

Borough	District	OPTCode	ATSCode	Hazard Variance Requests	Hazard Variances Approved	% approved
Hazard Variance data obtained from the DOE for period of January 2010 through September 16, 2011						
Each borough and district lists the hazard variance applications approved by school.						
1	1	01539	01M539	1		
1	2	02041	02M041	1		
1	2	02126	02M126	1	1	
1	2	02131	02M131	1		
1	2	02150	02M150	3	2	
1	3	03334	03M334	1		
1	5	05195	05M195	1		
1	5	05410	05M410	2	1	
1	6	06048	06M048	1		
1	6	06319	06M319	2		
1	6	06578	84M430	1		
<b>Manhattan - public</b>				<b>15</b>	<b>4</b>	<b>27%</b>
1	2	02765	PVT	8	2	
1	2	02878	PVT	1		
1	3	03785	PVT	1		
<b>Manhattan - private</b>				<b>10</b>	<b>2</b>	<b>20%</b>
2	8	08014	08X014	1		
2	9	09058	09X058	3		
2	9	09399	84X422	2		
2	10	10003	10X003	1		
2	10	10420	10X051	12		
2	10	10118	10X118	1	1	
2	10	10467	75X721	1		
2	11	11089	11X089	1		
2	11	11105	11X105	1		
2	11	11121	11X121	2		
2	11	11180	11X180	2		
2	11	11566	11X299	1		
2	11	11683	11X462	3		
2	11	11685	11X498	1		
2	11	11255	84X255	1		
2	11	11665	84X255	2		
2	11	11454	84X718	1		
2	12	12479	12X479	1		
<b>Bronx - public</b>				<b>37</b>	<b>1</b>	<b>3%</b>
2	8	08718	PVT	1		
2	9	09725	PVT	2	1	
2	10	10716	PVT	1	1	
<b>Bronx - private</b>				<b>4</b>	<b>2</b>	<b>50%</b>

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3	13	13507	13K430	1	1	
3	14	14071	14K071	1		
3	15	15230	15K230	1		
3	15	15650	15K448	1		
3	15	15667	15K667	1		
3	16	16502	16K455	1		
3	16	16588	84K648	1		
3	17	17289	17K289	1		
3	17	17528	17K528	1		
3	20	20180	20K180	1		
3	20	20187	20K187	3		
3	20	20223	20K223	1		
3	20	20259	20K259	2		
3	21	21801	21K098	1		
3	21	21215	21K215	1	1	
3	21	21239	21K239	3		
3	21	21281	21K281	1		
3	23	23520	23K493	1		
3	23	23514	23K514	1	1	
3	32	32300	32K545	1		

**Brooklyn - public**

**25**

**3**

**12%**

3	18	18748	PVT	1		
3	19	19705	PVT	1		
3	21	21805	PVT	1		
3	21	21806	PVT	3		
3	22	22616	PVT	1		
3	22	22726	PVT	4		

**Brooklyn - private**

**11**

**0**

**0%**

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4	24	24014	24Q014	1		
4	24	24016	24Q016	1		
4	24	24073	24Q073	1		
4	24	24229	24Q229	34		
<b>Queens - 24 public</b>				<b>37</b>	<b>0</b>	<b>0%</b>
4	24	24732	PVT	4	1	
<b>Queens - 24 private</b>				<b>4</b>	<b>1</b>	<b>25%</b>
4	25	25032	25Q032	2		
4	25	25193	25Q193	2	2	
4	25	25419	25Q499	1		
<b>Queens - 25 public</b>				<b>5</b>	<b>2</b>	<b>40%</b>
4	25	25720	PVT	4	1	
<b>Queens - 25 private</b>				<b>4</b>	<b>1</b>	<b>25%</b>
4	26	26018	26Q018	2	2	
4	26	26067	26Q067	5	2	
4	26	26098	26Q098	3	1	
4	26	26115	26Q115	3		
4	26	26266	26Q266	7	3	
4	26	26515	26Q566	1	1	
<b>Queens - 26 public</b>				<b>21</b>	<b>9</b>	<b>43%</b>
4	26	26712	PVT	4	1	
<b>Queens - 26 private</b>				<b>4</b>	<b>1</b>	<b>25%</b>
4	27	27146	27Q146	1	1	
4	27	27155	27Q155	1		
4	27	27232	27Q232	4		
4	27	27306	27Q306	2		
4	27	27479	27Q323	307	2	
<b>Queens - 27 public</b>				<b>315</b>	<b>3</b>	<b>1%</b>
4	27	27729	PVT	2	2	
4	27	27731	PVT	26	6	
4	27	27734	PVT	5	4	
4	27	27739	PVT	2		
<b>Queens - 27 private</b>				<b>35</b>	<b>12</b>	<b>34%</b>
4	28	28054	28Q054	1		
4	28	28101	28Q101	1	1	
4	28	28174	28Q174	2		
4	28	28190	28Q190	2		
4	28	28522	28Q505	1		
4	28	28541	28Q620	1		
<b>Queens - 28 public</b>				<b>8</b>	<b>1</b>	<b>13%</b>

