

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



School Safety Engineering Project

FINAL REPORT: Presentation of the Blessed Virgin Mary School, Queens



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



September 27, 2006

**School Safety Engineering Project
Final Report: The Presentation of the Blessed Virgin Mary School, Queens**

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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 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). The Presentation of the Blessed Virgin Mary School 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



2.2 NEIGHBORHOOD DESCRIPTION

Exhibit 1 shows an aerial view of the neighborhood surrounding the school. Presentation of the BVM is bounded by 88th Avenue to the north, 89th Avenue to the south, Parsons Boulevard to the west, and 161st Street to the east. The neighborhood surrounding the school consists primarily of multi-family apartment buildings, but includes some commercial uses as well; particularly along Hillside Avenue, located one block to the north of the school.

2.3 MEETING WITH SCHOOL REPRESENTATIVES

The consultant team was unable to arrange a meeting with representatives of the school to discuss traffic and pedestrian safety issues at and around the school. However, the school did respond to the survey questionnaire distributed by the New York City Department of Transportation (NYCDOT) in late 2003, and provided the following information about the school's areas of concern:

- Vehicles travel at excessive speeds along Parsons Boulevard in front of the school.
- School buses park illegally on Parsons Boulevard in front of the school.
- Children are crossing Parsons Boulevard mid-block between 89th Avenue and 90th Avenue.
- There is too much traffic on Parsons Boulevard between Hillside Avenue and 88th Avenue.

(See the Appendix of this report for the school's survey responses.)





2.6 PRIMARY MODES OF TRANSPORT TO AND FROM SCHOOL

In other school reports, Exhibit 1 shows the school’s catchment area as defined by the Department of Education. However, because Presentation of the Blessed Virgin Mary is a private parochial school, the actual “catchment area” is dependent upon other factors determined by the school administrators, and therefore is not shown.

Table 1 presents the modes of travel for Presentation of the BVM as identified in the school’s questionnaire response, transmitted on December 18, 2003.

TABLE 1: MODES OF TRAVEL (AS ESTIMATED BY SCHOOL OFFICIALS)	STUDENTS (Percentage)
Walk	20%
Driven by Car	15%
School Bus	25%
MTA Bus	40%
MTA Subway	0%
Bicycle	0%
TOTAL	100%

2.7 ADDITIONAL STUDENT PEDESTRIAN TRAFFIC GENERATORS

Commercial land uses, located on nearby Hillside Avenue, generate both pedestrian and vehicular traffic. Hillside Avenue is located one block north of the school, and is a major east-west corridor through Queens. Hillside Avenue also provides access to city bus and subway service. Nearby public and private schools in the area include the following:

- P.S. 86 at 87-41 Parsons Boulevard
- P.S. 182 (Samantha Smith School) at 90-36 150th Street
- Jamaica SDA/Busy Bee Learning Center at 88-28 163rd Street
- New Dawn Elementary School at 89-14 163rd Street

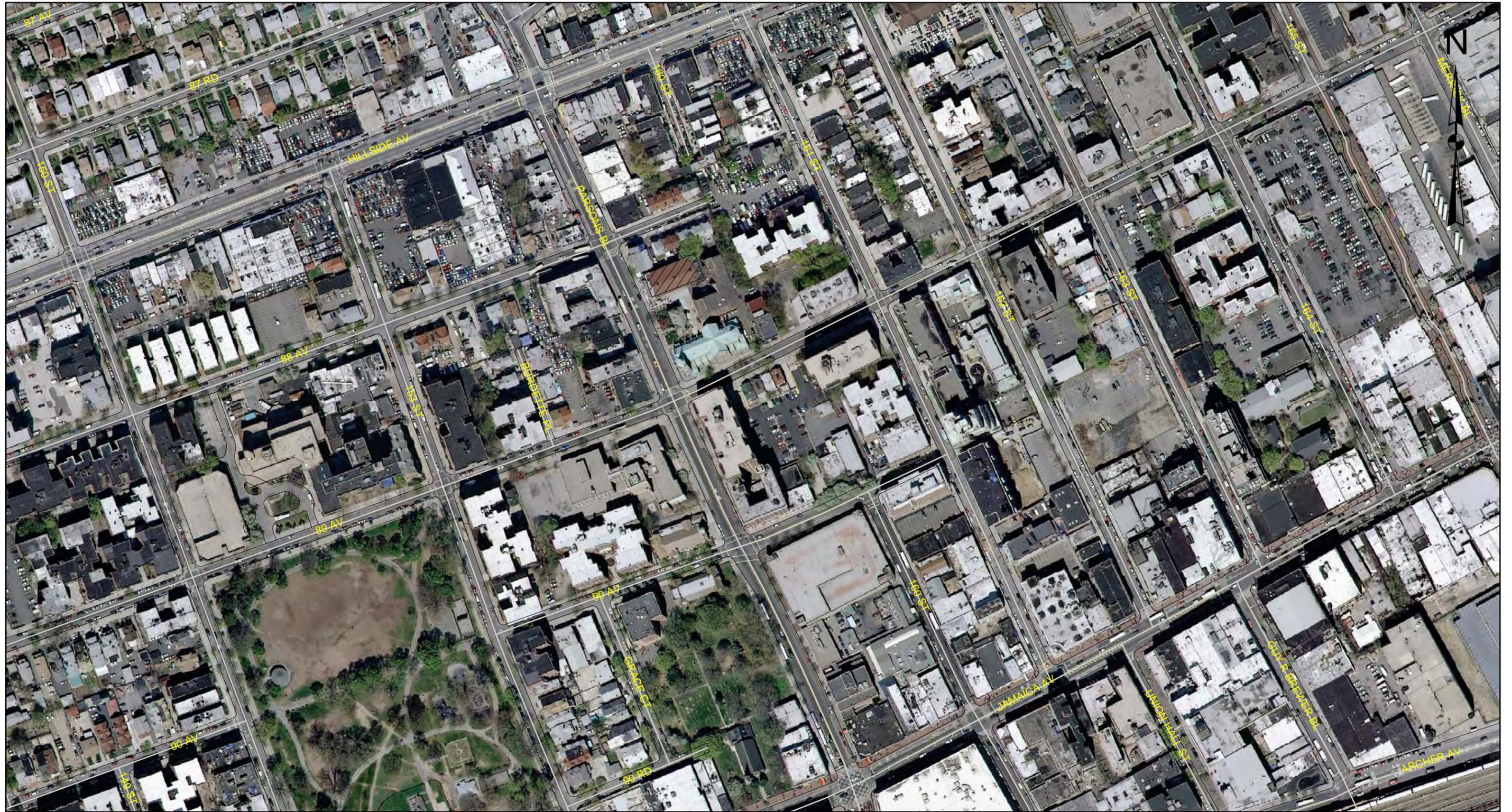
Exhibit 2 identifies the locations of nearby schools.

2.8 CROSSING GUARD LOCATION

One crossing guard was observed at the intersection of Parsons Boulevard and 89th Avenue (see Figure 1). The location of the school crossing guard is shown also in Exhibit 3.



