

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



**School Safety Engineering Project**

**FINAL: P.S. 93, The William H. Prescott School, Brooklyn**



Prepared by  
The RBA Group/Urbitran Associates



**OCTOBER 6, 2006**

**School Safety Engineering Project**  
**P.S. 93, The William H. Prescott School, Brooklyn**

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## **1. INTRODUCTION**

### **1.1 PROJECT DESCRIPTION**

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

Under this consultant study, the School Safety Engineering Project, crash data in the vicinity of all program schools was reviewed. As a result, schools were ranked in terms of pedestrian safety, and 135 “priority” schools were identified Citywide. At each of these priority schools safety improvements are being recommended (e.g., new school crosswalks, new traffic signals and signal timing modifications, new speed reducers). In addition, 32 of these schools will receive further investigation to design physical improvements (e.g., raised center medians, widened sidewalks, “neckdowns” or “bulbouts” at intersections). P.S. 93 (The William H. Prescott School) in Brooklyn is one of the 135 priority schools.

## 2. BACKGROUND—EXISTING CONDITIONS AND ANALYSIS



### 2.2 NEIGHBORHOOD DESCRIPTION

Located at 31 New York Avenue in Brooklyn, P.S. 93 is situated at the corner of Herkimer Street, north of Atlantic Avenue. The school's main entrance faces New York Avenue, which is a one-way street running northbound (Figures 1 and 2). Herkimer Street runs one way eastbound to the north of the school. Fulton Street is a major commercial corridor, which runs east west one block north of the school (see Exhibit 1 for Aerial Photograph).



*Figure 1: New York Avenue in front of P.S. 93 (view northbound)*

New York Avenue has many multistory brownstone residential units. There is major commercial development just north of the school along Fulton Street, and a major shopping center located between Herkimer Street and Fulton Street to the northeast of the school property. The mall is a major attraction at school dismissal time.

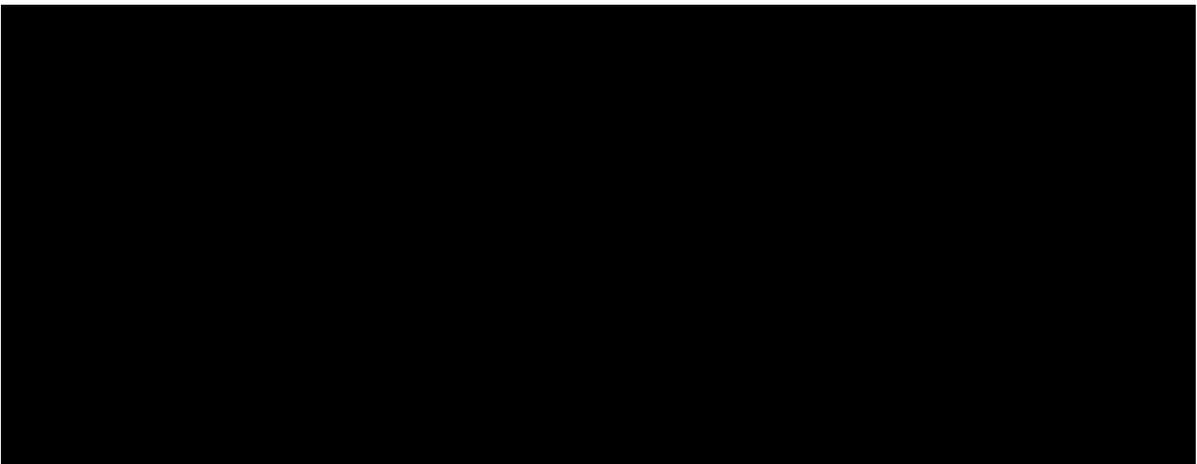


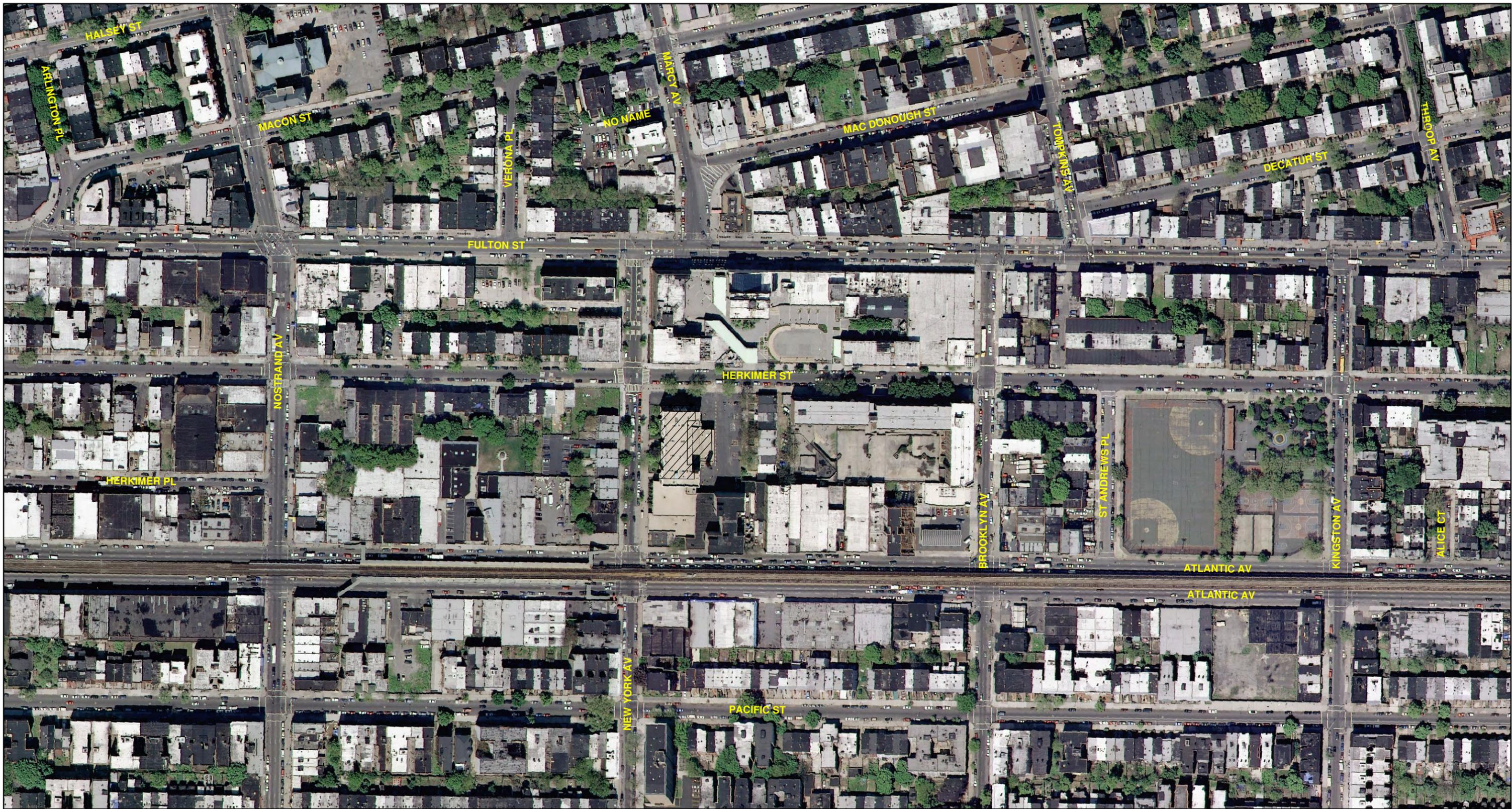
*Figure 2: New York Avenue in front of P.S. 93 (view southbound)*

