

**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**  
*(Minutes prepared by Laura Abbate)*

**PRESENT:**

Chairperson: Brian Williams  
Trustee Liaison, Lou Young

**COMMISSION MEMBERS:**

Ryan Buck (via Zoom)  
Robert Stark (in person)  
Michael Star (in person)  
Gary Kligman (via zoom)  
Laura Abbate (in person)  
Police Officer: Dominick Falcone (via zoom)  
Fire Dept.: Andy LaRocca (via zoom)  
Asst. Village Manager: Dan Sarnoff (via zoom)

**ABSENT:** Commission Member Andres Garcia

**Chairperson Brain Williams: called meeting to order at 7:10 PM, Michael Star second, all in favor.**

**NEW BUSINESS: Drury Drive**

**Mr. Gerard Fraioli of 1247 Drury Drive** spoke at length regarding the parking issue that has affected the residents of Drury Drive. Mr. Fraioli explained that Drury Drive is a narrow dead-end street with a barrier in between, broken into two separate smaller narrow dead end side roads.

Mr. Fraioli expressed the issue as follows:

After review, of in-depth description, emails, photos, and resident presentation Mr. Gerard Fraioli spoke regarding the following:

- Safety hazard and urgency to adjust a remove parking spaces and to assign (No Parking Restriction Signage) on or about the area of 1247 Drury Drive.
- There is currently no parking on the right side of the street. The current signage allows two parking spaces on the right side.
- On the left side of Drury Drive, there is a sign on the island that states, (No parking on the left side).
- The problem is Residents Park on the left side without taking note of the sign in place.
- Mr. Fraioli requests to designate on both side of Drury Drive, (No Parking Signage) for accessibility and safety to allow vehicles, trucks, and emergency vehicles to pass without restriction of parked vehicles.
- Mr. Fraioli stated that the current parking situation hinders the accessibility of emergency vehicles to gain access to his residence when he or family members call for EMS or other emergency services.
- A specific issue occurred when EMS was unable to reach Mr. Fraioli homes because of the current parking situation. The current locations of parking spots hindered the accessibility to his home. Forcing EMS to park and walk on foot to gain access to the emergency 911 call.

**Daniel Sarnoff stated that:** With the use of GIs tools, he can acquire measurement for the adjusted parking spots.

**Trustee Young, Traffic Commission Liaison:** suggested that the resolution should state that we will send one of your workers down there to estimate it and take the appropriate action.

**Daniel Sarnoff** replied, the resolution must be specific as to the distance from the street. Resolution would say something to the effect, you know, parking from a point on the I guess it would be the east side of Drury Drive, twenty feet south of the intersection with Norwood to a point one hundred feet south as an example.

**Fire Chief LaRocca** inquired as to how long the recommended “No Parking” Signage would take to implement?

**Robert Stark** inquired as to the process of moving this item forward for resolution.

**Daniel Sarnoff stated:** As soon as we present the resolution to the board, once it is approved, it could be within a couple of weeks.

**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**  
*(Minutes prepared by Laura Abbate)*

**Committee Chair and Traffic Commission** after review of back up along with presentation agree and recommend that the following action should be taken:

**ACTION ITEMS:**

*Assistant Village Manager Dan Sarnoff created a resolution for, no parking accommodations on Drury Drive to be reviewed at the May 23, 2022, work session (for potential action on June 13, 2022). The existing restriction is seventy-eight feet south of the intersection. Although not lined, a typical length provided for an on-street parallel parking space is nineteen feet. If the goal is to reduce the parking by two spaces, I am recommending that the restriction begin forty feet from the intersection as opposed to seventy-eight*

**NEW BUSINESS: U Turn, Mamaroneck Avenue and Knollwood**

**Brian Williams:** Addressed Mr. Fraioli's additional concern, mentioned in one of several emails, No U Turn Sign on Mamaroneck Avenue South bound and intersection of Knollwood Avenue.

