

CITY OF RYE

NOTICE

There will be a joint meeting of the City Council of the City of Rye and the Rye City School District Board of Education on Saturday, April 9, 2011, at 9:00 a.m. in the Council Room of City Hall. *It is anticipated that the Council and Board will adjourn into Executive Session at the end of the meeting to discuss personnel.*

AGENDA

1. Pledge of Allegiance.
2. Roll Call.
3. Traffic and Pedestrian Safety Initiatives Update.
 - Summary on the completion of the stimulus projects adjacent to the schools.
 - Shared Roadways Initiatives: new project identification process, road sharrows
 - Safe Routes to Schools Initiatives
4. Discussion on a joint statement on mandate relief.
5. Review of fields and facilities management scheduling and IMA.
6. Modified Drugs, Alcohol, and Safety Program Outline.
7. Executive Session.
8. Adjournment.

The next regular meeting of the Rye City Council will be held on Wednesday April 13, 2011.
The next regular meeting of the Rye City School District Board of Education will be held on
Tuesday April 12, 2011.



CITY COUNCIL AGENDA

NO. 3

DEPT.: City Council

DATE: April 9, 2011

CONTACT: Mayor Douglas French

AGENDA ITEM: Traffic and Pedestrian Safety Initiatives Update.

FOR THE MEETING OF:

April 9, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The City Manager, the Rye Shared Roadways Committee, and the Safe Routes to School Committee will provided an update on the following:

- Summary on the completion of the stimulus projects adjacent to the schools
- Shared Roadways Initiatives: new project identification process, road sharrows
- Safe Routes to Schools Initiatives

Summary on the completion of the Stimulus Projects adjacent to the schools

- Recap of Stimulus Projects
- Sidewalk Program Analysis within 2000 ft radius of school properties



ENGINEERING DEPARTMENT MEMORANDUM

DATE: April 7, 2011
TO: Scott D. Pickup, City Manager
FROM: Christopher A. Tallarini, Assistant City Engineer
SUBJECT: Sidewalk Program Analysis Within 2000 FT Radius of School Properties

Scott,

Herein included is an analysis of all sidewalk work done since 2005 within a 2000 FT radius of each school property. 2000 FT is 0.38 miles and is considered a reasonable walking distance.

I analyzed the following schools/school districts:

1. Midland School
2. Milton School
3. Osborn School
4. Rye Neck School District
5. Rye Middle/High School

My findings are as follows:

The City of Rye, combined with resident repairs mandated under our sidewalk program, dedicated approximately **92%** of spent funding to the aforementioned zones.

The break down is as follows:

<i>Total amount spent by the City of Rye:</i>	<u>\$348,629.86</u>
<i>Total amount spent by property owners:</i>	<u>\$241,385.85</u>
<i>Grand total of all sidewalk related expenditures within a 2000 FT radius of school properties since 2005:</i>	<u>\$590,015.71</u>
<i>Grand total of all sidewalk related expenditures since 2005:</i>	<u>\$645,345.47</u>

Please note that this analysis includes all sidewalk work done by the City of Rye, including capital projects funded by sources other than the sidewalk maintenance program.



ENGINEERING DEPARTMENT MEMORANDUM

A breakdown of this information by school district is attached, along with a summary of this analysis and associated mapping.

I am currently developing a sidewalk repair list for the 2011 season and will update you as soon as it is available. We are addressing all complaints first, with prior written notice taking precedence.

Regards,

A handwritten signature in blue ink, appearing to read 'Chris Tallarini', is written over the typed name.

Christopher A. Tallarini
Assistant City Engineer

Summary	City		Owner		City		Owner		City	
	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sidewalk Costs	Apron Cost	Sidewalk Cost	Apron Cost	Handicap Ramp	Handicap Ramp Cost
<i>Grand Totals</i>	<i>36,034.20</i>	<i>532.00</i>	<i>26,035.50</i>	<i>2,816.50</i>	<i>\$330,049.86</i>	<i>\$7,230.00</i>	<i>\$223,290.94</i>	<i>\$18,094.91</i>	<i>19</i>	<i>\$11,350.00</i>
<i>Total Amount Spent by City of Rye:</i>		<i>\$348,629.86</i>								
<i>Total Amount Spent by Property Owners:</i>		<i>\$241,385.85</i>								
<i>Grand Total of All Sidewalk Related Expenditures Within 2000 FT Radius of School Properties</i>		<i>\$590,015.71</i>								
<i>Grand Total of All Sidewalk Related Expenditure Since 2005:</i>		<i>\$640,345.47</i>								
<i>Percentage Spent Within 2000 FT Radius:</i>		<i>92.14%</i>								

Osborn School	City		Owner		City		Owner		City	
	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sidewalk Costs	Apron Cost	Sidewalk Cost	Apron Cost	Handicap Ramp	Handicap Ramp Cost
35 La Salle	192.00	64.00	0.00	0.00	\$1,824.00	\$672.00	\$0.00	\$0.00	0	\$0.00
57 Drake	240.00	0.00	0.00	0.00	\$2,280.00	\$0.00	\$0.00	\$0.00	0	\$0.00
19 Drake	144.00	0.00	0.00	0.00	\$1,368.00	\$0.00	\$0.00	\$0.00	0	\$0.00
27 Hughes	480.00	0.00	64.00	64.00	\$4,560.00	\$0.00	\$608.00	\$672.00	0	\$0.00
81 Florence	64.00	0.00	0.00	0.00	\$608.00	\$0.00	\$0.00	\$0.00	0	\$0.00
63 Florence	0.00	0.00	144.00	0.00	\$0.00	\$0.00	\$1,368.00	\$0.00	0	\$0.00
100 Glen Oaks	160.00	0.00	0.00	0.00	\$1,520.00	\$0.00	\$0.00	\$0.00	0	\$0.00
110 Glen Oaks	136.00	0.00	0.00	0.00	\$1,292.00	\$0.00	\$0.00	\$0.00	0	\$0.00
53 Coolidge	96.00	16.00	0.00	0.00	\$912.00	\$168.00	\$0.00	\$0.00	0	\$0.00
41 Coolidge	96.00	48.00	0.00	0.00	\$912.00	\$504.00	\$0.00	\$0.00	0	\$0.00
49 Coolidge	128.00	16.00	0.00	0.00	\$1,216.00	\$168.00	\$0.00	\$0.00	0	\$0.00
89 Coolidge	64.00	0.00	48.00	90.00	\$608.00	\$0.00	\$456.00	\$945.00	0	\$0.00
11 Glen Oaks	262.00	100.00	236.00	270.00	\$2,489.00	\$1,050.00	\$2,242.00	\$2,835.00	0	\$0.00
6 Eldredge Ct	0.00	0.00	600.00	0.00	\$0.00	\$0.00	\$5,700.00	\$0.00	0	\$0.00
2 Eldredge Pl	0.00	0.00	375.00	0.00	\$0.00	\$0.00	\$3,562.50	\$0.00	0	\$0.00
8 Eldredge Ct	0.00	0.00	325.00	0.00	\$0.00	\$0.00	\$3,087.50	\$0.00	0	\$0.00
402 Boston Post Rd	0.00	0.00	275.00	0.00	\$0.00	\$0.00	\$2,612.50	\$0.00	0	\$0.00
330 Boston Post Rd	0.00	0.00	1,550.00	280.00	\$0.00	\$0.00	\$14,725.00	\$2,940.00	0	\$0.00
15 Glen Oaks	292.00	0.00	380.00	0.00	\$2,336.00	\$0.00	\$3,040.00	\$0.00	0	\$0.00
10 Fullerton	0.00	0.00	224.00	44.00	\$0.00	\$0.00	\$2,128.00	\$462.00	0	\$0.00
Coolidge & Wilson (Empty Lot)	0.00	0.00	1,180.00	0.00	\$0.00	\$0.00	\$9,440.00	\$0.00	1	\$725.00
5 Wilson	200.00	0.00	0.00	0.00	\$1,600.00	\$0.00	\$0.00	\$0.00	0	\$0.00
16 Glen Oaks	64.00	0.00	0.00	0.00	\$512.00	\$0.00	\$0.00	\$0.00	0	\$0.00
26 Glen Oaks	464.00	0.00	0.00	0.00	\$3,712.00	\$0.00	\$0.00	\$0.00	0	\$0.00
21 Walker	200.00	0.00	0.00	0.00	\$1,600.00	\$0.00	\$0.00	\$0.00	0	\$0.00
32 Glen Oaks	268.00	0.00	0.00	0.00	\$2,144.00	\$0.00	\$0.00	\$0.00	0	\$0.00
27 La Salle	288.00	0.00	96.00	0.00	\$2,304.00	\$0.00	\$768.00	\$0.00	0	\$0.00
10 LaSalle	0.00	0.00	64.00	34.00	\$0.00	\$0.00	\$512.00	\$297.50	0	\$0.00
66 Glen Oaks	616.00	0.00	0.00	0.00	\$4,928.00	\$0.00	\$0.00	\$0.00	0	\$0.00
Osborn School	134.00	0.00	2,032.00	120.00	\$1,072.00	\$0.00	\$16,256.00	\$1,050.00	0	\$0.00
11 Oakland Beach Ave	88.00	0.00	160.00	114.00	\$742.72	\$0.00	\$1,350.40	\$1,051.08	0	\$0.00
99 Allendale Drive	144.00	0.00	412.00	0.00	\$1,215.36	\$0.00	\$3,477.28	\$0.00	0	\$0.00
62 Allendale Drive	84.00	0.00	148.00	127.50	\$690.48	\$0.00	\$1,249.12	\$117.56	0	\$0.00
57 Allendale Drive	0.00	0.00	354.00	0.00	\$0.00	\$0.00	\$2,987.76	\$0.00	0	\$0.00
76 Coolidge Avenue	95.00	0.00	399.00	0.00	\$780.90	\$0.00	\$3,367.56	\$0.00	0	\$0.00
11 Glen Oaks Drive	265.00	0.00	327.50	140.00	\$2,178.30	\$0.00	\$2,764.10	\$129.08	1	\$725.00
367 Boston Post Road	230.00	0.00	0.00	0.00	\$1,890.60	\$0.00	\$0.00	\$0.00	0	\$0.00
365 Boston Post Road	100.00	0.00	85.00	133.00	\$822.00	\$0.00	\$717.40	\$122.63	0	\$0.00
363 Boston Post Road	0.00	0.00	208.00	0.00	\$0.00	\$0.00	\$1,755.52	\$0.00	0	\$0.00