Figure 1: Looking northeast at the school crossing guard assisting with pedestrian crossings of the north leg of the Parsons Boulevard and 89th Avenue intersection



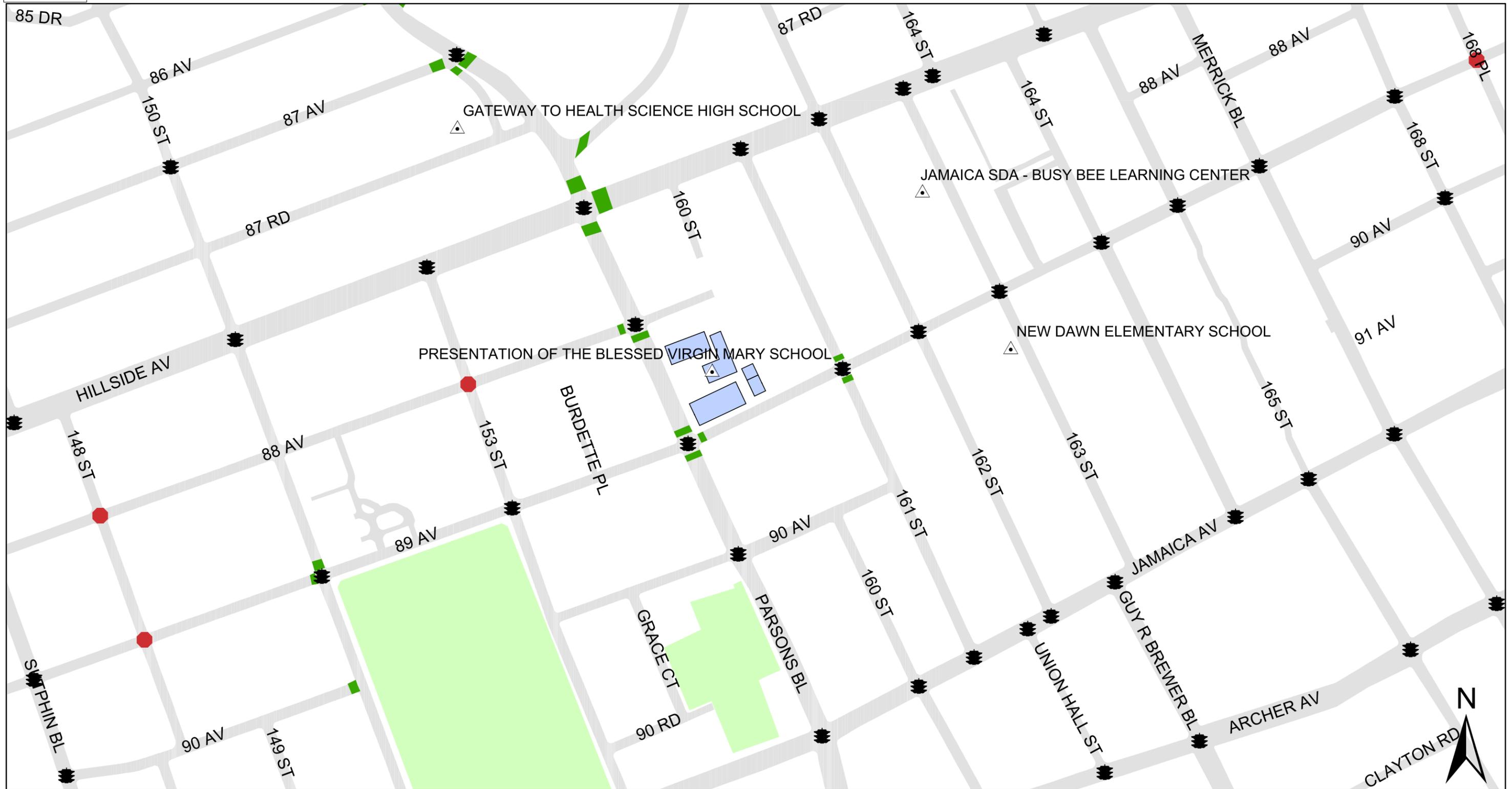
0 250 500 1,000 Feet

EXHIBIT 1
PRESENTATION OF THE BLESSED VIRGIN MARY SCHOOL
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

Queens
PRESENTATION OF THE BLESSED VIRGIN MARY SCHOOL

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

Map created on 11/17/2006

Exhibit 2

COMM. BOARD: 412
 PRECINCT: 103

1.5.1



EXHIBIT 3
PRESENTATION OF THE BLESSED VIRGIN MARY SCHOOL
QUEENS
CROSSING GUARD LOCATION

LEGEND:

CROSSING GUARD LOCATION 

0 250 500 1,000 Feet



3. TRAFFIC OPERATIONS

3.1 SCHOOL BUS OPERATIONS

According to the school’s response to the questionnaire, 25 percent of the students ride a yellow school bus to and from school. Two yellow school buses were observed parked on Parsons Boulevard in front of the school (see Figure 2). In addition, 40 percent of the students ride an MTA bus to and from school. In the vicinity of the school, local bus transportation operates along Parsons Boulevard (via the Q25, Q34, Q65, and Q110/111/112/113 lines) and also along Hillside Avenue (via the Q43 and Q65 lines). The nearest subway stop is the “Parsons Boulevard” stop on the “F” subway line, located at the intersection of Hillside Avenue and Parsons Boulevard. This station is located one block north of the school. The school’s questionnaire response indicated that no students ride the subway to and from school.

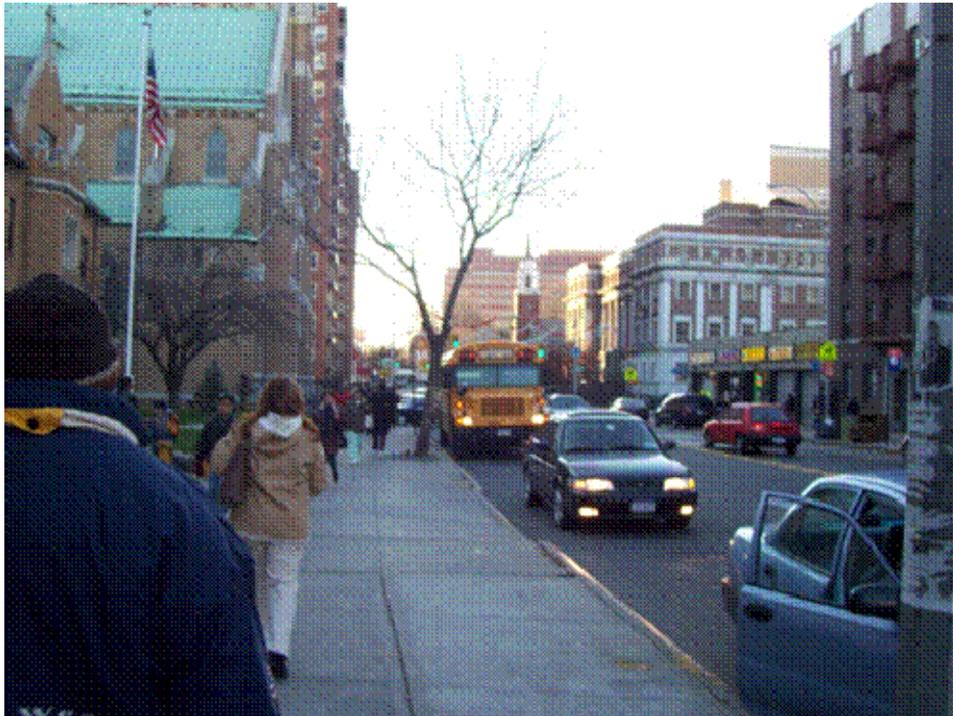


Figure 2: Looking south on the east side of Parsons Boulevard, south of 88th Avenue, at school bus and parents dropping off students in front of the school (the school is shown to the left)

3.2 PARENT DROP-OFF OPERATIONS

According to school representatives, approximately 15 percent of the students are driven to and from school. The school’s questionnaire response did not report a problem with parent drop off operations. Approximately 20 percent of the students walk to and from school. The school’s questionnaire response reported that children crossing Parsons Boulevard at an uncontrolled location mid-block between 89th Avenue and 90th Avenue is of concern.

