

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



School Safety Engineering Project

FINAL REPORT: I.S 250 (Robert F. Kennedy Community Middle School), Queens



**Prepared by
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School Safety Engineering Project Final Report: I.S. 250, Queens

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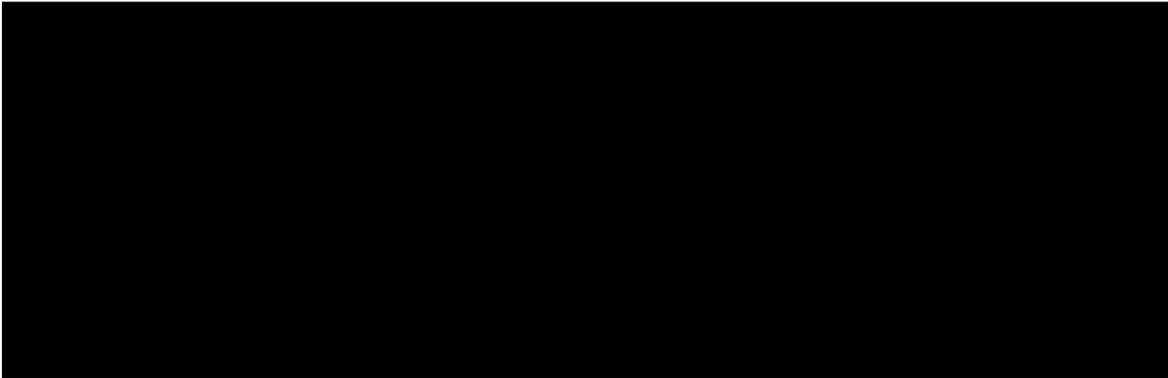
1. INTRODUCTION

1.1 PROJECT DESCRIPTION

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

Under this consultant study, the School Safety Engineering Project, accident 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). I.S. 250 (Robert F. Kennedy Community Middle School) in Queens is one of the 135 “priority” schools identified by the New York City Department of Transportation, Office of School Safety Engineering.

2. BACKGROUND—EXISTING CONDITIONS AND ANALYSIS



2.2 NEIGHBORHOOD DESCRIPTION

Exhibit 1 shows an aerial view of the neighborhood surrounding I.S. 250. The school is located on the northwest corner of the signalized Parsons Boulevard and 76th Avenue intersection (see Figure 1). The neighborhood surrounding the school is primarily residential, with some commercial uses located opposite the school on the east side of Parsons Boulevard between 76th Avenue and 75th Avenue, as well as along Kissena Boulevard. Both Parsons Boulevard and Kissena Boulevard are collector-level streets in the vicinity of I.S. 250.

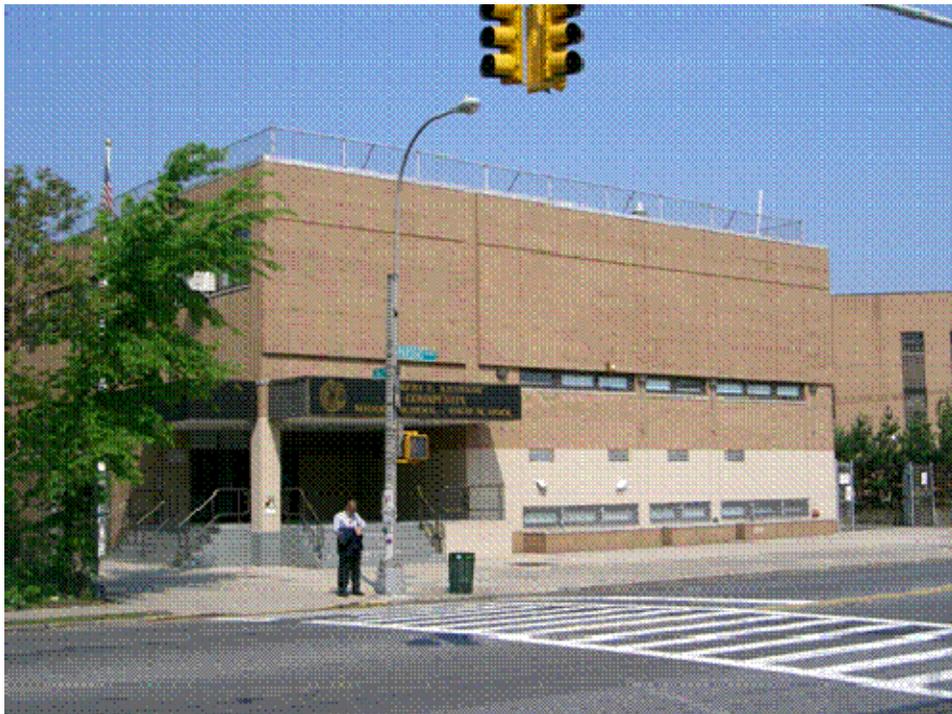


Figure 1: Looking northwest to I.S. 250 from across Parsons Boulevard at the intersection with 76th Avenue

¹ At the time of the prioritization methodology, school enrollment was over 250.

2.3 MEETING WITH SCHOOL REPRESENTATIVES

Members of the consultant team met with the principal of I.S. 250 at the school on the morning of Tuesday, May 11, 2004. According to the principal, I.S. 250 faces the following problems:

- Students cross Parsons Boulevard at mid-block locations in front of the school's main entrance (between 76th Avenue and 75th Road).
- Drivers do not yield to pedestrians at crosswalks.
- Parking for staff is a problem on Mondays and Tuesdays due to alternate side of the street parking regulations.

