

Final Report

Prioritization Methodology

April 2003

Prepared for
New York City Department of Transportation

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**PRIORITIZATION METHODOLOGY
FINAL REPORT
APRIL 11, 2003**

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1 EXECUTIVE SUMMARY

In the selection of 135 program schools for priority treatment, selection criteria and a prioritization methodology were applied. Two databases of information were used in the selection process: school information and crash data. A detailed explanation of the prioritization methodology and its relative importance in evaluating the pedestrian safety at a school and its surrounding area is described under “Prioritization Steps” in this document.

As part of this study, a comprehensive database of 1,426 program schools was developed. Information contained within the database includes information such as school name and/or school id, borough, school address, police precinct, community district, school district, principal, enrollment, capacity, etc. Before applying the selection criteria, school information within the program schools database was updated and finalized in consultation with NYCDOT. The second database used as part of the selection criteria depicted crash data.

A five step process used in the prioritization methodology to rank 1,426 program schools included: geocoding the program schools and associating crash information within a 700’ radius around the schools; estimating the total score for each program school; creating an initial ranking of the program schools; refining the initial ranking of the program schools; and finalizing the list of 135 priority schools.

Two methods were used to rank the program schools: City-Wide and Borough-Proportionate methods. The City-Wide method ranked the program schools based on the total number of normalized scores computed for each of the program schools. The ranking of program schools using the Borough-Proportionate method is based on the proportion of program schools in each borough. Using the refinement process, final lists of 135 priority schools using both the Citywide and Borough-Proportionate methods were generated.

2 INTRODUCTION

The purpose of the School Safety Engineering Project is to assist the New York City Department of Transportation (NYCDOT) and its School Safety Engineering Program (SSEP) in providing a safe walking environment for children walking to and from schools and to improve safety conditions around schools within New York City. Traffic conditions around schools, including speeding and high traffic volumes, affect children crossing streets and being picked up and dropped off. One of the primary goals of SSEP is to improve traffic and pedestrian safety at and around the City's elementary and intermediate schools.

All elementary and intermediate schools with enrollments of at least 250 students were designated as program schools as part of this project. Program schools include both public and private schools located throughout the five boroughs of New York City. In addition, some special education schools or schools with enrollments less than 250 students that had been previously identified by NYCDOT for inclusion in NYCDOT's SSEP and have an existing Traffic Safety Plan map (showing "safe routes to school") were also included in the list of program schools.

As part of this study, a comprehensive school database was created from which 135 program schools were selected for priority treatment. These priority schools were selected using school information and accident data through the application of selection criteria and a prioritization methodology as described below. Additional detailed information will be collected for the 135 priority schools to determine 32 schools that will be selected for capital measures and improvements.

3 METHODOLOGY

3.1 Overview

This document presents the selection criteria and prioritization methodology that have been used to select 135 program schools for priority treatment. Two databases of information were used in the selection process: school information and crash data. The selection criteria assigned a ranking using a "point" system. Points were attributed to intersection and mid-block locations using severity factors. The "point" system allowed all program schools to be compared and ranked. A detailed explanation of the selection criteria and its relative importance in evaluating the pedestrian safety at a school and its surrounding area is described under "Prioritization Steps".

Program Schools Database

Two databases of school information, including both private and public schools, were obtained from NYCDOT and New York State (Albany). Information contained within the two databases included the school name and/or school id, borough, school address, police precinct, community district, school district, principal, enrollment, capacity, etc. An extensive effort was undertaken to create a complete database by merging the two databases and discarding duplicates. High schools are not included in this project and were therefore excluded from the database. In addition, schools with enrollment under 250 students and special education schools were also excluded (except for those already included as part of the SSEP and having an existing TSP map). Incomplete information for private schools was obtained through a series of telephone calls. This process resulted in a comprehensive database of 1,426 program schools.

Before applying the selection criteria, the program schools database was updated based on a review of changed school information received from NYCDOT. Updating the schools database included changing addresses for schools that had relocated, adding new school names to existing addresses in the database when two or more schools were located in the same building, and deleting schools from the database that had recently closed. Schools that had been identified by NYCDOT for preexisting inclusion in NYCDOT’s SSEP (with existing TSP maps) were also included in the program schools database. Some of these identified schools are special education schools or schools with enrollments less than 250 students. In addition, a list of closed schools provided by NYCDOT was also reviewed to ensure that all program schools are currently open and operating.

As a result, a list of 1,426 program schools including elementary and intermediate schools was finalized in consultation with NYCDOT (see Table 1 and Figure 1). The program schools include both public and private schools located throughout New York City.

Table 1
PROGRAM SCHOOLS BY BOROUGH AND TYPE

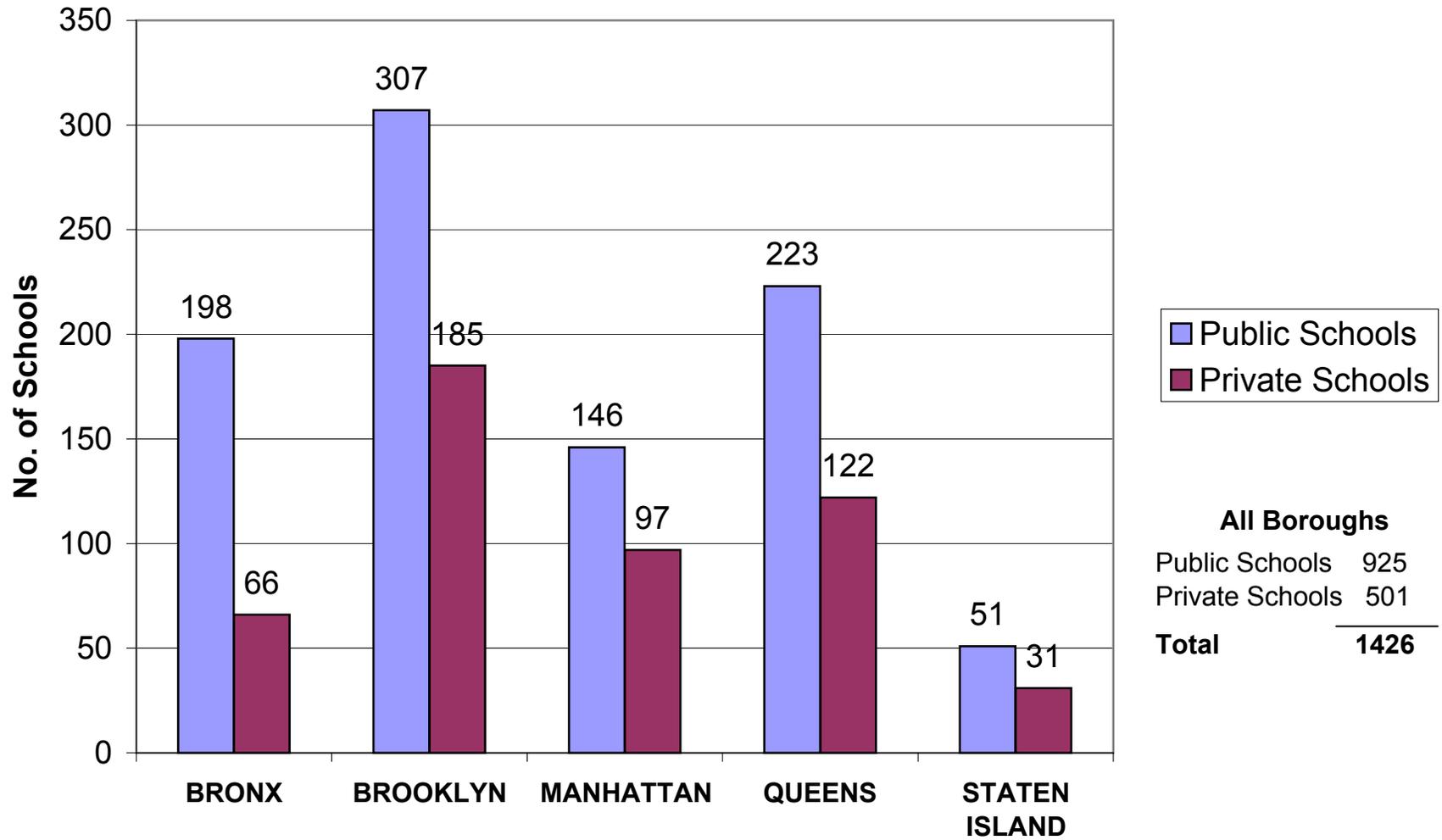
| BOROUGH | PRIVATE | PUBLIC | TOTAL |
|----------------|----------------|---------------|--------------------|
| BRONX | 66 | 198 | 264 (19%) |
| BROOKLYN | 185 | 307 | 492 (34%) |
| MANHATTAN | 97 | 146 | 243 (17%) |
| QUEENS | 122 | 223 | 345 (24%) |
| STATEN ISLAND | 31 | 51 | 82 (6%) |
| TOTAL | 501 | 925 | 1426 (100%) |

Crash (Accident) Data

The second database used as part of the selection criteria depicted crash data. The crash data for all intersection and mid-block locations throughout New York City were obtained from NYCDOT for the three-year period between January 1998 and December 2000. Crashes in the crash database were classified as either reportable or non-reportable.

Reportable accidents, in accordance with Section 603 of the New York State Vehicle and Traffic Law, are those accidents involving death or injury and must be reported to the Department of Motor Vehicles (DMV) by police agencies. In addition, Section 605 of the Vehicle and Traffic Law requires that drivers involved in accidents resulting in death, injury, or property damage in excess of \$1,000 must also report the accident to DMV.

Figure 1
Program Schools by Borough and Type



PDO accidents reported by police agencies but not by the involved motorists are filed by the DMV as “non-reportable”. These accidents are entered and retained in the computerized accident file by DMV, but with less detail than the “reportable” accidents. PDO accidents are also filed as non-reportable if (a) property damage is reported as less than \$1,000, or (b) the amount of damage is not included in the motorist’s report.

Detailed information pertaining to reportable crashes was provided by NYCDOT in three related files. One file contained “event” information such as accident location, date of accident, time of accident, weather conditions at time of accident, accident severity, etc. The second file contained “vehicle” information with one record for each vehicle involved in the accident. The third file contained “contributing factor” information with two records for each vehicle involved. In addition, separate files containing the ages of pedestrians involved in pedestrian accidents were also obtained from NYCDOT for each of the analysis years.

3.2 *Prioritization Steps*

The prioritization methodology used to rank 1,426 program schools included a five step process, as shown in the Prioritization Methodology flowchart (see Figure 2).

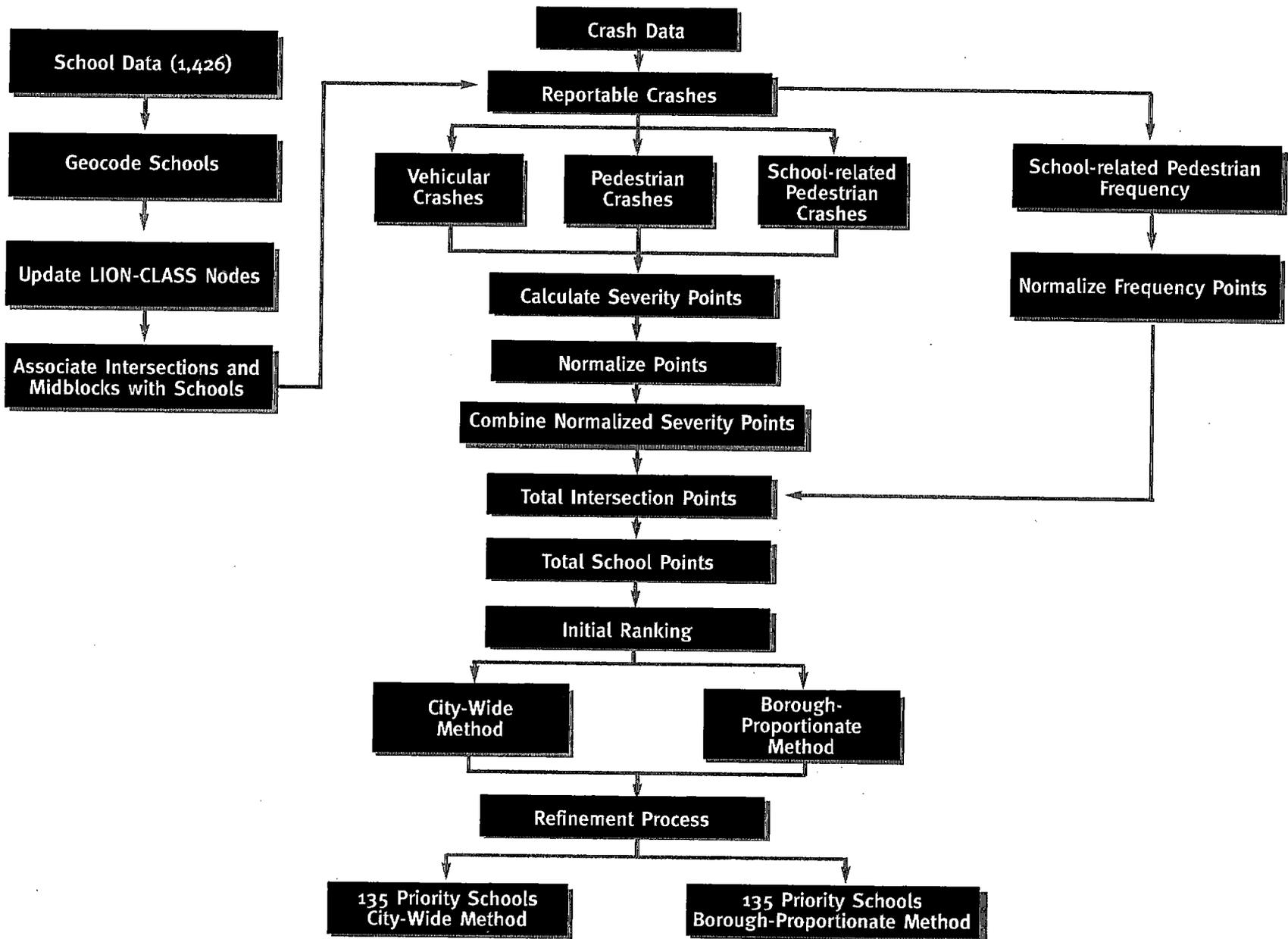
Step 1: Geocoding of Program Schools

In the first step of the selection process, each program school was geocoded based on the school building address using a GIS mapping software (MapInfo). Using the address as a center point, all intersection and mid-block locations within a 700-foot radius were selected and associated with each program school. If an intersection or a mid-block location was common to more than one program school, then the overlapping intersection or mid-block location was assigned to each of the program schools.

The SSEP database was developed using the LION node system, a geographic referencing scheme that allows for the representation of a midblock or intersection through a single node. NYCDOT is currently using the LION node system to replace the existing referencing scheme, known as CLASS nodes. However, the accident database obtained from NYCDOT is based on the CLASS node system. Two primary differences exist between these schemes. First, each system uses different coordinate systems. Second, the schemes handle intersection involving dual carriageway roadways and/or service roads differently. For example, consider the intersection of East 170th Street and Grand Concourse in the Bronx. At this location, Grand Concourse is a dual carriageway roadway running north/south. The intersection of Grand Concourse NB with E. 170th and the intersection of Grand Concourse SB with E. 170th is correlated to two (2) unique CLASS nodes. Conversely, in the LION node scheme, this entire intersection would be represented by one LION node.

During the transition between LION and CLASS nodes, NYCDOT has created a relationship between a LION node and a CLASS node where one CLASS node corresponds to one intersection at a non dual carriageway roadway location. For the prioritization, an extensive manual effort was made to establish a LION-CLASS node relationship at intersection and mid-block accident locations where a LION-CLASS node relationship did not exist to allow all accident locations to be selected and associated with a school in the ranking methodology.

Figure 2: PRIORITIZATION METHODOLOGY FLOWCHART



Step 2: Estimation of Points for Ranking Program Schools

The second step of the selection process involved an automated process of analyzing crash data for intersections and mid-block locations within a 700-foot radius of all program schools and assigning a ranking using a “point” system. The “point” system allowed all program schools to be compared and ranked. The points were calculated using the accident severity and school-related pedestrian accident frequency information contained in the crash database. The crash data for the three-year period between January 1998 and December 2000 for every intersection and mid-block location in each borough were obtained from NYCDOT. The crash data included both reportable and non-reportable crashes. However, in consultation with NYCDOT, only reportable crashes were used in the prioritization methodology.

Establishment of Severity Factors

In developing this procedure, the methodology presented in the NYCDOT Computer-Aided Safety Index for Urban Streets (CASIUS) Final Report (April 1996) was reviewed. Accident costs were used to convert historical accident statistics to a common value (severity factor) to indicate a location’s relative accident experience in quantitative terms. A severity factor was developed for each accident class using the average accident cost for each accident class. An accident class is determined by the most severe damage (fatal, injury-class A, injury-class B, Injury-class C, PDO, non-reportable) occurring irrespective of the number of accidents.

In New York State, the average accident cost is associated with three accident classes: fatal, injury and PDO. The crash database received from NYCDOT contains information of injury crashes by three injury classes: Injury-Class A (incapacitating injury), Injury-Class B (non-incapacitating injury) and Injury-Class C (probable injury). However, NYSDOT does not provide an average cost for individual injury classes. Instead, NYSDOT provides only one average cost for all injury crashes combined. Therefore, the average cost for injury crashes, provided in the CASIUS report, was adjusted to reflect the NYSDOT average accident costs (April 2001) by type of injury class.

Table 2 provides the relationship between the average accident cost and relative severity factor for six different accident classes.

**Table 2
AVERAGE ACCIDENT COSTS AND SEVERITY FACTORS BY ACCIDENT CLASS**

| ACCIDENT CLASS | AVERAGE ACCIDENT COST | SEVERITY FACTOR |
|-----------------------|------------------------------|------------------------|
| Fatal Accident (F) | \$3,468,000 | 3,468 |
| Injury – Class A (IA) | \$1,548,000 | 1,548 |
| Injury – Class B (IB) | \$385,000 | 385 |
| Injury – Class C (IC) | \$96,000 | 96 |
| Property Damage (PDO) | \$3,800 | 4 |
| Non-Reportable (NR) | \$1,000 | 1 |

Application of Severity Factors

Before applying the severity factor, reportable crashes were further sub-divided into three categories:

- a) vehicular-vehicular crashes: school buses and vehicles used to drop-off /pick-up school children involved in accidents were also included in this category;
- b) vehicular-pedestrian crashes: parents escorting school children to and from schools involved in accidents were also included in this category; and
- c) vehicular-school-related pedestrian crashes: school children between the ages of 4 and 14 years involved in an accident during school hours (between 7:00 and 9:00 AM, and 2:00 to 6:00 PM) on weekdays (Monday through Friday) when schools are open (from January 2nd to June 25th and September 1st to December 24th) are included in this category.

For each of these three categories, the relative severity factors were multiplied by the number of crashes for each accident class and summed to estimate the severity points using the following equations.

$$VS_i = (F \times 3,468 + IA \times 1,548 + IB \times 385 + IC \times 96 + PDO \times 4) \tag{1}$$

$$PS_i = (F \times 3,468 + IA \times 1,548 + IB \times 385 + IC \times 96) \tag{2}$$

$$SPS_i = (F \times 3,468 + IA \times 1,548 + IB \times 385 + IC \times 96) \tag{3}$$

where

VS_i = vehicular severity points for intersection or mid-block location (i)

PS_i = pedestrian severity points for intersection or mid-block location (i)

SPS_i = school-related pedestrian severity points for intersection or mid-block location (i)

Equation (1) was used to estimate the severity points for vehicular-vehicular crashes. Since pedestrian crashes and school-related pedestrian crashes did not include PDO crashes, Equations (2) and (3) were used to estimate the severity points for vehicular-pedestrian crashes and vehicular-school-related pedestrian crashes.

Severity Normalization

The CASIUS report suggests normalizing severity points to a number between 0 and 10 by taking the natural logarithm of the summed points. However, during this exercise, it was observed that, despite the significant differences in the estimated intersection severity points, the differences in the normalized severity score, computed by taking the natural logarithm of the intersection severity points, were very insignificant for intersections that scored high intersection severity points. Therefore, a linear relationship was developed and used to normalize the intersection severity points to have a score between 0 and 10. Each of the three categories (vehicular-vehicular crashes, vehicular-pedestrian crashes and vehicular-school-related pedestrian crashes) was normalized using Equations (4) through (6).

Vehicular-vehicular: $VN_i = (VS_i / MAX(VS_{1-n})) \times 10$ (4)

Vehicular-pedestrian: $PN_i = (PS_i / MAX(PS_{1-n})) \times 10$ (5)

Vehicular-school-related: $SPN_i = (SPS_i / MAX(SPS_{1-n})) \times 10$ (6)

where

VN_i = vehicular severity normalized score for intersection or mid-block location (i),

PN_i = pedestrian severity normalized score for intersection or mid-block location (i),

SPN_i = school-related pedestrian severity normalized score for intersection or mid-block location (i),

VS_{1-n} = maximum city-wide vehicular severity points for intersection or mid-block location selected within a 700-foot radius of program school,

PS_{1-n} = maximum city-wide pedestrian severity points for intersection or mid-block location selected within a 700-foot radius of program school, and

SPS_{1-n} = maximum city-wide school-related pedestrian severity points for intersection or mid-block location selected within a 700-foot radius of program school.

The severity normalized score for each of the three crash categories were added to estimate the total severity normalized score for an intersection or mid-block location using Equation (7).

$$SN_i = VN_i + PN_i + SPN_i \quad (7)$$

where

SN_i = total severity normalized score for intersection or mid-block location (i)

Frequency of School-related Crashes

Since this study is focused on school-related pedestrian traffic safety, the frequency of school-related pedestrian crashes was also used in the ranking process to reflect the high importance of school-related pedestrian crashes. The frequency normalized scores for school-related pedestrian crashes were estimated using Equation (8). The total normalized score was estimated by adding the total severity normalized score and the frequency normalized score as seen in Equation (9).

$$FN_i = (SRF_i / MAX(SRF_{1-n})) \times 10 \quad (8)$$

$$TN_i = SN_i + FN_i \quad (9)$$

where

SRF_i = school-related frequency for intersection or mid-block location (i)

SRF_{1-n} = maximum city-wide school-related frequency for intersection or mid-block location (i-n)

FN_i = school frequency normalized score for intersection or mid-block location (i)

TN_i = total normalized score for intersection or mid-block location (i)

SN_i = total severity normalized score for intersection or mid-block location (i)

Total Normalized Score for Program Schools

After estimating the normalized score for each intersection and mid-block location within a 700-foot radius of all program schools, the total normalized score for each program school was estimated by summing the severity normalized and school frequency normalized scores of all associated intersection and mid-block locations within the 700-foot radius using the following equation.

$$TP_j = \sum_{j=1}^n SN_j + \sum_{j=1}^n FN_j \tag{10}$$

where,

- TP_j = total score for program school (j)
- $\sum_{j=1}^n SN_j$ = sum of severity normalized score for all associated intersection and mid-block locations for school (j)
- $\sum_{j=1}^n FN_j$ = sum of school frequency normalized score for intersection and mid-block locations for school (j)

Appendix A presents a sample illustration of estimating the total score for a program school.

Step 3: Initial Ranking of Program Schools

In the third step of the selection process, the program schools were ranked based on the normalized score computed for each of the 1,426 schools. Two methods were used to rank the program schools: City-Wide and Borough-Proportionate methods. The City-Wide method ranked the program schools based on the total number of normalized points computed for each of the program schools. The ranking of program schools using the Borough-Proportionate method is based on the proportion of program schools in each borough.

To determine the validity of the school rankings using three independent variables (vehicular-vehicular crashes, vehicular-pedestrian crashes and vehicular-school-related pedestrian crashes), a regression analysis was performed. Figures 3 through 5 examine the relationship between the City-Wide ranking of all program schools and the three independent variables. As shown, all three graphs show a positive correlation between the program school ranking and each of the three independent variables. The highest correlation is shown between program school ranking and the number of school-related pedestrian crashes which reveals that the selection criteria used to prioritize the program schools reflects the importance of schools with a high number of school-related pedestrian crashes.

Appendix B contains a CD of 1,426 program schools with City-Wide and Borough-Proportionate rankings.

1 EXECUTIVE SUMMARY

In the selection of 135 program schools for priority treatment, selection criteria and a prioritization methodology were applied. Two databases of information were used in the selection process: school information and crash data. A detailed explanation of the prioritization methodology and its relative importance in evaluating the pedestrian safety at a school and its surrounding area is described under “Prioritization Steps” in this document.

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A five step process used in the prioritization methodology to rank 1,426 program schools included: geocoding the program schools and associating crash information within a 700’ radius around the schools; estimating the total score for each program school; creating an initial ranking of the program schools; refining the initial ranking of the program schools; and finalizing the list of 135 priority schools.

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2 INTRODUCTION

The purpose of the School Safety Engineering Project is to assist the New York City Department of Transportation (NYCDOT) and its School Safety Engineering Program (SSEP) in providing a safe walking environment for children walking to and from schools and to improve safety conditions around schools within New York City. Traffic conditions around schools, including speeding and high traffic volumes, affect children crossing streets and being picked up and dropped off. One of the primary goals of SSEP is to improve traffic and pedestrian safety at and around the City's elementary and intermediate schools.

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3 METHODOLOGY

3.1 Overview

This document presents the selection criteria and prioritization methodology that have been used to select 135 program schools for priority treatment. Two databases of information were used in the selection process: school information and crash data. The selection criteria assigned a ranking using a "point" system. Points were attributed to intersection and mid-block locations using severity factors. The "point" system allowed all program schools to be compared and ranked. A detailed explanation of the selection criteria and its relative importance in evaluating the pedestrian safety at a school and its surrounding area is described under "Prioritization Steps".

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As a result, a list of 1,426 program schools including elementary and intermediate schools was finalized in consultation with NYCDOT (see Table 1 and Figure 1). The program schools include both public and private schools located throughout New York City.

Table 1
PROGRAM SCHOOLS BY BOROUGH AND TYPE

| BOROUGH | PRIVATE | PUBLIC | TOTAL |
|----------------|----------------|---------------|--------------------|
| BRONX | 66 | 198 | 264 (19%) |
| BROOKLYN | 185 | 307 | 492 (34%) |
| MANHATTAN | 97 | 146 | 243 (17%) |
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3.2 *Prioritization Steps*

The prioritization methodology used to rank 1,426 program schools included a five step process, as shown in the Prioritization Methodology flowchart (see Figure 2).

Step 1: Geocoding of Program Schools

In the first step of the selection process, each program school was geocoded based on the school building address using a GIS mapping software (MapInfo). Using the address as a center point, all intersection and mid-block locations within a 700-foot radius were selected and associated with each program school. If an intersection or a mid-block location was common to more than one program school, then the overlapping intersection or mid-block location was assigned to each of the program schools.

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The second step of the selection process involved an automated process of analyzing crash data for intersections and mid-block locations within a 700-foot radius of all program schools and assigning a ranking using a “point” system. The “point” system allowed all program schools to be compared and ranked. The points were calculated using the accident severity and school-related pedestrian accident frequency information contained in the crash database. The crash data for the three-year period between January 1998 and December 2000 for every intersection and mid-block location in each borough were obtained from NYCDOT. The crash data included both reportable and non-reportable crashes. However, in consultation with NYCDOT, only reportable crashes were used in the prioritization methodology.

Establishment of Severity Factors

In developing this procedure, the methodology presented in the NYCDOT Computer-Aided Safety Index for Urban Streets (CASIUS) Final Report (April 1996) was reviewed. Accident costs were used to convert historical accident statistics to a common value (severity factor) to indicate a location’s relative accident experience in quantitative terms. A severity factor was developed for each accident class using the average accident cost for each accident class. An accident class is determined by the most severe damage (fatal, injury-class A, injury-class B, Injury-class C, PDO, non-reportable) occurring irrespective of the number of accidents.

In New York State, the average accident cost is associated with three accident classes: fatal, injury and PDO. The crash database received from NYCDOT contains information of injury crashes by three injury classes: Injury-Class A (incapacitating injury), Injury-Class B (non-incapacitating injury) and Injury-Class C (probable injury). However, NYSDOT does not provide an average cost for individual injury classes. Instead, NYSDOT provides only one average cost for all injury crashes combined. Therefore, the average cost for injury crashes, provided in the CASIUS report, was adjusted to reflect the NYSDOT average accident costs (April 2001) by type of injury class.

Table 2 provides the relationship between the average accident cost and relative severity factor for six different accident classes.

**Table 2
AVERAGE ACCIDENT COSTS AND SEVERITY FACTORS BY ACCIDENT CLASS**

| ACCIDENT CLASS | AVERAGE ACCIDENT COST | SEVERITY FACTOR |
|-----------------------|------------------------------|------------------------|
| Fatal Accident (F) | \$3,468,000 | 3,468 |
| Injury – Class A (IA) | \$1,548,000 | 1,548 |
| Injury – Class B (IB) | \$385,000 | 385 |
| Injury – Class C (IC) | \$96,000 | 96 |
| Property Damage (PDO) | \$3,800 | 4 |
| Non-Reportable (NR) | \$1,000 | 1 |

Application of Severity Factors

Before applying the severity factor, reportable crashes were further sub-divided into three categories:

- a) vehicular-vehicular crashes: school buses and vehicles used to drop-off /pick-up school children involved in accidents were also included in this category;
- b) vehicular-pedestrian crashes: parents escorting school children to and from schools involved in accidents were also included in this category; and
- c) vehicular-school-related pedestrian crashes: school children between the ages of 4 and 14 years involved in an accident during school hours (between 7:00 and 9:00 AM, and 2:00 to 6:00 PM) on weekdays (Monday through Friday) when schools are open (from January 2nd to June 25th and September 1st to December 24th) are included in this category.

