

**New York City Department of Transportation
Office of School Safety Engineering**



School Safety Engineering Project

FINAL REPORT: P.S 96, Queens



**Prepared by
The RBA Group and URBITRAN Associates Inc.**



October 25, 2006

**School Safety Engineering Project
Final Report: P.S. 96, Queens**

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SPEED SURVEY DATAA8-A15

1. INTRODUCTION

1.1 PROJECT DESCRIPTION

The Department of Transportation (DOT) has developed school safety maps for 1,471 schools throughout the City. Schools currently in the program are primarily elementary and intermediate schools with an enrollment of at least 250 students. The safety plans include the designation of official school crosswalks, identified by prominent warning signs and roadway markings. DOT also designates curbside locations for school bus loading and unloading and other parking controls to improve conditions for students. In addition, nearly 600 speed reducers (humps) have been installed in the immediate vicinity of schools.

Under this consultant study, the School Safety Engineering Project, crash data in the vicinity of all program schools was reviewed. As a result, schools were ranked in terms of pedestrian safety, and 135 “priority” schools were identified Citywide. At each of these priority schools, safety improvements are being recommended (e.g., new school crosswalks, new traffic signals and signal timing modifications, new speed reducers). In addition, 32 of these schools will receive further investigation to design physical improvements (e.g., raised center medians, widened sidewalks, “neckdowns” or “bulbouts” at intersections). P.S. 96 in Queens is one of the 135 “priority” schools identified by the New York City Department of Transportation, Office of School Safety Engineering.

2. BACKGROUND—EXISTING CONDITIONS AND ANALYSIS



Figure 1: Looking northeast at P.S. 96 from the intersection of Rockaway Boulevard and 130th Street

2.2 NEIGHBORHOOD DESCRIPTION

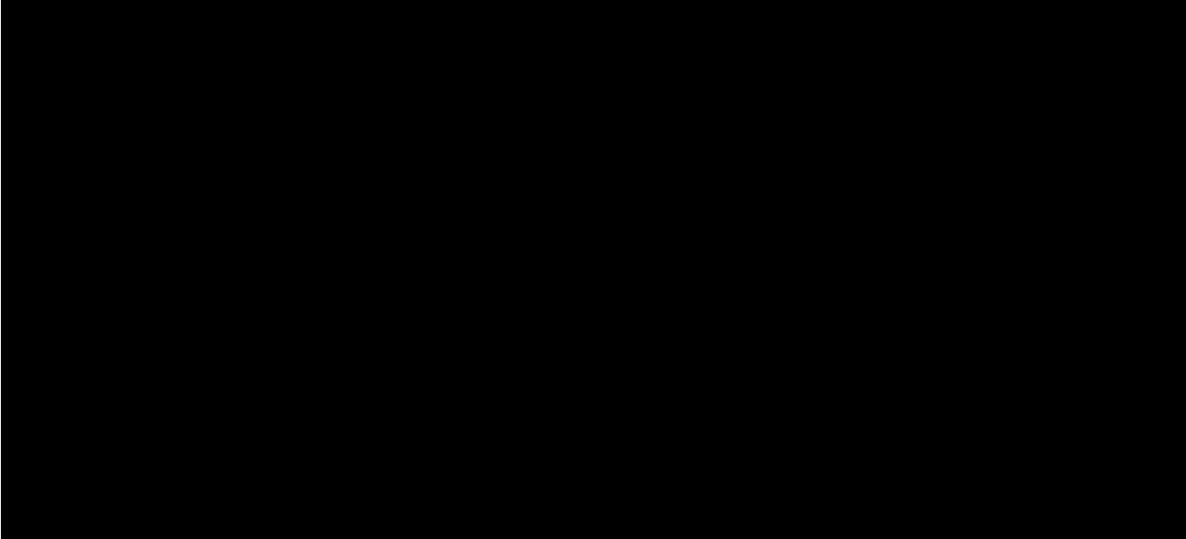
Exhibit 1 shows an aerial view of the neighborhood surrounding the school. P.S. 96 is bounded by Foch Boulevard to the north, Rockaway Boulevard to the south, Lincoln Street to the east, and 130th Street to the west. The neighborhood surrounding the school consists primarily of single-family and two-family residences. However, commercial land uses are located along Rockaway Boulevard, a major east-west arterial through Queens.

2.3 MEETING WITH SCHOOL REPRESENTATIVES

Members of the consultant team met with the principal and custodian engineer of P.S. 96 at the school on the morning of April 28, 2004. These school representatives indicated the following problems in the vicinity of P.S. 96:

- Serious accidents have occurred along Rockaway Boulevard, particularly in front of the school. Several of these accidents have involved school-aged children.
- Pedestrian crossing times on Rockaway Boulevard appear to be too short, especially for school-aged children.
- Drivers often disregard traffic controls and do not yield to pedestrians at school crosswalks.
- Speeding is a problem on 130th Street and Lincoln Street.
- Vehicles parking in school zones is a problem, particularly in areas designated for school bus loading and unloading. The school representatives noted that this particular problem causes students to walk between parked vehicles in order to board and alight school buses. School representatives requested these areas be better delineated and signs be posted prohibiting unauthorized vehicles from parking in these areas during school days. *(It should be noted that subsequent to the meeting with school representatives at P.S. 96, an inventory of parking regulation signs was conducted around the school on Rockaway Boulevard, 130th Street, Lincoln Street and Foch Boulevard. Signs indicating “NO PARKING, 7AM-4PM, SCHOOL DAYS, EXCEPT BOARD OF EDUCATION”, “NO STANDING, 7AM-4PM, SCHOOL DAYS, EXCEPT SCHOOL BUSES” and “NO PARKING ANYTIME” were found to be posted around the school and in the areas indicated above.)*
- Parking in front of the entrance gate on Lincoln Street is a safety concern. This particular entrance provides access to the school yard and is also used for emergency purposes. School representative requested that this area be better delineated and signs be posted prohibiting vehicles from parking and obstructing access to and from the gate. *(It should be noted that subsequent to the meeting with school representatives at P.S. 96, an inventory of parking regulation signs was conducted around the school on Rockaway Boulevard, 130th Street, Lincoln Street and Foch Boulevard. “NO PARKING, 7AM-4PM, SCHOOL DAYS, EXCEPT BOARD OF EDUCATION”, “NO STANDING, 7AM-4PM, SCHOOL DAYS, EXCEPT SCHOOL BUSES” and “NO PARKING ANYTIME” were found to be posted around the school and in the areas indicated above.)*
- There is insufficient parking for school staff. School representatives requested that a portion of 130th Street be dedicated to parking for the school. *(It should be noted that “NO PARKING, 7AM-4PM, SCHOOL DAYS, EXCEPT BOARD OF EDUCATION” signs were found to be posted on 130th Street and Rockaway Boulevard in the vicinity of the school.)*

- School representatives indicated that there have been incidents of street crime in the area, which endangers both students and crossing guards on Rockaway Boulevard.



2.6 PRIMARY MODES OF TRANSPORT TO AND FROM SCHOOL

The school’s “catchment area” as defined by the Department of Education is shown in Exhibit 2. The catchment area for P.S. 96 is roughly bounded by 116th Avenue to the north, Sutter Avenue to the south, 134th Street and the Van Wyck Expressway to the east, and 127th Street to the west.

Table 1 presents the modes of travel for P.S. 96, as estimated by school officials.

TABLE 1: MODES OF TRAVEL (AS ESTIMATED BY SCHOOL OFFICIALS)	STUDENTS (Percentage)
Walk	50%
Driven by Car	5%
School Bus	35%
MTA Bus	10%
MTA Subway	0%
Bicycle	0%
TOTAL	100%

2.7 ADDITIONAL STUDENT PEDESTRIAN TRAFFIC GENERATORS

Rockaway Boulevard is a major commercial corridor that generates both pedestrian and vehicular traffic in the vicinity of P.S. 96.

2.8 CROSSING GUARD LOCATIONS

According to the school representatives, two crossing guards are assigned to P.S. 96. The first crossing guard is stationed at the intersection of Rockaway Boulevard and 130th Street and the second is stationed at the intersection of Rockaway Boulevard and Lincoln Street. The crossing guard locations are shown in Exhibit 4.

