

## **RESOLUTION IN SUPPORT OF THE DESIGNATION OF INWOOD NEIGHBORHOOD SLOW ZONE**

- Whereas: DOT has introduced a city-wide Neighborhood Slow Zone program in order to apply various traffic slowing techniques to targeted areas; and
- Whereas: The Neighborhood Slow Zone program targets low technology slowing/safety improvements in limited and definable areas that have streets not appropriate for fast and/or through traffic; and
- Whereas: A neighborhood slow zone is announced with signage and gateways, has self-enforcing via speed bumps, has narrowed roadways at key points, has day-lighting at entry points to the sector in order to create better sightlines for pedestrians; and has 20 mph markings to remind drivers to slow down; and
- Whereas: Safety and Quality of Life may be improved in a Neighborhood Slow Zone through reduced cut-through traffic, reduced traffic noise, and more social streets; and
- Whereas: Results of Slow Zones in other cities have included average speeds being reduced nine mph, 46% reduction in fatal and severe injury crashes compared to similar untreated areas; and no collision migration (crashes did not increase in adjacent areas); and
- Whereas: CB12M has an ongoing commitment to the safety of neighborhood residents; and
- Whereas: The proposed Neighborhood Slow Zone in Inwood is in an area that faces many safety, traffic, and quality of life problems that may be addressed by the designation of a Neighborhood Slow Zone; and
- Whereas: Seaman Avenue and other areas in this proposed zone suffer especially from drivers who have been driving at high speed on the Henry Hudson Parkway and Bridge and who seek to avoid the Bridge toll with the intent of returning to high-speed driving as quickly as possible; and
- Whereas: Park Terrace North Neighbors identified the need in much of the area above, surveyed the area; conducted outreach, prepared and submitted a timely Neighborhood Slow Zone application that included many letters of support from local residents and community organizations; and
- Whereas: There has been substantial outreach through multiple meetings and individual contacts throughout the proposal eligibility and approval process for the proposed Neighborhood Slow Zone; and
- Whereas: Selection criteria in this proposed zone, consistent with DOT's criteria for Neighborhood Slow Zone designation, include: strong boundaries (busy, commercial streets, parks, dead end streets); highly residential character; two schools; three nearby subway stops; an average of 13 traffic-related injuries per

year; 35 letters of support from residents; and more than 10 official letters of support; and

Whereas: The process of review and approval by NYCDOT has included numerous determinations as well as reviews by other NYC agencies; and

Whereas: NYCDOT has reviewed, improved, and approved a proposed Neighborhood Slow Zone for Inwood consisting of the areas north of Riverside Drive, west of Broadway, and south of the Harlem River; and

Whereas: The zone plan includes: 14 proposed speed bumps (including four existing ones), nine proposed entrance gateways, eleven 20 mph markings, and may include refinements and additions to these components; and

Whereas: Parking loss would be less than four-tenths of one percent (11 total spots); and

Whereas: Committee Members and members of the public present at the June 4<sup>th</sup> meeting voted unanimously in support and showed great appreciation to Park Terrace North Block Association and leader Dave Thom for concept, application, and community leadership and outreach and for exemplifying a strong grassroots initiative and leadership; now therefore be it

Resolved: CB12M supports the designation of a Neighborhood Slow Zone in the area north of Riverside Drive, west of Broadway, and south of the Harlem River; highly commends DOT for their thorough review of the proposal and analysis of neighborhood needs; asks DOT to implement this proposal in the current FY.

**Vote**

Committee Members: 7-0-0

Public: 9-0-0