

# TOWN OF LLOYD TOWN BOARD

## REGULAR MEETING

JUNE 13, 2012

**Present:** Supervisor Paul Hansut  
Councilmember Herbert Litts, III  
Councilmember Jeffrey Paladino  
Councilmember Michael Guerriero

**Also present:** Sean Murphy, Attorney  
Kathy Schoonover, Deputy Town Clerk  
Kate Jonietz, Secretary

**Absent:** Councilmember Kevin Brennie\*

**7:02 PM** – Supervisor opened the meeting and asked Kathen Cowan to lead the Pledge of Allegiance

### 1. **REPORTS** from Town Board Liaisons:

Assessor – Councilmember Paladino

Audit – January 1 to March 31, 2012: Councilmember Brennie

April 1 to June 30, 2012: Councilmember Litts

July 1 to September 30, 2012: Councilmember Guerriero

October 1 to December 31, 2012: Councilmember Paladino

Bob Shepard Highland Landing Park – Matt Smith reported that there has not been much progress on the building, however, he did go down to the Park last Saturday and cleaned it up. The emergency services will be using the building during the July 4 Celebration. One of the picnic tables has been repaired. The porta potty was delivered May 25 and it will remain at the Park all summer. It was paid for by the Highland Landing Park Association. The Town Board will be asked to approve the bonding for the Park tonight.

Building Department – Supervisor Hansut read portions of the Building Department May report: there were 25 building permits issued, 19 CO and CC's issued; 38 fire inspections, 11 safety inspections; 25 complaints were received, four of which were resolved; 11 CO violations researched and completed.

Murphy explained that the bank requires a CO violation search when buying a property or refinancing.

Dog Control – Councilmember Brennie

Environmental – Councilmember Guerriero said that he had nothing to report.

Paladino added that the ECC was at the Tri-Board meeting and requested that the Town Board allows the ECC to be an advisory committee to the Comprehensive Plan.

Donna Deeprose, member ECC, explained that the ECC would like the Town to form an Open-Space Committee, which would consider the issues of an open-space plan and hopefully draw up a plan.

Supervisor feels that a written request to the Town Board from the ECC would be appropriate.

Grants – Supervisor Hansut reported that the Town received information about a Safe Route Home Grant and there is a seminar offered for the grant. When he was employed with the City of Poughkeepsie there was a grant writer who was successful in obtaining grants. In fostering shared services among towns, she is going to assist Lloyd with the grant and attend a seminar on Friday at the Dutchess County Planning Board. Denise Rhodes, secretary to Rich Klotz, Highway Superintendent, is going to meet her there to talk about the grant. Constructing sidewalks from Highland Middle School, up North Road to Wood Road and perhaps Lockhart Lane, is being considered. It is hoped that repairs can be included for the bridge on North Road in front of Pavero's cold storage. There is a consolidated funding application due in July and he has received an email from Glen Gadaly of Barton and Loguidice offering his help with that very lengthy application. The focus for that grant would be the Route 9W water and sewer infrastructure. Last year 61 grants were given out of 361 applications received.

Highland Fire District – Councilmember Paladino reported that at the Fire Commissioner's meeting last night four new members were appointed which brings the total to 56 volunteers. He feels that is commendable for the size of the community; there are three more new applicants pending.

Highland Central School – Councilmember Paladino reported that the second vote on the school district's budget will be on June 19.

Highway/Transfer Station – Councilmember Guerriero

Historian – Councilmember Guerriero

Hudson Valley Rail Trail – Claire Costantino read the following report:

06.13.2012

On National Trails Day June 2<sup>nd</sup>, we hosted the Breakfast on Black Creek event in coordination with our Annual Meeting. We were greeted with heavy rain in the morning and moved the event to the pavilion at Tony Williams Park. Approximately 50 people attended including members of the Learn to Run class coordinated by Rafael Diaz. In addition to reporting on current and upcoming events, we highlighted Scenic Hudson's project developing the Illinois Mountain Trails including the potential connection to the rail trail. Our breakfast chairmen Linda Auchmoody and Barbara Ritshie did an outstanding job for us.

The Spring Learn to Run Program is nearing its 10 week completion. Graduation of the current class is scheduled to take place on Saturday June 23<sup>rd</sup> at the Highland Rotary Pavilion. Thanks once again to Rafael for bringing this outstanding program to the rail trail. The next session will begin in September.

The re-grading of the parking area at 101 New Paltz Road scheduled for June 2<sup>nd</sup> was postponed due to the forecast of rain and thunder. The work session is being rescheduled for Saturday June 16<sup>th</sup>.

Our newsletter, Signals was mailed to approximately 275 recipients. Once again, Editor Rafael Diaz did an outstanding job.

Eric Norberg, HudsonFest Weekend Chair and his committee are busy developing the events for the weekend which will consist of a gala on Saturday night, the HudsonFest on Sunday and a 5K Race and Walk on Monday. We have begun a joint effort with Walkway over the Hudson to promote the HudsonFest Weekend festivities.

Four locations along the trail from 101 New Paltz Road to 75 Haviland Road and one location from the Black Creek Stairs to Tony Williams Park have been identified for the installation of five new benches to be installed along the rail trail.

The Highland Rotary, in conjunction with the Hudson Valley Rail Trail, has completed the installation of a St. Pauly Textile Drop-Off Collection Box at 75 Haviland Road. The box has been very successful in the short time it has been located in the parking area.

Additional brochure holders were installed in the Route 9W and Commercial Avenue Extension kiosks. Business Directories and Restaurant brochures developed by the Greater Highland Community Development Committee as economic development and tourism attraction resources were placed at the kiosks at Tony Williams Park, Commercial Avenue Extension, Route 9W and 75 Haviland Road.

We have begun research on possible funding possibilities for the westward expansion of the rail trail. There is a potential grant opportunity in July.

Our current website, which is linked to the Town's website, will be upgraded in the near future. This project is being headed by Eric Norberg.

The Linwood Avenue "shortcut" to the downtown business district is now officially opened with signage thanks to the generosity of Ethan Jackman. The signage gives clear directions to those using the rail trail that restaurants and shopping are just 5 minutes away. The pathway is very picturesque as it takes users over and alongside the Twaalfskill as they journey into town.

We have already received a Special Activity Application for the Maplebrook School event next April. Evidence once again that our trail is growing in popularity not only in our community but throughout the region.

Supervisor's office received a call about the stone and roller at the parking lot on New Paltz Road.

