

Safe Streets for Seniors

New York City

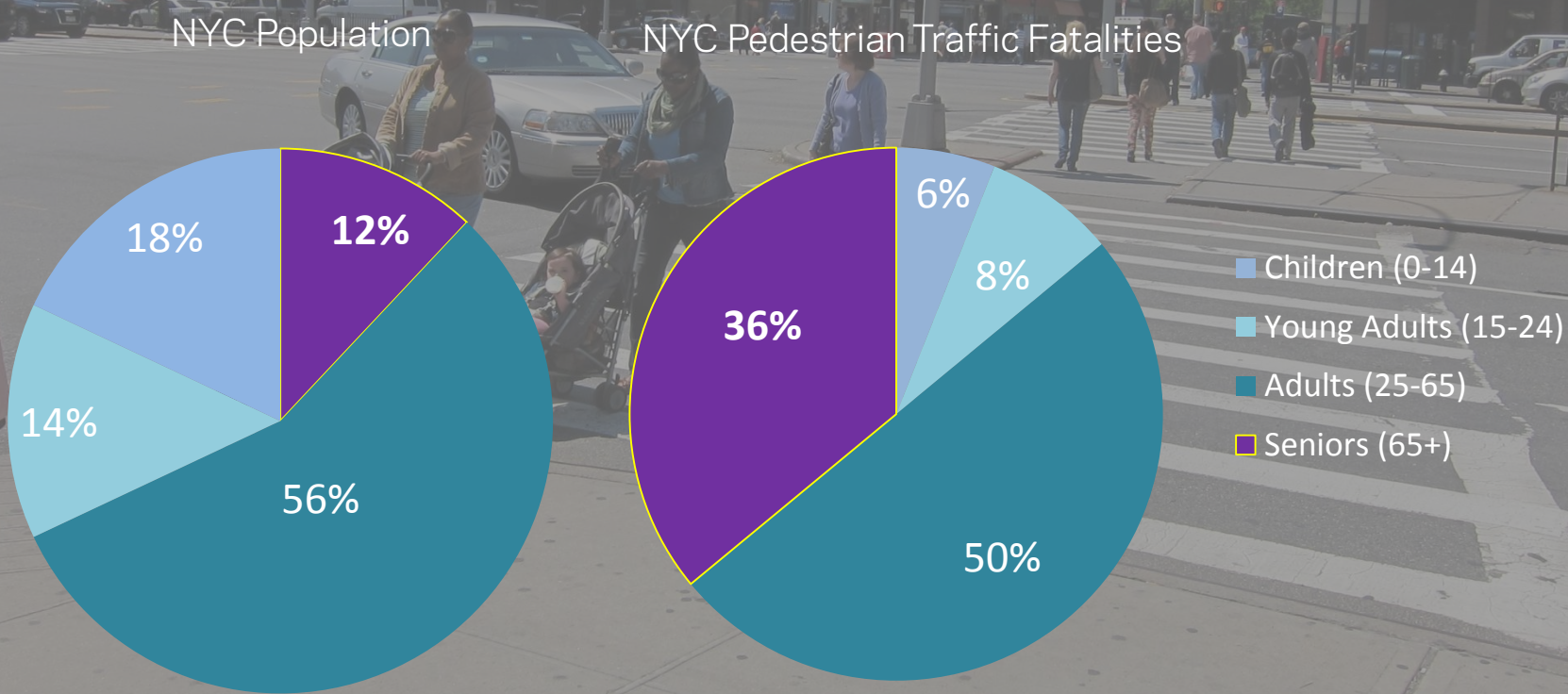


Commissioner Janette Sadik-Khan New York City Department of Transportation

