

**PROCEEDINGS OF A REGULAR MEETING
OF THE VILLAGE BOARD OF TRUSTEES
September 22, 2020 6:30 PM**

Present

Mayor:	Robert Corby
Trustees:	Lili Lanphear Frank Galusha Dan Keating Renee Stetzer
Building Inspector:	Steven Lauth
DPW Superintendent:	Zack Bleier
Recording Secretary:	Dorothea M. Ciccarelli

CALL TO ORDER

Motion by Mayor Corby, seconded by Trustee Galusha, called the meeting to order at 6:30 PM.

Vote: Corby – yes, Lanphear – yes, Galusha – yes, Keating – yes, Stetzer – yes. Motion carried.

BOARD MEMBER – CONFLICTS OF INTEREST DISCLOSURE

Mayor Corby asked if any of the Board members had a conflict of interest or had accepted gifts associated with any of the meeting agenda items. The Board members indicated that they had no conflicts of interest to report.

CCA

Margaret Peets, representative with Rusticity, discussed with the Board the rates being received and the changes other communities might be taking with the upcoming bid. The bids are anticipated to be received on October 1, 2020. The Board agreed on a special meeting on October 2, 2020 at 5 PM to review the bids received.

SUMMIT ON SPEEDING

Mayor Corby informed the public that the Village Board wanted to have a discussion on speeding. During the recent shutdown, speeding on the village streets has increased, especially the arterial streets. It is a safety problem that the Village has been struggling with for some time. Mayor Corby commented that Trustee Keating prepared the public a power point presentation on the current situation, which includes data that the Village was able to obtain off our speed cameras.

Trustee Keating stated that the Board wanted the presentation to be very quick, and that the Board wanted to hear from the public. He reviewed the goals of the meeting, which included listening to the public, what we have done in the past, the Village's constraints, and the action items from the public. Trustee Keating thanked the public and presented the speeding presentation with assistance from the Board.

Public Comments

1. Cathy Koshycar, commented to the Board that she had seen a Monroe County Sheriff's car in the Village this morning.

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2. The Bates Family questioned if there are designs contemplating Jefferson gateway near Sutherland.

Mayor Corby commented that Trustee Stetzer and he have been speaking to the residents on State Street, because they have a terrible problem with speeding. The Village realizes that all the arterial gateways have a similar problem. Mayor Corby has been talking to the Town Supervisor, Bill Smith, who agrees to work together to establish transition zones outside the Village. Residents on South Main Street and East Avenue are experiencing the same problem of excessive speeding. The Mayor felt they would have a better chance of success with the NYSDOT if the School Superintendent, Town Supervisor, and the Mayor go to NYSDOT together to get the speed zones extended that are outside the Village posted.

The Village Clerk informed everyone that Trustee Stetzer posted the link to sign the petition in the chat bubble and she encouraged everyone to sign.

3. Lauren Martin questioned the Board if they could comment on the handful of changes that were discussed a year or so ago at the Village Board Meeting. Consultants presented some changes planned for North Main Street, which included new crosswalks, flashing yield pedestrian signs, curbs, and parking changes etc. in front of the library. She thought that a grant would be providing funding and these changes were going to happen.

Mayor Corby commented that the proposed changes have been rolled into a NYSDOT project. The Mayor and Trustee Stetzer reviewed the changes with NYSDOT, which include moving the crosswalk at Church Street, in front of the Breathe at Home Store with bump outs. The crosswalk at the library will be adjusted slightly and bump outs added that will help make pedestrians more visible. A new crosswalk is planned on North Main Street in the area near the Delmonte Spa and Pittsford Farms Dairy due to the number of pedestrians. The only element missing from the program is a crosswalk near the Village Hall and Port of Pittsford Park. The work will be completed in 2021.

4. Carl Jones, Headwood Lane, informed the Board that he works for a company that does speed enforcement. He stated that he is an expert in speed enforcement, and that he currently is a representative for Maine, West Virginia, and every local police department in the area. He currently has the equipment, including the trailers that the Village has spoken about. He currently has some of the equipment in his garage. Mr. Jones stated that he could provide some of the equipment the Village needs to measure some of the speeds you're talking about. He has the pole-mounted systems, as well as other radar devices, and he is a local resident.

Mayor Corby commented that this was wonderful and requested contact information. Mr. Jones will be contacting the Village Clerk with his contact information, and Mayor Corby will be in touch with him and thanked him for the offer.