3.3 PARKING REGULATIONS

Parking regulations around the school block are shown in Exhibit 4.

3.4 EXISTING SCHOOL SIGNS AND MARKINGS

Exhibit 2 shows the existing school signs, signals, and pavement markings around The Presentation of the Blessed Virgin Mary School. It should be noted that a citywide signage program is currently underway to upgrade school signage to the current edition of the 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” in Exhibit 6.

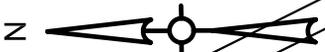
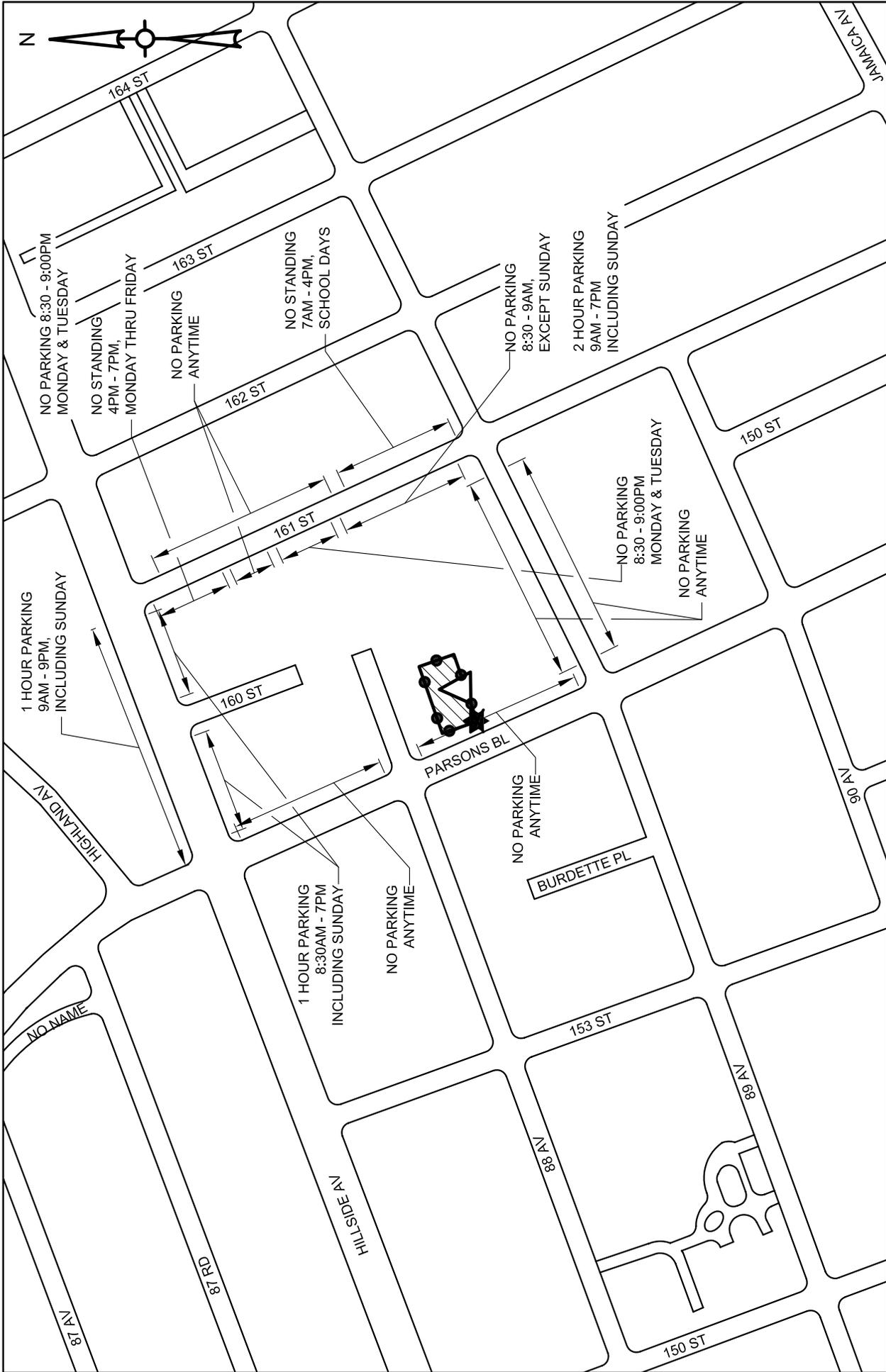


EXHIBIT 4
BVM QUEENS

- LEGEND:**
- ★ MAIN ENTRANCE
 - ENTRANCE



EXISTING PARKING REGULATIONS

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 The Presentation of the Blessed Virgin Mary School 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*
Hillside Avenue and Parsons Boulevard	137	18	0	3
Hillside Avenue and 161 st Street	20	3	0	0
88 th Avenue and Parsons Boulevard	33	5	0	1
89 th Avenue and Parsons Boulevard	28	4	0	1
89 th Avenue and 161 st Street	14	3	0	0
TOTAL	232	33	0	5

INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS*
Hillside Avenue and Parsons Boulevard	209	29	0	2
Hillside Avenue and 161 st Street	42	7	1	2
88 th Avenue and Parsons Boulevard	32	2	0	0
89 th Avenue and Parsons Boulevard	53	10	0	2
89 th Avenue and 161 st Street	15	1	0	0
TOTAL	351	49	1	6

