

**COUNCIL MEETING
MONDAY, OCTOBER 28, 2019
7:00 P.M.**

Mayor:	Robert A. Sabosik
Council President:	Michael Thulen, Jr.
Council Member:	John Wisniewski
Council Member:	Joseph Furmato
Council Member:	Antoinette DePaola
Council Member:	Pamela Snyder
Council Member:	William Borowsky
Borough Attorney:	Martin Buckley, Esq.
Borough Administrator:	Frank Pannucci
Borough Clerk:	Antoinette Jones

THE PLEDGE OF ALLEGIANCE TO THE FLAG

STATEMENT BY MAYOR SABOSIK: Pursuant to the applicable portions of the New Jersey Open Public Meetings Act, adequate notice of this meeting has been given. Notice of this meeting of the Governing Body has been posted in the corridor of the Municipal Building, published in the January 11, 2019 edition of *The Ocean Star* and *The Asbury Park Press*.

A. PROCLAMATION

1. Supporting Epilepsy Foundation's Seizure Safe Schools Initiative

Mayor Sabosik stated the following: "Tonight we have a very interesting presentation to give a young lady who came to Mayor's Hours. She was articulate, she was smart, she was on point and I found out she likes ice cream."

The young lady thanked the Mayor and Council for supporting Epilepsy Foundation's Seizure Safe Schools Initiative.

B. WORKSHOP

1. Committee Reports

Council Member Snyder stated the following: "We will be having a Council Administration meeting on November 4th at 5:30pm to discuss some Administrative issues to make sure that things keep running smoothly here in the Borough.

I am pleased to report that Ann Marie Dorsett is the newest member of the Environmental Commission. She has attended the last two meetings and has already been an integral part of that Commission."

Council Member Wisniewski stated the following: "Regarding the Finance Department, the budget review with the department heads is complete and we will be meeting Wednesday to discuss the budget in more detail. This will be an interesting budget year as there are many crucial and critical items that are not your typical budget items. One of them is our FEMA Community Disaster Loan grant. We had applied for the entire amount and we got \$4.3 million forgiven, and previously forgiven 1.4 million so we are reviewing how we can go back and get more. Other things, there are some new contracts and waste and recycling contracts, so there is going to be a pretty involved budget season. I am looking forward to working with my team as I have for the last 7 years. We are trying to provide the residents of the Borough a really good budget.

Finally, I just want to thank the employees of the Borough for a wonderful event. Haunts in the Park was fun, the weather was great and the kids had a good time. You could see a small percentage of kids crying so it was scary enough but not too scary. I know my kids also had a great time.”

Council Member DePaola stated the following: “I would also like to say thank you to the Borough employees, they put on a wonderful Haunts in the Park as they do every year. Unfortunately, the parade that was supposed to take place on Sunday had to be postponed and canceled due to the rain. But we are still on for the Trunk or Treat event for tomorrow night from 6pm to 8pm in front of Borough Hall. Due to the rain the Chamber of Commerce had to cancel their parade and will be joining us at the Trunk or Treat event.

We have a free rabies clinic coming up. It will be held on Sunday, November 17th from 10am to 12pm at the Borough First Aid on Beaver Dam Road. If you have any questions you could call the Registrar’s office at (732) 892-4183. Also, just a reminder to bring ID and verification of rabies if you have it.

I would like to thank Chief Larsen and his officers for the Bicycle Rodeo that was held at both grammar schools in town. The point of it was to teach the children about bike safety for all the third grade students in Point Pleasant. It was a great event and the kids had fun. The officers were awesome and we thank them for doing that for us. With safety in mind you will notice there is going to be a presentation by the Borough Engineer when we are done with our workshop. We will be talking about safety issues on Curtis Avenue.

Also, our Police Department has received quite a number of letters this month from citizens who are thanking them for their service. Captain Lokerson, Officer Johnson and Officer Popiel received a thank you from the librarian at the Point Pleasant Borough Library. They participated in the first Home Town Heroes program and they brought the K-9 with them so that was a big draw and they had a lot of fun there and we would like to thank them for their service to our youth. Officer Voit received a thank you for his help in resolving a parking ticket. Officer Capello received a thank you for his help with the Life Chapel Picnic and last but not least Officer Ippolito received a thank you for his courteousness for helping a woman during a first aid call. Once again, our officers show how community policing works and gives our residents a view of what our officers go through every single day. They work with respect for the citizens and they do a great job.”

Council Member Furmato stated the following: “The lobby is going to be renovated with grant money and will be ADA compliant. Also, we are going to be getting a new sound system in this room which will be installed in a couple weeks.

I want to thank Public Works for Haunts in the Park. It was a great night. I also want to thank them for a couple things that people don’t see. You get roads paved all the time in town and often we get people with puddles in front of their house or water. There is one that I go passed every day on Cardinal, Public Works did a great job putting a dry well in and fixed it really well. They do a great job for this town.”

Council Member Borowsky stated the following: “I would like to thank Sheri, our Recreation Director and all the Recreation Employees and the Department of Public Works on a phenomenal job of decorating the woods. Our Police Department and especially our Police Explorers for policing the little brats for trying to take down our giant pumpkin. It was a job well done. It was a phenomenal night. This is why I love this town. Everyone comes together and chips in and puts on a great performance. It is a great thing to be a part of this town. Mark your calendars for December 13th. This will be our Christmas Tree lighting. Same thing, it is going to be “knock out of the park” event. There is going to be Santa and Reindeer, snow machines, sleigh rides and a marketplace. Don’t miss it, again, it will be December 13th at 6:30pm.

I would like to say, last but not least, congrats to our band. All that is talked about is how hard these kids work and it is nice to see them win a National title for all their efforts. Amazing job, I love Point Pleasant.”

Council President Thulen stated the following: “I would like to echo everyone regarding Haunts in the Park. It was absolutely fantastic. Also thank you for lending us that giant pumpkin. I saw more people put posts up on social media with that pumpkin than anything else. We love this town.

As far as my Land Use Committee, you will see on there that we are hiring a permanent part time plumbing inspector. Our previous plumbing inspector has retired, and we have a gentleman that was filling in and so we are hiring him permanently and stealing him from Lavallette. We also have on there for a temporary part time electrical inspector as a fill in. Everything is good in the construction department at this time.”

2. Report of Mayor

Mayor Sabosik stated the following: “In December our schedule is being changed to one meeting which will take place on December 17th at 7pm. It will be on a Tuesday night. It will be advertised.

This evening we will have a little bit different format. What we are going to do is have a presentation by our Engineer. We are elected by the people and for the people. We have received a petition requesting some information for the road that they live on. So, in response we have had a couple studies done by the town engineer. After he gives testimony you will be able to come up and ask questions. Then we are going to go through our format and then I will open the meeting for public discussion for anything else you want to talk about. This will be an open dialogue. We want to make sure everyone realizes that.

