

STATE OF NEW YORK
ONONDAGA COUNTY
TOWN OF CICERO

SS:

The Cicero Town Board held a **Regular Town Board Meeting on Wednesday, September 14, 2016** at 6:30 p.m. at the Cicero Town Hall, 8236 Brewerton Road, Cicero, NY 13039.

PRESENT:

Mark Venesky	Supervisor
Mike Becallo	Councilor
C. Vernon Conway	Councilor
Dick Cushman	Councilor
Jonathan Karp	Councilor

OTHERS PRESENT:

Joseph Snell	Police Chief
Dave Christian	Highway Foreman
Jody Rogers	Director of Youth Bureau, Parks & Recreation
Robert Germain	Germain & Germain, Town Attorney
Stephen Snell	O'Brien & Gere, Town Engineer
Tracy M. Cosilmon	Town Clerk
Vincent Hollopeter	Chair, Greater Cicero Community Youth Board
Toni' Lyn Brauchle	Youth Services Coordinator
James Morrissey	Transportation Group Manager, C&S Companies
Don Hazelmyer	Chief, Cicero Police Department Volunteers in Police Services (VIPS)
Larry Nasser	President, Cicero Police Department (VIPS)

Supervisor Venesky opened the 15th regular meeting of the Town Board at 6:30 p.m. by noting the locations of the three emergency exits, asked that all electronic devices be silenced and noted if anyone had difficulty hearing to bring it to the Board's attention.

Councilor Conway led the Pledge of Allegiance, and then requested a moment of silence for all the people in harm's way all over the world.

Town Board Meeting Minutes

Councilor Conway made a motion to approve the Town Board minutes from the Regular Town Board Meeting held on August 24, 2016. Motion was seconded by Councilor Cushman.

Supervisor Venesky solicited any Board comments. There were none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Approval of Abstract Numbers 35, 36 & 37

Councilor Cushman made a motion to accept Abstract #35 (dated 8/31/16), Abstract #36 (dated 9/7/16), and Abstract #37 (dated 9/14/16) as presented. Motion was seconded by Councilor Conway.

Supervisor Venesky solicited any Board comments. There were none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Police Department – Car Donation

Supervisor Venesky: We are very, very fortunate in the Town of Cicero to have a very safe community, and the VIPS (Volunteers in Police Services) play a big part in that. We currently have 25 VIPS, with another six that are in training. They volunteered last year over 2,000 hours to the Town of Cicero for community service. They do things for us, like property checks when we go on vacation, they handle traffic control for us, they work with disabled vehicles, and they work our community events, for example, the Gus Macker Event. They are the eyes and ears of our police department out there in the community.

Supervisor Venesky: Larry, can you tell us a little bit about the car? How we got it and what we are doing with it.

Larry Nassar, (VIPS) President: The car was kind of collaboration with a lot of other people that helped put this together. As Mark was saying, Drivers Village was a huge part of the donation, as well as Americar, Bush Electronics, Sergeant Baldini, Sergeant Meyers, and a lot of help from many others who helped put this together. We are 25 volunteers that last year donated over 2,000 hours of our time to do patrol, traffic, and many other community service events that normally would not get done without the volunteers help. We would like to thank everybody that helped put this together for us. I really would like to thank everybody, including Chief Snell, for developing the program about 20 years ago. This was really about four months of putting this vehicle thing together. It's a wonderful vehicle that is parked out on the lot.

The title of the new vehicle was signed over to the Town, and then a picture was taken.



(Pictured left to right): Larry Nassar (VIPS President), Don Hazelmyer (VIPS Chief), Councilor Cushman, Councilor Cushman, Councilor Karp, Supervisor Venesky, Councilor Conway, Councilor Becallo, and Chief Joseph Snell.

Supervisor Venesky moved for the adoption of a resolution to accept the donation of a 2011 Ford Taurus VIN#1FAHP2EW9BG175175). The vehicle was acquired through Americar in North Syracuse and a donation from Drivers Village. The installation of radios and other equipment was donated by Bush Electronics. Stripping of the vehicle was paid for by our Volunteers in Police Service (VIPS). Motion was seconded by Councilor Karp.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Gus Macker Tournament Presentation

Supervisor Venesky: The Cicero Gus Macker Tournament was held at Cicero-North Syracuse High School on August 12th, 13th and 14th. The charitable aspect of the Gus Macker Tournament is a very important part of each event. At each tournament site, the local organizing committee donates proceeds from their event to a local charity(s). Once again they raised funds for our CanTeen. It also has an economic impact to our town; it brings in hundreds of players and thousands of fans to the communities that it is held in. Gus Macker estimates that since 1987 – approximately \$15,000,000 has been raised for worthwhile local charities. We have with us tonight Vincent Hollopeter, Chair, Greater Cicero Community Youth Board.

Vincent Hollopeter: The Macker Tournament this year was August 12th, 13th and 14th. As far as problems, there really weren't any. Dogs were a minor problem, but we are going to work on that a little bit. Actually, and this surprised me, but smoking was a problem. We had one minor people problem, but everything moved on. I've got to give a big shout out to the Scouts because they did a wonderful job with parking; it worked out very well this year and it was far better than it has been in the past. I would also like to thank the VIPs. They are very good to us at the CanTeen and particularly at the Gus Macker Tournament. All the volunteers did an awesome job. Everybody probably doesn't realize it, but when we have a function like that and reach out for volunteers, many of our volunteers are past participants of the CanTeen; they enjoyed the program and got so much out of the program, apparently they feel it is worthwhile and they keep coming back to help us out with different projects. So that's a pat on the back to Jody [Rogers] and Toni' Lyn [Brauchle] because they do a good job with it, and the kids want to keep it going. This is the exciting part, we had:

- 165 teams this year
- 660 players; mostly kids playing basketball on Saturday and Sunday.
- 130 volunteers that gave over 1218 hours of volunteer work for the event. An average of almost 10 hours a piece, so you can tell it's a very dedicated group of volunteers.
- There's the Youth Board and the Friends of the CanTeen; that's our fundraising mark.
- They raised \$7,400.00. Which is okay, but we are working on increasing that; that's money that's going to be returned to the Town in 2017 as a portion of the required contribution for the operation of the CanTeen. So we are raising money to be able to continue running the CanTeen.
- It's estimated that the crowd averaged 2,500 people each day. If you think about it, on top of 660 players, 2,500 people, there are a lot of moms, dads, grandmas and grandpas there too. So they are all spending money (I'm sure a lot of kids got taken out for ice cream, McDonalds afterward, so it is good for the economy).
- The economic impact is estimated at a little over \$200,000 dollars this year. So again, that's money that's brought in for the community that otherwise wouldn't be here if it weren't for the Gus Macker Tournament.
- Police and Park staff cost approximately \$1,900.00 dollars. All of them are very hard workers - thanks to all of you! Thank you Joe (Snell) for your support. Town employees helped out some.
- Again, the way I figure it, \$1,900 dollars spent to bring in over \$200,000 dollars is money well spent; so it's working.

As mentioned, we want to continue the program. In order for us to continue it has to be financially viable, so what we would like to do is reach out to the community and all people present, here is what we are going to be looking for:

- Another presenting sponsor; a big, big money sponsor that will help us out.
- A media sponsor, and
- any and all business or personal sponsorships

So if anybody has any contact in any of those areas please let us know. We will do the leg work and we'll make the contact and everything, but that would help us tremendously because we do need to increase the fundraising aspect of it. We've had years that we have done twice the amount we did, so with a little bit of luck and a little bit of hard work we are going to get it back up there.

Supervisor Venesky: I've had some conversations with Jody. We are going to do some door knocking to some potential sponsors to come and help us. This is a very worthwhile program. Not only does it bring a

positive economic impact to the Town of Cicero, but I was there and you see an awful lot of smiling faces. It's a very wholesome and healthy event for the kids in our community.

Vincent Hollopeter: Exactly, it's a great event. The community embraces it. But in order for us to continue it we have to make it viable. It is right now, but it could be more so. So if anybody has any type of contacts, anybody out in the community, if you hear of anybody, please put us in touch with them and we will take it from there. It is great community event and we look forward to doing it every year. We have voted unanimously to bring it back next year, so there will be one in 2017. But again, we have got some work to do. Thank you for your support. We will see you next year.

**Public Information Meeting – East Circle Drive over Darlene's Brook
Culvert Rehabilitation Project**

Supervisor Venesky: The purpose of this meeting is to provide an opportunity for area residents, commuters, and businesses to become acquainted with, and express comments on the East Circle Drive Culvert Rehabilitation Project that is located immediately east of the Rt.481 northbound off-ramp. The primary work elements for this project include cleaning the existing triple 84-inch pipes at Darlene's Brook, preparing an access road on the southwest quadrant, preparing dewatering operations, and inserting high density polyethylene liners. The project will also include replacement of guide railing on East Circle Drive. All comments and recommendations on this project made at this meeting will receive consideration and will be used to finalize the design of the project. Written comments are invited from anyone interested in the project. Comments may be submitted at the end of the meeting or mailed to Town Supervisor, 8236 Brewerton Road, Cicero, New York 13039. Please provide comments by September 30, 2016. The form is on the table in the back of the room. Anyone speaking on this issue tonight please be sure to sign the sign-in sheet.

