

A photograph of a busy city street, likely in New York City. The street is lined with trees and has several cars parked along the left side. A cyclist is riding down the center of the street. A yellow taxi is visible on the right side. The text "Adam Clayton Powell Jr. Blvd Safety and Mobility Improvements Presentation to CB10" is overlaid on the top right of the image.

Adam Clayton Powell Jr. Blvd Safety and Mobility Improvements Presentation to CB10

Commissioner Janette Sadik-Khan, New York City Department of Transportation
February 13, 2013



Background



■ 2012: Phase 1 Safety Improvements

- W 133rd St to W 153rd St
- Crashes down **32%**

■ 2013: Phase 2 Safety Improvements

- W 133rd to W 110th Streets
- High Crash Corridor: Ranking in Top **10%** for Manhattan

- 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

Injuries



- **464** Total injuries
- Over **76%** of injuries are motor vehicle occupants
- **31%** of motor vehicles crashes are rear-end collisions

• Motor vehicle crash data per NYPD, between W 133rd Street and W 110th Street

Existing Conditions



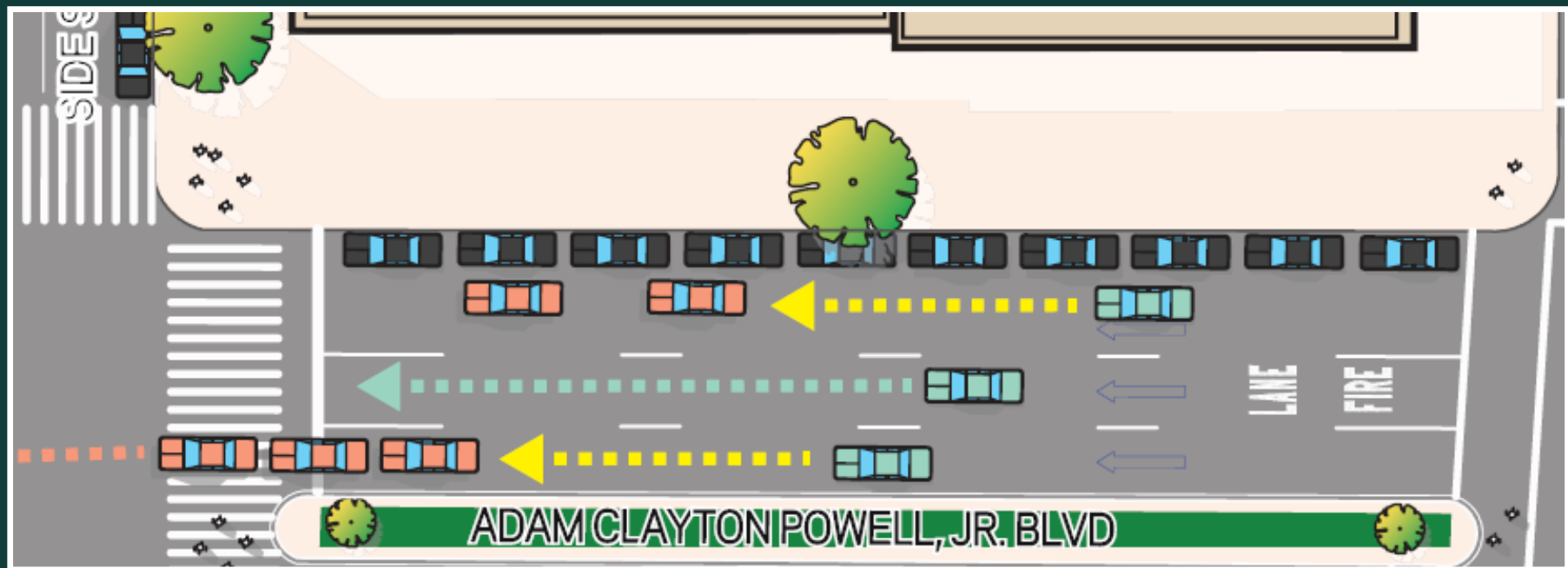
- **3 Pedestrian fatalities since 2009**

