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SCHOOL TRIP SAFETY AND URBAN PLAY AREAS

Vol. III A Survey of the Characteristics of the Urban Play Street

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Final Report

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16. Abstract The purpose of the School Trip Safety and Urban Play Areas research project was to develop guidelines for the protection of young pedestrians (5-14 yrs.) walking to and from school, entering and leaving school buses, and at neighborhood play. The other six volumes produced under this project are: Volume I - Executive Summary Volume II - Student and Driver Perception of School Trip Safety and Traffic Control Devices Volume IV - An Analysis of Daylight Savings Time Related Student Pedestrian Safety Problems and Countermeasures Volume V - Guidelines for the Development of Safe Route Maps for the School Walking Trip Volume VI - Guidelines for Planning School Bus Routing and Scheduling Volume VII - Guidelines for the Creation and Operation of Urban Play Streets The play street is a street temporarily closed to traffic while a variety of supervised recreational activities for all age groups take place. Since no construction is required in order to create the play street, the play street program brings an accident reduction potential and a number of social, educational, and recreational benefits at a comparatively low cost. This report describes the methodology utilized in gathering data relating to New York City play streets. It contains: street and area descriptors, observations of street use, observations of vehicle intrusions on the play street, play street user demographics and play street resident and merchant reactions.					
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I. INTRODUCTION

Scope and Objectives

This report describes a study performed by BioTechnology, Inc. for the Federal Highway Administration. The play street study was started during the summer of 1973 and completed in the spring of 1975 with the publication of a play street guidebook.

The objectives of this study were threefold:

- To develop criteria for the establishment of play streets
- To develop a current status on play streets and research in this area
- To develop guidelines for traffic engineers in the implementation of play streets.

These objectives have been met and are described in detail in the companion report entitled "Guidelines for the Creation and Operation of Urban Play Streets." The thrust of the play street study was to obtain operational descriptors of the areas and the streets themselves, the physical dimensions of the street, the vehicular movements, the population using the play streets, the residents and merchants, as well as the people running the play street programs. The data was obtained through observation and interviews conducted on the streets of New York City during the summer of 1974.

Background

The Problem. On weekdays during the summer, most inner city residential streets are crowded with youngsters playing and dodging cars. Their parents are working and the kids on every block are using the local playground – the street.

Knoblauch indicates that it is this same group of urban youngsters that are most represented in the pedestrian accident statistics (1975) (see Appendix A). Blackman indicates that the greatest danger to children comes from their undisciplined, uncautious playful behavior near their homes (1966). Backett performed an analysis of 100 children who were pedestrian accident victims with 100 children who were not involved in accidents. The control group was chosen so that both groups were similar in age, sex, school, neighborhood, social class and distance walked to school. The accident children differed significantly from their controls in having less parental supervision; in coming from homes with fewer gardens, yards and playrooms; and in coming from neighborhoods with fewer playgrounds and playfields (1959). Backett's findings that child pedestrian accident victims came from families with more maternal sickness, less maternal supervision, overcrowded homes and areas with fewer play facilities were similarly found by Read (1963).

Safety. Play streets have the potential to reduce traffic accidents. They do this by using street closure to physically separate pedestrian and vehicular movements. The play streets are located in densely populated urban areas* and are generally operated when schools are not in session. They function during daylight hours and the users live on the block.**

Studies of pedestrian accidents have indicated that the majority of victims are the young and the old in urban centers. The young are struck close to home during daytime hours, primarily in the late afternoon. Snyder and Knoblauch (1971), in a study of over 2,000 pedestrian accidents in 13 major cities, found that youngsters (5 to 9 years) experienced about three times the accident involvement (29.5%) of any other age group. Slightly over 50 percent of all accidents involved youngsters under 15 years of age. A large number of the accidents occurred in the late afternoon, with 3:00 to 6:00 p.m. representing the peak accident period.

Bartholomew (1967) indicated that when a child in a congested, high accident area of the city (Philadelphia) has an accident, it will probably happen within one block of his home and during the daylight hours.

At the 12th International Study Week in Traffic Engineering and Safety conducted in September 1974 in Yugoslavia, Foote (1974) provided the general report summarizing the papers presented in Theme 1: Helping Pedestrians in Urban Areas. The findings, which seem particularly relevant to play streets, included:

- “84% of children under ten (Great Britain) were injured within 800 meters**** of home. . . 60% between 3:00 to 7:00 p.m.” It was suggested that “it is play rather than travel, which is important; in other words that the problem is not one of journeys across traffic streams so much as play in the street.”*****
- “70% of all accidents involving children under six (Netherlands) do not happen on major roads, but in streets which carry less than 3,000 cars per 24 hours.”*****

The representatives from Canada, France, Great Britain, the Netherlands, Sweden, U.S.A., and Yugoslavia came to the following conclusions:

1. The *primary need for helping pedestrians in urban areas* is to *improve the safety of residential districts, particularly for children.*

* An average of 272 family dwelling units per street was found in New York City.

** The average user is 11 years old, and 67% of the users live on the block, 95% living within 3 blocks.

*** Approximately one-half mile.

**** Bennett, G.T., & Lane, R.

***** Bakker, J. et al.

2. *Traffic replanning, involving closing of lightly trafficked streets, reorganization of parking, and provision of special paving treatments and amenities can bring about major reductions in accidents to pedestrians, particularly children and older people.*
3. Sensitive and careful design is needed for each individual residential district to attain the greatest possible benefits and keep adverse consequences to a minimum.
4. Implementation involves many people, and careful education and demonstration is necessary.

Clearly, play streets carefully selected and approved by the residents can be very useful to the traffic engineer as one of a number of safety techniques to be considered for spot reductions of urban pedestrian accidents.

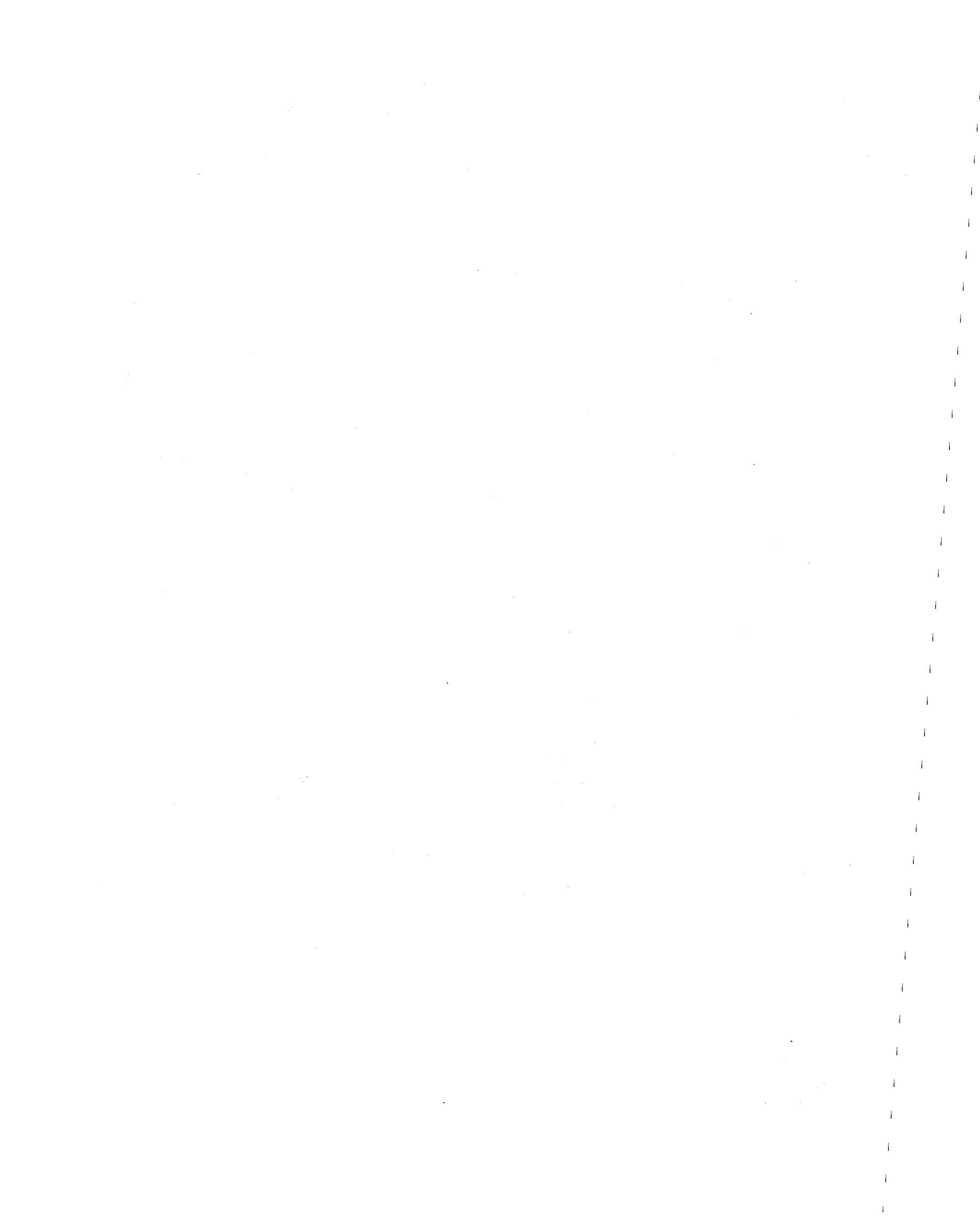
Recreation. Gold (1973), in his book *Urban Recreation Planning*, indicates the basic need today is to make the planning process more responsive to the outdoor recreation objectives of the inner city neighborhood. He goes on to state that the existing neighborhood parks and playgrounds are experiencing use by only a fraction of the population, and as leisure time increases proportionately less time is being spent at these facilities. Why are these trends increasing? Separate recreational studies by the National League of Cities and a task force sponsored by the U.S. Department of Housing and Urban Development find that there is little communication between the inner city resident and the urban recreation planner.

These studies recommend that facilities should be geared to meet the needs of the specific neighborhood and community rather than the entire city.

Considerable time (usually years) is required between the discovery of people's recreational desires and opening of a new facility. Playgrounds and parks require land and are expensive to construct. The cost of urban land is normally staggering. For example, a plot of 10,000 square feet can cost a million dollars or more, and the typical play street in New York provides over 17,000 square feet of recreation area.

The residents of densely populated, low income areas (especially the young and the elderly) have few recreational opportunities since their travel is limited and they do not go to areas having more abundant facilities and opportunities. The play street seems to fill a gap in offering urban recreational opportunities. Each play street can be developed to meet the unique needs of the street population and local topography.

The play street is a relatively inexpensive way of bringing these combined benefits to the exact locations where they are needed most.



II. WHAT IS A PLAY STREET?

The play street is a residential street that is closed to vehicular traffic during specified hours to permit a supervised program of recreational activities to take place. A well run play street is usually characterized by the presence of large numbers of youngsters and smaller numbers of adults engaged in such diverse activities as games, crafts, dancing, talking, sitting, watching, etc. The play street is the meeting place and activity center for the neighborhood.

Play streets can be generally characterized as being located in densely populated, lower income, urban areas. The streets are normally one-way, and there are few if any commercial establishments located anywhere but on the street corners. The streets are barricaded with wooden sawhorses. Signs on stanchions or on the barricades are used to indicate the prohibition of through traffic and parking as well as the hours and days when the restrictions are in effect. Equipment is normally provided for group street games (volleyball, basketball) and curb or sidewalk games played by one or two youngsters (board hockey, etc.). The surface of the typical play street is marked to facilitate the conduct of many of these games.

Recreation departments in several cities use play streets as sites to temporarily locate mobile recreational vans. The play streets are usually sponsored by block associations and community organizations, and provide the physical location for recreational programs for local residents of all ages.

Background

The barring or restricting of vehicular traffic from select urban streets is not a new concept in urban planning. Numerous European cities have created limited-access "walking streets," such as the Strøget in Copenhagen where the streets, as well as the sidewalks, are used for strolling and window shopping. Visitors to the ruins of ancient Pompeii can see the barriers used to restrict the access of chariots to areas serving as pedestrian ways.

A logical extension of the concept of the utilization of selected streets by pedestrians alone, is to restrict the streets for the use of pedestrians for specific purposes, such as parades, recreation and play, in densely populated areas.

Playstreets have existed in the United States since their inception in New York in 1909.

Current Status

A survey of U.S. cities indicated that more play streets exist today than ever before. The play street is primarily an East Coast phenomena. The summary chart (Table 1) on the following page indicates that most play streets exist throughout Philadelphia and New York City for an eight-week period during the summer.

The present day play streets in New York City are being run either under the auspices of the Police Athletic League, Inc. or the Mayor's Task Force. In Philadelphia, present day play streets are run either under the auspices of the City Recreation Department or the Model Cities Program for the Recreation Department.

Of the 550 summer play streets in New York and Philadelphia, 50 in New York and 30 in Philadelphia have paid recreation directors. These streets require between \$4,000 and \$5,000 per street per summer to operate. The cost figures not only represent the salaries of the street workers, but also the administration expenses for city-wide programs, equipment costs, and street markings. Ancillary programs taking place on the play streets are funded by other agencies. Mobile van programs are supported by city recreation departments, and free lunch programs are funded by the U.S. Department of Agriculture.

Table 1
Summary of Play Street Status*

Location	Streets Designated as Play Streets
Atlanta, Ga.	65 streets are designated as play streets and are closed to traffic during the Christmas school holidays. They provide restricted access to recreational areas. Local traffic is limited to 5mph. Signs and barricades are used.
Baltimore, Md.	No indication of official play streets. Some streets are closed and combined with adjacent properties to provide recreational facilities.
Boston, Mass.	Not aware of any play streets.
Chicago, Ill.	No permanently designated play streets. Model cities program blocks off streets for short periods of time for free street theater and block activities.
Detroit, Michigan	No designated play streets; summer mobile recreation program, June through August, low income areas without recreation facilities, vans used, streets closed.
Los Angeles, Calif.	None.
Miami, Florida	No city streets are used as play streets. Some streets are closed to vehicles during school hours to permit safe access to adjacent playgrounds.
New York City, N.Y.	100-150 <i>summer play streets</i> , July and August closed to through traffic and parking, 7 hour period. <i>School assembly streets</i> (closed at various times during school hours, not really play streets). <i>All year play streets</i> , (not really play streets, no planned, supervised recreation); signs and barricades used.
Philadelphia, Pa.	Approximately 150 streets are <i>operated</i> as play streets, closed to traffic 10 a.m. to 4 p.m. during the summer, although 300 — 400 requests for play streets are approved by the recreation department. Signs and barricades are used.
Portland, Oregon	One official play street — it separates two halves of an elementary school ground. The area has a dense apartment concentration and the street is closed during school hours. A few streets are closed for sledding during infrequent snow accumulations (every two or three years).
San Diego, Calif.	No play streets
San Francisco, Calif.	The city operates playmobiles during the summer and "a few functioning streets" areas are closed off for recreational use.
Southwest Michigan Council of Governments	None, except for Detroit.

