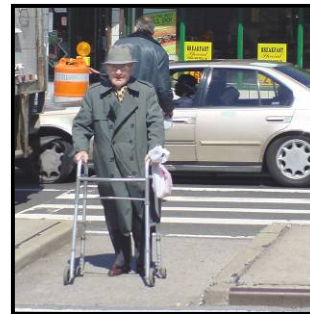
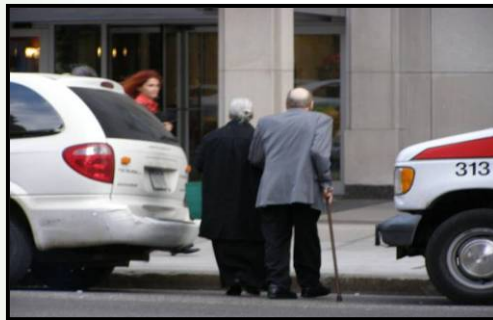


Safe Streets for Seniors Sheepshead Bay

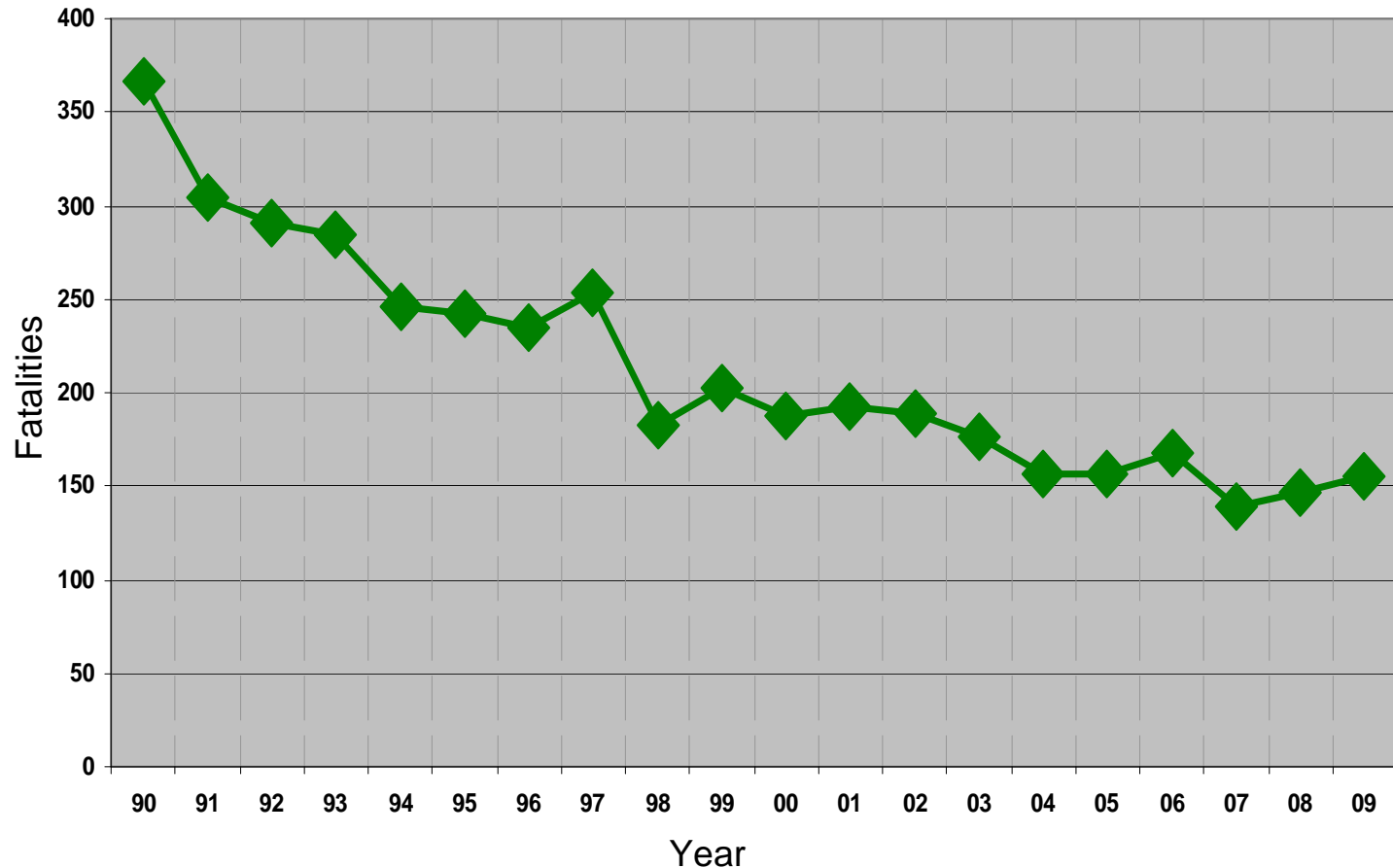
May 17, 2010
Community Board 15



Pedestrian Fatality History

