



# Safe Streets for Seniors

## East Harlem, Manhattan



New York City Department of Transportation



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# Safe Streets for Seniors Program



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

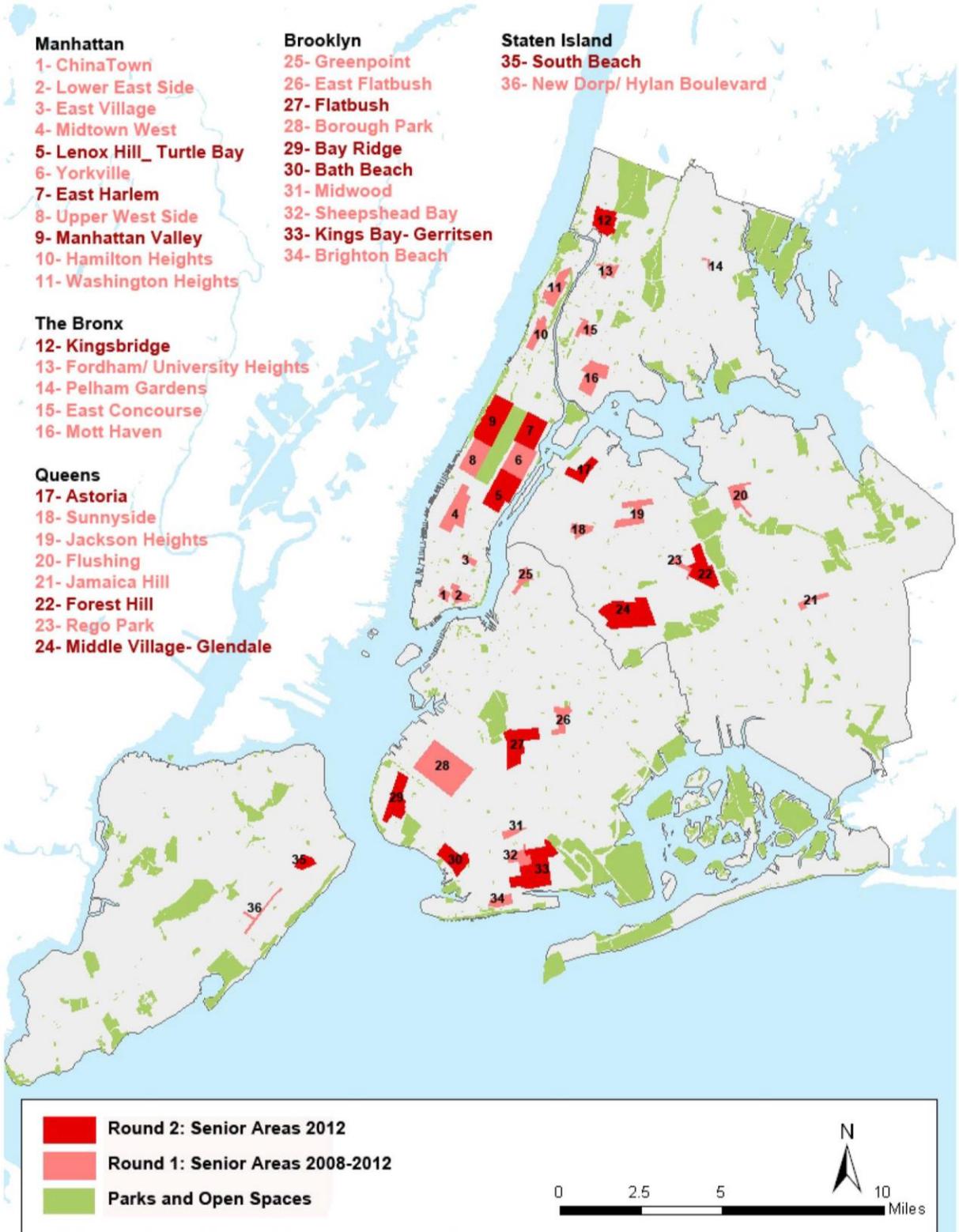


## Sidewalk Extension:

Shortens crossing distance, slows turning cars



# NYC Senior Areas



# Senior Area Background



## East Harlem, Manhattan

### Land Uses:

Mixed Use, Residential, Commercial, Industrial, Public Institutions, Open Space and Recreation