Supervisor Venesky: James Morrissey who is the Transportation Group Manager at C&S Companies is here with us tonight. He will give an overview of the project.

James Morrissey gave the following presentation:

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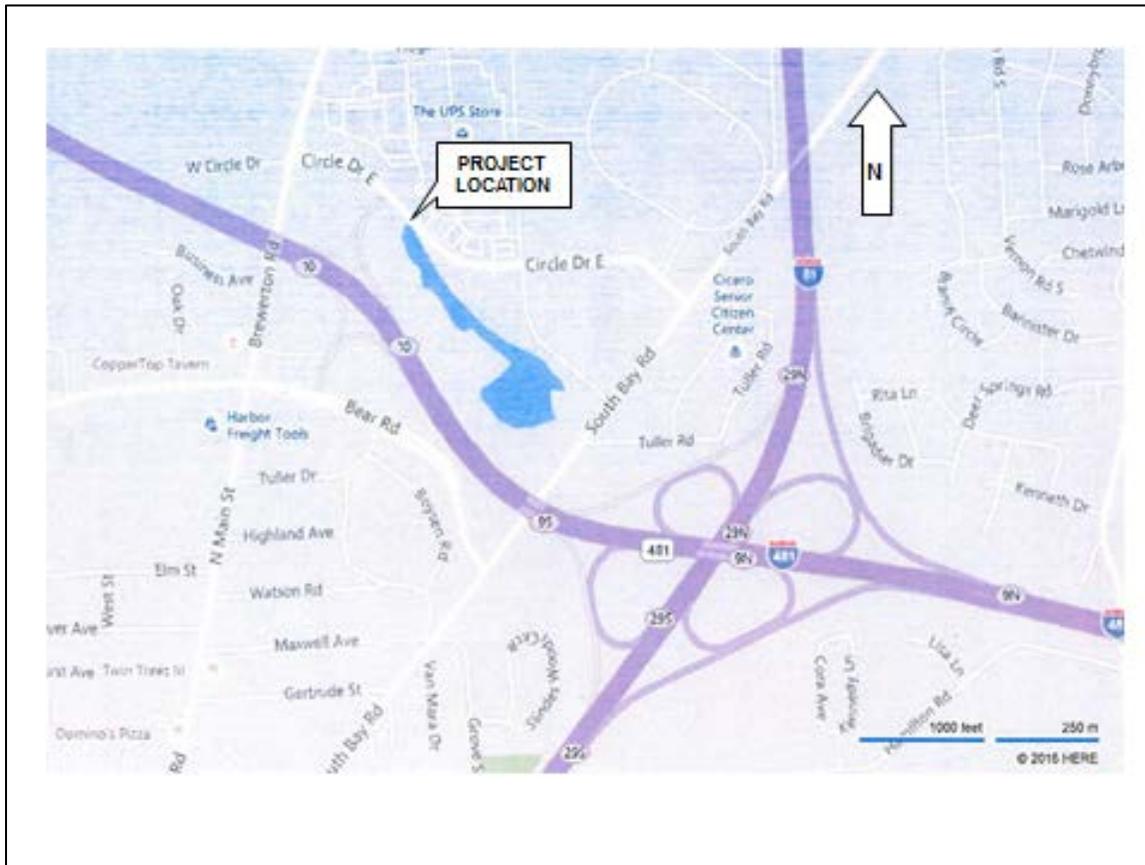
PUBLIC INFORMATION MEETING
September 14, 2016
7:00 PM

Cicero Town Hall
8236 Brewerton Road
Cicero, New York

East Circle Drive Over
Darlene's Brook Culvert Rehabilitation

The name of the project is Darlene's Brook Culvert Rehabilitation; it's really a bridge. The reason it's a bridge is there's three 84 inch culverts next to each other; anything that's over 20 feet is a bridge. So really it's a bridge, but if you look at it people call it a culvert.

Slide 2 of 9:

**Project Location Map.**

Slide 3 of 9:

PURPOSE OF MEETING

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All comments and recommendations on the East Circle Drive Darlene's Brook Culvert Rehabilitation Project made at this meeting will receive consideration and will be used to finalize the design of the project. Written comments may be introduced at the meeting or sent to the Town Supervisor no later than September 9, 2016.

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PROJECT BACKGROUND

The culverts were constructed prior to 1969 according to available plans. Sometime after 1967, Darlene's Brook was rerouted and reshaped along E. Circle Drive approximately 1,400 feet to its intersection of NYS Route 11 to facilitate construction of a shopping plaza. This channel is filled with sediment and requires cleaning an adequate distance to restore the full culvert and stream capacity. The downstream channel cleaning is planned to be performed under specifications set forth by the ACOE and the Town. All spoils removed from the channel cleaning will be removed from the project site. In 1976 the pipes were extended by 10 feet.

To accomplish the pipe relining, the work will be sequenced to accommodate pumping the upstream water to the downstream channel, and alternating flow through one of the three pipes. A temporary upstream cofferdam of steel sheet piling will be placed to control water from entering each of the three pipes during the relining work, and to provide a working environment to safely insert the liners.

Project Background: The project was installed back in 1967. They've had their useful life, no question about that. They have outlived what would normally last for culverts. The downstream channel is really not owned by the Town, it's owned by the Mall Developer. There is significant sediment in those culverts. The Federally funded project, which this is, is not planning on addressing the downstream channel so we have encouraged the Town, along with the Town Engineer, to work with the Town, or work with the developer, to find a way that that can be cleaned; maybe there's a mutual plan with one cleaning and one taking it over for the future. Without that cleaning, it is very difficult to rely on those culverts; as you can imagine. We can clean the culverts, but it's very difficult because the downstream sediment will be higher than the bottom of the channel; the bottom of the culverts.

One of the largest costs of the project is we are going to be using sheet piling in front of the culvert. Those sheet piles will be 30 to 40 feet deep. We need to do that for two things:

1. We need to control the water.
2. We need to provide safety for the workers inside the culvert. They have to go in and clean that with water about eye-level, if you will, when they are down at the bottom of the culvert; we cannot run the risk of sand bags or some other provision possible failing.

The sheeting is a large cost of this project; temporary steel sheeting driven down to the ground, workers doing the work and then that's pulled.

The Corps of Engineers is on board with the project. I talked to Steve (Snell), your engineer, recently and they are ready to move whatever permits are necessary, so all things are in place for the project.

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PROJECT OBJECTIVES

The primary objectives of this project are to replace drainage cross culverts and restore pavement condition using cost effective measures.

DESIGN ALTERNATIVES

Only one design alternative is under consideration:

- Clean and Install HDPE liner in existing 84-inch steel pipe

This alternative will address the project objectives by:

- Restoring the hydraulic capacity of the culverts
- Maintain the culvert structure for vehicular loading
- Replace guide railing to meet current standards

Design Alternatives: We talked a little bit about Design Alternatives. Only one design alternative is under construction:

- Clean and install a HDPE (High Density Polyethylene Pipe) liner in existing 84-inch steel pipe.
- Restoring the hydraulic capacity of the culverts. Replacing, it's much more expensive either with a culvert or with a bridge. It would either be concrete or steel, or other materials. We can line that with a smooth bore pipe and we can maintain the hydraulic capacity. One would say, how could you do that if you are putting a smaller pipe in? Steve knows. There are corrugations in the steel pipe; those corrugations slow the water down. If you put a smooth bore pipe in there the water will travel through there much more efficiently, we can actually reduce the size and maintain that hydraulic capacity.
- Replace guide railing to meet current standards. We are also going to replace the guide railing on the project. It has been hit. It's tipped; not in very good condition.

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RIGHT OF WAY IMPACTS

Two properties will require right-of way strip acquisition: Tax map 35-01-03.2 & 35-01-12.2 immediately south of the culverts that will follow the NYSDOT just compensation process.

PROJECT COST

The approximate construction cost is \$550,000. Funding is 80% Federal reimbursement and 20% Town.

