# Memorandum #2

то:	Gary Butterfield, Mayor of North Syracuse
FROM:	Michael Alexander
DATE:	6/13/25
RE:	Improvement Options and Example Concepts – Grove, Maxwell, Van Mara Study

This technical memo (TM#2) documents planning-level options to eliminate cut-through traffic on Grove Street and Van Mara Drive and reduce the likelihood of cut-through traffic on Gertrude Street, Maxwell Avenue, Watson Road, Highland Avenue, Tuller Road, and Boysen Road. It also identifies strategies to make it safer and easier to walk across South Bay Road and walk and bike along South Bay Road.

SMTC used community feedback collected during the initial scoping meeting, the study advisory committee (SAC) meeting, a stakeholder meeting (e.g., police, fire, EMS, school, DPW, etc.), and the public meeting to refine planning-level options. Public meeting notes are included in Attachment 1.

Separate from and prior to this effort, the Village was awarded a TAP grant to make improvements along these roadways (See TM#1). The planning-level options identified in TM#2 will help inform the Village's engineer's (CHA Companies) final designs for funded improvements.

SMTC developed several figures to illustrate general recommendations and created detailed concepts for the following two areas:

 South Bay Road, where it intersects with Grove, Van Mara, Maxwell and Watson, is a complex multilegged unsignalized intersection. Village residents, especially families with children, want to be able to walk safely across South Bay Road to access the pool at Kennedy Park (off Grove Street) and the restaurants on Main Street (off Maxwell Avenue).

The concept includes a combination of planning strategies to make it safer and easier to cross South Bay Road and to walk and bike along South Bay Road. The concept shows how access to Maxwell, Grove, and Van Mara from South Bay Road would need to change to enhance safety and address cut-through traffic. The concept also provides opportunities to make South Bay Road look less like a thoroughfare and more like a neighborhood street within a village. The intersection could become a gateway with ornamental lighting, ornamental signs, banners, and possibly even a monument.

• Village residents feel that there are opportunities to improve safety and landscaping along Maxwell Avenue near Route 11 (Main Street). The concept shows ways to manage driveway access to improve safety, provide space for a sidewalk, and create opportunities for landscaping. The concept also eliminates the need for parked cars to back up onto Maxwell Road, which is a significant safety issue, and makes it safer to park and access buildings. The concept also maintains most parking spaces and seeks to offset impacts, such as repurposing space for outdoor seating at the restaurant. Safe and aesthetically pleasing roadways can also enhance property values.

The details provided in these two concept areas illustrate how to best achieve desired goals and objectives and make the residential streets more welcoming for walkers and cyclists.

Figure 1 shows how access to Grove Street, Van Mara Drive, and Maxwell Avenue from South Bay Road could change to prevent cut-through traffic from occurring on Grove Street and Van Mara Drive. Maxwell Avenue would become right-in, right-out only. Grove Street and Van Mara Drive would become right-in only. The arrows illustrate permitted travel patterns. Full access is provided from Route 11 (to Maxwell) and from Church Street (to Grove and Van Mara).

Figure 2 shows which side of the road should have 5-foot-wide sidewalks. (Sidewalks next to the edge of a road should be curbed.) Figure 2 also shows "speed cushion" locations – see page 7 for more information about speed cushions. The location of each speed cushion is proposed under an existing cobra light and across from two adjacent lawns to avoid driveways. (Property addresses are provided for location reference.) The Village should consider a village-wide speed limit reduction to 25 MPH. "Ladder-style" crosswalk locations are shown. The northbound approach at the Kennedy Park entrance could become a "raised crosswalk" (see example on page 10).

Figure 3 shows the existing conditions at South Bay Road at Grove, Van Mara, Maxwell, and Watson. Figure 4 shows how to achieve the turning restrictions and many other desired goals and objectives.

- Right-in only single-lane connections are made at Grove and Van Mara. Their approach angle only
  allows vehicles (including snowplows, tractor trailers, etc.) to turn right into the neighborhood
  roads. Their single-lane design prevents cars from trying to turn right from the neighborhood roads
  (note the placement of the two "Do not enter" signs.) To facilitate emergency cut-through access
  (as requested by the police department) Van Mara Drive is shown with "mountable curbs" at its
  connection to South Bay Road. This maintains two-way access if needed.
- A right-in, right-out only on Maxwell is also shown. To achieve this, new curbed hardscaping is shown along South Bay Road. A "mini roundabout" is shown on Maxwell Avenue. And lane dividers are shown on Maxwell Avenue and Watson Road to facilitate movements into the mini roundabout. Mini roundabouts have a minimum diameter of 50 feet and are usually put within neighborhoods.
- A single 5-foot-wide curbed sidewalk is shown abutting Maxwell, Grove, and Van Mara. Nonabutting, non-curbed five-foot-wide sidewalks are also shown on both sides of South Bay Road beyond the open drainage areas.
- An 8' wide Shared Use Path (concrete or pavement) is shown connecting to sidewalks; and it also connects to "ladder-style" crosswalks.
- Double-sided rectangular rapid flashing beacons (RRFB) are shown on either side of the crosswalk on South Bay Road. The RRFBs are push-button activated. "Shark Teeth" (i.e., advanced yield) pavement markings are shown on South Bay Road approximately 30 feet before the crosswalk.
- The concept shows raised curbs (along both sides of South Bay Road) in advance of and through the intersection to prevent vehicles from "overtaking" each other (i.e., going around a vehicle that yields to someone in the crosswalk). The curbs are setback at least 2 feet from the edge line to reduce snowplow strikes and allow for the installation of a closed drainage system with drainage grates.
- Solid "green" bike lanes are shown. They become dashed markings at road entrances; and they raise and become flush with the mountable curbs. Sharrows (i.e., shared lane markings) are shown along Maxwell, Grove, and Van Mara.
- Three pairs of ornamental pedestrian-scale light poles are shown opposite of each other at the intersection along South Bay Road. An ornamental light is shown in the center of the mini roundabout and at the northwest corner of Maxwell and Watson.



