

The Board of Trustees of the Village of Westhampton Beach held their Regular Meeting on Monday, August 9, 2004 at 10 a.m. in the Municipal Building, 92 Sunset Avenue, Westhampton Beach

PRESENT: Mayor Robert Strebel
Deputy Mayor Mark Raynor
Trustee Ora Belle "Ridgie" Barnett
Trustee James Kametler
Trustee Timothy Laube

**Clerk-Treasurer Kathleen McGinnis
Village Attorney Richard T. Haefeli**

Mayor Strebel opened the meeting at 10 a.m. with the Pledge of Allegiance.

Public Hearing:

Decision on Special Exception Re: standard restaurant in B3 zone - Mexican Hut (hearing closed 7/6/04)

Motion by Trustee Laube:

The applicants have applied for a special exception permit pursuant to the provisions of §197-17 and Article VIII of the Zoning Code of the Village of Westhampton Beach to permit a standard restaurant.

The applicants are the owners of property located on the east side of Old Riverhead Road in the B-2 Zoning District. A standard restaurant is permitted in the B-2 Zoning District by way of Special Exception issued by this Board.

Pursuant to the provisions of Article VIII of the Zoning Code, the application was referred to the Planning Board for its recommendation and the Planning Board submitted an approval recommendation to this Board regarding the proposed special exception use.

The applicants also received site plan approval from the Planning Board for a standard restaurant on May 13, 2004. The approval provides for a total of 16 seats which cannot be increased without further approval of the Planning Board. The Planning Board also required the applicant to file a covenant that limited the use of the property to a 16 seat standard restaurant as that term is defined in the Zoning Code.

Based upon the foregoing, this Board grants the applicant a special exception permit to permit a standard restaurant subject to the following terms and conditions:

1. The restaurant shall only be used and occupied as a standard restaurant as that term is defined in the Zoning Code.
2. All of the conditions set forth in Section 197.80.1 of the Zoning Code shall be complied with.
3. This special exception permit shall terminate if the use of the property is changed to any of the other restaurant uses set forth in the Zoning Code.
4. If, at any time, the Suffolk County Department of Health Services shall revoke any of the approvals or permits it has issued as of the date hereof, then this Special Exception approval shall cease and the use of the property as a standard restaurant shall terminate. In the event that there is any modification to the waste water or food service approvals or permits issued by the Suffolk County Department of Health Services as of the date hereof, reducing the waste water capacity or the food service capacity, this special exception permit shall terminate.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Trustee Raynor inquired as to whether this special exception had to be renewed each year. Village Attorney, Richard Haefeli responded that it did not have to be renewed until there was a new owner.

Regular Meeting:

Accept minutes of Board of Trustees Organizational meeting of July 6th

Motion by Trustee Raynor:

RESOLVED, that the minutes of the Board of Trustees Organizational meeting of July 6, 2004 are hereby accepted.

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Accept departmental reports

Motion by Trustee Barnett:

RESOLVED, that the Treasurer's report June 2004, and the Police Department, and Building Inspector's reports for July 2004, are hereby accepted.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Appoint Seasonal Employees

Motion by Trustee Kametler:

RESOLVED, that the Board of Trustees hereby approve the following seasonal appointments:

Name	Title	Hourly Wage
Jeffrey Platt	Part time Police Officer	\$15.00
Nicholas Sanna	Beach Attendant	6.25
Jennifer Polan	Beach Attendant	6.25
Mark Nordmann	Lifeguard (substitute)	10.00

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Schedule 9/13 Public Hearing- Local Law amend Zoning Code

Motion by Trustee Laube:

RESOLVED, that the Village Clerk is hereby directed to post a Notice of Public Hearing to be held on Monday, September 13, 2004 at 10 a.m. in the Village Hall, 92 Sunset Avenue, Westhampton Beach, on a proposed Local Law to amend the Zoning Code Chapter 197.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Schedule 9/13 Public Hearing - Local Law amend Chapter 140 – Sidewalks

Motion by Trustee Raynor:

RESOLVED, that the Village Clerk is hereby directed to post a Notice of Public Hearing to be held on Monday, September 13, 2004 at 10 a.m. in the Village Hall, 92 Sunset Avenue, Westhampton Beach, on a proposed Local Law to amend the Village Code Chapter 146 relating to Streets & Sidewalks.