2 Glen Oaks Drive	0.00	0.00	326.00	0.00	\$0.00	\$0.00	\$2,751.44	\$0.00	0	\$0.00
401 Boston Post Road	0.00	0.00	250.00	0.00	\$0.00	\$0.00	\$2,110.00	\$0.00	0	\$0.00
403 Boston Post Road	0.00	0.00	50.00	154.00	\$0.00	\$0.00	\$422.00	\$141.99	0	\$0.00
411 Boston Post Road	0.00	0.00	230.00	104.00	\$0.00	\$0.00	\$1,941.20	\$95.89	0	\$0.00
415 Boston Post Road	0.00	0.00	140.00	119.00	\$0.00	\$0.00	\$1,181.60	\$109.72	0	\$0.00
423 Boston Post Road	0.00	0.00	150.00	0.00	\$0.00	\$0.00	\$1,266.00	\$0.00	0	\$0.00
429 Boston Post Road	0.00	0.00	92.50	126.00	\$0.00	\$0.00	\$780.70	\$116.17	0	\$0.00
435 Boston Post Road	0.00	0.00	246.50	105.00	\$0.00	\$0.00	\$2,080.46	\$96.81	0	\$0.00
441 Boston Post Road	0.00	0.00	44.00	93.00	\$0.00	\$0.00	\$371.36	\$85.75	0	\$0.00
5 Osborn Road	0.00	0.00	0.00	0.00	\$0.00	\$0.00	\$0.00	\$0.00	0	\$0.00
3 Osborn Road	0.00	0.00	128.00	0.00	\$0.00	\$0.00	\$1,080.32	\$0.00	0	\$0.00
1 Osborn Road	16.00	0.00	68.00	0.00	\$131.52	\$0.00	\$573.92	\$0.00	0	\$0.00
Sonn Drive (Road Diet)	677.00	0.00	0.00	0.00	\$11,437.88	\$0.00	\$0.00	\$0.00	5	\$4,625.00
Oakland Beach Avenue Red Oak - Allendale	8,615.00	0.00	0.00	0.00	\$79,867.05	0	0	0	0	\$0.00
Theall Road	9,000.00	0.00	0.00	0.00	\$43,467.00	\$0.00	\$0.00	\$0.00	0	\$0.00
Totals	23,902.00	244.00	11,411.50	2,117.50	\$183,020.81	\$2,562.00	\$98,733.64	\$11,268.16	7	\$6,075.00

<i>Midland School</i>	City		Owner		City		Owner		City	
	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sidewalk Costs	Apron Cost	Sidewalk Cost	Apron Cost	Handicap Ramp	Handicap Ramp Cost
Palisades and Midland Intersection	350.00	0.00	0.00	0.00	\$3,244.50	\$0.00	\$0.00	\$0.00	0	\$0.00
381 Midland	230.00	210.00	0.00	0.00	\$2,185.00	\$2,205.00	\$0.00	\$0.00	0	\$0.00
160 Midland	61.00	0.00	0.00	0.00	\$579.50	\$0.00	\$0.00	\$0.00	0	\$0.00
30-32 Palisades	140.00	78.00	0.00	0.00	\$1,330.00	\$819.00	\$0.00	\$0.00	0	\$0.00
60 Palisades Rd	0.00	0.00	220.00	60.00	\$0.00	\$0.00	\$2,090.00	\$630.00	0	\$0.00
25 Goldwin St	0.00	0.00	80.00	20.00	\$0.00	\$0.00	\$760.00	\$210.00	0	\$0.00
40 Cedar	0.00	0.00	384.00	0.00	\$0.00	\$0.00	\$3,648.00	\$0.00	0	\$0.00
66 Midland	0.00	0.00	140.00	0.00	\$0.00	\$0.00	\$1,330.00	\$0.00	0	\$0.00
3 Horton/Horton and Forest	0.00	0.00	1,005.00	100.00	\$0.00	\$0.00	\$8,040.00	\$875.00	0	\$0.00
Midland School	116.00	0.00	1,008.00	28.00	\$928.00	\$0.00	\$8,064.00	\$245.00	0	\$0.00
Totals	897.00	288.00	2,837.00	208.00	\$8,267.00	\$3,024.00	\$23,932.00	\$1,960.00	0	\$0.00

	City		Owner		City		Owner		City	
	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sidewalk Costs	Apron Cost	Sidewalk Cost	Apron Cost	Handicap Ramp	Handicap Ramp Cost
<i>Milton School</i>										
77 Hewlett Ave	50.00	0.00	125.00	75.00	\$400.00	\$0.00	\$1,000.00	\$656.25	0	\$0.00
720 Milton Road	320.00	0.00	0.00	0.00	\$2,560.00	\$0.00	\$0.00	\$0.00	0	\$0.00
Totals	370.00	0.00	125.00	75.00	\$2,960.00	\$0.00	\$1,000.00	\$656.25	0	\$0.00

<i>Rye Neck</i>	City		Owner		City		Owner		City	
	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sidewalk Costs	Apron Cost	Sidewalk Cost	Apron Cost	Handicap Ramp	Handicap Ramp Cost
2 Rye Rd	0.00	0.00	795.00	0.00	\$0.00	\$0.00	\$6,360.00	\$0.00	0	\$0.00
1 Rye Rd	0.00	0.00	275.00	0.00	\$0.00	\$0.00	\$2,200.00	\$0.00	0	\$0.00
3 Woodland Dr	40.00	0.00	835.00	0.00	\$320.00	\$0.00	\$6,680.00	\$0.00	0	\$0.00
2 Woodland Dr	0.00	0.00	510.00	0.00	\$0.00	\$0.00	\$4,080.00	\$0.00	0	\$0.00
1 Overdale Rd	0.00	0.00	425.00	0.00	\$0.00	\$0.00	\$3,400.00	\$0.00	0	\$0.00
6 Overdale Rd	80.00	0.00	365.00	0.00	\$640.00	\$0.00	\$2,920.00	\$0.00	0	\$0.00
5 Brevoort Lane	0.00	0.00	292.00	0.00	\$0.00	\$0.00	\$2,336.00	\$0.00	0	\$0.00
1 Brevoort Lane	88.00	0.00	448.00	0.00	\$704.00	\$0.00	\$3,584.00	\$0.00	0	\$0.00
120 Boston Post Rd	0.00	0.00	50.00	0.00	\$0.00	\$0.00	\$400.00	\$0.00	0	\$0.00
110 Boston Post Rd	0.00	0.00	100.00	0.00	\$0.00	\$0.00	\$800.00	\$0.00	0	\$0.00
66 Boston Post Rd	0.00	0.00	555.00	90.00	\$0.00	\$0.00	\$4,440.00	\$787.50	0	\$0.00
Johnson Place - City Limits	8,067.20	0.00	0.00	0.00	\$79,745.05	\$0.00	\$0.00	\$0.00	5	N/A
Totals	8,275.20	0.00	4,650.00	90.00	\$81,409.05	\$0.00	\$37,200.00	\$787.50	5	\$0.00

