

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



School Safety Engineering Project

FINAL REPORT: Arista Preparatory School, Brooklyn



Prepared by
The RBA Group/Urbitrans Associates



AUGUST 30, 2006

School Safety Engineering Project
Arista Preparatory School, Brooklyn

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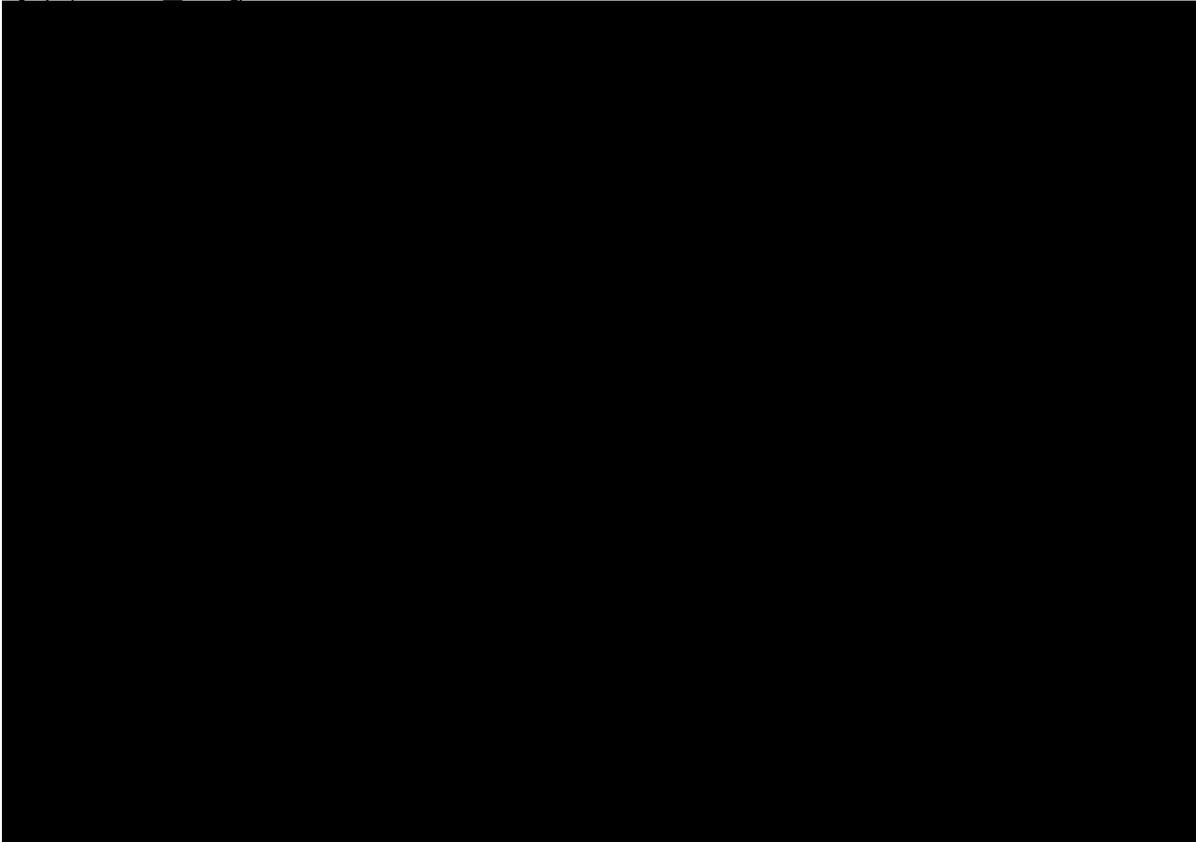
1. INTRODUCTION

1.1 PROJECT DESCRIPTION

The Department of Transportation 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 350 speed reducers (humps) have been installed in the immediate vicinity of schools.

Under this consultant study, the School Safety Engineering Project, accident 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). Arista Preparatory School in Brooklyn is one of the 135 priority schools.

2. BACKGROUND—EXISTING CONDITIONS AND ANALYSIS



2.2 NEIGHBORHOOD DESCRIPTION

Eastern Parkway is a main thoroughfare through the Crown Heights section of Brooklyn that divides a mostly residential neighborhood. The north and south service roads are each one-lane roadways with parking on both sides (Figure 1). (See Exhibit 1 for Aerial Photograph).

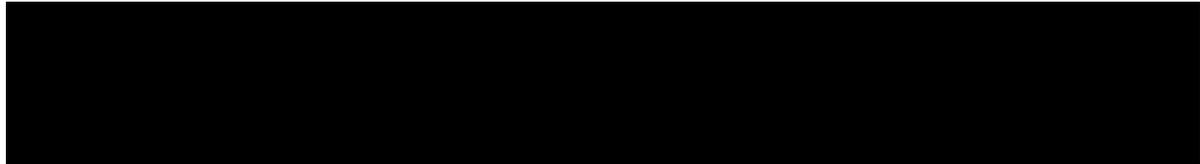
2.3 MEETING WITH SCHOOL REPRESENTATIVES

Representatives from the consultant team and from Arista Preparatory School met at the school on the afternoon of May 25, 2004. The representatives from the schools included the Arista Preparatory School Headmistress, Administration Director, Principal and a Security Guard (see the Appendix for a list of attendees).

According to representatives of the school, the identifiable problems that student pedestrians encounter on a regular basis include the following:

- Vehicles speeding on Eastern Parkway North Service Road;
- Lack of curb space to pick up and drop off students on the North Service Road of Eastern Parkway;
- Uncontrolled pedestrian crossing at the north leg of the intersection of Kingston Avenue and the North Service Road;

- Vehicles not stopping for the red signal on Kingston Avenue at the South Service Road of Eastern Parkway.



2.6 PRIMARY MODES OF TRANSPORT TO AND FROM SCHOOL

According to school officials, 40% of students walk to and from school, 35% of students ride MTA buses or subways, and 25% are driven by a parent or guardian. See Table 1 for the schools estimate of the mode of travel. Based upon information gathered from the school representatives, students that walk to school from the Crown Heights area use Kingston Avenue or Brooklyn Avenue.

TABLE 1: MODES OF TRAVEL	
(AS ESTIMATED BY SCHOOL OFFICIALS)	
DESCRIPTION	PERCENTAGE
Walk	40%
Driven by parent of guardian	25%
School bus	0%
MTA bus/subway	35%
TOTAL	100%

2.7 ADDITIONAL STUDENT PEDESTRIAN TRAFFIC GENERATORS

There were no traffic generators noted by the school representatives. However, the Jewish Children’s Museum is located at the southeast corner of Kingston Avenue and Eastern Parkway South. During a follow-up visit to the school area, a class trip of children visiting the museum was observed.

2.8 CROSSING GUARD LOCATIONS

According to school officials there are no crossing guards assigned to Arista Preparatory. However, two crossing guards are assigned to another school (Oholei Torah Elementary – also a priority school), which is on Eastern Parkway at Brooklyn Avenue (see Exhibit 3).