Based on a 1974 Survey of Urban Planners

III. METHODOLOGY

General

Figure 1 illustrates the activities undertaken during the study. Observations of play streets and interviews with city authorities and individuals responsible for the conduct of the play street program led to the development of four evaluative surveys. The results of the surveys describe:

- The play streets (500 observations on 20 streets)
- The play street users (four to 19 years; 200 respondents on 20 streets)
- The play street residents and merchants (200 respondents on 20 streets)
- The play street "workers" (86 PAL respondents)

The results of these surveys are provided in each of the following chapters.

Street Observation

Approximately 100 New York City and Philadelphia play streets were observed during July 1974 by BioTechnology personnel. A structured technique was utilized to gather several types of descriptive material. A photograph of the street was taken and the following street characteristics were described into a tape recorder:

- Street name, section of city, date, and time
- Agency responsible for running the play street
- Street characteristics (homes, apartments, etc.)
- Street width and length
- Number of vehicles parked on street
- Percent of street used for activities
- Type of barricade
- Sign legend
- Number of persons observed
- Unique characteristics

See Figure 2 for a typical street observation form.

New York City Surveys

The street observations were followed by a more detailed data gathering process, the conduct of in-depth surveys of children, residents, and a sampling of activities of vehicles and children at predetermined time periods. Table 2 indicates the 20 streets in the survey. These were randomly selected from the 1974 PAL summer play streets. The "sample" of play streets represented over 50 percent of the 1974 PAL run New York City play streets.

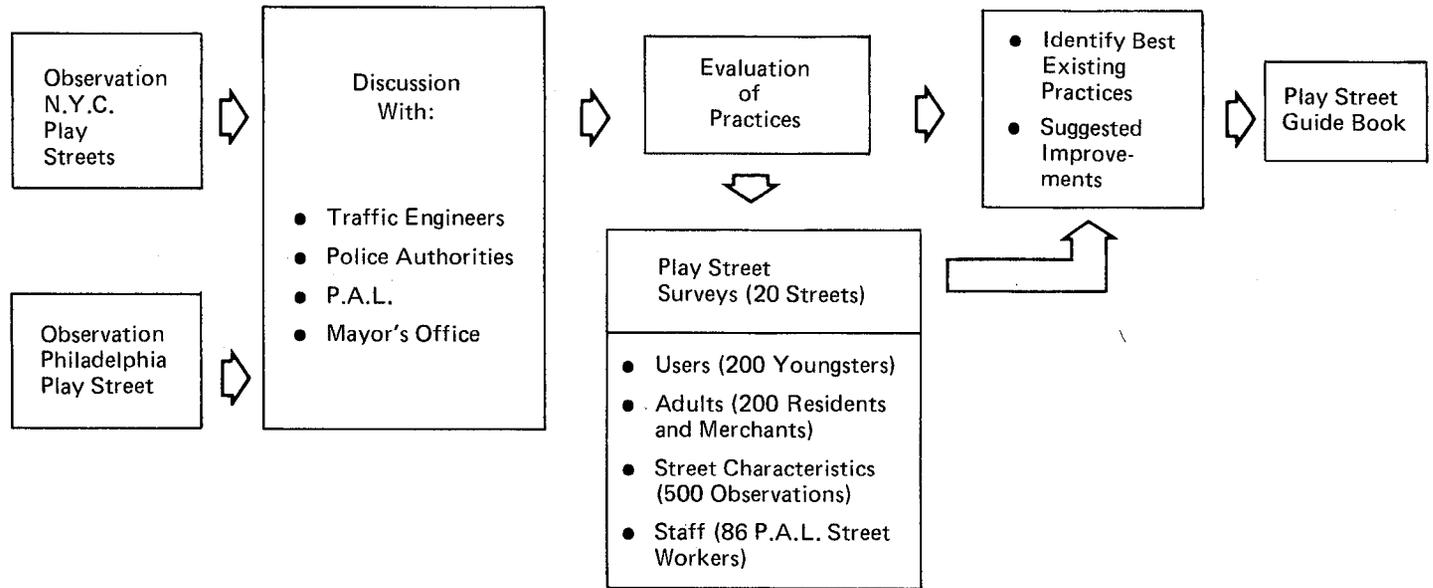


Figure 1. Play Street Study Activities

35th Street (Bradley to Borden Ave.) — Queens, N.Y. — 18 July 1974 — 2:15 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This block is predominantly Residential composed of two and three story multi-family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 30-Feet

ESTIMATED STREET LENGTH: 125 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** None

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 35%

TYPE OF BARRICADE: Two Police
Barriers

SIGN LEGEND: "STREET CLOSED —
PLAY AREA"
on stanchion

NUMBER OF PERSONS OBSERVED USING THE STREET: Sixty persons

ACTIVITIES OBSERVED: Dancing, basketball, sitting and adults watching

ADDITIONAL OBSERVATIONS: Approximately five children of the 1 — 4 age group were dancing, twenty-five of the 5 — 9 year olds were dancing, twenty of the 10 — 14 year olds were playing basketball, four of the 15 — 19 year olds were playing basketball or dancing, and approximately 10 — 12 adults were spectators. The hours of operation on this street are from 10:00 A.M. thru 6:00 P.M. This is the only street we observed having a record player and loudspeaker providing music for dancing. The street staff were running the dancing activity. The street had markings for games.

Figure 2. Play Street Observation Form

Table 2
P.A.L. Play Streets in Survey

<u>Precinct</u>	<u>Street</u>	<u>Hours of Operation</u>
<u>Manhattan</u>		
24	West 101 St. (Man. Ave. to C.P.W.)	1 to 8:00 P.M.
28	West 114 St. (7th to 8th Avenues)	1 to 8:00 P.M.
28	West 114 St. (8th to Manhattan Avenues)	1 to 8:00 P.M.
30	West 159 St. (Broadway to Amsterdam Avenues)	1 to 8:00 P.M.
32	West 129 St. (5th to Lenox Avenues)	1 to 8:00 P.M.
32	West 143 St. (7th to Lenox Avenues)	1 to 8:00 P.M.
32	West 153 St. (8th to Macombs Avenues)	1 to 8:00 P.M.
<u>Bronx</u>		
41	Stebbins Avenue (Jennings to 170 Street)	1 to 8:00 P.M.
42	167 Street (Union to Prospect Avenues)	1 to 8:00 P.M.
42	Concord Avenue (150 to 151 Streets)	1 to 8:00 P.M.
48	Mapes Avenue (178 to 179 Streets)	1 to 8:00 P.M.
46	Beaumont Avenue (West 187 to 188 Streets)	1 to 8:00 P.M.
<u>Brooklyn</u>		
75	Shepard Avenue (Belmont to Sutter Avenues)	11 A.M. to 6:00 P.M.
79	Putnam Avenue (Throop to Tompkins Avenues)	11 A.M. to 6:00 P.M.
80	Park Place (Grand to Classon Avenues)	10 A.M. to 5:00 P.M.
83	Granite Street (Broadway to Bushwick Avenue)	10 A.M. to 5:00 P.M.
90	Hooper Street (Harrison to March Avenue)	10 A.M. to 5:00 P.M.
<u>Queens</u>		
103	154 Street (South Road to 107 Avenue)	1 to 8:00 P.M.
108	35 Street (Bradley to Borden Avenues)	11 to 6:00 P.M.
108	48 Avenue (48 Street to 49 Street)	12 to 7:00 P.M.

The Police Athletic League (PAL) of New York City has been conducting a summer play street program for forty years. PAL provided seven hours a day of supervised activities, five days a week, on 39 play streets during July and August 1974.*

The staff of BioTechnology, Inc. developed initial survey formats and training techniques for the staff of PAL to prepare play street employees to conduct three separate surveys on each of twenty randomly selected 1974 play streets. An additional survey was developed by PAL to provide some demographics on their play street employees.

The primary objective of the surveys was to obtain some baseline information regarding play streets so that guidelines could be created for urban areas thinking of initiating play street programs. The areas of interest were:

- Demographics of play street users (4 years to 19 years)
- Quantitative descriptors of the physical play street, the residents, and vehicle-related conditions
- Definition of the problems and benefits associated with the play street as seen by neighborhood residents and merchants
- Improvements, desired amenities and activities indicated by the street users and residents
- Indications of extent of the parking problem associated with play streets and the effectiveness of signing and barriers in prohibiting vehicular traffic

Initial surveys were developed based on these objectives and were pilot tested on a play street in the Bronx. The results of these surveys led to modifications and a second pilot test of each survey was performed at a play street in Manhattan. Neither of these streets was in the 20-street sample used for the final data collection.

Twenty play street directors or assistant directors were then trained in conducting structured interviews. This was done in one session using tape recordings of the pilot tests. Role playing was used and each participant took the part of a survey respondent on a play street. The written instructions used are shown in Figure 3.

Play Street User Survey

Ten users (four to 19 years) of the play street were interviewed on each of the 20 play streets. The interviewers were instructed to attempt to obtain roughly equal numbers of males and females and to vary the ages. Thus, the distribution of the respondents should be viewed in this light. A more accurate distribution of users by age is available from the play street characteristics survey. Figure 4 provides the user survey data gathering form used.

*An additional twelve play streets funded by the Model Cities Program utilized some of the services of the PAL in the conduct of play street operations.

You are being asked to help us conduct a program to find out some of the needs and feelings of the kids, residents, and merchants on some of our 1974 PAL Playstreets.

A great deal of time has been spent developing the questions. In order to compare the answers from different playstreets, the questions have to be asked exactly the same way by each of the interviewers. Read the questions exactly as they are written. Do not interview any relatives or people you know too well. They may try to give you answers that are not true to how they think.

There are no right or wrong answers. Do not suggest or help the person with the answers. You must be careful you do not encourage people to give answers you expect. If the people are confused, read the question again; several times if required.

Conduct the interviews at various times of the day, (e.g. 1p.m., 3 p.m., 5 p.m., 7p.m.). Select individuals at different parts of the playstreets. For the residents and merchants, select only one person per building or store and attempt to cover the different parts of the streets.

Only interview one person at a time. Take the individual away from where any crowds might gather. You only want his/her responses, not those of others; neither do you want others to hear the questions. Read the questions slowly. Remember this is the first time they are hearing them. Try especially to emphasize the Why questions and fill in exactly what they say - good or bad.

Explain: "We are doing a survey about this playstreet. Will you please answer some questions for me? It will take about ten minutes."

Figure 3. Instructions for Interviewers

Time interview starts _____ Date _____
Street name _____ between _____ and _____

I'm going to ask you some questions about the playstreet. If you don't know what I mean by a question, tell me so I can repeat the question. I won't put your name on this paper. I just want to know what you think about the playstreet because you play here.

1. The child interviewed is _____ Male _____ Female, _____ Age
2. Do you come to this street _____ Every day _____ 3 or 4 days a week
_____ 1 or 2 days a week _____ less than once a week
3. At what time do you usually come to the street? _____ a.m.
_____ p.m.
4. At what time do you usually leave the street? _____ a.m.
_____ p.m.
5. Do you live on this street? _____ YES _____ NO
If no, do you live within 3 blocks of this street? _____ YES _____ NO
6. Are the children you play with on the playstreet
_____ mostly children who live on this block
_____ mostly children from another block
_____ don't know
7. Do you ever have to stop playing to let cars drive through the street? _____ YES _____ NO
If yes, how many times did you have to stop playing today to let cars go by?
Circle one: 0 1 2 3 4 5 6 more than 6
8. What games do you play on the playstreet?
(Do not read suggestions below. Let the child tell you.)
 - a. _____ Basketball
 - b. _____ Volleyball
 - c. _____ Hopscotch
 - d. _____ Shuffleboard
 - e. _____ Skelly
 - f. _____ Noc-Hockey (on game board)
 - g. _____ Arts and Crafts
 - h. _____ Dance and Dramatics
 - i. _____ Table pool
 - j. _____ Checkers
 - k. _____ Other _____
9. Which game do you play most often? a b c d e f g h i j k

Figure 4. Play Street User Survey Form

Street name _____ between _____ and _____

10. Are there any other things (games or equipment) that you would like to use on this playstreet? YES NO

What? _____

11. In the afternoons when you do not come to play on the street what do you do? (Do not read suggestions below. Let the child tell you.)

- a. go to a park or pool
- b. go to a friend's house or street
- c. go out with your family
- d. stay home to play or work
- e. watch TV
- f. Other _____

12. Why do you come to this playstreet?

13. Is there any way you would change the playstreet to make it more fun to play on?

15. Do you want the playstreet to open earlier each day? YES NO

Why? _____

16. Do you want the playstreet to stay open later? YES NO

Why? _____

17. Is there anything else you would like to tell me about the playstreet?

Time interview ends _____ a.m.
p.m.

Figure 4. Play Street User Survey Form (Continued)

Play Street Adult Survey

Ten residents or merchants were interviewed on each of the 20 play streets. The interviewers were instructed that if the adult was only visiting the street for the first time, not to conduct an interview. Figure 5 provides the adult data gathering form used.

Play Street Characteristics Survey

The interviewers were asked to complete a survey form that would provide an accurate basis for calculations of such street descriptors as:

- The extent of parking capacity utilized during play street hours
- The age distribution of street users by frequency and time
- The number of vehicles driving through the play street

Sampling at four distinct times over five days on each of the 20 play streets provided a data base that could be used with some confidence. Figure 6 presents the play street characteristics data gathering form.

