

**AVON TOWN COUNCIL
MEETING MINUTES
JANUARY 4, 2007**

I. CALL TO ORDER

The meeting was called to order at 7:30 p.m. in the Selectmen's Chamber by Chairman Carlson. Members present: Mrs. Hornaday, Messrs Woodford, Shea and Zacchio were in attendance.

II. PUBLIC HEARING:

The public hearing was called to order at 7:30 p.m. The Clerk read the call of the public hearing as follows:

**"TOWN OF AVON
LEGAL NOTICE
NOTICE OF PUBLIC HEARING**

Notice is hereby given that the Town Council of the Town of Avon, Connecticut will hold a Public Hearing on Thursday, January 4, 2007 at 7:30 p.m. at the Town Hall, Selectman's Chamber, 60 West Main Street, to consider the following:

To consider and permit all interested persons to speak on the plan of the Town Council to acquire from the Avon Water Company a temporary access to a parcel of land in order to expand the existing parking area at the Avon High School which at a later date this parcel will be conveyed to the Town of Avon. This parcel is shown as "Area To Be Conveyed To The Town of Avon 1.51 Acres ±" on a certain map entitled: "Preliminary Property Survey Easterly Of Avon High School Land Owned By Avon Water Company To Be Conveyed To The Town Of Avon West Avon Road (Rear) Avon, Connecticut Scale 1" = 40' Date Sept 2005"

Copy of said map is on file in the Avon Town Clerk's office and open to inspection during normal office hours.

Dated at Avon, Connecticut this 26th day of December 2006.

Philip K. Schenck, Jr.
Town Manager"

Chairman Carlson reported just as a reminder the purpose of this land acquisition is to proceed along with the project at Avon High School, the Avon Water Company does retain some rights-of-way, once the property is deeded over to us. Mrs. Hornaday questioned whether Inland Wetlands have done anything with this. It was reported they already have.

The public hearing was closed at 7:32 p.m.

On a motion made by Mr. Shea, seconded by Mr. Zacchio, it was voted:

RESOLVED: That the Town Council approve of the Town acquiring temporary access from Avon Water Company to a parcel of land consisting of 1.51 acres easterly of Avon High School, West Avon Road, in order to expand the parking area at Avon High School, and to accept the said area to be conveyed at a later date to the Town of Avon.

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

III. MINUTES OF PRECEDING MEETING:

On a motion made by Mr. Woodford, seconded by Mrs. Hornaday, it was voted:

RESOLVED: That the Town Council approve the minutes of November 15, 2006 as read.

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

On a motion made by Mr. Woodford, seconded by Mrs. Hornaday, it was voted:

RESOLVED: That the Town Council approve the minutes of December 11, 2006 a read.

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

IV. COMMUNICATION FROM AUDIENCE

William Farquhar, 4 Larkspur Lane, reported he would like to bring to the Council's attention a dangerous situation at the intersection of Climax and Bickford. He reported he presented material to the Avon Police Department, and they are reviewing it. The speed limit along Climax is 25 miles an hour, which is frequently abused, cars are going 35, 45 miles an hour. If you pull out of Bickford going east, you have to stop at the stop sign. Because of the curve in the road and the amount of space there, according to his projections, if a car is going 25 miles an hour you have about seven seconds to clear the intersection safely. If they are going 45 miles an hour, you have less than four seconds to clear the intersection. That exit is the only exit, there is not another way people from Whispering Pines, River Ridge or Forest Mews can exit their property. As you all know people of Whispering Pines, it is an elderly housing community, the people at River Ridge are assisted living, Forest Mews where he happens to live is an over 55 Community. He witnessed over the past several months several near misses of people trying to pull out of there and be broad sided. It is just a matter of time before some person tries to pull out of Bickford and gets broad sided by somebody going 45 miles an hour. The police had a speed monitor there to tell people how fast they were going, he stood out there one morning before he walked, and maybe a half dozen cars went by and he did not see a single one of them going 25 miles an hour, they were anywhere from 35 up. Chairman Carlson thanked him for bringing this to their attention and called upon Chief Rinaldo for comments. Police Chief Rinaldo reported they are still reviewing the intersection. We are well aware of the issues, it is an ongoing issue, some of the residents have requested a stop sign however it is a federal code and we really cannot put in a stop sign to control speed, so we are looking into some other avenues and some other ways to address the problem. He will follow-up with a report in the near future.

V. COMMUNICATION FROM COUNCIL

Mrs. Hornaday reported she went to see the new playground by the Playground For All Kids group, it is partially done, a lot of the equipment is up now, obviously it still needs site grading and plantings but it is going to be a wonderful thing for the children in this Town, and the residents who have worked and all others have done a good job for the Town.

VI. OLD BUSINESS

03/04-64 Status Report: AHS Building Committee: Hank Frey

Committee Chairman Frey reported on the status of the Avon High School Renovations/Addition Building Project. He reported we are 58 days into the project, the mobilization chart shows a lot has happened in those 58 days, the scheduled completion date is still April 18th, 2008. We are probably at this point with most of the job having been bid out, 90%, between \$600,000 and \$1,000,000 under budget as far as the construction project goes, so it looks like we are okay on funds. Several things have come up, we have to make decisions on, and the outcome we are not sure of yet, one of them is the bleachers. The existing bleachers are outside of the area where we would work, so originally everyone thought that we would not have to do anything with those, to bring it under the safety code as it was outside of the area of work. When we actually brought the project to the State on December 6th for their approval, some time after that we found out that they want, since we are tightening the baseball field and it is all connected we had to make the bleachers handicapped accessible too. The Architect put together a plan that would put in a couple of sets of bleachers on either side of the tower, there was really not enough time to get everyone together to make sure that everyone thought it was a good idea the way it was planned. When they finally realized what was going on, and they had other interests, they might want to tear down the tower and do something different. Right now where we are is the Architect is working on a redesign of that whole section, which will involve moving the tower, and building handicapped bleachers in the middle, probably will be about the same, maybe less, we do not know. Chairman Carlson questioned whether he envisioned having more bleachers and more seating going forward. Committee Staff Person Robinson reported Dr. Kisiel's concern was that they would have less space for people to sit under the new plan, and with an expanded high school that did not make any sense, both the type of seating and amount. Committee Chairman Frey reported also

the old tower is obsolete, but that was going to be retained, so we had a bigger plan beyond that to get rid of it. Chairman Carlson reported the Committee Chairman should come back to us with a footprint to show where that is, meaning if you have such space today for the bleachers, is it going to wrap around the track. Committee Chairman Frey reported no, it is going to be just as it is. Mr. Shea reported he understands the tower goes, are they going to build another tower? Committee Chairman Frey reported there will be some area in the design but not that, the original cost for the new bleachers was going to be \$125,000, it is estimated roughly to tear this down with the tower, and build what is going to be built, it might even be less. Chairman Carlson questioned whether that is to bring it up to code that the State is looking for. Committee Chairman Frey reported yes. Mr. Zacchio questioned whether there is any plan to take what we have and convert them. Committee Chairman Frey reported what is there, some of that will remain, but we do not have a final plan, it could be everything. He reported we have to have a certain number of handicapped accessible bleachers, the seating for the handicapped will be all within what is new.

He reported after the project was originally designed, a new librarian was hired, and she has different ideas about how the media center should be, wired and laid out. The Architect has told us the problem will have an addition charge because of redesigning, move a few doors, there is still time to do those redesign areas in the media center, and it should not be a real big impact on the costs, but there will be some.

He reported the other issue is the road widening. The project was approved with the existing road with no traffic light. The State did not require any additional signalization or widening the road based on the project. The Town thought right along that maybe a turning light or traffic light would be good at the main entrance, and the Committee was authorized to find out what the traffic study and so forth will cost. We did authorize the Architect to begin designing what would be an improvement to the entrance, and then we would be able to get a price as to what it would cost, and that money would have to come out of a capital improvement project later, or from some surplus that is within the high school building project, it would not be reimbursable, because it is outside of the boundaries of the school property. The State has indicated that they want some improvement done at the Country Club Road intersection. The State may provide the signal light, if we go that route they will pay for that out of State funds, but we would have to do all of the road work, and it was something they wanted us to do at the end of Country Club.

The Town Manager reported the Country Club, West Avon Road intersection has been something that has been a growing problem, particularly in terms of turning lanes and signalization and we had requested several years ago, before the high school project was really moving along, that the State do a study of that intersection which they are required to do. The State Traffic Commission on the request of the Traffic Authority, to take a look at that whole intersection so that we can start to plan to upgrade that intersection. It has somehow gotten tangled in with the high school project, and yet it was really a separate project. The State has not really been moving it along rapidly, the last discussion the State had with Chief Rinaldo was that they had approved it for study.

Chief Rinaldo reported he talked with the State, Phil Cohen, earlier this week, he said the project was approved for design this year and construction in 2008, and he said there is an issue with the poles, and he will call him back in a couple of weeks after Mr. Cohen looks at the design again.

Committee Chairman Frey reported we are moving forward with the design in front of the high school at the same time. Original estimates were about \$40,000 for a light and maybe \$200,000 for the road work. Chief Rinaldo reported he did say the State did agree with the light at the school and they may be able to assist us with that, however the widening of the road may be our cost. Committee Chairman Frey reported it may be \$200,000 but we will not know the real cost until we have a real plan.

Mr. Woodford questioned how much they are spending to get to this point, are you talking \$300,000 or \$400,000 to get this thing done. Committee Chairman Frey reported we will know once we get the design,

say it is a \$200,000 project, and the Architect's fees would be 6% to 8% of that, it is coming out of our Contingency at this point, we have a contingency of about \$500,000 or \$600,000 it will be part of that.

The Town Manager reported the issue speaking about the traffic was something that was anticipated in terms of the traffic circulation plan, at the high school yet the State Traffic Commission did not require any improvements to the high school driveway. We decided to explore it, and get some base cost estimates as to what it would take to upgrade that intersection at the high school driveway.

Mr. Woodford reported people are not too thrilled to hear of us spending \$200,000 to \$300,000 on something that was not in the original concept of the school. Mr. Zacchio reported he agrees.

Mrs. Hornaday reported she would consider looking at this if we can get a traffic light, if the State would put one there that is timed so that it is really functioning at school opening, school closing time, and is flashing yellow otherwise. Because she recalls we spent a lot of money redoing the driveway during the last renovation and people would not be happy if they remember that, seeing any part of that being torn up ten years later, but the possibility of looking at the State getting us a light that would work then especially election days we need it. Committee Chairman Frey reported we are saying that we think we should do it, but we really do not know what the traffic is going to be like there, when you have 300 to 400 more children there we could need something, then we would say we should have planned ahead for it.

Chairman Carlson reported you should be back before us before proceeding any further.

Committee Chairman Frey reported the other item is that some pipes appeared underneath the existing floor of the added gymnasium, and we are still trying to locate the source of the water, it may be either supporting drains or courtyard drains, so there will be a little added cost.