PROJECT SCHEDULE

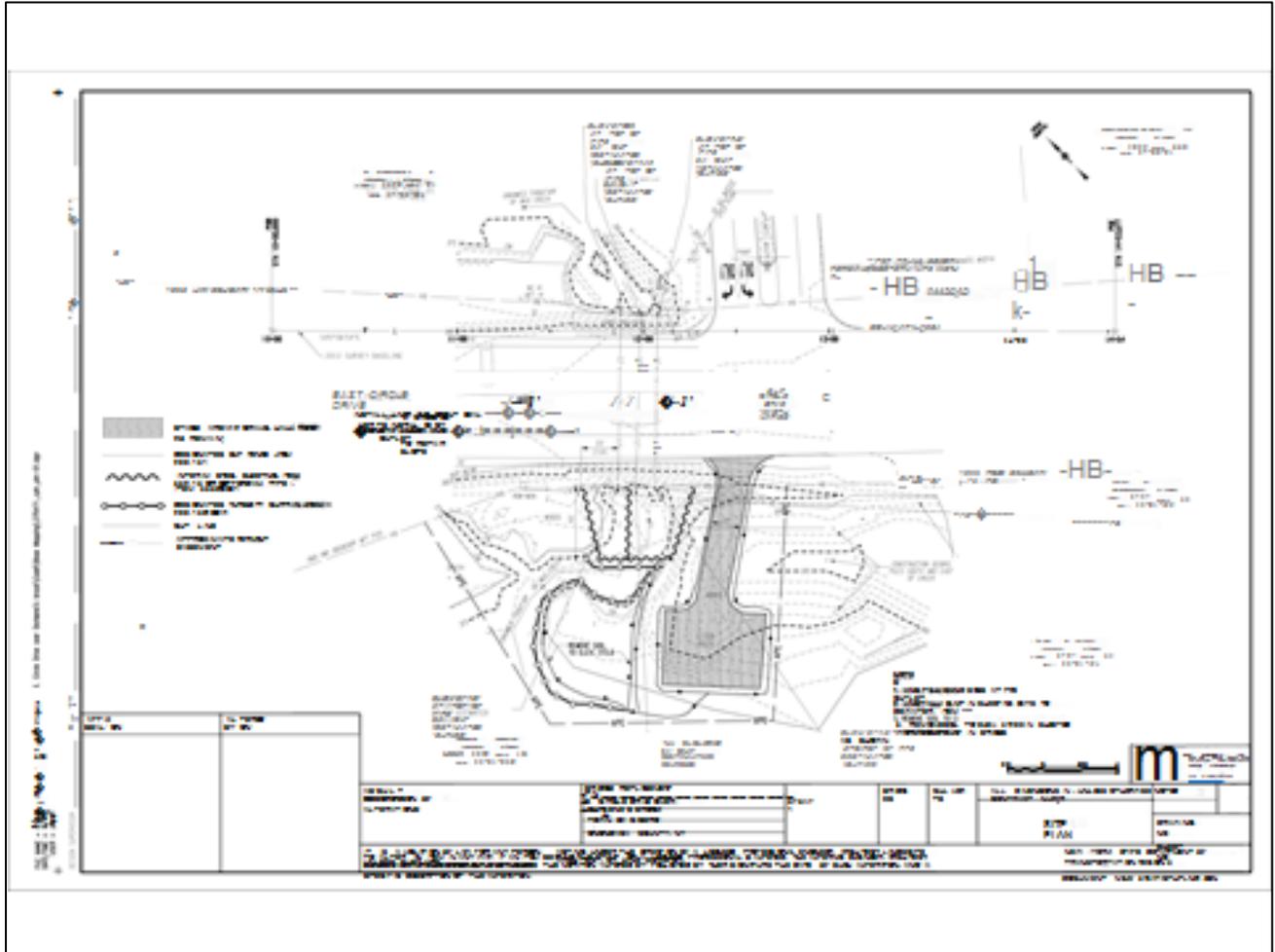
This project is currently scheduled for design completion in early 2017, with bidding and construction in summer of 2017. The project construction duration is expected to be 3 months.

Right of Way Impacts. In order for the project to move forward we need to have acquisition of a strip land through there to be able to build the project.

Project Cost. The project cost we have estimated to be \$550,000 dollars. One may say that's a lot of money for putting some high-density polyethylene pipes inside other pipes. The sheeting costs, is really what is most significant, along with traffic control. Closing the shoulder and closing the lane during certain operations is really a significant cost.

Project Schedule. We are planning the project to be built in 2017, and we expect this to take up to three months' work.

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East Circle Drive Map. This is East Circle Drive. What we are planning on doing first is we need access. This is the reason that we acquiring right-of-ways, to be able to build a permanent gravel road, not only for the installation of the culverts, but also long-term maintenance for the Town to maintain that; you want to leave this in a position where you can continue to maintain it. I think that's been some of the issue here; sediment is tough to get at. I know when we were talking with Chris Woznica about this they didn't have the equipment to get in there; it just wasn't working out. So now there's a location for not only the contractor to come in, but also a place to come in and clean this inlet out.

[Pointing to an area on the map] This is one of the acquisitions. It looks like this, so that that area can be cleaned, the gravel road can be built and maintained for the future of that culvert. The High Density Polyethylene Pipe (HDPP), the only thing that really affects that is gasoline, petroleum, or fire. It won't corrode. We use it all the time now in highway construction. Those are the materials of choice for storm drainage.

Zig Zag lines on the map: This is the sheeting. We will have two bays; one for water to flow through and one to work in. They will be about 40 feet deep. There's a big machine that comes in and drives those sheets in; those sheets are pulled out. That allows the area to be controlled, dewatered, graded, and also for the safety of the men working in those bays.

We are not planning on doing anything downstream. This is the area where we would recommend the Town and the Developer work together on a plan to clean and maintain that. That should be done in advance of the construction project, by spring to early summer of next year is what I recommend that be completed.

[**Triangular area on the map**] We go through what we call the Federal Process, which is compensation to Fair Market for what that property is. It is what we call *De Minimis*, very small in nature for the large size of the property. I wouldn't say it is useless property, because every property has some usefulness to it, but it certainly is not going to be built and developed. The DOT has suggested that they assist the Town in acquiring the right of way, which means they would help with the Appraisal, Review Appraisal, negotiations; the right-of-way maps have been prepared for this already. With the Work Zone Traffic Control we need to keep a permanent shoulder closure and occasionally, we will have daily closures of one of the two lanes that would be going east. It shouldn't affect the westbound traffic, except for the guide rail here [pointing to the map], there will be short impacts. We will always have a single lane of traffic going in each direction on East Circle Drive. Fortunately, it's a four-way highway there.

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Culverts. This is a culvert. I believe this picture on the 481 Ramp. In this existing location, here's the channel. It's quite a long stretch. Very low flow; it was almost dry flow during the summer months. The Contractor was able to pump the water around. He had a bypass pump with a hose through it. What they are able to do is, this piping comes in 20 foot lengths and it's actually welded together. You weld it on site; plastic welding. They were able to take this full length and put these pieces together and then pull them through from the opposite direction and pull this in. That is the preferred way to do it; get all the pipes together, connect them all and pull them through in one shot. We could do the same thing but we would have to have one long sheeting bay. We would have to have a sheeting bay, and that would be a quarter-million dollars or more just for that alone. So what we are going to do is we will have a sheeting bay that will allow one joint to be welded together, 40 feet if you will, and we will have two sections of it; one for working, one for flow, providing reversal so we can do the opposite side. But it's a little more challenging that we have to clean, insert the pipe, another pipe, weld it, push that through, put another pipe on, push that through, and it's not quite as efficient as we would normally like it to be. That's why it's taking about three months to do the job.

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Existing culvert: This was a twin culvert. There is a pipe going through, and when we get all done we are going to fill the void around the pipe going in versus the idea of the existing pipe; it's a nice process. Things have got to go relatively smoothly. Hopefully, we won't have any large storms. Hopefully, everything works out well. We don't know though if that 84 inch pipe is circular, so we really can't order the pipes until it's cleaned out. We have to clean those, check those; we actually do a laser scan. If they are clean the Contractor will order the pipe. There may be a little bit of a delay between the time they are cleaned and the time the pipe comes in. You may not see some activity during the course of construction when that activity is going on.

James Morrissey: That's it. As Mark said, there are comments forms. You can fold that up and put a stamp on it. If you have any questions of me, I would be happy to answer them.

Supervisor Venesky: On the financing. Eighty-percent of that money is Federal reimbursement money. I believe 15 percent of that is the State of New York. Of the 20 percent remaining, five percent would be to the Town.

James Morrissey: The Federal Aid jobs are always 80/20. Eighty-percent are Federal, twenty-percent Local, and in this case Local is the Town. There's 15 percent, or three-quarters of the local match, is what's called Marchiselli-Aid money; Legislation was passed many years ago to help communities along with that twenty-percent.

Mark, I need to check with DOT because we are not in the construction phase yet. Once we get to having the contract plans completed and ready for bid we would communicate that with the liaison to the DOT [Department of Transportation]. I am assuming there's Marchiselli money in the project, but I don't know that for sure.

Supervisor Venesky: Yeah, I think it was Jim D'Agostino who indicated that money would be available.

James Morrissey: Money is available. It is kind of a first come/first serve, and the Marchiselli money does run out in the Federal Fiscal Year, but we are supporting it. I know our liaison, and your liaison for the project is doing that and I would assume that is the case.

James Morrissey solicited any questions.

Tom Beaulieu: How old are these existing pipes, twenty-five [years]?

James Morrissey: 1967 is when they were installed.

Tom Beaulieu: Do we have any records that go back to tell us whether they are elliptical or round pipes.

James Morrissey: We know that they are 84 inch round. What we don't know is how much sediment is actually masking any irregularity in the bottom of that to know if we can put a smooth bore inside of that; if I didn't explain that right I apologize. If they are 84 round we can get the job done cleanly. If they are not we won't know until that bottom 3 or 4 feet of material is cleaned out. I am banking on that they are clean because the tops look relatively good, but the bottoms will fail first; that's where the water main is.

Tom Beaulieu: So your Plan B would be if you find out that two or three of the pipes are not rehabable, you're going to be back to the drawing board to take the entire thing out and put a box culvert in.

James Morrissey: If that happens, if we find out that we can't get the desirable pipe in to maintain the hydraulics, if that's the case, we would look at options again. We would look at what the hydraulic impacts would be by reducing down further to what pipe we could get through after we do the laser scan and maybe it's a 66 inch pipe; we would look at the hydraulics, we would talk with the Town, we would talk with DOT to work towards an acceptable plan, short of replacing them. The plan is *not* to replace them. I know the previous Supervisor and Board was not interested in a million-dollar project, which is what the South Bay Road project was around the corner. It was a fairly significant cost. What we typically do is try to find what would fit and then look at the impacts before we throw it all away and start designing a bridge replacement.