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Refer Special Exception Use to Planning Board – cell phone facility

Motion by Trustee Barnett:

RESOLVED, that the Special Exception Use application submitted by St. Marks Church for the installation of an internal cell phone facility within the building located at 40A Main Street, SCTM #905-12-3-15, is hereby referred to the Village Planning Board.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Renew Special Exception Outdoor Tables - WH Shopping Cove

Motion by Trustee Kametler:

WHEREAS, Westhampton Associates has applied to renew the Special Exception permit granted in 2002 for the Westhampton Shopping Cove located at 121 Main Street for five (5) outdoor tables and twenty (20) chairs pursuant to Section 197.80.3 and Section 197-76 of the Village Code and

WHEREAS, there were no incidents or reports filed with the Police Department concerning said use, and therefore be it

RESOLVED, that the Board of Trustees hereby authorize the placement of outdoor tables and chairs as shown on the original plan and subject to the same set of conditions.

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Authorize Police Dept. computer records management system

Motion by Trustee Laube:

RESOLVED, that the Mayor is hereby authorized to execute a contract for the purchase of a customized records management system for the Village Police Department at a cost of \$24,000 as provided in the 2004-05 Village budget; with said purchase to include installation, training and one years free technical support; and be it further

RESOLVED, that the Board of Trustees hereby approve the purchase of ten (10) Panasonic Semi-Rugged Toughbooks model CF-72 from Telrepc Inc. at a cost of \$999.00 per unit, with said purchase to be reimbursed by the Law Enforcement Block Grant in the amount of \$35,000.00 received from the NYS Division of Criminal Justice Services.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Authorize air conditioning contract with Wayne Clark Cooling & Heating

Motion by Trustee Raynor:

RESOLVED, that the Mayor is hereby authorized to sign the annual air conditioning maintenance service contract with Wayne Clark Cooling and Heating at an annual cost of \$ 825.00.

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Appoint Building Permits Coordinator

Motion by Trustee Raynor:

RESOLVED, that Sr. Data Entry Operator Kerry Rogozinski is hereby promoted to the position of Building Permits Coordinator from the Suffolk County Civil Service List #02-5112-146 effective immediately.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Adopt National Incident Management System

Motion by Trustee Kametler:

WHEREAS, the U.S. Dept. of Homeland Security has approved the National Incident Management System (NIMS) as the nation's first standardized management approach to unify federal, state and local governments for incident response, and

WHEREAS, NIMS establishes standardized incident management processes, protocols and procedures that all responders will use to coordinate and conduct response actions when a homeland security incident occurs, whether as a terrorist or natural disaster, and

WHEREAS, the Village of Westhampton Beach Police Department will incorporate NIMS in its general orders and in it's approaches to incidents and exercises, and therefore be it

RESOLVED, that the Village of Westhampton Beach hereby adopts the National Incident Management System as its standardized management approach for incident response.

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Approve closure of Sunset Avenue – Fire Dept. Annual Open House

Motion by Trustee Laube:

RESOLVED, that the Westhampton Beach Fire Department is hereby authorized to close Sunset Avenue between the exit of Album's and the intersection of Mill Road for the Annual Open House to be held on Sunday, August 15, 2004 between 1:30 pm and 5:30 p.m.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Approve Auditor’s report for the 2003/2004 Fiscal Year

Motion by Trustee Raynor:

RESOLVED, that the Board of Trustees hereby approve the 2003-04 fiscal year annual financial report prepared by Miller, Lilly and Pearce including management letter, Justice Court audit and report on Compliance and Internal Controls.

Seconded by Trustee Kametler and unanimously approved. 4 Aye, 0 Nay

Approve use of Rogers Beach

Motion by Trustee Barnett:

RESOLVED, that the following applications for the use of Roger’s Beach are hereby approved:

Organization	Date
WHB Fire District	Sat. Sept. 11 th 12 noon-6 p.m.
Seafield	Fri. Sept. 10 th 9 a.m. - 4 p.m.
FBI National Academy	Fri. Sept. 17 th 8 a.m. - 6 p.m.