Figure 1 – Proposed Access Modifications to Grove Street, Van Mara Drive, Maxwell Avenue to Eliminate/Reduce Cut-Through Traffic



Figure 2 – Proposed Sidewalk, Speed Cushion & Crosswalk Locations



Figure 3 – Existing Conditions of South Bay Road, Grove Street, Van Mara Drive, Maxwell Avenue and Watson Road



Figure 4 – Option for Access Changes and Pedestrian and Bicycle Facility Enhancements

## Speed Cushion Pilot Program, Syracuse, NY

According to the City of Syracuse's website, the city installed several traffic-calming speed cushions in neighborhoods as part of a pilot program to test their effectiveness. The city collected speed data before and after installation and monitored changes in traffic patterns. After installing several different styles of speed humps, the city opted to go with the "speed cushion" design that slows passenger vehicles but allows fire trucks to pass through without delay. As shown on the city's cover image, the speed cushions are tapered speed humps denoted with pavement markings. The cushions do not extend all the way across the road and include openings that accommodate fire trucks. More information can be found here:

http://www.syr.gov/speedcushions <text><text>

Department of Public Works City of Syracuse 1.3.2024

Figure 5 shows the existing conditions at Maxwell Avenue near Route 11 (Main Street). Figure 6 shows driveway access improvements. The driveway to the Twin Trees parking lot on the north side of Maxwell is improved with a crosswalk across the driveway and a crosswalk across Maxwell that leads to a sidewalk that connects to the Twin Trees side door. A much narrower Twin Trees driveway along the south side of Maxwell is shown to prevent cars backing out onto Maxwell from the "nose-in" parking that currently exists along the building. This "nose-in" parking requires parked cars to back out onto Maxwell Avenue, which is a significant safety concern. This reclaimed space could be reclaimed for outdoor seating and/or landscaping along Maxwell. Parking in the Twin Trees parking lot behind the building has been rotated east to west to accommodate the new driveway entrance. That entrance also aligns with and provides direct access to the dumpsters. Three new driveways are shown on the north side of Maxwell – one on either side of the VFW building and one at the residential property. This allows for landscaping along Maxwell and a new sidewalk and landscaping to the VFW's front entrance.



Figure 5 – Existing Conditions of Maxwell Avenue, Route 11, and Gertrude Street



Figure 6 – Proposed Access Modifications to Maxwell Avenue to Improve Safety and Landscaping



Image 1 – Example of a Raised Crosswalk (and RRFBs) with Pavement Markings

#### Public Outreach Feedback

The SMTC held two outreach sessions. The first session occurred on 3/14/25 at the Village Hall and included the following stakeholders:

- Village Mayor and Deputy Mayor
- Village Police Chief
- Village Fire Department Deputy Chief
- Village Superintendent of Public Works
- Village Engineer CHA Companies
- Village Clerk

SMTC shared planning-level options and noted the following substantive comments to inform CHA's design considerations:

- All roads should provide FD access from both directions.
  - SMTC modified the graphics to show mountable curbs at the right-in only entrances.
- Road design should accommodate a 50' long ladder truck with a 10-foot back swing.
- Fixed objects (e.g., signs, poles, lights, etc.) should not be placed where they would obstruct fire truck access (or be struck by a fire truck's 10-rear swing).
- Maxwell and Watson should be stop sign controlled.
- Sidewalks should be placed along the edge of the roadways.
- Utilize additional ROW space as needed to address topography concerns and firetruck access.

SMTC presented information at the regularly scheduled Village Board meeting held at the North Syracuse Community Center at 5:30 p.m. on March 27, 2025. The meeting included 43 people and the village conducted it as a public hearing. Additionally, the meeting was broadcast live via the village's

Facebook page with 12 people viewing it live from home. The Village Board allowed for questions and answers throughout the presentation. The presentation was also livestreamed on the Village's Facebook page. SMTC remained after to answer questions and to take comments.

Comments were collected by the Village of North Syracuse. The Village provided SMTC with the comments - see Attachment 1. SMTC also posted draft copies of TM#1 and TM#2 on SMTC's website from Friday, March 28, 2025, to Friday, April 11, 2025. SMTC received several comments (Attachment 1). A bulleted list of substantive comments and considerations are provided below to summarize concerns.



Public meeting attendees listening to SMTC's presentation.

Public comments, considerations & responses:

- Eliminating left turns onto Maxwell and off Maxwell at South Bay Road.
  - o Redesign intersection as a right-in, right-out only
  - This will greatly reduce cut-throughs on Maxwell, Watson, Highland, Tuller, Sunnybrook, and Boysen Road.
- New intersection geometry (i.e., the new design of a right-in and/or a right-out)
  - Will be wide enough to accommodate school buses, tractor trailers, snowplows, fire trucks, etc.
  - The geometry will also prevent vehicles from "ignoring" turn restriction signs.
  - It was noted that signs rules/regulations do not work alone. Changes to the road design and geometry are required to change travel patterns and behavior. An enforcement component is also required.
- The neighborhood mini roundabout could be designed to accommodate all trucks, tractor trailers, fire trucks, school buses, snowplows, etc. It can include mountable curbs if needed. Also, it appears there is sufficient right-of-way to position the right-in and right-out where needed to accommodate the geometry needs of the roundabout.
- Some residents on Maxwell, Gertrude, Watson, Highland, Tuller, Sunnybrook, and Boysen expressed concerns about not being able to turn left onto South Bay Road from Maxwell.
  - SMTC indicated that residents can make a right turn onto Route 11 to travel north, which adds up to 3 minutes of driving time. SMTC said turning right onto Route 11 is a safer movement than turning left against oncoming traffic on South Bay Road.

- Likewise, drivers who are used to traveling north on South Bay Road to turn left onto Maxwell would now need to drive along Centerville Place to Route 11 and turn right onto Maxwell (or any of the parallel streets to the north). This adds up to 3 minutes of driving time. SMTC said turning right into the neighborhood from Route 11 is a safer movement than turning left against oncoming traffic on South Bay Road.
- Turning right is a much safer and easier turn than a left turn.
- Given that the envisioned improvements are designed to discourage cut-through traffic, traffic from the neighborhood onto Route 11 or South Bay Road would not result in a net increase of traffic at those intersections. Traffic is anticipated to decrease at those intersections given the reduction in cut-through traffic volume.
- As SMTC noted, there are always trade-offs to reduce cut-through traffic and speeding traffic. In this case, the bad news is that it would add about 3 minutes to drive in either direction. The good news is that in addition to reducing speeding and cut-through traffic on neighborhood streets the new travel routes are safer for neighborhood residents to take because they eliminate left-hand turns against oncoming traffic.
- Residents must decide whether benefits of reducing cut-through traffic, reducing speeding, and improving safety for bicyclists and walkers on their roads outweigh the burden of driving up to an extra 3 minutes.
- Cut through traffic on Grove Street and Van Mara Drive can be eliminated by redesigning each intersection with South Bay Road as a right-in only.
  - Vehicles traveling north along South Bay Road can turn right into Grove and Van Mara.
  - Vehicles traveling south along South Bay Road won't be able to turn onto these roads.
  - Vehicles are not able to access South Bay Road from Grove and Van Mara.
- Residents along Grove, Van Mara, and Slindes Wood would now have full access to turn right or left onto and off Church Street. Residents traveling south on South Bay Road can no longer turn left onto Grove Street (left turns are already prohibited onto Van Mara Drive).
  - Like residents on Van Mara, Grove Street residents must drive to Church Street to access their road. This adds up to 2 minutes of driving time.
  - Likewise, residents who want to travel north on South Bay Road would have to take Church Street to South Bay Road. This adds two minutes of driving time.
  - Residents must decide whether benefits of eliminating cut-through traffic, reducing speed, and improving safety for bicyclists and walkers on their roads outweigh the burden of driving up to an extra 2 minutes.
- One resident asked about how vehicles would turn around at the end of Grove Street and Van Mara Drive where it becomes one-way in (i.e., a right-in only) from South Bay Road.
  - In response, SMTC modified the concepts to show the road widened to allow additional space for vehicles to turn around.
  - It was also noted that vehicles that cut through would eventually realize they could not cut through any longer due to the changes in roadway geometry.
  - Thus, in time, fewer vehicles would accidentally try to cut-through and need to turn.
  - The street will eventually become primarily used by residents only, which is the desired objective of the study.