5. Emily and Gabe Diaz, 81 South Street. Thanked the Board for the recent changes to South Street. The Village added a stop sign and changed the speed limit down to 20 miles per hour. He stated that he is aware that these changes took a lot to push through and thanked the Village again. Despite all the monumental effort taken to get the changes done, people are still speeding. He has watched people driving by closer to 40 miles per hour, than 20. He indicated the situation is only going to get worse, especially because the State Street Bridge is going to be closed off. He indicated the last right turn before State Street heading eastbound is South Street to continue eastbound on to Jefferson. He anticipates getting a lot of traffic through the area going 40 miles per hour, once the bridge is closed. Two or three years ago, he was informed by

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several Village Trustees that South Street was going to be repaved and that there would be all kinds of changes including a bike boulevard on the street. He realizes the Village has been making some great changes here, but there is just a large stretch of South Street that still is very wide and has no traffic mitigation on it. He was wondering what has changed in the three years since the Village made plans to pave South Street and what is the future of South Street. Is the Village preparing for what is going to happen to South Street when the State Street Bridge is closed?

Emily Diaz commented that she appreciates all the work the Village is doing on the arterial streets, but South Street is known as a cut-through street in the Village. So anytime there is an event or parade that blocks off Main Street, the traffic that's bad on a regular day gets worse. She worries about what is going to happen when we calm the traffic on the arterial streets and the bridge work is happening. It is only going to make the South Street traffic get worse as well.

Trustee Keating informed the resident that one of the challenges during the budgeting process in the past two or three years is one of the items we have to push because we don't have enough money to complete the project. It is not an acceptable answer but is the truth. He indicated that a large amount of money is going to lawyers regarding 75 Monroe. Hundreds of thousands of dollars that should be used instead for these kinds of safety measures.

Mayor Corby commented that as the Village looked at the engineering of South Street, there is more work than just repaving. Some areas of the storm sewers that were installed by Monroe County in the 1980's need to be rebuilt, along with the catch basins. The eventual plan is to put speed cushions on South Street, and we have already had the plan vetted with the emergency services group. They are comfortable with the change. The other improvement that might help would be to put a midblock crossing to extend the crosswalk so that somewhere in the right of way, there would be a crosswalk with a yield sign. This would improve on the drag strip that it is now.

6. Art Pires, 70 State Street - Thanked the Village for the overview as stated by other residents. The Village has been doing a lot of work overtime. It is great that it has all come together in the brief presentation. As far as comments from the residents, from State Street, the residents have spoken. He thinks the Board of Trustees and others have heard at other meetings that they have stated time and time again that they have offered their questions, comments, and concerns. He is not sure what more can be said. It has been stated time and time again, by emails, in person conversations, and Trustee meetings, actions need to be taken. This is all great, but we literally need to have that taken. To the comment earlier about to the residents sending in questions, comments, and concerns. He does not feel there is a need to go down the list again, they have been said several times by everybody, especially those on State Street. The speeding, the law enforcement, or the lack of, we have speed sentry data, the percentage is there. When there are ranges of 31 or beyond the key is small percentage of high-volume corridor, there is a lot of speeding every day, every hour, 365 days a year. The efforts that have been made with NYSDOT and succeeded with crosswalks is an example, and the crosswalk extension is great. One of the residents stated that the Sheriff's Department has failed this community. State representative Rich Funke has failed the community out right. The Sheriff Department has ignored the issue, except for the token, periodic, very infrequent, and limited ticketing and stopping of people. There were 43 speeding tickets issued over a period of two years. That is insulting to state that they have helped. He questions where the vacant sheriff cars were placed. NYSDOT needs to have state representatives to leverage and to push them. We do not know where the state representatives stand on the issue, and they seem to be missing in action. We need to have actions; the efforts are appreciated, but action is what is needed.

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Mayor Corby agreed with Mr. Pires, there are three things we haven't done that need to be done. We need to get a lower Village-wide speed limit, which we are working on, speed cameras, Trustee Stetzer has spent a lot of time talking with the Sheriff's Department. We have exhausted them, so that is why we are investigating the speed cameras. What Mayor Corby has learned from the New York Conference of Mayors is that they actually work. He is hoping to have a representative visit the Village and educate the village on the pitfalls. Hopefully, we will know more once we have that done. As everyone knows, when you go down State Street, the speed limit change is right at the Village line; that should not happen. People drive into the Village at 50 miles an hour and they do not slow down until they reach the cue that is the back up from the 4-corners of the village. We know what we need to do, we have actionable plans for each of these and we are going to try and get it done as quickly as we can.