**Mr. Fraioli:**

- Stated a concern as well as a dangerous situation. It is a dangerous U Turn with a potential of accidents. He has experienced this firsthand because encountering a situation where he experienced being hit by a vehicle broadside.
- **Example:** Traveling northbound on Mamaroneck Avenue, vehicles are making left hand turns onto Knollwood as traffic is approaching south bound on Mamaroneck Avenue. The issue of concern, traffic traveling south on Mamaroneck Avenue approach the turn where the light is. They pull in before the light, right were the curve ends, and they are blocking our view when attempting to making a left into the oncoming traffic.

**Robert Stark: Presented historical data from Agenda Archives.** The Traffic Commission goes back to 2019. Robert Stark reviewed old traffic minutes from April of 2014. The issue that Mr. Fraioli is discussing was addresses in 2014 and the Traffic Commission determined that it was appropriate to put a no U-turn sign, and that action was taken. Mr. Fraioli had made the traffic commission aware that this sign was knocked down and never put u/replaced. The traffic commission previously has already rendered a decision about putting in place a U-turn sign in this location. The sign was removed. It is suggested that the Traffic Commission vote/suggest reinstating what was previously determined that a no U-turn sign should in place.

**Daniel Sarnoff:** Will need to review this request if the signage was there previously. A no U-turn sign will need to be replaced as it is a moving violation.

**Lieutenant Falcone:** confirmed a "No U Turn Sign" is a moving violation and would need to be replaced.

**Dan Sarnoff :** To enforce the signage this item would have been promulgated and in the code if the signage were previously knocked down as stated by Mr. Fraioli. Mr. Fraioli placed a request with DPW to replace the sign and was informed that they could not replace the signage. The only reason you could not put a sign back up would have been if the promulgation were rescinded.

**Robert Stark:** followed by stating he read the minutes following April 2014. There was nothing in the traffic minutes that was noted read that had dealt with this issue.

**ACTION ITEMS:**

**Dan Sarnoff:** will check the code to see what it states and to use some of those passed resolutions and minutes to get a better understanding of that. In summary: if the signage were promulgated, that means that the traffic commission would have recommended that it be promulgated if it were rescinded. After that, the traffic commission would have recommended that it be rescinded.

**Brian Williams:** suggested: To review the archived board minutes and the traffic minutes. For further reference asked if Mr. Stark would take on this task.

**Robert Stark** agreed.

**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**  
*(Minutes prepared by Laura Abbate)*

**NEW BUSINESS:**      **North Barry and Brook Street (Stop Sign)**

**Brian Williams:** noted tonight's meeting having eight attendees and moved to address the next item, new business item from this Sasha Sadikot. Shasha addressed the Traffic Commission with the issue of high-speed vehicles on North Barry Avenue. Request Stops signs to be placed for safety.

**Brian Williams** gave a summary of Sasha Sadikot's email as follows:

- Intersection of North Barry Avenue between Halstead and Boston Post Road and routinely observed cars traveling down this block at dangerously high speeds.
- Cars fail to yield to pedestrians at the marked crosswalk where North Barry intersects with Brook Street despite the signs instructing them to do so.
- Difficult to turn onto North Barry Avenue from Brook Street given the parked cars obstructing the views combined with the cars traveling at high speeds.
- North Barry Avenue is residential neighborhood with an abundance of children.
- Residents are requesting a need for a stop sign to slow traffic and culture drivers to respect the crosswalk and be more in tune with their surroundings.
- Many neighboring streets of a similar length have Stops Signs allocated in the middle of the block, example: Melbourne, Beach, Carol, Wagner, and Frank Avenue, except for North Barry Avenue.

**Ms. Sadikot** requested that the additional signage be considered (adding a stop sign) and to be treated the same as all neighboring streets of a similar length.

**Daniel Sarnoff:** Discussed the possibility of pedestrian accelerated processing, flashing light signage. This item is on the work session for the past two meetings. There is a memo with estimates for seven intersections that we have discussed installing these at one of which, being the North Barry Avenue and Brooke intersection.