### Senior Centers:

Stanley Isaacs Senior Center  
Washington Lexington Senior Center  
Carver Senior Center  
Gaylord White Senior Center

Good Neighbors Senior Center  
Leonard Covello Senior Center  
Theater Arts Senior Center

### Schools:

PS 38 Roberto Clemente  
PS 77 Lower Lab School  
PS 83 Luis Munoz Rivera  
PS 108 Assemblyman Angelo Del Toro  
PS 146 Ann M Short  
PS 171 Patrick Henry

PS 198 Ida Straus  
JHS 13 Jackie Robinson  
Central Park East High School  
Emily N Carey Harbor High School  
Park East High School  
Cristo Rey High School

### Subways:

4, 5, and 6

### Bus Routes:

M1, M2, M3, M4, M15, M96, M98, M101, M102, M103, M106

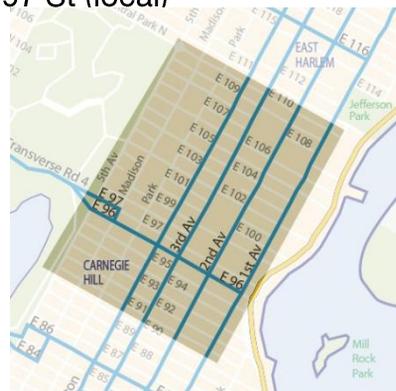


### Bike Lanes:

1 Ave, 2 Ave, E 91 St

### Truck Routes:

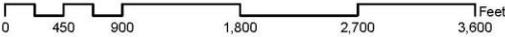
1 Ave (local), 2 Ave (local), 3 Ave (local), E 96/97 St (local)



