



IMMEDIATE RELEASE

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Contact: Scott Gastel/Bonny Tsang, (212) 839-4850

**NYC DOT ANNOUNCES SECOND PHASE OF ARTERIAL SLOW ZONES WITH
FOURTEEN NEW LOCATIONS**

The second phase of Arterial Slow Zones will start with Jerome Avenue, with speed limits reduced by 5 mph and new signs indicating this change will be put up.

Additional roadways include Coney Island Avenue, Metropolitan Avenue, Utica Avenue, Flatbush Avenue & Flatbush Avenue Extension, Roosevelt Avenue, Victory Boulevard, 7th Avenue, Amsterdam Avenue, Bowery, Houston Street, Park Avenue, Avenue of the Americas, 3rd Avenue.

New York City Department of Transportation (DOT) Commissioner Polly Trottenberg today announced fourteen additional Arterial Slow Zones to be implemented in the coming months. Beginning Monday, August 4, the first of this second round of Slow Zones will be implemented at Jerome Avenue in the Bronx, between East 161 Street to Bainbridge Avenue, a five-mile stretch. The speed limit will be lowered by 5 mph and new signs indicating this change will be put up.

Jerome Avenue, will be joined by thirteen additional new Arterial Slow Zones in the program's second phase: Coney Island Avenue, Utica Avenue, and Flatbush Avenue & Flatbush Avenue Extension in Brooklyn; Roosevelt Avenue and Metropolitan Avenue in Queens; Victory Boulevard in Staten Island; 7th Avenue, Amsterdam Avenue, Bowery, Houston Street, Park Avenue, and Avenue of the Americas in Manhattan and Third Avenue in the Bronx. In total, dangerous speeding will be reduced on more than 65 miles of major corridors that have seen 83 fatalities.

"Slow Zones are a critical and widely endorsed element of Vision Zero," said DOT Commissioner Trottenberg. "We are glad to work closely with local communities in bringing these life saving measures to corridors across the City. These 14 additional zones meet another goal we set in February."



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Details on the next 14 Arterial Slow Zones:

CORRIDOR	FROM	TO	BORO	MI	APPROXIMATE START MONTH	Fatalities 2008-2012
Jerome Ave	E 161 St	Bainbridge Ave	BX	5	August	5
7th Avenue	Central Park South	11 Street	MN	2.4	August	4
Coney Island Avenue	Park Circle	Boardwalk	BK	5.5	September	6
Roosevelt Avenue	Queens Boulevard	154 Street	QN	5.8	September	5
Victory Boulevard	Bay Street	Wild Avenue	SI	7.8	September	5
Utica Ave	Malcolm X Boulevard	Flatbush Avenue	BK	4.6	October	12
Flatbush Avenue/Flatbush Extension	Concord Street	Hendrickson Place	BK	7.1	October	11
Amsterdam Avenue	59 Street	190 Street	MN	6.6	October	8
Bowery	Chatham Square	Cooper Square	MN	1	November	5
3rd Avenue	E 138 Street	E 183 Street	BX	3.7	November	4
Houston Street	West Street	Baruch Place	MN	2	November	1
Park Avenue	E 45 Street	E 132 Street	MN	4.4	November	6
Avenue of the Americas	Central Park S	Franklin Street	MN	3.8	December	5
Metropolitan Avenue	Onderdonk Avenue	132 Street	QN	5.6	December	6

As one of the 63 initiatives part of Vision Zero, Arterial Slow Zones expands the combined efforts of DOT and its partners to prevent traffic fatalities and improve safety on New York City streets. The speed limit at all Slow Zones will be lowered by 5 mph and new distinctive signs and increased enforcement by the NYPD will make for safer streets in New York. Citywide, arterials like these make up only 15 percent of total mileage but have accounted for some 60 percent of pedestrian fatalities.

On all Arterial Slow Zones, DOT will update signal timing to maintain mobility, prevent diversions to residential street, while staying consistent with the new speed limit. The locations will also benefit from increased enforcement by the NYPD, with temporary speed boards installed in key locations to alert motorists of the new speed limit. Slow Zone areas will feature distinctive blue-and-white signs with the name of the corridor, complementing the DOT's existing Neighborhood Slow Zone program.

