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### **Meeting Called to Order**

The public meeting convened at 7:06 PM.

In accordance with the requirements of Section 4(a) of C.231, P.L. 1975, the required 48 hour advance notice of this meeting was given by mailing/faxing a copy of the agenda to the Asbury Park Press and the Two River Times, in addition, to posting on the bulletin board in the Municipal Building on November 17, 2017 by the Municipal Clerk.

### **Roll Call**

Present: Mayor Burden, Councilmember's Anderson, DerAsadourian, Eddy, Meyer & Moran  
Also Present: Borough Attorney Martin Barger, Borough Engineer David Cranmer, Borough Administrator Thomas Seaman, Clerk Kathleen Krueger & Deputy Clerk Kerry Quinn  
Absent: Councilman DeSalvo  
Councilman DeSalvo entered the meeting at 7:53 PM

### **Salute to Flag**

Led by Mayor Burden.

### **Traffic Safety Roundtable Discussion**

Councilwoman DerAsadourian thanked Borough Engineer Dave Cranmer, Police Officers Daniel Calicari and Matthew Clark, Walt Huresky from Safe Routes to School and all the public for their participation in the roundtable discussion on traffic safety. Ms. DerAsadourian stated the goal is to try to get input and feedback on the safety of our streets from our residents so that, going forward, we have some good information for planning purposes. Councilwoman DerAsadourian invited everyone to come up to the microphone and share their concerns or comments.

Mr. Thomas Menapace, Robinson Place, spoke primarily about residents and kids on bikes and ways we can make it safer for them to ride. He spoke to his endeavor to get bike lanes wherever possible in town. He noted he hasn't had a great deal of success with the County Roads and State Roads primarily because they don't have a buy in. He spoke to the issue of bike lanes and how he tried to effect change on Sycamore Avenue. Mr. Menapace explained that bike lanes on roads like Sycamore require County approval and "buy in" by all the towns involved on a collective basis to push through this endeavor. He spoke about White Street which is unfortunately too narrow to create bike lanes and that to do so you would have to close off traffic. Mr. Menapace explained that additionally it would require bike lanes on both sides of the street and he covered the other factors involved. Mr. Menapace discussed what could be done to make bicycling in Shrewsbury safer. He noted that consistency is important, like riding in a straight line so there is a level of predictability for the driver. To eliminate some of the danger, he suggested wearing bright clothing when riding bikes.

He shared his own personal experience as a cyclist and being hit by cars twice. In both instances he stated the driver said I didn't see you. He pleaded with the residents present to make themselves and their children more visible by wearing bright clothing. Mr. Menapace stressed that one of the biggest things people can do as a safety measure is to attach lights on bikes. He

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gave examples of models that provide this safety factor and are easily mounted on the bike. He demonstrated the flashing features on lights made by Planet Bike, Giant Bike and Princeton Tech and noted that these lights could be purchased for \$20 to \$30. He suggested having lights on the front and back of the bike so drivers can see the cyclist. He stated that they are easy to mount and available at our own local Bike Shop. Mr. Menapace noted that the pulsing capability creates the needed visibility to protect the cyclist.

When asked by Mr. Menapace Officer Calicari stated there are roughly 200 kids riding bikes these days.

Mr. Menapace advocated the lights be used in daylight, as well as when dark, for the visibility factor so that cars will divert around the cyclist. He spoke about wearing helmets and helmet enforcement by parents and the police. He advised parents to talk to their kids and point out that riding without it buckled is not safe. He spoke about family bike rides where the parents aren't wearing bike helmets. He stated that parents need to set an example for their kids. Mr. Menapace referred to the bike safety program the Police Department ran years ago in the school where they marked bikes so if stolen they might be recovered. He suggested reinstituting that program and he offered his assistance to help out if they decided to do so.

John McNee, with a principal residence at 85 Spruce Drive and also has a home on Monroe Avenue, spoke about discussions at a previous Council meeting as to a grant coming in 2018 for roadwork on Monroe and North Monroe Avenue. He noted that in that meeting, traffic safety was discussed, and after that meeting there was monitoring by the Police Department to check speeds and they also did car counts. He questioned the outcome of that exercise. Mr. McNee stated that Monroe and North Monroe are a disaster due to being used as a cut through. He noted that many people at that meeting on North Monroe had children going to school who won't walk up to the highway because they consider it too unsafe, so they use other routes to White Street to get to school. He asked about the consideration to make it a dead end street.

