

Improving Adam Clayton Powell, Jr. Blvd



Commissioner Janette Sadik-Khan New York City Department of Transportation
Presented to Community Board 10 June 13, 2012



Presentation Agenda

- **Outreach Summary**
- **Existing Conditions Summary**
- **Proposal Summary**
- **Revised Project Phasing**

Community Outreach –2011-2012



July 2011 – 1st Public Workshop
- 38 attendees

Sept 2011 – CB 10 presentation



March 2012 – Walking Tour
- Approx. 20 seniors

March 2012 – 2nd Public Workshop
- 31 attendees

May 2012 – CB 10 presentation

Community Outreach –2011-2012

List of Groups Met with about Proposed Design

- 
- Abyssinian Development Corporation
 - Greater Harlem Chamber of Commerce
 - UBA A. Philip Randolph Senior Center
 - Citizens Care Day Care Center 4
 - Christian Parish for Spiritual Renewal
 - First Corinthian Baptist Church
 - Mother AME Zion Church
 - Second St. John Baptist Church
 - Union Baptist Church
 - Williams Institutional CME Church
 - Greater Hood Memorial AME Church
 - 123rd Street Block Association
 - 125th Street BID
 - Harlem Hospital
 - Harlem Community Development Corporation
 - Harlem Congregations for Community Improvement
 - Harlem Children's Zone
 - Metropolitan Baptist Church
 - New York Academy of Medicine
 - Central Harlem Healthy Start
 - NYC Strategic Alliance for Health
 - NYCHA St. Nicholas Houses Resident Association
 - NYCHA Frederick Samuels Houses Resident Association
 - Frederick Samuels Houses MHOP Resident Association
 - Numerous local merchants