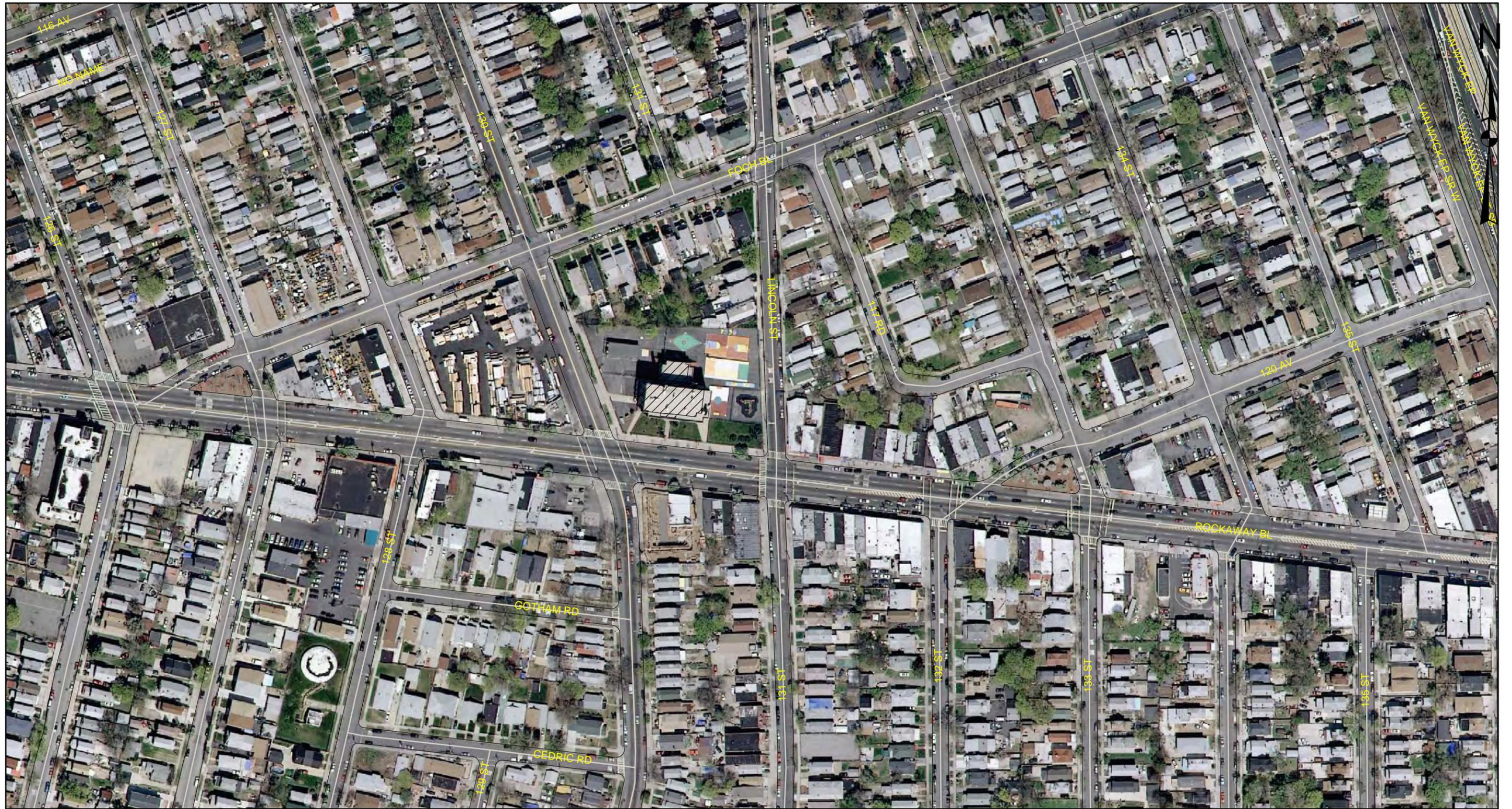
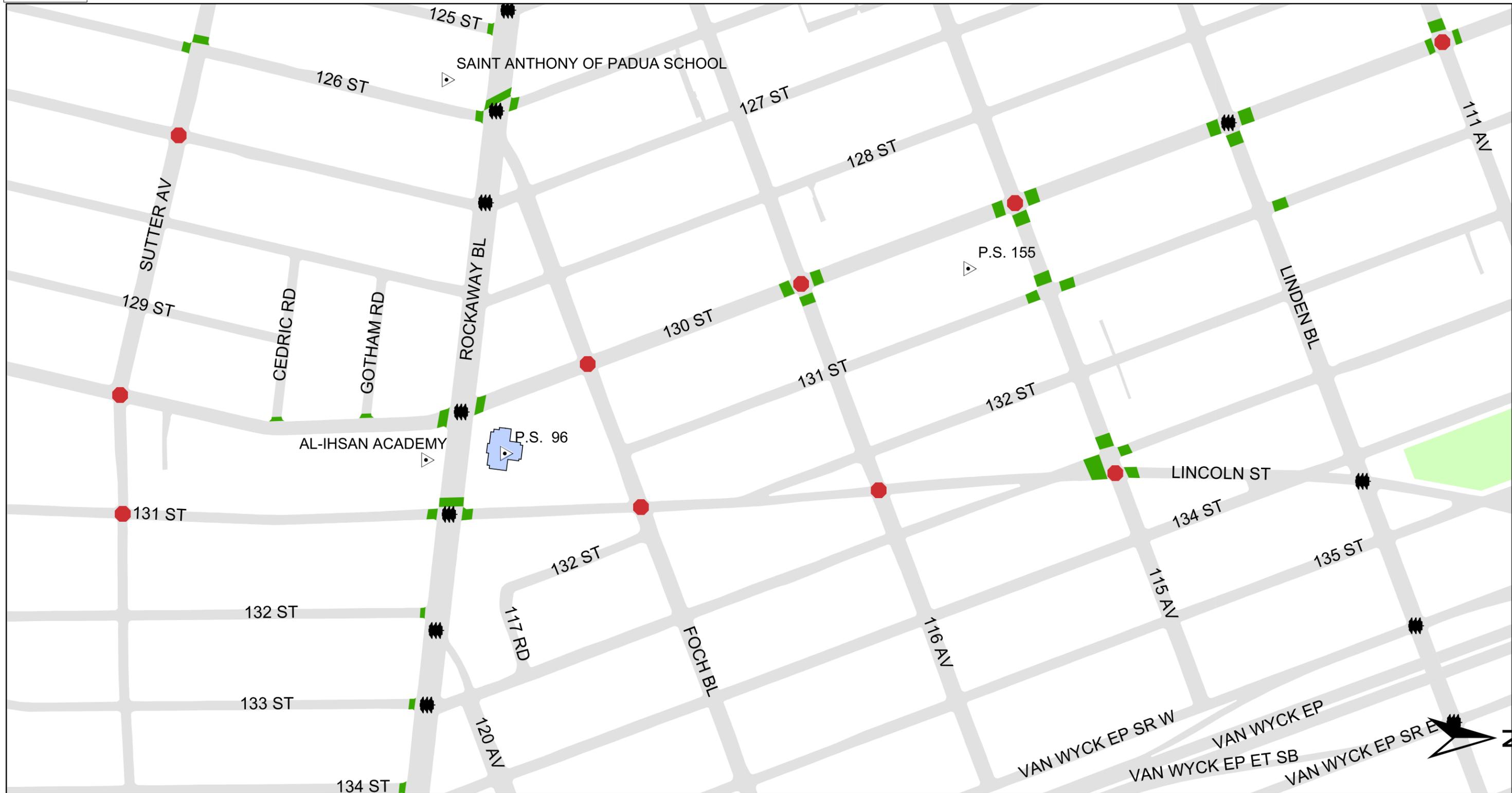


EXHIBIT 1
P.S. 96 QUEENS
AERIAL PHOTOGRAPH



School Traffic Safety Map



The School Traffic Safety Map was established to help provide the maximum degree of safety for children going to and from school - by indicating the location of speed reducers, school crosswalks and some traffic control devices. (While virtually all intersections in NYC benefit from traffic control devices - such as stop signs, traffic signals, yield signs, and all way stop signs - this map shows only traffic signals and all way stop signs.) The school crosswalks that are shown are ladder striped and make the crosswalk more visible to drivers and help make the intersection safer. These crosswalks are where school children are recommended to cross.

Note: Every attempt has been made to provide complete and accurate information that is updated regularly. The City's streets are constantly changing and it is not always possible to present information without error.

LEGEND:

- SCHOOL LOCATION
- SCHOOL CROSSWALK
- TRAFFIC SIGNAL
- ALL - WAY STOP
- SPEED REDUCER

PS 96 Queens

Prepared by the NEW YORK CITY DEPARTMENT OF TRANSPORTATION, Iris Weinsahl, COMMISSIONER.