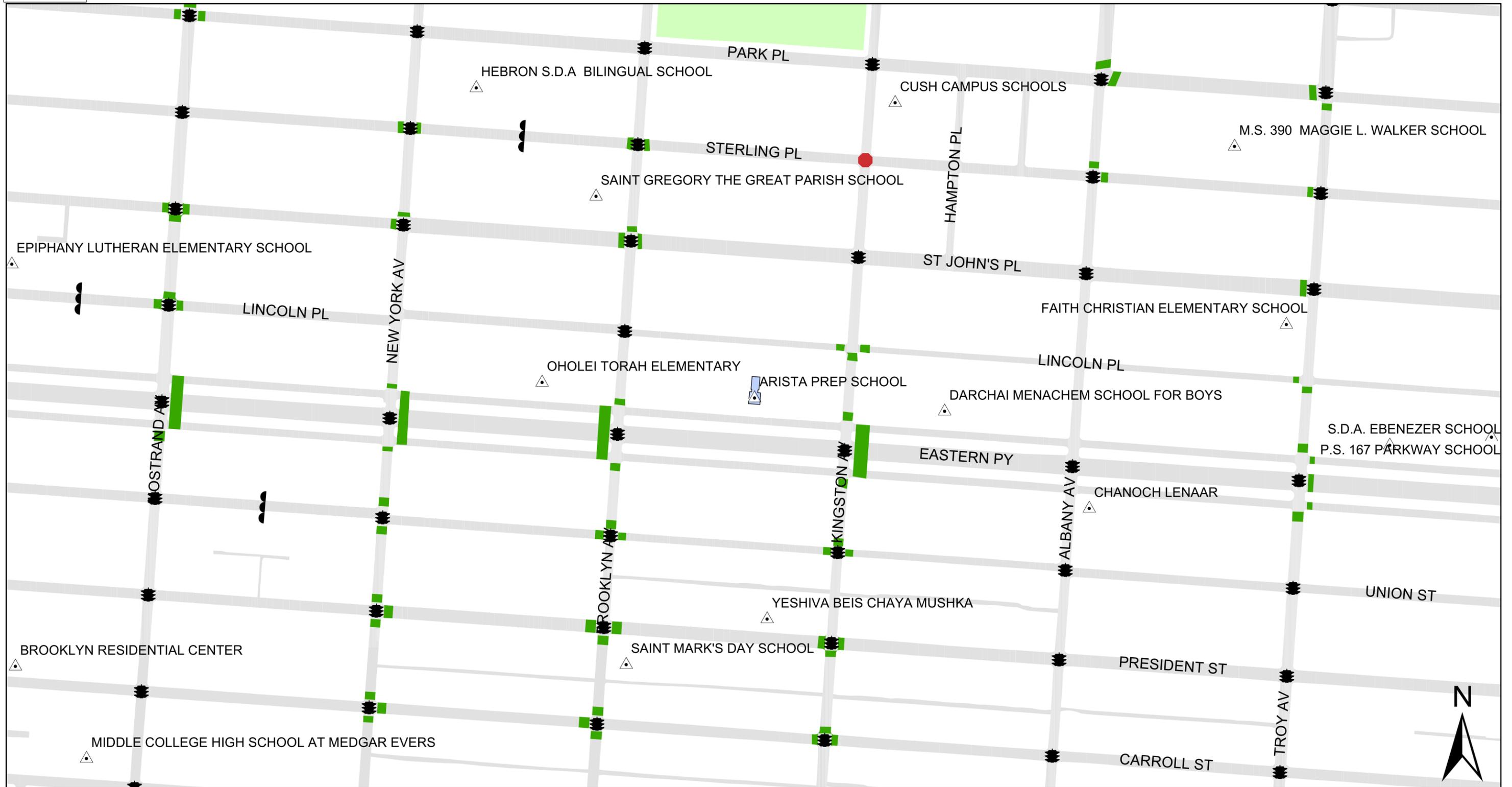


1 inch equals 100 feet

EXHIBIT 1
ARISTA PREP SCHOOL
BROOKLYN
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

Brooklyn
ARISTA PREP SCHOOL

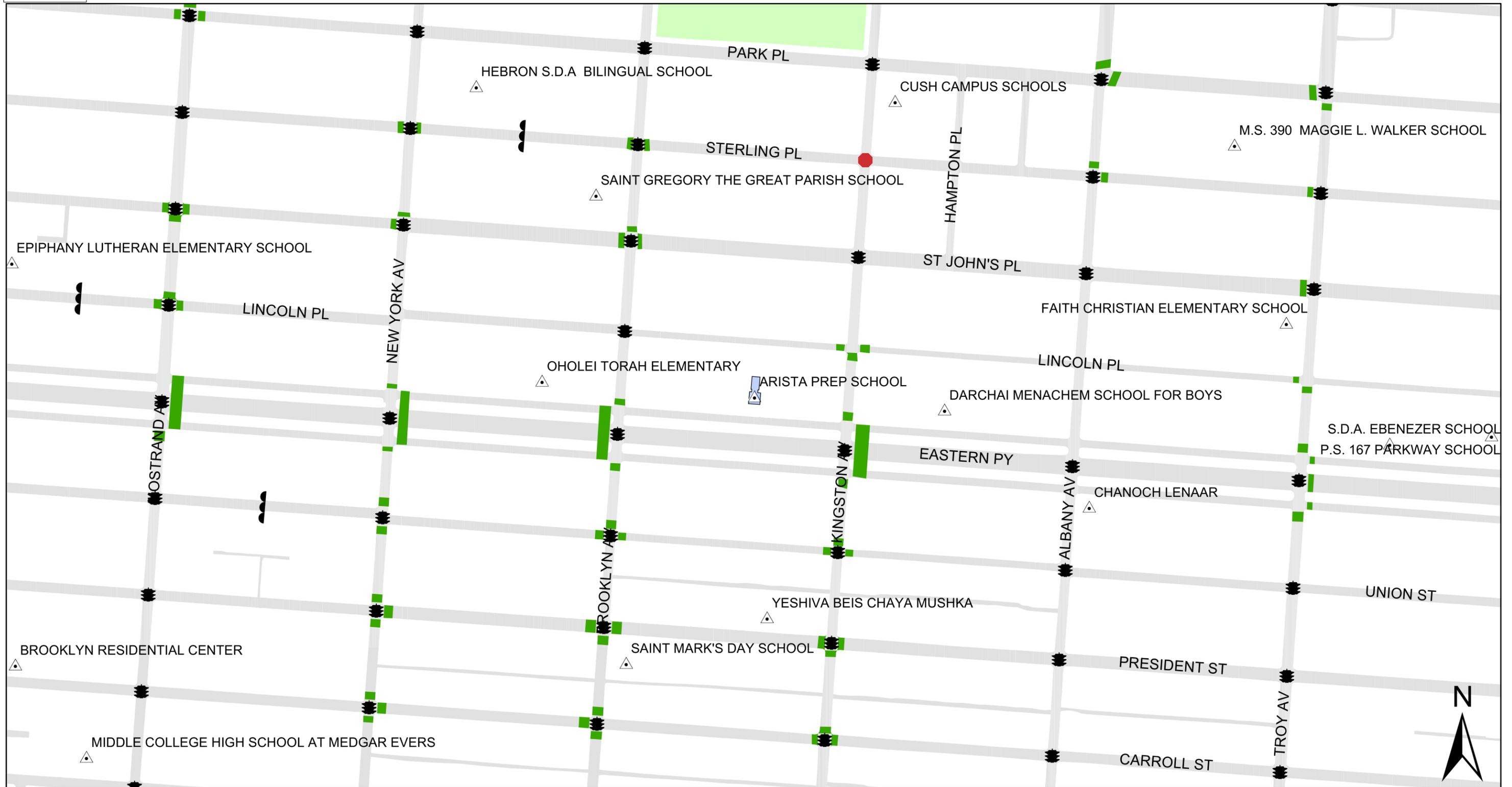
Prepared by the NEW YORK CITY DEPARTMENT OF TRANSPORTATION, Iris Weinsall, COMMISSIONER.

Map created on 11/16/2006

COMM. BOARD: 308
PRECINCT: 77



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		TRAFFIC SIGNAL	
SCHOOL CROSSWALK		ALL - WAY STOP	
		SPEED REDUCER	

Brooklyn
ARISTA PREP SCHOOL

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

EXHIBIT 3

Map created on 11/16/2006

1.5.1

COMM. BOARD:	308
PRECINCT:	77

3. TRAFFIC OPERATIONS

3.1 SCHOOL BUS OPERATIONS

According to school representatives, there are no school bus operations at Arista Preparatory School.

3.2 PARENT DROP-OFF OPERATIONS

School officials have indicated that approximately 25% of Arista Preparatory School students are driven to and from school by parents or guardians.

At the Main Building, parents use the North Service Road as a drop-off and pick-up point. Parents park or double-park in order to allow a child to exit the vehicle. Arista Preparatory School has an adult stationed outside of the building on the Eastern Parkway North Service Road of Eastern Parkway to assist parents dropping off students.

At the Annex Building, all children must enter the building with an adult. Parents must park their vehicles in the existing parking spaces/meters on the west side of Kingston Avenue and walk across Kingston Avenue at an uncontrolled crossing. Parents reported being ticketed for illegal parking during school arrival and dismissal.

3.3 PARKING REGULATIONS

Parking is prohibited on the North Service Road of Eastern Parkway on alternating sides of the roadways between 8:30 am and 9:00 am.

On the west side of Kingston Avenue, parking is prohibited between 7:30 am and 8:00 am for street cleaning. On the east side of Kingston Avenue, parking is prohibited south of Lincoln Place for approximately forty feet. Parking is prohibited on the remainder of the block between 8:30 am and 9:00 am except Sundays for street cleaning. Both sides of Kingston Avenue have parking meters and a two-hour parking limit the rest of the day.

