Safe Streets for Seniors

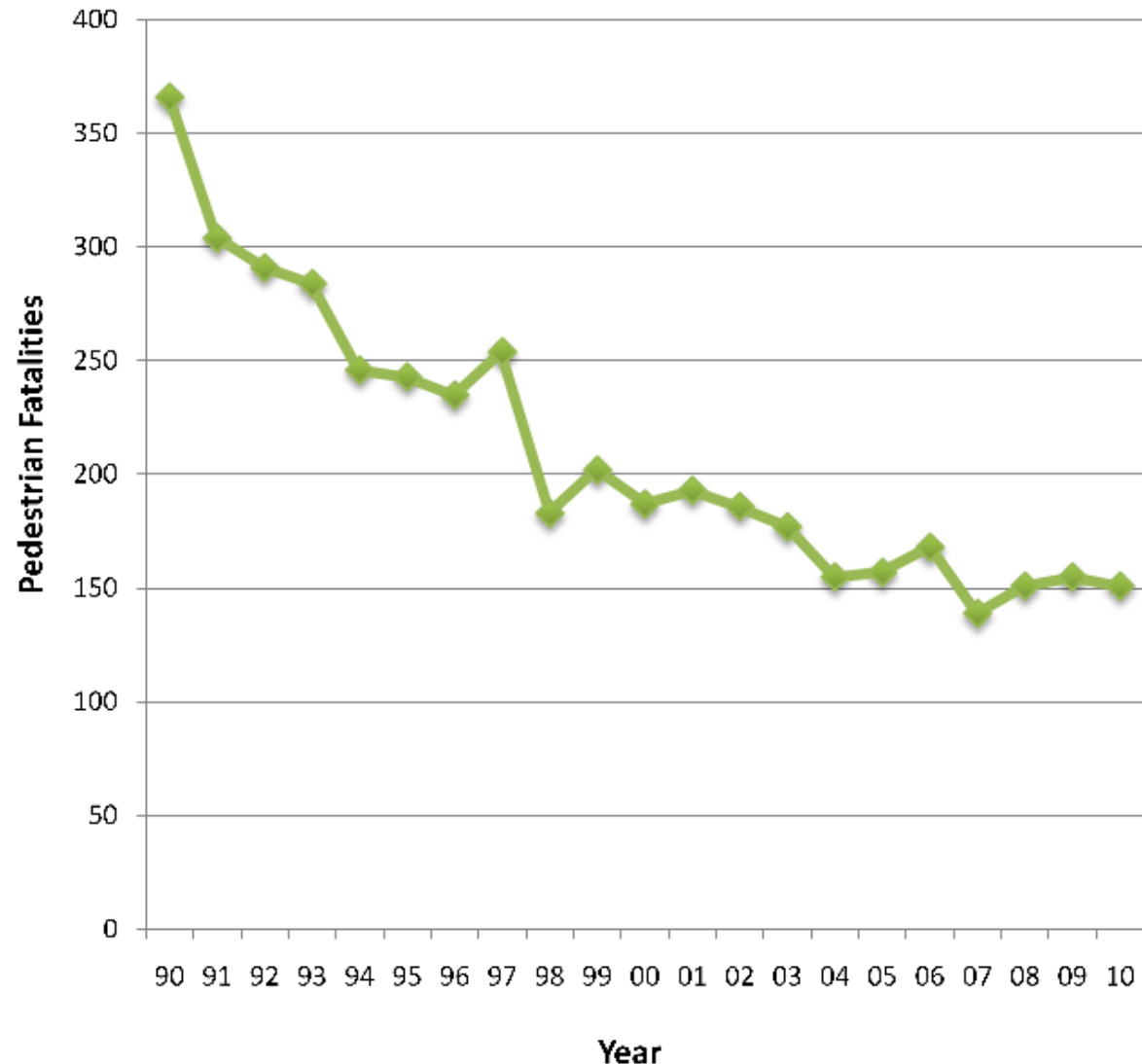## Greenpoint

Community Board 1

June 21, 2011

Janette Sadik-Khan, Commissioner
Office of Research, Implementation & Safety
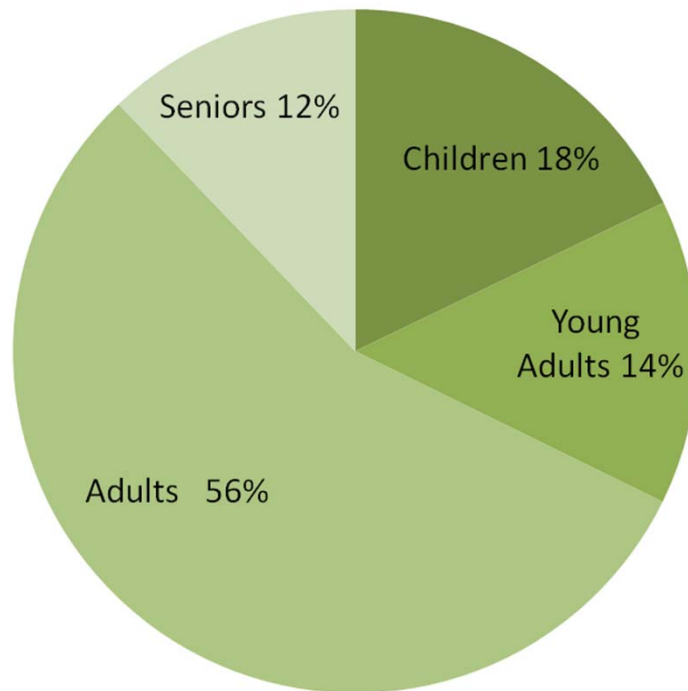
Pedestrian Fatality History

- Since 1990 pedestrian fatalities in NYC have decreased by 59% from 366 to 151

- Prior to 1950, pedestrians accounted for ¾ of traffic fatalities. Now the percentage has decreased to ½.