# East Harlem Senior Crashes Map

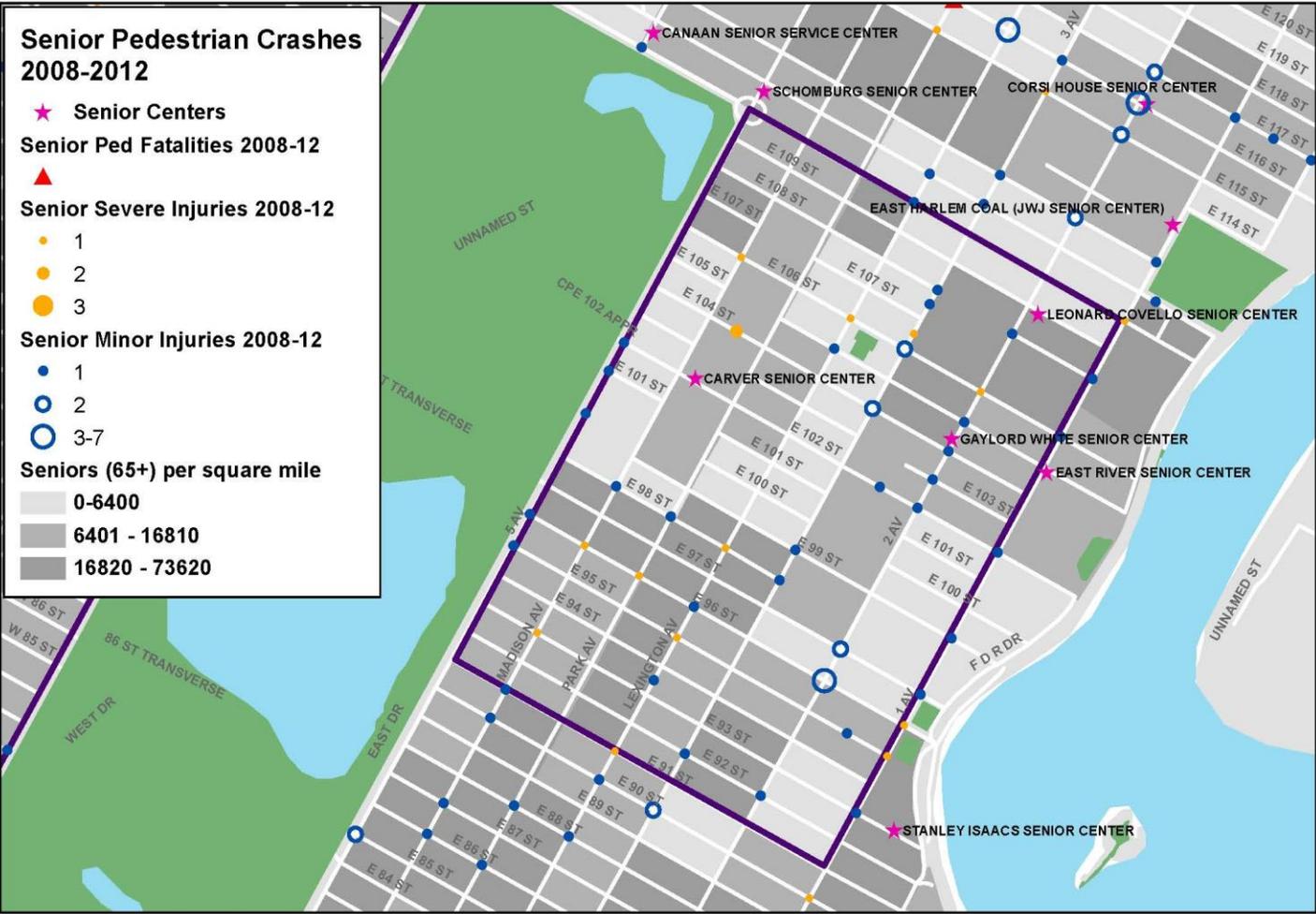


## East Harlem Senior Pedestrian Focus Area



**Senior Pedestrian Crashes 2008-2012**

- ★ Senior Centers
- ▲ Senior Ped Fatalities 2008-12
- Senior Severe Injuries 2008-12
  - 1
  - 2
  - 3
- Senior Minor Injuries 2008-12
  - 1
  - 2
  - 3-7
- Seniors (65+) per square mile
  - 0-6400
  - 6401 - 16810
  - 16820 - 73620



# Senior Outreach and Concerns



## East Harlem, Manhattan

### 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:

- Not enough time given to pedestrians to safely cross the street, especially at the avenues
- Want more countdown signals
- Want more pedestrian islands
- Poor visibility for turning drivers to see pedestrians, especially with subway construction on 2 Ave
- Need more places to sit when walking or waiting for the bus



# Key Findings and Area-Wide Improvements



## East Harlem, Manhattan

### Key Findings:

#### 1<sup>st</sup> Avenue

- 13 senior injuries along 1 Ave between E 91 St and E 110 St from 2008-2012

#### 2<sup>nd</sup> Avenue

- 13 senior injuries along 2 Ave between E 91 St and E 110 St from 2008-2012

#### E 106<sup>th</sup> Street

- 10 senior injuries along 106 Street between 5 Ave and 1 Ave from 2008-2012

### Area-Wide Improvements:

- Modified 129 signals in the area to accommodate slower walking speeds
- Installed countdown signals at 95 intersections in the area along 5 Ave, Madison Ave, Park Ave, Lexington Ave, 3 Ave, 2 Ave and 1 Ave
- Installed 26 pedestrian islands on 2 Ave and 33 pedestrian islands on 1 Ave
- Installed 8 City Benches in the area with several additional bench requests under investigation