<i>Rye High School</i>	City		Owner		City		Owner		City	
	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sq. Ft. Sidewalk	Sq. Ft. Driveway Apron	Sidewalk Costs	Apron Cost	Sidewalk Cost	Apron Cost	Handicap Ramp	Handicap Ramp Cost
RMS/HS Behind Field on Boston Post Road	900.00	0.00	2,637.00	0.00	\$8,550.00	\$0.00	\$21,096.00	\$0.00	0	\$0.00
770 Boston Post Rd	0.00	0.00	1,000.00	75.00	\$0.00	\$0.00	\$9,500.00	\$787.50	0	\$0.00
754 Boston Post Road	0.00	0.00	325.00	0.00	\$0.00	\$0.00	\$3,087.50	\$0.00	0	\$0.00
1 Roger Sherman	0.00	0.00	0.00	0.00	\$0.00	\$0.00	\$0.00	\$0.00	0	\$0.00
774 Boston Post Rd	0.00	0.00	50.00	45.00	\$0.00	\$0.00	\$475.00	\$472.50	0	\$0.00
772 Boston Post Rd	0.00	0.00	0.00	45.00	\$0.00	\$0.00	\$0.00	\$472.50	0	\$0.00
11 Brookdale	180.00	0.00	0.00	0.00	\$1,710.00	\$0.00	\$0.00	\$0.00	0	\$0.00
RHS at Driveway entrance to Milton Road	600.00	0.00	0.00	0.00	\$5,700.00	\$0.00	\$0.00	\$0.00	4	\$2,900.00
RHS at Apawamis and Milton Intersection	375.00	0.00	0.00	0.00	\$3,562.50	\$0.00	\$0.00	\$0.00	2	\$1,450.00
Road Diet Island and Crosswalk	0.00	0.00	0.00	0.00	\$30,000.00	\$0.00	\$0.00	\$0.00	0	\$0.00
17 Brookdale	120.00	0.00	0.00	0.00	\$1,012.80	\$986.40	\$0.00	\$0.00	0	\$0.00
2 Ellis	80.00	0.00	220.00	0.00	\$675.20	\$657.60	\$1,856.80	\$0.00	1	\$925.00
882 BPR (Presbetyrian Church)	50.00	0.00	0.00	0.00	\$475.00	\$0.00	\$0.00	\$0.00	0	\$0.00
882 BPR (Presbetyrian Church)	285.00	0.00	2,780.00	161.00	\$2,707.50	\$0.00	\$26,410.00	\$1,690.50	0	\$0.00
Totals	2,590.00	0.00	7,012.00	326.00	\$54,393.00	\$1,644.00	\$62,425.30	\$3,423.00	7	\$5,275.00



OS-1

NO.	REVISION	DATE

SHEET TITLE:
 Osborn School District Sidewalk Radlus Mapping
 2000 FT RADIUS SHOWN ONLY

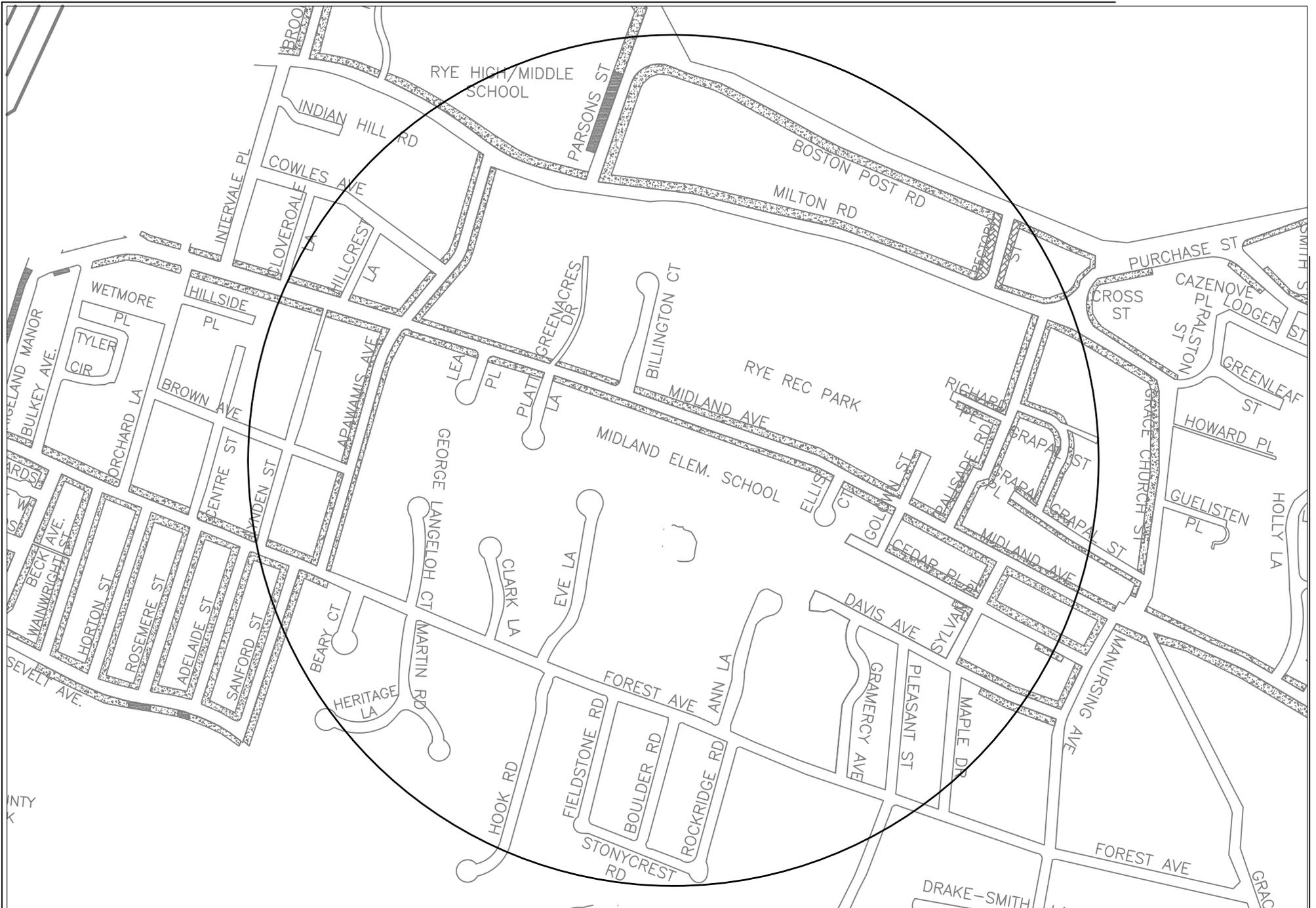
SCALE: N/A



ENGINEERING DEPARTMENT
 1051 Boston Post Road
 Rye, NY 10580

PROJECT: SIDEWALK PROGRAM ANALYSIS WITHIN WALKING DISTANCE TO SCHOOL PROPERTIES

~stamp n/a~



MD-1

NO.	REVISION	DATE

SHEET TITLE:
 Midland School District Sidewalk Radius Mapping
 2000 FT RADIUS SHOWN ONLY

