

Safe Streets for Seniors Chinatown

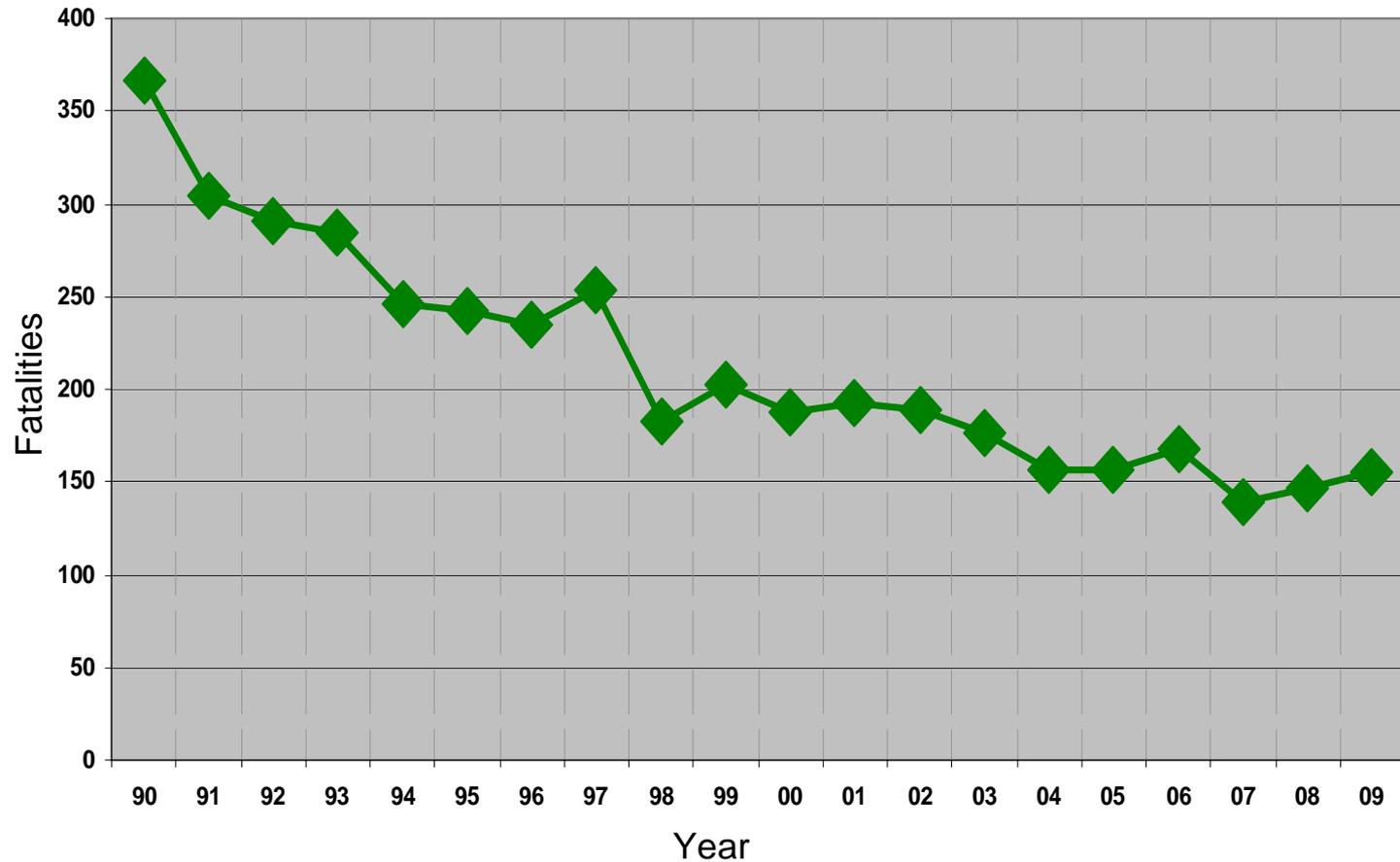
July 14, 2010
Community Board 3



Pedestrian Fatality History

- Since 1990 pedestrian fatalities in NYC have decreased by 58% from 366 to 155