Play Street Staff Survey

Each of the two PAL paid supervisors on each of the 20 play streets as well as all other “street” workers on the PAL staff provided some demographic information on themselves as well as the streets they supervise. Figure 7 is the data gathering form used for this purpose.

Time interview starts _____ Date _____

Street name _____ Between _____ And _____

I'm going to ask you some questions about this playstreet. If you don't know what I mean by a question tell me so I can repeat the question. I won't put your name on this paper. We just want to know what you think about the playstreet because you live (work) here.

1. Do you live or work on this block? LIVE WORK
 Neither, but come here quite often Neither, am only visiting today
If the person is only visiting today, stop the interview.
2. How many years have you lived (worked) on this block? _____ years
3. Was this a playstreet last year? YES NO DON'T KNOW
4. Do you have any children living with you? YES NO
- a. If yes, do these children play on the playstreet? YES NO
- b. If yes, how many days a week do they usually play on the street?
 Everyday 3 or 4 days 1 or 2 days not at all
 other _____
- c. If yes, do you like the children to use the playstreet? YES NO
 SOMEWHAT

Why? _____

5. Do you like the neighborhood children to use the playstreet? YES NO
 SOMEWHAT

Why? _____

6. From what you see on the playstreet, do you think it is good for the children?
 YES NO SOMEWHAT

Why? _____

7. If this were not a playstreet, where would the children play? a. stay inside
b. in a park
c. in street anyway
d. on stoops & sidewalks
Other _____

8. Is the playstreet good for the adults who live or work on the block? YES NO
 SOMEWHAT

Why? _____

Figure 5. Play Street Adult Survey Form

9. Do you have a car? ___ YES ___ NO
10. Have you had any problems because the street is closed to traffic? ___ YES ___ NO
If yes, what was the problem? _____
11. Do you think cars could be allowed to drive through the street at a maximum speed of five miles per hour? ___ YES ___ NO
Comment _____
12. Are you glad that the street is closed to traffic? ___ YES ___ NO ___ SOMEWHAT
13. How is the safety on the playstreet? ___ GOOD ___ FAIR ___ POOR
14. Can you think of any ways to make the street safer? ___ YES ___ NO
How? _____
15. Do you think having this playstreet reduces the number of children hit by cars?
___ YES ___ NO ___ SOMEWHAT
16. Are there many crimes (robberies, stabbings, etc.) that happen on this block?
___ MANY ___ SOME ___ VERY FEW
17. Is there any other equipment that you would like to see used on the playstreet? ___ YES ___ NO
What? _____
18. About how many adults play games on the street?
___ MANY ___ SOME ___ VERY FEW ___ NONE
19. Have you ever taken part in any playstreet activities? ___ YES ___ NO
Which ones? _____
20. Would you like the the playstreet to open earlier each morning ?
___ YES ___ NO ___ It doesn't matter
21. Would you like the playstreet to stay open later each night?
___ YES ___ NO ___ It doesn't matter
22. The person interviewed is ___ MALE ___ FEMALE
23. Estimate the age of the person interviewed. ___ YEARS
24. Are there any other comments that you would like to make about the playstreet?
___ YES ___ NO
Comments _____

Time interview ends _____

Figure 5. Play Street Adult Survey Form (Continued)

Street name _____ between _____ and _____

3. Count the number of cars parked on the playstreet at each of the hours indicated:

	Mon.	Tues.	Wed.	Thurs.	Fri.
Time	Day I	Day II	Day III	Day IV	Day V
1:00 P.M.					
3:00 P.M.					
5:00 P.M.					
7:00 P.M.					
8:00 P.M.					

4. Count the number of vehicles going through your playstreet for one week:

Day	Emergency Vehicles	Other Vehicles
Mon.		
Tues.		
Wed.		
Thurs.		
Fri.		

5. Estimate the percentage of:

_____ Black _____ Puerto Rican _____ White (non-Puerto Rican)
 _____ Other

6. Identify the recreation facilities within a five block radius including playstreets:

7. Indicate the types of premises on both sides of the playstreet.

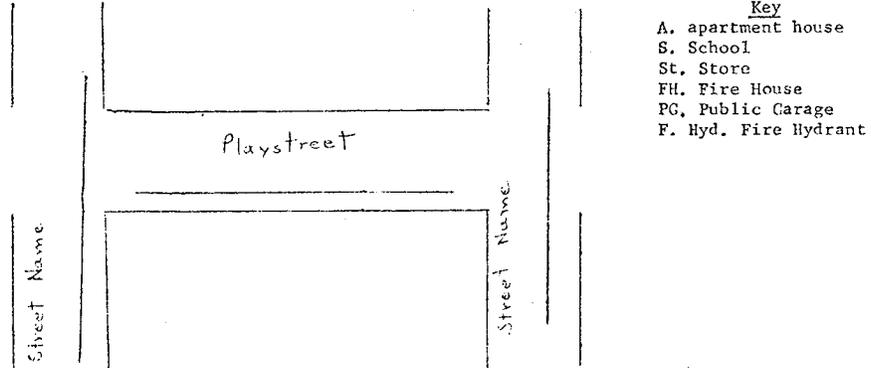


Figure 6. Play Street Characteristics Survey Form (Continued)

8. How many houses are on your street? _____ Tenements _____ Private Houses
9. What is the average number of floors in the apartment houses? _____
10. What is the average number of apartments on each floor? _____
11. How many unoccupied buildings are on your street? _____
12. How many commercial establishments are on the playstreet block? _____
13. What part of the street is actually used for playstreet games and activities?
(ie. 2/3, 1/2, all) _____
14. Do cars park on ends of the street where there are no organized activities?
_____ YES _____ NO
- Comment: _____

16. Would you suggest a time change so that the street would be more fully utilized?
Check any of the following you feel would be beneficial to the street users: (Assume only 7 hours of operation.)
- _____ Start earlier, end later
 - _____ Start later, end later
 - _____ Have playstreet 6 days to include Sat.
 - _____ Have playstreet 6 days to include Sun.
 - _____ Have playstreet 7 days to include Sat. and Sun.
 - _____ No change needed
17. In addition to our regular July/August program, would you suggest extending the playstreet by:
- _____ Beginning the first week of June after school and weekends
 - _____ Continuing to the end of Sept. after school and weekends
 - _____ Beginning the first week in April after school and weekends
 - _____ Other _____

Figure 6. Play Street Characteristics Survey Form (Continued)

12. Check your three strongest skills:

- Sports
- Music, Dance, Drama
- Playstreet games
- Arts and Crafts
- Enthusiasm
- Getting along with people
- Sense of humor
- Evenness of temperament
- Knowledge of Community

Other _____

13. Check the box that best describes the distance of your residence to the playstreet on which you work.

- within three blocks
- four to seven blocks
- eight to 15 blocks
- greater than 15 blocks

14. What languages do you speak?

- English
- Spanish
- Other _____

15. What language do you use most often on the street?

- English
- Spanish
- Other _____

Figure 7. Play Street Staff Survey Form (Continued)

IV. RESULTS OF THE USER SURVEY

Interviews with Play Street Users

Ten persons between the ages of four years and 19 years were interviewed on each of 20 play streets. Some of the information obtained includes:

Effective Service Area of the Play Street.

- 67 percent live on the street
- 28 percent live within three blocks
- 5 percent live further than three blocks away

Service Period of the Play Street.

- 83.4 percent use the street every day
- 13.1 percent use the street three or four days a week
- 3.0 percent use the street one or two days a week
- 0.5 percent use the street less than once a week
- An average of eight hours a day is spent on the play street (supervision is provided seven hours per day).
- 48 percent of the children want the play street to open sooner.
- 69 percent of the children want the play street to stay open later. (The desire to keep the streets open later is in conflict with the desires of the adult residents.)

Games and Equipment Used Most Often

- Street Activities (64 percent):
 - 27 percent basketball
 - 11 percent volleyball
 - 6 percent baseball
 - 6 percent skelly
 - 5 percent hopscotch
 - 2 percent shuffle board
 - 2 percent dance and dramatics*
- Sidewalk Activities (36 percent):
 - 19 percent table pool (table game)
 - 13 percent nok-hokey (table game)
 - 3 percent arts and crafts
 - 1 percent checkers

*Others 5 percent.

Additional Games and Equipment Desired

- 46 percent curb games for one or two children
- 22 percent mobile vans (swimming, hockey, tennis, boxing)
- 16 percent street games for large groups.

Figure 8 provides a summary of results of the user survey. The answers to each question can be analyzed by street, or by borough rather than by the average response. This is illustrated in Figure 9.

Time interview starts _____ Date _____
 Street name _____ between _____ and _____

I'm going to ask you some questions about the playstreet. If you don't know what I mean by a question, tell me so I can repeat the question. I won't put your name on this paper. I just want to know what you think about the playstreet because you play here.

1. The child interviewed is 51% Male 49% Female. 11 Yrs. Age
2. Do you come to this street 83.4% Every day 13.1% 3 or 4 days a week
3.0% 1 or 2 days a week 0.5% less than once a week
3. At what time do you usually come to the street? _____ a.m. }
 _____ p.m. } 8 hrs. spent on playstreet
4. At what time do you usually leave the street? _____ a.m. }
 _____ p.m. }
5. Do you live on this street? 67% YES 33% NO
 If no, do you live within 3 blocks of this street? 28% YES 4% NO
6. Are the children you play with on the playstreet
84% mostly children who live on this block
10% mostly children from another block
6% don't know
7. Do you ever have to stop playing to let cars drive through the street? 62% YES 38% NO
 If yes, how many times did you have to stop playing today to let cars go by?
 Circle one: 0 1 2 (3) 4 5 6 more than 6
8. What games do you play on the playstreet?
 (Do not read suggestions below. Let the child tell you.)

a. <u>12%</u> Basketball	g. <u>8%</u> Arts and Crafts
b. <u>14%</u> Volleyball	h. <u>4%</u> Dance and Dramatics
c. <u>6%</u> Hopscotch	i. <u>14%</u> Table pool
d. <u>5%</u> Shuffleboard	j. <u>7%</u> Checkers
e. <u>7%</u> Skelly	k. _____ Other <u>Baseball - 3%</u>
f. <u>17%</u> Noc-Hockey (on game board)	<u>Jump Rope - 3%</u>
9. Which game do you play most often? a b c d e f g h i j k

<u>27%</u> - Basketball	<u>3%</u> - Arts and Crafts
<u>11%</u> - Volleyball	<u>2%</u> - Dance and Dramatics
<u>5%</u> - Hopscotch	<u>19%</u> - Table Pool
<u>2%</u> - Shuffleboard	<u>1%</u> - Checkers
<u>6%</u> - Skelly	<u>6%</u> - Baseball
<u>13%</u> - Noc-Hockey	<u>5%</u> - Jump Rope

Figure 8. Summary of Results

Street name _____ between _____ and _____

10. Are there any other things (games or equipment) that you would like to use on this playstreet? 55% YES 45% NO & no response

What? Curb games for 1 or 2 children - 46%, mobile vans (swimming, hockey, tennis, boxing, etc.) - 22%, street games for large group - 16%

11. In the afternoons when you do not come to play on the street what do you do? (Do not read suggestions below. Let the child tell you.)

- a. 20% go to a park or pool
- b. 14% go to a friend's house or street
- c. 9% go out with your family
- d. 24% stay home to play or work
- e. 23% watch TV
- f. other Out-sports - 2%, out-social - 3%, Home-other - 5%

12. Why do you come to this playstreet?

Play, (Fun) games, activities - 61%, Social - 19%

Live here, nothing else to do - 17%, Safety - 2%

13. Is there any way you would change the playstreet to make it more fun to play on?

No consistent Remarks

15. Do you want the playstreet to open earlier each day? 48% YES 52% NO

Why? _____

16. Do you want the playstreet to stay open later? 69% YES 31% NO

Why? _____

17. Is there anything else you would like to tell me about the playstreet?

No consistent Remarks

Time interview ends _____ a.m.
p.m.

Figure 8. Summary of Results (Continued)

COMPARISON BY HOURS OF OPERATION

	Number of Streets	Yes	No	No Response
● Open Earlier				
10 A.M. Streets	(3)	60%	37%	3%
11 A.M. Streets	(3)	33%	60%	7%
12 Noon Streets	(1)	30%	70%	0%
1 P.M. Streets	(13)	48%	49%	3%
● Close Later				
5 P.M. Streets	(3)	70%	30%	0%
6 P.M. Streets	(3)	87%	13%	0%
7 P.M. Streets	(1)	20%	80%	0%
8 P.M. Streets	(13)	67%	30%	3%