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4	28	28709	PVT	1		
4	28	28815	PVT	2		
4	28	28816	PVT	1	1	
<b>Queens - 28 private</b>				<b>4</b>	<b>1</b>	<b>25%</b>
4	29	29131	29Q131	1	1	
4	29	29135	29Q135	4	2	
4	29	29147	29Q147	2		
<b>Queens - 29 public</b>				<b>7</b>	<b>3</b>	<b>43%</b>
4	30	30084	30Q084	1		
4	30	30122	30Q122	1		
4	30	30227	30Q227	1		
4	30	30540	30Q580	1		
<b>Queens - 30 public</b>				<b>4</b>	<b>0</b>	<b>0%</b>
4	30	30787	PVT	20	8	
<b>Queens - 30 private</b>				<b>20</b>	<b>8</b>	<b>40%</b>
Total Queens - public				<b>397</b>	<b>18</b>	<b>5%</b>
Total Queens - private				<b>71</b>	<b>24</b>	<b>34%</b>
<b>Total Queens</b>				<b>468</b>	<b>42</b>	<b>9%</b>

% approved

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5	31	31003	31R003	5	3
5	31	31004	31R004	1	
5	31	31007	31R007	78	14
5	31	31008	31R008	7	1
5	31	31013	31R013	5	
5	31	31016	31R016	1	1
5	31	31023	31R023	1	
5	31	31024	31R024	30	9
5	31	31026	31R026	1	
5	31	31027	31R027	7	
5	31	31029	31R029	1	1
5	31	31031	31R031	14	
5	31	31034	31R034	57	8
5	31	31036	31R036	6	
5	31	31038	31R038	2	
5	31	31041	31R041	1	1
5	31	31042	31R042	1	
5	31	31050	31R050	28	11
5	31	31052	31R052	16	6
5	31	31053	31R053	3	1
5	31	31054	31R054	14	8
5	31	31055	31R055	1	
5	31	31058	31R058	2	
5	31	31065	31R065	2	
5	31	31069	31R069	13	5
5	31	31071	84R071	3	
5	31	31072	31R072	11	
5	31	31075	31R075	53	4
5	31	31080	75R037	2	
5	31	31470	31R080	16	2
5	31	31546	31R063	22	4
5	31	31861	31R861	3	3
<b>Staten Island - 31 public</b>				<b>407</b>	<b>82</b>
5	31	31703	PVT	1	
5	31	31704	PVT	12	8
5	31	31707	PVT	1	
5	31	31708	PVT	4	
5	31	31718	PVT	22	7
5	31	31721	PVT	15	7
5	31	31724	PVT	17	8
5	31	31726	PVT	1	
5	31	31728	PVT	11	1
5	31	31730	PVT	4	
5	31	31731	PVT	1	
5	31	31732	PVT	3	

20%

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5	31	31733	PVT	1	
5	31	31734	PVT	1	
5	31	31737	PVT	18	
5	31	31738	PVT	3	
5	31	31739	PVT	3	
5	31	31742	PVT	16	10
5	31	31743	PVT	1	
5	31	31747	PVT	10	
5	31	31757	PVT	2	
5	31	31801	PVT	6	