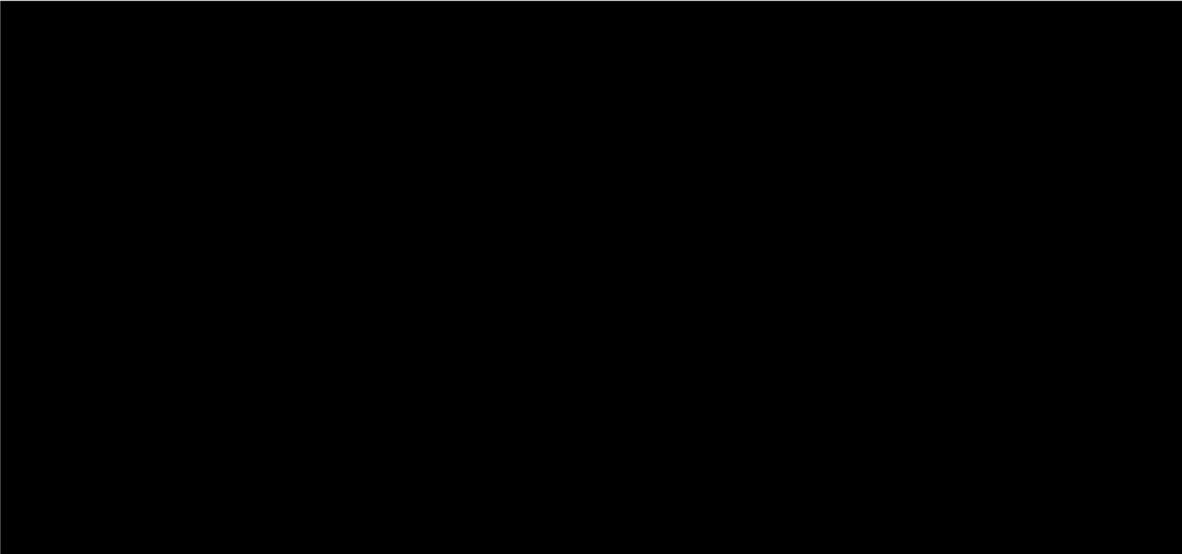




Figure 2: Looking southwest to the main entrance to I.S. 250 from the east side of Parsons Boulevard

2.6 PRIMARY MODES OF TRANSPORT TO AND FROM SCHOOL

The school’s “catchment area,” as defined by the Department of Education, is shown in Exhibit 2. The boundaries are roughly Long Island Expressway to the north, Grand Central Parkway to the west, Union Turnpike to the south and Utopia Parkway to the east.

Table 1 presents the modes of travel for students at I.S. 250 as identified by the school principal.

TABLE 1: MODES OF TRAVEL (AS ESTIMATED BY SCHOOL OFFICIALS)	STUDENTS (Percentage)
Walk	30%
Driven by car	15%
School bus	15%
MTA Bus/Subway	40%
Bicycle	0%
TOTAL	100%

2.7 ADDITIONAL STUDENT PEDESTRIAN TRAFFIC GENERATORS

Commercial land uses located opposite the school on the east side of Parsons Boulevard generate pedestrian and vehicular traffic in the vicinity of the school (see Figure 3). In addition, there are three schools located one block south of I.S. 250 that also generate pedestrian and vehicular traffic in the area. The first of these is the Solomon Schechter School, located on the west side of Parsons Boulevard, south of I.S. 250. The other

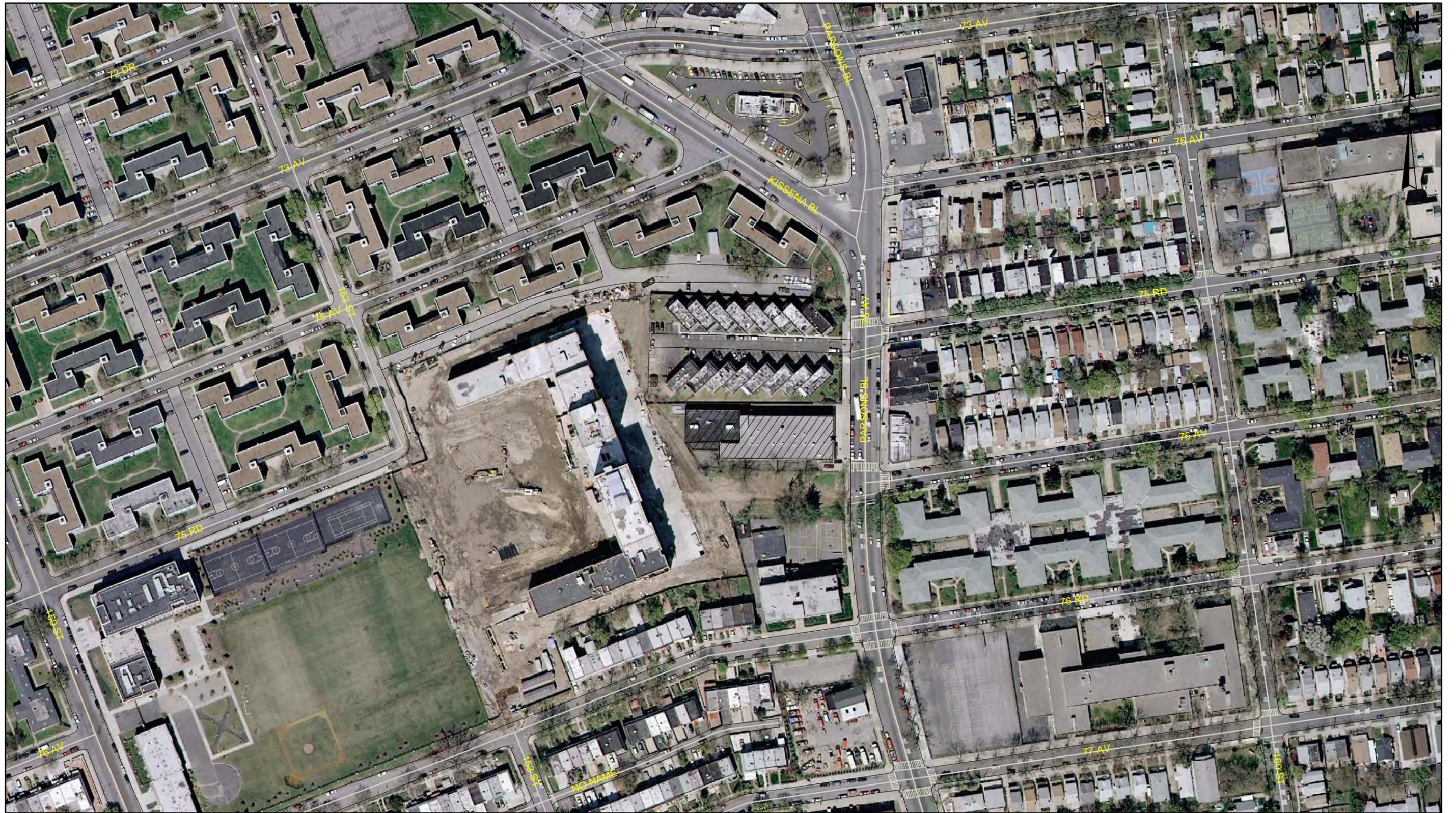
schools are P.S. 255 and J.H.S. 168, which share the same building and associated facilities, and are located east of Parsons Boulevard on 76th Road.