Chairman Carlson reported he has two questions, you have somewhat of an access road that goes behind the school right now, is that just for construction purposes or is that envisioned as a permanent fixture. Committee Chairman Frey reported that will be similar to where it is located, that is going to be the access for the student drop-off, and getting to the parking lot for the students. It will come out down by the firehouse, and right now we do not have the permit from DOT to tie in to the road, they are going to use that for the construction access. Chairman Carlson questioned as it wraps behind the school today, that will stay pretty much where it is. Committee Chairman Frey reported yes.

Chairman Carlson reported you have a fair amount of debris piled up there today, where pipes have been pulled out, tarmac is there. Committee Chairman Frey reported it should all go off site, it will not stay. Mr. Shea reported as a follow up question whether FIP is monitoring from the process standpoint what is coming on the site and coming off the site. We had problems with that on a prior job at the Middle School. Chairman Frey reported no materials is left on site, he would like to make that very clear, but the large pile of topsoil will stay, to be reused, it is all being monitored.

Mr. Zacchio reported speaking of a low budget, but what is driving that big a discrepancy that early in the project. Committee Chairman Frey reported the contracts were signed, the Contractor submitted a little lower than what was estimated it would cost, and there were errors. Mr. Zacchio reported he wonders if it was the weather as well. Committee Chairman Frey reported absolutely not, it all has to do with the bids that the sub-contractors have made, and they are under what was projected, it is actually closer to a million dollars at this point. Mr. Shea reported we may need it, look at the contingency. Committee Chairman Frey reported the Contractor is good on the numbers, but it is going well and the site is supposedly balanced, they are not supposed to have to bring anything in for materials, and you can tell if they take anything off site, there would be mud in the roads. Mr. Shea questioned whether with FIP has safety been an issue at all? Committee Chairman Frey reported FIP is great, no issues, they are doing a good job. All of the trucks are parked far from the school because the exhaust got into the ventilation system.

05/06-42 a. State of CT DOT Progress Report on RT 44 Modifications: State DOT Personnel

Mr. James Norman, Manager of State Designs for the State Department of Transportation, reported he and Tom Maziarz are part of the Task Force. He would like to give a brief update. After the accident on July 29th there were really two major things which took place, one was the formation of the Avon Mountain Task Force, we had preliminary discussions with the Avon Town Council on December 12th of 2005, later with West Hartford, and DOT representation, and they wanted to provide draft final recommendations. Those recommendations that came forth are considered as being viable. Another thing which had taken place was that while the accident did occur, we were already under design stages to improve safety along Route 44, to the Route 10 intersection to the West Hartford town line, which had emerged from that other study. The findings of the Task Force were provided to the Town Council, he will go through them very quickly. The immediate improvements were the improved signing and also the posts to be very florescent, and that was completed in September of 2005. We also had done some improvements of the roadway, some widening of the roadway - - widening ticketing areas was done in 2005. Short term improvements, first was improving the pavement surface in August of 2006 which was the most significant given the grading problems there. We applied a chip overlay which is very strong skid resistant, and that has meant the possible way of keeping the vehicles in their travel lanes, until we come forth with the project. The next recommendation was relocating the electronic stop ahead signs, that has been in a construction process, they have foundations in and that should be completed shortly. Guardable Message Signs, remote weather stations, but we were not lucky enough to have that project in progress, that is in design stages for construction, and you will see that installation in the spring. For long term improvements, support cameras for speed enforcement program, the pilot program, was a recommendation of the Avon Mountain Task Force, and also supported by the DOT. At the public hearing on May 31st, we went on record with our recommendations recognizing speed as the primary consideration, the types of things we were doing with speed within the project, then also supporting CRCOG's proposal. They introduced legislation for increased speed enforcement on the Mountain. Several of the long term improvements are included in Project 004-123 Safety & Traffic Operation Improvements, and came out of the original scope of the core study, softening of the horizontal curves, widening of downside shoulders, the left turn lanes at side streets, realigning side streets. The one difference was the treatment of the median which we discussed, and then another long term improvement has to do with West Hartford restricting turns out of Nod Brook Road, and we are also working with Town of West Hartford on a corrective program, similar improvements to the project in Avon, on the West Hartford side of the Mountain.

With respect to future issues they will be the truck escape ramp, and also a grade separation of Route 44 and 10, and we have looked at a number of things. We do have a study project in hand now, we are looking at some alterations, some shifting to the west. What we plan on doing is to share those with town officials in the next couple of months, and if there are things that are of promise there, then we would go into full blown renderings so that people can visually see what the proposals are. That is pretty much the work of the Task Force, the recommendations and where we stand. With respect to Project 004-123, we had a neighborhood meetings on January 31st and February 2nd, at those meetings safety, speed, left turn lanes and the treatment of the median were the primary issues. May 31st we had the formal public hearing, the project was very well supported, as a matter of fact the big emphasis was to maintain the project schedule, and tonight he is reporting that has been done, with a lot of effort and using a lot of cooperation doing some assignments that normally would be sequential, we are doing concurrently and then coordinating. We have had a series of coordination meetings throughout the entire design process, to advance issues. The public involvement was completed, the environmental document was completed and approved, the right-of-way was obligated, the property map, there was one full take of a property and that right-of-way process is under way. There is 15 of the 22 property maps have been prepared, we have seven more to do, and we are making pretty certain to make the right judgements along the way. That is why we have had a series of co-ordinations, because the one thing that can upset a schedule is if you have to go back and redo, so we have been very carefully approaching the design. Our Inland Wetlands permit application, which was a major undertaking was

submitted on December 1st, 2005, there is going to be a lot of review by them on our permit application, he can envision some minor revisions and enhancements.

He further reported the good news is we are maintaining the schedule for the project, we know how important it is and just wanted to reiterate that both the Task Force and the DOT are supportive of the speed camera enforcement for those areas. Chairman Carlson reported with regard to the schedule, could you just give the order of the completion dates. Mr. Norman reported the major completion dates still ahead of us are to file design plans in full to completion, with a spring 2008 construction start, as expressed previously and that is where we are today.

b. Automated Speed Enforcement Program: Tom Maziarz, CRCOG (Formerly 05/06-55)

Tom Maziarz, Director of Transportation for the Capitol Region Council of Governments, CRCOG, reported he will try to explain today the proposal that we are hopefully presenting to the State Legislature for automated speed enforcement, particularly on Avon Mountain, and then also give you some justification for why we think it is warranted on Avon Mountain. He will take about 15 minutes to explain the proposal itself, but he is going to start with a four minute video, that has been prepared by the Insurance Institute on highway safety that does a really good job of explaining the technical aspects of how the system actually works. Mr. Maziarz reported the film talked about enforcement for speeding and also talked about enforcement for red light running, we are not talking about enforcement for red light running, just speeding. The history of this proposal actually goes back to 2000, when we completed the Route 44 Corridor Study as mentioned earlier, at the conclusion of that study we presented it to this group in 2000. We, as a Region reached a conclusion that this was really our top regional priority, that safety problems on the mountain itself rated higher than any other problems we found in that study and for that matter rated higher than any of the other studies that we had been conducting at the same time. This really became out top Regional priority, probably our primary recommendation that came out of that is the roadway safety improvements that Mr. Norman just described, that are currently under design, we went forward and pursued funding with DOT for that project. Another recommendation was to institute automated speed enforcement, this was a recommendation that we did not pursue at that time because state law did not allow for automated enforcement, in fact it still does not allow it. However conditions have obviously changed since then, the accident in 2005 and also the continued pattern that we see there are very severe accidents on the mountain itself, and the continuation of that has really emphasized the need and brought more attention to the safety issues on Avon Mountain. We think we have the opportunity now, and probably more urgent need to go forward and pursue this legislative change with the General Assembly. Efforts at getting this kind of enabling legislation have been done in the past few years, but they have all failed and they failed in large part because the efforts have been made for state-wide legislation and for broad based legislation that involved not just speeding but also red light enforcement.

Our approach this time in asking for a change is to provide a very focused request to the legislature and ask for just a pilot program, and the pilot program limited to Avon Mountain and then to limit it also to speed violations, not red light enforcement. We think we might have a greater opportunity of success by going with this focussed approach. The proposal as it is currently written is supported by the Connecticut DOT, as Mr. Norman just indicated, it is supported by the West Hartford Town Council, the West Hartford Police Department, and also by the Connecticut Chiefs of Police Association. We now have over 30 years of experience with these systems, and a lot of research to go along with that, world wide over 75 different countries have used it. In the United States we have been a little slower to adopt it, the first system was installed in 1987 in Arizona, but currently it expanded from that one state to about 13 states, plus the District of Columbia. In those states where it is currently used, some of them have specific restrictions as to the function that can be done, or the area it can be used in, such as school zones or construction zones, but many of them do not have those kind of restrictions. Research that has been done on these programs now for many years and all reaches to the same kind of conclusion, as was stated recently in the National Highway Traffic Safety Administration report where they concluded automated enforcement has been

shown to be effective in high crash locations, high volume roadways, and locations where it is unsafe to conduct traditional law enforcement operations. All three of those conditions are conditions that we see on Avon Mountain, and that makes it a very appropriate tool to apply for the problems we have on Avon Mountain.

When people do research on the effectiveness of these kind of systems, they are looking at two major measures of effectiveness, first of all speed - is it effective at reducing speed, secondly and perhaps most importantly, safety. Besides reducing speed can they actually reduce the number of accidents or the number of injuries related to those accidents. The answer generally asked of them, is speed the measure of effectiveness, and it is a resounding yes in strong agreement across the research field that this is a very effective tool for reducing speed. Recently, as reported in the Texas Transportation Institute Report, that reviewed a lot of literature, they concluded that properly deployed speed cameras can reduce speed, and the measures of effectiveness that they were looking at in these kinds of studies were average speed, and secondly and more importantly was that the percentage of vehicles that exceeds speed limit by at least 10 miles per hour, which is the aggressive driving behavior that we want to control and to moderate, the results of one study after six months of implementation the camera sites show average speeds declined by 14% and the percent of traffic traveling 10 miles an hour or more over the limit dropped by 82%. This is a dramatic difference to the average speed, and is very critical to what we are trying to achieve. Again it is that aggressive driving behavior that we are looking to moderate, and this is in fact where these automated speed enforcement systems are most effective. They are really not changing the behavior of the average driver so much, as they are those extreme reckless drivers.

The second measure of effectiveness with the product for the consumer dollar, is the safety which is measured with the reduction of accidents and injuries and again research findings generally conclude yes it is effective. The findings are not as consistent or conclusive as what we found for reduction in speed, but none the less the overall conclusion and appeal for the product is that they are effective at reducing both the number of accidents and the number of injuries related to those accidents. The British Medical Journal recently reported that "existing research consistently shows that speed cameras are an effective intervention in reducing road traffic collisions and related casualties". This is just another example of a single research study that shows in Great Britain the number of accidents with injuries reduced by 33%, and the number of persons injured reduced by 40%.