# Senior Area Projects



## 1<sup>st</sup> Avenue, E 72<sup>nd</sup> Street to E 125<sup>th</sup> Street

### Location:

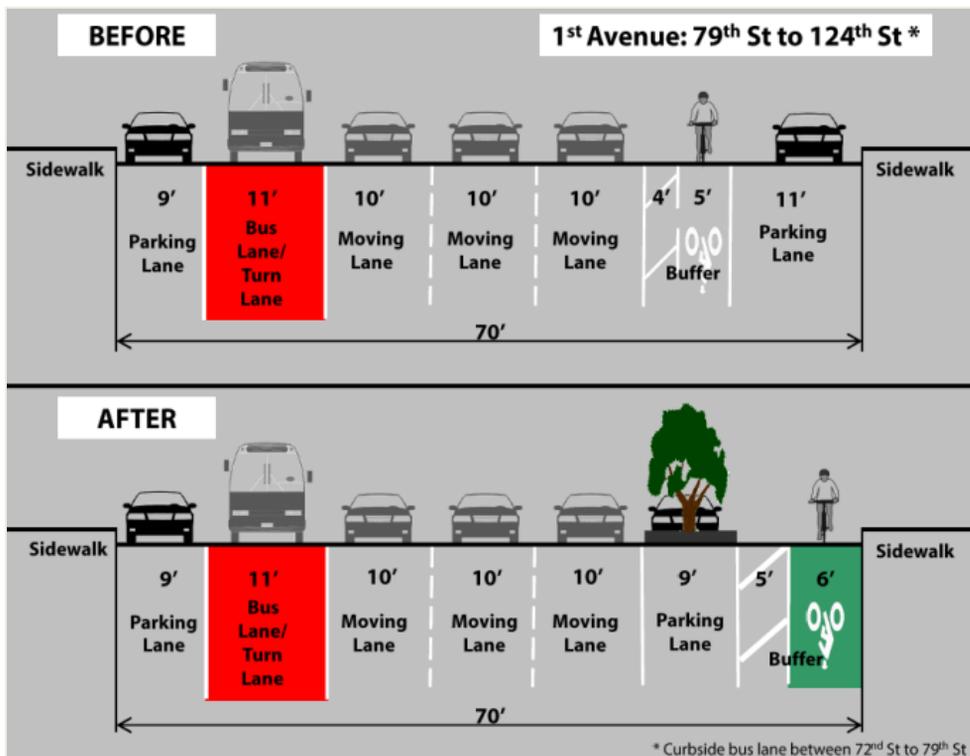
- Roadway width is typically 70 feet on 1st Ave with moderate to heavy traffic
- Existing buffered bicycle lane between E 72nd St and E 125th St
- One-way northbound typically with three moving lanes and parking lanes on both sides
- Land uses are primarily high-density residential and high-density commercial

### Improvements:

- Installed green pedestrian safety islands at key intersections

### Benefits:

- Improved safety for all roadway users
- Mitigated conflict between left turning vehicles and other road users
- Safer pedestrian crossings



1<sup>st</sup> Ave, Cross Section

# Senior Area Projects



## 1<sup>st</sup> Avenue, E 72<sup>nd</sup> Street to E 125<sup>th</sup> Street



Before: 1<sup>st</sup> Ave at E 110<sup>th</sup> St



After: 1<sup>st</sup> Ave at E 110<sup>th</sup> St

# Senior Area Projects



## 2<sup>nd</sup> Avenue, E 100<sup>th</sup> Street to E 125<sup>th</sup> Street

### Location:

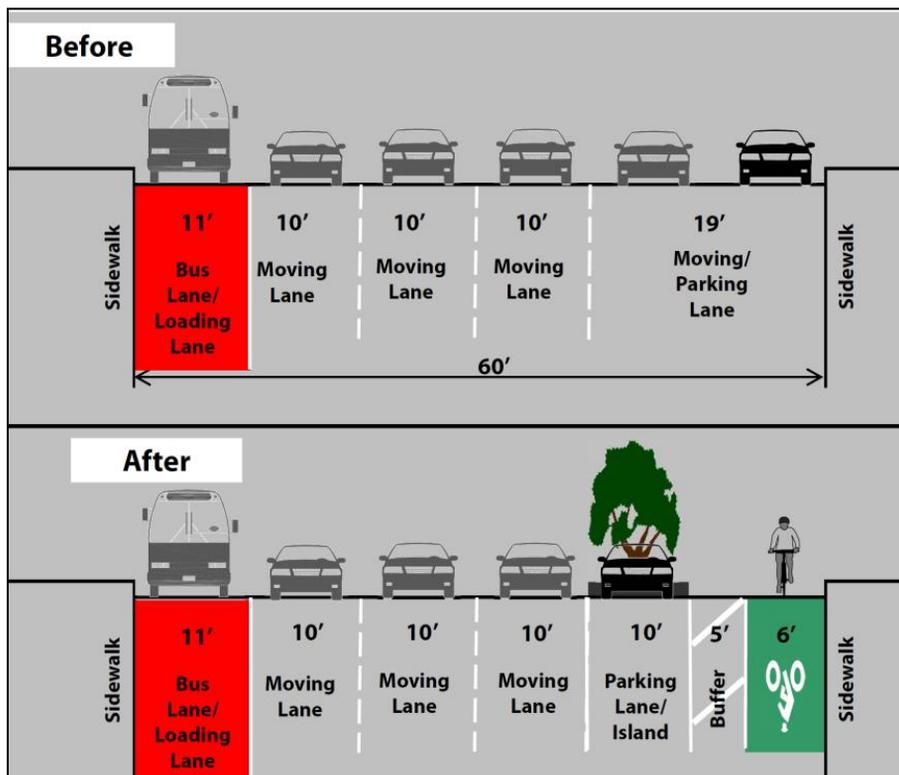
- Roadway width is typically 60 feet with moderate to heavy traffic
- Land uses are primarily high-density residential and high density commercial
- One-way southbound with four moving lanes, curbside Select Service Bus lane, and parking on the east side and loading and parking on the west side