I also want to say before our engineer comes up, what a great Haunts in the Park. I have never seen so many little kids in carriages going through the park. The DPW and Recreation did a phenomenal job”

Borough Engineer, John LeCompte: “I am John LeCompte, the Borough Engineer. Mayor and Council requested that we take a look at Curtis Avenue from Bridge Avenue to Route 88 regarding pedestrian and traffic safety in that area. Our office took a look at the area. The Police Chief also previously took a look at the traffic cameras and took a look at the actual numbers of cars going through and the speeds that they were going. Those numbers were to a point where it would not necessitate stop signs. Our offices took the site distances from each of the intersections. We saw that there were some issues not only with the on-street parking but also with the landscaping and off-street parking of cars and site distance in each direction. We took a look at two different possible ways to alleviate the situation. One was installing the speed humps. Which we are looking to do one speed hump between Route 88 and Moore Avenue and another speed hump between Moore Avenue and Chestnut Street and a third between Route 88 and Chestnut Street. We thought that the spacing apart would allow the motorists to be able to slow down a constant number of times which would decrease the speed in the whole area. The second thing we looked at was adding stop signs at Chestnut Street and Moore Avenue making each of those intersections four way stop intersections. Right now, Chestnut and Curtis Avenue is a main road, Chestnut Street and Moore Avenue have stop signs at the intersections at Curtis Avenue. We reviewed the site distance and the recommendations of the Mayor and Council which were we install additional stop signs at each of those intersections which will do the same thing that those speed humps would do. The stop signs were actually great but isn’t preferred to the speed humps. But both measures would decrease the speed in the area. If you look at the other streets, you have Northstream Parkway which is the only other road that goes all the way through with no stop signs or speed humps but that road is, I believe, 40 feet wide so you have a much bigger travel way to go through. If you go to Lynn Avenue, although they have no signage, there is about a 90-degree bend about 600 feet into the road that basically makes traffic slow down along the road between Route 88 and Bridge Avenue. Sunset Avenue has a stop sign at Moore Avenue. Sunrise Avenue does not go all the way through. Barton Avenue has a stop sign at Moore Avenue also and River Avenue is a County road that goes all the way through. So that was our recommendation based on what we took a look at out in the field regarding

Curtis Avenue and how to slow down the traffic. If you have any questions at this time I am happy to answer.”

Councilwoman DePaola: “I just have a comment if you don’t mind. Looking further into the speed hump potential solution, first, we had an issue with DPW because they were concerned about plowing in the winter with the snow. I also heard that there are concerns also with the speed humps for cyclists and pedestrians because there are no sidewalks on the roadway. You would have to put the speed hump curb to curb to be effective. Based on those concerns, I am not certain, and it is just my opinion, that that would be good. I think it would definitely slow traffic but it may create other issues. I just wanted to share my concerns with that solution.”

Councilman Wisniewski: “I have a question, John. You mentioned parking and cycling. Now, this might be a question for the Chief, but what is the rule of putting stop signs. Does that decrease the on-street parking too because you can’t park too close to a stop sign?”

John LeCompte: “No, that shouldn’t affect the actual location of the parked cars. Putting stop signs allows all four locations to actually stop. What you are worried about with site distance is the stopping distance of a car driving down the road when you pull out in front of it. If you have cars stopped at each corner, you don’t have to worry about the site distance.”

Councilman Wisniewski: “You had mentioned a lot of cars parked on the road when you drove down there, so is putting stop signs pushing cars farther back from the intersection?”

John LeCompte: “It should but probably just a car length away from the intersection is probably where they will end up parking as long as you can see the stop sign. Right now, you are allowed to park on both sides of the whole road so I don’t see that this would have an impact on the actual on street parking.”

Councilman Wisniewski: “I did my own personal research and I have asked a few officers casually and none of them recommended a 4 way stop. Even one of the officers went as far as saying that it doesn’t slow traffic down, it just makes them stop.”

John LeCompte: “Well if you are stopping, you are slowing down.”

Councilman Wisniewski: “Yes but then they accelerate back to speed.”

John LeCompte: “Yes, but you still have a certain amount of area that your speed is reduced. I am not saying that they are not going to speed up to 60 miles an hour between stop signs. But I am saying that there will be areas where the cars will be going slower.”

Councilman Wisniewski: “I just want to say, what I know about traffic is that I am just stuck in it. So, I am just trying to ask a lot of questions and my concern is, that the points you are making now contradicts the points the officers made when I asked the exact same questions.”

John LeCompte: “I got the recommendation from our traffic engineer out in Haddonfield. He has looked at several locations in the last year and has done this exact review and recommendation for. Sometimes this is for areas that don’t have the high traffic count to support the stop signs, but they still feel there is a need for them. This gives the Council the option to install them.”

Council President Thulen: “You were discussing, that there are other cross streets there. I am assuming you already put some kind of consideration to this, but my thought process is that we have a couple spots like that throughout our town and my thought was a little bit more global. I want to do something, but we also work with the Mercer TMA as well and I have seen different examples of things. Was it never a

consideration with your traffic engineer to possibly doing one-way streets one way and then one-way streets the other way since it is a skinnier street?”

John LeCompte: “One-way streets would only be in the streets that tie into that street and I really don’t think that would make much of a difference. Moore Avenue and Chestnut are the two main intersections. Making them one-way roads would be infeasible and there would be a lot more to look at than those two roads. When you start going into one-way roads with that much traffic on the roads then you have a much larger analysis to do.”

Council President Thulen: “Is that something we can do?”

John LeCompte: “We have looked at that in the past but not for this.”

Council President Thulen: “If we ever did that, once you open up a one-lane, would it give us other options other than just stop signs and speed tables?”

John LeCompte: “We have done one-ways in other towns but like I said, it ends up making this one a one-way and then that one a one-way and then you have to look at all the intersecting streets and sometimes it has impacts on those. This was just to review stop signs along the main road.”

Councilwoman DePaola: “Listen, we can consider anything but the problem that I hear from the residents who live on the road is the speed and the safety. I don’t see how making it a one-way street impacts the speed at all. Because if I am not going to pay attention to the speed limit, if it is a one-way road, I may actually speed it up because I don’t have anybody coming at me. I am just saying I don’t think it impacts speed as much as other solutions.”

Council President Thulen: “I was just seeing it from another side. You are opening up what was once a two lane road. Now if you have one car going down the road you can delineate a bike lane or a passenger walking lane because we don’t have sidewalks there. With that extra marking on the roads, sometimes people pay attention to it a little bit more. You can roll onto Curtis Avenue from one side and going to the other and it says beware of bikers and children, people will pay attention.”

Councilwoman DePaola: “But bike lanes will restrict parking.”

Council President Thulen: “Well just like the ones on Route 35 right now, you have parking and then you have bike lanes because we don’t have two lanes of traffic coming from the street anymore. So, you have your parking on both sides of the street and then you have a bike lane next to that. That is just an example of other ideas.”

Councilwoman DePaola: “We specifically asked for traffic calming.”

Councilwoman Snyder: “I just need clarification. I thought that you mentioned when we were looking at the speed studies and the volume of traffic that that alone didn’t support the stop signs.”

John LeCompte: “That is true.”

Councilwoman Snyder: “So to my understanding, your concern seems to be more the site triangle, making sure there is enough site lines for the cars coming into the intersections.”

John LeCompte: “Yes, and regarding that I have some pictures here of all the site distances in each direction. You can see there are marking spaces right within the site triangle. There are trees, fences and shrubs. There are quite a few things that impact the site distance at each of the directions at these intersections.”

Councilwoman Snyder: “So, would your recommendation be the same if the situation were that no car ever speeded down Curtis Avenue?”

John LeCompte: “Believe it or not, with all of those cars parked and all the kids playing, I think it is just something to keep the driver aware of where he is going and what he is doing. If everyone rode 25 miles an hour, I mean, the numbers are only like 28 or 29 miles an hour on percentage. In other words, people pretty much drive the speed limit. There were only a few people during the day that speed through there. But there is so much going on between the kids on bicycles and the pedestrians and there is no sidewalks and they are parking on both sides of the road. I mean just that alone, the people parking on both sides of the roads mean there are areas where you have to stop and let the other car go. So, I do think that the stop signs are worth it at those two intersections.”

Council President Thulen: “I don’t know if you are familiar with the zoning, but I am just looking at the corner of Curtis and Moore, there are two houses that have their driveways right up to Curtis. I thought that our corner lots said we had to have a certain amount of setbacks.”

Everyone speaks at once

Mayor Sabosik: “Those homes were probably built in the 1950’s. Would anyone from the public like to come up and ask the Engineer any questions? You are still going to be able to have an open dialogue when we open it up for public discussion.”