As the video indicated, generally there is good public support for these kind of systems but he does not want to mislead anyone. In some cases where these cameras have been implemented, there has been public resistance, and there has been a lot of research that has been done trying to determine when these systems are successful and why they are successful in terms of public support. Generally there have been three key factors that show why, that you need to concern yourself with as you move forward with the proposal, and which we would try to follow. First of all it has to be a real safety problem that you are trying to solve, secondly it cannot be perceived by the public as simply a revenue raising strategy, in other words simply putting up speed traps to simply bring in additional revenue to the community. Third, and most importantly, it has to be fair to motorists and there are three factors to consider in regards to fairness to the motorists. First is the speed limit itself, they have to be reasonable, they cannot be set artificially low. Secondly is the violation threshold, that also must be reasonable, this is the margin above the speed limit that Police typically allow before they issue a ticket, in other words they may wait and not target someone just a few miles above the speed limit, but above a certain threshold, whatever that is needs to be the same for the automated system as it is for actual police intervention, it has to be fair. The third factor in terms of fairness is to keep the public well informed, you have to have a wide spread publicity campaign in advance to notify the public that it is starting and you have to be very clear about the purpose and that of course is for safety. Most successful programs across the country have been ones that have also included a transition period, where for the first 30 days or so, you simply issue warnings, you do not issue an actual citation. Your purpose here is to change behavior, not to issue tickets, so you want to get them to change their behavior, that is what the transition period is really for. The next fairness factor is warning signs, you have to have a

good sign campaign in advance and it has to be clear, within the enforcement area and also outside the enforcement areas. So that before people enter into the enforcement area they already know that there will be speed cameras up there. Again the idea here is not to trap people, but it is to change the behavior.

He further reported why we suggest speed enforcement on Avon Mountain, we would all agree that it is a serious safety problem up there, as Mr. Norman has already indicated as well and verified their speeds contribute to that problem, and the steep grades on Avon Mountain contribute to the speeding problems. We know that full time police presence up there is not possible, there are also concerns about the safety of the Police trying to enforce it up on the Mountain, and the DOT improvements that Mr. Norman described are going to address many of the safety problems but they really cannot address all of the speed issues, in particular they are not going to change some grading of the roadway. We feel the speed cameras need to be part of the full package of improvements for safety on improvements up on Avon Mountain. They are proven to be extremely effective at addressing the speeding problem that is part of the issue, they can supply full time coverage and they can provide coverage across the entire lane on the mountain. It is also clear that the conditions on Avon Mountain warrant this kind of system, as was indicated on one of your slides, these systems are warranted where you have traffic volumes and find hazards. In this case we find traffic volumes of 23,000 vehicles a day, we have a high volume of accidents, 290 accidents reported in a four year period, and those do not include the accidents at the intersections, for instance they do not include the intersection of Nod Road and East 44, so that truck accident is not included in this total. Of those 290 accidents, 83 involved injuries, two of them involved fatalities, the 85 accidents in total resulted in 141 people that were injured or killed as a result of those accidents. We also have evidence of very high traffic speeds up on Avon Mountain, at the very top of the Mountain, near the MDC Reservoir, we found that the average speeds were 51 miles per hour to 53 hours per hour, and more importantly what we call the 85th percentile speed was 57 miles per hour. The way you interpret that is that 15% of the drivers on Avon Mountain were exceeding 57 miles per hour, traveling in the 60's perhaps even in the 70's.

The proposed legislation would allow for a pilot program on Avon Mountain, a nearly 3.2 mile stretch of Route 44, it would authorize Avon and West Hartford Police to use automated speed enforcement equipment, and require them to post warning signs in the enforcement area at least 30 days in advance of starting the program. The cameras would be required to record the license plate, the speed of the vehicle, and the time and location of violation. Citations would have to be mailed to the violator within 5 days of the violation occurring – and this is really important here – the violation would be treated similar to a parking ticket, that is it is not going to be considered a moving vehicle violation, it will be issued just like a parking ticket would be issued to the owner of the vehicle not necessarily to the driver of the vehicle. It would not count as points against the owner's driver's license. The fines under the legislation would be allowed up to \$100, under the proposed pilot program, in which we just have the general elements outlined at this point in time, the details would have to be worked out – the coverage would be complete across the mountain and we would strategically locate fixed camera locations at key points on the Mountain, they would operate 24 hours a day, 7 days a week. This is important also - the cameras would not be recording images of all of the vehicles crossing Avon Mountain, only the violators, only those people traveling in excess of what we call that violation threshold. It is a much smaller set of the vehicles, and they would be requiring recording only the license plates, it will not be taking photographs of the occupants of the vehicles, which at least partly address that issue of privacy. Most of these programs that are operated across the country are operated under contract to a private vendor. That contractor does two things, first of all they supply the equipment and they install the equipment, then secondly they operate the equipment. What we mean by operating, they collect the data from the camera stations, that is usually done remotely through communications equipment, then they also process that data to actually determine what the potential violations might be, then they transmit that data to Police Headquarters. It is then the role of the Police Department to actually review and assess all that violation data, make the final determination of whether or not to give citations, and then the Police Department is the one that would actually mail the citation to the owner of the vehicle.

A lot of the programs across the country are self financing, in that there is enough revenue generated from the tickets that are issued that you can cover the cost of the contractor both in terms of the equipment that he supplies and the operation of the process. In this case he is not real confident that there would be enough revenue generated from what really would be a very small program, if compared to the program in Charlotte, North Carolina, they are covering 13 to 15 different streets as part of that program. We are covering one street, so we may not find that we are able to cover expenses entirely, so we are looking at other funding options. We are probably going to look at trying to get capital costs paid for through some kind of federal program, such as the STP Urban Program, which is a program that is actually administered through the Council of Governments. Administration of this program, in addition we need to have a single program that is joined administrated by both towns or maybe one town to administer for both, we are not looking at two separate programs.

In summary safety is clearly a problem on Avon Mountain, speed is clearly a contributing factor, and we feel that automated enforcement needs to be part of the solution, as clearly an effective tool for addressing the speed problem that we see out there. Mr. Maziarz reported with that he will take questions.

Mr. Shea reported his first question would be when they take the picture, and the owner's information is given to the Authority, what is the information that they would get, would it be what is generated from a motor vehicle report, how do they get the information and what is the entire information that they get, how is the information secure? Mr. Maziarz reported some of that he does not have the answer tonight, it depends upon how the final system is set up, in some cases it is the vendor that actually collects that data from Motor Vehicle Department, in other cases it is the Police Department that collects that data, so that has to be worked out. Mr. Shea questioned to the best of your knowledge in these other programs have there been any security issues with the information on the owners vehicle, that you are aware of. Mr. Maziarz reported to the depth of his knowledge, no, but he would not claim to be an expert. Mr. Shea reported we are all learning about this, but clearly what happens is they collect the image of the license plate. Mr. Maziarz reported then you have to go to Motor Vehicles Department to get the information, so that you know at least who the owner is and where to mail the citation. Mr. Shea reported we would find out who is the owner of the car, the owners address, which is a great deal of information, and then some discussion will be had as to how that information is secure, so that the vendor and the police authority will know. Mr. Norman reported again that varies from one program to another, for some that role is actually limited to just the Police Department doing those contacts. Mr. Shea reported which the Police Department already has access to, what he was concerned about was the security of the vendor. Mr. Maziarz reported it can be set up the way the community wants it to be set up.

Mr. Zacchio reported throughout the presentation there are a number of other avenues that you have looked at, in studying the entire corridor, to name a few it was the wider shoulders. He is especially interested in any statistics or study material you had around the median, that went down the center of Route 44. His question is do we know the number of accidents that happened, where cars have lost control due to speed in conjunction with road conditions and they have usually crossed over the yellow line then into oncoming traffic, which obviously causes the accident to be much more severe than if they had stayed within their lane. Throughout the study of that corridor, it seems the speed enforcement piece is lower on the priority list, than those other changes to Route 44, the softening of the curbs, and especially the median. Do you think that those changes to the road address much of the problem, half of the problem, 20% of the problem, and is this just an add on to make up the difference or does this really make up a small percentage of the difference after you have gone through the study to do the work on the road in the first place. Mr. Maziarz reported first of all there is some really good accident data that the State Department of Transportation looked at, when they were designing the median, and the conclusion to actually install that special cable barrier in the median at the curves in particular was made specifically because of the number of crossover accidents. The issue of speed is addressed in two ways, with our program we hope to slow vehicles down, and the installation of the median with cable barrier is intended to moderate the impact of those accidents by changing a crossover accident into an accident that is going to involve either just a single vehicle or only

vehicles traveling in the same directions, instead of head on collisions. So there is clear value in what safety improvements the DOT is already designed, and we think our program actually compliments that, and keep in mind that CROCOG was involved in actually developing some of those initial concepts for the design that the State is undertaking now. Mr. Zacchio reported yes, and he knows that our Police Department, in specific, has been doing much more patrolling of the Route 44 Corridor, he would like to look at speed enforcement as something more holistic than just 3.2 miles of road which very little of that is actually Avon. He questioned whether there are statistics around folks who travel through avenues and go to another state that is generally highway folk, or if small road folk are the ones that have those restrictions, are there statistics on that as to whether most of them go elsewhere than into Avon, or continue to go west into Avon and the speed picks up from there. On that standpoint are there any statistics on that? Mr. Maziarz reported he does not believe there are any statistics on that, one of the problems he had getting ready for this meeting, was that programs vary quite a bit, in some cases where they were not very successful at reducing speeds or reducing accidents because they applied them in areas where there was not really a serious problem. The other difference is in many of the programs, they are using more mobile units, and moving them around from one street to another, so the effectiveness of that is a little bit less than what we anticipate here, where we have fixed units that are out there all of the time. Mr. Zacchio reported yes, on a short distance. Mr. Maziarz reported the literature does suggest that the fixed locations are more effective in terms of total percentage of reduction in speed or whatever because it is constant. Whereas, the mobile ones are being moved around, it has a greater area effect, but in terms of the effect at any one location, it has a little less effect. We are focused here on this one location. He does not think that we are going to transfer the speed problem to the next section of roadway down there, that area is initially flat. The issue we are dealing with on Avon Mountain is the grade, that is really what we are trying to address. Mr. Norman reported there were different types of accident patterns, with the low volume side streets, be that collisions, rear end types as people were stopped to make a turn. But probably the real striking accident pattern, almost to the likes he has not seen before, was through the sharp curved areas, approximately 30% of the accidents were on the sharp curved areas with 50% of the injuries. Those involved were cars leaving the travel lane and going across the other direction of traffic. With the proposed project, we will be softening the curves, we will not be straightening them, but it will give a better chance of staying on the road, you also have a greater separation between the two directions of traffic and also going to be somewhat of a fail safe with the barrier system, but we also see the speed enforcement to help control it and keep the people on the lane. It is all going to work together.

