



NYC SENIOR PEDESTRIAN SAFETY

ROAD TO ZERO: Older Driver Safety

NYC DOT

Office of Research, Implementation & Safety

October 21, 2025



Main Themes

- New York City **has a large, growing population of senior citizens.**
- New York City is **successfully working to make streets safer for older pedestrians**
- New York City is *also* **making it easier than ever for seniors to use alternatives to cars**
 - This includes transit improvements, but also improvements that make streets more livable

Seniors and Street Safety Improvements

Seniors and Street Safety Improvements

Seniors historically overrepresented in pedestrian fatalities

Overall, senior pedestrians are more likely to be seriously injured or killed if involved in an accident than younger adults.

- Seniors made up nearly 35% of pedestrian fatalities 2025, but are only ~15% of the population in NYC
- Senior population growing in NYC (+24% 2010-2017)
- Senior pedestrian fatality risk has declined, but less than for non-senior adults
- Senior pedestrian fatalities dropped sharply during COVID, has stayed low since (34 in 2024 vs 52 in 2019)

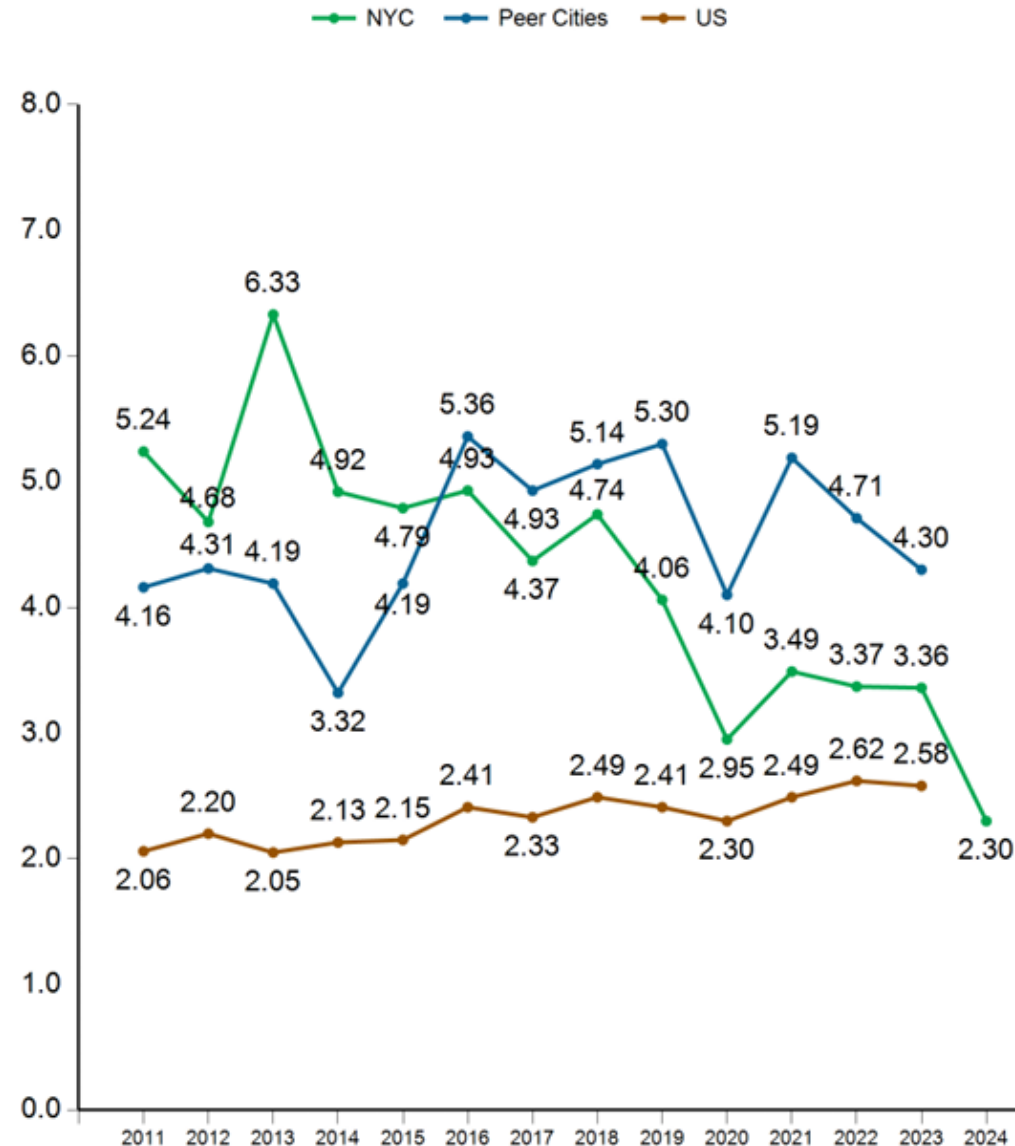
Senior Pedestrians age 65+

NYC Senior Pedestrian Fatalities by Year and % of Ped Fatalities

2011	53	37%
2012	49	32%
2013	68	37%
2014	54	39%
2015	54	39%
2016	57	38%
2017	54	50%
2018	59	50%
2019	52	42%
2020	37	39%
2021	48	38%
2022	47	38%
2023	48	46%
2024	34	28%
Last 12-Month Total	36	33%

Note: *includes bicyclist on senior pedestrian fatalities (non FARS): 1 in 2013, 2019, 2021, 2022 and 2024; 2 in 2014 and 2023;

Pedestrian Fatalities Per 100,000 Residents Ages 65+



Year to Date

01/01/2025 - 09/30/2025

9 months

Year	Total	Pct. of Total
2022	27	34%
2023	30	43%
2024	25	28%
3-Year Avg.	27.3	34%
2025	27	35%

% Change in 2025 From 3-Year Average

-1%

Seniors and Street Safety Improvements

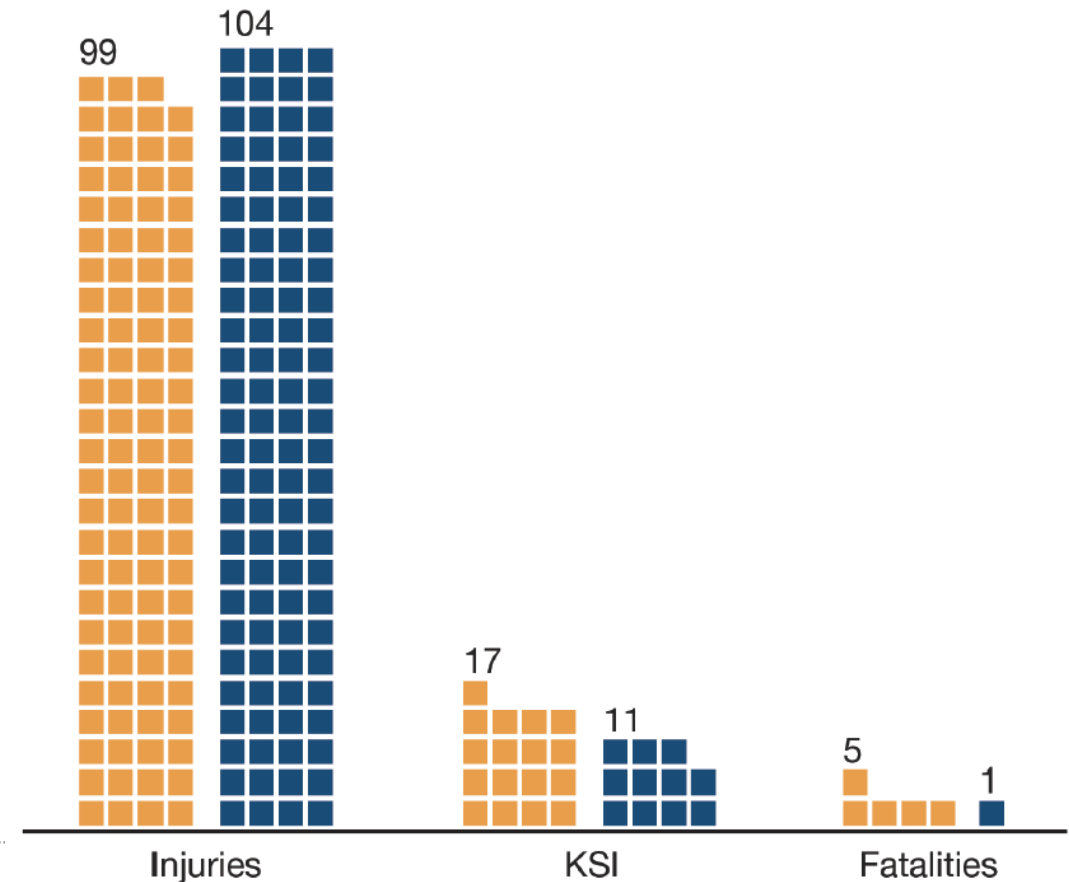
Severity

Seniors appear to behave very similarly to younger adults (age 25 – 64*). They are not struck more often, but the result of the crashes are more severe