Mr. Dave Cranmer, Borough Engineer for Shrewsbury spoke about the Monroe and North Monroe situation. He shared discussions he had with the Department of Transportation (DOT) that if they did make that a dead end that the DOT felt it would have an adverse impact on the traffic signal on 35. Mr. Cranmer pointed out that the DOT would have to approve whatever suggestions the Borough considers to minimize the cut through traffic. Mr. Cranmer explained that he has been involved with the DOT since that Council meeting on March 20<sup>th</sup> and has prepared 3 or 4 different alternatives involving physical improvements and signage requiring regulatory measures to see what they would approve. He stated that the goal is to implement the Borough's construction project improvement in the spring, and that whatever is decided, would be part of that project. Mr. Cranmer referenced the cut off alternative from Broad Street. He stated the challenge is making sure fire trucks, ambulances and police cars are able to navigate down the street. Mr. Cranmer stated that he has personally talked to the individual in charge of traffic signals at the DOT and in response to a possible elimination of one of the cut throughs, they would likely have to retime the signal in the morning or afternoon when the traffic is backed up from the railroad crossing. He stated that if we eliminate the cut through, the traffic is going to get worse and the traffic signal would become ineffective.

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Mr. Cranmer stated they have to consider all the potential impacts to the traffic signal and the transportation system as a whole. He stated they would arrive at something, whether its cutting it off or a no turn during certain hours, or some other solution not thought of yet. Mr. Cranmer stated that they are working on it. He explained that they have to reach out to the DOT, as they are a part of this process, and he acknowledged the big part the Police has played in the problem solving. He stated that he wants the residents to know that their concerns and comments haven't gone unnoticed. Mr. Cranmer continued that they have been researching the traffic patterns, monitoring the traffic patterns and that sparked their interest to have this discussion tonight. He stated that they know what they see but that they wanted to hear the residents' concerns, so as they move forward and advance the capital programs in the next 5, 10, or 15 years, decisions are made that are the correct fit for the community's needs.

Mr. McNee stated that he appreciated that and he discussed the different options that would affect the businesses and other streets. His concern was that he is noticing that it is getting increasingly worse, and not just the cut through off 35, but as a major cut through in both directions, which is going across 4 lanes and zigzagging where this is no real middle lane to turn.

Mr. Cranmer responded that if they do one thing, they have to analyze what the impact is going to be on the surrounding roads, as they don't want to make anything worse.

McNee referred to the sequence with the traffic signal on Newman Springs Road where the default goes back to Newman Springs Road every time there is a train. He spoke about how backed up it gets and will be backed up past The Grove during the holidays. Mr. McNee thanked everyone involved in the problem solving for their help.

Abdel Kanan, 33 Monroe Avenue, spoke about his 7<sup>th</sup> grader, and being very concerned with the traffic. In the interim, he proposed reinstituting the speed traps which seem to help when in place. He suggested signs reminding folks it is 25 miles an hour until we get to the spring. Mr. Kanan stated that his son walks from school to home following the highway route causing them to be anxious until he gets home safely. He stated that they tell him to cut into the mall and walk so he doesn't have to be on the highway. He noted that the School Zone ends right after Bagel Master and suggested that maybe it could be extended to around Meadow Drive or a little longer. He questioned if they had given any thought to having another crossing guard in the Meadow Drive area or at least a police presence.

Officer Calicari stated that the School Zone is determined by the state and that they don't have any control over that. Mr. Kanan reiterated that there are lots of kids walking in that area and he finds that concerning as he is interested in preventive measures.

Mr. McNee stated, that to the suggestion of encouraging people to park on the street, he has already lost two side mirrors and the drivers that hit them don't stop or care. He stated that the problem is the volume of cars that come through and the speed they exercise coming through. He talked about the part of the plan or grant that considered putting sidewalks on the North side of Monroe or the West side of North Monroe. He noted that they would have to move the utility poles, causing a decrease the amount of parking driveway space, forcing cars to move out into the road.

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Walt Huresky 319 Sycamore Avenue, Shrewsbury Program Director for 'Safe Routes to School', and representative for safety concerns for the Shrewsbury School community thanked the Mayor and Council for organizing this discussion. Mr. Huresky shared the concerns of the community, referred to as 'pain points' identified by the community. He shared the information gathered from a survey conducted on why people hesitate having their children walk to school. He identified a few of the key pedestrian corridors of concern with one being White Street, which is one of the main thoroughfares for pedestrian traffic. Mr. Huresky spoke of the 3PM rush of school children, stated as being a problematic time of day. He stated that the kids going to school was more of a trickling effect of kids than a rush. He suggested that as a problem is identified, they are open for discussion of potential solutions.