Existing Conditions

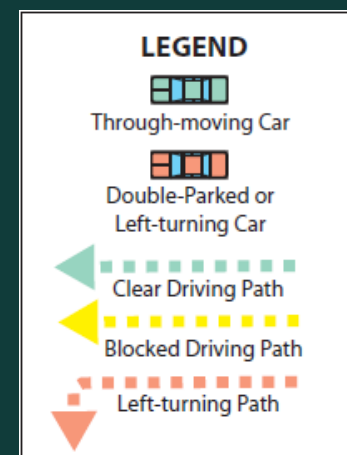


Difficult Left Turns

Existing Conditions: W 110 St to W 133 St



- Unorganized roadway
- Left turning vehicles block through movement
- Many lane changes



Difficult Crossings



Waiting to cross close to speeding vehicles

Safety Treatments



- Painted pedestrian islands

- Left-turn lanes

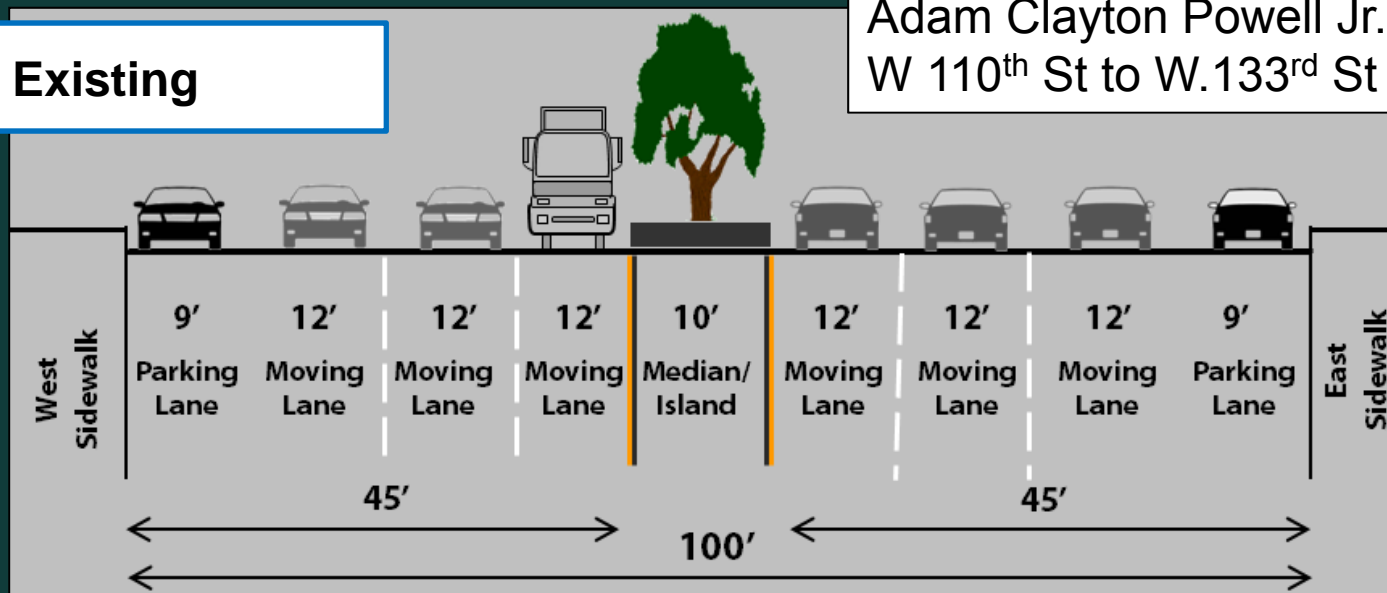


- Wide parking lanes

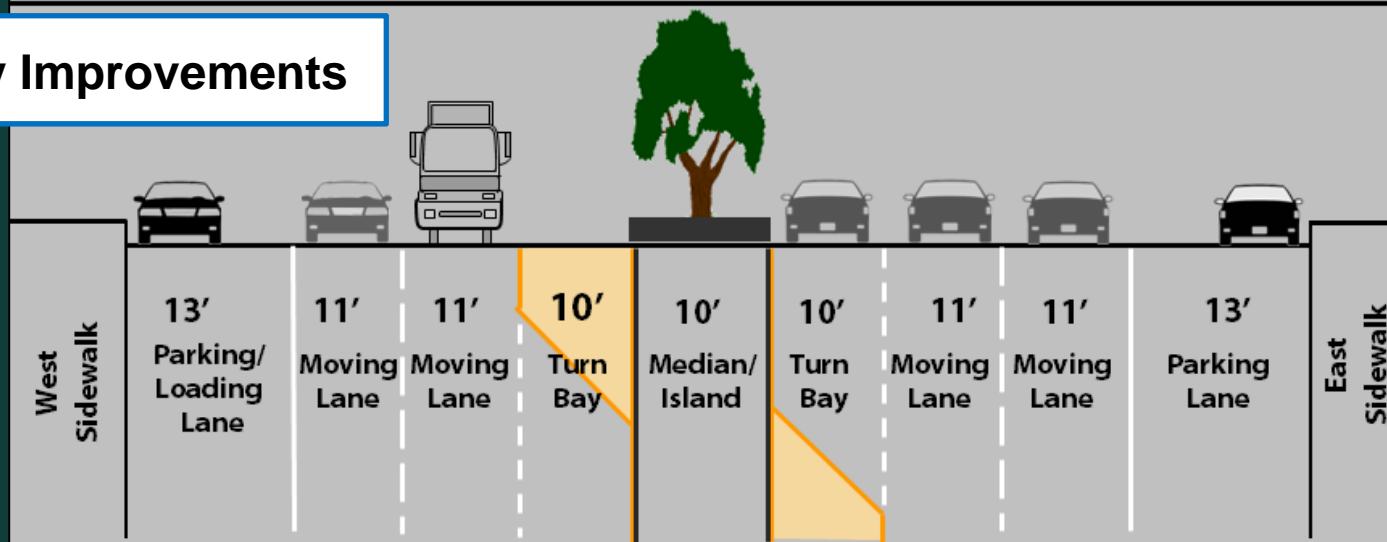
Design

Existing

Adam Clayton Powell Jr. Blvd:
W 110th St to W.133rd St



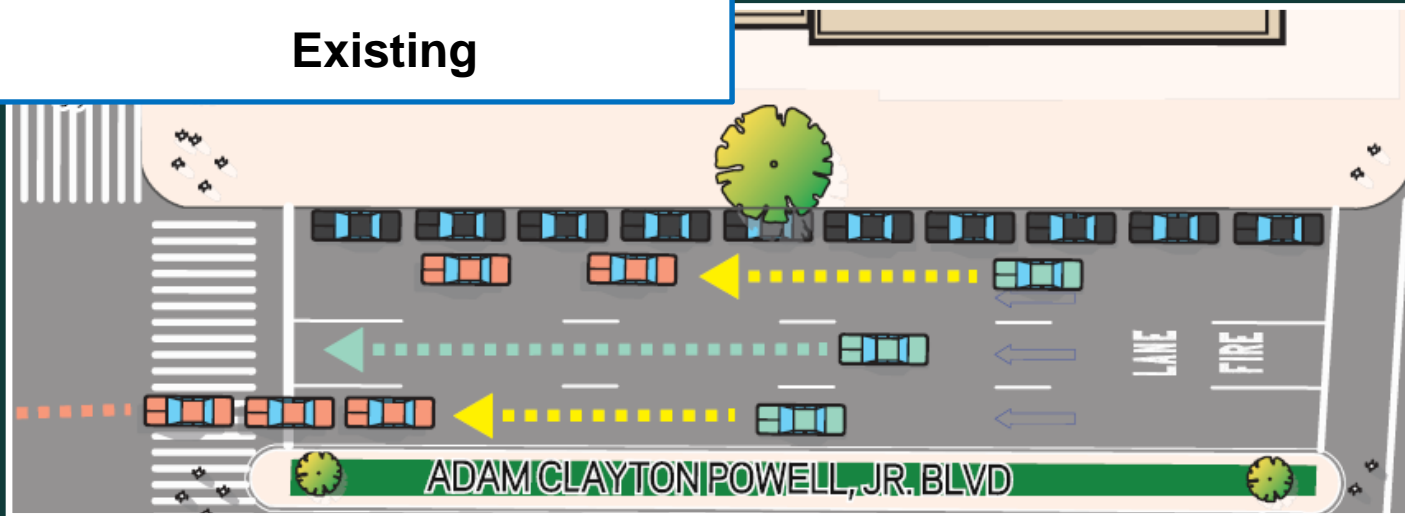
Safety Improvements








