

VILLAGE OF HASTINGS-ON-HUDSON, NEW YORK
BOARD OF TRUSTEES
REGULAR MEETING
DECEMBER 15, 2015

A Regular Meeting was held by the Board of Trustees on Tuesday, December 15, 2015 at 7:30 p.m. in the Meeting Room, Municipal Building, 7 Maple Avenue.

PRESENT: Mayor Peter Swiderski, Trustee Marjorie Apel, Trustee Meg Walker, Trustee Daniel Lemons, Village Manager Francis A. Frobel, Village Attorney Linda Whitehead, and Village Clerk Susan Maggiotto

ABSENT: Trustee Nicola Armacost

CITIZENS: Forty (40).

Mayor Swiderski: I want to give a new storekeeper in town a traditional five minutes at the mic to describe what she is up to, her hours, and who she is seeking to attract.

Jodi DeCrenza, Owner, The Fitness Gallery: I just opened up The Fitness Gallery. The Fitness Gallery is a fusion of art and fitness. I have various classes, which include Zumba, African dance, Pilates, yoga, body sculpt, boot camp. You name it ,we are doing it. Somebody just told me I should bring in Krav Maga, which is an Israeli defense class, so I might do it. My hours of operation are Monday 3:30 until 9, Tuesday closed, then Wednesday, Thursday and Friday open 11 to 9, and Saturday and Sunday 11 to 7. I have various classes running all day, and I expect to see all of you there. I have beautiful art from international artists from all over the world. Every three months I am going to have a different artist. The next artist I plan on having is from Russia, then Cuba. Right now, I have a gentleman named Scott Stallard. He is from the island of Bermuda, has traveled all over the world, and has got beautiful things: collages, paintings, photography. He started out as a photographer and moved into collages. He is a lot like Peter Beard who does a lot of collage work and it is beautiful. I would like you to also come in and check out the art. I am at 5 Main Street, right next to Corey Glass, in the old art supply store. It is revamped. I did a lot of work, so it is beautiful.

Mayor Swiderski: Thank you and welcome.

PRESENTATION – Proposals for Engineering Review of Warburton Avenue Bridge

Mayor Swiderski: This is a presentation from a candidate who is going to speak about his qualifications for an engineering review the Board has requested of the Warburton Bridge. There has been some concern expressed about the quality of the workmanship, particularly on the parapets but elsewhere, as well. In the interest of defending our interests, the Village

is seeking to have an independent review of the bridge so before it is complete we can ascertain if there are any issues there.

Mr. Deerkoski: Fran had contacted me regarding the problem you are having with the Warburton Avenue Bridge. Currently, we are doing the same thing at the Jefferson Avenue Bridge in the Village of Mamaroneck, similar issues with the bridge that was built and opened up about a year ago. We are doing an investigation into the construction of the bridge; everything from the design to the quality control during the construction of the bridge, and to determine whether the village got their money's worth when they paid for the bridge.

We do a tremendous amount of work with bridges. I am licensed in 19 states. If anybody here is familiar with the Alexander Hamilton Bridge, all the traffic and other problems that it caused. It was a \$400 million project; \$200 million of that was temporary work like shoring, which is what we do. We work either for the contractors to develop the means and methods of performing the work or for the owners, putting together a sequence and methodology for construction. Just having a bridge designed properly does not help you if you do not stage the work in a certain way to help the contractor out in order to get a better quality of work. We are working on the Brooklyn Bridge right now. Our contract there is very simple. It is one-liner: make safe. If you think that is a problem, that bridge there is a different problem. We plan on reviewing a lot of the items that normally go into construction on major bridges. This is a small bridge, but the same rules still apply. Do they have approved shop drawings, review the engineering change orders. Sometimes it is issued by the owner, sometimes by the contractor if they see a better way of doing something. Then it has to be approved by the owner. The other things we will look into are do they have a performance bond on the bridge and, if so, what is the scope of the performance bond. A performance bond is like an insurance policy on the bridge for a certain period of time after the construction is done. The contractor, if they do not want to do it or cannot perform it, the bonding company comes in and pays for someone else fix problems.

I saw the tapes of a previous couple of meetings and there was a lot of concern about the safety of the bridge. We do a lot of forensics investigations, some with fatalities, some not, bridges coming down. Rarely do one or two things cause a bridge to collapse. The way the safety factors are built into a bridge multiple things have to go wrong before you have a real safety issue and the bridge might or might not collapse. That is one thing. The other thing, and I am hitting things very briefly here and, again, some of the concerns that were expressed. One was about possibly keeping the bridge closed, not opening it up to traffic. That is a can of worms, liability-wise. Number one, the bridge obviously would make it easier for emergency services, fire department, ambulances, and police to get from one side of the bridge to the other. You close the bridge down or use your influence to try to close the

bridge down, unless there is something definitely wrong with the bridge, you leave yourself open to a lot of liability with something like that.

Mayor Swiderski: Have you encountered the particular question raised here a number of times, just cracked parapets, elsewhere?

Mr. Deerkoski: Oh, yes. Cracked concrete, yes. That occurs many times. Number one, concrete cracks. It is physical impossible to pour concrete and not have it crack. Major spalling, major cracking, those are all indicative of other problems. That is why we are going to look into quality control procedures that were implemented and used on the bridge. One common problem is, once the cement touches the wet sand, in the truck or in the plant, before you even add the water, that concrete and that mix has to be in place within so long, usually 45 minutes or an hour, on the structure. If not, the concrete starts to cure and then you are pouring concrete that is already partially cured. That is where you end up with a lot of spalling, cracking, and issues like that. Part of reviewing the quality control that was done on the bridge, there are delivery tickets that are delivered with every batch of concrete. It will say when the concrete was mixed in the plant. Then it is a matter of looking at the inspection record to see where that concrete was use. All of you have been driving down a highway and see concrete barriers that are all beautiful, and then you hit three or four that are falling apart. What happened is, it is a bad batch of concrete, who should have caught it? That where the performance bond and other stuff comes into play.

Trustee Apel: Would you be then telling us, after doing these reports and the investigation, if left the way it is what is the prognosis for the future with the way it is now? If it is falling or cracking, what does it mean for the future of the bridge?

Mr. Deerkoski: That is one of the things that would be looked into, yes. Is it an immediate thing, it is a long-term issue. Bridges are usually built for a 50-year lifespan. Because of some oversight error in construction certain portions of the bridge may only last for 10 years. Then we would, in this case, bring it to your attention. Then the appropriate way then is for you to tell the county you got a problem here, our guy found this. Then they have a choice of what they want to do to fix it. It is not uncommon to call the contractor back in, and he takes out a length of parapet, breaks it up with concrete breakers, and pours a new parapet. There are ways to fix it. Usually, it is cheaper to do it now because 10 years from now, when it might fail, or five years, it is going to cost more money to fix it. One of the problems is we have to dance carefully with the county and play nice. It is their bridge, it is their contractor, they are going to have to pay to get it fixed or have the bonding company fix it. Once you bring it to their attention it is like a marriage. So long as you bring it to your spouse in a nice say it has to be taken care of.

Trustee Walker: We have only seen problems with the parapet. That is the visible part of the bridge we see. Obviously, there is a whole lot of the bridge underneath that we do not see, we do not know how it was built or how well it was constructed. If we see problems with the parapet is that an indication that there might be problems elsewhere in the bridge that you would want to look into? I do not know that we have discussed looking at the entire bridge structure, which could be a lengthy and expensive process.

Mayor Swiderski: The county is going to provide a sheaf of documentation describing the range of construction materials and processes used, and you are going to review all of that.

Mr. Deerkoski: Correct. We will review that. We are not going to pursue if it looks like something is a problem. Rather than spending your money to review it, we could bring it, through you, to the county's attention: it looks like this was done wrong. Let the county take care of it, unless they want to have us do it. We want to be very careful. If you fix it you own it, so you want to be careful. You carefully bring up issues that have to be addressed, then leave it up to them and let them decide how they want to address it.

Trustee Walker: So it is going to be an incremental process. You will start by looking at the documents and the things you mentioned, and the bond. Then if we see problems, we continue to investigate. We may stop after the first round.

Mr. Deerkoski: Exactly. We may end up raising issues. The county may not be aware of them. We raise issues, they become aware of it. It is their bridge, they are going to own it, so it is to their benefit to make sure the bridge is done properly. Again, if they have a performance bond they can get it fixed now at no additional cost to them.

Trustee Lemons: What is the time frame to do that initial review? It is basically an audit that you are doing on the design and on the performance.

Mr. Deerkoski: It depends on how fast we get the documents. Sometimes the documents come in one fell swoop, you get the whole package. But that is not usually the case. Usually, you get the documents in dribs and drabs. You do not want to start doing something until you have all the documents in that phase of the work to see whether or not you have enough in order to pursue. You do not want to start an investigation into something and then have to stop it, then you get the next piece of information and it turns out that that was already addressed. The key thing is how quickly we get information.

Trustee Apel: How long a time do you have on these performance bonds? Do you have a year, two years, or is it three months, six months?

Mr. Deerkoski: Again, we have to look into their bond. Once the owner is satisfied that he has a good job, then they can release the contractor from the bond. Sometimes there is another year or something like that added onto it. But the owner could wait a year before they decide to release the contractor from the bond.

Trustee Apel: I am asking because we want to make sure there is still coverage to make these repairs, even though you are getting this stuff in dribs and drabs. What is the incentive for the county to give you all the stuff at once?

Mr. Deerkoski: The incentive for the county is that they get the problem fixed immediately. It does not make the county look good if a county bridge is falling apart or you have to close the sidewalks because the sidewalk is crumbling. They do not want that to happen. What we are doing is protecting the county and, at the same time, protecting the Village of Hastings-on-Hudson.

Mayor Swiderski: I hope the county realizes that.

Mr. Deerkoski: They usually do. It is just a matter of being nice. You do not go in banging on doors and stuff like that.

Village Manager Frobel: To that point about the release of the documents, we found out yesterday that they are going to be releasing all the specifications, the project manual, the inspection reports. All that should be coming soon.

Trustee Apel: In mid-January they are going to install the security fencing in something which some people have questions of how they are installing it and leaving it to sway back and forth. They want this security bridge to be protective of people, yet they are installing it in such a way that it is going to sway. That is what we have been told by people. To me, that is very important. There is no security fence up and people have been walking by anyway. We are spending 100 grand for a very special fence. A fence is important, and if they are installing it incorrectly to begin with, then they are going to have to rip it out. Every time they put in one of those posts it is not secured underneath but secured on the top by four pieces or something.

Trustee Walker: Right. We thought the bolts to hold the fence on were going to be cast in place when they poured the concrete. Likewise, we thought the lights were going to be installed differently. We know of a number of changes they made during the construction process, like they decided to do a continuous pour on the sidewalk, the parapet and the curb, and not putting in granite curbs. They changed the drainage. These things happened during construction, and it is important to understand that that was done properly, as well.

Mr. Deerkoski: Yes. You have a list of things you know about, sometimes someone from the public just reporting something.

Mayor Swiderski: Right. We have got a list of things that have been raised, and should you win the contract it will be immediately supplied.

Mr. Deerkoski: That is one of the things we would concentrate on first because it might be something that would be overlooked. People like to look at big-picture things like stresses in the girders, then you find out the pedestal underneath the bearing holding the bridge is no good.

APPROVAL OF MINUTES

On MOTION of Trustee Walker, SECONDED by Trustee Lemons with a voice vote of all in favor, the Minutes of the Regular Meeting of December 1, 2015 were approved as presented.

APPROVAL OF WARRANTS

On MOTION of Trustee Walker, SECONDED by Trustee Lemons with a voice vote of all in favor, the following Warrants were approved:

Multi-Fund No. 42-2015-16	\$239,873.92
Multi-Fund No. 43-2015-16	\$ 13,998.67

BOARD DISCUSSION AND COMMENTS

1. Process on Requesting Donation from Town of Greenburgh to Annex to Uniontown Park

Mayor Swiderski: We are changing up the usual order because there are a lot of people here. We want to lay out the process on a variety of projects before us; all important, and clearly important enough to you to come out on an evening. And one of them is quite important to the Village, as well.

The two that I suspect most of you are here on is either a sidewalk on Hillside and Farlane or a path that would connect, ultimately, Marianna Drive to Uniontown Park via a piece of property that the Village may seek to donate from the town that currently owns it, the Town of Greenburgh. I am going to run an informal poll so I know how to sequence which one we do first. Could I see a show of hands of who is here for the sidewalk on Farlane and

Hillside? OK, and how about the Marianna Drive-Uniontown. It would have to be an even split, right? We're going to take it in order on the Board discussion and start with Marianna. What we have here is what has been an informal path that, as my Village Attorney who has lived here informed me, has been around for at least 40 years that went from Marianna Drive to Uniontown Park, heavily used by children in the neighborhood and athletic clubs that cut through to use the Uniontown Park, and also on the way to school. The Town of Greenburgh happens to own a chunk of land that, were it deeded to the Village, would allow us to formalize a path there that would allow this traditional passage of children to occur on something that the Village would groom into the decent path. What happened was, an informal discussion initially between a property owner on Marianna Drive and the Town to allow that transfer to occur moved into an offer by the Town of Greenburgh to sell it to that property owner. Then another property owner wanted to buy it, as well.