For each of these three categories, the relative severity factors were multiplied by the number of crashes for each accident class and summed to estimate the severity points using the following equations.

$$VS_i = (F \times 3,468 + IA \times 1,548 + IB \times 385 + IC \times 96 + PDO \times 4) \tag{1}$$

$$PS_i = (F \times 3,468 + IA \times 1,548 + IB \times 385 + IC \times 96) \tag{2}$$

$$SPS_i = (F \times 3,468 + IA \times 1,548 + IB \times 385 + IC \times 96) \tag{3}$$

where

VS_i = vehicular severity points for intersection or mid-block location (i)

PS_i = pedestrian severity points for intersection or mid-block location (i)

SPS_i = school-related pedestrian severity points for intersection or mid-block location (i)

Equation (1) was used to estimate the severity points for vehicular-vehicular crashes. Since pedestrian crashes and school-related pedestrian crashes did not include PDO crashes, Equations (2) and (3) were used to estimate the severity points for vehicular-pedestrian crashes and vehicular-school-related pedestrian crashes.

Severity Normalization

The CASIUS report suggests normalizing severity points to a number between 0 and 10 by taking the natural logarithm of the summed points. However, during this exercise, it was observed that, despite the significant differences in the estimated intersection severity points, the differences in the normalized severity score, computed by taking the natural logarithm of the intersection severity points, were very insignificant for intersections that scored high intersection severity points. Therefore, a linear relationship was developed and used to normalize the intersection severity points to have a score between 0 and 10. Each of the three categories (vehicular-vehicular crashes, vehicular-pedestrian crashes and vehicular-school-related pedestrian crashes) was normalized using Equations (4) through (6).

Vehicular-vehicular: $VN_i = (VS_i / MAX(VS_{1-n})) \times 10$ (4)

Vehicular-pedestrian: $PN_i = (PS_i / MAX(PS_{1-n})) \times 10$ (5)

Vehicular-school-related: $SPN_i = (SPS_i / MAX(SPS_{1-n})) \times 10$ (6)

where

VN_i = vehicular severity normalized score for intersection or mid-block location (i),

PN_i = pedestrian severity normalized score for intersection or mid-block location (i),

SPN_i = school-related pedestrian severity normalized score for intersection or mid-block location (i),

VS_{1-n} = maximum city-wide vehicular severity points for intersection or mid-block location selected within a 700-foot radius of program school,

PS_{1-n} = maximum city-wide pedestrian severity points for intersection or mid-block location selected within a 700-foot radius of program school, and

SPS_{1-n} = maximum city-wide school-related pedestrian severity points for intersection or mid-block location selected within a 700-foot radius of program school.

The severity normalized score for each of the three crash categories were added to estimate the total severity normalized score for an intersection or mid-block location using Equation (7).

$$SN_i = VN_i + PN_i + SPN_i \quad (7)$$

where

SN_i = total severity normalized score for intersection or mid-block location (i)

Frequency of School-related Crashes

Since this study is focused on school-related pedestrian traffic safety, the frequency of school-related pedestrian crashes was also used in the ranking process to reflect the high importance of school-related pedestrian crashes. The frequency normalized scores for school-related pedestrian crashes were estimated using Equation (8). The total normalized score was estimated by adding the total severity normalized score and the frequency normalized score as seen in Equation (9).

$$FN_i = (SRF_i / MAX(SRF_{1-n})) \times 10 \quad (8)$$

$$TN_i = SN_i + FN_i \quad (9)$$

where

SRF_i = school-related frequency for intersection or mid-block location (i)

SRF_{1-n} = maximum city-wide school-related frequency for intersection or mid-block location (i-n)

FN_i = school frequency normalized score for intersection or mid-block location (i)

TN_i = total normalized score for intersection or mid-block location (i)

SN_i = total severity normalized score for intersection or mid-block location (i)

Total Normalized Score for Program Schools

After estimating the normalized score for each intersection and mid-block location within a 700-foot radius of all program schools, the total normalized score for each program school was estimated by summing the severity normalized and school frequency normalized scores of all associated intersection and mid-block locations within the 700-foot radius using the following equation.

$$TP_j = \sum_{j=1}^n SN_j + \sum_{j=1}^n FN_j \tag{10}$$

where,

- TP_j = total score for program school (j)
- $\sum_{j=1}^n SN_j$ = sum of severity normalized score for all associated intersection and mid-block locations for school (j)
- $\sum_{j=1}^n FN_j$ = sum of school frequency normalized score for intersection and mid-block locations for school (j)

Appendix A presents a sample illustration of estimating the total score for a program school.

Step 3: Initial Ranking of Program Schools

In the third step of the selection process, the program schools were ranked based on the normalized score computed for each of the 1,426 schools. Two methods were used to rank the program schools: City-Wide and Borough-Proportionate methods. The City-Wide method ranked the program schools based on the total number of normalized points computed for each of the program schools. The ranking of program schools using the Borough-Proportionate method is based on the proportion of program schools in each borough.

To determine the validity of the school rankings using three independent variables (vehicular-vehicular crashes, vehicular-pedestrian crashes and vehicular-school-related pedestrian crashes), a regression analysis was performed. Figures 3 through 5 examine the relationship between the City-Wide ranking of all program schools and the three independent variables. As shown, all three graphs show a positive correlation between the program school ranking and each of the three independent variables. The highest correlation is shown between program school ranking and the number of school-related pedestrian crashes which reveals that the selection criteria used to prioritize the program schools reflects the importance of schools with a high number of school-related pedestrian crashes.

Appendix B contains a CD of 1,426 program schools with City-Wide and Borough-Proportionate rankings.

Figure 3
School Ranking vs Vehicular Crashes

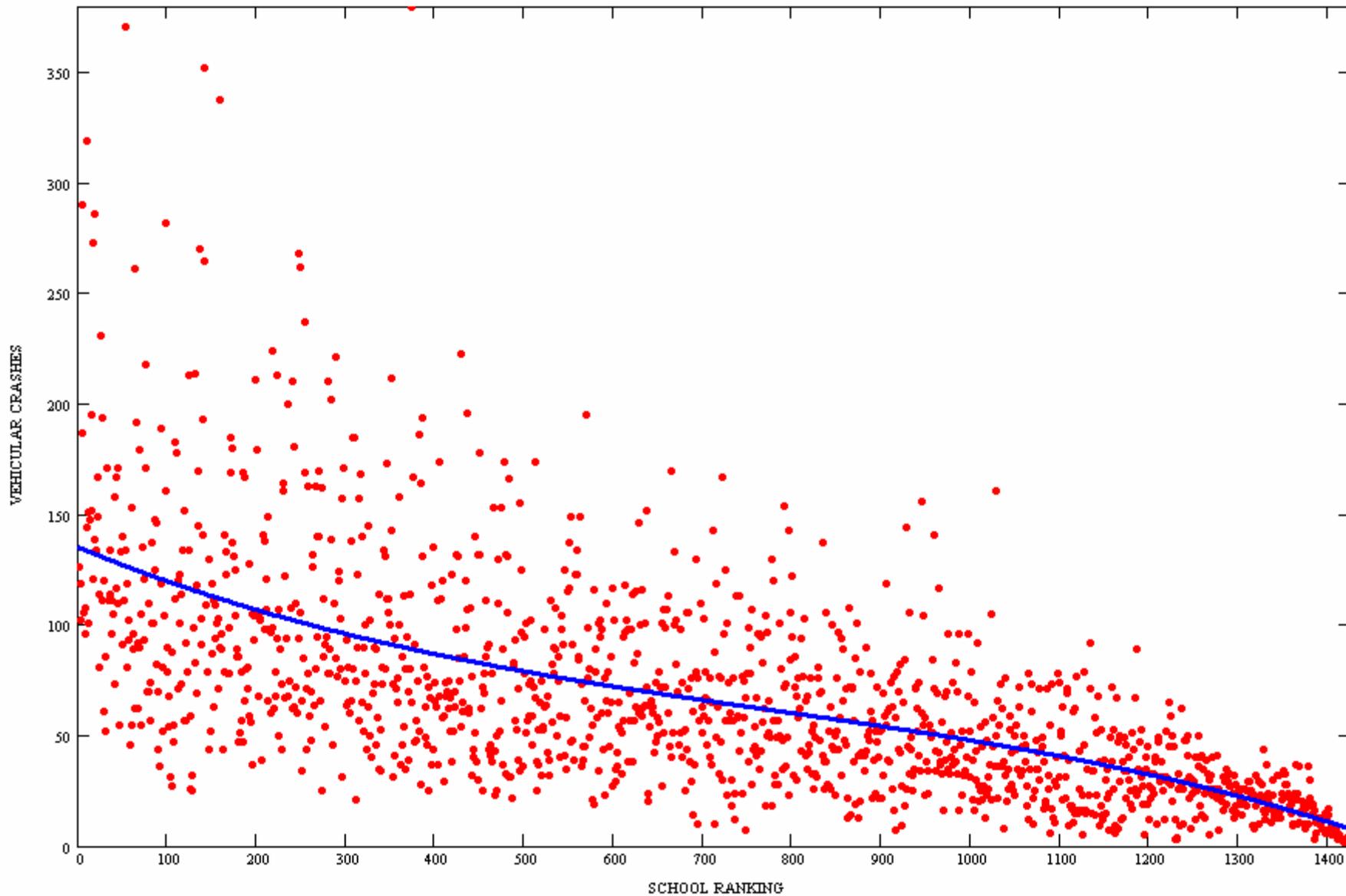


Figure 4
School Ranking vs Pedestrian Crashes

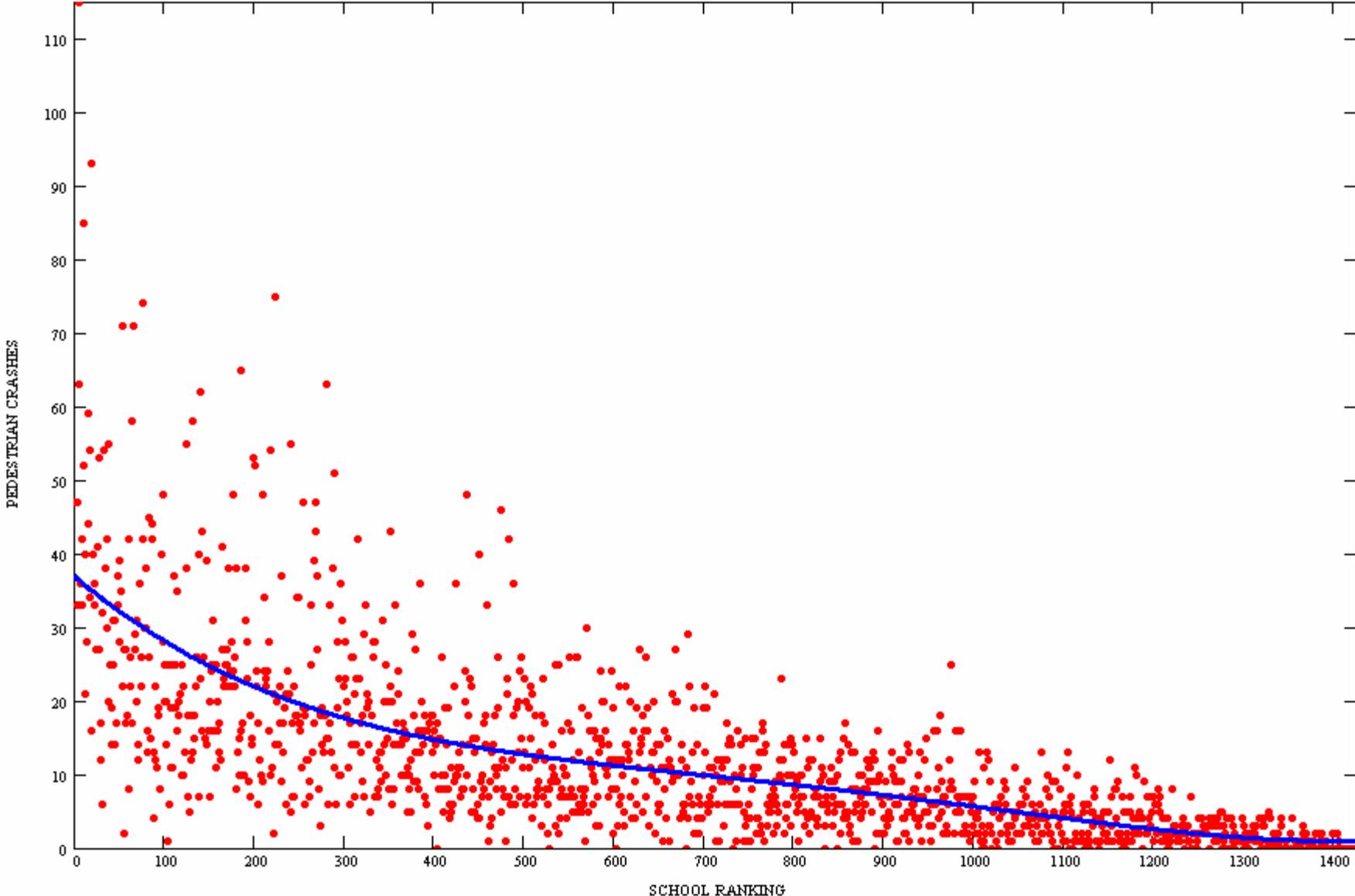
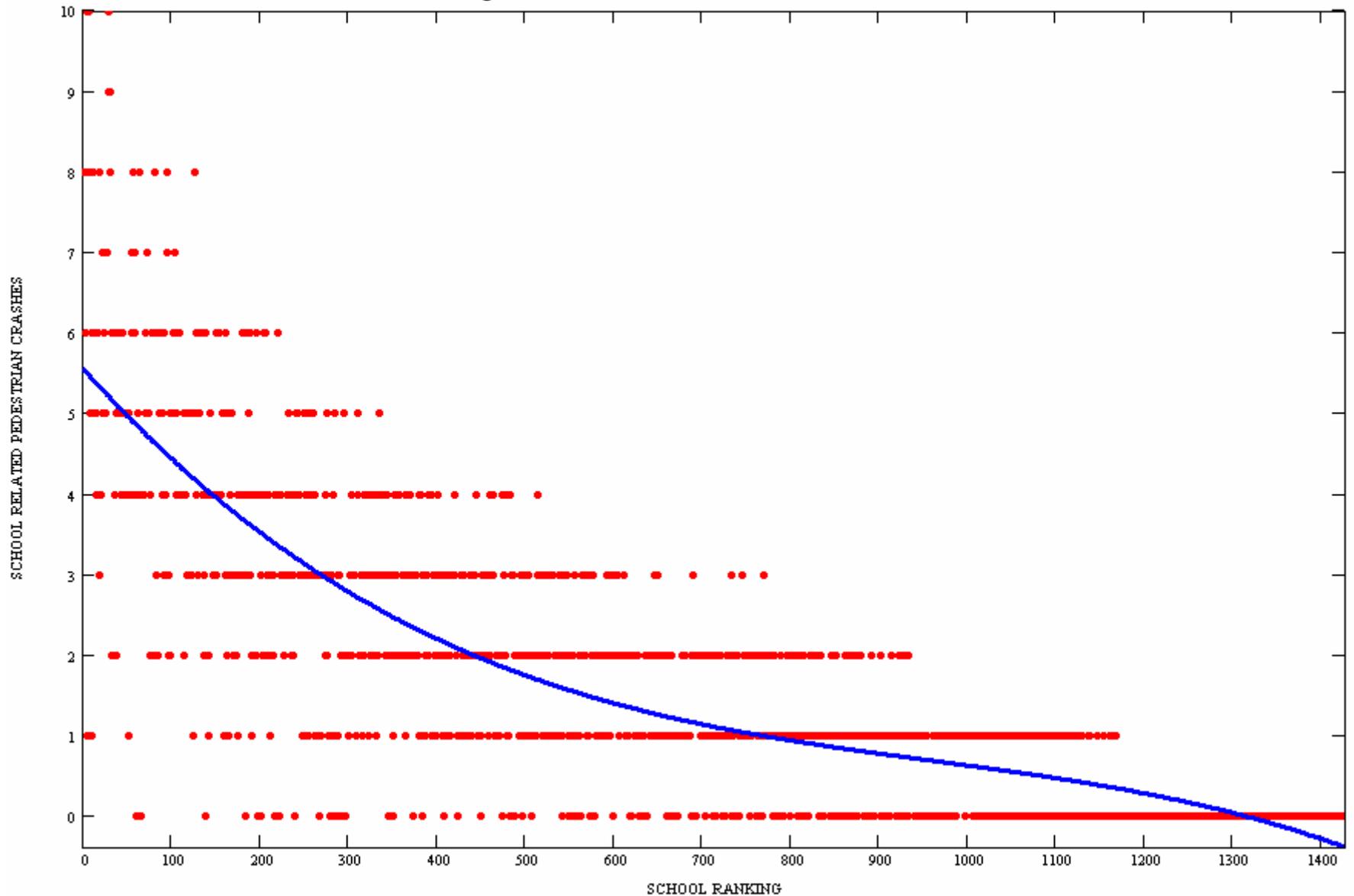


Figure 5
School Ranking vs School Related Pedestrian Crashes



Step 4: Refinement of Initial Ranking

The primary objective of this step in the selection process was to determine the extent to which intersections contained within the 700-foot radius are “shared” among schools and, if so, to eliminate duplicate schools and replace them with the next highest ranked schools. In this way, both the specific priority schools and associated intersections and midblocks included within the 700-foot radius around each priority school are maximized. This procedure, followed for priority schools using both the City-Wide and Borough-Proportionate methods, also served as a quality check on the selection process and selected schools.

Following the initial ranking, the resulting listing of priority schools based on the described procedures was reviewed for reasonableness and reflected the following refinements:

- a) overlapping schools i.e., two or more schools with the same street address and/or within the same building, and
- b) schools adjacent to each other that are not totally overlapping but sharing a number of common intersections along their “safe routes to school”.

This step was accomplished in the following manner for both the Citywide and Borough-Proportionate methods:

- a) Priority schools and their associated 700-foot radius were mapped.
- b) The intersections contained within each of the 700-foot circles, along with their respective computed normalized score were reviewed.
- c) Areas of overlap were identified.
- d) Overlapping areas were reviewed to ascertain whether one (or more) school(s) could be eliminated from the priority list without eliminating key intersections (based on their computed normalized score). This review also considered the “safe routes” associated with each school.
- e) In cases where it was feasible to eliminate either one of two schools, the school with the lower initial ranking was eliminated. This school was then replaced by the next highest ranked school on the initial priority school listing.
- f) After adding the next highest ranked school on the initial priority school listing, step “d” was repeated to review the overlapping areas and refined further, if needed.
- g) This procedure was performed for initial priority schools based on both the Citywide and Borough Proportionate methods.

Appendix C presents a sample illustration of the procedure followed to refine the initial list of priority schools.

Step5: Final List of 135 Priority Schools

After the refinement of both ranking methods, the listing of 135 schools for both the Citywide and Borough-Proportionate methods was finalized.

City-Wide Listing

The summary of 135 priority schools, by borough and school type (public vs private), selected based on the City-Wide method are presented in Table 3 and Figure 6. As shown, 56 program schools (36 public and 20 private schools) from Manhattan qualified for priority treatment followed by 46 program schools (36 public and 10 private schools) from Brooklyn, 23 program schools (14 public and 9 private schools) from the Bronx, and ten program schools (eight public and two private schools) from Queens. No school was selected from Staten Island.

A list of 135 priority schools showing the City-Wide ranking, Borough-Proportionate ranking, school type, community district, school district, school name/school id, total crashes, vehicular-vehicular crashes, vehicular-pedestrian crashes, vehicular-school-related pedestrian crashes, non-reportable crashes, total normalized severity score, normalized school-related pedestrian crashes frequency score and total normalized score is presented in Table 4.

Figures 7 through 10 show the priority schools (selected by the City-Wide method) by community district for the Bronx, Brooklyn, Manhattan and Queens, respectively. Figures 11 through 14 show the priority schools (selected by the City-Wide method) by school district for the Bronx, Brooklyn, Manhattan and Queens, respectively.

Borough-Proportionate Ranking

The summary of 135 priority schools, by borough and school type (public vs private), selected based on the Borough-Proportionate method are presented in Table 5 and Figure 15. As shown, only 23 program schools (16 public and 7 private schools) from Manhattan qualified for priority treatment under the Borough-Proportionate method as compared to 56 program schools selected under the City-Wide method. The number of priority schools selected in Brooklyn (46) under the Borough-Proportionate method were the same as under the City-Wide method. Under the Borough-Proportionate method, the Bronx gained two more public schools, making a total of 25 program schools for priority treatment as compared to 23 schools under the City-Wide method. The number of priority schools in Queens increased from 10 schools under the City-Wide method to 33 (23 public and 10 private) under the Borough-Proportionate method. Eight program schools were selected from Staten Island under the Borough-Proportionate method as compared to none under the City-Wide method.

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Figures 16 through 20 show the priority schools (selected by the Borough-Proportionate method) by community district for the Bronx, Brooklyn, Manhattan, Queens and Staten Island, respectively. Figures 21 through 25 show the priority schools (selected by the Borough-Proportionate method) by school district for the Bronx, Brooklyn, Manhattan, Queens and Staten Island, respectively.

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Table 3
DISTRIBUTION OF PRIORITY SCHOOLS
(CITY-WIDE METHOD)

| BOROUGH | PRIVATE | PUBLIC | TOTAL |
|----------------|----------------|---------------|-------------------|
| BRONX | 9 | 14 | 23 (17%) |
| BROOKLYN | 10 | 36 | 46 (34%) |
| MANHATTAN | 20 | 36 | 56 (42%) |
| QUEENS | 2 | 8 | 10 (7%) |
| STATEN ISLAND | 0 | 0 | 0 (0%) |
| TOTAL | 41 | 94 | 135 (100%) |

Figure 6
Priority Schools Based on City-Wide Method

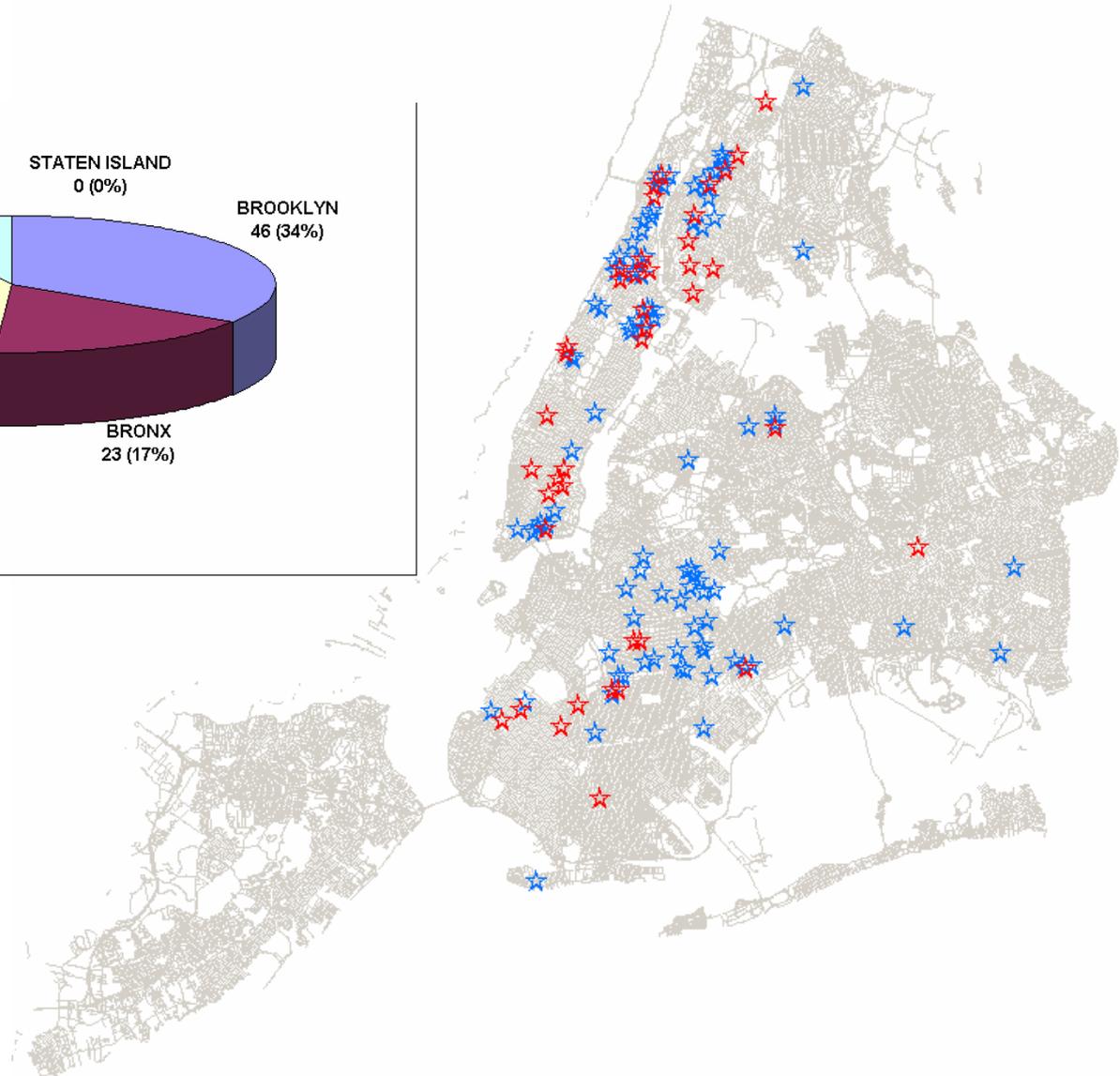
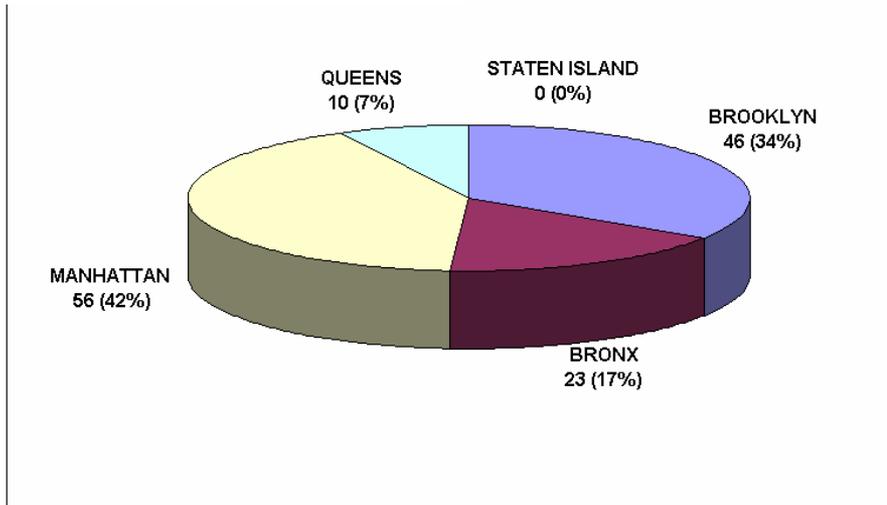