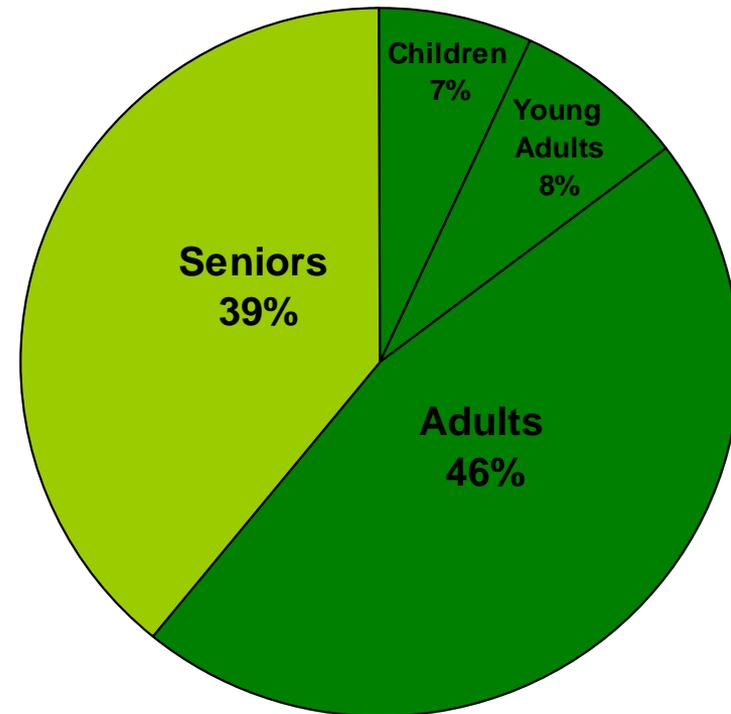
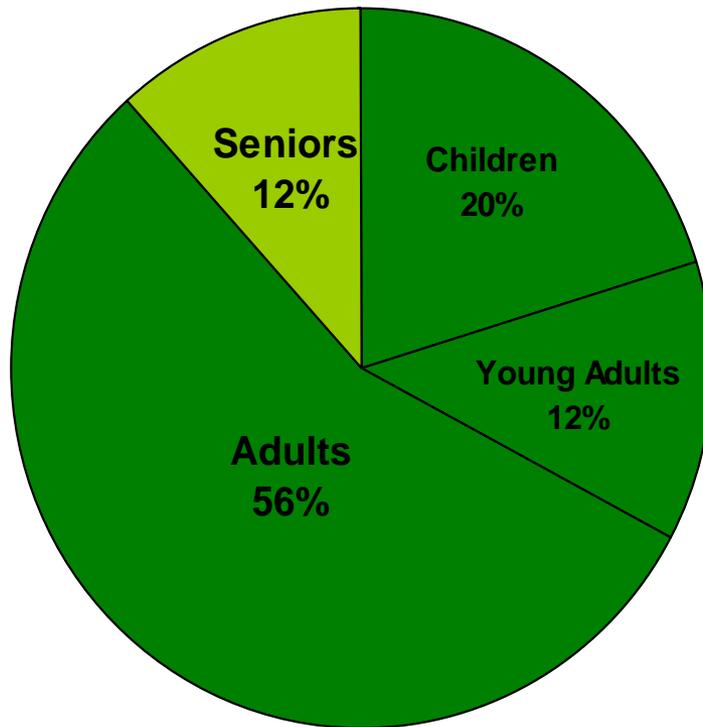
- Prior to 1950, pedestrians accounted for $\frac{3}{4}$ of traffic fatalities. Now the percentage has decreased to $\frac{1}{2}$.