Stephanie Polaski: 1205 Curtis Avenue – I was here at the last meeting and I just want to make sure that I can make an additional presentation later. If not, I can do it now.”

Mayor Sabosik: “Absolutely, you can do it later.”

Stephanie Polaski: “Thank you again for doing this. This is our big concern and our problem. Earlier Councilman Wisniewski brought up the four-way stops. I think what he was trying to convey to you was his concern that by putting two four-way stop intersections would decrease the amount of off-street parking because the law would then indicate that cars could not park up against the stop signs. Is that correct?”

Councilman Wisniewski: “Yes. Somebody understood me.”

Stephanie Polaski: “I believe it is true that currently the law says at the corner, you still have to be so many feet back from the corner. So, in fact, it would not actually limit or decrease the amount of off-street parking for the full four-way stops, if that were true, correct?”

John LeCompte: “Correct.”

Stephanie Polaski: “Councilman Wisniewski, does that answer your question from before with a little more clarity?”

Councilman Wisniewski: “Yes.”

Stephanie Polaski: “Wonderful. And just to be clear for the record, it is the town Engineer and the Traffic Engineer’s recommendations that we put in and install two four-way stops on Curtis. One being at Moore and one being at Chestnut.”

John LeCompte: “Yes.”

Kevin LeCour: 1212 Curtis Avenue - “Was there any consideration given to the speed limit signs now at the corner of Bridge and Curtis that displays the current speed. Is there any consideration of that? There are other places in Point Pleasant that they are located. I tell you, when I am coming down Bridge Avenue and I see it, it reminds me to check my speed.”

Mayor Sabosik: “We are taking that into consideration. Mayor and Council will be discussing this in Executive Session.”

Stephanie Polaski: “Did you give any consideration or research into speed tables which are different than speed humps.”

John LeCompte: “The difference between speed tables and speed humps have the same design criteria. Our office is actually working with Brick to design speed tables. They go up and down. You can’t go over them fast.”

Mayor Sabosik: “Thank you John. We are probably going to bring this back up for discussion later. We will now go back to our regular agenda.”

C. MINUTES

- 1. Approve Council Meeting Minutes of September 23, 2019**
- 2. Approve Executive Session Meeting of September 23, 2019**

MOTION: Approve Minutes

MADE: Ms. DePaola

SECOND: Mr. Furmato

Mr. Thulen: Abstain

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

D. ORDINANCES

- 1. Adoption
Bond Ordinance No. 2019-16 – Providing for Various Capital Improvements in and for the Borough of Point Pleasant and appropriating \$246,000.00 Therefor, and Providing for the Issuance of \$233,700.00 in General Improvement Bonds or Notes of the Borough of Point Pleasant to Finance the Same**

MOTION: Adopt Ordinance

MADE: Mr. Thulen

SECOND: Ms. DePaola

Mr. Thulen: Yes

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

- 2. Adoption
Bond Ordinance No. 2019-17 – Providing for Various Water and Sewer Improvements in and for the Borough of Point Pleasant and Appropriating \$622,800.00 Therefor, and**

Providing for the Issuance of \$591,400.00 in Water and Sewer Utility Bonds or Notes of the Borough of Point Pleasant to Finance the Same

MOTION: Adopt Ordinance

MADE: Mrs. Snyder

SECOND: Ms. DePaola

Mr. Thulen: Yes

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

**E. OPEN PUBLIC SESSION (Resolutions, Consent Agenda and Authorizations Only)
Five (5) Minute Limit Per Person**

OPEN PUBLIC SESSION

Ordinance No. 530. An Ordinance to establish by-laws to govern the organization and procedures of the Borough Council for meetings and deliberations. Section 5. Public Participation. Each member of the public shall keep his or her remarks brief, pertinent to the issues being discussed and shall not exceed a time period of five (5) minutes in order to adequately provide all members of the public with the opportunity to address the Governing Body consistent with good order and efficiency.

MOTION: Open the meeting to the public

MADE: Ms. DePaola

SECOND: Mrs. Snyder

APPROVED: All in Favor

Mayor Sabosik opened the meeting to the public.

Dennis Vitkauskis: 2117 Foster Road – Asked for clarification about Consent Agenda Item #12

Mr. Pannucci: Responded

Seeing no other hands, Mayor Sabosik closed this portion of the meeting.

F. RESOLUTIONS

“All matters listed under item “Resolution” will be enacted by one motion in the form listed below. If discussion is desired on any item, this item will be removed and will be considered separately.”

- 1. (234-2019) Bills and Claims**
- 2. (235-2019) Void Check Resolution**
- 3. (236-2019) Request Chapter 159 Budget Insertion – Community Development Block Grant CT-1525-19, for Handicap Access Improvements**
- 4. (237-2019) Request Chapter 159 Budget Insertion – Community Development Block Grant CT-1525-17, for Handicap Access Improvements**

The bills totaling the amount of \$12,877,654.54 are to be paid as presented. The bills and claims list are on file in the Clerk's Office and can be reviewed Monday through Thursday from 8:30 a.m. – 4:00 p.m. and on Friday from 9:00 a.m. – 4:00 p.m.

MOTION: Adopt Resolutions

MADE: Ms. DePaola

SECOND: Mr. Furmato

Mr. Thulen: Yes

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

G. CONSENT AGENDA

“All matters listed under item “Consent Agenda” will be enacted by one motion in the form listed below. If discussion is desired on any item, this item will be removed from the Consent Agenda and will be considered separately.”

1. (238-2019) Authorize Adjustment and/or Refund on Certain Tax or Water/Sewer Accts.
2. (239-2019) Authorize Refund of Lien Redemption and Premium Paid at Tax Sale
3. (240-2019) Canceling Taxes and Authorizing a Refund Pursuant to N.J.S.A. 54:4 3.32
4. (241-2019) Authorize Refund Zoning Fee – Block 119, Lot 17, 829 Briarcliff Avenue
5. (242-2019) Authorize Refund Zoning Fee – Block 258, Lot 9, 1408 Patton Street
6. (243-2019) Memorializing the Certification of the Review of the Local Government Best Practices Check List
7. (244-2019) Approving Renewal of Liquor License for the Term 2019-2020 – Gullace Brothers Inc.
8. (245-2019) Authorize Refund Inspection Fee Escrow Accounts
9. (246-2019) Authorize Refund Escrow Accounts – Zoning Board of Adjustment
10. (247-2019) Authorize Recreation Department to Hire Part-time Seasonals
11. (248-2019) Memorialize Recreation Department to Hire Part-time Employees for Haunts in the Park
12. (249-2019) Authorizing Approval to Accept the Ocean County Senior Services Grant For the Contract Year 2020
13. (250-2019) Memorializing the Execution of a Shared Services Agreement Between the Borough of Point Pleasant and the Point Pleasant Board of Education
14. (251-2019) Adopting the 2019 Multi-Jurisdictional All Hazard Mitigation Plan for Ocean County
15. (252-2019) Authorize Disposal of Surplus Property Via Online Auction-DPW
16. (253-2019) Confirming Personnel Appointments
 - Kevin Robert O’Hara is appointed to the position of SLEO III in the Police Department at a salary of \$30.00 per hour 7.5 hours a day during the 180-day school year, effective October 28, 2019.
 - Martin P. Cawley, Point Pleasant Boro Fire Department Station 75, Volunteer Firefighter, effective October 28, 2019.
 - Rolando J. Olivarez, Point Pleasant Boro Fire Department Station 75, Volunteer Firefighter, effective October 28, 2019.
 - William R. Van Bramer, Point Pleasant Boro Fire Department Station 75, Volunteer Firefighter, effective October 28, 2019.
 - Brian J. Poppen, Point Pleasant Boro Fire Department Station 75, Volunteer Firefighter, effective October 28, 2019.