**Shasha Sadikot:** expressed the following concerns:

- Currently there is just a cross walk in place
- There used to be a pedestrian sign that was in the middle of the street (no longer there)
- During school hours, the traffic guard is present helping the kids cross the street
- There is currently no yield to pedestrian signage in place.

**Daniel Sarnoff** Stated that what might have occurred, the yield signage might have been knocked over which happens often. Traffic committee viewed intersection on screen of the intersection

**Brian Williams and Gary Kingman:** stated they are both familiar with the issues at this intersection:

Viewing the intersection, the committees viewed the following:

A stop sign, from Brook Street to North Barry

Issue:

- No stop signs on either side of the street on North Barry Avenue to help mitigate the traffic
- Vehicles are travelling the road at a high rate of speed endangering, pedestrians, small children, and infants in strollers.
- Residents walking dogs
- Problematic and dangerous
- Spoke regarding proposition of alternate signage (Flashing LED signage) to provide

**Gary Kligman:** North Barry Avenue has become another cut through street, especially with the bridge out down behind the village and that street where the kids enter the school, Gary Kligman Agreed with resident.

**Robert Stark** inquired as to how:

- Pedestrians would be notified to utilize the signage:
- Will residents need to be trained to press the button to activate? Parent/Guardians will assist their child/children?
- Do you expect kids walking alone to do it?
- How will we address crossing in between intersections and designated crosswalks?

**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**  
*(Minutes prepared by Laura Abbate)*

**Lou Young** Suggested incorporation of motion detectors.

**Daniel Sarnoff** gave summary of TAPCO Memo (Cross Walk Signage).

- Stops Signs are not always the answer people want to hear.
- Studies have shown “Stop Signs” are not meant as a speed control device.
- LEDs around signage and then flashing lights above the sign.
- This type of device, the operation of it would make it a more conscious.
- A pedestrian crossing the street would set the signage in motion by pressing button States alternate signage is being considered at similar locations within the village.
- Examples of crosswalks along the Central business district, Halstead, and Florence Avenue and then Fenimore Road, Prospect, Fenimore Road, Stanley Avenue, which is located near the Stanley Avenue playground. North Barry Avenue, Brooke Street is one of the locations that we would be looking to install this type of device at.
- Stops Signs are supposed to provide traffic control at intersections where you have no accident or sever significant accident history of visual obstruction

**Daniel Sarnoff:** What is proposes in the TAPCO memo is to have a basic combination of signage.

- LED lights around the signage and flashing yellows above the sign, are proposed.
- LED lighting is what will be activated a visual cue to the motorist that there is someone processing and preparing to cross.

**Ryan Buck:** Added, elementary school children, in his experience walking in urban and suburban spaces, children fight over who is going to press the button on crosswalk signage.

- They are aware of how to utilize these tools.
- Feels that this type of singe would not be any different and children that are unaware would not be moving around town alone.
- Crossing safety is part of the education process that is happening.  
among our elementary school population widespread basis.

**ACTION ITEMS:**

**Daniel Sarnoff:**

- Removal of visual obstructions caused by vehicles that are parked in the vicinity of intersection at North Barry Avenue.  
(Removal of parking spots)
- Shrubbery that is close to the corners (overgrown, removal)

**Mario (Last Name ?)** Concern this intersection is that close to FE Bellows Elementary School. This area receives an abundance of foot traffic.

- Fully Supports and requests a “stop sign” this area is high foot traffic from students to and from school, carvel, and surrounding area.
- Most of the time, a crossing guard is on duty doing an excellent job. She also recognizes vehicles will not stop unless she is forceful with her hand signage.
- Suggested monitoring Speed
- Suggested Speed Humps as an option.

**Daniel Sarnoff:** There is currently a pilot program in place regarding Speed Bumps/Humps: The appropriate location for Speed Bumps/Humps is typically on smaller residential roads. North Barry Avenue is known as a collector road and Speed Bumps/Humps are not applicable; they are for residential streets that feed into Collector Streets.