Table 4
135 Priority Schools Based on City-Wide Method

| City Rank | Borough Rank | Borough | School Type | Community District | School District | School Name / ID | Address | Total Crashes | Vehicular Crashes | Pedestrian Crashes | Schl. Ped. Crashes | Total Severity Normalized Score | Total Normalized Severity Score | School Frequency Normalized Score | Total Score |
|-----------|--------------|---------|-------------|--------------------|-----------------|-------------------------------|----------------------|---------------|-------------------|--------------------|--------------------|---------------------------------|---------------------------------|-----------------------------------|-------------|
| 1 | 1 | BX | PRI | 4 | 9 | CHRIST THE KING SCHOOL | 1345 GRAND CONCOURSE | 333 | 126 | 47 | 8 | 152 | 44.4 | 20.0 | 64.4 |
| 2 | 1 | MN | PRI | 3 | 2 | MESIVTHA TIFERETH JERUSALEM | 141 EAST BROADWAY | 524 | 119 | 47 | 6 | 352 | 49.3 | 15.0 | 64.3 |
| 4 | 2 | MN | PUB | 10 | 5 | P.S. 194 | 242 W 144TH ST | 498 | 187 | 63 | 10 | 238 | 36.4 | 25.0 | 61.4 |
| 5 | 3 | MN | PRI | 4 | 2 | HOLY CROSS SCHOOL | 332 W 43RD ST | 1445 | 290 | 115 | 1 | 1039 | 58.2 | 2.5 | 60.7 |
| 6 | 4 | MN | PRI | 10 | 5 | ST CHARLES BORROMEIO SCHOOL | 214 W 142ND ST | 286 | 106 | 36 | 10 | 134 | 27.5 | 25.0 | 52.5 |
| 8 | 1 | BK | PUB | 4 | 32 | I.S. 383 | 1300 GREENE AVE | 290 | 96 | 33 | 8 | 153 | 30.5 | 20.0 | 50.5 |
| 9 | 6 | MN | PUB | 3 | 2 | P.S. 124 | 40 DIVISION ST | 1650 | 319 | 85 | 1 | 1245 | 47.5 | 2.5 | 50.0 |
| 10 | 3 | BX | PUB | 5 | 10 | P.S. 9 | 230 E 183RD ST | 320 | 144 | 52 | 6 | 118 | 34.5 | 15.0 | 49.5 |
| 11 | 2 | BK | PUB | 9 | 17 | P.S. 91 | 532 ALBANY AVE | 215 | 101 | 21 | 8 | 85 | 29.5 | 20.0 | 49.5 |
| 13 | 1 | QN | PUB | 3 | 30 | P.S. 149 | 93-11 34TH AVE | 430 | 148 | 28 | 6 | 248 | 32.5 | 15.0 | 47.5 |
| 15 | 4 | BX | PUB | 5 | 10 | P.S. 33 | 2424 JEROME AVE | 636 | 195 | 59 | 4 | 378 | 36.8 | 10.0 | 46.8 |
| 16 | 9 | MN | PUB | 3 | 2 | I.S. 131 | 100 HESTER ST | 1183 | 273 | 54 | 4 | 852 | 36.2 | 10.0 | 46.2 |
| 17 | 10 | MN | PUB | 11 | 4 | P.S. 72 | 131 E 104TH ST | 355 | 121 | 34 | 6 | 194 | 30.1 | 15.0 | 45.1 |
| 18 | 11 | MN | PUB | 10 | 5 | P.S. 123 | 301 W 140TH ST | 297 | 139 | 16 | 8 | 134 | 24.7 | 20.0 | 44.7 |
| 19 | 5 | BX | PRI | 5 | 10 | OUR LADY OF MERCY SCHOOL | 2512 MARION AVE | 844 | 286 | 93 | 3 | 462 | 37.2 | 7.5 | 44.7 |
| 20 | 6 | BX | PUB | 4 | 9 | J.H.S. 22 | 207 E 167TH ST | 347 | 134 | 40 | 4 | 169 | 33.8 | 10.0 | 43.8 |
| 21 | 12 | MN | PRI | 7 | 3 | COLLEGIATE SCHOOL | 260 W 78TH ST | 602 | 167 | 33 | 5 | 397 | 31.3 | 12.5 | 43.8 |
| 22 | 7 | BX | PUB | 5 | 10 | M.S. 399 | 120 E 184TH ST | 338 | 149 | 36 | 7 | 146 | 25.9 | 17.5 | 43.4 |
| 23 | 13 | MN | PUB | 3 | 2 | P.S. 42 | 71 HESTER ST | 523 | 114 | 27 | 6 | 376 | 27.5 | 15.0 | 42.5 |
| 24 | 14 | MN | PUB | 7 | 3 | M.S. 54 | 103 W 107TH ST | 246 | 81 | 27 | 6 | 132 | 27.2 | 15.0 | 42.2 |
| 25 | 8 | BX | PRI | 5 | 9 | ST MARGARET MARY SCHOOL | 121 E 177TH ST | 492 | 231 | 41 | 7 | 214 | 24.5 | 17.5 | 42.0 |
| 27 | 15 | MN | PUB | 10 | 5 | P.S. 92 | 222 W 134TH ST | 351 | 111 | 27 | 7 | 206 | 23.4 | 17.5 | 40.9 |
| 28 | 16 | MN | PUB | 12 | 6 | P.S. 8 | 465 W 167TH ST | 183 | 61 | 12 | 9 | 101 | 18.1 | 22.5 | 40.6 |
| 29 | 3 | BK | PUB | 17 | 18 | I.S. 252 | 1084 LENOX ROAD | 239 | 120 | 17 | 10 | 92 | 15.1 | 25.0 | 40.1 |
| 30 | 17 | MN | PRI | 12 | 6 | INCARNATION SCHOOL | 570 W 175TH ST | 347 | 86 | 32 | 8 | 221 | 19.6 | 20.0 | 39.6 |
| 31 | 4 | BK | PUB | 4 | 32 | I.S. 296 | 125 COVERT ST | 112 | 52 | 6 | 9 | 45 | 16.6 | 22.5 | 39.1 |
| 32 | 18 | MN | PRI | 12 | 6 | ST SPYRIDON PAROCHIAL SCHOOL | 120 WADSWORTH AVE | 708 | 171 | 54 | 2 | 481 | 33.6 | 5.0 | 38.6 |
| 33 | 19 | MN | PUB | 10 | 5 | I.S. 275 | 175 W 134TH ST | 378 | 111 | 38 | 6 | 223 | 23.4 | 15.0 | 38.4 |
| 35 | 21 | MN | PUB | 11 | 4 | P.S. 7 | 160 E 120TH ST | 331 | 114 | 30 | 6 | 181 | 23.4 | 15.0 | 38.4 |
| 36 | 22 | MN | PUB | 12 | 6 | P.S. 132 | 185 WADSWORTH AVE | 525 | 134 | 42 | 4 | 345 | 27.8 | 10.0 | 37.8 |
| 37 | 23 | MN | PUB | 3 | 2 | P.S. 1 | 8 HENRY ST | 700 | 96 | 55 | 2 | 547 | 32.5 | 5.0 | 37.5 |
| 38 | 24 | MN | PUB | 9 | 5 | I.S. 195 | 625 W 133RD ST | 329 | 111 | 20 | 5 | 193 | 24.6 | 12.5 | 37.1 |
| 39 | 25 | MN | PUB | 9 | 6 | P.S. 153 | 1750 AMSTERDAM AVE | 292 | 105 | 25 | 6 | 156 | 22.1 | 15.0 | 37.1 |
| 40 | 5 | BK | PUB | 14 | 22 | P.S. 217 | 1100 NEWKIRK AVE | 403 | 158 | 19 | 5 | 221 | 23.8 | 12.5 | 36.3 |
| 41 | 6 | BK | PUB | 4 | 32 | I.S. 291 | 231 PALMETTO ST | 151 | 73 | 14 | 6 | 58 | 21.0 | 15.0 | 36.0 |
| 42 | 10 | BX | PUB | 5 | 10 | P.S. 79 | 125 E 181ST ST | 332 | 167 | 31 | 4 | 130 | 25.8 | 10.0 | 35.8 |
| 43 | 11 | BX | PRI | 5 | 10 | ST SIMON STOCK ES | 2195 VALENTINE AVE | 251 | 117 | 25 | 6 | 103 | 20.7 | 15.0 | 35.7 |
| 45 | 7 | BK | PRI | 8 | 17 | OHOLEI TORAH ELEMENTARY | 667 EASTERN PKY | 366 | 171 | 14 | 6 | 175 | 20.4 | 15.0 | 35.4 |
| 47 | 27 | MN | PUB | 7 | 3 | P.S. 165 | 234 W 109TH ST | 443 | 133 | 33 | 4 | 273 | 25.2 | 10.0 | 35.2 |
| 48 | 28 | MN | PRI | 11 | 4 | ST. LUCY | 340 E 104TH ST | 414 | 133 | 37 | 4 | 240 | 25.1 | 10.0 | 35.1 |
| 49 | 2 | QN | PRI | 3 | 30 | BLESSED SACRAMENT SCHOOL | 34-20 94TH ST | 326 | 91 | 28 | 4 | 203 | 25.0 | 10.0 | 35.0 |
| 50 | 12 | BX | PUB | 5 | 10 | P.S. 279 | 2100 WALTON AVE | 337 | 140 | 39 | 4 | 154 | 24.8 | 10.0 | 34.8 |
| 52 | 30 | MN | PUB | 6 | 2 | P.S. 59 | 228 E 57TH ST | 2013 | 371 | 71 | 1 | 1570 | 32.0 | 2.5 | 34.5 |
| 54 | 13 | BX | PRI | 4 | 9 | ST ANGELA MERICI SCHOOL | 266 E 163RD ST | 340 | 119 | 27 | 7 | 187 | 16.8 | 17.5 | 34.3 |
| 55 | 4 | QN | PUB | 13 | 29 | J.H.S. 231 | 145-00 SPRNGFLD BLVD | 160 | 81 | 2 | 6 | 71 | 19.1 | 15.0 | 34.1 |
| 56 | 31 | MN | PUB | 11 | 4 | P.S. 101 | 141 E 111TH ST | 292 | 102 | 27 | 4 | 159 | 24.0 | 10.0 | 34.0 |
| 57 | 9 | BK | PUB | 17 | 18 | P.S. 219 & ANNEX | 1060 CLARKSON AVE | 213 | 93 | 17 | 8 | 95 | 14.0 | 20.0 | 34.0 |
| 58 | 32 | MN | PRI | 10 | 5 | ST MARK THE EVANGELIST SCHOOL | 55 W 138TH ST | 174 | 46 | 18 | 6 | 104 | 18.7 | 15.0 | 33.7 |
| 60 | 34 | MN | PRI | 3 | 1 | ST. GEORGE | 215 E 6TH ST | 565 | 153 | 42 | 0 | 370 | 33.1 | 0.0 | 33.1 |
| 61 | 35 | MN | PRI | 12 | 6 | ST ELIZABETH SCHOOL | 612 W 187TH ST | 281 | 96 | 22 | 4 | 159 | 23.0 | 10.0 | 33.0 |

Schools ranked 3,7,12,14,26,34,44,46,51 and 53 were eliminated during the refinement process.

Table 4 (Contd.)
135 Priority Schools Based on City-Wide Method

| City Rank | Borough Rank | Borough | School Type | Community District | School District | School Name / ID | Address | Total Crashes | Vehicular Crashes | Pedestrian Crashes | Schl. Ped. Crashes | Non Reportable Crashes | Normalized Severity Points | Normalized Schl. Frequency Points | Total Points |
|-----------|--------------|---------|-------------|--------------------|-----------------|---------------------------------------|-----------------------|---------------|-------------------|--------------------|--------------------|------------------------|----------------------------|-----------------------------------|--------------|
| 62 | 10 | BK | PUB | 4 | 32 | P.S. 116 | 515 KNICKERBOCKER AVE | 248 | 89 | 26 | 5 | 128 | 20.5 | 12.5 | 33.0 |
| 63 | 36 | MN | PUB | 12 | 6 | I.S. 164 | 401 W 164TH ST | 173 | 62 | 17 | 8 | 86 | 12.8 | 20.0 | 32.8 |
| 64 | 37 | MN | PUB | 6 | 2 | P.S. 116 | 210 E 33RD ST | 1160 | 261 | 58 | 0 | 841 | 32.6 | 0.0 | 32.6 |
| 65 | 38 | MN | PRI | 6 | 2 | FRIENDS SEMINARY | 222 E 16TH ST | 769 | 192 | 71 | 0 | 506 | 32.6 | 0.0 | 32.6 |
| 67 | 11 | BK | PUB | 1 | 14 | P.S. 257 | 60 COOK ST | 203 | 62 | 29 | 4 | 108 | 22.3 | 10.0 | 32.3 |
| 68 | 12 | BK | PRI | 7 | 20 | OUR LADY OF PERPETUAL HELP ES & ANNEX | 5902 SIXTH AVE | 251 | 90 | 20 | 4 | 137 | 22.2 | 10.0 | 32.2 |
| 69 | 40 | MN | PRI | 7 | 3 | CALHOUN SCHOOL (THE) | 433 W END AVE | 630 | 179 | 31 | 4 | 416 | 22.2 | 10.0 | 32.2 |
| 70 | 41 | MN | PUB | 12 | 6 | P.S. 189 | 2580 AMSTERDAM AVE | 172 | 55 | 12 | 6 | 99 | 17.0 | 15.0 | 32.0 |
| 71 | 5 | QN | PUB | 3 | 30 | I.S. 145 | 33-34 80TH ST | 321 | 105 | 14 | 5 | 197 | 19.3 | 12.5 | 31.8 |
| 72 | 42 | MN | PRI | 9 | 5 | ST JOSEPH SCHOOL | 168 MORNINGSIDE AVE | 383 | 135 | 36 | 5 | 207 | 19.2 | 12.5 | 31.7 |
| 73 | 13 | BK | PUB | 18 | 18 | I.S. 68 | 956 E 82 ST | 308 | 121 | 26 | 7 | 154 | 14.2 | 17.5 | 31.7 |
| 74 | 43 | MN | PUB | 7 | 3 | P.S. 87 | 160 W 78TH ST | 430 | 93 | 22 | 5 | 310 | 19.0 | 12.5 | 31.5 |
| 75 | 44 | MN | PRI | 6 | 2 | EPIPHANY SCHOOL (THE) | 234 E 22ND ST | 999 | 218 | 74 | 2 | 706 | 26.4 | 5.0 | 31.4 |
| 77 | 45 | MN | PUB | 9 | 5 | I.S. 286 | 509 W 129TH ST | 267 | 70 | 30 | 6 | 161 | 16.3 | 15.0 | 31.3 |
| 80 | 15 | BK | PUB | 4 | 32 | P.S. 106 | 1314 PUTNAM AVE | 177 | 74 | 16 | 6 | 81 | 16.2 | 15.0 | 31.2 |
| 81 | 14 | BX | PUB | 4 | 9 | P.S. 70 | 1691 WEEKS AVE | 173 | 57 | 13 | 8 | 95 | 11.1 | 20.0 | 31.1 |
| 82 | 15 | BX | PUB | 5 | 9 | C.I.S. 303 | 1700 MACOMBS RD | 228 | 101 | 26 | 6 | 95 | 16.1 | 15.0 | 31.1 |
| 83 | 48 | MN | PUB | 11 | 4 | P.S. 155 | 319 E 117TH ST | 483 | 137 | 45 | 3 | 298 | 23.4 | 7.5 | 30.9 |
| 84 | 16 | BK | PUB | 9 | 17 | P.S. 92 | 601 PARKSIDE AVE | 301 | 101 | 15 | 6 | 179 | 15.9 | 15.0 | 30.9 |
| 85 | 49 | MN | PUB | 11 | 4 | J.H.S. 117 | 240 E 109TH ST | 417 | 125 | 42 | 2 | 248 | 25.8 | 5.0 | 30.8 |
| 86 | 6 | QN | PRI | 12 | 28 | PRESENTATION - BVM SCHOOL | 88-13 PARSONS BLVD | 424 | 148 | 44 | 5 | 227 | 18.2 | 12.5 | 30.7 |
| 87 | 17 | BK | PUB | 9 | 17 | M.S. 375 | 46 MCKEEVER PLACE | 218 | 82 | 13 | 6 | 117 | 15.5 | 15.0 | 30.5 |
| 89 | 16 | BX | PUB | 9 | 8 | I.S. 131 | 885 BOLTON AVE | 225 | 70 | 22 | 4 | 129 | 20.3 | 10.0 | 30.3 |
| 90 | 8 | QN | PUB | 5 | 24 | I.S. 93 | 66-56 FOREST AVE | 154 | 44 | 12 | 5 | 93 | 17.7 | 12.5 | 30.2 |
| 92 | 18 | BK | PUB | 16 | 23 | P.S. 178 & ANNEX | 2163 DEAN ST | 293 | 189 | 18 | 3 | 83 | 22.3 | 7.5 | 29.8 |
| 93 | 9 | QN | PUB | 3 | 30 | I.S. 227 | 32002 JUNCTION BLVD | 315 | 119 | 19 | 4 | 173 | 19.8 | 10.0 | 29.8 |
| 94 | 19 | BK | PUB | 16 | 23 | P.S. 323 | 210 CHESTER ST | 172 | 81 | 8 | 8 | 75 | 9.7 | 20.0 | 29.7 |
| 95 | 20 | BK | PRI | 7 | 15 | ST AGATHA SCHOOL | 736 48TH ST | 161 | 52 | 8 | 7 | 94 | 12.1 | 17.5 | 29.6 |
| 96 | 51 | MN | PRI | 11 | 4 | ST ANN SCHOOL | 314 E 110TH ST | 394 | 104 | 40 | 3 | 247 | 22.1 | 7.5 | 29.6 |
| 97 | 52 | MN | PUB | 3 | 1 | P.S. 20 | 166 ESSEX ST | 589 | 161 | 48 | 2 | 378 | 24.5 | 5.0 | 29.5 |
| 98 | 21 | BK | PRI | 12 | 15 | YESHIVA SHAARE TORAH | 222 OCEAN PKWY | 557 | 282 | 28 | 2 | 245 | 24.5 | 5.0 | 29.5 |
| 99 | 17 | BX | PUB | 4 | 9 | P.S. 53 | 360 E 168TH ST | 201 | 79 | 20 | 5 | 97 | 16.8 | 12.5 | 29.3 |
| 100 | 22 | BK | PUB | 5 | 19 | P.S. 190 | 590 SHEFFIELD AVE | 241 | 90 | 25 | 5 | 121 | 16.8 | 12.5 | 29.3 |
| 101 | 23 | BK | PUB | 3 | 16 | P.S. 5 | 820 HANCOCK ST | 143 | 68 | 14 | 6 | 55 | 14.3 | 15.0 | 29.3 |
| 102 | 53 | MN | PRI | 9 | 5 | ANNUNCIATION SCHOOL | 461 W 131ST ST | 170 | 54 | 20 | 6 | 90 | 14.2 | 15.0 | 29.2 |
| 103 | 10 | QN | PUB | 12 | 29 | P.S. 136 | 201-15 115TH AVE | 70 | 31 | 1 | 7 | 31 | 11.6 | 17.5 | 29.1 |
| 104 | 24 | BK | PUB | 7 | 15 | P.S. 169 | 4305 SEVENTH AVE | 93 | 27 | 6 | 6 | 54 | 13.9 | 15.0 | 28.9 |
| 106 | 26 | BK | PUB | 3 | 14 | P.S. 59 | 211 THROOP AVE | 100 | 47 | 19 | 4 | 30 | 18.8 | 10.0 | 28.8 |
| 107 | 18 | BX | PRI | 1 | 7 | ST ANSELM SCHOOL | 685 TINTON AVE | 133 | 55 | 11 | 6 | 61 | 13.8 | 15.0 | 28.8 |
| 108 | 27 | BK | PUB | 16 | 23 | P.S. 327 | 111 BRISTOL ST | 256 | 112 | 25 | 6 | 113 | 13.7 | 15.0 | 28.7 |
| 109 | 28 | BK | PUB | 16 | 23 | J.H.S. 275 | 985 ROCKAWAY AVE | 320 | 183 | 11 | 6 | 120 | 13.5 | 15.0 | 28.5 |
| 110 | 29 | BK | PUB | 3 | 13 | P.S. 93 | 31 NEW YORK AVE | 476 | 178 | 37 | 4 | 257 | 18.5 | 10.0 | 28.5 |
| 111 | 11 | QN | PUB | 2 | 24 | I.S. 125 | 46-02 47TH AVE | 253 | 71 | 25 | 4 | 153 | 18.4 | 10.0 | 28.4 |
| 112 | 54 | MN | PUB | 12 | 6 | P.S. 28 | 475 W 155TH ST | 316 | 120 | 19 | 4 | 173 | 18.3 | 10.0 | 28.3 |
| 113 | 30 | BK | PUB | 16 | 17 | P.S. 156 | 104 SUTTER AVE | 243 | 123 | 16 | 5 | 99 | 15.6 | 12.5 | 28.1 |
| 114 | 55 | MN | PUB | 9 | 6 | P.S. 192 | 500 W 138TH ST | 332 | 101 | 35 | 2 | 194 | 23.0 | 5.0 | 28.0 |
| 115 | 56 | MN | PRI | 10 | 5 | ST ALOYSIUS SCHOOL | 223 W 132ND ST | 198 | 73 | 18 | 5 | 102 | 15.5 | 12.5 | 28.0 |
| 116 | 31 | BK | PUB | 9 | 17 | I.S. 391 | 790 E NEW YORK AVE | 264 | 114 | 20 | 4 | 126 | 17.8 | 10.0 | 27.8 |
| 117 | 19 | BX | PUB | 5 | 10 | P.S. 306 | 40 W TREMONT AVE | 266 | 134 | 21 | 3 | 108 | 20.2 | 7.5 | 27.7 |
| 118 | 32 | BK | PUB | 7 | 20 | P.S. 314 | 330 59TH ST | 380 | 152 | 25 | 3 | 200 | 20.1 | 7.5 | 27.6 |

Schools ranked 59,66,76,78,79,88,91 and 105 were eliminated during the refinement process.

Table 4 (Contd.)
135 Priority Schools Based on City-Wide Method

| City Rank | Borough Rank | Borough | School Type | Community District | School District | School Name / ID | Address | Total Crashes | Vehicular Crashes | Pedestrian Crashes | Schl. Ped. Crashes | Non Reportable Crashes | Normalized Severity Points | Normalized Schl. Frequency Points | Total Points |
|-----------|--------------|---------|-------------|--------------------|-----------------|------------------------------|----------------------|---------------|-------------------|--------------------|--------------------|------------------------|----------------------------|-----------------------------------|--------------|
| 119 | 33 | BK | PUB | 3 | 16 | M.S. 143 | 800 GATES AVE | 104 | 57 | 10 | 5 | 32 | 15.1 | 12.5 | 27.6 |
| 122 | 35 | BK | PUB | 3 | 13 | P.S. 256 | 114 KOSCIUSKO ST | 166 | 79 | 13 | 5 | 69 | 15.1 | 12.5 | 27.6 |
| 123 | 57 | MN | PUB | 12 | 6 | I.S. 143 | 511 W 182RD ST | 601 | 213 | 38 | 3 | 347 | 20.0 | 7.5 | 27.5 |
| 124 | 58 | MN | PRI | 3 | 1 | IMMACULATE CONCEPTION SCHOOL | 419 E 13TH ST | 594 | 134 | 55 | 1 | 404 | 24.9 | 2.5 | 27.4 |
| 125 | 21 | BX | PUB | 3 | 9 | C.E.S. 55 | 450 ST. PAUL'S PLACE | 162 | 59 | 18 | 5 | 80 | 14.7 | 12.5 | 27.2 |
| 126 | 36 | BK | PUB | 13 | 21 | P.S. 329 | 2929 W 30TH ST | 89 | 26 | 7 | 8 | 48 | 7.1 | 20.0 | 27.1 |
| 127 | 37 | BK | PUB | 4 | 32 | P.S. 384 | 242 COOPER ST | 91 | 32 | 18 | 4 | 37 | 17.1 | 10.0 | 27.1 |
| 128 | 59 | MN | PUB | 9 | 5 | P.S. 129 | 425 W 130TH ST | 91 | 25 | 5 | 6 | 55 | 12.0 | 15.0 | 27.0 |
| 130 | 38 | BK | PRI | 14 | 17 | NEW VISTAS ACAD | 2261 CHURCH AVE | 577 | 214 | 58 | 3 | 302 | 19.4 | 7.5 | 26.9 |
| 131 | 22 | BX | PUB | 12 | 11 | P.S. 21 | 715 E 225TH ST | 229 | 83 | 13 | 5 | 128 | 14.2 | 12.5 | 26.7 |
| 132 | 39 | BK | PUB | 5 | 19 | J.H.S. 166 | 800 VAN SICLEN AVE | 235 | 118 | 15 | 5 | 97 | 14.1 | 12.5 | 26.6 |
| 133 | 23 | BX | PRI | 1 | 7 | ST LUKE SCHOOL | 608 E 139TH ST | 181 | 69 | 18 | 6 | 88 | 11.6 | 15.0 | 26.6 |
| 134 | 24 | BX | PUB | 5 | 9 | J.H.S. 117 | 1865 MORRIS AVE | 325 | 170 | 26 | 4 | 126 | 16.6 | 10.0 | 26.6 |
| 135 | 40 | BK | PRI | 17 | 17 | HOLY CROSS | 2520 CHURCH AVE | 343 | 145 | 22 | 6 | 170 | 11.6 | 15.0 | 26.6 |
| 136 | 41 | BK | PUB | 16 | 23 | P.S. 155 | 1355 HERKIMER ST | 459 | 270 | 26 | 2 | 161 | 21.5 | 5.0 | 26.5 |
| 137 | 25 | BX | PRI | 1 | 7 | IMMACULATE CONCEPTION SCHOOL | 378 E 151ST ST | 427 | 103 | 40 | 3 | 281 | 18.9 | 7.5 | 26.4 |
| 138 | 13 | QN | PUB | 10 | 27 | P.S. 96 | 130-01 ROCKAWAY BLVD | 189 | 91 | 7 | 6 | 85 | 11.3 | 15.0 | 26.3 |
| 139 | 60 | MN | PRI | 2 | 2 | CITY AND COUNTRY | 146 W 13TH ST | 813 | 193 | 62 | 0 | 558 | 26.3 | 0.0 | 26.3 |
| 140 | 42 | BK | PRI | 8 | 17 | ARISTA PREP SCHOOL | 755 EASTERN PKY | 385 | 141 | 23 | 4 | 217 | 16.3 | 10.0 | 26.3 |
| 141 | 61 | MN | PUB | 1 | 2 | P.E. 2 | 52 CHAMBERS ST | 867 | 265 | 43 | 2 | 557 | 21.3 | 5.0 | 26.3 |
| 142 | 43 | BK | PRI | 5 | 19 | BETHLEHEM BAPTIST ACAD | 1962-84 LINDEN BLVD | 713 | 352 | 16 | 1 | 344 | 23.7 | 2.5 | 26.2 |
| 143 | 44 | BK | PUB | 14 | 17 | P.S. 6 | 43 SNYDER AVE | 333 | 109 | 26 | 5 | 193 | 13.6 | 12.5 | 26.1 |
| 144 | 62 | MN | PUB | 7 | 3 | M.S. 245 | 100 W 77TH ST | 368 | 79 | 15 | 4 | 270 | 16.1 | 10.0 | 26.1 |
| 146 | 45 | BK | PRI | 12 | 20 | BOBOVER YESHIVA B NAI ZION | 4206 15TH AVE | 118 | 44 | 14 | 4 | 56 | 16.0 | 10.0 | 26.0 |
| 147 | 64 | MN | PUB | 11 | 4 | P.S. 96 | 216 E 120TH ST | 367 | 130 | 39 | 3 | 195 | 18.4 | 7.5 | 25.9 |
| 149 | 47 | BK | PUB | 5 | 19 | P.S. 159 | 2781 PITKIN AVE | 246 | 119 | 20 | 3 | 104 | 18.4 | 7.5 | 25.9 |
| 151 | 48 | BK | PUB | 9 | 17 | I.S. 2 | 655 PARKSIDE AVE | 321 | 111 | 24 | 3 | 183 | 18.1 | 7.5 | 25.6 |
| 152 | 65 | MN | PUB | 12 | 6 | P.S. 4 | 500 W 160TH ST | 216 | 63 | 25 | 4 | 124 | 15.6 | 10.0 | 25.6 |
| 153 | 49 | BK | PUB | 4 | 32 | P.S. 299 | 88 WOODBINE ST | 200 | 94 | 16 | 6 | 84 | 10.6 | 15.0 | 25.6 |
| 154 | 50 | BK | PRI | 15 | 21 | YESHIVAT ATERET TORAH SCHOOL | 901 QUENTIN RD | 290 | 109 | 31 | 4 | 146 | 15.4 | 10.0 | 25.4 |
| 155 | 26 | BX | PRI | 7 | 10 | ST ANN ES | 3511 BAINBRIDGE AVE | 309 | 101 | 16 | 4 | 188 | 15.4 | 10.0 | 25.4 |
| 156 | 66 | MN | PUB | 11 | 4 | J.H.S. 13 | 1573 MADISON AVE | 218 | 71 | 11 | 4 | 132 | 15.3 | 10.0 | 25.3 |
| 158 | 67 | MN | PRI | 11 | 4 | ST PAUL SCHOOL | 114 E 118TH ST | 266 | 90 | 16 | 5 | 155 | 12.6 | 12.5 | 25.1 |
| 159 | 52 | BK | PUB | 5 | 19 | P.S. 213 | 580 HEGEMAN AVE | 697 | 338 | 20 | 1 | 338 | 22.5 | 2.5 | 25.0 |
| 160 | 68 | MN | PUB | 12 | 6 | P.S. 48 | 4360 BROADWAY | 289 | 96 | 13 | 3 | 177 | 17.4 | 7.5 | 24.9 |

Schools ranked 120,121,129,145,148,150 and 157 were eliminated during the refinement process.