When this came to the attention of the Village, this is a public good we are discussing and it did not seem right for the Town to be adjudicating the disposal of a marginal piece of property between two property owners interested in it. Rather, the Village decided to step in and ask for the property to be deeded to us, or at least consider asking for it, with the intent to ultimately formally add it to the Uniontown Park, an exit to that park, as permanent parkland moving into the future for the express purpose of that pathway. There is a little further complexity. That piece of property does not border Marianna Drive, so were this to happen the only sensible way for this to occur would be for a right of way to be granted to the Village, an easement, as it is called in legal terms, from Marianna Drive to the current Town of Greenburgh property, and then through Village property on to Uniontown Park. That is the issue before us.

I told Supervisor Feiner to step back and for us to do this in a proper manner. What that manner is going to be, to be clear, is that next meeting we are going to ask for public input into this suggestion. The specific point of order we are asking for is should the Village ask Greenburgh for this piece of property: what are the pros and cons in asking for this piece of property to turn it into pathway. We, as a board, initially, on hearing this, assume it is a good idea. But that is not a process; that is a trivial assumption. The right way to do it is to have the neighbors and people affected by this come to a meeting, express their interest on this topic, concerns if they have them. If that sways our decision to decide not to request that property, so be it. If it is, however, a compelling argument in favor we will then draft a proclamation or a resolution that we would pass at the subsequent Board meeting. It would be a formal request to Greenburgh to pass us that property. Greenburgh would get that that resolution, and then it too would require a public process to hear from whoever might object to it being turned over, or in favor, and then decide to grant it.

In effect, we are going to decide whether we should ask, and they are going to decide

whether they should give. That process would take probably four meetings: two in Hastings, likely to be the first one in January, where we discuss it; and the second one, which is the third Tuesday in January, where we would vote on it. It would then go off to Greenburgh and Greenburgh, in turn, would run a similar process, and if they choose to have a resolution that night to deed it, they could do it on one evening, or they could do it over two meetings, as well. If things fly along, by the end of February this will be resolved at the latest. I am sure there is a legal set of steps that are required for the process of deeding it, but that is what would occur. We are not offering to pay for the property. It would be an intergovernmental transfer. Assuming there is not problem with that, the attorneys will weigh in on that. If there is a requirement for some consideration to change hands it will be nominal. It would only occur if the Village thought a greater public good is served here and would move ahead and do that.

First, I am going to ask for questions from the Board because this is the first time they are hearing this whole process laid out. I did send them an e-mail with the outline here. Then I will turn to the interested parties in the audience.

Trustee Apel: It is a very sound process and I am glad that we will be looking into it. Is there any problem now with the children walking through? Are they being prevented from walking through? My only concern is that they are being prevented from walking through, and how are they getting to school because they cannot walk through.

Female Voice: They are on the street.

Mayor Swiderski: If somebody is going to answer that from the audience I ask them to approach the mic, give their name and give a response so people in TV land can see it and it is captured in the record.

Trustee Apel: That would be the concern, that we are talking about children walking to school probably through the month of February, and what is being done so they can walk through easily.

Mayor Swiderski: I will give my answer, and people can yell out if I get this wrong. My understanding is that children currently are getting rides to school. If there is walking occurring it is informal and there is not a whole lot of it going on. Those who do choose to walk go up Tompkins and over James, which are generally considered busy roads.

Toby Linder, 13 Marianna Drive: I have an 11-year-old and a 9-year-old. My 11-year-old is in sixth grade, and he walks every day with my husband. My husband crosses Tompkins with him, they walk up on one person's property, cross at the stop sign, go down James on

five other people's property. They get to Bevers and then my son walks up Bevers to meet his friend. He does not go all the way down James. He walks to school with my husband at the dangerous part, but in the afternoon we work. Luckily I work part-time, but it is hard sometimes to get home. It is informal, but it is formal.

I was not going to speak, but yesterday my husband was in Albany and I walked my son. I was terrified. We are walking up in the cemetery, we are at the stop sign. Someone blows through the stop sign, I pull my kid back. I am holding his trumpet, he is holding his backpack. We get across and there are two cars on James. I do not want to reiterate to you the scariness of James. You know that, that is in the record. We have been saying it is dangerous, but is really dangerous. I had personal experience with it yesterday.

This morning I drove my kids to school. I do not want to be doing that. I want to be good for the environment, I do not want to add to the chaos at Farragut. I want my kids to walk and I want them to walk every day. I am concerned about the time frame. I understand the process, but what am I supposed to do for the next four months?

Michael Anderson, 21 Marianna Drive: I am just going to clarify one thing she said. If anyone is at all unsure about how dangerous Tompkins is, ask the police how often they have to cart deer carcasses off that street. It is a blind turn, it is hilly, people fly down it. It is very easy to prove how dangerous that is.

Trustee Apel: We are not discounting any of that. That is why I asked what is going on with the children now. But what I am feeling is, if the process is going to take through February then it may need a group of parents coming together to decide who is going to help walk the kids to school for the next few months. We do not own that land which we have to wait to be deeded, we have to do what is legally correct in order to go through this process. We know that it is going to take this time, so in the meantime if there is a way to get together to help these kids get across these streets until the end of February, then there is a light at the end of the tunnel and that is what we are hoping for. We know why you are here. We are feeling the same up here, but we all have to go through this legal process.

Trustee Lemons: The Town of Greenburgh owns it now. Is there a temporary arrangement that could be made?

Village Manager Frobel: You really have to make improvements there. There is quite an outcropping of ledge. Even when we acquire this property there are going to be some improvements that going to be needed if they are going to continue near the existing trail to Uniontown Park. Kendra and I were out there this week. There is probably a way to a lower part of the valley there that could shoot off. There is a little longer way, one that would not

even entail acquiring this property from Greenburgh, making a trail there. There are some alternatives.

Trustee Walker: The trail they have been using all these years, is that located on private property exclusively?

Mayor Swiderski: Not exclusively, but a segment.

Village Manager Frobel: But even today, you could navigate close to the existing trail and go on private property for a very short segment and then continue into Uniontown Park.

Trustee Walker: But did someone build a trail?

Village Manager Frobel: Yes.

Trustee Walker: Who built the trail?

Village Manager Frobel: As the Mayor indicated, it goes back historically for quite some distance. But what brought this to a head was in the summer of 2014, when a property owner with a private landscaping firm with our Park's approval made some improvements that opened it up more. That is what drew the attention.

Mayor Swiderski: And it was done on private property without the realization that it was private property.

Trustee Walker: No one checked the surveys before they did it.

Village Manager Frobel: There were assumptions made. Because of the footpath location, there was an assumption made that it was publicly owned land.

Trustee Apel: The lawyer can answer this, but if something is used over and over again is it not taken by ...

Village Manager Frobel: Eminent domain?

Mayor Swiderski: No.

Village Attorney Whitehead: There are a number of factors that would have to be considered before we could determine that.

Trustee Apel: Fifty years of kids walking that way seems to say a lot.

Mayor Swiderski: I am not eager to head down that path. I tend to want to respect property rights, and if the property owner is dead set against something I am inclined respect that.

Trustee Lemons: The unintended consequence of that could be other property owners saying I better not let anybody walk across my property because I lose it.

Mayor Swiderski: There is a way here for us to do what has been done before, or consider doing what has been done before, without a sacrifice of private property rights.

Robin Maney, 18 Oxford Road: I am aware that things have been said at the last Board meeting regarding this. I am going to give a little history. We lived in that house for almost 11 years, we have never had any problems there, we have never had incidents, we never put anything down. It was fine. You spoke about how we woke up one day with a bulldozer. It was not just clearing the path, this was taking down trees, moving everything back. No conversations with us, no knowledge, nothing. We did not know who to ask to please stop. We asked everybody please stop, this is our property. It was ignored, then we had to get a survey. It was fully on our property, our neighbors and another neighbors; it did touch all three of ours. It was not a factor of the children passing through; it became a destination for people. People would come through the park and see a trail and then come and hang out there. We have kids smoking marijuana, drinking alcohol, hanging out all now in my yard back there. I had other neighbors that expressed that they felt concern with other people hanging out in here, not just children cutting through.

That was well over a year ago, in July of 2014. We did not do anything about it. We left it there, we tried to cover it back as best as we can. We did not put a fence down until we were forced because people would not respect that they could not keep clearing out our property. I kept laying it out all nice. I understand it would be a nice thing if it was not our property. I was sitting here trying to figure out what to do, then we were forced to do it. I know I am not reading everything I am supposed to, but I know it has also been mentioned this is unusable property. It is my property. I bought this home for this reason. Just because I do not have a home on it does not mean it is unusable. I have a third of an acre, I do not have a 20-acre estate. This is part of where I live, this is part of where I am at.

It has been frustrating for us. And not once has any discussion for anything that has happened ever been brought to our attention, not once. We keep reacting to everything that keeps happening, and we are at a loss. I also do not understand. Maybe the flatter part, there is plenty of park space back there. I do not know why, on another side, that it does not affect any of us up on Oxford, why it cannot be put in. I am not against children, I am not. I just

do not understand. Put it where we are not affected. And it is a footpath, not a trail. It is a very large trail.

Trustee Apel: Would you be willing, just temporarily if we get that property, let the children go through until spring? Then we can get the property and the children would be safe, which is what we really want?

Ms. Maney: I will discuss it with my husband, because I do not want to speak for both of us. If it is not touched, because there is a fence I do not even want there. I hate it. If it is not touched and if it is respected, then I am not going to say no right now. But again, I will discuss it with him. The problem, why we put it there, is because it did not just attract children cutting through.

Trustee Apel: This is a part we did not hear about. I am glad you brought that up. But if you could talk to your husband and think of the children and say only during school hours, and hope for the best for the next few months, then the children would be safe, we would all feel better, and we can get the property.

Mayor Swiderski: Or an alternate way.

Ms. Maney: If you have been there, there is a complete other side that will not affect any of us.

Trustee Apel: That would be wonderful if you would consider it. Thank you so much.

John Gonder, 153 James Street: Mr. Mayor, you mentioned no consideration. We bought a park, Mayor MacEachron, for one dollar from the state. If you do not want any concession I would give them \$5 or whatever you need. Do not throw that option away.

Hallie Anderson, 21 Marianna Drive: Back when we asked the Village, in July 2014, could we improve the path there was no way to know it was private property. If you have ever walked down there the houses on Oxford are so far up a stone cliff, and I have pictures if somebody wants to see them, and the fence line of the property is so far up, you would not have assumed it came down. We knew from folklore of Marianna Drive that this has always been a path. It was in a sad state. There were some trees down. There is a whole bubble of kids on Marianna Drive between 2013 and 2018 who are starting middle school, and the big trees that were downed would be hard for, in particular, my fifth grader who weighs 60 pounds and her backpack weighs 15 pounds, and she would not be able to make it that way.

We thought we were doing the right thing. I had never met Tim Downey, but admired the

work he did at Dan Rile Park. I called him, he says you have to call Kendra. We went through the process, we called Kendra. We went back and forth with Kendra. Kendra's head maintenance guy met me on the path one day, what do you want to do. It was a whole process. The reasons no one assumed it was private property is, one, it existed for 50 years, so we were not asking to create a path, we were asking just to right years of neglect. Two, for the last three or four years before that I had gone out with my weed whacker two or three times to try to beat back the weeds because all I can see when I looked at those tall weeds was Lyme disease. Nobody came out when I was doing 45 minutes of weed whacking to say you are on private land. So we had no idea, which is why we did not ask. Even Kendra did not know, and she did not ask because when you are out there it is just part of Uniontown woods.

We got the lot number, we asked Paul Feiner can we build a footpath on this? And he said, why do you not buy it? It was not our idea, we just want a path. I said OK. I have 300 signatures on a petition I would like to give to you of people in this town who want to support walkability, want to support safety for our kids, and sustainability. After we bulldozed the path I apologized to the Maney's because we did not know it was private property. They said, at the time, we do not mind if the children walk. I do not know what has happened since, but they are not walking now. What we want to do is find a workaround and find a different path.

Brendan Maney, 18 Oxford Road: The way you find out if it is somebody else's property is conduct a survey. I want to walk through those pictures I gave you. The trail shown in picture one, that trail does not meet the definition of a footpath. It is large enough to drive a bulldozer down because that is what created it. Again, we live on a third of an acre, we do not live on a 20-acre estate.