He asked the Police Officers present how to address that after school rush. Lt. Calicari responded that this meeting is for information gathering and there is an engineering part, as well as, an enforcement part. He stated that they needed the parents help as well. He stated that they can only do so much; we know all the danger spots in town.

Mr. Huresky discussed that the Borough cannot shut down a road, as is done in other towns, during the hours the children are arriving or leaving school. He stated that they realize that is not a possible solution for Shrewsbury Borough, he asked for other ideas.

Kim Eulner, 221 Beechwood Drive, spoke about the cars speeding up and down her road. She noted that many of the offenders are our own residents. She gave examples of people riding her tail because she is doing the speed limit. She stated it's a case of the 'Rules don't apply to me' and it seems to be almost human nature how we operate these vehicles. She stated that one solution is having our Police enforce the speed limit with tickets. Officer Calicari responded that they have waited to allow the kids who are walking to leave until they get the cars moved out. They have also tried staggering the time of dismissing the children.

Mr. Huresky spoke again about the issue of Police enforcement and he referred to the sting operations at the crosswalks that former Chief Lou Ferraro would initiate and how he encountered almost getting hit by cars that came speeding through. Mr. Huresky stated that he would love to see repetitive sting operations several times of year that result in tickets for the offenders. He stated that it was blatant disrespect and disregard for the safety of people in the crosswalk and he would love to see more ticketing for speeding which he felt would be very effective.

Kim Eulner, spoke to how Fair Haven enforces ticketing when you are only slightly over the speed limit. She spoke to lowering the speed limit to 20 MPH on White Street, Obre Place, Samara Drive and Birch Drive just to name a few.

The Engineer, Mr. Cranmer, responded the State would have to be petitioned to change those speed limits. He stated that we can put up suggested speed limit signage for whatever we want but it can't be enforced in court.

Siobhan Lillis 116 White Street, stated that she lives on the corner of Borden and White St. and she noted how her kids play in the front yard. She spoke of her fear of one of them getting hit innocently because of the cars speeding up and down the street. She stated her desire to have a

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stop sign at Borden Street. She suggested different options to slow people down like a 4 way stop, or rumble strips on the road.

Officer Clark responded that residents would be subjected to hearing cars running over the rumble strips all night long. He spoke to the possibility of having flashers with the speed of the car in each direction and gave reasons why a police car sitting there isn't feasible given present manpower.

Mr. Cranmer responded to Ms. Lillis' request for a stop sign at Borden St. He pointed out that most the time they are not going as fast as you may think they are going. He commented that stop signs may actually cause more harm than good as studies have shown that you actually have a net increase in speed in these situations. He noted that White Street is on the Borough's 5 year horizon for improvements and based on the residents' concerns, they will look to design, into those improvements, some of these suggestions to make things safer.

Mr. Cranmer gave examples of what they did to achieve traffic calming on Patterson Avenue which included a slight narrowing in the road creating a visual environment which makes you feel you are going faster than you really are. He spoke about the different things done to create this visual environment that created the feeling that the driver is entering a gateway into a neighborhood. He pointed out the problem with White Street being so narrow, requiring us to think outside the box. Mr. Cranmer stated the volume of cars seems to be the issue and diverting traffic may provide the solution.

Councilman Eddy spoke to the issue of ticket enforcement noting the Police are not here to just write tickets, they are hired to provide protection and have many other duties as well.

Devon Morton, 80 Birch Drive, spoke to the issue of the test drives being done by the car dealerships on Birch Drive. She informed the Council that she has called the dealerships directly in the past month. She noted that they aren't the ones doing the test drives. Officer Clark has addressed this issue with the dealerships and suggested they direct their customers down Newman Springs Rd. Ms. Morton suggested having a campaign to 'slow down our town' and promoting a 'take our town back' concept. She suggested selling signs to residents and maybe using that money towards the bike lights safety endeavor. She suggested maybe incorporating car seat checks with helmet checks. She referred to the 'Paint the Town Pink' or the 5K having signs hung across Patterson Avenue; we could put one reading 'Slow Down'. She stated that the speeds are out of control and it is time to take our town back. The Council discussed her suggestions and the idea of making it a campaign by promoting slowing down by having targeted enforcement several times a year. They discussed the need to get parents involved and putting warnings out that if you speed you will be ticketed.