Mr. Pires agrees that the transitioning into the Village needs to be addressed as it is in other communities. He would like to see permanent speed sentries placed in the area, since they do help. It would also help present the information to the Sheriff's Department. He suggested that the information presented should be put out into the media.

7. Matt Linares, 27 Lincoln Avenue – Informed the Board that unless we see improved enforcement, we will not see behavioral change. People get desensitized by signs and crosswalks. He would like to see more enforcement
8. Christie Jones commented that she does not see any effort in stopping these cars. Mrs. Jones lives on Main Street; she informed the Board that she has never seen patrol cars and has never seen anyone stopped for speeding. Cars are traveling around 50 miles per hour in front of her house that has a 30 mile per hour speed limit. She thinks we need to try and get the bad reputation of being a horrible place to speed. What do we need to do to get patrol cars in the area? The signs are great, but again, they become less effective. How do we get the local officials to give people tickets? She feels all other enforcement ideas are nice but will create problems on other residential streets. Let's get patrol cars in the area that actually hand out tickets.

Mayor Corby addressed the comment by stating that we have been focusing on State Street, but we know there is a problem on North Main Street. We are investigating the cameras that issue tickets. They don't just track the speed, but if you're speeding, you get a ticket.

Mrs. Jones indicated that those tickets have been fought in court, and people generally win their case. Those types of cameras were removed in Florida.

Mayor Corby continued that is why we are researching them, because we have heard of areas where they have been used successfully. He also informed the resident that he has spoken to the undersheriff for Monroe County. Trustee Stetzer meets with the Sheriff once a month, and more frequently if issues have arisen. We have pushed them extensively every month this year.

Trustee Stetzer commented that her job is to request and tell them of the need. Each time we call, there is a special attention, so they send patrol cars out through the things they have done, such as empty cars, just having a presence. She stated that she knows they are having a hard time on Main Street and the 4-corners because they do not have a place to park, where they can pull out quickly to pull people over or to ticket. We also have an issue, just not having enough resources, since we do not have someone assigned to the Village, which would be helpful. Actually, there is currently no one assigned to Pittsford in general to handle this.

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9. Brooke Fossey, 67 State Street – Thanked the Village for the update, and stated that she feels like there is progress looming. Keeping residents updated goes a long way. Speeding on State Street and all our main arterials into the village remains a huge safety and quality of life problem for those living on these streets. Speed limits are 40 or 45 mph entering the village and drivers continue going those speeds well into the village, which means they are going that fast on roads where kids are playing out front, neighbors are trying to cross the street to another's house, and people are trying to sit on their porch and have a conversation without screaming over the sounds of cars and trucks flying by.

We have data on how fast people are going on State Street: 90% are exceeding the speed limit westbound, and 70% are exceeding it eastbound. There were even speeds recorded in the 61-70mph range! We need intervention.

This has been talked about for years. We need DOT to get out of their cars to experience the road on a bike or walk the length of the road on foot. We need DOT to allow for simple and safer elements when they reconstruct roads and bridges: like narrower lanes, a median at the village gateways, on-street parking, a traffic light at Schoen Pl, and other considerations to make the road safer for people outside AND inside their cars. We need the State to allow us to lower our speed limits. And we need the Monroe County Sheriff to enforce those limits. We need drivers to realize that slowing down 5 mph can save a life. And we need our Village government to keep it a front-burner issue.

It's not a simple fix and changes will take time, but there are short-term items that can be done now.

State St Bridge is up for reconstruction, and this is an opportunity to narrow those travel lanes on the bridge which are already very wide -- so wide that drivers pass on the right to get around people turning left on Schoen Place.

It is an opportunity to widen the sidewalks and make them safer, instead of narrowing them which NYSDOT mentioned at the public meeting. It is an opportunity to lower all the speed limits to 35 mph approaching the village boundaries.

It is an opportunity to come together around the Active Transportation Plan, to finalize it, approve it, and let that be our statement to the State and County about what our community demands of their public services.

At 40 mph, 10% of people hit by a car will survive. The margin for error at these speeds is too small. To know this and not do anything about this issue is an abdication of governmental responsibility.