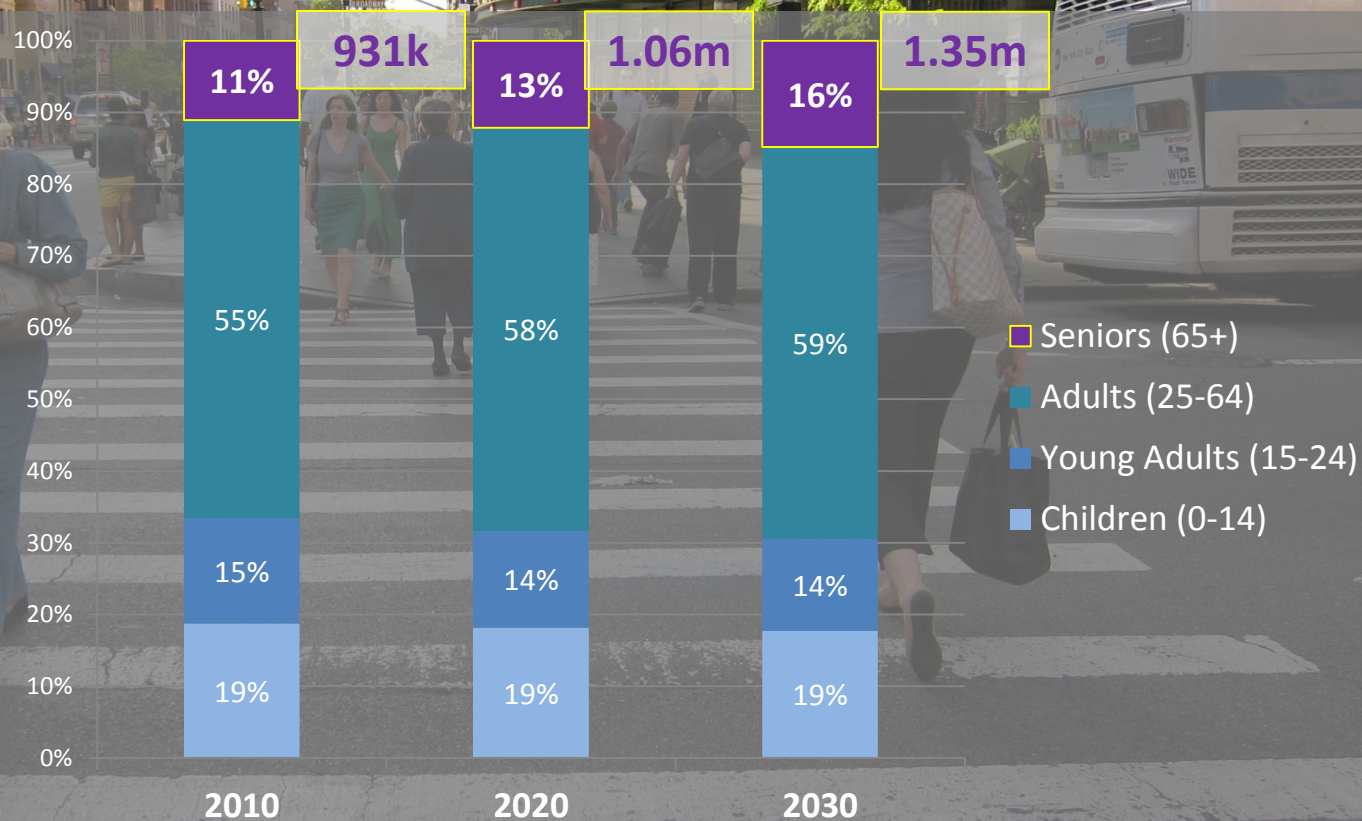


NYC Senior Pedestrians

- 12% of the NYC population are seniors
- 36% of NYC traffic fatalities are senior pedestrians