Seconded by Trustee Kametler and unanimously approved. 4 Aye, 0 Nay

Create Dept. of Public Works Highway Labor Crew Leader position

Motion by Trustee Kametler:

WHEREAS there is an organizational need for the position of Highway Labor Crew Leader in the Village’s Department of Public Works, and therefore be it

RESOLVED, that the position of Highway Labor Crew Leader is created effective August 9, 2004.

Seconded by Trustee Laube and unanimously approved. 4 Aye, 0 Nay

Accept resignation Village Superintendent Public Works

Motion by Trustee Laube:

RESOLVED, the George Gordon’s resignation as Village Superintendent of Public Works is hereby accepted effective August 9, 2004.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Appoint Highway Labor Crew Leader

Motion by Trustee Raynor:

RESOLVED, that George Gordon is hereby appointed to the position of Highway Labor Crew Leader at a bi-weekly salary of \$2,851.00 effective August 10, 2004.

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Appoint Village Superintendent of Public Works

Motion by Trustee Barnett:

WHEREAS, the Board of Trustees of the Village of Westhampton Beach has determined that the operations of the Department of Public Works are in need of reorganization and improvement;

WHEREAS, the Board has made this determination based on an independent study undertaken by the Center for Governmental Research, Inc; and

WHEREAS, the Board needs to fill the vacant position of Village Superintendent of Public Works with an individual with substantial experience supervising a municipal department; and now therefore be it

RESOLVED, that Joseph Benedetto is hereby appointed to the vacant position of Village Superintendent of Public Works at a bi-weekly salary of \$3,065.14 effective September 13, 2004 and the Mayor is authorized to take all steps necessary to effectuate this Civil Service appointment.

Seconded by Trustee Laube and unanimously approved. 4 Aye, 0 Nay

Authorize Mayor to sign grant agreement with NYSDOT

Motion by Trustee Kametler:

WHEREAS, the Six Corners Roundabout Traffic Calming Project is eligible under Title 23 U.S. Code, as amended, that calls for the apportionment of the costs of such program to be borne at the ratio of 90% Federal/State and 10% local funds; and now therefore be it

RESOLVED, that the Board of Trustees hereby approve the Six Corners Roundabout Project at a total project cost of \$350,000.00 and authorize the expenditure of not more than \$44,600.00 of the local share of the project cost; and be it further

RESOLVED, that the Mayor is hereby authorized and directed to execute all necessary agreements, certifications, or reimbursement requests for federal aid on behalf of the Village of Westhampton Beach, subject to the approval of the Village Attorney as to form and content, with NYSDOT in connection with the advancement or approval of the Six Corners Roundabout Project and providing for the administration of the project and the Village's first instance funding of the project costs and permanent funding of the local share of federal aid and state aid eligible projects costs and all project costs within appropriations therefore that are not so eligible; and be it further

RESOLVED, that a certified copy of this resolution be filed with the NYS Commissioner of Transportation by attaching it to any necessary agreement in connection with the Project; and be it further

RESOLVED, that this resolution shall take effect immediately.

Seconded by Trustee Laube and approved as follows:

Trustee Kametler Nay Trustee Laube Aye

Trustee Barnett Aye
Trustee Raynor Aye

Mayor Strebel Aye

Trustee Barnett explained that the reason she was voting for this was because she had read all of the literature that Trustee Laube had provided from the Internet and other literature she had received from New York State and she had studied it all very carefully and could not find anything negative that is reasonable. She felt it was a positive step for the Village for calming the traffic and relieved her concerns about the school children, as it would be much safer for them to go through the roundabout.

Ben Larson, 12 Montauk Highway, stated that he was strictly against this and felt the lights that were there now could be easily modified. He felt the big problem would be people coming from Potunk going into the roundabout and the people on Oak Street going to Potunk are going to be in the roundabout all of the time. He said the people on both sides of Mill Road will have one heck of a job getting into the roundabout since it will be all clogged up from traffic from Oak and Potunk.

Mayor Strebel urged Mr. Larson to come into the Village office and look at the reports there were for this. He said they had tried to find negative reports on the internet and they could not find even one page that was negative.