Senior Pedestrians

- 12% of the population in New York City are seniors

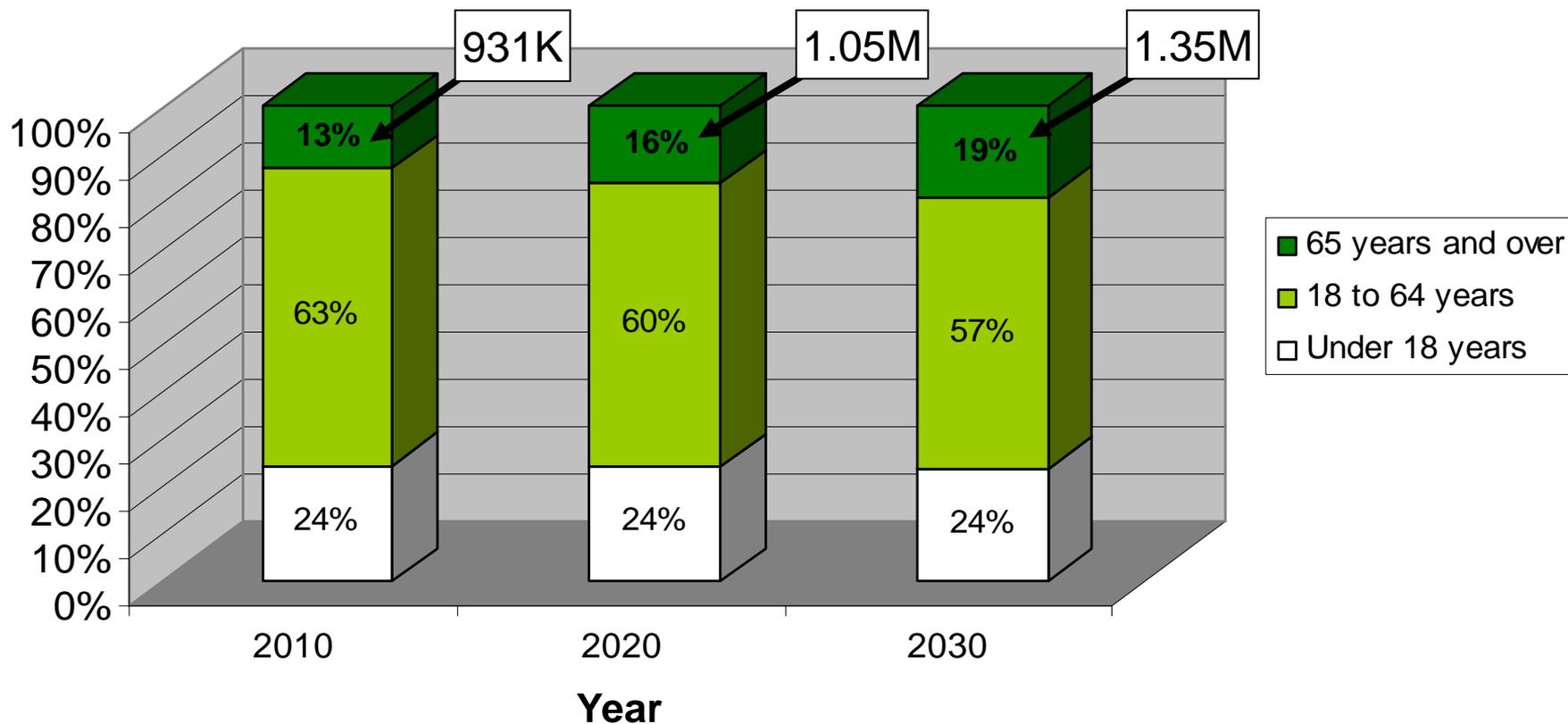
- 39% of pedestrian fatalities are seniors



