Safe Streets for Seniors
Midwood
May 17, 2010
Community Board 15
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 $\frac{3}{4}$ 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

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children (0-14)</td>
<td>20%</td>
</tr>
<tr>
<td>Young Adults (15-24)</td>
<td>12%</td>
</tr>
<tr>
<td>Seniors (65+)</td>
<td>39%</td>
</tr>
<tr>
<td>Adults (25-65)</td>
<td>12%</td>
</tr>
<tr>
<td>Adults (25-65)</td>
<td>56%</td>
</tr>
<tr>
<td>Young Adults (15-24)</td>
<td>8%</td>
</tr>
<tr>
<td>Children (0-14)</td>
<td>7%</td>
</tr>
<tr>
<td>Seniors (65+)</td>
<td>39%</td>
</tr>
<tr>
<td>Adults (25-65)</td>
<td>46%</td>
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</tbody>
</table>
Senior Citizen Population Trend

Projected United States Population by Age

<table>
<thead>
<tr>
<th>Year</th>
<th>65 years and over</th>
<th>18 to 64 years</th>
<th>Under 18 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>13%</td>
<td>63%</td>
<td>24%</td>
</tr>
<tr>
<td>2020</td>
<td>16%</td>
<td>60%</td>
<td>24%</td>
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<tr>
<td>2030</td>
<td>19%</td>
<td>57%</td>
<td>24%</td>
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</tbody>
</table>

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
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
Neckdowns
Summary of Improvements

- Time signals for slower walking speed
  - More crossing time at 15 of 25 signals in area
- Install high visibility crosswalks and advanced stop bars
  - 7 Locations
- Install Leading Pedestrian Intervals (LPIs)
  - Under study at 5 locations
- Refurbish markings
- Repair broken curbs and pedestrian ramps
Site Specific Improvements: Capital

- Curb extensions proposed at 5 locations
  - NE Corner of Quentin Rd and E 9th St
  - SE Corner of Quentin Rd and E 9th St
  - NE Corner of Kings Highway and E 9th St
Timeline

- Early Action Items
  - Signal timing (June 2009)
  - Markings (Summer 2010)

- Capital Concrete Work
  - 2011-2012
Comments and Questions

Contact: Hillary Poole
HPoole@dot.nyc.gov