- Glen Purves, is appointed to the position of Plumbing Subcode Official at a salary of \$40.00 per hour, 18 hours a week, effective October 28, 2019.

17. (254-2019) Authorize Refund Demolition Bond – Block 149, Lot 17, 1208 Sherman Avenue

MOTION: Adopt Consent Agenda

MADE: Mrs. Snyder

SECOND: Mr. Furmato

Mr. Thulen: Yes

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

H. AUTHORIZATION

1. Memorialize Authorization to Bid for Solid Waste Services in the Borough of Point Pleasant

MOTION: Approve Authorization

MADE: Ms. DePaola

SECOND: Mr. Borowsky

Mr. Thulen: Yes

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

2. Building Department to hire a Temporary, Part-time Electrical Inspector on an as needed basis not exceeding 9 hours per week at \$35.00 per hour.

MOTION: Approve Authorization

MADE: Ms. DePaola

SECOND: Mr. Borowsky

Mr. Thulen: Yes

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

I. OPEN PUBLIC SESSION

5 Minute Limit Per Person. Ordinance No. 530. An Ordinance to establish by-laws to govern the organization and procedures of the Borough Council for meetings and deliberations. Section 5. Public Participation. Each member of the public shall keep his or her remarks brief, pertinent to the issues being discussed and shall not exceed a time period of five (5) minutes in order to adequately provide all members of the public with the opportunity to address the Governing Body consistent with good order and efficiency.

MOTION: Open the meeting to the public

MADE: Ms. DePaola

SECOND: Mr. Thulen

APPROVED: All in Favor

Mayor Sabosik opened the meeting to the public

Stephanie Polaski: 1205 Curtis Avenue – “I know you probably don’t want to see my face again, but you are going to continue to see my face at every meeting until we get this problem fixed. This has been an issue on Curtis Avenue that stems back for more than a decade. In fact, we have residents that have been living on Curtis Avenue for more than 20 years who have been addressing this same issue that I am addressing with you tonight. It is the speeding and increased traffic that is just not seen. It is leaving our kids at risk, our pedestrians at risk, our bikers at risk and the people that walk their dogs at risk. You have heard the Engineer tonight. The recommendations from both the town engineers and the traffic engineers. It is to put impediments in the road to slow down the traffic. This is a significant issue at Curtis Avenue. We cannot go much wider because the street will go into our backyards. So that is something that we have to take into account. As I have said, the speed on Curtis Avenue is an issue that has been going on for more than 20 years. What is really interesting is at the last meeting, Mrs. Snyder tabled the ordinance to put in two four-way stop signs to allow all the council people time to get more acquainted and educate yourselves on Curtis Avenue, the traffic patterns and the speeding issues. However, not to be disrespectful, I didn’t necessarily trust that that was going to happen so I started a petition. I wanted to present it to you tonight. So you can see what everybody on Curtis Avenue see, what they hear and what they think. I personally knocked on every single door of every person on Curtis Avenue from Route 88 to Bridge Avenue. I wanted to make sure that you had a preview of the petition that we had the neighborhood sign. I dropped it off on Thursday hoping that everybody would get a copy of it so that you can review it, see the comments made by the residents and see if you recognize a name. If there is a familiar person, a friend or a family member so that you can reach out to them directly. Because I know that you all have full time jobs separate from this. I know you can’t walk up and down all the streets. I know you can’t come sit on my porch and have a cup of coffee on a Saturday morning, watch my kids play basketball and to watch the problems that we see on a regular basis.

I first and foremost want to thank Lt. Downs who is in the back of the room here. He has painstakingly entertained all of my requests for documents. He got them to me in a timely manner. I was able to review them and it really kind of helped solidify and unfortunately counter the argument that the Police Chief has presented to you. And that is with regard to the speed surveys. The residents of Curtis Avenue are asking you to disregard those surveys because common sense should prevail. When you are driving a vehicle and you see a marked police car off to the side of the road, you are not going to maintain your speed or increase your speed, you are going to decrease your speed. What I have found after Lt. Downs gave me all the information I requested was this. I narrowed down my request to September of 2014 to the present date. I went back 5 years. It just gave me enough. There was an email directive from August 24, 2014 from, at the time, Lt. Lokerson stating that he had recently done a traffic study on Curtis Avenue after a resident complained. I have another email from Lt. Downs dated September 15, 2015, about a year later, stating that he was providing the Sgt. with a list of streets on which radar posts should be conducted daily. This is not meant to limit posts to these streets only but to inform you of where we are receiving complaints. Curtis Avenue between Route 88 and Bridge. A year later on July 31, 2017 from Lt. Downs stating that he has received complaints on Curtis Avenue regarding speeding violations. We go again to September 26, 2018 from Lt. Downs stating that officers should consider these streets first when conducting radar posts and number one on the list was Curtis Avenue. Officers should be reminded that these streets represent problem areas for traffic enforcement. Again, June 20, 2018, an email from Lt. Downs to the officers again showing Curtis Avenue as number one on the list reminding the officers of the traffic problems. Again, and I will keep going, October 7, 2019 is another email from Lt. Downs stating to consider these first when deciding to conduct a radar post showing Curtis Avenue first on the list with a note saying that Mike and Stephanie Polaski have been complaining about the excessive speeding. I delineate those because I want to

demonstrate to you that this isn't just a recent problem. This goes back so far. It is documented. In fact, it is so documented that the speed surveys that the Chief of Police want you to rely upon when one of the police officers sits in his car and watches you drive by. We do want you to discredit the information gathered, but I want you to see that since September of 2014 there have been 102 speed studies done by the police officers in Point Pleasant. That in and of itself tells me that there is a problem. If on 102 occasions police officers were assigned to sit on Curtis Avenue and write down the number of drivers and their speed, that tells me that there is a problem because that is how many complaints that they get from the residents on Curtis Avenue. It is significant. I have 102 in my hand right here and it only goes back 5 years. So I went up and down Curtis Avenue and not one resident hesitated to sign the petition. Not one resident refused to sign the petition. Not one resident even questioned the need for the stop signs because every resident of Curtis Avenue is in support of them. The Police Department, Captain Lokerson, Lt. Downs can attest to this. They get regular complaints, not only from the Polaski family but also from the Gaylord family at 1012 Curtis Avenue and the Drzymkowski family at 1011 Curtis Avenue, from the O'Connors and also from the McGinn family who just recently moved off of Curtis Avenue. You heard earlier that Kevin LaCour, a resident of Curtis Avenue for more than 20 years has brought this to the Council's attention with no luck. What we are asking for today is for you to help us. To help the residents. I understand that it is hard to disregard what the Police Chief is saying. You are the elected officials. You are who we trust to make this town a safer place. Interestingly enough, there is a comment made on the petition from Charles Nuby. He is a retired Newark police officer. The only comment that he could come up with was protect and serve. He wrote that because he thought the police department needed to be reminded of that. He can't believe that we are going through this. I don't think that I need to point out each and every comment, but as I spoke with Barbara Romano who has lived on the street at 1223 Curtis, her husband suddenly passed away a couple months ago and she is leaving because she doesn't want to be here for the winter. But she stated that she cannot understand a problem that has been so pervasive in this town for so long has gone unaddressed. We just can't have it anymore. I understand that you want to rely upon information from the police department because our police officers give us a great deal of information. But I am going to ask you to rely upon three very important people. Three people that live on Curtis Avenue. Lt. Polaski, State Trooper Michael Ham and Officer Kevin Pypcznski. They are three police officers that live on our street. They are off duty. They are not dressed in uniforms. They are not in marked patrol cars. They signed this petition. They are here tonight. If you want to take the word of a police officer, why don't you ask the police officers that live on our street? Not just the ones who patrol occasionally up and down the street. But the ones that live on the street and see it on a regular basis. That is what we are asking for.

