

NOTES

This file is a comprehensive compendium of documents from my personal records of one-way traffic discussions within Forest Home and between Forest Home and the Town of Ithaca from 1973 – 1987. It includes a record, specifically, of a one-way trial experiment in 1987. While this compendium may not be complete—in that some relevant materials were not in my possession—it certainly tells a complete and interesting story—about an old, historic community surrounded by traffic generators and the seemingly never-ending quest for solutions to the problems of high traffic volumes often traveling at unreasonable speeds, pedestrian and cyclist safety, noise, and general deterioration in the quality of life.

In the 'seventies and 'eighties this quest focused on the adoption of a one-way traffic pattern in Forest Home. As the documents will show, a first effort involved discussions between the Town Engineer and Forest Home, on the one hand, and among residents of Forest Home, on the other. These discussions were aimed at finding a consensus within Forest Home on an acceptable one-way pattern. That effort failed.

In 1986, a second effort—a specific proposal, namely to make Judd Falls Road one-way south (with no designated opposite direction pair)—was put before the community. This time the community agreed to a six month trial. Documents on the trial depict the process, traffic counts, letters and comments pro- and con, neighborhood support for extending the trial with changes elsewhere as necessary, and reactions to the decision by the Town to terminate the experiment.

Over this period, hovering in the background, was the notion that a by-pass was the ultimate solution to traffic problems in Forest Home. There are hints in these documents, that that notion may have influenced how people felt about interim solutions, like one-way. But by the time the East Hill Connector (a road that would have connected Route 13 to Route 79) was proposed, public opinion regarding highway building had shifted against the construction of more and bigger roads.

It appears that, absent a huge cultural shift away from the automobile (abetted by technology changes like electric bikes and computer assisted work from home) and infrastructure changes (like park-and-ride lots, expanded bus service, and improved bike trails), efforts to lighten the burden of traffic on residential neighborhoods will continue to rely on neighborhood advocacy, on the one hand, and government support on the other. This file documents the history of one such endeavor involving Forest Home and the Town of Ithaca.

Ruth Mahr

May 21, 2026

Consideration and implementation of one-way traffic on Judd Falls Road, 1973 – 1987:

Contents

1. Timeline
2. FHIA meetings and discussion re: one-way traffic, 1973-1983.
 - a. January 1973. FHIA Roads and Bridges Committee report to the FHIA on one-way options.
 - b. August 1977. Letter to FH residents from Pete Loucks, President, FHIA
 - c. Nov. 30, 1982. Memo to FH residents re: one way from FHIA President WL Brittain.
 - d. Dec. 3, 1982. Town Engineer, L. Fabbroni memo to Town Board re: one way and discussions with FH.
 - e. May 20, 1983. FHIA minutes. Outcome of vote on a one-way experiment.
 - f. June 10, 1983. W.L. Brittain memo to FH residents re: June 13 Town Board meeting.
3. August/September 1986. Materials relating to the adoption of a Town Board resolution to implement a one-way experiment, in which Judd Falls Road would become one-way (south).
 - a. 8/15. Mahr/Silbey letter in support
 - b. 8/18. Town Board minutes: public information meeting on making Judd Falls one-way and constructing a walkway on the west side of the street.
 - c. 9/5. FHIA letter of transmittal to the Town Board: FHIA resolution supporting, with qualifications, a one-way experiment.
 - d. 9/8, Town Board meeting minutes: discussion and vote on resolution to adopt a one-way experiment.
4. April 22, 1987. FHIA meeting minutes: Town Engineer, R. Flummerfelt report to FHIA on the one -way experiment: traffic count data, announcement of termination of the experiment on May 15 with Judd Falls Rd. reverting to two-way traffic.

FHIA resolutions affirming FH desire to continue and extend the experiment.
5. April 30, 1987. Goldsmith attachment (or internal memo?) on next steps
6. May 1, 1987. Notes from David Kuckuck, Chair, FHIA Traffic Committee re: FHIA position in preparation for May 11 Town Board meeting at which the one-way experiment is on the agenda.

7. May 4, 1987. Community Newsletter: FHIA position on the one-way experiment.
8. May 5, 1987. Mahr letter to Town in support of FHIA position.
9. Following May 11, 1987 Town Board termination of experiment: residents' letters and Board Member Raffensperger's letter to FH residents.
 - a. 5/11. Goldsmith letter to R. Matyas, Cornell Vice-President
 - b. 5/13. Shirley Raffensperger, Member of the Town Board, letter of explanation to FH residents
 - c. 5/14. Ashton letter to Town Board
 - d. 5/15. Mahr letter to Town Supervisor
10. Fall 1988. FHIA Newsletter. Meyburg/Richardson traffic counts.
11. Communications to the Town Board from residents and commuters in support of, or in opposition to, one-way on Judd Falls Rd.

Consideration and implementation of one-way traffic on Judd Falls Road, 1973 – 1987:

Timeline

1973-1983. FH engages in internal discussions and with the Town of Ithaca about traffic concerns and a one-way traffic system. No decision is made regarding a change in traffic patterns.

Spring 1986. Larry Fabbroni, Town Engineer canvasses residents of Judd Falls Road regarding implementation of one-way, one-lane traffic (southbound) and construction of a five foot wide pedestrian way on the west side of the street.

August 18, 1986. Town Board holds informational public hearing on a proposal to replace curbs and repave Judd Falls Road, narrowing the road width to one lane and constructing a walkway.

September 5, 1986. FHIA adopts a resolution to support the one-way plan with certain conditions.

September 8, 1986. Town Board adopts resolution to implement a one-way plan for Judd Falls Rd. on an experimental basis, the experiment to run from approximately Nov. 1 to the end of the spring term at Cornell at the end of May, 1987).

April 22, 1987. Robert Flummerfelt, Town Engineer, reports to the FHIA on the history of the experiment as well as on before- and after traffic counts. As part of his report, Mr. Flummerfelt announces that the experiment will terminate on May 15 and that Judd Falls Rd. will revert to two-way.

Following Mr. Flummerfelt's presentation, the FHIA approves two resolutions:

1. *That the experiment not be terminated but extended.*
2. *That additional elements be added to the experiment, including adding additional one-way sections, in order to ameliorate negative traffic impacts of the one-way in other parts of Forest Home.*

May 1, 1987. FHIA Traffic Committee meets to prepare a FH position for a forthcoming meeting of the Town Board, at which the Board will consider terminating the one-way experiment. The Committee supports the FHIA resolutions of April 22, namely extending the one-way experiment and incorporating other experimental measures.

May 4, 1987. Traffic Committee position is presented at an FHIA meeting.

May 11, 1987. Town Board meeting. Forest Home residents speak in favor of the FH resolutions adopted on April 22. Nevertheless, the Town Board votes to terminate the one-way experiment.

"FOREST HOME IMPROVEMENT ASSOCIATION"

The Bridges and Roads Committee could not agree to a single resolution to recommend to the Forest Home Improvement Association. Accordingly, the two motions to be discussed Sunday, January 21, 1973, are as follows:

MOTION NO. 1:

1. That Mr. Howard Stevenson be supported and encouraged in insisting on the highest possible construction standards, both to minimize safety and minimize future cost of maintenance and repair on both bridges.
2. That the Town, County, City, and Cornell be encouraged to cooperate to establish or improve bus service to several areas in the Northeast, in order to help reduce both traffic and dependence on second cars.
3. That Cornell be encouraged to examine and modify its parking and bus system to reduce traffic through surrounding residential areas. That the University continue to accept contributions to its traffic planning deliberations from community groups, including the FHIA.
4. That both bridges be made one-way westward (i.e., toward Beebe Lake).

Advantages:

- a) Making the bridges one-way will probably reduce through traffic. Most parts of FH will have peak traffic either in the morning or the afternoon, instead of somewhat smaller peak both morning and afternoon.
- b) If the Town or Cornell makes FHD one-way, which they have proposed, then the bridges will have to be one-way. (If the roads are one-way, there may be more room for plowed walks, and bicycle paths.)
- c) The original agreement with the Town and County, proposed by Mr. Schwan, maintained that to keep the bridges single-lane they would also have to be one-way, as an experiment for a year.

Disadvantages:

- a) There will be some inconvenience to FH residents. A look at the map will help each resident see what additional driving will be required to and from his or her home.
- b) If there is one-way traffic on the streets as well as the bridges, traffic may move faster.

Summary:

The major advantage of one-way bridges will be less traffic load, noise, and danger on Forest Home streets. This seems well worth the minor inconvenience to FH drivers.

MOTION NO. 2:

1. That the F. H. I. A. request the Town of Ithaca and Tompkins County to proceed without delay to assume ownership of the Forest Home section of Route 392 and the two bridges, as soon as acceptable construction standards for the two bridges including pedestrian walkways, have been met.
2. That upon assumption of this ownership the two way traffic pattern is resumed. ^{for a trial period of 6 months} At the same time we request that ~~all access roads*~~ to and from Cornell and Ithaca in the vicinity of Forest Home be maintained and improved.
* Forest Home Drive along Beebe Lake, Plantation Road, Caldwell Road, etc. ^{to be maintained}
3. That in addition Cornell University and developers to the north-east of Forest Home review parking, bus, and access road policies to remove as much traffic as possible from the steep, winding roads of Forest Home.

(* Refers mainly to the wooden railing on the Caldwell Bridge walkway, which is considered hazardous by many parents of young children)

Obviously, opening this bridge will eliminate the inconvenience and congestion caused by its closing. The advantages of the two way traffic pattern are:

1. It enables residents to get to and from their destinations with the minimum of difficulty, whereas a one way system will require most people to travel greater distances to make round trips, and the one way system imposes the greatest hardship on those using the Forest Home Bridges to get to their place of work and/or the City of Ithaca.
2. It will permit school buses to pick up and deliver pupils to points on both sides of the bridges.
3. It will tend to compel traffic to move slower than it would with a one way system.

No

Under 1-way traffic they will have to stop at bottom of Pleasant Grove

Under 2-way they come speeding down J.F. Rd of down Pleasant Grove

August 10, 1977

Dear Forest Home Resident:

This is a poor time to be reporting on any matters related to the Forest Home Improvement Association, FHIA, since many of you are away on vacations. And the status of many of our Forest Home improvement programs is also difficult to obtain because of the vacation schedules of many individuals who are responsible for making decisions regarding those improvements. But it is necessary for me to write this now because I will be leaving for Boston shortly, for about 10 months. Since I am leaving, I am happy to announce that unless the Association acts otherwise, the Vice President of FHIA, Dave Stoller, will now become President.

The town engineer, Mr. Fabbroni, has told me that the town sewer proposal was approved by the N.Y. State Department of Environmental Conservation last May, and was then sent to the N.Y. regional office of the U.S. Environmental Protection Agency. There it encountered new eligibility requirements. Meetings between the town and EPA personnel are now taking place in an effort to understand and respond to these new requirements. The recent survey of all homes in Forest Home by the Health Department was undertaken in order to collect data to satisfy part of these new requirements.

Beckie Brittain has a few copies of the summary of the Environmental Impact Assessment for the sewer project should anyone desire a copy.

The new increased water rates will be with us for a while, as apparently the town has not yet determined whether or not a rate reduction can be made. I'm sure we will all be pleasantly surprised if a rate reduction actually occurs.

Still no decision has been made on who will assume responsibility for repairing the poorer sections of Forest Home Drive, let alone any decision on when such work might be accomplished. Cornell Plantations is responsible for the Bebe Lake path, now officially closed, extending between the bridge at the upstream end of the lake to near Judd Falls Road. I was not able to find anyone who knew when this path would be repaired and opened. The lack of adequate drainage on Forest Home Drive just southwest of the Judd Falls Road intersection is the town's responsibility to improve, and they are planning to begin to work on that next spring at the earliest.

The Judd Falls Road traffic is still with us, with very little interest on Cornell's part to route more northeast-based vehicles to A lot rather than B lot. The town doesn't seem to be too interested in installing bumps in the road to reduce speeds either!

With all this good news, I wish Dave, who at the time this is being written is also on vacation, complete success in solving all these problems. My thanks to everyone for your help and support.



Pete Loucks
President, FHIA

MEMORANDUM

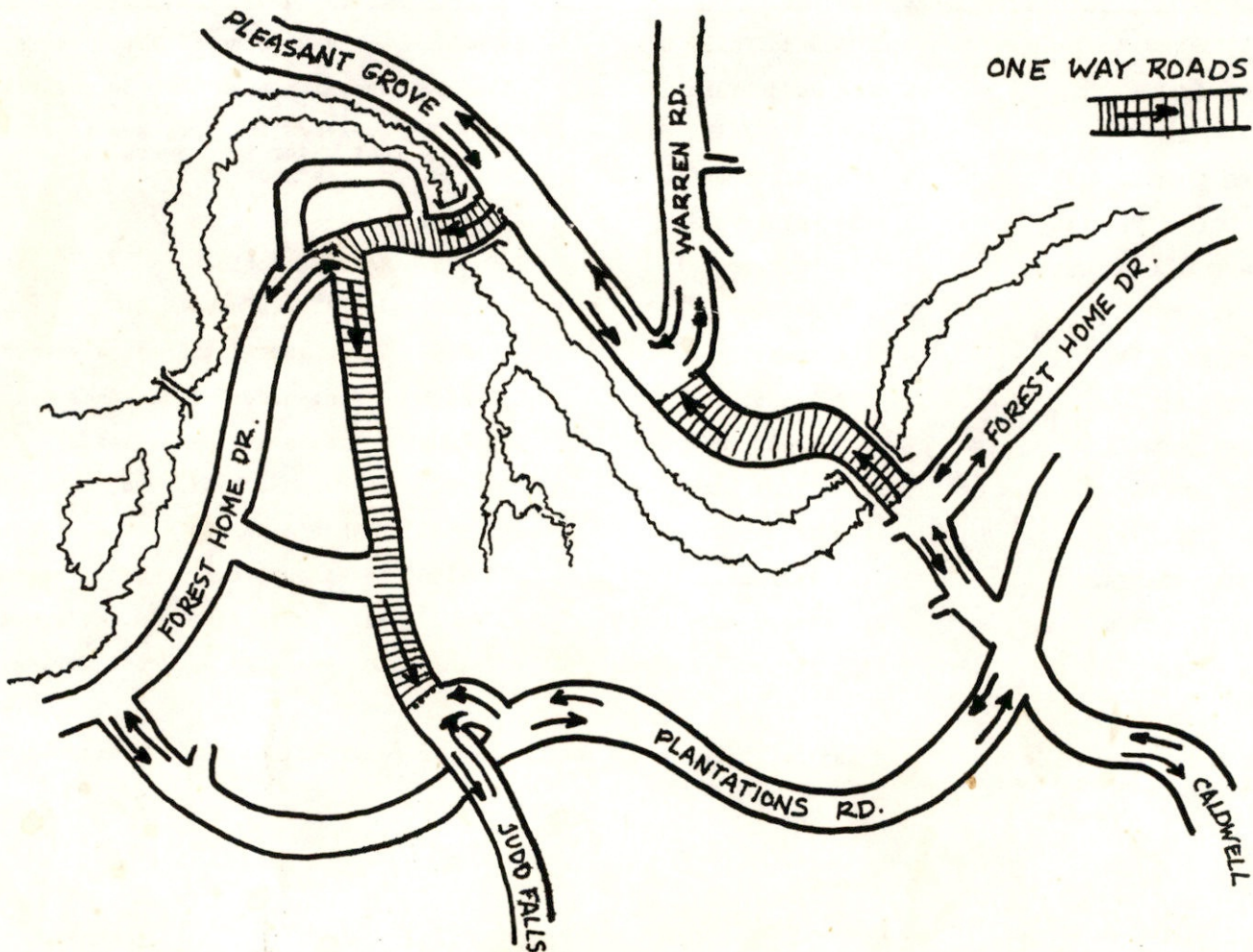
To: Forest Home Residents
From: W. L. Brittain, Forest Home Improvement Association
Re: Current topics of concern

Attached you will find a copy of the minutes of our last meeting, a memorandum from Larry Fabbroni regarding that same meeting, and a list of available youngsters for odd jobs and babysitting.

At our last meeting it was decided to try the one-way route within Forest Home on an individual basis. Pick a week and drive according to the map below, following the one-way pattern. Don't cheat; keep the trial for one week even if you are in a hurry, the road is slippery, or it is Sunday. Please let me know whether you see this as an imposition on Forest Homers for the sake of the flow of traffic through our village, or if the one-way routing isn't inconvenient and the possibility of some enlarged walkways is an advantage.

We need a current census of Forest Home. The Town of Ithaca has a list of property owners, but not of who actually lives where. Sometimes residents have not been aware of our meetings, and a complete list of Forest Homers with a map location would be valuable. If you could spare the time to gather this information for those in your immediate area, please call. Thanks.

W. L. Brittain
257-0639



NAME	AGE	ADDRESS	PHONE	JOB
THOMAS MAHR	17	103 Judd Falls Rd.	257-2672	Yardwork, housitting, pet care
ANDREA MAHR	14	103 Judd Falls Rd.	257-2672	Snow, pet care
PETER MAHR	12	103 Judd Falls Rd.	257-2672	Mow lawns, rake leaves, snow
JED ASHTON	11	105 McIntyre Pl.	257-2477	Snow, rake leaves
TODD ASHTON	9	105 McIntyre Pl.	257-2477	Snow, rake leaves
JOEY NEISSER	15	115 McIntyre Pl.	257-2499	Snow, odd jobs
DAVID SILBEY	14	105 Judd Falls Rd.	257-1390	Snow, work around the house
ROBBIE SUMMERS	13	116 McIntyre Pl.	257-1354	Snow, raking leaves, mowing lawns
RODERICK CARMICHAEL	22	109 McIntyre Pl.	257-1391	Anything
JOHN-ALLAN CARMICHAEL	19	109 McIntyre Pl.	257-1391	Anything
LAURA FORLANO	9	136 Forest Home Dr.	257-7238	Odd jobs
GREG LIKENS	16	112 Crest Lane	257-2896	Yardwork, mail, plant care, errands
LESLIE LIKENS	12	112 Crest Lane	257-2896	Pet & plant care, mail pick up
HEATHER TOYRYLA	11	112 Crest Lane	257-2896	Pet & plant care, mail pick up
JENNIFER LOUCKS	13	116 Crest Lane	257-3529	Pet & plant care, mail pick up
SUSAN LOUCKS	11	116 Crest Lane	257-3529	Pet, plant care, mail, phone wake up service
CLAUDIA MERSCHROD	15	123 Warren Rd.	257-6853	Housework, yardwork
ERIKA MERSCHROD	9	123 Warren Rd.	257-6853	Pet & plant care, mail pick up
ALAN McELWEE	15	108 Warren Rd.	257-1028	Mow lawns
MARIBETH SISSON	14	210 Forest Home Dr.	257-3028	Housecare

BABYSITTING

NAME	AGE	ADDRESS	PHONE	LIMITATIONS
THOMAS MAHR	17	103 Judd Falls Rd.	257-2672	Weeknights until 11pm, weekends any- time
ANDREA MAHR	14	103 Judd Falls Rd.	257-2672	Weeknights until 9:30 pm, weekends until 11:30 pm, afternoons and holiday
DAVID SILBEY	14	105 Judd Falls Rd.	257-1390	Weekends anytime, weeknights until 11 not under four years of age
ROBBIE SUMMERS	13	116 McIntyre Pl.	257-1354	no restrictions
RODERICK CARMICHAEL	22	109 McIntyre Pl.	257-1391	no restrictions
JOHN-ALLAN CARMICHAEL	19	109 McIntyre Pl.	257-1391	no restrictions
JOEY NEISSER	15	115 McIntyre Pl.	257-2499	Weeknights until 12:00
GREG LIKENS	16	112 Crest Lane	257-2896	Weeknights until 11, weekends-later
LESLIE LIKENS	12	112 Crest Lane	257-2896	2 yrs.&older on weekends
HEATHER TOYRYLA	11	112 Crest Lane	257-2896	2 yrs.&older on weekends
JENNIE LOUCKS	13	116 Crest Lane	257-3529	Weeknights until 9pm, weekends until 11pm or later on holidays
SUSAN LOUCKS	11	116 Crest Lane	257-3529	Mother's helper on weekends
CLAUDIA MERSCHROD	15	123 Warren Rd.	257-6853	Weeknights until 10:30, week ends- no limits
MARIBETH SISSON	14	210 Forest Home Dr.	257-3028	Weeknights until 10, weekends-12:30
KAREN BLAKELY	17	332 Forest Home Dr.	257-2324	Any evening- weekends during the day

Claudia Merschrod, Jennie Loucks and Maribeth Sisson would like to cater and or assist, dressed as clowns at childrens parties.

