Safe Streets for Seniors
Chinatown
July 14, 2010
Community Board 3

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.
Senior Pedestrians

- 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>8%</td>
</tr>
<tr>
<td>Children (0-14)</td>
<td>7%</td>
</tr>
</tbody>
</table>

Children (0-14)  Seniors (65+)
Young Adults (15-24)  Adults (25-65)
Senior Citizen Population Trend

Projected United States Population by Age

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
Senior Pedestrian Crashes: Kernel Density Analysis Manhattan 2001-2006

Severe Injuries
- 1
- 2
- 3
- 4

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.
Chinatown Senior Area

Chinatown, Manhattan
Senior Pedestrian Crashes 2001-2006

- Study Area Boundaries
- Manhattan Fatalities
- Manhattan Severe Injuries
- Senior Centers
- Schools

Study Area Boundaries:
- 1
- 2
- 3
- 4

Manhattan Fatalities:
- Senior Centers

Manhattan Severe Injuries:
- Schools
Project Process

- Area-wide safety audits
- Senior surveys
- Data collection and analysis
- Proposed improvement measures
- Community feedback
- Final recommendations
- Implementation
- Education outreach
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
Summary of Improvements

- Time signals for slower walking speed
  - More crossing time at 14 of 22 signals in area
- Install high visibility crosswalks and advanced stop bars
  - Bayard & Elizabeth
  - Canal & Mulberry
- Refurbish markings
- Install stop control
- Install planted medians
- Install curb extension
Site Specific Improvements

- Install planted medians on the Bowery
- Install curb extension at Division and Bowery
- Install Stop Sign at Bayard Street and Elizabeth Street
Site Specific Improvements

- Time signals for slower walking speed
- More crossing time at 14 of 22 signals in area
  - Lafayette Street @ Howard Street
  - Canal Street @ Lafayette Street
  - Lafayette Street @ Walker Street
  - Lafayette Street @ White Street
  - Centre Street @ Hester Street
  - Canal Street @ Centre Street
  - Centre Street @ White Street
  - Canal Street @ Elizabeth Street
  - Bayard Street @ Mulberry Street
  - Bayard Street @ Mott Street
  - Bowery @ Bayard Street
  - St. James Place @ Oliver Street
  - Bowery @ Canal Street
  - Park Row @ Worth Street
Bowery Median

Issues
- U Turns on the Bowery
- Existing painted median provides no pedestrian protection
- Existing lane configuration creates 15’ travel lanes = potential for speeding

Benefits
- Number of travel lanes remains the same
- Will transform Bowery into tree-lined green streetscape
- Will create refuges for vulnerable, slow-crossing pedestrians
Project Design

- Create safer pedestrian crossings
- Enhance the streetscape with two landscaped medians
- Improve Manhattan Bridge on and off ramp geometries and markings
- Construct a neckdown to shorten the crossings at Division and Bowery
Neckdown at Division

New Medians on Bowery

BEFORE
Timeline

- Early Action Items
  - Signal timing (April 2009)
- In-House Concrete work
  - Spring 2010
Comments and Questions

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