

Neighborhood Slow Zone

Alphabet City/Tompkins Square, Manhattan

November
2016



Odds of Pedestrian Death*

70%  20%  5%



Neighborhood Slow Zone Program

Neighborhood Group/Stakeholder Applies

Tompkins Square Park & Playgrounds
Parents' Association
and endorsement from Community
Board 3

Competitive Selection Safety #1 Criteria

Neighborhood Slow Zone Proposal

New York City Department of Transportation 2013
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: Tompkins Square Park & Playgrounds Parents' Assoc. Borough: Manhattan
Community Board(s): 3 Contact Person: Chad Marlow
Contact Person's Title: Founder Contact's Address: 155 East 4th Street, Apt. 3G
City: New York State: New York Zip Code: 10009
Contact's Phone #: 545-275-4481 Contact's Email: TSP3AG@yahoo.com

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.

Proposed Boundaries of Slow Zone

Describe the proposed location and boundaries of the Neighborhood Slow Zone. (Please attach a map.)

- East of, but not including any portion of, 1st Avenue
- West of, but not including any portion of, FDR Drive
- North of:
 - o To the east of where 2nd Street meets Houston Street: North of, but not including any portion of, Houston Street
 - o To the west of where 2nd Street meets Houston Street: North of, but not including any portion of, 2nd Street
- South of, but not including any portion of, 14th Street

Proposed slow zone map included in attached documentation.



16 Selected
74 Applications
2014-15

Alphabet City/Tompkins Square Slow Zone



Slow Zone Selection Criteria

High amount of **severe crashes/fatalities**

– 6 per mile

Good **boundaries** (wide busy streets)

Many **letters of support**

Sample of Supporters

- Community Board 3
- PS 315 East Village Community School
- PS 63 – STAR Academy
- East Village Community Coalition
- Lower East Side Girls Club
- Carolyn Maloney, US Congress Member 12th District
- Nydia Velazquez, US Congress Member 7th District

	Severe Crashes	Crash Injuries	Size
Alphabet City/ Tompkins Square	6 per mile	60 per year	.38 sq mi
West Village	6 per mile	21 per year	.13 sq mi
Inwood (Implemented)	2 per mile	16 per year	.16 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	Gateways Required							Bus Routes (in zone)	