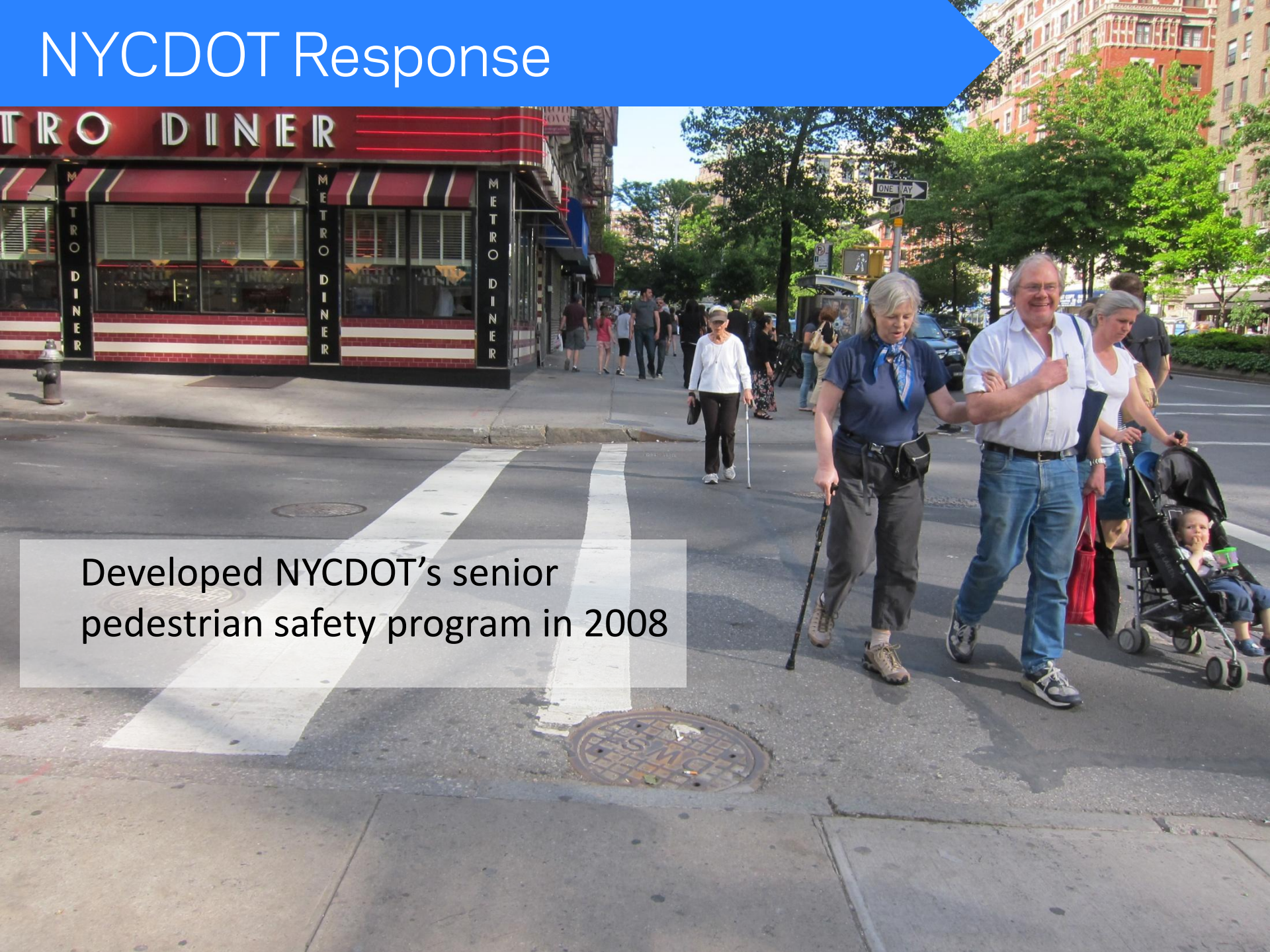


NYC Senior Population Increasing



NYCDOT Response

Developed NYCDOT's senior pedestrian safety program in 2008



Senior Pedestrian Issues

- Not enough time to cross the street
- Broken or missing pedestrian ramps
- Faded and hard-to-see markings
- Poor drainage or ponding in crosswalks
- Turning vehicles failing to yield



GIS: Senior Severe Injury Density Maps

First 25 areas (2008):

- Severe injury maps used for selecting top priority senior pedestrian focus areas