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

Senior Citizen Population Trend

Projected United States Population by Age





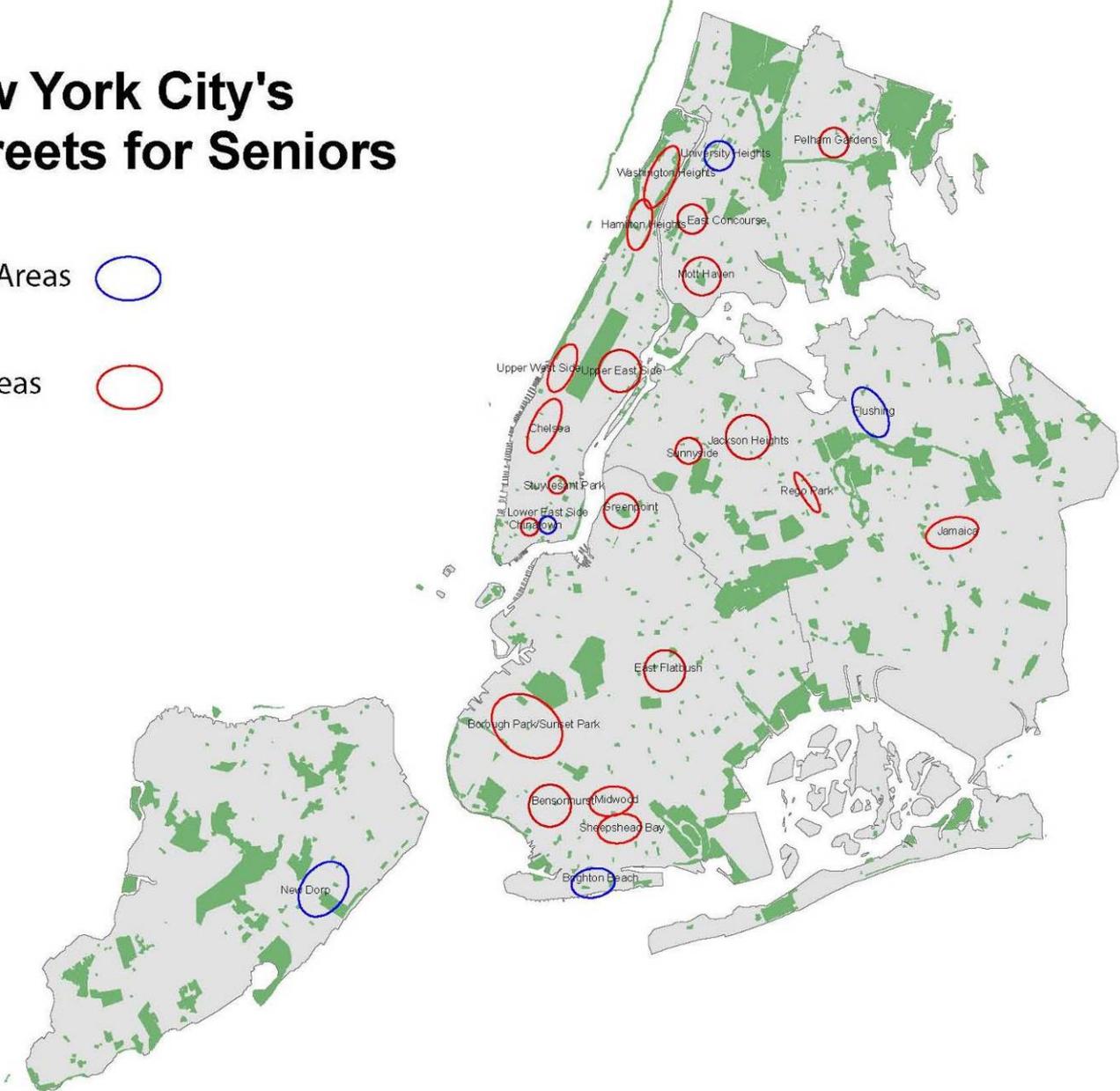
NYCDOT Response

- 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
- ▲ Fatalities

▭ Neighborhood

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



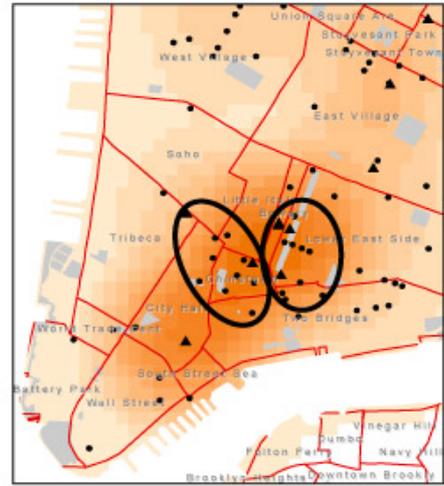
**Chinatown, Manhattan
Senior Pedestrian Crashes 2001-2006**

▭ Study Area Boundaries

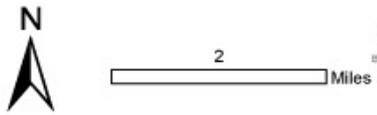
▲ Manhattan Fatalities

Manhattan Severe Injuries

- 1
- 2
- 3
- 4
- ▲ Senior Centers
- ▲ Schools



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.



