

**June 13, 2015
Town of Taghkanic
Town Board Meeting**



9:35 am: The Town Board of the Town of Taghkanic held a Special meeting on the above date at the Taghkanic Town Hall. Supervisor Erik Tyree opened the meeting with the Pledge of Allegiance, moment of Silence and Safety Review.

Present:	Erik Tyree	Supervisor
	Linda Swartz	Board Member
	Joyce Thompson	Board Member
	Cheryl Rogers	Clerk
Absent:	Ryan Skoda	Board Member
	Richard Skoda	Board Member

- 1. Supervisor Erik Tyree reported:** Supervisor Erik Tyree reported that he had contacted the Register Star with the complaint concerning the papers that are being thrown in driveways in town. The response was that every individual who did not want the paper should call Courtney in Circulation Office at the Register Star, (518-943-2100) and they will remove them from the list. Supervisor Tyree suggested looking into a Local Law preventing this delivery from happening.
- 2. Dennis Callahan Bridge Closure Emergency Services:** County Route 27 Bridge Closing – Detour Route and Emergency Services Plan. On June 1, 2015 County Route 27 was closed from County Route 10 to Pumpkin Hollow. The closure makes possible the *total replacement* of the 80-year old East Taghkanic Bridge over Taghkanic Creek. The work is expected to take about four (4) months.

Detour Route:

County Route 27, County Route 11/11A, NYS Route 23 and County Route 7.

Emergency Services:

- ◆ Taghkanic Volunteer Fire Company: The Ancram Volunteer Fire Company has a standing agreement with Taghkanic Fire Company to supply mutual aid. The Copake Volunteer Fire Company has been engaged to provide additional mutual aid to address the specific logistics imposed by the bridge closure.
- ◆ EMS services are from Copake and need no additional backup.
 - ✚ Wally Dobelis: why are they not doing the small bridge at the same time?
 - ✚ Supervisor Erik Tyree: it is not in the County Budget for this year. At this time it is planned for 2017.

3. Deputy Sherriff Questions: Supervisor Erik Tyree introduced Deputy Sheriff Peter Grzeskow. Deputy Grzeskow informed all that both he and the State Troopers have been catching speeders on Livingston Road. No tickets have been issued, just warnings at this time. Most of the offenders are local residents, no names mentioned. He said he could be contacted at 518-828-3344.

- ✚ Debbie Colgrove: what is being done with the tractor-trailer going on Livingston and Taghkanic Roads?
- ✚ Deputy Grzeskow: one problem there is no weight limit on Taghkanic Road, and I have spoken to the resident with the truck in question and he has said he does not bring home the trailer, just the truck. Some residents stated different observations.
- ✚ Elizabeth O'Donnell: Who determines weight limits?
- ✚ Board Member Linda Swartz: the town can put a weight limit request in to the County Traffic Safety Board and the NYS DOT. The NYS DOT surveys the road in question and makes a recommendation to the town for a limit.
- ✚ Debbie Colgrove: he is running a business from his home, is that allowed in our zoning?
- ✚ Dennis Callahan: if no goods are being exchanged it's not considered a business.
- ✚ Supervisor Erik Tyree; I have talked with other Supervisors and the same problem as Dennis has just explained is going on in their towns as well.
- ✚ Board Member Linda Swartz: there are trucks using Livingston all the time, just the other day at least twenty trucks went past my house.
- ✚ Deputy Grzeskow: I will try sitting on the road at various times of the day and see what happens.

4.

5. Linda Swartz Road Report:

First, let me tell you that I have been the Town's Representative to the County Traffic Safety Board since 2002. I worked for the NYS DOT for 22 years and still have contacts there and in the county. They have always been willing to answer my questions and provide me with information and guidance. I guess that makes me the liaison.

Our Highway Superintendent could not be here today, so we won't be discussing the physical condition of the roads in Taghkanic, but I would just like to talk about that a little bit:

As I'm sure you know, roads are the subject of constant maintenance and our highway crew works very hard to keep the roads at a level that meets the needs of the road users. There is a goal to repair the worst roads first and work up the ladder to get an overall condition that is better than it is now. It's not a matter of neglect; it's a matter of the degree of severity. Repairs are made as funds become available and there's a lot of work to do!

