

Community Board 12, Manhattan Traffic & Transportation Committee

May 6, 2013

Request for DOT to consider Slow Zone area within CB12

- Whereas:** The NYC Department of Transportation's Neighborhood Slow Zone program targets definable areas of approximately .25 square miles (approx. five square blocks) with streets not appropriate for fast and/or through traffic for treatment with traffic-calming measures including reduced (20mph) speed limits, speed bumps, and signage; and
- Whereas:** A Neighborhood Slow Zone implemented in Inwood in the 2012 is widely regarded (based, among other things, on survey data presented to the Community Board's Traffic & Transportation Committee) to be "somewhat" or "very" effective in modulating traffic speed and enhancing a sense of public safety; and
- Whereas:** The only negative feedback related to lost street parking, due primarily to the placement of signage in the roadway rather than on sidewalks, as well as the observation that the signage itself is unattractive; and
- Whereas:** The area in NW Washington Heights, from W. 181st Street to Fort Tryon Park, west of Broadway, includes six north-south streets (Chittenden, Pinehurst & Bennett Aves., Cabrini Blvd., Overlook Terrace and Magaw Place) and several numbered cross-streets which are entirely residential in nature and already have benefitted from the placement of two speed bumps by the public school at 349 Cabrini Blvd., and;
- Whereas:** Despite several serious pedestrian/automobile accidents and pets killed by speeding cars, prior requests for speed bumps and/or STOP signs on Pinehurst & Bennett Aves., Cabrini Blvd, and Overlook Terrace have been rejected because the average speed, while well in excess of a *perceived* safe speed of 20mph, do not exceed legal 30mph speed limit by enough to justify placement of traffic calming; and
- Whereas:** The Hudson Heights Owners Coalition presented a draft application to CB12's Traffic & Transportation Committee, which application included an inventory of the many schools, day care facilities, nursing home/senior centers, synagogues, churches, and playgrounds, and support letters from many area residents, community organizations, and businesses, as well as elected officials, the NYPD and the FDNY; and
- Whereas:** Fort Washington Avenue, which bisects the proposed Slow Zone, includes commercial zoning, carries two bus routes, is wide, can bear 30mph traffic and is unsuitable for placement of speed bumps; and
- Whereas:** The demand for street parking is great, and a loss of parking spaces is a great inconvenience to those drivers who rely on it; and
- Whereas:** DOT looks to Community Board support as part of its determination in citing Neighborhood Slow Zones; now therefore be it
- Resolved:** That Community Board 12, Manhattan, supports the application described above, requests that the New York City Department of Transportation prioritize the study of this area for the possibility of Neighborhood Slow Zone designation, and commits to engaging with DOT in a process for full public input prior to any implementation; and be it further.
- Resolved:** That Community Board 12, Manhattan, encourages DOT to explore alternative design and placement of the Slow Zone gateway and entry signage to minimize or eliminate loss of street parking and maximize aesthetics.

Unanimously Approved: Committee, 6-0-0-0; Public 6-0-0-0.