Costantino answered that is for the grading that was rained out on June 2 and it is rescheduled for June 16.

Supervisor noted that he met last with Frank Alfonso, Recreation Director/Buildings & Grounds, Rich Klotz and Claire Costantino and there was a good dialogue; he felt that it cleared up a lot of miscommunication. The 2013 budget will have a budget line for the Rail Trail.

**MOTION** made by Guerriero, seconded by Paladino, to approve the installation of a St. Pauly Used Clothing Drop-off Shed, sponsored jointly by the Hudson Valley Rail Trail and the Highland Rotary, at the 75 Haviland Road parking lot, for a trial period of six months.

**Four ayes carried.**

Justice – Councilmember Litts reported that he spoke to one of the judges today and everything is running smoothly.

Lights – Councilmember Brennie

Planning Board – Councilmember Guerriero reported that Highland Square at the corner of Routes 299 and 9W put money in escrow and are going to proceed with the project. The Planning Board requests that Bill Ogden is placed on the Ulster County Planning Board.

Supervisor noted that Tim Marion sits on the Planning Board now and there were concerns about the information getting back to Lloyd from Ulster County Planning Board. He spoke to Scott Saso, Chairman Lloyd Planning Board, and Marion; they are going to exchange email addresses. Marion has said that he has no problem going

to the Planning Board meetings; however, there has not been a great deal of information lately.

Tim Marion stated that he will get Scott Saso's email address and he will forward everything he receives to Saso.

Police – Supervisor Hansut said that the report is available for anyone who might like to look at it. His office is trying to arrange meetings with the PBA in the beginning of next week in an attempt to resolve their contract. The PBA has been without a contract since 2009. The enrollment for the MVP high deductible closes July 1 and it is hoped that the Police will be included in that plan. Chief David Ackert is retiring effective July 31.

Recreation/Buildings & Grounds/Events/Bob Shepard Highland Landing Park/Hudson Valley Rail Trail – Councilmember Brennie

Safety – Supervisor Hansut said that it was hoped a committee meeting could be set up for the early part of July.

Water and Sewer and Drainage – Councilmember Litts reported that the committee met last Thursday and the members appointed Lou DuBois as Chairman. There are two new members and Charles Glasner was voted as Secretary. They talked about major issues now that the FEMA and insurance money has been substantiated; they would like to go ahead with those projects. There was not much discussion of drainage. They are going to make a recommendation to the Town Board on some future water projects: testing and possibly rehabilitating the 6-inch line that had been abandoned, which would bring the clean water from the wells down into the plant; along with a few other projects with the mixing tank and the removal of contamination particles. That report will be submitted to the Town Board in the near future.

Zoning Board of Appeals – Councilmember Litts reported that there was one case before the ZBA at the last meeting regarding the placement of a shed on Grand Street and there will be a meeting tomorrow night at 7 PM. On the agenda is a request from a gentleman who would like to raise chickens.

Supervisor announced that on June 26 from 6 to 10 PM at the Highland Firehouse there will be a public informational meeting on the Walkway – Gateway to share ideas and issues pertaining to the Walkway. He feels the outcome may change the way the community looks in the future. There will be a similar meeting scheduled on the Dutchess side of the Hudson.

## **2. OLD BUSINESS**

### **A. Light requests at Apple Lane and repairs at Deer Crossing**

Supervisor's office spoke to Central Hudson who said that they are not responsible for those light poles. He called Vito Dispensa, electrician, who has been working on the lights in different portions of the district and he will return his call tomorrow.

Paladino clarified that the proposed light pole at Apple Lane is not on the site plan and a light there would be the responsibility of the Town.

Supervisor reiterated that the lights are out at Deer Crossing.

### **B. Status update on Supplemental Agreement #5 for the HVRT**

Supervisor explained that this is the money the Town has been waiting for from DOT.

He received an email on Monday from Doreen Holsapple, NYSDOT that the paperwork is back in her office; all of the paperwork is signed and it is now a matter of getting the check out.

### **C. Service contract for generators at Chapel Hill lift station and Mayer Drive lift station.**

This was previously discussed: there are two vendors; he waiting for information from Cummins. Hopefully there will be more information available for the next meeting.

## **3. NEW BUSINESS**

**A.** Workshop meeting for July 4<sup>th</sup> to be rescheduled to July 11<sup>th</sup>, the following Wednesday, 3PM. He feels the 3 PM time works better for the department heads and he would prefer not to do a lot of Town business and resolutions at the Workshop. It is understood that at times a resolution may have to be passed but expenditure of money or budgetary items will be held for the Regular meeting.

### **B. Bids for carpet replacement**

Supervisor suggested to the Board to look at the carpet in front of the counter of the Town Clerk's office, the office itself, the Assessor's offices, his secretary's office and his office and it can be seen that carpet is in poor condition. He feels that it is embarrassing and it does not represent the Town well. RFP's were sent out for carpets, three came back; the lowest RFP was \$5,500 from Empire Carpet, \$7,600

from Hudson Valley Carpet and \$8,000 from Lowe's. There will be a resolution next month. The installers will come in on a Saturday, move everything, install the carpet and then put everything back in its original spot.

**4. PRIVILEGE OF THE FLOOR**

Kit Cowan, Hawleys Corners Road, thanked Rich Klotz and the Highway Department because Hawleys Corners never looked so nice. She noted that there were 405 people on the Facebook page, "What's best for Highland?" and she has realized that it is a great resource for volunteerism in the community and would like to call it a 'community action team'; this is unofficial, just citizens. Now, there is a beautification team which communicates with the Event Committee; there is a group interested in researching a theater for Town, another researching a gourmet/gift shop idea. This type of thing gives people a sense of ownership in the community and they use their 'chat' nights to talk about them. They are interested in having the Police visit one of their 'chat' nights to talk about the idea of something similar to a community watch.

Matt Smith said regarding the pathway from the Rail Trail and Ethan Jackman's property (Vintage Village) to Vineyard Avenue, there was some concern about the state of the bridge as it may have been undermined in the flooding. The bridge is fine and just needed some rip rap under the edge. Jackman had new signs made. He feels that the signs directing people to the Hamlet are good but not large enough and he would like more and larger signage on the Rail Trail and on Commercial Avenue. He even considered that signs in the old Burma Shave style would work. Smith would like to make beautiful directional signs with stone bases at several key spots in Town.

Supervisor concurred that the signs were small; he will be meeting with Jackman tomorrow and he will speak to him about the signs.

