

NEW YORK CITY DEPARTMENT OF TRANSPORTATION
Office of School Safety Engineering



School Safety Engineering Project

FINAL REPORT: J.H.S. 275, (Thelma Hamilton School), Brooklyn



Prepared by
The RBA Group/Urbitran Associates



FEBRUARY 15, 2006

School Safety Engineering Project
J.H.S. 275, Brooklyn

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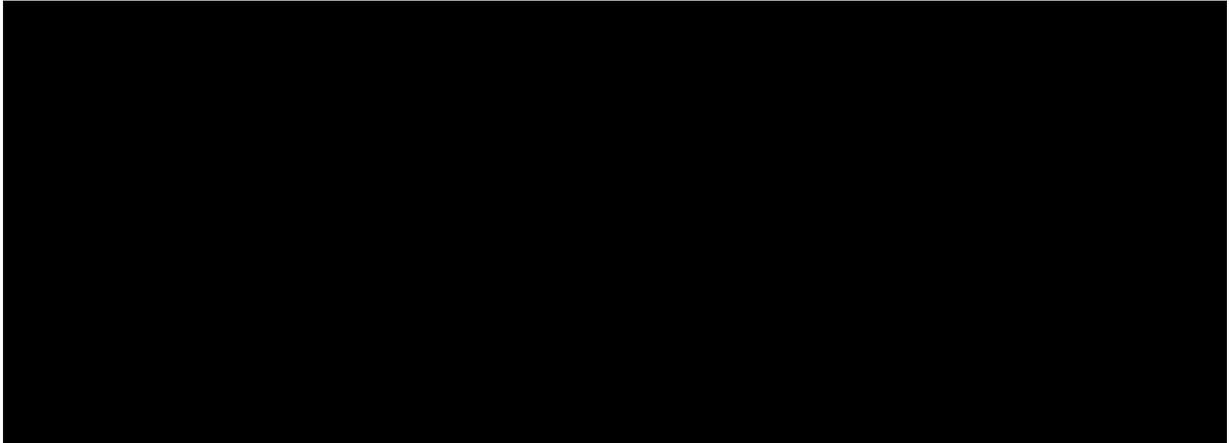
1. INTRODUCTION

1.1 PROJECT DESCRIPTION

The Department of Transportation has developed school safety maps for 1,471 schools throughout the City. Schools currently in the program are primarily elementary and intermediate schools with an enrollment of at least 250 students. The safety plans include the designation of official school crosswalks, identified by prominent warning signs and roadway markings. DOT also designates curbside locations for school bus loading and unloading and other parking controls to improve conditions for students. In addition, nearly 350 speed reducers (humps) have been installed in the immediate vicinity of schools.

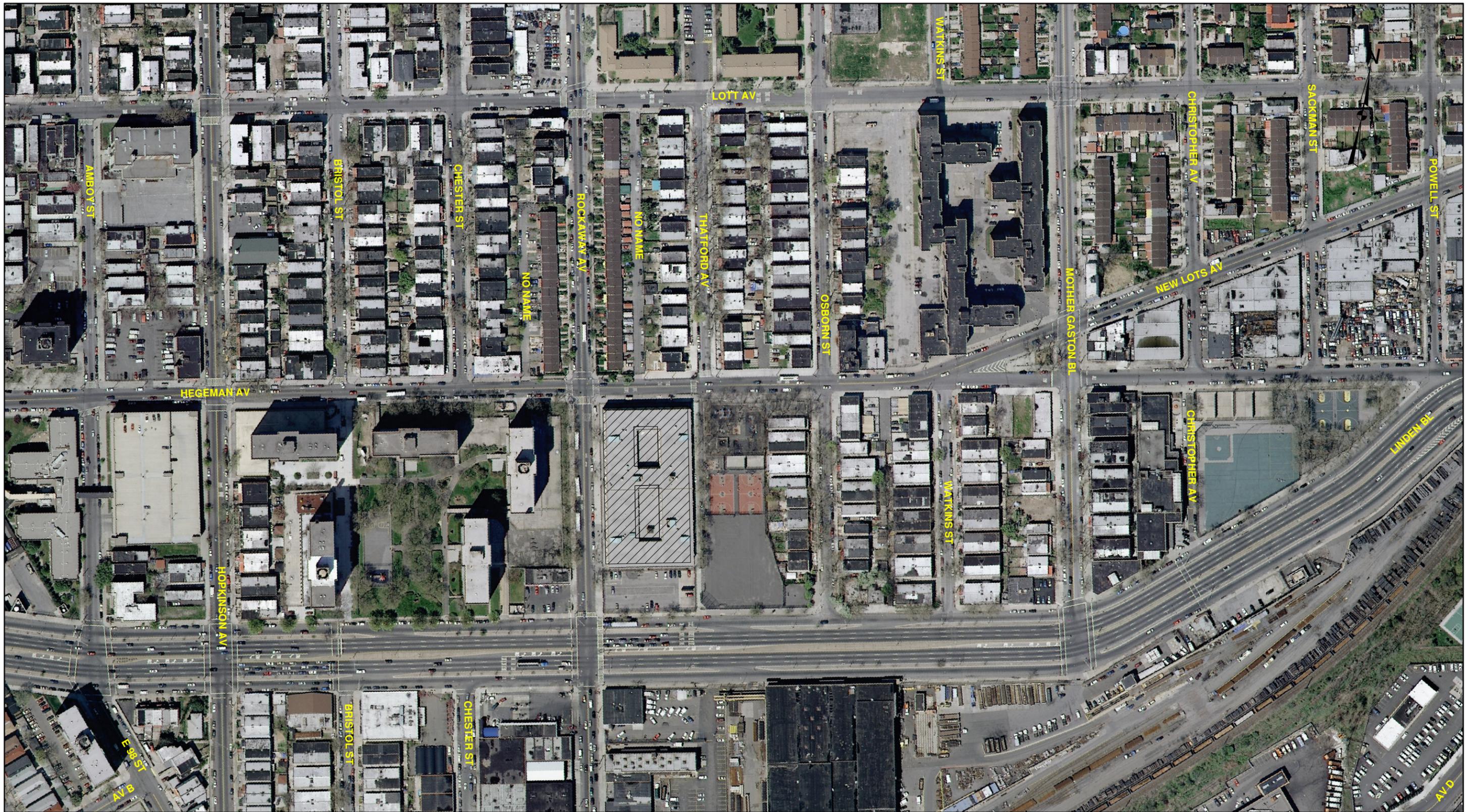
Under this consultant study, the School Safety Engineering Project, crash data in the vicinity of all program schools was reviewed. As a result, schools were ranked in terms of pedestrian safety, and 135 “priority” schools were identified Citywide. At each of these priority schools safety improvements are being recommended (e.g., new school crosswalks, new traffic signals and signal timing modifications, new speed reducers). In addition, 32 of these schools will receive further investigation to design physical improvements (e.g., raised center medians, widened sidewalks, “neckdowns” or “bulbouts” at intersections). J.H.S. 275 in Brooklyn is one of the 135 priority schools.