### **2.3 MEETING WITH SCHOOL REPRESENTATIVES**

The consultant team and the school principal from P.S. 93 met at the school on June 11, 2004. According to representatives of the school, the identifiable problems that student pedestrians encounter on a regular basis include the following:

- Vehicles speeding on Herkimer Street
- Mid-block crossings along Herkimer Street



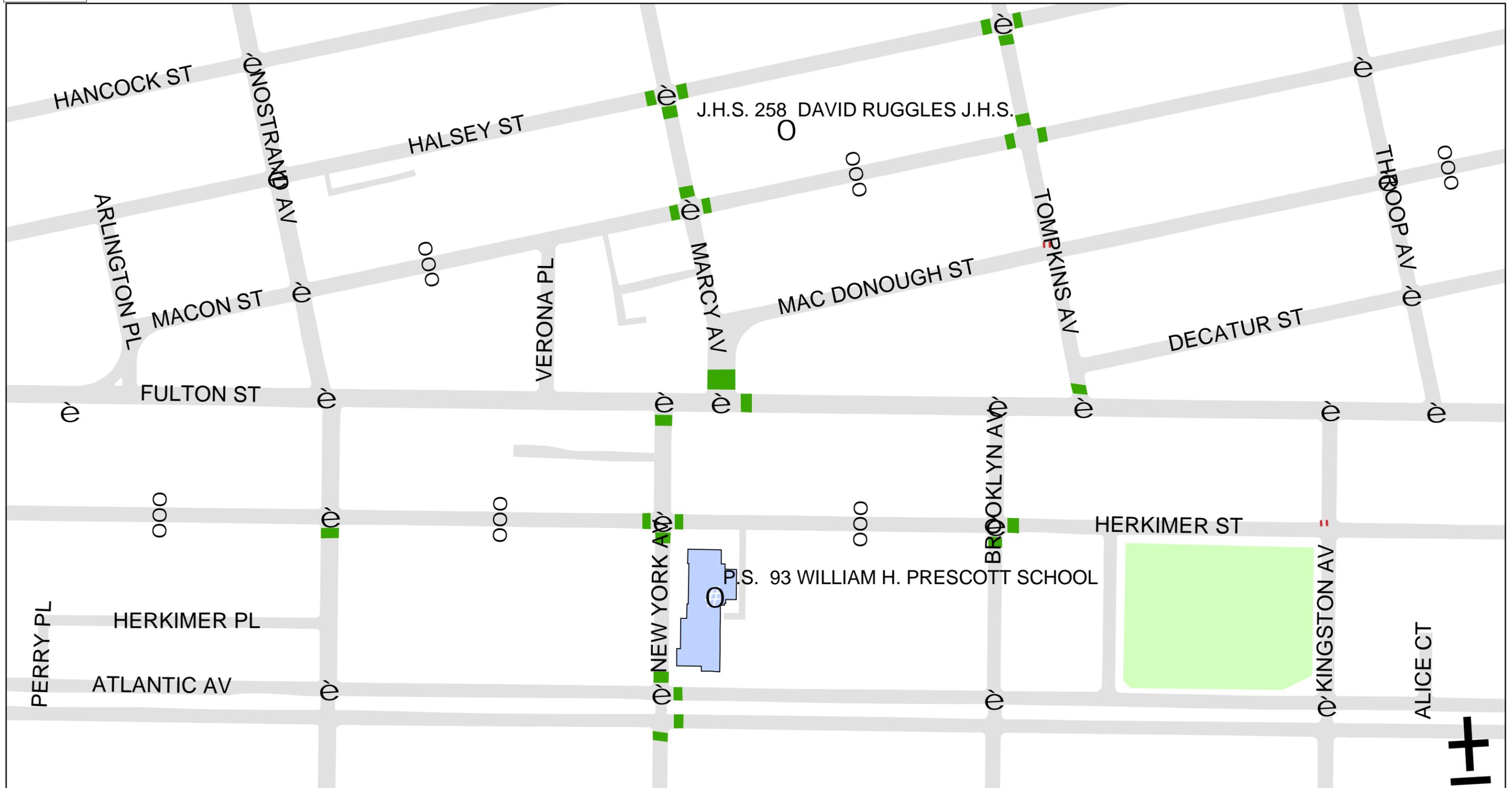


1 inch equals 200 feet

**EXHIBIT 1**  
**WILLIAM H. PRESCOTT SCHOOL**  
**P.S. 93, BROOKLYN**  
**AERIAL PHOTOGRAPH**



# School Traffic Safety Map



The School Traffic Safety Map was established to help provide the maximum degree of safety for children going to and from school - by indicating the location of advance warning signs, 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 only shows 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	

**PS 93 Brooklyn  
WILLIAM H. PRESCOTT SCHOOL**

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

Map created on 9/12/2006

1.4.0

EXHIBIT 2

COMM. BOARD: 303  
PRECINCT: 79

## 2.6 PRIMARY MODES OF TRANSPORT TO AND FROM SCHOOL

According to the principal, approximately 80% walk to school, 1% arrive by school bus, 17% by public transportation, and 2% of the students are driven to school. Table 1 shown below indicates the school's estimate of the modes of travel. See Exhibit 3 for the catchment area.

<b>TABLE 1: MODES OF TRAVEL</b> (AS ESTIMATED BY SCHOOL OFFICIALS)	
Description	Percentage
Walk	80%
Driven by car, livery cab or mini-bus	2%
School bus	1%
MTA bus or subway	17%
<b>TOTAL</b>	<b>100%</b>

## 2.7 ADDITIONAL STUDENT PEDESTRIAN TRAFFIC GENERATORS

The shopping center located between Fulton Street and Herkimer Street is a major attraction to students of the school. Many students were observed heading directly to this area, crossing Herkimer Street at a mid-block location directly between the school exit and the shopping center area (Figure 3).



