

Safe Streets for Seniors - Outreach

Astoria, Queens

CB1 Transportation Committee
Thursday, June 6, 2013

2013

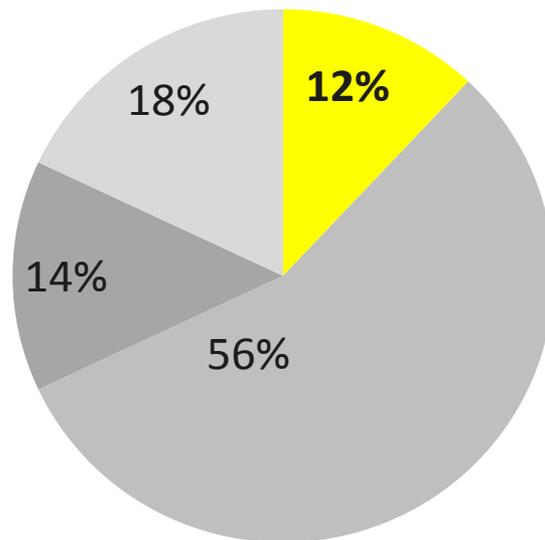


Commissioner Janette Sadik-Khan New York City Department of Transportation
Office of Research, Implementation and Safety

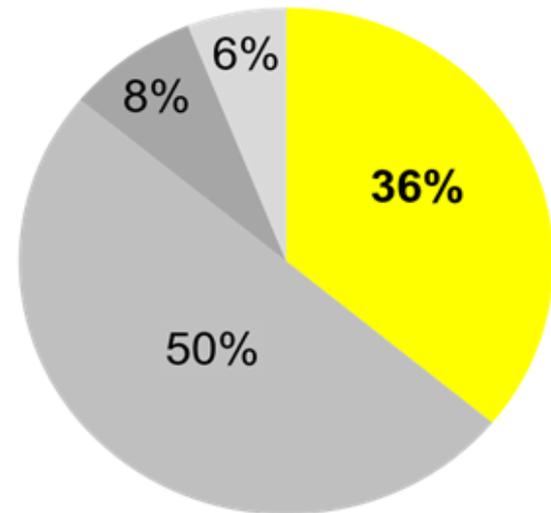
Senior Pedestrians

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

NYC Population



NYC Traffic Fatalities

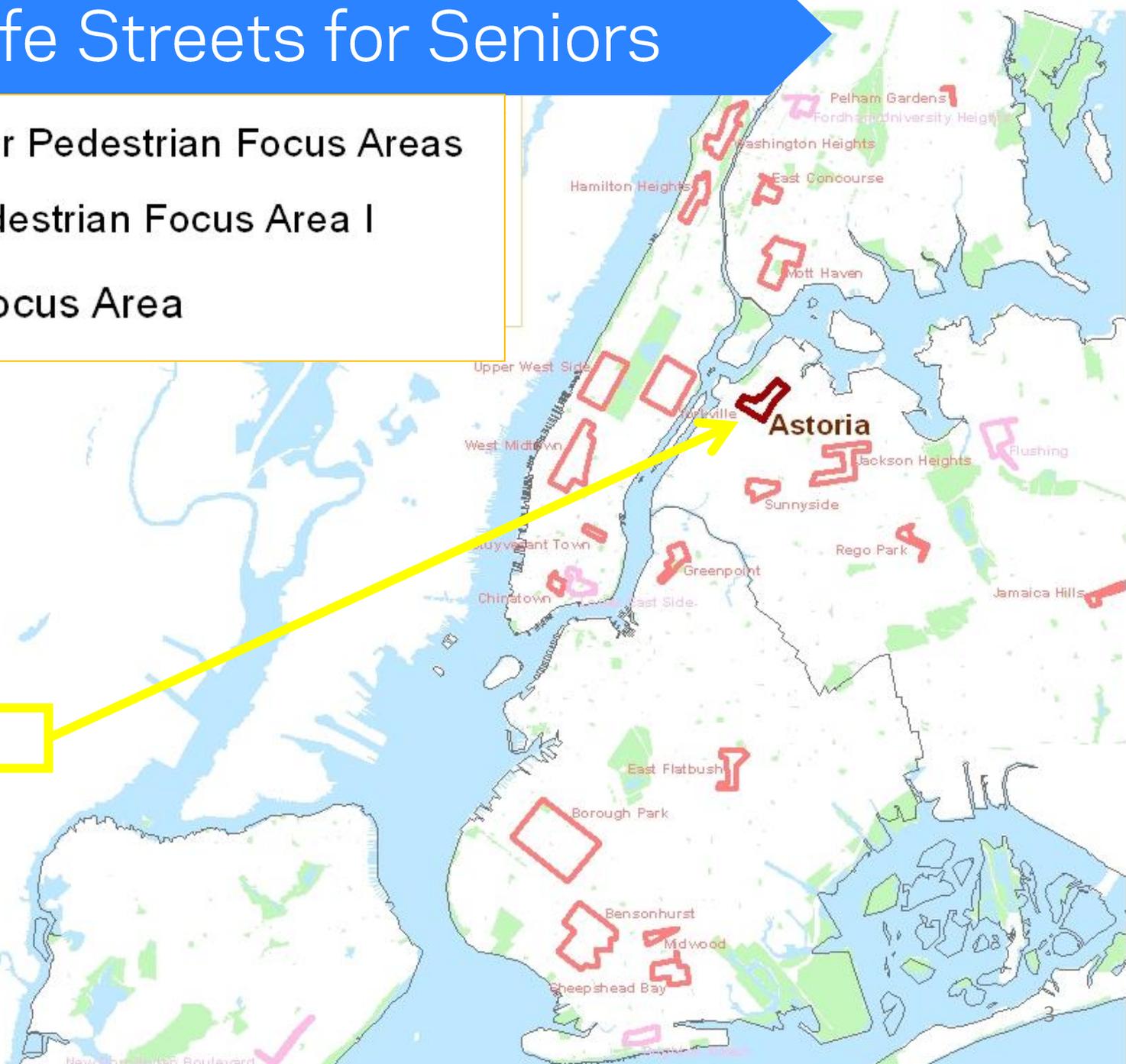
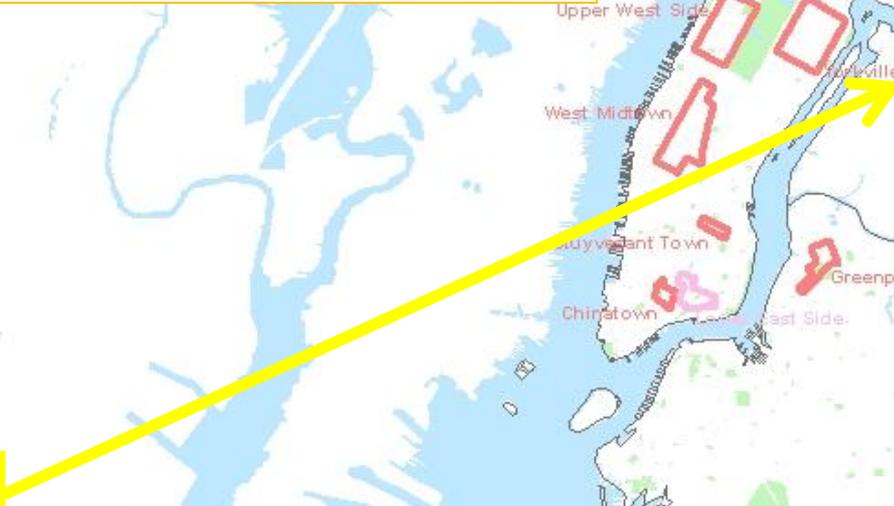


- Seniors (65+)
- Adults (25-65)
- Young Adults (15-24)
- Children (0-14)