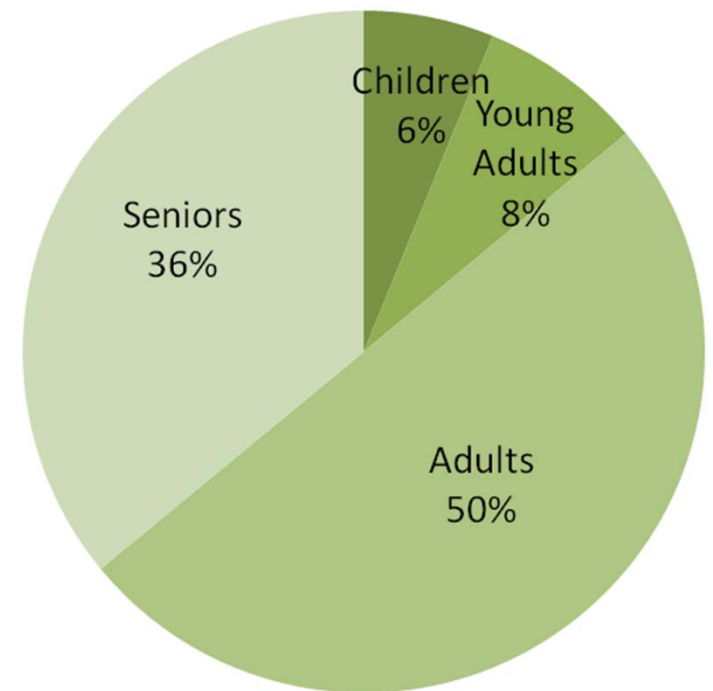
NYC Pedestrian Fatalities by Year

Senior Pedestrians

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

- 36% of pedestrian fatalities are seniors

Population

Seniors 12%
Children 18%
Young Adults 14%
Adults 56%

Fatalities

Children 6%
Young Adults 8%
Seniors 36%
Adults 50%

Main contributing factors are unsafe driving practices (43%), failure to yield (17%) & speeding (9%)