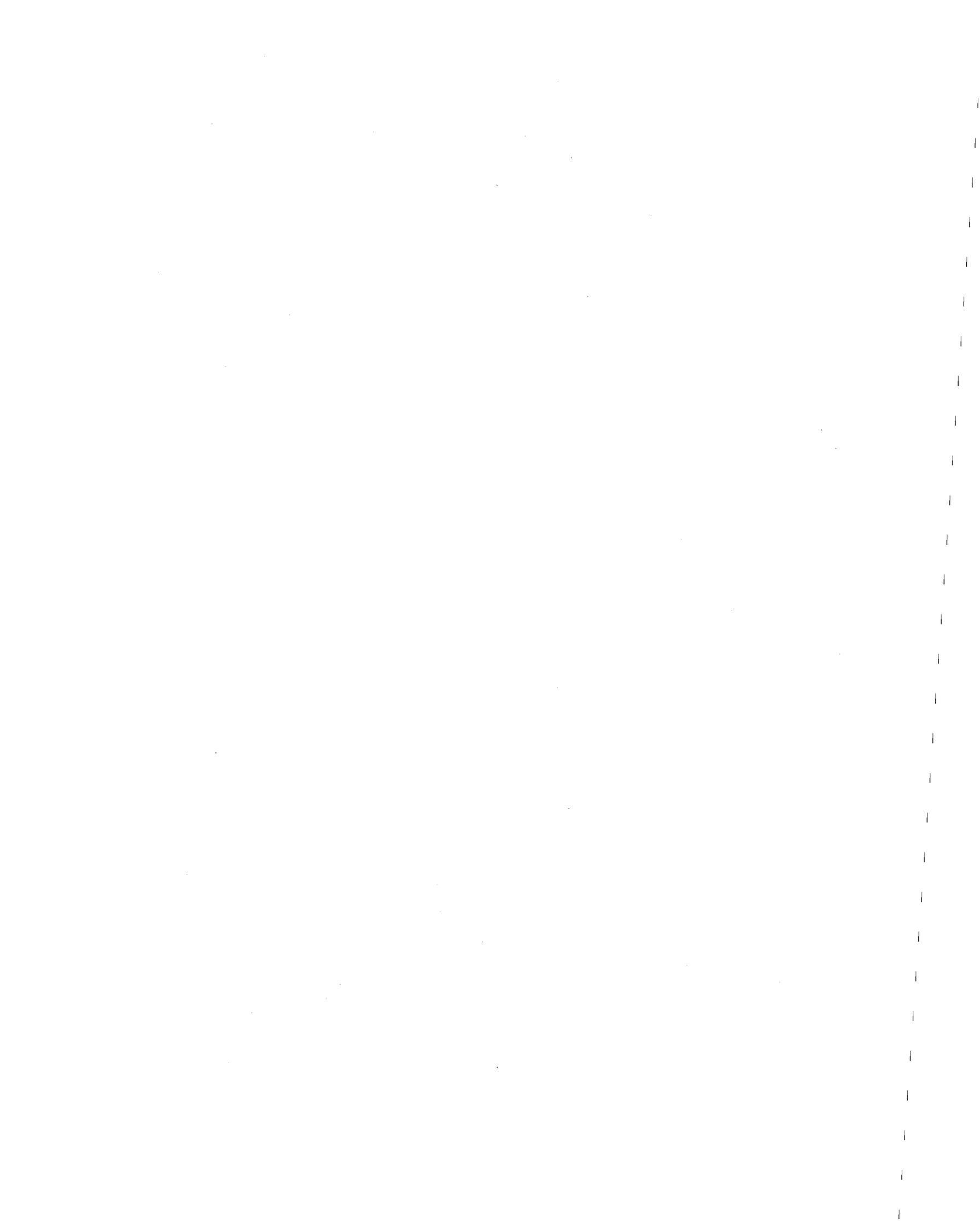
COMPARISON BY BOROUGHES

Number of Streets	Boro	Open Earlier			Close Later		
		Yes	No	No Response	Yes	No	No Response
(7)	Manhattan	41%	53%	6%	67%	29%	4%
(5)	The Bronx	58%	42%	0%	72%	26%	2%
(5)	Brooklyn	54%	42%	4%	76%	24%	0%
(3)	Queens	27%	70%	3%	47%	53%	0%

TOTAL

All Streets (20)	Yes	No	No Response	Respondants	
				Yes	No
Open Earlier	46.5%	50%	3.5%	48%	52%
Close Later	67.5%	30.5%	2%	69%	31%

Figure 9. Play Street Hours



V. RESULTS OF THE ADULT SURVEY

Interviews with Play Street Adults

Ten persons were interviewed on each of 20 play streets. Seventy-five percent of the individuals lived on the street; 15 percent had jobs on these streets; and 10 percent indicated they visited the street on a regular basis. These interviews provided the following information:

- 65 percent of all respondents and 72 percent of the play street residents *did not* own car.
- 88 percent of the respondents indicated that they *did not* have a problem due to the streets being closed to traffic
- 31 percent of the respondents who lived or worked on the play street and owned a car indicated they had a problem due to play street closure to traffic. Of these, 88 percent indicated parking as the problem, and the rest indicated difficulties associated with deliveries, noise, being handicapped, vandalism, or sanitation.
- 93 percent of the respondents would *not* approve of vehicles being permitted to drive through the play street under controlled conditions (5 mph). The primary reason given for controlled vehicular access was for deliveries.
- 96.5 percent of the respondents thought the play street “reduces the number of children hit by cars.”
- 27 percent of the respondents were in favor of opening the play street earlier in the morning.
- 26.5 percent of the respondents were in favor of keeping the play street open later in the evening.
- 8 percent of the respondents *were not* “glad street is closed to traffic;” of these, 40 percent indicated that they have “taken part in some play street activities,” and 53 percent indicated they had “problems because the street was closed to traffic.”

Figure 10 provides some demographics of those persons that had problems with the street being closed.

	Residents (150=N)				Place of Work (29=N)				Visit on a Regular Basis (21=N)			
	Own Car (42)		No Car (108)		Own Car (16)		No Car (13)		Own Car (12)		No Car (9)	
	Kids (29)	No Kids (13)	Kids (82)	No Kids (26)	Kids (6)	No Kids (10)	Kids (7)	No Kids (6)	Kids (11)	No Kids (1)	Kids (3)	No Kids (6)
Had problems due to street closure (24)	10	4	1	2	2	2	0	0	2	1	0	0
Thought it ok for cars to drive thru at 5 mph (14)	3	2	4	4	0	0	0	0	0	0	0	1
Does not think the P/S reduces the no. of kids hit by cars (7)	1	0	1	1	0	0	1	0	0	2	0	1

Figure 10. People Who Had Problems Due to Street Closure

VI. RESULTS OF THE STREET CHARACTERISTICS SURVEY

Street and Area Descriptors

- The longest street was 895 feet and the shortest was 190 feet. The average was 507 feet; the street width varied from 30 to 34 feet.
- The average number of family dwelling units was 272 per play street. This varied from 11 houses to 870 apartment units, with one street containing two factories and no dwelling units.
- Eleven of the 20 play streets had from one to three abandoned or otherwise unoccupied buildings. The average was one empty building per street.
- Three of the streets had no commercial establishments. One street had 12 small stores. The average was two stores, which were usually located on the corners.
- The majority of play street residents (20 streets) were:
 - black on 65% of the streets,
 - white on 20% of the streets,
 - hispanic on 15% of the streets.
- The distribution of other play streets within five blocks of the 20 studied streets was:
 - no play streets – 70%,
 - one play street – 10%,
 - two play streets – 10%,
 - three play streets – 10%.

Observations of Street Use

- Play street hours for streets surveyed:

Play Street Hours of Operation	Number of Streets
10 a.m. – 5 p.m.	3
11 a.m. – 6 p.m.	3
12 Noon – 7 p.m.	1
1 p.m. – 8 p.m.	13
Total	20

- The time when the most people were out on the street was 5 p.m. ($\bar{X} = 4:40$ p.m. ± 1.965 hours).
- At 5 p.m., the average play street had 112 people on the street (see Figure 11 for the distribution of ages).

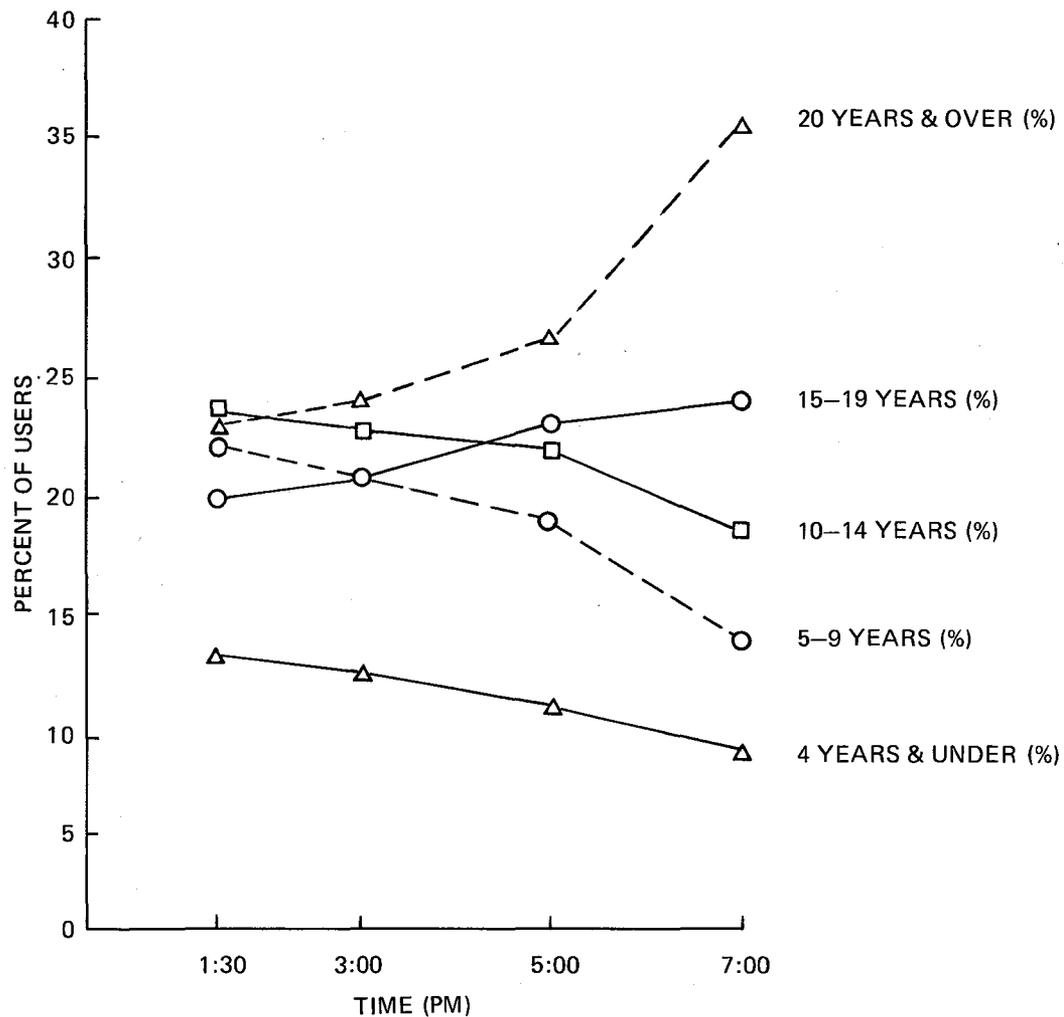


Figure 11. Ages of Play Street Users

- Ninety percent of those under 20 were involved in play street activities (based on 400 observations).
- Thirty-five percent of those over 19 were involved in play street activities (based on 128 observations).
- An average of 85 percent of the play street was used for activities (20 street supervisors' estimations for the period of a full day).
- An average of 44 percent of the play street was used for activities (24 spot observations at various times).

Observation of Vehicles on the Play Street

- On 20 play streets, the number of emergency and other vehicles driving through were counted for five days; the average per day was two vehicles ($\bar{X} = 2.415$, Std. Dev. = 3.276). (This includes trucks delivering lunches.)
- On 20 play streets, the number of parked cars at 1 p.m., 3 p.m., 5 p.m., 7 p.m. and 8 p.m. were counted for five days; the average was six vehicles per street ($\bar{X} = 6.28$, ± 9.053). (One street had an average of 33.4 parked cars.) (These represent hours when the play street was closed to traffic.)
- The average percent of parking capacity used was 14 (based on the street dimensions). The worst street had 49 percent of its parking capacity utilized. Utilization of parking capacity should be viewed in light of signing indicating total prohibition of parking during play street hours.

VII. RESULTS OF THE STAFF SURVEY

Interviews with "On-the-Street" Staff

The PAL employs two paid staff members per play street. One is the play street director, the other is the play street assistant director. On each street, these individuals are over 18 years of age; one is male, the other, female. The director has previous play street experience; the other has had some experience in working with children. Both live in the immediate vicinity. (Note: In Philadelphia, there is one paid street director. This individual is over 21 years old and lives on the block, or one block away. He or she is assisted by three teenagers.)

Eighty-six employees of the New York Police Athletic League were surveyed. Forty were play street directors, forty were play street assistant directors, and six were area supervisors responsible for coordinating several play streets. This group represented the PAL "on-the-street" staff for the summer of 1974. Some of the information they provided included:

- The average age of the staff was 25 years ($\bar{X} = 24.8 \pm 7.43$, youngest = 17, oldest = 45).
- 48 percent = male; 52 percent = female
- The average staff member has worked on a PAL play street one previous summer, has had two additional paid summers of recreational experience, 1½ years of paid recreational experience, and has completed 14 years of schooling.
- The indicated occupations were:
 - teaching
 - social work
 - student
 - recreation director
- The average worker lives 13 blocks from the play street:
 - within 3 blocks = 14%
 - 4 to 7 blocks = 6%
 - 8 to 15 blocks = 9%
 - over 15 blocks = 71%
- The barricades are set up by:
 - the play street director and/or the neighborhood youth corps workers = 65%
 - residents = 23%
 - other and no response = 12%

- Time barricades set up:
 - 8:00 a.m. = 30%
 - 8:30 a.m. = 5%
 - 9:00 a.m. = 11%
 - 9:30 a.m. = 6
 - 10:00 a.m. = 11%
 - 10:30 a.m. = 8%
 - 11:30 a.m. = 2%
 - 12:00 N = 9%
 - 1:00 p.m. = 9%

The earliest starting time for the PAL streets was 10:00 a.m.

- Benefits seen for the play street program:
 - Educational = 25%
 - Social = 54%
 - Safety = 12%
 - Supervision = 9%
- 66 percent of staff respondents indicated the residents of the area were fearful of crime.
- 96 percent of staff respondents indicated that “it was not possible to operate the play street and allow cars to drive through at a maximum speed of five miles per hour.”

VII. RESULTS OF THE STREET OBSERVATIONS IN PHILADELPHIA

The observations of the New York City play streets have not been summarized since the surveys of the previous chapters provide this information in great detail.

A selection of the Philadelphia and New York City play street observation forms is provided in Appendix B.

