

Neighborhood Slow Zone Norwood, Bronx

March
2014



Vision Zero - Slower Speeds Save Lives

Odds of Pedestrian Death*

70%  20%  5%



*U.S. Department of Transportation – National Highway Traffic Safety Administration . (1999). Literature Review on Vehicle Travel Speeds and Pedestrian Injuries-DOT HS 809 021 October 1999

Neighborhood Slow Zone

Improving Safety
in Neighborhoods

1. Neighborhood Slow Zone Program

2. Slow Zone Application

Assembly Members

- Jeffrey Dinowitz
- Mark Gjonaj

3. Slow Zone Proposal Norwood



Neighborhood Slow Zone Program

Neighborhood Group/Stakeholder Applies

Assembly Members Jeffrey Dinowitz & Mark Gjonaj

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.

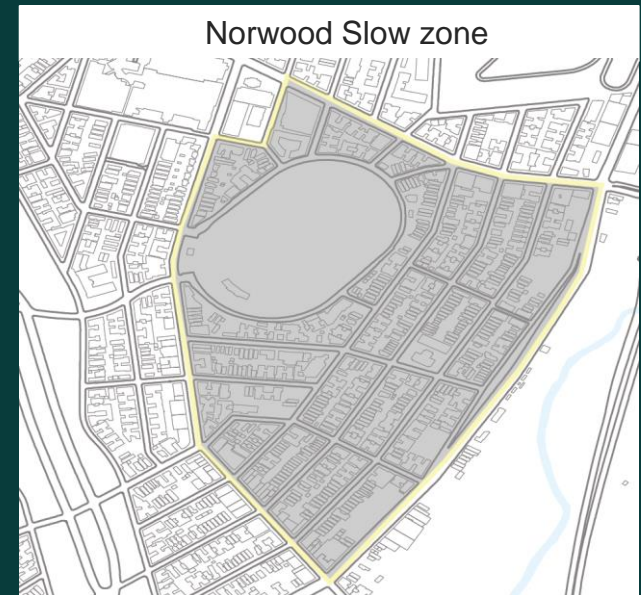
Boerum Hill Slow Zone

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 Bo-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.



15 Selected
74 Applications
2014-16



What is a Neighborhood Slow Zone?