Senior Pedestrian Crashes: Kernel Density Analysis Manhattan 2001-2006

Severe Injuries

- 1
- 2
- 3
- 4
- ▲ Fatalities

□ Neighborhood

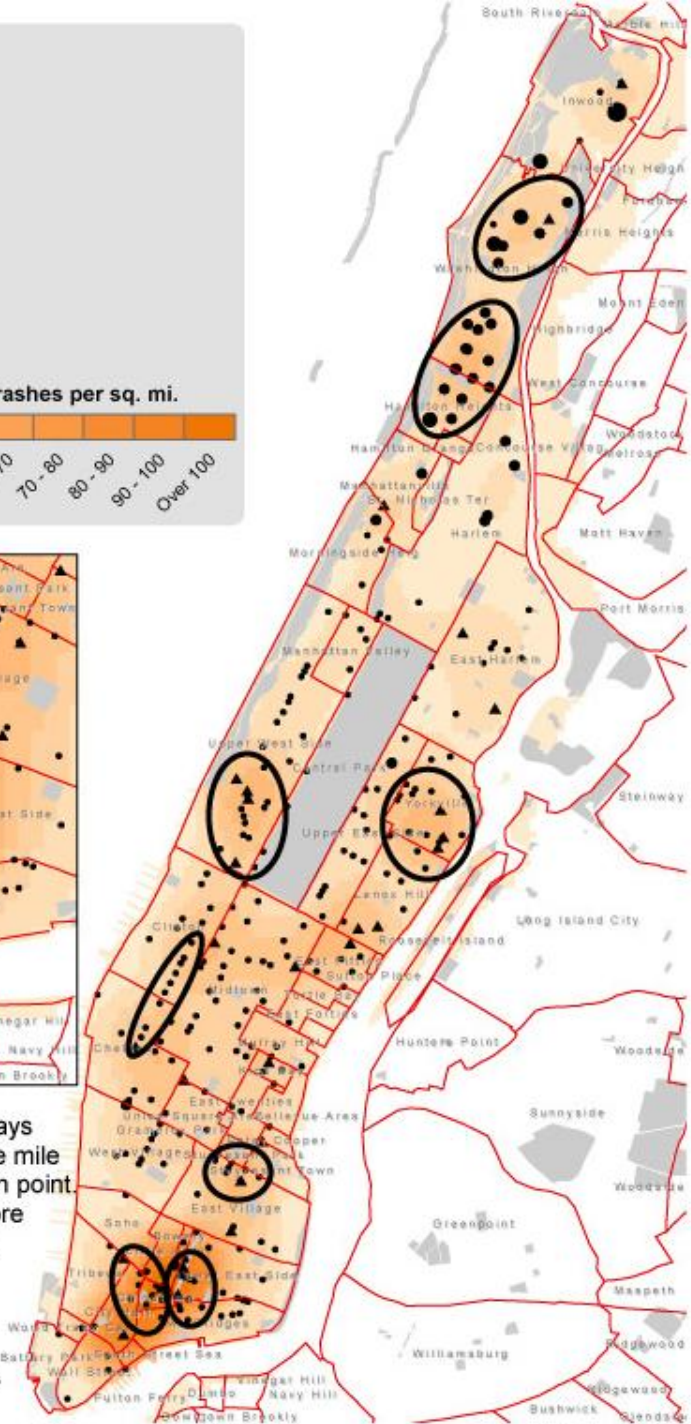
Kernel density: fatal and severe crashes per sq. mi.



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.



2 Miles



NYCDOT Toolbox of Improvements



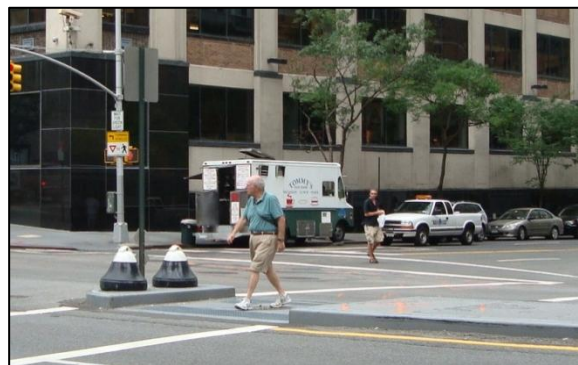
Daylighting:
Better driver-pedestrian visibility



Countdown Signals:
Tell pedestrians how much more time they have to cross



Signal Timing:
Can add more time to cross where possible



Pedestrian Safety Islands:
Shortens crossings on wide streets, provides safer crossing