Figure 7
 Priority Schools in the Bronx by Community District
 (City-Wide Method)

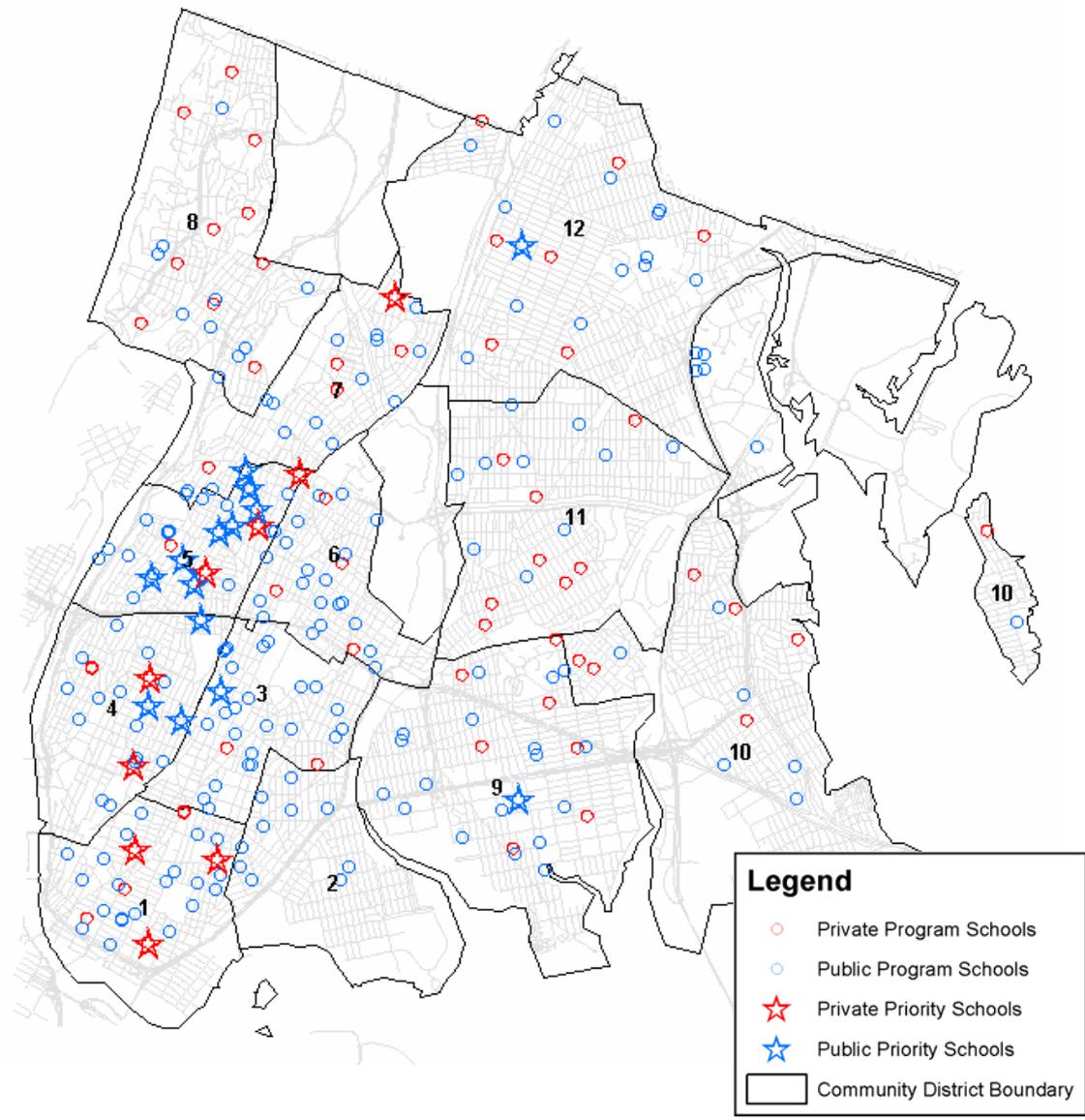
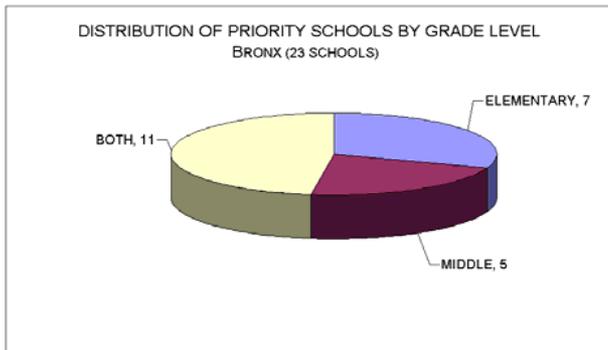
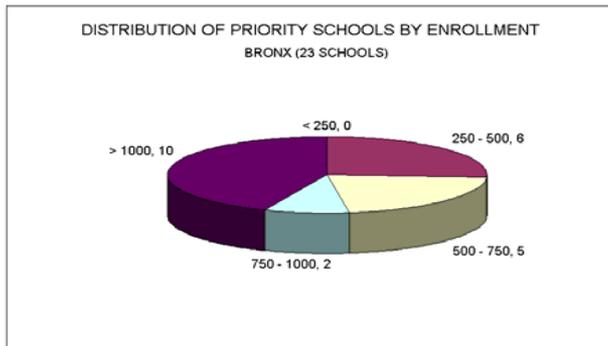
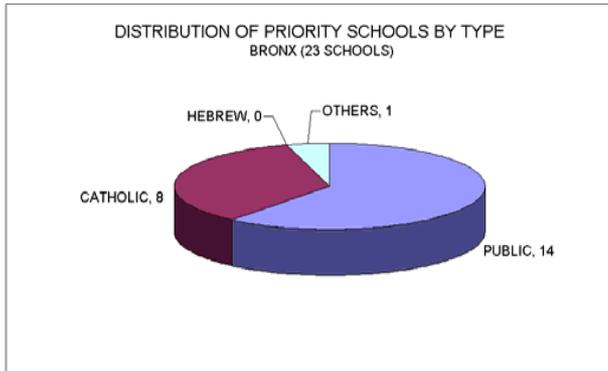


Figure 8
 Priority Schools in Brooklyn by Community District
 (City-Wide Method)

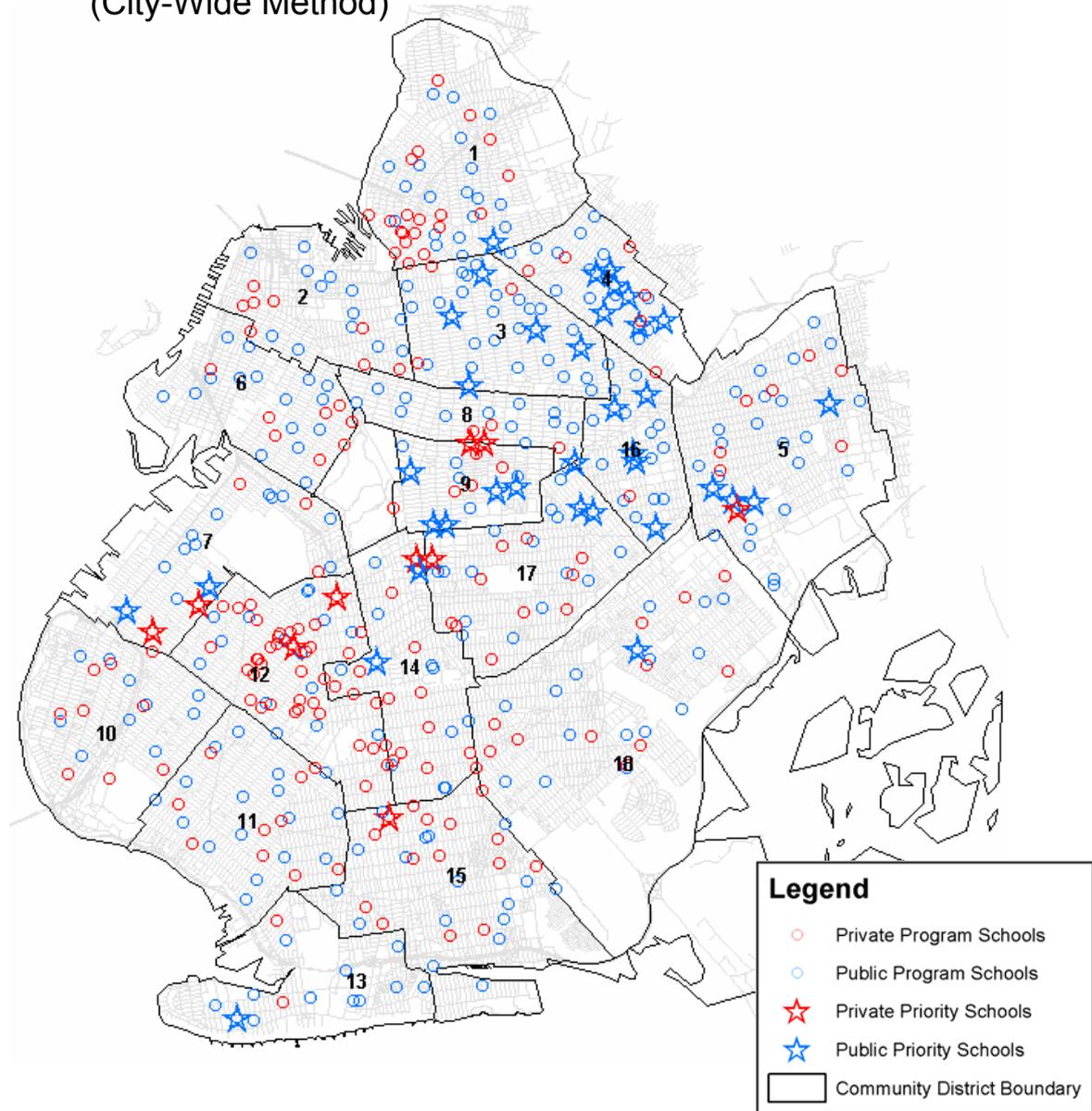
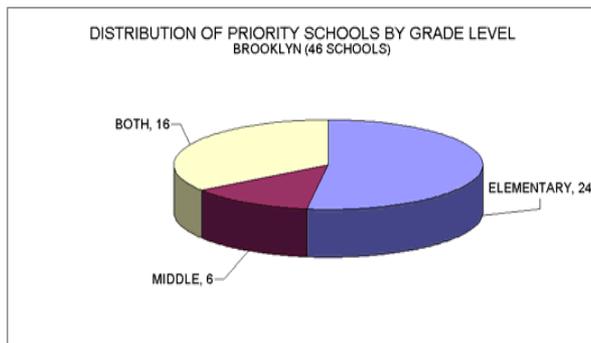
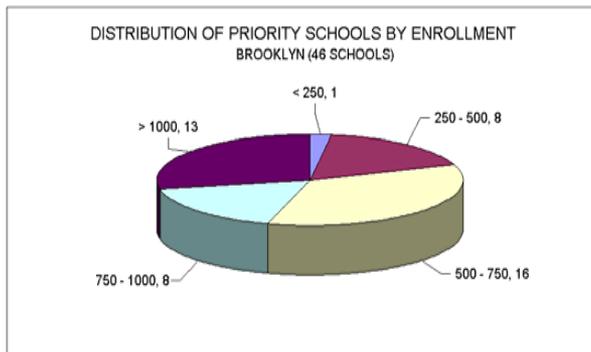
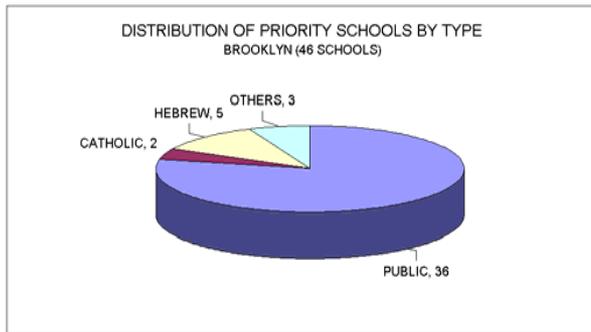


Figure 9
 Priority Schools in Manhattan by Community District
 (City-Wide Method)

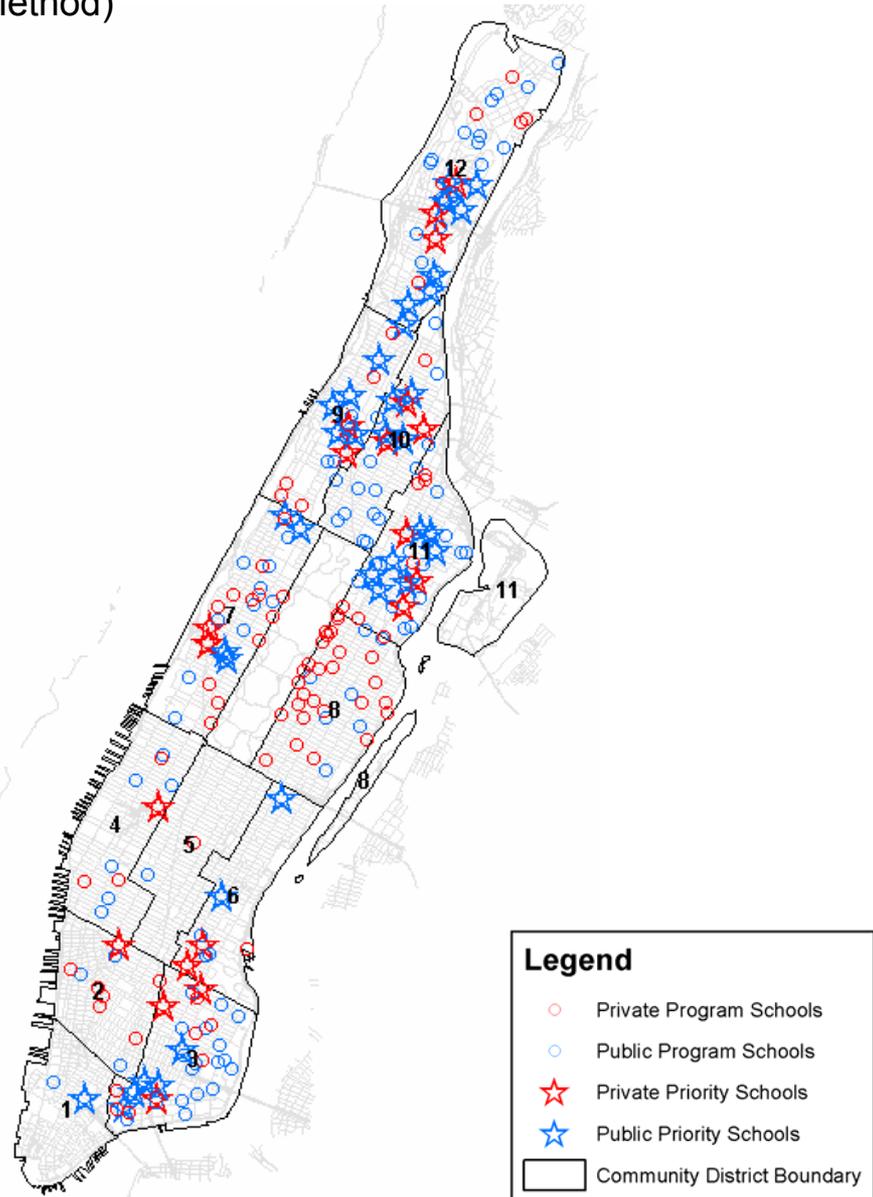
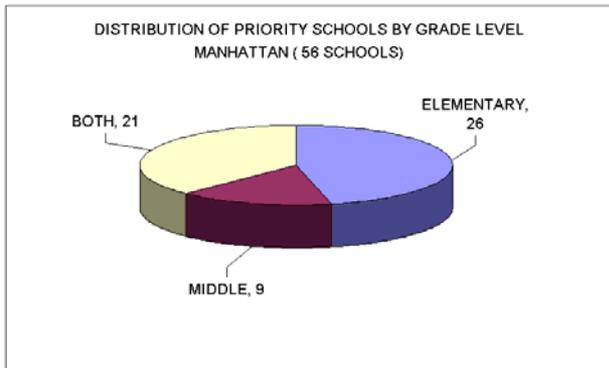
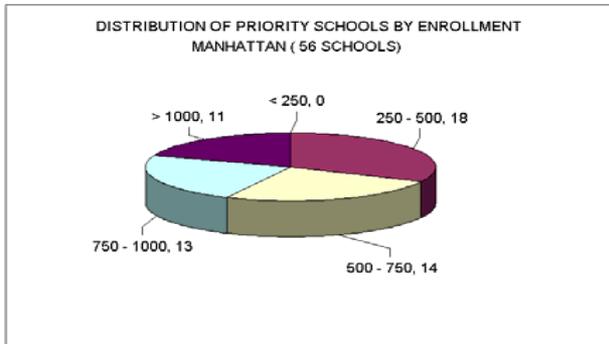
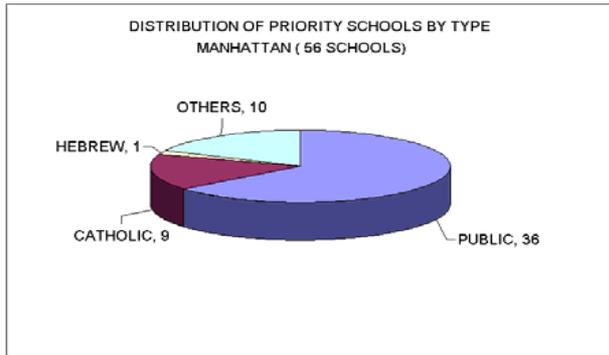


Figure 10
 Priority Schools in Queens by Community District
 (City-Wide Method)

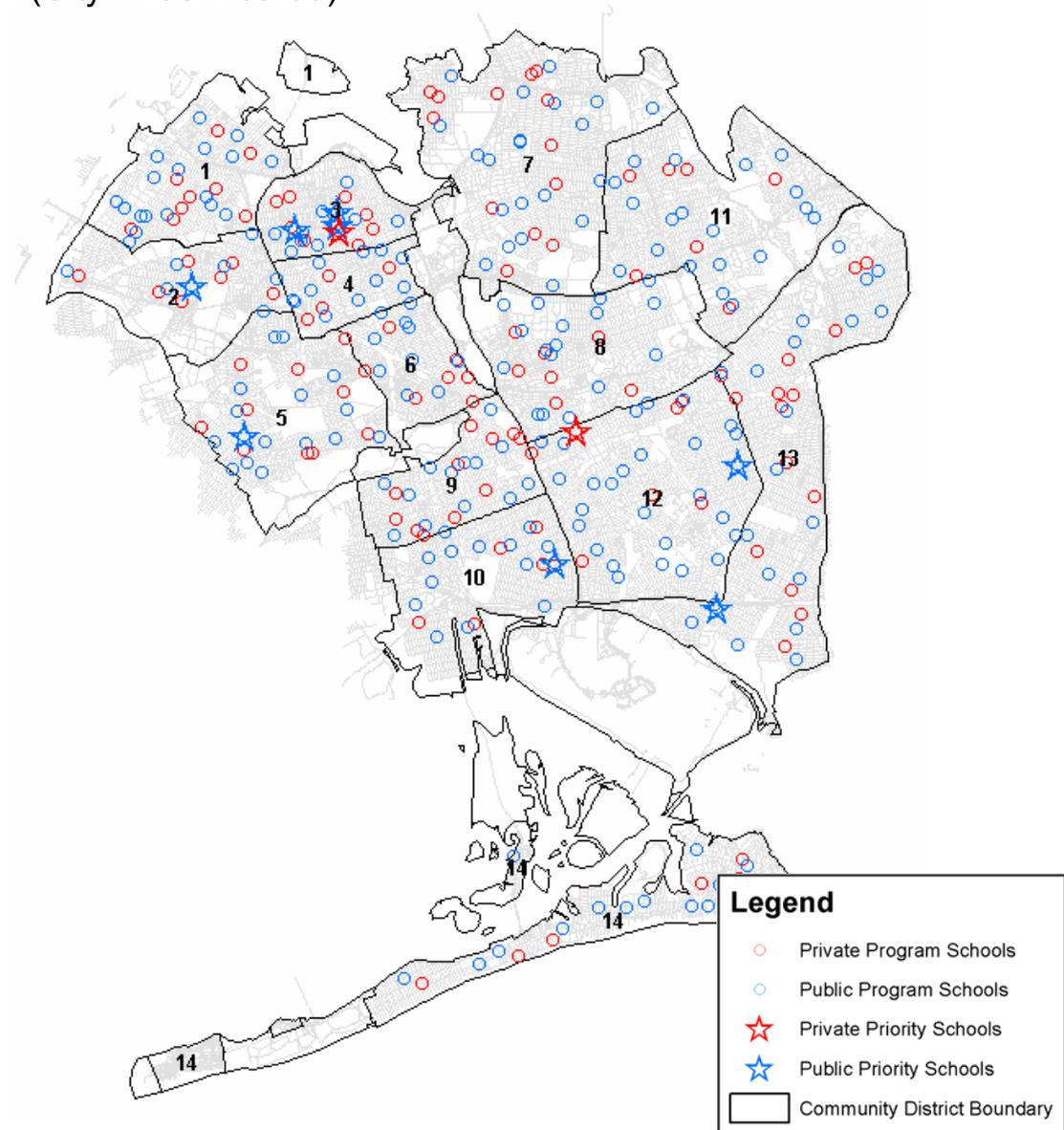
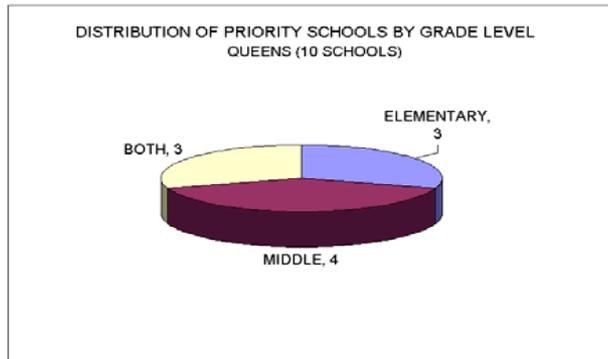
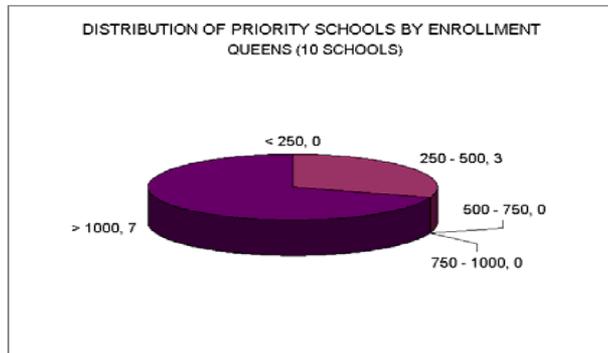
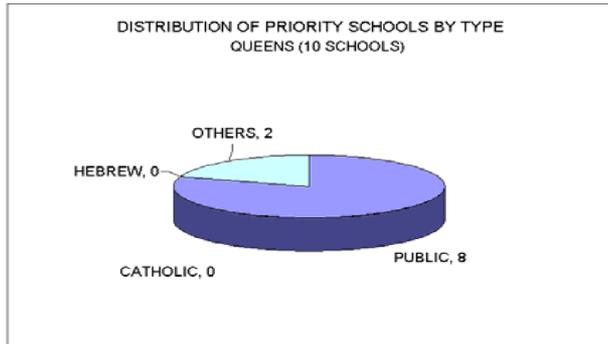


Figure 11
 Priority Schools in the Bronx by School District
 (City-Wide Method)

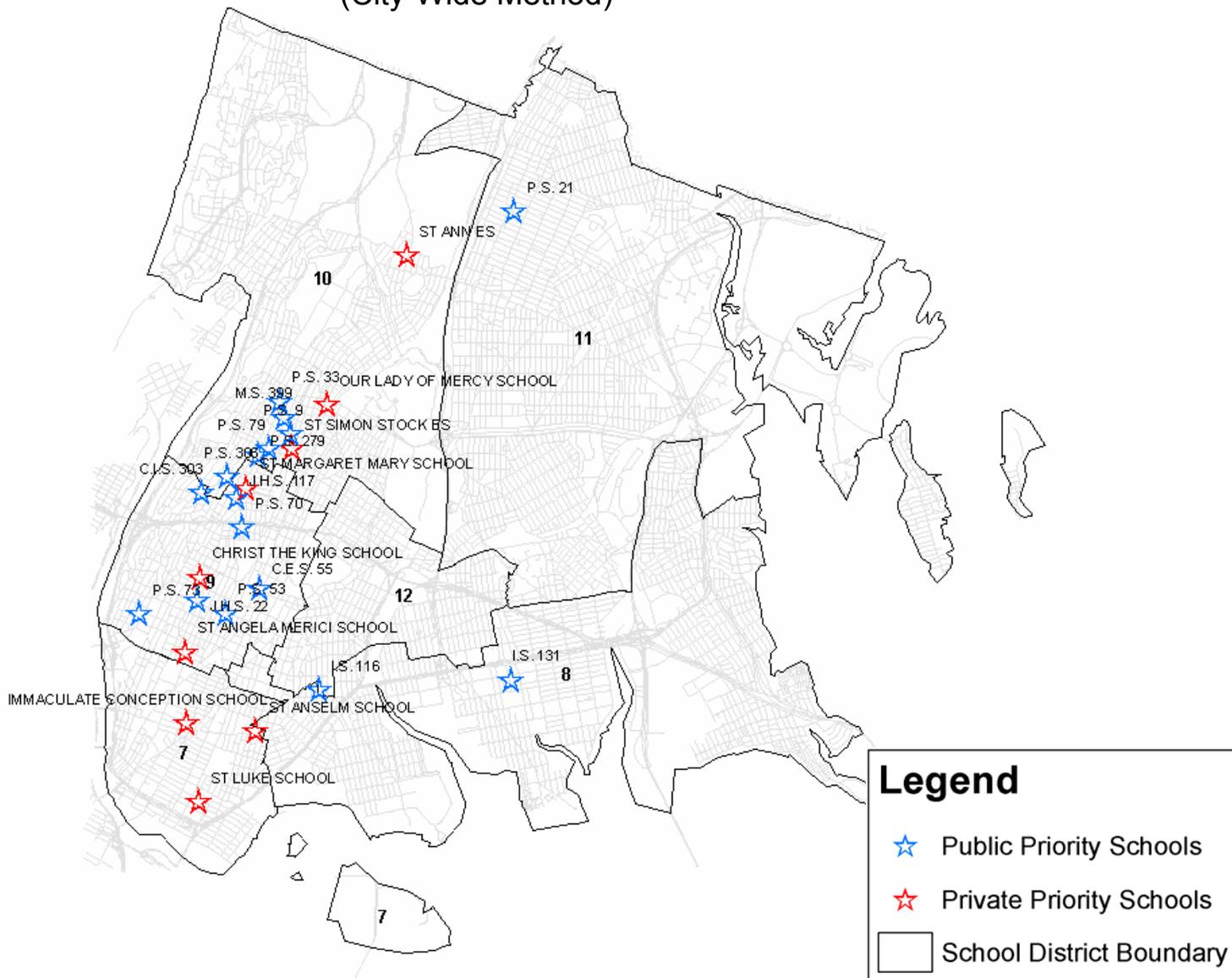


Figure 12
 Priority Schools in Brooklyn by School District
 (City-Wide Method)

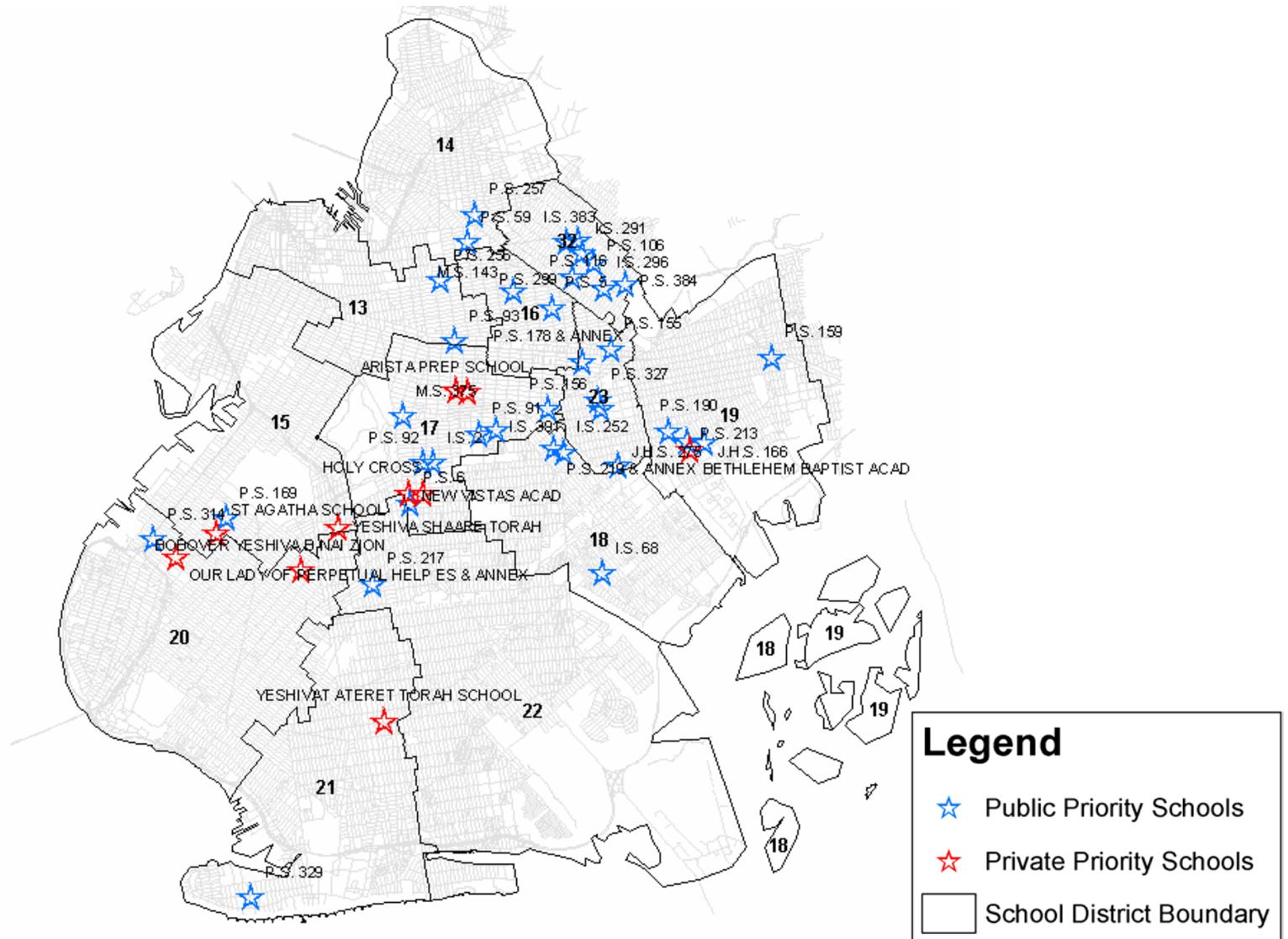
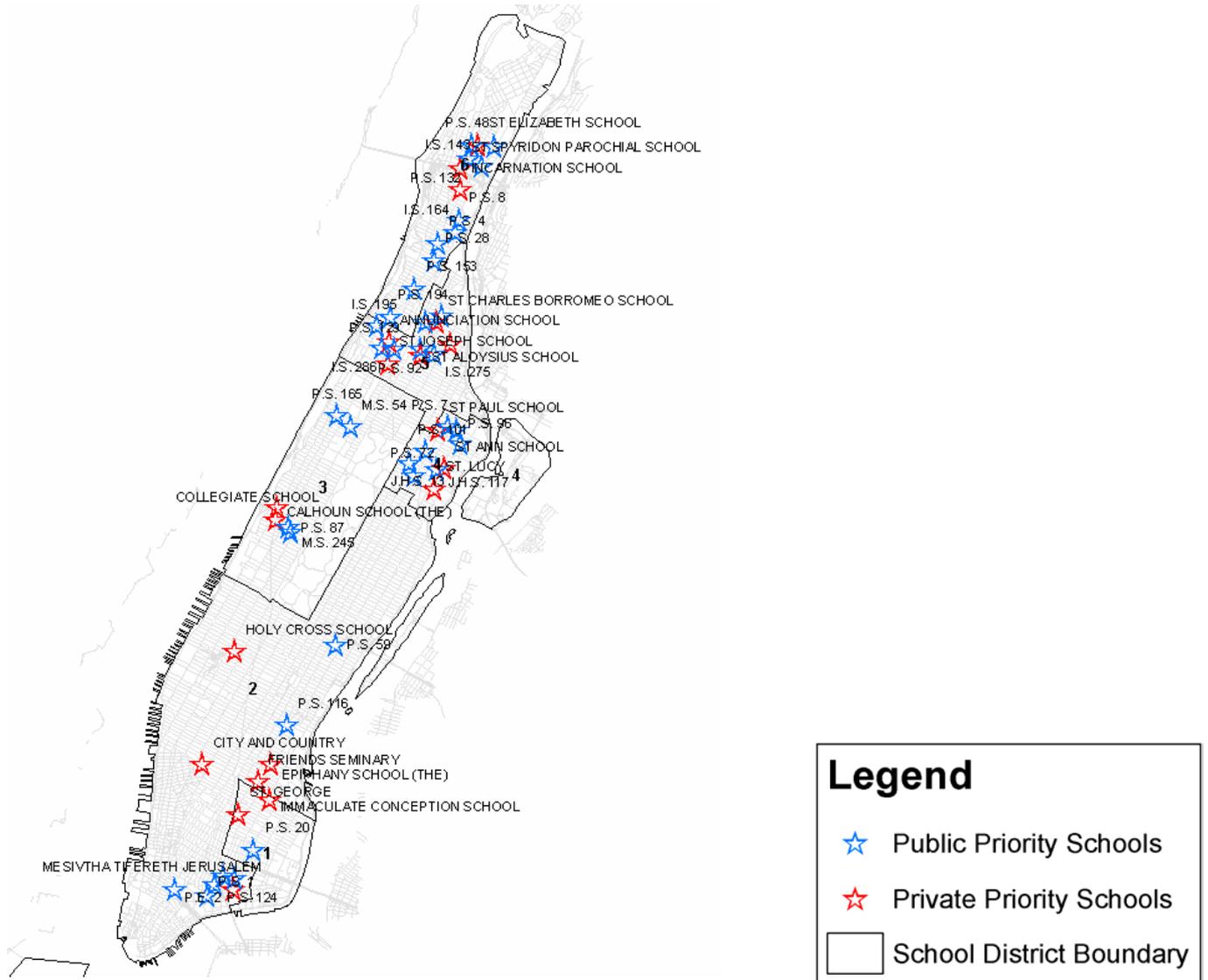