"I have seen too many tragedies involving pedestrians struck down on the streets of my Lower Manhattan community and throughout the city. That is why we in the Assembly passed legislation this year authorizing the city to lower the speed limit to 25 miles per hour," said



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Assembly Speaker Sheldon Silver. “Keeping traffic flowing along our most important thoroughfares need not come at the expense of people’s safety. By creating arterial slow zones, the Department of Transportation will make essential improvements to our most dangerous roads, which will save lives. I applaud Mayor de Blasio and Commissioner Trottenberg for their dedication to making our streets safer.”

Senator Jeff Klein (D-Bronx/Westchester) said, "With the launch of the second phase of the Arterial Slow Zone program, more major corridors in New York City will be safer for pedestrians and drivers. I commend Mayor de Blasio, Commissioner Trottenberg and the Department of Transportation for making traffic safety a top priority and for bringing this program to several busy thoroughfares in the Bronx, where slower speeds and enhanced traffic enforcement will save lives."

“Traffic safety is a priority for this city and properly placed slow zones go a long way toward reducing fatalities,” said **NYC Council Speaker Melissa Mark-Viverito.** “Targeting roads that account for disproportionately high numbers of pedestrian deaths is an efficient and effective way to protect pedestrians, motorists, and cyclists alike. Here in the 8th District, we’ve identified portions of Jerome Avenue, 3rd Avenue and Park Avenue as high fatality areas that will benefit from slow zones, and I’m proud to say that our community will be safer for it.”

"The arterial slow zone initiative has helped to transform streets across the city once used as de facto expressways into slower, safer roads," said **NYC Council Transportation Committee Chair Ydanis Rodriguez.** “I am happy to see an expansion of this program across the city as well as a second arterial slow zone on Amsterdam Avenue. Amsterdam is a wide road adjacent to the popular Highbridge Park, where many kids and families come to play and relax. This will make our community safer by slowing cars down and highlighting the need for more measured speeds around residential areas. I am glad Commissioner Trottenberg and the NYC DOT continue to make safety a priority for our streets."

“There have been drastic accidents in my district. Reducing speeds will save lives and reduce the number of accidents. This program has my full support,” said **Congresswoman Carolyn B. Maloney (D-NY).**

Congresswoman Nydia Velazquez said, “Implementing the proposed slow zones will reduce crashes, prevent injuries and save lives in our community.”

“This latest phase of the Arterial Slow Zone program will go a long way toward making Roosevelt Avenue, one of borough’s major roadways, safer for all who use it,” said **Congressman Joe Crowley (D-Queens, the Bronx).** “I commend the Department of Transportation for their steadfast commitment to improving pedestrian safety throughout our city and for working with our communities on the implementation of these programs. This is the type



Department of Transportation

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of sustained effort that is needed if we are serious about reducing the number of pedestrian fatalities on our streets.”

“These newly targeted Slow Zones will help increase pedestrian safety and reduce injuries and fatalities along some of our city's most dangerous roads. I am pleased that the city will focus some of these efforts on Jerome Avenue and 3rd Avenue. The signage, signal timing, and speed limit changes that will occur along these busy thoroughfares will help create safer neighborhoods and a better quality of life for Bronxites,” said **Congressman José Serrano**.

“To protect our residents, we must take the necessary measures to calm traffic on city streets. I am very grateful that our City is implementing the second phase of the Arterial Slow Zones program. Too many Bronxites and New Yorkers lose their lives every year because of traffic accidents that can be prevented. The Vision Zero plan will make our streets safer for our families by reducing the number of traffic related fatalities in our neighborhoods,” said **Bronx Borough President Ruben Diaz Jr.**

“Driving slow is the best way to go on Brooklyn's highways and byways. In partnership with the Department of Transportation, our borough is turning a dangerous corner toward safer streets,” said **Brooklyn Borough President Eric L. Adams**. “The additions of Coney Island Avenue, Flatbush Avenue and Utica Avenue to our growing roster of arterial slow zones, which also include Atlantic Avenue, Eastern Parkway and McGuinness Boulevard, prioritize safety in all directions that Brooklynites travel every day.”