Exhibit 4 shows parking regulations on the North Service Road of Eastern Parkway and Kingston Avenue.

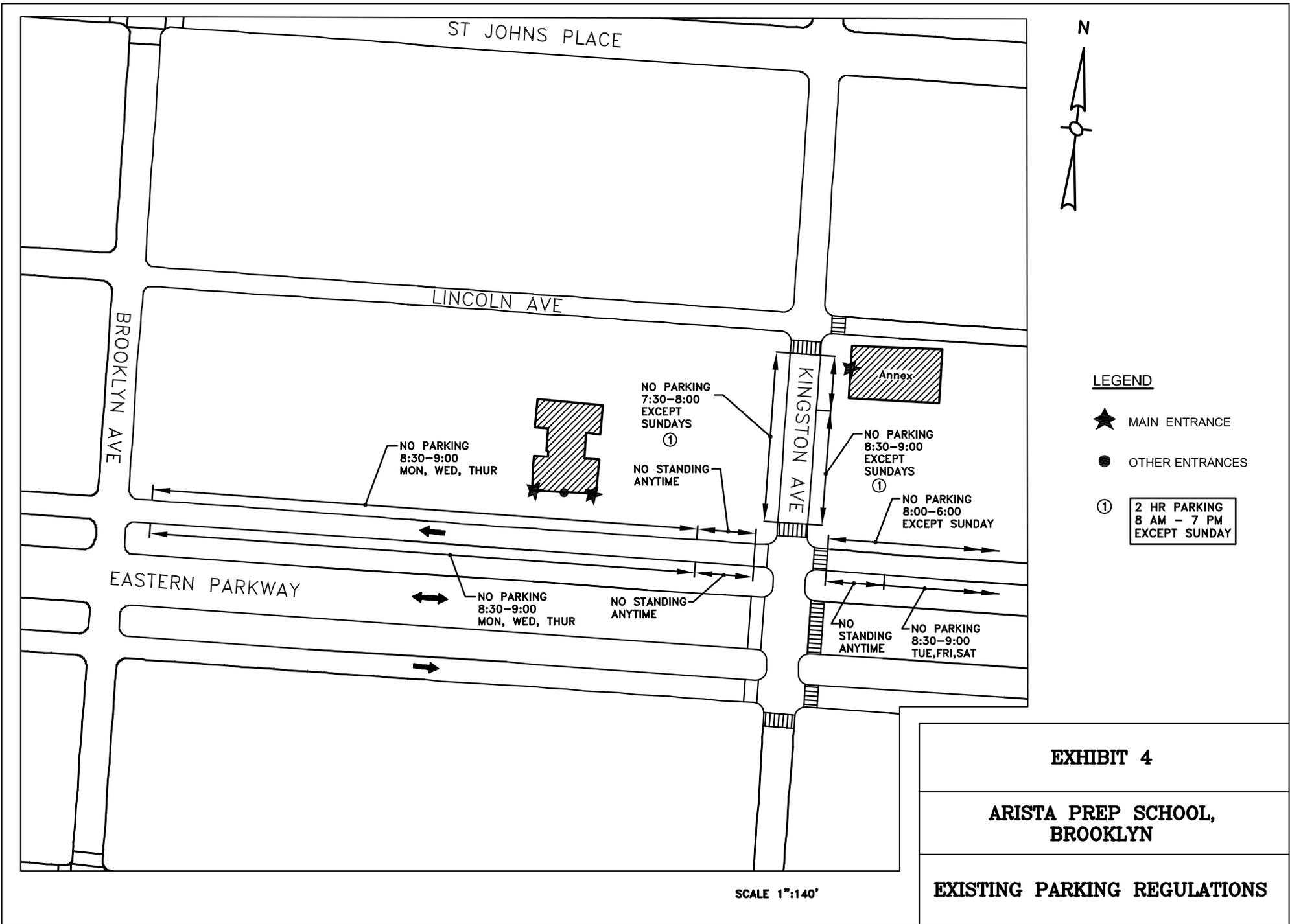


EXHIBIT 4

**ARISTA PREP SCHOOL,
BROOKLYN**

EXISTING PARKING REGULATIONS

3.4 EXISTING SCHOOL SIGNS AND MARKINGS

The Traffic Safety Map, Exhibit 2, shows existing crosswalk pavement markings. It is noted that a citywide signage program is currently underway to upgrade school signage to current Federal Manual of 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” on Exhibit 7.



Figure 2: Advance warning sign on the North Service Road of Eastern Parkway, east of Kingston Avenue (looking west)

3.5 ACCIDENT SUMMARY

Exhibit 5 and Table 2 show a summary of accidents, as obtained from the New York State Department of Motor Vehicles (DMV), in the vicinity of Arista Preparatory 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 accidents. Table 3 is a summary of more recent accident data obtained from the NYC Police Department (NYPD). Though current through 2004, the NYPD data do not provide the same level of detail as the DMV data.

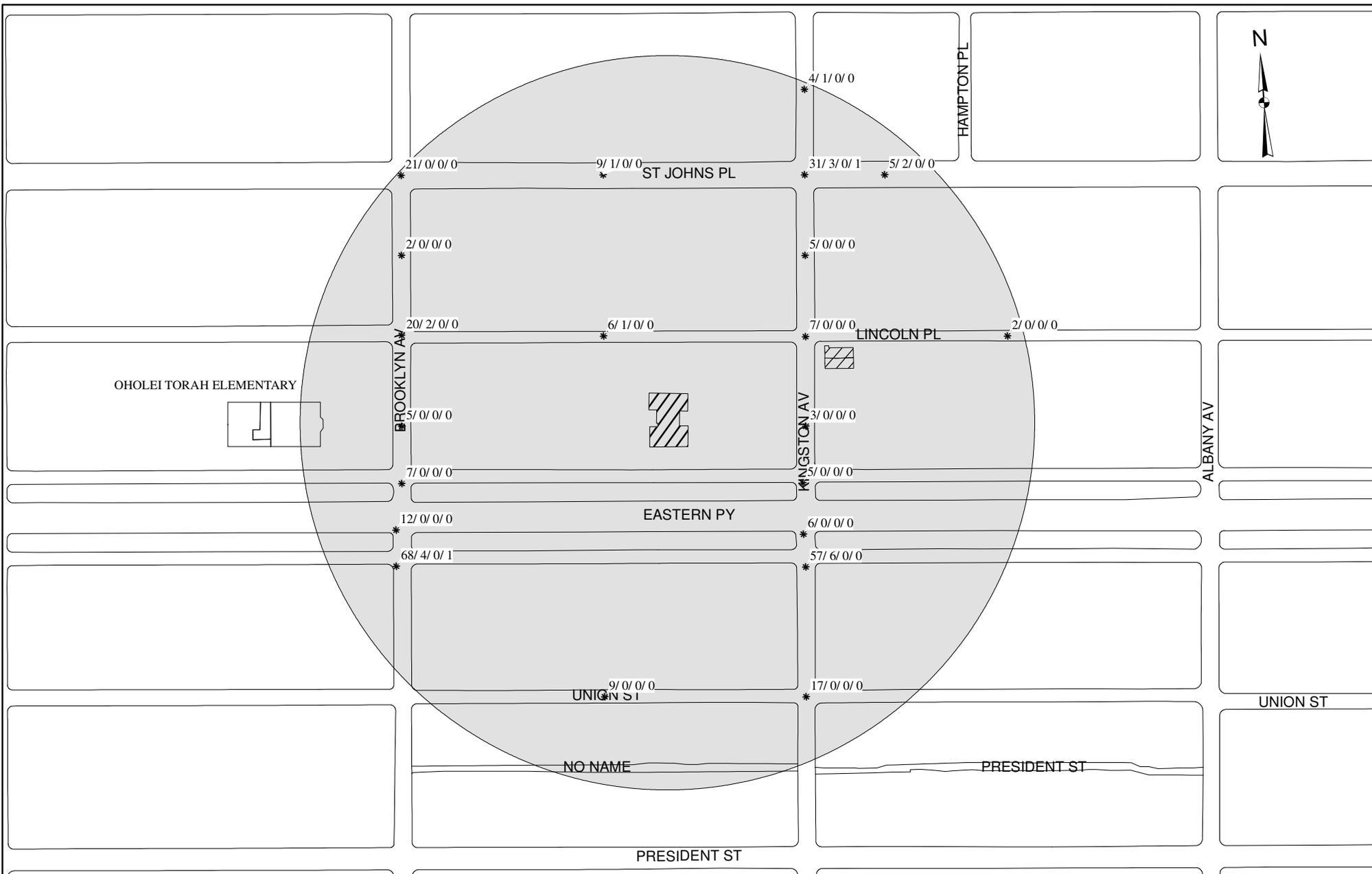
This report targets intersections closest to the school where the highest concentration of student pedestrians occurs. Intersections farther from the school and locations for which detailed data was not available at the time of this study will be addressed with the ongoing work of DOT's School Safety 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
Kingston Ave. / South Service Rd.	57	6	0	0
Kingston Ave. / Eastern Parkway	6	0	0	0
Kingston Ave. / North Service Rd.	5	0	0	0
Kingston Ave. / Lincoln Place	7	0	0	0
Kingston Ave. / St. Johns Place	31	3	0	1
Brooklyn Ave. / South Service Rd.	68	4	0	1
Brooklyn Ave. / Eastern Pkwy.	12	0	0	0
Brooklyn Ave. / North Service Rd.	7	0	0	0
TOTAL	193	13	0	2

INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL RELATED ACCIDENTS
Kingston Ave. / Eastern Parkway**	104	14	0	1
Kingston Ave. / Lincoln Place	23	1	0	0
Kingston Ave. / St. Johns Place	32	2	0	0
Brooklyn Ave. / Eastern Parkway**	123	15	0	1
TOTAL	282	32	0	2

* School-Related Accidents are defined as accidents involving school-age pedestrians (age 4 – 14), occurring weekdays during the school year.

**Accidents on mainline and service roads are added together in the NYPD data.



ACCIDENT LOCATION *

SCHOOL CROSSWALK ASSIGNED TO ARISTA PREP SCHOOL

SCHOOL CROSSWALK ASSIGNED TO ANOTHER SCHOOL

CROSSWALK

X/X/X/X

TOTAL ACCIDENTS	PED ACCIDENTS	PED FATAL	SCHOOL_PED ACCIDENTS
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*



1 inch equals 250 feet

EXHIBIT 5

**ARISTA PREP SCHOOL
BROOKLYN
ACCIDENT SUMMARY
THREE YEAR PERIOD
1998-2000**

3.6 TRAFFIC OPERATIONS AND ISSUES

The following outlines the accidents and operational issues at intersections in the vicinity of the school.

3.6.1 Eastern Parkway at Kingston Avenue

Eastern Parkway has an eastbound and westbound service road, each with one moving lane of traffic and parking on both sides (Figure 3). The service roads are separated from the main line traffic by landscaped islands, which are approximately 35 feet wide. The mainline is composed of three through lanes (with a left turn lane) in the eastbound direction and two through lanes in the westbound direction. Kingston Avenue is a one-way northbound street with two lanes of moving traffic and parking along both sides. There are school crosswalks on the east, south and north legs of the intersection.

A total of 68 accidents occurred during the three-year period, 1998-2000 (this includes both mainline and service roads). Six accidents involved pedestrians, and none involved school children. According to the accident data for the 1998-2000 study period, all six pedestrian accidents occurred on the south side of the intersection (Kingston Avenue and South Service Road), and none on the north side.



Figure 3: Stop control at the northeast corner of North Service Road and Kingston Avenue (looking south)

All traffic movements, on the mainline and service roads, are controlled by traffic signals with the exception of westbound traffic on the north service road, which is controlled by a stop sign. The signal at the South Service Road is an actuated signal, which can be activated by an eastbound vehicle. If there is no actuation call placed, pedestrians can cross the South Service Road while east-west traffic on the mainline continues. As shown in Figure 4, pedestrians are allowed to cross the service road while having “Do Not Walk” signal on the mainline (detailed signal timing plan is included in the Appendix). The mainline of Eastern Parkway allows through movements in the eastbound and westbound directions and an eastbound left turn movement. No other turning movements are allowed from the mainline of Eastern Parkway at Kingston Avenue.

The Arista Preparatory School officials cited this intersection as a major safety concern for student pedestrians. The Community Board 8 District Manager, at the request of the Arista Preparatory Administrative Director, raised this issue with the Borough Commissioner's Office in the year 2002 (see Appendix). According to the Borough Commissioner's Office, a complete warrant study was conducted during the spring of 2003 which showed that the signal control should not be modified.



Figure 4: Shows the “Do Not Walk” symbol for the mainline while the “Walk” signal allows pedestrians to cross the service road.

3.6.2 Kingston Avenue and Lincoln Place

Lincoln Place is a 21-foot wide, one-way eastbound roadway with one moving lane and parking on both sides (see Figure 5). There are school crosswalks on the south and east legs of the intersection. Lincoln Place is stop controlled and Kingston Avenue is uncontrolled, making the south crosswalk an uncontrolled school crosswalk.



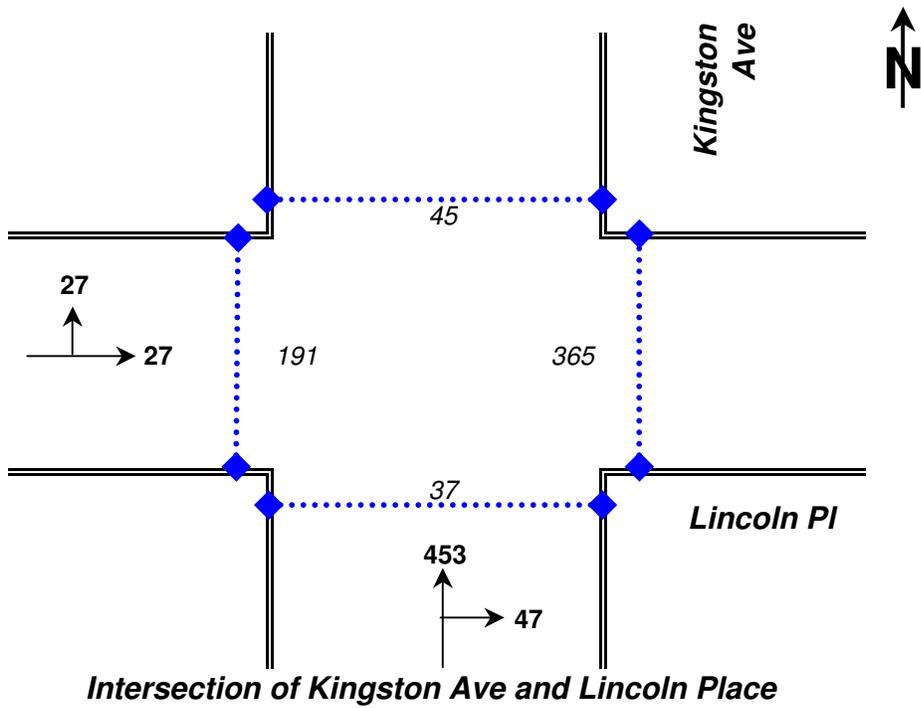
Figure 5: Intersection of Kingston Avenue and Lincoln Place. Lincoln Place is stop controlled, and Kingston Avenue has an uncontrolled school crosswalk on the south leg. (Looking east on Lincoln Place)

There were seven accidents between 1998-2000. None of accidents were school-related or included pedestrians.

A one-hour traffic count was performed at the intersection on May 18, 2005 from 7:30 am to 8:30 am (See exhibit 6). The results indicated that only 37 pedestrians used the uncontrolled crosswalk during the one-hour count period. In contrast 365 pedestrians used the east crosswalk during the same time period. The west crosswalk, which is not designated as a school crosswalk, was used by 191 pedestrians during the one-hour count.