*Figure 3 – Mid-block crossings across Herkimer Street*



# School Traffic Safety Map



0 265 530 1,060 Feet

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

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

**LEGEND:**

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

**PS 93 Brooklyn  
WILLIAM H. PRESCOTT SCHOOL**

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

Map created on 11/16/2006

**EXHIBIT 3**

COMM. BOARD: 303  
PRECINCT: 79

## 2.8 CROSSING GUARD LOCATIONS

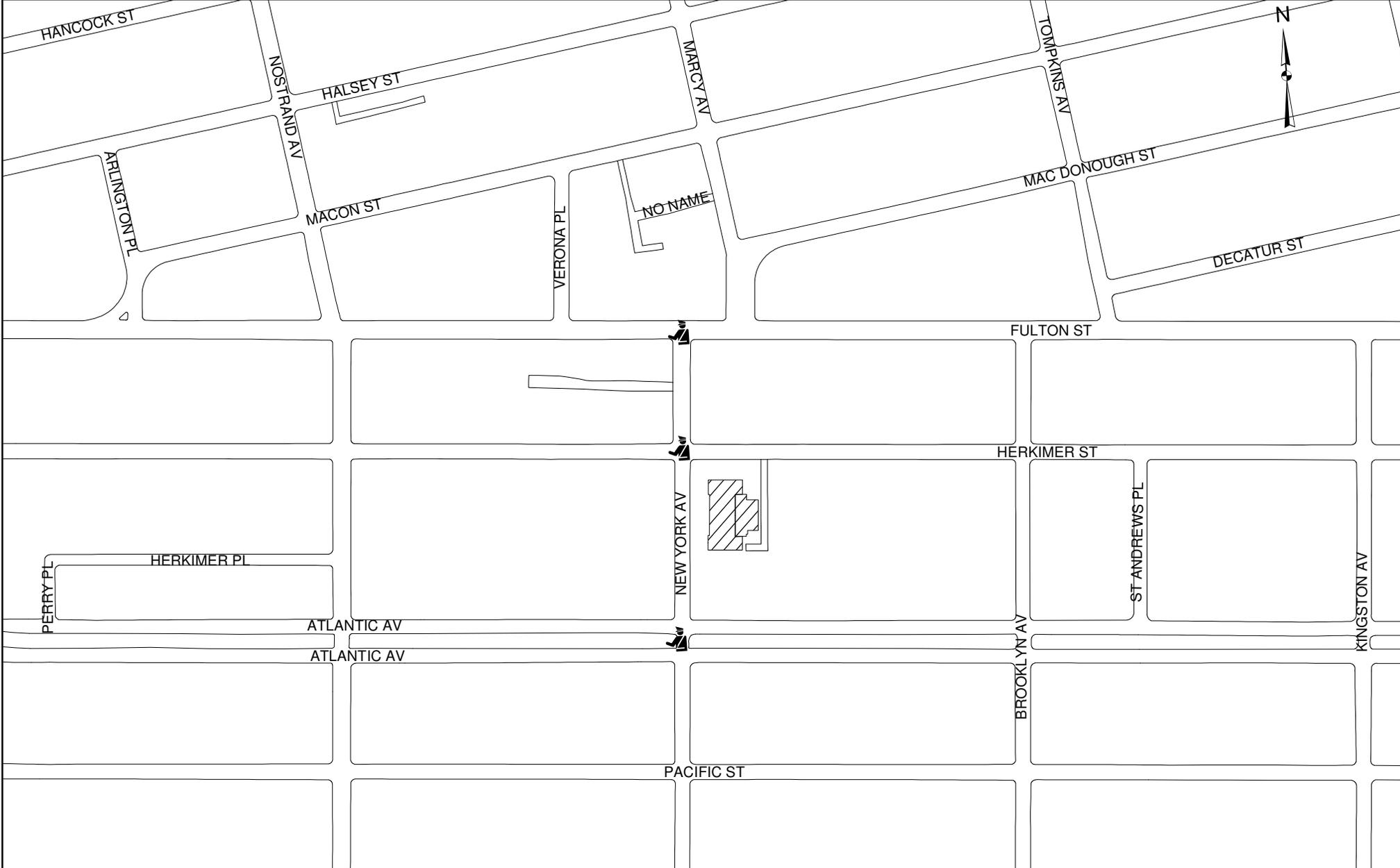
According to field observations and as confirmed by the school principal, there are currently three crossing guards assigned to this school. The crossing guards are stationed at the following intersections:

- New York Avenue and Atlantic Avenue
- New York Avenue and Fulton Street
- New York Avenue and Herkimer Street (Figure 4)

Exhibit 4 shows the crossing guard locations.



*Figure 4 – Crossing guard at New York Avenue and Herkimer Street*



Crossing Guards assigned to P.S. 93

1 inch equals 300 feet

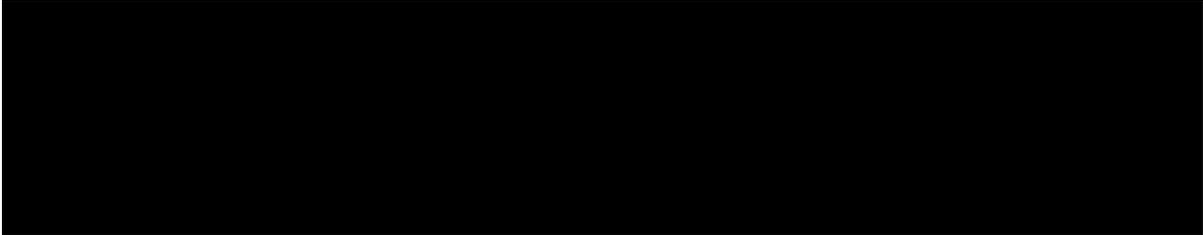
**EXHIBIT 4**  
**WILLIAM H. PRESCOTT SCHOOL**  
**P.S. 93, BROOKLYN**

**CROSSING GUARDS**

### 3. TRAFFIC OPERATIONS

#### 3.1 SCHOOL BUS OPERATIONS

According to school representatives, school buses bring many students to school in the morning, and pick them up in the afternoon at dismissal time. All buses park or double-park in front of the school on New York Avenue.