Figure 3: Commercial uses opposite I.S. 250 on the east side of Parsons Boulevard

2.8 CROSSING GUARD LOCATION

According to the school officials, no crossing guards are assigned to I.S. 250.



0 250 500 1,000 Feet

EXHIBIT 1
I.S. 250 QUEENS
ROBERT F. KENNEDY COMMUNITY MIDDLE SCHOOL
AERIAL PHOTOGRAPH



EXHIBIT 2
I.S. 250 QUEENS
ROBERT F. KENNEDY COMMUNITY MIDDLE SCHOOL
CATCHMENT AREA

LEGEND:

CATCHMENT AREA, (DEPARTMENT OF EDUCATION DESIGNATED AREA FROM WITHIN WHICH STUDENTS ARE ENTITLED TO ATTEND I.S. 250)



3. TRAFFIC OPERATIONS

3.1 SCHOOL BUS OPERATIONS

According to school officials, there are approximately 68 students who ride a city (MTA) bus to school, and approximately 25 students who ride one of the two yellow school buses serving I.S. 250. These students enter the school through the main entrance on the west side of Parsons Boulevard. Based on field observations by the consultant team, there appears to be sufficient space on Parsons Boulevard for school bus operations.

3.2 PARENT DROP-OFF OPERATIONS

According to the school principal, approximately 25 students are currently being dropped off.

3.3 PARKING REGULATIONS

Parking regulations around the school block are shown in Exhibit 4 (also see Figure 4). Parsons Boulevard is a designated snow route. As such, no standing is allowed during declared snow-related emergencies.



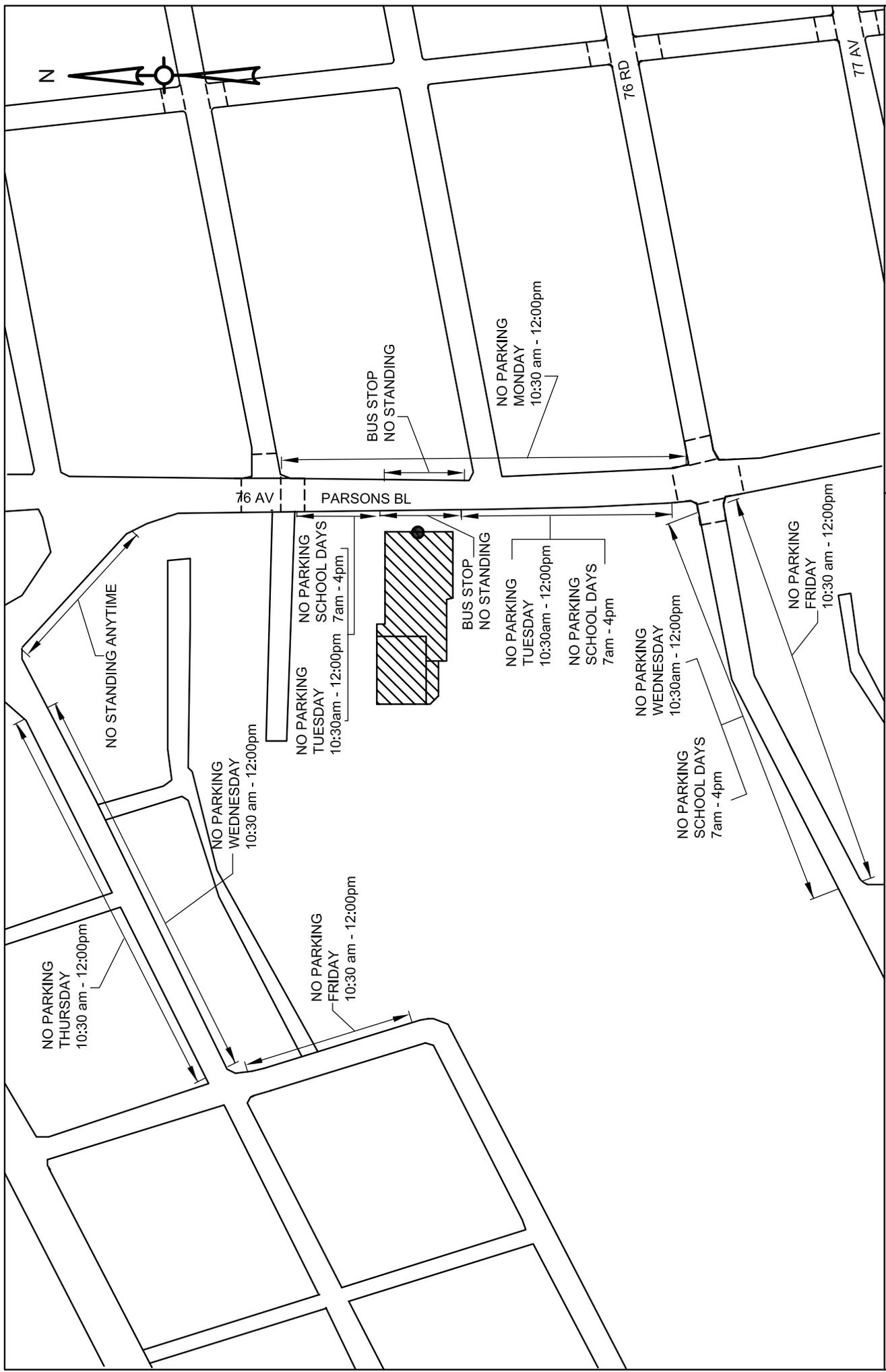
Figure 4: Parking regulation signs on the west side of Parsons Boulevard at the intersection with 76th Avenue

3.4 EXISTING SCHOOL SIGNS AND MARKINGS

Exhibit 3 shows the existing signals, school crosswalks, and speed reducers in the vicinity of I.S. 250. It should be noted that a citywide signage program is currently underway to upgrade school signage to current Federal Manual on Uniform Traffic Control Devices (MUTCD) standards of fluorescent yellow-green signs accompanied by downward pointing arrows. Signs scheduled to be installed under this program are shown as “existing” in Exhibit 6.