Historic Avenue, Unique Design



Existing Conditions



Difficult Left Turns

Existing Conditions



Waiting to cross close to speeding vehicles

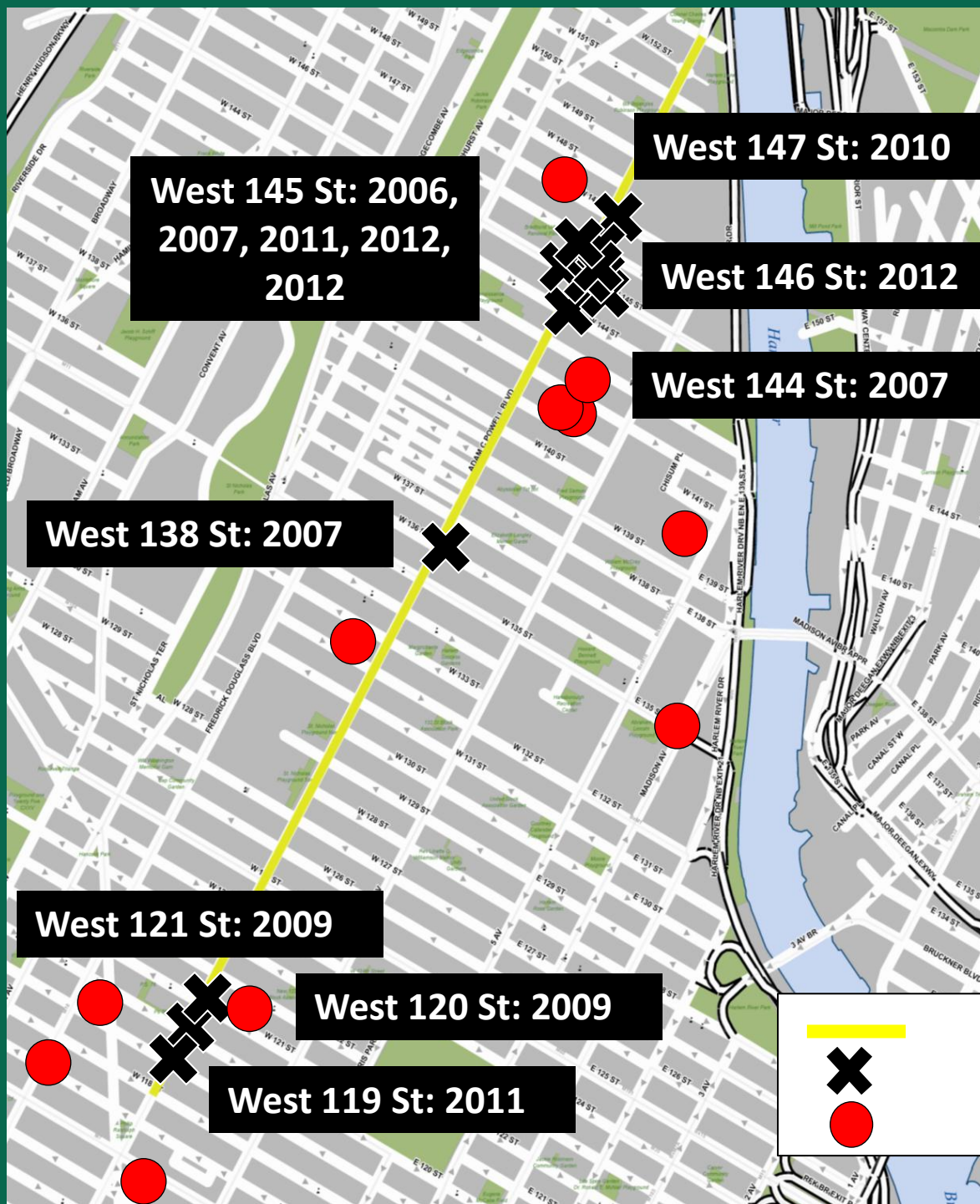
Safety Problems

Adam Clayton Powell, Jr. Blvd Injuries & Fatalities (2006-2010)



- Top **12%** of serious injuries and fatalities in Manhattan
- Over **75%** of road injuries are motor vehicle occupants
- **31%** of motor vehicle crashes are rear-end collisions

Pedestrian Fatalities (2006- present)



- **12 fatalities** (2006-present)
compared to:
2 on Frederick Douglass Blvd
4 on Lenox Ave

- **Average age of pedestrian killed: 59**
- **7 out of 12 fatalities: vehicle/collision in left lane**