Mr. Maziarz reported we are in a bit of a dilemma, the actual legislation proposal was a before and after study, and if we had been able to get it through last session, and we did not get it through because of technical reasons being a short session, we were not able to get it in the way we wanted to. But if we had, we would have been able to do a before study, at this point we may not be able to get a full year of the program in before the State starts the construction program. But, and Mr. Norman would probably agree, the State is actually interested in having this implemented in time for construction, if you noted similar states he mentioned actually use these things and allow them or restrict them to just construction zones, it is a big issue controlling speed within construction zones.

Chairman Carlson reported, as he understands it, what you are looking for here, what the State is looking to do is a pilot program. Mr. Maziarz reported yes. Chairman Carlson reported, therefore, from a cost standpoint, you talked about recouping the cost of this from the actual fines, how is that cost handled with a pilot situation, who is going to incur that cost? Mr. Maziarz reported all of the revenues come back to the Town, that is one of the aspects of this legislation that is supporting it. Normally, all revenues go to the State of Connecticut, this legislation, and the State DOT supports this, the revenues would go back to the Town to actually operate the system. Again, we will take a more detailed look at this at some point in time, but generally these programs in other parts of the country more than pay their costs, the controversy becomes what do you do with the excess revenues, and that is where they really need to be dedicated special funds that are used for safety improvement programs, or something like that. In this case, he does not know if we would be able to cover those costs completely, which is why we are going to look to at least eliminate

the capital cost in the program. Chairman Carlson questioned if the State or CROG would defer that cost. Mr. Maziarz reported the State would prefer that the Towns would secure the grants for that, we are not a grant receiving agent for the towns that you are, but we would work with the towns to try to get that kind of grant money.

Mr. Woodford questioned the Town Manager on if the State passes the legislation, the State says we are going to put cameras on the mountain, we say we do not want them, what happens? The Town Manager reported the legislation is only enabling, it is permissive, it then allows you to do it. If the community does not want to participate at that time, you do not do it. He believes West Hartford is fairly committed to it, so if they wanted to go ahead they would have them on their side of the mountain and we would not have them on ours and we would not be participating in the program. Mr. Woodford reported two years after the program is installed, we decide this is not a good idea, we can opt out? The Town Manager reported it may depend upon what we have committed to, to get into the program initially. In other words, if we have committed to a three year pilot study and we have grant monies that have come in on a three year thing, but after two years we want to get out, we can probably still get out but we would have to come up with the money to refund. After three years the pilot study is going to be over anyway, so then that legislation that was adopted to allow for the three or three and one half years, whatever the time limit is on the study, once that is completed, we no longer have permission to have the cameras on Avon Mountain.

Mrs. Hornaday reported she is sort of a process person, Mr. Maziarz, we like to believe that people speeding over Avon Mountain are not our residents, but people from west of here, if the people who are receiving the tickets live in New Hartford, and then they get the ticket, she is curious as to how that would be handled, when you said the money would go to the towns where the enforcement is occurring, what would those communities be doing? Mr. Maziarz reported the Legislation states it would be whether the Avon Police or West Hartford Police they would be issuing the citation, mailing it and funds or fines would come back to that police department. Mrs. Hornaday reported when the photos are taken, the information would be sent either to Avon or to West Hartford, depending upon which side of the mountain the photo was taken. Mr. Maziarz reported the contractor who collects the data from the cameras would forward that data to the Avon Police Department or the West Hartford Police Department whoever is operating the management. The Town Manager reported at least in our discussions a year ago, in order to try to minimize the administrative costs and expenses, we were looking at having a joint operation between the Towns of Avon and West Hartford, that we would all agree to, and participate in, but there would be one administrating agency, and we had not gotten to a point as to who that would be. We would try to minimize our expenses by combining, and CROG has graciously indicated they would be willing to help us come up with an agreement.

Chairman Carlson questioned why in this case does the revenue flow to the Town, it is interesting that in all other cases the revenue flows to the State. Mr. Maziarz reported they are clear about this, all previous proposals for speed enforcement, the State DOT has opposed, they are supportive of this because they see the need for it and from their respective, they do not want to be the enforcement business themselves. On roadways like Route 44, which is a State highway, they want it to be the clear responsibility of the Town to enforce the speed. They know there is a cost involved, so in this case they are saying we are willing to see all of the revenues from these tickets go to the Towns so that you can put that equipment in place to actually conduct this program. That was a concession on the part of the State DOT.

Mr. Shea reported it was suggested the fine could go up to \$100, who sets the fine and how would the fine be raised or decreased? The fine should be the same for both towns. Mr. Maziarz reported that is correct, it could not be raised any higher than \$100, the actual amount is something that has to be worked out by whatever administrative process the two Towns set up, it would probably a decision of the Chiefs of Police working together to decide what it should be. The Town Manager reported in our preliminary discussions we looked at how it would be done, probably require an ordinance adopted both by West Hartford and Avon Town Councils. Which means that under our Charter provisions, that would have to be a public hearing,

then if you still wanted to proceed with that after the input of the public hearing, you would adopt an ordinance that had been previously gone through various drafts, so that there was compatibility and consensus built on the enforcement process, the appeal process, and all of that, we would need obviously legal assistance from both communities and drafting the appeal process requires a hearing officer. West Hartford already has that process in place. It might make sense to go ahead and use them, and have a charge to cover the Avon violations, or something. We have just had some very preliminary informal discussions on it, but if the Town Council would want to move ahead with this, you can be as intimately involved in these things as you wanted to be. It is something new, it is something that is a pilot program, and from a policy standpoint he believes the Town Council should be involved in it. Mr. Shea reported he understands, and he was curious as to how it could be raised, if somebody tried to raise it, and you would have to go through that process. The Town Manager reported according to our preliminary findings.

Mr. Zacchio reported the legislation as it sits today, he would assume it provides relief for emergency vehicles so that they would not be part of the program, are all other vehicles covered under this, such as delivery vehicles and vehicles registered to corporations? Mr. Maziarz reported yes, but obviously that will all have to be worked out, for instance what do you do with rental vehicles, there are problems with that just like there would be with the parking ticket program as well.

Chairman Carlson reported if there are no more questions from the Town Council, he will open it up to public comment.

Conrad Thamm, 64 Village Lane in Canton, as a resident of Avon for 25 years and recently moved, he travels Avon Mountain every day to work for the last 27 years, both to and from Hartford, and sometimes multiple times during the day. Speed is unequivocally the problem there, the DOT can widen the roads, they can put medians in there, they can do whatever they want, but still the speed has to be controlled. The speed limit says 40 miles per hour, that should be taken down and put down minimum 40 miles per hour, because he believes their projection of 53 miles per hour is low, he sees it every morning, people are doing 60 to 70 miles per hour up the hill because they know it is not going to be enforced, the speeders know they are speeders it is not the average person that is on the road. You get people tailgating, people who are doing 40 miles per hour and you are going to get pushed off to the side. In the south they strictly enforce their traffic regulations, you know it as soon as you go into the states, because the 18 wheelers pull off to the right lanes, how often do you see that in Connecticut, because as soon as you go into those states, there are signs that say the traffic laws are strictly enforced. If the Town Council is not in favor of the cameras, they are not going to effect speeding. If not then have the State DOT double the fines if you are caught speeding on Avon Mountain, or if there are two offenses you lose your license. But something has to be done to hit people in their pockets, because that is the only thing that is going to be effective.

Mark Robinson, Canton – I was in the accident on July 29th, 2005. It is really good to see that there is a lot of good work going on and I appreciate everyone's work on that and I think this camera program sounds like it has a lot of merit. I really urge the Town Council to consider that. The one thing that I find a little disconcerting is that 18 months after the accident, when you look at some of the things being addressed, what things would have changed the outcome of what happened on July 29th, 2005. A lot of the things that we are talking about would not have made the difference that day. I know we have to look at the overall safety and I think that is the right approach, but I again would urge the Town Council to look at the things that would have changed what happened on July 29th, and certainly to have a runaway truck lane may have changed the outcome. But to hear that 18 months after the accident that we are just at this point only investigating the possibility of installing these runaway lanes is a little disconcerting to me. I would urge you to use your influence to look into that perhaps a little more.

Ben Johnson – Meadow Ridge – It is the first time I have been to a meeting, and I would like to compliment what I hear. I am sure you all work with great integrity and sincerity, but I am self employed and I have a tendency to go between two points of a straight line, so I apologize to anybody here in an anticipatory

manner, I do not want to insult anybody. I hear all this talk about what you are proposing to do, and there is some merit, and not to diminish, that a man in front of me just spoke about the tragic accident that happened 18 months ago and the people killed on top of the mountain. But we are dealing with emotion, and emotions are what is being talked about, not speeding. Most officers, when talking with Hartford, West Hartford police, they will tell you one thing about Avon Mountain or most other highways with fatalities, accidents, or whatever you want to call them, it is called DWS (driving while stupid), and we cannot prevent that. So we come up with these ideas, that we are going to force people to behave in a manner that is just apparently not what they want to do. And Mr. Maziarz stated that your own traffic studies have shown the 85th percentile which is the standard used by American Society of Automotive Engineers, used by Civil Engineer societies, both the American counterpart, the Canadian counterpart, and the Australian counterpart, that is where you want to set your speed limit. That if you set it at the 85th percentile you have very few violators, but you are not going to stop the yahoos no matter what you do, drunk or nuts, and you cannot legislate against nuts. So I get concerned when I see this traffic laser proposal, you all know the inherent deficiencies in radar, when these came out everybody is saying how much more accurate laser is over radar. But they cannot answer the question as to how inaccurate radar was. You see the study supported by the American Automobile Insurance Companies, I believe it is called, I have a lot of respect for them because they are looking for revenue, ways to assign points to your license and what these company pay for the radar guns that these officers use. I am sure, and I know for a fact that these officers go out with good intentions but I do not think this is the issue of speed. People make this statement that speed causes accidents, I really have to take issue with it, because speed is related to the severity of the accident but it is not the cause of it. It is there because somebody checked off the box, someone did analysis after the fact, and put all of these statistics on a piece of paper, and said speed caused the accident. I do not think it did. We can put a barricade up on the mountain, and this man and the majority or 50% of one type of accident, 32% of road death accidents occurred due to the fact that they crossed into the opposing lane at the top of the mountain it occurred. I drive the highway every day, no one goes around that curve much more than 35 miles an hour, it is hard to do, I drive a high performance automobile, and I go a little faster than that, but you are pushing it, you are conscientiously pushing it, and you know what you are doing. The rest of the hill where a majority of accidents do not occur, is wide open, they occur because of black ice, rain, snow and people do not use common sense. The same studies that they use to promote this program also show you again it is not speed it is the differentials. So if you put the mountain at 85th percentile which is the accepted standard until it gets political or emotional, the accident rate drops precipitously, it is the differentials, that one person going up in that left lane is doing 35 miles an hour for whatever reason and somebody comes up on them doing 45, not paying attention, on his cell phone, whatever, it is not solely due to speed. When you put this system into effect I think you are opening up pandoras box., I really do. I am all for safety, I am dropping the accident rate, but you need to be very careful what you decide about this. This is about money, purely money, I am not saying it is about money for you, but historically in Australia and British Columbia it made millions, once they get the millions they cannot give it up. Once that speed is at the 85th percentile I think you will find it much more palatable to the general public. There are so many other things I would like to say tonight, but I was not prepared, I had so much to look at when I came in, I had my mind filled with a million things I wanted to say, but I think I will just summarize it that please be very careful what you do here, I do not think that this is a cure all, the camera system has a lot of fallacies to it, a lot of inaccuracies, and a lot of support to it, and when you have a lot of support it gets expensive.

