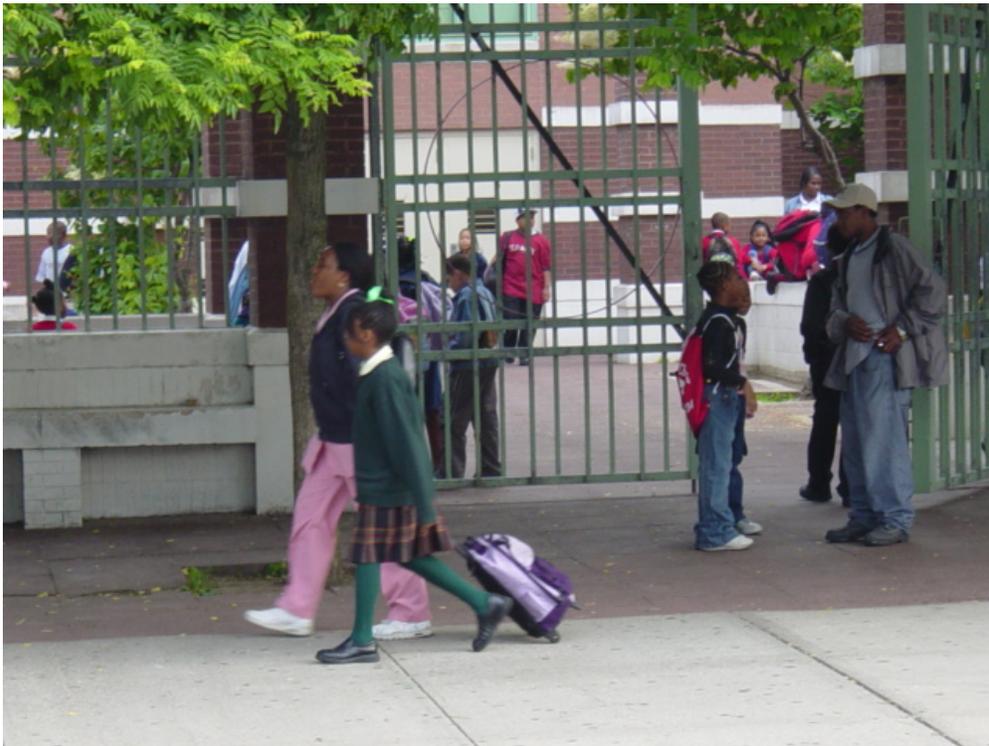


**NEW YORK CITY DEPARTMENT OF TRANSPORTATION
Office of School Safety Engineering**



School Safety Engineering Project

FINAL REPORT: P.S. 6, Brooklyn



Prepared by
The RBA Group/Urbitrans Associates



FEBRUARY 15, 2006

**School Safety Engineering Project
P.S. 6, Brooklyn**

TABLE OF CONTENTS

1. INTRODUCTION 4
1.1 PROJECT DESCRIPTION 4

2. BACKGROUND—EXISTING CONDITIONS AND ANALYSIS..... 5
[REDACTED]
2.2 NEIGHBORHOOD DESCRIPTION 5
2.3 MEETING WITH SCHOOL REPRESENTATIVES 5
[REDACTED]
2.6 PRIMARY MODE OF TRANSPORT TO AND FROM SCHOOL 7
2.7 ADDITIONAL STUDENT PEDESTRIAN TRAFFIC GENERATORS 7
2.8 CROSSING GUARD LOCATIONS 10

3. TRAFFIC OPERATIONS` 12
3.1 SCHOOL BUS OPERATIONS 12
[REDACTED]
3.3 PARKING REGULATIONS 12
3.4 EXISTING SCHOOL SIGNS AND MARKINGS 12
3.5 ACCIDENT SUMMARY 14
3.6 TRAFFIC OPERATIONS AND ISSUES 16
3.7 SIGNAL TIMING: PEDESTRIAN PHASE 20
3.8 PHYSICAL CONDITIONS (ROADWAY AND SIDEWALK) 21

4. POTENTIAL COUNTERMEASURES 21
4.1 SHORT-TERM OPTIONS 21
4.2 LONG-TERM RECOMMENDATIONS 22

EXHIBITS

EXHIBIT 1 – AERIAL PHOTOGRAPH 6
EXHIBIT 2 – CATCHMENT AREA 8
EXHIBIT 3 – TRAFFIC SAFETY MAP 9
EXHIBIT 4 – CROSSING GUARD LOCATIONS 11
EXHIBIT 5 –PARKING REGULATIONS 13
EXHIBIT 6 – ACCIDENT SUMMARY 15
EXHIBIT 7 – TURNING MOVEMENT COUNT 18
EXHIBIT 8 – PROPOSED MEASURES TO IMPROVE SAFETY 23

TABLES

TABLE 1: MODE OF TRAVEL	7
TABLE 2: DMV THREE-YEAR ACCIDENT SUMMARY (1998-2000)	14
TABLE 3: NYPD FOUR-YEAR ACCIDENT SUMMARY (2001-2004).....	14
TABLE 4: SPOT SPEED STUDIES	19
TABLE 5: PEDESTRIAN CROSSING TIME AT SIGNALIZED INTERSECTIONS.....	20

APPENDIX

TURNING MOVEMENT COUNT – CHURCH AVE AND BEDFORD AVE.....	A-2
SPEED STUDY – FLATBUSH AVENUE BETWEEN ERASMUS STREET AND SNYDER AVENUE.....	A-3

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, 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. 6 in Brooklyn is one of the 135 priority schools.