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

Recent Safety Improvements

Safe Routes to Schools

Ranks schools Citywide on traffic crashes within 700 feet of each school

- 6 schools in **top 10%** City-wide
- 2 schools on **top 10** City-wide

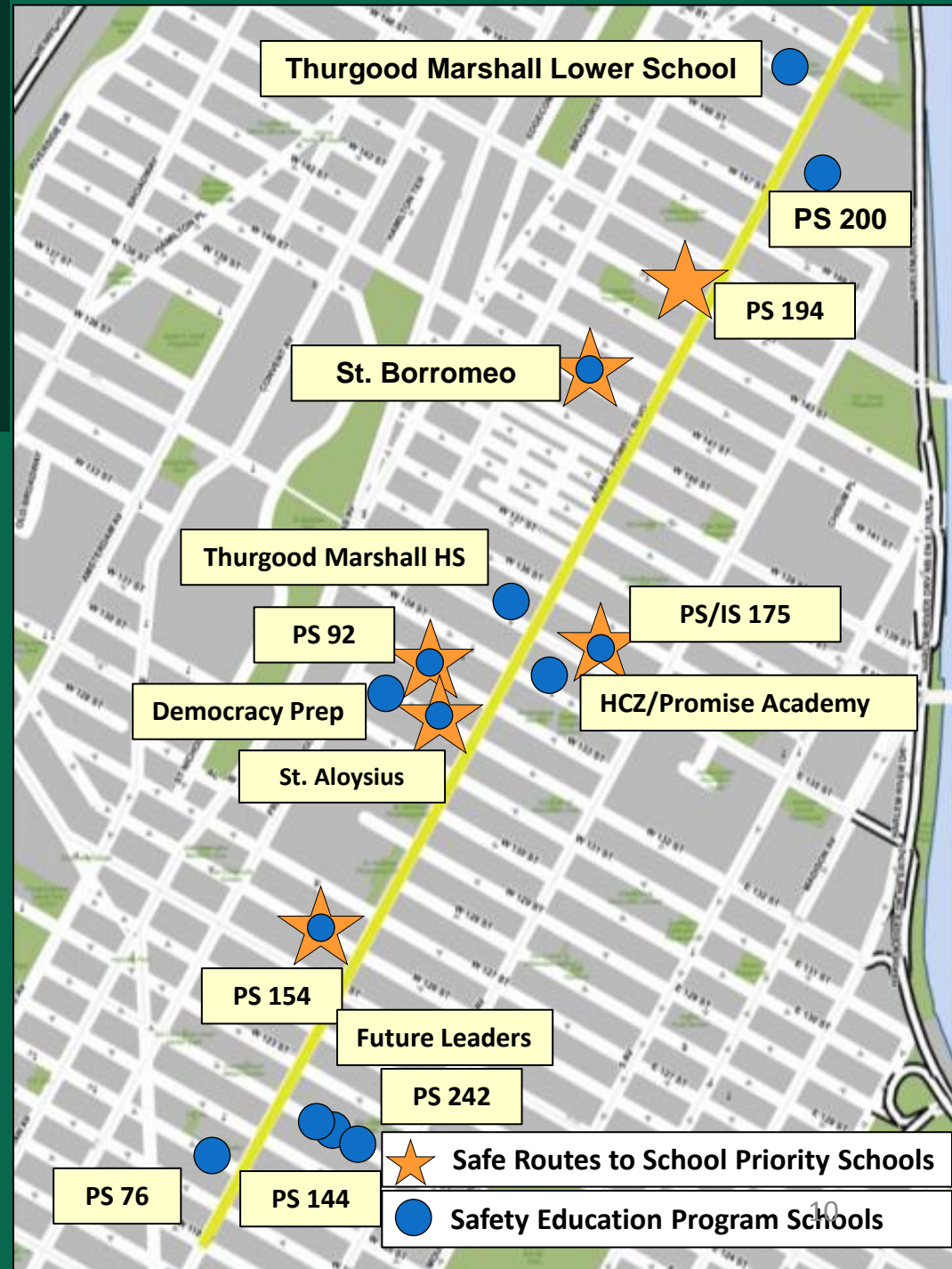
Note: Total of 1,426 schools analyzed

Safe Routes to Schools Improvements

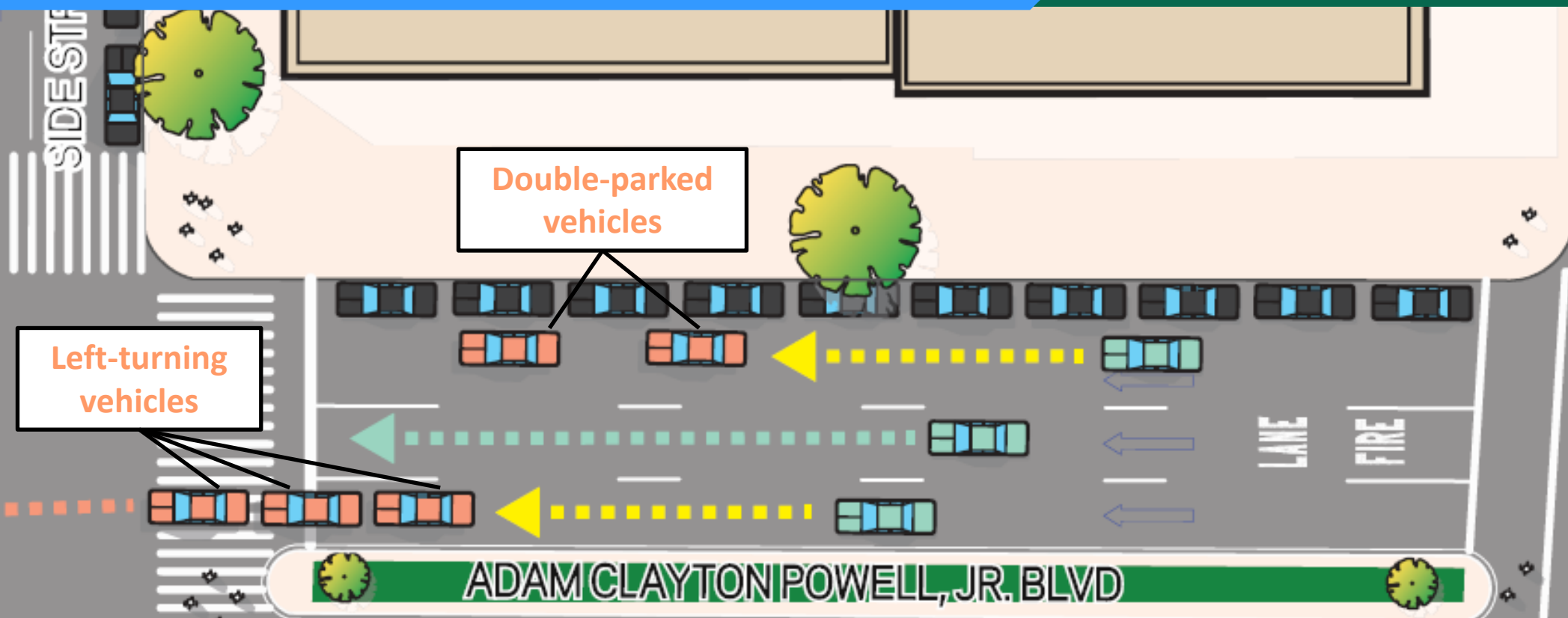
- Center median extensions
- Curb extensions at crosswalks
- Pedestrian safety signage
- Safety Education school programs

