

Terri Cude, *Chair*
Daniel Miller, *First Vice Chair*
Susan Kent, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
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Erik Coler, *Assistant Secretary*

COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

www.cb2manhattan.org

P: 212-979-2272 F: 212-254-5102 E: info@cb2manhattan.org

Greenwich Village ∨ Little Italy ∨ SoHo ∨ NoHo ∨ Hudson Square ∨ Chinatown ∨ Gansevoort Market

April 20, 2018

Luis Sanchez
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Commissioner Sanchez:

At its Full Board meeting April 19, 2018, Community Board #2, adopted the following resolution:

Resolution in support of co-naming the southwest corner of MacDougal and Houston Sts. Lucy and Lenny Cecere Way.

Whereas the Greenwich Village Society for Historic Preservation (GVSHP) has proposed that the southwest corner of MacDougal and Houston Sts. be co-named in honor of Lucy and Lenny Cecere, who lived and worked there for many years and were (as GVSHP so fittingly describes) "cornerstones of their community and contributed immeasurably to the life of their neighborhood" through "their tenacious advocacy, their service, their warmth and humor," and were dedicated and worked throughout their lives to improve the community's welfare; and

Whereas Lucy Cecere, from her earliest years, was devoted to serving the community, a passionate commitment she credited her mother with instilling, which grew into a life of service and achievement that continues to benefit the Community Board 2 Manhattan (CB2) community, and included the following:

- Lucy Cecere helped save the Village Nursing Home (now Village Care) when it was threatened with closing in 1975 and served on their Board for her entire life. The community-based Village Care remains an important primary-care institution for the elderly and frail and for people with H.I.V./A.I.D.S. in Downtown and Lower Manhattan.
- She founded the original Golden Age Club to support low-income seniors with healthy meals.
- She was the co-founder of the Caring Community (and long-time Board member), which today serves more than 2,000 senior citizens at four different locations in and around Greenwich Village, attending to their health, their nurture, their appetites, their interests, their need for community and their all-round well-being.
- She was an active member (one of the first) of GVSHP's South Village Advisory Board, working to achieve landmark designation for the South Village neighborhood and also campaigning to save individual historic buildings throughout the community.
- After 9/11, she coordinated with NYPD to provide meals to first responders.; and

Whereas Lenny Cecere was equally community-minded as his wife, Lucy, running the Something Special store in their building for 36 years, selling notions like costume jewelry, porcelain figures and greeting cards as well as donuts, candy, soda and serving hot chocolate to children from St. Anthony's school across the street, while renting out mailboxes, but with his warm and welcoming personality, transformed Something Special into a center of the community, a place where neighbors came to hang out, chat, exchange information, comfort and be comforted, share memories and ideas and altogether experience a sense of belonging and being part of the life of the community, whether they were celebrities like Patti Smith, Matthew Broderick and Sarah Jessica Parker or all sorts of local residents, workers, artists and politicians, all who gathered there and intermingled. His community involvement also included being an active member of the Father's Club at Our Lady of Pompeii School and of the Knights of Columbus and American Legion Posts in Greenwich Village; and

Whereas numerous friends and neighbors came to support the co-name proposal and share their fond memories and experiences of Lucy and Lenny Cecere, among them former NY State Senator Thomas Duane, who described them as "a bridge from one generation to another" and praised their work to make a better Village; local businessman, Peter DeLuca, who said they made sure that he got involved in community life, service and activism; and Richard Blodgett for the Charlton St. Block Assn.; written support was also received from many, such as Assembly Member Deborah Glick and the Bleecker Area Residents & Merchants Assn. (BAMRA); and

Whereas a petition was received in support of the co-naming with over 400 signatures, 95% of them from residents of the community, and the remaining 5% or so largely from former residents or people who were in some way connected to the Cecere's work in the local community; and

Whereas Lucy and Lenny Cecere were the children of Italian immigrants and part of the once-thriving Greenwich Village Italian-American community, providing an important connection to Greenwich Village's history and identity; and

Whereas Lucy and Lenny Cecere's activities more than adequately meet CB2's Street Co-Naming Guidelines, and, again in the words of GVSHP, they " were inextricably interwoven and enormously engaged with the fabric of their neighborhood they embodied so much of what we treasure about this community and gave so much to it";

Therefore be it resolved that CB2 wholeheartedly endorses co-naming the southwest corner of MacDougal and Houston Sts. Lucy and Lenny Cecere Way.