Neighborhood residential speeds reduced to **20 MPH**

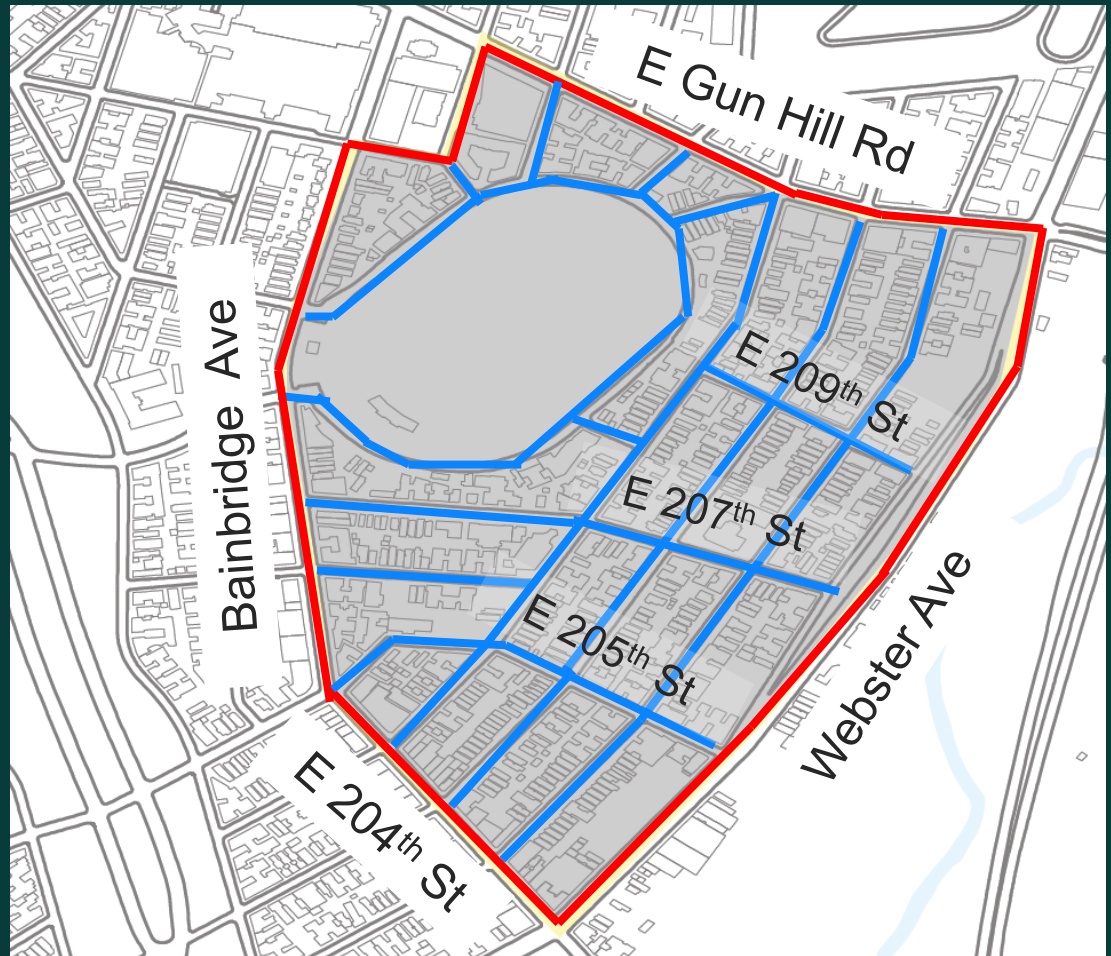
- Signage
- Markings
- Speed Bumps



Residential Streets 20 MPH

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

 Safety on your neighborhood streets:
~30% of fatalities currently occur on local roads

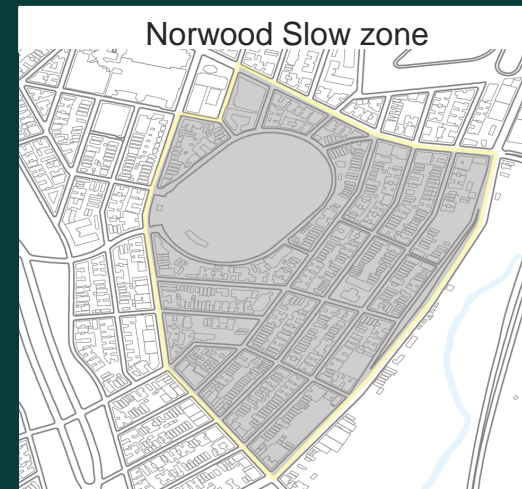


Slow Zone Components

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: 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

