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

*Injuries (2006-2010)*

*Motor vehicle crash data per NYPD, between W 133rd Street and W 1110th Street*
Existing Conditions

- 3 Pedestrian fatalities since 2009

West 121 St: 2009
West 120 St: 2009
West 119 St: 2011

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

Existing bike lane between W 110th St and W 118th St to remain
W 116th St Intersection Background

Safety concerns raised in the past
W 116th St Intersection
Existing Conditions

High volume of pedestrians and lack of pedestrian refuge

Long crossing
St. Nicholas Ave
Existing Conditions

Under-utilized space with long crossings
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
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
Thank You