Post Implementation Community Board 10

Adam Clayton Powell Jr. Blvd

December 12, 2012
Project Summary

Before

Phase 1 Project Limits:
- W 133 St – W 153 St

Implemented Phase 1: August 2012:
- Painted pedestrian islands
- Left-turn lanes
- Wide parking lanes
- Off-peak signal timing

After
Peak Travel Times - Before & After

- ACP travel times remained stable after implementation

Adam Clayton Powell Jr Blvd Weekday
Peak Hour Travel Times
135th Street to 153rd Street

Weekday average travel times derived from 18 runs conducted once every 30 minutes over three days
Before travel time surveys conducted June 6-9, 2011
After travel time surveys conducted October 16-18, 2012

SB AM Peak Average (7am-10am)  After
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4:46
2:38

NB PM Peak Average (4pm-7pm)  Before  After
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3:52
3:32

Travel Time (Minutes: Seconds)
Traffic Speed – Frequency of Speeding

During the evening/night when speeding is worst the following occurred:

• **BEFORE:** 60% exceeded speed limit
• **AFTER:** 40% exceeded speed limit

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>BEFORE</td>
<td>AFTER</td>
</tr>
<tr>
<td>Evening/Night</td>
<td>May 2010 66%</td>
<td>November 2012 40%</td>
</tr>
</tbody>
</table>

Source: NYCDOT Radar Study
During the evening/night when speeds are worst the following occurred:

- **BEFORE:** Maximum speed recorded was **52 mph**
- **AFTER:** Maximum speed recorded was **45 mph**

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Northbound Before</th>
<th>Northbound After</th>
<th>Southbound Before</th>
<th>Southbound After</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evening/Night</td>
<td>May 2010</td>
<td>49.0</td>
<td>May 2010</td>
<td>52.0</td>
</tr>
<tr>
<td></td>
<td>November 2012</td>
<td>42.0</td>
<td>November 2012</td>
<td>45.0</td>
</tr>
</tbody>
</table>

Source: NYCDOT Radar Study
**Safety- Before & After (Oct/Sept) Crash Statistics**

- Crashes on ACP are down 32%

<table>
<thead>
<tr>
<th>Adam Clayton Powell Jr. Boulevard</th>
<th>Number of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Before</strong></td>
<td><strong>Year (Sept/Oct)</strong></td>
</tr>
<tr>
<td>2009</td>
<td>33</td>
</tr>
<tr>
<td>2010</td>
<td>31</td>
</tr>
<tr>
<td>2011</td>
<td>48</td>
</tr>
<tr>
<td><strong>Total (Sept/Oct)</strong></td>
<td>112</td>
</tr>
<tr>
<td><strong>Average (Sept/Oct)</strong></td>
<td>37</td>
</tr>
<tr>
<td><strong>After</strong></td>
<td><strong>2012 (Sept/Oct)</strong></td>
</tr>
</tbody>
</table>

- Before period is 9/1 – 10/31 of 2009, 2010 and 2011
- After period is 9/1 – 10/31 of 2012

- Motor vehicle crash data per NYPD, between W 133rd Street and W 153rd Street
- Analysis compares the average of the three prior years (2009-2011) between September 1 and October 31 only and September 1 to October 31, 2012
Design Modifications

**Revised:**
- Removed delineators
- Added yellow buffer lines
Design Modifications

Installed:

- U-Turn Lane: SB W 148th St
Community Discussion