Genevieve Lanyon, 20 Lilac Road, asked what the disadvantages of the roundabout were. She said that if Mayor Strebel believed there were no disadvantages, then he did not know too much about the traffic around here.

Mayor Strebel responded that there were no disadvantages. He said that he had deferred this to the traffic engineers to give him the advantages and disadvantages. They had given the Board international studies, national studies, state studies and local studies and they all support the roundabout. He said Mrs. Lanyon was correct in that he did not know a lot about traffic engineering, that is why he defers to the experts.

Village Clerk-Treasurer Kathleen McGinnis advised Mrs. Lanyon that there was a copy of a summary of these studies available for the public and there was additional information available downstairs in the Village office.

Didi Kelley, 209 Sunset Avenue, asked if there was a study done specifically for the roundabout in Westhampton Beach that had looked at all the surrounding streets.

Mayor Strebel assured Ms. Kelly that certainly, the first study they took was of the Westhampton Beach roundabout. Then they looked at studies of roundabouts in other areas to see if there were any negative effects.

Trustee Laube explained his research regarding the roundabout saying that when the concept of building a roundabout was first presented to him, he was admittedly skeptical. His first thoughts were of the traffic circle in Riverside where he pictured long lines of cars. He worried if a roundabout could work in Westhampton Beach. He said he read the Dunn Engineering report recommending a roundabout at the Six Corners intersection. Although the report clearly showed how it would improve the flow of traffic and could reduce the possibility and severity of an accident, he was concerned about pedestrian safety, especially with the location of the movie theater at the intersection. He said he then launched into his own investigation, going into it with the idea of playing devil's advocate. He tried to find information that would show the roundabout was a bad idea. He said that the more he researched, the more he came to realize the roundabout would not only improve traffic flow, but would improve traffic and pedestrian safety as well. He explained that he went on the internet and searched for anything positive or negative. What he found was completely positive. Rarely did he find an instance of negativity about a roundabout. Due to this research he came across volumes and volumes of information and reports from a number of Transportation Departments from Massachusetts, Colorado, California, Florida and others and most importantly, New York State touting roundabouts. He also found reports from the United States Department of Transportation recommending roundabouts. He said it did not stop

there. He also found reports recommending roundabouts from independent agencies that study traffic and pedestrian safety including Transportation Alternatives, a leading traffic and safety group based in New York City and the National Highway Safety Insurance Agency, a not for profit group funded by the Automobile Insurance Agencies of America. If there is one group with a vested interest in keeping accidents down, it is the insurance industry. He said that after all, they want drivers to keep paying premiums while never giving you anything back. This industry calls roundabouts a clear cut above the standard intersection. He said he also conducted interviews with traffic engineers across the nation, professionals with decades of experience and some of them were regarded as leading authorities both nationally and internationally. He asked them to explain how and why a roundabout works. He was told about contact points, how in a standard intersection there are thirty-two contact points for a pedestrian and twenty-four for an automobile. A contact point is a point where a pedestrian can be struck by a car or a car can strike another car. With a roundabout, like the one planned for this intersection, there are eight contact points for pedestrians and eight for automobiles. Simply put, there are less ways for people to get hurt. He said he was also told about reduced speed. Instead of cars traveling the intersection thirty-five to forty-five miles per hour on a green light, cars can now only obtain speeds of fifteen to twenty miles per hour because of the design of the roundabout. He also learned that the fatality rate for a pedestrian struck by a car is fifteen per cent, while going forty miles per hour it is eighty five per cent. He said he was also told that a roundabout, despite slowing cars down, gets them to the intersection faster. The roundabout gets people through the intersection more effectively than the standard intersection we have now, thus reducing the waiting time for automobiles. For people opposed to the roundabout, this is the concept that seems hardest to believe. He said that he also felt the same way, but the more he spoke with the experts in this field, he was assured through data and testimony and roundabouts that have been built already that this is the case. He added that those opposed to the roundabout have not provided him with any data to make him believe otherwise or to make him believe that the engineers are wrong. He explained that he was told about the deflection points and how instead of cars striking each other at ninety degree angles like in a t-bone accident or a head-on accident, possibly the worst type of accident that can happen at an intersection, that these things won't happen at a roundabout because the angle's deflection reduces severity of injury and property loss. If you combine these things with the low speeds of the automobiles that you get in an accident at a roundabout, you have reduced passenger and pedestrian injury and less property damage. He said he was also told about the median island in each roadway approaching the roundabout and how they function as a pedestrian refuge. Currently when a pedestrian crosses a roadway here, the pedestrian has to cross two lanes of traffic and must be on the lookout for cars approaching in multiple directions. With a roundabout, a pedestrian crosses one lane of traffic at a time and must only look out for a car coming in only one direction at a time. That is because the pedestrian can use the median island as a place to wait, if needed, until traffic clears. This combined with the reduced speed makes it easier for pedestrians to cross. Another point about the reduced speed of the cars is that because cars are going slower, drivers have increased reaction time. It is easier to stop a car at twenty miles per hour than it is at forty. He explained that he was not basing his decision purely on data and testimony. He went out and found another situation very similar to ours. In the Village of Howard, Wisconsin, there is a roundabout almost exactly like the one proposed here. It is similar in size and shape, but more importantly, has a school on one of the corners. This school has one thousand students. This roundabout safely handles up to seventeen hundred cars per hour and because of the school, sees more than one hundred pedestrians per hour. Our proposed roundabout expects to see six to seven hundred cars per hour at max. Before the roundabout in Howard was built, the school did not let children walk or ride their bicycles to school. With the addition of the roundabout, the school now allows children to walk or ride their bicycles to school. The superintendent of the school system has called their roundabout a huge success. Trustee Laube said he had collected the data and testimony and found examples of how and why roundabouts work to date and he has not been able to find data condemning this concept. He indicated that he was free to work on this more or talk to more people who come to him with this information. He said that he has been available to people, he has met privately with people and publicly with people and he will continue to do so.