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

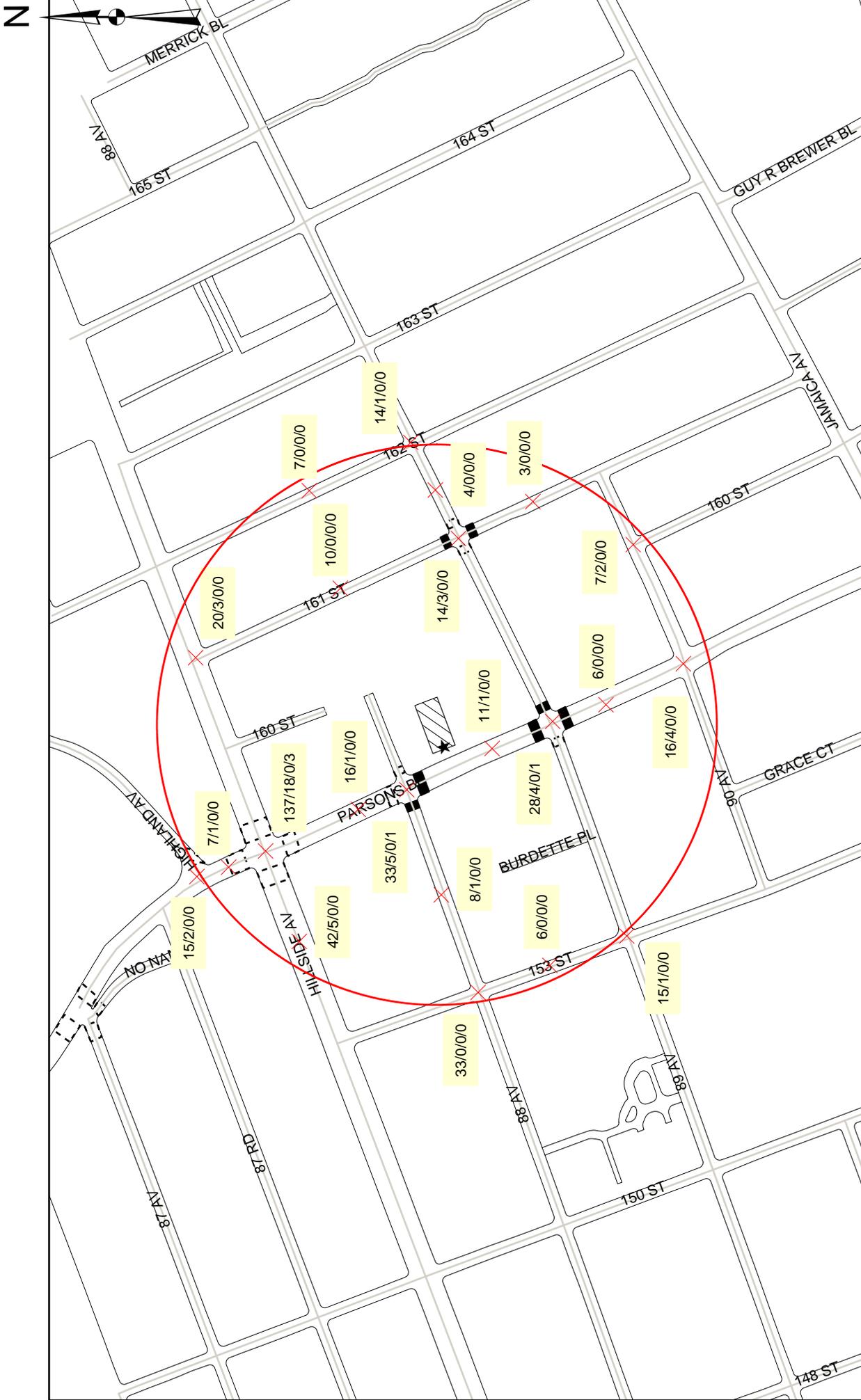


EXHIBIT 5
PRESENTATION OF THE BLESSED VIRGIN MARY SCHOOL
QUEENS
ACCIDENT SUMMARY (1998-2000)

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 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 Presentation of the BVM.

3.6.1 Hillside Avenue and Parsons Boulevard

This is a four-leg signalized intersection with school crosswalks located across all four legs. Hillside Avenue is a two-way east-west street with two travel lanes and one on-street parking lane on each side of the roadway. The eastbound and westbound lanes on Hillside Avenue are divided by a painted median that accommodates exclusive eastbound and westbound left-turn lanes at the intersection with Parsons Boulevard. Parsons Boulevard is a two-way north-south street with one travel lane and one on-street parking lane on each side of the roadway.

There were a total of 137 accidents reported at this intersection between 1998 and 2000 (Table 2), including 18 pedestrian accidents, three of which were school-related. No pedestrian fatalities were reported at this intersection between 1998 and 2000.

The first school-related accident occurred at approximately 3:00 pm on June 12, 1998, when a 14-year-old pedestrian sustained a possible injury while crossing with the signal at the intersection. It was reported to be raining at the time of the accident.

The second school-related accident occurred at approximately 8:00 am on October 20, 1998, when two 11-year-old pedestrians were struck while crossing with the signal at the intersection. One pedestrian sustained a non-incapacitating injury and the other pedestrian's injuries were not reported. At the time of the accident, the roadway surface and weather conditions were reported as dry and clear, respectively.

The third school-related accident occurred at approximately 9:00 am on February 11, 1999, when two eight-year-old pedestrians were struck while crossing with the signal at the intersection. Both pedestrians were reported to have sustained possible injuries. At the time of the accident, weather conditions were reported to be clear. The road surface conditions were not reported.

3.6.2 Hillside Avenue and 161st Street

This is a three-leg signalized "T"-intersection with pedestrian crosswalks across all three legs. Hillside Avenue is a two-way east-west street with two travel lanes and one on-street parking lane on each side of the roadway. The eastbound and westbound lanes on Hillside Avenue are divided by a painted median at the intersection with 161st Street.

161st Street is a one-way northbound street with one travel lane and on-street parking permitted on both sides of the roadway.

There were a total of 20 accidents reported at this intersection between 1998 and 2000 (Table 2), including three pedestrian accidents which were not school-related. No pedestrian fatalities were reported at this intersection between 1998 and 2000.

3.6.3 88th Avenue and Parsons Boulevard

This is a four-leg signalized intersection with school crosswalks located across the south leg of Parsons Boulevard and the west leg of 88th Avenue. Pedestrian crosswalks are located across the north leg of Parsons Boulevard and the east leg of 88th Avenue. Parsons Boulevard is a two-way north-south street with one travel lane and one on-street parking lane on each side of the roadway (see Figures 3 and 4). West of Parsons Boulevard, 88th Avenue is a one-way eastbound street with one travel lane and on-street parking permitted on both sides of the roadway (see Figure 5). East of Parsons Boulevard, 88th Avenue is a two-way residential street that dead-ends approximately one-half block east of Parsons Boulevard (see Figure 6).

There were a total of 33 accidents reported at this intersection between 1998 and 2000 (Table 2), including five pedestrian accidents, one of which was school-related. The school-related accident occurred at approximately 6:00 pm on May 25, 1998, when a 13-year-old pedestrian sustained a possible injury after being struck by a vehicle while crossing the street within a marked crosswalk at the intersection. Although the intersection is currently controlled by a traffic signal, the accident record reported that there was “no signal.” At the time of the accident, the roadway surface and weather conditions were reported as dry and clear, respectively.

According to the school’s questionnaire response, speeding vehicles are a problem in front of the school on Parsons Boulevard. In order to verify the existence of a speeding problem and to determine its extent, spot speed surveys were conducted on Parsons Boulevard between 88th Avenue and 89th Avenue in both the northbound and southbound directions.

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 on Parsons Boulevard indicated 85th percentile speeds of 33 mph in the northbound direction and 32 mph in the southbound direction, both of which exceed the 30 mph threshold. Recommendations to alleviate speeding on Parsons Boulevard are discussed in Section 4. The summaries of the spot speed surveys on Parsons Boulevard are provided in the Appendix at the end of this document.



Figure 3: Looking north along Parsons Boulevard from the intersection with 88th Avenue



Figure 4: Looking south along Parsons Boulevard from the intersection with 88th Avenue



Figure 5: Looking west along 88th Avenue from the intersection with Parsons Boulevard



*Figure 6: Looking east along 88th Avenue from the intersection with Parsons Boulevard
(note dead-end on 88th Avenue)*

3.6.4 89th Avenue and Parsons Boulevard

This is a four-leg signalized intersection with school crosswalks located across the north and south legs of Parsons Boulevard, and the east leg of 89th Avenue. There is a pedestrian crosswalk located across the west leg of 89th Avenue. Parsons Boulevard is a two-way north-south street with one travel lane and one on-street parking lane on each side of the roadway (see Figures 7 and 8). 89th Avenue is a one-way westbound street with one travel lane and on-street parking permitted on both sides of the roadway (see Figures 9 and 10).

