Neighborhood Slow Zone
Corona QN

June 2012

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Office of Research, Implementation & Safety
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What is a Neighborhood Slow Zone?

- Speed limit set at 20mph
- Small, self-contained area (~5x5 blocks or ¼ mile diameter)
- Announced with signage and gateways
- Self-enforcing via speed bumps
- 20mph markings remind drivers to slow down
Safety Impacts

- **London, UK:**
  - 46% reduction in fatal and severe injury crashes, as compared to untreated areas
  - Average speeds reduced 9mph
  - No collision migration (crashes did not increase in adjacent areas)

- **The Netherlands**
  - Average decrease of injuries of ~25% in Zones 30

- **Barcelona**
  - Crash rates dropped up to 27%
  - Similar programs have also been adopted in Berlin, Zurich, Dublin, Stockholm & Helsinki
Quality-of-Life Improvements

- Reduced traffic noise
- Reduced cut-through traffic
- More social streets
Slow Zone Components: Gateways

- Roadway is narrowed by sign base, signs and markings to bring down vehicle speeds
- Drivers are clearly alerted that they are entering a traffic calmed zone
- 1-2 parking spaces removed at each gateway (“daylighting”)
Slow Zone Components: Speed Bumps

- Keep vehicle speeds around 20mph; 15 mph near schools
- ~30% reduction in mid-block crashes
- ~20% reduction in speeds
- Speed bumps distributed evenly throughout the Slow Zone
- Key element in making the Slow Zone “self-enforcing”
- Follow standard speed bump criteria when choosing streets for installation
Slow Zone Components: 20 MPH Markings

- Install on streets in between or infeasible for speed bumps
- Exclude on:
  - Streets leaving the Slow Zone
  - Very short blocks
Corona Slow Zone Application

- Application received February 1, 2012
- Submitted by CM Julissa Ferreras
- 33 other Queens Applications were received, accounting for ~35% of total, 2nd highest Borough
- DOT will install 13 Slow Zones citywide in 2012-2013
- Corona scheduled for 2012 implementation
Slow Zone Selection Criteria

- Average Injuries per year **33.6**
- Ranked per mile, more dangerous than **79%** of Queens streets
- Ideal size (.26 sq mi)
- Strong boundaries (busy, commercial streets, elevated train)
- 2 schools
- 10 pre-k / Head Start / daycare centers
- Two subway stops nearby
- Highly residential

<table>
<thead>
<tr>
<th>Positive Criteria</th>
<th>Crashes</th>
<th>Letters of Support</th>
<th>Schools</th>
<th>Senior Centers</th>
<th>Daycare</th>
<th>Strong Boundaries</th>
<th>Subway Stations</th>
<th>Bus Routes (on Boundary)</th>
<th>Truck Routes (on Boundary)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Negative Criteria</td>
<td>Fire Stations</td>
<td>Hospitals</td>
<td></td>
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<td></td>
<td>Bus Routes (in zone)</td>
<td>Truck Routes (in zone)</td>
</tr>
</tbody>
</table>
Proposed Slow Zone

- 14 **proposed** speed bumps
- 5 **existing** speed bumps
- 13 **proposed** gateways
- 21 20mph markings
Proposed Slow Zone

38th Ave and Junction Blvd
Proposed Slow Zone

106th St and 34th Ave