Road Diet:
Organizes traffic, less speeding



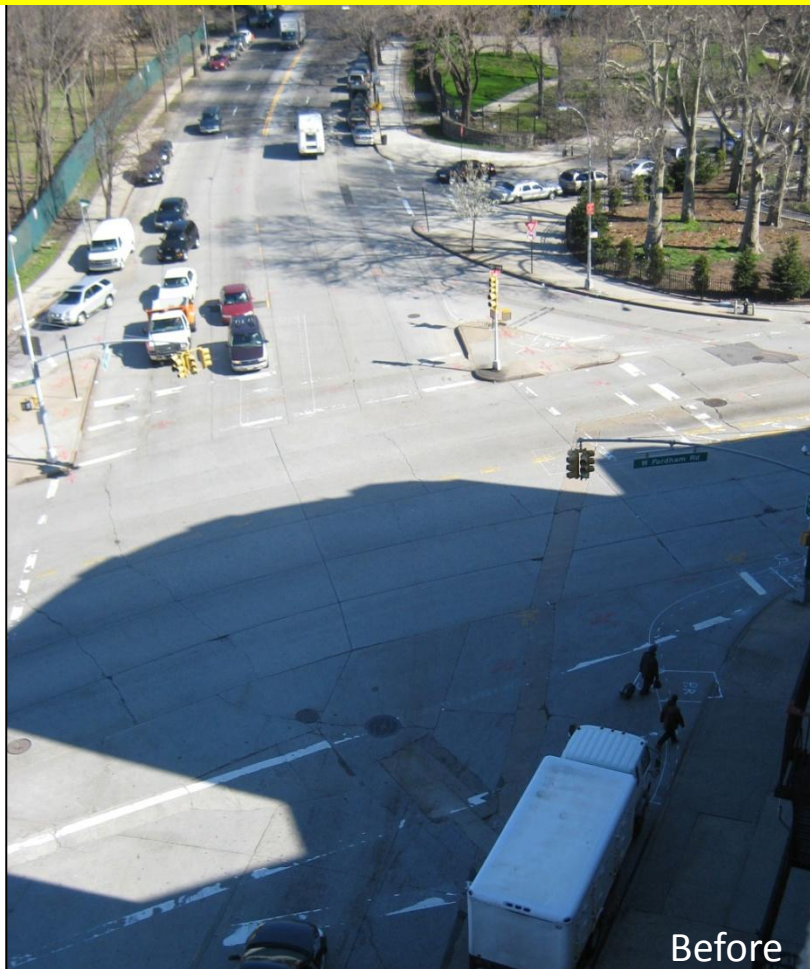
Sidewalk Extensions:
Shortens crossing distance, slows turning cars