Map created on 11/17/2006

EXHIBIT 3

COMM. BOARD: 410
PRECINCT: 106

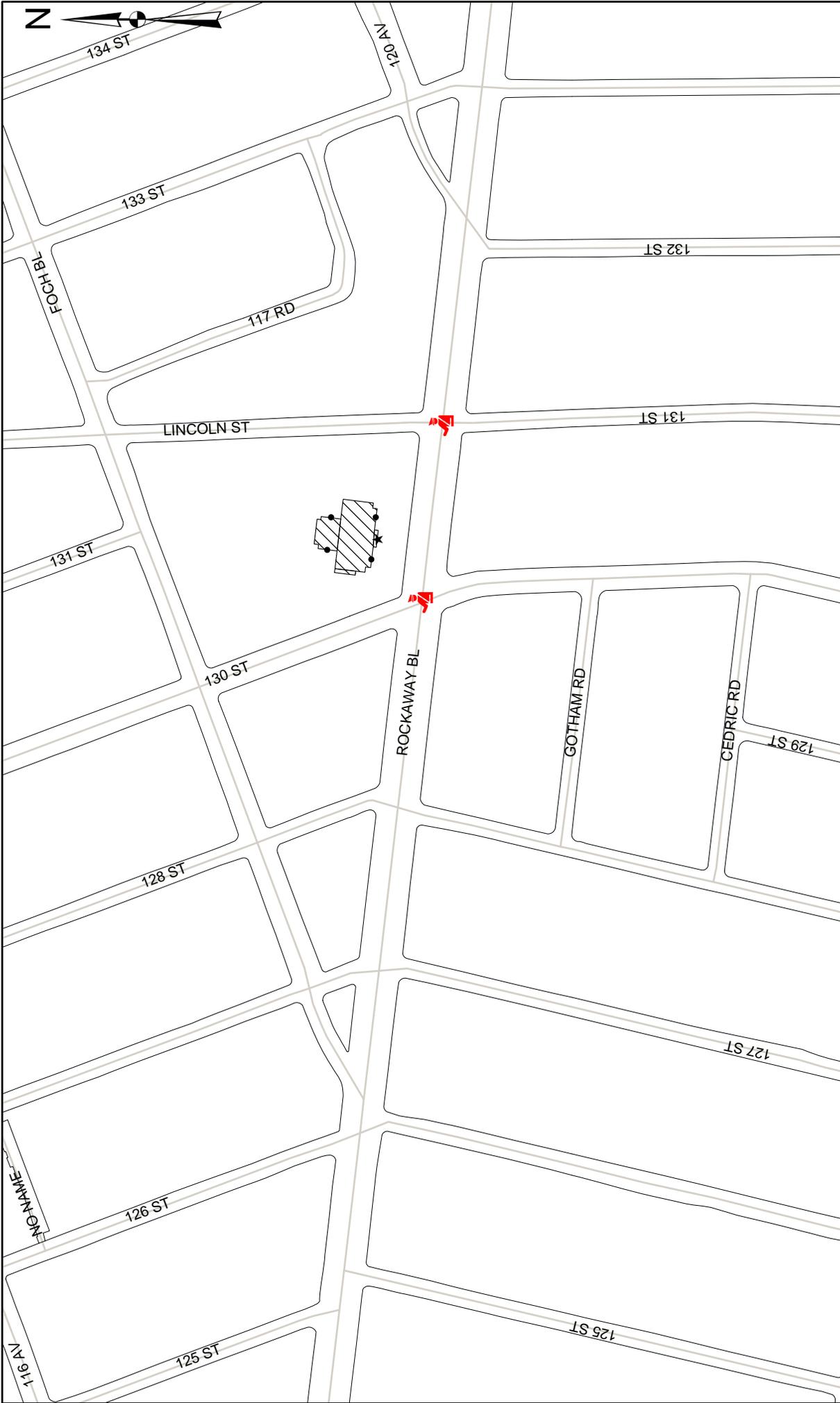


EXHIBIT 4

P.S. 96 QUEENS

CROSSING GUARD LOCATIONS

LEGEND:



CROSSING GUARD LOCATION



3. TRAFFIC OPERATIONS

3.1 SCHOOL BUS OPERATIONS

According to school representatives, approximately ten percent of the students at P.S. 96 (approximately 30 students) ride an MTA bus to and from school, and approximately 35 percent of the students (approximately 100 students) ride a yellow school bus to and from school. The current Department of Education website indicates that P.S. 96 provides bus transportation for approximately 110 students on four routes, and door-to-door transportation for approximately 10 special education students on another four routes. Buses from several MTA lines stop to pick up and drop off students near the school, including the Q7 and Q10 buses on Rockaway Boulevard, and the Q9 and Q9A buses on Lincoln Street. There is no subway service provided in the vicinity of P.S. 96.

3.2 PARENT DROP-OFF OPERATIONS

The school representatives did not indicate that parents dropping off and picking up students was an issue at P.S. 96.

3.3 PARKING REGULATIONS

Parking regulations in the vicinity of P.S. 96 are shown in Exhibit 5.

3.4 EXISTING SCHOOL SIGNS AND MARKINGS

Exhibit 3 shows the existing signals and school crosswalks in the vicinity of P.S. 96. It should be noted that a citywide signage program is currently underway to upgrade school signage to current Federal Manual on Uniform Traffic Control Devices (MUTCD) standards of fluorescent yellow-green signs accompanied by downward pointing arrows. Signs scheduled to be installed under this program are shown as “existing” in Exhibit 7.

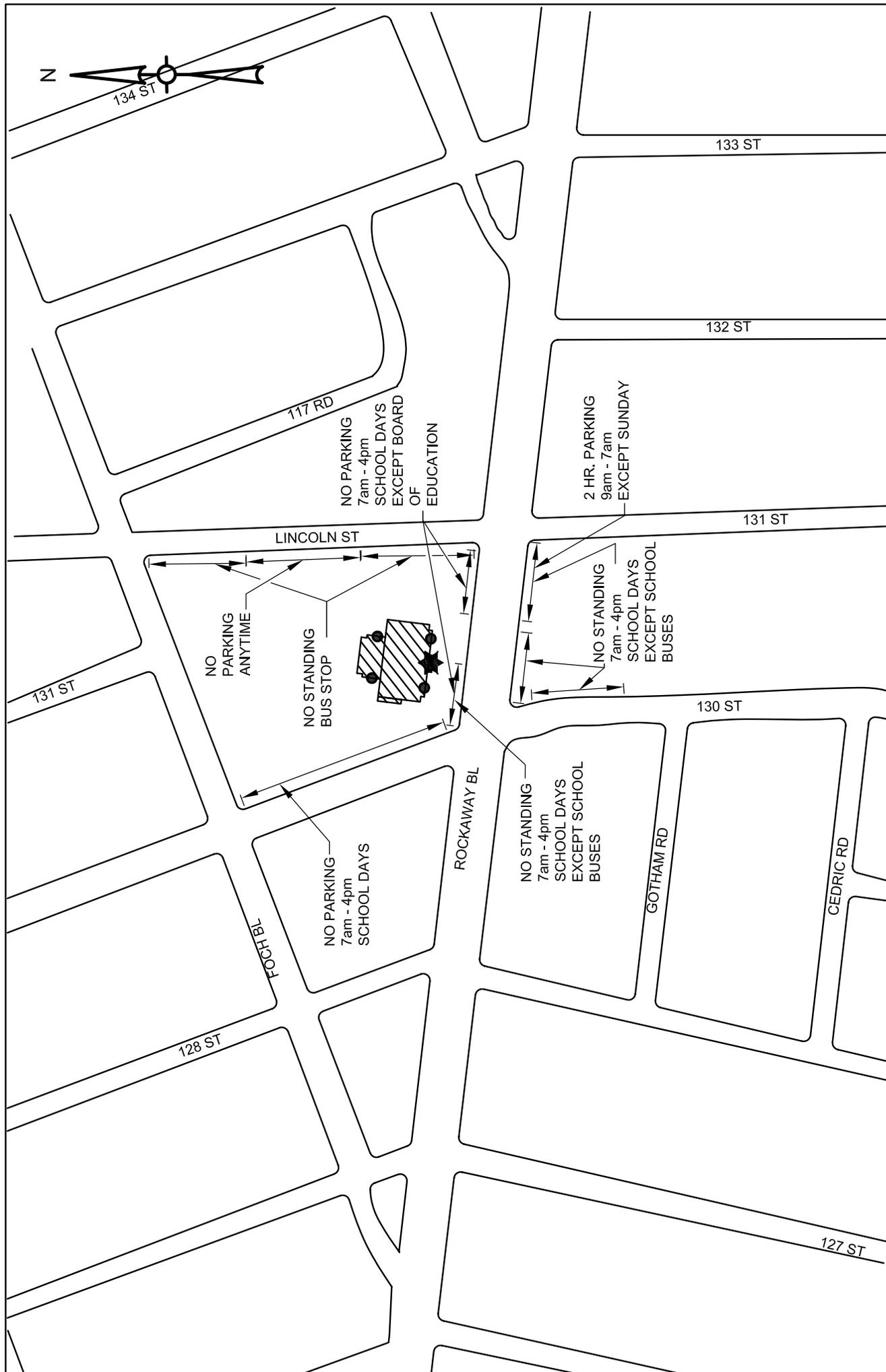


EXHIBIT 5
P.S. 96 QUEENS

LEGEND:

- ★ MAIN ENTRANCE
- ENTRANCE



EXISTING PARKING REGULATION

3.5 ACCIDENT SUMMARY

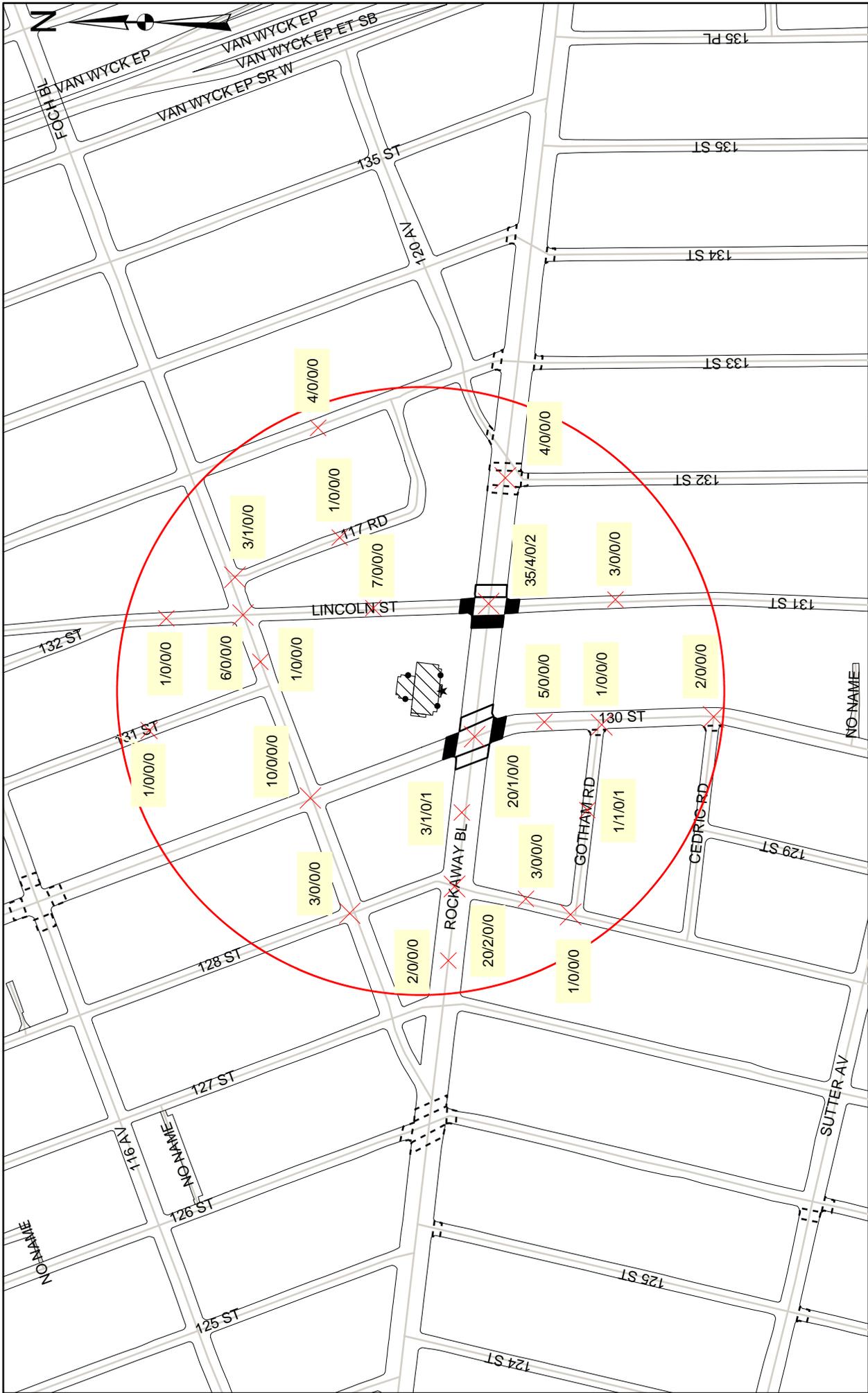
Exhibit 6 and Table 2 show a summary of accidents, as obtained from the New York State Department of Motor Vehicles (DMV), in the vicinity of P.S. 96 for the three-year period from January 1, 1998 through December 31, 2000. The DMV data provides some detail relating to the circumstances and cause of the accident. Table 3 is a summary of more recent accident data obtained from the NYC Police Department (NYPD). Though current through 2004, the NYPD data does not provide the same level of detail as the DMV data.

This report targets intersections closest to the school where the highest concentration of student pedestrians occurs. Intersections farther from the school and locations for which detailed data was not available at the time of this study will be addressed with the ongoing work of DOT's School Safety Engineering Program. DMV accident data is discussed in Section 3.6, Traffic Operations and Issues.

INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS*
Rockaway Boulevard and 130 th Street	20	1	0	0
Rockaway Boulevard and Lincoln Street/131 st Street	35	4	0	2
Foch Boulevard and 130 th Street	10	0	0	0
Foch Boulevard and Lincoln Street	6	0	0	0
TOTAL	71	5	0	2

INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS*
Rockaway Boulevard and 130 th Street	25	0	0	0
Rockaway Boulevard and Lincoln Street/131 st Street	25	0	0	0
Foch Boulevard and 130 th Street	14	1	0	0
Foch Boulevard and Lincoln Street	15	1	0	0
TOTAL	79	2	0	0

* School-related accidents are defined as accidents involving school-age pedestrians (age 4 to 14), occurring on weekdays during the school year.



LEGEND:

- ACCIDENT LOCATION
- SCHOOL CROSSWALK
- SCHOOL CROSSWALK ASSIGNED TO ANOTHER SCHOOL
- BORDER OF 700 FEET

X/X/X

TOTAL ACCD / PED ACCD / PED FATAL / SCHOOL_PED ACCD



EXHIBIT 6

P.S. 96 QUEENS

ACCIDENT SUMMARY (1998-2000)

3.6 TRAFFIC OPERATIONS AND ISSUES

The specific roadway-related physical conditions for each location within the school's vicinity directly affect the safety and efficiency of operations for both pedestrian and vehicular traffic. These specific conditions are required information when analyzing a location, and are the starting point for any revisions that may be considered to improve safety and/or efficiency.

The following sub-sections outline the physical conditions and issues concerning traffic operations and accidents at the intersections in the vicinity of P.S. 96.

3.6.1 Rockaway Boulevard and 130th Street

This is a four-leg signalized intersection with school crosswalks located across the north and south legs of 130th Street, and pedestrian crosswalks located across the east and west legs of Rockaway Boulevard. In the vicinity of P.S. 96, Rockaway Boulevard is a two-way east-west arterial roadway with two travel lanes and one on-street parking lane in each direction. In addition, there is a striped center median on Rockaway Boulevard that provides eastbound and westbound left-turn lanes at public street intersections, including 130th Street (see Figure 2). 130th Street is a two-way north-south street with one travel lane and one on-street parking lane in each direction (see Figure 3). A bus stop for the Q7 and Q10 bus lines is located on the south side of Rockaway Boulevard on the east (far) side of its intersection with 130th Street.

There was a total of 20 accidents reported at this intersection between 1998 and 2000 (Table 2), including one pedestrian accident that was not school-related. There were no pedestrian fatalities reported at this intersection between 1998 and 2000.

There was also a school-related pedestrian accident reported on Rockaway Boulevard mid-block between 128th Street and 130th Street. This accident was reported to have occurred at approximately 4:00 pm on December 1, 1998 when a nine-year-old pedestrian sustained a possible injury while playing in the roadway. The roadway surface and weather conditions were reported as dry and clear, respectively.

During the meeting with the consultant team, school representatives reported a speeding problem on 130th Street. In order to verify the existence of a speeding problem and to determine its extent, spot speed surveys were conducted on 130th Street in both directions between Rockaway Boulevard and Foch Boulevard.

Spot speed surveys are used to identify the 85th percentile speed, which is considered to be the representative speed for a specified street segment. By definition, 85 percent of the surveyed vehicles are traveling below this speed and 15 percent of the surveyed vehicles are traveling above this speed. 85th percentile speeds above 30 mph indicate a potential speeding problem that may require appropriate traffic calming measures.

The results of the spot speed surveys indicated that vehicles on 130th Street were traveling at an 85th percentile speed of 28 mph in both directions, which is below the threshold speed of 30 mph.

A summary of the spot speed surveys on 130th Street Avenue is provided in the Appendix at the end of this document.

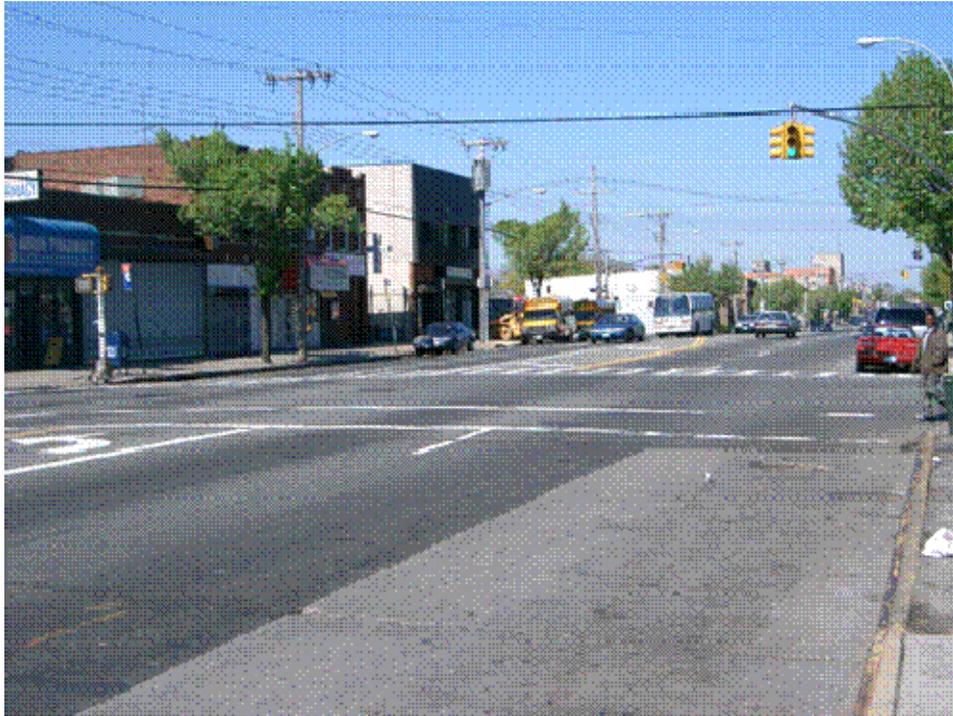


Figure 2: Looking west on Rockaway Boulevard between Lincoln Street and 130th Street