Dean Speir, 256 Main Street, felt that Trustee Kametler must have found some negatives, based on his vote. He asked if he would elaborate.

Trustee Kametler said the negative thing he has with the roundabout is the fact that he believes the community should be voting on this themselves with a referendum vote. That is why he voted no on this circle. He wanted the community to vote on it, although he acknowledged there was not enough time for a public vote due to the state grant money being taken away if the Board does not accept it by September 15th. In a perfect world, he would let everyone in the Village vote on this traffic roundabout.

Mr. Larsen thought it was very interesting to listen to all the good points of all of these roundabouts that are all over the country, but no one has said anything about the circles in Riverhead.

Trustee Laube explained that the circles in Riverhead and specifically Riverside, were designed poorly. They do not utilize several of the aspects this roundabout will, including deflection points and median islands for pedestrians. The negative aspects of that circle is you can still obtain pretty high speeds of 30-35 miles per hour going into the circle. Ours will be designed so that speeds will be about 15-20 miles per hour.

Mr. Larsen felt that at that speed the traffic will be backed up all the way to the beach on one end and all the way to the highway on the other end.

Trustee Laube said they were studying changing that roundabout in Riverside into an intersection with a stop light. He added that when there gets to be too much traffic, a roundabout is not a good idea. You don't want to have multiple lanes in a roundabout because when people switch lanes there is a bigger chance for an accident. The Village roundabout will be just one lane around. He said that all of the traffic engineers have assured the Village that the traffic will not be backed up. He said he would defer to the experts. It would be like going to the doctor and being told he had a brain tumor, then going home and listening to his best friend's medical advice instead of the doctor.

Trustee Barnett said they had been told by the traffic engineers that the Riverside roundabout has 60% more volume of traffic going through it than this one will have.

Trustee Laube added that this volume of traffic was comparing their busiest time to our busiest time, which would be the summer.

Trustee Barnett said we all know that the Riverhead circle is hard to get through, but she goes through the Six Corners intersection six or eight times a day with a car and walks it once or twice a day and when she goes up to the intersection and looks around, there are two or three cars going in either direction and only one or two can go at a time and the rest have to wait and wait. She feels that the year-round residents are going to find it so much easier to get through that intersection because they will not have to wait for these traffic lights.