2. BACKGROUND—EXISTING CONDITIONS AND ANALYSIS



2.2 NEIGHBORHOOD DESCRIPTION

Located at 985 Rockaway Avenue in the Brownsville section of Brooklyn, J.H.S. 275 occupies most of a city block between Linden Boulevard, Hegeman Avenue and Osborn Street. The school's main entrance faces Rockaway Avenue, and has several additional entrances at the rear of the building facing the Osborne Playground, and one facing Linden Boulevard. Rockaway Avenue is a two-way street running north-south. (See Exhibit 1 for Aerial Photograph). Rockaway Avenue and Hegeman Avenue have mostly high-rise and low-rise apartment buildings in the vicinity of JHS 275. Linden Boulevard has several large-scale industrial buildings across from the school.

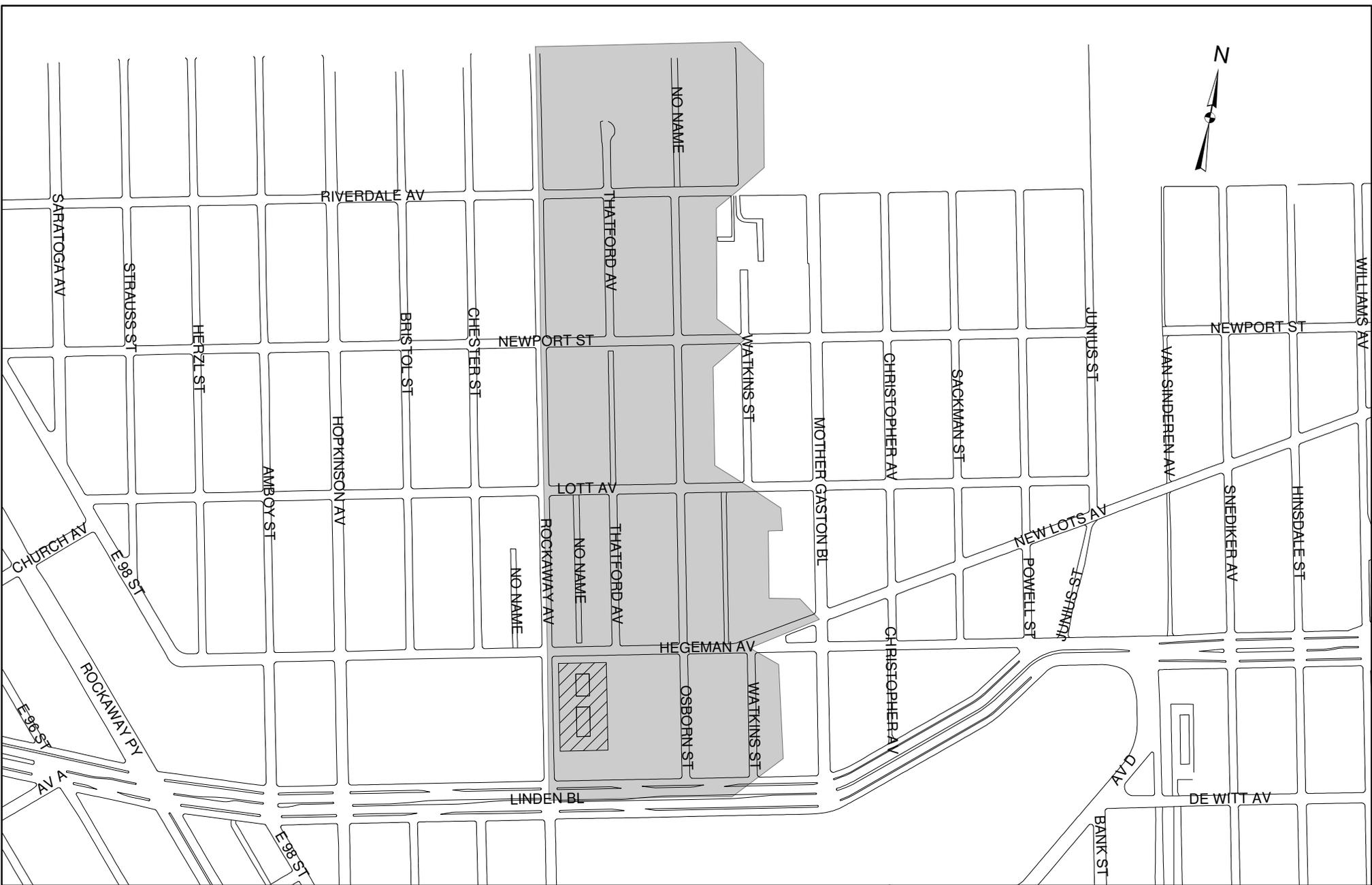


1 inch equals 200 feet

EXHIBIT 1

**THELMA HAMILTON JHS
J.H.S. 275, BROOKLYN**

AERIAL PHOTOGRAPH



1 inch equals 500 feet

 CATCHMENT AREA

EXHIBIT 2
THELMA HAMILTON JHS
J.H.S. 275, BROOKLYN
CATCHMENT AREA



Figure 1: Hegeman Avenue at Rockaway Avenue (looking east)