### Improvements:

- Installed green pedestrian safety islands at key intersections
- Upgraded parking regulations to reflect land uses and installed Muni-meters

### Benefits:

- Improves safety for all roadway users
- Mitigates left turn conflict
- Safer pedestrian crossings



2<sup>nd</sup> Avenue, Cross Section

# Senior Area Projects



## 2<sup>nd</sup> Avenue, E 100<sup>th</sup> Street to E 125<sup>th</sup> Street



Before: 2<sup>nd</sup> Ave at E 109<sup>th</sup> St



After: 2<sup>nd</sup> Ave at E 109<sup>th</sup> St

# Senior Area Projects



## E 106<sup>th</sup> Street

### Location:

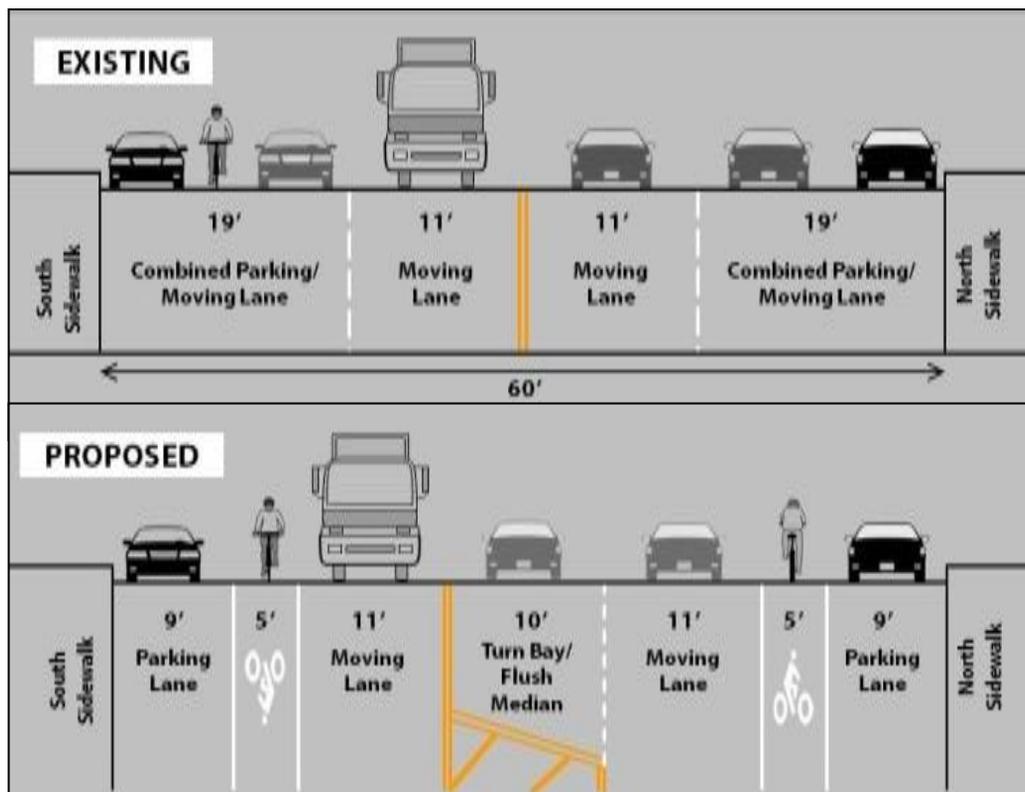
- Roadway width is 60 feet
- Dense residential corridor with schools, hospitals and some ground floor commercial uses

### Improvements:

- Removed one travel lane in each direction
- Installed flush center median with left turn bays
- Installed green pedestrian safety islands at key intersections

### Benefits:

- Reduces speeding / calms traffic
- Simpler, safer left turns
- Safer pedestrian crossings



E 106<sup>th</sup> St, Cross Section

# Senior Area Projects



## E 106<sup>th</sup> Street



Before: E 106 St at 3<sup>rd</sup> Ave



After: E 106<sup>th</sup> St at 3<sup>rd</sup> Ave