Mr. Kurt Hoffman, Chairman of the Planning Board, said there had been a lot of detailed information presented by Dunn Engineering at the roundabout meeting. He said he worked very closely with Dunn Engineering on the Planning Board and felt they were a first-class, top notch firm. There was a lot of work that went into this study. There was a traffic count taken last August twenty-four seven. That data was taken and put into an animated program that actually showed the traffic flow at all five streets at peak times and there was no backup like Mr. Larson mentioned. He feels it is good for the Village, we will have more green space, aesthetically it is very pleasing. There has been some concern about emergency traffic getting through it. A couple days ago he said he was at the Riverside roundabout when there were two emergency ambulances and a state trooper that came all within about fifteen seconds of each other and they got through without a problem. He feels it is a good thing and is personally looking forward to it.

Mr. Speir concurred with Mr. Hoffman in that he felt Dunn Engineering was a top notch outfit with an international reputation and the Village was fortunate to have them here able to do this.

Mayor Strebel added that the study and methodology also had to be approved by the state or they would not give the Village the money. It is not only Dunn, it has to be reviewed by the NYSDOT.

Authorize refund of duplicate tax payments

Motion by Trustee Laube:

RESOLVED, that the Board of Trustees hereby approve the refund of duplicate tax payments totaling \$15,331.61 to the payees identified on the attached list.

Seconded by Trustee Raynor and unanimously approved. 4 Aye, 0 Nay

Approve WHB Performing Arts “bistro” event

Motion by Trustee Raynor:

RESOLVED, that the Westhampton Beach Performing Art is hereby authorized to hold a bistro pre & post concert party in front of the theatre in conjunction with the Kris Kristofferson Concert to be held on Sunday, August 29 from 6:30 p.m. to 12 midnight.

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Approve Warrant for August 2004

Motion by Trustee Barnett:

RESOLVED, that the warrant for the month of August 2004 in the amount of \$195,757.00 for the general fund, and \$98,540.68 for the Capital Fund is hereby approved.

Seconded by Trustee Kametler and unanimously approved. 4 Aye, 0 Nay

Add-on Resolution to accept bids for Village Hall construction

Motion by Trustee Raynor to add a resolution on to today’s agenda. Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Motion by Trustee Raynor:

RESOLVED, that at the recommendation of the Village Hall construction management consultants, Sandpebble Builders, Inc., the attached bids are hereby accepted as follows:

Bidder	Contract #	Amount
Southampton Brick	#4.210 Brick supply	\$ 34,300.00
NEWCO	#8.100 Window Supply	71,943.00
Westhampton Ready Mix Concrete	#3.125 Concrete Supply (see attached items)	
ThyssenKrupp Elevator	#14.100 Elevator	107,575.00

Mrs. McGinnis remarked that these bids are opened on Friday afternoon at 2 PM. All of the bids for the Village Hall will be publicly bid and opened at a set time which is published in the paper. We open these bids on Friday and our construction management consultants act quickly to make recommendations on these bids.

Mayor Strebel said it was very early, these were the first bids that came in, but they had such positive meaning. As you well know, we have to take the lowest qualified bidder, which is what we did. The good news is that our construction management company gave us a printout of what they expected the bids to be and that is what we go by to stay within our budget. The concrete came in \$10,000 less than our projections, the bricks came in \$10,000 less, the windows came in \$21,000 less and the piston elevators came in \$13,000 less than our projections. This is a good sign and we hope that this is going to keep throughout the whole operation, but to have your first four bids come in under is a good thing. So far we are roughly \$54,000 to the better and it is a very positive thing and we are very happy about it.

Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Public Discussion

Didi Kelley read the attached statement addressed to Mayor Strebel, the Board of Trustees and Chief of Police Dean, regarding speeding problems on Sunset Avenue from the 27 members of the Sunset Action committee.

Chief Dean commented that this was not the first time this had been brought to his attention. For years they have had dedicated patrols assigned to this problem. He had made sure the speed checked by radar signs were put up. He said that as far as moving the speed limit sign, it cannot be moved, because New York state law dictates where it has to be located. As far as removing the double yellow line - that line is not an indication that this road is a major thoroughfare - it indicates that you cannot pass on that road. We have routinely stepped up dedicated patrols. We cannot sit on one street for 24 hours a day. We have issued summonses down there and my officers tell me that every time they stop a car it is a local resident who lives on the street. I used to live on that street and I was your neighbor for sixteen years, it is a major thoroughfare as are others in the Village. Fortunately, your street happens to have a sidewalk. The police are out there, being diligent, stopping vehicles.