Rafael Diaz offered that there is a sign in the parking lot on the Rail Trail near the Walkway and several Hamlet businesses are listed; he feels that a sign that large on the Tremont Building would be useful.

Guerriero interjected that the Planning Board is now working on a proposal for signage for the Town.

Dave Plavchak, Planning Board, said he and Bill Ogden have put together a package along with pictures to standardize signs.

Litts added that Dave Barton has a whole section on signage for the Route 9W corridor.

Supervisor said that at the Overlay Committee meeting, when they started the project, they put people in the middle of the Walkway and sent half to Poughkeepsie and half to Highland. They did not have a good first impression of Highland. They wanted a cup of coffee and a cannoli and found none.

Cowan said the EDC has a committee to work on attracting businesses to downtown.

Mark Reynolds, reporter, asked for an update on the tax case with Vineyard Commons.

Murphy said that it is still pending; there was a conference the other day that was adjourned; it is still active and has not been settled. Appraisals are due in mid-July or early August.

Elaine Rivera, Assessor, said the appraiser for the Town requested access to the property and the appraisal has not been completed.

**5. MOTIONS and RESOLUTIONS**

**A. MOTION** made by Litts, seconded by Paladino, to approve the minutes of the May 2, 2012 Special Meeting, May 2, 2012 Workshop Meeting and the Regular Meeting of May 16, 2012.

**Four ayes carried.**

**B. RESOLUTION** made by Paladino, seconded by Guerriero, to authorize the payment of vouchers as audited by the Audit Committee.

General	#G507 to #G583	\$ 56,723.12
Highway	#H282 to #H298	\$ 13,787.93
Miscellaneous	#M227 to M249	\$172,947.34
Prepays	#P122 to #P147	\$ 61,034.41
Sewer	#S141 to #S163	\$ 8,885.12
Water	#W209 to #W234	\$ 14,637.08

**Roll call:** Hansut, aye; Litts, abstain; Guerriero, aye; Paladino, aye.

**Three ayes carried.**

**\*7:45 PM** – Brennie arrived at the meeting.

**C. RESOLUTION** made by Litts, seconded by Guerriero,

**WHEREAS** the Town of Lloyd has initiated a project to address the safety and accident issues at the intersection of Route 44-55 and Tillson Avenue and Toc Drive;

**WHEREAS** the Town of Lloyd has entered into a contract with the engineering firm of Barton & Loguidice for the design; and

**WHEREAS** the Town has secured funds from the Federal and State governments in the amount of \$3.9-million for this project to accomplish a safer intersection and reduce the amount of accidents at this location; and

**WHEREAS** during the progression of the design alternatives, the consultant has identified the following alternatives listed in the table below:

<b>Estimated Project Costs</b>		
<u>Task</u>	<u>4 – Way Int.</u>	<u>Roundabout</u>
Engineering*	\$0.49 M	\$0.53 M
Intersection	\$1.55 M	\$2.09 M
Smith Terrace to 9W	\$1.80 M	\$1.80 M
Culvert/Walls/Tem Diversion	\$0.25 M	\$0.31 M
Right-of-Way (ROW)(Intersections)	\$0.05 M	\$0.07 M
ROW – Smith Terrace to 9W	\$0.10 M	\$0.10 M
Construction Inspection (Estimated)	\$0.39 M	\$0.42 M
Total	\$4.63 M	\$5.32 M

\*Engineering includes, survey, design, Environmental studies, Right-of-Way maps, Titles Closings, Historic and Cultural Resources, etc.

<b>Table of Costs</b>					
<u>Design Alternatives</u>	<u>Base Construction</u>	<u>Traffic Signal at Intersection</u>	<u>Traffic Calming on Intersection Approaches (Boulevard)</u>	<u>Culvert, Culvert Walls Temporary Diversion</u>	<u>Right of Way</u>
<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>
(A) Null, Do Nothing	Continual Maintenance	N/A	N/A	N/A	N/A
(B) Rehabilitate, Minor Improvements, No realignment of intersection	900,000	160,000	500,000 including ROW on 44/55	N/A	N/A
(C-1) Four-Way Intersection	1,550,000	120,000	300,000 including ROW on 44/55	250,000	50,000
(C-2) Roundabout	2,090,000	N/A	N/A	310,000	70,000
Route 9W to Smith Terrace	1,800,000	N/A	N/A	N/A	100,000

which should appear and be discussed in the Design Report;

**WHEREAS** there are insufficient funds at this time to progress the project alternatives to achieve the project objectives, to increase safety and reduce accidents. As concluded in the consultants “safety considerations Accident History and Analysis” study, a majority of accidents occur “due to the skew of Tillson Avenue and the offset location of Toc Drive” as well as the “relative speed of vehicles, reduced sight distance and relative horizontal and vertical geometry at the at the intersection”.

**WHEREAS** the NYSDOT has notified the Town that this project is on the “beyond preservation” projects list for review;

**THEREFORE** be it resolved that the Town has picked Design Alternate C-1 with Traffic Calming (Boulevard) on intersection approaches as its preferred alternate.

Supervisor noted that there is a resolution on this agenda that follows the conversation with Barton & Loguidice; however, Litts has introduced this resolution (C) for the preferred alternative to include a boulevard and a four-way intersection with two stop signs.

Litts said that within the motion is the table that was given to him by the consultants that has all of the alternates listed with the various subsets and the breakdown of the basic costs. He presented this motion because in his discussions with the Department of Transportation and having to meet the requirements of the 'beyond preservation', if the Town goes beyond what they feel is necessary to correct the safety and accident issues at this location, the Town may be in jeopardy of losing all of the funding and may have to pay back the design costs that have already been paid to Barton & Loguidice.

Paladino asked if the boulevard was not also 'beyond preservation'.

Litts said that was correct and he can quote from the NYSDOT letter that there are several alternates and the boulevard with calming effects and the four-way intersection is not the cheapest one of all of the alternates; it is not the most expensive one either but it may be the one that resolves the issue at a reasonable cost.

Tim Marion asked if the boulevard would be center medians with grass and trees on Vineyard.

Tom Baird, Barton & Loguidice answered that if it were feasible it would be a median on Vineyard Avenue; the creek is on one side and private property on the other side would minimize the size of the median. The median taper would start about 300 feet south of the intersection; vehicles would be slowed gradually. The effect on traffic calming is minimal when compared to the roundabout but it does have a quantifiable calming effect when accompanied by some ornamental street lights, small diameter trees, and contrasting pavement markings in the shoulder. B&L did not look at that option in detail; however, it would be about \$400,000 cheaper than the roundabout.