Figure 5: Existing school signs and pavement markings on Parsons Boulevard in the vicinity of I.S. 250



LEGEND:

● ENTRANCE

EXHIBIT 4

I.S. 250 QUEENS

ROBERT F. KENNEDY COMMUNITY MIDDLE SCHOOL

EXISTING PARKING REGULATION

3.5 ACCIDENT SUMMARY

Exhibit 5 and Table 2 show a summary of accidents, as obtained from the New York State Department of Motor Vehicles (DMV), in the vicinity of I.S. 250 for the three-year period from January 1, 1998 through December 31, 2000. The DMV data provides some detail relating to the circumstances and probable cause(s) of an accident. Table 3 is a summary of more recent accident data obtained from the NYC Police Department (NYPD). Though current through 2004, the NYPD data does not provide the same level of detail as the DMV data.

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

TABLE 2: ACCIDENT SUMMARY OF NYS DMV DATA (1998-2000)				
INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS*
Parsons Boulevard and 76 th Avenue	5	3	1	1
Parsons Boulevard and 75 th Road	13	2	0	2
Parsons Boulevard and 75 th Avenue/Kissena Boulevard**	9	0	0	0
Parsons Boulevard and Kissena Boulevard**	6	1	0	1
TOTAL	33	6	1	4

TABLE 3: ACCIDENT SUMMARY OF NYPD DATA (2001-2004)				
INTERSECTION	TOTAL ACCIDENTS	PEDESTRIAN ACCIDENTS	PEDESTRIAN FATALITIES	SCHOOL-RELATED ACCIDENTS*
Parsons Boulevard and 76 th Avenue	10	0	0	0
Parsons Boulevard and 75 th Road	19	1	0	0
Parsons Boulevard and 75 th Avenue/Kissena Boulevard**	11	1	0	0
Parsons Boulevard and Kissena Boulevard**	13	1	0	1
TOTAL	53	3	0	1

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

** Kissena Boulevard has been realigned at Parsons Boulevard to form a standard four-leg intersection opposite 75th Avenue. Consequently, these two intersections are no longer separate, although they are documented as such in the DMV and NYPD accident databases..

3.6 TRAFFIC OPERATIONS AND ISSUES

The specific roadway-related physical conditions for each location within the school's vicinity directly affect the safety and efficiency of operations for both pedestrian and vehicular traffic. These conditions are required information when analyzing a location, and are the starting point for any revisions that may be considered to improve safety and/or efficiency.

The following sub-sections outline the physical conditions and issues concerning traffic operations and accidents at the intersections in the vicinity of I.S. 250.

3.6.1 Parsons Boulevard and 76th Avenue

This is a signalized "T"-intersection, with school crosswalks located across the north leg of Parsons Boulevard and the east leg of 76th Avenue, and a pedestrian crosswalk located across the south leg of Parsons Boulevard. Parsons Boulevard is a two-way north-south street with one travel lane and one on-street parking lane on each side of the roadway. 76th Avenue is a two-way east-west street with one travel lane and one on-street parking lane on each side of the roadway (see Figures 6 and 7).

There was a total of five accidents reported at this intersection between 1998 and 2000, including three pedestrian accidents, one of which involved a fatality and one which was school-related. (It should be noted that all of these accidents occurred prior to installation of a traffic signal at this intersection.)

The school-related accident occurred at approximately 8:00 am on January 28, 1998 when an 11-year old pedestrian sustained a "possible injury", while crossing the intersection. At the time of the accident, the weather was reported to be rainy and the lighting condition was reported as daylight.

The fatal pedestrian accident occurred at approximately 5:00 pm on January 21, 1999 when a 95-year-old pedestrian was struck while crossing at the intersection. At the time of the accident, the weather was reported to be rainy and the lighting condition was reported as dark, with the road lighted.

In May 2002, a warrant study was completed to identify the appropriate level of traffic control for the intersection. The warrant study was originally conducted to investigate the appropriateness of all-way stop-control for the intersection. However, the findings of the warrant study determined that the most appropriate level of traffic control for the intersection was a traffic signal and, subsequently, a signal was installed.



Figure 6: Looking southeast across Parsons Boulevard at the intersection with 76th Avenue