MEMORANDUM

TO: Town Board

FROM: Lawrence P. Fabbroni, P.E. *LP*

RE: Forest Home One Way

DATE: December 3, 1982

As a follow-up to a directive of the Public Works Committee and the Town Board, I prepared the attached packet of materials summarizing the history of traffic problems, solutions offered and status, disadvantages of a one-way, commitments, and implementation possibilities. I presented this packet to the Forest Home Improvement Association on Tuesday, November 30. I made it clear this was the first of as many meetings as they thought might be needed to refine a plan the community could endorse and that the packet was a start to assess priorities, sometimes conflicting, collectively. Without Association endorsement of a plan with an associated internal weighing of pedestrian, bicycle, intersection, safety, speed, and truck priorities, the Town Public Works Committee and full Town Board would proceed no further.

The comments were generally negative from those in attendance. The inconvenience and the frustration of inaction on the bypass make every other alternative second best. Comments ranged from supportive to this being some sort of plot to force phase I of East Ithaca Connector on the community. The group left agreeing to imagine the one way as they traveled in the next few weeks, and to discuss other alternatives among themselves. Some thanked me for continuing to search for a solution, one was disgusted to be there discussing one way again.

I made it clear I had run out of suggestions that work together. That it was down to deciding priorities of the community to be solved.

Until I receive further input from the Association I will only proceed to document why the location of pedestrianways across private properties is not feasible and the cost of same, so there is a full answer to community suggestions made. Planning to upgrade the pedestrianway from Forest Home at the north bridge to Warren Road in 1983 can also proceed regardless of one^{way} discussions.

LPF/nf

xc - ✓ Lambert Brittain, President
Forest Home Improvement Association

The meeting of the Forest Home Improvement Association was called to order at 7:30 on Tuesday, November 30 at the Forest Home Chapel by Chairman Ruth Mahr.

The Minutes were approved as read.

A balance on hand of \$71.81 is in the Treasury.

Peter Laux volunteered to organize the updating of the list of those children wishing to work at odd jobs and baby-sitting.

The Gypsy Moth Committee was reactivated under the chairmanship of Nancy Troutmann.

Lambert Brittain reported that no one continues to claim responsibility for the upkeep of Forest Home Drive. He is pursuing a solution to the problem.

A discussion was held concerning the advisability of the community's working together to upgrade the appearance of the neighborhood. Complaints should be made to the zoning officer. It was suggested that a future newsletter discuss zoning laws as well as parking.

Charles Troutmann moved that a committee be formed to investigate the best strategy in exploring the possibility of designating Forest Home an Historic District. The Committee is to look into the costs and the advisability of such a move. The motion was seconded and passed. Lisa Bronfenbrenner is to chair the committee and Mrs. Weick and Peter Forlano will assist her.

Ruth Mahr recapped the accomplishments of the association during the last two years. These included: publishing a list of children willing to work, Supporting Fun Day, Coping with the East Ithaca Traffic Study, Initiating a Gypsy Moth Committee, and Persuading the problem of traffic in Forest Home.

The nominating committee which consisted of John Hertle, Kit Lambert and Jan Wolski presented the new slate of officers to be elected for a term of one year. They are: President Lambert Brittain, Vice-President Peter Forlano, and Secretary-Treasurer Dorothy Sommers. The slate was unanimously accepted.

The traffic Committee is to be appointed by the new officers each year.

Joel Silby introduced Larry Fabroni who discussed the proposed one-way traffic pattern through Forest Home. This is under study by the Town Board and Larry emphasized the fact that these discussions and thoughts were very preliminary.

The sense of the meeting was that residents should try out the new flow of traffic to see how it affects each family. It will then be discussed at our next Association Meeting. The new officers are to explore just what the community's next move should be and present this to the Association.

The meeting was adjourned at 9:45.

Ann S. McAdams

Ann S. McAdams
Secretary

MEMORANDUM

May 20, 1983

To: Forest Home Neighbors
From: W. L. Brittain, Forest Home Improvement Association
Re: One-way traffic vote

We have voted down the one-way route through our community and I am informing the Town Board of our vote: 15 households against, 8 neutral, 8 for the experiment. There were interesting reasons given for the votes, and I enjoyed talking with many of you and learning how the community feels about the one-way traffic pattern.

Most households voting in favor of the one-way experiment cited the need to do something to discourage through traffic. Many thought the one-way routing would prove inconvenient for outsiders, and there was the widespread belief that traffic on Judd Falls Road would be reduced by 50%. Some of the yes votes were conditional on the assumption that Forest Home residents would be the ones to determine the success of the experiment, with the power to terminate the one-way routing if it was found to be inconvenient for local residents or if speed or quantity of through traffic increased.

The neutral group included several people who walk instead of drive, and also some who don't live on the proposed one-way routing and therefore feel relatively unaffected. Some mentioned an added inconvenience with one-way, but they wouldn't oppose the routing if enough other people thought it would help.

Those who voted against the experiment felt that the route would become a raceway; or that they didn't want to have to drive an extra mile to get home once they leave their driveway; or that walking is not a problem now since traffic is interrupted when it has to wait at the bridges; or that we'll have even more traffic if "they" can sail right through; or Good Heavens, if traffic could move quicker and smoother we'll never get a by-pass.

I didn't want to influence your vote before, but here is some additional information on what would happen if we had voted for the experiment. Judd Falls Road would only have traffic going south, but adding the traffic that now goes over the bridge by Shipe's would increase traffic in the morning by 9% on Judd Falls Road. The evening would have less traffic, with a total daily drop of only 17%. (These figures are based on the O'Brien Taube Report of 1980.) Of course, the other side of the one-way route (past the Chapel) would have the opposite pattern, with significant increase in evening traffic. Mailboxes would have to be moved to the right side of the street (blocking the foot path along Judd Falls Road), and all farm machinery and vehicles that presently drive through only one segment of our community would then have to follow the longer one-way pattern. Stop signs would have to be relocated to make for quicker and smoother flow of through traffic.

Several of you had interesting thoughts regarding other possible solutions which I will discuss with the Town Engineer; however, I want to impress upon the Town that we want a real solution to the traffic conditions in our community.

Some good news: Larry Fabbroni tells me that work will start this summer on making the "short cut", from Kelly's to the top of Warren Road, a usable walkway.

MEMORANDUM #3

June 10, 1983

To: Forest Home Neighbors
From: W. L. Brittain, Forest Home Improvement Association
Re: Items of current interest

1. On Monday, June 13, the Ithaca Town Board will discuss the possible one-way routing through Forest Home. If you would like to attend and show your support for Forest Home, the meeting starts at 5:30 PM. The one-way issue is the eighth item on a busy agenda and will not be reached until about 6:30. The Town Hall is at 126 East Seneca Street, across the street from Citizens Savings Bank, in what appears to be a house. You can park just beyond the building in the side drive, and the entrance to the meeting room is up a ramp at the rear. It should be interesting to see our Town Board in action on an item of concern to Forest Home, and Supervisor Noel Desch says he will allow comments from the floor.
2. The repair of Forest Home Drive, within the City of Ithaca, may be within sight. Cornell and the city have both submitted documents to Albany for an opinion. Needless to say, both have refused to admit any responsibility for the maintenance of the road. I have been pushing for repair, but not "improvement." Either party can legally appeal any decision by the counsel for the New York State Department of Transportation, but we can hope that they won't.
3. The time for Fun Day is nearing. For the last couple of years we have had a nice get-together. Please call Peter Forlano, 257-7238, if you would like another Fun Day this year and would like to help.
4. You should have received information about the Gypsy moths a couple of weeks ago, thanks to the Gypsy Moth Committee. If you have questions, Nancy Trautmann, 257-4875, will be glad to talk to you.
5. Have a good summer. If you have items for a fall meeting, please let me know.

Bob Flumerfelt :

1982 traffic counts.

Warren Rd. : 6259

Plant G. Rd. : 6630

1
105 Judd Falls Road
Ithaca, N.Y.
August 15, 1986

Noel Desch, Supervisor
Town of Ithaca
East Seneca Street
Ithaca, N. Y.

Dear Noel:

We understand that the Town Board will consider a one-way traffic plan on Judd Falls Road at its next meeting.

Unfortunately, both of us will be out of town at that time. If we were able to attend the meeting, we would speak strongly in favor of such a plan. We would do so for all of the reasons that make up the record of traffic problems in Forest Home and which do not need to be rehearsed here. Although we believe that the traffic situation will only be finally resolved by other means, specifically a bypass road, until that becomes a reality, a one way system promises to alleviate our problem to some degree.

As two of the families most affected by the traffic and by the introduction of a one-way system, we wish to have our opinions placed before the members of the Town Board.

Thank you for conveying our sentiment to the other members.

Sincerely yours,

Ruth Mahr
103 Judd Falls Road

Rosemary and Joel Silbey
105 Judd Falls Road

JHS:r

103 Judd Falls Road

Mrs. Kiefer questioned the acreage to be rezoned.

Frank Liguori responded 22.2 acres. The areas marked P-9, P-8A, P-7A, P-6, P-4, and P-3 which includes the "H" Building, old hospital building, house and flag pole area plus other land needed for future parking.

Mrs. Kiefer remarked that the parcels that are not specifically designated should be deleted.

Town Engineer Fabbroni remarked that the topography of the area makes these areas open space.

Mr. Liguori remarked that P-8A and P-9 would serve the existing buildings with parking and open space. Within a year we are likely to be expanding the parking which is located on P-8A. Any further development would probably require site plan approval. He then asked what possible good it would do to take it off?

Mrs. Kiefer responded that R-30 was more restrictive. Since the County owns the buildings, under the rezoning the County could use the land for what ever they wished.

The Supervisor closed the public hearing.

INFORMATIONAL PUBLIC HEARING TO CONSIDER THE JUDD FALLS ROAD PROJECT CONSISTING OF RECURBING AND REPAVING OF JUDD FALLS ROAD IN CONJUNCTION WITH THE CONSTRUCTION OF A WALKWAY AND NARROWING OF THE PAVEMENT TO ONE LANE (ONE-WAY TRAFFIC FROM FOREST HOME DRIVE TO JUGHANDLE)

The Town Supervisor asked the public if there were any questions about the proposal that everyone was already familiar with.

The President of the Forest Homeowners Association questioned why the Town had advertised for bids for granite curbing to be installed on Judd Falls Road before the proposal had even been presented to the public? He went on to say that he felt the bidding was premature until the Forest Home Community had a chance to study the proposal. He then asked the Town Board to defer any action on the proposal until after September 5th, when the Forest Homeowners Association would be meeting to discuss the proposal. The Town Board members are invited to attend the meeting.

Supervisor Desch asked if the Association would have a concensus of what the neighborhood desired by September 8?

The President of the Forest Homeowners Association responded yes.

Supervisor Desch then read the following letter dated August 15, 1986 from Ruth Mahr and Rosemary and Joel Silbey:

"We understand that the Town Board will consider a one-way traffic plan on Judd Falls Road at its next meeting.

Unfortunately, both of us will be out of town at that time. If we were able to attend the meeting, we would speak strongly in favor of such a plan. We would do so for all the reasons that make up the record of traffic problems in Forest Home and which do not need to be rehearsed here. Although we believe that the traffic situation will only be finally resolved by other means, a one-way system promises to alleviate our problem to some degree.

As two of the families most affected by the traffic and by the introduction of a one-way system, we wish to have our opinions placed before the members of the Town Board.

Thank you for conveying our sentiment to the other members."

Town Engineer Fabbroni stated that the repaving of Judd Falls Road had been deferred until this year because the curbing needed to be replaced. He went on to say that there has been a lot of discussions about needed traffic improvements in Forest Home. We have had repeated requests for a pedestrian walkway. If a walkway were to be installed, it became apparent that it would be necessary to put the Judd Falls Road walkway either on the small front yards or out in the street. There was dissatisfaction, in the past, over making the bridges one-way. The proposal to be considered tonight is to take the two block section of Judd Falls Road from the Jughandle to the end of Judd Falls Road, make it one-way south, put in new curbing with a five foot walkway. A five foot walkway on one side of the street would add two foot to the lawns on the other side of the street. Local people leaving their homes to go to the south would have to go around the block in order to get home. In order to go north, they would need to go around the block upon leaving. The Silbey's and Ruth Mahr would have to go around the block coming and going. The Town Engineer went on to say that the people most impacted with the one-way traffic were contacted. Some of the people in the impacted neighborhood contacted other people. Everybody along the improvement area wanted the improvement. The Engineer went on to say that the prime construction season is while everybody is away. It becomes difficult when you have to bid. If we had put the bidding off until September then it would be impossible to get the construction completed this year. The project, if approved, will be constructed between September 1 and September 15, with the road back in service by the end of September.

Andrew McElwee, 123 Judd Falls Road noted that one point the Town Engineer glossed over was the difficulty of getting down the end of Judd Falls when it was slippery.

Town Engineer Fabbroni responded that the slope at the end of Judd Falls Road would be shaved down so that the slope was not so steep.

Liese Bronfenbrenner, 108 McIntyre Road asked how the Ithaca City School District felt about school buses that use this route if Judd Falls Road is made one-way?

Town Engineer Fabbroni responded that the School District would have to work out this problem.

Alan McAdams, 2 The Byway remarked that this proposal would put all the cars past his house. He remarked that the Jughandle could not handle all the traffic. Mr. McAdams went on to say that he felt it was high handed to put a job out to bid before the project has been approved by the Forest Homeowners Association. Mr. McAdams suggested the Board consider trying the one-way scheme for six months on a trial basis before something permanent was done and a lot of money was spent. You could start the experiment any time. Just put in temporary markers, a temporary walkway and let it go through a winter, then decide if the one-way should be made permanent.

Joel Bostick, 6 The Byway stated that he was most chagrined at the way things have developed. He questioned how are all of the people going to get up the hill? That approach on Forest Home Drive from the west is the most difficult way to approach the hill. Also, you are creating a traffic situation that has never existed there

before. Mr. Bostick went on to say that he concurred with the logic of a test period but also not to put the one-way in final without solving the other parts of Forest Home's traffic problem.

Jane Bates, 140 Forest Home Drive remarked about people need to make a wide swing in order to make the turn on to Judd Falls Road. The proposal does not address the problem of not being able to walk on Judd Falls Road because of the wide swing.

Robert Cook, Director of the Cornell Plantations stated that he was looking at the proposal in a positive way. He went on to say that he expects a lot more traffic would go through the Plantations on the section between the Jughandle and Caldwell Road and that he was afraid someone would get hurt. He stated that he felt the experimental approach would be the best way to go. Mr. Cook remarked that taking a left turn and going up the hill was dangerous now without additional traffic.

Shirley Egan, Counsel for Cornell University stated that she had been on vacation and had only heard about the proposal last week. Also, most of the people at Cornell who would be involved in such a proposal were also on vacation. Ms. Egan went on to say that there would be a number of questions to be answered as soon as the proper people return from vacation. She suggested that the road not be narrowed permanently until the one-way proposal has been tested. Ms. Egan went on to say that because of liability, Cornell might need to close a road or install a booth.

A man in attendance remarked that he felt the improvement would be very beneficial. Walking along a five foot path with two-way traffic would be very hazardous unless the road is made one-way.

Town Engineer Fabbroni remarked again that the bridges would remain two-way, if they were made one-way the only way then to get out of the middle of Forest Home would be to make Forest Home Drive one-way and that's not wanted.

A lady in attendance remarked that she favored the testing theory. Don't make Judd Falls Road permanently one-way until you study the traffic pattern of a period of nine months to one year.

George Bayer, 216 Forest Home Drive stated that he endorsed a trial concept. Put in signs and posts to keep traffic in the proper lanes. He went on to say that especially with winter approaching it will be a good opportunity to try the proposal and not cost much money.

Arthur Bloom, 118 Judd Falls Road questioned where the drainage will go that now enters his driveway and turns to ice in the winter. He stated that he was not in favor of the proposal if it will not help the drainage problem.

Supervisor Desch asked for a show of hands from those present in favor of a nine months trial period through the winter.

The show of hands was very favorable for a nine month trial period through the winter.

Supervisor Desch remarked that it was clear that if a walkway was installed on Judd Falls Road it would be necessary to make the road one-way.

William Goldsmith, 117 Judd Falls Road remarked, if you do experiment, make sure you have it marked sufficiently.

FOREST HOME IMPROVEMENT ASSOCIATION

TO: Mr Noel Desch, Supervisor, Town of Ithaca
FROM: Mr Peter Forlano, President, Forest Home Improvement Association
RE: Resolution of the Forest Home Improvement Association
DATE: September 5, 1986

Sir:

I enclose a copy of a Resolution Passed unanimously at a meeting today of the Forest Home Improvement Association.

This Resolution expresses the strong sentiment of our Community concerning the Proposed experiment with Judd Falls Road. We are most anxious that this experiment be conducted in as meaningful a way as is possible so that, at the conclusion of the experiment, we can ALL agree that the final decision is soundly based.

Respectfully,

A handwritten signature in cursive script, reading "Peter A. Forlano". The signature is written in dark ink and is positioned above the typed name and title.

Peter Forlano, President,
Forest Home Improvement
Association

FOREST HOME IMPROVEMENT ASSOCIATION

September 5, 1986

RESOLVED,

BY the Members of the Forest Home Improvement Association at Its Meeting on Friday, September 5, 1986,

THAT no experiment in the direction of travel on Judd Falls Road, as Proposed by the Town of Ithaca at its meeting on August 18, 1986, wherein it was Proposed that traffic on Judd Falls Road be made one-way, southbound from its intersection at Forest Home Drive to its intersection with the so-called Jug Handle, north of Tower Road, be made until the full reopening of Forest Home Drive, including that section of the Drive lying within the City of Ithaca, and,

FURTHERMORE, that prior to and subsequent to said reopening of Forest Home Drive, traffic patterns and usage are measured on the streets in our community including, but not limited to, Warren Road, Forest Home Drive, Caldwell Road, Judd Falls Road, and Pleasant Grove Road, as well as the two bridges;

FURTHERMORE, that no permanent construction be undertaken until the Proposed experiment with one-way traffic on Judd Falls Road has been discussed with this Association as to the basis of the evaluation and that recommendations for Judd Falls Road have been thoroughly discussed with this Association.

Motion by Councilman Bartholf; seconded by Councilman McPeak,

RESOLVED, that the Town Board of the Town of Ithaca hereby approve the minutes of the July 28, 1986 and August 11, 1986 Town Board meetings, as presented by the Town Clerk.

(Desch, McPeak, Cramer, Howell, Bartholf and Leary voting Aye. Nays - none).

PERSONS TO BE HEARD

Ruth Mahr, 103 Judd Falls Road reported that the street light beyond the curve on Forest Home Drive was not working. The area from the bottom of the natural trail over the bridge is very dark.

ONE-WAY TRAFFIC ON JUDD FALLS ROAD

Peter Forlano, President of the Forest Home Improvement Association presented the following memo, addressed to Noel Desch, Supervisor, dated September 5, 1986:

"I enclose a copy of a resolution passed unanimously at a meeting today of the Forest Home Improvement Association.

This resolution expresses the strong sentiment of our Community concerning the proposed experiment with Judd Falls Road. We are most anxious that this experiment be conducted in as meaningful a way as is possible so that, at the conclusion of the experiment, we can ALL agree that the final decision is soundly based."

FOREST HOME IMPROVEMENT ASSOCIATION

September 5, 1986

RESOLVED, by the members of the Forest Home Improvement Association at its meeting on Friday, September 5, 1986,

THAT no experiment in the direction of travel on Judd Falls Road, as proposed by the Town of Ithaca at its meeting on August 18, 1986, wherein it was proposed that traffic on Judd Falls Road be made one-way, southbound from its intersection at Forest Home Drive to its intersection with the so-called Jug Handle, north of Tower Road, be made until the full reopening of Forest Home Drive, including that section of the Drive lying within the City of Ithaca, and

FURTHERMORE, that prior to and subsequent to said reopening of Forest Home Drive, traffic patterns and usage are measured on the streets in our community including, but not limited to Warren Road, Forest Home Drive, Caldwell Road, Judd Falls Road, and Pleasant Grove Road, as well as the two bridges,

FURTHERMORE, that no permanent construction be undertaken until the proposed experiment with one-way traffic on Judd Falls Road has been discussed with this Association as to the basis of the evaluation and that recommendations for Judd Falls Road have been thoroughly discussed with this Association.

Town Engineer Lawrence Fabbroni then presented the following Judd Falls Road one-way experiment highlights:

- 1) Temporary one lane delimited by traffic barrels.

