Safe Streets for Seniors
NYMTC Brown Bag

January 19, 2011
99 Water Street

Janette Sadik-Khan, Commissioner
Pedestrian Fatality History

- Since 1990, pedestrian fatalities in NYC have decreased by 58% from 366 to 155.

- Prior to 1950, pedestrians accounted for ¾ of traffic fatalities. Now the percentage has decreased to ½.
12% of the population in New York City are seniors

39% of pedestrian fatalities are seniors

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seniors (65+)</td>
<td>39%</td>
</tr>
<tr>
<td>Adults (25-65)</td>
<td>46%</td>
</tr>
<tr>
<td>Young Adults (15-24)</td>
<td>12%</td>
</tr>
<tr>
<td>Children (0-14)</td>
<td>7%</td>
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</tbody>
</table>

Pie charts showing age distribution and pedestrian fatalities.
Senior Citizen Population Trend

Projected United States Population by Age

- 65 years and over
- 18 to 64 years
- Under 18 years

Year | 2010 | 2020 | 2030
--- | --- | --- | ---
65 years and over | 13% | 16% | 19%
18 to 64 years | 63% | 60% | 57%
Under 18 years | 24% | 24% | 24%

Source: Population Division, U.S. Census Bureau
NYCDOT Response

- Developed DOT’s senior pedestrian safety program
- Designated “Senior Pedestrian Focus Areas” based on statistical analysis and mapping
- Initiated pilot projects in each borough
- Created aggressive timeline for remaining focus areas
New York City's Safe Streets for Seniors

2008 Pilot Areas

Phase 2 Areas
This Kernel Density map displays the density of crashes per square mile within a 1000’ search radius of each point. Darker areas experienced more crashes within this radius.
Project Process

- Area-wide safety audits
- Senior surveys
- Data collection and analysis
- Proposed improvement measures
- Community feedback
- Final recommendations
- Implementation
- Education outreach
- Evaluation
Senior Pedestrian Issues

- Not enough time to cross the street
- Broken or missing pedestrian ramps
- Faded and hard-to-see markings
- Turning vehicles failing to yield
- Poor drainage or ponding in crosswalks
Coney Island Ave. – Brighton Beach

Bowne St. - Flushing

Neptune Ave. - Brighton Beach

Northern Blvd. & Linden Pl. - Flushing

Ocean Pkwy. & Neptune Ave. - Brighton Beach,
Brighton Beach Senior Focus Area
Ocean Parkway & Neptune Avenue
Brooklyn, 2008
Flushing Senior Focus Area
Main Street & Kissena Boulevard
Queens, 2008
Lower East Side
Senior Focus Area
Chrystie St. and Delancey St.
Manhattan, 2008
Lower East Side Senior Focus Area
Chrystie St. and Delancey St.
Manhattan, 2008
Lower East Side Senior Focus Area
Forsyth St. and Delancey St.
Manhattan, 2008
Fordham Road
Pedestrian Safety Improvements
Bronx, 2009

BEFORE

AFTER
Sedgwick Avenue & Fordham Road
Intersection Redesign
Bronx, 2009

BEFORE

AFTER
Progress:

- 26 pedestrian refuge islands to provide safer crossings
- 600 Intersections with more time to cross the street
- 55 new left turn lanes to better manage traffic
- 13 turn restrictions to reducing pedestrian-vehicle conflicts
- 11 Leading Pedestrian Intervals (LPIs) to provide conflict free crossing time
- 12 curb extensions to shorten crossing distances
- 8 median tip extensions to provide safer crossings
- 2 full planted medians to enhance streetscape and provide safer crossings
- 8 roadways narrowed to calm traffic
- 3 pedestrian areas to give pedestrians more street space
- 7 painted medians to slow traffic
- 4 pedestrian fences to encourage pedestrians to use crosswalks
- 3 new traffic signals to provide more crossing opportunities
Before and After Key Findings

- **Brighton Beach**: All crashes with injuries decreased by 19%
- **Flushing**: All crashes with injuries decreased by 19%, pedestrian crashes decreased by 9%
- **Lower East Side**: Pedestrian crashes decreased by 19%
- **Hylan/New Dorp**: All crashes decreased by 47%; pedestrian crashes decreased by 60%
- **Fordham/University Heights**: All crashes decreased by 29%; pedestrian crashes decreased by 25%
- **For all areas**: Non-pedestrian motor vehicle crashes decreased between 23% and 46%
Comments and Questions

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