There were a total of 28 accidents reported at this intersection between 1998 and 2000 (Table 2), including four pedestrian accidents, one of which was school-related. The school-related accident occurred at approximately 4:00 pm on March 16, 1999, when a ten-year-old pedestrian sustained a possible injury at the intersection after being struck by a vehicle while crossing the street with the signal. At the time of the accident, 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.

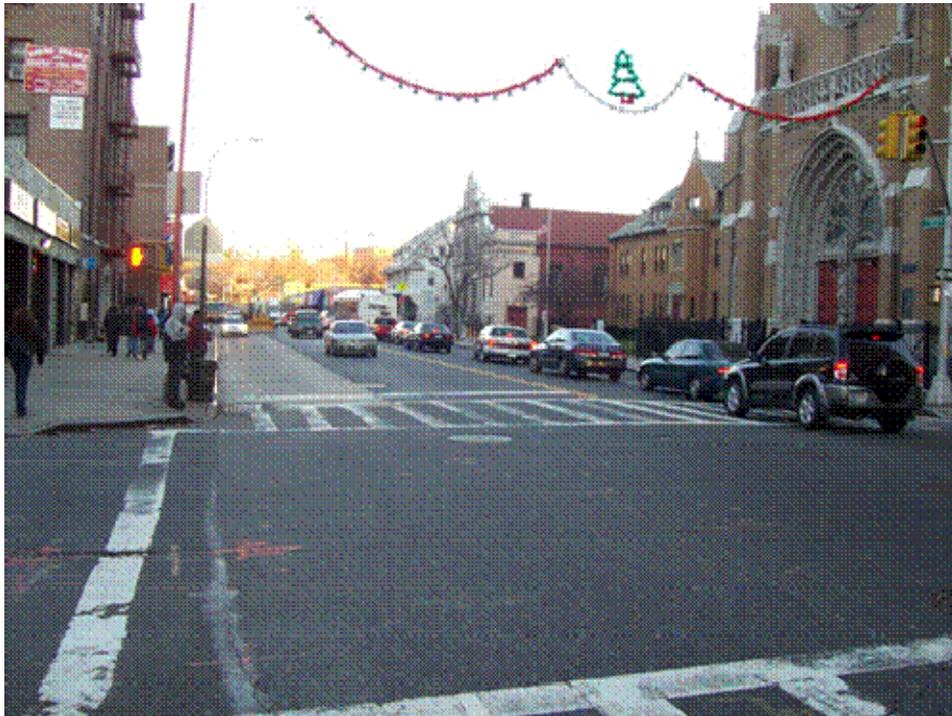
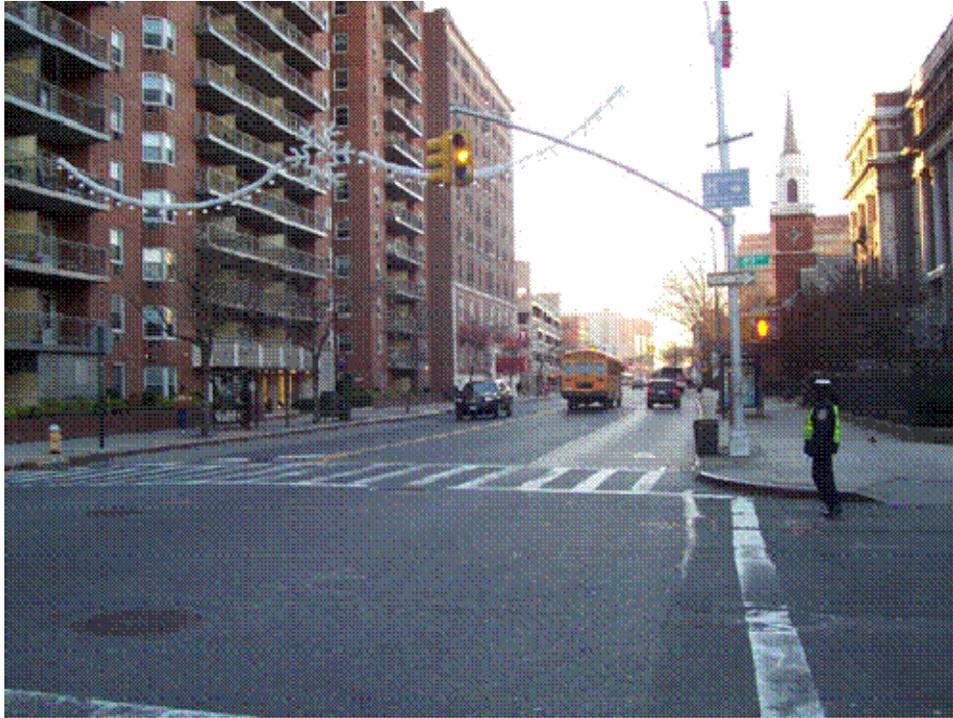


Figure 7: Looking north along Parsons Boulevard from the intersection with 89th Avenue



*Figure 8: Looking south along Parsons Boulevard from the intersection with 89th Avenue
Crossing guard is located at the south-west corner of the intersection*



Figure 9: Looking east along 89th Avenue from the intersection with Parsons Boulevard



Figure 10: Looking west along 89th Avenue from the intersection with Parsons Boulevard

3.6.5 89th Avenue and 161st Street

This is a four-leg signalized intersection with school crosswalks located across the north and south legs of 161st Street, and pedestrian crosswalks located across the east and west legs of 89th Avenue. 161st Street is a one-way northbound street with one travel lane and on-street parking permitted on both sides of the roadway (see Figures 11 and 12). 89th Avenue is a one-way westbound street with one travel lane and on-street parking permitted on both sides of the roadway (see Figures 13 and 14).

There were a total of 14 accidents reported at this intersection between 1998 and 2000 (Table 2), including three pedestrian accidents, none of which were school-related. There were no pedestrian fatalities reported at this intersection between 1998 and 2000.



Figure 11: Looking north along 161st Street from the intersection with 89th Avenue



Figure 12: Looking south along 161st Street from the intersection with 89th Avenue



Figure 13: Looking east along 89th Avenue from the intersection with 161st Street