2.3 MEETING WITH SCHOOL REPRESENTATIVES

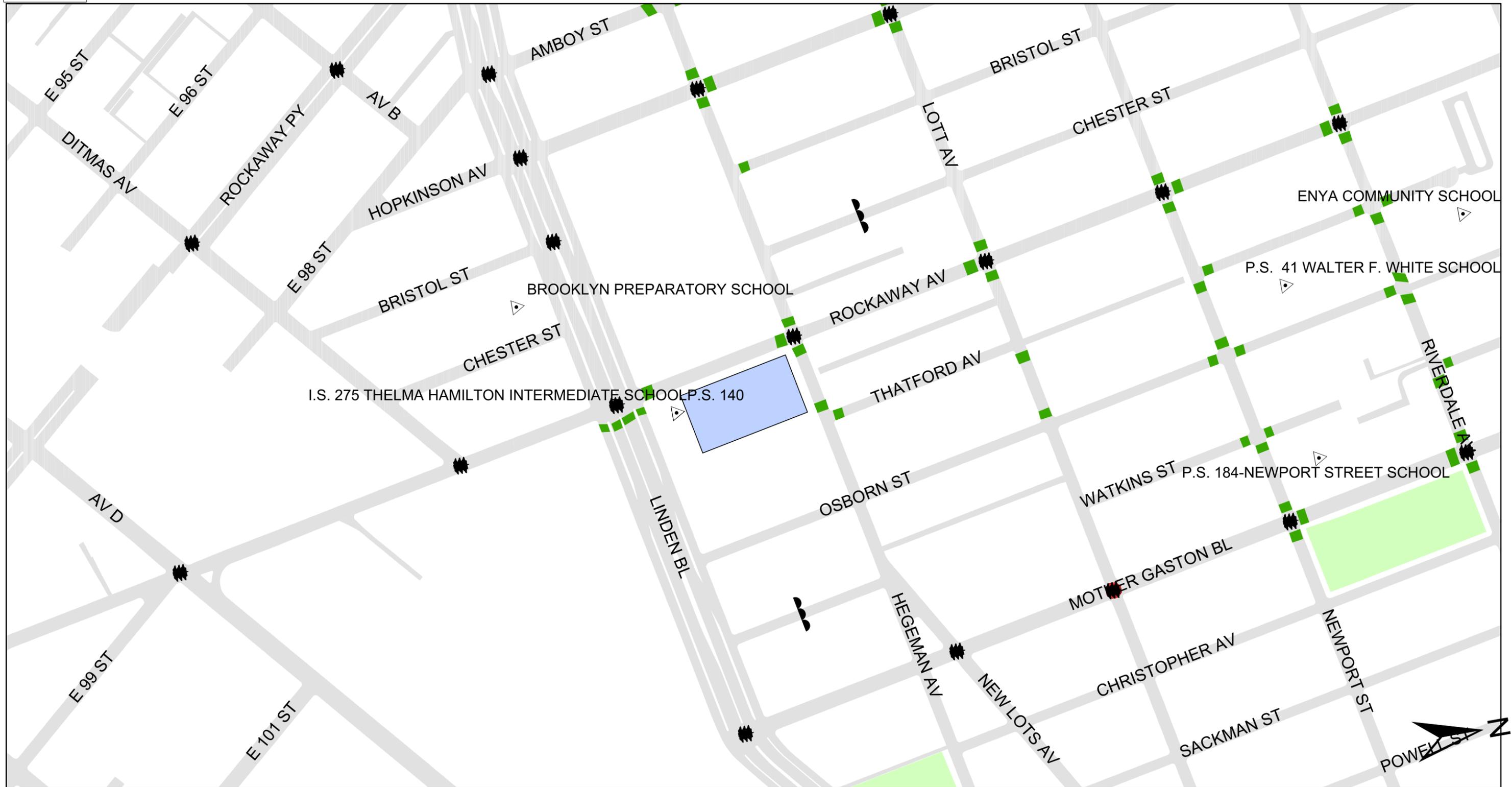
The consultant team and the school principal from J.H.S. 275 met at the school on May 18, 2004.

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

- Vehicles speeding on Rockaway Avenue in front of the school
- Many accidents at the intersection of Rockaway Avenue and Linden Boulevard
- Automobile drivers frequently do not yield to student pedestrians
- Crossing guard's directions are ignored
- School buses stage around the school causing noise and pollution



School Traffic Safety Map



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

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

LEGEND:

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

JHS 275 Brooklyn
THELMA HAMILTON J.H.S.

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

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

1.5.1

COMM. BOARD:	316
PRECINCT:	73

2.6 PRIMARY MODE OF TRANSPORT TO AND FROM SCHOOL

According to the principal, approximately 88% walk to school, 1% arrive by school bus and only 1% of the students are driven to school. The adjacent PS 140 had a significant percentage of students that are bused. Approximately 370 of the 400 students commute by school bus, requiring 16 school buses. Table 1 shown below indicates the school's estimate of modal split.

TABLE 1: MODE OF TRAVEL (AS ESTIMATED BY SCHOOL OFFICIALS)	
Description	Percentage
Walk	88%
Driven by car, livery cab or mini-bus	1%
School bus	1%
MTA bus or subway	10%
TOTAL	100%

2.8 ADDITIONAL STUDENT PEDESTRIAN TRAFFIC GENERATORS

The Osborne playground immediately east of JHS 275 is a major pedestrian attraction in the school vicinity. There is also a coffee shop on the corner of Linden Boulevard and Rockaway Avenue, which attracts some pedestrian trips.

2.9 CROSSING GUARD LOCATIONS

According to field observations and as confirmed by the school principal, there is currently one crossing guard assigned to this school, at the corner of Rockaway Avenue and Hegeman Avenue. Exhibit 4 shows the crossing guard locations.