SCALE: N/A



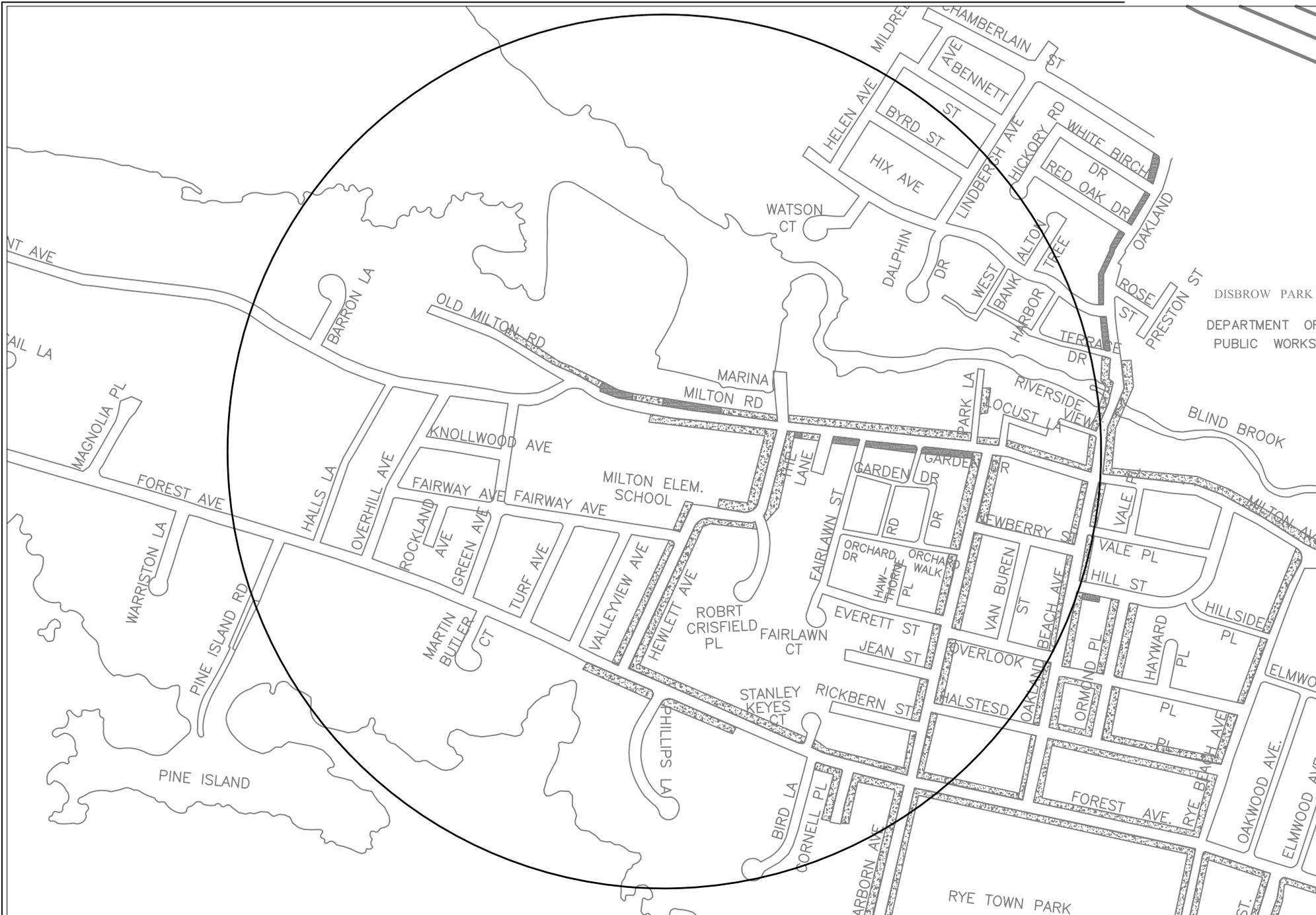
CITY OF RYE
 CITY HALL • RYE, NEW YORK 10960
 TELEPHONE (914) 967-5400

ENGINEERING DEPARTMENT

1051 Boston Post Road
 Rye, NY 10580

PROJECT: SIDEWALK PROGRAM ANALYSIS WITHIN WALKING DISTANCE TO SCHOOL PROPERTIES

-stamp n/a-



DISBROW PARK
DEPARTMENT OF
PUBLIC WORKS

ML-1

NO.	REVISION	DATE

SHEET TITLE:
Milton School District Sidewalk Radius Mapping
2000 FT RADIUS SHOWN ONLY

SCALE: N/A



ENGINEERING DEPARTMENT
1051 Boston Post Road
Rye, NY 10580

PROJECT: SIDEWALK PROGRAM ANALYSIS WITHIN WALKING DISTANCE TO SCHOOL PROPERTIES

-stamp n/a-



RN-1

NO.	REVISION	DATE

SHEET TITLE:
 Rye Neck School District Sidewalk Radlus Mapping
 2000 FT RADIUS SHOWN ONLY

SCALE: N/A



ENGINEERING DEPARTMENT
 1051 Boston Post Road
 Rye, NY 10580

PROJECT: SIDEWALK PROGRAM ANALYSIS WITHIN WALKING DISTANCE TO SCHOOL PROPERTIES

-stamp n/a-



RMHS-1

NO.	REVISION	DATE

SHEET TITLE:
 RHS/RMS School District Sidewalk Radius Mapping
 2000 FT RADIUS SHOWN ONLY

SCALE: N/A



CITY OF RYE
 CITY HALL • RYE, NEW YORK 10960
 TELEPHONE (914) 967-9400

ENGINEERING DEPARTMENT
 1051 Boston Post Road
 Rye, NY 10580

PROJECT: SIDEWALK PROGRAM ANALYSIS WITHIN WALKING DISTANCE TO SCHOOL PROPERTIES

~stamp n/a~

Shared Roadways Initiatives: New project identification process, road sharrows

- Summary of Shared Roadways Analysis to date
- Summary of School Observations and Education and Encouragement Initiatives
- What is a sharrow?



To: The Rye City Council and Rye City School District Board of Education (BOE)
From: The Rye Shared Roadways Committee
Date: 4/9/11

Re: **Summary of Shared Roadways Analysis to date**

Last year the City Council and the Board of Education met twice to discuss Pedestrian safety issues around the schools. Pedestrian safety was deemed so important, that in the fall of 2010, the City Council formed the Rye Shared Roadways Committee to examine the roadways in Rye from the perspective of all users of the roads. Of particular importance were children commuting to and from school. Utilizing the 5 Es from the Safe Routes to School program: **Engineering, Enforcement, Encouragement, Education and Evaluation** as a guiding principle, large engineering investments and increased enforcement around the schools was the focus. Given the substantial investment last year, the emphasis this year is on education and encouragement.

Educating the public is probably the most critical and challenging component in creating a pedestrian/bike friendly community. Good behavior needs to be practiced by parents as they model this behavior for their young children. Kudos goes to Helen Gates and Greg Howells for the citywide efforts education and encouragement efforts led by The YMCA's Safe Routes to Schools Committee. Helen will speak to the specific accomplishments separately.

Future Engineering Opportunities: Our Shared Roadways team conducted an analysis around each school with the goal of identifying key projects for when funding is available. Final recommendations are still evolving but we want to share our preliminary findings.

I. Osborn Elementary:

During the summer of 2010, the BPR diet was continued from Oakland Beach Avenue to just past Sonn Drive. The mouth of Sonn drive was also narrowed and the sidewalk reconstructed from the corner of Sonn Dr. to the Corner of Oakland Beach Drive. The road was also restriped giving a much larger barrier from cars.

Potential Short Term Opportunities:

- Every September, bring the children to the corner of Osborn Rd. and BPR and show them how to cross safely, and why it is the preferred crossing location. Children will hopefully educate their parents.
- With increased enrollment, and parking lots at maximum capacity, the SRTS team will be rolling out the Walking School bus initiative, on Tuesday, May 21st, which coincides with Osborn's Environmental Awareness Week

Long Term Opportunities to be considered:

- Consider moving the utility on BPR curve to create better sight distance, and increase sidewalk width.
- Repair old drive way curb cuts on BPR.
- Ask homeowners if they would consider removing their bushes and plant grass instead.

II. Midland:

Crosswalks and their location have been discovered to be the largest issue concerning Midland School.

Potential Short Term Opportunities:

- Restripe and resign all crosswalks pertaining to Midland School.
- Consider using "Crossing Flags" as shown in on P.16 of the Power point presentation.

Long Term Opportunities to be considered:

- Consider eliminating the center crosswalk and moving to a two crosswalk scenario: with one at the North playground; and one at the South in alignment with the current dismissal pattern.
 - A new northern crosswalk would bisect Midland at approximately the mid-point of the school's basketball court on the East and Rye Rec's field on the West. No catch basin would need to be moved at this location.

- The South playground crosswalk would be installed at the corner of the traffic circle and cross to Billington court.
- Restripe a new designated drop off zone by the new crosswalk.
- Diagonal stripes (indicating NOT to drop there) would be added on either side of the staff parking lot exit extending far enough up the street that kids would not be hopping out of cars next to a busy driveway and cars would have visibility to the correct drop off location.

III. Milton:

Like Midland, Milton has been observed to have a number of poorly painted and poorly signed crosswalks. In addition, the neighborhood North of Oakland Beach Avenue must traverse a maze of interior streets to arrive at school safely.

Potential Short Term Opportunities:

- Move the crosswalk from the North side of Forest Avenue and Hewlett to the South side to improve crossing safety.
- Resign and restripe all crosswalks in a consistent manner.
- Use the "crossing flags" mentioned on P. 17 in the Power Point presentation.

Long Term Opportunities to be considered:

- Consider the placement of a new crosswalk on or near Dearborn Ave. to aid those families in the Northern Oakland Beach neighborhood safer travel to school.
- Consider the placement of an additional Pedestrian Crossing signal at the Le Panetierre corner of Oakland Beach and Milton.

IV. RMS/RHS:

Motorists continue to fail to yield to students in the crosswalks around the HS. Specifically egregious has been the crosswalk directly in front of the school on Parsons. Sun glare is an issue for the motorist travelling on Parsons towards Milton Rd. Parents dropping off their children have a tendency to not pull up fully in the lane, leaving car volume extended to the Post Rd.