Street Improvements

- Retimed signals to increase countdown (25 sec)
- Installed Countdown Pedestrian Signals (2012)



Existing Conditions



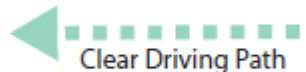
LEGEND



Through-moving Car



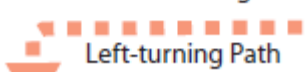
Double-Parked or
Left-turning Car



Clear Driving Path



Blocked Driving Path



Left-turning Path

Existing Conditions:

- Only one "good" travel lane
- Last-minute merging common
- No organization on street

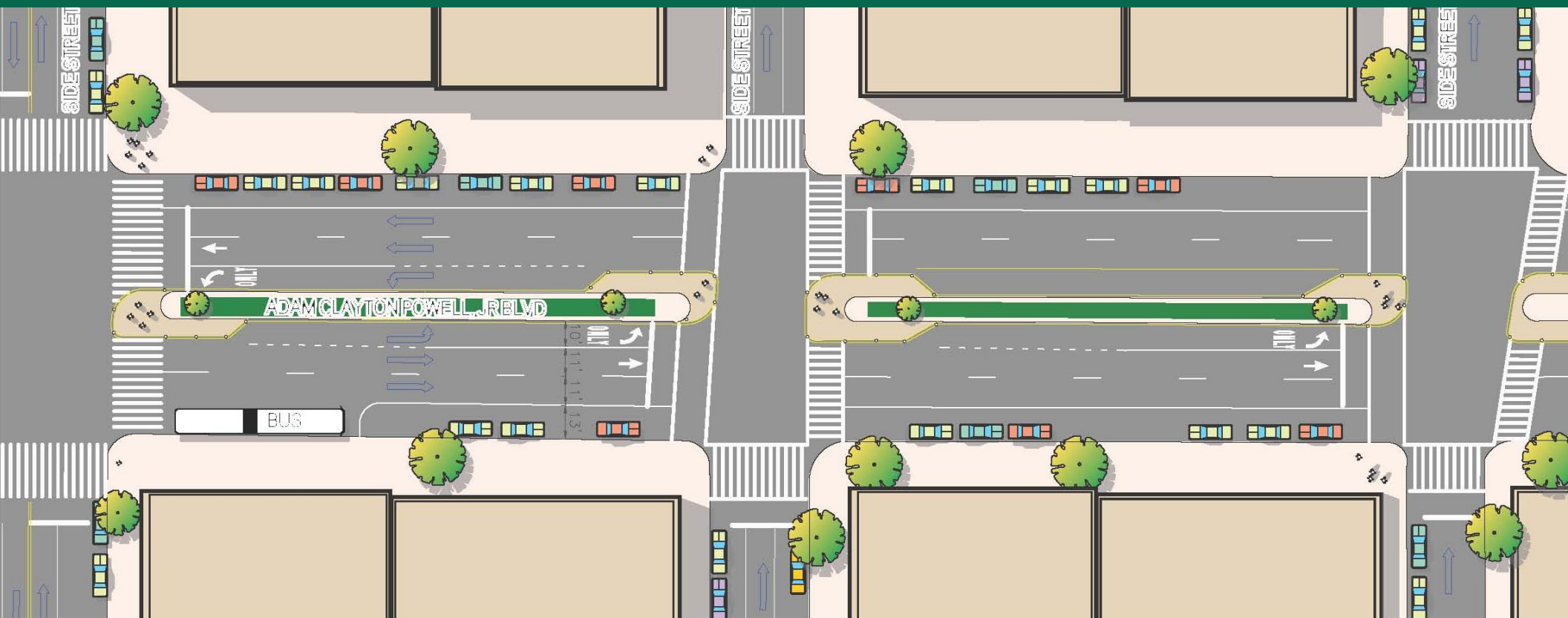
DOT Toolbox

EXISTING

ONE "GOOD" THROUGH LANE
NO ORGANIZATION ON STREET
DOUBLE PARKING/LIGHTER TRAFFIC ON SUNDAYS



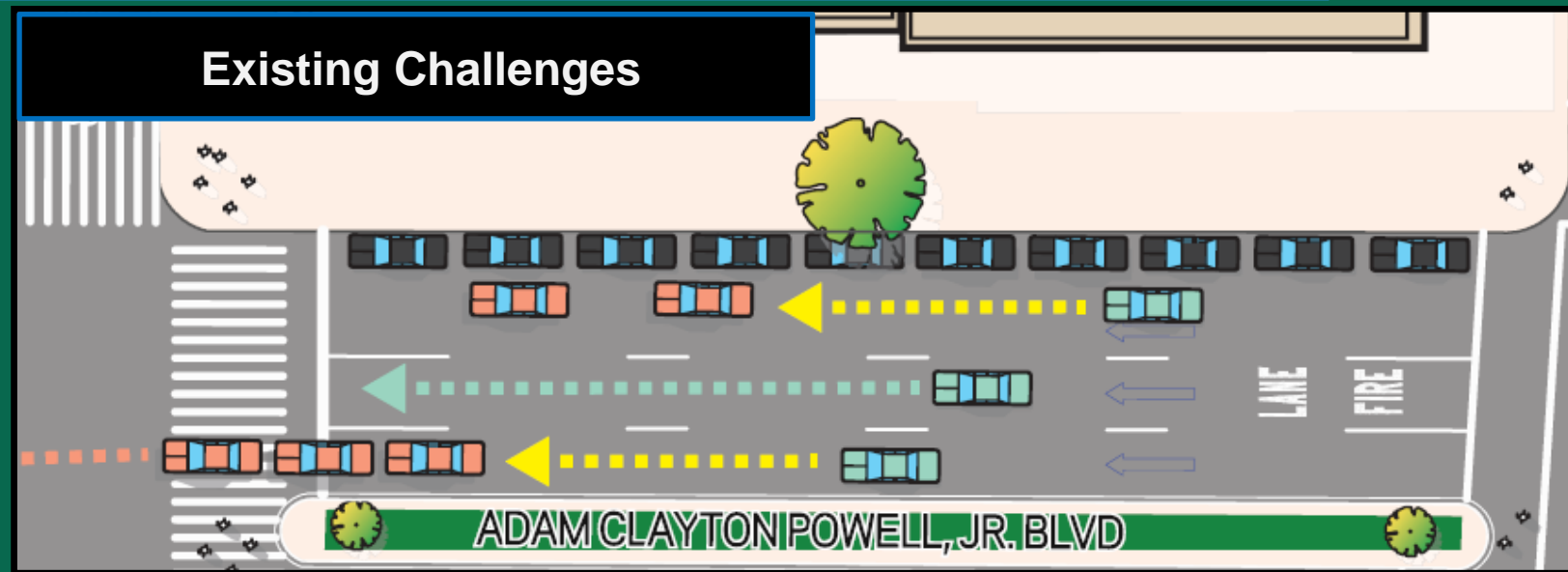
Proposed Conceptual Design








- Dedicated left-turn lanes
 - Left-turn signals at 135th Street (NB) and 145th Street (WB)
- Extended center medians
- Wider parking/loading lanes