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

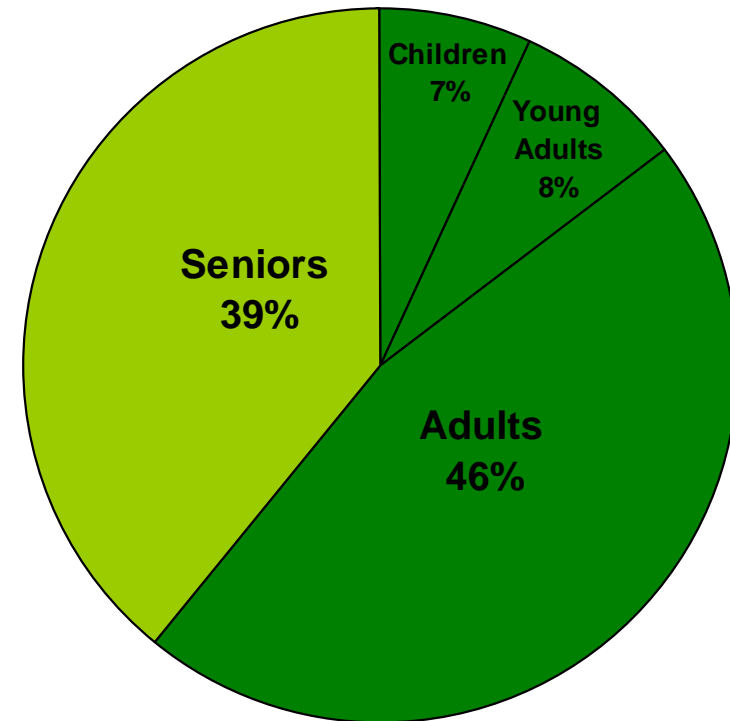
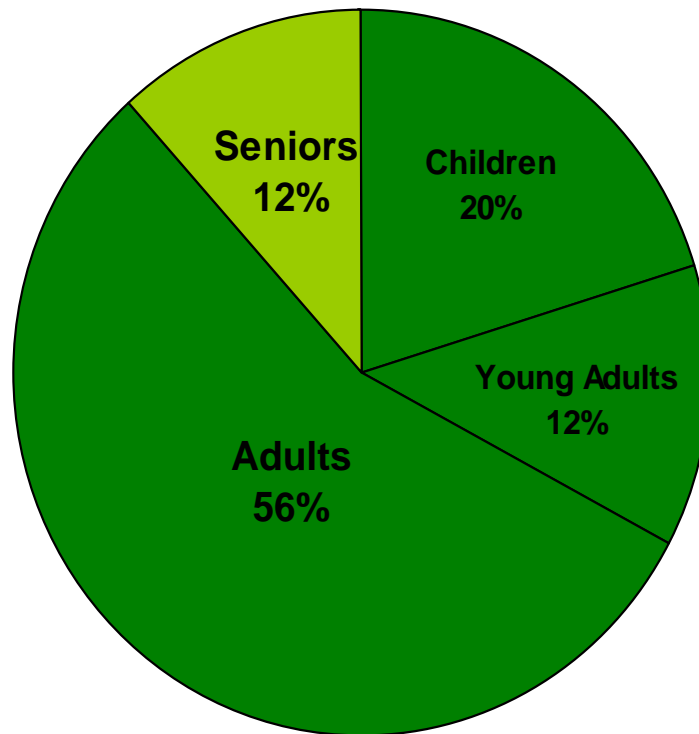
■ Prior to 1950, pedestrians accounted for $\frac{3}{4}$ of traffic fatalities. Now the percentage has decreased to $\frac{1}{2}$.