- Existing bike lane between W 110th St and W 118th St to remain

Design

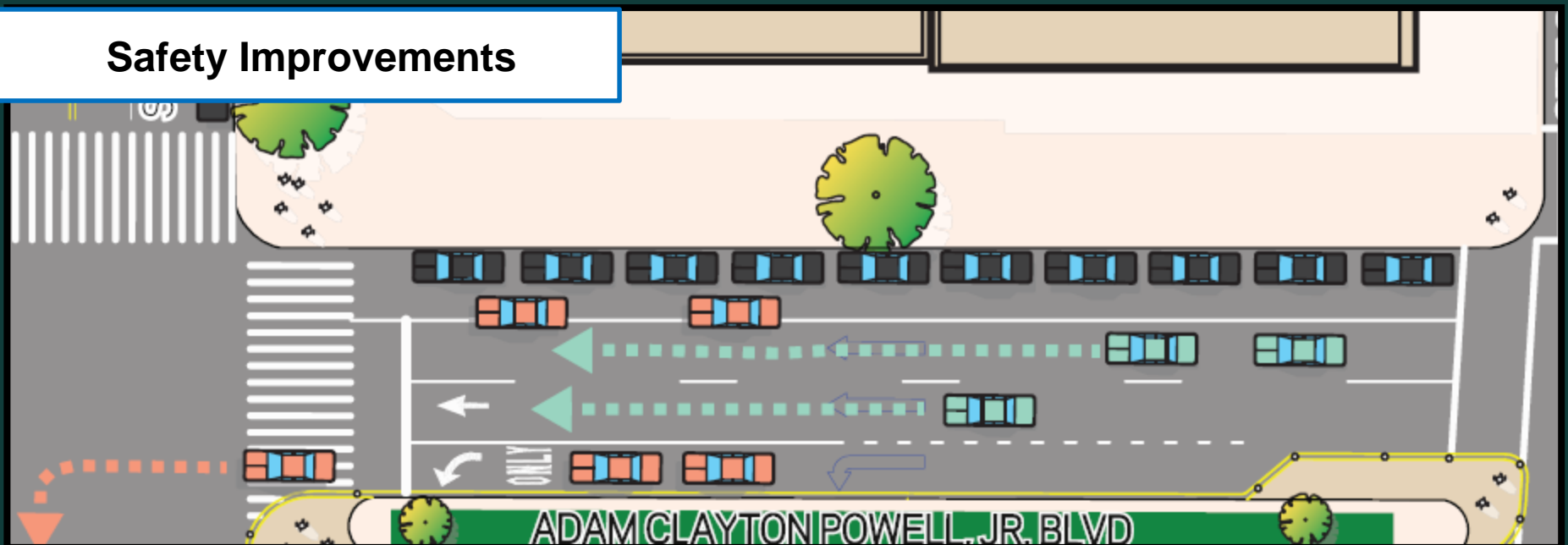
Existing



LEGEND

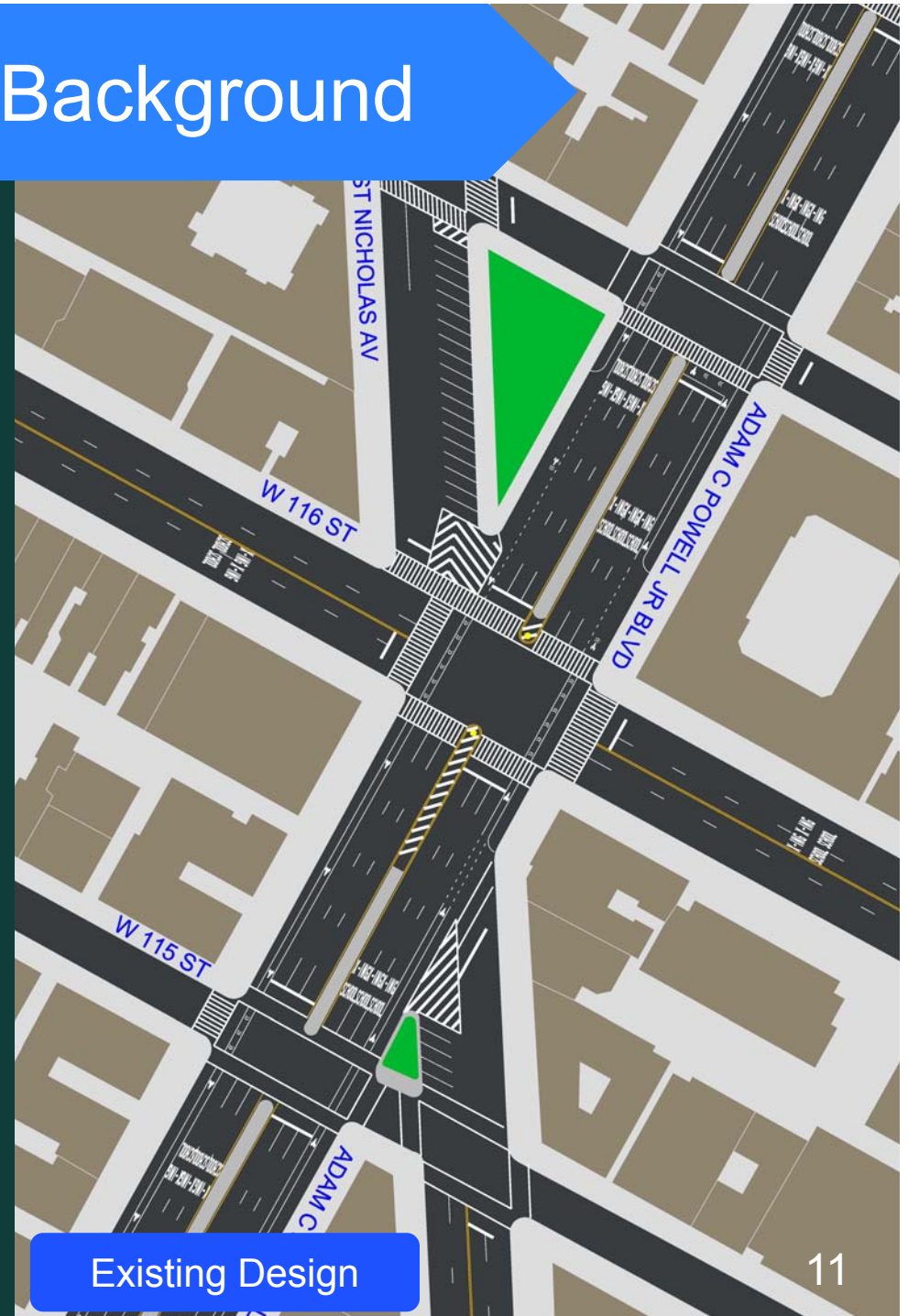
-  Through-moving Car
-  Double-Parked or Left-turning Car
-  Clear Driving Path
-  Blocked Driving Path
-  Left-turning Path

Safety Improvements



W 116th St Intersection Background

Safety concerns raised in the past



Existing Design

W 116th St Intersection

Existing Conditions



St. Nicholas Ave

Existing Conditions



W 116th & St Nicholas Proposal

Paint extension prevents cars from accessing ACP from slip lane

