

# Safe Streets for Seniors

## Hamilton Heights

Community Board 12 – June 4, 2012

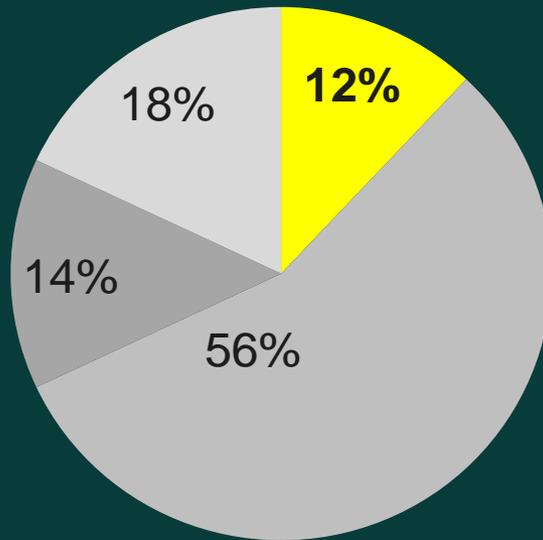
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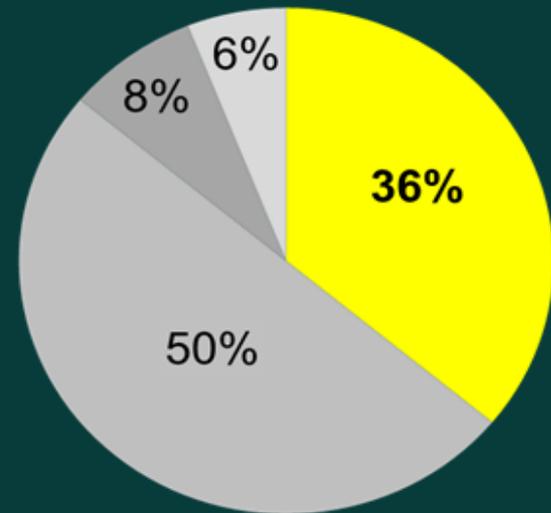
# Senior Pedestrians

- 62% decrease in pedestrian fatalities in NYC since 1990
- Pedestrians still make up half of all traffic fatalities
- 12% of the population in NYC are seniors but 36% of pedestrian fatalities are seniors

NYC Population



NYC Traffic Fatalities



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

Source: 2006-2010 NYCDOT-NYPD Fatality Database; 2010 U.S. Census

# Hamilton Heights Senior Area

- Two main projects in the area:
  - Broadway and W 155<sup>th</sup> intersection safety improvements
  - Left turn ban at W 155<sup>th</sup> and Amsterdam
- General improvements throughout the area



# 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
- Insufficient pedestrian signal heads



Pedestrian signal is 100 feet away



Wide streets

# Typical Improvement Measures

- Modify signals to accommodate a slower walking speed (3ft/sec)
- Install countdown signals for pedestrian crossings
- Refurbish markings
- Install high visibility crosswalks and advanced stop bars
- Repair broken curbs and pedestrian ramps
- Replace missing and upgrade existing signs
- Standardize travel lane widths with traffic calming techniques