We are asking the Council for your assistance. What we have are the recommendations from the Traffic Engineer and from our Borough Engineer. We have a history of complaints significantly from the last 5 years going back more than 20 years. We have support from more than 70 residents who made comments on this petition. That is more than 70 people that want what we are asking for. Whether it be four-way stop signs, whether it be speed tables or whether it be 3 speed humps along Curtis, we are asking for you to just make it a little safer for everyone."

Mayor Sabosik: "I think you would have to acknowledge that this Council has stepped forward proactively, very efficiently and got our engineers on it. I personally did not know that there was a problem over there until you came in personally. I believe all of our councilmembers have driven on the street. I think this council has been very proactive. As I have said in the beginning that we are elected by the people to serve the people and I think this is what we have done in the last month. I don't know what has been done with previous Mayor's and Council's. That is not my forte. But I can assure you that this council has taken your concerns and your problem to heart. That is why we assigned our engineer to this."

Councilwoman Snyder: "We heard from the one gentleman who requested speed monitors, do you have any other suggestions or preference to the four-way stops? What is your wish list?"

Stephanie Polaski: “If I had a wish list it would be: #1 – two four-way stops, #2 – two four-way stops and #3 – two four-way stops. We really want the stop signs. We want people to slow down and brake. Will they speed? They might, but chances are they will definitely without the stop signs. If you put the stop signs there your chances are far greater that they will have to stop. That being said, now that we have some guidance from the engineer and knowing that it is possible, I can understand the research with the speed humps. I know that could be an issue with snow removal. However, that is now why the speed table has now come to the forefront. The speed table has an incline that allows the snowplows to travel up and down the roads without significant damage to the road itself. Stop signs would be great or speed tables would be great. We need an actual structure to make people slow down traffic. We brought people from the neighborhood because I want you to hear from other people. These speed surveys are not an actual description of what is going on. Just because the police department doesn’t see it, doesn’t mean it is not happening.”

Council President Thulen: “Thank you for coming. I have been here on council for a while and my apologies that I haven’t heard about this. We want to keep everyone in the town safe. I did take a look over on your street over the weekend and I did see a lot of people speeding with children playing there. That is why it came to my mind to make one lane and a one way. Where do you think the traffic is more? Is it from 88 to Bridge or Bridge to 88?”

Stephanie Polaski: “Curtis Avenue is the only street that extends from Herbertsville to Bridge Avenue with one stop sign that being at Route 88. We see a significant amount of traffic which, I also want to bring to your attention that with technology looming and kind of directing all of us, they are telling people to turn onto Curtis. That is where people are being directed to go when they use their map functions because it is a cut through from Herbertsville to Bridge. I am going to say that we see an equal amount from both directions. I also want to point out that while a one-way might decrease the amount of traffic, it won’t decrease the speed of traffic.”

Council President Thulen: “We have to look at it as a global picture, it was just a thought of mine and I like to see the whole scheme of things. I grew up in Brick and I there were four-way stops and kids still got hit. I have been dealing with zoning changes and sidewalk changes that we have a large percentage of people that don’t have driveways or still park in the street because once upon a time they had bungalows and we all had little driveways and a family had one big car and that was it. Now we all have two or three cars. We all just get squished around. I think four-way stops would help but I don’t want to cause an issue someplace else because of it. But I appreciate you bringing this to our attention because I would not have learned about it otherwise.”

Councilman Wisniewski: “You had said something about the traffic report but the letter is actually from Lt. Downs to the Chief summarizing the traffic so we kind of have to give Lt. Downs a lot of credit and question the Chief.

Stephanie Polaski: “Lt. Downs deserves a lot of credit. At our last meeting my husband and I had a discussion with Chief Larsen in the back of this room and he specifically told us he had him do a covert study at the end of August of this year and that is why I am preferring that the study information be from him. Lt. Downs has listened to every complaint and has initiate traffic studies. He has done everything he can do within his scope of limitations.”

Kevin LeCour: 1212 Curtis Avenue - “I have lived on Curtis Avenue since April of 1989. I have lived in town since 1985. I was young and I presented myself to council. At the time my child was the only child within 3 or 4 blocks of Curtis Avenue. I was a lonely person up here asking for help. There were some receptive people on council. I am not sure if it was then or 4 years later when we had my son in 1992, that Lee Sharpe took an interest. And Lee Sharpe was the only one on council that came to my house and observed the traffic and made recommendations which were shot down by the Chief of Police at the time.

I was a person with the only children on the street and there was not much interest. No one else wanted to do anything and I gave up. My daughter was actually hit when she was 18 years old simply pulling into our driveway. Somebody tried to pass her as she was trying to pull into the driveway and they sideswiped her. There was a ticket issued. Someone once said to me that there are no accidents on this street. There is a ticket out there and my daughter was hit. I have been struggling with this for years and years and I have absolutely given up probably about 10 or 15 years ago. When Stephanie came up, I felt like I was experiencing dejavu. Especially when she told me that Chief Larsen had said we don't need it. This all over again. And I said, we do need it. My preference is stop signs. That is what we wanted then and that is what Lee Sharpe discussed with council and they were ready to approve it and it got shot down. We truly need it. There is more children on this block. It is a wonderful thing. I have been living in this town now for 35 years watching this small community of young couples moving to my neighborhood and making it a wonderful neighborhood. It is the coolest thing in the world. They make it a live neighborhood. There is children all over the place. And I will say this to you, I don't want to make this overly dramatic, but what I don't want to have happen is for one of these children to be badly injured. We need to take action. This needs to be done and it needs to be done yesterday. I was so happy to see the work being done and happy to jump back on this bandwagon.

I have just one other observation from my point of view, I do triathlons. I ride my bike a lot. Thousands of miles through this town, through Bay Head, up through Brick, past Herbertsville, all over this area. I can really say, you missed an opportunity to rebuild Bridge Avenue. As far as I can tell in this whole town, there is maybe one or two signs that ask people to share the road with the cyclists. People do not want to or do not understand how to pass even an adult on a bicycle. I am 6 foot 2 and weigh a little over 200 pounds. When I am on my bike I wear a light and bright shirts and people say they do not see me. They say I shouldn't be on the road. They say I should be on the sidewalk. And to pave a whole road from one paved from one end to the other and not have a sign to share the road or a bike lane or something to mention safety for the cyclists. I mean this is what the kids do here. They get around on bicycles and they do it very badly."

Mayor Sabosik: "Let me explain to you about Bridge Avenue. Bridge Avenue is a County road. They will not let us do bike lanes if you have traffic backing into the street. Unfortunately, some of the commercial buildings still have driveways that back up. We have finished Phase 1 on Bridge Avenue which was the paving. We have a phase 2 and a phase 3 with different ideas where we can negate the backing into road and to make it safer for bicyclists. I myself bike. I am 5 foot 8 and not going to say if I am over or under 200 pounds. It all depends what month it is. But I share your concerns. Please be advised that this Mayor and Council has done more in the last 5 years for bike safety, for families with kids, we have more events and we are out there promoting this town. That is why we were voted number 1 in Ocean County to raise a family. We realize there is a biking and walking problem. That is why last year we created a pedestrian fund. If you renovate a house or build a house and you are somewhere where you don't need a sidewalk, you still have to put money into it. We are working around the schools. We have the electronic signs. This town never had that before. Those signs have been around for 40 years and we got them within the last 5. We can't cure all the ills of our town of the last 100 years in 5 years. But trust us when we say this. It is in the foremost front of our minds to make this town as safe as possible. My wife is a retired nurse and has me biking for my heart and health. I totally understand what you are saying. I just ask that you stay tuned. We are in the middle of a makeover of making this town the best that it could be."

Kevin LeCour: "I appreciate the time and the council's efforts. But like I said, we need this to be done tomorrow. Don't wait for a tragedy."