Don Snyder: So if the State money is available then we are talking five percent out of our budget?

James Morrissey: Yes, that is correct.

Don Snyder: What if the money is not there Mark? Where we do get \$110,000 dollars from?

Supervisor Venesky: This has been a long-term budget item. This is not something that just happened yesterday. Jessica, the former supervisor, made provisions to make the match, but it's got to be a 5 percent match; five percent to the Town.

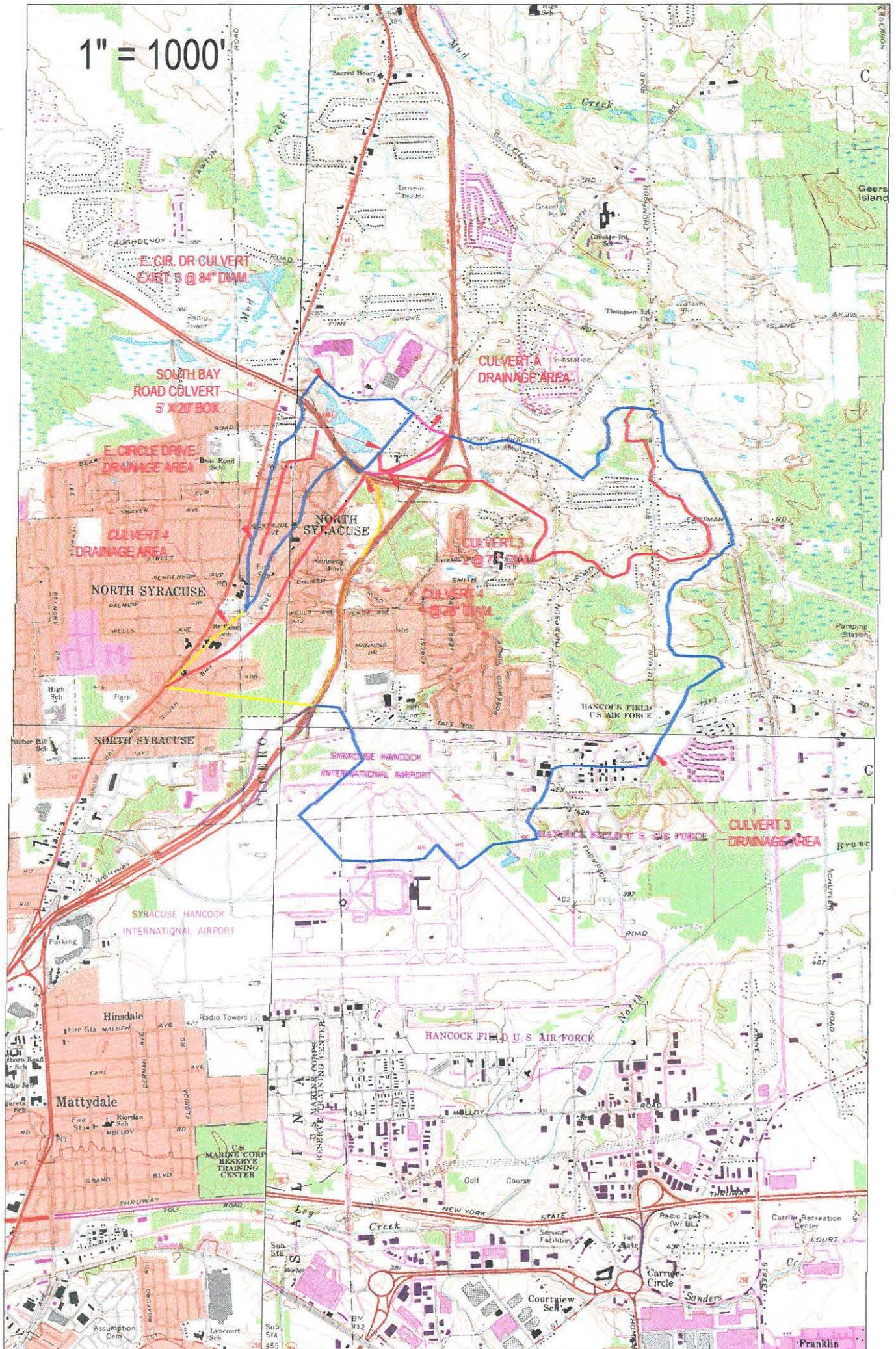
Tim Murphy: Can you put a map of that, this presentation, for the meeting minutes that shows which drainage you're doing upstream and downstream.

James Morrissey: The drainage boundary area?

Tim Murphy: Yes.

James Morrissey: I can provide that to the Town, if you'd like. It's part of our engineering process, sure.

Drainage Boundary Area Map:



Don Snyder: Is Eminent Domain involved in the area that you need for the construction area to get to the pipes?

Supervisor Venesky: I'm going to let the engineers answer that question.

James Morrissey: Eminent Domain is a last resort when you don't have a willing landowner and participation of a project with land acquisition. The DOT has the power of moving forward with Eminent Domain, whereas the localities have more challenges with that. There's public hearings required, and a lot of process. We do thirty of these jobs a year, and I'd be surprised. A landowner may say, *I'm not happy. I'm not compensated for fair market value.* Then there would Eminent Domain that could be used to take that property, but given where we are and given the project I would be hard-pressed to say that we will probably end up with that situation.

Don Snyder: We have not had a conversation. No one's had a conversation with that landowner yet?

Supervisor Venesky: I have not. The Town has not.

Don Snyder: Shouldn't we be doing that now?

James Morrissey: No. What we typically do is we have what we call a *Design Approval Process*. A Design Approval document has been prepared and sent to DOT. Once we get to this stage, have this public meeting, now we get into Final Design and that's the time we start talking to the property owners. We would do that in conjunction with the Town, but at this point, the State of New York (it looks like they would take that over), they have the staff and they would take responsibility of the land acquisition. If we had done this when we first started the project it would have been three years ago and as landowner, if somebody comes to you and talks about property acquisition for a project and three years later you haven't heard a thing, you kind of wonder what is going on. So we don't like to do it too early. We do it when it's most important and most effective; that's coming up very soon.

Councilor Conway: We didn't finish Circle Drive to Route 11, because this has been going on for 8 or 9 years. Are you going to take or have done in this contract to do from whatever you do; tear out the road or if you put the tubes in, or are we going to be stuck with that because the State came in and did all those ramps off of Route 11 a year ago.

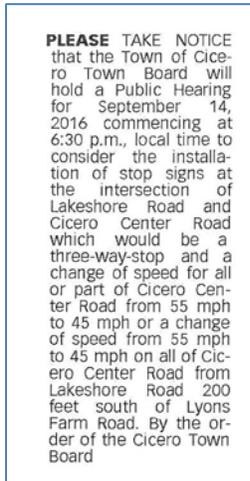
James Morrissey: Vern, this is not a paving project. This is not a plan to go in and do paving work. It's a bridge rehabilitation project. It's a safety improvement project, if you will, in case the culverts fail. But we are not paving. The project does not include that and I am sure when you put this project together, because of the costs, I would say (I'm going out on a limb here) the Town could probably pave the project for less money than it would cost to put this out to contract. That's my own personal feeling. The boundary line, by the way, because we challenged the State on this, there was a question a few years ago about where is the boundary between the DOT's responsibility and the Town, and it's just west of the culvert. If you look closely [as he pointed to a picture] you will see a little difference in the material. One has a little bit different grade. That's where the boundary is between DOT to the west and the Town to the east; they are not going to change that. We talked about maybe taking over the culverts; taking more interest in East Circle Drive. They're interest is 481 and the ramps, that's it. We did talk to them and they said, *No, we are not planning on taking responsibility for that.*

Supervisor Venesky: Nice presentation. Thank you.

**Public Hearing to consider stop signs at the intersection of
Lakeshore Road and Cicero Center Road**

Supervisor Venesky: The purpose of this public hearing is to consider the installation of stop signs at the intersection of Lakeshore Road and Cicero Center Road, which would be a three-way stop.

Supervisor Venesky: I have proof of publication and posting.



Dated: 09/04/2016
TOWN BOARD OF THE TOWN OF CICERO
COUNTY OF ONONDAGA, NEW YORK

Supervisor Venesky: My personal opinion is that we were premature with this. I think there was an anticipation that we would have our Police Department in the new South Bay building, and that would certainly add more traffic there. That will happen next year, by the way. Our plan is to move the courts into that building as well. If anyone is around here on a Tuesday or Thursday, the amount of traffic and the number of vehicles that come in is substantial. My recommendation would be, let's take a look at this after the police and the courts have moved. I don't know how the rest of the board feels about that.

Robert Germain: If that's the case, if the Board feels that way, and there's no second on the motion to open the public hearing it would die for a lack of interest. You could bring it up later at another date, reapply and readvertise whenever you are ready.

Supervisor Venesky: I don't know what your...

Councilor Becallo: I'm with that. I was against it to begin with, so I am totally cool with not seconding and nobody else seconding the motion.

Councilor Conway: I think we should adjourn it until next year.

Councilor Cushman: I agree.

Councilor Karp: My intent was to vote no, so I have no problem with this.