Senior Pedestrians

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

- 39% of pedestrian fatalities are seniors



Children (0-14)

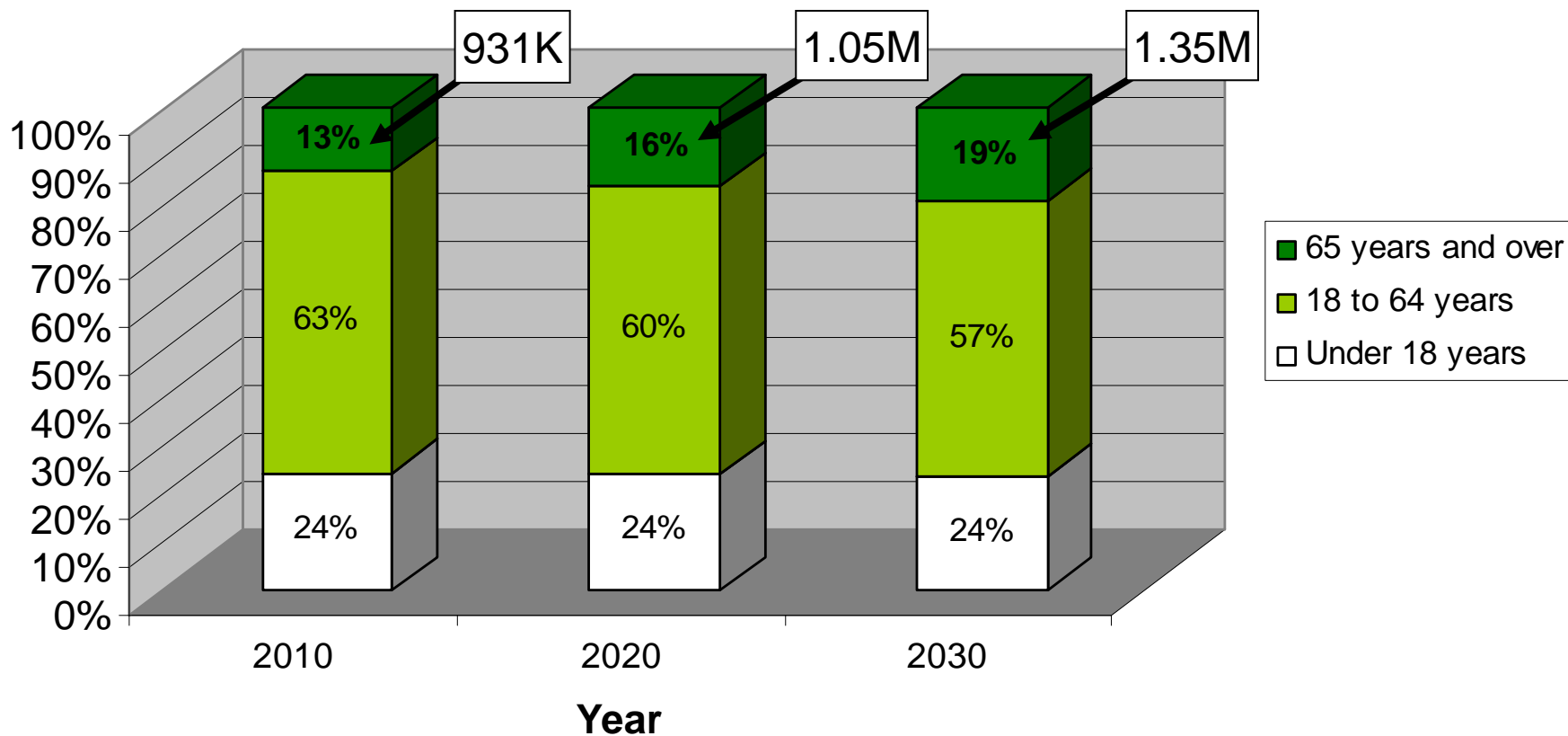
Young Adults (15-24)