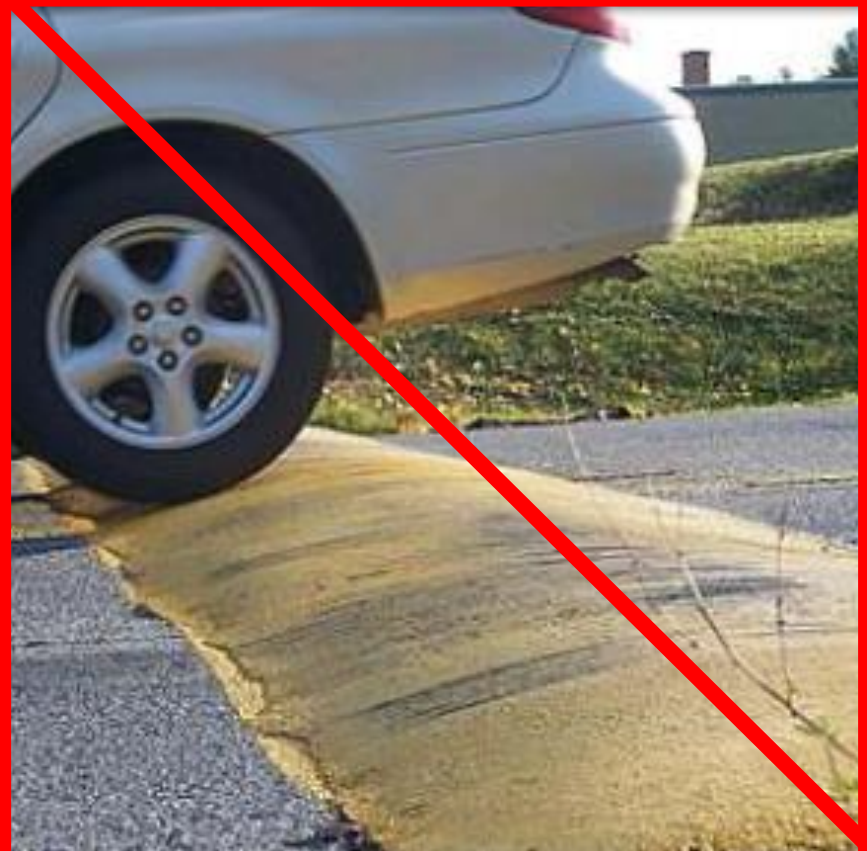


Speed Bumps & Speed Humps

NYC DOT Standard



Never Used by NYC DOT



Program History

- Pilot Project 1 zone 2011
 - Bronx: Claremont
- 1st 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
- 2nd Round 15 zones (Current) 2014-16
 - Brooklyn: Bedford Stuyvesant-Clinton Hill, Brownsville/East New York, Crown Heights, Brooklyn Heights, Prospect Heights
 - Queens: Jackson Heights, Sunnyside Gardens-Woodside, Sunnyside
 - Bronx: Norwood, Parkchester, Westchester Square
 - Staten Island: Midland Beach
 - Manhattan: Alphabet City, West Village, Hudson Heights

Promising Safety Findings*:

- **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

Slow Zone Application Norwood

Slow Zone application

- Application submitted by Assembly Members Jeffery Dinowitz and Mark Gjonaj

Proposed Implementation


- April 2014 Speed Hump Installation
- May 2014 Signs and Markings

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:

Borough:

Community Board(s):

Contact Person and Title:

Contact's Address:

City:

State:

Zip Code:

Slow Zone Selection Criteria

High amount of **severe crashes**

- 4 per mile

Good **boundaries** (wide busy streets)

Many **letters of support**

	Severe Crashes	Crash Injuries	Size
Norwood	4 per mile	12 per year	.17 sq mi
Parkchester	3 per mile	33 per year	.33 sq mi
Westchester Square	3 per mile	19 per year	.21 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)

Significant Community Support

- Petition with 135 signatures from community members in support of application
- Supporting groups
 - Bronx Community Board 7
 - Gabriel Oliver Koppell - Council Member District 11 at time of application
 - 52nd Precinct Community Council
 - Friends of the Williamsbridge Oval
 - Montefiore Medical Center
 - Mosholu Preservation Corporation