**KBR (resident):** Stated she is a resident of Melbourne Avenue with two kids who walked to school to a FE Bellows daily and the middle school.

- Supports Sasha's concerns and supports the installation of a stop sign at North Barry Avenue and Brook Street.
- States Union, Melbourne, and Beach Avenues are all filled with students who walk to school daily. Walking is one of the benefits of our community.
- Echoing the concerns of other parents, feel the flashing signage would not be much of some help. From her experience at this location drivers do not seem to care much about slowing down or the pedestrians crossing (adult or child).
- Supports a STOP sign as more an official directive, more formal than a Flashing Crossing Sign that presents as optional.

**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**  
*(Minutes prepared by Laura Abbate)*

**Delia Osgood:** Resides on Melbourne Avenue and has two children that walk and attend the Rye Neck School District.

- Has observed the introduction of a “Stop Sign” in front of Dance Cavise and sees that the signage is working at this location.
- Feels it would be beneficial to install ‘Stop Sign at Barry Avenue and Brooke Street.
- States that drivers are not obeying the current signage and is afraid that if a Stop Sign is not installed other signage is going to provide little benefit.
- Welcomes solutions and discussions all the input to achieve a safer neighborhood.
- Supports the implementation of a Stop Sign.

**Tim Grant:**

- In total agreement with all my neighbors.
- Feels strongly that a stop sign is the best solution at this location it is a large stretch of road between Boston Post Road to Halstead Avenue, along with Melbourne, Beach, Carol, Wagner, and Frank Avenues.
- All have stop signage mid-block of each long stretch of street slowing traffic, except for North Barry Avenue.
- In full favor and support of installing a stop sign mid-block at the intersection of North Barry and Brooke as Street.

**Ruth Homberg:** Resides on North Barry Avenue and has two small children, is also echoing statements from her neighbors who have spoken tonight.

- Installing a “Stop Sign” is the only way to enforce the speeding.
- Vehicles are speeding with pedestrians in proximity. This is a hazard and safety issue.
- Wanted to ensure her voice was heard and is in full support of a “Stop Sign” at Barry Avenue and Brook Street Intersection.

**Mark Bronnimann:** Resides on Melbourne Avenue.

- Echoing his support for the “Stop Sign” to be installed at Barry Avenue and Brook Street Intersection.
- There is already a crosswalk which people are supposed to respect because pedestrian should have the right of way.
- States at present there is already a big yellow sign stating: crosswalk adding additional signage and noting a crosswalk will not aid the matter further.
- Stop Signs do seem seem to slow people down and Barry Avenue and Brooke Street is the only street in the area without that option.
- The only locations where you can cross at present are at Halsted Avenue or Post Road.
- At Brook Street there is a cross walk and no Stop Sign.
- “Stop Sign” to be installed at Barry Avenue and Brook Street Intersection.

**Brian Williams:** suggested collect and review traffic data to support stop signs and there effectiveness.

**Daniel Sarnoff:** will provide studies from engineers that talk about stop signage and data to support.

**Lou Young:** Inquired that the two solutions are not mutually exclusive one or the other, could you do both?

**Daniel Sarnoff:** Thinks this might be a bit confusing to have, two different traffic control devices at a at an intersection.

**Brian Williams:** Acknowledged that there is a situation here that needs to be remedied. Does not think we have a solution right here and now.

**KBR:** Inquired to how long it would take for us to get to a solution. She appreciates all the data points and what actions will be the outcome and how long does that normally take to get resolve?

**Ryan Buck:** Clearly there's concern in the Community that is under understandable and justified, you know you have a lot of concerned parents.

- What is the ETA on getting the proposed crossing signage at the North Barry Avenue and Brook Street Intersections?
- Is there a way to know when that that interactive crosswalk is going to be implemented and to somehow measure the impact of that and some type of pre posttest fashion?