- Mountable curb areas (with flush bike lanes, sidewalks and/or shared use paths) must remain accessible year-round and must remain free from snow. This will allow access for emergency response vehicles and continued use by bicyclists and walkers year-round.
  - Bike lanes along South Bay Road must rise flush with the raised mountable curbs. This will prevent drainage issues and snow removal issues within the bike lanes.
  - Light poles, sign poles, and other obstructions must not be placed in areas with mountable curbs that are maintained for access by emergency vehicles.
- Village officials noted that the village keeps the sidewalks free of snow in the winter. State grant funds have recently helped establish new/additional sidewalks. The DPW would use local tax dollars to make future sidewalk repairs. Residents voiced concerns about impacts to their taxes to maintain the sidewalk network. The quality of materials being used for the newer sidewalks and curbs were also brought into question.
- A speed cushion is envisioned for Watson Avenue, but there is no envisioned sidewalk. Community residents and the village police chief support the installation of a sidewalk along Watson Avenue because it is used by many pedestrians that consist of children and families with children who cut through the neighborhood from the apartments along Bear Street to get to Kennedy Park. It was also noted that speeding is a concern along Watson Avenue.
- It was noted that vehicles speed and "cut the corner" along Grove Street with roadway departures and crashes occurring three to four times a year on 148 Grove Street. Another resident said this occurs at the bend along Van Mara as well. SMTC noted that the right-in only off South Bay Road onto Grove Street and Van Mara Street would likely eliminate this problem.
- The safety, access management, and landscaping improvements shown in Figure 6 for Twin Trees could serve as a good example for other businesses on side streets along Route 11, such as Nestico's on Watson Road and Limp Lizard on Gertrude Street.
- SMTC noted that these are all planning-level concepts based on options that appear to be technically-feasible. Many specific details such as sign placement, radii widths, etc., would be fleshed out during a design and engineering phase should the community be interested in advancing any of the ideas.
- Speed cushions can be designed to accommodate fire truck wheelbases.
- Crosswalks
  - People overwhelmingly spoke in favor of incorporating crosswalks as indicated, especially across South Bay Road.
- Concerns have been expressed that vehicles speed to jockey for position traveling south on South Bay Road where two lanes merge to one lane. This is just north of the proposed crosswalk location. SMTC's concept shows optical speed bars (see image), curb extensions, ornamental lighting, pavement markings, pedestrian-activated rectangular rapid flashing beacon signs, and striping to help with traffic calming. Advisory speeds can also be posted approaching the intersection in conjunction with the optical speed bars. SMTC also suggests the village reduce speed limits to 25 MPH village wide.



Example of optical speed bars. Spacing between the bars decreases as you approach an area of concern. Motorists tend to slow down as the distance from the speed bars decreases. This visual queue gives the driver the impression they are driving too fast for the area.

- CHA Companies, i.e., the Village's engineering consultant, has modeling software that accounts for turning and clearance needs for fire trucks, snowplows, school buses, etc.
  - The N.S. Ladder Truck is 50 feet in length and has a 10-foot-wide tail swing and only 3" of clearance due to the outriggers that if hit cause the truck to issue warnings on its internal computer system.
  - Staff from D.P.W. indicated the snowplow blades have a 20-foot-wide clearing sweep.
- The N.S. Fire Department wants to ensure that fire trucks have access to neighborhood streets from both directions. SMTC designed the intersections to allow for mountable curbs for fire truck access. The mountable curbs must account for the 3" clearance of the fire trucks.
- One comment suggested considering an elevated crosswalk over South Bay Road. It is assumed this refers to constructing a pedestrian bridge over the roadway. Elevated structures, such as pedestrian walkways, require a substantial amount of land and a substantial amount of cost to construct and maintain. ADA requirements for wheelchair accommodation, etc. requires an immense amount of land for ramps, etc. The cost of such a structure and the likely need to obtain additional right-of-way (i.e., private property) would make this idea financially impractical.

#### Conclusion

SMTC identified several planning-level improvements to inform the Village about opportunities to reduce and eliminate cut-through traffic as well as slow traffic speeds and greatly improve safety for walkers, bikers, and vehicles.

SMTC summarized the improvement ideas in figures and summary text within TM#2. The envisioned planning-level improvement ideas eliminate cut-through traffic on Grove Street and Van Mara Drive.

Other envisioned improvement ideas also reduce the likelihood of cut-through traffic along Maxwell Avenue, Gertrude Street, Watson Road, Highland Avenue, Tuller Road, Sunnybrook Driven, and Boysen Road.

To achieve this, SMTC suggests modifying access from South Bay Road to Maxwell Avenue through a right-in, right-out only, and to Grove and Van Mara as right-in only movements. Other recommendations for improving pedestrian crossings (including across South Bay Road), access management, sidewalks, bike facilities, lighting and landscaping are made.

These are planning-level concepts. If the community is interested in advancing any of these ideas the Village's engineer would develop detailed engineering designs to address all the items, concerns, and comments expressed throughout the planning process.

# Attachment 1

# **Stakeholder Meeting Notes**

# &

# Public Outreach Summary Notes



# TRAFFIC MANAGEMENT ASSESSMENT MEETING VILLAGE HALL CONFERENCE ROOM

FRIDAY, MARCH 14TH, 2024 1:30 TO 2:30

#### Attendees

Michael Alexander, SMTC - Project Manager

Mario Colone, SMTC – Project Oversight

Jade Nguyen, SMTC

Gary Butterfield, Mayor, Village of NS

Chance Fieldson, Police Chief, Village of NS

Pat Gustafson, Deputy Mayor, Village of NS

Luke Morenus, CHA – Village Engineer

Joe Asztalos, Deputy Fire Chief (North Syracuse)

Ed Ware, Superintendent of Public Works, North Syracuse

Diane Kufel, Village Clerk, North Syracuse

#### **Meeting Minutes**

Mayor Butterfield asked if we could start the meeting at 1:35 to give time for the fire department representative to arrive.

Before the meeting officially started, the CHA representative said that final designs will be complete in a month or so. He said they are waiting for environmental review and then will get started.