Fig. 2 – Crossing guard at Rockaway Avenue and Hegeman Avenue intersection



1 inch equals 250 feet



Crossing Guard Assigned to J.H.S. 275

EXHIBIT 4

**THELMA HAMILTON JHS
J.H.S. 275, BROOKLYN**

CROSSING GUARD



Figure 3: Crossing guards accompanying students across Rockaway Avenue along Hegeman Avenue

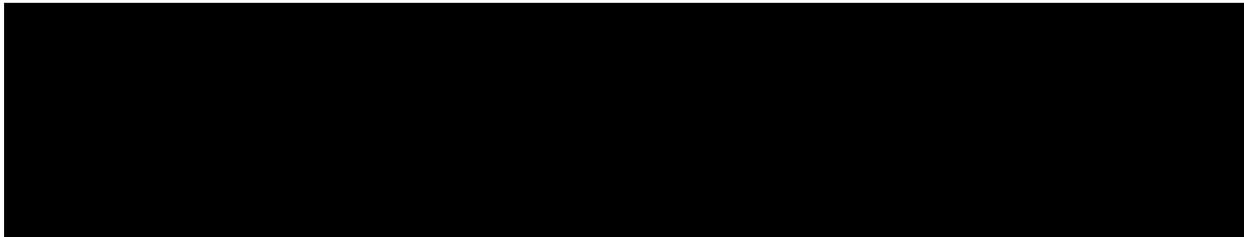
3. TRAFFIC OPERATIONS

3.1 SCHOOL BUS OPERATIONS

According to school representatives, 16 school buses (carrying special education students who attend PS 140) bring students to the school in the morning, and pick them up in the afternoon at dismissal time. Up to eight buses park at one time along Linden Boulevard on the south side of the school .



Figure 4: School buses circle the school to stage on Linden Boulevard during dismissal time



3.3 PARKING REGULATIONS

Exhibit 5 displays parking regulations around JHS 275. On Rockaway Avenue, “No Parking 7AM – 4PM School Days except Board of Education” parking regulation signs are posted in front of the school.



Figure 5: Parking regulations adjacent to the school

3.4 EXISTING SCHOOL SIGNS AND MARKINGS

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

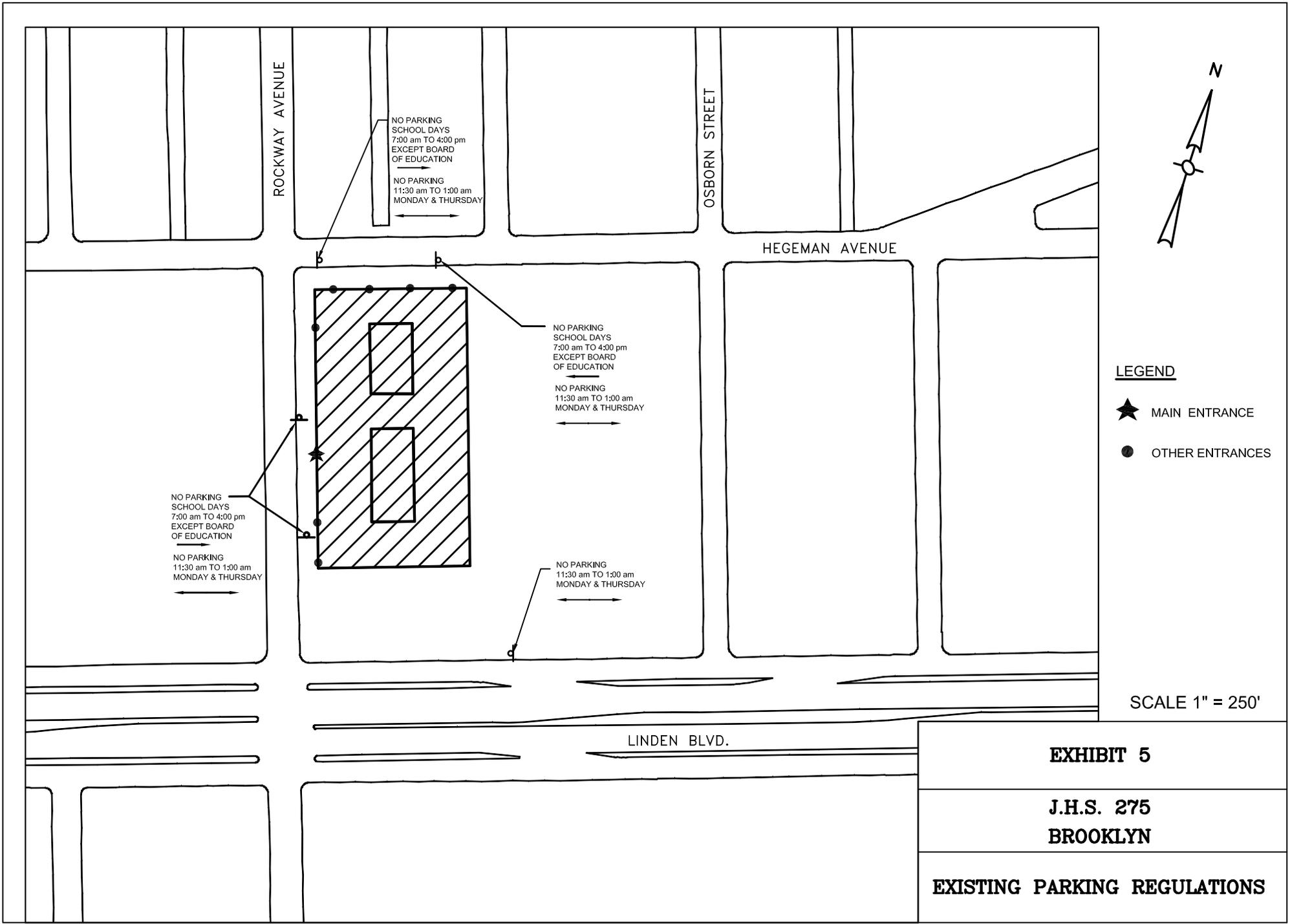


EXHIBIT 5
J.H.S. 275 BROOKLYN
EXISTING PARKING REGULATIONS

3.5 ACCIDENT SUMMARY

Exhibit 6 and Table 2 show a summary of accidents, as obtained from NYS Department of Motor Vehicles (DMV) in the vicinity of J.H.S. 275 for the three-year period from January 1, 1998 through December 1, 2000. The DMV data provides some detail relating to the cause of the accident. Table 3 is a summary of more recent accident data obtained from the NYC Police Department (NYPD). Though current through 2004, the PD data does not provide the same level of detail as the DMV data. Accidents are discussed in Section 3.6, Traffic Operations and Issues.