When I approached the Village about the new trail, I was told I need to get a survey to prove it was on our property. Picture two is a copy of the survey. Highlighted in yellow is a copy of the trail. It is clearly across the backyard of our property. Peter, we talked about this and you mentioned this could be a case study for conducting surveys. The Village realized their mistake, they reimbursed me for my survey and my neighbor's survey that he had to get. After the trail went in we placed no trespassing and private property at each end of my property. I thought the public would respect the signs and they did not. A nuisance was created. You can look at picture three, four teenagers walking through my property. In their hands they are holding my no trespassing signs. They are walking off with them.

Picture four is a resident from Marianna Drive on my property. In his hands are a pair of hedge clippers. For some reason, he felt compelled to come on my property multiple times and cut back brushes, small trees, whatever he felt like. I had the police go to his house

twice to tell him to stay off my property. When I confronted him on my property he threatened me with a lawsuit. That was on a Wednesday. Friday, the police went to his home. Monday, the fence went it, and Tuesday he received a letter from our attorney. He is the sole reason we installed a fence we did not want and still do not.

Unfortunately, a trail is an all-or-nobody deal. I did not ask for the trail and it is not my responsibility to police who comes and goes on it. I do not want the liability, I no longer want the hassle. I have no problem with children walking through my backyard, and creating a trail. But you need to need to be reasonable about it. There are three things I would approve a footpath for. One is if you create a reasonable size footpath. Thirty inches wide, the standard size of a doorway. Two, the footpath be positioned so it does not inconvenience the homeowners on Oxford Road. It should be placed on the other side of that pizza-shaped property we are talking about, the part that Fran looked at yesterday. And third, a public permanent easement needs to be placed on 21 Marianna Drive.

During the October 27 town working session, Councilman Ken Jones asked the owner of 21 Marianna Drive if she would be willing to place an easement on the property in the event she sells her property. She told them I should have an easement on my property, and everybody had a good laugh. I think that issue needs to get resolved. If those three points are made I am fine with the footpath, I will walk away.

Tim Downey, 520 Farragut Parkway: I was the person responsible, in large part, for creating the problem. It was an honest, innocent mistake. I would like to correct for the record, though, what has been stated about bulldozing. Everyone gets this vision of a lot of damage going onto the property. The reason for the work, to the extent it happened down there, is very simply that it was a very treacherous point at one point on this drop-off. When Uniontown was built it was done with fill, and there was a lot of rock-and-roll which was just simply dozed over to the edge and made for a very hazardous footing in this one location. When you grab one rock, invariably rock gets loose and then another rock gets loose.

I tried to then use the rock to define the trail. It could be stated that, yes, it was wide at the time of the construction, but that is the width of the machine, a small machine relative for a task like this. The intention was to let it heal over in time. I had no interest in building a trail initially that a car could drive down. But when you are doing the work, grabbing a boulder, grabbing a pipe, a piece of fence and you start cleaning up all the debris and litter that was buried down there, as well, invariably the vegetation gets scuffed. You try and mend it and smooth it over as best you can. Naturally, we would want it to heal and diminish the scar on the land so it would be just a footpath just described. I want to clarify, it was not intended to doze a road; it was just a function of trying to make the slope, the grade and the footing safe.

Mayor Swiderski: I do not want to adjudicate history. We are where we are now, and I have expressed my regret and the Village's regret for the accident in terms of assuming a property line that was incorrect. We made good on that, we did as best we could and it should not have happened. We are starting from there and resolving this from where we are now. History is history.

Nicole Dimnet, 18 Marianna Drive: I spoke two weeks ago with all the Trustees and Mayor to bring up this issue. I agree with you 100 percent: there is nothing we can do about the path. Back around baseball Little League time I was on the path and met with the Maneys, with the Linders, as well. We said we are sorry for what happened and can we help you plant a tree. We cannot fix what happened. It is in the past, we are not going to make it what it was, let us fix the problem. We seem to have an agreement and we do not know what has happened since then. But the slice that Greenburgh currently owns right now makes the most sense. I do not know why anything has to go any further to the right, where it is not abutting people's property. This this is a village and people live on the Aqueduct. I am also thinking if you bought a house that is pretty close to a park and a baseball field you might expect a little bit of traffic, hearing kids cheer, et cetera.

Patrick Randolph Bell: I wanted to clarify, the Village reimbursed Mr. Maney for the survey. Did you reimburse Mrs. Anderson for the improvements she did on that pathway, believing that Kendra Garrison, superintendent of the Parks and Rec, and her head maintenance guy and Mr. Downey, our Tree Board man, all believed was Village property and told the Andersons that it was Village property and go right ahead, fix it. Did you give her \$4,000 back?

Mayor Swiderski: It was not requested.

Mr. Bell: If they request it will you give it back, like you did the survey?

Mayor Swiderski: We would certainly consider it.

Mr. Bell: That would be awesome. Then Mr. Maney is asking for the other side of the pizza slice, is that correct? Can you please ask Mr. Maney if he would like to be on the east side of the pizza slice into Village land rather than his land. By the way, he is correct in fencing off his land if people are using it. Do not let the little kids use the attractive nuisance all the time. That is not very safe. It his land. My parents have some land down South Carolina.

Mayor Swiderski: What is it ...

Mr. Bell: They were allowing hunters on their land. I did not think that was proper when

nobody was around to watch it. You should not let people on your land. It is your land. If someone is using it, unless you want to assume the liability, which might not be a great idea, try to fix the path of that pizza slice. But then do not try to control where it goes on Village land. If that pizza slice of land would not be the best path that is where it should go, like his three points of being on the other side of that path. See what is best. It is not his land. I just wanted you to clarify is he asking for the other side of the pizza slice.

Mayor Swiderski: No, that is Uniontown playground.

Mr. Bell: Right. So he wants it to be on that side is what he was saying before, correct?

Mayor Swiderski: Yes, that is the request.

Mr. Bell: That is what I am saying. It will be Village land, and if we could get the pizza slice that will be Village land. So you decide with the parks and with everybody else what is best. It is not his land. He did the best thing with his land he could. I agree with him

Dave Skolnik, 47 Hillside Avenue: For the next meeting, the people that would be coming there are two things that would be interesting to know: statistics of roughly what percentage of the population, the kids, have been using this trail from this area to get there versus either walking around on the street or being driven. A second thing is where they go. I assume they go across the baseball field and out on Rose. I would wonder where they go from there because we know that walking down High Street is dangerous and even crossing High Street can be dangerous. I want to know, in the event you are institutionalizing this trail, where it is that they are then being put out to there. That is the sort of information that would be useful.

Mr. Bell: I saw a document, a formal request that was put in, of all complaints about this property and the different couple police reports. In one of the police reports the complainant was Mayor Peter Swiderski is what it looked like on this document. Is it correct? I just want to find out. That is what I am not sure about. How can a person who files a police report then run the meeting about this event? I want to double-check because I swear I read it as the complaint. Can I see it? I want to see it again.

Mayor Swiderski: I was not the complainant. I relayed to the police a call I received and indicated they should look into it.

Mr. Bell: Thanks for saying that, but you somehow got in here caller Peter Swiderski, address your address, I am not going to say what it is. You told the cops to go down there. Why did they not just call the cops directly? Why did you get involved in the center of this? I just had to ask how does this happen?

Mayor Swiderski: I appreciate the prosecutorial attitude.

Mr. Bell: It is not a prosecutorial attitude.

Mayor Swiderski: The reason I got involved is because people reach out to their elected officials about issues that happen.

Mr. Bell: How often do you do that, though, do you make calls to the police?

Trustee Apel: I think you are out of order.

Mayor Swiderski: I think you are out of order and the ...

Mr. Bell: I am out of order for reading a public document, again.

Male Voice: You are wasting our time.

Trustee Apel: Please sit down.

Mr. Bell: Thirty seconds was a waste?

Trustee Apel: Please sit down.

Mayor Swiderski: The answer is whenever I am requested. Part of the job.

Mr. Bell: Thank you for your answer. That is exactly what I am asking you.

Mayor Swiderski: Are there any other questions?

Mr. Bell: One more. Why is part of the request from Mr. Maney before he would approve to an easement on a property that is already giving their easement, generously saying you are allowed to walk? I do not think you should make this part of the deal that she has to sign some document that says you guarantee this easement in the future. It should just be up to her, the property owner, just like he does what he wants to do with his property, she and her husband want to do with their property. And in the future, they can decide that. But there is no issue right now. She is letting everybody walk through anyway.

Mr. Anderson: I did not want to bring this up, but I felt like I am forced to. One day the kids went off to school, I am at work so I did not know about this. Someone constructed, or I

should say booby-trapped, the trail. Tree trunks were put in the middle of the trail. The worst part of it was, there was a concrete block about the foot by a foot-and-a-half with two rusty metal rods sticking out about a centimeter thick. These things were rusty, and it was leaned up against the tree trunk so you could not see it from the other side. If you stood up on the tree trunk and slid on it a kid could impale themselves on this concrete block. I saw that and I could not believe it. I could not believe that somebody was booby-trapping the trail when they knew kids were coming. The fact that kids were walking on a path with the keep-out sign or whatever the sign said, who knows what caused those kids to do that. Because they might have seen that and thought someone was trying to hurt them. To me, that is a not a bad response to what was laid ...

Mayor Swiderski: I would rather not suppose and I would rather not the discussion head in that direction. Kids do all sorts of things, I would rather leave it at that.

Jessica Kasirsky, 15 Marianna Drive: OK, then maybe I should sit down.

Mayor Swiderski: Yes, maybe. It is up to you. I do not want to suppose motives.

Dr. Kasirsky: I have a 2-year-old. I have been in Hastings for eight years, I have used that path with my 2-year-old to go to the playground in Uniontown, and I saw that. That just appeared one day. After all of this started, that just appeared one day.

Mayor Swiderski: We do not know where it came from.

Dr. Kasirsky: You are right, we do not. But I want to corroborate that.

Mayor Swiderski: I do not question it, but it is not a fruitful discussion and to this moment I think it has been fruitful. I would rather leave it at that.

Ms. Maney: I am sorry, but I do have to respond since we are being accused now. Which I think this is the point, I am sorry. But that is part of the problem not with the children, but the people that have been back there. We have found a lot of other things back there, as well. We would not booby-trap our ...

Mayor Swiderski: I am sure. That is, unfortunately, what happens in parks.

Ms. Maney: And also the reason my husband had to mention, while we are all discussing an easement, people's minds change. Everyone is saying 50 years and I understand that. Fifty years from now, if there is a public path put in behind there then who will have access to it if anybody does change their mind? I understand you are being very wonderful people letting

kids come through there now. But if you change your mind or if something happens, or you move, who has access?

Mayor Swiderski: Anything else? Then what we are going to do, and we made great headway through the public comment we would have gotten anyway in the first meeting in January, is do this one more time. A note of order: you sent an e-mail to board@hastingsgov.org and it is part of the public record. We received seven e-mails on the Hillside sidewalk issue in favor, and those count as well as people showing up. I understand the dislocation of taking time out of your evening, as interesting as this may be, and if you do want to comment that way you should feel free to do so. If you want to come, there will be a chance to speak if you have not spoken tonight in favor or against, and we will be doing that up front at the January 5 meeting. So first Tuesday in January. Boardoftrustees, if you want to be literal, at hastingsgov.org. Raf, if you heard that and I am wrong make "board" come to us, as well, but I am pretty sure it does.

Trustee Apel: We read all your e-mails.

Mayor Swiderski: We read all the e-mails we get. We do not get as many as you would think.

2. Sidewalk Project – Farlane and Hillside Avenue

Mayor Swiderski: There are two projects here that are being conflated into one. The first is a sidewalk on Farlane, also known to kids as "scary street." It would proceed from the intersection with Chauncey to where Hillside and the street that goes up to the pool, Chemka Road. This was considered because as part of the school renovation of their property they are laying a new sidewalk from the start of Chauncey Lane along the property edge up to Farlane. We thought it made sense to finally address an outstanding concern because we have heard over the years time and again that that particular stretch is dangerous and has that nickname for a reason because cars can hit 50 miles per hour on that little stretch because there is no perceived threat. There is a curve, cars come around and without a sidewalk it has always been perceived as a risky endeavor.

Because the school is engaging a contractor to do their renovation, when the school was engaged in contracting out that work we horned in and said if we added this bit to the contract maybe we would get a cheaper deal that way because there is already a project team and a construction team on-site so we could finally address this outstanding perceived risk to the community. We have heard a couple of things so far in terms of facts. It sounds like the school is going to be doing a concrete sidewalk on Chauncey Lane?

Village Manager Frobel: Originally it was going to be asphalt, but the latest is it would be concrete.

Mayor Swiderski: This takes it up to the edge of Farlane, and the sidewalk we are considering is not on the Reynolds Field side of the road but across Farlane on what is the Hillside side of the road. For most of its length it has got the space for a sidewalk. There is a complexity at the end because of a boulder outcrop that we have not yet resolved and may not, but the rest of the stretch is adequate to a sidewalk. That is one project.