Ms. Kelley told how a couple of children had almost been killed while standing on the grass in front of their houses, because people pass on the grass. She said they appreciated all of the times the patrol cars had been there, but in Westhampton Dunes or Quogue, nobody goes over thirty because they know they will get a ticket.

Chief Dean responded that his men had given out hundreds of tickets on that road and there were dedicated patrols for that street.

Ms. Kelly felt that they should be giving out thousands of tickets.

Mayor Strebel said that he would give her report to the Village's traffic safety engineers and let them answer each question. He felt he was not qualified as an engineer, but as far as police protection he agreed with her and whether it is a local resident or not, they will get a ticket. He said Chief Dean had made that clear to his men.

Ms. Kelly again questioned why it could not be treated the same as Quogue or Westhampton Dunes. She said they are both heavily patrolled.

Mayor Strebel responded that Westhampton Dunes has a 15 mile an hour speed limit that is imposed by the Federal Fish & Game Commission because of the birds. Apparently the birds are more important there than the people are here. We looked into

it and we cannot impose that 15 mile an hour speed limit here. The rest of Dune Road is 30 miles an hour.

Ms. Kelly said the whole street is kids and she feared for the kid's safety and asked if one of them had to be killed to stop this speeding.

Mayor Strebel said certainly not. We are all for stepping up as much as we can possibly do and we will continue to do so.

Maureen Powell, 186 Sunset Avenue, wanted to emphasize that she had two small children, she is right at the curve on Sunset and it is very serious for her to cross the street there because everybody picks up speed as they go around that curve. She went out and bought two little day-glo men that say "Slow Down". To her surprise 80% of the people did not slow down when they saw the signs and then they were taken within three or four days. As a mom with young children there are a lot of young children on that street and the cars are not going thirty at all.

Mayor Strebel responded that he sympathizes with her. He lived on Oak Street for eighteen years and raised four children there. Oak Street makes Sunset look like a park. We also had a civic group. When the county widened the road to a four-lane highway it completely exasperated the problem. Cars came from Sunrise Highway down County Road 31. They hit that four-lane highway - all of a sudden they came to my house and it was two-lane. They were on my lawn; I couldn't allow my children in the front lawn. I'm not making an excuse, I'm just saying that there are problems and I agree with Ms. Kelly that we have to step up enforcement and make sure we give traffic tickets if they are going 31 miles an hours on that road.

Ms. Kelly asked if he meant "zero tolerance".

Mayor Strebel answered yes, "zero tolerance". We will have to obey the law whether we are a citizen or a visitor.

Trustee Laube commented that Sunset Avenue is unlike most roads in the Village in that it is a long straightaway that points directly to the heart of the Village. I think it does need some special attention. At your meeting the other night, we talked about a couple of suggestions such as beefed up enforcement to narrowing the road. I think all of the citizens have to work together where the neighborhood watch committee members call in and report that they saw a truck or car speeding down Sunset. The Village would take that report and call the offender. He felt that a call to a local businessman from a Village official saying that residents were upset about your truck speeding down their road. It would get a little more attention than an individual resident calling.

Ms. Kelly responded that the residents had been doing this, but they felt they should not have to call every time somebody speeds on their street.

Trustee Laube stated that the squeaky wheel gets the oil and we all need to start squeaking on this. He said that road is a unique road and it does need special attention. He is all for working with them to come up with a solution.

Mr. Larsen asked about the notice of public hearing on today's agenda regarding sidewalks. He wanted to know if that involved new sidewalks.

Mr. Haefeli responded that it has to do with displays on Main Street.

Mr. Larsen also requested that there be no parking on South Road from Potunk to Oneck Lane and also sidewalks there. He asked if the two new Trustees felt there should be no parking there.

Trustee Laube answered that he agreed since it was a narrow road. There has been some discussion about sidewalks in the future - maybe no parking would increase the safety there.

Mayor Strebel commented that he thought there were portions of the road that were no parking. He said they would have the traffic engineers take a study of that area.

