Neighborhood Slow Zone
Brownsville-East New York, Brooklyn
Odds of Pedestrian Death*

70% ➔ 20% ➔ 5%

1. Neighborhood Slow Zone Program

2. Slow Zone Application
   Brownsville Partnership w/ CB 16 and CB 5

3. Slow Zone Proposal
   Brownsville-East New York
Neighborhood Slow Zone Program

Neighborhood Group/Stakeholder Applies
Brownsville Partnership, CB 16, CB 5

Competitive Selection
Safety #1 Criteria

Neighborhood Slow Zone Proposal

16 Selected
74 Applications
2014-15
What is a Neighborhood Slow Zone?

Neighborhood residential speeds reduced to **20 MPH**
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: Gateway Signage

Placed at entrances to the Neighborhood Slow Zone Area
Slow Zone Components: 20 MPH Markings

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
Speed Bumps & Speed Humps

NYC DOT Standard

Gradual rise designed to be taken at 20 mph

Never Used by NYC DOT
Program History

• **Pilot Project 1 zone 2011**
  • Bronx: Claremont Slow Zone

• **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

• **2nd Round 16 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, Astoria
  • Bronx: Norwood, Parkchester, Westchester Square
  • Staten Island: Midland Beach
  • Manhattan: Alphabet City, West Village, Hudson Heights
Sample Brooklyn Zones (2013-15)

- Boerum Hill: Implemented June 2013
- Brooklyn Heights
- Crown Heights
- Prospect Heights
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
Application Brownsville-East New York

Slow Zone application

• Application submitted by Brownsville Partnership, in conjunction with CB 16 and CB 5

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>Community Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of Interested Community/Group: ___________________________</td>
</tr>
<tr>
<td>Community Board(s): ___________________________</td>
</tr>
<tr>
<td>Contact’s Address: ___________________________</td>
</tr>
<tr>
<td>City: ___________________________</td>
</tr>
</tbody>
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## Slow Zone Selection Criteria

### 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)**

### Example Zones

<table>
<thead>
<tr>
<th>Zone</th>
<th>Severe Crashes</th>
<th>Crash Injuries</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brownsville-East New York</td>
<td>5 per mile</td>
<td>71 per year</td>
<td>.25 sq mi</td>
</tr>
<tr>
<td>Clinton Hill-Bedford Stuyvesant</td>
<td>6 per mile</td>
<td>36 per year</td>
<td>.19 sq mi</td>
</tr>
<tr>
<td>Boerum Hill (2013 Zone)</td>
<td>2 per mile</td>
<td>32 per year</td>
<td>.25 sq mi</td>
</tr>
</tbody>
</table>

- High amount of **severe crashes/fatalities**
  - 5 per mile

- **Good boundaries** (wide busy streets)

- **Many letters of support**
  - PS/IS 327
  - PS 150/Brownsville Collegiate
  - Mott Hall Bridges Academy
  - PS/IS 284
  - Brownsville Ascend
  - PS/IS 298
  - Brownsville Community Justice Center
Severe Injuries & Fatalities

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

*2008-12
**2007-14
## Sample of Speeds in Zone

<table>
<thead>
<tr>
<th></th>
<th>Blake Av EB</th>
<th>Mother Gaston Blvd SB</th>
<th>Georgia Av NB</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Avg Speed</strong></td>
<td>26 MPH</td>
<td>30 MPH</td>
<td>26 MPH</td>
</tr>
<tr>
<td><strong>Drivers above Speed Limit (30 MPH)</strong></td>
<td>20%</td>
<td>42%</td>
<td>17%</td>
</tr>
</tbody>
</table>

Speeding on residential streets with homes and schools.
13 proposed speed bumps
14 proposed gateways
Proposed Slow Zone

Livonia Ave & Mother Gaston Blvd
Other Proposals in Brownsville-East New York

Bike Project Proposal

- Community bicycle network improvements (Phase II)

Additional Safety Measures

- Refurbish crosswalk markings throughout area
- Investigation underway to identify more safety improvements
Increasing Safety in Brownsville-East New York

Local Request

• Slow Zone application submitted by the Brownsville Partnership in conjunction with Brooklyn CB 16 and CB 5

Why implement?

• 4 schools in the proposed zone
• Odds of pedestrian death 4 times lower at 20 mph compared to 30 mph