10. Kristin Andersen & Scott Lewis – Don't forget about French Road, please.
11. Tim Galli, 34 Eastview Terrace – This has been a good discussion, and it sounds like the Board is fully engaged. I would like to support Trustee Keating's comment about the effectiveness of the speed trailer. He stated that he and his wife cross Jefferson at Eastview at different times of the day and literally within feet of the speed trailer and there is no question that the trailer is stopping vehicles. West bound cars will stop and then the East cars will stop when they see the West bound cars stop. This is in the crosswalk. He's looking forward to seeing some progress, thank you for the opportunity to comment.

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12. John Limbeck, 62 State Street - Informed the Board that he is very disappointed in both the Village and the Town for this combined study. He has been asking both entities to add livability to their walkability and bike ability measurements for this program. Last week and all summer we have now been dealing with the landscapers driving up and down the sidewalk on State Street with power landscaping equipment. I know this is their answer to their safety problems, but his default cannot be to use our sidewalks.

He asked who contacted what State Senator. He stated that when he contacted Senator Funke's office a year and half ago, he was told flat out that our issue did not warrant his attention and that we would get no service from his office. He stated that for 30 years, he had to certify with New York State as an emergency vehicle operator. He was not driving ambulances; he was driving 30-pound pumper ladder trucks. There is no good Samaritan law in New York State, if you are driving an emergency vehicle in NYS and you get into an accident, they're coming after you. Your first duty as a driver of any emergency vehicle is to get there safely. I do not know how we allow the Sheriff's Department to abdicate their responsibility for enforcing the vehicle and traffic laws. They are cutting and running: we are too busy. I actually had the under-sheriff tell me a week and half ago wish me good luck with your problem. We need to hold them accountable. We don't have to be their friends, I know Trustee Stetzer has talked to them on a weekly basis, but they have an obligation to do this, this is their job. I contacted the Governor of the State and I have asked him to come out and stand on State Street, the next time he is in Rochester, because I don't know how we are going to get help with the NYSDOT.

We are relying on these killer crosswalks to slow down traffic, and if you put a crosswalk at Durham Way and Schoen Place without slowing down traffic first, you are going to kill somebody in that crosswalk. Because the people do not care. I think the only way you are going to slow down traffic coming into State Street is to have a physical median in the road, similar to what you got on East Avenue and Washington coming into the Village. Finally, there is a lot of data being collected, and I am afraid when someone gets hurt very seriously on State Street or any of the arterials, a good defense attorney is going to use that data to say that you guys are tracking the fact that you have an unsafe condition and you have done nothing about it.

Ann Limbeck, - stated that she appreciated the rest of the Village getting involved in this, but we have been working on this for six years. I love the plans but at this point I am looking for dates and answers. I want to know when this Active Transportation Plan's next meeting is going to be scheduled. I would like some answers. The bridge development or repairs is months away, not years, and they're going to be putting their final touches on everything. We must get into their timeline and provide our input to them. Again, I am worried about the liability; this Village is going to get sued. She stated that 90% of the traffic going in front of their house is at least 10 miles over the speed limit. Ms. Limbeck wanted to reinforce the message to everyone that someone, even a child, is going to get killed if they try to cross at the bottom of the bridge going over to Schoen Place. If we need to change the Village laws on the State Roads, how do we do that? Put together a format we can fill out, if we need to do a civil action, whatever it takes. We need to change these speed limits; she wants solid dates and answers. Your graphs are wonderful and beautiful, I am glad everyone is involved, but this is getting too late. This is ridiculous. Thank you.

Mayor Corby stated just as a clarification, the State Representative that introduced our 25 MPH speed limit in 2020 was Marge Burns. It did not pass because it never got to the floor of the State Legislature. Ms. Burns is going to introduce it again. Mayor Corby indicates that he feels that we will have support to get it passed in 2021.

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Mr. Limbeck questioned if Ms. Burns would be in support of 25 mph on State Street. Mayor Corby informed him that she would be. Mr. Limbeck followed up with who is going to enforce the speed limit. Mayor Corby commented that is what we are looking at, and I don't disagree with anything you said. We are all frustrated, we have all seen it. Mayor Corby stated that he has been out there with the residents and it is horrible. He also stated the traffic situation is horrible on Monroe Ave, Jefferson Road, and East Main Street.