Genevieve Lanyon, 20 Lilac Road, had a complaint about the cars parking on both sides of Lilac Road when there is an event at the sports fields. She has two stones marking her bluestone driveway. When she came home last Tuesday they were in the middle of the road. She said at least two cars had used her driveway to turn around. She showed pictures of cars parked on the Village grass parallel to her lilac bushes. She would like to see no parking on either side of the street. She told about a young man going through her bushes. His father had cut a pathway so he could have a short cut to school. She asked if the Police Chief could look at her property as two of the neighbors behind her on Maple Street are growing branches over onto her property.

Police Chief Ray Dean said his officers had been to her property and there is one branch there.

Trustee Raynor asked if she could have someone put it out front for the Highway Department to pick it up.

Mayor Strebel told her to have the person who does her lawn put the branch out front and he would make sure the Highway Department picked it up. He said he would make sure it was taken care of.

Mrs. Lanyon asked what could be done about having no parking on Lilac Road.

Trustee Barnett said that it might be hard on some of the neighbors when they have company because then they can't park in front of their house.

Mayor Strebel said the difficult thing would be that if you put no parking on the street, then the people that live on the street, when they have company, they can't park on the street. He said they would have Dunn Engineering look into this regarding no parking on the street.

Trustee Raynor said that they would look into making it no parking on either side of the street 500 feet north of Mill Road. He said the ball fields were causing the problem because the field is on the north end and it is a long walk from the parking lot, so they park on the street.

Mrs. Lanyon also complained about the trash and debris that the schoolchildren throw on her lawn.

Arthur DiPietro, 41 Sunset Avenue, commended the Board on their vote to implement the construction of the roundabout. He felt that the problem with the Riverside roundabout was that most of the traffic goes three quarters of the way around the circle to go down Flanders Road to get to Hampton Bays. He thought the Village roundabout would be more of a balance between Mill Road and Potunk and Oak.

Trustee Raynor added that traffic on 104 is backed up because Route 24 is now re-done and more people are going that way.

Mr. DiPietro felt that with the addition of this "rotary", it provides the Board with a wonderful opportunity to re-visit the site plan before all the plans are finalized and construction is started. He advised them to look at what that rotary is going to do there and perhaps consider re-siting the Village Hall to create more of a presence as the "Gateway to the Village".

Mayor Strebel responded that the building is lined up a LEED's certified way. It has to do with sunlight and energy savings.

Mr. DiPietro said he thought the building should be placed closer to the new rotary and it would be more attractive. He also asked if the Board would consider locating the recreation/pool complex at this location as opposed to the location being considered in Quiogue. He had read that the Town of Southampton was going to spend money to revitalize and refurbish the old Senior Citizens Center on Mill Road. He thought the Village should reach out to the Town and also make the Senior Citizens Center part of the new Village Hall complex. He said this could be financed by selling the Village property in Quiogue that was going to be used for the recreation center.

Mr. DiPietro asked the Board and its engineer to consider a bio-mass sewage treatment facility at the marina using the vast wetlands area south of the marina in Moneybogue to build a treatment facility which will be more approximate to Main Street and would be cost-effective. He also asked the Village to consider the Village licensing or franchising, much like the vendor at Rogers Beach, a boathouse at the southeast corner of the marina property for the rental of Sunfish, kayaks, canoes, rowing shells, etc. Mr. DiPietro also asked the Board to undertake immediate consideration of annexing the "step-child" section of Dune Road between the west end of the Village and the east end of Westhampton Dunes. Everyone down there believes they are residents of the Village. He felt that from a utilization of police force and police budget we would be doing the Town a favor to take it out of their control and it would utilize the Village police department more effectively. On a long term basis he asked the Village to consider the annexation of all of Quiogue to the Quogue Village line. Again, organically and socially, those residents think they are residents of our Village.

Lastly, Mr. DiPietro asked the Village to consider the creation of four-wheel access at Rogers Beach.

Mayor Strebek asked if anyone else would like to address the Board. There being no further response, a motion was made at 11:28 a.m. by Trustee Raynor to adjourn the meeting to Executive Session. Seconded by Trustee Barnett and unanimously approved. 4 Aye, 0 Nay

Respectfully submitted,

Christine Owen
Deputy Clerk