Neighborhood Slow Zone
East New York-Brownsville, Brooklyn

Oct 2014
- Slower Speeds Save Lives

Odds of Pedestrian Death*

70% → 20% → 5%

Neighborhood Slow Zone Application

- Community Board 5
- Community Board 16
  - Full Board Approved Spring 2014
- Brownsville Partnership
1. Neighborhood Slow Zone Program

2. Slow Zone Application
   Why it was selected

3. Slow Zone Proposal
   East New York-Brownsville CB 5 Section
Neighborhood Slow Zone Program

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

Competitive Selection
Safety #1 Criteria

Neighborhood Slow Zone Proposal

Brownsville-East New York Slow Zone

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

- Neighborhood streets speeds changed to **20 MPH**
- Boundary streets **unchanged**
Slow Zone Components: Gateway 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

- **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: Clinton Hill, East New York/Brownsville, 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
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
Neighborhood Slow Zone Application

High amount of severe crashes/fatalities
  • 5 per mile

Good boundaries (wide busy streets)

Many letters of support
  • Schools
  • Community Groups

<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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<tr>
<th>Negative Criteria</th>
<th>Fire Stations</th>
<th>Hospitals</th>
<th>Senior Centers</th>
<th>Daycare</th>
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<tr>
<th></th>
<th>Severe Crashes</th>
<th>Crash Injuries</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>East New York-Brownsville</td>
<td>5 per mile</td>
<td>71 per year</td>
<td>.25 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>
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Severe

Crashes

Crash

Injuries

Size
Severe Injuries & Fatalities

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

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

Speeding on residential streets with homes and schools

<table>
<thead>
<tr>
<th></th>
<th>Blake Av EB</th>
<th>Georgia Av NB</th>
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<tbody>
<tr>
<td>Avg Speed</td>
<td>26 MPH</td>
<td>26 MPH</td>
</tr>
<tr>
<td>Drivers above Speed Limit (30 MPH)</td>
<td>20%</td>
<td>17%</td>
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</tbody>
</table>
Schools and Community Resources in Slow Zone

3 Schools in Community Board 5 Section

![Map showing schools and community resources in two sections of Community Board 16 and Community Board 5. The map includes PS 284, PS 328, PS 174, and a Thomas Jefferson Educational Campus.]
• 13 (10 in CB 5) proposed speed bumps
• 14 (8 in CB 5) proposed gateways
Proposed Slow Zone
Increasing Safety in East New York-Brownsville

Local Request

- CB 5 and CB 16 in conjunction with Brownsville Partnership

Why implement?

- **3 schools** in the CB 5 section
- Odds of pedestrian death **4 times lower** at 20 mph compared to 30 mph
Questions?

Thank You