2. BACKGROUND—EXISTING CONDITIONS AND ANALYSIS



2.2 NEIGHBORHOOD DESCRIPTION

Located at 43 Snyder Avenue in Brooklyn, P.S. 6 is located at the northwest corner of Snyder Avenue and Bedford Avenue. The school's main entrance faces Snyder Avenue, and has a fenced courtyard area. (See Exhibit 1 for Aerial Photograph).



Figure 1: Snyder Avenue in front of P.S. 6 (looking west)

2.3 MEETING WITH SCHOOL REPRESENTATIVES

The consultant team and the school principal from P.S. 6 met at the school on June 7, 2004.

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

- Difficulty crossing Bedford Avenue
- Difficulty crossing Church Avenue



1 inch equals 175 feet

EXHIBIT 1

P.S. 6, BROOKLYN

AERIAL PHOTOGRAPH

2.6 PRIMARY MODE OF TRANSPORT TO AND FROM SCHOOL

According to the assistant principal, approximately 90% walk to school, 5% arrive by school bus and only 5% of the students are driven to school. Table 1 shown below indicates the school's estimate of modal split.

TABLE 1: MODE OF TRAVEL (AS ESTIMATED BY SCHOOL OFFICIALS)	
Description	Percentage
Walk	90%
Driven by car, livery cab or mini-bus	5%
School bus	5%
MTA bus or subway	0%
TOTAL	100%

2.7 ADDITIONAL STUDENT PEDESTRIAN TRAFFIC GENERATORS

There are several other schools in the immediate neighborhood surrounding PS 6, including Erasmus High School on Flatbush Avenue with an enrollment of over 2000 students, Explore Charter School, and P.S. 245 with 161 students. In addition a Boys and Girls Club across the street from P.S. 6 has weekend and after school programs.