#### Purpose of Study

Mr. Alexander recapped the goal of the study is to reduce cut-through traffic on two village roads. He introduced SMTC's suggestions for how to use turning restrictions (right-in and a right-in, right-out-only turn) with new road geometry to eliminate cut-through traffic. Ms. Gustafson said a right-in, right-out only was attempted at the end of Maxwell in 1995, but that it didn't work, because changes to the road were not made and that it was only controlled by signage. She said that the neighbors only complained that drivers did not obey the signs – but not about the actual restriction. Everyone agreed there would be support if it worked.

#### Speed Cushion Recommendations

Mr. Alexander made additional suggestions for the placement of speed cushions, sidewalks, crosswalks (including one raised crosswalk location), and sign removal. He emphasized that emergency vehicles transverse the speed cushions and suggested using designs like those used by the City of Syracuse. Mr. Butterfield asks how raised crosswalks impact plowing. Mr. Alexander answers that it is a gradual taper and should not significantly impact plowing. The DPW asked how challenging this planning process was and Mr. Alexander replied that we managed to get ahead of schedule. Mr. Colone adds that public involvement meetings add several months to the timeline of

the study to coordinate the engagement. Mr. Alexander adds that two tech memos with a menu of options are offered, and it is up to the municipality to decide whether to implement, if interested. Lastly, he suggested the Village create a village-wide speed limit of 25 mph. He noted that implementation is only possible based on an engineer's study and recommendation.

#### Mini-roundabout Intersection Recommendations

Mr. Alexander explained the rationale for the sidewalk, shared-use path, and bike lane additions. Chief Fieldson asked about the mountable curb. Mr. Alexander explained how they work and that it would be located at Van Mara Drive. He also discussed the mini roundabout. Ms. Gustafson asked if the stop signs would remain. Mr. Alexander said yes, and that we will add them to the map. Mr. Alexander highlights the ornamental pedestrian lights to illuminate the crosswalk. Mr. Alexander discussed the added curb to prevent vehicles from overtaking a vehicle yielding to a pedestrian in the crosswalk – overtaking vehicles could go around the car that is yielding and could strike the pedestrian. There are questions about the geometry of the roundabout intersection corner because of topographic concerns. This is a design consideration that is engineering-level and may require regrading and retaining wall.

#### Feedback

Deputy Chief Asztalos expressed concern about the need for trucks to come down streets from both directions. He also asked about sign placement and said to place any fixed objects (e.g., signs, poles, etc.) away from areas that the fire truck would use, especially mountable curbs. He said their ladder truck had a 10-foot back swing that makes it easy to strike objects, such as signs, when the truck turns. Mr. Alexander says that SMTC will modify the design to ensure mountable curbs exist at both Grove and Van Mara.\*

\*In report – note about signs and lights around mountable curb so they aren't in the way of the fire truck's 10- back swing. Also, curbs along S. Bay should become mountable curbs. Pull back to right away for corner north of mountable curb for firetruck access. He expresses this concern because of the landmark or lighting in the center of the min-roundabout. Mr. Morenus said that CHA has software to test turn feasibility. Mr. Alexander mentions the need to keep the large mountable curb area clear from snow.

Deputy Chief Asztalos suggests an alternate design to narrow Maxwell at S. Bay, to which the mayor, police chief, and Mr. Alexander explain why that suggestion may not achieve their goals of reducing traffic cut-through.

#### Twin Trees Lot Recommendations

Mr. Alexander said the new design improves access management and safety. One objective is to remove vehicle/vehicle and vehicle/pedestrian conflicts by preventing parked vehicles from backing out onto Maxwell Avenue. The Police Chief and Deputy Fire Chief agreed this was a significant safety issue. The Deputy Chief noted that those parking spaces are used by people who have called in take-out orders. Mr. Alexander said this increases parking turnover and further increases safety concerns.

Mayor Butterfield expresses thanks for the idea because this area is very hazardous and dangerous. Diagonal parking and parallel parking ideas were discussed, but the Police Chief felt these ideas still present safety concerns. It was also noted that the VFW and Twin Trees could not share lots as both were busy at the same time.

#### Next Steps

The 27<sup>th</sup> meeting will be a public hearing. Anyone can speak for or against the plans. Mr. Alexander says he plans for it to be a 15–20-minute presentation followed by public comment. On average there are 6 attendees, but more than a dozen would make it challenging to manage around a table. We can bring a projector. The meeting is also embedded with the board meeting and will start at 5:30. It will be introductions, the official announcement that it's a public hearing, go over abstract and approve minutes, and then the SMTC's presentation, and then they can finish their business regarding their budget announcement. The meeting ended at 2:35.















VILLAGE OF NORTH SYRACUSE Regular Board Meeting Thursday, March 27th, 2025 @ 5:30 PM North Syracuse Community Center 600 South Bay Road, North Syracuse, NY Facebook Livestreamed

The Village of North Syracuse Regular Board Meeting began at 5:29 P.M. with Mayor Butterfield asking everyone to join him in the Pledge of Allegiance.

Roll Call: Mayor Butterfield, Deputy Mayor Gustafson, Trustee Bolton, Trustee St. Germain and Trustee Strong.

**Personnel Present**: Clerk/Treasurer D. Kufel, DPW Supt. E. Ware, Police Chief Fieldson, Parks Director T. Burkinshaw, Codes Officer L. Nestell, Engineer A. Franco.

Personnel Absent: Atty. R. Germain (Excused), Fire Chief Brennan

The Mayor stated please take notice that Public Hearing #1 held by the Board of Trustees of the Village of North Syracuse on the 27<sup>th</sup> day of March, 2025 at 5:29 PM to consider the adoption of the **2025 funding request** for the Community Development Project in the Village of North Syracuse. The Village Board will hear all persons in support of such matters, or objections thereto. The Mayor stated the Board has been given the application template, and the 5 year plan has been distributed. This plan encompasses improvements made to the Old School House area at Toll Road Park. The Village would like to install new sidewalks and other improvements to that area. The Mayor requested anyone to speak for or against this project. Village Engineer A. Franco clarified that the project is for calendar year 2026. The Mayor clarified that the Village receives \$50,000.00 each year for Community Development projects. The Mayor stated we already have monies for this years Toll Road project. The Mayor stated there are other projects that the monies could be utilized for, including the ongoing sidewalk project in the Village. Dep. Mayor Gustafson gave some suggestions for building structure improvements, Engineer Franco stated typically those projects are not funding by these grants. Trustee Strong stated improvements to Kennedy pool area also do not qualify. Trustee Strong also stated that these grants require the Village to match 25%. The funding is not 100% free for a project, the Village is still obligated to pay in-kind of approximately \$12,500.00 for the Village. The Mayor asked for anyone else who would like to speak regarding this project. The Mayor closed the Public Hearing.

#### RESOLUTION #055-25

# APPROVAL OF REG. BD. MTG. - MARCH 13, 2025

Dep. Mayor Gustafson made a motion to approve the minutes (Facebook Livestreamed) from the March 13, 2025 Board Meeting. The motion was seconded by Trustee Strong. The motion was approved: Trustee St. Germain, Dep. Mayor Gustafson, Trustee Bolton and Trustee Strong all voting in favor of the same.