TABLE 2: DMV THREE YEAR ACCIDENT SUMMARY (1998-2000)				
INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS
Rockaway Av. and Linden Blvd.	135	2	0	0
Rockaway Av. and Hegeman Ave.	4	3	0	1
Rockaway Av. and Lotts Ave.	21	1	0	1
Hegeman Av. and Thatford Ave.	4	0	0	0
TOTAL	164	6	0	2

TABLE 3: NYPD FOUR YEAR ACCIDENT SUMMARY (2001-2004)				
INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS
Rockaway Av. and Linden Blvd.	261	12	0	0
Rockaway Av. and Hegeman Ave.	50	6	0	2
Rockaway Av. and Lotts Ave.	38	6	0	1
Hegeman Av. and Thatford Ave.	7	1	0	0
TOTAL	356	25	0	3



ACCIDENT LOCATION

SCHOOL CROSSWALK ASSIGNED TO J.H.S. 275

SCHOOL CROSSWALK ASSIGNED TO ANOTHER SCHOOL

CROSSWALK

X/X/X/X

TOTAL ACCIDENTS	PED ACCIDENTS	PED FATAL	SCHOOL_PED ACCIDENTS
/	/	/	/

*



1 inch equals 300 feet

EXHIBIT 6
THELMA HAMILTON JHS
J.H.S. 275, BROOKLYN

ACCIDENT SUMMARY
THREE YEAR PERIOD
(1998-2000)

3.6 TRAFFIC OPERATIONS AND ISSUES

The following outlines the traffic accident and operational issues in the vicinity of J.H.S. 275:

3.6.1 Rockaway Avenue and Linden Boulevard

This signalized intersection had 135 accidents in the three-year period from 1998 to 2000 (Exhibit 6 and Table 2). Linden Boulevard is a major through route, carrying three travel lanes in each direction plus an east bound left turning lanes. These are separated from single lane frontage roads in each direction by a four-foot concrete median. The frontage roads each allow curbside parking. Rockaway Avenue is a two-way street running north-south through the school area. Neither of the two pedestrian accidents reported at this location were school related. One involved a pedestrian crossing against the traffic signal.

NYPD data shows 261 accidents occurring at this in the period 2001-2004, none of which were school related.



Figure 6: Linden Boulevard view westbound approaching Rockaway Avenue near JHS 275



Figure 7: View northbound across Linden Boulevard along Rockaway Avenue

3.6.2 Rockaway Avenue and Hegeman Avenue

According to accident data shown in Table 2 and Exhibit 6, 40 accidents occurred at this intersection in the 1998-2000 time period, with no fatalities reported. There were three pedestrian accidents, one of which was school related involving the student crossing against the traffic signal. The other two pedestrian accidents involved the driver overtaking prior to the accident, and driver inattention.

NYPD data shows 50 accidents occurring at this in the period 2001-2004, this included 6 pedestrian accidents, two of which were school related.



Figure 8: The Rockaway Avenue and Hegeman Avenue intersection (looking south)



Figure 9: Rockaway Avenue at Hegeman Avenue intersection (view southbound)

3.6.3 Rockaway Avenue and Lott Avenue

This is a typical four-way signalized intersection. According to accident data (see Table 2 and Exhibit 6) 21 accidents occurred at this location between 1998 and 2000. The one pedestrian accident reported at this location was school related. According to accident records, the pedestrian was crossing outside the crosswalk, and the driver failed to yield or was inattentive.

NYPD data shows 38 accidents occurring at this in the period 2001-2004, included 6 pedestrian accidents, one of which was school related.

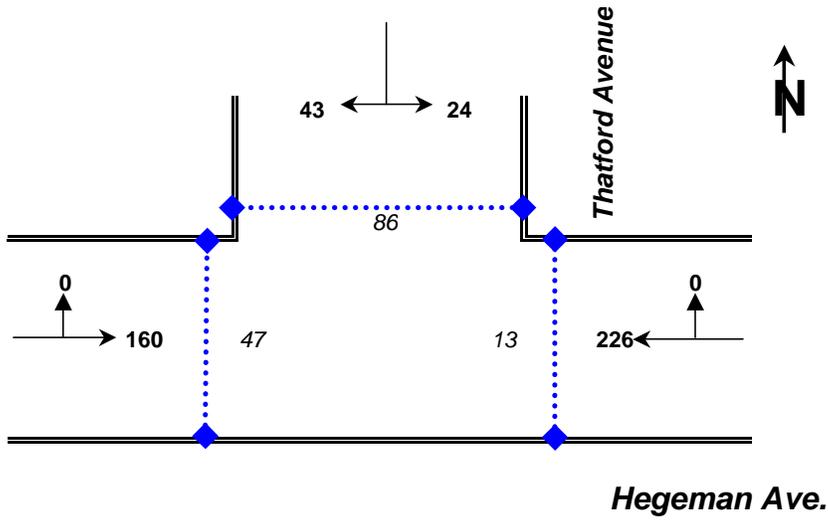
3.6.4 Hegeman Avenue and Thatford Avenue

This three-way intersection has stop control along the southbound Thatford Avenue approach to Hegeman Avenue. This leaves traffic traveling along Hegeman Avenue uninterrupted. There is a school crosswalk across Hegeman Avenue along the west side of Thatford Avenue.

A total of four accidents occurred at this intersection during the 1998-2000-time period. No pedestrian accidents were reported. NYPD data shows 7 accidents occurring at this in the period 2001-2004. This included one pedestrian accident, which was not school related.

A one hour traffic count was performed at this intersection between the hours of 7:30 am-8:30 am on June 3, 2005, with the results shown in Exhibit 7. Collected traffic counts at this intersection indicate that turning vehicular volumes and crossing pedestrian volumes are moderate in all directions.