One Hour Traffic Count Volumes

(7:30 AM - 8:30 AM May 18, 2005)



One Hour Traffic Count Volumes

(7:30 AM - 8:30 AM May 24, 2005)

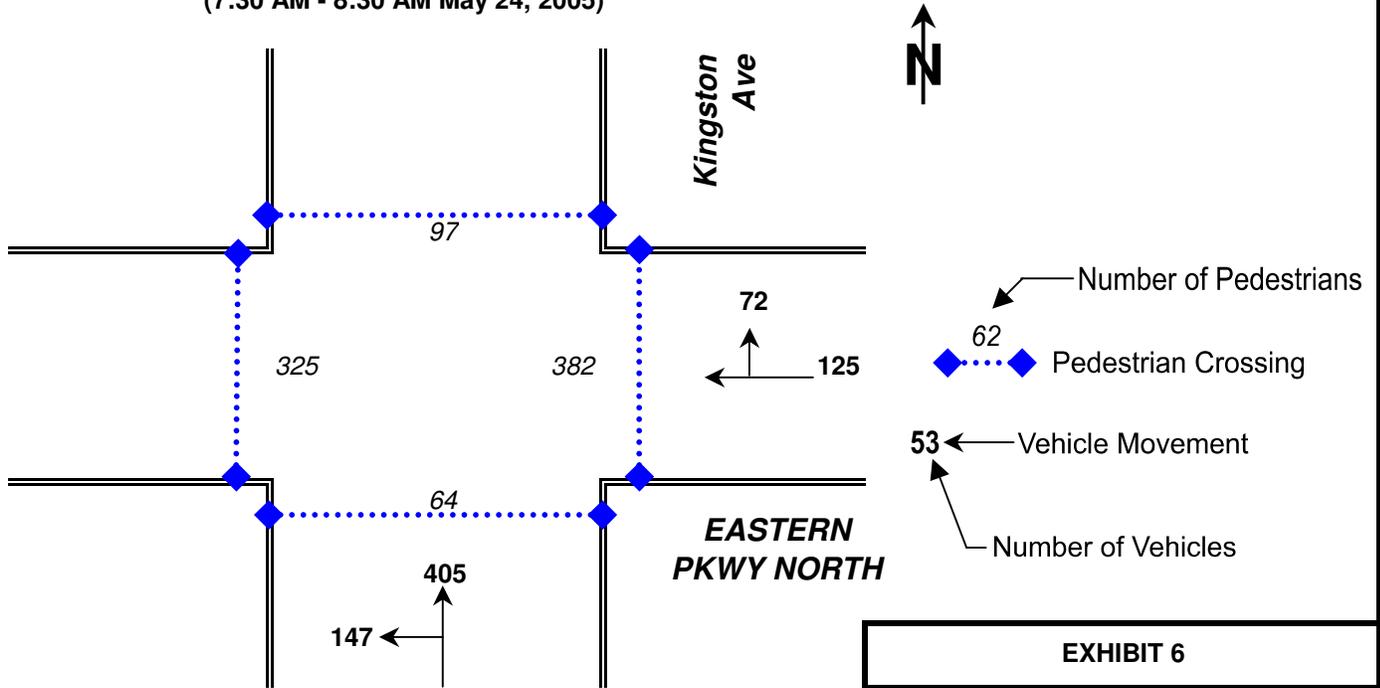


EXHIBIT 6
ARISTA PREPARATORY SCHOOL BROOKLYN
TRAFFIC COUNTS

3.6.3 Kingston Avenue and St. Johns Place

St. Johns Place is a 50-foot wide, two-way roadway with one moving lane in both the east and west directions and parking along both sides. There are no school crosswalks at this intersection.

During the 1998-2000 study period, there were 31 reported accidents, involving three pedestrian accidents and one including a child. The police report states that a 10-year old was crossing Kingston Avenue against the signal when struck by a vehicle traveling west.

The other accidents involved non-school age pedestrians; both were struck by northbound vehicles. The police report indicates one of the accidents was caused by driver inattention and the other involved a pedestrian crossing against the signal.

3.6.4 Brooklyn Avenue and Eastern Parkway South Service Road

This intersection is a large concern of another priority school, Oholei Torah, which is located on the Eastern Parkway North Service Road, between Brooklyn Avenue and New York Avenue. This intersection was not a major concern of officials at the Arista Preparatory School. However, during a school meeting with officials at the Oholei Torah School, they indicated that more than 90% of the students that walk to school use this intersection. Analysis of this intersection has therefore been conducted under the report performed for the Oholei Torah School.

3.6.5 Eastern Parkway North Service Road in front of Arista Preparatory School

As with many schools, there is congestion at the main entrance during arrival and dismissal times. The Eastern Parkway North Service Road is approximately 25 feet wide and includes one moving lane and parking lanes against both sides (see Figure 6). When a vehicle double parks to drop off or pick up, it blocks traffic. There is no curbside area for parents to pull over to let a student enter/exit a vehicle.



Figure 6: Vehicles double parked during afternoon dismissal effectively blocking roadway (looking west)

During the 1998-2000 study period, there were no reported mid-block accidents. However school representatives indicated that speeding along this roadway in front of the school is a concern.

On June 9, 2005 a speed study was conducted on the North Service Road Eastern Parkway in front of the Arista Preparatory School from 1:00 – 2:00 PM. The results indicated that vehicles were not exceeding the statutory speed limit of 30 mph (see Table 4 and Appendix).

TABLE 4: SPOT SPEED STUDIES		
LOCATION	MEDIAN SPEED (MPH)	85TH PERCENTILE SPEED (MPH)
Eastern Parkway North Service Road between Kingston Avenue and Brooklyn Avenue	24	27

3.7 SIGNAL TIMING: PEDESTRIAN PHASE

Pedestrian crossing time was field verified at all signalized intersections in the vicinity of Arista Preparatory School, and found to be adequate in all directions and approaches.

TABLE 5: PEDESTRIAN CROSSING TIMES AT SIGNALIZED INTERSECTIONS				
INTERSECTION NAME	CROSSWALK WIDTH (FEET)	PED. PHASE ACTUAL (SECONDS)	PED. PHASE REQ'D (SECONDS)	TIMING ADJUSTMENT? (YES/NO)
Kingston Ave @ Eastern Parkway				
crossing Kingston Avenue	35	75	15 ¹	NO
crossing Eastern Parkway	25 / 58 / 25 ²	75 / 34 ³	12 / 23 ¹	NO

Notes

1. A rate of 3 ft/sec plus 3 seconds reaction time was utilized as the child pedestrian walking rate
2. The Service roads are each 25' wide and the mainline is 58' wide.
3. The Eastern Parkway service road is a semi-actuated system that provides an additional pedestrian crossing phase for the service road unless the signal is activated by a vehicle.

The intersection of Eastern Parkway and Kingston Avenue is controlled by a semi-actuated signal. This is a two-phase signal that allows the mainline through traffic a 75 second green phase. Therefore pedestrians have 75 seconds to cross Kingston Avenue, of which 15 seconds is required. In addition, during this phase (Phase A) the traffic on the South Service Road is also stopped, allowing 75 seconds for a pedestrian to cross the south service road, which is 25 feet wide and requires 12 seconds.

In the second phase (Phase B), all Eastern Parkway traffic is stopped at a red signal while Kingston Avenue traffic has a green signal. This allows pedestrians 34 seconds to cross Eastern Parkway. Eastern Parkway mainline is 58-feet wide and requires 23 seconds to cross. If a pedestrian were to attempt to cross the south service road and the Eastern Parkway mainline during this phase, 42 seconds would be required (25' service road, 34' median, and 58' mainline). Pedestrians will need two walk cycles to cross Eastern Parkway. The wide medians provide a safe area to rest between walk cycles.

The South Service Road has a loop detector installed, which makes this intersection semi-actuated.

3.8 PHYSICAL CONDITIONS (ROADWAYS AND SIDEWALKS)

The roadways and sidewalks in the vicinity of the school were generally observed to be in good condition. On the east side of Kingston Avenue, south of Lincoln Place, there is an asphalt patch that is one inch below grade and perpendicular to the direction of pedestrian traffic.



Figure 7: Asphalt patch on Kingston Avenue sidewalk

4. POTENTIAL MEASURES TO IMPROVE SCHOOL PEDESTRIAN SAFETY

This section describes potential countermeasures. These countermeasures are divided into short-term and long-term measures. Short-term measures are those that potentially can be performed in-house, long term measures are proposed capital improvements.

4.1 SHORT-TERM MEASURES

- Upgrade Parking Regulations

“NO STANDING 7AM-4PM SCHOOL DAYS” parking regulations should be installed for 30’ in front of the school along the Eastern Parkway North Service Road, to provide sufficient clear frontage for parents to drop off and pick up students.

Revise the current parking regulations along the north curb of the Eastern Parkway North Service Road. The current regulation restricts parking from 8:30 – 9:00 am, Mondays, Wednesdays, and Thursdays for street cleaning. It is recommended to add an additional restriction- “NO STANDING, SCHOOL DAYS, 7:00 AM - 4:00 PM” extending east from the school building to the existing no standing zone at the intersection with Kingston Avenue.