Potential Short Term Opportunities:

- Place a traffic bollard in the center of the principal crosswalk on Parsons to draw attention to students in the crosswalk.
- Consider painting dark zebra stripes in front of the exit at Rye Presbyterian to alert exiting drivers of students passing in front.
- Resign and repaint all crosswalks in the vicinity of the school
- Consider moving the bike racks to the front of the school; similar to the HS
- Leave the field gates open so that children can cut through avoiding the congestion at the front of the school.
- Enforce the sidewalk policy by ensuring that snow is removed in a timely manner.

Long Term Opportunities to be considered:

- Explore the improvement of the Eve Lane cut through.
- Consider paving the goat path that runs parallel to the brook

Other Opportunities:

- Highlight the East Coast Greenway
- Introduce Sharrows Bike markings and bike boxes and do we have enough bike racks to handle?
- Re-instate the Youth Committee to the City Council with a focus on pedestrian safety issues and sustainability

Rye Shared Roadways Committee

Summary of School Observations and Education and Encouragement Initiatives

Presented to the Rye City Council &
The Rye City School District Board of
Education

April 9th, 2011

Rye Shared Roadways

Why We Were Formed

Last year the City Council and the Board of Education met to discuss Pedestrian safety issues around the schools. Pedestrian safety was deemed so important, that in the fall of 2010, the City Council formed the Rye Shared Roadways Committee to examine the roadways from the perspective of all users of the roads. Of particular importance were children commuting to and from school. Much of the rationale for our work was to continue with the work that the Temporary Trail ways Committee began in 2007.

Our Mission

To make Rye a more environmentally sustainable, healthy and more livable community for a range of ages and user groups by improving and enhancing safe pedestrian and bicycle opportunities.

- By working with city staff to create a vetted list of short and long term projects
- Recommend changes to or the adoption of policies and local ordinances which would help support our goal
- Participating in and supporting opportunities to inform and educate our community in ways that would help achieve our goals.

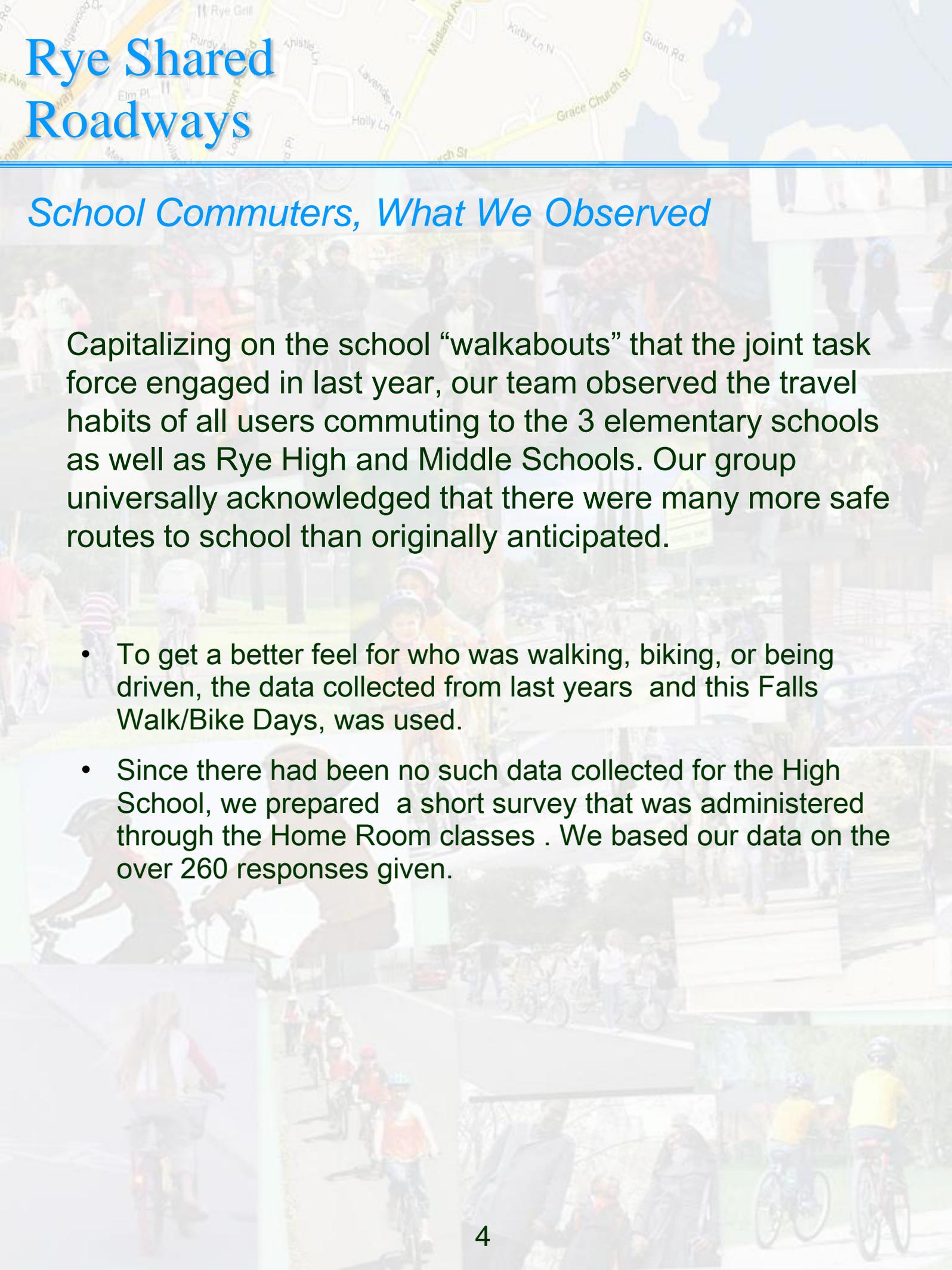
Implementation strategies should be practical and supportive of other city policies. Planning objectives and transportation needs

Rye Shared Roadways

Who We Are:

- The committee itself is made up of engineers, cycling / walking enthusiasts, and citizens who are impassioned by the topic of Pedestrian safety. We are fortunate to have as liaisons to our committee Christian Miller, City Planner; Scott Pickup, City Manager, as well as Brian Dempsey, Engineer and chair of the Traffic and Pedestrian Safety Committee.
- The Shared Roadway approach is observation based, meaning that team members go out and literally walk/drive the path that a particular user group uses, and then objectively rates that route indicating any impediments that the user may encounter. If a particular route is good, it is also noted and rated as such.
- A formal presentation will be given to the City Council in May 2011, with project recommendations based upon analysis of the observation data.

Rye Shared Roadways



School Commuters, What We Observed

Capitalizing on the school “walkabouts” that the joint task force engaged in last year, our team observed the travel habits of all users commuting to the 3 elementary schools as well as Rye High and Middle Schools. Our group universally acknowledged that there were many more safe routes to school than originally anticipated.

- To get a better feel for who was walking, biking, or being driven, the data collected from last years and this Falls Walk/Bike Days, was used.
- Since there had been no such data collected for the High School, we prepared a short survey that was administered through the Home Room classes . We based our data on the over 260 responses given.

Rye Shared Roadways

Osborn Elementary

Observations:

- The continuation of the Boston Post Rd. Diet completed over the summer has seemed to have a positive impact. The increased distance from the sidewalk to the traveling lane has been greatly increased giving the walker greater peace of mind while traveling on the sidewalk
 - Cars are traveling at a slower velocity
 - More people seem to be walking and biking to school
- Due to the decrease in car speed, more people are crossing at Sonn Drive , which is not the recommended crossing.



Rye Shared Roadways

Osborn Elementary

Observations: (cont.)

- The sidewalk on Boston Post Rd. is narrow and in many areas allow only enough room for a single pedestrian. This creates safety issues when 2 pedestrians meet. Parents walking with young children are forced to walk single file, when they should be holding hands.



- Old driveway ramps on BPR are in poor condition and allow traffic to easily jump the curb.



Rye Shared Roadways

Osborn Elementary

Observations: (cont.)

- Cyclists approach the school using the sidewalk rather than the road. There is little or no space for safe cycling on Boston Post Rd., Osborn Rd., or Oakland Beach Ave.



Recommendations/Opportunities:

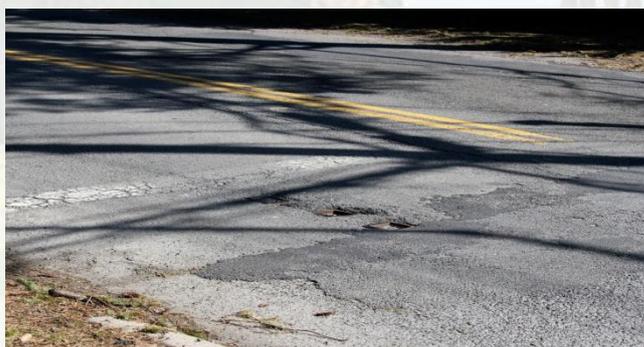
- Every September, bring the children to the corner of Osborn & BPR as well as Osborn & Theall Rd. and show them how to cross safely and why these are the preferred crossings.
- Reduce the volume of cars in the area by Walking/Riding initiatives such as Walking School Busses or Carpooling.
- Relocate the utility pole on the curve of Boston Post Road.
- Raise the old driveway curb cuts to standard curb height.
- Ask homeowners if they would consider removing their bushes and plant grass instead

Rye Shared Roadways

Midland Elementary

Observations:

- No crosswalk across Forest Avenue on the South side of the intersection at Apawamis. There is also no crosswalk across Apawamis. It appears there use to be one, but it has since faded.