- 2) Relocation of mailboxes to 2-3 banks on existing west curb line.
- 3) 1" overlay on steep grade with "hot mix" calcium additive to asphaltic concrete.
- 4) Barrels to be filled with sand but moveable by equipment for extraordinary winter maintenance during experiment.
- 5) One-way signs, do not enter signs, directional and warning signs as appropriate at Jughandle, McIntyre, Judd Falls and Forest Home Drive.
- 6) Traffic counting across the entire Forest Home screenline before and after one-way experiment.
- 7) Implementation of one-way experiment only after reopening of Forest Home Drive to traffic.
- 8) Estimate of permanent funds lost to experiment \$1,500 labor and machinery, barrels are reusable for safety demarcation of multiple Town projects annually - initial cost \$1,500.
- 9) Use and constraints of Jughandle to be particularly monitored during one-way experiment, buses expected to be rerouted via campus or Caldwell Road.
- 10) Improved pedestrian way from Judd Falls to first bridge along Forest Home Drive to be studied for possible implementation if permanent improvement is implemented in 1987.

The Town Engineer went on to explain that the road would be 15' wide instead of 14", as originally planned, to make it easier for snow plowing. He noted that the people who live locally will have the greatest problem coming and going. The Engineer went on to say that he would work with Cornell and the School District to reroute bus runs through Cornell.

Supervisor Desch asked if the experimental one-way would start on November 1st and run through the end of the spring term?

Town Engineer Fabbroni responded that November 1st looks like the date. However, the actual date will depend on the opening of Forest Home Drive, we will just have to wait and see.

A man in attendance stated that he lived in the northeast. He went on to say that you are creating a one-way valve to campus and letting us find our own way home. This is going to increase my automobile insurance because the added loop will increase the miles I will be driving.

Town Engineer Fabbroni asked the man why he could not use Caldwell Road if it is improved?

The man responded, are you going to improve the "S" curve? You are talking about tripling the traffic on Caldwell Road. Right now, if you get two late model cars on that "S" curve, the two cars can't get thru.

Shirley Egan, Cornell University Counsel questioned if a month of traffic counts on Forest Home Drive was sufficient time? A month won't even be enough time to let people know that Forest Home Drive is open again.

Town Engineer Fabbroni responded that traffic useage will be seen in the screenline. Also, based on the former traffic counts you

can get a projection. He stated that not doing the experiment over the winter leaves holes in the experiment.

Ruth Mahr, 103 Judd Falls Road asked if the experimental walkway would be on the east or west side of the road?

Town Engineer Fabbroni responded, west. On the west side where the granite curb is then on the east by the jughandle.

Ruth Mahr remarked, making the street narrower on the west side?

Town Engineer Fabbroni responded, right.

Mrs. Mahr then questioned, in moving the mailboxes, will you confer with the residents?

Town Engineer Fabbroni responded, yes.

A man in attendance remarked that there was a fairly major traffic problem in this area. The real solution to the traffic problem is a by-pass, if you piecemeal now you will never end with a by-pass, only a piecemeal solution.

Town Engineer Fabbroni noted that Judd Falls Road was in need of repaving, curbs needed replacing, plus the residents asked for walkways (sidewalks). Peoples front yard in Forest Home are so small already that we did not want to talk about making them any smaller. Look at the number of cars in terms of Forest Home Drive which was a vital link to downtown eventhough it only carried 2,000 cars. They cars went someplace when the road was closed. We estimate that 2,000 to 2,500 cars will use Forest Home Drive after it reopens.

Dale Grossman, 111 Judd Falls Road stated that she had lived there for eight years and has noticed an increase in traffic during this time. She stated that she would like to see the one-way traffic implemented on a permanent basis.

Shirley Egan, Cornell University Counsel remarked that Cornell University would like to go on record on a couple of points. Basically we have an open campus where we see traffic going thru but we now see the possibility of imposing traffic on roads, such as the jughandle and Plantations Road, that were not ment for this kind of traffic. Cornell may ask for a hold harmless agreement. Also, we would like to reserve our right to shut off roads we feel are becoming overly dangerous or Cornell University deems there is too much density of traffic. As far as Forest Home Drive is concerned, she again stated that it takes more than a month to change peoples habits and, therefore, she did not think that traffic counts would show true readings.

Town Engineer Fabbroni remarked, that if Cornell built another parking lot, they would not be able to say what impact it would have on traffic.

A man in attendance stated that he was concerned with the evaluation of the project. Commuters may enjoy it and Forest Home residents may not. He stated that he would like to see more input from the residents.

Supervisor Desch remarked that even if the one-way experiment is satisfactory, we still need a by-pass.

RESOLUTION NO.

Motion by Supervisor Desch; seconded by Councilman Cramer,

RESOLVED, that the Town Board of the Town of Ithaca hereby approve the implementation of an experimental one-way traffic plan for Judd Falls Road from Forest Home Drive to the jughandle from approximately November 1, 1986 through the end of the spring term (at Cornell), and

FURTHER BE IT RESOLVED, that the necessary signage and barriers be installed to alert persons of the one-way traffic and provide a safe walkway for pedestrians.

(Desch, McPeak, Cramer, Howell, Bartholf and Leary voting Aye. Nays - none).

TOWN OF ITHACA TENTATIVE BUDGET

RESOLUTION NO.

Motion by Supervisor Desch; seconded by Councilman Cramer,

RESOLVED, that the Town Board of the Town of Ithaca will meet and conduct an Informational Public Hearing on the 1987 Town of Ithaca Tentative Budget at 7:30 P.M., on October 2, 1986, at the Town Hall, 126 East Seneca Street, Ithaca, New York, and will at this time hear all persons in favor of or opposed to said proposed 1987 Tentative Budget.

(Desch, McPeak, Cramer, Howell, Bartholf and Leary voting Aye. Nays - none).

FEDERAL REVENUE SHARING PUBLIC HEARING

RESOLUTION NO.

Motion by Supervisor Desch; seconded by Councilman Bartholf,

RESOLVED, that the Town Board of the Town of Ithaca will meet and conduct a Public Hearing on the proposed use of 1987 Federal Revenue Sharing Funds at 6:45 P.M., on November 6, 1986, at the Town Hall, 126 East Seneca Street, Ithaca, New York, and will at this time hear all persons in favor of or opposed to the proposed use of said Revenue Sharing Funds.

(Desch, McPeak, Cramer, Howell, Bartholf and Leary voting Aye. Nays - none).

SOUTHERN CAYUGA LAKE INTERMUNICIPAL WATER COMMISSION PRELIMINARY BUDGET HEARING

RESOLUTION NO.

Motion by Councilman McPeak; seconded by Councilwoman Howell,

RESOLVED, that the Town Board of the Town of Ithaca will meet and conduct a public hearing on the 1987 Southern Cayuga Lake Intermunicipal Water Commission Preliminary Budget at 7:00 P.M., on November 6, 1986, at the Town Hall, 126 East Seneca Street, Ithaca, New York, and will at this time hear all persons in favor of or opposed to the proposed 1987 Preliminary Budget.

TOWN OF ITHACA PRELIMINARY BUDGET PUBLIC HEARING

RESOLUTION NO.

FHIA 4/22/87

FHIA 4/22/

FOREST HOME IMPROVEMENT ASSOCIATION

MEETING: Wednesday, April 22, 1987, 7:30 p.m.
Forest Home Chapel, 222 Forest Home Drive

With fifty-two residents in attendance, President George Bayer called the meeting to order at 7:30 p.m.

At the President's request, minutes of the last meeting of October 2, 1986 were read by Secretary Roger Garrison. Ruth Mahr questioned the minutes regarding the appointment of the Nominating Committee charged with responsibility of proposing the name of a Vice-President/President Elect to the membership for their consideration at the present meeting. Past-President Peter Forlano said the minutes reflected his memory of the October 2, 1986 meeting. There were no other objections to the minutes.

It was moved that the minutes be accepted as read; seconded and Passed unanimously.

President Bayer asked for the Treasurer's report.

Treasurer Roger Garrison reported a balance of \$202.86. There have been no disbursements made since he has taken office. There have been no expenses incurred by the Association. Any handbills passed out, etc. were donated to the Association.

It was moved that the Treasurer's Report be accepted as read; seconded and carried unanimously.

President Bayer asked that everyone present sign a sheet that would be passed around to determine attendance.

President Bayer described the Committees of the Association and who chaired each. Some had no Chair and President Bayer requested volunteers to serve as Chair for such committees.

These committees are:

Traffic Chair: David Kuckuk

Nominating Chair: Ruth Mahr

Constitution Chair: Vacant

President Bayer entered a plea for anyone who might know where there was a copy of an FHIA Constitution to let him know. It is believed one existed at one time. We need one for orderly conduct of business.

Social Chair: Vacant

President Bayer recalled picnics, block parties, etc. in the past and hoped someone would help.

Hist. & Beauti. Chair: Peter Forlano

FHIA Jobs for Youth Chair: Vacant

Community Directory Chair: Vacant

Lights & Bridges Chair: Andrew McElwee

President Bayer then discussed the election to take place tonight for Vice-President/President-Elect who, he stressed, must represent the entire community. We are voting on a Vice-President because when President Bayer

assumed his office at the meeting in October, 1986 there was no election for Vice-President. The Vice-President elected tonight shall serve as Vice-President until the September, 1987 meeting when the Vice-President will become the new President. At that September meeting there will be a report of the Nominating Committee who will propose names for a new Vice-President/-President-Elect and a new Secretary-Treasurer.

President Bayer called on Frank Shipe to present the report of the nominating committee. The Nominating Committee consisted of Roger Garrison and Frank Shipe. The Committee proposed the name of Bruce Britten for Vice-President/President-Elect.

Robert Aronson moved the nominations be closed; it was seconded. President Bayer called on the Secretary, Roger Garrison, to cast the vote of the Association for Bruce Brittain. The vote was so cast, and Bruce Brittain assumed office.

President Bayer called on Andrew McElwee, Chair, Lighting & Bridges Committee to submit his report.

In view of the recent tragedy on the NYS Thruway over Schoharie Creek, Andrew McElwee called the Town Engineer concerning the safety of our two bridges and was assured they were safe. Although these bridges are limited in weight there is no practical way to enforce this because the Town of Ithaca hasn't the scales with which to weigh vehicles. It was noted that school buses using our bridges weigh fourteen tons.

Andrew McElwee suggested asking the Town to limit trucks on our roads for only local delivery as is done in the City of Ithaca.

Ruth Mahr proposed a resolution as follows:

RESOLVED; that this Association request the Town of Ithaca to replace the present road signs limiting use of roads to trucks weighing five tons with signs prohibiting all trucks except for local delivery; such signs to be similar to those used in the City of Ithaca.

After discussion, it was moved that the Resolution be adopted; seconded and carried unanimously.

Andrew McElwee said the Forest Home Lighting District, the cost for which is paid as a special assessment on our Town tax bills consisting of thirty cents per \$1000 of assessed valuation, covers Forest Home Drive from the east end of Beebe Lake to where the Drive reaches the last stone house near Flat Rock; the Byway; McIntyre Place; that part of Judd Falls Road between Forest Home Drive and the Jug Handle; Warren Road up to the start of the golf course; Halcyon Hill; and Crest Lane.

The Byway has long stretches needing lights. He suggested, further, moving the light from the east end of the first bridge (the bridge nearest Beebe Lake) to the intersection of Forest Home Drive and Pleasant Grove Road to better light the bridge walkway. He noted that lights at intersections are paid for by the Town and would, therefore, cost the District nothing. He submitted a letter from NYSEG which is attached hereto for further information.

New poles for proposed lights cost from \$80 to \$170 and, if bought outright, avoid a maintenance charge which, because of their durability, is more economical. He also suggested sodium vapor lamps be used because they give good light and are the cheapest to burn.

Andrew McElwee Proposed the following resolution, based on the recommendations of the NYSEG Street Lighting Engineer:

RESOLVED, That the Association request NYSEG to install new mercury vapor lights in the Places suggested by the Committee's report, with the exception that Burnham Kelly, whose house is at the east end of the first bridge be first consulted about a new light in front of his house.

This motion was seconded and much discussion followed. Andrew McElwee noted that the new street in our neighborhood, Fairway Drive, in a development called Forest Home Heights, comes under the Town's requirement for buried Power lines in all new construction and that street lights would be needed there. Andrew McElwee observed that the type of light suggested for the new street could be seen on Spruce Lane.

It was moved that the resolution be put to a vote; seconded. The vote was eleven for the resolution; 20 opposed, and many abstentions.

President Bayer referred the matter back to the Committee since it was felt more information was needed before the Association could vote on the Proposal.

President Bayer requested a report from the Historical and Beautification Committee.

The Chair, Peter Forlano, reported on the potential for Forest Home to become a Historical District which would let us have more control over outside forces. Most Proposals about Forest Home come from outside the community and only seemed designed to accommodate more automobiles.

Lisa Bronfenbrenner, who noted the great deal of work done in the past to make Forest Home a Historic District, albeit unsuccessfully, suggested we try to place some of our homes on the National Registry, especially those whose locations would be likely to interfere with roads being forced through Forest Home.

Peter Forlano urged interested members to help him with his Committee.

President Bayer called upon David Kuckuk, Chair of the Traffic Committee, to report.

Mr. Kuckuk listed three objectives of his Committee:

- 1st, to keep up-to-date on Plans by the Town, County, and University that would affect us;
- 2nd, to present a constructive, rather than negative attitude to these authorities;
- 3rd, to explore ways to take the initiative, rather than respond to Proposals from the outside.

David Kuckuk discussed his attendance at the Ad Hoc East Ithaca Area Land Use/Transportation Committee, also attended by Peter Forlano, George Bayer, and others. This Ad Hoc Committee has been meeting for several months and includes representatives from other neighborhoods, e.g. Bryant Park, Pine Tree Road Civic Association, etc. as well as County Planner Frank Liguori, Town Supervisor Noel Desch, and others from the Town and County. This Ad Hoc Committee is concerned with the impact of traffic on people and the environment as well as on efficient means of moving traffic.

David KUCKUK Passed out blue questionnaires to those in attendance soliciting their attitudes on subjects of interest to the Ad Hoc Committee, who prepared the questionnaire. Mr. KUCKUK emphasized the importance of local feedback to this Committee since people with a great deal of power were attending its meetings.

David KUCKUK's Committee on Traffic has started looking at traffic signs in Forest Home and he directed our attention to an enlarged map of our district which included photographs of many kinds of signs, of which there are in excess of 150 in our area. He would appreciate more input from Association members so he can fairly represent community interests at the Ad Hoc Committee meetings.

He thereupon introduced our guest, Robert Flummerfelt, Town of Ithaca Engineer.

Robert Flummerfelt discussed the history of the experiment on Judd Falls Road which on January 6, 1987 became one-way. This experiment is slated to be concluded on May 15, 1987 and Judd Falls made two-way again. Traffic counts were taken after Forest Home Drive was reopened in November, 1986 and before Judd Falls Road was made one way. Counters, six in number, have been in place recently to provide before-and-after information.

He reported that traffic on Judd Falls Road has decreased by a factor of three, from daily traffic of 9600 automobiles (in both directions) to a total of 3400 automobiles (in one direction). At the same time, traffic has increased on Caldwell Road from 2600 to 4900 and on Forest Home Drive by a factor of two. There have been some malfunctions in the counters, so exact figures are unobtainable.

Counters were located on Judd Falls Road between McIntyre and Forest Home Drive; on Forest Home Drive between McIntyre and Judd Falls Road; on Plantations Road west of the Jug Handle; on Caldwell Road just south of Forest Home Drive; on Tower Road east of Judd Falls Road; and on Judd Falls Road north of Tower Road.

He stated that making Judd Falls Road one-way was an experiment and they wanted to study with a computer model the origin and destination of traffic before concrete is poured and a final decision is made. He agreed that immediate repairs to Judd Falls Road were in order. He said that major repairs were planned for Caldwell Road, including straightening, resurfacing, widening, and installing walkways. There is much study yet to be done with the Ad Hoc Committee.

The Director of the Plantations, Robert Cook, addressed the meeting and said his organization and Cornell are concerned about their legal liability exposure for public traffic on Plantations Road, a private road belonging to Cornell. They are considering closing this road, although if Judd Falls Road were made one-way all the way to Tower Road, which would greatly decrease use of the Jug Handle, they might not object. He noted that this would make access to the Plantations harder and they were not at all pleased with the situation.

Judy Aronson Proposed the following resolution:

RESOLVED, That it is the sense of this Association that the one-way experiment on Judd Falls Road not be terminated but continued while the results of this experiment are evaluated.

After discussion, it was moved the resolution be adopted; seconded, Passed

unanimously.

Maggie Goldsmith Proposed the following resolution:

RESOLVED, that it is the sense of this Association that there be additional experimental measures undertaken (including Possible additional one-way sections of road) to ameliorate other traffic Problems, and this community insists the Town, County and University find ways of diverting traffic around Forest Home.

After discussion, it was moved the resolution be adopted; seconded, Passed unanimously.

The meeting was adjourned at 10:10 P.m. sine die.

Respectfully submitted,

Roger Garrison, Secretary-Treasurer.

ATTACHMENT: NYSEG letter to Andrew McElwee

PERSONS INDICATING AN INTEREST IN THE FOLLOWING AREAS
FHIA MEETING APRIL 22, 1987

ROADS AND TRAFFIC

David Kuckuk, Chair
Peter Forlano
Bruce Brittain
Bill Goldsmith
Ruth Edmondson
Maria Terrell
Judith Aronson
Joel Bostick
Karen Baum
Ron Hoy

LIGHTS AND BRIDGES

Andy McElwee, Chair
John Coggin
Frank and Margery Shipe
Paul Booth

HISTORICAL AND BEAUTIFICATION

Peter Forlano, Chair
Ann McAdams
Liese Bronfenbrenner
Helen Sundell
Ruth Edmondson
Martha Hertel
Judith Aronson
Peter Loucks

COMMUNITY DIRECTORY

Ruth Edmondson
(Roger Garrison)

NOMINATIONS

Ruth Mahr, Chair
Gail Longfellow Booth

SOCIAL EVENTS

Henlen Sundell
Maggie Goldsmith
Deborah Perotti
Ann and Dick Pendleton
Paula Sidle

LISTING OF YOUTH AVAILABLE
FOR JOBS

Ruth Mahr
Valeria Goggin
Bob Aronson
Ron Hoy
Paula Sidle

CONSTITUTION AND BYLAWS

Isadore Blumen
Peter Loucks

P.S. Any new volunteers please contact the chair or other committee members.

Forest Home Questionnaire, attachment, from William Goldsmith

Thu, Apr 30, 1987

The questionnaire is good. Its results should be enhanced and augmented by other information to deal with our most pressing issues and decisions, all of which relate to our main objective: to find ways of reducing traffic for all of Forest Home. For that, we need better county planning solutions.

We can take immediate steps to reduce traffic.

In the meantime, however, there are important steps we should take. The neighborhood must first respond to human, local needs. Overall, we need to find ways to encourage drivers to use roads that don't go through Forest Home. One of the best ways to do this -- surely the only way in the short run -- is to make it difficult (or impossible) to use Forest Home roads conveniently and rapidly.

The top current problem for Forest Home is two-fold:

- (1) how to maintain the JFR one-way situation, which has greatly reduced traffic there, and
- (2) how to greatly reduce traffic on other Forest Home roads.

Extend the Improvements.

The first part is working. The next step is to make further adjustments to improve things for others in Forest Home. There are at least three ways to do this, all well proven through extensive urban planning and traffic engineering experience elsewhere:

- (a) make it impossible to go in certain directions,
- (b) strictly enforce speed regulations, and
- (c) erect obstacles, such as sidewalk bulges at corners.

Further adjustments, leaving Judd Falls one-way and making other streets one way, also, will probably lead to large reductions in traffic elsewhere. Those traffic reductions are what we all need.

Other changes.

Other changes may also help: we should, for example, **not** make it more efficient to

travel quickly between Warren Road and the second bridge. That might mean leaving the road as it is now, inconvenient to through traffic, leaving the steep grade on Caldwell. However, reducing danger is important here, maybe by adding stop signs, making well marked sidewalks, etc.

On the positive side, improved and widened sidewalks are an eagerly anticipated safety measure that would help children, other Forest Homers, area walkers, and runners.

There are rumors that the segment of Forest Home Drive between Warren Road and the second bridge might be "straightened out" at the sharp corner between the "Palmer" and the "Pond" house. That is a bad idea. It would increase speeds and probably increase traffic, to say nothing of destroying the charm of the properties at that corner. There have been discussions of "improving" Caldwell Road, by re-routing it somewhat or by stretching it out with grade changes. Those are bad ideas. They would probably increase traffic, thus worsening the situation.