Another outstanding project we have heard requests for years now is the continuation of a sidewalk on Hillside that terminates at Rosedale. It would take it from there, up Hillside, to the road that leads to the pool and Farlane. That bit of Hillside is unsidewalked. It has on-street parking so it is complex for a walker to navigate. It usually forces people as often into the street as on the narrow patch by the brook that runs there. The idea is to lay a sidewalk there that would continue from Rosedale to that intersection. This would allow people with children who are walking to Hillside School, for example, to have a sidewalk up to the point and through the greatest risk. They can then cross Farlane and are on that road that leads up to Hillside School, and generally safe. It works the other way as well: kids coming home from school or on to the pool, or commuters like me who might be walking down the Valley Place-Hillside route to be safer.

There are two things I am hoping Fran is going to report on, then I am going to look to feedback from the Board and then feedback from the public. One of them is the format of the road on Farlane. We have discussed concrete and we have discussed packed granite and chips, so some feedback on that. Then also what we would do on Hillside. We are looking for feedback from the Board to give direction to Fran to get engineering drawings made specifically for the Hillside piece. That route is not without its own issues. It has got some beautiful trees on it that we do not want to bulldoze, and it is also right up against a brook. We do not want to be cantilevering sidewalks out over a brook because that is more expensive and not as safe as having it a little bit away. We may be asking the engineer to come up with a diagram that has the sidewalk impinging upon the street, in part, so it avoids the issues mentioned. Those are the things we are going to seek input from the Board on and the public. We are also looking for Hillside for an indication of the support for it to proceed with those engineering drawings. Fran, can you take it from here?

Village Manager Frobel: As the Mayor indicated, we received very favorable prices for those two stretches of sidewalk. On the Farlane section, the concern you have expressed is whether you would like it to be a softer approach than concrete. We talked at one of our meetings about the Americans with Disability Act and whether or not we would be in compliance of were to use something other than an impermeable surface. I would have to

defer to the attorneys as to where we stand in that regard. The other concern with Farlane is we do have a proposal from a local businessman who has mapped out a strategy where if you were inclined to add to your pool parking there might be some opportunities there. I walked that site, and if it was done sensitive to preserving as many of the larger trees as we could and removing some of the smaller ones, it would address some of the concerns we have had in the past about parking for the pool. You would angle the cars off Farlane and park there during certain seasons.

The other concern was I had thought there was somewhat of a deed restriction on the Hillside Woods parkland as to what improvements could be made there. But we need to research that. That may just be a little folklore, I may be somewhat confused.

Mayor Swiderski: Oh, there are deed restrictions.

Village Manager Frobelt: So we would need to explore that. But if you are inclined to consider some off-street parking, that would change the configuration, or the utility, of the sidewalk. Part of that was a curb. The advantage to the concrete curb was to prevent some runoff from that hillside coming down and cascading across the road. Anything other than something impermeable you run that risk, mud or wood chips, or crushed stone.

Mayor Swiderski: Where would the curbing be? I am having a hard time visualizing that.

Village Manager Frobelt: Along the edge of the pavement.

Mayor Swiderski: Not on the roadside on the other side?

Village Manager Frobelt: No, on the roadside.

Mayor Swiderski: So why would that prevent water? Is the water not coming down the slope from Hillside Woods?

Village Manager Frobelt: Would you do that with an earthen path, as well, I guess. I assume you could easily and that would probably prevent some of that erosion I just described. But the larger issue is, is it going to be a sidewalk or a trail. Maybe that becomes the issue we need to wrestle with.

Trustee Apel: There is something else which we have not been discussing: the road itself. We have to do some driving-calming, road speed-calming there, traffic-calming. I am almost inclined to say we should make that road a gravel road. People are going to scream at me, but if you want to slow people down.

Trustee Walker: It used to be a dirt road.

Trustee Apel: It used to be the dirt road, so when it was a dirt road nobody goes fast. If they grind up roads when they are going to repave them and people have to then drive along all that chopped up road they drive much slower. So either we slow it that way, or you could put bumps in the road. We need to find how we can calm the speed so it is not a speedway. Because even if you put a sidewalk there, c'mon, we were all kids. You are going to walk on the path, you will not walk on the path. You will be somewhere on the road, you will not be on the road. No matter what, I think we are still going to be concerned about walking up and down that and worry about cars speeding. So if there is another way to calm the traffic so they are not going that fast and they have to stop, they have to go slowly up and down the road that would ease a lot of people's minds.

Mayor Swiderski: I agree, that has always been the target for traffic calming. That has always been one of the top three candidates for something. I agree it should be done. I do not know if it can be done at the same time. If we move with a sidewalk it is likely to happen fairly quickly because the construction is underway. The calming you are talking about probably requires its own study and more work. It should happen. I am not sure that should be the first place we should be doing calming, or maybe it is. We are going to be empowering a transportation working group, and maybe that is what they turn to.

Trustee Lemons: What I think, because I live close to there and walk that a lot and have over the years, is that it is amazing there has not been anybody hit there. But the traffic calming is the key thing even with a sidewalk. It is not only that stretch of Farlane. It is a curve so that is dangerous because of that, but there is a stop sign there which rarely gets heeded. What generally happens is that cars that are either going to make a left turn there or are going to go straight ahead simply tear on past. When they do that, the speeds are high. If they go straight up South Drive, which is a street that has one car width to it and a lot of kids on that street now, that is dangerous. So that is as big an issue as the walking. It is more dangerous there in some ways because kids can come out behind cars without being seen. So I think the traffic calming thing is huge.

My issue with the sidewalk and putting in a walk there, I am troubled with the suburbanizing of what is happening there. I am watching the construction on Reynolds Field and think the work that is being done there is good work. I am impressed with the quality of what is happening. But what has happened, and it had to happen if that field was going to be upgraded, it is going to look like a new, nice field but it is also very suburbanized. If we go across now on Farlane Drive and into that woods, and start doing that same thing, it is a creep because it is a very different kind of look and feel. I do not like it because it begins to

eat away at that woods, which people fought very hard to preserve and put a lot of time and effort in and, of course, money into to do. A trail going through there, if it is doable, I do not think violates it. I think that could be very nice. It is interesting because there is a trail now that has been made along Reynolds Field because of the construction. It is the first time there has ever been a place to walk there where you were not right in the traffic. If it is gravel I know it would get paved.

Village Manager Frobel: Yes, it will.

Trustee Lemons: But it is a big improvement because you can walk along there, you do not feel like you have to jump out of the way of a car. But that is a gravel thing, and that kind of a path that is hard and packed maybe it would work on Farlane.

Trustee Walker: I am not against a sidewalk or a path there. I am against putting a parking lot there. There is a wonderful rural quality to this road that I would hate to lose, and it is part of Hillside Woods. I feel like I am in Hillside Woods. That said, I have often thought we needed traffic calming there. It is very dangerous to walk there. I do see people going through the stop signs on both ends. So my initial feeling, when I was thinking about it over the weekend and walking it, was that you do some traffic calming at both ends where the stop signs are, like a raised-table crosswalk and something somewhere in the middle and enforce the speed limit there. I do not think that is a problem having it pinched down at the ends. If you blow out the rock at the upper end everybody is going to just speed through that stop sign. So I would say leave that rock formation and create a safe condition there where people can cross. If you are going to hook up with the Hillside trail, or go around the corner up to the pool, you create a safer situation at that intersection if you did some kind of raised paved area. The sidewalk itself, I would prefer a path if we can do that with ADA-compliance as opposed to a sidewalk. I am not against the three foot stretch along there. We keep talking these things like sidewalks, paths, raised crosswalks. Why do we not hire a landscape architect to look at this? I am an architect, but I am not an expert at sidewalks or paths or crushed stone paths. Why do we not ask somebody to do a design for us? We would be much happier if we had a professional look at this instead of us trying to figure it out.

Trustee Apel: Something that is integrated with the park. At the same time, I am sure this person is going to look at the road and figure out ways to make the bumps and the whole area more attractive.

Trustee Lemons: I like that idea a lot, Meg. We are playing with something which is a real Village resource. If we muck around with it in an amateurish way we will probably get an amateur result.

Trustee Walker: It has such character and a part of Hillside Woods, and I do not want to spoil it. So my feeling is, and what you are saying, is we would have to make this decision quickly. I do not think we should rush into it just because we have a contractor.

Mayor Swiderski: But you are inclined toward a path, and a path designed by a proper landscape architect.

Trustee Walker: Yes, but I do agree with Dan that you see groups of people walking up and down. They are not going to all fit on a sidewalk. There will continually be people walking in the road even if we build a sidewalk. You can build the most beautiful sidewalk and they are still going to walk in the road.

Trustee Apel: Right, so let us put gravel back there.

Trustee Lemons: I like that.

Mayor Swiderski: I am going to summarize what I am hearing here. I am suspecting I am the isolated voice. It sounds like I am hearing three people interested in a path, not a sidewalk, and three people who believe that traffic calming on that road is important.

Trustee Apel: Yes.

Mayor Swiderski: I am going to be the dissident on the path. A path is a mistake for a couple of reasons. If we want a sidewalk there, a path along what is a slope is going to get washed out. Whether it is granite dust, packed gravel, whatever, it is going to end up washing down and away from Hillside Woods because it is a slope that leads into it. And within three months after we paid somebody to lay it, it is going to look like hell. On top of that, I am concerned that we are creating something that is three seasons, at best. If it is gravel or chips it will not be useful during rain or afterwards because it is likely to be a soggy mess at the base of a hill. And in snow it will be unshovelable, a word I made up, because you cannot clear something that is gravel and chips without throwing it onto the street or wherever you are throwing the snow. A proper sidewalk could be kept clear year round, would not be washed away in a storm, and would survive far longer, than any path.

Trustee Apel: If it is raining the kids are going to be driven to school. They are not walking in the rain that I know of. When the snow is really bad they are not schlepping through. Or if they are, they are schlepping through in some of the snow areas. So I disagree a little. I understand about drainage, but that is something the landscape architect would figure out to drain those paths because there are paths through lots of woods and kids are walking through those paths and are fine. They put their boots on and they walk through. We have nothing to

lose by putting a path through. Let us see how many kids and adults are now enjoying this walkway. If it becomes so important at that time that they need to have a cement walk, then we will deal with whether we have to cement it over. But why permanently put cement in now and ...

Mayor Swiderski: Only because it is cheap.

Trustee Apel: Because it is cheap does not make it attractive.

Mayor Swiderski: No, I hear you.

Trustee Apel: It is utilitarian.

Mayor Swiderski: I am the minority opinion. I recognize that.

Trustee Apel: We have been using this area for all these years without the path. People have been making their own path. They are walking up and down the roads anyway. We are going to attempt to make it more attractive, make it efficient, make it drainage-appropriate. Let us see where it goes from there before we cover it over with cement.

Mayor Swiderski: Does anyone else on the Board want to react to what I said before we open it up?

Trustee Walker: One other thing about making it a sidewalk in the winter is that the Village will need to clear it then.

Village Manager Frobel: Right.

Trustee Walker: So it becomes a maintenance task we have to take on. I would like to hear from the public.

Bryan Allan, 101 Southside Avenue: I am confused. The discussion is about a sidewalk or a path on the Hillside Woods side. Yet when the Village Manager was asked to chime in he started talking about parallel or even angled parking for vehicles along Farlane. I am encouraged by Trustee Lemons and Trustee Apel and Trustee Walker's notions that it should be less traffic than anything. The idea that there would be parking along there is ridiculous and I would like you all to say that that should never be considered. I do not know why you were talking to anyone about that. There is no one in this village who supports that. That would be extremely dangerous and extremely irresponsible and would violate the easements on Hillside Woods. I do not understand why that came up.

Village Manager Frobel: Should I respond, or no?

Mayor Swiderski: It just did not seem to have a particular resonance up here on the Board.

Kevin Ettinger, 81 Hillside Avenue: My wife and I believe our location gives us the perfect perspective on the short Hillside hill and Farlane Drive. We have lived there for 47 years and watched the pedestrian vehicular traffic on those roads all hours of the day and night, raised eight children using both schools. We have a feeling most of the pedestrians, are young. School classes come down from Hillside, they come up from the high school, teams, athletes getting to tennis and the pool. We are not persuaded that sidewalks would make a significant difference in safety. But we do believe that if some people, especially those with children, would feel safer with those sidewalks then it does not seem to be a big problem unless it narrows the tolerances on Hillside. But having watched what the contractors are doing at Reynolds, we get very worried about trees and the brook and I am glad you folks mentioned both things tonight. It is a lovely brook, goes behind our house then underground on its way to the river. We have a large tree at our driveway, and if a modest sidewalk went up to 70 yards of Hillside and did make people feel safer then we can understand that. But we get worried about trees and the brook.

As regards Farlane, which was a dirt road when we moved in, it is closed during school opening and closing, which we think is still an excellent idea. We would not want to be seen as old folks who never want anything to change. We worked hard several years ago and persuaded the Safety Council to get four stop signs at that awkward intersection at the top. It is a speed road, Farlane. Everybody loves, or some people love, to speed down there. The fire department does not like the idea of bumps, even though New York City has bumps on its roads. But there are new developments where a fire engine may be able to keep its speed, whereas cars cannot because of the placement of the bumps. We would love speed addressed more than sidewalks, but we can understand everybody is looking at it carefully.