Safety Improvements Near Transit

Sedgwick Av and W Fordham Rd, Bronx

- **17%** reduction in total injuries

Fordham/University Heights Senior Area



Closed Slip Ramp, Extended Curbs

Added 2 Pedestrian Refuges

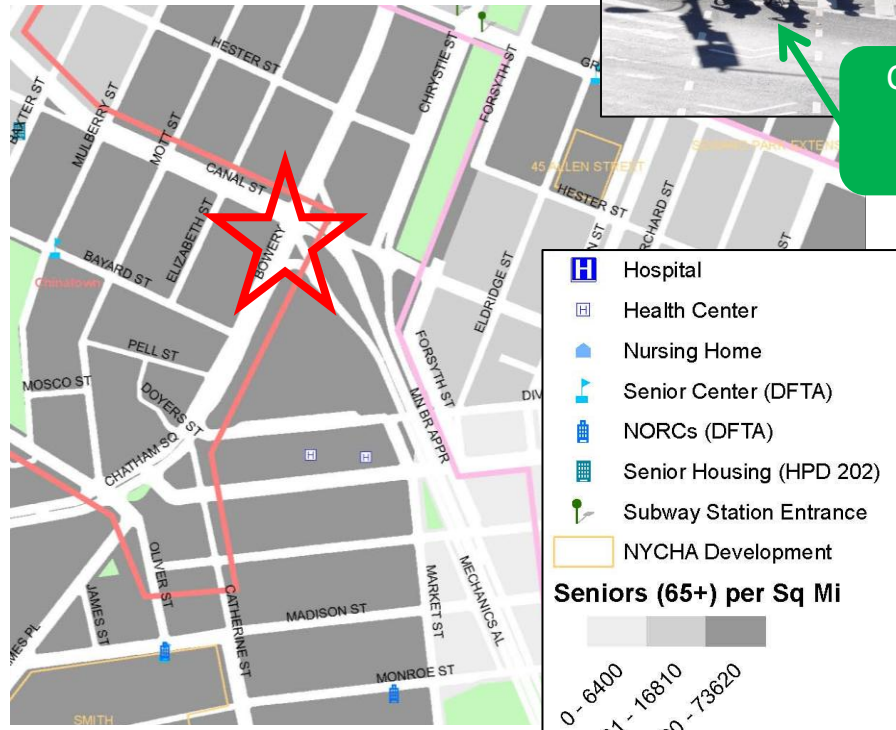
Bx12 SBS Stop



Safety Improvements Near Housing

Bowery, Manhattan

- Pedestrian injuries reduced by **50%**



Calmed Bowery traffic, shortened crossing at Division/Doyers Sts

Added planted median between Canal and Division



Bowery at Canal St (Manhattan Bridge entrance), looking south

Safety Improvements on High Crash Corridors

7th Ave and W 23rd St, Manhattan

- Pedestrian injuries down by **84%**
- There were **93%** fewer injuries for all users

Midtown West Senior Area



Before



Modified signal timing to add protected pedestrian crossing

Installed two pedestrian safety islands

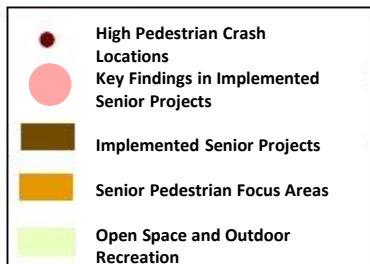
Created separated left turns

Accessible Pedestrian Signal (APS) installed

After



Results of Improvements



Key Findings in Implemented Senior Projects

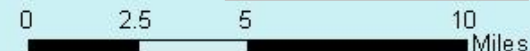
Allerton Ave in Pelham Gardens:
28% decrease in all crashes with injuries
11% decrease in all crashes

Bowne St in Flushing:
23% decrease in pedestrian injuries
43% decrease in all injuries

Rutgers Slip in the Lower East Side:
42% decrease in all crashes with injuries
60% decrease in all injuries

Hylan/New Dorp:
22% decrease in pedestrian injuries
11% decrease in all crashes

Fort Hamilton Pkwy in Borough Park:
10% decrease in all crashes



Improvements

As of 2013, NYCDOT Safe Streets for Seniors has implemented:

- **600** Intersections with more time to cross the street
- **23** new traffic signals to provide safer pedestrian crossings
- **9** new stop controls installed to provide safer pedestrian crossings
- **13** Leading Pedestrian Intervals to provide conflict-free crossing time
- **130** pedestrian safety islands to provide safer crossings
- **14** curb extensions to shorten crossing distances
- **9** median tip extensions to provide safer crossings
- **4** full planted medians to enhance streetscape and provide safer crossings
- **11** turn restrictions to reduce pedestrian/vehicle conflict points
- **9** roadways narrowed to calm traffic
- **31** new left turn bays to better manage traffic flow
- **4** pedestrian areas to give pedestrians more street space
- **8** painted medians to calm traffic
- **4** sections of pedestrian fencing to discourage unsafe mid-block crossing and encourage pedestrians to use crosswalks



Results of Improvements – Senior Fatalities

NYC Senior Pedestrian Fatalities by Year	
2000	67
2001	64
2002	69
2003	69
2004	53
2005	58
2006	68
2007	50
2008	58
2009	47
2010	45
2011	52
2012	47