One Hour Traffic Count Volumes
 (7:30 - 8:30 am June 3, 2005)



Intersection of Hegeman Avenue and Thatford Avenue

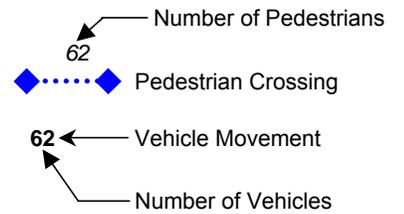


EXHIBIT 7
J.H.S. 275
TRAFFIC COUNTS

3.6.5 Rockaway Avenue mid-block between Linden Boulevard and Hegeman Avenue

This mid-block segment of Rockaway Avenue was reported by school officials to have speeding issues.

A spot speed survey was conducted on Rockaway Avenue between Linden Boulevard and Hegeman Avenue, on July 21, 2005. The objective of the survey was to determine if there is a speeding problem on this section of Rockaway Avenue.

The speed study results are shown in Table 4 and in the Appendix. Median speed on Rockaway Avenue is 24 mph.

TABLE 4: SPOT SPEED STUDIES		
LOCATION	MEDIAN SPEED (MPH)	85TH PERCENTILE SPEED (MPH)
Rockaway Avenue between Linden Boulevard and Hegeman Avenue	24	30

3.7 SIGNAL TIMING: PEDESTRIAN PHASE

Pedestrian crossing time was field verified at all signalized intersections in the vicinity of J.H.S. 275, and found to be adequate (for a child pedestrian walking rate of 3ft/sec) in all directions and approaches.

TABLE 5: PEDESTRIAN CROSSING TIME AT SIGNALIZED INTERSECTIONS				
Intersection Name	Crosswalk Width (Feet)	Ped. Phase Actual (Seconds)	Ped. Phase Req'd (Seconds)	Timing Adjustment? (Yes/No)
Rockaway Av. and Linden Blvd				
Crossing Rockaway Av.	40	73	17	NO
Crossing Linden Blvd	145	32	52	NO
Rockaway Av. and Hegeman Av.				
Crossing Rockaway Av.	40	25	17	NO
Crossing Hegeman Av.	40	25	17	NO
Rockaway Av. and Lott Av.				
Crossing Rockaway Av.	40	19	17	NO
Crossing Lott Av.	40	32	17	NO

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

It is assumed that a pedestrian crossing Linden Boulevard will have to complete the crossing in two phases.

3.8 PHYSICAL CONDITIONS (ROADWAY AND SIDEWALK)

The roadways and sidewalks along the Rockaway Avenue and the Hegeman Avenue were in fair condition. There was ponding observed at the northwest quadrant of the Hegeman Avenue and Thatford Avenue intersection. During the school interviews it was reported that the pavement has a persistent ‘sink hole’ problem at the intersection of Rockaway Avenue and Linden Boulevard. This was not verified in the field.



Figure 10: Hegeman Avenue and Thatford Avenue intersection

4. PROPOSED MEASURES TO IMPROVE STUDENT PEDESTRIAN SAFETY

4.1 SHORT-TERM OPTIONS

- *Install Advanced Stop Bars*

Stop bars installed in advance of the school crosswalk reduces the incidence of motorists stopping in the crosswalk. This allows pedestrians to proceed in a crosswalk before motor vehicles turn, reducing pedestrian vehicle conflicts. Therefore, it is recommended that stop lines be installed in advance of pedestrian crosswalks at signalized intersections.

- *“No-Standing Zone” on Rockaway Avenue*

“No Standing 7AM-4PM, School Days” parking regulations should be considered in front of school entrance about 30 feet long on Rockaway Avenue to provide sufficient clear frontage to drop-off and pick-up students.

- *Consider Requesting an Additional Crossing Guard*

A request for a crossing guard should be submitted for the intersection of Linden Boulevard and Rockaway Avenue. This is a wide intersection, and a crossing guard is recommended to control and direct students while crossing.

- *Traffic control at Hegeman Avenue and Thatford Avenue intersection*

Many students cross Hegeman Avenue at Thatford Avenue, as Thatford Avenue provides the most direct link to the school from the center of the catchment area. Since Hegeman Avenue is uncontrolled at the intersection students are using the uncontrolled school crosswalk en route to school. A traffic count performed on June 3, 2005 showed that 60 pedestrians were crossing Hegeman Avenue at this intersection, during the study hour.

The New York City Department of Transportation is currently conducting a signal warrant study for this intersection. The results of the study will be published in March 2006. Depending on the results of the study two alternatives have been developed. In both cases a neckdown has been recommended to shorten the crossing distance on Hegemean Avenue (see Long Term Recommendations).

Alternative A: If the results of the study indicate the signal warrants requirements have been met, then a signal should be installed at this intersection. The pedestrian heads installed in conjunction with a signal will inform the pedestrians when they can safely cross Hegeman Avenue.

Alternative B: If the traffic study indicates a signal is not warranted, then a crossing guard should be requested for this intersection to help students safely cross Hegeman Avenue.

4.2 LONG-TERM RECOMMENDATIONS

- Extend the medians across the crosswalks across Linden Boulevard along the Rockaway Avenue intersection

Providing extended median refuge areas across the crosswalks will provide a safe area for pedestrians who do not make the entire 145-foot crossing during one pedestrian walk phase. These extended medians will provide a protected area for pedestrians. The proposed median extensions should extend 5 feet beyond the crosswalk, and should have a 5-foot at grade cut through section.