Proposed Slow Zone



Putnam Pl and E Gun Hill Rd

Proposed Slow Zone



Tryon Ave and E Gun Hill Rd

Proposed Slow Zone

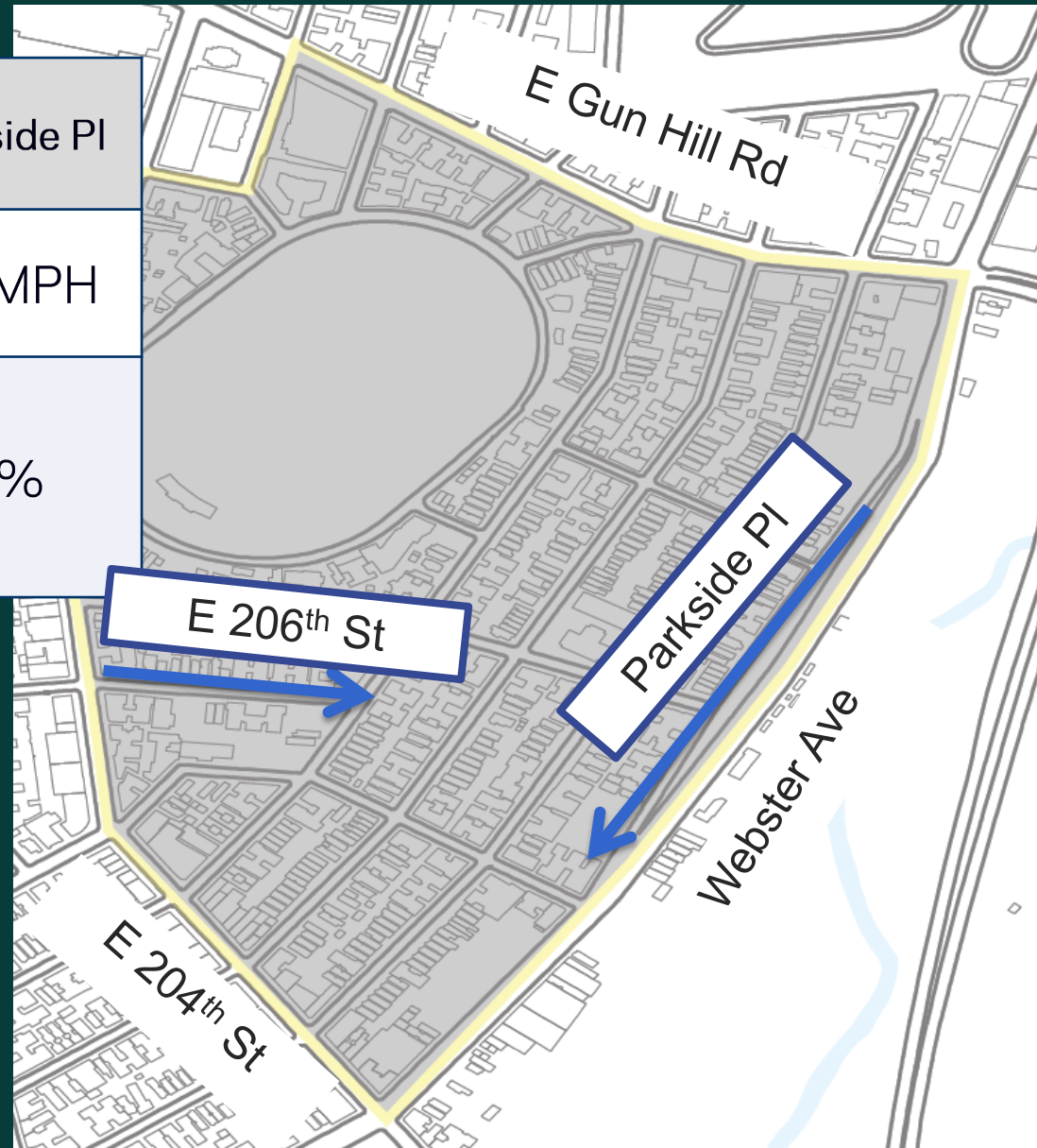


Decatur St and E 204th St

Sample of Speeds in Zone

	E 206 th St EB	Parkside Pl
Avg Speed	25 MPH	24 MPH
Drivers above Speed Limit (30 MPH)	12%	9%

