Neighborhood Slow Zone
Inwood, Manhattan

June 2012

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Office of Research, Implementation & Safety
Presented to Manhattan Community Board  12 June 4th, 2012
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

- Results from other cities:
  - 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)
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
**Inwood Slow Zone Application**

- Application received February 3, 2012
- Submitted by Dave Thom, Park Terrace North Block Association
- One of two Manhattan applications

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**New York City Department of Transportation**

**NYC Neighborhood Slow Zone**

*Application for Communities & Neighborhoods*

Please read through the Neighborhood Slow Zone Guidelines before completing the application

<table>
<thead>
<tr>
<th><strong>Community Information</strong></th>
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<tbody>
<tr>
<td>Name of Interested Community/Group:</td>
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<tr>
<td>Community Board(s):</td>
</tr>
<tr>
<td>Contact's Address:</td>
</tr>
<tr>
<td>City:</td>
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</tbody>
</table>
• 10 proposed speed bumps
• 4 existing speed bumps
• 9 proposed gateways
• 11 20mph markings

*Boundaries specified in the application were expanded
## Slow Zone Selection Criteria

- Strong boundaries (busy, commercial streets, parks, dead end streets)
- 2 schools
- Three subway stops nearby
- Highly residential
- Average Injuries per year **13**
- More than 10 official letters of support
- 35 letters of support from residents

<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>
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<tbody>
<tr>
<td>Negative Criteria</td>
<td>Fire Stations</td>
<td>Hospitals</td>
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Proposed Slow Zone
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Henshaw St & Riverside Dr
Proposed Slow Zone

W 218th St & Broadway