Figure 13
 Priority Schools in Manhattan by School District
 (City-Wide Method)



Legend

- ★ Public Priority Schools
- ★ Private Priority Schools
- School District Boundary

Figure 14
Priority Schools in Queens by School District
(City-Wide Method)

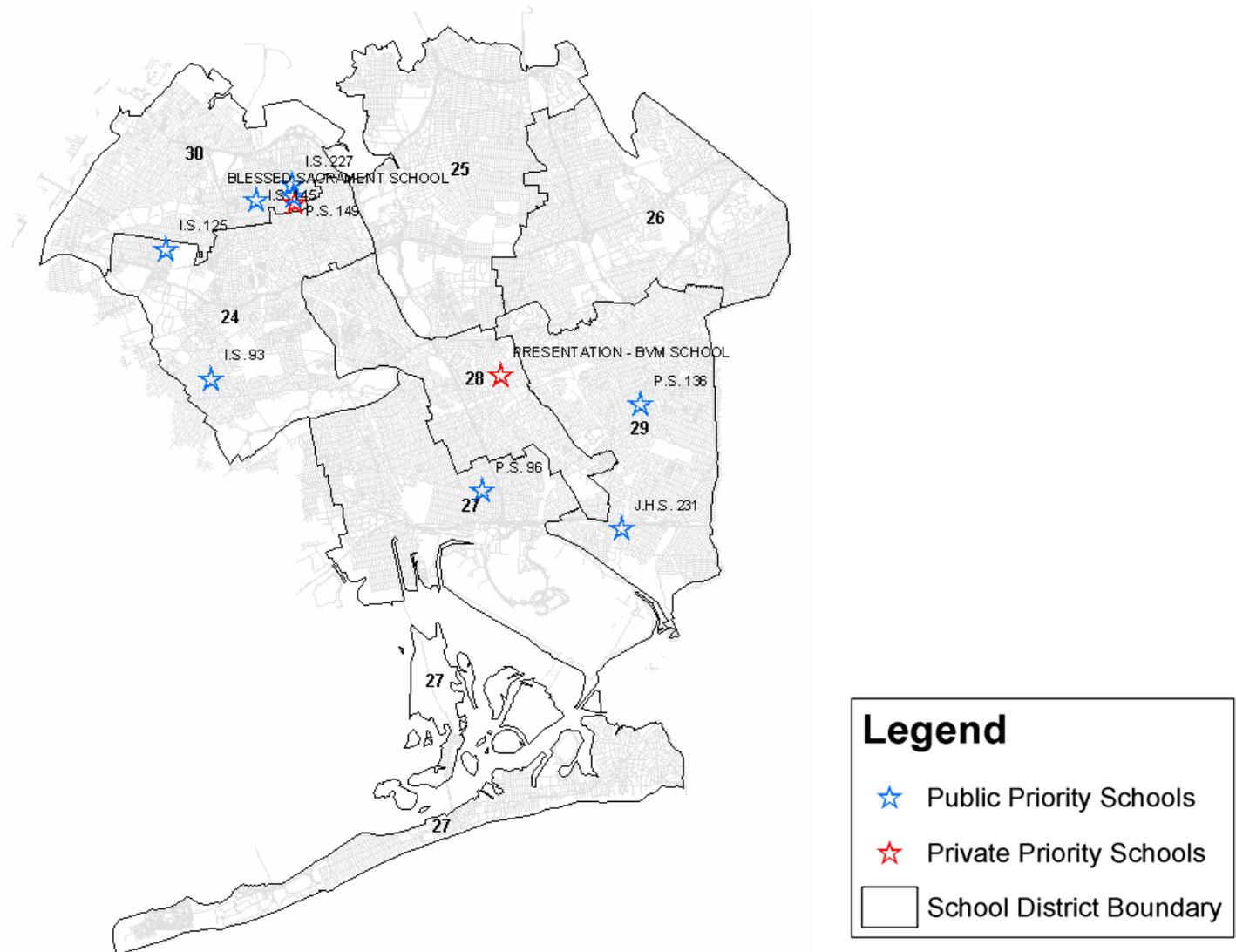


Figure 15

Priority Schools Based on Borough-Proportionate Method

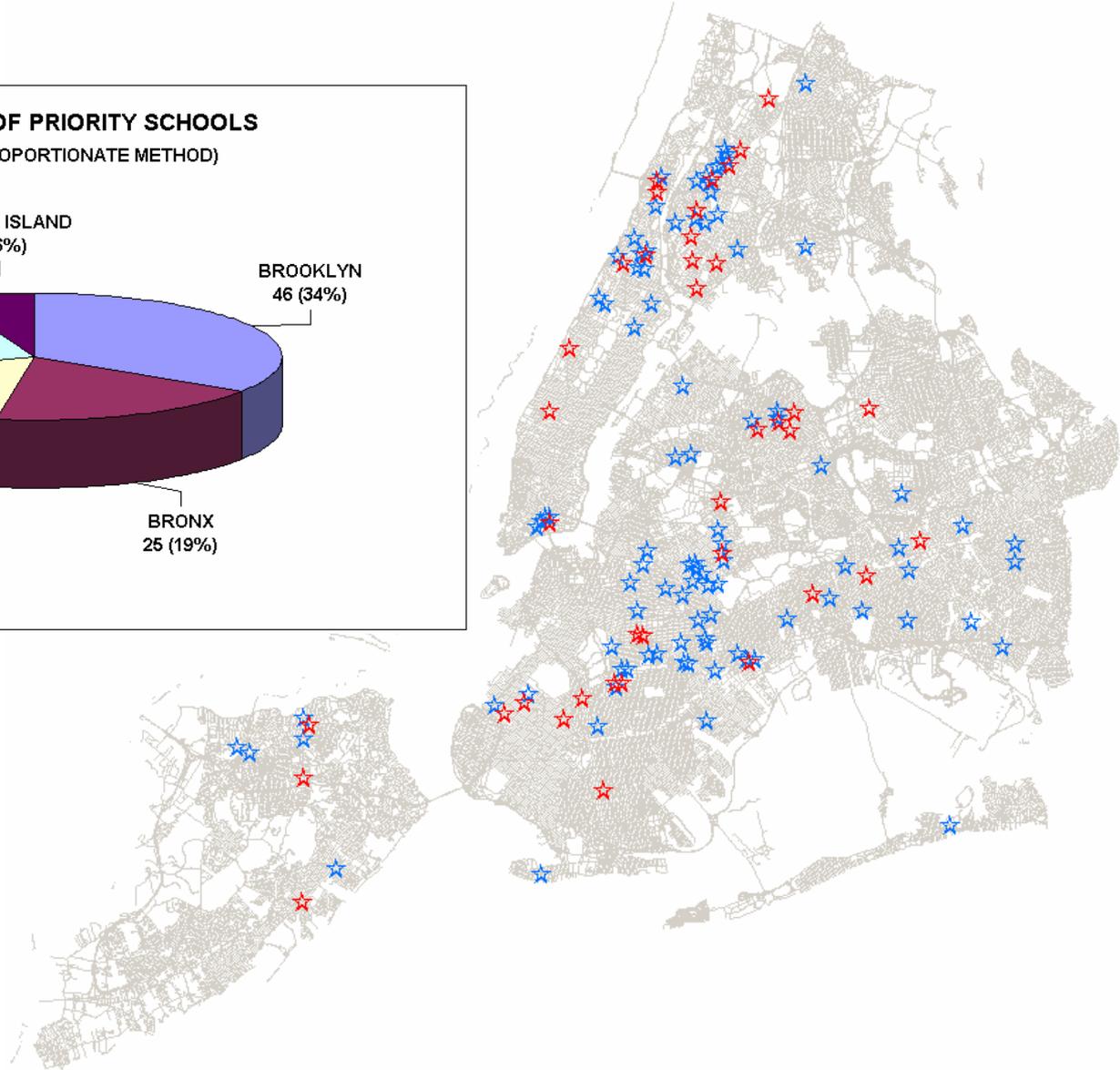
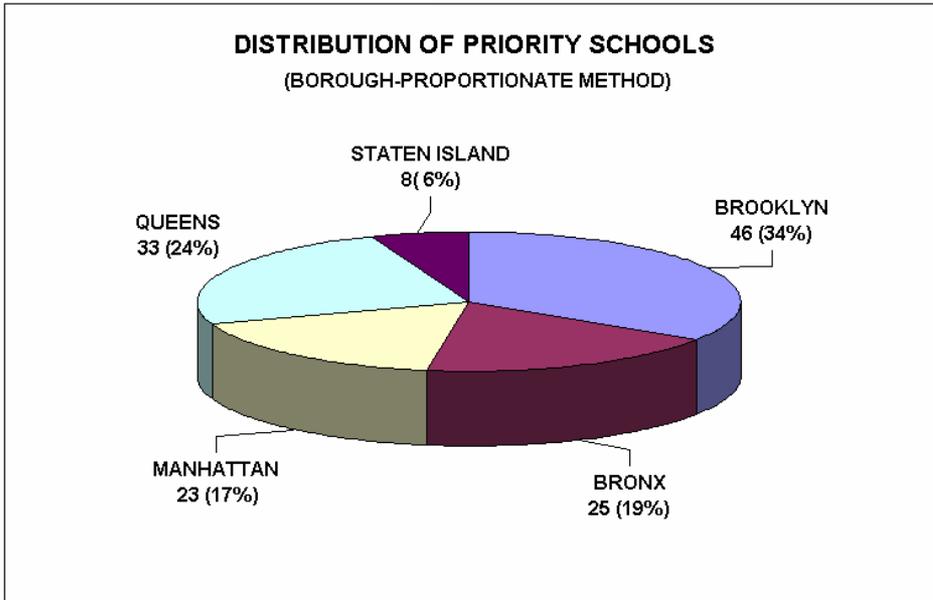


Table 6
25 Priority Schools in the Bronx Based on Borough-Proportionate Method

| Borough Rank | City Rank | School Type | Community District | School District | School Name / ID | Address | Total Crashes | Vehicular Crashes | Pedestrian Crashes | Schl. Ped. Crashes | Non-Reportable Crashes | Total Severity Normalized Score | School Frequency Normalized Score | Total Score |
|--------------|-----------|-------------|--------------------|-----------------|------------------------------|----------------------|---------------|-------------------|--------------------|--------------------|------------------------|---------------------------------|-----------------------------------|-------------|
| 1 | 1 | PRI | 4 | 9 | CHRIST THE KING SCHOOL | 1345 GRAND CONCOURSE | 333 | 152 | 126 | 47 | 8 | 44.4 | 20.0 | 64.4 |
| 3 | 10 | PUB | 5 | 10 | P.S. 9 | 230 E 183RD ST | 320 | 118 | 144 | 52 | 6 | 34.5 | 15.0 | 49.5 |
| 4 | 15 | PUB | 5 | 10 | P.S. 33 | 2424 JEROME AVE | 636 | 378 | 195 | 59 | 4 | 36.8 | 10.0 | 46.8 |
| 5 | 19 | PRI | 5 | 10 | OUR LADY OF MERCY SCHOOL | 2512 MARION AVE | 844 | 462 | 286 | 93 | 3 | 37.2 | 7.5 | 44.7 |
| 6 | 20 | PUB | 4 | 9 | J.H.S. 22 | 207 E 167TH ST | 347 | 169 | 134 | 40 | 4 | 33.8 | 10.0 | 43.8 |
| 7 | 22 | PUB | 5 | 10 | M.S. 399 | 120 E 184TH ST | 338 | 146 | 149 | 36 | 7 | 25.9 | 17.5 | 43.4 |
| 8 | 25 | PRI | 5 | 9 | ST MARGARET MARY SCHOOL | 121 E 177TH ST | 492 | 214 | 231 | 41 | 7 | 24.5 | 17.5 | 42.0 |
| 10 | 42 | PUB | 5 | 10 | P.S. 79 | 125 E 181ST ST | 332 | 130 | 167 | 31 | 4 | 25.8 | 10.0 | 35.8 |
| 11 | 43 | PRI | 5 | 10 | ST SIMON STOCK ES | 2195 VALENTINE AVE | 251 | 103 | 117 | 25 | 6 | 20.7 | 15.0 | 35.7 |
| 12 | 50 | PUB | 5 | 10 | P.S. 279 | 2100 WALTON AVE | 337 | 154 | 140 | 39 | 4 | 24.8 | 10.0 | 34.8 |
| 13 | 54 | PRI | 4 | 9 | ST ANGELA MERICI SCHOOL | 266 E 163RD ST | 340 | 187 | 119 | 27 | 7 | 16.8 | 17.5 | 34.3 |
| 14 | 81 | PUB | 4 | 9 | P.S. 70 | 1691 WEEKS AVE | 173 | 95 | 57 | 13 | 8 | 11.1 | 20.0 | 31.1 |
| 15 | 82 | PUB | 5 | 9 | C.I.S. 303 | 1700 MACOMBS RD | 228 | 95 | 101 | 26 | 6 | 16.1 | 15.0 | 31.1 |
| 16 | 89 | PUB | 9 | 8 | I.S. 131 | 885 BOLTON AVE | 225 | 129 | 70 | 22 | 4 | 20.3 | 10.0 | 30.3 |
| 17 | 99 | PUB | 4 | 9 | P.S. 53 | 360 E 168TH ST | 201 | 97 | 79 | 20 | 5 | 16.8 | 12.5 | 29.3 |
| 18 | 107 | PRI | 1 | 7 | ST ANSELM SCHOOL | 685 TINTON AVE | 133 | 61 | 55 | 11 | 6 | 13.8 | 15.0 | 28.8 |
| 19 | 117 | PUB | 5 | 10 | P.S. 306 | 40 W TREMONT AVE | 266 | 108 | 134 | 21 | 3 | 20.2 | 7.5 | 27.7 |
| 21 | 125 | PUB | 3 | 9 | C.E.S. 55 | 450 ST. PAUL'S PLACE | 162 | 80 | 59 | 18 | 5 | 14.7 | 12.5 | 27.2 |
| 22 | 131 | PUB | 12 | 11 | P.S. 21 | 715 E 225TH ST | 229 | 128 | 83 | 13 | 5 | 14.2 | 12.5 | 26.7 |
| 23 | 133 | PRI | 1 | 7 | ST LUKE SCHOOL | 608 E 139TH ST | 181 | 88 | 69 | 18 | 6 | 11.6 | 15.0 | 26.6 |
| 24 | 134 | PUB | 5 | 9 | J.H.S. 117 | 1865 MORRIS AVE | 325 | 126 | 170 | 26 | 4 | 16.6 | 10.0 | 26.6 |
| 25 | 137 | PRI | 1 | 7 | IMMACULATE CONCEPTION SCHOOL | 378 E 151ST ST | 427 | 281 | 103 | 40 | 3 | 18.9 | 7.5 | 26.4 |
| 26 | 155 | PRI | 7 | 10 | ST ANN ES | 3511 BAINBRIDGE AVE | 309 | 188 | 101 | 16 | 4 | 15.4 | 10.0 | 25.4 |
| 27 | 161 | PUB | 2 | 12 | I.S. 116 | 977 FOX ST | 206 | 94 | 89 | 17 | 6 | 9.8 | 15.0 | 24.8 |
| 28 | 162 | PUB | 4 | 9 | P.S. 73 | 1020 ANDERSON AVE | 119 | 58 | 44 | 12 | 5 | 12.2 | 12.5 | 24.7 |

Schools ranked 2,9 and 20 were eliminated during the refinement process.

Table 7
46 Priority Schools in Brooklyn Based on Borough-Proportionate Method

| Borough Rank | City Rank | School Type | Community District | School District | School Name / ID | Address | Total Crashes | Vehicular Crashes | Pedestrian Crashes | Schl. Ped. Crashes | Non-Reportable Crashes | Total Severity Normalized Score | School Frequency Normalized Score | Total Score |
|--------------|-----------|-------------|--------------------|-----------------|---------------------------------------|-----------------------|---------------|-------------------|--------------------|--------------------|------------------------|---------------------------------|-----------------------------------|-------------|
| 1 | 8 | PUB | 4 | 32 | I.S. 383 | 1300 GREENE AVE | 290 | 153 | 96 | 33 | 8 | 30.5 | 20.0 | 50.5 |
| 2 | 11 | PUB | 9 | 17 | P.S. 91 | 532 ALBANY AVE | 215 | 85 | 101 | 21 | 8 | 29.5 | 20.0 | 49.5 |
| 3 | 29 | PUB | 17 | 18 | I.S. 252 | 1084 LENOX ROAD | 239 | 92 | 120 | 17 | 10 | 15.1 | 25.0 | 40.1 |
| 4 | 31 | PUB | 4 | 32 | I.S. 296 | 125 COVERT ST | 112 | 45 | 52 | 6 | 9 | 16.6 | 22.5 | 39.1 |
| 5 | 40 | PUB | 14 | 22 | P.S. 217 | 1100 NEWKIRK AVE | 403 | 221 | 158 | 19 | 5 | 23.8 | 12.5 | 36.3 |
| 6 | 41 | PUB | 4 | 32 | I.S. 291 | 231 PALMETTO ST | 151 | 58 | 73 | 14 | 6 | 21.0 | 15.0 | 36.0 |
| 7 | 45 | PRI | 8 | 17 | OHOLEI TORAH ELEMENTARY | 667 EASTERN PKY | 366 | 175 | 171 | 14 | 6 | 20.4 | 15.0 | 35.4 |
| 9 | 57 | PUB | 17 | 18 | P.S. 219 & ANNEX | 1060 CLARKSON AVE | 213 | 95 | 93 | 17 | 8 | 14.0 | 20.0 | 34.0 |
| 10 | 62 | PUB | 4 | 32 | P.S. 116 | 515 KNICKERBOCKER AVE | 248 | 128 | 89 | 26 | 5 | 20.5 | 12.5 | 33.0 |
| 11 | 67 | PUB | 1 | 14 | P.S. 257 | 60 COOK ST | 203 | 108 | 62 | 29 | 4 | 22.3 | 10.0 | 32.3 |
| 12 | 68 | PRI | 7 | 20 | OUR LADY OF PERPETUAL HELP ES & ANNEX | 5902 SIXTH AVE | 251 | 137 | 90 | 20 | 4 | 22.2 | 10.0 | 32.2 |
| 13 | 73 | PUB | 18 | 18 | I.S. 68 | 956 E 82 ST | 308 | 154 | 121 | 26 | 7 | 14.2 | 17.5 | 31.7 |
| 15 | 80 | PUB | 4 | 32 | P.S. 106 | 1314 PUTNAM AVE | 177 | 81 | 74 | 16 | 6 | 16.2 | 15.0 | 31.2 |
| 16 | 84 | PUB | 9 | 17 | P.S. 92 | 601 PARKSIDE AVE | 301 | 179 | 101 | 15 | 6 | 15.9 | 15.0 | 30.9 |
| 17 | 87 | PUB | 9 | 17 | M.S. 375 | 46 MCKEEVER PLACE | 218 | 117 | 82 | 13 | 6 | 15.5 | 15.0 | 30.5 |
| 18 | 92 | PUB | 16 | 23 | P.S. 178 & ANNEX | 2163 DEAN ST | 293 | 83 | 189 | 18 | 3 | 22.3 | 7.5 | 29.8 |
| 19 | 94 | PUB | 16 | 23 | P.S. 323 | 210 CHESTER ST | 172 | 75 | 81 | 8 | 8 | 9.7 | 20.0 | 29.7 |
| 20 | 95 | PRI | 7 | 15 | ST AGATHA SCHOOL | 736 48TH ST | 161 | 94 | 52 | 8 | 7 | 12.1 | 17.5 | 29.6 |
| 21 | 98 | PRI | 12 | 15 | YESHIVA SHAARE TORAH | 222 OCEAN PKWY | 557 | 245 | 282 | 28 | 2 | 24.5 | 5.0 | 29.5 |
| 22 | 100 | PUB | 5 | 19 | P.S. 190 | 590 SHEFFIELD AVE | 241 | 121 | 90 | 25 | 5 | 16.8 | 12.5 | 29.3 |
| 23 | 101 | PUB | 3 | 16 | P.S. 5 | 820 HANCOCK ST | 143 | 55 | 68 | 14 | 6 | 14.3 | 15.0 | 29.3 |
| 24 | 104 | PUB | 7 | 15 | P.S. 169 | 4305 SEVENTH AVE | 93 | 54 | 27 | 6 | 6 | 13.9 | 15.0 | 28.9 |
| 26 | 106 | PUB | 3 | 14 | P.S. 59 | 211 THROOP AVE | 100 | 30 | 47 | 19 | 4 | 18.8 | 10.0 | 28.8 |
| 27 | 108 | PUB | 16 | 23 | P.S. 327 | 111 BRISTOL ST | 256 | 113 | 112 | 25 | 6 | 13.7 | 15.0 | 28.7 |
| 28 | 109 | PUB | 16 | 23 | J.H.S. 275 | 985 ROCKAWAY AVE | 320 | 120 | 183 | 11 | 6 | 13.5 | 15.0 | 28.5 |
| 29 | 110 | PUB | 3 | 13 | P.S. 93 | 31 NEW YORK AVE | 476 | 257 | 178 | 37 | 4 | 18.5 | 10.0 | 28.5 |
| 30 | 113 | PUB | 16 | 17 | P.S. 156 | 104 SUTTER AVE | 243 | 99 | 123 | 16 | 5 | 15.6 | 12.5 | 28.1 |
| 31 | 116 | PUB | 9 | 17 | I.S. 391 | 790 E NEW YORK AVE | 264 | 126 | 114 | 20 | 4 | 17.8 | 10.0 | 27.8 |
| 32 | 118 | PUB | 7 | 20 | P.S. 314 | 330 59TH ST | 380 | 200 | 152 | 25 | 3 | 20.1 | 7.5 | 27.6 |
| 33 | 119 | PUB | 3 | 16 | M.S. 143 | 800 GATES AVE | 104 | 32 | 57 | 10 | 5 | 15.1 | 12.5 | 27.6 |
| 35 | 122 | PUB | 3 | 13 | P.S. 256 | 114 KOSCIUSKO ST | 166 | 69 | 79 | 13 | 5 | 15.1 | 12.5 | 27.6 |
| 36 | 126 | PUB | 13 | 21 | P.S. 329 | 2929 W 30TH ST | 89 | 48 | 26 | 7 | 8 | 7.1 | 20.0 | 27.1 |
| 37 | 127 | PUB | 4 | 32 | P.S. 384 | 242 COOPER ST | 91 | 37 | 32 | 18 | 4 | 17.1 | 10.0 | 27.1 |
| 38 | 130 | PRI | 14 | 17 | NEW VISTAS ACAD | 2261 CHURCH AVE | 577 | 302 | 214 | 58 | 3 | 19.4 | 7.5 | 26.9 |
| 39 | 132 | PUB | 5 | 19 | J.H.S. 166 | 800 VAN SICLEN AVE | 235 | 97 | 118 | 15 | 5 | 14.1 | 12.5 | 26.6 |
| 40 | 135 | PRI | 17 | 17 | HOLY CROSS | 2520 CHURCH AVE | 343 | 170 | 145 | 22 | 6 | 11.6 | 15.0 | 26.6 |
| 41 | 136 | PUB | 16 | 23 | P.S. 155 | 1355 HERKIMER ST | 459 | 161 | 270 | 26 | 2 | 21.5 | 5.0 | 26.5 |
| 42 | 140 | PRI | 8 | 17 | ARISTA PREP SCHOOL | 755 EASTERN PKY | 385 | 217 | 141 | 23 | 4 | 16.3 | 10.0 | 26.3 |
| 43 | 142 | PRI | 5 | 19 | BETHLEHEM BAPTIST ACAD | 1962-84 LINDEN BLVD | 713 | 344 | 352 | 16 | 1 | 23.7 | 2.5 | 26.2 |
| 44 | 143 | PUB | 14 | 17 | P.S. 6 | 43 SNYDER AVE | 333 | 193 | 109 | 26 | 5 | 13.6 | 12.5 | 26.1 |
| 45 | 146 | PRI | 12 | 20 | BOBOVER YESHIVA B NAI ZION | 4206 15TH AVE | 118 | 56 | 44 | 14 | 4 | 16.0 | 10.0 | 26.0 |
| 47 | 149 | PUB | 5 | 19 | P.S. 159 | 2781 PITKIN AVE | 246 | 104 | 119 | 20 | 3 | 18.4 | 7.5 | 25.9 |
| 48 | 151 | PUB | 9 | 17 | I.S. 2 | 655 PARKSIDE AVE | 321 | 183 | 111 | 24 | 3 | 18.1 | 7.5 | 25.6 |
| 49 | 153 | PUB | 4 | 32 | P.S. 299 | 88 WOODBINE ST | 200 | 84 | 94 | 16 | 6 | 10.6 | 15.0 | 25.6 |
| 50 | 154 | PRI | 15 | 21 | YESHIVAT ATERET TORAH SCHOOL | 901 QUENTIN RD | 290 | 146 | 109 | 31 | 4 | 15.4 | 10.0 | 25.4 |
| 52 | 159 | PUB | 5 | 19 | P.S. 213 | 580 HEGEMAN AVE | 697 | 338 | 338 | 20 | 1 | 22.5 | 2.5 | 25.0 |

Schools ranked 8,14,25,34,46 and 51 were eliminated during the refinement process.