Adam Lazinsk, Deepwood Drive, I would like to know how the technology works, that is to say, how does the camera know which vehicle in that target area the way the radar is targeting. That is to say if two cars are entering the photographic area at the same time, and one is traveling at the speed limit and the other is speeding, how does the camera know that it is the speeding car and not the car going the speed limit.

Mr. Maziarz reported he is not going to attempt to answer that in any great detail, part of that has to do with the difference between radar and widar, and widar can pin point. We probably need to get one of the vendors out here to explain the systems, as explained to him the term poli-scan technology, that is scanning up to 100 times a second and it can target individual vehicles as it is doing that, and the camera is triggered

then focused on that one vehicle where it detected a speed. The technology is scanning at 100 scans per second, and picking out the speed. Mr. Lazinsk questioned whether the camera is moving or is it just taking at one step.

Mr. Shea questioned which entity chooses the vendor, the Town, the State, the DOT, CRCOG. Mr. Maziarz reported it would be the Towns or the joint towns. The Town Manager reported we talked about this, an RFP would be put together, if you wanted to be involved in this design of the RFP, the review of the RFP, the review of the vendors that submit proposals to the RFP. All of those types of things would be fairly similar to our normal purchasing process. But you could get as involved in it as you want. Mr. Shea reported so a certain number of vendors would come in to whatever the sub committee was, and present their information. The Town Manager reported yes, and there probably would be people from both communities on the sub committee and work with CRCOG to develop an RFP, the degree of technical specificity in it we would probably need to look at. Then we would interview the vendors, because part of that is going to be costing, very similar to what we do for Architect or Roofing Consultant, the same process anyway.

Ken Notestine, Indian Pipe Trail, this is sort of an obvious question, what is the cost of the system? Following up on the Chairman's question as to who would pay for it. My interpretation of the answer was the Towns are ultimately going to be paying for it, but that CRCOG and EMT would try to prepare some grants. What happens if the grants are not acquired, would the Town then be liable for the full cost? The Town Manager reported he can help here, one has to go before the other obviously, if as Mr. Maziarz indicated earlier, the hope was to get grants to take care of the capital costs. He does not think we would pursue moving ahead with it if we did not feel that we had those grants in place or had a reasonably good assumption that the revenues that were generated would take care of the purchasing. Some of these companies, at least from our involvement last year, where it is a three year period it may be a lease arrangement, a contract arrangement, it could be based on a per violation arrangement, there are a number of different ways and combinations of ways of doing it. Certainly our intent, at least from our prior discussions a year ago, has been that it would be cost neutral to the Town, we would not be involved in paying for it. In fact it was even some suggestions that excess revenues that the Town might accrue beyond the cost of administering this whole system might be donated to a trust fund for victims or some other worthy cause or something. Because the intent here is not to raise revenues, other than to cover the cost of it, the intent is to modify behavior.

Chairman Carlson reported he has one for CRCOG. What are the next steps here, what is the plan going forward? Mr. Maziarz reported he knows some of the area legislators have requested that once we get the Town Council's endorsement to move ahead on this, the next step would be to convene a meeting of the State Legislators and Town Officials to have a discussion on just exactly how you want to formulate this structure, not necessarily legislative language, as that has already been drafted. Once we have that the Legislators can hold a public information meeting, to get more public input on the proposal, and by that time hopefully we have structured the proposal. Then we would actually introduce it the Legislative proposal, and we think we have a couple of legislators that might be interested in introducing it for us. Chairman Carlson reported and that proposal is to allow for this capability, just on Avon Mountain or would it be anywhere in the State. Mr. Maziarz reported just on Avon Mountain.

Mr. Zacchio reported he has one more follow up question, he is not sure if it is for the Town Manager, our Police Department or if the State can provide this. He is looking at the slides one more time, and out of the 290 accidents that have occurred between 2002 and 2005, are there any statistics that can be provided, he would be interested in seeing them at least, as to what were the average estimation of speeds at least of those cars that were in those accidents and are we addressing the average speed of the 51 mile per hour traffic/car getting into these accidents or are we really addressing the 85th percentile speeds, and were those accidents due primarily to speed or was it to speed and road conditions combined. He is trying to get at, really are we going after or are we chasing the right rabbit here. Mr. Maziarz reported the answer is the way the violation

data is collected does not allow us to really get any good answers for you. We tried to get that information prior to this meeting, and it was very difficult going through the actual accident data that the State has, to actually try to get a good handle on how much of the accidents were due strictly to speed, there are so many contributing factors and oftentimes the violations that are provided do not necessarily cite speed, there are other factors. Mr. Zacchio reported he is trying to look at – is there a pocket of accidents, or 80% of those accidents were speed related within this 50 mile per hour range. Mr. Maziarz reported if he recalls correctly, the closest we could come for any one factor that allowed us to make any direct connection at all, was traveling too fast for conditions, and that does not necessarily get you back to the actual speed. Mr. Zacchio reported but that generally means there were conditions involved as well as speed. Police Chief Rinaldo reported he can tell you there are several factors, and speed is one, but in these accidents, in the clusters of accidents that we have been seeing a lot of it is following too closely, a lot of crossover incidents, and DOT has quite a few statistics. To really say that it is speed, there are so many factors that are beyond what we do, we write tickets for violations and cross over type accidents, but in the accident area itself we cannot really establish the actual speed, it might have been too fast for road conditions. Mr. Maziarz reported we actually asked this of DOT, and the only time they actually try to figure out the speed is when they are reconstructing a fatal accident, and go through the effort of reconstructing the accident and try to determine what the speed was. Mr. Zacchio reported the vast majority are cross over accidents that are causing them. Police Chief Rinaldo reported crossover problems or some other type of violation like that, speed itself as a factor is not related to the statistics you see there.

Mr. Woodford questioned whether there was any chance that installing these cameras is going to effect the time frame or delay of the other improvements that you plan to make. Mr. Norman reported no not the installation of the cameras, we are proceeding with the projects on the schedule and we are making every effort we can to keep the project on a schedule. Whether there are cameras or not cameras, that is our charge, that is what we are attempting to do, and we borrowed resources, personnel from other parts of the State, and set in on every single progress meeting. Yet the camera idea, although I support it, we see it unrelated to the progress we are going to make on the project.

Alan Reiskin, 25 Highwood Drive, I would just like to make a couple of comments. People are concerned about whether the accidents are related to speed or not related to speed. But I think if you look at the data that was presented and some of the material that was in the handout, it turns out that speed limits are enforced in a reasonable way and as the speed that people drive drops, so do the number of accidents. If it is because people get smart all of a sudden or get nicer all of a sudden, or whatever, it really does not really matter. Enforcing speed limits within reason does seem to impact behavior in a way that stops accidents, or decreases the severity to the public, so I think that is a good idea. Although we have heard things that are being proposed to improve the road, which all sound great, I think basically they increase the safety for the people who are driving reasonably and safely. The people who go and fight the speed limit are going to have accidents, and are going to involve other people and no matter what kind of a non skid surface you put on the road or how wide you make the lane, people who misbehave are going to still fly past these.

Chairman Carlson reported at this point you are looking for us to say that we generally are in favor of this, or we are not in favor of this, and there is not a formal vote which is necessary, just so the State Legislators can go ahead and do what they would like. You are looking for some sense of sentiment from the Council. Mr. Norman reported yes.

Mrs. Hornaday reported I do not mind saying I am in favor of this, I do not think it is the only solution, but I think it is a part of an overall solution. I think that the experience in other communities has been positive with this, and I do think that when there is an accident and there is excessive speed the complications from that accident are exacerbated, and speed is part of the reason people cross over the line because they are going too fast for the road itself, forgetting road conditions like rain and the rest of it. I think that it is worth spending the effort and working with West Hartford to have this as a piece of the safety questions and issues on Avon Mountain and I definitely support it.

Mr. Woodford reported he is ambivalent about it, we do not know all of the answers, I think there could be a lot of administrative problems involved with this in terms of just making the system function, and the Police Department and manpower, there are going to be a lot of tickets to send out. So I am ambivalent but I will support it on a pilot basis.

Mr. Shea reported I think we are all concerned. I think the overall theme is safety, what we have all discussed and what the focus is, is the focus on safety. We all have different ways we get at that, but I think when we have learned tonight is that the cost is something that can be addressed and there can be some measurement put in to try to control that. I think what we have learned is that there can be, we can have some input as to how involved our Police Force or how involved the West Hartford Police Force, or whoever that governing body or enforcement body is, so that we have security on the information, and have input on that. I think it is very evident that something has to be done, and I think that Mr. Woodford asked a very good question, which was how does the placement of these cameras impact all the other changes that are going to take place, and I think we have heard from different sources is that it is not going to affect that and that will be an overall change in many different aspects of the Mountain, design and cameras. So I would go the route of I am in favor of a public hearing, to hear more about what they Avon citizens think about this, and the reason I say it that way is I think this information needs to be heard by more people than just this body. I am moving in favor of it because I do think that the overall theme is safety. But I think what we are talking about here is trying to get to a public hearing. Is that right? I am not saying we are going to do it, I am saying that I would like to see a public hearing because I think that a lot of this can be worked on.

Mr. Zacchio reported in general terms I think on the surface it is a good idea. It definitely merits some more study and some more statistics I would like to see personally. I would like to look at the entire Town, and I like to think of it in a holistic standpoint from a speed enforcement process, more than just focus on this one piece of road, because I think that safety concern is not just on that road but continues throughout the Town, is something that I would like to see on a bigger basis. But this does merit a bigger look, and add to Mr. Shea's comments, and hearing from the rest of the public on the issues is an important part of this so I would support it in that regard.