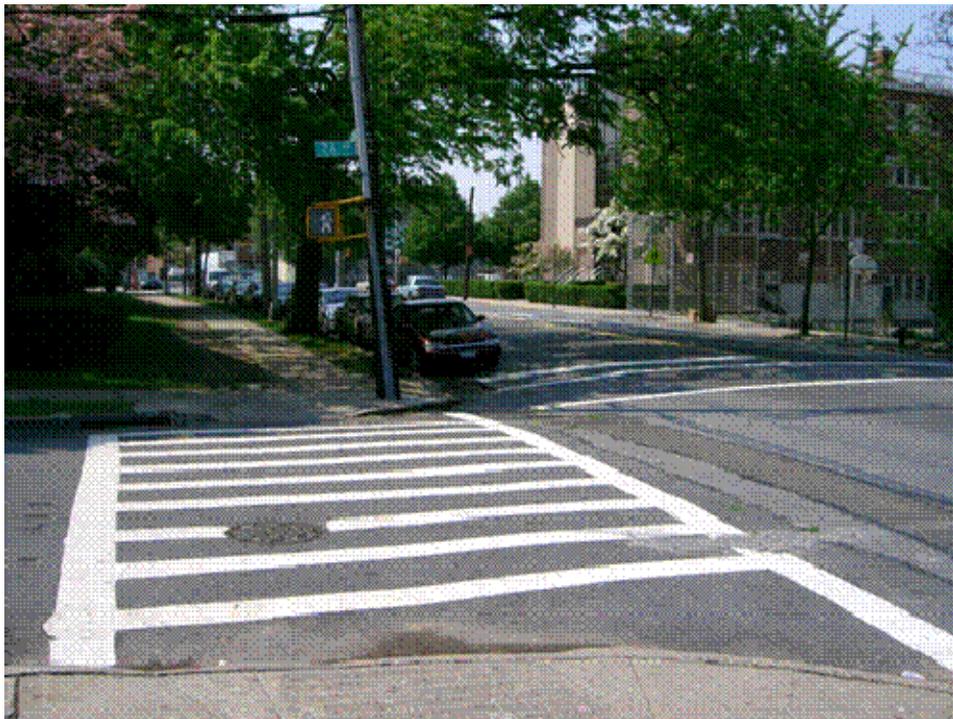


Figure 7: Looking southwest across the intersection of Parsons Boulevard and 76th Avenue

3.6.2 Parsons Boulevard and 75th Road

This is a signalized “T”-intersection, with school crosswalks located across the north leg of Parsons Boulevard and the east leg of 75th Road, and a pedestrian crosswalk located across the south leg of Parsons Boulevard.

Parsons Boulevard is a two-way north-south street with one travel lane and one on-street parking lane on each side of the roadway. There is a raised concrete median, approximately five feet wide, located along the center of Parsons Boulevard, north of the intersection with 75th Road. 75th Road is a two-way east-west street with one travel lane and one on-street parking lane on each side of the roadway (see Figures 8 and 9).

There was a total of 13 accidents reported at this intersection between 1998 and 2000, including two pedestrian accidents which were both school-related. The first school-related accident occurred at approximately 2:00 pm on November 15, 1999 when a 14-year-old pedestrian sustained a “non-incapacitating injury” while performing “other actions in the roadway.” At the time of the accident, the roadway surface was dry and the weather was clear.

The second school-related accident occurred at approximately 2:00 pm on October 12, 2000 when a 12-year-old pedestrian sustained a “non-incapacitating injury” while crossing the intersection with “no signal or crosswalk.” At the time of the accident, the roadway surface was dry and the weather was clear. There were no pedestrian fatalities reported at this intersection between 1998 and 2000.



Figure 8: Looking south on Parsons Boulevard at the intersection with 75th Road



Figure 9: Looking east at 75th Road from across the intersection with Parsons Boulevard

3.6.3 Parsons Boulevard and 75th Avenue/Kissena Boulevard

Following the original site visit in May 2004, this four-leg intersection was signalized and reconstructed to improve the geometry and lane channelization for vehicular turning movements to and from Parsons Boulevard, Kissena Boulevard and 75th Avenue. Currently, there is a school crosswalk located across the east leg of 75th Avenue, and pedestrian crosswalks located across the north and south legs of Parsons Boulevard and the west leg of Kissena Boulevard.

In the vicinity of I.S. 250, Parsons Boulevard is a two-way north-south street with one travel lane and one on-street parking lane on each side of the roadway. At the signalized intersection with 75th Avenue/Kissena Boulevard, the northbound approach on Parsons Boulevard has one exclusive left-turn lane and one shared through/right-turn lane (see Figure 10) and the southbound approach on Parsons Boulevard has one shared left-turn/through/right-turn lane. The westbound approach on 75th Avenue accommodates one shared left-turn/through/right-turn lane, and the eastbound approach on Kissena Boulevard accommodates one shared left-turn/through lane, and one channelized right-turn lane (see Figure 11). There is a raised concrete median, approximately five feet wide, located along the center of Parsons Boulevard, between 75th Avenue and 75th Road to prevent motorists in the right-turn lane from making left-turns from eastbound Kissena Boulevard onto northbound Parsons Boulevard (see Figure 12).

75th Avenue is a two-way east-west street with one travel lane and one on-street parking lane on each side of the roadway. Kissena Boulevard is a two-way street on a northwest-southeast alignment with one travel lane and one on-street parking lane in each direction.

There was a total of nine accidents reported at the intersection of Parsons Boulevard and 75th Avenue between 1998 and 2000, but none of these were pedestrian accidents.



Figure 10: Looking south on Parsons Boulevard from the intersection with 75th Avenue.



Figure 11: Looking east on Kissena Boulevard to the intersection of Parsons Boulevard and 75th Avenue/Kissena Boulevard



Figure 12: Looking south at the channelized right-turn lane from eastbound Kissena Boulevard to southbound Parsons Boulevard.

3.6.4 Parsons Boulevard and Kissena Boulevard

As part of the intersection improvements described in Section 3.7.3, Kissena Boulevard was realigned and channelized at its intersection with Parsons Boulevard to form a standard four-leg intersection with 75th Avenue. Consequently, the intersection of Parsons Boulevard and Kissena Boulevard is no longer a separate intersection from the Parsons Boulevard and 75th Avenue intersection, although it is documented as such in the DMV accident database.

There was a total of six accidents reported at the intersection of Parsons Boulevard and Kissena Boulevard between 1998 and 2000, including one pedestrian accident that was also school-related. The school-related accident occurred at approximately 8:00 am on January 18, 2000 when a 12-year-old pedestrian sustained a “possible injury” while crossing the intersection with “no signal or crosswalk” (it should be noted that this accident occurred prior to the signal installation and the geometric improvements described in Section 3.7.3). At the time of the accident, the roadway surface was dry and the weather was clear. There were no fatal pedestrian accidents reported at the intersection of Parsons Boulevard and Kissena Boulevard between 1998 and 2000.

3.7 SIGNAL TIMING

Pedestrian crossing time was field verified at all signalized intersections in the vicinity of I.S. 250, and found to be adequate (for a child pedestrian walking rate of 3 ft/sec) in all directions and approaches (see Table 4).