Table 8
23 Priority Schools in Manhattan Based on Borough-Proportionate Method

| Borough Rank | City Rank | School Type | Community District | School District | School Name / ID | Address | Total Crashes | Vehicular Crashes | Pedestrian Crashes | Schl. Ped. Crashes | Non-Reportable Crashes | Total Severity Normalized Score | School Frequency Normalized Score | Total Score |
|--------------|-----------|-------------|--------------------|-----------------|------------------------------|--------------------|---------------|-------------------|--------------------|--------------------|------------------------|---------------------------------|-----------------------------------|-------------|
| 1 | 2 | PRI | 3 | 2 | MESIVTHA TIFERETH JERUSALEM | 141 EAST BROADWAY | 524 | 352 | 119 | 47 | 6 | 49.3 | 15.0 | 64.3 |
| 2 | 4 | PUB | 10 | 5 | P.S. 194 | 242 W 144TH ST | 498 | 238 | 187 | 63 | 10 | 36.4 | 25.0 | 61.4 |
| 3 | 5 | PRI | 4 | 2 | HOLY CROSS SCHOOL | 332 W 43RD ST | 1445 | 1039 | 290 | 115 | 1 | 58.2 | 2.5 | 60.7 |
| 4 | 6 | PRI | 10 | 5 | ST CHARLES BORROMEO SCHOOL | 214 W 142ND ST | 286 | 134 | 106 | 36 | 10 | 27.5 | 25.0 | 52.5 |
| 6 | 9 | PUB | 3 | 2 | P.S. 124 | 40 DIVISION ST | 1650 | 1245 | 319 | 85 | 1 | 47.5 | 2.5 | 50.0 |
| 9 | 16 | PUB | 3 | 2 | I.S. 131 | 100 HESTER ST | 1183 | 852 | 273 | 54 | 4 | 36.2 | 10.0 | 46.2 |
| 10 | 17 | PUB | 11 | 4 | P.S. 72 | 131 E 104TH ST | 355 | 194 | 121 | 34 | 6 | 30.1 | 15.0 | 45.1 |
| 11 | 18 | PUB | 10 | 5 | P.S. 123 | 301 W 140TH ST | 297 | 134 | 139 | 16 | 8 | 24.7 | 20.0 | 44.7 |
| 12 | 21 | PRI | 7 | 3 | COLLEGIATE SCHOOL | 260 W 78TH ST | 602 | 397 | 167 | 33 | 5 | 31.3 | 12.5 | 43.8 |
| 13 | 23 | PUB | 3 | 2 | P.S. 42 | 71 HESTER ST | 523 | 376 | 114 | 27 | 6 | 27.5 | 15.0 | 42.5 |
| 14 | 24 | PUB | 7 | 3 | M.S. 54 | 103 W 107TH ST | 246 | 132 | 81 | 27 | 6 | 27.2 | 15.0 | 42.2 |
| 15 | 27 | PUB | 10 | 5 | P.S. 92 | 222 W 134TH ST | 351 | 206 | 111 | 27 | 7 | 23.4 | 17.5 | 40.9 |
| 16 | 28 | PUB | 12 | 6 | P.S. 8 | 465 W 167TH ST | 183 | 101 | 61 | 12 | 9 | 18.1 | 22.5 | 40.6 |
| 17 | 30 | PRI | 12 | 6 | INCARNATION SCHOOL | 570 W 175TH ST | 347 | 221 | 86 | 32 | 8 | 19.6 | 20.0 | 39.6 |
| 18 | 32 | PRI | 12 | 6 | ST SPYRIDON PAROCHIAL SCHOOL | 120 WADSWORTH AVE | 708 | 481 | 171 | 54 | 2 | 33.6 | 5.0 | 38.6 |
| 19 | 33 | PUB | 10 | 5 | I.S. 275 | 175 W 134TH ST | 378 | 223 | 111 | 38 | 6 | 23.4 | 15.0 | 38.4 |
| 21 | 35 | PUB | 11 | 4 | P.S. 7 | 160 E 120TH ST | 331 | 181 | 114 | 30 | 6 | 23.4 | 15.0 | 38.4 |
| 22 | 36 | PUB | 12 | 6 | P.S. 132 | 185 WADSWORTH AVE | 525 | 345 | 134 | 42 | 4 | 27.8 | 10.0 | 37.8 |
| 23 | 37 | PUB | 3 | 2 | P.S. 1 | 8 HENRY ST | 700 | 547 | 96 | 55 | 2 | 32.5 | 5.0 | 37.5 |
| 24 | 38 | PUB | 9 | 5 | I.S. 195 | 625 W 133RD ST | 329 | 193 | 111 | 20 | 5 | 24.6 | 12.5 | 37.1 |
| 25 | 39 | PUB | 9 | 6 | P.S. 153 | 1750 AMSTERDAM AVE | 292 | 156 | 105 | 25 | 6 | 22.1 | 15.0 | 37.1 |
| 26 | 44 | PRI | 7 | 3 | ASCENSION SCHOOL | 220 W 108TH ST | 372 | 227 | 110 | 31 | 4 | 25.7 | 10.0 | 35.7 |
| 27 | 47 | PUB | 7 | 3 | P.S. 165 | 234 W 109TH ST | 443 | 273 | 133 | 33 | 4 | 25.2 | 10.0 | 35.2 |

Schools ranked 5,7,8 and 20 were eliminated during the refinement process.

Table 9
33 Priority Schools in Queens Based on Borough-Proportionate Method

| Borough Rank | City Rank | School Type | Community District | School District | School Name / ID | Address | Total Crashes | Vehicular Crashes | Pedestrian Crashes | Schl. Ped. Crashes | Non-Reportable Crashes | Total Severity Normalized Score | School Frequency Normalized Score | Total Score |
|--------------|-----------|-------------|--------------------|-----------------|-------------------------------------|-----------------------|---------------|-------------------|--------------------|--------------------|------------------------|---------------------------------|-----------------------------------|-------------|
| 1 | 13 | PUB | 3 | 30 | P.S. 149 | 93-11 34TH AVE | 430 | 248 | 148 | 28 | 6 | 32.5 | 15.0 | 47.5 |
| 2 | 49 | PRI | 3 | 30 | BLESSED SACRAMENT SCHOOL | 34-20 94TH ST | 326 | 203 | 91 | 28 | 4 | 25.0 | 10.0 | 35.0 |
| 4 | 55 | PUB | 13 | 29 | J.H.S. 231 | 145-00 SPRNGFLD BLVD | 160 | 71 | 81 | 2 | 6 | 19.1 | 15.0 | 34.1 |
| 5 | 71 | PUB | 3 | 30 | I.S. 145 | 33-34 80TH ST | 321 | 197 | 105 | 14 | 5 | 19.3 | 12.5 | 31.8 |
| 6 | 86 | PRI | 12 | 28 | PRESENTATION - BVM SCHOOL | 88-13 PARSONS BLVD | 424 | 227 | 148 | 44 | 5 | 18.2 | 12.5 | 30.7 |
| 8 | 90 | PUB | 5 | 24 | I.S. 93 | 66-56 FOREST AVE | 154 | 93 | 44 | 12 | 5 | 17.7 | 12.5 | 30.2 |
| 9 | 93 | PUB | 3 | 30 | I.S. 227 | 32-02 JUNCTION BLVD | 315 | 173 | 119 | 19 | 4 | 19.8 | 10.0 | 29.8 |
| 10 | 103 | PUB | 12 | 29 | P.S. 136 | 201-15 115TH AVE | 70 | 31 | 31 | 1 | 7 | 11.6 | 17.5 | 29.1 |
| 11 | 111 | PUB | 2 | 24 | I.S. 125 | 46-02 47TH AVE | 253 | 153 | 71 | 25 | 4 | 18.4 | 10.0 | 28.4 |
| 13 | 138 | PUB | 10 | 27 | P.S. 96 | 130-01 ROCKAWAY BLVD | 189 | 85 | 91 | 7 | 6 | 11.3 | 15.0 | 26.3 |
| 15 | 163 | PRI | 7 | 25 | ST MICHAEL SCHOOL | 136-58 41ST AVE | 360 | 238 | 79 | 41 | 2 | 19.7 | 5.0 | 24.7 |
| 16 | 167 | PRI | 3 | 24 | METAMORPHOSIS | 98-07 38TH AVE | 306 | 198 | 78 | 25 | 5 | 12.1 | 12.5 | 24.6 |
| 17 | 177 | PRI | 5 | 24 | ST MATTHIAS SCHOOL | 5825 CATALPA AVE | 265 | 150 | 89 | 22 | 4 | 14.1 | 10.0 | 24.1 |
| 18 | 186 | PUB | 6 | 28 | P.S. 220 | 62-10 108TH ST | 484 | 296 | 167 | 17 | 4 | 13.4 | 10.0 | 23.4 |
| 19 | 207 | PRI | 9 | 27 | BENEDICT JOSEPH LABRE SCHOOL | 94-25 117TH ST | 318 | 165 | 141 | 10 | 2 | 17.0 | 5.0 | 22.0 |
| 21 | 240 | PUB | 12 | 29 | I.S. 192 | 109-89 204TH ST | 149 | 77 | 62 | 5 | 5 | 8.6 | 12.5 | 21.1 |
| 22 | 246 | PUB | 12 | 29 | I.S. 238 | 88-15 182ND ST | 269 | 154 | 94 | 18 | 3 | 13.4 | 7.5 | 20.9 |
| 23 | 249 | PRI | 3 | 30 | LEARNING TREE MULTI-CULTURAL SCHOOL | 103-02 NORTHERN BLVD | 316 | 190 | 106 | 17 | 3 | 13.2 | 7.5 | 20.7 |
| 24 | 273 | PUB | 12 | 28 | J.H.S. 72 | 133-25 GUY BREWER BLV | 61 | 29 | 25 | 3 | 4 | 10.2 | 10.0 | 20.2 |
| 25 | 282 | PUB | 5 | 24 | P.S. 71 | 62-85 FOREST AVE | 260 | 161 | 89 | 6 | 4 | 9.8 | 10.0 | 19.8 |
| 26 | 290 | PRI | 9 | 27 | ST ELIZABETH SCHOOL | 94-01 85TH ST | 156 | 70 | 77 | 6 | 3 | 12.0 | 7.5 | 19.5 |
| 27 | 302 | PRI | 3 | 30 | ST JOAN OF ARC SCHOOL | 35-27 82ND ST | 233 | 147 | 65 | 18 | 3 | 11.7 | 7.5 | 19.2 |
| 28 | 328 | PUB | 2 | 24 | P.S. 199 | 39-20 48TH AVE | 149 | 101 | 40 | 5 | 3 | 10.9 | 7.5 | 18.4 |
| 29 | 333 | PUB | 5 | 24 | I.S. 77 | 976 SENECA AVE | 288 | 168 | 89 | 28 | 3 | 10.8 | 7.5 | 18.3 |
| 30 | 347 | PUB | 12 | 28 | P.S. 82 | 88-02 144TH ST | 329 | 199 | 112 | 15 | 3 | 10.3 | 7.5 | 17.8 |
| 31 | 349 | PUB | 12 | 28 | P.S. 50 | 143-26 101ST AVE | 189 | 79 | 100 | 8 | 2 | 12.8 | 5.0 | 17.8 |
| 32 | 352 | PUB | 8 | 25 | I.S. 250 | 75-40 PARSONS BLVD | 108 | 67 | 31 | 6 | 4 | 7.7 | 10.0 | 17.7 |
| 33 | 353 | PUB | 1 | 30 | P.S. 17 & ANNEX | 28-37 29TH ST | 323 | 228 | 73 | 20 | 2 | 12.7 | 5.0 | 17.7 |
| 34 | 365 | PUB | 9 | 27 | P.S. 90 | 86-50 109TH ST | 177 | 104 | 54 | 15 | 4 | 7.1 | 10.0 | 17.1 |
| 35 | 374 | PUB | 10 | 27 | P.S. 108 | 108-10 109TH AVE | 158 | 85 | 65 | 5 | 3 | 9.3 | 7.5 | 16.8 |
| 36 | 383 | PUB | 14 | 27 | J.H.S. 198 | 365 BCH 56TH ST | 94 | 50 | 28 | 13 | 3 | 9.0 | 7.5 | 16.5 |
| 37 | 387 | PRI | 5 | 24 | ST STANISLAUS KOSTKA SCHOOL | 61-17 GRAND AVE | 241 | 144 | 81 | 14 | 2 | 11.4 | 5.0 | 16.4 |
| 39 | 404 | PUB | 9 | 27 | J.H.S. 210 | 93-11 101ST AVE | 354 | 170 | 174 | 8 | 2 | 11.1 | 5.0 | 16.1 |

Schools ranked 3,7,12,14,20 and 38 were eliminated during the refinement process.

Table 10
8 Priority Schools in Staten Island Based on Borough-Proportionate Method

| Borough Rank | City Rank | School Type | Community District | School District | School Name / ID | Address | Total Crashes | Vehicular Crashes | Pedestrian Crashes | Schl. Ped. Crashes | Non-Reportable Crashes | Total Severity Normalized Score | School Frequency Normalized Score | Total Score |
|--------------|-----------|-------------|--------------------|-----------------|---------------------|-------------------|---------------|-------------------|--------------------|--------------------|------------------------|---------------------------------|-----------------------------------|-------------|
| 1 | 524 | PRI | 3 | 31 | ST CHARLES SCHOOL | 200 PENN AVE | 157 | 84 | 64 | 8 | 1 | 10.8 | 2.5 | 13.3 |
| 2 | 606 | PUB | 2 | 31 | I.S. 2 | 333 MIDLAND AVE | 158 | 86 | 65 | 6 | 1 | 9.1 | 2.5 | 11.6 |
| 3 | 653 | PRI | 1 | 31 | SACRED HEART SCHOOL | 301 N BURGHER AVE | 60 | 30 | 27 | 1 | 2 | 6.0 | 5.0 | 11.0 |
| 4 | 660 | PRI | 1 | 31 | ST TERESA SCHOOL | 1632 VICTORY BLVD | 120 | 57 | 60 | 1 | 2 | 5.8 | 5.0 | 10.8 |
| 6 | 751 | PUB | 1 | 31 | I.S. 27 | 11 CLOVE LAKE PL | 81 | 40 | 38 | 1 | 2 | 4.4 | 5.0 | 9.4 |
| 7 | 865 | PUB | 1 | 31 | P.S. 18 | 221 BROADWAY | 37 | 20 | 14 | 1 | 2 | 2.5 | 5.0 | 7.5 |
| 8 | 913 | PUB | 1 | 31 | I.S. 51 | 20 HOUSTON ST | 27 | 8 | 16 | 1 | 2 | 1.9 | 5.0 | 6.9 |
| 9 | 914 | PUB | 1 | 31 | P.S. 22 | 1860 FOREST AVE | 224 | 137 | 77 | 9 | 1 | 4.3 | 2.5 | 6.8 |

School ranked 5 was eliminated during the refinement process.

Figure 16
 Priority Schools in the Bronx by Community District
 (Borough-Proportionate Method)

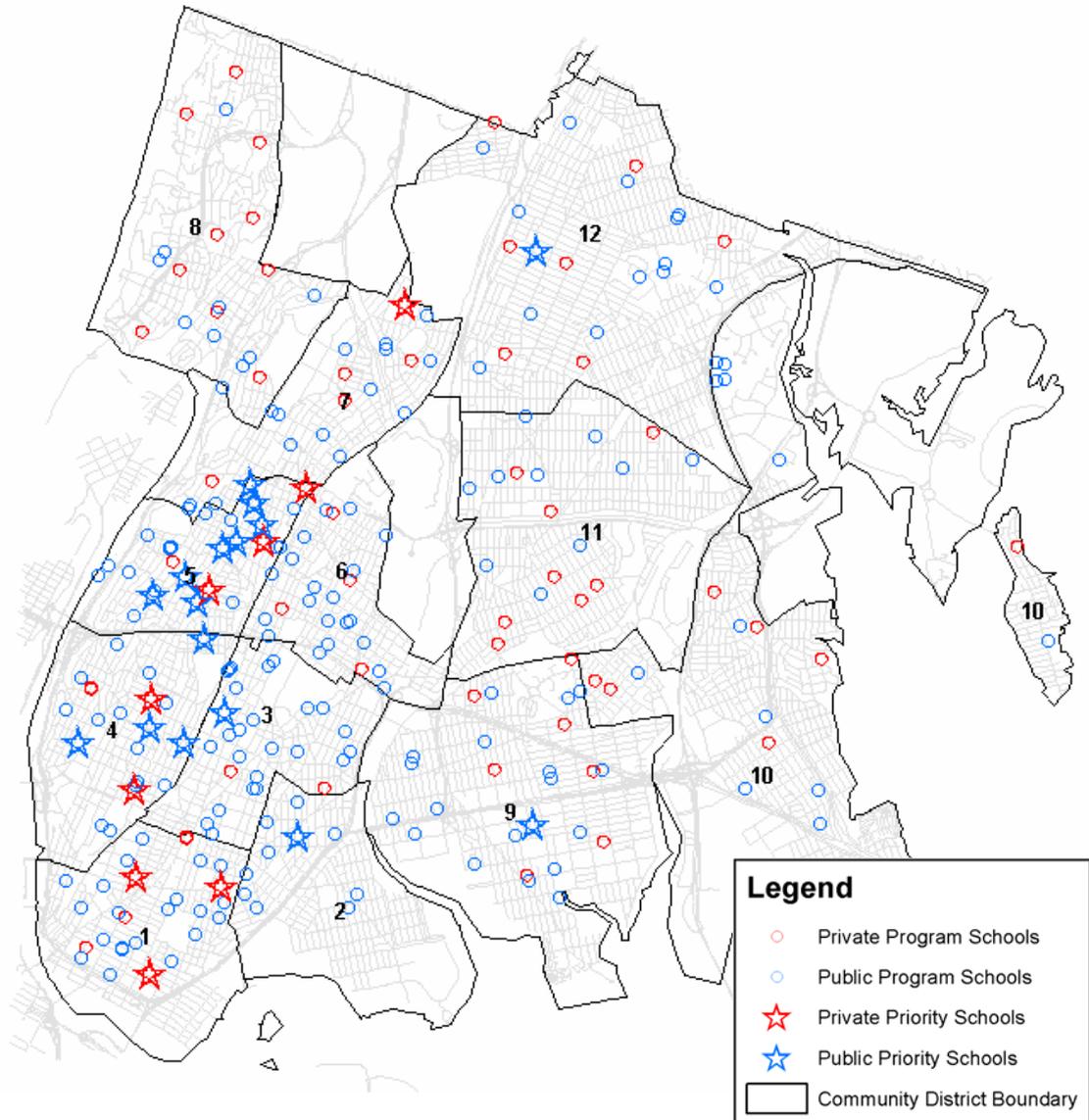
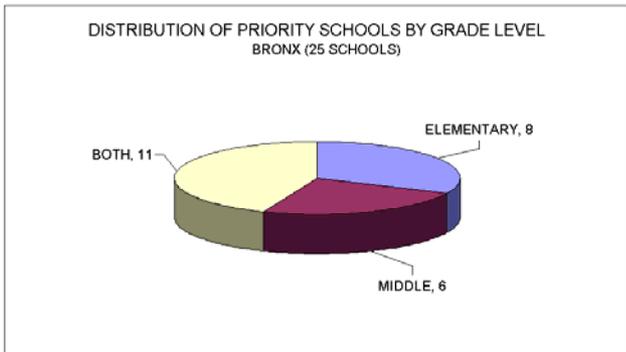
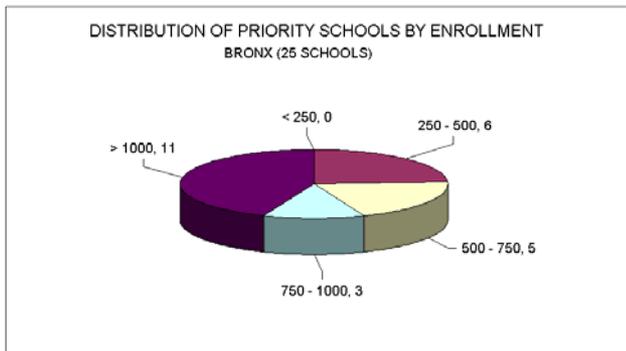
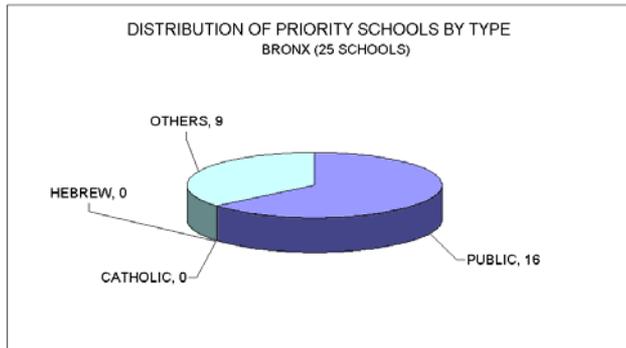


Figure 17
 Priority Schools in Brooklyn by Community District
 (Borough-Proportionate Method)

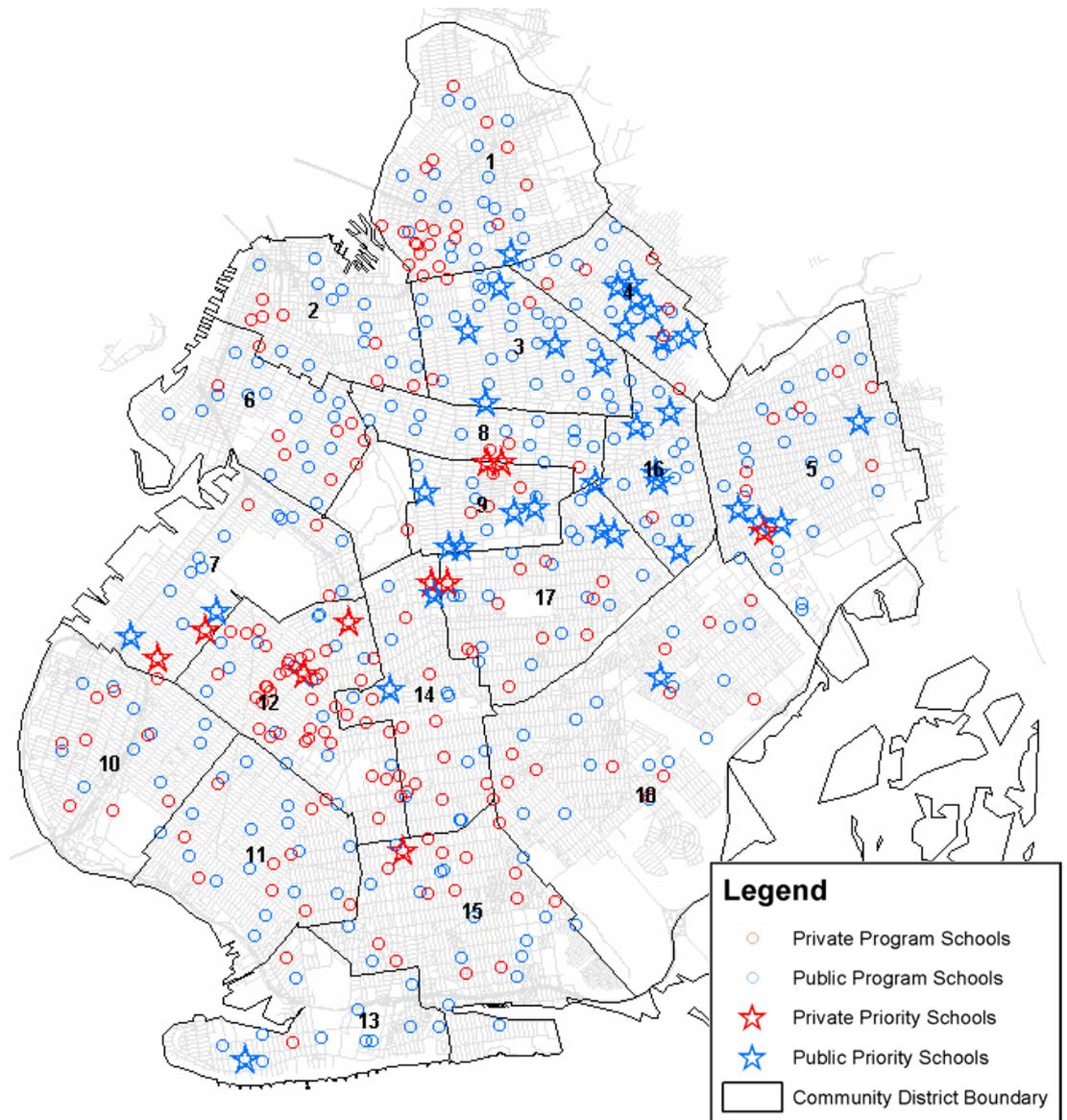
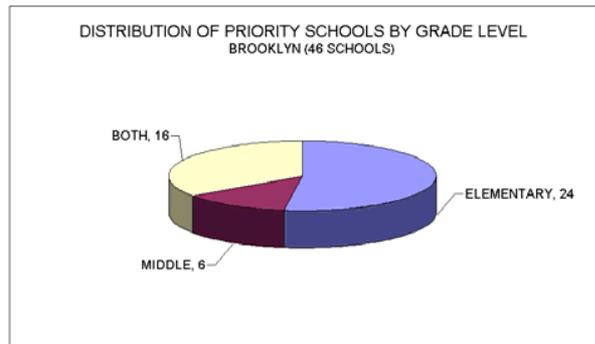
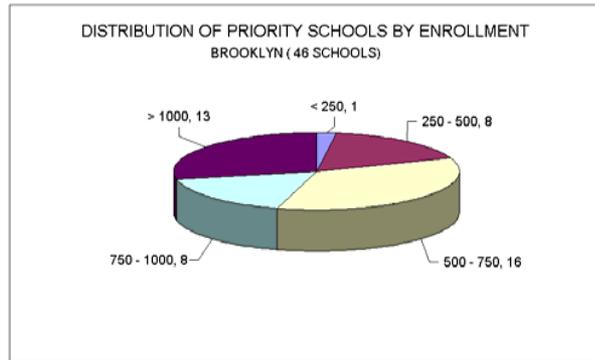
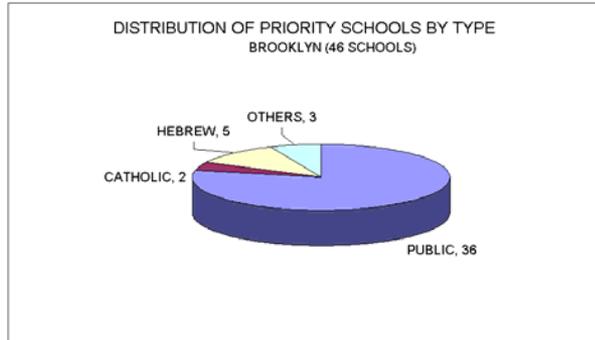


Figure 18

Priority Schools in Manhattan by Community District (Borough-Proportionate Method)

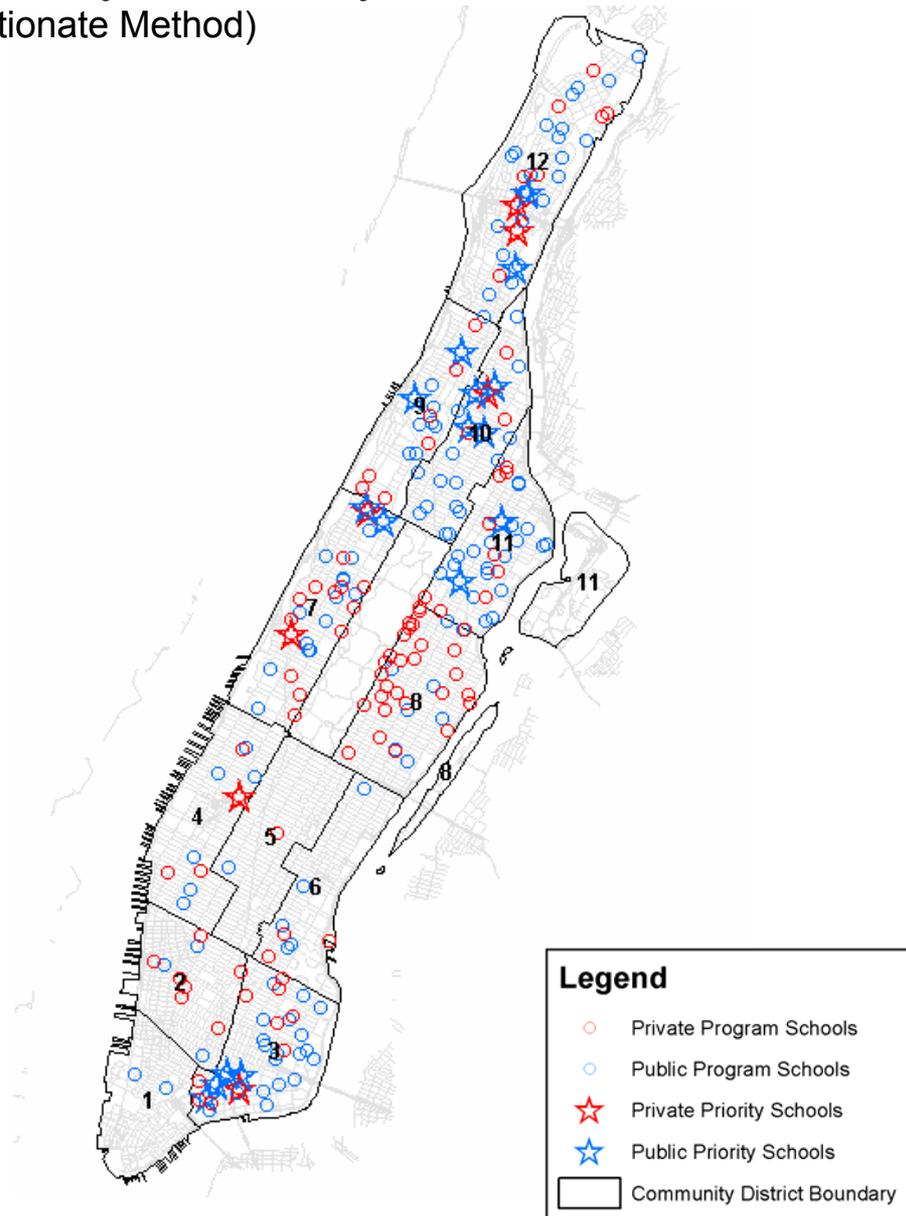
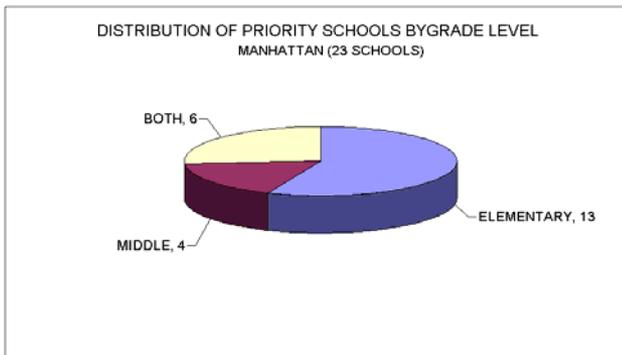
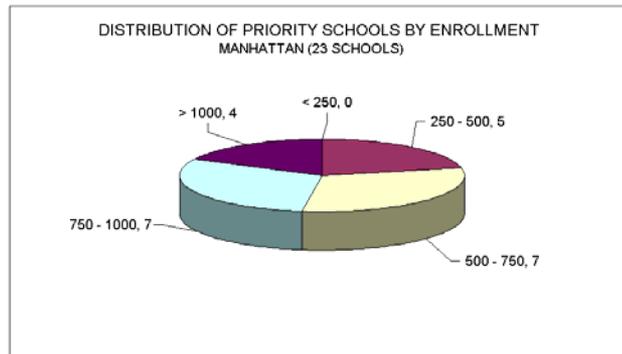
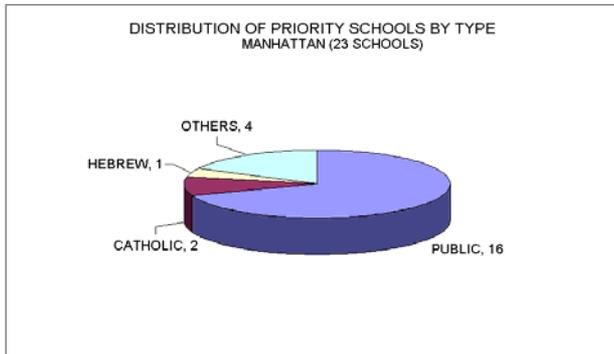