Plavchak asked if the accident rate is close to 87% or less than 20%.

Baird answered that it was a complex calculation but that the numbers are not even close to the safety percentages of a roundabout.

Supervisor interjected that there is a motion and a second before the Board, there is discussion among the Town Board members. He explained that there is a resolution on the agenda and a second resolution was added this afternoon; he offered copies of both resolutions to the public. The motion on the table is for Alternate C-1 as the preferred alternative.

Litts stated that he has worked for the NYS Department of Transportation for 25 years and the NYS Thruway Authority for 8 years and in the business for 36 years. His reasoning for the resolution is that he wants something to happen at the Tillson/Toc/Vineyard intersection; he does not want the Town to lose the funding and have nothing other than what is there now until we can qualify again on the TIP. They stated at the TIP meeting in May that they were taking a very hard look. When the design is presented to the DOT the difference between the funding that they are giving the Town and the funding for the project before approval has to be appropriated. The DOT and the federal government have to know that the Town has the money to finish the project and that it is a real project before they will give the Town the money.

Paladino said that the Town has to make an argument through the engineers that the Town of Lloyd chooses the roundabout as their first preference for safety purposes, it is preference versus cost.

Litts said that the accident history report that the consultants gave the Town says that the majority of the accidents are due to the rate of speed on Route 44-55 and right and left turns at a staggered intersection. The objectives in the proposal were to align the intersection and to reduce the speed on Route 44-55. Putting in an aligned intersection and calming the traffic so that they are not speeding, could be the exact same reduction in the number of accidents. The stop condition would be on Tillson/Toc.

Paladino contended that with the roundabout, there will be a reduction of 87% or more versus 25%; it is evident that the reduction of speed will be more than just the boulevard.

Litts said that the Town must comply with the May 9 report from the DOT and they will rank the alternates. If the Town is picking the Cadillac and DOT says that the Town can live with a Chevy, they may not fund the project.

**Roll call:** Hansut, nay; Litts, aye; Guerriero, aye; Paladino, nay; Brennie, nay

**Two aye votes; three nay votes  
Resolution failed.**

**D. RESOLUTION** made by Brennie, seconded by Paladino, to recommend a preferred alternative for PIN 8757.81-Tillson Avenue, Route 9W to Route 44/55 for approval by New York State Department of transportation; and

**WHEREAS**, the objective of the proposed project is to improve safety for motorists, pedestrians and bicyclists along Tillson Avenue from Vineyard Avenue to Route 9W and at the intersection of Tillson Avenue /Toc Drive /Vineyard Avenue; and

**WHEREAS**, in 2006, the project's Initial Project Proposal (IPP) was developed by the NYSDOT and included the project's needs, objectives, and potential solutions. These objectives were scoped and the funding required for the entire project was estimated to be \$2.946 M (2006 dollars). This cost included the reconstruction/reconfiguration of the intersection with NY Routes 44/55 (Vineyard Avenue) and pedestrian and multimodal facilities between the subject intersection and Route 9W to the east. At the time, the Towns share of the project was 20% (or approximately \$500,000). Through the effort of the Town, with assistance from B&L, the project funding was revised at NYSDOT to include NYSDOT Marchiselli funds which resulted in the Towns share to be reduced to 5% or (\$148,000) and additionally the Mountainside Woods project has committed \$250,000 towards mitigating traffic concerns. However, based on sharp increases in costs over the last six years, a series of retaining walls requiring replacement, and additional property acquisitions, funding for the project as originally scoped will need to be supplemented; and

**WHEREAS**, in reviewing the original scope of the project and how the project came to fruition, it is important to look at the objectives of the project. The Federal and State preliminary design procedures ensure that potential projects investigate feasible options, alternatives, and potential social, economical, and environmental impacts (desirable *and* undesirable impacts). The process, through analysis, public and advisory agency input, field data, history, sound engineering, and the potential to best satisfy the project objectives is typically how alternatives are evaluated. Within reason, cost should not play the only part in flushing out what is the option that best satisfies the project objectives. The Federal and State process can be expensive and time consuming, however, the cost of not evaluating the options and potential solutions that will best fit the needs of the community both now and into the future can often times prove to be more costly in the long run; and

**WHEREAS**, the project team has evaluated and analyzed two potential base alternatives with the intent to satisfy the project objectives for the intersection. The first alternative is to re-align the legs of Tillson Avenue and Toc Drive to form a four way intersection with stop control on the minor roadways of Tillson and Toc. A traffic signal sub-option is also included under this scenario. The second alternative is the construction of a single lane five (5) leg modern roundabout including a leg for Tillson Avenue, Toc Drive, northbound and southbound Vineyard Avenue and the driveway to the Twaalfskill Inn; and

**WHEREAS**, there are two options for the pedestrian improvements from Smith Terrace to Route 9W, both include an eight foot (8') wide asphalt multi-use path. The first option, that widens the roadway to the north, will have detrimental impacts to the residences that are relatively close to Tillson Avenue as the path will encroach onto their driveways resulting in an undesirable reduction in horizontal clearance to the path. This would prove even more troublesome during winter storms, and especially during extended periods of accumulated snowfall remaining on the ground. The second option is to widen the roadway to the south to accommodate the multi-use path. Under this option, the grade of Tillson Avenue can be reduced approximately 1% more than option 1. Additionally, the residences on the south side of Tillson Avenue are set back from the roadway such that the additional width will have little to no impact to ingress and egress to their property or incur any roadway clearance issues. The option of widening to the south will also minimize utility conflicts, and provide a greater (safer) clear zone for all motorists; and

**WHEREAS**, to evaluate the alternatives at the intersection, B&L recommends reviewing the objectives of the project which are safety improvements, both at the intersection and along Tillson Avenue to Route 9W and to provide multi-modal accommodations; and