Before and after.

Because the questionnaire doesn't ask before-after questions, it cannot pick up any evidence to demonstrate the enormous improvement in traffic conditions on Judd Falls Road. Bad as the "after" situation still is (an estimated 3400 cars per day on a narrow road with close houses) , it is much better than the "before" (9600 cars per day). Judd Falls Road has improved from a really unbelievable neighborhood catastrophe to a simply terrible traffic situation. Therefore, my strong complaints today about the number of cars, their speeds, and their noise, dirt and danger are nothing compared to the rage I lived with before the one-way road. I think I speak in agreement with many neighbors.

Small Inconveniences.

Of course we are inconvenienced by the one-way road. It means some extra driving, which no one wants. It means mail boxes in the wrong places. It causes some other problems. But let there be no doubt: it is worth it. There are big improvements in safety for playing children, for pedestrians, for cars; we can hear the sound of birds when the traffic is lessened, and we can visit our neighbors across the street; we can enjoy the quietness during the off hours; we choke less on the reduced dirt and mess. For many of us, the "experiment" is a success. Let's make some more changes, so it is a success for all.

TO: Attendees of Traffic Committee Meeting

May 1, 1987

103

FROM: David Kudank

Thanks to Maria Terrell for hosting an active and constructive meeting!

Attached are various plans we talked about for further thought & discussion with neighbors. Also a blank - make copies & consider other things if you like.

My understanding of our position for May 11 Town Board meeting:

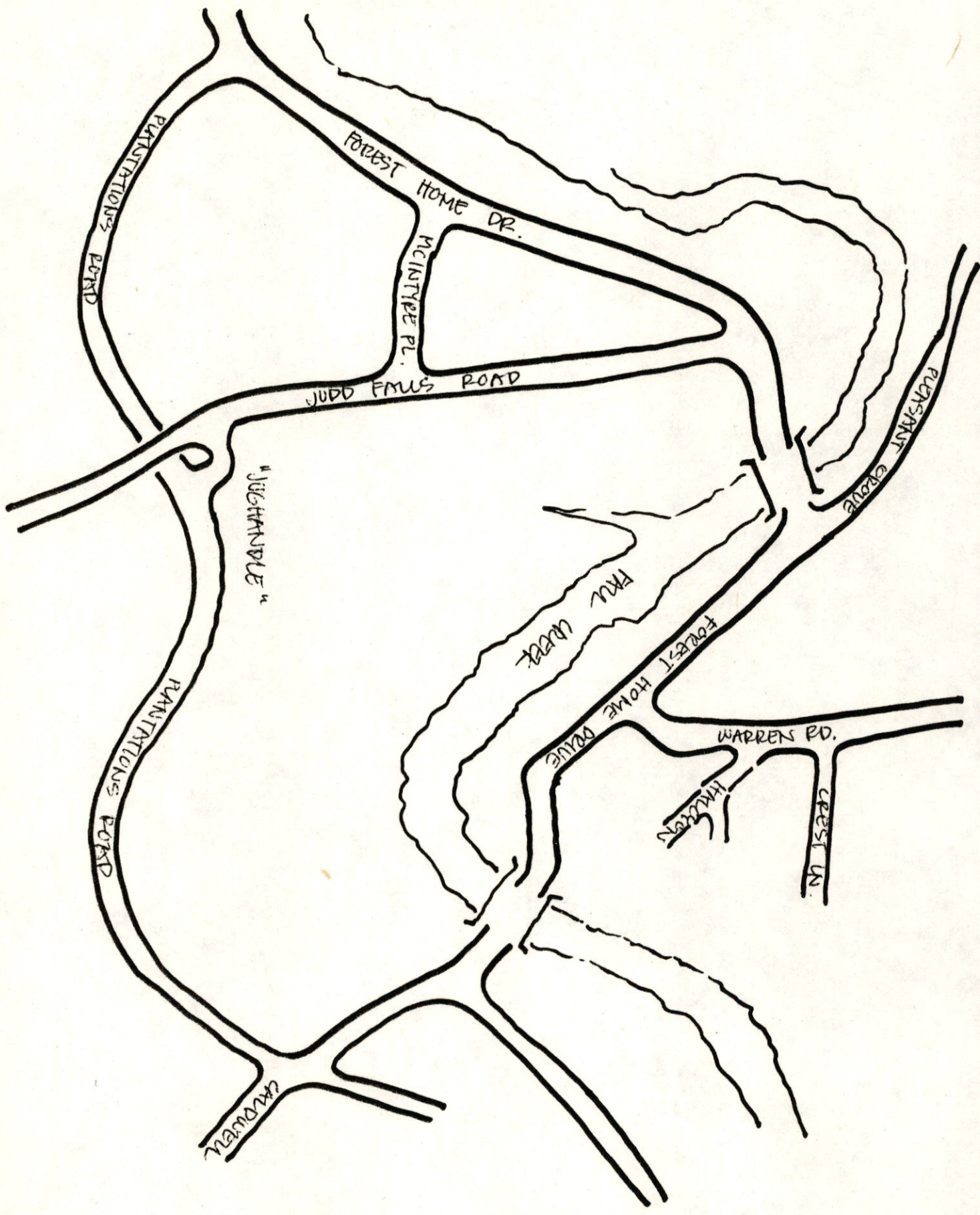
- One-way experiment on Judd Falls is ~~is~~ not to end (ie. revert to two-way) but is to be expanded to deal with other traffic problems in Forest Home. Additional experimental measures to be evaluated before any permanent changes made.
- We request working session with appropriate town officials to determine how to implement; Forest Home is developing & considering options to bring to this meeting.

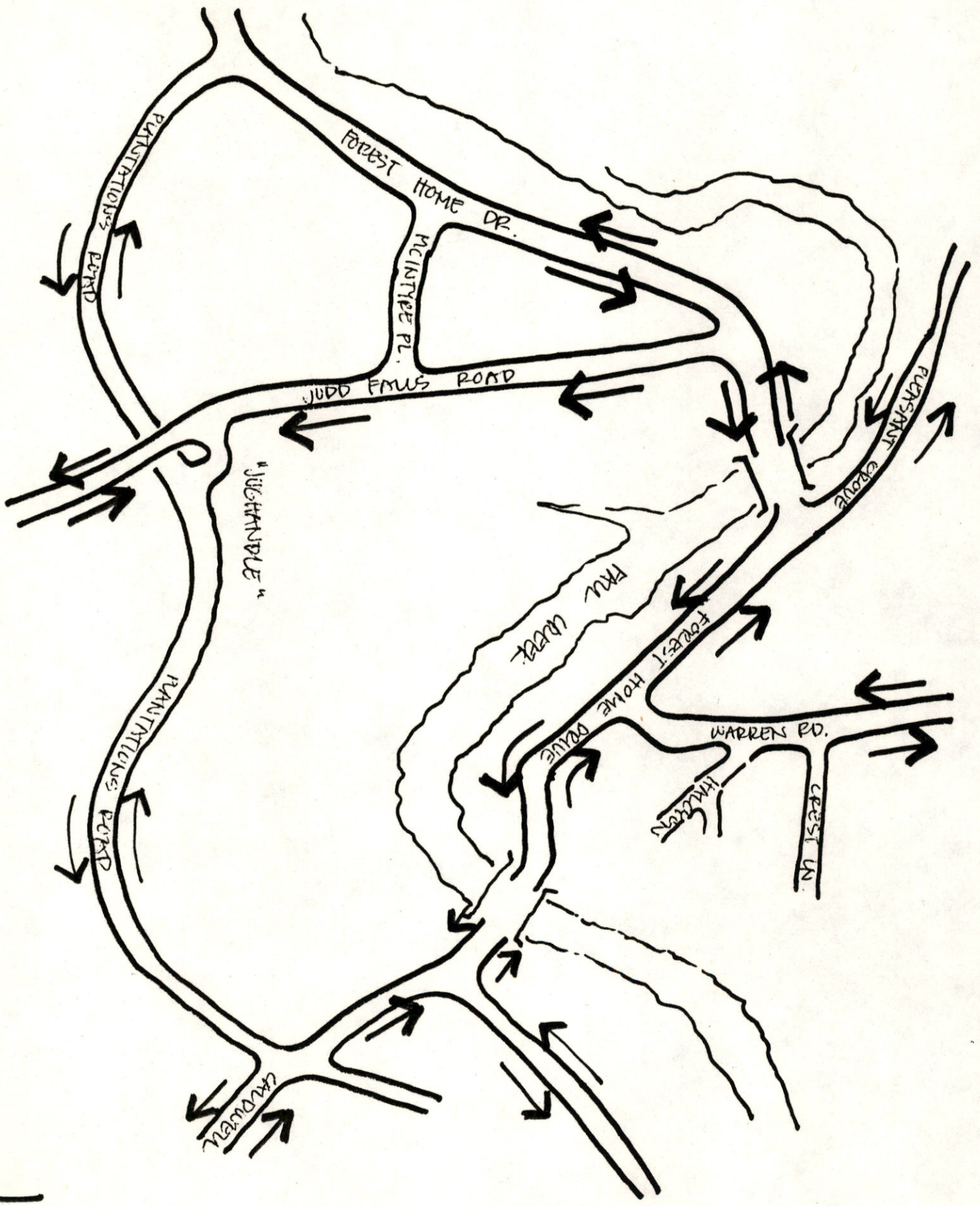
I hope and think this position can be supported by all residents - we must approach this issue constructively, reasonably, and together.

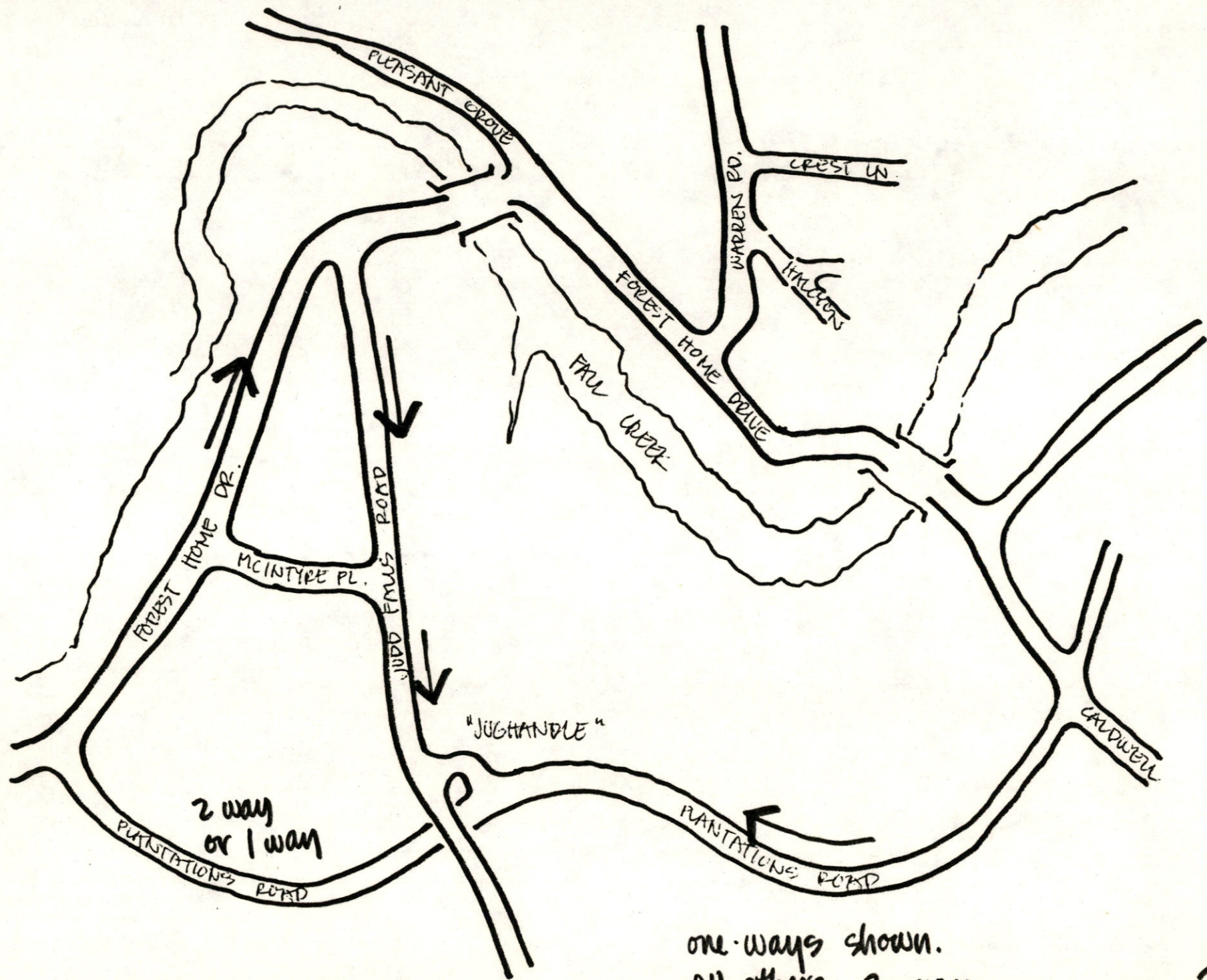
I'll present this position Monday if desired, but would be happy to have someone else if others prefer. Let me know. Who else is going?

Suggest a brief meeting before May 11 to make sure we're together. Maybe half hour before town meeting?

