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 30 km (18 mph) zones

• **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
Speed Humps vs Speed Bumps

- NYC DOT uses the term Bump for what technically is a speed Hump
- Speed Hump
  - Gradual rise designed to be taken at 15-20mph
  - 3 to 4 inches in height
- Speed Bump
  - Abrupt rise designed to be taken at 5mph or less
  - 3 to 6 inches in height

Speed Hump
NYC Standard

Speed Bump
Not Used in NYC
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
Mt. Eden Slow Zone Application

- Slow Zone application
  - Applications submitted by New Settlement Apartments Bronx Helpers

- Proposed Implementation:
  - August 2012 Speed Hump Installation
  - October 2012 Signs and Markings

- 1 of 4 zones for the Bronx

- DOT will install 13 Slow Zones citywide in 2012-2013
### Slow Zone Selection Criteria

- Strong community support with many letters of endorsement
- Good boundaries (busy, commercial streets)
- **2** schools in the zone (4 total in the general area) and several senior and daycare centers
- Highly residential
- Average Injuries per year **12.6**
- Per Mile, more dangerous than **64%** of Bronx Streets

#### 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)
Proposed Slow Zone

Mt Eden Ave & Jerome Ave
Proposed Slow Zone

Townsend Ave & E 170th St
Proposed Slow Zone

E 172\textsuperscript{nd} St and Grand Concourse
Proposed Slow Zone

- **4 proposed** speed bumps
- **0 existing** speed bumps

- **9 proposed** gateways
Questions?

Thank You