Countdown Signals



Sidewalk Extension: Narrows crossing distance



Parking lane stripe

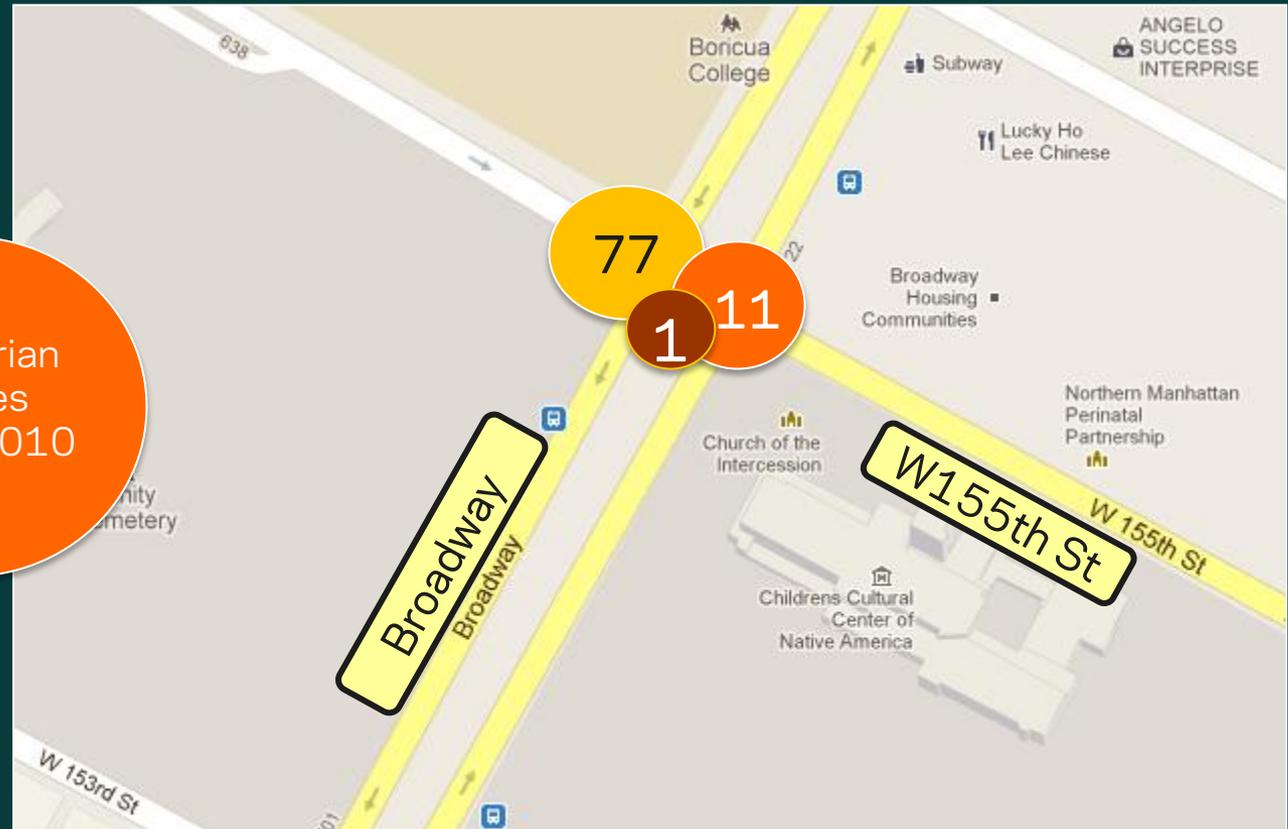
# Broadway and W 155<sup>th</sup> St

- NYPD identified at Accident Prone Location (APL) with requests for improvements
- Twice as many pedestrian injuries while the pedestrians were crossing with the signal as compared with average for the rest of Manhattan

Total  
(Motor vehicle  
occupant, bicycle,  
pedestrian)  
Injuries 2006-  
2010

Pedestrian  
Injuries  
2006-2010

Senior  
Pedestrian  
Injuries  
2006-2010



# Site Improvements: Broadway and W 155

## Proposal

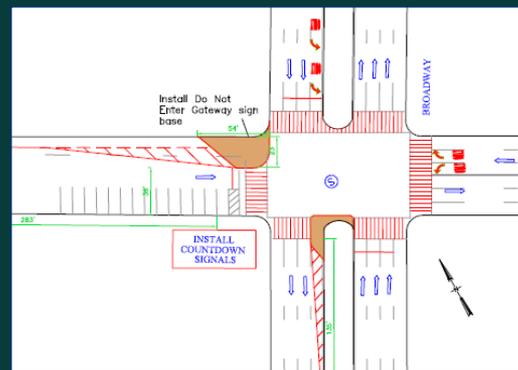
- Add truffle paint and sign base blockbuster on the northwest corner of W155th St to further reinforce DO NOT ENTER signage
- Add southbound left turn lane on Broadway to organize turns and shorten crossing distance on south side of intersection

