



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**

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**JESSE R. BODINE**  
District Manager

Hon. Zohran Mamdani  
Mayor of the City of New York  
City Hall  
New York, NY 10007

Danielle Zuckerman  
Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Fl.  
New York, NY 10038

**Re: Sammy's Law**

Dear Mayor Mamdani & Borough Commissioner Zuckerman,

At its March 4, 2026 meeting, by a vote of 45 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible to vote, Manhattan Community Board 4 ("MCB4") writes to the Honorable Mayor Zohran Mamdani and to the New York City Department of Transportation ("DOT") to urge you to fully implement Sammy's Law across the entirety of Community District 4 (Chelsea and Hell's Kitchen) by designating our district as a 20 miles-per-hour Regional Slow Zone and aligning street operations accordingly.

As you know, Sammy's Law, enacted in 2024, granted New York City the authority to reduce speed limits to 20 mph on individual streets and within defined geographic zones, following notice and a 60-day advisory comment period to community boards. The law was intended to provide the City with a straightforward, evidence-based tool to reduce traffic violence and save lives.

The City has begun implementation. For example, as part of the "Regional Slow Zone" for all local streets in Manhattan south of Canal Street, most local streets in the Financial District now have a 20 mph posted limit.

However, implementation remains slow and piecemeal. Since Sammy's Law was signed in May 2024, there have been over 92,000 injured and 422 persons killed in traffic crashes. Despite the authority granted by the State, only a small fraction of eligible streets have received the lower 20 mph limit.

In Manhattan Community Board 4 alone, there were **1,429 crashes in 2025 resulting in 614 injuries and 3 deaths.**<sup>1</sup> These are preventable tragedies in a single year on corridors lined with schools, senior housing, NYCHA campuses, small businesses, major bus routes, bike lanes, and some of the highest pedestrian volumes in Manhattan. Most notably, our district is the point of entry in Manhattan for New Jersey drivers who are accustomed to highway speed and are often under pressure to compensate for delays. These unique conditions warrant priority for our district.

A district-wide reduction from 25 mph to 20 mph is a modest five-mile-per-hour change that carries significant safety benefits. According to the US DOT, every 1 mph reduction in speed results in 5% reduction in crashes.<sup>2</sup> At lower speeds, drivers have more time to react, stopping distances are shorter, and survivability in a crash increases dramatically. Currently, speed cameras are very effective at reducing speed and educating drivers. In NYC's automated speed enforcement program, about 74% of vehicles that get one speed-camera ticket do not receive a second violation in the same year. Further speed cameras do not issue violations unless a driver is traveling 11 miles per hour over the posted limit. In a 20 mph zone, that means cameras would not trigger until a vehicle is traveling 31 mph.

When MCB4 is designated a 20 mph Regional Slow Zone, we also respectfully request that signal timing be updated to reflect the new 20 mph operating speed, including progression ("green wave") calculations and crossing times calibrated to slower vehicle movement.

Importantly, the Mayor and DOT already have the authority to implement large geographic slow zones, subject to the required 60-day advisory notice to the community board. No additional Council legislation is required to initiate this process.

We respectfully request that you direct the Department of Transportation to initiate the formal notice process to designate Manhattan Community Board 4 as a 20 mph Regional Slow Zone and establish a clear timeline for implementation, including signal retiming and enforcement alignment.

We stand ready to work with your administration and DOT to move this forward.

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<sup>1</sup> <https://crashmapper.org/#/>

<sup>2</sup> [https://highways.dot.gov/sites/fhwa.dot.gov/files/Safe\\_System\\_Approach\\_for\\_Speed\\_Management.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/Safe_System_Approach_for_Speed_Management.pdf)

Sincerely,



Leslie Boghosian-Murphy  
Chair  
Manhattan  
Community Board 4



Christine Berthet  
Co-Chair  
Transportation Planning  
Committee



Jesse Greenwald  
Co-Chair  
Transportation Planning  
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