- WHEREAS**, with the accident rate for the Tillson/Toc and Route 44/55 intersection at 1.02 accidents per million entry vehicles. This rate is 6.8 times greater than the statewide average of 0.15 accidents per million entry vehicles; and
- WHEREAS**, studies have shown that offset leg intersections do perform better than a four way intersection if the distance between the “T” intersections is sufficient enough (Rule of Thumb 200’) for the intersections to operate independently. For this specific intersection, with an 80’ separation distance, this is not the case, as field observations and the accident history/analysis indicates; and
- WHEREAS**, many roundabout statistics for safety improvements and crash reduction included data combined from single lane and two-lane roundabouts. A study of nine 9 urban single-lane roundabouts converted from stop control indicated a 61 percent reduction for all crash severities combined and a 77 percent reduction for injury crashes. For a group of 5 rural single-lane roundabouts converted from stop control, similar effects were estimated with a 58 percent reduction for all crash severities combined and an 82 percent for injury crashes; and
- WHEREAS**, for three (3) roundabouts converted from traffic signal control, estimated reductions were 32 percent for all crash severities combined and 68 percent for injury crashes. Two of these roundabouts had multilane circulation designs; and
- WHEREAS**, NYSDOT states in their documentation that a study they conducted in conjunction with the Insurance Institute for Highway Safety saw total crashes decline by 39% and injury crashes decline by 76% with serious injury/fatal crashes dropping by a dramatic 89% when an intersection is converted from stop sign or signal control to a single or multi-lane roundabout. Similar results are mirrored in many other studies including those performed by the Federal Highway Administration; and
- WHEREAS**, reconstructing the existing intersection to develop a standard four (4) leg intersection will, as in most cases, improve safety. However, to reduce the accident rate by nearly 7 times (680%) is unfortunately not likely; and
- WHEREAS**, based on historical data and the research conducted by the agencies providing up to 95% of the funding for this project is that reconstructing the intersection to include a modern single lane roundabout will markedly improve safety at the intersection. The improvements can be expected to provide a reduction in injury and serious injury accidents by approximately 80% overall and 35% in crash frequency over the safety improvements expected by creating the 4-leg intersection; and
- BE IT THEREFORE RESOLVED**, Barton & Loguidice, P.C. is recommending to the Town of Lloyd that they select the roundabout alternative as the alternative that best meets the objectives of the project and that they seek additional funding through the Ulster County Transportation Council to support the additional design services and construction costs so associated; and
- WHEREAS**, by selecting to progress the roundabout alternative as the preferred or desired alternative, it does not mean that other, less desirable or less beneficial alternatives are out of the question should additional funding prove to be infeasible; and
- WHEREAS**, at the request of Councilmember Litts, the following table dated June 8, 2012, is included in this resolution:

Task	<u>Estimated Project Costs</u>	
	4 – Way Int.	Roundabout
Engineering*	\$0.49 M	\$0.53 M
Intersection	\$1.55 M	\$2.09 M
Smith Terrace to 9W	\$1.80 M	\$1.80 M
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Construction Inspection (Estimated)	<u>\$0.39 M</u>	<u>\$0.42 M</u>
Total	\$4.63 M	\$5.32 M

\*Engineering includes, survey, design, Environmental studies, Right-of-Way maps, Titles Closings, Historic and Cultural Resources, etc.

**Table of Costs**

Design Alternatives Design	Base Construction	Traffic Signal at Intersection	Traffic Calming on Intersection Approaches	Culvert, Culvert Walls Temporary	Right of Way
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	\$	\$	(Boulevard) \$	Diversion \$	\$
(A) Null, Do Nothing		Continual Maintenance	N/A	N/A	N/A
(B) Rehabilitate, Minor Improvements, No realignment of intersection	900,000	160,000	500,000 including ROW on 44/55	N/A	N/A
(C-1) Four-Way Intersection	1,550,000	120,000	300,000 including ROW on 44/55	250,000	50,000
(C-2) Roundabout	2,090,000	N/A	N/A	310,000	70,000
Route 9W to Smith Terrace	1,800,000	N/A	N/A	N/A	100,000

**BE IT RESOLVED THAT**, the project has been progressed in accordance with the Locally Administered Federal Aid Projects Manual and has thus identified the alternative that best satisfies the project objectives.

*Supervisor explained that this resolution was prepared after Barton & Loguidice sent him information along with conversations with Town Councilmembers. He offered copies of the resolution to anyone who would like a copy.*

*Litts requested that the tables of costs from Resolution C be added into this resolution.*

*Supervisor noted that since he began his term in January and having attended several Town Board meetings before that as an Ulster County Legislator, there has been a lot of conversation on this project. There were many alternatives and around November 2011, the roundabout was suggested. There have been numerous meetings regarding this project; last month, Barton & Loguidice presented a look at the funding. The focus of the project always was safety. He believes that the roundabout is the safest, most efficient alternative. The chosen alternative will go to NYSDOT and they will decide if Lloyd will be doing a roundabout or the calming effects of a boulevard and stop signs. There has been a lot of time put into the resolution; he feels that the time has come to choose the alternative and hope that the funding comes from NYS.*

*Tom Baird, Barton & Loguidice, clarified that 80% of the funding would come from Ulster County Transportation Council; the state would contribute 15% of that extra cost. Dennis Doyle, Ulster County Transportation Council in conversations expressed the opinion that the roundabout option fits in with their long-range planning goals of safety improvements and multi-modal activity within the County and they fully support funding for the roundabout project. If the state does not contribute their 15%, there are different numbers to throw around but federal fiscal year, 2014, is two years away and that is where the funding would come from for the construction phase. The potential shortfall in right-of-way incidentals is \$50,000; that is in the current contract based on the latest funding. Last September there was a letter that added the state share to that which was the dollar amount I was talking about earlier, bringing the total money available in this phase of the project to \$525,000. The right of way was estimated at four properties in the original document created by DOT in 2006 for \$25,000; that number will increase to about \$100,000, \$50,000 of which is likely to be above and beyond what is programmed now. The Ulster County Transportation Council has identified multiple sources from which the \$50,000 could be obtained. The question is if the paperwork can be done soon enough; they could try to get it in for this year. The construction money is something else to consider. A federal bill gets passed by Congress and would provide those funds. It is two years from now and a lot of things could happen. The Town does not have to pay 100% of the extra costs; as is stated in the resolution, if the funding is not there and the Town cannot afford it,*

*the Town tried their best to do the best thing. The safety objectives are most satisfied by one alternative (roundabout) and if it does not get built that way, it can be said that it was tried and it is out of the Town's hands with the funding. He read the initial objectives from a 2006 DOT document: construct sidewalks and improve safety at intersection; he noted that it did not necessarily say a four-leg intersection, roundabout or fly-over bypass. B&L will attempt to satisfy the needs stated in the letter that Litts presented from DOT. Criteria for satisfying the revaluation of safety with an accident rate almost 7-times the state-wide average; in the documented studies over the last ten years, he feels that they come very highly rated in that category. The recommendation of Barton & Loguidice, engineers on the project, is the roundabout.*

*Supervisor thanked Tom Baird for the information that helped to provide the resolution and he reiterated that he feels the roundabout is the safest alternative. He felt there will still be vehicles flying down Vineyard Avenue but that the roundabout fulfills the objectives put forth when the project began.*

*Paladino interjected that the roundabout is not only the safest but in his opinion is the only way to keep traffic flowing and avoid backups, especially with the additional traffic down Toc Drive created by Mountainside Woods.*

**Roll call:** Paladino, aye; Brennie, aye; Guerriero, nay; Litts, nay; Hansut, aye.

**Three ayes carried.**

**E. Resolution TABLED** to approve an unpaid leave of absence for Christian Sabatelli from September 4, 2012 through December 21, 2012.