* Studies have shown cognitive abilities and tendencies are mostly unchanged after the age of 25. Comparing seniors to those aged 25-64 helps eliminate behavioral differences in navigation and risk-taking behaviors between age buckets

Average Annual Injuries and Fatalities
Per 100,000 Population

■ = 1 Senior ■ = 1 Non-Senior Adult



Seniors and Street Safety Improvements

Safety Treatment Evaluation

- Many street improvements installed by DOT are proven to reduce injury, especially for seniors.
- In addition to reducing injuries and fatalities among seniors, they also improve street livability and access to mobility means other than cars

Safety Treatment Effectiveness				
Treatment Name & Safety Features	Senior Pedestrian Injuries	Senior Pedestrian KSI	Non-Senior Adult Pedestrian Injuries	Non-Senior Adult Pedestrian KSI
Road Diets 	 17%	 35%	 1%	 16%
Conventional Bike Lanes 	 4%	 23%	 8%	 8%
Protected Bike Lanes 	 22%	 39%	 9%	 24%
Pedestrian Islands 	 20%	 25%	 3%	 39%
Curb and Sidewalk Extensions 	 22%	 15%	 1%	 45%
Turn Calming 	 19%	 60%	 10%	 2%
Leading Pedestrian Intervals (LPIs) 	 15%	 41%	 7%	 26%

Seniors and Street Safety Improvements

Protecting Cyclists and Pedestrians

Protected Bike Lanes:

- Over 240 miles of protected bike lanes have been installed since the start of Vision Zero.

Leading Pedestrian Intervals:

- Over 6,300 installed since the start of Vision Zero, 464 in 2024.
- LPIs give pedestrians the opportunity to cross 7-10 seconds before vehicles are given a green light.



Seniors and Street Safety Improvements

Reducing Speeds and Conflicts

Road diets are a key corridor management strategy intended to calm traffic by narrowing or removing motor vehicle lanes, slowing speeds, and inserting infrastructure to control turns and aid pedestrians like pedestrian refuge islands.

Turn calming slows turns and reduces pedestrian exposure at crosswalks with physical interventions like rubber speedbumps

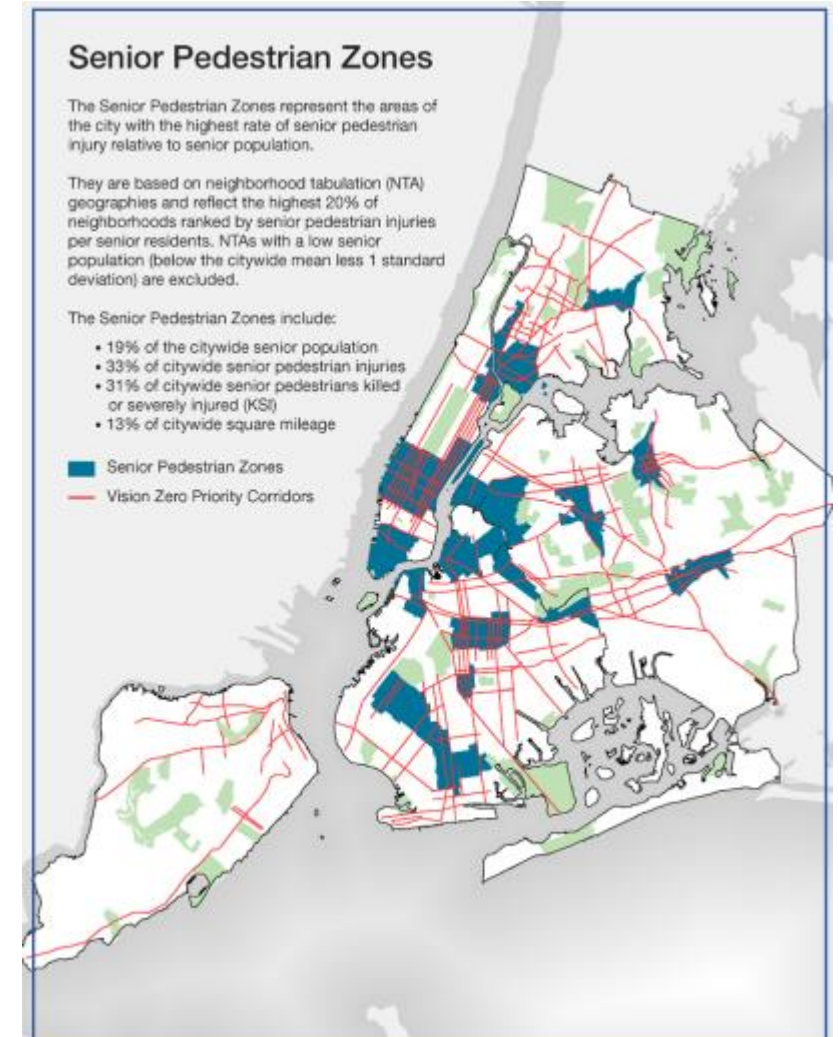
- 517 intersections in Senior Pedestrian Zones have received turn calming treatments since the start of Vision Zero