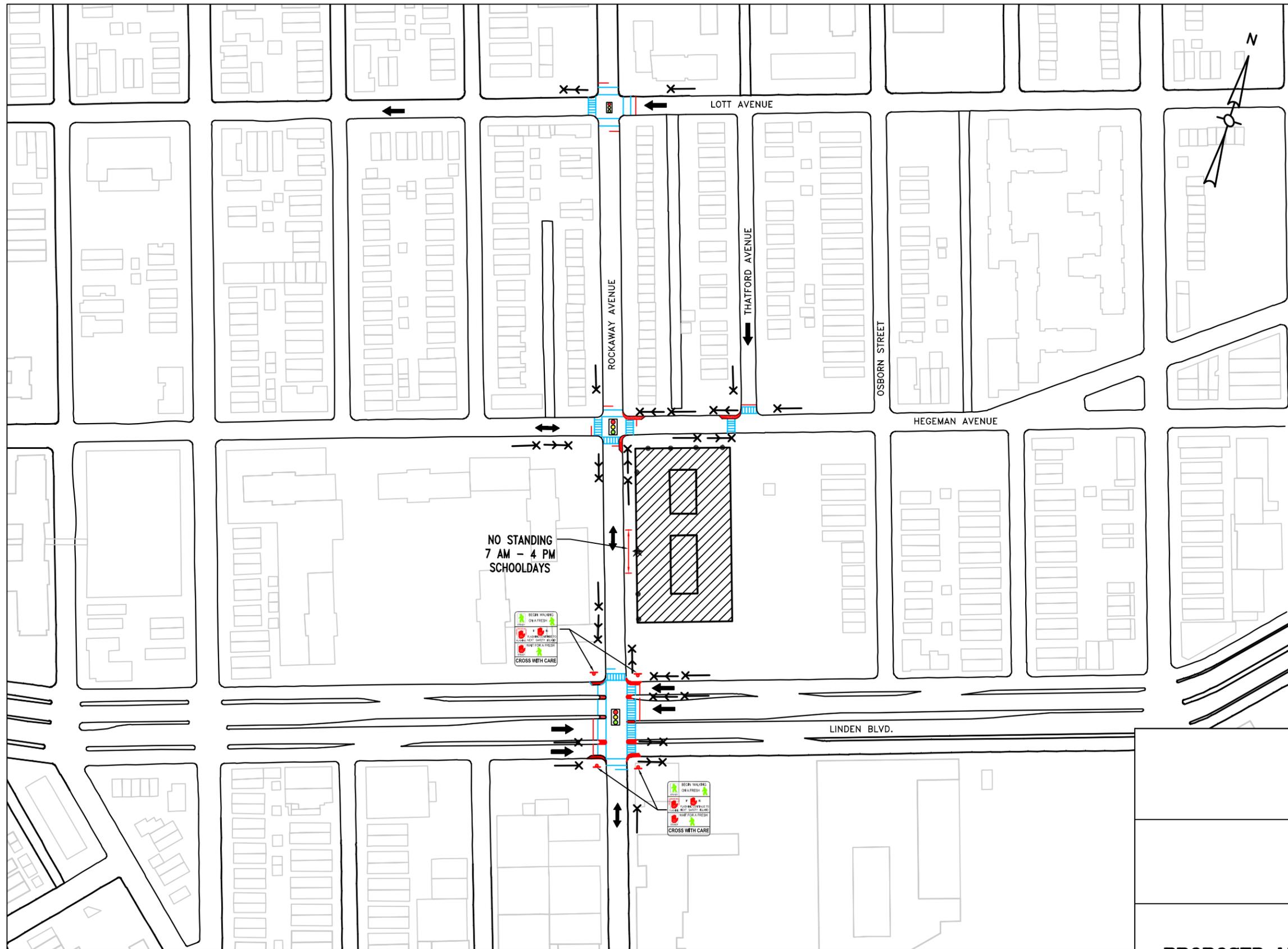
These median extensions are not proposed where they would hinder the ability of vehicles to turn. Final details pertaining to curb extensions will be developed during the Final Design/Contract Document preparation

- Consider curb extensions at the following intersections:
 - Rockaway Avenue and Linden Boulevard,
 - Along Rockaway Avenue on Hegeman Avenue
 - Hegeman Avenue and Thatford Avenue

Curb extensions should be installed at the corners as shown in Exhibit 8.

The purpose of the curb extensions is to shorten the crossing distance for pedestrians, and to reduce speeds of vehicles approaching and turning at school crosswalks.

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



LEGEND

-  MAIN ENTRANCE
-  OTHER ENTRANCES
-  EXISTING ADVANCE WARNING SIGN WITH ARROW
-  EXISTING ADVANCE WARNING SIGN
-  EXISTING TRAVEL DIRECTION
-  SIGNALIZED INTERSECTION
-  EXISTING SCHOOL CROSSWALK
-  EXISTING STANDARD (NON-SCHOOL) CROSSWALK
-  EXISTING SCHOOL CROSSWALK ASSOC. WITH OTHER SCHOOL
-  PROPOSED STOP LINE
-  PROPOSED TRAFFIC SIGN
-  PROPOSED CURB EXTENSION (NECKDOWN)
-  PROPOSED MEDIAN EXTENSION

NO STANDING
7 AM - 4 PM
SCHOOLDAYS

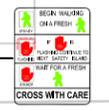
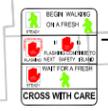