**F. RESOLUTION** made by Brennie, seconded by Paladino,

**WHEREAS**, the Town of Lloyd Building Department employs two (2) Municipal Code Officers; and

**WHEREAS**, for purposes of efficiency, economic conditions and to aid in meeting difficult budget requirements for current year and next year, adjustments to the manpower maybe required for, not only the Building Department, but other areas of town government, and require that certain positions be eliminated or require a reduction in hours to part-time status; and

**NOW THEREFORE BE IT RESOLVED AS FOLLOWS:** one (1) position of Municipal Code Officer in the Building Department is hereby eliminated and deleted from the Town of Lloyd Building Department effective June 29, 2012; and

**NOW THEREFORE BE IT FURTHER RESOLVED**, that the employment of Vincent Veltre, Municipal Code Officer, is terminated effective as of that date.

**Roll call:** Litts, aye; Guerriero, aye; Hansut, aye; Paladino, aye; Brennie, aye.

**Five ayes carried.**

**G. MOTION** made by Litts, seconded by Brennie, to approve Highland First United Methodist Church, Heaven Cent Thrift Shop request to limit/curtail all vehicle traffic through church-leased property on 6/30, 7/28, 8/25, and 9/29 because of outdoor flea market.

**Five ayes carried.**

**H. RESOLUTION** made by Brennie, seconded by Litts,

**BOND RESOLUTION OF THE TOWN OF LLOYD ("TOWN"), NEW YORK, ADOPTED JUNE 13, 2012, AUTHORIZING THE CONSTRUCTION OF A SEA WALL IN BOB SHEPARD HIGHLAND LANDING PARK, THE TOWN PARK FRONTING ON THE HUDSON RIVER, IN THE TOWN ("PROJECT"); STATING THE ESTIMATED MAXIMUM COST THEREOF IS \$911,000; APPROPRIATING SAID AMOUNT THEREFOR AND AUTHORIZING THE ISSUANCE OF \$911,000 SERIAL BONDS OF THE TOWN TO FINANCE SAID APPROPRIATION; AUTHORIZING ANY FUNDS TO BE RECEIVED FROM NEW YORK STATE OR ANY OTHER SOURCES TO BE EXPENDED TOWARDS THE COST OF THE PROJECT OR REDEMPTION OF THE TOWN'S BONDS OR NOTES ISSUED THEREFOR, OR TO BE BUDGETED AS AN OFFSET TO THE TAXES TO BE COLLECTED FOR THE PAYMENT OF THE PRINCIPAL OF AND INTEREST ON SAID BONDS OR NOTES; STATING THAT THE TOWN BOARD, ACTING AS LEAD AGENCY, HAS DETERMINED THAT, PURSUANT TO THE NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT, THE PROJECT IS A TYPE II ACTION AND NO FURTHER REVIEW IS REQUIRED AND STATING THAT THE PLAN OF FINANCING INCLUDES THE ISSUANCE OF SAID SERIAL BONDS AND THE LEVY AND COLLECTION OF TAXES TO PAY THE PRINCIPAL OF AND INTEREST ON SAID BONDS.**

THE TOWN BOARD OF THE TOWN OF LLOYD, IN THE COUNTY OF ULSTER, NEW YORK, HEREBY RESOLVES AS FOLLOWS:

Section 1. The Town of Lloyd, in the County of Ulster, New York (herein called the "Town"), is hereby authorized to construct, a sea wall in Bob Shepard Highland Landing Park, the Town Park fronting on the Hudson River, in the Town, including installation of sheet piling bulkhead that incorporates the majority of the waterfront and north of the boat launch and reconstruction of the wooden dock and dolphins, all pursuant to maps, plans and specifications by Morrison Associates Engineering Consultants, L.L.C., licensed engineers, and approved by the Town Board, delineated and identified as the "Bob Shepard Highland Landing Bulkhead Construction" (hereinafter sometimes called the "Project"). The estimated maximum cost of the Project, including preliminary costs and costs incidental thereto and the financing thereof, is \$911,000, and the said amount is hereby appropriated for said purpose. The plan of financing includes the issuance of \$911,000 serial bonds of the Town to finance said appropriation and the levy and collection of taxes on all the taxable real property in the Town to pay the principal of said bonds and the interest thereon as the same shall become due and payable. Any grant funds received from New York State or from any other source in connection with the Project are authorized to be applied towards the cost of the Project or redemption of the Town's bonds or notes issued therefore, or to be budgeted as an offset to the amounts to be collected for the payment of the principal of and interest on said bonds or notes.

Section 2. Serial bonds of the Town in the principal amount of \$911,000 are hereby authorized to be issued pursuant to the provisions of the Local Finance Law, constituting Chapter 33-a of the Consolidated Laws of the State of New York (herein called the "Law"), to finance said appropriation.

Section 3. The following additional matters are hereby determined and declared:

- (a) The period of probable usefulness applicable to the object or purpose for which said bonds are authorized to be issued pursuant to Section 11.00.a.22 is twenty (20) years; however, the Town Board has determined, as authorized by paragraph (B) of said Section 11.00, that the maturity of said serial bonds authorized pursuant to this resolution and any bond anticipation notes issued in anticipation of the sale of said bonds, shall mature no later than five (5) years after the date of original issuance of said bonds or notes.
- (b) The proceeds of the bonds herein authorized and any bond anticipation notes issued in anticipation of said bonds may be applied to reimburse the Town for expenditures made after the effective date of this resolution for the purpose for which said bonds are authorized. The foregoing statement of intent with respect to reimbursement is made in conformity with Treasury Regulation Section 1.150-2 of the United States Treasury Department.
- (c) Pursuant to the applicable provisions of the State Environmental Quality Review Act ("SEQRA"), this Board of Trustees, acting in the role of Lead Agency, has determined, prior to the adoption of this Bond Resolution, that the Project, as herein described in Section 1 hereof, is a Type II Action and no further review is required.