- At the entrance of the school, the existing crosswalk at the center of the circle brings children to an entrance that walkers are not encouraged to use.
- The front circle is primarily for kids driven to school. Those arriving there must wait on the front steps until 8:45 am.
- Midland kids prefer to play on either the North or South playgrounds before school and are released to those playgrounds after school.

Rye Shared Roadways

Midland Elementary

Observations: (cont.)

- The crosswalk from Christ Church to Palisade and the one that crosses Palisades, parallel to Milton are both difficult for pedestrians and cyclists due to quick moving traffic which often fails to yield.
- The 5 Corners intersection at Kelly's is confusing to all users of the road. Ascertaining who has the right of way is difficult, and the crosswalks have poor or inadequate signage.
- The crosswalks at both Eve Lane and Clark are poorly located, faded beyond recognition, and without proper landings present hazards to both pedestrians and motorists.

Recommendations:

- Evaluate all crosswalks mentioned; repaint and resign in a consistent manner.
- Consider using the "crossing flags". (See page 17 for photo)
- Eliminate the crosswalk across Midland directly in front of the school and replace with two crosswalks. Eliminate the crosswalk from the island in front of the school to the Rye Rec side of the street but **KEEP** the crosswalk from the school steps to the island, which is used by families who drop off or pick up at the curb directly in front of the school.
- Create a new northern crosswalk that would bisect Midland at approximately the mid-point of the school's basketball court on the East and Rye Rec's field on the West.

Rye Shared Roadways

Midland Elementary

Recommendations: (cont.)

- Place a new southern crosswalk between Billington and Platt. The location is ideal as it does not interfere with any catch basins or drains.
 - This location was chosen because it brings children where they are supposed to be (the playground) and it is far enough up from the Rye Rec driveway, the Midland employee driveway, and the school's circle that drivers will have visibility.
- Crosswalk placement would be in front of the existing gate to Midland's South Playground . The gate would need to be moved to accommodate the new crosswalk.



Rye Shared Roadways

Midland Elementary

Recommendations: (cont.)

- Add striping along Midland Avenue indicating the location on the East side of the street where cars should pull over to drop off by the North Playground.
- Diagonal stripes (indicating NOT to drop there) would be added on either side of the staff parking lot exit extending far enough up the street that kids would not be hopping out of cars next to a busy driveway and cars would have visibility to the correct drop off location.
- Consider moving the crossing guard to this crosswalk at drop-off and pick-up, as some kids in Grades 2 - 5 arriving at this location are not accompanied by an adult.



Rye Shared Roadways

Milton Elementary

Observations:

- At the intersection of Milton and Oakland Beach, there is a walking signal to cross Milton on the North side of the street. There is no signal to cross the West side of Oakland Beach (facing Le Panetierre). Because the only sidewalk on this road is on the West side of Milton, all walkers are forced to cross on the side of the road where there is no walking signal.



- People who live North of Oakland Beach Ave. commute via the interior streets. Presently there is no crosswalk on Dearborn to allow safe passage through the interior streets.
- The crosswalk at Hewlett and Forest Ave. is located on the North side. This puts students in danger as cars exit left onto Forest Ave.



Rye Shared Roadways

Milton Elementary

Recommendations:

- Change the location of the crosswalk at Hewlett and Forest to the south side of Forest.
- Resign and restripe all crosswalks in a consistent manner.
- Use the “crossing flags” (see P. 17 for photo)
- Place a crosswalk on Dearborn at Halstead or Fairlawn to create safer passage for those students traveling through the interior streets.
- Place a pedestrian crossing signal at the last corner of Oakland Beach and Milton Road in front of Le Panetiere.

Rye Shared Roadways

Rye High/Middle School

Observations:

- There continues to be multiple incidents of motorists failing to yield to pedestrians in all of the crosswalks surrounding the HS/MS.
- Snow covered sidewalks have made it necessary for pedestrians to walk in the street.
- Children walking from the downtown area must pass by a number of active driveways, beginning from the Post Rd. Market to the Presbyterian church.



Rye Shared Roadways

Rye High/Middle School

Observations (cont.):

- Children living around Forest Avenue in and around Grace Church St. are presently using the Eve Lane cut through. The path and steps are in poor condition and could be made safer.



- They then continue their commute by using the Rye Rec path that leads them to Milton Rd. where they can be crossed by a crossing guard.



Rye Shared Roadways

Rye High/Middle School

Observations (cont.):

- MS Bikers travelling Northbound on the Post Rd. cut through the grass parallel to the brook to lock up their bikes.
- Walkers travelling Northbound on the Post Rd. cut through the football field.

Recommendations/Opportunities:

- Place a traffic bollard in the center crosswalk at Parsons Blvd
- Consider painting dark zebra stripes at the exit of Rye Pres.
- Restripe and resign all crosswalks in a consistent manner.
- Move bike racks to the front of the school by the MS benches.
- Leave the gates open so that kids can cut through without climbing the fence.
- Enforce the sidewalk policy of maintaining sidewalks free and clear of snow and brush.
- Consider re-grading and repaving the Eve Lane path
- Consider paving the goat path that runs parallel to the brook so that kids can avoid all of the active driveways on the Resurrection side.

Rye Shared Roadways

Short Term Recommendations/Opportunities

Crosswalks:

- Explore the use of crossing flags at unmanned crossings.



- Commissioner Connors and the City Staff will conduct an analysis of the Crossing Guards and will make any changes that they feel are necessary.

Education:

The Shared Roadways Committee will continue to work closely with Helen Gates and Gregg Howells of the Rye Y and the Safe routes to School Program to collaborate on Education and Encouragement initiatives, especially as they pertain to the schools.

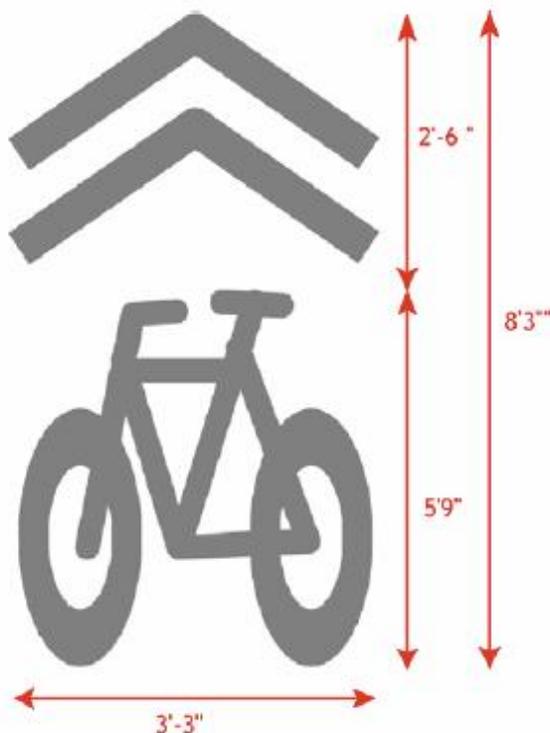
Rye Shared Roadways

Sharrows
Make Rye's streets safer



- *What is a "sharrow"?*

- A "shared-lane marking arrow" or "sharrow" is a painted emblem on the roadway.
- It is intended to encourage the safe co-existence of motorists and cyclists.
- These road markers remind motorists that they are sharing the route with bicyclists.



- Sharrows indicate the preferred path of travel for cyclists (where they should ride in the roadway).
- Sharrows indicate to motorists the possible presence of bike traffic in the roadway.
- Shared lanes are different from bike lanes. Bike lanes are set aside for bicyclists and are marked by a solid white line and a different symbol.
- Sharrows are an effective, flexible and inexpensive alternative to striped bike lanes.

1...



• Use sharrows on roadways when...

- they are crowded and well traveled,
- they have bicycle traffic,
- they are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- bicycle lanes are not possible or feasible, and
- when the posted speed limit is 35 mph or below.
- Sharrows are also effective in traffic circles.



• Studies show that sharrows...



- succeed in reducing the distance between cyclists and motorists,
- succeed in reducing incidences of "dooring" (where the motorist exiting the car opens the door into the path of the cyclist),
- reduce incidences of cyclists riding the wrong way on the road, and
- reduce incidences of bikes riding on sidewalks.