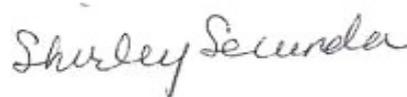
Vote: Unanimous, with 31 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

TC/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velázquez, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Brian Kavanagh, NY State Senator
Hon. Yuh-line Niou, Assembly Member

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Luis Sanchez
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Commissioner Sanchez:

At its Full Board meeting April 19, 2018, Community Board #2, adopted the following resolution:

Resolution requesting that DOT explore a potential left-turn lane and other solutions in a holistic study including several adjoining blocks, to relieve congestion and backups at the intersection of Broadway and Spring Sts. and improve pedestrian safety.

Whereas representatives of the SoHo Broadway Initiative and the Broadway Residents Coalition, together representing thousands of local residents and businesses, presented a request for DOT to do a holistic study to determine solutions, such as a potential left-turn lane, to alleviate the excessive backup of motor vehicles turning left (east) from Broadway onto Spring St., the highly congested traffic conditions in that area, the blocked crosswalks, and the resulting danger to pedestrians; and

Whereas Broadway in the SoHo area is a four-lane street with two parking lanes (mostly for commercial parking 8 am to 6 pm six days a week and general parking otherwise), a bus-only lane Mon-Fri 7 am to 7 pm, and one moving lane for vehicular travel; and

Whereas southbound traffic turning left from Broadway onto Spring St., blocking the one traffic lane on Broadway as vehicles turn and slow down and/or pause for the high volume of pedestrians crossing Spring, as well as Broadway, has been a problem for many years, which was noted in the NYC Dept. of Transportation's (DOT's) Bowery-Houston-Bleecker Study five years ago, a condition that has only worsened since then; and

Whereas the bus lane is frequently blocked by tour buses holding over (often for up to an hour) at the sightseeing bus stop just south of Spring St. (in front of 515 to 525 Broadway), which contributes to the congestion; and

Whereas many illegal food trucks come to the area, vending near the corners, switching from one side of Broadway to the other, so that the 1st and the 5th police precincts (which each are assigned one side of the street, the 5th on the east, the 1st on the west) have difficulty enforcing if not on their separate sides, adding to further congestion difficulties; and

Whereas the crosswalks are frequently blocked by the vehicular congestion, and the considerable number of pedestrians on the narrow sidewalks seeking to cross the street are constrained in getting across, adding to their lack of safety; and

Whereas the Bowery-Houston-Bleecker Study suggested installing a left-turn lane on Broadway approaching Spring St., but conditions since the time of the study have changed, for example, five years ago, there was commercial parking on the north side of Spring St. east of Broadway, and now there's a bicycle lane at that location with a parking lane on the south side. Commercial parking which accommodates deliveries (loading zone) is currently located on the east side of Broadway north of Spring adjacent only to commercial buildings (as well as on the west side of Broadway), but were a left-turn lane installed, this parking and loading activity would have to be cleared and possibly moved further north adjacent to mixed use residential buildings on that Broadway east side, depending on how much room is needed for a left-turn lane, a scenario that could cause noise disturbances for residents because of night deliveries under their windows;

Therefore be it resolved that Community Board 2 Manhattan (CB2) urges DOT to conduct a holistic study encompassing Broadway to Lafayette St./Prince St. to Grand Sts. to assess conditions in the Broadway-Spring St. section and the impacts and interactions in the surrounding area that affect it and to devise solutions to relieve congestion and promote pedestrian safety there; and

Be it further resolved that CB2 suggests that DOT investigate a variety of potential solutions and institute the most feasible for that problematic Broadway-Spring St. intersection, including:

- LPIs (Leading Pedestrian Intervals) in traffic signalization.
- A left-turn only lane on Broadway leading east on Spring St., taking into consideration the necessary length for the left-turn lane (no more than 100 ft. preferred, preferably less) and whether it would result in noisy deliveries encroaching on residential living.
- Removal and relocation of the tour bus stop away from Broadway below Spring (in front of 515 to 525 Broadway).
- Widened crosswalks.
- A Barnes Dance crossing.