**Daniel Sarnoff:**

- Would need time to gather information to answer the above question.
- He would need to speak with the BOT to discuss funding to move forward with a project as proposed.
- Supply chain issues, material, will need to have these discussions

**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**

*(Minutes prepared by Laura Abbate)*

**Ryan Buck:** Is there partial funding available for some of the Cross Road Signal Projects, for example: Fenimore Road Crossing is Barry Avenue not drawn from the same funds?

**Daniel Sarnoff:**

There's funding, we have funding for the construction of the intersection improvements, the ball bouts, the plantings and the paint the lane markings, after designing we thought that we could budget the improvements. We have not actually received funding for that, yet.

**Daniel Sarnoff:** Gave a quick update on that project on Waverly and East Prospect Avenue. The contractor who is doing our sidewalks on Waverly Avenue and East Prospect Avenue, he will be doing that work as well. That is going to be the last stage of work he does I am going to issue a notice to proceed, and he is preparing to start his work in the village on May 23<sup>rd</sup>.

**Delia Osgood:** Spoke in full support of a "Stop Sign" at Barry Avenue and Brook Street Intersection.

- The practicality, implementing a stop sign would be easier and simple more soon than later.
- The stop pause that this intersection is a needed addition.
- The implementation of that rather than waiting for months and months for a more sophisticated solution that you know most of us are not in favor of.
- A Stop Sign is a well-known, well-tried solution for what we are trying to accomplish in here, thank you very much for the time.

**Brian Williams:** agrees the outcome is to meet the needs of the community would be to install s Stop Sign" to be installed at Barry Avenue and Brook Street Intersection.

**Ryan Buck:** Recognizes an urgent concern for immediate action.

**ACTION ITEMS:**

**Brian Williams:**

- Next steps to take, including working with the police department, as well as reviewing studies, looking at other solutions, and continuing the conversation.
- Suggestion to speak with our traffic consultant and get her input as well.
- Seeking to remedy and arrive at a solution, sooner rather than later.

**Daniel Sarnoff:** expressed some concerns in implementing a Stop Sign as a speed control device.

Will need to explore the discussion if that is an avenue to pursue. Before the request becomes a part of a public record to provide certain of right of way at certain intersections.

**Lou Young:** We are not able to obtain the Pedestrian Devices (signage in timely fashion) would it be fair to say that a "Stop Sign" is better than no signage or prevention?

**OLD BUSINESS: Hawthorn Gardens**

**Daniel Sarnoff:**

- Noted that he will prepare a resolution regarding Hawthorn Gardens for the next BOT meeting on June 13, 2022.
- Dan Sarnoff visited with Mr. Lipman and Meg Yergin in late February early March of 2022.
- Reviewed the site and took measurements.

**Brian Williams:** Mr. Lipman was unable to connect and speak on the meeting. Mr. Williams requested that Mr. Lipman's attendance be noted on record that Dan Sarnoff will contact Mr. Lipman by phone on 5/11/2022.

**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**  
*(Minutes prepared by Laura Abbate)*

**OLD BUSINESS: Stanley Avenue and Mt. Pleasant (Blind Turn)**

**Brian Williams** suggested beginning with pressing old business items and starting from the top of the list with Stanley Avenue and Mt. Pleasant. Situation warrants some type of action, whether it is peeling back or removing some of the cars and addressing the parking.

**Laura Abbate:**

Last evening 5/19/2022 I had an (near miss – traffic incident) experience driving on Mount Pleasant heading North with Stanley Avenue on my right-hand side. *I agree with the residents' concerns.*

As a solution, I suggest to delete/minus the corner, parking on both the left and right side of Mt. Pleasant.

This area has several blind spots which cause vehicles to overextend from Stanley Avenue onto Mt. Pleasant due to the blind spot cause by the parked vehicles, forcing them to accelerate, attempting to get onto Mt. Pleasant before being able to view safely right or left and proceed without looking left or right for oncoming traffic.

