

# Improving Adam Clayton Powell, Jr. Blvd



Commissioner Janette Sadik-Khan New York City Department of Transportation  
Presented to Community Board 10 May 9, 2012





# Presentation Agenda

- **Community Outreach Update**
- **DOT Improvements and Safety Data**
- **Historic and Existing Conditions**
- **DOT Toolbox**
- **Conceptual Design**

# Community Workshop – July 2011



**Presentation of Existing Conditions and Safety Needs**

## **Small Group Discussions and Report Back**



**38 attendees:**  
Residents, business owners,  
workers, community board  
members



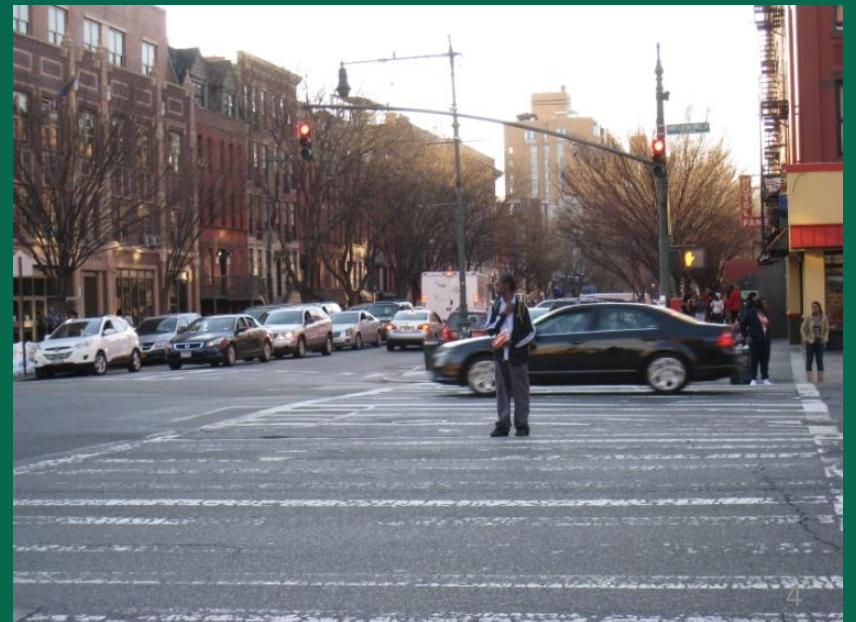
# Community Workshop – July 2011

## Top Issues

- High vehicle speeds
- Signal timing
- Cars make dangerous left turns
- Unsafe pedestrian crossings

## Top Recommendations

- Extend center medians
- Left-turn signals
- Pedestrian countdown signals
- Leading Pedestrian Intervals (LPIs)
- Improved Speed Limit Signage
- Increase enforcement



# CB Update – September 2011

**Updated Community Board  
10 Transportation  
Committee with July 2011  
workshop feedback**





# Walking Tour – March 2012



**DOT met with Abyssinian Development Corporation seniors for a walking tour of Adam Clayton Powell, Jr. Blvd**



## **Top Issues:**

- Reckless driving, especially motorcycles
- Vehicles turning corners at high speeds
- High vehicle speeds near schools
- Center medians need improvements
- Cracked and dangerous sidewalks
- Potholes

# Community Workshop– March 2012



## Discussion of

- Existing Conditions
- Safety Needs
- Historic Context
- Proposed Conceptual Design

## Small Group Discussions

31 attendees:

Residents, nonprofits,  
business owners, workers,  
Community Board members





# Historic Avenue, Unique Design





# Historic Avenue, Unique Design

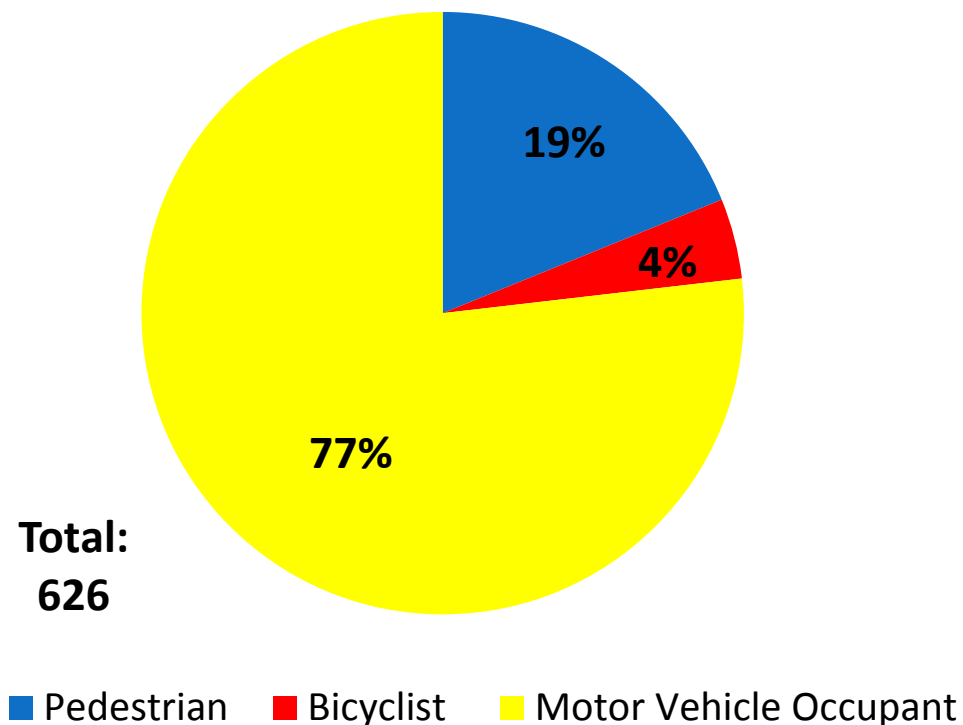


# Safety Problems

## Adam Clayton Powell, Jr. Blvd

(btw. W. 118<sup>th</sup> – W. 153<sup>rd</sup> Streets)

Road Injuries 2006-2010



**Over 75% injuries on road are motor vehicle occupants**

**31% of motor vehicle crashes are rear-end collisions**

**10 Fatalities** (2006-2012)

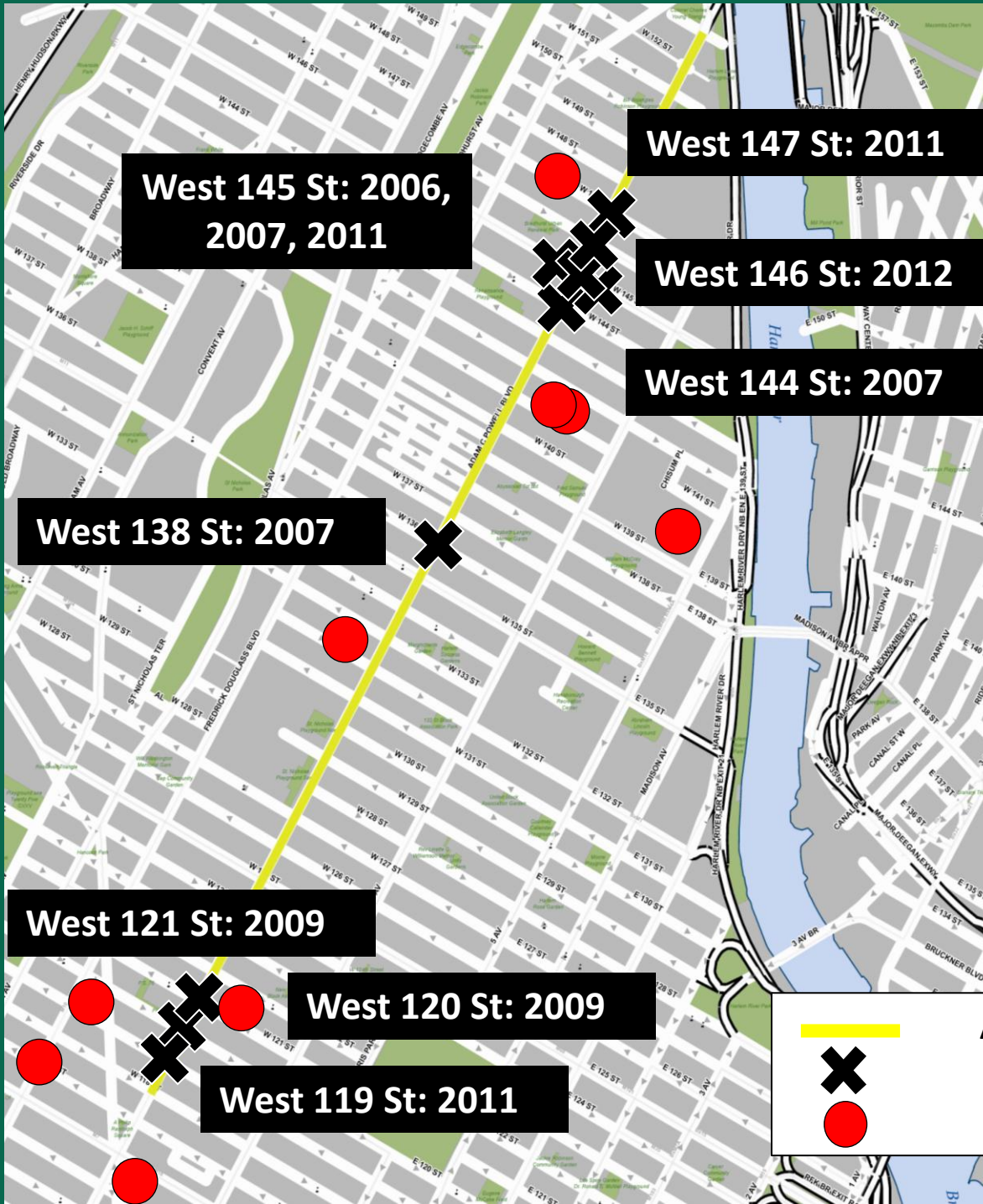
compared to:

**2 on Frederick Douglass Blvd**

**3 on Lenox Ave**



# Pedestrian Fatalities (2006- present)



- **All 10 fatalities were pedestrians** (2006-2012)
- **Average age of pedestrian killed: 62**
- **7 out of 10 fatalities: vehicle/collision in inside or left lane**

Adam Clayton Powell, Jr. Blvd  
Pedestrian Fatality Location  
Address of Killed Pedestrian

# Recent Safety Improvements

## Safe Routes to Schools Improvements (2010)

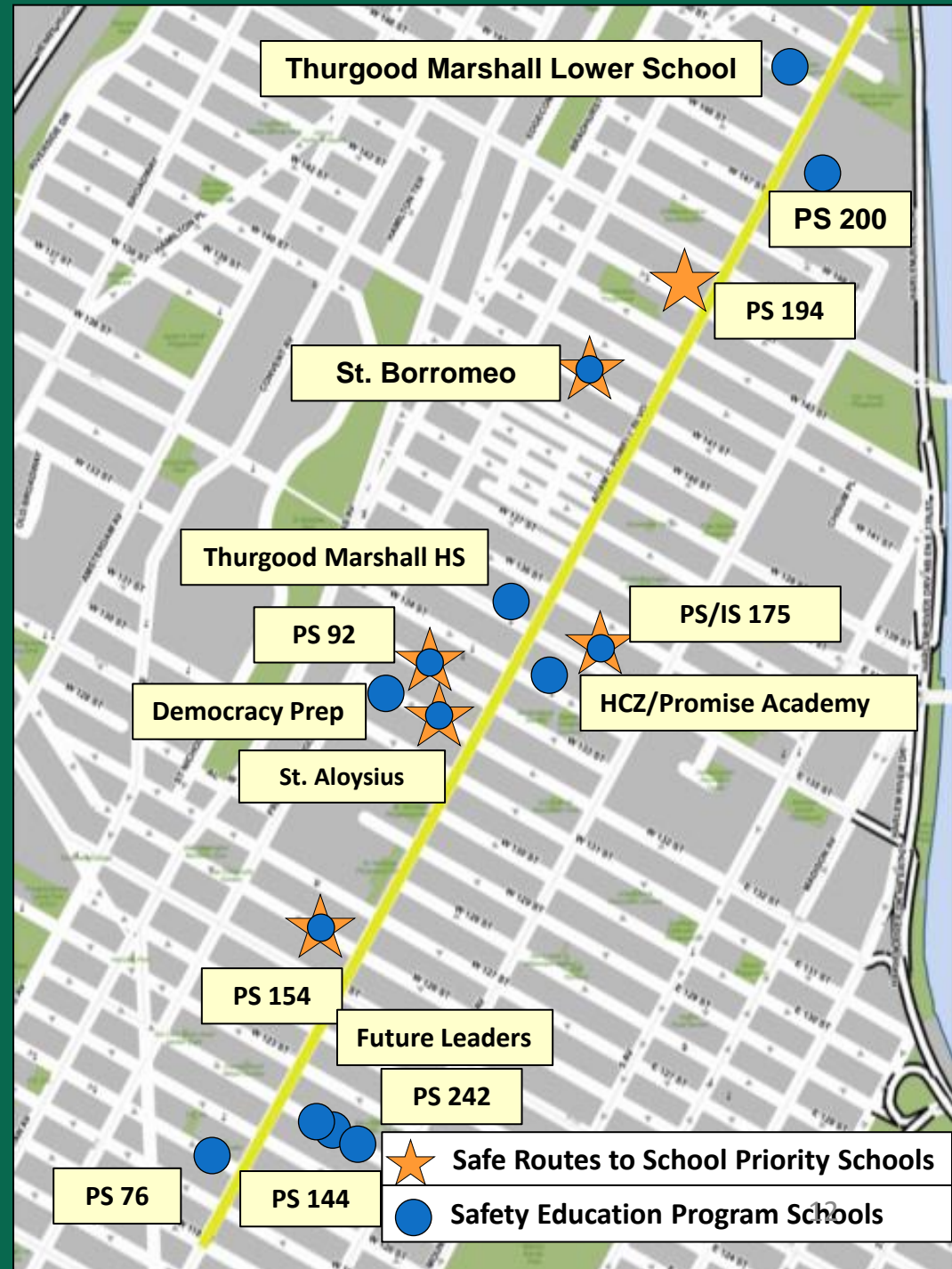
- Center median extensions
- Curb extensions at crosswalks
- Pedestrian safety signage