Mr. Limbeck commented that he has been working on the situation for over six years, and State Street issues are leading the pack. The last accident disrupted power to several residents, due to the driver driving 90 mph and hitting a pole in front of his home. Ms. Limbeck questioned if our time limit is going to fit into the reconstruction of the bridge. She stated that the work on the bridge is going to start next summer and the plans by NYSDOT will be finished. NYSDOT will not want to change plans if we wait much longer.

Mayor Corby informed her that he and Trustee Stetzer met with them today and we have been pushing them as hard as we can on the concerns and issues. Trustee Stetzer can verify that. It is frustrating to the Village, because even in our conversations with NYSDOT this morning, they do not want to acknowledge that there is a speed problem on State Street. We all know, and we have seen, the data showing that there is a problem.

Ms. Limbeck questioned if the group collectively needs to obtain a lawyer. Mayor Corby stated that he is unable to advise them on that. It is a State Road, and they have jurisdiction over it, so it limits our control. We have done our research; we are looking at every tool we can effectively use to try to influence them, but at the end of the day, they have the power. Mayor Corby informed them that Town Supervisor, Bill Smith, is very interested in the issue since the residents of Woodcreek are complaining because it is so dangerous to turn in and out of Woodcreek Drive and they need lower speeds. The Town is engaged, and I think we need a multifaceted effort to challenge NYSDOT to make this happen.

Mr. Limbeck commented that it needs to be a two-pronged approach, that not only NYSDOT but also the lack of support by the Monroe County Sheriff's Department is shameless. He further stated that they are responsible for enforcing the vehicle and traffic laws and they have failed miserably. 42 tickets in two years.

13. Jason Small, 39 State Street – Agreed with previous comments by Brooke Fossey; he thought her comments were spot on. He stated that it is very hard to go out to his front porch and do anything. Since the traffic is so noisy with cars accelerating very fast from the light to exit the Village to get back to the double lane road. He recognizes that the sheriff's office is very busy with everything going on, when he does see them in the Village, he tends to see them tucked away on Monroe Avenue opposite the side of the sewer department. He has seen multiple patrol cars sitting there for long periods of time doing essentially nothing. I know we are engaged with them; they clearly have other things to do, but I am curious as to what they are saying about their positioning in the Village. If they are going to come to the Village when we call them, they are going to sit back there and do nothing. Do we have any say where they sit; can we post at Pontillos or the library? Do we have any say in the matter? He realizes Route 31 is a State road and we do not have a lot of say as to what goes on there. We clearly are trying to address the speed limit issue, but do we have the ability or some avenue to raise the crosswalks and slow people down that way?

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Mayor Corby commented that the Village has suggested all the items to the NYSDOT. NYSDOT is unfortunately focused on moving vehicles that they accommodate other uses, but they do not balance the uses. They gradually have shifted, it used to be worse, but we have a long way to go. We have installed speed humps on Schoen Place, and they have been effective, unfortunately, we do not have the authority, and NYSDOT will not consider them on the State highways. Trustee Keating commented the speed humps become a challenge for emergency vehicles as well. He also thanked the caller for raising the point and that we will keep asking.

14. Julie Swagler-Reynolds provided the following comment: As a resident at the corner of Eastview Terrace and E. Jefferson, I am grateful for the newly placed portable speed monitor. I cannot even begin to tell you how many near-tragic incidents my family and I have both experienced and witnessed. It has helped a bit, more so late in the evenings. My question is how long will this device be up and running? I am guessing that it is funded by NYSDOT, given that the stretch is a State Road. Given the severity of risk, how feasible is it to have a speed monitor permanently positioned?

Mayor Corby, the current speed monitor belongs to the Village. In the past, we have also borrowed speed trailers that belonged to the Town. We are considering buying more. Mayor Corby agrees with an earlier speaker who indicated that they help. He also indicated that there was a caller earlier that indicated he could help provide the Village with additional speed sentries.

Mayor Corby commented that the State controls everything curb to curb. We must get permission from the State, but we can put up a speed sentry. It is only a partial solution, but they do seem to have an effect. Our traffic consultant has stated that they work the best when moved around so that people do not get used to seeing it.

The homeowner commented she can agree that they should be moved around, but also thinks that they should be put up permanent in certain spots, to help long term.

Mayor Corby agreed with her.