TABLE 4: PEDESTRIAN CROSSING TIMES AT SIGNALIZED INTERSECTIONS				
INTERSECTION	CROSSWALK WIDTH (FEET)	PEDESTRIAN TIME ACTUAL (SECONDS)	PEDESTRIAN TIME REQUIRED (SECONDS)	TIMING ADJUSTMENT REQUIRED?
Parsons Boulevard and 76th Avenue				
crossing Parsons Boulevard	50	23	20	No
crossing 76 th Avenue	30	35	13	No
Parsons Boulevard and 75th Road				
crossing Parsons Boulevard	50	23	20	No
crossing 75 th Road	31	35	14	No
Parsons Boulevard and 75th Avenue				
crossing Parsons Boulevard	50	23	20	No
crossing 75 th Avenue	31	35	14	No

Note: A child pedestrian walking rate of 3 feet/second, plus 3 seconds reaction time, was utilized to calculate the required pedestrian crossing times.

3.8 PHYSICAL CONDITIONS

3.8.1 Roadways and Sidewalks

The roadways in the vicinity of I.S. 250 are in fair condition. Sidewalks on the school block face are in fair condition and between 10 and 15 feet wide, except for a short segment south of the school, on Parsons Boulevard, where the sidewalk is four to five feet wide.

3.8.3 Pedestrian Ramps

Pedestrian ramps in the vicinity of the school were observed to be standard, with two exceptions. The first of these is the pedestrian ramp on the west side of Parsons Boulevard at the intersection with 75th Road, where there is a pedestrian signal pole located in the path for the crosswalk located across the north leg of the intersection (see Figure 13). The second location is also on the west side of Parsons Boulevard at the intersection of 75th Road, where there is a drainage inlet located in the path for the pedestrian crosswalk across the south leg of the intersection (see Figure 14).

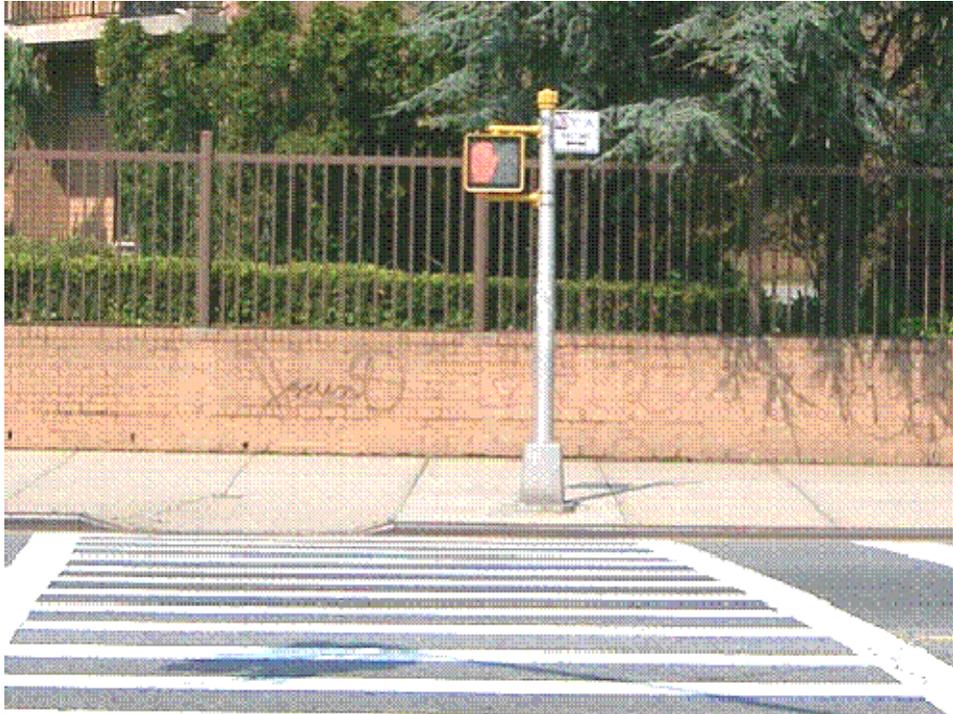


Figure 13: Looking to the west side of Parsons Boulevard at the intersection with 75th Road (note the pedestrian signal pole located in the path of the north crosswalk)

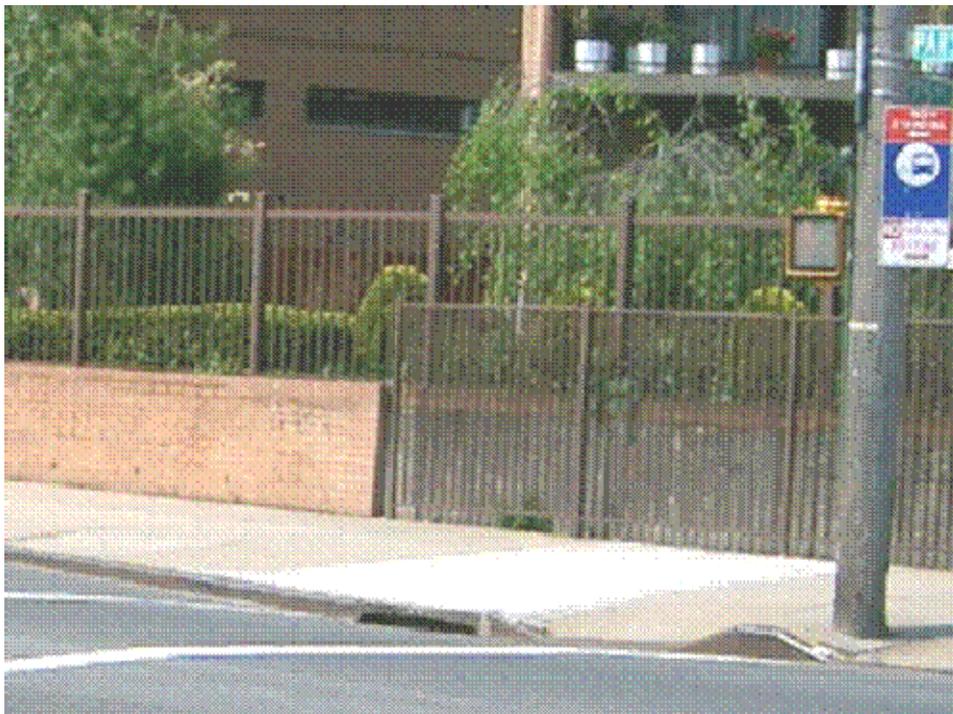


Figure 14: Looking to the west side of Parsons Boulevard at the intersection with 75th Road (note the drainage inlet located in the path for the south crosswalk)