The characteristics of the Philadelphia play streets are summarized as follows:

- 60 percent of the Recreation Department play streets observed had no signs present.
- None of the Recreation Department play streets observed had supervision on the block.
- All of the Model City play streets observed had supervision on the block.
- An average of 36.5% of the street was utilized on the ten Model Cities play streets observed. Ranging from 5% of the street (when lunch was being served) to 50% of the street.
- An average of 6.5% of the street was utilized on the 15 Recreation Department play streets observed. Ranging from 0% on some streets to 20% on others.
- An average of 14.87 cars were parked on the Recreation Department play streets observed.
- An average of 14.70 cars were parked on the Model Cities play streets observed.
- 60% of the Recreation Department play streets observed used police barricades to block the street.
- 26.6% of the Recreation Department play streets observed used string barriers to close the street.
- 13.3% of the Recreation Department play streets observed used no barrier to close the street.
- 40% of the Model Cities play streets observed used police barricades to close the streets.
- 60% of the Model Cities play streets observed used string barriers to close the street.
- The average length is 111.67 feet on the Recreation Department play streets observed.
- The average street width is 19.36 feet on the Recreation Department play streets observed.
- Three, or 20% of the Recreation Department play streets observed had one vehicle driving through during the observation period.
- Two, or 20% of the Model Cities play streets observed had one vehicle driving through during the observation period.
- The average street length of Model Cities play streets observed was 116.25 feet.
- The average street width of Model Cities play streets observed was 22.9 feet.

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APPENDIX A

COMPARATIVE URBAN PEDESTRIAN ACCIDENT (BASED ON AGE)

The information in this appendix was developed by Richard L. Knoblauch of BioTechnology during the conduct of an urban pedestrian accident study (Department of Transportation Contract DOT-HS-190-2-480).

A pedestrian accident data collection system was established in six major cities. The system involved using the regular police accident report form and a specifically designed supplementary data form. The information on the forms was combined, and the precipitating and predisposing factors, as well as the distribution of accident types in the accident data base were determined. Such a data collection system, when fully operational, can provide a great deal of useful information and appears to be very appropriate for use in an accident-based evaluation of pedestrian safety countermeasures designed to impact upon specific types of urban pedestrian accidents. Descriptive data on 2,044 pedestrian accidents from the six study cities is presented.

Since the bivariate tables compare each variable versus the distribution of pedestrians' age, the reader can determine that five- to nine-year olds were involved in 24 percent of the 2,044 accidents in the cities of Akron, Ohio; Miami, Florida; New York City; San Diego, California; Toledo, Ohio; and Washington, D.C., and that 29 percent of these happened between the hours of 2:00PM and 3:59PM.

Table A-1
 Summary Percentage for Total Pedestrian Accident
 Sample (N = 2044)

UPPER BOUNDS OF AGE CATEGORIES															
Descriptive Data	4 9	9 24	14 10	19 8	24 6	29 5	34 3	39 3	44 3	49 3	54 4	59 3	64 3	65 Plus 13	Total 100
MONTH															
1	4	6	8	11	10	11	13	7	5	10	10	23	8	13	9
2	5	10	11	13	15	8	12	14	13	16	22	13	11	12	12
3	12	15	14	12	11	20	22	14	16	10	10	12	18	11	14
4	19	15	13	7	6	8	9	18	16	6	12	6	13	12	12
5	16	14	11	13	12	8	10	13	11	7	8	9	16	9	12
6	9	9	8	11	8	11	6	9	6	13	10	7	11	7	9
7	10	7	8	6	7	7	3	11	8	13	8	4	6	8	8
8	9	4	2	4	5	7	3	2	2	6	1	1	3	5	4
9	6	6	7	4	4	2	4	2	8	4	6	6	8	3	5
10	6	8	8	6	9	7	7	0	5	4	7	9	3	5	6
11	2	4	5	5	8	3	4	2	6	3	3	4	0	7	4
12	2	2	4	8	6	6	6	7	5	4	3	6	0	7	4
TIME OF DAY															
2400 – 0159	1	1	1	5	9	12	7	7	10	6	4	3	0	1	3
0200 – 0359	0	1	1	2	5	3	10	11	3	0	3	1	5	0	2
0400 – 0559	0	0	0	1	1	2	1	2	2	0	1	0	3	1	1
0600 – 0759	2	1	4	6	4	7	4	7	6	6	8	6	6	4	4
0800 – 0959	3	8	4	8	6	7	4	9	3	1	7	7	11	11	7
1000 – 1159	12	5	7	5	2	4	4	5	3	10	8	7	14	11	7
1200 – 1359	15	13	8	5	10	9	3	5	3	10	10	12	5	8	9
1400 – 1559	17	29	26	15	11	9	12	9	8	12	7	4	6	18	18
1600 – 1759	24	21	23	15	12	10	13	13	6	10	17	19	11	20	18
1800 – 1959	22	16	12	16	16	10	13	11	19	22	17	25	22	18	17
2000 – 2159	4	6	9	12	12	13	18	7	25	12	10	10	13	6	9
2200 – 2359	0	0	3	11	12	12	9	11	11	10	6	9	3	3	5
DAY OF WEEK															
Sunday	15	8	6	10	9	9	9	11	15	6	6	10	17	9	10
Monday	9	16	14	12	18	14	22	17	8	11	10	12	11	13	14
Tuesday	15	13	16	10	12	12	13	9	18	3	14	15	12	14	13
Wednesday	13	16	15	18	15	14	15	11	13	11	26	21	19	15	16
Thursday	13	17	17	14	12	16	6	15	12	20	12	16	22	16	15
Friday	13	16	23	15	16	14	16	22	13	22	13	10	12	18	16
Saturday	21	13	10	20	19	20	18	15	20	26	19	16	6	15	16

Table A-1 (Continued)
 Summary Percentage for Total Pedestrian Accident
 Sampel (N = 2044)

UPPER BOUNDS OF AGE CATEGORIES															
Descriptive Data	4	9	14	19	24	29	34	39	44	49	54	59	64	65 Plus	Total
DRIVER AGE															
17 or less	4	5	7	9	2	4	0	2	2	2	5	2	7	6	5
18 – 20	11	11	13	11	12	7	17	12	11	9	5	8	7	13	11
21 – 24	23	16	13	13	18	15	7	14	11	9	22	15	23	14	16
25 – 34	25	24	24	26	25	27	34	31	30	36	33	30	22	18	26
35 – 44	16	16	21	13	15	17	17	17	18	25	7	23	8	16	16
45 – 54	10	16	11	12	9	15	7	14	4	12	20	10	13	15	13
55 – 64	5	7	7	10	13	10	10	10	11	4	2	11	12	9	8
65 or more	5	4	3	7	5	4	8	0	11	4	7	2	8	8	5
DRIVER SEX															
Male	71	67	70	63	73	67	83	63	72	72	67	72	72	73	70
Female	24	28	19	19	13	12	8	15	18	19	27	15	22	20	21
Hit and Run	6	5	12	18	14	21	9	22	10	9	6	13	6	7	10
PED SEX															
Male	68	62	60	62	59	62	63	76	82	65	58	65	65	50	62
Female	32	38	40	38	41	38	37	24	17	35	42	35	35	50	38
INJURY SEVERITY															
Fatal	6	4	7	7	5	10	6	24	14	11	21	15	27	25	11
Serious	34	32	25	24	33	33	28	33	34	34	31	33	36	35	32
Moderate	38	42	46	33	34	29	40	18	31	35	21	32	17	24	35
Slight	20	20	19	32	25	27	23	25	22	20	21	20	19	15	21
None	2	2	3	4	2	1	3	0	0	0	4	0	0	0	2
LIGHT CONDITIONS															
Daylight	84	85	76	52	46	49	45	42	35	57	62	51	61	70	67
Dawn or Dusk	8	5	5	3	2	1	2	6	5	4	3	6	7	4	5
Dark	8	10	18	44	52	50	53	52	60	39	35	43	31	25	28
WEATHER CONDITIONS															
Clear or Cloudy	97	94	87	88	85	86	79	91	87	80	82	88	72	86	88
Rain	3	4	9	11	12	14	18	9	10	18	12	10	24	12	10
Snow or Sleet	0	1	1	1	2	0	1	0	0	1	6	0	3	1	1
Fog or Mist	0	1	2	0	1	0	1	0	3	0	0	1	1	1	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROADWAY CONDITIONS															
Dry	95	91	85	83	85	84	75	87	79	79	79	86	72	83	86
Wet	5	8	14	16	13	16	24	13	19	20	18	14	27	16	13
Snow, Ice, or Mud	0	1	1	1	2	0	1	0	2	1	3	0	1	1	1
Other	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Table A-1 (Continued)
 Summary Percentage for Total Pedestrian Accident
 Sample (N = 2044)

UPPER BOUNDS OF AGE CATEGORIES

Descriptive Data	4	9	14	19	24	29	34	39	44	49	54	59	64	65 Plus	Total
VEHICLE TYPE															
Car	89	85	84	86	85	80	80	81	90	79	84	80	82	85	84
Taxi	2	2	2	1	1	1	6	2	0	4	1	2	0	1	2
Bus	1	3	3	0	2	2	6	0	5	2	1	2	3	1	2
Truck	5	8	6	7	10	15	8	8	3	11	9	11	8	8	8
Other	3	3	3	5	2	1	0	8	2	4	4	6	6	5	4
TYPE OF ROAD															
Two-way	78	81	84	86	75	70	70	58	74	65	74	59	66	67	75
One-way	16	13	7	4	9	11	12	13	9	17	10	13	16	13	12
Divided	4	3	6	5	9	8	13	19	10	11	9	18	7	11	7
Expressway	0	1	0	2	2	5	5	4	5	3	3	1	7	4	2
Other	2	3	3	2	4	6	0	6	2	3	4	9	3	4	4
TYPE OF AREA															
Residential	77	65	47	34	34	28	28	30	32	22	24	14	23	30	43
Commercial	10	7	11	21	31	36	34	32	35	39	26	46	41	31	22
Industrial	0	0	2	0	2	2	0	2	2	2	1	3	0	1	1
Undeveloped	0	1	2	4	2	3	3	2	0	2	1	1	3	2	2
School	1	6	9	6	1	0	0	2	0	3	1	4	5	1	4
Resid.-Comm.	11	21	26	29	26	26	34	27	24	25	35	22	22	31	25
Resid.-Indus.	0	0	0	0	0	0	0	2	0	0	1	1	2	1	1
Comm.-Indus.	1	0	0	1	0	1	0	0	2	3	0	3	0	1	1
Other	1	1	3	6	3	5	1	4	5	5	10	4	5	4	3
TRAFFIC CONTROL															
Traffic Signal	7	12	16	23	30	28	33	31	33	35	53	48	39	37	24
Stop or Yield Sign	3	6	6	6	9	8	7	6	7	15	4	15	6	12	7
None	89	82	76	71	60	62	60	57	58	47	41	37	54	50	67
Other	1	1	2	0	2	1	0	6	2	3	1	0	0	1	1
VEHICLE ACTION															
Going Straight	82	86	81	68	57	62	65	62	71	54	60	54	67	65	72
Backing	3	1	0	4	7	6	6	9	3	5	9	7	4	6	4
Turning Right	3	2	5	5	6	5	6	7	3	12	7	6	3	7	5
Turning Left	2	3	3	6	10	9	13	9	10	15	10	16	13	10	7
"U" Turning	1	0	0	1	1	0	0	2	0	2	0	0	0	0	1
Stopped in Traffic	0	1	0	0	1	2	0	0	0	0	1	0	1	1	1
Starting in Traffic	3	2	4	8	6	4	3	2	5	5	1	4	3	5	4
Stopping or Slowing	4	5	2	3	3	7	1	2	0	3	4	6	3	2	4
Parking	1	1	1	1	2	0	3	4	2	2	1	4	1	2	1
Other	1	1	3	4	7	4	3	4	5	3	4	3	3	3	3

Table A-1 (Continued)
 Summary Percentage for Total Pedestrian Accident
 Sample (N = 2044)

UPPER BOUNDS OF AGE CATEGORIES

Descriptive Data	4	9	14	19	24	29	34	39	44	49	54	59	64	65 Plus	Total
ACCIDENT OCCURRED															
Intersection	15	26	40	42	38	43	51	40	32	60	58	57	49	51	39
Non-intersection	85	74	60	58	62	57	49	60	68	40	42	43	51	49	61
Marked X-walk	5	8	20	20	22	15	28	18	15	24	38	35	22	28	17
Unmarked X-walk	8	14	13	17	13	16	13	4	12	21	16	21	23	23	15
Not in X-walk	87	78	67	63	65	69	59	78	73	55	46	44	55	49	67
Street Lights on	4	7	11	24	21	26	25	15	27	22	18	28	18	9	14
Ped. Signal Present	1	2	5	5	4	5	10	5	3	9	15	7	9	8	5
St. Lights/Ped. Sig.	0	1	0	1	2	1	3	0	5	1	0	0	1	1	1
TRAFFIC LANES															
One	18	10	4	3	2	7	3	2	2	8	5	3	2	3	6
Two	64	65	48	40	37	29	39	24	17	27	18	14	33	29	43
Three	4	5	3	6	9	7	9	12	10	8	9	14	12	8	7
Four	11	15	35	39	35	43	34	51	35	33	50	41	38	32	31
Five	2	2	5	4	6	3	5	4	8	7	3	6	3	4	4
Six	1	2	5	8	11	11	8	8	23	13	15	19	12	13	8
Seven or more	1	1	1	1	0	0	2	0	5	3	0	2	0	1	1
LANE ENTERED															
First	75	58	46	32	24	33	34	26	28	40	22	25	33	33	43
Second	16	30	30	31	37	24	27	31	23	24	25	32	40	33	29
Third	4	4	5	10	9	12	18	10	14	12	16	16	8	13	8
Fourth	1	2	9	7	6	8	0	5	7	2	9	11	5	6	5
Fifth	0	1	2	3	2	2	3	0	7	0	3	0	0	2	2
Sixth or more	0	1	1	1	0	0	0	0	7	2	2	0	2	1	1
Parking	1	1	1	4	5	3	6	14	4	5	6	11	5	3	3
Not in Roadway	3	4	6	13	16	17	11	14	9	16	17	5	7	8	8
VISION BLOCKED BY															
Standing Traffic	5	7	15	12	4	10	4	2	2	3	3	4	3	4	7
Parked Vehicle	45	31	14	5	5	4	4	5	8	3	4	4	4	7	16
Bus in Bus Stop	1	1	1	1	1	0	1	7	2	3	1	1	0	1	1
Other	1	4	5	6	8	3	1	0	5	1	7	10	4	4	4
DRIVER ACTION															
Swerved/Braked	64	69	57	38	29	30	34	14	38	40	42	35	40	38	48
Attending Traffic	9	8	12	11	17	10	12	22	19	12	12	23	16	22	13
Alcohol or Drugs	2	1	1	4	3	7	3	5	5	6	4	1	1	2	2
Speeding	2	1	2	3	2	3	4	2	0	0	3	4	6	2	2
Turning/Merging	6	5	9	16	21	15	18	22	14	25	18	22	15	21	13
Improper Turn	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Ran Sign or Sig.	0	1	1	2	0	4	0	0	0	4	1	1	4	1	1