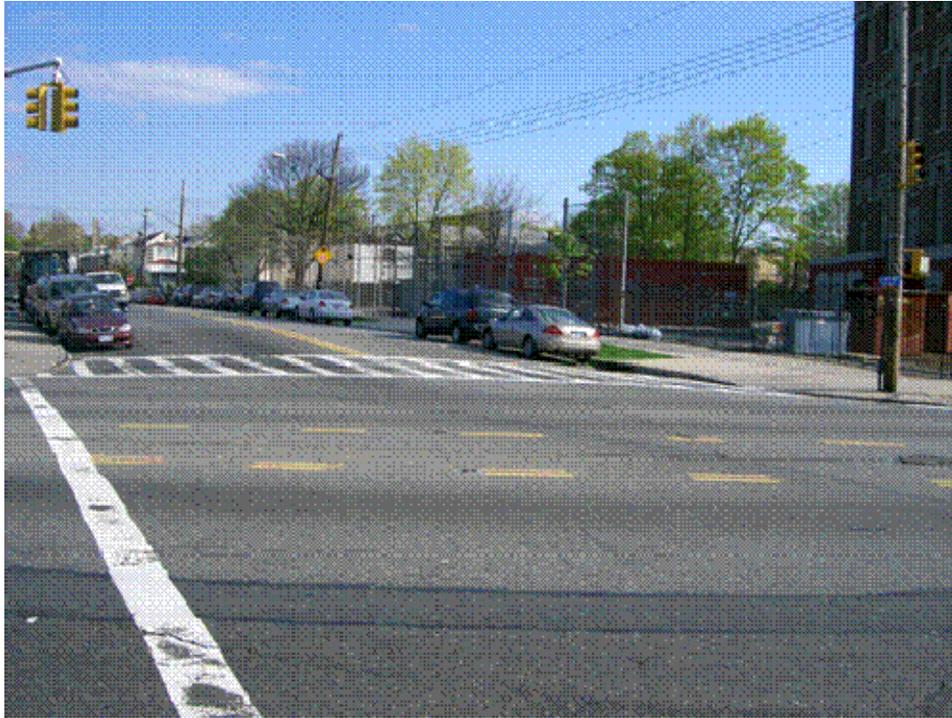


Figure 3: Looking north along 130th Street from the intersection with Rockaway Boulevard

3.6.2 Rockaway Boulevard and Lincoln Street/131st Street

This is a four-leg signalized intersection with school crosswalks located across the north leg of Lincoln Street, the south leg of 131st Street and west leg of Rockaway Boulevard. Rockaway Boulevard is a two-way east-west arterial roadway consisting of two travel lanes and one on-street parking lane in each direction. In addition, there is a striped center median on Rockaway Boulevard that provides eastbound and westbound left-turn lanes at public street intersections, including the intersection with Lincoln Street/131st Street. Lincoln Street (north leg) and 131st Street (south leg) are both two-way north-south streets with one travel lane and one on-street parking lane in each direction (see Figure 4). Bus stops for the Q7, Q9, Q9A and Q10 lines are located on the north side (Q7) and south side (Q10) of Rockaway Boulevard on the near sides of its intersection with Lincoln Street/131st Street, on the east and west sides of Lincoln Street (Q9 and Q9A), north of Rockaway Boulevard, and on the east side (Q10) of 131st Street, south of Rockaway Boulevard.

There was a total of 35 accidents reported at this intersection between 1998 and 2000 (Table 2), including four pedestrian accidents, two of which were school-related. The first school-related accident occurred at approximately 3:00 pm on January 27, 2000 when an eight-year-old pedestrian was struck while crossing with the signal at the intersection. The pedestrian's injuries were not reported. The roadway surface was reported to be "snow/ice", and the accident occurred under clear, daylight conditions. The second school-related accident occurred at approximately 8:00 am on November 6, 2000 when a 12-year-old pedestrian sustained a possible injury after being struck while crossing with the traffic signal at the intersection. The roadway surface and weather

conditions were reported as dry and clear, respectively. There were no pedestrian fatalities reported at this intersection between 1998 and 2000.

School representatives also reported a speeding problem on Lincoln Street in the vicinity of the school. In order to verify the existence of a speeding problem and to determine its extent, spot speed surveys were conducted on Lincoln Street between Rockaway Boulevard and Foch Boulevard in both the northbound and southbound directions. The results of the spot speed surveys indicated that vehicles on Lincoln Street were traveling at an 85th percentile speed of 28 mph in the northbound direction and an 85th percentile speed of 27 mph in the southbound direction. These speeds do not exceed the threshold of 30 mph.

A summary of the spot speed surveys on Lincoln Street is provided in the Appendix at the end of this document.



Figure 4: Looking north along Lincoln Street from the intersection with Rockaway Boulevard

3.6.3 Foch Boulevard and 130th Street

This is a four-leg all-way stop-controlled intersection with no crosswalks. Foch Boulevard is a two-way east-west street with one travel lane and one on-street parking lane in each direction. 130th Street is a two-way north-south street with one travel lane and one on-street parking lane in each direction.

There was a total of ten accidents reported at this intersection between 1998 and 2000 (Table 2), but none of these accidents involved pedestrians.

3.6.4 Foch Boulevard and Lincoln Street

This is a four-leg all-way stop-controlled unsignalized intersection with pedestrian crosswalks located across all four legs. Foch Boulevard is a two-way east-west street with one travel lane and one on-street parking lane in each direction. Lincoln Street is a two-way north-south street with one travel lane and one on-street parking lane in each direction. Bus stops for the Q9 and Q9A are located on the east (Q9) and west (Q9 and Q9A) sides of Lincoln Street on the far sides of its intersection with Foch Boulevard.

There was a total of six accidents reported at this intersection between 1998 and 2000 (Table 2), but none of these accidents involved pedestrians.

3.7 SIGNAL TIMING

Pedestrian crossing times were field-verified for crosswalks at signalized intersections in the vicinity of P.S. 96, and were found to be adequate in all directions and on all approaches based upon a child pedestrian walking rate of three feet per second. Signal timings are shown in Table 4.

TABLE 4: PEDESTRIAN CROSSING TIMES AT SIGNALIZED INTERSECTIONS				
INTERSECTION	CROSSWALK LENGTH (FEET)	PEDESTRIAN TIME ACTUAL (SECONDS)	PEDESTRIAN TIME REQUIRED (SECONDS)	TIMING ADJUSTMENT REQUIRED?
Rockaway Boulevard and 130th Street				
crossing Rockaway Boulevard	79	38	30	NO
crossing 130 th Street	50	78	20	NO
Rockaway Boulevard and Lincoln Street				
crossing Rockaway Boulevard	79	38	30	NO
crossing Lincoln Street	30	78	13	NO

Note: A child pedestrian walking rate of 3 feet/second, plus 3 seconds reaction time, was utilized to calculate the required pedestrian crossing time.

3.8 PHYSICAL CONDITIONS

3.8.1 Roadways and Sidewalks

The roadways in the vicinity of P.S. 96 were observed to be in fair condition. On the school block faces, sidewalks were in fair conditions and found to vary in width from approximately 10 to 15 feet.

3.8.2 Pedestrian Ramps

Pedestrian ramps in the vicinity of the school were observed to be standard.

4. POTENTIAL MEASURES TO IMPROVE STUDENT PEDESTRIAN SAFETY

This section describes the proposed measures to improve school pedestrian safety around P.S. 96. The proposed recommendations are divided into short-term and long-term measures. Short-term measures are those that potentially can be performed in-house. Long-term measures involve capital improvements. Each of the short- and long-term measures recommended for P.S. 96 is discussed as follows, and is shown in more detail in Exhibit 7 at the end of this section.

4.1 SHORT-TERM MEASURES

➤ *Install “NO STANDING 7AM-4PM SCHOOL DAYS” signs*

Install “NO STANDING 7AM-4PM SCHOOL DAYS” signs for a distance of 30 feet in front of the main entrance to the school. (This is a typical requirement for all NYC schools in order to provide for emergency access to and from the school.)

➤ *Place stop bars 10 feet in advance of school crosswalks*

The MUTCD and New York City DOT standard for placement of a stop bar is four feet in advance of a marked crosswalk. At signalized (or stop controlled) crosswalks, the vehicle stop line can be placed farther back from the crosswalk in order to maximize visibility of pedestrians and to minimize the potential for pedestrian/vehicle conflicts. Therefore, it is recommended that stop bars be placed ten feet in advance of all school crosswalks.

➤ *Re-designate existing pedestrian crosswalks as school crosswalks*

Several existing pedestrian crosswalks located in the vicinity of the school connect with school block corners and are natural crossing locations for students destined for P.S. 96.

Therefore, the following actions are recommended:

- Re-designate the existing pedestrian crosswalks located across the west leg and the south leg of the Foch Boulevard and Lincoln Street intersection as school crosswalks, and install all appropriate warning devices.
- Re-designate the existing pedestrian crosswalk located across the east leg of the Rockaway Boulevard and 130th Street intersection as a school crosswalk, and install all appropriate warning devices.

➤ *Install school and pedestrian crosswalks*

Crosswalks are recommended at selected unsignalized intersections to maximize safety for pedestrians. The intersection of Foch Boulevard and 130th Street is an unsignalized intersection that currently has no crosswalks of any kind.

Therefore, the following actions are recommended:

- Install pedestrian crosswalks across the north and west legs of the all-way stop-controlled Foch Boulevard and 130th Street intersection.
- Install school crosswalks across the south and east legs of the all-way stop-controlled Foch Boulevard and 130th Street intersection.

➤ Administer student pedestrian safety education program

According to the principal of P.S. 96, students are unsafe crossing Rockaway Boulevard. Therefore, the following action is recommended:

- The school should participate in the NYCDOT Safety Education Program to educate students to use designated school crosswalks while crossing the street, not to cross mid-block, not to cross against signals, and not to run out between cars.