Chairman Carlson reported I as well am in favor of this. I look upon this as another way of enforcing existing law, we are not looking to change the speed limit up there, at least that is my understanding. It is enforcing what we currently have, we will never be able to eradicate all poor judgement, but I believe like any law there is a sentinel effect in having it, so people know it is being enforced. As to Mr. Thamm's earlier comment, if they know it is going to be enforced, I think they are going to slow down over time, there will be some that will not and they unfortunately and hopefully just they will be pay that price. So I am in favor of it as well in taking this to the next step. I think you have heard from the Town Council that the five of us are in favor of moving to the next step, that includes a public hearing, and I believe that is actually the next step. Mr. Shea reported which includes also more information. Chairman Carlson reported yes, and the many questions that were raised to be answered. He would ask that the Town Manager forward all of the open questions that have been asked, send them in a letter to Mr. Maziarz and ask that they be addressed.

Mr. Zacchio reported the one that I noted, and I am still hooked on it, and in listening to some of the public comment, some folks are asking the same thing. I am trying to ascertain if this is really something that addresses the problems of accidents, not necessarily the problems of speed, but the problems of accidents, because what I keep hearing is we have cars careening across the yellow line of which the median should address, and we have cars involved in those accidents mostly on those curves, of which I do not think anyone is in the 85th percentile at that point. So I would like to see of those cars going into those accidents crossing through the yellow line and those curves they are not going 70 miles an hour, they are probably going about 35, so this does not address that as a safety issue, the median does, and that is one that I really

do not want to slow down because that one to me is an important issue, from a safety perspective and that is I mean by are we chasing the right rabbit here. Those accidents appear to be happening on curves, and those curves are not being where the speed is excessive. Mr. Shea reported I think one of the questions will be that, and the gentleman also some further discussion about the truck ramps needs to be had by the people of the State who are involved with them. Mr. Zacchio reported this does not address any mechanical failure issues.

Chairman Carlson reported Mr. Norman if you would make sure that is noted in your follow up work and discussions with us. Mr. Norman reported yes definitely, again we have the study under way we have looked at various flaws in it, and in the next couple of months we will be back with Town Officials, to go over various things we have looked at, and we will address anything from this issue.

Mr. Richard Hines reported I have a question first of all on the public hearing. Would that be just Avon, or Avon and West Hartford?

Mr. Maziarz reported I think the Legislators would be interested in both towns.

Mr. Shea questioned whether they would be separate public hearings? Mr. Maziarz reported he would suggest a single public hearing for both towns. Chairman Carlson reported it should be in separate towns. Mr. Norman reported we could do it in both communities. Mr. Woodford reported that would be easier. Mr. Shea reported I would agree. Mr. Norman reported it would be the same public hearing held twice.

Mr. Hines reported I think that would be better. I am basically in favor of this and testified before the Legislature last year along with our Police Chief on this, but if we do not have the full backing of the Town Council I do not think we have much chance of getting this through the Legislature. This is a trial program on the two towns, and I think the concern last year was not as well defined as a trial program, we did not have the Department of Transportation backing, we do have that now, so everything has a chance. I think you are going to have to go out to bid with West Hartford for a contractor, and if you can put some requirements in, for example, maybe you go out for a two year trial, but after a year you do not like it, you ought to have the option to get out of it, or stop it. And of course the construction area, while that is going on, I do not know what that is going to do to this whole project, I have a feeling you can get this going a lot before the construction starts, just knowing the delays, and then we could get a good year of data. But even if we go before the Legislature, we are going to have some problems, we had them last time and we are going to have to fight those against. But if we do it on a trial basis just for this area, I think it has a chance, and I think the Town is doing a great job in trying to pull this together. We are going to have to go before the Legislature and convince them.

Chairman Carlson reported I think you heard all five Council members that they were generally in favor of it, that does not mean we do not have questions, we do, and I think those need to be ironed out. But we are generally in favor of moving ahead with this as a pilot hence forth. Mr. Hines reported I thank you for that help. The Town Council thank Mr. Hines for all of his work on this.

Mike Cummings, New Hartford, I also travel Avon Mountain every day. I like all of the suggestions, the only thing I would like to see is if for future consideration that you move to providing temporary truck inspection areas. I think that will deter non reputable trucking companies from going over the mountain, knowing that they will be inspected, I would like to see that happen sooner, rather than later. I travel it every day, I see the trucks everyday, I was in the same boat as Mark, I got hit head on by a big Wilcox truck, and lost two months of work to the hospital and rehab. I just want to see the trucks deterred from Avon Mountain.

Mr. Woodford reported I venture to say that we have an Avon Police Officer who does more and knows more on truck inspection, than the State does. Chief Rinaldo reported we have two that are now certified in

truck inspections, one is going to complete the 30 day program, I believe at the end of this month, then we will have two officers out there capable of acting in the capacity of Federal Highway Safety Motor Carrier Inspector, so that they can actually take trucks right off line. Mr. Woodford reported you are taking them off all of the time. Chief Rinaldo reported we can do more with this level of certification that they have, now we can do certain things that we were not able to do in the past. Mr. Woodford reported it is a major problem.

Chairman Carlson reported as I said at the beginning, this is not a public hearing, I wanted to get our feelings out there from a Town Council standpoint, get audience participation, and we did. I know there is still some questions. There will be a public hearing, and we do have a whole slate of information. Mr. Zacchio reported they will be held at the Senior Center or somewhere where there is a larger opportunity for those to participate than in this size room.

VII. NEW BUSINESS

06/07-41 Review and Discussion: Establishment of Youth Services Bureau

Director of Social Services Rosenberg reported we are looking for approval to apply for a matching State Grant, to develop and enhance youth services in Town through the development of a Youth Services Bureau. He reported that the other towns in the valley have been involved in this project for quite a number of years. We have included an overview of what a Bureau is as defined by Connecticut Youth Services Association, and the fact that most communities in Connecticut are certified Youth Service Bureau's through the securing of this grant. Chairman Carlson questioned the grant would be provided by whom? Mr. Rosenberg reported the State Health Department of Education. Chairman Carlson reported they do not have any obligations as to how long that grant stays with us, they can make it this year and it could disappear next year. Mr. Rosenberg reported this grant has been in place since 1950, he introduced Lori Standish who is an Avon resident and also a 20 year plus Director of Youth Services for the Town of Rocky Hill, and an expert in the area of youth services and Suzanne Goldberg who is the Chair of the Avon Community of Concern who supports the effort, and Lori can speak to some of the overview of Youth Service Bureaus in general and some specifics they can provide.

Mr. Woodford reported you keep using the word Bureau, what exactly would this entity be? Mrs. Standish reported it is sort of an off chute of a human services or a social services department in the town of Rocky Hill. She falls under Human Services, so she is a Youth Services Bureau, as named by her Agency, as defined by the State Statute. Mr. Woodford reported when you say Bureau you are a person. Mrs. Standish reported in our case it is a person plus staff, but in each town across Connecticut it is different, so Bureau is just a term that tells you about what a youth service bureau is, it is not a person it is a group that provides services whether it be volunteers, youth department collaborations, collaborations with school systems. In Rocky Hill she is the Youth Services Coordinator, but she works very closely with other staff in the schools, the Police Department, and other organizations, we are sort of an organizing entity. Mr. Woodford questioned how Mr. Rosenberg sees the makeup of his Bureau. Mr. Rosenberg reported he spoke with the officials for the Town of Farmington, and they have a long standing Youth Services Bureau. I has been over 30 years they have had a large youth services bureau, and they expressed a strong interest should we be able to secure this grant in providing these services to us on a contractual basis.

The Town Manager reported he does not want the Town Council to be under the impression that this is not a new program, it is new program, an expanded program, if we do not go with Farmington, it requires hiring essentially a regular part-time person that will have a desk and a phone and computer and will need secretarial support. The costs will be \$28,000 a year just probably for the salary, we may be able to reduce the hours enough to have that pick up the benefits as well. This is a new program, and it should be labeled that. He reported we have a legal opinion from the Town Attorney because there is some question as to whether the youth services bureau, how it is formed, and the Town Attorney's opinion is essentially that it has to be a minority/majority board appointed by the Town Council, that would be responsible to the Town Council, Mr. Rosenberg would be the Staff Person to that. You would have professionals, police and others,

and this part time person that would be staff or part of liaison to the bureau. We are talking about a significant expansion of activities in this area. It is also my understanding, that the Community of Concern group at the high school is a strong supporter of this, they feel that this is something that we are lacking for our youth in the community. They feel we are not addressing those needs to the degree that other communities are doing. There is community support for it, primarily out of the Community of Concern area.

Mr. Woodford questioned what kind of person would you be hiring. The Town Manager reported somebody with credentials that would be involved with youth activities within the community. Mr. Rosenberg reported it would be a person who would be able to work with the parents and the high school adolescents concerns in providing some type of counseling services, some parenting skill training, a person who could help organize activities, in terms of prevention, and running programs that would enhance toddler and youth development in terms of parents and youngsters involved with a broad scope of community activities, getting the youth more connected to the broader community.

Mr. Shea reported he is strongly in favor of this, and really it comes from a lot of what we have heard this evening, and what he has learned from his work on the Avon High, School Leadership Team, and their association and real partnership with the Avon Community of Concern. Although some of the issues that arise are handled in a quieter fashion than what we normally would hear at a Town Council meeting, and he thinks that there is definitely a need here, and it definitely has his support.

Mrs. Hornaday reported she has a couple of questions, and some of them are just kind of her recollections, and how this would fit into that. She remembers several years ago that Pam Friedman was involved in starting an activity and parents group where they were talking about some of these same kinds of things, help, positive kinds of activities for the young people in our community and it had a different name but it had a similar goal. Mr. Rosenberg reported it was the Youth Activities Council. Mrs. Hornaday questioned whether this is a reactivation of some of the things that we have been doing, enhancement, or is it totally new. Also, the Police have a Youth Review Board, and she would want to know how this interfaces with, she knows they have the counselors at the high school, but she also knows that at every school there are social workers, and there are school psychologists. She is always positive about things that are going on in the community, but she is usually pretty negative about duplication of effort. She is just wondering how does this interface with each other. Mr. Rosenberg reported actually it is the School Social Workers who have brought up some of these concerns that the services they really need which would be addressed by this and go beyond the scope of what they are able or doing currently for these parents and children, so they have a real concern that we get involved with this. Mrs. Hornaday questioned whether the police involvement would continue. Mr. Rosenberg reported yes. Mrs. Standish reported what the Youth Service Bureau will do is coordinate all of the services for youth under one umbrella, so that you are getting a full menu of all of the services that are available and organized by a central agency.

Mrs. Standish addressed Chairman Carlson's earlier question - - - this grant has been in place from the State for many years, and it is in no danger of disappearing. She reported we actually have a lobbyist for Connecticut Youth Services Association which she is a part of, and every year we try to get more money because we are probably the most cost effective service that there is out there for children. We do a lot of our work on fund raising, on donations, on just collaborating with others, so we do a lot of work for very little money.