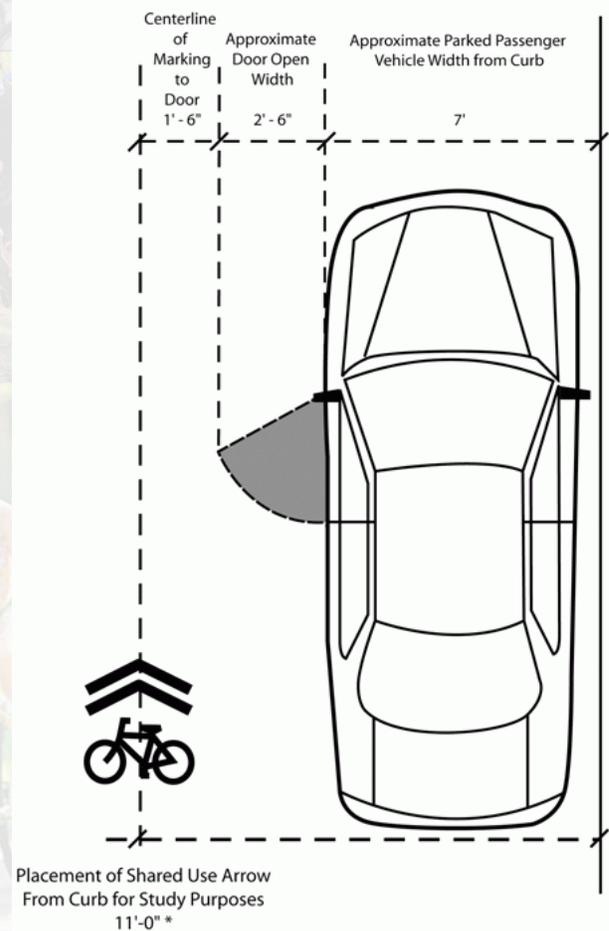
Rye Shared Roadways

Sharrows
Make Rye's streets safer



• *Benefits*

- Improved safety on the roadways
- Increased awareness that the roadways are shared with non-motorized traffic
- Extremely low cost
- Extremely easy to implement
- Stimulates discussion about biking safety and awareness
- Consistent with Rye's stated interest in improving the safety and enjoyment of pedestrian and biking activities.

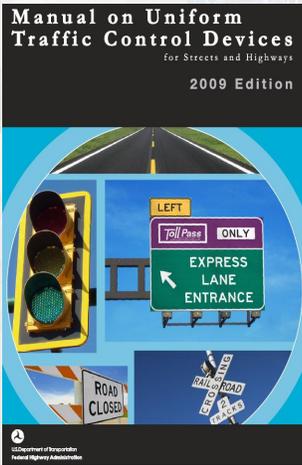


* Selection of this placement is based on the following:
-- Average car door opens to 96" from curb (per DPT field observations),
-- average width of bicycles 2'
-- 6" clearance from door to bicycle handlebar is desired minimum shy distance

• *Next steps*

- Establish trial implementations
- Work with City Council and staff to choose locations
- Educate motorists and cyclists on their meaning and usage





Section 9C.07 Shared Lane Marking *

Option:

The Shared Lane Marking shown in Figure 9C-9 may be used to:

- A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- D. Encourage safe passing of bicyclists by motorists, and
- E. Reduce the incidence of wrong-way bicycling.

Guidance:

- The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.

If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.

If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.

If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Option:

Section 9B.06 describes a Bicycles May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane.



Safe Routes to School: Education/Encouragement Initiatives

- 2010-2011 Accomplishments
- 2011-2012 Proposed Initiatives



Safe Routes to School – Education/Encouragement Initiatives

Presented to BOE/City Council on 4/9/11

2010-11 Accomplishments

Elementary schools:

- Provided DOT produced density maps to all elem schools
- Distributed educational/promotional materials to all schools including teaching tips for parents for promoting safe walking/biking, age appropriate safety tips, interactive DVDs
- Coordinated walking school bus info session with Rye and Mam'k SRTS Committee

RMS/RHS:

- April 2011 RMS Wellness Fair display with Fresh Green Light, RYC Players, and Jacy Good (national spokesperson on distracted driving)
- Rye Youth Council Players distracted walking skits on 4/15/11
- Conducted Walking Surveys in middle/high school
- Posters in Rye Middle and High School promoting no texting
- Rye Middle and High School poster contest, bumper sticker contest on distracted walking
- Rec'd National Safe Routes to School mini grant award (\$1000) for PSA contest at RMS/RHS)

Community wide:

- Complete Streets workshop held with Alta Planning and County DOT Fall 2010
- NYU Capstone selects Rye Y to coordinate complete streets analysis (Rye, Mam'k, Larchmont)
- Community forum on distracted walking/driving held on 3/24
- PSA ads in Rye Record (Drive Safe, Cross Safe, bike Safe, Walk Safe)
- Signage on school campuses (put down your cell phone!)
- Crosswalks education campaign. Decals and info distributed to all schools.

2011-12 Proposed Initiatives

School-based

1. School assemblies geared to specific grade groups (K-2, 3-5) in early fall
2. School specific educational component supported by providing baseline materials (Safety pledge, handbook, walkabout of school campus)
3. 6th grade awareness component targeting 5th to 6th grade transition group
4. Rejuvenate high school SADD club and conduct *X the Text* campaign
5. Walking school bus programs at all 3 schools
6. Posters in schools, school websites for traffic safety tips

Community-wide

1. Community safety pledge (exploring funding from Allstate's "*X the Text*" campaign)
2. Crosswalks education campaign
3. Pilot program with crosswalks flags
4. Disseminate info on how to navigate a rotary or roundabout
5. Promote awareness/understanding of any new signage or traffic safety markers(e.g., sharrows)
6. East Coast Greenway promotional campaign
7. PSAs in local papers and on Y website
8. NYU Capstone final presentation (recommendations for Forest Ave.) on 4/28, 9:30am RFRR



CITY COUNCIL AGENDA

NO. 4 DEPT.: City Council/Board of Education DATE: April 9, 2011
CONTACT: Mayor Douglas French/Dr. Edward Shine

AGENDA ITEM: Discussion on a joint statement on mandate relief.

FOR THE MEETING OF:
April 9, 2011
RYE CITY CODE,
CHAPTER
SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The Rye City Council and the Rye City School District Board of Education will discuss a joint statement to be issued regarding mandates imposed by New York State.

ADOPTED AT THE JANUARY 18, 2011 BOARD OF EDUCATION MEETING

RESOLUTION:

Be it Resolved by the Rye City School District Board of Education that Legislative and Unfunded Mandate Relief Must be Included in any NY State Property Tax Cap Proposal.

WHEREAS, New York State leads the nation in local property taxes, in large part because New York leads the nation in imposing unfunded state mandates upon our local municipalities and school districts; and

WHEREAS, state mandated pension fund contributions are one of the largest components of every school district and municipal budget over which local officials have little control, and are increasing at exorbitant rates annually such that bills from the State Employees Retirement System (ERS) will increase 40% and bills from the Teachers Retirement System (TRS) will increase 33% in the 2011-12 school year; and

WHEREAS, state laws such as the Triborough Amendment, pertaining to the collective bargaining of contracts between school districts and employee unions, impede the ability of local officials to reasonably control the costs that such contracts impose upon local property taxpayers; and

WHEREAS, as a solution to New York's property tax crisis, the Governor of New York and members of the New York State Legislature have pledged to consider enactment of legislation imposing a cap on the annual growth in local property taxes; and

WHEREAS, any property tax cap must be accompanied simultaneously (1) by ending the practice of pushing State costs onto local school districts and municipalities, and (2) by a repeal of current underfunded or unfunded state mandates that require local municipalities and school districts to significantly increase spending and therefore local property taxes; and

WHEREAS, a property tax cap without repeal of costly underfunded and unfunded state mandates will inescapably lead to drastic cuts in essential local school district programs and services, as well as significant layoffs of school district employees;

NOW, THEREFORE, BE IT RESOLVED, by the Rye City School District Board of Education that the Governor of the State of New York and members of the New York State Senate and New York State Assembly must reform the costs drivers that lead to high property taxes in New York – including mandate relief, pension benefits and the collective bargaining process – as the central element of any effort to provide property tax relief to the residents and businesses of New York State.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the Governor, Senate Majority and Minority Leaders, Assembly Speaker and Minority Leader, and the members of the State Senate and Assembly representing the citizens of the Rye City School District.

PROPOSED

JOINT RESOLUTION OF THE RYE CITY SCHOOL DISTRICT and the CITY OF RYE

Be is RESOLVED by the Rye City School District Board of Education and the Mayor and Council of the City of Rye, that we recommend the New York State Assembly *disapprove* a state property tax cap, unless concurrent and significant 'unfunded mandate relief' is included in the legislation.