The current metered parking along the west curb of Kingston Avenue from the Eastern Parkway North Service Road to Lincoln Place has parking restricted from 7:30 – 8:00 Except Sunday for street cleaning. It is recommended that an additional restriction “NO STANDING, SCHOOL DAYS, 7:00 AM - 4:00 PM” be added.



Figure 8: Vehicles double-parked in front of school during morning drop-off (looking northwest)

- Reconfigure School Crosswalks

- Kingston Avenue and Lincoln Place

Currently there is no school crosswalk across the west leg on Lincoln Avenue. A traffic count (See Exhibit 7) indicated that the crosswalk was used by 191 pedestrians/hour. Therefore, it is recommended a school crosswalk be installed on the west leg, across Lincoln Place.

- *St. Johns Place and Kingston Avenue*

St. Johns Place and Kingston Avenue intersection is a signalized intersection. As noted in Section 3.7 many Arista Preparatory students use Kingston Avenue en route to school. This intersection was identified as a school crossing by the school officials. Therefore, it is recommended that school crosswalks be delineated across the east, south, and west legs of the intersection.

▪ *Place advance stop bar ten feet before 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.

▪ *Install enlarged signal lens for vehicles traveling northbound on Kingston Avenue at Eastern Parkway*

An enlarged signal lens should be considered for all traffic signal heads at this location. The enlarged heads will allow drivers to see the red lights and deter drivers from traveling through the red light.

▪ *Install pedestrian information signs*

Pedestrian signal head information signs should be installed at the north and south service roads at the intersection with Kingston Avenue. These signs will help to educate pedestrians on how to safely cross Eastern Parkway in two cycles.

▪ *Administer student pedestrian safety education program*

It is recommended that the NYCDOT Safety Education Program work with the school to educate students on pedestrian safety, including crossing the street with the WALK phase, and the meaning of WALK - FLASHING DON'T WALK - DON'T WALK pedestrian signal sequence.

• *Submit a request to the Police Department for a Crossing Guard at Kingston Avenue and Lincoln Place intersection*

Currently the northbound traffic is uncontrolled at Kingston Avenue and Lincoln Place, although the south leg of the intersection is marked as a school crosswalk. Therefore, as a mitigation measure to improve student safety at this location it is recommended that a request be submitted to the Police Department for a crossing guard during the arrival and dismissal times at this intersection.

- Repair Sidewalk

The sidewalk on the east side of Kingston Avenue, south of Lincoln Place should be repaired, replacing the temporary utility patch with new permanent concrete. NYCDOT should identify and notify the contractor of needed repair.

4.2 LONG-TERM MEASURE

- Install raised concrete refuge islands at the following location:

- At Eastern Parkway and Kingston Avenue intersection – westbound approach

The proposed raised median will replace an existing painted median and extend through the crosswalk to provide refuge for pedestrians (See Exhibit 7). The median should have an ADA compliant at-grade cut-through.

4.3 ADDITIONAL RECOMMENDATIONS FOR PRIORITY SCHOOLS IN THE VICINITY

4.3.1 RECOMMENDATIONS FOR OHOLEI TORAH ELEMENTARY SCHOOL :

(All references in Section 4.3.1 refer to the Oholei Torah Elementary School Priority School Report)

- Reconfigure School Crosswalks

- Brooklyn Avenue and Lincoln Place – west and south legs

This intersection was identified as a school crossing by the school officials. Therefore, it is recommended that school crosswalks be installed across the west, and south legs of the intersection.

- Install curb extensions at:

- Eastern Parkway Eastbound Service Road and Brooklyn Avenue –southeast and northwest corners
- Eastern Parkway Westbound Service Road and Brooklyn Avenue – northeast corner

Curb extensions should be installed at the corners as shown in Exhibit 7.

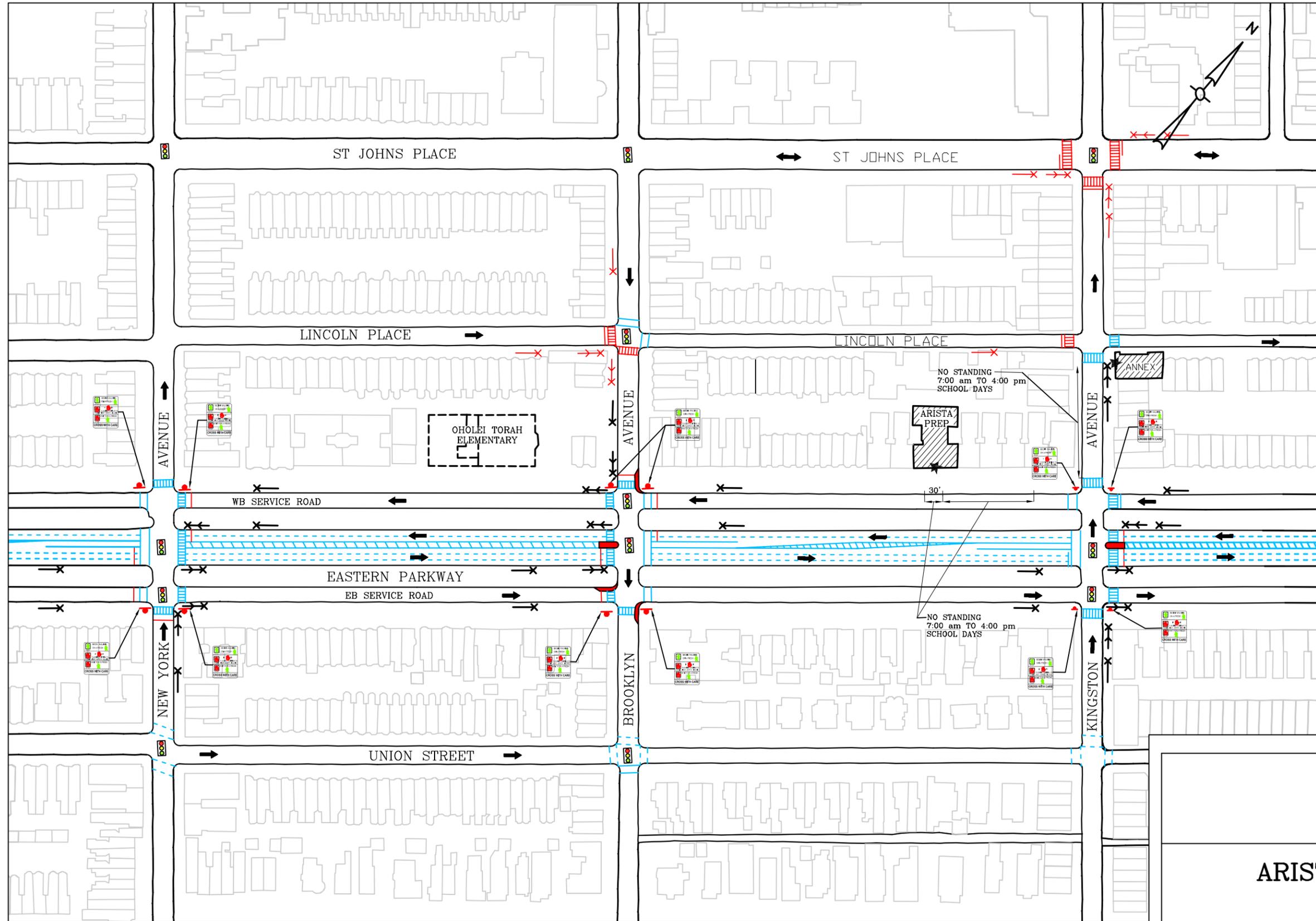
The purpose of the curb extensions is to reduce speeds of vehicles approaching and turning at these heavily utilized school crosswalks.

These curb extensions will not eliminate or reduce the width of any moving lanes. Curb extensions are not proposed where they would hinder the ability of vehicles to turn. Final details pertaining to curb extensions will be developed during the Final Design/Contract Document preparation.

- *Install raised concrete refuge islands at the following location:*

- At Eastern Parkway and Brooklyn Avenue intersection – eastbound approach

The proposed raised median will replace the existing striped median and extend through the crosswalk to provide refuge for pedestrians (see Exhibit 7). The median should have an ADA compliant at-grade cut-through.