Chief Larsen: Point Pleasant Borough Chief of Police - "Mayor and Council, I would like to correct a couple of misrepresentations that Mrs. Polaski presented. I need to make sure you all fully understand a couple of things. First of all, my officers that work under me, including Lt. Downs, work under my direction. When he specifically receives a complaint regarding speeding or any traffic related complaint in this municipality, he comes to report it to me and I work with him and direct the course of action that takes place. Not the

Lieutenant. He works under my command and authority under New Jersey State Statute. He doesn't act independently of me. None of my officers work independently of me. He works under my direct direction. Any actions taken on Curtis or any other street regarding traffic safety enforcement came from me. He may have disseminated my orders through his email or my other supervisors may have disseminated my orders and direction through email, through verbal communications of my subordinate officers to theirs. But it is my intention and my actions that started that enforcement action.

The next point I would like to make is, the officers that fill out their sheets when they run stationary radar, those are not speed surveys as represented tonight by Mrs. Polaski. Those are just radar sheets that they fill out while they are running radar. Believe it or not, I have been at this a long time. I have been a law enforcement officer for over 33 years. I have worked much of my time on the road as an officer. We write a lot of speeding tickets while we are in uniform and in marked cars. In fact, we wrote one last year on Curtis Avenue to a car in the 1200 block to a car going 38 miles an hour. And you know who wrote that ticket? It was an officer in a marked patrol car running radar filling out a speed sheet. That is embarrassing and I am not going to mention any names but I would like to read a portion of this report so that you as Mayor and Council fully understand that when an officer is running radar in a marked car how it actually works. Radar doesn't only pick up vehicles in the immediate vicinity so if I have an officer stationed in the 1200 block of Curtis and he or she is aiming the radar to catch traffic coming off of Route 88 that radar is pretty sensitive and will pick that vehicle up. That car driving towards them has no idea they are being clocked. I want to read from a report dated July 26, 2018. On that date and time, under my direction Officer Mergner was running radar on Curtis Avenue in the vicinity of that 11 or 1200 block. I am going to read the officers narrative: 'While performing stationary radar, and he enclosed a case number, on Curtis Avenue near Willow Street I observed a vehicle, with a plate number here but I am not going to mention that plate number now, traveling south. At that time, I estimated the vehicle traveling at approximately 32 miles per hour. Please keep in mind that Officer Mergner was in a marked police car. I then activated my Stalker Dual SL radar unit and confirmed the vehicle was traveling at 33 miles per hour. The vehicle then continued to accelerate to 38 miles per hour. Keep in mind Officer Mergner was in a marked police car in full uniform. The vehicle is accelerating towards him. The pitch was high and clear and the weather was overcast and dry. I then turned my marked patrol vehicle around and closed the distance on the vehicle, I activated the emergency lights and the vehicle pulled into the driveway of the house on Curtis Avenue. A summons was issued for violation of 39:4-98 for a 38 in a 25. The driver was courteous, the radar enforcement report was completed and submitted to records.' My point is this. When my officers are out there running radar, stationary or moving, they are in marked cars. They are in uniform. They write a lot of tickets and they stop a lot of cars. People don't perceive them contrary to what you have heard tonight.

If you disregarded those sheets we fill out when we are running stationary radar, even if you choose to disregard, I then draw your attention to 2 formal speed studies that the police department conducted in 2014 and one more recently, just this past October. Those formal speed studies came about under the direction of the Chief of Police and officers of this department carried that out through the use of covert speeding apparatus. The same apparatus that the County of Ocean uses. We don't sit out there in our marked cars 24 hours a day, 7 days a week, because that is how long some of these studies were. These are devices that quite frankly, the Polaski's did not even know I had this study done a few weeks ago. They were surprised to hear about it. They did not even know we did that because they didn't even know that we were collecting that data. And that is how we want it. We don't want any visible sign that we are collecting data. It is this most recent data that was analyzed by our engineer. John, thank you, I appreciate that. He looked at it and evaluated the last data we collected and he concurred after looking at that data, it does not show any significant speeding problem on Curtis Avenue. So then he chose to look at other factors and based on looking at those other factors he determined certain actions should be taken. That is from the engineer. Lt. Downs who is highly trained and certified by Rutgers in traffic looked at them and I know that he is going to come up and speak but he will concur that there are no additional controls that are needed. The street has minimal volume. The volume on Northstream far exceeds Curtis. For example, Northstream is in the vicinity of 1800 cars a day driving down that street. Curtis Avenue has the average of 591 cars traveling

that street in a day. Minimal traffic a day. We do a lot of these studies and that is minimal. I did present for an hour or two but I am not going to do that tonight. I just want you to know that there were a couple of miscommunications. Now Lt. Downs will come up here and talk and he will tell you that he works under my direction and that everything he has done on that street was as I directed. The hundred or so sheets presented, I don't know if that number is accurate, are not speed studies. Those are merely recordings that the officer has of traffic that is passing them. Will some vehicles slow down as they pass? Yes, but those numbers are taken while those vehicles are far away. I am sure that her husband who is a Lieutenant will tell you the same thing. Radar just doesn't pick up a vehicle from a few feet away. Hundreds and thousands of feet away radar picks up and that is what my officers report. They write tickets in marked cars, I don't have unmarked cars writing tickets, and they are very successful with that. Any questions, I will clarify them now."

Councilwoman DePaola: "I have a question if you don't mind. I certainly hope that Mrs. Polaski didn't mean to criticize our police officers or you because you all do a great job, in my humble opinion. You are all working hard and you have our best interests at heart. I know Chief that you are a by the book kind of guy. Now I do have a question. If we were to buy the argument of the engineer's solution of a four-way stop due to the site triangle, if we felt that due to the site triangle and the issues there that we would approve a four-way stop at the two intersections spoken about, do you see any issues with that as far as the roadway or your officers?"

Chief Larsen: "Councilwoman, here is what I don't like about four-way stops. We have the traffic light four-way stop at Herbertsville which was put in around 1985-1986. We have significant crashes there. Before I finish answering that question, crash data on Curtis is level. When we looked back in June of 2014 to present, there were 8 accidents none of which were attributed to speed. Most were parked vehicles that were struck and one was a resident backing out of their driveway hitting a car traveling on the road. Not one of the accidents that we looked at, and we went back 7 years at the intersections that were proposed for the four-ways, those intersections had zero accidents. When you make a decision to implement traffic calming or traffic signage, one of the things you look at are the traffic accident rate on the street or in the intersections. We did not see one accident at those intersections and we looked back 7 or 8 years. We don't have the traffic data to support it. We know that the federal manual that NJ has adopted on uniformed traffic safety devices outright says that in that manual that stop signs shall not be used to slow traffic. If there is a speeding problem, there are other things to look at. Stop signs are not a permitted use. Now I will move forward to the experience of the police department with the four-way stop that we have at Herbertsville and River Avenue. We have some nasty accidents there at that four-way stop."

Mayor Sabosik: "Yeah, but Chief, Herbertsville Road is a 35 mile an hour road. This is a 25 mile an hour road."

Chief Larsen: "But Mayor, I am talking about four-way stops. When you have a four-way stop, the speed limit could be 50. Everyone is supposed to stop and they are not stopping."

Mayor Sabosik: "But the severity of an accident increases by the speed, do you not concur with that?"

Chief Larsen: "Mayor, at that four-way stop speeding is not a factor. The factor is when you have more than one car stop, no one knows the rules of the road. So one guy or girl will think, okay I am going to move because that other car is going to stop and the other one is saying, no I have the right of way and the next thing you know, you have a collision in the intersection. Speed is not a factor in those accidents. It is just not a factor. Then what I have seen is with Barton and Herbertsville. Barton has stop signs. Herbertsville has the right-of-way. For some reason we have some serious accidents at that intersection and what many of those people have told us is they thought they were at the four-way stop which is a block away. So Barton Avenue car would stop and they would get confused and think in their mind that they at the four-way at Herbertsville and enter the intersection and the collision occurs. We have some serious accidents there. A

few years ago a car went through the corner house and knocked the fence down. The kids just left the swing. The car went through the swing and hit a giant tree about 3 or 4 feet from the pool. I was at that accident. That driver thought the four-way stop was there. They thought they had the right of way. History in this town supports what is talked about state wide. Four-way stops can be more dangerous than two-way stops. So in answering your question, would I support them on this street at those intersections, I would not.”