## RESOLUTION #056-25

## **GENERAL FUND ABSTRACT APPROVAL**

Trustee Bolton made a motion to approve General Fund Abstract #21 in the amount of \$77,955.43, covering voucher #1313 thru #1382. The motion was seconded by Dep. Mayor Gustafson. The motion was approved. Dep. Mayor Gustafson, Trustee St. Germain, Trustee Bolton and Trustee Strong, all voting in favor of the same.



#### RESOLUTION #057-25

#### **BUDGET TRANSFER (S)**

Trustee Strong made a motion to transfer monies in the amount of \$128.74 from A1990.4-Contingency to A3120.479-2023 Safety Day Walmart. The motion was seconded by Trustee St. Germain. The motion was approved. Dep. Mayor Gustafson, Trustee St. Germain Trustee Bolton, and Trustee Strong all voting in favor of the same.

#### OLD BUSINESS:

## 2025 COMMUNITY DEVELOPMENT FUNDING

The Mayor asked if there were any thoughts on the previously discussed project. No one voiced any further questions or concerns regarding this project.

#### NEW BUSINESS:

#### RESOLUTION #058-25

## 2024 COMMUNITY DEVELOPMENT PROJECT

Dep. Mayor Gustafson made a motion to extend the pre bid and bid opening meetings for the 2024 Community Development project-Toll Road Improvements from 4/2/2025 and 4/17/2025 respectively, to 4/17 2025 (pre-bid meeting and 5/1/2025 (bid opening). The motion was seconded by Trustee Strong. The motion was approved. Dep. Mayor Gustafson, Trustee St. Germain Trustee Bolton, and Trustee Strong all voting in favor of the same.

#### RESOLUTION #059-25

## WILLIAMSON PAYROLL MAINT. SVCS. CONTRACT

Trustee Strong made a motion to approve the Annual Software Support Contract for Williamson Payroll from 4/1/2025 - 5/31/2026. The contract price is \$1104.00 which is an increased of 5% over last year. The contract covers services from 4/1/2025 - 5/31/2026. The motion was seconded by Trustee Bolton. The motion was approved. Dep. Mayor Gustafson, Trustee St. Germain Trustee Bolton, and Trustee Strong all voting in favor of the same.

#### RESOLUTION #060-25

## WILLIAMSON PAYROLL ACCOUNTING MAINT. SVCS. CONTRACT

Trustee St. Germain made a motion to approve the Annual Software Support Contract for Williamson Payroll from  $4/1\ 2025 - 5/31/2026$ . The contract price is \$1405.00 which is an increase of 5% over last year. The contract covers services from 4/1/2025 - 5/31/2026. The motion was seconded by Dep. Mayor Gustafson. The motion was approved. Dep. Mayor Gustafson, Trustee St. Germain Trustee Bolton, and Trustee Strong all voting in favor of the same.



#### RESOLUTION #061-25

#### FURNACE REPLACEMENT AT THE COMMUNITY CENTER

Trustee Strong made a motion to open dialogue regarding authorizing the Furnace replacement at the Community Center. The motion was seconded by Dep. Mayor Gustafson for the purpose of discussion. The Mayor stated that NYS has issued some new regulations stating the Contractors have to be licensed in the State of New York. The Mayor stated four bids were entered, and Chiodo Heating and Air Conditioning was the lowest bidder. The Mayor stated there are two furnaces at the Community Center that are beyond their life cycle. Trustee Strong asked for clarification on the NYS guidelines. Clarification was given by Clerk/Treasurer D. Kufel, and Mayor Butterfield. Trustee Bolton requested clarification regarding the price of the furnace being higher than discussed at a previous Board Meeting. Parks Dir. Burkinshaw stated the previous price was an estimate, and there are NYSERDA incentives available to lower the price that he was considering. Mayor Butterfield stated those incentives expire March 31<sup>st</sup>, so approval tonight would allow the Village to apply for the incentives before they expire. Trustee Bolton questioned two of the bids. Trustee Bolton stated Hometown Heating, with the \$1000.00 NYSERDA rebate, includes a longer warranty on parts and labor. Trustee Strong, and Trustee St. Germain concurred regarding the longer warranties being a better option for the Village, with clarification on what the warranty covers. Much discussion ensued regarding the two year vs. one year warranty, who applies for the rebate, how the bid specs were presented, and the Village obligation to accept the lowest bid. Dep. Mayor Gustafson made the motion to accept Chiodo Heating and Air Conditioning bid for replacement of the furnaces at the Community Center. Trustee Bolton and Trustee Strong voted nay. Trustee St. Germain voted to accept the bid from Chiodo Heating and Air Conditioning. Mayor Butterfield voted in favor of authorizing Chiodo Heating and Air Conditioning to replace the furnaces at the Community Center. The motion was approved.

## PUBLIC HEARING #2 SMTC STUDY

The Mayor stated please take notice that Public Hearing #2 held by the Board of Trustees of the Village of North Syracuse on the 27<sup>th</sup> day of March, 2025. The Mayor stated that a presentation of an SMTC (Syracuse Metropolitan Transportation Counsel) Study regarding the intersection of South Bay Rd., Grove St., Van Mara Dr., Maxwell Ave. & Watson Rd., and the conceptual plan is to be discussed. The Public is encouraged to participate in this hearing with thoughts and ideas. The Mayor turned the meeting over to Mike Alexander, Senior Transportation Planner for SMTC.

Mike Alexander stated that this hearing is to propose ideas regarding changes being made to the intersection, any input by the public is welcomed. He stressed that any elements being shown tonight regarding the project, may or may not be implemented. He stated the Village contacted them requesting a study of this intersection to mitigate the traffic. He asked the public to recognize that there are pros and cons to a project such as this. He believes they have come up with some ideas to help with mitigation for safety reasons of this area. He stated that two draft reports will be posted on line tomorrow. The public is encouraged to give comments,



sheets are provided. Transcripts of the public thoughts, ideas and concerns will be shared with them. He presented slides detailing the map of the area, and identified various home- owners of the intersection. Slides also identified the policy committee, and details of what the study is about. He stated that input through meetings was given by Village officials - Fire Chief and Police Chief as well as local officials. He identified the problematic issues with the intersections, which demonstrates the purpose of the study. He further discussed the particulars of each study they performed. A concern was raised by resident regarding access to Watson from Maxwell. Mike stated it would be a "*right-in*" "*right-out*" access. The resident had further concerns regarding tractor trailers accessing those streets. Mike stated the limited access those trucks would have to turn left, and showed a diagram depicting raised curbs to prevent prohibited turns.

Mike identified specific areas of placement of "speed cushions", a very gradual grade up/down. He stated these cushions were strategically placed in areas that would be beneficial, but would not interfere with any existing driveways. A DPW worker asked if the placement of these cushions would interfere with DPW trucks, emergency vehicles, etc. Mike referred to a study done by the City of Syracuse along with their DPW. They designed three types. They utilize them in specific areas. If anyone is interested in more information, they can find it on the SMTC website. Mike also stated that these cushions are placed in areas close in proximity to street lights.