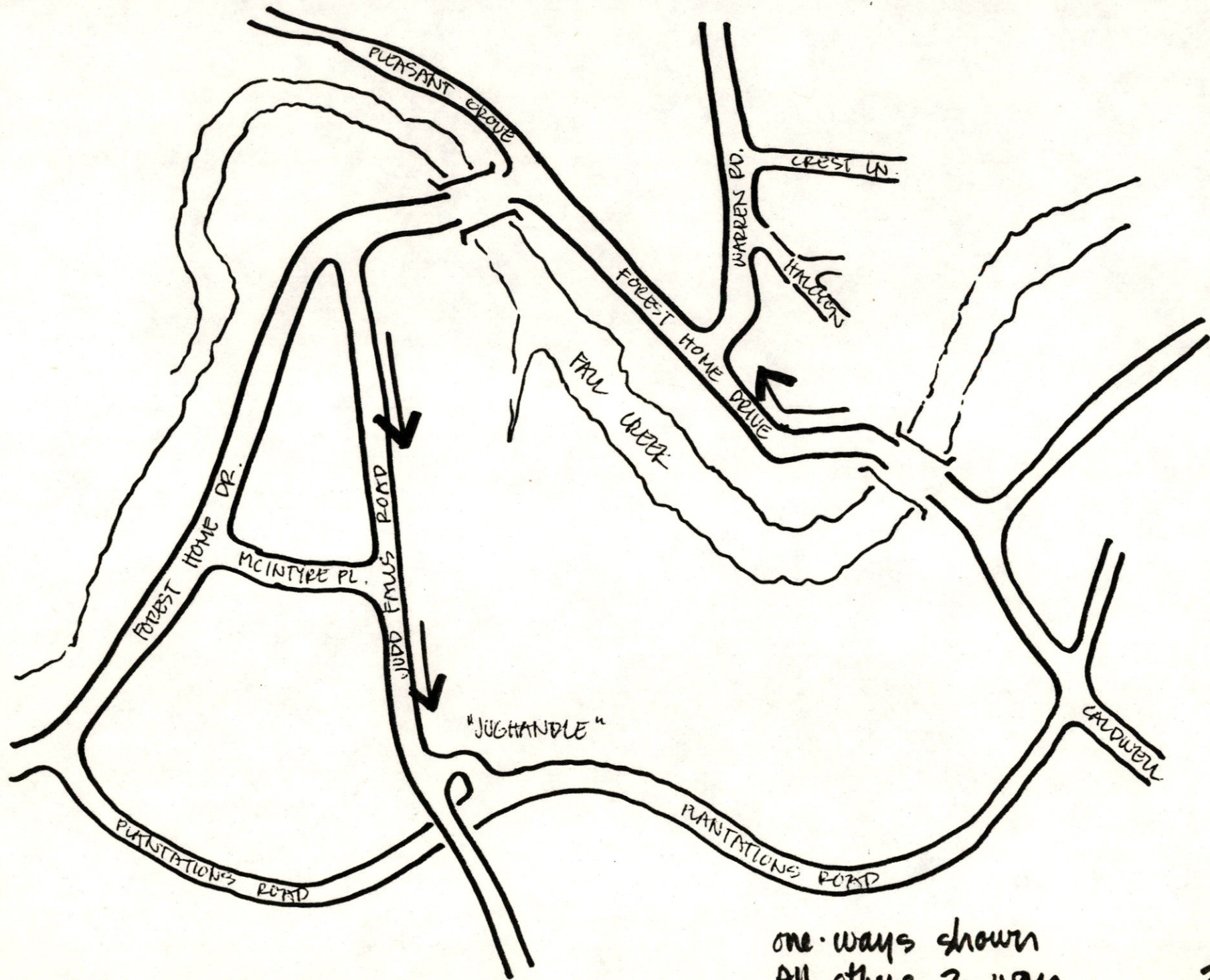
Thanks,
David Kudank
757-37810



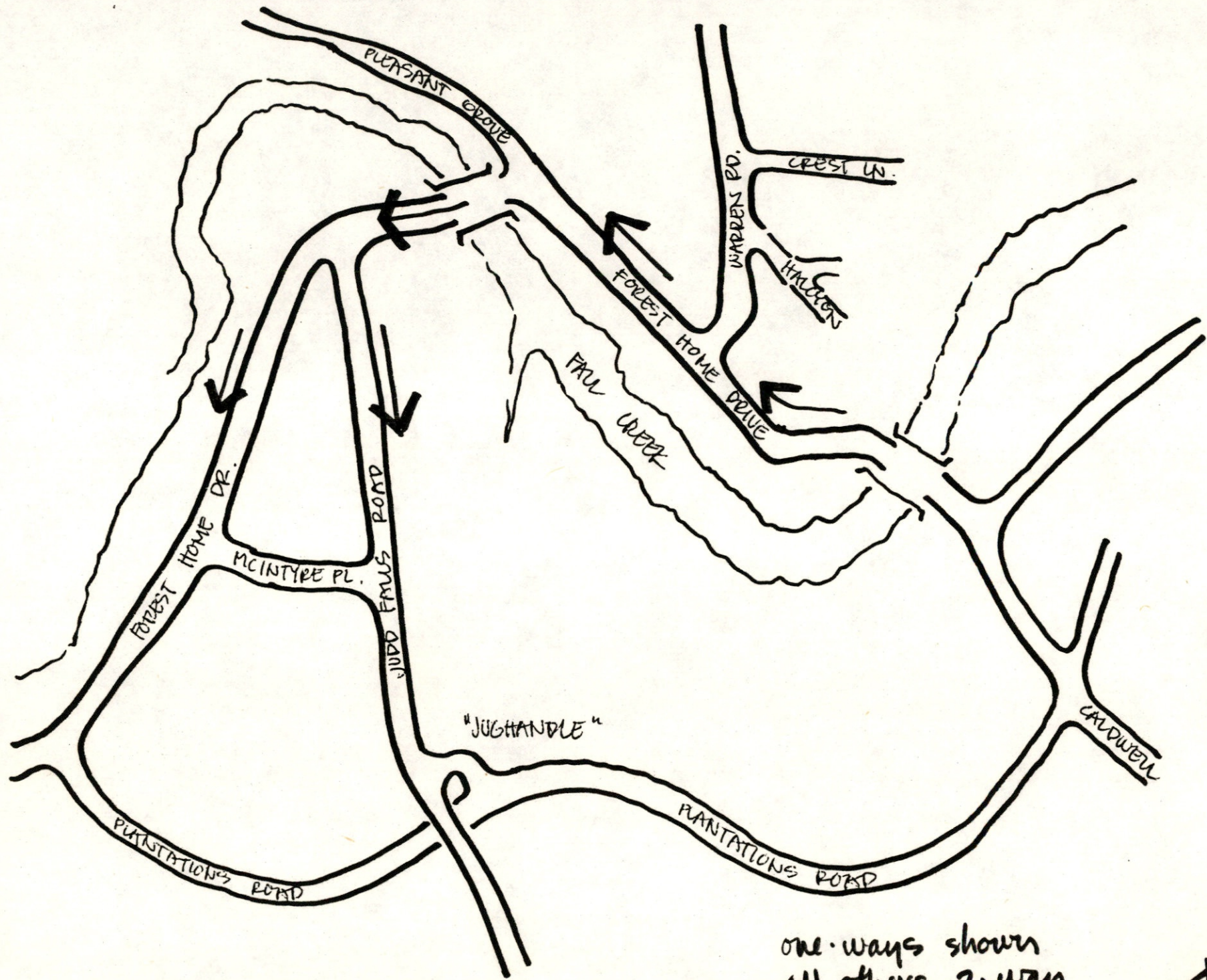




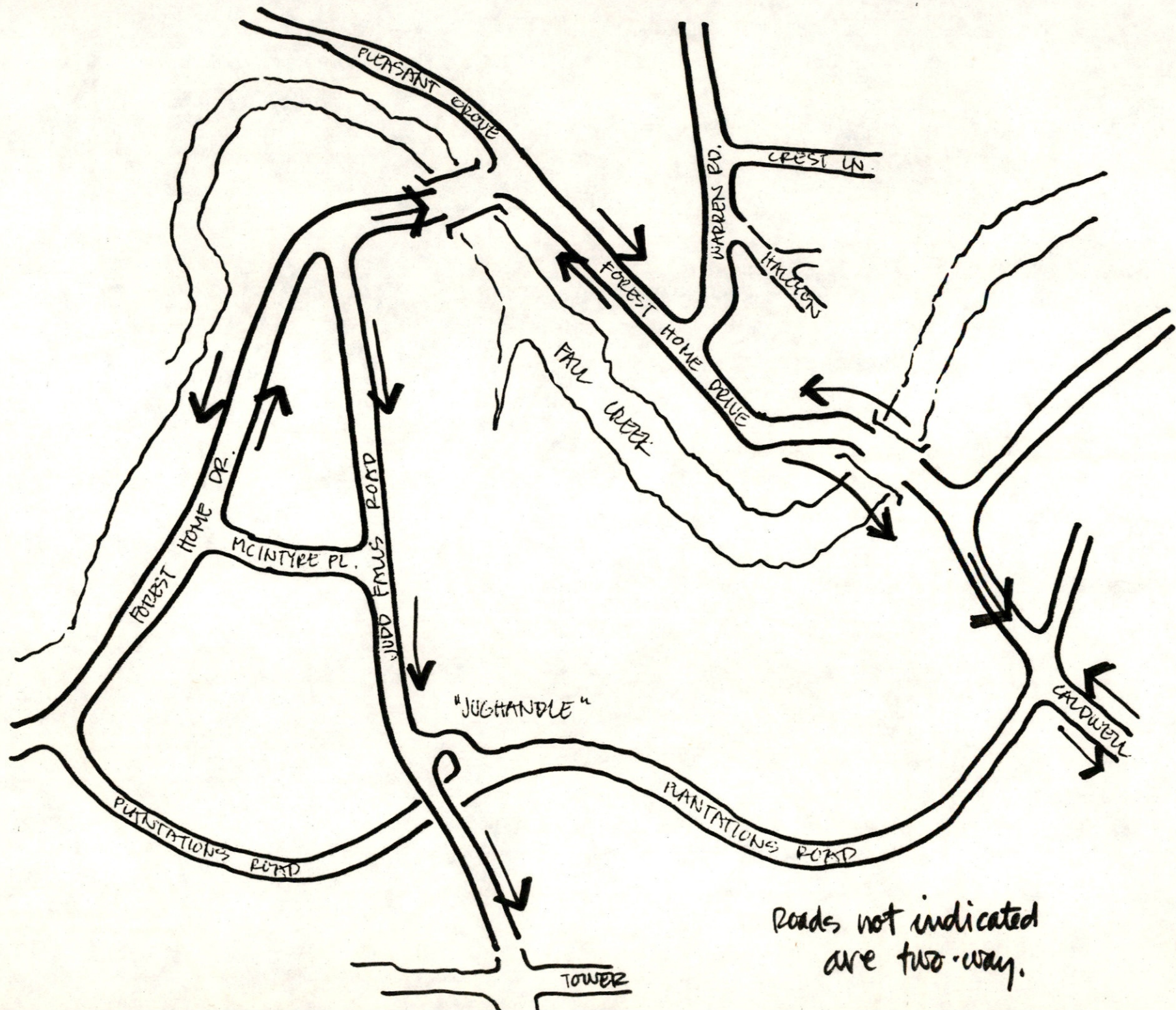
one-ways shown.
 All others 2-way.



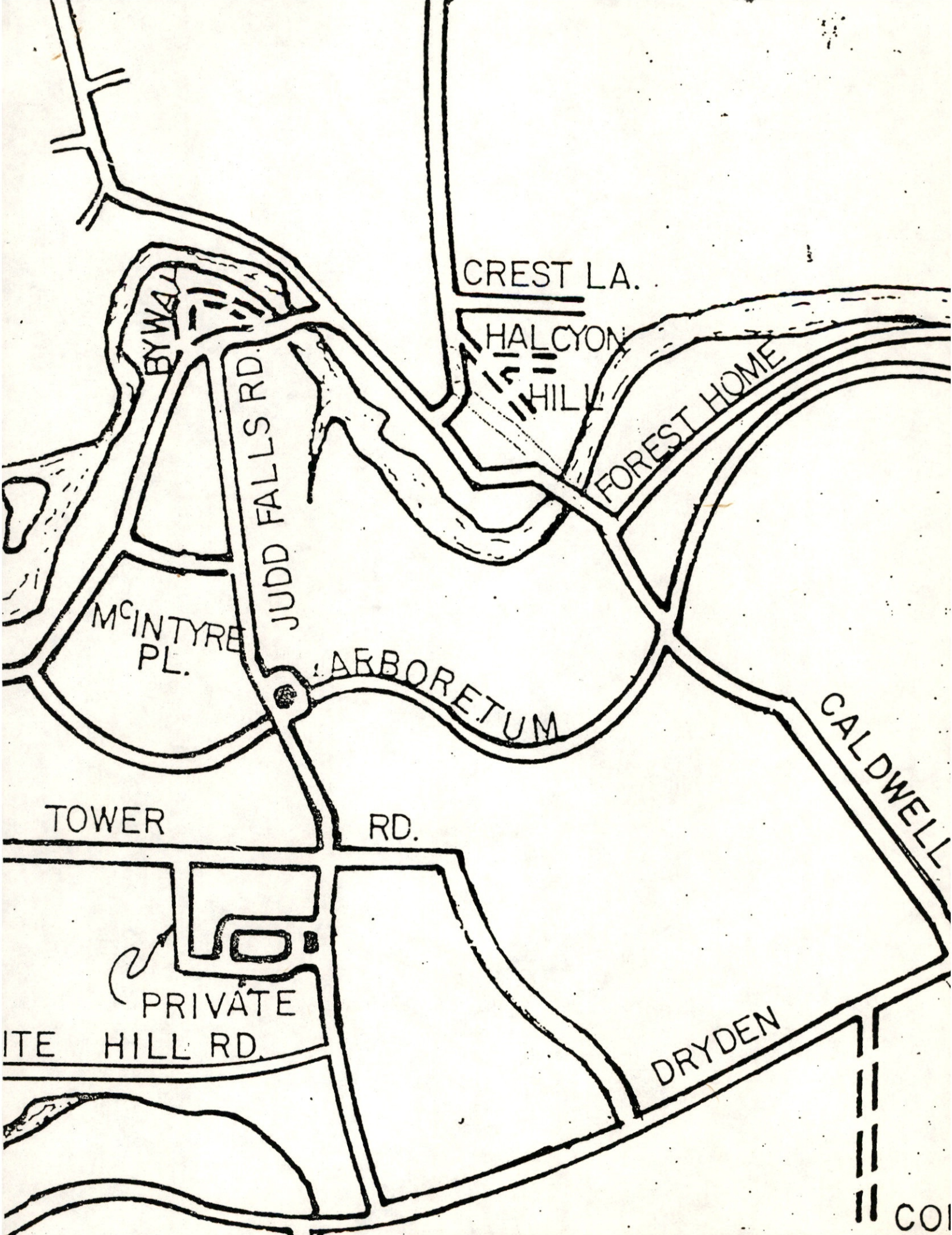
one-ways shown
All others 2 way



one-ways shown
all others 2-way



Roads not indicated
are two-way.



CREST LA.

HALCYON
HILL

FOREST HOME

BYWALL

JUDD FALLS RD.

MCINTYRE
PL.

ARBORETUM

TOWER

RD.

CALDWELL

PRIVATE

HILL RD.

DRYDEN

COL

Forest Home Improvement Association

Residents dedicated to the preservation and enhancement of the quality of life in Forest Home

SPRING 1987 COMMUNITY NEWSLETTER

May 4, 1987

Thanks to everyone who attended the Spring Meeting on April 22. The minutes are attached for your review. If you were unable to attend, see your neighbors to catch up on what's been going on. Copies of the resolutions passed at the meeting have been sent to the Town Board, Town Supervisor, and other officials.

Also attached is a list of those who indicated their interest in various committees or activities. It's not too late to get involved; contact other people on the list or the President.

Roads and Traffic Committee met May 1 to follow up Spring Meeting and determine what course to take with Town. Various possible road configurations (using existing roadways) were discussed; no conclusions reached, but many ideas and thoughts aired. Your thoughts are equally welcome and necessary. In attendance: Maria Terrell (many thanks for hosting this meeting), Ruth Mahr, Bruce Brittain, Wayne Stokes, Ron Hoy, Peter Forlano, Andy McElwee, Larry Fabbroni, Ruth Edmondson, Karen Baum, Debbie Bostick, Joel Bostick, Bill Goldsmith, David Kuckuk. Another brief meeting will be scheduled prior to the May 11 Town Board meeting.

Time 6:45
→ The Forest Home Improvement Association is on the Agenda for the May 11 Town Board Meeting. Topic: one way experiment on Judd Falls Road. Intent, as discussed at the May 1 Traffic Committee meeting is:

1: Recap resolutions, noting that one-way experiment is not to end, but to be expanded to include additional experimental measures to deal with other traffic problems being encountered in Forest Home.

2: Indicate that the community has been looking at other experimental measures/possible solutions, and that we would like a working session with appropriate Town officials to determine how best to implement. Your comments are solicited—direct to members of the Traffic Committee.

Blue traffic questionnaires were distributed at the meeting, in conjunction with the Tompkins County Ad-Hoc East Ithaca Area Land Use/Transportation Committee, on which the Forest Home Improvement Association is well represented. Many have been returned, with useful extra comments. Please fill yours out and return, or contact David Kuckuk, 229 Forest Home, 257-3786 if you don't have one.

Initial contact with County Planning Staff indicates no plans for Warren Road; extensive surveying leads to other questions, however. Issue still being pursued.

Your input still needed on Judd Falls one-way experiment and other traffic concerns in our community. Hope is to present positive, constructive positions to Town. Contact:

Town Board: Marc Cramer, Chair, Highway Committee
Shirley Raffensberger
Gloria Howell
Henry McPeak
Robert Bartholf
Patricia Leary

Town Supervisor: Noel Desch

Town Engineer: Robert Flumerfelt

Address for all: 126 East Seneca St., Ithaca, 14850

1986-1987

President: George H. Bayer 216 Forest Home Drive 273-1323

Vice President/President Elect: Bruce Brittain, 135 Warren Road 257-0639

Immediate Past President: Peter A. Forlano 136 Forest Home Drive 257-7238

Secretary/Treasurer: Roger Garrison 233 Forest Home Drive 257-3341

103 Judd Falls Road
Ithaca, New York 14850
May 5, 1987

Noel Desch, Supervisor
Members of the Town Board
Town of Ithaca
126 East Seneca Street
Ithaca, New York 14850

Dear Mr. Desch and Members of the Board:

I am writing in support of the resolution passed by unanimous vote of the Forest Home Improvement Association at its meeting on April 22, 1987. The resolution is that Judd Falls Road remain one-way while the one-way experiment is being evaluated.

I support this resolution for all of the following reasons:

(1) the traffic load this community has been bearing is simply incompatible with "community" and all that word stands for;

(2) Judd Falls Road as a 2-lane highway is unsafe;

(3) Judd Falls Road as a 1-lane street is safer and clearly more compatible with a residential community;

(4) there is no visible, significant opposition in this, or the larger, community to the one-way plan;

(5) no good reasons have been offered for reversion to a 2-way highway (road construction elsewhere seems not germane to this discussion);

(6) a unilateral decision to terminate the experiment and to restore the 2-way system

(a) represents a breach of the understanding I thought we had with the Town, namely that

(i) the experiment would last for 6 months;

(ii) the Community would participate in the evaluation process;

(iii) presuming a favorable evaluation, the system would be implemented immediately. There was no indication last fall that the intention was simply to experiment for 4 months and then to reopen the street to two-way traffic. There is, on the **other** hand ample evidence to support the understanding that the experiment was a trial that, if successful, would be implemented as soon as feasible after completion of the trial. Sudden and unexplained changes in the ground rules suggest a change in the agenda which has not been openly discussed with the community;

(b) seems to be undemocratic in that there has not been full and open discussion of the matter and seems not to have been discussed by the Board;

(c) will recreate the excessively dangerous traffic system on Judd Falls Road.

In conclusion, this move, if undertaken, will be a vote for traffic and against community. I ask the Board to please reconsider the decision to make Judd Falls Road two-way again. Please work with us to preserve our community.

Sincerely yours,

Ruth M. Mahr

117 Judd Falls Road
Ithaca, New York 14850
May 11, 1987

Robert Matyas, Vice President
Cornell University
Day Hall
Ithaca, NY

Dear Bob:

My neighbors and I just attended a small public meeting with extremely disturbing implications. Wayne Stokes and I had wanted to speak to you before the meeting, but couldn't find time compatible with your schedule. I hope we three can get together soon.

The problem is the following. On Monday evening there was an Ithaca Town Board meeting, at which traffic patterns in Forest Home were discussed. The meeting was preceded by rumors that Cornell has dictated policy to Noel Desch. Many doubted that such was the case, but, unfortunately, everything Desch did leads to that conclusion.

The subject under discussion was the traffic pattern through Forest Home. Desch was at first evasive, then misrepresented the facts, then became belligerent, and always seemed to have a hidden agenda. He repeatedly commented on what Cornell wanted, what they would do in different cases, and how they should be accommodated. Many people left the meeting feeling that their suspicions were confirmed, that Desch operates on a short leash, pursuing what he mistakenly thinks are Cornell's interests.

The issue at the moment, whether the one-way pattern on Judd Falls is to be maintained, seems a small one, but it is extremely important here. The heaviest traffic has been cut 2/3, from 9,600 to 3,400 vehicles per day on one side of the creek, and it has increased greatly elsewhere, from 2,600 to 4,900 on the other side, and from 750 to 2100 at the end of the lake. The entire community has voted to ask the Town to continue the present one-way arrangement while seeking further traffic changes to reduce traffic east of the creek. Desch refused to consider either the evidence or the feelings of the community.

Desch's intransigence and inability to listen, his unwillingness to put his real interests on the table, and his blatant misrepresentation of facts about safety issues, for example, were upsetting. One is left with few alternatives: Desch is either unaware of how he is seen, or he is representing interests who don't wish to be publicized.

It would be most helpful to have your thoughts on these subjects.

Sincerely,

William W. Goldsmith

139 Pine Tree Road
Ithaca, NY 14850
May 13, 1987

Dear Forest Home Resident,

Thank you for your comments - in letters and at the Town Board meeting May 11, 1987 - concerning the one-way experiment on Judd Falls Road and the ending of that experiment May 15, 1987.

In mid-April I heard that the one-way on Judd Falls was scheduled to end May 15. At a Town Board meeting April 23, I asked the origin and rationale for that decision. The Town Supervisor and Town Engineer had made a determination that the September, 1986 Town Board resolution authorized the action. Further, they said that a number of road projects: utility work and repaving of Forest Home Drive (originally scheduled for Fall '86); the bridge closure in Collegetown; and the need to reconstruct Caldwell Road as a safety improvement; necessitated the opening of Judd Falls Road to two-way traffic, at least temporarily. I had heard the morning of April 23 of the resolution passed the evening before by the Forest Home Improvement Association and discussed my understanding of that resolution with the Board. Supervisor Desch said the Town could not consider the resolutions until they were received and the exact wording known.

I do not know if any member of the Town Board knew that the FHIA had arranged to be heard May 11; I know I did not. I understand now that the Association had scheduled a discussion of the resolutions but, unfortunately, no one from the Town Hall or the Association had so informed Town Board members and it was not listed on the agenda for the May 11 meeting. I regret that there was not an opportunity to consider in advance what constructive directions that discussion at that time might take. Additionally, Board members have not been able to obtain any of the traffic-count data; the Town Engineer has reported that it is not complete enough to release.

Nonetheless, when I read the FHIA resolutions, I decided to support an expanded one-way trial to include a part of Forest Home Drive, an area negatively impacted by the Judd Falls one-way, if Caldwell Road could be repaired - not reconstructed - this summer. I found the schedule for reconstruction unacceptable but I am convinced that some safety improvements must be made to Caldwell. I raised that alternative again at the May meeting; the Supervisor and Town Engineer described repair as technically impossible. It is my understanding that some members of the Forest Home community are seeking a "second opinion" on that evaluation. Also, I have asked the Town Engineer to continue traffic counts on the Caldwell hill after the one-way ends to assess comparative use.

In spite of the Association's resolution, I have some qualms about supporting a one-way system in Forest Home with a reconstructed Caldwell Road. Such a system might bring a temporary improvement, both for Forest Home and the wider Town community but there is the danger that some might view the arrangement as a permanent solution. The only solution to Forest Home traffic problems is, in my opinion, a real bypass of the community. But, because I understand that something is better than nothing, I would support an expanded one-way experiment if it could be implemented in 1987, with some repairs to Caldwell Road this summer.

For the long run, I support expenditure of Town funds for the Richardson transportation study. I think the study could provide valuable tools for decision-making and I am particularly supportive of the "environmental capacity" concept. It is a concept neighborhood groups have tried for years to factor into the process but unsuccessfully because the concept did not have a technical methodology to support it. Now it does.

I would be glad to discuss Forest Home traffic with you at any time. I would suggest, too, that you solicit from other Town Board members their ideas for realistic solutions for Forest Home traffic, short and long range, and that you encourage their continued support for Town participation in the Richardson study.

Sincerely,



Shirley A. Raffensperger, Councilwoman
Town of Ithaca
139 Pine Tree Road
Ithaca, NY 14850

tel: 277-3909

105 McIntyre Place
Ithaca, NY 14850
14 May 1987



Members of the Town Board and the Town Supervisor
Town Hall
Ithaca, NY 14850

Re: Forest Home Traffic/Meeting of Town Board 5/11/87

Dear Members of the Board and Supervisor Desch:

My family lives on McIntyre Place, which, under the current one-way arrangement, lies between the greatly reduced traffic flow on Judd Falls Road and the greatly increased flow on Forest Home Drive. (If there has been a change on McIntyre Place itself, I suspect it is a small increase.) We're affected on both counts. Our kids play and ride bikes and skate boards a lot on Forest Home Drive, and we all drive and walk on Judd Falls Road for a variety of reasons. We also jog and cycle on Plantations Road and cross Caldwell Road frequently. On balance, I'd say we are experiencing an increase in traffic on the roadways that are our leisure and pleasure spots, a decrease on the one that we use less for pleasure, except to walk to a friend's home, and more for routine driving. And since we hear only the traffic on Forest Home Drive and McIntyre Place, the sound has markedly increased.

We are whole-hearted supporters of the one-way plan and enthusiastic about trying other pieces in conjunction with the current one. The increased safety and liveability of Judd Falls Road is a wonderful change, even for those who don't live along it. It is easier and safer to pull onto the street in a car. The dangerous northbound traffic at the intersection of Judd Falls and Forest Home has been eliminated. In the past, walking on Judd Falls was unpleasant--and with children, frightening--because cars were whizzing past at your elbow and one false step could bring disaster. Now walking there is pleasant and no longer frightening even with kids. The improvement on Judd Falls more than offsets the importance to us of increases in traffic, noise, and danger elsewhere near our home. Those are perceptible, but they do not detract from our ability to enjoy using the streets as before. Nor do we find the changes in routes required by the one-way stretch inconvenient; we would put up with more inconvenience for an improvement this great.

Our support of the current arrangement and interest in trying additional tactics within Forest Home, though, is made in the context of desiring a genuine bypass to take the increasing traffic of the future away from these streets. At some point the overall increase in volume will destroy the benefits of the local adjustments and put everyone in even worse shape. I would certainly support the application of Town funds to solving that problem by any potentially effective means including the computer project.