Extend concrete tips with paint to provide pedestrian refuge at crossings

Expand triangle with paint to improve pedestrian circulation



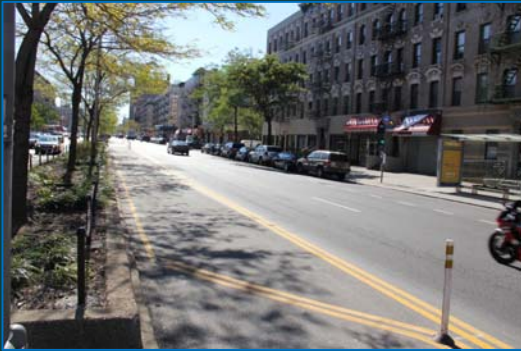
Similar proposed design treatment:

Crossing reduced by 58 feet

Crossing reduced by 75 feet

SCALE 1:50

Community Requests / Feedback



- Remove extra delineators along median
 - Completed
- Install left turn signals where feasible
 - Currently being investigated
- Install speed limit signs at all major thoroughfares
 - Speed limit signs will be installed
- Install red light cameras
 - Under study for future contract
- Increase crosswalk countdown to 30 seconds
 - Signals to increase to 28 secs at most intersections
- Install electronic speed boards
 - Speed boards will be placed in the spring
- Extend the median concrete to resemble Lenox Ave.
 - One location planned for 2013 pending feasibility review

Project Summary

- Shortened Pedestrian Crossings
 - Better pedestrian circulation
- Better Organized Roadway
 - Reduces the need for lane changing
- Traffic Calming
 - Organizes through-traffic in multiple school zones
- Enhances Safety for All Road Users

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Thank
You