## Safety Education Program

- Collaboration with schools, PTAs to address safety concerns
- Safe streets education that ties into school curriculum

## Installed Countdown Pedestrian Signals (2012)

- Retimed signals to increase countdown (23 sec)





# Existing Conditions



Waiting to cross close to speeding vehicles

# Existing Conditions



Waiting to cross close to speeding vehicles



# Existing Conditions



Waiting to cross close to turning vehicles

# Existing Conditions



No median in crosswalk



# Existing Conditions

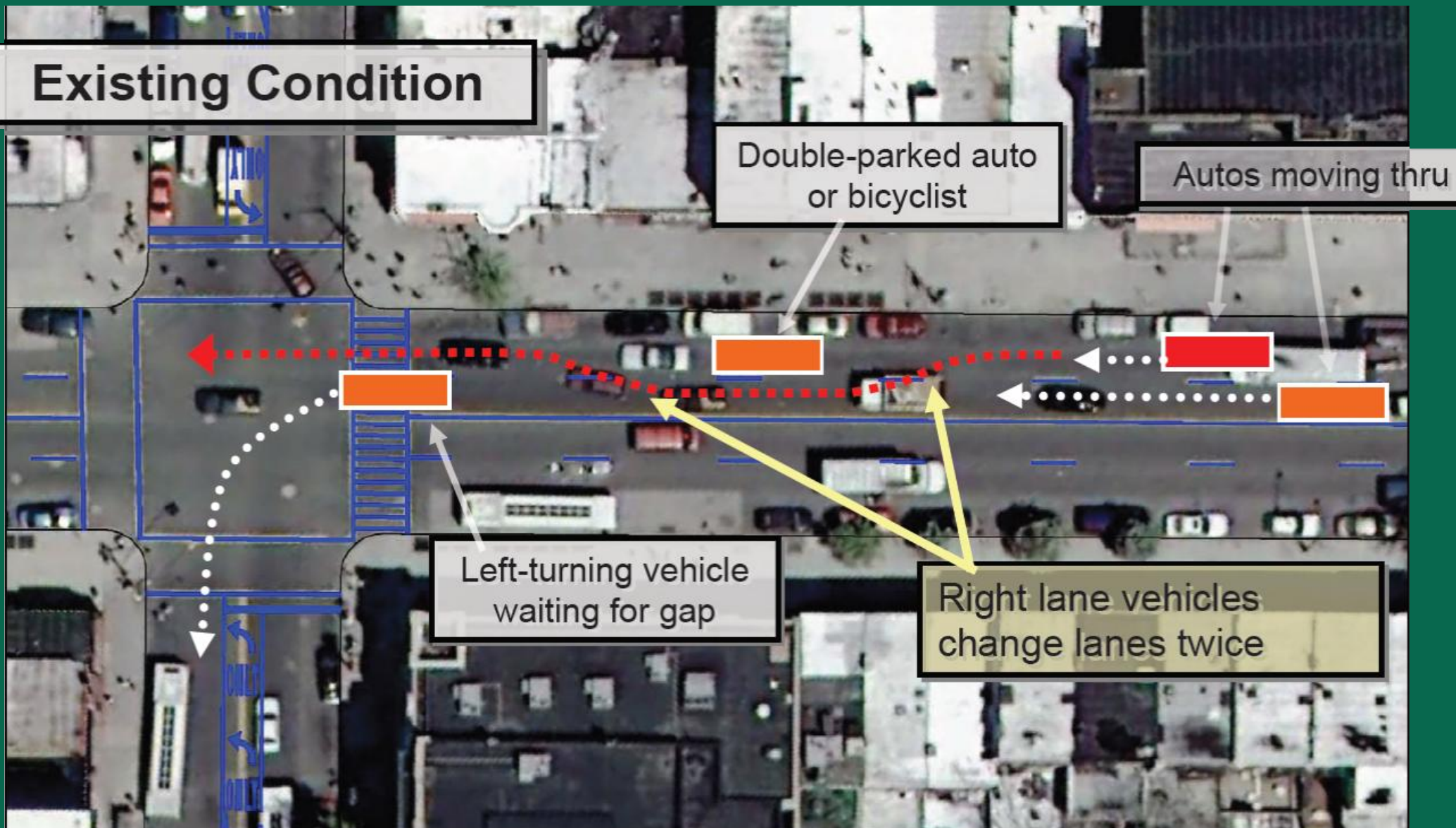


Difficult Left Turns



# Existing Conditions

## Existing Condition



Through vehicles change lanes to avoid stopped vehicles



# DOT Toolbox

## Problem



No median in crosswalk

Waiting to cross near  
speeding/turning cars

Long crosswalk

## Potential Treatments

Widen/Extend Median



Ped Countdown Signals



# DOT Toolbox

## Problem



Difficult or dangerous left turns

Reckless driving

Through vehicles change lanes to avoid stopped cars