WHEREAS, New York State leads the nation in local property taxes, in large part because New York leads the nation in imposing unfunded state mandates upon local municipalities and school districts;

WHEREAS, by some studies, these unfunded mandates represent as much as 20% of the budgets of municipalities and school districts;

WHEREAS, the projected growth in pension and health insurance costs in 2011 and 2012 will far exceed the growth in property tax levies allowed under a cap, and that by 2014 employee benefit costs alone could consume or even exceed both the school district's and the city's entire property tax levy;

WHEREAS, state laws such as the Triborough Amendment further impede the ability of the school district and the city to control costs by carrying forward certain costly prior contractual provisions, undermining the immediacy of conducting fair, realistic negotiations that are responsive to current economic conditions;

WHEREAS, the establishment of a 2% hard cap, as proposed by the Governor and approved in the State Senate, would ultimately require drastic cuts in essential local school district and city programs, services, and staffing that would compromise our residents expectations for quality of life;

THEREFORE, BE IT RESOLVED by the Rye City School District Board of Education and the Mayor and Council of the City of Rye, that the New York State Assembly reject the property tax cap approved by the State Senate;

BE IT FURTHER RESOLVED that the establishment of any tax cap *follow* the reformation of current unfunded mandates and the restructuring of public pension benefits and the collective bargaining process in order to ensure that our school district and municipality do not suffer undue and unwanted cuts in services, programs and staffing.



CITY COUNCIL AGENDA

NO. 5 DEPT.: City Manager/Rye School District DATE: April 9, 2011
CONTACT: Scott Pickup/Kathleen Ryan

AGENDA ITEM: Review of fields and facilities management scheduling and IMA.

FOR THE MEETING OF:
April 9, 2011
RYE CITY CODE,
CHAPTER
SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The City Manager and the Rye City School District will review the shared use of fields and facilities including future schedules and an IMA governing such.

Rye City/Rye City School District Facility User Scheduling Challenges

April 5, 2011

TO: Dr. Edward Shine, Superintendent of Schools

Mr. Scott Pickup, City Manager

FROM: Ms. Kathleen Ryan, RCSD Business Manager

Ms. Sally Rogol, Superintendent of Recreation

The Rye City School District and the Rye Recreation Department have had a long-standing tradition of supporting one another's programs. Rye City's recreation department maintains the fields and facilities that the District uses for its baseball, softball, soccer and tennis teams. The District allows the recreation department to use its fields and facilities for various recreation programs and senior programs throughout the year, including summer camp at three of the schools. Issues that may arise are discussed and resolved between the parties and this cooperative arrangement has greatly benefited the residents of Rye for decades.

Many community not-for-profit athletic, recreation and performing arts groups use both City-managed and District-managed facilities. These include Rye Youth Council and The Rye Y. Having a similar approval process for both the City and the District would facilitate the scheduling and coordination of use for these vital community organizations. The City's recreation department has worked closely with the District's athletic department to facilitate community use of resources. Having shared information would make the process more easily and effectively managed.

One of the challenges discussed between us this year is the scheduling of school district facilities for Rye Recreation's use. The District employs a cumbersome paperwork process with many signatures that begins with the school building, goes through the Athletic Director, onto the Director of Facilities and ends with the Business Manager to approve each use of a District facility. Each school building maintains a calendar for the use of each field, gym and building space. The Athletic Director maintains a schedule of uses for District gymnasiums and fields. However, no one in the District has "bird's eye" view at a given point in time of what is being used by whom, or what is available for use. The City's software program does permit this view of City-managed facilities.

We discussed the District exploring the purchase of either the same facility scheduling program that Rye Recreation uses, or a similar program. A select group of supervisory staff from each organization would then have read-only access to one another's systems so available space and permitted uses can be easily identified. The District would also then have the ability to streamline its user approval process through an electronic method. Additionally, staff in the school buildings would be able to easily verify permitted users and who are not. In these times of reductions in staffing, creating and implementing efficiencies are paramount to both entities.

We anticipate that the research for this project would be completed by September for a 2011/2012 roll-out. We will keep you both informed about our progress and any further recommendations.

INTERMUNICIPAL AGREEMENT BETWEEN THE CITY OF
RYE AND THE RYE CITY SCHOOL DISTRICT

This agreement, made and entered into this 29th day of May 1998 by and between the City of Rye (the "City") and the Rye City School District (the "District").

Since the governing bodies of the City and the District are mutually interested in providing a quality community recreation program and a comprehensive interscholastic and intramural sports program, and

Since both governing bodies are interested in providing the best service with the least possible expenditure of public funds, full cooperation between the City and the District is necessary.

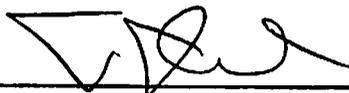
Therefore, in consideration of these premises, the City and the District agree to cooperate with each other in carrying out the above purposes and to that end agree to the following:

1. The District will make available, whenever possible, to the Rye Recreation Department for community recreation activities the facilities and fields necessary to meet program needs (the "School Facilities"). Specific facilities and fields are to be requested by the Recreation Department subject to the approval of the Director of Athletics or a duly appointed official.
2. The City will make available, whenever possible, to the District for interscholastic and intramural activities facilities and fields necessary to meet program needs (the "Recreation Facilities"). Specific facilities and fields shall be requested by the Director of Athletics subject to the approval of the Superintendent of Recreation or a duly appointed official.
3. It is agreed that a schedule of dates for the use of School Facilities will be formulated in advance and that this schedule will be arranged to avoid conflicts between school and recreation use; that in scheduling of said facilities, school events and programs shall have first priority, recreation programs established by the Recreation Department shall have second priority and all other users shall have third priority.

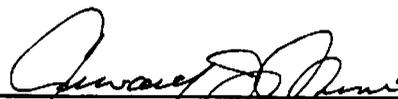
4. It is further agreed that a schedule of dates for use of Recreation Facilities will be formulated in advance and that this schedule will be arranged to avoid conflicts between recreation and school use; that in scheduling of said facilities, recreation programs shall have first priority, school activities shall have second priority and all other users shall have third priority.
5. It is not the intent of this agreement to change or alter any usage currently scheduled by either party or other community groups.
6. Both parties agree that an approved facility request shall not be changed or canceled except by weather or facility closing. Should an unavoidable conflict arise, then the facility owner, upon a minimum 48 hour notice, must provide an acceptable alternate site.
7. Each party agrees to provide adequate staff to supervise activities properly. Appropriate measures will be taken to assure that the safety and welfare of all participants and leaders is maintained throughout the program. The facility user is responsible for providing necessary safety equipment and supplies. The facility user shall notify the facility owner as soon as practical when an accident or injury occurs.
8. Normal daily preparation of field or facility for conduct of an activity or program shall be borne by the user group responsible for its conduct. Request for unusual or special enhancements of a field or facility by the user may result in additional costs to the user.
9. Any and all issues not addressed herein will be resolved by mutual consent of the District's Athletic Director and the City's Superintendent of Recreation.
10. It is understood that either party may terminate this agreement upon giving three months' written notice to the other party. Appeals shall be made to the City Manager and Superintendent of Schools.
11. It is understood that this agreement nullifies and voids any previous facility agreement between the City and the District.
12. Certificates of insurance for each party to this agreement shall be shared annually and each party will name the other as an additional insured. Each party will carry a minimum of \$1,000,000 of insurance coverage.

13. Damage caused to the School Facilities as a result of City use and damage caused to the Recreation Facilities as a result of District use will be billed to the using party.

EJS:csw
t:facility



Frank Culross, City Manager
City of Rye



Edward J. Shine
Superintendent of Schools
Rye City School District



CITY COUNCIL AGENDA

NO. 6

DEPT.: City Manager/Rye School District

DATE: April 9, 2011

CONTACT: Scott Pickup/Dr. Edward Shine

AGENDA ITEM: Modified Drugs, Alcohol, and Safety Program Outline.

FOR THE MEETING OF:

April 9, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The modified program for the Drugs, Alcohol, and Safety Program for the 5th grade and Middle School will be outlined.

Detective John Wood/Rye P.D.

Elementary School Program

- Each school and each section of each 5th grade class will have four (4) meetings with Detective John Wood
- Midland – May 24, 31; June 7, 14
- Milton – May 25; June 6, 8, 13
- Osborn – May 23, 26; June 1, 15
- Four Major Topics
 1. Alcohol
 2. Tobacco
 3. Marijuana
 4. Internet Safety
- During the summer of 2011, discussions and planning will take place among Detective Wood, Mr. Castagna, Director of Athletics, Physical Education and Health, and physical education teachers for the 2011-12 program at the elementary schools and the middle school.