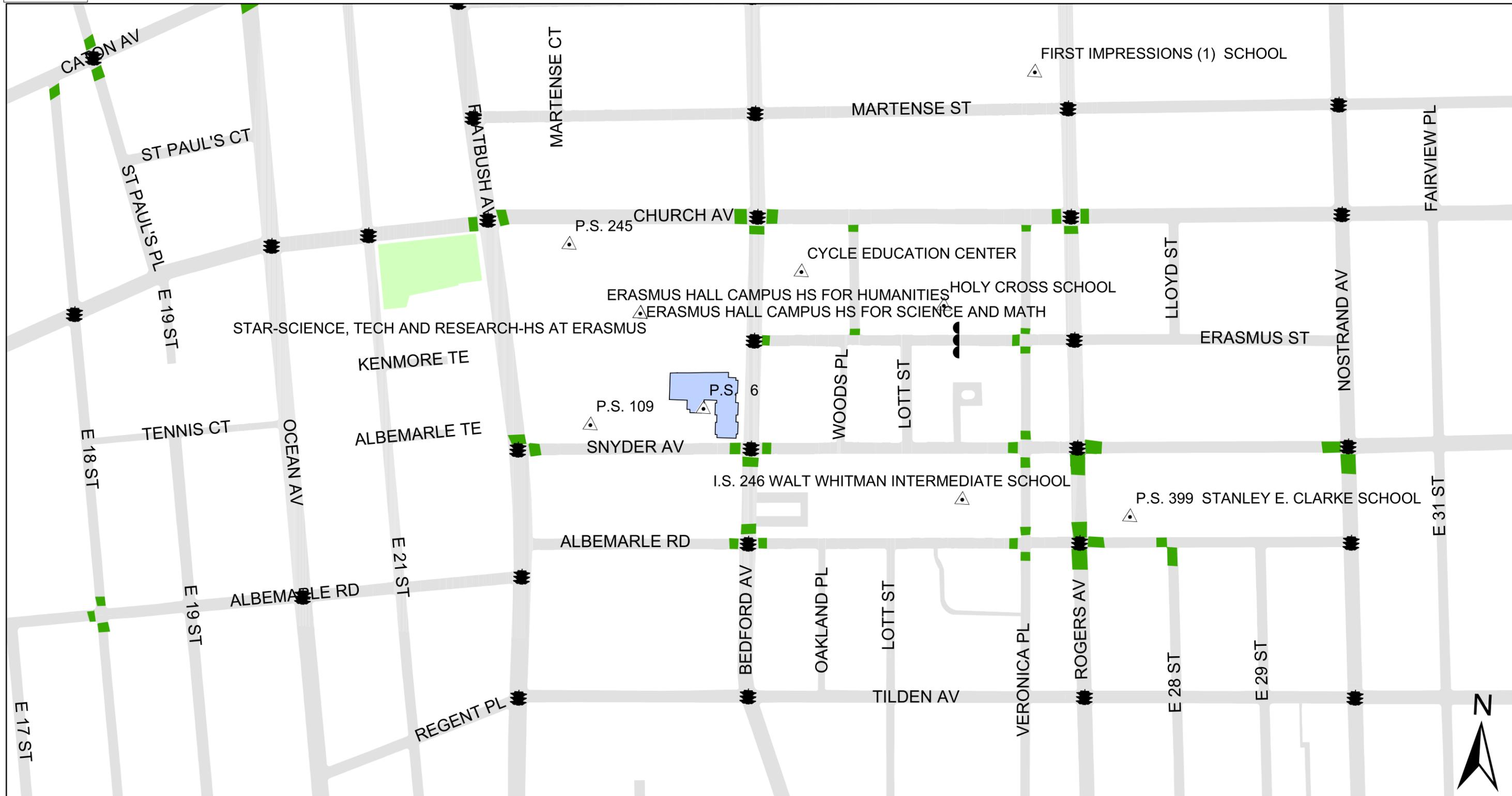
1 inch equals 800 feet


CATCHMENT AREA

EXHIBIT 2
P.S. 6, BROOKLYN
CATCHMENT AREA



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 6 Brooklyn

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

Map created on 11/16/2006 **EXHIBIT 3**

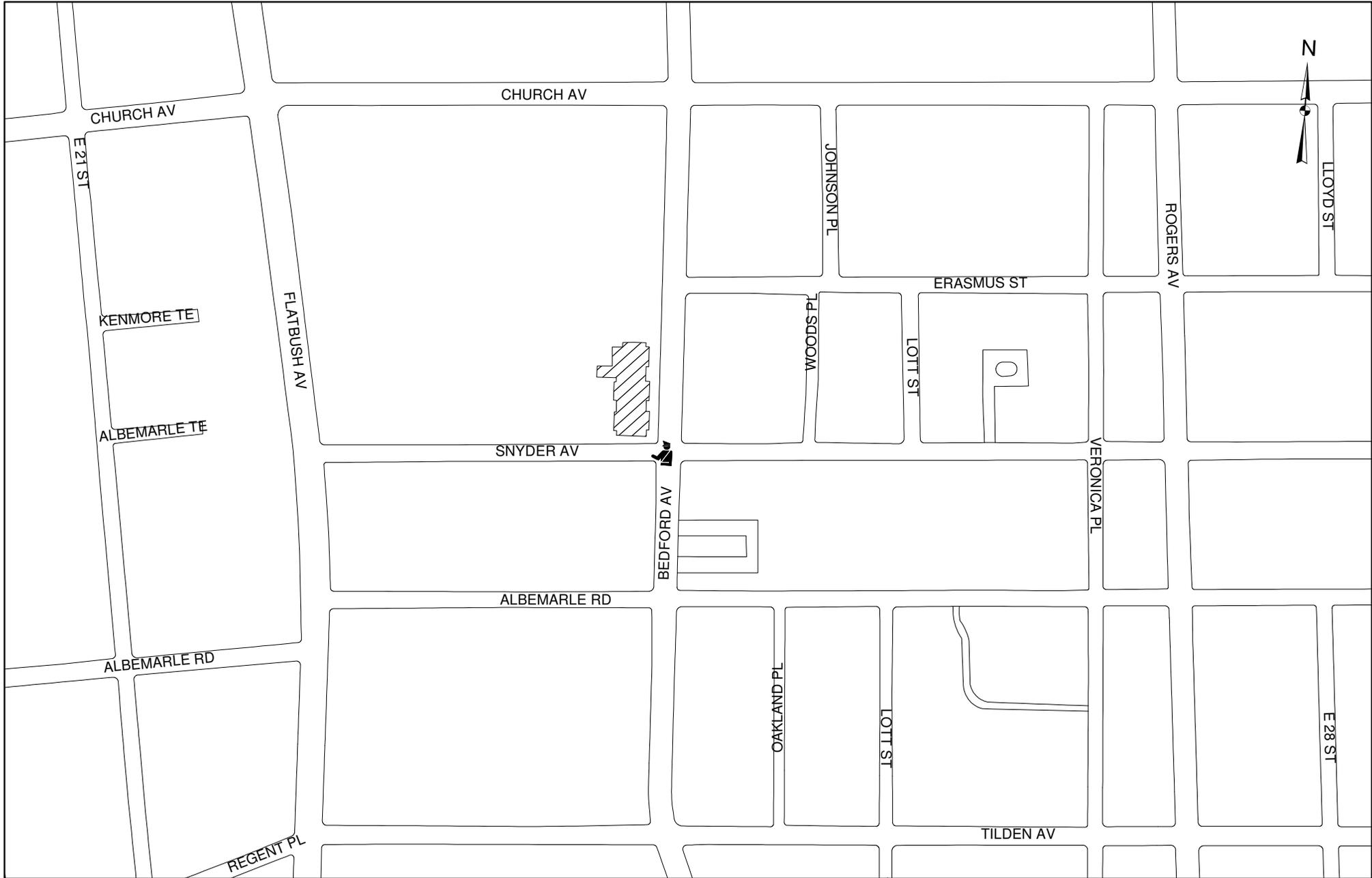
COMM. BOARD: 314
PRECINCT: 70

2.8 CROSSING GUARD LOCATIONS

According to field observations, and as confirmed by the school principal, there is one crossing guard assigned to this school at Snyder Avenue and Bedford Avenue, the corner abutting the main entrance to the school. Exhibit 4 shows the crossing guard location.