NYC's Safe Streets for Seniors

-  Pilot Senior Pedestrian Focus Areas
-  Senior Pedestrian Focus Area I
-  Astoria Focus Area

Astoria



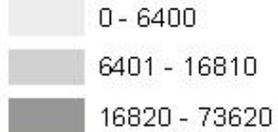
Astoria Senior Focus Area

Senior Pedestrian Injuries

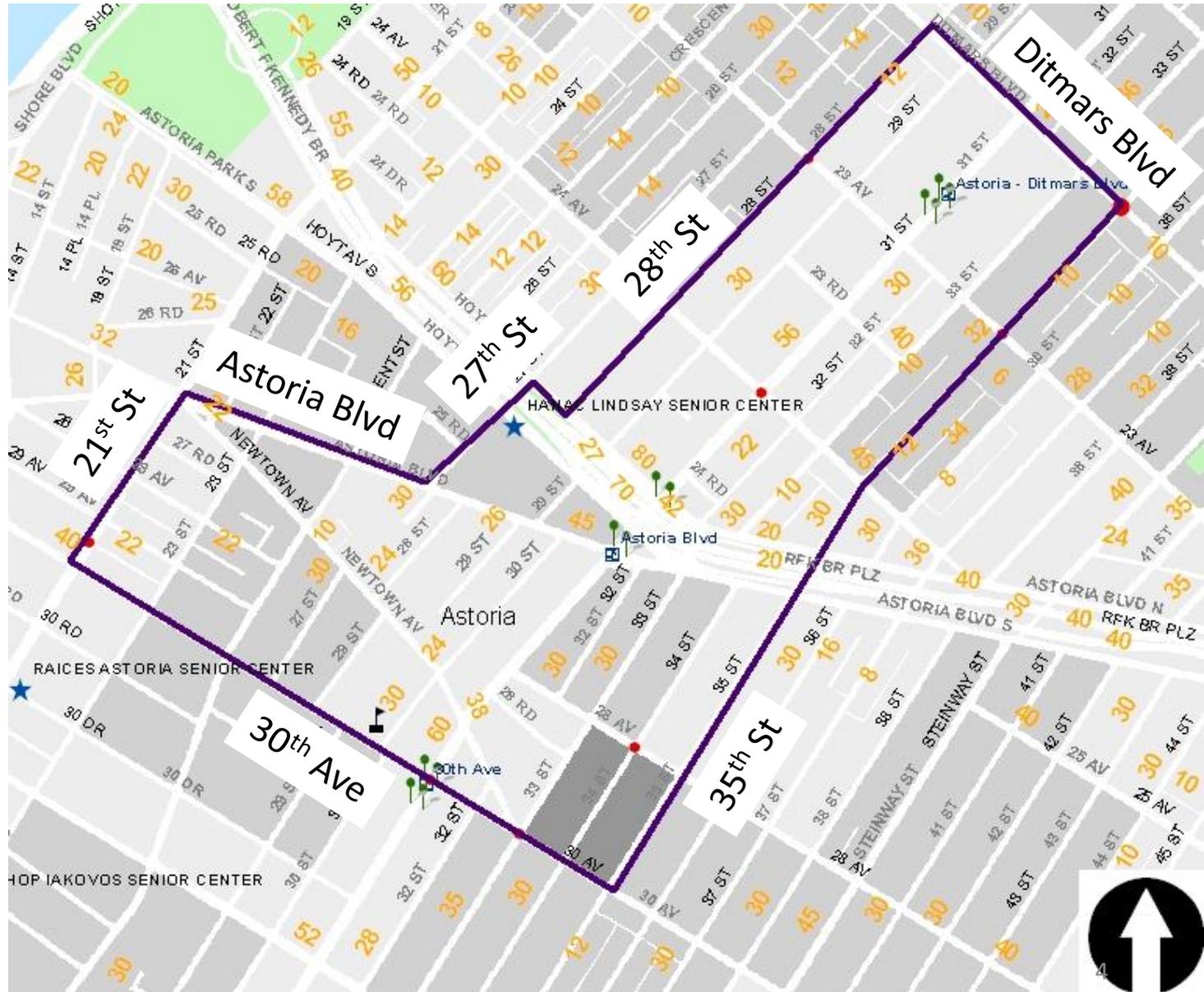


Residential Density

Seniors (65+) per Sq Mi



- NYCHA Development
- Senior Centers
- Senior Housing
- Nursing Home
- Hospital
- Health Center
- Subway Station Entrance
- Subway Station
- Regional_Hydro
- Parks (2004)