Section 4. Each of the bonds authorized by this resolution and any bond anticipation notes issued in anticipation of the sale of said bonds shall contain the recital of validity as prescribed by Section 52.00 of the Law and said bonds and any notes issued in anticipation of said bonds shall be general obligations of the Town, payable as to both principal and interest by general tax upon all the taxable real property within the Town. The faith and credit of the Town are hereby irrevocably pledged to the punctual payment of the principal of and interest on said bonds and any notes issued in anticipation of the sale of said bonds and provision shall be made annually in the budget of the Town by appropriation for (a) the amortization and redemption of the bonds and any notes in anticipation thereof to mature in such year and (b) the payment of interest to be due and payable in such year.

Section 5. Subject to the provisions of this resolution and of the Law and pursuant to the provisions of Section 21.00 relative to the authorization of bonds with substantially level or declining annual debt service, Section 30.00 relative to the authorization of the issuance of bond anticipation notes and Section 50.00 and Sections 56.00 to 60.00 and 168.00 of the Law, the powers and duties of the Town Board relative to authorizing bond anticipation notes and prescribing the terms, form and contents and as to the sale and issuance of the bonds herein authorized, and of any bond anticipation notes issued in anticipation of said bonds, and the renewals of said bond anticipation notes, and as

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to the execution of agreements for credit enhancements, are hereby delegated to the Supervisor, the chief fiscal officer of the Town.

Section 6. The validity of the bonds authorized by this resolution, and of any notes issued in anticipation of the sale of said bonds, may be contested only if:

- (a) such obligations are authorized for an object or purpose for which the Town is not authorized to expend money, or
- (b) the provisions of law which should be complied with at the date of the publication of such resolution, or a summary thereof, are not substantially complied with, and an action, suit or proceeding contesting such validity is commenced within twenty days after the date of such publication, or
- (c) such obligations are authorized in violation of the provisions of the constitution.

Section 7. This bond resolution shall take effect immediately, and the Town Clerk is hereby authorized and directed to publish the foregoing resolution, in summary, in substantially the form annexed hereto as Exhibit "A", together with a Notice in substantially the form prescribed by Section 81.00 of the Law in the "NEW PALTZ TIMES," a newspaper published in Kingston, New York, having a general circulation within said Town and hereby designated as the official newspaper of the Town for such publication.

#### NOTICE

The resolution, a summary of which is published herewith, has been adopted on June 13, 2012 and the validity of the obligations authorized by such resolution may be hereafter contested only if such obligations were authorized for an object or purpose for which the Town of Lloyd, in the County of Ulster, New York, is not authorized to expend money or if the provisions of law which should have been complied with as of the date of publication of this Notice were not substantially complied with, and an action, suit or proceeding contesting such validity is commenced within twenty days after the publication of this Notice, or such obligations were authorized in violation of the provisions of the constitution.

ROSARIA PELOW  
Town Clerk

#### EXHIBIT A

BOND RESOLUTION OF THE TOWN OF LLOYD ("TOWN"), NEW YORK, ADOPTED JUNE 13, 2012, AUTHORIZING THE CONSTRUCTION OF A SEA WALL IN BOB SHEPARD HIGHLAND LANDING PARK, THE TOWN PARK FRONTING ON THE HUDSON RIVER, IN THE TOWN ("PROJECT"); STATING THE ESTIMATED MAXIMUM COST THEREOF IS \$911,000; APPROPRIATING SAID AMOUNT THEREFOR AND AUTHORIZING THE ISSUANCE OF \$911,000 SERIAL BONDS OF THE TOWN TO FINANCE SAID APPROPRIATION; AUTHORIZING ANY FUNDS TO BE RECEIVED FROM NEW YORK STATE OR ANY OTHER SOURCES TO BE EXPENDED TOWARDS THE COST OF THE PROJECT OR REDEMPTION OF THE TOWN'S BONDS OR NOTES ISSUED THEREFOR, OR TO BE BUDGETED AS AN OFFSET TO THE TAXES TO BE COLLECTED FOR THE PAYMENT OF THE PRINCIPAL OF AND INTEREST ON SAID BONDS OR NOTES; STATING THAT THE TOWN BOARD, ACTING AS LEAD AGENCY, HAS DETERMINED THAT, PURSUANT TO THE NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT, THE PROJECT IS A TYPE II ACTION AND NO FURTHER REVIEW IS REQUIRED AND STATING THAT THE PLAN OF FINANCING INCLUDES THE ISSUANCE OF SAID SERIAL BONDS AND THE LEVY AND COLLECTION OF TAXES TO PAY THE PRINCIPAL OF AND INTEREST ON SAID BONDS.

The object or purpose for which the bonds are authorized is the construction of a seawall in Bob Shepard Highland Landing Park, the Town Park fronting on the Hudson River ("Project"), in the Town, at the estimated maximum cost of \$911,000, which amount is appropriated therefore as the same way be offset by the amount of any grants from New York State or any other source. The Town Board has determined that pursuant to SEQRA, the Project is a Type II Action and no further review is required.

The period of probable usefulness of the Project is twenty (20) years; however, the bonds authorized pursuant to this resolution, and any bond anticipation notes issued in anticipation of the sale of said bonds, shall mature no later than five (5) years after the date of original issuance of said bonds or notes.

The amount of obligations to be issued is \$911,000.

A complete copy of the bond resolution summarized above shall be available for public inspection during normal business hours at the office of the Town Clerk, Town of Lloyd, Town Hall, 12 Church Street, Highland, New York.

Dated: June 13, 2012

Town of Lloyd, New York

**Roll call:** Guerriero, aye; Paladino, aye; Brennie, aye; Hansut, aye; Litts, aye.

**Five ayes carried.**

- I. RESOLUTION** made by Litts, seconded by Paladino, to approve the following SummerFun staff for the Arts and Crafts program: Francesca Mancinelli, \$7.50 per hour; Nithin Nedumthakady, \$7.50 per hour, on the recommendation of Frank Alfonso, Recreation Director.

**Roll call:** Brennie, aye; Hansut, aye; Guerriero, aye; Paladino, aye; Litts, aye.

**Five ayes carried.**

- J. RESOLUTION** made by Brennie, seconded by Guerriero, to approve the modified Policy for Electronic Banking as follows:

Town of Lloyd  
Policies and Procedures  
Electronic Banking  
Modified June 13, 2012  
Original policy June 6, 2011

This document has been developed by the Town of Lloyd Town Board in order to provide policies and procedures for Electronic Banking.