Tom Beaulieu: How can you call a public hearing and then arbitrarily before you even call the meeting/public hearing open decide to pull it once you've advertised.

Robert Germain: You can.

Supervisor Venesky: Well I think legally I can do it.

Tom Beaulieu: I mean it's not fair to the public that came here to speak, and I am sure that there are some that did.

Supervisor Venesky: I will be happy to open the public hearing if people would like to speak.

Councilor Becallo: I am cool with voting it down.

Councilor Karp: So am I.

Councilor Conway: So am I.

Supervisor Venesky: That wouldn't hurt us from bringing it up again in the future, Counsel?

Robert Germain: You can always reconsider anything, absolutely.

Supervisor Venesky: Then I am going to go ahead if that's the Board would like to do. We will open the public hearing.

Supervisor Venesky opened the public hearing at 7:20 p.m.

Supervisor Venesky: Is there anyone that would like to speak at all on the stop signs?

Don Snyder: I think you have it right Mark. I think cancelling this whole thing, talking about when the Police and the Courts are there, I think it's an excellent way of doing it. I am certainly in a different mood when we would have the information and the data at that time. Today, I would vote no. I don't think we ought to do it. What scares me is part of the letter that the Chief put out, as he said, *and we may even think about Snowshoe and think about the elementary school*. I'm dead set against using stop signs instead of police action. We have a good police department, we have a lot of new cars; I want them to stop speeding by that. So, I think you guys have done it right.

Tom Beaulieu: The reason I brought this up...and what we are doing is we are picking and choosing what we should do with this roadway. I know I had a discussion with you. I suggested, as before, we have got retired engineers with 150 years of experience in this town and over the last 6-8 years I have seen them used seldom, if little. Mr. Hill was involved in some projects, and all of a sudden that fell by the wayside. My suggestion was...and I think the Chief was right on one thing, we're not talking about the stop sign. If you want to do a safety study you do the entire corridor of Lakeshore Road from one end to the other. You've got areas there. That may be an issue with that particular location for a stop sign, but I can take you right up the road to Lombardi. You've got terrible site distance there. If you were going to put a three-way stop that would probably be a good one because you don't have good site distance there. But what we are trying to accomplish, from what I understand the Chief is talking about, is additional traffic in the future. You've got the ice cream shop that's there, the bait shop, the pizza place and you're closer to the park. The park, I talked to Bob Feik, he was with the Traffic Safety Division. Is there some way that we can lower the speed limit? Its 35 mph and then it goes to 30 mph. The park speed limit should be the same as the school up the road – 15 mph. There's a curve there. Is Jody still here? How many years ago was it we recommended putting a flashing safety light up there, which has helped a little bit? Probably 10 years.

Jody Rogers: It's been over thirty.

Tom Beaulieu: Good. So those are the kinds of things that help draw the attention to some of the safety issues involved with Lakeshore. We have a crossing at the park, we have two at the gulf course, we don't have adequate signage there, and we really don't have those roads/crosswalks striped so that they are visible, as they should be. I don't know when the last time they were done, but when they are lacking to be able to be noticed by vehicles they should be updated and they should be striped. Whether the Town does it or wants to pay someone else to do it, they should be done in accordance with the need to do it. The whole corridor, in this case, needs to be looked at for safety improvements; you've got people running out there. As everyone in the town knows, and the Chief knows, we had a young lady that was killed, that was out there running one morning. You've got people running out there every day and you've got bicyclists going in both directions, so these are all things that we want to make sure that it's safe not only for the vehicles and the pedestrians, but everyone using the road.

Supervisor Venesky: In defense of this Board, I am not an expert on safety, so I rely on my experts. So if my engineers and my Police Chief tell me that there's a problem, or if a member from this board, or someone from the public brings an issue to this board then we are going to address it when it comes to public safety. I'm not aware of not having striping. That's the first I have heard it. If we need lights or some sort of flashing lights put up, that's the first that I have heard of it. If we need something done we will certainly look at it. I appreciate you bringing that to us.

Tom Beaulieu: Unfortunately though Mark, these are things the party is responsible for and I assume that comes under the Highway's jurisdiction. The signs need to be put up by them and the striping should be done by them

Supervisor Venesky: If it needs to be done then we will do it.

Terri Walsh: First of all, again no offense to you, but we live there. He [Tom Beaulieu] doesn't live there. He lives in North Syracuse. We drive it all the time. Second of all, we stripe it. The Highway already stripes the part by the golf course. We do the park too. We just haven't been out there, but they're there - I see them. They still go in front of you. I just wanted to let you know that we do take care of them.

Supervisor Venesky: I know you do. We have a good highway department.

Terri Walsh: I'm still against 'any' stops on Lakeshore Road.

Supervisor Venesky solicited any other public input. There was none.

Supervisor Venesky closed the public hearing at 7:26 p.m.

Supervisor Venesky solicited any further Board discussion. There was none.

Resolution: Supervisor Venesky moved for the adoption of a resolution to deny the installation of stop signs at the corner of Lakeshore Road and Cicero Center Road. Motion was seconded by Councilor Karp.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Public Hearing to consider Speed Reduction on Cicero Center Road

Supervisor Venesky: The purpose of this public hearing is to consider a change of speed for all of Cicero Center Road from 55mph to 45mph or a change of speed from 55mph to 45mph on Cicero Center Road from Lakeshore Road 200 feet south of Lyons Landing Road (Lyons Farm), and 55 mph from Lyons Landing Road south to NYS Route 31.

Supervisor Venesky: I have proof of publication and posting.

PLEASE TAKE NOTICE that the Town of Cicero Town Board will hold a Public Hearing for September 14, 2016 commencing at 6:30 p.m., local time to consider the installation of stop signs at the intersection of Lakeshore Road and Cicero Center Road which would be a three-way-stop and a change of speed for all or part of Cicero Center Road from 55 mph to 45 mph or a change of speed from 55 mph to 45 mph on all of Cicero Center Road from Lakeshore Road 200 feet south of Lyons Farm Road. By the order of the Cicero Town Board

Dated: 09/04/2016

**TOWN BOARD OF THE TOWN OF CICERO
COUNTY OF ONONDAGA, NEW YORK**

Supervisor Venesky opened the public hearing at 7:26 p.m.

Supervisor Venesky asked if there was anyone who wanted to speak for or against.

Karen Loughnot Purdy: I live on Cicero Center Road, at 8719. I also owned a property at 8665 Cicero Center Road, and previously lived and worked at the intersection of Lakeshore and Cicero Center Road where the bait shop is now, which is 8772. It was my father's gas station for probably fifty-plus years. I respect the fact that we have a lot of people riding their bikes. We have a lot of people walking, we always have; I've rode my horses on the road for years. There are a couple of corrections I want to make:

1. There's a letter that says, *I bet a lot of these accidents happened near Lyons Runne* - There has never been an accident at the intersection of Cicero Center and Lyons Runne since Lyons Runne has been there. I am also a member of the South Bay Fire Department. In looking through the accidents and I can remember every one of them, there's never really been an accident at Cicero Center and Lakeshore Road because of cars intersecting and pulling out in front of each other. My father owning a gas station for 50 years, the bait and tackle shop brings in considerably a lot less traffic than my father's gas station ever did; where there were cars in and out all day and the entrance opened on Lakeshore and Cicero Center Road. It was a complete full entrance. The fire house had numerous traffic. Thursday night was bingo and there were a couple hundred people. Every weekend there was a wedding, and there were a couple hundred people. There would be events there all during the week and there would be a hundred people, so there's always been a lot of traffic.
2. In another letter that Mr. Beaulieu wrote... having lived out there my entire life; that was my father's family farm. Cicero Center Road, when it was built, is a County road. It's not a Town road and all of our maintenance is done by the County. They just recently came through and they so nicely paved so that my driveway is now a 2 foot drop, because every year they just build it up. It has always been a 1 ½ lane road. It has not been a true two lane road, ever. I have pictures going all the way back of Cicero Center Road from my family. It's probably about the sixties when they kind of needed a two lane road. There's never really been a shoulder. The shoulder kind of drops to the ditch so you have to ride your bike in the road and you have to walk in the road. So the only true way to make it safe for pedestrians and bicycles is to actually take the road, rip it all the way down to the bottom and widen it. The County would have to do that because the County doesn't even contact the town when they do maintenance, so the Town doesn't even know when they come in to do any maintenance on our road. So that's really the only way that you are going to get it 'truly safe' for pedestrians and bicycles. Otherwise, you can't go anywhere.

Supervisor Venesky: First of all, I can tell you almost unequivocally that the County is not going to rip the road out and redo it. There's no money. Because we are a growing town and we do have a lot of people that use that roadway with bicycles. We have bicycle clubs, people who walk and jog that roadway. Would you suggest that we take a look at the speed limit or maybe make it safer?

Karen Loughnot-Purdy: No, I would take a look at enforcing the speed limit. I have sat and watched since this whole thing got brought up, and I watch the cars go by my house. Yes, there are people that speed down my road. I'm not going to lie. I go up South Bay Road two or three times a day doing 45 mph and I am passed regularly, but I know that they are not going 45mph because I am. So to reduce the speed before we truly do a study of 'when are the people speeding' and 'what are the speeds they are going' is kind of like putting the cart before the horse. We don't know what time the people are speeding. If you put the speed sentry up and you track it at different locations on Cicero Center Road because the half from Lyons Runne to Route 31 gets twice the amount of traffic as Cicero Center to Lakeshore; they get twice the amount of traffic. My house sits where I see them pull out of Lyons Runne all day; I see it.