Mayor Swiderski: Your comments were on both, and I appreciate that. In the interest of maintaining one thought I am going to ask people after you, at least for this phase of the discussion on sidewalks, to keep to Farlane and then we will turn to Hillside. You are in a unique position to be able to comment on both. I was not going to cut you off there, but I do want to try to maintain one thought.

Continuing the discussion on Farlane, any input on sidewalks versus paths or traffic calming?

Mr. Downey, 520 Farragut Parkway: As noted, I did a good deal of work in August doing measurements and putting little dot marks in the pavement there to give some indication of what could be gained if parking were to be put in there. I would disagree with earlier

comments saying there should never be parking there because the dangerous situation is created in both Valley and Hillside. My thought was to relieve those neighbors who have been impinged upon for years and years, and shift that over to Farlane so they are closer both to the pool and between the pool and Hillside. Families could park there and gain access to both points rather readily. There were also, in my points, about having a walking path, a serpentine walking path, from the parking along the road up to the pool so you could pull people off the roads altogether. Kids would naturally would gravitate towards the excitement of the path.

I agree wholeheartedly with your comments and you are correct about a hard-surface sidewalk versus loose gravel. If anyone has ever studied that after hard July rains or when we have those big thundershowers, and looked at all the mud and gravel that are down by the stop sign there, that is a direct result of the water carving out the inside, the side we are talking about, with the hard rains. there is a curbing technique that could give both a shallow curb but manage the water. If you look at the Saw Mill Parkway, as you are coming south on Saw Mill Parkway before the two Farragut entrances, you will see that taper type curb they use there and on the Taconic Parkway. You do not need that high box curb, you just need that taper curb where cars could go over it. It would serve the purpose for water management and support the walkway, yet not damage vehicles and cars.

I agree with your comment about keeping the pinch by the stop sign at the top of the hill, but I would remove the rock on the lower portion on the bend so you have a safer sight line there. There is a way to do speed management, as was successfully done on Northfield Avenue in Dobbs Ferry a number of years ago, and most recently on Langdon Avenue in Dobbs Ferry with those very broad, wide speed bumps. If you looked in *The Enterprise* some time ago, the accolades that came from people in the Langdon drive area they love them, it was a great improvement. So you can manage the speed with those long big ones, not the short little bumpy ones that irritate you. They are manageable and they have made a great deal of difference there.

Insofar as the sidewalk, I would concur it should be a firm surface with a curbing design as described. Parking, minimal impact on trees. And then much of that material would be reused in making a naturalized parking setting, similar to something like Stone Barns. It would not look like a Caldor's parking lot or something to that effect. It could be a very softly integrated space, again relieving the pressure and problems off Hillside and Valley. I need to make one comment about Hillside Avenue. In order to do a sidewalk there, and I was supposed to meet with Trustee Armacost this weekend to review it with her, you are going to need to bite away part of that road because of proximity of the stream. There should be no parking at all between the crest at Hillside down to the Ettinger home. That is insane how bad that is there.

Trustee Walker: Are you talking about parallel parking or perpendicular parking?

Mr. Downey: Both. In order to have minimal impact on the trees there would be both head-on or back-in, depending, and parallel where there are trees that do not allow the depth. If you stand at the top of the hill and look down there is a great deal of depth on the right-hand side that is absent trees. But where there are true trees, if you go there you would see on the back of the trees little green dots back in August to help communicate this idea. It was not offensive, it was not damaging property, but it is the only way to help the conversation along. I would be happy to meet with anyone there, residents include, to describe these thoughts. You talked about a landscape architect, I have a pretty good idea on this kind of stuff, studied it for some time. I would be happy to help, along with the dialogue, being sensitive to the concerns of residents. It is not just a one-person show there, but to integrate many thoughts and have something that is functional, durable and meets the requirements of what we are trying to achieve here.

Mr. Skolnik: I want to make sure it is clear that this is not the public hearing. You mentioned about procedure.

Mayor Swiderski: No, this is to provide the Village Manager with instructions on what he will or will not be saying to the engineers in terms of designs for what would be presented at a public hearing.

Mr. Skolnik: My concern is that my experience is that by the time you have given the Village Manager direction and something is being presented at a public hearing it is already basically framed. A lot of what is being discussed here already is somewhat out of order. To wit, on the agenda we were discussing sidewalks on Farlane, sidewalks on Hillside Avenue. There should be no real discussion about traffic calming, about parking, about anything else like this because that brings in such a tremendous scope. I have been writing down notes and it is daunting. You want to talk about the character of Farlane, that character has already been significantly distorted by the work that is being done on the field and biting into that corner of Farlane and Chauncey. I appreciate, on the one hand, desire to retain some sort of character. But then you are also hearing about how much it is going to be improved.

With respect to Mr. Downey, his comments about marking the trees has to make me laugh. That the marking was done for the school project made most people assume that there were still going to be significant trees left, specifically between the tennis courts and the field. What it looks like now, I understand there is going to be replanting, maybe. But I do not think there should be any discussion at this point about hiring a designer. I do not think we are ready for that, and one of the problems we have had for years is bringing in professionals before you have had a sense from the community and given a chance to develop the ideas.

Admittedly, you do not have maps up here. But trying to conceptualize what has been described here this evening is just out of most anyone's league. I urge you, certainly the Board and the audience as well, to distinguish between talking about something being dangerous and something feeling dangerous. Especially for the Board, you should not be describing anything dangerous that does not have statistics attached to it. That was taught to me by our esteemed Safety Council, for years. It feels that way, speeds feel like 50 miles an hour. I daresay you do not see much in the way of 50 miles an hour on Farlane.

Male Voice: I have seen it.

Mr. Skolnik: OK, my point, with respect ...

Male Voice: In front of my house, out the window.

Mr. Skolnik: I withdraw the question. My point is that in a discussion like this we need to be tied to real data in order to make real decisions. My concern finally, if you are charging the Village Manager with already moving forward in order to bring something to a public hearing I think it needs to be much broader and not constrained so by the time people make a comment they already feel like their options are limited.

Trustee Walker: I think that is true. I do think once you hire a professional it feels like a fait accompli to the public. It is important that we hear from the neighbors, the community because everybody uses this road, before we hire anybody or tell a contractor what to do. Do not rush into something just because we have this opportunity to use the same contractor.

Mayor Swiderski: Meg, you were the one who wanted to hire a landscape architect.

Trustee Walker: Well, I do, but when we decide what it is we want to do. I just do not want to rush out and make a decision about something until ...

Mayor Swiderski: No. And I think with Farlane I am getting the sense there is enough ambiguity there that we have got to continue that conversation. Let us turn to Hillside now.

Jason Platt, 7 Valley Place: Everybody wants to keep the character. It seems like a consistent theme. At the same time, things have to be feasible in getting people up and down the hill, in particular in the Farlane area. I am wondering if some sort of compromise has been considered to make a solid path through the woods that can get people from the pool and the school down the hill to intersect with the sidewalk that is being built by the school district.

Mayor Swiderski: A solid path in the woods is a problem.

Mr. Platt: Yes, OK. I know there is the expense. But this is Hastings.

Mayor Swiderski: It is not just expense. A constructed path in the woods may be challenged. You can have natural paths, but we would have to look at the deed on the woods.

Trustee Walker: When you say solid you mean a paved path?

Mr. Platt: Yes, something similar to what goes from the parking lot at the pool up to Hillside School.

Dan Sbrega, 57 Hillside Avenue: This is dangerous and there is no other word for it. I am talking about Hillside Avenue. Thank you, Mr. Ettinger, for your concerns about speeding. We agree. No one is looking for the Ettinger family to lose their trees. There is a way to figure this out, there is a way for someone with a stroller to walk from Farragut up to Chemka without walking in the street. Where there is a will there is a way.

Kamila Forrest, 160 Rosedale: My son walks Rosedale and then walks up that little part of Hillside, up Chemka, up the path to school. Then he does the same thing on the way home. I let him do it. It makes me very uncomfortable, but I do believe in walking. That is why we moved here, it is the kind of place we want to live. I support a sidewalk. But I am also concerned about that roundabout right before the section that we have been discussing. People do not know it is a roundabout. I have seen close calls. People go left when they are supposed to go right. I think it is a roundabout, but I do not know.

Mayor Swiderski: Informally it is one.

Ms. Forrest: When I moved here I had no idea what it was, and I went to the left and almost bumped into somebody. There is no crosswalk. So my son, as he is walking on the left of Rosedale because the right of Rosedale does not have sidewalks, walks and then he has got to cross over somehow to get up Hillside and there is no crosswalk. There are no stop signs there. So the teenagers, which are frightening drivers, I have seen scary driving by teenagers around the school. They zoom past. The whole area, especially with the teenagers, is waiting for a disaster. I do not agree we should wait for data: it feels unsafe but unless we have data then it really is not unsafe. Do we want somebody to get killed before we say now we have data? I do not think we want to get to that point. We know intuitively that this whole section is a problem, and there is so much traffic from a lot of kids going between the two schools, it seems like a huge priority to me.

Mayor Swiderski: We are going to stick to the sidewalk and talk about general traffic calming at some other meeting. I appreciate it, but if we can focus on the sidewalk.

Carol Ettinger, 81 Hillside Avenue: I am one of those people that this woman is talking about because I have lived there for 48 years. We never had to go right, we always went left. We went any way to get there the fastest and that is the way it has always been. The increase in traffic has perhaps changed that. There is an easement next to our house that goes right across the brook. You could make a path, and many children still use it. When they come down the back road, they do not come down the road all the way. They come through the path, across the brook, and up next to my house to Hillside Avenue and around the corner to the school. That could be implemented. There would have to be a stronger piece. There used to be a big round tube that drew water down into the brook but went over to the other side. You could walk across it. If there was a little bridge put there it could be a very practical way of moving the children into the woods across to the other streets and not up the hill and down the back road.

Susie Caramonica, 6 Prescott Place: I am at the corner of Rosedale before Mt. Hope. I am glad that we are here talking about all these pedestrian safety issues. It is apparent that Hastings, with a school in the middle of town and the way it was built the traffic and the parking is not sufficient. I am glad we are starting to address these issues. I would also ask that we consider the extension of that sidewalk. There is no sidewalk on that side of Rosedale. The fact that we are waiting for data, like data means death, right? What data are we waiting for? There is a pathetic crosswalk there at the corner of Mount Hope and Rosedale and no sidewalk. That area is close to the school so it is filled with school parking. That is fine, it is not an issue. But the issue is there is no sidewalk so kids end up in the middle of the street, literally. Especially when there is snow they are squeezed in between the cars. You have got fifth graders that are shorter than the cars walking in the middle of the street, and it is really scary.

I am not sure why we are not looking at that one extra, a few hundred feet past there. I thought when we were talking about Rosedale that we would also consider that extension, where there is a sidewalk and it just ends across the street from my house. It is sweet and nice that we care about the character of this old town, but we need to consider the safety of pedestrians, and this village really wants to have pedestrians. We do not want to encourage more driving to the schools. So we need to make it safer for people, especially where there is all that foot traffic to the schools. Mount Hope and Rosedale, both schools you have got younger kids passing through to go to Hillside, including my third grader, and then my fifth grader who is going to Farragut. And the kids that are coming from the southern part of that part of town cross through Rosedale.

Brian Krapf, 53 Hillside Avenue: I strongly encourage some sort of sidewalk at Hillside towards the top of Hillside. My kids walk to the elementary school each day. They most definitely walk in the rain and the snow. That is the only way they believe the story that I walked miles to school every day with ice on my back. They are out there in the rain so I do not think a path will work. You need to have a sidewalk there. I do not think the teenagers are the problem, I think the adults are the problem, racing to the train and checking text messages. That is the real problem so I would strongly encourage the sidewalks over at Hillside Avenue.

Matthew Korbel, 737 North Broadway: I do not live anywhere near this chaos. What town is this? We have plenty of sidewalks and everything is pretty good. But in a couple of years my son is going to become more mobile, start to branch out to these areas in that part of town. I know things take time. There is process to everything, the research. But maybe if the Board could do a couple of stop signs, crosswalk, things that kind of could be expedited. We do not want data on this, like people said. Things that could be done fairly quickly if we could try to get them done quickly. You will need research, but safety is the number one issue here. I wanted to chime in. And I am thankful for where I am.

Sal Dileo, Donald Drive: We have our own issues, which will probably be another discussion, on Ravensdale. I have a middle schooler who crosses that. He once ran out and called me. He says I almost got hit by a bus. The traffic there is horrendous. I am for sidewalks. We are trying to fight it on the other end at 9-A and Saw Mill, they are looking for sidewalks there, too, so kids can cross. My middle schooler cannot walk home; we want him to walk home. Somebody has to pick him up, so sidewalks are a plus and I am all for it.