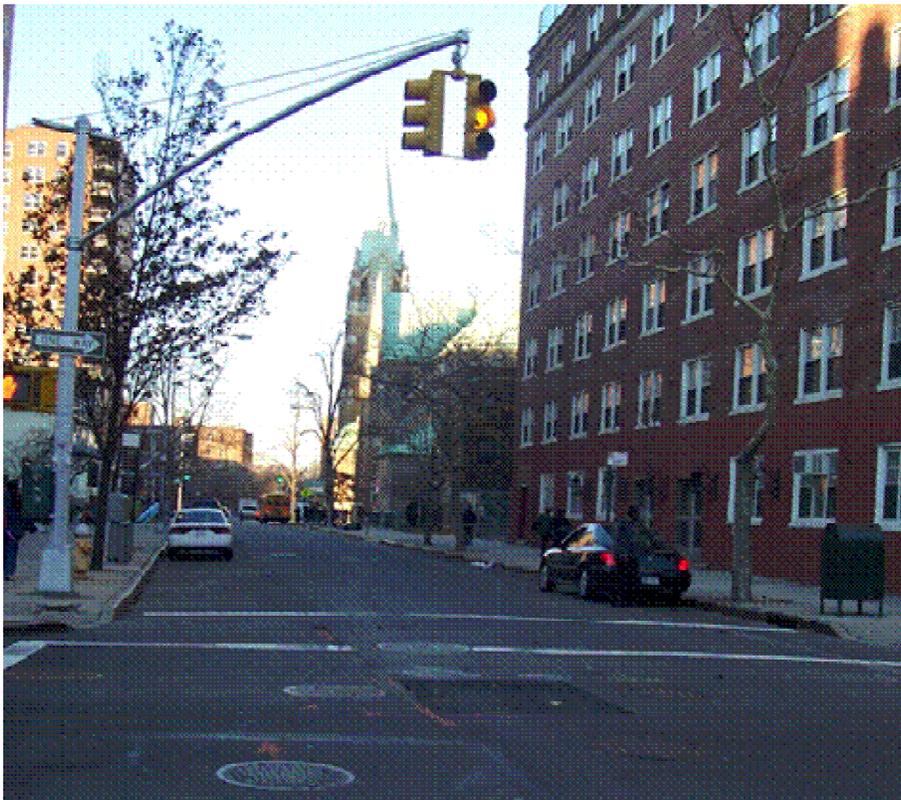


Figure 14: Looking west along 89th Avenue from the intersection with 161st Street

3.7 SIGNAL TIMING

Pedestrian crossing times were field-verified for crosswalks at signalized intersections in the vicinity of Presentation of the BVM School, and were found to be adequate in all directions and on all approaches based upon a child pedestrian walking at the 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?
Parsons Boulevard and 88th Avenue				
crossing Parsons Boulevard	50	22	20	NO
crossing 88 th Avenue	30	24	13	NO
Parsons Boulevard and 89th Avenue				
crossing Parsons Boulevard	50	24	20	NO
crossing 89 th Avenue	30	33	13	NO
161st Street and 89th Avenue				
crossing 161 st Street	30	33	13	NO
crossing 89 th Avenue	30	25	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 and sidewalks in the vicinity of the school were observed to be in fair condition. Sidewalks on the school block-faces varied in width from approximately 10 to 15 feet, and were observed to be in fair condition.

3.8.2 Pedestrian Ramps

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

4. POTENTIAL MEASURES TO IMPROVE STUDENT PEDESTRIAN SAFETY

This section describes the proposed measures to improve school pedestrian safety around Presentation of the BVM School. 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 Presentation of the BVM is discussed as follows, and is shown in more detail in Exhibit 6 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.).

➤ *Relocate school bus operations and install “No Standing 7am-4pm School Days, Except School Buses” signs*

School bus operations should be relocated from Parsons Boulevard to 89th Avenue to provide for improved visibility and safety of student-pedestrians on Parsons Boulevard. Signs reading “NO STANDING 7AM-4PM SCHOOL DAYS, EXCEPT SCHOOL BUSES” should be installed on the north side of 89th Avenue for a distance of 80 feet east of Parsons Boulevard to provide a designated pick up/drop off area for these school buses.

➤ *Place stop bars ten 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.

➤ *Speeding on Parsons Boulevard*

According to the school’s questionnaire response, a speeding problem was reported in front of the school on Parsons Boulevard. In order to verify the existence of a speeding problem and to determine its extent, speed surveys were conducted on Parsons Boulevard between 88th Avenue and 89th Avenue in both the northbound and southbound directions. The spot speed surveys showed 85th percentile speeds of 33 mph and 32 mph in the northbound and southbound directions, respectively. A speed reducer (hump) would not be appropriate in this section of roadway since several local bus routes (i.e. Q25, Q34, Q65, and Q110/111/112/113) operate along Parsons Boulevard in the vicinity of the school.

It is therefore recommended:

Consider proposed bicycle lanes, in each direction, on Parsons Boulevard. The bicycle lanes will reduce the effective width of the roadway and is expected to help reduce the effects of speeds.

➤ 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 the Presentation of the Blessed Virgin Mary School.

Therefore, the following actions are recommended:

- Re-designate the existing pedestrian crosswalk located across the west leg of the 89th Avenue and 161st Street intersection as a school crosswalk, and install all appropriate warning devices.
- Re-designate the existing pedestrian crosswalk located across the east leg of the 88th Avenue and Parsons Boulevard intersection as a school crosswalk, and install all appropriate warning devices.
- Re-designate the existing pedestrian crosswalk located across the south leg of the Hillside Avenue and 161st Street intersection as a school crosswalk, and install all appropriate warning devices.