Mike also identified on the map the sidewalk areas. He further discussed information pertaining to the sidewalks. A resident asked about installing a sidewalk on Malta. She stated that children, people walking animals, bikers utilize that street, with no sidewalks. Mike stated he would like at that area and try to come up with a recommendation.

A resident asked if the property owners would be responsible for maintenance and upgrades to the sidewalks on their property as the "*City of Syracuse*" requires. The Mayor stated the Village of N. Syracuse is one of the few municipalities that takes care of the sidewalks. An Engineer from CHA (Luke Morenus) identified that they are currently working on a sidewalk project. DPW Sup't Ware also stated that the state came in and repaired the sidewalks, making them ADA compliant. The DPW is tasked with any repairs the sidewalks may need utilizing resident tax dollars, and that the Board would have to vote on changing that.

Discussion continued regarding sidewalks in the Village. A resident asked how they obtain the information regarding what areas have been targeted to have sidewalks installed. Police Chief Fieldson stated that they have noticed an increase in foot traffic along Watson Ave. and that area should be considered for sidewalks. Trustee Strong stated that letters went out to all the residents effected, however Watson was not identified on that notification list. Further discussion continued regarding Watson Ave with one resident stating that because the road is a long stretch, speed is also an issue.

The resident at 148 Grove St. stated at least 3-4 times per year, a vehicle winds up in his front yard because they are going too fast, and are not able to make the turn. His concern is that if the road is made a one-way street, how will vehicles make a turnaround? Another resident stated that's an issue on Van Mara as well. Mike stated he will make note of that as well, as these are all valid concerns. Mike also stated they will be looking at whether or not there is enough space to turn around in these areas. Discussion continued regarding thru traffic on these neighborhood streets. Mike stated that after enough drivers realize that some of these streets enable right turns only, theoretically that should cut down on through traffic. DPW worker C. Desimone emphasized difficulty around plowing roads on streets such as S. Bay, then right turn only onto Grove St. He identified that drivers oftentimes do not obey the traffic signs, and then it becomes an enforcement issue. Mike stated that the design of one-way streets, movement of traffic going one way in and one way out will reduce the traffic considerably on these streets. This in turn will make the streets safer for the community.



Mike stated there are a lot of components that go into the design phase of these type of projects. He stated that if signs were just placed in areas, as in the past, it does not work. He stated, from a design component, they have learned that redesigning a road, and making it hard for drivers to disobey traffic patterns is more advantageous for the safety of the community.

A resident who is one street over from the highway stated they are already dealing with the increased traffic from the construction happening now. She stated there is already

an increase in tractor trailers, cars, pedestrians etc. She stated that it is already almost impossible to make a left turn onto Route 11 in that area.

Trustee Strong asked Mike if he had received a list of concerns from the Deputy Chief of the Fire Dept. that was supposed to be forwarded based on some concerns from the Stake Holder meeting he attended. Mike stated he has not received them, and will follow up.

Discussion continued with multiple residents speaking out regarding the multitude of changes affecting streets not identified in the project as well. Many residents voiced concerns regarding the traffic patterns now, and the effects of the changes. Too many residents talked together to identify. Mike stated that many of these concerns would be better to address at the tables after the meeting. The Mayor interjected to advise the meeting participants to allow Mike to finish his presentation. The Mayor stated to keep in mind that these are ideas presented by SMTC. The Mayor further stated that we are all aware that these areas identified have been a problem for a long time, that needs to be addressed. The Mayor thanked all of the community members for attending the meeting, and voicing concerns and ideas. The Mayor stated that after the meeting there will be ample time given to further voice concerns and ideas.

Mike showed a map outlining the proposed changes from South Bay reiterating that some of the roads are County/Village. He stated that Van Mara access from S. Bay would be "*right turn only*". There will not be an ability to go onto Maxwell from S. Bay. He also stressed there is no cut across ability either. Further, Maxwell Ave. will have a right-out ability only onto S. Bay Rd. He also stated that the Fire Dept. voiced concerns regarding access to these roads such as Van Mara in an emergency. Mike stated the curbs allow the trucks the ability to drive over them in an emergency, he identified them as both direction access clearance. Mike stated the concerns have been documented as well. Mike identified on the map the sidewalks are in white. Mike also identified the green lines as an 8 ft. shared use pathway. Mike also stated the map shows an 8 ft. wide shoulder on S. Bay Rd. A resident on Van Mara stated the map shows the shared use pathway is in the middle of her front yard. The resident further identified what appears to be a dead-end path on that end of Van Mara Dr. Mike stated that it is important to have these conversations regarding these issues for exploration of all options. Mike also identified the curbing along both sides of the intersection. He stated the reason for the curbing is to protect anyone accessing these crosswalks/sidewalks from cars that might go around a stopped vehicle.

Mike state the DOT has been involved in meeting with them regarding this project and the planning. The DOT also had concerns regarding these issues, that have been addressed through in-depth discussions.

Mike ended the presentation stating that it is important to be in discussions with everyone to identify and address concerns like: snow removal, emergency access, pedestrian yields, sign placement etc. Mike also identified the visual changes that are proposed for drivers going up/down S. Bay Road. These signs, curbs, flashing lights will allow them to identify the need to slow down a bit when accessing this area.



Mike additionally identified the Maxwell/Gertrude access to Route 11. He stated it has been identified as needing "Safey Access improvements". They have proposed changing the directional parking from N/S to S/W and adding additional parking at the business on the corner. This would enable safer access points for these businesses as well. It would also enable safer access when the sidewalks are incorporated along Maxwell Ave. A resident also identified Nestico's, at Route 11 and Watson, parking lot as being an issue. She stated the first ten spots in that parking lot, as well as any trucks needing to back up from the parking lot, back out right onto Route 11. Mike stated he would make note of that concern, and look into that issue as well. Mike identified the VFW parking lot as having two driveways. He noted the green space addition to that area, and stated the proposal is to narrow down those driveways.

Mike further thanked everyone for taking the time to attend the meeting. He reiterated that they would be at the tables, with the diagrams for any additional questions or concerns to be addressed after the meeting.