**Staten Island - 31 private**

**153**

**41**

**27%**

1	<b>Manhattan - public</b>	15	4	
2	<b>Bronx - public</b>	37	1	
3	<b>Brooklyn - public</b>	25	3	
4	<b>Queens - public</b>	397	18	
5	<b>Staten Island - public</b>	407	82	
	<b>Total Public Schools</b>	<b>881</b>	<b>108</b>	<b>12%</b>
6	<b>Manhattan - private</b>	10	2	
7	<b>Bronx - private</b>	4	2	
8	<b>Brooklyn - private</b>	11	0	
9	<b>Queens - private</b>	71	24	
10	<b>Staten Island - private</b>	153	41	
	<b>Total Private Schools</b>	<b>249</b>	<b>69</b>	<b>28%</b>
	<b>Grand Totals</b>	<b>1130</b>	<b>177</b>	<b>16%</b>
	<b>Control Totals</b>			
	Total rec'd	1130		
	Total approved	177		
	%	16%		

**DISTRICT OFFICE**  
47-01 QUEENS BOULEVARD, SUITE 205  
SUNNYSIDE, NY 11104  
TEL: 718 323-9566  
FAX: 718 323-9076

**CITY HALL OFFICE**  
250 BROADWAY, SUITE 1815  
NEW YORK, NEW YORK 10007  
TEL: 212 788-7370  
FAX: 212 513-7190



THE COUNCIL OF  
THE CITY OF NEW YORK  
**JIMMY VAN BRAMER**  
COUNCIL MEMBER, 26<sup>TH</sup> DISTRICT, QUEENS

**CHAIR**  
CULTURAL AFFAIRS, LIBRARIES & INTERNATIONAL  
INTERGROUP RELATIONS

**COMMITTEES**  
FINANCE  
TRANSPORTATION  
PARKS & RECREATION  
HEALTH  
CIVIL RIGHTS  
GENERAL WELFARE  
LOWER MANHATTAN REDEVELOPMENT

July 15, 2010

Kathleen Grimm, Deputy Director  
Finance and Administration  
New York Department of Education  
52 Chambers Street  
New York, NY 10007

Dear Deputy Chancellor Grimm,

It is my understanding that the New York City Department of Education (DOE) has eliminated a variance that was given for a route between the Big Six Towers in Woodside, Queens and PS 229Q, the school zoned for the area. The original variance was issued because of the dangerous intersections the students and parents would have to cross on their way to and from PS229Q.

The Brooklyn Queens Expressway (BQE) runs between the Big Six Towers and PS 229Q. Students have a choice of crossing Laurel Hill Boulevard, the service road of the BQE, at 61<sup>st</sup> Street or 65<sup>th</sup> Place. Both intersections are extremely dangerous. Laurel Hill Boulevard is a two lane street which widens to three lanes as traffic exits the BQE. On the north side of Laurel Hill Boulevard and 65<sup>th</sup> Place, southbound traffic on 65<sup>th</sup> Place can make a left turn onto Laurel Hill Boulevard. There is no traffic light at the intersection. On the south side of Laurel Hill Boulevard and 65<sup>th</sup> Place, there are three traffic lanes. There are two regular driving lanes and a third is created by traffic exiting the BQE onto Laurel Hill Boulevard. There is a traffic light at this intersection but vehicles increase their speed in order to make a right turn onto 65<sup>th</sup> Place. The intersection at 61<sup>st</sup> Street has the exact same problem in reverse with the three lanes of traffic exiting at 61<sup>st</sup> Street onto the north side of Laurel Hill Boulevard.

61st Street and 65<sup>th</sup> Place are well traveled thoroughfares between the BQE and Queens Boulevard and that is the reason for my concern.

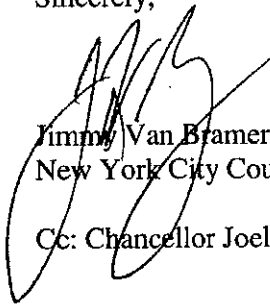
I was told that approximately 160 children who reside in the Big Six Towers will lose bus service unless the variance is restored. I spoke to a DOE representative and was informed that the DOE does not have any assurance that crossing guards will be assigned to these dangerous crossings.

PS229Q is an elementary school serving grades PK-6. The students range in age from four through twelve. It is unconscionable to ask 160 children, many of whom have never walked to school before, to navigate these intersections.

This proposal is unacceptable. Clearly no one has considered the safety of my constituents and their children. It is imperative that DOE reinstate the bus variance. Anything less is intolerable.

It is crucial that this situation be addressed.