DOT Toolbox

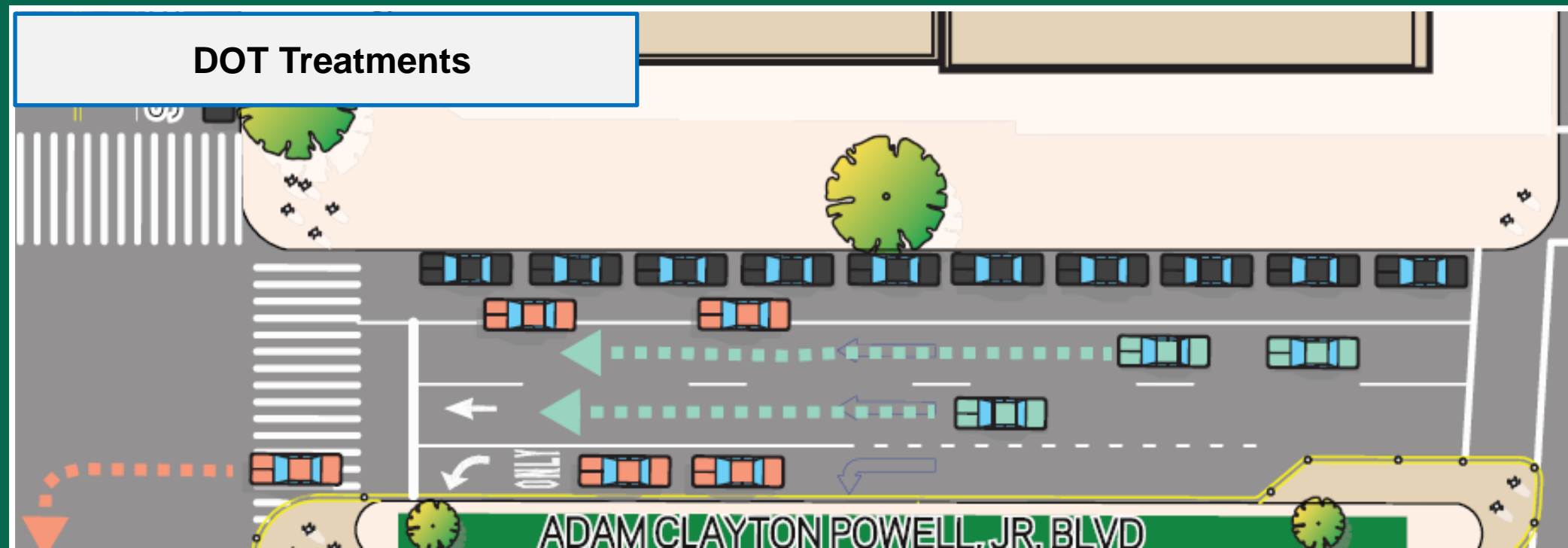
Existing Challenges



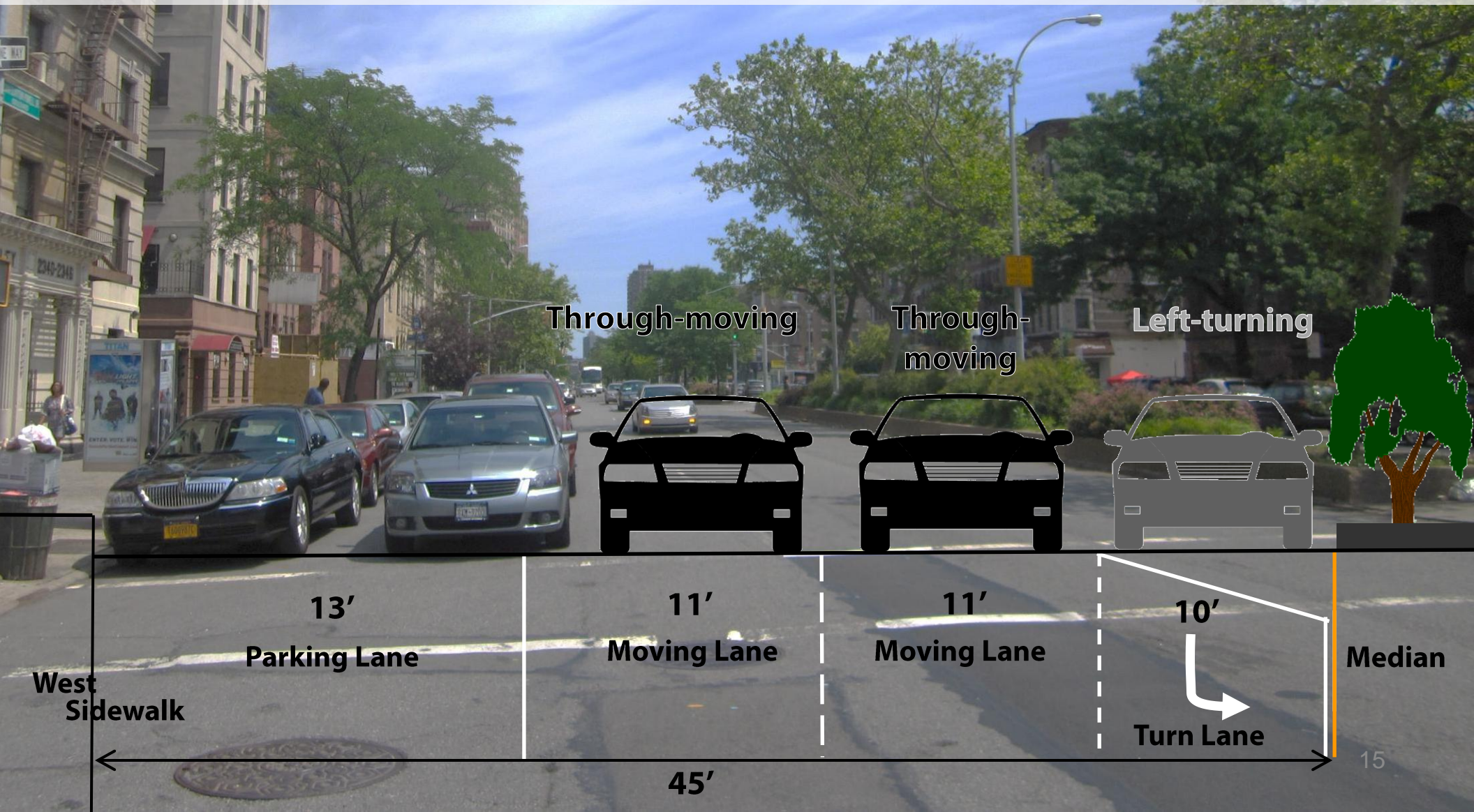
LEGEND

-  Through-moving Car
-  Double-Parked or Left-turning Car
-  Clear Driving Path
-  Blocked Driving Path
-  Left-turning Path

DOT Treatments



**TWO “GOOD” THROUGH LANES
SEPARATE LEFT-TURN LANE
DOUBLE PARKING/LIGHTER TRAFFIC ON SUNDAYS**



Conceptual Design

141st St – Existing Conditions



141st St – with Conceptual Design



Summary of Benefits



- Dedicated left-turn lanes **organize traffic and reduce excessive lane changes**
- Wider parking lanes are **safer for motorists entering/existing vehicles**
- Extended median provides **safer pedestrian space and shorter crossing distance**
- Delineators clearly mark **pedestrian space boundary**

Community-Proposed Changes to Design

Community Board 10 Request

DOT Responses

Planters too difficult to maintain

Delineators instead of planters

Project limits very extensive
(153rd Street to 118th Street)

Project limits reduced
(153rd Street to 134th Street)

Signal timing to discourage speeding

Off-peak signal timing to be adjusted

Community Request

DOT Response

Additional community parking

Adding back hours of community parking (125th Street to 121st Street)

Revised Proposed Phasing



Project Follow-up

- Collect crash data before/after implementation
- Return to CB in late fall to review project
- Community workshop in late fall to discuss project



Thank
You