Fig. 2 – Crossing guard at the Snyder Avenue and Bedford Avenue intersection



1 inch equals 250 feet



CROSSING GUARD ASSIGNED TO P.S. 6

EXHIBIT 4

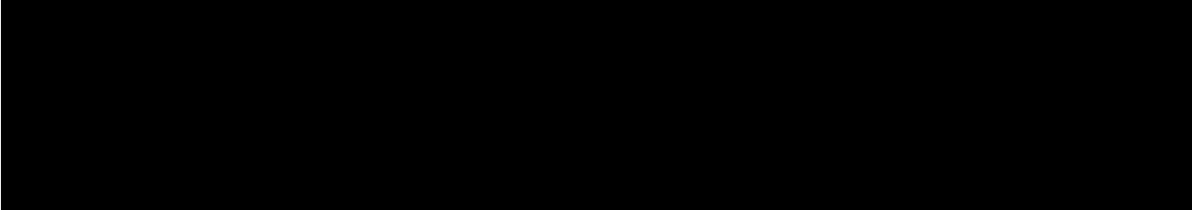
P.S. 6, BROOKLYN

CROSSING GUARDS

3. TRAFFIC OPERATIONS`

3.1 SCHOOL BUS OPERATIONS

According to school representatives, school buses stage on Church Avenue, then park or double park along the west side of Bedford Avenue to pick-up or drop-off students.



3.3 PARKING REGULATIONS

Exhibit 5 displays parking regulations around P.S. 6. On Snyder Avenue, “No Parking 7AM – 4PM School Days except Board of Education” parking regulation signs are posted in front of the school.

3.4 EXISTING SCHOOL SIGNS AND MARKINGS

The Traffic Safety Map, Exhibit 3, shows existing signs, signals and pavement markings in the vicinity of the school. It is noted that a citywide signage program is currently underway to upgrade school signage to current MUTCD standards of fluorescent yellow-green accompanied by downward pointing arrows.

CHURCH AVE.



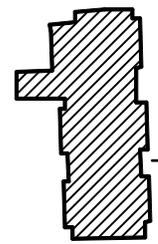
JOHNSON PL.

BEDFORD AVE.

ERASMUS ST.

WOODS PL.

LOTT ST.



NO PARKING
7:00am TO 4:00pm
SCHOOL DAYS

NO PARKING
11:30am TO 1:00pm
MONDAY & THURSDAY

NO PARKING
7:00am TO 6:00pm
TUESDAY & FRIDAY

NO PARKING
9:00am TO 10:30am
TUESDAY & FRIDAY

SNYDER AVE.

NO PARKING
11:30am TO 1:00pm
TUESDAY & FRIDAY

2HR PARKING
8:00am TO 7:00pm
EXCEPT SUNDAY

NO PARKING ANYTIME

ALBEMARLE RD.

SCALE: 1"=150'