You have a hand-out that shows annual road maintenance activities and improvements planned for 2015 and 2016. The annual activities are listed pretty much in the order in which they occur: shaping, sweeping, raking, patching, etc. is done in the spring; road sides are mowed twice a year (just before the 4th of July and again just before Labor Day); brush and limbs are cleared in the fall; and, of course, plowing and sanding takes place in the winter.

The Consolidated Highway Improvement Program (also known as CHIPS) is administered by the New York State Department of Transportation and currently provides annual payments for highway repairs. We usually get a little less than \$120,000. For the past two years, Taghkanic received an extra \$17,500 for extreme winter recovery. Our highway crew estimates the current cost of rehabbing one mile of paved road at about \$170,000, depending on how much work is needed and the current cost of asphalt (based on oil prices). You can contact the Highway Garage at 851-7806 or send an e-mail to taghkanichighway@outlook.com if you would like to bring a specific problem to their attention.

The purpose of this meeting is to open a discussion about road uses that are viewed as dangerous or offensive to residents and other users of the roads, and which may be addressed through regulations.

In your handouts is a brief survey. Please take a few minutes to complete it. If you have it done by the end of this meeting, just drop it here on the table. Otherwise, submission information can be found on the survey. If you send me an e-mail, I will send you an electronic version of the survey.

The issue is that our local roads are often narrow and winding and usually have little or no shoulder. Cars share those roads with pedestrians (who might be walking dogs or pushing strollers) and bicyclists and sometimes horses. It would not be unusual to come upon a slow-moving tractor or other farm equipment.

Facts:

According to the NYSDOT Local Roads Listing,

- Taghkanic has 61 local roads with a total of 48.81 centerline miles.
- 34 out of those 61 roads are listed on the Inventory as being “unpaved”.
- There are 26 cul-de-sacs
- All roads are classified as local roads except for Livingston Road and New Forge I, which are classified as rural minor collectors and therefore eligible for federal aid even though they are not typically part of the Federal Aid eligible system. (Classification has to do with state and federal funding eligibility.)

State routes in Taghkanic are Route 23, Route 82 and the Taconic State Parkway; County Routes are 10, 11, 15, and 27. All other roads in Taghkanic are local roads or private roads.

Private roads are owned and maintained by the property owner(s), singly, as a group, or through a home owners’ association. Private roads are not maintained by the town and cannot be considered for adoption into the town’s road system unless they are built to town specifications.

Some of our local roads are “User Roads” which are public roads by prescriptive use; that is, they have been used as a public travel way for a legally established period of years, even though the underlying land owner(s) might not have actually granted the right of

way. The adjacent land deeds will often indicate that the property runs to the centerline of the road. These roads are part of the town's road system and are maintained by the Town.

Speeding:

It's no surprise that speeding is usually perceived by residents to be the number one traffic-related safety problem. Speeding is a threat to the peace, safety and quality of life within the neighborhood. Speeding can usually be addressed by increased education and police enforcement. Speed limits reflect the maximum speed considered to be safe and reasonable *under favorable conditions*.

People tend to drive a familiar road at a speed they are comfortable with, and studies show that there is very little change in speed as a result of raising or lowering the posted limit. Lowering the speed limit usually only results in more people exceeding the speed limit, which means little without police enforcement.

We have a process for requesting a reduced speed limit, which is outlined in your handout.

Process for requesting reduced speed limits in Taghkanic:

- Resident sends a letter or e-mail to the Town Clerk (Should not request a specific mph; this is established by engineering review).
- Town Clerk informs Traffic Safety Board Rep who performs a field visit and provides written summary to Town Clerk.
- Town Clerk presents request and findings at Town Board meeting.
- Town Board votes whether or not to send request on to County or State as follows:
 - Town and County roads: Resolution signed by Town Board and Form TE9a is sent to County Engineering with a copy to the County Traffic Safety Board, who may vote to send a letter of support to the County. County Engineering sends it on to NYSDOT if appropriate.
 - State Highways: Town sends Resolution signed by Town Board along with a letter describing the location and problem to NYSDOT, with a copy to CCTSB. CCTSB may note to send a letter of support to the State.

A few years ago, the Department of Transportation refused to accept any more speed limit requests from Columbia County unless they included a complete Traffic Engineering Study. This decision was the result of the high number of requests from Columbia County. DOT has since relaxed this requirement, but we need to be judicious with our requests.