DOT Toolbox



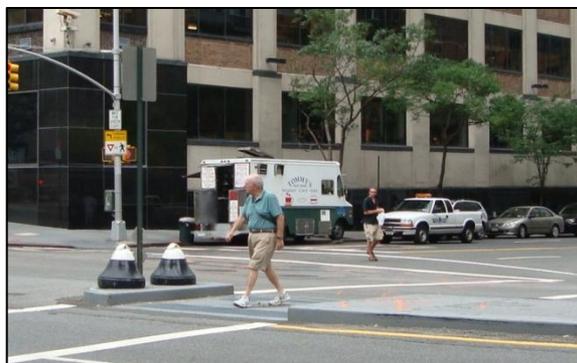
Daylighting: Better driver-pedestrian visibility



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



Signal Timing: Can add more time to cross where possible



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



Road Diet: Organizes traffic, less speeding



Sidewalk Extension: Shortens crossing distance, slows turning cars

Hoyt Ave S & 29th St

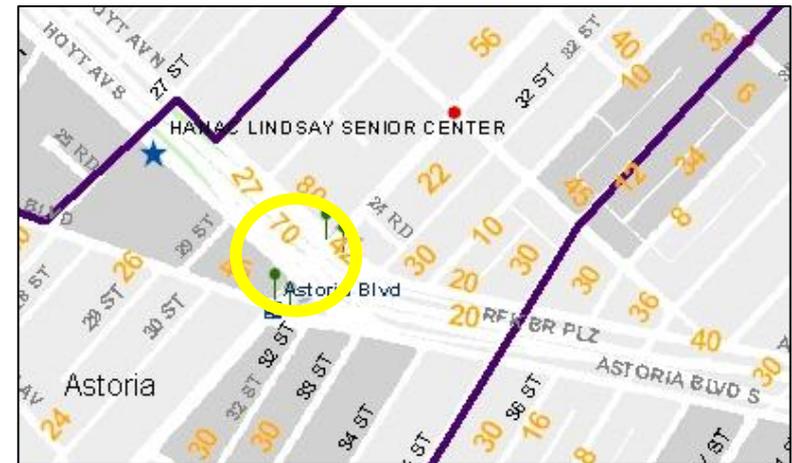
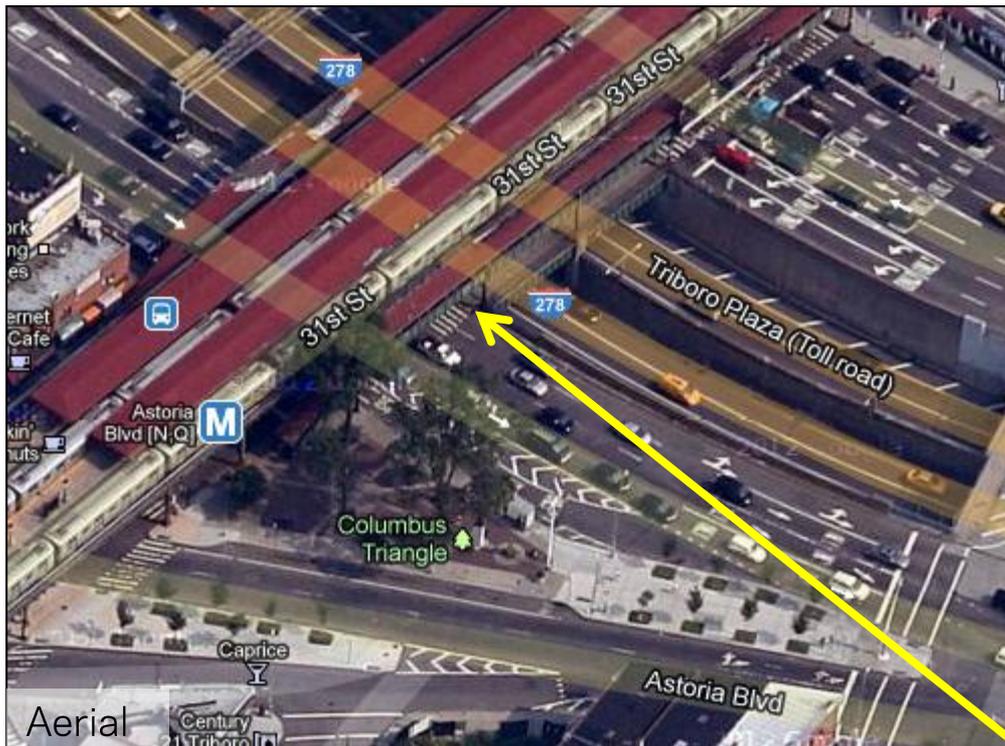