*Figure 5: Double parking on Herkimer Street*

#### 3.3 PARKING REGULATIONS

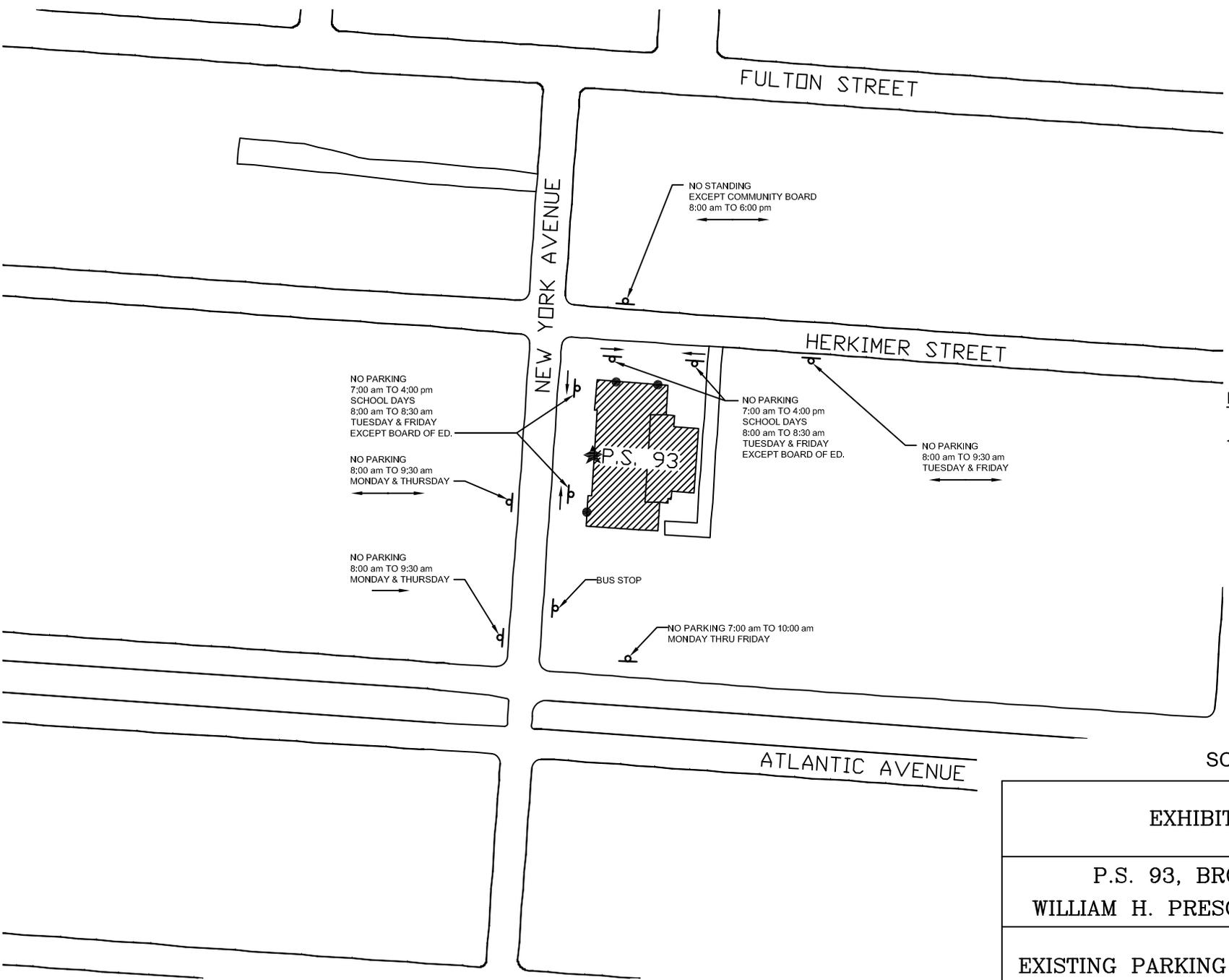
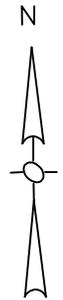
Exhibit 5 displays parking regulations around P.S. 93. On New York Avenue, “NO PARKING 7 AM – 4 PM SCHOOL DAYS EXCEPT BOARD OF EDUCATION” parking regulation signs are posted in front of the school, and to the side of the school on Herkimer Street (Figure 6).



*Figure 6: Parking restrictions on Herkimer Street*

### **3.4 EXISTING SCHOOL SIGNS AND MARKINGS**

The Traffic Safety Plan, Exhibit 2, shows existing crosswalk 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 Federal Manual of Uniform Traffic Control (MUTCD) standards of fluorescent yellow-green signs accompanied by downward pointing arrows. Signs scheduled to be installed under this program are shown as "existing" on Exhibit 7.



**LEGEND**

- ★ MAIN ENTRANCE
- OTHER ENTRANCES

SCALE 1" = 150'

EXHIBIT 5
P.S. 93, BROOKLYN WILLIAM H. PRESCOTT SCHOOL
EXISTING PARKING REGULATIONS

### 3.5 ACCIDENT SUMMARY

Exhibit 6 and Table 2 show a summary of accidents, as obtained from the New York State Department of Motor Vehicles (DMV), in the vicinity of P.S. 93 for the three-year period from January 1, 1998 through December 31, 2000. The DMV data provides some detail relating to the circumstances and cause of the accident. Table 3 is a summary of more recent accident data obtained from the NYC Police Department (NYPD). Though current through 2004, the NYPD data does not provide the same level of detail as the DMV data.

This report targets intersections closest to the school where the highest concentrations of student pedestrians occur. Intersections that are farther from the school which did not have detailed data available at the time of this study will be addressed with DOT's School Safety Engineering Program's ongoing work. DMV accident data is discussed in Section 3.6, Traffic Operations and Issues.

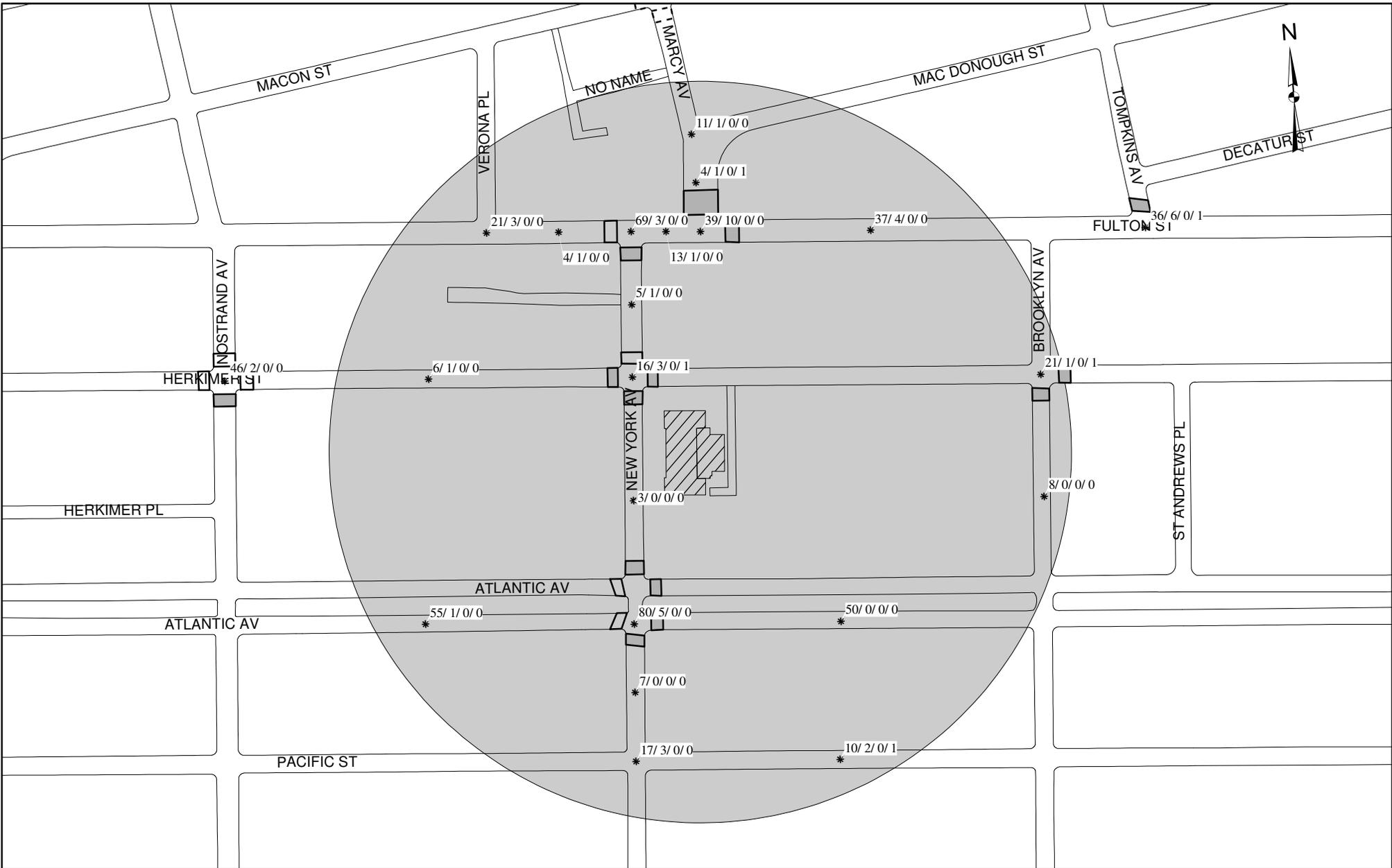
**TABLE 2: DMV THREE-YEAR ACCIDENT SUMMARY (1998-2000)**