Overweight/Oversize Vehicles on Local Roads:

Certain types of vehicles, especially trucks, on our narrow and winding local roads are a cause of annoyance and are more hazardous than automobiles due to their size and weight.

We've received a letter of complaint and a petition signed by several residents about a problem they are experiencing with oversize vehicles on local roads in their neighborhood.

Large trucks should not be using local roads on a daily basis due to

- safety issues
- negative impact on property values
- and the fact that they are more damaging to the road surface

Things like farm equipment, emergency vehicles, buses, and service vehicles doing local business (such as oil delivery and garbage trucks) would be exempt from any weight restrictions.

Weight limits are set by the Town Board through local laws (see handout). We currently have 3 local laws which deal with weight limits on local roads.

- Resolution 5 of 2005 sets a 5T limit on Old 82 but has no penalty clause, which means it cannot be enforced by the police.
- LL1 of 2013 sets a 5T weight limit on Livingston Road and the language in that law allows the Town Board to add more roads as needed.
- LL5 of 2012 prohibits vehicles in excess of 5T from all local roads in Taghkanic!

These issues are not new. The first truck weight limits were enacted in 1913, and the majority of states had set limits on length, width and height by 1929.

There are State and Federal laws prohibiting vehicles of a certain width and length from using roads which are not suitable. On the type of roads we have here in Taghkanic, the maximum legal truck width is 8' and the maximum height is 13'6".

So what we are really trying to accomplish?

- We want our roads to be safer for everyone, but weight restrictions which are too severe could create a burden for some of our residents who operate home-based businesses and use "heavy" trucks that aren't actually "large" trucks.
- If the width of your vehicle extends beyond the center of the road and causes others to have to back up or pull off, should you really be using that road on a daily basis?
- We need to have a law that provides for the safety of the road users without creating undue hardships.
- Reduce the need for road repairs due to heavy use

So what can we do?

- Do we increase the allowable weight? To what?
- Set size restrictions?
- Prohibit overnight parking of tractor trailers in residential areas? Find a place for them to park?
- Have a permitting process for local businesses so they can use the local roads?

Whatever we come up with, it has to be fair and it has to be town-wide.

So now I'd like you to share your ideas:

ROAD MAINTENANCE: ANNUAL ACTIVITIES	
DIRT ROADS	PAVED ROADS
Shape / Crown	Sweep
Rake	Patch
Lay down gravel	Shim
Clear / Cut ditches	Clear / Cut ditches
Clean culverts and replace as needed	Clean culverts and replace as needed
Mow roadsides (twice/yr)*	Mow roadsides (twice/yr)*
Clear overhanging brush and limbs	Clear overhanging brush and limbs
Plow / Sand	Plow / Sand
<i>Frequency – twice that of paved roads</i>	

**Mowing usually takes place prior to the Fourth of July Holiday and again around the Labor Day Holiday.*

PERMANENT IMPROVEMENTS PLAN FOR 2015 – 2016:		
Plan is based on Current Conditions.		
Changes may occur because of emergencies or unforeseen changes		in
conditions. The plan is updated annually.		
PERMANENT IMPROVEMENTS	ROADS	COST
2015	Half of Martindale Rd: Base Woodland Base & Calcium for Dust Shim Post Hill Road Shim Taghkanic Road 2 nd half of Martindale Rd Base if possible	\$125,000
2016	Remainder of Martindale Road: Top Woodland: Top Shim and Chip Seal Pumpkin Hollow Road Shim and Chip Seal Taghkanic/Churchtown	\$110,000
Notes:		
1. Martindale and Woodland are dirt roads with several areas built on clay. A long-lasting base requires fabric over clay to stabilize those areas under any top.		

2. Superintendent Hotaling is considering using screen fill @ \$7.50/ton vs. Item 4@ \$11.00+/ton. The screen fill hardens well and may be a good solution.

