

BRAD HOYLMAN
27TH SENATE DISTRICT

DISTRICT OFFICE
322 EIGHTH AVENUE, SUITE 1700
NEW YORK, NEW YORK 10001
PHONE: (212) 633-8052
FAX: (212) 633-8096

ALBANY OFFICE
ROOM 413
LEGISLATIVE OFFICE BLDG
ALBANY, NEW YORK 12247
PHONE: (518) 455-2451
FAX (518) 426-6846

E-MAIL: HOYLMAN@NYSenate.GOV
WEBSITE: HOYLMAN.NYSenate.GOV



THE SENATE
STATE OF NEW YORK
ALBANY

RANKING MINORITY MEMBER:

CONSUMER PROTECTION
INVESTIGATIONS &
GOVERNMENT OPERATIONS

COMMITTEES:

CODES
CRIME VICTIMS, CRIME &
CORRECTION
CULTURAL AFFAIRS, TOURISM,
PARKS & RECREATION
JUDICIARY

July 9, 2014

Margaret Forgione
Manhattan Borough Commissioner
New York City Department of Transportation
55 Water Street
New York, NY 10041

Dear Commissioner Forgione:

Thank you for your June 25, 2014 response to my letter requesting an extension of the West Village Slow Zone to include 6th Avenue as its eastern boundary. I am happy to hear that the Department of Transportation (DOT) may consider this additional area in its next round of implementation, and will, in the meantime, conduct a separate feasibility study for installing speed humps near the schools within the area of the potential future expansion. These steps will go a long way toward creating a safer West Village for the families who live in this community, the children who attend local schools, and other vulnerable populations put at risk by reckless driving.

I am writing to inquire about the timeframe in which the next round of slow zones might be considered, and when the speed humps feasibility study might be completed. I understand that both of these projects may take some time to accomplish, but I would appreciate some indication of when my constituents can expect to see them undertaken.

Additionally, I would like to note my support for the June 20, 2014 resolution by Manhattan Community Board 2 (CB2) which requested that the DOT consider conducting feasibility studies for "complete streets" redesigns of 5th and 6th Avenues, from the West Village north to 59th Street. As CB2 noted, population growth, increased tourism and business expansion have all contributed to 5th and 6th Avenues becoming "less safe, less inviting and less community friendly" and traffic calming measures, such as pedestrian safety islands, have "resulted in notable decreases in crashes and injuries on other NYC streets."

Commissioner Forgione
July 9, 2014
Page 2

I would also ask that the DOT consider the feasibility of a similar redesign to 7th Avenue South. As you know, 7th Avenue South, particularly the stretch between West Houston Street and Greenwich Avenue, is home to many complex intersections which affect not only the safety of drivers who attempt to navigate the confusion of multiple cross-streets, but also the pedestrians who must cross a large and busy avenue at awkward and unpredictable angles.

Thank you for considering my request, and for your responsiveness to my prior letter. Should you have any questions, please contact me at 212-633-8052.

Sincerely,

A handwritten signature in cursive script that reads "Brad Hoylman".

Brad Hoylman
New York State Senate
27th District

cc: Manhattan Community Board 2