Table A-1 (Continued)
 Summary Percentage for Total Pedestrian Accident
 Sample (N = 2044)

UPPER BOUNDS OF AGE CATEGORIES															
Descriptive Data	4	9	14	19	24	29	34	39	44	49	54	59	64	65 Plus	Total
PED CROSSED															
Behind Parked Vehicle	48	36	18	9	4	7	6	2	5	3	6	6	7	8	19
Against Signal	3	4	4	9	6	2	6	11	5	7	14	14	10	11	7
Bus Stop/Front	1	1	2	2	1	0	1	4	0	1	1	1	1	1	1
Bus Stop/Rear	1	1	1	2	0	0	1	0	0	1	0	0	3	0	1
Front of Standing Traffic	8	7	14	12	10	12	6	5	5	9	6	6	7	6	8
PED ACTION															
Running	54	80	51	36	23	17	20	14	17	13	22	6	7	15	40
To/From Vendor	6	4	1	0	0	0	0	0	0	0	0	0	0	0	2
Crossing with Peds.	8	10	15	20	19	7	16	7	5	12	10	9	10	9	11
Not Crossing	2	6	11	14	25	20	13	29	19	19	19	7	13	8	12
In/out of Vehicle	1	1	1	4	3	4	1	4	5	4	1	0	4	2	2
Unaware Backing Vehicle	3	1	1	3	5	5	6	7	0	4	4	7	3	4	3
Appeared Suddenly	58	57	49	37	33	33	37	25	38	37	28	43	42	42	45
Walked into Vehicle	20	18	13	17	6	10	4	7	5	9	10	7	6	9	13
Working on Vehicle	1	1	1	5	6	3	1	5	5	4	3	1	1	0	2
Working in Roadway	0	0	1	1	4	1	0	5	0	1	3	3	0	1	1
Playing in Roadway	3	4	2	2	1	0	0	0	0	0	0	0	0	0	2
Attempted Evasion	1	2	6	9	7	12	9	5	5	7	1	1	4	4	4
Alcohol/Drugs	0	1	0	2	6	4	16	7	17	16	15	10	7	3	4

Table A-1 (Continued)
 Summary Percentage for Total Pedestrian Accident
 Sample (N = 2044)

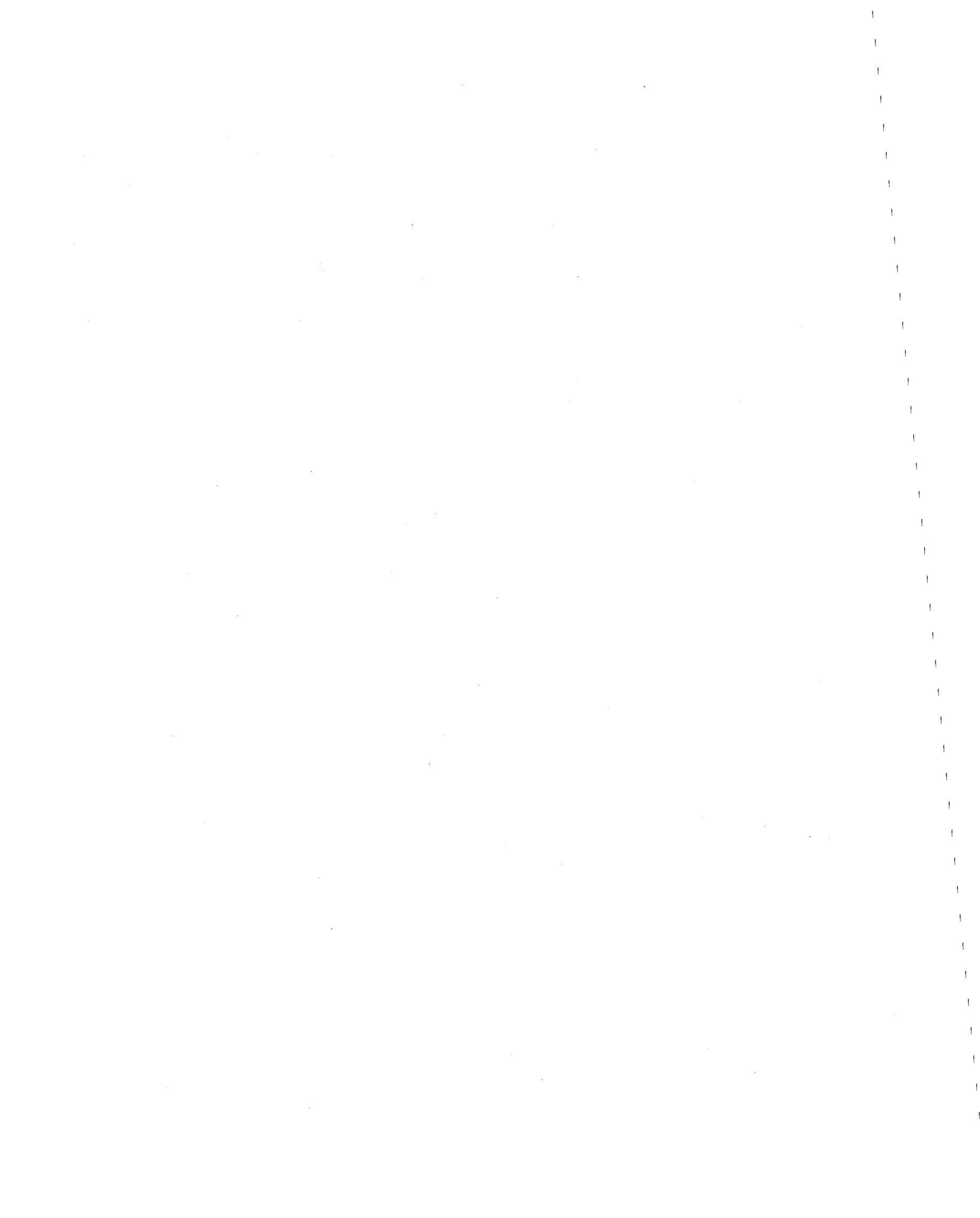
UPPER BOUNDS OF AGE CATEGORIES

ACCIDENT TYPE	X Conf	4	9	14	19	24	29	34	39	44	49	54	59	64	65 Plus	Total
D/O First		44	32	18	13	11	14	6	9	21	12	10	12	18	16	21.2
D/O Second		7	12	13	8	9	7	4	5	10	3	4	6	6	6	8.8
Int. Dash		8	17	18	12	8	13	20	9	8	19	19	23	19	22	15.9
T/M Conflict		2	1	1	1	4	2	3	2	3	0	1	9	1	5	2.1
Ped Strike Veh.		2	2	3	5	2	3	3	2	2	4	6	1	3	2	2.6
Mult. Threat		2	2	8	4	1	4	3	0	2	0	1	3	0	3	2.8
Bus Stop		1	1	2	2	1	0	1	4	0	1	1	1	1	1	1.0
Backing-up		3	1	0	2	5	4	6	7	2	4	4	6	0	4	2.6
Vendor		6	4	1	0	0	0	0	0	0	0	0	0	0	0	1.7
Wierd		2	3	6	8	9	4	4	7	11	4	6	4	4	3	4.8
Result of Auto-Auto		0	0	1	4	5	5	1	5	3	4	3	1	0	1	1.6
Secondary		2	2	1	5	8	6	6	7	2	9	11	6	9	3	3.9
Midblock-Dash		17	16	7	5	2	1	1	4	5	1	0	0	1	1	7.2
Trapped		0	1	0	2	3	0	0	0	0	1	0	3	1	1	.8
Turning Veh.		1	1	4	7	5	8	6	7	6	18	11	12	12	8	5.6
Not in Road		1	1	4	5	5	10	4	4	3	4	7	0	1	4	3.4
Not Coded		4	5	14	16	22	17	29	27	24	12	15	13	21	22	14.1

MISSING DATA BY CATEGORY

Descriptive Data	Unknown
Ped Age	3
Month	1
Time of Day	2
Day of Week	3
Driver Age	13
Driver Sex	3
Ped Sex	1
Injury Severity	5
Light Conditions	2
Weather Conditions	1
Roadway Conditions	1
Vehicle Type	5
Type of Road	7

Descriptive Data	Unknown
Type of Area	4
Traffic Control	3
Intersection	3
Crosswalk	5
Traffic Lanes	6
Lane Entered	11



APPENDIX B
SELECTED PLAY STREET OBSERVATION FORMS

143rd Street (7th Ave. to Lenox Ave.) — Manhattan, N.Y. — 17 July 1974 — 5:45 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This street is Residential composed of six and seven story multi-family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 30 Feet

ESTIMATED STREET LENGTH: 200 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 2 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 50%

TYPE OF BARRICADE: Two wooden
Police Barriers

SIGN LEGEND: No sign present

NUMBER OF PERSONS OBSERVED USING THE STREET: One-hundred persons

ACTIVITIES OBSERVED: Volleyball, bicycling, shuffle board and nok-hockey.

ADDITIONAL OBSERVATIONS: The street shower was running while no one was using it. This is quite a densely populated area. There were 3 cars parked in front of the barrier blocking vehicular entrance to the street. Street markings present.

5800 Walton Street — West Philadelphia — 16 July 1974 — 11:10 A.M.

Sponsoring Agency: Recreation Department



CHARACTERISTICS: This street is located in a Residential area composed of two story attached, single family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 24 Feet

ESTIMATED STREET LENGTH: 250 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 12 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** None

TYPE OF BARRICADE: String

SIGN LEGEND: Standard Recreation
Department Paper Sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Ten children

ACTIVITIES OBSERVED: Playing on sidewalk

ADDITIONAL OBSERVATIONS: Approximately five children from the 5 — 9 age group and five from the 10 — 14 age group were observed playing quietly on the sidewalks. One adult was observed working in his garden.

Waverly Ave. (Gates to Fulton St.) – Brooklyn, N.Y. – 18 July 1974 – 11:30 A.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This is a Residential area composed of three and four story multi-family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 32 Feet

ESTIMATED STREET LENGTH: 150 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 6 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 25%

TYPE OF BARRICADE: Police Barrier

SIGN LEGEND: Standard Police Athletic League sign

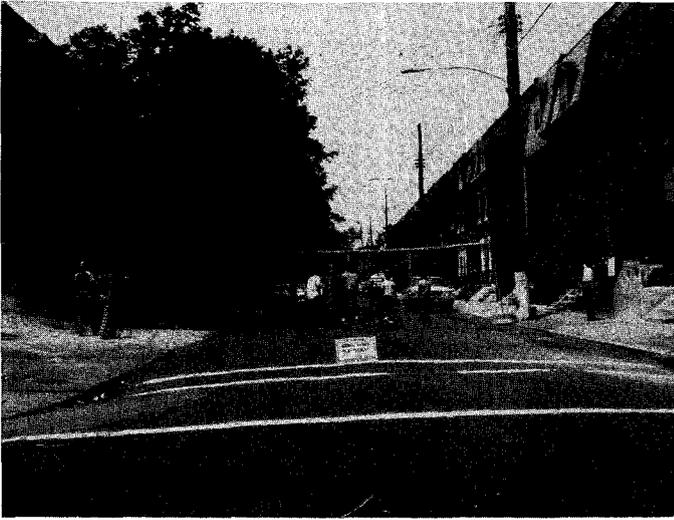
NUMBER OF PERSONS OBSERVED USING THE STREET: Forty-five persons

ACTIVITIES OBSERVED: Nok-hockey, board games, basketball and carroms.

ADDITIONAL OBSERVATIONS: There were four children from the 1 – 4 age group, twenty of the 5 – 9 age group, ten of the 10 – 14 age group, eight of the 15 – 19 age group, and five adults on the playstreet. There is a school located on the corner of the block. There were three persons cleaning the street. Lunch was delivered during the observation period. The barrier was opened to permit the truck access and then closed again. Street markings were present.

2100 Franklin Street — North Philadelphia — 16 July 1974 — 2:00 P.M.

Sponsoring Agency: Model Cities



CHARACTERISTICS: This is a Residential area composed of three story attached single and multiple family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 30 Feet

ESTIMATED STREET LENGTH: 175 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 30 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 30%

TYPE OF BARRICADE: String

SIGN LEGEND: Standard Model Cities paper sign with cardboard backing sheet

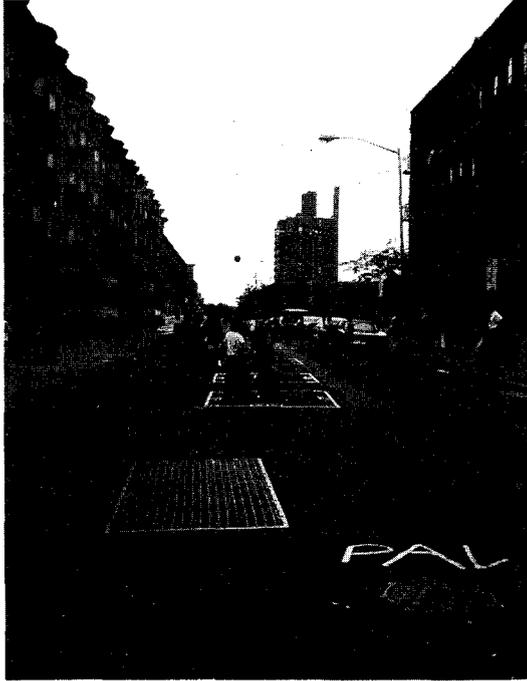
NUMBER OF PERSONS OBSERVED USING THE STREET: Sixteen persons

ACTIVITIES OBSERVED: Volleyball, board games, and street cleaning.

ADDITIONAL OBSERVATIONS: Eight boys were playing vollyball. Their ages ranged from 7 through 15 years. Three persons were cleaning (sweeping) the street. About five girls were playing board games.