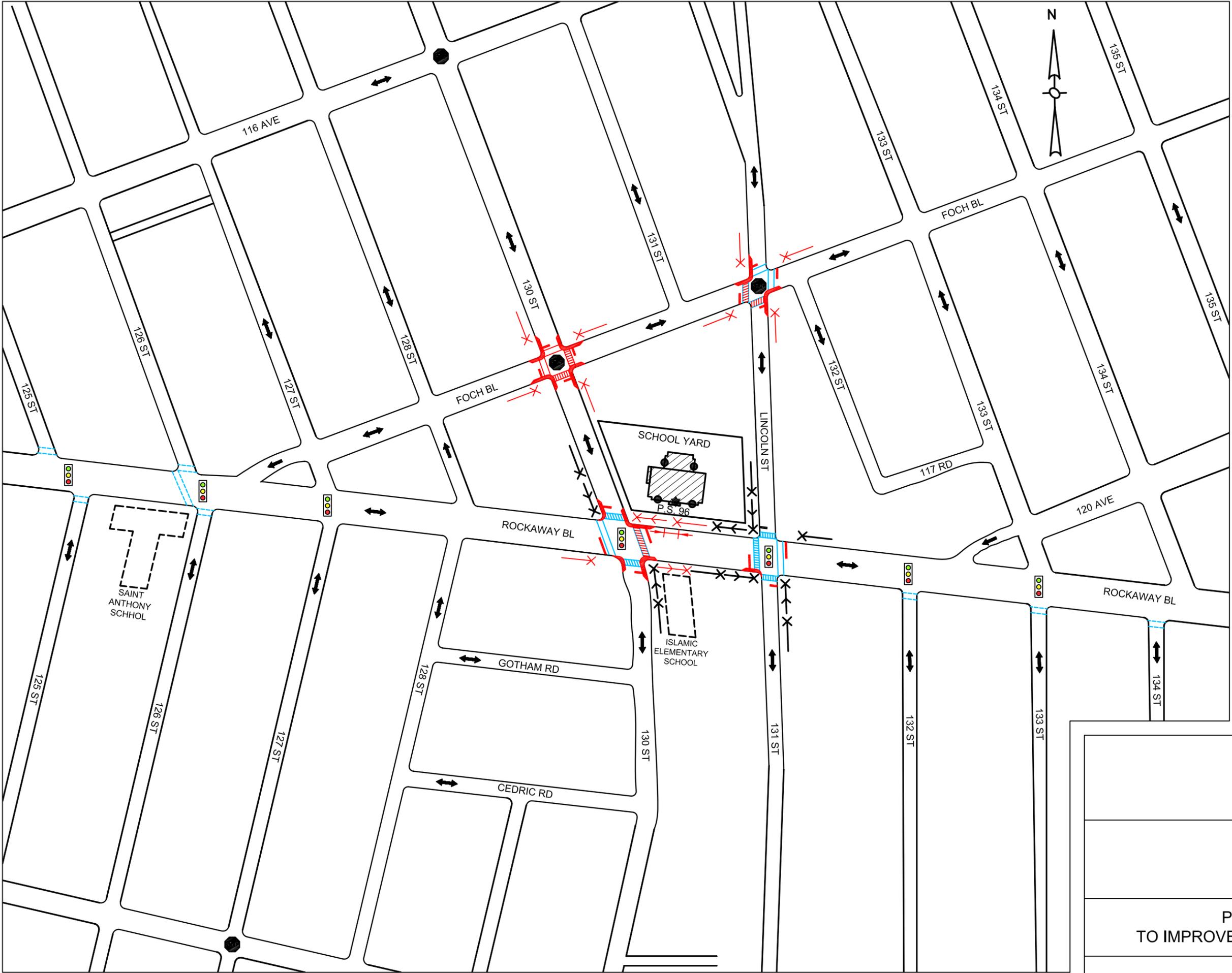
4.2 LONG-TERM MEASURES

➤ Consider installing curb extensions at the following locations

Consideration should be given to installing curb extensions at the following locations, provided that the Final Design confirms that construction of the recommended curb extensions would be feasible and not interfere with traffic operations. Final details pertaining to the number, location and geometry of curb extensions will be developed during the Final Design/Contract Document preparation.

- All four corners of the Foch Boulevard and 130th Street intersection.
- The northwest and southeast corners of the Foch Boulevard and Lincoln Street intersection.
- The northeast and southeast corners of 130th Street and Rockaway Boulevard intersection and the west side of 130th Street, both north and south sides, for the school crosswalks located across the north and south legs of the intersection.
- The south-west side of Rockaway Boulevard, for the school crosswalk located across the south leg of the intersection with Lincoln Street.

The purpose of the curb extensions is to shorten the crossing distance for pedestrians, and to reduce speeds of vehicles approaching and turning at these heavily utilized school crosswalks. These curb extensions would not eliminate or reduce the width of any moving lanes.



LEGEND

-  MAIN ENTRANCE
-  OTHER ENTRANCES
-  EXISTING TRAVEL DIRECTION
-  EXISTING ADVANCE WARNING SIGN OR SCHEDULED TO BE INSTALLED
-  EXISTING SCHOOL CROSSWALK WARNING ASSEMBLY OR SCHEDULED TO BE INSTALLED
-  EXISTING STOP LINE IN ADVANCE OF SCHOOL CROSSWALK
-  EXISTING SIGNALIZED LOCATION
-  EXISTING ALL-WAY STOP LOCATION
-  EXISTING PEDESTRIAN CROSSWALK
-  EXISTING SCHOOL CROSSWALK
-  EXISTING PEDESTRIAN CROSSWALK TO BE CONVERTED TO SCHOOL CROSSWALK
-  PROPOSED ADVANCE WARNING SIGN
-  PROPOSED SCHOOL CROSSWALK WARNING ASSEMBLY
-  PROPOSED STOP LINE IN ADVANCE OF SCHOOL CROSSWALK
-  PROPOSED "NO STANDING 7:00AM - 4:00PM SCHOOL DAYS"
-  PROPOSED PEDESTRIAN CROSSWALK
-  PROPOSED SCHOOL CROSSWALK
-  PROPOSED CURB EXTENSION (NECKDOWN)