Seniors (65+)

Adults (25-65)

Senior Citizen Population Trend

Projected United States Population by Age





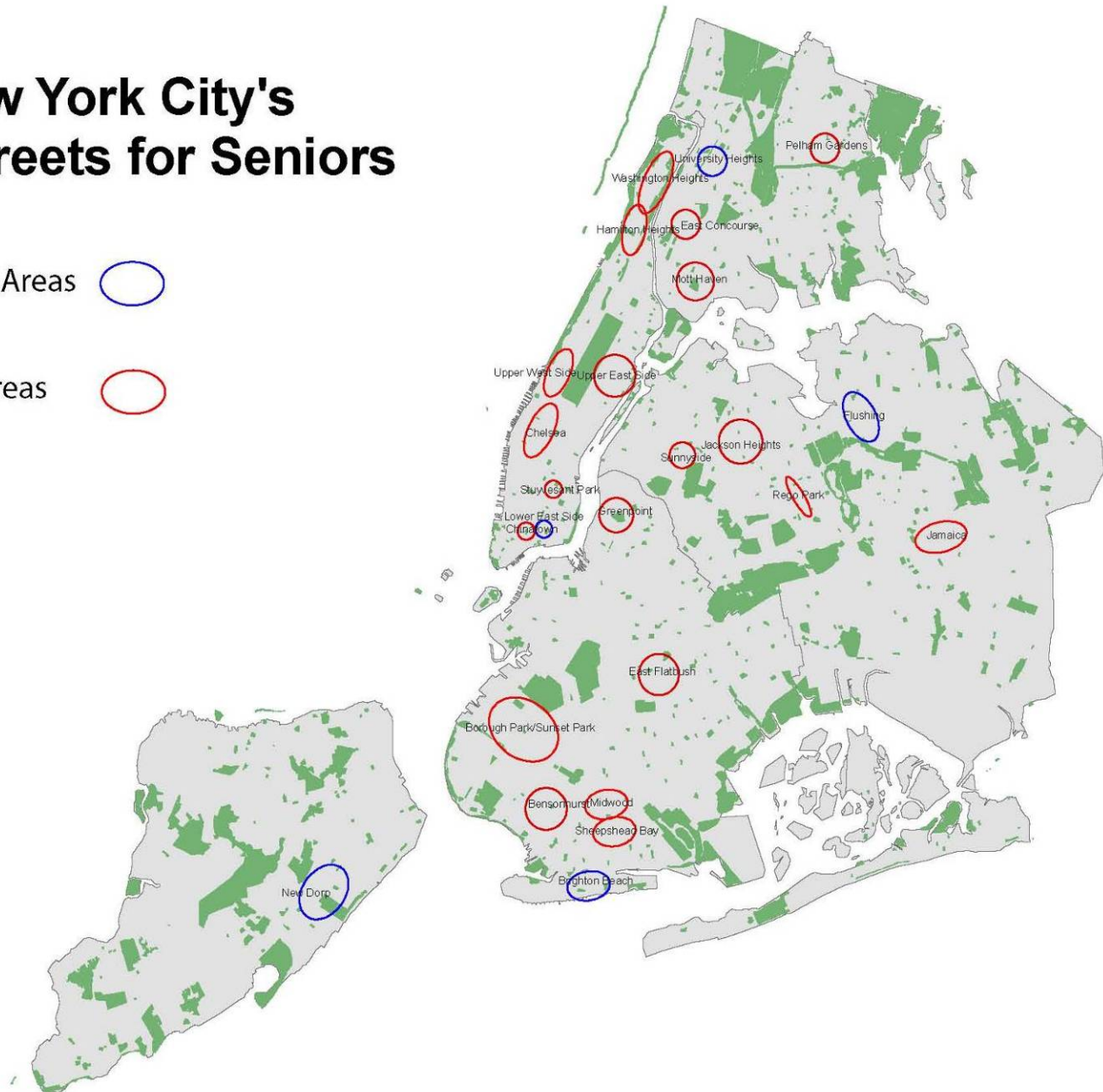
NYCDOT Response

- 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 

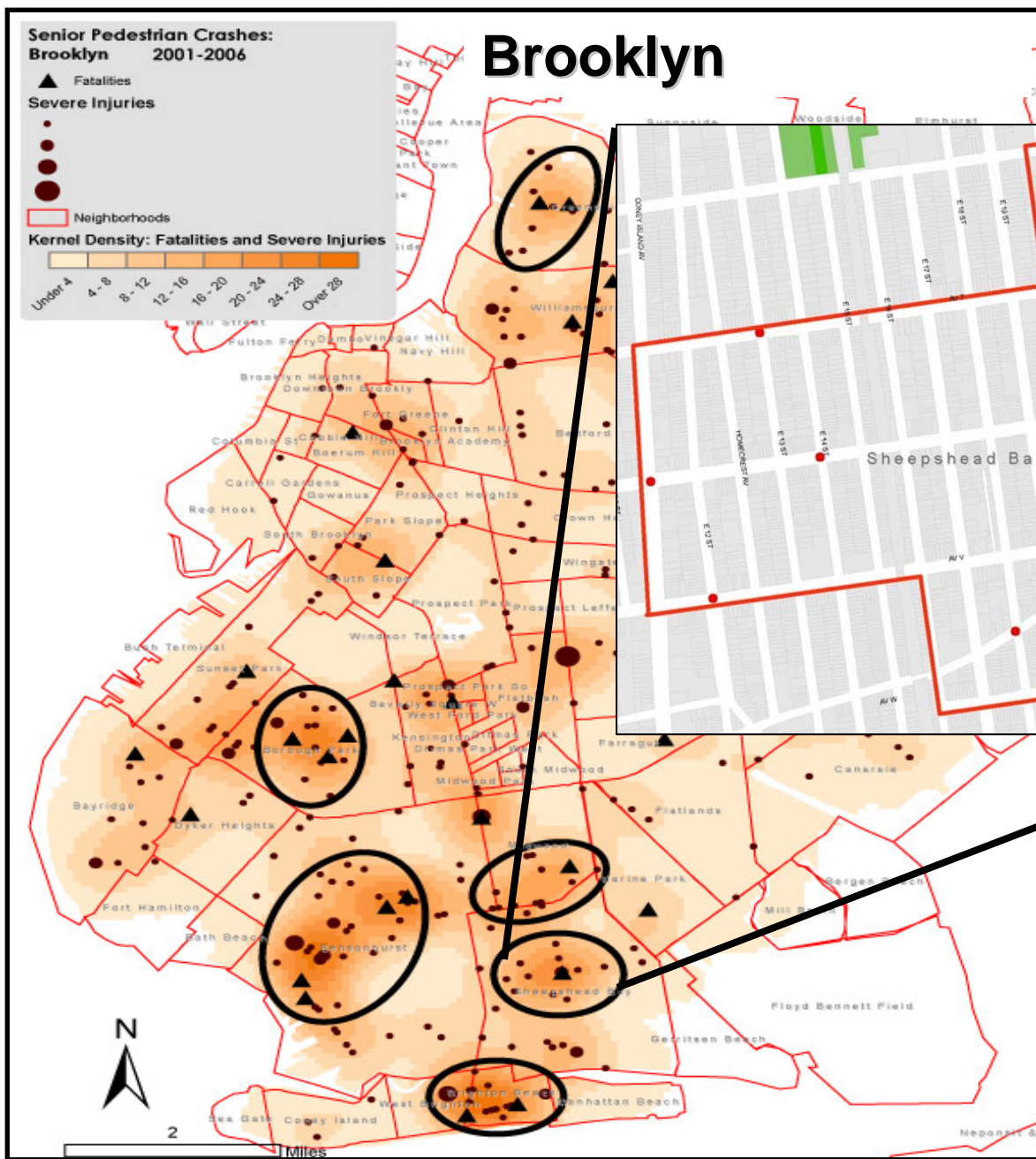


Senior Pedestrian Crashes: Brooklyn 2001-2006

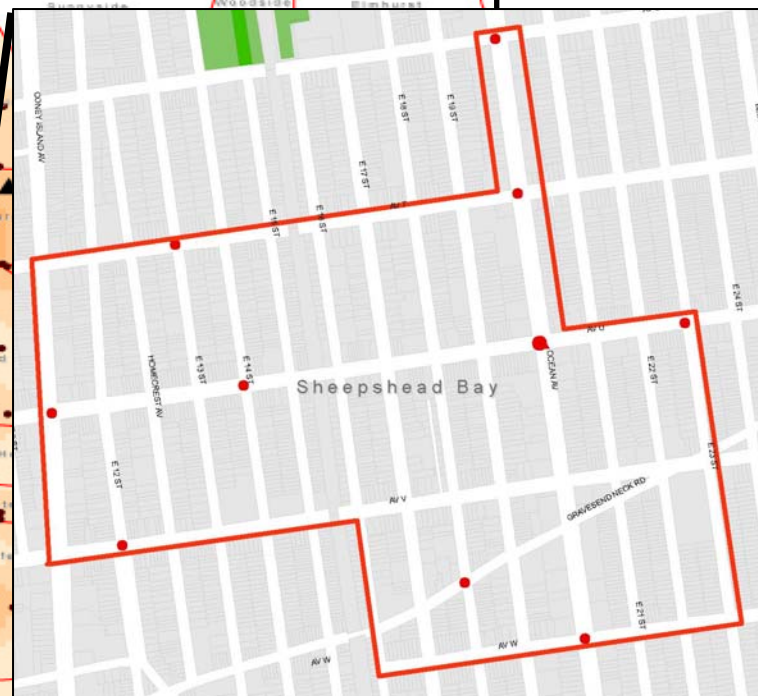
▲ Fatalities
● Severe Injuries

Neighborhoods

Kernel Density: Fatalities and Severe Injuries



Brooklyn





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 32 of 40 signals in area
- Install high visibility crosswalks and advanced stop bars
 - 8 Locations
- Install Leading Pedestrian Intervals (LPIs)
 - Under study at 2 locations
- Refurbish markings
- Repair broken curbs and pedestrian ramps