Since Safe Streets for Seniors

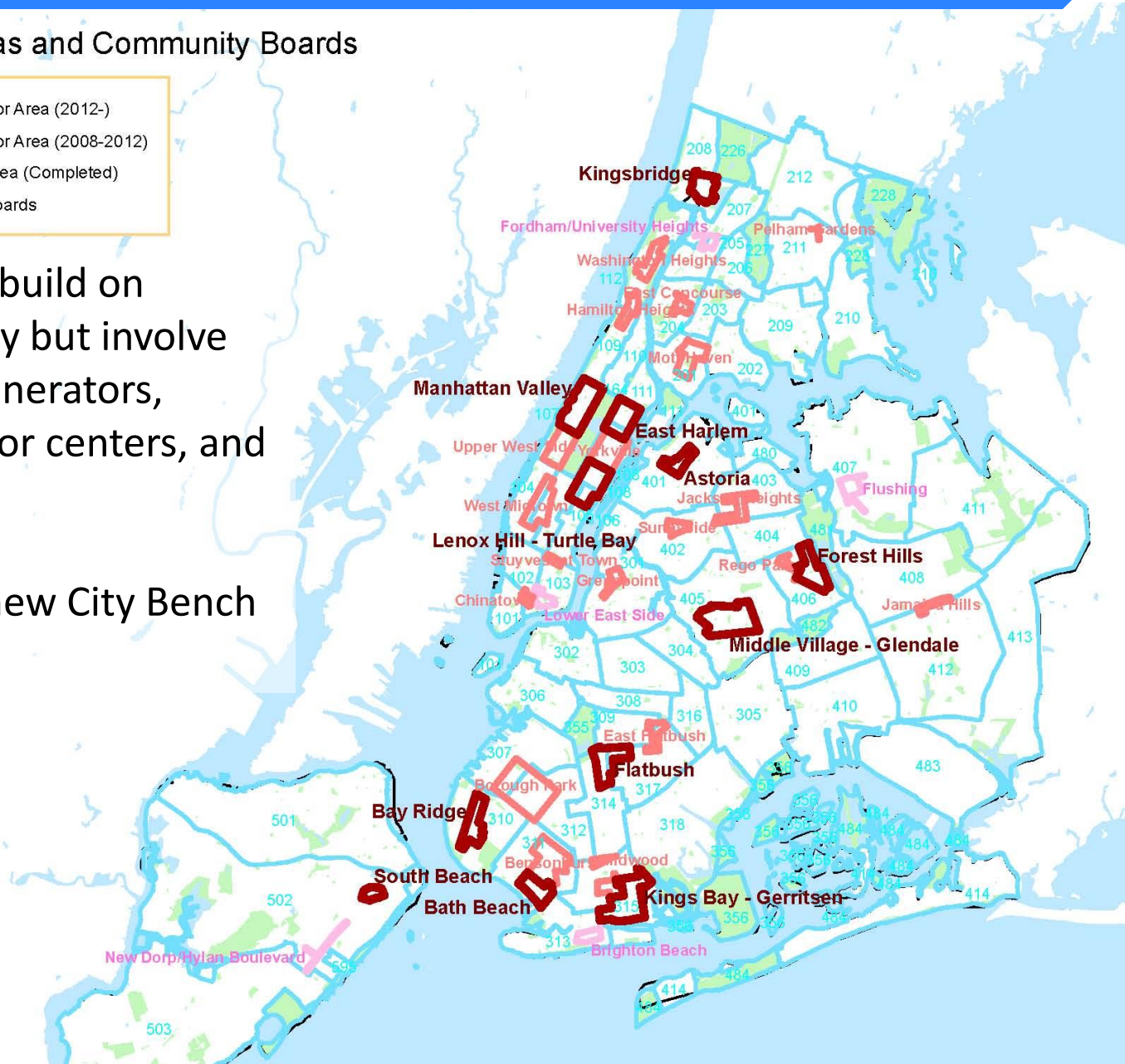
Senior Pedestrians (age 65+)

2012: 12 New Senior Areas

Senior Areas and Community Boards



- New areas identified build on previous methodology but involve new variables: trip generators, concentration of senior centers, and housing
- Working with DOT's new City Bench program



Working with NYC Seniors

Outreach Method for New Areas

- Working with the NYC Department for the Aging
- Coordinating with NYCDOT's Safety Education Team
- Going into Senior Centers to get feedback
- Approaching Aging Committees on Community Boards for project ideas



A busy city street scene with pedestrians, a yellow taxi, a white delivery truck, and a bus. The scene is captured from a low angle, showing the street and sidewalk. A blue arrow-shaped banner is overlaid on the left side, and a green circular graphic is on the right side.

More at www.nyc.gov/dot

**Thank
You**