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

New York City's
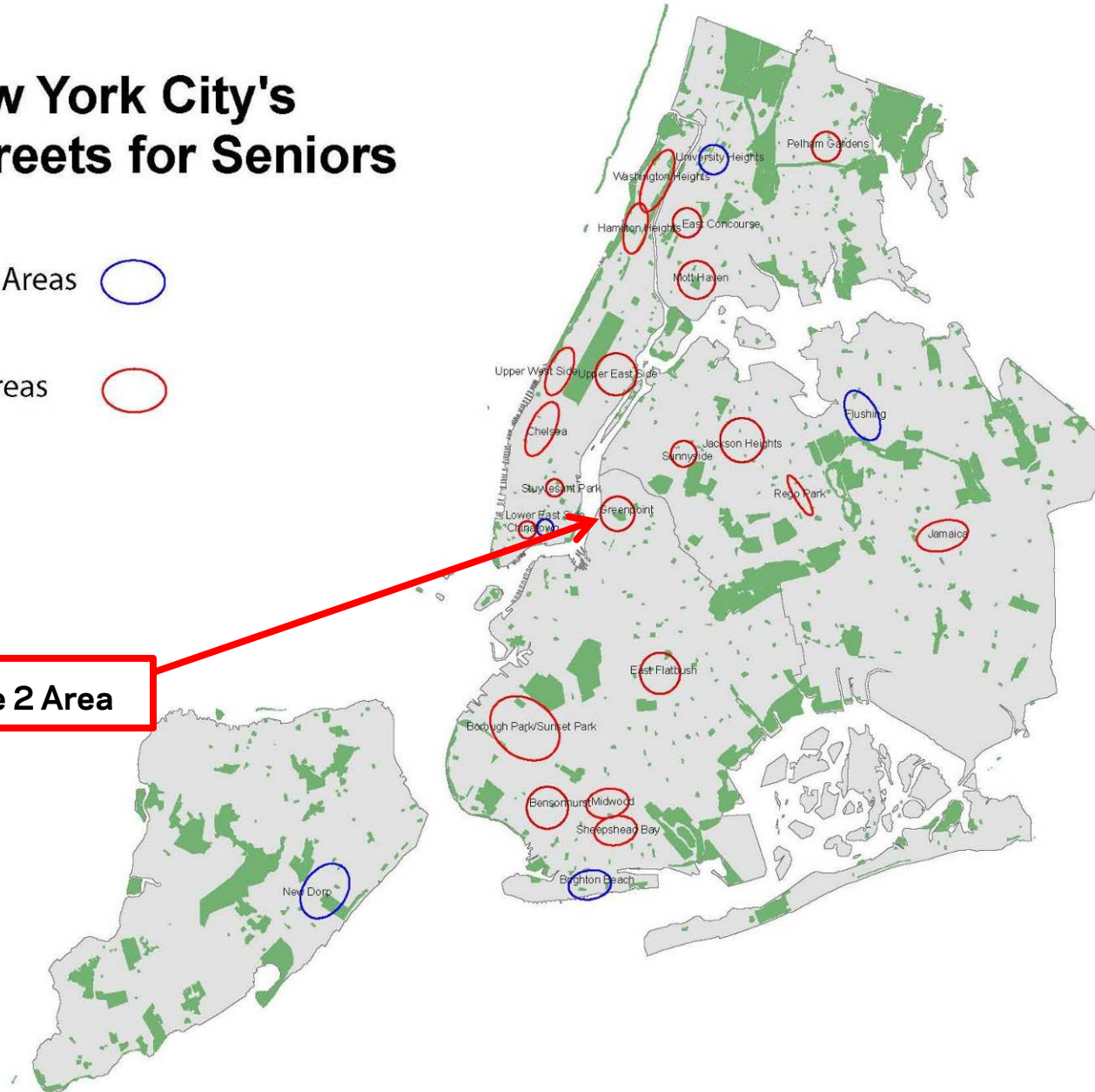# Safe Streets for Seniors

2008 Pilot Areas ⬭

Phase 2 Areas ⬭

Greenpoint: Phase 2 Area

Greenpoint Senior Area

Senior Pedestrian Issues

- Not enough time to cross the street
- Broken or missing pedestrian ramps
- Faded and missing markings
- Turning vehicles failing to yield

Site Specific Improvements

Redesign Plans:

- Modify signal timing to accommodate a slower walking speed (completed)
- Upgrade to high visibility crosswalks in focus area
- Install parking stripe along McGuinness Blvd
- Install channelization on McGuinness Blvd at Driggs Avenue
- Install pedestrian countdown signals on McGuinness Blvd
- Examining feasibility of modifying signal timing on McGuinness Blvd
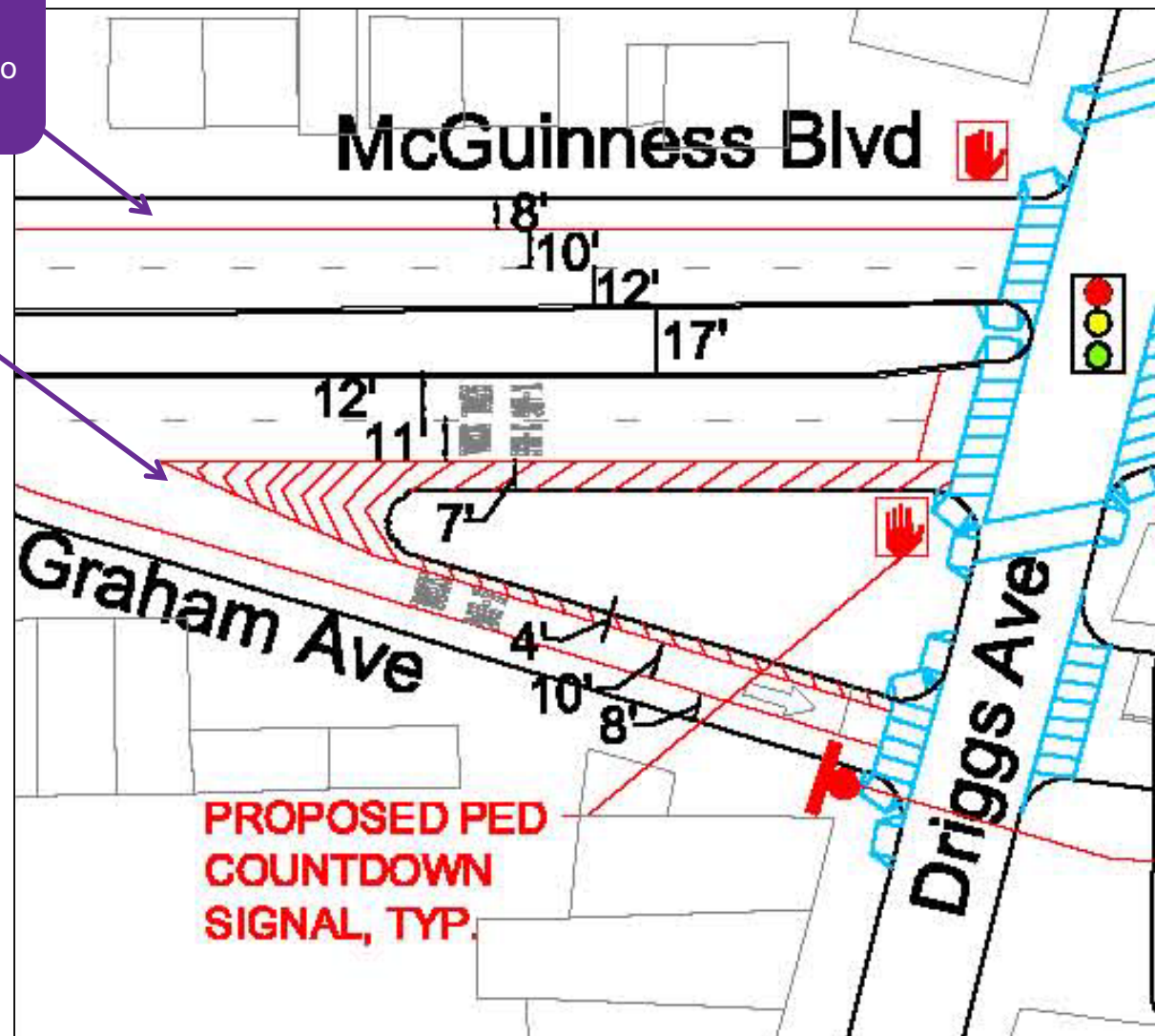
Redesign Benefits:

- Better manages traffic flow
- Maximizes pedestrian visibility
- Minimizes vehicle/pedestrian conflict
- Helps narrow moving lanes to calm traffic

Site Design

Add channelization and parking lane stripe on McGuinness Blvd to narrow moving lanes

McGuinness Blvd

8'
10'
12'
17'
12'
11'
7'

Graham Ave

4'
10'
8'