Ursula Henry, 72 Trafford Street, spoke about getting honked at for driving the speed limit. She pointed out the intersection of Frances Street and Trafford Street as being an area where the majority of people speed through. She noted that she has resorted to using cones to slow people down.

Amanda Ngo, 118 Borden Street, expressed that she loves the idea of the community safety campaign. Ms. Ngo stated that cars are definitely going faster down White Street and in the

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Borden Street area heading towards Garden Road as they come in from Rt. 35. Ms. Ngo suggested allowing one car per household on the street and make parking available to only residents on the street especially from 9 to 5. She suggested having a system where residents can register their car with the town to control the issue with parking on the street. Ms. Ngo shared her concern with the lack of visibility due to the parked cars. She referred to the crosswalk on Sycamore Avenue that sometimes you don't see a person until your right up to them. She suggested considering another crosswalk further down on Sycamore Avenue near Dorchester with flashing lights to alert drivers. Mr. Huresky agreed it was time to make Shrewsbury much more pedestrian friendly.

Melissa Anderson 50 Court Drive, stated she would like to see a second crosswalk near Court Drive that allows crossing over to Elm or Dorchester for the children on that end of Sycamore. She pointed out that it's five streets that her son has to pass over when riding his bike before he can even get to the crosswalk on Sycamore and she questioned if it is safe for him to go down that far. She stated that Beechwood and Garden Rd. are very difficult roads to see even pedestrians who are walking or running. She stated that you have to get out into the road to even see the oncoming traffic. Additionally she suggested the idea of reducing the speed from Little Silver heading toward Rt. 35.

Edie Cahill, 112 Beechwood Drive spoke about Beechwood Drive and Sycamore with the pillars and how they create a visibility barrier. She added that she herself almost hit kids there. She spoke about the problem that when you slow down, anticipating someone crossing, cars almost hit you in the back. She spoke about the usage of White Street as a cut through to Sycamore Ave.

Bill Gerth, East End Avenue, provided perspectives from a pedestrian walker. He pointed out a number of intersections that are concerns, one being White Rd and Rt. 35, another over by Shrewsbury Plaza where the cross street goes from the Avenue of the Common over to the Plaza, and the third spot over by the Verizon building on Shrewsbury Avenue. He spoke about how dangerous it is as a pedestrian when you wait for the green light as there isn't any sign stating yield to pedestrian for people driving. He stated that it is an unsafe situation and requires simple signage in at least 3 areas in place of having a crosswalk.

Mr. Gerth pointed out another area of concern over near White Rd, transitioning from Little Silver to Red Bank where a pedestrian has to leave the path because it's cluttered forcing them to go out into the street to make that transition. He pointed out another location when you are walking south on Rt. 35 past the school and how the sidewalk stops at Sycamore and Rt. 35. He questioned why we can't request a sidewalk there to get you safely down to Shrewsbury Plaza.

Mr. Gerth concluded by pointing out another unsafe area is when a car exits The Grove and you are trying to cross the street, but the driver usually is only looking south and that a kid will not anticipate that scenario, so simple signage suggesting the driver look left as well in anticipation of the pedestrian walking. Mr. Gerth thanked the Council for their service to the community.

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Melissa Anderson spoke to the issue of trees branches that are covering and hanging over sidewalks. She stated that when riding a bike, they slap you in the face. She requested that the Borough enforce that homeowners trim their trees close to the sidewalks.

Mr. Huresky suggested vocalizing these concerns to Mr. Woods.

Pat Menna, White Street, spoke to the speed on White Street from landscapers, residents and delivery trucks that mistake White St. for White Rd. He spoke about the need for enforcement of the speed limit because of the kids. He referred to being on the Traffic Committee over a decade ago where he was involved in an effort to do something like speed bumps or stop signs. He stated that they were advised that with White St. being an intersecting street with Rt. 35 they couldn't affect the traffic flow. However, he spoke about being in Edison that day where an intersecting street with Route 27 had stop signs and speed bumps on the street. He questioned why it couldn't be done here.

Mr. Menapace responded that when they suggested these same ideas they were told you couldn't do stop signs because if there was an incident on Rt. 35 and in the event that they would have to close Rt. 35, the side streets would have to be kept relatively unrestricted to be able to drain the traffic off 35. They discussed lowering the speed limit on the road to 20 MPH.