EXHIBIT 5

P.S. 6, BROOKLYN

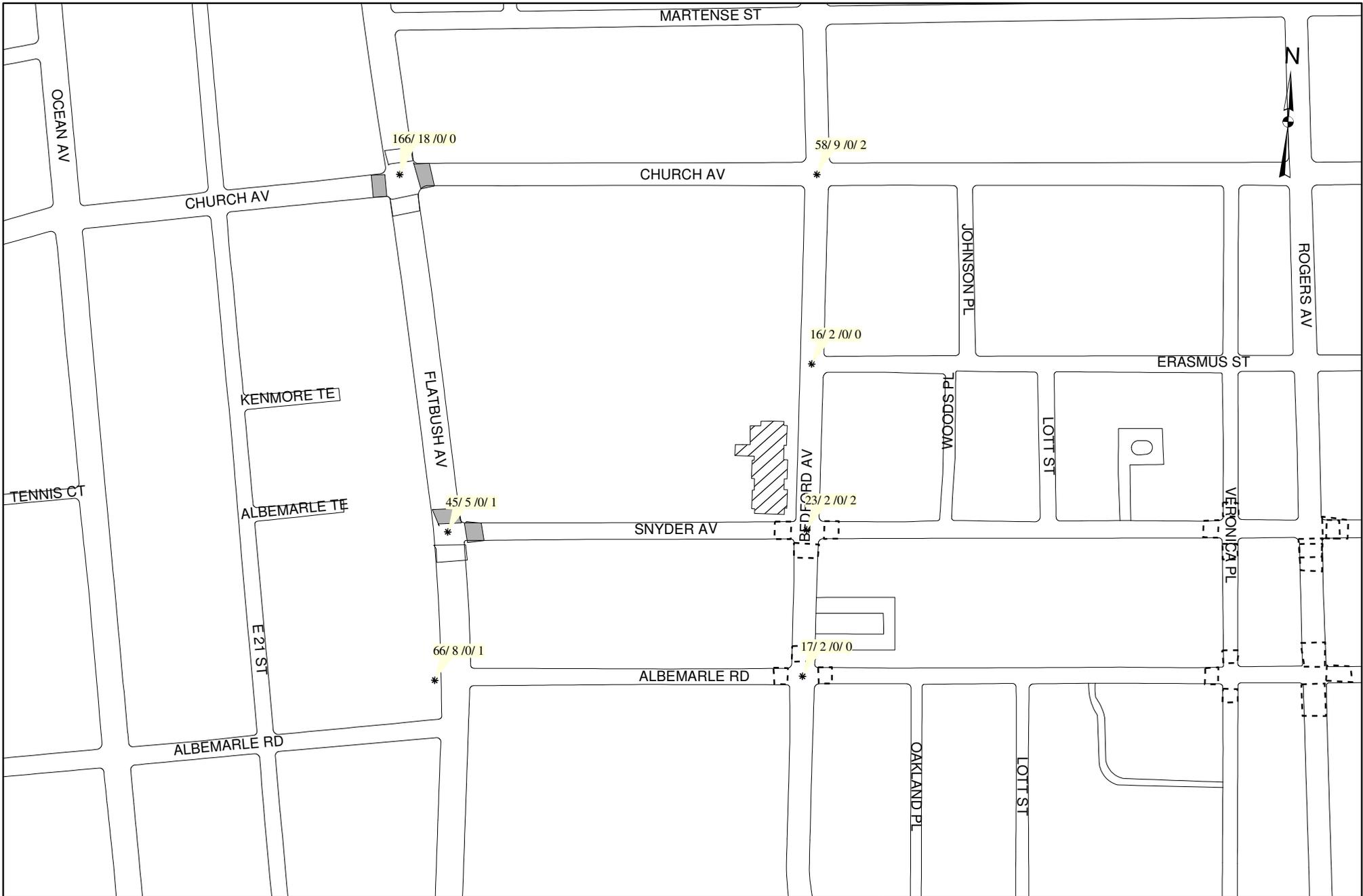
EXISTING PARKING REGULATIONS

3.5 ACCIDENT SUMMARY

Exhibit 6 and Table 2 show a summary of accidents, as obtained from New York State Department of Motor Vehicles (DMV) in the vicinity of P.S. 6 for the three-year period from January 1, 1998 through December 1, 2000. The DMV data provides some detail relating to the 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. Accidents are discussed in Section 3.6, Traffic Operations and Issues.

TABLE 2: DMV THREE-YEAR ACCIDENT SUMMARY (1998-2000)				
INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS
Bedford Ave. and Albemarle Rd.	17	2	0	1
Bedford Ave. and Snyder Ave.	23	2	0	2
Bedford Ave. and Erasmus St.	16	2	0	0
Bedford Ave. and Church Ave.	58	9	0	2
Flatbush Ave. and Albemarle Rd.	66	8	0	1
Flatbush Ave. and Snyder Ave.	45	5	0	1
Flatbush Ave. and Church Ave.	166	18	0	0
TOTAL	391	46	0	7

TABLE 3: NYPD FOUR-YEAR ACCIDENT SUMMARY (2001-2004)				
INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS
Bedford Ave. and Albemarle Rd.	32	2	0	1
Bedford Ave. and Snyder Ave.	39	6	0	1
Bedford Ave. and Erasmus St.	17	2	0	0
Bedford Ave. and Church Ave.	67	9	0	2
Flatbush Ave. and Albemarle Rd.	79	15	0	1
Flatbush Ave. and Snyder Ave.	73	7	0	2
Flatbush Ave. and Church Ave.	257	35	0	1
TOTAL	564	76	0	8



ACCIDENT LOCATION *

SCHOOL CROSSWALK ASSIGNED TO P.S. 6

SCHOOL CROSSWALK ASSIGNED TO ANOTHER SCHOOL

CROSSWALK

X/X/X/X

TOTAL ACCIDENTS	PED ACCIDENTS	PED FATAL	SCHOOL PED ACCIDENTS
-----------------	---------------	-----------	----------------------

1 inch equals 250 feet

EXHIBIT 6

P.S. 6, BROOKLYN

**ACCIDENT SUMMARY
THREE YEAR PERIOD
(1998-2000)**

3.6 TRAFFIC OPERATIONS AND ISSUES

The following outlines the traffic accident and operational issues in the vicinity of P.S. 6:

3.6.1 Bedford Avenue and Albemarle Road

This signalized intersection had 17 accidents in the three-year period from 1998 to 2000 (Exhibit 6 and Table 2), two of which were pedestrian accidents. Neither of the pedestrian accidents was school related, and one involved the pedestrian crossing against the signal. Albemarle Road is one-way eastbound, and Bedford Avenue is two-way running north/south with a striped (Class II) bike lane in each direction. Parking is permitted on both sides of the street. NYPD data shows one school-related pedestrian accident in the period 2001-2004.



Figure 3: View westbound along Snyder Avenue from Bedford Avenue intersection

3.6.2 Bedford Avenue and Snyder Avenue

Snyder Avenue is one-way westbound with parking on both sides of the street. This signalized intersection had 23 accidents (see Table 2 and Exhibit 6) in the three-year period from 1998 to 2000, two of which were school-related pedestrian accidents. In both of these accidents the pedestrian was crossing against the traffic signal.

3.6.3 Bedford Avenue and Erasmus Street

According to accident data (see Table 2 and Exhibit 6), sixteen (16) accidents occurred at this location between 1998 and 2000. Two accidents involved pedestrians, neither of which involved school students. According to accident records, one of the pedestrian accidents involved the driver backing up into a pedestrian who was working in the street. The other involved the driver failing to yield the legal right of way to the pedestrian.

3.6.4 Bedford Avenue and Church Avenue

The Traffic Safety Plan for P.S. 6 shows that this intersection is assigned to another school in the area. However, field observations show that a significant number of P.S. 6 students use this intersection en route to school. A total of 58 accidents occurred at this intersection during the 1998-2000 time period. Nine accidents involved pedestrians, of which, two were school related. Four of the nine pedestrian accidents involved drivers who did not yield the legal right of way to the pedestrian. One involved a car that was being backed up the road. Two of the accidents involved pedestrians outside of the crosswalks, and one involved a pedestrian crossing against the traffic signal.