4. POTENTIAL MEASURES TO IMPROVE STUDENT PEDESTRIAN SAFETY

This section describes the proposed measures to improve school pedestrian safety around I.S. 250. The proposed recommendations are divided into short-term and long-term measures. Short-term measures are those that potentially can be performed in-house. Long-term measures involve capital improvements. Each of the short- and long-term measures recommended for I.S. 250 is discussed as follows, and is shown in more detail in Exhibit 6 at the end of this section.

4.1 SHORT-TERM MEASURES

➤ *Install “NO STANDING 7AM - 4PM SCHOOL DAYS” signs*

Install “NO STANDING 7AM - 4PM SCHOOL DAYS” signs for 30 feet in front of the main entrance to the school. (This is a typical requirement for all NYC schools in order to provide for emergency access to and from the school.)

➤ *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 at signalized intersections and stopped legs.

➤ *Designate existing pedestrian crosswalks as school crosswalks*

There is an existing pedestrian crosswalk located across the channelized right turn on the southwest leg Kissena Boulevard and Parsons Boulevard intersection. As the northwest crosswalk at this intersection is a school crosswalk and it is located on the school block, it would be appropriate to designate this pedestrian crosswalk as a school crosswalk. Therefore, the following action is recommended:

- The existing pedestrian crosswalk located across the southwest leg of the signalized Kissena Boulevard and Parsons Boulevard intersection should be designated as a school crosswalk.

➤ *Administer student pedestrian safety education program*

According to the principal of I.S. 250, students cross Parsons Boulevard at mid-block locations in front of the school’s main entrance (between 76th Avenue and 75th Road). Therefore, the following action is recommended:

- The school should participate in the NYCDOT Safety Education Program to educate students to use designated school crosswalks while crossing the street,

not to cross mid-block, not to cross against signals, and not to run out between cars.

➤ Other traffic issues

According to the principal of I.S. 250, drivers do not yield to pedestrians in the crosswalks. Therefore, the following action is recommended:

- NYCDOT should consider installing additional signage to make the school crossings more prominent.

4.2 LONG-TERM MEASURES

➤ Relocate pedestrian signal pole

On the west side of Parsons Boulevard, at the intersection with 75th Road, there is a pedestrian signal pole located in the path for the school crosswalk across the north leg of Parsons Boulevard. Therefore, the following action is recommended:

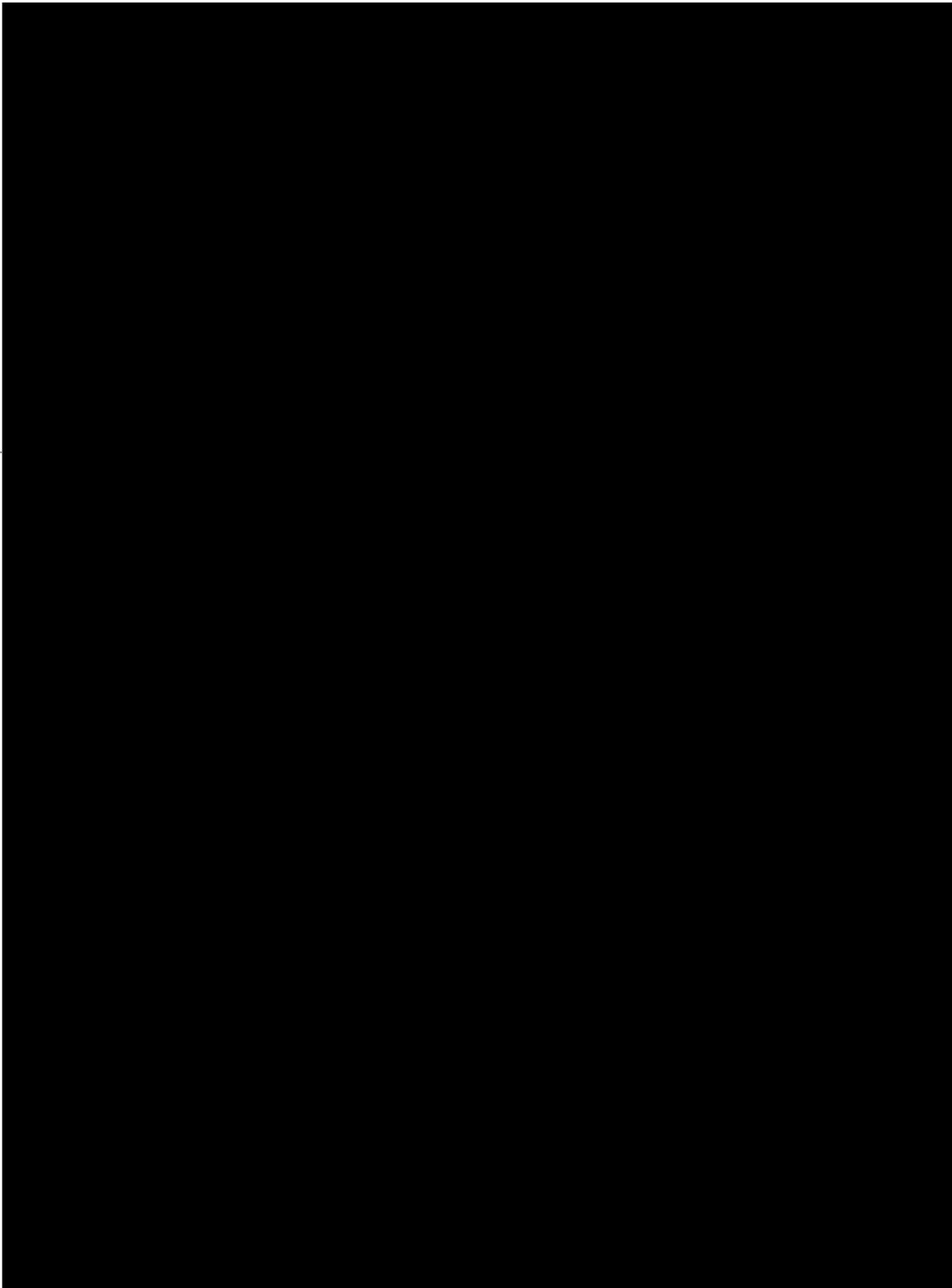
- Relocate the pedestrian signal pole on the west side of Parsons Boulevard, at the intersection with 75th Road, outside the path of the school crosswalk located across the north leg of Parsons Boulevard.

