Improving Adam Clayton Powell, Jr. Blvd

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Presented to Community Board 10
June 13, 2012
• 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
- Numerous local merchants
Historic Avenue, Unique Design
Existing Conditions

Difficult Left Turns
Existing Conditions

Waiting to cross close to speeding vehicles
Safety Problems

- 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
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:

- Only one “good” travel lane
- Last-minute merging common
- No organization on street
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
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
<table>
<thead>
<tr>
<th>Community Board 10 Request</th>
<th>DOT Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planter too difficult to maintain</td>
<td>Delineators instead of planters</td>
</tr>
<tr>
<td>Project limits very extensive</td>
<td>Project limits reduced</td>
</tr>
<tr>
<td>(153rd Street to 118th Street)</td>
<td>(153rd Street to 134th Street)</td>
</tr>
<tr>
<td>Signal timing to discourage speeding</td>
<td>Off-peak signal timing to be adjusted</td>
</tr>
<tr>
<td>Community Request</td>
<td>DOT Response</td>
</tr>
<tr>
<td>Additional community parking</td>
<td>Adding back hours of community parking (125th Street to 121st Street)</td>
</tr>
</tbody>
</table>
**Revised Proposed Phasing**

**PHASE I**

- **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