A one hour traffic count was performed at this intersection between the hours of 7:30 am-8:30 am on April 13, 2005, with the results shown in Exhibit 7. Collected traffic counts at this intersection indicate that turning vehicular volumes and crossing pedestrian volumes are moderate in all directions. The heaviest pedestrian crossing volumes were along the western side of Bedford Avenue across Church Avenue, during the school arrival period. Over 530 pedestrians crossed Church Avenue between 7:30 and 8:30 am.

3.6.5 Flatbush Avenue and Snyder Avenue

According to the accident data (see Table 2 and Exhibit 6) 45 accidents were reported during the 1998-2000 study period. Five were pedestrian accidents, one of which was school-related.

Three of the pedestrian accidents were reported to have occurred while the pedestrian was crossing with the traffic signal, while only one of the accident reports stated that the pedestrian was crossing against the traffic signal.

The accident data provided for the four-year period, from 2001 through 2004, shows that the number of accidents at this intersection has increased. A total of 73 accidents occurred during this period including seven pedestrian accidents, two of which were school related (Table 3).

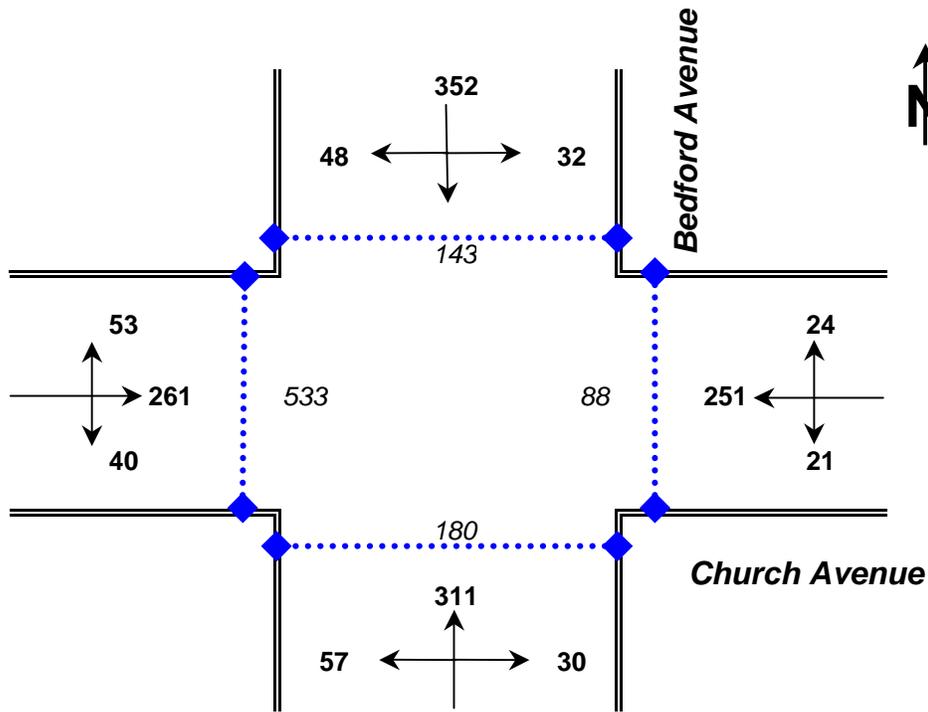
3.6.6 Flatbush Avenue and Albemarle Road

According to accident data (see Table 2 and Exhibit 6) 66 accidents were reported during the 1998-2000 three year period. Of these, eight were pedestrian accidents, and one was school-related.

Four of the eight pedestrian accidents involved pedestrians crossing without or against the traffic signal. One was recorded as general driver error and another was recorded as the pedestrian crossing with the signal and the driver having an obstructed view.

One Hour Traffic Count Volumes

(7:30 PM - 8:30 AM April 13, 2005)



Church Avenue and Bedford Avenue

- 62 ← Number of Pedestrians
- ◆ Pedestrian Crossing
- 53 ← Vehicle Movement
- ← Number of Vehicles

EXHIBIT 7
P.S. 6
TRAFFIC COUNTS

3.6.7 Flatbush Avenue and Church Avenue

This is a busy four-way signalized intersection with curbside moving lanes in the eastbound and northbound approaches. There are far side bus stops on Flatbush Avenue in both directions and on Church in the eastbound and westbound directions. According to accident data (see Table 2 and Exhibit 6) 166 accidents were reported during the 1998-2000 three year period. Of these, 18 were pedestrian accidents, none of which were school-related.

Nine of these 18 pedestrian accidents were reported to have occurred while the pedestrian was crossing with the traffic signal, three of the accidents reports stated that the pedestrian was crossing against the traffic signal. Three of the pedestrian accidents occurred while the pedestrian was crossing outside of the marked crosswalk.

The more recent NYPD accident data indicates that there was one school-related accident at this intersection during the 2001-2004 time period.

Per field measurement of the signal timing, this intersection has a 120 second cycle with no LPI's. Signal timing plates received from NYCDOT show a proposed LPI for both directions (*This LPI has been recently installed by DOT*).

3.6.8 Flatbush Avenue mid-block between Snyder Avenue and Church Avenue

A spot speed study was conducted on Flatbush Avenue between Snyder Avenue and Church Avenue on July 21, 2005. The objective of the study was to determine if there is a speeding problem on this section of Flatbush Avenue.