Trustee Walker: Which street? Are you talking about Hillside Avenue?

Mr. Dileo: Hillside crossing over Mount Hope. We are trying to fight it on the other side, but I am all for it and I think it is for the safety. Again, data, what do you do? Do you wait until there is a tragedy and then we will talk about it? I think it should be done before, preventive.

Niles Jaeger, 67 Hillside Avenue: My wife, Diana, wrote to the Board. She and I have been strong proponents of this sidewalk idea for the 15 years we have lived here, and there have been aborted efforts to get this going. There was a walkability committee. It is an urgent need. I live right where the sidewalk ends so I see the kids as you veer out into the road on that scary corner. Just to give a sense of the urgency, it is good if we all remember that in the last eight or nine years two middle schoolers were hit by cars right around the

school. They were not badly injured, but they were hit by cars. We should not forget that, and we should think what is the next accident going to be.

Nate Kessman, 59 Tompkins Avenue: I am glad that the Board is addressing issues of safety. As a resident of Hastings I do support adding sidewalks wherever it would help pedestrian safety. I am also in support of adding some quick stopgap measures that might help the children. The one woman who lives on Marianna, I am right around the corner from you. Adding maybe crossing guards would be a low-cost way to improve that as well as the speed tables that this gentleman has mentioned.

Adam Trese, 11 Clinton Avenue: I am also speaking in favor of a sidewalk put in on Hillside. Hillside is just a mess. Honestly I rarely take it but there is a stop sign and there is usually a car parked in that stop sign waiting to pick up some child. It is such a narrow street as it is, and I feel for my friends who I visit on Hillside with my kids. It is so dangerous. I know this is another thing, but it is the character of the Village. We do not want to put cement everywhere. We want to appreciate the Village and walk through it. It is anxiety-provoking with so many new residents who have young kids. I keep hearing at parties, they have gone in front of the Safety Council and talked and they were met with indifferent looks. I think there is a growing concern, beyond concern. We want to be able to walk, we want the cars slowed down. Irvington is doing it. You cannot drive like this in Dobbs Ferry. They will pull you right over, and in Irvington, too. They do not pull you over in Hastings. I feel like there is a blind eye to people not driving safely for whatever reason. We can put a sidewalk in, but it is a separate issue. I do not know who to talk to about it: how do we stop the drivers from driving so distractedly, so fast? Clinton, Ravensdale, James, High Street, Rosedale, it is just on and on. It is crazy. I see nannies driving kids. They are not using their phone, they are on the speaker phone when it is in their hand driving the kids. It is madness. So yes, I definitely want a sidewalk and I definitely would like it to take into consideration the drainage and protecting all the trees and saving the trees.

Eileen Quinlan, 39 Hillside Avenue: Thirty-seven years we have been there. The traffic that has increasing cars but decrease in walkers is about 50 percent. The sidewalk on Hillside is a no-brainer. You have got the contractors. We are not looking for beauty. I think the idea of getting rid of the five parking spaces above my neighbors, the Ettingers, those five cars would give you enough room without worrying about the brook that you could do it. And it is time. You have the people in place, it is time.

I just want to add one comment my neighbor Brian said. It is not the teenagers, it is the commuters.

Andy Ettinger, 10 Maple Avenue: It seems like, with all due respect, there are a lot of people coming up from the city who are bringing their anxiety to Hastings. This ain't Brooklyn, this ain't Manhattan, where you could get killed any minute. So having said that, there is a simple solution to Hillside. North of my parents' driveway, where there is not trees, there is some kind of sidewalk. You put a contractor in charge all the way down to the corner where the roundabout is they are going to tell you they can do anything. The next thing they are going to do is they are going to ruin the roots of the trees and it is a ridiculous idea. You have one stretch that is dangerous above the driveway where my folks live. Address that. Nobody would be against that. The big worry is the trees, as my father said. I find it ironic that Mr. Lemons is now talking about being upset about the suburbanization of the whole area. But you were the guy that signed off on the whole Reynolds plan. I do not get it. I hope you have a chance to redeem yourself. We do not need an overkill project on Farlane or Hillside. The last thing I want to say is about Farlane. The big problem is, if you put sidewalks you are going to have a light next, probably. And at that point, you are ruin the ambiance of the whole area.

Mr. Sbrega: I want to respond to Andy. No one wants his parents' trees to be removed. I cannot speak for everybody here. We are so desperate for anything. North of the driveway, absolutely, let us get something done quickly please. I think this is the third or fourth meeting I have been to. There is always concern raised about having to shovel, as you should, as the town should.

Don Fingleton, 196 Old Broadway: Even though I am on the other side of town, I have two kids, one in elementary and one in middle school. We walk up there, and I support a solution that is as nonintrusive as possible on the people who live there that provides a safe way. As a parent, right now trying to get my kids up there I am always trying to corral them and have a path to lead them on, whatever that is. A proper sidewalk or a path would be a real addition. And there is a lot of traffic of kids going up and down for different events from the middle school to elementary. It is not just the elementary-aged kids.

Mr. Korbel: The gentleman a couple people before me, bringing the city worries to here. Granted, it is like night and day from the city to here, but we do not live in a bubble here. I hope we do not think we do. Tragedies happen. I am for trees definitely. You keep the trees, but there has got to be some progress. The population has risen, more kids, more people, more tax base. We love that. But we got to make room for people. And sometimes you got to move a tree. You got to give to get a little maybe, that is all.

Mr. Skolnik: I need to clarify my comment about statistics and data because it seems to have been thoroughly misunderstood and being framed in a way that is not quite accurate. I was not in any way implying that we should wait to do anything until we have collected

some ambiguous amount of data. What I learned about the process, when I came here and began to go to the Safety Council because of one of the accidents that Niles referenced, was that there is this part of the process. Once you get past our local government and you start dealing with code and the county and the state, as frustrating as it was to me at the time and still is, that is what they seem to require. And you are right, it sounds very bleak, very dark to imply that, yes, we are waiting for somebody to get killed. We have got to be clear that that is not what I am looking for.

But in this conversation, it tends to get emotional. That is what everyone needs to try to balance. I do not mean back away from a passion about it, but you have to value the real information at the same time. It does not work to say it is the teenagers, no, it is not the teenagers, it is the adults. Because it is everybody. Pedestrians have a responsibility. I do not mean kids, but in a way I do mean kids because kids are, in many cases, doing what they see their parents doing, which is, from my experience in 10 years or so here, pretty atrocious. So data, yes, but certainly to move as expeditiously as possible.

Mr. Allen: I am still confused. It seems that there is a consensus that a sidewalk on Hillside is a good idea. Even the Ettingers are not opposed to it. There has been some talk about a sidewalk or a trail along Farlane. However, in my earlier comments I believe the Mayor said something about Mr. Frobel being requested to hire an engineer to look at this. Now he is talking about parking. Is the whole point of this discussion to figure out whether an engineer will be hired to look at this and, if so, what is the scope of that engineer's contract going to be? What are we talking about here?

Mayor Swiderski: We have heard lots of support for the sidewalk. And with all due respect, I do not think it needs to be reiterated so I am going to come back to the Board.

Mr. Allan: But could I get an answer to my question?

Mayor Swiderski: I am about to address it. In regards to Hillside, while there seems to be some reticence on moving forward on a process on Farlane, on Hillside is there a desire to move this process forward so we hire an engineer for drawings to present to the public. I am not sure what else we need from the public in terms of support. I am not eager for another round of public hearings. If a majority of this board insists on it I will schedule that, but I think we have got ample demonstration over the years of an interest here, so it is time to move on this, and specifically to ask for an engineering design that attempts to square the circle of preserving the trees, impinging minimally on this street. But doing so, where necessary, to preserve those trees, and taking the sidewalk up to Hillside and Farlane. That is what I am putting to the Board. Is there an interest in requesting the Village Manager to do so? That drawing will be put before the public for another discussion. But we have

ascertained there is an interest for this so I am not inclined to have another round. We had the same sort of numbers show up for Farlane so I understand the delaying game in that as much as it strikes me to the core. But I will get over that. Hillside is a different issue.

Trustee Lemons: Yes, it is pretty clear that there is an urgency about taking action. But we want to be sure that if we do that that we carry forward to the engineer those concerns that have been raised. You get one shot at doing this and we want to do it right. Andy Ettinger said do not just let a contractor loose, and I agree with that. We have to make sure it is done in a way that is sensitive to those issues that have been raised but still gets that job done.

Trustee Walker: Yes, sometimes the issue with trees is that even if you are not taking out a tree in order to build a sidewalk sometimes you have to compact the earth next to the tree. That can impact its roots and can sometimes kill a tree. If we are just talking about building into the roadway we probably would not have that problem. If we are building on the earth side, then we might have a problem. So it is important that we understand that we convey these concerns and we look carefully at the plans. Are they going to do engineer drawings?

Village Manager Frobel: We were going to have it for the next step. I have been in correspondence with the engineer who is an architect who is assigned to the school project. He is willing to come here and talk to you to hear your comments as to how you would like to see those sidewalks constructed. He would be prepared, for our next meeting, if the Mayor had asked me to contact him, to do some rudimentary drawings.

Mayor Swiderski: That would be a good start. He can look at the record to see what we have to say about which should happen there. I do not know if he needs to hear it in stereo again. I think rudimentary drawings.

Mr. Allan: I am still confused. I thought we were talking about Hillside.

Mayor Swiderski: We are talking about Hillside.

Mr. Allan: That site is not adjacent to Reynolds Field.

Mayor Swiderski: We are talking about Hillside.

Mr. Allan: OK, but why just Hillside? Why does the Reynolds Field contractor have anything ... because he is willing to.

Mayor Swiderski: Yes.

Village Manager Frobel: Right. But he is happy to help you on Farlane. He helped me develop the original specifications for that back in January when the school was putting together their packet. He was the engineer who worked with me, and you were out there as well, during our site visits to determine the path and how we envision sidewalks being constructed along that roadway. It is the same firm.

Trustee Apel: While he is looking at Hillside, could he look at what Carol talked about, the little bridge over that piece of property, the cut-through path? Kids were using it for years. Just for piece of mind that it is safe? It may be he is going to look at it and say no one should be using that at all and it does not have what it needs, or if you are going to do anything in the future you are going to need, X, Y and Z. You may not do it, but at least have somebody look at it and see.

Village Manager Frobel: That would be a separate assignment that we could have him do.

Trustee Apel: We have an inkling what the engineer is going to tell us, but at least let him look at it. Yes, I would suggest that.

Mayor Swiderski: Fran, you have guidance on what we want from the engineer. I do want to put a bow on Farlane because I feel like we left that dangling. There did not seem to be a consensus to move forward with an engineering drawing, so what is there a consensus to move forward on?

Trustee Lemons: I know it is mixing topics, but I think that on Farlane the traffic calming question is almost a bigger question and a more pressing one.

Mayor Swiderski: Then that gets pitched into the lap of the transportation working group, and they can pick that up as one of the preferred locations.

Trustee Lemons: I would like to see it approached that way because they may look at it with new eyes and say we can do these traffic calming things, but we still do not feel they are adequate; we still feel we need a sidewalk there. But to approach it from that way of a general charge to them to look at this. I would be much more comfortable with that.

Trustee Walker: We have also given them direction to have one or two public meetings at their kickoff, and they can certainly have as many as they want.

Mayor Swiderski: We have not given anyone direction yet because we have not set it up.

Trustee Walker: Right, there is no "them" yet. But in the charge we talk about a public meeting. I would like to hear more from the public about Farlane, just generally speaking. I do not think we need to hear more about Hillside.

Trustee Lemons: No, I think that is very clear.

Owen Peterson, 42 Mt. Hope Boulevard: I am in support of the sidewalk on Hillside, as well. I have many of the same similar experiences that people have spoken of before me this evening about it, as well.

Amy Nichols, 35 Mt. Hope Boulevard: I wanted to make sure we keep strollers in mind in the construction. People mentioned wood chips and gravel. I would be in the street if that were it.

Mayor Swiderski: No.

Trustee Walker: On Hillside.

Tommy Mitchell, 45 Hudson: I have lived here for around 50 years, have seen great change. Lived on Rosedale as a child, walked to all the schools, went from having one stop sign on Rosedale and Merrill to five. Had the great opportunity to see Broadway around the Andrus Home go from two lanes north, two lanes south to one lane. The traffic light on Washington. All the crosswalks around the high school. It is time for the sidewalk.

Trustee Apel: What I wanted to bring up about that sidewalk going up Hillside, I was wondering if there would be a need, and the engineer would know, whether we need not a fence but a railing.

Village Manager Frobel: A guardrail.

Trustee Apel: Like a handrail.

Trustee Lemons: Because of being slick, or because of the fall-off on the other side?

Trustee Apel: What I am picturing is old wood. I do not know how steep it is. That there be guardrails around it.

Village Manager Frobel: Well, he would begin to specify that.