## Potential Treatments

Left-turn Lanes/ Wider parking lanes



Left-turn Signals



# DOT Toolbox

## Additional Amenities



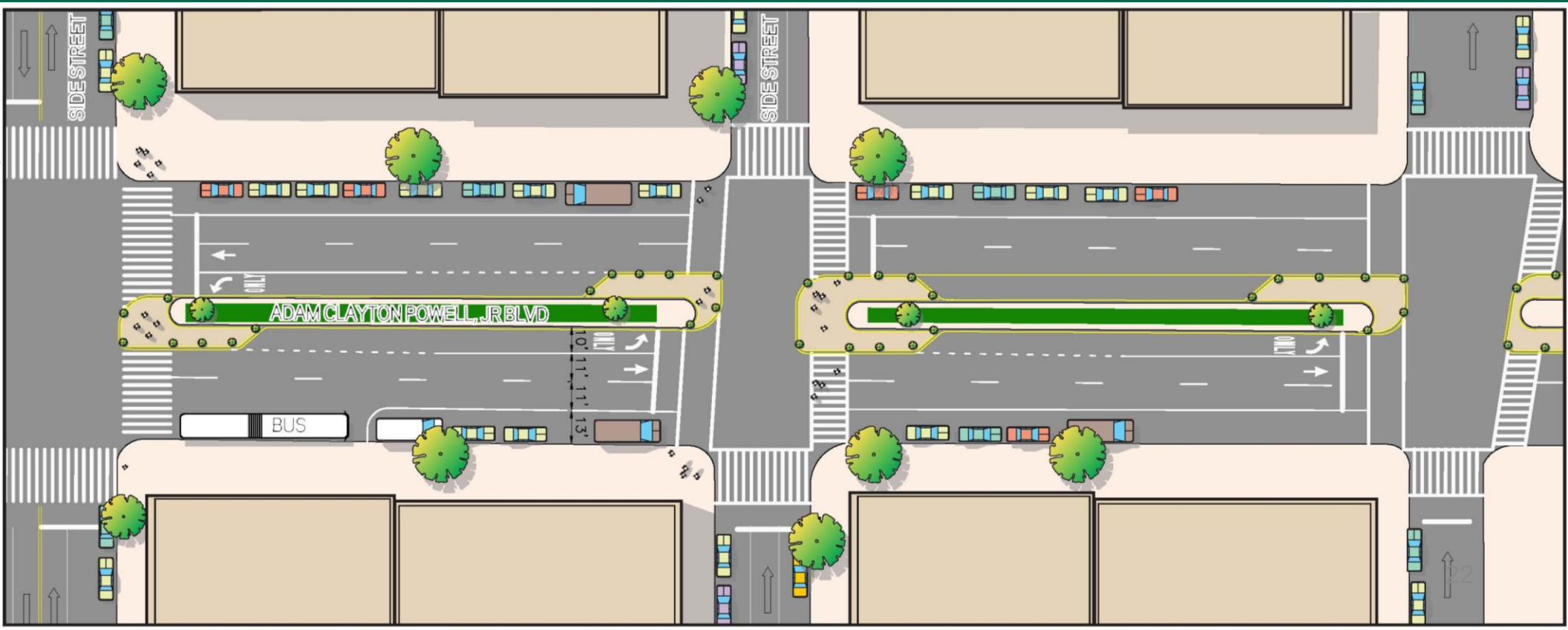
Benches

## Pedestrian Space Planters



# Conceptual Design - Overview

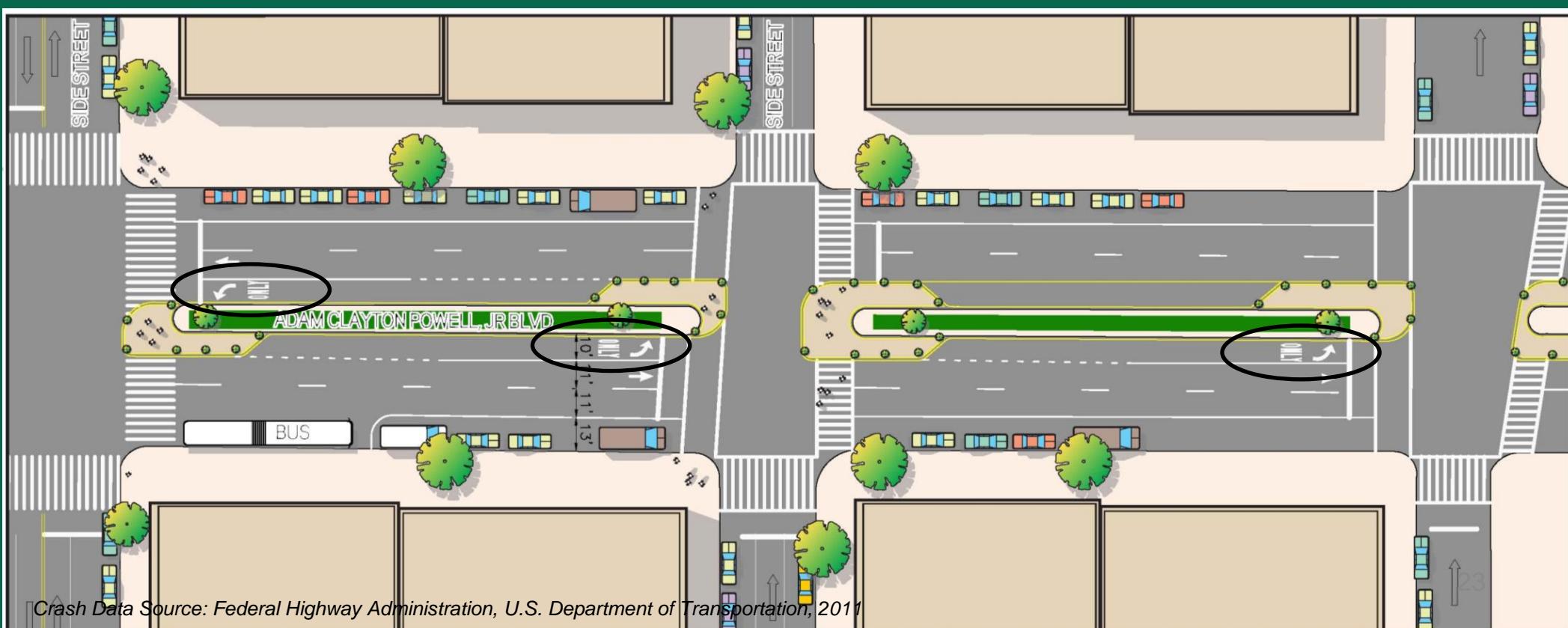
- Widen medians at crosswalks for increased pedestrian space
- Install Dedicated Left-turn lanes
- Install Left-turn Signals at 135<sup>th</sup>, 145<sup>th</sup> Streets; LPI at 125<sup>th</sup> Street
- Widen parking lanes for safer entering/exiting vehicles