The speed study results are shown Table 4 and in the Appendix. Median speed on Flatbush Avenue is 18mph.

TABLE 4: SPOT SPEED STUDIES		
LOCATION	MEDIAN SPEED (MPH)	85TH PERCENTILE SPEED (MPH)
Flatbush Avenue between Church Avenue and Snyder Avenue	18	20

3.7 SIGNAL TIMING: PEDESTRIAN PHASE

Pedestrian crossing time was field verified at all signalized intersections in the vicinity of P.S. 6, and found to be adequate (for a child pedestrian walking rate of 3ft/sec) in all directions and approaches.

TABLE 5: PEDESTRIAN CROSSING TIME AT SIGNALIZED INTERSECTIONS				
Intersection Name	Crosswalk Width (Feet)	Ped. Phase Actual (Seconds)	Ped. Phase Req'd (Seconds)	Timing Adjustment? (Yes/No)
Bedford Ave. and Albemarle Rd.				
Crossing Bedford Avenue	40	70	16	NO
Crossing Albemarle Rd	30	40	13	NO
Bedford Ave. and Snyder Ave.				
Crossing Bedford Avenue	40	70	16	NO
Crossing Snyder Ave	30	40	13	NO
Bedford Ave. and Erasmus St				
Crossing Bedford Avenue	40	70	16	NO
Crossing Erasmus St	35	40	15	NO
Bedford Ave. and Church Ave.				
Crossing Bedford Avenue	40	50	16	NO
Crossing Church Ave.	50	60	20	NO
Flatbush Av. and Albemarle Rd.				
Crossing Flatbush Avenue	40	75	16	NO
Crossing Albemarle Rd	30	35	13	NO
Flatbush Av. and Snyder Ave.				
Crossing Flatbush Avenue	40	75	16	NO
Crossing Snyder Avenue	30	35	13	NO
Flatbush Av. and Church Ave.				
Crossing Flatbush Avenue	40	75	16	NO
Crossing Church Ave.	50	35	20	NO

Note – A rate of 3 ft/sec plus 3 seconds reaction time was utilized as the child pedestrian walking rate

3.8 PHYSICAL CONDITIONS (ROADWAY AND SIDEWALK)

The roadways and sidewalks along Snyder Avenue and the Bedford Avenue were in fair condition. The pedestrian ramp at the southeast corner of the Snyder Avenue and Bedford Avenue intersection has an apex ramp, rather than the NYCDOT standard pedestrian ramp with a ramp for each of the crosswalks.

4. POTENTIAL COUNTERMEASURES

4.1 SHORT-TERM OPTIONS

- *Install "No Standing School Days" regulation in front of school entrance*
"No Standing School Days 7AM to 4 PM" sign should be installed for 60' in front of main school entrance on Snyder Avenue.
- *Install Advanced Stop Bars*
Stop bars installed in advance of the school crosswalk reduces the incidence of motorists stopping in the crosswalk. This allows pedestrians to proceed in a crosswalk before motor vehicles turn, reducing pedestrian vehicle conflicts. Therefore, it is recommended that stop lines be installed in advance of pedestrian crosswalks at signalized intersections.
- *Install school crossings at following intersections:*
 - *Snyder Avenue and Woods Place*
 - *Snyder Avenue and Lott Street*
 - *Bedford Avenue and Erasmus Street*
 - *Flatbush Avenue and Church Avenue*

Because of proximity to P.S. 6, and based on feedback from school officials, these intersections are utilized by P.S. 6 students en route to school. Therefore, it is recommended that all three intersections become school crosswalks to ensure continuous walking routes (see Exhibit 8 for detail).

Currently the crossing on the east leg of Erasmus Street and Bedford Avenue is a school crosswalk assigned to another school. It is recommended that this crossing is re-assigned to P.S. 6 along with the two new crossings being added at this intersection.

4.2 LONG-TERM RECOMMENDATIONS

- Install curb extensions at the following locations:
 - Bedford Avenue and Snyder Avenue
 - Bedford Avenue and Erasmus Street

These two intersections are located directly across from the school. Curb extensions should be considered at the corners as shown in Exhibit 8.

The purpose of the curb extensions is to shorten the crossing distance for pedestrians, and to reduce speeds of vehicles approaching and turning at 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. It is noted that there is a Class II bike lane on Bedford Avenue; curb extensions should not be wider than six feet and should not obstruct the bike lane. *(Final details pertaining to curb extensions will be developed during Final Design/Contract Document preparation).*

- Install Curb Extensions on Bedford Avenue and Church Avenue

This intersection is affiliated with the Holy Cross School, located to the east on Church Avenue. Per recommendations for Holy Cross (also a priority school) curb extensions should be considered at this intersection on the northern leg of Bedford Avenue.