Mayor Swiderski: If it is necessary.

Mr. Bell: Mr. and Mrs. Ettinger did a great job. They have lived here forever, they were great. I agree with the Mayor. The cement, either here or on Farlane, try to make it as ADA-compliant as possible. It makes it easier for shoveling. Also, these little handrails that you just brought up also may be a great idea. Then a quick thing to maybe ease Andy Ettinger's worries about the lights. Perhaps for these we do not have to put in giant LEDs above the street. Maybe let us go with some lights that light up the sidewalk that you might see in other places.

Mayor Swiderski: No proposal for lights and no requirement for lights.

Mr. Bell: I was not sure because you are doing all this engineering and dealing with the sidewalks. That is something that may come up. Save the trees as much as possible, sidewalks are good. In the meantime, maybe a couple traffic calming devices in these areas, a couple quick throw-out speed bumps there if you can do that in the meantime to try to alleviate the problem while everything else gets figured out.

Mr. A. Ettinger: I find it extremely ominous that you are lining up with this contractor at Reynolds. You see what they are doing. The Board apparently gave them permission to cut down whatever trees they decided were dangerous. Those trees have been being pruned over the years because there is a tennis court there. It is not like those trees are dangerous or need to be determined by a contractor. I find it incredibly ominous that you are lining up with the people that created that disaster.

Mayor Swiderski: We will not do that.

I am going to finish off Board discussion and comments. The Downtown Advocate report, I have excused her from appearing tonight. We are going to be issuing a written report next week for the activity done over the course of this year. In January we will be issuing a report for what she plans to do next year. The annual report required of her will be issued next week in written form. It is already in draft and it seemed redundant to require the Downtown Advocate to come and speak before us.

3. Announcement of Public Process on the ARCO/Village/Riverkeeper Consent Decree

Mayor Swiderski: I am pleased to announce that we are ready to move to the next step on the ARCO/Village/Riverkeeper consent decree. What that document represents is the settlement that was signed in 2003 between ARCO, the subsidiary of BP that is responsible for the property, the Village and Riverkeeper to settle a lawsuit that Riverkeeper and the

Village had launched in the '90s to compel ARCO to clean up the property. A version of that consent decree was signed in 2003, and what it did was specify certain things above and beyond what the state required for that site. For example, it requires five feet of fill on top of the whole site, a treatment of the shoreline, and limits on building heights.

In the intervening years, BP and the DEC have come to a conclusion on something called a "consent order," disturbingly close in name but vastly different. The consent order is a document issued by the state, by the Department of Environmental Conservation, indicating how BP or, more exactly, to what degree BP is responsible for cleaning up the site, where precisely they need to remove the heavy metals and the PCBs onshore and offshore. The big addition in this modification to the consent order was a specification of what happens offshore. Because of the changes in the consent order from the state we had to go back with BP and revisit the consent decree. It has been renegotiated over the last couple of years in prolonged discussions that involved both Riverkeeper, the Village and BP. We have arrived at a final redline version, as it is called, where everybody pretty much agrees on everything other than periods and commas. We believe, and are confident enough in its current state, to say that it will be ready for release to the public on Thursday, January 7, at which point the document will be presented to the Village, along with a description of the major components of that document and its impact on this village.

We are quite pleased with the outcome. Those impacts are substantial and positive. And we are looking forward to sharing that document and other associated documents with it with the public at a public hearing to be held at the Community Center on that date. More details will follow. This will trigger off a 30-day public comment period; then in the middle of February we will be looking as a board to approve signing that consent decree. And then for the remediation actions specified in it, to start taking effect immediately. It will be all made clear on January 7 when we have the final version's release.

Trustee Walker: It is going to be released on January 7?

Mayor Swiderski: The day of the public hearing. It will be a presentation to the public. We expect to have Riverkeeper and BP there as well, our engineer and lawyers in tow to answer any questions from the public. Then there will be a comment period. There will be at least one other dedicated session to take comments from the public, and then we will have our vote. Thursday, January 7, we are going to assume, 7 p.m. at the Community Center. It has taken us close to a year, two years, of negotiation to get to this point.

PUBLIC COMMENTS

Mayor Swiderski: We are now in the public comments part of the evening, or at least a free-flowing public comment period.

Mr. Gonder: The last two years we have had a lot of snow and we had it in October and we had some in November and some in December. This year, here it is the 15th, three of the hottest months in the fall records. Now, you are talking about sidewalks. For a long time I have been saying we need sidewalks. If you look in the records, it probably goes back 46 years. Now, I talked to the Board twice: no paving of roads. This year, go for the sidewalks because there will be less damage if there is no snow, very little. It is not only up in Hillside and Farlane. It is High Street, it is Farragut, it is Broadway. The worst one is Ravensdale. A little blacktop, you do not call that a sidewalk. It is about this wide. You have to look at sidewalks with a whole community. This year roads repaired, next year sidewalks. And for a quarter of a million dollars or whatever our budget is for road repair we will get some sidewalks done finally.

The other thing is the Village Advocate. She is not here. She is going to give a report. I hope in her report she says something, and I hope it was the Board's job description that she gets a position to make sure we get a Chamber of Commerce. I think Meg Walker mentioned it this year. The first time I ever heard Meg Walker mention something about a Chamber of Commerce. I hope that was in her position guide. I hope if she has that and we get a Chamber of Commerce we can eliminate her position. Then a Chamber of Commerce can come to the Board in a group or separately with a couple of individuals to know what is on their minds.

Trustee Walker: Can I say something in response?

Mayor Swiderski: You can certainly correct the record on that one.

Trustee Walker: The business owners themselves have to form the Chamber of Commerce. The Downtown Advocate cannot do that, nor can the Village.

Mr. Gonder: Can she not help them?

Trustee Walker: She could help them, but they have to want to do it. It is really up to them.

Mayor Swiderski: And this has been more than just last year. This has been a persistent theme.

Trustee Walker: I want to make sure people understand that it is not the Village that can form a Chamber.

Mr. Gonder: I understand that, but I think that should be her prerequisite. To get them to form one.

Trustee Walker: We agree that it would be a good thing.

Mr. Gonder: But the Village Board spends so much money on an Advocate to try to give these people everything they need to support them. If they cannot make it in Hastings they cannot make it anywhere. They have poor products, poor sales ability and other things

Mr. Skolnik: I am hoping that after everything else there is no further discussion of any note on the transportation working group this evening. It is not on the agenda, it might be something in the Village Manager's report. So that gives me one more chance to submit to you the extensive thoughts that I have been continuing to have on that issue.

All of this is about the LEDs. It is not, for the moment at least, about my ongoing dissatisfaction with the process per se or the color temperature. That is fairly much a given. But it is very specific about glare. And even more specific, it is about the issue that I communicated about with both the Board of Trustees and the Village Manager. It is a disgrace what has been taking place or rather what has not been taking place. I went through two weeks of writing to you almost every day, conveying to you, cc'ing you with my communication to the Village Manager with regard to the specific light I find offensive not exactly in front of my house but more in front of the Quinlans. Nothing was done. I barely got any communication back from the Board. Subsequently, I tried going for a week without the constant badgering and nothing happened there either.

So, again, the glare is specific. I have not had a response at all from the Village Manager nor the contractor, and except for one Board member I have had no response to my cc'ing from any of the Board members. I did get responses early on from the Mayor, but I explained why that, to me, was not satisfactory. The Village has directed comments about the LEDs to a specific website; ledhastings.com. We get a form letter saying those comments are being passed on to the contractor. But the contractor communicated in an e-mail some weeks ago to the Village Manager they do not see themselves as responsible for communicating with the Village residents. I do not have the exact date. I can find it because I FOIA'd it. We basically have a situation where no one is covering our behinds. No one is there and we have no expertise, within the Village staff, on these lights at all. So we are totally dependent upon the contractor for all the information we get, or the lack of any action.

I am not going away on this. The fact that you would seem to either not think you have the leverage with regard to the Village Manager or choose not to, when I have been telling you I had no response on this. I expect somebody to act on this. The last thing I will tell you that in conversation over the last few weeks implied, in a number of statements including statements throughout the process from the Mayor and even specifically a few weeks ago from the Village Manager with regard to a specific complaint from Patrick Bell, the implication is that as a resident I have standing to comment on these lights as it impacts my particular home. Patrick Bell's complaint was disallowed in a way because, in fact, the light was not shining directly on him. I simply do not accept that formulation with regard to the standing of any comment on the LEDs, whether it was the ones that glare in my eyes when I drive through the Village or if I have to walk three feet in front of my house to be offended by the light I see. I will challenge you consistently on that implication.

Mr. Bell: I would like to start off with a gift from Mr. Gonder, who has many times said that these benches are so hard and the chairs up there were so soft. I got him a couple of pillows. I thought he could sit on this one and this other one with a nice "G" for Mr. Gonder after all his years of service to the Village of sitting in that spot he might be a little more comfortable for as many more times as he would like to come and give more comments. So to you, from us, from my grandmother, my family and from the Village. Thank you.

Trustee Lemons: Great gift.

Mr. Bell: Thank you. Mr. Skolnik brought up the LEDs. I was contacted, I did get a letter from Mr. Frobel about that light. I do not know if that means you can make a comment about other places or not, I still have not been contacted back by Lumen Light Solutions, though.

Village Manager Frobel: You are not going to be contacted by them directly.

Mr. Bell: So who, then, deals with it?

Village Manager Frobel: I will report later on.

Mr. Bell: I am going to try to focus. The Downtown Advocate has had meetings with all the downtown business people and brought them all together in a room. I am sure she suggested you guys have to do this, but no one has chosen to do it yet. We got to get the business owners to do this, if they choose to. Anyway, about the no-parking sign across from the Post Office where, if you leave the Post Office parking lot, people are now parking in that last spot to the north of that parking lot. There used to be a no-parking sign there.

Now people who park there do not realize there is no parking and you have to go into the opposite lane when you are leaving there because it is a right turn only when you leave that parking lot. It has been a month-and-a-half, I am looking for a little sign that says no parking. I brought it up with Mr. Frobel and with Trustee Walker. That would make the Village safer. I would love to see a crosswalk from right there across to get to the mail, to get to Juniper, to get to the Post Office. The same thing from Boulanger, to where Slices is. People do not walk to the corner, we all know that. They cross right there. I believe Main Street is ours. We can paint that up pretty quickly.

As the Santa I should have said the Harmon Community Center Santa was great, Kendra did a great job. The building looks great. I love that little projected light that is up there, the little screen. Maybe Raf put that up, that looks great. They doing a great job over there. A little tree and little candy canes is good for the holidays. A couple transparency things. Last Thursday you had three meetings scheduled for the same day. How could one person see three? We are not taping them, we are not giving minutes of them if somebody would like to do it more than once. It was Affordable Housing Committee, the Zoning Board of Appeals and Parks and Rec. I tried to see two, I got one of my cameras shut down at that time.

Village Attorney Whitehead: The Zoning Board is taped.

Mr. Bell: OK, so two other ones. If you would like to be able to go to more than one, what are you going to do? Just try to schedule all meetings on different days, if possible. You do not have that many and we have two-week schedules usually. That would be great. Maybe you could talk about the Food Industry Alliance thing you got going on on Friday. The last thing was, the last time you got upset with me for taping and the Mayor was not happy with me. I hear there is a change in the different Affordable Housing Committee's funds and what is going on. Maybe you can comment on who is the new person, who stepped down. That would be great. Thank you so much, and everybody happy holidays. Merry Christmas, Happy Hanukkah, Happy Festivus for the rest of us.

Mayor Swiderski: Happy holidays.

RESOLUTION

84:15 HASTINGS FLEA – APPROVAL OF USE OF ZINNSER COMMUTER PARKING LOT FOR 2016 SEASON

Village Manager Frobel: Mayor, hard to believe that they first came to you in November of 2013. But no changes to the agreement. It has been a wonderful addition to the Village,. I urge you consider extending for another season the use for the Hastings Flea.

Trustee Apel: I concur.

Trustee Lemons: There have not been any issues around it at all?

Village Manager Frobel: None whatsoever.

Mayor Swiderski: They keep it clean, they clean up after themselves. Everything that we have expressed concern about they have addressed.

On MOTION of Trustee Walker, SECONDED by Trustee Apel the following Resolution was duly adopted upon roll call vote:

RESOLVED: that the Mayor and Board of Trustees approve the use of the Zinsser Commuter Parking Lot by the Hastings Flea for the 2016 season, on the second Sunday of every month April through November, 10 a.m. to 4 p.m., as per the attached agreement.