Mayor Sabosik: “Would you support a one way?”

Chief Larsen: “I am against one-way, Mayor you heard my presentation at the school a few years ago. One-way streets, it is pretty clear, increases vehicle speed. When you don’t have opposing traffic, cars traveling on a one-way travel faster. I like to see vehicles parked out on the street on both sides. I like the narrow road because it slows traffic down. There was some discussion tonight about cars parked on both sides and narrower road, well you know, the narrow road design is a traffic calming device. Engineers know that. I like narrow roads with cars parked because it keeps vehicle speed down.”

Mayor Sabosik: “Thank you Chief, stick around.”

Kevin LeCour: “What is the traffic level on Herbertsville and River Avenue versus Curtis Avenue?”

Chief Larsen: “I don’t have those figures sir.”

Kevin LeCour: “Well if you are going to compare Herbertsville and River Avenue to Curtis you should have those numbers, you should know that. That is a bad comparison.

Chief Larsen: “Listen, I am talking about four-way stops. I am not talking about increased traffic volume creating a problem at the four-way stop, I never talked about that. I talked about issues with four-way stops that I have seen here in this town and that Lt. Downs has seen statewide.”

Kevin LeCour: “So back to the level of traffic on Herbertsville Road. It has accidents on it. Herbertsville being a 35 mile an hour zone. Barton flowing into it and Curtis flowing into it. How many roads go into it and traffic flow into it and what is the cause of these accidents? It is not the four-way stop signs.”

Chief Larsen: “You can have a hundred causes. A lot of the accidents that we have there are drivers that do not know who has the right-of-way to go. They start merging while the other car thinks they are going to stop. I have had my own police cars collide with residents in that intersection. I have drivers say, he went out first and shouldn’t have. I pull up the MPR and find out that was not the case. When I made the statement about four-way stops, of course, I know that there is a higher speed limit and higher volume. Generically four-way stops are problematic. It has nothing to do with the volume or speed limit.”

Kevin LeCour: “If you are going to throw numbers out and accidents out on a street that is probably in my mind, then again, I don’t know, Bridge Avenue and Route 88 are the most heavily trafficked roads in our town. Herbertsville, possibly third.”

Chief Larsen: “I am not looking at numbers I am talking concept.”

*Argument ensues. Both speakers talk over each other. *

Councilwoman DePaola: “The reason why I asked the Chief, so you can blame me for this, I asked the Chief the question because we don’t want to solve a problem by creating a different or new problem. We want to keep Curtis Avenue safe. Believe me. I live on Hardenbergh Avenue, it is a huge cut-through street and we have a lot of families on our road right now. I understand what it means to live on a street that is utilized as a cut-through. It is scary and it is dangerous and I am just thrilled that my children are older now

so I don't have to worry every minute of a ball going in the road and my kid getting creamed by an inattentive driver. I understand what you are going through. I can empathize with you and I empathize with your neighborhood. Our only concern up here is safety. We understand you want a traffic calming solution for your street. I get it. I just don't want to make a mistake where we choose to do something that creates more of a problem. I am not for or against any of these ideas. I am just trying to make the best informed decision I can so that we don't create a problem that we didn't foresee. That is what I am concerned about. I don't want to make things harder for the children and the families that live on your street. We have to be thoughtful about coming up with a solution that everyone can live with. And that is what we are attempting to do with all this information so thank you, thank you for bring this up to us."

Councilwoman Snyder: "I just have one other question. Do we have any other four-way stops in the Borough?"

Chief Larsen and Residents from the audience answer at the same time.

Mayor Sabosik reminds all in the room that this meeting is being taped and asks that they please raise their hands and come to the microphone to make their answers heard. States to the public that we cannot have yelling from the audience.

Mike Polaski: 1205 Curtis Avenue – "When I worked in Point Pleasant Beach, I was a bike patrolman and my partner was Lt. Lee Downs. I have great respect for Lee, we also have great respect for the Chief. Obviously, all orders come down from the Chief. Right here, what my wife mentioned before provided by the police department is 104 documents, speed surveys. I don't know about anyone else, but living on a residential street where 600 cars on October 7th traveled down our street. That is a lot of cars for a residential street. It sounds like it is minimizing the problem. I invite you to do that same study in the summer, July or June. Some of the residents are here on holidays or summers. There is increased traffic in the summer months. The engineer came in and said that he supports this and suggests this. When asked if this is something we should have, yes was his answer. Let's not even consider the speed anymore. He said there is other issues that warrant a four-way stop. The professional said he recommends this. Thank you."

Kevin LeCour: "There are two four-way stops within one block of Curtis. There is one on Moore and Sunset and one on Moore and Barton. We do have more four-way stops close to our neighborhood."

Conversation ensues – Many people talking over each other.

Lt. Lee Downs: Traffic Safety Officer, Point Pleasant Borough Police Department – "Just a couple of things. First of all, before I get into this stuff. The fact that the residents of Curtis are speaking so passionately about this issue. I can't say that they are wrong. They are perceiving a problem on their street. They are looking at it, they are seeing a landscape truck or a large vehicle come down their street, projecting out and scared they are going to cream their kid. It is going to build in some emotion. If I am on my street and I see someone speeding, I get a little angry. You get some emotion. The traffic studies I do takes out the emotion and gives you cold, hard facts. It is what it is and that is what my recommendations are to the Chief. When he asked me to do a traffic study right after the complaints came in on Curtis. He said to me, hey, go out there and do this study. It was Labor Day weekend. It was in the summer. It started August 29th and ended September 5th. We had full summer traffic going on there. The data that I collected here just does not support any changes to the street. I am not saying that they are wrong. What they feel is what they feel here but when I look at and analyze this data, based on my training experience it is one of our safer streets in town. We have run a crash data check and there was not a heck of a lot of it. My thoughts are always, let's put some sidewalks on these streets to get further away from the street. If you are with your kids walking or with your dog in the street and you are on the edge of the street and a car comes by you doing 27 miles an hour which is the average speed there, you jump back. It feels scary. But if you are 8 feet back where a sidewalk would put you, your perceptions may change. I realize there are costs involved and all of that but

that is my number one recommendation. To put sidewalks on this street. The four-way stops that the Chief talked about, which, the only one I am aware of is the one he talked about and he only used it for example. I have investigated enough accidents there. They took one really bad intersection where we have a lot of crash data and the county says, we are going to put in a four-way stop there. What we did was, create two other problem intersections. That intersection became really good now because it had four-way stops but the other two, people are saying “Oh that car must have been speeding, I thought he was going to stop so I pulled out in front of him. You get collateral damage here because people consistently think they are at the four-way intersection. It is confusing. You are going to get unintended consequence anytime you change any traffic pattern. If you choose to do it, you choose to do it but the facts that I collected just does not warrant it, in my opinion. And that is the opinion that I wrote to the Chief.”

Eric Morgan: 2303 Oak Tree Road – “I am here tonight on behalf of my neighbors from Dellwood, Oaktree and Hollywood to defend the Mayor and Council, the town engineer, Chief Larsen and Lt. Downs for putting a crosswalk across from Hollywood into the Community Park, that was a much needed thing that we all thought and you should have done what you did.”