To avoid being hit (right side), I had to swerve over into oncoming traffic to avoid this vehicle's left-hand turn and collision. I mirror the residents concern and I agree that spots need to delete and have a better visual and a better formatted stop sign and marked no parking area for the safety concern.

**Brian Williams:** Agreed to removing the suggested parking spots as a start.

**Ryan Buck:** Also agreed and stated as follows:

- Commutes to NYC daily, this area is his walking route and walks to and from the train station up and down Mt. Pleasant Avenue.
- After much thought this area is a bad spot filled with blind spots making it impossible for both vehicles and pedestrians to maneuver daily.
- Concerns are parking, obstructed vision and vehicles drive at a high rate of speed. It is always dangerous intersection at any point in the day or evening.

**Brian Williams:** asked Daniel Sarnoff to make recommendations?

**Daniel Sarnoff:**

- Stated it would need to be a no parking restriction.
- Make a motion and have a vote on the recommendation.

**Daniel Sarnoff:** Confirmed with Laura Abbate the suggestion of two spaces on Mount Pleasant Avenue and either side of the Stanley Avenue intersection?

**Laura Abbate:** As you approach the Stop Sign on Stanley towards Mt. Pleasant you can either make your right or your left. It would seem at the very least, remove two spaces on Mount Pleasant to your left and two spaces on Mt. Pleasant to your right.

If driving on Stanley Avenue, you approach a stop sign on your right. The drive needs to past the Stop Sign to view oncoming traffic on Mt. Pleasant from both North and South. Also, from Mt. Pleasant coming into you have the same issue.

Suggestion would be to remove the possibility of six parking spots:

- 2 On Mt. Pleasant North of Stanley Avenue
- 2 On Mt. Pleasant South of Stanley Avenue
- 2 On the corner of Stanley (meets Mt. Pleasant)

**Daniel Sarnoff:** Quoted what the parking allowance is specifically parking within either 15 or 30 feet of a stop sign. State law does not allow you to park within specified amount.

**Laura Abbate:** Agreed and stated currently there is only one stop sign and three other sections that do not have a stop sign.

**Ryan Buck and Daniel Sarnoff:** discussed painting (No Parking) and or if there is already painted areas on the street.

**Daniel Sarnoff:** Referred to Google Maps to look at the street view. For Stanley Avenue and Mt. Pleasant.

**Ryan Buck:** Stated on Stanley Avenue at the Stop Sign there is a Fire hydrant there is and a painted (yellow no parking) spot in reference to the hydrant.

**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**  
*(Minutes prepared by Laura Abbate)*

**Daniel Sarnoff:** Stated that usually where we have parking meters, we have painted parking lines.

**Ryan Buck:** Noted there is no there is no lines painted on the street.

**Daniel Sarnoff:** I can follow up on that and clarify it we just talking about removing the two parking spaces on Stanley Avenue.

**Robert Stark:** Asked for clarification, how the two suggested vehicles are creating visibility issues coming off Stanley?

**Ryan Buck:** Clarified **Robert Starks** question: Your line-of-sight travels through the columns in what the portico 9noted on the screen) of the dwelling on the corner of Stanley Avenue and Mt. Pleasant. When you are approaching that intersection your eye travels to the left to see oncoming traffic right.

**Robert Stark** questioned, if you stop at the Stop Sign is the view obstructed?

**Ryan Buck:** That is correct and when you stop you must move forward and pass the parked vehicles causing the visual obstruction.

**Laura Abbate:** I was able to avoid an accident in this area because being a part of this commission I was aware of the issue before hand and was alert and able to maneuver my vehicle without incident. Others will not have that option. Vehicles are parked from corner to corner leaving no space and causing along with and influx of visual obstruction. This is increasing, frequently throughout the village.

**Brian Williams:** Suggested the possibility of designating a "No Standing Restriction." Raising concern 'with "No Parking" restriction because of deliveries.

**#1 ACTION ITEM – Mt. Pleasant:**

Brian Williams: Made a motion for the Traffic Commission to make a recommendation to the board to:

- Remove the two-metered parking spots on Mount Pleasant Avenue.