## Benefits

- Narrows crossing distance across West 155<sup>th</sup> by half
  - Reduces likelihood of “crossing against signal” injuries
  - Shifting eastbound moving lanes to the correct side of West 155<sup>th</sup> at the intersection better organizes traffic



Existing Conditions: Westbound W155th St & Broadway has illegal u-turns



Proposed design with shortened crossing distance



Proposed Configuration: Existing blockbuster at 110<sup>th</sup> St and Amsterdam

# Site Improvements: Broadway

- Install channelization around island at W 157th Street
- Install parking stripe on Edward Morgan Place between W156th & W157th Streets
- Upgrade to high visibility crosswalks throughout site
- Install pedestrian countdown signals
- Install new signal heads on median at high crash intersections (complete)



Broadway & W 151<sup>st</sup> St



Edward Morgan Pl & Broadway

# Amsterdam Ave & 155<sup>th</sup> St

## Northbound left turn ban from Amsterdam Avenue onto W155th Street

- Over 40% crashes were left turns
- Low left turn volume (28 cars at peak hour)
- 80% pedestrian injuries were crossing with signal



Now: Only EB traffic between Riverside Dr and Broadway

OPTION 1

OPTION 2

Senior Pedestrian Injuries 2006-10

Total Injuries 2006-10

Pedestrian Injuries 2006-10

# Site Improvements: Amsterdam

- Install parking lane stripe from W 159<sup>th</sup> St to W 162<sup>nd</sup> St
- Reconstruct pedestrian ramps throughout site
- Add pedestrian countdown signals
- Upgrade to high visibility crosswalks throughout site
- Install advanced stop bars throughout site



Countdown Signals



Parking lane stripe

# Site Improvements: St. Nicholas

- Install painted center median with left turn bays (where feasible) from W155 to W159 Street and between W164th and 165 Street
  - Helps narrow moving lanes to calm traffic; reduces speeding
  - Reduces right angle crashes
  - Organizes left turns
  - Maximizes pedestrian visibility
- Reconstruct pedestrian ramps throughout site
- Upgrade to high visibility crosswalks throughout site



St Nicholas St & 157<sup>th</sup> St: 15 feet lanes



Painted median with turn bays along Schneckady (BK)

# CityBench

## Potential CityBench sites in front of senior/community centers



Mary McLeod Bethune Senior Center, Amsterdam Ave & 157<sup>th</sup> St

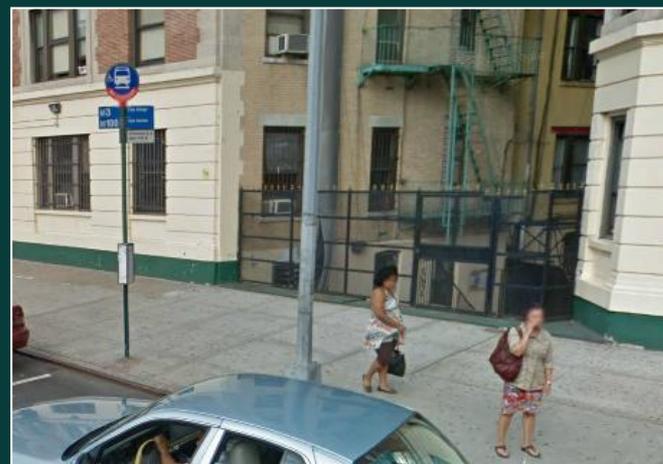


Church on the Hill, Amsterdam Ave & St Nicholas Ave

## Many potential CityBench sites along bus lines



Broadway and W 163<sup>rd</sup> St



St Nicholas Ave and 164<sup>th</sup> St

# Project Timeline



Questions?

**Thank  
You**