ROLL CALL VOTE	AYE	NAY
Trustee Marjorie Apel	X	
Trustee Meg Walker	X	
Trustee Nicola Armacost		Absent
Trustee Daniel Lemons	X	
Mayor Peter Swiderski	X	

VILLAGE MANAGER'S REPORT

Village Manager Frobel: We had hoped the county was going to open The Warburton Bridge to on-street parking and two-way traffic this week. That has been delayed. They had hoped to work on line striping but weather worked against them. They also have an additional expansion joint that they have yet to fix so that is going to be taken care of. The county also is going to be performing an inspection on the bridge before they will open it and that has not occurred yet. They have not given a date. They do not communicate with me necessarily as to when they are going to do that inspection. We have asked the county for a host of documents to facilitate the study. I was met with absolute silence. It took Mary Jane Shimsky's intervention to have that logjam break. I have been told by her office that all the documents we requested will be forthcoming soon. That was very positive, and that will help the engineers fashion an estimate as to what kind of documents they have. The more they can do in their office reviewing, that will save time on the other end.

Mayor Swiderski: Can you move forward with the engineering study assuming we are satisfied with the engineer today, or what do you need from us?

Village Manager Frobel: There is one other firm that would like to meet with you. They had a previous commitment tonight so they could not be here. I told them I thought we could have them at the next meeting and make a decision that night. The other firm is further upstate in the Albany area. There may be some hesitancy with the travel time, I am not sure. It can move quickly, once they are on board. During the winter months they can do a lot of the work in the office, and then the field inspection.

On the LED lights, I was scheduled to spend last evening with the contractor and the crew looking at all those locations of homeowners that have identified some concerns about the lights. We were rained out and have rescheduled for Thursday night although rain is on the forecast again. We will get to them and we will address them.

I believe I have responded to every question Mr. Skolnik has had, every request that he has made of me in terms of the manufacture of the light, the style, the color temperature, the ISO, wattage. All that has been provided to him in an e-mail, as has a host of e-mails, which I have copies of here, throughout this process trying to keep him closely informed. You are right that the contractor has a relationship with the Village. It is appropriate for the contractor to work through the Village Manager's office in responding to homeowners' concerns. If I reach a point where I think a direct conversation with the contractor would be beneficial I am certainly open to that, as is the contractor. But we did not feel that was necessary, and that I could adequately respond to questions posed by residents.

Trustee Walker: So the homeowners are giving you very specific descriptions?

Village Manager Frobel: Not really.

Trustee Walker: So how do you determine what the problem is?

Village Manager Frobel: That is why we have to go out in the evening. Most of the descriptions are light is too bright, light shines into the house. But when you go there and see the light is opposite the house, the shield they would like to see installed will not help them. The shield will help the backlighting and these lights by their very nature are intended to minimize any uplighting or backlighting. They are to be focusing on the pavement. So we will make some of those determinations and let the homeowner know we evaluated it and we do not believe a shield will help them with their concern.

Trustee Walker: So you saying if they are across the street from the light, then because it is shining into the street and not backlighting you cannot shield it that way?

Village Manager Frobels: Right.

Trustee Walker: But in that case, it may be glare but it is not necessarily shining into their living room.

Village Manager Frobels: Right.

Trustee Lemons: It could be a reflection off the street.

Village Manager Frobels: That could very well be. One thing we can look at, we have talked about it, is if the arm itself can be adjusted. If that will help, then we will do that with our forces as we compile the list.

Trustee Walker: Is there a way to tilt them in any way?

Village Manager Frobels: No, because it is one unit.

Trustee Walker: It is one piece, it is one unit and one fixture.

Mayor Swiderski: There are a number of poles that are capped away from the street so the light is up. We cannot touch the pole, but maybe we can adjust the arm so it is properly horizontal instead of off-cue.

Trustee Lemons: But you need a wedge to put in there.

Village Manager Frobels: And some of the poles are higher than others, some are lower. They are not uniform so it makes it difficult to tweak it to everyone's satisfaction. But we will do our best to address it. As far as the brightness, the lights in the neighborhoods are at the lowest permitted traffic safety illumination. They are at 35 watts, so when people say it is too bright we cannot go any lower. As for the feature of the light itself, it is not a question of brightness that we can reduce further.

Trustee Walker: It is the lowest that is permitted by whom?

Village Manager Frobels: They told me that is the industry standard.

Mayor Swiderski: The DOT, or is it industry?

Village Manager Frobel: She quoted a traffic something standard. I assume it is an engineering standard.

Trustee Walker: An engineering standard, but it does not necessarily mean you could not go lower? Are there fixtures, luminaries, that it could be lower?

Village Manager Frobel: I do not know. I do not even know if they make that lower wattage.

Trustee Walker: That is what I am wondering, a lower wattage.

Village Manager Frobel: I do not know. I will check. And also, the person complaining may claim it is too bright, but the neighbor on either side may be satisfied.

Mr. Bell: A quick question. How do you determine if the people on either side are satisfied? Have you been asking them?

Village Manager Frobel: I have, but what I am saying is I have to make a certain assumption.

Mr. Bell: Because I know my neighbor is not even there half the time. How do you know that they are OK if you are not even asking them? You cannot make an assumption that the neighbors are satisfied if they have not given you a positive or negative.

Mayor Swiderski: It is not a public comment period.

Mr. Bell: I just wanted to throw that out there on the record.

Village Manager Frobel: We awarded that contract to Hahn Engineering a few weeks ago for the roadway classification study. On Friday I will be spending the day with them as we begin our field work. They have already begun their in-house review of our roadways. We will be starting going in the field, looking at each of the roadways, making some determinations as to classification. This is intended to lead up to a comprehensive capital program where we will be able to rank our roads and determine which ones should be priorities for reconstruction or resurfacing. So that is under way.

Trustee Lemons: Fran, are they aware of our Complete Streets law? I do not know how it would impact their assessment, but it is something we ought to convey to them.

Village Manager Frobel: I can mention it to them. When we prepared our specs I do not believe it was mentioned. I saw the Complete Streets more in line with what it involves in terms of pedestrians and drainage and improvements and such. This is looking at strictly road surface.

Trustee Lemons: I know it is probably only tangentially connected.

Village Manager Frobel: Right, but I will mention it.

Trustee Walker: It might impact when they re-stripe. There is the opportunity to perhaps, in some instances, stripe in. We have talked about striping out a lane next to the high school, for example. That is a country road, but that sort of thing could be done once the road is resurfaced.

Village Manager Frobel: Right, but they are looking at ride-ability and cracking.

Trustee Walker: That is true. It is when it is done and then you are going to re-stripe it that we have to ask the contractor.

Village Manager Frobel: Last week the Chief and I met with a number of residents both of Hastings and, principally, of Donald Park in Paul Feiner's office. There is an interest of the residents in the Donald Park area to consider a pedestrian-activated crosswalk at 9-A, Ravensdale and Jackson. The meeting was held and in attendance were also representatives from both county and state offices, although not the principal but the staff members. This is gaining some interest. The residents in Donald Park, unbeknownst to me, youngsters walk to our schools. There is no bus service for them. It is quite a distance for anyone at any age. So there are concerns. Some do walk, but they believe that because of the difficulty of crossing that intersection, obviously the children do not walk. We are looking to meet with New York DOT engineers on-site in January to discuss the feasibility. I was part of the study group that took the Ridge Hill money and allocated it. We spent quite a bit of time and effort. At that time the intersection did not rise to the level of justifying a pedestrian-activated crosswalk. The DOT was not, at that time, inclined to support it. That obviously would have been the time to engineer it into it, but it is never too late.

Where we are left is, Paul Feiner's staff has all the specifications prepared by the engineers of record of that. I suggested to him he dust that off and look at that. Mr. Feiner believes there is still some remaining money from the Ridge Hill \$5 million allocation. I do not think so; I think we redirected a lot of the money to Ardsley because Ardsley wanted to do some more improvements they felt were related to Ridge Hill. Anyway, Mr. Feiner is going to look into

that. I tossed out the idea of the Safe Routes to School program and said that we have applied in the past but we did not score very well for the reasons we talked about tonight: statistics and accidents. But that may be a possibility. We are trying some different approaches. I want you to know that those neighbors are interested. They are mostly the Donald Park residents, but we are going to be meeting with them over probably the spring and determine what if anything can be done to improve that intersection for pedestrians.

Mayor Swiderski: We also have on that road, it is worth remembering, 100 new students. And a number of them use the buses across the street. Somebody should at least get in touch with Rabbi Heller.

Village Manager Frobel: They were in attendance. I should have mentioned that. Besides not only the neighbors, representatives from the school were present. It was a good group of people. And they have a high interest in pursuing some kind of a crosswalk in that area.

You may heard that the New York State Council on the Arts grant that the Village submitted in July was not funded. This was the one where we were looking at a sculpture that would have a theme of climate change on the waterfront. Too bad. It was an excellent proposal. I am certain the state received more proposals that merited funding they had money to distribute. So not to be discouraged, they told us to consider next time. But I did want the Board know that that was not funded.

We received word today from the state that the tax cap numbers are out. I had predicted a zero. It was 0.12 percent; this will be our allowable tax cap for the budget we are going to be developing soon. So as near zero as perhaps they could get without reaching zero. Hastings has some remaining capacity from the current year budget. That will help.

Mayor Swiderski: It is y carried over so we do not have to abide by that cap.

Village Manager Frobel: You will be able to raise a little more than their cap. You did not use all your capacity for this year. Also we did not use all our debt payment monies so we have a little reserve there we can draw upon. It will be challenge, as we know it will be. But I did want to let you know that came out today. Also, in your package this week you will get the schedule that I typically put out in early December of our anticipated meetings during the spring leading up to budget adoption in April.

Mayor Swiderski: Two percent is stiff as it is, but 0.12, given that they are going to be passing pension increases and insurance increases above and beyond that is just ridiculous. It is wrong. It should be two 2 percent, period. While we have complied with it, at least we have a shot. But 0.12 is crazy.

Trustee Walker: I wanted to say something about the New York Council for the Arts grant. I liked the idea and it would be great to have something on the waterfront. I am wondering if we could go after something like that again. Could we do something that would involve more community participation and, perhaps, thinking along the lines of the development that is going to be taking place in the next few years. I like the climate change idea. But it could be something that is incorporated potentially into, for example, the park that we are going to be talking about next year. It may not get built for awhile, but it could be planned as part of the park. There are ways of looking at art as just something you just drop down. Then there are ways of looking at art that are incorporated into, it is called, environmental art or art that is larger in scale. And that could be an integral part of our open space down there. Engaging folks and talking about that as we are talking about the park and even the shoreline and so on would be exciting. And we could probably come up with an idea that would win them over.

Village Manager Frobel: We will keep that in mind.

Mr. Skolnik: With regard to the intersection, 9-A and Jackson, am I right that is Greenburgh? Or is it the county?

Mayor Swiderski: It is right down the middle. It is Hastings on one side, Greenburgh on the other.

Mr. Skolnik: If you are successful in establishing the crosswalk, the next obstacle is that Ravensdale bridge and how limited the walking capacity is. So to the extent that it might put us in more of an exposed position because we are now encouraging some activity that is not being supported. That project was pushed back ...

Village Manager Frobel: Ravensdale is New York DOT ownership.

Mr. Skolnik: So maybe at least to have the information as to how many decades back they have pushed the work

Village Manager Frobel: Yes, we talked about that. It is scheduled for 2019 or '18. It has been pushed into the future. The idea is that we would engineer this crosswalk with the renovation of the bridge. Obviously, the neighbors we met with are not willing to wait for that. So if there is a funding source to do it sooner rather than later that is what we would like to pursue.

Mr. Skolnik: So you do the crosswalk. Any correction on the bridge without be totally state. You cannot do a thing, OK.

Trustee Walker: Well, we have our Complete Streets law.

Mr. Skolnik: That is a policy.

Trustee Walker: I know, but that is a conversation that has to happen eventually.

Mayor Swiderski: I wanted to thank the Board for the year of service. Here we are in our last meeting, and when I look ahead for next year it is an awesome agenda in terms of the amount of work and the amount of change. Shoreline work on the waterfront, the results of the consent decree being implemented, CCA, Solarize, not one but two parks or playgrounds, completion of Reynolds and Riverview Park being renovated. We have further work downtown that needs to occur, the Comprehensive Plan, transportation working group being set up. It is an awesome year with a lot of significant projects that will have real impact on this village. So thank you for this year to date.

Trustee Walker: Thank you, Mayor.

Trustee Apel: Thank you.

Trustee Lemons: Yes, thank you.

Mayor Swiderski: Happy holidays and Merry Christmas.

Village Attorney Whitehead: Just one update, since Mr. Bell already mentioned it because he calls the court, I will meet with Industry Alliance. You will remember that I updated you about the issue with the A&P closing. The court has sent a letter out to the attorneys and to the attorneys for the Food Industry Alliance to ask them to present to the court their position on the fact that A&P is now closed and they no longer have a member in the Village. I gave them until this Friday to respond. We had called several times. The other attorney had not gotten any response. But now the court is forcing them to respond so I will let you know when we hear something.

ADJOURNMENT

On MOTION of Trustee Walker, SECONDED by Trustee Apel with a voice vote of all in favor, Mayor Swiderski adjourned the Regular Meeting at 10:32 p.m.