- Speeding on residential streets with homes and schools



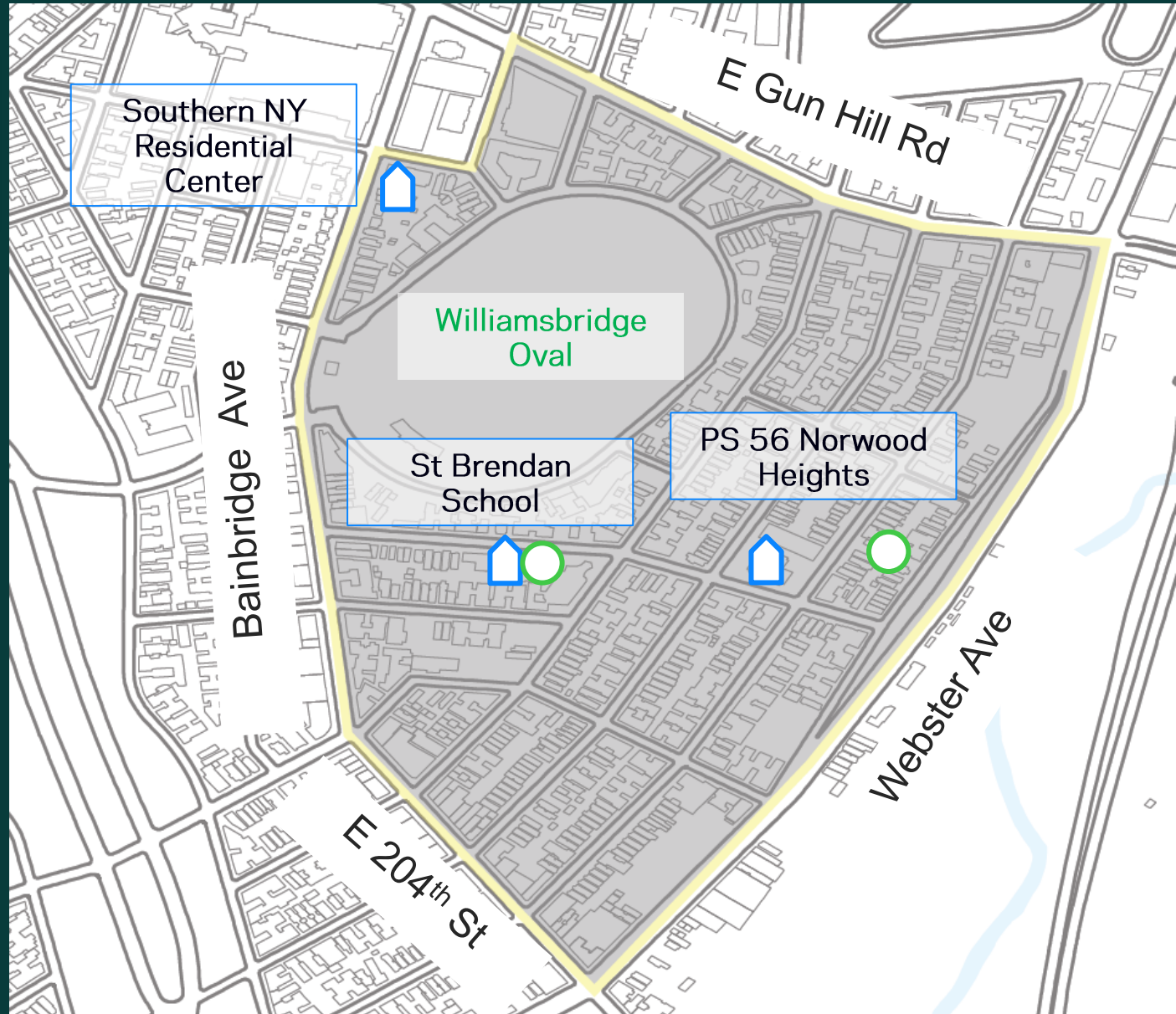
Schools and Community Resources in Slow Zone