Last fall when residents requested that the one-way project be begun with temporary rather than permanent materials, I supported the delay of permanence only on the understanding that the scheme would continue and be made permanent by road improvements when it was seen that the circulation worked. When the changes were seen to be working--as they so clearly have been--I, like many others at the Town Meeting, thought it would continue.

It came as a surprise to learn at the recent Forest Home Improvement Association meeting that the so-called "experiment" would end on the 15th, that there was no apparent appeal, and that no convincing explanation was being offered. The resolution of the group, that it supported continuing and indeed extending the changes in traffic management that began a few months ago, was a formalized statement of what many had expected all along, and it was passed in response to what is seen as a unilateral change by the Town.

The meeting of the Town Board on Monday was distressing. It was unclear why the FHIA/area residents had been informed of the meeting and put on the agenda if there was no intent to consider what the group had publicly declared, unless it was to explain the Town's actions. Unfortunately, in light of what has gone before and the results of the "experiment" itself, the explanations offered were not sufficient. Repeated reference to an unfunded and unjudgeable computer speculation do not stand up to the hard evidence of the concrete and positive change we have now experienced for several months. Repeated assertions that it was always understood that the change would be dismantled at the end of the "experiment," which is contrary to the understanding of many including at least one Board Member, did not really answer questions about the suddenly overwhelming importance of concerns that last fall were not weighty enough to prevent permanent implementation of the plan. Nothing explained the rigidity expressed. No explanation carried enough evidence and logic to convince skeptical residents--residents who are having a good thing apparently arbitrarily snatched from them by their representative body--of the rightness or even the good faith of the Town's decision.

What we heard (or rather didn't hear) from Engineer Flumerfelt at the FHIA meeting and from the Supervisor at the Town Meeting has left a distinct sense that we're not being dealt with straightforwardly and that the explanations are really justifications of political decisions that haven't been revealed. It's not that I or anyone else opposes a reasonable sequence of actions; it's that we're worried about whose notion of reasonableness is going to prevail here--and right now it doesn't seem that we're being told where the seat of reason is.

I ask you to reverse your decision to terminate the one-way routing on Judd Falls Road. At the least, the citizens are due a better explanation of your actions.

Yours truly,

Mark Ashton

105 McIntyre Place
Ithaca, NY 14850
14 May 1987

Shirley Raffensperger
139 Pine Tree Road
Ithaca, NY 14850

Re: Meeting of Town Board 5/11/87

Dear Shirley:

I want to add a few comments to the letter I've sent to all Board members. First, thank you for being the sole member willing to ask questions and to try explaining some things to us at the meeting. You're the only one who gave much, or any, evidence of listening in more than a perfunctory way.

Last fall I was ready to trust Larry Fabbroni's judgment--which in retrospect was certainly sound in the matter of traffic and probably even sounder in the matter of politics--but went along with a testing period, which sounded reasonable enough. I, and others, think that honest attempt to try something out in case our predictions weren't so sound was seized on and used to snooker us somehow.

I had the distinct feeling the other night that I was watching representative government in inaction. Except for yourself and the one member who hesitantly admitted that her vote was not to be construed according to Noel Desch's interpretation of last fall's action, the lack of response or discussion, the dominance of one voice, was very disturbing, not to say angering. Considering that, and the refusal to address important questions posed, and Engineer Flumerfelt's stonewall performance at the FHIA meeting (he seemed like someone under orders to give as little information as possible), and the constant attempt to deflect hopes to a computer simulation, one can only wonder who is calling the shots on this. Is it Cornell?

I do not believe that I and those I talk to are contriving this situation negatively just because, like spoiled brats, we want something and won't listen to the perfectly good reasons we can't have it. The reasons given for reverting to two-way traffic on Judd Falls--like Cornell's reasons for closing Plantations Road--are simply not perfectly good. They don't carry any more weight of evidence or conviction than easily forwarded arguments to retain it. If we were starting from scratch with roughly equal arguments, to have a small thing tip the balance one way or another would seem acceptable. But we aren't starting from scratch: we have several months of a very good start and the hard evidence it offers. One of the things that increases our distrust of what's going on is the clear perception that Flumerfelt was trying not to give us all that evidence at the FHIA meeting--for which the conclusion that it doesn't support Desch's position very well is obvious.

Thanks again for your work on the Board.

Sincerely,

Mark Ashton

103 Judd Falls Rd.
Ithaca, N.Y. 14850
May 15, 1987

Mr. Noel Desch, Supervisor
Town of Ithaca
126 East Seneca Street
Ithaca, New York 14850

Dear Mr. Desch:

Last Monday's meeting left us puzzled. You seemed to have one agenda; the community another, and it was as if we were talking past one another. We hope you will understand the sense of frustration many of us felt. We thought our agenda was clear and appealing, and we can't understand why you apparently found it necessary to pursue another course. If we could understand your position and how you came to it, it would be most helpful. Perhaps it would also give us a clearer sense of what is to happen here in the future.

Let us restate the Forest Home agenda:

- 1) keep Judd Falls Road one-way on a temporary basis;
- 2) initiate experimental changes in the traffic system on the east side of the creek in order to alleviate problems that have arisen there;
- 3) in the meantime make whatever changes are necessary on Caldwell Road and engage in traffic studies that will (we hope) document the need for construction of a by-pass road in east Ithaca.

We feel this position is reasonable because

- 1) Judd Falls Road as a two-way street is near capacity, unsafe, in need of repair. Reopening it will recreate all these problems;
- 2) we are not convinced that reopening Judd Falls Road to two-way traffic is necessary to relieve traffic problems resulting from repair of the Cascadilla Bridge and Forest Home Drive. If, indeed, it is, then we will experience traffic volumes beyond the present 9,600 vehicles per day, which would put us

over Mr. Flummerfelt's assessment of the Judd Falls Road capacity (approximately 10,000 vehicles per day);

- 3) the one remaining argument for reopening Judd Falls Road is also not convincing. That is, necessary repairs to Caldwell Road. There is no evidence at this time that Caldwell Road has carried more-- or significantly more--cars as a result of closing Judd Falls Road. There was no traffic counter placed on the hill portion of Caldwell Road before the experiment; only recently has a counter been placed there to measure current volume. Furthermore, traffic counts on Judd Falls Road between Tower Road and the jug handle before and during the experiment suggest that most or all of the previous northbound traffic continued to use Judd Falls Road to the jug handle, where it was diverted--much of it east to the bottom of the Caldwell Road hill;
- 4) furthermore, if the east side of Forest Home is to become one-way, traffic on Caldwell Road would be reduced, thus, perhaps, reducing the need for major work on Caldwell Road and saving the taxpayers considerable money;
- 5) it would be possible to maintain one-way traffic on Judd Falls even while Caldwell Road is repaired. Northbound traffic could use Judd Falls Road to the jug handle, or Freese Road (what a wonderful opportunity to acquaint commuters with the Freese Road alternative!);
- 6) work on Caldwell Road is at this point in the pre-planning phase and, even if we could be convinced that it was necessary to reopen the northbound lane of Judd Falls Road during Caldwell Road construction, that doesn't explain why it had to be opened now;
- 7) politically, Forest Home was offering what we thought was your agenda--a one-way system (albeit on an experimental basis) throughout the community. This is the first time Forest Home appeared willing to accept that agenda. We find it hard to understand why you didn't grab the opportunity to do what we thought you had wanted to do--and to do so with the blessing of the community. That opportunity may not present itself again.

When you didn't accept the Forest Home requests and when you didn't offer sufficient rationale for what you did do, we were left to suspect a hidden agenda. The following

possibilities suggest themselves:

- 1) Cornell wants Judd Falls Road open for commencement (but that wouldn't preclude closing it again, perhaps after alumni week-end);
- 2) Cornell has flat out said that it will close the jug handle (which would be an irony, since the jug handle was built to accommodate the 3,000 cars per day that Cornell in 1970 expected would be diverted when it closed campus roads), or otherwise restrict the use of Plantations Road if the Town does not reopen Judd Falls Road;

and/or

- 3) you are using the Judd Falls Road experiment to argue that Caldwell Road requires upgrading so that it will mesh nicely with Phase I of the by-pass route proposed in the O'Brien and Taube study.

Any of these might explain a perceived need to reopen Judd Falls Road, although only (1) and (2) explain the need to reopen it now. We would, however, much prefer not to operate in a world of suspected conspiracies, but would prefer to have you be forthcoming, so that we can direct our energies appropriately. (Why be angry with you if we should rather be angry with Cornell?) If Cornell is the cause of this perplexing return to the unsafe, polluting, community-destroying condition that existed before implementation of the one-way system, we would like to know that. We think the Community might then be persuaded to put pressure on Cornell to keep Plantations Road open until Caldwell Road is fixed, in return for the Town agreeing to move the one-way system out to Tower Road or 366.

It would be very helpful if we could talk to you frankly and openly about these matters. Perhaps a public meeting was not the appropriate forum. We think you will understand that we thought we had cogent and reasonable arguments for keeping Judd Falls Road one-way on a temporary basis. Could we, please, meet with you for an in-depth discussion of why it was reopened to two-way traffic and to have your thoughts on how matters will proceed in the future?

Yours sincerely,

p.s. The speed has picked up considerably since the barrels were removed. It's terrible!

Forest
Home
Improvement
Association

FHIA NEWSLETTER

Fall, 1988

• Residents dedicated to the preservation and enhancement of the quality of life in Forest Home •

October already? I guess a few things have been going on in Forest home since we last published the Newsletter in March, and with a Fall meeting coming up in a couple of weeks, it's high time we let you know what's up.

Traffic

A special thanks to all the folks who helped with the traffic count held at the end of March. The count, which was done with the Transportation Engineering class of professors Arnim Meyburg and Tony Richardson, provided information on rush hour traffic in Forest Home. The data gathered is being incorporated into Meyburg and Richardson's MacTrans computer model. Although we already knew that there was a lot of traffic in Forest Home, many of us were surprised at how high the numbers really were. For instance, traffic on Judd Falls Rd. at times exceeded 600 cars per hour, and the intersection of Forest Home Drive and Pleasant Grove Rd. saw more than 900 cars per hour. Anyone with interest in or ideas on reducing these high traffic levels, *please* contact any member of the traffic committee.

Also this Spring, several members of the traffic committee got together to paint new stop lines and crosswalks at most of the intersections in Forest Home. Town Engineer Bob Flumerfelt and Highway Superintendent John Ozalins provided guidance and materials, while the intrepid FH crew provided the labor. We hope not to make a habit of this, but sometimes the only way to get things done is to....

The County's work on Warren Rd., which started last Summer, is nearing completion. The final coat of blacktop is due to be applied by the middle of October. As a part of the project, the top of the Forest Home walkway will be improved. The work should include relocating the top of the path to provide a more gradual slope, installing a new handrail, and some landscaping.

Rivers and Bridges

A chemical spill from the Cornell water filtration

plant in July killed a large number of fish and required an extensive cleanup effort that included vacuuming of the creek bed between the plant and Beebe Lake. Staff members from the University notified Forest Home residents, and the FHIA helped by distributing information door-to-door.

In a separate incident that occurred while County crews were sandblasting and repainting the upstream bridge, paint debris and sand were allowed to fall into the creek when the tarpaulins erected to catch this material came loose. The tarpaulins were quickly repositioned after complaints from local residents, and the amount of debris that fell into the creek was kept to a minimum. Luckily, there should be little, if any, permanent damage to Fall Creek from either of these incidents.

The sandblasting and repainting job, which was finished in early September, also revealed a number of holes in the I-beam deck supports. Consequently, the bridge's weight limit has been reduced to 5 tons for ALL vehicles. The deck of the downstream bridge has begun clattering lately and needs to be re-welded. The Town has PROMISED to repair the deck and (hopefully) replace the missing boards in the walkway sometime this Fall. Sandblasting and painting of the downstream bridge is still a year or two away, according to the County.

Water

On April 6, work was completed on a new water main extending down Warren Rd., which now ties part of Forest Home into the Bolton Point water system. The areas east of the downstream bridge (Warren Rd., Fairway Dr., Crest Lane, Halcyon Hill, and part of Forest Home Dr.) now gets water from Bolton Point. The rest of the community is still served by the Cornell Water Filtration Plant. Billing for all residents continues to be handled through the Town of Ithaca.

Historic Designation

The first draft of the survey forms are now essentially complete -- thanks to the members of the Historical and Beautification Committee.

John Bacon, of the Historical Ithaca Society photographed all of the structures (houses, barns, bridges, etc.) in our community. FHIA has purchased the negatives for \$62.93, and needs to have prints made in order to attach them to the survey forms. Our next task is to edit and arrange the forms for final typing and presentation to the State Historical Preservation Office. Since the office is currently undergoing reorganization, we are waiting for clear direction from them on the style of presentation they need.

Town Comprehensive Plan

Recently, there has been a great deal of concern among Town of Ithaca residents that rapid development within the Town is having a negative impact on the environment, traffic, schools, communities, etc. Consequently, the Town Board has decided to devise a comprehensive master plan to guide future development. The Board is hiring an outside planning consultant, and has appointed a Comprehensive Planning Subcommittee, consisting of ten members drawn from the Town Board, the Planning Board, the Zoning Board of Appeals, and the community at large. Forest Home wound up with 2 members on this committee: Ginny Langhans (Town Planning Board) and Bruce Brittain (community). If you have concerns or ideas regarding development, please let them know.

Progress With Town

As you know the Executive Committee has been meeting with Town officials on a monthly basis. Typically, these meetings are attended by Bruce Brittain and George Bayer from Forest Home, and Bob Flummerfelt and Noel Desch from the Town of Ithaca. Progress has been slow (we had to paint our own crosswalks, remember), but some things have been happening.

By the November meeting, we should see some action on the installation of proper NO TRUCK signs, removal of excess signage in the community, costing-out of sidewalks, and a meeting with local law enforcement agencies on stricter enforcement of traffic laws in Forest Home. Many of these items have been on the agenda for a year or more, but we're hoping to resolve these issues shortly.

Cornell

In July, members of the FHIA Executive Committee met with members of the Cornell planning staff and representatives of Sasaki Associates, Inc. to

discuss Forest Home concerns that relate to the University Master plan that Sasaki is developing for the University. This plan addresses a number of development issues, including a revised traffic circulation plan. We were pleased that Forest Home's views were sought out, and hope to continue providing input to this important process.

Financial Situation

FHIA is out of money.

We started 1988 with less than \$100 available for operating expenses, and have now spent more than that. Because FHIA is not afforded the luxury of deficit spending, the officers and committee chairs have made up the difference by paying bills out of their own pockets. Although our largest single expenditure this year was the purchase of photographs for the historic designation project, most FHIA money goes for duplicating meeting agendas, fliers, and newsletters; and for postage so that we can mail these items to Town and County officials.

Obviously, we need to raise money for our empty treasury. If you can help out, please contact George Bayer at work (273-1323) or home (257-0454), or send him a check made out to "Forest Home Improvement Association." We will also be accepting donations at the Fall meeting.

We would like very much to continue our current level of activities and communication, but will be forced to cut back without sufficient financial support from the community.

Community Meeting

The FHIA annual Fall meeting is scheduled for October 27. Agenda items include election of new officers, committee reports, etc. We'll send out a reminder notice closer to meeting time.

Halloween Party

The Social Events Committee is planning another neighborhood Halloween party this year, complete with storytelling and costumes. If last year's party is any indication, this should be a frightening success. Fliers will be distributed with all the gory details once they're ironed out!

Call For Volunteers

Looking for ways to help out in the Community? We're looking for a few good men, women, or children for the following projects:

- Distribute Fliers/Newsletters! We need people to distribute fliers and such on a few day's notice to homes in your part of Forest Home. Each route takes about an hour to complete. Call Bruce Brittain (257-0639).
- History minded? We're looking for an Historian to keep records of current community events as well as to compile and organize old records of the things we've done over the last 100 years or so! Give George Bayer a call at 273-1323.
- We've been thinking about a community-wide yard sale for the Spring. If you're interested in participating or helping to organize such a beast, call Paul Booth (257-7709) or George Bayer (273-1323).
- Like to type? The Historical and Beautification Committee needs skilled typists to prepare the forms for the historic designation project. These need to look good when finished. If you'd like to give it a shot, call George Bayer (273-3123).
- We always need committee members. If you'd like to put your time and skills to good use on an ongoing basis, check the committee listings at the end of this newsletter and give the committee chair a call.

Youth Employment

The Youth Employment committee recently distributed a directory of area children who are available to do odd jobs (baby sitting, snow shoveling, pet sitting, etc.) in the community. If there are other kids who are interested in earning money for this kind of work, call Valeria Coggin at 257-2628 for more info.

Embroidery Club

Janet Frechet is in charge of the Embroidery Club's Fall activities this year. Events are scheduled for October, November, and December. See the enclosed flier, or contact Janet at 257-2951 for more information.

Ithaca Doll Show

Liese Bronfenbrenner is organizing a doll show sponsored by the Ithaca Textile Crafts Guild, and asked that we let the community know about it. Here are the particulars:

ITHACA THEN AND NOW DOLL SHOW
 October 28, 11AM-8PM; October 29, 11AM-3PM,
 Women's Community Building, Ithaca. Dolls by
 creative doll makers, doll collectors, and dealers;
 appraisals, children's workshop, lecture. Sponsor:
 Ithaca Textile Arts Guild. **Forest Home partici-**
pants: Ruth Chitewere and Liese Bronfenbrenner.
 Call (607) 257-2570 or 273-3553.

1987-88 FHIA Officers:

President: Bruce Brittain, 135 Warren Road 257-0639
Vice President: Paul Booth, 107 Judd Falls Road 257-7709
Past President: George H. Bayer, 216 Forest Home Drive 273-1323
Secretary/Treasurer: Clinu Sidle, 215 Forest Home Drive 257-3404

Community Directory Committee:

Ruth Edmondson, chair 257-0354
 Cynthia Bouldin Roger Garrison Martha Hertel
 Marge Loucks Pat Oesterle

Youth Employment Committee:

Valeria Coggin, chair 257-2628
 Bob Aronson Jennifer Greene Ron Hoy
 Ruth Mahr Paula Sidle

Historical & Beautification Committee:

George Bayer, chair 273-1323
 Judith Aronson Jane Bates Paul Booth
 Liese Bronfenbrenner Ruth Edmondson Peter Forlano
 Martha Hertel David Kuckuk Peter Loucks
 Ann McAdams Deborah Perotti Wayne Stokes
 Helen Sundell

Lights and Bridges Committee

Paul Booth John Coggin Andy McElwee
 Frank & Margery Shipe

Nominations Committee

George Bayer, chair 273-1323
 Liese Bronfenbrenner Peter Loucks

Roads and Traffic Committee

David Kuckuk, chair 257-3786
 Judith Aronson Karen Baum Paul Booth
 Joel Bostick Bruce Brittain Doug Brittain
 Kitty Bull Robb Cutting Ruth Edmondson
 Peter Forlano Bill Goldsmith Ron Hoy
 Carrie Koplinka-Loehr Ruth Mahr Andy McElwee
 Carla Muskat Deborah Perotti Frank Shipe
 Maria Terrell

Social Events Committee

Paula Sidle, chair 257-3404
 Liese Bronfenbrenner Maggie Goldsmith Ruth Mahr
 Ann & Dick Pendleton Deborah Perotti Helen Sundell
 Maria Terrell

Walkways Committee

Carrie Koplinka-Loehr, chair 257-2392
 Isadore Blumen Adele Dinsmore Dan Novak

Walkways in Forest Home

A Proposal to Improve Our Historic Walkways

What is the Justification for Walkways?

Forest Home, with its proximity to Cornell University, the Cornell Plantations, and Fall Creek, is a lovely place to walk. Walkways have been here since there were homes, yet many of those walkways have deteriorated or disappeared. Furthermore, traffic has increased in recent years to such a volume that in certain areas pedestrians are no longer safe.

What is the Proposal?

Improving our walkways would mean resurfacing existing walkways and creating walkways where there currently are none. The map on the reverse side indicates where walkways would be if the plan were completely carried out. The people of Forest Home might decide to put only part of the plan into effect.

For example, town engineer Bob Flummerfelt walked the area in late April and determined two "hot spots" where pedestrians are squeezed: at the junction of Forest Home Drive and Judd Falls Road; and the steep part of Warren Road. We may decide to concentrate on those areas.

Who Would Pay?

Once residents agree to a plan, a "walkway district" that is similar to a lighting district could be set up. A tax rate, which would be based on the extent of the plan put into effect and the bids received, would be determined. If we took the sidewalk system recently established in Cayuga Heights as a ballpark example (extensive system for about 175 homes), homeowners might pay \$30 per year for 10 years. Another way to estimate cost is to base it on the lighting district cost of .321/\$1,000 assessed value, or about \$20/year for a house assessed at \$62,000.