<b>INTERSECTION</b>	<b>TOTAL ACCIDENTS</b>	<b>PEDESTRIAN ACCIDENTS</b>	<b>PEDESTRIAN FATALITIES</b>	<b>SCHOOL-RELATED ACCIDENTS</b>
Herkimer St. and New York Av	16	3	0	1
Fulton St. and New York Av.	69	3	0	0
Fulton St. and Marcy Av.	39	10	0	0
Atlantic Ave. and New York Av	80	5	0	0
Herkimer St. and Nostrand Av.	46	2	0	0
Herkimer St. and Brooklyn Av.	21	1	0	1
Fulton St. and Tompkins Av.	36	6	0	1
<b>TOTAL</b>	<b>307</b>	<b>30</b>	<b>0</b>	<b>3</b>

**TABLE 3: NYPD FOUR-YEAR ACCIDENT SUMMARY (2001-2004)**

<b>INTERSECTION</b>	<b>TOTAL ACCIDENTS</b>	<b>PEDESTRIAN ACCIDENTS</b>	<b>PEDESTRIAN FATALITIES</b>	<b>SCHOOL-RELATED ACCIDENTS</b>
Herkimer St. and New York Av	29	8	0	1
Fulton St. and New York Av.	78	12	0	1
Fulton St. and Marcy Av.	60	9	0	1
Atlantic Ave. and New York Av	146	11	0	1
Herkimer St. and Nostrand Av.	44	6	0	1
Herkimer St. and Brooklyn Av.	32	4	0	1
Fulton St. and Tompkins Av.	36	2	0	0
<b>TOTAL</b>	<b>425</b>	<b>52</b>	<b>0</b>	<b>6</b>

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



ACCIDENT LOCATION \*

SCHOOL CROSSWALK ASSIGNED TO P.S. 93

SCHOOL CROSSWALK ASSIGNED TO ANOTHER SCHOOL

CROSSWALK

X/Y/Z/W

TOTAL ACCIDENTS	PED ACCIDENTS	PED FATAL	SCHOOL PED ACCIDENTS
X	Y	Z	W

\*



1 inch equals 250 feet

**EXHIBIT 6**

**WILLIAM H. PRESCOTT SCHOOL  
P.S. 93, BROOKLYN**

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

### 3.6 TRAFFIC OPERATIONS AND ISSUES

The following outlines the traffic accident and operational issues in the vicinity of P.S. 93:

#### 3.6.1 Herkimer Street and New York Avenue

Herkimer Street is a one-way street running eastbound, with one travel lane and curbside parking on each side. New York Avenue is a one-way street running northbound with one travel lane and curbside parking on both sides of the street (Figure 7). There are school crosswalks on the south, east and west legs.

This signalized intersection had 16 accidents in the three-year study period from 1998 to 2000 (Exhibit 6 and Table 2). There were three pedestrian accidents, one of which was school related. The school related accident involved a 12-year-old student playing in the roadway. The second accident occurred when a pedestrian crossed against the signal, and the third one occurred when the driver disregarded the signal.



*Figure 7: New York Avenue at Herkimer Street view southbound toward school*

#### 3.6.2 Fulton Street and New York Avenue

This is a signalized T-intersection. Fulton Street is a two-way street running east and west. It has two travel lanes, one in each direction, and parking permitted on both sides. In the immediate vicinity of the intersection with New York Avenue, Fulton Street has one through lane and one left turn lane in the eastbound direction, and parking is restricted. New York Avenue is a one-way street running northbound with three travel lanes including one exclusive left turn lane and one exclusive right turn lane. Curbside parking is not permitted on this section of New York Avenue. There is a school crosswalk on the south leg.

There were 69 accidents recorded at this intersection during the 1998-2000 study period. Three of these accidents involved pedestrians, however none were school related or fatal. Two of the pedestrian accidents occurred while the pedestrians were crossing with the traffic signal, with the drivers failing to yield while turning. The third accident involved a pedestrian crossing against the signal, while the driver was making a left turn.

### 3.6.3 Fulton Street and Marcy Avenue

This is a signalized T-intersection with Marcy Avenue, which is a 65-foot wide, one-way northbound roadway with parking on both sides (Figures 8 and 9). There is an exclusive left turn on Fulton Street at the eastbound approach to Marcy Avenue. Marcy Avenue has a striped curb radius reduction at the next intersection to the north, with MacDonough Street. At this intersection Marcy Avenue reduces to a width of 35 feet. There are school crosswalks on the north and east legs (see Aerial Photograph- Figure 8A).



*Figure 8: Marcy Avenue looking northbound across Fulton Street*



*Figure 8A: Fulton Street and Marcy Avenue*



*Figure 9: Fulton Street looking eastbound across Marcy Avenue*

There were 39 accidents recorded at this intersection in the 1998-2000 study period. Ten of these accidents involved pedestrians, however there were no fatalities or school related pedestrian accidents. Five of the ten accidents involved drivers turning onto Marcy Avenue, mostly making a left turn from Fulton Street. Two other accidents involved drivers failing to yield to pedestrians when traveling west on Fulton Street. One accident was attributed to the pedestrians crossing against the signal, and two involved pedestrians crossing outside of the crosswalk. A nine-year old pedestrian with a 28-year old pedestrian was struck by a northbound vehicle on Marcy Avenue mid-block between MacDonough Street and Fulton Street.

#### 3.6.4 Atlantic Avenue and New York Avenue

The catchment area (Exhibit 3) depicts Atlantic Avenue as the southern boundary for P.S. 93 students, however field observations show that a significant number of P.S. 93 students use this intersection en route to school. This was also confirmed during the meeting with the school.