Site Specific Improvements: In-House

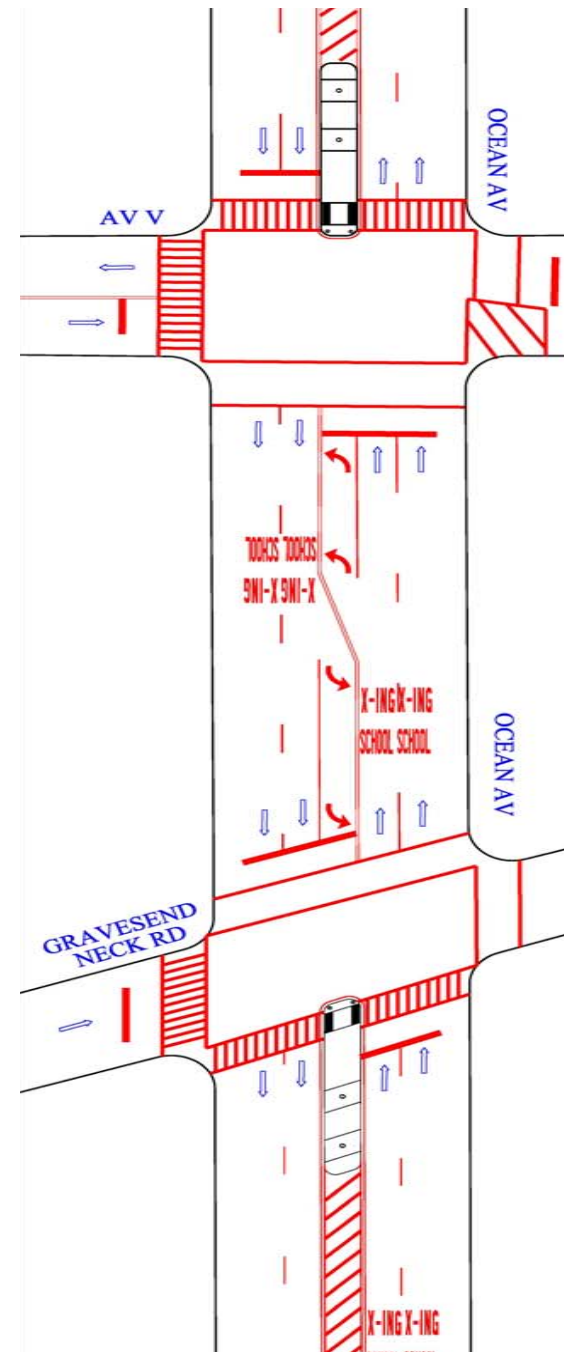