Driggs Ave

PROPOSED PED COUNTDOWN SIGNAL, TYP.
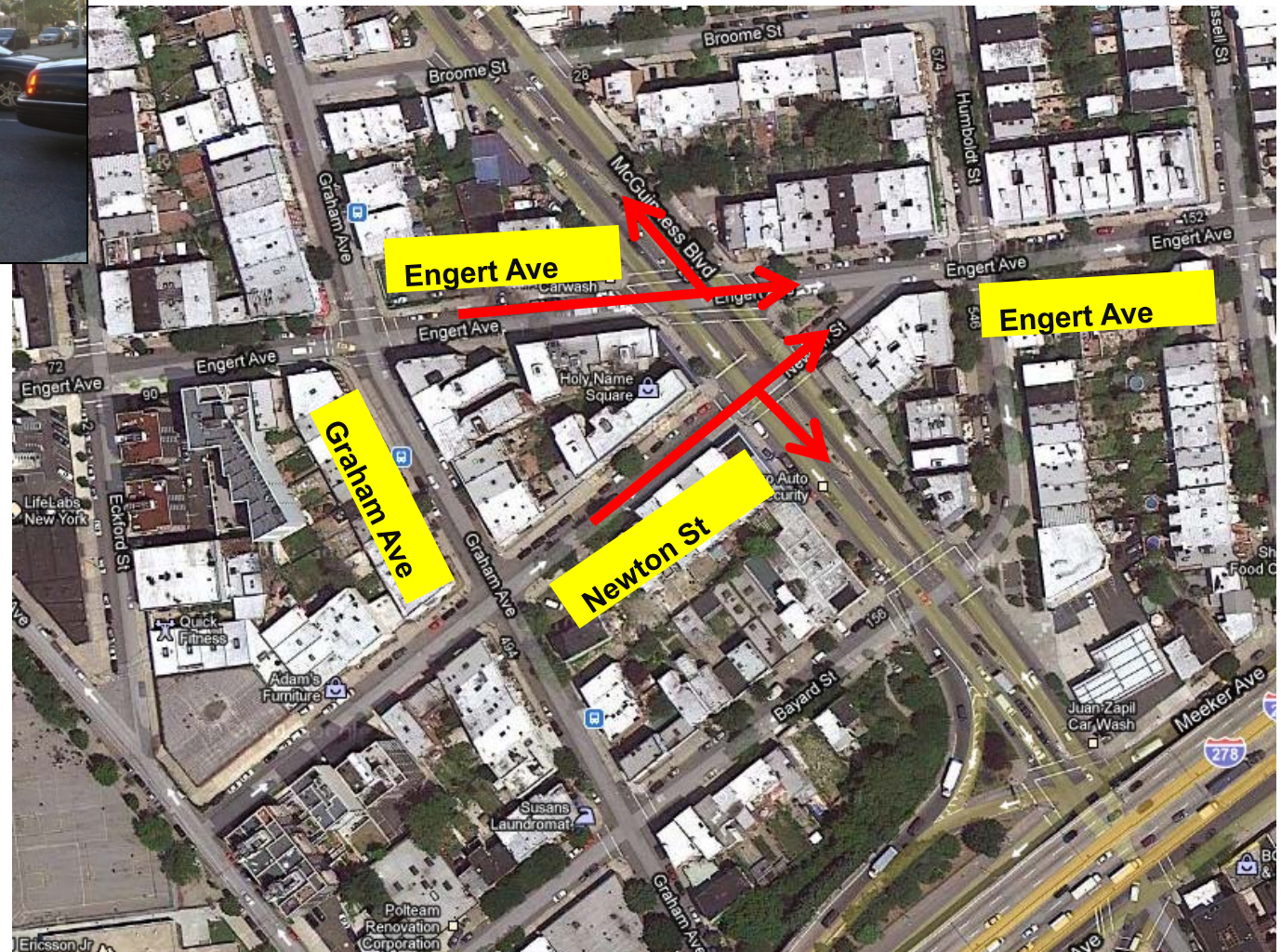
Turning Movement Improvements

Existing:

- Excessive left and right-turn spill back
- Inadequate vehicle storage space

Proposal:

- Engert St: left and through only
- Newton St: right and through only

Trade Offs

- No right turns from Engert Street

- No left turns from Newton Street

Project Timeline

- Fall 2011 or Spring 2012 Implementation Goal

Comments and Questions

Contact: Brooklyn Borough Commissioner's Office 718-222-7259

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