Atlantic Avenue has two moving lanes in each direction with curbside parking, running east - west. It has a dedicated left turn lane along the eastbound approach to New York Avenue. The Long Island Railroad also shares the corridor, running elevated above Atlantic Avenue (Figure 10). The support columns for the railroad are located along the two medians that separate the through travel lanes from the intermittent center turn lanes along Atlantic Avenue. There are no pedestrian ramps across the New York Avenue crosswalk on the south side of Atlantic Avenue (Figure 11). There are school crosswalks on the north, south and east legs.

A total of 80 accidents occurred at this intersection during the 1998-2000 study period, five of which involved pedestrians. Three pedestrians were crossing with the signal when struck by vehicles making right turns. The details for the other two pedestrian accidents were not reported.



*Figure 10: New York Avenue at Atlantic Avenue looking southbound*



*Figure 11: Looking westbound across New York Avenue along the south side of Atlantic Avenue*

### 3.6.5 Herkimer Street and Nostrand Avenue

This is a signalized intersection with two one-way streets. Nostrand Avenue runs southbound and carries four travel lanes. Parking is not permitted on this section of Nostrand Avenue. There is a school crosswalk on the south leg.

There were 46 accidents reported during the 1998-2000 three year period. There were two pedestrian accidents, neither of which was school-related. One accident involved a pedestrian who was crossing against the signal when struck by a vehicle traveling east. There was no detailed information available about the other pedestrian accident.

### 3.6.6 Herkimer Street and Brooklyn Avenue

This is a signalized intersection. Brooklyn Avenue runs one-way southbound with one travel lane and parking along both curbs. There are school crosswalks on the south and east legs.

There were 21 accidents reported during the 1998-2000 study period. One accident involved a seven-year-old pedestrian, which was school-related. The accident was attributed to driver inattention.

### 3.6.7 Fulton Street and Tompkins Avenue

This is a signalized intersection. Fulton Street is a two-way street running east - west. Tompkins Avenue runs one-way southbound and has exclusive right and left turn lanes at the approach to its terminus at Fulton Street (Figure 12). There is a school crosswalk on the north leg.



*Figure 12: Looking southbound along Tompkins Avenue to Fulton Street*

36 accidents occurred at this intersection during the 1998-2000 study period. There were six pedestrian accidents, one of which was school related. A 12-year-old child was crossing with the signal when struck. The other five pedestrian accidents involved drivers making right turns or left turns, one of which struck three pedestrians.

### 3.7 SIGNAL TIMING: PEDESTRIAN PHASE

Pedestrian crossing time was field verified at all signalized intersections in the vicinity of P.S. 93, and found to be adequate (for a child pedestrian walking rate of three feet per second) in all directions and approaches.

<b>TABLE 4: PEDESTRIAN CROSSING TIME AT SIGNALIZED INTERSECTIONS</b>				
Intersection Name	Crosswalk Width (Feet)	Ped. Phase Actual (Seconds)	Ped. Phase Req'd (Seconds)	Timing Adjustment? (Yes/No)
<b>Herkimer St and New York Ave</b>				
Crossing Herkimer St	34	40	14	NO
Crossing New York Ave	34	40	14	NO
<b>Fulton St and New York Ave</b>				
Crossing Fulton St	42	40	17	NO
Crossing New York Ave	34	40	14	NO
<b>Atlantic Ave and New York Ave*</b>				
Crossing Atlantic Ave westbound	32	25	14	NO
Cross Atlantic eastbound lefts	21	25	10	NO
Crossing Atlantic Ave eastbound	34	25	14	NO
Crossing New York Ave	34	55	14	NO
<b>Fulton St and Marcy Ave</b>				
Crossing Fulton St	40	40	17	NO
Crossing Marcy Ave	65	40	25	NO
<b>Fulton St and Tompkins Ave</b>				
Crossing Fulton St	42	60	17	NO
Crossing Tompkins Ave	34	20	14	NO
<b>Herkimer St and Nostrand Ave</b>				
Crossing Herkimer St	34	43	14	NO
Crossing Nostrand Ave	44	67	18	NO

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

Atlantic Avenue has two five-foot wide medians, one on each side of the center eastbound left turn lane, under the railroad. Pedestrians attempting to cross Atlantic Avenue can make two thirds of the crossing in one movement during the 25 second available crossing time concurrent with the New York Avenue green phase, but must wait at the far median for the next cycle to complete the crossing. This is the same for northbound and southbound crossing movements.

### **3.8 PHYSICAL CONDITIONS (ROADWAYS AND SIDEWALKS)**

The sidewalks and roadways in the vicinity of P.S. 93 were in fair condition. There were pot holes observed along Herkimer Street, just west of Brooklyn Avenue.

## 4. POTENTIAL MEASURES TO IMPROVE STUDENT PEDESTRIAN SAFETY

### 4.1 SHORT-TERM MEASURES

- No-Standing Zone on New York Avenue in front of P.S. 93

“NO STANDING 7 AM – 4 PM, SCHOOL DAYS” parking regulations should be considered in front of the school entrance on New York Avenue for a length of 30 feet to provide sufficient clear frontage for school buses to drop off and pick up students. This will reduce the available Department of Education parking on New York Avenue. To compensate for this, Department of Education parking along Herkimer Street should be extended easterly along Herkimer Street.

- Upgrade No Parking Zone to No Standing Zone

Existing “NO PARKING, 7 AM – 4 PM, SCHOOL DAYS, EXCEPT BOARD OF EDUCATION” parking regulations on New York Avenue and Herkimer Street should be upgraded to “NO STANDING, 7 AM – 4 PM, SCHOOL DAYS, EXCEPT DEPARTMENT OF EDUCATION”.

- Install pedestrian information sign that explains the signal phases

Installation of a pedestrian information sign adjacent to each school crosswalk at the wide intersections of Atlantic Avenue and New York Avenue is recommended. The sign will explain signal phases and inform the pedestrian to wait at the refuge between cycles.

- Install new school crosswalks at the following intersections:

- Marcy Avenue and Fulton Street, west leg
- New York Avenue and Fulton Street, west leg

According to feedback from school officials, students utilize these intersections en route to P.S. 93. Providing a new school crosswalk at these two locations will complete a network of contiguous school crosswalks in the immediate school vicinity. Therefore, it is recommended that school crosswalks be installed at these two intersections (see Exhibit 7 for detail).

- Administer student pedestrian safety education program

It is recommended that the NYCDOT Safety Education Program work with the school to educate the students on pedestrian safety, including crossing the street with the WALK phase, and the meaning of the WALK - FLASHING DON'T WALK - DON'T WALK pedestrian signal sequence. It is also recommended that the students be educated not to cross at mid-block locations.

- Place stop bars ten feet in advance of school crosswalks.

The MUTCD and New York City DOT standard for placement of a stop bar is four feet in advance of a marked crosswalk. At signalized (or stop controlled) crosswalks, the vehicle stop line can be placed farther back from the crosswalk in order to maximize visibility of pedestrians and to minimize the potential for pedestrian/vehicle conflicts. Therefore, it is recommended that stop bars be placed ten feet in advance of all school crosswalks.