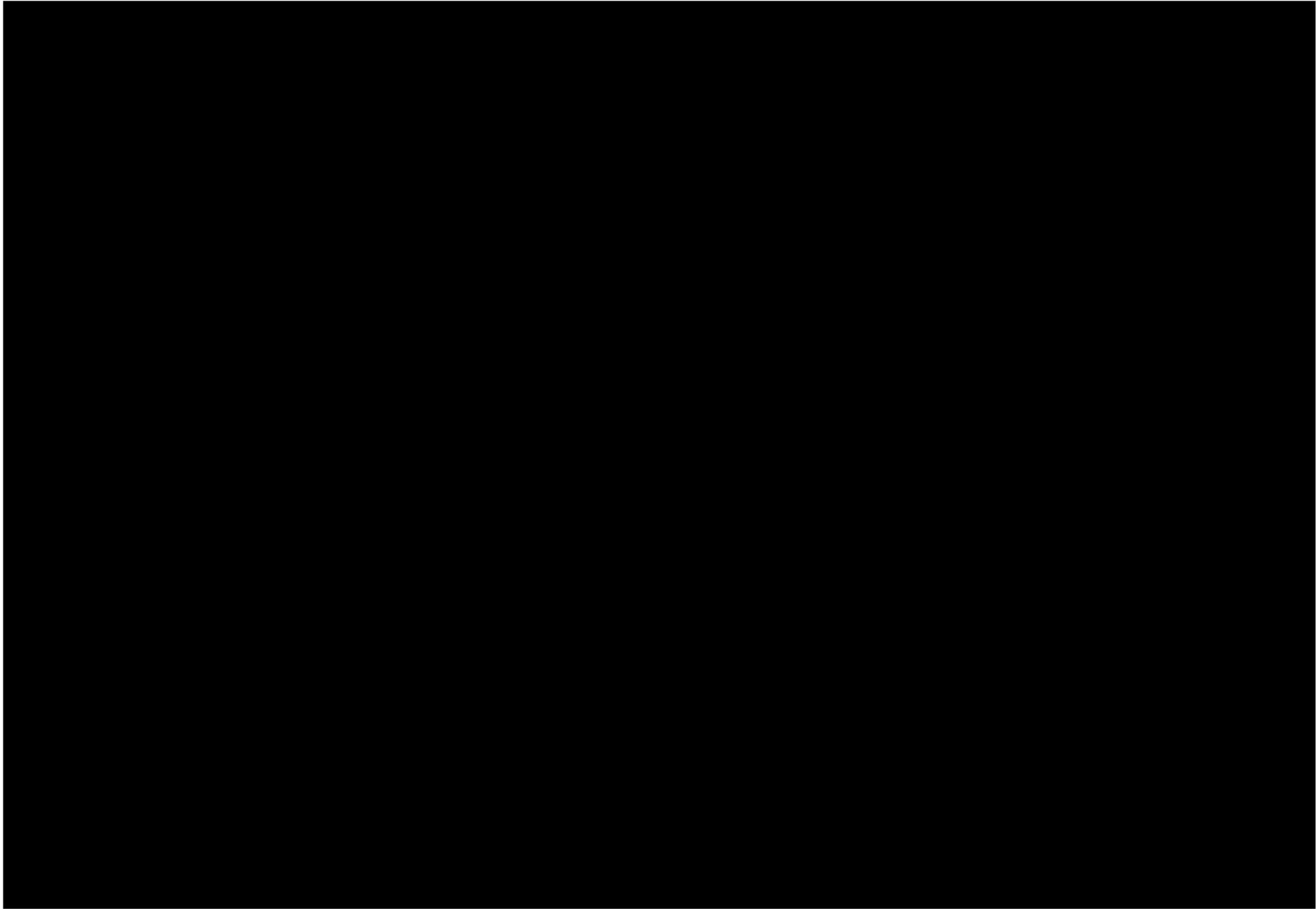
EXHIBIT 8

**J.H.S 275
BROOKLYN**

PROPOSED MEASURES TO IMPROVE SAFETY

SCALE: 1" : 200'

APPENDIX



SPOT SPEED STUDY

Date: **July 21, 2005**
 Location: **Rockaway Ave**
 Surveyor: **EY**

Time: **3:00 - 4:00 pm**

School: **JHS 275**
 Direction: **between Linden Blvd & Heq**
 Comments: **Clear & Dry**

Speed S (mph)	No. of Vehicles in Group n	% of Vehicles in Group	% Cumulative Vehicles	nS	nS ²
8	0	0.0%	0.0%	0	0
9	0	0.0%	0.0%	0	0
10	0	0.0%	0.0%	0	0
11	0	0.0%	0.0%	0	0
12	0	0.0%	0.0%	0	0
13	0	0.0%	0.0%	0	0
14	0	0.0%	0.0%	0	0
15	2	3.7%	3.7%	30	450
16	3	5.6%	9.3%	48	768
17	2	3.7%	13.0%	34	578
18	3	5.6%	18.5%	54	972
19	9	16.7%	35.2%	171	3249
20	3	5.6%	40.7%	60	1200
21	0	0.0%	40.7%	0	0
22	4	7.4%	48.1%	88	1936
23	2	3.7%	51.9%	46	1058
24	3	5.6%	57.4%	72	1728
25	2	3.7%	61.1%	50	1250
26	0	0.0%	61.1%	0	0
27	3	5.6%	66.7%	81	2187
28	2	3.7%	70.4%	56	1568
29	1	1.9%	72.2%	29	841
30	3	5.6%	77.8%	90	2700
31	3	5.6%	83.3%	93	2883
32	3	5.6%	88.9%	96	3072
33	4	7.4%	96.3%	132	4356
34	1	1.9%	98.1%	34	1156
35	1	1.9%	100.0%	35	1225
36	0	0.0%	100.0%	0	0
37	0	0.0%	100.0%	0	0
38	0	0.0%	100.0%	0	0
39	0	0.0%	100.0%	0	0
40	0	0.0%	100.0%	0	0
41	0	0.0%	100.0%	0	0
42	0	0.0%	100.0%	0	0
43	0	0.0%	100.0%	0	0
44	0	0.0%	100.0%	0	0
45	0	0.0%	100.0%	0	0
46	0	0.0%	100.0%	0	0
47	0	0.0%	100.0%	0	0
48	0	0.0%	100.0%	0	0
49	0	0.0%	100.0%	0	0
50	0	0.0%	100.0%	0	0
51	0	0.0%	100.0%	0	0
52	0	0.0%	100.0%	0	0
53	0	0.0%	100.0%	0	0
54	0	0.0%	100.0%	0	0
55	0	0.0%	100.0%	0	0
56	0	0.0%	100.0%	0	0
	54	100.0%		1299	33177

Mean Speed = 24.1 mph
 Standard Deviation = 6.0 mph
 Margin of Error (95% Confidence) = ± 1.6 mph

Median Speed = 24.1 mph
 15th Percentile Speed = 17.8 mph
 85th Percentile Speed = 30.3 mph

SPOT SPEED STUDY

Date: **July 21, 2005**
Location: **Rockaway Ave**
Surveyor: **EY**

Time: **3:00 - 4:00 pm**

School: **JHS 275**
Direction: **between Linden Blvd & He**
Comments: **Clear & Dry**

Mean Speed = 24.1 mph
Standard Deviation = 6.0 mph
Margin of Error (95% Confidence) = ± 1.6 mph

Median Speed = 24.1 mph
15th Percentile Speed = 17.8 mph
85th Percentile Speed = 30.3 mph