“I want to thank the Department of Transportation and the Mayor for acting quickly and forcefully in response to the recent tragic pedestrian fatalities in Queens and across the city. Right now, Queens is home to some of the city’s most dangerous roads and intersections. That must change and I am proud of the way that New Yorkers have embraced Vision Zero as a new, safer approach to how motorists, cyclists and pedestrians interact on our roads. Slowing down saves lives and I am confident that these new Slow Zones will be proof of that,” said **State Senator Toby Ann Stavisky (D-Flushing)**.

“Mayor de Blasio’s Vision Zero initiative and subsequent Arterial Slow Zones continue to target the city’s most problematic stretches of road; many holding the dubious distinction as some of our city’s deadliest. Until each and every one of these zones is made safe, the Mayor has my full support in his mission to reduce deaths at these sites to zero,” said **State Senator Martin Malavé Dilan**.

“I thank the DOT for their attention to this serious matter. Pedestrian accidents, car accidents -- no matter the accident, we as a city must address the danger to protect individuals of all ages,” said **State Senator Joseph Addabbo, Jr.** “Throughout my district, it is no secret there are unsafe passages and roadways, including those outside of schools and homes. I will gladly work with the DOT to identify these most dangerous sites, have our voices heard and welcome



the ASZ program with the optimism that it will help save a life or prevent further injuries and accidents."

"Too many New Yorkers needlessly lose their lives every year because of traffic accidents that can be prevented," said **State Senator Gustavo Rivera**. "I am very grateful that our City is implementing the 2nd Phase of Arterial Slow Zones along some of the Bronx's most dangerous roads. The implementation of these program in the Bronx - and throughout the City - will help reduce the number of traffic related accidents and fatalities in our neighborhoods and communities."

"I applaud Mayor de Blasio for not only talking the talk, but walking the walk when it comes to instituting his Vision Zero plan," said **State Senator Michael Gianaris**. This next phase of arterial slow zones will make our most dangerous roadways safer by lowering speed limits and increasing enforcement against dangerous drivers. I join all Queens residents who use Metropolitan and Roosevelt Avenues in saying thank you for making our streets safer."

"I applaud Mayor de Blasio and Commissioner Polly Trottenberg for instituting arterial slow zones on six of the most dangerous roadways in my district. Lowering the speed limit and encouraging compliance through enhanced signage, traffic light timing and enforcement will bring us one step closer to ending traffic fatalities in our city," said **State Senator Brad Hoylman**.

"We must ensure that our streets are safe for everyone who uses them," said **Assembly Member Dan Quart**. "I was proud to vote in Albany to decrease speed limits, and I'm happy to see the implementation of this legislation on Park Avenue. Even one death due to unsafe streets is too many."

"This is another crucial step in our work toward Vision Zero. I commend the department of transportation, the mayor's administration and the city council for focusing their efforts on those intersections with disproportionately high fatality rates. It is efforts like these that make our neighborhoods more walkable, cohesive, and ultimately much safer," said **Assembly Member Robert Rodriguez**.

"Coney Island Avenue has long been a dangerous thoroughfare for seniors and others attempting to cross with a constant flow of traffic whizzing by. I'm pleased that the city is implementing these forward-thinking measures that will succeed in calming traffic and, most important, saving lives," said **Assembly Member Steven Cymbrowitz**.

"I applaud Mayor de Blasio and the New York City Department of Transportation on the launch of the second phase of the Arterial Slow Zones initiative," said **Assembly Member Richard Gottfried**. "It's time to slam the brakes on speeding motorists who put pedestrians at



risk, and to accelerate the pace of traffic-calming measures that will increase safety and improve our quality of life.”