Figure 19
 Priority Schools in Queens by Community District
 (Borough-Proportionate Method)

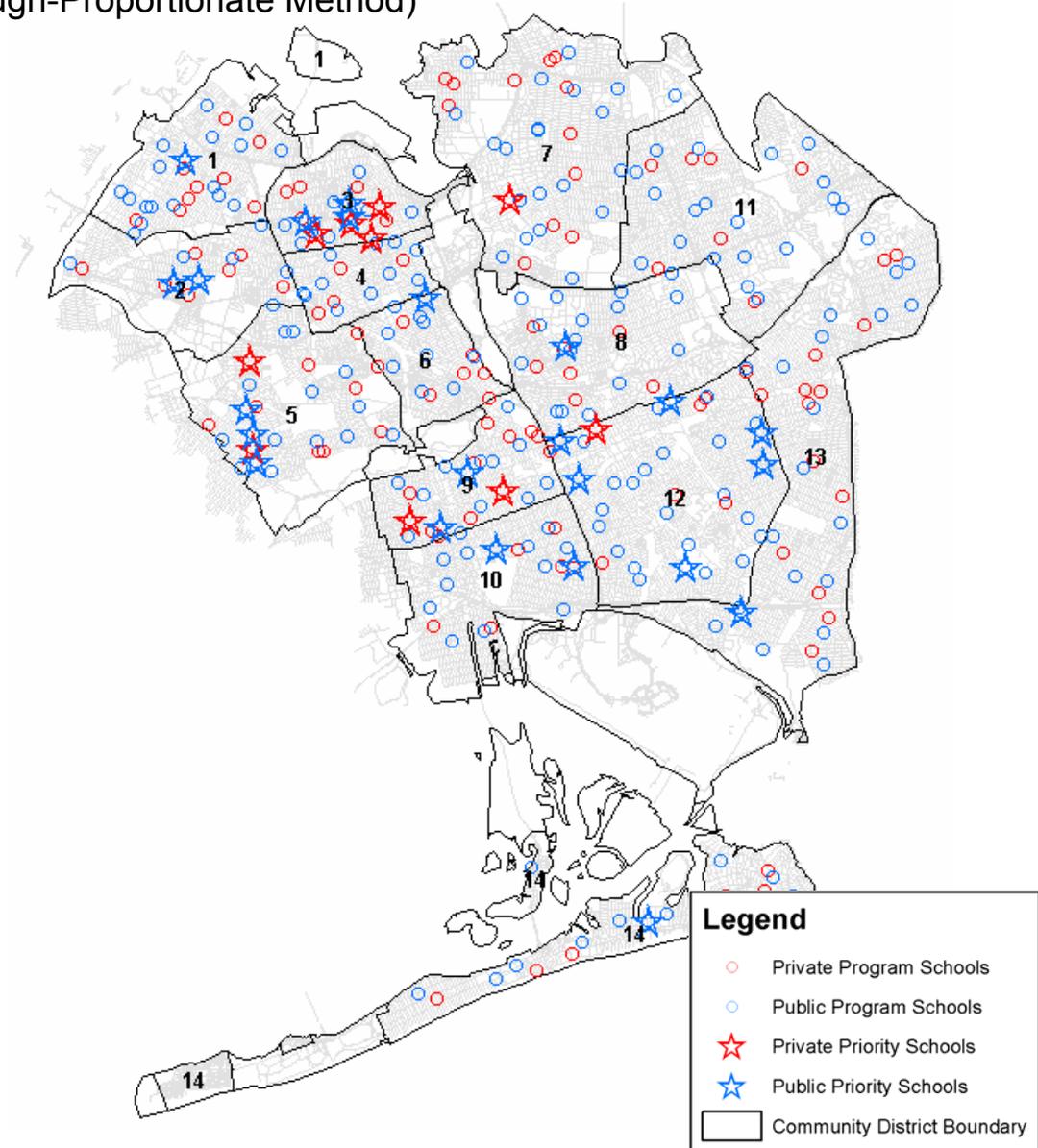
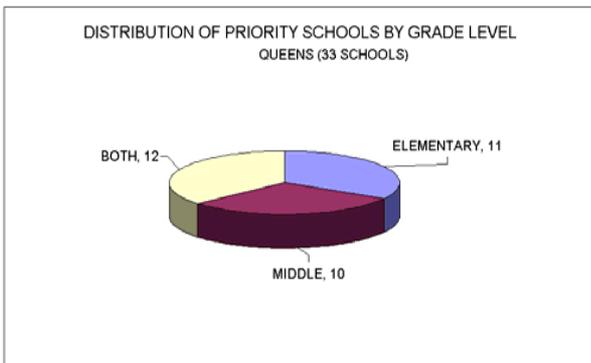
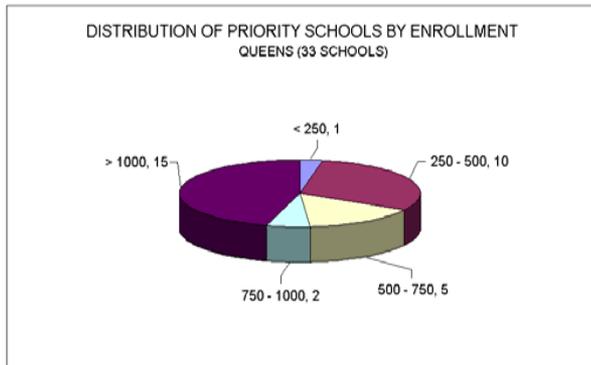
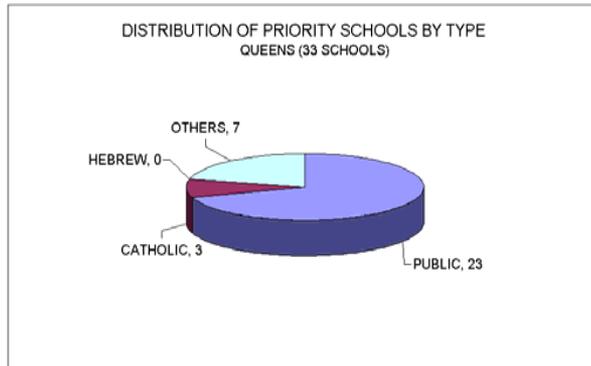


Figure 20
Priority Schools in Staten Island by Community District
 (Borough-Proportionate Method)

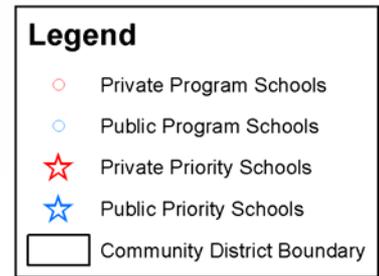
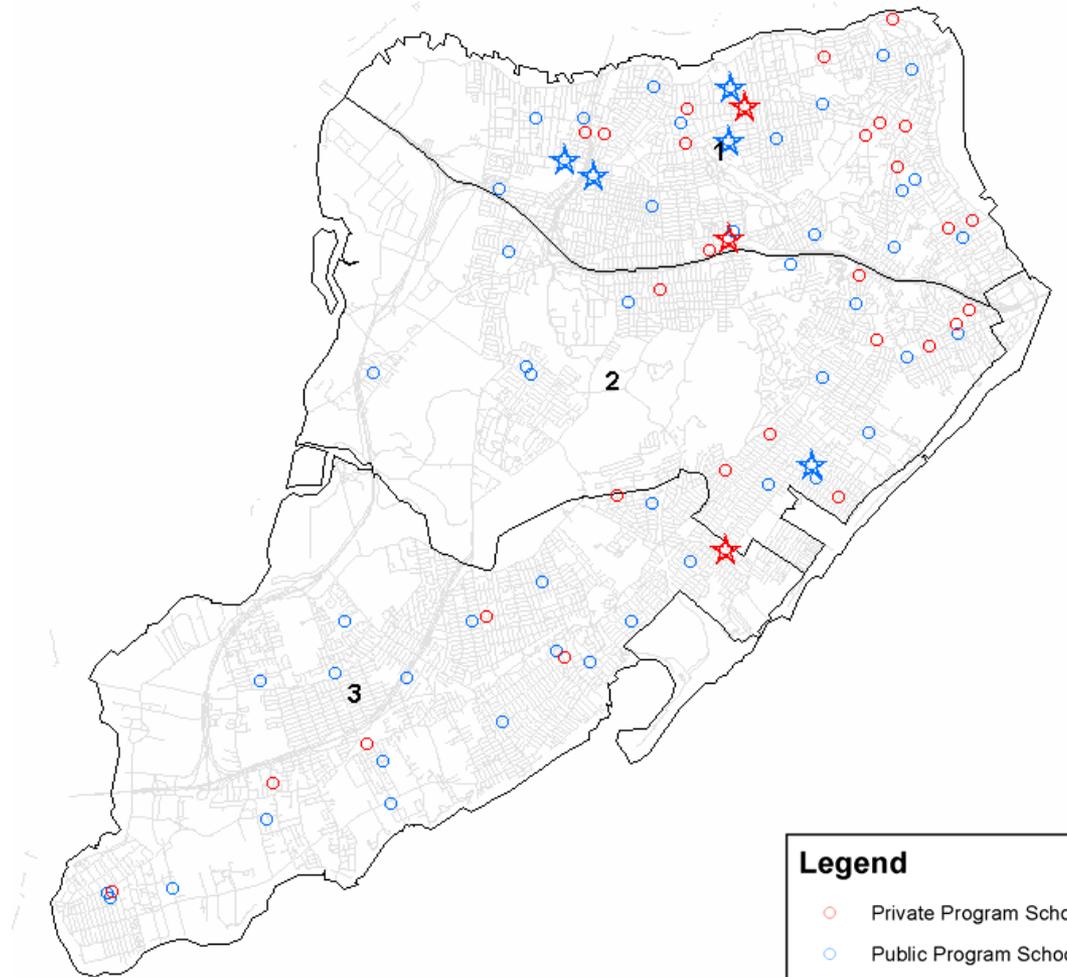
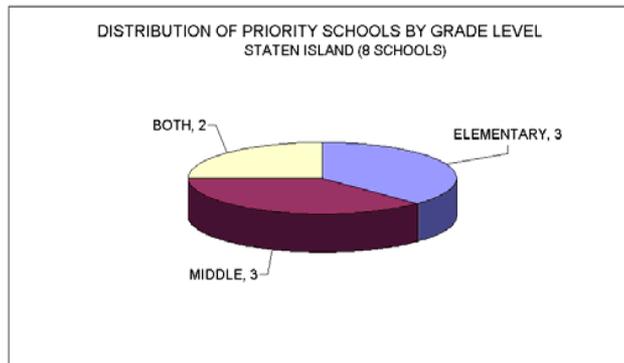
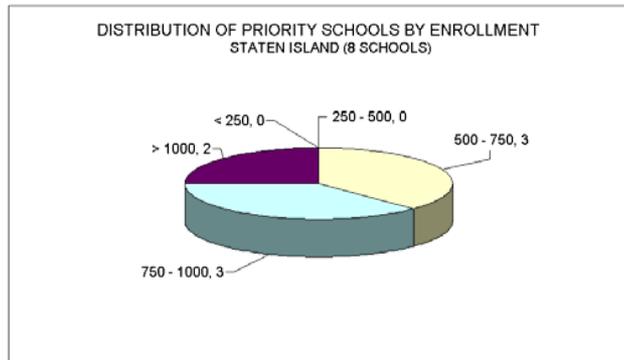
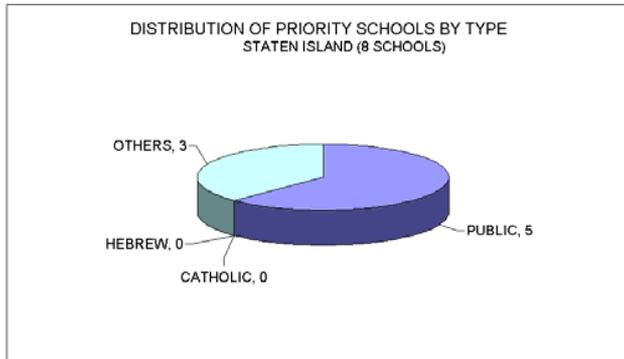


Figure 21
 Priority Schools in the Bronx by School District
 (Borough-Proportionate Method)

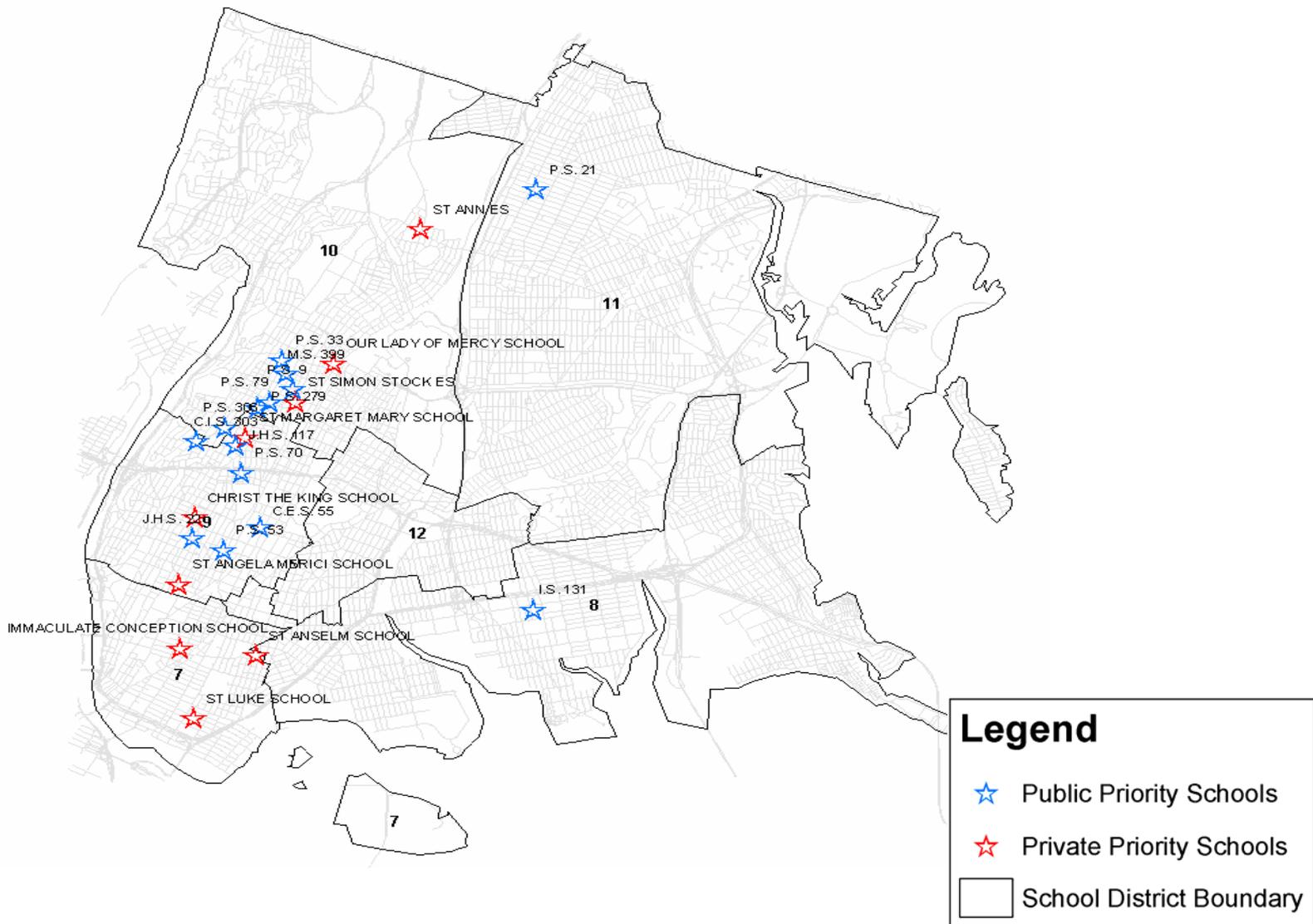


Figure 23
 Priority Schools in Manhattan by School District
 (Borough-Proportionate Method)



Figure 24
 Priority Schools in Queens by School District
 (Borough-Proportionate Method)

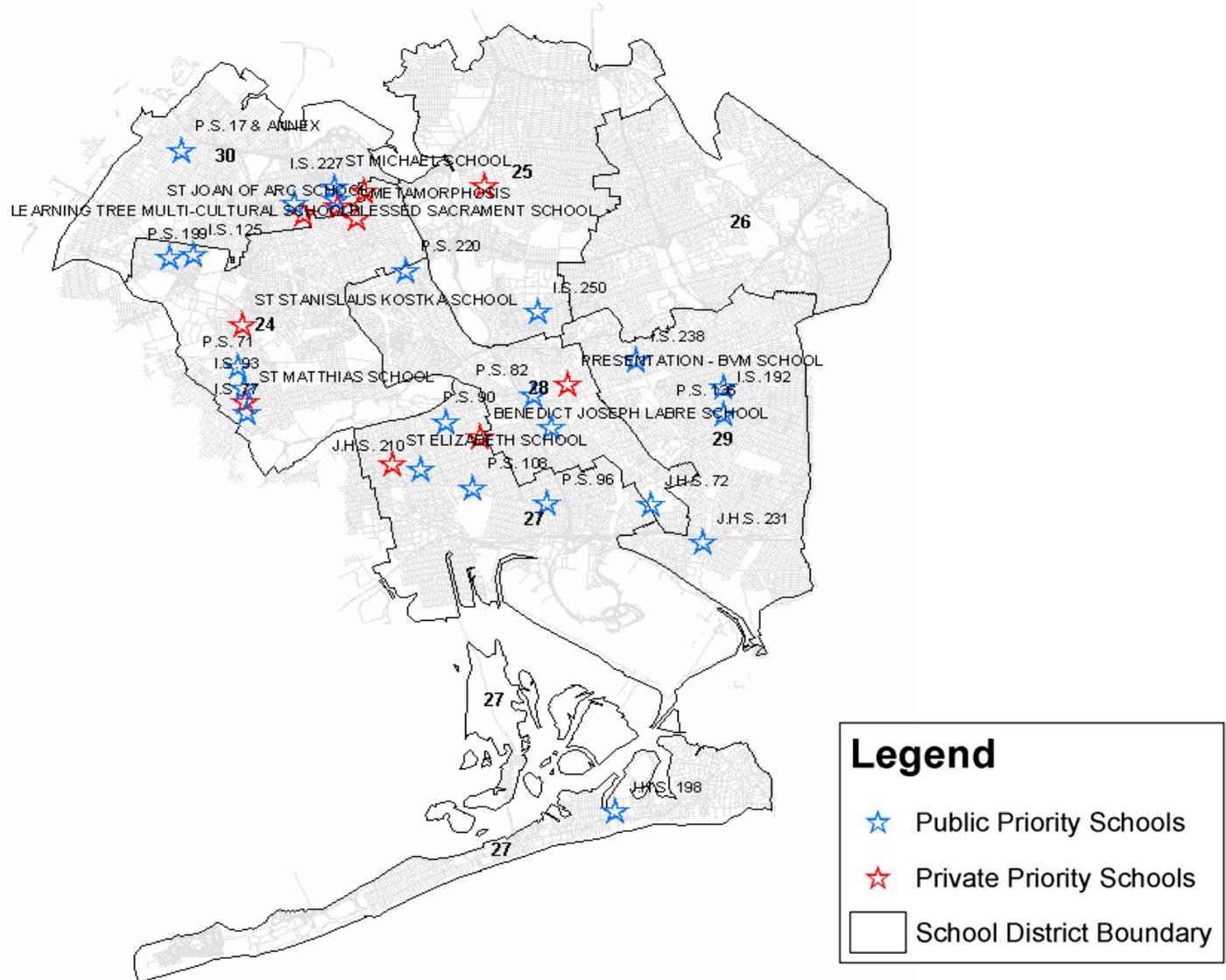
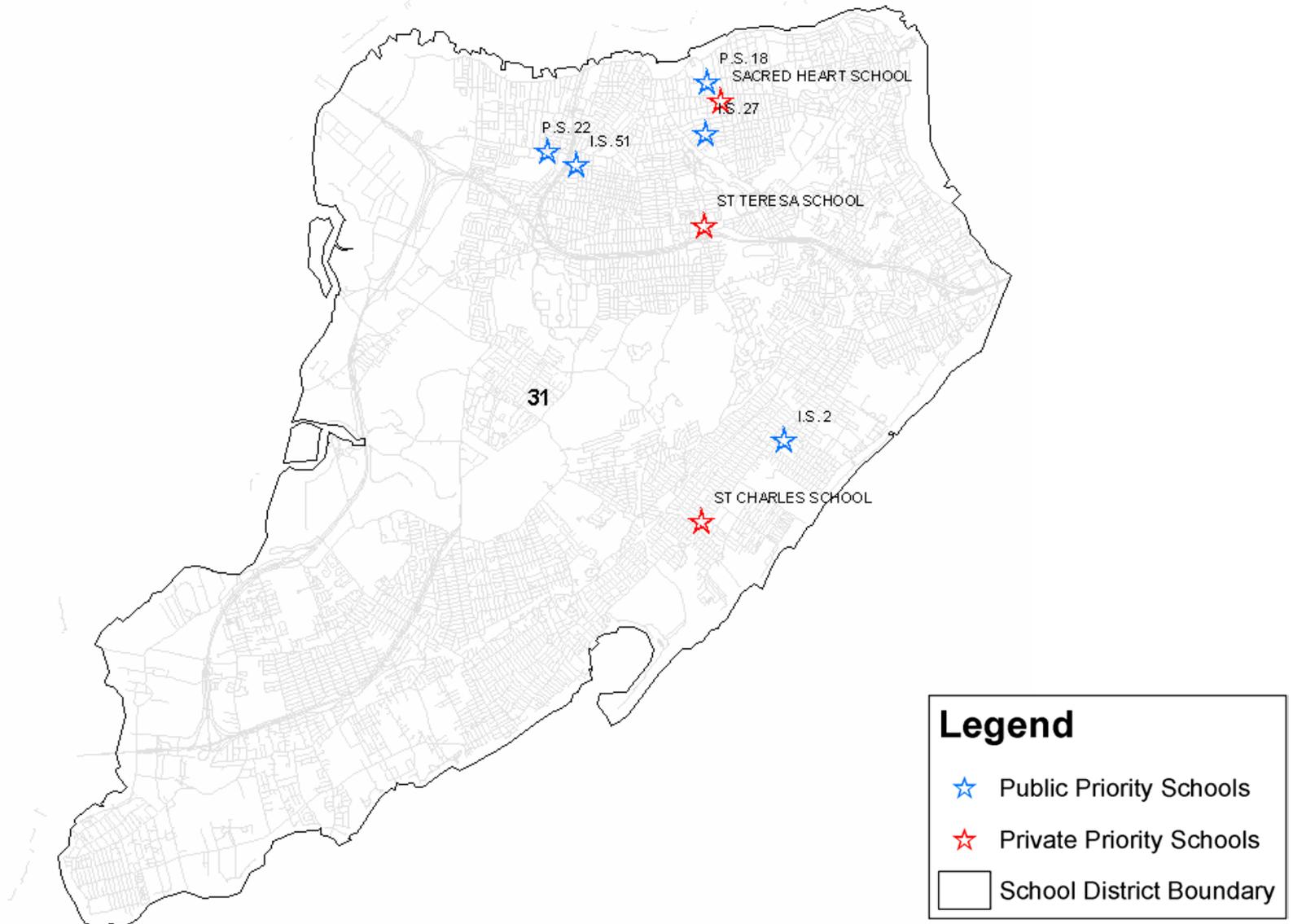


Figure 25
Priority Schools in Staten Island by School District
(Borough-Proportionate Method)



APPENDIX A

SAMPLE CALCULATIONS

Sample Calculation

Intersection of E. 170th Street/Grand Concourse (Christ The King School)

Step 1: Calculate severity points for each of the three categories.
(Equation 1 for vehicular crashes and Equation 2 for pedestrian and school- related pedestrian crashes).

$$VS_i = (PDO \times 4 + IC \times 96 + IB \times 385 + IA \times 1,548 + F \times 3,468) \quad (1)$$

$$PS_i (SS_i) = (IC \times 96 + IB \times 385 + IA \times 1,548 + F \times 3,468) \quad (2)$$

$$VS_i = (3 \times 4 + 14 \times 96 + 0 \times 385 + 1 \times 1,548 + 0 \times 3,468) = 2,916$$

$$PS_i = (4 \times 96 + 1 \times 385 + 2 \times 1,548 + 0 \times 3,468) = 3,865$$

$$SS_i = (1 \times 96 + 1 \times 385 + 1 \times 1,548 + 0 \times 3,468) = 2,029$$

Step 2: Normalize the severity points calculated above using the Equations 3 through 5.

$$VN_i = (VS_i / MAX(VS_{1-n})) \times 10 \quad (3)$$

$$VN_i = (2,916 / 34,433) \times 10 = 0.85$$

$$PN_i = (PS_i / MAX(PS_{1-n})) \times 10 \quad (4)$$

$$PN_i = (3,865 / 12,337) \times 10 = 3.13$$

$$SN_i = (SS_i / MAX(SS_{1-n})) \times 10 \quad (5)$$

$$SN_i = (2,029 / 3,853) \times 10 = 5.26$$

Step 3: Calculate the total normalized severity points by adding the severity normalized score for each of three categories.

$$TN_i = VN_i + PN_i + SN_i \quad (6)$$

$$TN_i = 0.85 + 3.13 + 5.26 = 9.24$$

4. Calculate the frequency normalized score for school-related pedestrian crashes.

$$FN_i = (SRF_i / MAX(SRF_{1-n})) \times 10 \quad (7)$$

$$FN_i = (3 / 4) \times 10 = 7.50$$

Step 4: Calculate the total points for the intersection by adding total normalized severity points and frequency normalized score for school-related pedestrian crashes.

$$TS_i = TN_i + FN_i$$

$$TS_i = 9.2 + 7.5 = 16.7$$

These scores are shown in the last three columns of the first row in the following sheet “Sample calculation of Christ The King School”

Step 5: Calculate total point for school.