Supervisor Venesky: The speed limit is 55 mph now, right?

Karen Loughnot-Purdy: The whole road is 55 mph. Most cars are not doing 55 mph; they are maybe doing 50/45mph. Most cars are not. There are a few that speed. There are cars that speed all over, but until you truly do a study and say, *Okay. We are going to put the sign on this half of Cicero Center facing this way and we are going to put it on this half of Cicero Center facing the other way and then we are going to do the same thing on the other end.* Find out when they are speeding. Find out the speeds that they are going. Put the police at any one of the locations and then just pick them off. Once you put the police station at the corner they are going to slow traffic down.

Supervisor Venesky: Because of the bicycle and the pedestrian traffic and because of the fact that we have a narrow road, would you agree that it would probably be worth lowering the speed limit and then having the police department enforce that limit to make it safer for the pedestrians?

Carol Loughnot-Pardee: No. I think it would be more beneficial to enforce the speed that you have now because there's not that many more bicycles and pedestrians than when I was growing up. We used to walk Cicero Center Road, and ride the horses, ride our bikes, ride dirt bikes and three wheelers. We've always been on that road and there was twice the number of kids out there – twice the number of kids. I think it is more beneficial to really do a true study of the road to find out. If you're saying that people are speeding when you are riding your bike down the road between 5 and 6 o'clock at night – No, it's just that the increase in traffic...

Supervisor Venesky: I'm not talking about speeding. I think that's two separate issues; people speeding on the road. But we have vehicles going by on a narrow road passing bicycles, joggers, and kids walking on a narrow road, doing 55 mph. That's the issue.

Carol Loughnot-Pardee: You know, I watch them go by and they pull over and they slow down for the kids on their bikes. The Tour de Cure comes down the road every June, we never a problem with a car running a bike off the road. We've not had one bike or pedestrian hit on Cicero Center Road. Never have we had a biker or a pedestrian on Cicero Center Road because somebody was speeding and didn't move over. Never. I've lived there my entire life. The deer cause more accidents than anything else.

Supervisor Venesky: We've had requests to have that lowered or to look at the speed.

Carol Loughnot-Pardee: But I've watched them all day long. They move over. They slow down. I let my kids ride. I would let my kids ride down Cicero Center before I'll let them ride down Lakeshore Road. If I trust my kids to be on my road; I feel pretty comfortable that I'd let them go from my house to the fire house and back. So I just feel that it's ridiculous because you are not going to stop the speeders. You are not going to stop the people who aren't going to move over. You're just saying, okay you live on the road, now you've got to go 45 mph at 6:30 in the morning because otherwise you are going to get a ticket. There are no bikes in the road at 6:30 in the morning.

Supervisor Venesky: Point well taken.

Supervisor Venesky: Would anyone else like to speak either for or against a speed adjustment.

Don Snyder: Mud Mill Road. I think one of the other problems that we have got to look at when you just look at speeds and roads, Mud Mill is a road that in fact has about 6 inches to the right of the white line that goes down the edge of the road and yet, it is a Share the Road road. Bicyclers have made me either stop and wait for them to drive on until they get past my driveway or I had to go out over a double yellow line on a curb to go by them because they are driving two, three abreast in the street, so I think we've got to be really careful also where we share the ride. My folks lived in California. California, as you know, has a bike lane everywhere; great. Our town does not have it. We don't have the roads sufficient to do that. If I had all the money in the road I'd say, *Yup, as we reconstruct all of our roads we are going to put a bike lane in and we are going to make sure that the bikers then have a safe place to do it.* If you get hit by a car at 35, or you get hit by a car at 55, probably the only difference is the distance that you are going to fly as you die. So I am not sure that necessarily slowing a car down is going to make the road any safer, so I have a problem without enough data. I think data needs to be gathered. As you just heard this last speaker, data needs to be gathered and then you can make a decision based on that data.

Tom Beaulieu: We are getting back to the crux of the matter. We have a Comprehensive Plan. Page 31 states that it wants the roads to be more user-friendly to encourage pedestrians and bicyclists to also use them, along with the vehicles. This isn't so much about reducing speeds to reduce the car speeds, per say, but to make it more compatible between bikers, pedestrians, and also vehicles. We have two roads left in this town that are still 55 mph that we have jurisdiction over. We don't have jurisdiction over Route 31. That's a State bicycle path. It has 8 foot shoulders. The reason I know that is when I paved that road back in the Mid 90s I was told make 8 foot shoulders. I said I've got dirt out there past 5 feet. He said, I don't care how you do it. I want 8 foot shoulders. We put them out 8 feet because that was the standard that was required to make it a state bike route, and they've held up. The reason that we are looking at speed

reductions on Island Road and Cicero Center Road is they are still 55 mph. It's a much safer opportunity for people on bikes to have people pass them at a lower speed than it is at 55. The cars have a better opportunity to react to a bicyclist if they move inadvertently, either out into the lane, or further out to the center of the road, and keep their vehicle under control and probably avoid an accident. We had great success on several roads. I think we reduced the speeds on eleven roads over the last several years. One primarily that I will point out is Mr. Snyder's Road. I'll call it Mud Mill in this case. It was 55 on one end and 35 mph on the other end. We requested that it be reduced to 45 in the 55 zone, and the Town went ahead and reduced it to 35 mph. There wasn't any rioting in the streets. Nobody burned down anybody's homes. Everybody seemed to live with it, and it works out well. People do use it. People ride on it. People run on it. I would also probably challenge Don, I don't know if there's any area of Mud Mill where there is only 6 foot of shoulder, because I ride on it almost every day. It may not be wider than 30 inches or 36 inches, but it certainly isn't 6 inches.

Don Snyder: Tom, please. That's bologna and you know it.

Supervisor Venesky: We'll take comments one at a time.

Tom Beaulieu: The other point that I want to bring up also is the fact that the County has their Smart Streets. They are encouraging different towns within the county to participate and also creating Share the Road areas. The City of Syracuse, not that I'd particularly want to go down there and ride a bicycle myself, but they've created lanes within the city, inside the city streets in the downtown area, and they encourage people to come out on rides and they have people come in there and do those things too. Getting back to the issue, we are asking for the speed reduction on those two roads, which the Town has the opportunity as a Suburban Town to do, to make it more compatible. Cicero Center Road, Ladd Road, and I also believe part of South Bay Road were recently paved by the County because we had requested through our Legislator Tim Burtis that additional moneys be found to upgrade those roads. I didn't think Cicero Center Road would be done this year, but I am pleased to see that they did because it did need the work. I think when they finish probably putting the striping in, if they do it as I mentioned to you that we had done Weaver Road, if they narrow the lanes down a little bit, create a narrower lane, they will provide a better access for a shoulder width on that road. Thank you.

Supervisor Venesky: Thank you.

Judy Boyke: Muskrat Bay. I have the opportunity to live on a road that whether you share it or not you're going to because it is a runner's road, a motorcycle road, a bicycle road and the opportunity is there because the County sometimes thinks that it is a private road; particularly when they have their runs or their races, or whatever, without taking any respect to the residents to even let them know that that's going to happen. I travel in my job all the time. I travel all of these residential roads, and with Sharing the Road most people don't mind sharing it as long as the people riding or running also share it. It becomes a situation where they sometimes bicycle three abreast, two abreast, four abreast, and when they are running, doing the same thing. Unfortunately, we find that in the area that people that are in a hurry will not slow down or take the opportunity, especially when cars are coming the other way; they veer out to go around them. I think that it's a situation where we really need to emphasize 'sharing' isn't just for vehicles. 'Sharing' is for runners and bicyclists. Slowing traffic down - only those who live there will. People who travel, they are in a hurry, and our society is in such a hurry now that if it's 65 mph they go 75 mph, and if it's 45 mph they go 55 mph. So slowing it down, I think having a little more visibility first by our police might help. But also, on Cicero Center Road the opportunity for people coming off of Route 31, they use Lyons Runne as a bypass to go into Bayshore. It's because it's a cut through. It's a cut way for them so most of the traffic will come from there and it's avoided by going a way down Cicero Center Road to Lakeshore and then into that area. I am speaking against right now changing the speed limit on it. I think that we need to monitor the speed first.

Carol Loughnot-Pardee: I just need to correct something. Living on Cicero Center Road, when Mr. Beaulieu speaks that he went to the County to get them to do the maintenance, the County comes about every 2 to 3 years and resurfaces Cicero Center Road regularly because underneath the base of the road it's not really a road. It's just dirt, so it does crumble. So the County is pretty used to doing regular maintenance on it every two to three years, and they are very good about the maintenance on it. My driveway shows it. You can measure how many years they have surfaced it. In speaking with the safety point, I just wonder how many times a day he does come down Cicero Center Road and rides his bike. I do believe that there is a mutual respect that needs to happen because, like Mrs. Boyke just said, the speed

is not going to stop them. The bicyclists, they do need to respect us because I did slow down for two kids on their bikes the other day as they flew out of Lyons Runne not even looking. If I had been going 40 mph I would have killed them both because they did not have helmets on. So they both could have been dead with my car going 40 mph. So I pretty much stopped in the middle of Cicero Center Road and watched them weave like this and when they got over I crept past them, and as soon as I crept past them they weaved back to the other side. So it's not going to matter if I was doing forty. I could creep down my road at twenty and that's what I would have to do to prevent injury to somebody riding their bike down the road if they are going to do those things. They do ride two or three abreast down the road. I have to move over and I have to stop. I just think it's foolish not to do some enforcement and research before we just arbitrarily lower a speed limit on a road because it sounds like Mr. Beaulieu's goal is to lower every road in the Town of Cicero because we want to share the road. If he says the County offers a program for Share the Road maybe the Town should approach the County and say, *You know what, we have got two roads that are County Roads. We would like to make a bike lane right down the middle of the road.* There are a lot of streets that have bike lanes in the middle of the road. Approach the County and say, *You have a program. Could you please come make these two roads accessible to bikes?* But to lower a speed limit because we are saying we have to slow down for the bikes, it is only the ones that live there that are going to do it.