Park Place (Grand to Classon Ave.) – Brooklyn, N.Y. – 18 July 1974 – 11:50 A.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This street is located in a Residential area composed of four and five story multi-family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 47 Feet

ESTIMATED STREET LENGTH: 280 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 30 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 35%

TYPE OF BARRICADE: Two Police Barriers

SIGN LEGEND: Standard Police Athletic League and Standard Traffic Engineering sign.

NUMBER OF PERSONS OBSERVED USING THE STREET: Ninety persons

ACTIVITIES OBSERVED: Basketball, skelly, volleyball, nok-hockey, stick ball, carroms and wiffle ball.

ADDITIONAL OBSERVATIONS: A skelly tournament is in progress in the center of the photo. There is a school with a playground located on this block, but it is closed for the summer. This street was littered with a noticeable amount of glass and trash. Arts and crafts activities were taking place in an indoor facility. Street markings were present.

2900 Mutter Street – North Philadelphia – 16 July 1974 – 12:50 P.M.

Sponsoring Agency: Recreation Department



CHARACTERISTICS: This is a Residential street composed of two story single family attached dwellings. This one way street was barricaded at both ends.

ESTIMATED STREET WIDTH: 20 Feet

ESTIMATED STREET LENGTH: 200 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 8 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: None

TYPE OF BARRICADE: String at one end.
Wooden Police Barrier at the other end.

SIGN LEGEND: Standard Recreation
Department sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Twelve children

ACTIVITIES OBSERVED: Board games, jacks, etc.

ADDITIONAL OBSERVATIONS: Five girls between the ages of 4 through 6 were observed playing games on stoops. Most, if not all of the activity was taking place out of the roadway and up on the stoops. Several adults were observed on their stoops. At the time of these observations, one vehicle drove through the street. There was a permanent diamond shaped sign with black legend on yellow background "Watch for Children."

114th Street (7th to 8th Avenues) — Manhattan, N.Y. — 17 July 1974 — 6:15 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This street is a densely populated Residential street composed of five and six story multi-family dwellings and several stores. This is a one way street. Both 7th and 8th Avenues are predominantly Commercial arterials.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 175 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** None

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 65%

TYPE OF BARRICADE: Wooden Barrier

SIGN LEGEND: No sign present

NUMBER OF PERSONS OBSERVED USING THE STREET: Two-hundred persons

ACTIVITIES OBSERVED: Volleyball, basketball, nok-hockey and shuffleboard

ADDITIONAL OBSERVATIONS: There is a school located on this block. There were approximately 100 children and 100 adults out in the street either playing games or socializing. Street markings exist.

1900 Mascher Street — North Philadelphia — 16 July 1974 — 1:10 P.M.

Sponsoring Agency: Model Cities



CHARACTERISTICS: This is a Residential street composed primarily of two and three story single and multiple family attached dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 150 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 15 — 20 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 25%*

TYPE OF BARRICADE: String

SIGN LEGEND: Standard Model Cities paper sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Thirty children

ACTIVITIES OBSERVED: Badminton, catch, basketball, baseball, bicycling, board games, street shower and various other games.

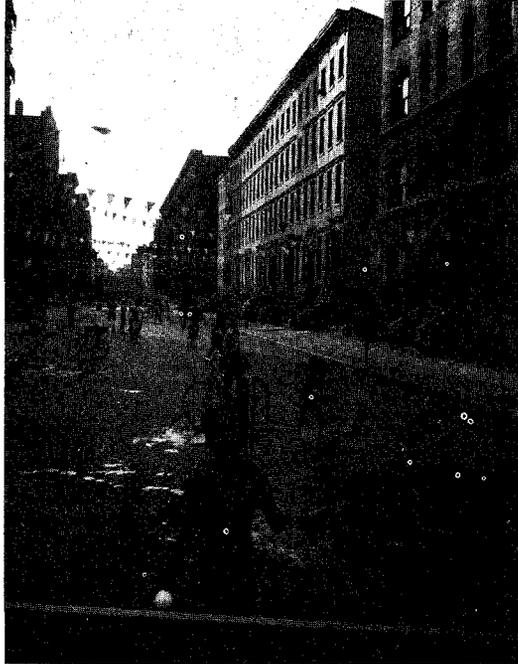
ADDITIONAL OBSERVATIONS: The empty corner lot on the street has been paved and is being used for various activities.



*The children's activities were observed alternating from the lot on the corner to the street itself.

W. 129th Street (Lenox Ave. to 5th Ave.) – Manhattan, N.Y. – 17 July 1974 – 6:00 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This street is predominantly Residential composed of five and six story multi-family dwellings with several Commercial stores. This is a one way street.

ESTIMATED STREET WIDTH: 30 Feet

ESTIMATED STREET LENGTH: 250 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 3 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 50%

TYPE OF BARRICADE: One and one-half
wooden Police Barriers

SIGN LEGEND: No sign present

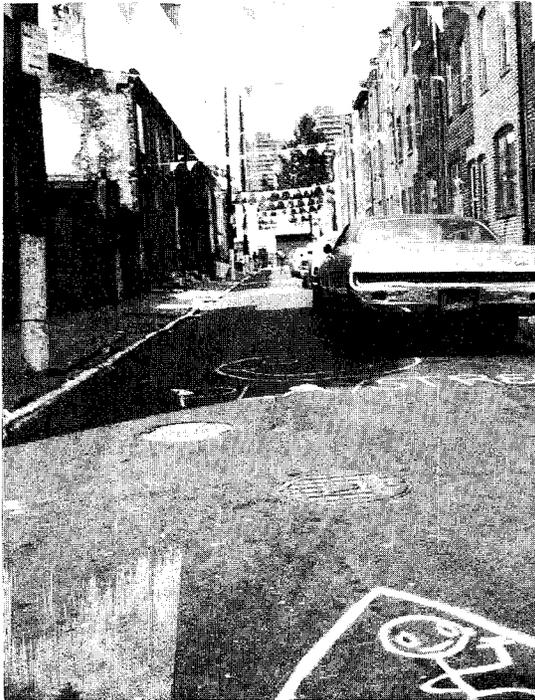
NUMBER OF PERSONS OBSERVED USING THE STREET: One hundred ten persons

ACTIVITIES OBSERVED: Volleyball, shuffle board, baseball, bicycling, board games, basketball and nok-hockey.

ADDITIONAL OBSERVATIONS: Several street vendors were selling hot dogs on this street. The street was lined with multi-colored flags at the second story level. There were approximately 60 children from 3 thru 18 years of age using the street, approximately 50 adults were observed sitting about talking. This is quite an active play street. Street markings are used. Hydrant is being used.

1300 Leithgow Street – South Philadelphia – 16 July 1974 – 3:10 P.M.

Sponsoring Agency: Recreation Department



CHARACTERISTICS: This is a narrow one way street. The street is located in a Residential neighborhood composed of 3 story single and multiple family dwellings. Several garages and back yards lined one side of the street.

ESTIMATED STREET WIDTH: 20 Feet

ESTIMATED STREET LENGTH: 90 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 8 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** None

TYPE OF BARRICADE: None in use at that time

SIGN LEGEND: No signs visible

NUMBER OF PERSONS OBSERVED USING THE STREET: None

ACTIVITIES OBSERVED: None

ADDITIONAL OBSERVATIONS: Two or three persons were observed walking down the street. Multi-colored flags were decorating the street. The play street had street markings which cars had parked over. There were several condemned buildings and boarded up houses on the street. The markings used were unique to this block. A barrier which was not in use is lying on the sidewalk on the lower left hand corner of the photo. The barrier is tied to the utility pole and should have been up since it was the time of day when the play street was in effect.

Beaumont Avenue (W. 187th to 188th Sts.) — The Bronx, N.Y. — 18 July 1974 — 5:50 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This is a Residential street composed of four and six story multi-family dwellings. This is a one way street. 187th street is heavily Commercial with apartments over the first stories.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 100 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 4 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 30%

TYPE OF BARRICADE: Police Barrier

SIGN LEGEND: Standard Traffic Engineering sign — 10:00 A.M. — 8:00 P.M.

NUMBER OF PERSONS OBSERVED USING THE STREET: Fifty persons

ACTIVITIES OBSERVED: Volleyball, basketball, shuffle board, and nok-hockey

ADDITIONAL OBSERVATIONS: There is a playground located on one corner of the block. The playground was deserted during our observations. The volleyball net was set up too close to 187th street and the volleyball went into 187th street several times.

5700 Hadfield Street — West Philadelphia — 16 July 1974 — 10:15 A.M.

Sponsoring Agency: Recreation Department



CHARACTERISTICS: This street is composed of two story attached single and multiple family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 20 Feet

ESTIMATED STREET LENGTH: 130 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 8 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: None

TYPE OF BARRICADE: Two wooden police barriers painted white. The legend hand painted on the barrier itself read:
Play Street — 10 A.M. - 4 P.M.

SIGN LEGEND: No sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Four persons

ACTIVITIES OBSERVED: Board games

ADDITIONAL OBSERVATIONS: There were four or five children aged 7 through 13 years playing games on the sidewalk and on porches. This street intersects with 58th street which is an arterial street composed of residences located over numerous stores.

144th Street (Bradhurst to 8th Ave.) – Manhattan, N.Y. – 17 July 1974 – 5:20 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This street is predominantly Residential composed of five and six story multi-family dwellings and several small stores. This is a one way street.

ESTIMATED STREET WIDTH: 33 Feet

ESTIMATED STREET LENGTH: 85 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 4 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 35%

TYPE OF BARRICADE: Wooden Police
Barrier and stanchion with sign

SIGN LEGEND: Standard Traffic
Engineering Sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Seventy-five persons

ACTIVITIES OBSERVED: Volleyball, cards, dice, shuffle board, basketball and bicycling

ADDITIONAL OBSERVATIONS: Approximately fifty children between 4 and 17 years of age were engaged in the various activities. Approximately thirty adults were either playing cards, dice or socializing on the street. Many of the adults provide their own folding chairs. Street markings for games.

1800 Allison Street — South Philadelphia — 16 July 1974 — 10:40 A.M.

Sponsoring Agency: Recreation Department



CHARACTERISTICS: Primarily a Residential street composed of two story single family residences. This is a one way street.

ESTIMATED STREET WIDTH: 16 Feet

ESTIMATED STREET LENGTH: 100 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 1 Car

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** None

TYPE OF BARRICADE: Wooden construction barrier with flashing light

SIGN LEGEND: Torn Standard Recreation Department Paper Sign tapped to barrier

NUMBER OF PERSONS OBSERVED USING THE STREET: None

ACTIVITIES OBSERVED: None

ADDITIONAL OBSERVATIONS: The street appears to be deserted. Some children were observed playing on a perpendicular street. One vehicle was observed going around the barrier and driving through the street.

Mapes Avenue (178th to 179th Sts.) – The Bronx, N.Y. – 18 July 1974 – 5:30 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This block is primarily Residential in nature composed of five and six story multi-family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 30 Feet

ESTIMATED STREET LENGTH: 85 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** None

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 70%

TYPE OF BARRICADE: Two Police Barriers plus one small barrier

SIGN LEGEND: Standard Police Athletic League sign plus Standard Traffic Engineering sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Sixty persons

ACTIVITIES OBSERVED: Basketball, volleyball, nok-hockey, carroms, jump rope

ADDITIONAL OBSERVATIONS: The persons utilizing this play street were of various ages from age 3 through adults. This street had a large off street meeting room where arts and crafts activities were conducted. About 100 of the luncheon paper plates had been decorated and were upon the walls.

2500 Colorado Street — North Philadelphia — 16 July 1974 — 12:40 P.M.

Sponsoring Agency: Recreation Department



CHARACTERISTICS: This street is in a Residential area composed of two story single family attached dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 16 Feet

ESTIMATED STREET LENGTH: 150 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 10 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 5%

TYPE OF BARRICADE: Wooden Police
Barrier

SIGN LEGEND: Standard Recreation
Department Paper Sign pasted on cardboard
backing

NUMBER OF PERSONS OBSERVED USING THE STREET: Seven people

ACTIVITIES OBSERVED: Badminton and board games

ADDITIONAL OBSERVATIONS: Two girls from the 10 — 14 age group were playing badminton. Approximately five children were observed sitting on stoops with adults.

E. 104th Street (Lexington to 3rd Ave.) – Manhattan, N.Y. – 17 July 1974 – 6:55 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This is a one way Residential street composed of four and five story multi-family dwellings.

ESTIMATED STREET WIDTH: 30 Feet

ESTIMATED STREET LENGTH: 120 Feet

NUMBER OF VEHICLES

PARKED ON STREET: None

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 75%

TYPE OF BARRICADE: Two wooden Police Barriers

SIGN LEGEND: Standard Traffic Engineering sign

NUMBER OF PERSONS OBSERVED USING THE STREET: One hundred persons

ACTIVITIES OBSERVED: Basketball, volleyball and street games.

ADDITIONAL OBSERVATIONS: Most of the children using the street were 5 – 10 years old. There were about 75 adults sitting on chairs or on stoops. The hydrant had a shower cap to control the water flow and no one was using it during the observation period. Street markings were present.

2400 Colorado Street – North Philadelphia – 16 July 1974 – 12:45 P.M.

Sponsoring Agency: Model Cities



CHARACTERISTICS: This is a Residential street composed of two story attached single family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 15 Feet

ESTIMATED STREET LENGTH: 90 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 8 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 5%

TYPE OF BARRICADE: String

SIGN LEGEND: Standard Model Cities sign

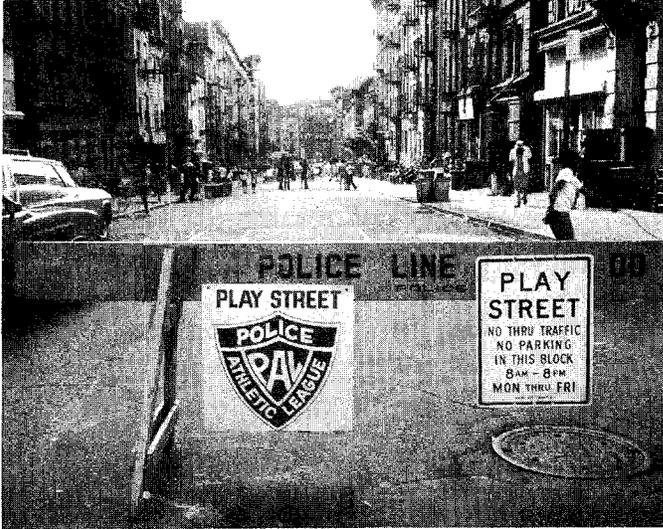
NUMBER OF PERSONS OBSERVED USING THE STREET: Twenty persons

ACTIVITIES OBSERVED: Most of the children were eating lunch on the sidewalk and stoops.