- LEGEND**
- ★ MAIN ENTRANCE
 - OTHER ENTRANCES
 - X EXISTING ADVANCE WARNING SIGN WITH ARROW
 - X EXISTING ADVANCE WARNING SIGN
 - ↔ 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 CURB EXTENSION (NECKDOWN)

SCALE: 1" : 150'

EXHIBIT 8

P.S. 6. BROOKLYN

PROPOSED MEASURES TO IMPROVE SAFETY

APPENDIX



INTERSECTION: Church Avenue
 TIME : 730 - 830
 DATE : 4/13/05

Total

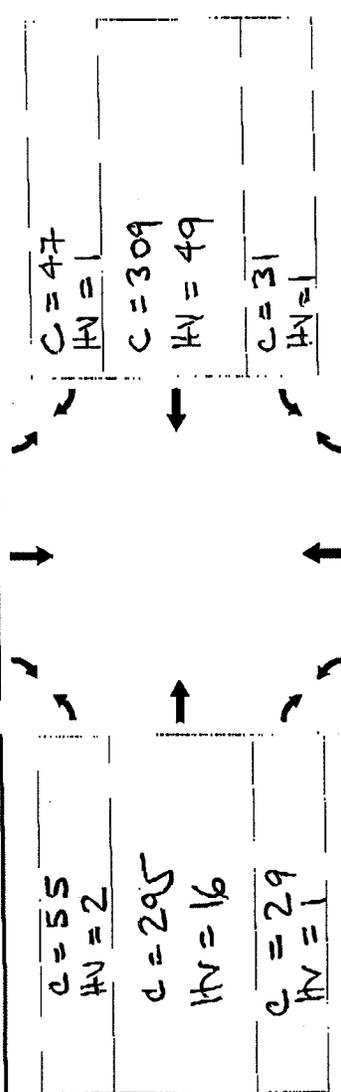
STREET NAME:
Church Avenue

Peds = 533

C - 49
 HV - 4

 C - 231
 HV - 30

 C - 39
 HV - 1



C = 47
 HV = 1

 C = 309
 HV = 49

 C = 31
 HV = 1

← →
 Peds = 143

Peds = 88

STREET NAME:
Bedford Ave

C = 55
 HV = 2

 C = 295
 HV = 16

 C = 29
 HV = 1

← →
 Peds = 180

C - CARS
 T - TRUCKS
 B - BUSES
 P - PEDS

SPOT SPEED STUDY

Date: **July 21, 2005**
 Location: **Flatbush between Erasmus St and Snyder Ave**
 Surveyor: **EY**

Time: **9:00 - 10:00 am**

School: **PS 6**
 Direction:
 Comments: **Dry**

Speed S (mph)	No. of Vehicles in Group n	% of Vehicles in Group	% Cumulative Vehicles	nS	nS ²
8	0	0.0%	0.0%	0	0
9	0	0.0%	0.0%	0	0
10	0	0.0%	0.0%	0	0
11	0	0.0%	0.0%	0	0
12	0	0.0%	0.0%	0	0
13	0	0.0%	0.0%	0	0
14	0	0.0%	0.0%	0	0
15	4	4.3%	4.3%	60	900
16	4	4.3%	8.6%	64	1024
17	26	28.0%	36.6%	442	7514
18	23	24.7%	61.3%	414	7452
19	13	14.0%	75.3%	247	4693
20	12	12.9%	88.2%	240	4800
21	8	8.6%	96.8%	168	3528
22	2	2.2%	98.9%	44	968
23	0	0.0%	98.9%	0	0
24	1	1.1%	100.0%	24	576
25	0	0.0%	100.0%	0	0
26	0	0.0%	100.0%	0	0
27	0	0.0%	100.0%	0	0
28	0	0.0%	100.0%	0	0
29	0	0.0%	100.0%	0	0
30	0	0.0%	100.0%	0	0
31	0	0.0%	100.0%	0	0
32	0	0.0%	100.0%	0	0
33	0	0.0%	100.0%	0	0
34	0	0.0%	100.0%	0	0
35	0	0.0%	100.0%	0	0
36	0	0.0%	100.0%	0	0
37	0	0.0%	100.0%	0	0
38	0	0.0%	100.0%	0	0
39	0	0.0%	100.0%	0	0
40	0	0.0%	100.0%	0	0
41	0	0.0%	100.0%	0	0
42	0	0.0%	100.0%	0	0
43	0	0.0%	100.0%	0	0
44	0	0.0%	100.0%	0	0
45	0	0.0%	100.0%	0	0
46	0	0.0%	100.0%	0	0
47	0	0.0%	100.0%	0	0
48	0	0.0%	100.0%	0	0
49	0	0.0%	100.0%	0	0
50	0	0.0%	100.0%	0	0
51	0	0.0%	100.0%	0	0
52	0	0.0%	100.0%	0	0
53	0	0.0%	100.0%	0	0
54	0	0.0%	100.0%	0	0
55	0	0.0%	100.0%	0	0
56	0	0.0%	100.0%	0	0
	93	100.0%		1703	31455

Mean Speed = 18.3 mph
 Standard Deviation = 1.7 mph
 Margin of Error (95% Confidence) = ± 0.3 mph

Median Speed = 18.3 mph
 15th Percentile Speed = 16.5 mph
 85th Percentile Speed = 20.1 mph

SPOT SPEED STUDY

Date: July 21, 2005
Location: Flatbush between Erasmus St and Snyder Ave
Surveyor: EY

Time: 9:00 - 10:00 am

School: PS 6
Direction:
Comments: Dry

Mean Speed = 18.3 mph
Standard Deviation = 1.7 mph
Margin of Error (95% Confidence) = ± 0.3 mph

Median Speed = 18.3 mph
15th Percentile Speed = 16.5 mph
85th Percentile Speed = 20.1 mph