Be it further resolved that CB2 encourages DOT to work with NYPD in establishing a consistent and continuous enforcement program that includes a traffic agent at the Broadway-Spring St. intersection at all times, with in-depth monitoring Mon-Sat from 4-9 pm; and

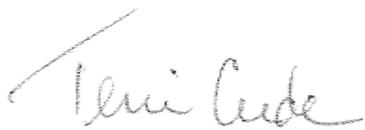
Be it further resolved that CB2 encourages the 1st and 5th precincts to work together cooperatively in enforcement activities to keep out illegal food trucks in the Broadway-Spring St. area, perhaps considering towing as part of their strategy; and

Be it finally resolved that CB2 asks DOT to come to CB2 at the study's completion to present their findings and recommendations.

Vote: Unanimous, with 31 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

TC/EM

c:

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Luis Sanchez
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Dear Manhattan Commissioner Sanchez:

At its Full Board meeting April 19, 2018, Community Board #2, adopted the following resolution:

Resolution in response to Resolution passed by Community Board 1 Manhattan regarding Student MetroCard Reform.

Whereas one of the missions of Community Board 2 Manhattan (CB2) is to advocate for funding, programs, and policies that support youth to secure a college education, careers of their own choosing, and economic stability for them and their families; and

Whereas the New York Department of Education provides elementary and secondary school students with full fare and half fare MTA student MetroCards whose usages only work when school is in session; and

Whereas a full fare student MetroCard is restricted to three trips per school day on both subway and surface bus lines between the hours of 5:30am and 8:30pm; and

Whereas a half fare student MetroCard is restricted to three trips per school day on surface transportation only; and

Whereas additionally, a special four trip Metro Card is available upon the principal's request; and

Whereas the eligibility of students to obtain and use full fare and half fare student MetroCards is determined by the School's Chancellor's Regulation A-801, which takes into account the student's grade level and the distance between the student's residence and school; and

Whereas student MetroCards were originally implemented for the purpose of providing students with transportation to school and school-related activities; and

Whereas participation in school-related and after-school activities provides an enriching experience for students and contributes to academic success; and

Whereas students should be encouraged to participate in school-related and after-school activities, where accommodations should be made to ensure that students have access to appropriate transportation to attend such activities; and

Whereas a simple plan could be devised whereby a student could acquire a supplemental student MetroCard upon providing proof of a school-related or after-school activity-related need; and

Whereas the Care2 Petition “Demand Unlimited MetroCards for Teens” expresses the grievances of 11,544 supporters in the current framework of the student MetroCards”;

Therefore be it resolved that CB2 encourages the MTA to increase the number of allocated rides of all student MetroCards from 3 rides per day to a total ride limit of 4 rides per day to provide a sufficient amount of rides for students to pursue educational school-related and after-school activities; and

Be it further resolved that CB2 supports student MetroCard usages to be accessible for students on weekends (Saturday and Sunday) with a reduced total ride limit of 2 rides per day to allow students to pursue school-related activities that occur on weekends; and

Be it further resolved that CB2 supports the elimination of half fare student MetroCards in place of full fare student MetroCards in the belief that the former presents itself and accumulates into a financial burden on the students’ families, which prohibits students from participating in these activities; and

Be it finally resolved that CB2 supports an amendment to the Student Bill of Rights pursuant of the New York City Department of Education Discipline Code to give every student a student MetroCard in order to carry out the responsibilities as outlined for students.

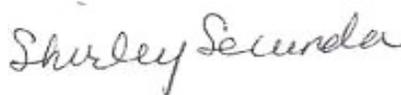
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Community Board #2, Manhattan



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