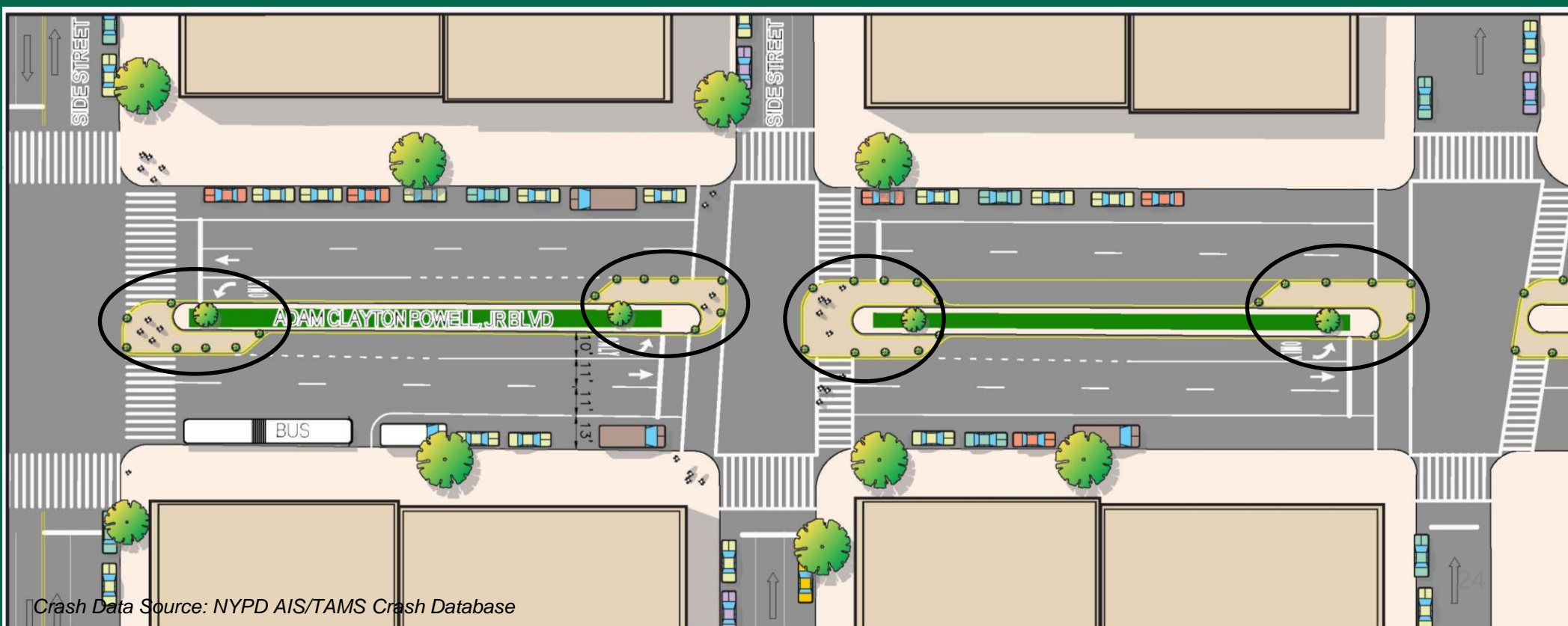
# Left Turn Lanes - Benefits

- No “back pressure” for turning vehicles
- Left-turn lanes reduce crashes by 50 percent on average
- DOT Signal Study recommends WB left-turn phase at 145<sup>th</sup> Street, NB left-turn phase at 135<sup>th</sup> Street, and LPI at 125<sup>th</sup> Street



# Pedestrian Space - Benefits

- Shortens pedestrian crossing distance
- Provides safer, distinct pedestrian space at median
- Opportunities for avenue beautification
- Similar treatments on other New York City streets have:
  - Up to **1/3 decrease** in pedestrian injuries
  - Up to **1/2 decrease** in motor vehicle occupant injuries