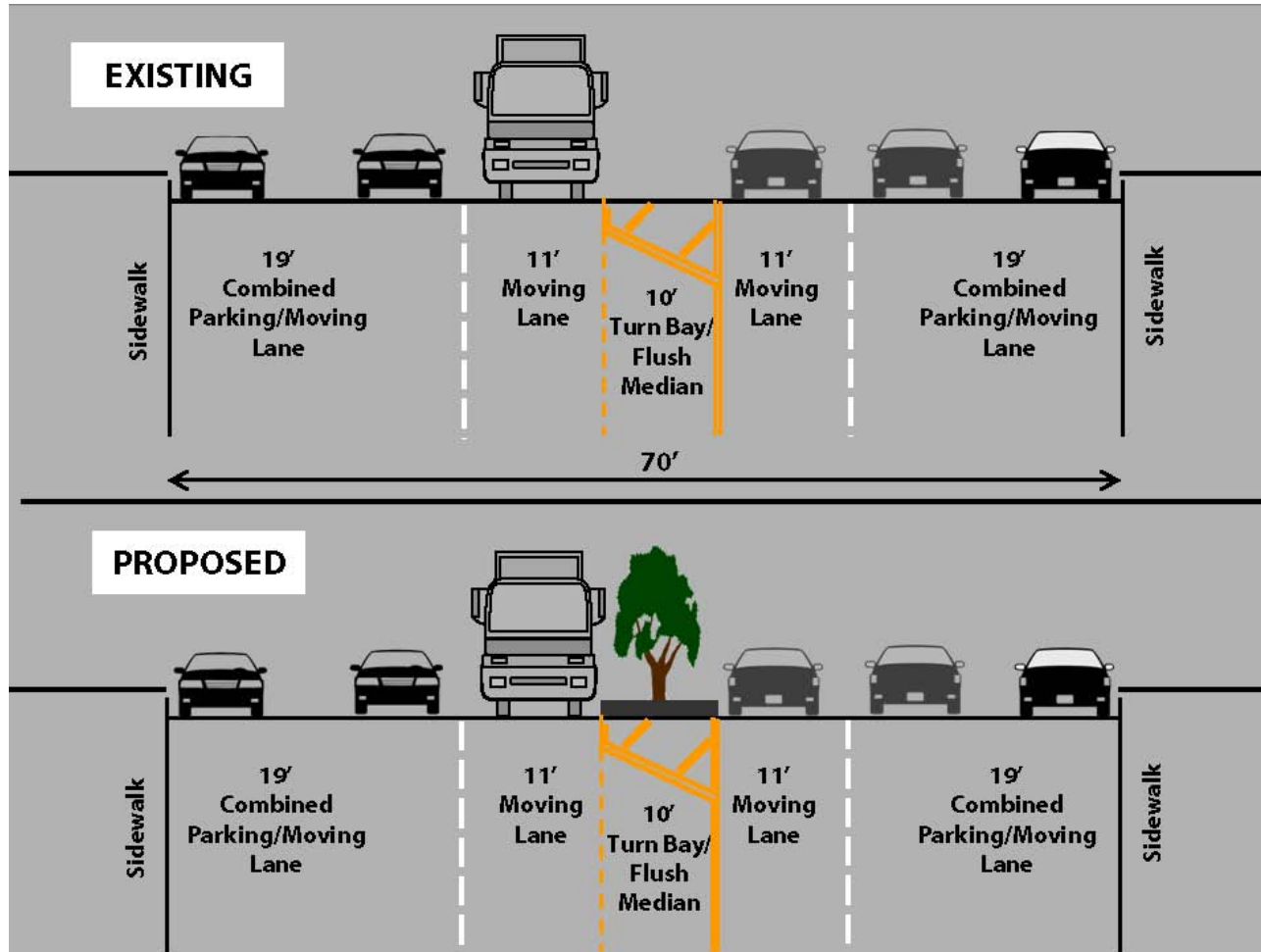
■ Install curb extensions at 2 locations