- LEGEND**
- ★ MAIN ENTRANCE
 - OTHER ENTRANCES
 - X EXISTING ADVANCE WARNING SIGN
 - X EXISTING (OR SCHEDULED TO BE INSTALLED BY DOT) ADVANCE WARNING SIGN WITH ARROW
 - ↔ EXISTING TRAVEL DIRECTION
 - 🚦 SIGNALIZED INTERSECTION
 - ▬ EXISTING SCHOOL CROSSWALK
 - ▬ EXISTING STANDARD (NON-SCHOOL) CROSSWALK
 - ▬ EXISTING SCHOOL CROSSWALK ASSOC. WITH OTHER SCHOOL
 - X PROPOSED ADVANCE WARNING SIGN WITH ARROW
 - X PROPOSED ADVANCE WARNING SIGN
 - PROPOSED STOP LINE
 - ▬ PROPOSED SCHOOL CROSSWALK
 - PROPOSED TRAFFIC SIGN
 - ▬ PROPOSED REFUGE ISLAND
 - ↔ PROPOSED PARKING REGULATIONS

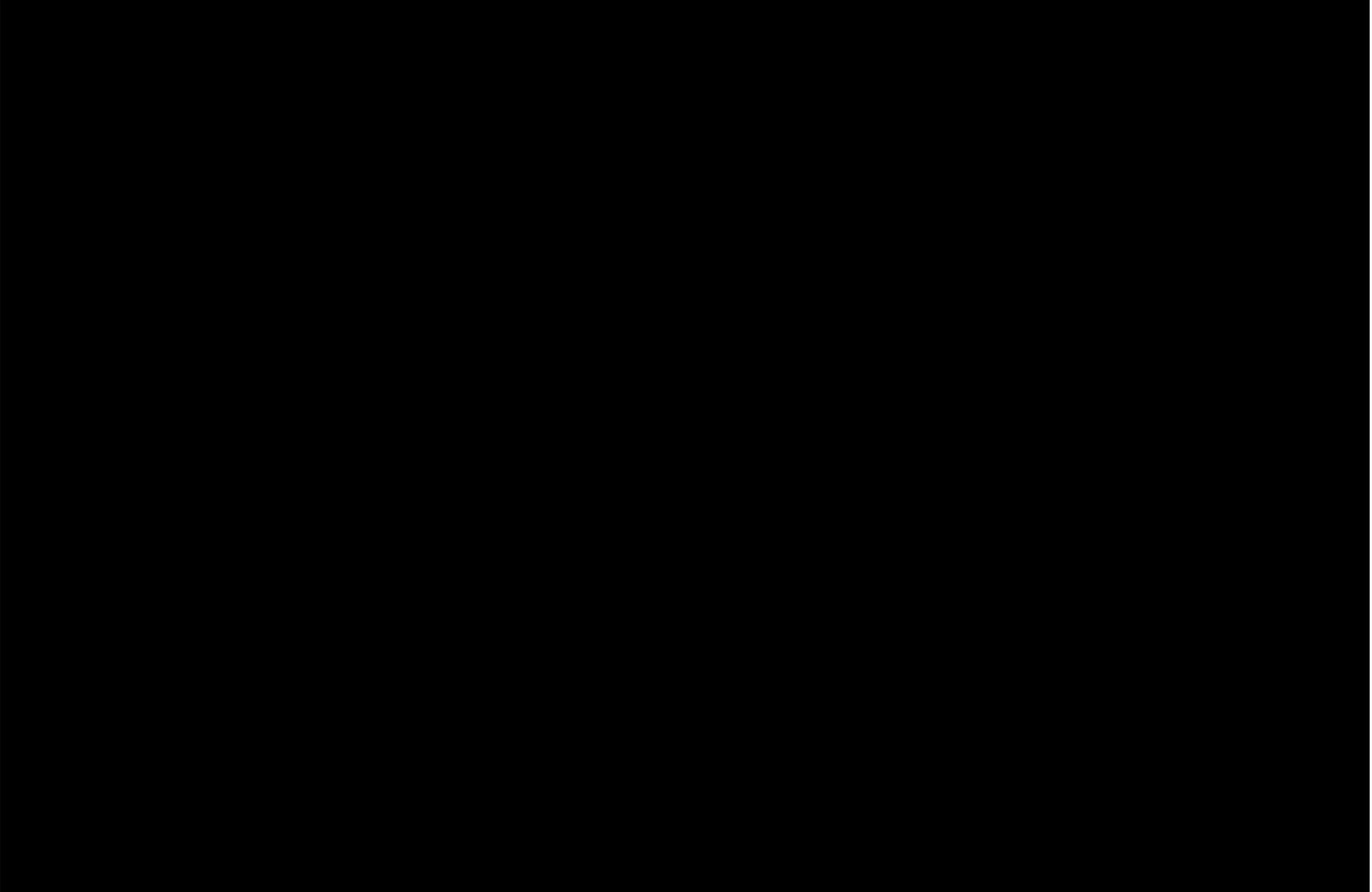
SCALE: 1" : 120'

EXHIBIT 7

**ARISTA PREP SCHOOL
BROOKLYN**

**PROPOSED MEASURES TO IMPROVE
STUDENT PEDESTRIAN SAFETY**

APPENDIX



ARISTA PREP.

MAY 24, 2005
7:30 am - 8:30 am

Title1 : SCHOOL SAFETY ENGINEERING
Title2 : BOROUGH OF BRROKLYN
Title3 : NYC-DOT

Site:
Date: 05/24/05

Combined
*Peds not included in table data

Begin Time	Total	KINGSTON AVE			EASTERN PKWY N.		KINGSTON AVE		EASTERN PKWY N.				
		W-R	W-T	N-T	N-L	W-R	W-T	N-T	N-L	W-R	W-T	N-T	N-L
07:30:00	136	0	0	0	11	22	0	0	74	29	0	0	0
07:45:00	208	0	0	0	17	40	0	0	117	34	0	0	0
08:00:00	180	0	0	0	12	29	0	0	108	31	0	0	0
08:15:00	225	0	0	0	32	34	0	0	106	53	0	0	0
	749	0	0	0	72	125	0	0	405	147	0	0	0

Peak Volume Periods <small>(1 hour Res 15 min)</small>					
	Period		Peak Period		Volume
AM	05:00:00	To 10:00:00	07:30:00	To 08:30:00	749
Noon	10:00:00	To 15:00:00	NA	To NA	0
PM	15:00:00	To 20:00:00	NA	To NA	0

ARISTA PREP SCHOOL

MAY 18, 2005
7:30 am - 8:30 am

Title1 : SCHOOL SAFETY ENGINEERING
Title2 : BOROUGH OF BROOKLYN
Title3 : NYC-DOT

Site:
Date: 05/18/05

Combined
**Peds not included in table data*

Begin Time	Total	LINCOLN PL			KINGSTON AVE			LINCOLN PL			KINGSTON AVE		
								N-R	N-T		E-T	E-L	
07:30:00	117	0	0	0	0	0	0	10	95	0	0	5	7
07:45:00	144	0	0	0	0	0	0	6	131	0	0	4	3
08:00:00	145	0	0	0	0	0	0	15	116	0	0	10	4
08:15:00	148	0	0	0	0	0	0	16	111	0	0	8	13
	554	0	0	0	0	0	0	47	453	0	0	27	27

Peak Volume Periods <i>(Flow Res: 15 min.)</i>					
	Period		Peak Period		Volume
AM	05:00:00	To 10:00:00	07:30:00	To 08:30:00	554
Noon	10:00:00	To 15:00:00	NA	To NA	0
PM	15:00:00	To 20:00:00	NA	To NA	0