Manhattan



Chinatown Senior Area





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

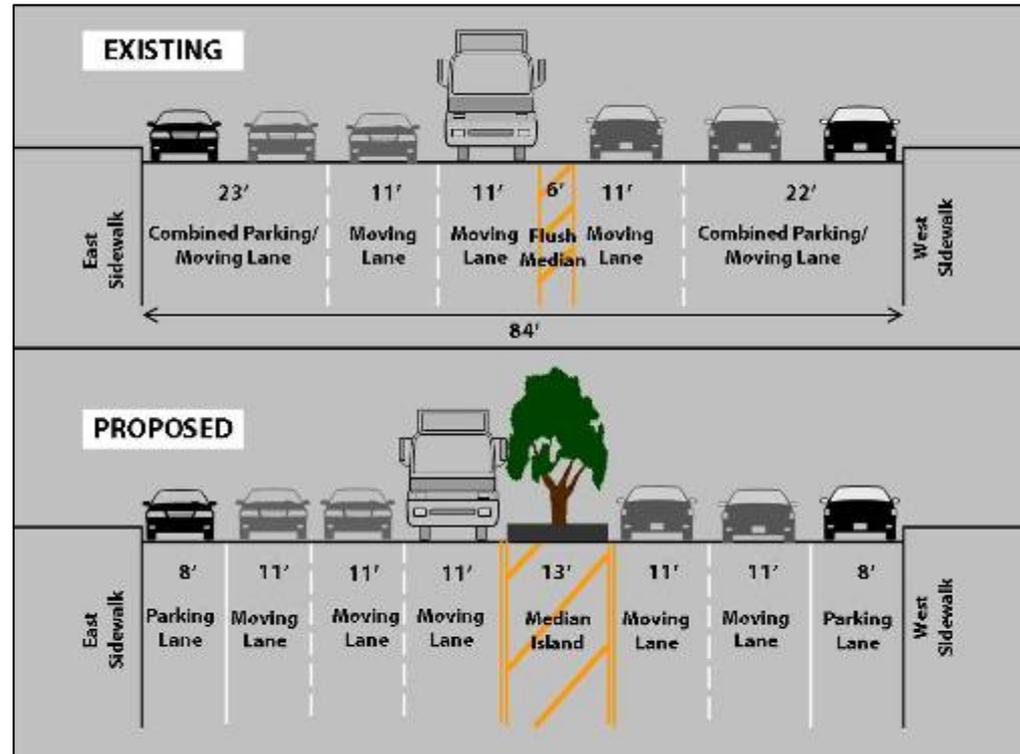
Site Specific Improvements

- 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

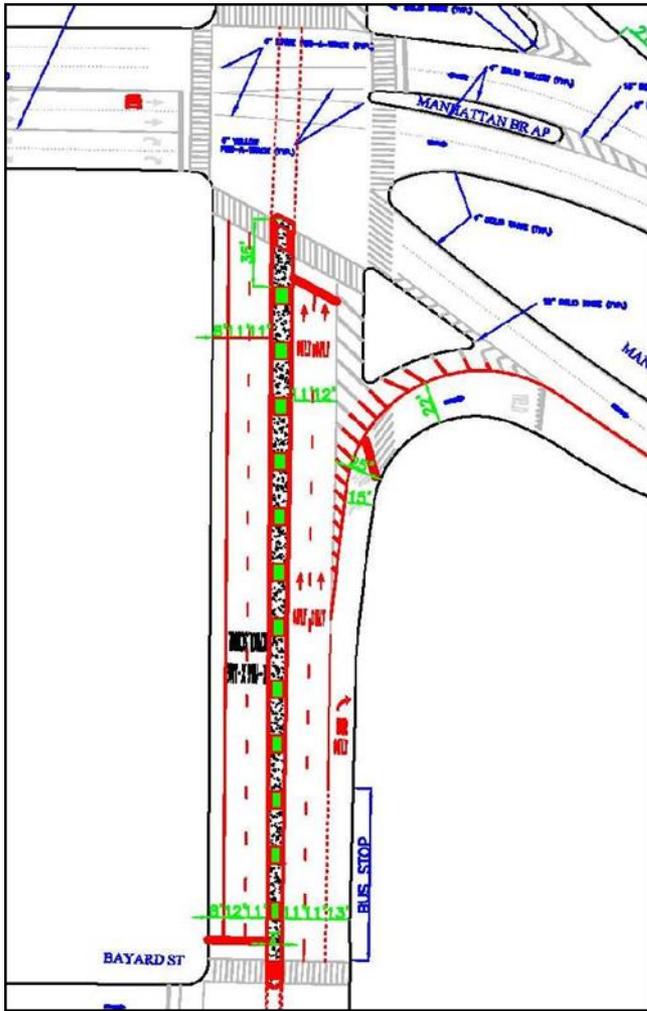
- U Turns on the Bowery
- Existing painted median provides no pedestrian protection
- Existing lane configuration creates 15' travel lanes = potential for speeding