**Ryan Buck:** Second, All in favor.

**#2 ACTION ITEM – Stanley Avenue:**

**Daniel Sarnoff** asked for clarification as to the amount of spot suggested for removal or adjustment on Stanley Avenue?

**Robert Stark :** asked for clarity regarding the suggestion and will go with whatever the majority wants to do as far as that location is concerned.

**Michael Star:** Not sure why the parking would need to be removed. Suggested if there was enough space , he would recommend the "No Standing area."

**Laura Abbate:** Suggested to find a medium and paint lines in that area, so we can least enforce those cars on that corner and start there.

Clerk Treasurer: or. Clerk Treasurer: Rather than ruble despite we could make it the no standing just from that sign that would keep cars and they would ensure that cars could not be stopping beyond that point, or it would be against the law to do so at the very least that is a good place to start.

**Brian Williams:**

- Proposed to make a motion to modify to leave the parking spots.
- Change the sign to reflect "No Standing" from that location to the corner, to prevent the pickups and drop offs and really any obstruction of driver's views.

**Michael Star:** Second.

Brian Williams : All in favor

**Commission:** All in favor



**Village of Mamaroneck**  
**Tuesday May 10, 2022, 7:00pm**  
**Traffic Commission Meeting, Hybrid – MINUTES**  
*(Minutes prepared by Laura Abbate)*

**Daniel Sarnoff:** Requested to give the floor to Robert Stark: I know there's a couple of things that he wanted to talk about.

**Robert Stark - Archived Traffic Minutes:**

- Discussed the accessibility of the archive Traffic Minutes, dating back to 2009.
- Robert has read over most of archived documentation. What Mr. Stark discovered was the commission is revisiting the same issues that were discussed 10 and 12 years ago.
- Suggest the issue is that we are addressing old items as if they were new when they were addressed thoroughly years ago and now, for some reason they are coming back to revisit and review.
- A record of these previous issues that we have discussed is on file for reference. To search this information, you need to go into each document individually.
- Reference the archived documents was suggested to address in future meeting

**Safe routes to School:**

- Brian Williams attended the meeting for Safe Routes to School which is a federally funded Program.
- The meeting addresses exactly what it says, trying to make routes that kids used to give it is safe and federally funded.
- Mr. Stark has reached to the committee and is hoping that the Traffic Commission can involve them specifically in our Rockland Avenue location, which we all agree requires effort so going forward.
- Suggested that Brian Williams communicate Safe Routes to School organization and meet with them try to come to a solution for Rockland Avenue.
- Referenced Michael Stars March 2022 meeting notes: extremely detailed and he had a running list of action items we need to go over.
- Suggestion to be more mindful of time limitations to cover more of the agenda.

**Ryan Buck:** agreed as a best practice, Time Management during the Traffic Commission meetings is of essence.

We are getting backlogged because we are moving into a new agenda when we have no time, for discussion. We need to organize to meet goals and deadlines during each meeting.

**Suggestions to improve meetings and timelines:**

- Time limits on speakers
- Shifting the agenda New Business vs Old Business
- Adding additional meetings (as a work session structure)
- Noted any additional meetings are to follow meeting structure/protocols and procedures.

**Daniel Sarnoff:** any meeting of the Board. Is an official meeting and minutes are required to be taken and reported after the actions taken and the vote?

**Lou Young:** Supports time limits, suggest protecting time during meetings while being mindful to help and support resident issues and concerns.

**Brian Williams:** Noted **Robert Stark:** We appreciate you doing the research and taking time to review the archives beforehand. You have provided valuable information to support the Traffic Commission workload.

**Laura Abbate, Michael Starr, Gary Kligman and Ryan Buck** all agreed that this tool is valuable to support cross referencing information, instead of recreating the wheel.

**Brian Williams:** Thanked everyone for joining in and made a motion to close the meeting at 9:20pm.

**Ryan Buck:** Second, all in favor