- Outside new HANAC Senior Center
- New signal and crossing at off-ramp
- Truck route and pedestrian conflict



Pedestrian conflict outside senior center at Hoyt Ave South and 29th St

Hoyt Ave S & 31st St



- 1 block from senior center
- Recent NYCDOT projects
- Southbound left ban not well observed



Pedestrian conflict: southbound left from 31st St to eastbound Hoyt Ave S 7

Ditmars Blvd & 35th St

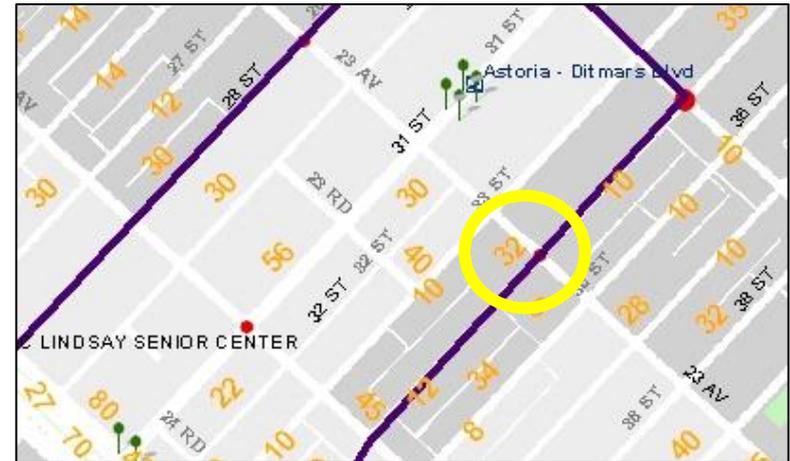


35th St, looking north

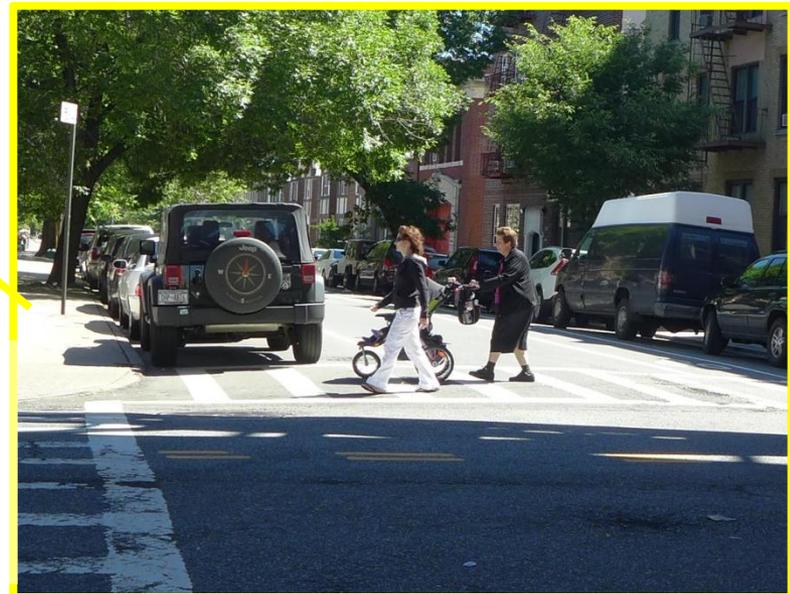


- Pedestrian retail along Ditmars Blvd
- Next to Acropolis Gardens Coop
- 2 senior pedestrians injured

23rd Ave & 35th St



- Under elevated railroad viaduct
- Near Greek American Retirement Club
- 1 senior pedestrian injured



Many vehicle turn north, through the most used pedestrian crosswalk

30th Ave & 31st St (under N)



- 1 senior ped injured at 30th Av /31st St
- Pedestrian retail along 30th Ave



Pillars under N train block pedestrian visibility for turning cars