- SE Corner of Ocean Ave and Avenue W
- SW Corner of Ocean Ave and Gravesend Neck Rd

■ Install Pedestrian Islands at 7 locations

- N Crosswalk: Ocean Ave and Ave S (ban left)
- S Crosswalk: Ocean Ave and Ave S (ban left)
- S Crosswalk: Ocean Ave and Ave T (ban left)
- N Crosswalk: Ocean Ave and Ave V
- S Crosswalk: Ocean Ave and Gravesend Neck Rd
- N Crosswalk: Ocean Ave and Ave W (ban left)
- S Crosswalk: Ocean Ave and Ave W (ban left)

Ocean Ave



Pedestrian Refuge Island



Neckdowns



Site Specific Improvements: Capital

■ Curb extensions proposed at 14 locations

- NW Corner of Ocean Ave and Ave S
- SE Corner of Ocean Ave and Ave S
- NW Corner of Coney Island Ave and Ave T
- NW Corner of Ocean Ave and Ave T
- SE Corner of Ave T and Ocean Ave
- NE Corner of Ave U and Coney Island Ave
- SW Corner of Ave U and Coney Island Ave
- NW Corner of Ocean Ave and Ave U
- SE Corner of Ocean Ave and Ave U
- SE Corner of Ave V and Ocean Ave
- NW Corner of Ocean Ave and Ave V
- SW Corner of Ocean Ave and Graves Neck Rd
- NW Corner of Ocean Ave and Ave W
- SE Corner of Ocean Ave and Ave W



Timeline

- Early Action Items

- Signal timing (June 2009)

- In-House Concrete work

- June-July 2010

- Capital Concrete Work

- 2011-2012



Comments and Questions

Contact: Hillary Poole

HPoole@dot.nyc.gov

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