Assemblyman Jeffrey Dinowitz (D-Bronx) said, "The smart, common-sense changes outlined in the City DOT's Arterial Slow Zones project, including lower speed limits, better signage, and improved enforcement of traffic laws along our most dangerous streets, are concrete steps towards the goal of Vision Zero, which is to eliminate pedestrian fatalities in New York City by 2024. I'm proud to partner with Mayor de Blasio, city agencies, fellow local elected officials, and members of the community to support this vitally-important initiative and keep our streets safe for pedestrians."

“Tackling the epidemic of speeding along our City’s heavily trafficked commercial corridors will have a dramatic impact on the amount of traffic fatalities and serious injuries our City experiences every year,” said **NYC Council Majority Leader Jimmy Van Bramer**. “By reducing the speed limit and increasing traffic enforcement along Roosevelt Avenue we can, and will prevent tragedy from occurring. I thank Mayor Bill de Blasio and Commissioner Polly Trottenberg for incorporating Roosevelt Avenue into the city’s Vision Zero initiative and for making traffic safety a top priority. Together we will make Vision Zero a reality by doing all in our power to prevent tragedies from occurring here in Western Queens.”

“These new arterial slow zones are fantastic news for Lower Manhattan residents, and for all New Yorkers who want a safer city for their families,” said **Council Member Margaret Chin**. “I’ve heard from many constituents about the need for slower speeds on the Bowery, Houston Street and Sixth Avenue, and I’m excited to see the positive impact these changes will have in our community, especially for our seniors. I applaud the de Blasio administration for its steadfast commitment to traffic safety, and I look forward to working with DOT to bring even more safety measures to my district in the future.”

"Improving safety on our streets benefits all New Yorkers, and anyone who has crossed Coney Island Avenue knows how hectic and dangerous it can be. I am very pleased that pedestrian safety continues to be a priority for our city and that one of southern Brooklyn's busiest streets is included in this plan," said **Council Member Mark Treyger**.

"The swift implementation of new slow zones in several neighborhoods demonstrates the importance of community engagement to address real concerns with real solutions. The continued expansion of Vision Zero ensures that our city's streets will be safer for all New Yorkers," said **Council Member Laurie A. Cumbo**, 35th District.

"Roosevelt Avenue is an incredibly busy roadway with many thousands of pedestrians walking along it and crossing at many different intersections every day," said **Council Member Daniel Dromm** (D-Jackson Heights, Elmhurst). "Lowering the speed limit and implementing the



Arterial Slow Zone will help make this neighborhood safer. I applaud the DOT's efforts to save lives and improve pedestrian safety."

"This second phase of Vision Zero being implemented along Coney Island Avenue is an indication that my voice, in advocating for traffic calming measures, was heard," said **Council Member Chaim Deutsch**. "I applaud Mayor de Blasio and Commissioner Trottenberg for improving the safety of motorists, pedestrians and cyclists throughout my district."

"The Upper West Side welcomes the designation of Amsterdam Avenue as an Arterial Slow Zone," said **Council Member Helen Rosenthal**. "Amsterdam Avenue is an approved truck route and is crowded and not particularly safe. This new slow zone designation will discourage reckless driving and the injuries and fatalities that come from it."

"Slow zones are an important tool to protect the safety of New Yorkers, both on the street and in their cars," said **Council Member Corey Johnson**. "Any tools the Department of Transportation has to prevent pedestrian fatalities should be used freely across the city. I applaud the expansion of slow-zones across the city and in my district, and look forward to working with the DOT on expanding the much needed West Village Slow Zone."

"Having seen far too many fatalities and serious injuries on our roads in Staten Island, I have made the safety of all who utilize our streets a paramount concern of mine," said **Councilwoman Debi Rose**. "As councilmember, I have supported all of the mayor's Vision Zero proposals, as well as an arterial slow zone on Forest Avenue. An additional slow zone on Victory Boulevard -- a busy corridor in my district -- represents another step in making Staten Island a safer place to walk, bike and drive."

For more information on Arterial Slow Zones, please visit www.nyc.gov/dot and www.nyc.gov/visionzero.