21st St bet 29th and 30th Aves

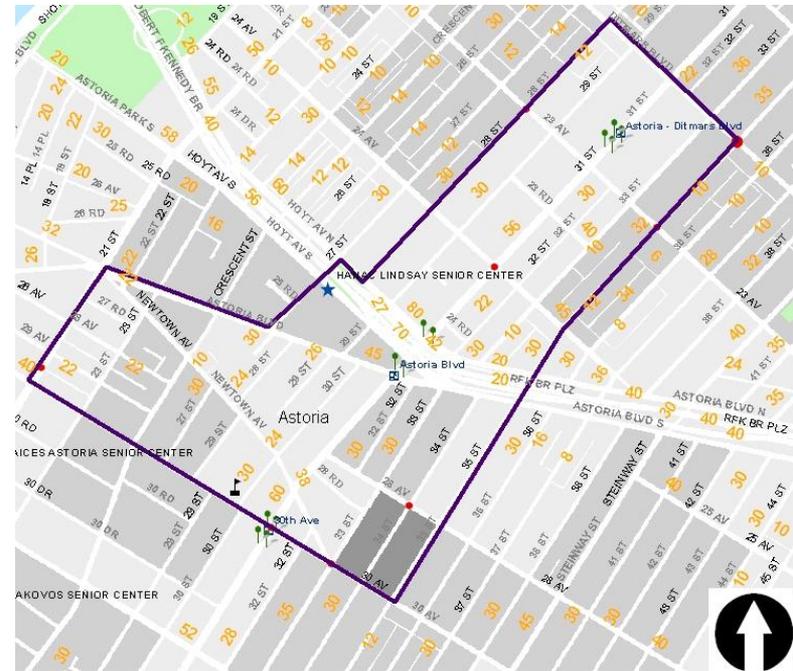


21st St, looking south

- 60' crossing distance across 21st St
- 1 senior pedestrian injured crossing midblock near Q69/Q100 bus stop

Tell Us About Your Neighborhood

- How do you usually travel around your neighborhood?
- Do seniors get around the same way?
- Which crosswalks in the study area feel least safe to cross?
- Does the senior crash data cover the most important locations?
- What other locations need safety improvements for seniors/disabled?
- Are there treatments from the DOT toolbox that would help your neighborhood?
- What other street treatments would you suggest in the study area?



Study Timeline

- January 11, 2013: Outreach: HANAC Senior Center
- June 6, 2013: Outreach: CB1 Transportation Committee
- Summer/Fall 2013: Study possibilities
- Est. Winter 2013/Spring 2014: Proposals: CB1 Transportation Committee

Questions?

Thank
You