Mr. Woodford questioned if we do this, where is the money coming from. The Town Manager reported we would have to come up with at least \$14,000 and in terms of implementation that it would not start until probably July 1st. He reported you would need to do, depending upon how we work this out with Farmington, you may have to create a Bureau itself. But we are going to have to a charge, you will have to decide whether you are going to have five members or seven, you will have to basically establish all of that so we will have to come back with a draft charge. But before we set up our own we want to have Mr. Rosenberg explore further with Farmington.

Chairman Carlson reported there are two aspects of this, one is that we would have to get the \$14,000 and the other aspect is that we would have to apply for the State Grant. Mr. Shea reported all we are doing is establishing a board and applying for a grant.

Mr. Woodford reported he does not like establishing a board when we do not know the costs. Mrs. Hornaday questioned if there is a process time for the grant. Mrs. Standish reported the grant would be due before July 1st. Mrs. Hornaday questioned if it would be before February 10th, which is when we have our budget meeting. Mr. Rosenberg reported by applying for this grant of \$14,000 from the State, the Town is promising to match that grant with its own \$14,000. Chairman Carlson reported we are not applying for this grant before February 10th.

Mrs. Hornaday reported she really has not thought about this enough to vote on it tonight, so she will abstain because she is concerned about duplication of effort. She appreciates what we are trying to do but she wants to be certain that this is going to be the right approach for what we are trying to do, and is not certain largely because she is aware of how much money the community is paying for those services through the public schools, and this may be totally different, and she heard what was said about the social workers at the schools, she would want to be able to be confidently able to tell residents – no this is really not more of the same, that this is something new and is something special.

Mrs. Standish reported she would like to point out that there is one social worker, who is also going to the Middle School every day, and we have 1,000 students in the high school. There is now a new school psychologist because the last one took a leave of absence, she is still floundering trying to find her way, with those 1,000 children. There are five guidance counselors dealing with 1,000 children, still trying to get seniors into colleges. Mrs. Hornaday reported that might be something to take up with the Board of Education also.

Mr. Woodford questioned why we have not been given a better indication of what the final cost may be. The Town Manager reported we have to research the alternative with Farmington to find out exactly what is going to be required, it is going to be more than likely more than \$28,000, with \$14,000 from the State and \$14,00 from the Town. He is not sure at this point what the salary schedules are for that type of person. We can come back to the Town Council February 10th with those figures. The idea tonight was to get a concept in front of you to see whether you were interested in pursuing it. There is community support for it, there is staff support from the Social Services standpoint. This is a major program addition to the Town side of the budget, it is going to cost us money and it is going to cost us floor space and everything else.

Mr. Woodford reported he wants to know what that cost is, a little more refined. The Town Manager reported we will work out a more detailed cost.

Mrs. Hornaday questioned whether we have chosen Farmington for a specific reason, and not looked at Canton, because she thinks Canton has a Youth Services person. Mr. Rosenberg reported they are not in that position to provide us with any type of contractual services. The Town Manager reported the Director has made inquiries of our neighbors, and the only positive response has been from Farmington.

Mr. Zacchio reported at least by acknowledging this and moving forward with the establishment of a Board, we really are working with a completely overburdened system in the school district, and you cannot put a number of guidance counselors in that school to handle the types of issues that he knows they are seeing, and has had personal involvement in, so we are way behind our community counterparts around us in establishing a youth kind of services board. We can do something with Farmington and be able to create a consortium that works, and that is an inexpensive way of going about it. It seems to him that it would really be a miss for us to not establish something like this for short dollars and with an opportunity with

Farmington. Mrs. Standish reported there are other opportunities down the road, once you do have a Board and you are established you can write more grants, and that could then fund more staff to use it.

Chairman Carlson reported he would like by February 10th to have the answer from Farmington. The Town Manager reported we will also prepare a draft charge in order to set up the youth advisory board, no less than seven members, some of the people, the police and whatnot do not have to be town representatives, they are liaisons they are not official members, they are ex-officio in case the Police officers are from out of town, but the Board itself has to be a minority/majority board.

On a motion made by Mr. Shea, seconded by Mr. Zacchio, it was voted:

RESOLVED: That the Town Council pursue the regional relationship with Farmington, to establish a Youth Services Bureau and apply for the grant in place with the State of Connecticut.

Messrs Carlson, Shea, Woodford and Zacchio voted in favor, Mrs. Hornaday abstained.

06/07-42 Approve Participation; Energy Initiatives

The Town Manager reported Blythe Robinson did some research on several energy programs, we needed to get the Town Council's approval, and she will give some quick backgrounds on them.

Blythe Robinson reported CL&P has had this program for a number of years where they will fund a portion of a retrofit in old buildings, that makes sense to change out your lights and your other energy items such as soda machines, to put in something which is much more cost effective, and they pay in this particular scenario 50% of the cost and you payback the other 50% to your energy monthly bill, and the savings in the more efficient fixtures help offset the costs depending upon the building and what they have planned there, anywhere from a couple of months to about 27 months of a payback period, after which you are just saving money every month thereafter that those fixtures are in place. The contractor selected by CL&P has performed an audit of all Town building excluding schools, the audit identified all fixtures to be replaced, the total cost of the program, the Town's share, and the anticipated savings over a three-year timeline. Talking to users of the new fixtures people find the light is better in all instances, therefore a win/win for them. Our costs will go up in the Trans-Canada Program, our payback will probably be faster than what is included in the figures, because we do not know exactly how it will impact our bills, starting this month with the rate increases from CL&P, but as those rates go up and we use less with new fixtures. The findings show that it would be cost effective to retrofit Town buildings with the exception of Fire Companies 2-4, those buildings have limited use, and the energy savings do not justify the costs. We have left building 5 in here for now, we are looking at that program whether this is the best way to do lights in that building or separately, but we may pull it out if we find that it is more beneficial to the Town to have a separate contractor do that.

Chairman Carlson reported we do not incur any capital cost in this because it is recouped through the savings. Blythe Robinson reported what we might save, are some operating costs of not having to replace bulbs that would have to be replaced this year, or next year, most of these should last a good 3,000 hours, that may not be a big number but as you can see from the spread sheet after you start to pay these back, we tend to lower our usage, and this is a very simple way of doing that. Chairman Carlson questioned as we renovate buildings 5, 6 and do other renovations, are we looking to motion sensors. The Town Manager reported that is part of this program, we will even do it in Building One, and the others.

On a motion made by Mr. Zacchio, seconded by Mr. Woodford, it was voted:

RESOLVED: That the Town Council approve and authorize the Town Manager to sign on behalf of the Town of Avon to join the CL&P Small Business Energy Advantage Program, to take advantage of the Energy Initiatives as indicated in the program.

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

Blythe Robinson reported the other program in need of Town Council consensus is the Clean Energy Communities Program, the SmartPower, State approved, percentage by 2010 program, a green energy initiative to try and start to promote the use of and development of clean energy sources. It is a State wide campaign, a number of communities have signed on, and it would require for us to by 2010 use renewable energy certificates, of up to 13% of our usage and the State matches the other 10%. There is a cost to it, about \$1,000 to \$3,000 the first year and it goes from there. There is not a savings to the Town in this program, you are simply supporting a different method of clean energy.

Mr. Woodford questioned who has that around here. She reported there are companies in the New England area, and what we would do is buy credits from SmartPower to represent that percentage of our power. They have done an analysis of all of our power that the Town and Board of Education buys, and figured what that total percentage for 2010 would be, and we would buy these credits to represent our portion of the 33% which is 13%, then the state would match the other 10%. If no one ever funds these types of programs and these companies, then no one will develop those types of energy sources, and we will continue to rely on fossil fuels. The down side to the Town is that there is not a savings to us.

Mr. Zacchio reported it is just the opportunity to purchase from an alternative source, that alternative source then has the money to invest in those sources of energy. The Town Manager reported with deregulation you are buying it through whoever is generating it through the grid.

Mr. Shea reported you are working with the Board of Education on this. She reported she did speak with Gary Franzi about this, gave him all of the information, and told them that the majority of the power that the Town uses is the Board of Education. She questioned of the Board of Education whether they would be interested in paying their portion of this cost per year to support this program, his response was no, they do not see the benefit to them.

Chairman Carlson reported he is all for these type of things, but our first step is doing exactly what we are doing here, to change lighting and whatever we are doing with other energy efficient things, that helps us to be more environmentally friendly. Mrs. Hornaday reported there are many recycling efforts at the landfill. Mr. Zacchio reported we feel good about our efforts so far.

On a motion made by Mr. Zacchio, seconded by Mr. Woodford, it was voted:

RESOLVED: That the Town Council remove this item from the agenda.

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

06/07-43 Set Date for Budget Work Session: Recommended Date; Saturday, February 10, 2007, 8:00 a.m.

On a motion made by Mr. Woodford, seconded by Mr. Shea, it was voted:

RESOLVED: That the Town Council approve the Budget Work Session schedule for Saturday, February 10, 2007 as follows:

- 8:00 a.m. Budget Overview
- 8:30 a.m. Library
- 9:00 a.m. Fire Department
- 9:30 a.m. Break
- 9:45 a.m. Police Department
- 10:15 a.m. Public Works & Parks
- 10:45 a.m. General Government
- 11:15 a.m. Public Safety (except Fire and Police)
- 11:45 a.m. Health/Social Services
- 12:00 p.m. Lunch
- 1:00 p.m. Recreation
- 1:30 p.m. Engineering/Sewers

2:00 p.m. Break
 2:30 p.m. Special Revenue Funds/Capital Improvement Program
 3:00 p.m. Adjustment, Wrap-up – Adjourn

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

VIII. EXECUTIVE SESSION: Litigation/Negotiation

On a motion made by Mr. Woodford, seconded by Mr. Zacchio, it was voted:

RESOLVED: That the Town Council go into Executive Session at 9:45 p.m. to discuss land negotiations.

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

Those in attendance, Town Manager, Town Planner Steven Kushner, Town Attorney Dwight Johnson, Town Assessor Harry DerAsadourian, Assistant to the Town Manager Blythe Robinson, and Caroline B. LaMonica, Town Council Clerk

On a motion made by Mr. Woodford, seconded by Mr. Zacchio, it was voted:

RESOLVED: That the Town Council come out of Executive Session at 10:35 p.m.

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

VII. NEW BUSINESS –Cont’d

06/07-44 Set Public Hearing Date: Pension Plan Update; 7:30 p.m. February 1, 2007

On a motion made by Mr. Woodford, seconded by Mr. Zacchio, it was voted:

RESOLVED: That the Town Council schedule a public hearing for discussion of the Pension Plan Update for February 1, 2007 at 7:30 p.m..

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

06/07-45 Supplemental Appropriations: Neighborhood Assistance Act; Police Department

On a motion made by Mr. Woodford, seconded by Mr. Shea, it was voted:

RESOLVED: That the Town Council hereby recommends that the Board of Finance amend the FY06/07 Budget by increasing:

REVENUES

General Fund, Other Local Revenues, Donations from Private Sources, Account #01-0360-43651 in the amount of \$6,030 and increasing:

APPROPRIATIONS

General Fund, Patrol Services, Other Equipment, Account #01-2107-53319 in the amount of \$6,030 for the purpose of recording Neighborhood Assistance Act donations to purchase eyewitness in-car video system.