# Conceptual Design- with Planters

**135<sup>th</sup> St – Existing Conditions**



**135<sup>th</sup> St – with Conceptual Design**





# Conceptual Design - with Delineators

**141<sup>st</sup> St – Existing Conditions**



**141<sup>st</sup> St – with Conceptual Design**



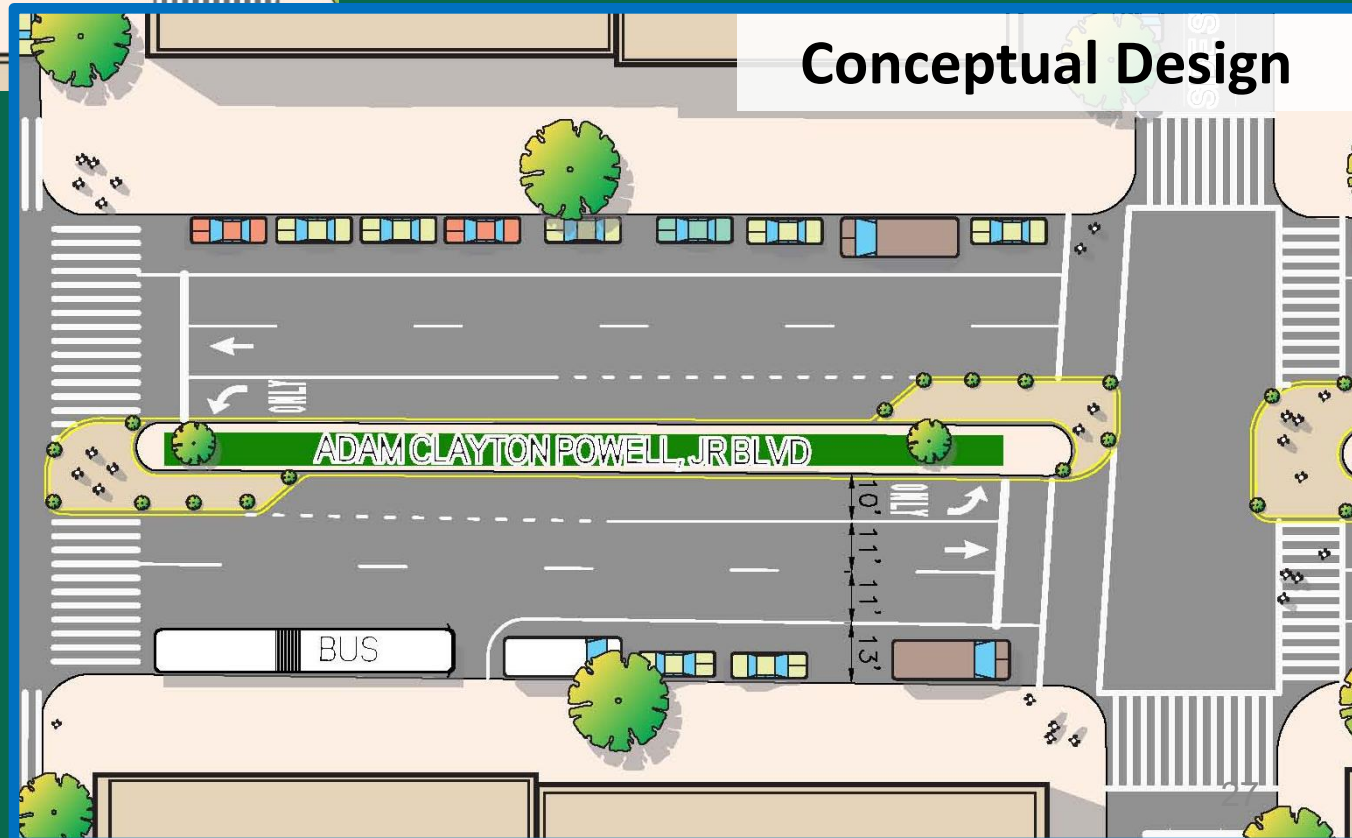


# Conceptual Design - Left Turn Lanes

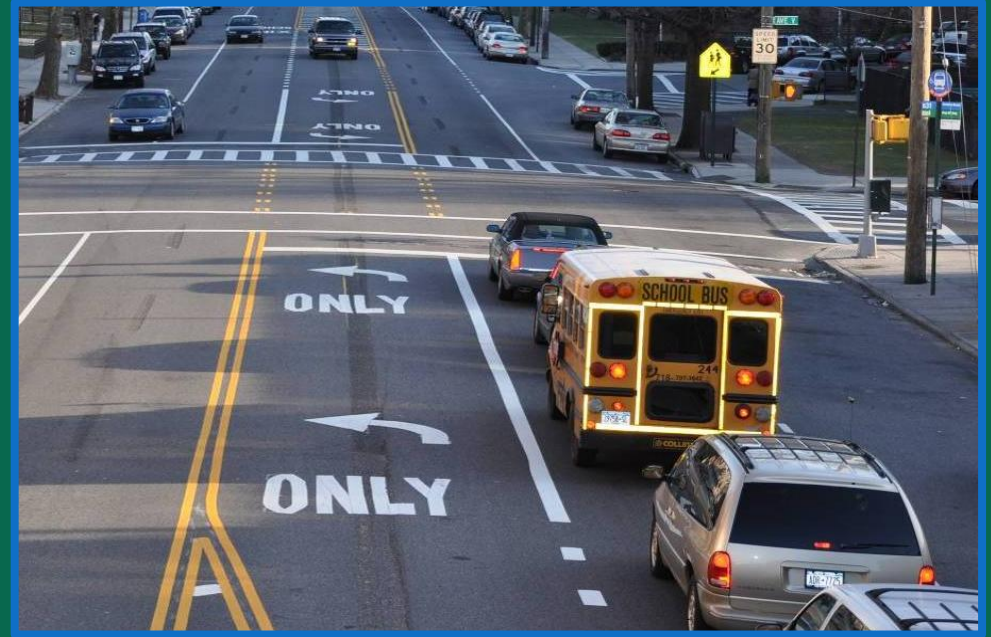
Existing Conditions



Conceptual Design



# Summary of Benefits



- Extended median provides **safer pedestrian space and shorter crossing distance**
- Planters are opportunity to **beautify avenue**
- Dedicated left-turn lanes **organize traffic and reduce excessive lane changes**
- Wider parking lanes are **safer for motorists entering/existing vehicles**





Thank  
You