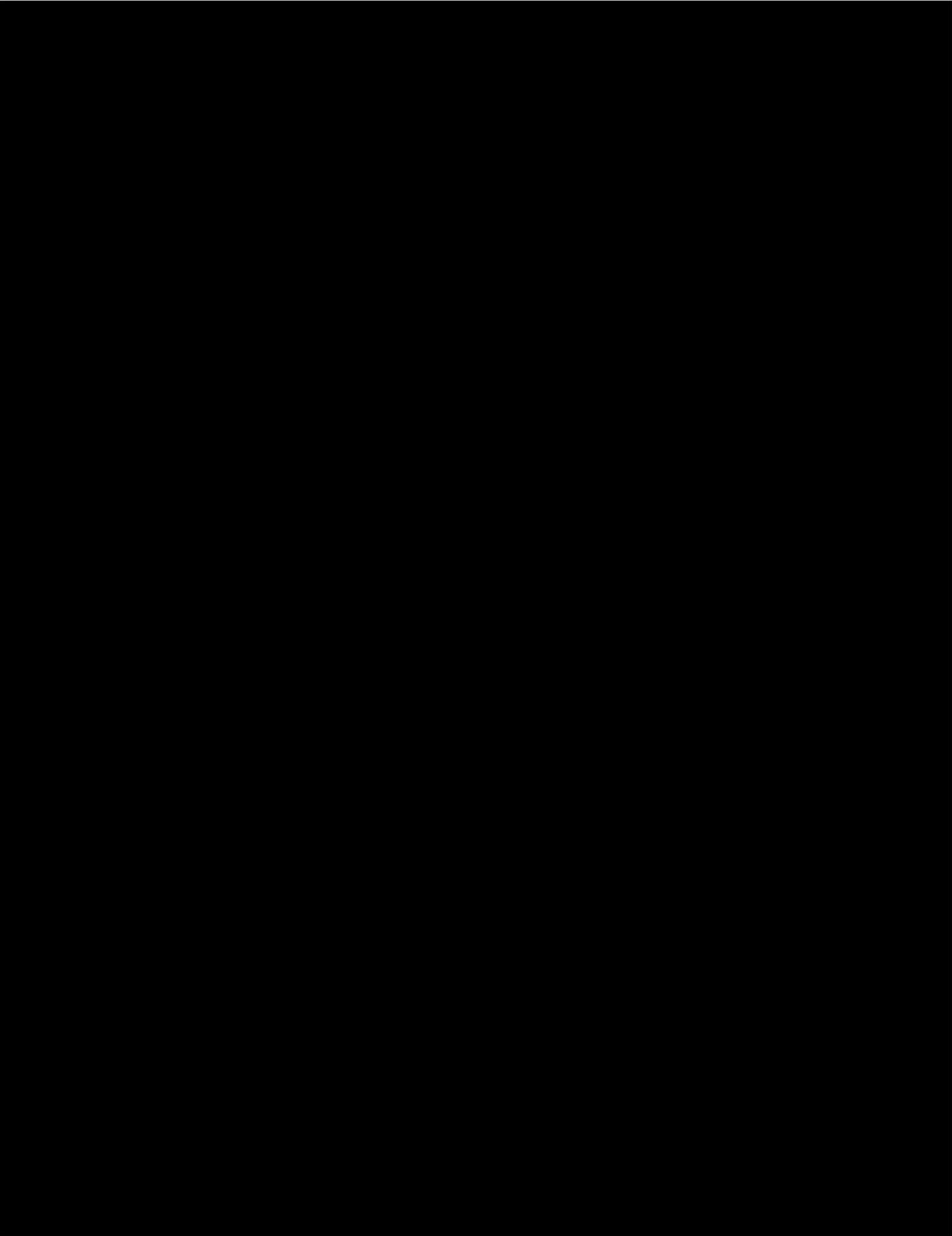
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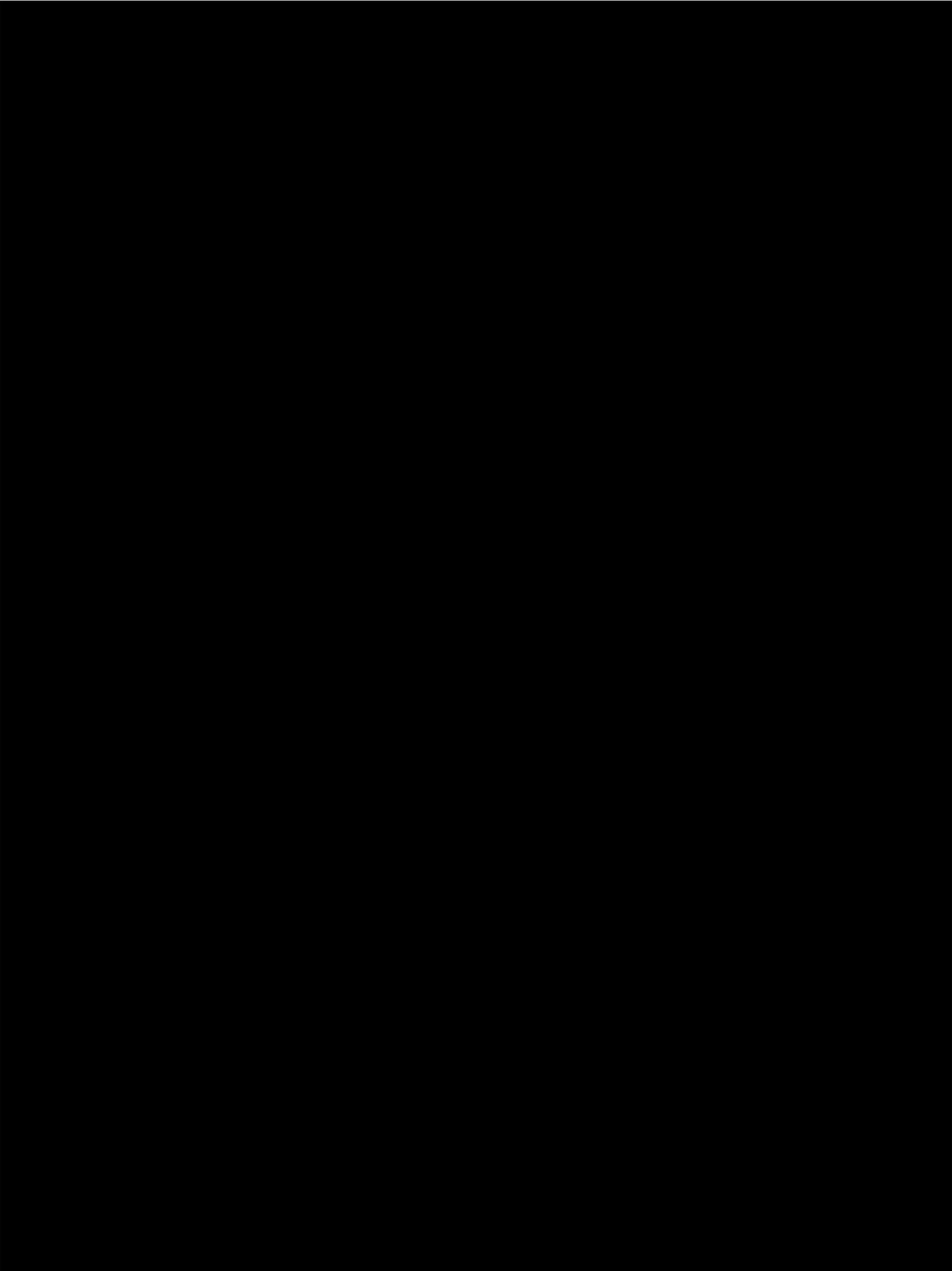
EXHIBIT 7