Final question from a resident stated he would like to know if the Police Chief has bought into enforcing the diligence of obeying these traffic changes. He, as well as other residents identified the disregard for prohibiting turns at Van Mara, and U-turns at Maxwell Ave., etc. The resident wondered aloud if the department has the manpower to enforce adherence. Another resident stated that she is a lifelong resident on Grove St, which is very busy; she stated that this project appears to be different as the Village is not just erecting signs to change the traffic enforcement. She stated there will also be barriers in place to prevent driving over them to ignore the implementation. Mike agreed and stated that the engineering improvements allows for behavioral changes to be made by the drivers. The Police Chief stated that he has been the Chief for two years, but has spent 10 years with the Department. Chief Fieldson further stated that every year there are multiple complaints specifically regarding the intersections of Van Mara and Grove St. Chief Fieldson stated that engineering changes to that area is a win/win. He stated they could sit at that area and write tickets all day long. Since it has been at least a decade long problem, making design changes to that area is something the departments are all backing. Another resident stated that she definitely sees the Police Dept. enforcement has increased, as she has a stop sign on her property, and she appreciates that. She stated she is excited about installing many of these curves as drivers will not be able to fly around them anymore. Mike as well as Trustee Strong stated the information would be available on SMTC website as well as the Village Website. The SMTC website allows for comments, sticky notes etc.

<u>CITIZENS VOICE</u>: The Mayor asked if any citizen would like to address the Board for any issues outside of the Public Hearing. No citizens came forward to address the Board.

**DEPARTMENT HEAD REPORTS:** The Mayor stated the Board would abstain from Department Head Reports for this Board Meeting.

**MAYOR'S REPORT:** Mayor Butterfield stated the following:

The Mayor ended the public hearing, reinforcing the table set up for additional interaction regarding this proposed project. The Mayor stated the Board feels that it is very important that the Village do something to address these areas. The Mayor stated that they will look into including Watson in the proposal. The Mayor also stated the Village will look into any additional Grants that may be available to help with the costs. The Mayor thanked everyone for attending the meeting.



The Public Hearing officially adjourned at 7:00 P.M. The Village Board moved to a budget/work session discussion at 7:10 P.M. The Board collectively agreed on several changes that would create a Model 2, which would replace Model 1.

Trustee Bolton made the motion to adjourn at 9:30 P.M. The motion was seconded by Dep. Mayor Gustafson. The motion was approved: Gustafson, Bolton, St. Germain and Strong all voting in favor of the same.

Respectfully submitted,

Manne M. Koya

Dianne M. Kufel Village Clerk-Treasurer

From: Mi	chael Alexander
То: 🚽	Gary Butterfield
Cc: Di	anne Kufel; Mario Colone
Subject: RE	E: Follow up to Friday Meeting
Date: W	ednesday, April 2, 2025 11:57:27 AM

Hello Mayor and Deputy Fire Chief,

Thank you for sending these comments. We will include them in our report.

Please note that these are planning-level concepts that suggest technical feasibility. Many of the details mentioned below would be handled by engineers during the design stage, which this is not. Our drawings are not engineering plans. They are planning-level concepts. We also refer to the City's speed cushion project and reports that are available on the City's website. https://www.syr.gov/Departments/Public-Works/Speed-Hump-Pilot-Program

As noted previously, CHA has modeling software that accounts for clearance needs for fire trucks and plows and can flesh out specific design parameters. To inform CHA on specific community apparatus specs and needs, our report will document the identified concerns and will note any quantifiable clearance needs as brought to our attention by police, fire, and DPW. This will help inform future engineering design plans (if there is a desire to advance the ideas presented at some point in the future).

l hope this is helpful. -Mike

From: Gary Butterfield <gbutterfield@northsyracuseny.org>
Sent: Tuesday, April 1, 2025 7:14 PM
To: Michael Alexander <malexander@smtcmpo.org>
Subject: Fwd: Follow up to Friday Meeting

# NOTE: This message came from outside of the organization. Use caution with all attachments and links in this message.

FYI The Mayor

Sent from my iPhone

Begin forwarded message:

From: Gary Butterfield <<u>gbutterfield@northsyracuseny.org</u>> Date: March 15, 2025 at 4:47:00 PM EDT To: Jozsef Asztalos <<u>jasztalos@northsyracusefire.com</u>>

#### Subject: Re: Follow up to Friday Meeting

realized to the second second

Joe,

I will see what I can do. These are still a "work in progress ". After input from the public hearing they will finish their work. SMTC provides us the information. I found a "ramp" while driving in Eastwood. I will ask about mountable curbs. Thanks, The Mayor

Sent from my iPhone

On Mar 15, 2025, at 3:01 PM, Jozsef Asztalos

Mr. Mayor,

Thank you for including the Fire Department in the discussion about the change in traffic patterns in the area of South bay road/grove/watson etc. 1 apologize for my untimely entrance and exit ... duty called.

I just wanted to reiterate some of the key concerns/points that I initially brought up.

- Regardless of the direction of travel for normal traffic we need to ensure fire vehicles can access both ends of any street because in the event of a major emergency it is an eventuality that emergency vehicles will come in from both sides. This includes having to consider mutual aid departments that come from all surrounding sides of our fire protection district.
- The ladder truck is roughly 50 feet long with a 10 foot long tail swing so when placing anything above bumper height we have to consider if our vehicles will potentially swing out over the curb and hit it.
- We have to ensure the turns in and outs accommodate the the fire truck wheel bases. Too tight of hairpin like turns could be problematic.

I would like to request the following so I can consult with individuals who have a lot of wisdom when it comes to planning, tactics and our vehicles within the department.

- Can we please get electronic copies of the proposal drawings and maps that the engineers had at the meeting.
- Can we please get any information/details of the "mountable curbs" and "speed cushions" so we can do more research. It would be helpful to get locations where they were installed in the city so we could go drive them ourselves and look at them.
   I would appreciate this info asap before the public hearing.

Thank you again, Joe



## **Michael Alexander**

From:	Christina Adams
Sent:	Thursday, April 10, 2025 7:58 PM
То:	Michael Alexander; mayor@northsyracuseny.org
Cc:	lstgermain@northsyracuseny.org; pgustafson@northsyracuseny.org;
	jbolton@northsyracuseny.org; cstrong@northsyracuseny.org
Subject:	Concerns Regarding Recent Traffic Update Proposals on Grove, Maxwell, Van Mara, Watson

# NOTE: This message came from outside of the organization. Use caution with all attachments and links in this message.

Patrick Greenfield & Christina Adams

North Syracuse, NY 13212

April 10, 2025

Village of North Syracuse 600 South Bay Road North Syracuse, NY 13212

# Subject: Concerns Regarding Recent Traffic Update Proposals on Grove, Maxwell, Van Mara, Watson

#### Dear Village Officials,

We are writing to express our concerns regarding the recent proposed changes to traffic flow on Grove, Maxwell, Van Mara and Watson in North Syracuse. As residents of 205 Sunnybrook Drive, we are particularly concerned that the notifications about this project were only sent to neighbors within 500 feet of the affected streets. The proposed changes will impact the entire neighborhood, and it is essential that all residents be informed, as these adjustments will affect our daily lives.