Mr. Cranmer informed the public that the state says the speed limit is 25 MPH in a residential zone. Mr. Cranmer responded that is what they call the statutory speed limit and would require enacting a Municipal Ordinance on top of a statutory speed limit. He stated the next step would be to petition the state and demonstrate the reason why the speed limit should be dropped.

The Council and the residents present discussed the enforcement issue and if Class 1 Officers could do targeted enforcement due to the fact that on a typical day we have two officers on; a Sergeant and one of the officers is at the school, which poses a manpower problem. They discussed whether a municipal court fine would be enforceable as the state has to approve the reduction in speed and a Municipal Ordinance wouldn't be enforceable under Title 39. It was noted that a Class 1 police officer couldn't enforce the radar as it has to be certified.

Mr. Cranmer responded that every one of these ideas will be considered. He stated that he will take all the ideas shared this evening and try to come up with some solutions solving as many issues as possible.

Mr. Huresky stated that the sports activities on weekends brings lots of out of town people to White St along with the traffic and speed issues. He noted that the traffic volume on the road makes the whole situation that much more intense. He suggested along Sycamore reducing the Speed limit from 40 to 35 and noted that on Rt. 35 in front of the Grove the speed limit is 35 mph. Mr. Cranmer advised the public that they will be resurfacing Rt. 35 from Ocean Twp to Red Bank although it may not be until this time next year. At that time the plan is to update the traffic signals to a radar detection and installing barrier free ramps.

Mr. Huresky pointed out that they are intending to make all of Rt. 35 a 35 MPH limit, but Sycamore Avenue is still going to be 40 mph. He questioned how do we petition to have that reduced to 35 mph? Mr. Cranmer pointed out that Sycamore is a County Rd so we don't have control over that at a municipal level but that he would look into it. Mr. Huresky thanked

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everyone for participating in this discussion and problem solving and he gave kudos to the police force for doing a great job.

Councilwoman DerAsadourian thanked everyone for coming and acknowledged the great feedback they received from the residents.

**Consent Agenda:**

~~Resolution #2017-90 (Adopting Updated Plan for Existing Length of Service Award Plan—LOSAP)~~

Approval for Chanukah Menorah Lighting at the Municipal Complex on December 13, 2017 at 6:30PM

Resolution #2017-91 (Authorize Shared Service Agreement with Eatontown Borough For Brush Compost Services)

Authorize the Mayor and Clerk to sign the Shared Service Agreement with Eatontown for Brush Compost Services

Resolution #2017-92 (Authorizing the Cancellation of Borough checks Exceeding Six Months)

Appoint Beverlee Akerblom as Alt. #2 to the Zoning Board of Adjustment

Councilman Eddy requested that Resolution #2017-90 be removed from the consent agenda for further discussion. Councilman Moran motioned to approve the consent agenda with the removal of Resolution #2017-90 for further discussion, seconded by Councilman Anderson and approved by the following roll call vote:

AYES: Anderson, DerAsadourian, DeSalvo, Eddy, Meyer & Moran

NAYS: None

ABSTAIN: None

Councilman Eddy questioned if we have the right vendor for that service. Mr. Seaman explained the LOSAP program which is available to the volunteers, where in essence they receive a contribution from the Borough toward a deferred compensation plan which goes towards their retirement. Councilman Eddy discussed his concerns with the current vendor and he expressed his desire to look to see what other vendors may have a better program for this function. After discussion, it was decided that this resolution would be tabled for this meeting.

Councilman Anderson motioned to table Resolution #2017-90, seconded by Councilman DeSalvo and approved by the following roll call vote:

AYES: Anderson, DerAsadourian, DeSalvo, Eddy, Meyer & Moran

NAYS: None

ABSTAIN: None

**Administrator's Report**

Mr. Seaman reported that the Assessor informed him that the assessment post cards have gone out. The Assessor reported that the Borough's valuation had gone up approximately \$30 Million which represents a 2.6% increase in valuation. If an individual's property assessment increases by this 2.6% then their taxes will increase only by the amount of the actual tax increase from the Borough. Councilman Eddy questioned how Shrewsbury compares to the surrounding towns. They discussed this issue and stated they would be looking into acquiring that information so they could do a comparison.



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Mr. Seaman stated that the Newsletter deadline for articles is December 11<sup>th</sup>.

