Safe Streets for Seniors
East Flatbush
Community Board 9 – February 28, 2012

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Office of Research, Implementation and Safety
Pedestrian Fatality History

- Since 1990 pedestrian fatalities in NYC have decreased by 62 percent from 366 to 139 per year.

- Pedestrians still account for more than 50 percent of all traffic fatalities.

Source: NYC Pedestrian Safety Study & Action Plan
Senior Pedestrians

- 12% of the population in NYC are seniors
- 36% of pedestrian traffic fatalities are seniors

**NYC Population**
- Seniors (65+): 12%
- Adults (25-65): 56%
- Young Adults (15-24): 14%
- Children (0-14): 18%

**NYC Traffic Fatalities**
- Seniors (65+): 36%
- Adults (25-65): 50%
- Young Adults (15-24): 8%
- Children (0-14): 6%

Source: 2006-2010 NYCDOT-NYPD Fatality Database; 2010 U.S. Census
NYC’s Safe Streets for Seniors

2008 Pilot Areas

Phase 2 Areas

East Flatbush
Senior Pedestrian Issues

• Not enough time to cross the street
• Speeding vehicles
• Broken or missing pedestrian ramps
• Faded and missing markings
• Turning vehicles failing to yield

No pedestrian ramp at Utica Ave and Maple St

Wide, unprotected crossings on Clarkson Ave
Summary of Improvements

Redesign Plans:

• Install parking stripe and painted center median along roads with excess capacity (e.g., Clarkson Ave, Montgomery St, and East New York Ave)
• Countdown signals wherever feasible (e.g., Utica Ave)
• Add benches for bus stops without shelters (DOT CityBench program)
• Upgrade crosswalks
• Advance stop bars
• Modify signal timing to accommodate a slower walking speed
• Add more time to cross wherever possible

Redesign Benefits:

• Better manages traffic flow
• Decreases speeding
• Maximizes pedestrian visibility
• Minimizes vehicle/pedestrian conflict

In the 2008 Senior pilot areas, pedestrian crashes decreased 20-60%
Example Site Design: Utica Ave

- 109 pedestrian crashes and 2 fatalities along Utica Avenue corridor (2006-2010)

- 35-foot road: Add 12-foot parking lane stripe on Montgomery Street to discourage speeding and calm moving lanes

- Add high visibility crosswalks on Utica Ave and advance stop bars 10 feet before crossing
Example Site Design: Clarkson Ave

- 23 pedestrian crashes and one fatality along Clarkson Ave corridor (2006-2010)

50-foot road: Add 10-foot painted median, 10-foot parking lane stripe, and left turn bays on Clarkson Ave (9 blocks between Albany Ave and Utica Ave) to calm moving lanes

Similar design on Linden Blvd
Project Timeline

Study began

Oct 2010

Initial recommendations submitted

Nov 2011

Community feedback

Jan/Feb 2012

Implementation goal

Fall 2012/Spring 2013