ADDITIONAL OBSERVATIONS:

W. 159th Street (Broadway to Amsterdam) – Manhattan, N.Y. – 17 July 1974 – 5:00 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This street is Residential composed of four, five and six story multi-family dwellings with several small shops. This is a one way street. Both Amsterdam and Broadway are Commercial arterials.

ESTIMATED STREET WIDTH: 40 Feet

ESTIMATED STREET LENGTH: 350 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 5 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 45%

TYPE OF BARRICADE: Two wooden Police Barriers

SIGN LEGEND: Standard Police Athletic League sign and Standard Traffic Engineering sign.

NUMBER OF PERSONS OBSERVED USING THE STREET: Sixty-five persons

ACTIVITIES OBSERVED: Jump rope, drawing, volleyball, basketball, carroms, and nok-hockey.

ADDITIONAL OBSERVATIONS: There is a church located on this block. We spoke to the Block Association President who indicated that neighboring block associations hold social functions on this street and the Recreation Department mobile vehicles (bookmobile, puppet mobile, skate mobile, etc.) hold the area activities on this street. There were approximately twenty children of the 5 – 9 age group, fifteen of the 10 – 14 age group, ten of the 15 – 19 age group and thirty adults out in the street. There were extensive street markings for games. Garbage cans were used as the supports for table top games (nok-hockey, etc.) (see center of photo left side). The storage facility for the equipment was too small. The hours on the Department of Traffic Engineering sign are not correct for this year, since the hours of operation are from 1:00 P.M. to 8:00 P.M.

3000 Redner Street— West Philadelphia — 16 July 1974 — 11:30 A.M.

Sponsoring Agency: Recreation Department



CHARACTERISTICS: This is a Residential street composed o two story attached single family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 16 Feet

ESTIMATED STREET LENGTH: 120 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 15 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 1%

TYPE OF BARRICADE: Wooden Police Barrier

SIGN LEGEND: No signs present

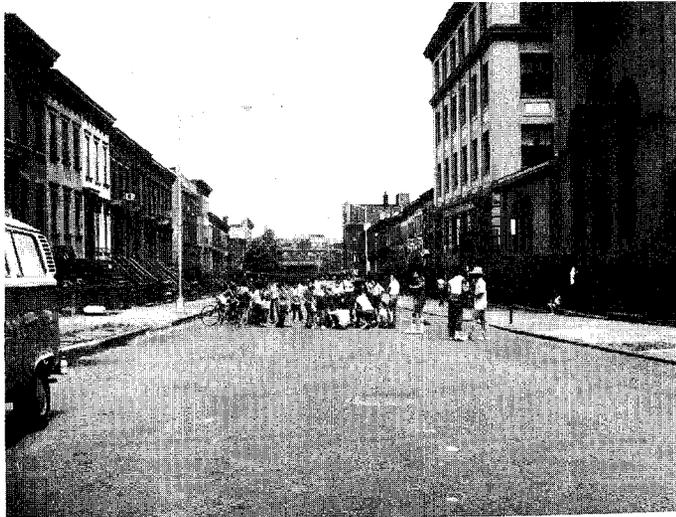
NUMBER OF PERSONS OBSERVED USING THE STREET: Two people

ACTIVITIES OBSERVED: Bicycling

ADDITIONAL OBSERVATIONS: We observed one child riding his bicycle on the street and one child running down the street. Most of the people on the street were sitting about on their porches.

Hooper Street (Harrison to Marcy Ave.) — Brooklyn, N.Y. — 18 July 1974 — 1:40 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This block is primarily Residential composed of two and three story single and multi-family dwellings. There is a school located on this block. This street is a one way street.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 200 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 1 Car

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 20%

TYPE OF BARRICADE: Police Barrier

SIGN LEGEND: Standard Traffic
Engineering Sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Forty children

ACTIVITIES OBSERVED: Basketball, volleyball, carroms, checkers, bicycling, nok-hockey and kissing game

ADDITIONAL OBSERVATIONS: A movie was being shown to some one hundred children in the basement of the school (an off-street facility). The children on the street were playing or watching a group game. The street had markings.

1800 Franklin Street — North Philadelphia — 16 July 1974 — 2:10 P.M.

Sponsoring Agency: Model Cities



CHARACTERISTICS: This street is located in a Residential area composed of three story attached multi-family dwellings. The street is a one way street.

ESTIMATED STREET WIDTH: 25 Feet

ESTIMATED STREET LENGTH: 150 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 15 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 5%

TYPE OF BARRICADE: Two Police Barriers plus two Traffic Cones

SIGN LEGEND: There were two Standard Model Cities Signs.

NUMBER OF PERSONS OBSERVED USING THE STREET: Five children playing ball.

ACTIVITIES OBSERVED: Children playing and adults talking

ADDITIONAL OBSERVATIONS: The children observed playing ball were about 5 — 8 years old. There were also five or six adults on the street sitting about conversing. The barriers were set up so that the signs were backwards and could not be read by traffic.

Stebbins Avenue (Jennings to 170th St.) – The Bronx, N.Y. – 18 July 1974 – 5:05 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This is a Residential street composed of six story multi-family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 30 Feet

ESTIMATED STREET LENGTH: 150 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 7 Cars

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 30%

TYPE OF BARRICADE: Wooden Police Barrier

SIGN LEGEND: Standard Police Athletic League sign plus Standard Traffic Engineering sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Fifty persons

ACTIVITIES OBSERVED: Volleyball, basketball and nok-hockey

ADDITIONAL OBSERVATIONS: There were approximately thirty children of various ages on the street and approximately twenty adults sitting about watching the activities. One of the adults indicated that adults use the street to play basketball and volleyball after dinner until 8:00 P.M. The surrounding blocks in this area are quite run down and garbage strewn. The basketball stanchion, the volleyball net and street markings can be seen in the photo.

2400 Turner Street — North Philadelphia — 15 July 1974 — 12:15 P.M.

Sponsoring Agency: Model Cities



CHARACTERISTICS: This street is located in a Residential area composed of three story attached single and multiple family dwellings.

ESTIMATED STREET WIDTH: 20 Feet

ESTIMATED STREET LENGTH: 125 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 5 Cars

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 50%

TYPE OF BARRICADE: String at both ends of the street

SIGN LEGEND: Standard Model Cities paper sign

**NUMBER OF PERSONS OBSERVED
USING THE STREET:** Thirty persons

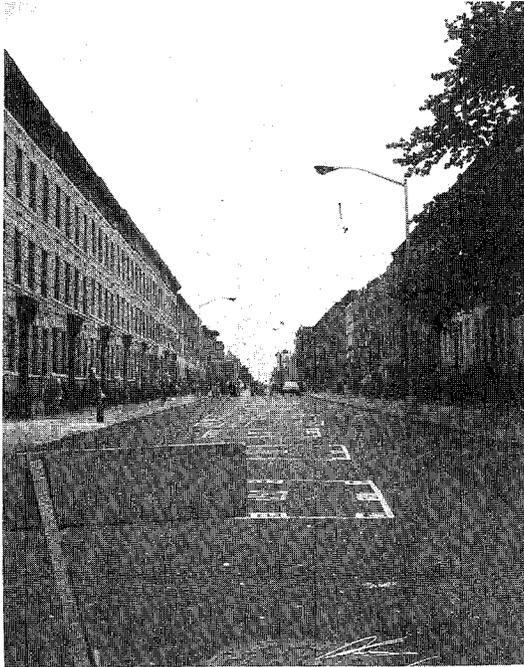
ACTIVITIES OBSERVED: Lunch distribution, singing, volleyball, board games including scrabble and monopoly, etc.

ADDITIONAL OBSERVATIONS: There were five children in the 0 — 4 age group six in the 5 — 9 age group, ten in the 10 — 14 age group, five in the 15 — 19 age group and two adults observed. The street was a clean street, lined with home-made planters. The street seemed very active. Adult supervision was present. Street markings were used in conjunction with games.



Eldert Avenue (Wilson to Central Ave.) – Brooklyn, N.Y. – 19 July 1974 – 11:25 A.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This block is composed of three and four story multiple family attached dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 200 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 1 Car plus 1 Truck

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 35%

TYPE OF BARRICADE: Two Police Barriers

SIGN LEGEND: Legends on signs facing wrong way

NUMBER OF PERSONS OBSERVED USING THE STREET: Eighty-five persons

ACTIVITIES OBSERVED: Basketball, lunch program, bicycling, board games and watching children.

ADDITIONAL OBSERVATIONS: There were thirty adults watching the children throughout the block. The ages of the children playing are quite varied. The barriers were set up with the signs facing into the block rather than towards traffic. Street markings for games are evident in the photo.

2300 Howard Street — North Philadelphia — 15 July 1974 — 12:45 P.M.

Sponsoring Agency: Model Cities



CHARACTERISTICS: This street is located in a Residential area composed of two and three story attached single and multiple family dwellings. The street is a one way street.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 150 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 25

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 25%

TYPE OF BARRICADE: A wooden Police Barrier is located at one end of the street and a string supporting a Standard Model Cities Sign is located at the other end.

SIGN LEGEND: Two standard Model Cities Paper Signs are displayed on this street. (One on each barrier at each end of the street.)

NUMBER OF PERSONS OBSERVED USING THE STREET: Thirty-six persons (20 from ages 5 — 9 and 6 from ages 10 — 15).

ACTIVITIES OBSERVED: Board games, street games, bicycling and street shower activities.

ADDITIONAL OBSERVATIONS: Ten adults were observed sitting on folding chairs, watching the children and talking. Several home made, painted rubber tire planters lined the street. Some children were finishing their lunches when we arrived on the street. There were Street Supervisory Personnel present — markings for street games.

118th Street (8th to Manhattan Ave.) — Manhattan, N.Y. — 17 July 1974 — 6:40 P.M.

Sponsoring Agency: Mayors Task Force



CHARACTERISTICS: This is a one way Residential street composed of six story multi-family dwellings.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 100 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 1 Truck

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: 40%

TYPE OF BARRICADE: Two wooden Police Barriers

SIGN LEGEND: Standard Traffic Engineering Sign on stanchion

NUMBER OF PERSONS OBSERVED USING THE STREET: Fifty persons

ACTIVITIES OBSERVED: Basketball, hop scotch, jump rope, and street games

ADDITIONAL OBSERVATIONS: There was a large trash receptacle in the middle of the block. There were thirty children of various ages playing on the block while approximately twenty adults observed the activities. Street markings were not observed. Basketball hoop with backboard as opposed to portable non-backboard Police Athletic League basketball stanchion.

101st Street (Central Park West to Manhattan Ave.) — Manhattan, N.Y. — 17 July 1974 — 7:15 P.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This street is located in a Residential area composed of five to twelve story multi-family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 80 Feet

**NUMBER OF VEHICLES
PARKED ON STREET:** 1 Car

**PERCENT OF STREET BEING
UTILIZED FOR ACTIVITIES:** 50%

TYPE OF BARRICADE: Two wooden
Police Barriers

SIGN LEGEND: Standard Traffic
Engineering sign on a roll out stanchion

NUMBER OF PERSONS OBSERVED USING THE STREET: Fifty persons

ACTIVITIES OBSERVED: Ball games, street games and volleyball

ADDITIONAL OBSERVATIONS: Most of the people using this street were between 7 and 14 years of age. There were some adults sitting about the street watching the children. Street markings for games were present.

Granite Street (Broadway to Bushwick Ave.) — Brooklyn, N.Y. — 19 July 1974 — 11:00 A.M.

Sponsoring Agency: Police Athletic League



CHARACTERISTICS: This block is composed of three and four story multi-family attached dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 150 Feet

NUMBER OF VEHICLES

PARKED ON STREET: 20 Vehicles

PERCENT OF STREET BEING UTILIZED FOR ACTIVITIES: 25%

TYPE OF BARRICADE: Two Police Barriers

SIGN LEGEND: Standard Police Athletic League sign plus Standard Traffic Engineering sign

NUMBER OF PERSONS OBSERVED USING THE STREET: Forty children

ACTIVITIES OBSERVED: Volleyball, basketball, street sweeping

ADDITIONAL OBSERVATIONS: Ten to twelve children were on the street itself while an additional thirty children were on the sidewalks. There were twenty adults sitting on stoops. The Police Athletic League Supervisor informed us that parking is a problem on this street. The opposite end of this street had two symbolic permanent traffic signs on posts signifying "Do Not Enter." The residents and Police Athletic League staff were cleaning the street and distributing lunches.

Stebbins Avenue (Freeman to Chisolm Ave.) – The Bronx, N.Y. – 18 July 1974 – 5:00 P.M.

Sponsoring Agency: Mayors Task Force



CHARACTERISTICS: This is a Residential street composed of four and five story multi-family dwellings. This is a one way street.

ESTIMATED STREET WIDTH: 35 Feet

ESTIMATED STREET LENGTH: 75 Feet

NUMBER OF VEHICLES

PARKED ON STREET: None

PERCENT OF STREET BEING

UTILIZED FOR ACTIVITIES: None

TYPE OF BARRICADE: Two wooden barriers at one end of the street

SIGN LEGEND: Standard Traffic

Engineering sign on stanchion at both ends of the street

NUMBER OF PERSONS OBSERVED USING THE STREET: One

ACTIVITIES OBSERVED: Bicycling

ADDITIONAL OBSERVATIONS: This street was just closing as we got there. The Street Supervisor indicated that this street is run by the local community. Its hours of operation are 9:00 A.M. to 5:00 P.M., Monday thru Friday. The surrounding streets are Residential/Light Commercial streets.