Supervisor Venesky: Anyone else?

Tom Beaulieu: One thing I would say with regards to the County maintenance, and I think they have probably the State roads, as far as the County roads as the best that you could want to have in our town. That road over the years got a stone treatment, a penetration treatment, and I think that the County realized the last time...in fact, we asked them and they went in in the spring and they used that pothole filler and they did a lot of repair work on it. I didn't think they were going to pave it this year, and I haven't talked to anyone down at the Department of Transportation, but I think that they came to the understanding that the top surface was in such bad shape, the top inch and a half, that they did go in there and they literally milled off about two inches of blacktop to get down to a decent surface. They went down about two inches and they put a two-course treatment on it; the binder course and the top course on that road, so that should last a substantial amount of time. As you know, I did that work for 35 years, so I am quite familiar with the procedure on it.

Supervisor Venesky: Can we allow Mrs. Pardee to come up, because she has not had an opportunity to speak? Thank you.

Carol Pardee: As far as Mud Mill road goes, they lowered that to 35 mph. I go between 35 and 40 mph, and going close to 40 mph I have had people pass me, and that is a double solid line. So lowering the speed is not the answer in the Town of Cicero. The residents on Mud Mill Road are sorry that they ever signed it.

Supervisor Venesky closed the public hearing at 7:53 p.m.

Supervisor Venesky solicited any Board discussion.

Supervisor Venesky: Listening to the residents tonight, and listening to everybody, I would want to take a good look at what our options are and take a deeper look, I think, at the whole speed limit issue before we make any sort of recommendation or take any sort of vote tonight; that would be my thought. I don't know how the rest of the board feels about that.

Councilor Becallo: I agree with you Supervisor. We are avoiding the classic 'government overreaching'. I agree with you, and I am with you on that. Whenever government tries to create laws to stop the people from doing something it really isn't stopping people.

Supervisor Venesky: The whole purpose of this board, and I know my board pretty well. is we want to do the right thing for the Town of Cicero. Our hearts are in the right place. I just want to make sure that with any decision that we make that we are making a very thoughtful decision.

Councilor Conway: Is the speed thing [speed sentry] that you put on the poles working?

Chief Joseph Snell: It was up on Cicero Center Road.

Councilor Conway: It was? Do you have readings?

Chief Joseph Snell: The information that came from that was that people were traveling within the speed limit of 55 mph; very few were over. Approximately 1 to 2 percent were over 55 mph.

Councilor Conway: Can we get a copy of that?

Councilor Cushman: I have a copy. It's 1.3 percent that were over 55 mph.

Supervisor Venesky: Any further comments.

Councilor Cushman: My thoughts are split. 1. I wouldn't ride any road that has a 55 mph speed limit with a bicycle unless I had a real wide shoulder. Personally, I wouldn't do it. In that respect I respect Tom's information and experience with riding. I don't think that we should overreach until we look at it further. I don't want to propose a full traffic study because that can be very expensive for the town. But to look at the situation and to maybe even wait until we have the Police Department over there, and we have the courts over there, and see what the change in traffic is and see if there's problems. If all of a sudden we have several accidents, whether it be Lyons Runne or Cicero Center, or whatever, then it's something that we have got to visit. But I would say that for the time being that we hold off.

Councilor Karp: Supervisor, I agree with you. I think this is something that warrants further discussion and study.

Supervisor Venesky: That being said, I suppose that we make a motion and then no one second it and let it go right now, or do we want to defer it? How should we handle this Robert?

Robert Germain: Close the public hearing. You can think about it. If you want to put a motion on a later calendar or bring it up at a later date you can.

Supervisor Venesky: All right, good deal. I've already closed the public hearing so we will move on. Thank you for all the comments. We appreciate it.

8533 Brewerton Road (NYS Lineman's Training) – Sanitary Sewer Connection

Steve Snell: New York State Electric Lineman is building a training facility on Route 11 at the former Michael Airfield. This resolution is basically to allow a contractor other than the Town Sewer Contractor to perform the sanitary sewer connection to the Town sanitary sewer on Route 11.

Supervisor Venesky: You are going to inspect us that for us? They absorb all the cost, so all code is going to be met with no cost to the Town?

Steve Snell: Right.

Councilor Becallo moved for the adoption of a resolution to authorize the Developer's Contractor (Robert H. Law, Inc.) to make the connection to the Town's existing sanitary sewer located along the west side of Route 11 for construction of a new building to service NYS Lineman's Training. Authorization is subject to approval of the Contractor's Insurance. Motion was seconded by Councilor Karp.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Highway Garage Project

Supervisor Venesky moved for the adoption of a resolution to approve the following SEQRA (State Environmental Quality Review Act) Resolution declaring the Town Lead Agency, which he read in its entirety:

SEQRA Resolution Declaring Lead Agency Status

WHEREAS, the Town of Cicero intends to complete a scope of work including but not limited to the preparation of a stormwater pollution plan prevention plan and site clearing activity necessary for the eventual construction of a new highway garage on town property located on Route 31 in the Town; and

WHEREAS, under Part 617 of Title 6 of the New York Code of Rules and Regulations, the State Environmental Quality Review Act (SEQRA), it is necessary for a lead agency to be established for the review of the project and for the action to be classified as Type I, Type II or Unlisted; and

WHEREAS, the Town of Cicero is a government agency undertaking a project for the benefit of the health, safety, and welfare of the residents of the town and therefore immune from local land use regulations; and

WHEREAS, the Town of Cicero is the agency undertaking and funding the highway garage construction project; therefore, the Town of Cicero is the only involved agency; now, therefore, be it

RESOLVED, that Town of Cicero hereby declares itself Lead Agency for SEQRA review per the requirements of Part 617 of Title 6 of the New York Code of Rules and Regulations of the State of New York; and be it further,

RESOLVED, that the Town of Cicero, acting through the Town Board, as the Lead Agency pursuant to the State Environmental Quality Review Act, has classified the above action for the site clearing for the construction of a new highway garage as Unlisted; and be it further.

RESOLVED, that the Supervisor is hereby authorized and directed to sign and file any documents that may be necessary to comply with SEQRA regarding the project.

Motion was seconded by Councilor Karp.

Supervisor Venesky solicited any Board discussion.

Supervisor Venesky: We have to clear that property. We have to begin clearing that property now in preparation of the new Highway Garage Facility, should the Town authorize it to be built. We are under calendar restrictions because of the bats. We are required to clear the property between October and January, I think it is, because it doesn't disturb the bat habitat. We are trying to follow all the rules, so that's why we are going to try to move this thing forward. We've got to put it to out to bid to get somebody in there to clear the property and prepare the SEQR (State Environmental Quality Review), and all of that.

Supervisor Venesky solicited any further Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Councilor Cushman moved for the adoption of a resolution approving a Professional Service Contract between the Town of Cicero and MRB Group for initial engineering work on the Cicero Highway Garage project including SEQRA documentation and site clearing pursuant to a written proposal dated September 2, 2016 in a cost not to exceed \$12,500.00. This resolution also authorizes the Supervisor to execute the necessary documents. Motion was seconded by Councilor Conway.

Supervisor Venesky solicited any further Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Personnel:**• Parks and Recreation Department**

Councilor Karp moved for the adoption of a resolution to approve the following appointments to the Parks and Recreation Department:

1. Dylan Lingenfelter as a Recreation Attendant (Fall, Winter, and Spring) at a pay rate of \$9.00/hour effective 9/25/16.
2. Michael Askey as a Recreation Attendant (Center Monitor) at a pay rate of \$12.50/hour effective 9/19/16.

Motion was seconded by Councilor Cushman.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

• Planning and Zoning Department

Councilor Karp moved for the adoption of a resolution to approve the following appointments to the Planning and Zoning Department:

1. Andrew Ward as Deputy Code Enforcement Officer at a pay rate of \$19.37/hour, effective 10/3/2016. This position is with a probationary period of one (1) year.
2. David Balcer from a Deputy Code Enforcement Officer to Code Enforcement Officer at a pay rate of \$21.55/hour, effective 10/3/2016. This position is with a probationary period of one (1) year.

Motion was seconded by Councilor Becallo.

Supervisor Venesky solicited any Board discussion.