Severity points, frequency points for school-related crashes, and total points for all other intersections and mid-block locations are calculated following the Steps 1 through 4. Then point for individual intersection and mid-block location are summed to estimate the total points for the intersection using the equation.

$$TP_J = \sum_{i=1}^n TN_i + \sum_{i=1}^n FN_i$$

$$\sum_{i=1}^n TN_i = 9.2 + 0.1 + \dots + 10.4 = 44.4$$

$$\sum_{i=1}^n FN_i = 7.5 + 0.0 + \dots + 5.0 = 20.0$$

$$TP_J = 44.4 + 20.0 = 64.4$$

These scores are shown in the last three columns of the first row (Christ The King School) in the last sheet “Sample from City-Wide Ranking Method”

Sample Calculations for Christ The King School

| Borough | Type | School Name / ID | School Address | Street 1 | Street 2 | Low Node | High Node | TOTAL | | | | | VEHICULAR | | | | | | PEDESTRIAN | | | | | SCHOOL | | | | | Total Severity (TN) | Schl. Frequency (FN) | Total (TS) | | | | | | | |
|---------|------|------------------------|----------------------|----------------------------|----------------------------|----------|-----------|---------|-------|--------|-----|----------------|-----------|-------|---------------|---------------|---------------|-----|-------------------------|------------------------------------|---------|-------|---------------|---------------|---------------|--------------------|-------------------------------|---------|---------------------|----------------------|------------|-------|---------------|---------------|---------------|--------------------------|---------------------|------|
| | | | | | | | | Crashes | Fatal | Injury | PDO | Non Reportable | Crashes | Fatal | Injury Type A | Injury Type B | Injury Type C | PDO | Vehicular Severity (VS) | Normalized Vehicular Severity (VN) | Crashes | Fatal | Injury Type A | Injury Type B | Injury Type C | Ped. Severity (PS) | Normalized Ped. Severity (PN) | Crashes | | | | Fatal | Injury Type A | Injury Type B | Injury Type C | Schl. Ped. Severity (SS) | Schl. Severity (SN) | |
| BX | PRI | CHRIST THE KING SCHOOL | 1345 GRAND CONCOURSE | | | 2095 | Null | 37 | 0 | 25 | 3 | 9 | 18 | 0 | 1 | 0 | 14 | 3 | 2899 | 0.8 | 7 | 0 | 2 | 1 | 4 | 3855 | 3.1 | 3 | 0 | 1 | 1 | 1 | 1 | 2024 | 5.3 | 9.2 | 7.5 | 16.7 |
| | | | | none | none | 2099 | 2100 | 3 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 192 | 0.1 | 1 | 0 | 0 | 0 | 1 | 96 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | |
| | | | | MARCY PL | SHERIDAN AVE | 2118 | Null | 3 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0.0 | 1 | 0 | 1 | 0 | 0 | 1543 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1.3 | 0.0 | 1.3 | |
| | | | | none | none | 2094 | 2095 | 4 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 100 | 0.0 | 1 | 0 | 0 | 1 | 0 | 385 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | |
| | | | | none | none | 2097 | 2127 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | none | none | 2133 | 4539 | 15 | 0 | 3 | 1 | 11 | 2 | 0 | 0 | 0 | 1 | 1 | 100 | 0.0 | 1 | 0 | 0 | 0 | 1 | 96 | 0.1 | 1 | 0 | 0 | 0 | 1 | 96 | 0.2 | 0.4 | 2.5 | 2.9 | |
| | | | | none | none | 2097 | 2098 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 192 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | | |
| | | | | none | none | 2099 | 2125 | 3 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 96 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | none | none | 2097 | 2135 | 3 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 96 | 0.0 | 1 | 0 | 0 | 0 | 1 | 96 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | | |
| | | | | none | none | 2075 | 2076 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1 | 0 | 1 | 0 | 0 | 1543 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1.3 | 0.0 | 1.3 | | |
| | | | | none | none | 2076 | 2087 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | none | none | 2076 | 2095 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | none | none | 2086 | 2110 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | none | none | 2087 | 2115 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | none | none | 2108 | 2133 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1 | 0 | 0 | 1 | 0 | 385 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | | |
| | | | | E 168TH ST | GRAND CONCOURSE | 2077 | Null | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | | | 2087 | Null | 17 | 0 | 10 | 0 | 7 | 7 | 0 | 0 | 1 | 6 | 0 | 961 | 0.3 | 3 | 0 | 1 | 0 | 2 | 1735 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1.7 | 0.0 | 1.7 | | |
| | | | | | | 2086 | Null | 4 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 385 | 0.1 | 2 | 0 | 1 | 0 | 1 | 1639 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1.4 | 0.0 | 1.4 | | |
| | | | | | | 2075 | Null | 6 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 96 | 0.0 | 1 | 0 | 1 | 0 | 0 | 1543 | 1.3 | 1 | 0 | 1 | 0 | 0 | 1543 | 4.0 | 5.3 | 2.5 | 7.8 | |
| | | | | E 169TH ST | WALTON AVE | 2125 | Null | 12 | 0 | 7 | 0 | 5 | 5 | 0 | 1 | 0 | 4 | 0 | 1927 | 0.6 | 2 | 0 | 2 | 0 | 0 | 3086 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0.0 | 3.1 | 0.0 | 3.1 | | |
| | | | | ELLIOT PL | GRAND CONCOURSE | 2096 | Null | 12 | 0 | 7 | 0 | 5 | 7 | 0 | 1 | 1 | 5 | 0 | 2408 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.7 | 0.0 | 0.7 | | |
| | | | | E CLARKE PL | GRAND CONCOURSE | 2098 | Null | 4 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 288 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | | |
| | | | | E 169TH ST | GRAND CONCOURSE | 2089 | Null | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | ELLIOT PL | WALTON AVE | 2128 | Null | 10 | 0 | 4 | 1 | 5 | 4 | 0 | 0 | 1 | 2 | 1 | 581 | 0.2 | 1 | 0 | 0 | 0 | 1 | 96 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | | |
| | | | | MARCY PL | WALTON AVE | 2127 | Null | 10 | 0 | 3 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 96 | 0.0 | 2 | 0 | 1 | 1 | 0 | 1928 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1.6 | 0.0 | 1.6 | | |
| | | | | | | 2094 | Null | 15 | 0 | 11 | 0 | 4 | 7 | 0 | 0 | 0 | 7 | 0 | 672 | 0.2 | 4 | 0 | 0 | 1 | 3 | 673 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.7 | 0.0 | 0.7 | | |
| | | | | E 169TH ST | SHERIDAN AVE | 2119 | Null | 7 | 0 | 6 | 0 | 1 | 5 | 0 | 0 | 1 | 4 | 0 | 769 | 0.2 | 1 | 0 | 0 | 0 | 1 | 96 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | | |
| | | | | GRAND BL AND CONCOURSE | WALTON AV AND ELLIOT PL | 2096 | 2128 | 6 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 385 | 0.1 | 1 | 0 | 0 | 0 | 1 | 96 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.2 | | |
| | | | | E 170TH ST AND W 170TH ST | WALTON AV AND ELLIOT PL | 2116 | 2128 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | WALTON AV AND MARCY PL | WALTON AV AND ELLIOT PL | 2127 | 2128 | 4 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 192 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.1 | | |
| | | | | WALTON AV AND E CLARKE | WALTON AV AND MARCY PL | 2126 | 2127 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1 | 0 | 0 | 1 | 0 | 385 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | | |
| | | | | WALTON AV AND E 169TH ST | WALTON AV AND E CLARKE | 2125 | 2126 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | SHERIDAN AV AND MARCY PL | SHERIDAN AV AND E 169TH ST | 2118 | 2119 | 4 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 3 | 0 | 1 | 1 | 1 | 2024 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1.6 | 0.0 | 1.6 | | |
| | | | | SHERIDAN AV AND E 169TH ST | SHERIDAN AV AND E 168TH ST | 2119 | 2120 | 3 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 100 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | GRAND BL AND CONCOURSE | SHERIDAN AV AND MARCY PL | 2088 | 2118 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | GRAND BL AND CONCOURSE | SHERIDAN AV AND E 169TH ST | 2089 | 2119 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | | | 2076 | Null | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1 | 0 | 0 | 1 | 0 | 385 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.3 | 0.0 | 0.3 | | |
| | | | | WALTON AVE | E CLARKE PL | 2126 | Null | 11 | 0 | 4 | 3 | 4 | 6 | 0 | 0 | 0 | 3 | 3 | 300 | 0.1 | 1 | 0 | 0 | 1 | 0 | 385 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.4 | 0.0 | 0.4 | | |
| | | | | | | 2136 | Null | 10 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 96 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | GRAND BL AND CONCOURSE | WALTON AV AND E CLARKE | 2098 | 2126 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | | | | 2135 | Null | 8 | 0 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 0 | 288 | 0.1 | 1 | 0 | 0 | 0 | 1 | 96 | 0.1 | 1 | 0 | 0 | 0 | 1 | 96 | 0.2 | 0.4 | 2.5 | 2.9 | |
| | | | | | | 2133 | Null | 25 | 0 | 7 | 4 | 14 | 8 | 0 | 0 | 1 | 3 | 4 | 689 | 0.2 | 3 | 0 | 0 | 1 | 2 | 577 | 0.5 | 0 | | | | | | | | | | |

Sample from City-Wide Ranking Method

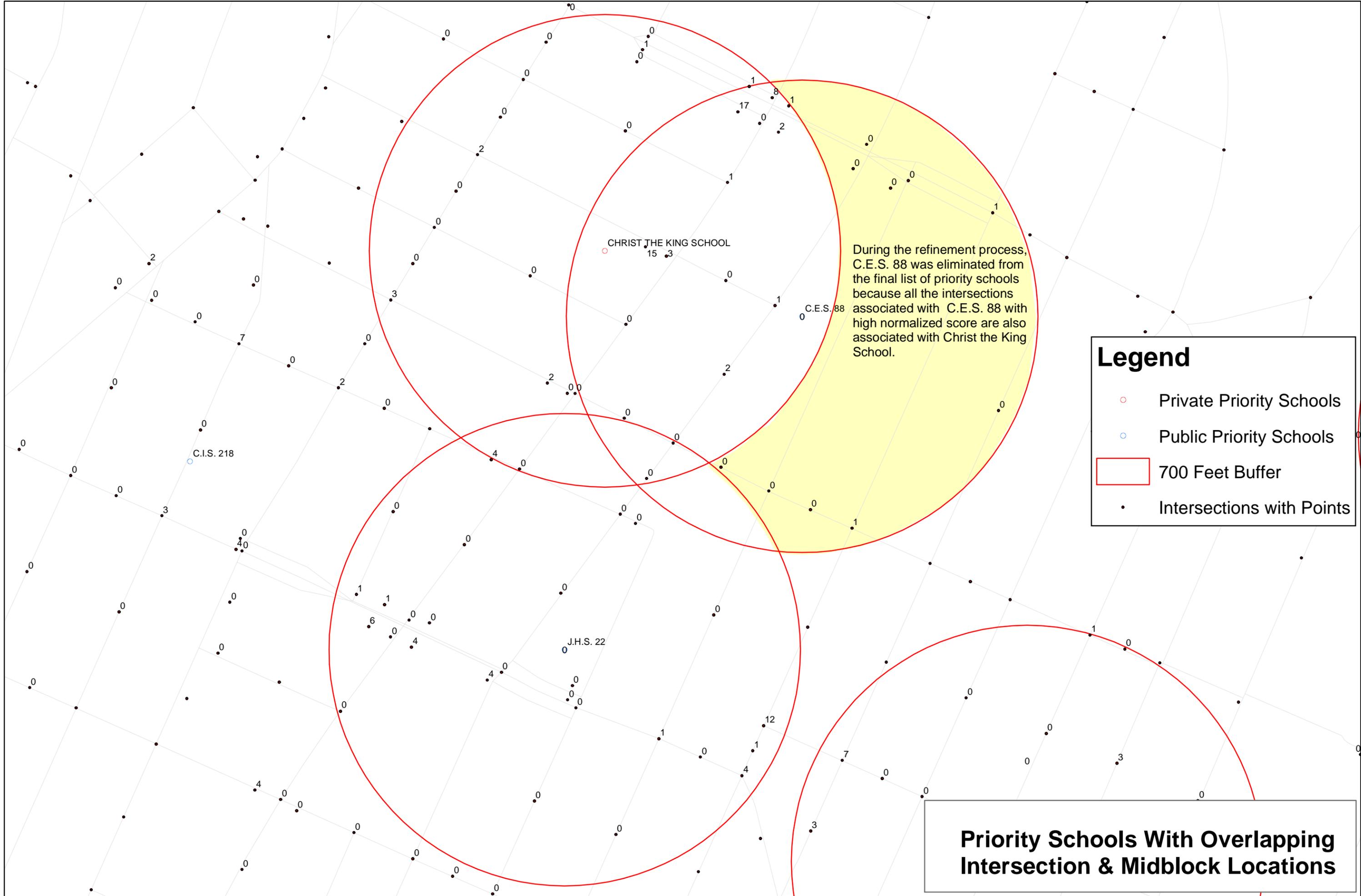
| City Rank | Borough Rank | Borough | School Type | Community District | School District | School Name / ID | School Address | TOTAL | | | | | VEHICULAR | | | | | | PEDESTRIAN | | | | | SCHOOL | | | | | Total Severity Normalized Score | School Frequency Normalized Score | Total Score | | | |
|-----------|--------------|---------|-------------|--------------------|-----------------|------------------------------|----------------------|---------|-------|--------|-----|----------------|-----------|-------|---------------|---------------|---------------|-----|------------------|---------|-------|---------------|---------------|---------------|------------------|---------|-------|---------------|---------------------------------|-----------------------------------|-------------|---------------|---------------|------------------|
| | | | | | | | | Crashes | Fatal | Injury | PDO | Non Reportable | Crashes | Fatal | Injury Type A | Injury Type B | Injury Type C | PDO | Normalized Score | Crashes | Fatal | Injury Type A | Injury Type B | Injury Type C | Normalized Score | Crashes | Fatal | Injury Type A | | | | Injury Type B | Injury Type C | Normalized Score |
| 1 | 1 | BX | PRI | 4 | 9 | CHRIST THE KING SCHOOL | 1345 GRAND CONCOURSE | 333 | 1 | 158 | 22 | 152 | 126 | 0 | 5 | 8 | 91 | 22 | 5.7 | 47 | 0 | 11 | 10 | 26 | 18.9 | 8 | 1 | 2 | 2 | 3 | 19.8 | 44.4 | 20.0 | 64.4 |
| 2 | 1 | MN | PRI | 3 | 2 | MESIVTHA TIFERETH JERUSALEM | 141 EAST BROADWAY | 524 | 3 | 116 | 53 | 352 | 119 | 0 | 5 | 14 | 47 | 53 | 5.2 | 47 | 3 | 12 | 7 | 25 | 27.6 | 6 | 0 | 4 | 0 | 2 | 16.5 | 49.3 | 15.8 | 64.3 |
| 3 | 2 | BX | PUB | 4 | 9 | C.E.S. 88 | 1340 SHERIDAN AVE | 252 | 1 | 129 | 13 | 109 | 102 | 0 | 3 | 10 | 76 | 13 | 4.6 | 33 | 0 | 8 | 6 | 19 | 13.4 | 8 | 1 | 3 | 2 | 2 | 23.5 | 41.5 | 20.0 | 61.5 |
| 4 | 2 | MN | PUB | 10 | 5 | P.S. 194 | 242 W 144TH ST | 498 | 0 | 238 | 22 | 238 | 187 | 0 | 13 | 20 | 132 | 22 | 11.8 | 63 | 0 | 9 | 6 | 48 | 16.9 | 10 | 0 | 1 | 2 | 7 | 7.7 | 36.4 | 25.0 | 61.4 |
| 5 | 3 | MN | PRI | 4 | 2 | HOLY CROSS SCHOOL | 332 W 43RD ST | 1445 | 5 | 284 | 117 | 1039 | 290 | 0 | 6 | 30 | 137 | 117 | 10.0 | 115 | 5 | 16 | 28 | 66 | 22.2 | 10 | 0 | 1 | 2 | 7 | 9.2 | 58.2 | 2.5 | 60.7 |
| 6 | 4 | MN | PRI | 10 | 5 | ST CHARLES BORROMEO SCHOOL | 214 W 142ND ST | 286 | 0 | 136 | 16 | 134 | 106 | 0 | 11 | 9 | 70 | 16 | 7.9 | 36 | 0 | 5 | 7 | 24 | 16.9 | 10 | 0 | 1 | 2 | 7 | 9.2 | 27.5 | 25.0 | 52.5 |
| 7 | 5 | MN | PUB | 3 | 2 | P.S. 2 | 122 HENRY ST | 458 | 3 | 105 | 47 | 303 | 108 | 0 | 4 | 13 | 44 | 47 | 4.5 | 42 | 3 | 7 | 6 | 26 | 16.9 | 10 | 0 | 1 | 2 | 7 | 9.2 | 27.5 | 25.0 | 52.5 |
| 8 | 1 | BK | PUB | 4 | 32 | I.S. 383 | 1300 GREENE AVE | 290 | 0 | 109 | 28 | 153 | 96 | 0 | 8 | 12 | 48 | 28 | 6.3 | 33 | 0 | 7 | 4 | 22 | 16.9 | 10 | 0 | 1 | 2 | 7 | 9.2 | 27.5 | 25.0 | 52.5 |
| 9 | 6 | MN | PUB | 3 | 2 | P.S. 124 | 40 DIVISION ST | 1650 | 6 | 262 | 137 | 1245 | 319 | 0 | 7 | 15 | 160 | 137 | 9.4 | 85 | 6 | 6 | 17 | 56 | 22.2 | 10 | 0 | 1 | 2 | 7 | 9.2 | 27.5 | 25.0 | 52.5 |
| 10 | 3 | BX | PUB | 5 | 10 | P.S. 9 | 230 E 183RD ST | 320 | 2 | 159 | 41 | 118 | 144 | 0 | 13 | 12 | 78 | 41 | 9.4 | 52 | 2 | 6 | 11 | 33 | 16.9 | 10 | 0 | 1 | 2 | 7 | 9.2 | 27.5 | 25.0 | 52.5 |
| 11 | 2 | BK | PUB | 9 | 17 | P.S. 91 | 532 ALBANY AVE | 215 | 1 | 112 | 17 | 85 | 101 | 0 | 4 | 10 | 70 | 17 | 4.9 | 21 | 0 | 4 | 0 | 17 | 6.3 | 8 | 1 | 2 | 0 | 5 | 18.3 | 29.5 | 20.0 | 49.5 |
| 12 | 7 | MN | PUB | 12 | 6 | P.S. 528 | 180 WADSWORTH AVE | 570 | 1 | 166 | 29 | 374 | 151 | 0 | 10 | 5 | 107 | 29 | 8.1 | 40 | 1 | 9 | 6 | 24 | 17.8 | 5 | 0 | 2 | 1 | 2 | 9.5 | 35.4 | 12.5 | 47.9 |
| 13 | 1 | QN | PUB | 3 | 30 | P.S. 149 | 93-11 34TH AVE | 430 | 0 | 158 | 24 | 248 | 148 | 0 | 10 | 16 | 98 | 24 | 9.0 | 28 | 0 | 5 | 5 | 18 | 9.2 | 6 | 0 | 3 | 2 | 1 | 14.3 | 32.5 | 15.0 | 47.5 |
| 14 | 8 | MN | PUB | 12 | 6 | P.S. 132 ANNEX | 185 WADSWORTH AVE | 582 | 1 | 172 | 28 | 381 | 152 | 0 | 10 | 5 | 109 | 28 | 8.1 | 44 | 1 | 8 | 7 | 28 | 17.2 | 5 | 0 | 2 | 1 | 2 | 9.5 | 34.8 | 12.5 | 47.3 |
| 15 | 4 | BX | PUB | 5 | 10 | P.S. 33 | 2424 JEROME AVE | 636 | 0 | 196 | 62 | 378 | 195 | 0 | 7 | 15 | 111 | 62 | 8.0 | 59 | 0 | 11 | 12 | 36 | 20.3 | 4 | 0 | 2 | 0 | 2 | 8.5 | 36.8 | 10.0 | 46.8 |
| 16 | 9 | MN | PUB | 3 | 2 | I.S. 131 | 100 HESTER ST | 1183 | 0 | 207 | 124 | 852 | 273 | 0 | 7 | 20 | 122 | 124 | 8.9 | 54 | 0 | 12 | 15 | 27 | 21.8 | 4 | 0 | 1 | 1 | 2 | 5.5 | 36.2 | 10.0 | 46.2 |
| 17 | 10 | MN | PUB | 11 | 4 | P.S. 72 | 131 E 104TH ST | 355 | 1 | 127 | 33 | 194 | 121 | 1 | 15 | 11 | 61 | 33 | 10.7 | 34 | 0 | 8 | 6 | 20 | 13.4 | 6 | 0 | 1 | 1 | 4 | 6.0 | 30.1 | 15.0 | 45.1 |
| 18 | 11 | MN | PUB | 10 | 5 | P.S. 123 | 301 W 140TH ST | 297 | 1 | 142 | 20 | 134 | 139 | 0 | 9 | 17 | 93 | 20 | 8.5 | 16 | 1 | 3 | 3 | 9 | 8.2 | 8 | 0 | 1 | 3 | 4 | 8.0 | 24.7 | 20.0 | 44.7 |
| 19 | 5 | BX | PRI | 5 | 10 | OUR LADY OF MERCY SCHOOL | 2512 MARION AVE | 844 | 0 | 290 | 92 | 462 | 286 | 0 | 16 | 17 | 161 | 92 | 13.7 | 93 | 0 | 10 | 13 | 70 | 22.0 | 3 | 0 | 0 | 1 | 2 | 1.5 | 37.2 | 7.5 | 44.7 |
| 20 | 6 | BX | PUB | 4 | 9 | J.H.S. 22 | 207 E 167TH ST | 347 | 2 | 144 | 32 | 169 | 134 | 0 | 7 | 12 | 83 | 32 | 6.8 | 40 | 1 | 7 | 7 | 25 | 15.7 | 4 | 1 | 0 | 2 | 1 | 11.2 | 33.8 | 10.0 | 43.8 |
| 21 | 12 | MN | PRI | 7 | 3 | COLLEGIATE SCHOOL | 260 W 78TH ST | 602 | 3 | 149 | 53 | 397 | 167 | 0 | 8 | 16 | 90 | 53 | 7.9 | 33 | 3 | 4 | 9 | 17 | 17.6 | 5 | 0 | 1 | 1 | 3 | 5.8 | 31.3 | 12.5 | 43.8 |
| 22 | 7 | BX | PUB | 5 | 10 | M.S. 399 | 120 E 184TH ST | 338 | 1 | 132 | 59 | 146 | 149 | 0 | 6 | 10 | 74 | 59 | 5.9 | 36 | 1 | 3 | 7 | 25 | 10.7 | 7 | 0 | 2 | 0 | 5 | 9.3 | 25.9 | 17.5 | 43.4 |
| 23 | 13 | MN | PUB | 3 | 2 | P.S. 42 | 71 HESTER ST | 523 | 0 | 98 | 49 | 376 | 114 | 0 | 4 | 15 | 46 | 49 | 4.8 | 27 | 0 | 10 | 6 | 11 | 15.2 | 6 | 0 | 1 | 3 | 2 | 7.5 | 27.5 | 15.0 | 42.5 |
| 24 | 14 | MN | PUB | 7 | 3 | M.S. 54 | 103 W 107TH ST | 246 | 1 | 86 | 27 | 132 | 81 | 0 | 4 | 5 | 45 | 27 | 3.6 | 27 | 0 | 2 | 6 | 19 | 5.9 | 6 | 1 | 2 | 0 | 3 | 17.8 | 27.2 | 15.0 | 42.2 |
| 25 | 8 | BX | PRI | 5 | 9 | ST MARGARET MARY SCHOOL | 121 E 177TH ST | 492 | 1 | 213 | 64 | 214 | 231 | 1 | 12 | 15 | 139 | 64 | 12.0 | 41 | 0 | 4 | 6 | 30 | 9.2 | 7 | 0 | 0 | 2 | 5 | 3.2 | 24.5 | 17.5 | 42.0 |
| 26 | 9 | BX | PUB | 5 | 10 | M.S. 319 | 120 E 184TH ST | 426 | 2 | 177 | 73 | 174 | 194 | 0 | 11 | 14 | 96 | 73 | 9.3 | 53 | 2 | 6 | 9 | 36 | 18.7 | 5 | 0 | 0 | 0 | 5 | 1.2 | 29.2 | 12.5 | 41.7 |
| 27 | 15 | MN | PUB | 10 | 5 | P.S. 92 | 222 W 134TH ST | 351 | 1 | 121 | 23 | 206 | 111 | 0 | 7 | 10 | 71 | 23 | 6.3 | 27 | 1 | 4 | 6 | 16 | 10.9 | 7 | 0 | 1 | 1 | 5 | 6.2 | 23.4 | 17.5 | 40.9 |
| 28 | 16 | MN | PUB | 12 | 6 | P.S. 8 | 465 W 167TH ST | 183 | 0 | 75 | 7 | 101 | 61 | 0 | 1 | 3 | 50 | 7 | 2.2 | 12 | 0 | 3 | 1 | 8 | 4.7 | 9 | 0 | 2 | 2 | 5 | 11.3 | 18.1 | 22.5 | 40.6 |
| 29 | 3 | BK | PUB | 17 | 18 | I.S. 252 | 1084 LENOX ROAD | 239 | 0 | 130 | 17 | 92 | 120 | 0 | 5 | 10 | 88 | 17 | 5.8 | 17 | 0 | 3 | 2 | 12 | 5.3 | 10 | 0 | 0 | 2 | 8 | 4.0 | 15.1 | 25.0 | 40.1 |
| 30 | 17 | MN | PRI | 12 | 6 | INCARNATION SCHOOL | 570 W 175TH ST | 347 | 1 | 114 | 11 | 221 | 86 | 0 | 0 | 7 | 68 | 11 | 2.7 | 32 | 1 | 3 | 4 | 24 | 9.7 | 8 | 0 | 1 | 2 | 5 | 7.2 | 19.6 | 20.0 | 39.6 |
| 31 | 4 | BK | PUB | 4 | 32 | I.S. 296 | 125 COVERT ST | 112 | 0 | 50 | 17 | 45 | 52 | 0 | 1 | 6 | 28 | 17 | 1.9 | 6 | 0 | 0 | 3 | 3 | 1.2 | 9 | 0 | 3 | 0 | 6 | 13.5 | 16.6 | 22.5 | 39.1 |
| 32 | 18 | MN | PRI | 12 | 6 | ST SPYRIDON PAROCHIAL SCHOOL | 120 WADSWORTH AVE | 708 | 0 | 185 | 42 | 481 | 171 | 0 | 8 | 9 | 112 | 42 | 7.8 | 54 | 0 | 13 | 9 | 32 | 21.6 | 2 | 0 | 1 | 0 | 1 | 4.3 | 33.6 | 5.0 | 38.6 |
| 33 | 19 | MN | PUB | 10 | 5 | I.S. 275 | 175 W 134TH ST | 378 | 2 | 126 | 27 | 223 | 111 | 0 | 7 | 15 | 62 | 27 | 6.6 | 38 | 2 | 3 | 8 | 25 | 13.8 | 6 | 0 | 0 | 2 | 4 | 3.0 | 23.4 | 15.0 | 38.4 |
| 34 | 20 | MN | PUB | 10 | 5 | P.S. 175 | 175 W 134TH ST | 378 | 2 | 126 | 27 | 223 | 111 | 0 | 7 | 15 | 62 | 27 | 6.6 | 38 | 2 | 3 | 8 | 25 | 13.8 | 6 | 0 | 0 | 2 | 4 | 3.0 | 23.4 | 15.0 | 38.4 |
| 35 | 21 | MN | PUB | 11 | 4 | P.S. 7 | 160 E 120TH ST | 331 | 0 | 121 | 29 | 181 | 114 | 0 | 9 | 8 | 68 | 29 | 6.9 | 30 | 0 | 4 | 2 | 24 | 7.5 | 6 | 0 | 2 | 0 | 4 | 9.0 | 23.4 | 15.0 | 38.4 |
| 36 | 22 | MN | PUB | 12 | 6 | P.S. 132 | 185 WADSWORTH AVE | 525 | 1 | 157 | 22 | 345 | 134 | 0 | 8 | 5 | 99 | 22 | 6.9 | 42 | 1 | 7 | 5 | 29 | 15.4 | 4 | 0 | 1 | 1 | 2 | 5.5 | 27.8 | 10.0 | 37.8 |
| 37 | 23 | MN | PUB | 3 | 2 | P.S. 1 | 8 HENRY ST | 700 | 3 | 103 | 47 | 547 | 96 | 0 | 0 | 5 | 44 | 47 | 1.8 | 55 | 3 | 7 | 21 | 24 | 25.6 | 2 | 0 | 1 | 1 | 0 | 5.0 | 32.5 | 5.0 | 37.5 |
| 38 | 24 | MN | PUB | 9 | 5 | I.S. 195 | 625 W 133RD ST | 329 | 2 | 111 | 23 | 193 | 111 | 0 | 11 | 12 | 65 | 23 | 8.1 | 20 | 2 | 6 | 2 | 10 | 14.5 | 5 | 0 | 0 | 1 | 4 | 2.0 | 24.6 | 12.5 | 37.1 |
| 39 | 25 | MN | PUB | 9 | 6 | P.S. 153 | 1750 AMSTERDAM AVE | 292 | 1 | 111 | 24 | 156 | 105 | 1 | 3 | 6 | 71 | 24 | 5.0 | 25 | 0 | 5 | 1 | 19 | 8.0 | 6 | 0 | 2 | 0 | 4 | 9.0 | 22.1 | 15.0 | 37.1 |
| 40 | 5 | BK | PUB | 14 | 22 | P.S. 217 | 1100 NEWKIRK AVE | 403 | 1 | 144 | 37 | 221 | 158 | 1 | 6 | 10 | 104 | 37 | 7.8 | 19 | 0 | 5 | 3 | 11 | 8.0 | 5 | 0 | 1 | 4 | 0 | 8.0 | 23.8 | 12.5 | 36.3 |
| 41 | 6 | BK | PUB | 4 | 32 | I.S. 291 | 231 PALMETTO ST | 151 | 1 | 74 | 18 | 58 | 73 | 0 | 5 | 7 | 43 | 18 | 4.2 | 14 | 0 | 4 | 3 | 7 | 6.5 | 6 | 1 | 0 | 0 | 5 | 10.2 | 21.0 | 15.0 | 36.0 |
| 42 | 10 | BX | PUB | 5 | 10 | P.S. 79 | 125 E 181ST ST | 332 | 0 | 140 | 62 | 130 | 167 | 0 | 10 | 16 | 79 | 62 | 8.5 | 31 | 0 | 4 | 7 | 20 | 8.7 | 4 | 0 | 2 | 0 | 2 | 8.5 | 25.8 | 10.0 | 35.8 |
| 43 | 11 | BX | PRI | 5 | 10 | ST SIMON STOCK ES | 2195 VALENTINE AVE | 251 | 0 | 107 | 41 | 103 | 117 | 0 | 7 | 10 | 59 | 41 | 5.9 | 25 | 0 | 1 | 8 | 16 | 5.0 | 6 | 0 | 2 | 1 | 3 | 9.8 | 20.7 | 15.0 | 35.7 |
| 44 | 26 | MN | PRI | 7 | 3 | ASCENSION SCHOOL | 220 W 108TH ST | 372 | 2 | 108 | 35 | 227 | 110 | 0 | 7 | 8 | 60 | 35 | 5.7 | 31 | 2 | 5 | 3 | 21 | 14.4 | 4 | 0 | 1 | 1 | 2 | 5.5 | 25.7 | 10.0 | 35.7 |
| 45 | 7 | BK | PRI | 8 | 17 | OHOLEI TORAH ELEMENTARY | 667 EASTERN PKY | 366 | 2 | 168 | 21 | 175 | 171 | 1 | 4 | 11 | 134 | 21 | 7.8 | 14 | 1 | 2 | 2 | 9 | 6.6 | 6 | 0 | 1 | 1 | 4 | 6.0 | 20.4 | 15.0 | 35.4 |
| 46 | 8 | BK | PUB | 4 | 32 | P.S. 377 | 200 WOODBINE ST | 131 | | | | | | | | | | | | | | | | | | | | | | | | | | |

APPENDIX B

CD (CONTAINS RANKINGS FOR 1,426 PROGRAM SCHOOLS)

APPENDIX C

SAMPLE ILLUSTRATION OF REFINEMENT PROCESS



CHRIST THE KING SCHOOL
15 3

C.E.S. 88
0

J.H.S. 22
0

C.I.S. 218

During the refinement process, C.E.S. 88 was eliminated from the final list of priority schools because all the intersections associated with C.E.S. 88 with high normalized score are also associated with Christ the King School.

Legend

- Private Priority Schools
- Public Priority Schools
- 700 Feet Buffer
- Intersections with Points

Priority Schools With Overlapping Intersection & Midblock Locations



New York

71 West 23rd Street

New York, NY 10010

212.366.6200

29 Glen Cove Ave, Suite 202

Glen Cove, NY 11542

516.609.9195

New Jersey

570 Broad Street, 5th Floor

Newark, NJ 07102

973.643.0807

Connecticut

50 Union Avenue

Union Station, Third Floor East

New Haven, CT 06519

203.789.9977

Pennsylvania

538 Spruce Street, Suite 612

Scranton, PA 18503

570.961.1413

www.urbitran.com

Engineers

Architects

Planners