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Safe Streets for Seniors is a pedestrian safety initiative for older New Yorkers. The Safe Streets for Seniors program studies crash data, and then develops and implements mitigation measures to improve the safety of seniors and other pedestrians, as well as all road users in New York City.

Since launching the program in 2008, DOT has addressed senior pedestrian safety issues in 25 Senior Pedestrian Focus Areas (SPFAs) in the five boroughs. The SPFAs were selected based on the density of senior pedestrian (age 65+) crashes resulting in fatalities or severe injuries in a five-year period. Since the program began, annual senior pedestrian fatalities have decreased 9 percent citywide, from 58 senior fatalities in 2008 to 53 in 2014. Since 2009, 59 Street Improvement Projects (SIPs) have been implemented within the Senior Areas citywide. Analyzed together, these projects have produced an 11% decrease in total injuries, a 9% decrease in pedestrian crashes, and a 7% reduction in injury crashes.

In 2012-2013, DOT expanded the program to include 12 new areas. They were identified using a similar methodology as the original areas, but also involved new variables such as senior trip generators, concentrations of senior centers, and senior housing locations. DOT is evaluating pedestrian conditions in these neighborhoods from a senior's perspective and plans to make changes, such as extending pedestrian crossing times at crosswalks to accommodate slower walking speeds, constructing pedestrian safety islands, widening curbs and medians, narrowing roadways, and installing new stop controls and signals.
**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
NYC Senior Areas

Manhattan
1- ChinaTown
2- Lower East Side
3- East Village
4- Midtown West
5- Lenox Hill__Turtle Bay
6- Yorkville
7- East Harlem
8- Upper West Side
9- Manhattan Valley
10- Hamilton Heights
11- Washington Heights

Brooklyn
25- Greenpoint
26- East Flatbush
27- Flatbush
28- Borough Park
29- Bay Ridge
30- Bath Beach
31- Midwood
32- Sheepshead Bay
33- Kings Bay__Gerritsen
34- Brighton Beach

Staten Island
35- South Beach
36- New Dorp__Hylan Boulevard

The Bronx
12- Kingsbridge
13- Fordham__University Heights
14- Pelham Gardens
15- East Concourse
16- Mott Haven

Queens
17- Astoria
18- Sunnyside
19- Jackson Heights
20- Flushing
21- Jamaica Hill
22- Forest Hill
23- Rego Park
24- Middle Village__Glendale

Legend:
- Round 2: Senior Areas 2012
- Round 1: Senior Areas 2008-2012
- Parks and Open Spaces
Senior Area Background

Flatbush, Brooklyn

Land Uses:
Mixed Density Residential, Commercial, Industrial, Open Space and Recreation

Senior Centers:
Dorchester Senior Center

Schools:
PS 6
MS 246 Walt Whitman
Erasmus Academy

Subways:
B, Q, 2 and 5

Explore Charter School
Fahari Academy Charter School
First Impressions School

Bus Routes:
B12, B16, B35, B41, B44, B49, B103, BM1, BM2, BM3, BM4

Bike Lanes:
Bedford Ave, Clarendon Rd

Truck Routes:
Church Ave (through/local), Flatbush Ave (through/local), Linden Blvd (local), Rogers Ave (local), Nostrand Ave (local)
Senior Outreach and Concerns

Flatbush, Brooklyn

Senior Outreach:

DOT receives ideas and feedback in these study areas via presentations and workshops at senior centers and community boards. We have also partnered with NYC Department for the Aging, NYCDOT’s Safety Education Team as well as other advocacy groups for seniors to coordinate outreach and share resources.

Senior Concerns:

- Install pedestrian ramps on Flatbush Ave and Cortelyou Rd
- Add more crossing time at Cortelyou Rd, Coney Island Ave and Nostrand Ave at Flatbush junction
- Install traffic lights on Coney Island Ave near school and Dorchester Rd at Marlborough Rd
- Need turn bans and median tips on Kings Highway and Nostrand Ave
- Need countdown signals on Church Ave and Nostrand Ave

Senior Center Outreach – Sept 14, 2012
Key Findings and Area-Wide Improvements

Flatbush, Brooklyn

Key Findings:

Flatbush Ave
• 10 senior injuries along Flatbush Ave between Parkside Ave and Avenue D from 2008-2012

Ocean Ave
• 18 senior injuries along Ocean Ave between Parkside Ave and Avenue D from 2008-2012

Church Avenue
• 18 senior injuries along Church Ave between Ocean Ave and Brooklyn Ave from 2008-2012

Area-Wide Improvements:

• Modified 73 signals in the area to accommodate slower walking speeds

• Added additional crossing time at Church Ave and E 21st St

• Installed countdown signals at 23 intersections in the area, primarily along Flatbush Ave and Ocean Ave

• Installed new stop sign at Albermarle Rd and E 21st St

• Installed new signal at Cortelyou Rd and E 21st St

• Installed 5 City Benches in the area
Senior Area Projects

Parkside & Ocean Avenues

**Location:**
- Q,B subways; B12, B16 buses, main pedestrian entrance to Prospect Park
- Declining vehicular volumes using Parkside Ave drive entrance since 2006
- Entrance serves 360 vehicles in 2 hours (7-9AM, weekdays)
- Skewed intersection promotes fast turns conflicting with crossing pedestrians
- B12 buses in layover are parking in northbound right turn lane

**Improvements:**
- Closed park entrance to vehicles and marked for pedestrian and bike use only
- Built large curb extension on northwest corner to normalize turns and halve intersection size
- Installed parking lane stripes on Parkside Ave from Park Circle to Flatbush Ave
- Provided southbound right turn bay; lengthened eastbound left turn bay and added protected phase
- Removed 3 meters on south curb of Parkside Ave and lengthened bus stop
- Converted underutilized taxi stand on north curb of Parkside Ave to 3 meters
- Installed loading zone for supermarket on north side of Parkside Ave

**Benefits:**
- Improves pedestrian safety with minimal effects on traffic
- Doubles layover bus stop capacity
- Provides loading opportunity for supermarket
- Enhances safety for all road users
Senior Area Projects

Parkside & Ocean Avenues

Before

After
Senior Area Projects

Church Avenue & Ocean Avenue

**Location:**
- Medium density, mixed use activity
- Church Avenue is a truck route and bus route
- Most collisions occurring from northbound to westbound and southbound to eastbound lefts
- Southbound to eastbound left turns currently prohibited during AM/PM rush hours

**Improvements:**
- Installed pedestrian refuge island in the north crosswalk
- Upgraded intersection with high visibility crosswalks and advanced stop bars

**Benefits:**
- Safer, shorter pedestrian crossing
- Reduces speeding / calms traffic
- Simpler, safer left turns
Senior Area Projects

Church Avenue & Ocean Avenue

Before

After