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

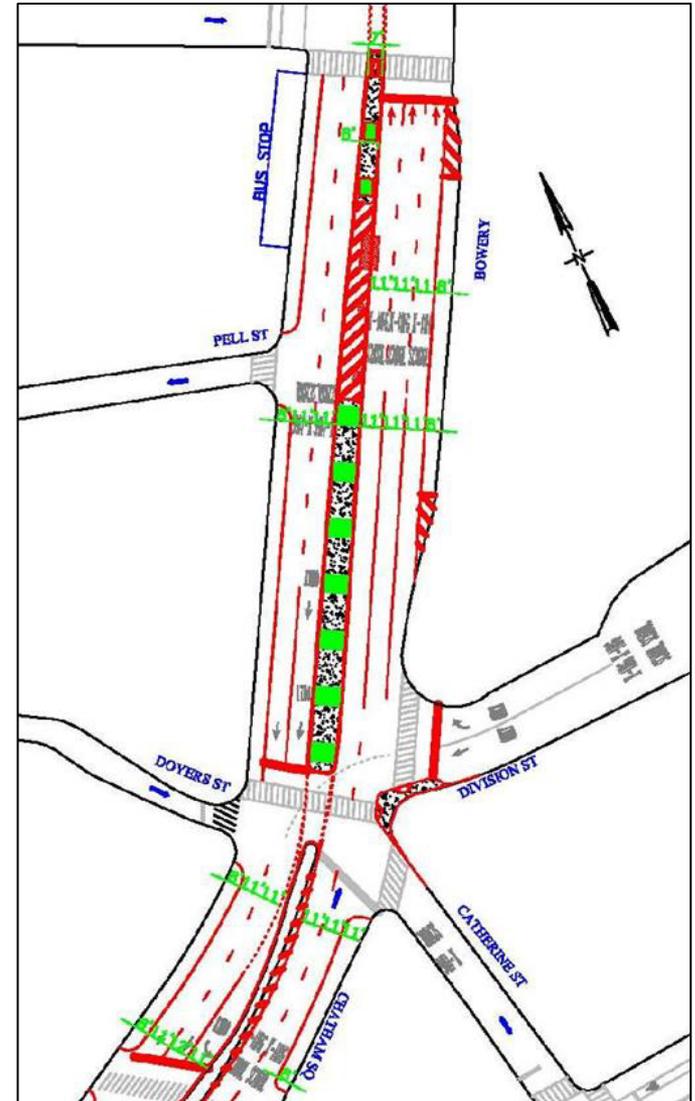


- Create safer pedestrian crossings

- 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



BEFORE



New Medians on Bowery



Timeline

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



Comments and Questions

Contact: Hillary Poole

HPoole@dot.nyc.gov

<http://www.nyc.gov/html/dot/html/sidewalks/safeseniors.shtml>