15. Christie & Fred Jones, provided the following comments: how do we get patrol cars to give tickets for speeding? I have not seen anyone stopped ever for speeding. They also indicated that they would help this man put one or 4 of them in my yard. (speed sentry)
16. Emily and Gabe Diaz, 81 South Street, provided the following additional comments related to the plan for mitigation on South Street: Is there any firm timeline on these plans and will they happen before the bridge is closed?

Trustee Galusha commented that the Village had planned on doing a paving job on South Street about three or four years ago. When the Village investigated the project, the cost was from (\$75,000 - \$100,000) to (\$250,000-\$275,000). The problem that arose with the project is that we will be required to install several state sidewalks. In addition, the requirements of the project could not be completed by the Village DPW, we will have to go out to bid for a contractor for the project. We currently do not have a date for the project to be completed. Trustee Galusha, Mayor Corby and the Superintendent of Public Works are currently reviewing the schedule as to when and what streets will be paved or improved in the future within our 5-year financial projections.

17. Kathrene Hawthorne, 15 Reitz-Parkway, realizes that she currently does not live in the Village, but she had lived in the Village for 15 years. She commented that it is very painful when your

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government is not protecting you. That is what Government is for, that is the number one item. Whether it is at the Village level or State. I feel as though the Village of Pittsford is not, the taxes in the Village are terrible. Every year they lived in the Village the taxes went up and up. She could not wait to move. Those taxes pay for protection. She is in support of the residents that have been calling and stating the terrible conditions. She expressed concerns for pedestrians and bicyclists on the sidewalk. Bicycles on sidewalks pushing pedestrians off. She commented that she had a Village resident request that she get off the sidewalk, that bicycles have the right-of-way. She informed the resident he was wrong, and she called the Village Office. I left a message for the Village Clerk and never received a call back. A few years ago, they stenciled the sidewalks, stating pedestrians have the right-of-way. Many of the stencils have worn off and she is requesting that they be painted again on the sidewalk. She indicated she was going to talk to the Town of Pittsford and ask if some of those signs can be put on her street. COVID-19 has not only caused a problem with cars, but also with bike riding and now with the schools, a lot of children are riding bikes. Children and adults need to understand that pedestrians have the right-of-way on the sidewalk.

Mayor Corby commented that the bike signs should be refreshed by the end of the is month. We will make sure we get on the project because you are absolutely right, and they are wearing away.

The Village Clerk also responded that she had not received the message to return her call and would be happy to speak to her if she were to give the office a call.

18. Art Pires, 70 State Street, just wanted to summarize, there has been a lot of good points. Having a schedule on the action items is a very good point. He requested documented meetings with the NYSDOT, State, and County Representative and when they will happen. He feels that formal letters from the Village and Town to the State, County, and NYSDOT are necessary to explain the details so that it is on record of the issues that have been experienced.
19. Dave Armanini, informed the Board that he was the Environmental Health and Safety Director for Rochester Institute of Technology. One of his main responsibilities is pedestrian safety on campus. They have added enhancements and treatments on campus to help with pedestrian safety, which included lowering the speed limit, speed feedback signs, raised crosswalks, and lighted signs at crosswalks. The signage is active and passive, which assist at nights with pedestrians using the sidewalks.
20. Emily and Gabe Diaz, 81 South Street, questioned if the NYSDOT attends a Village Board Meeting to hear residents concerns or would be contacting them directly. How can we support the Trustees in their efforts?

Mayor Corby commented that the Board could request an informational meeting with NYSDOT as they complete plans for the State Street bridge. He thought they might have another meeting if the Village requested. Trustee Stetzer commented that she thought that was an excellent idea, especially the push for a median at the gateway for the Village, which is not currently a part of the NYSDOT plan. If we can get as much public input in support, it would really help.

21. Brooke Fossey, 67 State Street - One of the last things I was going to say but was nervous so skipped ahead by accident. At 40 mph, 10% of people hit by a car will survive. The margin for error at these speeds is too small. To know this and not do anything about this issue is an abdication of governmental responsibility. So, you can tell NYSDOT that, from me!

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Mayor Corby informed everyone that Trustee Stetzer and he have recited that information to the NYSDOT at nauseum. Slower speeds mean safer speeds.

22. Jason Small, 39 State Street - Would like to hear an answer to his first question: Can we get the Sheriff's patrol cars who do come to the Village to reposition to areas of visibility in the center of the village, as opposed to the outskirts where they have no presence? Specifically, they should not be tucked away back by the Pittsford Food Cupboard.

