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## **SQUADRON, SILVER, CHIN URGE RELOCATION OF ESSEX STREET BUS STOP**

### **Squadron-Silver Intercity Bus Law Will Go Into Effect in Coming Months**

NEW YORK -- Today, State Senator Daniel Squadron, Assembly Speaker Sheldon Silver, and Councilmember Margaret Chin sent a letter to the NYC Department of Transportation and Greyhound expressing disappointment with the approval of a bus stop in front of 3 Essex Street and urging DOT to find another location.

Last month, the Governor signed Squadron-Silver legislation to create the first-ever permit system for intercity buses. That law is not yet in effect, and the Essex Street approval did not emerge from the process outlined in the bill.

The new law, which was supported by the community board, transit advocates, and bus companies, was created to give communities a stronger voice in the process, protect residents and passengers, and allow the intercity bus industry to better serve its growing numbers of riders.

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September 21, 2012

Janette Sadik-Khan  
Commissioner  
New York City Department of Transportation  
55 Water Street, 9th Floor  
New York, NY 1004

Dave Leach  
Greyhound President/CEO  
350 N Saint Paul Street  
Dallas, Texas 75201

Dear Commissioner Sadik-Khan and Mr. Leach:

We are writing to express our disappointment at the approval of a temporary bus stop in front of 3 Essex Street, and to urge that the Department of Transportation (DOT) find another location.

As you know, earlier this year, working with DOT, we passed legislation that will bring oversight to the growing and important low-cost bus industry. This legislation will help give stability to an important industry that caused a "Wild West" atmosphere in Chinatown, the Lower East Side, and around the city, while also greatly strengthening community consultation in the process of locating bus stops. The law was signed by Governor Cuomo on August 17, and will not become effective until ninety days after that. As such, this proposed location does not emerge from the process outlined in the bill. Though we appreciate that DOT voluntarily asked for the Community Board's input, we also believe that for a high-volume and controversial stop, the process outlined in the bill is preferable.

Second, the proposed location was strongly opposed at the Community Board 3 (CB3) meeting on September 11, 2012 and a resolution in opposition passed unanimously. In addition, a petition against this bus stop that was created by local residents has already gathered more than 1,300 signatures. The bus stop is on a relatively narrow street and the crowds that will gather on the sidewalk, as well as the exhaust from idling buses, will negatively impact many children and their families who use Seward Park and the adjacent library. We believe there are more suitable places for this stop, such as near parking lots, on wider streets that are less residential and not close to schools, parks or other facilities frequented by children.

When a community board speaks with a unanimous voice against an application, we believe that DOT must seriously consider such a resolution. I look forward to working with you, the community, bus operators, and our partners on the federal and local levels to implement the bus permit system later this year and continue to improve both safety and quality of life downtown and around the City.

Sheldon Silver  
Assemblyman

Sincerely,

Margaret S. Chin  
City Council Member

Daniel Squadron

State Senator