Senior Pedestrian Zones

Targeting Neighborhoods at Risk

- DOT Safety Education visited more than **1163** senior centers at Priority Locations since start of Vision Zero
- **273** senior center visits in Priority Locations in 2024
- **9.3** Miles of Corridor Safety Retimings in Senior Pedestrian Zones in 2024
- **517** Turn Calming treatments in Senior Pedestrian Zones since the start of Vision Zero
- **28** raised crosswalks installed in Senior Pedestrian Zones



Transit Access and Livability Improvements

Improving Transit Access and Livability

Expanding Access to Mass Transit

- Busways are designated corridors that prioritize bus traffic over private vehicles.
 - These streets ban most private vehicles in lieu of mass transit
 - Enforced with bus-mounted cameras.
- Manhattan's 14th Street Busway has improved bus speeds and ridership:
 - 24% increase to bus speed
 - 30% increase in ridership
- Planned busway along 34th Street coming soon

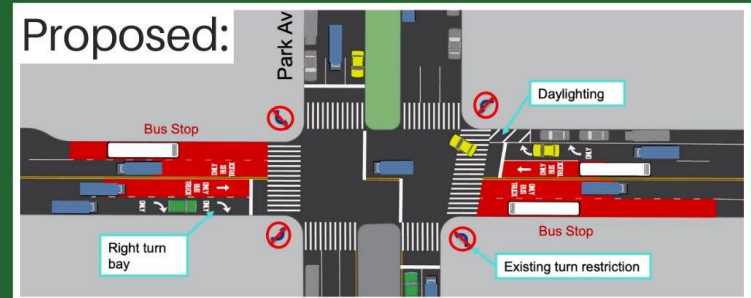


34th Street Busway

Existing:



Proposed:



Improving Transit Access and Livability

Bus Stops Under the El

- Underneath elevated subway lines, columns prevent buses from accessing the curb and bus riders are forced to wait for, board, and alight the bus in the middle of the street.
- This leaves bus riders vulnerable to collisions with vehicles, and also makes bus stops inaccessible for the elderly and disabled, who may require additional help.
- DOT improves these locations by constructing bus boarding islands or curb extensions at existing bus stop locations under the el. These improvements provide bus riders a safe space to wait for the bus and the ability to board without crossing through traffic.



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Improving Transit Access and Livability

Raised Crosswalks

- A Raised Crosswalk is a speed hump with a flat surface that meets the adjacent curbs and has a full-width crosswalk contained within the flat portion, usually 10 feet wide.
- It combines the benefits of a raised speed reducer with increased accessibility and enhanced visibility for the pedestrians crossing.
- 129 raised crosswalks have been installed since the start of Vision Zero



Improving Transit Access and Livability

Benches and Leaning Bars

- Public seating provides resting places that make streets more comfortable for all New Yorkers, especially pedestrians and transit riders.
- NYC DOT installs and maintains benches and leaning bars on sidewalks and plazas.
- With places to rest, people can take longer journeys, making travel easier for bus riders, seniors, and people with disabilities.
- NYC DOT has permanently installed over 2,600 benches and leaning bars.



Improving Transit Access and Livability

Street Seats

- Street Seats allows partners to apply to transform parking into public spaces between the months of March through December.
- Street Seats are installed in the roadbed along the curb line or on wide sidewalks to create an attractive setting for eating, reading, working, meeting a friend or taking a rest.
- Any type of business or institution that owns or operates the frontage at the ground floor of a building may be eligible to install and maintain a Street Seat



Improving Transit Access and Livability

Innovation and Pilot Programs

- DOT is cooperating with MTA, contractors, and installers to make information more available at bus stops with the Next-Generation Real Time Passenger Information (RTPI) program.



Thank you!



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