Supervisor Venesky: We lost Steve Procopio. Steve was just really a *great* employee and a walking encyclopedia when it came to the code, and we certainly weren't going to hold him back. He was offered a position in the Town of Salina where he is now the Code Enforcement Director, so consequently we moved David Balcer into his position. We interviewed quite a few people off the Civil Service List. We were very, very lucky. We have a very aggressive young man, very smart, very thoughtful, well-mannered young man named Andrew Ward who I interviewed myself. I think he is going to be a great addition to the Town of Cicero.

Supervisor Venesky solicited any further Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Highway Department

Councilor Conway moved for the adoption of a resolution to approve the following purchases:

- \$240,000.00 to American Rock Salt for 4800 tons of salt
- \$3,556.53 to Allied Spring for front springs; all 4 bolsters
- \$12,400.00 to STS for a Galion 16'; replacement dump body
- \$12,700.00 to Schneider Brothers Corp. for truck box/rebuild/repair trucks #12, 49 and 16.

Motion was seconded by Councilor Cushman.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Court Department

Councilor Karp: Tracy, I'd like the record to reflect that it's no longer called the 'Justice Department'. It's called 'Courts' now. However, for the purpose of this resolution since it was called the Justice Department in 2015, it is appropriate to refer to it as such.

Councilor Karp moved for the adoption of a resolution to approve and accept the 2015 Town of Cicero Justice Department audit conducted and completed by Benn & Company CPA's, PLLC (A report of this audit is filed in the Town Clerk's Office). Motion was seconded by Councilor Cushman.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Parks & Recreation Department – New York City Bus Trip

Councilor Karp moved for the adoption of a resolution to approve \$2,600.00 to Birnie Bus Service (via fees) for the New York City Bus Trip. Motion was seconded by Councilor Cushman.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Local Law Updates/E-Code 360 Update

Councilor Becallo moved for the adoption of a resolution to approve the updates of Local Laws to the Town Code Book and e-Code 360 (Town Code Book on website) for \$3,500.00. Motion was seconded by Councilor Karp.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Surplus

Councilor Karp moved for the adoption of a resolution to declare up to 85 chairs from the Senior Center surplus and of no use to the Town, and to be set to Onondaga County Auction. The chairs were purchased used 25 years ago. Motion was seconded by Councilor Becallo.

Supervisor Venesky solicited any Board discussion. There was none.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

Public Input

Don Snyder: Mark, are you able to share with us yet your long range plan for the Highway Garage? We are moving ahead in pieces, but are you able to give us an idea of when you think the timing might be and when we might have to have a vote if we are going to vote.

Supervisor Venesky: I'll tell you what I can. We are in negotiations on a couple of things. One thing I am not ready to tell you, but hopefully it will delight the taxpayers when we are done if we get what we need/ what I am looking to get out of this negotiation. But right now the time table that I am looking at is I am looking to be in that building in 2018. So we are moving ahead at a break neck pace. MRB is moving along with us, and I am going to actually ask the Town Board for permission to put a plan together to either bring a sewer connection there or a holding tank; whatever turns out to be more cost effective or whatever works best in our long term interest. But, we are looking to have people in that building in 2018, and you know that is not a long time. I asked MRB to put this to the front burner so they can complete those plans and we can bring it in front of this board and bring it to the public for discussion and approval. There will be more public hearings on that.

Tim Murphy: I had mentioned on the 24th about cleaning up the drainage, and after listening to this presentation the drainage between Walmart and Sacred Heart should be looked at, there are trees growing it and it should be dealt with. The sidewalk on Route 11, from Bear Road to E. Circle Drive, I wondered how you made out with that? You said you would look into it. Your quote was, "Our plan is to necessitate sidewalks."

Supervisor Venesky: We are. We actually had DOT (Department of Transportation) here last year, the money has been appropriated. I think there is \$750,000 dollars of sidewalks that will be built at no expense of the Town of Cicero. They are looking to get that done. There are some engineering things that have to happen. They've got to move telephone poles...

Tim Murphy: That's the west side, though.

Supervisor Venesky: It's going to be on the west side.

Tim Murphy: I was talking more on the east side.

Supervisor Venesky: The east side; we have nothing on the table now. Although we are cognizant the fact that we have sidewalks that go to nowhere and that's been an issue, I think incorrectly so. When a business wants to locate (and there will be more coming to Cicero) we are asking them to put sidewalks in. We had an issue and this was pre Mark Venesky and pre this board. But based on my research, we had a problem in the past with DOT not allowing us to mandate that those sidewalks be placed within DOT's right-of-way. That is not an issue anymore, so I think some of those sidewalks will be moved. I cannot give you a date.

Tim Murphy: Well I was surprised when Mr. Smith let the guy with the church and the thrift store on Kopp Ave come in without putting in a sidewalk. That was my point. They approved it at the last Planning Board meeting without the sidewalk. That's why I came here.

Supervisor Venesky: That's a good question. I suppose you can ask him at his meeting. Just so everybody understands, the Town Board and the Planning Board are not the same board. They have their own legal jurisdiction and they are an independent body. They have their own attorney. They have their own engineer and they work with Town Code on these projects.

Tim Murphy: You had just said that you are not an expert on safety and you rely on the public's input. To put a church in there, and a thrift store, it sounds like there is going to be some traffic; especially from Bear Road crossing Route 11. We just heard Mr. Beaulieu and all these guys talking about sidewalks and there is an issue, and it should be taken of. Thank you for looking into it. I do appreciate that. Island Hollow. I have sat through these meetings and I heard a lot of talk about cleaning up the zoning in this town, you are looking at a zoned area completely surrounded with industrial. It's not compatible with the land used around it. The public hearing is coming up. I am doing this because it's before the public hearing. I know you guys are two different entities (as you just said), but I want to get this out before that. Just like I tried to do with the sidewalks; there are no sidewalks there. It's not bikeable. It's on the outside fringe of high-density use. The Town has to protect its ownership of the sewers there. There's a big question about who owns the sewers. You can't have a small right-of-way in the private property because the buses can't go in, the trucks can't come in. There's a big issue here that you guys need to address. If you look at the Use, sitting through the meetings there's a lot of talk about sewers. I think we need to bond for that pumping station because if you are going to have Industrial Zoning upstream, then you can negatively affect that whole system with sewers. So you need to bond for that to protect this town and protect the people downstream, especially with that zoning all upstream. Thank you.

Judy Boyke: Going through the minutes from the last board meeting, looking at the Zone Change there appears to be 19 new tax map numbers on that list; Route 11, Route 31 and Taft Road were the highlights continuous through all of the public hearings. Now we have Miller Road, Mud Mill Road, Kreischer Drive, South Bay Road, Bellevue Drive, Church Street and Damon Road. These were never mentioned in any of the public hearings. How did they get on this list?

Supervisor Venesky: First of all, of those properties, I believe, butt up against all of the roads that were being rezoned, correct?

Judy Boyke: I know of a few. I didn't have an opportunity to check all of them.

Supervisor Venesky: Okay, well you can research that and that's what you will find. All of those property owners were notified properly, and also via U.S. Mail. Everyone had an opportunity. Every single property. Let's get this straight, every single property that was affected; we had six public hearings, we had notices in the newspapers, we had notices on the website, and we sent out over 400 postcards to every property owner that surrounded the properties to be rezoned or their properties were considered to be rezoned. Every stone...there wasn't one stone that was left unturned. I am very confident in what I am telling you. So I don't understand what the problem is. What's the problem? Everyone who had an issue, and I just want to say this too, and I will say it again for the record, everyone who had an issue with that property, because I had many people call me/some of them came to this auditorium, and I personally,

fact, spoke to with each one either face to face or on the phone to address their concerns. There were five people out of 141 properties considered for zone change who said, "Mark, you know what, this has been in my family for years and we don't want it to change." Every one of those was carved out. Yes or no, Mr. Attorney? Yes, they were. So we did everything above and beyond. We went beyond what is required by law to make sure that we did everything right, and I'm telling you if we missed something then you show me where we missed it.

Judy Boyke: Again, I am not arguing that point. I just want to know where these...why weren't these numbers spoke of.

Supervisor Venesky: Well go look at them up on the map. I don't have a map here, Mrs. Boyke. I don't understand what your point is.

Judy Boyke: The point is that they were never...I know three people who were not notified.

Supervisor Venesky: Well, I don't know that to be true. So I would ask you to bring that to me tomorrow, like you were going to bring to me the people living in trailers all over the town.

Judy Boyke: I've decided that I am not going to bring those to you. I brought them to the Codes Office and I got blown off by them.

Supervisor Venesky: We will not blow you off.

Judy Boyke: Well, excuse me, but...

Supervisor Venesky: So bring that to me tomorrow as well; who blew you off.

Judy Boyke: There are three people on Mud Mill Road, right behind Route 11. It's the corner of Route 11.

Supervisor Venesky: and Mud Mill Road?

Judy Boyke: Yes.

Supervisor Venesky: I personally spoke with all three of the property owners and they went along with the zone change, every one of them, and they did receive postcards; I spoke with them myself. Go check with them. Pick up the phone tomorrow and my suggestion to you, with due respect, call them and ask them. Mark Venesky talked to them.

Judy Boyke: I will.

Adjournment

Supervisor Venesky made a motion to adjourn the Town Board meeting.

Motion was seconded by Councilor Cushman.

Ayes – 5, Noes – 0, and Abstentions – 0. *Motion carried unanimously.*

There being no further business before the Board, the meeting was adjourned at 8:17 p.m.

Cicero Town Clerk, Tracy M. Cosilmon