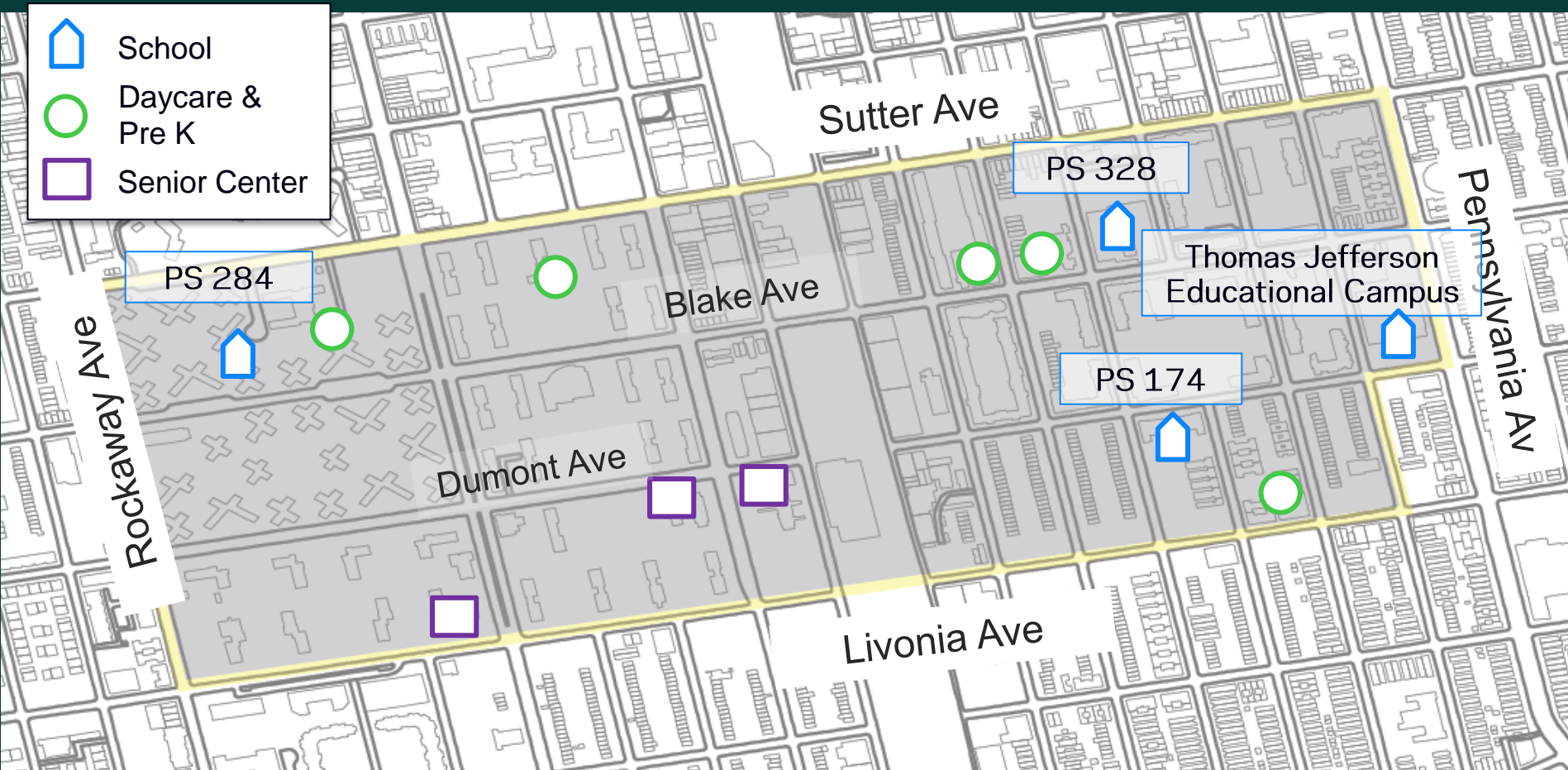
Speeding on residential streets with homes and schools

	Blake Av EB	Mother Gaston Blvd SB	Georgia Av NB
Avg Speed	26 MPH	30 MPH	26 MPH
Drivers above Speed Limit (30 MPH)	20%	42%	17%





# Schools and Community Resources in Slow Zone



# Proposed Brownsville-East New York Slow Zone





# Proposed Slow Zone



Sutter Ave & Sheffield Ave



# Proposed Slow Zone



Rockaway Ave & Dumont Ave



# Proposed Slow Zone



Livonia Ave & Mother Gaston Blvd



# Other Proposals in Brownsville-East New York

## Bike Project Proposal

- Community bicycle network improvements (Phase II)

## Additional Safety Measures

- Refurbish crosswalk markings throughout area
- Investigation underway to identify more safety improvements





# Increasing Safety in Brownsville-East New York

## Local Request

- Slow Zone application submitted by the Brownsville Partnership in conjunction with Brooklyn CB 16 and CB 5



## Why implement?

- 4 schools in the proposed zone
- Odds of pedestrian death 4 times lower at 20 mph compared to 30 mph



Questions?

**Thank  
You**