- Speed reducer on Herkimer Street east of New York Avenue

The school officials indicated that vehicles were speeding on Herkimer Street between New York Avenue and Brooklyn Avenue. A spot speed study was conducted on Herkimer Street between New York Avenue and Brooklyn Avenue on August 17, 2005.

The spot speed study confirmed that the 85<sup>th</sup> percentile speed was 31 mph, which is above the statutory speed limit. To reduce speeding in the vicinity of the school, installation of a speed reducer (hump) is recommended on Herkimer Street. The exact location of the speed reducer (hump) will be determined by NYCDOT. See Table 5 for a summary of the results and the Appendix for further detail.

<b>TABLE 5: SPOT SPEED STUDY</b>		
<b>LOCATION</b>	<b>MEDIAN SPEED (MPH)</b>	<b>85TH PERCENTILE SPEED (MPH)</b>
Herkimer Street between New York Ave and Brooklyn Ave	27	31

## 4.2 LONG -TERM MEASURES

- Extend sidewalk on east side of Marcy Avenue between MacDonough Street and Fulton Street

New curbs, standard pedestrian ramps and concrete sidewalks should be constructed to narrow the traveled way along the southern end of Marcy Avenue. The existing roadway has only two receiving lanes but is 65-feet wide. This likely contributes to driver speeds through the intersection. Narrowing the intersection would better channelize the traffic and allow motorized traffic and pedestrians to better anticipate each others movements. The sidewalk should be extended to incorporate the existing channelized roadway at MacDonough Street and extend south to Fulton Street as shown in Exhibit 7.

- Consider curb extensions at the following intersections:

Consideration should be given to installing a curb extension at the following locations, provided that the Final Design confirms that construction of the recommended curb extension would be feasible and would not interfere with traffic operations. Final details pertaining to the number, location and geometry of curb extensions will be developed during the Final Design/Contract Document preparation.

- New York Avenue at Atlantic Avenue – northwest corner
- New York Avenue and Herkimer Street – southwest and northeast corner
- Brooklyn Avenue and Herkimer Street – southeast corner

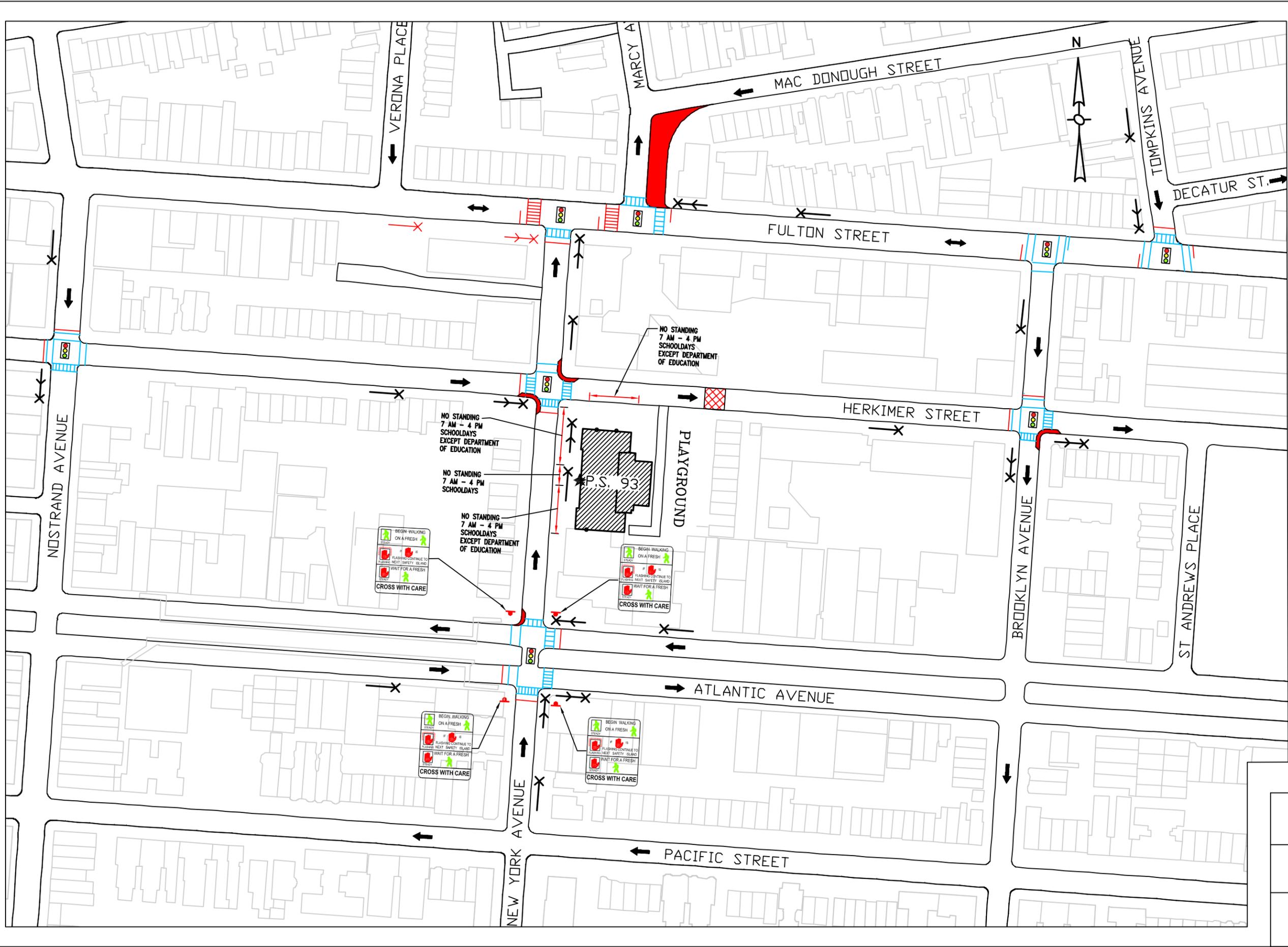
Curb extensions should be considered at the corners as shown in Exhibit 7.

The purpose of the curb extensions is to shorten the crossing distance for pedestrians, and to reduce speeds of vehicles approaching and turning at these heavily utilized school crosswalks (or intersections). These curb extensions would not eliminate or reduce the width of any moving lanes.