Mrs. Hornaday, Messrs Carlson, Shea, Woodford and Zacchio voted in favor.

IX. TOWN MANAGER’S REPORT/MISCELLANEOUS

Blythe Robinson reported a meeting with the Architect and various staff about the Buildings 5, 6 & 7 project, regarding having a final plan, and a guaranteed maximum price from bidders by the end of February, so we could meet the dates we need to in order to know whether it would need to go to referendum. The bigger issue is what we will actually do to those buildings keeping in mind the project has been extended and has been going on for a while, with ideas put forth and then removed, exits, corridors and space, to make sure that what we bring forward to you is a sound plan to renovate those buildings and take care of them for the next long space of time. Making sure that the roofs do not need to be replaced, but maybe they need a new type of appropriate resurfacing. Trying to give the Town Council some options if the price is more than they want to pay, but being able to come to you with what we think is the smart thing to do to make sure that going forward you will not have to address them for 20 years or so. We do not have a number yet, we are working towards that, and hope for an update at the next meeting. The Town Manager reported one of the things that you should be aware of is that the construction manager that will be doing the

estimates is being hired by the Architect, Enterprise is the Construction Management firm that will be doing the actual hard estimates.

The Town Manager reported the Board of Finance has asked the Board of Education and the Town Council to come up with budgets that do not exceed 5%. He needs guidance from the Town Council as to what you want him to do in terms of bringing you a budget in February, do you want it at 5%, or more then cut it back? Mr. Woodford reported the advice we gave you last time was that you should do 5% or less unless you absolutely positively have to have more. Chairman Carlson reported he would want to know what the items are that are above the 5% line that you did not come in with. Mr. Woodford reported yes. Mr. Zacchio reported yes, in priority order. Mrs. Hornaday reported she would say that as well.

The Town Manager reported just a quick, no bottom figure yet, but we are looking that 5% is about an \$835,000 increase, about 70% of our budget is tied up in personnel benefits and salaries, Blue Cross and Blue Shield is going to be up 12% to 15%, after a couple of years of 5% to 8%. He further reported hydrants alone are up \$60,000, electricity and natural gas are up \$10,000 to \$20,000 or \$30,000 when you add them together, so we have huge utility bills.

The Town Manager reported Canton is serious about talking informally and formally, about doing regional things. We want to move ahead on dispatching, and Canton is prepared to meet with us. He needs a green light from the Town Council to go ahead and start moving on the dispatching.

Mr. Woodford reported he would assume the dispatching would be in Avon. The Town Manager reported yes. Mr. Shea reported with these increases we are going to get that we have no control over, such as power, insurance, you are going to get forced into this anyway. Chairman Carlson reported the answer from the Town Council is yes. The Town Manager reported he will proceed with Dispatcher talks.

The Town Manager reported he forwarded an e-mail from The Avon Park South group, with Ron Evans leading them about the road from Darling to Arch Road. The road is in the capital improvement program for this coming year for \$135,000. The Capital improvement program right now that he will be giving to the Town Council is \$2.5 million, including Roaring Brook School roof. He wanted to let the Town Council know that there is going to be a squeeze there, one of these projects we may decide to defer or may not, it may be this road. Mr. Shea questioned whether they have ever offered to donate any money towards it. The Town Manager reported no, they have not, but Reflexite was the one that cleaned it and boxed it out. Mr. Zacchio reported are they redoing the road. The Town Manager reported no, it is a connector road between Darling and Arch. Mr. Woodford questioned whether there are traffic jams he does not know about there, is there traffic problems? The Town Manager reported it is an employee relations thing for the businesses over there, so many of their employees have to all the way down Arch Road, instead of cutting through and the Pond Place people want to cut through also.

The Town Manager reported we received a check today from CL&P in the amount of \$67,600, part of the CCM monies. That is the rebate, and are researching it to make sure that there is nothing more that is coming. We were not sure as to whether we were going to get that back as a credit or whether we are going to get it as cash, if we have it as cash, it goes into surplus.

The Town Manager reported he included a copy of an agenda of the Farmington Valley Health District, as he and Alice Herrmann are on the Board. The Farmington Valley Health District is our Health Department, and we want to keep you up to date for informational purposes on some of the things they are doing.

The Town Manager reported he is being called by the press, they are inventorying or surveying all the Towns, we save compared to last year at this time, about \$145,000 in costs due to the winter, which would be overtime, sand and salt.

The Town Manager reported we have another thing that is developing, under the Homeland Security Act, it is called the Community Emergency Response Team, or CERT. We have an individual in Town who lives in Farmington Woods, and was very actively involved with forming a CERT team in Farmington Woods. He has informed a CERT team from the churches. He is attending all of the CRCOG meetings, applying for an \$800 grant through CRCOG. The issue of how do we get involved with is, are these individuals covered under workers compensation by the State of Connecticut, if the municipality approves of their team and what they are doing. The individual has been fairly aggressive, so far Fire Chief DiPace has been doing most of the work with him. He will be shortly requesting that the Town Council to bless his CERT team so that they are covered, and he may end up getting grant money, CRCOG has started asking us whether we are supporting this CERT team or not. The bottom line of it is we are a little concerned over this, and not quite comfortable, and is a little reluctant to proceed. It was the consensus of the Town Council not to proceed.

Mr. Woodford reported he feels uncomfortable when a building committee commits to spending \$200,000 or \$300,000 on something that was not in the original scope. The Town Manager reported that is why he had the Committee Chairman come in here tonight, because he has been at the meetings and has seen this happening. He reported he will go to the meetings, and Blythe will be there, and if the Committee Chairman does not bring it up, he will tell them that the Town Council has concerns with what is happening. Mr. Woodford questioned whether there was anything that said they have to come back to us to spend contingency. The Town Manager reported yes, there is an internal contingency, then you have the contingency that is outside of the Contract, guaranteed price amount. Mr. Woodford reported he thought he remembered having a discussion that – before they spent any of the internal contingency, to come back here. Committee Staff Person Blythe Robinson reported at the last meeting they did authorize the Architect to move ahead with the design changes on a per hour basis for the media center and the bleachers, that was approximately \$10,000. Mr. Woodford reported but this will lead to \$300,000. Mrs. Hornaday reported what irritated her was about the new librarian, they spent plenty of time with the former librarian, they spent hours of talking to everybody, and then somebody new comes and they want something else. Mr. Woodford is right, and the contingency is to be used for items that are part of the scope. Chairman Carlson reported such as pipes that you find somewhere. Mr. Woodford reported yes, for emergency changes.

Mr. Shea reported what should be discussed with them, is that the Town Council does not to micro manage the contingency, we should talk about big ticket items, we should have a discussion about it, and the reason for that, and if it significantly impacts the project we do not want to get involved with \$10,000 decisions. Mr. Zacchio reported it can be a \$10,000 decision that makes a \$500,000 expenditure, we have to speak clearly. Chairman Carlson reported that is his concern here, we heard a significant number of towns people say, why are we having to build this extra driveway, and do all that, which probably it is the right thing to do. But now we are going to go ahead and do that, then they come in and say we are changing the driveway elsewhere. Mr. Shea reported we should tell the Committee that if it significantly affects the scope of the project they need to come back here to the Town Council. The Town Manager reported the road at this point in time, we do not have a figure on it. Mrs. Hornaday questioned whether they would have looked at it, if they did not have this extra money because the bids were coming in lower. Mr. Woodford reported it is the change in the scope of the project - that is the issue.

Mr. Shea reported a good compromise would be to let them spend the money on the design, to see if we need it, but they cannot spend the money on the road, the design would be good for 20 years. Mrs. Hornaday reported her feeling is, how is that that we did not know that we might need this a year and a half ago. The Town Manager reported it was all tied in with the State Traffic Commissions report on the school and the traffic, and the traffic signal, and whether we are going to put in a traffic signal. Mr. Shea reported either way, all he is trying to get at is there might be some value to this. Mr. Woodford reported he wants some control over this process. Chairman Carlson reported his feeling is that we have an engineering department, they have the responsibility of engineering the road, and if they deem it necessary to do this, then that is what should be done.

Mr. Shea questioned if that had to be done, when would the decision need to be made, could that be made at the tail end of the project. The Town Manager reported yes, it could be made anytime, it could be made five years from now. Mr. Shea reported so then, does it make some sense to spend the money just to have the plans. The Town Manager reported he would like to have the plan, because he thinks at some point we are going to have to do that. Mr. Shea reported it is a hard question to answer tonight, if we can get the whole thing done now. But the message should be that anything that significantly changes the scope of the project, even though we meet once a month, it is important enough to the Town Council, we will attend their meeting. Chairman Carlson reported he actually think that tearing down the Tower and installing bleachers is a change in scope. He asked the question because he wanted it as a matter of record. He was told by the School Recreation Director that they were not going to increase the footprint of the bleachers. Staff Person Robinson reported they are taking out the press box and insert these new bleachers. Chairman Carlson reported that still changes the footprint. Mrs. Hornaday reported she can see that if the State said, you have to make it handicapped accessible.... Chairman Carlson reported which they did. Mrs. Hornaday reported that they say we have to do something with that, that is a different matter. Mr. Shea questioned how the Town Manager would define a change in scope. The Town Manager reported he would say \$100,000, that is 1/5th of their contingency essentially, maybe \$200,000. And he would say also what Mr. Woodford and Chairman Carlson is talking about in terms of something significant beyond the scope as we have outlined it in the charge. Mr. Shea reported he would like to have them give the Committee the message. The Town Manager reported yes we can convey that back to them. He just wanted to let the Town Council know that they had not planned to come in, and he basically felt that because of the changes that they were already talking about, the bleachers, the library that they should be in here telling you about those because in his mind intuitively those were significant, especially the media area.

Chairman Carlson reported his concern is that this surplus sounds like it is going to get potentially larger, but even \$600,000, or \$1 million is a lot. Mr. Woodford reported in his mind they should not spend even \$1.00. The Town Manager reported he already mentioned that a couple of times at the meetings. Mrs. Hornaday reported they can sit there, but the residents are going to rip them to shreds. Mr. Shea reported the message is we are talking about the internal surplus not the external which sits there like it is not even real. The Town Manager reported he already talked to them about the internal, when they came up with the fact that they were ahead. Mr. Zacchio reported we went to the public and said what it would cost, if it is costing us less, then it is less, not that they can change things now, to upgrade things because they had extra money.

It was the consensus of the Town Council to have the Building Committee proceed with the design plan for the entrance, then come back toward the end of the project to discuss the internal surplus.

X. ADJOURNMENT

The meeting was adjourned at 11:20 p.m.

Attest:

Caroline B. LaMonica
Clerk