Trustee Keating stated that he had captured that information and is a very good thought. Mayor Corby indicated that we will forward that information to the Sheriff's Department.

23. John & Anne Limbeck, questioned if Mayor Corby will put a letter together with all of the documentation to all government agencies on Village letterhead and when?

Mayor Corby commented that he took notes and indicated that it was a good idea. He anticipated having a letter mailed out in the next two weeks.

The Clerk read into the record comments received from email.

24. David Lavine, Parker Drive - I live just south of the village but walk and bike into the village often. Crossing Rt 96 at Rand Pl can be challenging. While some cars are paying attention to the crosswalk, many are not. I'd suggest speed humps (with elevated crosswalk), bump outs, more trees planted where possible (I've read the narrower a street feels the more cautious people drive), and a reduced speed limit in the village.

25. Donna Fleming & Craig Litt - We are not technically located in the Village of Pittsford. However, we are very close, on French Rd. between East Ave. & Monroe Ave. There are no sidewalks and the road shoulder on both sides is almost non-existent. The speed limit is 30 mph.

Since we take our lives in our hands every day in order to walk to a safe sidewalk from our home on French Rd., we can attest that the average automobile speed is somewhere between 45-50 mph.

In the recent past, we have repeatedly asked Town Reps why we are unable to have sidewalks installed or, at least, be assigned a police presence to control speeding cars.

To date, we have had one response (2 years ago) explaining that "it's in the master plan." We checked the plan on the Town website to find no specifics as to what is planned or when it's supposed to happen.

Anything that can be done would be greatly appreciated by us and by many of our neighbors. Thank you for a forum to share our concerns.

Mayor Corby requested the letter be forwarded on to the Town of Pittsford, since French Road is a Town Road.

Mayor Corby thanked all the speakers for their participation.

Trustee Keating indicated that he had one question, it was from Caroline who lives at the end of Maple and South who had noticed that some of the new speed limit signs for 20 mph have moved.

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Mayor Corby indicated that we will check with the Superintendent of Public Works regarding the issue. Trustee Stetzer commented she believes that the signs were moved for visibility purposes, but she did not think they had been removed.

Trustee Keating reviewed with the Board and everyone the action items from the meeting comments.

The Village Clerk reviewed the final chat comments that were received.

26. Emily and Gabe Diaz, 81 South Street, A big thank you to Dorothea, all the trustees, and the mayor for putting in the time to hold this open forum.

27. Art Pires, 70 State Street - The last point which Brooke made on speed and which Bob made mention that they were conveyed to NYSDOT are exactly the facts data which need to be submitted in a formal letter to NYSDOT, etc. More specifically, as Trustees Action: submittal of formal letters with ongoing Village / Town design / traffic-calming recommendations over the years and supporting data on letterhead to NYSDOT, Sheriff's office, State and County Representatives. Thank you all!

Mayor Corby thanked everyone for attending.

TREASURER'S REPORT

The Village Treasurer presented vouchers listed on Abstract #9 of 2020 / 2021 fiscal year for approval. A motion was made by Mayor Corby, seconded by Trustee Galusha, to approve payment of the vouchers listed on Abstract #9, in the amounts stated below and to charge them to the appropriate accounts.

Vouchers for approval – Abstract #9

• General Fund (#136-#137, #139-#144, #146-#170):	\$ 38,223.53
• Sewer Fund (#138, #145, #162):	\$ <u>862.82</u>
Total Vouchers for Approval:	\$ 39,086.35

Vote: Corby – yes, Lanphear – yes, Galusha – yes, Keating – yes, Stetzer – yes. Motion carried.

NON-MUNICIPAL PERMIT – HISTORIC PITTSFORD

Lori Leitgeb, Historic Pittsford, requested permission to place 8x11 laminated paper signs at 6-7 locations along the walking path at Schoen Place. Each sign will contain some information and a QR code which will allow anyone who scanned it to watch a short informational video about a topic related to the history of the Erie Canal and the businesses that grew around it. This will be for a self-guided walking tour along the canal between the two village gazebos.

When: October 2 - Nov 30, 2020

Participants: This will be published on social media but should not gather crowds. The intent is to provide additional self-guided events for our community that allow for social distancing, promote foot traffic along the canal and are outdoors. We can track the volume of scans at each marker and look at this as a temporary event that we can build on in the future depending on interest.