- Complex Installation/replacement of pedestrian ramps

Due to existing utility conflicts, the following pedestrian ramps are considered complex and will require relocation of utility poles or drainage structures in order to install ramps to NYCDOT standards. Consideration should be given to the installation of pedestrian ramps per NYCDOT standards at the following locations:

- New York Avenue and Atlantic Avenue – southeast and southwest corners



**LEGEND**

-  MAIN ENTRANCE
-  OTHER ENTRANCES
-  EXISTING ADVANCE WARNING SIGN
-  EXISTING (OR SCHEDULED TO BE INSTALLED BY DOT) ADVANCE WARNING SIGN WITH ARROW
-  EXISTING TRAVEL DIRECTION
-  SIGNALIZED INTERSECTION
-  EXISTING SCHOOL CROSSWALK
-  EXISTING STANDARD (NON-SCHOOL) CROSSWALK
-  EXISTING STOP LINE
-  PROPOSED ADVANCE WARNING SIGN WITH ARROW
-  PROPOSED ADVANCE WARNING SIGN
-  PROPOSED STOP LINE
-  PROPOSED SCHOOL CROSSWALK
-  PROPOSED TRAFFIC SIGN
-  PROPOSED CURB EXTENSION (NECKDOWN)
-  PROPOSED SPEED REDUCER (HUMP)
-  PROPOSED PARKING REGULATIONS

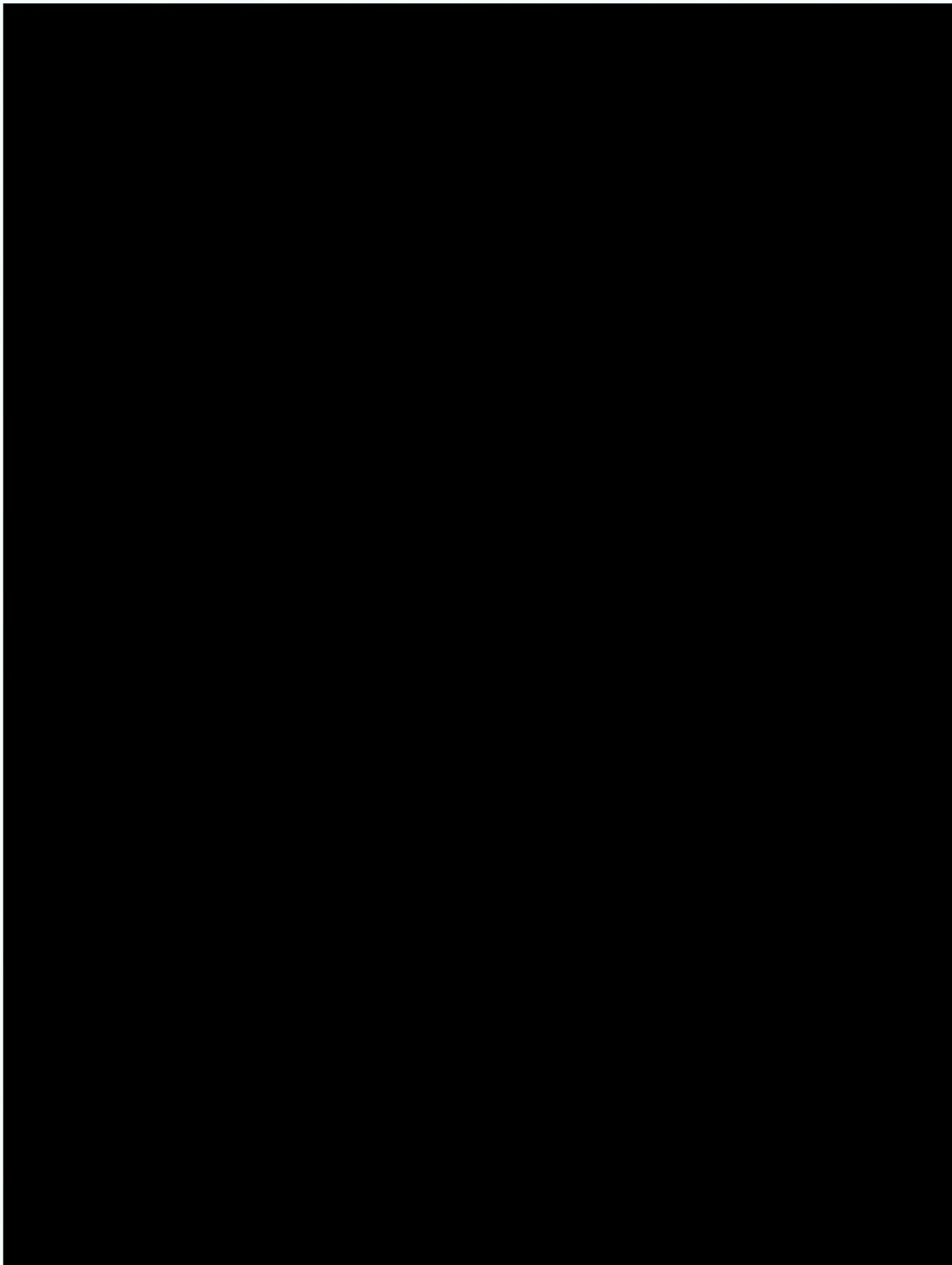
SCALE 1" = 150'

**EXHIBIT 7**

**P.S. 93, BROOKLYN  
WILLIAM H. PRESCOTT SCHOOL**

**PROPOSED MEASURES  
TO IMPROVE SAFETY**

# APPENDIX



## SPOT SPEED STUDY

Date: **August 17, 2005**                      Time: **3:00 pm - 4:00 pm**  
 Location: **Herkimer Street between Brooklyn Ave & New York Ave**  
 Surveyor: **Eyad Yousef**

School: **PS 93**  
 Direction: **Eastbound**  
 Comments: **Clear and dry**

Speed S (mph)	No. of Vehicles in Group n	% of Vehicles in Group	% Cumulative Vehicles	nS	nS <sup>2</sup>
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	0	0.0%	0.0%	0	0
16	0	0.0%	0.0%	0	0
17	0	0.0%	0.0%	0	0
18	0	0.0%	0.0%	0	0
19	1	1.3%	1.3%	19	361
20	0	0.0%	1.3%	0	0
21	3	3.8%	5.1%	63	1323
22	2	2.5%	7.6%	44	968
23	8	10.1%	17.7%	184	4232
24	9	11.4%	29.1%	216	5184
25	4	5.1%	34.2%	100	2500
26	17	21.5%	55.7%	442	11492
27	7	8.9%	64.6%	189	5103
28	4	5.1%	69.6%	112	3136
29	12	15.2%	84.8%	348	10092
30	3	3.8%	88.6%	90	2700
31	0	0.0%	88.6%	0	0
32	0	0.0%	88.6%	0	0
33	1	1.3%	89.9%	33	1089
34	2	2.5%	92.4%	68	2312
35	2	2.5%	94.9%	70	2450
36	2	2.5%	97.5%	72	2592
37	1	1.3%	98.7%	37	1369
38	1	1.3%	100.0%	38	1444
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
	79	100.0%		2125	58347

Mean Speed = 26.9 mph                      Median Speed = 26.9 mph  
 Standard Deviation = 3.9 mph              15th Percentile Speed = 22.9 mph  
 Margin of Error (95% Confidence) = ± 0.9 mph      85th Percentile Speed = 30.9 mph

# SPOT SPEED STUDY

Date: **August 17, 2005**

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

School: **PS 93**

Location: **Herkimer Street between Brooklyn Ave & New York Ave**

Direction: **Eastbound**

Surveyor: **Eyad Yousef**

Comments: **Clear and dry**

Mean Speed = 26.9 mph  
Standard Deviation = 3.9 mph  
Margin of Error (95% Confidence) =  $\pm 0.9$  mph

Median Speed = 26.9 mph  
15th Percentile Speed = 22.9 mph  
85th Percentile Speed = 30.9 mph