Sincerely,



Jimmy Van Bramer  
New York City Council Member

Cc: Chancellor Joel Klein



## Kids eye 'desolate' walk after bus cut

BY JOHN LAUINGER

Tuesday, March 3 2009, 10:33 AM

SOME 60 elementary school students from Woodside will be walking to school come fall, due to a busing change that parents call "dangerous" and "illogical."

Starting in September, the Education Department will stop providing buses for kids in grades 3 to 6 at Public School 229 who live in the Big Six Towers - Mitchell-Lama co-ops along Queens Blvd.

The change will force the students to cross the oddly shaped intersection of 61st St. and Laurel Hill Blvd., which goes beneath the Brooklyn-Queens Expressway and handles traffic from one of the highway's exit ramps.

"You've got cars flying off the BQE, especially at rush hour," said Kelly Quinn, 38, whose third-grader son, Daniel, would be affected by the change. "As an adult, I don't even want to cross that intersection."

The cut, which parents learned about in January, would not apply to students who are in pre-K through second grade at PS 229.

The older students who will be affected would not normally be eligible for busing because they live within a mile of the school. But they received an exemption in 2001 because their walking route contains an intersection - 65th St. and Laurel Hill Blvd. - that the Education Department deemed "dangerous."

But agency spokeswoman Margie Feinberg insisted the elimination of bus service is not a "cut." The decision had nothing to do with budget trims, she said.

The agency chose not to renew the exemption in its review of busing variances because it found "a safe walking alternative," Feinberg said.

The alternative: The aforementioned crosswalk under the BQE at Laurel Hill Blvd. and 61st St.

But parent Michelle Kates said she believes the city devised the "crazy" new route to thin the ranks on the bus. "It is absolutely putting our children in danger," she said.

Councilman Eric Gioia (D-Sunnyside) agreed. "This is a situation of bureaucratic regulations trumping common sense," said Gioia, who held a press conference to oppose the cut on Friday. %A0

Kates and others have appealed to the state Education Department, but it generally takes six to eight months for a decision, a state official said.

Parent Patricia Cravotta, 42, who has two daughters at the school, complained that the alternative route is "desolate" and has at least one registered sex offender living in the area.

"It's more a concern of money than the children's safety," she said.

jlauinger@nydailynews.com

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[?]

NYDailyNews.com

**DAILY NEWS** Queens

## Breezy Point parents fight for kids' school buses

BY DANIEL EDWARD ROSEN

Tuesday, June 29 2010, 10:22 AM

ROCKAWAY PARENTS are scrambling to find a safe alternative to get their kids to school in the face of yellow-bus service cuts for some students.

Families in Breezy Point say their neighborhood needs the service because of lackluster public transportation options.

Schools like Scholars' Academy in Rockaway Park sent out letters in May to parents whose children were accepted into its sixth-grade classes, saying the school is unable, due to budget cuts, to provide bus service to those who live more than 5 miles.

That left Ellen McCarthy of Breezy Point with few options for taking her son Sean to school.

"There is no public transportation from Breezy Point. The nearest is Roxbury, which is 1 1/2 miles away," said McCarthy, 47, a lawyer who works in Manhattan.

The city is making changes to free school-bus service to "spare our classrooms from the state's severe budget cuts," said Marge Feinberg, an Education Department spokeswoman.

Seventh- and eighth-graders got yellow-bus service in previous years, even though state guidelines only require busing for kindergarteners through sixth-graders, Feinberg said.

"Unfortunately, due to the projected \$500 million shortfall in state funding for our schools next year, we cannot continue to do so," Feinberg said in a written statement.

The new policy will go into effect for the 2010-11 school year.

School officials suggested that seventh- and eighth-graders use the free MetroCards they will receive to take public transportation to school.

Theresa Flanigan, whose daughter and son go to St. Francis de Sales school in Belle Harbor, said public transportation isn't safe.

"You just don't know what's out there, and I'm not ready to put my child at risk," said Flanigan, 42, an event planner from Breezy Point.

Parents also can apply for a "multipurpose variance," which would provide yellow-bus service in areas where public transportation is not readily available.

"I'm thinking we're going to get the variance because we are 2 miles away from the nearest public bus," said Jennifer Smith, 40, a Breezy Point mom who applied for a variance for her son Franco, who will attend Scholars' Academy this fall.

The school also said she could hire a private bus service, but Smith was undecided.

McCarthy also applied for a variance. She's waiting to hear back from the Education Department.

School officials from Scholars' Academy and St. Francis De Sales did not return calls for comment.