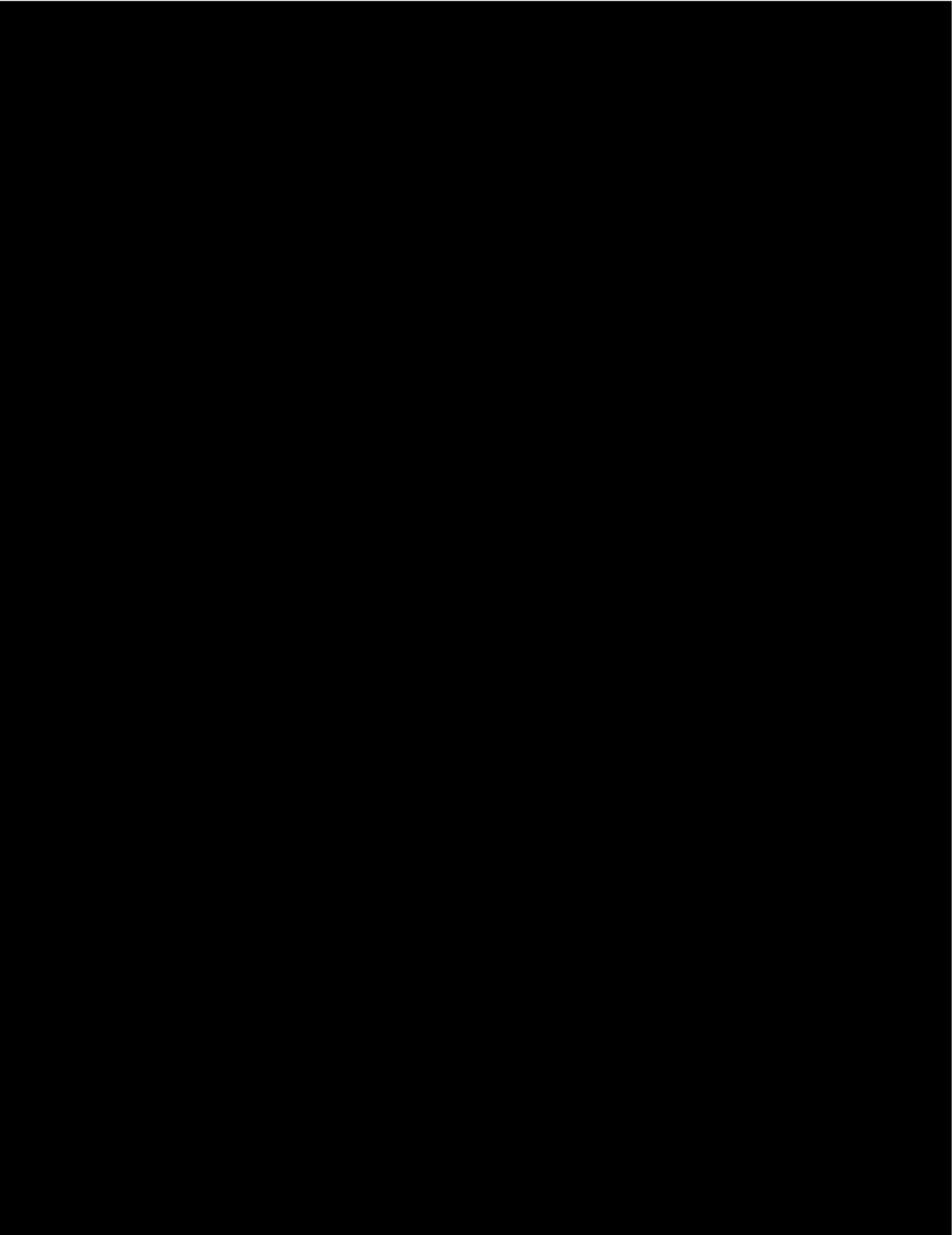
P.S. 96
QUEENS

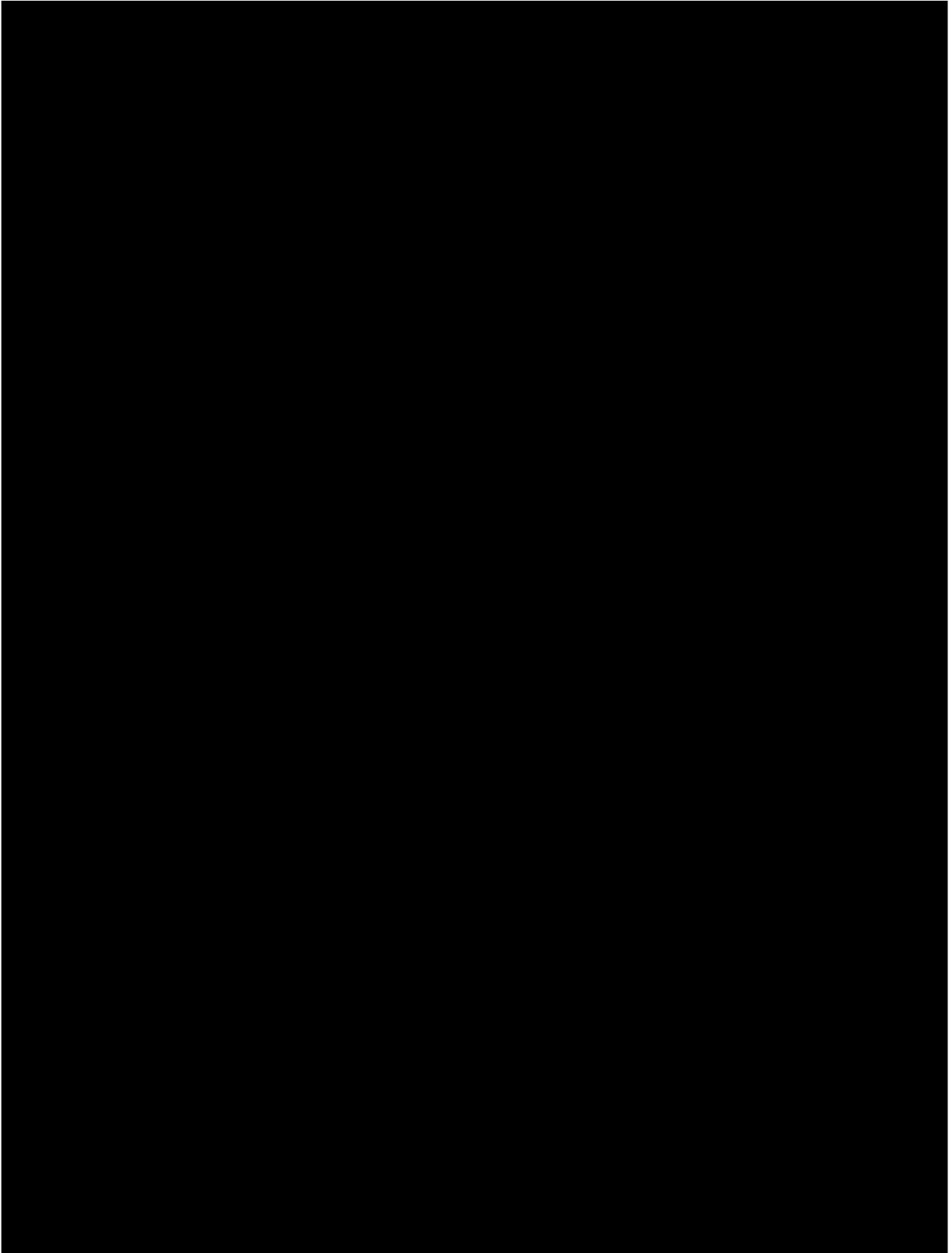
POTENTIAL MEASURES
TO IMPROVE STUDENT PEDESTRIAN SAFETY

APPENDIX









SPOT SPEED STUDY

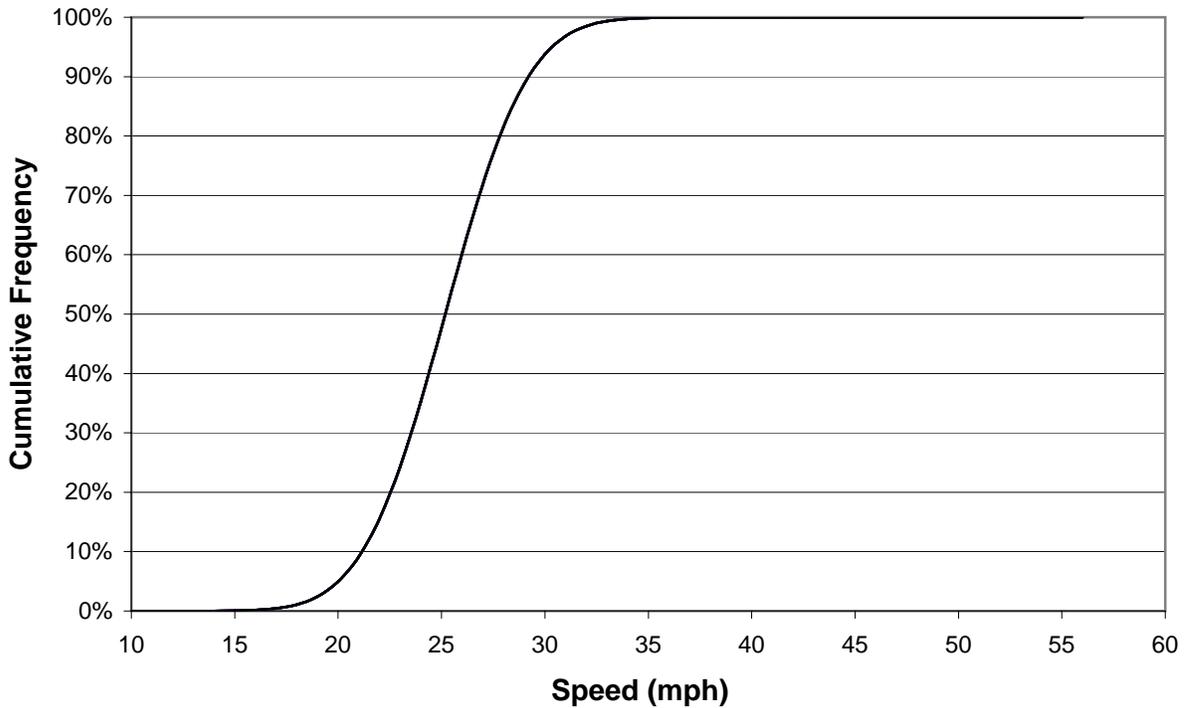
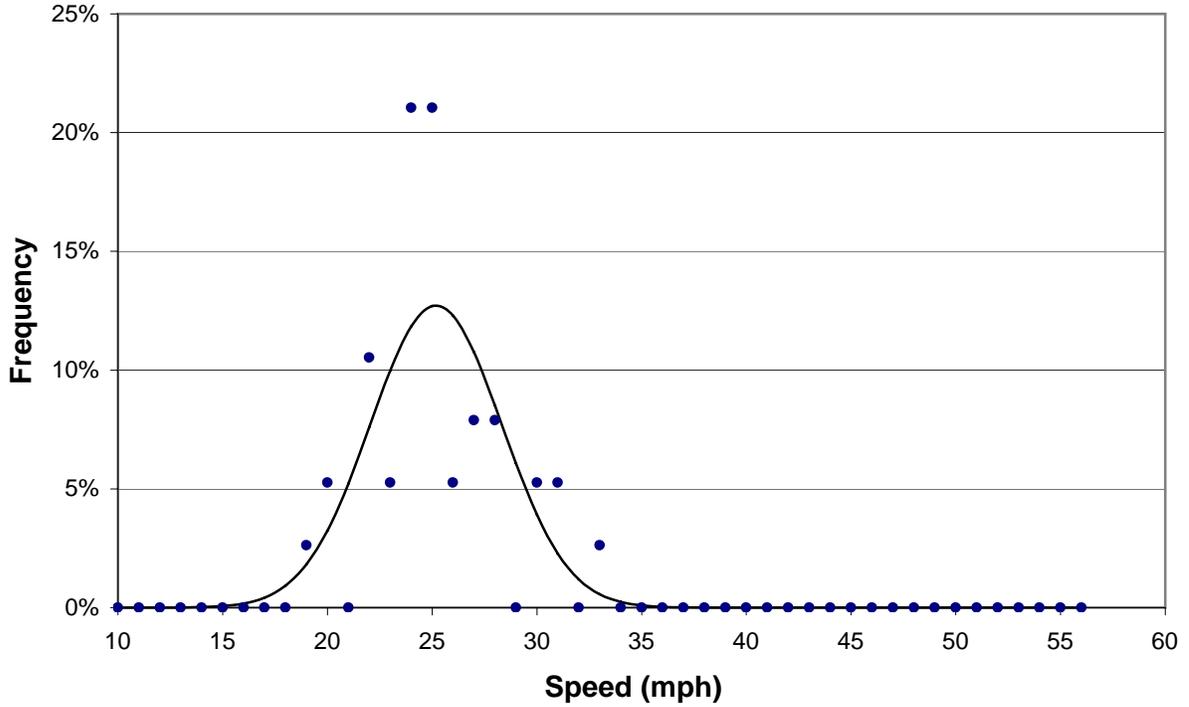
Date: 10-6-05
Location: 130th Street between Rockaway Blvd & Foch Blvd
Surveyor: R. Calvache/H. Salinas

Time: 10:40 - 11:40 am

School: P.S. 96
Direction: NB
Comments:

Mean Speed = 25.2 mph
Standard Deviation = 3.1 mph
Margin of Error (95% Confidence) = ± 1.0 mph

Median Speed = 25.2 mph
15th Percentile Speed = 21.9 mph
85th Percentile Speed = 28.4 mph



SPOT SPEED STUDY

Date: **10-6-05**
 Location: **130th Street between Rockaway Blvd & Foch Blvd**
 Surveyor: **R. Calvache/H. Salinas**

Time: **10:40 - 11:40 am**

School: **P.S. 96**
 Direction: **SB**
 Comments:

Mean Speed = 25.3 mph
 Standard Deviation = 3.0 mph
 Margin of Error (95% Confidence) = ± 1.2 mph

Median Speed = 25.3 mph
 15th Percentile Speed = 22.1 mph
 85th Percentile Speed = 28.4 mph