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 25 mph

Alphabet City/Tompkins Square
Slow Zone



Gateway Signs

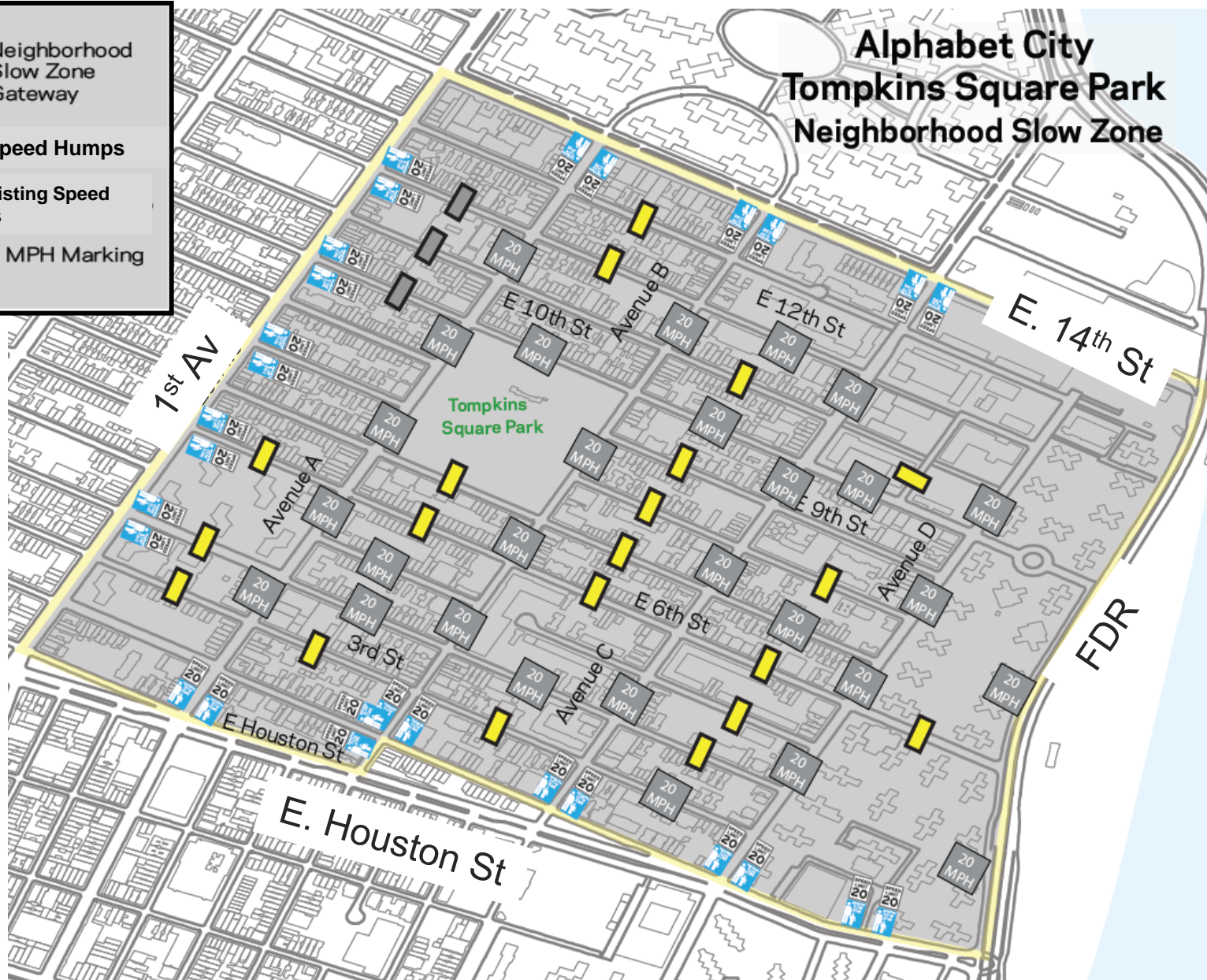


Markings



Speed Bumps

Slow Zone Map- Alphabet City/Tompkins Square



Slow Zone Gateways



E 14th St and Avenue B



1st Ave and St. Marks Ave



1st Ave and E 10th St



1st Ave and E 12th St

2-Year 'After' Data

- Crashes with injuries were reduced by 23%
- Pedestrian injuries were reduced by 36%

Crashes and Injuries Two-Year After Analysis, Alphabet City Slow Zone

	Before				After			Change	
	'11/ '12	'12/ '13	'13/ '14	Average	'14/ '15	'15/ '16	Average	Actual	Percent
Total Crashes	255	322	350	309.0	324	210	267.0	-42.0	-14%
Crashes w/ Injuries	60	70	81	70.3	64	44	54.0	-16.3	-23%
Motor Vehicle Occupant	28	11	15	18.0	21	19	20.0	2.0	11%
Pedestrian	24	37	39	33.3	30	13	21.5	-11.8	-36%
Cyclist	19	24	31	24.7	21	16	18.5	-6.2	-25%
Total Injuries	71	72	85	76.0	72	48	60.0	-16.0	-21%

Each before year period is the 24-month period beginning July 1 and ending June 30.

The 2-yr after period is November 1, 2014 to October 31, 2016. The implementation period of July 1, 2014 to October 31, 2014 is excluded.

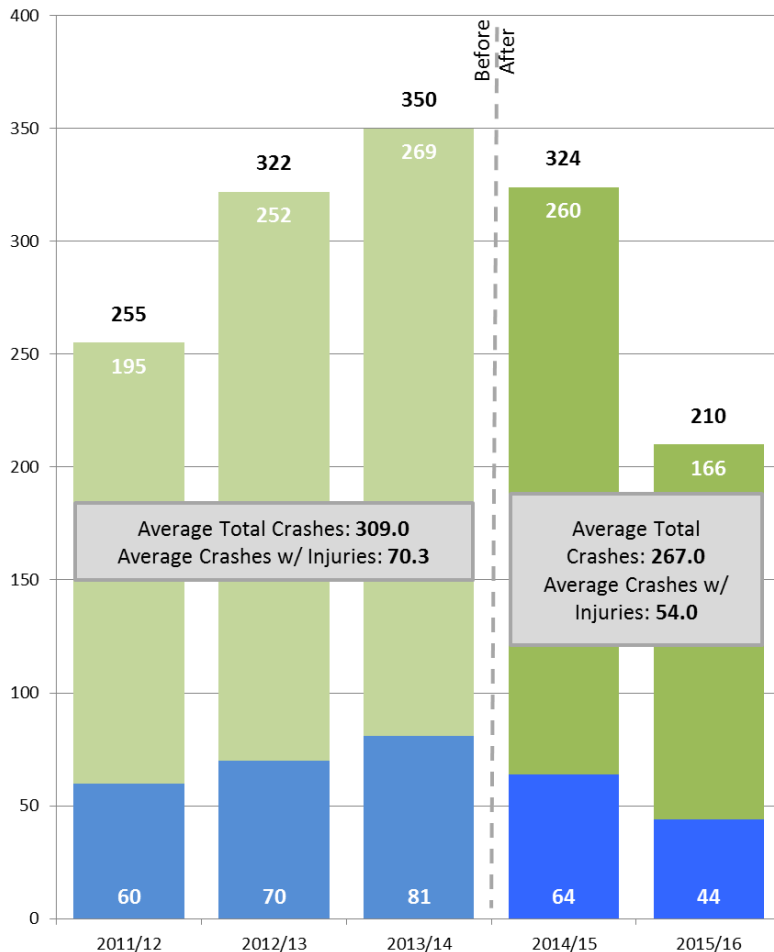
Source: NYPD AIS/TAMS Crash Database

2-Year 'After' Data

Crashes and Injuries

Two-Year 'After' Data, Alphabet City Slow Zone

■ Non-Injury Crashes ■ Crashes w/ Injuries



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- Total crashes were reduced by 14%



Before-After 'Spot Speeds'

- Average speeds were reduced at all tested locations

Alphabet City- Before vs. After Speed Data

Location			Average Speed		
Street	btwn	Dir	Before	After	% Change
Avenue A	East 1st St & E 2nd St	NB	24.7	20.1	-19%
Avenue B	East 11th St & E 12th St	NB	21.9	17.3	-21%
East 7th St	Avenue B & Avenue C	WB	18.6	18.2	-2%
East 8th St	Avenue B & Avenue C	EB	18.3	16.3	-11%
East 12th St	Avenue B & Avenue C	EB	19.4	18.1	-7%

Radars taken for 1 hour or 100 vehicles, off-peak hours

Before: 5/14/14, 10am to 2pm

After: 8/12/15, 10am to 4pm



Questions?



Thank
You