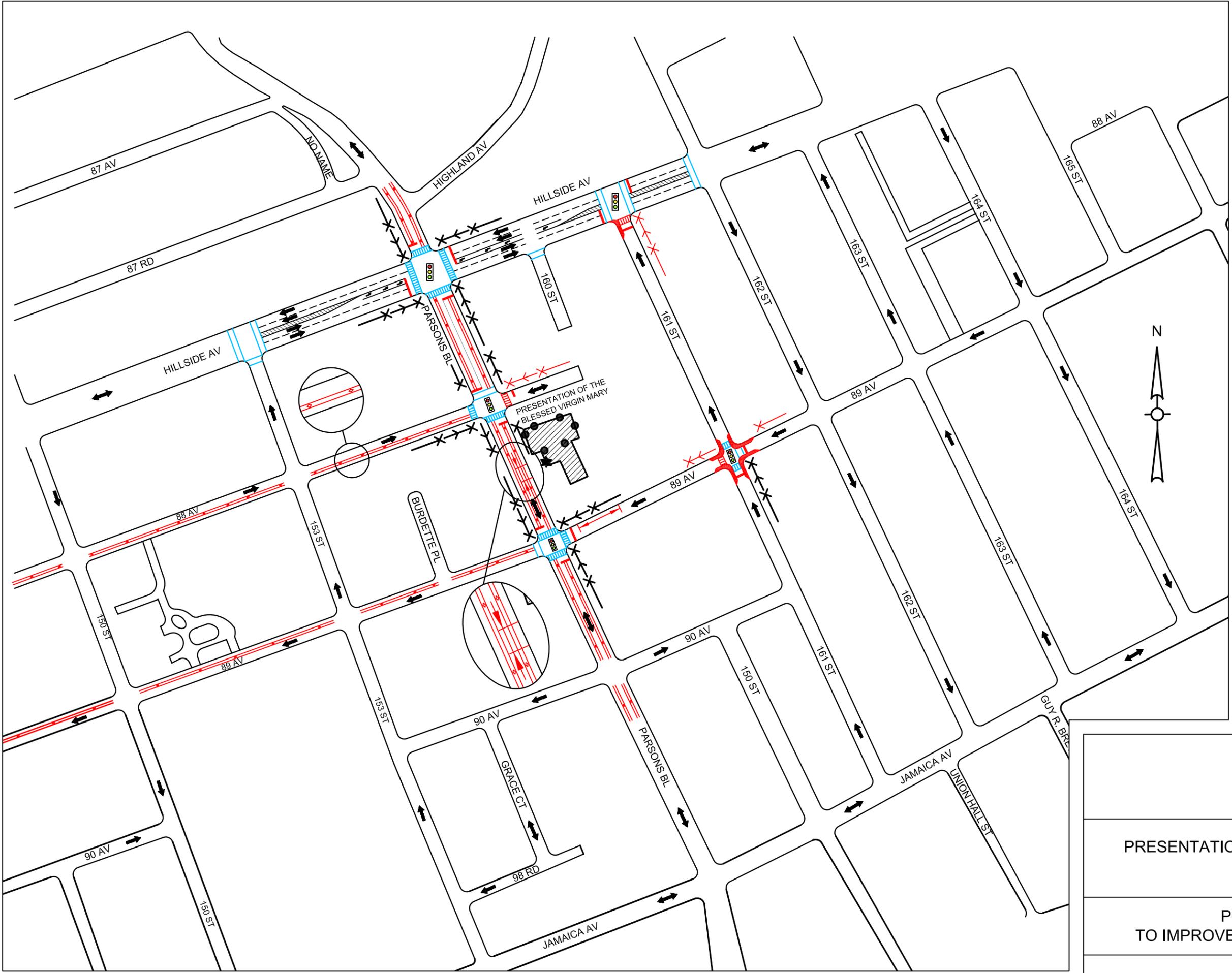
4.2 LONG-TERM MEASURES

➤ Consider installing curb extensions at the following locations:

Consideration should be given to installing curb extensions at the following locations as shown in Exhibit 6, 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

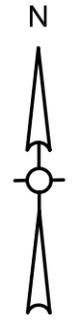
- All four corners of the 161st Street and 89th Avenue intersection.
- On the west side of 161st Street, south of the intersection with Hillside Avenue, for the proposed school crosswalk located across the south leg of the intersection.

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 [or intersections]. 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 SIGNALIZED LOCATION
-  EXISTING SCHOOL CROSSWALK
-  EXISTING PEDESTRIAN CROSSWALK
-  PROPOSED ADVANCE WARNING SIGN
-  PROPOSED SCHOOL CROSSWALK WARNING ASSEMBLY
-  PROPOSED STOP LINE IN ADVANCE OF SCHOOL CROSSWALK
-  PROPOSED "NO STANDING 2 PM - 4 PM SCHOOL DAYS"
-  PROPOSED "NO STANDING 7 AM - 4 PM SCHOOL DAYS EXCEPT SCHOOL BUSES"
-  PROPOSED BIKE LANE
-  PROPOSED CURB EXTENSION (NECKDOWN)



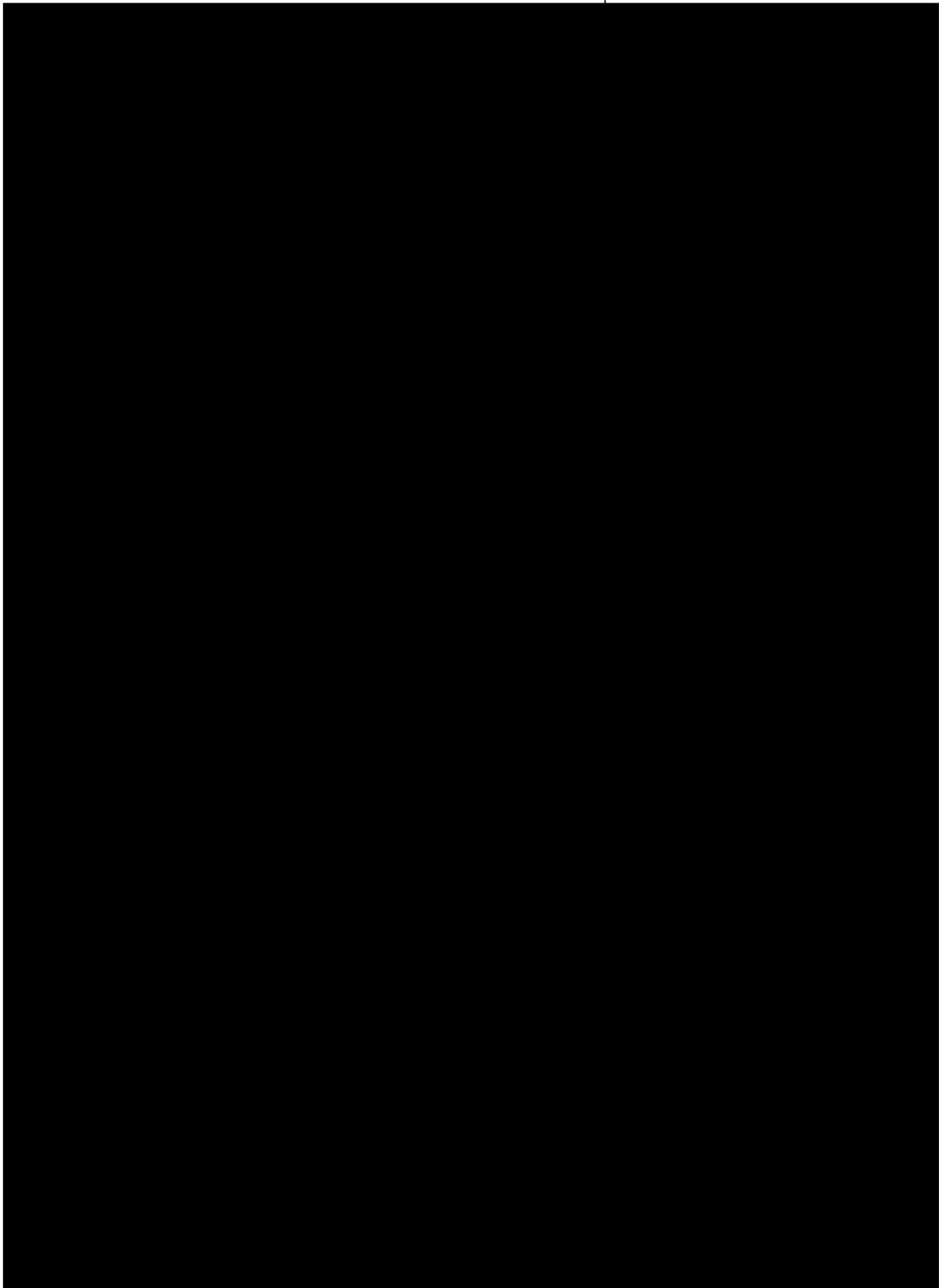
1" = 200'

EXHIBIT 6

PRESENTATION OF THE BLESSED VIRGIN MARY QUEENS

POTENTIAL MEASURES TO IMPROVE STUDENT PEDESTRIAN SAFETY

APPENDIX



Presentation of BVM School, Jamaica, N.Y.

NEW YORK CITY
DEPT. OF TRANSPORTATION

**TRAFFIC SAFETY PLAN
OFFICIAL ROUTES TO SCHOOL**

BUREAU OF TRAFFIC



The TRAFFIC SAFETY PLAN shown on this map was assembled to provide the maximum degree of safety for children going to and from school. It is requested that all children follow the prescribed routes and use the designated crosswalks.