He reported that he attended the League of Municipalities and at his budget seminar, the representative of the State stated that they are extending the date for the introduction of the budget to March 16<sup>th</sup> and the adoption date to April 16<sup>th</sup>. Mr. Seaman noted that we could introduce the Borough budget on March 19<sup>th</sup> and adopt on April 16<sup>th</sup> if we choose to do so.

Administrator Seaman stated that the RFP notice has been advertised in the paper and posted on the Borough website. He noted that the RFP's will be due on December 13<sup>th</sup>.

Mr. Seaman and Mr. Eddy discussed the new BAN that will be issued on December 19<sup>th</sup> to cover the road programs and some of the financing on the Fire truck.

### **Reports of Council**

Councilman Anderson reported that there is a Board of Education meeting tomorrow night at the school. He also reported on the Fire Departments successful comedy night fundraiser.

Councilwoman DerAsadourian had no report

Councilman DeSalvo reported that the Santa Run is scheduled for December 17<sup>th</sup> with a drop off date of December 16<sup>th</sup>. Mr. DeSalvo reported on the recreation programs. He stated that the soccer program has concluded, flag football has started, and registration for basketball has begun.

Councilman Eddy reported budget meetings would be coming up in the vicinity of December 14<sup>th</sup> or 15<sup>th</sup>.

Councilman Meyer had no report.

Councilman Moran reported that next year the Borough will issue a reminder to residents about the October 31<sup>st</sup> cutoff for brush pickup. He spoke about the issues DPW is dealing with due to residents putting brush out after the cutoff. Mr. Moran reported that the Ave of the Common road project would be finishing up within a couple of weeks.

**Mayor's Report** – reported on meetings and events that he attended which included the Veteran's Day celebration at SBS; the Homesteaders meeting; the JCP&L appreciation luncheon in Tinton Falls; the Shade Tree Commission's monthly meeting; the DAR quarterly meeting and the League of Municipalities meeting in Atlantic City. Additionally, he attended a Safety and Security workshop along with Superintendent Brent MacConnell & Chief Officer in Charge, Bob Turner which was sponsored by TechXtend in Eatontown. Mayor Burden stated that he sent 14 letters to our local businesses complimenting them on their fall plantings and decorations and continued property maintenance. The Mayor concluded his report stating that he accepted the Sustainable New Jersey plaque which was awarded to Shrewsbury Borough in recognition of their accomplishments in attaining recertification at the Bronze Level through 2020. Mayor

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Burden acknowledged the efforts and work that Jill Gwydir and Tim Thomas have given through the Environmental Commission and the Green Team.

**Correspondence**

Municipal Clerk Krueger reported on the results of the General Election that was held on November 7<sup>th</sup> where two Borough Council seats were up. Clerk Krueger reported that Erik Anderson received 972 votes; Kimberly Doran Eulner received 962 votes; Daniel Scaggs received 661 votes; and Shane Berkelaar received 659 votes.

**Open the Meeting to the Public**

Councilman Meyer motioned to open the meeting to the public, seconded by Councilman Moran, and approved by all Council present.

**Close the Meeting to the Public**

Seeing no one wishing to speak, Councilman Meyer motioned to close the meeting to the public, seconded by Councilman Moran, and approved by all Councilmember's present. The Mayor noted that there were 4 people remaining in the public at this time.

**Payment of the Bills**

Councilman Eddy motioned to approve the bills list in the amount of \$132,244.50, seconded by Councilman Moran, and approved by the following vote:

AYES: Anderson, DerAsadourian, DeSalvo, Eddy, Meyer & Moran  
NAYS: None  
ABSTAIN: None

Mr. Eddy noted that a little over \$100,000.00 of that was for the DPW truck,

**Adjourn**

The Mayor stated that the Council would be entering back into Executive Session. Councilman Moran motioned to adjourn the meeting at 8:52PM to enter into Executive Session, seconded by Councilman Meyer and approved by Roll Call Vote with all members present voting yes.

**Public Meeting Reconvened**

The public meeting reconvened at 9:54 PM

**Adjourn**

Seeing no one present from the public and with no further business to conduct, Councilman DeSalvo motioned to adjourn the meeting at 9:54PM, seconded by Councilman Anderson, and approved by Roll Call Vote with all members present voting yes.

**Attest:** \_\_\_\_\_  
Kathleen P. Krueger, RMC - Municipal Clerk

**Approve:** \_\_\_\_\_  
Donald Burden – Mayor