McCarthy, who has been a vocal advocate of the Rockaway Ferry service slated to end July 1, said that living on the Rockaway peninsula means regularly dealing with transportation challenges.

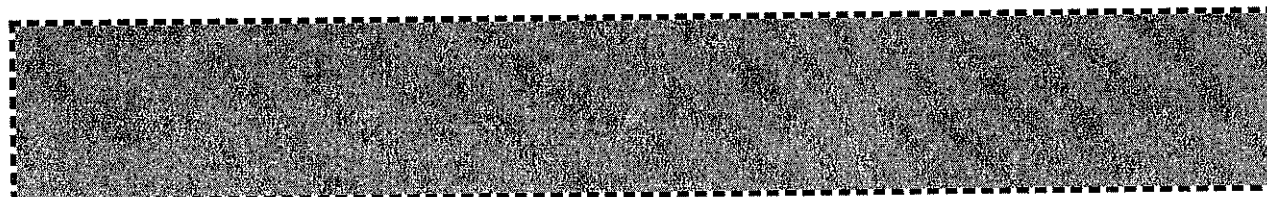
"It's another way the Rockaways are just being hit, and all the vital transportation services are being taken away," she said.

**Pictures from our readers**

33 photos submitted. See all photos >

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**From NYDailyNews.com**

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[?]

From: Michael Reilly

Date: Tuesday, August 3, 2010, 4:11 AM

Dear Panel Members:

The enforcement of the NYC Department of Education's policy which denies grade 7 and 8 students yellow school bus service has a far greater negative impact on Staten Island students, than the other four boroughs of New York City.

Approximately 3000 of the 5000 students who will be denied yellow school bus service are located in Staten Island. Staten Island grade 7 and 8 students do not have the same access to school via public transportation as the other four boroughs of New York City. The following illustrates the lack of adequate public transportation:

<b>Staten Island</b>	<b>22 Local MTA bus routes</b>	<b>1 train</b>
Brooklyn	55 Local MTA bus routes	17 subway lines
Bronx	39 Local MTA bus routes	7 subway lines <b>
Manhattan	43 Local MTA bus routes	24 subway lines
Queens	40 Local MTA bus routes	9 subway lines

Unfortunately the Metropolitan Transportation Authority is dealing with it's own fiscal woes and will not be able to increase service to accommodate the 3000 new student commuters.

Staten Island students live the greatest average distance from school, have the lowest availability of public transportation and contend with significantly more hazardous walking conditions than their counterparts in the other boroughs.

According to a 2006 study conducted by the New York City Department of City Planning, Staten Island's population will grow to 552,000 by 2030 from today's 483,000. This reflects a 24.4% growth from 2000. Staten Island is projected to see a growth of 8 % of Grade K-8 students, during this same time period.

It is anticipated that Staten Island will represent 6.5% of New York City's population, but will have 16% of New York City's registered motor vehicles. Staten Island's already congested roads can not properly handle an increase in private vehicles. **The end result will be even more hazardous conditions around Staten Island schools.**

A National School Transportation Association study revealed that approximately 800 student fatalities occur yearly in private vehicles while in route to and from school. This is compared to 20 student fatalities yearly that occur when yellow school buses are used to travel.

Continued yellow school bus service for Grades 7 and 8 students will provide the appropriate access to school and reduce traffic from Staten Island's severely congested roads. **Most importantly, it will improve the safety of our children.**

On behalf of the students, parents and all residents of Staten Island, I implore you to reconsider this change in policy. If this policy is enacted, it will have a negative impact on our children's education. Our children's safety far outweighs any anticipated fiscal savings.

Sincerely,  
Michael Reilly  
Co-Chairman Transportation & Safety Committee  
Community Education Council 31



Re: Fwd:...

**Forwarded Message: Re: Fwd: Busing**

Wednesday, September 8, 2010 8:27 PM

**Re: Fwd: Busing**

**From:** "Michael Reilly"

Hi Joan

These are the numbers I have pertaining to the General Education routes cut.

14 routes from Pioneer Transportation  
5 routes from Atlantic Express

total students affected (public and private schools) = approximately 2,940 (this includes Grade 7 and 8, gifted and taleted students and some elementary grade students).

The above cuts do not take into account the busses that were observed being underutilized to transport 6th grade students.

I hope this helps.

Mike