WHAT CAN THE TOWN DO ABOUT:	
SPEED LIMITS	<p>Speed Limits are the purview of the County and State Departments of Transportation.</p> <p><u>Process to Request a Speed Limit</u> One or more residents on a specific road may send a written request stating the reasons for the request to the Town Board (via email to the Town Clerk). The Town Board will ask the Town Traffic Safety Representative to review the request and develop an information package to be sent to the Town Board for review and approval for sending on to the county or the State, whichever is appropriate.</p>
WEIGHT LIMITS	<p>Taghkanic Local Law 5 of 2012 establishes town authority to designate appropriate weight limits on <u>Town Roads</u>. Signs must be put out announcing the limit.</p> <p>While County or State Departments of Transportation (DOT) approval is NOT required, it is best to coordinate with connecting towns to assure that a truck does not arrive at a town line and suddenly be in violation of the limit. Example: Livingston Road.</p> <p><u>Process to Request a Weight Limit</u> The Highway Superintendent may request a weight limit due to road conditions, or one or more residents may send a written request to the Town Board (via e-mail to the Town Clerk) for a weight limit on a specific road, stating the reasons. The Town Board will review the request and take necessary action at the following Town Board meeting.</p>
PARTNERSHIPS	
TOWN & RESIDENTS	<p>PROACTIVE REPORTING!</p> <p>Residents may be the first to see new issues on their roads. A call to the Highway Department (518.851.7806) could trigger a faster solution.</p> <p>Highway Superintendent and Crew Members may see a developing issue that could be resolved more easily and at less cost if addressed quickly. When appropriate, early notification to the residents will avoid or mitigate emerging problems.</p>

TOWN & LAW ENFORCEMENT	<p>The Town Board is considering an initiative to establish a more proactive relationship with the Sheriff’s Department and the State Police. The goal is to provide a venue for raising issues and solving problems in a timely manner.</p> <ol style="list-style-type: none"> 1. Meet with the Deputy Sheriff assigned to Taghkanic and review known issues such as the Taghkanic Road petition. 2. Establish a regular reporting process in which: <ol style="list-style-type: none"> a. The enforcement officer is more aware of problems in the town, and b. Residents have a way to report and track progress in solving those problems.
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Survey: Problems on Town Roads

In the spirit of partnering with our Residents, the Taghkanic Town Board is seeking your input about what you perceive to be serious problems on Town of Taghkanic local roadways.

At this time, we are not looking for information on physical road conditions, but rather situations which could be addressed by regulations, laws, and ordinances approved by the Town Board.

Overweight or oversized vehicles and increased traffic play a significant role in damaging the roadways, as does the weather. We can’t control the weather, but we can try to understand and address large, heavy and/or excessive traffic use which our roads are not built to handle and which impacts the safety of all road users as well as property values.

Please complete the following survey by rating each category on a scale of 1 to 10, with 1 meaning little or no problem and 10 being a more serious problem. There is a separate column for further elaboration of each issue. Additional comments may be made on the back of the survey.

Completed surveys may be mailed to Town Board Member Linda Swartz at 918 Livingston Road, Elizaville, NY 12523 or via e-mail to TTBLSwartz@outlook.com. Please submit your survey by July 15, 2015. Be assured that any information which might identify a respondent will be kept in confidence and survey results will be anonymously tabulated.

The Town Board appreciates the input and personal experiences of our residents and will give careful consideration to the problems and seek remedies within the limitations of the law for situations which pose the greatest danger to the road users and inconvenience to the neighboring residents.

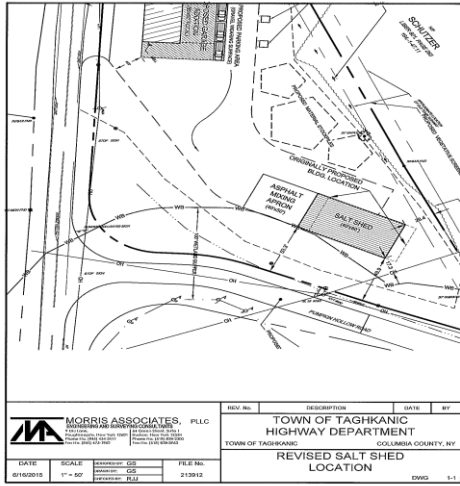
ISSUE	RATING (1-10) (low-high)	LOCATION AND/OR COMMENTS
Speeding		
Vehicles that are too large for road		
Safety at Intersections		
Cars parked on roadway		
People in the roads		
Inadequate signage		
Cut-through traffic		

6. Highway Project Update: Supervisor Erik Tyree on Wednesday, June 3rd, 2015 when digging the footings the Highway Department found unsuitable organic soils (tree roots, topsoil, etc.) in the northeast corner of the proposed sand/salt building. The soils were found within the footprint of the proposed footing area and extended below the elevation of the footing. The Town Engineer conducted a site visit that morning and confirmed that the soils were not acceptable for the purposes of supporting the structure.