**History**

In 2003, when the Town of Lloyd first brought high speed internet to the Town Hall, the option for Electronic Banking has been present. This way of banking has made banking more efficient and less time consuming.

**Changes in Policy**

This manual supersedes all previous employee manuals and memos.

While every effort is made to keep the contents of this document current, the Town of Lloyd reserves the right to modify, suspend, or terminate any of the policies, procedures, and/or benefits described in the manual with or without prior notice to employees.

**Policy Statement**

In order to take advantage of the time and monetary savings associated with Electronic Banking, the Town of Lloyd allows inter-fund transfers within the same bank, as well as wires to other banks, which include payments for Bonds and BANs and under some circumstances, to a vendor in order to get something paid quickly or to avoid late fees and penalties. Employees have the option to have their paychecks sent via ACH to their personal bank accounts through direct deposit.

The Bookkeeper for the Town of Lloyd has the confidential access to the bank accounts to initiate the transfers listed above and transmits the transactions.

A Transfer Authorization form must be signed by the Supervisor or his Designee before a transfer takes place.

**Segregation of Duties**

Because of limited staff of the Town of Lloyd and the need to keep as few people as possible with the information to transfer funds, the bookkeeper is the only employee with the access codes to the accounts.

The confirmations that are sent via US mail are opened and reviewed by the Supervisor's office.

An employee other than the Bookkeeper reviews the bank reconciliations each month, which shows all the transactions in each bank account.

**Banks**

Currently, we work with three main banks, M&T Bank, Citizens Bank and JP Morgan Chase. Each of these banks has safeguards in place to help protect the Town of Lloyd. M&T and Citizens Banks have secure id tokens that are random number generators linked to the bank that are needed in order for wires to be created and released. Chase bank only allows wires to banks that are set up with a bank representative that verifies the information about the bank account to which the funds are going. An email or US postal service confirmation is created by all of these banks when they send or receive wires from the accounts.

There are written agreements with all banks to the extent and permission of transferring and wiring funds.

**Electronic Check Images**

Most banks no longer provide cancelled paper checks to their customers, they instead offer electronic check images online, printed out or on CD. JP Morgan Chase bank

keeps copies of the checks available through the website for 7 years. This Board accepts these images as acceptable forms of copies of checks. This saves time, space and is less costly to the environment.

**Roll call:** Litts, aye; Hansut, aye; Paladino, aye; Guerriero, aye; Brennie, aye.

**Five ayes carried.**

**K. RESOLUTION** made by Litts, seconded by Brennie, to approve the following budget amendments:

**GENERAL**

Legal Notices/Code Update	00-01-1315-40	+\$1,310.00
Contingency	00-01-1990-40	- \$1,310.00

(This line will have to be updated as bills come in for the rest of the year)

Celebrations	00-06-7550-40	+\$250.00
Flea Markets	00-2560	- \$250.00

(Springfest donations for prizes for races)

**HIGHWAY**

USDA River Road	01-04-5112-42	+\$75,000.00
NRCS Grant	01-4089	- \$75,000.00

(Grant assistance to install emergency watershed protection measures within the South Branch of the Twaalfskill on River Rd to relieve hazards and damages caused by flooding in 2011 (Irene/Lee). Such measures include reforming and stabilization of a 120 feet long reach of stream bed and stream banks, install retaining rock wall to alleviate current drainage problems)

**WATER**

Admin Professional Service	20-07-8310-30	+\$4,500
Unexpended Balance	20-770	- \$4,500

(PILOT testing change in cost –request from Morris Associates letter 5/17/12)

**Roll call:** Guerriero, aye; Paladino, aye; Hansut, aye; Litts, aye; Brennie, aye.

**Five ayes carried.**

**L. MOTION** made by Brennie, seconded by Litts, to appoint Kathen “Kit” Cowan to the Economic Development Committee, at the recommendation of William Farrell, Vice Chair.

**Five ayes carried.**

Reynolds asked for a status of the summer concert series, how it is funded and the total cost.

Supervisor said that he has been told the music series is going very well. The first concert is July 5 at the Village Field and advertising is being distributed. Aquanetta, the Ferry Godmother, handles everything; the only thing the Town is doing is providing the field. Fundraising pays for the entertainment.

Reynolds asked if the Town was subsidizing the music series.

Supervisor answered that the Town is not subsidizing the program.

Supervisor reminded everyone that the July 4<sup>th</sup> celebration will begin at 2 PM at the Bob Shepard Highland Landing Park; there will be vendors, music will be provided by volunteer DJ’s, and A Touch of Rhythm (live band). There will be a meeting with the Police, emergency personnel and Rich Klotz, Highway Superintendent on Wednesday, June 20, at Mariners Restaurant to finalize the plans. Ulster County Area Transportation (UCAT) will be providing buses from the parking lot at Hannaford’s on Route 9W in a circuit to include the Walkway, the Hamlet and Bob Shepard Highland Landing Park. UCAT will stop transporting to Bob Shepard Highland Landing Park at about 6:30 PM and Highland Central School District will provide the small school buses driven by four or five volunteer bus drivers to take people back and forth. Maps and signs will be available to direct people.

Donna Deeprise asked what time the roads would be closed.

Supervisor answered that he thought that it would be 5 PM; however, it is the decision of the Police Department as to how long to keep the roads open and when to close them. At the end of the evening people could also leave the area by walking south on Oakes Road to the stairs at the Mid-Hudson Bridge that exit on Johnson-Iorio Park and Haviland Road. The fireworks would start at 9:30 PM.

Smith commented that the last UCAT buses will be at 6:30 PM and people will want to go to the Park in those last three hours before the fireworks start.

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Supervisor said that the decision will be made by the Police Department to shut down the roads once the roads begin to get congested. He added that there is nothing different this year that has not been done for the last three years except that there will be vendors at the Park. After 6:30 PM, the small school buses will continue the circuit for as long as they can do so safely. Maple Avenue is under consideration for use only by people walking, no cars. The Farmers' Market starts next Wednesday, June 20, and will be located in the Municipal parking lot.

**MOTION** made by Litts, seconded by Brennie, to adjourn the meeting at 8:34 PM.

**Five ayes carried.**

Respectfully submitted,

Kathy S. Schoonover  
Deputy Town Clerk

DRAFT