What is the Homeowner's Liability?

None, if a walkway district is set up that assumes liability. None, if it is stipulated that the town would assume liability.

Who Would Maintain the Sidewalk?

Most likely the town. Because Forest Home has county and town roads, the project would require coordination between both parties. According to Noel Desch, town supervisor, the policy varies, but he feels the town should maintain sidewalks wherever possible.

What Will the Walkways Look Like?

They will probably be narrow (30"), concrete walkways that could be plowed by a small (town-owned!) machine. In some areas they may be part of the road, with a curb separating the walkway from the road. Cinders and gravel are not out of the question, but may make plowing difficult.

Who Does the Work?

The town would help with drawing detailed plans, getting bids, and estimating the cost of the project. Our job is to agree on the walkway proposal, prod the proper officials, OK the final proposal at a public hearing in the future, and to pay an assessment for a set number of years.

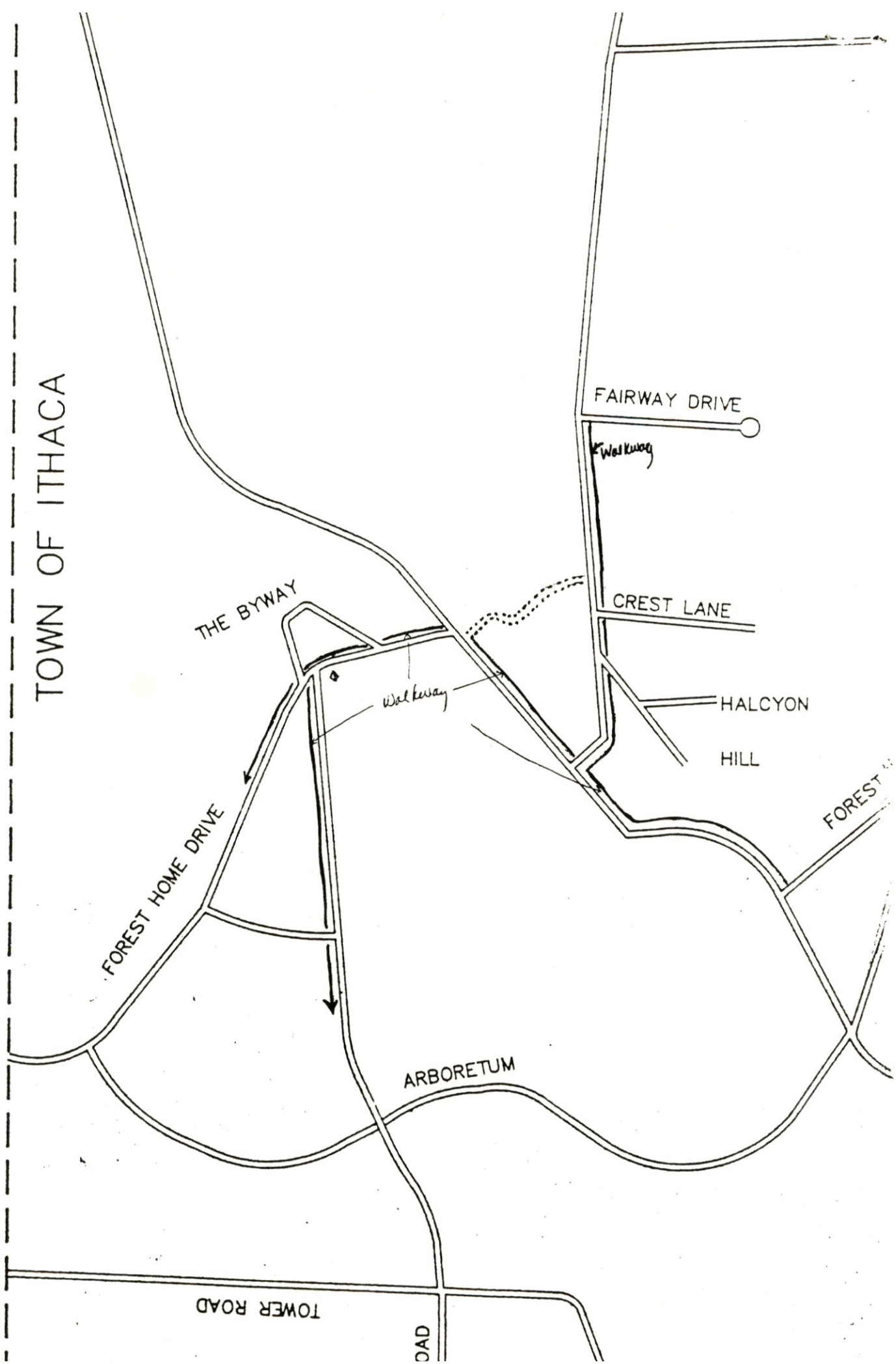
Who Benefits?

Walkers, amblers, joggers, runners, grandmas, grandpas, children, toddlers, strollers, rollers, bikers, hikers, doggies, pooches . . . and more!

For more information: Carrie Koplinka-Loehr, 257-2329

CITY OF ITHACA

TOWN OF ITHACA



FOREST HOME DRIVE

THE BYWAY

Walkway

FAIRWAY DRIVE

Walkway

CREST LANE

HALCYON HILL

ARBORETUM

FOREST

TOWER ROAD

DAD

MINUTES OF FOREST HOME IMPROVEMENT ASSOCIATION
COMMUNITY MEETING HELD JUNE 7, 1988

The meeting was called to order at 7:40pm by President Bruce Brittain. The meeting was held in the Forest Home Chapel basement, with 32 community members present.

INTRODUCTIONS

New members of the community introduced themselves.

READING OF THE MINUTES

The minutes of the previous community meeting had been distributed with the Mid-Fall 1987 Newsletter, so a reading of the minutes was dispensed with.

TREASURER'S REPORT

Since Secretary/Treasurer Clint Sidle was absent, there was no Treasurer's Report.

PRESIDENT'S REPORT

Bruce Brittain gave the President's Report, during which he summarized the events of the past nine months. He urged residents to become active in the various committees. He reported that the Executive Committee had met with Mal Nesheim (Vice Provost for Planning and Development, Cornell), Bill Wendt (Director of Transportation, Cornell), Shirley Raffensperger (Ithaca Town Board), and Sadie Benson (Forest Home Nursery School). In addition, the Executive Committee plus Traffic Committee Chair David Kuckuk continue to meet regularly with Town of Ithaca officials Noel Desch (Supervisor), Bob Flumerfelt (Engineer) Susan Beeners (Planner), and John Ozolins (Highway Superintendent). Bruce stated that the purpose of these meetings is to improve communication with these individuals. He also indicated that Executive Committee meetings are open to all Forest Home community members, and that the next meeting would be held on June 14.

COMMITTEE REPORTS

Carrie Koplinka-Loehr, Chair of the WALKWAYS COMMITTEE reported that she had met with Town Engineer Bob Flumerfelt to explore the possibility of constructing walkways in Forest Home (see attached information sheet). Those present encouraged her to continue her efforts, and asked:

Is 30 inches wide enough for a wheelchair? Do sidewalks have to be next to the road, or would other locations be better?

George Bayer, Chair of the HISTORIC AND BEAUTIFICATION COMMITTEE, thanked the committee for its work in getting information on each house in the community for historic designation purposes. He then introduced John Bacon, of Historic Ithaca, Inc., who gave a slide presentation illustrating different architectural eras in the development of Forest Home. Mr. Bacon stressed that historic designation would not restrict home owners, but may restrict State and Federally funded highway projects which could harm registered houses. He stated that Forest Home has outstanding examples of historic houses and bridges, and that they should be protected.

Andy McElwee, past chair of the LIGHTS AND BRIDGES COMMITTEE, stated that the residents on Fairway Drive are still paying taxes for the Forest Home Lighting District, even though the community had voted to exclude them from this district at last year's meeting. A debate ensued concerning the accuracy of this statement. (Note: Minutes of the meeting on April 22, 1987, indicate that the motion presented was for installation of new mercury vapor street lights at specific locations throughout the community. Although the motion was voted down, the matter was referred back to the Lights and Bridges Committee for further study.) Isadore Blumen offered a resolution to refer this whole matter back to the Executive Committee to resolve in the best interests of the entire community. This resolution passed on a voice vote.

There was also some discussion concerning the new street light at the corner of Fairway Dr. and Warren Rd. People felt that it was the wrong color, too bright, and wondered if the other light near that intersection could be reassigned to another location within the community.

David Kuckuk, Chair of the TRAFFIC COMMITTEE, provided a brief overview of the activities of this very busy committee. He indicated that: The Warren Road embankment adjacent to the parsonage is to be regraded, and Warren Rd is to get its final coat of paving sometime this summer; New, graphic "No Truck" signs have been requested from the Town, and should be forthcoming; A meeting of law enforcement agencies is also in the works; The East Ithaca Ad Hoc Land Use/Transportation study continues to meet and to develop a workable computer model for use in traffic planning; Cornell professor Tony Richardson used the traffic

situation in Forest Home for a class project in his transportation class this spring, including a traffic count held on March 30, in which many community members participated; Members of the community got together on June 5 to paint stop lines and cross walks at various intersections throughout Forest Home; and FHIA Vice President Paul Booth served as a panelist at a transportation forum sponsored by Tompkins County Area Development, Inc., where he discussed community concerns relative to through-traffic. Paul's comments were reported on the front page of both the Ithaca Journal and the Grapevine that week.

David then introduced Judy Aronson, Chair of the Traffic Signs Subcommittee, who described how she and Ruth Edmondson had created an inventory of the signs in the community. She reported that they had walked through the community with Town Engineer Bob Flumerfelt, and that it was now up to the Town to take action, removing the many excess signs.

Ruth Edmondson, Chair of the COMMUNITY DIRECTORY COMMITTEE, reported that progress has been made. She passed around a preliminary version of the directory, and asked people to verify their entries. Carla Muskat indicated that Jim Warren and Pat Oesterle were willing to pay for the printing of the directory.

NEW BUSINESS

The Forest Home Nursery School might be moving to Bethel Grove. Since few Forest Home children are enrolled, this should not have a serious impact on the community. However, it might have a negative impact on the Chapel. After some discussion, it became clear that the community wished to show its support of the Chapel, possibly by helping to find a new tenant, or with a financial contribution to defray heat and light expenses for FHIA related meetings. Since we did not know where the finances stood, no action was taken. The Executive Committee agreed to meet with Chapel leadership to express support, and to discuss this matter further.

Bruce Brittain briefly discussed the need for a NOMINATIONS COMMITTEE, and asked for volunteers to help select the slate of officers for elections to be held at the annual Fall Meeting. There were no volunteers.

Julia Fletcher reported that the stone abutment on the east side of the upstream bridge is washing out. It was generally agreed that care should be taken in reporting this to the authorities, so that the bridge gets repaired, but not replaced.

There were concerns that pedestrians and runners going along Beebe Lake continue to use the roadway, disrupting traffic on Forest Home Drive. Now that the trail has reopened, the question was raised as to how we could encourage them to use the pathway. Liese Bronfenbrenner noted that although the pathway has reopened, reconstruction continues, and it is still not safe, especially for children.

ADJOURNMENT

The meeting was adjourned at 9:25 pm.

Respectfully Submitted,



Bruce Brittain, President



FOREST HOME EMBROIDERY CLUB*
FALL PROGRAMS

Greetings! Please mark your calendars and plan to come to the following Embroidery Club meetings.

OCTOBER 20 - THURSDAY; 8:00 P.M.

Ann Mc Adams' - 2 The Byway

A wonderful opportunity to become reacquainted with old neighbors and meet some of the newcomers to Forest Home.

NOVEMBER 16 - WEDNESDAY; 8:00 P.M.

Marge Loucks' - 116 Crest Lane

Find out what Forest Home was like in 1868 through the eyes of a 12 year old girl.

DECEMBER 10 - SATURDAY; 5 - 7:00 P.M.

Janet Frechet's - 25 Fairway Drive

It's the Holiday Open House. A donation of your favorite goodies or a contribution towards costs would be welcome. Please call Janet (257-2951) or Ginny Langhans' (257-1864) in advance and plan to drop off your yummys ahead of party time that Saturday at Frechet's, if possible.

* Newcomers should know that this is the original name of our "Club", established 77 years ago. Since then we've evolved to become a group of neighbors who like to keep in touch and share a wide variety of interests.

Copy - 0206 #.

RECEIVED

21987

233 West Home Dr
Athens GA 30614850
Jan 20, 1987

Dear Mr. Desch

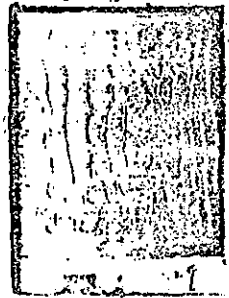
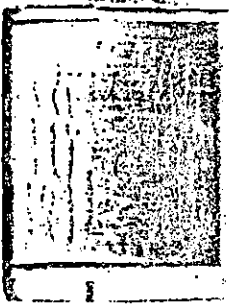
Thank you for your response to our phone conversation several weeks ago about traffic on West Home Dr (between the bridges) since Judd falls is one way. Snow removal has improved and walking is easier in that regard.

We still have a large problem @ speed. Cars come down from Caldwell or from Plantation Road towards the bridge at full speed and, if one can interpret driving behavior, many seem annoyed at having to slow down to accommodate the one-lane bridge. Once they've crossed the bridge, it's full speed ahead and when they have to negotiate the curve in front of our house. I cannot believe the speed many cars (and even trucks) use on our curve. We need help!!! Speed reduction, signs, speed bumps, something. Please - what can we do?

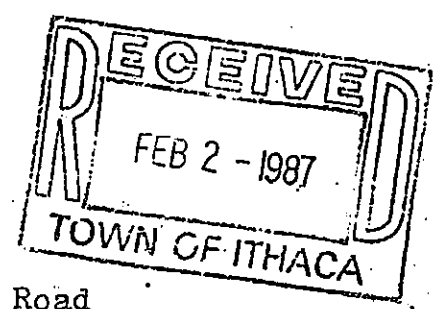
Sincerely

Gerry Nicholletti Harris

257-3341; 273-9347 (w)



copy Bob



103 Judd Falls Road
Ithaca, New York 14850
January 30, 1987

Noel Desch, Supervisor
Members of the Board
Town of Ithaca
126 East Seneca Street
Ithaca, New York 14850

Dear Mr. Desch and Members of the Town Board:

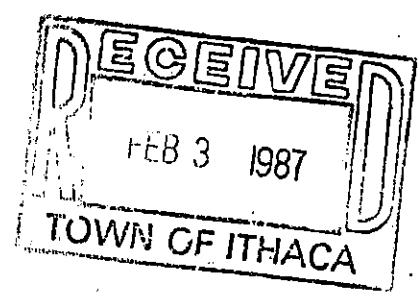
The quality of life on Judd Falls Road in Forest Home has improved tremendously since the institution of the one-way system. We have, of course, less traffic, and my impression is that, in general, it is moving more slowly, i.e. that we have less speeding. It is so much safer and more agreeable to live here now.

I want to thank you for taking this action, and to thank those who conceived and implemented the plan. If, indeed, this becomes a permanent solution and we go to the next phase, the aesthetic/environmental improvement will enhance the other favorable aspects of this plan.

I know you will face some criticism from those who are disadvantaged by this system. I hope the answer to the critics will be a search for an economical by-pass route that will reroute traffic out of the Forest Home community along a road that is built to accommodate in a safe way the volume of traffic in this part of the Town. I hope you will agree that the character of the Forest Home community and the quality of life here are worth restoring and preserving, and I congratulate you on your courage and initiative in making Judd Falls Road one-way.

Sincerely,

Ruth M. Mahr



February 1, 1987

Mr. Robert Flumerfelt
Assistant Town Engineer
Town of Ithaca
126 East Seneca Street
Ithaca, New York 14850

Dear Mr. Flumerfelt,

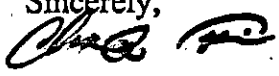
I am a resident at 134 Judd Falls Road, the section at which has recently been changed to one-way traffic only.

In the past two or three weeks, I've had a chance to evaluate the new one way traffic pattern. While it does in fact reduce the amount of traffic going past the house, it is really a annoying inconvenience. When driving home, there is the nuisance of being almost home and then having to go around another quarter mile loop with two stop signs slowing the trip. This inconvenience, in my opinion, far outweighs any benefit of reduced traffic.

This is also the factor that reduced traffic means that others are deterred from taking Judd Falls Road and now take routes that were less convenient. As town engineer, I would think one of your major objectives is to improve transportation routes in the city of Ithaca so that people can travel from place to place with maximum efficiency. The Judd Falls traffic plan certainly does not make travel easier.

One other factor is that pedestrian traffic on Forest Home Drive had previous been fairly safe. With the added volume of traffic, especially on blind curves, it has become dangerous. (There is no side walk where the new traffic goes.)

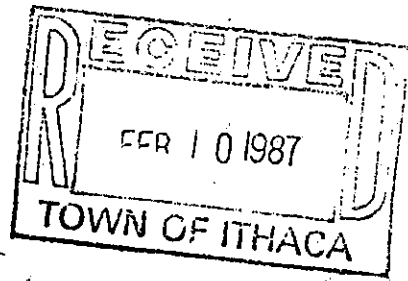
I appreciate your invitation for comments and hope that these will be considered in making further plans in this area.

Sincerely,

Christian Fisher

229 Forest Home Drive
Ithaca, NY 14850
607-257-3786

February 5, 1987

Sheriff, Tompkins County
125 East Court St.
Ithaca, NY 14850



Dear Sir:

Since the Town of Ithaca's implementation of the "one way experiment" on Judd Falls Road on January 6, we and our neighbors have noticed a substantial increase in the amount of traffic on the section of Forest Home Drive between Caldwell Road and Warren Road. We are greatly concerned about the effect of this quantity of traffic on our neighborhood.

Of immediate and particular concern is the continuing abuse of traffic regulations on this section of Forest Home Drive. Traffic moves more quickly than before, with near universal disregard for the reduced speed limit at the bridge and curve. The stop signs at Warren Road are frequently ignored in both directions. We have seen and experienced close calls with pedestrians, cars exiting drives, and other traffic.

We expressed these concerns in a telephone call to Mrs. Dean of your office on January 16. She indicated that patrols would be notified. We have not seen an increase in the level of patrol or enforcement, and the abuses continue. In the interest of safety for our families, pets, pedestrians and cyclists, and of maintaining reasonable courtesy on the part of traffic passing through our tightly packed neighborhood, we ask that enforcement efforts be increased. If there are ways we may be of help, please let us know. We appreciate your concern and ask that you contact us to let us know what steps will be taken.

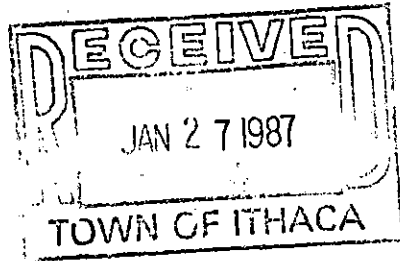
Very truly yours,

A handwritten signature in cursive script that reads "David J. Kuckuk".

David J. Kuckuk AIA

cc: Mr. Desch
Mr. Flumerfelt ✓
Forest Home Improvement Assoc.

Bob - just wanted to keep you
up to date on some concerns.
Thanks,
David



To Flaminiofelt
F.I.C.
pls

425 Hanshaw Road
Ithaca, NY 14850
January 23, 1987

Mr. Noel Desch, Supervisor
Town of Ithaca
Seneca Street
Ithaca, NY 14850

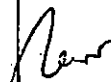
Dear Noel:

The Town of Ithaca's one-way street (Judd Falls Road) is a nuisance. It has cost me time.

The real problem in our county is that we have only one first class road and that is Route 13 for the distance it runs from the airport to downtown Ithaca.

I believe that what is needed is a good road (four lane) from Ithaca College to the airport. This would take the pressure off roads such as Judd Falls. A second need is a good road from the city to the hospital. Anything you could do to put one or both of these in the works would be appreciated. Who knows, such roads might even save your life or mine!