- LEGEND:**
- TRAFFIC FLOW
 - ROUTE TO SCHOOL
 - ADV. WARNING SIGN
 - SCHOOL LOCATION
 - MAIN SCHOOL ENTRANCE
 - OTHER SCHOOL ENTRANCES
 - SCHOOL X-WALK
 - PED. X-WALK
 - STOP LINE
 - X-WALKS ASSOCIATED WITH OTHER SCHOOLS
 - SPEED HUMP
 - TRAFFIC SIGNAL
 - ALL-WAY STOP
 - 2-WAY STOP

**PRESENTATION - BVM SCHOOL
(48)**

Prepared by the NEW YORK CITY DEPARTMENT OF TRANSPORTATION,
via Heinrich Commission, in cooperation with SCHOOL, LTD
POLICE OFFICIALS.

ORIG. DATE: 03/28/87
GIS CONV'T: 04/2008
REVISIONS:

DRAWING NO. CC-384
MS-622

COMA BOARD: 12
BOROUGH: QUEENS
PRECINCT: 103

SPOT SPEED STUDY

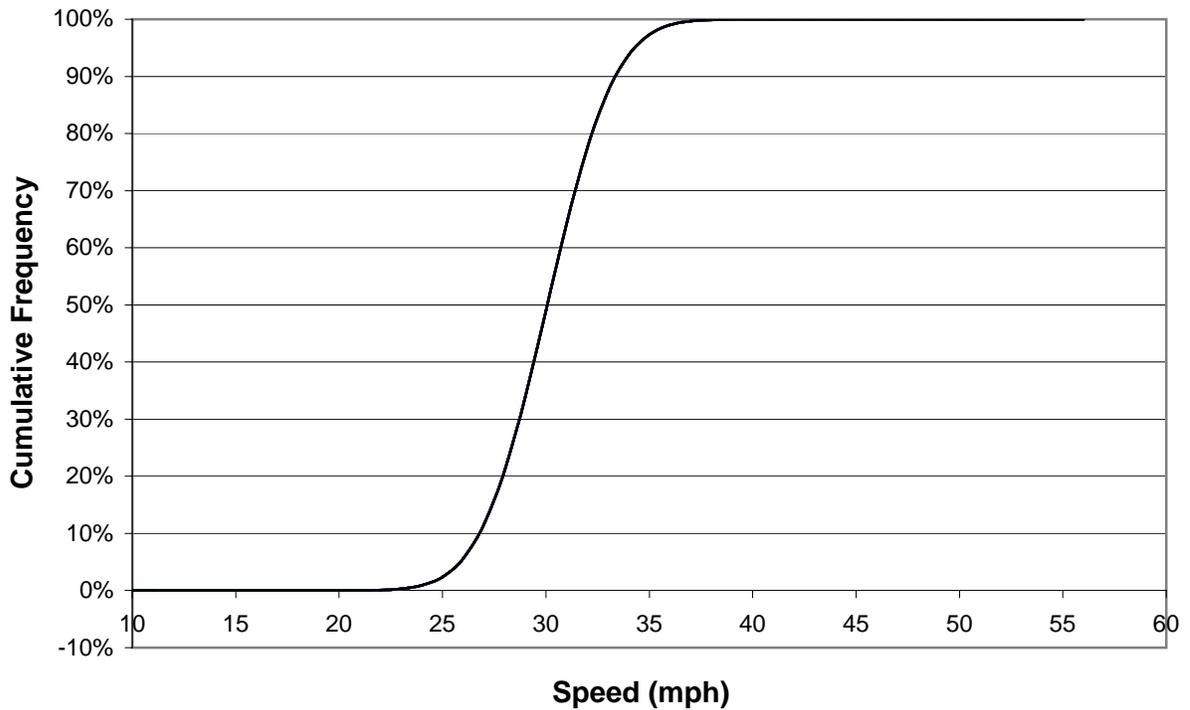
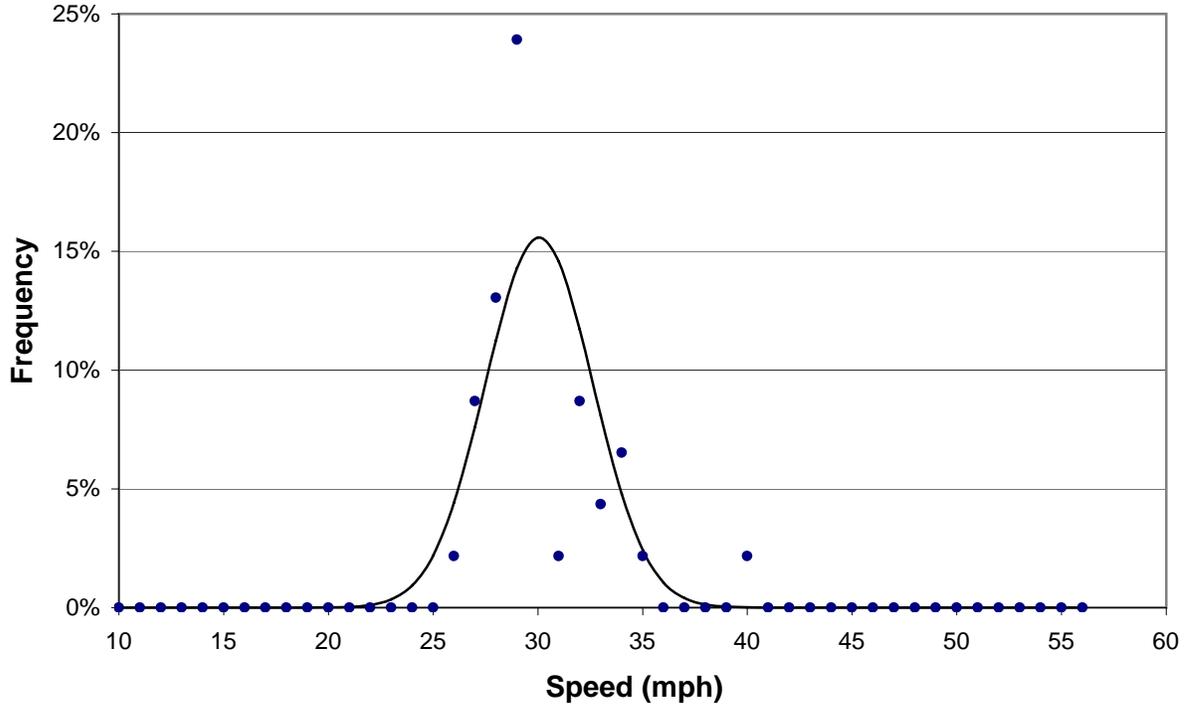
Date: 11/17/05
Location: Parsons Boulevard between 88th Avenue & 89th Avenue
Surveyor: Richard Calvache

Time: 11:20 AM

School: BVM
Direction: NB
Comments:

Mean Speed = 30.1 mph
Standard Deviation = 2.6 mph
Margin of Error (95% Confidence) = ± 0.7 mph

Median Speed = 30.1 mph
15th Percentile Speed = 27.4 mph
85th Percentile Speed = 32.7 mph



SPOT SPEED STUDY

Date: 11/17/05
Location: Parsons Boulevard between 88th Avenue & 89th Avenue
Surveyor: Richard Calvache

Time: 11:20 AM

School: BVM
Direction: SB
Comments:

Mean Speed = 28.5 mph
Standard Deviation = 3.2 mph
Margin of Error (95% Confidence) = ± 1.0 mph

Median Speed = 28.5 mph
15th Percentile Speed = 25.2 mph
85th Percentile Speed = 31.8 mph

