

Safe Seniors

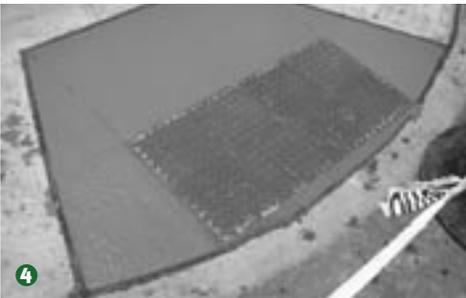
Elder Districts: Where Public Health and Transportation Meet

TRANSPORTATION ALTERNATIVES' Safe Routes for Seniors program advocates for changes in the street network that will put an end to the epidemic of death and disability of the elderly from vehicle crashes. Over the first three years of the program, hundreds of seniors in Northern Manhattan have told Transportation Alternatives about how navigating city streets as a senior is different, and helped T.A. develop guidelines to fix 17 of the worst intersections in their neighborhoods. These low-cost recommendations can be used at any intersec-

tion in any city to reduce injury, disability and fatality for every person, not just seniors.

Transportation Alternatives is taking these ideas to the next level with an ambitious new advocacy campaign to create "Elder Districts." Comparable to a historic district, the elder district designation would prescribe specific guidelines for street design in senior-rich neighborhoods. T.A. is beginning to work with elected and appointed officials to develop this idea into legislation that will change the built environment to benefit all New Yorkers. □

Elder District Street Improvements



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The following is an array of street improvements that should be implemented in an Elder District as appropriate to the surroundings:

- 1 Retime pedestrian signals to reflect a walking speed of 2.5 feet per second.
- 2 Give extra, exclusive crossing time of five to nine seconds on all corners.
- 3 Repair street and sidewalk imperfections to prevent falls.
- 4 Install pedestrian ramps at all curbs.
- 5 Install audible, accessible pedestrian signals at all crossings.
- 6 Where street widths exceed 60 feet, install bollards on the double yellow line and at the far-end of the middle of the crosswalk.
- 7 Where street widths exceed 90 feet, install pedestrian refuges or medians, and median tips.
- 8 Limit speeds on residential streets to 20 miles per hour. This can be achieved using vertical deflectors and/or other traffic calming measures. These traffic calming measures may include, but are not limited to:
 - Speed humps or speed tables;
 - Raised crosswalks or intersections;
 - Curb extensions or bus bulbs;
 - Bicycling lanes;
 - Mini Roundabouts;
 - Diagonal Parking.

Elder District Requirements

The following are criteria for an area to be considered for inclusion in an Elder District.



- Presence of senior centers and senior service providers



- Located in census tracts with equal or higher than average density of seniors as compared to the citywide average density



- Presence of disproportionately high rates of injuries and fatalities to seniors from crashes at intersections in the area



- Specific request by a community board, councilmember, borough president, or other elected official