Sincerely yours,

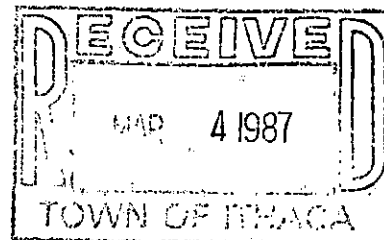


Roger A. Morse

RAM:lgh

7,
105 McIntyre Place
Ithaca, New York 14850
March 1, 1987

Noel Desch, Supervisor
Town of Ithaca
126 East Seneca Street
Ithaca, New York 14850



Dear Mr. Desch:

We heartily support the one-way traffic design on Judd Falls Road. Forest Home feels like a residential community again, rather than the "super highway" it had become. It is now possible to actually walk on Judd Falls Road without fear of being sideswiped. Except for the alarming speed of some of the vehicles, we believe the change has been a very positive one. We hope a long-range solution which addresses the volume of traffic will be found. Meanwhile, the one-way arrangement is a major improvement.

Sincerely,

Judith Ashton

Mark Ashton

cc: ✓ Robert Flumerfelt, Town Engineer
George H. Bayer, FHIA President
David J. Kuckuk, FHIA Roads & Traffic Chair

Please reopen traffic 2 ways
on Judd Falls Rd.
It hasn't worked & has
been a big inconvenience for
all who drive north.
Please !!!
Thank you.

Mr. & Mrs. Ralph DeLong
1980 Slaterville Road
Ithaca, NY 14850

Dear Mr. Flumerfelt,

I am writing to express my disapproval of the one-way traffic experiment taking place on Judd Falls Road between Forest Home Drive and Plantations Road. I commute daily from Warren Wood Apartments at 600 Warren Road to the southeast corner of Cornell. After somewhat more than a month of the experiment, I have concluded that there is no reasonable alternative to Judd Falls Road, and that this stretch of road must be made two-way again.

Let me briefly describe my objections to the alternatives. First, the most obvious detour is to take Plantations Road or 366 to Caldwell Rd. The one-way bridge and narrow curving section between Forest Home and Warren Road is a far more treacherous route than the Fall Creek crossing at the north end of Judd Falls. For some reason, this blind corner is a favorite of joggers and dog walkers. The increased volume of evening traffic on this stretch of road is a hazard for the motorists, the pedestrians, and the home owners along there.

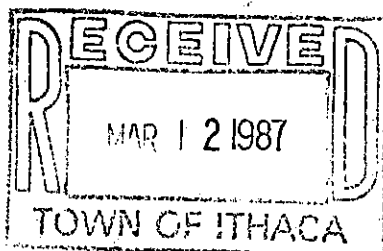
The second best alternative to Judd Falls Road is to go through the Cornell campus. This adds a mile to my commute, and is not even an option weekdays for persons without a Cornell sticker. Irrespective of the added distance, the Cornell streets are already jammed with cars in the evening commute, and there is already enough hazard to the student pedestrians without increasing this traffic volume.

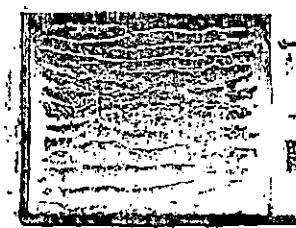
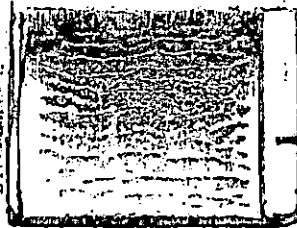
All other alternate routes from 366 and Judd Falls to Warren Road involve several added miles of travel. There are many apartment dwellers along Warren Road and many with business at either Cornell or other places on the east side. I know I am not alone in my predicament. In the absence of an acceptable alternate route I feel Judd Falls Road must remain two-way. The one-way experiment is a failure and its continuation cannot be justified.

Thank you for your attention in this matter.

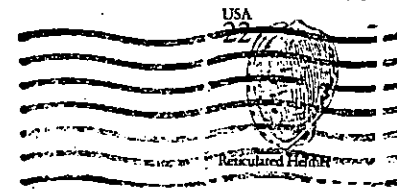
Sincerely,

Philip J. Baringer



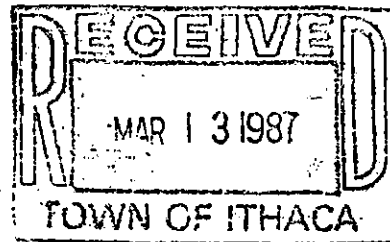


Baringer
600 Warren Rd. 9-3E
Ithaca NY 14850



Mr. Robert Flumerfelt
Town Engineer
126 E. Seneca
Ithaca NY 14850

Copy - O.S. 6



680 Asbury Road
Freeville, New York 13068
March 10, 1987

Noel Desch, Town Supervisor
Ithaca, New York

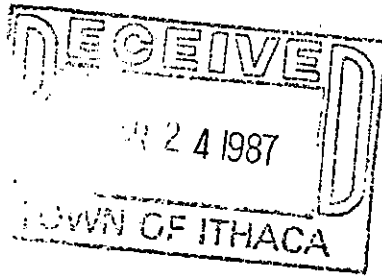
Dear Mr. Desch:

In a letter to the editor in last week's Ithaca Journal, George H. Bayer and Davis J. Kuckuk urge people to write to you expressing an opinion about Judd Falls Road being one way between Forest Home Drive and Plantations Road.

I travel this route daily in commuting to my job at Cornell University. I find the one-way status of the road extremely inconvenient. It also creates a dangerous situation because when one is leaving the campus and turning onto Plantations Road, one comes to blind corners that would seem extremely conducive to accidents. The traffic is more snarled at rush times with the road being one way than it was when it was two ways. Judd Falls Road is the only convenient way to enter and exit from the campus from the Forest Home area, and I would very much like to see it made two ways again.

Sincerely,

Gertrude B. Calvert



1106 Hanshaw Rd.
Ithaca, N.Y. 14850
23 March 1987

To the Editor:

This year there has been a lot of discussion regarding traffic patterns in Forest Home. It seems to us that the narrow, steep, winding roads, full of pot-holes and washboard surfaces, are not suitable for any type of through traffic. Instead of seeking ways of moving traffic through Forest Home faster, the Town Planning Board should be investigating alternate or new routes. We feel sorry for the residents of Forest Home, as well as for others (including us) who are forced to travel this serpentine path in order to get around in our small but growing city.

Roger van de Poel
Roger van de Poel

Marjorie van de Poel
Marjorie van de Poel

Josephus van de Poel
Josephus van de Poel

cc.: Marc Cramer
Robert Flumerfelt
Noel Desch

Jennifer Greene
235 Forest Home Drive
Ithaca, NY 14850

March 21, 1987

Mr. Noel Desch
Supervisor
Town of Ithaca
126 E. Seneca St.
Ithaca, NY 14850

Dear Mr. Desch:

This letter is to register my considerable dissatisfaction, at times distress, with the experimental change in traffic flow through the Forest Home neighborhood. I am a homeowner in the area most negatively affected by the experiment (Caldwell to Warren Road), and, after nearly three months, it is clear that the experiment does not work for three main reasons.

First, and most importantly, is the substantial increase in the sheer volume of traffic. This increase is most noticeable during the afternoon commuting hours, but is also evident throughout the day. Our stretch of Forest Home Drive, with its narrowness and its 90 degree curve, is not at all conducive to lots of traffic. The traffic flow prior to the start of the experiment was already excessive; now it is close to intolerable.

Second, with the increased volume of traffic have come larger numbers of drivers who are in a hurry to get wherever they are going. Squealing brakes and near misses are now a regular accompaniment to the traffic, while they were but occasional occurrences prior to the experiment.


Third, as someone who enjoys the outdoors (in all kinds of weather) and who values Forest Home in part for its proximity to Cornell and to the Plantations, I'm unhappy about the increased hazards to pedestrians in the neighborhood. The hazards arise from the aforementioned traffic problems; during the winter they are further compounded by snow and ice.

I am sympathetic to the general traffic problems in and around Cornell. As a resident of Forest Home, I can also empathize with those who lament the neighborhood's overall inappropriateness as a major traffic artery. Yet, I will not support a "solution" to this problem that distributes the traffic burden inequitably, as does the current experiment, or that values commuting speed over people, homes, and neighborhoods.

This current experiment is scheduled to run for six months, or through June 1987. I'm interested in knowing what the plans are for reviewing the experiment in June, in particular, the criteria to be used to evaluating its success or failure. So, I'd appreciate it if you could forward this information to me in a timely manner.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Greene".

Jennifer Greene

cc: George Bayer, President
Forest Home Improvement
Association

Karen Baum
John Hoffmann
237 Forest Home Dr.
Ithaca, N. Y. 14850

March 26, 1987

Mr. Robert Flumerfelt
Town of Ithaca
126 East Seneca St.
Ithaca, N. Y. 14850

Dear Mr. Flumerfelt:

At the end of October 1986, we purchased a house at 237 Forest Home Drive. Our house is a few feet from the bridge over Fall Creek, where Caldwell Road runs into Forest Home Drive. We have been very distressed by the tremendous increase in traffic passing by our front door since Judd Falls became a one way road in January. We feel it is essential that further study be done to determine traffic patterns and numbers in our area before any permanent changes are implemented.

The increased traffic flow is unpleasant to our environment and property, but even more seriously, a potential hazard to our neighborhood. We have been surprised at the speed with which motorists approach the bridge. There is a constant screeching of brakes as commuters hastily stop to check for oncoming traffic. Pedestrians, bicyclists and joggers, of which there are many, are at risk. (Should we not be checking on the numbers of this group as well?) Fortunately the bridge is one lane or the speed would be even greater.

We have two very young children, seven months and two years. At this point we use a double stroller to get around, and we sometimes find it nearly impossible to emerge from our driveway because of the constant flow of traffic. The problem will become more worrisome when strollers are traded in for bicycles.

We are aware and appreciate the serious traffic problems that exist in this area and are interested in becoming part of the solution. Unfortunately at this point we seem to have become a relocated problem in an area critically deficient in its ability to handle the reallocation. The tremendously increased traffic flow passing over the one lane bridge and winding past our house simply cannot be safely accommodated.

We would appreciate your assistance in finding a safer solution to this problem and would be glad to help in any way we can.

Thank you very much.

Sincerely,
Karen Baum
John Hoffmann
Karen Baum
John Hoffmann

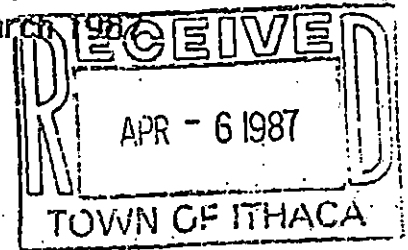
cc: Shirley Raffensperger
Gloria Howell
Henry McPeak
Robert Bartholf
Patricia Leary

Copy - Bob

15.

110 Judd Falls Rd.
Ithaca, NY 14850

16 March 1987



Town of Ithaca
126 E. Seneca
Ithaca, NY 14850

r.e. Judd Falls Road being converted to one way traffic from the Plantations to Forest Home Drive.

To Whom It May Concern:

The change of certain portions of Judd Falls Rd. to a one-way street has now been in effect for several months, and I have been using it in an attempt to judge whether or not it seems an effective conversion. The intent of it was undoubtedly good, but I fail to see how the town of Ithaca can continue it in good conscience. Not only is it an inconvenience in adding extra distance to reach my home (as it must be for others whose houses are located on the one-way stretch), but it is a serious safety hazard. First, the road leading to the Plantations off of Judd Falls is improperly banked, and the increase in traffic on it increases the likelihood of an accident. When there is snow or ice on the road, as was common for the last few months, the surface becomes dangerous at that curve, and I have observed a number of people sliding there. Second, the visibility near the overpass of Judd Falls and Plantations Road is not good, especially when the snow has been piled there in an effort to clear the road. Third, the condition of Plantations Road beneath and just beyond the overpass is pathetic with numerous potholes and can also be extremely slick beneath the bridge in foul weather, a problem compounded by the poor banking of the road just prior to the bridge. Fourth, should the need for emergency vehicles arise, the current arrangement of Judd Falls is hazardous because of the artificial narrowing of the road prohibiting passing of vehicles. Should the road formally become one-way, it may still prove dangerous for automobiles to pull to one side or the other when a siren is sounded.

It seemed also to be an unjust assessment of the amount of traffic using Judd Falls Road because of the time at which the traffic counter was installed. Christmas break is hardly a reasonable time to begin such a traffic count since, for nine months out of the year, the student population uses the road to a fairly large extent. It appears the town was of the mind to hire the count so as give their statistics a better assessment. About

The alternative route is Forest Home Drive, which is now vastly improved, but which also involves a hefty addition in mileage in the long run. It was designed apparently for limited use rather than the large increase in traffic to which it is now subjected. It seems a smoother traffic flow would be achieved by having both Forest Home Dr. and Judd Falls Rd. open to traffic going to the airport, malls, etc.

Pedestrian traffic on Judd Falls does not appear to be great, therefore the net advantage of installing sidewalks is not apparent. Your studies do not seem to have determined the number of persons who actually would benefit from the installation of a sidewalk relative to the number who may potentially be hurt.

The idea behind converting Judd Falls to a one-way street seems well-intentioned yet not particularly feasible without much greater planning and a more careful execution of those plans. Reconsideration of this change appears to be in order. Many thanks for your time and continued efforts toward improvement of the situation.

Sincerely,



Carla J. Harvey

128 Quail Falls Road 16.
Ithaca, N.Y. 14850
April 19, 1987

Dear Mr. Flumerfelt,

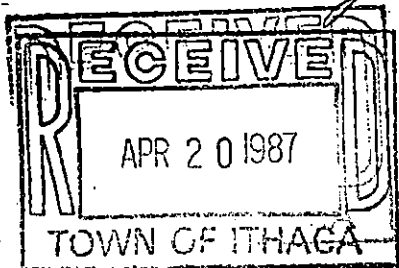
I have been surprised to find that I do not like living on a one-way road. I like to be able to go and come from either direction — and I like my friends to be able to do the same.

In inclement weather — when roads are slippery — I like to have a choice as to the best way to get home.

I do not like either of the alternate routes to get home from the south.

I really don't mind the traffic.

You asked for comments. For my part — I like to live on a two-way road.



Sincerely,

Alan E. Goodman

236 Forest Home Drive
Ithaca, N.Y. 14850
April 17, 1987

Mr. Noel Desch
Town of Ithaca
126 East Seneca St.
Ithaca N.Y. 14850

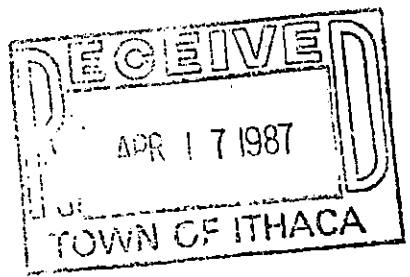
Dear Mr. Desch:

Forest Home is a special neighborhood, picturesque in an unpretentious way, not much changed since its beginning in the early 1800's--before Cornell University. In recent years it has had to bear more and more automobile traffic nestled as it is between the Cornell Campus and the growing Northeast.

Although we recognize that community growth creates traffic problems, we do not think the solution lies in converting Forest Home into a major traffic corridor. Currently the "one way" experiment does not solve the problem. We think a proposal such as the one made in 1981 by O'Brien Taube Associates has a great deal of promise. It has minimal impact on populated areas and offers easy access to the Northeast including some of the present and proposed developments. It could also provide a useful link with the proposed new Route 13 from Cortland. Undoubtedly some may argue that such a "by-pass" would be avoided because it is too long. However, this same argument was raised when the current Route 13 from downtown Ithaca to the airport was being proposed. Opponents said that drivers would use the old Route 13 (i.e. presently Route 366) rather than the longer new route. However the new route worked! A by-pass around Forest Home can work and will help to provide a viable road system now and into the future.

Sincerely,
Frank Shipe
Frank Shipe
Margery Shipe
Margery Shipe

copies to:
Marc Cramer
Shirley Raffensberger
Robert Flummerfelt
Stuart Stein
George Bayer



107 Judd Falls Rd.
Ithaca, NY 14850
April 10, 1987

Robert Flumerfelt, Engineer
Town of Ithaca
126 East Seneca St.
Ithaca, NY 14850

Dear Mr. Flumerfelt:

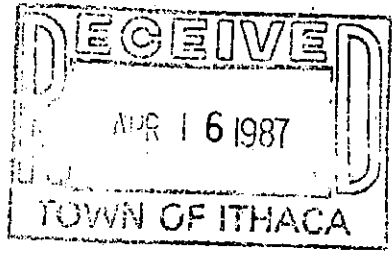
We are writing in regard to the Judd Falls Road one-way situation, which we strongly support. Among the already noticeable improvements are reduced traffic and the ability to walk and bike in the area. It is also much safer for the many children who don't have to worry (too much) about speeding motorists. People are no longer losing their mufflers in front of our house due to speeding over the ruts and holes in the road. The proposed sidewalk will make the area even safer and more pleasant.

We want to commend you and all involved for taking this action, and would like to add our names to those who wish to make this improvement permanent.

Sincerely,

Gail & Paul Booth
Gail & Paul Booth

cc: Noel Desch, Town Supervisor
George H. Bayer, FHIA President
David J. Kuckuk, FHIA Roads & Traffic Chair



April 15, 1987

Mr. Robert Flumerfelt
Town Engineer
Town of Ithaca
1216 East Seneca St.
Ithaca, NY 14850

Dear Mr. Flumerfelt:

I would like to comment on the effect of the trial of one-way traffic on Judd Falls Rd. As a Forest Home resident, and a daily pedestrian on Forest Home Dr. between Warren Rd and Caldwell rd I have noted a substantial increase in traffic along this stretch, such that pedestrian safety is being jeopardized. It appears that, contrary to the proposal, traffic is not being diverted onto Plantations Rd to Beebe Lake, but rather to Forest Home Dr. This increase in traffic presents a substantial hazard to pedestrians who travel this stretch of road. I fail to understand the rationale for diverting traffic from a residential, straight stretch of road and with a sidewalk, to an equally residential stretch of road with two sharp angle turns and an incomplete sidewalk.

It appear that the town is concerned enough about pedestrian safety to ensure that the bridge walkway is cleared of snow in the winter, but is not sufficiently concerned about the safety of the pedestrians attempting to reach the bridge.

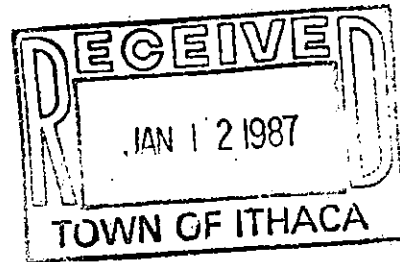
I am not unsympathetic to the traffic concerns of other Forest Home residents, but it does not make sense that residents of one portion of Forest Home should suffer for the sake of others. I sincerely hope that, when making the final decision as to traffic flow in Forest Home, the safety and comfort of all of the residents will be considered equally, as well as that of those non-residents who pass through the area.

Sincerely yours,

Dr. Beth A. Valentine

Dr. Beth A. Valentine
110 Warren Rd.
Ithaca, NY 14850

William W. Goldsmith
117 Judd Falls Road
Ithaca, New York
January 7, 1987



Robert R. Flumerfelt, P.E.
Town Engineer
Town of Ithaca
126 East Seneca Street
Ithaca, New York 14850

Dear Mr. Flumerfelt:

Congratulations on your appointment as Town Engineer.

Congratulations even more on the successful change in Judd Falls Road. I am sure it is far too soon to make any sort of reasonable evaluation, but sometimes first impressions are important. My impression is that the one-way change is enormously beneficial.

The road seems safer, the sidewalk area, even in its awkward temporary condition, is much safer for the children, especially on the way to school buses in the morning. In contrast, last Sunday night -- before the change -- we had spent time warning our three children about their Monday morning walks to the buses, because there was nowhere to walk other than in the street, where the traffic is intense and often inconsiderate, even when there is daylight.

The traffic patterns for residents of the neighborhood seem hardly more difficult than before -- at most a short jaunt around the block, but often no extra travel is required.

One of my main concerns about the new traffic pattern was that cars might speed even more than before. So far that hasn't been the case, at least by my observations. It probably will speed up again, and the one-way may make it seem safer to speed, so I hope sheriff and CU patrols will be present from time to time.

Best wishes.

Sincerely,

Bill Goldsmith

GEOFFREY BRUUN
122 JUDD FALLS ROAD
ITHACA, N. Y. 14850

April 30, 1987

Dear Mrs. Mahr,

If the Forrest Home Improvement Association needs an expression of our ~~pref~~ preference concerning Judd Falls Road Mrs. Bruun and I both hope it can be kept a one lane highway.

Dear Ruth,

Gretl and I are sorry our precarious health will prevent us from attending the meeting on May 11. I don't suppose our vote can count, but we wish you and your coworkers the best of luck and appropriate thanks for your labors. With all good wishes.

Geoffrey Bruun