Additionally, we are worried about how the proposed changes will impact access to our neighborhood, especially for ourselves and our neighbors. The focus of the plan seems to be on just four streets, without considering the larger neighborhood. Specifically, for those of us who use northbound South Bay to enter the development, you are directing us toward Route 11. This road is already heavily congested, particularly during peak traffic hours in the morning and evening. Over the last five years, traffic on Route 11 has become unbearable. We generally try to avoid being on Route 11 as much as possible. (*Please note that the Traffic Volumes and Peak Hour Volume presented in Table 1 of Draft Memorandum #1 may not accurately reflect current traffic conditions. This is because some of the data was collected in 2015 and during the COVID-19 pandemic in 2021 and 2022, when travel patterns were significantly impacted by reduced travel. As a result, these figures may not provide a true representation of present-day traffic volumes.)* 

Moreover, for those of us exiting the development northbound on South Bay to get basic necessities like groceries, meat, or hardware, the same issue arises. (*refenced in memorandum Draft #1 South Bay Road and Route 11 provide access to commercial areas that serve the greater region*) Route 11, particularly between Bear Road and Walmart, is already at a standstill at times, with wait times reaching up to 20 minutes. By directing more traffic to Route 11, you're effectively adding even more congestion, making the wait times and overall experience worse.

Furthermore, the plan overlooks the fact that essentially all of the streets in our neighborhood (Tuller, Sunnybrook, Highland, Boysen, Watson, Maxwell) are utilized as "cut-through" roads. (referenced in memorandum #2 This technical memo (TM#2) documents planning-level options to eliminate cut-through traffic on Grove Street and Van Mara Drive and reduce the likelihood of cut-through traffic on Gertrude Street, Maxwell Avenue, and Watson Road.) We have long struggled with excessive traffic, speeding, and even vehicles driving through our yards. If this plan moves forward, it will simply divert traffic to other roads in our neighborhood, exacerbating existing issues. A more effective solution might involve lowering the speed limit to 15 mph and installing speed humps/cushions throughout the entire neighborhood, which could help address the concerns of all residents.

We have lived in North Syracuse for over 23 years. Most of the residents on the corners of the roads in question are relatively new to the area. If they were concerned about the through traffic, they should have considered the neighborhood's characteristics before purchasing their homes. While we haven't previously raised concerns about traffic and safety, we now feel compelled to address the situation as it directly affects us.

Additionally, we would like to address the issue of pedestrian safety. We regularly walk our dog across South Bay Road to Kennedy Park. While we typically only wait a minute or two to cross, we strongly support the installation of a crosswalk at this location, ideally where the existing sidewalk is located. Signage and lighting would also be beneficial for safety. However, we have noticed that many drivers ignore crosswalks and pedestrian signals throughout the village, which remains a serious concern.

According to Draft Memorandum #1, it is understood that the Village will assume full responsibility for the ownership and maintenance of these new facilities, consequently, the costs for these services will be passed on to the residents of North Syracuse. We are concerned with the projected costs and lifespan of a roundabout and soft curbing. We would also like to draw attention to the premature wear and tear observed on the newly installed sidewalks along Church and Grove Streets. Despite being recently completed, these sidewalks are already exhibiting signs of damage, likely caused by snow plows. This early degradation raises concerns about the durability of the materials used, especially in areas prone to winter weather conditions. With this in mind, how will the new plan stand up to our winter, snow plows, and emergency vehicles?

In conclusion, we fully support the addition of sidewalks, crosswalks, and speed humps/cushions as they will improve safety and mobility in the area. However, we are not in favor of the proposed roundabout and the installation of soft curbing, as these changes would limit our freedom of movement throughout the area.

We were unable to attend the meeting due to its timing, and we had trouble hearing the broadcast on the Village of North Syracuse's social media platforms because of poor sound quality.

If you have any questions, please feel free to contact us at phone number listed above. Thank you for your time and attention to this important matter.

Sincerely,

Patrick Greenfield & Christina Adams

## **Michael Alexander**

From:	Michael Alexander
Sent:	Thursday, April 3, 2025 8:58 AM
То:	
Subject:	RE: Improvement Options & Example Concepts Grove, Maxwell, Van Mara Study in North Syracuse additional comments.

Mr. Smith,

Thank you so much for taking the time to review and comment on the draft technical memos. We will include your comments in the final documents and address all substantive comments received in our final technical memos. As a planning-level assessment, the concepts shown illustrate ideas that are deemed technically feasible. Many tweaks and refinements would occur at the design and engineering stages, should the community be interested in implementing any improvements.

I appreciate your time and interest.

Thank you again for summitting your thoughts and comments.

Best, -Mike

Michael D. Alexander, AICP Senior Transportation Planner

AThink Green - Please consider the environment before you print this email.

Syracuse Metropolitan Transportation Council 100 Clinton Square 126 N. Salina Street, Suite 100 Syracuse, NY 13202

malexander@smtcmpo.org (P) 315-422-5716 x1304 (F) 315-422-7753

Sent: Wednesday, April 2, 2025 1:11 PM To: Michael Alexander Subject: Improvement Options & Example Concepts Grove, Maxwell, Van Mara Study in North Syracuse additional comments.

# NOTE: This message came from outside of the organization. Use caution with all attachments and links in this message.

My name is Howard Smith. My family and I have lived in this neighborhood for over 50 years. We have utilized all the streets and intersections in this study.

1. We believe a crosswalk is very much needed for folks to go to and from Kennedy Park and Pool. However southbound traffic on South Bay Road goes from 2 lanes to 1 south of Bear Road Extension. Even though the speed limit is 35 MPH, they race to see who can get there first. By watching other cross walks in the village, even those with flashing lights, drivers just don't understand they are supposed to stop for pedestrians.

2. We believe the Mini-Roundabout at the end of Maxwell Ave is a big mistake. Many big trucks including tractor trailer types enter and exit at this intersection to make deliveries to restaurants, bars and other business's in the area. The curbing and small entry and exits would make it very difficult for these large vehicles. It would also be very difficult for village snow plow trucks to operate during winter months.

3. Our suggestion would be to use the monies for the Mini-Roundabout and curbing on that side and build a elevated crosswalk over South Bay Road. Families would be able to walk or ride bikes safely to the park and pool and the business's on main street.

Thank you.

# **Michael Alexander**

From:	Gary Butterfield <gbutterfield@northsyracuseny.org></gbutterfield@northsyracuseny.org>
Sent:	Friday, January 31, 2025 11:09 AM
То:	Michael Alexander
Cc:	Patricia Gustafson
Subject:	FW: Heavy traffic on grove st north syracuse

NOTE: This message came from outside of the organization. Use caution with all attachments and links in this message.

Mike,

Good morning. I thought I would forward this email to you since this is one of the streets we are looking at.

Have a good day,

Thanks,



**Gary Butterfield** Mayor Village of North Syracuse (315) 458-0900 Ext. 123 Website: www.northsyracuseny.org

From: by Sent: Friday, January 31, 2025 7:59 AM To: Gary Butterfield <gbutterfield@northsyracuseny.org> Subject: Heavy traffic on grove st north syracuse

#### To whom it may concern

My name is **Constant of the second se**