Neighborhood Slow Zone
Jackson Heights, Queens

May 2014

Commissioner Polly Trottenberg  New York City Department of Transportation
Office of Research, Implementation & Safety
May 13th, 2014 to Queens Community Board 3
- Slower Speeds Save Lives

Odds of Pedestrian Death*

70% ➔ 20% ➔ 5%

1. Neighborhood Slow Zone Program

2. Slow Zone Application
NYC Council Member Daniel Dromm

3. Slow Zone Proposal
Jackson Heights
Neighborhood Slow Zone Program

Neighborhood Group/Stakeholder Applies
NYC Council Member
Daniel Dromm

Competitive Selection
Safety #1 Criteria

Neighborhood Slow Zone Proposal

Jackson Heights Slow zone

15 Selected
74 Applications
2014-15
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**
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
Slow Zone Components: Signage

Placed at entrances to the Neighborhood Slow Zone Area
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
NYC DOT Standard

Gradual rise designed to be taken at 20 mph

Never Used by NYC DOT
Program History

1. Pilot Project 1 zone 2011
   - Bronx: Claremont

2. 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

3. 2nd Round 15 zones (Current) 2014-15
   - 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
Queens Zones Completed (2012-13)

Corona

Auburndale

Jackson Heights/East Elmhurst

Elmhurst
Promising Safety Findings*:

- **10-15%** reductions in speeds
- **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 Jackson Heights

Slow Zone application

- Application submitted by NYC Council Member Daniel Dromm

Proposed Implementation if approved by Community Board

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

<table>
<thead>
<tr>
<th>New York City Department of Transportation</th>
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<tbody>
<tr>
<td>NYC Neighborhood Slow Zone</td>
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<tr>
<td>Application for Communities &amp; Neighborhoods</td>
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Please read through the Neighborhood Slow Zone Guidelines before completing the application

<table>
<thead>
<tr>
<th>Community Information</th>
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<tbody>
<tr>
<td>Name of Interested Community/Group:</td>
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<tr>
<td>Community Board(s):</td>
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<tr>
<td>Contact's Address:</td>
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<tr>
<td>City:</td>
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High amount of severe crashes/fatalities
- 5.5 per mile

Good boundaries (wide busy streets)

Many letters of support
- Parents and faculty at I.S. 230 (151 signatures)
- P.S. 69 School Leadership Team
- Jackson Heights Beautification Group
- Jackson Heights Green Alliance
- Roosevelt Terrace Cooperative
- Birchwood House Cooperative Board

### Slow Zone Selection Criteria

<table>
<thead>
<tr>
<th></th>
<th>Severe Crashes</th>
<th>Crash Injuries</th>
<th>Size</th>
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<tbody>
<tr>
<td><strong>Jackson Heights</strong></td>
<td>5.5 per mile</td>
<td>72 per year</td>
<td>.32 sq mi</td>
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<tr>
<td><strong>Sunnyside</strong></td>
<td>2 per mile</td>
<td>42 per year</td>
<td>.30 sq mi</td>
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<tr>
<td><strong>Corona</strong> (Installed 2012)</td>
<td>2.5 per mile</td>
<td>32 per year</td>
<td>.25 sq mi</td>
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<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>
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<td>Negative Criteria</td>
<td>Fire Stations</td>
<td>Hospitals</td>
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Severe Injuries & Fatalities

- Pedestrian Severely Injured*
- Vehicle Occupant Severely Injured*
- Pedestrian Injured
- Vehicle Occupant Injured
- Fatality**

*2008-12
**2007-14
Proposed Slow Zone

37th Ave & 86th St
Proposed Slow Zone

Broadway & 72\textsuperscript{nd} St
• 26 proposed speed bumps
• 23 proposed gateways
Increasing Safety in Jackson Heights

Local Request

- Slow Zone application submitted by NYC Council Member Daniel Dromm with many letters of support from local community

Why implement?

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

Thank You