In order to determine the extent of the organic soils, he instructed the excavator to conduct a test excavation approximately 10 feet away from the building corner, and in-line with the length of the building. The test excavation was extended to a depth of approximately 5 feet, where virgin soils were encountered.

Based on the above, the Town Engineer instructed the highway department to shift the building location approximately 10 feet to avoid the organic soils from falling under the footing area.

The slight building shift is minimal and will result in the building be located further from the rear lot line. The original proposed building located set back was 20.1 feet from the rear lot line. The new building location will result in a rear lot line setback of 26.4 feet. Attached is a sketch of the change.



Town of Taghkanic Salt Shed Report

13 June 2015

And in the meantime...

Roadwork before the bridge closing!

- West side dirt roads complete May 30
- East side dirt roads – materials at garage so they can be finished after the bridge closes on June 1



7/1/15 Salt Shed Progress Report - June 3

Beginnings.....

Gathering the materials



Rebar Wall Frames Wall Frames



Coverall Support Coverall Support

7/1/15 Salt Shed Progress Report - June 2

Preparing the Site

Looking into the shed site



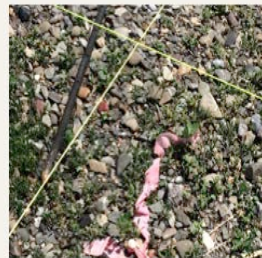
Looking out from the shed to CR 27



Fill for the salt ponds – oh what a difference it will make!

7/1/15 Salt Shed Progress Report - June 4

Setting Things Up



Front Right Corner

7/1/15 Salt Shed Progress Report - June 5

Where the walls will be



Front of the Shed



Length of Shed

7/11/15

Salt Shed Progress Report - June

6

Preparing the space for the walls



7/11/15

Salt Shed Progress Report - June

7



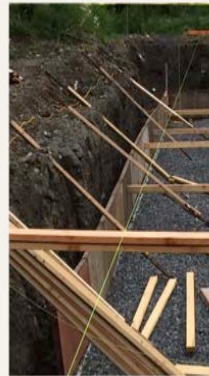
Putting up the frames for the walls



7/11/15

Salt Shed Progress Report - June

8



7. PUBLIC COMMENT – FIFTEEN MINUTES:

8. Malcolm Gardner suggested:

- a. Bridges have weight limits and clearances
- b. Permitting costs could be applied to highway department
- c. Park 'n Ride for tractor trailers – would need lighting
- d. And asked, Why are ditches so deep – could the base be taken to the ditch

9. Toby Butterfield: Why is there so much erosion at the edges – Berkshire Road

- a. Can we add shoulder to narrower roads?
- b. There are road runoff and drainage issues
- c. What is being done about New Forge bridge turn around and warning signage?

Supervisor Tyree: The Cornell Road Program offers an internship program to inventory the roads of a town. It is too late for this year but could be something for next year.

◆ Malcolm Gardner suggested:

- Perhaps establishing two-way and one-way roads
- Making pull off areas with some lighting on narrow roads

- Road cleanup days?
- ◆ Toby Butterfield
 - Requested a Town Road list

Supervisor Tyree suggested an Adopt – a – Road program

Kathy Bainer suggested that there might be grants for things like a footbridge to encourage walking and bike trails

10. ADJOURNMENT: With no further business, on a motion by Board Member Linda Swartz, seconded by Board Member Joyce Thompson, the meeting was adjourned at 10:50 pm, carried unanimously by all members present. The next Regular meeting will be **July 13, 2015** at the Taghkanic Town Hall.

Audience:	Ray Colgrove Larry Kadish Walter Flamenbaum Vinnie Kobos Malcolm Gardner Meridith Glabman Reggie Quinn	Debbie Colgrove Anna Kadish Donan Queenan Zita Kobos Elizabeth O'Donnell Kathy Bainer	Wally Dobelis Chris Tallackson Polly Horton Eric Perlman Erin Edwards Anne Hoffman	Inge Dobelis Deputy Peter Grzeskow Toby Butterfield Laura Perlman Robert Bertoletti Leon Hoffman
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