➤ Relocate drainage inlet

On the west side of Parsons Boulevard, at the intersection with 75th Road, there is a drainage inlet located in the path for the pedestrian crosswalk across the south leg of Parsons Boulevard. Therefore, the following action is recommended:

- Relocate the drainage inlet on the west side of Parsons Boulevard, at the intersection with 75th Road, outside the path of the pedestrian crosswalk located across the south leg of Parsons Boulevard.

APPENDIX

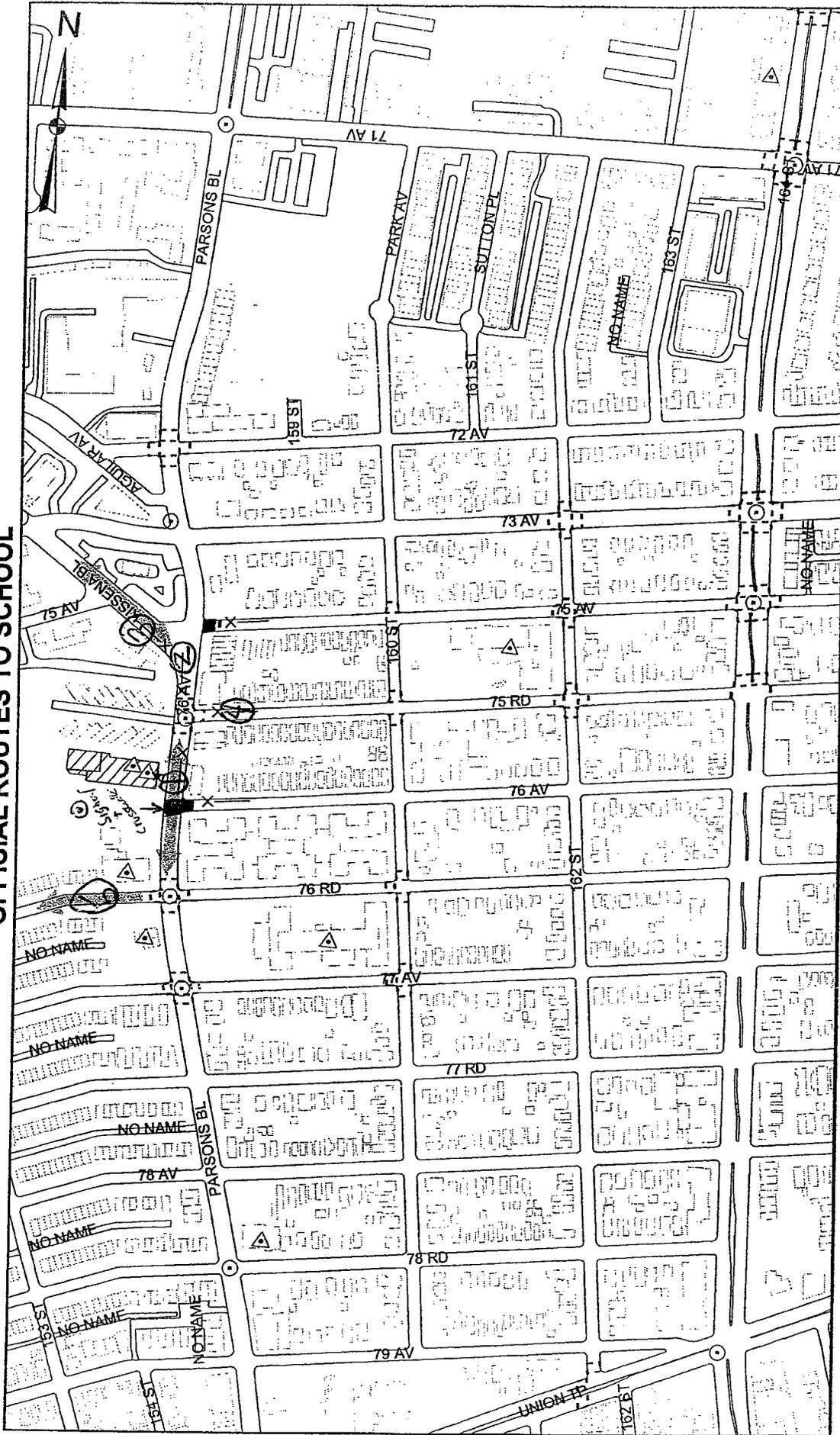


Dennis

NEW YORK CITY
DEPT. OF TRANSPORTATION

TRAFFIC SAFETY PLAN OFFICIAL ROUTES TO SCHOOL

BUREAU OF TRAFFIC



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

LEGEND:

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

I.S. 250

Prepared by the NEW YORK CITY DEPARTMENT OF TRANSPORTATION,
Iris Weinstahl, COMMISSIONER, in cooperation with SCHOOL, and
POLICE OFFICIALS.

ORIG. DATE: 8/20/2000
GIS CONVRT: 04.2.2002
DRAWING NO. _____
CC: _____
MS: 5653
COMM. BOARD: 8
BOROUGH: QUEENS
PREINCT: 107