Location: Signs will be placed by Historic Pittsford on posts next to the footpath away from the street and attached using removable zip ties on a post of each gazebo so as not to damage any structures and provide maximum visibility to those going by. Historic Pittsford will remove all signs after the event.

**PROCEEDINGS OF A REGULAR MEETING
OF THE VILLAGE BOARD OF TRUSTEES
September 22, 2020**

Motion Mayor Corby, and Seconded Trustee Lanphear, to approve the non-municipal use permit and waive the 45-day notice requirement with the following conditions:

- The applicant will provide the Village of Pittsford with a certificate of liability insurance, naming the Village of Pittsford as additionally insured, on a primary and non-contributory basis. The certificate must reflect a single limit of liability for personal injury and property damage in the amount of \$1,000,000. The certificate must also name the event being covered.
- The applicant will notify, in writing, the Monroe County Sheriff's Office, the Pittsford Volunteer Fire Department, the Pittsford Volunteer Ambulance and the Town of Pittsford Fire Marshal to notify them of the event and all the details.
- The applicant will be responsible for any damage to the dock.

Vote: Corby – yes, Lanphear – yes, Galusha – yes, Keating – abstain, Stetzer – yes. Motion carried.

REVIEW OF ACTIVE TRANSPORTATION PLAN

No additional feedback was received from the notes that were sent to the PZBA. The Village Board should plan for their next meeting having a resolution for the LWRP considerations that the Village is going to add to the supplement.

The information should then be forwarded on to the Town of Pittsford for their review and approval before the joint approval of the Active Transportation Plan meeting. Then a letter should be sent to the Planning Board.

The Village will need to formally list what considerations we are going to agree to add to the plan and why it should be added to the supplement.

Trustee Stetzer will be adding the notes regarding the LWRP into the supplement, and will be writing up the response to the Planning Board, and will circulate the correspondence to the Village Board for their review.

MEMBER ITEMS

Trustee Stetzer reviewed with the Board that there is a misprint in the Village Code that says you are not allowed to ride your bicycle on the towpath between the Monroe Avenue Bridge and the State Street Bridge. It should be the North Main Street Bridge. The local law changes to Village Code Section 176-25A – Sidewalk Use was received by the Board earlier by email from Trustee Stetzer.

Motion Mayor Corby, and Seconded by Trustee Stetzer, to set a public hearing on October 27, 2020 at 7 PM to correct the Village Code section 176-25A – Sidewalk Use.

Vote: Corby – yes, Lanphear – yes, Galusha – yes, Keating – abstain, Stetzer – yes. Motion carried.

Trustee Keating stated that at the May 26, 2020 meeting, Mayor Corby stated he would do an update on 75 Monroe Avenue for the Village Facebook page and possibly other places. He stated that it has been about 4 months for the request.

**PROCEEDINGS OF A REGULAR MEETING
OF THE VILLAGE BOARD OF TRUSTEES
September 22, 2020**

Mayor Corby informed Trustee Keating that it is on the way, he received a summary of all the cases from Mindy Zoghlin and Susah Lhota. He has written something and is anticipating having it for the first regular meeting in October.

Trustee Keating also stated that he is still in favor of negotiating with Mark IV. The last time we spoke of this was in the winter and the idea was to have Mayor Corby, himself, Susan Lhota and Bill McBride sit down with Mark IV. He would still like to make that happen. Otherwise, we are awaiting the legal system to solve this, which we have seen no sign of, and it is incredibly expensive. Again, as you recall, the negotiations would be non-binding, and the sub-boards are the ones with approval.

Mayor Corby stated that we should add to the statement, so that everyone has all the facts, that we recently learned that the Judge in two of the cases has spoken to the applicant and does have what seems to be a viable proposal on the table. Our attorneys have asked for formal proposals, so the different engaged parties in the litigation, namely, the members of the HPB and Planning Board, will take a look at it. The recent developments are encouraging; we will just have to wait and see where that actually goes. I know the HPB is actively looking for a consultant that would help them evaluate any proposals that come forward.

ADJOURNMENT

Motion Mayor Corby, and seconded by Trustee Lanphear, to adjourn the meeting at 9:20 PM.

Vote: Corby – yes, Lanphear – yes, Galusha – yes, Keating – yes, Stetzer – yes. Motion carried.

Dorothea M. Ciccarelli, Recording Secretary