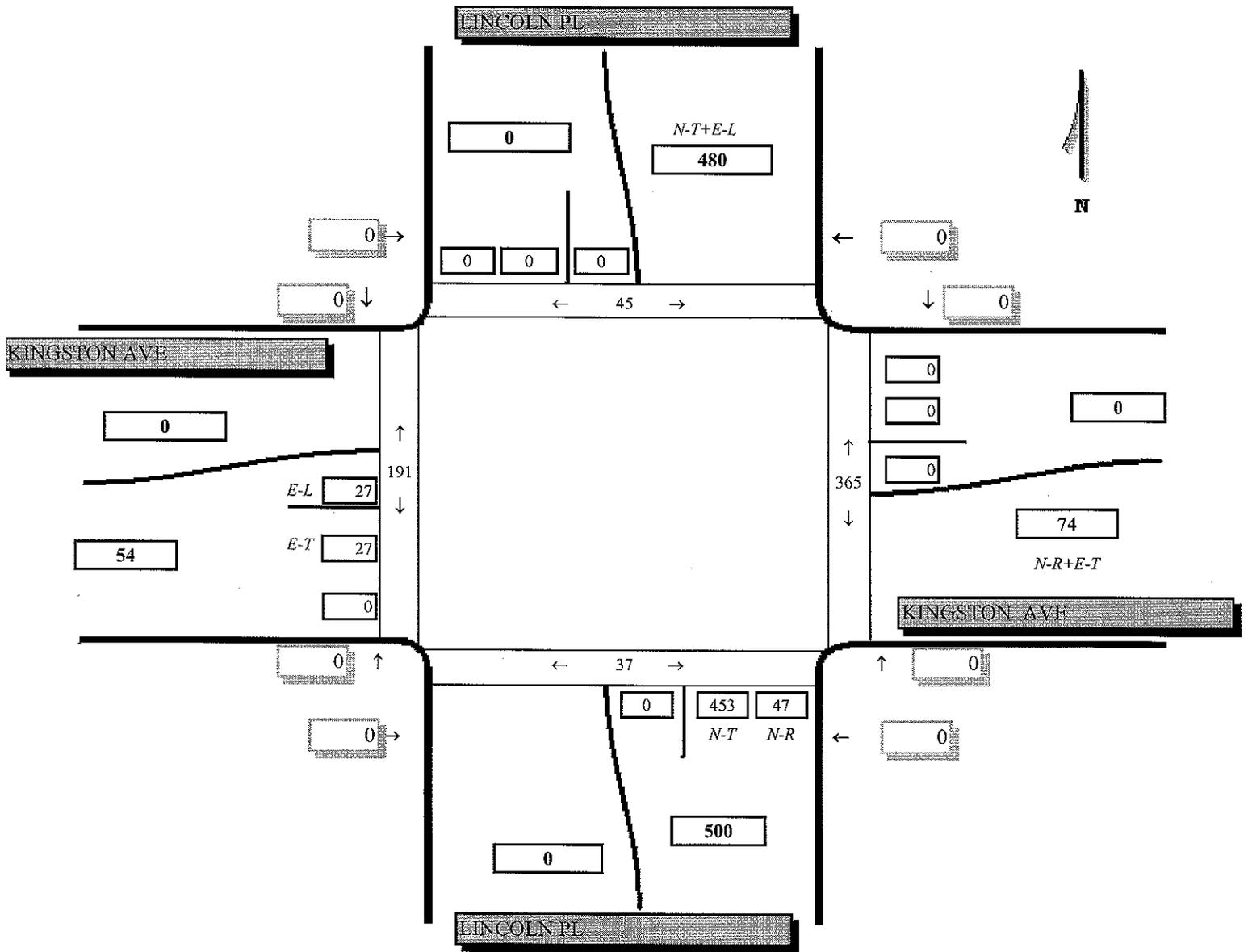
ARISTA PREP SCHOOL

MAY 18, 2005
7:30 am - 8:30 am

Title1 : SCHOOL SAFETY ENGINEERING
Title2 : BOROUGH OF BROOKLYN
Title3 : NYC-DOT

Site:
Date: 05/18/05

Combined
*Peds not included in table data





ARISTA PREP SCHOOL

755 EASTERN PARKWAY • BROOKLYN, NEW YORK 11213-3400

October 28, 2002

Community School Board #8
1291 St. Marks Avenue
Brooklyn, NY 11213

Attention: Ms. Doris Alexander

Dear Ms. Alexander

RE: INSTALLATION OF A TRAFFIC LIGHT

This letter is written on behalf of the children of our school and a concern for their safety, and is the result of an outcry by parents for safer traffic measures (viz., a traffic light) at the NORTH side of the intersection of Kingston Avenue and Eastern Parkway where pedestrian safety in general, and our students' in particular, is seriously compromised by the present STOP SIGN.

I attach herewith, a petition signed by Parents/Guardians supporting our request, and ask that in the event these signatures seem insignificant in relation to this request, that you also consider the fact that this intersection is a veritable crossroad for untold numbers of elementary school children from other neighborhood schools, both private and public.

I am also, by copy of this letter, respectfully requesting some temporary Police presence at this location either in the form of a Patrol-Car or Foot Patrol, between the hours of 7:30AM and 8:30 AM and 3:00 and 4:00PM in order to ameliorate this school-crossing hazzard.

I trust that you will be kind enough to set the wheels in motion for the expeditious installation of a traffic light at the aforementioned intersection, in anticipation of which I offer our collective thanks.

Please acknowledge.

Sincerely,

C. Desmond Kowlessar
ADMINISTRATIVE DIRECTOR
Attached:

cc: 77th Precinct
c/o Detective Raton
Certified Mail RRR

(718) 493-9292
(718) 493-8911

A MAGIC KINGDOM NURSERY SCHOOL COMPANY

Fax (718) 493-0376
e-mail: arista@ny.ndl.net

(718) 467-5620

FAX # (718) 776-2979



Community Board No. 8

1291 ST. MARKS AVENUE, BROOKLYN, NEW YORK 11213

MARTY MARKOWITZ
Borough President

November 20, 2002

ROBERT MATTHEWS
Chairman

DORIS A. ALEXANDER
District Manager

Ms. Lori Ardito
Acting Boro Commissioner
Brooklyn Boro Engineer's Office
Dept. of Transportation
44 Court Street
Brooklyn, NY 11201

Dear Ms. Ardito,

On behalf of Arista Prep School, located at 755 Eastern Parkway within the Bounds of Community Board No. 8, we are requesting the installation of a traffic light on the North side service road of Kingston Avenue and Eastern Parkway.

Presently, a stop sign is installed at the location, but this measure meets safety standards only in a minimal capacity. It is the belief of those associated with the school that student and pedestrian safety is compromised by this stop sign rather than enhanced. It is also believed that a traffic light would reduce many of the problems, both potential and actual, that are associated with having only a stop sign at such a busy intersection.

As you are aware because of our past involvement in such issues, Community Board No. 8 is unequivocally concerned with the safety of residents. We look forward to a response with regards to this issue and we appreciate any action that you and your organization can take to bring this traffic goal to fruition.

Enclosed, please find a copy of the petition as signed by concerned residents in support of the traffic sign at the aforementioned location.

Sincerely,

Doris A. Alexander
District Manager

Cc: C. Desmond Kowlessar, Arista Prep School



**New York City
Department of Transportation**

Iris Weinshall, Commissioner

Office of the
Brooklyn Borough Commissioner
16 Court Street, Suite 1620
Brooklyn, New York 11241
Tel: 718/222-7259 Fax: 718/222-7256

March 31, 2003

Mr. C. Desmond Kowlessar
Administrative Director
Arista Prep School
755 Eastern Parkway
Brooklyn, N.Y. 11213

Dear Mr. Kowlessar:

This is in response to your October 28, 2002 letter requesting an evaluation of the traffic controls at the intersection of Eastern Parkway north service road and Kingston Avenue. Please accept my apologies for the delay.

This Department reviews all requests for traffic signals and "stop" signs using the procedures contained in the federal Manual on Uniform Traffic Control Devices. As you requested, our Intersection Control Unit (ICU) will initiate a new traffic survey at this location. The ICU will report their findings directly to me and you will be notified of our determination by June 15, 2003.

Thank you for bringing this matter to our attention.

Sincerely,

Lori Ardito
Acting Borough Commissioner

LA:cc:gb
ICU/CK03-0387
BBC-261



**New York City
Department of Transportation**

Iris Weinshall, Commissioner

**Office of the
Brooklyn Borough Commissioner**
16 Court Street, Suite 1620
Brooklyn, New York 11241
Tel: 718/222-7259 Fax: 718/222-7256

Web: www.nyc.gov/dot

May 27, 2003

Mr. C. Desmond Kowlessar
Administrative Director
Arista Prep School
755 Eastern Parkway
Brooklyn, N.Y. 11213

Dear Mr. Kowlessar:

This is a follow-up to my March 13th letter regarding the traffic controls at the intersection of Eastern Parkway and Kingston Avenue.

We completed our analysis earlier this month. Factors such as vehicular and pedestrian volumes, accident experience, vehicular speeds, visibility and signal spacing were all taken into consideration in making our determination. Based upon our evaluation of the data collected, it is our judgment that additional traffic controls are unwarranted at this time.

Thank you for your interest in this matter.

Sincerely,

Lori Ardito
Acting Borough Commissioner

LA:cc:gb
ICU/CK03-0251
BBC-0261, BBC-03-76

cc I.A. TAYLOR,
YVONNE SMITH, then BRANDI CLARKE } 5/28/03