Councilwoman Snyder: “I just have another question for John, our Borough Engineer and the Chief or Lt. Downs. When we talk about different four-way stops, a comment was made that with particular roads, the stop signs are flipped. Is that an option here? To flip the stop signs so that they are on Curtis as opposed to the other.”

Chief Larsen: “I am not sure what you mean by flipped. I want to clarify, there was someone in the audience that mentioned that we have a four-way stop at Moore and Barton and Moore and Sunset.”

Talking all at once.

John LeCompte: “What we were talking about on the other streets the four-ways were only stop signs going from the roads from Bridge to 88 and there were through streets on Moore Avenue. So they assumed there was a four-way stop sign.”

Chief Larsen: “Councilwoman, your suggestion is then to change the ordinance. Because the ordinance established are what streets are through streets. So your suggestion is on Moore and Curtis?”

Councilwoman Snyder: “The two streets would be Chestnut and Curtis and Moore and Curtis.”

Chief Larsen: “So you are saying to change the position of the stop signs to Moore to create that as a through street and the stop at Curtis?”

Councilwoman Snyder: “Yes.”

Chief Larsen: “The way I see it, that is something that can be explored, yes. I would suggest that we explore that and if implemented, we use an oversized stop sign. Not the standard stop sign because we would want to draw attention to the change in traffic pattern there. Lt. Downs said it and I concur, any time you change traffic patterns, there is a period that the people in town will not be used to stopping. Out of town people not so much but the people in town, we are all creatures of habit so they are not used to stopping so in order to draw attention use an oversized sign. I am not opposed to this but certain precautions need to be taken. Larger stop signs and I have seen LED stop signs.”

John LeCompte: “We can also put stop sign ahead signs.”

Mayor Sabosik: “I was going to suggest an oversize LED stop sign and have a 25 mile an hour flashing a block ahead or so. Whatever the professionals deem correct. On the other side, like John said, have signage on the street to slow people down.”

Chief Larsen: “I agree. We can also have the larger 25 mile an hour signs. The ones out there now are standard for 25. The quicker the speed, the larger that sign goes. But what we did on a couple streets in town, we worked with Bob Forsyth and I appreciated his help. We had Jude make us larger signs so we can increase the sign size. I suggest we do that if we change signs on that street.”

Mayor Sabosik: “I just want to say Pam, Bill just suggested that two minutes ago to me as well.”

Councilwoman Snyder: “Great minds think alike. I also wanted to ask, what is involved with this. How do we get people to realize this change?”

Chief Larsen: “I would just put it out there to the media. I would send a release to the newspapers and to the Patch. I would put it on Facebook and send out a Nixel. We would disseminate it that way. But the best way to educate them is to use larger signs to draw attention to it, perhaps a roadway marking stop ahead. If we don’t do that, no matter how we communicate it through social media or newspapers we are going to have some accidents there. If you choose to put the four-way, you need to do the same thing. Education through what I described would help immensely.”

Mayor Sabosik: “If council decides to go down this route, our Borough Engineer can work with the Chief to put together a cohesive and comprehensive program.”

John LeCompte: “We can also put the message board up stating that this change is taking place on this date.”

Chief Larsen: “That is part of our public education. We do utilize the message boards through our town. Also, our message boards have the ability to also run radar so if a car is speeding, they will see the message to slow down they are speeding.”

Councilwoman Snyder: “And from an engineering perspective, John what are your thoughts of flipping the stop sign?”

John LeCompte: “Regarding that, we looked into the issue with Curtis and I don’t think that would cause any negative impacts. It would negate the situation.”

Kevin Pypcznski: 1105 Curtis Avenue – “I am actually a police officer of 17 years and trust me when I say we deal with this on a daily basis. I just want to say that speeding is not the only issue. Point Pleasant is a very progressive town and I am sure all of you agree with that. When you get a progressive town that means an influx of residents, tourists attractions and things of that nature. That also means you need to get a little progressive with the safety aspect. These certain streets like Curtis Avenue, I don’t think they were meant to be equipped for the type of progression that is going on right now. And it is not just the speed, it is also the distracted drivers. People are on their cell phones and texting. Amazon and other delivery drivers. It is not only just UPS and Fed Ex anymore. It is these subcontracted companies that have these budget rental vans and things of that nature and I can’t tell you how many times they are driving down the street and they are looking at their GPS. They may not be speeding but they are not paying attention. I have twin 8 year old girls and they like to be out front. The street itself just wasn’t made for the traffic that is going through now. 500 plus cars a day on a residential street is a lot. So even if they are not speeding, it is a huge menace on a street that has become a major cut-through and that is due to progression. Once again, I think that the progression of the town has to be a progression of safety. I think any type of issue whether it is a stop sign

or whether it is a table, it is going to implement some kind of reaction to these drivers. If it doesn't slow them down it will make them pay attention. I think it will be a win-win situation for everyone."

Councilwoman Snyder: "I am curious sir, do you have any preferences?"

Kevin Pypcznski: "I do. Speed tables and stop signs. But I do think that stop signs will wake people up enough to pay more attention and at the same time, I think the speed tables would also. I think they would both be great additions to the street. If you sit on the street, in ten minutes you will see 15 different Amazon drivers in rental trucks. It is insane. Something definitely has to be done to where there is a calming effect to Curtis Avenue."

Seeing no other hands, Mayor Sabosik closed this portion of the meeting.

J. EXECUTIVE SESSION

MOTION: Adopt Resolution authorizing Mayor and Council to retire into Executive Session

WHEREAS, Mayor and Council are desirous of retiring into Executive Session to discuss applicable exceptions to the N.J. Open Public Meetings Act; and

WHEREAS, those matters relate to the following:

- 1. Personnel**
- 2. Contractual/Possible Litigation**

NOW THEREFORE, BE IT RESOLVED by the Mayor and Council of the Borough of Point Pleasant, County of Ocean, State of New Jersey, as follows:

1. That the Mayor and Council shall retire into Executive Session to discuss the Aforesaid matters; and
2. That minutes shall be taken; and
3. That the matters to be discussed will be in all likelihood be known to the Public when and if the necessity for confidentiality no longer exists; and
4. That at the conclusion thereof, the meeting shall again be opened to the public.

MOTION: To Retire into Executive Session Mr. Furmato

SECOND: Mr. Thulen

APPROVED: All in Favor

Mayor Sabosik: "This is a very complex issue. But it is an issue that shows the changing times in our town. How we have become so densely populated. Mayor and Council will be introducing a plan of action that I think will be beneficial and taking care of the situation."

K. ORDINANCES

- 1. Introduction
Ordinance No. 2019-20 – Re-design the Traffic Flow near Curtis Avenue**

MOTION: Adopt Ordinance

MADE: Ms. DePaola

SECOND: Mrs. Snyder

Mr. Thulen: Yes

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

2. **Introduction**
Ordinance No. 2019-21 – Amend Signage and Safety on Curtis Avenue

MOTION: Adopt Ordinance

MADE: Ms. DePaola

SECOND: Mr. Borowsky

Mr. Thulen: Yes

Mr. Wisniewski: Yes

Mr. Furmato: Yes

Ms. DePaola: Yes

Ms. Snyder: Yes

Mr. Borowsky: Yes

CARRIES:

Mayor Sabosik: “What that basically means folks is that we are going to be reversing the stop signs. We will be putting signage on the road and we will be putting electronic signs. We will have our engineer develop a program with the Police Chief so that the new traffic pattern will be shown to all concerned. We are going to slow down people. That is the two ordinances we will be introducing. Just so you know, according to municipal law, it has to be completed this year. We have two meetings left and I can assure you it will be done this year.”

MOTION TO ADJOURN

All in Favor.

TRANSCRIBED BY: VERONICA THWING, DEPUTY CLERK

ATTEST:

APPROVED:

**ANTOINETTE JONES, RMC, CMR
BOROUGH CLERK**

**ROBERT A. SABOSIK
MAYOR**