School

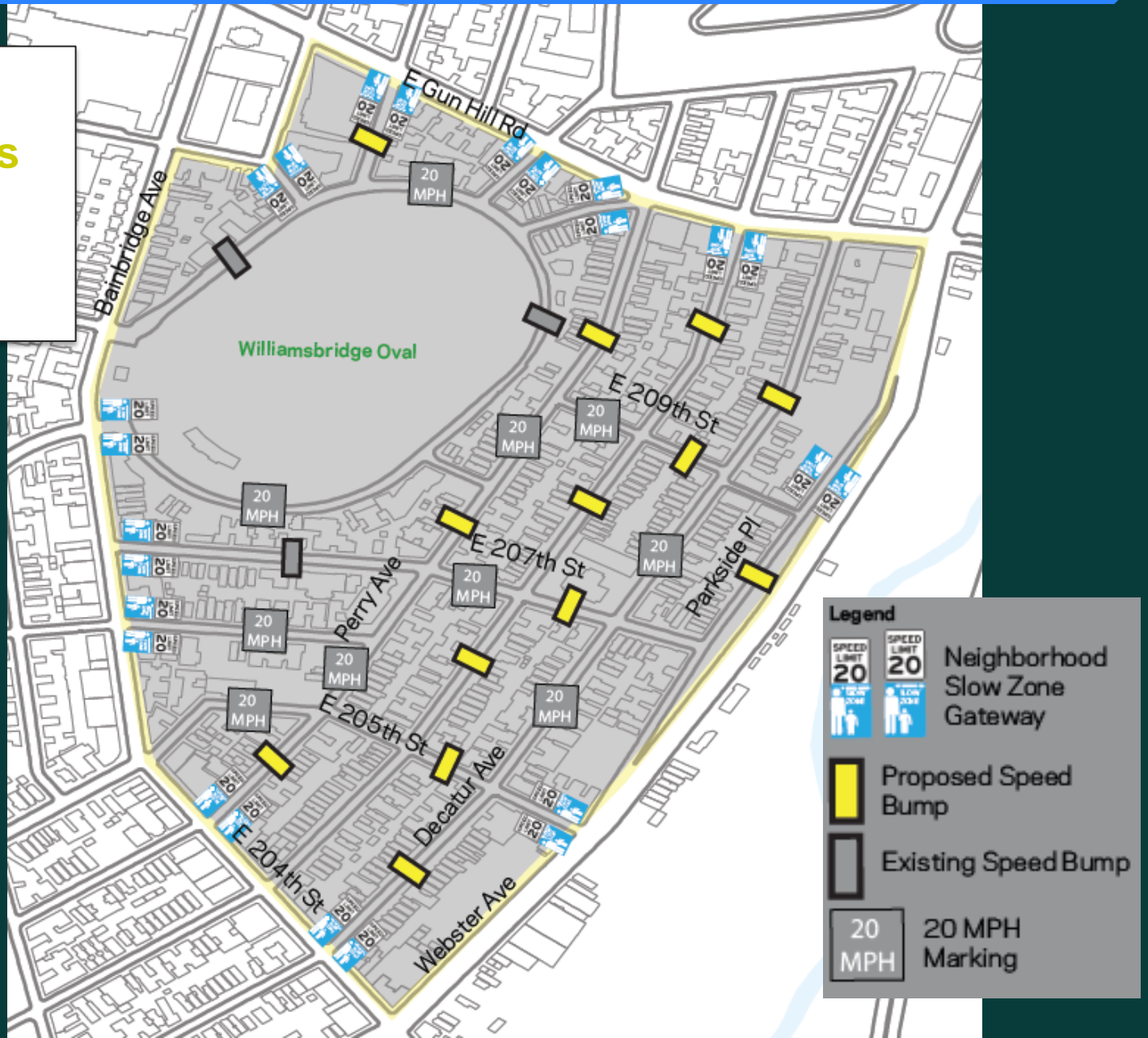


Daycare &
Pre K



Proposed Norwood Slow Zone

- 13 proposed **speed bumps**
- 12 proposed **gateways**



Increasing Safety in Norwood

Local Request

- Slow Zone application from local Assembly Members, supported by petition and community groups



Why implement?

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



Questions?

**Thank
You**